

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** NHS00-0000-00(425) Hall **OFFICE:** Engineering Services  
 CSNHS-0008-00(796)(797)  
 P.I. Nos.: 0000425/0008796/0008797  
 I-985 New Interchange north of SR 113 **DATE:** September 23, 2010

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

**TO:** Bobby K. Hilliard, PE, State Program Delivery Engineer  
 Attn.: Vinesha Pegram

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

The VE Study for the above projects was held February 1-4, 2010. Responses were received on August 13, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-3	Reduce the size of the PSC beams on Bridges #1 and #2 to simplify construction and reduce the height of the roadway	\$179,000	No	The Bridge Office has indicated that there is insufficient information to determine which option is more efficient and it is too early in the design process to make this design decision. If it is determined at a later date that this recommendation is viable, it will be implemented.
A-9	Replace Bridge #1 with a triple 8 ft x 8 ft concrete box culvert	\$566,000	No	Providing the triple box culvert will cost \$852,235, increase the stream impacts, require an Individual Permit, and require a PAR. This could delay the project by 18 months and would incur an additional \$75,000 in design fees.
B-5	Shift the NB off-ramp and NB on-ramp 200 feet to save ROW	\$1,549,000	No	Shifting the ramps would reduce the left turn storage for EB Martin Road Extension to 100 ft which does not meet the minimum requirements in the traffic study.

SEP 29 2010

C-1	Use full depth asphalt pavement in lieu of PC concrete pavement to construct the interchange ramps	\$1,026,000	No	According to the life cycle cost analysis provided by OMR, PCC pavement is more economical.
C-2	Use asphalt pavement for the ramp shoulders in lieu of PC concrete shoulders	\$857,000	No	According to the life cycle cost analysis provided by OMR, PCC pavement is more economical.
C-2.1	Reduce the width of the right PC concrete ramp shoulder from 10 ft to 6 ft	\$381,000	No	The minimum outside shoulder width allowed by AASHTO is between 8 and 12 ft.
C-2.2	Reduce the width of the right ramp shoulder from 10 ft to 6 ft and construct the shoulder with full depth asphalt instead of PC concrete	\$993,000	No	The minimum outside shoulder width allowed by AASHTO is between 8 and 12 ft. According to the life cycle cost analysis provided by OMR, PCC pavement is more economical.
F-1	Construct Bridge #4 on a skew instead of rectangular to reduce the deck area and use smaller beams	\$201,000	No	The Bridge Office has indicated that there is insufficient information to determine which beam size is more efficient and it is too early in the design process to make this design decision. If it is determined at a later date that this recommendation is viable, it will be implemented. Providing a skewed bridge would increase impacts to wetland No. 18 by 2400 sq. ft.; therefore, the bridge will not be skewed.
F-1.1	Replace Bridge #4 with a double 8 ft x 8 ft concrete box culvert	\$677,000	No	The Office of Environmental Services does not recommend implementation since the installation of the double box culvert would increase the project stream impacts.
M-1	Construct Bridge #3 on a skew instead of rectangular to reduce deck area and use smaller beams	\$125,000	No	The Bridge Office has indicated that there is insufficient information to determine which beam size is more efficient and it is too early in the design process to make this design decision. If it is determined at a later date that this recommendation is viable, it will be implemented. Providing a skewed bridge would increase impacts to wetland No. 11 by 600 sq. ft.; therefore, the bridge will not be skewed.

M-1.1	Replace Bridge #3 with a double 8 ft x 8 ft concrete box culvert	\$197,000	No	The Office of Environmental Services does not recommend implementation since the installation of the double box culvert would increase the project stream impacts.
O-1	Eliminate the concrete sidewalks throughout the entire project	\$323,000	No	FHWA has requested that sidewalks remain throughout the entire project.
O-1.1	Construct sidewalks on only one side of the roadways throughout the entire project	\$162,000	No	FHWA has requested that sidewalks remain throughout the entire project.
R-1	Replace the bottomless culvert over Stream #19 on the NB on-ramp with a standard 6 ft x 6 ft concrete box culvert	\$109,000	No	Providing a standard 6 x6 box culvert will cost \$54,921 and increase the perennial and intermittent stream impacts. Stream impacts of 1,500 LF would require an Individual Permit; total impacts would be 1,391 LF if the recommendation was implemented.
X-1	Reduce the shoulder width to 12 ft on the Martin Road extension	\$188,000	Yes	This will be done.
X-4	Eliminate the dual bike lanes on SR 13 and East Martin Road and provide a multi-use trail on the east side of SR 13	\$65,000	No	SR 13 is on a state bike route.
X-5	End the reconstruction of the HF Reed Industrial Parkway at Sta. 99+00	\$386,000	No	The outside WB turn lane must be dropped at West White Road at Sta. 88+63. West White Road serves an industrial area and dropping the turn lane at this location helps to facilitate the position of the signage along HF Reed Parkway.

X-6	Reduce the median width by 4 ft on the Martin Road extension.	\$336,000	No	There are three horizontal curves between Thurmond Tanner Parkway and SR 13 (Falcon Parkway). Part of the roadway drains toward the median. The proposed 8 ft median provides for 2 ft wide gutter on each side of the 4 ft wide raised median. The 4 ft median proposed by the VE Team would not provide for the required gutter to drain the roadway.
X-7	Construct 11 ft lanes in lieu of 12 ft lanes along the Martin Road extension between Thurmon Pkwy and SR 13	\$344,000	No	Martin Road Extension is an Urban Area Type Be roadway, on new location. Estimated traffic volume for Open Year (2012) is 12,840 ADT and Design Year (2032) 21,670 ADT. Truck traffic is estimated at 8%.
X-10	Reduce the length of the turn lane storage areas to lengths shown in the traffic study report	\$331,000	No	The turn lane storage lengths have been designed as required by the approved Traffic Study.
X-12	Reduce ROW acquisition and use temporary slope easements where possible	\$613,000	No	Due to the topography of the project site, drainage ditches are required on 1600 ft of the north side and 500 ft of the south side of the proposed roadway. The required ROW cannot be converted to easement in these areas.

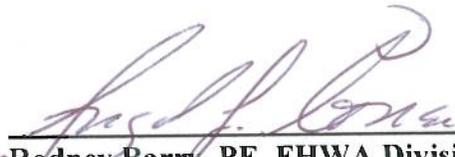
The Office of Engineering Services concurs with the Project Manager's responses.

Kendra Bunker with FHWA concurred with the responses on September 1, 2010.

Angel Correa, PE with FHWA requested that Alternate O-1 be changed from a "Partial Yes" to a "No" on September 20, 2010.

The Project Manager submitted revised responses on September 23, 2010.

Approved:  Date: 9/27/10  
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 9/29/2010  
for Rodney Barry, PE, FHWA Division Administrator

REW/LLM

Attachments

- c: Angel Correa/Kendra Bunker - FHWA  
Ben Buchan  
Bobby Hilliard/Stanley Hill/Vinesha Pegram  
Paul Liles/Bill Duvall/Bill Ingalsbe/Stanley Kim  
Emmanuella Myrthil  
Randy Davis  
Nabil Raad  
Lisa Myers  
Matt Sanders



# R.K. SHAH & ASSOCIATES, INC.

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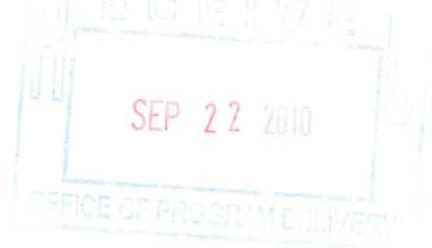
ESTABLISHED 1988

TRANSPORTATION / SITE / CIVIL

September 21, 2010

Raju (Rajendrakumar) K. Shah, P.E.

Vinesha C. Pegram, P.E., Associate Project Manager,  
Office of Program Delivery  
Georgia Department of Transportation  
600 West Peachtree Street  
Atlanta, Georgia 30308



**RE: NHS00-0000-00(425), Hall County ; PI No.: 0000425**  
**I-985 New Interchange North of SR 13 Crossover Near Martin Road**

**SUBJECT: Value Engineering Study Responses**

Reference is made to recommendation that were contained in Value Engineering Study Report dated March 19, 2010 for the above referenced project. Our response and recommendation are as follows:

**Value Engineering Recommendation No. A-3:** Reduce the size of beams on Bridge No. 1 and 2 to PSC Bulb Tee 54 inch. (Cost Saving of \$ **179,000**)

**Recommendation:** *Approval of VE Recommendation No. A-3 is not recommended.*

- *The Office of Bridge Design does not recommend implementation of this recommendation and has indicated that it is too early in the design process to make this design decision, as there is not sufficient information to determine which option is more efficient. If it is determined, at a later date, that this recommendation is viable, it will be implemented.*

**Value Engineering Recommendation No. A-9:** Replace Bridge # 1 with Triple 8 ft. X 8 ft. Box Culvert. (Cost Saving of \$ **566,000**).

**Recommendation:** *Approval of VE Recommendation No. A-9 is not recommended.*

- *Providing the triple 8 ft. X 8ft. box culvert will cost \$ 852,235.00 and increase the perennial and intermittent stream impacts from 700.5 L.F. to 1052.5 L.F. In addition to the ephemeral stream impacts of 597 L.F., the total stream impact will be over 1500 L.F. This will place the project in Individual Permit and require a PAR. Preparation of PAR report and the agencies' determination will delay project at a minimum by eighteen months; with additional design effort cost estimated at \$75,000. Environmental Services supports the use of the bridge to avoid environmental impacts, which could delay the project. If it is determined, at a later date, that this recommendation is viable, it will be implemented.*

**Value Engineering Recommendation No. B-5:** Shift NB off-ramp and NB on-ramp approximately 200 ft. to save R/W. (Cost Saving of \$ **1,549,000**)

**Recommendation:** *Approval of VE Recommendation No. B-5 is not recommended.*

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TRANSPORTATION / SITE / CIVIL

September 21, 2010

Raju (Rajendrakumar) K. Shah, P.E.

**Vinesha C. Pegram, P.E., Associate Project Manager,**  
RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\  
SUBJECT: Value Engineering Study Responses

- *Shifting the NB off-ramp and NB-on-ramp by 200 ft. closer to I-985, would result in the left turn storage for EB Martin Road Extension being reduce to 100 ft. This would not meet the minimum left turn storage length and deceleration length require by traffic study of 300 ft and 250 ft.*

**Value Engineering Recommendation No. C-1:** Use full depth asphalt pavement in-lieu-of concrete pavement to construct the interchange ramps. (Cost Saving of \$ **1,026,000**)

**Recommendation:** *Approval of VE Recommendation No. C-1 is not recommended.*

- *According to the life cycle cost analysis, provided by GDOT/OMR, PCC pavement is more economical.*

**Value Engineering Recommendation No. C-2:** Use asphalt pavement for the ramp shoulders in-lieu-of PC concrete. (Cost Saving of \$ **857,000**)

**Recommendation:** *Approval of VE Recommendation No. C-2 is not recommended.*

- *According to the life cycle cost analysis, provided by GDOT/OMR, PCC pavement is more economical.*

**Value Engineering Recommendation No. C-2.1:** Reduce the width of PC concrete paved outside shoulder from 10 ft. to 6 ft. (Cost Saving of S **381,000**)

**Recommendation:** *Approval of VE Recommendation No. C-2.1 is not recommended.*

- *This recommendation does not meet the AASHTO 2004 (Green book) minimum outside shoulder width between 8ft. and 12ft.*

**Value Engineering Recommendation No. C-2.2:** Reduce the width of PC concrete paved outside shoulder from 10 ft. to 6 ft. and construct with asphalt concrete. (Cost Saving of \$ **993,000**)

**Recommendation:** *Approval of VE Recommendation No. C-2.2 is not recommended.*

- *This recommendation does not meet the AASHTO 2004 (Green book) minimum outside shoulder width between 8ft. and 12ft.*
- *According to the life cycle cost analysis, provided by GDOT/OMR, PCC pavement is more economical.*

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September 21, 2010

Raju (Rajendrakumar) K. Shah, P.E.

**Vinesha C. Pegram, P.E., Associate Project Manager,**  
RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\  
SUBJECT: Value Engineering Study Responses

**Value Engineering Recommendation No. F-1:** Construct Bridge # 4 on a skew to reduce the deck area and reduce beam size. (Cost Saving of \$ 201,000)

**Recommendation:** *VE Recommendation No. F-1 is not recommended.*

- *The Office of Bridge Design does not recommend implementation of the smaller beam size and has indicated that it is too early in the design process to make this design decision, as there is not sufficient information to determine which option is more efficient. If it is determined, at a later date, that this recommendation is viable, it will be implemented.*
- *Bridge No. 4 (Sta. 611+30) will not be designed to carry the southbound on ramp over a wetland. Providing a skewed bridge will increase impacts to wetland No. 18 by estimated 2400 Sq. Ft.*

**Value Engineering Recommendation No. F-1.1:** Replace Bridge # 4 with Double 8 ft. X 8 ft. concrete box culvert. (Cost Saving of \$ 677, 000).

**Recommendation:** *Approval of VE Recommendation No. F-1.1 is not recommended.*

- *The Office of Environmental Services has indicated that installation of a double box culvert in place of a bridge would increase project stream impacts to 1,417.5 ft. An additional increase in impact of 0.06 acres is anticipated. Implementation of this recommendation would require additional coordination with the USFWS and FHWA.*

**Value Engineering Recommendation No. M-1:** Construct Bridge # 3 on a skew to reduce the deck area and reduce beam size. (Cost Saving of \$ 125,000)

**Recommendation:** *VE Recommendation No. M-1 is not recommended.*

- *The Office of Bridge Design does not recommend implementation of this recommendation and has indicated that it is too early in the design process to make this design decision, as there is not sufficient information to determine which option is more efficient. If it is determined, at a later date, that this recommendation is viable, it will be implemented.*
- *Bridge No. 3 (Sta. 711+00) will not carry the southbound off Ramp over a wetland. Providing skewed bridge will increase impacts to Wetland No. 11 by estimated 600 Sq. Ft.*

**Value Engineering Recommendation No. M-1.1:** Replace Bridge # 3 with Double 8 ft. X 8 ft. concrete box culvert. (Cost Saving of \$ 197,000).

**Recommendation:** *Approval of VE Recommendation No. M-1.1 is not recommended.*

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**Vinesha C. Pegram, P.E., Associate Project Manager,**  
RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\  
SUBJECT: Value Engineering Study Responses

- *The Office of Environmental Services does not recommend implementation, as installation of a double box culvert in place of a bridge would increase the project stream impacts to 1,387.5 ft. The project would also require additional coordination from USFWS and FHWA.*

**Value Engineering Recommendation No. O-1:** Eliminate the sidewalk throughout the entire project.  
(Cost Saving of \$ 323,000)

**Recommendation:** *Approval of VE Recommendation No. O-1 is not recommended.*

- *FHWA has requested that the sidewalk to remain in entire project.*

**Value Engineering Recommendation No. O-1.1:** Construct sidewalk on only one side of the roadway. (Cost Saving of \$ 162,000)

**Recommendation:** *Approval of VE Recommendation No. O-1.1 is not recommended.*

- *FHWA has requested that the sidewalk to remain in entire project.*

**Value Engineering Recommendation No. R-1:** Replace the bottomless culvert with standard 6 ft. X 6 ft. concrete box culvert. (Cost Saving of \$ 109,000).

**Recommendation:** *Approval of VE Recommendation No. R-1 is not recommended.*

- *Providing the standard 6 ft. X 6ft. box culvert will cost \$ 54,921.00 and increase the perennial and intermittent stream impacts from 700.5 L.F. to 794 L.F. and in addition to the ephemeral stream impacts of 597 L.F. the total stream impacts will be 1,391 L.F. The total stream impacts will be very close to (1,500 L.F.) and would impact the Nationwide Permit; placing this project into an Individual Permit requirement.*

**Value Engineering Recommendation No. X-1:** Reduce the shoulder width to 12 ft. on Martin Road Extension. (Cost Saving of \$ 188,000)

**Recommendation:** *Approval of VE Recommendation No. X-1 is recommended.*

**Value Engineering Recommendation No. X-4:** Eliminate dual bike lane along SR 13 and East Martin Road and Construct a single multi-purpose trail on the east side of SR 13.  
(Cost Saving of \$ 65,000).

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September 21, 2010

**Vinesha C. Pegram, P.E., Associate Project Manager,**  
RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\  
SUBJECT: Value Engineering Study Responses

**Recommendation:** *Approval of VE Recommendation No. X-4 is not recommended.*

- *SR 13 is on the state bike route (State Bicycle Route # 55). Bike lanes on the East Martin Road are in the Gainesville Hall County Metropolitan Planning Organization (GHMPO) plan. The location of the corridor along a long-distance bicycle route, combined with AASHTO guidelines discouraging paths adjacent to urban roadways, indicate that this corridor would be much better served by on-road bicycle lanes.*

**Value Engineering Recommendation No.X-5:** End the reconstruction of the H.F. Reed Industrial at Sta. 99+00. (Cost Saving of \$ **386,000**)

**Recommendation:** *Approval of VE Recommendation No. X-5 is not recommended.*

- *The outside west bound lane needs to be dropped at West White Road @ Sta. 88+63. West White Road serves an industrial area and dropping the lane at this location will facilitate the position of the signage.*

**Value Engineering Recommendation No.X-6:** Reduce the median width 4 ft. for the Martin Road Extension. (Cost Saving of \$ **336,000**)

**Recommendation:** Approval of VE Recommendation No. X-6 is not recommended.

- *Martin Road Extension between Thurmond Tanner Parkway and S.R.13 (Falcon Parkway) has three horizontal curves. Part of the roadway drains towards the median. The proposed minimum 8 ft. median provides for 2 ft. wide gutter on each side of the 4 ft. wide raised median. The VE recommendation of a minimum 4 ft. raised median this will not provide for required gutter to drain the roadway. The proposed minimum 8 ft. median provides 4 ft. raised median which in turns provide at least 1 ft. of distance from face of curb to edge of traffic sign installed in the median as most of standard traffic signs are 24 inch wide.*

**Value Engineering Recommendation No. X-7:** construct 11 ft. lanes in -lieu - of 12 ft. lanes on Martin Road Extension. (Cost Saving of \$ **334,000**)

**Recommendation:** Approval of VE Recommendation No. X-7 is not recommended.

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RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\  
SUBJECT: Value Engineering Study Responses

**Recommendation:** *Approval of VE Recommendation No. X-4 is not recommended.*

- *SR 13 is on the state bike route (State Bicycle Route # 55). Bike lanes on the East Martin Road are in the Gainesville Hall County Metropolitan Planning Organization (GHMPO) plan. The location of the corridor along a long-distance bicycle route, combined with AASHTO guidelines discouraging paths adjacent to urban roadways, indicate that this corridor would be much better served by on-road bicycle lanes.*

**Value Engineering Recommendation No.X-5:** End the reconstruction of the H.F. Reed Industrial at Sta. 99+00. (Cost Saving of \$ 386,000)

**Recommendation:** *Approval of VE Recommendation No. X-5 is not recommended.*

- *The outside west bound lane needs to be dropped at West White Road @ Sta. 88+63. West White Road serves an industrial area and dropping the lane at this location will facilitate the position of the signage.*

**Value Engineering Recommendation No.X-6:** Reduce the median width 4 ft. for the Martin Road Extension. (Cost Saving of \$ 336,000)

**Recommendation:** Approval of VE Recommendation No. X-6 is not recommended.

- *Martin Road Extension between Thurmond Tanner Parkway and S.R.13 (Falcon Parkway) has three horizontal curves. Part of the roadway drains towards the median. The proposed minimum 8 ft. median provides for 2 ft. wide gutter on each side of the 4 ft. wide raised median. The VE recommendation of a minimum 4 ft. raised median this will not provide for required gutter to drain the roadway. The proposed minimum 8 ft. median provides 4 ft. raised median which in turns provide at least 1 ft. of distance from face of curb to edge of traffic sign installed in the median as most of standard traffic signs are 24 inch wide.*

**Value Engineering Recommendation No. X-7:** construct 11 ft. lanes in -lieu - of 12 ft. lanes on Martin Road Extension. (Cost Saving of \$ 334,000)

**Recommendation:** Approval of VE Recommendation No. X-7 is not recommended.

- *The Martin Road Extension is on new location. The roadway is in an urban area. The estimated traffic volume for open year (2012) is 12,840 AADT and Design Year (2032) 21,670 AADT. Truck Traffic is estimated at 8 %.*

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**Vinesha C. Pegram, P.E., Associate Project Manager,**

RE: NHS00-0000-00(425), Hall County; PI No.: 0000425\

SUBJECT: Value Engineering Study Responses

**Value Engineering Recommendation No.X-10:** Reduce the length of the turn lane storage area to the length shown in traffic study report. (Cost Saving of \$ **331,000**)

**Recommendation:** *Approval of VE Recommendation No. X-10 is not recommended.*

- *The current concept plans for the left turn and right turn bay length at the intersection of Martin Road and SR 13 (Falcon Parkway) includes Storage Length required per the approved traffic study. Further please note that on the NB right turn will accommodate School Buses to Martin Elementary School located within 500 ft. of the intersection.*

**Value Engineering Recommendation No.X-12:** Reduce the R/W acquisition and slope easements. (Cost Saving of \$ **613,000**)

**Recommendation:** *Approval of VE Recommendation No. X-12 is not recommended.*

- *The project is currently in the concept phase. Reductions in the ROW, throughout the project, will not accommodate the addition of the drainage system. If it is determined during the drainage design in the preliminary phase, that reductions in the ROW can be made, this recommendation will be implemented.*

Please let me know, if you need additional information/clarification.

Yours very truly,

**R. K. SHAH & ASSOCIATES, INC.**



Raju (Rajendrakumar) K. Shah, P.E.

Project Manager



PRECONSTRUCTION STATUS REPORT FOR PI:0000425,0008796,0008797

PROJ ID: 0000425  
 COUNTY: Hall  
 LENGTH (MI): 0.40  
 PROJ NO.: NHS00-0000-00(425)  
 PROJ MGR: Pegram, Vinesha  
 AOH Initials: SSH  
 OFFICE: Program Delivery  
 CONSULTANT: Turnkey Consultant, (Contract with GDOT)  
 SPONSOR: GDOT  
 DESIGN FIRM: R.K. Shah & Associates

MGMT LET DATE:  
 MGMT ROW DATE:  
 BASELINE LET DATE:  
 SCHED LET DATE: 3/24/2014  
 WHO LETS?: GDOT Let  
 LET WITH:

MPPO: Gainesville  
 TIP #: GH-015  
 MODEL YR: 2015  
 TYPE WORK: Interchange  
 CONCEPT: INTERCHANGE  
 PROG TYPE: New Construction  
 Prov. for ITS: N  
 BOND PROJ:

PRIORITY CODE: I  
 DOT DIST: 9  
 CONG. DIST: N  
 BIKE: E  
 MEASURE: 04  
 NEEDS SCORE:  
 BRIDGE SUFF:

I-985 NEW INTERCHANGE NO. OF SR 13 CROSSOVER NEAR MARTIN RD

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth
								Activity	Approved	Proposed	Cost	
		9/9/2010		Concept Development	6/1/2006	10/30/2008	70	PE	2001	2,097,694.25	Q05	11/25/2000
				Concept Meeting	10/30/2008	4/21/2009	100	ROW	LR	14,659,254.76	L050	PRECAST
				PM Submit Concept Report	4/21/2009	5/22/2009	100	ROW	LR	5,399,403.75	LY10S	PRECAST
		9/9/2010		Management Concept Approval Complete	5/15/2009	5/27/2009	75	UTL	LR	731,244.80	L050	PRECAST
		9/21/2010		Value Engineering Study	11/9/2009	8/16/2007	83	CST	LR	29,698,748.13	L050	PRECAST
		11/17/2011		Public Information Open House Held	10/2/2007		13					
		8/25/2011		Environmental Approval	12/11/2006	2/15/2007	100					
		7/1/2011		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/4/2007		100					
				Mapping			0					
		9/10/2010		Field Surveys/SDE			0					
		12/17/2010		Preliminary Plans			0					
		6/10/2011		Preliminary Bridge Design			0					
		9/10/2010		Underground Storage Tanks			0					
		12/23/2010		404 Permit Obtainment			0					
		3/7/2012		PPFR Inspection			0					
		6/28/2012		R/W Plans Preparation			0					
		6/29/2012		R/W Plans Final Approval			0					
		4/16/2012		L & D Approval			0					
		9/13/2012		R/W Authorization			0					
		12/25/2012		Stake R/W			0					
		12/17/2010		Soil Survey			0					
		6/13/2011		Bridge Foundation Investigation			0					
		4/19/2012		Final Design			0					
		6/12/2012		Final Bridge Plans Preparation			0					
		6/10/2013		FFPR Inspection			0					
		6/25/2013		Submit FFPR Responses (OES)			0					

STIP AMOUNTS		Activity	Cost	Fund
PE Cost Est Amt:	2,097,694.25	PE	0.00	Q05
ROW Cost Est Amt:	9,903,253.75	ROW	0.00	L050
ROW Cost Est Amt:	5,399,403.75	ROW	6,000,000.00	LY10S
Utility Cost Est Amt:	489,298.00	UTL	0.00	L050
CST Cost Est Amt:	19,872,330.00	CST	0.00	L050

District Comments	
IJR approved August 2001 CTM held on Oct. 30 2008. In concept meeting FHWA required that we update the IJR and submit before or with concept report, due because it was old. This will be similar to completely doing an IJR as FHWA requirements have changed drastically since 2001. Planning is working on the updates. DESIGN/CP comments received regarding IJR and Concept on 10/2/09. Comments will affect IJR and Concept report. Coordinating with Planning/Consultant to resolve IJR comments affect traffic. Need new IJR from Planning to submit concept report 11-14-09 B/C = 0.59, Tier 4	Acquired by: DOT Acquisition MGR: R/W Cert Date:

PDD:	
ASSIGNED TO ROAD DESIGN - OCT99 NON-BOARD ADD. No activity. 2/17/03. IJR approved. 11/8/04	Cond. Filed:
BRIDGE REQUIRED	Relocations:
SH/VCPR K.SHAH(Turnkey) needs to update IJR 8-11-10	Acquired:
EIS: EA/NotApvd/NoSchedule/Cox 08 30 2010	
LGPA: NOT APPLICABLE	
Planning: Transportation Mgmt Plan (TMP) req'd. New exit between existing exits 12, 16. Cong. Deal wants as HPP - DES 1/18/05.	
Programming: ADDITIONAL DEMO \$ ON PI# 0008796 & 0008797#1 11-05#2 4-06#3 12-09	
Traffic Op: SEND FFPR PLANS FOR REVIEW 8-04-09 \$?	
Utility: OGD SUE:TK2 C2	
EMG: FLY 6072/01; INTERCHANGE; C-M/S(DRKS/SHAH); TURNKEY	

PRECONSTRUCTION STATUS REPORT FOR PI:0000425,0008796,0008797

PROJ ID : 0008796  
 COUNTY : Hall  
 LENGTH (MI) : 0.40  
 PROJ NO.: CSNHS-0008-00(796)  
 PROJ MGR: Pegram, Vinesha  
 AOHD Initials: SSH  
 OFFICE : Program Delivery  
 CONSULTANT: GDOT  
 SPONSOR : GDOT  
 DESIGN FIRM:

I-985 @ SR 13 CROSSOVER NEAR MARTIN RD - SEE PI# 0000425  
 MPO: Gainesville  
 TIP #: GH-015  
 MODEL YR :  
 TYPE WORK: Interchange  
 CONCEPT: New Construction  
 PROG TYPE: Prov. for ITS: N  
 BOND PROJ :

MGMT LET DATE :  
 MGMT ROW DATE :  
 BASELINE LET DATE :  
 SCHED LET DATE :  
 WHO LETS?: GDOT Let  
 LET WITH : 0008797

PRIORITY CODE:  
 DOT DIST: 1  
 CONG. DIST: 9  
 BIKE: Y  
 MEASURE:  
 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

STIP AMOUNTS	
Activity	Cost Fund

**Cancel Reason:** TPRO UPGRADE NOW ALLOWS MULTIPLE DEMO IDS; FUNDS MOVED BACK TO THE ORIGINAL PROJECT 8-2010 with PI 00000425. pls see this project Myrthal  
**Design:** NOT APPLICABLE|DEMO PROJECT  
**EIS:** SR 13 - bicycle route - Gainesville-Hall MPO 2006 - Bike/Ped Plan, Proposed Bicycle Network Map  
**LGPA:** THIS PROJECT GOES WITH PI# 0000425 TO SHOW THE ADDITIONAL DEMO ID NUMBER & FUNDING  
**Planning:** INTERCHANGE: C-M/S/D, TURNKEY  
**Programing:**  
**EMG:**

**Precl. Parcel CT:** Total Parcel in ROW System: Cond. Filed: DOT  
**Under Review:** Options - Pending: Relocations: Acquisition MGR:  
**Released:** Condemnations- Pend: Acquired: R/W Cert Date:

PRECONSTRUCTION STATUS REPORT FOR PI:0000425,0008796,0008797

PROJ ID : 0008797  
 COUNTY : Hall  
 LENGTH (MI) : 0.40  
 PROJ NO.: CSNHS-0008-00(797)  
 PROJ MGR: Pegram, Vnesha  
 AOHID Initials: SSH  
 OFFICE : Program Delivery  
 CONSULTANT:  
 SPONSOR : GDOT  
 DESIGN FIRM:

1-985 @ SR 13 CROSSOVER NEAR MARTIN RD - SEE PI# 0000425  
 MPO: Gainesville  
 TIP #: GH-015  
 MODEL YR :  
 TYPE WORK: Interchange  
 CONCEPT: New Construction  
 PROG TYPE: Prov. for ITS: N  
 BOND PROJ :

MGMT LET DATE :  
 MGMT ROW DATE :  
 BASELINE LET DATE :  
 SCHED LET DATE :  
 WHO LETS?: GDOT Let  
 LET WITH : 0008796

PRIORITY CODE:  
 DOT DIST: 1  
 CONG. DIST: 9  
 BIKE: Y  
 MEASURE:  
 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
<p><b>Cancel Reason:</b> TPRO UPGRADE NOW ALLOWS MULTIPLE DEMO IDS; FUNDS MOVED BACK TO THE ORIGINAL PROJECT 8-2010                      With PI 0000425, pls see this project                      Myrthil                      NOT APPLICABLE/DEMO PROJECT                      SR 13 is a bicycle route under the "Gainesville-Hall MPO Bicycle &amp; Pedestrian Plan 2006". Proposed Bicycle Network Map.                      THIS PROJECT GOES WITH PI# 0000425 TO SHOW THE ADDITIONAL DEMO ID &amp; FUNDING INTERCHANGE, C=M/S/D, TURNKEY</p>								STIP AMOUNTS		Activity		Cost	Fund	
<p><b>District Comments</b></p>								Activity		Cost	Fund			
<p><b>Pre. Parcel CT:</b> Total Parcel in ROW System:                      Under Review: Options - Pending:                      Released: Condemnations- Pend:</p>								Cond. Filed:		Relocations:	Acquired:	Acquired by:	DOT	DEEDS CT:
<p><b>Programming:</b> THIS PROJECT GOES WITH PI# 0000425 TO SHOW THE ADDITIONAL DEMO ID &amp; FUNDING INTERCHANGE, C=M/S/D, TURNKEY</p>								EMG:		Acquisition MGR:	R/W Cert Date:			