Buford Highway Median Project

ARC LCI Concept Study

October 2010

Prepared for the
City of Norcross

JACOBS™

Project Name: Buford Highway Median Project

Project Location: City of Norcross, Georgia (see Figure 1: Project Location Map)

Project Sponsor: City of Norcross

Contact Information: Chris McCrary, Community Development Director, 65 Lawrenceville Street, Norcross, GA 30071, (phone) 678-421-2027

Need and Purpose Statement:

Buford Highway (SR 13) is an important arterial roadway providing local and regional mobility between Fulton, DeKalb, Gwinnett, and Hall Counties. The importance of this corridor is detailed in the Buford Highway Multimodal Corridor Study, Prepared by the Atlanta Regional Commission in 2007. Through the City of Norcross, Buford Highway is a four lane roadway with a flush center median. This section roadway is characterized by multiple driveways and heavily congested peak hour conditions. Despite only carrying 33,000 vehicles per day, this roadway segment operates at LOS E due to the large number of access points and turning traffic. Traffic entering and exiting the large number of driveways is the primary cause of congestion along this section of Buford Highway. The existing LOS E conditions are expected to worsen to LOS F by 2030 without improvements to this corridor.

As shown in Table 1, between 2004 and 2008, this segment of Buford Highway experienced an average of 326 accidents, 91 injuries per year. In both 2004 and 2005, this section of roadway experienced one fatality each year. As shown in the table, these rates far exceed statewide averages for similar facilities. Furthermore, in this same period, this roadway segment experienced eight pedestrian injury accidents and one pedestrian fatality. The pedestrian fatality occurred on a mid-block section between two signalized intersections. Mid-block pedestrian injuries and fatalities are prominent along Buford Highway. Improving pedestrian safety was a main goal of the Buford Highway Multimodal study.

With the widening of Buford Highway not context sensitive or financially feasible through the City of Norcross, access management and operational improvements were identified as appropriate, cost effective solutions for the mobility, safety, congestion issues facing this section of Buford Highway. The Buford Highway Multimodal Study identified access management as an important recommendation and included landscaped or raised medians as a tool to preserve mobility on this corridor. By channelizing traffic flows and restricting left turns into and out of the numerous driveways, the raised center median will reduce congestion and improve mobility on Buford Highway. By limiting left turns to signalized and major intersections, the raised median will improve vehicular safety by limiting the number of sideswipe and angle accidents.

Table 1: Buford Highway Accident History (2004-2008)

Buford Highway (From Jimmy Carter Blvd to Beaver Ruin Road)									
	Annual Crashes	**Crash Rate (per 100 million vehicle-miles (MVM)**		**Annual Injuries**	**Injury Rate (per 100 million vehicle-miles (MVM)**		**Annual Fatalities**	**Fatality Rate (per 100 million vehicle-miles (MVM)**	
		Road Segment	Statewide Average		Road Segment	Statewide Average		Road Segment	Statewide Average
2004	414	1139	490	111	306	187	1	2.75	1.41
2005	394	1356	534	116	399	206	1	3.44	1.56
2006	292	1,739	531	82	488	132	0	0	1.51
2007	310	1,998	514	78	503	126	0	0	1.47
2008	218	1,297	471	68	404	116	0	0	1.46
Average	**326**	**1506**	**508**	**91**	**420**	**153**	**0**	**1.24**	**1.48**

Improving pedestrian safety was also identified as a goal of the Buford Highway Multimodal study. Within the Pedestrian Strategies section of the Corridor Recommendations chapter of this study, pedestrian refuge medians were recommended. By removing the center two-way left turn lane, the raised medians will also provide refuge for pedestrians crossing Buford Highway at midblock locations. Although it is important to encourage pedestrians to utilize crosswalks at signalized intersections, it is unfeasible to assume all pedestrians will do this. Thus, a center raised median on Buford Highway will provide a refuge area in the center of the roadway.

Gwinnett Bus Routes 10, 20 and 30 all use Buford Highway as a connection area between each other and a way to get to the Doraville Marta Station. Pedestrians not only use Buford Highway for bus transit but it is a major commercial and residential area for people who may not be able to afford other means of transportation. The project will increase safety, beautify the area and improve mobility.

Description of the Proposed Project:

The project is located in Gwinnett County, inside the City of Norcross, from M.P. 2.37 to M.P. 3.88 on US23 / SR 13. The proposed project will modify the existing 5-lane undivided typical section by adding a raised median. The raised median will be 18’ in width, and the through lanes will be reduced from 12’ to 11’ wide. The existing outside edge of pavement will be unchanged, except for areas where U-turn bays are warranted. The roadway will be widened 12’ in those selected areas. The median will be installed from 400’ north of Jimmy Carter Blvd. (SR 140) where it would tie into the existing raised median on Buford Highway to 600’ north of

Beaver Ruin Road (SR 378). Since the project end points are located at intersections of Jimmy Carter Blvd (SR 140), an urban principal arterial, and Beaver Ruin Rd (SR 378), an urban minor arterial, this project has logical termini.

Is the project located in a Non-attainment area? ___X___Yes _____No.

Does the project impact the ARC Model (see below criteria)? _____Yes ___X___No.

- *Turn lanes that extend for more than 1/4 mile*
- *Thru lanes that continue through an intersection*
- *General capacity (additional lanes)*
- *Reduction in capacity (taking away lanes)*
- *New transit service including new park and ride lots*

Functional Classification (as determined by GDOT): Urban Minor Arterial

U. S. Route Number(s): ____US 23____ **State Route Number(s):** ____SR 13____

Traffic (AADT):

Current Year: (2010) ___33,710___ Design Year: (2030) ___55,000___

Existing design features:

- Typical Section: 4-12' lanes, 14' flush median, 12' (varies) urban shoulders, 5' sidewalks.
- Posted speed __45__ mph Existing speeds __45__ mph
- Width of right of way: ___100___ ft.
- Major structures: None
- Major interchanges or intersections along the project: Buford Highway at Jimmy Carter Blvd. (SR 140), Beaver Ruin Road (SR 378).
- Length of roadway segment: 1.51 miles

Proposed Design Features:

- Proposed typical section(s): 2-11' through lanes in each direction, 18' raised median, existing curb and gutter with 12' urban shoulder with 5' sidewalks on each side.

- Any changes to design speed or functional classification needed: No

- Right of way
  - Width: Varies – will be located at the outside of urban shoulder.
  - Easements: Temporary ( ), Permanent ( ), Utility (X), Other ( ).
  - Number of parcels: 8 Number of displacements: None

- Structures: None

- Major intersections and interchanges. Buford Highway at Jimmy Carter Blvd. (SR 140), Beaver Ruin Road (SR 378).

Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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 to controlling criteria anticipated: 11' through lanes

Cost Estimates

	FEDERAL FUNDS:	MATCHING FUNDS:
PE	$220,000	$55,000
ROW	$0	$476,000
CST	$1,654,418.75	$0
Utilities:		$100,000

Fiscal Years Proposed:

PE	2010
ROW	2011
CST	2012

Proposed Project Schedule:

Please reference the recommended schedule regarding the average implementation timeframes per task for LCI projects. Keep in mind any potential issues or adverse impacts with your project may require an individual task timeframe to be lengthened.

- Time to complete concept report: 6 Months.
- Time to complete the environmental process: 12 Months.
- Time to obtain design variance(s) or exception(s): 4 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete construction plans: 12 Months.
- Time to complete to purchase right of way: 12 Months.
- Time to complete CE Re-evaluation, ROW Certification, final bid documents, and execute project management agreements: 4 Months
- List other major items that will affect the project schedule: 0 Months.

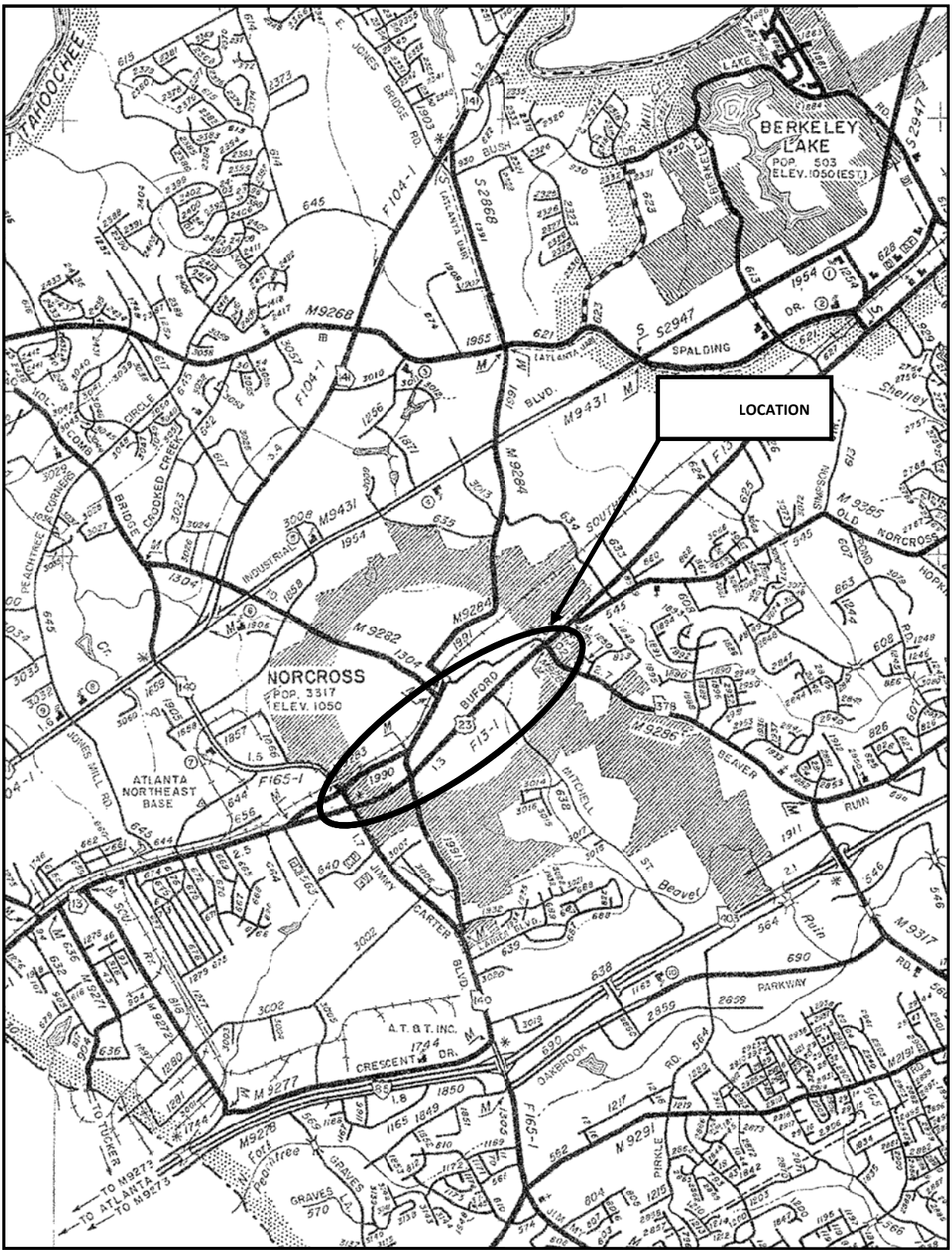
Project Location Map

See Figure 1

Typical Cross Section:

See attached Concept Layout and Typical Sections

Figure 1: Project Location Map



Attachments:

1. Impact Analysis
2. History Screening
3. Kickoff Meetings Minutes
4. Stakeholder Meeting Information
5. Cost Estimate

Concept Layout and Typical Sections

ATTACHMENT 1

Impact Analysis

IMPACT ANALYSIS

Buford Highway Median Project

Alternatives considered:

With the widening of Buford Highway not context sensitive or financially feasible through the City of Norcross, access management was the only appropriate, cost effective solutions for the mobility, safety, congestion issues facing this section of Buford Highway.

Other transportation projects in immediate vicinity of LCI project:

1. GDOT Project CSSTP-0006-00(825), PI 0006825. SR 13/BUFORD HWY FM N OF DEKALB CO LINE TO SUGARLOAF PKWY. ATMS/ITS project to install fiber optic communications cable and closed circuit television cameras.
2. GDOT Project CSSTP-M003-00(821), PI M003821. Resurface & Maintenance SR 140 (Jimmy Carter Blvd) from Chattahoochee River to I-85.
3. GDOT Project CSTEE-0009-00(075), PI 0009075. TE-Bike/Ped Facility SR 13/Buford Highway from CR 655/Amwiler Road to Jimmy Carter Blvd

Other developments in immediate vicinity of LCI project: None

Railroad Involvement: None

Inter-jurisdictional Coordination Needs: ARC, GDOT, Gwinnett County, City of Norcross

Environmental Concerns:

- Archaeology: No archaeological resources expected along this impacted corridor.
- Neighborhoods: No displacements or impacts to neighborhoods
- Special interest groups: No impacts to special interest groups
- Context Sensitive Design: Planting in grassed median should be coordinated with landscaping in City of Norcross
- Cemeteries: No impact to cemeteries
- Hazardous Waste Sites: No likely impact to hazardous waste sites
- Parks and recreation: No impact to parks or recreational areas
- Wetlands and streams: No stream or wetland impact
- Endangered species: No impact to endangered species or habitat
- Erosion and Sedimentation Control: No concerns
- Air Quality: No changes to traffic volumes, thus no opportunity or air quality impacts
- Noise: No additional travel lanes, thus, no opportunity for noise impacts

Historical Impact Concerns: As presented in Attachment 2, a Historic Resource Windshield Survey was conducted along the project corridor. The survey identified four resources which would likely be eligible for inclusion in the National Register of Historic Places. Of these resources, #1 and #2 are located outside the limits of the project. Resources #3 and #4 are located within the limits of the project, however, all construction adjacent to these resources would take place within the median of the existing road and no right-of-way would be acquired in these locations. Thus no impacts to historic resources are anticipated.

Level of environmental analysis: *A Categorical Exclusion(CE) is the expected level of NEPA documentation.*

Possible permits required: No USACE or GA EPD permits are anticipated

Utility involvements or impacts:

Existing utilities will be impacted only in areas that have proposed pavement widening due to required U-turn bays. These areas are located near intersections, so overhead and underground utilities could be affected, including power, telephone, gas, cable, water, and sewer lines.

Property Availability and Values:

Due to the minimal nature of the right of way impacts, it is feasible to acquire Right of Way and easements for the project. The proposed takes will be limited to the areas that include proposed U-turn bays. These areas will be short and small strip takes that will not affect the overall ingress/egress and/or parking of the properties impacted.

Summarize Coordination:

Attachments 3 and 4 summarize the project Kickoff Meeting and the Stakeholder Meetings that were held for the project. Comments received from the Stakeholder Meetings are included.

ATTACHMENT 2

History Screening

Technical Memorandum

Date: July 29, 2010

Prepared For: Patrick Smeeton (Jacobs)

Prepared By: Charlotte Weber (Jacobs)

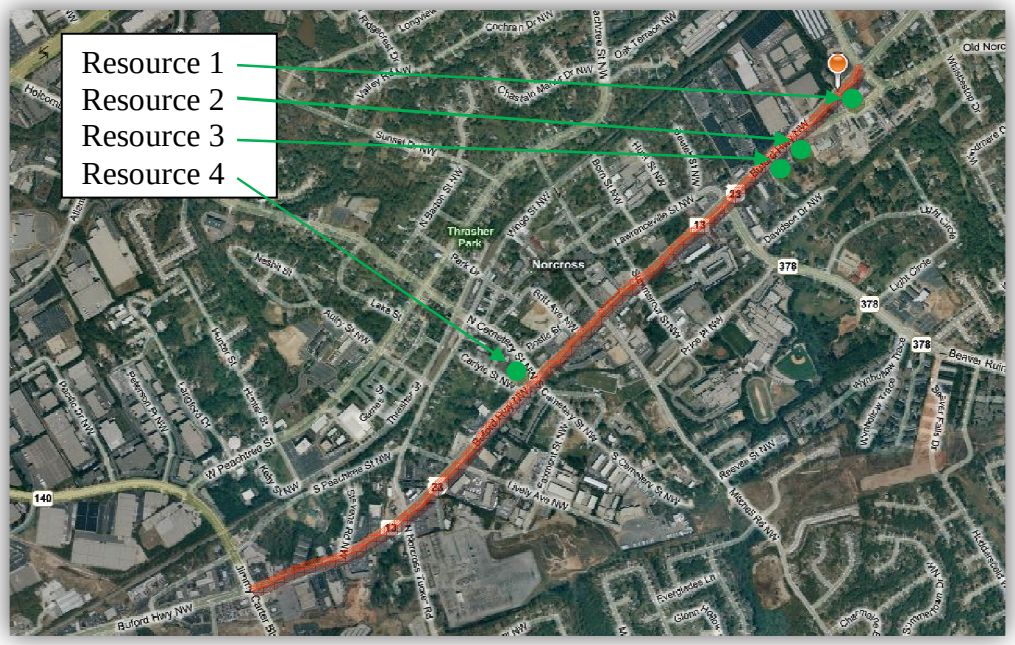
cc: City of Norcross

Subject: Buford Highway Historic Resource Windshield Survey

Project: City of Norcross Buford Highway Improvements

On July 28th 2010, the Buford Highway Corridor was surveyed between Langford Drive and Jimmy Carter Boulevard to determine if any potentially eligible historic resources were located adjacent to the project corridor.

The tax assessor's site was researched prior to the fieldwork and 14 structures were identified as being constructed prior to 1960. Of those 14 structures that met the age criteria for evaluation, four (4) were determined to have potential National Register of Historic Places eligibility. The following includes brief descriptions and photographs of the resources that would be recommended eligible.



Resource 1 – 5346 NE Hwy 23 (Buford Highway), Norcross, GA

Resource 1 is an American Small House constructed in 1949, with a side gabled roof, a front gabled entrance stoop with 6x6 wooden supports. The windows appear to be original 6/6 double hung and 2 vertical over 2 vertical. Also included on the front of the house are metal awnings. The wood framed house is covered with asbestos siding and there are exposed rafter tails. The house is situated on a small hill on the southeast side of Buford Highway surrounded by several pine trees and mature hardwoods. The structure was originally a residence, but is currently zoned commercial.

Resource 1 was evaluated under Criterion C and was determined to possess a local level of significance in the area of architecture as a representative example of an American Small House. Few intact resources remain on the Buford Highway Corridor. The resource exhibits several of the fundamentals and defining characteristics of a recognized house type in Georgia. Resource 1 would be recommended eligible for listing in the National Register of Historic Places.

Resource 2 – 5386 NE Hwy 23 (Buford Highway), Norcross, GA

Resource 2 is a commercial structure built in 1956 that appears to have functioned primarily as an auto repair garage. A side addition, built in 1962 appears to have functioned as a shop to support the garage. The original garage building has two bays and is constructed of concrete block with stucco on the front façade. The cornice has a decorative metal cap. Each of the bays has large casement windows in the rear with metal bars over them. The store building also is constructed of concrete block covered with stucco and has large fixed display windows along the front and double entry doors. There is a small chimney visible from the rear. The site is just below the roadway and has a large paved area to the south and a gravel and grassed parking area to the rear.

Resource 2 was evaluated under Criteria A and C and was determined to possess a local level of significance in the area of commerce as one of the early commercial structures along this corridor and functioning in its original use. The Resources has also been determined to possess a local level of significance in the area of architecture as a good and intact representative example of a commercial garage typical in the late 1950s. The resource has remained relatively unchanged in its history other than ownership. The sign over the garage has several building names including tires and fish, bar and tackle, and then a few others that are difficult to decipher. Resource 2 would be recommended eligible for listing in the National Register of Historic Places.

Resource 3 – 5406 NE Hwy 23 (Buford Highway), Norcross, GA

Resource 3 is a Ranch type house constructed in 1960. The house has a low multiple hipped roof, brick facing with decorative brickwork over the partial basement. The windows are 2/2 and there is a large fixed window with 4 vertical panes flanked by awning windows. The carport is integrated with simple wooden supports. The front door appears to be a replacement. The resource is set lower than Buford Highway on the northeast side of the road. It is located on the corner of Buford Highway and Giles Street, a small dead end residential street. There are mature hardwoods located around the resource and a maintained grass yard on three sides. The driveway is paved.

Resource 3 was evaluated under Criterion C and was determined to possess a local level of significance in the area of architecture as a representative example of a Ranch type house. The resource exhibits several of the fundamentals and defining characteristics of a recognized house type in Georgia. Resource 3 would be recommended eligible for listing in the National Register of Historic Places.

Resource 4 – 5785 Hwy 23 (Buford Highway), Norcross, GA

Resource 4 is a 1958 service station. The commercial structure was originally constructed as a service station and currently functions in the same capacity. Although the fuel pumps no longer exist, the garage area is used to service cars and the original shop is now used as an auto sales office. The service station is a rectangular structure with a clipped corner on the front. The building is covered with porcelain steel and has a three pained display window on the front. The garage has two bays, one bay has been enclosed to function as an office and the other has a working garage door and functions as a repair shop. The original flat canopy extends to the gas pump island. There are two doors and two high windows on the north side that has access to bathrooms. The site is paved and is located on the corner of North Cemetery Street and Buford Highway.

Resource 4 was evaluated under Criteria A and C and appears to meet local significance under Criterion A in the area of commerce as an early local commercial structure along Buford Highway and remaining in a similar function. It was also evaluated under Criterion C in the area of architecture. The use of porcelain steel and the use of the clipped corner is representative of the Post World War II Modern style of the gas station. Resource 4 would be recommended eligible for listing in the National Register of Historic Places.

ATTACHMENT 3

Kickoff Meetings Minutes

MEETING SUMMARY MINUTES

MEETING DATE: June 29, 2010

TO: File

PREPARED BY: Pat Smeeton

PROJECT: Buford Highway Median Project: ARC LCI Concept Study

ATTENDEES: City of Norcross – Jeff Mueller, Chris McCrary
GDOT District 1 – Robert Mahoney, Kim Coley, Kim Byers
Gwinnett County – John Ray
ARC – Amy Goodwin, Joe Palladi
Jacobs – Pat Smeeton, Alex Stone

LOCATION: City of Norcross

REFERENCE: Kickoff Meeting – LCI Concept Study

Purpose of the meeting was to discuss the proposed project concept, alternatives, project limits, and impacts; define agency roles and responsibilities; discuss the collaboration and public involvement process needed; and to reconfirm funding match commitments and schedule.

- After introductions, Mr. Smeeton and Alex Stone then went through the ARC Project Discussion Items as follows:

    - Need and Purpose – *Mr. Smeeton read the need and Purpose*
    - Project History – *The project was a recommendation of the Norcross Activity Center LCI Study.*
    - Logical Termini – *Originally N. Norcross Trucker Road to Langford Road. Proposed as Jimmy Carter Blvd to Beaver Ruin Road in order to provide logical termini. Mr. Mahoney expressed that he would like to see the southern limits changed to Jimmy Carter Blvd. Ms. Goodwin said that it should not eb an issue to change the limits.*
    - Safety concerns – *Project recommended to help address vehicular and pedestrian safety concerns.*
    - Alternatives considered to date – *Widening was not feasible or context*

sensitive though City of Norcross, thus access management recommendation of raised median developed to improve traffic flow and improve safety.

- Existing and Forecasted Traffic Data: *Existing traffic 33,000 vehicles per day.*
- Accident data for the previous three years: *High accident, injury and fatality rates.*
- Design Elements – *Mr. Stone went through the design elements of the project. Mr. Mahoney explained that the median could have no irrigation and that landscaping would need to meet GDOT guidelines.*
- Opportunities to accommodate other modes of transportation. *Project would not add any pedestrian or bike elements, but the median would provide improved pedestrian safety by providing ped refuge.*
- Coordination with other GDOT or local projects (including transportation projects and pending or approved developments) – *Coordination would be required with GDOT and Gwinnett DOT.*
- Maintenance, & potential drainage and pavement issues – *None expected*
- Proposed design criteria including speed design – *Mr. Stone discussed design criteria.*
- Proposed type of access control – *Median would provide access management to prevent left turns into and out of driveways. U-turn bays would be needed at select intersections.*
- District information on public contacts and concerns to date
- Evaluate the extent of public outreach efforts and coordination needed: *Mr. Smeeton explained that the project received support from the public in the LCI study but that business owners and residents immediately on the roadway would be contacted and invited to attend a stakeholder meeting.*
- Coordination with GDOT, GRTA, ARC, FHWA, FTA, and other non-environmental Federal agencies
- Coordination with environmental agencies
- General location and size of utilities
- Proximity to railroads and railroad right-of-ways
- Existing structures and their condition
- Potential Environmental concerns - *Mr. Smeeton explained that an environmental screening would be conducted to identify potential natural, cultural, physical, or social impacts.*
- Possible permits required
- Existing and proposed right-of-way – *Mr. Stone explained that limited ROW would be required at certain intersection to provide u-turn bays.*
- Possible conflicts or challenges

ATTACHMENT 4

Stakeholder Meeting Summary

BUFORD HIGHWAY MEDIAN PROJECT
STAKEHOLDER MEETING SUMMARY

August 17th and 18th, 2010
Banquet Room of the Norcross
Cultural Arts and Community Center, 10 Britt Avenue, Norcross, GA 30071
4:00 – 6:00 PM

Project Team:
Jeff Mueller, City of Norcross
Chris McCrary, City of Norcross
Pat Smeeton, Jacobs
David Jackson, Jacobs

Overview
On August 17th and 18th, 2010, the City of Norcross held Stakeholder Meetings to present the Buford Highway Median Project to property owners along the corridor. All property owners along the project corridor were invited to attend the meetings to learn more about the project and provide input and feedback. All invitations to the 76 property owners were delivered by hand as well as mail. A list of all invitees and an example of the meeting invitation is attached. The meetings were held of two separate days in order to provide stakeholders with the opportunity to attend.

These stakeholder meetings were held in an open house format with multiple displays and staff to answer questions. The displays, which are attached, included a fact sheet with information about the project, two posters describing the benefits of medians, and concept layouts of the project itself. The meeting handout and meeting displays are included in this attachment. The project concept, which was presented, is also included as an attachment.

The sign in sheets, and comment received are also included. Seven people attended the meeting on the 17th and two people attended the meeting on the 18th. Of the seven comments received, all did not support the project. These stakeholders generally felt that the median would negatively impact retail businesses along the corridor.

Buford Highway Median Project Stakeholder Invitation List

Parcel No.	LL/Dist	Parcel	Address Number	Address Name	Name	Owner Address Number	Owner Address Name	City, State, ZIP	Owner No.
1	6244	95	6137	Buford Highway	Burger King Corp	20783	P.O. Box	Miami, FL 33102-0783	1
2	6244	97	6119	Buford Highway	Koong, Fang H	3115	Medlock Bridge Road	Norcross, GA 30071-1423	2
3	6244	10B	6099	Buford Highway	Diamond Lee Investments, LLC	1211	Fieldcrest Court	Suwanee, GA 30024-6701	3
4	6244	84	6087	Buford Highway	Klaudt, Kenneth L	5713	Button Gwinnett Place	Norcross, GA 30093-4058	4
5	6244	35	6067	Buford Highway	Intown Suites Buford Highway LLC	2727	Paces Ferry Road, SE, Suite 1-1200	Atlanta, GA 30339-1814	5
6	6244	36	6063	Buford Highway	Chen MD PC, Willie Y W	5825	Buford Highway, Suite 100	Norcross, GA 30071-2516	6
7	6244	37	406	Buford Highway					
8	6244	38	6049	Buford Highway	Lee, Jong Chul	6049	Buford Highway	Norcross, GA 30071-2426	7
9	6244	38A	6045	Buford Highway	All Rental, Inc.	same			8
10	6244	150	6025	Buford Highway	Gwinnett County Public Library	1001	Lawrenceville Highway	Lawrenceville, GA 30045-4707	9
11	6243	123	6005	Buford Highway	Dujin, Inc.	same			10
12	6244	81	6367	Buford Highway	Al Madinah Petroleum, Inc.	5555	Oakbrook Parkway, Suite 390	Norcross, GA 30093-6254	11
13	6244	76	6355	Buford Highway	Moore, Philip & George Jr	3456	Hardee Avenue	Atlanta, GA 30341-3331	12
14	6244	145	6062	Buford Highway	Center Bank	253	N Western Avenue	Los Angeles, CA 90004-4107	13
15	6244	128	6068	Buford Highway	King, Charles W	6442	Cannon Drive	Flowery Branch, GA 30542-2576	14
16	6244	9	4600	Buford Highway	Gwinnett Brokerage & Loan, Inc.	450233			
17	6244	113		Buford Highway			P.O. Box	Atlanta, GA 31145-0233	15
18	6244	130		Buford Highway	Khalili, Amir	15233	P.O. Box	Beverly Hills, CA 90209-1233	16
19	6244	134		Buford Highway					
20	6244	162	6020	Buford Highway	Norcross Auto Center	190622	P.O. Box	Atlanta, GA 31119-0622	
22	6244	147		Buford Highway					
23	6244	164	6010	Buford Highway					17
21	6244	168	6010	Buford Highway	Wohletz, Josef Frank	190691	P.O. Box	Atlanta, GA 31119-0691	18
24	6244	3A		North Norcross Tucker Road					
25	6244								
29	6243	83		Woodland Road					
31	6243	84		Woodland Road	Georgia Power Company	241	Ralph McGill Boulevard, NE	Atlanta, GA 30308-3374	
32	6243	83A		Woodland Road					
92	6243	82	237	Woodland Road					
93	6243	20		Lively Street					19
26	6244	99	5986	Buford Highway	Meyers Real Estate LP	6550	Old Shadburn Ferry Road	Buford, GA 30518-1327	20
27	6243	74	5950	Buford Highway	Halpern, Alan H	5269	Buford Highway NE	Atlanta, GA 30340-1154	21
28	6243	202	237	Woodland Road	Branch Banking & Trust Co	200	West 2nd Street, 3rd Floor	Winston Salem, NC 27101-4019	22
30	6243	85	266	Woodland Road	Jones, Steve L	same			23
33	6243	22	5924	Buford Highway	Burt, Theo Claud U/W	735	Valley Glen Drive	Dacula, GA 30019-7906	24
34	6243	24		Buford Highway	Southern Bell Telephone	182333	P.O. Box	Columbus, GA 43218-2333	
35	6243	25		Lively Street					25
36	6243	31	5856	Buford Highway	Southern Bell Telephone	1155	Peachtree Street, NE	Atlanta, GA 30309-7629	26
37	6243	112	5836	Buford Highway	Cox, Wm H	5836D	Buford Highway	Norcross, GA 30071-2515	27
38	6243	86A	5985	Buford Highway	Norcross Point Plaza LLC	10	Lazy Hammock Court	Savannah, GA 31419-9874	28
39	6243	73	5965	Buford Highway	Metro Business Enterprises, Inc.	same			29
40	6243	72	139	North Norcross Tucker Road	Magic Moments at the Atrium, Inc.	1733	P.O. Box	Norcross, GA 30091-1733	30
41	6243	71	5949	Buford Highway	Jinhun Investment Inc	5949	Buford Highway, Suite 114	Norcross, GA 30071-2439	31
42	6243	159	5935	Buford Highway	First States Investors 4200 LLC	16712	P.O. Box	Irving, TX 75016-7129	32
43	6243	70	5875	Buford Highway	Hartley, Elmer L	370	Paradise Valley Road	Danielsville, GA 30633-1615	33

Buford Highway Median Project Stakeholder Invitation List

Parcel No.	LL/Dist	Parcel	Address Number	Address Name	Name	Owner Address Number	Owner Address Name	City, State, ZIP	Owner No.
44	6243	70A	5865	Buford Highway	Wallace Bell Clary Revocable Trust	746	Timberlane Drive	Dahlonega, GA 30533-3916	34
45	6243	70C	5845	Buford Highway					
46	6243	70B	5855	Buford Highway					
47	6243	70D	5835	Buford Highway					
48	6243	137		Buford Highway					
49	6243	51	204	Buford Highway	Jeanis Leasing LLC	5825	Buford Highway, Suite 100	Norcross, GA 30071-2504	35
50	6243	32	5785	Buford Highway	Baggett Enterprise	269	P.O. Box	Lawrenceville, GA 30046-0269	36
51	6243	33		Buford Highway	Barrett, Robert L	2120	Appleton Circle	Lawrenceville, GA 30043-2772	37
52	6243	34	5755	Buford Highway	Masterlife International, Inc.	3429	Chaselton Court	Berkeley Lake, GA 30096-3080	38
95	6242	19	5470	Buford Highway					
53	6243	35		Buford Highway	Brito, Jesus	5735	Buford Highway	Norcross, GA 30071-2551	39
54	6243	30	5830	Buford Highway	Waverly Manor Townhomes LLC	2219	Briarcliff Road NE	Atlanta, GA 30329-3425	40
55	6243	29	5826	Buford Highway	Clary, William M	190518	P.O. Box	Atlanta, GA 31119-0518	41
56	6243	28	5786	Buford Highway	Auto-Fast Lube & Detail, Inc.	same			42
57	6243	7	5756	Buford Highway	EFA Properties, LLC	595	Brandenburgh Way	Roswell, GA 30075-7807	43
58	6243	5	5730	Buford Highway	Centro Center Norcross LLC	5720	Buford Highway, Suite 301	Norcross, GA 30071-2576	44
60	6243	4	5720	Buford Highway					
59	6242	141	5700	Buford Highway	Speed Auto Care, Inc	same			45
61	6242	80		Buford Highway	Farm Business LLC	5694	Buford Highway	Norcross, GA 30071-2535	46
62	6242	125	5694	Buford Highway					
63	6242	64A	5666	Buford Highway	JJE Constructors Inc.	76953	P.O. Box	Atlanta, GA 30358-1953	47
64	6242	92	5656	Buford Highway	Brakes & More, Inc.	same			48
65	6242	123	5634	Buford Highway	Luc, Nga Thi	4085	Atwood Drive	Macon, GA 31204-5656	49
66	6242	64	5658	Buford Highway	Gold 2 LLC	1875	Old Alabama Road, Suite 1030	Roswell, GA 30076-2270	50
67	6242	61	275	Summerour Street	Shops of Summerour LLC	3600	Dallas Highway SW Suite 230 PMB 125	Marietta, GA 30064-1685	51
68	6242	157	275	Summerour Street	Sahara Heights LLC	500	Sugar Mill Road, Bldg B	Atlanta, GA 30350-2865	52
69	6242	129		Buford Highway	Terrell Family Irrevocable Income Trust	5421	Trentham Drive	Dunwoody, GA 30338-3052	53
70	6242	10A		Buford Highway					
71	6242	7A		Buford Highway	Christian, Stewart E	93	Glen VW	Hoschton, GA 30548-6132	54
72	6242	58	5530	Buford Highway	Wada Inc.	4685	Masters Court	Duluth, GA 30096-6007	55
87	6242	3	5555	Buford Highway					
73	6243	3A	5705	Buford Highway	Pruitt, Martha Elaine Bruce	7835	Mahogany Lane	West Palm Beach, FL 33411-3832	56
74	6243	3	5695	Buford Highway	Advance Stores Company Inc.	2710	P.O. Box	Roanoke, VA 24001-2710	57
75	6242	10B		Buford Highway	United States Postal Service	1735	North Brown Road, Suite 200	Lawrenceville, GA 30043-8153	58
77	6242	10C		Buford Highway					
78	6242	9A		Buford Highway					
76	6242	115	265	Buford Highway	United States Postal Service	2245	Perimeter Park Drive, Suite 17	Atlanta, GA 30341-1310	59
79	6242	10	248	Summerour Street	Fun Four LLC	650	Oak Cove	Norcross, GA 30071-2195	60
80	6242	9	232	Lawrenceville Street	Facemire, Allen S	same			61
81	6242	8	233	Summerour Street	Gates at Summerour HOA Inc.	1100	Northmeadow Parkway, Suite 114	Roswell, GA 30076-3871	62
82	6242	162							
83	6242	165							
84	6242	166							
85	6242	153		Buford Highway	Korean Dong Sahn Presbyterian Church	350	Lively Avenue	Norcross, GA 30071-2414	63
86	6242	95	5555	Buford Highway	Waffle House Inc.	5986	Financial Drive	Norcross, GA 30071-2949	64

Buford Highway Median Project Stakeholder Invitation List

Parcel No.	LL/Dist	Parcel	Address Number	Address Name	Name	Owner Address Number	Owner Address Name	City, State, ZIP	Owner No.
88	6242	139	5535	Buford Highway	McDonald's Corporation	182571	P.O. Box	Columbus, OH 43218-2571	65
89	6242	93	5505	Buford Highway	Seven Smiths Investments LP	2881	Wallace Road	Buford, GA 30519-5260	66
90	6242	99		Buford Highway	Daneshvari, Parvin B	155	Barrington Drive E	Roswell, GA 30076-2314	67
91	6242	53	5496	Buford Highway	Shree Management LLC	311	Montrose Drive	McDonough, GA 30253-4257	68
94	6242	063B	300	Summerour Street	MEH Realty, LLC	2001	Butterfield Road, Suite 600	Downers Grove, IL 60515-1289	69
96	6242	18	5440	Buford Highway	Simmons, E C	same			70
97	6242	143		Buford Highway					
98	6242	17		Buford Highway					
99	6242	113	5430	Buford Highway	Cothern, Billy	5430	Buford Highway	Norcross, GA 30071-3949	71
100	6242	16	5426	Buford Highway	Norcross Collision Center, Inc.	same			72
101	6242	15		Buford Highway	SDJ Parks Group, LLC	2287	P.O. Box	Norcross, GA 30071-2287	73
102	6255	96	5405	Buford Highway	Peachtree Corners District Center, LLC				
105	6242	145		Buford Highway	Buford Highway Associates	2090	P.O. Box	Warren, MI 48090-2090	74
103	6255	199		Lawrenceville Street					
104	6242	001A	5465	Buford Highway	Lattice Inc	755	Hedgewick Trail	Alpharetta, GA 30022-7003	75
106	6242	1	5475	Buford Highway	Everest Unlimited Inc	same			76

MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **CHARLIE RIEHM** · COUNCILMAN **ROSS KAUL** · COUNCILMAN **ANDREW HIXSON** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK **SUSAN B. WUERZNER**

Burger King Corporation
P.O. Box 20783
Miami, FL 33102-0783

Stakeholder 1

July 23, 2010

RE: Buford Highway Median Project

Dear Stakeholder:

The City of Norcross has recently initiated a Conceptual Study for the placement of a raised median along Buford Highway through the City. The placement of a raised, planted median along Buford Highway was a project recommendation of the Norcross Activity Center Livable Centers Initiative (LCI) Study completed in 2008. More information about the LCI study can be found within the Community Development section under the Municipal tab of the City of Norcross website – www.norcrossga.net.

This project was recommended in the LCI study to address congestion and safety concerns on Buford Highway. This segment of Buford Highway has experienced a steady increase in traffic volumes and congestion over the past 20 years. Between 2004 and 2006, this segment of Buford Highway experienced an average of 389 accidents, 109 injuries, and one fatality per year. These rates far exceed statewide averages for similar facilities. Furthermore, in this same period, this segment of Buford Highway experienced six pedestrian injury accidents and one pedestrian fatality.

The proposed median project would add a raised median along Buford Highway between Jimmy Carter Boulevard and Beaver Ruin Road. By channelizing traffic flows, the raised center median would reduce congestion and improve mobility on Buford Highway. By removing the center two-way left turn lane, the raised median would also provide refuge for pedestrians crossing Buford Highway at midblock locations. In addition to the mobility and safety benefits, the planted median along Buford Highway would also aid with the beautification of this corridor.

As a stakeholder on this corridor, you are invited to attend a stakeholder meeting to learn more about the project and provide input and feedback at this concept stage. In order to accommodate all residents and business owners along the corridor, we are holding two meetings. The dates are Tuesday, August 17, 2010 from 4:00 pm -6:00 pm, and Wednesday, August 18, 2010 from 4:00 pm – 6:00 pm. Both meetings will be in the Banquet Room of the Norcross Cultural Arts and Community Center, 10 Britt Avenue, Norcross, GA 30071. Design professionals, traffic engineers, and city staff will be available to answer your questions. We encourage you to attend one of these meetings as this project is in the early conceptual planning stages and this is an important time for stakeholder input.

We hope to see you at one of the two meetings. If you cannot attend either of the meetings and have questions, please contact me at 678-421-2032.

Sincerely,

CITY OF NORCROSS
Jeffrey W. Mueller, P.E., City Engineer

65 LAWRENCEVILLE STREET, NORCROSS, GEORGIA 30071
(678) 421-2027 **UPSTAIRS CITY HALL** (770) 242-0824 **FAX** (770) 448-2111 **POLICE DEPARTMENT**
http://www.norcrossga.net

City of Norcross: Buford Highway Median Project

Project History

The Buford Highway median project was identified in the Norcross Activity Center Livable Centers Initiative (LCI) Study completed in 2008. Raised medians along Buford Highway through the City of Norcross were also recommended in the Buford Highway Multimodel Corridor Study completed by the ARC in 2007.

Project Description

The proposed project would construct a raised, planted median on Buford Highway from Jimmy Carter Blvd. to Beaver Ruin Road in the City of Norcross. This project would convert the existing two-way center turn lane to a raised, planted median. Median openings would be provided at all existing traffic signals and at several additional locations along the corridor. The project would require minor right-of-way acquisitions at intersections to provide sufficient pavement width for U-turning traffic.

Project Need and Purpose

Buford Highway (SR 13) is an important arterial roadway providing local and regional mobility between Fulton, DeKalb, Gwinnett, and Hall Counties. The importance of this corridor is detailed in the Buford Highway Multimodel Corridor Study completed by the ARC in 2007. Through the City of Norcross, Buford Highway is a four lane roadway with a flush center median. This section roadway is characterized by multiple driveways and heavily congested peak hour conditions. This section of Buford Highway carries over 33,000 vehicles per day and experiences sever traffic congestion during the morning and evening peak hours.

Between 2004 and 2006, this segment of Buford Highway experienced an average of 389 accidents, 109 injuries, and one fatality per year. These rates far exceed statewide averages for similar facilities. Furthermore, in this same period, this roadway segment experienced six pedestrian injury accidents and one pedestrian fatality. The pedestrian fatality occurred on a mid-block section between two signalized intersections. Mid-block pedestrian injuries and fatalities are prominent along Buford Highway. Improving pedestrian safety was a main goal of the Buford Highway Multimodal study.

With the widening of Buford Highway not context sensitive or financially feasible through the City of Norcross, access management and operational improvements were identified as appropriate, cost effective solutions for the mobility, safety, congestion issues facing this section of Buford Highway. The Buford Highway Multimodal Study identified access management as an important recommendation and included landscaped or raised medians as a tool to preserve mobility on this corridor. By channelizing traffic flows and restricting left turns into and out of the numerous driveways, the raised center median will reduce congestion and improve mobility on Buford Highway. By limiting left turns to signalized and major intersections, the raised median will improve safety by limiting the number of sideswipe and angle accidents.

Improving pedestrian safety was identified as a goal of the Buford Highway Multimodal study. Within the Pedestrian Strategies section of the Corridor Recommendations chapter of this study, pedestrian refuge medians were recommended. By removing the center two-way left turn lane, the raised medians will also provide refuge for pedestrians crossing Buford Highway at midblock locations. Although it is important to encourage pedestrians to utilize crosswalks at signalized intersections, it is unfeasible to assume all pedestrians will do this. Thus, a center raised median on Buford Highway will provide a refuge area in the center of the roadway.

Gwinnett Bus Routes 10, 20 and 30 all use Buford Highway as a connection area between each other and a way to get to the Doraville Marta Station. Pedestrians not only use Buford Highway for bus transit but it is a major commercial and residential area for people who may not be able to afford other means of transportation. The project will increase safety, beautify the area and help move traffic.

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) _____

Address _____

_____

_____

Do you support the project? _____

Comments _____

_____

_____

_____

_____

_____

_____

Was the location of the meeting convenient for you to attend? _____

If no, please suggest a general location that is more convenient to your community. _____

_____

Was the time of the meeting convenient for you to attend? _____

If no, please suggest a time frame that is more convenient for you. _____

_____

Were your questions answered by City of Norcross personnel? _____

Do you understand the project after attending this meeting? _____

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

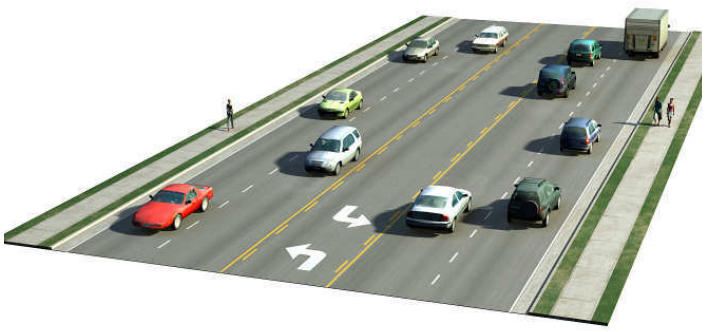
Buford Highway Median Project

Landscaped Medians Would:

- Improve Traffic Flow and Reduce Congestion
- Enhance Vehicular Safety
- Increase Pedestrian Safety
- Improve Aesthetic Appeal of Buford Highway

Roadway Section

Existing



Proposed

Median

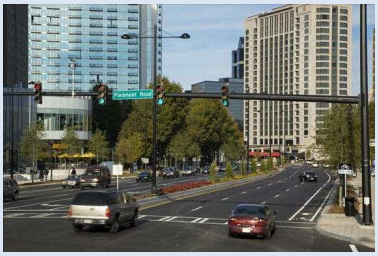
Existing

Proposed

The Benefits of Medians

Improve Traffic Flow & Congestion

- Medians improve traffic flow by channelizing it, converting a "two-way" movement into two "one-way" movements.
- Medians remove left-hand turns from travel lanes resulting in increased capacity and improved levels of service (LOS).
- Studies have shown medians can decrease delay time by 30% and increase capacity by 30%.[1]



Landscaped medians installed through congested commercial area to improve traffic flow. This project reduced average travel time by 17% and total delay by 28% in the corridor.[2]

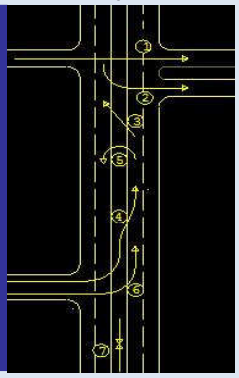
Sources: [1]Access Management Manual, TRB Committee; [2]Atlanta Regional Commission, Presentation – Understanding Access Management

Enhance Vehicular Safety

- Raised medians provide a barrier between vehicles reducing the potential for crashes.
- Studies have shown installing medians can reduce crash rates by 55%.[3]
- Seven vehicle conflict points can be eliminated or reduced through the use of medians.

Vehicle Conflicts Reduced or Eliminated by Medians[4]

1. Crossovers
2. Left turn onto arterial
3. Left turn off arterial
4. Passing in wrong lane
5. U-turns (except where permitted)
6. Accelerating to merge
7. Head-on crashes



Sources: [3] Access Management Manual, TRB Committee; [4]Georgia Department of Transportation, Presentation – The Benefits of Installing Medians

Increase Pedestrian Safety

- Rates of vehicle crashes involving pedestrians are 5 times higher on undivided roads than on those with medians.[5]
- Medians provide a refuge to pedestrians who may otherwise wait in dangerous two-way left-turn lanes.
- Mid-block pedestrian-vehicle crash rates are significantly higher on undivided highways than those with medians.[5]

Pedestrians in Dangerous Center Turning Lane

Pedestrians using Refuge Median at Intersection

Refuge Median with Pedestrian Signalization

Source: [5]Long, Gan & Morrison, Florida Study, 1993, p. 38 of TRI Publication

Aesthetic Improvement

- In addition to traffic and safety benefits landscaped medians add visual appeal and serve to beautify a community.
- Attractive roadways promote civic pride among residents and business owners.

Aesthetic Improvements from Landscaped Medians

Medians and Business Concerns

Common Concerns

• Many business-owners are concerned medians will result in reduced sales due to increased difficulty in accessing their property.
• A common concern is that some customers will not change their travel patterns to visit businesses they once frequented.
• There is fear that placing additional burdens on motorists will result in them choosing other businesses with more convenient access.
•Numerous studies examining the economic impacts of medians have dispelled many of these concerns.

Travel Behavior

• An Iowa State University study found that 90-100 percent of surveyed motorists held favorable attitudes towards median installation projects. [1]
• About 80% of businesses surveyed reported no customer complaints regarding ease of access after median completion. [1]
• Commercial roadways with medians had higher retail sales than surrounding communities without medians. [1]
•A Texas Transportation Institute study reported that customers would likely continue to patronize businesses after median installation projects. [2]
•The results of these studies suggest medians do not negatively impact business patronage, travel behavior, or public opinion of commercial areas.

Sources: [1]Iowa State University, Access Mgmt. Research & Awareness Project; 1997; [2]Eisele, W.L., Frawley, W.F. "A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies." Research Report 3904-3, Texas Transportation Institute, October 1999.

Gross Sales

• Numerous studies have shown medians to have no adverse impacts on sales or profits.
• One study found businesses reported increased customers per day and gross sales after median installation.[3]
• A study that followed 15 businesses before and after median construction found they had little adverse impacts. Of the 15 studied, 14 reported enhanced or unchanged operations.[4]
• About 80% of businesses along commercial corridors reported sales levels as high or higher after the installation of medians.[5]

Sources: [3]Eisele, W.L., Frawley, W.F. "A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies." Research Report 3904-3, Texas Transportation Institute, October 1999; [4]Rees M., Orrick T., Marx R.; Police Power Regulation of Highway Access and Traffic Flow in the State of Kansas,2000 ; [5]Iowa State University, Access Mgmt. Research & Awareness Project, 1997

Property Values

• Landscaped medians beautify a community and represent a major civic enhancement.
• Economic investments such as planted medians have spill-over effects resulting in the increased vitality and attractiveness of an area.
• In a study conducted by the Texas Transportation Institute it was reported that after median installation many businesses experienced a significant increase in their property values.[6]
• In addition to this the surrounding area received an economic boost through increased levels of employment.[6]

Source: [6]Eisele, W.L., Frawley, W.F. "A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies." Research Report 3904-3, Texas Transportation Institute, October 1999.

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: Alyssa Sinclair

Organization Gwinnett Village CID

Address 5855 Jimmy Carter Blvd Ste 122

Address Norcross, GA 3007

Phone: 770-449-6515 *Email Address:* alyssa@gwinnettvillage.com

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: KEN K LAUDT

Organization KEN KLAUDT INSURANCE AGENCY

Address 6087 BUFORD HWY Suite A

Address NORCROSS, GA. 30071

Phone: 7704485355 *Email Address:* LASTARIKARA1@AOL.COM

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: STEVEN CHRISTIAN

Organization GWINNETT CAR WASH

Address 5572 BUFORD HWY

Address NORCROSS

Phone: 706-654-1137 *Email Address:* metalbuildings@bellsouth.net

770-831-1773

Name:

Organization

Address

Address

Phone: *Email Address:*

Name:

Organization

Address

Address

Phone: *Email Address:*

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: GEORGE CLARY

Organization

Address 3401 LAWRENCEVILLE HWY.

Address TUCKER, GA. 30084

Phone: (770) 939-4595 *Email Address:* clary319@aol.com

Name: Pat Smeeton

Organization Jacobs Engineering

Address 1201 Peachtree St NE

Address Atlanta GA

Phone: 6782056646 *Email Address:* pat.smeeton@jacobs.com

Name: Hyungho "Yung" Lee

Organization Centro Norcross, LLC.

Address 5720 Buford Hwy. suite 301

Address Norcross, GA 30071

Phone: (770)441-9998 *Email Address:* tmnkerton@bellsouth.net

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Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: Elmer L. Hartley

Organization The Pawn Shop Inc

Address 5875 Buford Hwy

Address Norcross GA 30071

Phone: 770 448 8644 *Email Address:* HartleyElmerosA@windstream.net

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: DAVID V JONES

Organization NORCROSS AUTO + TRUCK REPAIR INC

Address 5875 Buford Hwy

Address _____

Phone: 706-754-0060 *Email Address:* _____

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Name: _____

Organization _____

Address _____

Address _____

Phone: _____ *Email Address:* _____

Buford Highway Median Project
Stakeholder Meeting Sign-In Sheet
August 17-18, 2010

Name: Tom Jones

Organization Section 10

Address 266 Woodland Rd

Address 237 "

Phone: 770-449-3866 *Email Address:* Tjoneswith s10@earthlink.net

Name: John McHenry

Organization Gwinnett Village CID

Address 5855 Jimmy Carter Blvd

Address Norcross, GA 30093

Phone: 770-449-6515 *Email Address:* johnmchenry@gwinnettvillage.com

Name:

Organization

Address

Address

Phone: *Email Address:*

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) Elmer L Hartley

Address 5875 Buford Hwy
Norcross GA 30071

Do you support the project? No No No

Comments I have had this property for 25 yrs. I feel that installing turning lanes would absolutely kill what little business we have. My only income is from rental of this property, my health is bad and I cannot work.

Was the location of the meeting convenient for you to attend? yes

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? yes

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by City of Norcross personnel? yes

Do you understand the project after attending this meeting? yes

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) DAVID V JONES

Address 5875 Buford Hwy

Do you support the project? NO

Comments I FEEL THAT MOST BUSINESS IN THE AERA OF Buford Hwy WILL NEVER be able TO STAY IN BUSINESS AS ON Jimmy CARTER AFTER 2 years WITH project median. 90% OF BUSINESS WINT OUT, IN 2 years

Was the location of the meeting convenient for you to attend? yes

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? yes

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by City of Norcross personnel?

Do you understand the project after attending this meeting? yes

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) KEN KLAUDT

Address 6087 BUFORD HWY.
NORCROSS, GA 30071

Do you support the project? NO

Comments it will kill business!
How is it being paid for (NO MORE TAX)
DO something about Crime
Gov. STOP Spending!

Was the location of the meeting convenient for you to attend? O.K.

If no, please suggest a general location that is more convenient to your community. _____

Was the time of the meeting convenient for you to attend? _____

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by City of Norcross personnel? NOT complete

Do you understand the project after attending this meeting? NO

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) Hyungho "Yung" Lee

Address 5720 Buford Hwy. suite 301
Norcross, GA 30071

Do you support the project? No !!

Comments The project will kill a lot of business, just like Jimmy Carter Blvd.
The priority of business district is enhancing business. Safety will not be improved by the project. Business/property tax payers should be protected and be considered accordingly.

Was the location of the meeting convenient for you to attend? Yes

If no, please suggest a general location that is more convenient to your community. _____

Was the time of the meeting convenient for you to attend? Yes

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by City of Norcross personnel? Yes

Do you understand the project after attending this meeting? Yes

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) DAVID JONES

Address 5875 A Buford Hwy Norcross Auto & Truck Repair
Norcross, Ga.

Do you support the project? NO

Comments For 20 yrs. I have paid very large payments on insurance + property taxes at 5875A Buford Hwy. I Believe that the median project you have presented would only leave me with an empty building and without renters. I can only say I will not be able to pay taxes and insurance on this property. If Jimmy Carter Blvd. does not tell you the real story, I can't believe what we as property owners can tell you better. No One at this (8-16-10) meeting agrees that this median project would improve traffic flow, vehicular safety, or pedestrian safety. You will only loose aesthetic appeal with all the empty buildings. If what happen on Jimmy Carter Blvd. when the median was installed does not tell you the outcome of this project. We (property owners) are wasting our time.

Was the location of the meeting convenient for you to attend? yes

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? yes

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by City of Norcross personnel?

Do you understand the project after attending this meeting? yes

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Stakeholder Meeting Comment Card

PLEASE PRINT

Name (optional) DAVID JONES

Address 5875 A Buford Hwy Norcross Auto & Truck Repair
Norcross, Ga.

Do you support the project? NO

Comments For 20 yrs. I have paid very large payments on insurance + property taxes at 5875A Buford Hwy. I Believe that the median project you have presented would only leave me with an empty building and without renters. I can only say I will not be able to pay taxes and insurance on this property. If Jimmy Carter Blvd. does not tell you the real story, I can't believe what we as property owners can tell you better. No One at this (8-16-10) meeting agrees that this median project would improve traffic flow, vehicular safety, or pedestrian safety. You will only loose aesthetic appeal with all the empty buildings. If what happen on Jimmy Carter Blvd. when the median was installed does not tell you the outcome of this project. We (property owners) are wasting our time.

Was the location of the meeting convenient for you to attend? yes

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? yes

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by City of Norcross personnel?

Do you understand the project after attending this meeting? yes

Please either drop this form in the comment box as you leave the meeting or mail the completed form to the City Engineer, City of Norcross, 65 Lawrenceville Street, Norcross, GA 30071

Lazy Rest Shops, Ltd.
D/B/A
AMERICANA FURNITURE

3401 LAWRENCEVILLE HIGHWAY ~ TUCKER, GEORGIA 30084 ~ (770) 939-4595 ~ FAX (770) 493-7087

August 31, 2010

Jeffrey W. Mueller, P.E.
City Engineer
City of Norcross
65 Lawrenceville Street
Norcross, GA 30071

Dear Mr. Mueller,

I want to thank you for the generous amount of time you gave me on Tuesday, August 17th to explain the proposed median project. You attempted to answer my questions and concerns. I am grateful for your time and efforts.

I am of the considered opinion, however, that the proposed median project will have a negative impact on businesses on that particular segment of Buford Highway and as a result, impact the citizens and the City of Norcross in a negative manner.

Let me indicate that I have seen and lived through these "median projects" before. They tend to look attractive in concept and on paper, but reality is something far different. One only has to look at Highway 78 from West Park Place in Stone Mountain to the middle of Snellville to grasp my thinking and fears. The reason for the Highway 78 "median project" sounded eerily like the proposal recommended for Buford Highway in Norcross. Traffic flow improvement, safety concerns, beautification, etc., are the proposed benefits, however, there are some realities that all concerned need to be aware of.

First of all, traffic congestion is increased not decreased! As traffic flows are channeled, the speed of traffic increases! I can only describe it as akin to the phenomenon seen when a two-lane section of road reaches a four-lane portion of the same road. Law enforcement and safety officials will tell you that traffic speeds up on the four-lane section even though the speed limit has not changed! In the same way, when traffic is channeled with these medians, drivers increase their speed. No one will need to slow down to make a left turn into a business because there will be a median there. How will increased speed help safety? (Also, the median benefit of providing "refuge for pedestrians crossing Buford Highway at mid-block locations" will in fact encourage jaywalking, which is unsafe and against the law.) Currently, when I travel on Highway 78, I feel very much like I am in the middle of a NASCAR race. I cannot see how Buford Highway in Norcross will be significantly different.

The main blow of this "median project" however, will be to the retail businesses. Almost all retail-type stores pay rents according to the "traffic count" of the particular road they are located on. Buford Highway is no exception. If this project goes forward, potential customers will find it too daunting to go by a business, figure out how to make the proper U-turn and then navigate back to the particular store. Potential customers will simply be lost as they just go on to the business down the road. Mr. Mueller, we have all done this! When the business is not on "our side of the road", we simply keep going because getting turned around is too difficult. Businesses will suffer and close - especially those that are not a "destination" and depend on instant gratification type purchases.

In my particular case, the median project calls for there to be an 18 foot (gutter to gutter) median with trees/shrubs right in front of my property, to insure that no one traveling north on Buford Highway can even see my stores!! The effective loss of 50% of the "traffic count" will be devastating to the businesses there and all but destroy the ability to attract new ones. Remember, after these medians are put in, travelers will tend to "channel" their vision also. Traffic count will be virtually meaningless because at least half of the traffic (opposite side of the road) won't be able to see or get to the business with ease. Mr. Mueller, we pay significant property taxes to both the City of Norcross and Gwinnett County. Riding down Buford Highway, one sees quite a few empty buildings/properties already. This median project has the potential to be the "final straw" for other businesses that are just getting by as it is. It certainly won't help business and I cannot comprehend how it could do anything but hurt. (Just think of the lost business during the construction period, alone. I have already seen this happen when the road was previously widened and my store suffered as a result.)

And make no mistake, as these businesses close, less attractive/desirable businesses will take their place. And as experience has taught us, it will be extremely difficult to get attractive/ desirable business to ever come back.

Other property owners will certainly entertain the alternative of donation to tax exempt organizations while the assessed value is at its peak before it plunges significantly. Buford Highway could easily become another Memorial Drive, whose demise was ironically initiated by another "median project". I don't think that would be in anyone's best interests.

Sincerely,

George F. Clary

George F. Clary
For Wallace Bell Clary Revocable Trust
Parcel ID # R6243 070D and # R6243 137
5835 Buford Highway

ATTACHMENT 5

Cost Estimate

Buford Highway Concept Cost Estimate

PAY ITEM	DESCRIPITION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
	TRAFFIC CONTROL, EARTHWORK				
150-1000	TRAFFIC CONTROL - PROJECT	LS	LUMP	$100,000.00	$100,000.00
210-1000	GRADING COMPLETE	LS	LUMP	$100,000.00	$100,000.00
			SECTION SUBTOTAL:		$200,000.00
	PAVEMENT				
310-1101	GR AGGR BASE CRS, INCL MATL	TN	2150	$ 20.00	$43,000.00
318-3000	AGGR SURF CRS	TN	50	$ 25.00	$1,250.00
402-1802	RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME	TN	150	$ 70.00	$10,500.00
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	100	$ 70.00	$7,000.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	280	$ 70.00	$19,600.00
402-3131	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	5700	$ 70.00	$399,000.00
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	100	$ 70.00	$7,000.00
413-1000	BITUM TACK COAT	GL	3900	$ 3.00	$11,700.00
432-5010	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	67000	$ 2.00	$134,000.00
441-0018	DRIVEWAY CONCRETE, 8 IN THK	SY	125	$ 55.00	$6,875.00
441-0104	CONC SIDEWALK, 4 IN	SY	430	$ 40.00	$17,200.00
441-0740	CONCRETE MEDIAN, 6IN	SY	1600	$ 40.00	$64,000.00
441-4030	CONC VALLEY GUTTER, 8 IN	SY	400	$ 60.00	$24,000.00
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP2	LF	900	$ 20.00	$18,000.00
441-6740	CONC CURB & GUTTER, 8 IN X 30 IN, TP7	LF	4600	$ 20.00	$92,000.00
444-1000	SAWED JOINS IN EXIST PAVEMENTS - PCC	LF	150	$ 5.00	$750.00
446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 IN WIDTH	LF	830	$ 5.00	$4,150.00
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	70	$ 200.00	$14,000.00
			SECTION SUBTOTAL:		$874,025.00
	DRAINAGE				
207-0203	FOUND BKFILL MATL, TP II	CY	350	$ 75.00	$26,250.00
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	800	$ 40.00	$32,000.00
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	100	$ 50.00	$5,000.00
550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	LF	100	$ 70.00	$7,000.00
550-3518	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	EA	8	$ 1,200.00	$9,600.00
550-3524	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	EA	6	$ 1,400.00	$8,400.00
550-3530	SAFETY END SECTION 30 IN, STORM DRAIN, 6:1 SLOPE	EA	2	$ 1,800.00	$3,600.00
668-1100	CATCH BASIN, GP 1	EA	10	$ 2,300.00	$23,000.00
668-2100	DROP INLET, GP 1	EA	10	$ 2,000.00	$20,000.00
			SECTION SUBTOTAL:		$134,850.00
	EROSION CONTROL				
999-9999	EROSION CONTROL FOR PROJECT TOTAL	LS	LUMP	1	$15,000.00
			SECTION SUBTOTAL:		$15,000.00
	SIGNING AND MARKING				
999-9999	SIGNING AND MARKING PROJECT TOTAL	LS	LUMP	1	$100,000.00
			SECTION SUBTOTAL:		$100,000.00
	SIGNALS				
999-9999	SIGNAL IMPROVEMENT BUFORD HIGHWAY @ N. NORCROSS TUCKER	EA	1	$ 5,500.00	$5,500.00
999-9999	SIGNAL IMPROVEMENT BUFORD HIGHWAY @ CEMETERY STREET	EA	1	$ 10,000.00	$10,000.00
999-9999	SIGNAL IMPROVEMENT BUFORD HIGHWAY @ MITCHELL ROAD	EA	1	$ 7,500.00	$7,500.00
999-9999	SIGNAL IMPROVEMENT BUFORD HIGHWAY @ BEAVER RUIN ROAD	EA	1	$ 15,000.00	$15,000.00
999-9999	SIGNAL IMPROVEMENT BUFORD HIGHWAY @ JIMMY CARTER BOULEVARD	EA	1	$ 2,500.00	$2,500.00
			SECTION SUBTOTAL:		$40,500.00
	WALLS				
999-9999	CL B CONC, RET WALLS	CY	135	$ 550.00	$74,250.00
			SECTION SUBTOTAL:		$74,250.00
			SUBTOTAL		**$1,438,625.00**
			15% Contingency		**$215,793.75**
			TOTAL		**$1,654,418.75**

DETAIL COST ESTIMATE SUMMARY SHEET

DATE: September 23,2010 P.I. #:
PROJECT: COUNTY: Gwinnett PARCELS: 3
PROJECT DESCRIPTION: Buford Hwy Median Project

1. LAND: (Total area and cost by category)

Right of Way:	**$ 114,750.00**	
Permanent and Temporary Easement:	**$ 52,785.00**	
Total		**$167,535.00**

2. IMPROVEMENTS:

Main Structures	$	
Site Improvements	$ 100,000.00	
Total		**$100,000.00**

3. Damages:

Damages to Land and Structures	$	
Specialty Costs (Cost to Cures, Trade Fixtures, etc.)	$ 0	
Total		$ 0

4. RELOCATION: (Including Consequential Displacements)

Businesses (# Displaced x $15,000):	$	
Residential Tenant: (# Displaced x $20,000):	$	
Residential Owner (# Displaced x $40,000):	$ 0	
Total		**$ 0**

5. Property Management (Asbestos Removal and Demolition)

Number of Structures _____ x $25,000/structure	$ 0	
Number of sites with UST's ____ x $50,000	$ 0	
Number of signs (not billboards) ____ x $1,500	$ 0	
Total		**$**

Estimated Cost of Right of Way **$267,535.00**

Assume 8 parcels

C/O, Condemnation Increase & Legal Cost (50% of R/W)	$133,767.5
Service Fees and Appraisal Cost(# Par x $7,500)	$ 22,500
Condemnation Cost (# Par x 15% x $7,500)	$ 3,375
Incidentals (# Par x $2,000)	$ 6,000

Net Cost$ 433,178.00

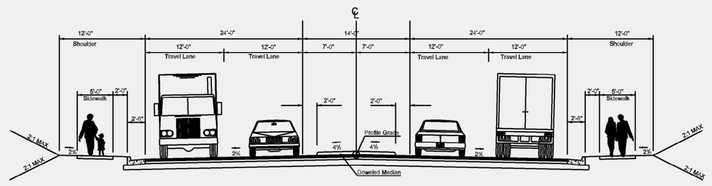
Market Appreciation (5% rural, 10% urban) $ 43,318

TOTAL COST **$** 476,496

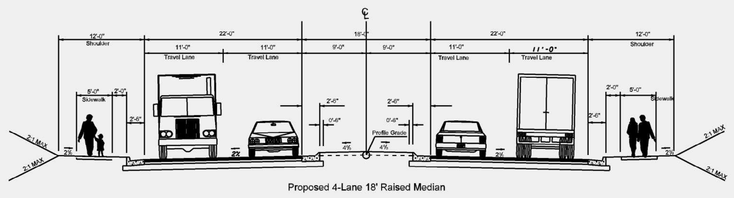
TOTAL COST (ROUNDED) **$ 476,000.00**

Credits: # Hours

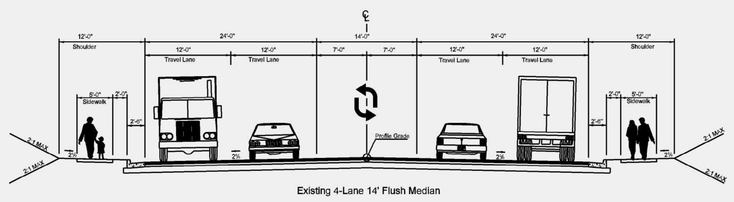
Cc:
Attachment(s): **Project Location Map; Comparable Sales Data** **REVISED: 12-8-06**



Proposed 4-Lane 14' Raised Median



Proposed 4-Lane 18' Raised Median



Existing 4-Lane 14' Flush Median

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Proposed 4-Lane 14' Raised Median

Proposed 4-Lane 18' Raised Median

Existing 4-Lane 14' Flush Median

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