

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0009679

OFFICE Design Policy & Support

Hall County
GDOT District 1 - Gainesville
CR 1287 Spout Springs Road Widening

DATE 9/6/2013

FROM  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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Brandon Kirby, Project Manager
BOARD MEMBER - 9th Congressional District

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

Project Type:	Widening and Reconstruction	P.I. Number:	0009679
GDOT District:	1	County:	Hall
Federal Route Number:	N/A	State Route Number:	N/A

Project Description: The proposed project P.I.No.0009679, Hall County, would increase capacity of Spout Springs Road between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two lanes to four lanes, and adding a median. It would also improve operations between Hog Mountain Road and the I-985 Southbound on/off ramps by restriping and shifting a right turn lane.

Submitted for approval:

<i>Maureen S. Ryan</i> STV Incorporated	4-9-13
Consultant Designer & Firm	DATE
<i>W. J. Smith</i> COUNTY ENGINEER	4-9-13
Local Government	DATE
<i>David K. Smith</i>	4/11/13
Office Head (GDOT Project Manager's Office)	DATE
<i>Debra F. School</i>	4-11-13
GDOT Project Manager	DATE
Recommendation for approval:	

Program Control Administrator	DATE
<i>GLENN BOWMAN*/EKP</i>	4/19/13
State Environmental Administrator (recommendation required)	DATE
<i>KATHY ZAHUL*/EKP</i>	4/19/13
State Traffic Engineer (recommendation required for roundabout projects)	DATE
<i>LISA MYERS*/EKP</i>	4/17/13
Project Review Engineer	DATE
<i>PATRICK ALLEN*/EKP</i>	4/30/13
<i>FOR</i> State Utilities Engineer	DATE
District Engineer (projects not originating in District Office)	DATE
<i>BEN RABUN*/EKP</i>	8/9/13
State Bridge Design Engineer (if applicable)	DATE
State Transportation Financial Management Administrator	DATE

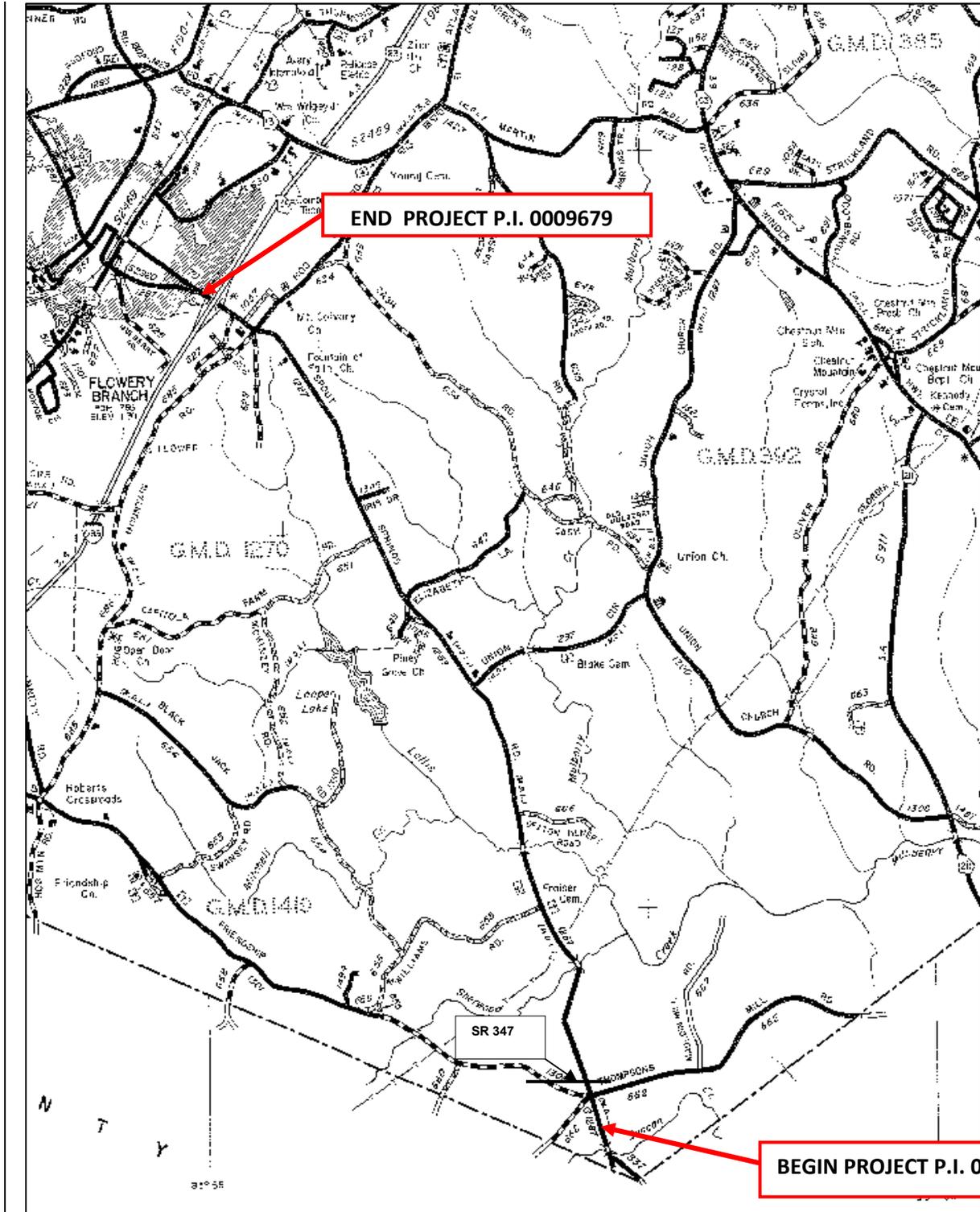
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

<i>CINDY VANDYKE*/EKP</i>	4/18/13
State Transportation Planning Administrator (recommendation required)	DATE

** - RECOMMENDATION ON FILE*

PROJECT LOCATION MAP

CR 1287/SPOUT SPRINGS ROAD FROM APPROXIMATELY 700 FEET SOUTH OF THOMPSONS MILL RD TO
THE I-985 SB RAMPS



PLANNING & BACKGROUND DATA

Project Justification Statement:

Spout Springs Road is a congested two-lane, north-south route that provides regional connectivity between the Thompsons Mill Road – New Friendship Road/SR 347 area in Braselton and Interstate 985 (I-985) interchange area in Flowery Branch. Spout Springs Road is classified primarily as a Rural Major Collector by the Georgia Department of Transportation (GDOT). The proposed project includes widening of Spout Springs Road between Thompsons Mill Road and Hog Mountain Road and operational improvements to Spout Springs Road between Hog Mountain Road and the I-985 Southbound on/off ramps. Within the 6.1-mile project limits, this two-lane facility contains seven signalized intersections (Thompsons Mill Road, New Friendship Road/SR 347, Elizabeth Lane, Hog Mountain Road, Shopping Center, I-985 NB Ramps, I-985 SB Ramps), 21 unsignalized intersections, and numerous residential and commercial driveways. Spout Springs Road has an interchange at I-985 approximately 0.31 mile north of Hog Mountain Road. The speed limit on Spout Springs Road is 45 miles per hour (mph).

This project has been identified as Project P.I. No. 0009679, Hall County, and is listed in the Gainesville-Hall Metropolitan Planning Organization (GHMPO) 2040 Metropolitan Transportation Plan (MTP) and the 2012-2017 Transportation Improvement Program (TIP) as project GH-023.

The existing year (2011) Average Annual Daily Traffic (AADT) on Spout Springs Road ranges between 15,859 on the section just south of Hog Mountain Road and 9,240 at the southern end in the section between Thompsons Mill Road and the Gwinnett County line. By the design year (2040), projected traffic volumes show traffic volume increases to 35,100 south of Hog Mountain Road and 29,100 at the project's southern terminus, Thompsons Mill Road. This results in an unacceptable Level of Service (LOS) F along Spout Springs Road and at all of the signalized intersections between Thompsons Mill Road and Hog Mountain Road.

The limits of the proposed widening of Spout Springs Road are from approximately 700 feet south of Thompsons Mill Road to Hog Mountain Road. Additional operational improvements are proposed between Hog Mountain Road and the I-985 Southbound on/off ramps and Interstate 985 (I-985) interchange, a total project distance of approximately 6.1 miles. At Thompsons Mill Road (near the project's southern terminus), the 2040 Build Condition traffic (AADT) drops by approximately 30% - from 29,100 vehicles to 20,650 vehicles. The proposed improvements would continue south of the intersection for approximately 700 feet to accommodate operations at the Thompsons Mill Road intersection and allow room to taper back down to two lanes. North of Hog Mountain Road, Spout Springs Road transitions to four travel lanes with a two-way center turn lane that changes to a raised median just before the I-985 interchange. Operational improvements including restriping, the shifting of an existing right turn lane, and signal optimization are proposed in this section.

A review of the crash history on Spout Springs Road provided by GDOT for the years 2007, 2008, and 2009 is summarized in Table 1. A crash rate (the total number of crashes in comparison with the volume of traffic) was developed for each year. Since Spout Springs Road has three different classifications

Through the length of the project limits, crash rates were calculated for each of the three differently classified sections of Spout Springs Road.

In 2007, the crash and injury rates for the section of the corridor between the Gwinnett County Line and Thompsons Mill Road were higher than the statewide averages. Most of the crashes in this section occurred on the approach to Thompsons Mill Road. This intersection was improved by GDOT after the crash data was collected. It is anticipated that the crash rate will improve in this section.

Between Thompsons Mill Road and the Braselton City Limit, the crash rates were below the statewide averages, with the exception of the injury rate for 2009. Five of the 12 injury crashes occurred on the approach to Thompsons Mill Road. Four of the injury crashes occurred at the CVS Pharmacy driveway, approximately 360 feet south of the intersection of Spout Springs Road and SR 347 / New Friendship Road.

Between the Braselton City Limit and Thurmond Tanner Road (in Flowery Branch), the crash rates exceed the statewide averages for all three years evaluated, and crashes consisted of mostly rear end and angle type collisions.

An analysis of crash type reveals that rear end and right angle collisions accounted for approximately 70% of all crashes for each of the three years evaluated. Rear end crashes accounted for approximately 45% and angle crashes approximately 25%. Approximately 18% of all crashes involved a collision with something other than another vehicle; i.e. animal or structure.

Table 1. Spout Springs Road Crash Rates										
Year	ADT	ALL CRASHES			INJURY CRASHES			FATAL CRASHES		
		Freq	Rate ¹	SWA ²	Freq	Rate ¹	SWA ²	Freq	Rate ¹	SWA ²
Gwinnett County Line to Thompsons Mill Road (MP 0.0 to 0.5) ³										
2007	8180	14	938	431	6	402	149	0	0	1.11
2008	8433	3	195	443	2	130	154	0	0	1.12
2009	8694	4	252	431	4	252	149	0	0	1.11
Thompsons Mill Road to Braselton City Limit (MP 0.5 to 1.04) ⁴										
2007	8229	6	368	513	3	184	190	0	0	1.36
2008	8535	7	416	469	2	119	176	0	0	1.47
2009	8799	7	404	463	12	692	173	0	0	1.10
Braselton City Limit to Thurmond Tanner Road (MP 1.04 To 6.58) ⁵										
2007	12240	95	384	203	28	113	109	1	4.04	3.24
2008	11650	83	352	194	33	140	100	0	0	3.39
2009	11660	92	390	191	49	208	99	0	0	2.72

Source: Traffic Study, Spout Springs Road Widening PI 0009679, Hall County, GA. November 2011.

County: Hall

- (1) Crash rates calculated based on the number of accidents per 100 million vehicle miles/per year
- (2) Statewide Average
- (3) Urban Collector Street
- (4) Urban Minor Arterial
- (5) Rural Major Collector

This project is intended to relieve congestion, accommodate current and future travel demand, reduce crash frequency and severity, and improve intersection operations to an acceptable level of service. The GHMPO 2040 MTP defines LOS D as acceptable level of service. Analysis of the projected traffic shows that the entire project corridor along Spout Springs Road would experience major operational breakdowns consistent with LOS F by the 2040 design year if no improvements occur.

Description of the proposed project: The entire project is located in southeast Hall County, from a location 700 feet south of Thompsons Mill Road MP 0.37 to the Interstate 985 (I-985) interchange a distance of approximately 6.1 miles. The proposed roadway will consist of a four lane curb and gutter divided section, 2 lanes in each direction, separated by a 20'-32' median. An "Indirect Left" system will be introduced at most unsignalized intersections. The indirect left system will convert the side streets to right-in-right-out. Inbound left turns will travel beyond the intersection and execute a U-turn at the first available median break. Outbound left turns turn right out of the side street and execute a U-turn at the first available median break. Pedestrian facilities will be provided on both sides of the road.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Gainesville - Hall MPO

Regional Commission: N/A RC – Georgia Mountains RC

MPO Project TIP # GH-023

RC Project ID #: N/A

Congressional District(s): 9

Projected Traffic AADT:

Current Year (2011): 16,000 **Open Year (2020):** 22,000 **Design Year (2040):** 36,000

Functional Classification (Mainline): Rural Major Collector

Is this project on a designated bike route? No YES

Spout Springs Road is on Hall County's bicycle and pedestrian plan.

Is this project located on a pedestrian plan? No YES

Spout Springs Road is on Hall County's bicycle and pedestrian plan.

Is this project located on or part of a transit network? No YES Hall Area Transit.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: In order to improve operations of the corridor, the existing roadway needs to be widened significantly. The widening will require significant Right of Way acquisition and impacts to local businesses, cultural resources, and residences along the corridor.

Context Sensitive Solutions: The corridor serves residents, businesses, schools, churches, and emergency services, each of which has unique needs in terms of access and level of service. The design team has developed a Public Outreach program to better understand and recognize the needs of the community as well as communicate the need for the corridor improvements in order to find the best Context Sensitive Design approach. The team will also point out the potential for economic growth as well as other benefits of the widened corridor to the community. The design will include multiuse paths as well as landscaping to improve the quality of life.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Spout Springs Road/ Project P.I. No. 0009679, Hall County
 Rural Major Collector

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	4
- Lane Width(s)	10'-12'	11'-12'	11'
- Median Width & Type	N/A	20'-24' raised 32'-44' depressed	20'-32' raised
- Outside Shoulder Width & Type	0-6 feet grass	2.5' curb & gutter 2' grass strip, 5' Sidewalk	2.5' curb & gutter Varies 0-3' grass strip, 5' Sidewalk
- Outside Shoulder Slope	N/A	2%	2%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Multi-use path	N/A	10'	10'
- Auxiliary Lanes	Sporadic	12'	11'
Posted Speed	45 MPH	N/A	45 MPH
Design Speed	N/A		45 MPH
Min Horizontal Curve Radius	600'	711'	711'
Superelevation Rate	Varies	4%	4%
Grade	11%	8% (Max)	8% (Max)
Access Control	N/A	By Permit	By Permit
Right-of-Way Width	Varies from 80' to 120'	N/A	Varies from 125' to 270'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	SU	SU w/WB-50 turn around on each end

*According to current GDOT design policy if applicable

Sideroads Design Features: Rural Local Roads

Feature	Existing	Standard*	Proposed
Christy Lane, Iris Drive, Garden Lane, Piney Grove Church Road / Looper Lake Drive, Quincy Drive			
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	9'-10'	9'-10'	10'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	0'-6' grass	2'-5' grass	2'-5' grass
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
Posted Speed	25 MPH	N/A	25 MPH
Design Speed	N/A		25 MPH
Min Horizontal Curve Radius	Varies 50'-250'	144'	144'
Superelevation Rate	Varies	6%	6%
Grade	Varies 2%-12%	11% (Max)	11% (Max)
Access Control	N/A	N/A	N/A
Right-of-Way Width	Varies from 50' to 70'	N/A	Varies from 80' to 270'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	S-BUS 36	S-BUS 36

* According to current AASHTO

Sideroads Design Features: Rural Local Roads

Feature	Existing	Standard*	Proposed
Caprice Drive, Oak Ridge Drive, Deaton Henry Road, Williams Road			
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	9'-10'	9'-10'	10'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	0'-6' grass	2'-8' grass	2'-8' grass
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A

- Auxiliary Lanes	N/A	N/A	N/A
Posted Speed	30 MPH	N/A	30 MPH
Design Speed	N/A		30 MPH
Min Horizontal Curve Radius	300'	231'	231'
Superelevation Rate	Varies	6%	6%
Grade	Varies 2%-15%	10% (Max)	10% (Max)
Access Control	N/A	N/A	N/A
Right-of-Way Width	Varies from 50' to 120'	N/A	Varies from 80' to 230'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	S-BUS 36	S-BUS 36

* According to current AASHTO

Sideroads Design Features: Rural Local Roads

Feature	Existing	Standard*	Proposed
Forest Knoll Drive, Castlegate Drive, Ivy Springs Drive, Lake Sterling Boulevard, Gigi Drive, Litany Court, Dove Point Lane, Sherwood Mill Drive			
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	9'-10'	9'-12'	10'-11'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	2.0' Curb & Gutter Shoulder width varies	N/A	2.0' Curb & Gutter 5' Shoulder width
- Outside Shoulder Slope	N/A	2%	2%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	11' where existing	N/A	11'
Posted Speed	25 MPH	N/A	25 MPH
Design Speed	N/A		25 MPH
Min Horizontal Curve Radius	Varies 140'-300'	154'	154'
Superelevation Rate	Varies	4%	4%
Grade	Varies 2%-14%	11% (Max)	11% (Max)
Access Control	N/A	N/A	N/A
Right-of-Way Width	Varies from 50' to 180'	N/A	Varies from 80' to 230'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	S S-BUS 36	S S-BUS 36

* According to current AASHTO

Sideroads Design Features: Rural Local Roads

Feature	Existing	Standard*	Proposed
Capitola Farm Road, Elizabeth Lane			
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	10.5'	11'	11'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	0'-6' grass	8' grass	8' grass
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
Posted Speed	35 MPH	N/A	35 MPH
Design Speed	N/A		35 MPH
Min Horizontal Curve Radius	N/A	340'	340'
Superelevation Rate	Varies	6%	6%
Grade	5%	10% (Max)	10% (Max)
Access Control	N/A	N/A	N/A
Right-of-Way Width	60'	N/A	Varies from 60' to 300'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	S-BUS 36	S-BUS 36

*According to current GDOT design policy if applicable

Sideroads Design Features: Rural Minor Collector

Feature	Existing	Standard*	Proposed
Union Circle			
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	10'	11'-12'	11'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	6' grass	8' grass	8' grass
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A

Posted Speed	45 MPH	N/A	45 MPH
Design Speed	N/A		45 MPH
Min Horizontal Curve Radius	1200'	643'	643'
Superelevation Rate	Varies	6%	6%
Grade	12%	8% (Max)	8% (Max)
Access Control	N/A	N/A	N/A
Right-of-Way Width	Varies from 70' to 80'	N/A	Varies from 80' to 270'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	SU	SU

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed												
139-5059-0 Lollis Creek	30' length, triple 10' x12' concrete bridge culvert, sufficiency rating 87.93	Replace existing triple 10' x12' concrete bridge culvert with triple 10'x14' concrete bridge culvert.												
139-5058-0 Sherwood Creek	76' length, triple 10'x10' concrete bridge culvert, sufficiency rating 89.64	Replace existing triple 10'x10' concrete bridge culvert with triple 10'x12' concrete bridge culvert.												
Retaining walls (Structural Items)	N/A	<table border="0"> <tr> <td>Wall Number</td> <td>Begin Wall</td> <td>End Wall</td> </tr> <tr> <td>6(LT)</td> <td>Sta. 281+15.00</td> <td>Sta.283+15.00</td> </tr> <tr> <td>7 (RT)</td> <td>Sta.352+40.00</td> <td>Sta.354+15.00</td> </tr> <tr> <td>16 (RT)</td> <td>Sta.480+85.00</td> <td>Sta.481+65.00</td> </tr> </table>	Wall Number	Begin Wall	End Wall	6(LT)	Sta. 281+15.00	Sta.283+15.00	7 (RT)	Sta.352+40.00	Sta.354+15.00	16 (RT)	Sta.480+85.00	Sta.481+65.00
Wall Number	Begin Wall	End Wall												
6(LT)	Sta. 281+15.00	Sta.283+15.00												
7 (RT)	Sta.352+40.00	Sta.354+15.00												
16 (RT)	Sta.480+85.00	Sta.481+65.00												

Existing Structure No. 139-5059-0 is a triple 10' x 12' box culvert with approximately 4.5' of fill over top of the culvert barrel in the existing condition. The proposed improvements on Spout Springs Road will result in a new fill height of approximately 20.5' over top of the culvert barrel. Existing plans are not available for this structure and therefore the structural details of the existing culvert are unknown. However, GDOT Standards for bridge culverts built during the same time period are available (Standard Nos. 2310 and 2311). These standards indicate an H15 design vehicle and detail two separate barrel designs, one for fill heights up to 12' and another for fill heights from 12' to 20'. It is likely that the existing culvert was constructed using the standard for fill heights less than 12', and based on this assumption it is concluded that the proposed fill height of 20.5' will overstress the existing culvert. Therefore, replacement of the existing structure is recommended.

Existing Structure No. 139-5058-0 is a triple 10'x10' box culvert with approximately 9.7' of fill over top of the culvert barrel in the existing condition. The proposed improvements on Spout Springs Road will result in a new fill height of approximately 11.6' over top of the culvert barrel. Existing plans are not available for this structure and therefore the structural details of the existing culvert are unknown.

County: Hall

However, GDOT Standards for bridge culverts built during the same time period (Standard Nos. 2310 and 2311) are available. These standards indicate an H15 loading, which is lighter than the current HS20 vehicle generally used for design and rating purposes. Furthermore, at the time this culvert was designed, code allowed for a 30% reduction in the weight of the fill to be used in the design. This provision was removed from the code in the 1970's and 100% of the fill weight is now typically used in culvert design. We ran a calculation on the top slab of the standard culvert assuming a 12' fill height (maximum per assumed standard used for original design), and came up with an overstress on the order of 30%. This calculation used 100% of the fill weight. We then analyzed the same culvert with 10.5' of fill (to match the proposed condition) and HS20 loading. This resulted in an overstress of approximately 20%. Further, we considered the application of lightweight fill (LWF) on top of and around the existing culvert, as well as any proposed extensions thereof, and compared it to the cost of culvert replacement using normal weight fill. Due to the expense of locating and transporting LWF to the site, the cost comparisons were very similar. For these reasons, we are recommending culvert replacement. The existing culvert is already 45 years old, and will be much more difficult to replace in the future should it be extended on both sides.

Major Interchanges/Intersections: One (I-985) interchange with two signalized ramp terminals in Flowery Branch and five signalized intersections reside along the project corridor at: Shopping Center in Flowery Branch, Hog Mountain Road, Elizabeth Lane, New Friendship Road/SR 347, and Thompsons Mill Road.

Utility Involvements: Georgia Power – Transmission, Georgia Transmission Co. - Power Transmission, Georgia Power - Distribution, Jackson EMC - Power Distribution, City of Gainesville – Water, Hall County Public Works - Reuse Water and Sewer (Forcemain and Gravity), Town of Braselton – Sewer, City of Flowery Branch - Water & Sewer, Atlanta Gas and Light – Gas, City of Buford – Gas, AT&T – Telephone, Charter Communications.

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

SUE Required: Yes No

Railroad Involvement: N/A

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined

Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 232

Anticipated number of displacements (Total): 29

Businesses: 1

Residences: 28

Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
Design Speed	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lane Width	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shoulder Width	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Horizontal Alignment	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Superelevation	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vertical Alignment (K)	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Grade	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stopping Sight Distance	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cross Slope	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vertical Clearance	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lateral Offset to Obstruction	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

May require substandard K value(s) on side roads to tie to mainline with minimal displacements.

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - <i>Median Opening Spacing</i>	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>	Click here to enter a date.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date: 8/30/2012

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

The conforming plan’s model description includes slightly extended project limits (the southern terminus is at the Gwinnett County line). In addition, the GHMPO 2040 MTP mentions that multi-use trails are proposed to be built on each side of Spout Springs Road. The proposed project Concept has

slightly restricted project limits [the southern terminus is 700 feet south of Thompson Mill Road – the northern terminus is the same in both descriptions (Interstate 985 (I-985) interchange).

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 checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input type="checkbox"/>	TBD
12. Other Coordination	<input type="checkbox"/>	<input type="checkbox"/>	TBD

Is a PAR required? No Yes Completed – Date: [Click here to enter a date.](#)

PAR has not yet been completed.

NEPA/GEPA: Environmental document (Environmental Assessment) is currently in progress. There are Section 4(f) resources present along the corridor, including four eligible historic resources. Environmental justice communities (minority populations) were identified within the proposed project study area and will need special consideration during public involvement.

Ecology: A Draft Ecology Resources Survey Report is complete and is currently undergoing review at GDOT. A Protected Aquatic Species Survey Report was completed and was approved by GDOT on 5.1.12. The Aquatics Report identified the Altamaha shiner (state threatened) as being present and having habitat in the proposed project location. However, the report concluded that the proposed project would have no significant adverse impact on either the Altamaha shiner or its appropriate habitat in Mulberry Creek (PS 15), Lollis Creek (PS 29), and Sherwood Creek (PS 46). The Georgia Aster (federal candidate) is also known to exist in the proposed project area, and suitable habitat for the species was identified along the proposed project corridor during a pedestrian survey from September 13-19, 2011. The suitable habitat within the proposed project corridor was surveyed on October 29, 2012 (the flowering period for the Georgia aster). No Georgia aster plants were found. The project area was surveyed for suitable habitat for the Indiana bat and found that there is suitable habitat for this federally-protected species within the mixed-hardwood forest habitat. Presence/absence surveys for the Indiana bat using acoustical measurements will be conducted in the summer.

History: Four National Register eligible resources are located within the proposed project area: 1) Cash, Cleghorn, Orr Family Cemetery (Resource 12); 2) Pirkle Barn (Resource 24); 3) Ruby Pirkle House

County: Hall

(Resource 26); 4) The Fraser Cemetery (Resource 28). The Historic Resources Survey Report approved 04.10.2012. SHPO concurrence was received on 5.3.12. The Assessment of Effects will be completed once the preferred concept is approved.

Archeology: Two cemeteries exist in the proposed project area: 1) Cash, Cleghorn, Orr Family Cemetery (Resource 12); 2) Fraser Cemetery (Resource 28). Both are considered National Register Eligible sites. Archaeological surveys will be completed once the preferred concept is approved.

Air & Noise: An Air Assessment and Noise Impact Assessment will be necessary for the proposed project. Field work (noise readings) has already been completed, and the assessments will begin once the preferred concept is approved. Possible mitigation requirements will not be known until after the assessments (and the models associated with them) are completed.

Public Involvement: Public involvement is an essential component of the Spout Springs Road Project and will occur throughout the design process. The goals of our Public Involvement Plan (PIP) are to involve agencies and the public as participants, to educate them on the project's scope and development, and to enable them to provide meaningful input to the process and outcomes of the project. The PIP includes a range of outreach mechanisms to meet the needs of the various stakeholder groups and allow for a real time exchange of information about the project. Planned public involvement techniques include the following:

- Spout Springs Road Widening webpage on Hall County's website;
- Individual Stakeholder Interviews;
- Small Group Meetings;
- Community Advisory Committee;
- Public Meetings including a Kick-Off Community Meeting, a Public Information Open House (PIOH), and one Public Hearing Open House (PHOH); and
- Environmental Justice Outreach.

Since the project's initiation in summer 2011, a number of meetings and outreach efforts have occurred. The following is a brief summary of efforts to date:

Partnering and Kickoff Meeting, 8/17/11: The entire project team met with the County, area cities, utilities, Georgia DOT and others to make introductions, provide an overview of the project's process and schedule, set objectives and goals, and frame issues and challenges.

Individual Stakeholder Interviews, Fall 2011 and Spring 2012: Sixteen interviews were conducted with key stakeholders to help the team define issues, identify areas of concern, obtain data, and inform the stakeholders of the development and analysis of alternatives. A variety of key stakeholders were sought to participate in the interview process and included representatives of municipalities, governmental offices, resident and homeowners' associations, and neighborhood coalitions.

Interviews included:

- Hall County Commissioner Honorable Craig Lutz, District 1, 9/14/11
- Gainesville – Hall MPO 9/14/11
- City of Flowery Branch 9/14/11
- Town of Braselton 9/14/11

County: Hall

- Flowery Branch High School 9/14/11
- Spout Springs Elementary School 9/15/11
- Spout Springs Regional Library 9/15/11
- Prince of Peace Church 9/15/11
- Anglican Church of the Holy Trinity 9/19/11
- Assembly of God Hispanic Church 9/19/11
- Hall County Fire Services 9/19/11
- Fountain of Faith Worship Center 9/19/11
- Greater Love (formerly Heaven's View) Baptist Church 9/19/11
- South Hall Business Coalition 9/20/11
- Ivy Springs Home Owner's Association 9/22/11
- Braselton CID 4/17/12

Community Kick-Off Open House – 11/3/11: Ninety-six citizens attended the kick-off meeting held at Spout Springs Elementary School. The meeting was held in an open-house format. Displays included aerial maps of the corridor and a looping PowerPoint presentation detailing the scope and schedule for the project. Handouts included a fact sheet and a comment form. Seventeen comment forms were submitted; each comment was recorded and responded to, by letter, by the project staff. In general, the majority of the attendees expressed support for the project and was eager to develop solutions to the issues of the corridor. Citizens were also concerned with and expressed a desire to develop context sensitive alternatives that address the deficiencies of the roadway while maintaining the natural, residential, and rural feel of the community.

Citizens Advisory Committee: The Citizens Advisory Committee has met twice and has a broad representation of the community. Members include homeowners associations, churches, major developers, business owners, and community groups. Summaries of the meetings are as follows:

- Meeting #1, 2/13/12 – At this meeting, the team introduced the CAC process and the alternatives. Discussions began on the evaluation criteria for the alternatives analysis and the priority features and amenities for the corridor.
- Meeting #2, 4/23/12 – The second meeting presented the results of the alternatives analysis and discussion of the draft preferred alternative.

Collateral Materials: A fact sheet was prepared in conjunction with the Community Kick-Off meeting. The fact sheet is available in both English and Spanish.

Public Information Open House – 12/6/12: Three hundred and thirty-one citizens attended the PIOH meeting held at Prince of Peace Church. The meeting was held in an open-house format. Displays included aerial maps of the corridor with preferred alignment concept superimposed on them. Handouts included a fact sheet and a comment form. GDOT, Hall County, and Design Team staffs were on hand to answer questions and explain the concept design being presented. From those attending, 34 comment forms, 1 letter and 12 verbal statements were received. An additional 9 comments were received during the fifteen-day comment period following the PIOH, for a total of 56 comments. Of the

County: Hall

37 respondents who formally noted their opinion on the project, 50% were in support of the project, 31% offered conditional support, 3% were uncommitted, and 16% were in opposition to the project.

Individual Property Owner Meetings: At the request of individual property owners, one –to-one meetings have been held to discuss specific impacts with the property owners, the County, and the Design Team. These meetings are held on an as-needed basis.

Webpage: The project team has worked closely with Hall County to develop a project webpage on the County’s website. The webpage contains project information, contact information, and important announcements.

Major stakeholders: Hall County, City of Flowery Branch, Town of Braselton, Flowery Branch High School, Spout Springs Elementary School, Prince of Peace Church, Assembly of God Church, Greater Love Baptist Church (formerly known as Heaven’s View Baptist Church), Anglican Church of the Holy Trinity, The Springs Church, The Launching Church, South Hall Business Coalition, Newland Communities, Sterling on the Lake Community, Reunion Neighborhood, Hall County Emergency Services.

ROUNDBABOUTS:

Lighting agreement/commitment letter received: No Yes

Planning Level assessment: N/A

Feasibility Study: Union Circle intersection meets the threshold criteria to conduct operational analysis for a roundabout. Operational analysis was conducted for the Union Circle intersection using the GDOT Roundabout Analysis Tool and SIDRA. For the purposes of this analysis, a multilane roundabout with two circulating lanes was analyzed. The roundabout analysis indicates that a roundabout would not operate acceptably.

Peer Review required: No Yes Completed – Date:

CONSTRUCTION

Due to the changes in horizontal and vertical alignment along the corridor, construction will take place in multiple stages. Traffic on the mainline will remain on the existing road while adjacent sections of new roadway are constructed. In areas of significant grade difference, temporary walls and/or shoring will be used and temporary U-turn locations will be constructed to allow traffic to get from the existing road to the higher ground / new location areas to access properties on that side of the road. In the next stage, traffic will be shifted to the newly built lanes and the existing lanes will be reconstructed or overlaid as needed. Similar U-turn access points will be required until the grades on the two sections of roadway are close enough to drive across.

County: Hall

During construction, it will be necessary to use a combination of temporary pavement and lane closures while maintaining access to adjacent subdivisions where grade differences require more than a simple overlay. It will be advantageous to construct a temporary access drive between Iris Drive and Garden Lane so each subdivision entrance can be temporarily closed for reconstruction, one at a time. This will allow continuous access for the residents of those two subdivisions.

Some side roads along the corridor experience significant grade changes when tying into the proposed mainline profile and cannot be constructed under traffic. In some circumstances, lane closures are not an option, and relocation of the side road is proposed.

No off site detours are currently proposed.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	STV/RWA with Hall County and GDOT Review
Design	STV/RWA with Hall County and GDOT Review
Right-of-Way Acquisition	Moreland Altobelli Associates, Inc. with Hall County
Utility Relocation	Georgia Power –Transmission, Georgia Transmission Co, Jackson EMC - Power Distribution, City of Gainesville – Water, Hall County Public Works - Reuse Water and Sewer, Town of Braselton – Sewer , Atlanta Gas and Light – Gas, City of Buford – Gas, AT&T – Telephone, Charter Communications, City of Flowery Branch- Water & Sewer
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	Edwards-Pitman Environmental, Inc.
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: February 27, 2012

Concept Meeting: July 19th 2012

County: Hall

Other projects in the area: GDOT has a project, STP00-2984-00(001) that intersects Spout Springs Road in the south end of the corridor. The project will widen, reconstruct and relocate Friendship Road (SR 347) from I-985 to SR 211. The plan relocates the intersection of SR 347 with Spout Springs Road north approximately 1,400 feet. The west leg, New Friendship Road, has been constructed. However, the east leg has only been constructed for approximately 700 feet. The plan calls for a four lane divided section to intersect Spout Springs Road. This project will complete the relocation of the east leg of the SR 347 and will cul-de-sac Thompsons Mill Road east of Spout Springs Road. The project to complete the construction of SR 347 was let in June 2012 and is anticipated to take approximately 30 months (2014) to complete.

Other coordination to date:

Met with Hall County SPLOST Manager 1/10/12

Received GDOT SR 347 plans for coordination on 4/25/12 and 2/25/13

Hold monthly status meetings (Design Team and Hall County) to maintain ongoing coordination

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW **	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	Hall County	Hall County with GDOT reimbursement	Hall County	GDOT up to maximum amount per PFA	Hall County	
\$ Amount	-	\$27,309,500.00	\$2,966,873.00	\$36,110,641.84	\$954,030.000	\$67,341,044.84
Date of Estimate	6/18/2012	6/11/2012	5/23/2013	6/19/2013	7/2/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment. Value reflects VE Implementation.

** Approved ROW estimate originally valued at \$28,795,000.00. (See Attachment 3) Current value reflects VE Implementation saving of \$1,485,500.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative 1: 4-lane section (Asymmetric Widening): 2-12' lanes in each direction separated by a 20' raised median. After Alt.1 was selected, a 24-32' median was developed.			
Estimated Property Impacts:	232	* Estimated Total Cost:	\$68,892,721.14
Estimated ROW Cost:	\$28,795,000	Estimated CST Time:	30 mo
Rationale: Was recommended because it best fits the need and purpose of the project with the least			

amount of environmental and R/W impacts.

No-Build Alternative: The No Build Alternative			
Estimated Property Impacts:	None	Estimated Total Cost:	None
Estimated ROW Cost:	None	Estimated CST Time:	None
Rationale: Was eliminated due to the anticipated future level of service “F”. No Build Alternative does not meet the needs of the project.			

Alternative 2 : 4-lane section (Asymmetric Widening) : 2-12’ lanes in each direction separated by a 32’ depressed grass median			
Estimated Property Impacts:	239	* Estimated Total Cost:	\$71,236,904.14
Estimated ROW Cost:	\$32,348,894	Estimated CST Time:	30 mo
Rationale: Was eliminated due to the additional environmental and R/W impacts.			

* Not including the Environmental Mitigation Cost

Alternative 3: 5-lane section (Asymmetric Widening): 2-12’ lanes in each direction separated by a 14’ dual left turn median.			
Estimated Property Impacts:	234	* Estimated Total Cost:	\$66,973,080.14
Estimated ROW Cost:	\$31,684,085	Estimated CST Time:	30 mo
Rationale: Was eliminated due to the projected traffic volumes exceeding the threshold volumes for a flush median with dual left turns. Raised medians are required when the projected volumes exceed these thresholds.			

* Not including the Environmental Mitigation Cost

Alternative 4: 4-lane section (Symmetric Widening) : 2-12’ lanes in each direction separated by a 32’ depressed grass median. Widening equally to each side of the existing centerline.			
Estimated Property Impacts:	241	*Estimated Total Cost:	\$76,899,439.14
Estimated ROW Cost:	\$37,651,198	Estimated CST Time:	30 mo
Rationale: Was eliminated due to the additional R/W impacts and projected impacts to historical resources.			

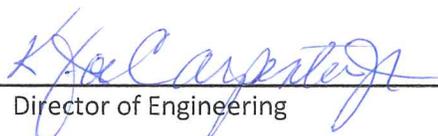
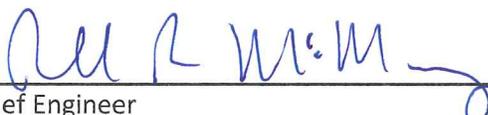
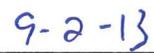
* Not including the Environmental Mitigation Cost

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
 - e. Environmental Mitigation
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary (*tabular format*)
7. Summary Signal Warrant Analysis
8. Roundabout Data
 - a. Roundabout feasibility study
9. Culvert inventories
10. Conforming plan's network schematics showing thru lanes. (*Note: This attachment is required for non-attainment areas only*)
11. Minutes of Initial Concept Team Meeting and Concept Team Meeting
12. VE Implementation letter
13. Minutes of any meetings that shows support or objection to the concept
14. PFA
15. Alternative Analysis Matrix

APPROVALS

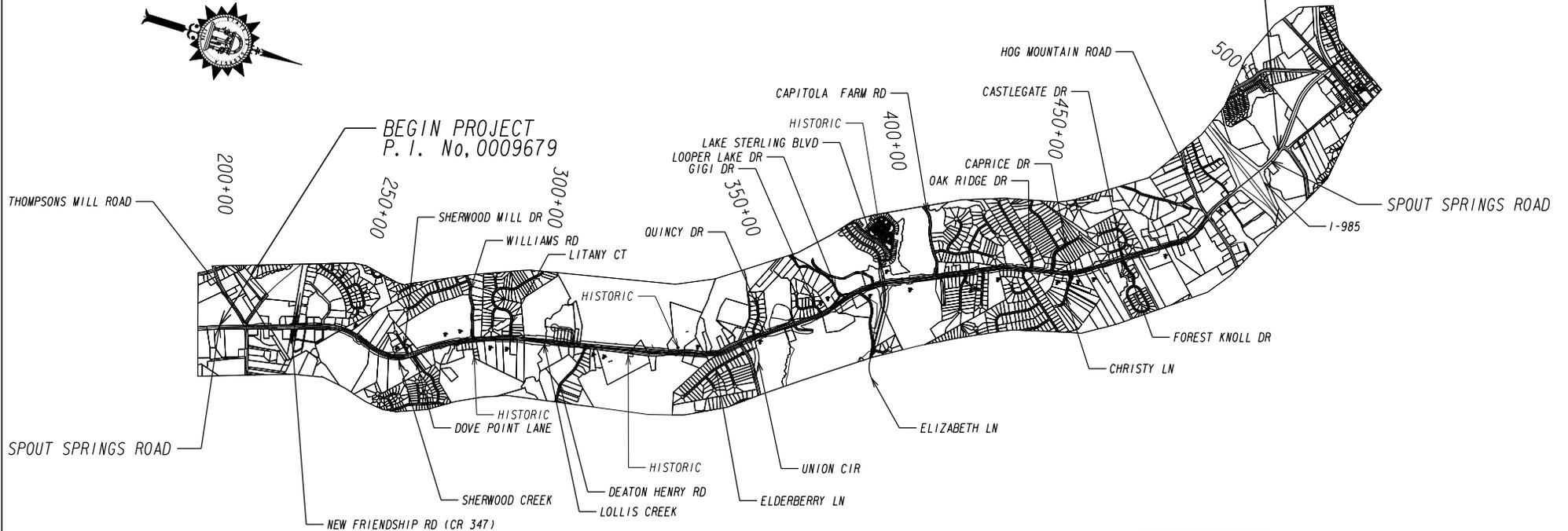
Concur:	 _____ Director of Engineering	 _____ Date
Approve:	 _____ Chief Engineer	 _____ Date

Attachment 1:
Concept Layout

CONCEPT LAYOUT
WIDENING AND RECONSTRUCTION
CR 1287/ SPOUT SPRINGS ROAD BETWEEN THOMPSONS MILL RD AND HOG MOUNTAIN RD
OPERATIONAL IMPROVEMENTS
BETWEEN HOG MOUNTAIN RD AND THE I-985 SOUNDBOUND ON/OFF RAMP

HALL COUNTY
 P.I.No.0009679

END PROJECT
 P. I. No, 0009679

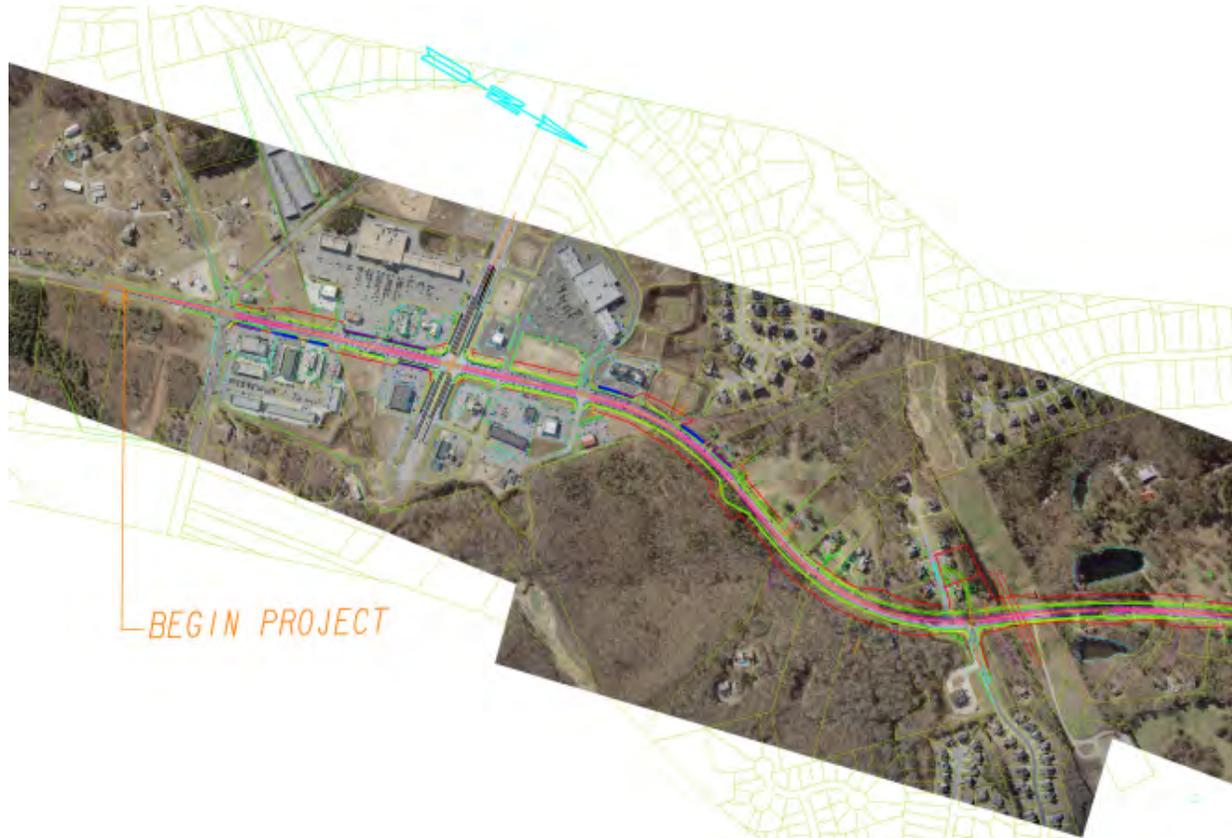


NOT TO SCALE




 STV/RALPH WHITEHEAD ASSOCIATES
 3505 KOGER BLVD, SUITE 205
 DULUTH, GA 30096-7671

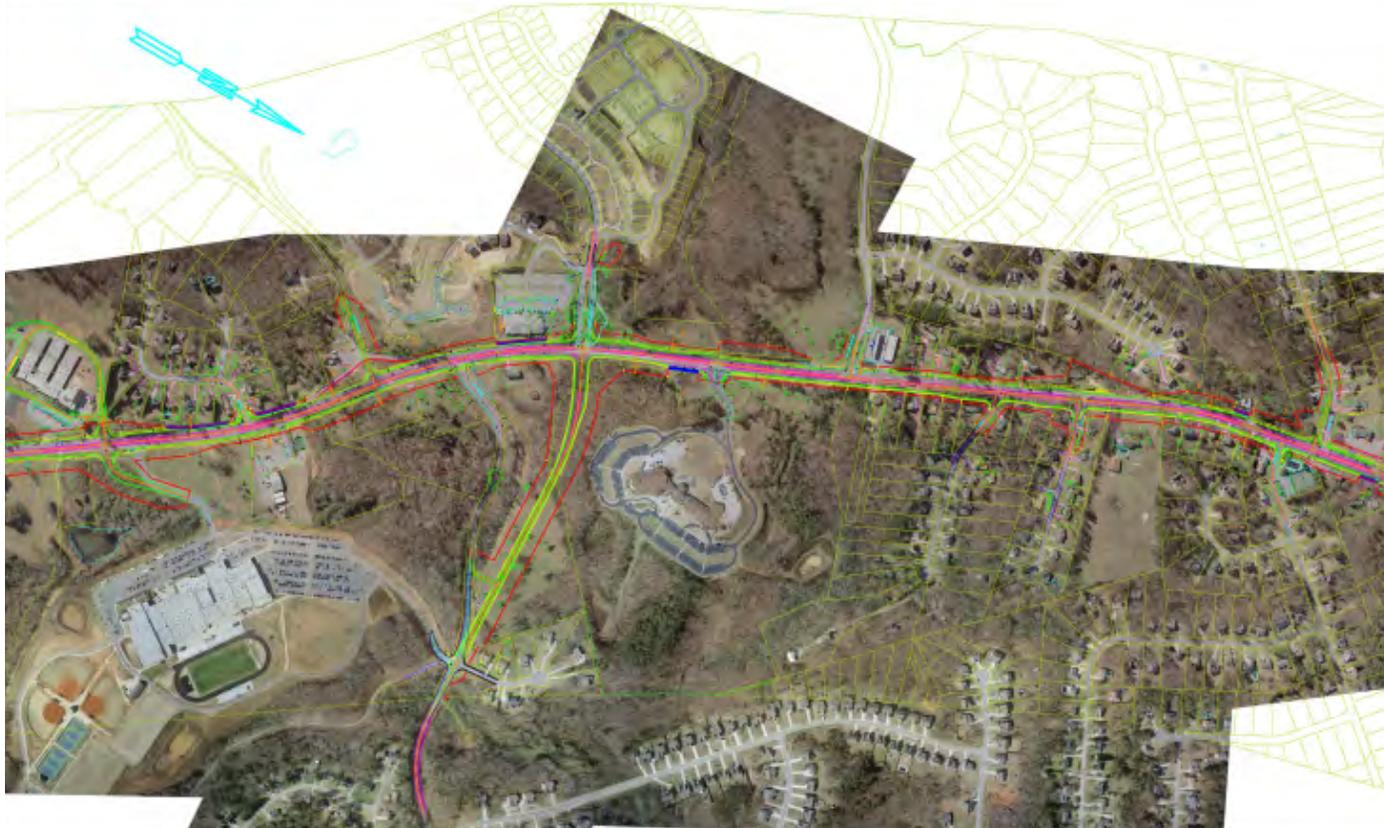
**WIDENING AND RECONSTRUCTION OF SPOUT SPRINGS ROAD
BETWEEN THOMPSONS MILL ROAD AND HOG MOUNTAIN ROAD
OPERATIONAL IMPROVEMENTS
BETWEEN HOG MOUNTAIN RD AND THE I-985 SOUNDBOUND ON/OFF RAMP
CONCEPT LAYOUT**



**WIDENING AND RECONSTRUCTION OF SPOUT SPRINGS ROAD
BETWEEN THOMPSONS MILL ROAD AND HOG MOUNTAIN ROAD
OPERATIONAL IMPROVEMENTS
BETWEEN HOG MOUNTAIN RD AND THE I-985 SOUNDBOUND ON/OFF RAMP
CONCEPT LAYOUT**



**WIDENING AND RECONSTRUCTION OF SPOUT SPRINGS ROAD
BETWEEN THOMPSONS MILL ROAD AND HOG MOUNTAIN ROAD
OPERATIONAL IMPROVEMENTS
BETWEEN HOG MOUNTAIN RD AND THE I-985 SOUNDBOUND ON/OFF RAMP
CONCEPT LAYOUT**

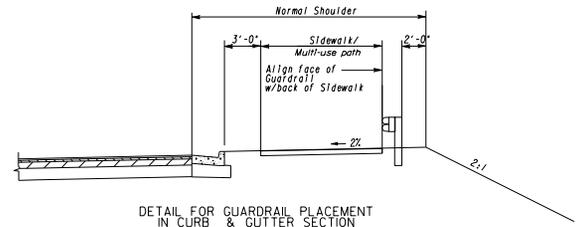
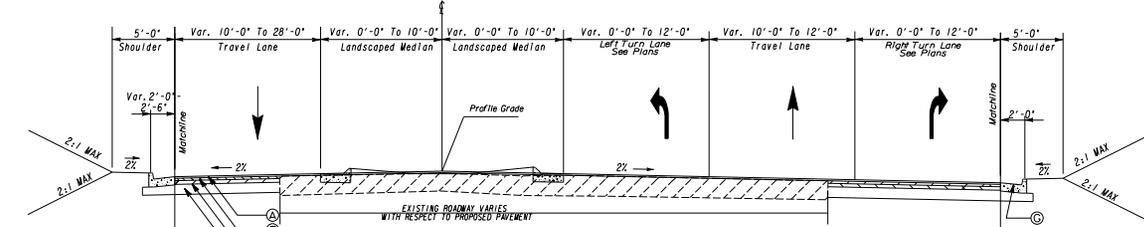


Page 3 of 4

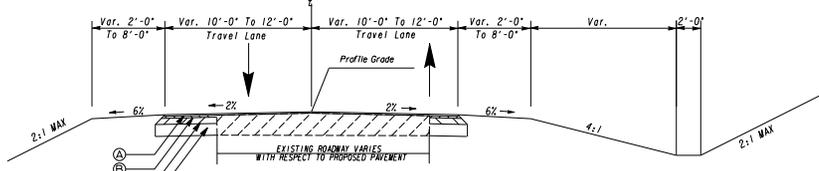
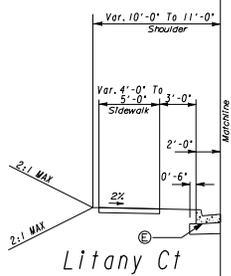
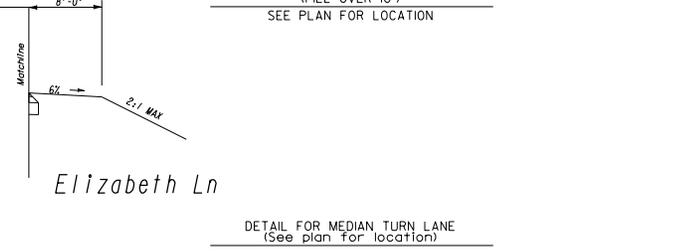
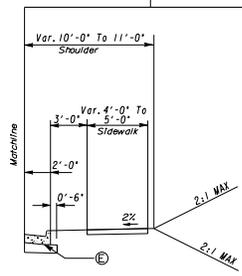
**WIDENING AND RECONSTRUCTION OF SPOUT SPRINGS ROAD
BETWEEN THOMPSONS MILL ROAD AND HOG MOUNTAIN ROAD
OPERATIONAL IMPROVEMENTS
BETWEEN HOG MOUNTAIN RD AND THE I-985 SOUNDBOUND ON/OFF RAMP
CONCEPT LAYOUT**



Attachment 2:
Typical Sections



**TS-3
TANGENT SECTION**
 Forest Knoll Dr
 Castlegate Dr
 Ivy Springs Dr
 Lake Sterling Blvd / Elizabeth Ln
 Gigi Dr
 Spout Springs Elementary School Driveway/
 Flowery Branch High School Driveway
 Elderberry Ln
 Litany Ct
 Dove Point Ln
 Sherwood Mill Dr



**TS-4
TANGENT SECTION**
 Christy Lane
 Caprice Dr
 Oak Ridge Dr
 Iris Dr
 Garden Ln
 Capitola Farm Rd
 Looper Lake Dr
 Quincy Dr
 Union Cir
 Deaton Henry Rd
 New Access Rd
 Williams Rd

PAVEMENT LEGEND

- (A) RECYL AC 12.5MM SP, GP 2, Including Bitum Material and H Lime (60 LBS./S.Y.)
- (B) RECYL AC 19MM SP, GP 1 or 2, Including Bitum Material and H Lime (40 LBS./S.Y.)
- (C) RECYL AC 25MM SP, Group 1/2, Including Bitum Material and H Lime (6\"/>

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1		0-10'
2:1	ALL	OVER 10'

Elizabeth Ln

Elizabeth Ln

Litany Ct

NOT TO SCALE



STV/RALPH WHITEHEAD ASSOCIATES
 3505 KOGER BLVD, SUITE 205
 DULUTH, GA 3096-7671



REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
CONCEPT TYPICAL SECTIONS

SPOUT SPRINGS ROAD

DRAWING No.
05-02

Attachment 3:
Detailed Cost Estimates

PROJ. NO.:

P.I. NO. 0009679

DATE: 4/4/2013

Total Project Cost

Base Construction Cost		\$	32,220,753.57
E & I	5%	\$	1,611,037.68
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	33,831,791.25
Liquid AC Adjustment (50 % cap)		\$	2,278,850.59
Total Construction Cost		\$	36,110,641.84

Widening Section

Base Construction Cost		\$	31,781,020.18
E & I	5%	\$	1,589,051.01
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	33,370,071.19
Liquid AC Adjustment (50 % cap)		\$	2,244,395.51
Total Construction Cost		\$	35,614,466.70

Operational Improvements Section

Base Construction Cost		\$	439,733.39
E & I	5%	\$	21,986.67
Construction Contingency	0%	\$	-
Subtotal Construction Cost		\$	461,720.06
Liquid AC Adjustment (50 % cap)		\$	34,455.08
Total Construction Cost		\$	496,175.14

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0009679

DATE

4/4/2013

INDEX (TYPE)

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	May-12	\$ 3.668
DIESEL		\$ 4.057
LIQUID AC		\$ 626.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

$PA = \left(\frac{APM - APL}{APL} \right) \times TMT \times APL$

Asphalt

Price Adjustment (PA)				2192658.9	\$	2,192,658.90
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,001.60		
Monthly Asphalt Cement Price month project let (APL)			\$	626.00		
Total Monthly Tonnage of asphalt cement (TMT)				5837.75		

ASPHALT	Tons	%AC	AC ton
Leveling	4610	5.0%	230.5
12.5 OGFC		5.0%	0
12.5 mm	26310	5.0%	1315.5
9.5 mm SP		5.0%	0
25 mm SP	59190	5.0%	2959.5
19 mm SP	26645	5.0%	1332.25
	116755		5837.75

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	51,736.60	\$	51,736.61
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,001.60			
Monthly Asphalt Cement Price month project let (APL)			\$	626.00			
Total Monthly Tonnage of asphalt cement (TMT)				137.7438866			

Bitum Tack

Gals	gals/ton	tons
32070	232.8234	137.743887

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0009679

DATE

4/4/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	1,001.60			
Monthly Asphalt Cement Price month project let (APL)				\$	626.00			
Total Monthly Tonnage of asphalt cement (TMT)						0		

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

TOTAL LIQUID AC ADJUSTMENT							\$	2,244,395.51
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PROJ. NO.

INTERIM IMPROVEMENTS I-985 INTERCHANGE TO HOG MOUNT

CALL NO.

P.I. NO.

0009679

DATE

1/7/2013

INDEX (TYPE)

DATE INDEX

REG. UNLEADED

May-12 \$ 3.668

DIESEL

\$ 4.057

LIQUID AC

\$ 626.00

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)

33616.2

\$

33,616.20

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 1,001.60

Monthly Asphalt Cement Price month project let (APL)

\$ 626.00

Total Monthly Tonnage of asphalt cement (TMT)

89.5

ASPHALT	Tons	%AC	AC ton
Leveling	470	5.0%	23.5
12.5 OGFC		5.0%	0
12.5 mm	1200	5.0%	60
9.5 mm SP		5.0%	0
25 mm SP	80	5.0%	4
19 mm SP	40	5.0%	2
	1790		89.5

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 838.88

\$

838.88

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 1,001.60

Monthly Asphalt Cement Price month project let (APL)

\$ 626.00

Total Monthly Tonnage of asphalt cement (TMT)

2.233452479

Bitum Tack

Gals

gals/ton

tons

520

232.8234

2.23345248

PROJ. NO.

INTERIM IMPROVEMENTS I-985 INTERCHANGE TO HOG MOUNT

CALL NO.

P.I. NO.

0009679

DATE

1/7/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	1,001.60			
Monthly Asphalt Cement Price month project let (APL)				\$	626.00			
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							\$	34,455.08
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DETAILED COST ESTIMATE



Job: 0009679

JOB NUMBER 0009679

FED/STATE PROJECT NUMBER CSSTP-0009-00(405)

SPEC YEAR: 01

DESCRIPTION: SPOUT SPRINGS ROAD WIDENING P.I.NO.0009679 HALL COUNTY

ITEMS FOR JOB 0009679

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0009	150-1000	1.000	LS	\$1,516,000.00000	TRAFFIC CONTROL - 0009679	\$1,516,000.00
0010	153-1300	1.000	EA	\$76,721.56222	FIELD ENGINEERS OFFICE TP 3	\$76,721.56
0015	201-1500	1.000	LS	\$860,000.00000	CLEARING & GRUBBING - 0009679	\$860,000.00
0020	205-0001	345280.000	CY	\$5.23000	UNCLASS EXCAV	\$1,805,814.40
0025	205-0210	646.000	CY	\$40.00000	EXCAVATION - ROCK	\$25,840.00
0030	206-0002	202220.000	CY	\$4.00045	BORROW EXCAV, INCL MATL	\$808,971.00
0045	310-1101	133960.000	TN	\$14.88426	GR AGGR BASE CRS, INCL MATL	\$1,993,895.47
0050	402-1812	4610.000	TN	\$68.75679	RECYL AC LEVELING, INC BM&HL	\$316,968.80
0055	402-3121	59190.000	TN	\$55.52410	RECYL AC 25MM SP, GP1/2, BM&HL	\$3,286,471.48
0060	402-3130	26310.000	TN	\$64.51830	RECYL AC 12.5MM SP, GP2, BM&HL	\$1,697,476.47
0065	402-3190	26645.000	TN	\$57.82030	RECYL AC 19 MM SP, GP 1 OR 2 ,INC BM&HL	\$1,540,621.89
0070	413-1000	30625.000	GL	\$1.79642	BITUM TACK COAT	\$55,015.36
0075	432-5010	3800.000	SY	\$2.76792	MILL ASPH CONC PVMT, VARB DEPTH	\$10,518.10
0080	441-0018	10900.000	SY	\$42.53211	DRIVEWAY CONCRETE, 8 IN TK	\$463,600.00
0085	441-0104	61110.000	SY	\$14.26063	CONC SIDEWALK, 4 IN	\$871,467.10
0090	441-0740	730.000	SY	\$24.76618	CONC MEDIAN, 4 IN	\$18,079.31
0095	441-0754	49320.000	SY	\$35.21501	CONC MEDIAN, 7 1/2 IN	\$1,736,804.29
0110	441-6012	12400.000	LF	\$16.61682	CONC CURB & GUTTER/ 6"X24"TP2	\$206,048.57
0100	441-6222	56000.000	LF	\$9.92112	CONC CURB & GUTTER/ 8"X30"TP2	\$555,582.72
0105	441-6740	31600.000	LF	\$11.38351	CONC CURB & GUTTER/ 8"X30" TP7	\$359,718.92
0115	446-1100	5950.000	LF	\$2.46360	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	\$14,658.42
0120	500-3110	110.000	LF	\$269.00000	CLASS A CONCRETE, TYPE P1, RETAINING WAL	\$29,590.00
0125	500-3115	1190.000	LF	\$363.66000	CLASS A CONCRETE, TYPE P2, RETAINING WAL	\$432,755.40
0130	500-3120	830.000	LF	\$442.00000	CLASS A CONCRETE, TYPE P3, RETAINING WAL	\$366,860.00
0135	500-3201	780.000	CY	\$382.17775	CL B CONC, RET WALL	\$298,098.65
0140	500-3800	590.000	CY	\$825.64731	CL A CONC, INCL REINF STEEL	\$487,131.91
0145	500-9999	250.000	CY	\$152.10233	CL B CONC, BASE OR PVMT WIDEN	\$38,025.58
0150	522-1000	1.000	LS	\$1,400,000.00000	SHORING 0009679	\$1,400,000.00
0155	620-0100	1000.000	LF	\$28.85583	TEMP BARRIER, METHOD NO. 1	\$28,855.83
0160	634-1200	350.000	EA	\$101.48623	RIGHT OF WAY MARKERS	\$35,520.18
0165	641-1200	11500.000	LF	\$14.82660	GUARDRAIL, TP W	\$170,505.90
0170	641-5001	34.000	EA	\$618.67543	GUARDRAIL ANCHORAGE, TP 1	\$21,034.96
0175	641-5012	34.000	EA	\$1,809.70872	GUARDRAIL ANCHORAGE, TP 12	\$61,530.10
SUBTOTAL FOR ROADWAY:						\$21,590,182.37

DETAILED COST ESTIMATE



Job: 0009679

0020 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0180	207-0203	19784.000	CY	\$33.08274	FOUND BK FILL MATL, TP II	\$654,508.93
0185	441-0600	60.000	CY	\$962.50000	CONC HEADWALLS	\$57,750.00
0190	500-3101	2526.000	CY	\$442.97767	CLASS A CONCRETE	\$1,118,961.59
0195	511-1000	330576.000	LB	\$0.67818	BAR REINF STEEL	\$224,190.03
0200	550-1180	37610.000	LF	\$31.36296	STM DR PIPE 18",H 1-10	\$1,179,560.93
0205	550-1240	17900.000	LF	\$38.92375	STM DR PIPE 24",H 1-10	\$696,735.13
0210	550-1360	9300.000	LF	\$58.25143	STM DR PIPE 36",H 1-10	\$541,738.30
0215	550-1361	450.000	LF	\$59.32212	STM DR PIPE 36",H 10-15	\$26,694.95
0220	550-1426	250.000	LF	\$75.00000	STM DR PIPE 42" H 35-40	\$18,750.00
0225	550-1480	6300.000	LF	\$84.71431	STM DR PIPE 48",H 1-10	\$533,700.15
0230	550-2180	9400.000	LF	\$23.17854	SIDE DR PIPE 18",H 1-10	\$217,878.28
0235	550-2240	300.000	LF	\$33.13020	SIDE DR PIPE 24",H 1-10	\$9,939.06
0240	550-2360	200.000	LF	\$55.35000	SIDE DR PIPE 36",H 1-10	\$11,070.00
0250	550-3418	250.000	EA	\$376.33915	SAFETY END SECTION 18",SD,4:1	\$94,084.79
0255	550-3424	6.000	EA	\$627.83217	SAFETY END SECTION 24",SD,4:1	\$3,766.99
0260	550-3436	2.000	EA	\$1,000.00000	SAFETY END SECTION 36",SD,4:1	\$2,000.00
0245	550-3518	100.000	EA	\$561.40959	SAFETY END SECTION 18",STD,6:1	\$56,140.96
0270	550-3636	2.000	EA	\$1,000.00000	SAFETY END SECTION 36",SD,6:1	\$2,000.00
0265	550-4118	100.000	EA	\$333.56308	FLARED END SECT 18 IN, SIDE DR	\$33,356.31
0275	550-4218	36.000	EA	\$464.45938	FLARED END SECT 18 IN, ST DR	\$16,720.54
0280	550-4224	30.000	EA	\$596.72518	FLARED END SECT 24 IN, ST DR	\$17,901.76
0285	550-4236	8.000	EA	\$911.50899	FLARED END SECT 36 IN, ST DR	\$7,292.07
0290	550-4242	2.000	EA	\$1,378.08000	FLARED END SECT 42 IN, ST DR	\$2,756.16
0295	610-9230	1.000	LS	\$160,000.00000	REM CLVT, CONCRETE, STA - 0009679	\$160,000.00
0300	668-1100	173.000	EA	\$2,266.39631	CATCH BASIN, GP 1	\$392,086.56
0305	668-2100	95.000	EA	\$1,847.32876	DROP INLET, GP 1	\$175,496.23
SUBTOTAL FOR DRAINAGE:						\$6,255,079.72

0030 - TRAFFIC SIGNAL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0310	647-1000	1.000	LS	\$650,000.00000	TRAF SIGNAL INSTALLATION NO - 0009679	\$650,000.00
SUBTOTAL FOR TRAFFIC SIGNAL:						\$650,000.00

0040 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0475	009-3000	1.000	LS	\$100,000.00000	MISCELLANEOUS CONSTRUCTION 0009679	\$100,000.00
0460	653-1501	126720.000	LF	\$0.36904	THERMO SOLID TRAF ST 5 IN, WHI	\$46,764.75
0465	653-3501	63360.000	GLF	\$0.32311	THERMO SKIP TRAF ST, 5 IN, WHI	\$20,472.25
SUBTOTAL FOR SIGNING AND MARKING:						\$167,237.00

DETAILED COST ESTIMATE



Job: 0009679

0050 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0315	163-0232	30.000	AC	\$14.06660	TEMPORARY GRASSING	\$422.00
0320	163-0240	1200.000	TN	\$240.79730	MULCH	\$288,956.76
0325	163-0300	15.000	EA	\$1,201.38567	CONSTRUCTION EXIT	\$18,020.79
0330	163-0502	4.000	EA	\$487.89417	CONSTR AND REMOVE SILT CONTROL GATE, TP 2	\$1,951.58
0335	163-0503	40.000	EA	\$467.90375	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	\$18,716.15
0340	163-0520	6150.000	LF	\$11.12100	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$68,394.15
0345	163-0528	2390.000	LF	\$2.99090	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$7,148.25
0350	163-0531	22.000	EA	\$17,316.44758	CONSTR & REM SEDIMENT BASIN, TP 1, STA NO- 0009679	\$380,961.85
0355	163-0550	520.000	EA	\$150.58150	CONS & REM INLET SEDIMENT TRAP	\$78,302.38
0360	165-0020	29350.000	LF	\$1.16000	MAINT OF TEMP SILT FENCE, TP B	\$34,046.00
0365	165-0030	28500.000	LF	\$0.70121	MAINT OF TEMP SILT FENCE, TP C	\$19,984.49
0370	165-0041	10000.000	LF	\$0.89529	MAINT OF CHECK DAMS - ALL TYPES	\$8,952.90
0375	165-0060	22.000	EA	\$1,077.45568	MAINT OF TEMP SEDIMENT BASIN, STA NO -	\$23,704.02
0380	165-0086	4.000	EA	\$123.33917	MAINT OF SILT CONTROL GATE, TP 2	\$493.36
0385	165-0087	40.000	EA	\$71.49724	MAINT OF SILT CONTROL GATE, TP 3	\$2,859.89
0390	165-0101	15.000	EA	\$452.93946	MAINT OF CONST EXIT	\$6,794.09
0395	165-0105	520.000	EA	\$49.60920	MAINT OF INLET SEDIMENT TRAP	\$25,796.78
0400	167-1000	4.000	EA	\$228.40549	WATER QUALITY MONITORING AND SAMPLING	\$913.62
0405	167-1500	36.000	MO	\$631.00998	WATER QUALITY INSPECTIONS	\$22,716.36
0410	171-0020	58700.000	LF	\$3.73000	TEMPORARY SILT FENCE, TYPE B	\$218,951.00
0415	171-0030	57000.000	LF	\$2.79017	TEMPORARY SILT FENCE, TYPE C	\$159,039.69
0420	603-2181	2700.000	SY	\$28.26664	STN DUMPED RIP RAP, TP 3, 18"	\$76,319.93
0425	603-7000	2700.000	SY	\$3.68018	PLASTIC FILTER FABRIC	\$9,936.49
0435	700-6910	55.000	AC	\$324.72349	PERMANENT GRASSING	\$17,859.79
0440	700-7000	60.000	TN	\$66.01886	AGRICULTURAL LIME	\$3,961.13
0445	700-8000	40.000	TN	\$440.97493	FERTILIZER MIXED GRADE	\$17,639.00
0450	700-8100	2850.000	LB	\$1.92127	FERTILIZER NITROGEN CONTENT	\$5,475.62
0455	716-2000	19200.000	SY	\$0.81128	EROSION CONTROL MATS, SLOPES	\$15,576.58
SUBTOTAL FOR EROSION CONTROL:						\$1,533,894.65

0070 - LANDSCAPING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0470	009-3500	1.000	LS	\$1,523,388.00000	MISC LANDSCAPE ITEMS	\$1,523,388.00
SUBTOTAL FOR LANDSCAPING:						\$1,523,388.00

0090 - UTILITY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0430	643-8200	1000.000	LF	\$1.23844	BARRIER FENCE (ORANGE), 4 FT	\$1,238.44
SUBTOTAL FOR UTILITY:						\$1,238.44

COST GROUP FOR JOB 0009679

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	LS	NORM	1.000	\$60,000.00	UDEF	USER-DEFINED (LUMP SUM)	\$60,000.00
SUBTOTAL:							\$60,000.00

TOTALS FOR JOB 0009679

DETAILED COST ESTIMATE



Job: 0009679

ITEMS COST:	\$31,721,020.18
COST GROUP COST:	\$60,000.00
ESTIMATED COST:	\$31,781,020.18
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$33,370,071.19

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/11/2012
Revised:

Project: Spout Springs Road
County: Hall
PI:

Description: Spout Springs Road
Project Termini:

Parcels: 232

Existing ROW: Varies
Required ROW: Varies

Land and Improvements \$22,956,252.60

Proximity Damage	\$1,170,000.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$5,000,000.00

Valuation Services \$333,750.00

Legal Services \$1,469,100.00

Relocation \$1,584,000.00

Demolition \$435,000.00

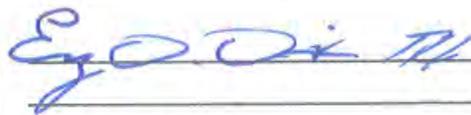
Administrative \$2,016,500.00

TOTAL ESTIMATED COSTS \$28,794,602.60

TOTAL ESTIMATED COSTS (ROUNDED) \$28,795,000.00

Preparation Credits	Hours	Signature
		

Prepared By:



CG#: 2403

(DATE)

Approved By:

CG#:

(DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
Land and Improvements	Agriculture	Residential	Commercial	Industrial
1 Estimate Low (ac)	\$0.00	\$25,004.00	\$71,750.00	\$0.00
2 Estimate High (ac)	\$0.00	\$139,705.00	\$641,447.00	\$0.00
3 Estimate Used (ac)	\$0.00	\$87,160.00	\$435,600.00	\$0.00
4 Fee Simple Area (ac)	0.00	77.49	8.15	0.00
5 Fee Simple Estimate	\$0.00	\$6,754,028.40	\$3,550,140.00	\$0.00
6 Perm Esmt Area (ac)	0.00	0.00		0.00
7 Perm Esmt Factor	0%	50%	50%	50%
8 Perm Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
9 Temp Esmt Area (ac)	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	\$1,140,000.00	\$30,000.00	\$0.00
13 Consequential Damages	\$0.00	\$0.00	\$0.00	\$0.00
14 Cost to Cures	\$0.00	\$0.00		\$0.00
15 Improvements	\$0.00	\$4,750,000.00	\$250,000.00	\$0.00
16 Trade Fixtures	\$0.00	\$0.00		\$0.00
17				
18 PROPERTY TYPE TOTALS	\$0.00	\$11,504,028.40	\$3,800,140.00	\$0.00
19	SUB TOTAL PROPERTY TYPES			\$15,304,168.40
20	Counter Offers and Condemnation Increases			\$7,652,084.20
21				
22	GRAND TOTAL LANDS AND IMPROVEMENTS			\$22,956,252.60

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
Valuation Services	Agriculture	Residential	Commercial	Industrial
1 Appraisals (# of Parcels)	0	197	35	0
2 Estimated Fees (per Parcel)	\$0.00	\$1,000.00	\$2,000.00	\$0.00
3 TOTAL APPRAISALS	\$0.00	\$197,000.00	\$70,000.00	\$0.00
4 Sign Estimates	0	0	0	0
5 Estimated Fees	\$0.00	\$0.00	\$200.00	\$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	\$2,500.00	\$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	\$197,000.00	\$70,000.00	\$0.00
17	SUB TOTAL VALUATION SERVICES			\$267,000.00
18	Updates and Incidentals (Min \$2,500 or 25%)			\$66,750.00
19	GRAND TOTAL VALUATION SERVICES			\$333,750.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
	Parcels	Estimated Fees		TOTALS
1	Meeting with Attorney	232	\$125.00	\$29,000.00
2	Preliminary Titles	232	\$200.00	\$46,400.00
3	Closing and Final Title	232	\$300.00	\$69,600.00
4	Recording Fees	232	\$50.00	\$11,600.00
5	Condemnation Filing	35	\$5,000.00	\$175,000.00
6	Litigation Costs	35	\$25,000.00	\$875,000.00
7	Updates and Incidentals	35	\$7,500.00	\$262,500.00
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL LEGAL SERVICES			\$1,469,100.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
	Displacements	Estimated Costs		TOTALS
1	Business Displacement	0	\$15,000.00	\$0.00
2	Residential Tenant	0	\$20,000.00	\$0.00
3	Residential Owner	28	\$40,000.00	\$1,120,000.00
4	Pro-Rata Taxes	232	\$1,000.00	\$232,000.00
5	Property Pin Replacement	232	\$1,000.00	\$232,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL RELOCATION			\$1,584,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
	Demolition	Items/Improvements	Estimated Costs	TOTALS
1	Residential Structures	29	\$15,000.00	\$435,000.00
2	Commercial Structures	0	\$25,000.00	\$0.00
3	Hotels/Apartments	0	\$60,000.00	\$0.00
4	UST's - Dispensers	0	\$50,000.00	\$0.00
5	Billboards	0	\$8,000.00	\$0.00
6	Signs - Light Standards	0	\$1,500.00	\$0.00
7	Water Vaults	0	\$15,000.00	\$0.00
8	Gas/Water Service Separation	0	\$2,500.00	\$0.00
9				
10				
11				
12				
13				
14				
15				
16				
17			GRAND TOTAL DEMOLITION	\$435,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

Spout Springs Road Hall

0

	A	B	C	D
	Parcels	Man hours per Parcel		TOTALS
1	Pre-Acquisition	232	40	\$464,000.00
2	Acquisition	232	100	\$1,160,000.00
3	Relocation	29	50	\$72,500.00
4	Administrative Appeals	58	50	\$145,000.00
5	Post-Acquisition	35	100	\$175,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL INHOUSE			\$2,016,500.00

RIGHT OF WAY COST ESTIMATE

June 11, 2012

Spout Springs

Spout Springs

Road

0

Parcel #	PIN #	Current Ownership	Zon. Code	H&B	Land Value (p/ac)	Req. ROW (Acres)	Req. ROW (SF)	Total take	Actual Acquired ROW	Value of ROW	Perm Esmt (Acres)	Perm Esmt (SF)	Acquired Perm	Value of Perm Esmt	Temp Esmt (Acres)	Temp Esmt (SF)	Acquired Temp	Value of Temp Esmt	Displacements				Property & Displacement Costs
																			Improvement Costs	Relocation Cost	P/C/C TC	Other Damages	
1				B	\$ 200,000	0.983	42826.00		42826.00	\$ 196,571.34	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 196,571.34	
2				B	\$ 200,000	0.787	34265.00		34265.00	\$ 157,276.35	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 157,276.35	
3				C	\$ 75,000	1.088	47383.00		47383.00	\$ 81,498.76	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 81,498.76	
4				C	\$ 75,000	0.219	9527.00		9527.00	\$ 16,386.44	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 16,386.44	
5				C	\$ 75,000	0.269	11721.00		11721.00	\$ 20,160.12	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 20,160.12	
6				C	\$ 75,000	0.050	2175.00		2175.00	\$ 3,741.00	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 3,741.00	
7				B	\$ 200,000	0.189	8220.00		8220.00	\$ 37,729.80	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 37,729.80	
8				D	\$ 60,000	0.122	5327.00		5327.00	\$ 7,351.26	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 7,351.26	
9				E	\$ 100,000	0.162	7054.00		7054.00	\$ 16,224.20	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 16,224.20	
10				E	\$ 100,000	0.220	9575.00		9575.00	\$ 22,022.50	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 22,022.50	
11				E	\$ 100,000	0.031	1329.00		1329.00	\$ 3,056.70	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 3,056.70	
12				E	\$ 100,000	0.192	8359.00		8359.00	\$ 19,225.70	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 19,225.70	
13				E	\$ 100,000	0.185	8051.00		8051.00	\$ 18,517.30	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 18,517.30	
14				E	\$ 100,000	0.148	6457.00		6457.00	\$ 14,851.10	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 14,851.10	
15				E	\$ 100,000	0.147	6402.00		6402.00	\$ 14,724.60	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 14,724.60	
16				E	\$ 100,000	0.349	15217.00		15217.00	\$ 34,999.10	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 34,999.10	
17				E	\$ 100,000	0.066	2870.00		2870.00	\$ 6,601.00	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 6,601.00	
18				C	\$ 75,000	0.469	20441.00		20441.00	\$ 35,158.52	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 35,158.52	
19				C	\$ 75,000	0.237	10330.00		10330.00	\$ 17,767.60	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 17,767.60	
20				C	\$ 75,000	0.121	5269.00		5269.00	\$ 9,062.68	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 9,062.68	
21				C	\$ 75,000	0.145	6312.00		6312.00	\$ 10,856.64	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 130,856.64
22				E	\$ 100,000	0.075	3261.00		3261.00	\$ 7,500.30	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 7,500.30	
23				E	\$ 100,000	0.326	14192.00		14192.00	\$ 32,641.60	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 70,141.60
24				C	\$ 75,000	0.313	13655.00		13655.00	\$ 23,486.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 23,486.60
25				C	\$ 75,000	0.067	2921.00		2921.00	\$ 5,024.12	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 5,024.12
26				C	\$ 75,000	0.074	3212.00		3212.00	\$ 5,524.64	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 20,000.00			\$ 175,524.64
27				C	\$ 75,000	0.044	1935.00		1935.00	\$ 3,328.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,328.20
28				C	\$ 75,000	0.051	2232.00		2232.00	\$ 3,839.04	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,839.04
29				C	\$ 75,000	0.048	2078.00		2078.00	\$ 3,574.16	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,574.16
30				C	\$ 75,000	0.022	968.00		968.00	\$ 1,664.96	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,664.96
31				C	\$ 75,000	0.013	581.00		581.00	\$ 999.32	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 38,499.32
32				C	\$ 75,000	0.047	2036.00		2036.00	\$ 3,501.92	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 41,001.92
33				C	\$ 75,000	0.193	8391.00		8391.00	\$ 14,432.52	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 51,932.52
34				C	\$ 75,000	0.033	1443.00		1443.00	\$ 2,481.96	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 39,981.96
35				C	\$ 75,000	0.594	25870.00		25870.00	\$ 44,496.40	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 164,496.40
36				C	\$ 75,000	0.511	22269.00		22269.00	\$ 38,302.68	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 158,302.68
37				C	\$ 75,000	0.491	21388.00		21388.00	\$ 36,787.36	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 156,787.36
38				E	\$ 100,000	0.378	16482.00		16482.00	\$ 37,908.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 37,908.60
39				E	\$ 100,000	0.016	717.00		717.00	\$ 1,649.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,649.10
40				E	\$ 100,000	0.075	3260.00		3260.00	\$ 7,498.00	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,498.00
41				E	\$ 100,000	0.011	486.00		486.00	\$ 1,117.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,117.80
42				E	\$ 100,000	0.116	5047.00		5047.00	\$ 11,608.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 11,608.10
43				E	\$ 100,000	0.199	8674.00		8674.00	\$ 19,950.20	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 57,450.20
44				E	\$ 100,000	0.597	25993.00		25993.00	\$ 59,783.90	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 179,783.90
45				C	\$ 75,000	0.740	32229.00		32229.00	\$ 55,433.88	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 55,433.88
46				E	\$ 100,000	0.116	5061.00		5061.00	\$ 11,640.30	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 11,640.30
47				E	\$ 100,000	0.138	6004.00		6004.00	\$ 13,809.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 13,809.20
48				C	\$ 75,000	0.878	38226.00		38226.00	\$ 65,748.72	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 185,748.72
49				C	\$ 75,000	0.245	10687.00		10687.00	\$ 18,381.64	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 18,381.64
50				C	\$ 75,000	0.048	2105.00		2105.00	\$ 3,620.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,620.60
51				C	\$ 75,000	0.029	1250.00		1250.00	\$ 2,150.00	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 2,150.00
52				C	\$ 75,000	0.063	2744.00		2744.00	\$ 4,719.68	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 4,719.68
53				C	\$ 75,000	0.049	2146.00		2146.00	\$ 3,691.12	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,691.12
54				C	\$ 75,000	0.076	3329.00		3329.00	\$ 5,725.88	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 43,225.88
55				B	\$ 200,000	0.099	4313.00		4313.00	\$ 19,796.67	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 19,796.67
56				E	\$ 100,000	1.344	58541.00		58541.00	\$ 134,644.30	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 134,644.30
57				E	\$ 100,000	0.154	6692.00		6692.00	\$ 15,391.60	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 52,891.60

58				E	\$ 100,000	0.058	2522.00		2522.00	\$ 5,800.60	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 5,800.60
59				E	\$ 100,000	1.191	51864.00		51864.00	\$ 119,287.20	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 119,287.20
60				C	\$ 75,000	0.599	26101.00		26101.00	\$ 44,893.72	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 44,893.72
61				C	\$ 75,000	0.131	5691.00		5691.00	\$ 9,788.52	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 37,500.00	\$ 47,288.52
62				E	\$ 100,000	0.130	5666.00		5666.00	\$ 13,031.80	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 13,031.80
63				E	\$ 100,000	0.104	4548.00		4548.00	\$ 10,460.40	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 50,460.40
64				E	\$ 100,000	0.022	975.00		975.00	\$ 2,242.50	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 2,242.50
65				E	\$ 100,000	0.014	592.00		592.00	\$ 1,361.60	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 1,361.60
66				E	\$ 100,000	0.005	224.00		224.00	\$ 515.20	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 515.20
67				C	\$ 75,000	0.994	43309.00		43309.00	\$ 74,491.48	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00		\$ 194,491.48
68				C	\$ 75,000	1.002	43644.00		43644.00	\$ 75,067.68	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 75,067.68
69				E	\$ 100,000	0.580	25265.00		25265.00	\$ 58,109.50	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00		\$ 238,109.50
70				E	\$ 100,000	0.580	25265.00		25265.00	\$ 58,109.50	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00		\$ 238,109.50
71				E	\$ 100,000	0.110	4811.00		4811.00	\$ 11,065.30	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 11,065.30
72				E	\$ 100,000	0.103	4500.00		4500.00	\$ 10,350.00	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 10,350.00
73				C	\$ 75,000	0.154	6725.00		6725.00	\$ 11,567.00	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 50,000.00	\$ 61,567.00
74				C	\$ 75,000	0.075	3270.00		3270.00	\$ 5,624.40	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 5,624.40
75				C	\$ 75,000	0.055	2396.00		2396.00	\$ 4,121.12	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 4,121.12
76				D	\$ 60,000	0.323	14075.00		14075.00	\$ 19,423.50	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00		\$ 139,423.50
77				D	\$ 60,000	6.710	292289.00		292289.00	\$ 403,358.82	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 403,358.82
78				C	\$ 75,000	0.178	7759.00		7759.00	\$ 13,345.48	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 13,345.48
79				C	\$ 75,000	0.236	10271.00		10271.00	\$ 17,666.12	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 17,666.12
80				C	\$ 75,000	1.530	66668.00		66668.00	\$ 114,668.96	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 114,668.96
81				C	\$ 75,000	0.392	17064.00		17064.00	\$ 29,350.08	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 69,350.08
82				C	\$ 75,000	0.346	15087.00		15087.00	\$ 25,949.64	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 25,949.64
83				C	\$ 75,000	0.346	15083.00		15083.00	\$ 25,942.76	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 25,942.76
84				C	\$ 75,000	0.345	15024.00		15024.00	\$ 25,841.28	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 25,841.28
85				C	\$ 75,000	0.410	17881.00		17881.00	\$ 30,755.32	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 30,755.32
86				C	\$ 75,000	0.865	37696.00		37696.00	\$ 64,837.12	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 64,837.12
87				D	\$ 60,000	1.465	63808.00		63808.00	\$ 88,055.04	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 88,055.04
88				E	\$ 100,000	0.310	13485.00		13485.00	\$ 31,015.50	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 71,015.50
89				E	\$ 100,000	0.048	2096.00		2096.00	\$ 4,820.80	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 44,820.80
90				E	\$ 100,000	0.021	896.00		896.00	\$ 2,060.80	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 42,060.80
91				E	\$ 100,000	0.036	1584.00		1584.00	\$ 3,643.20	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 43,643.20
92				E	\$ 100,000	0.123	5373.00		5373.00	\$ 12,357.90	0.000		0.00	\$ -	0.000		0.00	\$ -		P	\$ 40,000.00	\$ 52,357.90
93				E	\$ 100,000	0.033	1421.00		1421.00	\$ 3,268.30	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 3,268.30
94				E	\$ 100,000	0.017	749.00		749.00	\$ 1,722.70	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 1,722.70
95				B	\$ 200,000	0.175	7608.00		7608.00	\$ 34,920.72	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 34,920.72
96				D	\$ 60,000	1.977	86134.00		86134.00	\$ 118,864.92	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 118,864.92
97				E	\$ 100,000	1.216	52958.00		52958.00	\$ 121,803.40	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00		\$ 301,803.40
98				E	\$ 100,000	0.986	42961.00		42961.00	\$ 98,810.30	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00		\$ 278,810.30
99				E	\$ 100,000	0.495	21560.00		21560.00	\$ 49,588.00	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 49,588.00
100				E	\$ 100,000	0.008	355.00		355.00	\$ 816.50	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 816.50
101				E	\$ 100,000	0.348	15158.00		15158.00	\$ 34,863.40	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 34,863.40
102				E	\$ 100,000	0.023	1017.00		1017.00	\$ 2,339.10	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 2,339.10
103				E	\$ 100,000	0.212	9213.00		9213.00	\$ 21,189.90	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 21,189.90
104				C	\$ 75,000	0.002	77.00		77.00	\$ 132.44	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 132.44
105				A	\$ 500,000	0.156	6804.00		6804.00	\$ 78,109.92	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 78,109.92
106				A	\$ 500,000	0.264	11492.00		11492.00	\$ 131,928.16	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 131,928.16
107				A	\$ 500,000	0.066	2867.00		2867.00	\$ 32,913.16	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 32,913.16
108				A	\$ 500,000	0.203	8834.00		8834.00	\$ 101,414.32	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 101,414.32
109				A	\$ 500,000	0.253	11030.00		11030.00	\$ 126,624.40	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 126,624.40
110				A	\$ 500,000	0.125	5433.00		5433.00	\$ 62,370.84	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 62,370.84
111				A	\$ 500,000	0.061	2647.00		2647.00	\$ 30,387.56	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 30,387.56
112				A	\$ 500,000	0.031	1346.00		1346.00	\$ 15,452.08	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 15,452.08
113				A	\$ 500,000	0.068	2970.00		2970.00	\$ 34,095.60	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 34,095.60
114				A	\$ 500,000	0.138	6001.00		6001.00	\$ 68,891.48	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 68,891.48
115				A	\$ 500,000	0.395	17210.00		17210.00	\$ 197,570.80	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 197,570.80
116				A	\$ 500,000	0.038	1654.00		1654.00	\$ 18,987.92	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 18,987.92
117				A	\$ 500,000	0.010	426.00		426.00	\$ 4,890.48	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 4,890.48
118				A	\$ 500,000	0.012	527.00		527.00	\$ 6,049.96	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 6,049.96
119				A	\$ 500,000	0.029	1249.00		1249.00	\$ 14,338.52	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 14,338.52
120				A	\$ 500,000	0.049	2149.00		2149.00	\$ 24,670.52	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 24,670.52
121				A	\$ 500,000	0.278	12123.00		12123.00	\$ 139,172.04	0.000		0.00	\$ -	0.000		0.00	\$ -				\$ 139,172.04

122				A	\$ 500,000	0.131	5699.00		5699.00	\$ 65,424.52	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 65,424.52	
123				A	\$ 500,000	0.016	714.00		714.00	\$ 8,196.72	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,196.72	
124				A	\$ 500,000	0.127	5515.00		5515.00	\$ 63,312.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 63,312.20	
125				A	\$ 500,000	0.331	14432.00		14432.00	\$ 165,679.36	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 165,679.36	
126				D	\$ 60,000	1.556	67789.00		67789.00	\$ 93,548.82	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 93,548.82	
127				C	\$ 75,000	0.543	23668.00		23668.00	\$ 40,708.96	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 40,708.96	
128				C	\$ 75,000	0.357	15544.00		15544.00	\$ 26,735.68	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 26,735.68	
129				C	\$ 75,000	0.270	11746.00		11746.00	\$ 20,203.12	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 20,203.12	
130				C	\$ 75,000	0.193	8423.00		8423.00	\$ 14,487.56	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 14,487.56	
131				E	\$ 100,000	0.102	4427.00		4427.00	\$ 10,182.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 10,182.10	
132				E	\$ 100,000	0.072	3142.00		3142.00	\$ 7,226.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,226.60	
133				E	\$ 100,000	0.081	3547.00		3547.00	\$ 8,158.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,158.10	
134				C	\$ 75,000	0.046	2020.00		2020.00	\$ 3,474.40	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,474.40	
135				C	\$ 75,000	0.344	14970.00		14970.00	\$ 25,748.40	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 63,248.40	
136				C	\$ 75,000	0.063	2754.00		2754.00	\$ 4,736.88	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 4,736.88	
137				C	\$ 75,000	0.046	1998.00		1998.00	\$ 3,436.56	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,436.56	
138				C	\$ 75,000	0.104	4514.00		4514.00	\$ 7,764.08	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,764.08	
139				C	\$ 75,000	0.018	771.00		771.00	\$ 1,326.12	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 38,826.12	
140				C	\$ 75,000	0.007	299.00		299.00	\$ 514.28	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 514.28	
141				C	\$ 75,000	0.126	5474.00		5474.00	\$ 9,415.28	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 9,415.28	
142				C	\$ 75,000	1.465	63808.00		63808.00	\$ 109,749.76	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 109,749.76	
143				C	\$ 75,000	0.344	14968.00		14968.00	\$ 25,744.96	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 20,000.00				\$ 195,744.96
144				C	\$ 75,000	0.263	11463.00		11463.00	\$ 19,716.36	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 19,716.36	
145				C	\$ 75,000	0.246	10700.00		10700.00	\$ 18,404.00	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 18,404.00	
146				D	\$ 60,000	0.960	41820.00		41820.00	\$ 57,711.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 57,711.60	
147				C	\$ 75,000	0.358	15612.00		15612.00	\$ 26,852.64	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 26,852.64	
148				C	\$ 75,000	0.167	7271.00		7271.00	\$ 12,506.12	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 12,506.12	
149				C	\$ 75,000	0.086	3758.00		3758.00	\$ 6,463.76	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 6,463.76	
150				C	\$ 75,000	0.018	780.00		780.00	\$ 1,341.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,341.60	
151				E	\$ 100,000	0.023	986.00		986.00	\$ 2,267.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 2,267.80	
152				D	\$ 60,000	0.062	2712.00		2712.00	\$ 3,742.56	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,742.56	
153				C	\$ 75,000	0.625	27214.00		27214.00	\$ 46,808.08	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 20,000.00				\$ 216,808.08
154				C	\$ 75,000	0.592	25787.00		25787.00	\$ 44,353.64	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 81,853.64	
155				C	\$ 75,000	0.622	27115.00		27115.00	\$ 46,637.80	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00				\$ 226,637.80
156				E	\$ 100,000	0.023	1019.00		1019.00	\$ 2,343.70	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 2,343.70	
157				E	\$ 100,000	0.130	5667.00		5667.00	\$ 13,034.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 13,034.10	
158				E	\$ 100,000	0.160	6964.00		6964.00	\$ 16,017.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 16,017.20	
159				E	\$ 100,000	0.179	7817.00		7817.00	\$ 17,979.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 17,979.10	
160				E	\$ 100,000	0.219	9518.00		9518.00	\$ 21,891.40	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 21,891.40	
161				E	\$ 100,000	0.268	11671.00		11671.00	\$ 26,843.30	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 26,843.30	
162				E	\$ 100,000	0.291	12674.00		12674.00	\$ 29,150.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 29,150.20	
163				E	\$ 100,000	0.494	21507.00		21507.00	\$ 49,466.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 49,466.10	
164				E	\$ 100,000	0.031	1346.00		1346.00	\$ 3,095.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,095.80	
165				E	\$ 100,000	0.006	268.00		268.00	\$ 616.40	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 616.40	
166				E	\$ 100,000	0.032	1407.00		1407.00	\$ 3,236.10	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,236.10	
167				E	\$ 100,000	0.044	1932.00		1932.00	\$ 4,443.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 4,443.60	
168				E	\$ 100,000	0.053	2294.00		2294.00	\$ 5,276.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 5,276.20	
169				B	\$ 200,000	0.826	35982.00		35982.00	\$ 165,157.38	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 30,000.00				\$ 295,157.38
170				C	\$ 75,000	1.503	65464.00		65464.00	\$ 112,598.08	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 30,000.00				\$ 292,598.08
171				D	\$ 60,000	3.998	174164.00		174164.00	\$ 240,346.32	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 240,346.32	
172				C	\$ 75,000	0.490	21349.00		21349.00	\$ 36,720.28	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 36,720.28	
173				C	\$ 75,000	3.343	145612.00		145612.00	\$ 250,452.64	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 250,452.64	
174				C	\$ 75,000	0.499	21727.00		21727.00	\$ 37,370.44	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 37,370.44	
175				B	\$ 200,000	0.454	19770.00		19770.00	\$ 90,744.30	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 90,744.30	
176				B	\$ 200,000	0.804	35030.00		35030.00	\$ 160,787.70	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 160,787.70	
177				B	\$ 200,000	0.372	16221.00		16221.00	\$ 74,454.39	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 74,454.39	
178				D	\$ 60,000	6.005	261588.00		261588.00	\$ 360,991.44	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 400,991.44	
179				E	\$ 100,000	0.079	3452.00		3452.00	\$ 7,939.60	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,939.60	
180				E	\$ 100,000	0.086	3745.00		3745.00	\$ 8,613.50	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,613.50	
181				D	\$ 60,000	2.497	108766.00		108766.00	\$ 150,097.08	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 150,097.08	
182				C	\$ 75,000	0.113	4918.00		4918.00	\$ 8,458.96	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,458.96	
183				C	\$ 75,000	0.044	1914.00		1914.00	\$ 3,292.08	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,292.08	
184				C	\$ 75,000	0.047	2035.00		2035.00	\$ 3,500.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,500.20	
185				C	\$ 75,000	0.101	4407.00		4407.00	\$ 7,580.04	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,580.04	

186				C	\$ 75,000	0.116	5044.00		5044.00	\$ 8,675.68	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 46,175.68	
187				C	\$ 75,000	0.119	5203.00		5203.00	\$ 8,949.16	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,949.16	
188				C	\$ 75,000	0.148	6429.00		6429.00	\$ 11,057.88	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 11,057.88	
189				C	\$ 75,000	0.326	14184.00		14184.00	\$ 24,396.48	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 64,396.48	
190				C	\$ 75,000	0.223	9702.00		9702.00	\$ 16,687.44	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 56,687.44	
191				C	\$ 75,000	0.184	8034.00		8034.00	\$ 13,818.48	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 20,000.00			\$ 183,818.48	
192				C	\$ 75,000	0.235	10232.00		10232.00	\$ 17,599.04	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 57,599.04	
193				E	\$ 100,000	0.466	20289.00		20289.00	\$ 46,664.70	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 150,000.00	\$ 20,000.00			\$ 216,664.70	
194				E	\$ 100,000	0.020	875.00		875.00	\$ 2,012.50	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 2,012.50	
195				E	\$ 100,000	0.011	476.00		476.00	\$ 1,094.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,094.80	
196				E	\$ 100,000	0.319	13877.00		13877.00	\$ 31,917.10	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 69,417.10	
197				C	\$ 75,000	0.613	26702.00		26702.00	\$ 45,927.44	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 45,927.44	
198				E	\$ 100,000	0.190	8259.00		8259.00	\$ 18,995.70	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 138,995.70	
199				E	\$ 100,000	0.149	6475.00		6475.00	\$ 14,892.50	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 134,892.50	
200				E	\$ 100,000	0.135	5879.00		5879.00	\$ 13,521.70	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 133,521.70	
201				E	\$ 100,000	0.119	5177.00		5177.00	\$ 11,907.10	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 131,907.10	
202				E	\$ 100,000	0.113	4940.00		4940.00	\$ 11,362.00	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 131,362.00	
203				E	\$ 100,000	0.119	5174.00		5174.00	\$ 11,900.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 11,900.20	
204				E	\$ 100,000	0.136	5936.00		5936.00	\$ 13,652.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 13,652.80	
205				C	\$ 75,000	0.311	13550.00		13550.00	\$ 23,306.00	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 143,306.00	
206				C	\$ 75,000	0.327	14263.00		14263.00	\$ 24,532.36	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 24,532.36	
207				C	\$ 75,000	0.176	7673.00		7673.00	\$ 13,197.56	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 13,197.56	
208				C	\$ 75,000	0.561	24432.00		24432.00	\$ 42,023.04	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 162,023.04	
209				C	\$ 75,000	0.589	25636.00		25636.00	\$ 44,093.92	0.000		0.00	\$ -	0.000		0.00	\$ -	\$ 100,000.00	\$ 20,000.00			\$ 164,093.92	
210				C	\$ 75,000	0.068	2972.00		2972.00	\$ 5,111.84	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 5,111.84	
211				C	\$ 75,000	0.042	1811.00		1811.00	\$ 3,114.92	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 3,114.92	
212				C	\$ 75,000	0.233	10132.00		10132.00	\$ 17,427.04	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 17,427.04	
213				C	\$ 75,000	0.512	22316.00		22316.00	\$ 38,383.52	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 38,383.52	
214				C	\$ 75,000	0.380	16563.00		16563.00	\$ 28,488.36	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 28,488.36	
215				C	\$ 75,000	0.327	14250.00		14250.00	\$ 24,510.00	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 24,510.00	
216				B	\$ 200,000	0.021	917.00		917.00	\$ 4,209.03	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 4,209.03	
217				B	\$ 200,000	0.264	11499.00		11499.00	\$ 52,780.41	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 52,780.41	
218				C	\$ 75,000	0.056	2458.00		2458.00	\$ 4,227.76	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 41,727.76	
219				E	\$ 100,000	0.112	4876.00		4876.00	\$ 11,214.80	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 11,214.80	
220				E	\$ 100,000	0.016	680.00		680.00	\$ 1,564.00	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 1,564.00	
221				E	\$ 100,000	0.022	954.00		954.00	\$ 2,194.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 2,194.20	
222				E	\$ 100,000	0.244	10609.00		10609.00	\$ 24,400.70	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 64,400.70	
223				C	\$ 75,000	0.005	204.00		204.00	\$ 350.88	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 350.88	
224				C	\$ 75,000	0.173	7532.00		7532.00	\$ 12,955.04	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 12,955.04	
225				D	\$ 60,000	0.131	5699.00		5699.00	\$ 7,864.62	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,864.62	
226				C	\$ 75,000	1.159	50496.00		50496.00	\$ 86,853.12	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 86,853.12	
227				C	\$ 75,000	0.101	4401.00		4401.00	\$ 7,569.72	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 7,569.72	
228				C	\$ 75,000	0.291	12679.00		12679.00	\$ 21,807.88	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 37,500.00	\$ 59,307.88	
229				C	\$ 75,000	0.116	5060.00		5060.00	\$ 8,703.20	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 8,703.20	
230				B	\$ 200,000	0.176	7657.00		7657.00	\$ 35,145.63	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 35,145.63	
231				B	\$ 200,000	0.088	3851.00		3851.00	\$ 17,676.09	0.000		0.00	\$ -	0.000		0.00	\$ -					\$ 17,676.09	
232				B	\$ 200,000	0.135	5860.00		5860.00	\$ 26,897.40	0.000		0.00	\$ -	0.000		0.00	\$ -			P	\$ 40,000.00	\$ 66,897.40	
232	Totals					85.64	3730593.00	0.00	3730593.00	8301518.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3350000.00	630000.00	0.00	1170000.00	13451518.85

SUMMARY

Type	Description	Value P/Ac	P/SF	Acreage													Qty Imp	Qty Reloc		
A	Commercial Heavy	\$ 500,000.00	\$ 11.48	2.78	121122.00	0.00	121122.00	1390480.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1390480.56
B	Light Commercial	\$ 200,000.00	\$ 4.59	5.37	234019.00	0.00	234019.00	1074147.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100000.00	30000.00	1	1	1244147.21
C	Small Residential	\$ 75,000.00	\$ 1.72	35.32	1538640.00	0.00	1538640.00	2646460.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1800000.00	320000.00	15	15	5426460.80
D	Large Residential Premium	\$ 60,000.00	\$ 1.38	25.81	1124171.00	0.00	1124171.00	1551355.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100000.00	20000.00	1	1	1711355.98
E	Residential Lot	\$ 100,000.00	\$ 2.30	16.36	712641.00	0.00	712641.00	1639074.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1350000.00	260000.00	11	11	3679074.30

Total Damages

<u>Standard GDOT Cost Estimate</u>	
Net Cost of Right-of-Way and Easements	\$ 13,451,518.85
Scheduling Contingency	0% \$ -
Admin./Court Costs	60% \$ 8,070,911.31
Inflation Factor	0% \$ -
Total Cost	\$ 21,522,430.16

\$ 112,500.00
 \$ -
 \$ -

Project duration **3.00**

PROJECT NO. SPOUT SPRINGS ROAD

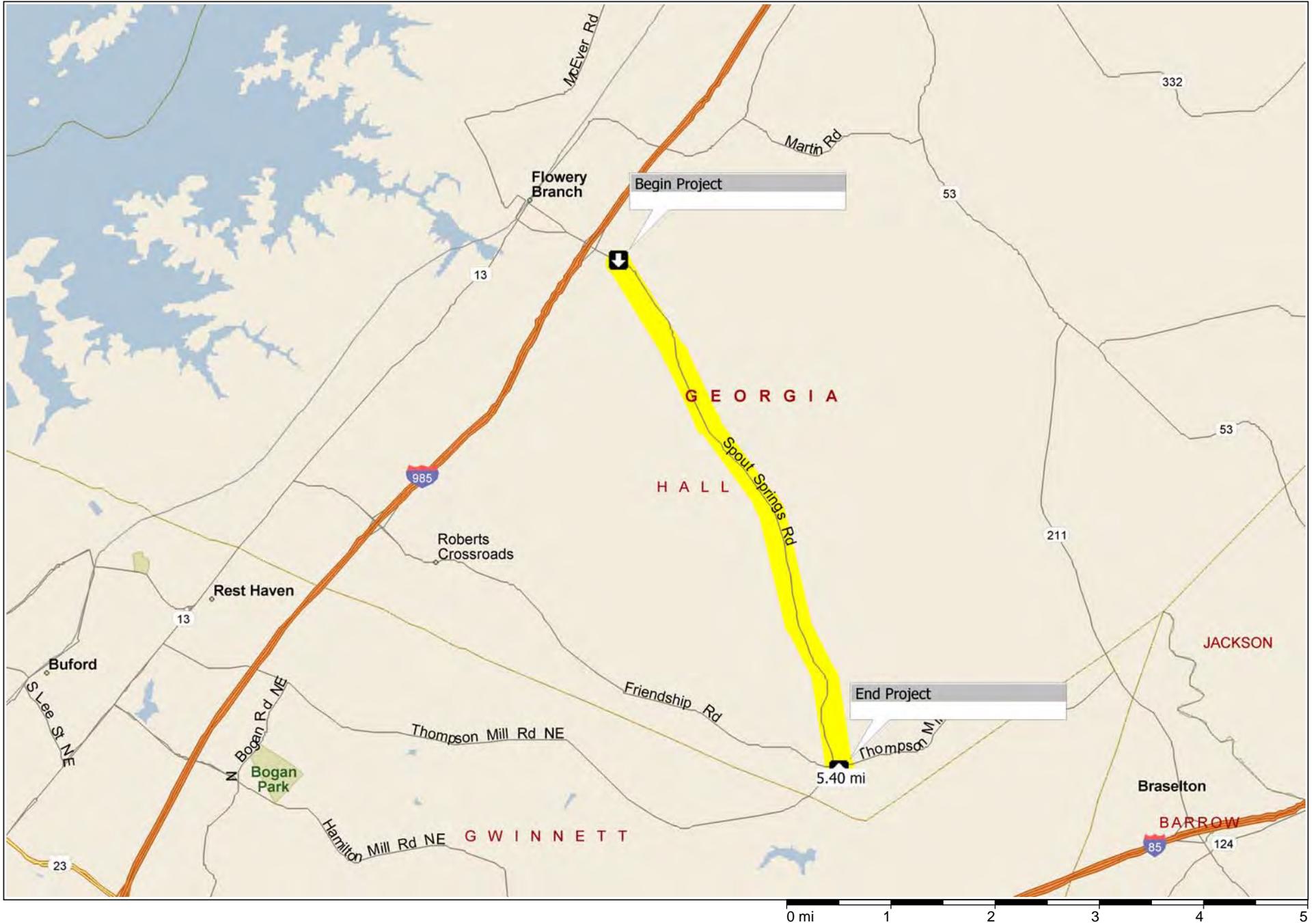
**COMPARABLE SALES DATA
COUNTY GWINNETT/HALL**

Rev. 4-11-05

SALE NO.	DATE	GRANTOR	GRANTEE	RECORDED		LOCATION	SALES PRICE	SIZE	PER UNIT VALUE	HIGHEST & BEST USE	REMARKS
				BOOK	PAGE						
1	4-23-10	Home Depot. Inc	Pavilion NTB – Buford, LLC	50048	246	*Buford Drive	\$525,000	0.90 AC	\$583,333/AC or \$13.39/SF	Commercial	Out Parcel
2	6-13-08	Joy Beede	Alpha & Omega Properties, LLC	6362	110	6125 Spout Springs Rd	\$250,000	1.09 AC	\$229,357/AC or \$5.27/SF	Commercial	Near Project
3	10-25-11	Hawg Head Development Corp.	B & L Asset Property	6906	197	Friendship Rd – Lot 9	\$550,000	1.45 AC	\$379,310/AC or \$8.71/SF	Commercial	Near Project
4	7-1-10	The Allgood Company, LLC	Spout Springs Real Estate, LLC	6716	85	*Spout Springs Rd	\$975,000	1.52 AC	\$641,447/AC or \$14.73/SF	Commercial	Out Parcel
5	4-25-08	Granite/Hamilton Mill LLC	Hamilton Mill Car Wash & Auto Spa	48826	33	2700 Hamilton Mill Rd	\$1,300,000	4.97 AC	\$261,569/AC or \$6.00/SF	Light Commercial	Similar Area
6	12-23-09	Jimmy V. Williams	East Lanier Community Church	6646	288	3156 Friendship Rd	\$728,890	10.16 AC	\$71,750/AC or \$1.65/SF	Large-Light Commercial	Near Project
7	4-2-10	Branch Bank & Trust	Dawn M. Ackerman	50083	42	2448 Peace Point Trail	\$25,500	0.26 AC	\$98,077/AC or \$2.25/SF	Residential	Subdivision Lot
8	3-13-12	CRM Central Properties, LLC	Nash Properties Inc.	51238	128	2749 Kelly Cove Dr	\$47,500	0.34 AC	\$139,705/AC or \$3.21/SF	Premium Residential	Lake Community
9	6-12-10	Robert & Linda Malmquist	Roger Trautner	6723	601	3873 Darnell Creek Ct	\$50,000	0.57 AC	\$87,719/AC or \$2.01/SF	Residential	Subdivision Lot
10	10-15-10	Jeanette Robinson	Bd of Church Dev.of N.GA Inc	6756	730	5100 Old Winder Hwy	\$288,300	11.53 AC	\$25,004/AC or \$0.57/SF	Large Residential	More rural than project
11	12-18-09	Forum at Chateau, LLC	The Allgood Company, LLC	6649	141	Friendship Rd @ Spout Springs Rd	\$3,686,000	30.89 AC	\$119,327/AC or \$2.74/SF	Planned Resid. Dev.	PRD Zoning in place

Sales Verification and Source: CoStar, Georgia Superior Court Clerks Cooperative Authority, GIS, GAMLS, PT-61 Filings, Appraiser's files

Map Spout Springs Cost Est.



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Spout Springs Road, Hall County **OFFICE** GAINESVILLE
P.I. No. 0009679 **DATE** MAY 23, 2013

FROM Matthew B. Cox
Consultant Utility Coordinator (STV Inc.)

TO Neil Kantner
District-1 Utilities Engineer

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE) (Revised to include impacts above Hog Mountain Road)

As required by PDP process, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

Project assumptions: Linear footages used for estimates were based off the level D mapping provided by United Consulting. Reimbursable versus non-reimbursable portions were determined if the facility was located out the existing right-of-way according to the GIS mapping.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
GEORGIA POWER – TRANSMISSION	\$0.00	\$0.00
GEORGIA TRANSMISSION CO.	\$0.00	\$400,000
JACKSON EMC – DISTRIBUTION	\$0.00	\$2,092,500
CITY OF GAINESVILLE – WATER	\$1,437,937	\$92,813
CITY OF FLOWERY BRANCH – WATER & SEWER	\$66,640	\$11,760
HALL COUNTY PUBLIC WORKS – REUSE WATER & SEWER	\$680,050	\$23,700
TOWN OF BRASELTON – SEWER	\$15,900	\$125,100
ATLANTA GAS & LIGHT – GAS	\$841,950	\$0.00

CITY OF BUFORD – GAS	\$438,650	\$0.00
AT&T – TELEPHONE	\$344,200	\$181,000
CHARTER COMMUNICATIONS - CATV	\$153,560	\$40,000
TOTALS	\$3,978,887	\$2,966,873
TOTAL NON-REIMBURSEMENT COST	\$3,978,887	
TOTAL REIMBURSEMENT COST		\$2,966,873

TOTAL PRELIMINARY UTILITY COST ESTIMATE	\$6,945,760
TOTAL REIMBURSABLE COST FOR THE ABOVE PROJECT	\$2,966,873
TOTAL NON REIMBURSABLE COST FOR THE ABOVE PROJECT	\$3,978,887

*** Totals were calculated using June 2012 price indices. ***

If you have any questions, please contact Matthew Cox at 843.207.2020.

Approvals,

Concur: 
District Utilities Engineer

CC: Jody Woodall, Hall County Project Engineer;

Margie Pozin, STV Inc. Project Manager;

File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0009679 OFFICE Gainesville
Hall County
DATE July 2, 2012

FROM Charlotte Estes
Consultant Ecologist

TO Margie Pozin
Consultant Project Manager

SUBJECT PRELIMINARY ENVIRONMENTAL MITIGATION COST (ESTIMATE)

As required by PDP process, we are furnishing you with a Preliminary Stream Mitigation cost estimate for current cost of linear stream impacts, acres of disturbed wetlands and any other potential IP or Stream BV costs.

Environmental Impact	Total/Units	Estimated Cost
linear stream impacts	1,909 lf	\$954,030.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
Totals		\$954,030.00
Total Mitigation Cost:		\$954,030.00

Total Preliminary mitigation Cost Estimate \$954,030.00

If you have any questions, please contact Charlotte Estes at (770) 333-9484.

Approvals,

Concur: _____

CC: Jody Woodall, Hall County Project Engineer;

Bayne Smith, District Design Engineer;

File

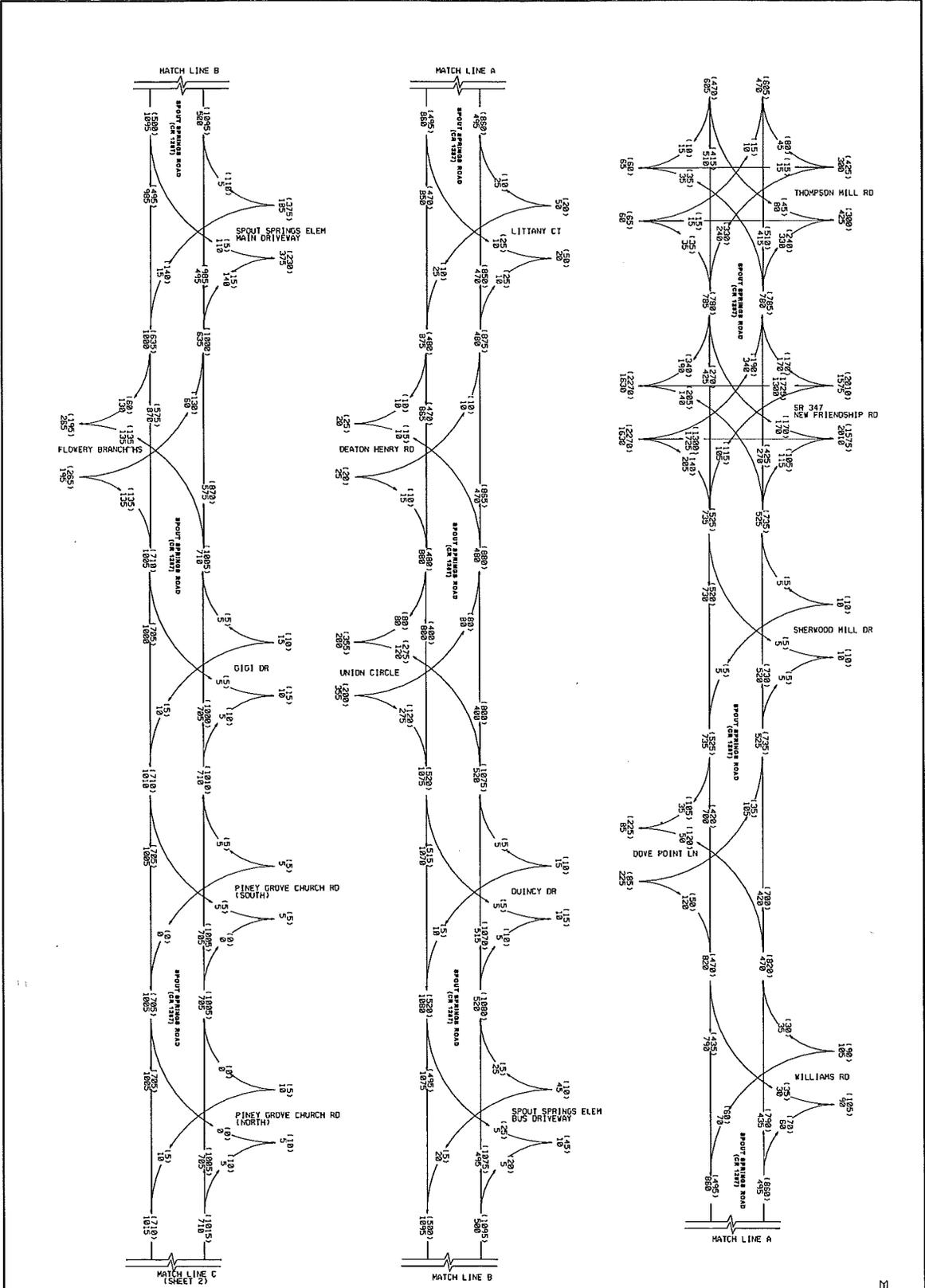
Attachment 4:
Crash summaries

Spout Springs Road Crash Rates										
Year	ADT	ALL CRASHES			INJURY CRASHES			FATAL CRASHES		
		Freq	Rate ¹	SWA ¹	Freq	Rate ¹	SWA ¹	Freq	Rate ¹	SWA ¹
Braselton City Limit to Thurmond Tanner Road ² (MP 1.04 To 6.58) ³										
2007	12240	95	384	203	28	113	109	1	4.04	3.24
2008	11650	83	352	194	33	140	100	0	0	3.39
2009	11660	92	390	191	49	208	99	0	0	2.72

Source: Traffic Study, Spout Springs Road Widening PI 0009679, Hall County, GA. November 2011.

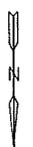
- (1) Crash rates (Spout Springs Road and the Statewide Average (SWA)] are calculated based on the number of accidents per 100 million vehicle miles/per year
- (2) Rural Major Collector
- (3) Distance of 5.5 miles of the 5.7-mile project length

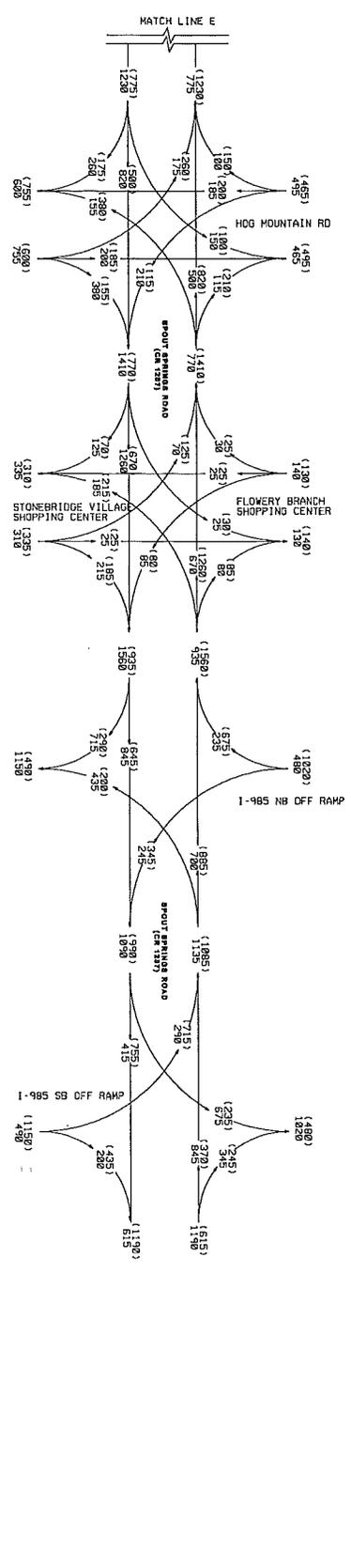
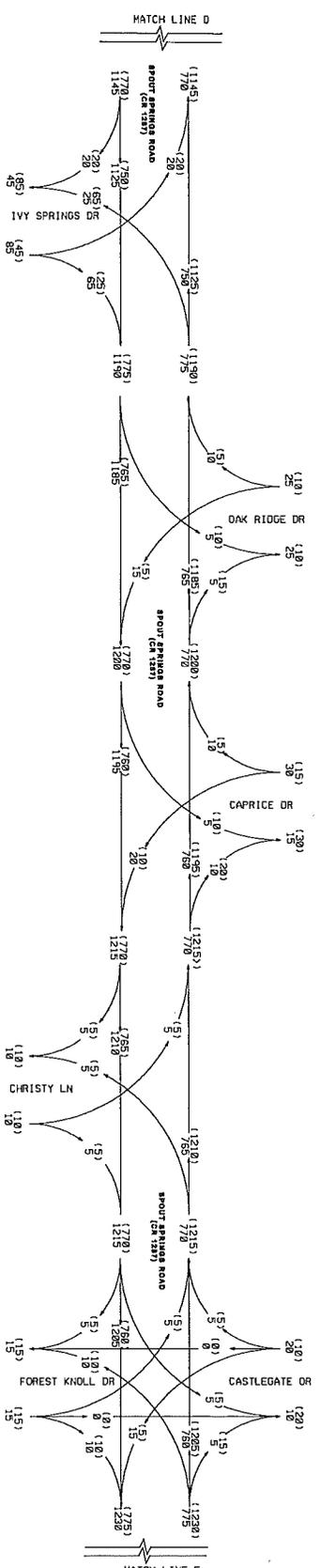
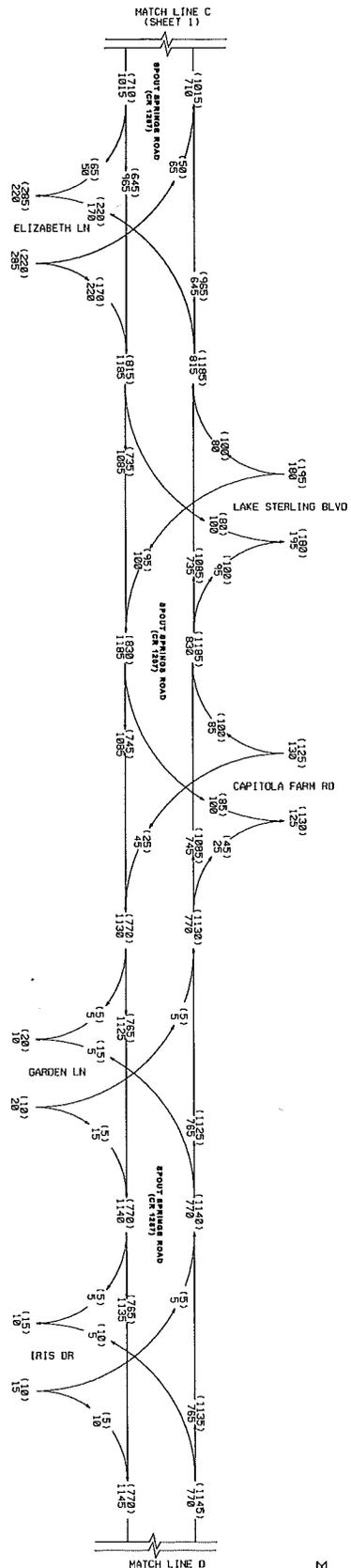
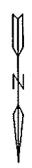
**Attachment 5:
Traffic Diagrams**



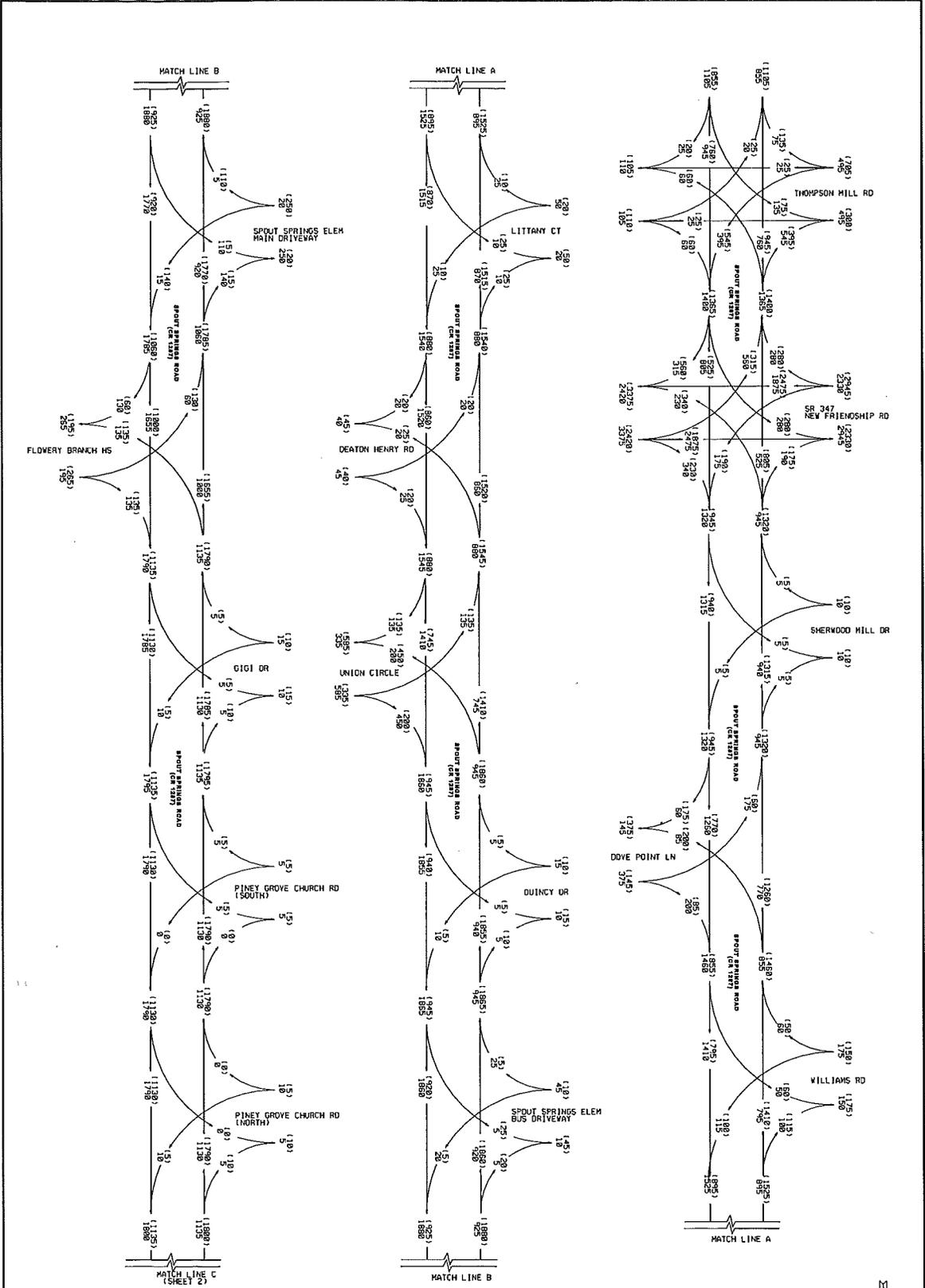
WILSON ENGINEERING, LLC
 411 E. OMBRIN
 Spout Springs Rd Widening
 PM SR 347 To Hop Min Rd
 2020 PM DHV = (000)
 9.1' = 8.58'
 1.0' = 0.95'
 Cont. = 0.58'
 DATE: 1/2/12

CCRSSTP-0000-001405
 P.L. # 000678
 411 E. OMBRIN
 Spout Springs Rd Widening
 PM SR 347 To Hop Min Rd
 2020 PM DHV = (000)

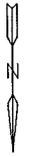
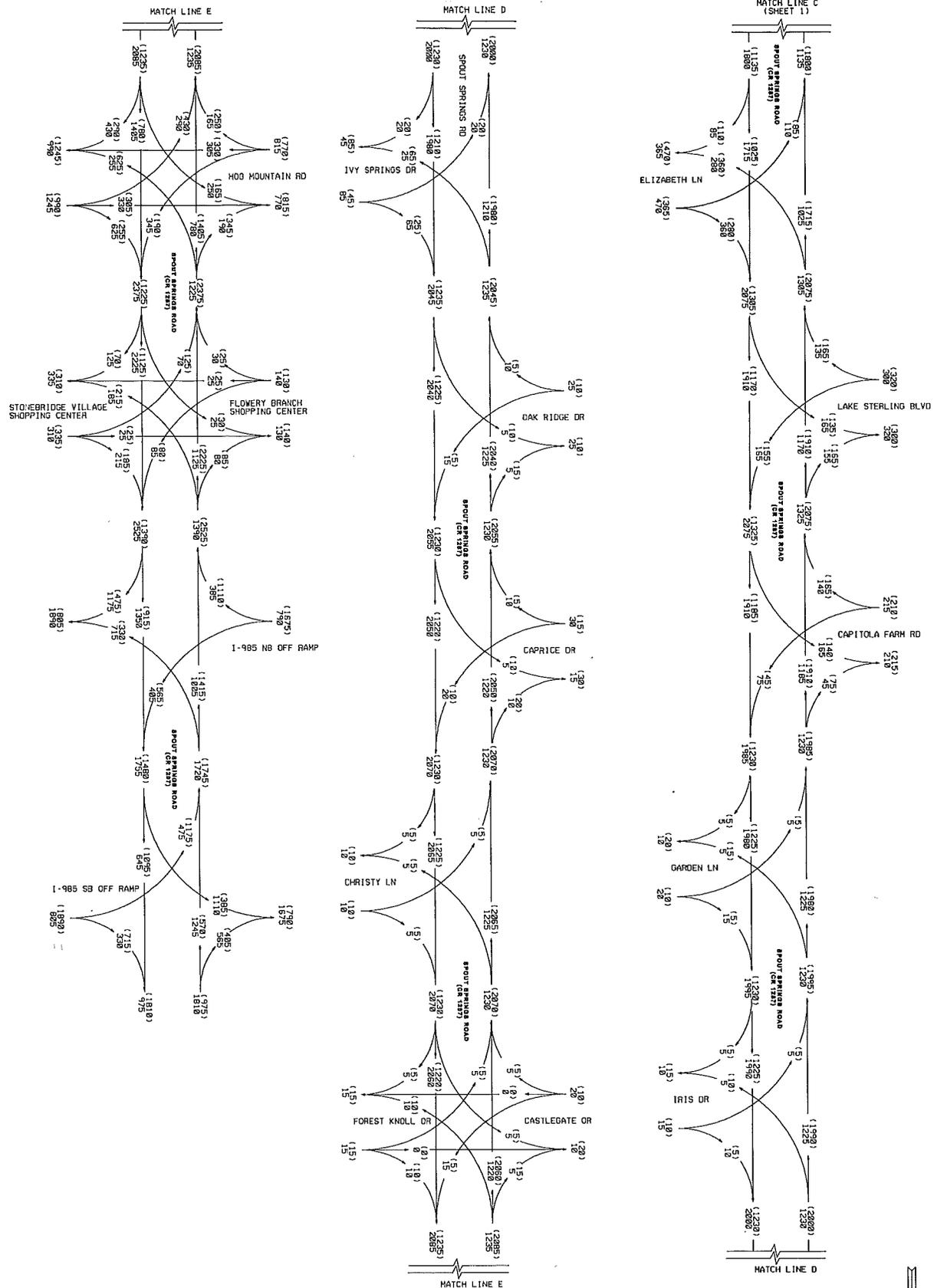




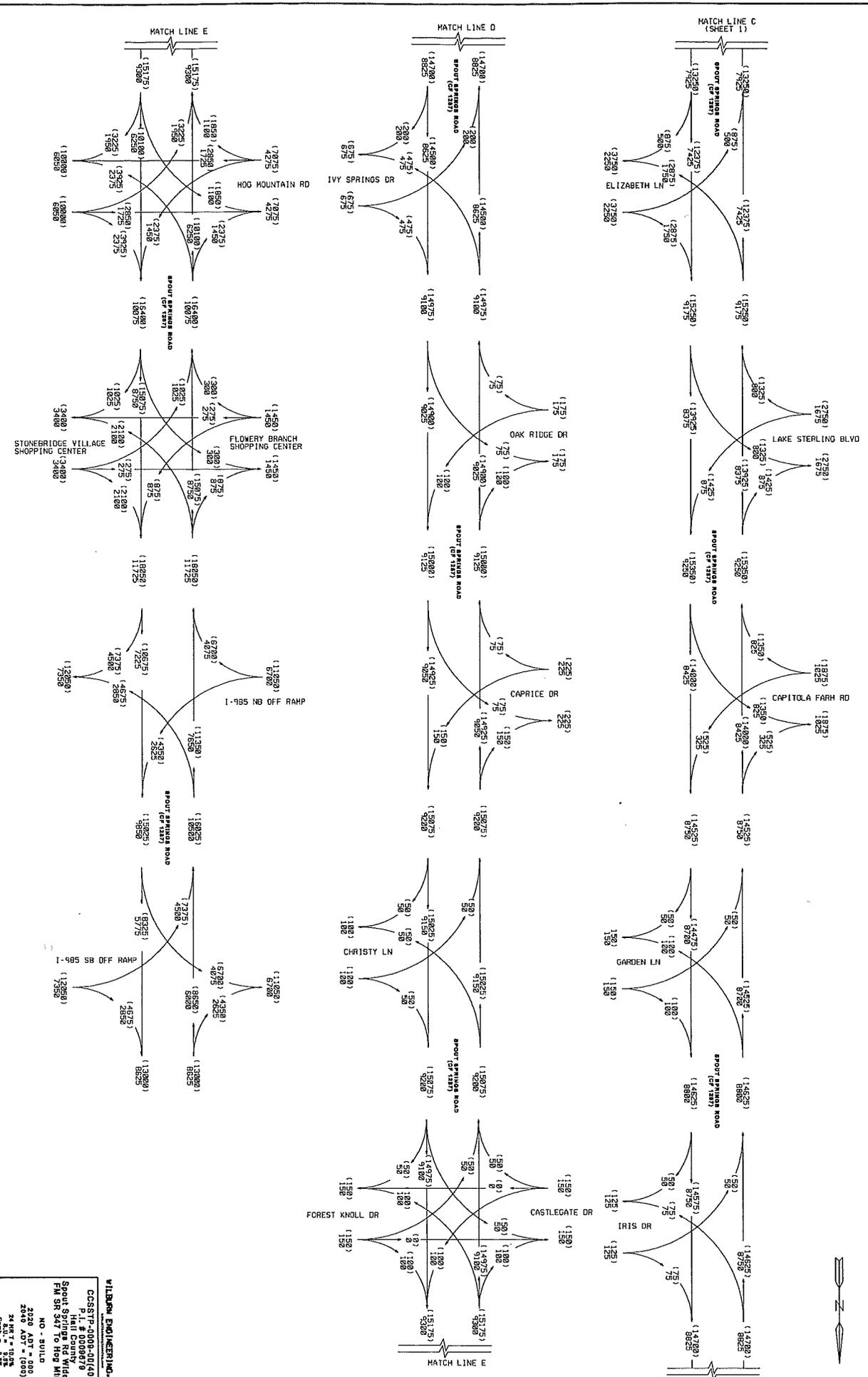
WILBURN ENGINEERING, LLC
CCSSTP-0008-00(0405)
P.L. # 0009679
Hull County, NC
Spout Spinnacres Road
FM SR 347 To Hog Mtn Rd
2020 PM OHV = 000
T = 6.5%
S.U. = 0.5%
C.M.L. = 0.5%
DATE: 11/11/11



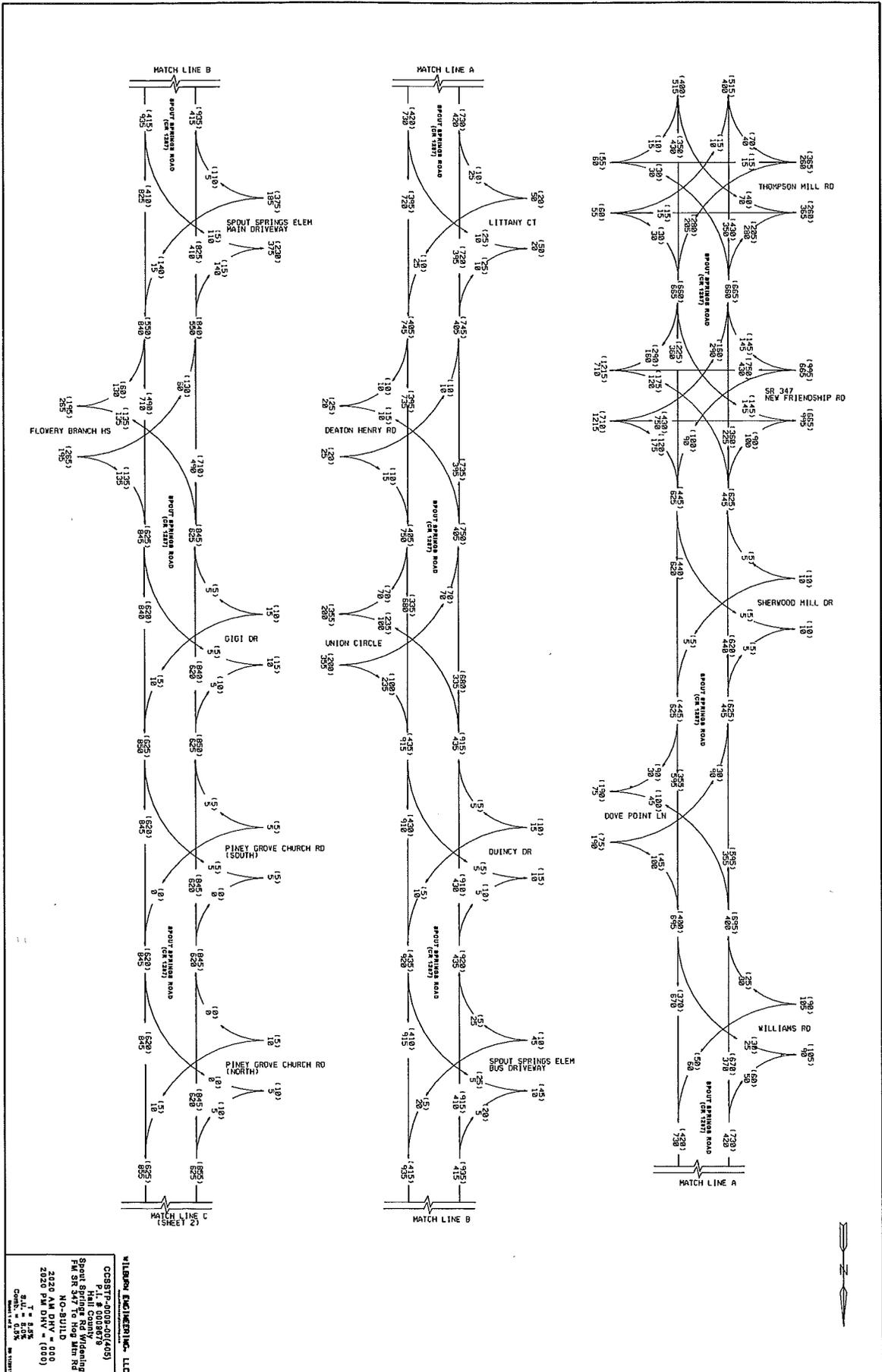
WILSON ENGINEERING, LLC
 CCSSTP-0008-001405
 P.L. # 000878
 Spout Springs Rd Widening
 PM SR 347 To Hog Mtn Rd
 2040 AM DHV = 000
 2040 PM DHV = (000)
 9.1' = 8.5'
 0.5' = 0.5'
 Cont'd = 0.5'
 10/11/11



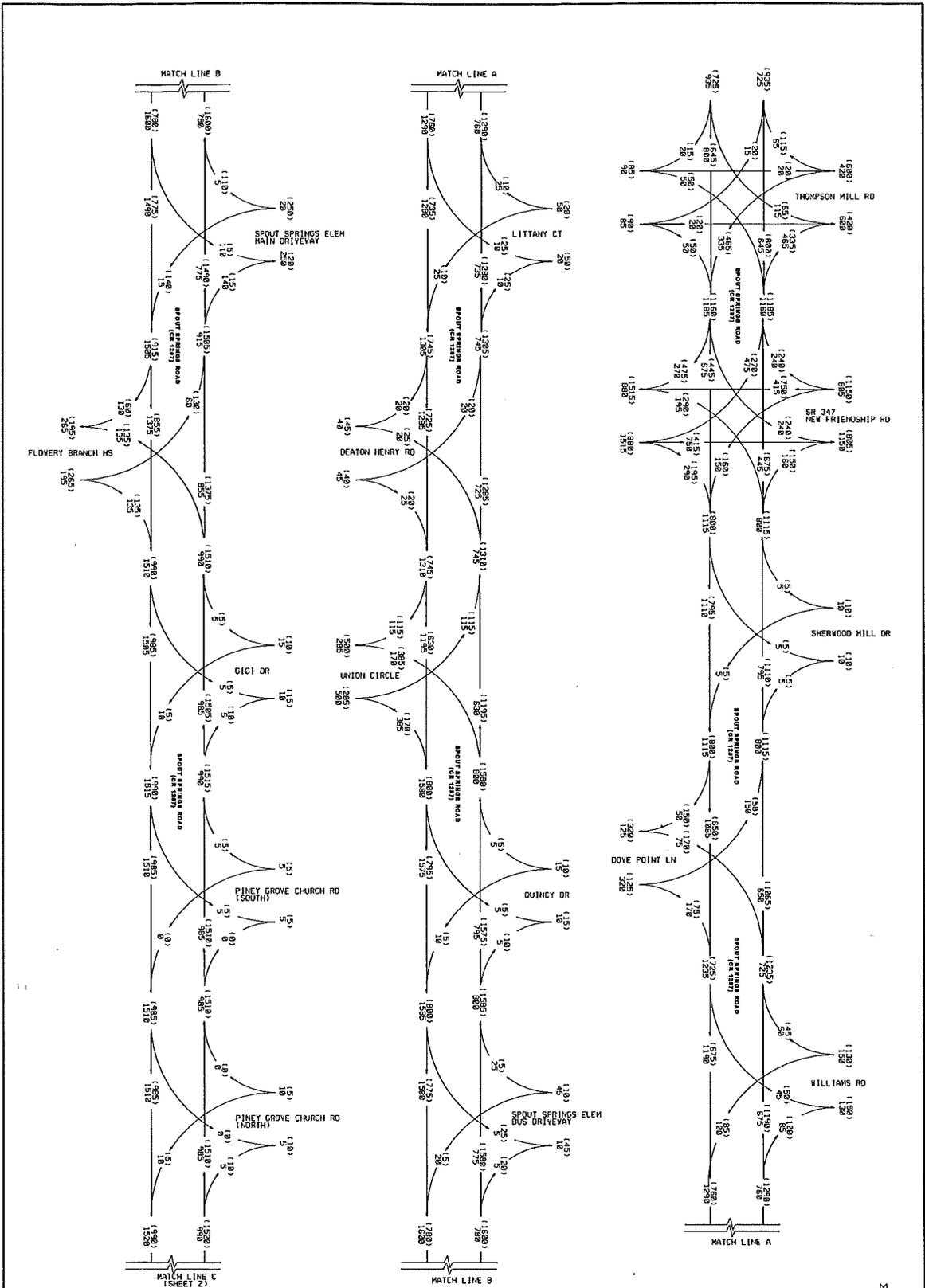
WILBERN ENGINEERING, LLC
 PROJECT: 0001-001(405)
 PLAN: 0008679
 Spout Springs Rd Widening
 FM SR 347 To Hog Min Rd
 2040 AM DHV = 000
 2040 PM DHV = (000)
 DATE: 12/15/11
 DRAWN: [Name]
 CHECKED: [Name]



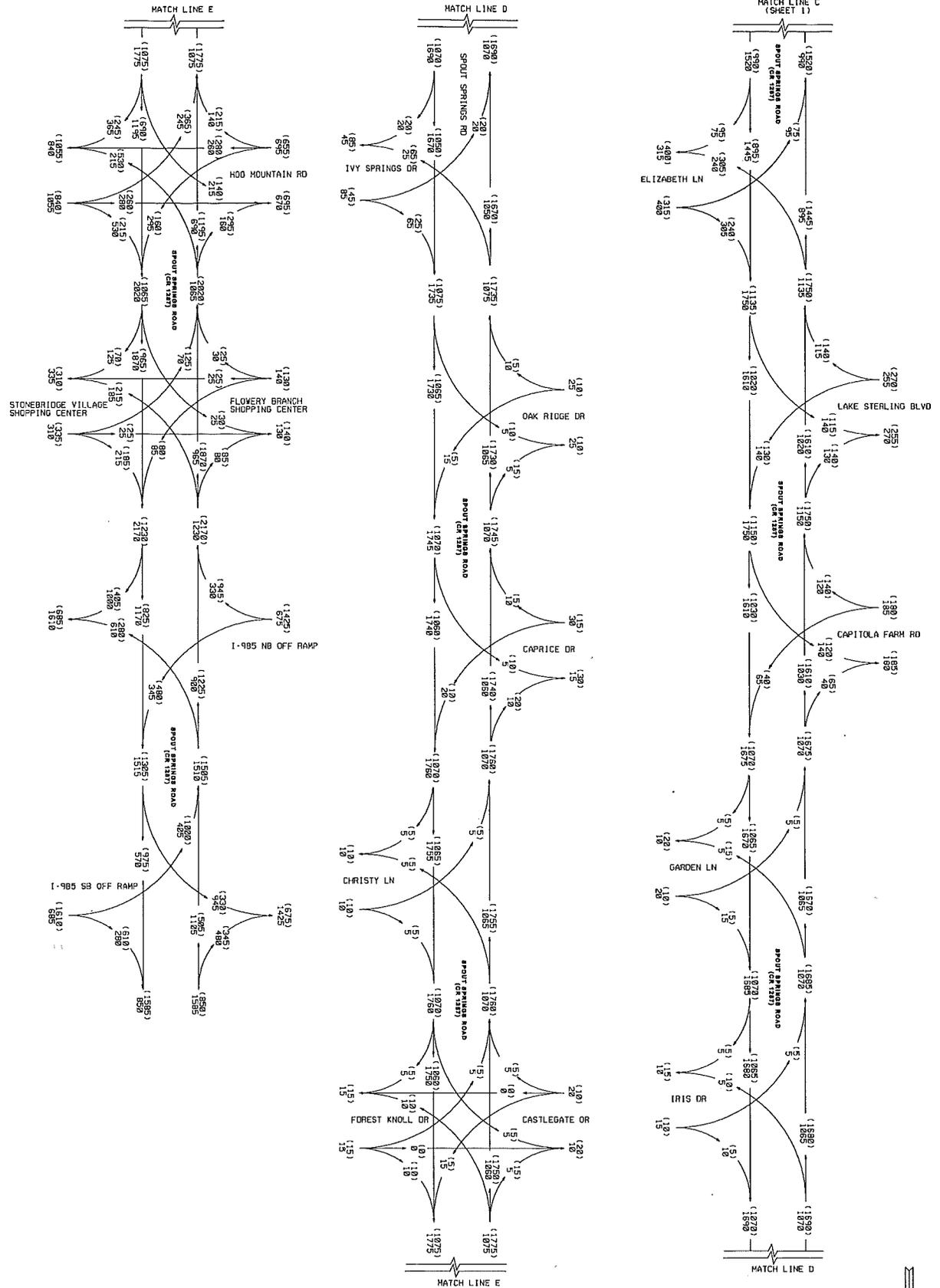
WILBER ENGINEERING, LLC
 CCSSTP-0006-00(405)
 P. I. # 000879
 Hill County, Tennessee
 Spout Springs, Tennessee
 FM SR 347 To Hog Mtn Rd
 NO. 511-D
 2049 AOT - 1000
 24 HRT - 1035
 C.M.C. = 3.35
 11/15/11



WILSON ENGINEERING, LLC
 CCSSTP-0002-00(405)
 P. LEE COOPER
 Spout Springs Rd Widening
 PM SR 547 to Rog Ann Rd
 NO-BUILD 000
 2020 PM DHV - (000)
 T = 5.5%
 S.U. = 5.5%
 CROWN = 4.5%
 10/10/2011



WILDERN ENGINEERING, LLC
 CCSI#P-000-00(405)
 P.L.# 000878
 Spout Springs Rd Widening
 PM SR 347 To Hog Min Rd
 NO-BUILD
 2040 AM DHV - 000
 2040 PM - 000
 S.I.L. - 000
 C.I.L. - 000
 03/21/2012



WILBERN ENGINEERING, LLC
 CCSSTP-008-00(005)
 P.L. # 0009679
 Hill County
 Spout Springs
 FM SR 347 To Hood Mtn Rd
 NO-BUILD
 2040 AM DRY = 0.00
 2040 PM DRY = (0.00)
 S.T. = 0.5%
 S.L. = 0.5%
 Comb. = 0.5%
 DATE: 08/10/11

Attachment 6:
Capacity analysis summary
(tabular format)

CAPACITY ANALYSIS

Level of Service and Intersection Delay at Signalized Intersections

Existing				
	AM Peak		PM Peak	
Hog Mountain Road	C (22.6)		C (22.7)	
Elizabeth Lane	C (30.3)		A (8.0)	
Flowery Branch High School	No signal		No signal	
Union Circle¹	No signal		No signal	
New Friendship Road (SR 347)	B (12.5)		B (12.3)	
Thompsons Mill Road	C (28.3)		C (29.2)	
2020				
	AM Peak		PM Peak	
	No-Build	Build	No-Build	Build
Hog Mountain Road	D (37.2)	D (35.3)	E (62.4)	C (27.6)
Elizabeth Lane	D (53.7)	B (12.6)	B (13.8)	A (7.4)
Flowery Branch High School	No signal	B (16.4)	No signal	B (14.0)
Union Circle¹	No signal	No signal	No signal	No signal
New Friendship Road (SR 347)	F (84.5)	C (23.0)	D (37.8)	C (23.5)
Thompsons Mill Road	B (17.1)	B (17.0)	C (21.7)	C (20.9)
2040				
	AM Peak		PM Peak	
	No-Build	Build	No-Build	Build
Hog Mountain Road	F (181.4)	F (163.9)	F (197.3)	F (164.0)
Elizabeth Lane	F (261.8)	D (45.8)	F (109.7)	B (15.3)
Flowery Branch High School	No signal	D (36.5)	No signal	B (16.1)
Union Circle¹	No signal	C (34.8)	No signal	C (23.6)
New Friendship Road (SR 347)	F (352.1)	D (53.0)	F (192.5)	E (59.6)
Thompsons Mill Road	F (78.8)	C (31.4)	F (99.3)	D (49.1)

¹The unsignalized intersection at Union Circle shows the side street operating capacity (LOS E) during the AM peak under the existing condition. Intersection operations on the side streets are at LOS D in the AM and LOS E during the PM in 2020. Intersection operations on the side street fail during both peak periods under year 2040 conditions. Signal warrants at the Union Circle intersection are met in the year 2034.

Attachment 7:

Summary Signal Warrant Analysis

SIGNAL WARRANT ANALYSIS

The previous section identified that stop control operation at most of the unsignalized intersections will not provide acceptable LOS through the design life of the project. Traffic signal control would significantly improve the operation of many of the intersections, if warranted. Traffic signal warrant analysis was conducted to determine if warrants would be met for six of the highest volume intersections;

- Capitola Farm Road
- Lake Sterling Boulevard
- Flowery Branch High School
- Union Circle
- Williams Road
- Dove Point Lane (realigned with Sherwood Mill Drive)

The warrant analysis was conducted in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*, 2009 (MUTCD) published by the Federal Highway Administration.

According to the MUTCD, the investigation of the need for traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network

This traffic signal warrant analysis evaluated projected traffic conditions to determine if they satisfy the minimum warrants established by the MUTCD. Additionally, it should be noted that Warrants 1, 2, and 3 are the vehicular volume warrants and are based on mainline traffic volumes, minor street traffic volumes, number of travel lanes, and mainline traffic speed.

Warrant 1 – Eight-Hour Vehicular Volume

Since Warrant 1 requires hourly volumes to meet thresholds for a minimum of eight hours, it was necessary to estimate the 8th highest hour for 2020 and 2040. If the 8th highest hour warrants a traffic signal then the 7 highest hours would also meet Warrant 1. Projections were made for the peak hour previously but not for the eighth highest hour.

The 8th Highest Hour Volumes were estimated applying a factor of 5.6% to the Construction and Design Year Daily Volumes previously provided in Table 10. The 5.6% factor is in accordance with the GDOT Design Manual.

The derived 8th highest hour volumes were compared to the warrant requirements contained in the *Manual on Uniform Traffic Control Devices, 2009* (MUTCD) published by the Federal Highway Administration.

The MUTCD contains provisions for reducing the minimum volumes when the major street speed exceeds 40 mph. Since the speed limit on Spout Springs Road will be 45 mph, the warrant analysis was conducted using the 70% threshold volumes. In addition, only the left turn volumes were considered on the minor approach.

Table 20 shows the results for Construction Year 2020 volumes and indicates that no intersection is expected to meet Warrant 1 by the construction year.

Table 20: TRAFFIC SIGNAL WARRANT 1 – 2020

INTERSECTION	DAILY VOLUME		8 th HIGHEST HOUR		CONDITION A – MET?		CONDITION B – MET?	
	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD
					(>420 vph)	(>140 vph)	(>630 vph)	(>70 vph)
Capitola Farm Rd	20,850	370	1168	21	Yes	No	Yes	No
Lake Sterling Blvd	21,375	1030	1197	58	Yes	No	Yes	No
Flowery Branch HS	17,875	1000	1001	56	Yes	No	Yes	No
Union Circle	16,050	845	899	47	Yes	No	Yes	No
Williams Rd	14,425	685	808	38	Yes	No	Yes	No
Dove Point Lane	13,440	740	753	41	Yes	No	Yes	No

Table 21 shows the results for Design Year 2040 volumes and indicates that three (3) of the intersections met Warrant 1.

Table 21: TRAFFIC SIGNAL WARRANT 1 – 2040

INTERSECTION	DAILY VOLUME		8 th HIGHEST HOUR		CONDITION A – MET?		CONDITION B – MET?	
	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD	MAJOR ROAD	MINOR ROAD
					(>420 vph)	(>140 vph)	(>630 vph)	(>70 vph)
Capitola Farm Rd	34,975	635	1959	36	Yes	No	Yes	No
Lake Sterling Blvd	35,850	1685	2008	94	Yes	No	Yes	Yes
Flowery Branch HS	30,550	1000	1711	56	Yes	No	Yes	No
Union Circle	27,550	1425	1543	80	Yes	No	Yes	Yes
Williams Rd	24,950	1135	1397	64	Yes	No	Yes	No
Dove Point Lane	24,125	1240	1351	70	Yes	No	Yes	Yes

The approximate year for each of the three intersections to meet Warrant 1 was calculated by interpolating between the 2020 and 2040 minor street 8th Highest Hour Volumes and the 70 vph

threshold to meet Condition B of Warrant 1. The three intersections are anticipated to meet Warrant 1 by the following year:

- Lake Sterling Boulevard – 2026
- Union Circle – 2034
- Dove Point Lane – 2040

Warrant 2 – Four Hour Vehicular Volume and Warrant 3 – Peak Hour Volume

Further analysis was conducted to check each of the six intersections against Warrant 2 – Four Hour Vehicular Volume, and Warrant 3 – Peak Hour. The four highest hours were estimated by interpolating between the highest hour (9.5%) and the 8th highest hour (5.6%). The corresponding values for each of the four highest hours for the Year 2020 are shown in Table 22.

Table 22: TRAFFIC SIGNAL WARRANTS 2 & 3 – 2020

DAILY VOLUME	MAJOR ROAD	MINOR ROAD	ESTIMATED FOUR HIGHEST HOURS				Warrant 2	Warrant 3
			Hour 1	Hour 2	Hour 3	Hour 4	Met ?	Met ?
			9.5%	8.94%	8.39%	7.83%	1000 / 80	1200 / 100
Capitola Farm Rd	20,850	370	1981/35	1864 / 33	1749 / 31	1633 / 29	No	No
Lake Sterling Blvd	21,375	1030	2031 / 98	1911 / 92	1793 / 86	1674 / 81	Yes	Yes
Flowery Branch HS	15,420	1000	1465 / 95	1372 / 89	1295 / 84	1203 / 78	Yes	Yes
Union Circle	16,050	845	1525 / 80	1435 / 76	1347 / 71	1257 / 66	No	No
Williams Rd	14,425	685	1370 / 65	1290 / 61	1210 / 58	1129 / 54	No	No
Dove Point Lane	13,440	740	1277 / 70	1202 / 66	1128 / 62	1052 / 58	No	No

Table 22 shows that Lake Sterling Boulevard and Flowery Branch High School met Warrants 2 and 3 for the Year 2020. Year 2040 analysis was not necessary. Lake Sterling Boulevard is located approximately 750 foot north of the signalized intersection of Elizabeth Lane.

Attachment 8:

Roundabout Data

ROUNDAABOUT ANALYSIS

GDOT Policy 4A-2-Use of Modern Roundabouts on State Facilities requires that a roundabout be considered before a permit will be issued for a new traffic signal installation.

The selection criteria suggest that an operational analysis for a proposed roundabout should be conducted if the following conditions are expected:

1. The total entering volume is less than 45,000 vehicles for a multi-lane roundabout, or
2. The percentage of volume on the main roadway is less than 90% of the total volume.

Table 23 provides the analysis for three intersections identified in the signal warrant analysis section for the 2040 daily volumes.

Table 23: ROUNDAABOUT ANALYSIS – 2040

	DAILY VOLUME		TOTAL	MAINLINE PERCENTAGE
	Spout Springs Road	Side Street		
Lake Sterling Blvd	35,850	3265	39,115	92%
Flowery Branch High School	30,535	2425	32,960	93%
Union Circle	27,540	4850	32,390	85%

The three intersections analyzed in Table 23 indicate that the Union Circle intersection meets the threshold criteria to conduct operational analysis for a roundabout. The Lake Sterling Blvd and Flowery Branch intersections exceed the 90% criteria.

Operational analysis was conducted for the Union Circle intersection using the GDOT Roundabout Analysis Tool and SIDRA (Signalized & Unsignalized Intersection Design and Research Aid). The AM and PM Peak Hours were evaluated to provide a side by side comparison of both model results. SIDRA is an advanced micro-analytical tool for evaluation of alternative intersections. Both analysis results use the NCHRP-572 methodology. For the purposes of this analysis, a multilane roundabout with two circulating lanes was analyzed.

Tables 24 and 25, on the following page, show the results for the 2040 AM and PM Peak Hours, respectively.

Table 24: ROUNDABOUT CONTROL – 2040 AM

	Spout Springs Road				Union Circle	
	SB		NB		WB	
	GDOT	SIDRA	GDOT	SIDRA	GDOT	SIDRA
LOS	D	B	C	B	A	F
DELAY (sec/veh)	32.7	7.1	18.6	9.9	5	494.9
QUEUE (ft)	887	97	597	291	26	2887

Table 25: ROUNDABOUT CONTROL – 2040 PM

	Spout Springs Road				Union Circle	
	SB		NB		WB	
	GDOT	SIDRA	GDOT	SIDRA	GDOT	SIDRA
LOS	F	B	C	B	C	C
DELAY (sec/veh)	168.1	12.3	21.3	13.1	19.2	19.6
QUEUE (ft)	1396	451	235	225	150	178

The roundabout analysis indicates that a roundabout would not operate acceptably. Appendix O includes the GDOT and SIDRA analysis worksheets.

Attachment 9:

Culvert Inventories

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5058-0 **Hall County**

Hall

SUFF. RATING

89.64

Location & Geography

* Structure I.D.No: 139-5058-0
 * 200 Bridge Information: 06
 * 6A Feature Int: SHERWOOD CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR01287
 * 7B Facility Carried: SPOUT SPRINGS RD
 * 9 Location: 5 MI SE OF FLOWERY BR
 * 2 DOT District: 1
 * 207 Year Photo: 2009
 * 91 Inspection Frequency: 24 Date: 05/08/2009
 * 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 * Type: 4
 * Designation: 1
 * Number: 01287
 * Direction: 0
 * 16 Latitude: 34-07.0752 MMS Prefix: 00
 * 17 Longitude: 83-52.4602 MMS Suffix: 000 MP: 0.00
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 1392128700
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 001.37
 * 208 Inspection Area: 01 Initials: JBC
 * Engineer's Initial: sgm
 * Location I.D. No.: 139-01287X-001.37N

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: 0 No.: 00000
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0000.00
 * 218 Datum: 0
 * 19 Bypass Length: 05
 * 20 Toll: 3
 * 21 Maintenance: 02
 * 22 Owner: 02
 * 31 Design Load: 2
 * 37 Historical Significance: 5
 * 205 Congressional District: 09
 * 27 Year Constructed: 1968
 * 106 Year Reconstructed: 0000
 * 33 Bridge Median: 0
 * 34 Skew: 30
 * 35 Structure Flared: 0
 * 38 Navigation Control: 0
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 0
 * 42 Type of Service on: 1
 * Under: 5
 * 214 Movable Bridge: 0
 * 203 Type Bridge: Q
 * 259 Pile Encasement: 3
 * 43 Structure Type Main: 1 19
 * 45 No. Spans Main: 003
 * 44 Structure Type Appr: 0 00
 * 46 No. Spans Appr: 0000
 * 226 Bridge Curve Horz: 0 Vert: 0
 * 111 Pier Protection: 0
 * 107 Deck Structure Type: N
 * 108 Wearing Surface Type: N
 * Membrane: N
 * Protection: N

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 0 0
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 50
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5058-0

Hall

SUFF. RATING

89.64

Programming Data

201 Project No.: S-0997 (6)
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 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: 010425 Year: 2027

Measurements

* 29 ADT: 006950 Year: 2007
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 37
 * 49 Structure Length: 0.00
 51 Br. Rwdy. Width: 0.00
 52 Deck Width: 0.00
 * 47 Tot. Horz. Cl: 30.80
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 022
 * 229 Shoulder Width:
 Rear Lt: 5.00 Type: 8 Rt: 6.10
 Fwd Lt: 4.50 Type: 8 Rt: 5.30
 Pavement Width:
 Rear: 22.50 Type: 2
 Fwd: 21.90 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Opp. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 0.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 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: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 5
 63 Inventory Rating Method: 5
 66 Inventory Type: 2 Rating: 27
 64 Operating Type: 2 Rating: 46
 231 Calculated Loads
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 261 H Inventory Rating: 15
 262 H Operating Rating: 25
 67 Structural Evaluation: 6
 58 Deck Condition: N
 59 Superstructure Condition: N
 * 227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 5
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 5
 68 Deck Geometry: N
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 6
 62 Culvert: 6

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0859.1 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00006
 Area Of Opening: 000300
 113 Scour Critical: 8
 216 Water Depth: 02.5 Br. Height: 11.5
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover:
 Type: 8
 No. Barrels: 1
 Width: 10.00 Height: 10.00
 Length: 76 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

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
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5059-0 **HALL** COUNTY **Hall** SUFF. RATING 87.93

Location & Geography

* Structure I.D.No: 139-5059-0
 * 200 Bridge Information 04 LOLLIS CREEK
 * 6A Feature Int: 0
 * 6B Critical Bridge: CR01287
 * 7A Route Number Carried: SPOUT SPRINGS RD
 * 7B Facility Carried: 4 MI SE OF FLOWERY BR
 * 9 Location: 1
 * 2 DOT District: 2009

* 91 Inspection Frequency: 24 Date: 05/08/2009
 * 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 * 92B Underwater Insp Freq: 00 Date: 02/01/1901
 * 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1

Type: 4
 Designation: 1
 Number: 01287
 Direction: 0
 * 16 Latitude: 34-07.7333 MMS Prefix: 00
 * 17 Longitude: 83-52.7882 MMS Suffix: 00 MP: 0.00
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000

* 100 STRAHNET: 0
 * 12 Base Highway Network: 1
 * 13A LRS Inventory Route: 1392128700
 * 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 002.23
 * 208 Inspection Area: 01 Initials: JBC
 Engineer's Initial: sgm

* Location I.D. No.: 139-01287X-002.23N

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 0 0
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00

* 230 Guardrail Loc Dir Rear: 0
 Fwrd: 0
 Oppo Dir Rear: 0
 Fwrd: 0

244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 50
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 1

237 Utilities Gas: 00
 Water: 12
 Electric: 00
 Telephone: 00
 Sewer: 12
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

* 248 County Continuity No.: 00
 Protection: N

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 139-5059-0

Hall

SUFF. RATING

87.95

Programming Data

201 Project No.: S-0997(6),PRLOP1287-1(139)
 202 Plans Available: 1
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 0000
 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: 010425 Year: 2027

Measurements

* 29 ADT: 006950 Year: 2007
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0010
 * 49 Structure Length: 32
 51 Br. Rwdy. Width: 0.00
 52 Deck Width: 0.00
 * 47 Tot. Horz. Cl: 29.10
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 021
 * 229 Shoulder Width:
 Rear Lt: 5.40 Type: 8 Rt: 5.50
 Fwrd Lt: 3.60 Type: 8 Rt: 5.50
 Pavement Width:
 Rear: 20.90 Type: 2
 Fwrd: 20.80 Type: 2
 Intersection Rear: 0 Fwrd: 0
 36 Safety Features Br. Rail: N
 Transition: N
 App. G. Rail: N
 App. Rail End: N
 53 Minimum Cl. Over:
 Under: N
 99 ' 99 "
 00 ' 00 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Opp. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 0.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 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: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 5
 63 Inventory Rating Method: 5
 66 Inventory Type: 2 Rating: 27
 64 Operating Type: 2 Rating: 46
 231 Calculated Loads
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s2: 00 0
 Timber: 00 0
 Piggyback: 00 0

261 H Inventory Rating: 15
 262 H Operating Rating: 25
 67 Structural Evaluation: 6
 58 Deck Condition: N
 59 Superstructure Condition: N
 * 227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 5
 68 Deck Geometry: N
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 6
 62 Culvert: 6

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
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

Hydraulic Data

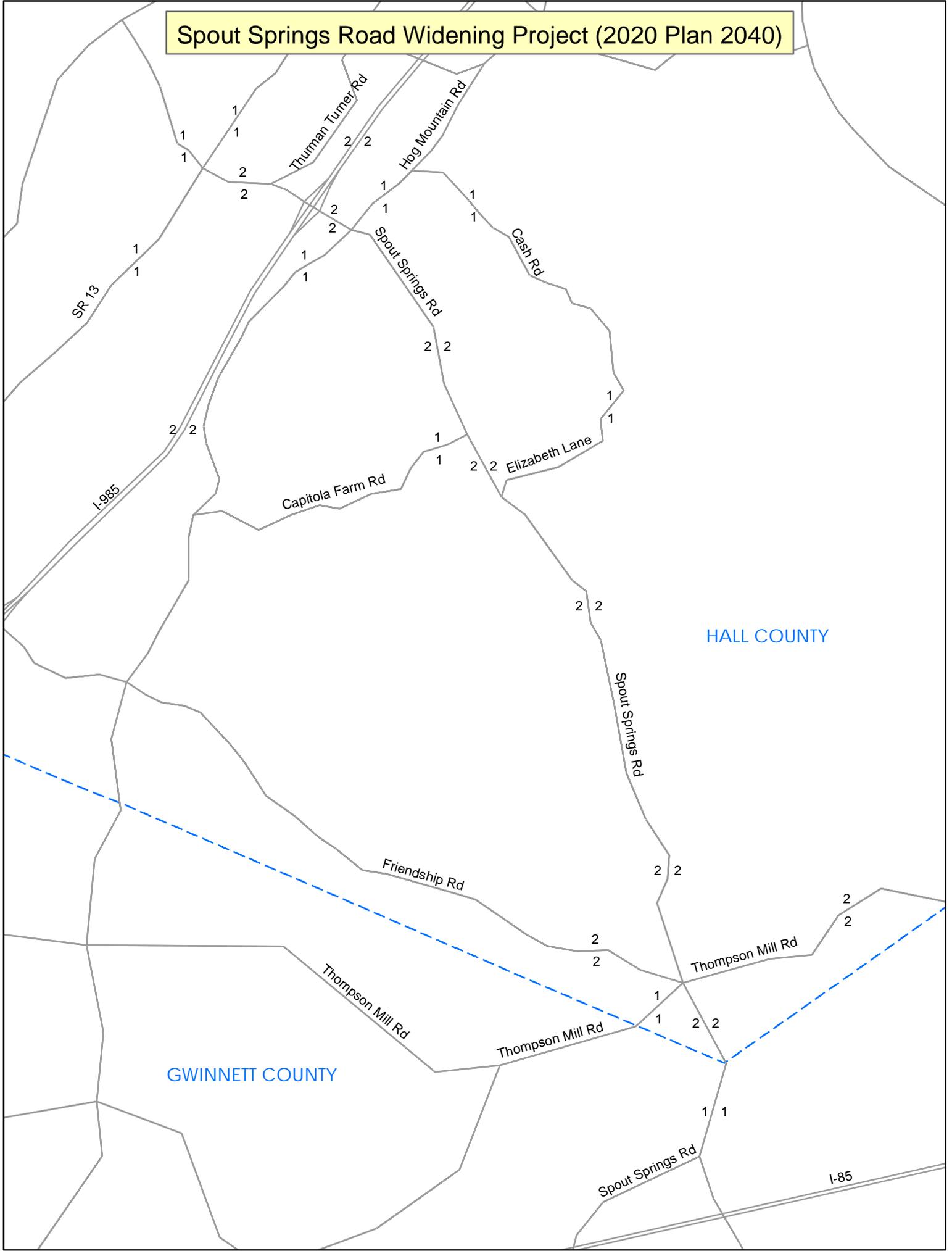
215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000360
 113 Scour Critical: 8
 216 Water Depth: 01.5 Br. Height: 14.1
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphun: 0
 223 Culvert Cover:
 Type: 1
 No. Barrels: 3
 Width: 10.00 Height: 12.00
 Length: 30 Apron: 3
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 139-01287X-002.23N

Attachment 10:

Conforming Plan's Network Schematics Showing Thru Lanes

Spout Springs Road Widening Project (2020 Plan 2040)



Attachment 11:
Minutes of Initial Concept Team Meeting
and Concept Team Meeting



CSSTP-0009-00(405), GDOT Project P.I. No. 0009679
Spout Springs Road Widening (Hall Co. #31-014); STV #25-15244



Meeting Minutes

Initial Concept Team Meeting

Location: GDOT – District 1 Office, Gainesville
Notes By: DBS, JKY, MSP (of STV)
Date: February 27, 2012
Attendees: See attached Sign-In sheet

Welcome and Introduction

- A. Doug Fadool (GDOT)
 - a. Around the room introductions
 - b. Defined purpose of ICTM as a forum to share information and comments
- B. Jody Woodall (Hall County)
 - a. Project Overview – Widening of 2-lane section to 4-lane divided section from Hog Mountain Road to Thompsons Mill Road (assumed logical termini) in south Hall County.
 - b. Logical Termini Report Underway
 - i. Looking into Hog Mountain as logical begin terminus and Thompsons Mill Road or New Friendship Road as logical end terminus.
 - ii. FHWA early input on logical termini report will help expedite EA
- C. Margie Pozin
 - a. Corridor “walk-through”
 - i. 2 Segments (currently shown, but subject to revision)
 - 1. I-985 Interchange to Hog Mountain – Limited improvements suggested, to avoid negating improvements proposed to Spout Springs Road through life of project. Segment 1 not actually included in scope of project, but will fail if nothing is done to improve it. City of Flowery Branch should be contacted regarding the Segment 1 improvements. (Later discussion concluded that Segment 1 should be omitted entirely.)
 - 2. Hog Mountain Road to New Friendship Road/Thompsons Mill Road area – this is the actual scope area for this project
 - ii. Existing Conditions
 - 1. Substandard Vertical/Horizontal geometry
 - 2. 2 Lanes (narrow width)
 - 3. Narrow or non-existent shoulders
 - iii. Proposed (2nd Segment)
 - 1. Widening to 4 Lanes
 - 2. Adding Median

- a. 14' flush median section – We do not anticipate 5 lane section to work due to high volumes of traffic.
 - b. 20' raised median – All public side road intersections will fail with 20' median if median openings are present at each side road intersection. This is because volumes will be so high in both directions that vehicles will have to wait for a break in traffic on both sides of the road before executing a left turn. A 20' median does not offer refuge for the left turning vehicle to sit and wait in the median area for the second stage of the left turn. The vehicles will queue up on the side road while they wait. Excess delay on each side road will result.
 - c. 32' depressed median – All intersections will work with larger median since it provides a refuge area for left turning movements.
 - d. Proposing median openings away from most existing side roads and allowing for u-turns instead for improved operations and safety. This negates need for 32' median; therefore, leaning towards 20' median. Aerial layout (shown at meeting) shows 32' median as it is the most conservative case for now. (The footprint with the greatest impacts).
3. Median Openings:
- a. At existing signal locations - Maintain signals at existing locations
 - b. Realigned driveways for High School and Elementary School. Add one new proposed signal at the school driveway(s).
 - c. Elizabeth Lane – Realigned to meet Lake Sterling Blvd, and will maintain signal. The signal will shift to the new intersection.
 - d. Union Circle – Realigned to meet Quincy Drive for better geometry and for constructability. A future signal warranted by design year (presently not warranted) at this intersection. This median section is proposed to have the wider 32' median and a median opening at this location to accommodate for safe left turns until the signal is installed. The median will taper back down to 20' median before and beyond this intersection.
4. Maintaining access for fire station at Dove Point Lane
5. 2 major creek crossings with existing triple box culverts that will be extended
6. Constructability of all four alternates has been reviewed. Realignment of some existing side roads is required due to constructability.
7. Temporary paved access drive (as shown in aerial) will also be needed between Iris Drive and Garden Lane during construction. The pavement will be removed after construction is complete and the ground will be restored.

- 8. Medians currently shown as widened at each end of project for proposed school bus turnarounds. Looking for better options to allow school buses to turn around without the major impacts of a wider median section.
 - 9. Pointed out some "Hot Spots" for potential residential and commercial relocations (shown as green dots on aerial).
 - b. Mapping is currently underway
 - c. Stakeholders (partial list)
 - i. Flowery Branch High School
 - ii. Spout Springs Elementary School
 - iii. Have met with school officials
 - 1. Discussed proposed access to Spout Springs Elementary as well as Flowery Branch High School. Coordinating with SSES regarding their current plans to add access road behind school for carpool storage lane.
 - iv. Fire Station
 - v. Churches
 - vi. Businesses
 - d. Have conducted 15 individual stakeholder and small group meetings, a large open house type community meeting, and 1st of 3 planned CAC (Citizen's Advisory Committee) meetings. Showed proposed typical sections and blank aerial of project area at community meeting, and introduced CAC to concept aerial (shown at ICTM) without the potential relocations labeled.
 - e. Alternative analysis is underway
 - i. Matrix shows alternatives for proposed typical sections – partially filled in at this time
 - ii. Analysis will be quantitative and qualitative – will yield a preferred alternative to refine into the final concept
- D. Jody Woodall
- a. Lines of communication
 - i. Project specific questions to Margie Pozin
 - ii. Doug Fadool will be GDOT contact
 - iii. If in doubt, Jody can forward questions/requests for info to the proper person
- E. Margie Pozin
- a. Review Draft Concept Report – Draft Concept Report is at a very preliminary stage, and once it is finalized, another concept team meeting will be held.
 - i. Capacity, safety, and operational improvements
 - ii. Project Justification Statement has been approved by GDOT
 - iii. Exempt from federal oversight
 - iv. Context Sensitive Solution considered important
 - 1. Heavy public involvement is already part of design process
 - 2. Project is on Hall County's bike/ped plan – Design to accommodate for pedestrians/bikes with either 10' multiuse paths or bike lanes and 5'

sidewalks. Leaning towards 10' multiuse path for comprehensive design matching Braselton's needs and stakeholder input to date.

v. Design Criteria

1. Current draft shows mainline only, but all side roads will be included in next version of the report
 2. Vehicle – SU Truck with School Bus considerations.
 - a. Widening of medians for school bus turnouts
 - b. Discussed turn out at south end - need to avoid newly constructed dentist office on right side of the road. Considering moving the turn around slightly north, or using private roads for bus turn arounds. Will need some coordination with school board and private road owner.
 - c. May need to consider WB-50 as design vehicle for turn out locations to be more conservative. "If you build it, they will come." How to justify WB-50 only on the ends, but not throughout remainder of corridor? Ends are commercial, remainder is residential. Will run auto-turn movements for WB-50 and see what impacts look like. WB-50 is 0.5% of traffic mix. SU is 10% of traffic mix.
 3. May request design variance for substandard curves with proposed lighting at sags to minimize the amount of fill necessary to improve geometry.
- vi. The need for roundabouts was already considered/analyzed, and found not to be appropriate for usage on this corridor.
- vii. Project is on Hall County Transit Plan from I-985 to library
- viii. SUE will be provided
- ix. No RR involvement
- x. Cost estimates will be provided at later date.
- xi. All alternatives have been listed, but no preferred alternative defined yet. Will be determined at later date.
- xii. Anticipate utility involvement with City of Braselton – existing force main/gravity sewer lines as well as existing water main. Comprehensive list of utility owners included in draft concept report.

b. Milestone Dates

- i. Fall 2012 – Approved Concept
- ii. Oct. 2012 – PIOH
- iii. June 2014 – EA Complete
- iv. August 2014 – PFPR
- v. Spring 2015 – ROW Authorization
- vi. Summer 2017 – FFPR
- vii. Spring 2018 – Letting (Approximate 2 – 2.5 Year Construction Time)

- viii. Schedule may be accelerated only if TIA passes since federal funds proposed to be used at this time. If TIA passes, may accelerate schedule 1-2 years.

F. Question/Comments

- a. Steve Payne mentioned an old reuse line towards the end of project that may be impacted by project.
- b. City of Braselton may be able to help with landscaping and multiuse path within city limits. Will need some coordination.
- c. From discussions with users, multiuse paths favored over bike lanes.
 - i. Proposed design will most likely have 1-10' multiuse path on one side and 5' sidewalk on other side, except in area by school. Area by school (from Sterling to Union Circle) will probably have multiuse path on both sides. Current typical section shows 10' multiuse path on both sides.
- d. "Anglican Church of the Holy" proposed as one of potential relocations. Have already discussed the potential with church members, and they are in favor of the relocation.
- e. Is 18' shoulder adequate width for overhead utilities, especially in areas of 10' multiuse path?
 - i. Shoulder width may need to be bumped out where we have 10' multiuse path to keep utility poles within proposed ROW. Will coordinate with utilities to determine space needs.
 - ii. Utility companies commented that it is typically easier being on the back of ROW to avoid issues with property owners and easements.
- f. Early ROW needs including space needed for utility and detention ponds beneficial, especially for historic resources. Working on developing that ROW info at this time.
 - i. GDOT proposes the potential historic resource (Pirkle Farm) on RT side of alignment (near STA 272+00) may be reduced to just one of the barns on property as long as SHPO agrees.
 - ii. Pending SHPO concurrence on actual historic boundaries. Preferred concept (once selected) will be adjusted to avoid/minimize impacts.
- g. Are any Air/Noise issues anticipated on project?
 - i. Do not anticipate issues with air quality
 - ii. Some noise impacts to residents anticipated. May require noise abatement walls, but those could be rendered ineffective due to the large number of driveways. Will be analyzed and included in report.
- h. Anticipate PAR for project due to proximity and number of existing streams running adjacent to road.
- i. Current ROW shown on aerial includes all slopes. It is set 10-15' outside fill lines and 7-10' outside cut lines. (Greater on high fills.)
 - i. Consider maintaining all slopes within ROW to avoid impacts to utility. If slopes are on easements (outside ROW), utilities will be impacted.
 - ii. ROW may need adjustment to include utility/drainage.

- j. Consider early coordination for improvements north of Hog Mountain Road, so that City of Flowery Branch can start saving funds for improvements.
 - i. Anticipated improvements from I-985 to Hog Mountain MAY include adding one extra lane on one side of road with modified medians, OR restriping of existing lanes and replacement of right turn lane onto I-985 NB. This will extend life of interchange to 2024, but the interchange WILL require improvements under a separate project. Later discussion concluded that these Segment 1 improvements are to be performed by the City of Flowery Branch. If we can prove that the project does not make the conditions at the interchange worse than the no-build condition, then the City of Flowery Branch will not have to make improvements. We will meet with FHWA after the traffic report is approved by GDOT to open the doors of communication regarding logical termini.
 - k. ROW costs – original estimates do not match current “order of magnitude” estimates. Will compare the methods of developing costs along with amount of ROW assumed to be required.

Meeting concluded.



Meeting Minutes

July 19th, 2012 Concept Team Meeting

Location: GDOT D1 Conference Room, Gainesville, GA.
Notes By: Oriana Hernandez, Larisa Tabakhova
Date: July 19th, 2012
Attendees: *See attached sign-in sheet*

1. INTRODUCTION & PROJECT REVIEW

- a. Doug Fadool welcomed everyone then had everyone introduce themselves and discussed the Concept Team Meeting format and handouts (draft concept report, project fact sheet, etc.)
- b. Jody Woodall gave a project description
 - i. The proposed project P.I. No. 0009679, Hall County, would increase capacity and improve safety and operations on Spout Springs Road between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two lanes to four lanes, and adding a median. Project has been in County Program for a long time and traffic volumes are consistently increasing.
- c. Margie Pozin stated that the fact sheet has been updated and it discusses each phase of the project. She did an overview of the project pointing out key items such as median openings, businesses, churches, residential areas, schools, sidewalk widths, and project termini.
 - i. Project starts 700 ft. south of intersection of Thompson Mill Road (Braselton)
 - ii. SR 347 intersection is currently in construction letting (has not been awarded), so the current proposed improvements will be considered existing conditions for the Spout Springs Road widening project.
 - iii. Restricted U-Turns in various areas due to sight distances, etc. U-turn and left turn lanes will be offset so that sight distances aren't obstructed from opposing vehicles.
 - iv. There are two creek crossings – Lollis & Sherwood Creeks
 - v. There are no historical impacts, though there are four historical resources along the corridor.
 - vi. The elementary and high school driveways will be realigned so they are directly across from each other, and a new signal will be added.

- vii. There will be a 5-ft sidewalk on the east side of road and a 10-ft multi-use path on the west side of road. Between Union Circle and Elizabeth Lane, a 10-ft multi-use path will be provided on both sides of the road due to higher anticipated pedestrian traffic.

* David Zoeckler (GDOT Engineering Services) asked if the multi-use path met the new 2012 AASHTO design features, and if not, then they should be addressed now in the design criteria and not later. STV will ensure this is addressed.

- viii. Elizabeth Lane will be relocated and the current signal will be moved to the new intersection at Lake Sterling Blvd.
- ix. There will be other side road alignment adjustments (vertically and/or horizontally) to improve maintenance of traffic and site distance concerns.
- x. Design has taken into account the church traffic (Prince of Peace Catholic Church) and other maintenance of traffic concerns.

* Bane Smith, District Engineer, asked about the median access to the Catholic Church. Margie explained that we have been in contact with the church during this process. The church currently has an officer that directs traffic during peak church times. This will remain the same once the widening is complete.
- xi. Hog Mountain Road is the northern terminus (north of here, there is a very highly commercial area, just south of the I-985 interchange).
- xii. Concept Plans will remain available at the District 1 office.

2. REVIEW OF DRAFT CONCEPT REPORT

- a. Doug Fadool and Margie Pozin reviewed the draft report and asked that all comments/questions be e-mailed to Doug, Jody, and Margie no later than one week from the meeting.
- b. The Project Justification Statement and the supporting crash data have remained the same since the Initial Concept Team Meeting, and were approved by GDOT.
- c. The project is exempt from Federal oversight.
- d. The MPO is Gainesville-Hall MPO (TIP #GH-023)
- e. Regional Commission is not applicable
- f. The ADT figures shown in the report are from the approved traffic study.
- g. The MAJORITY of the project is classified as Rural Major Collector, but changes once you enter Braselton.

- h.** The project is along a designated bike path and is part of a pedestrian plan and transit network for Hall Co.
- i.** The project is currently 2-lanes with some areas having 3-lanes (i.e. at the school and library). Plans are to widen it to a 4 lane divided roadway with median opening access.
- j.** The design criteria have been grouped by types of road and speed limit.
 - i.** Currently posted at 45 mph and will be designed for the same posted speed.
 - i.** The typical section is based on a 4 lane divided roadway with variable raised medians. The median width varies from 24' to 32'.
 - ii.** Where there are turn lanes, there will be 8-foot striped areas between the turn lane and the adjacent through lane to offset vehicles and allow for unobstructed views of oncoming traffic. The raised portion of the median will narrow down to 4'.
- k.** Design satisfies GDOT and AASHTO standards.
- l.** Single-unit truck is the design vehicle
 - i.** WB-50 will be used for U-turns at the ends of the project (one on each end) for school buses and any large commercial truck that enters into the project and needs to turn around.
 - ii.** Most of the retaining walls will be standard. There are a few retaining walls that will be special design due to topography and height.
- m.** Utilities involved are listed in the draft Concept Report.
- n.** SUE will be used.
- o.** No railroads are involved.
- p.** Required R/W is anticipated as well as required easements.

*Oriana Hernandez asked about the utility easements since they were not checked off under the easement category. Jason Dykes with GDOT agreed that utilities could obtain their own easements; however, this section is only for what the project would be responsible for obtaining for the roadway.
- r.** Design Exceptions/Variations: There are two that MAY be required.
 - i.** One is a vertical grade for the side road tie ins. May need to get a design exception since the side roads are steep.
 - ii.** The other is for the design variance of Access Control, specifically, median opening spacing. If full U-turn access is not an option, then two separate openings will be made available, one for each direction. These may be less than 660' apart, but would not cause a weaving problem since they offer opposing movements.

- s. There is a VE study scheduled for 8/27 - 8/30/12
- t. The environmental permits are noted in the chart in the draft Concept Report.
 - u. PAR is required
 - i. We are anticipating 1900-2000 LF of stream impact.
 - v. The environmental special studies have been approved.
 - w. A list of project stakeholders and project activities are listed in the draft Concept Report.
 - x. Roundabouts will not be applicable for this project. Therefore, there is no need for a peer review.
 - y. Construction issues include:
 - i. Elevation changes
 - ii. Horizontal and vertical alignments
 - iii. Staging, etc.
 - Ken Rearden asked about the Utility Relocation item stating it is Hall County's responsibility. Jody responded that this item was referring to the prior rights reimbursement obligation. Hall County will be financially responsible for any utility relocation with prior rights. STV is doing the utility coordination.
 - z. Alternative costs shown in charts as determined by the alternatives analysis.
 - z2. Review of attachments.

3. SCHEDULE:

- a. Doug reviewed schedule
- b. Comments to concept team meeting are due within one week.
- c. VE Study in August
 - i. Address comments of VE study.
 - ii. Make changes to Concept Report based on VE
- d. Submit Concept Report for approval
- e. Environmental approval – June 2014
- f. RW Authorization – February 2015

- i. New estimates for R/W were approved by GDOT ROW office and now need to be approved by the Chief Engineer.
 - ii. The cost increased \$10M and GDOT will be responsible for that cost, therefore they have to be justified and the Chief Engineer has to approve the new estimate.
- g. Construction Letting – February 2018
- h. Current funding meets the Federal Highway agreement to review environmental documents, which is STIP + 2 years, on schedule

4. MISCELLANEOUS:

- a. Doug stated that the design team met with FHWA on 6-21-12 to present the project and to discuss logical termini and the southern termini seems to be set as shown.
- b. Northern termini seems logical with a four lane road meeting a four lane road, and requires FHWA approval.
 - i. If any proposed improvements are required north of Hog Mountain Road, Flowery Branch would be responsible for creating and funding the new design contract including all construction and right of way project costs.
 - ii. James Riker from Flowery Branch agreed and stated that cost studies, etc. have started for Flowery Branch.
- c. Brent Cook (GDOT District Traffic Operations), commented that we had amply addressed the request for a 24' min. width median to satisfy concerns over conflicting left turn/u-turn movements and resulting sight distance issues. (That request was made directly by GDOT D1 at the kickoff/partnering meeting in Aug. 2011).
- d. It was asked what the passage of the GA sales tax would do to the project.
 - i. Jody responded that this project is on the sales tax list for this area and is a Tier 1 project
 - ii. The design schedule would be greatly accelerated to meet an earlier construction letting.
- e. Make sure everyone signs the sign-in sheet.
- f. Meeting concluded

Attachment 12:
VE Implementation Letter

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No.: 0009679, Hall County **OFFICE:** Engineering Services
 Spout Springs Road from
 Hog Mountain Rd. to Gwinnett Co Line **DATE:** October 15, 2012

FROM: Lisa L. Myers, State Project Review Engineer *LLM*

TO: Genetha Rice-Singleton, State Program Delivery Engineer
 Attn.: Douglas Fadool

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 27-30, 2012. Responses were received on October 11, 2012. 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. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
B-1	Realign the access drive at Thompson Mill Road intersection.	Cost Increase (\$387,000)	No	The proposed change would allow access to a commercial area (Kroger Shopping Center) which will lose partial access as a result of the improvements along the mainline. Rather than realign this drive, a partial median break will be included along the mainline at Sta. 214+35 to allow for continued left turn access into the commercial area.
B-2	Narrow all lanes to 11 feet wide.	\$1,327,300	Yes	This will be done.
B-2.1	Reduce only inside lanes to 11 feet wide.	\$663,650	No	B-2.1 will not be implemented because B-2 was selected instead.
B-3	Reduce number of median openings; add signals at designated locations.	\$2,110,000	No	All public side roads were evaluated according to the MUTCD for signal warrants as part of the approved traffic study. Warrants were conducted where volumes dictated and signals are proposed only in locations that met the MUTCD warrants.

B-6	Reduce 32 feet median width at southern section to 24 feet.	\$674,000	No	B-6 will not be implemented because B-6.1 was selected to be partially implemented instead.
B-6.1	Reduce 32 feet median width at southern section to 20 feet.	Proposed = \$836,900 Actual = \$639,900	Yes, with modifications	The new proposed savings were revised because the VE Team's savings were based on some assumptions. Please see the attached calculation sheets which clarify the differences, but the median will be narrowed between Sta. 208+00 to Sta. 228+00 for a modified savings.
B-6.2	Eliminate the raised median at southern section.	\$3,405,000	No	B-6.2 will not be implemented because B-6.1 was selected to be partially implemented instead.
B-8	Use rural section for Elizabeth Lane.	\$203,500	Yes	This will be done.
E-1	Use maximum allowable grades to adjust profile to reduce earthwork near Sta. 297+00.	Proposed = \$399,900 Actual = \$241,900	Yes, with modifications	The profile recommended by the VE Team would have constructability staging challenges related to maintaining access to the current residents. However, the profile at Lollis Creek will be lowered by the Design team for a modified savings.
E-1.1	Adjust profile to reduce impacts to the stream from Sta. 485+00 to Sta. 499+00.	Proposed = \$0 Actual = \$0	Yes, with modifications	No dollar value was associated with this recommendation, but the profile will be tweaked wherever possible to further optimize and balance impacts as well as mitigation costs.
G-1	Reduce 24 feet median width to 20 feet.	\$1,130,000	No	As stated in the VE Report this only applies to the 24' wide median sections. It will not be implemented because the 24' median with offset left turns was specifically requested by GDOT District 1 and concurred with by Hall County Public Works at the project kick-off meeting and addressed again at the Concept Team Meeting. According to the meeting minutes this type of median could have been considered as a project constraint.
K-1	Use 8"x 24" Type 7 curb and gutter in median.	Proposed = \$165,600 Actual = \$0	Yes, with modifications	This type of curb will be used, but no right of way cost savings will be realized, because the median width will maintain the 24 feet as noted in G-1. According to the Design team, the material cost savings for using less concrete for this type of curb will be offset by the additional cost for the extra foot of grassing/landscaping in the median.

M-1	Use asphalt in lieu of concrete for multi-use trail.	\$117,200	No	The Design team claims concrete paving will last approximately 30 years while asphalt paving will last approximately 15 years with a maintenance overlay required after about 12 years. The overlay (3/4") would add approximately \$5.50/SY x 36889 SY = \$202,900 in maintenance costs before the design year. This negates the original \$117,200 in savings suggested by the VE Team. Sawed joints can be used in lieu of troweled joints to alleviate any potential discomfort to cyclists.
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The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 10/19/2012
Gerald M. Ross, PE, Chief Engineer

LLM/MJS
Attachments

c: Russell McMurry/Paul Liles
Genetha Rice-Singleton/Hiral Patel/Douglas Fadool
Marc Mastronardi
Lisa Deaton
Harold Mull/Matt Needham/Doug Wood
Ken Werho
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: Hall County **OFFICE:** Program Delivery
P.I. No.: 0009679
Spout Springs Road **DATE:** October 10, 2012
Genetha Rice
FROM: Genetha Rice-Singleton, State Program Delivery Engineer
TO: Lisa Myers, State Project Review Engineer
Attn: Matt Sanders, Value Engineering Specialist

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 Douglas Fadool, AVS, Project Manager at (404-308-1353).

RM
GRS:HPP:dmf
c: Russell McMurry



October 10, 2012

Hall County
Department of Public Works
Engineering Division
2875 Browns Bridge Road
3rd Floor
Gainesville, GA 30504

Attention: Mr. Jody Woodall, PE

Dear Mr. Woodall:

Enclosed are STV/Ralph Whitehead Associates' responses to the VE study for Spout Springs Road, PI 0009679. Once approved, we will move forward with implementation of these responses during Phase 4, Preliminary Design.

Should you have any questions, or require additional information, please do not hesitate to contact me directly at 678-892-4955.

Sincerely:

STV/RALPH WHITEHEAD ASSOCIATES

A handwritten signature in blue ink that reads "Margie S. Pozin".

Margie S. Pozin, PE
Project Manager

1) Recommendation B-1: Realign the side access driveway at the Thompson's Mill Road intersection to eliminate the 5-leg intersection.

VE Team Project Increase: \$ 387,000

No, will not implement. Justification for the proposed change was to allow access to a commercial area (Kroger Shopping Center) that would lose partial access as a result of the proposed improvements along the mainline. Rather than add this realignment, a partial ("three-quarter") median break will be included along the mainline at Station 214+35 to allow for continued left turn access into the subject commercial area.

2) Recommendation B-2: Use 11' lanes; all 4 lanes.

VE Team Savings: \$ 1,327,300

Yes, will implement.

3) Recommendation B-2.1: Alternate to B-2; Use 11' lanes for only the 2 inside lanes.

VE Team Savings: \$ 663,650

No. Will not implement - because we are implementing B-2. Only one of the recommendations can be implemented.

4) Recommendation B-3: Reduce the number of median openings, add signals at designated locations.

VE Team Savings: \$ 2,110,000

No. Will not implement. All public side roads were evaluated according to Chapter 4 of the MUTCD for traffic signal warrants as part of the approved traffic study. Warrants were conducted where volumes dictated, and signals are proposed only in locations that met the MUTCD warrants. One location (Union Circle) is proposed for a future signal as the warrants were not met by the opening year, but are met by the design year. Current projections anticipate signal installation at Union Circle in 2034. See attached traffic signal location chart.

5) Recommendation B-6: Reduce the 32' median to 24' at the southern section.

VE Team Savings: \$ 674,000

No, will not implement – Because we are partially implementing B-6.1. Only one of the recommendations can be implemented.

6) Recommendation B-6.1: Alternate to B-6; Reduce the 32' median to 20' at the southern section.

VE Team Savings: \$ 1,305,000

Yes, will partially implement. However, estimated savings will not match the VE Team Savings. The VE Team considered a 32' median throughout the entire "Southern Section" between Thomson Mill Road and the Publix Access Drive, however, that section as currently proposed, is in transition from a 32' median to a 24' median from STA 216+70 to STA 214+90. The 24' median is then constant from STA 214+90 to Thompson's Mill Road at STA 207+40.

Also, the VE team assumed the proposed medians were raised concrete throughout this stretch. The narrow portions of the median are proposed as concrete, however, the wider portions are proposed as landscaped. Further, a 3' wall reduction height was assumed by the VE team for each of 5 walls. Actual wall height will not change significantly as a result of the proposed revisions.

Revised VE Team Actual Savings Using Current Proposed Design: \$ 836,900 See calc sheets 1-5

The median opening at the commercial drive / Publix drive must stay open to maintain access to both properties (on opposite sides of the road). Because a signal is not warranted at this location, a 32' median is required to allow for two-stage left turns out of each access point. From this opening to the next opening south of it (SR 347), the median width will transition from 32' to 20', and will remain 20' until the intersection of Spout Springs Road and Thompsons Mill Road. South of Thompsons Mill Road, the project ties to the existing through lanes.

Revised VE Team Savings: \$ 639,900 See calc sheet 6

7) Recommendation B-6.2: Alternate to B-6; Eliminate the raised median.

VE Team Savings: \$ 3,405,000

No, will not implement – Because we are partially implementing B-6.1. Only one of the recommendations can be implemented. Design year traffic volumes are consistent with the use of a raised median along the southern end of the project.

8) Recommendation B-8: Use rural section for Elizabeth Lane.

VE Team Savings: \$ 203,500

Yes, will implement.

9) Recommendation E-1: Adjust profile to optimize grades.

VE Team Savings: \$399,900

Yes, will partially implement. The profile at Lollis Creek (referenced in the VE report) can be adjusted slightly to lower the low point and reduce the right of way, embankment, and culvert extension length. However, the profile is limited by maintenance of traffic during construction, maintenance of side road tie ins, and constructability of side road tie ins. The profile recommended by the VE team is not as constructible. It lowers the grade too much at Litany Court (STA 286+80) and the New Access Drive (STA 305+00). Lowering the grade at Litany Court would require road closure and/or relocation that would result in additional right-of-way and residential displacements along Litany Court. Lowering the grade at the new access drive would prohibit the driveways of the two properties on the corner from tying in to the new drive, requiring two additional residential displacements. Those costs were not factored into the VE Team's savings value.

A conceptual revised profile, lowering the grade, was developed by the design team and will be implemented during preliminary design.

Revised VE Team Savings: \$ 241,900 See calc sheets 7-8

10) Recommendation E-1.1: Design Consideration: Adjust profile to optimize grades.

VE Team Savings: No dollar value associated with this recommendation

Yes, will partially implement. The current proposed design is a retrofit and access to all adjacent properties must be maintained throughout the duration of construction. We propose overlay and widening in this northern section. Lowering the profile at the northern terminus of the project as referenced in the VE report will have negative impacts on the adjacent commercial properties (Walgreens, Bank, Daycare, DOT Maintenance facility, and Church with cemetery) as well as constructability impacts (requiring additional shoring for greater cuts and additional temporary pavement and construction easements for maintenance of traffic). This will lead to higher right of way costs. The profile is based on balancing right of way impacts and earthwork costs with constructability and maintenance of traffic during construction. The design team believes overlay and widening in this area is the best option for this location as it requires the least amount of right of way with minimal impacts to adjacent businesses.

The remainder of the profile will be tweaked, and profile grades up to 8% will be used wherever possible, during preliminary design to further optimize and balance impacts and costs.

11) Recommendation G-1: Reduce the median width to 20 feet

VE Team Savings: \$1,130,000

No, will not implement.

In the case of this corridor, the 24' median width allows for offset lefts to be included in the design. Offset lefts are important in keeping left and U-turning vehicles out of opposing driver

sight lines. The majority of the median openings along the corridor are mid block. The approved traffic study recommended altering the majority of the side road access to right-in-right-out and implementing mid-block median openings to avoid Level of Service (LOS) F in the open and design years. Twenty-eight median openings are proposed along the corridor between (but not including) Thompsons Mill Road and Hog Mountain Road. Eleven of those median openings are at public side roads or major driveways. The remaining 17 median openings are midblock U-turn openings. Due to the high number of left and U-turns that will be executed along the corridor, it is critical to maximize sight distances to execute these maneuvers. The 24' median is GDOT's preferred width (See GDOT Design Policy Manual 6.8.2 for design speed 45 mph.) The 24' median with offset left turns was requested by GDOT District 1 and concurred with by Hall County Public Works at the kickoff meeting (See attached Kickoff Meeting minutes, page 4) and the Concept Team Meeting (CTM) (See Attached CTM Minutes, page 5).

Note: The southern section of the project will be partially reduced to a 20' median as noted in B-6.1. However, G-1 does not apply to the 32' median sections. As stated in the report, it applies only to the 24' median sections.

12) Recommendation K-1: Use 24" curb and gutter for median.

VE Team Savings: \$ 165,600

Yes, will implement. However, no cost savings will be realized as a result. As stated above (in G-1), a 24' median was requested by GDOT with concurrence from Hall County for this corridor. We will use the 24" curb and gutter, but the median width will remain 24'. As a result, no right of way cost saving will be realized, and the material cost saving earned by using less concrete will be offset by the additional cost for the extra foot of grassing/landscaping in the median.

Revised VE Team Savings: \$ 0

13) Recommendation M-1: Use asphalt in lieu of concrete for multi-use path

VE Team Savings: \$ 117,200

No. Will not implement. Concrete paving will last approximately 30 years while asphalt paving will last approximately 15 years with a maintenance overlay required after about 12 years. The overlay (3/4") would add approximately $\$5.50/\text{SY} \times 36889 \text{ SY} = \$202,900$ in maintenance costs before the design year. This more than negates the original \$117,200 in savings. Sawed joints can be used in lieu of troweled joints to alleviate potential discomfort to cyclists.

At GDOT's option, the project can be bid for both materials. If there is a greater than \$202,900 difference in cost (asphalt being the less expensive option by at least that much), GDOT can opt to use the asphalt in lieu of concrete.

Attachment 13:

**Minutes of Any Meetings That Show
Support or Objection to the Concept**



Post-It Note Comments (On Aerial) and Responses

From Partnering – Kick of Meeting

Location: Spout Springs Regional Library
Notes By: DBS- STV
Date: August 17, 2011

C: Realign Prince of Peace Church driveway to form one common intersection with Capitola Farm Road and Spout Springs Road.

R: Driveway realignments will be considered during concept phase.

C: Realign Elizabeth Lane to form one common intersection with Lake Sterling Blvd and Spout Springs Road.

R: Side road realignments will be considered and analyzed during concept phase. A realignment of Elizabeth Lane to tie to Lake Sterling Blvd would create two additional creek crossings and a significant amount of additional fill. This will be conceptually quantified during concept to see if it can be included in the overall design. Safety issues may also help to justify the relocation, if needed.

C: Consideration should be given to the creation of a wetland that the schools could use in their biology classes to study these communities.

R: Onsite wetland mitigation is not included in the scope of this project. Schools may wish to study the bioretention areas if adequate habitats are supported. This is up to the schools.

C: Make sure we address buildup of cars turning into Spout Springs Elementary School that currently spill out onto the main road.

R: Our traffic study will take this area of concern into consideration, and recommendations for improvement will be made during the concept stage.

C: Realign Flower Branch High School driveway and Spout Springs Elementary driveway to form one common intersection with Spout Springs Road.

R: Driveway realignments will be considered during concept phase.

C: Straighten curve at ~Sta. 260+00.

R: Geometry is not set yet. Through an alternatives analysis and public involvement, we will develop a preferred alignment that minimizes impacts to the environment. Final geometry will be in line with the approved design criteria and AASHTO standards.

C: No access shown for Publix development at SR 347.

R: The Publix shopping center does not show up on the aerial photographs as they are not current. More current aerials will be used during concept development, and all driveways and side roads will be shown and tied to the main line at that time.

C: Maintain turn lanes to developments at SR 347.

R: SR 347 development does not show up on the aerial photographs as they are not current. More current aerials will be used during concept development, and all turn lanes will be shown at that time.

C: Maintain access to Cody Drive.

R: All driveways and side roads will be shown and tied to the main line during concept design. (Includes Cody Dr.)



CSSTP-0009-00(405), GDOT Project P.I. No. 0009679
Spout Springs Road Widening (Hall Co. #31-014); STV #25-15244



Compilation of Notecard Comments

Location: Spout Springs Regional Library
Notes By: KHD - Sycamore
Date: August 17, 2011

Measures of Success

What problems can this project solve?

- Improve visual impact and look of roadway (create a sense of place)
- Provide pedestrian facilities showing an improved quality of life
- Congestion and safety. The road, as is, was never designed for two major developments
- Safety and congestion
- Safety and capacity issues
- Traffic congestion and visibility
- Congestion and safety
- Alleviate traffic problems and congestion
- Traffic congestion
- Sight distance issues
- Congestion
- Safety
- Access to public facilities
- Traffic flow, the back up during the school year
- Improve traffic operations
- Improve capacity for vehicles and pedestrians
- Road safety
- Existing traffic issues
- Traffic congestion relief
- Turning lanes/enhancement
- Improve safety (Sight distance, roadside)
- 85-985 connectivity, alternative modes of transportation lacking, traffic congestion
- Congestion and safety
- Relieve congestion
- Additional capacity, connectivity for this corridor. Improve safety
- Capacity and safety improvements
- Safety concerns of the roadway
- Traffic congestion; improve safety

What is the most critical success factor?

- Timing
- It should meet the needs of the stakeholders and improve the aesthetic appeal as well
- Minimizing harm to environmental resources: historic resources, waters of the US, water quality, and a mostly happy public
- Community acceptance
- Communication
- Timeframe – the sooner the better
- Solving traffic problems, creating a roadway that will still be usable in the future with growth
- Good maintenance of traffic during construction
- Budget target
- Economic development
- Road design/aesthetics as a complement to existing environment
- Results in multi modal corridor
- Serves pedestrians, bicyclists and cars
- “Light on Land” to the extent possible – protect waterways, woodlands and cultural resources
- Illustrates best management practices – eco solutions to storm water
- A good design with hopes of not having to rebuild utilities throughout the length of the project
- Protect streams during construction; erosion control. Post construction runoff; no adverse downstream impacts to individual properties; no increase in flooding
- Staying within scope, schedule and budget
- Staging on road project to make construction least troublesome
- Early completion of environmental document and final plans. This will allow right of way acquisition to begin earlier in the time line to meet the project schedule.
- Achieve a constructible transportation improvement project within budget with minimal impact to the public
- Address relocations
- Build for traffic anticipated post construction
- Schedule, budget, public acceptance, safety, comprehensive design
- On time and under budget
- Project coordination prior to construction
- Solving traffic problems without undue impacts
- Access to schools is very important
- Schedule and traffic flow
- Relocate utilities in a timely manner with minimal delays

What must the project get right?

- Traffic staging is a problem for Utilities when changing vertical grades. Involve them in the process to avoid additional cost. A majority of the distribution lines are overhead. When feasible, acquire right of way on the opposite side of the road section.
- Must set a standard to landscaping and design
- Consensus among the locals – they will be affected the most
- Community connection while resolving congestion and safety issues

- Visual corridor – high quality gateway corridor standards
- Good design with access focused on safety
- Road design/aesthetics as a complement to existing environment
- Results in multi modal corridor
- Serves pedestrians, bicyclists and cars
- “Light on Land” to the extent possible – protect waterways, woodlands and cultural resources
- Illustrates best management practices – eco solutions to storm water
- Good coordination with the utilities and between separate utilities
- Stay with in scope, schedule and budget
- Coordination during construction
- Public involvement and environmental documentation have to be right
- Meet or exceed schedule
- Safety
- Stay on schedule and budget
- Accommodate utilities in a manner to not hold up the completion of the project
- Provide utilities with a place to relocate so they can relocate ahead of schedule
- The multi use path will provide more room and available right of way for underground utilities to relocate.

Key Considerations

What issues must be addressed?

- Construction phasing
- With the plan covering many years, the economy could shift and create explosive growth again in this area. There could potentially be another school built if this were to occur.
- Water quality, bike and ped amenities
- Separate bike and ped activities to provide a safer route
- Utilities and staging around school schedules
- Traffic issues at schools and peak travel hours
- Sight distance
- Safety
- Right of Way
- Environmental
- Traffic study, Need and Purpose, strong concept report, environmental issues, logical termini
- Safe geometry; relieve congestion
- Bicycle traffic – multi use trail
- Utility relocation
- Several offset intersections need to be aligned.
- Access management

Who will the project benefit most?

- Residents and business owners
- People living on the corridor and regional commuters

- Commuters, who are the most significant users of the route
- Commuters along the corridor
- People driving the corridor
- Public
- Schools
- Economic Development
- Residents/businesses/property owners along the road
- Greater community
- Local and regional traffic will benefit
- Residents
- Traveling public, users of Spout Springs
- Commuters and shoppers
- Users of the road and county, businesses and homeowners
- Traveling public – people passing through
- Daily commuters in the area
- Schools, then commuters
- The daily commuter traffic
- Commuters

What are the challenges and potential pitfalls?

- Timing
- Avoiding adverse environmental impacts and minimizing relocations and right of way acquisitions -raised median, people mad about changes in access
- Right of way necessary to provide successful cross sections
- Greatest challenge will be building the road to accommodate traffic for years to come. Most roads are built based on the amount of money budgeted.
- Communication and scheduling
- Environmental / permitting / utilities
- Utility relocation
- Maintenance of Traffic
- ROW
- Drainage
- Environmental – History
- Changes to areas outside of the scope of the project; How will this affect others in the surrounding areas?
- Relocation activities
- Environmental impacts, impacts to property owners, maintenance of traffic during construction
- Right of way acquisition, utilities are significant challenges. Too much public involvement – decision making can get bogged down.
- Challenges are utilities and historic balanced with existing successful businesses
- Environmental Impacts, gaps in communication
- Building project and dealing with existing traffic
- Environmental delays, utility relocation
- Relocating utilities within minimum right of way

- Not having the room to relocate utilities

Who or what can impact the project?

- T-Splost
- Homeowners along the Spout Springs Road
- Stakeholders – the relationship between the county and the stakeholders
- Politics, relationships between the City and the County
- GDOT, Utilities, ROW
- Environmental – History, local community groups, staying on schedule
- Elected officials (state, county, local) can greatly impact the project. Some with adjacent residences and businesses.
- Adjacent residents and businesses
- Home Owners Associations
- Need close coordination with utilities early in design phase to avoid issues during construction
- Environmental issues, unidentified streams and wetlands
- Relocation of the utilities in conflict
- The project manager has the most impact in getting the project delivered
- Utilities!

Questions/Comments:

Oriana Hernandez:

1 – Can we do an early C & G operation to get utilities relocating ahead of construction?

This is something that has to be decided between the County and the State as the State is letting the construction portion of this project. I will discuss this with Jody.

2 – With GDOT's requirements to relocate from under pavement, it will take lots of time for the H2O and sewer time.

Ken Robbins:

How will development – commercial and Friendship Road - affect the plan?

Development typically equates to more traffic volumes. This is usually taken into account with the growth factors applied to the traffic volumes to arrive at future traffic projections (open year and design year). I will talk to our traffic engineers regarding the type of growth factor to be applied and whether it takes regional and historical growth and land use patterns into account.

Doug Fadool:

VE Study will be required at the end of concept/early Preliminary Design.

VE study is currently shown in the draft schedule to occur in late Concept/early Preliminary Design Phase.



SPOUT SPRINGS ROAD WIDENING PROJECT

COMMUNITY MEETING NOV. 3, 2011 5:00-7:30PM

Meeting Format

The meeting was held in an open-house format. Displays included aerial maps of the corridor, a looping Power Point presentation detailing the scope, schedule and contact information of the project, and an Idea Wall exercise asking attendees' thoughts on issues, solutions and vision for the corridor. Handouts included a fact sheet and a comment form. Attendees were welcomed, asked to sign-in, and given a brief overview of the meeting format. Attendees could then visit project displays and speak one-on-one with project staff.

Attendance

A total of 96 people signed in over the meeting period.

Comments

A total of 17 comment forms were returned.

A total of 34 comments were noted on the Vision Wall

A total of 26 comments were written on the plot maps

Comment Form Responses:

Great idea to widen Spout Springs Road!

Any of the three options is better than what we have today. My preference, as an avid cyclist, is for the sidewalk and separate bike lane. Trees in median would make it less commercial and more scenic. The downside, which is significant, is the timeline. My 10 and 12 year olds will both be out of the house by 2020. I know it's a worthwhile project but any way to shorten the timeline (by 50% or more) would be appreciated.

Having lived through the Peachtree Industrial Blvd. widening project *(at the Sugarloaf Parkway Intersection) it seems to me 2 years was all it took. This was arguably a bigger stretch of road than Spout Springs.

*From Rt. 120 to McGinnis Ferry Road in Duluth

Thanks!

Please use landscaped median – will add value to properties impacted and county as a whole.

Left turn lane on to Litany Ct.

Decorative bridges over streams/creeks.

We own 4 properties on Spout Springs. We would like to see at least 4 thru lanes with turn lanes for sideroads, with as many walking trails and sidewalks as possible. This is badly needed because of the enormous build up in the near future.

Alignment of Thompson Mill Road is very poor design crossing Spout Springs!!! From the west Thompson Mill traveling west across Spout Springs takes an abrupt angle to the right (a blind turn because road drops abruptly, particularly at night

We'd like to participate in the Citizens Advisory Committee as business owners – Ron Parsons/Brad



SPOUT SPRINGS ROAD WIDENING PROJECT
COMMUNITY MEETING NOV. 3, 2011 5:00-7:30PM

Gilbert (Smiles Forever Orthodontics), 770-963-7255
Multi-use/bike lanes Landscape median
My house is on a hill and in a curve. I would like to know your proposal to straighten out the curve without making my driveway being on a steeper incline. Do they plan to install sewer system before road construction?
This needs to be done sooner for safety. This is a dangerous road! Thanks for this opportunity. It is a nice presentation and informative (corner lot Garden Lane and Spout Springs)
Please add sidewalks to any Spout Springs project. With the number of schools and businesses in the area, sidewalks would add to the sense of community. It would reduce congestion (as well as waistlines) as parents could walk children to school rather than drive them. At certain times of the day, I have to wait 8-10 minutes to pull out onto Spout Springs (unless some kind soul waves me out) and I'm only making a right turn. It would be close to 15 minutes if I wanted to turn left. Adding streetlights would also provide safety. After reviewing the proposed plan, I believe it will be a beautiful plan. However, we can't wait 8 years for relief. With the addition of Sterling on the Lake (and its continued expansion) the traffic will be too much for this narrow, shoulderless roadway. Not to mention the addition of a hospital on Thompson Mill in 2016. Eight years is just TOO LONG TO WAIT!
Wanted to know is Spout Springs would be lowered at Christy Lane to make it safer to get out on Spout Springs Road and why we wouldn't have a turning lane in the middle of the 4 way. Will sewer be brought that far.
Our major concerns regarding this road expansion as the following: <ol style="list-style-type: none"> 1. Due to the safety of our children and members of the congregation, we hope the expansion does not cover too much of the space on our side of the road (Assembly of God Hispanic Church). 2. We are concerned about the noise level that will occur with this expansion. Note: If possible we would like to get some of the information in Spanish so that we can explain this information to the congregation. Can you inform us if we are in fact a historical site.
I have a lot of questions which no one could answer: <ol style="list-style-type: none"> 1. How far down on the left will the widening go? We're the last house before Gwinnett, before the bridge/curve. 2. Is a 20' median really necessary? If on our property, this would take 4-5 acres of expensive property. No other roads this size have 20 ft. medians – on the expressways. It's want little to no median if possible.

SPOUT SPRINGS ROAD WIDENING PROJECT
COMMUNITY MEETING NOV. 3, 2011 5:00-7:30PM



<p>3. This would leave a large cliff as a front yard and a driveway reslope that would be so steep it wouldn't be usable. How would landscaping be handled?</p> <p>4. What is the reimbursement vs. the sale value of this property? Who appraises it? Would we get our own appraisers?</p> <p>5. I don't understand the purpose of this meeting – with no answers to where it will actually go. We've read it in the paper and have the letters. When will we have more definite information? I would prefer not to be included if there is a choice. An added median would take out all the large trees in our front yard also.</p>
<p>Kervl Family preference:</p> <p>Urban 4 lane with 20' landscaped median with multi use paths</p> <p>Elizabeth Lane reconfigured to intersect with Lake Sterling Blvd. and include light</p> <p>Save large tree to the south of Union on WB side of road</p>
<p>Please put a median break at Castlegate.</p> <p>More stop lights</p>
<p>Desperately need a traffic light at entrance to Sterling on the Lake. There is a lot of library traffic. By 2018 there will be approximately 2000 families living in Sterling. It is an extremely hazardous entrance and exit and we need a light for safety reasons.</p> <p>Realign Elizabeth to Sterling and move traffic light to this 4 way intersection.</p>
<p>This widening of road need to 4 lanes. This is waste of money widening.</p>
<p>We were impressed with the meeting on 11-3-11. It was done very well. Please consider:</p> <ul style="list-style-type: none">• Redoing Elizabeth Lane to meet Lake Sterling Blvd. This would mean one intersection and one light.• Re-routing the Prince of Peace entrance to meet Capitola Farms Road. Same reason as above. <p>We think priorities should be: \$\$</p> <ol style="list-style-type: none">1. Road widening2. Sidewalks3. Bike lanes

Vision Wall Comments

- Would like the project to be sooner than 9 years!
- Do a short term plan to widen the road, as is now in front of Prince of Peace Church center turn lane through all of Spout Springs. Save \$ and then do the main road widening.
- Traffic lights
- Trees in medians
- Add street lights! This road is dark at night



SPOUT SPRINGS ROAD WIDENING PROJECT

COMMUNITY MEETING NOV. 3, 2011 5:00-7:30PM

- Rename Spout Springs Road to Glen Eddins Parkway!!
- Would be nice to have sidewalks down the roadway – convenience for kids to walk to school, walk dogs or citizens to travel on foot to local shops and restaurants.
 - I agree
 - Yes
 - Yes
- I wish this could be done sooner – just for safety!
- Stop light at Kroger entrance where the gas station is
- Traffic lights at Sterling and at gas station near it and at Union Circle
- Sound barrier along Spout Springs to where homes in Clearwater Plantation on Senator Court back up to Spout Springs
- Traffic light at Union circle – dangerous when turning left from Union Circle onto Spout Springs
- The sooner the better! Can't get out of my driveway as it is – need medians
- Use medians
- No medians on Spout Springs. Use turn lanes
 - Yes
- Sidewalks- walking trails
 - Yes!!
- People aren't going to walk on such a busy road. 4 lanes doesn't lend itself to the "rural" feel
 - It could if done right
- A bike lane would be great! Could ride my bike to grocery store!
- Install bike lanes
 - Yes! I love to bike and it's dangerous now!!
- More traffic lights
- How about an electric golf cart path to the business districts
 - I second this idea!
 - I agree also what a way to support local business
 - Yes!! I love to ride my golf cart!!
- The sooner the better
- The sooner the better
- Soon! The road won't make it much longer without becoming dangerous. 2 major schools, multiple churches and serious rush hours! Put Friendship on the back burner until this is done!

Comments Written on Plot Maps

- "Pipe drainage and widen" - *to the southeast of Hog Mountain Road, on the south side of the road*
- "More stop lights" - *at intersection of Castlegate Drive and Forest Noll Drive*
- "Close for widening (topo/Fill)" – *on east side of road between Forest Knoll and Christy Lane*
- "Straighten out curve; build up road bed – blind spot for residents entering Spout Springs Road" – *at Christy Lane*



SPOUT SPRINGS ROAD WIDENING PROJECT

COMMUNITY MEETING NOV. 3, 2011 5:00-7:30PM

- “Limited sight distance entering Spout Springs; Dangerous” – *Iris Drive and Garden Lane*
- “Need sewage” – *Iris Drive and Garden Lane*
- “Need sewage; need to keep yardage” – *at house south of Garden Lane*
- “Traffic light at Capitola Farms Road. Cut down hill and put a turn lane on Capitola Farm” – *at Capitola Farms Road*
- “Tight for widening” – *Spout Springs Road at Elizabeth Lane*
- “Our driveway – it’s hard to get out now, with traffic coming out Union Circle and Spout Springs. The hill hinders us too. 4 lanes will be treacherous – 3 families share driveway.” – *at last drive to the south of Quincy Drive*
- “Does the project include improving the tight left turn at the Gwinnett County line? If not, it should be considered because it will require significant slowing at the county line.” – *at Spout Springs Rd.*
- “Need flash-warning signals to alert drivers of vehicles on Spout Springs Road of vehicles pulling out of Sherwood Mill Drive. Limited sight distance vs. speed” – *at Sherwood Mill intersection*
- “Increase size of turn lane for Reunion – too short for speed” – *at Dove Point Lane*
- “Area of Fraser Cemetery” – *at label: Potentially Eligible Historic Resource across from Williams Road*
- “Screen from road – if removed what would replace it?” – *stand of trees circled between Williams Rd. and Litany Ct. that shield homes from Spout Springs*
- “Median break (100+ homes)” – *at Litany Court*
- “Pirkle Cemetery” – *grove of trees just north of Litany Court*
- “Possible historic home” – *at Deaton Henry Rd.*
- “Would like a light at Lake Sterling Blvd” – *at Lake Sterling Blvd.*
 - “Second this”
- “Realign Elizabeth Lane to Sterling Blvd.”
 - “Second this”
- “Need sewer system – purpose plan to take out curb Pierce Dacus” – *at house just north of Christy Lane*
- “A bike or multipurpose lane along Spout Springs would be great – could ride bike to grocery store!”
- “Turn lane for business traffic (with high volume of families at peak times)” – *between Hog Mountain and Forest Knoll*
- “Fill and widen/pipe and widen” – *at field in curve across from Walgreens*



Citizens Advisory Committee Meeting
Feb. 13, 2012, 6-8 p.m.
Spout Springs Library

Meeting Summary

Citizens Advisory Committee

Spout Springs Library

February 13, 2012

6-8:00 p.m.

Meeting #1 Summary

Attendees

Christa Cook, Prince of Peace Catholic Church
Patrick Clark, Newland Communities (Sterling on the Lake)
Yogesh Patel, Hampton Inn
Ed Asbridge, Sterling on the Lake
Naomi Rivera, Assembly of God
Charlie Patterson, Clearwater neighborhood
Tony Price, Reflections neighborhood
George Ivey, Anglican Church of the Holy Trinity
Ron Wilson, Wilson Orthodontics
J.D. Mealar, Wells Fargo
Ricky Davis, Greater Love Baptist Church (formerly Heaven's View)
Larry Daily, Greater Love Baptist Church
John Karnowski, Foresite Group (representing Halvorsen Holdings)
Andrew Dorman, Brand Properties
Craig Lutz, Hall County Commissioner
Margie Pozin, STV/Ralph Whitehead
Larisa Tabakhova, STV/Ralph Whitehead
David Syen, STV/Ralph Whitehead
Jean Yu, STV/Ralph Whitehead
Kristine Hansen-Dederick, Sycamore Consulting
Casie Hughes, Sycamore Consulting

Meeting Summary

Kristine Hansen-Dederick welcomed everyone and asked attendees and staff to introduce themselves. She then explained the role of a Citizens Advisory Committee and outlined the schedule for meetings. She turned the meeting over to Margie Pozin, who went through the PowerPoint presentation (attached) describing the findings to date, project alternatives, and next steps. Margie opened the floor to questions and comments, which follow:



Q. Regarding the 10' multiuse paths, are you considering on pavement bike lanes as well as walking paths?

A. We are considering all options. We've received more positive feedback on the multiuse path as opposed to on-street bike lanes. We would not do both though. If we have a bike lane going north and south, the 10' path would make little sense. And you cannot mix and match. If you have bike lanes, you'll have them from beginning to end on one side and in logical places on the other side, i.e. by the schools. There will at least be a 5' sidewalk where 10' trail is not proposed.

Q. Did you say that bike lanes have to mirror each other, in other words, be on both sides of the street?

A. Yes – cyclists need to be able to travel in both directions

Q. Can there be areas where there are no paths?

A. We would continue some facility, whether 5' sidewalk or 10' trail, all the way though the corridor. This corridor also has been included in the Gainesville-Hall County Bicycle Lanes network.

C. I'm interested in ways to take cars off the road – having the road more walkable so kids can walk and ride bikes will help accomplish this goal.

Q. Braselton is encouraging golf carts in the design of new projects; merchants are paying for wider sidewalks to accommodate golf carts. Is there any consideration in incorporating golf cart accessibility/mobility here?

A. We haven't thought about golf carts. It should be noted that adding a 10' multiuse trail might be attractive to future developers.

C. I would definitely bring up mandating 10' paths in land use plans with the city of Braselton. I think there are plans to provide linkages throughout area, from Friendship Road from I-985 to GA 211.

Q. Can you legally drive a golf cart on a 10' path? Can you find out?

A. We are not sure about that, but we will find out.

Q. Will the aerial photography on the plot maps be updated to reflect current capacity and current developments? It will be helpful for people to see what's actually on the ground as alternatives are proposed, especially with regard to median design.

A. Yes; we flew the area in December 2011 and the maps are being plotted.



Q. Can we have access to aerial plot maps online?

A. We can give CAC members access to a zip file for downloading.

Q. Are there advantages to depressed vs. raised medians?

A. Depressed medians can be used to bio retain water.

Q. Why a 32' median?

A. A 32' median allows left-turners better visibility of oncoming vehicles. They can see around the left turners opposite them.

Q. What about the ability to accommodate future development in terms of access? A 5-lane section might accommodate more development than median openings. And how many median openings are planned?

A. Five (5) median openings at side roads are planned with signals at four of them; the fifth median opening, at Union Circle, may eventually get a signal. The openings are:

- Hog Mountain
- Elizabeth Lane to meet Sterling on the Lake
- SR 347/New Friendship Road
- Thompson Mill Road
- Union Circle (future signal)

The remaining median openings are mid-block and intended for U-turns.

Q. It will be very important to balance the thoroughfare nature of the road with safety for pedestrians. Will you have pedestrian crosswalks at all signals? Will you have HAWK signals at places without traffic signals?

A. This is definitely a consideration and we will ensure safety for the pedestrians and cyclists. We will also see if there are logical places for mid-block pedestrian crossings.

C. If you are making Spout Springs more pedestrian friendly need to make sure it's safe for pedestrians.

C. Our concern is safety of children playing on our property and walking along the road. (Stated by Assembly of God and agreed with by other churches.)



Q. How is the project funded?

A. The design is funded by the county SPLOST. The construction is funded by GDOT. This project is on the Transportation Investment Act (TIA) list. If the referendum passes in July, it could expedite the project by making it 100% county funded.

Q. How expedited would a yes vote mean?

A. It would trim one year, maybe two.

Q. What about Capitola Farms Road for a signal?

A. Traffic counts don't warrant a signal, but we could put in a $\frac{3}{4}$ access median, allowing a left turn onto Capitola but only a right turn from Capitola onto Spout Springs.

C. There is the possibility of future development on the 10 acres at Capitola Farms where Sterling is – just having a $\frac{3}{4}$ access median at Capitola Farms and no light devalues that commercial property.

C. A lot of people don't use Capitola Farms because you can't turn left from it to Spout Springs. Folks who live in Sterling go up to Hog Mountain because Spout Springs is too hard to turn left onto. Traffic counts won't reflect this avoidance. Be sure you are right about Capitola. We drive these roads and we know – people avoid it.

R. We will discuss the avoidance and the warrant with our traffic engineers, but right now, the signal is not warranted either in the opening year (2020) or in the design year (2040).

C. Union Circle folks don't have an alternative to get to Spout Springs, so those traffic counts are going to be higher than people who live in Sterling and have alternative routes to Capitola Farms.

C. Be sure to look at latent demand. Look at specific commercial development plans – an isolated development that is large enough may warrant a light.

Q. Regarding the comment summary you handed out – are these on the website for everyone to see? Can we add a blog to the website to collect real time comments? It might be helpful for people to see what others are commenting about to trigger their own opinions. I would also add something about the project and a comments blog to the Braselton website.

A. We will check with the county folks and Braselton webmasters.



Additional Comments:

- Move Elizabeth lane to light.
- Realign the Prince of Peace church entrance with Capitola Farms Road.
- Narrow the proposed median through Braselton to avoid or minimize impacts to frontages.

Attendees were then asked to complete an objective prioritization exercise. Upon arrival, they were handed a sheet listing seven objectives related to the proposed improvements and asked to rank in order of highest to lowest priority according to their perspective. Ten forms were completed and returned. The results are listed below:

<u>Ranking</u>	<u>Objective</u>
1	Improving safety for drivers
2	Improving safety for pedestrians and bicyclists
4	Relieving congestion
5	Minimizing impacts to residential property
6	Minimizing impacts to natural and community resources
3	Minimizing impacts to commercial property

Kristine then encouraged attendees to visit the plot map of the corridor to ask questions and make comments one-on-one to staff members. The meeting adjourned at 8 p.m.



Attendees

Christa Cook, Prince of Peace Catholic Church
Patrick Clark, Newland Communities (Sterling on the Lake)
Ed Asbridge, Sterling on the Lake
Naomi Rivera, Assembly of God
Jose Rivera, Assembly of God
Curt Sigl, Clearwater neighborhood
George Ivey, Anglican Church of the Holy Trinity
Ron Wilson, Wilson Orthodontics
John Karnowski, Foresite Group (representing Halvorsen Holdings)
Brad Gilbert, Smiles Forever Orthodontics
Jody Woodall, Hall County
Margie Pozin, STV/Ralph Whitehead
Larisa Tabakhova, STV/Ralph Whitehead
Kristine Hansen-Dederick, Sycamore Consulting
Casie Hughes, Sycamore Consulting

Meeting Summary

Margie Pozin welcomed everyone to the second meeting of the Citizens Advisory Committee. She began the meeting with presentation (attached) of the project's progress to date, results of the Alternatives Analysis, follow-up from first CAC meeting, and the next steps. Margie then opened the floor to questions.

Q. Does golf cart usage on a multi-use path affect speed limits on the adjacent roadway? I think in Peachtree City, the speed limit is lower because of this reason.

A. I have not read the ordinances, so I cannot say for sure, but I will look into it.

C. I think they do have lower speed limits in Peachtree City to slow cars around the carts, but it's a quality of life issue more than a safety issue.

Q. What is the purpose of having the 10' path on both sides of the streets at some locations? Do you anticipate lots of cyclists and pedestrians together?

A. The path would be on both sides of the streets between Elizabeth and Union Circle, because of the land use. Both the schools and park serve as generators of cyclist and pedestrian traffic.

Q. How much extra cost is there to accommodate the golf carts on the path?



A. None. We are not creating any additional infrastructure for the carts, just making adjustments in the width of curb ramps to accommodate the carts.

Q. Concerning the median openings, what is the farthest a driver would have to travel to make a u-turn?

A. Originally, we were looking at $\frac{1}{4}$ mile, but we are revisiting that distance. We'd like the driver to be able to see the distance between median openings.

Q. At the last meeting we asked you to revisit the decision not to signalize Capitola Farm Road (CFR) and look at latent demand. Did you follow-up?

A. Yes. We looked at a.m. and p.m. turning habits to see if they match up. If there was an issue with the left turn movement, we would see it with a difference in the numbers. The counts do match, indicating no latent demand.

C. Is it possible that your counts only reflect a small number of people that are consistently willing to risk their lives, and that most people just avoid the intersection altogether? Also, what about the development of the adjacent land? There is a real measurable economic impact.

C. Plus there is lots of land in Sterling that will be developed in the future, adding more traffic.

A. I understand your perspective, but we can only justify a signal where there is demonstrated current need and not where we think there might be future development. An unwarranted signal can be detrimental and cause safety and capacity problems.

Q. Did you use any projected growth data when looking at CFR?

A. Yes, all the currently planned developments were built into the future numbers. We purposefully used the growth scenario with the largest values.

Q. I understand that the numbers are not sufficient for a signal at CFR, but why close it off completely and not allow left turns onto Spout Springs?

A. The approved traffic study indicates that all side roads fail in terms of level of service when the median is left open at those intersections. By closing the median, and not permitting left turns from the side roads, a queue of vehicles will not build up while waiting for the vehicle in front, at the stop sign, to turn left. All vehicles will turn right from the side roads, and make a U-turn at the next available U-turn location. This will keep the vehicles moving. Recognizing that Capitola Farm Road experiences a lot of vehicles turning left from Spout Springs onto the side road, we created a $\frac{3}{4}$ median to allow that movement.



Citizens Advisory Committee Meeting
April 23, 2012, 6-8 p.m.
Prince of Peace Catholic Church

Meeting #2 Summary

Q. *What about impacts to existing businesses? Will you take into consideration the loss of access to retail establishments?*

A. A team of right-of-way agents will work with the property owners to determine a fair market value if there is a loss.

Margie then led the group on a walkthrough of the preferred alternative. Attendees spoke one-on-one with project staff. The meeting was adjourned at 7:45pm.

Attachment 14:

PFA

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

February 25, 2011

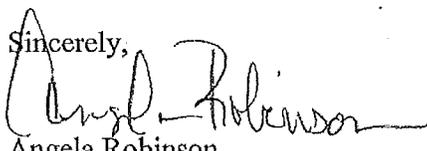
The Honorable Tom Oliver
Commission Chairman
P.O. Drawer 1435
Gainesville, Georgia 30503

Dear Chairman Oliver:

I am returning for your files a copy of an executed agreement between the Georgia Department of Transportation and Hall County for the following projects:

PROJECT#: Hall County, P.I. #0009679

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Douglas Fadool at (404)308-1353.

Sincerely,

Angela Robinson,
Financial Management Administrator

AR: rm

Enclosure

c: Bob Rogers
Todd McDuffie - District 1
Kim Coley - District 1
Allen Ferguson - District 1
Jeff Baker - Utilities

AGREEMENT

DO NOT OBLIGATE

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

HALL COUNTY

FOR

RECONSTRUCTION OF CR 1287/SPOUT SPRINGS RD FM HOG MTN RD TO
GWINNETT CO LINE

This Framework Agreement is made and entered into this 18th day of February, ²⁰¹¹ 2010, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the Hall County, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall by following the procedures in the DEPARTMENT's Local Administered Project Manual contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE"; all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter

referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this

agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also

include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the storm water drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the project is located on an on-system route, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the location of existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software

respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad relocations. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad relocations have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects unless otherwise shown in attachment "A"; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, utility/railroad relocation and construction.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

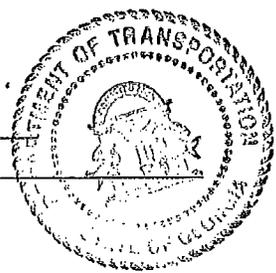
DEPARTMENT OF TRANSPORTATION

HALL COUNTY

BY: Vance Smith JR.
Vance Smith JR.
Commissioner

BY: Tom Oliver
Tom Oliver
Chairman, Hall County

ATTEST: [Signature]
Treasurer



Signed, sealed and delivered this _____ day of _____, 2010, in the presence of:

[Signature]
Witness



Jessica D. York
Notary Public

REVIEWED AS TO LEGAL FORM:
Office of Legal Services

This Agreement approved by Local Government, the 9th day of September, 2010.

Attest
Chathra Bennett, Commission Clerk
Name and Title

FEIN: 58-6000836

ATTACHMENT "A"
PI # 0009679 – Hall County

Project (PI#, Project #, Description)	Preliminary Engineering			Right of Way			Construction		Utility Relocation	
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by	
0009679, CSSSTP-0009-00(405) Hall County – CR 1287/Spout Springs Rd	(0%) Federal (\$0) (0%) State (\$0) (100%) Hall County (\$1,000,000)	Hall County	(80%) Federal = (\$14,772,864) (20%) State = (\$3,693,216) (0%) (Hall County)	Hall County	GDOT	(80%) Federal (\$25,344,000) (20%) State (\$6,336,000) >(\$31,680,000) 100% Local Gov.	GDOT	100% Hall County	100% Hall County	

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

**ATTACHMENT "B"
PI # 0009679 Hall County**

Proposed Project Schedule

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					

Deadlines for Responsible Parties (10/10) Execute Agreement (1/12) (Approve Concept) (6/14) (Approve Env. Document) (6/15) (Authorize Right of Way funds) (12/17) (Authorize Const. funds)

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

Attachment 15:
Alternative Analysis Matrix

SPOUT SPRINGS ROAD- SELECTION MATRIX (Section 2-HOG MOUNTAIN ROAD TO GWINNETT COUNTY LINE)

		Alternative 1	Alternative 2	Alternative 3 *	Alternative 4
General Description		4-lane asymmetric widening section (improved geometry): 2-12' lanes in each direction separated by a 20' raised median with the Hybrid Alternative Improvements	4-lane asymmetric widening section (improved geometry): 2-12' lanes in each direction separated by a 32' depressed grass median with the Hybrid Alternative Improvements	5-lane asymmetric widening section (improved geometry): 2-12' lanes in each direction separated by a 14' two way left turn median	4-lane symmetric widening section: 2-12' lanes in each direction separated by a 32' depressed grass median with the Hybrid Alternative Improvements (Uses existing CL)
Approximate Project Length (miles)		5.7	5.7	5.7	5.6
General Typical Section		12' Travel Lanes, 12' Turn Lanes, 18' Shoulder (2.5' curb & gutter, 3' grass strip, 10' multi-use path, and 2.5' grass buffer)			
Existing Daily Traffic Volumes		Approximately 16,000 VPD			
Projected 2020 Daily Traffic Volumes		Approximately 22,000 VPD			
Projected 2040 Daily Traffic Volumes		Approximately 36,000 VPD			
Mainline LOS AM / PM (2020) Build Condition-Signalized Intersections	Hog Mountain Road	D/C	D/C	D/C	D/C
	Elizabeth Lane	B/A	B/A	B/A	B/A
	Flowery Branch High School	B/B	B/B		B/B
	New Friendship Road (SR 347)	C/C	C/C	D/C	C/C
	Thompsons Mill Road	B/C	B/C	B/B	B/C
Mainline LOS AM / PM (2040) Build Condition-Signalized Intersections	Hog Mountain Road	E/D	E/C	F/F	E/C
	Elizabeth Lane	D/B	D/B	D/B	D/B
	Flowery Branch High School	D/B	D/B	D/B	D/B
	Union Circle (Post 2034)	C/C	C/C	F/C	C/C
	New Friendship Road (SR 347)	D/E	D/E	D/E	D/E
	Thompsons Mill Road	C/D	C/D	D/D	C/D
Right-of-Way Impacts	Total Parcels Impacts (incl displ)	232	239	234	241
	Number of property relocations (residential)	24	30	29	43
	Number of property relocations (commercial)	1	1	1	1
Construction Staging/Maintenance of Traffic -- (Number of Stages/Lane Closure Anticipated (Y/N))		3 Stages with anticipated lane closures on some side roads	3 Stages with anticipated lane closures on some side roads	3 Stages with anticipated lane closures on some side roads	3 Stages with anticipated lane closures on some side roads
Retaining walls (LF)		2860	4550	2740	4230
Environmental Impacts	Number of historical resource impacts	1	1	1	2
	Acres of wetland impacts	0	0	0	0
	Number of stream crossings	3	3	3	3
	LF of stream impact	3080	3260	3150	3360
Known Utility Impacts		Yes	Yes	Yes	Yes
Anticipated permits required		CWA Section 404 Permit, NPDES, FEMA, MS4	CWA Section 404 Permit, NPDES, FEMA, MS4	CWA Section 404 Permit, NPDES, FEMA, MS4	CWA Section 404 Permit, NPDES, FEMA, MS4
Number of anticipated Variances/Exceptions		Buffer Variance	Buffer Variance	Buffer Variance	Buffer Variance
Concept Level Construction Cost Estimate	ROW	\$28,795,000	\$32,348,894	\$31,684,085	\$37,651,198
	Utility	\$2,891,300.00	2,926,300.00	2,581,300.00	2,851,300.00
	Construction	\$31,783,480	\$35,465,535	\$32,211,520	\$35,900,766
	Total Project Cost	\$63,469,780	\$70,740,729	\$66,476,905	\$76,403,264

QUALITATIVE ASSESSMENT

ROW Impacts				
Environmental Impacts				
Utility Impacts				
LOS				
Project Cost				

* Note: The project traffic volumes exceeded the threshold volumes for a flush median with TWLTL