



Evermore Community Improvement District

Revised Work Program

2011

Introduction

The Highway 78 Corridor Improvement Association was formed in February 2002. The Association outlined their mission, goals and objectives in the “2002 to 2004 Strategic Plan.” This Strategic Plan included summaries for those activities that were necessary in order to achieve their objectives. The first and most significant activity recommended in the Strategic Plan was the creation of the Highway 78 Community Improvement District (CID).

Local property owners reached the threshold to create the Highway 78 CID in May 2003. The establishment of the CID enabled the organization to institute a long-term base of funding for improvements along the Highway 78 Corridor. The nature of the Highway 78 CID is quasi-governmental; therefore, in order to maintain the long-range visions of the original Association, the Board reviewed and extended the original Strategic Plan, just as any municipality would and updated their Short Term Work Program.

The Highway 78 CID has been highly effective in implementing the “2002 to 2004 Strategic Plan”. Staff used the Strategic Plan to guide the organization’s actions and to allocate the organization’s resources. An important accomplishment is the organizations’ re-branding as the Evermore Community Improvement District in 2006. Most activities contained within the Strategic Plan are either completed or ongoing. Activities not yet completed are either due to circumstances beyond the control of the organization, revenue shortfalls or because of changing priorities since the creation of the Strategic Plan.

The Evermore CID is an association representing approximately 515 commercial parcels; worth over \$525 million in property value. The organization has agreed to levy an additional property tax of 5 mills generating approximately \$793,000 annually that is invested for the following purposes:

- to establish a vibrant, upscale destination area
- to improve business development opportunities
- to enhance property values by developing and promoting coordinated transportation and community character improvements

The Evermore CID has periodically assessed the status of activities in the Strategic Plan, and has revised and/or expanded the project list to guide the organization during future the initial five-year

time period. A Work Program is a guiding tool for implementing the goals outlined within the original Strategic Plan.

The following is the modified Work Program which identifies the Active Projects underway within the CID District as well as the 2009 Gwinnett County SPLOST commitments to the Evermore CID. All other projects from the original 2005-2010 Short Term Work Program have been deleted.

ACTIVE PROJECTS

Project 1: US 78 @ Walton Court Alignment

Estimated Cost: \$1,308,403

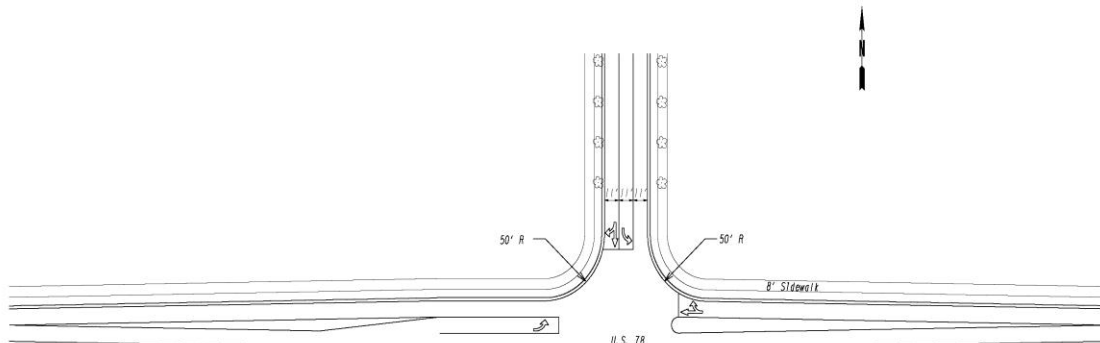
Scheduled Year: 2010 (design), 2012 (right-of-way), 2013 (construction)

Current Status: Environmental is approved, concept report pending, public meeting tentatively planned for Spring 2011

Target Completion Date: Open to Traffic 2014

Consultant: Kimley-Horn & Associates

The intersection project consists of realigning Old US 78 directly across from Walton Court. The project will reduce the number of conflict points within the corridor by providing controlled access at a signalized intersection. This project will help improve mobility, preserve capacity and enhance safety along the US 78 corridor by providing for an alternate transportation route for the anticipated residential and commercial development between Highpoint and Old Highway 78. The project was included in the Hwy 78 LCI Corridor Study. Project requires pedestrian lighting, 10 ft sidewalks and landscaping (LCI requirements)



Project 2: Hewatt to Parkwood to Britt Parallel Route

Estimated Cost: \$7,379,191

Scheduled Year: 2010 (design), 2012 (right-of-way), 2013 (construction)

Current Status: FHWA required Mitigation Plan. Approval of environmental permitting pending mitigation plan development. Second public hearing tentatively planned for summer 2011

Target Completion Date: Open to Traffic 2015

Consultant: Gresham Smith & Partners

This project consists of constructing parallel access north of US Highway 78 between Hewatt Road and Parkwood Road, with a continuation of the parallel road to Britt. This project is aimed at preserving the capacity along US 78 by removing any unnecessary vehicle trips associated with the commercial uses located north of US 78. Additionally, the project will improve mobility and enhance safety along the US 78 Corridor. This project shall serve as a form of “Access Management” that can be associated with the GDOT Safety project, which removes the reversible lane system. In order to promote pedestrian activity within this Corridor the design for this project will include sidewalks (south side only) pedestrian crossings, pedestrian refuge islands and landscaped buffers. Additional measures, such as requesting design variances from the GDOT, etc, will be initiated to minimize the impacts to existing commercial and residential properties. Corridor approximately 1.6 miles in length.

Hewatt to Parkwood Section



Parkwood to Britt Section



Project 3: US 78 @ McGee Road Re-alignment

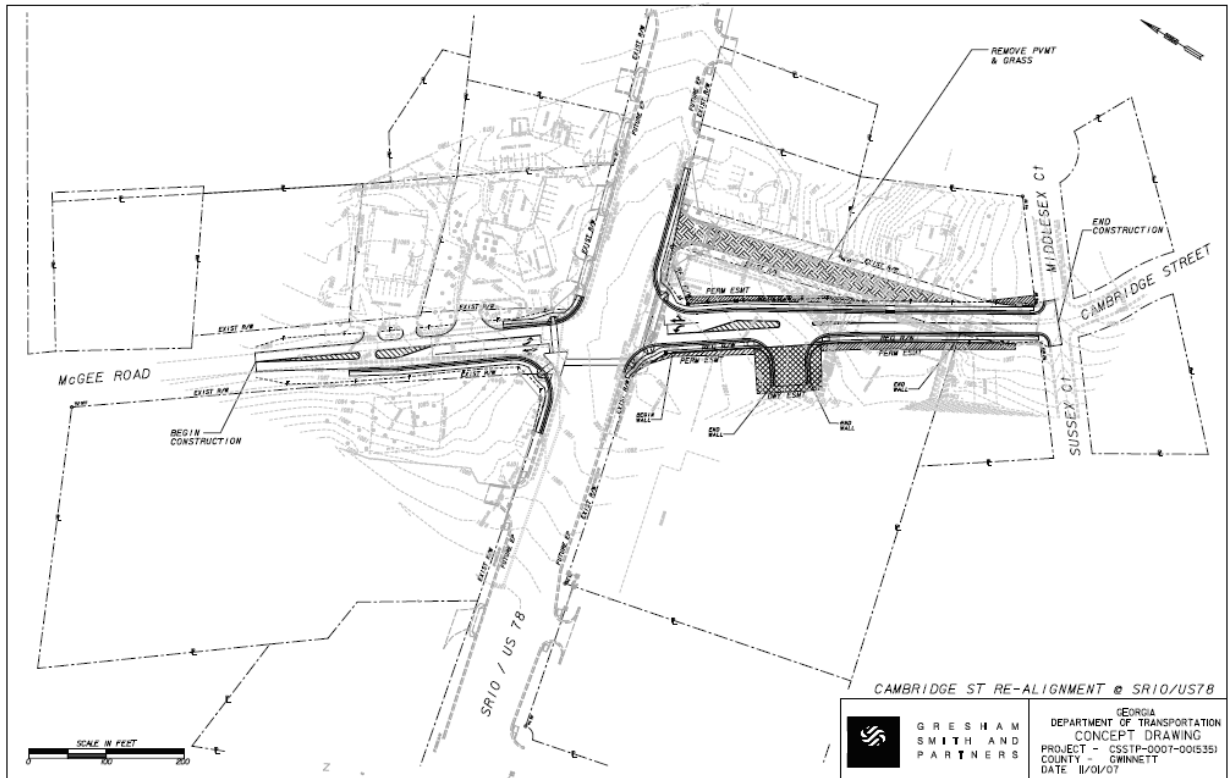
Estimated Cost: \$1,950,000

Scheduled Year: Contractor issued NTP March 2011

Target Completion Date: Open to Traffic 2011

Consultant: Gresham Smith and Partners

The project consists of realigning Cambridge Street at McGee Road along US 78 within the City of Snellville. This project will provide full access to US 78 for those residents that currently utilize Cambridge Street. The project will reduce the number of conflict points along the US 78 corridor by eliminating the need for U-turn movements, which will work to improve mobility and enhance safety. In order to promote pedestrian activity at this location, sidewalks, pedestrian crossings, pedestrian refuge islands and landscaped buffers will be included in the design for this project.



Project 4: Rockbridge to Davis Parallel Circulator Route

Estimated Cost: \$3,578,557

Scheduled Year: 2010(design), 2012 (right-of-way), 2013 (construction)

Current Status: Environmental permit anticipated spring 2011. Right-of-Way plan development to commence summer 2011

Target Completion Date: Open to Traffic 2015

Consultant: Gresham Smith and Partners

This project consists of constructing parallel access south of US 78 between Sharp Trail and Davis Road, in Gwinnett County, Georgia. This project is aimed at preserving the capacity along US 78 by removing any unnecessary vehicle trips associated with the commercial uses located south of US 78. Additionally, the project will improve mobility and enhance safety along the US 78 corridor. This project shall serve as a form of “Access Management” that can be associated with the GDOT Safety project, which removes the reversible lane system. In order to promote pedestrian activity within this Corridor the design for this project will include sidewalks, pedestrian crossings, pedestrian refuge islands and landscaped buffers. Project length approximately 1400 feet.



2009 GWINNETT SPLOST PROGRAM

Project 5: Provide Signal Interconnectivity within the Park Place Area Road Network

Estimated Cost: \$240,625 (Gwinnett 2009 SPLOST Program)

Scheduled Year: TBD

This ITS (Intelligent Transportation System) project will provide signal interconnectivity along West Park Place Blvd. from Rockbridge Road to Target entrance. Signal interconnectivity includes timing all traffic signals along this segment to provide more efficient traffic flow. No financial match required from CID. Gwinnett County to provide funding and implement project. No financial match required from the CID.

Project 6: Provide Geometric Improvement/Clear Sign and Pavement Markings at Rockbridge Road & West Park Place Blvd

Estimated Cost: TBD (Gwinnett 2009 SPLOST Program)

Scheduled Year: TBD

This project will improve the geometric design of the Rockbridge Road & West Park Place Blvd. intersection as well as provide better signage and pavement markings at this intersection. A protected left-turn phase will also be added as part of this project. Gwinnett to provide funding and implement project. No financial match required from the CID.

Project 7: 2009 SPLOST Sidewalk Projects

Estimated Cost: \$934,708 (Evermore's share of the SPLOST dollars allocated to CID's)

Scheduled Year: TBD (to be prioritized by the CID Board)

Target Completion Date: Based on CID priorities and fiscal year funding

Consultant: TBD

The 2008 Citizens Project Selection Committee, in association with Gwinnett Transportation staff, recommended to the Gwinnett Board of Commissioners, that the three Community Improvement Districts share approximately \$3,000,000 for sidewalk improvements and/or new sidewalk construction. Refer to the Sidewalk Revitalization contract, dated

November 3rd, 2011, with Gwinnett County which identifies specific details regarding the Evermore CID sidewalk projects. Projects must be prioritized by the CID Board based on funding availability for fiscal years 2011 (\$145,775), 2012 (\$61,875) and 2013 (\$727,058). Evermore CID to develop construction estimates prior to bidding to ensure projects selected can be constructed within the funding available per fiscal year. Evermore is responsible for project design, construction administration, contractor selection and inspection services. Provided the CID remains within the funding allocations, no financial match will be required.

PROJECT NAME	FROM	TO
Oakland Park Boulevard	US78	Oakland Springs
Parkwood Road	US 78	Mineola Street
Hewatt Road	US 78	McDaniel Connector
Bethany Church Rd	US 78	Wiloaks Drive
Hewatt Rd	US 78	Cherie Glen Road
Stone Mountain Park Connector	West Park	County Line
Rockbridge Rd	Comfort Inn	Existing Sidewalk

Project 8: 2009 SPLOST Sidewalk Projects (additional projects from BOC approved list)

Estimated Cost: TBD

Scheduled Year: TBD (to be prioritized by the CID Board)

Target Completion Date: Based on CID priorities and fiscal year funding

Consultant: TBD

The 2008 Citizens SPLOST committee identified sidewalk projects within the CID District boundaries. The Gwinnett Board of Commissioners approved this list (see Evermore CID 2008 SPLOST Citizen Stakeholder project file). Gwinnett developed a contract (sidewalk Revitalization Projects – see Project #7). Contract omitted several projects identified on the BOC approved list. Gwinnett County to revise the Sidewalk Revitalization Contract to include these additional sidewalk projects (see table below). New contract anticipated spring 2011. Project #8 to be merged with Project #7 when contract is revised.

PROJECT NAME	FROM	TO
Bethany Church Rd	Wiloaks Dr	Overland Trail
East Park Place Blvd (north)	Rockbridge Rd	US 78
Rockbridge Rd	Pounds Rd	Five Forks Trickum Rd
Walton Ct	US 78	Dead End
Killian Hill Rd	Longhorn Steak Restaurant	US 78

**Project 9: Construct Various Major Road Improvement/Safety Projects -
Gwinnett 2009 SPLOST Program**

Estimated Cost: \$1,925,000

Scheduled Year: TBD

The 2008 Gwinnett County Citizens Project Selection Committee recommended an allocation of funding for the Evermore CID for specified Tier I projects. This money, once scheduled for allocation by Gwinnett County, can be applied towards any new or existing CID road widening/safety project. Funding can also be allocated to any phase of the project; design, right-of-way or construction. All costs that exceed the specified allocation are the responsibility of the CID.

Project 10: Transportation Planning Studies

Estimated Cost: \$360,938 (2009 Gwinnett SPLOST Program)

Scheduled Year: TBD

The 2008 Gwinnett County Citizens Project Selection Committee recommended that SPLOST funding be allocated to the three (3) CID's for transportation planning studies. These planning studies monies; as an example, could be applied toward transportation oriented redevelopment, infrastructure, land use, or economic development projects. Gwinnett County to issue contract to the CID. No financial match required from the CID. The CID is responsible for implementation of the study (s).

Project 11: US 78 @ Scenic Highway

Estimated Cost: \$45,000,000

Scheduled Year: Design (2008), Right-of-Way (Long Range), Construction (Long Range)

Target Completion Date: TBD

Consultant: Gresham Smith and Partners

This project (GW-078C) addresses interchange capacity and indicates a network year of 2015. This project will consist of a major intersection redesign at US 78 and Scenic Highway (SR 124) within the city limits of Snellville.

The project will improve traffic flow and relieve congestion along these two major regional transportation corridors. Evermore CID has no financial responsibility to this project.



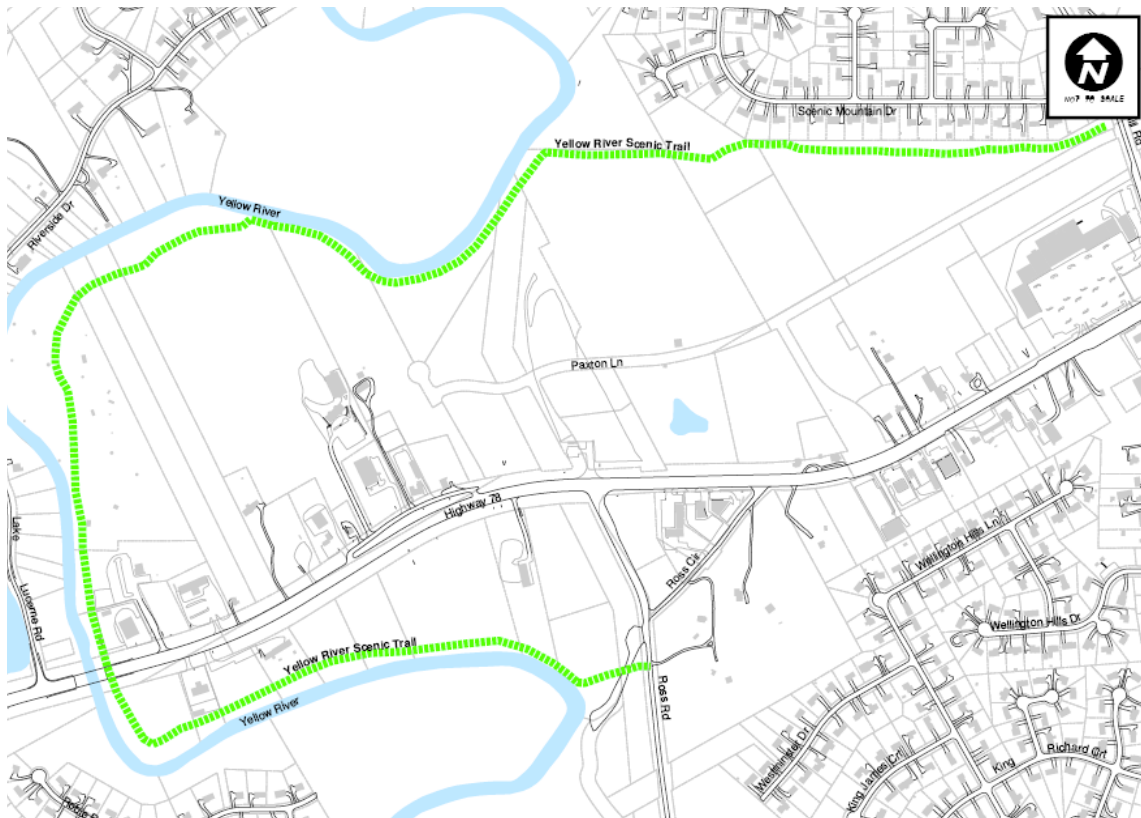
POTENTIAL LONG RANGE CAPITAL PROJECTS

Project 12: Yellow River Scenic Trail

Estimated Cost: \$5,060,000

Scheduled Year: TBD

Located in the southern portion of Gwinnett County, the proposed multi-use trail facility will compliment a trail system that has been identified in the Gwinnett County Open Space and Greenways Master Plan. The "Yellow River Trail Route" within Gwinnett County's Master plan will connect the Yellow River Regional Park to the Collins Hill Community Park. The proposed "Yellow River Scenic Trail" (YRST) provides additional opportunities for access points and trailheads. Additionally, the YRST links two County properties – a former Department of Public Utilities site north of US 78 with the recently acquired Vecoma Green Space property south of US 78. Corridor length is approximately 2.2 miles.



Project 13: Evermore CID LCI Sidewalk Projects in the Park Place Activity Center

Estimated Cost: \$1,290,000

Scheduled Year: TBD

This project will continue to build upon the existing network of sidewalks, including connecting missing areas of sidewalks in the Park Place Activity Center. The planning for this project was originally identified in the Park Place Activity Center Study that was completed in August 2007. In addition to five (5) ft sidewalks, the federal (GDOT/ARC) funding will require additional enhancements where sidewalks are to be constructed; such as pedestrian lights, street furniture, landscaping, etc. The CID requested funding pre-qualification from the ARC in June 2008. Project received pre-qualification status in 2009. Project has not been programmed in the ARC Transportation Improvement Plan. Project will need to compete with other regional projects for federal funding if Evermore chooses to move forward with the initiative. Project will also require ARC approval for programming and funding.

