ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE	STP-OOOE(155)/STP-OOOO-OO(108) Gwinnett County P. I. Nos. 171560/0000108	**OFFICE**	Preconstruction
		DATE	February 17, 2000
FROM	C. Wayne Hutto, Assistant Director of Preconstruction		
TO	SEE DISTRIBUTION		

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Larry Dent

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOOE(155)/STP-OOOO-OO(108)
Gwinnett County
P.I. Nos. 171560/0000108

OFFICE Preconstruction

DATE February 3, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project proposes the construction of the "Suwanee Creek Greenway Trail" (SCGT) system which will provide a 2.2 miles connection between the existing "Richard Trice Trail" (RTT) at Martin Farm Park to the "McGinnis Ferry Multi-Use Trail" (MFMUT) to SR 23/Buford Highway, in two phases.

Phase I of the SCGT system will begin at the trailhead at Martin Farm Park. The paved multi-use trail will connect to the existing RTT and gravel parking lot on the south side of the creek. The Phase I multi-use trail will run east through city owned wetlands with an 18" high boardwalk. Egress through the wetlands was necessary for two reasons. First, the area up slope from the wetlands and creek consists of numerous small residential lots with the buildings set close to the rear property line. Obtaining easements through these parcels is not feasible. Second, the levee between the creek and the wetlands is too narrow for a trail. Clearing for a trail would practically eliminate the vegetated buffer, leaving both the creek and wetlands vulnerable to erosion.

The remaining trail within the 100 year floodplain will be constructed with fiber enmeshed concrete. An asphalt trail will follow the Annandale Road right-of-way for several hundred feet before entering the Annandale Estates property on an old roadbed located above the creek floodplain. An overlook will be located along this segment with a view of the creek and wetlands beyond. A right-of-way easement will be obtained for this portion of the trail. The trail then connects to the existing MFMUT at the end of the Phase I greenway.

Phase II of the SCGT system will begin at the MFMUT bridge on the north side of Suwanee Creek. The trail will run under the McGinnis Ferry Road Bridge and link to a parking area and trailhead. From the trailhead, the concrete trail will run east along the edge of the 100 year floodplain. The trail will cross two small creeks with concrete arch-box culverts. A seating area will be located adjacent to the creek. In Phase II, the trail will avoid crossing any delineated wetlands in the floodplain. The paved trailway will terminate at a small trailhead and gravel parking lot adjacent to the Buford Highway Bridge over Suwanee Creek. The greenway in Phase II runs across industrialized and privately owned parcels for which right-of-way easements will be obtained.

STP-OOOE(155)/STP-OOOO-OO(108) Gwinnett
February 3, 2000

Directional and safety signage and site furniture will be located throughout the greenway. A total of nine right-of-way easements will be obtained for the SCGT system.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; Section 4(f) evaluation will be done for Martin Farm Park; an Archaeological Survey is required; a public information meeting will be held.

The estimated costs for this project are:

STP-OOOE(155)

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)*	$318,000	$331,000	2000	Local
Right-of-Way & Utilities*	Local	Local		

* To be done by contract

STP-OOOO-OO(108)

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)*	$518,000	$518,000	2002	Local
Right-of-Way & Utilities*	Local	Local		

* To be done by contract

These projects are in the STIP. I recommend these project concepts be approved.

TLT:JDQ/cj

Attachment

CONCUR_____
Frank L. Danchetz, P.E., Chief Engineer

APPROVE_____
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TEA PROJECT CONCEPT REPORT

Phase I
GaDOT Project No. STP-000E(155)
GaDOT P.I. No. 171560
-and-
Phase II
GaDOT Project No. STP-0000-00(108)
GaDOT P.I. No. 0000108

Phase I
FEDERAL SHARE: $265,000 **MATCHING SHARE:** $53,000

Phase II
FEDERAL SHARE: $431,000 **MATCHING SHARE:** $86,350

FISCAL YEAR PROPOSED: 2000

PROJECT SPONSOR: City of Suwanee, Georgia

CONTACT PERSON: Marty Allen, City Planner

Date of Report: December 20, 1999

The undersigned have reviewed the concept report:

Date	State Environmental/Location Engineer
Date	State Traffic Operations Engineer
12/21/99	Larry E. Pope
Date	District Engineer
1/18/00	Marta V. Rosenberg
Date	State Transportation Planning Administrator

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP. (Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, Right-of-Way, and FHWA. Their comments are welcomed).

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TEA PROJECT CONCEPT REPORT

Phase I
GaDOT Project No. STP-000E(155)
GaDOT P.I. No. 171560
-and-
Phase II
GaDOT Project No. STP-0000-00(108)
GaDOT P.I. No. 0000108

Phase I
FEDERAL SHARE: $265,000 **MATCHING SHARE:** $53,000

Phase II
FEDERAL SHARE: $431,000 **MATCHING SHARE:** $86,350

FISCAL YEAR PROPOSED: 2000

PROJECT SPONSOR: City of Suwanee, Georgia

CONTACT PERSON: Marty Allen, City Planner

Date of Report: December 20, 1999

The undersigned have reviewed the concept report:

Date State Environmental/Location Engineer

Date State Traffic Operations Engineer

12/21/99 Larry E. Pant
Date District Engineer

Date State Transportation Planning Administrator

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP. (Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, Right-of-Way, and FHWA. Their comments are welcomed).

PROJECT CONCEPT REPORT

PROJECT NO.:

PHASE I STP-000E (155)
PHASE II STP-0000-00 (108)

PI NO.:

PHASE I 171560
PHASE II 0000108

TEA PROJECT COMMON NAME:

Suwanee Creek Trail Extension Phases I & II

TEA PROJECT LINKAGE TO THE INTERMODAL TRANSPORTATION SYSTEM:

To the west, the proposed trail will connect with the existing Richard Trice Trail (1.5 miles) at Suwanee Creek, which connects to Gwinnett County's George Pierce Park (271 acres).

At the intersection of Phase I and II, the Suwanee Creek Trail will also connect with the existing McGinnis Ferry Trail. The McGinnis Ferry Trail will link to Gwinnett County's proposed trail at Peachtree Industrial Boulevard (PIB), which will extend south into Duluth's Rivergreen Business Park. The PIB Gwinnett County Trail will connect with Duluth's proposed CMAQ trail south to Summer Chase Drive. The County has future plans to extend the Duluth trail through Berkeley Lake to South Old Peachtree Road.

TEA PROJECT ENHANCEMENT CATEGORY OR CATEGORIES:

Multi-Use Facility: Provision of Facilities for Pedestrians & Bicycles

TEA PROJECT NEED AND PURPOSE:

The trail will provide the following:

1) Additional facilities for pedestrians, bicyclists, wheelchair users, & in-line skaters.
2) Completes a safe and accessible transportation alternative between U.S. 23/Buford Highway and Lawrenceville-Suwanee Road.
3) Eliminates the gap between the existing Richard Trice Trail at Suwanee Creek and the McGinnis Ferry Multi-Use Trail.
4) Links important community facilities: George Pierce Park, Suwanee Elementary School, Suwanee Creek Park, Annandale Village, McGinnis Ferry Multi-Use Trail, and Suwanee Sports Academy.
5) Provides non-vehicular links between important shopping areas and dining facilities along growing Peachtree Industrial Boulevard/McGinnis Ferry Road intersection, a major east/west connection across the northern arc of Metro Atlanta (Project is included in ARC's 1995 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan).

6) Promotes & facilitates non-vehicular transportation, which fosters reduced traffic congestion & vehicle emissions.
7) Provides a regional link to the Chattahoochee River Corridor from Suwanee's northern boundary to the City of Berkeley Lake.
8) Promotes and fosters intergovernmental cooperation between Suwanee, Gwinnett County, Duluth, Berkeley Lake, and Georgia DOT.

TEA PROJECT LOCATION:

Suwanee, Georgia

TEA PROJECT CONCEPT (DESCRIPTION):

The Suwanee Greenway Trail System will be a 2.2 mile greenway located in the Suwanee Creek floodplain (Attachment A). Phase I will extend from the existing Richard Trice Trail and Martin Farm Park to McGinnis Ferry Road and link to the existing McGinnis Ferry Multi-Use Trailway. Phase II will extend from the McGinnis Ferry Road Multi-use Trailway to State Road 23/Buford Highway. The greenway will include an eight foot wide multi-use paved trailway with a six foot wide boardwalk to match the existing Richard Trice Trail, of which this trail will be an extension.

Phase I of the Suwanee Creek Greenway Trail System will begin at the trailhead at Martin Farm Park. The paved multi-use trail will connect to the existing Richard Trice Trail and gravel parking lot on the south side of the creek. The Phase I multi-use trail will run east through City owned wetlands with an 18" high boardwalk (refer to Attachment B, Fig. 3). Egress through the wetland was necessary for two reasons. First, the area upslope from the wetlands and creek consists of numerous small residential lots with the buildings set close to the rear property line. Obtaining easements through these parcels is not feasible. Second, the levee between the creek and the wetland is too narrow for a trail. Clearing for the trail would practically eliminate the vegetated buffer, leaving both the creek and wetland vulnerable to erosion.

The remaining trail within the 100 year floodplain will be constructed with fiber-enmeshed concrete (Attachment B, Fig. 1-2). An asphalt trail (Attachment B, Fig. 1) will then follow the Annandale Road right-of-way for several hundred feet before entering the Annandale Estates property on an old roadbed located above the creek floodplain. An overlook will be located along this segment with a view of the creek and wetlands beyond. A right-of-way easement will be obtained for this portion of the trail. The trail then connects to the existing McGinnis Ferry Multi-use Trailway, at the end of the Phase I greenway.

Phase II of the Suwanee Creek Trail System will begin at the McGinnis Ferry Multi-use Trailway bridge on the north side of Suwanee Creek. The trail will run under the McGinnis Ferry Road Bridge and link to a parking area and trailhead. From the trailhead, the concrete trail (Attachment B, Fig. 1-2) will run east along the edge of the 100-year floodplain. The trail will cross two small creeks with concrete arch-box culverts. A seating area will be located adjacent to the creek. In Phase II, the trail will

avoid crossing any delineated wetlands in the floodplain. The paved trailway will terminate at a small trailhead and gravel parking lot adjacent to the Buford Highway bridge over Suwanee Creek. The greenway in Phase II runs across industrialized and privately owned parcels for which right-of-way easements will be obtained.

Directional and safety signage and site furniture will be located throughout the greenway. In the future, an associated three foot wide on-grade footpath will periodically break off from the multi-use trail, following Suwanee Creek more closely. A total of nine right-of-way easements will be obtained for the Suwanee Creek Trail System. The City of Suwanee will attempt to acquire easements extending from the centerline of the creek to 25' upslope of the trail centerline.

SPECIFIC ITEMS DISALLOWED BY TEA PANEL:

N.A.

PROPOSED TYPICAL SECTIONS:

Refer to Attachment B.

DESIGN STANDARDS TO BE UTILIZED:

AASHTO Guide for the Development of Bicycle Facilities
AASHTO Roadside Design Guide
Federal Highway Administration Pedestrian Standards.
ADA Handbook
GaDOT Standard Drawings and Construction Details
GaDOT Drainage Manual
GaDOT Standard Specifications (Current Edition)
Georgia Bid Item Index
Sequence of Operations/Special Provision
Gwinnett County Development Regulations and Design Standards

MAJOR STRUCTURES:

None.

PERMITS REQUIRED:

Section 404 permit
City of Suwanee Land Disturbance Permit (Letter of Concurrence for Stream Buffer Variance)
City of Suwanee Site Development Permit
State of Georgia Environmental Protection Division Stream Buffer Variance Permit

LEVEL OF ENVIRONMENTAL ANALYSIS:

Categorical Exclusion

SECTION 4(F)/SECTION 106 INVOLVEMENT:

No standing structures.
Archeological survey to be conducted.

Section 4(f) evaluation to be completed for Martin Farm Park, owned by the City of Suwanee.

OTHER KNOWN/SUSPECTED ENVIRONMENTAL ISSUES:

Wetlands delineated within the Suwanee Creek Greenway will either be avoided completely or crossed with a boardwalk.

DESIGN VARIANCES REQUIRED:

None.

LEVEL OF PUBLIC INVOLVEMENT:

One public informational meeting will be held after approval of the CE and finalization of the trail route.

OTHER ENHANCEMENT PROJECTS IN COUNTY:

Project	PI No.	Project No.
Roger's Bridge Trail Multi-use Facility	0000109	STP-0000-00(109)
Buford Highway Scenic Improvements	0000179	STP-0000-00(179)
Peachtree Industrial Blvd. (PIB) Bicycle Facility	171562	STP-000E(195)
Western Gwinnett Bikeway – PIB	171558	STP-000E(184)
City of Buford Streetscape	171572	STP-000E(210)

OTHER GADOT PROJECTS IN IMMEDIATE VICINITY OF TEA PROJECT:

None.

CONCEPT TEAM MEETING HELD AND PERSONS PRESENT:

The concept team meeting was held on December 3, 1999.
Present:

Brent Cook, Project Manager	GaDOT
Hardin Watkins, City Manager	City of Suwanee
Marty Allen, City Planner	City of Suwanee
Denise Brinson, Economic & Community Development Manager	City of Suwanee
Liz Cole	Jordan Jones & Goulding
Christine Magnarella	Jordan Jones & Goulding

FIELD REVIEW HELD:

No.

RAILROAD INVOLVEMENT:

None.

UTILITIES:

City of Suwanee sewer line and associated 10' wide easement along Suwanee Creek.

COMMENTS:

ATTACHMENTS:

Attachment A: Suwanee Creek Conceptual Trail Routing Plan
Attachment B: Typical Trailway Sections

LOCATION AND DESIGN APPROVAL REPORT

NOTICE OF LOCATION AND DESIGN APPROVAL
Phase I
GaDOT Project No. STP-000E(155)
GaDOT P.I. No. 171560
-and-
Phase II
GaDOT Project No. STP-0000-00(108)
GaDOT P.I. No. 0000108
Gwinnett County

Notice is hereby given that the Georgia Department of Transportation has approved the Location and Design of the above project.

The Suwanee Greenway Trail System will be an approximately 2.2 mile greenway located within and along the Suwanee Creek floodplain. Phase I will extend from the existing Richard Trice Trail and Martin Farm Park to McGinnis Ferry Road and link to the existing McGinnis Ferry Multi-Use Trailway. Phase II will extend from the McGinnis Ferry Road Multi-use Trailway to State Road 23/Buford Highway. The greenway will include an eight foot wide multi-use paved trailway with a six foot wide boardwalk.

Phase I of the Suwanee Creek Greenway Trail System will begin at the trailhead at Martin Farm Park. The paved multi-use trail will connect to the existing Richard Trice Trail and gravel parking lot on the south side of the creek. The multi-use trail will run east through City owned wetlands with an 18" high boardwalk (refer to Attachment B, Fig. 3). An asphalt trail (Attachment B, Fig. 1) will then follow the Annandale Road right-of-way for several hundred feet before entering the Annandale Estates property on an old roadbed located above the creek floodplain. The trail then connects to the existing McGinnis Ferry Multi-use Trailway, at the end of the Phase I greenway.

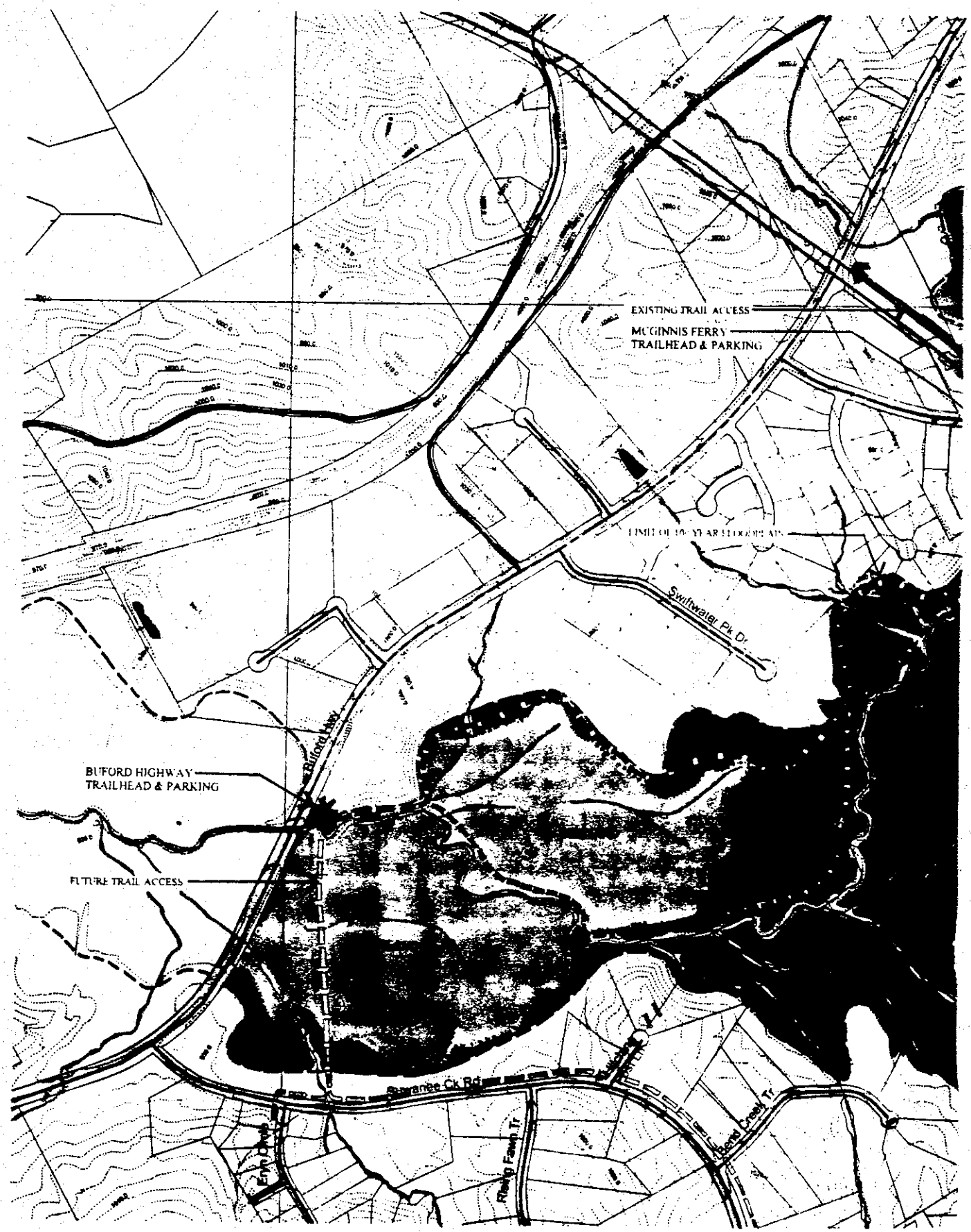
Phase II of the Suwanee Creek Trail System will begin at the McGinnis Ferry Multi-use Trailway bridge on the north side of Suwanee Creek. The trail will run under the McGinnis Ferry Road Bridge and link to a parking area and trailhead. From the trailhead, a concrete trail (Attachment B, Fig. 1-2) will run east along the edge of the 100-year floodplain. The paved trailway will terminate at a small trailhead and gravel parking lot adjacent to the Buford Highway bridge over Suwanee Creek.

Drawings of the proposed project are on file and are available for inspection at the City of Suwanee, 373 Highway 23, Suwanee, Georgia.
Any written request in reference to this Notice may be referred to:

MARVIN ALLEN
City Planner
CITY OF SUWANEE
373 Highway 23
Suwanee, GA
(770) 945-8996

ATTACHMENT A
SUWANEE CREEK
CONCEPTUAL TRAIL ROUTING PLAN

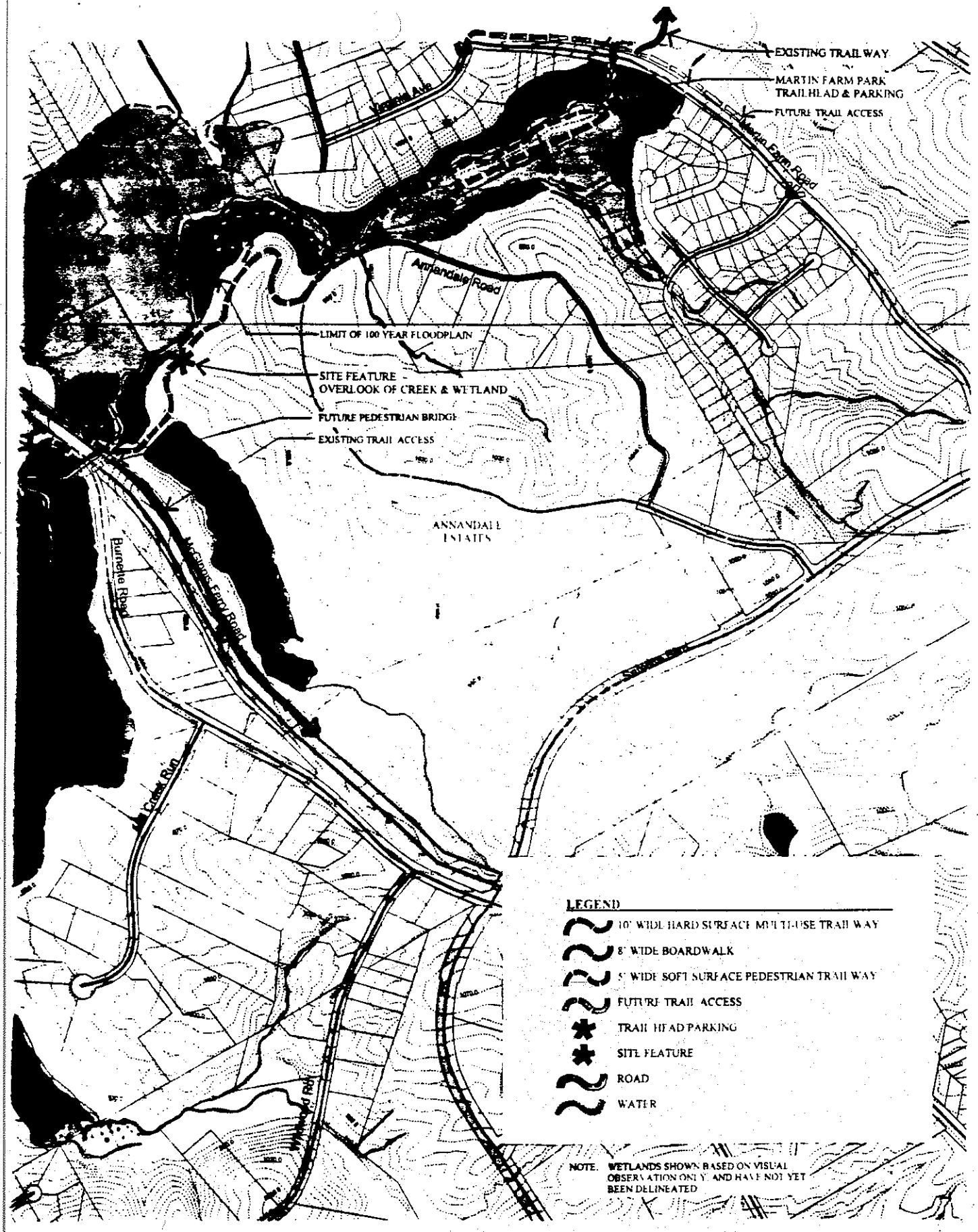
December 1, 1999



CONCEPTUAL TRAIL ROUTING PLAN

December 1, 1999

SUWANEE GREENWAY



CITY OF SUWANEE

300 0 300 600 900 Feet

N

Jordan Jones & Goulding

ATTACHMENT B
TYPICAL TRAIL SECTIONS

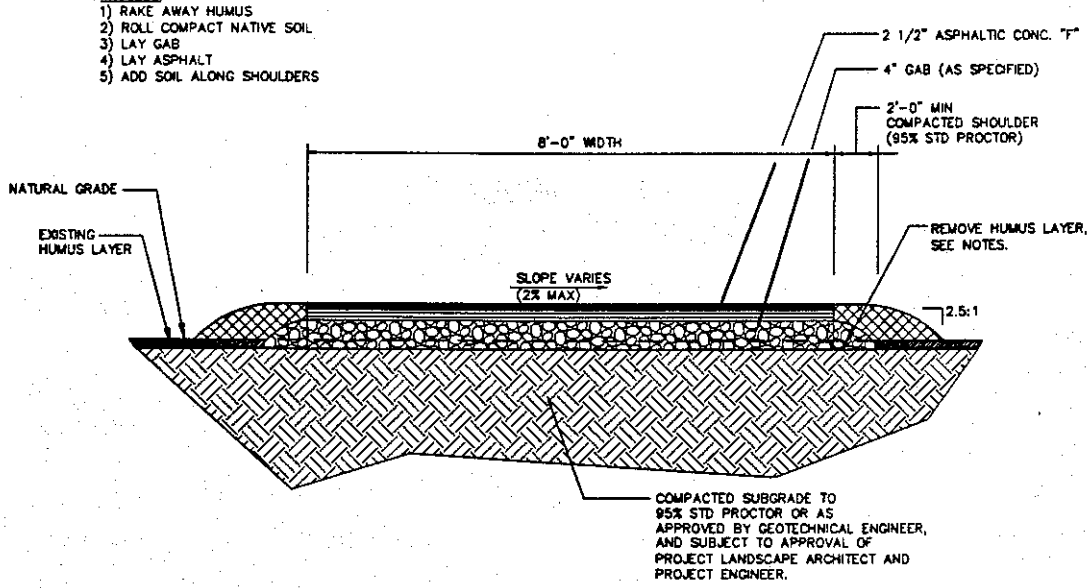
Figure 1
Detail A ..... Asphalt Trail Section, Typical
Detail B ..... Soil Cement Footpath, Typical

Figure 2
Detail C ..... Concrete Trail Section, Typical
Detail D ..... Stabilized Concrete Trail Section, Typical
Detail E ..... Poor Subgrade Concrete Trail, Typical

Figure 3
Detail F ..... Boardwalk, Typical

CR-TYPSECTIONS.dwg 12.13.99

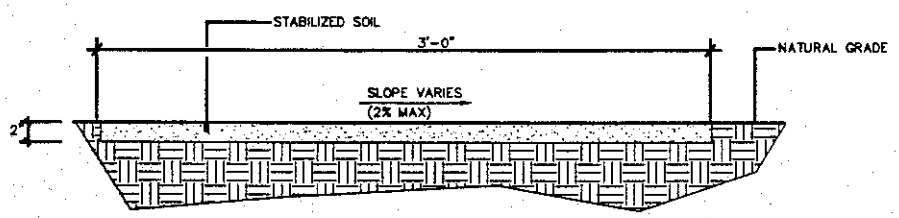
PROCESS:
1) RAKE AWAY HUMUS
2) ROLL COMPACT NATIVE SOIL
3) LAY GAB
4) LAY ASPHALT
5) ADD SOIL ALONG SHOULDERS



A ASPHALT TRAIL SECTION - TYPICAL

N.T.S.

STABILIZATION METHOD:
1) SPREAD STABILIZER WITH DROP SPREADER AT 1 LB. PER 10 SQ. FT.
2) MIX STABILIZER EVENLY TO A 2" DEPTH OF PROFILE WITH A ROTOTILLER.
3) GRADE AND LEVEL SURFACE TO DESIRED FINISH.
4) APPLY WATER TO PENETRATE FULL DEPTH OF STABILIZED PROFILE.
5) COMPACT WITH ROLLER AFTER PROFILE BEGINS TO DRY AND SET-UP.

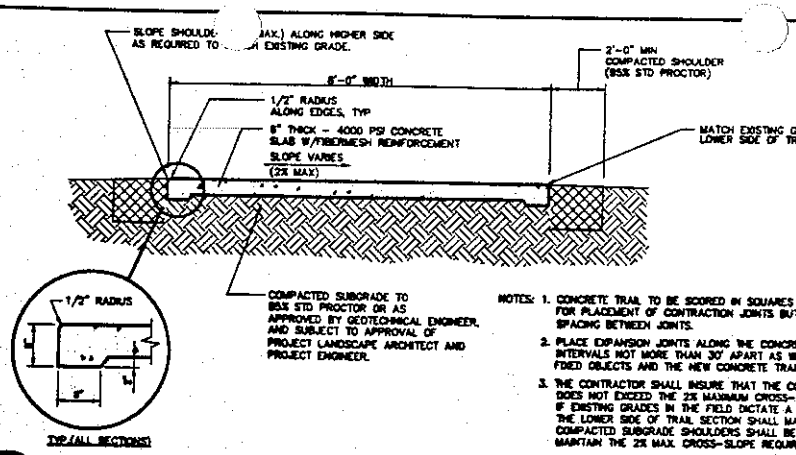


B SOIL STABILIZED TRAIL SECTION - TYPICAL

N.T.S.

CMAGNARELLA

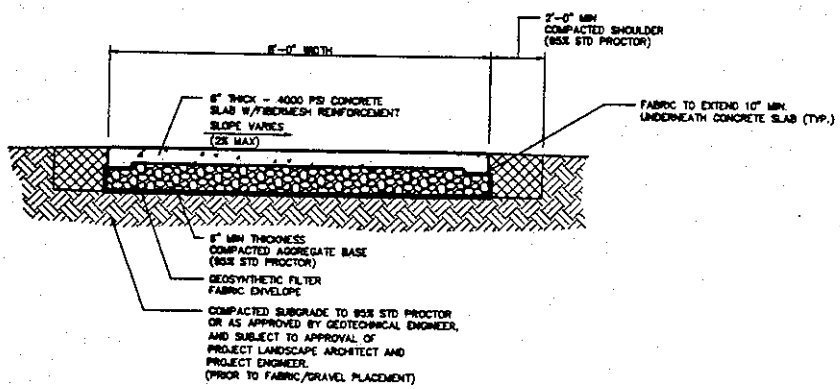
Jordan Jones & Goulding	City of Suwanee Georgia	DATE : December 10, 1999 SCALE : NTS JOB NO.: 2243-001
	Suwanee Greenway Trail System Typical Sections	Figure 1



NOTES:
1. CONCRETE TRAIL TO BE SCORED IN SQUARES EQUAL TO TRAIL WIDTH FOR PLACEMENT OF CONTRACTION JOINTS BUT NOT TO EXCEED 10' SPACING BETWEEN JOINTS.
2. PLACE EXPANSION JOINTS ALONG THE CONCRETE TRAIL AT REGULAR INTERVALS NOT MORE THAN 30' APART AS WELL AS BETWEEN ALL RIGID FIXED OBJECTS AND THE NEW CONCRETE TRAIL.
3. THE CONTRACTOR SHALL INSURE THAT THE CONCRETE TRAIL SECTION DOES NOT EXCEED THE 2% MAXIMUM CROSS-SLOPE CRITERIA (ADA REQUIREMENT). IF EXISTING GRADES IN THE FIELD DICTATE A STEEPER CROSS-SLOPE, THEN THE LOWER SIDE OF TRAIL SECTION SHALL MATCH EXISTING GRADE, AND THE COMPACTED SUBGRADE SHOULDERS SHALL BE TRANSITIONED (3:1 MAX.) TO MAINTAIN THE 2% MAX. CROSS-SLOPE REQUIREMENT ACROSS TRAIL SECTION.

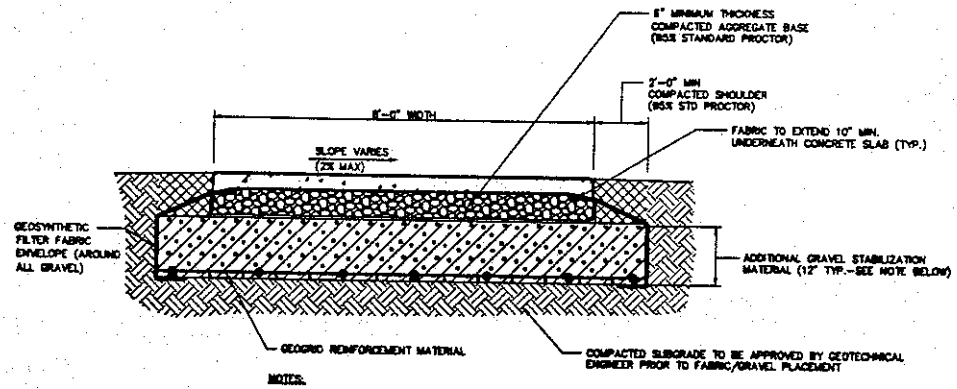
C CONCRETE TRAIL SECTION - TYPICAL

N.T.S.



D STABILIZED CONCRETE TRAIL SECTION - TYPICAL

N.T.S.



NOTES:
1. ADDITIONAL GRAVEL STABILIZATION LAYER SHALL BE TYPICALLY INSTALLED AS AN UNCOMPACTED BRIDGE LIFT OVER GEOGRID LAYER FOR SUBGRADE IMPROVEMENT.
2. SOME AREAS MAY CONTAIN EXCEPTIONALLY WEAK SUBGRADE MATERIALS WHICH WILL REQUIRE ADDITIONAL SOIL STABILIZATION MEASURES PER DIRECTION OF GEOTECHNICAL CONSULTANT, AND SUBJECT TO APPROVAL OF LANDSCAPE ARCHITECT ARCHITECT AND PROJECT ENGINEER.

E POOR SUBGRADE CONCRETE TRAIL-TYPICAL

N.T.S.

Jordan Jones & Goulding

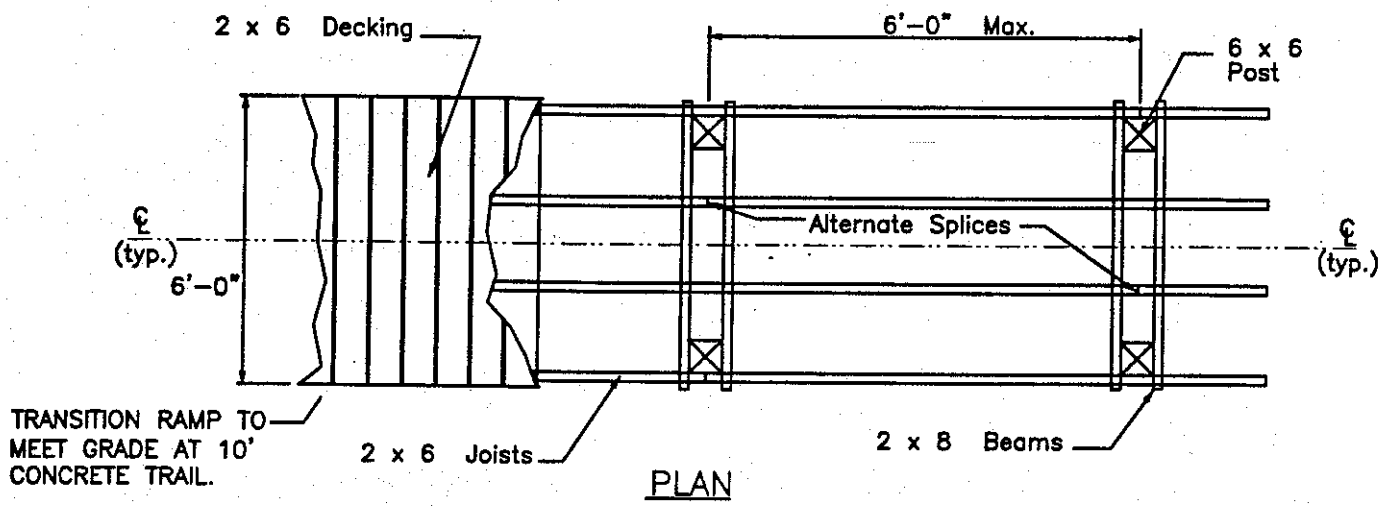
City of Suwanee
Georgia

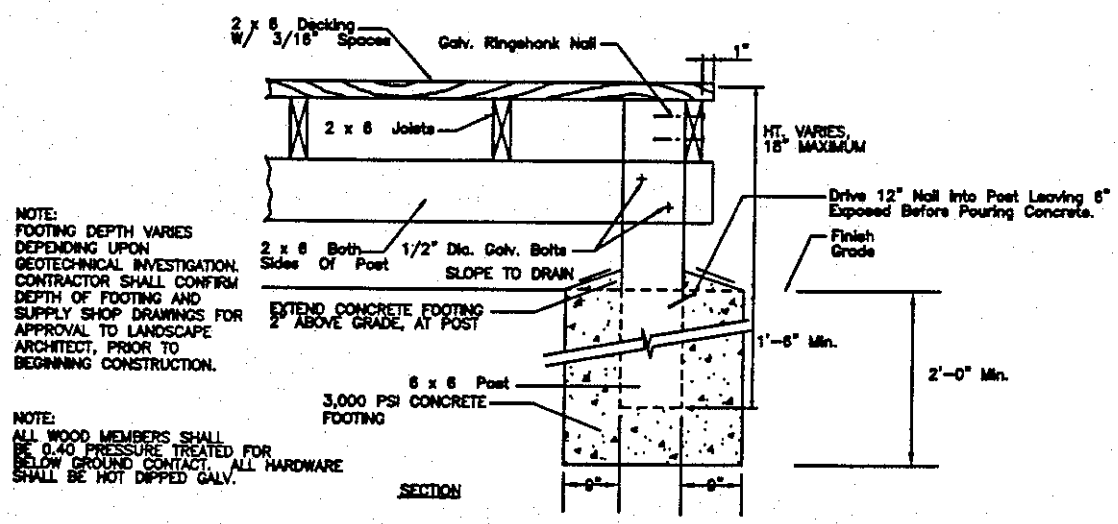
Suwanee Greenway
Trail System
Typical Sections

DATE : December 10, 1999
SCALE : NTS
JOB NO.: 2243-001

Figure 2

CR-TYPSECTIONS.dwg 12.13.99





NOTE:
FOOTING DEPTH VARIES DEPENDING UPON GEOTECHNICAL INVESTIGATION. CONTRACTOR SHALL CONFIRM DEPTH OF FOOTING AND SUPPLY SHOP DRAWINGS FOR APPROVAL TO LANDSCAPE ARCHITECT, PRIOR TO BEGINNING CONSTRUCTION.

NOTE:
ALL WOOD MEMBERS SHALL BE 0.40 PRESSURE TREATED FOR BELOW GROUND CONTACT. ALL HARDWARE SHALL BE HOT DIPPED GALV.

F BOARDWALK - TYPICAL

N.T.S.

CMAGNARELLA

Jordan Jones & Goulding	City of Suwanee Georgia	DATE : December 10, 1999 SCALE : NTS JOB NO.: 2243-001
	Suwanee Greenway Trail System Typical Sections	Figure 3

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-000E (155) & STP-000-00(108)/Gwinnett Co.
P.I. No. 171560,0000108

Office: Traffic Operations
Atlanta, Georgia
Date: January 4, 2000

From: M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Marta Rosen, State Transportation Planning Engineer

Subject: Project Concept Report Review

We have reviewed the concept report on the above listed project for the proposed construction of the "Suwanee Greenway Trail" system which will provide a 2.2 mile connection between the existing "Richard Trice Trail" at Martin Farm Park to the "McGinnis Ferry Multi-use Trail". From this point the trail will continue and eventually end at SR 23/Buford Highway. This project will be constructed in two phases. The multi-use trail will be 8 feet in width. A 3 foot wide footpath will periodically break from the multi-use trail to follow Suwanee Creek more closely.

We believe this concept will provide an improved non-motorized facility for the traveling public and the people of Gwinnett County. We therefore find this concept satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill
David Mulling, w/attachment
Larry Dent, District Engineer, Gainesville
Attn.: Todd Long, P.E.
Wayne Hutto, Assistant Director of Pre-construction
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TEA PROJECT CONCEPT REPORT

Phase I
GaDOT Project No. STP-000E(155)
GaDOT P.I. No. 171560
-and-
Phase II
GaDOT Project No. STP-0000-00(108)
GaDOT P.I. No. 0000108

Phase I
FEDERAL SHARE: $265,000 **MATCHING SHARE:** $53,000

Phase II
FEDERAL SHARE: $431,000 **MATCHING SHARE:** $86,350

FISCAL YEAR PROPOSED: 2000

PROJECT SPONSOR: City of Suwanee, Georgia

CONTACT PERSON: Marty Allen, City Planner

Date of Report: December 20, 1999

The undersigned have reviewed the concept report:

Date	State Environmental/Location Engineer
1-4-2000	Marion [illegible]
Date	State Traffic Operations Engineer
12/21/99	Larry E. Dent
Date	District Engineer
Date	State Transportation Planning Administrator

This project concept is contained in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTP and/or STIP. (Information copies have been provided to the following offices: Engineering Services, Maintenance, Road Design, Urban Design, Bridge Design, Right-of-Way, and FHWA. Their comments are welcomed).