

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0003-00(626) Hall **OFFICE:** Engineering Services
P.I. No.: 0003626
Sardis Road Connector **DATE:** August 29, 2011

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Brandon Kirby

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held June 13-16, 2011. Responses were received on August 26, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Roll/lower the vertical profile between Sta. 163+00 and Sta. 187+00 to lower the large embankment, reduce the culvert length at stream #7 and reduce ROW impacts	\$507,000	No	The original design shows that the earthwork is not balanced and there are 183,000 cy of waste material. The VE recommendation will generate an additional 171,000 cy of waste. There are no sites that need fill material within 1 ½ miles from the project. The VE recommendation creates a 7.8% uphill grade just prior to a major signalized intersection, and trucks caught on the steep slope would decrease the operational efficiency of the intersection.
A-1.1	Roll/lower the vertical profile between Sta. 163+00 and Sta. 187+00 and construct MSE walls to further reduce embankment, ROW, and stream impacts	\$1,493,000	No	The estimate in the VE Report for site improvement savings appears to be overestimated, based on a review of the County Tax assessors database. (See attached calculations.) The additional cost for earthwork waste as a result of the profile change, and the cost of the MSE wall would actually increase the project by \$624,431

B-1	Eliminate the asphalt pavement section from under the raised concrete median	\$776,000	No	B-1 cannot be implemented because E-1.1 will be implemented.
B-1.1	Reduce the thickness of the asphalt pavement section under the raised concrete median	\$479,000	No	B-1.1 cannot be implemented because E-1.1 will be implemented.
B-3	Reduce the thickness of the asphalt pavement for the right and left turn lanes and side roads to 4 inches of asphalt over 6 inches of GAB	Proposed = \$459,000 Actual = \$232,220	Yes, partially	This will be done for the side roads, but not for the mainline turn lanes. Different subgrade levels introduces problems which can lead to reduced service life and increased maintenance costs. In superelevated sections, the reduced turn lane sections will block the subbase drainage of the mainline pavement. This could lead to joint seepage and potential joint failures. It is also difficult to maintain proper subgrade compaction with variable subgrade levels.
B-4	Reduce the width of the through traffic lanes on Sardis Road Connector from 12 feet to 11 feet	Proposed = \$440,000 Actual = \$220,000	Yes, with modifications	Because truck traffic may be heavier in the future, the outside lanes will remain at 12 ft. The inside lanes will be reduced to 11 ft.
B-5	Construct a 5-lane roadway consisting of four 12-foot lanes and a 14-foot center turn lane in lieu of the current 4 lane divided roadway	\$1,618,000	No	The purpose of a separated divided arterial roadway is control of access, increased driver comfort, and ease of operation. This project is a connective arterial between two major radial roadways that meet in the City of Gainesville. Since most of this project is located within residential development, there will be many driveways that tie directly to the facility. The proposed alignment has numerous horizontal and vertical curves. The divided roadway will help control access to the roadway.

B-5.1	Construct a 5-lane roadway consisting of four 11-foot lanes, a 16-foot center turn lane and dual 4-foot bike lanes	\$1,340,000	No	The purpose of a separated divided arterial roadway is control of access, increased driver comfort, and ease of operation. This project is a connective arterial between two major radial roadways that meet in the City of Gainesville. Since most of this project is located within residential development, there will be many driveways that tie directly to the facility. The proposed alignment has numerous horizontal and vertical curves. The divided roadway will help control access to the roadway.
B-8	Revise/modify the Mount Vernon Road approach to SR 60	\$385,000	Yes	This will be done.
B-9	Construct Sardis Road connector in two segments. The section south of Sardis Road would remain a 4-lane divided roadway while the section north of Sardis Road would be constructed as a 2-lane roadway.	\$5,246,000	No	The purpose of a separated divided arterial roadway is control of access, increased driver comfort, and ease of operation. This project is a connective arterial between two major radial roadways that meet in the City of Gainesville. Since most of VE proposed 2-lane section of roadway lies within developed areas, there will be limited potential for proposed future development. The VE suggestion to have developers provide improvements is not viable since there is limited potential for development.
E-1	Construct a 16-foot raised concrete median in lieu of a 20-foot raised concrete median	\$743,000	No	E-1 cannot be implemented because E-1.1 will be implemented.
E-1.1	Construct a raised grass median in lieu of a raised concrete median in areas where the median is 20 feet wide	\$682,000	Yes	This will be done.
G-1	Construct a single 10-foot concrete multi-use path on one side and a 5-foot concrete sidewalk on the other side	\$184,000	Yes	This will be done.

G-1.1	Construct dual 8-foot concrete multi-use paths in lieu of dual 10-foot concrete multi-use paths	\$148,000	No	G-1.1 cannot be implemented because G-1 will be implemented.
G-1.2	Construct a single 8-foot concrete multi-use path on one side and a 5-foot concrete sidewalk on the other side	\$258,000	No	G-1.2 cannot be implemented because G-1 will be implemented.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 8/30/11
Gerald M. Ross, PE, Chief Engineer

REW/LLM

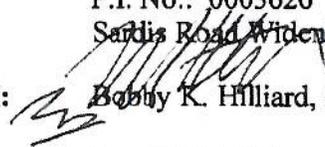
Attachments

- c: Russell McMurry
Bobby Hilliard/Mike Haithcock/Brandon Kirby
Robert Mahoney/Neil Kantner
Laura Dixon
Randall Davis/Matt Needham
Melissa Harper
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0003-00(626), Hall **OFFICE:** Program Delivery
P.I. No.: 0003626
Sardis Road Widening **DATE:** August 26, 2011

FROM:  Bobby K. Hilliard, PE, State Program Delivery Engineer

TO: Ronald E. Wishon, State Project Review Engineer
Attn.: Lisa Myers

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact Brandon Kirby, Project Manager at (678)343-0816.

BKH:MAH:BWK

cc: Russell McMurry, Director of Engineering



**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
HALL COUNTY, GEORGIA**

KEVIN J. McINTURFF, P.E.
County Engineer

POST OFFICE DRAWER 1435
GAINESVILLE, GEORGIA 30503
Phone: 770/531-6800
Fax: 770/531-3945

August 25, 2011

Brandon Kirby, PE
Project Manager
Georgia Department of Transportation
P.O. Box 1057
Gainesville, Georgia 30503-1057

Re: STP00-0003-00(626) Hall County, PI No. 0003626 -- Sardis Connector

Dear Mr. Kirby:

Thank you for participating in the value engineering study for the above referenced project with Hall County. Hall County considered all of the recommendations presented in the value engineering study report and has provided a response to each recommendation. Hall County concurs with the attached responses.

Please forward this to the appropriate divisions within the Department of Transportation for concurrence.

Please advise if any additional information is necessary or if I can be of further assistance in this matter.

Sincerely,

Jody B. Woodall, PE, CPESC
Civil Engineer III

Enclosure



PB Americas Inc.

3340 Peachtree Road, NE
Suite 2400, Tower Place
Atlanta, Georgia 30326
404-237-2115
Fax: 404-237-3015

FILE: STP00 – 0003-00(626) Hall County
Sardis Road Connector
P.I. No. 0003626

OFFICE: District 1

DATE: August 23, 2011

FROM: Geoffrey Donald, P.E., Project Manager

TO: Jody Woodall, P.E., Hall County Engineering

SUBJECT: Value Engineering Study-Responses

Reference is made to the recommendations that were contained in the Value Engineering Report- Sardis Road Connector dated June 24 2011 for the above referenced project. Our responses are as follows:

1. **Value Engineering Recommendation Idea # A-1:** Roll / lower the vertical profile between Station 163 and Station 187 to lower the large embankment, reduce the culvert length at stream #7 & reduce R/W impacts. Initial Cost Savings (\$507,000).

- *VE Recommendation Idea # A-1 is not acceptable and will not be implemented.*

The recommendation to roll the profile was a great impact saving idea but the cost analysis failed to recognize a key factor in the overall project. The original design shows that the project earthwork numbers did not balance and actually indicate that the total earthwork volumes will generate 183,000 cubic yards of waste material. The earthwork volume for the proposed profile change will generate an additional 171,000 cubic yards of waste material for the project. Our calculations attached show that for the proposed profile change to be more economical it would require the haul cost of the waste material to a suitable land fill site to be lower than \$3.58 a cubic yard. A more realistic cost would be around \$6 to \$12 a cubic yard depending on the total haul distance. After discussions with county engineers, it was determined that they could not locate a suitable site that needs fill material and would be within a mile and half of the project. Also, the proposed profile change would introduce a 7.8% uphill grade just prior to a major signalized intersection, as traffic numbers grow and queuing lengths increase a potential for trucks to be caught on the steep slope exists, and this would decrease the operational efficiency of the intersection. Therefore, based on reasons above, the profile change is not recommended. The existing design has the greatest

initial cost savings and there will be long range savings realized in fuel consumption, reduced emissions, and operational efficiencies.

2. **Value Engineering Recommendation Idea # A-1.1: Alternative to Idea A-1:** Roll / lower the vertical profile between Station 163 and Station 187 and construct MSE walls to further reduce embankment, R/W, and stream impacts. Initial Cost Savings (\$1,493,000).
 - *VE Recommendation Idea # A-1.1 is not acceptable and will not be implemented.*
The estimate in the VE report for site improvement savings shows a savings of \$1,651,803, but after researching the Hall County Tax Assessors GIS database, PB determined this value to be over estimated. Base on the Tax records the total assessed value for the 3 sites only comes to \$294,696 (see page 3 of 3 of Alt A-1.1 attachment). Also, based on reasons as stated above for Idea # A-1 and the additional cost for earthwork waste as a result of the proposed profile change and MSE wall, the cost to the project would actually increase by \$624,431 (see attached calculations).

3. **Value Engineering Recommendation Idea # B-1** – Eliminate the asphalt pavement section from under the raised concrete median and replace with 6-inches GAB. Initial Cost Savings (\$776,000).
 - *VE Recommendation Idea # B-1 is not acceptable because Idea # E-1.1 will be implemented instead.*

4. **Value Engineering Recommendation Idea # B-1.1: Alternative to Idea B-1** Reduce the thickness of the asphalt pavement section under the raised concrete median. Initial Cost Savings (\$1,345,000).
 - *VE Recommendation Idea # B-1.1 is not acceptable because Idea # E-1.1 will be implemented instead.*

5. **Value Engineering Recommendation Idea # B-3** – Reduce the thickness of the asphalt pavement for the right and left turn lanes & side roads to 4 inches of asphalt over 6 inches of GAB course. Initial Cost Savings (\$459,000).
 - *VE Recommendation Idea # B-3 is partially acceptable and will be implemented on the side roads.*
The proposed reduced pavement thickness at the turn lane sections is not recommended because having the different subgrade levels introduces two problems which can lead to reduced service life and increased maintenance cost. One problem the variable subgrade levels creates is improper drainage of the gravel base layers, in areas where the pavement is superelevated, the reduced turn lane section will

block the subbase drainage of the mainline pavement. This leads to joint seepage and potential joint failures, especially in freeze thaw cycles. The other problem associated with the variable subgrade levels is maintaining proper subgrade compaction, since the differing materials will be placed at different times, the interface of the joint will lead to quality control issues with compaction and can lead to joint failure in the future.

Although traffic volumes are significantly less in the turn lanes, the load repetitions are more severe due to deceleration and turning of the vehicles. The more severe loadings in the turn lanes cause rutting and slippage cracking of the pavement thus leading to future repair maintenance cost. Ultimately, the Office of Materials and Research will have the final approval on the pavement design thickness. The Office of Materials and Research was consulted on this issue and they recommended that full depth asphalt be utilized on this project.

It was also recommended to reduce the cross road pavement thickness to 4 inches of asphalt and 6 inches of GAB; this recommendation will be implemented if approved by OMR. The Initial Cost Savings for implementing only the cross road reduced pavement thickness will be reduced to (\$232,220).

6. Value Engineering Recommendation Idea # B-4 – Reduce the width of the through traffic lanes on Sardis Road Connector from 12 feet to 11 feet. Initial Cost Savings (\$440,000).

- *VE Recommendation Idea # B-4 is acceptable with modification. AASHTO recommends 12-ft lanes due to operational issues, comfort of driving and desirable clearances between vehicles where potential right of way impacts and environmental constraints are not a factor. AASHTO guidance also indicates that 11-ft lanes are acceptable in urban areas where pedestrian crossings, right of way or existing development become stringent controls. “GDOT Design Policy Manual” desires 12 foot lanes as a standard travelway width with a minimum width of 11-ft for an urban facility with speed design less than 45 MPH. Therefore 11-ft lanes are allowed, however for larger vehicles AASHTO recommends pavement widening in tight radius curves such as those found on this proposed facility. Because truck traffic may be heavier in the future, it is recommended to keep the outside lanes at 12-ft. Therefore, reducing only the inside lanes to 11-ft the initial cost savings will be reduced to about half or (\$220,000).*

7. Value Engineering Recommendation Idea # B-5 – Construct a 5-lane roadway consisting of four, 12-foot lanes and a 14-foot center lane in-lieu-of the current 4-lane divided roadway. Initial Cost Savings (\$1,618,000).

- *VE Recommendation Idea # B-5 is not acceptable and will not be implemented.*

The purpose of a separated divided arterial roadway is control of access, increased driver comfort and ease of operation. The County's immediate need for this type of facility is for a new connective arterial between two major radial roadways that join up in the City of Gainesville, with a future need and tie to a northern bypass around the City. Since most of this section of roadway lies mainly within residential development, there will be many residential driveways that tie directly to the facility. A 5 lane facility would be less desirable in this situation especially since the proposed alignment has numerous horizontal and vertical curves with potential sight distance issues. The proposed alignment geometry is controlled in large by the local rolling topography and existing developments. A 5 lane facility with this many residential driveway ties will introduce to many potential head-on conflicts that would not be as likely in a raised median situation. Therefore, since a 5 lane facility does not meet the County's future need and purpose of the project and has operational and geometric concerns as well, it is not recommended to implement this idea.

8. **Value Engineering Recommendation Idea # B-5.1** – Alternative to Idea B-5 Construct a 5-lane roadway consisting of four, 11-foot lanes, a 16-foot center turn lane, and dual 4-foot bike lanes. Initial Cost Savings (\$1,340,000).

- *VE Recommendation Idea # B-5.1 is not acceptable and will not be implemented.*

The purpose of a separated divided arterial roadway is control of access, increased driver comfort and ease of operation. The County's immediate need for this type of facility is for a new connective arterial between two major radial roadways that join up in the City of Gainesville, with a future need and tie to a northern bypass around the City. Since most of this section of roadway lies mainly within residential development, there will be many residential driveways that tie directly to the facility. A 5 lane facility would be less desirable in this situation especially since the proposed alignment has numerous horizontal and vertical curves with potential sight distance issues. The proposed alignment geometry is controlled in large by the local rolling topography and existing developments. A 5 lane facility with this many residential driveway ties will introduce to many potential head-on conflicts that would not be as likely in a raised median situation. Therefore, since a 5 lane facility does not meet the County's future need and purpose of the project and has operational and geometric concerns as well, it is not recommended to implement this idea.

9. **Value Engineering Recommendation Idea # B-8** – Revise / modify the Mount Vernon Road approach to SR 60. Initial Cost Savings (\$385,000).
- *VE Recommendation Idea # B-8 is acceptable and will be implemented.*
10. **Value Engineering Recommendation Idea # B-9** – Construct a 4-Lane / 2-Lane Sardis Road Connector based on project traffic volumes. Initial Cost Savings (\$5,246,000).
- *VE Recommendation Idea # B-9 is not acceptable and will not be implemented.*
The purpose of a separated divided arterial roadway is control of access, increased driver comfort and ease of operation .The County's immediate need for this type of facility is for a new connective arterial between two major radial roadways that join up in the City of Gainesville, with a future need and tie to a northern bypass around the City. Since most of the VE proposed 2-lane section of roadway lies mainly within developed residential areas, there will not be much potential for proposed future development within the VE recommended 2 lane section of the corridor. Therefore, the VE suggestion to collect Right of Way and roadway improvements from future developers is not viable and thus there will be limited potential future funds available from developers to build the remainder of the corridor. Therefore, since a 2 lane facility does not meet the County's future need and purpose of the project and because of operational and geometric concerns as mentioned in B-5.1 it is not recommended to implement this idea
11. **Value Engineering Recommendation Idea # E-1** – Construct a 16-foot raised concrete median in-lieu-of a 20-foot raised concrete median. Initial Cost Savings (\$743,000).
- *VE Recommendation Idea # E-1 is not acceptable and will not be implemented Idea # E-1.1 will be implemented instead.*
12. **Value Engineering Recommendation Idea # E-1.1** – **Alternative to Idea E-1**
Construct a raised grass median in-lieu-of a raised concrete median in areas where the median is 20 feet wide. Initial Cost Savings (\$682,000).
- *VE Recommendation Idea # E-1.1 is acceptable and will be implemented.*

13. **Value Engineering Recommendation Idea # G-1** – Construct a single 10-foot concrete multi-use path on one side and a 5-foot concrete sidewalk on the other side. Initial Cost Savings (\$184,000).
 - *VE Recommendation Idea # G-1 is acceptable and will be implemented.*

14. **Value Engineering Recommendation Idea # G-1.1 – Alternative to Idea G-1** Construct dual 8-foot concrete multi-use paths in lieu-of dual 10-foot concrete multi-use paths. Initial Cost Savings (\$148,000).
 - *VE Recommendation Idea # G-1.1 is not acceptable and will not be implemented Idea # G-1 is being implemented instead.*

15. **Value Engineering Recommendation No. Idea # G-1.2 – Alternative to Idea G-1** Construct a single 8-foot concrete multi-use path on one side and a 5-foot concrete sidewalk on the other side. Initial Cost Savings (\$258,000).
 - *VE Recommendation Idea # G-1.2 is not acceptable and will not be implemented Idea # G-1 is being implemented instead.*



PARSONS BRINCKERHOFF COMPUTATION SHEET

Page 1 of 3

Made by GPD

Date July 19, 2011

Checked by _____

Date _____

Subject Waste Volume Cost Estimate
Sandis Road VE Study
VE Id# A-1 + A-1.1

Assume 6 miles round trip to waste site

Average speed 35 mph

Total trip time 10.28 min

Dump Truck hourly rate \$70 hour

Assume 30 min turn-around to load + dump

Round trip about 42 mins = .7 hours

$\therefore .7 \times \$70 = \49 for load @ $8 \text{ yd}^3 = \$6.12 \text{ yd}^3$



PARSONS BRINCKERHOFF COMPUTATION SHEET

Page 2 of 3
 Made by GPD
 Date 7-19-2011
 Checked by _____
 Date _____

Subject VE Idea # A-1
Waste Job Additional Cost

COST (PROFILE CHANGE)

Additional EXCAVATION $40,737 \text{ yd}^3$ (VE REPORT)
 UNIT COST $\$3.62$ (MEAN ITEM SUMMARY)
 $40,737 \times 3.62 = \underline{\$147,467}$ (A)

WASTE HAUL COST
 $40,737 \text{ yd}^3 @ \$6.12 = \underline{\$249,310}$ (B)

Additional waste material added to project
 $131,044$ (reduction in fill VE REPORT)
 $131,044 @ \$6.12 = \underline{\$801,990}$ (C)

A+B+C = TOTAL additional Earthwork COST = $\$1,198,767$ (D)

SAVINGS (VE REPORT)

UNIT COST inplace Embankment including mgt. $\$6.58$ (MEAN ITEM SU)
 Reduction in FILL
 $131,044 @ \$6.58 = (\$832,225)$

EASEMENTS $(\$35,858)$

Culverts $(\$8,000)$

Env. Mitigation $(\$57,000)$

TOTAL SAVINGS $(\$832,083)$ (E)

NET COST (PROFILE CHANGE) D-E = $1,198,767 + (832,083)$
 = $+\$366,684$

WASTE break-even analysis

$$\$832,083 = \$147,467 + [40,737 + 131,044] \cdot X$$

$$X = \underline{\underline{\$3.98 / \text{yd}^3}}$$



PARSONS BRINCKERHOFF COMPUTATION SHEET

Page 3 of 3

Made by GPP

Date 7-19-2011

Checked by _____

Date _____

Subject VE Idea # A-1.1
Waste Job additional cost

From VE Report MSE WALL will reduce
Fill by 38,219 yd³

additional waste cost $38,219 @ \$6.12 = \$233,900$

additional fill savings $38,219 @ \$6.58 = (\$251,481)$

NET SAVINGS = $(\$17,581)$

SAVINGS :

EARTHWORK $\$17,581 + \$731,225 = (\$748,806)$

EASEMENTS $\$55,365 + \$35,858 = (\$91,223)$

CULVERTS $(\$18,754)$

Env. Mit. $(\$121,966)$

Displacements

LAND + SITE Improvements

From TAX ASSESSORS OFFICE $(\$96,325 + \$26,613 + \$171,758 = \$294,696)$

RELOCATIONS $3 @ \$40,000$ $(\$120,000)$ Approved R/W COST

DAMAGES $3 @ \$15,888$ $(\$47,666)$ Approved Plus Cost

Total Savings $(\$1,443,111)$

(A)

COST :

Earthwork (additional waste) $+ \$467,592$ (FROM A-1)

$[\$1,198,767 - 731,225 = \$467,542]$

MSE WALL $*32,000 \text{ sq-ft} @ \$50/\text{sq-ft} + \$1,600,000$

* with barrier wall + level footings

TOTAL COST $\$2,067,542$

(B)

ALT A-1.1 NET COST TO PROJECT B-A = $+ \$624,431$



PARSONS BRINCKERHOFF COMPUTATION SHEET

Page 1 of 1

Made by GPP

Date 7-22-2011

Checked by _____

Date _____

Subject Idea # B-1.1 VE REPORT
REVISED SAVINGS

STATION		LIMITS OF Implementation		LENGTH (FT)	AREA (FT ²)
39+50	TO	47+00		750	11,250
57+00	TO	74+00		1700	25,500
81+50	TO	83+00		150	2250
87+00	TO	90+50		350	5250
106+00	TO	102+50		250	3750
125+00	TO	143+00		1800	27,000
152+50	TO	163+00		1050	15,750
172+50	TO	186+50		1400	21,000

$$\begin{aligned} &\Sigma 111,750 \text{ Ft}^2 \\ &= 12,417 \text{ yd}^2 \end{aligned}$$

$$\text{@ } \$36 \text{ yd}^2$$

$$\text{REVISED SAVINGS} = \$447,000$$

$$\begin{aligned} \text{Reduced unclassified excavation} &= 4139 \text{ yd}^3 \text{ @ } \$1.63 \\ &= \$6,747 \end{aligned}$$

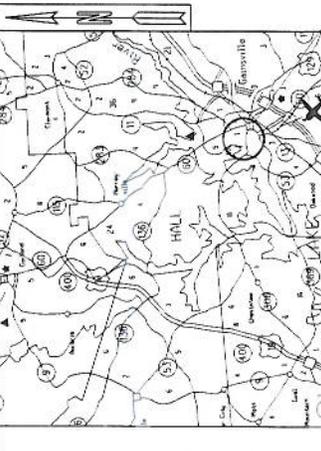
$$\text{TOTAL REVISED SAVINGS} = \$454,000$$

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED SARDIS ROAD CONNECTOR FROM EAST OF CHESTATEE ROAD TO WEST OF S.R. 60, ALONG S.R. 284

FEDERAL AID PROJECT
STP-0003-00(626)
HALL COUNTY

FEDERAL ROUTE • N/A
STATE ROUTE • N/A
P. I. NO. 003626



LOCATION SKETCH

DESIGN DATA:	
TRAFFIC A.D.T.: 18,020 (2035)	
TRAFFIC A.D.T.: 11,200 (2011)	
TRAFFIC D.H.V.: 920	
DIRECTIONAL DIST: 50/50	
% TRUCKS: 4	
24 HR. TRUCKS %: 4.5	
SPEED DESIGN: 35/45 MPH	

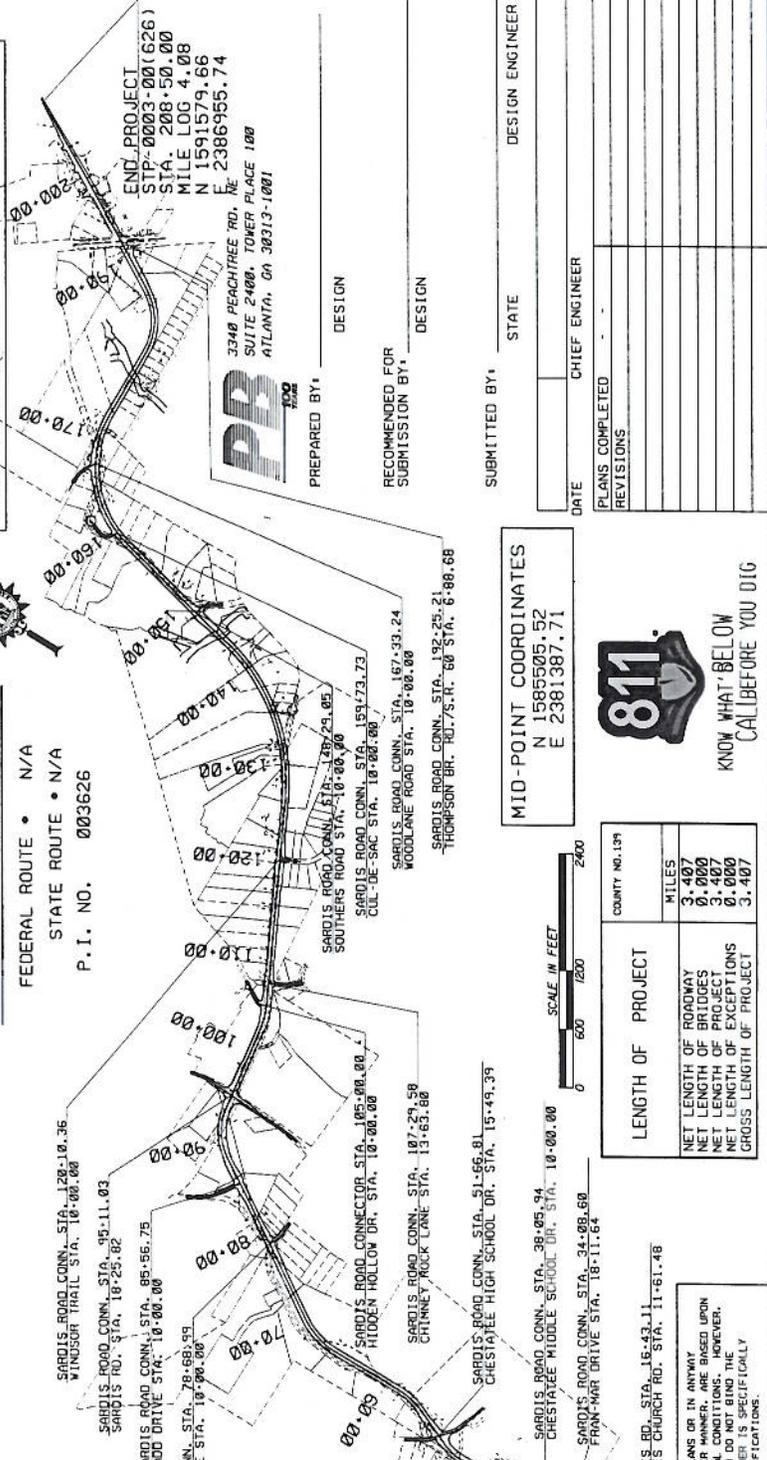
LOCATION & DESIGN APPROVAL DATE:
FUNCTIONAL CLASS: URBAN COLLECTOR
THIS PROJECT IS 100% IN HALL COUNTY AND IS 9 % IN CONG. DIST. NO.
PROJECT DESIGNATION: EXEMPT DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 83) WITH THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

BEGIN PROJECT
STP-0003-00(626)
STA. 28+59.34
MILE LOG 0.67
N 1579378.34
E 2376405.91

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND OBSERVATIONS AND ARE NOT GUARANTEED OR WARRANTED IN ANY MANNER BY THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 182.04, 182.05, AND 184.03 OF THE SPECIFICATIONS.

NOTE: REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "THE HIGHWAY DEPARTMENT", "DEPARTMENT OF TRANSPORTATION", "THE HIGHWAY DEPARTMENT OF GEORGIA", AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



PREPARED BY:

RECOMMENDED FOR SUBMISSION BY:

SUBMITTED BY:

STATE

DESIGN ENGINEER

DATE

CHIEF ENGINEER

PLANS COMPLETED

REVISIONS

DESIGN

MID-POINT COORDINATES
N 1586505.52
E 2381387.71



KNOW WHAT'S BELOW
CALL BEFORE YOU DIG

LENGTH OF PROJECT	COUNTY NO. 139
NET LENGTH OF ROADWAY	MILES
NET LENGTH OF BRIDGES	3.407
NET LENGTH OF TUNNELS	0.000
NET LENGTH OF EXCEPTS	0.000
GROSS LENGTH OF PROJECT	3.407



PRECONSTRUCTION STATUS REPORT FOR PI:0003626,0007885

PROJ ID : 0003626
 COUNTY : Hall
 LENGTH (MI) : 5.10
 PROJ NO. : STP00-0003-00(626)
 PROJ MGR : Kirby, Brandon W.
 AOHJ Initials : MAH
 OFFICE : Program Delivery
 CONSULTANT : Local Design, Local PE funds
 SPONSOR : Hall County
 DESIGN FIRM : Parsons, Brinckerhoff, Quade & Douglas, Inc.

SARDIS RD CONN FM SR 60 TO SARDIS RD NEAR CHESTATEE RD
 MPO : Gamesville
 TIP # : GH-016
 MODEL YR : 2015
 TYPE WORK : Widening
 CONCEPT : ADD 4R
 PROJ TYPE : Reconstruction/Rehabilitation
 Prov. for ITS : N
 BOND PROJ :

MGMT LET DATE : 09/15/2015
 MGMT ROW DATE : 09/15/2012
 BASELINE LET DATE : 09/08/2015
 SCHED LET DATE : 11/30/2015
 WHO LETS? : GDOT Let
 LET WITH :

PRIORITY CODE :
 DOT DIST : 1
 CONG. DIST : 9
 BIKE : Y
 MEASURE : E
 NEEDS SCORE : 06
 BRIDGE SUFF :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
								Activity	Approved	Proposed	Cost		Fund	Status
1/10/2011	2/7/2011		9/23/2011	Concept Development	10/23/2007	10/23/2007	60	PE	2011	2011	52,000.00	L200	AUTHORIZED	11/5/2010
1/24/2011	1/24/2011		9/23/2011	Concept Meeting	10/23/2007	2/18/2011	100	PE	LOCL	LOCL	1,300,000.00	LOC	PRECST	
1/25/2011	2/7/2011	9/12/2011	9/23/2011	PM Submit Concept Report	2/18/2011		100	ROW	2014	2014	10,404,000.00	LOC	PRECST	
2/7/2011	2/7/2011	9/23/2011	9/23/2011	Concept Report Review and Comments			0	ROW	2015	2015	10,612,080.00	LOC	PRECST	
11/8/2010	12/22/2010		9/15/2011	Management Concept Approval Complete	3/16/2011	5/1/2007	86	ROW	LOCL	LOCL	4,161,600.00	LOC	PRECST	
2/8/2011	2/27/2012		11/18/2011	Value Engineering Study	5/1/2007		100	UTL	LOCL	LOCL	10,344,132.00	LOC	PRECST	
12/6/2011	1/30/2012	9/26/2011	11/18/2011	Public Information Open House Held	10/22/2007		23	CST	LRI	LRI	46,509,052.60	L200	PRECST	
3/29/2011	4/18/2011	10/17/2011	11/18/2011	Environmental Approval	10/12/2007	4/21/2008	0							
4/20/2011	5/24/2011		11/4/2011	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	4/7/2008		13							
5/25/2011	3/6/2012		5/28/2012	Field Surveys/SDE	3/24/2008	6/30/2008	100							
8/31/2011	2/7/2012	11/8/2011	4/30/2012	Preliminary Plans			0							
11/5/2014	4/21/2015	1/27/2015	7/13/2015	Underground Storage Tanks			0							
4/4/2012	4/4/2012	6/26/2012	6/26/2012	404 Permit Obtainment			0	PE	\$52,000.00		\$52,000.00	L200		
4/5/2012	5/16/2012	6/27/2012	8/7/2012	PPPR Inspection			0	PE	\$1,300,000.00		\$1,300,000.00	LOC		
5/17/2012	7/17/2012	8/8/2012	10/8/2012	R/W Plans Preparation			0	ROW	\$10,000,000.00		\$10,000,000.00	LOC		
5/11/2012	5/15/2012	8/2/2012	8/6/2012	R/W Plans Final Approval			0	ROW	\$10,000,000.00		\$10,000,000.00	LOC		
8/15/2012	9/11/2012	11/6/2012	12/3/2012	L & D Approval			0	ROW	\$10,000,000.00		\$10,000,000.00	LOC		
2/27/2013	3/12/2013	5/21/2013	6/3/2013	R/W Authorization			0	ROW	\$4,000,000.00		\$4,000,000.00	LOC		
8/31/2011	4/13/2012	11/8/2011	6/21/2012	Stake R/W			0	UTL	\$10,344,132.00		\$10,344,132.00	LOC		
2/8/2012	8/3/2012	5/1/2012	10/25/2012	Soil Survey			0	CST	\$38,153,622.22		\$38,153,622.22	L200		
5/16/2012	6/17/2014	8/7/2012	9/8/2014	Bridge Foundation Investigation			0							
10/11/2012	5/10/2013	11/23/2012	7/4/2013	Final Design			0							
7/16/2014	7/16/2014	10/7/2014	10/7/2014	Final Bridge Plans Preparation			0							
7/24/2014	8/6/2014	10/15/2014	10/28/2014	FFPR Inspection			0							
				Submit FFPR Responses (OES)			0							

Activity	Amount	Date	Activity	Cost	Fund	STIP AMOUNTS	
						Cost	Fund
PE	\$52,000.00	11/17/2010	PE	52,000.00	L200		
PE	\$1,300,000.00	11/17/2010	PE	0.00	LOC		
ROW	\$10,000,000.00	8/3/2011	ROW	0.00	LOC		
ROW	\$10,000,000.00	8/3/2011	ROW	0.00	LOC		
ROW	\$4,000,000.00	8/3/2011	ROW	0.00	LOC		
UTL	\$10,344,132.00	9/30/2008	UTL	0.00	LOC		
CST	\$38,153,622.22	5/6/2009	CST	0.00	L200		

District Comments
 Final Concept Report submitted to Office of Design Policy and Support for GDOT signatures on 4/22/11. (4/29/11, NAK)
 Concept not signed. Locals drafting revised concept and under review by Planning. 8.5.11

Acquired by: LOC
Acquisition MGR:
R/W Cert Date:

Cond. Filed:
Relocations:
Acquired:

Precl. Parcel CT: 100
Total Parcel in ROW System:
Options - Pending:
Condemnations - Pend:

DEEDS CT: