

Monthly Project Status Report

Project: Hewatt to Parkwood Parallel Access Street

Consultant: Gresham Smith and Partners

Budget: \$2,846,536.14

\$295,081.31 PE / \$898,755 ROW / \$1,652,669.83 CST

Phase: Preliminary Engineering and Design

\$295,081.31 [\$30,081.31 CID / \$265,000 SPLOST funds]

Expended to Date: \$108,956.92

Phase Percentage Complete: 37%

Status:

Project Identified via LCI Corridor Study w/ public input August 2005

LCI Corridor Study formally adopted at public meeting December 2005

Included in 5-Year Implementation Plan 6/20/2006

Gwinnett Co BOC adopts study recommendations 11/21/2006

Authorized GS&P consultant 4/25/2007 - \$272,393

Survey Complete – Toole Surveying 7/5/2007

GDOT approved Concept Rept / GS&P auth Edwards-Pitman to begin environmental 11/16/2007

Environmental underway – GS&P reports FHWA may take 18 mos to approve

Mailed adjoining property owner letters March 3, 2008

Mailed 1,500 post cards March 18, 2008

Public Information Open House – March 27, 2008, 4 – 7 p.m. Snellville City Hall – 140 in attendance

GDOT compiled public input received through April 10, 2008

Consultants responded to public comments June 2008

Mtg w/ FHWA July 7, 2008

Field visit July 10, 2008 w/ GDOT, GwDOT, GS&P, CID, & prop. owner

Second PIOH scheduled for Dec 4, 2008

Notes:

Parallel access street north of U.S. 78 approx. length = .32 miles

Pedestrian safety provided via sidewalks, crossings, and landscaped buffers

Two 12' lanes, curb and gutter, 25 mph design speed [FHWA approves reduced design speed to 25 mph]

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Issues:

Extension of existing funeral home driveway; ROW at Amazing Cars incl in development plans

Retaining walls may be required to minimize ROW and protect adjacent residential properties

Homeowner opposition

Anticipate 18 month environmental process

Revised CST est. \$48,000 less than previous

Appears most favorable alignment may require approximately 15' ROW on residential properties

Jan. 2008 discussed w/ Amazing Cars future Mitsubishi dealer at new location and protection of ROW

Numerous comments received at PIOH under evaluation by GDOT and GS&P

FHWA agrees to reduced design speed of 25 mph and elimination of sidewalks on residential side of project to allow for increased buffer and plantings.

Revised alignment at Parkwood allows for correction of vertical alignment issue.