

ORIGINAL TO GENERAL FILES

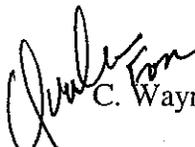
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-IM-85-2(146) Gwinnett County **OFFICE** Preconstruction
P. I. No. 110530

DATE July 12, 2000

FROM  C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent
Jim Kennerly
FHWA



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Georgia Division
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303
June 13, 2000

IN REPLY REFER TO
HTM-GA

Mr. J. Tom Coleman, Jr.
Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

Attn: Frank Danchetz, Chief Engineer

Subject: HPP-IM-85-2(146) Concept Report

Dear Mr. Coleman:

Thank you for your May 12, 2000 Concept Report Approval Memorandum. The memorandum is approved upon receipt of this letter.

Since the cost of this project is more than \$25 million dollars, a Value Engineering (VE) study is required. One item that we would like addressed in the VE study is the possibility of retaining the existing westbound SR 316 flyover bridge and converting it into a two-way HOV bridge. Retention of the existing bridge could save money by not replacing the existing structure and by reducing road-user costs because of faster completion of the HOV system.

If you have any questions, please contact Mr. David Painter at (404) 562-3658.

Sincerely,

A handwritten signature in black ink, appearing to read 'Larry R. Dreihaup'. The signature is fluid and cursive, with a large initial 'L' and 'D'.

Larry R. Dreihaup, P.E.
Division Administrator

Enclosure

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-IM-85-2(146) Gwinnett County **OFFICE** Preconstruction
P.I. No. 110530

Thomas L. Turner **DATE** May 12, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the addition of High Occupancy Vehicle (HOV) lanes on I-85 and SR 316 and the reconstruction of the I-85/SR 316 interchange. The project begins just north of Pleasant Hill Road on I-85, extending through the SR 316 interchange to just north of the Boggs Road interchange. On SR 316, the project ends north of Sugarloaf Parkway. The total project length is approximately 7.0 miles. This project is an extension of the I-85 HOV system presently extending from just south of Lakewood Freeway to just south of SR 316 (the section from Chamblee-Tucker Road to south of SR 316 is presently under construction). The Clean Air Act Amendment of 1990 and the Intermodal Surface Transportation and Efficiency Act of 1991 encouraged and prescribed a more efficient use of the existing transportation system. One of the major strategies promoted by these acts is to increase the vehicle occupancy rate. The creation of HOV lanes in major commuter corridors is an effective means to promote and encourage higher occupancy rates in the metro area's vehicles. Express, or HOV, lanes are intended to provide choice, mobility, and relief from congestion for HOV users, particularly during peak hours.

The existing I-85 within the project limits consists of four to five, 12' lanes in each direction, separated by a Jersey barrier with 13'-7" inside shoulders and 12' outside shoulders, except at existing bridges. Currently, SR 316 consists of two, 12' lanes in each direction separated by a 40' depressed grassed median. Accident history for four years (1994-1997) within the project limits indicate a total of 628 accidents including rearend, sideswipes, and angle accidents. The existing (1998) and design year (2018) traffic volumes are:

	1998	2018
	<u>VPD</u>	<u>VPD</u>
I-85	85,900	129,400
SR 316	35,500	62,500

The posted speeds are 65 MPH on I-85 and 55 MPH along SR 316. Design speeds are 70 MPH for I-85, 70 MPH for SR 316, and 60 MPH for the SR 316 westbound flyover.

HPP-IM-85-1(146) Gwinnett
May 12, 2000

The proposed project maintains the existing single occupancy vehicle (SOV) lanes. The locations of the proposed express lanes are planned for I-85 northbound from Steve Reynolds Boulevard off ramp [ties to IM-85-2(178)] and southbound from the Pleasant Hill Road off ramp to approximately 1,865' north of Sugarloaf Parkway [ties to NH-IM-85-2(148)], and on SR 316 from the I-85 interchange to the Sugarloaf Parkway eastbound off ramp and westbound on ramp. This project includes the construction of a new westbound SR 316 flyover ramp. This ramp will eliminate the left hand entrance ramp to I-85 and replace it with a standard right hand entrance ramp. This will allow uninterrupted flow of the mainline and reduce the total number of required weaving maneuvers.

The proposed typical sections are as follows:

I-85 south of SR 316 interchange

I-85 northbound: concrete median barrier with 12' inside paved shoulder, 14' HOV lane and five, 12' general use lanes with 12' outside paved shoulders.

I-85 southbound: Concrete median barrier with 10' inside paved shoulder, 13' HOV lane and 5-6 general use lanes (three, 11' inside, two to three, 12' outside) with 12' outside paved shoulder.

I-85 north of SR 316 interchange

Six foot inside paved shoulders separated by a concrete median barrier, 13' HOV lane and four, 12' general use lanes with 10' outside paved shoulders.

SR 316

Two, 12' general use lanes with a 14' HOV lane in each direction with 6' inside shoulders including a concrete median barrier and 8' paved outside shoulders.

Design exceptions will be required for the reduction in lane widths, shoulders and horizontal clearances due to the Pleasant Hill Road Bridge not being lengthened to accommodate the HOV lanes. All existing lanes on both freeways will remain open at all times during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public information meeting has been held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$46,104,000	\$28,600,000	2002	02-06
Right-of-Way	\$16,500,000	\$ 5,597,000		
Utilities*	-----	-----		

J. Tom Coleman, Jr.
Page 3

HPP-IM-85-2(146) Gwinnett
May 12, 2000

*LGPA sent 10-20-96 requesting Gwinnett County be responsible for PE and utilities.

This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

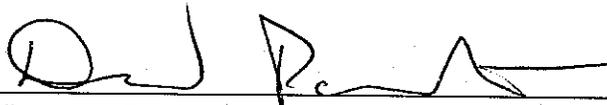
Attachment

CONCUR



Frank L. Danchetz, P.E. Chief Engineer

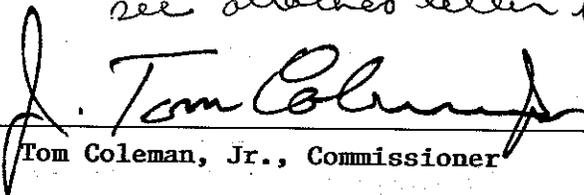
APPROVE



Larry R. Dreihaup, Division Administrator, FHWA

see attached letter for comments

APPROVE



J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-IM-85-2(146) Gwinnett
P.I. Number 110530

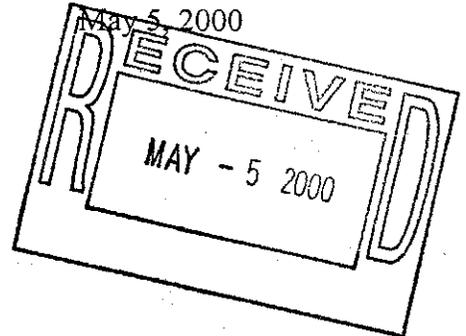
OFFICE: Atlanta, Georgia

DATE: May 5, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted April 28, 2000 by the letter from James Kennerly dated April 25, 2000, and have no comment.

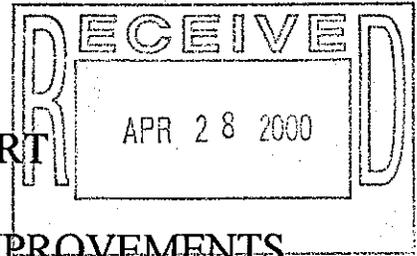
The costs for the project are:

Construction	\$34,482,000
Inflation	\$ 7,431,000
E&C	\$ 4,191,000
Reimbursable Utilities	\$?
Right of Way	\$16,500,000

DTM

c: Jim Kennerly

Department of Transportation
State of Georgia



PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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

Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00
DATE STATE ROAD DESIGN ENGINEER

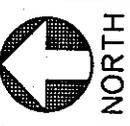
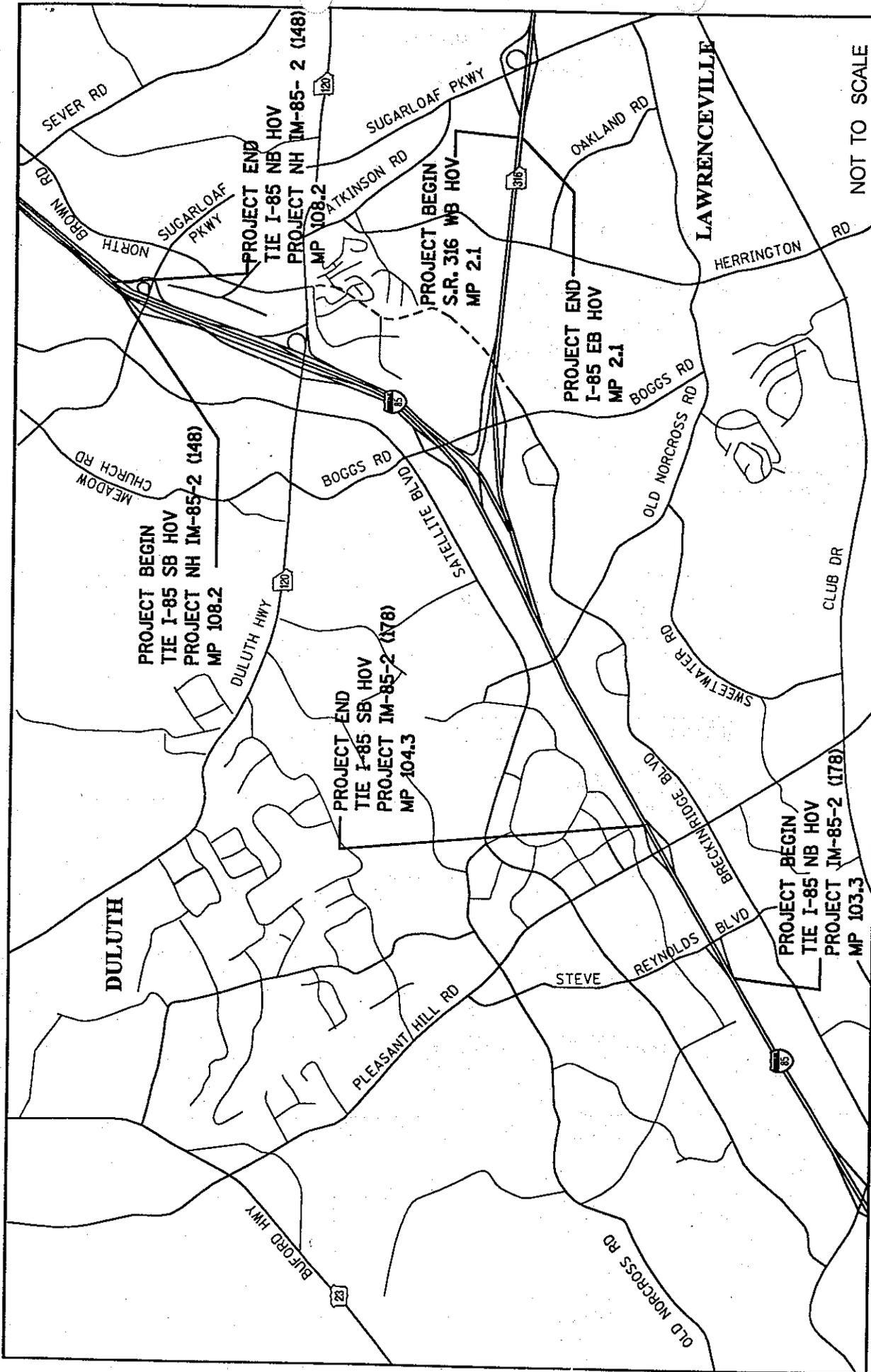
DATE STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE DISTRICT ENGINEER

DATE PROJECT REVIEW ENGINEER

DATE STATE TRAFFIC OPERATIONS ENGINEER

DATE STATE BRIDGE & STRUCTURAL ENGINEER



MA Moreland Altobelli
Associates, Inc.

PROJECT LOCATION SKETCH
I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS
GDOT PROJECT NH-IM-85-2 (146); P.I. #110530

NOT TO SCALE

PROJECT CONCEPT REPORT

GEORGIA DOT P.I. NO.: 110530

PROJECT NUMBER: NH-IM-85-2(146)

LOCATION & DESCRIPTION: Project NH-IM-85-2(146), Gwinnett County will implement HOV express lanes on I-85 and S.R. 316 (University Parkway), incorporating a reconfiguration of the existing I-85/S.R. 316 interchange with the addition of a new flyover ramp and HOV bridge. The locations of the proposed express lanes are planned for I-85, northbound from the Steve Reynolds Boulevard off ramp [ties to IM-85-2(178)] and southbound from the Pleasant Hill Road off-ramp to approximately 1865 feet north of Sugarloaf Parkway [ties to NH IM 85-2(148)]; and on S.R. 316, from the I-85 interchange to the Sugarloaf Parkway eastbound off-ramp and westbound on-ramp. The total project length is approximately 7.0 miles. (See Project Location Sketch)

TRAFFIC (AADT) - EXISTING (1998):

I-85	85,900 vpd
S.R. 316	35,500 vpd

TRAFFIC (AADT) - DESIGN YEAR (2018):

I-85	129,400 vpd
S.R. 316	62,500 vpd

STATE ROUTE MILEPOST

	<u>FROM</u>	<u>TO</u>
I-85	MP 103.3	MP 108.2
S.R. 316	MP 0.0	MP 2.1

PROJECT LENGTH:

I-85 - NB, from Project IM-85-2(178) to Project NH IM 85-2(148)	4.9 miles
I-85 - SB, from Project NH IM 85-2(148) to Pleasant Hill Road	3.9 miles
S.R. 316 - from I-85/S.R. 316 Interchange to Sugarloaf Parkway Ramps	2.1 miles

PDP CLASSIFICATION: Major

FUNCTIONAL CLASS:

I-85	Urban Interstate Principal Arterial
S.R. 316	FAP Urban Principal Arterial

NEED AND PURPOSE STATEMENT

The purpose of the proposed project is to improve safety and operational efficiency through the existing project corridor by reducing vehicle use and changing the flow of traffic and congestion conditions. This project is an effort to respond to increasing traffic congestion, declining mobility levels, air quality and environmental concerns, using minimal resources and without increasing capacity that would encourage single-occupancy vehicle use.

HOV Improvements

The HOV portion of this project is an approved Traffic Control Measure (TCM), as per the 1990 Clean Air Act, and is consistent with the Transportation Conformity Rule (40 CFR Part 93) to alter the flow of traffic so as to control, and subsequently reduce the emissions of air pollutants. The purpose of these HOV facilities are to increase the person-movement capacity, rather than the vehicle-movement capacity. Case studies conducted by the Federal Highway Administration (FHWA) have concluded that in almost all cases, a single HOV lane does move a greater volume of people than an adjacent general-purpose lane; and that during the peak hour, HOV lanes are moving approximately 60 percent to 350 percent more persons per lane than are the freeway general-purpose lanes. These improvements will also benefit the roadway network and public transportation in Gwinnett County by facilitating implementation of the Gwinnett County Express Bus Service and usage of associated bus transfer points which are being constructed and/or planned for in the area.

Operational and Safety Concerns

Within the project corridor high daily traffic volumes use both I-85 and S.R. 316, which serve as the principal arterials linking the majority of northeastern metro Atlanta to I-285 and all points south, and vice versa. Existing traffic includes large amounts of heavy truck traffic adjacent to vehicular traffic, resulting in high volumes and congestion during peak and non-peak hours. Empirical traffic data has concluded that large volumes of vehicles entering a mainline interstate from a left-lane ramp entrance, as is the case with the westbound S.R. 316 flyover ramp, creates dangerous weaving maneuvers and disrupts the flow of through traffic causing increased congestion and an increased potential for

accidents. Additional safety problems exist due to the 1.6 mile distance between the left-hand ramp entrance and the Pleasant Hill Road (C.R. 1956) exit ramp terminal. Within this distance, motorists entering from S.R. 316 are required to shift across four freeway lanes in order to access the Pleasant Hill Road exit ramp. This problem is greatest during the AM peak hour. A history of accidents occurring at the point where westbound S.R. 316 merges with I-85 are shown in Table 1.

YEAR	REAR-END	SIDESWIPE	ANGLE	TOTAL
1994	71	22	20	113
1995	96	30	16	142
1996	119	44	20	183
1997	120	44	26	190

The proposed project would eliminate the left-hand entrance ramp to I-85 and replace it with a standard right-hand entrance ramp. This would allow uninterrupted flow of the mainline and reduce the total number of required weaving maneuvers. This improvement requires the construction of a new westbound S.R. 316 flyover ramp. This project is a part of the Gwinnett County Transportation Plan, and is developed to handle the transportation needs of the county for traffic safety of motorists on I-85 and S.R. 316 through the year 2018. This project is contained in the State Transportation Improvement Program (STIP) for 1999-2001, under Amendment Number 3 as project 110530.

DETAILED PROJECT CONCEPT DESCRIPTION

The major portions of the project are described below, with the details of the project concept shown in the attached scaled plan sheet. The proposed lane configuration approaching and departing the I-85/S.R. 316 Interchange is shown in Figure 1.

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J. Tom Coleman, Jr.
Page 3

HPP-IM-85-2(146) Gwinnett
May 12, 2000

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This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

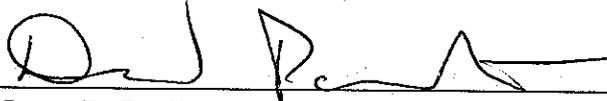
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CONCUR



Frank L. Danchetz, P.E. Chief Engineer

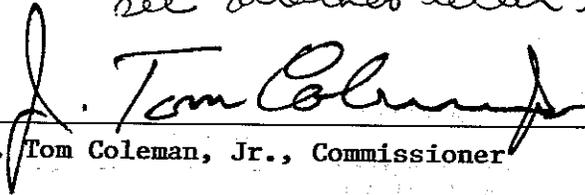
APPROVE



Larry R. Dreihaup, Division Administrator, FHWA

see attached letter for comments

APPROVE



J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-IM-85-2(146) Gwinnett
P.I. Number 110530

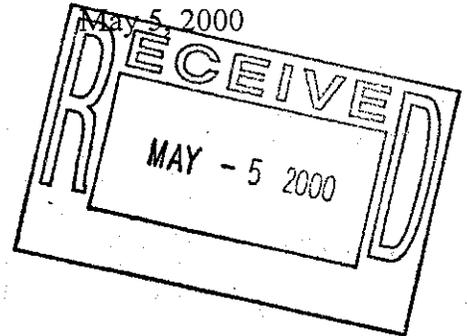
OFFICE: Atlanta, Georgia

DATE: May 5, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

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We have reviewed the concept report submitted April 28, 2000 by the letter from James Kennerly dated April 25, 2000, and have no comment.

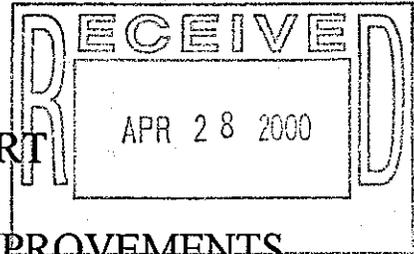
The costs for the project are:

Construction	\$34,482,000
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E&C	\$ 4,191,000
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Right of Way	\$16,500,000

DTM

c: Jim Kennerly

Department of Transportation
State of Georgia



PROJECT CONCEPT REPORT

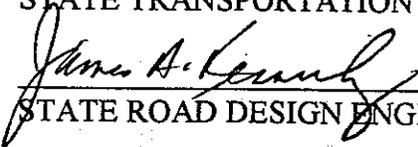
I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

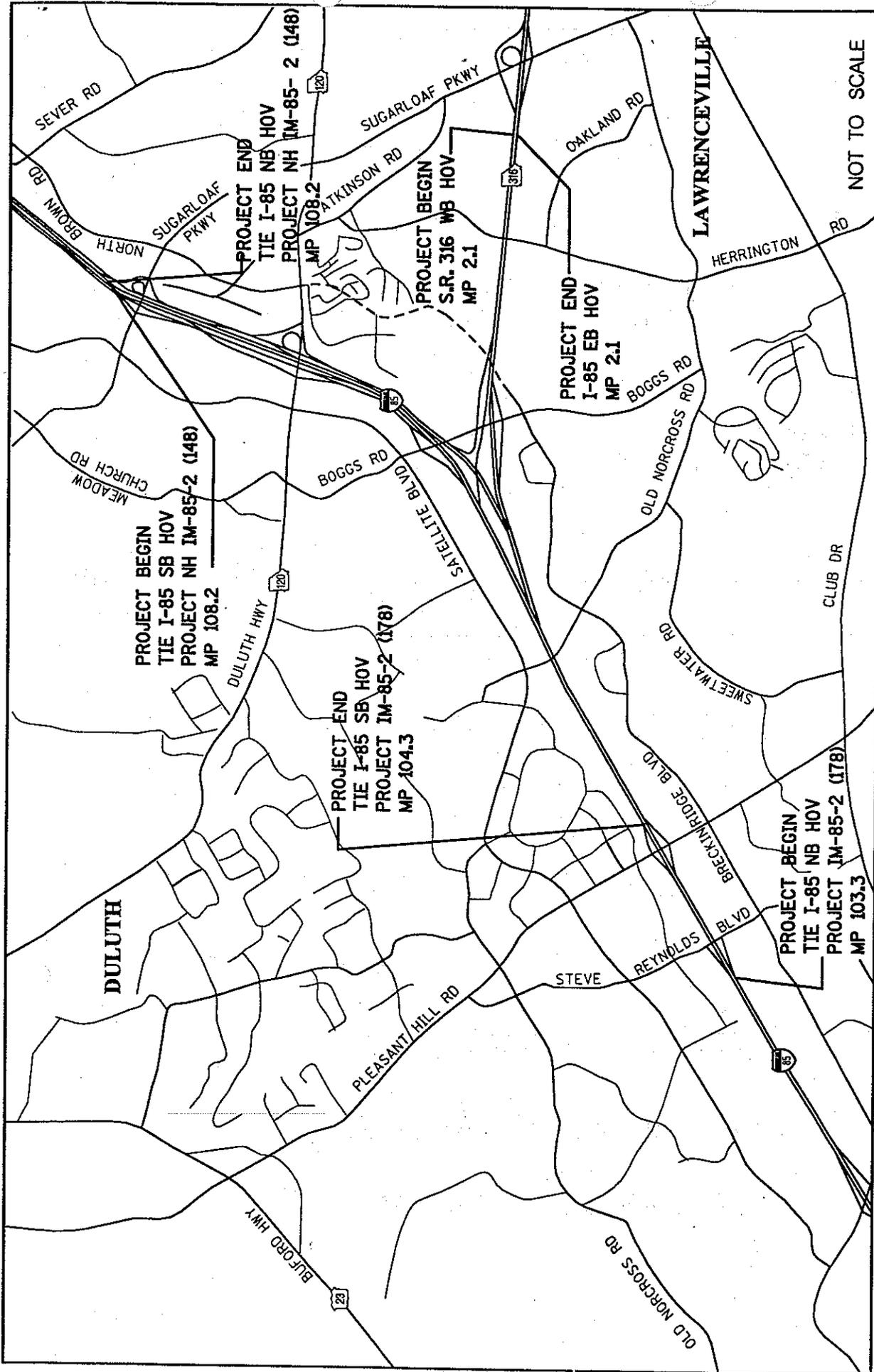
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Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE	STATE TRANSPORTATION PLANNING ADMINISTRATOR
DATE	STATE TRANSPORTATION PROGRAMMING ENGINEER
4/26/00 DATE	 STATE ROAD DESIGN ENGINEER
DATE	STATE ENVIRONMENTAL / LOCATION ENGINEER
DATE	DISTRICT ENGINEER
DATE	PROJECT REVIEW ENGINEER
DATE	STATE TRAFFIC OPERATIONS ENGINEER
DATE	STATE BRIDGE & STRUCTURAL ENGINEER



MA Moreland, Altobelli
Associates, Inc.

PROJECT LOCATION SKETCH
I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS
GDOT PROJECT NH-IM-85-2 (146); P.I. #110530

PROJECT CONCEPT REPORT

GEORGIA DOT P.I. NO.: 110530

PROJECT NUMBER: NH-IM-85-2(146)

LOCATION & DESCRIPTION: Project NH-IM-85-2(146), Gwinnett County will implement HOV express lanes on I-85 and S.R. 316 (University Parkway), incorporating a reconfiguration of the existing I-85/S.R. 316 interchange with the addition of a new flyover ramp and HOV bridge. The locations of the proposed express lanes are planned for I-85, northbound from the Steve Reynolds Boulevard off ramp [ties to IM-85-2(178)] and southbound from the Pleasant Hill Road off-ramp to approximately 1865 feet north of Sugarloaf Parkway [ties to NH IM 85-2(148)]; and on S.R. 316, from the I-85 interchange to the Sugarloaf Parkway eastbound off-ramp and westbound on-ramp. The total project length is approximately 7.0 miles. (See Project Location Sketch)

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PDP CLASSIFICATION: Major

FUNCTIONAL CLASS:

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NEED AND PURPOSE STATEMENT

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HOV Improvements

The HOV portion of this project is an approved Traffic Control Measure (TCM), as per the 1990 Clean Air Act, and is consistent with the Transportation Conformity Rule (40 CFR Part 93) to alter the flow of traffic so as to control, and subsequently reduce the emissions of air pollutants. The purpose of these HOV facilities are to increase the person-movement capacity, rather than the vehicle-movement capacity. Case studies conducted by the Federal Highway Administration (FHWA) have concluded that in almost all cases, a single HOV lane does move a greater volume of people than an adjacent general-purpose lane; and that during the peak hour, HOV lanes are moving approximately 60 percent to 350 percent more persons per lane than are the freeway general-purpose lanes. These improvements will also benefit the roadway network and public transportation in Gwinnett County by facilitating implementation of the Gwinnett County Express Bus Service and usage of associated bus transfer points which are being constructed and/or planned for in the area.

Operational and Safety Concerns

Within the project corridor high daily traffic volumes use both I-85 and S.R. 316, which serve as the principal arterials linking the majority of northeastern metro Atlanta to I-285 and all points south, and vice versa. Existing traffic includes large amounts of heavy truck traffic adjacent to vehicular traffic, resulting in high volumes and congestion during peak and non-peak hours. Empirical traffic data has concluded that large volumes of vehicles entering a mainline interstate from a left-lane ramp entrance, as is the case with the westbound S.R. 316 flyover ramp, creates dangerous weaving maneuvers and disrupts the flow of through traffic causing increased congestion and an increased potential for

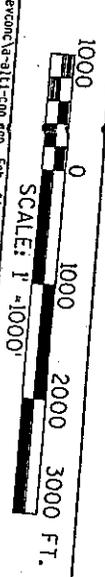
accidents. Additional safety problems exist due to the 1.6 mile distance between the left-hand ramp entrance and the Pleasant Hill Road (C.R. 1956) exit ramp terminal. Within this distance, motorists entering from S.R. 316 are required to shift across four freeway lanes in order to access the Pleasant Hill Road exit ramp. This problem is greatest during the AM peak hour. A history of accidents occurring at the point where westbound S.R. 316 merges with I-85 are shown in Table 1.

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DETAILED PROJECT CONCEPT DESCRIPTION

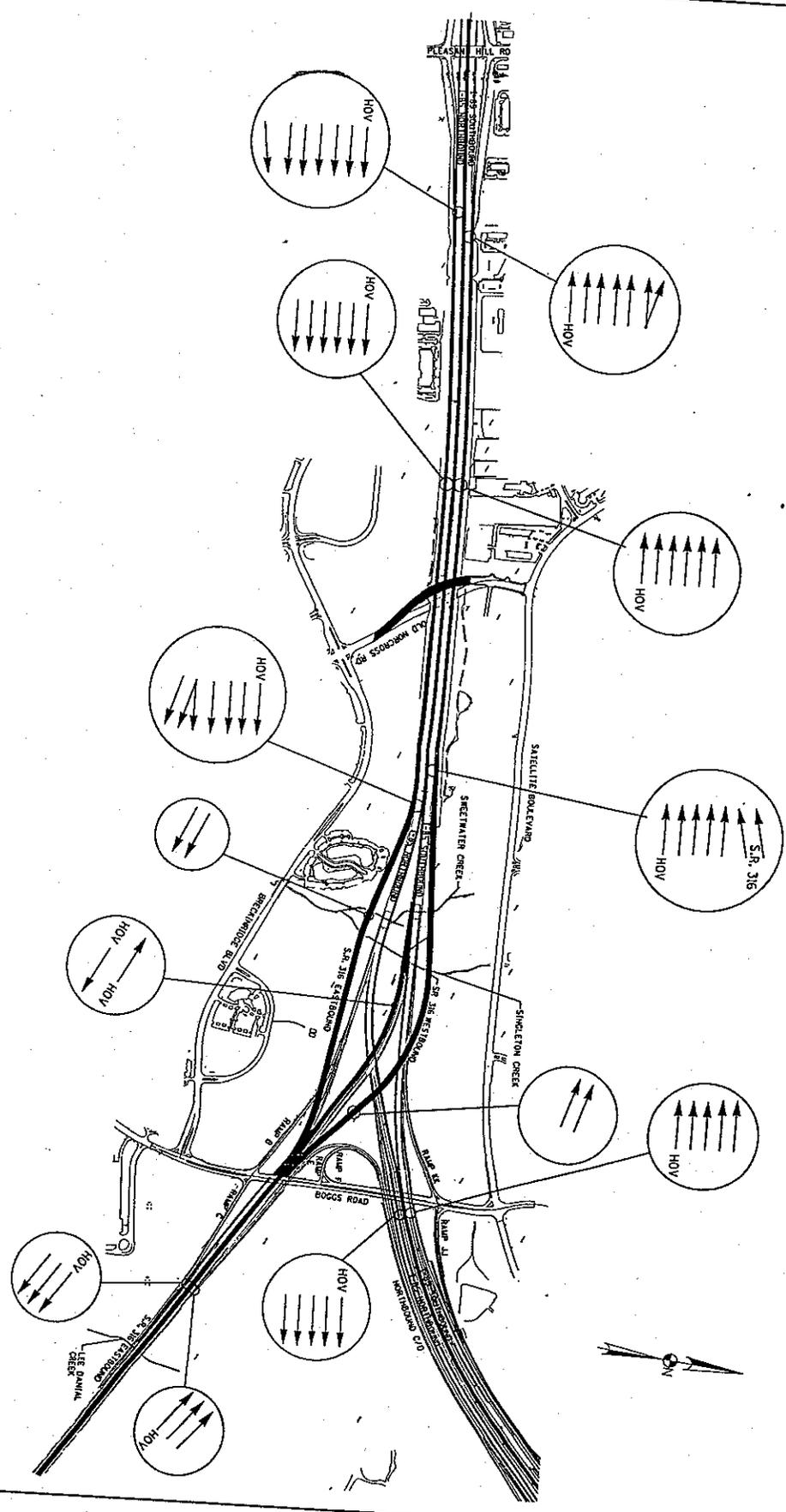
The major portions of the project are described below, with the details of the project concept shown in the attached scaled plan sheet. The proposed lane configuration approaching and departing the I-85/S.R. 316 Interchange is shown in Figure 1.



MA Moreland Altabelli
Associates, Inc.

I-85 - S.R. 316 INTERCHANGE IMPROVEMENTS
PROJECT NH-IM-85-2 (166) WINNETT COUNTY
GEORGIA DOT PLAN NUMBER 110350

FIGURE
1



1.) I-85, Between South Terminus and Boggs Road Bridge

The proposed project would extend the HOV lanes currently being constructed under GDOT Project IM-85-2(178). Southbound I-85 would consist of the addition of the two lanes from the westbound S.R. 316 flyover ramp, the existing four mainline general use lanes, and one HOV lane. The six general use lanes reduce to five after passing under the new Old Norcross Bridge. These five general use lanes and one HOV lane would tie into the reduced lane and shoulder widths under GDOT Project IM-85-2(178) at the existing Pleasant Hill Road Bridge. Old Norcross Road would be reconstructed and the bridge replaced with a new bridge to the south. The new bridge would be long enough to accommodate the addition of the HOV lane on northbound and southbound I-85, and the S.R. 316 two lane entrance ramp.

2.) The I-85/S.R. 316 Interchange

A new S.R. 316 westbound flyover ramp constructed north of the existing flyover ramp would enter southbound I-85 from the right side and add two general use lanes. The HOV exit to eastbound S.R. 316 would leave northbound I-85 on the left-hand side using an optional exit lane, and cross over northbound I-85 on a new HOV bridge. The S.R.316 westbound HOV would crossover the same bridge and enter southbound I-85 on the left hand side and merge with the I-85 southbound HOV. The existing S.R. 316 westbound flyover bridge prohibited construction of a two lane northbound I-85 to northbound collector distributor exit ramp under project NH IM 85-2(147) CT 1. Construction of the new S.R. 316 HOV bridge at this time versus utilizing the existing flyover will allow for widening of the exit ramp without any disruption to HOV traffic. } (C)

In addition, the two existing bridges on northbound and southbound I-85 crossing Sweetwater Creek ✓ would be restriped to accommodate the additional HOV lanes. The northbound I-85 bridge traffic can shift over one lane to utilize what will become the obsolete S.R. 316 exit only lane. FHWA ✓ representatives recommend retaining the existing southbound I-85 bridge by allowing reductions in ✓ lane and shoulder widths. This in conjunction with utilizing what will become the two lane obsolete S.R. 316 entrance ramp allows the existing bridge to accommodate the southbound I-85 HOV and four general use lanes and the S.R. 316 eastbound and westbound HOV separated by a concrete median barrier.

In order to accommodate the HOV improvements to northbound I-85 and to provide sufficient distance for signage and driver decision time, the two lane I-85 northbound exit ramp to eastbound S.R. 316 would be moved 1,500 feet south of its existing location.

3.) I-85, North of Boggs Road Bridge

Allowance of HOV lane and shoulder width reductions by FHWA will require the addition of only 4 foot, 8 inches of pavement under this project in combination with the pavement constructed in Project NH IM 85-2(147) CT 1 to accommodate the HOV and four general use lanes in either direction while maintaining a ditch section between the mainline and collector-distributors. Guardrail will be added to outside mainline and inside collector-distributor shoulders when the 4:1 ditch slopes are exceeded. This typical section will reduce the construction time and costs incurred by the alternative of building 18 foot 5 inches of pavement, a concrete median barrier separating the collector-distributors and all the associated drainage structures along the approximate 2.0 miles of northbound and southbound I-85. This typical section is also compatible to project NH IM 85-2(148) which would extend the HOV's to approximately 1740 feet north of Old Peachtree Road.

4.) S.R. 316, Between I-85 Interchange and East Terminus

This segment includes HOV improvements along S.R. 316 by replacing the grass median with 14 foot HOV lanes and 6 foot inside shoulders including a concrete median barrier from the I-85 interchange to the Sugarloaf Parkway eastbound off ramp and westbound on ramp. The existing two lanes and outside shoulders in both directions would be overlaid only thus avoiding any impact to the areas beyond.

EXISTING CONDITIONS

TYPICAL SECTION:

I-85, South of S.R. 316 Interchange - Five 12-foot lanes in each direction, separated by a Jersey barrier with 10-foot paved inside shoulders and 12-foot paved outside shoulders.

I-85, North of S.R. 316 Interchange - Four 12-foot lanes in each direction, separated by a Jersey barrier with 13'-7" inside shoulders and 12-foot paved outside shoulders on each side, except at existing bridges.

SR 316 - Two 12-foot lanes in each direction, with a 40-foot rural depressed median and 8-foot paved outside shoulders on each side.

RIGHT-OF-WAY WIDTH:

Interstate 85 300 ft. on mainline; maximum 1200 ft. at interchanges
 State Route 316 300 ft. mainline; > 400 ft. at interchanges

POSTED SPEED:

Interstate 85 mainline 65 mph
 State Route 316 mainline 55 mph

	<u>MAX DEG. OF CURVE</u>	<u>MAX GRADE</u>
I-85	2.0°	3.0%
S.R. 316	tangent section	3.0%
S.R. 316 westbound flyover	2.0°	1.8%

MAJOR STRUCTURES:

Northbound I-85 bridge over Sweetwater Creek
Southbound I-85 bridge over Sweetwater Creek
Westbound S.R. 316 bridge over northbound I-85
Box culvert, I-85, single 10' x 9', Station 852+70±
Box culvert, I-85 single 6' x 5', Station 856+50±
Box culvert I-85 SB single 10 x 10, Station 925+50±

TYPE ACCESS: Limited Access

PROPOSED CONDITIONS

PROPOSED TYPICAL SECTION: (See Appendix A: Figures A1 to A6; Typical section diagrams)

I-85, South of S.R. 316 Interchange – I-85 northbound: Concrete median barrier with 12-foot inside paved shoulder, 14-foot HOV and Five 12-foot general use lanes with 12 foot outside paved shoulder. I-85 southbound: Concrete median barrier with 10-foot inside paved shoulder, 13-foot HOV and six to five general use lanes (three 11-foot inside, three to two 12-foot outside) with 12-foot outside paved shoulder.

I-85, North of S.R. 316 Interchange – 6-foot inside paved shoulders separated by a concrete median barrier, 13-foot HOV and four 12-foot general use lanes with 10-foot outside paved shoulders.

SR 316 - Two 12-foot general use lanes and a 14-foot HOV lane in each direction, with 6-foot inside shoulders including a concrete median barrier and 8-foot paved outside shoulders.

PROPOSED RIGHT-OF-WAY WIDTH:

Interstate 85 Varies 370 ft. minimum on mainline; 1430 ft maximum at interchange
 State Route 316 300 ft on mainline; > 400 ft. at interchanges

DESIGN SPEED:

Interstate 85 mainline 70 mph
 State Route 316 mainline 70 mph
 State Route 316 westbound flyover 60 mph

	<u>MAX DEG. OF CURVE</u>	<u>MAX GRADE</u>
I-85	2.0°	3.0%
S.R. 316	tangent section	3.0%
S.R. 316 westbound flyover	2.75°	3.5%

TYPE ACCESS: Limited Access

TRAFFIC CONTROL DURING CONSTRUCTION:

Maintenance of Traffic for this project should allow existing traffic along each of the major segments to operate with only minor interruptions for traffic shifts, placement or removal of bridge beams, proposed pavement tie-ins and milling/overlaying/restriping of existing pavement. See Appendix C for Details of traffic maintenance.

MAJOR STRUCTURES:

Extend box culvert I-85: Station 852+70± LT single 10'x9', Station 856+50± LT single 6'x5' Station 925+50± RT single 10 x 10
Construct new westbound S.R. 316 bridge over northbound I-85, Singleton and Sweetwater Creeks.
Construct new eastbound S.R.316 bridge over Sweetwater and Singleton Creeks.
Construct new S.R. 316 HOV bridge over northbound I-85.
Restripe northbound I-85 bridge over Sweetwater Creek.
Construct median barrier for separation of S.R. 316 eastbound and westbound HOV and restripe southbound I-85 bridge over Sweetwater Creek.

DESIGN EXCEPTIONS TO BE REQUIRED:

<u>CONTROLLING CRITERIA</u>	<u>UNDETERMINED</u>	<u>YES*</u>	<u>NO</u>
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	(X)	()
SHOULDER WIDTH	()	(X)	()
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	(X)	()
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)
BRIDGE WIDTH	()	()	(X)
BRIDGE STRUCTURAL CAPACITY	()	(X)	()
	()	()	(X)

* See Detailed Project Concept Description pages 4,5 and 6.

ALTERNATIVES CONSIDERED:

1. No build: No construction of HOV lanes or modification of the I-85/S.R. 316 Interchange.
2. Alternative one: Same as the proposed project except that HOV lanes would only be added along eastbound S.R. 316 to Herrington Road Bridge, and along northbound I-85 to a point just south of the Boggs Road overpass constructed in project NH IM 85-2(147) CT 1.
3. Alternative two: Same as the proposed project except that HOV lanes along northbound and southbound I-85 would only extend to a point just south of the Boggs Road overpass constructed in project NH IM 85-2(147) CT 1.

Alternatives one and two were eliminated because they did not establish a logical termini from which to realize the maximum benefit to traffic. The proposed project completes the existing HOV lane construction and establishes logical termini where a significant amount of commuter traffic enters and exits I-85 and S.R. 316.

NUMBER OF IMPACTED PARCELS:

25

DISPLACEMENTS:

None anticipated.

LEVEL OF ENVIRONMENTAL ANALYSIS:

Categorical Exclusion.

PUBLIC INVOLVEMENT:

Public information meeting has already been held.

APPROXIMATE ACREAGE OF WETLANDS:

< 3.0 Acres

PERMITS REQUIRED (COE 404, TVA):

Nationwide 23

TIME SAVING PROCEDURES APPROPRIATE:

None appropriate.

VALUE ENGINEERING STUDY REQUIRED:

Yes, tentatively scheduled to be held December 2000

OTHER PROJECT IN THE VICINITY:

PROJECT NAME	PROJECT NUMBER	GDOT P.I. NUMBER
S.R. 120 & Boggs Road Interchanges	NH-IM-85-2(147) CT1	110231
Old Peachtree Road Interchange	NH-IM-85-2(148)	110233
I-85 HOV Improvements	IM-85-2(178)	713760

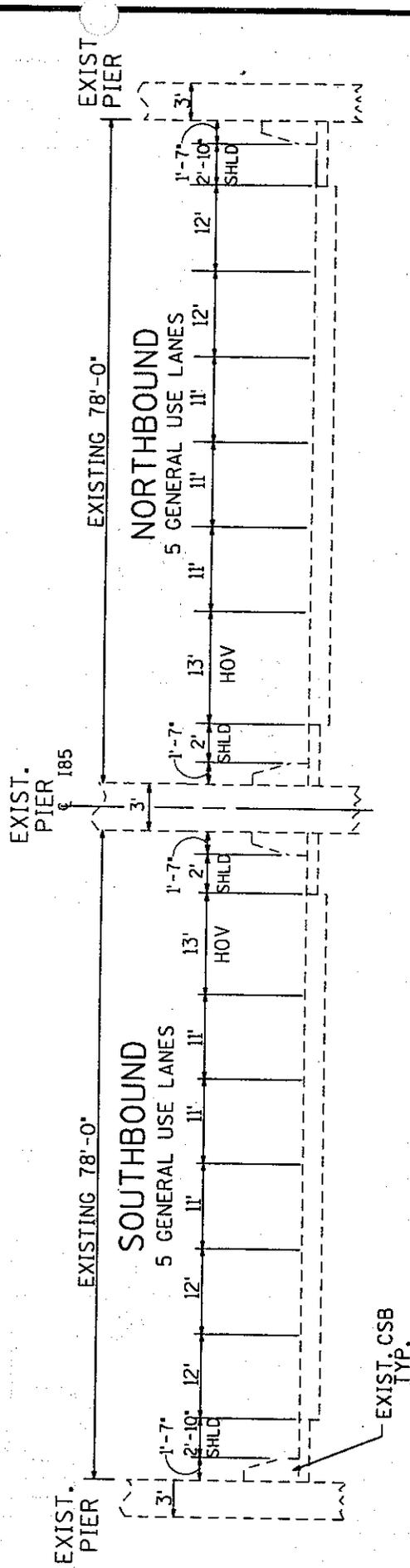
PROJECT COST SUMMARY

Right of Way	\$16,500,000
Reimbursable Utilities	LGPA
Construction Costs	\$34,481,739
Four years of inflation @ 5% (continuous compounding)	\$7,431,031
Engineering & Construction; 10%	\$4,191,277
Subtotal Construction Cost	\$46,104,047
Total Project Cost	\$62,604,047

APPENDIX A

**Typical Sections
(A-1 through A-6)**

**I-85 TYPICAL SECTION
UNDER EXISTING PLEASANT HILL ROAD BRIDGE**



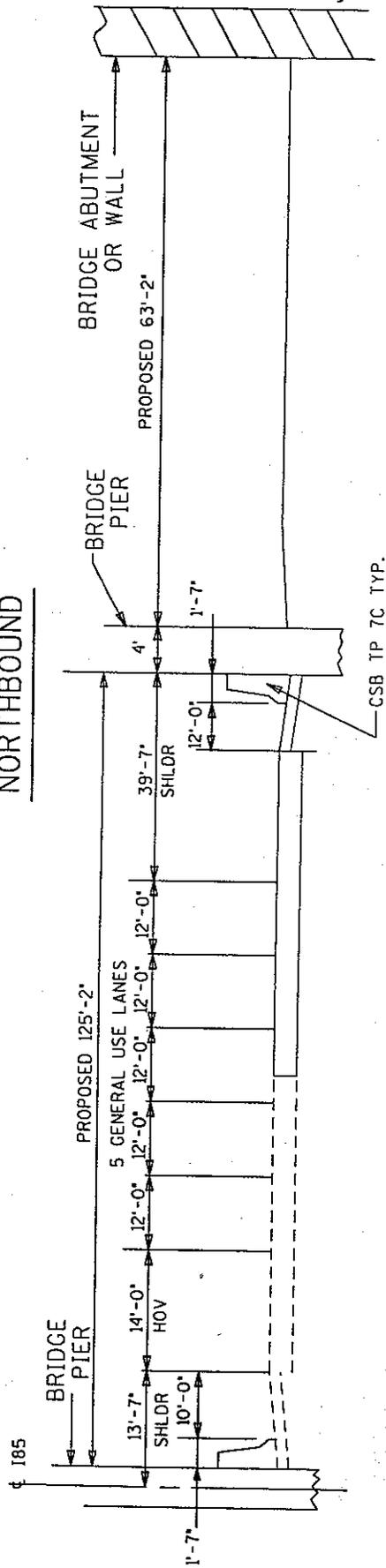
MA Moreland Alcobelli
Associates, Inc.

**I-85 - S.R. 316 INTERCHANGE IMPROVEMENTS
TYPICAL SECTIONS**

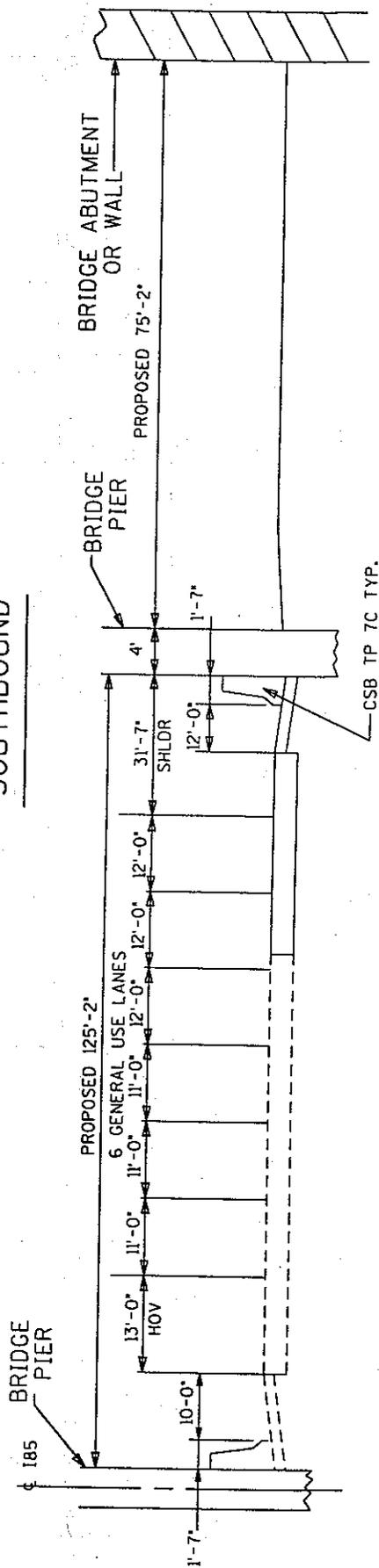
A-1

I-85 TYPICAL SECTION
 UNDER PROPOSED OLD NORCROSS RD. BRIDGE

NORTHBOUND



SOUTHBOUND

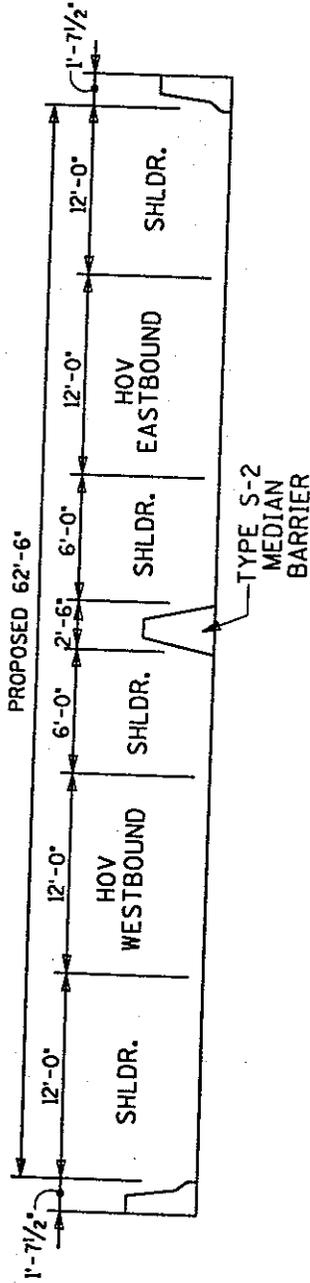


MA Moreland Alcobelli
 Associates, Inc.

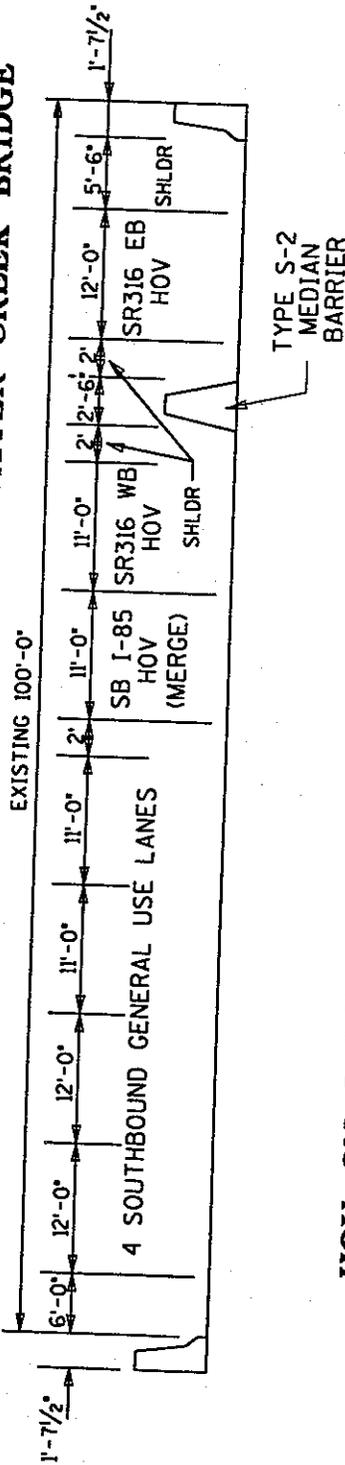
I-85 - S.R. 316 INTERCHANGE IMPROVEMENTS
 TYPICAL SECTIONS

A-2

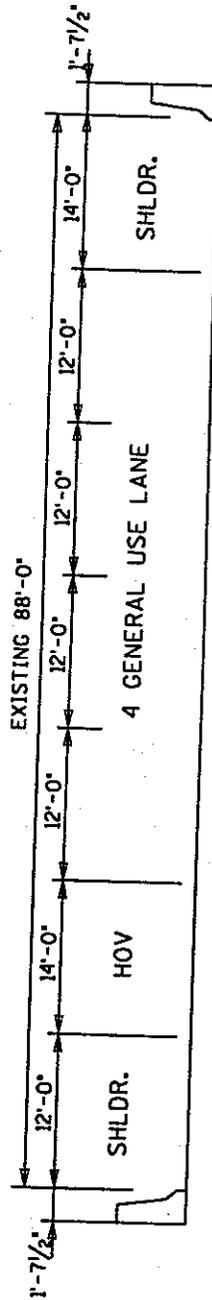
PROPOSED SR316 HOV BRIDGE OVER I-85 NB



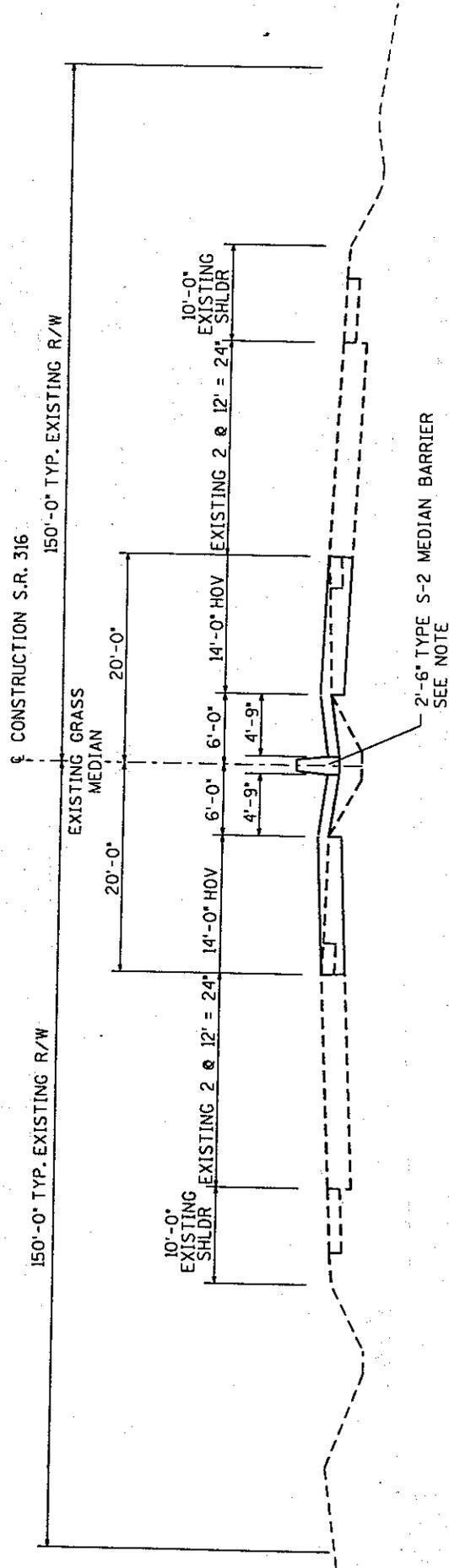
HOV ON EXISTING I-85 SOUTHBOUND SWEETWATER CREEK BRIDGE



HOV ON I-85 NORTHBOUND SWEETWATER CREEK BRIDGE



**S.R. 316
EAST OF BOGGS ROAD**



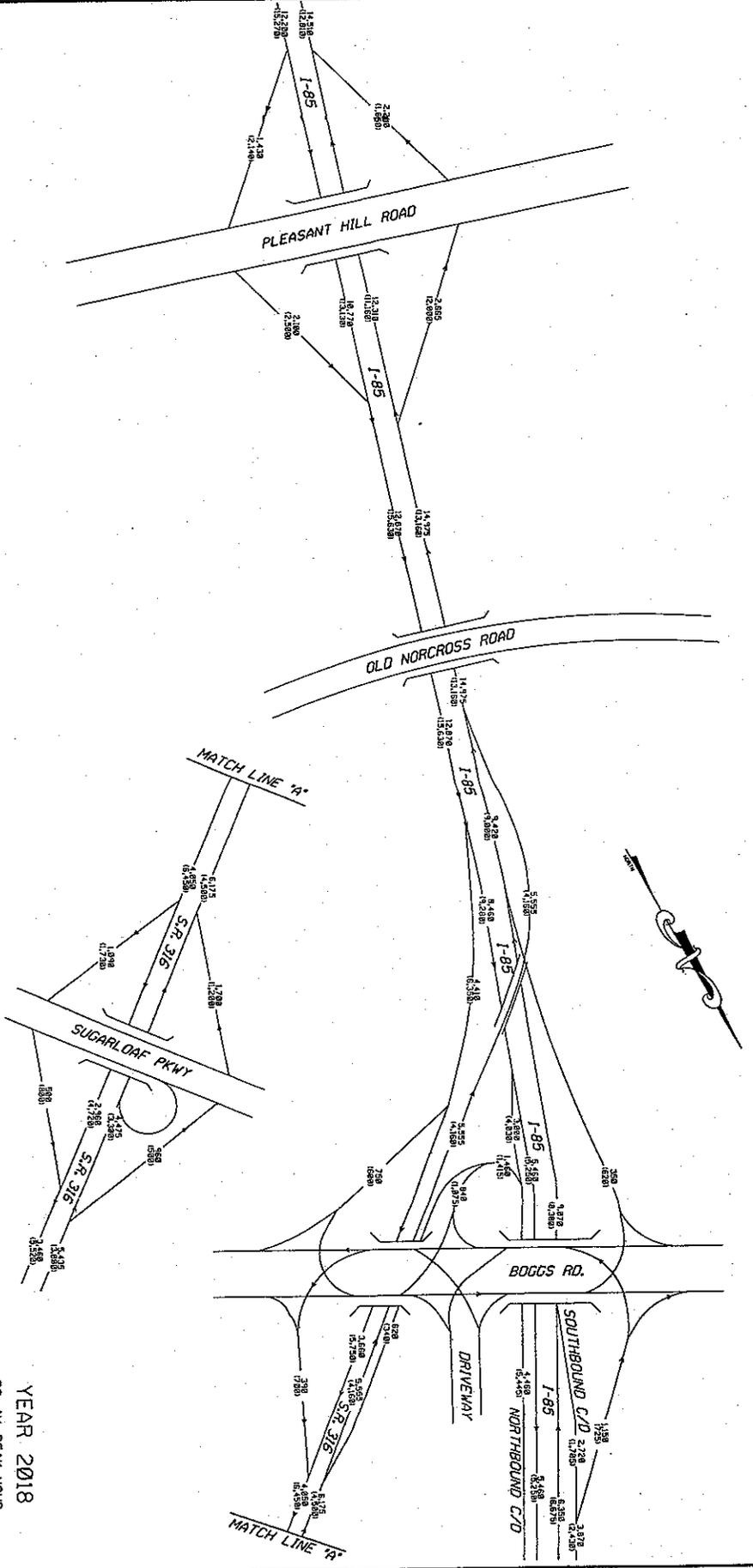
NOTE:
SEE TYPICAL SECTION A-6
FOR SR316 UNDER HERRINGTON RD.
BRIDGE.

APPENDIX B

**Traffic Diagrams
(B-1 & B-2)**

NOTE: TRAFFIC DOES NOT REPRESENT THE REDUCTION OF TRAFFIC DUE TO HOV LANES AND OTHER TRAFFIC REDUCTION MEASURES.

YEAR 2018
 00 AM PEAK HOUR
 000 PM PEAK HOUR
 - NOT TO SCALE -



DATE	NUMBER	SCALE	SHEET
08/11/11	11111	1"=100'	11111
08/11/11	11111	1"=100'	11111
08/11/11	11111	1"=100'	11111

NO.	DATE	BY	REVISIONS
1	08/11/11	MA	ISSUED FOR PERMIT
2	08/11/11	MA	REVISED
3	08/11/11	MA	REVISED
4	08/11/11	MA	REVISED
5	08/11/11	MA	REVISED
6	08/11/11	MA	REVISED
7	08/11/11	MA	REVISED
8	08/11/11	MA	REVISED
9	08/11/11	MA	REVISED
10	08/11/11	MA	REVISED

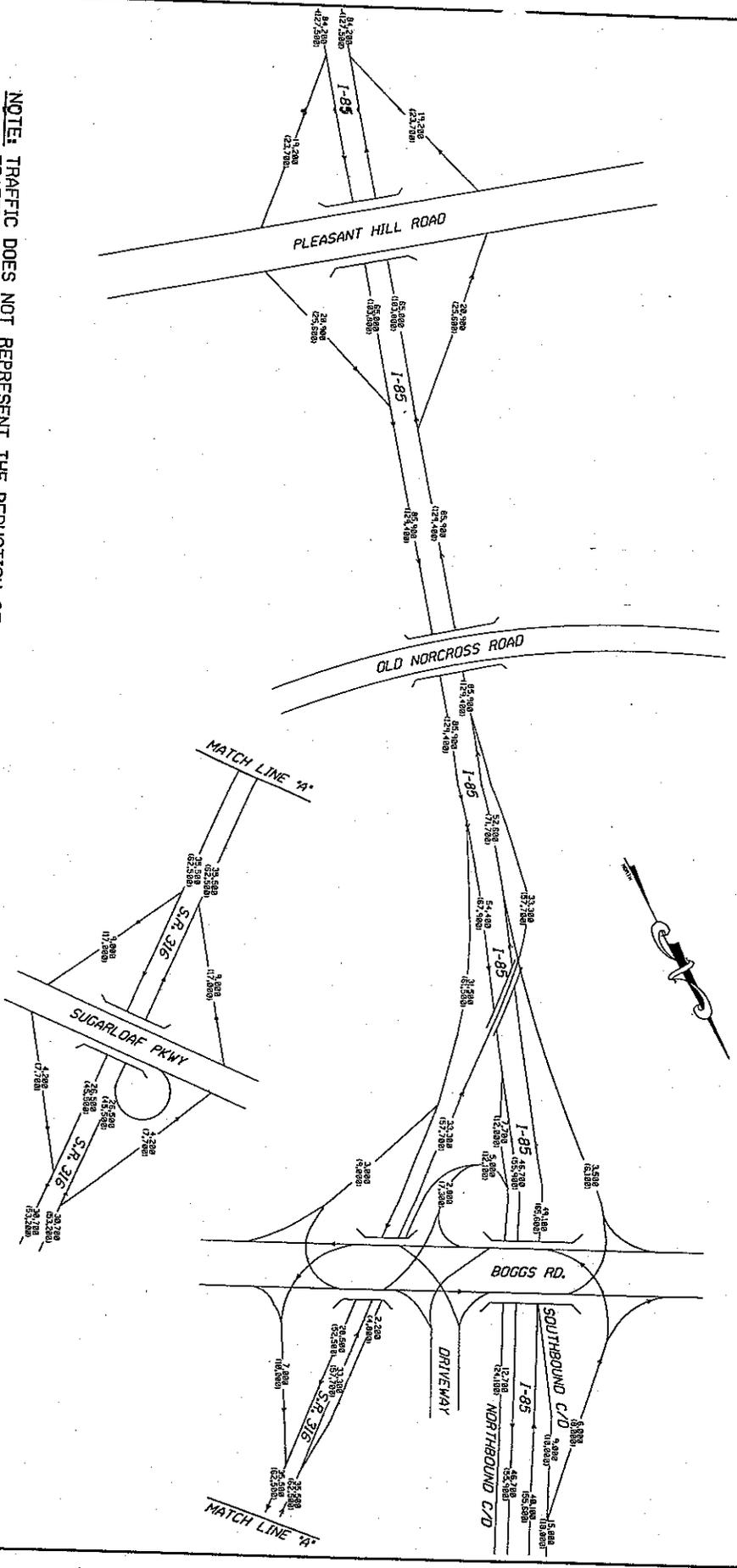
MA Moreland Altabelli Associates, Inc.

INTERSTATE 85/SR 316 INTERCHANGE IMPROVEMENTS
 TRAFFIC FLOW DIAGRAM (YEAR 2018)

B-1

NOTE: TRAFFIC DOES NOT REPRESENT THE REDUCTION OF TRAFFIC DUE TO HOV LANES AND OTHER TRAFFIC REDUCTION MEASURES.

AVERAGE DAILY TRAFFIC
 000 YEAR 1998
 1000 YEAR 2018
 - NOT TO SCALE -



DATE	10/18/18	BY	WJL
PROJECT	INTERSTATE 85/SR 316 INTERCHANGE IMPROVEMENTS	SCALE	AS SHOWN
CONTRACT	18-00000001	NO. OF SHEETS	2
SHEET NO.	B-2	TOTAL SHEETS	2

PROJECT NO. 18-00000001
 SHEET NO. B-2
 DATE 10/18/18
 BY WJL

MA Moreland Albelli Associates, Inc.

NO. OF SHEETS	2
SHEET NO.	B-2
DATE	10/18/18
BY	WJL
PROJECT	INTERSTATE 85/SR 316 INTERCHANGE IMPROVEMENTS
CONTRACT	18-00000001
SHEET NO.	B-2
DATE	10/18/18
BY	WJL

INTERSTATE 85/SR 316 INTERCHANGE IMPROVEMENTS
 TRAFFIC FLOW DIAGRAM (AVERAGE DAILY TRAFFIC)

B-2

Department of Transportation
State of Georgia

PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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

Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00

DATE

James A. Kerney
STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

DISTRICT ENGINEER

5/5/00

DATE

O. J. M. Kelly
PROJECT REVIEW ENGINEER

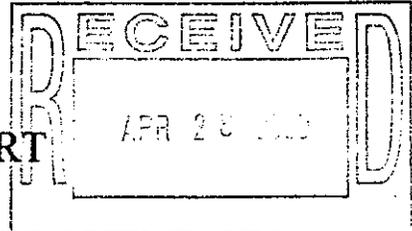
DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia



PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

5/10/00
DATE

Marta V. Rosen
STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00
DATE

James A. Kennedy
STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia

PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
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Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00
DATE

James A. Kennedy
STATE ROAD DESIGN ENGINEER

DATE STATE ENVIRONMENTAL / LOCATION ENGINEER

5-2-00
DATE

Randy E. Kent
DISTRICT ENGINEER

DATE PROJECT REVIEW ENGINEER

DATE STATE TRAFFIC OPERATIONS ENGINEER

DATE STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia

PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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Date of Report: October 15, 1999

Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00

DATE

STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

5/13/00

DATE

STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia

PROJECT CONCEPT REPORT

I-85/S.R. 316 INTERCHANGE & HOV IMPROVEMENTS

Project NH-IM-85-2(146) Gwinnett County
Georgia DOT P.I. Number: 110530
Federal Route Number: I-85
State Route Number(s): 403 & 316

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

Date of Report: October 15, 1999
Revised March 6, 2000

RECOMMENDATION FOR APPROVAL

DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE STATE TRANSPORTATION PROGRAMMING ENGINEER

4/26/00

DATE

STATE ROAD DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

5/4/2000

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

STATE BRIDGE & STRUCTURAL ENGINEER

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

James A. Kennerly, State Road Design Engineer

Attention: Jim Simpson

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer(*use with bridge and conduit*)

General Files

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: HPP-IM-85-2(146)/Gwinnett County
P.I. No. 110530

Office: Traffic Operations
Atlanta, Georgia
Date: May 1, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

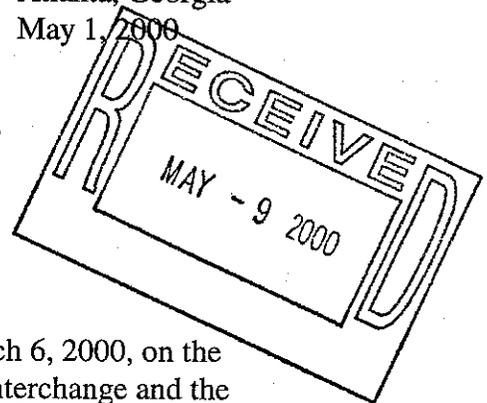
We have reviewed the revised concept report, dated March 6, 2000, on the above project for the reconstruction of the I-85/SR 316 interchange and the implementation of HOV lanes, on I-85 and SR 316. The project begins just north of Pleasant Hill Road, on I-85, extending through the SR 316 interchange, to just north of the Boggs Road interchange. On the SR 316 facility the project ends north of Sugarloaf Parkway.

This revision, eliminates the concern of our initial review, dated October 27, 1999, of the split of the HOV lane on the flyover ramp from westbound SR 316.

We'd like to remind the design offices of this project, that several devices for the Advanced Transportation Management System(ATMS) are installed that may be in need of relocation. The ATMS design section of this office can provide details for inclusion in this project.

We again request conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in this project.

We believe this concept will improve safety and operational capacity along this section of roadway.



SUMMARY OF PROJECT COSTS

Non-Construction Costs

A.	Right of Way	\$16,500,000
B.	Reimbursable Utilities	LGPA
	Total Non-Construction Cost	\$16,500,000

Construction Costs

C.	Major Structures	\$17,731,325
D.	Grading and Earthwork	\$2,146,000
E.	Drainage	\$234,800
F.	Base and Paving	\$8,155,280
G.	Concrete Work	\$1,338,210
H.	Sign, Stripe & Light	\$875,000
I.	Guardrail	\$119,899
J.	Traffic Control	\$1,935,000
K.	Clearing, Grubbing, and Landscaping	\$1,245,000
L.	Miscellaneous Construction Items	\$701,225
	Construction Cost Subtotal	\$34,481,739
	Four years of inflation @ 5%	\$7,431,031
	Engineering & Construction; 10%	\$4,191,277
	Total Construction Cost	\$46,104,047
	Total Project Cost	\$62,604,047

6. Asphalt Concrete 12.5 mm Superpave 165#/SY (1 1/2")	800 TN @	\$39.50	\$31,600
7. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	17,500 TN @	\$38.00	\$665,000
8. Asphalt Concrete 25 mm Superpave 990#/SY (9")	22,000 TN @	\$33.50	\$737,000
9. Asphalt Concrete 25 mm Superpave 880#/SY (8")	26,600 TN @	\$33.50	\$891,100
10. Asphalt Concrete 25 mm Superpave 550#/SY (5")	2,500 TN @	\$33.50	\$83,750
11. Bitum Tack Coat	29,100 GL @	\$1.00	\$29,100
12. Milling	91,100 SY @	\$1.60	\$145,760
13. Asphalt Concrete Leveling	1,700 TN @	\$36.30	\$61,710
		Subtotal	\$8,155,280

G. Concrete Work

1. Median Barrier Walls (TP 20,21,22 with concrete glare screen	12,900 LF @	\$81.50	\$1,051,350
2. Concrete Ditch Paving 4"	2,700 SY @	\$25.00	\$67,500
3. Concrete Slope Paving 4"	720 SY @	\$35.00	\$25,200
4. Concrete Curb & Gutter, 8 in x 30 in TP 2	3,000 LF @	\$10.00	\$30,000
5. Reinforced Concrete Approach Slabs	1,824 SY @	\$90.00	\$164,160
		Subtotal	\$1,338,210

H. Signing, Striping, and Lighting

1. Signs	8,300 SF @	\$20.00	\$166,000
2. Supports		Lump Sum	\$184,000
3. Striping		Lump Sum	\$125,000
4. Lighting		Lump Sum	\$400,000
		Subtotal	\$875,000

I. Guardrail

1. Guardrail TP W	7,700 LF @	\$11.00	\$84,700
2. Guardrail TP T	315 LF @	\$24.60	\$7,749
3. Anchors TP 12	14 ea @	\$1,650.00	\$23,100
4. Anchors TP 1	10 ea @	\$435.00	\$4,350
		Subtotal	\$119,899

J. Traffic Control

Lump Sum **\$1,935,000**

K. Landscaping

1. Clearing & Grubbing	260 AC @	\$3,000.00	\$780,000
2. Grassing	140 AC @	\$2,000.00	\$280,000
3. Erosion Control		Lump Sum	\$185,000
		Subtotal	\$1,245,000

L. Miscellaneous Items

1. Field Office TP 3	1 ea @	\$42,200.00	\$42,200
2. Misc. Construction Items		Lump Sum	\$257,000
3. Woven Wire Fence	15,300 LF @	\$4.25	\$65,025
4. Remove Existing Bridges		Lump Sum	\$337,000
		Subtotal	\$701,225

SUMMARY OF PROJECT COSTS

A.	Right of Way		\$16,500,000
B.	Reimbursable Utilities		LGPA
C.	Major Structures		
	1. SR316 EB over Sweetwater/Singleton creeks	32,890 SF @	\$55.00 \$1,808,950
	2. SR316 WB over I-85/Sweetwater/Singleton creeks	146,740 SF @	\$75.00 \$11,005,500
	3. SR316 HOV over I-85 NB	26,300 SF@	\$55.00 \$1,446,500
	4. Old Norcross over I-85	39,625 SF@	\$75.00 \$2,971,875
	5. Retaining Walls	10,700 SF@	\$35.00 \$374,500
	6. Box Culverts (258 CY class A concrete, 34,500 lb bar reinforced steel		Lump sum \$124,000
			Subtotal \$17,731,325
D.	Grading and Earthwork		
	1. Borrow	223,000 CY @	\$7.00 \$1,561,000
	2. Unclassified Excavation	195,000 CY @	\$3.00 \$585,000
			Subtotal \$2,146,000
E.	Drainage		
	1. Pipe		
	15 " H1'-10'	900 LF @	\$24.70 \$22,230
	18 " H1' - 10'	900 LF @	\$25.30 \$22,770
	24 " H1' - 10'	100 LF @	\$32.70 \$3,270
	30 " H1' - 10'	100 LF@	\$42.50 \$4,250
	30 " H10' - 15'	100 LF @	\$43.50 \$4,350
	36 " H10' - 15'	100 LF @	\$64.00 \$6,400
	54" H20' - 25'	60 LF @	\$120.00 \$7,200
	FES 15 "	9 ea @	\$304.00 \$2,736
	FES 24 "	2 ea @	\$450.00 \$900
	FES 30 "	7 ea @	\$565.00 \$3,955
	FES 36 "	3 ea @	\$765.00 \$2,295
	Class A concrete including reinforcing steel (Headwall 54")	12 CY@	\$500.00 \$6,000
	2. Catch Basins	7 ea @	\$1,500.00 \$10,500
	3. Drop Inlets (5001-M TP M-2)	20 ea @	\$5,400.00 \$108,000
	4. Manholes	2 ea @	\$1,500.00 \$3,000
	5. Riprap TP1 36"	100 SY@	\$56.00 \$5,600
	6. Miscellaneous Drainage		Lump Sum \$21,344
			Subtotal \$234,800
F.	Base & Paving		
	1. Graded Aggregate Base 14"	44,300 SY@	\$13.50 \$598,050
	2. Graded Aggregate Base 12"	70,100 SY@	\$12.00 \$841,200
	3. Graded Aggregate Base 6"	45,300 SY@	\$6.70 \$303,510
	4. Asphalt Concrete 12.5 mm OGFC 90#/SY	22,900 TN @	\$55.00 \$1,259,500
	5. Asphalt Concrete 12.5 mm SMA 165#/SY (1-1/2")	45,600 TN @	\$55.00 \$2,508,000

APPENDIX D

SUMMARY OF PROJECT COSTS

[Faint, illegible text, likely a table or list of project costs]

APPENDIX C

MAINTENANCE OF TRAFFIC (CONSTRUCTION PHASING)

STAGE 1: Maintain all existing traffic and construct:

New westbound S.R. 316 flyover just north of the existing bridge.

New S.R. 316 HOV flyover just south of the existing bridge.

New eastbound S.R. 316 exit fork along northbound I-85 including the bridge over Sweetwater and Singleton Creeks.

HOV lanes on I-85 northbound and southbound.

HOV lanes including concrete median barrier in S.R. 316 grass median.

Relocated Old Norcross Road, including the bridge over I-85

STAGE 2

Shift traffic onto relocated Old Norcross Road.

Shift S.R. 316 traffic onto the new eastbound exit fork and westbound flyover.

Open all HOV lanes including S.R. 316 HOV flyover to traffic.

Remove the existing S.R. 316 westbound bridge over I-85 northbound.

Remove the existing Old Norcross bridge over I-85

Construction of the new westbound S.R. 316 flyover shall be staged in such a manner as to expedite its completion. All other construction shall be staged so that all HOV lanes including the S.R. 316 HOV flyover are opened to traffic simultaneously with the shifting of the westbound S.R. 316 traffic onto the new flyover.

November 16, 2000

Wayne Hutto:

The attached Concept Report HPP-IM-85-2(146), P.I. 110530 as reviewed by this office was found to be in conflict with the ARC modeled network. The HOV lanes proposed for I-85 should be limited to I-85 as described on page 2 of the report. Continuation of HOV lanes on to S.R. 316 to a point east of Boggs Road, as proposed, violates the modeled network. Further, Project HPP-IM-85-2 (146) is also designated as a Traffic Control Measure (TCM) in the State Implementation Plan (SIP). Projects limits of the TCM stop at S.R. 316 and do not continue on to S.R. 316 as the concept report proposes. Project limits and design considerations have been discussed at length at Interagency Consultation Group meeting during the development of the RTP. Therefore in consideration of the above, we cannot sign the Concept Report as presently developed.

Marta V. Rosen



U.S. Department
of Transportation
**Federal Highway
Administration**

ORIGINAL TO GENERAL FILES	
FOR ACTION BY:	
Jim Kennerly	Georgia Division Office
 WAYNE SHACKELFORD	

1720 Peachtree Road, N.W.
Suite 300
Atlanta, Georgia 30367

May 4, 1995

IN REPLY REFER TO:

HTM-GA

cc: Charles Lewis
Frank Danchetz
John Lively
Wayne Hutto

Mr. Wayne Shackelford
Commissioner
Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334

Subject: Georgia Project IM-85-2(146), Gwinnett County
Interchange Reconstruction of I-85 @ SR 316

Dear Mr. Shackelford:

We have received your letter of April 14, 1995, transmitting a draft concept report on the above project. After reviewing the report, we offer the following comments:

General Comment:

We recommend that Bridge No. 1 be designed to accommodate the future C/D road system on I-85 northbound and southbound. A traffic flow drawing for the year of 1995 appeared to be incorrect. The existing westbound SR 316 bridge does not go over the I-85 southbound lanes.

Specific Comments:

Basic Elements of the Project Concept on Page 5

- The 3 lanes will merge with the "proposed" 4 lanes on I-85 southbound. In the above sentence, the proposed should read as "existing."
- Under subtitle "B. I-85 Northbound Lane Balance," the report indicated that the 6 northbound lanes on I-85 preceding the SR 316 exit will be widened to 7 lanes; however, please be advised that there is presently only 5 northbound lanes on I-85 between Pleasant Hill and the SR 316 exit.



Page 9

- The construction cost under column A should be \$15,595,550.

Please feel free to contact Young Kim at 347-3093 if you have any questions regarding this matter.

Sincerely yours,

A handwritten signature in cursive script that reads "Young S. Kim".

Larry R. Dreihaup, P.E.
Division Administrator