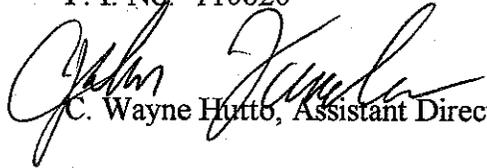


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(166) Barrow-Jackson Counties **OFFICE** Preconstruction
P. I. No. 110620
DATE February 8, 2002
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

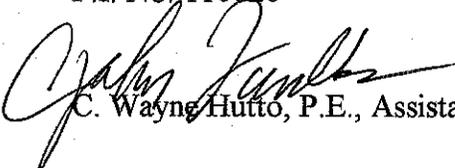
DISTRIBUTION:

David Mulling
Harvey Keeper
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FHWA
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BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(166)Barrow-Jackson Counties **OFFICE** Preconstruction
P.I. No. 110620 **DATE** October 18, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

*what about future
road improvements*

This project is the widening and reconstruction of I-85 beginning just north of SR 211 and ending just north of SR 60 for a total of 5.5 miles. The existing roadway consists of two lanes in each direction separated by a 64' depressed grass median. The existing major structures are as follows:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
I-85 over Mulberry River	NBL & SBL 228' x 45'	95.4
Church Road/CR 177 Overpass	371' x 32'	 75
Green Street/SR 53 Overpass	267' x 34'	77.0
SR 60 Overpass	260' x 34'	84.6

I-85/SR 403, a rural principal arterial, is a primary corridor in northeast Georgia. The Level of Service (LOS) for this section of I-85 is presently at LOS "D." With a projected 70% increase in traffic by the year 2005, the LOS will decrease to "F" if the additional lanes are not constructed. The base year traffic (2005) is 51,600 VPD and the design year traffic (2025) is 95,300 VPD. The posted speed and the design speed are 70 MPH.

The construction proposes to widen I-85 to a six lane facility for the entire project length. The typical section will consist of three, 12' lanes in each direction with a 28' median with barrier and 16' outside paved shoulders. All widening will be to the inside and no additional right-of-way is required. Traffic will be maintained on existing roadways during construction.

Bridge construction will be as follows:

1. I-85 over Mulberry River - widen the existing bridges to the inside to form one bridge (228' x 147') that will span the inside median.
2. Church Road/CR 177 Overpass - jack bridge to provide minimum clearance of 17'.

Frank L. Danchetz
Page 2

NH-IM-85-2(172)
October 18, 2001

3. SR 60 Overpass - jack bridge to provide minimum clearance of 17'.
what about SR 53 overpass bridge?

A design exception will be required for substandard stopping sight distance at MP 126.5 near CR 177 and MP 129.5, 130.3, 130.7 and 131.6 between SR 53 and SR 60.

Environmental concerns include requiring a ~~COE 404 Permit~~; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are 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)	\$20,962,000	\$19,650,000	LR	LR
Right-of-Way & Utilities	-0-	-0-		

This project will increase capacity, enhance safety and reduce congestion along this portion of I-85. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR



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

See Comments

APPROVE



~~For Larry R. Dreihaupt, Division Administrator, FE~~

transmitted via email 1/30/02

to Jim Kennerly

APPROVE



Frank L. Danchetz, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-IM-85-2(166) Barrow-Jackson **OFFICE:** Engineering Services
P.I. Number 110620- **DATE:** October 17, 2001

FROM: *DTM* David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

OCT 17 2001

We have reviewed the concept report submitted September 27, 2001 by the letter from James A. Kennerly dated September 27, 2001, and have the following comment:

1. Estimated quantities and unit prices used to determine the cost of the bridges, pipe, signing & marking, traffic control and other items were not provided in the cost estimate. Costs for these items cannot be verified without this information.

The costs for the project are:

Construction	\$16,570,000
Inflation	\$ 2,486,000
E&C	\$ 1,906,000
Reimbursable Utilities	\$ 0
Right of Way	\$ 0

DTM

c: Jim Kennerly

SCORING RESULTS AS PER MOG 2440-2

Project Number: NH-IM-85-2(166)		County: BARROW-JACKSON		PI No.: 110620-	
Report Date: 9/27/01		Concept By: DOT Office: ROAD DESIGN			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Jordon, Jones & Goulding Inc.			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input checked="" type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	90%	Estimated quantities & unit prices used to determine cost for bridge, traffic control, signing & marking, other items not provided in estimate.			
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60

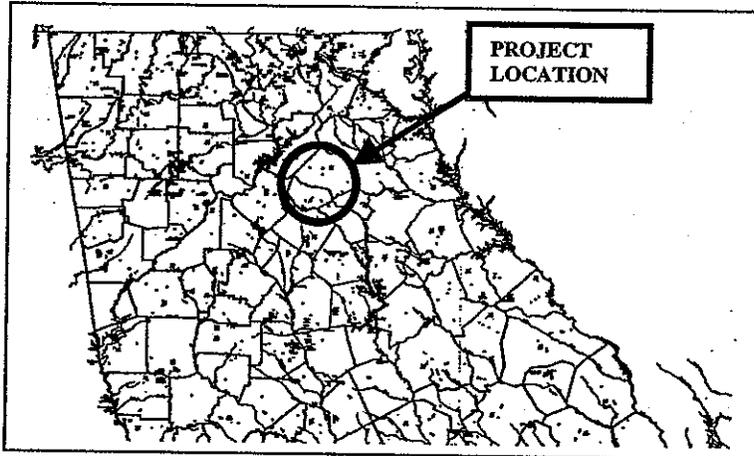
Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt H. Story
Project Manager

DATE 9-15-01

James Kennedy
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

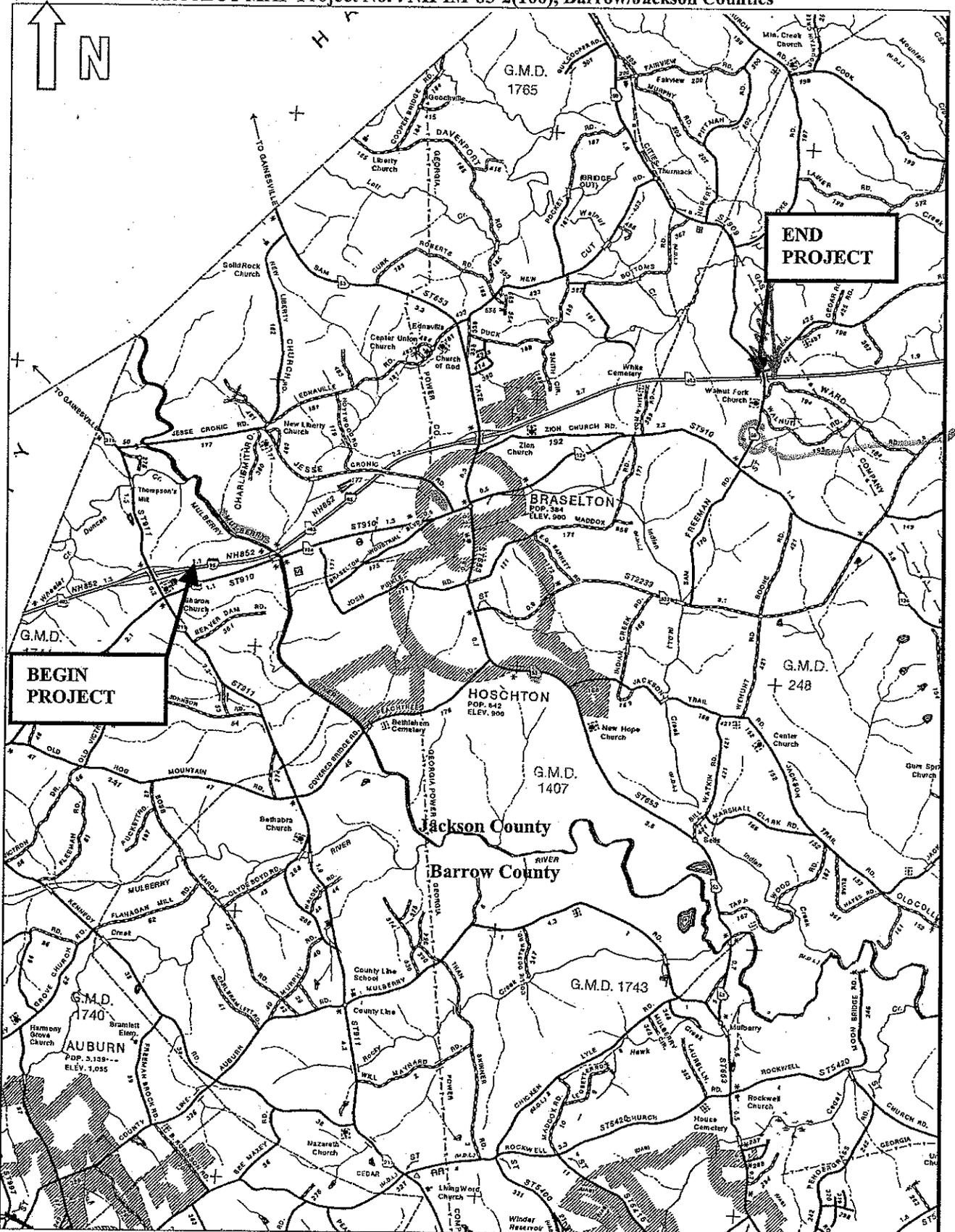
DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design

PROJECT MAP-Project No. : NH-IM-85-2(166), Barrow/Jackson Counties



- Major interchanges or intersections along the project: Green St. (SR 53)
- Existing length of roadway segment and the beginning mile logs for each county segment: 5.5 miles; mile log 126.6-127.2 (Barrow Co.) & 127.2-132.1 (Jackson Co.)

Proposed Design Features:

- Proposed typical section(s):
 - Six 12' lanes
 - Median barrier
 - 12'-9" paved inside shoulder
 - 16' paved outside shoulder
- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum grade Mainline: 3.0% Maximum grade allowable: 4.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Maximum degree of curve: 1° 00' Maximum degree allowable: 3° 00'
- Right of way
 - Width: 300' (Minimum)
 - Easements: Temporary (), Permanent (), Utility (), Other ()
 - Type of access control: Full (X), Partial (), By Permit (), Other ()
 - Number of parcels: 0 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - 228'x147' Widen two parallel two-lane bridges over Mulberry River on I-85 to six lanes (includes a 28' median on structure)
- Major intersections and interchanges: *No interchange improvements expected*
- Traffic control during construction: *Traffic to be maintained on existing roadways during construction*
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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)

A Design Exception will be required for substandard stopping sight distance at milepost 126.5 near Liberty Church Road (CR 177) and at mileposts 129.5, 130.3, 130.7 and 131.6 between Green St. (SR 53) and SR 60.

- Design Variances: Stopping Sight Distance

- Environmental concerns: None anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: *None*

Project responsibilities:

- Design: Georgia DOT
- Right of Way Acquisition: N/A
- Relocation of Utilities: N/A
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: not determined
- Providing detours: N/A

Coordination

- Concept meeting date: June 13, 2001 Meeting minutes attached.
- P. A. R. meetings, dates and results: None required
- FEMA, USCG, and/or TVA: None to date
- Public involvement: A public information meeting will not be required
- Local government comments:
- Other projects in the area:
 - NH-IM-85-2(167), Jackson County, I-85 Widening from just north of SR 60 to just north of SR 11
 - NHS-M001-00(027), Gwinnett, Barrow, Jackson, and Banks Counties; Resurfacing of I-85 south of SR 211 in Gwinnett County to south of US 441/SR 15 in Banks County
 - IM-00MS(266), I-85 Safety Upgrades at SR 211 in Barrow County and SR 53, SR 82 and SR 98 in Jackson County
 - IM-85-2(177), Jackson County, Rest Areas
 - STP-065-3(55), SR 53 from I-85 to Lanier Raceway/Road Atlanta
- Other coordination to date
 - Future Passenger Rail Corridor Yes ___ No ___

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months
- Time to complete preliminary construction plans: 6 Months
- Time to complete right of way plans: 0 Months
- Time to complete the Section 404 Permit: 6 Months
- Time to complete final construction plans: 3 Months
- Time to complete to purchase right of way: 0 Months

Other alternates considered:

- **No Build:** *This alternative does not meet the capacity and operational needs of the project.*
- **Widen I-85 to six lanes while maintaining the existing 64' depressed median:** *This alternative would have met the required capacity, but would have required additional right-of-way acquisitions.*

Comments:

- *The section of I-85 between SR 211 and Green Street (SR 53) will have a LOS E for the design year 2025. The section of I-85 between Green Street (SR 53) and Lee Street (SR 11) will have a LOS D for the design year 2025. It is the intent of the Department to program future projects to bring the level-of-service up to an acceptable level.*
- *The existing two-lane bridge on Liberty Church Road (CR 177) over I-85 will have a vertical clearance of 16.14' and should be jacked to provide a minimum clearance of 17.00'.*
- *The existing two-lane bridge on SR 60 over I-85 will have a vertical clearance of 15.55' and should be jacked to provide a minimum clearance of 17.00'.*

Attachments:

1. Need and Purpose Statement
2. Cost Estimates:
 - a. Construction including E&C(10) and Inflation, \$20,839,089
 - b. Right of Way, \$0
 - c. Utilities, \$0
3. Typical sections,
4. Accident summaries
5. Capacity analysis,
6. Minutes of Concept meeting,
7. LGPA

NEED AND PURPOSE
PROJECTS NH-IM-85-2 (166-174)
BARROW, JACKSON, BANKS, FRANKLIN
P.I. NO. 110620, 110630, 110640, 110650, 110660, 110670, 110680, 110690, 110700
I-85/SR 403 IMPROVEMENTS

I-85/SR 403, a rural principal arterial, is a primary corridor in northeastern Georgia. The proposed project NH-IM-85-2 (166-174) would consist of adding one lane to I-85/SR 403 inside the median in each direction from SR 211 in Barrow County to north of SR 17 in Franklin County for a total of 47.2 miles.

Level of Service

The current Average Annual Daily Traffic (AADT) on I-85/SR 403 for projects NH-IM-85-2 (166-174) ranges from 35,800 to 42,800 providing a Level of Service in the "C" to "D" range. The projected (2025) traffic volumes for NH-IM-85-2 (166-174) range from 76,800 AADT to 95,300 AADT, providing for a LOS "F". The increasing traffic volumes, with 24% trucks, are projected to cause the roadway to reach unacceptable Levels of Service.

<i>Projects NH-IM-85-2</i>	<i>Current Year (2005) AADT</i>	<i>Current Year (2005) (LOS)</i>	<i>Design Year (2025) Projected AADT</i>	<i>Design Year (2025) Projected (LOS) Build</i>	<i>Design Year (2025) Projected (LOS) No Build</i>
(166)	51,600	D	95,300	E	F
(167)	51,600	D	87,700	D	F
(168)	53,800	D	91,500	E	F
(169)	53,200	D	90,500	E	F
(170)	51,200	D	87,100	E	F
(171)	51,200	D	87,100	E	F
(172)	49,500	D	84,200	E	F
(173)	47,000	C	79,900	D	F
(174)	45,200	C	76,800	D	F

Accidents

The latest year that complete accident data is available is 1997. The statewide average accident rate in 1997 for a rural interstate was 49 accidents per 100,000,000 vehicle miles traveled. Proposed projects NH-IM-85-2 (166-173) are below the statewide average. Proposed project NH-IM-85-2 (174) was above the statewide average.

<i>Projects NH-IM-85-2</i>	<i>Accidents</i>	<i>Accident Rate</i>	<i>Statewide Accident Average</i>
(166)	25	31	49
(167)	12	15	49
(168)	26	46	49
(169)	17	17	49
(170)	12	26	49
(171)	9	16	49
(172)	17	21	49
(173)	18	36	49
(174)	65	51	49

Project Termini

The termini for the proposed projects are as follow:

<i>Projects NH-IM-85-2</i>	<i>Southern Terminus</i>	<i>Northern Terminus</i>	<i>Project Length (Miles)</i>
(166)	North of SR 211	Ties into proposed project NH-IM-85-2 (167) Location: North of SR 60	5.8 mi.
(167)	Ties into proposed project NH-IM-85-2 (166) Location: North of SR 60	Ties into proposed project NH-IM-85-2 (168) Location: North of US 129/SR 11	5.0 mi.
(168)	Ties into proposed project NH-IM-85-2 (167) Location: North of US 129/SR 11	Ties into proposed project NH-IM-85-2 (169) Location: North of SR 82	3.6 mi.
(169)	Ties into proposed project NH-IM-85-2 (168) Location: North of SR 82	Ties into proposed project NH-IM-85-2 (170) Location: North of SR 98	6.2 mi.
(170)	Ties into proposed project NH-IM-85-2 (169) Location: North of SR 98	Ties into proposed project NH-IM-85-2 (171) Location: North of US 441/SR 15	2.8 mi.
(171)	Ties into proposed project NH-IM-85-2 (170) Location: North of US 441/SR 15	Ties into proposed project NH-IM-85-2 (172) Location: North of SR 63	4.4 mi.
(172)	Ties into proposed project NH-IM-85-2 (171) Location: North of SR 63	Ties into proposed project NH-IM-85-2 (173) Location: North of SR 51	6.0 mi.
(173)	Ties into proposed project NH-IM-85-29(172) Location: North of SR 51	Ties into proposed project NH-IM-85-2 (174) Location: North of SR 320	4.1 mi.
(174)	Ties into proposed project NH-IM-85-2 (173) Location: North of SR 320	North of SR 17	9.3 mi.

Other Projects in the Area

Although the proposed improvements demonstrate independent utility, it is also consistent with the goals of other projects in the area in order to improve the entire transportation network.

- NHS-M001-00 (027), Gwinnett, Barrow, Jackson, and Banks Counties: resurfacing of I-85 south of SR 211 in Gwinnett County to South of US 441/SR 15 in Banks County
- IM-00MS (266), I-85 Safety Upgrades at SR 211 in Barrow County and SR 53, SR 82, and SR 98 in Jackson County
- IM-85-2 (177), Jackson County Rest Areas
- STP-065-3 (55), SR 53 from I-85 to Lanier Raceway/Road Atlanta
- IM-00MS (325), I-85 Safety Upgrades at SR 15 and SR 63 in Banks County and SR 51, SR 320, SR 106, and SR 17 in Franklin County and SR 77 in Hart County
- EDS-IM0545 (19), Widen and Reconstruct SR 17 from CR 67 in Lavonia to Stephens County line including replacement bridge over I-85 and realigning ramp terminals on SR 17

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(166)

COUNTIES: Barrow/Jackson

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 5.5 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST		Phase I
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)	\$	-
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$	-
3. OTHER COST (ADM./COST, INFLATION)	\$	-
SUBTOTAL: A	\$	-
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	\$	-
2. TRANSMISSION LINES	\$	-
3. SERVICES	\$	-
SUBTOTAL: B	\$	-
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations (1)	\$	-
Stream Crossings (2)	\$	684,000
SUBTOTAL: C-1.a	\$	684,000
b. OTHER		
Walls	\$	-
Box Culverts	\$	-
Bridge Culverts (0)	\$	-
SUBTOTAL: C-1.b	\$	-
SUBTOTAL: C-1	\$	684,000
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$	-
b. DRAINAGE		
1) Cross Drain Pipe	\$	911,334
2) Curb and Gutter	\$	-
3) Longitudinal System (incl. catch basins)	\$	-
SUBTOTAL: C-2.b	\$	911,334
SUBTOTAL: C-2	\$	911,334

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(166)

COUNTIES: Barrow/Jackson

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 5.5 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST				Phase I
3. BASE AND PAVING:				
a. AGGREGATE BASE	113,538	Tons @ \$17.03	\$	1,933,544
b. ASPHALT PAVING (Mainline & Cross-Roads):				
Drainage - Type D	25,985	Tons @ \$50.8	\$	1,320,047
Surface - SMA	32,155	Tons @ \$54.93	\$	1,766,286
Surface - Superpave	7,646	Tons @ \$42.56	\$	325,398
Binder - SMA	-	Tons @ \$56.9	\$	-
Binder - Superpave	26,621	Tons @ \$38.43	\$	1,023,062
Base - Superpave	87,926	Tons @ \$34.63	\$	3,044,860
Pavement Reinf. Fabric Strips	60,756	Lane Ft @ \$2.84	\$	172,546
SUBTOTAL: C-3.b			\$	7,652,199
c. CONCRETE PAVING (Ramps)	-	SY @ \$33.57	\$	-
d. OTHER (Leveling, Tack Coat, Milling)			\$	1,165,878
SUBTOTAL: C-3			\$	10,751,620
4. LUMP ITEMS				
a. GRASSING			\$	435,324
b. CLEARING AND GRUBBING			\$	455,667
c. LANDSCAPING			\$	-
d. EROSION CONTROL			\$	647,969
e. TRAFFIC CONTROL			\$	243,022
SUBTOTAL: C-4			\$	1,781,983
5. MISCELLANEOUS:				
a. LIGHTING			\$	-
b. SIGNING - MARKING - SIGNALIZATION			\$	151,889
c. GUARDRAIL				
Single-Faced			\$	261,894
Double-Faced			\$	-
Anchors			\$	67,016
SUBTOTAL: C-5.c			\$	328,911
d. SIDEWALK			\$	-
e. MEDIAN / SIDE BARRIER	30,378	LF @ \$32.03	\$	973,007
f. MOVABLE BARRIER SECTION			\$	-
g. ACCESS FENCE			\$	513,843
h. BRIDGE JACKING			\$	307,994
i. APPROACH SLABS			\$	44,100
j. REMOVAL				
Concrete Paving			\$	-
Bridges			\$	-
SUBTOTAL: C-5.j			\$	-
k. ATMS Conduit	-	LF @ \$37.78	\$	-
l. OTHER				
SUBTOTAL: C-5			\$	121,511
SUBTOTAL: C-5			\$	2,441,256

if you use concrete slope barrier

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(166)

COUNTIES: Barrow/Jackson

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 5.5 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST	
	Phase I
6. SPECIAL FEATURES	
SUBTOTAL: C-6	\$ -
SUMMARY	
A. RIGHT-OF-WAY	\$ -
B. REIMBURSABLE UTILITIES	\$ -
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 684,000
2. GRADING AND DRAINAGE	\$ 911,334
3. BASE AND PAVING	\$ 10,751,620
4. LUMP ITEMS	\$ 1,781,983
5. MISCELLANEOUS	\$ 2,441,256
6. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 16,570,193
E. & C. (10%)	\$ 1,657,019
INFLATION (5% PER YEAR)	\$ 2,611,877
NUMBER OF YEARS 3	
TOTAL CONSTRUCTION COST	\$ 20,839,089
GRAND TOTAL PROJECT COST	\$ 20,839,089

I-85 Widening and Improvements from north of SR 211 to north of
SR 60

Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	55 (47)	41 (28)	1.27 (0.73)
1996	41 (50)	20 (29)	2.36 (1.32)
1997	31 (49)	16 (28)	0.00 (1.03)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for rural interstates.

*This is a bit
high too*

Harris Robinson
 Jordan, Jones & Goulding
 6801 Govenors Lake Parkway
 Building 200
 Norcross, GA 30071
 Phone: 770-455-8555
 E-mail: hrobinson@jjg.com

Fax: 678-333-0324

Design Analysis

Analyst: VHR
 Agency or Company: GDOT
 Date Performed: 6/11/01
 Analysis Time Period: PM Design Hour
 Freeway/Direction: I-85 NB
 From/To: SR 211 to SR 53 (wo #37)
 Jurisdiction: Barrow / Jackson
 Analysis Year: 2025
 Description: NH-IM-85-2(166)

Flow Inputs and Adjustments

Volume, V	5720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1505	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Grade	
Grade	3.00	%
Segment length	0.57	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicles PCE, ER	3.0	
Heavy vehicles adjustment, fHV	0.889	
Driver population factor, vp	1.00	
Flow rate, vp	6774	pc/h
Desired level of service	E	

Speed Inputs and Adjustments

Lane width, LW	12.0	m
Right-shoulder lateral clearance, LC	6.0	m
Interchange density, ID	0.50	interchange/mi
Free-flow speed:	Ideal	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed	67.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Desired level of service E

Design flow rate, vp	6774	pc/h
Design free-flow speed, V_{FS}	67.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	56.5	mi/h
Density, D	39.9	pc/mi/ln
Level of service	E	

Fewer number of lanes required will not produce the desired LOS.
Overall results are not computed when free-flow speed is less than 55 mph.

Jordan, Jones & Goulding
2000 Clearview Avenue
Atlanta, GA 30340

Phone: 770-455-8555
E-mail: hrobinson@jjg.com

Fax: 678-332-2482

Design Analysis

Analyst: VHR
Agency or Company: GDOT
Date Performed: 8/25/99
Analysis Time Period: AM Design Hour
Freeway/Direction: I-85 SB
From/To: SR 211 to SR 53 (wo #37)
Jurisdiction: Barrow / Jackson
Analysis Year: 2025
Description: NH-IM-85-2 (166)

Flow Inputs and Adjustments

Volume, V	5720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1505	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Composite	
Grade	2.45	%
Segment length	0.76	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicles PCE, ER	3.0	
Heavy vehicles adjustment, fHV	0.889	
Driver population factor, vp	1.00	
Flow rate, vp	6772	pc/h
Desired level of service	E	

Speed Inputs and Adjustments

Lane width, LW	12.0	m
Right-shoulder lateral clearance, LC	6.0	m
Interchange density, ID	0.50	interchange/mi
Free-flow speed:	Ideal	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed	67.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Desired level of service E

Design flow rate, v_p	6772	pc/h
Design free-flow speed, v_{FS}	67.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	56.6	mi/h
Density, D	39.9	pc/mi/ln
Level of service	E	

Fewer number of lanes required will not produce the desired LOS.
Overall results are not computed when free-flow speed is less than 55 mph.

Harris Robinson
 Jordan, Jones & Goulding
 6801 Governors Lake Parkway
 Building 200
 Norcross, GA 30071
 Phone: 770-455-8555
 E-mail: hrobinson@jjg.com

Fax: 678-333-0324

Diverge Analysis

Analyst: VHR
 Agency/Co.: GA DOT
 Date performed: 6/1/01
 Analysis time period: P.M. Peak Hour
 Freeway/dir or travel: NB I-85
 Junction: State Rout 53
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description: Parallel Ramp

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	5720	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	55.0	mph
Volume on ramp	1100	vph
Length of first accel/decel lane	660	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent
Volume, V (vph)	5720	1100	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1505	289	v
Trucks and buses	25	25	%

Recreational vehicles					
Terrain type:	L	U	Level	Level	%
Grade	0.00	%	0.00	%	%
Length	0.00	mi	0.00	mi	mi
Trucks and buses PCE, ET			1.5	1.5	
Recreational vehicle PCE, ER			1.2	1.2	
Heavy vehicle adjustment, fHV			0.889	0.889	
Driver population factor, fP		1.00	1.00		
Flow rate, vp	6774		1302		pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)

EQ

P = 0.531 Using Equation 5

FD

$v = v + (v - v) P = 4206$ pc/h

12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$	6774	7200	No
Fi F			
v	4206	4400	No
12			
$v = v - v$	5472	7200	No
FO F R			
v	1302	2200	No
R			

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 34.5$ pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.285$

S

Space mean speed in ramp influence area, $S = 62$ mph

R

Space mean speed in outer lanes, $S = 70.7$ mph

O

Space mean speed for all vehicles, $S = 65.0$ mph

Harris Robinson
 Jordan, Jones & Goulding
 6801 Govenors Lake Parkway
 Building 200
 Norcross, GA 30071
 Phone: 770-455-8555
 E-mail: hrobinson@jjg.com

Fax: 678-333-0324

Merge Analysis

Analyst: VHR
 Agency/Co.: GDOT
 Date performed: 6/5/01
 Analysis time period: P.M. Peak Hour
 Freeway/dir or travel: NB I-85
 Junction: SR 53
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis 66.6
 Number of lanes in freeway 3
 Free-flow speed on freeway 70.0 mph
 Volume on freeway 4620 vph

On Ramp Data

Side of freeway Right
 Number of lanes in ramp 1
 Free-flow speed on ramp 55.0 mph
 Volume on ramp 650 vph
 Length of first accel/decel lane 700 ft
 Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? No
 Volume on adjacent Ramp vph
 Position of adjacent Ramp
 Type of adjacent Ramp
 Distance to adjacent Ramp ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent
Volume, V (vph)	4620	650	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1216	171	v
Trucks and buses	25	25	%

Recreational vehicles		0	%
Terrain type:	Level	Level	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET		1.5	1.5
Recreational vehicle PCE, ER		1.2	1.2
Heavy vehicle adjustment, fHV		0.889	0.889
Driver population factor, fP		1.00	1.00
Flow rate, vp	5471	770	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)

EQ

P = 0.597 Using Equation 1

FM

$v_{12} = v(P) = 3267$ pc/h

12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6241	7200	No
v R12	4037	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 32.2$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, M = 0.465

Space mean speed in ramp influence area, $S_R = 57.0$ mph

Space mean speed in outer lanes, $S_0 = 63.9$ mph

Space mean speed for all vehicles, $S_0 = 59.2$ mph

Harris Robinson
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 6801 Govenors Lake Parkway
 Building 200
 Norcross, GA 30071
 Phone: 770-455-8555
 E-mail: hrobinson@jjg.com

Fax: 678-333-0324

Diverge Analysis

Analyst: VHR
 Agency/Co.: GA DOT
 Date performed: 6/1/01
 Analysis time period: A.M. Peak Hour
 Freeway/dir or travel: SB I-85
 Junction: State Route 53
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description: Parallel Ramp

Freeway Data

Type of analysis	Diverge		
Number of lanes in freeway	3		
Free-flow speed on freeway	70.0	mph	
Volume on freeway	5270	vph	

Off Ramp Data

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	55.0	mph	
Volume on ramp	650	vph	
Length of first accel/decel lane	660	ft	
Length of second accel/decel lane		ft	

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent
Volume, V (vph)	5270	650	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1387	171	v
Trucks and buses	25	25	%

Recreational vehicles		0		%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET		1.5	1.5	
Recreational vehicle PCE, ER		1.2	1.2	
Heavy vehicle adjustment, fHV		0.889	0.889	
Driver population factor, fP		1.00	1.00	
Flow rate, vp	6241	769		pcph

Estimation of V12 Diverge Areas

L = 0.00 (Equation 25-8 or 25-9)

EQ

P = 0.569 Using Equation 5

FD

$v = v + (v - v) P = 3880$ pc/h

12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$	6241	7200	No
$F_i F$			
v	3880	4400	No
12			
$v = v - v$	5472	7200	No
$F_O F R$			
v	769	2200	No
R			

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 31.7$ pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.237$

S

Space mean speed in ramp influence area, $S = 63$ mph

R

Space mean speed in outer lanes, $S = 71.5$ mph

O

Space mean speed for all vehicles, $S = 66.2$ mph

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 Phone: 770-455-8555
 E-mail: hrobinson@jjg.com

Fax: 678-333-0324

Merge Analysis

Analyst: VHR
 Agency/Co.: GDOT
 Date performed: 6/5/01
 Analysis time period: A.M. Peak Hour
 Freeway/dir or travel: SB I-85
 Junction: SR 53
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis 65.7
 Number of lanes in freeway 3
 Free-flow speed on freeway 70.0 mph
 Volume on freeway 4620 vph

On Ramp Data

Side of freeway Right
 Number of lanes in ramp 1
 Free-flow speed on ramp 55.0 mph
 Volume on ramp 1100 vph
 Length of first accel/decel lane 700 ft
 Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? No
 Volume on adjacent Ramp vph
 Position of adjacent Ramp
 Type of adjacent Ramp
 Distance to adjacent Ramp ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent
Volume, V (vph)	4620	1100	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1216	289	v
Trucks and buses	25	25	%

Recreational vehicles		0	%
Terrain type:	Level	Level	Level
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET		1.5	1.5
Recreational vehicle PCE, ER		1.2	1.2
Heavy vehicle adjustment, fHV		0.889	0.889
Driver population factor, fP		1.00	1.00
Flow rate, vp	5471	1303	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)

EQ

P = 0.597 Using Equation 1

FM

$v = v(P) = 3267$ pc/h

12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v	6774	7200	No
FO			
v	4570	4600	No
R12			

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 36.1$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, $M = 0.621$

S

Space mean speed in ramp influence area, $S = 52.6$ mph

R

Space mean speed in outer lanes, $S = 63.9$ mph

0

Space mean speed for all vehicles, $S = 55.8$ mph

**CONCEPT MEETING MINUTES
I-85 WIDENING AND IMPROVEMENTS FROM
NORTH OF SR 211 (BARROW CO.)
TO NORTH OF SR 17 (FRANKLIN CO.)**

Project Number NH-85-2(166-174)

P.I. No. 110620, 110630, 110640, 110650, 110660, 110670, 110680, 110690, 110700

Barrow, Jackson, Banks and Franklin Counties

Wednesday, June 13, 2001 10:00 a.m.

Meeting at GDOT Office of Road Design

- Brent Story began the meeting by reviewing the concept report. The proposed typical section consists of widening the mainline to six travel lanes with a median barrier and grading for a future fourth lane in each direction. All interchange bridge replacement projects and the I-85 mainline will accommodate the future eight lane typical section for the mainline.
- Brent Story requested the Need and Purpose statement. Michelle Caldwell stated the main need for these project is to increase capacity on I-85 mainline.
- Parks Preston said that a CE would be required for this project. He suggested covering the entire corridor of I-85 under one document. A public information meeting would not be scheduled for this project.
- Brent Story expressed concern that some proposed bridges over I-85 would not meet the required 17 ft. vertical clearance. Dave Painter suggested coordination with the Office of Maintenance to verify the vertical clearance on all newly constructed and proposed bridges over I-85. Brent stated that some vertical clearance problems might be resolved by milling the I-85 mainline.
- Dave Painter suggested placing the resurfacing project, NHS-M001-00(027) Resurfacing of I-85 south of SR211 to south of US441/SR15 through Gwinnett, Barrow, Jackson, and Banks Counties, on hold pending the completion of the I-85 mainline widening projects. The existing I-85 mainline pavement is in immediate need of repair, and the resurfacing project should continue as scheduled.
- Jill Hodges stated that JJG studied the reconstruction of parallel exit and entrance ramps to taper type to meet the current GDOT standards. In most cases, the reconstruction would require additional right of way, and should be considered under a separate project. Dave Painter and Joe Garland requested the vertical alignment analysis calculations that locate the substandard vertical curves.
- Brent Story requested the Office of Utilities to provide cost estimates for any utility replacements on existing bridges if jacking is required.
- Katy Allen expressed concern with the Need and Purpose statement for these projects. The main need is to increase capacity on the I-85 mainline. She stated that LOS of D or E does not meet FHWA requirements. Harris Robinson commented the capacity analysis showed a need to widen I-85 mainline to 8 travel lanes for the design year. Jim Kennerly stated the additional lanes would require right-of-way. Future projects will be programmed to widen I-85 for the additional travel lanes.

*still have
most seen
when*

- Due to the widening of I-85 mainline, Harris Robinson indicated the possible need to relocate some advance signs from ground to overhead.
- The Office of Maintenance has made recommendations for I-85 mainline bridge improvements.
- Jim Kennerly questioned the horizontal clearance for the future eight lane mainline section. Ms. Hodges stated that all the newly constructed interchanges would meet the required 18 ft. minimum clearance from the inside edge of shoulder to the bridge column face. The cross roads, however, will need to be replaced.
- *over on bridge*
The pavement design for I-85 mainline is based on the GDOT recommendation NH-IM-85-2(164-165) in Gwinnett Counties dated January 2, 2001. The pavement design was used for the entire I-85 corridor through Barrow, Jackson, Banks, and Franklin Counties. David Painter recommended that the proposed pavement design for I-85 mainline include PEM.
- David Millen suggested conducting a Value Engineering study for the whole corridor along I-85.
- Brook Martin requested conduit be added to any I-85 mainline bridge replacement.

Project Comments:

- *Painter*
NH-85-2(166)-At Exit 126 SR53/Green Street, Dave Painter suggested realigning the Mt. Zion Church Road away from the northbound entrance ramp. Jim Kennerly stated the need for additional right-of-way and suggested the relocation of Mt. Zion Church Road be considered under a different project. Joe Garland stated that new rest areas were being developed in this area.
- NH-85-2(167)-At Exit 137 US129/SR11/Lee Street, the parallel exit ramps need to be lengthened to meet the GDOT requirement of 740 ft. Harris Robinson recommends future projects be considered that will add an additional lane to the exist ramps to increased the LOS.
- NH-85-2(168)-No comments
- NH-85-2(169)-No comments
- NH-85-2(170)- Harris Robinson recommends future projects be considered that increased the exit ramp's LOS. Joe Garland and Dave Painter agreed on the need for additional lanes on the ramps.
- NH-85-2(171)-No comments
- NH-85-2(172)-No comments
- NH-85-2(173)-No comments
- NH-85-2(174)-Brent Story stated the need for a vertical clearance design exception for the railroad bridge just north of SR17. Milling and reconstruction of the I-85 mainline has been considered.

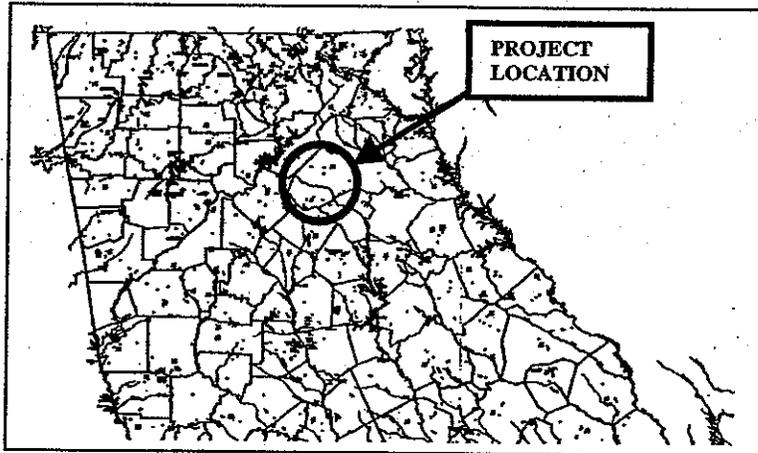
In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone number</u>
Brent Story	GDOT	404-656-5383
Brook Martin	GDOT-Traffic Operations	404-635-8127
Katie Mullins	GDOT-Office of Planning	404-651-7043
David Mulling	GDOT-Engineering Services	404-656-6846
Katy Allen	FHWA	404-569-3904
Parks Preston	GDOT-Envir/Loc	404-699-4411
Joe Leoni	GDOT-Road Design	404-656-5390
Michelle Caldwell	GDOT-Planning	404-651-5327
Keisha Nembhard	GDOT-Planning	404-657-6094
Cindy VanDyke	GDOT-Planning	404-657-6696
Dave Painter	FHWA	404-562-3658
Joe Garland	GDOT-District 1	770-532-5563
Reid Matthews	GDOT-Maintenance	404-657-6051
David Norwood	GDOT	404-656-5383
Harris Robinson	Jordan, Jones and Goulding Inc.	678-333-0431
Jill Hodges	Jordan, Jones and Goulding Inc.	678-333-0421
Cindy Lee	Jordan, Jones and Goulding Inc.	678-333-0424

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60
Project Number: NH-IM-85-2(166)
Counties: Barrow/Jackson
P. I. Number: 110620

Federal Route Number: I-85
State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt A. Story
Project Manager

DATE 9-25-01

James Kennedy
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 9/28/01

Paul V. Kelly Jr.
Office of Bridge and Structural Design

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60

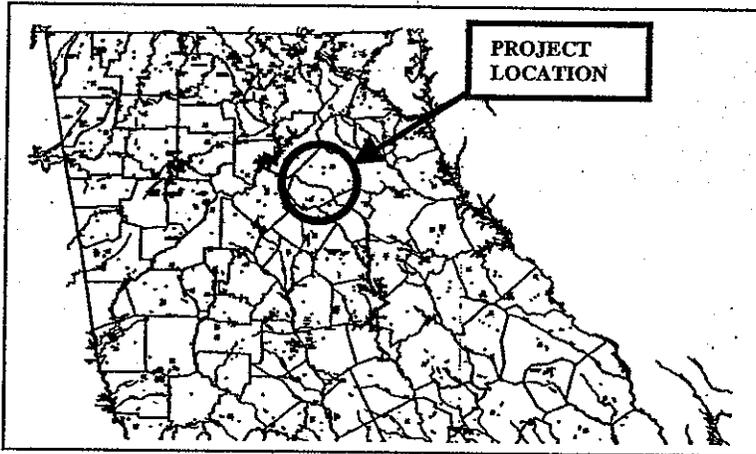
Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt A. Story
Project Manager

DATE 9-25-01

Jane Kennedy
Office Head/District Engineer

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

DATE 10-2-0

Marta P. Rorer
State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60

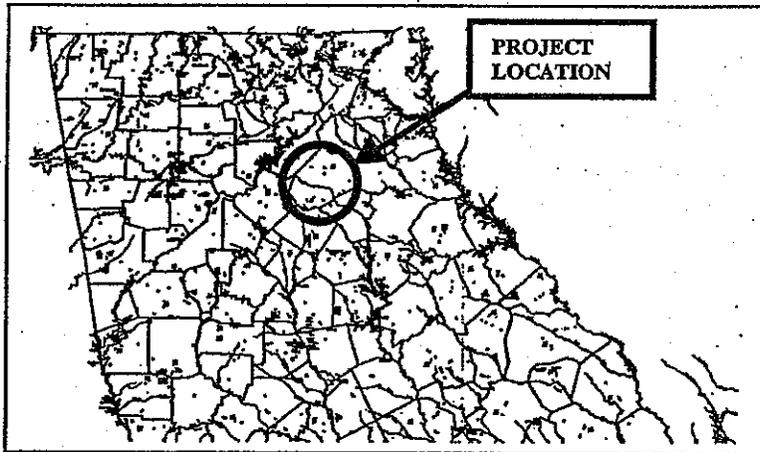
Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Brent A. Story
Project Manager

DATE 9-25-01

John Kennedy
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Programming Engineer

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 10-2-01

Larry E. Park
District Engineer

DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN**

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60

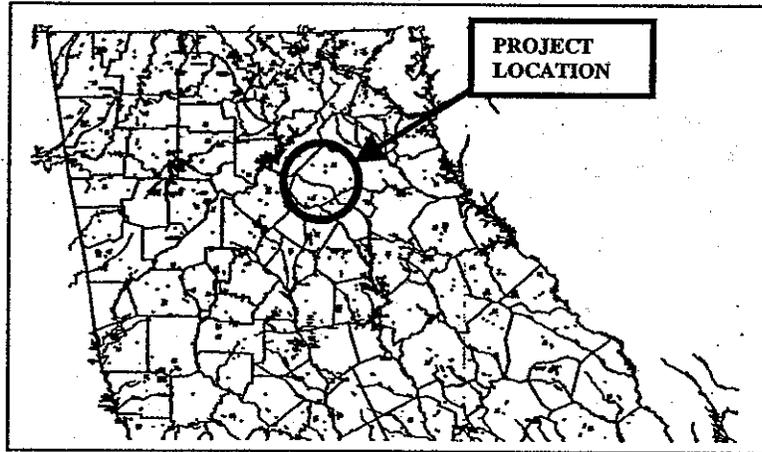
Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt H. Story
Project Manager

DATE 9-25-01

John Kennedy
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator
Steven J. Buff
State Transportation Programming Engineer

DATE 9/27/01

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design
Page 1

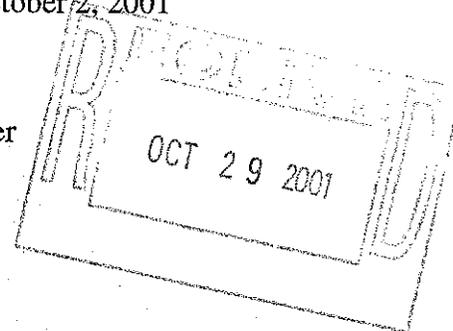
Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-IM-85-2 (166-174) / Barrow, Franklin Office: Traffic Safety & Design
Jackson & Banks Co. Atlanta, Georgia
P.I. No.: 110620, 110630, 110640, 110650, 110660 Date: October 2, 2001
110670, 110680, 110690 & 110700

From: *PMA* Phillip M. Allen, State Traffic Safety and Design Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept reports for the widening of the I-85 mainline from 4 lanes to six lanes. The project limits begin at Exit 126 (SR 211) and end at Exit 173 (SR 17). The total length of all 9 projects is approximately 47 miles.

Our office requests to install conduit on all mainline bridges as part of these projects. The conduit would be used for future interconnection of the Advanced Transportation Management System. Our office can provide details and cost estimates for inclusion in these projects.

We believe this concept will improve safety and traffic operations within this area, therefore with the recommended statement find this report satisfactory for approval.

PMA/bm

Attachment (signature page)

Cc: Harvey Keepler, Environment/Location Engineer
James Kennerly, State Road and Airport Design Engineer
Attention: Brent Story
David Mulling, Engineer Services, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Paul Liles, State Bridge Design Engineer
Chuck Hasty, TMC
General Files
Office Files

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN**

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of SR 211 to north of SR 60

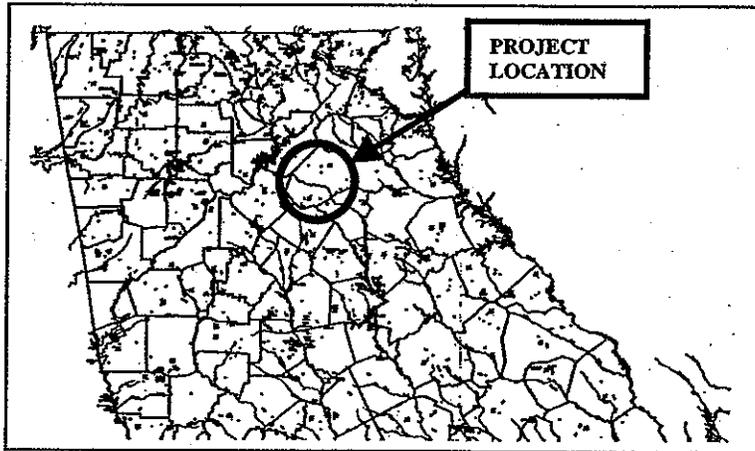
Project Number: NH-IM-85-2(166)

Counties: Barrow/Jackson

P. I. Number: 110620

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE <u>9-11-01</u>	<u>Burt H. Story</u> Project Manager
DATE <u>9-25-01</u>	<u>John Kennedy</u> Office Head/District Engineer

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

DATE _____	_____
DATE _____	State Transportation Planning Administrator
DATE _____	_____
DATE _____	State Transportation Programming Engineer
DATE <u>10-15-01</u>	State Environmental/Location Engineer
DATE _____	<u>Phillip M. Allen</u>
DATE _____	State Traffic Safety and Design Engineer
DATE _____	_____
DATE _____	District Engineer
DATE _____	_____
DATE _____	Project Review Engineer

David Painter - RE: RE: I-85 Widening Concept

From: David Painter
To: "Todd.Long@dot.state.ga.us".gwhub.hubsmt; Kennerly, Jim; McMurry, Russell; Story, Brent
Date: 1/30/02 2:15 PM
Subject: RE: RE: I-85 Widening Concept

I don't think that we got an opportunity to discuss these during GQI. Here is my understanding of our current agreement on these projects.

1. GDOT will create a separate project to move the two frontage roads away from the interstate. One of these roads is named Mt Zion Church Rd. I don't know the name of the other one.
2. GDOT will look at improving the substandard vertical curves on units (Units 168, 173 and 174) in Jackson and Frankin during preliminary engineering phase. These units had accident histories that were higher than the statewide averages. I don't think we can definitively say that the vertical curvature is the problem given the quality of our accident data, but I think we should give strong consideration to fixing the curvature rather than granting a design exception.

In addition, per Walter Boyd's recommendation, I would like to see our design consultant evaluate the accel/decel distances of every ramp in this corridor and plan upgrades, if needed, as part of this project.

>>> Todd.Long@dot.state.ga.us 12/05/01 11:22AM >>>

Russell and I will see you at GQI to discuss.

Todd

-----Original Message-----

From: David Painter

To: brent.story@dot.state.ga.us ; Russell.McMurry@dot.state.ga.us ;

Todd.Long@dot.state.ga.us ; Marvin Woodward

Sent: 12/4/01 11:36 AM

Subject: Fwd: RE: I-85 Widening Concept

See attached emails. 3-4 of the project segments had accident histories that approached or were higher than the statewide averages. That worries me since the interstates are almost always the safest component of the roads that go into the statewide average. If the vertical curvature is the problem (we may have problems determining the problem given the quality of our accident data) then I would hope we would give strong consideration to fixing the curvature rather than granting a design exception.

<<RE: I-85 Widening Concept>>