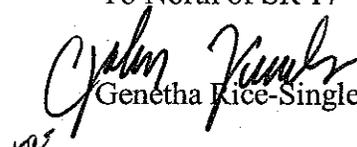


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 110700-, Franklin County **OFFICE** Preconstruction
NH-IM-85-2(174)
I-85 Widening from North of SR 320 **DATE** April 9, 2008
To North of SR 17

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

TODD 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.

Sincerely,

For: Rodney Barry, P.E.
Division Administrator

**MOVING THE
AMERICAN
ECONOMY**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTEKDEPARTMENTAL CORRESPONDENCE

FILE: NH-IM-85-2(174) Franklin County OFFICE Consultant Design
PI No. 110700
I-85 From North SR 320 to North of SR 17 DATE February 20, 2007

FROM: *Stanley Hill*
Mohammed (Babs) Abubakari, P.E. *Stanley Hill*
State Consultant Design and 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 six 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 shoulder width from 16'-0" to 12'-0". Additionally, a design exception will be required for the 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. Also, the design exception to controlling criteria for substandard vertical clearance at the Southern Railroad bridge at milepost 173.2 described in the Project Concept Report will no longer be required. Next, the controlling criteria for bridge widths will be revised. All bridges on I-85 through the project corridor will be widened to provide sufficient width for the typical section changes noted above as well as a future ~~lane~~ lane on the outside. Also, the controlling criteria for sag vertical curves will be revised. Existing sag vertical curves will be reconstructed as part of this project to meet current criteria established in the 2004 Green Book. In some cases, existing bridges may need to be reconstructed in lieu of widening to meet the current Green Book requirements. 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 Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 3-7-07

Angela T. Alexander
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 Financial Management Administrator
Russell McMurry, District One Engineer
Paul Liles, State Bridge Design Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See attached Need and Purpose Statement.

Project location: This project consists of the widening and reconstruction of 9.1 miles of I-85 from just north of SR 320 (Milepost 164.4) to just north of SR 17 (Milepost 173.5), in Franklin County.

Description of the approved concept: The approved concept for this project consists of 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(), SF(), Other ()

Functional Classification: Rural Interstate Principal Arterial

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

Traffic (AADT) as shown in the approved concept:

Current Year (2005): 45,200 Design Year (2025): 76,800

Proposed features to be revised:

- **Typical section**
 - Six 12' lanes
 - Median Barrier (Type 20, 21 or 22)
 - 14' inside shoulder (12'-9" paved)
 - 16' outside shoulder (14' paved)
 - Asphalt pavement section with asphalt overlay of existing pavement

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 320 and extend throughout the project corridor, ending just north of SR 17.

• **Controlling criteria:**

- Major Structures
 - 232' x 138' Replace span four of southbound bridge and widen two parallel two-lane bridges over North Fork Broad River on I-85 to six lanes (includes a 28' median on structure).

The controlling criteria for bridge width will be revised to reflect the changes in the typical section as noted above as well as provisions for a future fourth lane on the outside of the proposed structures.

- Design exceptions to controlling criteria anticipated:
Design exceptions for inside shoulder width will be required for I-85 at CR 187 over I-85, at SR 106 over I-85, at CR 97 over I-85, at CR 383 over I-85, at SR 17 over I-85, and at Southern Railroad over I-85.

This design exception was not noted in the approved concept report. The concrete

median barrier on I-85 will be transitioned around the 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 the barrier, of which 7'-10" is considered useable. AASHTO's 2004 edition of "A Policy on Geometric Design of Highways and Streets" states that the minimum usable shoulder width should be 10'-0" for a paved median shoulder. The paved shoulder will not meet this minimum width at the location listed above.

- o Design exceptions to controlling criteria anticipated:
A Design Exception will be required for substandard vertical clearance at the existing railroad bridge over I-85 at milepost 173.2. The vertical clearance will be 15.64'.

A Design Exception for substandard vertical clearance will no longer be required. The proposed design will provide adequate vertical clearance at this location.

- o Design exceptions to controlling criteria anticipated:
A Design Exception will be required for substandard stopping sight distance at milepost 164.8 between Stephen's Creek and Stagecoach Road (CR 187), mileposts 165.1 and 165.5 between Stagecoach Road (CR 187) and Toccoa Carnesville Road (SR 106), mileposts 167.0, 167.3, and 167.5 between Brown Road (CR 97) and Broad River, milepost 167.9 between Brown Road (CR 97) and Broad River, mileposts 169.3, 169.7, and 169.9 between Broad River and Fairview Road (CR 383), and also at mileposts 170.7, 171.0 and 172.9 between Fairview Road (CR 383) and SR 17.

Design Exceptions for substandard stopping sight distance are no longer required due to the change in design controls for crest vertical curves in AASHTO's 2004 edition of "A Policy on Geometric Design of Highways and Streets". Additionally, vertical curves that do not meet the sag vertical curve criteria will be reconstructed to meet current criteria.

Describe the revised feature(s) to be approved:

- **The revised typical section:**

Mile log 164.4 – 171.8 & 172.6 – 173.5

- o Six 12' lanes, outside lane paving will extend 1'-0" into the paved outside shoulder but will be striped at 12'-0"
- o Median Barrier (Type S-1, S-2 or S-3)
- o 13'-2" inside shoulder (12' paved)
- o 14' outside shoulder (12' paved), includes 1'-0" extension of outside lane pavement
- o Concrete pavement section with full depth reconstruction of existing pavement and an alternative pavement section (asphalt or concrete) for the paved shoulders

Mile log 171.8 – 172.6

- o Six 12' lanes, outside lane paving will extend 1'-0" into the paved outside shoulder but will be striped at 12'-0"
- o 102'-4" depressed median
- o 14' inside shoulder (12' paved)
- o 14' outside shoulder (12' paved), includes 1'-0" extension of outside lane pavement
- o Concrete pavement section with full depth reconstruction of existing pavement and an alternative pavement section (asphalt or concrete) for the paved shoulders

The revised typical section will begin on I-85 just north of SR 320 and extend throughout the project corridor, ending just north of SR 17.

• **Controlling criteria:**

○ Major Structures:

- I-85 over North Fork Broad River – 232'x146'-4" Replace two parallel bridges over North Fork Broad River on I-85 with a new single 8-lane bridge, including a 26'-4" median on structure.

The bridges on I-85 over North Fork Broad River will be revised from the approved concept report. The proposed design calls for the replacement of span four of the southbound bridge, and the widening of the two parallel two-lane bridges over North Fork Broad River to six lanes including a 28-foot median on structure. The proposed structure is 138 feet wide by 232 feet long. The revised design calls for the replacement of the existing bridges due to vertical corrections with a single 8-lane bridge, including a 26'-4" median on structure. The revised structure is 146'-4" wide by 232 feet long.

○ Design Exceptions to controlling criteria anticipated:

Design exceptions for inside shoulder width will be required for I-85 at CR 187 over I-85, at SR 106 over I-85, at CR 97 over I-85, at CR 383 over I-85, at SR 17 over I-85, and at Southern Railroad over I-85. The minimum inside useable shoulder width is 10'-0". The inside shoulder width will be 9'-10" measured from the inside edge of travel to the face of the barrier at the bridge columns, of which 7'-10" is considered useable.

- Design Exceptions for substandard stopping sight distance are no longer required at milepost 164.8 between Stephen's Creek and Stagecoach Road (CR 187), mileposts 165.1 and 165.5 between Stagecoach Road (CR 187) and Toccoa Carnesville Road (SR 106), mileposts 167.0, 167.3, and 167.5 between Brown Road (CR 97) and Broad River, milepost 167.9 between Brown Road (CR 97) and Broad River, mileposts 169.3, 169.7, and 169.9 between Broad River and Fairview Road (CR 383), and also at mileposts 170.7, 171.0 and 172.9 between Fairview Road (CR 383) and SR 17.

- Design Exception for substandard vertical clearance is no longer required at milepost 173.2.

Updated traffic data (AADT):

Current Year (2009): 43,800 Design Year (2029): 72,900

Programmed/Schedule:

P.E. 2005 R/W: N/A Construction: 2012

Revised cost estimates:

1. Construction cost including inflation and E&C, \$144,434,118
2. Right-of-way, \$0
3. Utilities, \$0

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

Recommendation: Recommend that the proposed revision to the concept be approved for

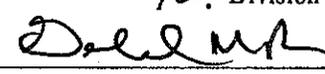
implementation.

Attachments:

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

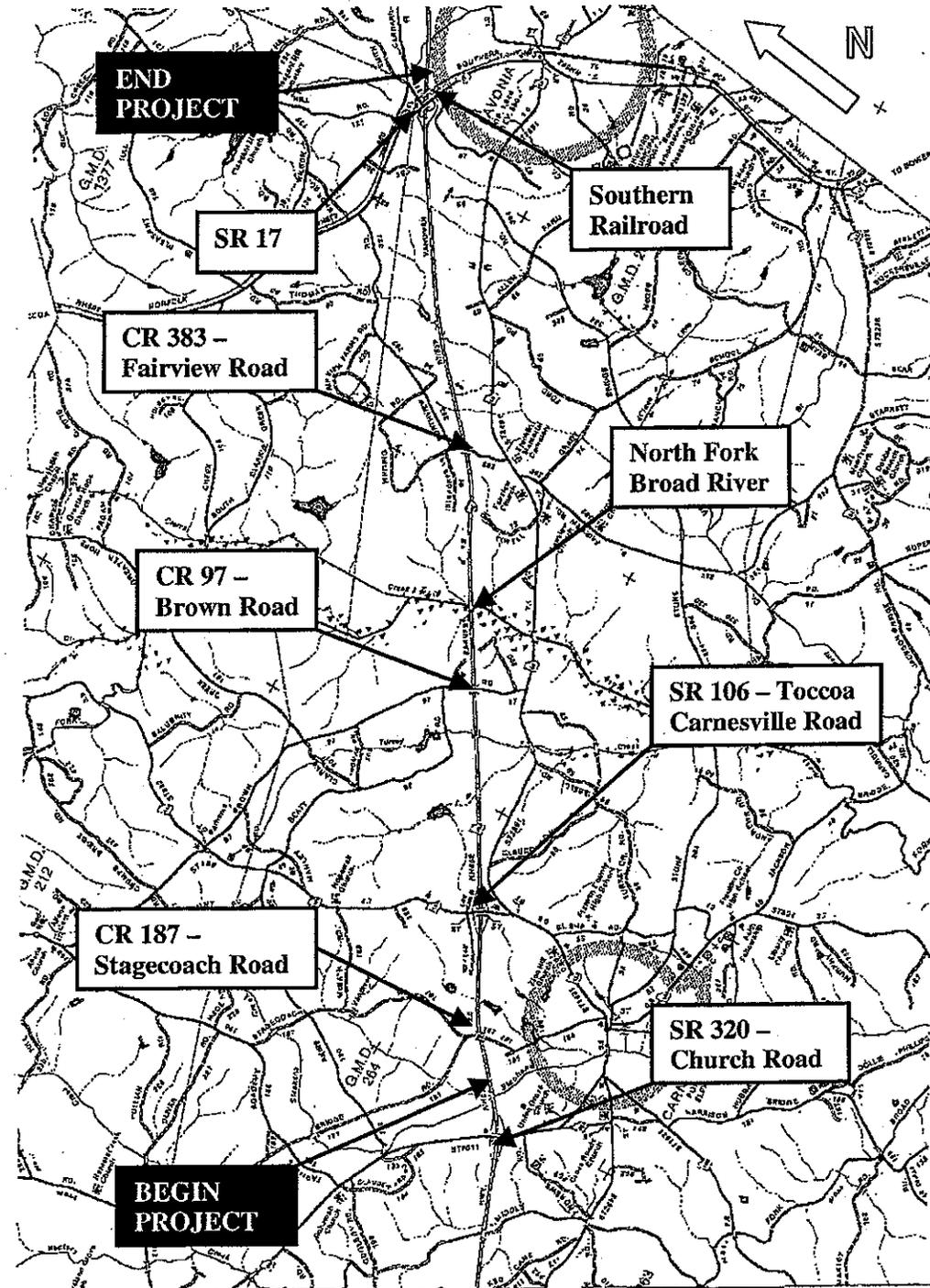
Concur: 
Director of Preconstruction

Approve: 
FS: Division Administrator, FHWA

Approve: 
Chief Engineer

Project No. NH-IM-85-2(174)
PI No. 110700
County: Franklin

Project Location Map – Project No. NH-IM-85-2(174); PI No. 110700; Franklin County



Estimate Report for file "110700"

Section MAJOR STRUCTURES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	300	CY	41.03	FOUND BK FILL MATL, TP II	12309.00
500-3101	750	CY	510.05	CLASS A CONCRETE	382537.50
511-1000	75000	LB	0.86	BAR REINF STEEL	64500.00
518-1000	1	LS	200000.00	RAISE EXISTING BRIDGE, STA - CR 383 OVER I-85	200000.00
518-1000	1	LS	200000.00	RAISE EXISTING BRIDGE, STA - CR 187 OVER I-85	200000.00
518-1000	1	LS	200000.00	RAISE EXISTING BRIDGE, STA - CR 97 OVER I-85	200000.00
540-1102	2	LS	20000.00	REMOVAL OF EXISTING BR, BR NO - 1 I-85 OVER NORTH FORK BROAD RIVER	40000.00
999-9999	34704	SF	60.00	BRIDGE REPLACEMENT - I-85 OVER NORTH FORK BROAD RIVER (149.58 x 232)	2082240.00
Section Sub Total:					\$3,181,586.50

Section GRADING AND DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
206-0002	150000	CY	4.99	BORROW EXCAV, INCL MATL	748500.00
208-0100	300000	CY	9.94	IN PLACE EMBANKMENT	2982000.00
500-3800	25	CY	729.96	CLASS A CONCRETE, INCL REINF STEEL	18249.00
550-1180	44500	LF	36.45	STORM DRAIN PIPE, 18 IN, H 1-10	1622025.00
550-1240	18500	LF	44.89	STORM DRAIN PIPE, 24 IN, H 1-10	830465.00
550-1300	9000	LF	54.36	STORM DRAIN PIPE, 30 IN, H 1-10	489240.00
550-1360	7500	LF	66.73	STORM DRAIN PIPE, 36 IN, H 1-10	500475.00
550-1420	4700	LF	87.86	STORM DRAIN PIPE, 42 IN, H 1-10	412942.00
550-1480	700	LF	106.80	STORM DRAIN PIPE, 48 IN, H 1-10	74760.00
550-4218	40	EA	558.86	FLARED END SECTION 18 IN, STORM DRAIN	22354.40
550-4224	20	EA	639.96	FLARED END SECTION 24 IN, STORM DRAIN	12799.20
550-4230	10	EA	732.96	FLARED END SECTION 30 IN, STORM DRAIN	7329.60
550-4236	10	EA	1036.11	FLARED END SECTION 36 IN, STORM DRAIN	10361.10
550-4242	5	EA	1280.92	FLARED END SECTION 42 IN, STORM DRAIN	6404.60
576-1018	4500	LF	26.35	SLOPE DRAIN PIPE, 18 IN	118575.00
668-2110	50	LF	257.21	DROP INLET, GP 1, ADDL DEPTH	12860.50
668-2231	480	EA	5868.28	DROP INLET, GP 1, MODIFIED TP M-1	2816774.40
668-2233	100	EA	5446.65	DROP INLET, GP 1, MODIFIED TP M-3	544665.00
Section Sub Total:					\$11,230,779.80

Section BASE AND PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	639900	TN	25.00	GR AGGR BASE CRS, INCL MATL	15997500.00
402-3121	163700	TN	80.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	13096000.00
402-3130	37600	TN	80.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	3008000.00
402-3190	161100	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	12888000.00
413-1000	25000	GL	1.32	BITUM TACK COAT	33000.00
430-1220	414500	SY	70.00	CONT REINF CONC PVMT, CL HES CONC, 12 INCH THK	29015000.00
433-1000	1100	SY	132.95	REINF CONC APPROACH SLAB	146245.00
610-2845	405400	SY	50.00	REM CONC PVMT	20270000.00
Section Sub Total:					\$94,453,745.00

Section GRASSING AND EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	32	AC	523.03	TEMPORARY GRASSING	16736.96
163-0240	610	TN	191.61	MULCH	116882.10
163-0300	46	EA	1826.91	CONSTRUCTION EXIT	84037.86
163-0503	70	EA	520.77	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	36453.90
163-0520	7000	LF	14.30	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	100100.00
163-0521	400	EA	167.01	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	66804.00
163-0530	7000	LF	3.05	CONSTRUCT AND REMOVE BALED STRAW	21350.00

EROSION CHECK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0550	580	EA	272.79	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	158218.20
165-0010	12000	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	12000.00
165-0030	48000	LF	1.32	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	63360.00
165-0040	400	EA	71.82	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	28728.00
165-0070	3500	LF	1.76	MAINTENANCE OF BALED STRAW EROSION CHECK	6160.00
165-0087	70	EA	172.98	MAINTENANCE OF SILT CONTROL GATE, TP 3	12108.60
165-0101	138	EA	486.99	MAINTENANCE OF CONSTRUCTION EXIT	67204.62
165-0105	580	EA	98.01	MAINTENANCE OF INLET SEDIMENT TRAP	56845.80
167-1000	2	EA	1477.12	WATER QUALITY MONITORING AND SAMPLING	2954.24
167-1500	30	MO	903.71	WATER QUALITY INSPECTIONS	27111.30
171-0010	24000	LF	1.83	TEMPORARY SILT FENCE, TYPE A	43920.00
171-0030	96000	LF	3.32	TEMPORARY SILT FENCE, TYPE C	318720.00
201-1500	1	LS	1350000.00	CLEARING & GRUBBING -	1350000.00
441-0204	15000	SY	30.89	PLAIN CONC DITCH PAVING, 4 IN	463350.00
603-2024	6000	SY	46.79	STN DUMPED RIP RAP, TP 1, 24 IN	280740.00
603-7000	21000	SY	4.31	PLASTIC FILTER FABRIC	90510.00
700-6910	64	AC	837.76	PERMANENT GRASSING	53616.64
700-7000	64	TN	59.69	AGRICULTURAL LIME	3820.16
700-7010	160	GL	19.04	LIQUID LIME	3046.40
700-8000	105	TN	294.10	FERTILIZER MIXED GRADE	30880.50
700-8100	3200	LB	1.71	FERTILIZER NITROGEN CONTENT	5472.00
716-2000	75000	SY	1.12	EROSION CONTROL MATS, SLOPES	84000.00
Section Sub Total:					\$3,605,131.28

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1031	1500	SF	21.20	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	31800.00
636-1032	1000	SF	27.99	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	27990.00
636-1076	10000	SF	28.30	HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING TP 6	283000.00
636-2070	500	LF	7.55	GALV STEEL POSTS, TP 7	3775.00
638-1001	8	LS	76482.37	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA -	611858.96
657-1054	96000	LF	3.56	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	341760.00
657-1084	5000	LF	4.64	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, WHITE, TP PB	23200.00
657-3054	192000	GLF	2.77	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	531840.00
657-6054	96000	LF	3.77	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	361920.00
Section Sub Total:					\$2,217,143.96

Section MISCELLANEOUS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	6250000.00	TRAFFIC CONTROL - PROJECT NO. NH-IM-85-2 (174)	6250000.00
621-6001	20000	LF	55.59	CONCRETE BARRIER, TP S-1	1111800.00
621-6002	20000	LF	70.48	CONCRETE BARRIER, TP S-2	1409600.00
621-6003	3700	LF	177.53	CONCRETE BARRIER, TP S-3	656861.00
622-1033	174800	LF	28.52	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	4985296.00
622-1050	3000	LF	120.28	PRECAST CONCRETE MEDIAN BARRIER, METHOD 4	360840.00
641-1100	4000	LF	36.09	GUARDRAIL, TP T	144360.00
641-1200	15000	LF	15.99	GUARDRAIL, TP W	239850.00
641-5001	50	EA	549.47	GUARDRAIL ANCHORAGE, TP 1	27473.50
641-5012	50	EA	1713.38	GUARDRAIL ANCHORAGE, TP 12	85669.00
650-1300	2	EA	25243.62	IMPACT ATTENUATOR UNIT, (COMPRESSION CRASH CUSHION) TYPE S -	50487.24
682-6140	48000	LF	26.94	CONDUIT, RIGID, 4 IN	1293120.00
Section Sub Total:					\$16,615,356.74

Section INFLATION AND E&C

Item Number	Quantity	Units	Unit Price	Item Description	Cost
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999-9998	1	Lump Sum	0.00	INFLATION (0 YEARS @ 5%)	0.00
999-9999	1	Lump Sum	13130374.33	E&C (10%)	13130374.33
Section Sub Total:					\$13,130,374.33

Total Estimated Cost: \$144,434,117.61

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

Logical Termini

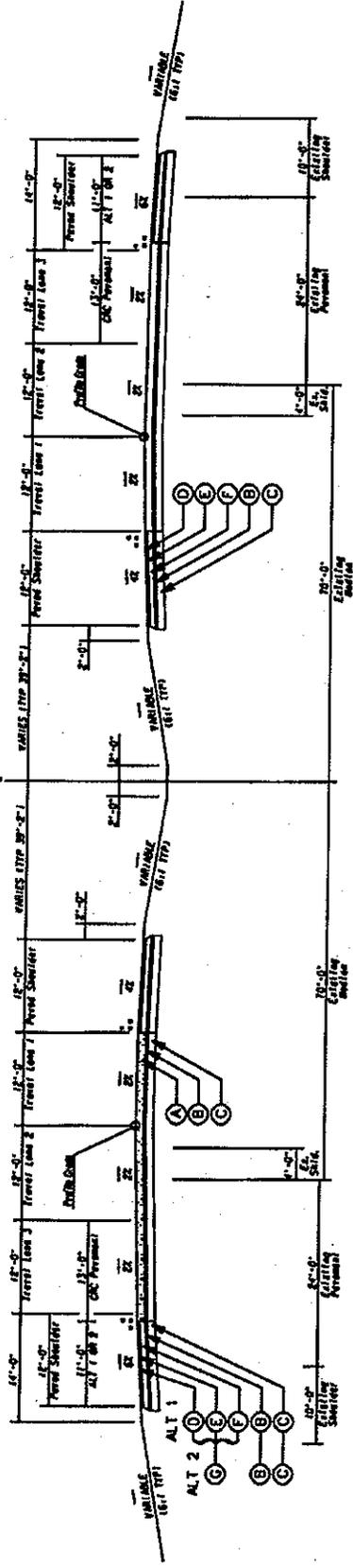
The proposed projects NH-IM-85-2 (166-174) have logical termini:

<i>Projects NH-IM-85-2</i>	<i>Southern Terminus</i>	<i>Northern Terminus</i>	<i>Project Length</i>
(166)	North of SR 211	Ties into proposed project NH-IM-85-2 (167) Location: North of SR 60	5.8 mi.
(167)	Ties into proposed project NH-IM-85-2 (166) Location: North of SR 60	Ties into proposed project NH-IM-85-2 (168) Location: North of US 129/SR 11	5.0 mi.
(168)	Ties into proposed project NH-IM-85-2 (167) Location: North of US 129/SR 11	Ties into proposed project NH-IM-85-2 (169) Location: North of SR 82	3.6 mi.
(169)	Ties into proposed project NH-IM-85-2 (168) Location: North of SR 82	Ties into proposed project NH-IM-85-2 (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

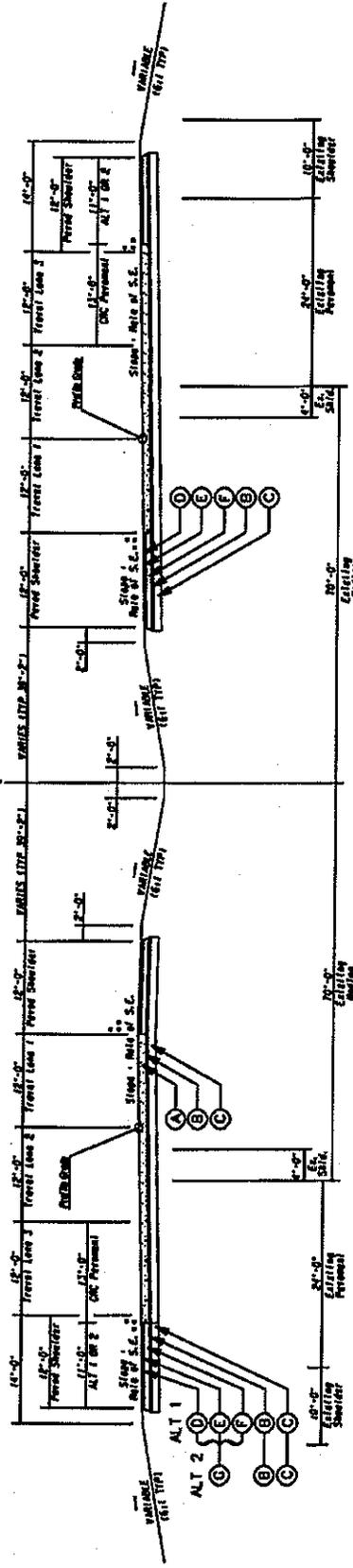
Although the proposed improvements demonstrate independent utility, it is also consistent with the goals of other projects in the area in order to improve the entire transportation network.

- 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



1-85 LANE TYPICAL SECTION
TANGENT SECTION
EXISTING 140' MEDIAN

- PAVEMENT DESIGN**
- (A) 12" CONT REINF CONC PAVT, CL. RES CONC
 - (B) 12" GRADED AGGREGATE BASE
 - (C) 1 1/2" ASPHALTIC CONCRETE
 - (D) 1 1/2" SUPERPAVE
 - (E) 12" CONCRETE CURB
 - (F) 12" CONCRETE CURB
 - (G) 12" CONCRETE CURB
 - (H) 12" CONCRETE CURB
 - (I) 12" CONCRETE CURB
 - (J) 12" CONCRETE CURB
- 935 +/-SY ASPHALTIC CONCRETE BASE, 25 mm SUPERPAVE
 • PLAN PC CONC PAVT, CL. 1 CONC, 12 INCH TIE (JOINTED WITH 1/2" SMOOTH DOWEL BAR AT 19 FT C/C)
 • GRAD IN RUMBLE STRIPS
 • STRIPING, RPM'S, ETC.



1-85 LANE TYPICAL SECTION
SUPERELEVATED SECTION
EXISTING 140' MEDIAN

JORDAN JONES & GOULDING

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TYPICAL SECTIONS

REVISION DATES	DATE

1-85 WIDENING AND IMPROVEMENTS

5-02