

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0007413

OFFICE Design Policy & Support

GDOT District 2 - Tennille
Laurens County
Hillcrest Parkway Fr CR 493/Industrial Blvd
To SR 31/US 441 - Reconstruction/Rehabilitation

DATE March 15, 2012

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Jimmy Smith, District Engineer
Jamie Lindsey, Acting District Preconstruction Engineer
Lynn Bean, District Utilities Engineer
Vonda Everett, for District Environmentalist
Bruce Anderson, Project Manager
BOARD MEMBER - 8th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: Reconstruction P.I. Number: 0007413
 GDOT District: 2 County: Laurens
 Federal Route Number: None State Route Number: None

Project Description

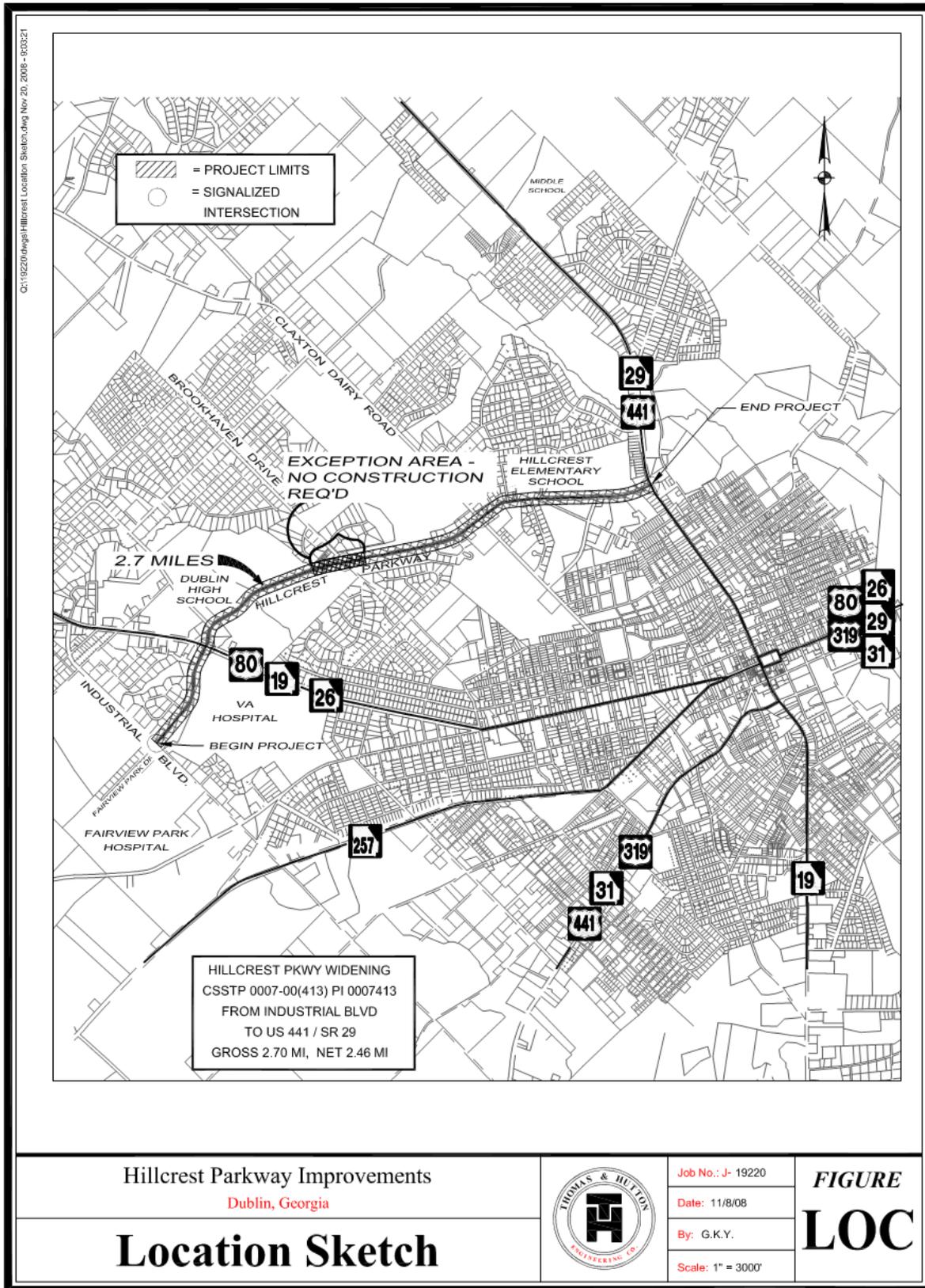
Project CSSTP-0007-00(413) is the proposed widening of Hillcrest Parkway (CS 987) from Industrial Boulevard (CR 493) to US 441/SR29 in the City of Dublin, Laurens County, Georgia. The proposed project length is approximately 2.5 miles. A 1,260' area surrounding Brookhaven Drive has been excepted from the project due to prior reconstruction. In the GDOT Road Inventory System Hillcrest Parkway is currently listed as City Street 987 from Industrial Blvd to SR 19/US 80, and City Street 945 from SR 19/US 80 to Claxton Dairy Rd, and City Street 783 from Claxton Dairy Rd to SR 29 / US 441.

Submitted for approval:

 Consultant Designer & Firm	Thomas & Hutton Engineering Co. <u>1/12/12</u> DATE
 Local Government	City of Dublin <u>1/13/12</u> DATE
 Office Head	<u>1-19-2012</u> DATE
 GDOT Project Manager	<u>1-19-2012</u> DATE
Recommendation for approval:	
Program Control Administrator	DATE
<u>Glenn Bowman *</u> State Environmental Administrator	<u>2-13-2012</u> DATE
State Traffic Engineer	DATE
<u>Lisa Myers *</u> Project Review Engineer	<u>2-9-2012</u> DATE
<u>Allen Patrick *</u> State Utilities Engineer	<u>2-13-2012</u> DATE
District Engineer	DATE
<u>Ben Rabun *</u> State Bridge Design Engineer	<u>2-23-2012</u> DATE
State Transportation Financial Management Administrator	DATE
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
<u>Cindy VanDyke *</u> State Transportation Planning Administrator	<u>2-20-2012</u> DATE

* Recommendation on file

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement: The Hillcrest Parkway project in Dublin, Georgia has been proposed in order to improve traffic conditions and reduce crashes along the corridor. The project will accommodate anticipated residential and commercial growth, and provide greater mobility between schools and hospitals. The project is approximately 2.5 miles in length. Preliminary engineering and right-of-way acquisition are funded by the City of Dublin. Construction is planned for long range. This project connects to PI 262500, the widening of Industrial Blvd, which is planned for long-range. The following is a brief summary of issues that the project is intended to address:

- Sidewalks are present intermittently throughout the corridor. This project crosses the State Bicycle Route, TransGeorgia, which follows US 80/SR 40. Two schools and two hospitals are located in the project area.
- In 2002, a traffic study to determine the need for intersection and roadway improvements in the Dublin area which was centered around the Industrial Blvd and Hillcrest Parkway areas. Hillcrest Parkway was identified in the study as a potential candidate for improvement in the Dublin roadway network. A conceptual document was developed by the City of Dublin for the Project Nomination Review Committee (PNRC) for improvements to Hillcrest Parkway. The PNRC committee reviewed the findings and recommended the project for inclusion in the State Construction Work Program in 2005.
- The project proposed to relieve congestion along the corridor by improving the LOS along the corridor. It is currently predicted that the LOS at the three major intersections will be an “E” by the design year of 2035 in the no-build scenario. LOS “E” is considered unacceptable with regards to statewide LOS performance measures, as referenced in the 2005-2035 Statewide Transportation Plan. The project will also address the high crash rates along the project corridor. Currently the crash rate along the corridor is as high as 80% above the statewide average.
- The proposed southern terminus of the project occurs at the intersection of Hillcrest Parkway, Fairview Park Dr. (a minor dead end road opposite Hillcrest Parkway) and Industrial Boulevard. Industrial Boulevard extends to the south of Hillcrest Parkway (connecting to US 441) and provides access to commercial sites as well as local collectors from the surrounding residential neighborhoods. Industrial Boulevard’s northern extension provides access to more residential neighborhoods and ties back into US 80. The regional hospital for the area is located immediately adjacent to this intersection. Thus improving Hillcrest Parkway will improve access for emergency services for the area. Hillcrest Parkway serves as an important connection for business, shopping, residential, police and emergency access between Industrial Boulevard, US 80 and on northward to US 441. A bottleneck currently occurs at the intersection of Hillcrest Parkway and Industrial Boulevard.
- The northern terminus of the proposed project is also the end of Hillcrest Parkway which tees into US 441-an existing multilane facility. In the general vicinity of this intersection, US 441 provides major access to the surrounding residential neighborhoods and schools. The two Hillcrest Parkway termini were chosen because the improvements will complete a perimeter link that provides east-west mobility for residential, commercial, and institutional travel between the radial connections of US 441, US 80 and Industrial Boulevard.

This project is needed to reduce congestion, improve mobility, and reduce the frequency and severity of crashes along Hillcrest Parkway. The proposed limits accommodate the purpose of this project, which

is to provide east-west connectivity for the Dublin area and improve access to medical facilities and employment.

Description of the proposed project: Project CSSTP-0007-00(413) is the proposed widening of Hillcrest Parkway (CS 987) from Industrial Boulevard (CR 493) to US 441/SR29 in the City of Dublin, Laurens County, Georgia from a 2 lane roadway to a 4 lane roadway. The project will accommodate anticipated residential and commercial growth, providing greater mobility between schools and Hospitals within the project area. The proposed project length is approximately 2.5 miles. A 1,260' area surrounding Brookhaven Drive has been excepted from the project due to prior reconstruction. In the GDOT Road Inventory System Hillcrest Parkway is currently listed as City Street 987 from Industrial Blvd to SR 19/US 80, and City Street 945 from SR 19/US 80 to Claxton Dairy Rd, and City Street 783 from Claxton Dairy Rd to SR 29 / US 441.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO
MPO Project TIP #

Regional Commission: N/A RC
RC Project ID #

Congressional District(s): 8

Projected Traffic AADT:

Current Year (2009): 13,000 Open Year (2015): 14,650 Design Year (2035): 22,550

Functional Classification (Mainline): Urban Local Road (CR 493 to US 80)
Urban Collector Street (US 80 to US 441)

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: No impacts have been identified that will require Context Sensitive Solutions. If any concerns or issues come up during the design process, they will be addressed at that time.

Context Sensitive Solutions: If any concerns come up during the design process, they will be address at that time.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Hillcrest Parkway (CS 987)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	4
- Lane Width(s)	12 feet	11-12 feet	11 feet
- Median Width & Type	None	14' Flush	12' Flush
- Outside Shoulder Width & Type	Grass with sporadic curb and gutter	10-16 foot urban shoulder with curb and gutter	12 foot urban shoulder with curb and gutter
- Outside Shoulder Slope	6%	N/A	N/A
- Inside Shoulder Width & Type	None	None	None
- Sidewalks	At sporadic locations	5'	5'
- Auxiliary Lanes	At intersections	Turn lanes at paved side streets and replacement of existing turn lanes	Turn lanes at paved side streets and replacement of existing turn lanes
- Bike Lanes	None	None	None
Posted Speed	35 MPH		35 MPH
Design Speed	35 MPH	35 MPH	40 MPH
Min Horizontal Curve Radius	365'	533'	300'
Superelevation Rate	7%	4%	4%
Grade	6%	11%	11%
Access Control	By permit	By Permit	By Permit
Right-of-Way Width	60-100 feet	70-110 feet	70-110 feet
Maximum Grade – Crossroad	10%	11%	10%
Design Vehicle	SU	SU	SU

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
Bridge Culvert	Quad 10'x6' Bridge Culvert under US 80 near Hillcrest Parkway	Possible extension of bridge culvert to accommodate any widening on US 80 in the area
Retaining walls	None	Concrete retaining wall to reduce impacts to parking at business.
Box Culvert	Double 7'x7' box culvert	Extend existing culvert to accommodate widening of Hillcrest Parkway

Major Interchanges/Intersections: None

Utility Involvements:

- Georgia Power Company – Power Distribution
- Bell South – Telephone
- Charter Communications – Communication/Cable Lines
- City of Dublin – Water & Sewer, Drainage, Gas & Fiber Optic

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: No railroads are located within the project corridor or will be impacted either directly or indirectly by the project.

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 74
 Anticipated number of displacements (Total): 1
 Businesses: 0
 Residences: 1
 Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input checked="" type="checkbox"/>	Has not be requested at this time	<input type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input checked="" type="checkbox"/>	Has not be requested at this time	<input type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Design Exception required for Horizontal Alignment and Superelevation is for the elimination of two curves at the US 80 intersection; one "S" curve prior to the intersection and one curve immediately after the intersection.

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	Appvl Date (if applicable)		Undetermined
		YES	NO	
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input checked="" type="checkbox"/>	Has not be requested at this time	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Design Variance required for Median Usage & Width is to reduce the width of the flush median from 14' to 12' per the VE Implementation Report.

VE Study anticipated: No Yes Completed – Date: 10/3/2011

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stream Buffer Variance will be required for impacts to the stream buffers
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A NOI will be required prior to construction of the project
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NW 14 for stream and wetland impacts
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: The NEPA Document (EA) is approximately 60% complete at this time. All special studies have received approval or concurrence on this project, however the Air and Noise Studies need to be updated based on GDOT’s updated policy that went in to effect on July 13, 2011. The project has no significant NEPA issues present along the corridor. There are no 4f resources located along the project; however it should be noted that the Carl Vinson VA Center is a historic property along the project corridor that the project will have no adverse effect on.

Ecology: An Ecology Assessment/Description of Jurisdictional Wetlands, Non-Wetland Waters of the U.S, and Protected Species Survey has been completed and concurrence received for the project. Several protected species can be found in Laurens County, but it has been determined that the project will have no effect on any of the species due to lack of suitable habitat and the lack of species observations. The project will impact 0.448 acres of wetlands and 349 linear feet of streams that will require mitigation and a COE NW 14 Permit and a Stream Buffer Variance.

History: The project has 3 potential historic sites located in the vicinity of the project. It has been found that the project will have no adverse effect on the Carl Vinson Veterans Administration Medical Center. It has also been determined that the project will have no effect on the Hobbs House and Brer Rabbit Motor Court. SHPO concurrence has been received for the project.

Archeology: No archeological sites have been located along the project corridor. SHPO concurrence has been received for the project.

Air & Noise: Air and Noise Studies have been completed for the project prior to the implementation of the current GODT Policies. These studies will need to be redone in order to be in compliance with the Policy that went in to effect on July 13, 2011.

Public Involvement:

Public Information Open House held on June 1, 2010. Of the 41 people in attendance, 0 were opposed, 6 were in support, 3 were uncommitted and 3 were conditional. Major concerns were correction of horizontal and vertical alignments, sidewalks and auxiliary lanes added in lieu of widening and the addition of bike lanes to the project.

A Public Hearing Open House will be held after the Draft EA is approved.

Major stakeholders: Travelling Public

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The Hillcrest Parkway corridor contains a large number of utilities that will need to be relocated during construction that could result in delays to the construction schedule.

Early Completion Incentives recommended for consideration:

No

Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Dublin, Thomas and Hutton Engineering Company
Design	City of Dublin, Thomas and Hutton Engineering Company
Right-of-Way Acquisition	City of Dublin
Utility Relocation	City of Dublin
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Dublin, Thomas and Hutton Engineering Company
Environmental Mitigation	City of Dublin
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: An Initial Concept Meeting was not held on this project.

Concept Meeting: December 17, 2009.

Other projects in the area:

New Oconee River crossing on Country Club Road, PI No. 0000833

Widening of CR 493/Industrial Blvd from US 441 to US 80, PI No. 262500

SR 31/Dublin SE Bypass from US 441 to US 319 partially along CR 68, PI No. 0001041

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	City of Dublin	City of Dublin	City of Dublin	GA DOT	City of Dublin	
\$ Amount	\$873,120	\$8,931,000	\$1,006,225	\$7,052,313	N/A	\$17,862,658
Date of Estimate	6/9/2011	1/26/2012	2/2/2012	2/2/2012	8/2/2011	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Hillcrest Parkway would become a 4-lane (2-11’ lanes in each direction) from Industrial Boulevard to US 441. From Industrial Boulevard to US 80, Hillcrest Parkway would have no median. From US 80 to US 441 Hillcrest Parkway would contain a 12’ Flush Median. The shoulder would be a 12’ foot urban shoulder with 2.5’ of curb and gutter, a 2’ grass strip, and 5’ sidewalk. Auxiliary lanes would be provided at the intersections and at other locations where they are currently located.			
Estimated Property Impacts:	74 Parcels	Estimated Total Cost:	\$17,862,658
Estimated ROW Cost:	\$8,931,000	Estimated CST Time:	24 Months
Rationale: This alternative was selected since it meets the project goals of increasing mobility between schools and the Hospitals, reducing traffic congestion along Hillcrest Parkway and other parallel routes and reduces accidents within the project corridor which currently has accident rates significantly about the state average. Although there are property and environmental impacts, the benefit of the proposed improvements to Hillcrest Parkway outweighs these impacts.			

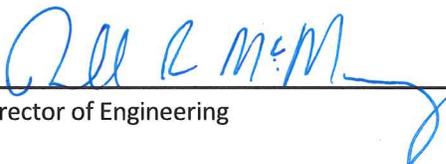
No-Build Alternative: Hillcrest Parkway would remain a 2 lane roadway from Industrial Boulevard to US 441, with auxiliary lanes at intersections and other large traffic generators along the corridor.			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 Months
Rationale: This alternative was not selected since it does not meet the project goals of reducing congestion or accidents within the project corridor.			

Comments: No additional comments

Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary
7. Summary of TE Study
8. Pavement studies
9. Minutes of Concept meeting
10. PIOH Synopsis and Summary of Comments
11. VE Study Implementation Report
12. Bridge Inventory

APPROVALS

Concur: 

Director of Engineering

Approve: 

Chief Engineer

3/12/12

Date

Attachment 1:
Conceptual Layout

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Legend

- Existing Right of Way
- New Edge of Paving
- Required Right of Way
- ▨ Required Easement
- ▨ Freshwater Wetland
- Relocation Residential
- Existing Traffic Signal

CSSTP-0007-00-(413)
LAURENS COUNTY
PI No. 0007413



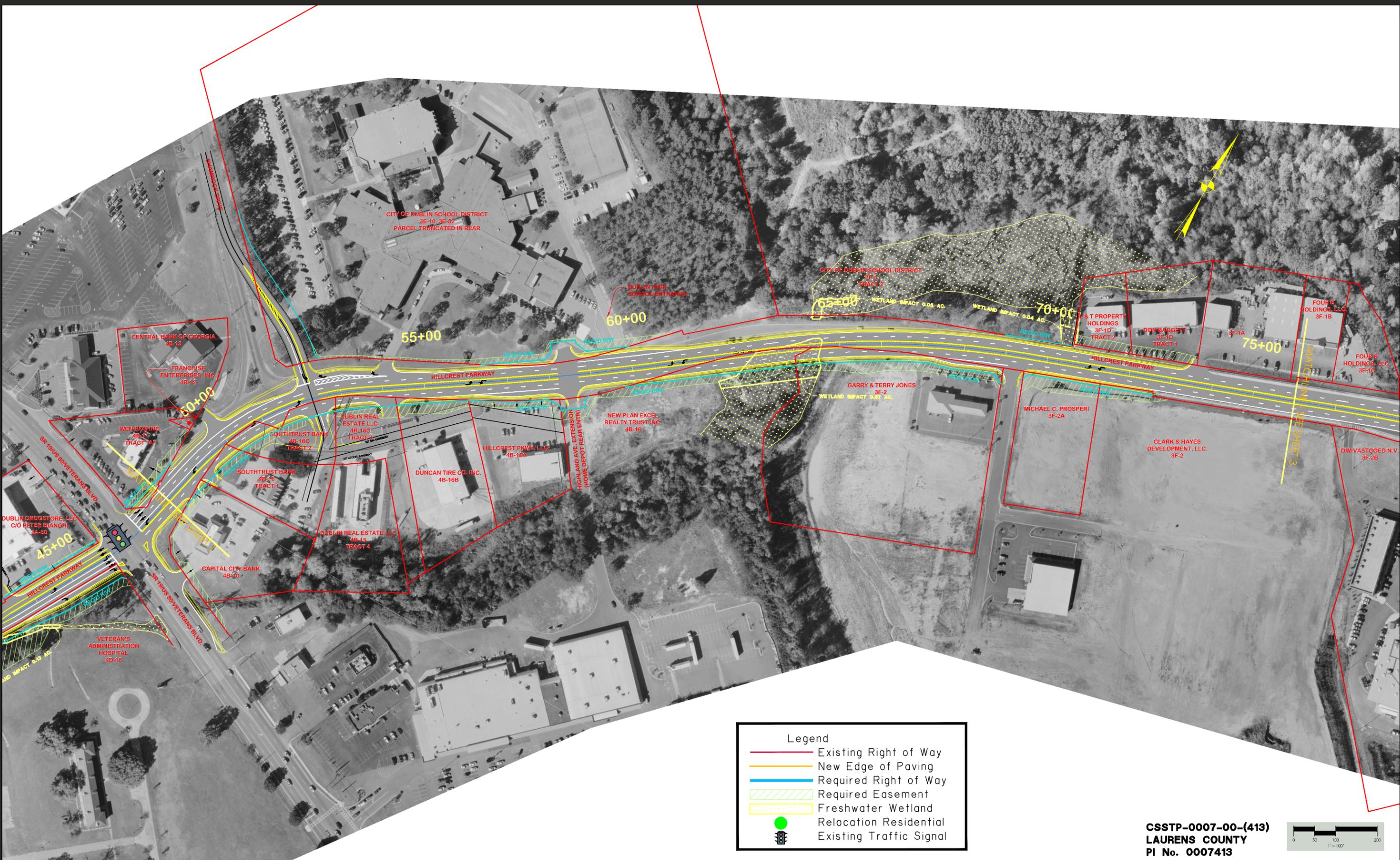
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HILLCREST PARKWAY WIDENING CONCEPT PLAN
 JANUARY 9, 2012

CITY OF DUBLIN
 DUBLIN, GEORGIA
 SHEET NO. 1

This map illustrates a general plan of the development which is for discussion purposes only. Does not limit or bind the owner and is subject to change and position locations are for illustrative purposes only and are subject to an accurate survey and property description. The producer assumes no legal responsibility for the appreciation or depreciation of any premises, commercial or otherwise, by reason of their inclusion or exclusion from this map. The information contained in this map is subject to change with out notice and is for illustrative purposes only. Unit counts shown above are approximate and may change. Values were provided by outside sources and have not been verified.

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Legend

- Existing Right of Way
- New Edge of Paving
- Required Right of Way
- / / / / Required Easement
- Freshwater Wetland
- Relocation Residential
- Existing Traffic Signal

CSSTP-0007-00-(413)
LAURENS COUNTY
PI No. 0007413



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HILLCREST PARKWAY WIDENING
CONCEPT PLAN
 JANUARY 9, 2012

CITY OF DUBLIN
DUBLIN, GEORGIA
SHEET NO. 2

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CSSTP-0007-00-(413)
LAURENS COUNTY
PI No. 0007413



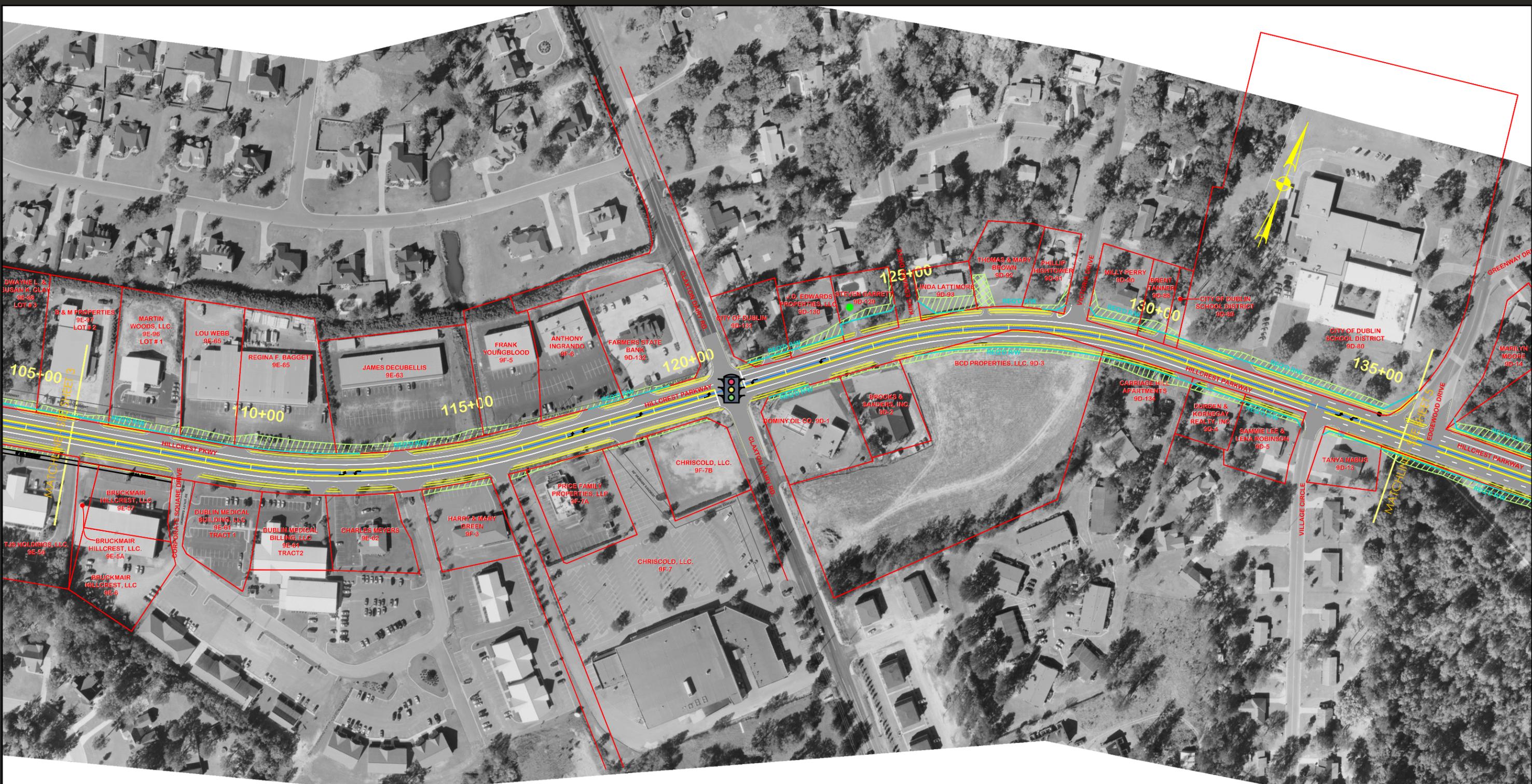
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HILLCREST PARKWAY WIDENING
PUBLIC INFORMATION OPEN HOUSE CONCEPT PLAN
JANUARY 9, 2012

CITY OF DUBLIN
DUBLIN, GEORGIA
SHEET NO. 3

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-  Existing Right of Way
-  New Edge of Paving
-  Required Right of Way
-  Required Easement
-  Freshwater Wetland
-  Relocation Residential

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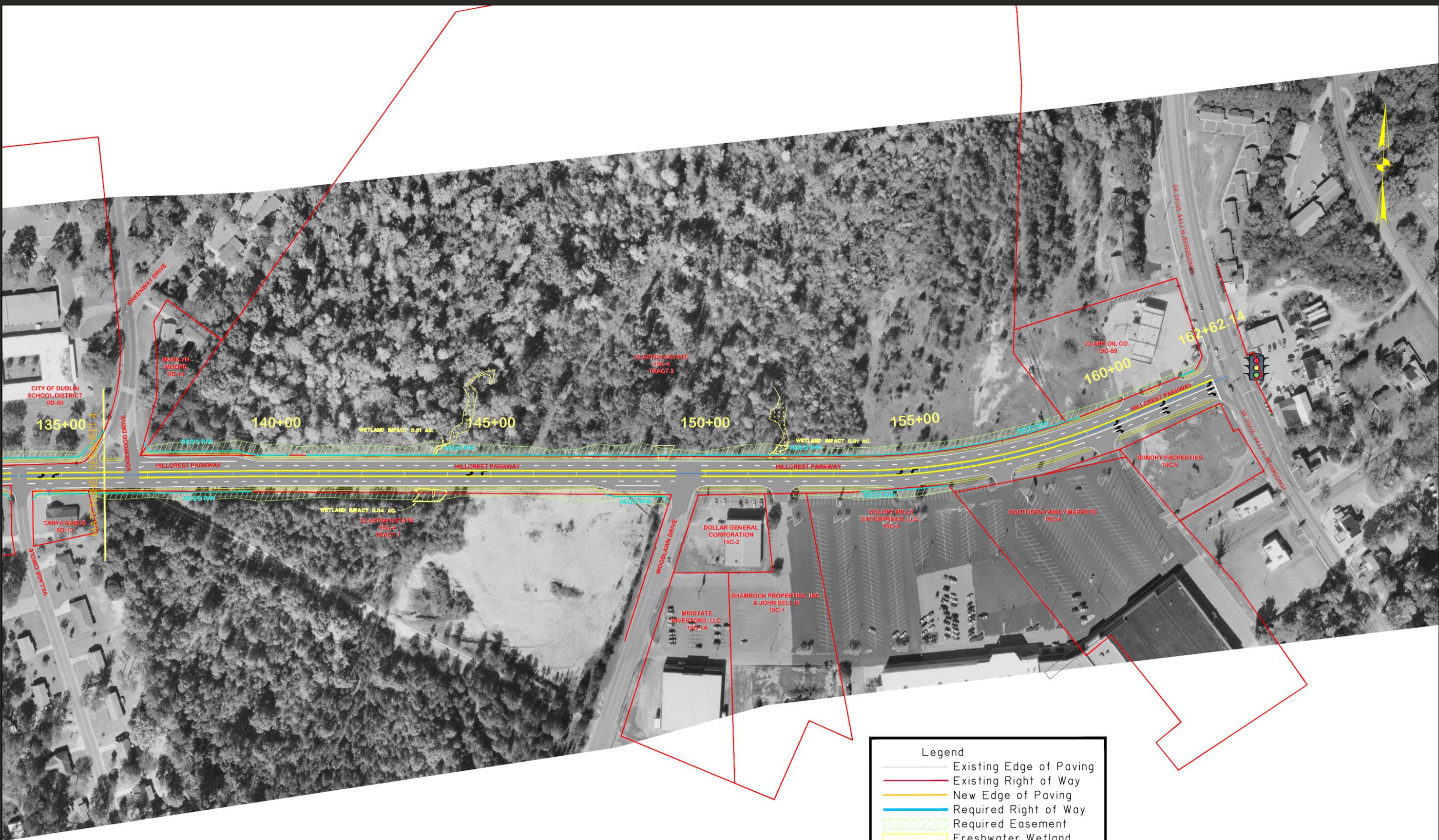
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HILLCREST PARKWAY WIDENING
PUBLIC INFORMATION OPEN HOUSE CONCEPT PLAN
JANUARY 9, 2012

CITY OF DUBLIN
DUBLIN, GEORGIA
SHEET NO. 4

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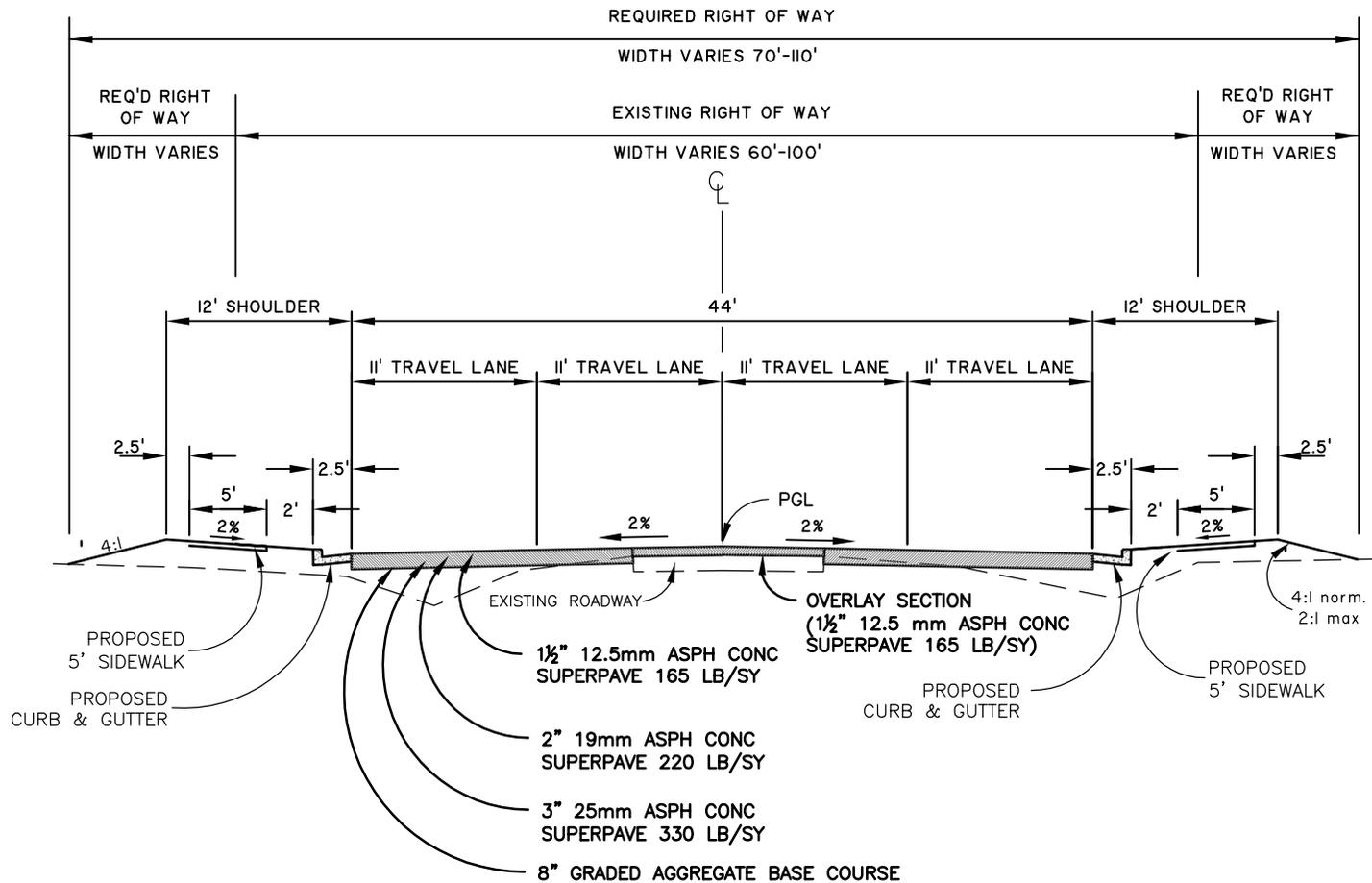
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 JANUARY 9, 2012

CITY OF DUBLIN
DUBLIN, GEORGIA
SHEET NO. 5

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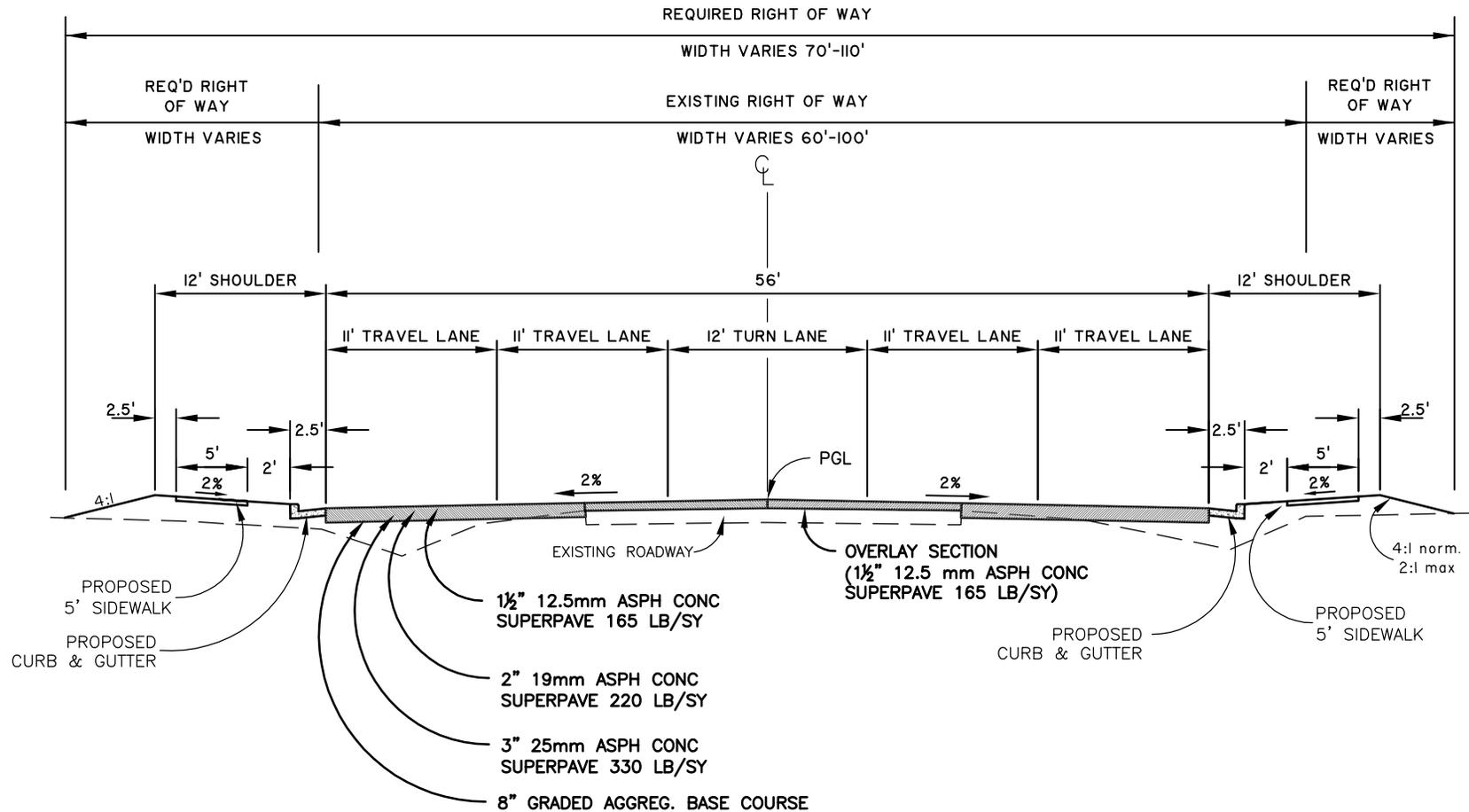
Attachment 2:
Typical Sections

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TYPICAL SECTION
Tangent Section
Not To Scale
FROM INDUSTRIAL BLVD TO US 80

HILLCREST PKWY TYPICAL SECTION
GDOT CSSTP 0007 -00-(413)
GDOT PI 0007413
PREPARED BY:
THOMAS & HUTTON ENGINEERING CO.
SAVANNAH, GEORGIA
02-02-12
J-19220
NTS



TYPICAL SECTION
 Tangent Section
 Not To Scale

HILLCREST PKWY TYPICAL SECTION
 GDOT CSSTP 0007 -00-(413)
 GDOT PI 0007413
 PREPARED BY:
 THOMAS & HUTTON ENGINEERING CO.
 SAVANNAH, GEORGIA
 02-02-12
 J-19220
 NTS

Attachment 3:

**Detailed Cost Estimates:
Construction including Engineering and Inspection;
Completed Fuel & Asphalt Adjustment Forms;
Right-of-Way;
Utilities**

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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. ,

OFFICE

DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

CONTINGENCY SUMMARY

Construction Cost Estimate: \$ (Base Estimate)

Engineering and Inspection: \$ (Base Estimate x %)

Total Liquid AC Adjustment \$ (From attached worksheet)

Construction Total: \$

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

<input type="text" value="None"/>
<input type="text"/>

<input type="text"/>

Attachments

STATE HIGHWAY AGENCY

DATE : 06/20/2011

PAGE : 1

JOB DETAIL ESTIMATE

=====

JOB NUMBER : 0007413_RHD SPEC YEAR: 01
 DESCRIPTION: WIDENING OF HILLCREST PARKWAY/ CS 987 FROM CR 493/
 INDUSTRIAL BLVD TO US 441/SR 31

ITEMS FOR JOB 0007413_RHD

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - CSSTP-0007-00(413)	1.000	350000.00	350000.00
0010	207-0203		CY	FOUND BK FILL MATL, TP II	300.000	45.63	13691.22
0015	210-0100		LS	GRADING COMPLETE - CSSTP-0007-00(413)	1.000	750000.00	750000.00
0020	310-1101		TN	GR AGGR BASE CRS, INCL MATL	35000.000	16.94	593104.40
0025	402-1812		TN	RECYL AC LEVELING, INC BM&HL	5365.000	65.67	352333.45
0030	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	5981.000	64.42	385333.04
0039	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	3590.000	72.52	260371.50
0040	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	4785.000	69.15	330918.02
0045	413-1000		GL	BITUM TACK COAT	5500.000	2.09	11538.78
0050	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	65000.000	1.22	79669.85
0055	441-0104		SY	CONC SIDEWALK, 4 IN	15000.000	24.29	364483.20
0060	441-0748		SY	CONC MEDIAN, 6 IN	125.000	45.46	5683.60
0065	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	1500.000	10.84	16269.32
0070	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	27000.000	13.32	359825.76
0075	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	20000.000	1.82	36592.40
0080	500-2100		LF	CONCRETE BARRIER	300.000	44.98	13494.30
0084	500-3101		CY	CLASS A CONCRETE	500.000	369.70	184850.83
0085	500-3201		CY	CL B CONC, RET WALL	600.000	524.93	314960.80
0090	500-3800		CY	CL A CONC, INCL REINF STEEL	500.000	947.16	473583.34
0095	511-1000		LB	BAR REINF STEEL	7500.000	0.78	5908.80
0100	550-1150		LF	STM DR PIPE 15", H 1-10	4200.000	23.71	99586.07
0110	550-1180		LF	STM DR PIPE 18", H 1-10	4350.000	27.84	121113.92
0115	550-1240		LF	STM DR PIPE 24", H 1-10	2500.000	34.37	85937.15
0120	550-1300		LF	STM DR PIPE 30", H 1-10	1000.000	42.40	42401.28
0124	550-1360		LF	STM DR PIPE 36", H 1-10	150.000	59.40	8911.22
0125	550-1420		LF	STM DR PIPE 42", H 1-10	500.000	57.86	28933.72
0130	550-3324		EA	SAFETY END SECTION 24", STD, 4:1	6.000	866.05	5196.32
0135	550-3330		EA	SAFETY END SECTION 30", STD, 4:1	4.000	1550.85	6203.43
0140	550-4215		EA	FLARED END SECT 15 IN, ST DR	15.000	430.47	6457.17
0145	550-4218		EA	FLARED END SECT 18 IN, ST DR	15.000	475.84	7137.73
0146	550-4224		EA	FLARED END SECT 24 IN, ST DR	4.000	556.31	2225.27
0147	550-4230		EA	FLARED END SECT 30 IN, ST DR	2.000	668.81	1337.62
0148	550-4236		EA	FLARED END SECT 36 IN, ST DR	2.000	893.08	1786.16
0149	550-4242		EA	FLARED END SECT 42 IN, ST DR	2.000	1364.57	2729.15
0150	603-2180		SY	STN DUMPED RIP RAP, TP 3, 12"	1500.000	32.49	48748.79
0155	603-7000		SY	PLASTIC FILTER FABRIC	1500.000	3.58	5378.31

0160	634-1200	EA	RIGHT OF WAY MARKERS	210.000	85.05	17860.65
0165	641-1200	LF	GUARDRAIL, TP W	1000.000	16.50	16503.50
0170	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	8.000	621.71	4973.74
0174	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	8.000	1832.64	14661.15
0179	668-1100	EA	CATCH BASIN, GP 1	65.000	2280.49	148232.43
0180	668-2100	EA	DROP INLET, GP 1	65.000	1670.66	108593.16
0185	668-4300	EA	STORM SEW MANHOLE, TP 1	20.000	1758.60	35172.09
0190	163-0232	AC	TEMPORARY GRASSING	3.000	50.02	150.08

STATE HIGHWAY AGENCY

DATE : 06/20/2011

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JOB DETAIL ESTIMATE

=====						
0200	163-0300	EA	CONSTRUCTION EXIT	8.000	1203.05	9624.40
0205	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	60.000	226.84	13610.54
0210	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	130.000	170.31	22140.56
0215	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	11625.000	0.42	4894.94
0220	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	60.000	2.47	148.28
0225	165-0101	EA	MAINT OF CONST EXIT	8.000	630.16	5041.35
0230	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	130.000	56.69	7370.26
0235	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	364.29	728.59
0240	167-1500	MO	WATER QUALITY INSPECTIONS	24.000	558.67	13408.29
0245	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	23250.000	3.04	70880.42
0250	163-0240	TN	MULCH	380.000	188.47	71618.66
0255	700-6910	AC	PERMANENT GRASSING	6.000	555.08	3330.52
0260	700-7000	TN	AGRICULTURAL LIME	6.000	21.64	129.88
0265	700-7010	GL	LIQUID LIME	15.000	21.82	327.41
0270	700-8000	TN	FERTILIZER MIXED GRADE	5.000	472.24	2361.20
0275	700-8100	LB	FERTILIZER NITROGEN CONTENT	300.000	2.75	827.90
0290	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	355.000	12.70	4508.52
0295	636-1029	SF	HWY SGN,TP2 MATL,REFL SH TP 3	43.000	14.21	611.35
0300	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	87.000	19.12	1664.04
0305	636-1041	SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	252.000	25.70	6477.13
0310	636-2070	LF	GALV STEEL POSTS, TP 7	850.000	6.77	5754.98
0315	636-2080	LF	GALV STEEL POSTS, TP 8	140.000	8.43	1180.90
0320	652-5451	LF	SOLID TRAF STRIPE, 5 IN, WHITE	1000.000	0.18	180.30
0325	652-6501	GLF	SKIP TRAF STRIPE, 5 IN, WHITE	100.000	0.13	13.07
0330	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	40.000	69.96	2798.77
0335	653-0150	EA	THERM PVMT MARK, ARROW, TP 5	2.000	138.83	277.67
0340	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	40000.000	0.32	12978.80
0345	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	27000.000	0.36	9936.27
0350	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	350.000	3.84	1346.51
0355	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	5000.000	1.67	8371.15
0360	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	7900.000	0.20	1622.27
0365	653-3502	GLF	THERMO SKIP TRAF ST, 5 IN, YEL	27000.000	0.12	3461.94
0370	653-6004	SY	THERM TRAF STRIPING, WHITE	2000.000	2.77	5540.02
0375	653-6006	SY	THERM TRAF STRIPING, YELLOW	2000.000	2.73	5467.54
0380	654-1001	EA	RAISED PVMT MARKERS TP 1	500.000	2.95	1479.63
0385	654-1003	EA	RAISED PVMT MARKERS TP 3	500.000	2.81	1408.55
0390	639-3014	EA	STEEL STR POLE,TP 4,LUMIN ARM	16.000	10151.78	162428.51
0392	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1, CSSTP-0007-00(413)	1.000	45000.00	45000.00
0393	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2, CSSTP-0007-00(413)	1.000	45000.00	45000.00
0394	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 3, CSSTP-0007-00(413)	1.000	45000.00	45000.00
0395	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 4,	1.000	45000.00	45000.00

			CSSTP-0007-00(413)			
0400	647-2140	EA	PULL BOX, PB-4	4.000	1181.86	4727.46
0405	647-2150	EA	PULL BOX, PB-5	3.000	1479.76	4439.30
0410	935-3101	EA	FIBER OPTIC CLOSURE,UNDRGRD,6 FIBER	2.000	477.77	955.56
0415	935-3401	EA	FBR OPTIC CLOSURE,FDC(RACK MTD),6 FBR	1.000	380.00	380.00
0420	935-4010	EA	FIBER OPTIC SPLICE, FUSION	4.000	69.93	279.73
0425	935-5050	EA	FIBER OPTIC PATCH CORD, SM	2.000	110.48	220.96

STATE HIGHWAY AGENCY

DATE : 06/20/2011

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JOB DETAIL ESTIMATE

Item No	Description	Unit	Quantity	Unit Price	Total Price
0430	935-6561	EA	2.000	1361.00	2722.00
	EXT TRNSCVR,DRP&RPT,1300MM,(SIGNAL JOBS)				
0435	935-8000	LS	1.000	2000.00	2000.00
	TESTING				
ITEM TOTAL					6383007.49
INFLATED ITEM TOTAL					6383007.49

TOTALS FOR JOB 0007413_RHD

ESTIMATED COST:	6382518.85
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	6382518.85

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

COST ESTIMATE ADJUSTMENTS
0007413

Construction Cost Estimate:	\$6,383,007.49		(Base Estimate)
Engineering and Inspection:	\$319,150.37	5%	(Base Estimate x 5 %)
Liquid AC Adjustment (Tack)	\$8,192.48		(From attached worksheet)
Liquid AC Adjustment (Asphalt)	\$341,962.14		(From attached worksheet)
Total Liquid AC Adjustment (Asphalt)	\$350,154.62		(From attached worksheet)
Construction Total:	\$7,052,312.48		
Utility Cost Estimate:	\$1,006,225.00	Locals	
Utility Total:	\$1,006,225.00		

CONSTRUCTION*	\$7,052,312.48	
RIGHT OF WAY	\$8,931,000.00	Locals
UTILITIES	\$1,006,225.00	Locals

* Costs contain 5% Engineering and Inspection and Fuel and Liquid AC Adjustments.

PROJ. NO.

CSSTP-0007-00(413)

CALL NO.

P.I. NO.

0007413

DATE

2/2/2012

INDEX (TYPE)

REG. UNLEADED

Jan-12

\$ 3.297

DIESEL

\$ 3.818

LIQUID AC

\$ 578.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

341962.14

\$

341,962.14

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 924.80

Monthly Asphalt Cement Price month project let (APL)

\$ 578.00

Total Monthly Tonnage of asphalt cement (TMT)

986.05

ASPHALT	Tons	%AC	AC ton
Leveling	5365	5.0%	268.25
12.5 OGFC		5.0%	0
12.5 mm	3590	5.0%	179.5
9.5 mm SP		5.0%	0
25 mm SP	5981	5.0%	299.05
19 mm SP	4785	5.0%	239.25
	19721		986.05

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 8,192.48

\$

8,192.48

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 924.80

Monthly Asphalt Cement Price month project let (APL)

\$ 578.00

Total Monthly Tonnage of asphalt cement (TMT)

23.62305507

Bitum Tack

Gals	gals/ton	tons
5500	232.8234	23.6230551

PROJ. NO.

CSSTP-0007-00(413)

CALL NO.

P.I. NO.

0007413

DATE

2/2/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	924.80			
Monthly Asphalt Cement Price month project let (APL)				\$	578.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	350,154.62
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Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE January 26, 2012
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Bruce Anderson, Project Manager
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: Laurens County
P.I. No.: 0007413
Description: Widening of Hillcrest Parkway

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

,
PC:LA
Attachments
c: File

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI CSSTP-0007-00(143) Laurens 0007413

	A	B	C	D
Land and Improvements	Agriculture	Residential	Commercial	Industrial
1 Estimate Low (ac)	\$0.00	\$0.00	\$0.00	\$0.00
2 Estimate High (ac)	\$0.00	\$0.00	\$0.00	\$0.00
3 Estimate Used (ac)	\$0.00	\$25,000.00	\$100,000.00	\$0.00
4 Fee Simple Area (ac)	0.00	0.68	4.69	0.00
5 Fee Simple Estimate	\$0.00	\$17,000.00	\$469,000.00	\$0.00
6 Perm Esmt Area (ac)	0.00	0.67	5.25	0.00
7 Perm Esmt Factor	0%	50%	50%	0%
8 Perm Esmt Estimate	\$0.00	\$8,375.00	\$262,500.00	\$0.00
9 Temp Esmt Area (ac)	0.00	0.00	0.00	0.00
10 Temp Esmt Factor	0%	0%	0%	0%
11 Temp Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
12 Proximity Damages	\$0.00	\$30,000.00	\$60,000.00	\$0.00
13 Consequential Damages	\$0.00	\$200,000.00	\$1,700,000.00	\$0.00
14 Cost to Cures	\$0.00	\$0.00	\$10,000.00	\$0.00
15 Improvements	\$0.00	\$200,000.00	\$1,750,000.00	\$0.00
16 Trade Fixtures	\$0.00	\$0.00	\$0.00	\$0.00
17				
18 PROPERTY TYPE TOTALS	\$0.00	\$455,375.00	\$4,251,500.00	\$0.00
19	SUB TOTAL PROPERTY TYPES			\$4,706,875.00
20	Counter Offers and Condemnation Increases			\$2,353,437.50
21				
22	GRAND TOTAL LANDS AND IMPROVEMENTS			\$7,060,312.50

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

CSSTP-0007-00(143) Laurens

0007413

	A	B	C	D
Valuation Services	Agriculture	Residential	Commercial	Industrial
1 Appraisals (# of Parcels)	0	15	59	0
2 Estimated Fees (per Parcel)	\$0.00	\$1,000.00	\$2,000.00	\$0.00
3 TOTAL APPRAISALS	\$0.00	\$15,000.00	\$118,000.00	\$0.00
4 Sign Estimates	0	0	0	0
5 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
6 TOTAL SIGN ESTIMATES	\$0.00	\$0.00	\$0.00	\$0.00
7 Specialty Reports	0	0	0	0
8 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
9 TOTAL SPECIALTY REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
10 Septic/Well Reports	0	0	0	0
11 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
12 TOTAL SEPTIC/WELL REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
13				
14				
15				
16 TOTAL VALUATION FEES	\$0.00	\$15,000.00	\$118,000.00	\$0.00
17	SUB TOTAL VALUATION SERVICES			\$133,000.00
18	Updates and Incidentals (Min \$2,500 or 25%)			\$33,250.00
19	GRAND TOTAL VALUATION SERVICES			\$166,250.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI CSSTP-0007-00(143) Laurens 0007413

	A	B	C	D
	Parcels	Estimated Fees		TOTALS
1	74	\$125.00		\$9,250.00
2	74	\$200.00		\$14,800.00
3	74	\$300.00		\$22,200.00
4	74	\$50.00		\$3,700.00
5	12	\$5,000.00		\$60,000.00
6	12	\$25,000.00		\$300,000.00
7	12	\$7,500.00		\$90,000.00
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL LEGAL SERVICES			\$499,950.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI CSSTP-0007-00(143) Laurens 0007413

	A	B	C	D
	Relocation	Displacements	Estimated Costs	TOTALS
1	Business Displacement	26	\$15,000.00	\$390,000.00
2	Residential Tenant		\$20,000.00	\$0.00
3	Residential Owner	1	\$40,000.00	\$40,000.00
4	Pro-Rata Taxes	74	\$1,000.00	\$74,000.00
5	Property Pin Replacement	74	\$1,000.00	\$74,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL RELOCATION			\$578,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI CSSTP-0007-00(143) Laurens 0007413

	A	B	C	D
	Demolition	Items/Improvements	Estimated Costs	TOTALS
1	Residential Structures		\$15,000.00	\$0.00
2	Commercial Structures		\$25,000.00	\$0.00
3	Hotels/Apartments		\$60,000.00	\$0.00
4	UST's - Dispensers		\$50,000.00	\$0.00
5	Billboards		\$8,000.00	\$0.00
6	Signs - Light Standards		\$1,500.00	\$0.00
7	Water Vaults		\$15,000.00	\$0.00
8	Gas/Water Service Separation		\$2,500.00	\$0.00
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL DEMOLITION			\$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI CSSTP-0007-00(143) Laurens 0007413

	A	B	C	D
	Parcels	Man hours per Parcel		TOTALS
1	74	40		\$148,000.00
2	74	100		\$370,000.00
3		50		\$0.00
4	19	50		\$47,500.00
5	12	100		\$60,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL INHOUSE			\$625,500.00



Project Name: Hillcrest Parkway Phase One
 Client Name: City of Dublin
 Thomas & Hutton Engineering Co.
 Utility Cost Estimate

Job: J-19220.620
 Date: 2/2/12
 Revised:
 By: JTS

UTILITY COST ESTIMATE						
PROJECT #	COUNTY	PROJECT DESCRIPTION			P.I. NUMBER	LAYOUT DATE
CSSTP-0007-00 (413)	LAURENS	RECONSTRUCT & WIDEN HILLCREST PARKWAY FROM INDUSTRIAL BLVD TO US 441 IN THE CITY OF DUBLIN, GEORGIA - APPROX 2.26 MI			0007413	1-Mar-09
PRIVATE UTILITY QUANTITIES	PUBLIC UTILITY QUANTITIES	UNITS	ITEM DESCRIPTION	UNIT PRICE	PRIVATE UTILITY COST	PUBLIC UTILITY COST
			POWER			
			<i>Georgia Power - Chris Hardy (478) 451-7046</i>			
37		Each	Relocate Power Pole	\$15,000.00	\$555,000.00	\$0.00
SUB - TOTAL					\$555,000.00	\$0.00
			TELEPHONE			
			<i>AT&T - Louie Lumley (478)272-2818</i>			
6,500		Lin Ft	Relocate Overhead Lines		\$0.00	
23		Each	Pedestals		\$2,500.00	
SUB-TOTAL					\$2,500.00	\$0.00
			GAS			
			<i>City of Dublin - Michael L. Clay (478) 277-5048</i>			
	350	Lin Ft	Relocate 4" Underground Gas Main	\$12.00		\$4,200.00
	4	Each	Relocate Gas Main Valves	\$600.00		\$2,400.00
SUB-TOTAL					\$0.00	\$6,600.00
			CATV/FIBER OPTIC			
			<i>Charter Communications Jason Johnson (404) 732-4786</i>			
6,500		LF	Relocate Charter Cable Overhead Line	\$15.00	\$97,500.00	\$0.00
23		Each	Relocate Charter Cable Pedestals	\$2,500.00	\$57,500.00	\$0.00
	1	Each	Relocate Fiber Optic Drop Down	\$5,000.00		\$5,000.00
	600	Lin Ft	Relocate Fiber Optic Line	\$20.00		\$12,000.00
SUB-TOTAL					\$155,000.00	\$17,000.00
			WATER			
			<i>City of Dublin - Michael L. Clay (478) 277-5048</i>			
	300	Lin Ft	Water Main - 2" PVC.	\$20.00		\$6,000.00
	105	Lin Ft	Relocate Water Main - 6" PVC.	\$45.00		\$4,725.00
	4	Each	Relocate Water Meter	\$2,000.00		\$8,000.00
	11	Each	Relocate Water Valve	\$1,000.00		\$11,000.00
	5	Each	Relocate Hydrant	\$4,000.00		\$20,000.00
	31	Each	Adjust Water Meter to Grade	\$1,500.00		\$46,500.00
	4	Each	Adjust Fire Hydrant to Grade	\$1,500.00		\$6,000.00
	60	Each	Adjust Water Valve to Grade	\$1,700.00		\$102,000.00
		Lump	Service, Tie-Ins, etc.			\$35,000.00
SUB - TOTAL						\$239,225.00
			SEWER			
			<i>City of Dublin - Michael L. Clay (478) 277-5048</i>			
	90	Lin Ft	Relocate Sewer Main - 6" PVC.	\$60.00		\$5,400.00
	17	Each	Adjust Sewer Manhole Top	\$1,100.00		\$18,700.00
	1	Each	SS Manhole	\$3,750.00		\$3,750.00
	1	Each	Remove SS Manhole	\$1,200.00		\$1,200.00
	74	Lin Ft	Remove and Dispose 6" Sewer	\$25.00		\$1,850.00
SUB - TOTAL						\$30,900.00
Revised:		TOTAL PRIVATELY OWNED UTILITY RELOCATION COST				\$712,500.00
Revised:		TOTAL PUBLICLY OWNED UTILITY RELOCATION COST				\$293,725.00
Revised:		TOTAL REIMBURSABLE UTILITY RELOCATION COST				\$0.00
Revised:		TOTAL POTENTIAL UTILITY RELOCATION COST FOR PROJECT				\$1,006,225.00
Est. Prepared under the Direction of:		Jay Simone, P.E.			DATE:	2-Feb-12

Power Poles located in the slope easement were not counted for relocation. Adjustments for height may be necessary.

The information above is an estimate and is subject to change as project plans are developed and prior rights research has been performed.

Telephone indicated lines would be relocated at no cost per Larry Powell 7/30/09.

Subsurface Utility Engineering not completed for this project.

Quantities for gas and underground fiber optics were quantified using dwf files from the City of Dublin's website.

Attachment 4:
Crash Summaries

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Accident Data: Project Corridor Compared to Statewide

Year	Accident Rates (per 100 Million Vehicle Miles)		Hillcrest Pkwy Comparison to Statewide Avg.	Fatalities
	Hillcrest Parkway	Statewide Average ¹		Hillcrest Parkway
2004	775	461	68% above avg	0
2005	796	461	73% above avg	1*
2006	828	461	80% above avg	0

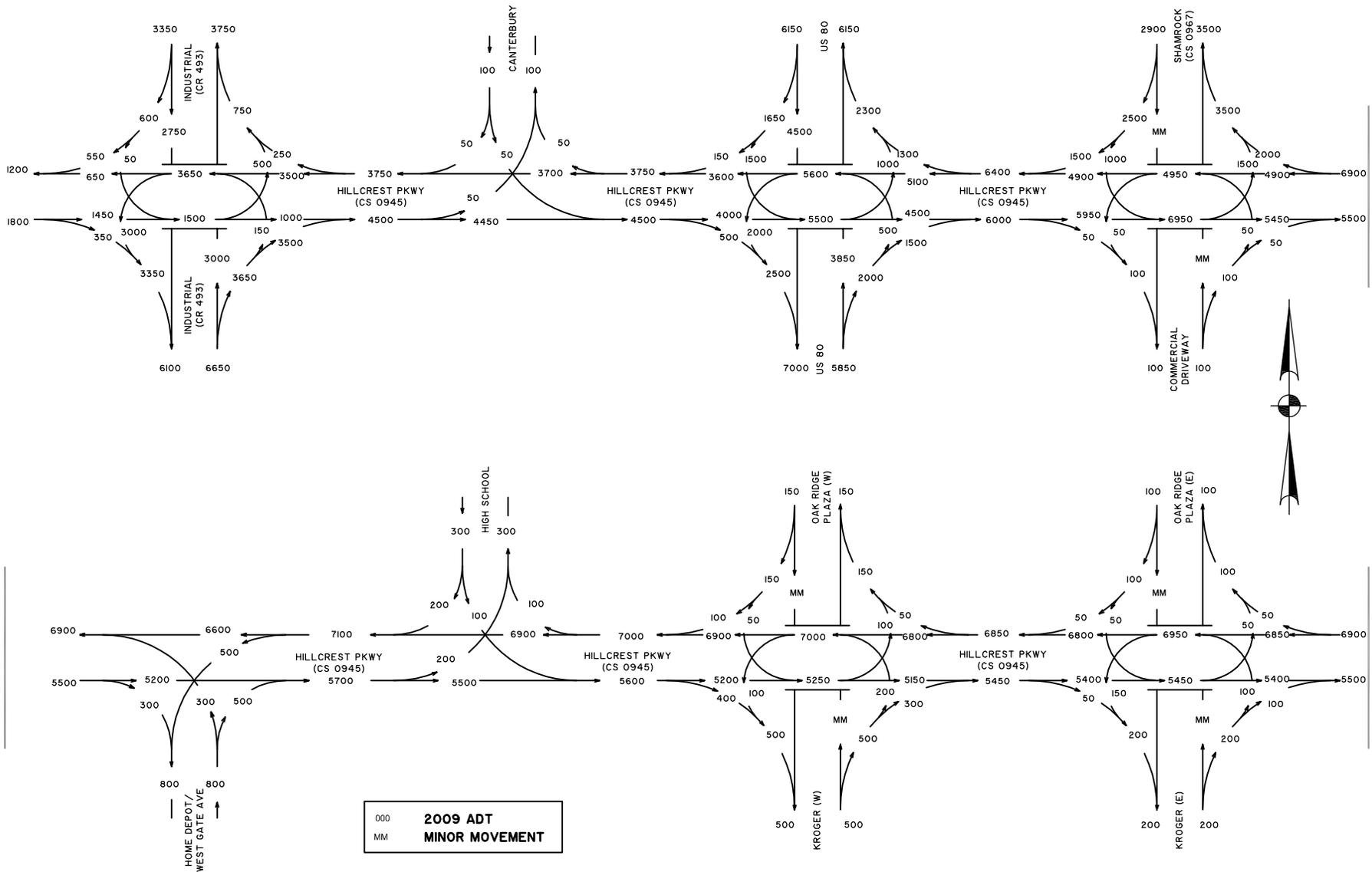
¹Source: Georgia Department of Transportation, Office of Traffic Safety and Design

* One fatality recorded over a three year reporting period

For the years 2004-2006, the accident rate along Hillcrest Parkway has been considerably higher than the statewide average for similar urban collector roads. The analysis of reported traffic accidents over a three year period demonstrates an increase over time as traffic volumes along the corridor rise.

Attachment 5:
Traffic Diagrams

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THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting
682 Johnnie Dodds Boulevard • Suite 100
PO Box 1522
Mt. Pleasant, SC 29465-1522
p.843.849.0200 f.843.849.0203
www.thomasandhutton.com

HILLCREST
PARKWAY WIDENING

2009 ADT
(PAGE 1 OF 3)

GDOT PROJECT
CSSTP-0007-00(413)
LAURENS COUNTY, GA
PI# 0007-00(413)

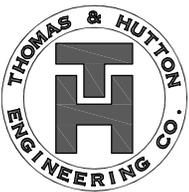
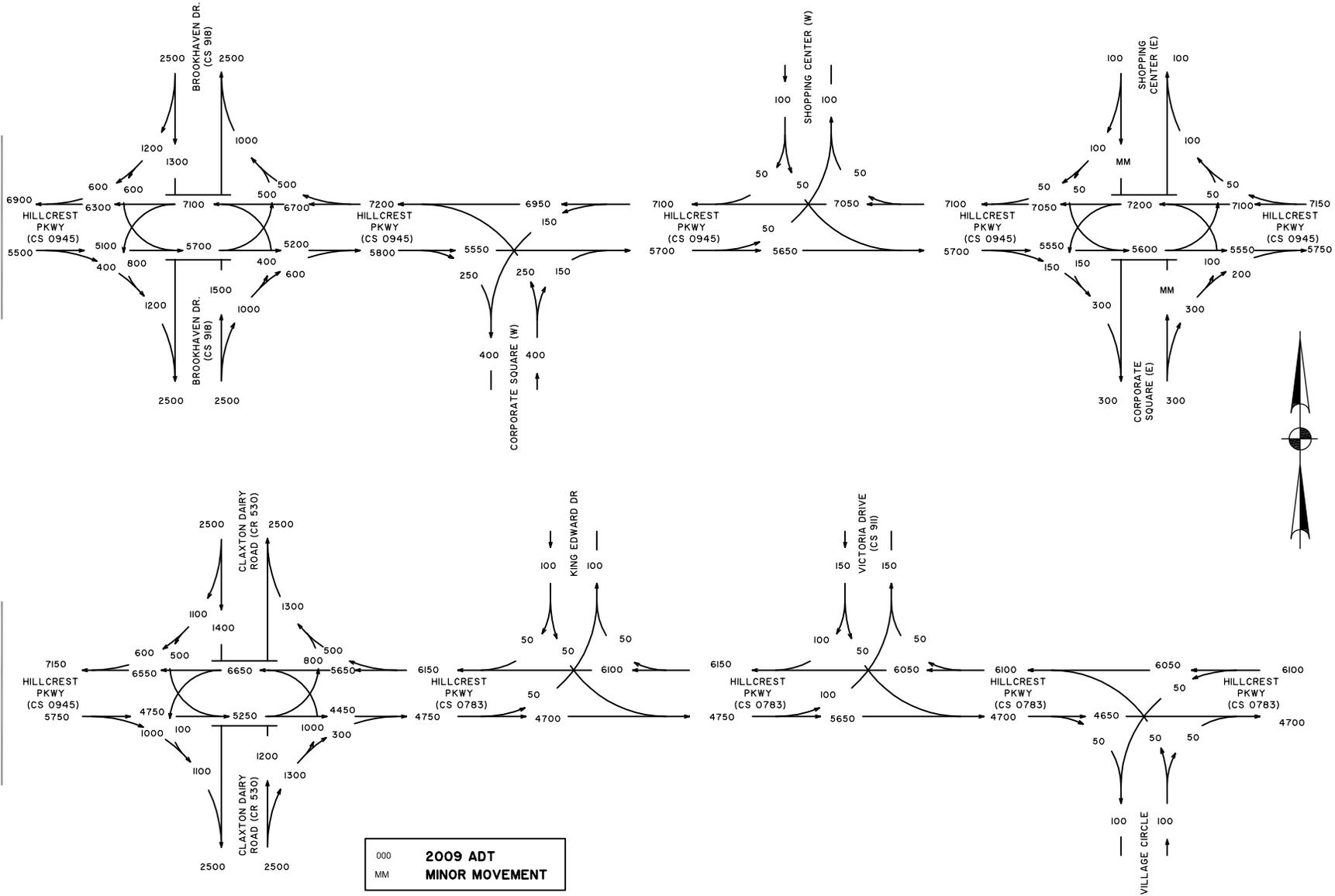
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935 HOUSTON NORTHCUTT
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MOUNT PLEASANT, SC 29464
(843)849-0200
SAVANNAH, BRUNSWICK, GA
CHARLESTON, MYRTLE BEACH, SC
WILMINGTON, NC

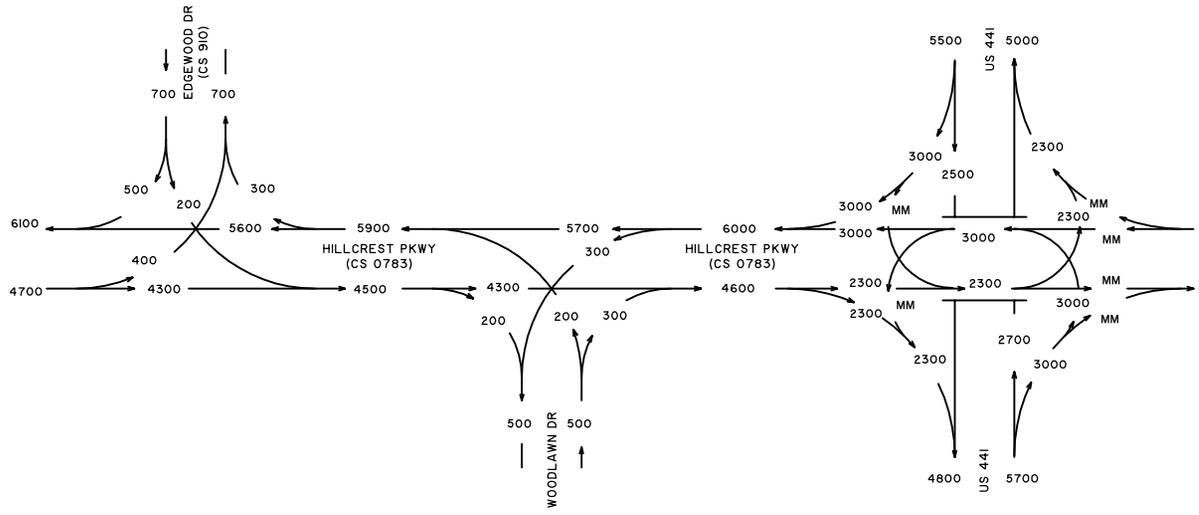
HILLCREST PARKWAY WIDENING

2009 ADT
(PAGE 2 OF 3)

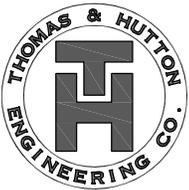
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PI# 0007-00(413)

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MM	MINOR MOVEMENT



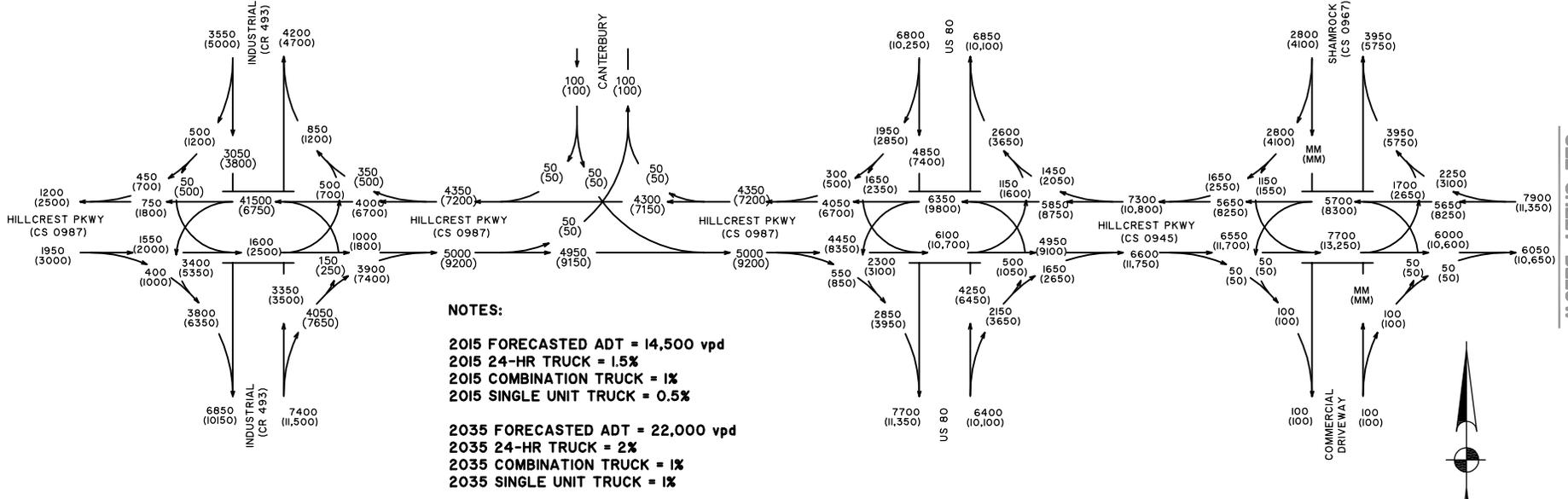
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HILLCREST
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**2009 ADT
(PAGE 3 OF 3)**

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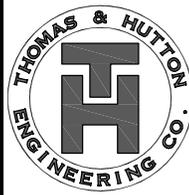
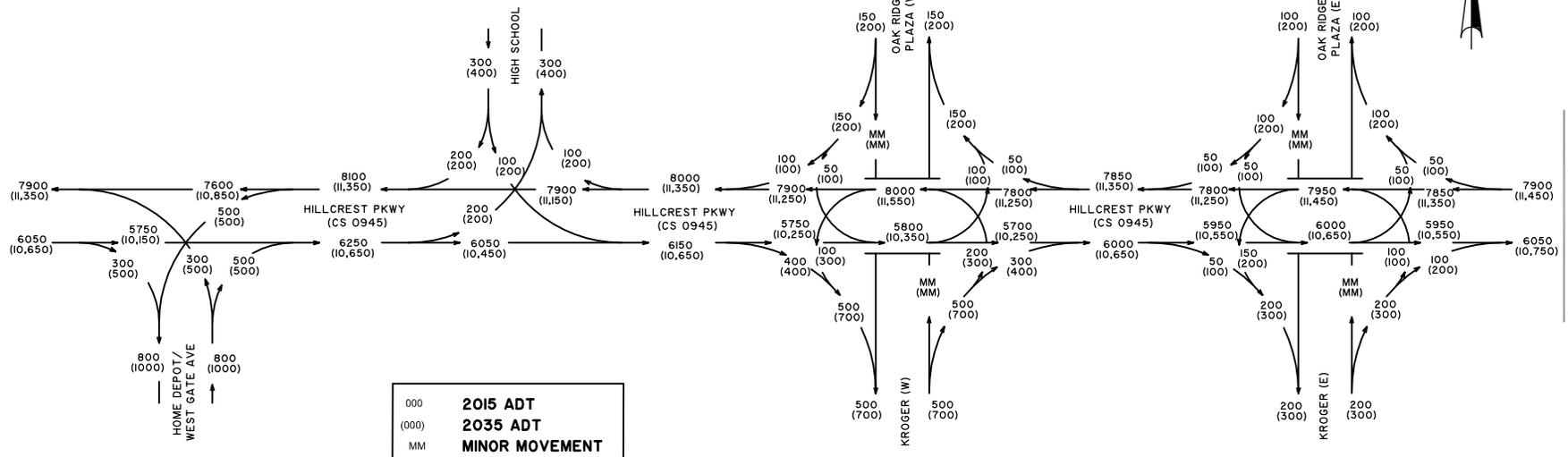


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**FORECASTED ADT BASE YEAR AND
 DESIGN YEAR (PAGE 1 OF 3)**

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 LAURENS COUNTY, GA
 PI# 0007-00(413)

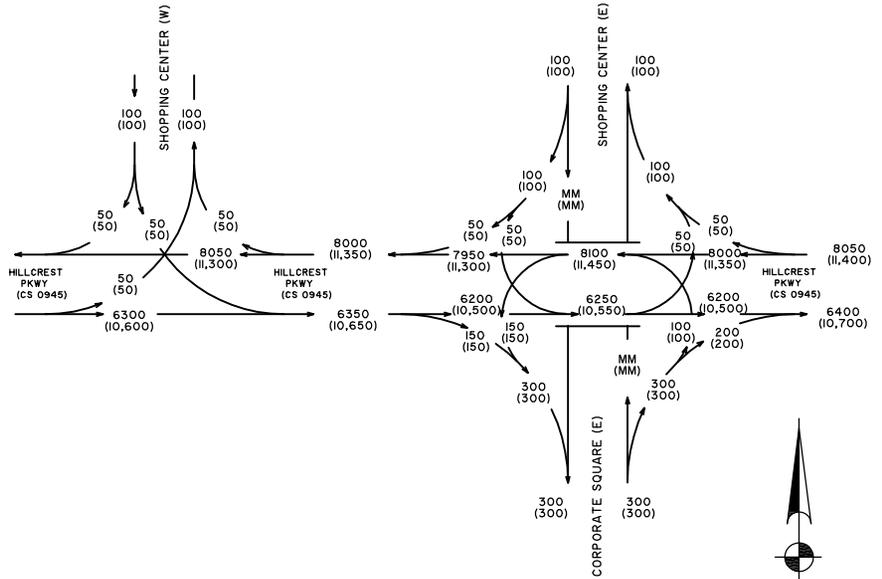
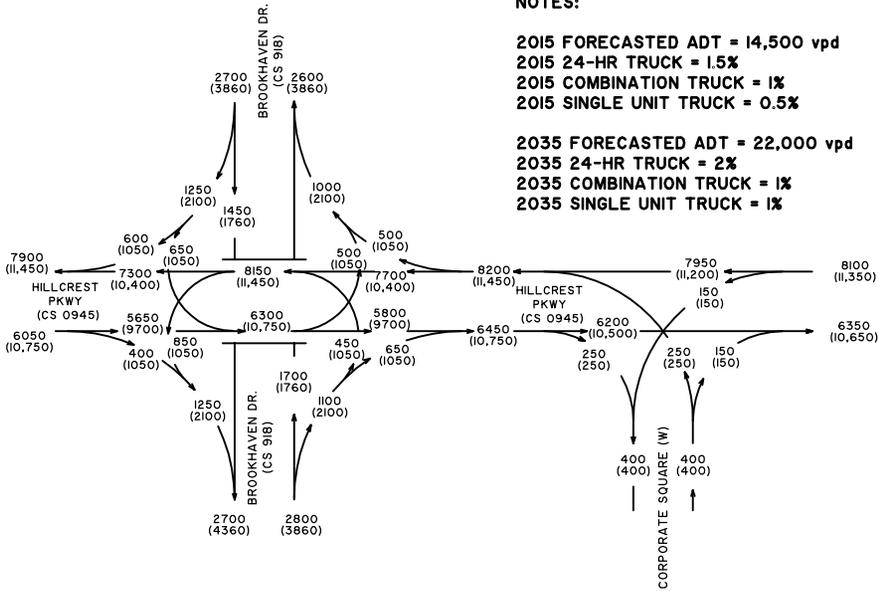
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NOTES:

2015 FORECASTED ADT = 14,500 vpd
2015 24-HR TRUCK = 1.5%
2015 COMBINATION TRUCK = 1%
2015 SINGLE UNIT TRUCK = 0.5%

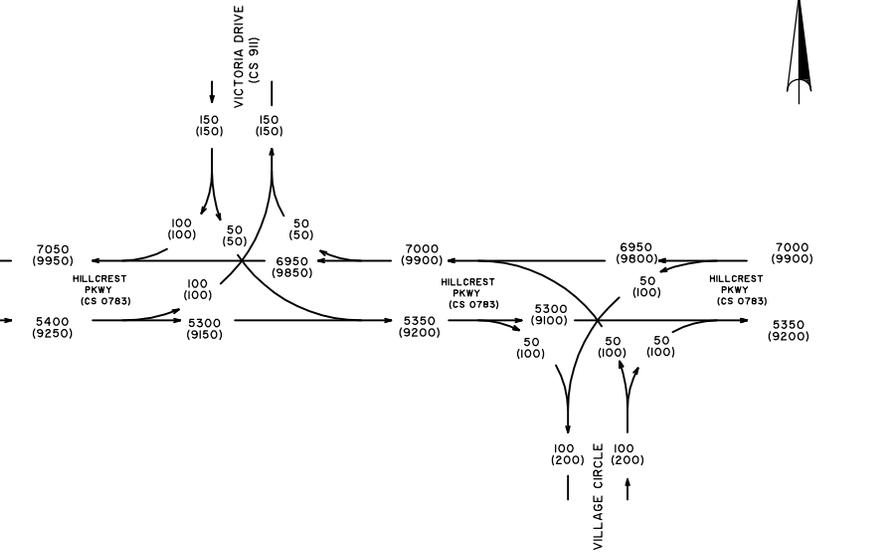
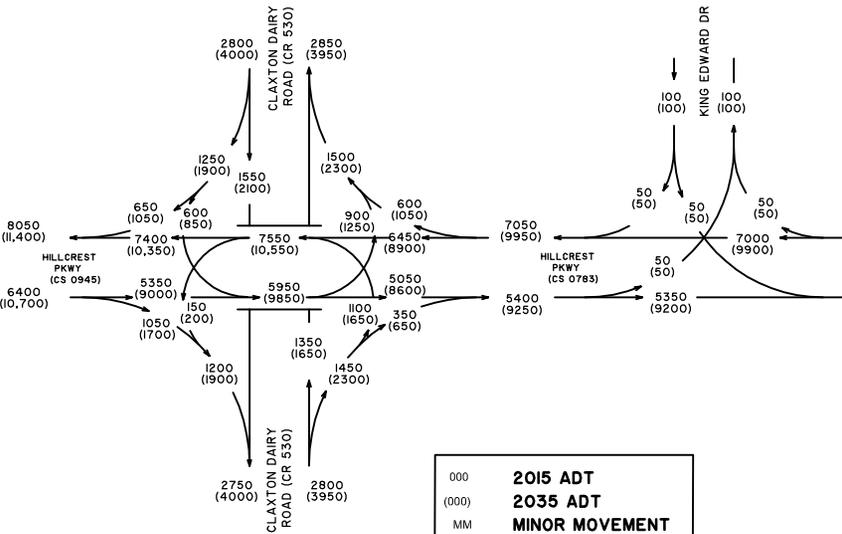
2035 FORECASTED ADT = 22,000 vpd
2035 24-HR TRUCK = 2%
2035 COMBINATION TRUCK = 1%
2035 SINGLE UNIT TRUCK = 1%

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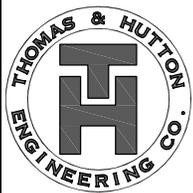
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000	2015 ADT
(000)	2035 ADT
MM	MINOR MOVEMENT

BUILD = NO BUILD



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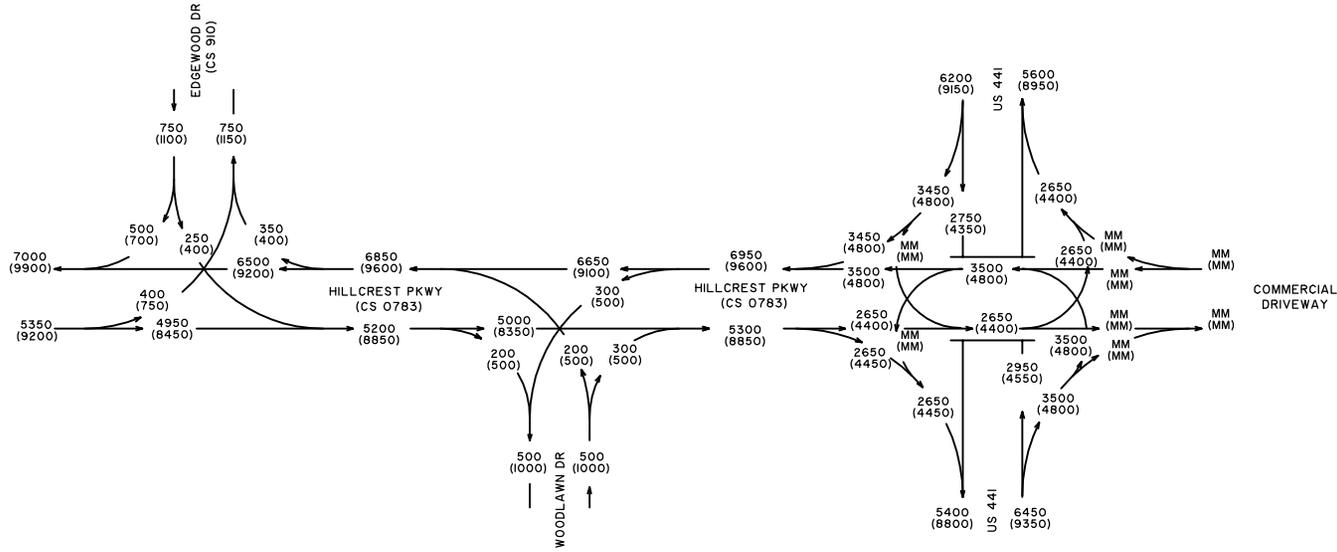
**HILLCREST
 PARKWAY WIDENING**

**FORECASTED ADT BASE YEAR AND
 DESIGN YEAR (PAGE 2 OF 3)**

GDOT PROJECT
 CSSTP-0007-00(413)
 LAURENS COUNTY, GA
 PI# 0007-00(413)

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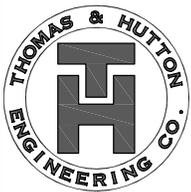
NOTES:

2015 FORECASTED ADT = 14,500 vpd
 2015 24-HR TRUCK = 1.5%
 2015 COMBINATION TRUCK = 1%
 2015 SINGLE UNIT TRUCK = 0.5%

2035 FORECASTED ADT = 22,000 vpd
 2035 24-HR TRUCK = 2%
 2035 COMBINATION TRUCK = 1%
 2035 SINGLE UNIT TRUCK = 1%

000	2015 ADT
(000)	2035 ADT
MM	MINOR MOVEMENT

BUILD = NO BUILD



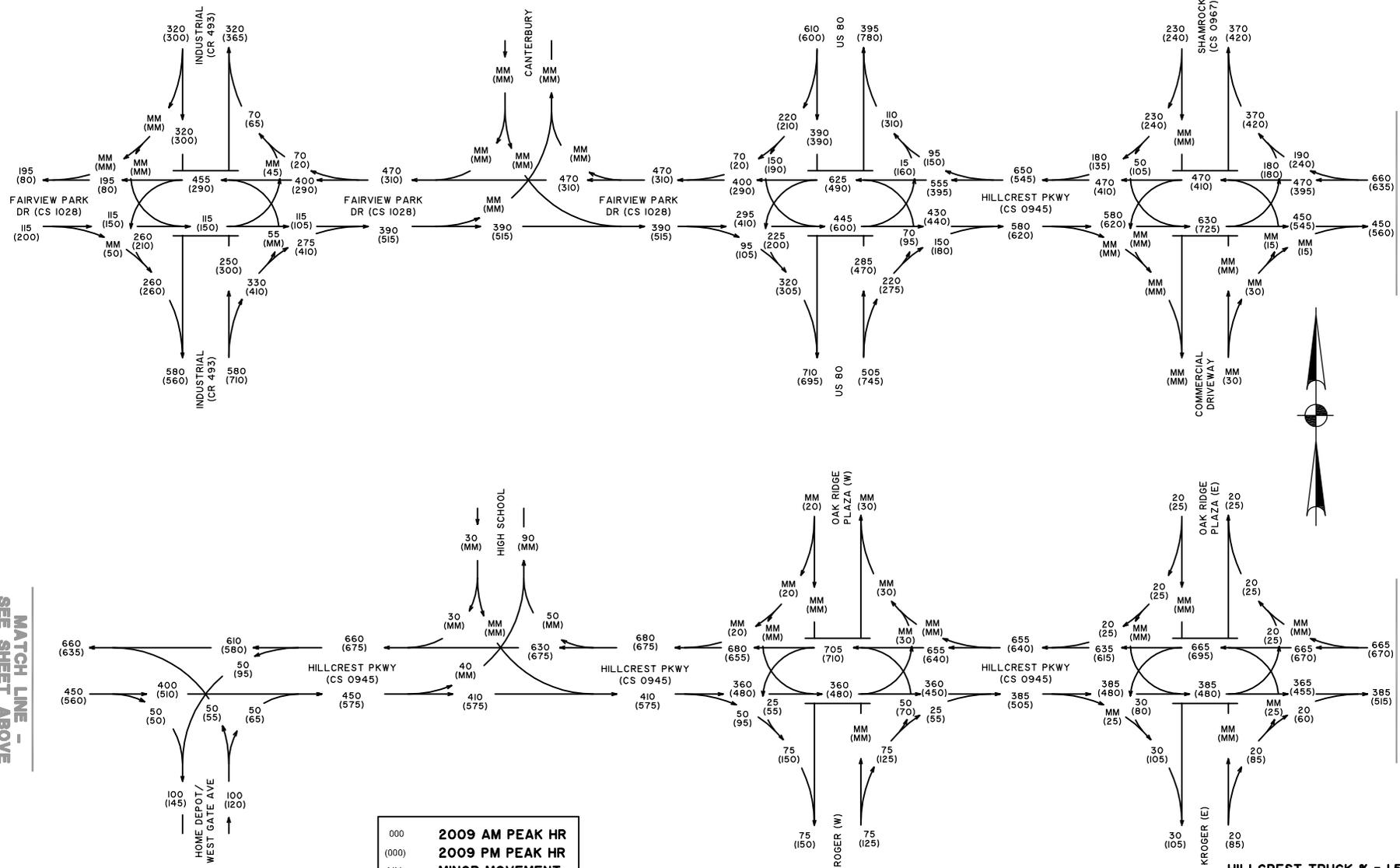
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HILLCREST
 PARKWAY WIDENING

FORECASTED ADT BASE YEAR AND
 DESIGN YEAR (PAGE 3 OF 3)

GDOT PROJECT
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 LAURENS COUNTY, GA
 PI# 0007-00(413)

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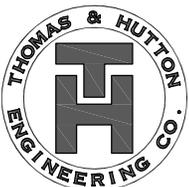
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 (000) 2009 PM PEAK HR
 MM MINOR MOVEMENT

HILLCREST TRUCK % = 1.5%
 COMBINATION TRUCK % = 1.0%
 SINGLE UNIT TRUCK % = 0.5%



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HILLCREST
 PARKWAY WIDENING

2009 VOLUMES
 (PAGE 1 OF 3)

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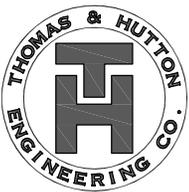
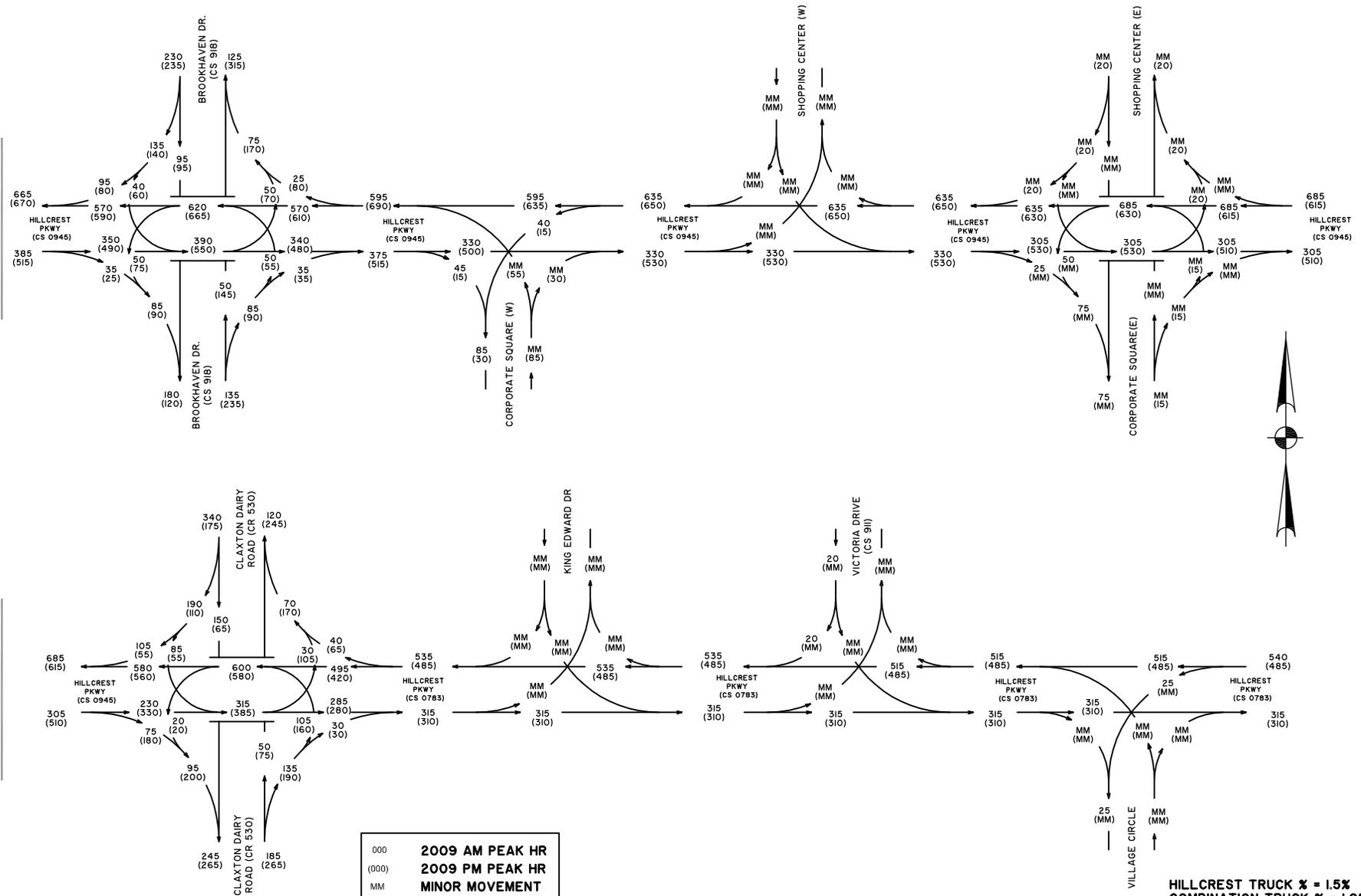
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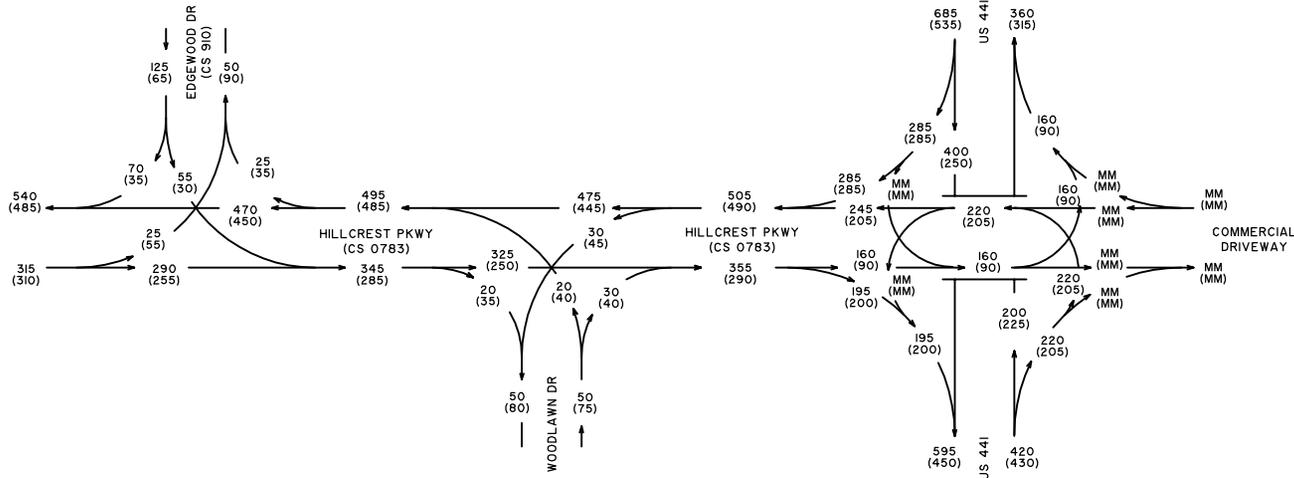
HILLCREST
PARKWAY WIDENING

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LAURENS COUNTY, GA
PI# 0007-00(413)

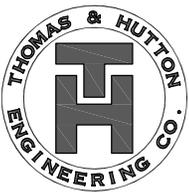
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MM MINOR MOVEMENT

HILLCREST TRUCK % = 1.5%
COMBINATION TRUCK % = 1.0%
SINGLE UNIT TRUCK % = 0.5%



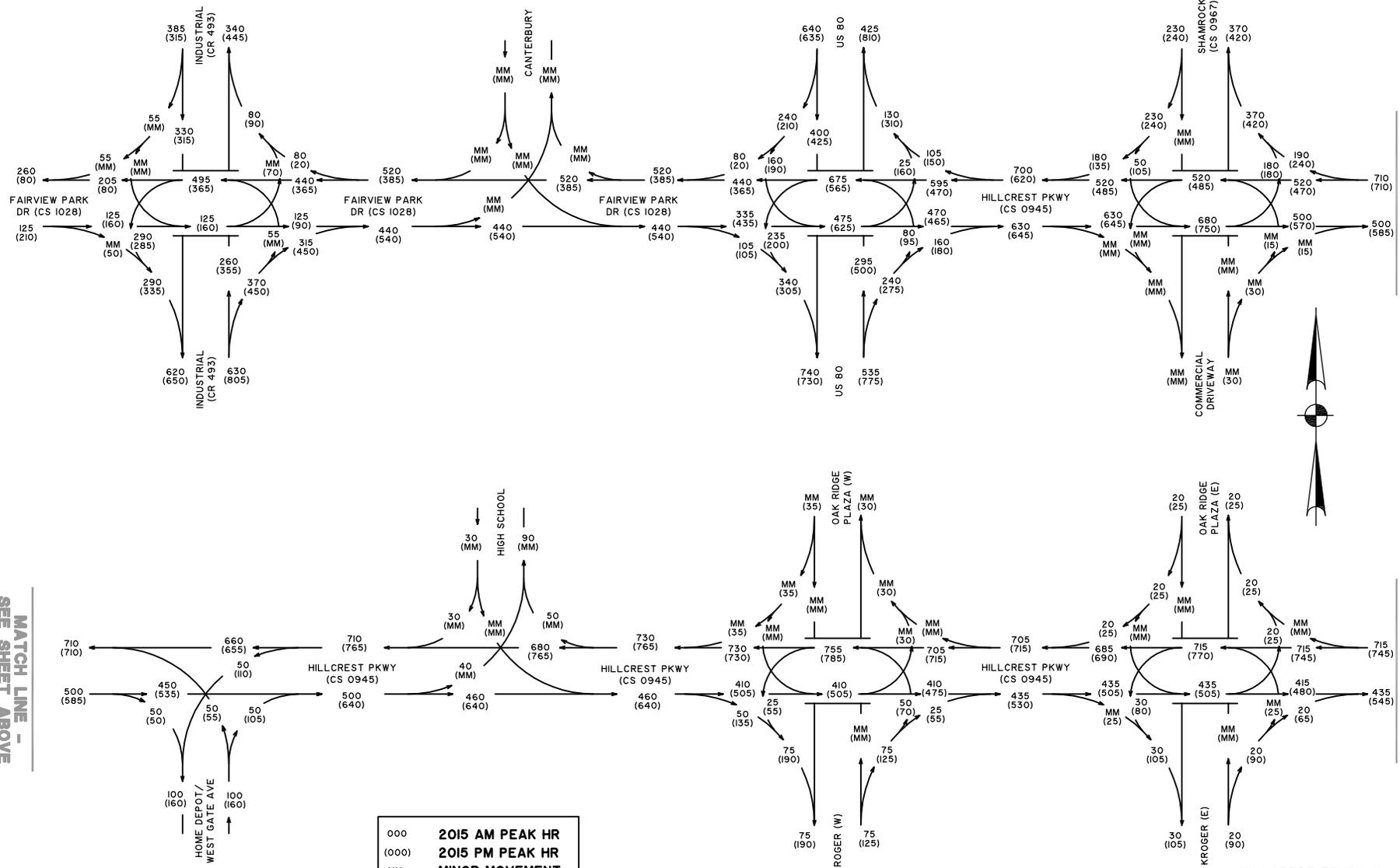
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2009 VOLUMES
(PAGE 3 OF 3)

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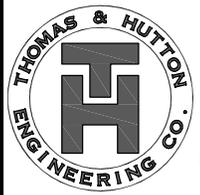
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(000) 2015 PM PEAK HR
MM MINOR MOVEMENT

BUILD = NO BUILD

HILLCREST TRUCK % = 1.5%
COMBINATION TRUCK % = 1.0%
SINGLE UNIT TRUCK % = 0.5%



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HILLCREST PARKWAY WIDENING

2015 VOLUMES (PAGE 1 OF 3)

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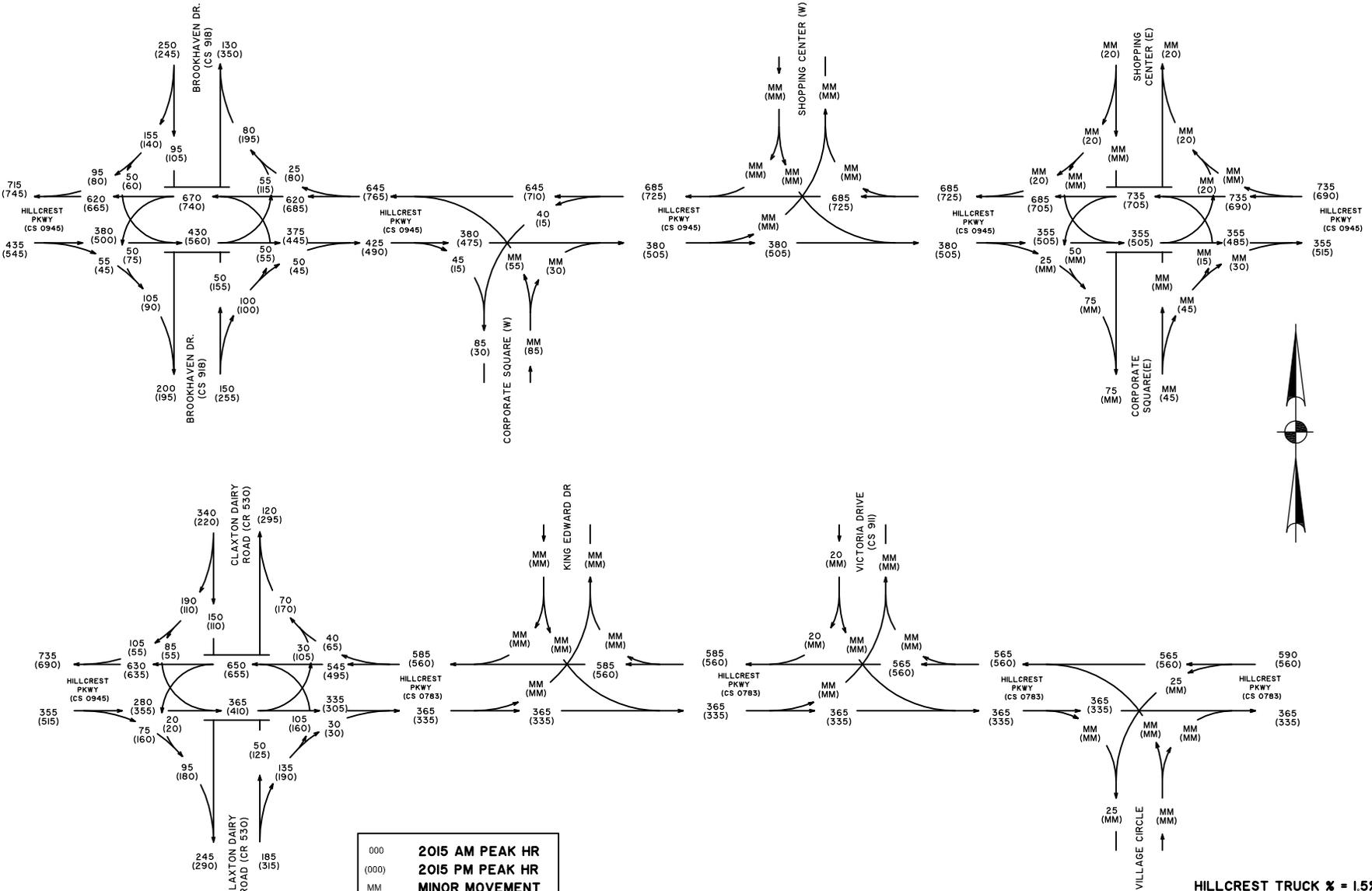
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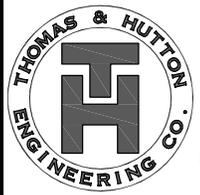
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000 2015 AM PEAK HR
 (000) 2015 PM PEAK HR
 MM MINOR MOVEMENT

BUILD = NO BUILD

HILLCREST TRUCK % = 1.5%
 COMBINATION TRUCK % = 1.0%
 SINGLE UNIT TRUCK % = 0.5%



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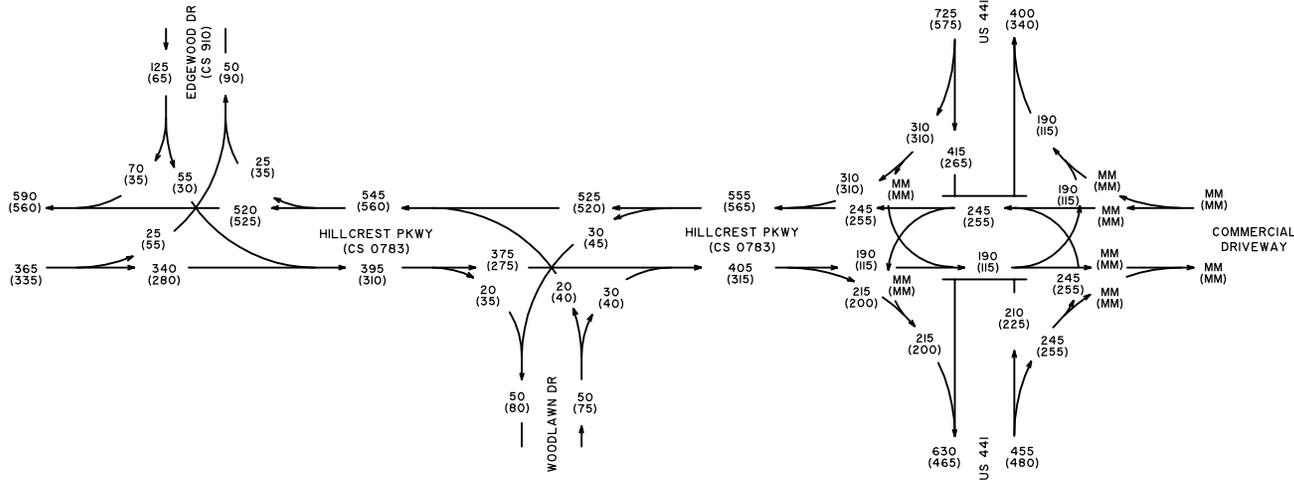
HILLCREST
 PARKWAY WIDENING

2015 VOLUMES
 (PAGE 2 OF 3)

GDOT PROJECT
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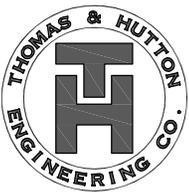
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 (000) 2015 PM PEAK HR
 MM MINOR MOVEMENT

BUILD = NO BUILD

HILLCREST TRUCK % = 1.5%
 COMBINATION TRUCK % = 1.0%
 SINGLE UNIT TRUCK % = 0.5%



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HILLCREST
 PARKWAY WIDENING

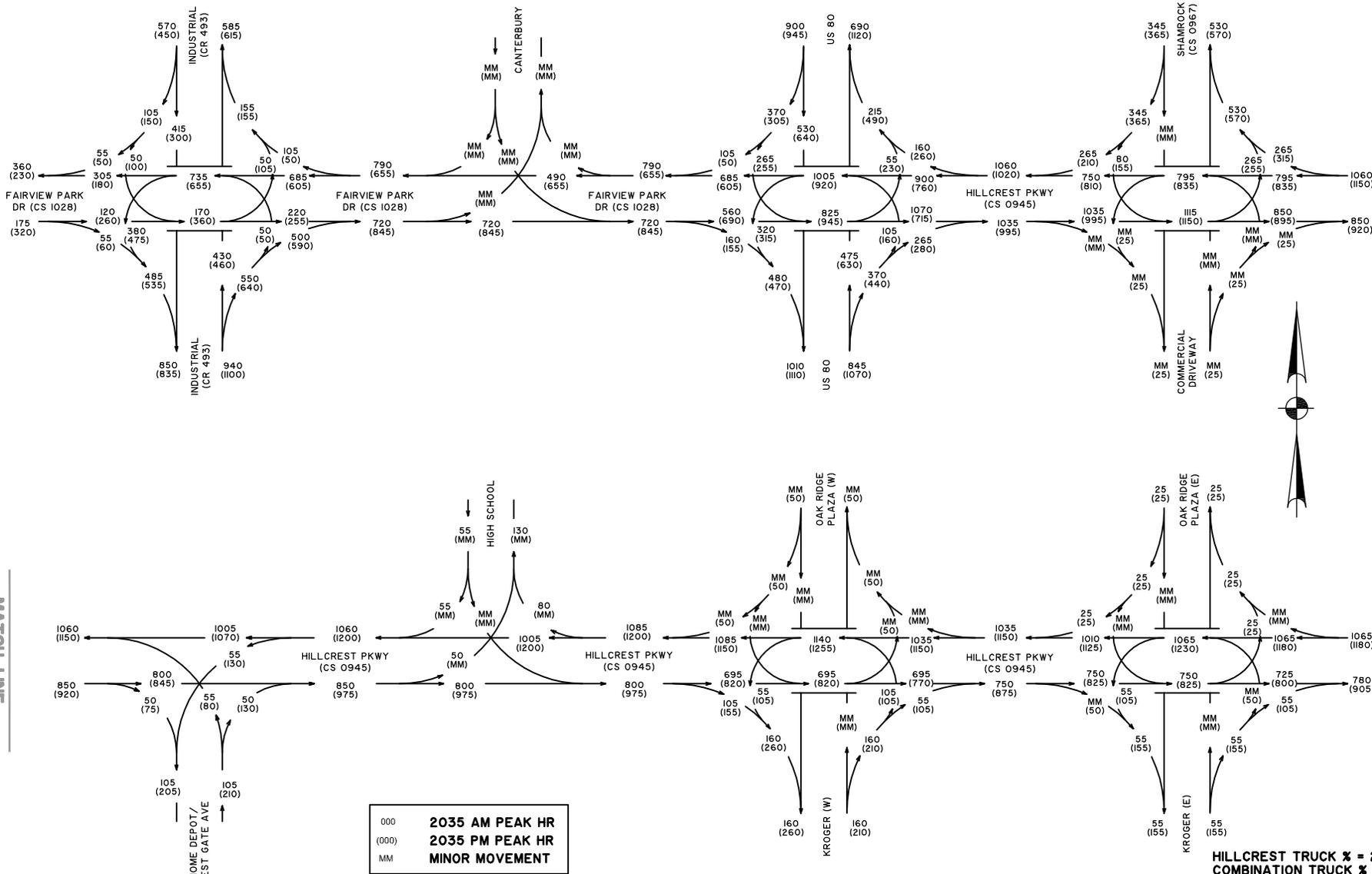
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GDOT PROJECT
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 LAURENS COUNTY, GA
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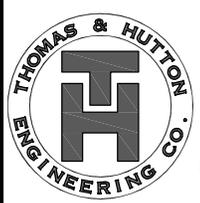


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 (000) 2035 PM PEAK HR
 MM MINOR MOVEMENT

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 COMBINATION TRUCK % = 1.0%
 SINGLE UNIT TRUCK % = 1.0%

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935 HOUSTON NORTHCUTT
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HILLCREST
 PARKWAY WIDENING

2035 VOLUMES
 (PAGE 1 OF 3)

GDOT PROJECT
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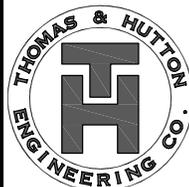
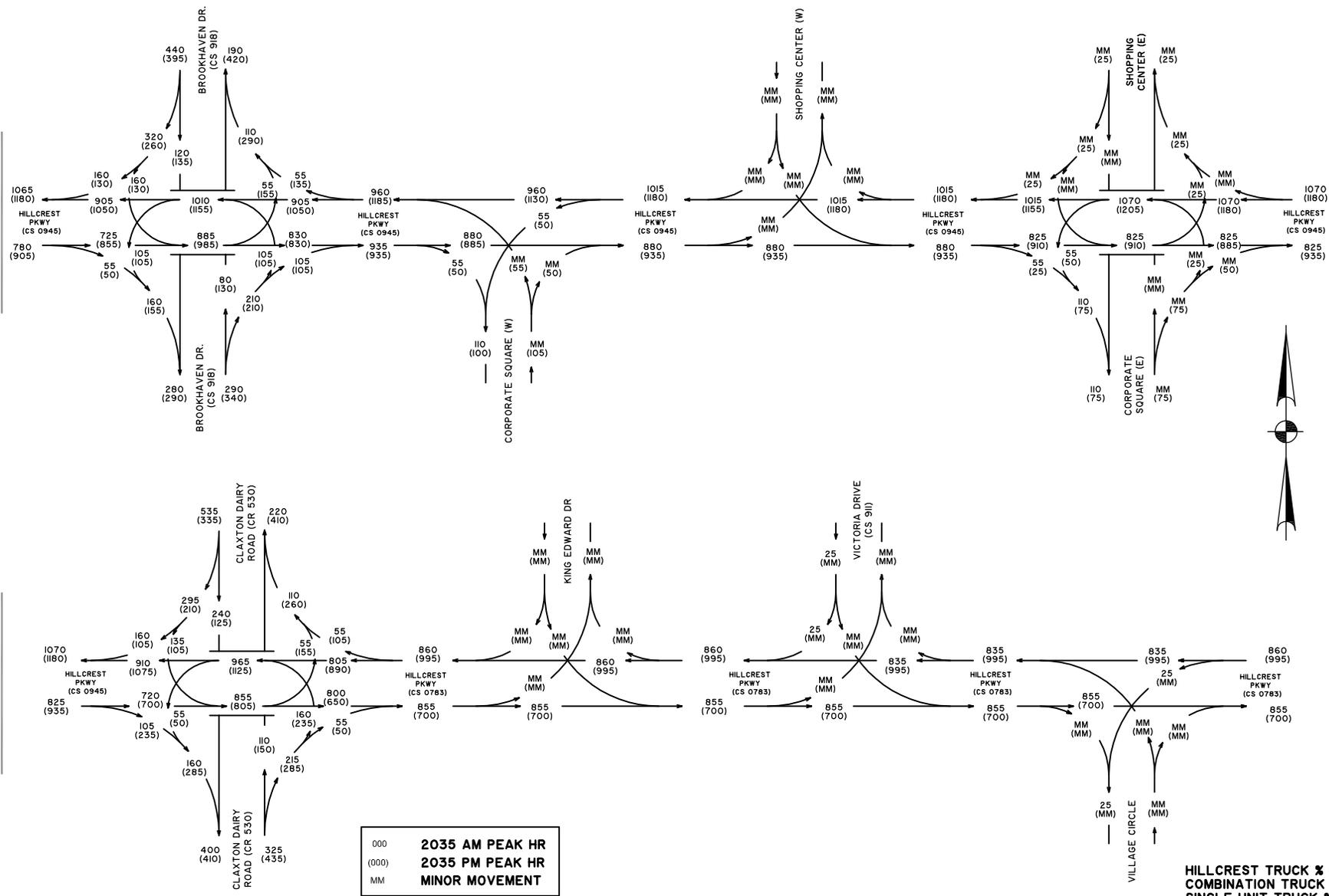
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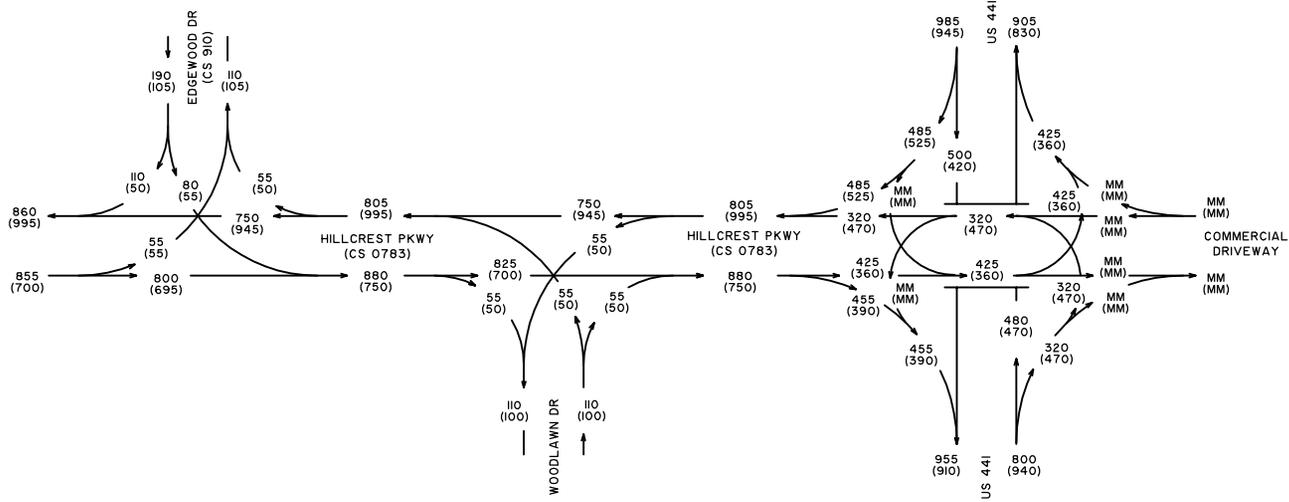
HILLCREST PARKWAY WIDENING

2035 VOLUMES (PAGE 2 OF 3)

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PI# 0007-00(413)

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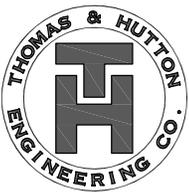
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 (000) 2035 PM PEAK HR
 MM MINOR MOVEMENT

BUILD = NO BUILD

HILLCREST TRUCK % = 2.0%
 COMBINATION TRUCK % = 1.0%
 SINGLE UNIT TRUCK % = 1.0%



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2035 VOLUMES
 (PAGE 3 OF 3)

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NOT TO SCALE

Attachment 6:
Capacity Analysis Summary

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Capacity Analysis Summary

Table 1: No-Build Traffic Volumes and LOS:

No-Build Scenario Traffic LOS (* projected traffic volumes)						
	<i>Hillcrest Parkway at Industrial Blvd Intersection</i>		<i>Hillcrest Parkway at US 80 Intersection</i>		<i>Hillcrest Parkway at US 441 Intersection</i>	
Year	Traffic Count	LOS	Traffic Count	LOS	Traffic Count	LOS
2007	8,250	C	12,400	C	10,600	C
2035	*21,650	E	*22,550	E	*18,450	E
	<i>Hillcrest Parkway Corridor</i>					
2007	12,400	E				
2035	*21,450	F				

Table 2: Build Traffic Volumes and LOS:

Build Scenario Traffic LOS (* projected traffic volumes)						
	<i>Hillcrest Parkway at Industrial Blvd Intersection</i>		<i>Hillcrest Parkway at US 80 Intersection</i>		<i>Hillcrest Parkway at US 441 Intersection</i>	
Year	Traffic Count	LOS	Traffic Count	LOS	Traffic Count	LOS
2015	*14,250	B	*14,100	C	*12,250	B
2035	*21,650	C	*22,550	C	*18,450	C
	<i>Hillcrest Parkway Corridor</i>					
2015	*14,250	B				
2035	*22,550	B				

Attachment 7:
Summary of TE Study

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EXECUTIVE SUMMARY

Hillcrest Parkway is a two-lane undivided roadway located in the City of Dublin. This study analyses the existing conditions of the 2.7 mile long corridor between the intersections of Industrial Blvd (the project's western terminus) and US 441 (the project's eastern terminus). Forecasted Base Year (2010) and Design Year (2030) volumes were made based on historical growth rates, the area's potential for development and population projections in the project's vicinity.

Morning and afternoon peak hour turning movement counts were obtained at 18 intersections along the corridor. 24-hour bi-directional tube counts were also collected at numerous locations with current ADT volumes at approximately 13,380 vehicles per day. The existing level of service along Hillcrest Parkway is LOS E and will continue to deteriorate over time without improvements as volumes along the corridor increase. With the estimated Design Year volumes, widening to 5-lanes (the preferred alternative) should improve the level of service to LOS B.

Each of the signalized intersections and stop-controlled minor street approaches currently functions at Levels of Service C or better, with the exception of the Shamrock Drive intersection. Currently the Shamrock Drive approach to Hillcrest Parkway experiences long delays during the afternoon peak hour. A signal warrants analysis was conducted for the City of Dublin and the results of this analysis indicated that although a signal would improve the stop controlled LOS, none of the volume warrants were satisfied.

Queues approaching US 80 routinely block the Shamrock Drive intersection during peak hours. GDOT has indicated a desire not to have a signal at Shamrock Drive due to the signal spacing. As a response to this, consideration might be given to shifting the intersection further away from US 80. Should long delays occur at the Shamrock Drive /Hillcrest Pkwy intersection, traffic may migrate towards US 80 via Mall Road, which interconnects with Shamrock Drive approximately 1,400 north of Hillcrest Pkwy.

None of the unsignalized intersections warrant signalization based on the current volumes. With the proposed widening, each of the existing unsignalized intersections can continue to operate effectively without signalization.

Attachment 8:
Pavement Studies

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DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE CSSTP-0007-00(413)
Laurens County
PI No. 0007413

OFFICE Materials and Research

DATE October 28, 2011

FROM  Georgene M. Geary, P. E., State Materials and Research Engineer

TO James H. Smith, District Engineer, Tennille
Attention: Renee Decker, District Design Squad Leader

SUBJECT Pavement Type Selection and Pavement Design Recommendation
Hillcrest Parkway from CR 493/Industrial Boulevard to SR 31/US 441

The Project Manager requested that a Pavement Type Selection be evaluated for the aforementioned project as part of the PDP process.

Based on the review of the project submittals and proposed construction we understand that:

1. The proposed plans widen the existing roadway symmetrically
2. Horizontal and vertical grades are proposed to be maintained
3. The existing pavement is proposed to be maintained

Therefore, the widening pavement is recommended to be constructed in kind. A flexible pavement design recommendation for the proposed new construction is provided and attached to this report.

Hillcrest Parkway - Widening				
Pay Item Number	Material	Course	Thickness	Spread Rate
402-3130	12.5 mm Superpave	Surface	1.5 inches	165 lbs/yd ²
402-3190	19 mm Superpave	Binder	2 inches	220 lbs/yd ²
402-3121	25 mm Superpave	Asphalt Base	3 inches	330 lbs/yd ²
310-5080	Graded Aggregate Base	Base	8 inches	N/A

If additional information is needed, please contact Eugene Utsalo of the Pavement Management Branch at (404) 608-4775.

GMG: EUU

Attachment: Full Depth Flexible Design

Copy: Daniel Smith, Area Engineer, Dublin
File

FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: CSSTP-0007-00(413)

County: Laurens

P.I. No.: 0007413

Description: Hillcrest Parkway FM CR 493/Industrial Blvd to SR 31/US 441

Traffic Data (NOTE: AADTs are one-way)

24-Hour Truck Percentage: 2.00%

AADT Initial Year of Design Period: 7,250 vpd (2015)

AADT Final Year of Design Period: 11,000 vpd (2035)

Mean AADT (one-way): 9,125 vpd

Design Loading

Mean AADT	LDL	Trucks	18-K ESAL	Total Daily Loads
9,125	* 0.90	* 0.020	* 0.95	= 157

Total predicted design period loading = 157 * 20 * 365 = 1,146,100

Design Data

Terminal Serviceability Index: 2.50

Soil Support: 3.50

Regional Factor: 1.40

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness		Structural Coefficient	Structural Value
	Inches	(mm)		
12.5 mm Superpave	1.50	(38)	0.44	0.66
19 mm Superpave	2.00	(51)	0.44	0.88
25 mm Superpave	1.00	(25)	0.44	0.44
	2.00	(51)	0.30	0.60
Graded Aggregate Base	8.00	(203)	0.16	1.28
Required SN = 3.98			Proposed SN = 3.86	

>>> Proposed Pavement is 3.1% Underdesigned <<<

Remarks: Hillcrest Parkway - New Construction

Prepared By Eugene Utsalo August 01, 2011
Pavement Design Engineer Date

Recommended By _____ Office Head Date

Approved By _____ State Pavement Engineer Date

Attachment 9:
Minutes of Concept Meeting

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Concept Team Meeting

Project: Hillcrest Parkway Widening, CSSTP-0007-00(413), P.I. No. 0007413
Date: December 17, 2009, 10:30 am
Location: Area Engineer's Office-Dublin

Attendees:

<u>Name</u>	<u>Office</u>	<u>E-mail address</u>	<u>Phone</u>
Doyle Kelley	Thomas & Hutton	Kelley.d@thomas-hutton.com	912-721-4160
Ben Mercer	City of Dublin	mercerc@dlcga.com	478-277-5045
Sean Bush	GDOT-PM	sbush@dot.ga.gov	478-552-4641
Jamie Lindsey	GDOT-Utilities	jlindsey@dot.ga.gov	478-552-4637
Jeanie Wheeler	GDOT-Utilities	Jewheeler@dot.ga.gov	478-552-4638
Sherry Kowtko	GDOT-Constr. A7	skowtko@dot.ga.gov	478-275-6596
Ronnie Brantley	GDOT-Local Gov. R/W	rbrantley@dot.ga.gov	478-552-4611
Jim Kitchings	GDOT-Environmental	jkitchings@dot.ga.gov	478-553-2283
Raye Southerland	GDOT-Traffic Ops	rsoutherland@dot.ga.gov	478-552-4715

Project Introduction:

Doyle Kelley with Thomas & Hutton provided an overview of the project area. The existing roadway is primarily two lanes with some additional lanes for turning at intersections and developed areas. The current posted speed on the roadway varies for 35-40 mph. The roadway serves two schools (one elementary and one high school). There are five existing signals along the route that will be modified as necessary to accommodate the improvements. There are two major structures (box culverts and bridge culvert) that will be extended as a part of the project. The existing right-of-way along the route varies from 60 to 100 feet. The total project length is approximately 2.7 miles.

Background was provided regarding the design criteria and proposed typical section for the project. Based on the current traffic (14000 ADT) and projected traffic (21000 ADT) for the roadway a 5-lane section has been proposed for the widening. A typical section is included in the report. The proposed design speed will be 40 mph along the roadway and since this is an urban area the emax will be 0.04. An additional 20 to 60 feet of right-of-way will be needed along the project. There are approximately 74 parcels within the project area that may be affected by the project with one potential residential displacement. There will be three major structures within the project corridor. Two are drainage structures and one is a retaining wall. The roadway construction is proposed to be completed under traffic. There are two design exceptions that are anticipated for the project. The first relates to the curve length along the horizontal alignment. The project can not meet the 15V requirement for curve length between stations 30+00 and 45+00 without significant impacts to residents and wetlands or a stream. The other exception relates to the superelevation rate through the US Hwy 80 intersection. A significant portion of US Hwy 80 would need to be reconstructed to accommodate the required super and the cost for this is not practical. Also US Hwy 80 is obviously the major route and this cross road should not dictate construction on that route.

There are not significant environmental concerns in the project corridor. There are six wetland areas along the project that will have existing crossings extended and one stream impact near the US 80 intersection that is minor and can be restored once construction is complete. There are not expected to be any direct or indirect impacts to section 106 properties along the route. There are no anticipated noise or air quality issue

within the project corridor. There are also not direct or indirect impacts anticipated to archaeological resources within the project area of effect. Based on the above information it is anticipated an Environmental Assessment with a FONSI will be the appropriate level of documentation for the project.

Since this is a residential and commercially developed area there are quite a few utilities within the project corridor. The City of Dublin owns the water, sewer, gas and fiber optic lines along the project. Power, telephone and cable will also likely be affected by the widening but no major problems are anticipated related to utilities along the route.

Based on the cost estimate included in the concept report it is likely a Value Engineering Study will be required for the project. The City of Dublin is responsible for design, right-of-way acquisition while GDOT is responsible for Letting the contract and supervising the construction.

Attendees Comments:

City of Dublin- Would like to see the project progress to the STIP list as soon as practical. This is an important project for the City. This roadway is also likely the main connector route for the Northern Bridge project when it moves forward.

Right-of-Way- With 74 parcels and one potential displacement the right-of-way time should be changed to a minimum of 24 month and since displacement 30 months would be better. Acquisition should take less time but for scheduling purposes the time should be 30 months.

Environmental- Have the studies for the corridor be started? *They have been started and many have been completed at this point there are no significant environmental issues identified along the route.*

Traffic Ops- How is traffic from the new high school accessing the project? Was it considered in the traffic study prepared? *The high school students currently access the school off Shamrock Drive. Based on the information provided, the students will still use the current access. The new driveway on Hillcrest will replace the current drives and have a similar function to the drive now in operation. The traffic study for the project was approved by Traffic Ops in September 2008.*

How will existing driveway spacing and sight distance be handled along the project? Each access will be evaluated on a case by case basis as we progress through the design process. Where practical if drives do not meet minimum spacing they will be relocated or combined. Sight distance will be evaluated at each drive and accommodations made where practical.

Are any new signals proposed along the roadway? Who is responsible for analysis and design if a new signal is requested? At this time there are no additional signals proposed along the project corridor. The existing signals will be upgraded as necessary to accommodate the widening. The City will be responsible for the analysis and design of signals.

Attachment 10:

PIOH Synopsis and Summary of Comments

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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0007413 OFFICE: Environmental Services
DATE: June 18, 2010

FROM Glenn Bowman, P.E., State Environmental Administrator

TO Distribution Below

SUBJECT PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: CSSTP-0007-00(413), Laurens County

PROJECT DESCRIPTION: Widening of Hillcrest Parkway from Industrial Boulevard to US 441/SR 29

DATE: June 1, 2010

NUMBER IN ATTENDANCE: 41

FOR: 6

CONDITIONAL: 3

UNCOMMITTED: 0

AGAINST: 0

OFFICIALS IN ATTENDANCE: None

ADDITIONAL COMMENTS: Addition of bike lanes to the project;
Please pay special attention to vertical and horizontal sight distances – some existing sight lines need improvement;
Rather than widen the parkway between U.S. 80 and Industrial Blvd, right turn lanes may solve almost all problems in that area;
Sidewalk on one side and bike lane on the other as opposed to sidewalks on both sides; and
Turn signal need at Shamrock Drive

PREPARED BY: Kevin Smith, Thomas & Hutton Engineering

TELEPHONE No.: (478) 553-2283

cc: Jim Cole Karlene Barron
Gerald M. Ross, P.E. Kelly Wade

Genetha Rice-Singleton
Glenn Bowman
Angela Alexander
Gail D'Avino
Ben Buchan
Keisha Jackson
Amber Phillips

Anthony Collins
George Brewer
Vonda Everett
Alan Smith
Sean Bush
Jim Kitchings
Renee Decker

Summary of Comments
CSSTP-0007-00(413), PI No. 0007413, Laurens County
September 9, 2010
Page 2

DISPOSITION OF COMMENTS:

Thomas & Hutton Engineering Co. will respond to all comments on behalf of the Department of Transportation.

The GDOT offices below are asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	1	Addition of bike lanes Addition of sidewalks on one side and bike lanes on the other rather than sidewalk on both sides of roadway	The Hillcrest Parkway corridor is not a designated bike route for the area. The existing sections of widened areas along Hillcrest Parkway do not have bike lanes installed. The proposed 5-lane section with sidewalks on both sides matches the sections of Hillcrest that were previously widened. The addition of bike lanes to the five lane section would incur additional project costs and provide additional impacts to sensitive environmental areas.
	2	Correct horizontal and vertical alignment	As design progresses, grades and sight lines will be evaluated and adjusted to the safest extent practical, given design requirements and physical constraints of the project corridor.
	3	Potential loss of property due to easement/damages to business at 1117 Hillcrest Parkway	The concept plan illustrates an easement at the subject property that will be required to construct the roadway improvements. As design progresses, individual effects to property that the construction of the project will be evaluated and design alternatives will be discussed and implemented to void or minimize, to the extent practical, effects to roadway construction on individual properties.
	4		

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way			

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Traffic Operations	1	The addition of right turn lanes, between Highway 80 and Industrial Boulevard, in leu of widening	The design of the Hillcrest Widening Project takes into account a projection of future traffic over the next 20 years. While right turn lanes may solve the immediate congestion issues in the U.S. 80/Industrial Boulevard area, the future traffic projections indicate a 5- lane section will be required to accommodate traffic over the next 20 years, even with the opening of the bypass. This indicates that if the right turn lanes were installed as part of the Widening Project in this area, they would require removal and subsequent widening at some point in the future which would incur extra costs to tax payers.
	2	The addition of a turn signal at Shamrock Drive	The spacing between traffic signals is critical to traffic distribution and alleviating congestion problems. Unfortunately, Shamrock Drive is less than 600 feet east of the U.S. 80 /Hillcrest Parkway intersection. Because of this minimal distance separation, a traffic signal is not desirable at this location

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning			

Summary of Comments
CSSTP-0007-00(413), PI No. 0007413, Laurens County
September 9, 2010
Page 5

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Environment	1	Addition of noise barriers	A Noise Analysis has been completed based on the anticipated impacts resulting to adjacent properties from the additional traffic. The report indicates noise barriers and noise abatement measures are not required.

Summary of Comments
CSSTP-0007-00(413), PI No. 0007413, Laurens County
September 9, 2010
Page 6

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout for review. **Your input on the proposed responses is required by September 23, 2010.** Please direct your comments via email to Renee' Decker, Project Manager (ddeckerd@dot.ga.gov) and copy Jim Kitchings, District Environmentalist (jkitchings@dot.ga.gov), of this office.

If you have any questions about the comments, please either call or email Kevin M. Smith, P.E., Thomas & Hutton Engineering Co. at (912) 721-4197 or smith.k@thomas-hutton.com.

GB/RD

Attachments

DISTRIBUTION:

Ben Buchan, w/attachments
Russell R. McMurry, w/attachments
District Two (Attn: Tony Collins), w/attachments
Angela T. Alexander, w/attachments
Kathy Zahul, P.E., w/attachments
Howard (Phil) Copeland (Attn: Troy Byers), w/attachments

Attachment 11:

VE Study Implementation Report

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(413) Laurens **OFFICE:** Engineering Services
P.I. No.: 0007413
Hillcrest Parkway Widening **DATE:** October 3, 2011

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

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Bruce Anderson

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 8-11, 2011. Responses were received on September 30, 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
1.0	Eliminate proposed curb cut for Sundry Properties, Inc. parcel on Hillcrest Parkway	(\$2,000) Cost increase	Yes	This will be done.
2.0	Close King Edward Drive onto Hillcrest Parkway	\$3,000	Yes	This will be done.
3.0	Maintain existing Shamrock Drive and convert to right-in/right-out	\$111,111	No	The City of Dublin has a fire station located on Shamrock Drive. If Shamrock Drive is converted to a right-in/right-out only, the fire department estimates an increase of 3 to 5 minutes in response time for emergency calls to the east of the intersection.
4.0	Interconnect and synchronize all traffic signals	(\$90,000) Cost Increase	Yes	This will be done.
5.0	Eliminate center turn lane between Industrial Boulevard and US 80	\$280,000	Yes	This will be done.

6.0	Use 11-foot travel lanes	\$425,000	No	This recommendation no longer applies since it will be incorporated into Alt # 8.0.
7.0	Use 12-foot center two-way turn lane	\$212,000	No	This recommendation no longer applies since it will be incorporated into Alt # 8.0.
8.0	Use 11-foot travel lanes and 12-foot center, two-way turn lane	\$648,000	Yes	This will be done.
9.0	Improve alignment of the US 80/Hillcrest Parkway intersection	(\$10,000) Cost increase	No	The potential cost increase appears to be low – it only includes increased ROW costs and it does not include any cost increases for grading and additional full depth paving. The design team has calculated an additional \$143,000 in costs to implement this recommendation.
10.0	Eliminate right turn lane at the Hillcrest Parkway/Industrial Boulevard intersection	\$18,000	Yes	This will be done.

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

Approved: Gerald M. Ross Date: 10/3/11
 Gerald M. Ross, PE, Chief Engineer

REW/LLM
 Attachments

- c: Russell McMurry
 Bobby Hilliard/Mike Haithcock/Bruce Anderson
 Jimmy Smith/George Brewer/Renee Decker/Jim Kitchings/Lynn Bean
 Ken Werho
 Lisa Myers
 Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE: CSSTP-0007-00(413) Laurens Co. **OFFICE:** Program Delivery
P.I. No.: 0007413
Widening of Hillcrest Parkway From **DATE:** September 27, 2011
Industrial Boulevard to US 441

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 Bruce Anderson, Project Manager at (478) 538-8595.

BKH:GMB:ba
c: Russell McMurry

THOMAS & HUTTON ENGINEERING CO.

50 PARK OF COMMERCE WAY
POST OFFICE BOX 2727
SAVANNAH, GEORGIA 31402-2727
TELEPHONE (912) 234-5300
FAX (912) 234-2950

September 22, 2011

Ms. Renee' Decker
District 2 Design
Georgia Department of Transportation
Post Office Box 8
Tennille, Georgia 31089

Re: CSSTP-0007-00(413), Laurens County
Widening of Hillcrest Parkway From
Industrial Boulevard to US 441
P. I. No. 0007413
Value Engineering Study Report Response

Dear Ms. Decker:

On behalf of our client, the City of Dublin, we are happy to submit the following responses to the Value Engineering Study Report Recommendations dated August 23, 2011:

Recommendations:

VE Alternative 1.0 – Eliminate proposed curb cut for Sundry Properties, Inc. parcel on Hillcrest Parkway

The total potential cost increase if accepted is \$2,000.00

➤ VE Alternative 1.0 is accepted.

VE Alternative 2.0 – Close King Edward Drive onto Hillcrest Parkway

The total potential savings if accepted is \$3,000.00

➤ VE Alternative 2.0 is accepted.

VE Alternative 3.0 – Maintain existing Shamrock Drive and convert to right-in/right-out

The total potential savings if accepted is \$111,000

The current plans show realignment/relocation of Shamrock Drive to the east to accommodate left and right turns onto Hillcrest Parkway, as well as a through movement to access businesses on the south side of Hillcrest Parkway.

The recommendation would be to maintain the existing alignment along Shamrock Drive and provide only right-in/right-out movements and eliminate the through movement that crosses Hillcrest Parkway.

➤ VE Alternative 3.0 is not accepted.

The City of Dublin has a fire station located on Shamrock Drive. If Shamrock Drive is converted to a right-in/right-out only, the fire department estimates an increase of three to five minutes in response times for emergency call to the east of the intersection (See attached letter from the City of Dublin Fire Department). The fire department would also like to see the intersection of Hillcrest Parkway and Shamrock Drive signalized with pre-emption so that the intersection could be cleared when emergency vehicles arrive. To accomplish this, it is proposed to relocate the Shamrock Drive intersection further to the east to increase the distance from the US 80 intersection to approximately 700'.

VE Alternative 4.0 – Interconnect and synchronize all signals

The total potential cost increase if accepted is \$90,000.00

- VE Alternative 4.0 is accepted

VE Alternative 5.0 – Eliminate center turn lane between Industrial Boulevard and US 80

The total potential savings if accepted is \$280,000.00

- VE Alternative 5.0 is accepted

VE Alternative 6.0 – Use 11-foot travel lanes

The total potential savings if accepted is \$425,000.00

- VE Alternative 6.0 is not accepted stand alone. It will be accepted as part of VE Alternative 8.0.

VE Alternative 7.0 – Use 12-foot center two-way turn lane

The total potential savings if accepted is \$212,000.00

- VE Alternative 7.0 is not accepted stand alone. It will be accepted as part of VE Alternative 8.0.

VE Alternative 8.0 – Use 11-foot travel lanes and 12-foot center, two-way turn lane

The total potential savings if accepted is \$648,000.000

This alternative is the combination of alternatives 6.0 and 7.0

- VE Alternative 8.0 is accepted.

VE Alternative 9.0 – Improve alignment of the US 80/Hillcrest Parkway Intersection

The total potential cost increase if accepted is \$10,000

The proposed intersection of Hillcrest Parkway at US 80 utilizes a 300' radius along Hillcrest Parkway across US 80 and a 600' radius along Hillcrest Parkway just east of the US 80 intersection. The use of the 300' radius through the intersection currently warrants a Design Exception for Horizontal Alignment (300' radius) and for Super-elevation Rate (elimination of super-elevation through the intersection in order to match the cross profile grade of US 80 and not force significant reconstruction of the major US 80 route).

The proposed alternative increased the 300' radius along Hillcrest Parkway across US 80 to a 1,200' radius and to increase the 600' radius along Hillcrest Parkway just east of US 80 to a 900' radius.

➤ VE Alternative 9.0 is not accepted.

The potential cost increase of \$10,000 for this alternate is low. The cost only includes the increase in right-of-way for the alternate. It does not include any costs for the increase in grading or additional full depth paving.

After reviewing the alignment that the study team developed we have calculated the right-of-way cost increase to be approximately \$55,000 and an additional cost increase of \$30,000 for additional full depth paving along Hillcrest Parkway. Other items that would be impacted by this alternate include a wall between two parcels that have a large grade difference, the relocation of an internal roadway, additional earthwork and increases in the grades of two driveways which increase the cost of this alternate another \$58,000. The additional right-of-way cost does not include potential damage to businesses related to loss of parking and other cost to cure items.

The total cost increase to the project that we calculated is \$143,000 over the baseline concept. The quantities and associated costs are shown on the attached spreadsheet.

VE Alternative 10.0 – Eliminate right turn lane at the Hillcrest Parkway/Industrial Boulevard Intersection

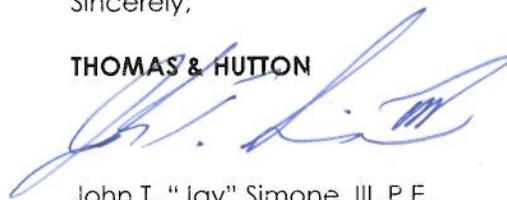
The total potential savings if accepted is \$18,000

➤ VE Alternative 10.0 is accepted.

If there are any further questions or if any additional information is needed, please contact our office at (912) 234-5300.

Sincerely,

THOMAS & HUTTON



John T. "Jay" Simone, III, P.E.

JTS/kts

Attachments

cc: Mr. George Roussel, City of Dublin
Mr. Wayne McCary, City of Dublin
Mr. Bruce Anderson, GDOT



City of Dublin

FIRE DEPARTMENT
Robert T. Drew, Chief

P. O. Box 690
Dublin, Georgia 31040

478-277-5030
Fax 478-277-5095
drewrfire@dlcga.com

September 13, 2011

Mr. George Roussel, City Manager
P.O. Box 690
Dublin, GA 31020

Dear Mr. Roussel,

The recommendation from GDOT to eliminate us from making a left turn off of Shamrock onto Hillcrest would be detrimental for us. There proposal would cause us to take a time consuming alternate route to any emergency call East of this intersection and to the North Dublin area. It could possibly increase our response time by an additional three to five minutes.

I think the best solution would be the adding of a traffic light equipped with a control that would allow the intersection to be cleared for a left turn so the fire trucks would not be delayed.

If any further information is need, please advise.

Sincerely,

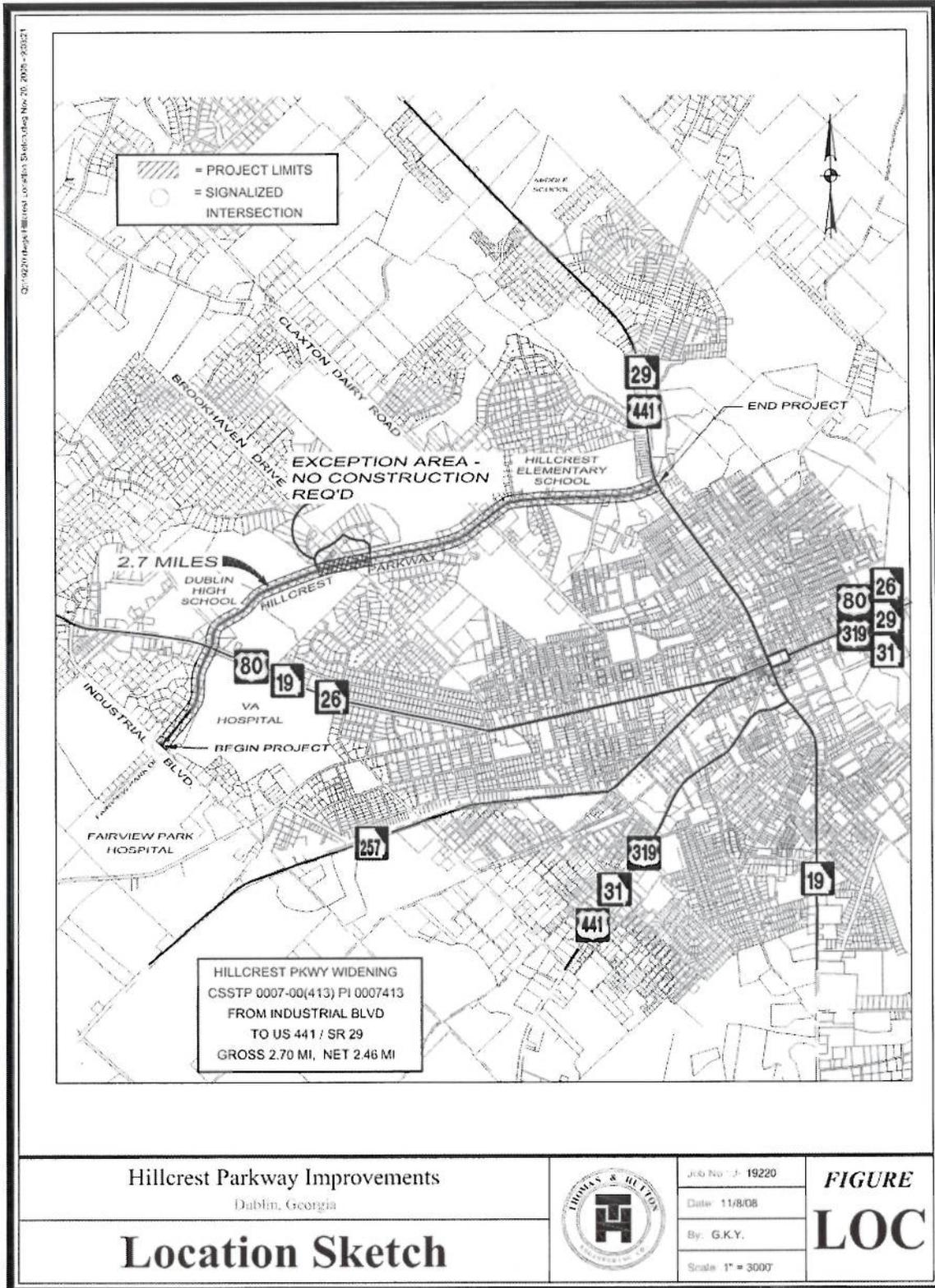
Robert T. Drew

Costs from VE Report

CONSTRUCTION ELEMENT Description	Unit	BASELINE CONCEPT			Alternative Concept			
		Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total	
RIGHT-OF-WAY ITEMS								
Land(Fee Simple) - Light Commerical	SF	30,050	\$2.75	\$82,638	34,830.00	\$2.75	\$95,783	
Permanent Easement Slope - Light Commerical	SF	20,260	\$1.38	\$27,959	13,490.00	\$1.38	\$18,616	
RIGHT-OF-WAY SUBTOTAL				\$110,596			\$114,399	
RIGHT-OF-WAY MARK-UP	150.56%			\$166,514			\$172,239	
RIGHT-OF-WAY TOTAL				\$277,110			\$286,637	
TOTAL				\$277,110			\$286,637	
TOTAL (Rounded)				\$277,000			\$287,000	
							SAVINGS	(\$10,000)

Actual Costs for Alternative Concept

CONSTRUCTION ELEMENT Description	Unit	BASELINE CONCEPT			Alternative Concept			
		Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total	
RIGHT-OF-WAY ITEMS								
Land(Fee Simple) - Light Commerical	SF				36,544.00	\$2.75	\$100,496	
Permanent Easement Slope - Light Commerical	SF				23,393.56	\$1.38	\$32,283	
RIGHT-OF-WAY SUBTOTAL							\$132,779	
RIGHT-OF-WAY MARK-UP	150.56%						\$199,912	
RIGHT-OF-WAY TOTAL							\$332,691	
PAVING ITEMS								
12.5mm Superpave (1.5")	TN				97	\$70.00	\$6,790	
19mm Superpave (2")	TN				129	\$70.00	\$9,030	
25mm Superpave (5")	TN				321	\$68.00	\$21,828	
GAB (10")	SY				1161	\$19.00	\$22,059	
PAVING TOTAL							\$59,707	
EARTHWORK								
In Place Embankment	CY				1445	\$6.60	\$9,537	
EARTHWORK TOTAL							\$9,537	
RETAINING WALL ITEMS								
Class B Conc, Retaining Wall	CY				45	\$403.00	\$18,135	
TOTAL							\$420,070	
TOTAL (Rounded)							\$420,000	
							SAVINGS	(\$143,000)



PRECONSTRUCTION STATUS REPORT FOR PI:0007413

PROJ ID: 0007413
COUNTY: Laurens
LENGTH (MI): 2.76
PROJ NO.: CSSTP-0007-00(413)
PROJ MGR: Anderson, Bruce G.
AOHD Initials: MAH
OFFICE: Program Delivery
CONSULTANT: Local Design, Local PE funds
SPONSOR: Dublin
DESIGN FIRM: Thomas & Hutton Engineering Co.

HILLCREST PARKWAY FM CR 493/INDUSTRIAL BLVD TO SR 31/US 441
MPO: Not Urban
TIP #:
MODEL YR:
TYPE WORK: Widening
CONCEPT: WIDEN & RECONST
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE:
MGMT ROW DATE:
BASELINE LET DATE: 11/16/2012
SCHED LET DATE: 3/26/2015
WHO LETS?: GDOT Let
LET WITH:

PRIORITY CODE:
DOT DIST: 2
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE:
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
5/29/2009	8/7/2009	12/8/2011	12/8/2011	Concept Development	9/15/2006	12/17/2009	55	PE	LOCL	LOCL	1,802,013.16	LOC	PRECST	
6/12/2009	6/12/2009			Concept Meeting	12/17/2009	7/28/2010	100	PE	2011	2011	50,000.00	Q20	AUTHORIZED	2/4/2011
6/15/2009	8/7/2009	12/8/2011	12/8/2011	PM Submit Concept Report	7/28/2010		0	ROW	LOCL	LOCL	8,900,000.00	LOC	PRECST	
8/7/2009	12/8/2011	10/13/2011	10/13/2011	Concept Report Review and Comments	3/23/2011		83	UTL	LOCL	LOCL	6,177,036.00	LOC	PRECST	
5/25/2009	7/8/2009			Management Concept Approval Complete	6/1/2010	6/1/2010	100	CST	LRI	LRI	8,079,524.27	L200	PRECST	
8/24/2009	8/24/2009	1/19/2012	1/19/2012	Public Information Open House Held	8/1/2007		25							
3/19/2010				Environmental Approval	11/11/2006	4/20/2007	100							
2/16/2010		7/26/2012	7/26/2012	Mapping	11/15/2006	3/16/2007	100							
1/2/2012	6/15/2012	5/9/2014	10/23/2014	Field Surveys/SDE	11/7/2007	5/23/2008	100							
4/19/2010	4/19/2010	8/24/2012	8/24/2012	Preliminary Plans			0							
4/20/2010	8/9/2010	8/27/2012	12/14/2012	Underground Storage Tanks			0							
8/10/2010	10/8/2010	12/17/2012	2/14/2013	404 Permit Obtainment			0							
5/26/2010	5/28/2010	10/2/2012	10/4/2012	PFR Inspection			0							
11/8/2010	12/3/2010	3/15/2013	4/11/2013	R/W Plans Preparation			0							
3/14/2011	3/25/2011	7/19/2013	8/1/2013	R/W Plans Final Approval			0							
5/31/2010	7/18/2011	10/5/2012	11/1/2013	L & D Approval			0							
8/16/2011	8/16/2011	12/2/2013	12/2/2013	R/W Authorization			0							
8/24/2011	9/6/2011	12/10/2013	12/23/2013	Stake R/W			0							
				Soil Survey	11/6/2007	2/4/2009	100							
				Final Design			0							
				FPPR Inspection			0							
				Submit FPPR Responses (OES)			0							

Activity	Amount	Date	Activity	Cost	Fund	STIP AMOUNTS	
						Cost Estimate Amount	Cost
PE	\$50,000.00	5/6/2009	PE	50,000.00	Q20		
PE	\$1,802,013.16	5/6/2009	PE	0.00	LOC		
ROW	\$8,900,000.00	9/30/2010	ROW	0.00	LOC		
UTL	\$6,177,036.00	9/30/2008	UTL	0.00	LOC		
CST	\$6,628,024.00	11/1/2010	CST	0.00	L200		

District Comments

5/2/06 Initial Conc Team Mtg
 10/5/10 Internal PE will be requested after STIP approval
 10/19/10 Consultant is making corrections to concept report
 8/8/11 & 8/11/11 VE Study Overview Meetings

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

Cond. Filed:
Relocations:
Acquired:

Pre. Parcel CT: 93
Total Parcel in ROW System:
Options - Pending:
Condemnations - Pend:

Attachment 12:
Bridge Inventory

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Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID: 175-0009-0

Laurens

SUFF. RATING: 98.36

Location & Geography

Structure ID:	175-0009-0	*104 Highway System:	0	Signs & Attachments	
200 Bridge Information:	02	*26 Functional Classification:	14	225 Expansion Joint Type:	00
*6A Feature Int:	BUDS CREEK	*105 Federal Route Type:	F No: 00053	242 Deck Drains:	0
*6B Critical Bridge:	0	*106 Federal Lands Highway:	0	243 Parapet Location:	0
*7A Route No Carried:	SR00019	*110 Truck Route:	0	Height:	0
*7B Facility Carried:	US 80/ SR 19	2006 School Bus Route:	1	Width:	0
9 Location:	IN CITY LIMITS OF DUBLIN	217 Benchmark Elevation:	0000.00	238 Curb Height:	0
2 Dot District:	2	218 Datum:	0	Curb Material:	0
207 Year Photo:	2011	*19 Bypass Length:	02	239 Handrail:	0 0
*91 Inspection Frequency:	24 Date: 05/03/2011	*20 Toll:	3	*240 Medium Barrier Rail:	0
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	241 Bridge Median Height:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	Bridge Median Width:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	6	230 Guardrail Loc. Dir. Rear:	4
*4 Place Code:	24376	37 Historical Significance:	5	Fwd:	0
*5 Inventory Route(O.U.):	1	205 Congressional District:	08	Oppo Dir. Rear:	0
Type:	2	27 Year Constructed:	1979	Oppo Fwd:	0
Designation:	1	106 Year Reconstructed:	1987	244 Approach Slab:	0
Number:	00080	33 Bridge Medium:	0	224 Retaining Wall:	0
Direction:	0	34 Skew:	00	233 Posted Speed Limit:	40
*16 Latitude:	32 - 32.4333 HMMS Prefix: SR	35 Structure Flared:	0	236 Warning Sign:	0.00
*17 Longitude:	82 - 56.7815 HMMS Suffix: 00 MP 23.15	38 Navigation Control:	0	234 Delineator:	0.00
98 Border Bridge:	000% Shared: 00	213 Special Steel Design:	0	235 Hazard Boards:	0
99 ID Number:	000000000000000000	267 Type of Paint:	0	237 Utilities Gas:	00
*100 STRAHNET:	0	*42 Type of Service On:	1	Water:	00
12 Base Highway Network:	1	Type of Service Under:	5	Electric:	00
13A LRS Inventory Route:	175-1001900	214 Movable Bridge:	0	Telephone:	00
13B Sub Inventory Route:	0	203 Type Bridge:	Q	Sewer:	00
101 parallel Structure:	N	259 Pile Encasement:	3	247 Lighting Street:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	1 19	Navigation:	0
*264 Road Inventory Mile Post:	023.20	45 No Spans Main:	003	Aerial:	0
*208 Inspection Area:	2	44 Structure Type Appr:	0 00	*248 County Continuity No.:	00
Engineer's Initials:	esp	46 No Spans Appr:	0000		
Location ID No:	175-00019D-023.15N	226 Bridge Curve Horz:	0 Vert: 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	N		
		108 Wearing Structure Type:	N		
		Membrane Type:	N		
		Deck Protection:	N		



Bridge Inventory Data Listing

Processed Date: 2/16/2012

Parameters: Bridge Serial Num

Structure ID: 175-0009-0

Programming Data

201 Project No: PPL 19 (19)
 202 Plans Available: 3
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PI Number: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No: 000000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$0
 95 Roadway Imp. Cost: 0
 96 Total Imp Cost: 0
 76 Imp Length: 000000
 97 Imp Year: 0000
 114 Future ADT: 016380 Year: 2030

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000 0 Year: 1900
 Flood Elev: 0000 0 Freq: 00
 Avg Streambed Elev: 0000 0
 Drainage Area: 000000
 Area of Opening: 000240
 113 Scour Critical: 8
 216 Water Depth: 00 5 Br. Height: 05 5
 222 Slope Protection: 0
 221 Slope Protection: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Current Cover: 3

Type: 1
 No. Barrels: 4
 Width: 10.00 Height: 6.00
 Length: 80 Apron: 1
 265 U/W Imp. Area: 0 Diver: ZZZ
 Location ID No: 175-00019D-023-15N

Measurements:

*29 ADT: 010920 Year: 2010
 109% Trucks: 5
 *28 Lanes On: 05 Under: 00
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 0010
 *49 Structure Length: 43
 51 Br. Rwdy. Width: 0.00
 52 Deck Width: 0.00
 *47 Tot. Horiz. Cl: 66
 50 Curb / Sidewalk Width: 0.00 / 0.00
 32 Approach Rdwy. Width: 066
 *229 Shoulder Width:
 Rear Lt: 2.00 Type: 1 Rt: 2.00
 Fwd. Lt: 2.00 Type: 1 Rt: 2.00
 Permanent Width:
 Rear: 62.00 Type: 1
 62.00 Type: 2
 Intersection Rear: 0 Fwd: 1
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl
 Act. Odm Dir.: 99' 99"
 Oppo. Dir.: 99' 99"
 Posted Odm. Dir.: 00' 00"
 Oppo. Dir.: 00' 00"
 55 Lateral Undercl. Rt: N 0 0
 56 Lateral Undercl. Lt: 0.00
 *10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 0.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1900 Sub: 1900

65 Inventory Rating Method: 5
 63 Operating Rating Method: 5
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 36
 231 Calculated Loads:
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s.2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 34
 67 Structural Evaluation: 7
 58 Deck Condition: N
 59 Superstructure Condition: N
 *227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond.: 7
 68 Deck Geometry: N
 69 UnderCir. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: 7
Posting Data
 70 Bridge Posting Required: 5
 41 Struct Open, Posted, CL: A
 *103 Temporary Structure: 0
 232 Posted Loads
 H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3s.2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00AM



