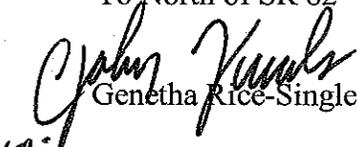


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 110640-, Jackson County **OFFICE** Preconstruction  
NH-IM-85-2(168)  
I-85 Widening from North of SR 11 **DATE** April 9, 2008  
To North of SR 82

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** *re* SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Joe Sheffield  
Paul Liles  
Russell McMurry  
Robert Mahoney  
BOARD MEMBER



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

**Georgia Division**

61 Forsyth St. SW 17T100  
Atlanta, GA 30303

February 19, 2008

In Reply Refer To:  
HTM-GA

Ms. Gena L. Abraham, Commissioner  
Department of Transportation  
No. 2 Capitol Square  
Atlanta, Georgia 30334

*TOAD LONG - DIRECTOR OF PRECONSTRUCTION*  
Attention: ~~Mike Thomas, Director, Division of Transportation Planning, Data and Intermodal  
Development~~

Dear Ms. Abraham:

Our office has reviewed and approved the revised Concept Reports NH-IM-85-2 (165, 166, 167, 168, 169, 170, 171, 172, 173, 174) conditioned upon the following comments being satisfied:

- For project NH-IM-85-2(167), please evaluate the option of raising SR 332 in the design phase (as opposed to lowering the Interstate profile).
- Several of the reports indicate the reconstruction of Interstate bridges to accommodate 8 lanes total width. After discussion with your staff, we have agreed that all bridges will only be widened to accommodate six lanes.
- Approval of these Concept Reports does not constitute approval of design decisions (sequence of construction/staging etc.).

Please contact George Merritt if you have any questions at 404-562-3655 or [george.merritt@fhwa.dot.gov](mailto:george.merritt@fhwa.dot.gov).

Sincerely,

For: Rodney Barry, P.E.  
Division Administrator

**MOVING THE  
AMERICAN  
ECONOMY**



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** NH-IM-85-2(168), Jackson  
P. I. No. 110640  
I-85 From North of SR 11 to North  
of SR 82  
**OFFICE:** Consultant Design  
**DATE:** February 20, 2007

**FROM:** *For Stanley Hill*  
Mohammed (Babs) Abubakari, P.E.  
State Consultant Design/Program Delivery Engineer

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

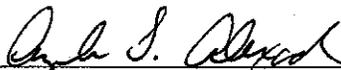
**SUBJECT:** **Revised Project Concept Report**

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

This concept revision involves the revision of three features. The first is a change in the typical section to decrease the inside shoulder width adjacent to the median barrier from 12'-9" to 12'-0" and to decrease the outside paved shoulder width from 16'-0" to 12'-0". Additionally a design exception will be required for inside shoulder widths on I-85 at all bridges over I-85 due to the encroachment of the concrete barrier into the inside shoulder. The concrete median barrier will be transitioned around the bridge columns at all overpasses. Finally, the design exceptions to controlling criteria for substandard stopping sight distance described in the Project Concept Report will no longer be required.

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

DATE 3-7-07

  
State Transportation Planning Administrator

**Distribution:** Brian Summers, Project Review Engineer  
Harvey Keepler, State Environment/Location Engineer  
Keith Golden, State Traffic Safety and Design Engineer  
Angela T. Alexander, State Transportation Planning Administrator  
Jamie Simpson, State Transportation Financial Management Administrator  
Russell McMurry, District Engineer  
Paul Liles, State Bridge Design Engineer

# REVISED PROJECT CONCEPT REPORT

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

**Project location:** The project is located in central Jackson County, beginning just north of SR 11 (mile log 137.1) and ending just north of SR 82 (mile log 140.5). The total project length is 3.7 miles:

**Description of the approved concept:** The approved concept for this project is the widening of I-85 from the existing four-lane divided section with a depressed median to a six-lane section with a median barrier.

**PDP Classification:** Major \_\_\_\_\_ Minor X

**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) as shown in the approved concept:**

Current Year: 53,800 (2005)

Design Year: 91,500 (2025)

**Proposed features to be revised:**

- The proposed typical section:
  - Six 12' lanes
  - Median barrier
  - 12'-9" paved inside shoulder
  - 16' paved outside shoulder

The typical section will be revised to decrease the inside and outside paved shoulder widths per agreement with FHWA. The revised typical section will begin on I-85 just north of SR 11 and extend throughout the project corridor, ending just north of SR 82.

- Design Exceptions to controlling criteria anticipated:  
Design exceptions for inside shoulder width will be required for I-85 at Possum Creek Road (CR 229) over I-85 and at Dry Pond Road (SR 82) over I-85.

*OK*

This design exception was not noted in the approved concept report. The concrete median barrier on I-85 will be transitioned around bridge columns at all overpasses. Design exceptions for inside shoulder width are required at these locations due to the transition of the concrete barrier encroaching on the 12'-0" paved inside shoulder. As a result, the remaining inside shoulder width at the bridge columns will be 9'-10" measured from the inside edge of travel to the face of barrier. A Policy on Geometric Design of Highways and Streets 2004 states that the minimum useable shoulder width should be 10'-0" for a paved median shoulder. The paved shoulder will not meet this minimum width at the locations listed above.

- Design Exceptions to controlling criteria anticipated:  
Design exceptions for substandard stopping sight distance will be required at milepost 137.4 between SR 11 and Possum Creek Road (CR 229), mileposts 139.0, 139.5 and 139.9 between Possum Creek Road (CR 229) and Dry Pond Road (SR 82).

Design Exceptions for substandard stopping sight distance are no longer required due to the change in design controls for crest vertical curves in A Policy on Geometric Design of Highways and Streets 2004. Additionally, any vertical curves that do not meet the required sight distance will be reconstructed to meet required values.

ok



**Describe the revised feature(s) to be approved:**

- The revised typical section:
  - o Six 12'-0" lanes, outside lane paving will extend 1'-0" into the paved outside shoulder but will be striped at 12'-0"
  - o Median barrier
  - o 12'-0" paved inside shoulder
  - o 12'-0" paved outside shoulder, includes 1'-0" extension of outside lane paving

The revised typical section will begin on I-85 just north of SR 11 and extend throughout the project corridor, ending just north of SR 82.

- Design Exceptions to controlling criteria anticipated:  
Design exceptions for inside shoulder width will be required for I-85 at Possum Creek Road (CR 229) over I-85 and Dry Pond Road (SR 82) over I-85. The minimum inside shoulder width required is 10'-0". The inside shoulder width will be 9'-10" from inside edge of travel to face of barrier at the bridge columns.
- Design Exceptions for substandard stopping sight distance are no longer required at milepost 137.4 between SR 11 and Possum Creek Road (CR 229), mileposts 139.0, 139.5 and 139.9 between Possum Creek Road (CR 229) and Dry Pond Road (SR 82).

**Updated traffic data (AADT):**

Current Year: 56,100 (2010)      Design Year: 92,800 (2030)

**Programmed/Schedule:**

P.E. 2005      R/W: NA      Construction: 2012

**Revised cost estimates:**

1. Construction cost including E&C, \$30,113,945.76
2. Right-of-way, \$0
3. Utilities, \$0

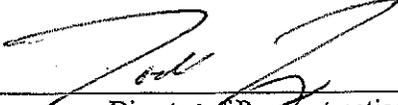
Is the project located in a Non-attainment area?             Yes        X   No.

**Recommendation:** It is recommended that the proposed revision to the concept be approved for implementation.

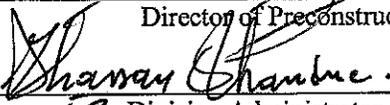
**Attachments:**

1. Sketch Map,
2. Cost Estimate,
3. Typical Sections,
4. Need and Purpose.

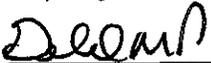
Concur: \_\_\_\_\_

  
Director of Preconstruction

Approve: \_\_\_\_\_

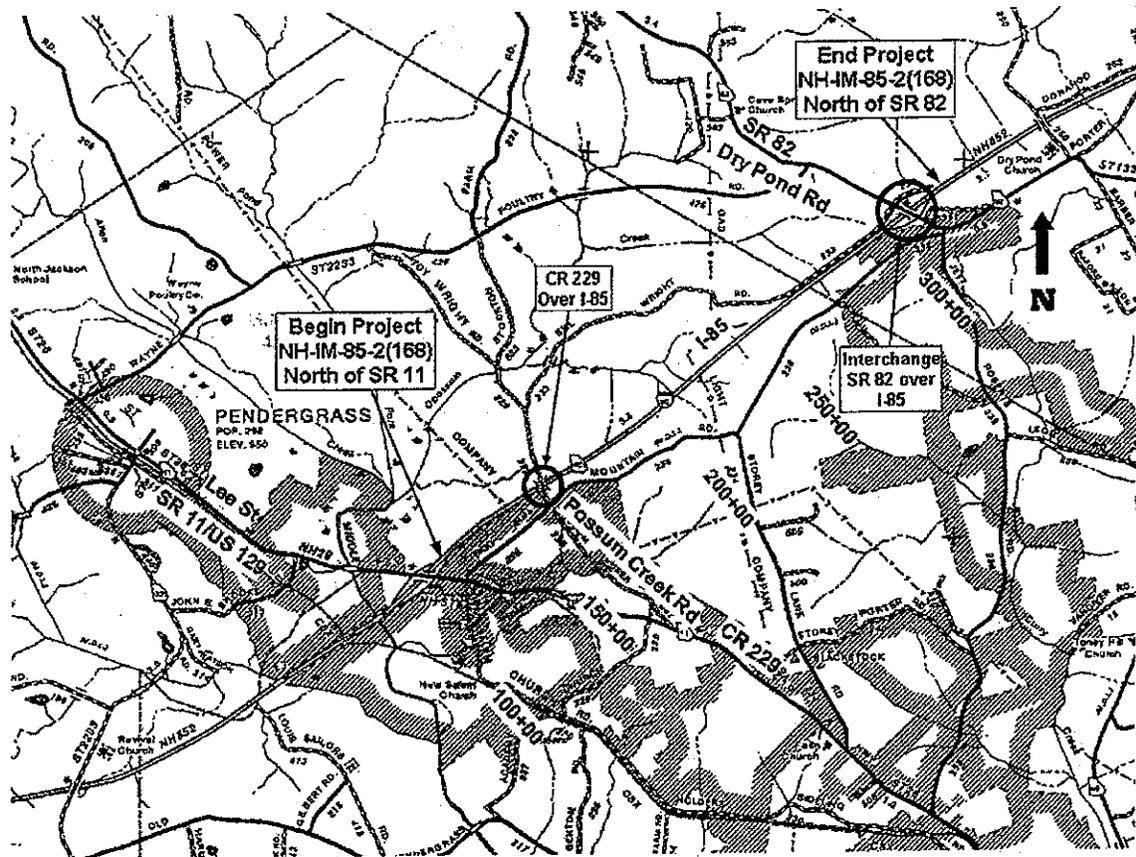
  
Division Administrator, FHWA

Approve: \_\_\_\_\_

  
Chief Engineer

# PROJECT LOCATION

## NH-IM-85-2(168)



**Estimate Report for file "110640"**

<b>Section ROADWAY</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
150-1000	1	LS	1900000.00	TRAFFIC CONTROL -	1900000.00
150-9011	3000	HR	52.67	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	158010.00
152-1000	1	EA	30000.00	FIELD LABORATORY	30000.00
153-1300	1	EA	63196.25	FIELD ENGINEERS OFFICE TP 3	63196.25
158-1000	10500	HR	0.80	TRAINING HOURS	8400.00
201-1500	1	LS	456000.00	CLEARING & GRUBBING -	456000.00
205-0001	93500	CY	4.34	UNCLASS EXCAV	405790.00
206-0002	39000	CY	4.99	BORROW EXCAV, INCL MATL	194610.00
310-1101	195900	TN	16.01	GR AGGR BASE CRS, INCL MATL	3136359.00
402-3121	29800	TN	48.57	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	1447386.00
402-3130	5300	TN	46.98	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	248994.00
402-3190	45500	TN	53.81	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	2448355.00
413-1000	6100	GL	1.32	BITUM TACK COAT	8052.00
430-0220	214400	SY	44.58	PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK	9557952.00
436-1000	11700	LF	9.04	ASPHALTIC CONCRETE CURB -	105768.00
441-0204	3500	SY	30.89	PLAIN CONC DITCH PAVING, 4 IN	108115.00
444-1000	120	LF	2.49	SAWED JOINTS IN EXIST PAVEMENTS - PCC	298.80
456-2012	8	GLM	949.78	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	7598.24
500-3200	8	CY	436.65	CLASS B CONCRETE	3493.20
550-1180	7400	LF	36.45	STORM DRAIN PIPE, 18 IN, H 1-10	269730.00
550-1240	6000	LF	44.89	STORM DRAIN PIPE, 24 IN, H 1-10	269340.00
550-1300	4000	LF	54.36	STORM DRAIN PIPE, 30 IN, H 1-10	217440.00
550-1360	2000	LF	66.73	STORM DRAIN PIPE, 36 IN, H 1-10	133460.00
550-4218	5	EA	558.86	FLARED END SECTION 18 IN, STORM DRAIN	2794.30
550-4224	4	EA	639.96	FLARED END SECTION 24 IN, STORM DRAIN	2559.84
550-4230	3	EA	732.96	FLARED END SECTION 30 IN, STORM DRAIN	2198.88
550-4236	3	EA	1036.11	FLARED END SECTION 36 IN, STORM DRAIN	3108.33
573-2006	1000	LF	15.07	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	15070.00
576-1010	900	LF	6.51	SLOPE DRAIN PIPE, 10 IN	5859.00
577-1100	50	EA	1015.93	METAL DRAIN INLET - COMPLETE ASSEMBLY	50796.50
610-1055	11000	LF	1.55	REM GUARDRAIL	17050.00
610-1075	36	EA	245.63	REM GUARDRAIL ANCH, ALL TYPES	8842.68
615-1000	240	LF	291.69	JACK OR BORE PIPE -	70005.60
621-3125	140	LF	270.07	CONCRETE BARRIER, TP 25S, MODIFIED	37809.80
621-5503	350	LF	193.20	CONCRETE SIDE BARRIER, TYPE 26S	67620.00
621-6001	15800	LF	55.59	CONCRETE BARRIER, TP S-1	878322.00
621-6002	2700	LF	70.48	CONCRETE BARRIER, TP S-2	190296.00
621-6003	1600	LF	177.53	CONCRETE BARRIER, TP S-3	284048.00
621-6008	75	LF	207.64	CONCRETE SIDE BARRIER, TP 7-CS	15573.00
621-6013	84	LF	115.16	CONCRETE SIDE BARRIER, TP 7-TS	9673.44
622-1033	80000	LF	28.52	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	2281600.00
641-1100	130	LF	36.09	GUARDRAIL, TP T	4691.70
641-1200	11700	LF	15.99	GUARDRAIL, TP W	187083.00
641-5001	16	EA	549.47	GUARDRAIL ANCHORAGE, TP 1	8791.52
641-5012	23	EA	1713.38	GUARDRAIL ANCHORAGE, TP 12	39407.74
649-0018	20100	LF	12.63	CONCRETE GLARE SCREEN, 18 INCH	253863.00
650-1200	4	EA	12714.99	IMPACT ATTENUATOR UNIT, (COMPRESSION CRASH CUSHION) TYPE T -	50859.96
668-2105	82	EA	3595.64	DROP INLET, GP 1, SPCL DES	294842.48
668-2110	15	LF	257.21	DROP INLET, GP 1, ADDL DEPTH	3858.15
668-5000	2	EA	1793.31	JUNCTION BOX	3586.62
<b>Section Sub Total:</b>					<b>\$25,968,559.03</b>

<b>Section PERMANENT EROSION CONTROL</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
603-2182	130	SY	47.10	STN DUMPED RIP RAP, TP 3, 24 IN	6123.00

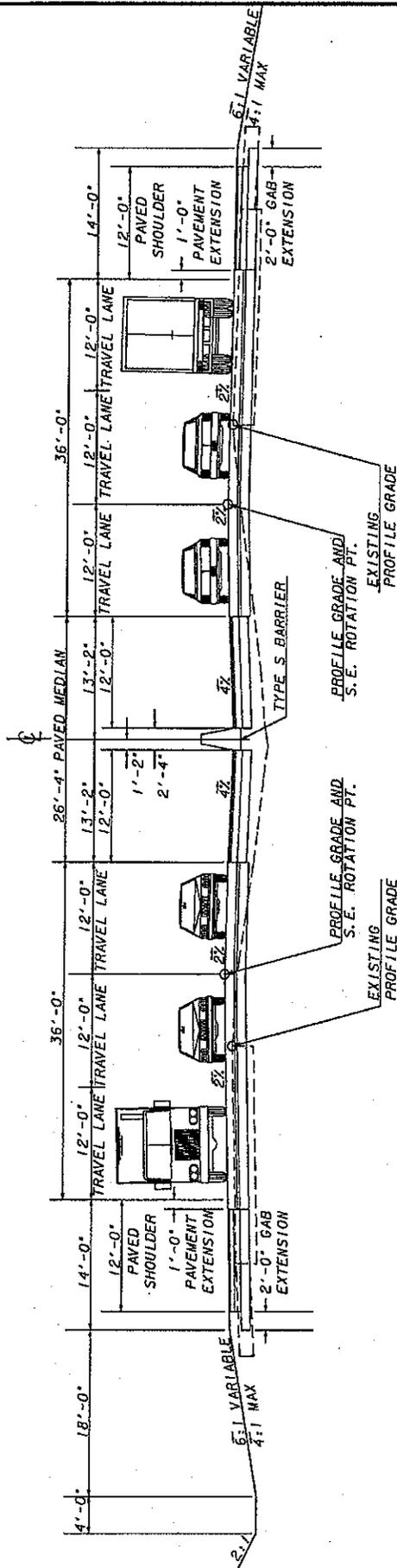
603-7000	130	SY	4.31	PLASTIC FILTER FABRIC	560.30
700-6910	35	AC	837.76	PERMANENT GRASSING	29321.60
700-7000	160	TN	59.69	AGRICULTURAL LIME	9550.40
700-7010	130	GL	19.04	LIQUID LIME	2475.20
700-8000	24	TN	294.10	FERTILIZER MIXED GRADE	7058.40
700-8100	1800	LB	1.71	FERTILIZER NITROGEN CONTENT	3078.00
715-2200	6700	SY	1.97	BITUMINOUS TREATED ROVING, WATERWAYS	13199.00
716-2000	38400	SY	1.12	EROSION CONTROL MATS, SLOPES	43008.00
<b>Section Sub Total:</b>					<b>\$114,373.90</b>

<b>Section TEMPORARY EROSION CONTROL</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
163-0232	18	AC	523.03	TEMPORARY GRASSING	9414.54
163-0240	1100	TN	191.61	MULCH	210771.00
163-0300	6	EA	1826.91	CONSTRUCTION EXIT	10961.46
163-0520	1500	LF	14.30	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	21450.00
163-0530	8500	LF	3.05	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	25925.00
163-0550	82	EA	272.79	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	22368.78
165-0010	7500	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	7500.00
165-0030	3000	LF	1.32	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3960.00
165-0070	4300	LF	1.76	MAINTENANCE OF BALED STRAW EROSION CHECK	7568.00
165-0101	6	EA	486.99	MAINTENANCE OF CONSTRUCTION EXIT	2921.94
165-0105	82	EA	98.01	MAINTENANCE OF INLET SEDIMENT TRAP	8036.82
167-1000	2	EA	1477.12	WATER QUALITY MONITORING AND SAMPLING	2954.24
167-1500	24	MO	903.71	WATER QUALITY INSPECTIONS	21689.04
171-0010	15000	LF	1.83	TEMPORARY SILT FENCE, TYPE A	27450.00
171-0030	6000	LF	3.32	TEMPORARY SILT FENCE, TYPE C	19920.00
<b>Section Sub Total:</b>					<b>\$402,890.82</b>

<b>Section SIGNING AND MARKING</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
632-0003	6	EA	13092.88	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	78557.28
636-1020	30	SF	14.49	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	434.70
636-1029	255	SF	17.89	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	4561.95
636-1032	350	SF	27.99	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	9796.50
636-3010	2	EA	372.41	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	744.82
636-5010	25	EA	40.57	DELINEATOR, TP 1	1014.25
638-1001	1	LS	77889.04	STR SUPPORT FOR OVERHEAD SIGN, TP 1, STA -	77889.04
638-1001	1	LS	77889.04	STR SUPPORT FOR OVERHEAD SIGN, TP 1, STA -	77889.04
654-1001	8000	EA	3.59	RAISED PVMT MARKERS TP 1	28720.00
654-1003	1100	EA	3.78	RAISED PVMT MARKERS TP 3	4158.00
657-1054	45000	LF	3.56	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	160200.00
657-1104	4000	LF	6.66	PREFORMED PLASTIC SOLID PVMT MKG, 10 IN, WHITE, TP PB	26640.00
657-3085	80000	GLF	3.34	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST	267200.00
657-6054	40500	LF	3.77	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	152685.00
<b>Section Sub Total:</b>					<b>\$890,490.58</b>

**Total Estimated Cost: \$27,376,314.33**

<b>Subtotal Construction Cost</b>	<b>\$27,376,314.33</b>
E&C Rate 10 %	\$2,737,631.43
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
<b>Total Construction Cost</b>	<b>\$30,113,945.76</b>
Right Of Way	\$0.00
ReImb. Utilities	\$0.00
<hr/>	
<b>Grand Total Project Cost</b>	<b>\$30,113,945.76</b>



TYPICAL SECTION  
I-85

CONCEPTUAL TYPICAL SECTIONS  
I-85

JACKSON / BANKS COUNTY, GEORGIA  
N. T. S.

JANUARY 2007

**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