

D.O.T. 66

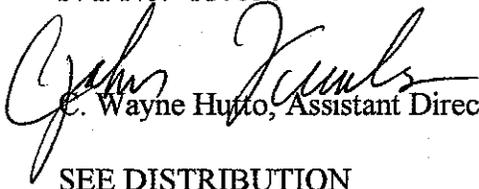
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(167) Jackson County
P. I. No. 110630

OFFICE Preconstruction

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

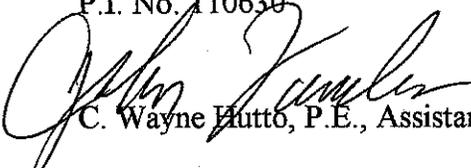
DISTRIBUTION:

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(167) Jackson County **OFFICE** Preconstruction
P.I. No. 110630 **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

This project is the widening and reconstruction of I-85 beginning just north of SR 60 and ending just north of US 129/SR 11 for a total project length of 5.0 miles. The existing roadway consists of two lanes in each direction separated by a 64' depressed grass median on 4.0 miles of the project with the remaining 1.0 mile having a 176' depressed grass median. The existing major structures are as follows:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
I-85 over Unnamed Creek	Double 10' x 10' culvert	70.0
SR 332 Overpass	323' x 32'	74.0
I-85 over Walnut Creek	NBL & SBL 240' x 45'	84.0
I-85 over Gainesville Midland Railroad	NBL & SBL 135' x 45'	93.3
I-85 over Middle Oconee River	NBL & SBL 300' x 45'	95.4
Lee Street/SR 11 Overpass	339' x 34'	77.0

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 51,000 VPD and the design year traffic (2025) is 87,700 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 from MP 132.0-134.1 and 135.1-137.0. The remaining 1.0 mile will consist of three, 12' lanes in each direction with a 152' depressed grassed median with 12' paved inside shoulders and 10' paved outside shoulders. All widening will be inside and no additional right-of-way is required.

Bridge construction will be as follows:

1. I-85 over Walnut Creek -widen the existing bridges to the inside to form one bridge (240' x 148') that will span the inside median.

Frank L. Danchetz

Page 2

NH-IM-85-2(167) Jackson

October 18, 2001

- 2. I-85 over Gainesville Midland Railroad - widen existing bridges to the inside to form one bridge (135' x 142') that will span the inside median.
- 3. I-85 over Middle Oconee River - widen existing bridges to the inside to form one bridge (300' x 164') that will span the inside median.
- 4. SR 332 Overpass - jack existing bridge to provide a minimum clearance of 17'.
What about Lee St/SR 11 Overpass
 A design exception will be required for substandard stopping sight distance at MP 132.2 and 133.2 between SR 60 and SR 332; MP 134.4 and 134.6 between SR 332 and Walnut Creek; and MP 135.6 and 135.9 between Walnut Creek and SR 11.

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)	\$18,306,000	\$18,008,000	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

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

See Comments transmitted via email 1/30/02 to Jim Kennerly

APPROVE Larry R. Dreihaupt

Larry R. Dreihaupt, Division Administrator

APPROVE Frank L. Danchetz

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-IM-85-2(167) Jackson
P.I. Number 110630-

OFFICE: Engineering Services

DATE: October 17, 2001

FROM: David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

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:

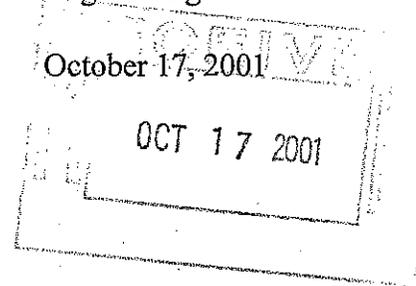
1. Estimated quantities and unit prices used to determine the cost of the bridges, pipe, signing & marking, traffic control and other items were not provided in the cost estimate. Costs for these items cannot be verified without this information.

The costs for the project are:

Construction	\$14,471,000
Inflation	\$ 2,171,000
E&C	\$ 1,664,000
Reimbursable Utilities	\$ 0
Right of Way	\$ 0

DTM

c: Jim Kennerly



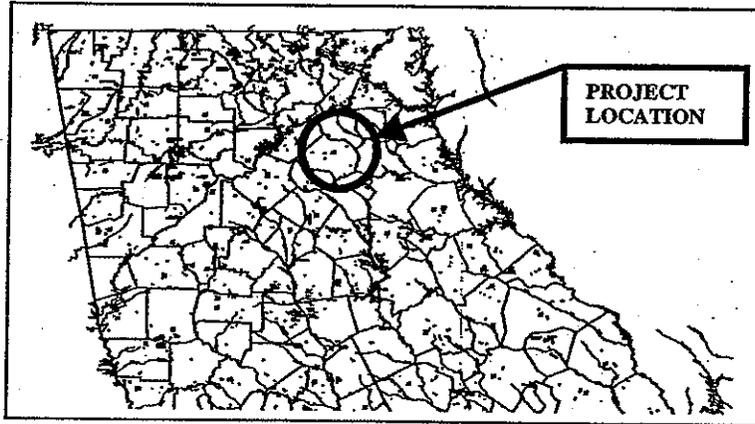
SCORING RESULTS AS PER MOG 2440-2

Project Number: NH-IM-85-2(167)		County: JACKSON		PI No.: 110630-	
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 60 to north of SR 11
Project Number: NH-IM-85-2(167)
County: Jackson
P. I. Number: 110630

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



Recommendation for approval:

DATE 9-11-01

Burt A. Stony
Project Manager

DATE 9-25-01

James Kearney
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 10/17/01

C. J. Mullen
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 60 to north of SR 11

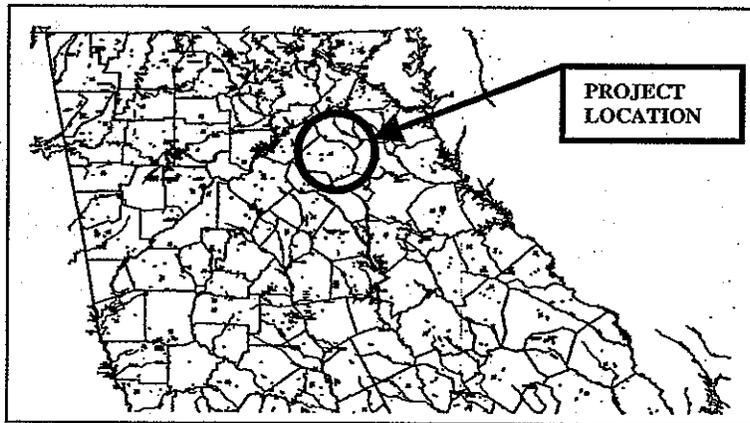
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt A. Stony
Project Manager

DATE 9-25-01

John Kessell
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

Need and Purpose: *See attached Need & Purpose Statement*

Description of the proposed project:

This project is located in southern Jackson County, beginning just north of SR 60 and ending just north of US 129/SR 11. The project will consist of widening the existing four lane mainline of I-85 to six lanes.

Is the project located in a Non-attainment area? _____ Yes X No

PDP Classification: *Minor, Existing Location*

Federal Oversight: Full Oversight (X), Exempt(), State Funded(), or Other ()

Functional Classification: Rural Interstate Principal Arterial

U. S. Route Number(s): I-85

State Route Number(s): SR 403

Traffic (AADT):

Current Year (2005): 51,600

Design Year (2025): 87,700

Existing design features:

- Typical Section:
 - Mile log 132.1-134.1 and 135.1-137.1*
 - *Four 12' lanes*
 - *64' depressed median*
 - *4' paved inside shoulder*
 - *10' paved outside shoulder*
 - Mile log 134.1-135.1*
 - *Four 12' lanes*
 - *176' depressed median*
 - *4' inside shoulder*
 - *10' paved outside shoulder*
- Posted speed: 70 mph
- Maximum grade: 3.61%
- Width of right of way: 300'

Maximum degree of curvature: 1° 00' 28"

- Major structures:
 - 253'x20' Reinforced Concrete Bridge Culvert-Double 10'x10'
Struct. ID 157-0038-0 Suff. Rating 70.0
 - 323'x32' Two-lane bridge on SR 332 over I-85
Struct. ID 157-0027-0 Suff. Rating 74.0
 - 240'x45' and 240'x45' Two parallel two-lane bridges over Walnut Creek on I-85
Struct. ID 157-0039-0 Suff. Rating 84.0
Struct. ID 157-0040-0 Suff. Rating 84.0
 - 135'x45' and 135'x45' Two parallel two-lane bridges over Gainesville Midland Railroad on I-85
Struct. ID 157-0041-0 Suff. Rating 93.3
Struct. ID 157-0042-0 Suff. Rating 93.3
 - 300'x45' and 300'x45' Two parallel two-lane bridges over Middle Oconee River on I-85
Struct. ID 157-0043-0 Suff. Rating 95.4
Struct. ID 157-0044-0 Suff. Rating 95.4
 - 339'x34' Two-lane bridge on Lee Street (SR11) over I-85
Struct. ID 157-0006-0 Suff. Rating 77.0

- Major interchanges or intersections along the project: Lee Street (SR 11)
- Existing length of roadway segment and the beginning mile logs for each county segment: 5.0 miles; mile log 132.1-137.1

Proposed Design Features:

- Proposed typical section(s):
Mile log 132.0-134.1 and 135.1-137.0
 - Six 12' lanes
 - Median barrier
 - 12'-9" paved inside shoulder
 - 16' paved outside shoulder
- Mile log 134.1-135.1
 - Six 12' lanes
 - 152' depressed median
 - 12' paved inside shoulder
 - 10' paved outside shoulder
- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum grade Mainline: 3.61% 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' 28" 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:
 - 240'x148' Widen two parallel two-lane bridges over Walnut Creek on I-85 to six lanes (includes a 28' median on structure)
 - 135'x142' Widen two parallel two-lane bridges over Gainesville Midland Railroad on I-85 to six lanes (includes a 28' median on structure)
 - 300'x164' Widen two parallel two-lane bridges over Middle Oconee River on I-85 to six lanes (includes a 28' median on structure)
- Major intersections and interchanges: *No interchange improvements expected. The northbound parallel exit ramp at Exit 137-Lee Street (US 129/SR 11) should be lengthened to meet the R-1 GDOT Construction Detail of Exit Ramps for Interchanges.*
- Traffic control during construction:
Traffic to be maintained on existing roadways during construction
- Design Exceptions to controlling criteria anticipated:

	<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)

A Design Exception will be required for substandard stopping sight distance at mileposts 132.2 and 133.2 between SR 60 and SR 332, mileposts 134.4 and 134.6 between SR 332 and Walnut Creek, and at mileposts 135.6 and 135.9 between Walnut Creek and Lee Street (SR 11).

- 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(166), Barrow and Jackson Counties, I-85 Widening from just north of SR 211 in Barrow County to just north of SR 60 in Jackson County
 - 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-85-2(177), Jackson County, Rest Areas
 - NH-IM-85-2(168), Jackson County, I-85 Widening from just north of SR 11 to just north of SR 82
- 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' and 176' 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 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 SR 332 over I-85 will have a vertical clearance of 15.67' 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, \$18,199,697
 - 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

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(167)

COUNTY: Jackson

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 5 Miles

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

PROJECT COST	
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 (2)	\$ 419,580
Stream Crossings (2)	\$ 1,452,000
SUBTOTAL: C-1.a	\$ 1,871,580
b. OTHER	
Walls	\$ -
Box Culverts	\$ -
Bridge Culverts (1) (2-10'x10')	\$ -
SUBTOTAL: C-1.b	\$ -
SUBTOTAL: C-1	\$ 1,871,580
2. GRADING AND DRAINAGE:	
a. EARTHWORK	
In Place Embankment	\$ -
b. DRAINAGE	
1) Cross Drain Pipe	\$ 724,217
2) Curb and Gutter	\$ -
3) Longitudinal System (incl. catch basins)	\$ -
SUBTOTAL: C-2.b	\$ 724,217
SUBTOTAL: C-2	\$ 724,217

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(167)

COUNTY: Jackson

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 5 Miles

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

PROJECT COST			
3. BASE AND PAVING:			
a. AGGREGATE BASE	90,628	Tons @ \$17.03	\$ 1,543,397
b. ASPHALT PAVING (Mainline & Cross-Roads):			
Drainage - Type D	20,650	Tons @ \$50.8	\$ 1,049,012
Surface - SMA	25,394	Tons @ \$54.93	\$ 1,394,888
Surface - Superpave	6,076	Tons @ \$42.56	\$ 258,587
Binder - SMA	-	Tons @ \$56.9	\$ -
Binder - Superpave	20,896	Tons @ \$38.43	\$ 803,037
Base - Superpave	70,004	Tons @ \$34.63	\$ 2,424,250
Pavement Reinf. Fabric Strips	48,281	Lane Ft @ \$2.84	\$ 137,118
	SUBTOTAL: C-3.b		\$ 6,066,893
c. CONCRETE PAVING (Ramps)	-	SY @ \$33.57	\$ 23,291
d. OTHER (Leveling, Tack Coat, Milling)			\$ 926,498
	SUBTOTAL: C-3		\$ 8,560,078
4. LUMP ITEMS			
a. GRASSING			\$ 346,393
b. CLEARING AND GRUBBING			\$ 362,109
c. LANDSCAPING			\$ -
d. EROSION CONTROL			\$ 517,222
e. TRAFFIC CONTROL			\$ 194,232
	SUBTOTAL: C-4		\$ 1,419,955
5. MISCELLANEOUS:			
a. LIGHTING			\$ -
b. SIGNING - MARKING - SIGNALIZATION			\$ 121,096
c. GUARDRAIL			
Single-Faced			\$ 165,295
Double-Faced			\$ -
Anchors			\$ 70,639
	SUBTOTAL: C-5.c		\$ 235,934
d. SIDEWALK			\$ -
e. MEDIAN / SIDE BARRIER	21,777	LF @ \$32.03	\$ 697,517
f. MOVABLE BARRIER SECTION			\$ 90,000
g. ACCESS FENCE			\$ 362,802
h. BRIDGE JACKING			\$ 151,939
i. APPROACH SLABS			\$ 139,800
j. REMOVAL			
Concrete Paving			\$ -
Bridges			\$ -
	SUBTOTAL: C-5.j		\$ -
k. ATMS Conduit	-	LF @ \$37.78	\$ -
l. OTHER			\$ 96,562
	SUBTOTAL: C-5		\$ 1,895,651

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(167)

COUNTY: Jackson

DATE: August 2001

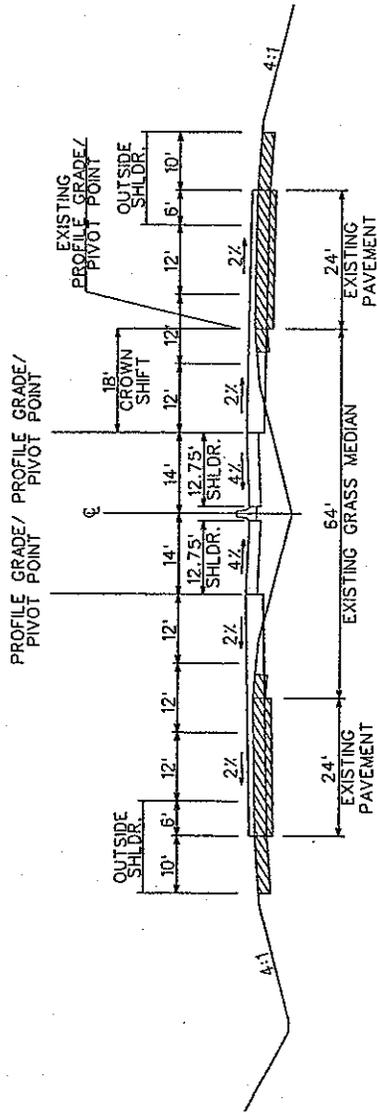
ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

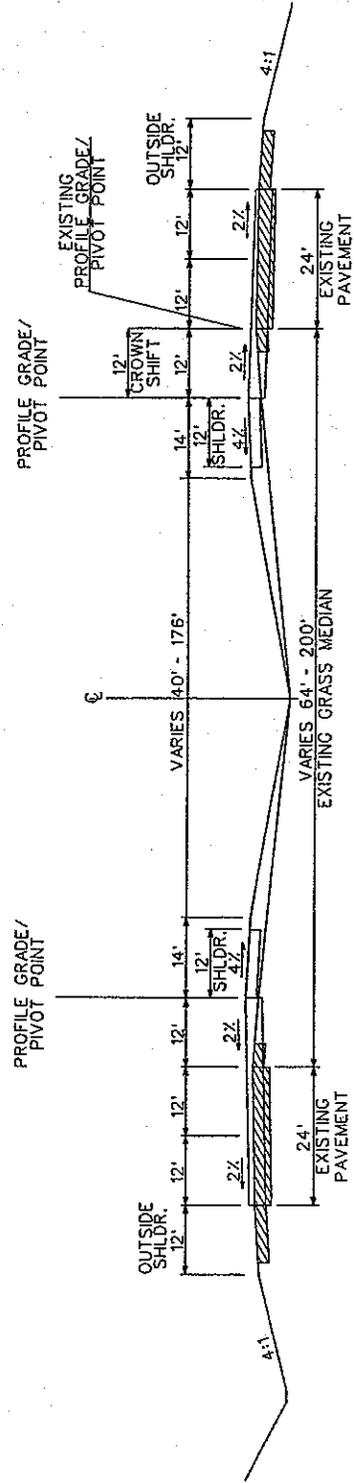
PROJECT LENGTH: 5 Miles

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

PROJECT COST	
6. SPECIAL FEATURES	
SUBTOTAL: C-6	\$ -
SUMMARY	
A. RIGHT-OF-WAY	\$ -
B. REIMBURSABLE UTILITIES	\$ -
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 1,871,580
2. GRADING AND DRAINAGE	\$ 724,217
3. BASE AND PAVING	\$ 8,560,078
4. LUMP ITEMS	\$ 1,419,955
5. MISCELLANEOUS	\$ 1,895,651
6. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 14,471,482
E. & C. (10%)	\$ 1,447,148
INFLATION (5% PER YEAR)	\$ 2,281,067
NUMBER OF YEARS 3	
TOTAL CONSTRUCTION COST	\$ 18,199,697
GRAND TOTAL PROJECT COST	\$ 18,199,697



TANGENT SECTION
I-85
WIDEN TO INSIDE
6 LANES TOTAL



TANGENT SECTION
I-85
WIDEN TO INSIDE
6 LANES TOTAL

I-85 Widening and Improvements from north of SR 60 to north of SR 11

Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	30 (47)	21 (28)	1.42 (0.73)
1996	11 (50)	6 (29)	0.00 (1.32)
1997	15 (49)	14 (28)	2.56 (1.03)

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

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: 6/04/01
 Analysis Time Period: PM Design Hour
 Freeway/Direction: I-85 NB
 From/To: SR 60 to SR 11 (wo #26)
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description: NH-IM-85-2(167)

Flow Inputs and Adjustments

Volume, V	5270	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1387	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Grade	
Grade	3.00	%
Segment length	0.28	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicles PCE, ER	1.2	
Heavy vehicles adjustment, fHV	0.889	
Driver population factor, vp	1.00	
Flow rate, vp	6242	pc/h
Desired level of service	D	

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:	Measured	
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	70.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Desired level of service

D

Design flow rate, v_p	6242	pc/h
Design free-flow speed, FFS	70.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	63.2	mi/h
Density, D	32.9	pc/mi/ln
Level of service	D	

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.

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 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

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 60 to SR 11 (wo #26)
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description: NH-IM-85-2(167)

Flow Inputs and Adjustments

Volume, V	5270	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1387	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Grade	
Grade	3.00	%
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	6241	pc/h
Desired level of service	D	

Speed Inputs and Adjustments

Lane width, LW	12.0	m
Right-shoulder lateral clearance, LC	6.0	m
Interchange density, ID	0.25	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 D

Design flow rate, vp	6241	pc/h
Design free-flow speed, FFS	67.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	61.2	mi/h
Density, D	34.0	pc/mi/ln
Level of service	D	

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.

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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 Rout 11
 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	5615	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	885	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)	5615	885	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1478	233	v
Trucks and buses	25	25	%

Recreational vehicles	0	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	6650	1048	pcph

Estimation of V12 Diverge Areas

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

EQ

$P = 0.546$ Using Equation 5

FD

$v = v + (v - v)P = 4104$ pc/h

12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$	6650	7200	No
Fi F			
v	4104	4400	No
12			
$v = v - v$	5602	7200	No
FO F R			
v	1048	2200	No
R			

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 33.6$ pc/mi/ln

R 12 D

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

Speed Estimation

Intermediate speed variable,	$D = 0.262$
S	
Space mean speed in ramp influence area,	$S = 63$ mph
R	
Space mean speed in outer lanes,	$S = 70.8$ mph
0	
Space mean speed for all vehicles,	$S = 65.5$ mph

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 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: A.M. Peak Hour
 Freeway/dir or travel: SB I-85
 Junction: SR 11
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis	66.8	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4730	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	540	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)	4730	540	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1245	142	v
Trucks and buses	25	25	%

Recreational vehicles	0	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	5601	639	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) = 3344 pc/h

12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6240	7200	No
v R12	3983	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L = 31.9$ pc/mi/ln

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

Speed Estimation

Intermediate speed variable, M = 0.453

S

Space mean speed in ramp influence area, S = 57.3 mph

R

Space mean speed in outer lanes, S = 63.7 mph

O

Space mean speed for all vehicles, S = 59.5 mph

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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 11
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description: Parallel Ramp Increased to Standa

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	540	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	540	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1505	142	v
Trucks and buses	25	25	%

Recreational vehicles	0	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	6774	639	pcph

Estimation of V12 Diverge Areas

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

EQ

P = 0.561 Using Equation 5

FD

$v = v + (v - v) P = 4082$ pc/h

12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$ Fi F	6774	7200	No
v 12	4082	4400	No
$v = v - v$ FO F R	6135	7200	No
v R	639	2200	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 33.4$ pc/mi/ln

R 12 D

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

Speed Estimation

Intermediate speed variable, $D = 0.226$

S

Space mean speed in ramp influence area, $S = 64$ mph

R

Space mean speed in outer lanes, $S = 70.2$ mph

O

Space mean speed for all vehicles, $S = 66.1$ 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: P.M. Peak Hour
 Freeway/dir or travel: NB I-85
 Junction: SR 11
 Jurisdiction: Jackson County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis	66.1	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4730	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	885	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)	4730	885	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1245	233	v
Trucks and buses	25	25	%

Recreational vehicles	0	0	%
Terrain type:	L	I	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	5601	1048	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) = 3344 pc/h

12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v	6649	7200	No
FO			
v	4392	4600	No
R12			

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 34.9$ pc/mi/ln

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

Speed Estimation

Intermediate speed variable, M = 0.559

S

Space mean speed in ramp influence area, S = 54.3 mph

R

Space mean speed in outer lanes, S = 63.7 mph

0

Space mean speed for all vehicles, S = 57.2 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 JYG 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.

- 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.
- 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:

- 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 60 to north of SR 11

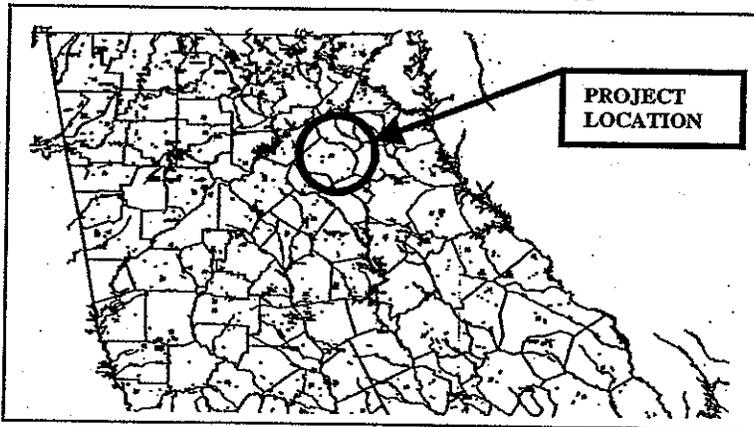
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Brent H. Stoney
Project Manager

DATE 9-25-01

James Kessner
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. Kelle 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 60 to north of SR 11

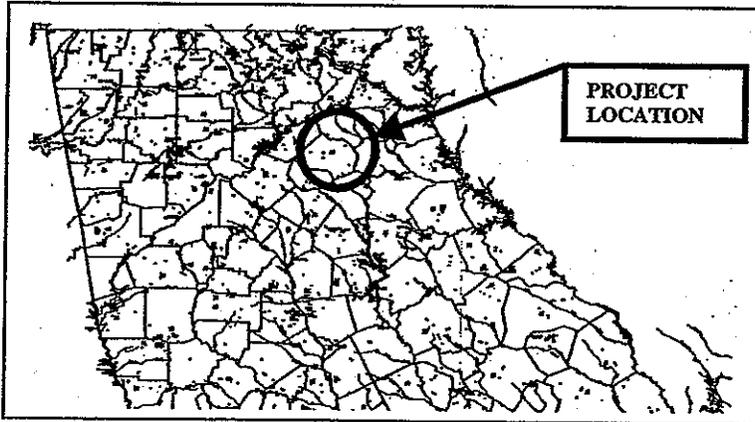
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt H. Stony
Project Manager

DATE 9-25-01

James Kessell
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 10-2-01

Marta V. Law
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 60 to north of SR 11

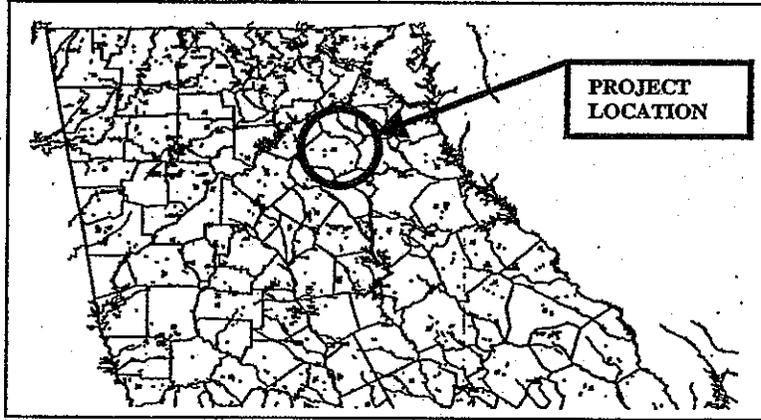
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt A. Stony
Project Manager

DATE 9-25-01

James Kessell
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

Henry E. Parker
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 60 to north of SR 11

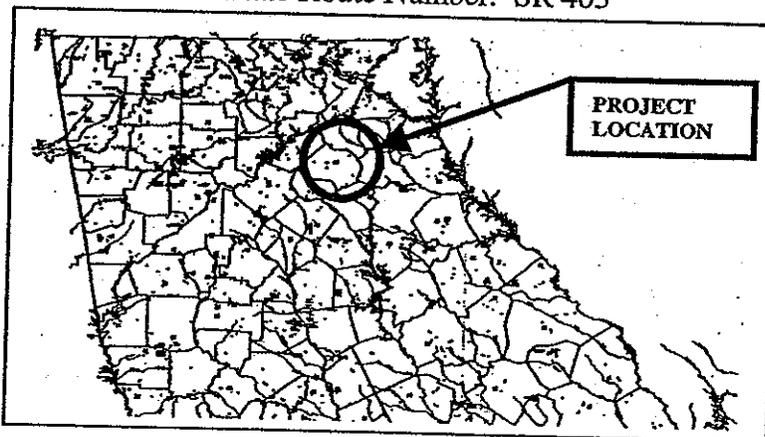
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt H. Stone
Project Manager

DATE 9-25-01

James Kessell
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 9/27/01

Harold L. Smith
State Transportation Planning Administrator
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 60 to north of SR 11

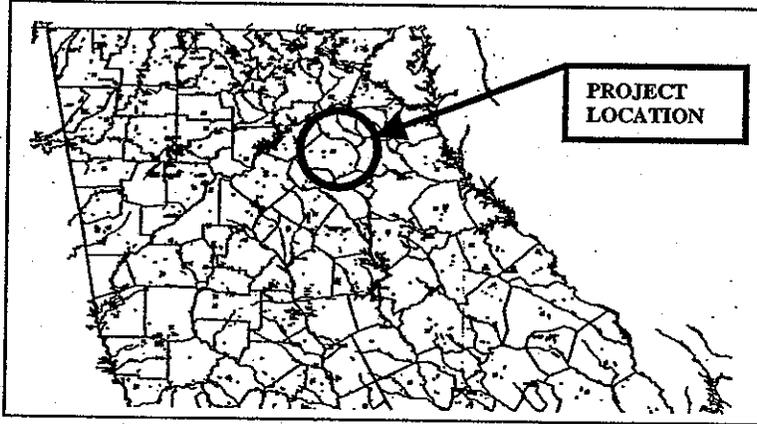
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Brent H. Stony
Project Manager

DATE 9-25-01

James Kessner
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 _____

Thomas D. ...
State Transportation Programming Engineer

DATE 10/16/01

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 60 to north of SR 11

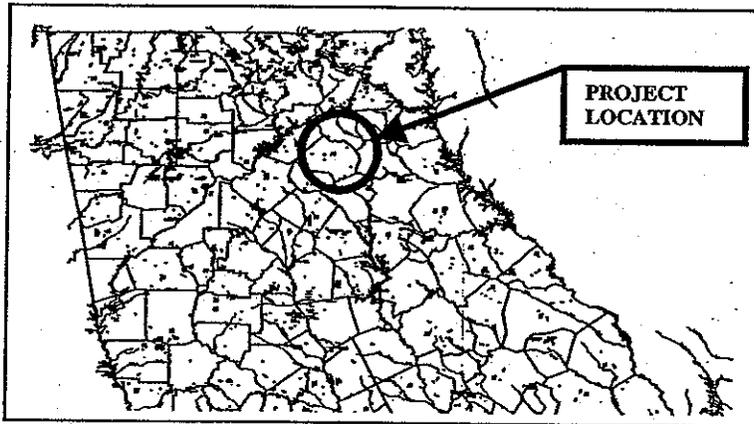
Project Number: NH-IM-85-2(167)

County: Jackson

P. I. Number: 110630

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt H. Stone
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 10-15-01

Phillip M. Allen
State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design

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

From: David Painter
To: "Todd.Long@dot.state.ga.us".gwhub.hubsmtg; 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>>

