

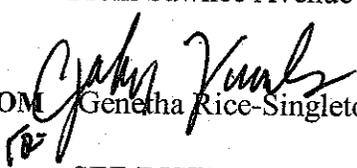
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 132950-, Gwinnett/Hall Counties
STP00-0013-00(063)
Widening of SR 13/Buford Highway-
From Sawnee Avenue to SR 347/Friendship Road

OFFICE Preconstruction

DATE February 22, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Russell McMurry
Angela Alexander
Paul Liles
Robert Mahoney
BOARD MEMBER

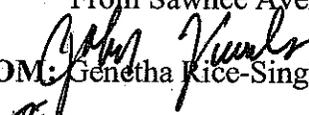
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 132950-, Gwinnett / Hall Counties
STP00-0013-00(063)
Widening of SR 13/ Buford Highway-
From Sawnee Avenue to SR 347/Friendship Road

OFFICE: Preconstruction

DATE: February 13, 2008

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen SR 13/Buford Highway from Sawnee Avenue to SR 347/Friendship Road for a total of 1.53 miles. The primary purpose of this project is to provide additional capacity along Buford Highway and to preserve the efficient and safe movement of traffic through the project corridor. Traffic analysis conducted along this corridor for future (2032) traffic conditions indicate that all major intersections would operate at failing levels of service during the AM and PM peak hours. Buford Highway currently serves as a north-south minor arterial for local and commercial traffic in the area. The existing roadway consists of two undivided travel lanes and shoulders of variable widths from 0-5' of paved and/or grass with curb and gutter at intersections. The 2006 Average Daily Traffic (ADT) of 14,600 vehicles per day (VPD) on Buford Highway within the project area is projected to increase to 20,100 by the year 2012. This volume is projected to increase to 30,100 VPD by the year 2032. Projected traffic volumes indicate that the levels of service at the major intersections would decline to LOS "F" by the 2032 design year if no action is taken. With the proposed project, all of the intersections in the 2032 design year would operate at LOS "D" or better throughout the project corridor.

The proposed project will widen Buford Highway to a 4 lane urban facility with a 20' raised median, 4' bike lanes, curb and gutter and 5' sidewalks on both sides. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Information Open House will be held; Time saving procedures is not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 8,112,000	\$ 4,129,000	L240	LR
Right-of-way & Utilities*	Local	Local		

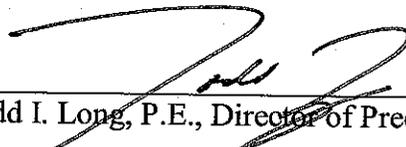
*PMA signed for city of Buford to do PE and Utilities; Construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

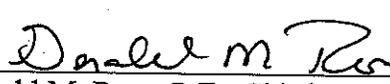
Attachment

CONCUR

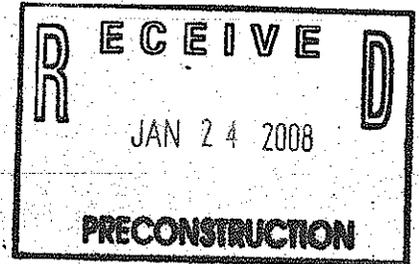


Todd I. Long, P.E., Director of Preconstruction

APPROVED



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



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 1 - Gainesville

PROJECT CONCEPT REPORT

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

Federal Route Number: N/A
State Route Number: SR 13

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 1/4/2008

[Signature]
Project Manager

DATE 1-4-2008

[Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental Location Engineer

DATE 1-19-08

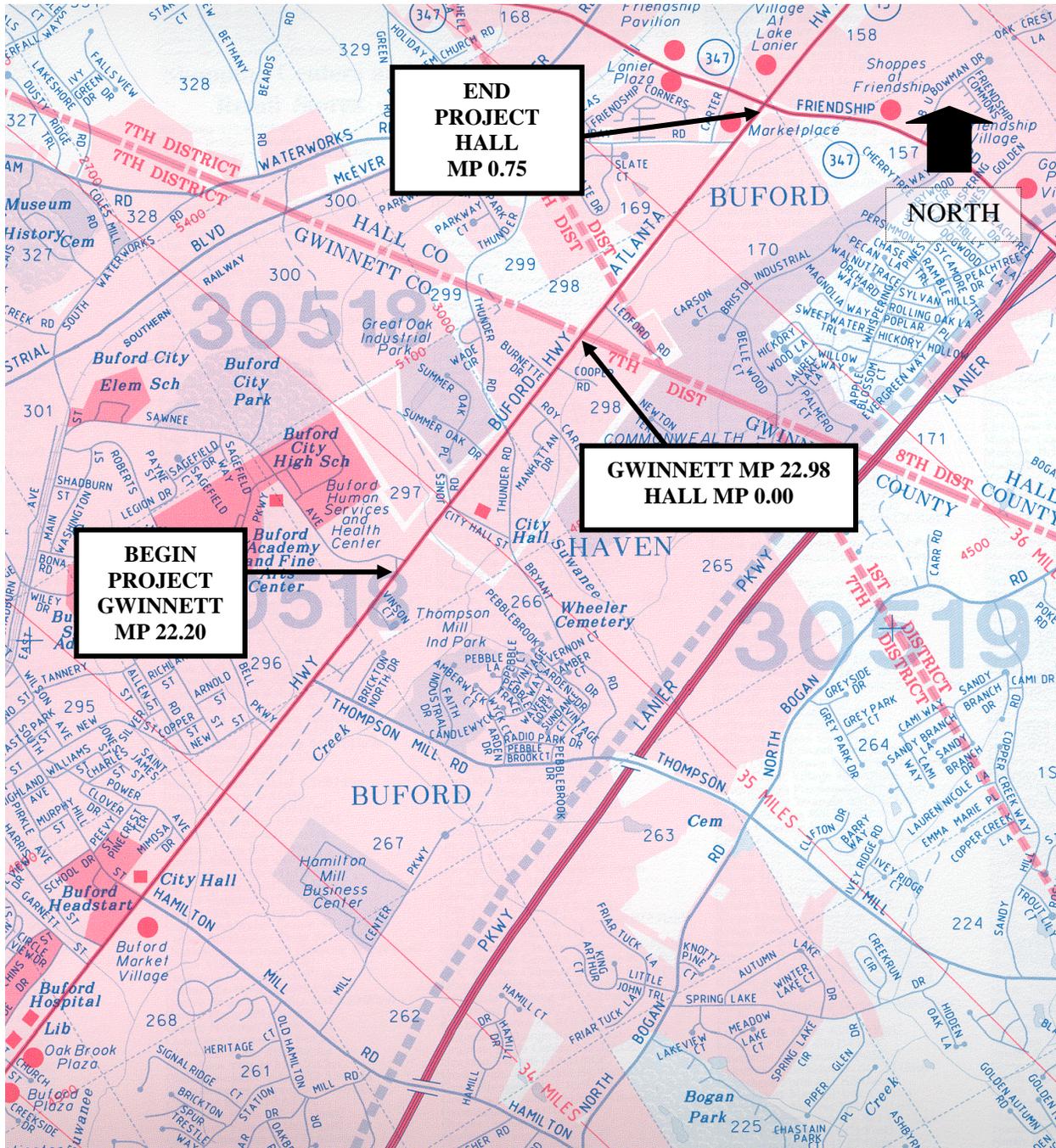
[Signature]
State Traffic Operations Engineer

DATE _____

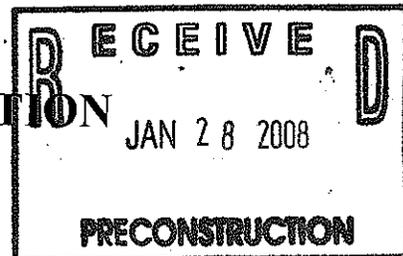
Project Review Engineer

Project Location Map

Buford Highway (SR 13) from Sawnee Avenue to Friendship Road (SR 347)



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 132950

OFFICE: Environment/Location

DATE: January 24, 2008

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
STP00-013-01(063) / Gwinnett & Hall Counties
SR 13-BUF-Atl Highway from Thompson Mill to Reloc. SR 347 / Hall

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

1. This project may require Oct/Nov survey for GA Aster.
2. Page 8 – It is doubtful that FHWA will allow a CE on this project. Please anticipate an EA for schedule purposes.
3. Page 9 – Project has no management ROW or Let dates. Since it will most likely be an EA, we believe twenty four (24) months is more appropriate as the time required to complete Environmental work.
4. Since the project is anticipated to be an arterial widening, it may be prudent to approve the concept report at the time. However, due to project costs, a V.E. study should be held at the earliest opportunity as it could have significant effects on the proposed concept.

If you have any questions, please contact me at (404) 699-4401.

GB:lc

Attachment

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Thomas Howell
Paul Liles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 1 - Gainesville

PROJECT CONCEPT REPORT

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

Federal Route Number: N/A
State Route Number: SR 13

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 1/4/2008

Neil A. Cantor
Project Manager

DATE 1-4-2008

Russell K. McManis
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 1/24/08

Shawn Barr
State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 1 - Gainesville

PROJECT CONCEPT REPORT

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

Federal Route Number: N/A
State Route Number: SR 13

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 1/4/2008

Paul A. Kantan
Project Manager

DATE 1-4-2008

Russell R. McMurtry
Office Head/District Engineer

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

DATE 2-5-08

Angela S. Alward
State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 1 - Gainesville

PROJECT CONCEPT REPORT

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

Federal Route Number: N/A
State Route Number: SR 13

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 1/4/2008

[Signature]
Project Manager

DATE 1-4-2008

[Signature]
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

Project Review Engineer

Need and Purpose:

The primary purpose of the proposed project is to provide additional capacity along Buford Highway (SR 13) and to preserve the efficient and safe movement of traffic through the project corridor consistent with the functional classification of an urban minor arterial. Traffic analyses conducted along this corridor for future (2032) traffic conditions indicate that all major intersections would operate at failing levels of service during the AM and PM peak hours. The projected traffic volumes (year 2032) result from the continued residential, office and commercial development, and redevelopment of adjacent property, which is consistent with each county's adopted land-use plans and policies along this corridor.

Planning Background and Project History

The proposed widening of Buford Highway between Sawnee Avenue and Friendship Road has long been a priority as part of a larger network of area roadway projects to improve mobility and connectivity between Gwinnett and Hall Counties.

Buford Highway is located west and parallel to I-985 and has seen tremendous growth and development over recent years. The proposed project is recommended for widening in the Atlanta Regional Commission's (ARC) adopted Mobility 2030 Regional Transportation Plan as Project ARC # GW-099C. Also, Buford Highway is designated as a bike route on the ARC bike plan for Gwinnett County.

The current land uses are consistent with the future land use plans. As a result of continued development and re-development of the land areas along the project corridor, projected traffic volumes (year 2030) indicate that a four-lane section is necessary. Detailed analysis concerning existing and future projected traffic volumes along the project corridor is discussed in a subsequent section.

Project Description

The proposed project would widen Buford Highway, an urban minor arterial, from Sawnee Avenue in Gwinnett County to Friendship Road in Hall County. The length of the project is approximately 1.53 miles.

The existing roadway currently consists of two lanes with a variable width, with only a few locations with left turn and right turn lanes along the project length. The proposed project would widen Buford Highway to a 4-lane urban facility with a 20-foot raised median, 4-foot bike lanes, curb and gutter and 5-foot sidewalks on both sides.

Logical Termini

The southern logical terminus of this project would occur at Sawnee Avenue in Gwinnett County where the existing four-lane typical section ends. The widening north from this intersection would accommodate existing and future travel demand. Buford City schools are located along or near Sawnee Avenue. Approximately 15% of the northbound traffic volume on SR 13 turns left onto Sawnee Avenue while 85% of the traffic volumes continue north onto the existing two-lane Buford Highway/SR 13.

The northern logical terminus of this project is the Friendship Road/SR 347. Friendship Road is planned to be widened and reconstructed in Hall County from its existing two lanes to four lanes

by project STP00-2688-00 (004), P.I. No. 170735. At this location, 58% of the traffic turns onto Friendship Road/SR 347.

Average Daily Traffic Volumes and Level of Service

Buford Highway (SR 13) currently serves as a north-south minor arterial for local and commercial traffic in the area. The industrial and commercial properties, and other land uses adjacent to the roadway have contributed to the current traffic volumes on the existing facility. The 2006 Average Daily Traffic (ADT) of 14,600 vehicles per day (vpd) on Buford Highway within the project area is projected to increase to 20,100 by the build year 2012. This volume is then projected to increase to 30,100 vpd by the year 2032. The 2012 and 2032 traffic volumes would exceed the capacity of a two-lane or three-lane highway.

Levels of Service (LOS) were determined at all of the major intersections along the corridor. The results of the analysis are shown in Table 2. Traffic volumes on the existing roadway are operating at levels of service B to D at peak hours. All the intersections with Buford Highway are unsignalized except Friendship Road. The analyses indicate the need to signalize Sawnee Avenue, City Hall Street and Roy Carlson Blvd with Buford Highway to operate at a good level of service during peak hours for the build year 2012 in addition to the proposed widening and improvements. The analysis also showed that the intersection of Holiday Road with Buford Highway might need to be signalized in the design year 2032 to operate at a good level of service. Prior to installing a traffic signal at any of these intersections, a traffic signal warrant study would be required to determine whether a traffic signal is warranted for signalization.

Projected traffic volumes indicate that the levels of service at the major intersections would decline to F by the 2032 design year if no action is taken. With the proposed design, all of the intersections in the 2032 design year would operate at levels of service "D" or better throughout the project corridor (see Table 2).

Table 2: Summary of Level of Service Analysis Results

Buford Hwy Intersections	Year 2006 Existing			Year 2012 No-Build			Year 2012 Build			Year 2032 No-Build			Year 2032 Build		
	AM	PM	TC*	AM	PM	TC*	AM	PM	TC*	AM	PM	TC*	AM	PM	TC*
Sawnee Ave	D	C	U	F	F	U	B	B	S	F	F	U	C	B	S
City Hall St	C	C	U	C	F	U	A	A	S	F	F	U	A	A	S
Summer Oak Dr	B	C	U	C	F	U	--	--	R	F	F	U	--	--	R
Thunder Rd	C	D	U	F	F	U	--	--	R	F	F	U	--	--	R
Roy Carlson Blvd	C	D	U	E	F	U	B	B	S	E	F	U	C	C	S
Ledford Rd	B	C	U	D	E	U	C	D	U	C	F	U	C	D	U
Holiday Rd	C	C	U	E	F	U	D	D	U	F	F	U	A	B	S
Friendship Rd	C	D	S	F	F	S	C	C	S	F	F	S	D	D	S

* Traffic Control (TC) – S means signalized, U means unsignalized and LOS at these intersections represents the side street LOS, R means that the intersection has been modified to have only right-in and right-out access and was therefore not analyzed.

Safety Improvements

Currently, Buford Highway is classified as an urban minor arterial. As such, the facility serves regional commuter traffic to and from major employment centers of Gwinnett and Hall counties.

The ability for this facility to accommodate and distribute traffic between the major traffic generators is the primary purpose of the facility. In order to maintain the design speed and efficiency of the facility, the project proposes to construct a raised median throughout the length of the project. The raised median would help to reduce the number of crashes by restricting left-turns and crossover traffic movements to occur only at median openings. The project would also construct deceleration lanes to separate right turning traffic from through traffic.

An inventory of recent historical crash data from 2003 to 2005 is provided in the table below. The table lists the total number of crashes and injuries coded to Buford Highway within the proposed project termini. No fatalities were recorded during this time period. Accordingly, the crash and injury rates were calculated and shown beside the statewide rates for an urban minor arterial, the assigned functional class of Buford Highway. The crash and injury rates provided are in units of 100 million vehicle miles.

History of Traffic Crashes

Year	No. Of Crashes	Crash Rate	Statewide Rate	No. Of Injuries	Injury Rate	Statewide Rate
2003	51	628	572	26	320	143
2004	51	617	490	17	205	123
2005	56	600	534	31	332	135

The results indicate that Buford Highway exhibits above average crash and injury rates as compared to similar facilities statewide. These crash and injury rates stress the need for proposed improvement on Buford Highway. The proposed improvement would reduce the number of crashes, enhance the safety of motorist's and improve level of service. This improvement would help to reduce the risk of various common crashes, rear-end and angle collisions at intersections.

Other Projects in the Areas

Several projects are planned for this area that will complement the proposed project. These projects are listed below by their Georgia Department of Transportation Project Identification Number:

- GDOT P.I. No. 170735 – SR 347/Friendship Road widening from I-985 to CR 129
- GDOT P.I. No. 162430 – SR 347/Friendship Rd & Thompson Mill Rd from I-985 to SR 211
- GDOT P.I. No. 0007389 – CR 1293/McEver Rd Intersection Improvements at six locations.
- GDOT P.I. No. 0003164 – I-85 from SR 316 north to Hamilton Mill Rd for HOV lanes
- GDOT P.I. No. 110600 – I-85 from I-985 to north of CR 134/Hamilton Mill Rd
- GDOT P.I. No. 0007849 – SR 20 from SR 324/Gravel Springs Rd to I-85
- GDOT P.I. No. 0006336 – I-985 from I-85 to Flowery Branch-ATMS Communication/Surveillance
- GDOT P.I. No. 0007467 – I-985 from Gwinnett County line to Jesse Jewell Pkwy-Cable Barrier
- GDOT P.I. No. 0002393 – SR 13 from Sugarloaf Pkwy to SR 20 in Buford

Project Concept Report page 6
Project Number: STP-013-1 (63)
P.I. No: 132950
County: Gwinnett/Hall

Description of the proposed project:

Project STP-013-1 (63), P.I. No. 132950 consists of the widening of Buford Highway, SR 13 from Sawnee Avenue in Gwinnett County to Friendship Road in Hall County. The project proposes to widen the existing two-lane roadway to provide an urban four-lane divided highway with a 20-foot raised median, 4-foot bike lanes and auxiliary lanes at major intersections. The roadway would have urban shoulders with curb and gutter and 5-foot sidewalks on both sides.

Is the project located in a Non-attainment area? X Yes No. The project is described in the Atlanta Regional Commission's (ARC's) Mobility 2030 Regional Transportation Plan as widening the existing two-lane facility to four-lanes from Thompson Mill Road to Friendship Road. The conforming model's description above is consistent with the proposed project concept.

PDP Classification: Major X Minor
Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): N/A **State Route Number(s):** SR 13

Traffic (AADT):
Build Year: (2012) 20,100 Design Year: (2032) 30,100

Existing design features:

- Typical Section: Buford Highway from Sawnee Avenue to Friendship Road – Rural and urban roadway sections of variable widths, consisting of two undivided travel lanes and shoulders of variable widths from 0-5 feet of paved and/or grass with curb and gutter at intersections.
- Posted speed 45 mph Minimum radius for curve: Tangent
- Maximum super-elevation rate for curve: N/A
- Maximum grade: 3.0 %
- Width of right of way: varies 80 to 100 ft.
- Major structures: Culverts over streams
- Major intersections along the project: Major intersections along the project occur at Sawnee Avenue, Thunder Road, Holiday Road and Friendship Road.
- Length of existing roadway Buford Highway is approximately 1.53 miles:
M.P. 22.20 – 22.98 (Gwinnett County)
M.P. 0.00 – 0.75 (Hall County)

Proposed Design Features:

- Proposed typical section(s):
 - Buford Highway/SR 13 - The proposed typical section includes two 12-foot travel lanes and 4-foot bike lanes in each direction with a 20-foot raised median and auxiliary lanes as necessary. The proposed section would include 16-foot urban shoulders with curb and gutter and 5-foot sidewalks on both sides.

- Side Streets – The proposed typical section for the side streets would consist of one 12-foot travel lanes in each direction. The proposed section would include 16-foot urban shoulders with curb and gutter and 5-foot sidewalks on both sides.
- Proposed Design Speed
 - Buford Highway/SR 13 45 mph
 - Relocated Thunder Road 35 mph
 - Ledford Road 25 mph
 - Holiday Road 25 mph
 - City Hall Street 25 mph
- Proposed Maximum grade Mainline 3.0 % Maximum allowable grade 6%
- Proposed Maximum grade Side Streets 11.0 % Maximum allowable grade 11%
- Proposed Maximum grade commercial driveway 11 %
- Proposed Minimum radius for curve for Buford Highway/SR 13 8,000 feet
Minimum radius 643'
- Proposed Minimum radius for curve for side streets:
 - 450' (35 mph) Relocated Thunder Road Minimum allowable radius 340'
 - 250' (25 mph) Holiday Road Minimum allowable radius 144'
 - 3000' (25 mph) Ledford Road Minimum allowable radius 144'
- Proposed Maximum superelevation rate for curve: 4.00% (SR 13 & Relocated Thunder Rd)
- Right-of-way
 - Width SR 13: Varies from 100 to 145 feet.
 - Width Side Streets: Varies from 84 to 105 feet
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 55 Number of displacements:
 - Businesses: 5
 - Residences: 4
 - Mobile homes: 0
 - Other: 0
- Structures: There are three culvert extensions in this project.
- Major intersections along the project: Major intersections along the project occur at Sawnee Avenue, City Hall Street, Roy Carlson Blvd, Holiday Road and Friendship Road.
- Traffic control during construction: During construction, traffic on SR 13 will be shifted to either side while widening work is done. Two (2) lanes of traffic will be maintained at all times during construction. Temporary pavement will be utilized to ensure adequate pavement is available for required shifts during widening activities. No onsite or offsite detours are anticipated. Construction will take place at off-peak hours during the day and through the night so as to minimize interference with roadway traffic.

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None at this time.
- Environmental concerns: None
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (x),
 - Categorical exclusion (M), anticipated
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ~~(X)~~, or
 - Environmental Impact Statement (EIS) ().

*ADP
2/15/08*

- Utility involvements:
 - Atlanta Gas Light
 - Atmos Energy
 - AT&T (Bellsouth)
 - Charter Communications
 - City of Buford
 - Georgia Power
 - Hall County
 - Jackson EMC
 - City of Gainesville
 - Gwinnett Department of Water Resources

Project responsibilities:

- Design, City of Buford, Georgia
- Right-of-way Acquisition, City of Buford/ Georgia DOT
- Relocation of Utilities, City of Buford
- Letting to contract, Georgia DOT
- Supervision of construction, Georgia DOT
- Providing material pits, Construction Contractor
- Providing detours, Construction Contractor

Coordination:

- Initial Concept Meeting – See attached minutes of meeting held on August 31, 2007.
- Concept Meeting – See attached minutes of meeting held on October 19, 2007
- P. A. R. meetings, dates and results. N/A
- FEMA, USCG, and/or TVA. – None
- It is anticipated that a VE study will be required for this project.

- Public involvement. A Public Information Open House (PIOH) will be held.
- Local government comments. N/A
- Other projects in the area.
 - GDOT P.I. No. 170735 –SR 347/Friendship Rd widening from I-985 to CR 129.
 - GDOT P.I. No. 162430 –SR 347/Friendship Rd & Thompson Mill Rd from I-985 to SR 211
 - GDOT P.I. No. 0007389 – CR 1293/McEver Rd Intersection Improvements at six locations.
 - GDOT P.I. No. 0003164 –I-85 from SR 316 north to Hamilton Mill Rd for HOV lanes
 - GDOT P.I. No. 110600 –I-85 from I-985 to north of CR 134/Hamilton Mill Rd
 - GDOT P.I. No. 0007849 – SR 20 from SR 324/Gravel Springs Rd to I-85
 - GDOT P.I. No. 0006336 – I-985 from I-85 to Flowery Branch-ATMS Communication
 - GDOT P.I. No. 0007467 – I-985 from Gwinnett County Line to Jesse Jewell Pkwy-Cable Barrier
 - GDOT P.I. No. 0002393 – SR 13 from Sugarloaf Pkwy to SR 20 in Buford
- Other coordination to date: None.
- Railroads – N/A

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 24 Months. *all 2/13/08*
- Time to complete preliminary construction plans: 7 Months.
- Time to complete right-of-way plans: 5 Months.
- Time to complete final construction plans: 8 Months.
- Time to complete to purchase right-of-way: 18 Months.

Other alternates considered:

No-Build Alternate:

The no-build alternate is an alternative in which no action would be taken to improve the existing roadway. Traffic congestion and operational problems would result because the existing two-lane roadways of the area would be inadequate to handle the future (year 2032) traffic volumes.

New Location Alternate:

No other alignment outside the existing corridor would be feasible because of the environmental impacts and cost of placing the project on new alignment. There are no other roadways parallel to this facility that would meet the need and purpose of this project and provide improved local access and mobility to the businesses of Buford and Resthaven.

Asymmetric Widening Alternate:

An asymmetric widening of Buford Highway/SR 13 was considered but rejected, as it would result in more displacements and greater impacts to property. Consequently, the project would have a higher overall right-of-way cost.

Preferred Alternate:

Buford Highway/SR 13 would be widened to utilize the maximum amount of existing right-of-way and impact the minimum number of properties. The road would need to match the planned project GDOT P.I. No. 170735 – SR 347/Friendship Road widening to the north and existing four-lane divided section to the south.

Project Concept Report page 10
Project Number: STP-013-1 (63)
P.I. No: 132950
County: Gwinnett/Hall

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical sections,
3. Traffic Flow Diagrams,
4. Benefit-Cost Ratio
5. Intersection Diagrams
6. Minutes of Initial Concept and Concept meetings,
7. Minutes of other meetings on Project
8. PMA.
9. Location & Design Approval

Estimate Report for file "132950"

Section Major Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	500	CY	512.00	CLASS A CONCRETE - CULVERT EXTENSIONS	256000.00
511-1000	60000	LB	0.81	BAR REINF STEEL - CULVERT - EXTENSIONS	48600.00
Section Sub Total:					\$304,600.00

Section Grading and Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	Lump Sum	960000.00	GRADING COMPLETE	960000.00
441-0600	15	CY	842.60	CONC HEADWALLS	12639.00
550-1180	500	LF	43.65	STORM DRAIN PIPE, 18 IN, H 1-10	21825.00
550-1300	750	LF	71.89	STORM DRAIN PIPE, 30 IN, H 1-10	53917.50
550-1301	750	LF	91.03	STORM DRAIN PIPE, 30 IN, H 10-15	68272.50
550-1360	750	LF	88.36	STORM DRAIN PIPE, 36 IN, H 1-10	66270.00
550-1361	600	LF	105.85	STORM DRAIN PIPE, 36 IN, H 10-15	63510.00
550-1420	750	LF	119.61	STORM DRAIN PIPE, 42 IN, H 1-10	89707.50
550-1421	250	LF	105.57	STORM DRAIN PIPE, 42 IN, H 10-15	26392.50
550-1481	100	LF	140.18	STORM DRAIN PIPE, 48 IN, H 10-15	14018.00
550-1482	250	LF	144.48	STORM DRAIN PIPE, 48 IN, H 15-20	36120.00
550-1540	200	LF	162.85	STORM DRAIN PIPE, 54 IN, H 1-10	32570.00
550-1541	100	LF	178.25	STORM DRAIN PIPE, 54 IN, H 10-15	17825.00
550-4118	4	EA	389.66	FLARED END SECTION 18 IN, SIDE DRAIN	1558.64
550-4130	2	EA	1137.41	FLARED END SECTION 30 IN, SIDE DRAIN	2274.82
550-4136	2	EA	860.51	FLARED END SECTION 36 IN, SIDE DRAIN	1721.02
611-3000	56	EA	1885.73	RECONSTR CATCH BASIN, GROUP 1	105600.88
Section Sub Total:					\$1,574,222.36

Section Base & Paving					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	47366	TN	19.24	GR AGGR BASE CRS, INCL MATL	911321.84
402-3121	20175	TN	63.48	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1280709.00
402-3130	8103	TN	70.09	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	567939.27
402-3190	8073	TN	65.49	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	528700.77
413-1000	10938	GL	2.01	BITUM TACK COAT	21985.38
Section Sub Total:					\$3,310,656.26

Section Concrete Work					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	9302	SY	31.80	CONC SIDEWALK, 4 IN	295803.60
441-0740	1600	SY	31.28	CONCRETE MEDIAN, 4 IN	50048.00
441-0754	2000	SY	55.19	CONCRETE MEDIAN, 7 1/2 IN	110380.00
441-4020	675	SY	40.11	CONC VALLEY GUTTER, 6 IN	27074.25
441-6222	16744	LF	18.43	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	308591.92
441-6740	16744	LF	15.06	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	252164.64
Section Sub Total:					\$1,044,062.41

Section Signing and Striping and Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	35	SF	14.93	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	522.55
636-1029	150	SF	16.01	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	2401.50
636-1033	200	SF	19.36	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	3872.00
636-1041	30	SF	30.60	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	918.00
636-2070	50	LF	8.18	GALV STEEL POSTS, TP 7	409.00

636-2080	400	LF	11.16	GALV STEEL POSTS, TP 8	4464.00
639-3004	12	EA	9408.68	STEEL STRAIN POLE, TP IV	112904.16
647-1000	3	LS	100000.00	TRAFFIC SIGNAL INSTALLATION NO -	300000.00
647-2140	2	EA	1712.86	PULL BOX, PB-4	3425.72
647-2150	3	EA	1995.68	PULL BOX, PB-5	5987.04
653-0120	60	EA	68.73	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	4123.80
653-0170	8	EA	79.53	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	636.24
654-1001	100	EA	3.17	RAISED PVMT MARKERS TP 1	317.00
654-1003	800	EA	3.62	RAISED PVMT MARKERS TP 3	2896.00
682-6233	1100	LF	5.03	CONDUIT, NONMETL, TP 3, 2 IN	5533.00
935-1116	3000	LF	1.75	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 72 FIBER	5250.00
935-1512	300	LF	1.14	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 12 FIBER	342.00
935-3103	3	EA	710.82	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	2132.46
935-4010	12	EA	40.63	FIBER OPTIC SPLICE, FUSION	487.56
939-6000	3	EA	5958.50	HUB UNINTERRUPTIBLE POWER SUPPLY	17875.50
Section Sub Total:					\$474,497.53

Section Traffic Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	200000.00	TRAFFIC CONTROL	200000.00
Section Sub Total:					\$200,000.00

Section Landscaping and Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	14	AC	737.55	TEMPORARY GRASSING	10546.96
163-0240	50	TN	161.05	MULCH	8052.50
163-0300	6	EA	1509.46	CONSTRUCTION EXIT	9056.76
163-0531	2	EA	7960.46	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	15920.92
165-0010	2512	LF	0.96	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2411.52
165-0030	5860	LF	1.65	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	9669.00
165-0060	2	EA	1471.25	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	2942.50
165-0101	6	EA	629.39	MAINTENANCE OF CONSTRUCTION EXIT	3776.34
167-1000	1	EA	1287.42	WATER QUALITY MONITORING AND SAMPLING	1287.42
167-1500	18	MO	936.29	WATER QUALITY INSPECTIONS	16853.22
171-0010	2512	LF	2.09	TEMPORARY SILT FENCE, TYPE A	5250.08
171-0030	5860	LF	4.05	TEMPORARY SILT FENCE, TYPE C	23733.00
201-1500	1	Lump Sum	245000.00	CLEARING AND GRUBBING	245000.00
700-6910	14	AC	1061.33	PERMANENT GRASSING	15177.02
700-7000	120	TN	71.92	AGRICULTURAL LIME	8630.40
700-7010	100	GL	21.21	LIQUID LIME	2121.00
700-8000	10	TN	346.89	FERTILIZER MIXED GRADE	3468.90
700-8100	1000	LB	2.33	FERTILIZER NITROGEN CONTENT	2330.00
Section Sub Total:					\$386,227.54

Section Miscellaneous Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	75708.85	FIELD ENGINEERS OFFICE TP 3	75708.85
634-1200	50	EA	99.14	RIGHT OF WAY MARKERS	4957.00
Section Sub Total:					\$80,665.85

Total Estimated Cost: \$7,374,931.95

Subtotal Construction Cost \$7,374,931.95

E&C Rate 10.0 %	\$737,493.20
Inflation Rate 5.0 % @ 3.0 Years	\$1,278,721.01

Total Construction Cost \$9,391,146.16

Right Of Way \$25,802,836.00

ReImb. Utilities \$50,000.00

Grand Total Project Cost \$35,243,982.16

Conceptual Right-of-Way Cost Estimate

Howard "Phil" Copeland
Right-of-Way Administrator

Date: November 16, 2007
 Project: STP-013-0 (63)
 Existing/Required R/W: 120 to 145 feet/varies
 Project Termini: from the Sawnee Avenue to Friendship Road.
 Project Description: Buford Hwy (SR 13) Widening & Improvements

P.I. Number: 132950
 No. Parcels: 55

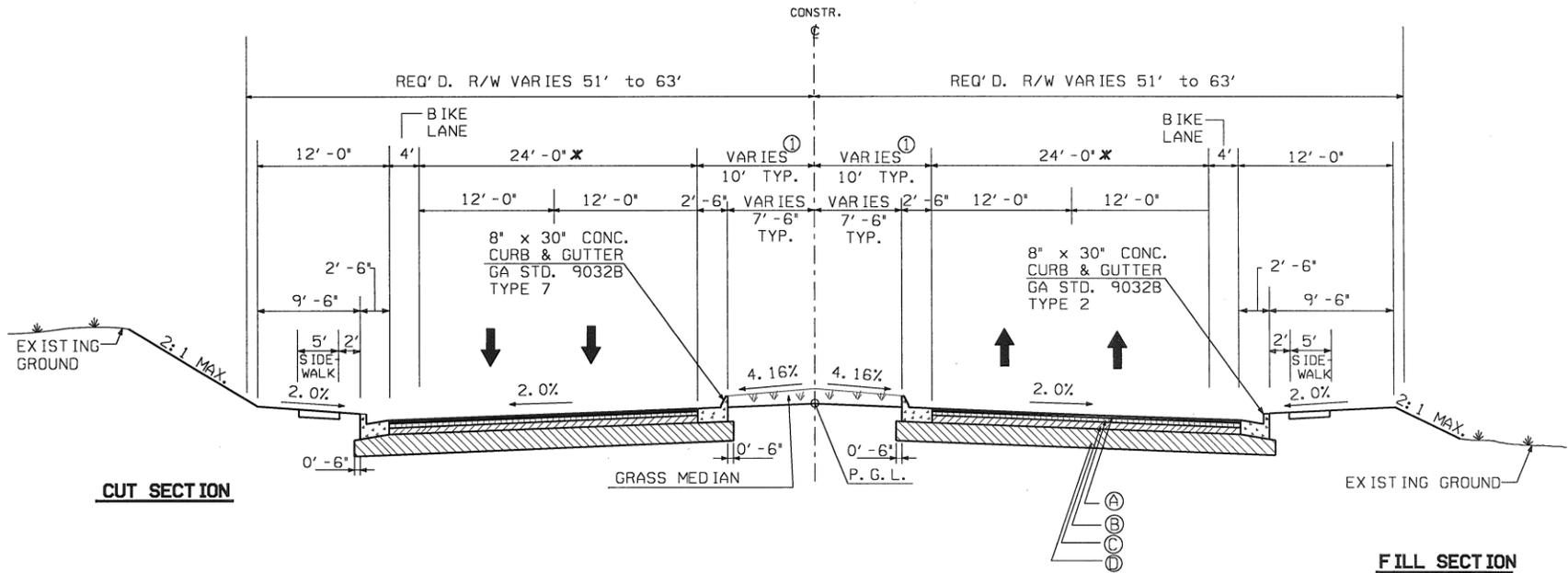
Land:			
Commercial – City of Buford	32,763 SF x \$10.00 / SF =	\$ 327,630	
Undeveloped Commercial	103,882 SF x \$6.00/SF =	\$ 623,292	
Residential	17,435 SF x \$2.00/SF =	\$ 34,870	
Easements		\$1,175,900	\$ 2,161,692
Improvements:			
3 Businesses		\$3,000,000	
2 Business structures		\$1,400,000	
4 Homes		\$ 400,000	\$ 4,800,000
Relocation:			
Commercial @ \$25,000/parcel =		\$ 75,000	
Residential @ \$40,000/parcel =		\$ 160,000	\$ 235,000
Damages:			
Proximity – 3 Parcels	=	\$ 75,000	
Consequential – 1 Parcels	=	\$ 40,000	
Cost To Cure – 3 Parcels	=	\$ 120,000	\$ 235,000
Net Cost of Right-of-Way			\$ 7,431,692
Scheduling Contingency	55%		\$ 4,087,431
Adm./Court Cost.	60%		\$ 6,911,474
Market Appreciation	40%		\$ 7,372,239
			\$ 25,802,836

Total Cost \$ 25,802,836

Prepared by: Karla M. Poshedky
 Moreland Altobelli Associates, Inc

Approved: Howard "Phil" Copeland
 GDOT R/W

BUFORD HWY (SR 13)



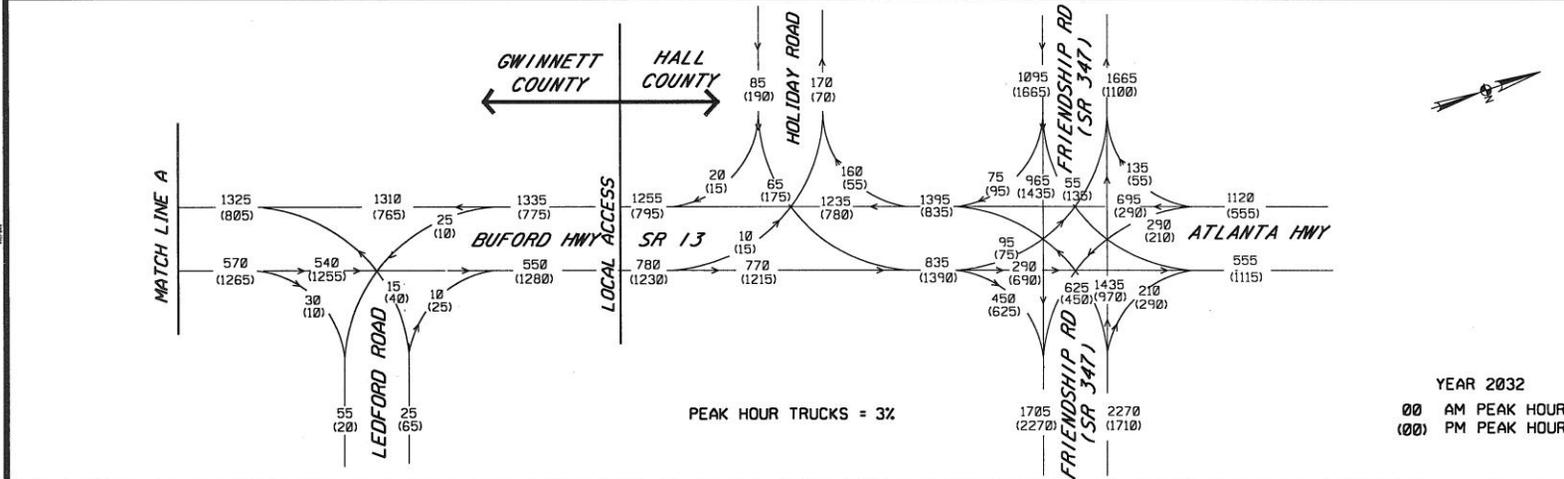
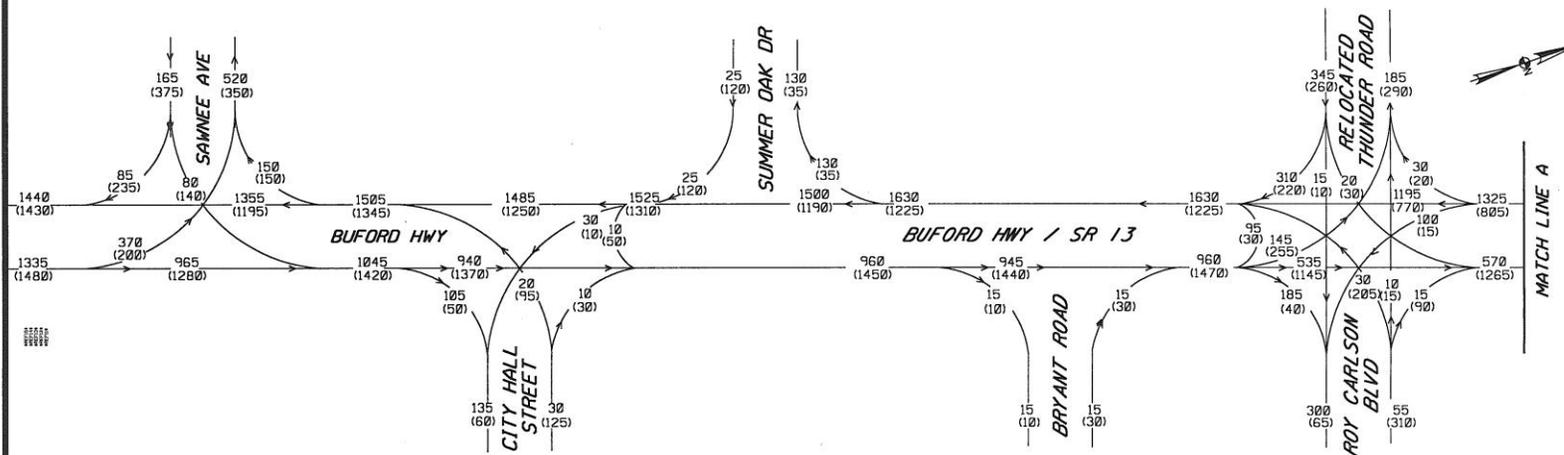
TYPICAL SECTION

NOT TO SCALE

* ADDITIONAL 12' LANES WHERE REQUIRED.

PROPOSED PAVEMENT

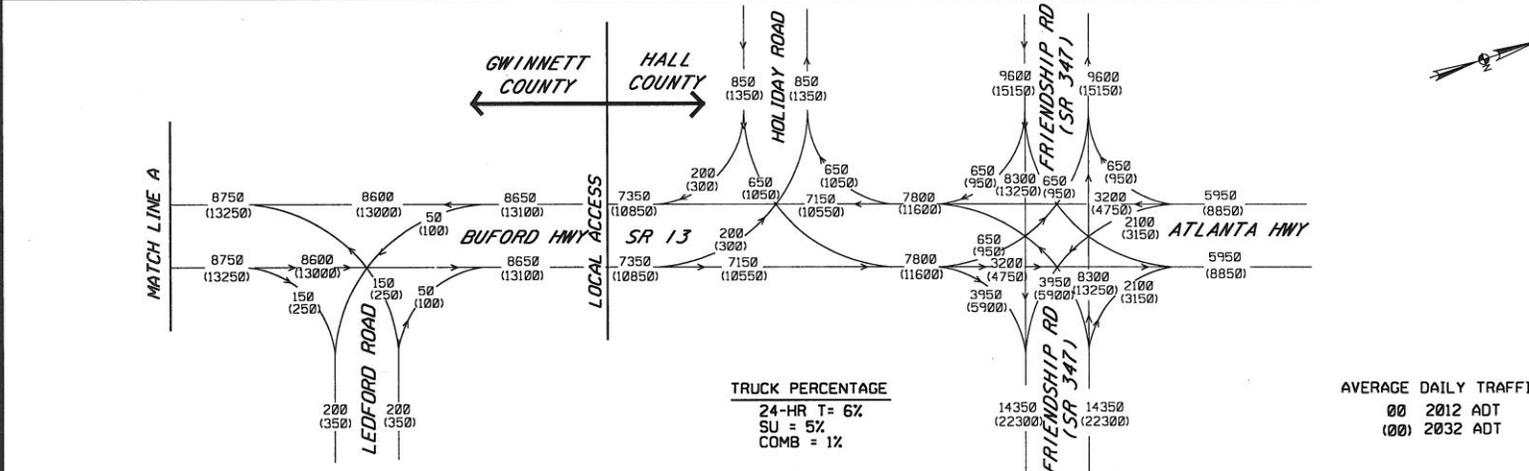
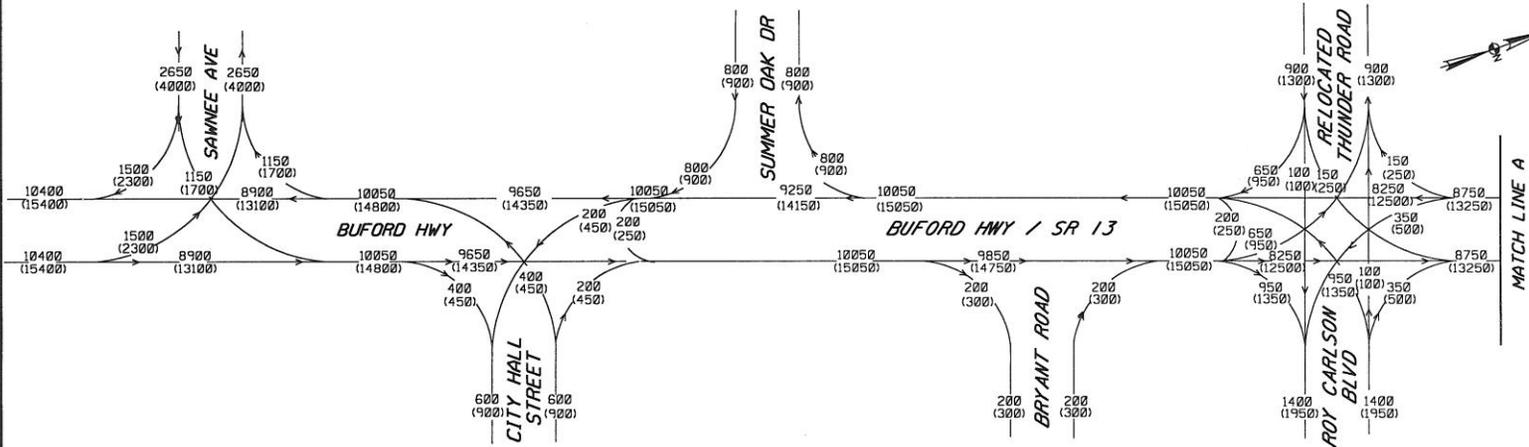
- (A) ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
- (B) ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
- (C) ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
- (D) GRADED AGGREGATE BASE (12")



YEAR 2032
 00 AM PEAK HOUR
 (00) PM PEAK HOUR

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: DISTRICT 1 - GAINESVILLE
	TRAFFIC FLOW DIAGRAMS
	STP-013-0 (63) . P. I. NUMBER 132950
	CITY OF BUFORD, GEORGIA
	GWINNETT & HALL COUNTIES
	YEAR 2032 PEAK HOUR TRAFFIC

DRAWING NO.
10-01



TRUCK PERCENTAGE
 24-HR T = 6%
 SU = 5%
 COMB = 1%

AVERAGE DAILY TRAFFIC
 00 2012 ADT
 (00) 2032 ADT

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE - DISTRICT 1 - GAINESVILLE
	TRAFFIC FLOW DIAGRAMS
	STP-013-0 (63) P. I. NUMBER 132950
	CITY OF BUFORD, GEORGIA
	WINNETT & HALL COUNTIES
	2012/2032 AVERAGE DAILY TRAFFIC

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

PROJECT NUMBER: STP-013-0(63)

PI NUMBER: 132950

COUNTY: Gwinnett & Hall Counties

PROJECT DESCRIPTION: Buford Hwy(SR13) from Sawnee Avenue to Friendship Road(SR347)

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.0595
ADT	30,100.00
Tb (\$s)	\$61,563,906.25

Commercial or Truck Time Savings Benefit (CMb)

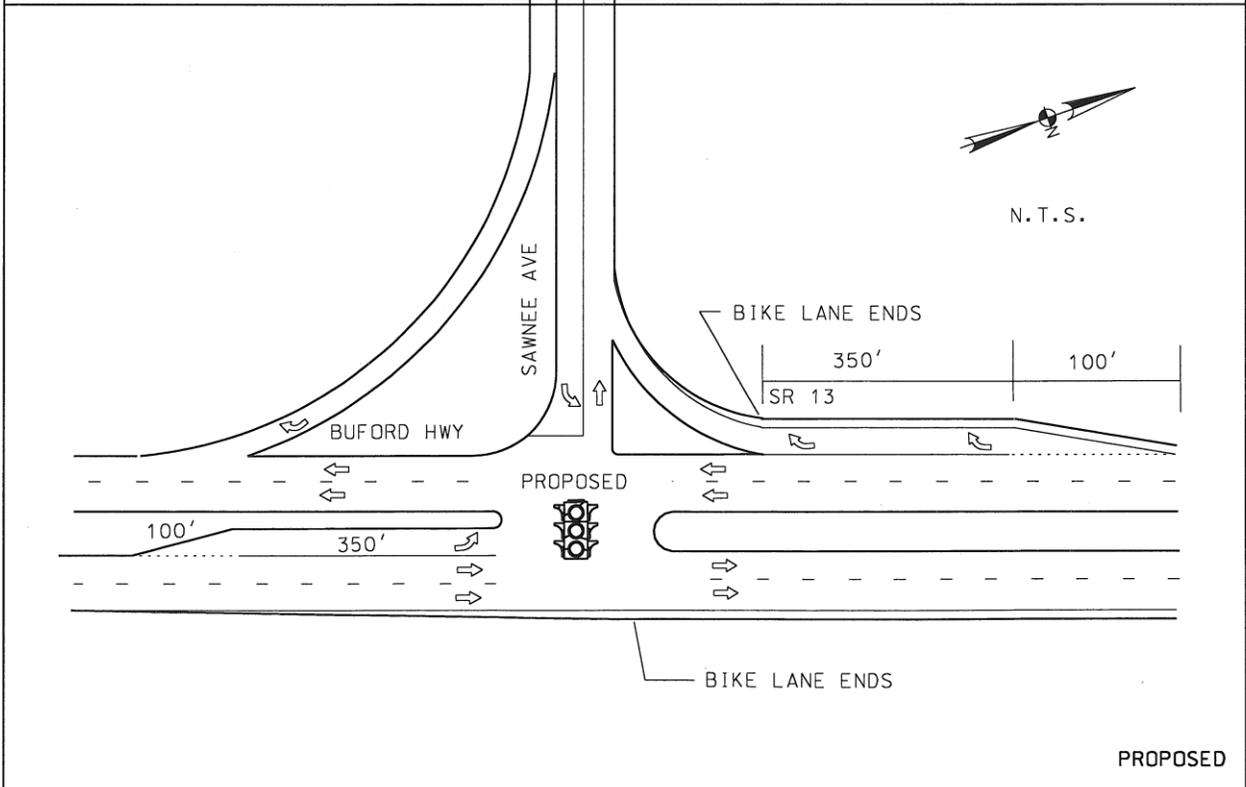
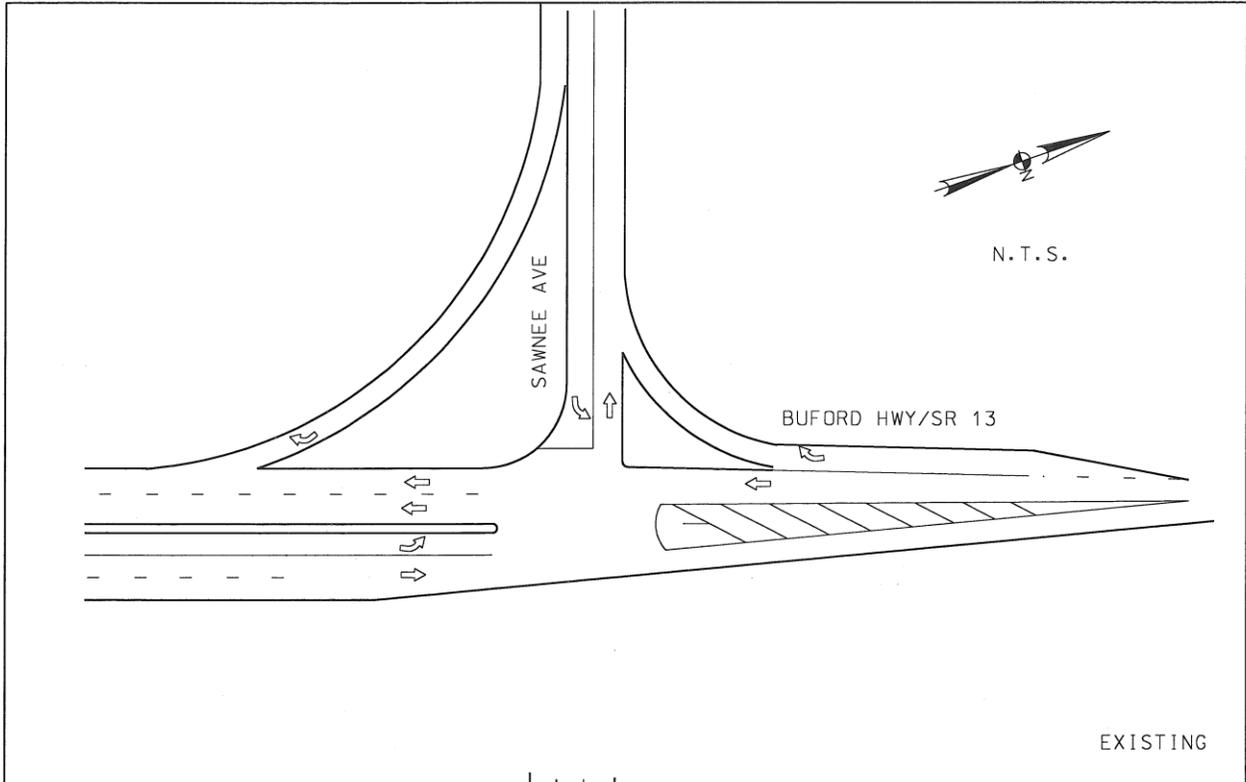
Db (hrs)	0.0595
% Truck Traffic	0.03
ADT	30,100.00
CMb	\$9,758,438.81

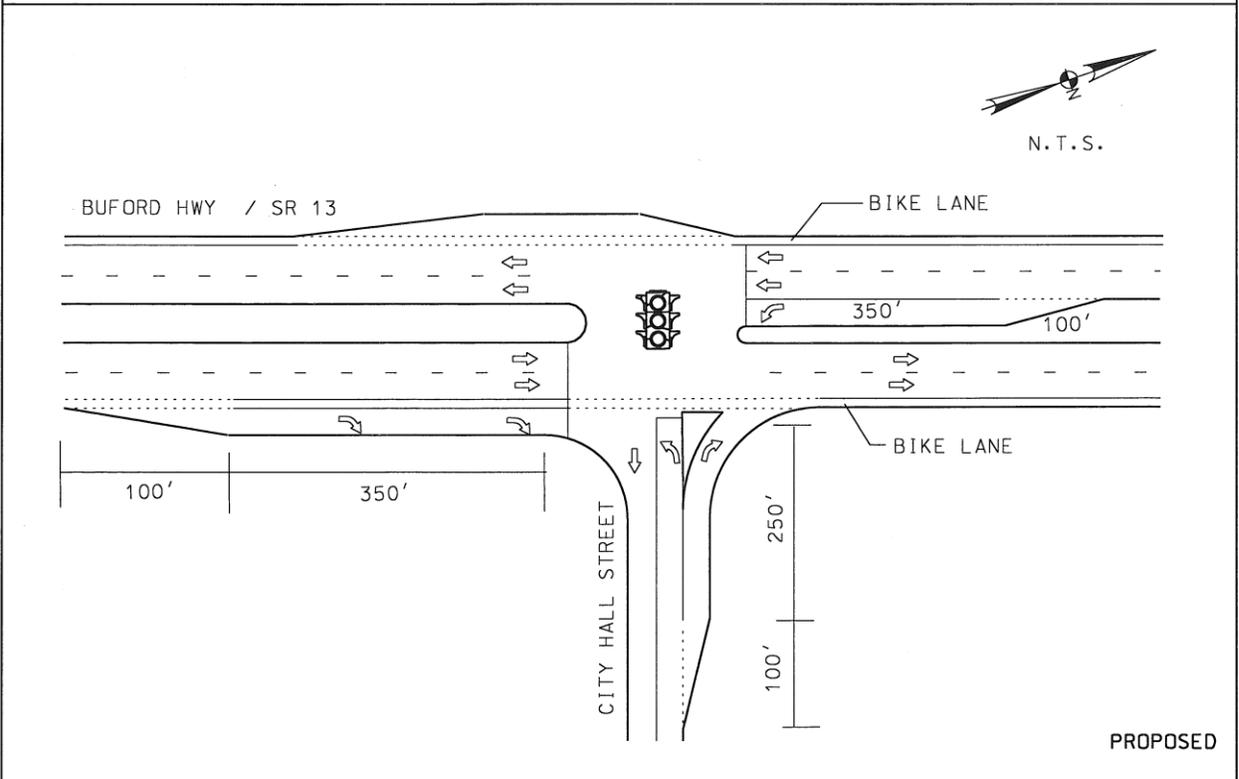
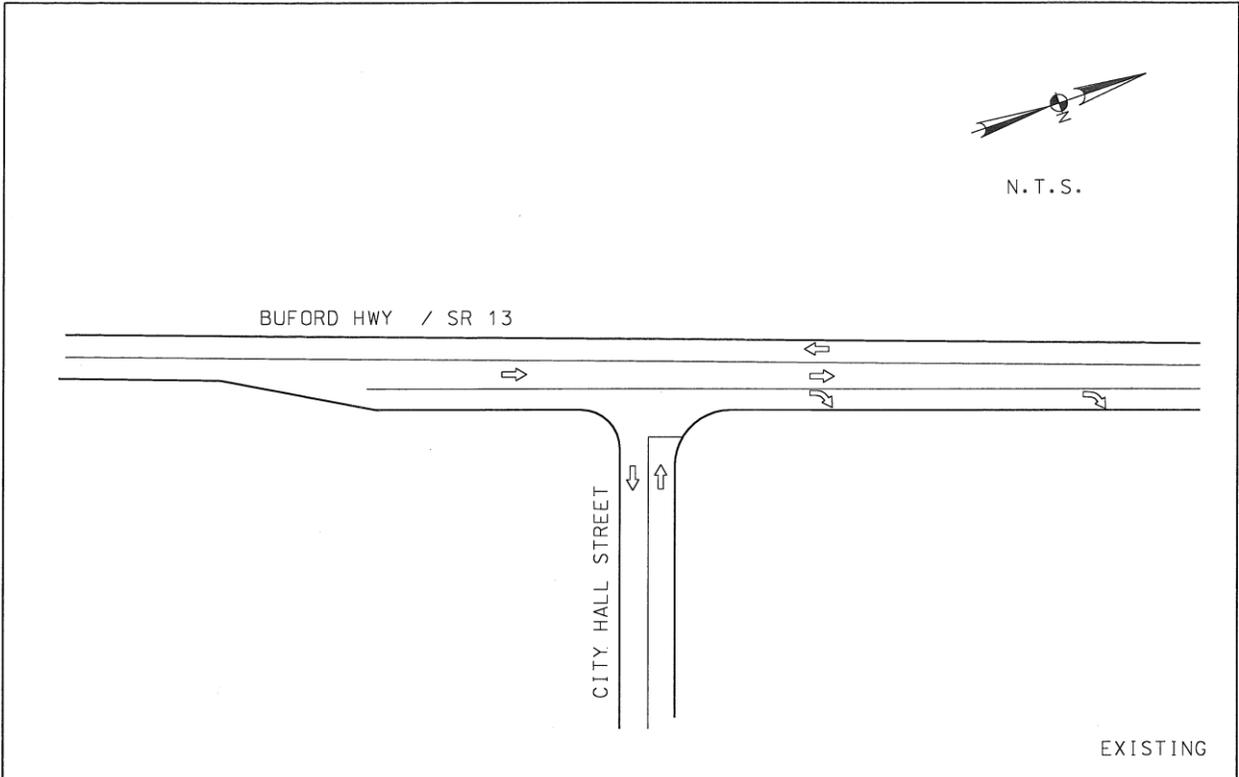
Fuel Savings Benefit (Fb)

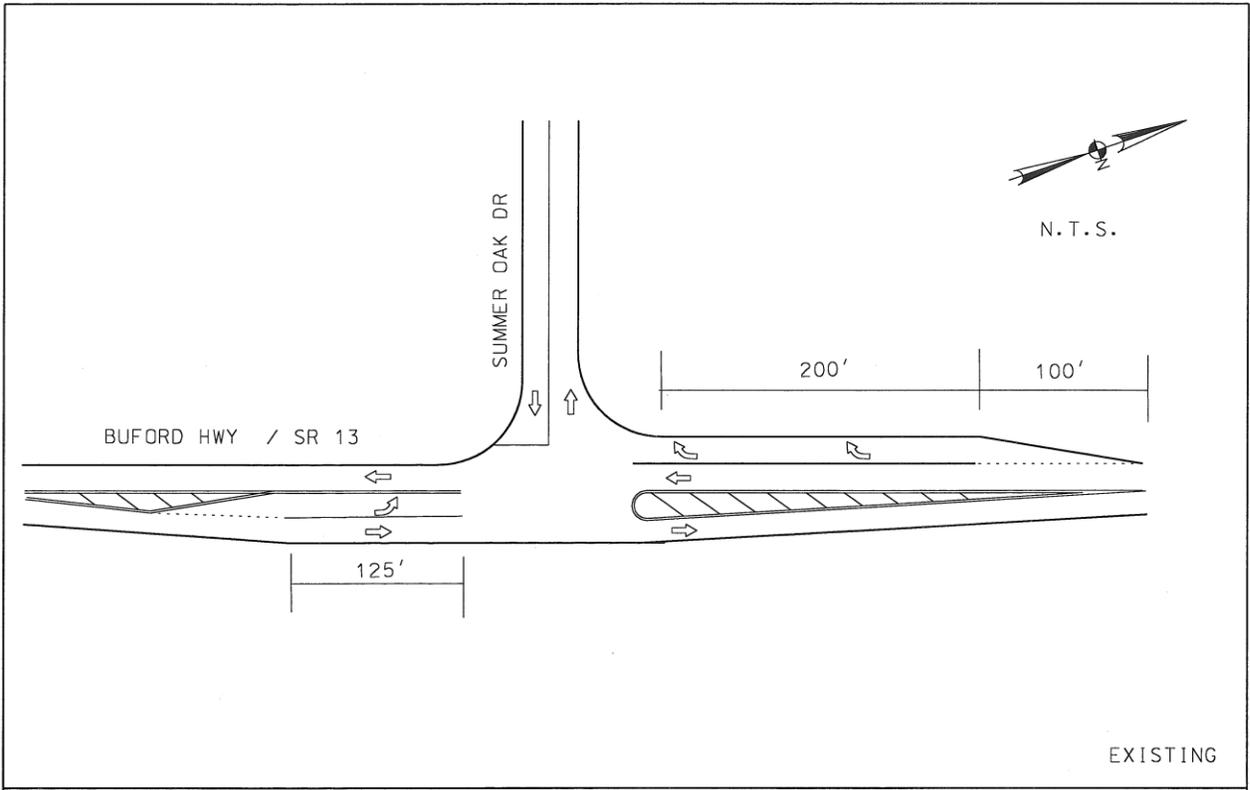
ADT	30,100.00
Fb (\$s)	\$21,454,088.54

Total Congestion Benefit	\$92,776,433.60
Total Project Cost	\$35,243,982.16
B/C Ratio	2.63

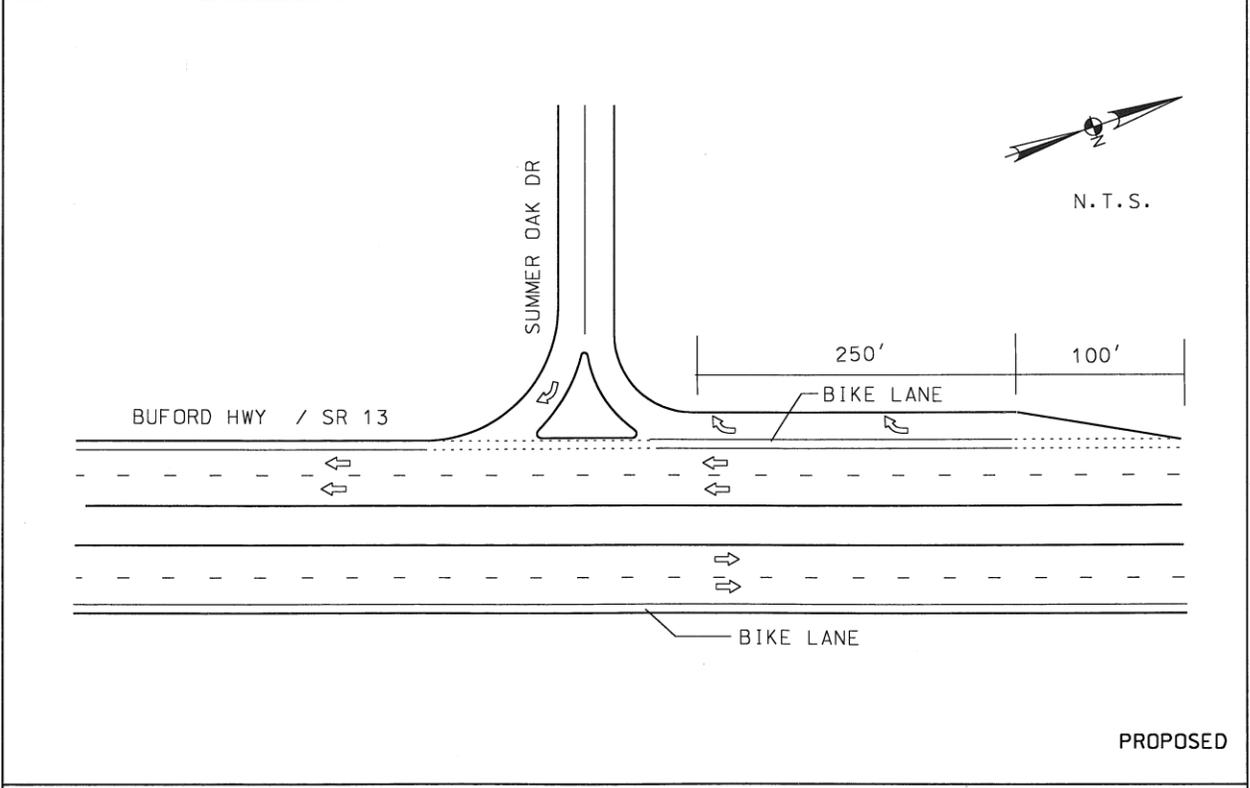
*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.





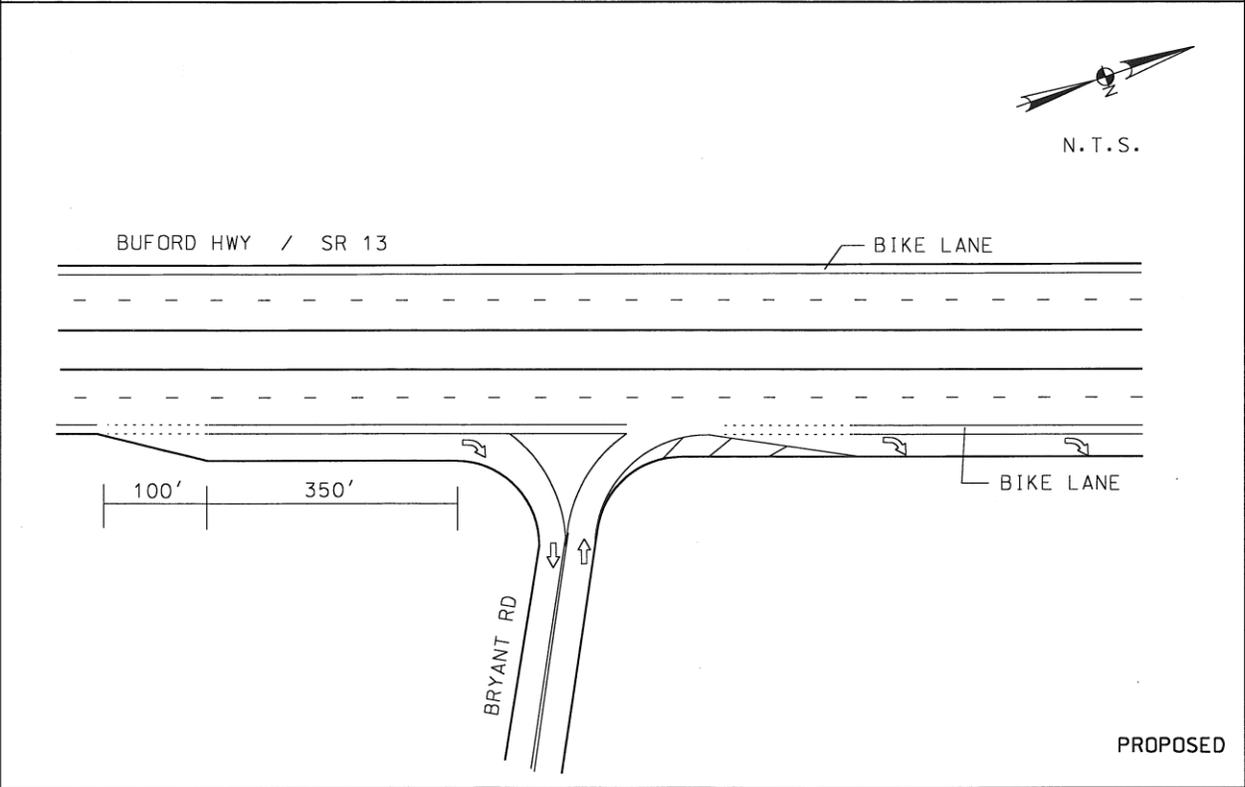
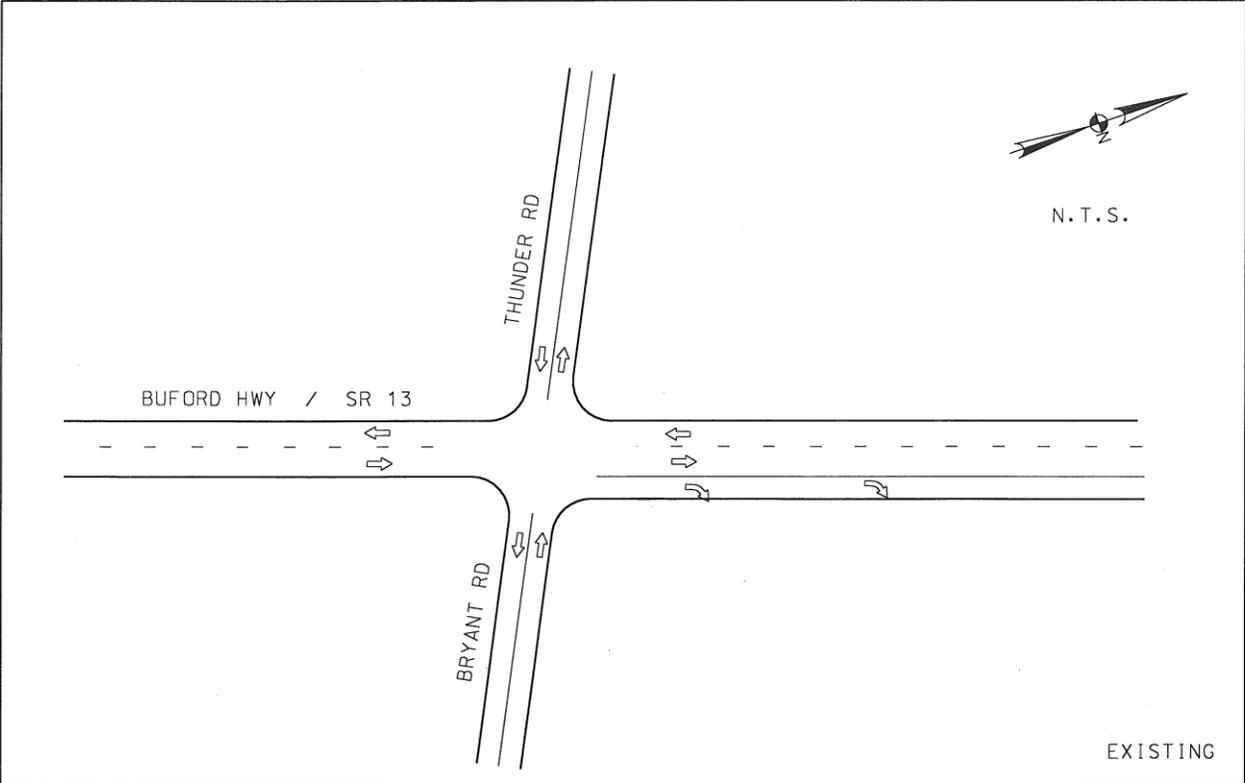


EXISTING



PROPOSED

 <p>Moreland Altobelli Associates, Inc.</p>	<p>INTERSECTION LANE CONFIGURATION BUFORD HWY / SR 13 @ SUMMER OAK DR CITY OF BUFORD - GWINNETT COUNTY, GA.</p>
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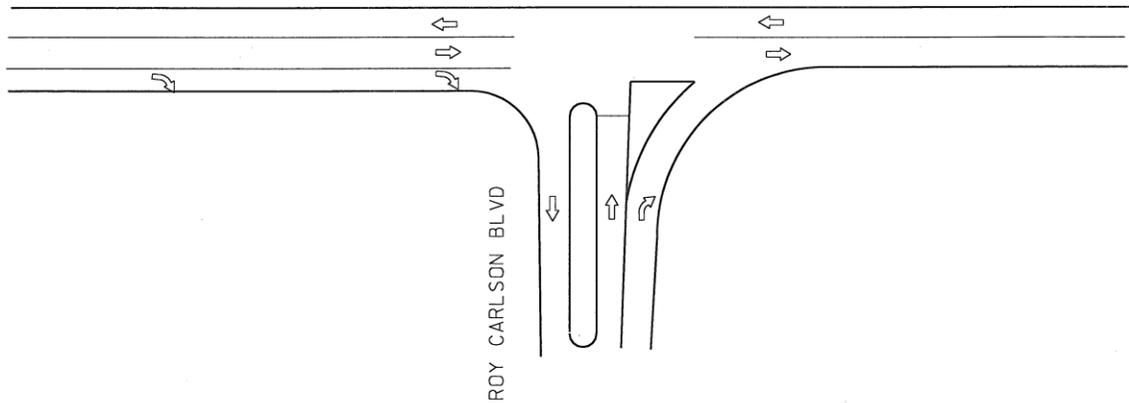
MA Moreland Altobelli
Associates, Inc.

INTERSECTION LANE CONFIGURATION
BUFORD HWY / SR 13 @ THUNDER RD / BRYANT RD
CITY OF BUFORD - GWINNETT COUNTY, GA.



N.T.S.

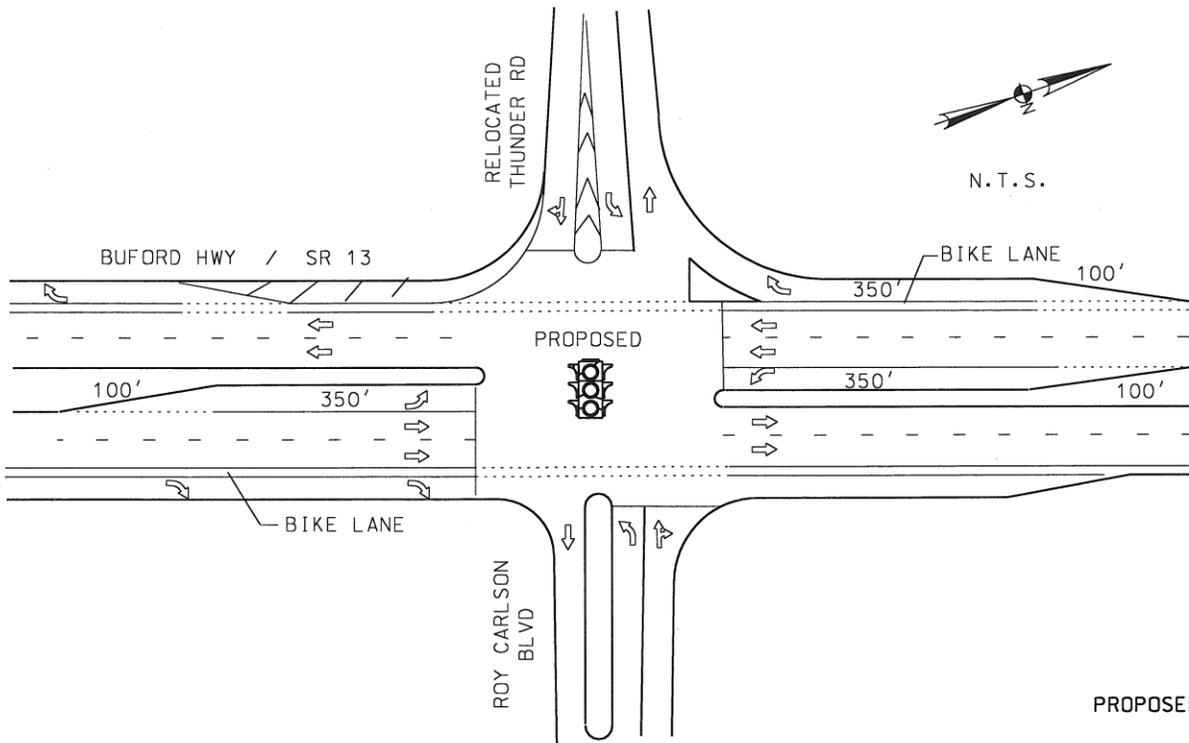
BUFORD HWY / SR 13



EXISTING



N.T.S.

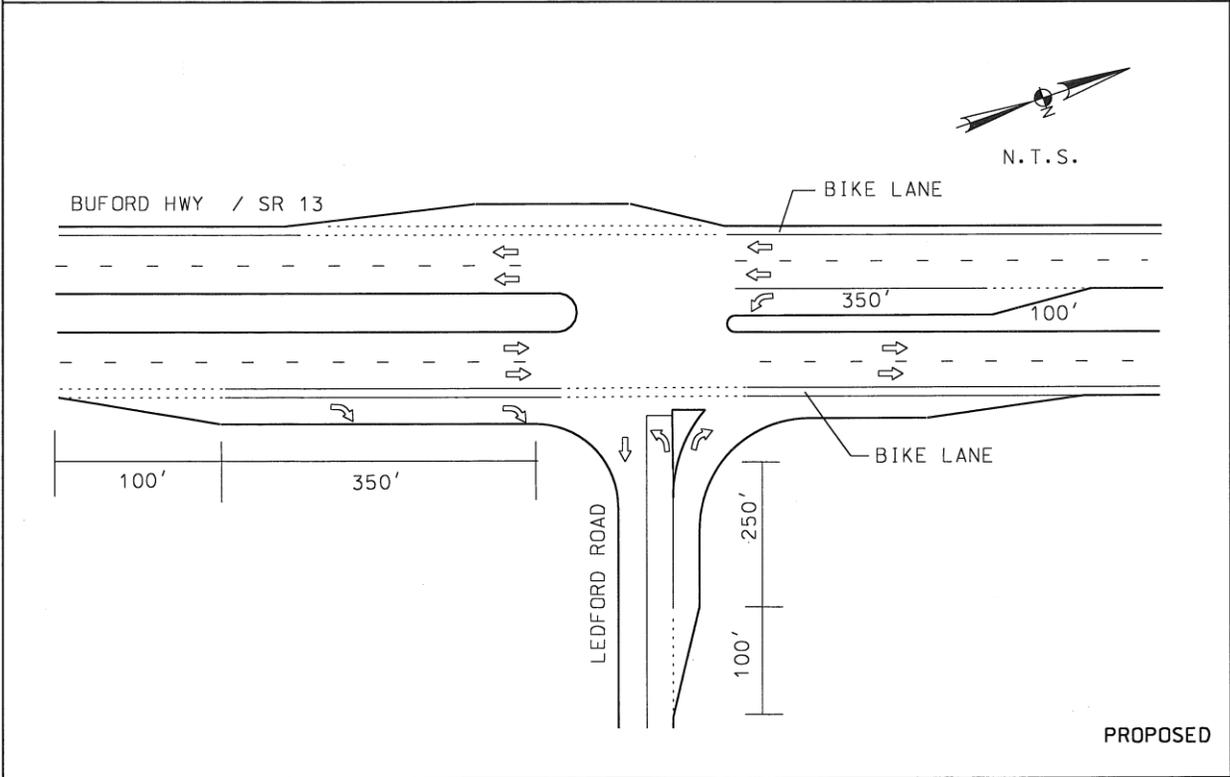
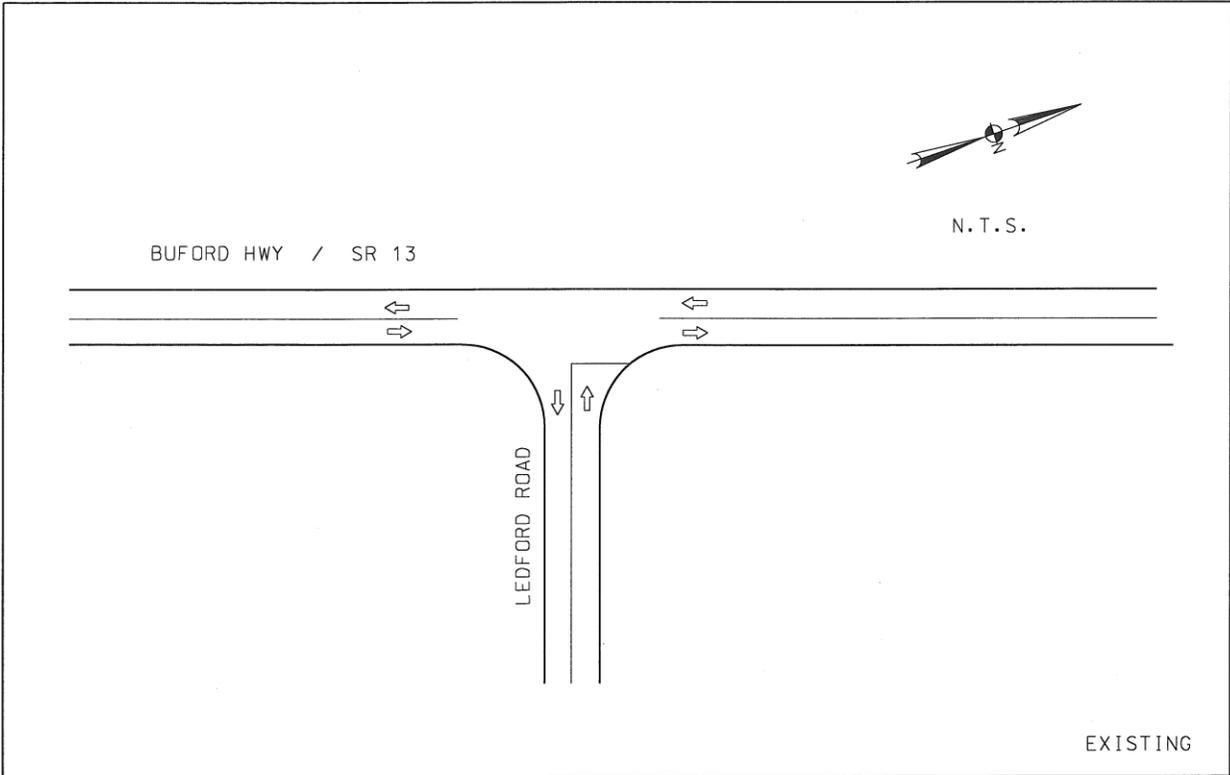


PROPOSED



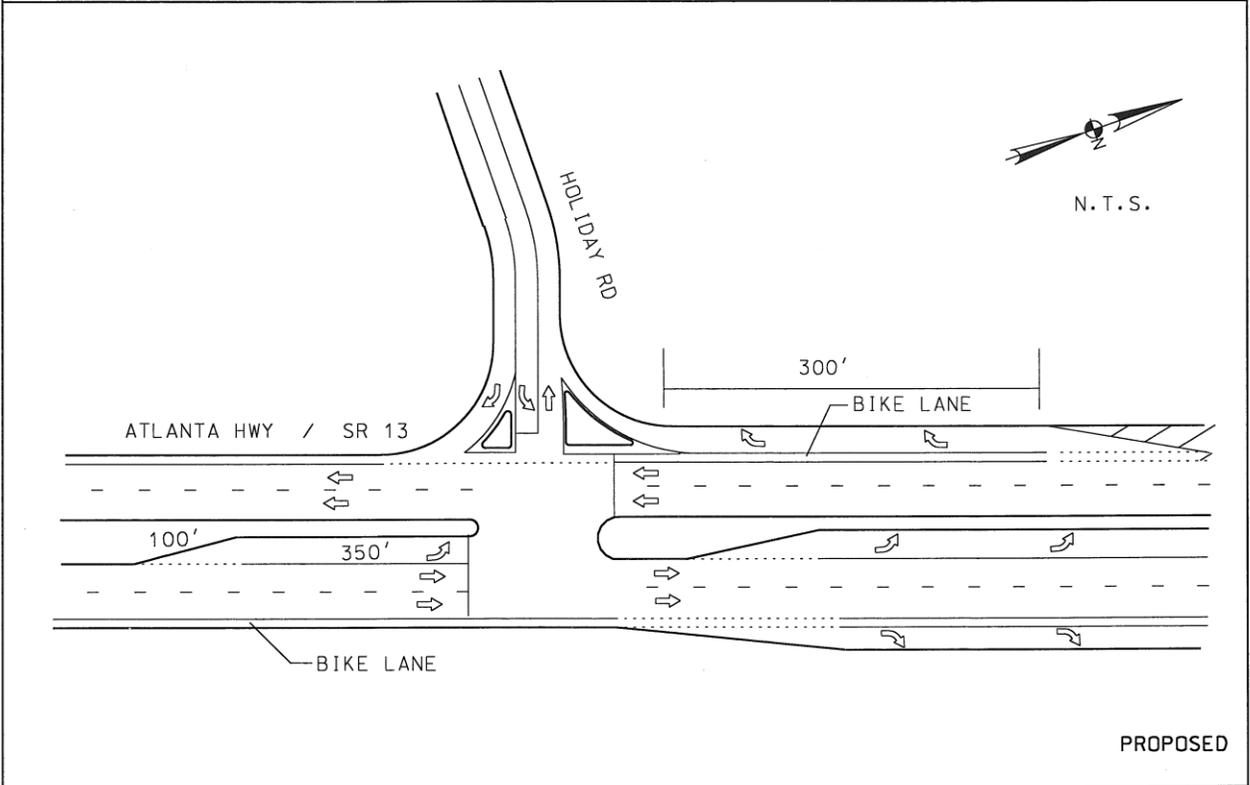
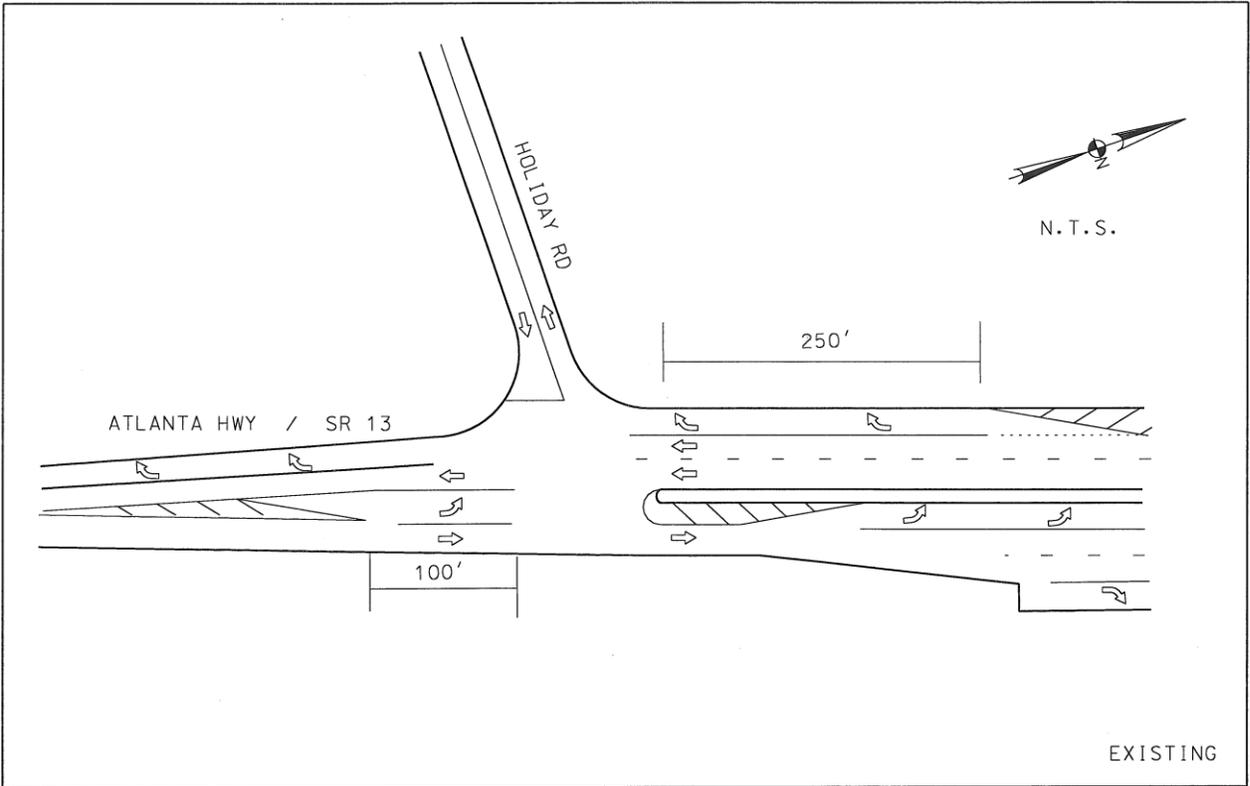
Moreland Altobelli
Associates, Inc.

INTERSECTION LANE CONFIGURATION
BUFORD HWY / SR 13 @ ROY CARLSON BLVD
CITY OF BUFORD - GWINNETT COUNTY, GA.



MA Moreland Altobelli
Associates, Inc.

**INTERSECTION LANE CONFIGURATION
BUFORD HWY / SR 13 @ LEDFORD RD
CITY OF BUFORD - GWINNETT COUNTY, GA.**



Minutes of Initial Concept meeting for Buford Hwy (SR 13) Widening Project

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

An initial concept team meeting was held at the Georgia Department of Transportation District 1 - Gainesville Office on August 31, 2007 at 10:00 a.m. Attendees included:

<u>Name</u>	<u>Organization</u>	<u>Phone Number</u>
Bryan Kerlin	City Manager of Buford	770-945-6761
Robert Mahoney	GDOT District 1 Preconstruction Engineer	770-532-5520
George Byrd	Moreland Altobelli Associates, Inc.	770-263-5945
Karla Poshedly	Moreland Altobelli Associates, Inc.	770-263-5945
Neil Kantner	GDOT District 1 Design Engineer	770-532-5522
Chad Havens	Moreland Altobelli Associates, Inc.	770-263-5945
M.J. Sheehan	Moreland Altobelli Associates, Inc.	770-263-5945
Todd Sumption	GDOT District 1 Traffic Operations	770-718-5041
Danny Shook	GDOT District 1 Traffic Operations	770-532-5563
Kim Byers	GDOT District 1 – Local Gov't R/W	770-718-5015
David Tucker	Gwinnett County DOT	770-822-7428
Mike Kilgore	Gwinnett County Dept. of Water Resources	678-376-6758
Harold Mull	GDOT District 1 Area 5 Office	770-339-2308
Douglas Fadool	GDOT District 1 Design Engineer	770-718-5007
Brandon Kirby	GDOT District 1 Area 1 Engineer	770-535-5759
Robby Oliver	GODT District 1 Utilities	770-532-5510

Mr. Neil Kantner began the meeting by stating the project identification numbers and project description. He then asked everyone to introduce himself or herself.

Ms. Karla Poshedly of Moreland Altobelli Associates, Inc. (MA), stated the need and purpose of the project – to provide additional capacity to SR 13 and improve traffic safety. Ms. Poshedly then discussed features of the project.

- The project begins at Sawnee Avenue where the existing 4-lane divided ends. K-12th grade schools are located on Sawnee Avenue and a traffic signal is recommended at this location.
- The project starts in the City of Buford in Gwinnett County and continues through the City of Resthaven and into Hall County and ends at SR 347/Friendship Road.
- Access, side roads, traffic capacity and median openings were studied along this project.
- It is recommended that Thunder Road be relocated across from Roy Carlson Road and that a traffic signal be installed at the new intersection.
- Holiday Road would be re-aligned at a 90-degree angle. The intersection would not require a traffic signal in the build year but may require a traffic signal in the design year.
- There will be a northbound right turn lane on SR 13 at Bryant Road, although it is not shown on the current concept. Right turn lanes would be placed at all street intersections and major commercial drives.
- Right-of-way total takes include both businesses on each corner of City Hall Street and the service station at the corner of Holiday Road.

- There are two other business structures that would be taken in the right-of-way acquisition process. A business structure owned by Lou Ellen Venable Well that is located near the corner of Buford Hwy and Summer Oak Drive and a structure owned by Willena Robinson located at the corner of Buford Hwy and relocated Thunder Road.
- There would also be four residential homes taken in right-of-way acquisition: a home owned by Charles O'Connor & Marcia O'Connor at the corner of Buford Hwy at Bryant Road, two homes owned by Young C. Lee at the corner of Buford Hwy at Ledford Road and a home owned by James A. Ledford at the corner of Buford Hwy and Ledford Road.
- There are three businesses that were considered as needing cost-to-cure solutions to resolve right-of-way acquisition – the boat business owned by Mark H. Lusink, storage trailers owned by Thomas Edmond Robinson and a business owned by Gregory H. Dunlap on the corner of Buford Hwy at Ledford Road.
- Additional right-of-way damages are likely along Ledford Road where there are some trailer homes located close to the road.
- The right-of-way is set at 16 feet from edge of new pavement.
- There are no historic properties and no environmental concerns.

Mr. M.J. Sheehan of MA spoke about some of the geometric design features of the project.

- The design speed of two of the side streets -- Ledford Road and Holiday Road -- would be set at 25 mph due to the future vertical grade; horizontal alignment, and transition to existing alignment required by these roads.
- The design speed of relocated Thunder Road would be set at 35 mph.

Mr. Kantner then called for questions and comments on the project from each of the attendees.

- The question was asked if there was enough room for utilities to be located within the right-of-way. Also, MA was asked to check the required clear zone. Right-of-way would need to be purchased to include utilities and clear zone.
- The question was asked if an alternative centerline was considered that would avoid property takes and reduce costs.

M.J. Sheehan responded that no other alignment would geometrically work well because both ends of the project are set by other projects and the existing alignment of the road is centered about the existing right-of-way.

- Gwinnett Water Department requested that they be added to the utility involvement list. They stated that there is a water main by the first culvert on the project near Sawnee Avenue.
- GDOT District Utilities commented that Jeff Jakes would serve as the utility engineer on this project. They commented that no major gas lines are on this project; there are only distribution lines.

- The question was asked if traffic would Bristol Industrial Way ever be connected to Ledford Road.
- It was stated that if you eliminate the right turn lane on Ledford Road, the right-of-way impact would be reduced. A design speed of 25 mph on Ledford Road seems sufficient because the road currently has a 12% vertical grade.
- MA was asked to look at an alternative to the connector between relocated Thunder Road and old Thunder Road. Also, the through lane on relocated Thunder Road at its intersection with Buford Highway should be aligned with Roy Carlson Boulevard.
- MA was told to coordinate the right-of-way estimate through Kim Byers, GDOT District 1 right-of-way.
- MA was requested to study the Holiday Road intersection. If the location is to be signalized the intersection should be at least 900 feet from Friendship Road. Mr. Bryan Kerlin stated that it would be preferable if the left turn from Holiday Road to SR 13 north could be preserved because there are retirement homes on Holiday Road. These motorists would have to make U-turns on SR 13 if access from Holiday Road was changed to allow only right turns.
- The question was asked if the service station at the corner of Holiday Road was leaking fuel.
- Mr. Kantner commented on a few items that need correction in the concept report:
 - The traffic build year needs to be at least 2012.
 - If spacing of traffic signals does not meet GDOT policy standards, then design variances need to be included in the report.
 - Discussions of other alignments need to be documented in the concept report.
 - If a CE document is anticipated then the concept report needs to include the Notice of Location & Design Approval.

Minutes of Final Concept meeting for Buford Hwy (SR 13) Widening Project

Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950

The final concept team meeting was held at the Georgia Department of Transportation District 1 - Gainesville Office on October 19, 2007 at 10:00 a.m. Attendees included:

Name	Company	Phone	Email
Bryan Kerlin	City Manager of Buford	404-945-6761	bkerlin@cityofbuford.com
M.J. Sheehan	MAAI	770-263-5945	mjsheehan@maai.net
Karla Poshedly	MAAI	770-263-5945	kposhedly@maai.net
Chad Havens	MAAI	770-263-5945	chavens@maai.net
Phillip Beard	Buford-City Commissioner	770-945-6761	pbeard@cityofbuford.com
Jason Moore	Gwinnett Dept of Water	678-376-7123	jason.moore@gwinnettcountry.com
Mike Kilgore	Gwinnett Dept of Water	678-376-6758	mike.kilgore@gwinnettcountry.com
Kevin Conaway	Gwinnett Dept of Water	678-376-7116	kevin.conaway@gwinnettcountry.com
Billy Cantrell	GDOT – Dist 1	770-532-5530	bill.cantrell@dot.state.ga.us
Tony Pritchett	GA Transmission	770-270-7511	tony.pritchett@dot.state.ga.us
Jimmy Price	Charter Cable–Gwinnett	404-597-2712	
Ray Cortez	Charter Cable-Hall	706-215-8075	
Michelle Lindberg	FHWA-GA Division	404-562-3634	michele.lindberg@fhwa.dot.gov
Robby Oliver	GDOT-Dist 1 Utilities	770-532-5510	robby.oliver@dot.state.ga.us
Brent Cook	GDOT-Dist 1 Traffic Ops	770-532-5563	brent.cook@dot.state.ga.us
Brandon Kirby	GDOT-Dist 1-Area 1	770-532-5759	brandon.kirby@dot.state.ga.us
Robert Mahoney	GDOT-Dist 1 PreConst	770-532-5520	robert.mahoney@dot.state.ga.us
Neil Kantner	GDOT-Dist 1 Design	770-532-5522	neil.kantner@dot.state.ga.us
Douglas Fadool	GDOT-Dist 1 Design	770-718-5007	douglas.fadool@dot.state.ga.us

Mr. Neil Kantner began the meeting by stating the project identification numbers and project description. He then asked everyone to introduce him or herself.

Mr. Kantner then reviewed the concept report. The following items were identified for revision in the concept report.

- Page 1 – Eliminate the signature line for the State Bridge Design Engineer if there are no box culverts or bridge culverts on the project.
- Page 4 – 1st paragraph under Level of Service section change “needs” to “may need”
- Page 4 – 2nd paragraph under Level of Service section states that the LOS roadway ranges from B to F. This should be B to D.
- Page 4 – Discuss level of service results at intersections in design year.
- Page 4 – Discuss how industrial parks could affect travel patterns
- Page 4 – Include discussion of proposed traffic signals will have to be warranted.
- Page 5 – Change the word “accidents” to “crashes”.
- Page 5 – Remove the word “specifically” from the third paragraph.

- Page 5 – Change the third listed project to P.I. No. 0007389 – CR 1293/McEver Rd Intersection Improvements at six locations.
- Page 6 – Change the traffic year from 2030 to 2032.
- Page 7 – Replace the words “Relocated Thunder Road” to “Side Streets”.
- Page 7 – Add the word “allowable” after maximum grade and maximum radius.
- Page 7 – Change minimum radius for curve on Buford Highway/SR 13 from tangent to 8000 feet.
- Page 7 – Add right-of-way width of side streets – varies 84 to 105 feet.
- Page 8 – Under Design Variances add the words “at this time”.
- Page 8 – Under Level of environmental analysis add the word “anticipated” next to Categorical Exclusion.
- Page 8 – Add the City of Gainesville to the list of utilities involvements.
- Page 8 – Add GDOT to the right-of-way acquisition project responsibilities.
- Page 8 – Add under Coordination – It is anticipated that a VE study will be required for this project.
- Page 8 – Add under Coordination – A PIOH will be held.
- Page 9 - Change the third listed project to P.I. No. 0007389 – CR 1293/McEver Rd Intersection Improvements at six locations.
- Page 9 – Change “Time to complete the environmental process” to 9 months.
- Page 9 - Change “Time to complete purchase of right-of-way” to 18 months.

Mr. Kantner commented to send a traffic memorandum that describes assumptions made in the development of the project traffic. He said that he would forward the information to the GDOT Traffic Planning office for review and approval of the project traffic.

Mr. Kantner said that the right-of-way funding and acquisition could be clarified in an updated Project Management Agreement. He also asked that the scoring sheet be added to the back of the concept report.

Mr. M.J. Sheehan then was called upon to explain the roadway concept design. He described the beginning and end of the project, the median openings, typical section, horizontal alignment, design speed of mainline and side streets and side street realignments. He also described possible design changes that could be made to reduce the right-of-way impacts.

Mr. Phillip Beard, Buford City Commissioner, asked if the alignment of Ledford Road could be modified to avoid the displacement of the home on the southeast corner. It was also suggested that the two-lane configuration on Ledford Road be reduced to one lane. Mr. Sheehan commented that these suggestions would be investigated before establishing the final alignment and lane configuration of Ledford Road.

Commissioner Beard also asked about the Holiday Road alignment. Mr. Sheehan explained that Holiday Road would be relocated and modified to intersect with Buford Highway at a 90-degree angle. It would be relocated approximately 900 feet from the intersection of Friendship Road/SR 347. Mr. Sheehan stated that the realignment would displace the service station on the corner that is currently closed. He said that the public storage buildings behind the service station would not be impacted by the realignment.

The City of Buford said that they would keep the City of Resthaven informed on this project. No representatives of the City of Resthaven were in attendance at the meeting.

Representatives of the Gwinnett Department of Water Resources (Gwinnett DWR) brought plans that indicate the location of a 48" water main along Buford Highway. The Gwinnett DWR plans to relocate the main and will need space near the culvert south of Sawnee Avenue and at the intersection corner of City Hall Street. The water main would be located northbound along Buford Highway and would then turn eastbound at City Hall Street. The building on the corner of City Hall Street will likely be displaced because of the right-of-way requirements of the widening and utilities. Right-of-way should be developed to allow the relocation of the 48" water main.

Mr. Sheehan said that the U-turn bay could be eliminated at City Hall Street to reduce right-of-way impacts. However, the GDOT said that the U-turn bay should be kept at City Hall Street as shown on the concept plan. The concept will be developed with the U-turn bay as shown.

The Georgia Department of Transportation District 1 Utilities Office will coordinate all utilities for this project.

Ms. Michelle Lindberg questioned if there were any parallel streams on the project. She specifically asked about the stream near the car lot. Mr. Sheehan responded that there are no parallel streams that are along the project that would be impacted. He stated that there are 3 culverts on the project. Ms. Karla Poshedly stated that the ecologist that conducted the environmental screening does not anticipate this project to impact any wetlands.

Ms. Lindberg noted that there might need to be advance acquisition of the service station on the corner of Holiday Road before the service station opens again. The City of Buford said that they would speak with Hall County Planning and Zoning Department about protecting the right-of-way for this project.

Mr. Tony Pritchett of Georgia Transmission said that there is a pole line near Ledford Road but it is outside the existing right-of-way. He said that this project avoids all large structures and poles.

Charter communication cable representatives were present at the meeting but had not comments at this time.

Logical termini were discussed briefly. However, no problems are anticipated with the termini that have been set for this project.

**Minutes of Kick-off Meeting for
Buford Hwy (SR 13) Widening Project
Project Numbers: STP-013-0 (63)
County: Gwinnett and Hall Counties
P. I. Number: 132950**

A kick-off meeting was held at the City of Buford on January 31, 2007 at 3:00 p.m.
Attendees included:

Bryan Kerlin – City Manager of Buford
Robert Mahoney – GDOT District 1 Preconstruction Engineer
George Byrd - Moreland Altobelli Associates, Inc.
Karla Poshedly - Moreland Altobelli Associates, Inc.
Neil Kantner – GDOT District 1 Design Engineer
Billy Crantrell – Planning & Programming
Chad Havens - Moreland Altobelli Associates, Inc.

The following topics were discussed:

- Resthaven has SPLOST money from Gwinnett and has signed agreement to send money to Buford to help fund the project. Buford has agreed to manage their road projects.
- This project should be developed under the Georgia Department of Transportation PDP guidelines.
- This project will be managed under the District 1 Office.
- The Project Management Agreement (PMA) has been signed.
- The City of Buford will be responsible for right-of-way acquisition and utility relocation costs.
- The project is located within the planning area of the Gainesville/Hall Metropolitan Planning Organization (MPO).
- This project will tie approximately 500 feet south of the widening project of Friendship Road - Project STP-2688 (4) P.I. 170735.
- Traffic on the northern end of Buford Highway should match with approved traffic that was projected in the Friendship Road widening project. Neil Kantner will send Moreland Altobelli Associates, Inc. the traffic on the upper part of Buford Highway.
- The project should be designed as a 4-lane urban section with a 20-foot median. All existing deceleration lanes should be replaced. Sidewalks should be placed with a 6-foot offset from the back of curb on a 16-foot shoulder.
- The Initial Concept Team meeting could be held at the end of March provided MA is able to send the draft concept layout and report information by the beginning of March. Moreland Altobelli Associates, Inc. said that the project was already flown and photo control points were to be surveyed on February 23, 2007 so that new aerial photography would be available for the development of the concept layout.

- The SR 13/Buford Highway widening project is currently in long range planning (Year 2012+). However, the Georgia Department of Transportation anticipates that they could supplement the right-of-way and construction costs with Q24 money and move this project forward.
- The SR 347/Friendship Road project had the PE authorized in 2007, right-of-way would be purchased in 2008 and the project would be let to construction in 2009.



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

November 8, 2006

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

The Honorable Phillip Beard, Mayor
City of Buford
2300 Buford Highway
Beard, Georgia 30518

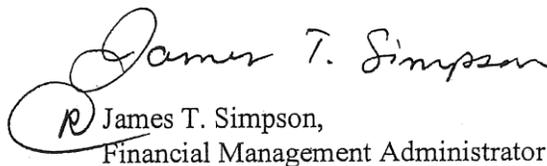
Dear Mayor Beard:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Gwinnett County for the following project:

PROJECT#:STP-013-1(63)Gwinnett County, P.I.#132950

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Robert Mahoney at (770)532-5520.

Sincerely,


James T. Simpson,
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers
Russell McMurry - District 1
Jeff Baker - Utilities

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA,
AND THE
CITY OF BUFORD IN GWINNETT COUNTY
FOR

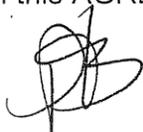
SR 13-BUF-ATL HWY FM THOMPSON MILL TO RELOC SR 347/HALL

This AGREEMENT is made and entered into this 24th day of October, 2006, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF BUFORD, acting by and through its Mayor and City Council, hereinafter called the "SPONSOR".

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

WHEREAS, the SPONSOR has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, 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;



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

1. The SPONSOR shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities as per Exhibit "A", all reimbursable utility relocations, right of way acquisitions as per a future Right of Way Agreement and construction as per a future Construction Agreement. Expenditures incurred by the SPONSOR and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursable to the SPONSOR until execution of this agreement and written notice to proceed for each phase.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities as per Exhibit "A", right of way acquisitions as per a future agreement or construction as per a future construction agreement.

3. It is understood and agreed by the DEPARTMENT and the SPONSOR that the funding portion as identified in Exhibit "A" of this agreement only applies to the Preconstruction Engineering Activities. Additional agreements will be required to be executed by the DEPARTMENT and the SPONSOR for the funding portion of subsequent phases.

A handwritten signature in black ink, appearing to be initials or a stylized name, located below the third paragraph of text.

4. The SPONSOR shall be responsible for all costs for the continual maintenance 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. The SPONSOR 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" as stated in attachment A of this Agreement and will comply in full with said provisions.

6. When applicable engineering invoicing can only be submitted following submittal and acceptance of project milestones. Project milestones are defined as approval of the Concept Report, Completion and verification of the Database Preparation, approval of the Environmental Document, submittal of Preliminary Plans for PFPR, approval of Right of Way plans, and submittal of Final Plans for letting.

7. The SPONSOR 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 SPONSOR's 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 SPONSOR as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the SPONSOR beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the SPONSOR 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's 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 SPONSOR 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.

h. Prepare the PROJECT's 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

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professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the SPONSOR 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 SPONSOR to make up the loss of that funding.

8. All Primary Consultant firms hired by the SPONSOR to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the SPONSOR with a list of prequalified consultant firms in the appropriate area-classes.

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 Microstation and CAiCE 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 SPONSOR of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the SPONSOR.



12. The SPONSOR 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 SPONSOR 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 SPONSOR 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 SPONSOR shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. Upon the SPONSOR's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the SPONSOR. 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 DEPARTMENT and executed between the SPONSOR and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the SPONSOR to follow these requirements may result in the loss of Federal funding for the PROJECT and it



will be the responsibility of the SPONSOR to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The SPONSOR shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

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 SPONSOR, the PROJECT shall be let for construction. The SPONSOR, unless shown otherwise on EXHIBIT A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The SPONSOR 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 SPONSOR 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 SPONSOR.

19. The SPONSOR 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 SPONSOR pursuant to this AGREEMENT. The SPONSOR 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 SPONSOR to address the errors or deficiencies within 30 days shall cause the SPONSOR 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 SPONSOR 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 SPONSOR pursuant to this AGREEMENT.

20. Both the SPONSOR and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the SPONSOR does not produce acceptable deliverables at the milestone dates defined in the current TIP/STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the

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project's implementation until funds can be re-identified for construction or right of way, as applicable.

21. 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 SPONSOR have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

[Signature]
District Engineer

[Signature]
Director, Transportation Planning, Data & Intermodal Development Division

[Signature]
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner *ELM*

ATTEST:
[Signature]
Treasurer *ben*

REVIEWED AS TO LEGAL FORM:

[Signature] 9.28.06
Office of Legal Services

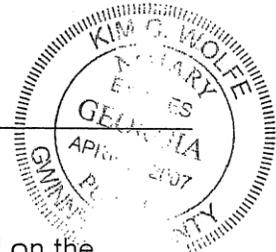
Sponsor: CITY OF BUFORD

BY: [Signature]
Phillip Beard
Mayor, City of Buford.

Signed, sealed and delivered this 3rd day of April, 2006, in the presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved on the 3rd day of April, 2006.

[Signature]
City/County Clerk (as appropriate)

FEIN: 58-6000527

EXHIBIT "A"
PI 132950 – City of Buford, Gwinnett County

Project	Description	Project Type	Authorized PE Amount	Maximum Allowable Reimbursable to SPONSOR by GDOT for PE* (80% of the Authorized Amount)	Responsible Parties (Subject to change pending future agreements)		
					R/W Acquisition	Utilities Relocation	Construction Letting
STP-013-1(63) PI 132950	SR 13-BUF-ATL HWY FM THOMPSON MILL TO RELOC SR 347/HALL	Reconstruct Rehab	\$0	NA	Buford	Buford	GDOT

* NOTE: LOCALS WILL ONLY BE REIMBURSED 80% OF THE INVOICED AMOUNT UP TO BUT NOT TO EXCEED THE MAXIMUM ALLOWABLE GDOT REIMBURSIBLE AMOUNT.


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ATTACHMENT A

CERTIFICATION OF COMPLIANCES

I hereby certify that I am a principle and duly authorized representative of

whose address is 2300 Buford Hwy and it is also certified that:



I. PROCUREMENT REQUIREMENTS

The below listed provisions of Federal Procurement requirements shall be complied with throughout the contract period:

- (a) 49 CFR Part 18 Section 36
Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments – Procurement
- (b) 23 CFR 635 Subpart A – Contract Procedures

II. STATE AUDIT REQUIREMENT

The provisions of Section 36-81-7 of the Official Code of Georgia Annotated, relating to the “Requirement of Audits” shall be complied with throughout the contract period in full such that:

- (a) Each unit of local government having a population in excess of 1,500 persons or expenditures of \$ 175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
- (b) The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
- (c) The governing authority of each local unit of government having expenditures of less than \$ 175,000.00 in that government’s most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
- (d) A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide a notification to the public as to the location of and times during which the public may inspect the report.



- (e) The audits of each local government shall be conducted in accordance with generally accepted government auditing standards.

III. FEDERAL AUDIT REQUIREMENT

The provisions of OMB Circular A-133 issued pursuant to the Single Audit Act of 1984, P.L. 98-502, and the Single Audit Act Amendments of 1996, P.L. 104-156 shall be complied with throughout the contract period in full such that:

- (a) Non-Federal entities that expend \$ 300,000 or more in a year in Federal awards shall have a single or program-specific audit conducted for that year in accordance with the provisions of OMB Circular A-133.
- (b) Non-Federal entities that expend less than \$ 300,000 a year in Federal awards are exempt from Federal audit requirements for that year, but records must be available for review or audit by appropriate officials of the Federal agency, pass-through entity, and General Accounting Office (GAO).
- (c) Except for the provisions for biennial audits provided in paragraphs (1) and (2) below, audits required shall be performed annually. Any biennial audit shall cover both years within the biennial period.
 - (1) A State or local government that is required by constitution or statute, in effect on January 1, 1987, to undergo its audits less frequently than annually, is permitted to undergo its audits biennially. This requirement must still be in effect for the biennial period under audit.
 - (2) Any non-profit organization that had biennial audits for all biennial periods ending between July 1, 1992, and January 1, 1995, is permitted to undergo its audits biennially.
- (d) The audit shall be conducted in accordance with Generally Accepted Government Auditing Standards.

Date

4-3-06

Signature

