

**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
Spout Springs Road Widening, from South
of Thompson Mill Road to I-985

DATE 6/9/2016

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
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Brandon Kirby, District Preconstruction Engineer
Kim Coley, District Planning & Programming Engineer
Scott Frederick, Area Engineer - D1, A1
Kimberly Wilson, Project Manager
BOARD MEMBER - 9th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**INTEROFFICE CORRESPONDENCE
LOCATION AND DESIGN REPORT**

FILE P.I. No. 0009679 **OFFICE** Office of Program Delivery
Hall County
Spouts Spring Road Widening and **DATE** 05-04-2016
Relocation

FROM *AVS* Albert V. Shelby, III, State Program Delivery Engineer *Albert Shelby*
TO Brent Story, P.E., State Design Policy Engineer/Attn: Dave Peters, State Conceptual
Design Group Manager

SUBJECT Request for Location and Design Approval

Description and Project Proposal: 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.

Concept Approval Date: 9/6/2013

Concept Update: The open year has been modified from 2020 to 2023 and the design year has been modified from 2040 to 2043. Additional structural and roadway walls have been added to the corridor to minimize extreme right of way considerations such as relocations. Many other minimal changes to general concept were modified throughout preliminary design to minimize negative right of way impacts, accommodate drainage design (specifically regarding MS4 and detention ponds), and provide a better overall final product.

Environmental Document:

Document Type: EA/FONSI

Approval Date: 05/03/2016

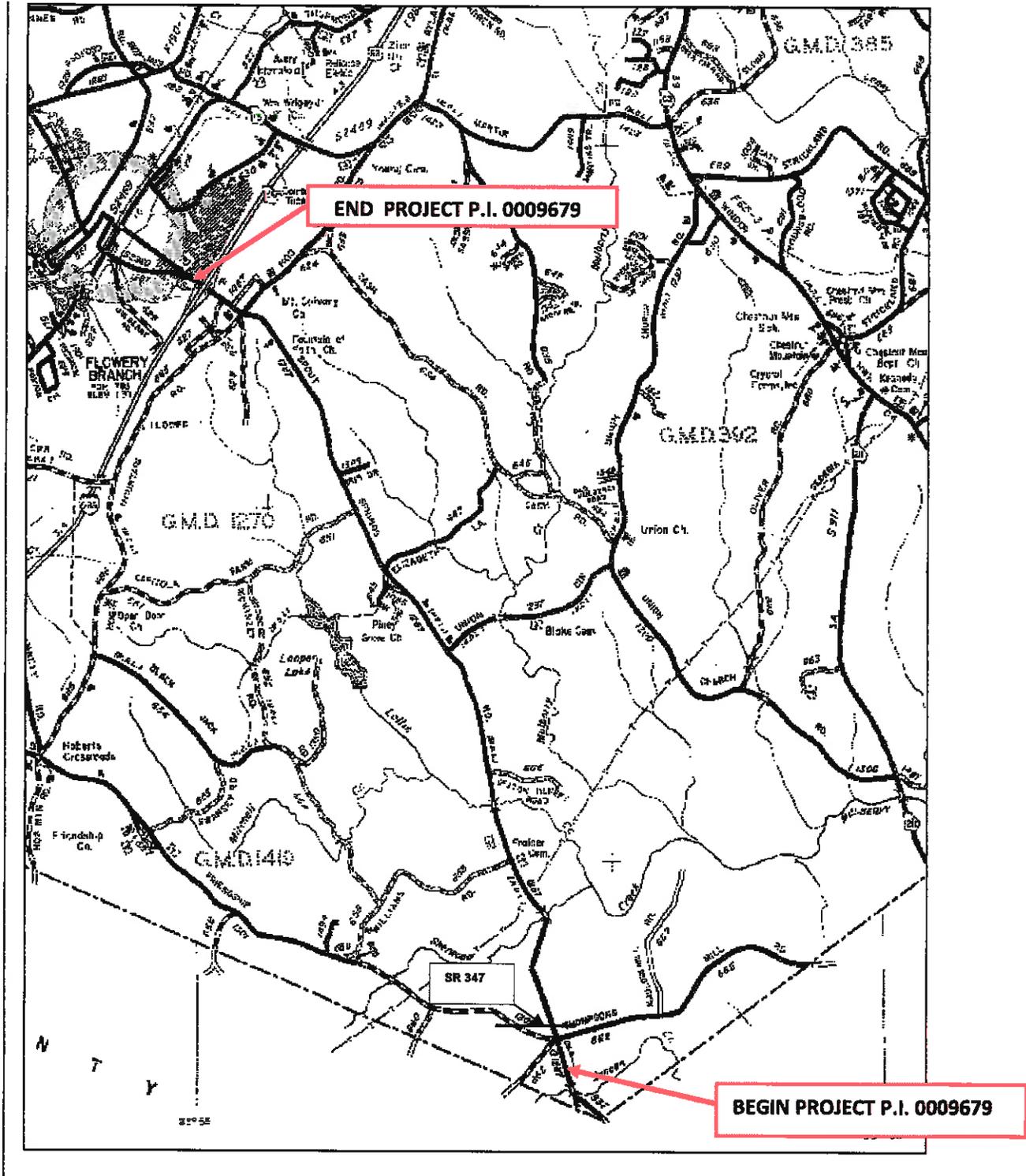
Public Involvement: (Refer to the project files or the Office of Environmental Services documentation for this information)

- **Public Hearing Open House Results summary:**
 - PHOH held 2/19/2015 at Prince of Peace Church. Please see comments and responses in the attached document.
 - 35 comments were received.
 - Of the 35 comments received, 18 were in support of the project, 3 were opposed, 1 was uncommitted, and 13 expressed conditional support.
 - 274 people attended the PHOH.
 - No significant project changes occurred due to comments from the PHOH. Small modifications were made, primarily in regards to access concerns and driveway locations for the homes abutting Spout Springs Road.
- **Public Information Open House summary:**

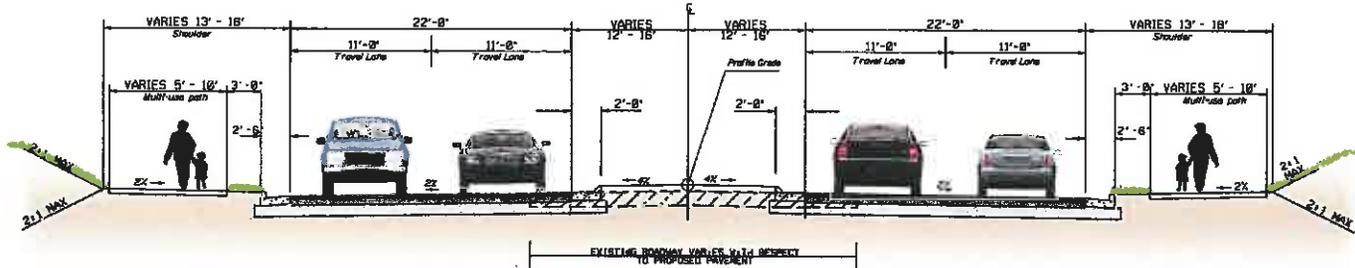
County: Hall

PROJECT LOCATION MAP

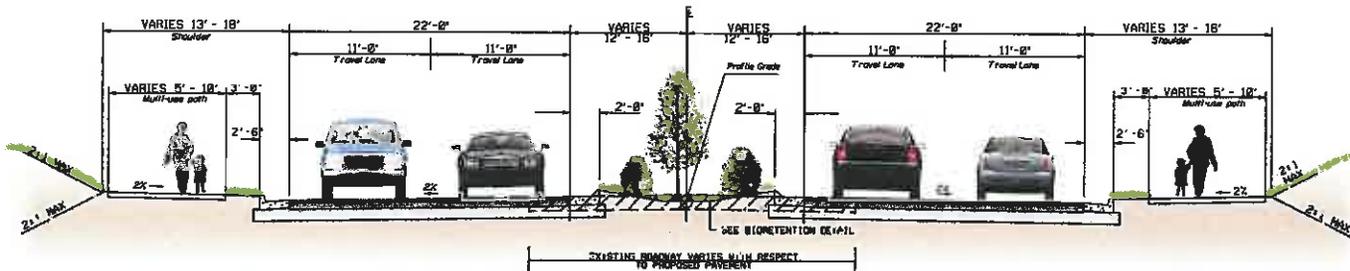
CR 1287/SPOUT SPRINGS ROAD FROM APPROXIMATELY 700 FEET SOUTH OF THOMPSONS MILL RD TO
THE I-985 SB RAMP



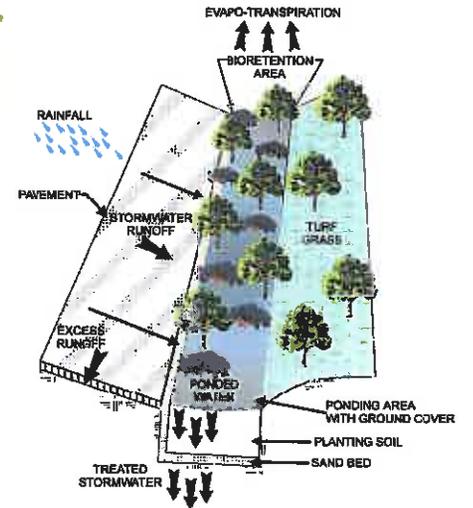
**SPOUT SPRINGS ROAD IMPROVEMENT PROJECT
TYPICAL SECTIONS
GDOT PI# 0009679, HALL COUNTY
PHOH - FEBRUARY 19, 2015**



URBAN 4-LANE WITH 24'-32' RAISED MEDIAN (45 MPH)



URBAN 4-LANE WITH 24'-32' LANDSCAPED MEDIAN (45 MPH)



HALL COUNTY DEPARTMENT OF PUBLIC WORKS	
	
NOT TO SCALE	
<p align="right">3780 CRESTWOOD PARKWAY NW, SUITE 800 DELUITH, GEORGIA 30096 PHONE: (770)452-8797 FAX: (770)936-9171</p>	



March ____, 2013

Name
Address
City State Zip

**Re: Project Identification Number (P.I. No) 0009679, Hall County, Spout Springs Road Corridor
Improvements Project – Responses to Open House Comments**

Dear Prefix Last Name:

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the December 6, 2012 Public Information Open House (PIOH). Every written comment received and verbal comment given to the court reporter at the PIOH will be made part of the official record of the project. Please accept our apologies for the delay in sending you this response.

A total of 331 people attended the PIOH. 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 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. All comments are sincerely appreciated and will be taken into consideration as design progresses. The December 6th PIOH was our first large scale opportunity to exhibit the project layouts and gather public input. We will continue to provide project information and collect input throughout the process.

The attendees of the PIOH and those persons sending in comments afterwards collectively raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (*in italics*) followed by our response.

1. *Comments related to median design and access were expressed, specifically that the concept proposes too many U-turns; the need for additional left turns, and the need for more direct access for subdivisions.*

Response: During the concept phase of the project, an in-depth traffic study was conducted to determine current and future traffic volumes, the number of lanes needed along Spout Springs Road to accommodate the future traffic volumes, and which intersections would warrant a median opening. The median is designed to eliminate left-turn movements in to and out of certain intersections and mid-block driveways along Spouts Springs Road. This feature allows the traffic along the roadway to flow with fewer conflicts which results in improved traffic operations along Spout Springs Road. U-turns will be allowed at certain intersections providing travelers a way to access side streets, businesses, and

residences along Spout Springs Road. U-turn spacing is based on minimizing inconvenience to motorists while providing adequate sight distance for all approaching and turning vehicles. Not all median openings will allow for U-turns due to sight distance constraints. Some median openings at side streets will be designed to allow for two-stage left turns, meaning a car can drive half way across Spout Springs Road, and wait in the median for an acceptable gap before completing the left turn. While this turning movement will work in some locations along the corridor, it is not appropriate for every intersection.

2. Comments expressed concern over the location of the existing gas and future sewer lines.

Response: Part of the design process will include coordination with utilities. This coordination began early on with a kick off and partnering meeting in August of 2011, and has continued through the concept phase of design. Coordination with utilities is ongoing throughout the design and construction process.

3. Comments expressed opposition to the realignment of Elizabeth Lane, Union Circle and Oak Ridge Drive.

Response: The improvements along Spout Springs Road must be constructible without closing access to side roads during or after construction. In addition, many of the existing side roads are steep. In order to construct the widening and still keep traffic open, several side roads will require minor or major relocation.

The realignment of Elizabeth Lane serves multiple purposes. Not only will it allow traffic to stay open during construction, it will also straighten out the existing curves in the road and relocate the traffic signal to a common intersection with Lake Sterling Boulevard.

Since the PIOH on 12-6-12, both Elizabeth Lane and Union Circle have undergone their own separate alternatives analyses to determine if there are better ways to realign either the side roads and/or Spout Springs Road to minimize impacts to the public. As design progresses, all side roads will be looked at again for constructability, and the design may be adjusted further as improvements are developed.

4. Comments requested the removal of the concrete island at Thompson Road.

Response: The concrete island in question was installed by a developer and is part of the existing condition. The property to which this island belongs is currently planned for development which is anticipated to be completed before the Spout Springs improvements are constructed. The improvements to Spout Springs Road will be coordinated with the development of the corner property. It is unknown at this time whether that island will exist after the property is developed. If it does, we will investigate the potential to remove the island, and create a longer right turn lane.

5. Comments were submitted regarding the sidewalks and/or multi-use path; both support and opposition was expressed.

Response: As part of the public involvement process, small group and stakeholder meetings were held with local groups and individuals to capture and prioritize public input on which improvements would be

of greatest value to the community and users of the road. Amenities for cyclists and pedestrians were high on the list of priorities. Spout Springs Road is also on the County's Bicycle and Pedestrian Plan, and the inclusion of facilities for bicycles and pedestrians is consistent with this plan.

While on-street bike lanes were an option, most public input to date favored the multi-use trail. The bike lane option adds 8' of pavement to the roadway (4' on each side) where the multi-use trail option adds only 5' of width to the already proposed sidewalk on one side of the road. The exception to this is along the stretch of road between Elizabeth Lane and Union Circle as a greater volume of pedestrians is anticipated on both sides of the road due to the proximity of the library, the two schools, and the public park. Along this stretch, the 10' multi-use trail is proposed on both sides of the road rather than just one side.

6. *Comments expressed sentiment that the alignment should be reworked to distribute impacts more equitably on both sides of Spout Springs Road.*

Response: During the Concept Phase of the Project, a detailed alternatives analysis was completed which compared several alternative designs. Each design was evaluated for constructability, right-of-way impacts, the number of residential and commercial relocations, environmental impacts, utility impacts, and construction costs. The preferred alternative, shown at the PIOH on December 6, 2012, had the lowest number of impacted parcels and the lowest number of property relocations of the four alternatives developed.

7. *Comments were submitted opposing the relocation of driveways to the rear of the property.*

Response: In an effort to displace as few families as possible, the design team proposed a unique solution to allow homes to remain in place by use of the rear access, new location driveway. As design progresses, the design team will continue to investigate options to allow for direct driveway access to each of these homes. However, please note that if driveway access to a property cannot be maintained, the entire property may need to be acquired.

8. *Comments expressed concern over loss of property and loss of value in property.*

Response: The design of the Spout Springs Road improvements has and will continue to keep right-of-way impacts to a minimum. Land acquisition for transportation purposes is strictly governed by numerous state and federal laws and regulations. Since it is not appropriate to discuss individual impacts and compensation in this format, the GDOT Right-of-Way Office will send out letters under separate cover to those property owners who would be affected by land acquisition for the proposed project. For additional information, please contact Kim Byers at 770-718-5015.

9. *Comments expressed the need for additional stoplights, specifically at the intersections of Spout Springs Road and Dove Point Lane, Ivy Springs Subdivision, Union Circle, and Forest Knoll/Castlegate.*

Response: The Traffic Study completed in the early stages of design identified intersections where signals are or would be warranted by the opening year (2020) and the design year (2040). In order to

propose a traffic signal, an intersection must meet certain criteria. Most of the intersections along the corridor did not meet these criteria. Hog Mountain Road, Relocated Elizabeth Lane/Lake Sterling Boulevard, Relocated School Driveways, SR 347/New Friendship Road, and Thompsons Mill Road all warranted signals in the opening year (2020). Union Circle is estimated to need a signal by 2034. That intersection is being designed to allow for a two-stage left-turn as described above until such time as a traffic signal is warranted and installed.

10. A comment inquired into the possible increase of truck traffic on Spout Springs Road as a result of the improvements.

Response: The percentage of trucks currently travelling along Spout Springs Road is 10%. This includes school buses. This 10% is anticipated to remain about the same through the design year of 2040.

11. Comments inquired about several improvements not directly related to the Spout Springs Road Improvement Project including the possibly of adding: a sidewalk on Cash Road, a future I-85/Spout Springs interchange, and mass transit and ride sharing lots in the area.

Response: Improvements to roads not directly connected to Spout Springs Road are outside the scope of this project as are improvements to Spout Springs Road further than 700' south of Thompsons Mill Road or north of the Hog Mountain Road / I-985 area. Transit and ride sharing planning is also outside the scope of this project. For additional information please contact Hall County Engineering at 770-531-6800.

Thank you again for your interest in this project and for your comments. We look forward to your continued involvement on the Spout Springs Road Corridor Improvements Project. For project updates and to join the mailing list or provide feedback, please call the project information line at 404-377-9147 or visit the project web site at www.improvespoutsprings.com.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/cbh/khd

cc: Douglas Fadool, GDOT Project Manager
Jody Woodall, P.E., Hall County Project Manager



May 7, 2015

Name
Address
City, State ZIP

Re: Responses to Open House Comments for PI# 0009679, Hall County, Spout Springs Road Widening Project

«GreetingLine»

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the *February 19, 2015 Public Hearing Open Houses (PHOH)*. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of 274 people attended the PHOHs. Of the 35 respondents who formally commented, 18 were in support of the project, 3 were opposed, 1 was uncommitted, and 13 expressed conditional support.

The attendees of the open house and those persons sending in comments within the comment period raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (in *italics*) followed by our response.

- *What is the schedule for the project?*

Following the public hearing, the project team will continue work on the Environmental Assessment, with a Finding of No Significant Impact (FONSI) anticipated by the Federal Highway Administration (FHWA) in August 2015. Right-of-way plans and acquisition and final design is anticipated to continue to late 2017. Currently, there is no available funding for the project's construction. If funding becomes available and is approved for the project, construction is anticipated to last approximately 34 months.

- *I am concerned about the proximity of the realigned roadway (Elizabeth Lane) to my house. Noise will be an issue, also safety if there is a crash. Will a sound barrier be installed?*

The proposed realigned Elizabeth Lane is very similar in width to existing roadway. At the location of your house, the proposed Elizabeth Lane is in an almost identical position as the existing Elizabeth Lane. The roadway is straight, with no curve and has a ditch running along your property's side of the roadway. The ditch is designed to allow errant vehicles to recover if possible. On the opposite side of the roadway from your property, there is guardrail to protect drivers from the existing creek and proposed culvert. A noise study for the Spout Springs Road project was conducted as part of the NEPA process. The evaluation was conducted in compliance with GDOT's Noise Abatement Policy for Federal-Aid Projects and FHWA's guidelines for the assessment of highway traffic-generated noise (23 USC Section 109(h) and (i)). The findings of the noise study revealed no impacts in the study area. Therefore, noise abatement measures, including the use of vegetative and structural barriers (walls), were not considered.

- *I am concerned about headlights shining in the front of my house, is it possible to move the end of the proposed road a few feet above what is currently proposed?*

The alignment of Sherwood Mills was set to minimize impacts as much as possible, while still providing access that complies with current design standards. As this neighborhood has few homes, there will be minimal situations where headlights could shine into a home. Also, the grade of the road is designed such that vehicles will be approaching the top of the hill as it positions itself to turn right or left (for one home), and the headlights will be pointed only momentarily into the home. However, the relocated road will be investigated for options to help mitigate this situation.

- *I am concerned about safety impacts to my driveway, either from the change in elevation of Spout Springs Road or right-of-way needs.*

The design of the Spout Springs Road improvements has and will continue to keep impacts to properties to a minimum. As the design continues to progress, the design team will continue to investigate options to allow for direct accesses that meet current standards to each of these homes.

- *The median placement, with no left turn access, in front of Ivy Springs subdivision will make it difficult for emergency vehicles to quickly enter and exit and cause inconvenience for residents. Please move the proposed median so that emergency access is improved and residents can continue to make left hand turn lanes. I feel like the needs of our subdivision are being discarded.*

The project team is aware of your concerns. We have met with your subdivision HOA Board early in the project development and invited them to participate in the Citizens Advisory Committee. Additionally, we recognize comments from residents we have received throughout the process. We have thoughtfully considered your requests and incorporated them in the design where possible. We have also met with emergency service providers early and throughout the process and their needs and input are taken into consideration. Currently the design proposes median access, with U turn capability approximately, 130' to the south and approximately 700' to the north from the entrance of Ivy Springs.

During the concept phase of the project, an in-depth traffic study was conducted to determine current and future traffic volumes, number of lanes needed along Spout Springs Road to accommodate the future traffic volumes, and which intersections would be access controlled by the use of the median. The median will restrict left turn movements in to and out of certain intersections along Spouts Springs Road, such as Ivy Springs. This change in access allows the traffic along the roadway to flow with fewer conflicts which results in improved traffic operations along Spout Springs Road.

- *The I-985 south off-ramp should have three lanes: two lanes for travel east and one for travel west to ease traffic flow in the afternoon.*

Improvements to I-985 are outside the scope of this project. Your comments have been forwarded to Mr. Brent Cook, GDOT District One Engineer, 770-531-5721 for consideration.

- *I am concerned about the proposed locations for median access. There needs to be additional left turn access at Garden Lane and Williams Road. Additionally, there is not enough direct access for subdivisions.*

During the concept phase of the project, an in-depth traffic study was conducted to determine current and future traffic volumes, number of lanes needed along Spout Springs Road to accommodate the future traffic volumes, and which intersections would be access controlled by the use of the median. The median changes left turn movements into and out of certain intersections along Spouts Springs Road to allow the traffic along the roadway to flow with fewer conflicts. U-turns will be allowed at certain intersections providing travelers a way to access

side streets, businesses, and residences along Spouts Springs Road. The spacing of median openings for U-turns is based on the availability of sight distance balanced with goal of maintaining the travel distance of approximately ¼ mile from the right-in-right-out side streets. Not all median openings will have U-turns due to sight distance constraints. Median openings at side streets will be wider, and designed to allow for a two-stage left turn, meaning a car can drive half way across Spout Springs Road, and wait in the median for an acceptable gap before completing the left turn. While this turning movement will work in some locations along the corridor, it is not appropriate for every intersection.

- *There is a need for a stoplight at Dove Point Lane and Williams Road.*

The traffic study completed in the early stages of design identified intersections where signals are or would be warranted by the opening year (2020) and the design year (2040). In order to propose a traffic signal, an intersection must meet certain criteria. Most of the intersections along the corridor did not meet these criteria. Hog Mountain Road, Relocated Elizabeth Lane/Lake Sterling Boulevard, Relocated School Driveways, SR 347/New Friendship Road, and Thompsons Mill Road all warranted signals in the opening year (2020).

- *Please install a stoplight at Sterling on the Lake as soon as possible. Please make the relocation of Elizabeth Lane a top priority.*

In order to propose a traffic signal, an intersection must meet certain criteria. The current conditions at the intersection at Lake Sterling Boulevard do not meet the criteria for implementation of a traffic signal. However, the proposed improvements for the Spout Springs Road project do include shifting the existing signalized intersection at Elizabeth Lane to a newly aligned and signalized Elizabeth Lane/Lake Sterling Boulevard intersection. The staging and timing of construction activities will be determined once final design is completed and construction funds have been authorized. Final design is anticipated to continue to 2017; currently funding has not been identified for construction of the project.

- *Consider starting the realignment of Elizabeth Lane closer to Spout Springs Road (away from Squirrel Nest Court) to avoid impacts to property owners.*

The realignment of Elizabeth Lane ties at the intersection of Squirrel Nest Court to avoid impacts to the adjacent environmentally sensitive stream. However, the grade of the new alignment is close to the existing grade, and will have minimal impacts to the property owners in Squirrel Nest Court.

- *There needs to be a traffic study done for the intersection of Flowery Branch High School at Elizabeth Lane. A red light would increase safety for the students and the residents around the school.*

A traffic study at that location is outside the scope of this project. Your comments have been forward to Mr. Jody Woodall, Hall County Engineering, 770-531-6800, for consideration.

- *Please consider left turn access from the Goddard School (5989 Spout Springs Road) onto Spout Springs Road with a median that allows for a two-stage left turn.*

During the concept phase of the project, an in-depth traffic study was conducted to determine current and future traffic volumes, number of lanes needed along Spout Springs Road to accommodate the future traffic volumes, and which intersections would be access controlled by the use of the median. The median reduces the number of left turn movements into and out of certain intersections along Spouts Springs Road to allow the traffic along the roadway to flow with fewer conflicts. The traffic study recommended intersections have full median opening where signals were warranted or where the traffic and design would have least impacts.

Providing the full median access has been considered for the Goddard School and could not be provided due to the proximity to other median openings and intersections, as well as the potential for significant environmental impacts. However, where feasible, $\frac{3}{4}$ accesses were provided for left turns from Spout Springs Road. This access was provided for the Goddard School.

- *I suggest thinner medians and the addition of a side shoulder.*

The Spout Springs Road corridor is considered an urban corridor, and is designed with state guidelines provided for this type of roadway. The minimum median width recommended for this type of corridor is 20'. The median widths for this project vary from 20 ft to 32 ft. A smaller median might be a possibility if a design variance was obtained, however the typical median width provided for this project allows for offset northbound and southbound left turn lanes such that one left turn driver is not obstructing the view for the opposing left turn driver. A narrower median would bring the left turn lanes more aligned with each other, making it more difficult to see around the opposing left turn vehicle. The addition of a side shoulder would widen the footprint of the roadway and have additional impacts to adjacent properties. The goal of this project is to minimize the impacts while still providing the best level of service to minimize the delays to the traveling public.

- *I suggest adding a right turn lane on Thompson Mill Road to turn onto Spout Springs Road.*

During the concept phase of the project, an in-depth traffic study was conducted and an exclusive right turn lane from Thompsons Mill Road onto Spout Springs Road was not found to be needed based on the right turn traffic count. The addition of a right turn lane would have significant impacts to the adjacent commercial properties.

- *I suggest continuing the multi-use path into Target (Stonebridge Village), do not stop at Hog Mountain Road.*

The proposed multi-use path ties to the existing sidewalks/pedestrian facilities north of Hog Mountain Road. The existing sidewalk continues along Spout Springs Road, and into the Stonebridge Village shopping center.

- *I am concerned about right-of-way (ROW) impacts to my property. Concerns include: decrease in safety of entering/exiting driveways; loss of access; and loss of value in property. My property is not currently identified as being acquired. I would like to be considered for acquisition or relocation, is this possible?*

The design of the Spout Springs Road improvements has and will continue to keep (ROW) impacts to a minimum. As the design continues to progress, the design team will continue to investigate options to allow for direct driveway accesses that meet current standards to each of the properties. Additionally, consideration is being made to provide median access where possible while still meeting the project goal of improving traffic operations of the road. Negative impacts to properties are considered in the acquisition process by the right-of-way specialists and are used to determine the amount of property necessary for implementation of the project. Loss of value in your home or property would be accounted for in the acquisition process. Only the amount of ROW and easements necessary to construct and maintain the proposed improvements would be acquired.

Pending approval of the environmental assessment by Federal Highway Administration, right-of-way plans and acquisition is anticipated to commence later this year, with final design anticipated to continue until 2017. If your property is determined to be acquired, a representative from Hall County would contact you to begin the acquisition process. For additional questions regarding the process, please contact the Hall County Engineering Division office at 770-531-6800.

- *I am interested in knowing the impact ROW impact to the Legend Falls subdivision entrance at Litany Court.*

As the project is currently proposed, the ROW around the entrance to Legend Falls at Litany Court will be pulled back towards the subdivision approximately 15 – 20 ft. However, the existing signs would remain at the current location.

- *With the relocation of Christy Lane, will the property line of my corner lot move with the roadway?*

Under the current proposal, the property line for the southern property would shift further south with the ROW acquisition. The property line for the northern property is currently proposed to remain at the current limits.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the Hall County Project Manager, Mr. Jody Woodall at 770-531-6800; the GDOT Project Manager, Ms. Davida White, at 404-631-1717; or the environmental analyst, Mr. Ryan Perry, of the GDOT Office of Environmental Services at 404-631-1271.

Sincerely,

Hiral Patel, P.E.
State Environmental Administrator

HP/vrp/khd

cc: Ms. Davida White, GDOT Project Manager (via email)
Mr. Jody Woodall, Hall County Project Manager (via email)
PDF for Project File; Hardcopy to General Files

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0009679 SPEC YEAR: 01
 DESCRIPTION: SPOUT SPRINGS ROAD WIDENING P.I.NO.0009679 HALL COUNTY

ITEMS FOR JOB 0009679

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0009	150-1000		LS	TRAFFIC CONTROL - 0009679	1.000	3100000.00	3100000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	85538.24	85538.25
0015	201-1500		LS	CLEARING & GRUBBING - 0009679	1.000	800000.00	800000.00
0020	205-0001		CY	UNCLASS EXCAV	522300.000	5.23	2731629.00
0025	205-0210		CY	EXCAVATION - ROCK	17375.000	40.00	695000.00
0030	206-0002		CY	BORROW EXCAV, INCL MATL	127300.000	4.85	618044.05
0044	207-0203		CY	FOUND BKFILL MATL, TP II	1250.000	41.75	52191.23
0045	310-1101		TN	GR AGGR BASE CRS, INCL MATL	30000.000	18.77	563210.70
0049	310-5040		SY	GR AGGR BS CRS 4IN INCL MATL	5650.000	7.50	42375.00
0050	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	14000.000	9.49	132885.34
0054	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	14200.000	12.28	174376.00
0059	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	309350.000	15.49	4791831.50
0060	402-1812		TN	RECYL AC LEVELING, INC BM&HL	31932.000	63.39	2024285.07
0064	402-3103		TN	REC AC 9.5 MM SP, TP II, GP2, INCL BM & H L	125.000	123.11	15389.76
0065	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	88300.000	55.57	4907075.59
0070	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	33115.000	55.84	1849151.20
0075	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	35215.000	63.39	2232591.91
0080	413-1000		GL	BITUM TACK COAT	22403.000	2.24	50251.05
0085	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	6380.000	3.13	19994.15
0089	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	8350.000	32.84	274229.70
0090	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	650.000	37.96	24678.15
0095	441-0104		SY	CONC SIDEWALK, 4 IN	49950.000	19.86	992237.27
0100	441-0740		SY	CONC MEDIAN, 4 IN	5800.000	25.00	145032.48
0108	441-3999		LF	CONCRETE V GUTTER	1225.000	22.71	27820.55
0109	441-4020		SY	CONC VALLEY GUTTER, 6 IN	5800.000	28.25	163853.19
0110	441-4030		SY	CONC VALLEY GUTTER, 8 IN	483.000	45.83	22138.49
0114	441-5052		LF	CONC DWL INT CURB, TP 2, DOWELS	385.000	13.35	5139.75
0115	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	65750.000	11.07	728382.45
0124	441-6718		LF	CONC CURB & GUTTER, 6"X24", TP 7	63090.000	9.71	612603.90
0130	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	30970.000	3.48	107856.12
0135	500-3107		CY	CL A CONC, RET WALL	87.000	455.91	39664.17
0140	500-3110		LF	CLASS A CONCRETE, TYPE P1, RETAINING WAL	530.000	269.00	142570.00
0145	500-3115		LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL	392.000	363.66	142554.72
0155	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	120.000	163.18	19582.57
0159	511-1000		LB	BAR REINF STEEL	344764.000	0.61	211943.67
0160	515-2020		LF	GALV STEEL PIPE HDRAIL, 2", ROUD	979.000	43.21	42309.63
0165	522-1000		LS	SHORING 0009679	1.000	1100000.00	1100000.00
0170	610-4170		CY	REM ASPH PVMT, INCL BASE	2949.000	11.54	34031.46
0173	615-1000		LF	JACK OR BORE PIPE - 0009679	280.000	224.87	62966.34

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0375	550-4236	EA	FLARED END SECT 36 IN, ST DR	2.000	1110.82	2221.65
0385	610-9230	LS	REM CLVT, CONCRETE, STA - 0009679	1.000	108140.00	108140.00
0389	643-1171	LF	CH LK FEN, ZC COAT, 8', 9 GA	4070.000	17.50	71225.00
0390	643-8001	EA	GATE, GALV METAL- 0009679	12.000	549.21	6590.52
0395	668-1100	EA	CATCH BASIN, GP 1	284.000	2174.30	617503.81
0400	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	250.000	179.11	44778.02
0405	668-1200	EA	CATCH BASIN, GP 2	4.000	2693.60	10774.43
0410	668-1210	LF	CATCH BASIN, GP 2, ADDL DEPTH	54.000	281.62	15207.59
0415	668-2100	EA	DROP INLET, GP 1	165.000	2062.50	340313.32
0420	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	.88.000	157.29	13842.36
0425	668-2200	EA	DROP INLET, GP 2	4.000	2265.07	9060.30
0430	668-2210	LF	DROP INLET, GP 2, ADDL DEPTH	29.000	286.78	8316.62
0435	668-4300	EA	STORM SEW MANHOLE, TP 1	43.000	1791.92	77052.68
0440	668-4311	LF	ST SEW MANHOLE, TP 1, A DEP, CL 1	76.000	190.00	14440.56
0445	668-4312	LF	ST SEW MANHOLE, TP 1, A DEP, CL 2	187.000	213.92	40003.12
0450	668-4313	LF	ST SEW MANHOLE, TP 1, A DEP, CL 3	65.000	243.43	15822.95
0455	668-4400	EA	STORM SEW MANHOLE, TP 2	8.000	2718.34	21746.74
0460	668-4411	LF	ST SEW MANHOLE, TP 2, A DEP, CL 1	31.000	253.34	7853.54
0465	668-4412	LF	ST SEW MANHOLE, TP 2, A DEP, CL 2	62.000	259.69	16100.78
0470	668-4413	LF	ST SEW MANHOLE, TP 2, A DEP, CL 3	24.000	241.29	5790.96
0475	668-5000	EA	JUNCTION BOX	3.000	1746.39	5239.18
0480	668-5005	EA	JUNCTION BOX, SPCL DES	8.000	4017.38	32139.04
0483	615-1200	LF	DIRECTIONAL BORE - 0009679	32000.000	10.57	338240.32
0484	935-1113	LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 24 FBR	111130.000	2.00	222260.00
0488	935-1511	LF	OUT PLNT FBR OPT CBL, DROP, SM, 6 FBR	2000.000	2.00	4000.00
0489	935-1512	LF	OUT PLNT FBR OPT CBL, DROP, SM, 12 FBR	745.000	3.00	2235.00
0493	935-3102	EA	FIBER OPTIC CLOSURE, UNDRGRD, 12 FIBER	9.000	475.00	4275.00
0494	935-3103	EA	FIBER OPTIC CLOSURE, UNDRGRD, 24 FBR	5.000	600.00	3000.00
0498	935-3203	EA	FBR OPTIC CLOSURE, AERL (SLD), 24 FBR	5.000	750.00	3750.00
0499	935-3603	EA	FBR. OP.CLOS., FDC PRE-TERM., TYP. A, 12	19.000	1600.00	30400.00
0504	935-4010	EA	FIBER OPTIC SPLICE, FUSION	72.000	65.46	4713.82
0508	935-5060	EA	FIBER OPTIC SNOWSHOE	40.000	123.00	4920.00
0509	636-1041	SF	HWY SIGNS, TP 2MAT, REFL SH TP 9	232.000	34.44	7991.43
0514	639-2001	LF	STEEL WIRE STRAND CABLE, 1/4"	32000.000	3.00	96000.00
0519	639-3004	EA	STEEL STRAIN POLE, TP IV	15.000	12186.74	182801.13
0524	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 0009679	1.000	345000.00	345000.00
0529	647-2130	EA	PULL BOX, PB-3	5.000	600.00	3000.00
0534	647-2160	EA	PULL BOX, PB-6	85.000	1253.40	106539.17
0539	647-2170	EA	PULL BOX, PB-7	14.000	1559.15	21828.23
0544	682-6108	LF	CONDUIT, RIGID, 3/4 IN	500.000	19.00	9500.00
0548	682-6222	LF	CONDUIT, NONMETL, TP 2, 2 IN	270.000	5.85	1580.26
0549	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	68265.000	3.00	204795.00
0553	682-9950	LF	DIRECTIONAL BORE - 0009679	33695.000	12.50	421187.50
0554	935-8000	LS	TESTING	1.000	6374.00	6374.00
0558	935-8500	LS	TRAINING	1.000	3000.00	3000.00
0559	936-1000	EA	CCTV SYSTEM	9.000	5100.00	45900.00
0564	936-1001	EA	CCTV SYSTEM, TYPE B	10.000	5600.00	56000.00
0568	936-8500	LS	TRAINING	1.000	2000.00	2000.00
0569	939-1355	EA	DSL MODEM	2.000	4750.00	9500.00
0574	939-2300	EA	FIELD SWITCH, TYPE A	19.000	2500.00	47500.00
0578	939-8500	LS	TRAINING	1.000	2500.00	2500.00
0579	163-0232	AC	TEMPORARY GRASSING	30.000	244.25	7327.67

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0584	163-0240	TN	MULCH	1285.000	134.71	173110.73
0589	163-0300	EA	CONSTRUCTION EXIT	16.000	1398.89	22382.36
0594	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	45.000	394.28	17742.87
0599	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	1300.000	11.03	14341.05
0604	163-0527	EA	CNST/REM RIP RAP CKDM, STN P RIPRAP/SN BG	1100.000	224.80	247288.09
0609	163-0541	EA	CONSTR & REM ROCK FILTER DAMS	20.000	544.04	10880.84
0614	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	480.000	99.93	47967.18
0619	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	26089.000	0.26	6854.62
0624	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	18585.000	0.53	9957.84
0629	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	11000.000	0.60	6657.20
0634	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	45.000	51.02	2295.95
0639	165-0101	EA	MAINT OF CONST EXIT	16.000	599.32	9589.27
0644	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	480.000	21.85	10490.88
0649	165-0110	EA	MAINT OF ROCK FILTER DAM	20.000	87.97	1759.57
0654	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	251.77	503.54
0659	167-1500	MO	WATER QUALITY INSPECTIONS	36.000	316.33	11388.10
0664	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	52180.000	1.43	74947.70
0669	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	37170.000	2.53	94120.76
0674	441-0204	SY	PLAIN CONC DITCH PAVING, 4 IN	950.000	31.42	29855.74
0679	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24"	3655.000	41.15	150403.47
0684	603-2030	SY	STN DUMPED RIP RAP, TP 1, 30"	152.000	53.62	8150.24
0689	603-2180	SY	STN DUMPED RIP RAP, TP 3, 12"	64.000	35.39	2265.26
0694	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	36.000	40.01	1440.49
0699	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	440.000	45.96	20222.70
0704	603-7000	SY	PLASTIC FILTER FABRIC	11845.000	3.07	36423.38
0709	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	9642.000	1.11	10724.80
0714	700-6910	AC	PERMANENT GRASSING	60.000	820.49	49229.95
0719	700-7000	TN	AGRICULTURAL LIME	60.000	87.21	5232.89
0724	700-8000	TN	FERTILIZER MIXED GRADE	45.000	442.06	19892.81
0729	700-8100	LB	FERTILIZER NITROGEN CONTENT	2960.000	1.76	5215.85
0734	700-9300	SY	SOD	35000.000	3.57	125014.40
0739	711-0100	SY	TURF REINFORCING MATTING, TP 1	7500.000	3.40	25500.00
0744	711-0200	SY	TURF REINFORCING MATTING, TP 2	7500.000	3.40	25500.00
0749	716-2000	SY	EROSION CONTROL MATS, SLOPES	114419.000	0.84	96587.94
0754	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	4.000	75.16	300.67
0759	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	218.000	72.15	15729.94
0764	653-0130	EA	THERM PVMT MARK, ARROW, TP 3	26.000	79.54	2068.06
0769	653-0170	EA	THERM PVMT MARK, ARROW, TP 7	64.000	83.01	5312.98
0774	653-0210	EA	THERM PVMT MARK, WORD , TP 1	2.000	112.47	224.94
0779	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	94769.000	0.34	32284.96
0784	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	74645.000	0.34	26037.67
0789	653-1704	LF	THERM SOLID TRAF STRIPE, 24", WH	1739.000	5.37	9342.50
0794	653-1804	LF	THERM SOLID TRAF STRIPE, 8", WH	25197.000	1.75	44289.02
0799	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	77820.000	0.21	16921.18
0804	653-3804	GLF	THERM SKIP TRAF STRIPE, 8", WH	105.000	0.64	67.20
0809	653-6004	SY	THERM TRAF STRIPING, WHITE	21361.000	2.88	61542.54
0814	653-6006	SY	THERM TRAF STRIPING, YELLOW	1142.000	3.30	3772.79
0819	654-1001	EA	RAISED PVMT MARKERS TP 1	134.000	4.04	541.90
0824	654-1003	EA	RAISED PVMT MARKERS TP 3	1320.000	3.04	4019.99
0829	009-3500	LS	MISC LANDSCAPE ITEMS	1.000	1523388.00	1523388.00

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0834	999-0065	EA	BIORETENTION AREA	4.000	33500.00	134000.00
0839	009-3000	LS	MISCELLANEOUS CONSTRUCTION	1.000	100000.00	100000.00

ITEM TOTAL 43688941.13
INFLATED ITEM TOTAL 43688941.15

TOTALS FOR JOB 0009679

ESTIMATED COST: 43688941.15
CONTINGENCY PERCENT (10.0): 4368894.12
ESTIMATED TOTAL: 48057835.27

NOTICE OF LOCATION AND DESIGN APPROVAL
HALL COUNTY
PI 0009679

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location and design approval is: June 9, 2016

This project involves the widening and relocation of Spout Springs Road from south of Thompsons Mill Road to the I-985 interchange. The project is 6.1 miles long and runs through Hall County between the City of Braselton and the City of Flower Branch. The project runs through GMD's 1397, 392, 1270, and 1419, Land Lots 96, 113 and 114, and Land District 8.

The typical section of the roadway is a 4 lane divided highway with a median varying between 20' and 32'. South of Thompsons Mill Road is a rural section with no sidewalks. Overlay, striping, and minimal widening will occur between Hog Mountain Road and the I-985 interchange. A 5' sidewalk and 10' multi-use trail runs parallel to the roadway from Thompsons Mill Road to I-985 interchange. 2 major culverts will be constructed at Lollis Creek and Sherwood Creek. Relocated, new, and existing traffic signals are all present on the corridor. There are 23 side roads and approximately 300 driveways within the project scope.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Denise Farr (Hall County Department of Public Works)
dfarr@hallcounty.org
2875 Browns Bridge Road
Gainesville, GA 30504
770-531-6800

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Albert V. Shelby III
GDOT Office of Program Delivery
Attn: *Kimberly Wilson*
KiWilson@dot.ga.gov
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor Cubicle 2529
Atlanta, GA 30308
(404) 631-1717

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.