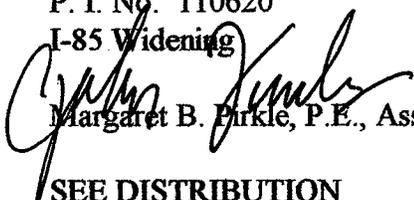


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-IM-85-2(166) Barrow-Jackson Counties **OFFICE** Preconstruction  
P. I. No. 110620  
I-85 Widening **DATE** March 29, 2004

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling  
Harvey Keepler  
Jerry Hobbs  
Percy Middlebrooks  
Michael Henry  
Phillip Allen  
Joe Palladi (file copy)  
Brent Story  
Todd Long  
BOARD MEMBER  
FHWA

**Painter, David**

---

**From:** Painter, David  
**Sent:** Tuesday, March 02, 2004 4:37 PM  
**To:** 'Wheeler, Joe (E-mail)'  
**Subject:** NH-IM-85-2(166-174) Concept comments 2nd attempt

Per earlier FHWA comments and conversations at concept meetings, we are very interested in removing Design Exceptions within the limits of these projects. Where design exceptions remain within the scope of any one of these projects please ensure that you discuss them with us. The design exception for this project (166) for SE on a bridge needs a little more discussion.

**Quarles, Johnny**

---

**From:** Wheeler, Joe  
**Sent:** Monday, March 08, 2004 8:53 AM  
**To:** Quarles, Johnny  
**Subject:** FW: NH-IM-85-2(166-174) Concept comments 2nd attempt

The revised concept report was prepared in order to change the project limits. The original concept had the project limits to SR 60. There is no interchange at SR 60 and therefore, it is not a logical terminus of the project. The project was shortened back to the interchange at SR 53.

At the time that the concept was requested, this office was not aware of the possible design exception at the bridge over Mulberry Creek. The existing superelevation at the bridge is 3.0%. The current AASHTO guidelines require a 3.6% superelevation. It will be necessary to jack the bridge in order to meet the current requirements. There does not appear to be a significant history of accidents at this location due to the superelevation. A design exception will be prepared and requested in the next few weeks. If FHWA does not feel that our case for the design exception is strong enough, we will adjust the plans accordingly. However, this does not in any way affect the project limits.

Joe Wheeler  
Georgia Department of Transportation  
Office of Consultant Design  
2 Capitol Square, S. W.  
Atlanta, GA 30334-1002  
Phone: (404) 657-9759  
FAX: (404) 463-6136  
e-mail: joe.wheeler@dot.state.ga.us

$.034 \sim \frac{4.9}{10/FT} + \frac{7}{8}$   
 $.03 \sim \frac{5.8}{16/FT}$   
or, in 12'

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

**From:** Painter, David [mailto:David.Painter@fhwa.dot.gov]  
**Sent:** Tuesday, March 02, 2004 4:37 PM  
**To:** Wheeler, Joe  
**Subject:** NH-IM-85-2(166-174) Concept comments 2nd attempt

Per earlier FHWA comments and conversations at concept meetings, we are very interested in removing Design Exceptions within the limits of these projects. Where design exceptions remain within the scope of any one of these projects please ensure that you discuss them with us. The design exception for this project (166) for SE on a bridge needs a little more discussion.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

JAN 28 2004  
OFFICE

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(166) Barrow/Jackson Counties  
I-85 Widening from State Route 211/Barrow County to  
State Route 53/Jackson County  
P.I. No. 110620

OFFICE Atlanta, Georgia

DATE January 16, 2004

FROM Brent A. Story, P. E., State Consultant Design Engineer

BAS

TO Meg Pirkle, P. E., Assistant Director of Preconstruction

FEB 12 2004

SUBJECT Revised Project Concept Report

Attached is the original copy of the revised Concept Report for your further handling and approval in accordance with the Plan Development Process

The concept is being revised to change the northern project limits from State Route 60 to State Route 53. The project limits are being changed to give the project logical termini.

If you have any questions, please contact Joe Wheeler at (404)657-9759.

BAS:JDW  
Attachment

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

DATE: 2/10/04

*Joe Palladi*  
State Transportation Planning Administrator

- cc: David Mulling
- Harvey Keeper
- Phillip Allen
- Joe Palladi
- Percy Middlebrooks
- Todd Long

ROUTING	
<input type="checkbox"/>	Joe
<input checked="" type="checkbox"/>	Chamicee
<input checked="" type="checkbox"/>	Patel/Whissas
<input checked="" type="checkbox"/>	Verdell/Michelle
<input type="checkbox"/>	Meg

FEB 25 2004

## REVISED PROJECT CONCEPT REPORT

### Need and Purpose:

*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 "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.*

Projects NH-IM-85-2	Current Year (2005) AADT	Current Year (2005) (LOS)	Design Year (2025) Projected AADT	Design Year (2025) Projected (LOS) Build	Design Year (2025) Projected (LOS) No Build
(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.*

Accidents (cont'd)

<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

Logical Termini

The proposed projects NH-IM-85-2(166-174) have logical termini:

<i>Projects NH-IM-85-2</i>	<i>Southern Terminus</i>	<i>Northern Terminus</i>	<i>Project Length</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 (160) 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-85-2 (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

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Department of Transportation

- *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.*

**Project Location:**

*The length of the proposed project is approximately 3.3 miles, mile log 126.1 to 127.2 in Barrow County and mile log 127.2 to 129.4 in Jackson County. The proposed project begins at SR 211 in Barrow County and ends at SR 53 in Jackson County.*

**Description of the Approved Concept:**

*This project is located in northern Barrow County and southern Jackson County, beginning just north of SR 211 in Barrow County and ending just north of SR 60 in Jackson County. The project will consist of widening the existing four lane mainline of I-85 to six lanes.*

**PDP Classification:** *Minor, Existing Location*

Full Oversight (X), Exempt ( ), SF ( ), Other ( )

**Functional Classification:** *Rural Interstate Principal Arterial*

**U.S. Route Number(s):** *I-85*      **State Route Number(s):** *SR 403*

**Traffic (AADT) as shown in the approved concept:**

*Current Year:* (2005): 51,600      *Design Year:* (2025): 95,300

**Proposed Features to be Revised:**

*The project termini are revised to begin the project at SR 211 and end the project at SR 53.*

**Describe the Revised Features to be Approved:**

*The project termini new mile post begins at mile log 126.1 and ends at mile log 129.4.*

**Programmed/Schedule:**

*P.E.:* 1998      *R/W:* 2005      *Construction:* 2008

**Revised Cost Estimates:**

1. *Construction cost including inflation and E&C,*





December 12, 2003

State of Georgia  
Department of Transportation

**REVISED  
PRELIMINARY COST ESTIMATE**

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

COUNTY: Barrow/Jackson

DATE: November 2003

ESTIMATED LETTING DATE: 2008

PREPARED BY: PBS&J

PROJECT LENGTH: 3.3 miles

PROGRAMMING  
PROCESS

CONCEPT  
DEVELOPMENT

DURING PROJECT  
DEVELOPMENT

<b>PROJECT COST</b>	
<b>A. RIGHT-OF-WAY:</b>	
1. PROPERTY (LAND & EASEMENT)	\$0
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	\$0
3. OTHER COST (ADM./COST, INFLATION)	\$0
<b>SUBTOTAL A:</b>	<b>\$0</b>
<b>B. REIMBURSABLE UTILITIES: (LGPA)</b>	
1. RAILROAD	\$0
2. TRANSMISSION LINES	\$0
3. SERVICES	\$0
<b>SUBTOTAL B:</b>	<b>\$0</b>
<b>C. CONSTRUCTION:</b>	
1. MAJOR STRUCTURES	
a. BRIDGES	
Grade Separations (0)	\$0
Stream Crossings (1)	\$1,360,000
<b>SUBTOTAL C-1.a:</b>	<b>\$1,360,000</b>
b. OTHER	
Walls	\$0
Box Culverts	\$0
Bridge Culverts (0)	\$0
<b>SUBTOTAL C-1.b:</b>	<b>\$0</b>
<b>SUBTOTAL C.1:</b>	<b>\$1,360,000</b>

2. GRADING AND DRAINAGE	\$0
a. EARTHWORK	
In Place Embankment (20,000 CY @ \$10)	\$200,000
b. DRAINAGE	
1) Cross Drain Pipe	\$0
2) Curb and Gutter	\$0
3) Longitudinal System (incl. Catch basins)	\$471,000
SUBTOTAL C-2.b:	\$471,000
SUBTOTAL C.2:	\$671,000
3. BASE AND PAVING	
a. AGGREGATE BASE (67,06450 tons @ \$13.80)	\$925,483
b. ASPHALT PAVING (Mainline & Cross-Roads)	
1) Surface - PEM (11,439 tons @ \$50.90)	\$582,245
2) Surface - SMA (17,201 tons @ \$46.38)	\$797,782
3) Surface - Superpave (2,482 tons @ \$43.30)	\$107,471
4) Binder - Superpave (19,322 tons @ \$38.50)	\$743,897
5) Base - Superpave (38,644 tons @ \$35.72)	\$1,380,364
6) Pavement Reinf. Fabric Strips (34,274 LF @ \$2.99)	\$102,480
SUBTOTAL C.3-b:	\$3,714,239
c. CONCRETE PAVING - (Ramps)	\$0
d. OTHER - (Leveling, Tack Coat, Milling)	\$700,000
SUBTOTAL C.3:	\$5,339,722
4. LUMP ITEMS	
a. GRASSING	\$262,000
b. CLEARING AND GRUBBING	\$250,000
c. LANDSCAPING	\$0
d. EROSION CONTROL	\$400,000
e. TRAFFIC CONTROL	\$300,000
SUBTOTAL C.4:	\$1,212,000
5. MISCELLANEOUS	
a. LIGHTING	\$0
b. SIGNING - MARKING	\$290,000
c. GUARDRAIL	
1) Single-Faced	\$160,000
2) Double-Faced	\$0
3) Anchors	\$40,200
SUBTOTAL C.5-c:	\$200,200
d. SIDEWALK	\$0
e. MEDIAN/SIDE BARRIER (17,197 LF @ \$38.02)	\$653,830
f. MOVABLE BARRIER SECTION	\$0
g. ACCESS FENCE	\$0

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h. BRIDGE JACKING	\$310,000
i. APPROACH SLABS	\$56,000
j. REMOVAL	\$0
k. ATMS CONDUIT	\$0
l. OTHER	\$0
SUBTOTAL C-5:	\$1,510,030
6. SPECIAL FEATURES	\$0

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY	\$0
B. REIMBURSABLE UTILITIES	\$0
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$1,360,000
2. GRADING AND DRAINAGE	\$671,000
3. BASE AND PAVING	\$5,339,722
4. LUMP ITEMS	\$1,212,000
5. MISCELLANEOUS	\$1,510,030
6. SPECIAL FEATURES	\$0
SUBTOTAL CONSTRUCTION COST	\$10,092,752
INFLATION (5% PER YEAR)	\$2,175,051
NUMBER OF YEARS	4
E&C (10%)	\$1,226,780
TOTAL CONSTRUCTION COST	\$13,494,583
GRAND TOTAL PROJECT COST	\$13,494,583