

ORIGINAL TO GENERAL FILES

D.O.T. 66

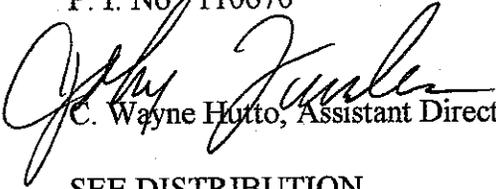
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(171) Banks County
P. I. No 110670

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

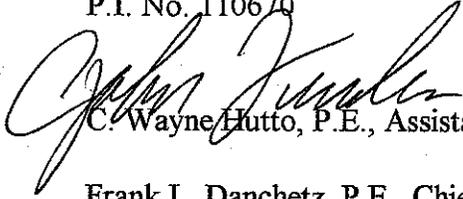
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-85-2(171) Banks County **OFFICE** Preconstruction
P.I. No. 110670
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 US 441/SR 15 and ending just north of SR 63 for a total of 4.5 miles. The existing roadway consists of two lanes in each direction separated by a 170' depressed grass median. The existing major structures are as follows:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
I-85 over <u>Grove River</u>	NBL & SBL 204' x 45'	95.1
I-85 over Harden Bridge Road/CR 16	NBL 131' x 39'	87.8
	SBL 131' x 39'	88.8
I-85 over SR 164	NBL 151' x 45'	78.3
	SBL 151' x 45'	77.2
I-85 over <u>Hudson River</u>	NBL 200' x 45'	87.3
	SBL 200' x 45'	84.6
Martin Bridge Road/SR 63 Overpass	276'x 34'	90.3

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 51,200 VPD and the design year traffic (2025) is 87,100 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 146' depressed grassed median, 12' paved inside shoulders, and 10' paved outside 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 Grove River - widen existing bridges 204' x 67' and 204' 67'.

NH-IM-85-2(171) Banks
October 18, 2001

2. I-85 over Harden Bridge Road/CR 16 - widen existing bridges 131' x 69' and 131' x 69'.
3. I-85 over SR 164 - widen existing bridges 151' x 77' and 151' x 77'
4. I-85 over Hudson River - widen existing bridges 200' x 67' and 200' x 67'.

A design exception will be required for substandard stopping sight distance at MP 150.4 between Crove River and CR 16; MP 150.9 and 151.4 between CR 16 and SR 164; and MP 152.2, 152.8, 153.2 and 153.4 between SR 164 and SR 63.

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)	\$15,258,000	\$14,781,000	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 Preconstruction

APPROVE Larry R. Dreihaupt
For Larry R. Dreihaupt, Division Administrator, FHWA

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

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-IM-85-2(171) Banks
P.I. Number 110670-

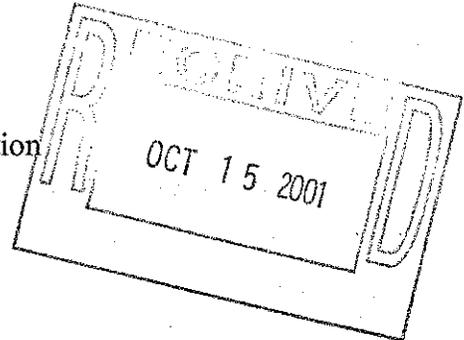
OFFICE: Engineering Services

DATE: October 11, 2001

FROM: David Mulling, ^{DTM} 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	\$12,062,000
Inflation	\$ 1,809,000
E&C	\$ 1,387,000
Reimbursable Utilities	\$ 0
Right of Way	\$ 0

DTM

c: Jim Kennerly

SCORING RESULTS AS PER MOG 2440-2

Project Number: NH-IM-85-2(171)		County: BANKS		PI No.: 100670-	
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 US 441/SR 15 to north of SR 63

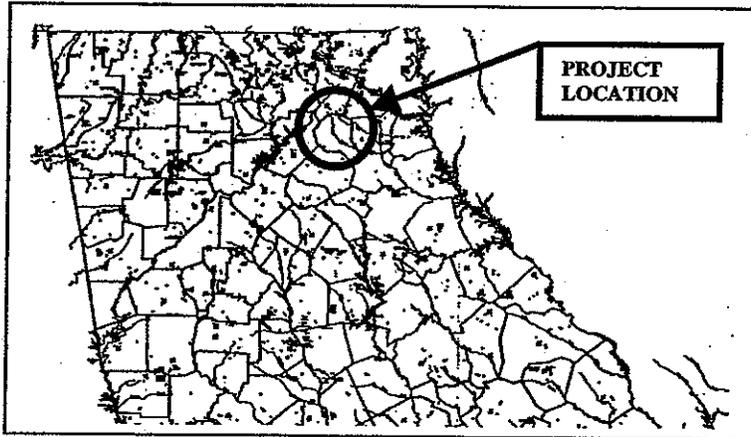
Project Number: NH-IM-85-2(171)

County: Banks

P. I. Number: 110670

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 Keasler
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 10/11/01

C. J. Mully
Project Review Engineer

DATE _____

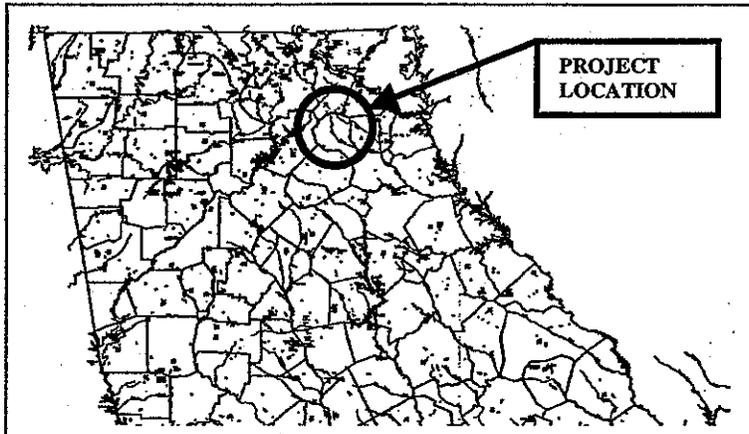
Office of Bridge and Structural Design

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

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of US 441/SR 15 to north of SR 63
 Project Number: NH-IM-85-2(171)
 County: Banks
 P. I. Number: 110670

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



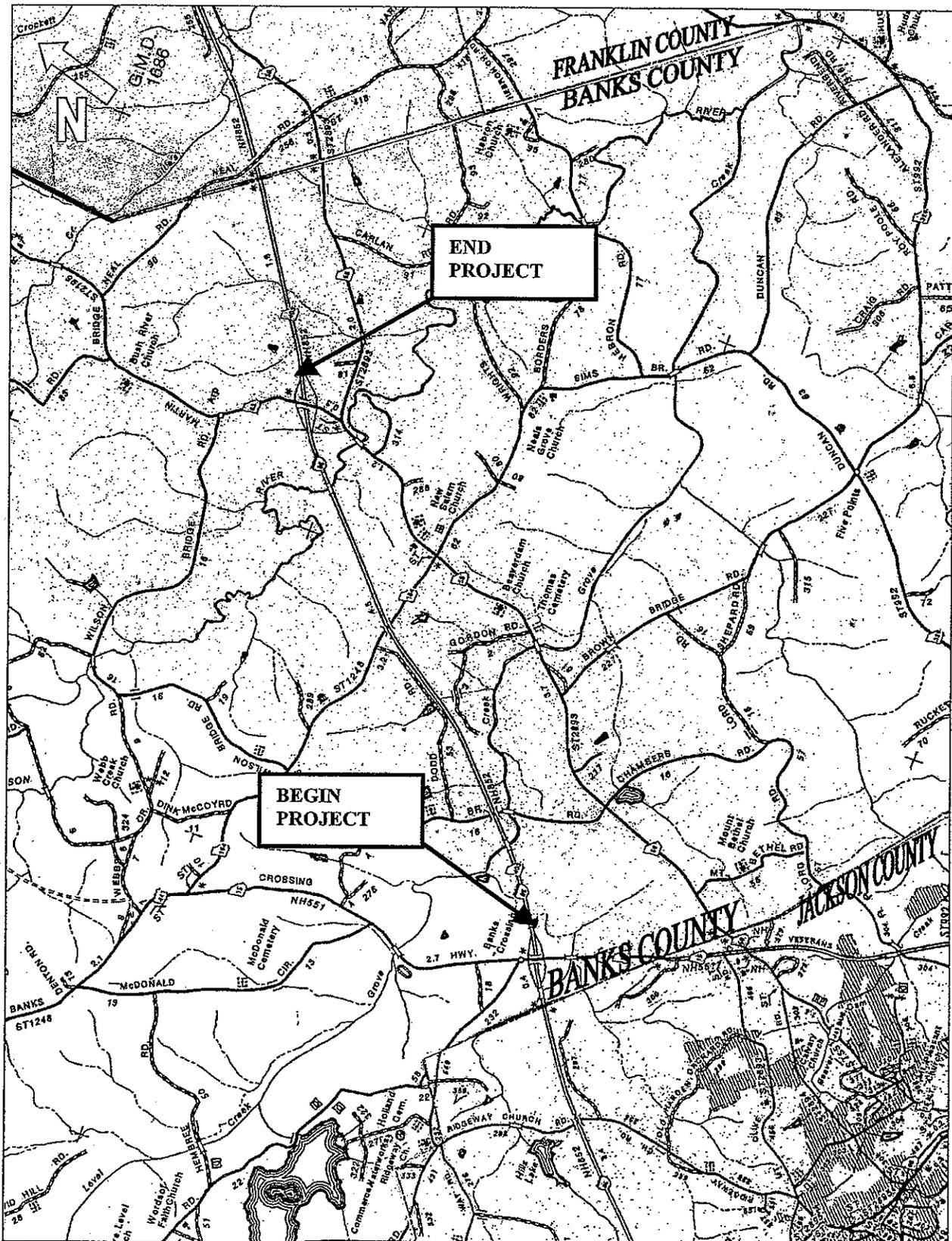
Recommendation for approval:

DATE <u>9-11-01</u>	<u>Burt A. Stony</u> Project Manager
DATE <u>9-25-01</u>	<u>James 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 _____	_____
DATE _____	State Environmental/Location Engineer
DATE _____	_____
DATE _____	State Traffic Safety and Design Engineer
DATE _____	_____
DATE _____	District Engineer
DATE _____	_____
DATE _____	Project Review Engineer

PROJECT MAP - Project No. : NH-IM-85-2(171), Banks County



- 151'x45' and 151'x45' Two parallel two-lane bridges over SR 164 on I-85
 Struct. ID 011-0031-0 Suff. Rating 78.3
 011-0032-0 77.2
- 200'x45' and 180'x45' Two parallel two-lane bridges over Hudson River on I-85
 Struct. ID 011-0033-0 Suff. Rating 87.3
 011-0034-0 84.6
- 276'x34' Two lane bridge on Martin Bridge Road (SR 63) over I-85
 Struct. ID 011-0035-0 Suff. Rating 90.3
- Major interchanges or intersections along the project: Martin Bridge Road (SR 63)
- Existing length of roadway segment and the beginning mile logs for each county segment:
4.5 miles; mile log 149.8-154.3

Proposed Design Features:

- Proposed typical section(s):
 - Six 12' lanes
 - 146' depressed median
 - 12' paved inside shoulder
 - ~~10'~~ paved outside shoulder - *del 10/19/2001*
- Proposed Design Speed Mainline: 70 mph
- Proposed Maximum grade Mainline: 3.9% 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: 0°45' 16" Maximum degree allowable: 3°00'
- Right of way
 - Width: 430' (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:
 - 204'x67' and 204'x67' Widen two parallel two-lane bridges over Grove River on I-85 to two parallel three-lane bridges
 - 131'x69' and 131'x69' Widen two parallel two-lane bridges over Harden Bridge Road (CR 16) on I-85 to two parallel three-lane bridges
 - 151'x77' and 151'x77' Replace two parallel two-lane bridges over SR 164 on I-85 with two parallel three-lane bridges
 - 200'x67' and 180'x67' Widen two parallel two-lane bridges over Hudson River on I-85 to two parallel three-lane bridges
- 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:

	<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 milepost 150.4, between Grove River and Harden Bridge Road (CR 16), mileposts 150.9 and 151.4, between Harden Bridge Road (CR 16) and SR 164, and also at mileposts 152.2, 152.8, 153.2, and 153.4 between SR 164 and Martin Bridge Road (SR 63).

- 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(170), Jackson/Banks Counties, I-85 Widening from just north of SR 98 in Jackson Co. to just north of SR 15 in Banks Co.

Project Concept Report - Page 6
Project Number: NH-IM-85-2(171)
P. I. Number: 110670
County: Banks

- *IM-00MS(325), I-85 Safety Upgrades at SR 15, SR 63, SR 51, SR 320, SR 106, SR 17 and SR 177*
- *NH-IM-85-2(172), Banks/Franklin Counties, I-85 Widening from just north of SR 63 in Banks Co. to just north of SR 51 in Franklin Co.*
- 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 170' 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 US 441/SR 15 and Martin Bridge Road (SR 63) will have a LOS E 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.*

Attachments:

1. Need and Purpose Statement
2. Cost Estimates:
 - a. Construction including E&C(10) and Inflation, \$15,169,999
 - 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(171)

COUNTY: Banks

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 4.5 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 (4)	\$	840,780
Stream Crossings (4)	\$	866,800
SUBTOTAL: C-1.a	\$	1,707,580
b. OTHER		
Walls	\$	-
Box Culverts	\$	-
Bridge Culverts (0)	\$	-
SUBTOTAL: C-1.b	\$	-
SUBTOTAL: C-1	\$	1,707,580
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment	\$	-
b. DRAINAGE		
1) Cross Drain Pipe	\$	701,910
2) Curb and Gutter	\$	-
3) Longitudinal System (incl. catch basins)	\$	-
SUBTOTAL: C-2.b	\$	701,910
SUBTOTAL: C-2	\$	701,910

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(171)

COUNTY: Banks

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 4.5 Miles

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

PROJECT COST				Phase I
3. BASE AND PAVING:				
a. AGGREGATE BASE	87,447	Tons @ \$17.03	\$	1,489,217
b. ASPHALT PAVING (Mainline & Cross-Roads):				
Drainage - Type D	20,014	Tons @ \$50.8	\$	1,016,701
Surface - SMA	25,080	Tons @ \$54.93	\$	1,377,665
Surface - Superpave	5,889	Tons @ \$42.56	\$	250,622
Binder - SMA	-	Tons @ \$56.9	\$	-
Binder - Superpave	21,016	Tons @ \$38.43	\$	807,646
Base - Superpave	67,720	Tons @ \$34.63	\$	2,345,153
Pavement Reinf. Fabric Strips	46,794	Lane Ft @ \$2.84	\$	132,895
SUBTOTAL: C-3.b				\$ 5,930,682
c. CONCRETE PAVING (Ramps)	-	SY @ \$33.57	\$	-
d. OTHER (Leveling, Tack Coat, Milling)			\$	897,960
SUBTOTAL: C-3				\$ 8,317,859
4. LUMP ITEMS				
a. GRASSING			\$	(157,961)
b. CLEARING AND GRUBBING			\$	-
c. LANDSCAPING			\$	-
d. EROSION CONTROL			\$	146,200
e. TRAFFIC CONTROL			\$	187,176
SUBTOTAL: C-4				\$ 175,416
5. MISCELLANEOUS:				
a. LIGHTING			\$	-
b. SIGNING - MARKING - SIGNALIZATION			\$	116,985
c. GUARDRAIL				
Single-Faced			\$	286,340
Double-Faced			\$	-
Anchors			\$	95,996
SUBTOTAL: C-5.c				\$ 382,336
d. SIDEWALK			\$	-
e. MEDIAN / SIDE BARRIER	4,636	LF @ \$32.03	\$	148,491
f. MOVABLE BARRIER SECTION			\$	-
g. ACCESS FENCE			\$	353,694
h. BRIDGE JACKING			\$	-
i. APPROACH SLABS			\$	64,560
j. REMOVAL				
Concrete Paving			\$	-
Bridges			\$	-
SUBTOTAL: C-5.j				\$ -
k. ATMS Conduit	-	LF @ \$37.78	\$	-
l. OTHER			\$	93,588
SUBTOTAL: C-5				\$ 1,159,654

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-85-2(171)

COUNTY: Banks

DATE: August 2001

ESTIMATED LETTING DATE: 2002

PREPARED BY: Jill Hodges

PROJECT LENGTH: 4.5 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	\$	1,707,580
2. GRADING AND DRAINAGE	\$	701,910
3. BASE AND PAVING	\$	8,317,859
4. LUMP ITEMS	\$	175,416
5. MISCELLANEOUS	\$	1,159,654
6. SPECIAL FEATURES	\$	-
SUBTOTAL CONSTRUCTION COST	\$	12,062,418
E. & C. (10%)	\$	1,206,242
INFLATION (5% PER YEAR)	\$	1,901,339
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST	\$	15,169,999
GRAND TOTAL PROJECT COST	\$	15,169,999

I-85 Widening and Improvements from north of US 441/SR 15 to north of SR 63
Project Number: NH-IM-85-2(171)
County: Banks
P. I. Number: 110670

ACCIDENT HISTORY			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	9 (47)	4 (28)	0.00 (0.73)
1996	20 (50)	27 (29)	0.00 (1.32)
1997	16 (49)	17 (28)	5.25 (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: 8/25/99
 Analysis Time Period: AM Design Hour
 Freeway/Direction: I-85 SB
 From/To: SR 15 to SR 63 (wo #30)
 Jurisdiction: Banks County
 Analysis Year: 2025
 Description: nh-im-85-2(171)

Flow Inputs and Adjustments

Volume, V	5585	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1470	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Composite	
Grade	2.22	%
Segment length	0.53	mi
Trucks and buses PCE, ET	1.6	
Recreational vehicles PCE, ER	1.2	
Heavy vehicles adjustment, fHV	0.868	
Driver population factor, vp	1.00	
Flow rate, vp	6777	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	0.25	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 E

Design flow rate, v_p	6777	pc/h
Design free-flow speed, FFS	67.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	56.5	mi/h
Density, D	40.0	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.

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Fax: 678-333-0324

Design Analysis

Analyst: VHR
 Agency or Company: GDOT
 Date Performed: 8/25/99
 Analysis Time Period: PM Design Hour
 Freeway/Direction: I-85 NB
 From/To: SR 15 to SR 63 (wo #30)
 Jurisdiction: Banks County
 Analysis Year: 2025
 Description: NH-IM85-2(171)

Flow Inputs and Adjustments

Volume, V	5585	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	1470	v
Trucks and buses	25	%
Recreational vehicles	0	%
Terrain Type	Grade	
Grade	3.01	%
Segment length	0.40	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicles PCE, ER	1.2	
Heavy vehicles adjustment, fHV	0.887	
Driver population factor, vp	1.00	
Flow rate, vp	6630	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	0.25	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

E

Design flow rate, v_p	6630	pc/h
Design free-flow speed, FFS	67.0	mi/h
Number of lanes required, N	3	
Average passenger-car speed, S	58.0	mi/h
Density, D	38.1	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.

HCS2000: Ramps and Ramp Junctions Release 4.1

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

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 63
 Jurisdiction: Banks 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	5585	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	230	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)	5585	230	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1470	61	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	6615	272	pcph

Estimation of V12 Diverge Areas

$L = 0.00$ (Equation 25-8 or 25-9)
 EQ
 $P = 0.582$ Using Equation 5
 FD
 $v = v + (v - v) P = 3964$ pc/h
 12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$	6615	7200	No
Fi F			
v	3964	4400	No
12			
$v = v - v$	6343	7200	No
FO F R			
v	272	2200	No
R			

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 32.4$ pc/mi/ln
 R 12 D

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

Speed Estimation

Intermediate speed variable, $D = 0.192$
 S
 Space mean speed in ramp influence area, $S = 65$ mph
 R
 Space mean speed in outer lanes, $S = 70.4$ mph
 0
 Space mean speed for all vehicles, $S = 66.8$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1

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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 63
 Jurisdiction: Banks County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis	67.3	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	5355	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	60	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)	5355	60	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1409	16	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	6341	71	pcph

Estimation of V12 Merge Areas

L = 0.00 (Equation 25-2 or 25-3)
 EQ
 P = 0.597 Using Equation 1
 FM
 $v = v(P) = 3786$ pc/h
 12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v FO	6412	7200	No
v R12	3857	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 31.1$ pc/mi/ln

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

Speed Estimation

Intermediate speed variable, $M = 0.429$
 S
 Space mean speed in ramp influence area, $S = 58.0$ mph
 R
 Space mean speed in outer lanes, $S = 61.9$ mph
 0
 Space mean speed for all vehicles, $S = 59.5$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1

Harris Robinson
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 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 Rout 63
 Jurisdiction: Banks 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	5415	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	60	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)	5415	60	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1425	16	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	6413		71		pcph

Estimation of V12 Diverge Areas

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

EQ

$P = 0.596$ Using Equation 5

FD

$v = v + (v - v) P = 3853$ pc/h

12 R F R FD

Capacity Checks

	Actual	Maximum	LOS F?
$v = v$	6413	7200	No
Fi F			
v	3853	4400	No
12			
$v = v - v$	6342	7200	No
FO F R			
v	71	2200	No
R			

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 31.4$ pc/mi/ln

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

Speed Estimation

Intermediate speed variable, $D = 0.174$

Space mean speed in ramp influence area, $S = 65$ mph

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

Space mean speed for all vehicles, $S = 67.2$ mph

HCS2000: Ramps and Ramp Junctions Release 4.1

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 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 63
 Jurisdiction: Banks County
 Analysis Year: 2025
 Description:

Freeway Data

Type of analysis	66.9	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	5355	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	230	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)	5355	230	vph
Peak-hour factor, PHF	0.95	0.95	
Peak 15-min volume, v15	1409	61	v
Trucks and buses	25	25	%

Recreational vehicles	Level	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	6341	272	pcph

Estimation of V12 Merge Areas

$$L = 0.00 \text{ (Equation 25-2 or 25-3)}$$

EQ

$$P = 0.597 \text{ Using Equation 1}$$

FM

$$v = v(P) = 3786 \text{ pc/h}$$

12 F FM

Capacity Checks

	Actual	Maximum	LOS F?
v	6613	7200	No
FO			
v	4058	4600	No
R12			

Level of Service Determination (if not F)

$$\text{Density, } D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 32.6 \text{ pc/mi/ln}$$

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

Speed Estimation

Intermediate speed variable, $M = 0.470$

S

Space mean speed in ramp influence area, $S = 56.8 \text{ mph}$

R

Space mean speed in outer lanes, $S = 61.9 \text{ mph}$

0

Space mean speed for all vehicles, $S = 58.7 \text{ mph}$

**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.

- 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 US 441/SR 15 to north of SR 63

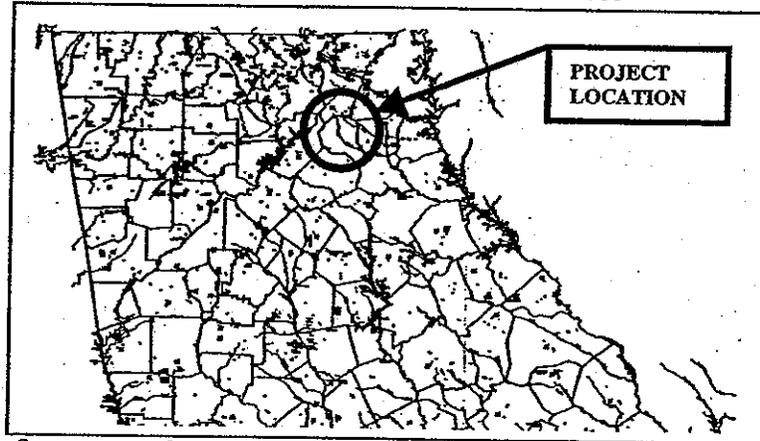
Project Number: NH-IM-85-2(171)

County: Banks

P. I. Number: 110670

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 Keasler
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 9/29/01

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

Shirley J. Duff
State Transportation Planning Administrator
State Transportation Programming Engineer

State Environmental/Location Engineer

State Traffic Safety and Design Engineer

District Engineer

Project Review Engineer

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 US 441/SR 15 to north of SR 63

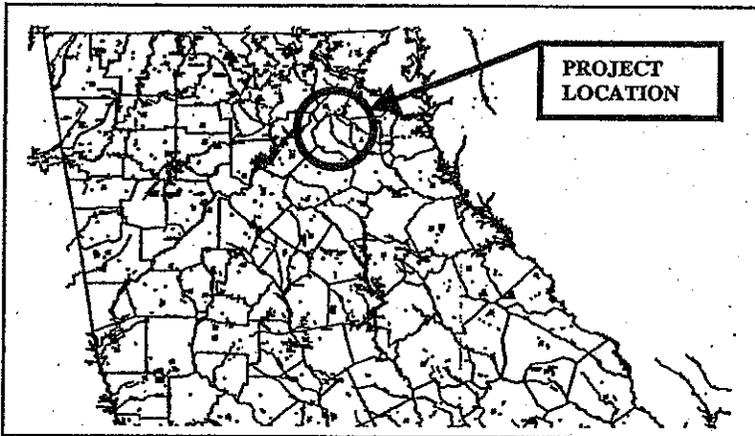
Project Number: NH-IM-85-2(171)

County: Banks

P. I. Number: 110670

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 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

Sam E. Bentley
District Engineer

DATE _____

Project Review Engineer

DATE _____

Office of Bridge and Structural Design
Page 1

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

PROJECT CONCEPT REPORT

I-85 Widening and Improvements from north of US 441/SR 15 to north of SR 63

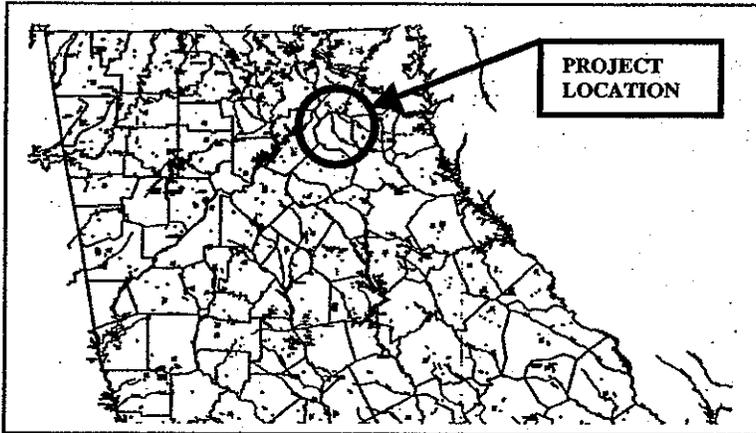
Project Number: NH-IM-85-2(171)

County: Banks

P. I. Number: 110670

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 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 10-2-01

Marta F. Rosen
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

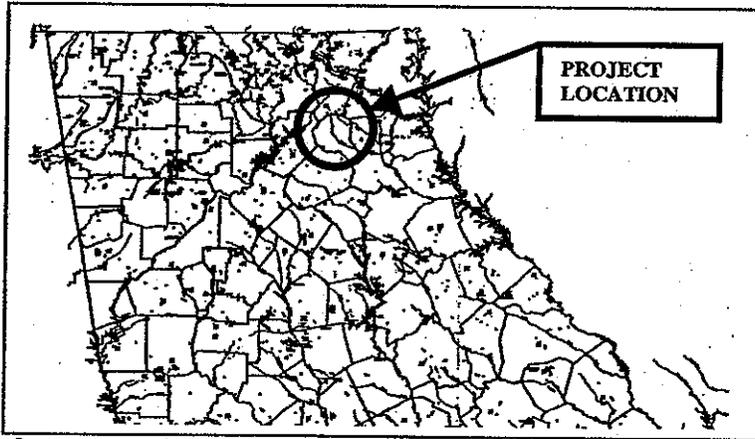
DATE _____

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 US 441/SR 15 to north of SR 63
Project Number: NH-IM-85-2(171)
County: Banks
P. I. Number: 110670

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 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 _____	_____
DATE _____	State Transportation Planning Administrator
DATE _____	_____
DATE _____	State Transportation Programming Engineer
DATE _____	_____
DATE _____	State Environmental/Location Engineer
DATE _____	_____
DATE _____	State Traffic Safety and Design Engineer
DATE _____	_____
DATE _____	District Engineer
DATE _____	_____
DATE <u>9/28/01</u>	Project Review Engineer <u>Paul V. Miles Jr.</u>
	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 US 441/SR 15 to north of SR 63

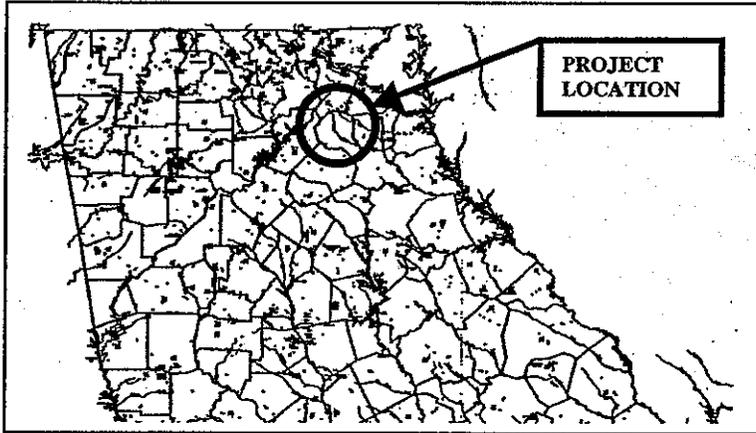
Project Number: NH-IM-85-2(171)

County: Banks

P. I. Number: 110670

Federal Route Number: I-85

State Route Number: SR 403



Recommendation for approval:

DATE 9-11-01

Burt A. Stoy
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 _____

Thomas D. Hunter
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

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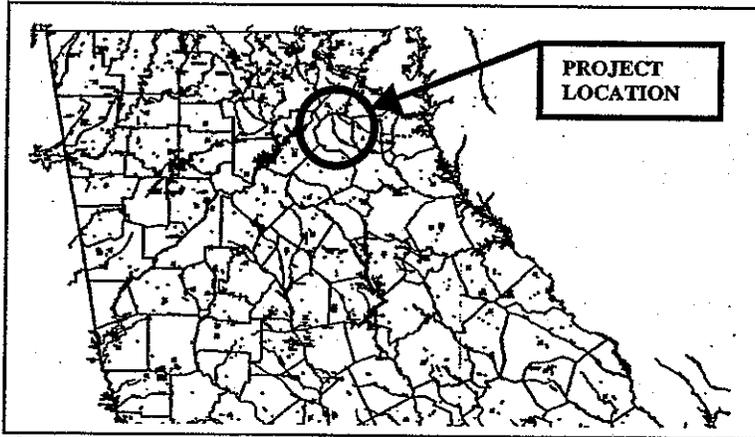
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State Transportation Planning Administrator

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State Transportation Programming Engineer

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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.hubsmtpt; 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>>

