

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

Project Type: Operational Improvement P.I. Number: 0010881
GDOT District: 1 County: Gwinnett
Federal Route Number: I-85 State Route Number: SR403

The proposed operational improvement project consists of constructing an auxiliary lane on I-85 northbound between the SR 140/Jimmy Carter Blvd and CR5601/Indian Trail Lilburn Road interchanges.

Submitted for approval:

C. Andy Coney 3/4/13
State Roadway Design Engineer DATE

Paul B. Emmons 3/5/13
GDOT Project Manager DATE

Janet H. Hester 3/5/2013
State Program Delivery Engineer DATE

Recommendation for approval: *T.J.
GLENN BOWMAN 3/10/2013
State Environmental Administrator DATE

KATHY ZAHUL *T.J. 3/19/2013
State Traffic Engineer 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).

Cynthia L. Naegele 3-14-13
State Transportation Planning Administrator DATE

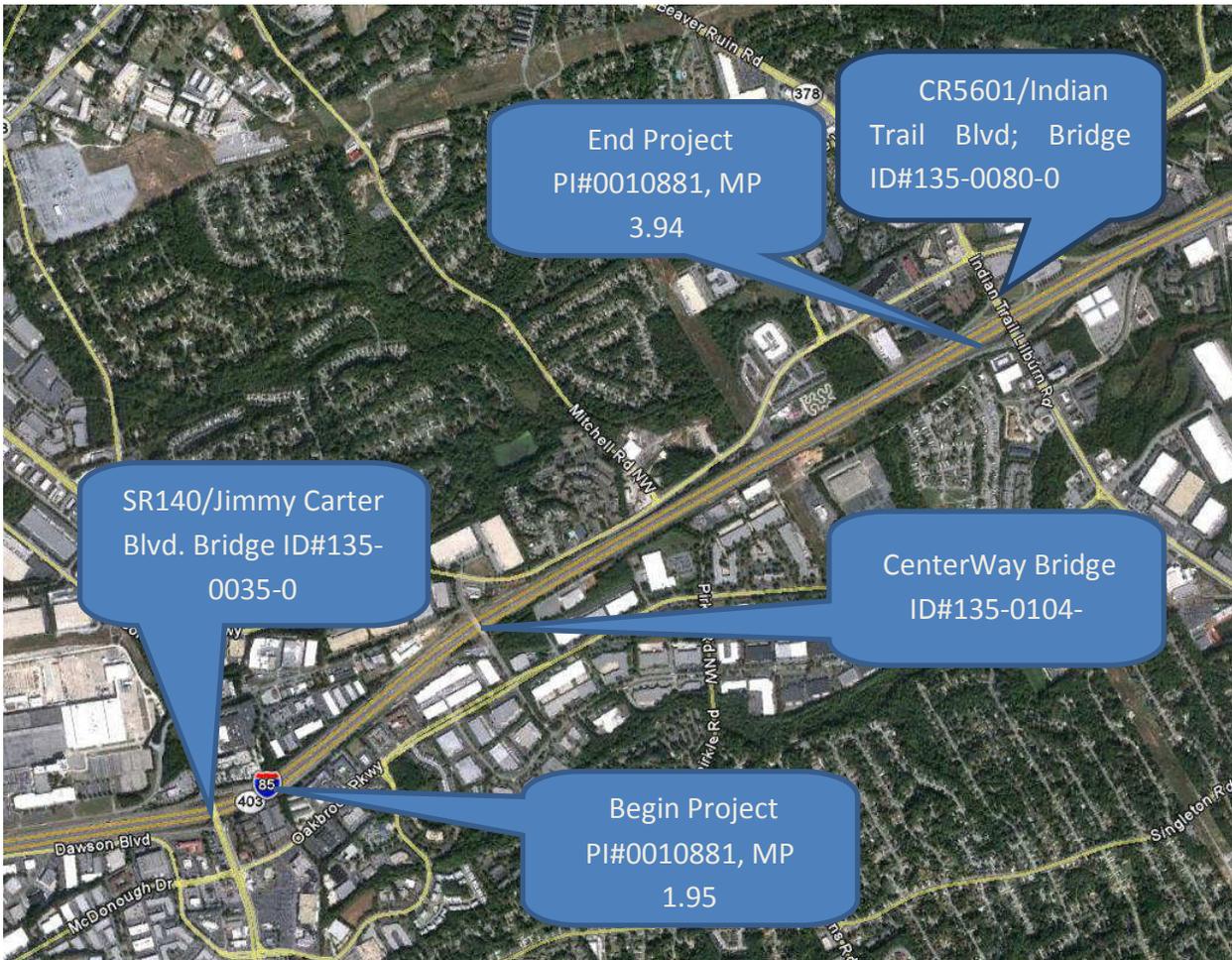
Approval:

Concur: K. J. Carpenter 3/28/2013
GDOT Director of Engineering DATE

Approve: Bill L. M: M 4-22-13
GDOT Chief Engineer DATE

* RECOMMENDATION ON FILE

PROJECT LOCATION



County: Gwinnett

PLANNING & BACKGROUND DATA

Project Justification Statement: I-85 northbound between SR 140/Jimmy Carter Blvd and Indian Trail Road in Gwinnett County was identified for minor corridor improvements. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was approved by the Operational Improvement Committee as a QUICK project.

I-85 in the project area is an urban principal arterial that connects the Gwinnett County suburban area to downtown Atlanta and other suburban areas via I-285. The northbound segment between the SR 140/Jimmy Carter entrance ramp and the Indian Trail Blvd exit ramp is a six lane section. The SR 140 entrance ramp is a merge type and the Indian Trail exit ramp is a diverge type. The project limits on I-85 northbound are from the SR 140 entrance ramp to the Indian Trail Blvd exit ramp. The distance between the interchange bridges is 2.13 miles (MP 1.86 to MP 3.99).

Field observation showed a queue of vehicles backing up from the Indian Trail exit ramp and traffic slowing down at the merge point of I-85 and the SR 140 entrance ramp. The project consists of the full depth repaving and minor widening of the existing shoulder to install an auxiliary lane between the interchange entrance and exit ramps. The project will also construct several accident investigation sites along the corridor. The additional storage provided by the auxiliary lane will create more space for vehicles to navigate to their designated lane in a routinely congested weaving section, with minimal impact to right of way.

The project lies within the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO). As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.

Description of the proposed project: *The proposed operational improvement project consists of constructing a 1.5 mile auxiliary lane on I-85 northbound between the SR 140/Jimmy Carter Blvd and CR5601/Indian Trail Lilburn Road interchanges in Gwinnett County.*

Federal Oversight: Exempt State Funded Other

MPO: Atlanta Regional Commission (ARC)

MPO Project ID GW-381

Regional Commission: Atlanta Regional Commission

RC Project ID GW-381

Congressional District(s): 4

Projected Traffic: ADT

Current Year (2012): 161,000 Open Year (2014): 167,150 Design Year (2016): 170,200

NOTE: Above mentioned ADT traffic represents one way I-85 NB

Traffic Projections Performed by: GDOT Office of Planning

Functional Classification (Mainline): Urban Interstate Principal Arterial

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Will Context Sensitive Solutions procedures be utilized? No Yes

DESIGN AND STRUCTURAL DATA

Features: I-85 (SR403) from SR140/Jimmy Carter Blvd to CR5601/Indian Trail Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	6 (incl. HOT)	N/A	6
- Lane Width(s)	12ft	12ft	12ft
- Median Width & Type	8ft w/barrier	N/A	8ft w/barrier
- Outside Shoulder	12ft	12ft	Vary 2ft min.
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width	4ft	12ft	4ft
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	0	N/A	1
- Bike Lanes	N/A	N/A	N/A
Posted Speed	65		65
Design Speed	65	N/A	65
Min Horizontal Curve Radius	2865	1660	2865
Superelevation Rate	6%	6%	6%
Grade	3%	3%	3%
Access Control	FULL	FULL	FULL
Right-of-Way Width	300 (150'NB)	N/A	300 (150'NB)
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	WB-67	WB-67	WB-67

*According to current GDOT design policy if applicable

Major Structures:

Structure ID	Existing	Proposed
Location: Jimmy Carter Blvd over I-85/Bridge ID# 135-0035-0	Length 176', Roadway width 90.50', sufficiency rating 47.98	Remain as existing
Location: Center Way Bridge over I-85/Bridge ID# 135-0104-0	Length 206', Roadway width 66.50', sufficiency rating 47.86.	Remain as existing
Location: Indian Trail Lilburn Bridge over I-85/Bridge ID# 135-0080	Length 263', Roadway width 94.40', Sufficiency rating 83.12.	Remain as existing
Location: Indian Trail Lilburn Culvert ID# 135-0050-0	Height 12.00', Width 10.00', Sufficiency rating 98.00	Remain as existing

County: Gwinnett

Major Interchanges/Intersections: I-85/Jimmy Carter Boulevard interchange and I-85/Indian Trail Road Interchange

Utility Involvements: ATMS facilities are present in the northbound shoulder and are assumed to be impacted and relocated by this project. Impacts to ATMS are minor since the main line is located on SB I-85.

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

SUE Required: No Yes

Railroad Involvement: NONE

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels:	0
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: Shoulder Width design exception anticipated

Design Variances to GDOT Standard Criteria anticipated: N/A

County: Gwinnett

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

Project 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

Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variances/Commitments/Coordination anticipated: Pending Ecology Investigation

NEPA/GEPA Comments & Information: Archeology special study has been approved. Ecology special study request has been routed. Ecology previously surveyed under the HOT lane conversion. Air and Noise study to be tasked out, needs to be completed before history can start. CE will be prepared in-house.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Office of Roadway Design
Design	GDOT Office of Roadway Design
Right-of-Way Acquisition	N/A
Utility Relocation	Contractor
Letting to Contract	GDOT Office of Bidding Administration
Construction Supervision	GDOT Office of Construction
Providing Material Pits	Contractor
Providing Detours	NONE
Environmental Studies, Documents, and Permits	GDOT Office of Environmental Services
Environmental Mitigation	GDOT Office of Environmental Services
Construction Inspection & Materials Testing	GDOT Office of Construction

Lighting required: No Yes

Other projects in the area: Gwinnett county Diverging Diamond Project Jimmy Carter Blvd at I-85 PI#0010111-PE

Other coordination to date: N/A

County: Gwinnett

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	GDOT	GDOT	GDOT	
\$ Amount	\$ 200,000	N/A		\$ 2,635,547	TBD	\$ 2,835,547
Date of Estimate	5/18/2012			2/10/2013		

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

ALTERNATIVES

Preferred Alternative: 12ft Auxiliary Lane & 2ft shoulder			
Estimated Property Impacts:	NONE	Estimated Total Cost:	\$2,635,547.00
Estimated ROW Cost:	\$0	Estimated CST Time:	12 months
Rationale: This preferred alternative provides minimal impacts to existing structures, meets need and purpose and design is within the total cost budget. The construction cost estimate assumes full depth pavement reconstruction.			

No-Build Alternative:			
Estimated Property Impacts:	NONE	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	\$0
Rationale: Does not satisfy the project justification			

Alternative 1: 12ft Auxiliary lane 12ft shoulder			
Estimated Property Impacts:	NONE	Estimated Total Cost:	\$5,915,547.00
Estimated ROW Cost:	\$0	Estimated CST Time:	18 months
Rationale: This alternative has numerous impacts to existing structures that includes restructuring approximately 1,420ft of retaining walls, and replacing northbound bridge-span (Center Way) and end bent. Reconstructing the Center Way Bridge would have significant impacts to traffic and require detours. This alternative would also require significant grading and erosion control work compared to the preferred alternative. The scope and nature of this alternative is not suited for a quick Operational Improvement Project.			

Comments/additional information:**Attachments:**

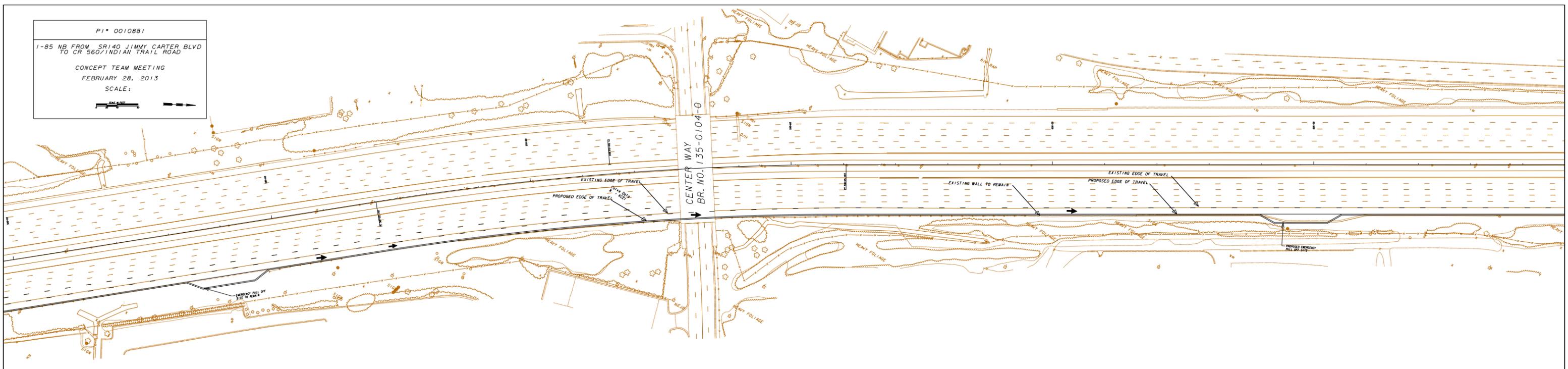
1. Project Layouts – Entrance Ramp Layout, Exit Ramp Layout, & Project Schematic
2. Typical sections
3. Cost Estimates – Construction & Utility
4. Crash summaries
5. Traffic diagrams or projections
6. Concept Team Meeting Minutes

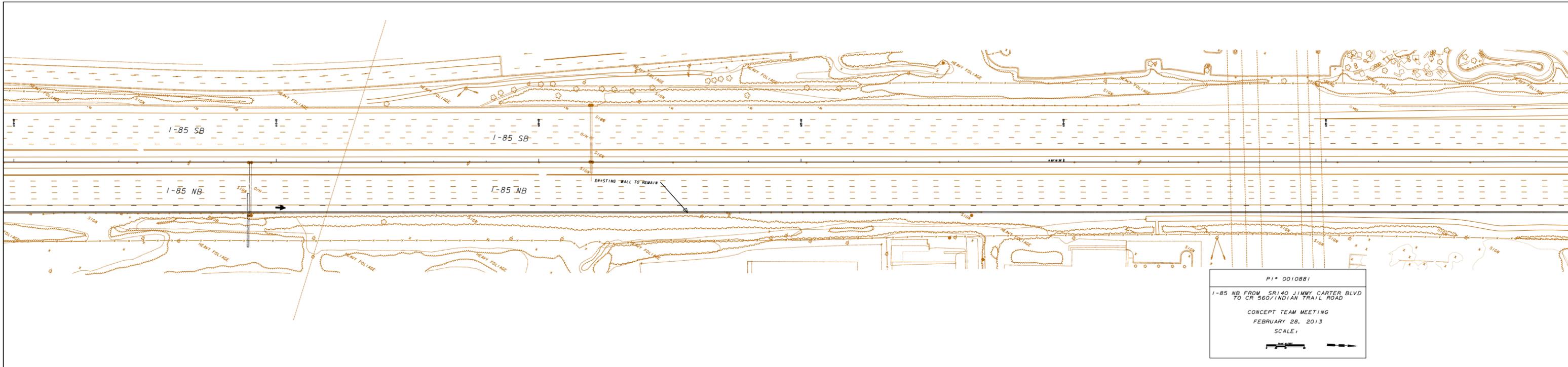
PI* 0010881

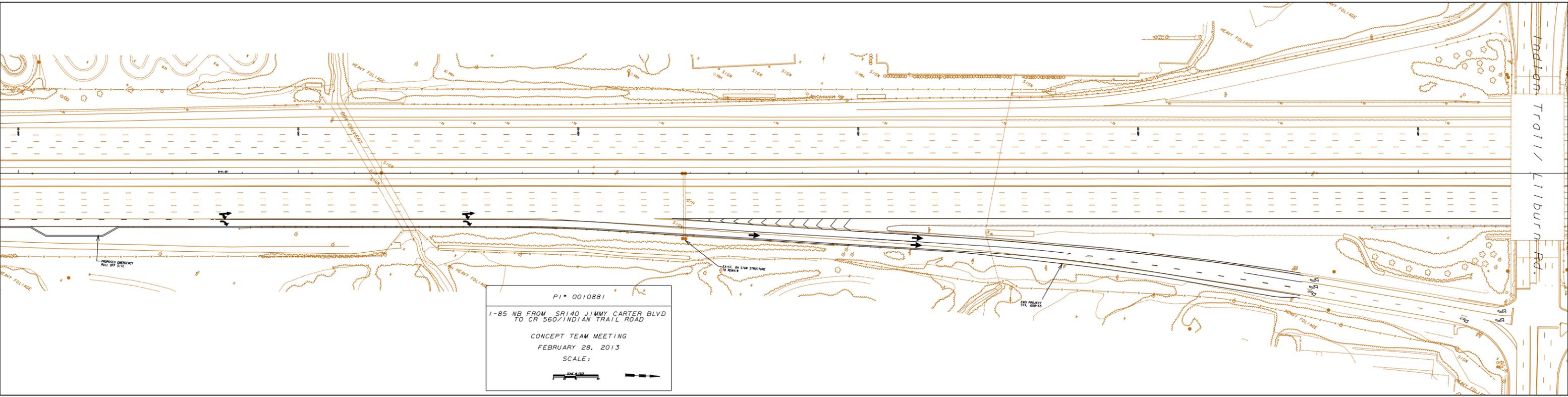
I-85 NB FROM SR140 JIMMY CARTER BLVD
TO CR 560/INDIAN TRAIL ROAD

CONCEPT TEAM MEETING
FEBRUARY 28, 2013

SCALE:



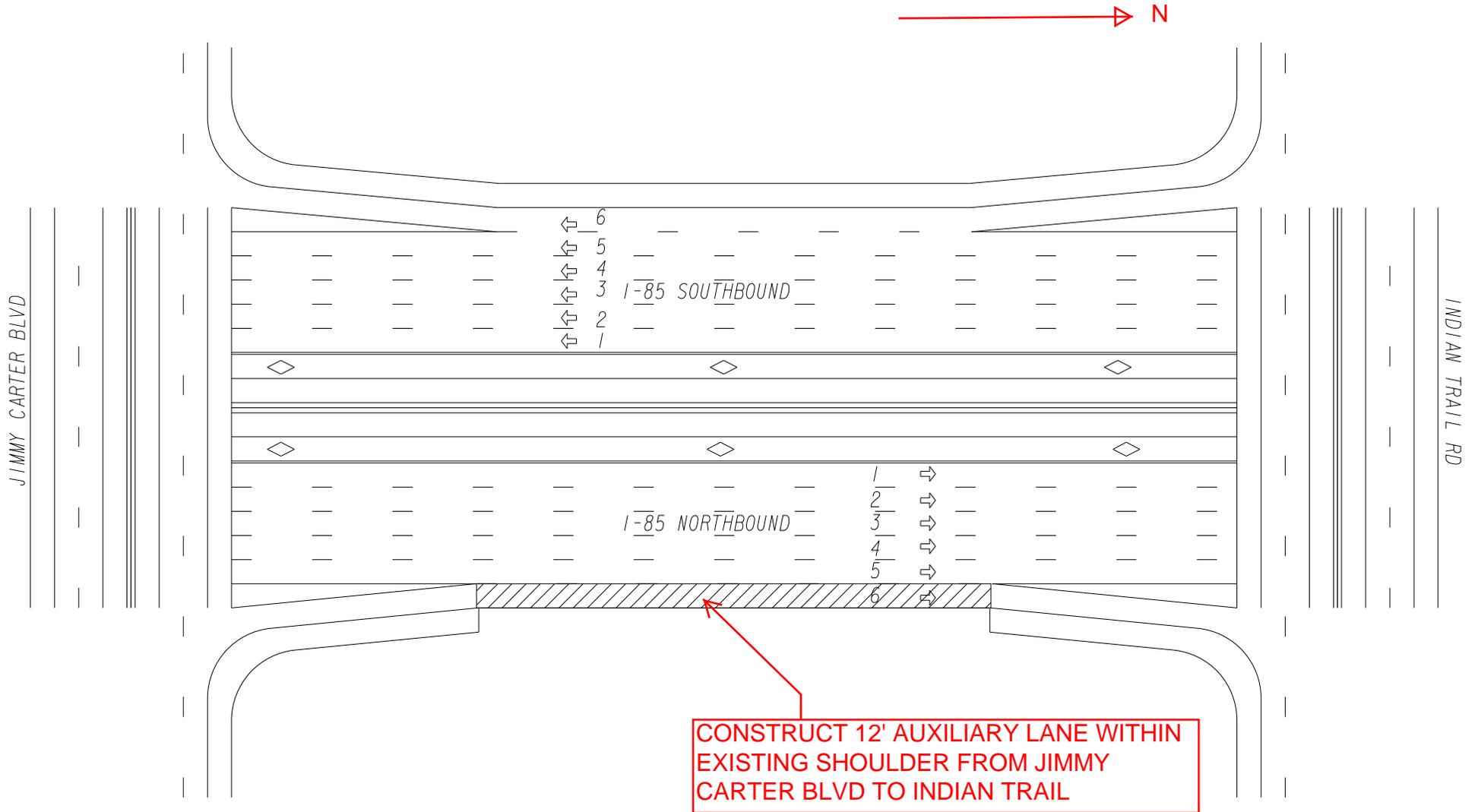


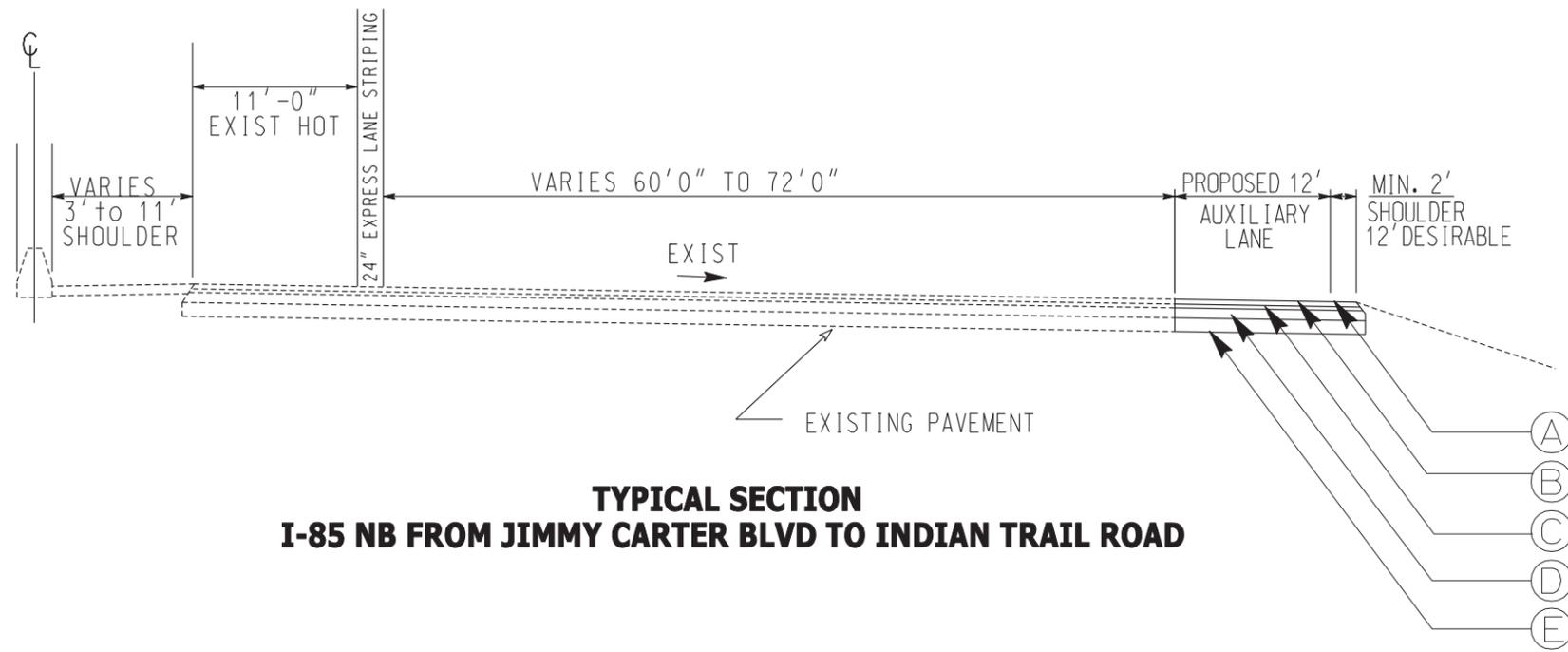


PI 0010881
I-85 NB FROM SR140 JIMMY CARTER BLVD
TO CR 560/INDIAN TRAIL ROAD
CONCEPT TEAM MEETING
FEBRUARY 28, 2013
SCALE: 1/4" = 1'-0"



I-85 from SRI40/Jimmy Carter Blvd Entrance Ramp
to Indian Trail Exit Ramp
P. I. # 0010881





**TYPICAL SECTION
I-85 NB FROM JIMMY CARTER BLVD TO INDIAN TRAIL ROAD**

- Ⓐ ASPH CONC 12.5 MM PEM, GP 1 OR 2, INCL BITUM MATL & H LIME
- Ⓑ RECYCLED ASPH CONC 12.5MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME
- Ⓒ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- Ⓓ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
- Ⓔ GRADED AGGREGATE BASE CRS INCLUDING MATERIAL 12 INCHES

PROJ. NO.: N/A
P.I. NO. PI#0010881
DATE: 2/27/2013

Base Construction Cost	\$	1,896,237.53
ATMS Cost Estimate		\$444,459.28
E & I	5% \$	117,034.84
Construction Contingency	0% \$	-
Subtotal Construction Cost	\$	<u>2,457,731.65</u>
Liquid AC Adjustment (50 % cap)	\$	<u>177,816.22</u>
Total Construction Cost	\$	<u>2,635,547.87</u>

DETAILED COST ESTIMATE



Job: 0010881

JOB NUMBER 0010881

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: I-85 FROM JIMMY CARTER BLVD TO INDIAN TRAIL RD

ITEMS FOR JOB 0010881

100 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0105	150-1000	1.000	LS	\$150,000.00000	TRAFFIC CONTROL - TRAFFIC	\$150,000.00
0145	150-5010	2.000	EA	\$7,901.18333	TRAF CTRL,PORTABLE IMPACT ATTN	\$15,802.37
0140	210-0100	1.000	LS	\$100,000.00000	GRADING COMPLETE - PI#0010881	\$100,000.00
0025	310-1101	11485.000	TN	\$23.00000	GR AGGR BASE CRS, INCL MATL	\$264,155.00
0005	400-3624	1124.000	TN	\$86.89309	ASPH CONC 12.5 MM PEM,GP2,INCL P-MBM&HL	\$97,667.83
0020	402-3121	3662.000	TN	\$66.87000	RECYL AC 25MM SP,GP1/2,BM&HL	\$244,877.94
0015	402-3190	3662.000	TN	\$63.62000	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$232,976.44
0010	402-3600	1831.000	TN	\$98.25000	RECY AC 12.5,SMA,GP2 ON,INCLP-,BM&HL	\$179,895.75
0030	413-1000	1998.000	GL	\$1.93000	BITUM TACK COAT	\$3,856.14
0120	436-1000	3687.000	LF	\$6.58809	ASPH CONC CURB - CURB	\$24,290.29
0075	441-3999	2900.000	LF	\$15.53388	CONCRETE V GUTTER	\$45,048.25
0095	456-2012	2.000	GLM	\$775.72684	INTENT. RUMB. STRIPS - GRND-IN-PL (CONT)	\$1,551.45
0110	610-6872	1.000	EA	\$939.18000	REM STEEL STRAIN POLE	\$939.18
0045	610-9401	1.000	LS	\$3,832.27000	REM STR SUP/TP 1/INC I. SIGN S REMOVAL AND REPLACE	\$3,832.27
0150	620-0100	5000.000	LF	\$21.62333	TEMP BARRIER, METHOD NO. 1	\$108,116.65
0080	621-4021	650.000	LF	\$336.01000	CONCRETE SIDE BARRIER, TY 2A	\$218,406.50
0155	632-0003	2.000	EA	\$2,452.91960	CHANGEABLE MESS SIGN,PORT,TP 3	\$4,905.84
0050	633-3020	2.000	EA	\$700.00000	RENT UNMODIFY HWY SIGN, OVHD ON SIGN STR	\$1,400.00
0115	639-4004	1.000	EA	\$6,103.51852	STRAIN POLE, TP IV	\$6,103.52
0035	641-1100	3687.000	LF	\$18.35280	GUARDRAIL, TP T	\$67,666.77
SUBTOTAL FOR ROADWAY:						\$1,771,492.19

150 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0070	550-1241	1000.000	LF	\$48.11000	STM DR PIPE 24",H 10-15	\$48,110.00
0125	550-4224	3.000	EA	\$534.90857	FLARED END SECT 24 IN, ST DR	\$1,604.73
0040	668-2100	12.000	EA	\$1,702.67733	DROP INLET, GP 1	\$20,432.13
SUBTOTAL FOR DRAINAGE:						\$70,146.86

400 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	610-6510	3.000	EA	\$400.00000	REM HWY SIGN, OVHD	\$1,200.00
0135	636-1072	900.000	SF	\$20.71000	HWY SIGNS,ALUM EXTRD PNLS, RS TP 3	\$18,639.00
0085	653-2501	2.000	LM	\$1,371.92695	THERMO SOLID TRAF ST, 5 IN, WH	\$2,743.85
0090	653-4501	2.000	GLM	\$814.94241	THERMO SKIP TRAF ST, 5 IN, WHI	\$1,629.88
0100	654-1002	132.000	EA	\$2.92232	RAISED PVMT MARKERS TP 2	\$385.75
SUBTOTAL FOR SIGNING & MARKING:						\$24,598.48

DETAILED COST ESTIMATE



Job: 0010881

500 - TRAFFIC SIGNAL NO.-1

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0160	647-1000	1.000	LS	\$30,000.00000	TRAF SIGNAL INSTALLATION NO - RAMP METER	\$30,000.00
<i>SUBTOTAL FOR TRAFFIC SIGNAL NO.-1:</i>						\$30,000.00

TOTALS FOR JOB 0010881

ITEMS COST:	\$1,896,237.53
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,896,237.53
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,896,237.53

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010881

DATE

2/14/2013

INDEX (TYPE)

REG. UNLEADED
DIESEL
LIQUID AC

DATE	INDEX
Feb-13	\$ 3.463
	\$ 3.981
	\$ 565.00

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)				174907.05	\$	174,907.05
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00		
Monthly Asphalt Cement Price month project let (APL)			\$	565.00		
Total Monthly Tonnage of asphalt cement (TMT)				515.95		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	2995	5.0%	149.75
9.5 mm SP		5.0%	0
25 mm SP	3662	5.0%	183.1
19 mm SP	3662	5.0%	183.1
	10319		515.95

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	2,909.17	\$	2,909.17
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00			
Monthly Asphalt Cement Price month project let (APL)			\$	565.00			
Total Monthly Tonnage of asphalt cement (TMT)							8.581611642

Bitum Tack

Gals	gals/ton	tons
1998	232.8234	8.58161164

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010881

DATE

2/14/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$		904.00		
Monthly Asphalt Cement Price month project let (APL)				\$		565.00		
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							\$	177,816.22
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**I-85 NB Auxiliary Lane - Jimmy Carter to Indian Trail
PI NO 0010881**

ITS Replacement Estimate

ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE (\$)	AMOUNT (\$)
150-1000	TRAFFIC CONTROL - CM-675-1(1)	LUMP	LUMP	0.00	0
615-1200	DIRECTIONAL BORE, 8 IN	LF	500	37.00	18,500
647-2170	PULL BOX, PB-7	EA	17	1,747.46	29,707
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	34,500	3.43	118,335
682-6520	CONDUIT, FIBERGLASS, 2 IN	LF	600	46.42	27,852
935-1114	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 24 FIBER	LF	13,870	3.00	41,610
935-1512	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 12 FIBER	LF	450	0.85	383
935-3103	FIBER OPTIC CLOSURE, UNDERGROUND, 12 FIBER	EA	12	477.53	5,730
935-3403	FIBER OPTIC CLOSURE, FDC (RACK MOUNTED), 12 FIBER	EA	6	1,537.00	9,222
935-4010	FIBER OPTIC SPLICE, FUSION	EA	100	63.60	6,360
937-3010	VDS SYSTEM PROCESSOR, TYPE A	EA	5	10,000.00	50,000
939-2301	FIELD SWITCH, TYPE B	EA	2	4,958.06	9,916
939-2305	FIELD SWITCH, TYPE C	EA	4	3,500.00	14,000
939-5010	ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT	EA	2	3,410.05	6,820
939-8000	TESTING	LUMP	LUMP	20,000.00	20,000

TOTAL

	\$358,435
5% Eng Inspection	\$17,921.75
4% Const Cont	\$14,337.40
15% Contingency	\$53,765.24
Total	\$444,459.28

Accident Rate Calculations

Year	County	Route	Length (Miles)	ADT	Vehicle Miles	Accident Rate	Injury Rate	Fatality Rate	Statewide		
									Accident Rate	Injury Rate	Fatality Rate
2007	Gwinnett	40300	1.45	257,352	373,161	237	75	0	198	44	0.29
2008	Gwinnett	40300	1.45	257,352	373,161	174	41	0.73	199	44	0.92
2009	Gwinnett	40300	1.45	257,352	373,161	116	36	0	165	40	0.45

Statewide Mileage, Travel & Accident Data - 2007

Highway System	Road Mileage & Travel			Fatal Accidents				Non-Fatal		All Non-Fatal Injuries			
	Roads & Streets	Usage		Accidents		Fatalities		Injury Accidents		from Fatal & Non-Fatal Accidents		All Accidents	
	in Service Miles	Annual Veh. Miles Millions	DVM/Mile ADT	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
Interstate, Rural	715	10,277	39,379	84	0.82	112	1.09	1,781	17	3,027	29	5,928	58
Interstate, Urban	528	20,095	104,270	104	0.52	116	0.58	8,630	43	12,642	63	37,365	186
Subtotal, Interstate	1,243	30,372	66,944	188	0.62	228	0.75	10,411	34	15,669	52	43,293	143
Principal Arterial, NHS, Rural	2,260	5,892	7,143	119	1.77	134	1.99	2,470	37	4,227	63	7,666	114
Principal Arterial, Non-NHS, Rural	361	845	6,413	15	1.78	15	1.78	702	83	1,096	130	2,103	249
Subtotal, Principal Arterial, Rural	2,621	6,737	7,042	134	1.99	149	2.21	3,172	47	5,323	79	9,769	145
Principal Arterial, Freeway, NHS, Urban	85	1,863	60,048	5	0.27	5	0.27	837	45	1,164	62	3,826	205
Principal Arterial, Freeway, Non-NHS, Urban	29	582	54,983	2	0.34	2	0.34	238	41	327	56	1,026	176
Subtotal, Principal Arterial, Freeway, Urban	114	2,445	58,760	7	0.29	7	0.29	1,075	44	1,491	61	4,852	198
Principal Arterial, Non-Freeway, NHS, Urban	915	6,630	19,852	94	1.42	99	1.49	7,505	113	11,532	174	29,475	445
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,039	6,909	18,218	104	1.51	106	1.53	10,452	151	15,661	227	44,847	649
Subtotal, Principal Arterial, Non-Freeway, Urban	1,954	13,539	18,983	198	1.46	205	1.51	17,957	133	27,193	201	74,322	549
Subtotal, All Principal Arterial, Urban	2,068	15,984	21,176	205	1.28	212	1.33	19,032	119	28,684	179	79,174	495
Subtotal, All Principal Arterial	4,689	22,721	13,276	339	1.49	361	1.59	22,204	98	34,007	150	88,943	391
Minor Arterial, NHS, Rural	798	1,123	3,856	17	1.51	18	1.60	500	45	751	67	1,668	149
Minor Arterial, Non-NHS, Rural	4,416	6,081	3,773	151	2.48	168	2.76	3,984	66	6,434	106	11,783	194
Subtotal, Minor Arterial, Rural	5,214	7,204	3,785	168	2.33	186	2.58	4,484	62	7,185	100	13,451	187
Minor Arterial, NHS, Urban	101	509	13,807	5	0.98	7	1.38	644	127	980	193	2,763	543
Minor Arterial, Non-NHS, Urban	4,132	15,640	10,370	212	1.36	231	1.48	19,629	126	29,733	190	80,206	513
Subtotal, Minor Arterial, Urban	4,233	16,149	10,452	217	1.34	238	1.47	20,273	126	30,713	190	82,969	514
Subtotal, All Minor Arterial	9,447	23,353	6,773	385	1.65	424	1.82	24,757	106	37,898	162	96,420	413
Major Collector, Rural	12,692	6,452	1,393	209	3.24	229	3.55	4,651	72	7,003	109	13,091	203
Minor Collector, Rural	7,409	3,552	1,313	48	1.35	53	1.49	1,158	33	1,680	47	3,220	91
Collector, Urban	2,665	5,100	5,243	64	1.25	68	1.33	5,804	114	8,448	166	24,224	475
Local, Rural	52,445	7,171	375	134	1.87	144	2.01	4,110	57	5,875	82	12,045	168
Local, Urban	28,189	13,906	1,352	131	0.94	141	1.01	12,363	89	17,738	128	56,592	407
Subtotal, Local	80,634	21,077	716	265	1.26	285	1.35	16,473	78	23,613	112	68,637	326
Subtotal, All State, Rural	14,061	27,784	5,414	512	1.84	585	2.11	12,322	44	19,911	72	37,217	134
Subtotal, All State, Urban	4,034	42,742	29,029	427	1.00	465	1.09	39,360	92	59,362	139	163,812	383
Subtotal, All State	18,095	70,526	10,678	939	1.33	1,050	1.49	51,682	73	79,273	112	201,029	285
Subtotal, Non-State, Rural	66,001	13,377	555	265	1.98	288	2.15	7,033	53	10,181	76	20,286	152
Subtotal, Non-State, Urban	33,186	27,539	2,274	294	1.07	310	1.13	26,743	97	38,864	141	116,513	423
Subtotal, Non-State	99,187	40,916	1,130	559	1.37	598	1.46	33,776	83	49,045	120	136,799	334
Subtotal, Rural	81,096	41,393	1,398	777	1.88	873	2.11	19,356	47	30,093	73	57,504	139
Subtotal, Urban	37,683	71,234	5,179	721	1.01	775	1.09	66,102	93	98,225	138	280,324	394
Total	118,779	112,627	2,598	1,498	1.33	1,648	1.46	85,458	76	128,318	114	337,828	300



Statewide Mileage, Travel & Accident Data - 2008

Highway System	Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents		All Non-Fatal Injuries from Fatal & Non-Fatal Accidents		All Accidents	
	Roads & Streets in Service (Miles)	Usage Annual Veh. Miles (Millions)	DVM/Mile	Accidents		Fatalities		Number	100 MVM	Number	100 MVM	Number	100 MVM
				ADT	Number	100 MVM	Number						
			ADT	Number	100 MVM	Number	100 MVM	Number	100 MVM				
Interstate, Rural	715	9,407	36,046	73	0.78	86	0.91	1,720	18	2,879	31	5,857	62
Interstate, Urban	528	19,065	98,926	106	0.56	119	0.62	8,245	43	12,072	63	35,618	187
Subtotal, Interstate	1,243	28,472	62,756	179	0.63	205	0.72	9,965	35	14,951	53	41,475	146
Principal Arterial, NHS, Rural	2,260	5,475	6,637	86	1.39	91	1.47	2,370	38	3,961	64	7,209	116
Principal Arterial, Non-NHS, Rural	361	719	5,457	14	1.95	15	2.09	591	82	985	137	1,820	253
Subtotal, Principal Arterial, Rural	2,621	6,194	6,475	100	1.61	106	1.71	2,961	48	4,946	80	9,029	146
Principal Arterial, Freeway, NHS, Urban	85	1,829	58,952	16	0.87	16	0.87	861	47	1,221	67	3,792	207
Principal Arterial, Freeway, Non-NHS, Urban	29	567	53,566	6	1.06	6	1.06	201	35	298	53	965	170
Subtotal, Principal Arterial, Freeway, Urban	114	2,396	57,582	22	0.92	22	0.92	1,062	44	1,519	63	4,757	199
Principal Arterial, Non-Freeway, NHS, Urban	915	6,251	18,717	82	1.31	83	1.33	6,739	108	10,456	167	26,898	430
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,039	6,610	17,430	84	1.27	88	1.33	9,383	142	14,106	213	40,446	612
Subtotal, Principal Arterial, Non-Freeway, Urban	1,954	12,861	18,033	166	1.29	171	1.33	16,122	125	24,562	191	67,344	524
Subtotal, All Principal Arterial, Urban	2,068	15,257	20,213	188	1.23	193	1.26	17,184	113	26,081	171	72,101	473
Subtotal, All Principal Arterial	4,689	21,451	12,534	288	1.34	299	1.39	20,145	94	31,027	145	81,130	378
Minor Arterial, NHS, Rural	798	1,026	3,523	17	1.66	19	1.85	486	47	774	75	1,557	152
Minor Arterial, Non-NHS, Rural	4,416	5,771	3,580	139	2.41	153	2.65	3,564	62	5,765	100	10,724	186
Subtotal, Minor Arterial, Rural	5,214	6,797	3,572	156	2.30	172	2.53	4,050	60	6,539	96	12,281	181
Minor Arterial, NHS, Urban	101	451	12,234	6	1.33	6	1.33	502	111	748	166	2,418	536
Minor Arterial, Non-NHS, Urban	4,132	15,081	9,999	201	1.33	221	1.47	17,582	117	26,528	176	70,779	469
Subtotal, Minor Arterial, Urban	4,233	15,532	10,053	207	1.33	227	1.46	18,084	116	27,276	176	73,197	471
Subtotal, All Minor Arterial	9,447	22,329	6,476	363	1.63	399	1.79	22,134	99	33,815	151	85,478	383
Major Collector, Rural	12,692	6,314	1,363	191	3.03	214	3.39	4,295	68	6,337	100	12,269	194
Minor Collector, Rural	7,409	1,742	644	47	2.70	51	2.93	1,046	60	1,471	84	3,096	178
Collector, Urban	2,665	4,904	5,042	53	1.08	55	1.12	5,150	105	7,557	154	21,710	443
Local, Rural	52,445	7,931	414	115	1.45	119	1.50	3,623	46	5,082	64	11,149	141
Local, Urban	28,189	15,702	1,526	154	0.98	166	1.06	10,746	68	15,334	98	49,848	317
Subtotal, Local	80,634	23,633	803	269	1.14	285	1.21	14,369	61	20,416	86	60,997	258
Subtotal, All State, Rural	14,061	27,784	5,414	440	1.58	492	1.77	11,403	41	18,452	66	34,682	125
Subtotal, All State, Urban	4,034	42,742	29,029	415	0.97	449	1.05	35,775	84	54,007	126	148,783	348
Subtotal, All State	18,095	70,526	10,678	855	1.21	941	1.33	47,178	67	72,459	103	183,465	260
Subtotal, Non-State, Rural	66,001	13,377	555	241	1.80	256	1.91	6,294	47	8,803	66	18,998	142
Subtotal, Non-State, Urban	33,186	27,539	2,274	292	1.06	310	1.13	23,634	86	34,315	125	103,692	377
Subtotal, Non-State	99,187	40,916	1,130	533	1.30	566	1.38	29,928	73	43,118	105	122,690	300
Subtotal, Rural	81,096	38,385	1,297	682	1.78	748	1.95	17,695	46	27,254	71	53,681	140
Subtotal, Urban	37,683	70,460	5,123	708	1.00	760	1.08	59,409	84	88,320	125	252,474	358
Total	118,779	108,845	2,511	1,390	1.28	1,508	1.39	77,104	71	115,574	106	306,155	281



Statewide Mileage, Travel & Accident Data - 2009

Highway System	Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents		All Non-Fatal Injuries from Fatal & Non-Fatal Accidents		All Accidents			
	Roads & Streets in Service (Miles)	Usage Annual Veh. Miles (Millions)	DVM/Mile ADT	Accidents		Fatalities		Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
				Number	100 MVM	Number	100 MVM								
Interstate, Rural	715	9,671	37,057	85	0.88	112	1.16	1,749	18	2,960	31	6,333	65		
Interstate, Urban	527	19,202	99,826	90	0.47	98	0.51	8,614	45	12,653	66	36,305	189		
Subtotal, Interstate	1,242	28,873	63,691	175	0.61	210	0.73	10,363	36	15,613	54	42,638	148		
Principal Arterial, NHS, Rural	2,320	5,357	6,326	86	1.42	88	1.45	2,261	37	3,770	62	6,878	113		
Principal Arterial, Non-NHS, Rural	321	710	6,060	13	1.83	13	1.83	544	77	897	126	1,666	235		
Subtotal, Principal Arterial, Rural	2,641	6,067	6,294	99	1.63	101	1.66	2,805	46	4,667	77	8,544	141		
Principal Arterial, Freeway, NHS, Urban	85	2,315	74,617	7	0.30	8	0.35	958	41	1,356	59	3,810	165		
Principal Arterial, Freeway, Non-NHS, Urban	29	600	56,684	5	0.83	5	0.83	220	37	309	52	989	165		
Subtotal, Principal Arterial, Freeway, Urban	114	2,915	70,055	12	0.41	13	0.45	1,178	40	1,665	57	4,799	165		
Principal Arterial, Non-Freeway, NHS, Urban	907	5,819	17,577	67	1.15	73	1.25	6,940	119	10,758	185	26,837	461		
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,037	6,606	17,453	83	1.26	87	1.32	9,332	141	14,114	214	39,809	603		
Subtotal, Principal Arterial, Non-Freeway, Urban	1,944	12,425	17,511	150	1.21	160	1.29	16,272	131	24,872	200	66,646	536		
Subtotal, All Principal Arterial, Urban	2,058	15,340	20,421	162	1.06	173	1.13	17,450	114	26,537	173	71,445	466		
Subtotal, All Principal Arterial	4,699	21,407	12,481	261	1.22	274	1.28	20,255	95	31,204	146	79,989	374		
Minor Arterial, NHS, Rural	753	1,031	3,751	17	1.65	18	1.75	488	47	766	74	1,464	142		
Minor Arterial, Non-NHS, Rural	4,434	5,499	3,398	117	2.13	129	2.35	3,426	62	5,386	98	10,273	187		
Subtotal, Minor Arterial, Rural	5,187	6,530	3,449	134	2.05	147	2.25	3,914	60	6,152	94	11,737	180		
Minor Arterial, NHS, Urban	93	489	14,406	1	0.20	1	0.20	515	105	762	156	2,324	475		
Minor Arterial, Non-NHS, Urban	4,180	15,055	9,868	162	1.08	165	1.10	17,267	115	26,091	173	69,686	463		
Subtotal, Minor Arterial, Urban	4,273	15,544	9,966	163	1.05	166	1.07	17,782	114	26,853	173	72,010	463		
Subtotal, All Minor Arterial	9,460	22,074	6,393	297	1.35	313	1.42	21,696	98	33,005	150	83,747	379		
Major Collector, Rural	12,784	5,949	1,275	153	2.57	162	2.72	3,994	67	5,900	99	11,367	191		
Minor Collector, Rural	7,416	1,753	648	36	2.05	36	2.05	987	56	1,393	79	2,812	160		
Collector, Urban	2,681	4,876	4,983	54	1.11	54	1.11	4,949	101	7,259	149	21,038	431		
Local, Rural	54,516	8,709	438	125	1.44	126	1.45	3,330	38	4,761	55	10,258	118		
Local, Urban	29,075	15,677	1,477	121	0.77	123	0.78	10,258	65	14,807	94	48,576	310		
Subtotal, Local	83,591	24,386	799	246	1.01	249	1.02	13,588	56	19,568	80	58,834	241		
Subtotal, All State, Rural	14,054	25,402	4,952	418	1.65	464	1.83	10,889	43	17,402	69	33,506	132		
Subtotal, All State, Urban	4,038	40,587	27,538	348	0.86	371	0.91	36,194	89	54,811	135	147,180	363		
Subtotal, All State	18,092	65,989	9,993	766	1.16	835	1.27	47,083	71	72,213	109	180,686	274		
Subtotal, Non-State, Rural	66,255	13,063	540	213	1.63	220	1.68	5,890	45	8,432	65	17,545	134		
Subtotal, Non-State, Urban	33,101	30,042	2,487	242	0.81	243	0.81	22,858	76	33,298	111	102,194	340		
Subtotal, Non-State	99,356	43,105	1,189	455	1.06	463	1.07	28,748	67	41,730	97	119,739	278		
Subtotal, Rural	83,259	38,679	1,273	632	1.63	684	1.77	16,779	43	25,833	67	51,051	132		
Subtotal, Urban	38,614	70,639	5,012	590	0.84	614	0.87	59,053	84	88,109	125	249,374	353		
Total	121,873	109,318	2,457	1,222	1.12	1,298	1.19	75,832	69	113,942	104	300,425	275		

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Gwinnett County **OFFICE** Planning
P.I. # 0010881 **DATE** October 31, 2012

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Peter B. Emmanuel

SUBJECT **Traffic** Assignments for I-85 Northbound from SR 140/ Jimmy Carter Boulevard to CR 5601 Indian Trail Lilburn Road

We are furnishing estimated Traffic Assignment for the above project is as follows:

I-85 Northbound Between SR 140/ Jimmy Carter Boulevard and CR 5601 Indian Trail Lilburn Road
TC 135-6287

2012			2014			2016		
ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV
135,000	8,100	9,500	138,000	8,300	9,700	143,000	8,600	10,000

I-85 Northbound Between SR 140/ Jimmy Carter Boulevard and CR 5601 Indian Trail Lilburn Road HOV
TC 135- 6287

2012			2014			2016		
ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV
4,000	50	1,000	4,100	50	1,050	4,200	50	1,100

RAMP SR 140/ Jimmy Carter Boulevard onto I-85 Northbound
TC 135- R002

2012			2014			2016		
ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV
22,000	1,400	1,550	22,500	1,450	1,600	23,000	1,500	1,650

I-85 Northbound onto ramp CR 5601/ Indian Trail Lilburn Road
TC 135- R003

2012			2014			2016		
ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV	ADT	AM DHV	PM DHV
12,600	800	900	12,900	850	900	13,400	900	950

24 Hour T= 10%

SU= 3%

Comb= 7%

T= 7%

SU= 2%

Comb= 5%

If you have any questions concerning this information, please contact
Dan Funk at (404) 631-1959.

CLV/DRF

MEETING MINUTES

Subject: **P.I. No. 0010881**
I-85 NB from SR 140/Jimmy Carter Blvd to CR 560/Indian Trail Lilburn Road
Gwinnett County, Georgia

Meeting Date: February 28, 2013 (10:17 am – 11:55 pm)

Location: D1, Area 5 located at 145 Hurricane Shoals Rd, NW, Lawrenceville, GA 30046 –
Conference Room

Attendees:

	Organization & Title:	
Scott Zehngraff	D1 Traffic Operation Office	District Traffic Engineer
Shane Giles	D1 Traffic Operation Office	District Traffic Operations Engineer
Chris Dills	D1 Area 5 Office	Area Engineer
Shannon Giles	D1 Area 5 Office	Assistant Area Engineer
Paul DeNard	Office of Traffic Operations	State Traffic Operations Manager
Philip (Paul) Alimia	Office of Environmental Services	NEPA
Sam Woods	Office of Roadway Design	Design Group Manager
Jeff Simmons	Office of Roadway Design	Lead Design Engineer
Davina Williams	Office of Roadway Design	Design Engineer
Byron Pirkle	Parsons Brinckerhoff	NEPA Manager
Peter Emmanuel	Office of Program Delivery	Project Manager

Transcription Date: March 05, 2013

Meeting Materials: Draft Concept Report and Draft Conceptual Layout

Purpose: **Concept Team Meeting for PI#0010881, Gwinnett County**

- Below are the highlights of the Concept Team Meeting (CTM) discussions and the action items in blue.
- **Project Immediate Tasks & Activities**
 - Layout Comments:
 - Scott and Chris proposed the idea of constructing a retaining wall up to both side of the existing foundation of the overhead sign structure at the entrance ramp and bridging the gap with T-beam guardrail. This would eliminate the need to either remove and reinstall the overhead structure or temporarily brace it. The other option is to remove or temporarily brace the overhead structure, construct a continuous retaining wall, and set the overhead sign structure on top of the barrier wall..
 - These two options will be discussed with Roadway Design and Bridge Design in the preliminary design process before a final decision is made.
 - The remaining sign structure along the project corridor would not need relocation.
 - Scott questioned the need for both an exit only lane and an option lane at the Indian Trail exit. Sam explained the option lane is proposed to satisfy the principles of lane balance discussed in AASHTO Green Book and not for a specific capacity need
 - Lane balance is required by AASHTO and will remain in the project as proposed.
 - General question was asked if any more emergency pull off sites could be installed (layouts presented at the meeting showed 3 sites, one before Centerway Bridge and two afterward).
 - Sam responded that additional emergency investigation site is unlikely due to guardrail, steep side slopes, walls and existing bridges presence throughout the project.
 - Sam noted that Roadway Design would evaluate if additional site could be accommodated in additional area.
 - Peter noted since a design exception would be needed for the shoulder width if there is any consideration to increase the proposed 2-ft shoulder to 4-ft in some areas especially toward the Centerway Bridge to reduce the tightness under the bridge and provide driver's comfort.
 - Sam responded that any increase to the shoulder width would increase the construction cost and be very limited, and that one of the alternative considered a 12-ft shoulder.
 - It was noted not to consider flex-lane.

MEETING MINUTES

- It was noted to add drainage structure in front of wall.
- Constructability:
 - Peter asked if the project as designed is constructible.
 - The attendees noted yes.
- Report and Attachments comments:
 - Paul DeNard recommended adding some brief notes about the scope of alternate 1 being outside the typical scope and nature for quick traffic operational improvement projects.
 - Roadway Design was asked to verify the cost estimate of Alternate 2 and whether required right of way would be needed as a result of a 12 ft shoulder...does necessitate the need for relocation of utilities, drainage, i.e.
 - Update cost estimate to include additional panels for 1 mile and ½ mile ahead signs, and ramp meter.
 - It was recommended to use T-beam guardrail instead of W-beam on this project.
 - Add existing culvert to list of structures.
 - Roadway Design is to make necessary updates to the Concept Report and attachments, and submit it to Peter Emmanuel for submission for MGMT review and approval.
 - On 3/4/13, Concept Report was submitted to Peter, and Peter submitted it on 3/5/13 for MGMT review and approval.
- Pavement Evaluation & Design:
 - The design proposed full-depth pavement, it was noted to obtain the pavement evaluation report to determine the pavement thickness needed. Sam asked Peter for the status of the pavement evaluation report was asked:
 - Peter noted he has not received the existing pavement core/evaluation report requested from the Office of Materials since July 19, 2012 and will inquire again.
 - Chris volunteered that the Area Office will obtain at least three pavement cores for the Office of Materials usage in providing a pavement evaluation report.
 - ✦ On 2/28/13, Peter notified Office of Materials to be expecting submittal of the pavement cores for the pavement evaluation report.
- FHWA Involvement:
 - It was noted that FHWA input will be needed at some point either through the environmental process or during the concept report approval.
 - Peter noted he needs the completed concept report and the conceptual drawing that matches it before meeting with the Chief Engineer on coordination effort with FHWA.
- Traffic Engineering Studies:
 - Paul DeNard was asked for the status of the TE studies and updated project justification statement.
 - Paul noted TE studies will no longer be provided for the project and that all notes on the statement should be removed.
 - Roadway Design to schedule a meeting with Paul DeNard to discuss the TE studies further especially if it becomes a critical need for Environmental special studies: Air/Noise.
 - Paul DeNard disagreed with the ATMS cost and asked Sam to meet with him and Mike Govus to discuss either eliminating or reducing impacts that causes the increased cost.
 - On 2/28/13, Sam follow-up with Mike Govus to eliminate the installation of conduit/fiber installed on the NB side.
- Environmental Document Studies:
 - Peter noted per the environmental screening of the project, OES scope the project for Categorical Exclusion (CE) with the possibility of narrowing to a Programmatic Categorical Exclusion (PCE) if FHWA approved. Early Coordination with state and federal agencies was mailed on 12/12/12. Moreover, the archaeology was approved, while the Air and Noise study was tasked to Parson Brinckerhoff, and the ecology will need plans to conduct a field visit.
 - Paul Alimia stressed the need for plans drawing for the ecology to conduct studies.
 - Paul also noted the potential problem of air and noise based on the traffic provided.

MEETING MINUTES

- Byron Pirkle noted the difficulty of conducting Air/Noise studies without complete traffic projections for 20 years, and a capacity analysis with level of services (LOS).
 - Peter will follow-up with OES and also asked Bryon to seek OES for direction and guidance.
 - On 2/28/13, Peter asked OES to provide their environmental consultant, Parson Brinckerhoff guidance on the Air/Noise needs for the project.
 - ✦ On 3/5/13, Amber/Keisha with OES notified Peter that this project is a type 1 for noise (any auxiliary lane, except a turn lane) is considered additional capacity and requires a full noise assessment. As such to conduct the Air/Noise studies, a 20 year traffic projection is needed at a minimum, or a LOS "C" traffic volume (the amount of traffic each lane on I-85 can handle while operating at a posted speed) in order to complete studies and obtain federal funding. If barrier is proposed, will need estimated cost upfront.
 - Peter noted any environmental mitigation measures may increase the project cost and delay the current schedule and delivery of the project for June 2014.
 - It was noted for OES to use the ecology survey conducted for the HOT lane conversion projects, PI#0009295, 0009296, and 0009297 as a reference for the Ecology needs for the I-85 NB Auxiliary Lane project.
- Right of Way:
 - Roadway Design was advised to do all work within the existing right of way and if unavoidable, only temporary easement should be required.
 - It was noted to do fill within the existing right of way.
 - Schedule:
 - Peter noted any environmental mitigation measures may increase the project cost and delay the current schedule and delivery of the project for June 2014.
 - Any request to provide capacity analysis will require the completion of the TE studies, as well as a 20 year traffic growth projection.
 - It was noted for design to coordinate with Gwinnett CID on the timing of the construction of the DDI project at Jimmy Carter Blvd interchange.
 - Projects in the Vicinity:
 - Gwinnett Community Improvement District (CID) Divergent Diamond Interchange (DDI) project at Jimmy Carter Blvd/SR 140 and I-85 Interchange Improvements.
- **Project Scope Creep Discussion**
 - The following scope creep tasks were discussed:
 - 20 year traffic growth for Air/Noise studies
 - Capacity Analysis for the entire I-85 from Jimmy Carter Blvd to Indian Trail interchanges.
 - Noise wall/Sound wall.
 - Overhead structure replacement.
 - Additional shoulders width.
 - Relocating an ATMS/camera.
- These meeting minutes reflect the notes of Peter Emmanuel and Roadway Design. If there are any questions or corrections needed, please contact Peter Emmanuel at 404-631-1158 or pemmanuel@dot.ga.gov.