

# State Route 316 Planning Study

**Appendix A**  
Existing Conditions  
AM Peak Data

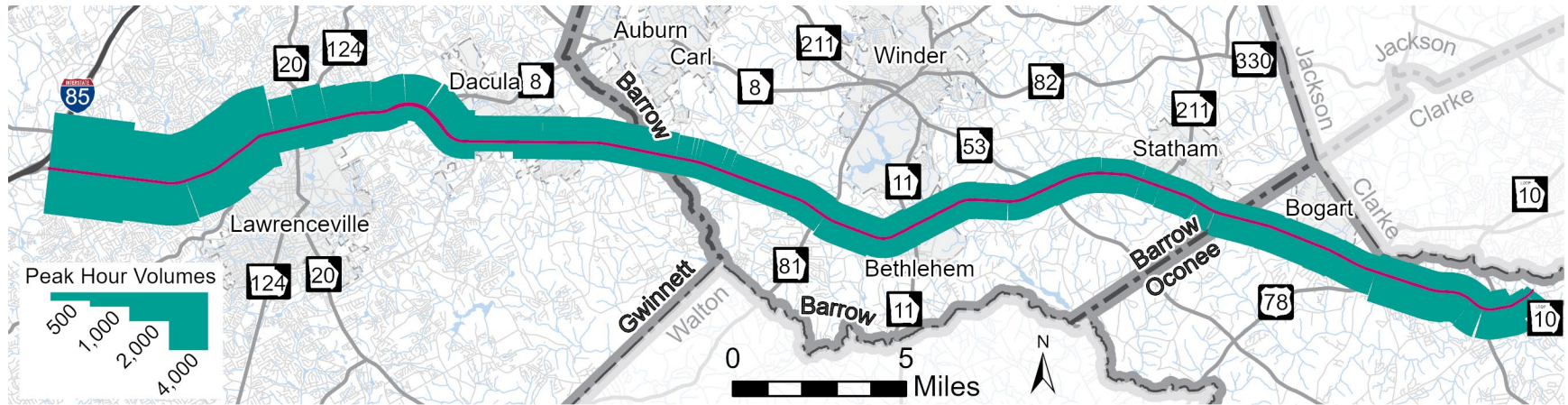


**ARCADIS**



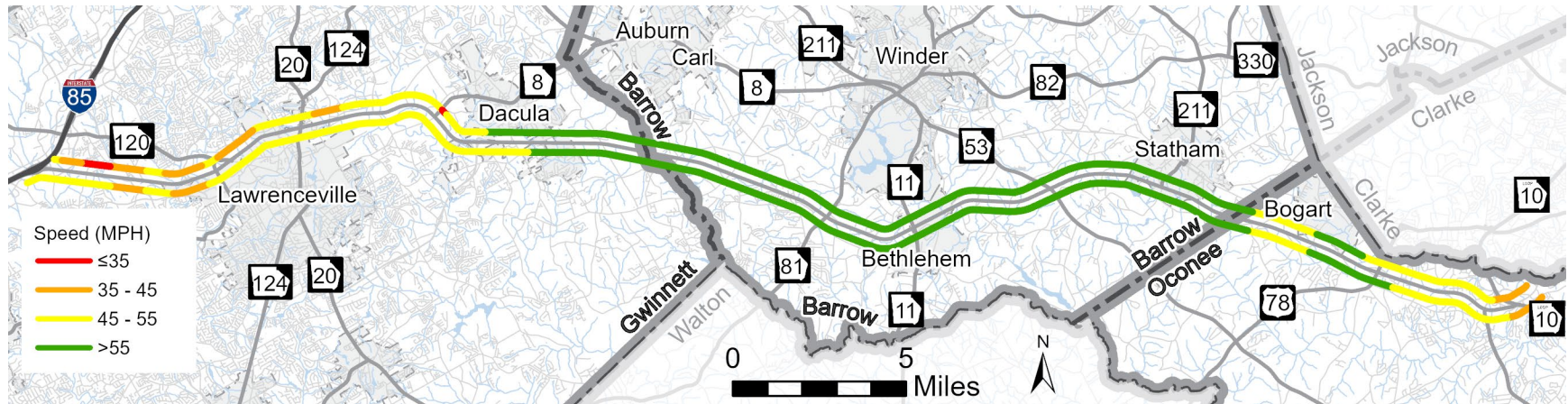
# Volumes

## Existing AM Peak Volumes



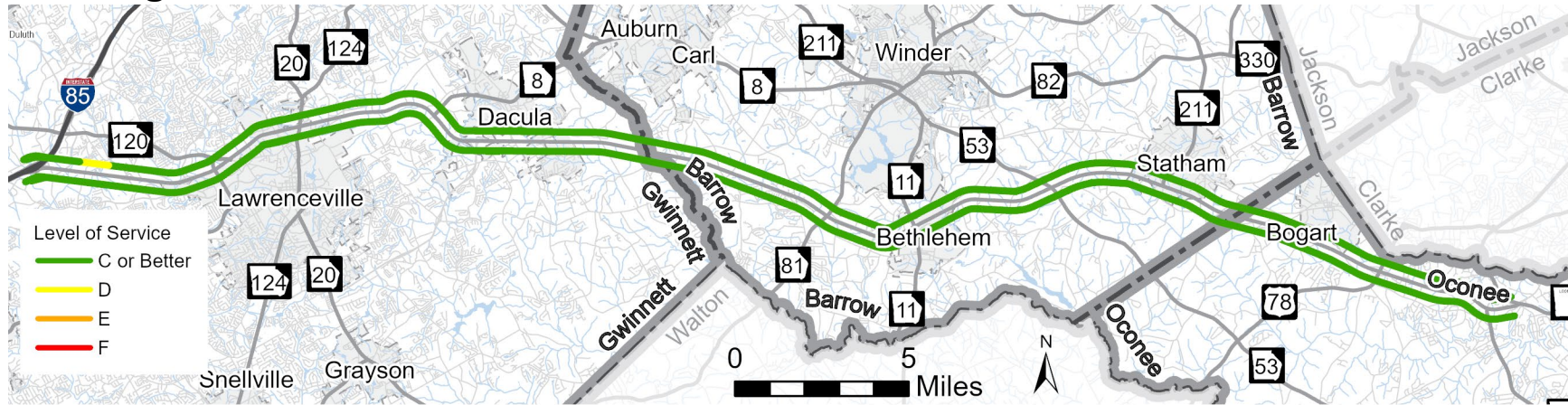
# Speeds

## Existing Peak Period Speeds



# Level of Service (LOS)

## Existing AM Peak Period LOS



# State Route 316 Planning Study

Appendix B  
Volume  
Development



**ARCADIS**



# Historical Traffic Count Growth Inputs (2010-2020)

## Reconstruction Projects

|          | From Concept Reports (Reconstruction Project) |                         |                      |                         | Year |
|----------|---|-------------------------|----------------------|-------------------------|------|
|          | PI No.  | Project Name            | Mainline GR Reported | Side Street GR Reported |      |
| Barrow   | 0010555                                       | West Winder Bypass      |                      | 0.52%                   | 2019 |
| Oconee   | 0013763                                       | Dials Mill Extension    |                      | 1.00%                   | 2020 |
|          | 0013763                                       | Dials Mill Road         |                      |                         |      |
| Barrow   | 0008430                                       | SR 11/ Christmas Avenue | ---                  | ---                     |      |
| Gwinnett | 0013893                                       | Hi Hope Road            | ---                  | ---                     |      |
|          | 0013894                                       | Cedars Road             | ---                  | ---                     |      |
|          | 0013895                                       | Hurricane Trail         |                      |                         |      |
|          | 0013896                                       | Fence Road              | ---                  | ---                     |      |
|          | 0013897                                       | SR 8/ Winder Hwy        |                      |                         |      |
| Barrow   | 0013902                                       | Kilcrease Rd            |                      |                         |      |
|          | 0013903                                       | Cal Bethlehem Rd        | 1.85%                | 2.45%                   |      |
| Oconee   | 0010352                                       | Bethlehem Rd/ McCarty   |                      |                         |      |
|          | 0013910                                       | Barber Creek Rd/ Craft  | 1.85%                | 2.45%                   | 2020 |
|          | 0013767                                       | Jimmy Daniel Rd         | 1.78%                | 2.04%                   |      |

## GDOT TADA Data

| GDOT TADA Data  |          |             |
|-----------------|----------|-------------|
| Location        | County   | Growth Rate |
| SR 316 Mainline | Gwinnett | 4.19%       |
|                 | Barrow   | 3.08%       |
|                 | Oconee   | 2.53%       |
| Sidestreets     | Gwinnett | 2.43%       |
|                 | Barrow   | 4.12%       |
|                 | Oconee   | 4.42%       |

## US Census Data

| US Census Data |         |         |             |
|----------------|---------|---------|-------------|
| County         | 2010    | 2020    | Growth Rate |
| Gwinnett       | 805,321 | 957,062 | 1.74%       |
| Barrow         | 69,367  | 83,505  | 1.87%       |
| Oconee         | 32,808  | 41,799  | 2.45%       |

## Governor Office of Planning and Budget

| Governor's Office of Planning and Budget |         |         |             |
|--|---------|---------|-------------|
| County                                   | 2010    | 2020    | Growth Rate |
| Gwinnett                                 | 942,627 | 966,057 | 0.25%       |
| Barrow                                   | 85,588  | 88,194  | 0.30%       |
| Oconee                                   | 41,124  | 42,478  | 0.32%       |

## ARC Data

| ARC Data        |          |        |         |             |
|-----------------|----------|--------|---------|-------------|
| Location        | County   | 2020   | 2050    | Growth Rate |
| SR 316 Mainline | Gwinnett | 34,159 | 40,856  | 0.60%       |
|                 | Barrow   | 34,102 | 40,829  | 0.60%       |
|                 | Oconee   | N/A    | N/A     | N/A         |
| Sidestreets     | Gwinnett | 8,872  | 103,156 | 0.50%       |
|                 | Barrow   | 8,479  | 8,120   | -0.14%      |
|                 | Oconee   | N/A    | N/A     | N/A         |

## Future Traffic Count Growth Inputs (2020-2030 and 2030-2050)

### Governor Office of Planning and Budgeting

| County   | 2020      | 2030      | Growth Rate |
|----------|-----------|-----------|-------------|
| Gwinnett | 942,627   | 1,054,727 | 1.13%       |
| Barrow   | 85,588    | 98,204    | 1.38%       |
| Oconee   | 41,124    | 48,026    | 1.56%       |
| County   | 2030      | 2050      | Growth Rate |
| Gwinnett | 1,054,727 | 1,220,599 | 0.73%       |
| Barrow   | 98,204    | 119,407   | 0.98%       |
| Oconee   | 48,026    | 64,008    | 1.45%       |

## ARC Model and Athens MPO Model

| Employment (ARC Model + Athens MPO Model) |         |         |             |
|---|---------|---------|-------------|
| County                                    | 2020    | 2030    | Growth Rate |
| Gwinnett                                  | 424,200 | 444,226 | 0.46%       |
| Barrow                                    | 23,215  | 24,388  | 0.49%       |
| County                                    | 2030    | 2050    | Growth Rate |
| Gwinnett                                  | 424,200 | 444,226 | 0.23%       |
| Barrow                                    | 23,215  | 24,388  | 0.25%       |
| County                                    | 2015    | 2045    | Growth Rate |
| Oconee                                    | 14,666  | 24,053  | 1.66%       |

## REMI

| REMI (Population) |         |           |           | Growth Rate |           |
|-------------------|---------|-----------|-----------|-------------|-----------|
| County            | 2021    | 2030      | 2050      | 2022-2030   | 2030-2050 |
| Barrow            | 88,498  | 106,953   | 137,155   | 2.13%       | 1.25%     |
| Gwinnett          | 953,729 | 1,011,302 | 1,155,415 | 0.32%       | 0.44%     |
| Oconee            | 42,343  | 51,899    | 71,835    | 0.35%       | 0.23%     |

| REMI (Employment) |         |         |         | Growth Rate |           |
|-------------------|---------|---------|---------|-------------|-----------|
| County            | 2021    | 2030    | 2050    | 2022-2030   | 2030-2050 |
| Barrow            | 33,118  | 36,238  | 42,663  | 1.01%       | 0.82%     |
| Gwinnett          | 566,181 | 599,219 | 682,321 | 1.83%       | 2.04%     |
| Oconee            | 22,655  | 25,673  | 30,537  | 0.38%       | 0.21%     |

|        |                    |                                       | 2030AM      | 2030AM           | 2050AM      | 2050AM           | 2030PM      | 2030PM           | 2050PM      | 2050PM           |
|--------|--------------------|---------------------------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|        |                    |                                       | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. |
|        |                    |                                       | 1.000       | 0.962            | 1.000       | 0.932            | 1.000       | 1.031            | 1.000       | 1.072            |
|        |                    |                                       | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         |
|        |                    |                                       | 48,997      | 48,997           | 64,869      | 64,869           | 58,485      | 58,485           | 81,213      | 81,213           |
| County | Access Point       | Zone Name                             | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      |
| Oconee | Athens Perimeter   | 1 ATHENS PERIMETER NORTH              | 1,439       | 1,229            | 2,032       | 1,683            | 1,650       | 1,957            | 2,332       | 2,875            |
| Oconee | Athens Perimeter   | 2 ATHENS PERIMETER EAST               | 1,777       | 1,987            | 2,508       | 2,721            | 2,266       | 2,310            | 3,204       | 3,393            |
| Oconee | Epp Bridge Pkwy    | 3 EPP BRIDGE PKWY                     | 569         | 1,071            | 803         | 1,466            | 1,475       | 1,581            | 2,085       | 2,321            |
| Oconee | Epp Bridge Pkwy    | 8 JENNINGS MILL PKWY                  | 316         | 243              | 446         | 333              | 862         | 590              | 1,218       | 866              |
| Oconee | Epp Bridge Pkwy    | 99 OCONEE CONN (NR. SR 10-BL)         | 253         | 371              | 357         | 509              | 656         | 854              | 927         | 1,254            |
| Oconee | Oconee Connector   | 92 OCONEE CONN (NR. EPPS BRIDGE PKWY) | 347         | 376              | 489         | 515              | 1,035       | 957              | 1,463       | 1,405            |
| Oconee | Oconee Connector   | 4 VIRGIL LANGFORD EAST                | 11          | 83               | 15          | 113              | 57          | 17               | 81          | 25               |
| Oconee | Oconee Connector   | 122 DAANDRA DR                        | 352         | 340              | 358         | 332              | 378         | 460              | 421         | 514              |
| Oconee | Oconee Connector   | 5 DANIELS BRIDGE RD                   | 483         | 546              | 682         | 748              | 760         | 562              | 1,075       | 825              |
| Oconee | Oconee Connector   | 6 MARS HILL RD SOUTH                  | 1,235       | 831              | 1,744       | 1,138            | 1,215       | 1,402            | 1,718       | 2,059            |
| Oconee | Virgil Langford Rd | 83 JENNINGS MILL RD                   | 180         | 266              | 254         | 365              | 223         | 174              | 316         | 255              |
| Oconee | Virgil Langford Rd | 24 LANGFORD ESTATES                   | 115         | 464              | 149         | 629              | 460         | 71               | 641         | 91               |
| Oconee | Jimmy Daniel Rd    | 28 JIMMY DANIEL RD                    | 191         | 362              | 270         | 495              | 571         | 510              | 808         | 750              |
| Oconee | Jimmy Daniel Rd    | 30 ORCHARD WALK                       | 77          | 23               | 77          | 22               | 45          | 64               | 45          | 66               |
| Oconee | Jimmy Daniel Rd    | 105 SILVERLEAF RD WEST                | 59          | 5                | 59          | 5                | 24          | 41               | 24          | 43               |
| Oconee | Jimmy Daniel Rd    | 7 ROCKY BRANCH RD                     | 329         | 182              | 465         | 249              | -           | -                | -           | -                |
| Oconee | Jimmy Daniel Rd    | 117 BRIAR LAKES RD                    | 256         | 216              | 256         | 209              | 181         | 130              | 181         | 135              |
| Oconee | Julian Dr          | 9 JULIAN DR NORTH                     | 37          | 15               | 37          | 15               | 22          | 20               | 22          | 21               |
| Oconee | Julian Dr          | 75 JULIAN DR SOUTH                    | 46          | 113              | 46          | 110              | 67          | 18               | 67          | 19               |
| Oconee | Monroe Hwy         | 10 MONROE HWY NORTH                   | 802         | 1,118            | 1,132       | 1,532            | 1,213       | 722              | 1,715       | 1,061            |
| Oconee | Monroe Hwy         | 119 MALCOM BRIDGE RD                  | 36          | 45               | 50          | 62               | 471         | 559              | 665         | 821              |
| Oconee | Monroe Hwy         | 121 RUTH JACKSON RD (EAST)            | 509         | 122              | 719         | 168              | 161         | 226              | 227         | 331              |
| Oconee | Monroe Hwy         | 88 RUTH JACKSON RD                    | 426         | 156              | 601         | 214              | 115         | 78               | 162         | 114              |
| Oconee | Monroe Hwy         | 11 MONROE HWY SOUTH                   | 1,601       | 1,594            | 2,134       | 2,039            | 1,609       | 1,946            | 2,026       | 2,641            |
| Oconee | Mars Hill Rd       | 84 BOSWELL ELECTRICAL                 | -           | 106              | -           | 146              | 39          | 42               | 54          | 61               |
| Oconee | McNutt Creek Rd    | 12 MCNUTT CREEK RD NORTH              | 70          | 104              | 98          | 142              | 63          | 230              | 89          | 337              |
| Oconee | McNutt Creek Rd    | 91 PETE DIKENS ROAD                   | -           | 22               | -           | 31               | 14          | 43               | 20          | 63               |
| Oconee | Dials Mill Rd      | 102 ATLANTA HWY EAST                  | 260         | 436              | 367         | 596              | 493         | 351              | 696         | 515              |
| Oconee | Dials Mill Rd      | 90 DIALS PLANTATION                   | 71          | 10               | 71          | 9                | 25          | 50               | 25          | 52               |
| Oconee | Dials Mill Rd      | 120 WILDFLOWER MEADOWS                | 61          | 18               | 85          | 25               | 89          | 65               | 126         | 95               |
| Oconee | Dials Mill Rd Ext  | 79 DIALS MILL SPUR                    | 17          | -                | 25          | -                | 0           | 6                | 0           | 9                |
| Barrow | Craft Rd           | 103 ATLANTA HWY WEST                  | 561         | 298              | 842         | 423              | 448         | 623              | 655         | 960              |
| Barrow | Barber Creek Rd    | 14 BARBER CREEK NORTH                 | 147         | 113              | 246         | 148              | 109         | 140              | 176         | 218              |
| Barrow | Barber Creek Rd    | 86 WYLIE MCGUIRE RD                   | -           | -                | -           | -                | 7           | 15               | 7           | 15               |
| Barrow | Barber Creek Rd    | 74 THE GEORGIA CLUB                   | 58          | 46               | 58          | 44               | 56          | 106              | 56          | 110              |
| Barrow | Barber Creek Rd    | 13 BARBER CREEK RD SOUTH              | 244         | 106              | 352         | 148              | 143         | 156              | 207         | 236              |
| Barrow | Bethlehem Rd       | 16 BETHLEHEM RD NORTH                 | 290         | 172              | 393         | 280              | 256         | 351              | 382         | 590              |
| Barrow | Bethlehem Rd       | 29 DOC MCLOCKIN RD                    | 253         | 118              | 253         | 115              | 150         | 231              | 150         | 240              |
| Barrow | Bethlehem Rd       | 15 BETHLEHEM RD SOUTH                 | 75          | 35               | 149         | 48               | 50          | 79               | 97          | 100              |
| Barrow | McCarty Rd         | 104 MCCARTY RD NORTH                  | 14          | 11               | 14          | 10               | 12          | 17               | 12          | 18               |
| Barrow | McCarty Rd         | 31 MCCARTY RD SOUTH                   | 10          | -                | 10          | -                | 2           | 12               | 2           | 13               |
| Barrow | Wall Rd            | 33 WALL RD NORTH                      | 76          | 34               | 76          | 33               | 115         | 130              | 115         | 136              |
| Barrow | Wall Rd            | 32 WALL RD SOUTH                      | 11          | 6                | 11          | 5                | 16          | 45               | 16          | 47               |
| Barrow | SR 53              | 18 HOG MOUNTAIN RD NORTH              | 362         | 384              | 470         | 530              | 427         | 329              | 557         | 464              |
| Barrow | SR 53              | 20 HOG MOUNTAIN RD SOUTH              | 791         | 677              | 1,032       | 840              | 787         | 902              | 962         | 1,166            |
| Barrow | Jackson Trail Rd   | 34 JACKSON TRAIL RD NORTH             | 242         | 85               | 345         | 113              | 26          | 161              | 36          | 238              |
| Barrow | Jackson Trail Rd   | 110 JACKSON TRAIL RD SOUTH            | 75          | 84               | 107         | 112              | 51          | 47               | 71          | 70               |
| Barrow | Smith Cemetery Rd  | 109 SMITH CEMETARY RD NORTH           | 22          | 32               | 32          | 43               | 59          | 54               | 82          | 80               |
| Barrow | Smith Cemetery Rd  | 17 SMITH CEMETARY RD SOUTH            | 69          | 21               | 98          | 28               | 35          | 46               | 49          | 69               |
| Barrow | Harrison Mill Rd   | 108 HARRISON MILL RD NORTH            | 130         | 56               | 168         | 72               | 143         | 94               | 206         | 128              |

|          |                     |  | 2030AM      | 2030AM           | 2050AM      | 2050AM           | 2030PM      | 2030PM           | 2050PM      | 2050PM           |
|----------|---------------------|--|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|          |                     |  | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. |
|          |                     |  | 1.000       | 0.962            | 1.000       | 0.932            | 1.000       | 1.031            | 1.000       | 1.072            |
|          |                     |  | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         |
| Total    |                     |  | 48,997      | 48,997           | 64,869      | 64,869           | 58,485      | 58,485           | 81,213      | 81,213           |
| County   | Access Point        | Zone Name                                    | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      |
| Barrow   | Harrison Mill Rd    | 21 HARRISON MILL RD SOUTH                    | 55          | 78               | 72          | 97               | 65          | 107              | 86          | 160              |
| Barrow   | SR 11               | 35 CHRISTMAS AVE NORTH                       | 503         | 614              | 719         | 872              | 537         | 449              | 766         | 658              |
| Barrow   | SR 11               | 118 GIFTON THOMAS RD SE                      | 46          | 4                | 46          | 4                | 13          | 24               | 13          | 25               |
| Barrow   | SR 11               | 78 TEXACO                                    | 23          | 7                | 23          | 7                | 25          | 8                | 25          | 8                |
| Barrow   | SR 11               | 44 E STAR ST                                 | 272         | 232              | 389         | 319              | 271         | 280              | 386         | 407              |
| Barrow   | SR 11               | 25 CHRISTMAS AVE SOUTH                       | 698         | 501              | 1,054       | 733              | 637         | 837              | 958         | 1,326            |
| Barrow   | Harry McCarty Rd    | 113 HARRY MCCARTY RD NORTH                   | 151         | 132              | 205         | 182              | 180         | 188              | 271         | 270              |
| Barrow   | Harry McCarty Rd    | 87 HARRY MCCARTY RD SOUTH                    | 16          | 23               | 21          | 29               | 18          | 49               | 25          | 71               |
| Barrow   | SR 81               | 23 LOGANVILLE HWY NORTH                      | 1,063       | 953              | 1,470       | 1,207            | 1,416       | 1,344            | 1,960       | 1,922            |
| Barrow   | SR 81               | 93 EXCHANGE CIR                              | 230         | 243              | 328         | 320              | 509         | 624              | 704         | 974              |
| Barrow   | SR 81               | 115 RACETRAC (SR 81)                         | 547         | 751              | 547         | 728              | 963         | 744              | 963         | 773              |
| Barrow   | SR 81               | 68 BARROW CROSSING                           | 510         | 469              | 738         | 624              | 839         | 721              | 1,226       | 1,114            |
| Barrow   | SR 81               | 116 PARKWAY POINTE (BARROW)                  | 113         | 90               | 155         | 122              | 590         | 754              | 897         | 1,095            |
| Barrow   | SR 81               | 22 LOGANVILLE HWY SOUTH                      | 756         | 476              | 1,021       | 571              | 813         | 1,116            | 1,083       | 1,603            |
| Barrow   | Carl Bethlehem Rd   | 19 CARL BETHLEHEM RD NORTH                   | 631         | 957              | 689         | 1,113            | 1,296       | 1,020            | 1,443       | 1,267            |
| Barrow   | Carl Bethlehem Rd   | 26 HAYMON MORRIS RD                          | 421         | 632              | 567         | 917              | 449         | 416              | 674         | 630              |
| Barrow   | Carl Bethlehem Rd   | 27 HOYT KING RD                              | 545         | 241              | 711         | 320              | 325         | 499              | 440         | 709              |
| Barrow   | Patrick Mill Rd     | 42 PATRICK MILL RD NORTH                     | 234         | 267              | 316         | 365              | 314         | 315              | 428         | 435              |
| Barrow   | Patrick Mill Rd     | 100 BILL RUTLEDGE RD                         | 100         | 77               | 134         | 105              | 91          | 94               | 124         | 129              |
| Barrow   | Patrick Mill Rd     | 81 FRED KILCREASE RD (NR W WINDER BYP)       | 40          | 34               | 55          | 46               | 38          | 38               | 51          | 52               |
| Barrow   | Patrick Mill Rd     | 107 TOM MILLER RD EAST                       | 511         | 392              | 684         | 425              | 394         | 424              | 441         | 567              |
| Barrow   | Patrick Mill Rd     | 101 BARROW INDUSTRIAL PKWY (NR W WINDER BYP) | 22          | 95               | 28          | 122              | 66          | 40               | 90          | 53               |
| Barrow   | Patrick Mill Rd     | 41 PATRICK MILL RD SOUTH                     | 296         | 165              | 483         | 226              | 257         | 304              | 373         | 487              |
| Barrow   | Kilcrease Rd        | 40 KILCREASE RD NORTH                        | 385         | 329              | 568         | 413              | 346         | 288              | 461         | 425              |
| Barrow   | Kilcrease Rd        | 106 FRED KILCREASE RD (NR KILCREASE RD)      | 38          | 34               | 57          | 48               | 34          | 58               | 51          | 91               |
| Barrow   | Kilcrease Rd        | 82 DUNCAN LN                                 | 13          | 32               | 13          | 31               | 23          | 10               | 23          | 10               |
| Barrow   | Kilcrease Rd        | 85 BARROW INDUSTRIAL PKWY (NR KILCREASE RD)  | 17          | 52               | 24          | 68               | 33          | 24               | 45          | 33               |
| Barrow   | Kilcrease Rd        | 38 KILCREASE RD SOUTH                        | 103         | 59               | 139         | 82               | 114         | 101              | 152         | 142              |
| Gwinnett | Drowning Creek Rd   | 36 DROWNING CREEK RD NORTH                   | 232         | 1,153            | 797         | 3,837            | 1,117       | 421              | 4,117       | 1,350            |
| Gwinnett | Drowning Creek Rd   | 37 DROWNING CREEK RD SOUTH                   | 206         | 480              | 440         | 1,923            | 479         | 292              | 2,073       | 771              |
| Gwinnett | Williams Farm Rd    | 45 WILLIAMS FARM DR                          | 62          | 6                | 62          | 6                | 14          | 51               | 14          | 53               |
| Gwinnett | Oak Valley Rd       | 43 OAK VALLEY RD                             | 14          | -                | 14          | -                | 13          | 31               | 13          | 32               |
| Gwinnett | Harbins Rd          | 39 HARBIN RD NORTH                           | 679         | 720              | 870         | 873              | 911         | 847              | 1,149       | 1,109            |
| Gwinnett | Harbins Rd          | 77 ALCOVY RD                                 | 224         | 341              | 334         | 461              | 240         | 241              | 369         | 365              |
| Gwinnett | Harbins Rd          | 46 HARBIN RD SOUTH                           | 1,215       | 853              | 1,421       | 863              | 1,028       | 1,485            | 1,131       | 1,817            |
| Gwinnett | Sugarloaf Pkwy      | 48 SUGARLOAF PKWY (FREEWAY) SOUTH            | 864         | 766              | 1,116       | 974              | 1,213       | 942              | 1,599       | 1,260            |
| Gwinnett | Winder Hwy          | 57 WINDER HWY EAST                           | 579         | 268              | 754         | 314              | 481         | 527              | 667         | 750              |
| Gwinnett | Winder Hwy          | 97 WINDER HWY                                | 94          | 159              | 166         | 226              | 53          | 10               | 82          | 18               |
| Gwinnett | Winder Hwy          | 55 WINDER HWY WEST                           | 258         | 422              | 358         | 565              | 620         | 333              | 824         | 457              |
| Gwinnett | Fence Rd            | 111 FENCE RD NORTH                           | 179         | 230              | 236         | 298              | 291         | 612              | 380         | 812              |
| Gwinnett | Fence Rd            | 60 FENCE RD SOUTH                            | -           | 14               | -           | 15               | 4           | 3                | 5           | 4                |
| Gwinnett | Hurricane Tr        | 59 HURRICANE SHOALS RD EAST                  | 843         | 154              | 854         | 150              | 241         | 882              | 229         | 960              |
| Gwinnett | Hurricane Tr        | 73 PUBLIX WAREHOUSE                          | 262         | 343              | 354         | 385              | 133         | 108              | 167         | 166              |
| Gwinnett | Cedars Rd           | 54 CEDARS RD NORTH                           | 268         | 325              | 315         | 574              | 373         | 314              | 810         | 552              |
| Gwinnett | Cedars Rd           | 98 CEDAR RD EAST                             | 209         | 145              | 261         | 164              | 98          | 36               | 120         | 47               |
| Gwinnett | Cedars Rd           | 56 CEDAR RD NORTH                            | 210         | 103              | 308         | 133              | 162         | 230              | 256         | 421              |
| Gwinnett | Progress Center Ave | 58 PROGRESS CENTER AVE                       | 158         | 156              | 197         | 176              | 165         | 197              | 202         | 260              |
| Gwinnett | Progress Center Ave | 94 PROGRESS CENTER AVE EAST                  | 144         | 321              | 180         | 365              | 217         | 31               | 265         | 41               |
| Gwinnett | Progress Center Ave | 76 AIRPORT RD EAST                           | -           | 8                | -           | 11               | 39          | 7                | 52          | 10               |
| Gwinnett | Hi Hope Rd          | 53 HI HOPE RD                                | 644         | 358              | 802         | 406              | 499         | 405              | 611         | 536              |

|          |                      |                                  | 2030AM      |                  | 2050AM      |                  | 2030PM      |                  | 2050PM      |                  |
|----------|----------------------|----------------------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|          |                      |                                  | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. | Origin fac. | Destination fac. |
|          |                      |                                  | 1.000       | 0.962            | 1.000       | 0.932            | 1.000       | 1.031            | 1.000       | 1.072            |
|          |                      |                                  | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         | Balanced    | Balanced         |
| Total    |                      |                                  | 48,997      | 48,997           | 64,869      | 64,869           | 58,485      | 58,485           | 81,213      | 81,213           |
| County   | Access Point         | Zone Name                        | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      | Origin      | Destination      |
| Gwinnett | Hi Hope Rd           | 96 PROGRESS CENTER AVE WEST      | 27          | 243              | 31          | 284              | 100         | 60               | 127         | 72               |
| Gwinnett | Hi Hope Rd           | 95 GWINNETT COUNTY AIRPORT NORTH | 2           | -                | 2           | -                | 442         | 94               | 590         | 137              |
| Gwinnett | Hi Hope Rd           | 52 AIRPORT RD WEST               | 463         | 753              | 620         | 953              | 847         | 598              | 1,192       | 879              |
| Gwinnett | Gwinnett County Jail | 80 GWINNETT COUNTY JAIL          | -           | 26               | -           | 25               | -           | 30               | -           | 39               |
| Gwinnett | Buford Dr            | 51 BUFORD DR NORTH               | 2,068       | 1,361            | 2,977       | 1,344            | 2,102       | 2,436            | 2,832       | 3,161            |
| Gwinnett | Buford Dr            | 112 REYNOLDS RD EAST             | 89          | 189              | 129         | 187              | 163         | 157              | 220         | 204              |
| Gwinnett | Buford Dr            | 89 LENDON CONN                   | 17          | -                | 21          | -                | 14          | 18               | 18          | 24               |
| Gwinnett | Buford Dr            | 114 US AUTO SALES BLVD           | -           | 179              | -           | 230              | -           | 148              | -           | 197              |
| Gwinnett | Buford Dr            | 47 BUFORD DR SOUTH               | 1,498       | 1,360            | 1,935       | 1,806            | 1,359       | 1,295            | 1,831       | 1,735            |
| Gwinnett | Collins Hill Rd      | 49 COLINS HILL RD NORTH          | 670         | 800              | 862         | 900              | 918         | 817              | 1,108       | 1,061            |
| Gwinnett | Collins Hill Rd      | 61 COLLINS INDUSTRIAL WAY        | 159         | 915              | 197         | 1,120            | 527         | 300              | 684         | 397              |
| Gwinnett | Collins Hill Rd      | 50 COLINS HILL RD SOUTH          | 831         | 421              | 919         | 455              | 815         | 852              | 1,051       | 1,082            |
| Gwinnett | Duluth Hwy           | 65 DULUTH HWY NORTH              | 1,337       | 2,398            | 1,528       | 2,851            | 1,230       | 1,428            | 1,497       | 1,763            |
| Gwinnett | Duluth Hwy           | 66 DULUTH HWY SOUTH              | 2,505       | 1,729            | 3,027       | 2,034            | 1,628       | 2,042            | 1,912       | 2,624            |
| Gwinnett | Riverside Pkwy       | 64 RIVERSIDE PKWY NORTH          | 505         | 466              | 870         | 602              | 889         | 619              | 1,192       | 873              |
| Gwinnett | Riverside Pkwy       | 63 RIVERSIDE PKWY SOUTH          | 506         | 669              | 871         | 889              | 660         | 904              | 885         | 1,326            |
| Gwinnett | Sugarloaf Pkwy       | 62 SUGARLOAF PKWY                | 2,160       | 1,254            | 2,615       | 1,513            | 1,422       | 2,197            | 1,860       | 2,839            |
| Gwinnett | Sugarloaf Pkwy       | 67 SUGARLOAF PKWY SOUTH          | 1,979       | 2,445            | 2,387       | 2,876            | 2,796       | 2,327            | 3,388       | 2,944            |
| Gwinnett | I-85                 | 72 I-85 NORTH                    | -           | 431              | -           | 493              | -           | 381              | -           | 488              |
| Gwinnett | I-85                 | 69 I-85 SOUTH GP                 | 1,816       | 1,899            | 2,205       | 2,173            | 2,307       | 2,086            | 2,736       | 2,652            |
| Gwinnett | I-85                 | 70 I-85 SOUTH HOT                | 112         | 524              | 136         | 599              | 345         | 386              | 409         | 491              |
| Gwinnett | I-85                 | 71 I-85 CD (DULUTH)              | 1,212       | 940              | 1,451       | 1,104            | 1,741       | 857              | 2,114       | 1,082            |

# State Route 316 Planning Study

Appendix C  
Future Baseline  
AM Peak Data

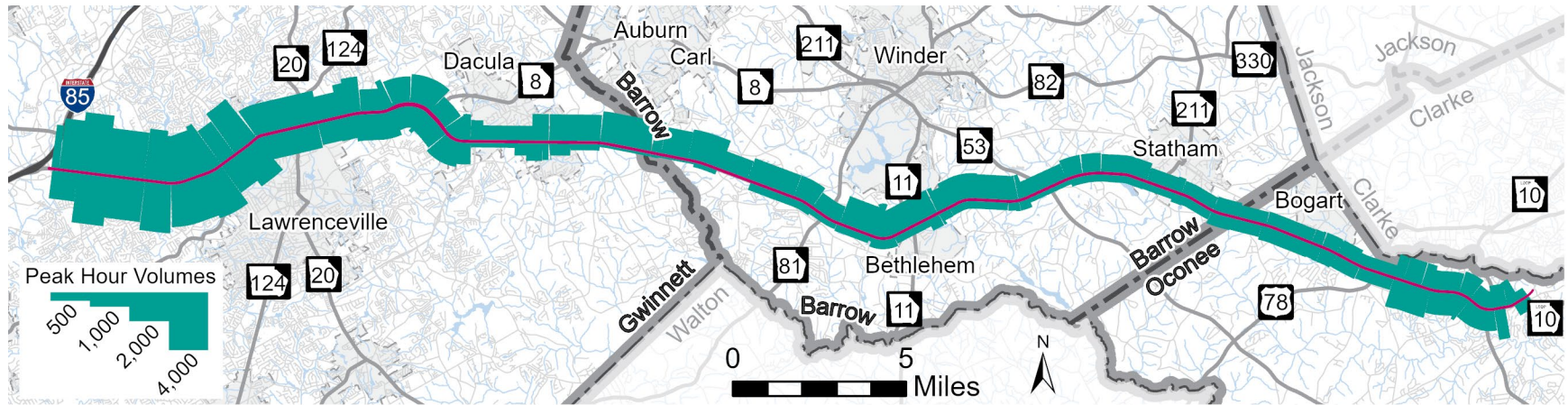


**ARCADIS**

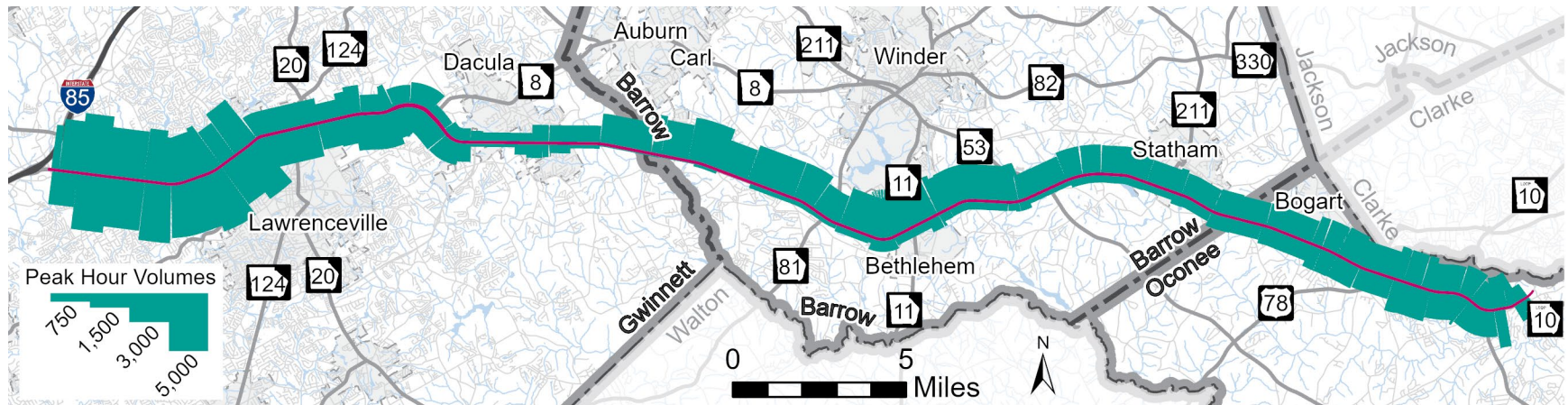


# Volumes

## Baseline 2030 AM Peak Volumes

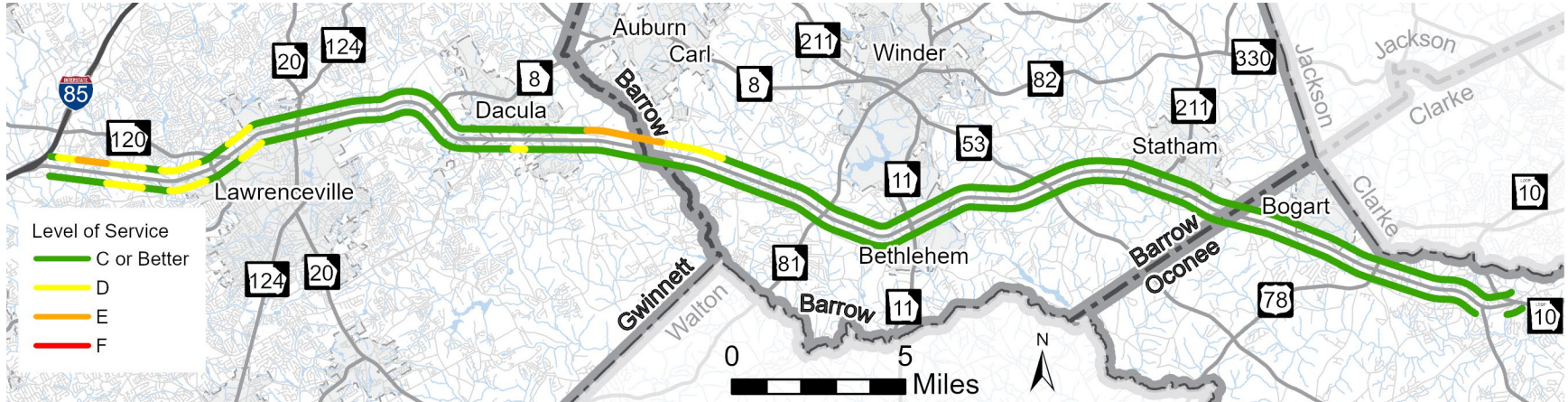


## Baseline 2050 AM Peak Volumes

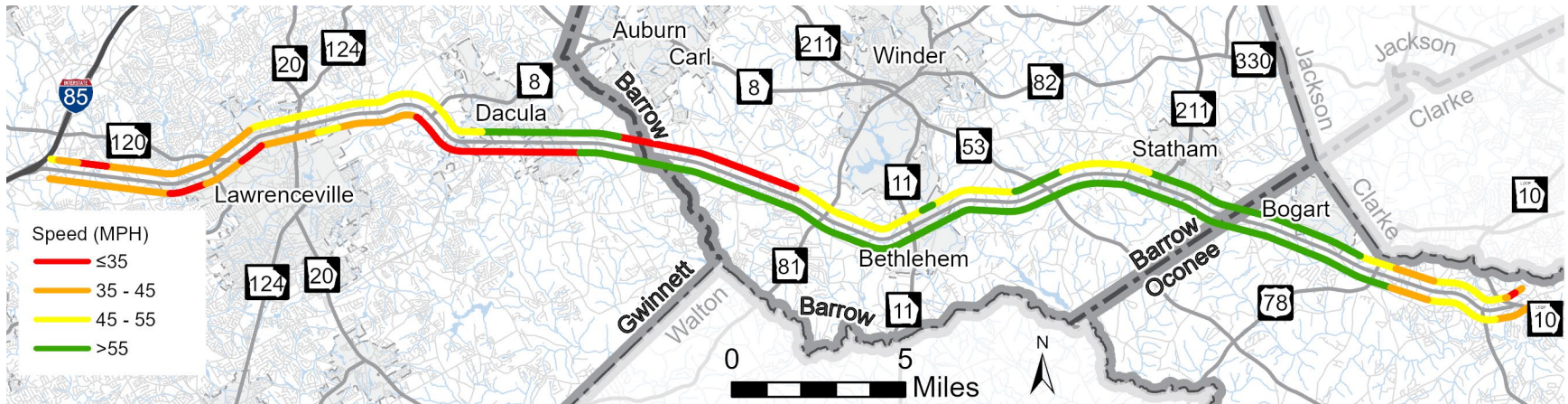


# Speeds

## Baseline 2030 AM Peak Period Speeds

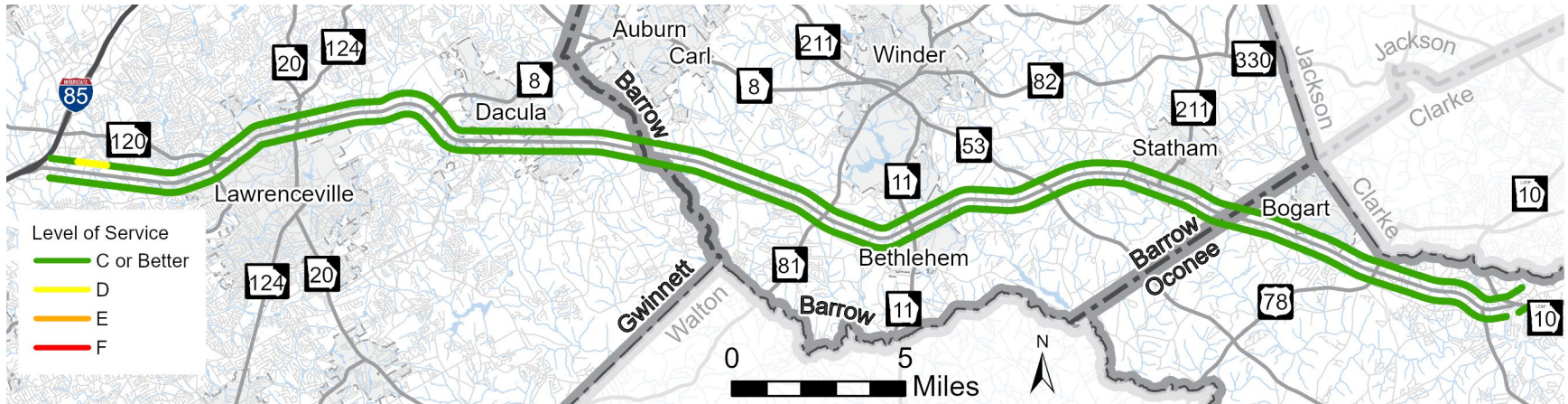


## Baseline 2050 AM Peak Period Speeds

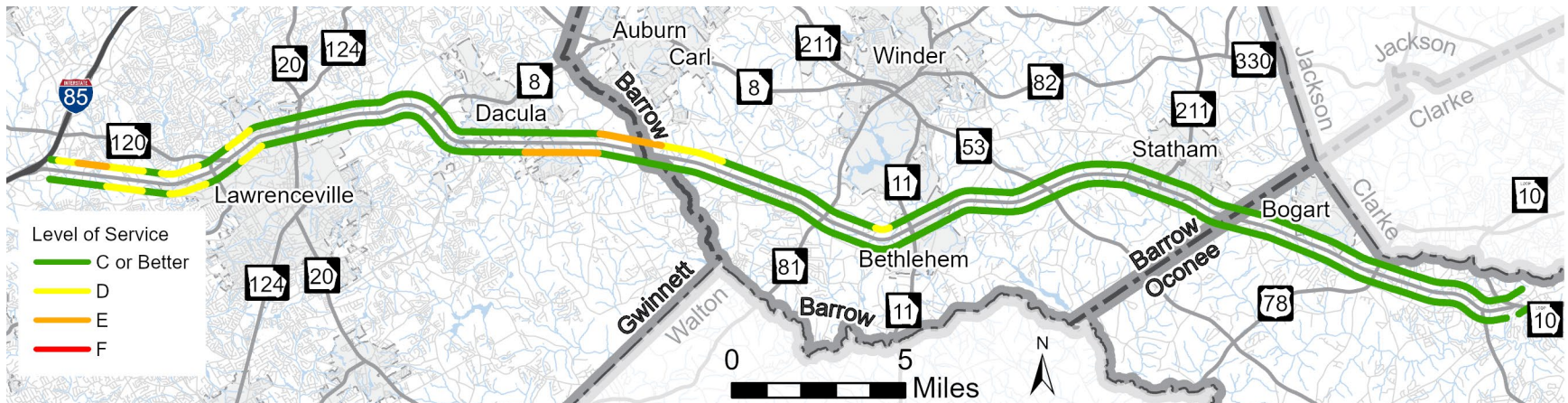


# Level of Service (LOS)

## Baseline 2030 AM Peak Period LOS



## Baseline 2050 AM Peak Period LOS



# State Route **316** Planning Study

Appendix D  
Alternative  
Comparison Data



## Vehicle Hour Delay (VHD)

### 2030 and 2050 AM Peak Period VHD

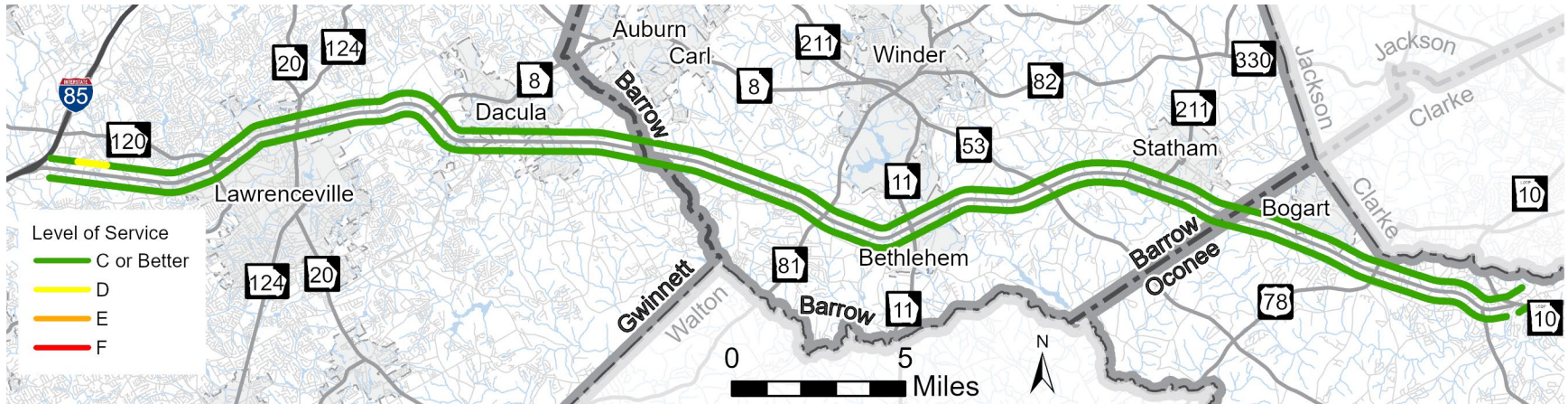
| Year of Analysis | Peak Hour VHD |         |         |
|------------------|---------------|---------|---------|
|                  | Baseline      | Build 1 | Build 2 |
| 2030 AM          | 2,452         | 1,847   | 1,572   |
| 2050 AM          | 6,015         | 5,660   | 3,712   |

### 2030 and 2050 AM Peak Period VHD by County

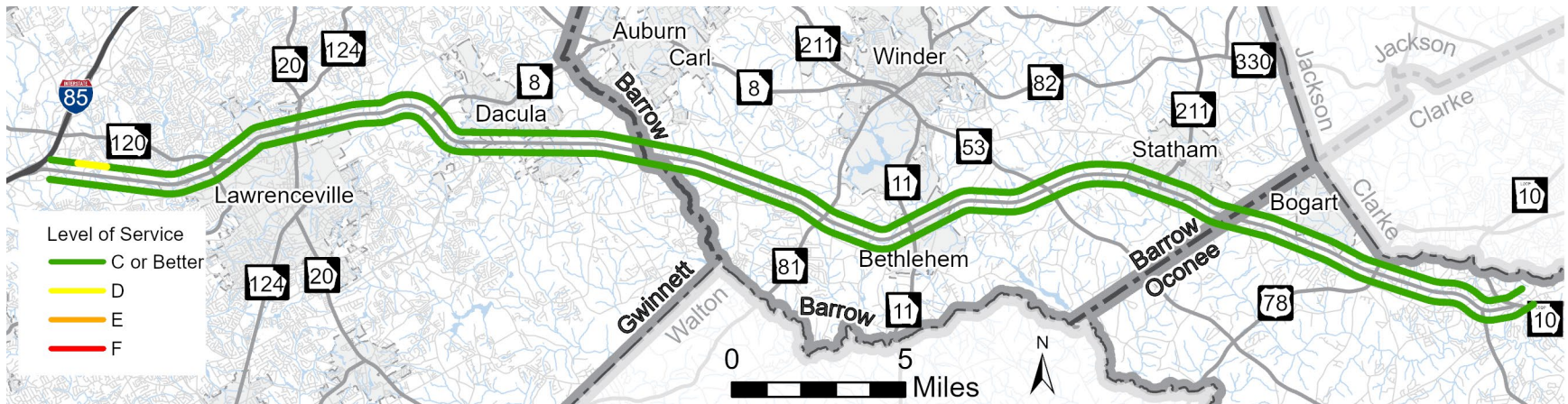
| Year of Analysis | County   | Peak Hour VHD |         |         |
|------------------|----------|---------------|---------|---------|
|                  |          | Baseline      | Build 1 | Build 2 |
| 2030 AM          | Gwinnett | 1,491         | 803     | 725     |
|                  | Barrow   | 610           | 687     | 495     |
|                  | Oconee   | 351           | 358     | 352     |
| 2050 AM          | Gwinnett | 3,384         | 2,875   | 1,266   |
|                  | Barrow   | 1,415         | 2,017   | 1,545   |
|                  | Oconee   | 1,216         | 768     | 819     |

# Level of Service (LOS)

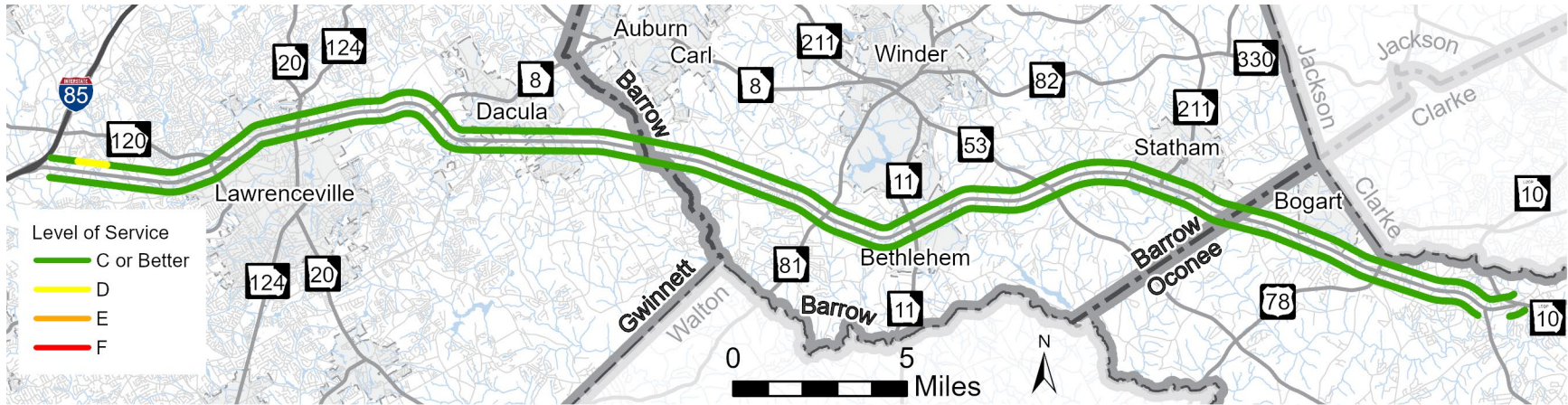
## Baseline 2030 AM Peak Period LOS



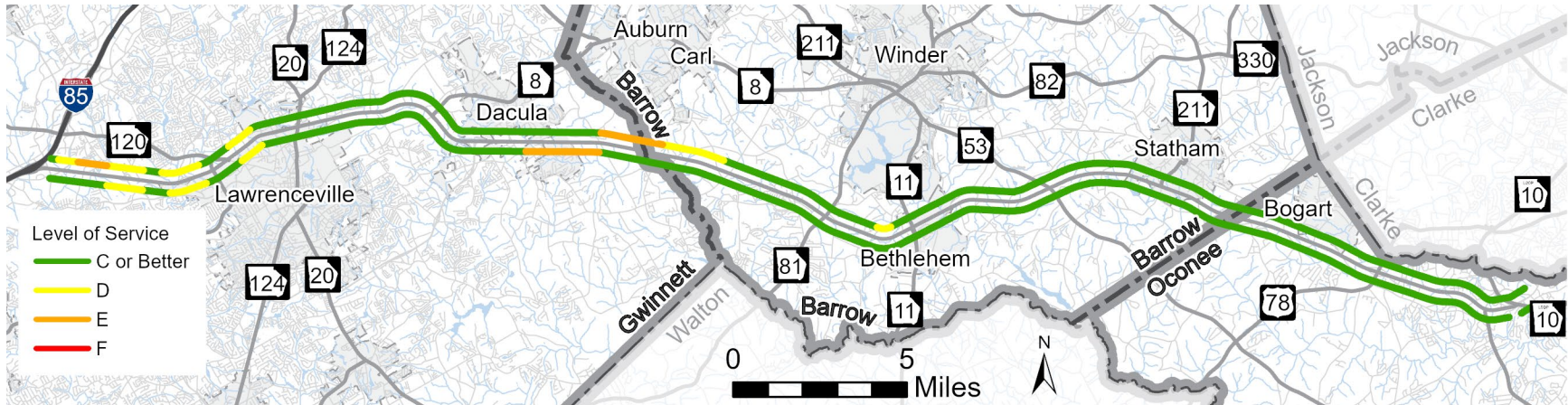
## Build 1 2030 AM Peak Period LOS



## Build 2 2030 AM Peak Period LOS



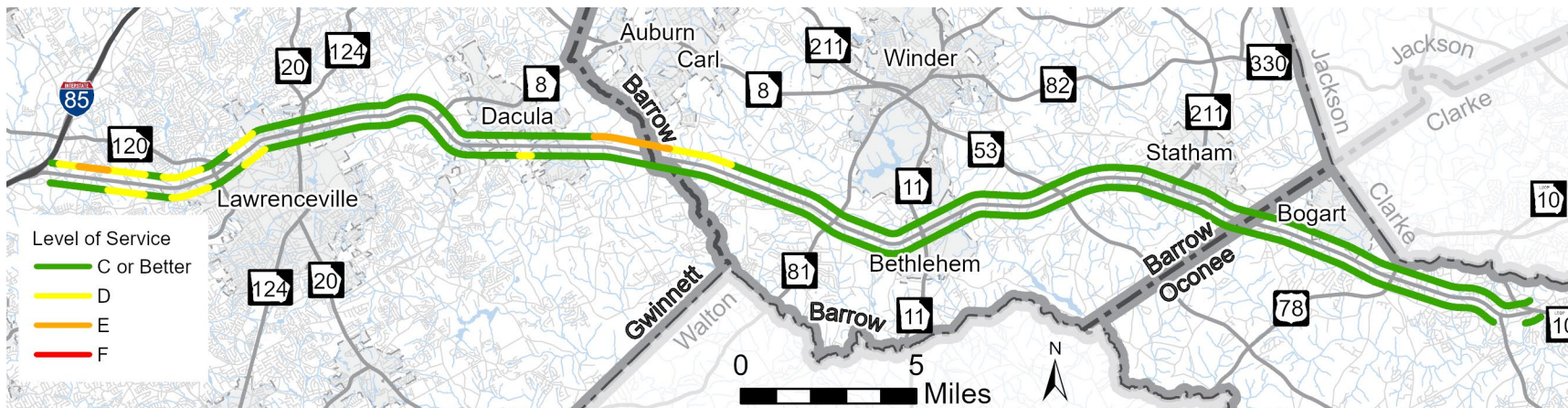
## Baseline 2050 AM Peak Period LOS



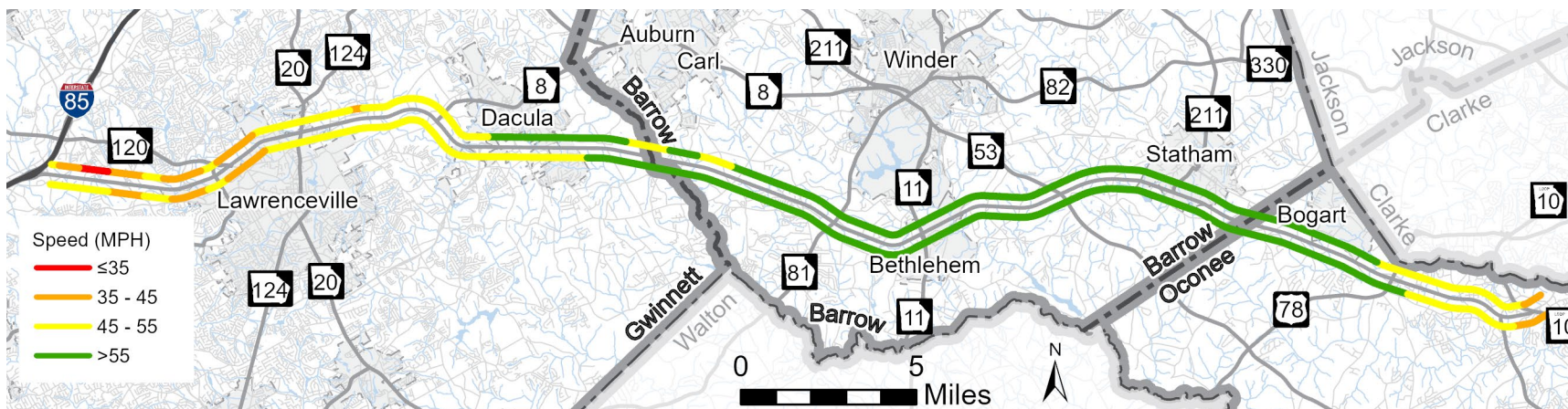


# Speeds

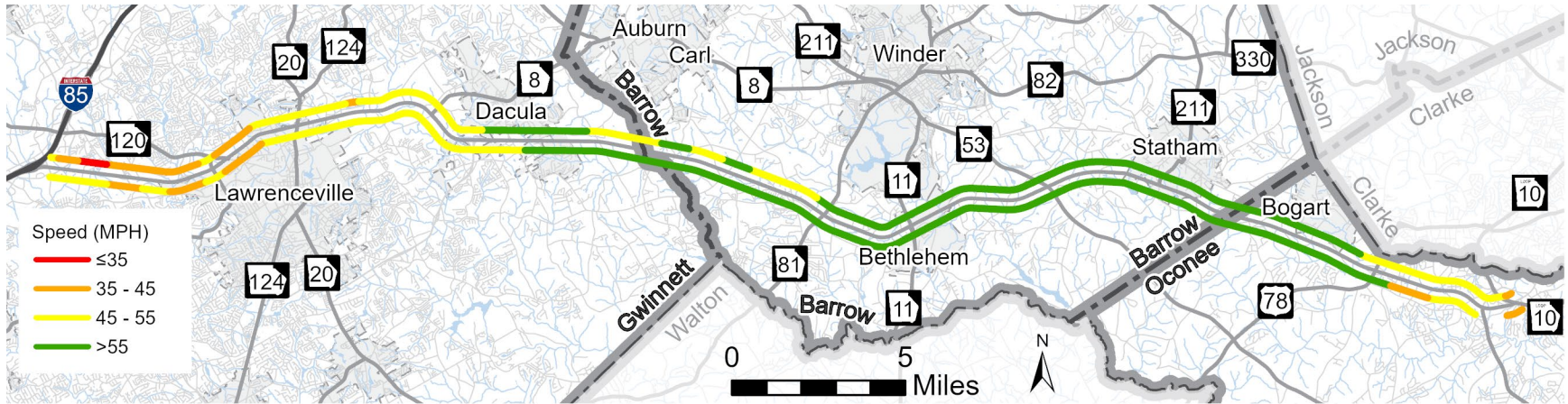
## Baseline 2030 AM Peak Period Speeds



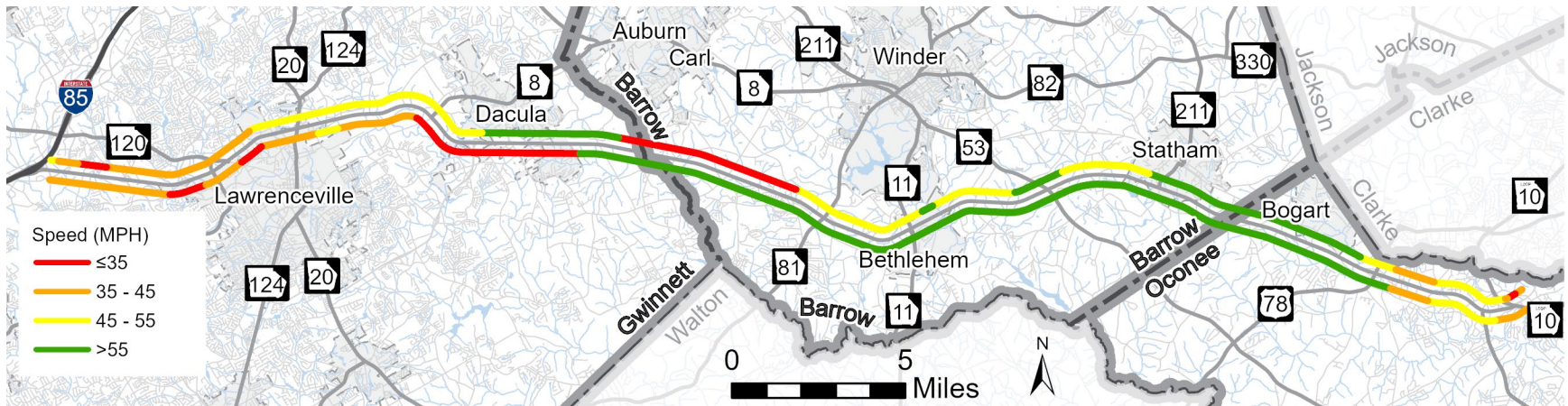
## Build 1 2030 AM Peak Period Speeds



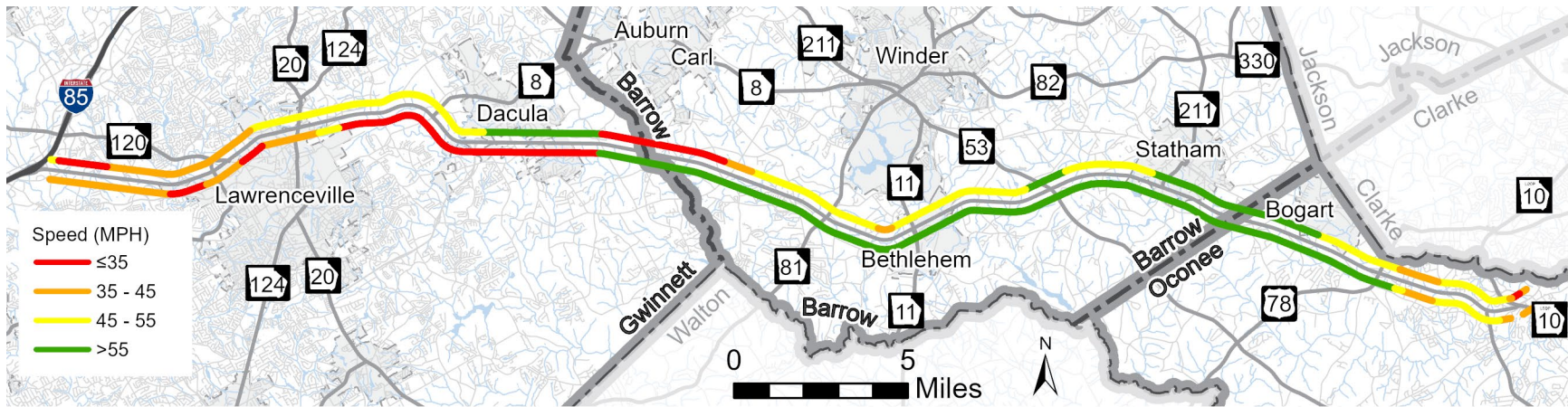
## Build 2 2030 AM Peak Period Speeds



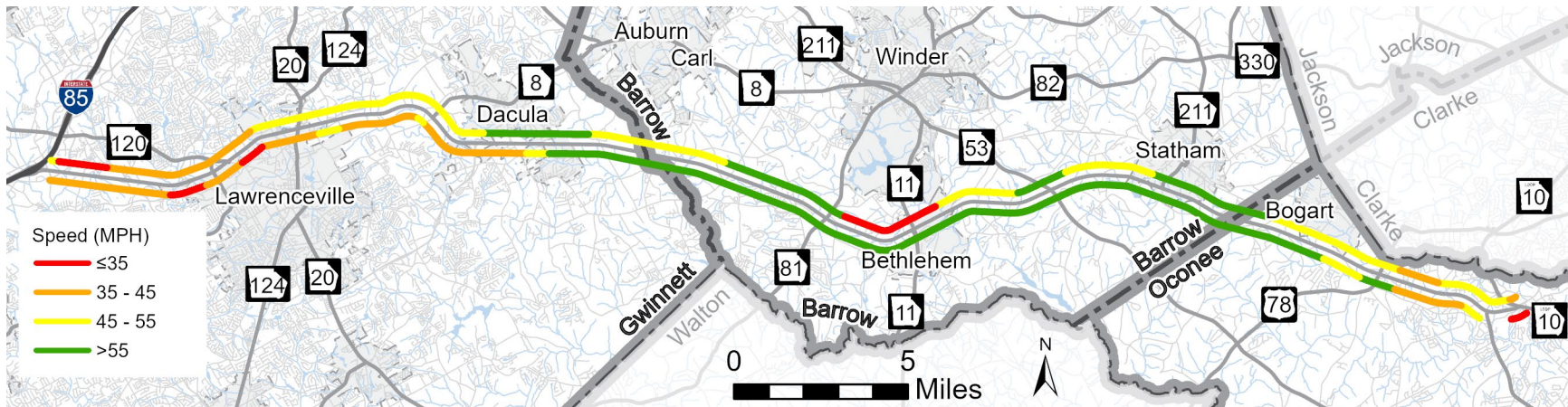
## Baseline 2050 AM Peak Period Speeds



## Build 1 2050 AM Peak Period Speeds



## Build 2 2050 AM Peak Period Speeds



# State Route 316 Planning Study

Appendix E  
Capital Cost  
Estimates



**ARCADIS**



**Project Cost Estimation Spreadsheet - SR 316 at Oak Valley Rd**

|                         |  |
|-------------------------|--|
| Alternative             | Build 1, Build 2   |
| Project Type            | Reroute  |
| Description             | SR 316 at Oak Valley Rd                                  |
| From Limit              | Harbins Rd   |
| To Limit                | Oak Valley Rd  |
| Notes                   | Reroute Oak Valley Rd via new access road to Harbins Rd. |
| Mainline (mi)           | 0.74 includes access road                                |
| Side Street (mi)        |  |
| miles total <b>0.74</b> |  |

| <u>Cost Summary Incl. Contingency</u> |                     | per mile            | Yr. of Exp. | Inflated Cost             | Total Program Cost  |
|---------------------------------------|---------------------|---------------------|-------------|---------------------------|---------------------|
| Preliminary Engineering               | \$ 718,872          | \$ 973,242          | 2023        | \$ 718,872                | \$ 718,872          |
| Reimbursable Utility                  | \$ 485,239          | \$ 656,939          | 2023        | \$ 485,239                | \$ 558,025          |
| Right-of-Way                          | \$ -                | \$ -                | 2023        | \$ -                      | \$ -                |
| Construction                          | \$ 5,103,993        | \$ 6,910,021        | 2023        | \$ 5,103,993              | \$ 5,869,592        |
| <b>Total</b>                          | <b>\$ 6,308,104</b> | <b>\$ 8,540,202</b> |             | <b>Total \$ 6,308,104</b> | <b>\$ 7,146,489</b> |

| <b>Construction Costs</b>          |             |       |           |            |                    |
|------------------------------------|-------------|-------|-----------|------------|--------------------|
| Average Per Lane-Mile Components   | Unit Cost   | Miles | Add Lanes | Lane-Miles | Cost               |
| Low volume new const. or widening  | \$1,300,000 | 0.74  | 2.17      | 1.60       | \$2,080,492        |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00       | \$0                |
| Surface Street Overlay             | \$417,000   |       |           | 0.00       | \$0                |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00       | \$0                |
| Miles Factor                       |             |       |           |            |                    |
| Cross Street Overlay               | \$20,000    |       |           |            | \$0                |
| Traffic Control                    | \$700,000   |       |           |            | \$0                |
| Typical Driveways                  | \$75,000    |       |           |            | \$0                |
| Typical E & S Control Temp&Perm    | \$450,000   | 0.74  | 0.20      |            | \$66,477           |
| Typical Earthwork                  | \$2,000,000 | 0.74  | 0.68      |            | \$1,004,545        |
| Typical Drainage - Urban Section   | \$255,000   |       |           |            | \$0                |
| Curb & Gutter both sides           | \$370,000   |       |           |            | \$0                |
| Typical Drainage - Rural Section   | \$150,000   | 0.74  | 3.30      |            | \$365,625          |
| Signing & Marking                  | \$50,000    | 0.74  | 1.00      |            | \$36,932           |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 0.74  | 0.50      |            | \$40,289           |
| Typical Guardrail Type W           | \$212,000   |       |           |            | \$0                |
| 20ft. Raised median + C&G          | \$1,308,267 |       |           |            | \$0                |
| Median landscaping                 | \$100,000   |       |           |            | \$0                |
| Sidewalks 5 ft. ea side            | \$352,000   |       |           |            | \$0                |
| ADA Ramps (ea)                     | \$1,500     |       |           |            | \$0                |
| <b>Subtotal</b>                    |             |       |           |            | <b>\$3,594,361</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost |            |
|--------------------------------------|-------------|--------|--------|------|------------|
| Addl Major Earthwork (mile)          | \$350,000   |        |        | \$0  |            |
| Addl Major Drainage (mile)           | \$150,000   |        |        | \$0  |            |
| Addl Major Grade changes (mile)      | \$350,000   |        |        | \$0  |            |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0  |            |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0  |            |
| Temporary Barrier                    | \$50        |        |        | \$0  |            |
| Addl guardrail Type T (mile)         | \$423,000   |        |        | \$0  |            |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0  |            |
| Rumble Strips [EA] (RAB/Stop Cntr)   | \$1,000     |        |        | \$0  |            |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0  |            |
| Addl driveways (mile)                | \$75,000    |        |        | \$0  |            |
| Cl. B Conc. Base or pvmt widening    | \$792,000   |        |        | \$0  |            |
| Special E&S control                  | \$300,000   |        |        | \$0  |            |
| <b>Subtotal</b>                      |             |        |        |      | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft) | Cost               |
|---------------------------------------|-----------|-------------|------------|-------------|--------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |             | \$0                |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     |             |            |             | \$0                |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |             | \$0                |
| Bridges - widen (SF)                  | \$300     |             |            |             | \$0                |
| Bridges - widen (SF)                  | \$150     |             |            |             | \$0                |
| Bridges - replace (SF)                | \$250     |             |            |             | \$0                |
| Bridges - replace (SF)                | \$185     |             |            |             | \$0                |
| Bridges - detour (SF)                 | \$60      |             |            |             | \$0                |
| Bridge Removal (SF)                   | \$50      |             |            |             | \$0                |
| Cofferdams (ea)                       | \$20,000  |             |            |             | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |             | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |             | \$0                |
| Large cross drains (LF)               | \$80      |             |            |             | \$0                |
| Replace cross drains (LF)             | \$120     |             |            |             | \$0                |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |             | \$0                |
| Pavement Patching (Sq yd)             | \$30      |             |            |             | \$0                |
| Roundabout Lighting                   | \$100,000 |             |            |             | \$0                |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |             | \$0                |
| <b>Subtotal</b>                       |           |             |            |             | <b>\$0</b>         |
| <b>Total Construction Cost</b>        |           |             |            |             | <b>\$3,594,361</b> |

| <b>Right-of-Way Costs</b>      |                  |        |            |       |                |
|--------------------------------|------------------|--------|------------|-------|----------------|
| Area Type                      | Unit Cost (acre) | Miles  | Width (ft) | Acres | Cost           |
| Urban Residential              | \$900,000        |        |            | 0.000 | \$0            |
| Easement Residential           | \$240,000        |        |            | 0.000 | \$0            |
| Urban Commercial               | \$1,200,000      |        |            | 0.000 | \$0            |
| Easement Commercial            | \$360,000        |        |            | 0.000 | \$0            |
| Suburban/Rural Residential     | \$600,000        |        |            | 0.000 | \$0            |
| Easement rural Residential     | \$180,000        |        |            | 0.000 | \$0            |
| Suburban/Rural Commercial      | \$800,000        |        |            | 0.000 | \$0            |
| Easement rural Commercial      | \$240,000        |        |            | 0.000 | \$0            |
| Displacements                  |                  |        |            |       |                |
| Residential                    | \$250,000        | Number | Factor     |       | \$0            |
| Business                       | \$1,000,000      |        |            |       | \$0            |
| Damages                        | \$0              |        |            |       | \$0            |
|                                |                  |        |            |       | ROW multiplier |
|                                |                  |        |            |       | 2              |
| <b>Total Right-of-Way Cost</b> |                  |        |            |       | <b>\$0</b>     |

| <b>Reimbursable Utility Costs</b>      |                  |
|--|------------------|
| 10%                                    | \$ 359,436       |
| <b>Total Reimbursable Utility Cost</b> |                  |
|  | <b>\$359,436</b> |

| <b>Preliminary Engineering Costs</b>      |                  |
|---|------------------|
| 20%                                       | \$718,872        |
| <b>Total Preliminary Engineering Cost</b> |                  |
|   | <b>\$718,872</b> |

| <b>Contingency Costs</b>        |                    |
|---------------------------------|--------------------|
| 35%                             | \$1,635,434        |
| <b>Total Contingency Cost</b>   |                    |
|                                 | <b>\$1,635,434</b> |
| <b>Total (PE+Util.+ROW+CST)</b> |                    |
|                                 | <b>\$4,672,670</b> |
| <b>Grand Total</b>              |                    |
|                                 | <b>\$6,308,104</b> |

Project Cost Estimation Spreadsheet - SR 316 at Julian Drive

|                                       |                        |                        |              |   |                      |
|---------------------------------------|------------------------|------------------------|--------------|---|----------------------|
| Alternative Build 1                   |                        |                        |              |   |                      |
| Project Type                          | Grade Separation       |                        |              |   |                      |
| Description                           | SR 316 at Julian Drive |                        |              |   |                      |
| From Limit                            |                        |                        |              |   |                      |
| To Limit                              |                        |                        |              |   |                      |
| Notes                                 |                        |                        |              |   |                      |
| Mainline (mi)                         | 0.20                   |                        |              |   |                      |
| Access Road (mi)                      | 0.38                   | Tall Oaks Rd extension |              |   |                      |
| Bridge Length (mi)                    | 0.05                   |                        |              |   |                      |
|                                       | miles                  | total                  | 0.63         |   |                      |
| <b>Cost Summary Incl. Contingency</b> |                        |                        |              |   |                      |
|                                       |                        | per mile               | Yr. of Exp.  | Inflated Cost                             | Total Program Cost   |
| Preliminary Engineering               | \$ 1,178,564           | \$ 1,885,703           | 2023         | \$ 1,178,564                              | \$ 1,178,564         |
| Reimbursable Utility                  | \$ 795,531             | \$ 1,272,849           | 2023         | \$ 795,531                                | \$ 914,860           |
| Right-of-Way                          | \$ 2,430,000           | \$ 3,888,000           | 2023         | \$ 2,430,000                              | \$ 2,794,500         |
| Construction                          | \$ 8,367,805           | \$ 13,388,489          | 2023         | \$ 8,367,805                              | \$ 9,622,976         |
| <b>Total</b>                          | <b>\$ 12,771,900</b>   | <b>\$ 20,435,041</b>   | <b>Total</b> | <b>\$ 12,771,900</b>                      | <b>\$ 14,510,901</b> |
| <b>Construction Costs</b>             |                        |                        |              |   |                      |
| Average Per Lane-Mile Components      | Unit Cost              | Miles                  | Add Lanes    | Lane-Miles                                | Cost                 |
| Low volume new const. or widening     | \$1,300,000            | 0.38                   | 2.17         | 0.82                                      | \$1,066,919          |
| High volume new const. or widening    | \$1,650,000            | 0.20                   | 2.17         | 0.43                                      | \$710,938            |
| Surface Street Overlay                | \$417,000              |                        |              | 0.00                                      | \$0                  |
| Concrete new const. or widening       | \$3,027,999            |                        |              | 0.00                                      | \$0                  |
|                                       |                        | Miles                  | Factor       |   |                      |
| Cross Street Overlay                  | \$20,000               |                        |              |   | \$0                  |
| Traffic Control                       | \$700,000              | 0.20                   | 2.80         |   | \$389,773            |
| Typical Driveways                     | \$75,000               |                        |              |   | \$0                  |
| Typical E & S Control Temp&Perm       | \$450,000              | 0.63                   | 0.20         |   | \$56,250             |
| Typical Earthwork                     | \$2,000,000            |                        | 0.58         | 0.40                                      | \$462,121            |
| Typical Drainage - Urban Section      | \$255,000              |                        |              |   | \$0                  |
| Curb & Gutter both sides              | \$370,000              |                        |              |   | \$0                  |
| Typical Drainage - Rural Section      | \$150,000              | 0.58                   | 3.30         |   | \$285,938            |
| Signing & Marking                     | \$50,000               | 0.58                   | 1.00         |   | \$28,883             |
| Typical Clear & Grub-120 ft wide      | \$109,091              |                        |              |   | \$0                  |
| Typical Guardrail Type W              | \$212,000              |                        |              |   | \$0                  |
| 20ft. Raised median +C&G              | \$1,308,267            |                        |              |   | \$0                  |
| Median landscaping                    | \$100,000              |                        |              |   | \$0                  |
| Sidewalks 5 ft. ea.side               | \$352,000              |                        |              |   | \$0                  |
| ADA Ramps (ea)                        | \$2,500                |                        |              |   | \$0                  |
|                                       |                        |                        |              | <b>Subtotal</b>                           | <b>\$3,000,821</b>   |
| <b>Additional Per Mile Components</b> |                        |                        |              |   |                      |
|                                       | Unit Cost              | Length                 | Factor       |   | Cost                 |
| Add'l Major Earthwork (mile)          | \$350,000              |                        |              |   | \$0                  |
| Add'l Major Drainage (mile)           | \$150,000              |                        |              |   | \$0                  |
| Add'l Major Grade changes (mile)      | \$350,000              |                        |              |   | \$0                  |
| Major alignment corrections (mile)    | \$750,000              |                        |              |   | \$0                  |
| Maint of Traffic difficulty (mile)    | \$200,000              |                        |              |   | \$0                  |
| Temporary Barrier                     | \$50                   |                        |              |   | \$0                  |
| Add'l guardrail Type T (mile)         | \$423,000              |                        |              |   | \$0                  |
| Paved Shoulders, 4 ft. 2 sides(mile)  | \$100,000              |                        |              |   | \$0                  |
| Rumble Strips [EA] (RAB/Stop Cntrl)   | \$1,000                |                        |              |   | \$0                  |
| Bikeway, 4 feet, both side (mile)     | \$1,100,000            |                        |              |   | \$0                  |
| Add'l driveways (mile)                | \$75,000               |                        |              |   | \$0                  |
| Cl. B Conc. Base or pvmt widening     | \$792,000              |                        |              |   | \$0                  |
| Special E&S control                   | \$300,000              |                        |              |   | \$0                  |
|                                       |                        |                        |              | <b>Subtotal</b>                           | <b>\$0</b>           |
| <b>Individual Components</b>          |                        |                        |              |   |                      |
|                                       | Unit Cost              | Length (ft)            | Width (ft)   | Height (ft)                               | Cost                 |
| Retaining Walls - Gravity 0 - 5' (LF) | \$60                   |                        |              |   | \$0                  |
| Retaining Walls-Gravity 5'-max (LF)   | \$120                  | 600                    |              | 1   | \$72,000             |
| Retaining Walls-Special Design(SF)    | \$60                   |                        |              |   | \$0                  |
| Bridges - widen (SF)                  | \$300                  | 300                    |              | 30  | \$2,700,000          |
| Bridges - widen (SF)                  | \$150                  |                        |              |   | \$0                  |
| Bridges - replace (SF)                | \$250                  |                        |              |   | \$0                  |
| Bridges - replace (SF)                | \$185                  |                        |              |   | \$0                  |
| Bridges - detour (SF)                 | \$60                   |                        |              |   | \$0                  |
| Bridge Removal (SF)                   | \$50                   |                        |              |   | \$0                  |
| Cofferdams (ea)                       | \$20,000               |                        |              |   | \$0                  |
| Box Culverts (SF)                     | \$95                   |                        |              |   | \$0                  |
| Box Culverts (SF)                     | \$95                   |                        |              |   | \$0                  |
| Large cross drains (LF)               | \$80                   |                        |              |   | \$0                  |
| Replace cross drains (LF)             | \$120                  |                        |              |   | \$0                  |
| Sediment/ detention ponds (ea)        | \$30,000               |                        |              |   | \$0                  |
| Pavement Removal (Sq vd)              | \$20                   | 6000                   |              | 1   | \$120,000            |
| Pavement Patching (Sq vd)             | \$30                   |                        |              |   | \$0                  |
| Roundabout Lighting                   | \$100,000              |                        |              |   | \$0                  |
| Traffic Signalization / Upgrade (ea)  | \$125,000              |                        |              |   | \$0                  |
|                                       |                        |                        |              | <b>Subtotal</b>                           | <b>\$2,892,000</b>   |
|                                       |                        |                        |              | <b>Total Construction Cost</b>            | <b>\$5,892,821</b>   |
| <b>Right-of-Way Costs</b>             |                        |                        |              |   |                      |
|                                       | Unit Cost (acre)       | Miles                  | Width (ft)   | Acres                                     | Cost                 |
| Urban Residential                     | \$800,000              |                        |              | 0.000                                     | \$0                  |
| Easement Residential                  | \$240,000              |                        |              | 0.000                                     | \$0                  |
| Urban Commercial                      | \$1,200,000            |                        |              | 0.000                                     | \$0                  |
| Easement Commercial                   | \$360,000              |                        |              | 0.000                                     | \$0                  |
| Suburban/Rural Residential            | \$600,000              | 0.07                   | 60           | 1.500                                     | \$900,000            |
| Easement rural Residential            | \$180,000              |                        |              | 0.000                                     | \$0                  |
| Suburban/Rural Commercial             | \$800,000              |                        |              | 0.000                                     | \$0                  |
| Easement rural Commercial             | \$240,000              |                        |              | 0.000                                     | \$0                  |
| Displacements                         |                        | Number                 | Factor       |   |                      |
| Residential                           | \$250,000              |                        |              |   | \$0                  |
| Business                              | \$1,000,000            |                        |              |   | \$0                  |
| Damages                               | \$0                    |                        |              |   | \$0                  |
|                                       |                        |                        |              | ROW multiplier                            | 2                    |
|                                       |                        |                        |              | <b>Total Right-of-Way Cost</b>            | <b>\$1,800,000</b>   |
| <b>Reimbursable Utility Costs</b>     |                        |                        |              |   |                      |
|                                       |                        |                        |              |   | 0                    |
|                                       | 10%                    |                        |              | \$  | 589,282              |
|                                       |                        |                        |              | <b>Total Reimbursable Utility Cost</b>    | <b>\$589,282</b>     |
| <b>Preliminary Engineering Costs</b>  |                        |                        |              |   |                      |
| PE %                                  | 20%                    |                        |              | <b>Total Preliminary Engineering Cost</b> | <b>\$1,178,564</b>   |
|                                       |                        |                        |              |   | 12.46%               |
| <b>Contingency Costs</b>              |                        |                        |              |   |                      |
| Contingency %                         | 35%                    |                        |              | <b>Total Contingency Cost</b>             | <b>\$3,311,233</b>   |
|                                       |                        |                        |              | <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$9,460,667</b>   |
|                                       |                        |                        |              | <b>Grand Total</b>                        | <b>\$12,771,900</b>  |

**Project Cost Estimation Spreadsheet - SR 316 at Drowning Creek Road**

|                    |                               |
|--------------------|-------------------------------|
| Alternative        | Build 2                       |
| Project Type       | Grade Separation              |
| Description        | SR 316 at Drowning Creek Road |
| From Limit         | Turkey Crossing               |
| To Limit           | South of SR 316               |
| Notes              |                               |
| Mainline (mi)      | 0.20                          |
| Bridge Length (mi) | 0.20                          |
|                    | miles total 0.40              |

| Cost Summary Incl. Contingency |                     | per mile             | Yr. of Exp. | Inflated Cost             | Total Program Cost   |
|--------------------------------|---------------------|----------------------|-------------|---------------------------|----------------------|
| Preliminary Engineering        | \$ 929,889          | \$ 2,338,258         | 2023        | \$ 929,889                | \$ 929,889           |
| Reimbursable Utility           | \$ 627,743          | \$ 1,578,324         | 2023        | \$ 627,743                | \$ 721,804           |
| Right-of-Way                   | \$ 1,350,000        | \$ 3,394,286         | 2023        | \$ 1,350,000              | \$ 1,552,500         |
| Construction                   | \$ 6,602,923        | \$ 16,601,634        | 2023        | \$ 6,602,923              | \$ 7,593,361         |
| <b>Total</b>                   | <b>\$ 9,510,654</b> | <b>\$ 23,912,502</b> |             | <b>Total \$ 9,510,654</b> | <b>\$ 10,797,754</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost             |
|------------------------------------|-------------|-------|-----------|-----------------|------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                  |
| Low volume new const. or widening  | \$1,300,000 | 0.20  | 2.08      | 0.42            | \$548,848        |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00            | \$0              |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0              |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00            | \$0              |
|                                    |             | Miles | Factor    |                 |                  |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0              |
| Traffic Control                    | \$700,000   | 0.40  | 0.45      |                 | \$125,284        |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0              |
| Typical E & S Control Temp&Perm    | \$450,000   | 0.40  | 0.10      |                 | \$17,808         |
| Typical Earthwork                  | \$2,000,000 | 0.20  | 0.35      |                 | \$141,856        |
| Typical Drainage - Urban Section   | \$255,000   |       |           |                 | \$0              |
| Curb & Gutter both sides           | \$370,000   |       |           |                 | \$0              |
| Typical Drainage - Rural Section   | \$150,000   | 0.20  | 3.10      |                 | \$94,233         |
| Signing & Marking                  | \$50,000    | 0.20  | 1.00      |                 | \$10,133         |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 0.40  | 0.50      |                 | \$21,694         |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0              |
| 20ft. Raised median +C&G           | \$1,308,267 |       |           |                 | \$0              |
| Median landscaping                 | \$100,000   |       |           |                 | \$0              |
| Sidewalks 5 ft. ea side            | \$352,000   |       |           |                 | \$0              |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0              |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$959,945</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost            |            |
|--------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                    | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides/mile) | \$100,000   |        |        | \$0             |            |
| Rumble Strips [EA] (R&B/Stop Contr)  | \$1,000     |        |        | \$0             |            |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or pvmnt widening   | \$792,000   |        |        | \$0             |            |
| Special E&S control                  | \$300,000   |        |        | \$0             |            |
|                                      |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)                    | Cost               |
|---------------------------------------|-----------|-------------|------------|--------------------------------|--------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$50      |             |            |                                | \$0                |
| Retaining Walls-Gravity 5-max (LF)    | \$120     | 1000        |            | 1                              | \$120,000          |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                                | \$0                |
| Bridges - widen (SF)                  | \$300     | 340         |            | 30                             | \$3,060,000        |
| Bridges - widen (SF)                  | \$150     |             |            |                                | \$0                |
| Bridges - replace (SF)                | \$220     |             |            |                                | \$0                |
| Bridges - replace (SF)                | \$185     |             |            |                                | \$0                |
| Bridges - detour (SF)                 | \$60      |             |            |                                | \$0                |
| Bridge Removal (SF)                   | \$50      | 340         |            | 30                             | \$510,000          |
| Cofferdams (ea)                       | \$20,000  |             |            |                                | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                |
| Large cross drains (LF)               | \$80      |             |            |                                | \$0                |
| Replace cross drains (LF)             | \$120     |             |            |                                | \$0                |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                                | \$0                |
| Pavement Removal (Sq yd)              | \$20      |             |            |                                | \$0                |
| Pavement Patching (Sq yd)             | \$30      |             |            |                                | \$0                |
| Roundabout Lighting                   | \$100,000 |             |            |                                | \$0                |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                                | \$0                |
|                                       |           |             |            | <b>Subtotal</b>                | <b>\$3,690,000</b> |
|                                       |           |             |            | <b>Total Construction Cost</b> | <b>\$4,649,945</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost               |
|----------------------------|------------------|--------|------------|--------------------------------|--------------------|
| Area Type                  |                  |        |            |                                |                    |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0                |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Residential | \$600,000        |        |            | 0.000                          | \$0                |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0                |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                |
| Displacements              |                  | Number | Factor     |                                |                    |
| Residential                | \$250,000        | 2      | 1.00       |                                | \$500,000          |
| Business                   | \$1,000,000      |        |            |                                | \$0                |
| Damages                    | \$0              |        |            |                                | \$0                |
|                            |                  |        |            | ROW multiplier                 | 2                  |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$1,000,000</b> |

| Reimbursable Utility Costs |     | Cost                                   |
|----------------------------|-----|--|
|                            | 10% | \$ 464,995                             |
|                            |     | <b>Total Reimbursable Utility Cost</b> |
|                            |     | <b>\$464,995</b>                       |

| Preliminary Engineering Costs | FE % | Total Preliminary Engineering Cost |
|-------------------------------|------|------------------------------------|
|                               | 20%  | \$929,889                          |
|                               |      | 13.20%                             |

| Contingency Costs | Contingency % | Total Contingency Cost          |
|-------------------|---------------|---------------------------------|
|                   | 35%           | \$2,465,725                     |
|                   |               | <b>Total (PE+Util.+ROW+CST)</b> |
|                   |               | <b>\$7,044,929</b>              |

| Grand Total | Cost               |
|-------------|--------------------|
|             | <b>\$9,510,654</b> |

| Project Cost Estimation Spreadsheet - SR 316 at Williams Farm Drive |                               |                      |             |   |                      |      |
|---|-------------------------------|----------------------|-------------|---|----------------------|------|
| Alternative   | Build 2                       |                      |             |   |                      |      |
| Project Type  | SR 316 at Williams Farm Drive |                      |             |   |                      |      |
| Description   | SR 316 at Williams Farm Drive |                      |             |   |                      |      |
| From Limit  | Harbins Rd Interchange        |                      |             |   |                      |      |
| To Limit  | Drowning Creek Rd             |                      |             |   |                      |      |
| Notes   |                               |                      |             |   |                      |      |
| Mainline SR 316 (mi)  | 1.86                          |                      |             |   |                      |      |
| Bridge Length (Overpass) (mi)                                       | 0.03                          |                      |             |   |                      |      |
| Rowen Development Corridor (mi)                                     | 0.37                          |                      |             |   |                      |      |
| Williams Farm Dr Extension (mi)                                     | 0.19                          |                      |             |   |                      |      |
| Ramp Length (Total 4x) (mi)   | 0.91                          |                      |             |   |                      |      |
|   | miles                         |                      | total       |   |                      | 3.35 |
| <b>Cost Summary Incl. Contingency</b>                               |                               |                      |             |   |                      |      |
|   |                               | per mile             | Yr. of Exp. | Inflated Cost                             | Total Program Cost   |      |
| Preliminary Engineering   | \$ 6,560,487                  | \$ 1,957,027         | 2023        | \$ 6,560,487                              | \$ 6,560,487         |      |
| Reimbursable Utility  | \$ 4,428,329                  | \$ 1,320,993         | 2023        | \$ 4,428,329                              | \$ 5,092,578         |      |
| Right-of-Way  | \$ 25,894,298                 | \$ 7,721,418         | 2023        | \$ 25,894,298                             | \$ 29,786,942        |      |
| Construction  | \$ 46,578,456                 | \$ 13,894,889        | 2023        | \$ 46,578,456                             | \$ 53,566,376        |      |
| <b>Total</b>  | <b>\$ 83,452,569</b>          | <b>\$ 24,894,326</b> |             | <b>Total \$ 83,452,569</b>                | <b>\$ 94,986,382</b> |      |
| <b>Construction Costs</b>   |                               |                      |             |   |                      |      |
| Average Per Lane-Mile Components                                    | Unit Cost                     | Miles                | Add Lanes   | Lane-Miles                                | Cost                 |      |
| Low volume new const. or widening                                   | \$1,300,000                   | 0.19                 | 2.17        | 0.41                                      | \$533,460            |      |
| High volume new const. or widening                                  | \$1,650,000                   |                      |             | 0.00                                      | \$0                  |      |
| Rowen Development Corridor (mi)                                     |                               | 0.37                 | 4.00        | 1.48                                      | \$2,450,000          |      |
| Ramp Length (Total 4x) (mi)   |                               | 0.91                 | 2.17        | 1.97                                      | \$3,250,000          |      |
| Surface Street Overlay  | \$417,000                     |                      |             | 0.00                                      | \$0                  |      |
| Concrete new const. or widening                                     | \$3,027,999                   | 1.86                 | 1.50        | 2.76                                      | \$8,430,224          |      |
|   |                               | Miles                | Factor      |   |                      |      |
| Cross Street Overlay  | \$20,000                      |                      |             |   | \$0                  |      |
| Traffic Control   | \$700,000                     | 2.05                 | 1.40        |   | \$2,004,545          |      |
| Typical Driveways   | \$75,000                      |                      |             |   | \$0                  |      |
| Typical E & S Control Temp&Perm                                     | \$450,000                     | 3.35                 | 0.30        |   | \$452,557            |      |
| Typical Earthwork   | \$2,000,000                   | 3.35                 | 0.78        |   | \$5,229,545          |      |
| Typical Drainage - Urban Section                                    | \$255,000                     |                      |             |   | \$0                  |      |
| Curb & Gutter both sides  | \$370,000                     | 0.37                 | 1.00        |   | \$137,348            |      |
| Typical Drainage - Rural Section                                    | \$150,000                     | 3.33                 | 6.00        |   | \$2,494,318          |      |
| Signing & Marking   | \$50,000                      | 3.33                 | 1.00        |   | \$166,288            |      |
| Typical Clear & Grub-120 ft wide                                    | \$109,091                     | 1.47                 | 1.00        |   | \$160,331            |      |
| Typical Guardrail Type W  | \$212,000                     | 0.15                 | 8.00        |   | \$256,970            |      |
| ZM, Raised median + C&G   | \$1,308,267                   |                      |             |   | \$0                  |      |
| Median landscaping  | \$100,000                     |                      |             |   | \$0                  |      |
| Sidewalks 5 ft. ea side   | \$352,000                     | 0.37                 | 1.00        |   | \$130,667            |      |
| ADA Ramps (ea)  | \$2,500                       |                      |             |   | \$0                  |      |
|   |                               |                      |             | <b>Subtotal</b>                           | <b>\$25,696,252</b>  |      |
| <b>Additional Per Mile Components</b>                               |                               |                      |             |   |                      |      |
|   | Unit Cost                     | Length               | Factor      |   | Cost                 |      |
| Add'l Major Earthwork (mile)  | \$350,000                     |                      |             |   | \$0                  |      |
| Add'l Major Drainage (mile)   | \$150,000                     |                      |             |   | \$0                  |      |
| Add'l Major Grade changes (mile)                                    | \$350,000                     |                      |             |   | \$0                  |      |
| Major alignment corrections (mile)                                  | \$750,000                     |                      |             |   | \$0                  |      |
| Maint of Traffic difficulty (mile)                                  | \$200,000                     |                      |             |   | \$0                  |      |
| Temporary Barrier   | \$50                          |                      |             |   | \$0                  |      |
| Add'l guardrail Type T (mile)                                       | \$423,000                     | 0.30                 | 1.00        |   | \$128,182            |      |
| Paved Shoulders, 4 ft. 2 sides/mile                                 | \$100,000                     |                      |             |   | \$0                  |      |
| Rumble Strips [EA] (RAB/Stop Contr)                                 | \$1,000                       |                      |             |   | \$0                  |      |
| Bikeway, 4 feet, both side (mile)                                   | \$1,100,000                   |                      |             |   | \$0                  |      |
| Add'l driveways (mile)  | \$75,000                      |                      |             |   | \$0                  |      |
| Cl. B Conc. Base or pvmt widening                                   | \$792,000                     |                      |             |   | \$0                  |      |
| Special E&S control   | \$300,000                     |                      |             |   | \$0                  |      |
|   |                               |                      |             | <b>Subtotal</b>                           | <b>\$128,182</b>     |      |
| <b>Individual Components</b>  |                               |                      |             |   |                      |      |
|   | Unit Cost                     | Length (ft)          | Width (ft)  | Height (ft)                               | Cost                 |      |
| Retaining Walls - Gravity 0 - 5' (LF)                               | \$50                          |                      |             |   | \$0                  |      |
| Retaining Walls-Gravity 5-max (LF)                                  | \$120                         | 400                  |             | 1   | \$48,000             |      |
| Retaining Walls-Special Design(SF)                                  | \$60                          |                      |             |   | \$0                  |      |
| Bridges - widen (SF)  | \$300                         | 300                  |             | 77  | \$6,930,000          |      |
| Bridges - widen (SF)  | \$150                         |                      |             |   | \$0                  |      |
| Bridges - replace (SF)  | \$250                         |                      |             |   | \$0                  |      |
| Bridges - replace (SF)  | \$185                         |                      |             |   | \$0                  |      |
| Bridges - detour (SF)   | \$60                          |                      |             |   | \$0                  |      |
| Bridge Removal (SF)   | \$50                          |                      |             |   | \$0                  |      |
| Cofferdams (ea)   | \$20,000                      |                      |             |   | \$0                  |      |
| Box Culverts (SF)   | \$95                          |                      |             |   | \$0                  |      |
| Box Culverts (SF)   | \$95                          |                      |             |   | \$0                  |      |
| Large cross drains (LF)   | \$80                          |                      |             |   | \$0                  |      |
| Replace cross drains (LF)   | \$120                         |                      |             |   | \$0                  |      |
| Sediment/ detention ponds (ea)                                      | \$30,000                      |                      |             |   | \$0                  |      |
| Pavement Removal (Sq yd)  | \$20                          |                      |             |   | \$0                  |      |
| Pavement Patching (Sq yd)   | \$30                          |                      |             |   | \$0                  |      |
| Roundabout Lighting   | \$100,000                     |                      |             |   | \$0                  |      |
| Traffic Signalization / Upgrade (ea)                                | \$125,000                     |                      |             |   | \$0                  |      |
|   |                               |                      |             | <b>Subtotal</b>                           | <b>\$6,978,000</b>   |      |
|   |                               |                      |             | <b>Total Construction Cost</b>            | <b>\$32,802,434</b>  |      |
| <b>Right-of-Way Costs</b>   |                               |                      |             |   |                      |      |
|   | Unit Cost (acre)              | Miles                | Width (ft)  | Acres                                     | Cost                 |      |
| Urban Residential   | \$800,000                     |                      |             | 0.000                                     | \$0                  |      |
| Easement Residential  | \$240,000                     |                      |             | 0.000                                     | \$0                  |      |
| Urban Commercial  | \$1,200,000                   |                      |             | 0.000                                     | \$0                  |      |
| Easement Commercial   | \$360,000                     |                      |             | 0.000                                     | \$0                  |      |
| Suburban/Rural Residential  | \$600,000                     | 1.10                 | 120         | 15.978                                    | \$9,586,777          |      |
| Easement rural Residential  | \$180,000                     |                      |             | 0.000                                     | \$0                  |      |
| Suburban/Rural Commercial   | \$800,000                     |                      |             | 0.000                                     | \$0                  |      |
| Easement rural Commercial   | \$240,000                     |                      |             | 0.000                                     | \$0                  |      |
| Displacements   |                               | Number               | Factor      |   |                      |      |
| Residential   | \$250,000                     |                      |             |   | \$0                  |      |
| Business  | \$1,000,000                   |                      |             |   | \$0                  |      |
| Damages   | \$0                           |                      |             |   | \$0                  |      |
|   |                               |                      |             | ROW multiplier                            | 2                    |      |
|   |                               |                      |             | <b>Total Right-of-Way Cost</b>            | <b>\$19,173,554</b>  |      |
|   |                               |                      |             |   | 53%                  |      |
| <b>Reimbursable Utility Costs</b>                                   |                               |                      |             |   |                      |      |
|   |                               |                      |             |   | 0                    |      |
|   | 10%                           |                      |             |   | \$ 3,280,243         |      |
|   |                               |                      |             | <b>Total Reimbursable Utility Cost</b>    | <b>\$3,280,243</b>   |      |
|   |                               |                      |             |   | 5.31%                |      |
| <b>Preliminary Engineering Costs</b>                                |                               |                      |             |   |                      |      |
| PE %  | 20%                           |                      |             | <b>Total Preliminary Engineering Cost</b> | <b>\$6,560,487</b>   |      |
|   |                               |                      |             |   | 10.61%               |      |
| <b>Contingency Costs</b>  |                               |                      |             |   |                      |      |
| Contingency %   | 35%                           |                      |             | <b>Total Contingency Cost</b>             | <b>\$21,635,851</b>  |      |
|   |                               |                      |             | <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$61,816,718</b>  |      |
|   |                               |                      |             | <b>Grand Total</b>                        | <b>\$83,452,569</b>  |      |

**Project Cost Estimation Spreadsheet - SR 81**

|                                 |  |
|---------------------------------|--|
| Alternative Project Type        | Additional Widening  |
| Description                     | SR 81  |
| From Limit                      | Bethel Bower Rd  |
| To Limit                        | Carter Hill Rd   |
| Notes                           | Widen road between Bethel Bower Rd. and Carter Hill Dr. Widen eastbound off-ramp from SR 316 to SR 81. |
| Mainline SR 81 Widening (mi)    | 0.98 total, both sides   |
| Mainline SR 81 Resurfacing (mi) | 0.76 sporadic, omitted from total project length   |
| Mainline SR 316 (mi)            | 0.57 includes ramp widening  |
|                                 | miles total 1.55   |

| Cost Summary Incl. Contingency | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 3,218,924         | 2023        | \$ 3,218,924               | \$ 3,218,924         |
| Reimbursable Utility           | \$ 2,172,774         | 2023        | \$ 2,172,774               | \$ 2,498,690         |
| Right-of-Way                   | \$ 2,082,645         | 2023        | \$ 2,082,645               | \$ 2,395,041         |
| Construction                   | \$ 22,854,360        | 2023        | \$ 22,854,360              | \$ 26,282,515        |
| <b>Total</b>                   | <b>\$ 30,328,703</b> |             | <b>Total \$ 30,328,703</b> | <b>\$ 34,395,170</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles | Cost         |
|------------------------------------|-------------|-------|-----------|------------|--------------|
| Average Per Lane-Mile Components   |             |       |           |            |              |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00       | \$0          |
| High volume new const. or widening | \$1,650,000 | 0.98  | 3.00      | 2.95       | \$4,875,000  |
| Surface Street Overlay             | \$417,000   | 0.76  | 2.00      | 1.52       | \$631,918    |
| Concrete new const. or widening    | \$3,027,990 | 0.57  | 1.50      | 0.85       | \$2,580,681  |
|                                    |             | Miles | Factor    |            |              |
| Cross Street Overlay               | \$20,000    |       |           |            | \$0          |
| Traffic Control                    | \$700,000   | 1.55  | 1.90      |            | \$2,065,530  |
| Typical Driveways                  | \$75,000    |       |           |            | \$0          |
| Typical E & S Control Temp&Perm    | \$450,000   | 1.55  | 0.40      |            | \$279,545    |
| Typical Earthwork                  | \$2,000,000 | 1.55  | 0.75      |            | \$2,329,545  |
| Typical Drainage - Urban Section   | \$225,000   | 0.98  | 6.40      |            | \$1,607,273  |
| Curb & Gutter both sides           | \$370,000   | 0.98  | 0.50      |            | \$182,197    |
| Typical Drainage - Rural Section   | \$150,000   | 0.57  | 1.00      |            | \$85,227     |
| Signing & Marking                  | \$50,000    | 1.55  | 1.00      |            | \$77,652     |
| Typical Clear & Grub-120 ft wide   | \$109,091   |       |           |            | \$0          |
| Typical Guardrail Type W           | \$212,000   | 0.19  | 1.00      |            | \$40,152     |
| 20ft. Raised median + C&G          | \$1,308,267 | 0.57  | 1.00      |            | \$743,333    |
| Median landscaping                 | \$100,000   |       |           |            | \$0          |
| Sidewalks 5 ft. ea side            | \$352,000   | 0.98  | 1.00      |            | \$346,667    |
| ADA Ramps (ea)                     | \$2,500     |       |           |            | \$0          |
|                                    |             |       |           | Subtotal   | \$15,844,620 |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost     |     |
|--------------------------------------|-------------|--------|--------|----------|-----|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0      |     |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0      |     |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0      |     |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0      |     |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0      |     |
| Temporary Barrier                    | \$50        |        |        | \$0      |     |
| Concrete Island + C&G (SY)           | \$60        |        |        | \$0      |     |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0      |     |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0      |     |
| Rumble Strips [EA] (RAB/Stop Cntr)   | \$1,000     |        |        | \$0      |     |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0      |     |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0      |     |
| CI & Conc. Base or pmnt widening     | \$792,000   |        |        | \$0      |     |
| Colored & Stamped Concrete + C&G     | \$100       |        |        | \$0      |     |
| Special E&S control                  | \$300,000   |        |        | \$0      |     |
|                                      |             |        |        | Subtotal | \$0 |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)                    | Cost                |
|---------------------------------------|-----------|-------------|------------|--------------------------------|---------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |                                | \$0                 |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     |             |            |                                | \$0                 |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                                | \$0                 |
| Bridges - widen (SF)                  | \$300     |             |            |                                | \$0                 |
| Bridges - widen (SF)                  | \$150     |             |            |                                | \$0                 |
| Bridges - replace (SF)                | \$250     |             |            |                                | \$0                 |
| Bridges - replace (SF)                | \$185     |             |            |                                | \$0                 |
| Bridges - detour (SF)                 | \$60      |             |            |                                | \$0                 |
| Bridge Removal (SF)                   | \$50      |             |            |                                | \$0                 |
| Cofferdams (ea)                       | \$200,000 |             |            |                                | \$0                 |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                 |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                 |
| Large cross drains (LF)               | \$80      |             |            |                                | \$0                 |
| Replace cross drains (LF)             | \$120     |             |            |                                | \$0                 |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                                | \$0                 |
| Pavement Removal (Sq yd)              | \$20      |             |            |                                | \$0                 |
| Pavement Patching (Sq yd)             | \$30      |             |            |                                | \$0                 |
| Roundabout Lighting                   | \$100,000 |             |            |                                | \$0                 |
| Traffic Signalization / Upgrade (ea)  | \$125,000 | 2           | 1          |                                | \$250,000           |
|                                       |           |             |            | Subtotal                       | \$250,000           |
|                                       |           |             |            | <b>Total Construction Cost</b> | <b>\$16,094,620</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost               |
|----------------------------|------------------|--------|------------|--------------------------------|--------------------|
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0                |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Residential | \$600,000        |        |            | 0.000                          | \$0                |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Commercial  | \$800,000        | 0.40   | 20         | 0.964                          | \$771,350          |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                |
| Displacements              |                  | Number | Factor     |                                |                    |
| Residential                | \$250,000        |        |            |                                | \$0                |
| Business                   | \$1,000,000      |        |            |                                | \$0                |
| Damages                    | \$0              |        |            |                                | \$0                |
|                            |                  |        |            | ROW multiplier                 | 2                  |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$1,542,700</b> |

| Reimbursable Utility Costs             | Cost               |
|--|--------------------|
|  | \$0                |
|  | \$1,609,462        |
| <b>Total Reimbursable Utility Cost</b> | <b>\$1,609,462</b> |

| Preliminary Engineering Costs | PE % | Total Preliminary Engineering Cost |
|-------------------------------|------|------------------------------------|
|                               | 20%  | \$3,218,924                        |
|                               |      | 14.33%                             |
| <b>Contingency Costs</b>      |      |                                    |
| Contingency %                 | 35%  | \$7,862,997                        |
|                               |      | \$22,465,706                       |
| <b>Grand Total</b>            |      | <b>\$30,328,703</b>                |

Project Cost Estimation Spreadsheet - Harry McCarty Rd

|               |   |
|---------------|---|
| Estimate Type | Planning - Pre Conceptual   |
| Project Type  | Safety Modifications  |
| Description   | Harry McCarty Rd Traffic Reroute  |
| From Limit    |   |
| To Limit      |   |
| Notes         | Remove SR 316 at Harry McCarty Rd intersection. Close connection via cul-de-sacs on each end. |
| miles         | total 0.00  |

| Cost Summary incl. Contingency |                   | per mile    | Yr. of Exp.  | Inflated Cost     | Total Program Cost |
|--------------------------------|-------------------|-------------|--------------|-------------------|--------------------|
| Preliminary Engineering        | \$ 43,527         | \$ -        | 2023         | \$ 43,527         | \$ 43,527          |
| Reimbursable Utility           | \$ 29,380         | \$ -        | 2023         | \$ 29,380         | \$ 33,788          |
| Right-of-Way                   | \$ -              | \$ -        | 2023         | \$ -              | \$ -               |
| Construction                   | \$ 309,039        | \$ -        | 2023         | \$ 309,039        | \$ 355,395         |
| <b>Total</b>                   | <b>\$ 381,946</b> | <b>\$ -</b> | <b>Total</b> | <b>\$ 381,946</b> | <b>\$ 432,709</b>  |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles | Cost |
|------------------------------------|-------------|-------|-----------|------------|------|
| Average Per Lane-Mile Components   |             |       |           |            |      |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00       | \$0  |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00       | \$0  |
| Surface Street Overlay             | \$417,000   |       |           | 0.00       | \$0  |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00       | \$0  |

|                                  | Unit Cost   | Miles | Factor | Cost             |
|----------------------------------|-------------|-------|--------|------------------|
| Cross Street Overlay             | \$20,000    |       |        | \$0              |
| Traffic Control                  | \$700,000   | 0.38  | 0.50   | \$132,576        |
| Typical Driveways                | \$75,000    |       |        | \$0              |
| Typical E & S Control Temp&Perm  | \$450,000   |       |        | \$0              |
| Typical Earthwork                | \$2,000,000 |       |        | \$0              |
| Typical Drainage - Urban Section | \$255,000   |       |        | \$0              |
| Curb & Gutter both sides         | \$370,000   |       |        | \$0              |
| Typical Drainage - Rural Section | \$150,000   |       |        | \$0              |
| Signing & Marking                | \$50,000    |       |        | \$0              |
| Typical Clear & Grub-120 ft wide | \$109,091   |       |        | \$0              |
| Typical Guardrail Type W         | \$122,000   |       |        | \$0              |
| 20ft. Raised median +C&G         | \$1,308,267 |       |        | \$0              |
| Median landscaping               | \$100,000   |       |        | \$0              |
| Sidewalks 5 ft. ea side          | \$352,000   |       |        | \$0              |
| ADA Ramps (ea)                   | \$1,500     |       |        | \$0              |
| <b>Subtotal</b>                  |             |       |        | <b>\$132,576</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost       |
|--------------------------------------|-------------|--------|--------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0        |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0        |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0        |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0        |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0        |
| Temporary Barrier                    | \$50        |        |        | \$0        |
| Concrete Island + C&G (SY)           | \$60        |        |        | \$0        |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0        |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0        |
| Rumble Strips (Shoulder & Edgeline)  | \$0         |        |        | \$0        |
| Rumble Strips [EA] (RAB/Stop Cntrl)  | \$1,000     |        |        | \$0        |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0        |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0        |
| Cl. B Conc. Base or pvmt widening    | \$792,000   |        |        | \$0        |
| Colored & Stamped Concrete + C&G     | \$100       |        |        | \$0        |
| Special E&S control                  | \$300,000   |        |        | \$0        |
| <b>Subtotal</b>                      |             |        |        | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft) | Cost             |
|---------------------------------------|-----------|-------------|------------|-------------|------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |             | \$0              |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     |             |            |             | \$0              |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |             | \$0              |
| Bridges - widen (SF)                  | \$300     |             |            |             | \$0              |
| Bridges - widen (SF)                  | \$150     |             |            |             | \$0              |
| Bridges - replace (SF)                | \$250     |             |            |             | \$0              |
| Bridges - replace (SF)                | \$185     |             |            |             | \$0              |
| Bridges - detour (SF)                 | \$60      |             |            |             | \$0              |
| Bridge Removal (SF)                   | \$50      |             |            |             | \$0              |
| Cofferdams (ea)                       | \$20,000  |             |            |             | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |             | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |             | \$0              |
| Large cross drains (LF)               | \$80      |             |            |             | \$0              |
| Replace cross drains (LF)             | \$120     |             |            |             | \$0              |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |             | \$0              |
| Pavement Removal (Sq yd)              | \$20      | 4252.866    | 1          |             | \$85,057         |
| Roundabout Lighting                   | \$100,000 |             |            |             | \$0              |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |             | \$0              |
| <b>Subtotal</b>                       |           |             |            |             | <b>\$85,057</b>  |
| <b>Total Construction Cost</b>        |           |             |            |             | <b>\$217,633</b> |

77%

| Right-of-Way Costs             | Unit Cost (acre) | Miles  | Width (ft) | Acres | Cost       |
|--------------------------------|------------------|--------|------------|-------|------------|
| Area Type                      |                  |        |            |       |            |
| Urban Residential              | \$800,000        |        |            | 0.000 | \$0        |
| Easement Residential           | \$240,000        |        |            | 0.000 | \$0        |
| Urban Commercial               | \$1,200,000      |        |            | 0.000 | \$0        |
| Easement Commercial            | \$360,000        |        |            | 0.000 | \$0        |
| Suburban/Rural Residential     | \$600,000        |        |            | 0.000 | \$0        |
| Easement rural Residential     | \$180,000        |        |            | 0.000 | \$0        |
| Suburban/Rural Commercial      | \$800,000        |        |            | 0.000 | \$0        |
| Easement rural Commercial      | \$240,000        |        |            | 0.000 | \$0        |
| Displacements                  |                  | Number | Factor     |       |            |
| Residential                    | \$250,000        |        |            |       | \$0        |
| Business                       | \$1,000,000      |        |            |       | \$0        |
| Damages                        | \$0              |        |            |       | \$0        |
| ROW multiplier                 |                  |        |            |       | 2          |
| <b>Total Right-of-Way Cost</b> |                  |        |            |       | <b>\$0</b> |

0%

| Reimbursable Utility Costs             |     | Cost            |
|--|-----|-----------------|
|  | 10% | \$ 21,763       |
| <b>Total Reimbursable Utility Cost</b> |     | <b>\$21,763</b> |

7.69%

| Preliminary Engineering Costs |     | Total Preliminary Engineering Cost |
|-------------------------------|-----|------------------------------------|
| PE %                          | 20% | \$43,527                           |

15.38%

| Contingency Costs               |     | Total Contingency Cost |
|---------------------------------|-----|------------------------|
| Contingency %                   | 35% | \$99,023               |
| <b>Total (PE+Util.+ROW+CST)</b> |     | <b>\$282,923</b>       |
| <b>Grand Total</b>              |     | <b>\$381,946</b>       |

**Project Cost Estimation Spreadsheet - SR 316 at Wall Road**

|                   |                     |
|-------------------|---------------------|
| Alternative       | Build 1, Build 2    |
| Project Type      | Right-In, Right-Out |
| Description       | SR 316 at Wall Road |
| From Limit        |                     |
| To Limit          |                     |
| Notes             | PI #0013908         |
| Ramp Lengths (mi) | 1.14 4 ramps        |
| Side Street (mi)  |                     |
|                   | miles total 1.14    |

| Cost Summary Incl. Contingency |                      | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 1,428,339         | \$ 1,256,938         | 2023        | \$ 1,428,339               | \$ 1,428,339         |
| Reimbursable Utility           | \$ 964,129           | \$ 848,433           | 2023        | \$ 964,129                 | \$ 1,168,748         |
| Right-of-Way                   | \$ 648,000           | \$ 570,240           | 2023        | \$ 648,000                 | \$ 745,200           |
| Construction                   | \$ 10,141,206        | \$ 8,924,261         | 2023        | \$ 10,141,206              | \$ 11,662,387        |
| <b>Total</b>                   | <b>\$ 13,181,673</b> | <b>\$ 11,599,873</b> |             | <b>Total \$ 13,181,673</b> | <b>\$ 14,944,674</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost               |
|------------------------------------|-------------|-------|-----------|-----------------|--------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                    |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                |
| High volume new const. or widening | \$1,650,000 | 1.14  | 2.17      | 2.46            | \$4,062,500        |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0                |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00            | \$0                |
|                                    |             | Miles | Factor    |                 |                    |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                |
| Traffic Control                    | \$700,000   | 1.14  | 0.70      |                 | \$556,818          |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                |
| Typical E & S Control Temp&Perm    | \$450,000   | 1.14  | 0.30      |                 | \$153,409          |
| Typical Earthwork                  | \$2,000,000 | 1.14  | 0.46      |                 | \$1,045,455        |
| Typical Drainage - Urban Section   | \$255,000   |       |           |                 | \$0                |
| Curb & Gutter both sides           | \$370,000   |       |           |                 | \$0                |
| Typical Drainage - Rural Section   | \$150,000   | 1.14  | 6.00      |                 | \$1,022,727        |
| Signing & Marking                  | \$50,000    | 1.14  | 1.00      |                 | \$56,818           |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 1.14  | 1.00      |                 | \$123,967          |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0                |
| ZM, Raised median +C&G             | \$1,308,267 |       |           |                 | \$0                |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                |
| Sidewalks 5 ft. ea side            | \$352,000   |       |           |                 | \$0                |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$7,021,694</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost            |            |
|--------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                    | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides/mile) | \$100,000   |        |        | \$0             |            |
| Rumble Strips (EA) (RAD/Stop Contr)  | \$1,000     |        |        | \$1,000         |            |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or pvmt widening    | \$792,000   |        |        | \$0             |            |
| Special E&S control                  | \$300,000   |        |        | \$0             |            |
|                                      |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)     | Cost             |
|---------------------------------------|-----------|-------------|------------|-----------------|------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$50      |             |            |                 | \$0              |
| Retaining Walls-Gravity 5-max (LF)    | \$120     |             |            |                 | \$0              |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                 | \$0              |
| Bridges - widen (SF)                  | \$300     |             |            |                 | \$0              |
| Bridges - widen (SF)                  | \$150     |             |            |                 | \$0              |
| Bridges - replace (SF)                | \$220     |             |            |                 | \$0              |
| Bridges - replace (SF)                | \$185     |             |            |                 | \$0              |
| Bridges - detour (SF)                 | \$60      |             |            |                 | \$0              |
| Bridge Removal (SF)                   | \$50      |             |            |                 | \$0              |
| Cofferdams (ea)                       | \$20,000  |             |            |                 | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0              |
| Large cross drains (LF)               | \$80      |             |            |                 | \$0              |
| Replace cross drains (LF)             | \$120     |             |            |                 | \$0              |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                 | \$0              |
| Pavement Removal (Sq yd)              | \$20      | 6000        |            | 1               | \$120,000        |
| Pavement Patching (Sq yd)             | \$30      |             |            |                 | \$0              |
| Roundabout Lighting                   | \$100,000 |             |            |                 | \$0              |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                 | \$0              |
|                                       |           |             |            | <b>Subtotal</b> | <b>\$120,000</b> |

**Total Construction Cost \$7,141,694**

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost             |
|----------------------------|------------------|--------|------------|--------------------------------|------------------|
| Area Type                  |                  |        |            |                                |                  |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0              |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0              |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0              |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0              |
| Suburban/Rural Residential | \$600,000        |        |            | 0.400                          | \$240,000        |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0              |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0              |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0              |
| Displacements              |                  | Number | Factor     |                                |                  |
| Residential                | \$250,000        |        |            |                                | \$0              |
| Business                   | \$1,000,000      |        |            |                                | \$0              |
| Damages                    | \$0              |        |            |                                | \$0              |
|                            |                  |        |            | ROW multiplier                 | 2                |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$480,000</b> |

73%

| Reimbursable Utility Costs |     |  |                  |
|----------------------------|-----|--|------------------|
|                            |     |  | 0                |
|                            | 10% |  | \$ 714,169       |
|                            |     | <b>Total Reimbursable Utility Cost</b> | <b>\$714,169</b> |

7.31%

| Preliminary Engineering Costs |     |   |                    |
|-------------------------------|-----|---|--------------------|
| PE %                          | 20% | <b>Total Preliminary Engineering Cost</b> | <b>\$1,428,339</b> |

14.63%

| Contingency Costs |     |                                 |                     |
|-------------------|-----|---------------------------------|---------------------|
| Contingency %     | 35% | <b>Total Contingency Cost</b>   | <b>\$3,417,471</b>  |
|                   |     | <b>Total (PE+Util.+ROW+CST)</b> | <b>\$9,764,202</b>  |
|                   |     | <b>Grand Total</b>              | <b>\$13,181,673</b> |

| Project Cost Estimation Spreadsheet - SR 316 at McNutt Creek Road |                             |                      |             |   |                                |
|---|-----------------------------|----------------------|-------------|---|--------------------------------|
| Alternative   | Build 2                     |                      |             |   |                                |
| Project Type  | Right-In, Right-Out         |                      |             |   |                                |
| Description   | SR 316 at McNutt Creek Road |                      |             |   |                                |
| From Limit  |                             |                      |             |   |                                |
| To Limit  |                             |                      |             |   |                                |
| Notes   |                             |                      |             |   |                                |
| Mainline McNutt Creek Rd (mi)                                     | 0.06                        |                      |             |   |                                |
| Ramp Length (mi) (total length)                                   | 1.08, 4 ramps               |                      |             |   |                                |
|   | miles                       |                      |             |   | total                          |
|   |                             |                      |             |   | 1.14                           |
| <b>Cost Summary Incl. Contingency</b>                             |                             |                      |             |   |                                |
|   |                             | per mile             | Yr. of Exp. | Inflated Cost                             | Total Program Cost             |
| Preliminary Engineering   | \$ 1,467,403                | \$ 1,291,315         | 2023        | \$ 1,467,403                              | \$ 1,467,403                   |
| Reimbursable Utility  | \$ 990,497                  | \$ 871,638           | 2023        | \$ 990,497                                | \$ 1,139,072                   |
| Right-of-Way  | \$ 648,000                  | \$ 570,240           | 2023        | \$ 648,000                                | \$ 745,200                     |
| Construction  | \$ 10,418,563               | \$ 9,168,335         | 2023        | \$ 10,418,563                             | \$ 11,981,347                  |
| <b>Total</b>  | <b>\$ 13,524,463</b>        | <b>\$ 11,901,528</b> |             | <b>Total \$ 13,524,463</b>                | <b>\$ 15,333,022</b>           |
| <b>Construction Costs</b>   |                             |                      |             |   |                                |
| <b>Average Per Lane-Mile Components</b>                           | Unit Cost                   | Miles                | Add Lanes   | Lane-Miles                                | Cost                           |
| Low volume new const. or widening                                 | \$1,300,000                 | 0.06                 | 2.17        | 0.12                                      | \$160,038                      |
| High volume new const. or widening                                | \$1,650,000                 | 1.08                 | 2.17        | 2.34                                      | \$3,859,375                    |
| Surface Street Overlay  | \$417,000                   |                      |             | 0.00                                      | \$0                            |
| Concrete new const. or widening                                   | \$3,027,999                 |                      |             | 0.00                                      | \$0                            |
|   |                             | Miles                | Factor      |   |                                |
| Cross Street Overlay  | \$20,000                    |                      |             |   | \$0                            |
| Traffic Control   | \$700,000                   | 1.14                 | 0.70        |   | \$556,818                      |
| Typical Driveways   | \$75,000                    |                      |             |   | \$0                            |
| Typical E & S Control Temp&Perm                                   | \$450,000                   | 1.14                 | 0.30        |   | \$153,409                      |
| Typical Earthwork   | \$2,000,000                 | 1.14                 | 0.65        |   | \$1,477,273                    |
| Typical Drainage - Urban Section                                  | \$255,000                   |                      |             |   | \$0                            |
| Curb & Gutter both sides  | \$370,000                   |                      |             |   | \$0                            |
| Typical Drainage - Rural Section                                  | \$150,000                   | 1.14                 | 4.30        |   | \$732,955                      |
| Signing & Marking   | \$50,000                    | 1.14                 | 1.00        |   | \$56,818                       |
| Typical Clear & Grub-120 ft wide                                  | \$109,091                   | 1.14                 | 1.00        |   | \$123,967                      |
| Typical Guardrail Type W  | \$212,000                   | 0.45                 | 1.00        |   | \$96,364                       |
| 20R, Raised median + C&G  | \$1,308,267                 |                      |             |   | \$0                            |
| Median landscaping  | \$100,000                   |                      |             |   | \$0                            |
| Sidewalks 5 ft. ea.side   | \$352,000                   |                      |             |   | \$0                            |
| ADA Ramps (ea)  | \$1,500                     |                      |             |   | \$0                            |
|   |                             |                      |             |   | <b>Subtotal</b>                |
|   |                             |                      |             |   | <b>\$7,217,016</b>             |
| <b>Additional Per Mile Components</b>                             |                             |                      |             |   |                                |
|   | Unit Cost                   | Length               | Factor      |   | Cost                           |
| Addl Major Earthwork (mile)                                       | \$350,000                   |                      |             |   | \$0                            |
| Addl Major Drainage (mile)  | \$150,000                   |                      |             |   | \$0                            |
| Addl Major Grade changes (mile)                                   | \$350,000                   |                      |             |   | \$0                            |
| Major alignment corrections (mile)                                | \$750,000                   |                      |             |   | \$0                            |
| Maint of Traffic difficulty (mile)                                | \$200,000                   |                      |             |   | \$0                            |
| Temporary Barrier   | \$50                        |                      |             |   | \$0                            |
| Concrete Island + C&G (SY)  | \$60                        |                      |             |   | \$0                            |
| Addl guardrail Type T (mile)                                      | \$423,000                   |                      |             |   | \$0                            |
| Paved Shoulders, 4 ft, 2 sides(mile)                              | \$100,000                   |                      |             |   | \$0                            |
| Rumble Strips (Shoulder & Edgeline)                               | \$0                         |                      |             |   | \$0                            |
| Rumble Strips [EA] (RAB/Stop Cntr)                                | \$1,000                     |                      |             |   | \$0                            |
| Bikeway, 4 feet, both side (mile)                                 | \$1,100,000                 |                      |             |   | \$0                            |
| Addl driveways (mile)   | \$75,000                    |                      |             |   | \$0                            |
| Cl, B Conc. Base or pvmt widening                                 | \$792,000                   |                      |             |   | \$0                            |
| Colored & Stamped Concrete + C&G                                  | \$100                       |                      |             |   | \$0                            |
| Special E&S control   | \$300,000                   |                      |             |   | \$0                            |
|   |                             |                      |             |   | <b>Subtotal</b>                |
|   |                             |                      |             |   | <b>\$0</b>                     |
| <b>Individual Components</b>                                      |                             |                      |             |   |                                |
|   | Unit Cost                   | Length (ft)          | Width (ft)  | Height (ft)                               | Cost                           |
| Retaining Walls - Gravity 0 - 5' (LF)                             | \$60                        |                      |             |   | \$0                            |
| Retaining Walls -Gravity 5'-max (LF)                              | \$120                       |                      |             |   | \$0                            |
| Retaining Walls -Special Design(SF)                               | \$60                        |                      |             |   | \$0                            |
| Bridges - widen (SF)  | \$300                       |                      |             |   | \$0                            |
| Bridges - widen (SF)  | \$150                       |                      |             |   | \$0                            |
| Bridges - replace (SF)  | \$250                       |                      |             |   | \$0                            |
| Bridges - replace (SF)  | \$185                       |                      |             |   | \$0                            |
| Bridges - detour (SF)   | \$60                        |                      |             |   | \$0                            |
| Bridge Removal (SF)   | \$50                        |                      |             |   | \$0                            |
| Cofferdams (ea)   | \$20,000                    |                      |             |   | \$0                            |
| Box Culverts (SF)   | \$95                        |                      |             |   | \$0                            |
| Box Culverts (SF)   | \$95                        |                      |             |   | \$0                            |
| Large cross drains (LF)   | \$80                        |                      |             |   | \$0                            |
| Replace cross drains (LF)   | \$120                       |                      |             |   | \$0                            |
| Sediment/ detention ponds (ea)                                    | \$30,000                    |                      |             |   | \$0                            |
| Pavement Removal (Sq yd)  | \$20                        | 6000                 |             | 1   | \$120,000                      |
| Pavement Patching (Sq yd)   | \$30                        |                      |             |   | \$0                            |
| Roundabout Lighting   | \$100,000                   |                      |             |   | \$0                            |
| Traffic Signalization / Upgrade (ea)                              | \$125,000                   |                      |             |   | \$0                            |
|   |                             |                      |             |   | <b>Subtotal</b>                |
|   |                             |                      |             |   | <b>\$120,000</b>               |
| <b>Total Construction Cost</b>                                    |                             |                      |             |   |                                |
|   |                             |                      |             |   | <b>\$7,337,016</b>             |
|   |                             |                      |             |   | 73%                            |
| <b>Right-of-Way Costs</b>   |                             |                      |             |   |                                |
|   | Unit Cost (acre)            | Miles                | Width (ft)  | Acres                                     | Cost                           |
| Area Type   |                             |                      |             |   |                                |
| Urban Residential   | \$800,000                   |                      |             | 0.000                                     | \$0                            |
| Easement Residential  | \$240,000                   |                      |             | 0.000                                     | \$0                            |
| Urban Commercial  | \$1,200,000                 |                      |             | 0.000                                     | \$0                            |
| Easement Commercial   | \$360,000                   |                      |             | 0.000                                     | \$0                            |
| Suburban/Rural Residential  | \$600,000                   |                      |             | 0.400                                     | \$240,000                      |
| Easement rural Residential  | \$180,000                   |                      |             | 0.000                                     | \$0                            |
| Suburban/Rural Commercial   | \$800,000                   |                      |             | 0.000                                     | \$0                            |
| Easement rural Commercial   | \$240,000                   |                      |             | 0.000                                     | \$0                            |
| Displacements   |                             | Number               | Factor      |   |                                |
| Residential   | \$250,000                   |                      |             |   | \$0                            |
| Business  | \$1,000,000                 |                      |             |   | \$0                            |
| Damages   | \$0                         |                      |             |   | \$0                            |
|   |                             |                      |             | ROW multiplier                            | 2                              |
|   |                             |                      |             |   | <b>Total Right-of-Way Cost</b> |
|   |                             |                      |             |   | <b>\$480,000</b>               |
|   |                             |                      |             |   | 5%                             |
| <b>Reimbursable Utility Costs</b>                                 |                             |                      |             |   |                                |
|   |                             |                      |             |   | 0                              |
|   | 10%                         |                      |             | \$  | 733,702                        |
|   |                             |                      |             | <b>Total Reimbursable Utility Cost</b>    | <b>\$733,702</b>               |
|   |                             |                      |             |   | 7.32%                          |
| <b>Preliminary Engineering Costs</b>                              |                             |                      |             |   |                                |
| PE %  | 20%                         |                      |             | <b>Total Preliminary Engineering Cost</b> | <b>\$1,467,403</b>             |
|   |                             |                      |             |   | 14.65%                         |
| <b>Contingency Costs</b>  |                             |                      |             |   |                                |
| Contingency %   | 35%                         |                      |             | <b>Total Contingency Cost</b>             | <b>\$3,506,342</b>             |
|   |                             |                      |             | <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$10,018,121</b>            |
|   |                             |                      |             | <b>Grand Total</b>                        | <b>\$13,524,463</b>            |

| Project Cost Estimation Spreadsheet - SR 316 at Mars Hill Road |                          |             |             |                         |                    |                                    |           |
|--|--------------------------|-------------|-------------|-------------------------|--------------------|------------------------------------|-----------|
| Alternative  | Build 1, Build 2         |             |             |                         |                    |                                    |           |
| Project Type   | Reroute                  |             |             |                         |                    |                                    |           |
| Description  | SR 316 at Mars Hill Road |             |             |                         |                    |                                    |           |
| From Limit   |                          |             |             |                         |                    |                                    |           |
| To Limit   |                          |             |             |                         |                    |                                    |           |
| Notes  |                          |             |             |                         |                    |                                    |           |
| Mainline (mi)  |                          |             |             |                         |                    |                                    |           |
| Side Street (mi)   |                          |             |             |                         |                    |                                    |           |
|  | miles                    |             | total       |                         |                    | 0.00                               |           |
| <b>Cost Summary Incl. Contingency</b>                          |                          |             |             |                         |                    |                                    |           |
|  |                          | per mile    | Yr. of Exp. | Inflated Cost           | Total Program Cost |                                    |           |
| Preliminary Engineering  | \$ 32,737                | \$ -        | 2023        | \$ 32,737               | \$ 32,737          |                                    |           |
| Reimbursable Utility   | \$ 22,098                | \$ -        | 2023        | \$ 22,098               | \$ 25,412          |                                    |           |
| Right-of-Way   | \$ -                     | \$ -        | 2023        | \$ -                    | \$ -               |                                    |           |
| Construction   | \$ 232,435               | \$ -        | 2023        | \$ 232,435              | \$ 267,301         |                                    |           |
| <b>Total</b>   | <b>\$ 287,270</b>        | <b>\$ -</b> |             | <b>Total \$ 287,270</b> | <b>\$ 325,450</b>  |                                    |           |
| <b>Construction Costs</b>                                      |                          |             |             |                         |                    |                                    |           |
| Average Per Lane-Mile Components                               | Unit Cost                | Miles       | Add Lanes   | Lane-Miles              | Cost               |                                    |           |
| Low volume new const. or widening                              | \$1,300,000              |             |             | 0.00                    |                    | \$0                                |           |
| High volume new const. or widening                             | \$1,650,000              |             |             | 0.00                    |                    | \$0                                |           |
| Surface Street Overlay   | \$417,000                |             |             | 0.00                    |                    | \$0                                |           |
| Concrete new const. or widening                                | \$3,027,999              |             |             | 0.00                    |                    | \$0                                |           |
|  |                          | Miles       | Factor      |                         |                    |                                    |           |
| Cross Street Overlay   | \$20,000                 |             |             |                         |                    | \$0                                |           |
| Traffic Control  | \$700,000                | 0.38        | 0.50        |                         |                    | \$132,576                          |           |
| Typical Driveways  | \$75,000                 |             |             |                         |                    | \$0                                |           |
| Typical E & S Control Temp&Perm                                | \$450,000                |             |             |                         |                    | \$0                                |           |
| Typical Earthwork  | \$2,000,000              |             |             |                         |                    | \$0                                |           |
| Typical Drainage - Urban Section                               | \$255,000                |             |             |                         |                    | \$0                                |           |
| Curb & Gutter both sides                                       | \$370,000                |             |             |                         |                    | \$0                                |           |
| Typical Drainage - Rural Section                               | \$150,000                |             |             |                         |                    | \$0                                |           |
| Signing & Marking  | \$50,000                 |             |             |                         |                    | \$0                                |           |
| Typical Clear & Grub-120 ft wide                               | \$109,091                |             |             |                         |                    | \$0                                |           |
| Typical Guardrail Type W                                       | \$212,000                |             |             |                         |                    | \$0                                |           |
| ZM, Raised median + C&G  | \$1,308,267              |             |             |                         |                    | \$0                                |           |
| Median landscaping   | \$100,000                |             |             |                         |                    | \$0                                |           |
| Sidewalks 5 ft, ea side  | \$352,000                |             |             |                         |                    | \$0                                |           |
| ADA Ramps (ea)   | \$2,500                  |             |             |                         |                    | \$0                                |           |
|  |                          |             |             |                         |                    | <b>Subtotal \$132,576</b>          |           |
| <b>Additional Per Mile Components</b>                          |                          |             |             |                         |                    |                                    |           |
|  | Unit Cost                | Length      | Factor      |                         | Cost               |                                    |           |
| Add'l Major Earthwork (mile)                                   | \$350,000                |             |             |                         |                    | \$0                                |           |
| Add'l Major Drainage (mile)                                    | \$150,000                |             |             |                         |                    | \$0                                |           |
| Add'l Major Grade changes (mile)                               | \$350,000                |             |             |                         |                    | \$0                                |           |
| Major alignment corrections (mile)                             | \$750,000                |             |             |                         |                    | \$0                                |           |
| Maint of Traffic difficulty (mile)                             | \$200,000                |             |             |                         |                    | \$0                                |           |
| Temporary Barrier  | \$50                     |             |             |                         |                    | \$0                                |           |
| Add'l guardrail Type T (mile)                                  | \$423,000                |             |             |                         |                    | \$0                                |           |
| Paved Shoulders, 4 ft, 2 sides/mile)                           | \$100,000                |             |             |                         |                    | \$0                                |           |
| Rumble Strips [EA] (RAB/Stop Contr)                            | \$1,000                  |             |             |                         |                    | \$0                                |           |
| Bikeway, 4 feet, both side (mile)                              | \$1,100,000              |             |             |                         |                    | \$0                                |           |
| Add'l driveways (mile)   | \$75,000                 |             |             |                         |                    | \$0                                |           |
| Cl. B Conc. Base or prvmt widening                             | \$792,000                |             |             |                         |                    | \$0                                |           |
| Special E&S control  | \$300,000                |             |             |                         |                    | \$0                                |           |
|  |                          |             |             |                         |                    | <b>Subtotal \$0</b>                |           |
| <b>Individual Components</b>                                   |                          |             |             |                         |                    |                                    |           |
|  | Unit Cost                | Length (ft) | Width (ft)  | Height (ft)             |                    | Cost                               |           |
| Retaining Walls - Gravity 0 - 5' (LF)                          | \$50                     |             |             |                         |                    | \$0                                |           |
| Retaining Walls-Gravity 5-max (LF)                             | \$120                    |             |             |                         |                    | \$0                                |           |
| Retaining Walls-Special Design(SF)                             | \$60                     |             |             |                         |                    | \$0                                |           |
| Bridges - widen (SF)   | \$300                    |             |             |                         |                    | \$0                                |           |
| Bridges - widen (SF)   | \$150                    |             |             |                         |                    | \$0                                |           |
| Bridges - replace (SF)   | \$220                    |             |             |                         |                    | \$0                                |           |
| Bridges - replace (SF)   | \$185                    |             |             |                         |                    | \$0                                |           |
| Bridges - detour (SF)  | \$60                     |             |             |                         |                    | \$0                                |           |
| Bridge Removal (SF)  | \$50                     |             |             |                         |                    | \$0                                |           |
| Cofferdams (ea)  | \$20,000                 |             |             |                         |                    | \$0                                |           |
| Box Culverts (SF)  | \$95                     |             |             |                         |                    | \$0                                |           |
| Box Culverts (SF)  | \$95                     |             |             |                         |                    | \$0                                |           |
| Large cross drains (LF)  | \$80                     |             |             |                         |                    | \$0                                |           |
| Replace cross drains (LF)                                      | \$120                    |             |             |                         |                    | \$0                                |           |
| Sediment/ detention ponds (ea)                                 | \$30,000                 |             |             |                         |                    | \$0                                |           |
| Pavement Removal (Sq yd)                                       | \$20                     | 1556        |             |                         |                    | \$31,111                           |           |
| Pavement Patching (Sq yd)                                      | \$30                     |             |             |                         |                    | \$0                                |           |
| Roundabout Lighting  | \$100,000                |             |             |                         |                    | \$0                                |           |
| Traffic Signalization / Upgrade (ea)                           | \$125,000                |             |             |                         |                    | \$0                                |           |
|  |                          |             |             |                         |                    | <b>Subtotal \$31,111</b>           |           |
| <b>Total Construction Cost</b>                                 |                          |             |             |                         |                    | <b>\$163,687</b>                   |           |
| <b>Right-of-Way Costs</b>                                      |                          |             |             |                         |                    |                                    |           |
|  | Unit Cost (acre)         | Miles       | Width (ft)  | Acres                   |                    | Cost                               |           |
| Urban Residential  | \$800,000                |             |             | 0.000                   |                    | \$0                                |           |
| Easement Residential   | \$240,000                |             |             | 0.000                   |                    | \$0                                |           |
| Urban Commercial   | \$1,200,000              |             |             | 0.000                   |                    | \$0                                |           |
| Easement Commercial  | \$360,000                |             |             | 0.000                   |                    | \$0                                |           |
| Suburban/Rural Residential                                     | \$600,000                |             |             | 0.000                   |                    | \$0                                |           |
| Easement rural Residential                                     | \$180,000                |             |             | 0.000                   |                    | \$0                                |           |
| Suburban/Rural Commercial                                      | \$800,000                |             |             | 0.000                   |                    | \$0                                |           |
| Easement rural Commercial                                      | \$240,000                |             |             | 0.000                   |                    | \$0                                |           |
| Displacements  |                          | Number      | Factor      |                         |                    |                                    |           |
| Residential  | \$250,000                |             |             |                         |                    | \$0                                |           |
| Business   | \$1,000,000              |             |             |                         |                    | \$0                                |           |
| Damages  | \$0                      |             |             |                         |                    | \$0                                |           |
|  |                          |             |             |                         |                    | ROW multiplier 2                   |           |
| <b>Total Right-of-Way Cost</b>                                 |                          |             |             |                         |                    | <b>\$0</b>                         |           |
| <b>Reimbursable Utility Costs</b>                              |                          |             |             |                         |                    |                                    |           |
|  |                          |             |             |                         |                    | 0%                                 |           |
|  |                          |             |             |                         |                    | \$ 16,369                          |           |
| <b>Total Reimbursable Utility Cost</b>                         |                          |             |             |                         |                    | <b>\$16,369</b>                    |           |
| <b>Preliminary Engineering Costs</b>                           |                          |             |             |                         |                    |                                    |           |
| PE %   | 20%                      |             |             |                         |                    | Total Preliminary Engineering Cost | \$32,737  |
|  |                          |             |             |                         |                    | 15.38%                             |           |
| <b>Contingency Costs</b>                                       |                          |             |             |                         |                    |                                    |           |
| Contingency %  | 35%                      |             |             |                         |                    | Total Contingency Cost             | \$74,478  |
|  |                          |             |             |                         |                    | Total (PE+Util.+ROW+CST)           | \$212,793 |
|  |                          |             |             |                         |                    | Grand Total                        | \$287,270 |

**Project Cost Estimation Spreadsheet - Harbins Road**

|                          |  |
|--------------------------|--|
| Alternative Project Type | Additional Widening                                      |
| Description              | Harbins Road   |
| From Limit               | Dacula Ridge Dr  |
| To Limit                 | Drowning Creek Rd  |
| Notes                    | Widen road between Dacula Ridge and W. Drowning Creek Rd |
| Mainline (mi)            | 0.85 excluding bridges                                   |
| Ramp Length(s) (mi)      | 0.25 one ramp (typical length)                           |
| Bridge Length(s) (mi)    | 0.10   |
|                          | miles total 1.20   |

| Cost Summary Incl. Contingency | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 4,185,716         | 2023        | \$ 4,185,716               | \$ 4,185,716         |
| Reimbursable Utility           | \$ 2,825,358         | 2023        | \$ 2,825,358               | \$ 3,249,162         |
| Right-of-Way                   | \$ -                 | 2023        | \$ -                       | \$ -                 |
| Construction                   | \$ 29,718,585        | 2023        | \$ 29,718,585              | \$ 34,176,372        |
| <b>Total</b>                   | <b>\$ 36,729,659</b> |             | <b>Total \$ 36,729,659</b> | <b>\$ 41,811,251</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles | Cost        |
|------------------------------------|-------------|-------|-----------|------------|-------------|
| Average Per Lane-Mile Components   |             |       |           |            |             |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00       | \$0         |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00       | \$0         |
| Mainline Harbins Rd                |             | 0.85  | 4.33      | 3.69       | \$6,093,619 |
| Interchange Ramps                  |             | 0.25  | 5.00      | 1.23       | \$2,031,250 |
| Surface Street Overlay             | \$417,000   |       |           | 0.00       | \$0         |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00       | \$0         |

|                                  | Unit Cost   | Miles | Factor | Cost                |
|----------------------------------|-------------|-------|--------|---------------------|
| Cross Street Overlay             | \$20,000    |       |        | \$0                 |
| Traffic Control                  | \$700,000   | 1.20  | 2.10   | \$1,764,000         |
| Typical Driveways                | \$75,000    |       |        | \$0                 |
| Typical E & S Control Temp&Perm  | \$450,000   | 1.20  | 0.40   | \$216,000           |
| Typical Earthwork                | \$2,000,000 | 1.10  | 0.96   | \$2,100,096         |
| Typical Drainage - Urban Section | \$255,000   |       |        | \$0                 |
| Curb & Gutter both sides         | \$370,000   |       |        | \$0                 |
| Typical Drainage - Rural Section | \$150,000   | 1.10  | 8.20   | \$1,351,114         |
| Signing & Marking                | \$50,000    | 1.10  | 1.00   | \$54,923            |
| Typical Clear & Grub-120 ft wide | \$109,091   |       |        | \$0                 |
| Typical Guardrail Type W         | \$212,000   | 0.49  | 1.00   | \$104,304           |
| 20ft. Raised median +C&G         | \$1,308,267 |       |        | \$0                 |
| Median landscaping               | \$100,000   |       |        | \$0                 |
| Sidewalks 5 ft. ea side          | \$352,000   |       |        | \$0                 |
| ADA Ramps (ea)                   | \$2,500     |       |        | \$0                 |
| <b>Subtotal</b>                  |             |       |        | <b>\$13,724,356</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost       |
|--------------------------------------|-------------|--------|--------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0        |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0        |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0        |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0        |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0        |
| Temporary Barriers                   | \$50        |        |        | \$0        |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0        |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0        |
| Rumble Strips [EA] (RAB/Stop Cntr)   | \$1,000     |        |        | \$0        |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0        |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0        |
| Cl. B Conc. Base or pvmt widening    | \$792,000   |        |        | \$0        |
| Special E&S control                  | \$300,000   |        |        | \$0        |
| <b>Subtotal</b>                      |             |        |        | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft) | Cost               |
|---------------------------------------|-----------|-------------|------------|-------------|--------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |             | \$0                |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     |             |            |             | \$0                |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |             | \$0                |
| Bridges - widen (SF)                  | \$300     | 400         | 50         | 1           | \$6,000,000        |
| Bridges - widen (SF)                  | \$150     | 111         | 42         | 1           | \$699,300          |
| Bridges - replace (SF)                | \$250     |             |            |             | \$0                |
| Bridges - replace (SF)                | \$185     |             |            |             | \$0                |
| Bridges - detour (SF)                 | \$60      |             |            |             | \$0                |
| Bridge Removal (SF)                   | \$50      | 400         | 21.5       | 1           | \$430,000          |
| Cofferdams (ea)                       | \$50      | 111         | 13.5       | 1           | \$74,925           |
| Box Culverts (SF)                     | \$20,000  |             |            |             | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |             | \$0                |
| Large cross drains (LF)               | \$95      |             |            |             | \$0                |
| Replace cross drains (LF)             | \$80      |             |            |             | \$0                |
| Sediment/ detention ponds (ea)        | \$120     |             |            |             | \$0                |
| Pavement Removal (Sq yd)              | \$30,000  |             |            |             | \$0                |
| Pavement Patching (Sq yd)             | \$30      |             |            |             | \$0                |
| Roundabout Lighting                   | \$100,000 |             |            |             | \$0                |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |             | \$0                |
| <b>Subtotal</b>                       |           |             |            |             | <b>\$7,204,225</b> |

**Total Construction Cost \$20,928,581**

| Right-of-Way Costs             | Unit Cost (acre) | Miles  | Width (ft) | Acres          | Cost       |
|--------------------------------|------------------|--------|------------|----------------|------------|
| Urban Residential              | \$800,000        |        |            | 0.000          | \$0        |
| Easement Residential           | \$240,000        |        |            | 0.000          | \$0        |
| Urban Commercial               | \$1,200,000      |        |            | 0.000          | \$0        |
| Easement Commercial            | \$360,000        |        |            | 0.000          | \$0        |
| Suburban/Rural Residential     | \$600,000        |        |            | 0.000          | \$0        |
| Easement rural Residential     | \$180,000        |        |            | 0.000          | \$0        |
| Suburban/Rural Commercial      | \$800,000        |        |            | 0.000          | \$0        |
| Easement rural Commercial      | \$240,000        |        |            | 0.000          | \$0        |
| Displacements                  |                  | Number | Factor     |                |            |
| Residential                    | \$250,000        |        |            |                | \$0        |
| Business                       | \$1,000,000      |        |            |                | \$0        |
| Damages                        | \$0              |        |            |                | \$0        |
|                                |                  |        |            | ROW multiplier | 2          |
| <b>Total Right-of-Way Cost</b> |                  |        |            |                | <b>\$0</b> |

0%

| Reimbursable Utility Costs             | Cost                |
|--|---------------------|
|  | \$ 2,092,858        |
| <b>Total Reimbursable Utility Cost</b> | <b>\$ 2,092,858</b> |

7.69%

| Preliminary Engineering Costs             | Cost                |
|---|---------------------|
| PE %                                      | 20%                 |
| <b>Total Preliminary Engineering Cost</b> | <b>\$ 4,185,716</b> |

15.38%

| Contingency Costs             | Cost                 |
|-------------------------------|----------------------|
| Contingency %                 | 35%                  |
| <b>Total Contingency Cost</b> | <b>\$ 9,522,504</b>  |
| <b>Total (PE+UH+ROW+CST)</b>  | <b>\$ 27,207,155</b> |
| <b>Grand Total</b>            | <b>\$ 36,729,659</b> |

**Project Cost Estimation Spreadsheet - Carl Bethlehem Road**

|                          |  |
|--------------------------|--|
| Alternative Project Type | Additional Widening  |
| Description              | Carl Bethlehem Road  |
| From Limit               | Tucker Rd  |
| To Limit                 | SR 81  |
| Notes                    | Widen road between Tucker Rd. and Tucker Rd. and ¼ miles east of SR 81. Add roundabout at intersection with Haymond Morris Rd. and Hoyt King Rd. |
| Mainline (mi)            | 1.72   |
| Bridge Length (mi)       | 0.07   |
|                          | miles total 1.80   |

| Cost Summary Incl. Contingency | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 4,462,395         | 2023        | \$ 4,462,395               | \$ 4,462,395         |
| Reimbursable Utility           | \$ 3,012,117         | 2023        | \$ 3,012,117               | \$ 3,463,934         |
| Right-of-Way                   | \$ 13,537,190        | 2023        | \$ 13,537,190              | \$ 15,567,769        |
| Construction                   | \$ 31,683,006        | 2023        | \$ 31,683,006              | \$ 36,435,457        |
| <b>Total</b>                   | <b>\$ 52,694,708</b> |             | <b>Total \$ 52,694,708</b> | <b>\$ 59,929,555</b> |

| Average Per Lane-Mile Components   | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost                |
|------------------------------------|-------------|-------|-----------|-----------------|---------------------|
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                 |
| High volume new const. or widening | \$1,650,000 | 1.72  | 2.00      | 3.45            | \$5,687,500         |
| Surface Street Overlay             | \$417,000   | 1.80  | 1.00      | 1.80            | \$748,705           |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00            | \$0                 |
|                                    |             | Miles | Factor    |                 |                     |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                 |
| Traffic Control                    | \$700,000   | 1.80  | 1.80      |                 | \$2,262,273         |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                 |
| Typical E & S Control Temp&Perm    | \$450,000   | 1.80  | 0.50      |                 | \$403,977           |
| Typical Earthwork                  | \$2,000,000 | 1.72  | 0.80      |                 | \$2,757,576         |
| Typical Drainage - Urban Section   | \$255,000   | 1.72  | 4.00      |                 | \$1,757,955         |
| Curb & Gutter both sides           | \$370,000   | 1.72  | 1.00      |                 | \$637,689           |
| Typical Drainage - Rural Section   | \$150,000   |       |           |                 | \$0                 |
| Signing & Marking                  | \$50,000    | 1.72  | 1.00      |                 | \$86,174            |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 1.72  | 1.00      |                 | \$188,017           |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0                 |
| 20ft. Raised median + C&G          | \$1,308,267 | 1.72  | 1.00      |                 | \$2,254,778         |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                 |
| Sidewalks 5 ft. ea side            | \$352,000   | 1.72  | 2.00      |                 | \$1,213,333         |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                 |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$17,997,976</b> |

| Additional Per Mile Components      | Unit Cost   | Length | Factor | Cost            |            |
|-------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)        | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)         | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)    | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)  | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)  | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                   | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)       | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides/mile | \$100,000   |        |        | \$0             |            |
| Rumble Strips (E&S) (R&B/Stop Cont) | \$11,000    |        |        | \$0             |            |
| Bikeway, 4 feet, both side (mile)   | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)              | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or pvmnt widening  | \$792,000   |        |        | \$0             |            |
| Special E&S control                 | \$300,000   |        |        | \$0             |            |
|                                     |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)                    | Cost                |
|---------------------------------------|-----------|-------------|------------|--------------------------------|---------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$80      |             |            |                                | \$0                 |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     | 800         | 1          |                                | \$96,000            |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                                | \$0                 |
| Bridges - widen (SF)                  | \$300     | 380         | 37         | 1                              | \$4,218,000         |
| Bridges - widen (SF)                  | \$150     |             |            |                                | \$0                 |
| Bridges - replace (SF)                | \$250     |             |            |                                | \$0                 |
| Bridges - replace (SF)                | \$185     |             |            |                                | \$0                 |
| Bridges - detour (SF)                 | \$60      |             |            |                                | \$0                 |
| Bridge Removal (SF)                   | \$50      |             |            |                                | \$0                 |
| Cofferdams (ea)                       | \$20,000  |             |            |                                | \$0                 |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                 |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                 |
| Large cross drains (LF)               | \$80      |             |            |                                | \$0                 |
| Replace cross drains (LF)             | \$120     |             |            |                                | \$0                 |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                                | \$0                 |
| Pavement Removal (Sq yd)              | \$20      |             |            |                                | \$0                 |
| Pavement Patching (Sq yd)             | \$30      |             |            |                                | \$0                 |
| Roundabout Lighting                   | \$100,000 |             |            |                                | \$0                 |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                                | \$0                 |
|                                       |           |             |            | <b>Subtotal</b>                | <b>\$4,314,000</b>  |
|                                       |           |             |            | <b>Total Construction Cost</b> | <b>\$22,311,976</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost                |
|----------------------------|------------------|--------|------------|--------------------------------|---------------------|
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                 |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                 |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0                 |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                 |
| Suburban/Rural Residential | \$600,000        |        |            | 0.000                          | \$0                 |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                 |
| Suburban/Rural Commercial  | \$800,000        | 1.72   | 30         | 6.267                          | \$5,013,774         |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                 |
| Displacements              |                  | Number | Factor     |                                |                     |
| Residential                | \$250,000        |        |            |                                | \$0                 |
| Business                   | \$1,000,000      |        |            |                                | \$0                 |
| Damages                    | \$0              |        |            |                                | \$0                 |
|                            |                  |        |            | ROW multiplier                 | 2                   |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$10,027,548</b> |

| Reimbursable Utility Costs             | Cost               |
|--|--------------------|
|  | \$0                |
|  | 10%                |
|  | \$ 2,231,198       |
| <b>Total Reimbursable Utility Cost</b> | <b>\$2,231,198</b> |

| Preliminary Engineering Costs             | Cost               |
|---|--------------------|
| PE %                                      | 20%                |
| <b>Total Preliminary Engineering Cost</b> | <b>\$4,462,395</b> |

| Contingency Costs               | Cost                |
|---------------------------------|---------------------|
| Contingency %                   | 35%                 |
| <b>Total Contingency Cost</b>   | <b>\$13,661,591</b> |
| <b>Total (PE+Util.+ROW+CST)</b> | <b>\$39,033,117</b> |
| <b>Grand Total</b>              | <b>\$52,694,708</b> |

Project Cost Estimation Spreadsheet - SR 316 - Frontage Roads from SR 11 to SR 53 (Split Into Three Sections) - Harrison Mill Road, Sr

|                                       |   |
|---------------------------------------|---|
| Alternative                           | Build 1, Build 2  |
| Project Type                          | Right-In, Right-Out   |
| Description                           | SR 316 - Frontage Roads from SR 11 to SR 53 (Split Into Three Sections) - Harrison Mill Road, Smith Cemetery Road, Jackson Trail Road |
| From Limit                            | SR 11   |
| To Limit                              | SR 53   |
| Notes                                 | PI #0013905-0013907   |
| SR 316 Aux. Lane (ramps) (mi) (total) | 2.06 both directions @ 2 interchanges   |
| Frontage Road (mi) (total)            | 3.88 both directions  |
|                                       | miles total 5.95  |

| Cost Summary Incl. Contingency |                      | per mile            | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|---------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 6,877,223         | \$ 1,766,425        | 2023        | \$ 6,877,223               | \$ 6,877,223         |
| Reimbursable Utility           | \$ 4,470,195         | \$ 751,676          | 2023        | \$ 4,470,195               | \$ 5,140,724         |
| Right-of-Way                   | \$ 780,000           | \$ 131,159          | 2023        | \$ 780,000                 | \$ 897,000           |
| Construction                   | \$ 46,785,115        | \$ 7,863,688        | 2023        | \$ 46,785,115              | \$ 53,779,882        |
| <b>Total</b>                   | <b>\$ 58,892,533</b> | <b>\$ 9,902,948</b> |             | <b>Total \$ 58,892,533</b> | <b>\$ 66,694,829</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost                |
|------------------------------------|-------------|-------|-----------|-----------------|---------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                     |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                 |
| High volume new const. or widening | \$1,650,000 | 3.88  | 1.58      | 6.15            | \$10,143,229        |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0                 |
| Concrete new const. or widening    | \$3,027,999 | 2.06  | 1.50      | 3.10            | \$9,376,473         |
|                                    |             | Miles | Factor    |                 |                     |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                 |
| Traffic Control                    | \$700,000   | 5.95  | 0.62      |                 | \$2,580,985         |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                 |
| Typical E & S Control Temp&Perm    | \$450,000   | 5.95  | 0.20      |                 | \$535,227           |
| Typical Earthwork                  | \$2,000,000 | 5.95  | 0.59      |                 | \$6,957,955         |
| Typical Drainage - Urban Section   | \$255,000   |       |           |                 | \$0                 |
| Curb & Gutter both sides           | \$370,000   |       |           |                 | \$0                 |
| Typical Drainage - Rural Section   | \$150,000   | 5.95  | 3.80      |                 | \$3,389,773         |
| Signing & Marking                  | \$50,000    | 5.95  | 1.00      |                 | \$207,348           |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 5.95  | 1.00      |                 | \$648,760           |
| Typical Guardrail Type W           | \$212,000   | 0.11  | 4.00      |                 | \$96,364            |
| 20ft. Raised median +C&G           | \$1,308,267 |       |           |                 | \$0                 |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                 |
| Sidewalks 5 ft. ea side            | \$352,000   |       |           |                 | \$0                 |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                 |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$34,026,114</b> |

| Additional Per Mile Components      | Unit Cost   | Length | Factor | Cost            |            |
|-------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)        | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)         | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)    | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)  | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)  | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                   | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)       | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides/mile | \$100,000   |        |        | \$0             |            |
| Rumble Strips [EA] (R&B/Stop Contr) | \$1,000     |        |        | \$0             |            |
| Bikeway, 4 feet, both side (mile)   | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)              | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or prvmt widening  | \$792,000   |        |        | \$0             |            |
| Special E&S control                 | \$300,000   |        |        | \$0             |            |
|                                     |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)     | Cost             |
|---------------------------------------|-----------|-------------|------------|-----------------|------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$50      |             |            |                 | \$0              |
| Retaining Walls-Gravity 5-max (LF)    | \$120     |             |            |                 | \$0              |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                 | \$0              |
| Bridges - widen (SF)                  | \$300     |             |            |                 | \$0              |
| Bridges - widen (SF)                  | \$150     |             |            |                 | \$0              |
| Bridges - replace (SF)                | \$220     |             |            |                 | \$0              |
| Bridges - replace (SF)                | \$185     |             |            |                 | \$0              |
| Bridges - detour (SF)                 | \$60      |             |            |                 | \$0              |
| Bridge Removal (SF)                   | \$50      |             |            |                 | \$0              |
| Cofferdams (ea)                       | \$20,000  |             |            |                 | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0              |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0              |
| Large cross drains (LF)               | \$80      |             |            |                 | \$0              |
| Replace cross drains (LF)             | \$120     |             |            |                 | \$0              |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                 | \$0              |
| Pavement Removal (Sq yd)              | \$20      | 6000        |            | 3               | \$360,000        |
| Pavement Patching (Sq yd)             | \$30      |             |            |                 | \$0              |
| Roundabout Lighting                   | \$100,000 |             |            |                 | \$0              |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                 | \$0              |
|                                       |           |             |            | <b>Subtotal</b> | <b>\$360,000</b> |

**Total Construction Cost \$34,386,114** 76%

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost             |
|----------------------------|------------------|--------|------------|--------------------------------|------------------|
| Area Type                  |                  |        |            |                                |                  |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0              |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0              |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0              |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0              |
| Suburban/Rural Residential | \$600,000        |        |            | 0.500                          | \$300,000        |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0              |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0              |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0              |
| Displacements              |                  | Number | Factor     |                                |                  |
| Residential                | \$250,000        |        |            |                                | \$0              |
| Business                   | \$1,000,000      |        |            |                                | \$0              |
| Damages                    | \$0              |        |            |                                | \$0              |
|                            |                  |        |            | ROW multiplier                 | 2                |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$600,000</b> |

1%

| Reimbursable Utility Costs             |     | Cost               |
|--|-----|--------------------|
|  | 10% | \$ 3,438,611       |
| <b>Total Reimbursable Utility Cost</b> |     | <b>\$3,438,611</b> |

7.59%

| Preliminary Engineering Costs |     | Total Preliminary Engineering Cost |
|-------------------------------|-----|------------------------------------|
| PE %                          | 20% | \$6,877,223                        |

15.18%

| Contingency Costs               |     | Total Contingency Cost |
|---------------------------------|-----|------------------------|
| Contingency %                   | 30% | \$13,590,584           |
| <b>Total (PE+Util.+ROW+CST)</b> |     | <b>\$45,301,948</b>    |
| <b>Grand Total</b>              |     | <b>\$58,892,533</b>    |

**Project Cost Estimation Spreadsheet - SR 316 at SR 10 Loop - Interchange**

|                                       |                                    |              |
|---------------------------------------|------------------------------------|--------------|
| Alternative                           | Additional                         |              |
| Project Type                          | Reconstruction                     |              |
| Description                           | SR 316 at SR 10 Loop - Interchange |              |
| From Limit                            |                                    |              |
| To Limit                              |                                    |              |
| Notes                                 |                                    |              |
| Athens Perimeter Widening (East) (mi) | 2.36                               |              |
| Athens Perimeter Widening (West) (mi) | 1.69                               |              |
| Epps Bridge Pkwy Widening (mi)        | 1.14                               |              |
| SR 316 EB Braided Ramps (mi)          | 1.84                               |              |
| NB Athens Perimeter Ramps (mi)        | 1.42                               | total length |
| Epps Bridge Pkwy Bridge Length (mi)   | 0.09                               |              |
|                                       | miles                              | total 8.53   |

| Cost Summary Incl. Contingency | per mile              | Yr. of Exp. | Inflated Cost         | Total Program Cost    |
|--------------------------------|-----------------------|-------------|-----------------------|-----------------------|
| Preliminary Engineering        | \$ 21,929,156         | 2023        | \$ 21,929,156         | \$ 21,929,156         |
| Reimbursable Utility           | \$ 14,802,180         | 2023        | \$ 14,802,180         | \$ 17,022,507         |
| Right-of-Way                   | \$ 2,677,686          | 2023        | \$ 2,677,686          | \$ 3,079,339          |
| Construction                   | \$ 195,697,007        | 2023        | \$ 195,697,007        | \$ 179,051,558        |
| <b>Total</b>                   | <b>\$ 195,106,029</b> |             | <b>\$ 195,106,029</b> | <b>\$ 221,082,560</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost                 |
|------------------------------------|-------------|-------|-----------|-----------------|----------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                      |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                  |
| High volume new const. or widening | \$1,650,000 | 2.56  | 4.17      | 10.65           | \$17,578,125         |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0                  |
| Concrete new const. or widening    | \$3,027,999 |       |           |                 | \$0                  |
| SR 316 Widening                    |             |       |           |                 |                      |
| Athens Perimeter Widening (East)   |             | 0.00  | 1.50      | 0.00            | \$0                  |
| Athens Perimeter Widening (West)   |             | 2.36  | 3.00      | 7.08            | \$21,438,230         |
| SR 316 EB Braided Ramps            |             | 1.69  | 1.50      | 2.54            | \$7,675,977          |
|                                    |             | 1.84  | 2.83      | 5.21            | \$15,761,268         |
|                                    |             | Miles | Factor    |                 |                      |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                  |
| Traffic Control                    | \$700,000   | 3.50  | 5.40      |                 | \$13,216,255         |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                  |
| Typical E & S Control Temp&Perm    | \$450,000   | 8.53  | 0.50      |                 | \$1,929,341          |
| Typical Earthwork                  | \$2,000,000 | 6.75  | 1.15      |                 | \$15,534,061         |
| Typical Drainage - Urban Section   | \$255,000   |       |           |                 | \$0                  |
| Curb & Gutter both sides           | \$370,000   |       |           |                 | \$0                  |
| Typical Drainage - Rural Section   | \$150,000   | 4.48  | 16.30     |                 | \$10,965,455         |
| Signing & Marking                  | \$50,000    | 6.75  | 1.00      |                 | \$337,697            |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 3.26  | 1.00      |                 | \$355,372            |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0                  |
| 20ft. Raised median +C&G           | \$1,308,267 |       |           |                 | \$0                  |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                  |
| Sidewalks 5 ft. ea side            | \$352,000   |       |           |                 | \$0                  |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                  |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$104,782,780</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost            |            |
|--------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                    | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0             |            |
| Rumble Strips [EA] (RAB/Stop Cntrl)  | \$1,000     |        |        | \$0             |            |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or pvmt widening    | \$792,000   |        |        | \$0             |            |
| Special E&S control                  | \$300,000   |        |        | \$0             |            |
|                                      |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)                    | Cost                 |
|---------------------------------------|-----------|-------------|------------|--------------------------------|----------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |                                | \$0                  |
| Retaining Walls-Gravity 5-max (LF)    | \$120     | 1400        |            | 1                              | \$168,000            |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                                | \$0                  |
| Bridges - widen (SF)                  | \$300     | 400         |            | 36                             | \$4,320,000          |
| Bridges - widen (SF)                  | \$150     |             |            |                                | \$0                  |
| Bridges - replace (SF)                | \$250     |             |            |                                | \$0                  |
| Bridges - replace (SF)                | \$185     |             |            |                                | \$0                  |
| Bridges - detour (SF)                 | \$60      |             |            |                                | \$0                  |
| Bridge Removal (SF)                   | \$50      |             |            |                                | \$0                  |
| Cofferdams (ea)                       | \$20,000  |             |            |                                | \$0                  |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                  |
| Box Culverts (SF)                     | \$95      |             |            |                                | \$0                  |
| Large cross drains (LF)               | \$80      |             |            |                                | \$0                  |
| Replace cross drains (LF)             | \$120     |             |            |                                | \$0                  |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                                | \$0                  |
| Pavement Removal (Sq yd)              | \$20      |             |            |                                | \$0                  |
| Pavement Patching (Sq yd)             | \$30      |             |            |                                | \$0                  |
| Roundabout Lighting                   | \$100,000 |             |            |                                | \$0                  |
| Traffic Signalization / Upgrade (ea)  | \$125,000 | 3           |            |                                | \$375,000            |
|                                       |           |             |            | <b>Subtotal</b>                | <b>\$4,863,000</b>   |
|                                       |           |             |            | <b>Total Construction Cost</b> | <b>\$109,645,780</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost               |
|----------------------------|------------------|--------|------------|--------------------------------|--------------------|
| Area Type                  |                  |        |            |                                |                    |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                |
| Urban Commercial           | \$1,200,000      | 0.06   | 120        | 0.826                          | \$991,736          |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Residential | \$600,000        |        |            | 0.000                          | \$0                |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0                |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                |
| Displacements              |                  | Number | Factor     |                                |                    |
| Residential                | \$250,000        |        |            |                                | \$0                |
| Business                   | \$1,000,000      |        |            |                                | \$0                |
| Damages                    | \$0              |        |            |                                | \$0                |
|                            |                  |        |            | ROW multiplier                 | 2                  |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$1,983,471</b> |

| Reimbursable Utility Costs             | Cost                |
|--|---------------------|
|  | \$0                 |
|  | \$10,964,578        |
| <b>Total Reimbursable Utility Cost</b> | <b>\$10,964,578</b> |

| Preliminary Engineering Costs             | Cost                 |
|---|----------------------|
| PE %                                      | 20%                  |
| <b>Total Preliminary Engineering Cost</b> | <b>\$21,929,156</b>  |
|   | 15.17%               |
| Contingency Costs                         | Cost                 |
| Contingency %                             | 35%                  |
| <b>Total Contingency Cost</b>             | <b>\$50,583,045</b>  |
| <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$144,522,985</b> |
| <b>Grand Total</b>                        | <b>\$195,106,029</b> |

| Project Cost Estimation Spreadsheet - Sugarloaf Parkway |                          |                      |             |   |                      |               |
|---|--------------------------|----------------------|-------------|---|----------------------|---------------|
| Alternative   | Additional               |                      |             |   |                      |               |
| Project Type  | Widening                 |                      |             |   |                      |               |
| Description   | Sugarloaf Parkway        |                      |             |   |                      |               |
| From Limit  | Lakes Pkwy               |                      |             |   |                      |               |
| To Limit  | Villa Ridge Pkwy         |                      |             |   |                      |               |
| Notes   | Widen bridge over SR 316 |                      |             |   |                      |               |
| Mainline (mi)   | 0.42                     |                      |             |   |                      |               |
| Bridge Length (mi)                                      | 0.06 total span          |                      |             |   |                      |               |
|   | miles                    | total                | 0.48        |   |                      |               |
| <b>Cost Summary Incl. Contingency</b>                   |                          |                      |             |   |                      |               |
|   |                          | per mile             | Yr. of Exp. | Inflated Cost                             | Total Program Cost   |               |
| Preliminary Engineering                                 | \$ 1,548,442             | \$ 3,225,921         | 2023        | \$ 1,548,442                              | \$ 1,548,442         |               |
| Reimbursable Utility                                    | \$ 1,045,198             | \$ 2,177,496         | 2023        | \$ 1,045,198                              | \$ 1,201,978         |               |
| Right-of-Way  | \$ -                     | \$ -                 | 2023        | \$ -                                      | \$ -                 |               |
| Construction  | \$ 10,993,938            | \$ 22,904,037        | 2023        | \$ 10,993,938                             | \$ 12,643,028        |               |
| <b>Total</b>  | <b>\$ 13,587,578</b>     | <b>\$ 28,307,454</b> |             | <b>Total \$ 13,587,578</b>                | <b>\$ 15,393,448</b> |               |
| <b>Construction Costs</b>                               |                          |                      |             |   |                      |               |
| <b>Average Per Lane-Mile Components</b>                 | Unit Cost                | Miles                | Add Lanes   | Lane-Miles                                | Cost                 |               |
| Low volume new const. or widening                       | \$1,300,000              |                      |             | 0.00                                      | \$0                  |               |
| High volume new const. or widening                      | \$1,650,000              | 0.42                 | 3.00        | 1.25                                      | \$2,062,500          |               |
| Surface Street Overlay                                  | \$417,000                | 0.17                 | 1.00        | 0.17                                      | \$71,080             |               |
| Concrete new const. or widening                         | \$3,027,999              |                      |             | 0.00                                      | \$0                  |               |
|   |                          | Miles                | Factor      |   |                      |               |
| Cross Street Overlay                                    | \$20,000                 |                      |             |   | \$0                  |               |
| Traffic Control   | \$700,000                | 0.48                 | 1.40        |   | \$470,400            |               |
| Typical Driveways                                       | \$75,000                 |                      |             |   | \$0                  |               |
| Typical E & S Control Temp&Perm                         | \$450,000                | 0.48                 | 0.40        |   | \$86,400             |               |
| Typical Earthwork                                       | \$2,000,000              | 0.42                 | 0.65        |   | \$541,667            |               |
| Typical Drainage - Urban Section                        | \$255,000                |                      |             |   | \$0                  |               |
| Curb & Gutter both sides                                | \$370,000                |                      |             |   | \$0                  |               |
| Typical Drainage - Rural Section                        | \$150,000                | 0.42                 | 5.80        |   | \$362,500            |               |
| Signing & Marking                                       | \$50,000                 | 0.42                 | 1.00        |   | \$20,833             |               |
| Typical Clear & Grub-120 ft wide                        | \$109,091                |                      |             |   | \$0                  |               |
| Typical Guardrail Type W                                | \$212,000                |                      |             |   | \$0                  |               |
| ZM, Raised median + C&G                                 | \$1,308,267              |                      |             |   | \$0                  |               |
| Median landscaping                                      | \$100,000                |                      |             |   | \$0                  |               |
| Sidewalks 5 ft. ea side                                 | \$352,000                |                      |             |   | \$0                  |               |
| ADA Ramps (ea)  | \$2,500                  |                      |             |   | \$0                  |               |
|   |                          |                      |             | <b>Subtotal</b>                           | <b>\$3,615,380</b>   |               |
| <b>Additional Per Mile Components</b>                   |                          |                      |             |   |                      |               |
|   | Unit Cost                | Length               | Factor      |   | Cost                 |               |
| Add'l Major Earthwork (mile)                            | \$350,000                |                      |             |   | \$0                  |               |
| Add'l Major Drainage (mile)                             | \$150,000                |                      |             |   | \$0                  |               |
| Add'l Major Grade changes (mile)                        | \$350,000                |                      |             |   | \$0                  |               |
| Major alignment corrections (mile)                      | \$750,000                |                      |             |   | \$0                  |               |
| Maint of Traffic difficulty (mile)                      | \$200,000                |                      |             |   | \$0                  |               |
| Temporary Barrier                                       | \$50                     |                      |             |   | \$0                  |               |
| Add'l guardrail Type T (mile)                           | \$423,000                |                      |             |   | \$0                  |               |
| Paved Shoulders, 4 ft. 2 sides/mile)                    | \$100,000                |                      |             |   | \$0                  |               |
| Rumble Strips (EA) (R&B/Stop Contr)                     | \$1,000                  |                      |             |   | \$0                  |               |
| Bikeway, 4 feet, both side (mile)                       | \$1,100,000              |                      |             |   | \$0                  |               |
| Add'l driveways (mile)                                  | \$75,000                 |                      |             |   | \$0                  |               |
| Cl. B Conc. Base or prvmt widening                      | \$792,000                |                      |             |   | \$0                  |               |
| Special E&S control                                     | \$300,000                |                      |             |   | \$0                  |               |
|   |                          |                      |             | <b>Subtotal</b>                           | <b>\$0</b>           |               |
| <b>Individual Components</b>                            |                          |                      |             |   |                      |               |
|   | Unit Cost                | Length (ft)          | Width (ft)  | Height (ft)                               | Cost                 |               |
| Retaining Walls - Gravity 0 - 5' (LF)                   | \$50                     |                      |             |   | \$0                  |               |
| Retaining Walls-Gravity 5-max (LF)                      | \$120                    |                      |             |   | \$0                  |               |
| Retaining Walls-Special Design(SF)                      | \$60                     |                      |             |   | \$0                  |               |
| Bridges - widen (SF)                                    | \$300                    | 302                  | 43          |   | \$3,895,800          |               |
| Bridges - widen (SF)                                    | \$150                    |                      |             |   | \$0                  |               |
| Bridges - replace (SF)                                  | \$220                    |                      |             |   | \$0                  |               |
| Bridges - replace (SF)                                  | \$185                    |                      |             |   | \$0                  |               |
| Bridges - detour (SF)                                   | \$60                     |                      |             |   | \$0                  |               |
| Bridge Removal (SF)                                     | \$50                     | 302                  | 15.3        |   | \$231,030            |               |
| Cofferdams (ea)   | \$20,000                 |                      |             |   | \$0                  |               |
| Box Culverts (SF)                                       | \$95                     |                      |             |   | \$0                  |               |
| Box Culverts (SF)                                       | \$95                     |                      |             |   | \$0                  |               |
| Large cross drains (LF)                                 | \$80                     |                      |             |   | \$0                  |               |
| Replace cross drains (LF)                               | \$120                    |                      |             |   | \$0                  |               |
| Sediment/ detention ponds (ea)                          | \$30,000                 |                      |             |   | \$0                  |               |
| Pavement Removal (Sq yd)                                | \$20                     |                      |             |   | \$0                  |               |
| Pavement Patching (Sq yd)                               | \$30                     |                      |             |   | \$0                  |               |
| Roundabout Lighting                                     | \$100,000                |                      |             |   | \$0                  |               |
| Traffic Signalization / Upgrade (ea)                    | \$125,000                |                      |             |   | \$0                  |               |
|   |                          |                      |             | <b>Subtotal</b>                           | <b>\$4,126,830</b>   |               |
| <b>Total Construction Cost</b>                          |                          |                      |             |   | <b>\$7,742,210</b>   | <b>77%</b>    |
| <b>Right-of-Way Costs</b>                               |                          |                      |             |   |                      |               |
| Area Type   | Unit Cost (acre)         | Miles                | Width (ft)  | Acres                                     | Cost                 |               |
| Urban Residential                                       | \$800,000                |                      |             | 0.000                                     | \$0                  |               |
| Easement Residential                                    | \$240,000                |                      |             | 0.000                                     | \$0                  |               |
| Urban Commercial  | \$1,200,000              |                      |             | 0.000                                     | \$0                  |               |
| Easement Commercial                                     | \$360,000                |                      |             | 0.000                                     | \$0                  |               |
| Suburban/Rural Residential                              | \$600,000                |                      |             | 0.000                                     | \$0                  |               |
| Easement rural Residential                              | \$180,000                |                      |             | 0.000                                     | \$0                  |               |
| Suburban/Rural Commercial                               | \$800,000                |                      |             | 0.000                                     | \$0                  |               |
| Easement rural Commercial                               | \$240,000                |                      |             | 0.000                                     | \$0                  |               |
| Displacements   |                          | Number               | Factor      |   |                      |               |
| Residential   | \$250,000                |                      |             |   | \$0                  |               |
| Business  | \$1,000,000              |                      |             |   | \$0                  |               |
| Damages   | \$0                      |                      |             |   | \$0                  |               |
|   |                          |                      |             | ROW multiplier                            | 2                    |               |
| <b>Total Right-of-Way Cost</b>                          |                          |                      |             |   | <b>\$0</b>           | <b>0%</b>     |
| <b>Reimbursable Utility Costs</b>                       |                          |                      |             |   |                      |               |
|   |                          |                      |             |   |                      |               |
|   | 10%                      |                      |             |   | \$ 774,221           |               |
| <b>Total Reimbursable Utility Cost</b>                  |                          |                      |             |   | <b>\$774,221</b>     | <b>7.69%</b>  |
| <b>Preliminary Engineering Costs</b>                    |                          |                      |             |   |                      |               |
| PE %  | 20%                      |                      |             | <b>Total Preliminary Engineering Cost</b> | <b>\$1,548,442</b>   | <b>15.38%</b> |
| <b>Contingency Costs</b>                                |                          |                      |             |   |                      |               |
| Contingency %   | 35%                      |                      |             | <b>Total Contingency Cost</b>             | <b>\$3,522,705</b>   |               |
| <b>Total (PE+Util.+ROW+CST)</b>                         |                          |                      |             |   | <b>\$10,064,872</b>  |               |
| <b>Grand Total</b>                                      |                          |                      |             |   | <b>\$13,587,578</b>  |               |

**Project Cost Estimation Spreadsheet - Additional Interchange at Rowen**

|                               |   |
|-------------------------------|---|
| Alternative                   | Additional  |
| Project Type                  | New Construction                                      |
| Description                   | Additional Interchange at Rowen                       |
| From Limit                    | Turkey Crossing                                       |
| To Limit                      | Drowning Creek Rd                                     |
| Notes                         | New diamond interchange for Rowen development access. |
| Mainline SR 316 (mi)          | 3.35  |
| Rowen Corridor (mi)           | 0.26  |
| Bridge Length (Overpass) (mi) | 0.03  |
| Ramp Length (Total) (mi)      | 0.91 four ramps                                       |
|                               | miles total 4.55                                      |

| Cost Summary Incl. Contingency | per mile             | Yr. of Exp.          | Inflated Cost | Total Program Cost   |
|--------------------------------|----------------------|----------------------|---------------|----------------------|
| Preliminary Engineering        | \$ 8,392,349         | \$ 1,846,317         | 2023          | \$ 8,392,349         |
| Reimbursable Utility           | \$ 5,664,836         | \$ 1,246,264         | 2023          | \$ 5,664,836         |
| Right-of-Way                   | \$ 21,421,488        | \$ 4,712,727         | 2023          | \$ 21,421,488        |
| Construction                   | \$ 59,505,891        | \$ 13,109,850        | 2023          | \$ 59,505,891        |
| <b>Total</b>                   | <b>\$ 95,064,354</b> | <b>\$ 20,914,158</b> | <b>Total</b>  | <b>\$ 95,064,354</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost                |
|------------------------------------|-------------|-------|-----------|-----------------|---------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                     |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                 |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00            | \$0                 |
| Rowen Corridor (mi)                |             | 0.26  | 4.00      | 1.03            | \$1,700,000         |
| Ramp Length (Total) (mi)           |             | 0.91  | 2.17      | 1.97            | \$3,250,000         |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0                 |
| Concrete new const. or widening    | \$3,027,999 | 3.35  | 1.50      | 5.03            | \$15,226,016        |
|                                    |             | Miles | Factor    |                 |                     |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                 |
| Traffic Control                    | \$700,000   | 3.35  | 1.20      |                 | \$2,815,909         |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                 |
| Typical E & S Control Temp&Perm    | \$450,000   | 4.55  | 0.30      |                 | \$613,636           |
| Typical Earthwork                  | \$2,000,000 | 4.52  | 0.77      |                 | \$6,969,167         |
| Typical Drainage - Urban Section   | \$255,000   |       |           |                 | \$0                 |
| Curb & Gutter both sides           | \$370,000   | 0.26  | 1.00      |                 | \$95,303            |
| Typical Drainage - Rural Section   | \$150,000   | 4.52  | 5.30      |                 | \$3,592,557         |
| Signing & Marking                  | \$50,000    |       |           |                 | \$225,947           |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 1.17  | 1.00      |                 | \$127,273           |
| Typical Guardrail Type W           | \$212,000   | 0.15  | 8.00      |                 | \$256,970           |
| 20ft. Raised median +C&G           | \$1,308,267 |       |           |                 | \$0                 |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                 |
| Sidewalks 5 ft. ea. side           | \$352,000   | 0.26  | 1.00      |                 | \$90,667            |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                 |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$34,953,444</b> |

| Additional Per Mile Components      | Unit Cost   | Length | Factor | Cost            |                 |
|-------------------------------------|-------------|--------|--------|-----------------|-----------------|
| Add'l Major Earthwork (mile)        | \$350,000   |        |        | \$0             |                 |
| Add'l Major Drainage (mile)         | \$150,000   |        |        | \$0             |                 |
| Add'l Major Grade changes (mile)    | \$350,000   |        |        | \$0             |                 |
| Major alignment corrections (mile)  | \$750,000   |        |        | \$0             |                 |
| Maint of Traffic difficulty (mile)  | \$200,000   |        |        | \$0             |                 |
| Temporary Barrier                   | \$50        |        |        | \$0             |                 |
| Add'l guardrail Type T (mile)       | \$423,000   |        |        | \$0             |                 |
| Paved Shoulders, 4 ft. 2 sides/mile | \$100,000   | 0.30   | 1.00   | \$30,303        |                 |
| Rumble Strips [E&S] (RAB/Stop Cntr) | \$1,000     |        |        | \$0             |                 |
| Bikeway, 4 feet, both side (mile)   | \$1,100,000 |        |        | \$0             |                 |
| Add'l driveways (mile)              | \$75,000    |        |        | \$0             |                 |
| Cl. B Conc. Base or pvmt widening   | \$792,000   |        |        | \$0             |                 |
| Special E&S control                 | \$300,000   |        |        | \$0             |                 |
|                                     |             |        |        | <b>Subtotal</b> | <b>\$30,303</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)     | Cost               |
|---------------------------------------|-----------|-------------|------------|-----------------|--------------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |                 | \$0                |
| Retaining Walls-Gravity 5-max (LF)    | \$120     | 400         |            | 1               | \$48,000           |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                 | \$0                |
| Bridges - widen (SF)                  | \$300     | 300         | 77         | 1               | \$6,930,000        |
| Bridges - widen (SF)                  | \$150     |             |            |                 | \$0                |
| Bridges - replace (SF)                | \$250     |             |            |                 | \$0                |
| Bridges - replace (SF)                | \$185     |             |            |                 | \$0                |
| Bridges - detour (SF)                 | \$60      |             |            |                 | \$0                |
| Bridge Removal (SF)                   | \$50      |             |            |                 | \$0                |
| Cofferdams (ea)                       | \$20,000  |             |            |                 | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0                |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0                |
| Large cross drains (LF)               | \$80      |             |            |                 | \$0                |
| Replace cross drains (LF)             | \$120     |             |            |                 | \$0                |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                 | \$0                |
| Pavement Removal (Sq yd)              | \$20      |             |            |                 | \$0                |
| Pavement Patching (Sq yd)             | \$30      |             |            |                 | \$0                |
| Roundabout Lighting                   | \$100,000 |             |            |                 | \$0                |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                 | \$0                |
|                                       |           |             |            | <b>Subtotal</b> | <b>\$6,978,000</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost                |
|----------------------------|------------------|--------|------------|--------------------------------|---------------------|
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                 |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                 |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0                 |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                 |
| Suburban/Rural Residential | \$600,000        | 0.91   | 120        | 13.223                         | \$7,933,884         |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                 |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0                 |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                 |
| Displacements              |                  | Number | Factor     |                                |                     |
| Residential                | \$250,000        |        |            |                                | \$0                 |
| Business                   | \$1,000,000      |        |            |                                | \$0                 |
| Damages                    | \$0              |        |            |                                | \$0                 |
|                            |                  |        |            | ROW multiplier                 | 2                   |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$15,867,769</b> |

|                            |     |  |  |  |                    |
|----------------------------|-----|--|--|--|--------------------|
| Reimbursable Utility Costs |     |  |  |  | 0                  |
|                            | 10% |  |  |  | \$ 4,196,175       |
|                            |     |  |  | <b>Total Reimbursable Utility Cost</b> | <b>\$4,196,175</b> |

|                               |     |  |  |   |                     |
|-------------------------------|-----|--|--|---|---------------------|
| Preliminary Engineering Costs |     |  |  |   | \$8,392,349         |
| PE %                          | 20% |  |  | <b>Total Preliminary Engineering Cost</b> | <b>\$8,392,349</b>  |
| Contingency Costs             |     |  |  |   | 11.92%              |
| Contingency %                 | 35% |  |  | <b>Total Contingency Cost</b>             | <b>\$24,646,314</b> |
|                               |     |  |  | <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$70,418,040</b> |
|                               |     |  |  | <b>Grand Total</b>                        | <b>\$95,064,354</b> |

**Project Cost Estimation Spreadsheet - SR 11**

|                         |  |
|-------------------------|--|
| Alternative             | Additional   |
| Project Type            | Widening   |
| Description             | SR 11  |
| From Limit              | Star St  |
| To Limit                | Exchange Blvd  |
| Notes                   | Widen road between Exchange Blvd and Star St. Widen westbound off-ramp from SR 316 to SR 11. |
| Mainline (mi)           | 0.91   |
| SR 316 WB Off-Ramp (mi) | 0.40   |
|                         | miles  |
|                         | total  |
|                         | 1.31   |

| Cost Summary Incl. Contingency |                      | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 2,224,825         | \$ 1,699,519         | 2023        | \$ 2,224,825               | \$ 2,224,825         |
| Reimbursable Utility           | \$ 1,501,757         | \$ 1,147,175         | 2023        | \$ 1,501,757               | \$ 1,727,020         |
| Right-of-Way                   | \$ 8,055,372         | \$ 6,153,409         | 2023        | \$ 8,055,372               | \$ 9,263,678         |
| Construction                   | \$ 15,796,258        | \$ 12,066,586        | 2023        | \$ 15,796,258              | \$ 18,165,696        |
| <b>Total</b>                   | <b>\$ 27,578,211</b> | <b>\$ 21,066,689</b> |             | <b>Total \$ 27,578,211</b> | <b>\$ 31,381,219</b> |

| Construction Costs                 | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost                |
|------------------------------------|-------------|-------|-----------|-----------------|---------------------|
| Average Per Lane-Mile Components   |             |       |           |                 |                     |
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                 |
| High volume new const. or widening | \$1,650,000 |       |           | 0.00            | \$0                 |
| Mainline                           |             | 0.91  | 2.00      | 1.82            | \$3,000,000         |
| SR 316 WB Off-Ramp                 |             | 0.40  | 1.17      | 0.47            | \$770,000           |
| Surface Street Overlay             | \$417,000   | 1.31  | 1.00      | 1.31            | \$545,801           |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00            | \$0                 |
|                                    |             | Miles | Factor    |                 |                     |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                 |
| Traffic Control                    | \$700,000   | 1.31  | 1.60      |                 | \$1,466,162         |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                 |
| Typical E & S Control Temp&Perm    | \$450,000   | 1.31  | 0.30      |                 | \$176,727           |
| Typical Earthwork                  | \$2,000,000 | 1.31  | 0.65      |                 | \$1,701,818         |
| Typical Drainage - Urban Section   | \$255,000   | 0.91  | 4.70      |                 | \$1,080,545         |
| Curb & Gutter both sides           | \$370,000   | 0.91  | 1.00      |                 | \$336,364           |
| Typical Drainage - Rural Section   | \$150,000   |       |           |                 | \$0                 |
| Signaling & Marking                | \$50,000    | 1.31  | 1.00      |                 | \$65,455            |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 1.31  | 1.00      |                 | \$142,810           |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0                 |
| 20ft. Raised median +C&G           | \$1,308,267 | 0.91  | 1.00      |                 | \$1,189,333         |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                 |
| Sidewalks 5 ft. ea side            | \$352,000   | 0.91  | 2.00      |                 | \$640,000           |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                 |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$11,124,125</b> |

| Additional Per Mile Components       | Unit Cost   | Length | Factor | Cost            |            |
|--------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)         | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)          | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)     | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)   | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)   | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                    | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)        | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides(mile) | \$100,000   |        |        | \$0             |            |
| Rumble Strips [EA] (RAB/Stop Cntr)   | \$1,000     |        |        | \$0             |            |
| Bikeway, 4 feet, both side (mile)    | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)               | \$75,000    |        |        | \$0             |            |
| Cl. & Conc. Base or pmnt widening    | \$792,000   |        |        | \$0             |            |
| Special E&S control                  | \$300,000   |        |        | \$0             |            |
|                                      |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)     | Cost       |
|---------------------------------------|-----------|-------------|------------|-----------------|------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$60      |             |            |                 | \$0        |
| Retaining Walls-Gravity 5'-max (LF)   | \$120     |             |            |                 | \$0        |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                 | \$0        |
| Bridges - widen (SF)                  | \$300     |             |            |                 | \$0        |
| Bridges - widen (SF)                  | \$150     |             |            |                 | \$0        |
| Bridges - replace (SF)                | \$250     |             |            |                 | \$0        |
| Bridges - replace (SF)                | \$185     |             |            |                 | \$0        |
| Bridges - detour (SF)                 | \$60      |             |            |                 | \$0        |
| Bridge Removal (SF)                   | \$50      |             |            |                 | \$0        |
| Cofferdams (ea)                       | \$20,000  |             |            |                 | \$0        |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0        |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0        |
| Large cross drains (LF)               | \$80      |             |            |                 | \$0        |
| Replace cross drains (LF)             | \$120     |             |            |                 | \$0        |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                 | \$0        |
| Pavement Removal (Sq yd)              | \$20      |             |            |                 | \$0        |
| Pavement Patching (Sq yd)             | \$30      |             |            |                 | \$0        |
| Roundabout Lighting                   | \$100,000 |             |            |                 | \$0        |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                 | \$0        |
|                                       |           |             |            | <b>Subtotal</b> | <b>\$0</b> |

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost               |
|----------------------------|------------------|--------|------------|--------------------------------|--------------------|
| Area Type                  |                  |        |            |                                |                    |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                |
| Urban Commercial           | \$1,200,000      |        |            | 0.000                          | \$0                |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Residential | \$600,000        | 0.91   | 30         | 3.306                          | \$1,983,471        |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0                |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                |
| Displacements              |                  | Number | Factor     |                                |                    |
| Residential                | \$250,000        |        |            |                                | \$0                |
| Business                   | \$1,000,000      | 1      | 1.00       |                                | \$1,000,000        |
| Damages                    | \$0              |        |            |                                | \$0                |
|                            |                  |        |            | ROW multiplier                 | 2                  |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$5,966,942</b> |

| Reimbursable Utility Costs |     | Cost                                   |
|----------------------------|-----|--|
|                            |     | \$0                                    |
|                            | 10% | \$ 1,112,413                           |
|                            |     | <b>Total Reimbursable Utility Cost</b> |
|                            |     | <b>\$1,112,413</b>                     |

| Preliminary Engineering Costs | PE % | Total Preliminary Engineering Cost |
|-------------------------------|------|------------------------------------|
|                               | 20%  | \$2,224,825                        |
|                               |      | 10.89%                             |

| Contingency Costs | Contingency % | Total Contingency Cost          |
|-------------------|---------------|---------------------------------|
|                   | 35%           | \$7,149,907                     |
|                   |               | <b>Total (PE+Util.+ROW+CST)</b> |
|                   |               | <b>\$20,428,305</b>             |
|                   |               | <b>Grand Total</b>              |
|                   |               | <b>\$27,578,211</b>             |

**Project Cost Estimation Spreadsheet - SR 53**

|                          |   |
|--------------------------|---|
| Alternative Project Type | Additional Widening                                     |
| Description              | SR 53   |
| From Limit               | Jackson Trail Rd  |
| To Limit                 | Innovation Dr   |
| Notes                    | Widen road between Jackson Trail Rd. and Innovation Dr. |
| Mainline (mi)            | 0.78  |
| Side Street (mi)         |   |
|                          | miles total 0.78  |

| Cost Summary Incl. Contingency |                      | per mile             | Yr. of Exp. | Inflated Cost              | Total Program Cost   |
|--------------------------------|----------------------|----------------------|-------------|----------------------------|----------------------|
| Preliminary Engineering        | \$ 1,506,447         | \$ 1,938,722         | 2023        | \$ 1,506,447               | \$ 1,506,447         |
| Reimbursable Utility           | \$ 1,016,176         | \$ 1,308,637         | 2023        | \$ 1,016,176               | \$ 1,168,603         |
| Right-of-Way                   | \$ 2,231,405         | \$ 2,873,614         | 2023        | \$ 2,231,405               | \$ 2,566,116         |
| Construction                   | \$ 10,688,671        | \$ 13,764,923        | 2023        | \$ 10,688,671              | \$ 12,291,972        |
| <b>Total</b>                   | <b>\$ 15,441,699</b> | <b>\$ 19,885,896</b> |             | <b>Total \$ 15,441,699</b> | <b>\$ 17,532,137</b> |

| Average Per Lane-Mile Components   | Unit Cost   | Miles | Add Lanes | Lane-Miles      | Cost               |
|------------------------------------|-------------|-------|-----------|-----------------|--------------------|
| Low volume new const. or widening  | \$1,300,000 |       |           | 0.00            | \$0                |
| High volume new const. or widening | \$1,650,000 | 0.78  | 2.00      | 1.55            | \$2,562,500        |
| Surface Street Overlay             | \$417,000   |       |           | 0.00            | \$0                |
| Concrete new const. or widening    | \$3,027,999 |       |           | 0.00            | \$0                |
|                                    |             | Miles | Factor    |                 |                    |
| Cross Street Overlay               | \$20,000    |       |           |                 | \$0                |
| Traffic Control                    | \$700,000   | 0.78  | 1.75      |                 | \$951,231          |
| Typical Driveways                  | \$75,000    |       |           |                 | \$0                |
| Typical E & S Control Temp&Perm    | \$450,000   | 0.78  | 0.40      |                 | \$139,773          |
| Typical Earthwork                  | \$2,000,000 | 0.78  | 0.72      |                 | \$1,118,162        |
| Typical Drainage - Urban Section   | \$255,000   | 0.78  | 3.95      |                 | \$782,145          |
| Curb & Gutter both sides           | \$370,000   | 0.78  | 1.00      |                 | \$287,311          |
| Typical Drainage - Rural Section   | \$150,000   |       |           |                 | \$0                |
| Signing & Marking                  | \$50,000    | 0.78  | 1.00      |                 | \$38,826           |
| Typical Clear & Grub-120 ft wide   | \$109,091   | 0.78  | 1.00      |                 | \$84,711           |
| Typical Guardrail Type W           | \$212,000   |       |           |                 | \$0                |
| ZM. Raised median + C&G            | \$1,308,267 | 0.78  | 1.00      |                 | \$1,018,589        |
| Median landscaping                 | \$100,000   |       |           |                 | \$0                |
| Sidewalks 5 ft. ea. side           | \$352,000   | 0.78  | 2.00      |                 | \$546,667          |
| ADA Ramps (ea)                     | \$2,500     |       |           |                 | \$0                |
|                                    |             |       |           | <b>Subtotal</b> | <b>\$7,527,233</b> |

| Additional Per Mile Components      | Unit Cost   | Length | Factor | Cost            |            |
|-------------------------------------|-------------|--------|--------|-----------------|------------|
| Add'l Major Earthwork (mile)        | \$350,000   |        |        | \$0             |            |
| Add'l Major Drainage (mile)         | \$150,000   |        |        | \$0             |            |
| Add'l Major Grade changes (mile)    | \$350,000   |        |        | \$0             |            |
| Major alignment corrections (mile)  | \$750,000   |        |        | \$0             |            |
| Maint of Traffic difficulty (mile)  | \$200,000   |        |        | \$0             |            |
| Temporary Barrier                   | \$50        |        |        | \$0             |            |
| Add'l guardrail Type T (mile)       | \$423,000   |        |        | \$0             |            |
| Paved Shoulders, 4 ft. 2 sides/mile | \$100,000   |        |        | \$0             |            |
| Rumble Strips [EA] (R&B/Stop Contr) | \$1,000     |        |        | \$1,000         |            |
| Bikeway, 4 feet, both side (mile)   | \$1,100,000 |        |        | \$0             |            |
| Add'l driveways (mile)              | \$75,000    |        |        | \$0             |            |
| Cl. B Conc. Base or pvmt widening   | \$792,000   |        |        | \$0             |            |
| Special E&S control                 | \$300,000   |        |        | \$0             |            |
|                                     |             |        |        | <b>Subtotal</b> | <b>\$0</b> |

| Individual Components                 | Unit Cost | Length (ft) | Width (ft) | Height (ft)     | Cost       |
|---------------------------------------|-----------|-------------|------------|-----------------|------------|
| Retaining Walls - Gravity 0 - 5' (LF) | \$50      |             |            |                 | \$0        |
| Retaining Walls-Gravity 5-max (LF)    | \$120     |             |            |                 | \$0        |
| Retaining Walls-Special Design(SF)    | \$60      |             |            |                 | \$0        |
| Bridges - widen (SF)                  | \$300     |             |            |                 | \$0        |
| Bridges - widen (SF)                  | \$150     |             |            |                 | \$0        |
| Bridges - replace (SF)                | \$250     |             |            |                 | \$0        |
| Bridges - replace (SF)                | \$185     |             |            |                 | \$0        |
| Bridges - detour (SF)                 | \$60      |             |            |                 | \$0        |
| Bridge Removal (SF)                   | \$50      |             |            |                 | \$0        |
| Cofferdams (ea)                       | \$20,000  |             |            |                 | \$0        |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0        |
| Box Culverts (SF)                     | \$95      |             |            |                 | \$0        |
| Large cross drains (LF)               | \$80      |             |            |                 | \$0        |
| Replace cross drains (LF)             | \$120     |             |            |                 | \$0        |
| Sediment/ detention ponds (ea)        | \$30,000  |             |            |                 | \$0        |
| Pavement Removal (Sq yd)              | \$20      |             |            |                 | \$0        |
| Pavement Patching (Sq yd)             | \$30      |             |            |                 | \$0        |
| Roundabout Lighting                   | \$100,000 |             |            |                 | \$0        |
| Traffic Signalization / Upgrade (ea)  | \$125,000 |             |            |                 | \$0        |
|                                       |           |             |            | <b>Subtotal</b> | <b>\$0</b> |

**Total Construction Cost \$7,527,233**

| Right-of-Way Costs         | Unit Cost (acre) | Miles  | Width (ft) | Acres                          | Cost               |
|----------------------------|------------------|--------|------------|--------------------------------|--------------------|
| Area Type                  |                  |        |            |                                |                    |
| Urban Residential          | \$800,000        |        |            | 0.000                          | \$0                |
| Easement Residential       | \$240,000        |        |            | 0.000                          | \$0                |
| Urban Commercial           | \$1,200,000      | 0.38   | 15         | 0.689                          | \$826,446          |
| Easement Commercial        | \$360,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Residential | \$600,000        |        |            | 0.000                          | \$0                |
| Easement rural Residential | \$180,000        |        |            | 0.000                          | \$0                |
| Suburban/Rural Commercial  | \$800,000        |        |            | 0.000                          | \$0                |
| Easement rural Commercial  | \$240,000        |        |            | 0.000                          | \$0                |
| Displacements              |                  | Number | Factor     |                                |                    |
| Residential                | \$250,000        |        |            |                                | \$0                |
| Business                   | \$1,000,000      |        |            |                                | \$0                |
| Damages                    | \$0              |        |            |                                | \$0                |
|                            |                  |        |            | ROW multiplier                 | 2                  |
|                            |                  |        |            | <b>Total Right-of-Way Cost</b> | <b>\$1,652,893</b> |

14%

| Reimbursable Utility Costs |     | Cost   |
|----------------------------|-----|--|
|                            | 10% | \$ 752,723                                       |
|                            |     | <b>Total Reimbursable Utility Cost \$752,723</b> |

6.58%

| Preliminary Engineering Costs | PE % | Total Preliminary Engineering Cost |
|-------------------------------|------|------------------------------------|
|                               | 20%  | \$1,505,447                        |

13.16%

| Contingency Costs | Contingency % | Total Contingency Cost                       |
|-------------------|---------------|--|
|                   | 35%           | \$4,003,403                                  |
|                   |               | <b>Total (PE+Util.+ROW+CST) \$11,438,296</b> |
|                   |               | <b>Grand Total \$15,441,699</b>              |

| Project Cost Estimation Spreadsheet - SR 10/Monroe Highway |   |                      |             |   |                      |  |
|--|---|----------------------|-------------|---|----------------------|--|
| Alternative Project Type                                   | Additional Widening   |                      |             |   |                      |  |
| Description  | SR 10/Monroe Highway  |                      |             |   |                      |  |
| From Limit   | Pete Dickens Rd   |                      |             |   |                      |  |
| To Limit   | North of the SR 316 interchange   |                      |             |   |                      |  |
| Notes  | Widen road between Pete Dickens Rd. and 1/2 miles north of SR 316 interchange |                      |             |   |                      |  |
| Mainline (mi)  | 2.84  |                      |             |   |                      |  |
| Side Street (mi)   |   |                      |             |   |                      |  |
|  | mi  | total                | 2.84        |   |                      |  |
| <b>Cost Summary Incl. Contingency</b>                      |   |                      |             |   |                      |  |
|  |   | per mile             | Yr. of Exp. | Inflated Cost                             | Total Program Cost   |  |
| Preliminary Engineering                                    | \$ 3,917,084  | \$ 1,378,814         | 2023        | \$ 3,917,084                              | \$ 3,917,084         |  |
| Reimbursable Utility                                       | \$ 2,644,032  | \$ 930,690           | 2023        | \$ 2,644,032                              | \$ 3,040,636         |  |
| Right-of-Way   | \$ -  | \$ -                 | 2023        | \$ -                                      | \$ -                 |  |
| Construction   | \$ 27,811,296   | \$ 9,789,576         | 2023        | \$ 27,811,296                             | \$ 31,982,991        |  |
| <b>Total</b>   | <b>\$ 34,372,412</b>  | <b>\$ 12,099,080</b> |             | <b>Total \$ 34,372,412</b>                | <b>\$ 38,940,711</b> |  |
| <b>Construction Costs</b>                                  |   |                      |             |   |                      |  |
| Average Per Lane-Mile Components                           | Unit Cost   | Miles                | Add Lanes   | Lane-Miles                                | Cost                 |  |
| Low volume new const. or widening                          | \$1,300,000   |                      |             | 0.00                                      | \$0                  |  |
| High volume new const. or widening                         | \$1,650,000   | 2.84                 | 2.17        | 6.16                                      | \$10,156,250         |  |
| Surface Street Overlay                                     | \$417,000   |                      |             | 0.00                                      | \$0                  |  |
| Concrete new const. or widening                            | \$3,027,999   |                      |             | 0.00                                      | \$0                  |  |
|  |   | Miles                | Factor      |   |                      |  |
| Cross Street Overlay                                       | \$20,000  |                      |             |   | \$0                  |  |
| Traffic Control  | \$700,000   | 2.84                 | 1.15        |   | \$2,286,932          |  |
| Typical Driveways  | \$75,000  |                      |             |   | \$0                  |  |
| Typical E & S Control Temp&Perm                            | \$450,000   | 2.84                 | 0.30        |   | \$383,523            |  |
| Typical Earthwork  | \$2,000,000   | 2.84                 | 0.45        |   | \$2,556,818          |  |
| Typical Drainage - Urban Section                           | \$255,000   |                      |             |   | \$0                  |  |
| Curb & Gutter both sides                                   | \$370,000   |                      |             |   | \$0                  |  |
| Typical Drainage - Rural Section                           | \$150,000   | 2.84                 | 3.90        |   | \$1,661,932          |  |
| Signing & Marking  | \$50,000  | 2.84                 | 1.00        |   | \$142,045            |  |
| Typical Clear & Grub-120 ft wide                           | \$109,091   |                      |             |   | \$0                  |  |
| Typical Guardrail Type W                                   | \$212,000   |                      |             |   | \$0                  |  |
| ZM, Raised median + C&G                                    | \$1,308,267   |                      |             |   | \$0                  |  |
| Median landscaping   | \$100,000   |                      |             |   | \$0                  |  |
| Sidewalks 5 ft. ea side                                    | \$352,000   |                      |             |   | \$0                  |  |
| ADA Ramps (ea)   | \$2,500   |                      |             |   | \$0                  |  |
|  |   |                      |             | <b>Subtotal</b>                           | <b>\$17,187,500</b>  |  |
| <b>Additional Per Mile Components</b>                      |   |                      |             |   |                      |  |
|  | Unit Cost   | Length               | Factor      |   | Cost                 |  |
| Add'l Major Earthwork (mile)                               | \$350,000   |                      |             |   | \$0                  |  |
| Add'l Major Drainage (mile)                                | \$150,000   |                      |             |   | \$0                  |  |
| Add'l Major Grade changes (mile)                           | \$350,000   |                      |             |   | \$0                  |  |
| Major alignment corrections (mile)                         | \$750,000   |                      |             |   | \$0                  |  |
| Maint of Traffic difficulty (mile)                         | \$200,000   |                      |             |   | \$0                  |  |
| Temporary Barrier  | \$50  |                      |             |   | \$0                  |  |
| Add'l guardrail Type T (mile)                              | \$423,000   |                      |             |   | \$0                  |  |
| Paved Shoulders, 4 ft. 2 sides/mile                        | \$100,000   |                      |             |   | \$0                  |  |
| Rumble Strips [EA] (RAB/Stop Contr)                        | \$1,000   |                      |             |   | \$0                  |  |
| Bikeway, 4 feet, both side (mile)                          | \$1,100,000   |                      |             |   | \$0                  |  |
| Add'l driveways (mile)                                     | \$75,000  |                      |             |   | \$0                  |  |
| Cl. B Conc. Base or prvnt widening                         | \$792,000   |                      |             |   | \$0                  |  |
| Special E&S control  | \$300,000   |                      |             |   | \$0                  |  |
|  |   |                      |             | <b>Subtotal</b>                           | <b>\$0</b>           |  |
| <b>Individual Components</b>                               |   |                      |             |   |                      |  |
|  | Unit Cost   | Length (ft)          | Width (ft)  | Height (ft)                               | Cost                 |  |
| Retaining Walls - Gravity 0 - 5' (LF)                      | \$50  |                      |             |   | \$0                  |  |
| Retaining Walls-Gravity 5-max (LF)                         | \$120   |                      |             |   | \$0                  |  |
| Retaining Walls-Special Design(SF)                         | \$60  |                      |             |   | \$0                  |  |
| Bridges - widen (SF)                                       | \$300   | 496                  | 15          |   | \$2,232,000          |  |
| Bridges - widen (SF)                                       | \$150   |                      |             |   | \$0                  |  |
| Bridges - replace (SF)                                     | \$220   |                      |             |   | \$0                  |  |
| Bridges - replace (SF)                                     | \$185   |                      |             |   | \$0                  |  |
| Bridges - detour (SF)                                      | \$60  |                      |             |   | \$0                  |  |
| Bridge Removal (SF)  | \$50  | 496                  | 1.65        |   | \$40,920             |  |
| Cofferdams (ea)  | \$20,000  |                      |             |   | \$0                  |  |
| Box Culverts (SF)  | \$95  |                      |             |   | \$0                  |  |
| Box Culverts (SF)  | \$95  |                      |             |   | \$0                  |  |
| Large cross drains (LF)                                    | \$80  |                      |             |   | \$0                  |  |
| Replace cross drains (LF)                                  | \$120   |                      |             |   | \$0                  |  |
| Sediment/ detention ponds (ea)                             | \$30,000  |                      |             |   | \$0                  |  |
| Pavement Removal (Sq yd)                                   | \$20  |                      |             |   | \$0                  |  |
| Pavement Patching (Sq yd)                                  | \$30  |                      |             |   | \$0                  |  |
| Roundabout Lighting  | \$100,000   |                      |             |   | \$0                  |  |
| Traffic Signalization / Upgrade (ea)                       | \$125,000   | 1                    | 1           | 1   | \$125,000            |  |
|  |   |                      |             | <b>Subtotal</b>                           | <b>\$2,397,920</b>   |  |
|  |   |                      |             | <b>Total Construction Cost</b>            | <b>\$19,585,420</b>  |  |
|  |   |                      |             |   | 77%                  |  |
| <b>Right-of-Way Costs</b>                                  |   |                      |             |   |                      |  |
|  | Unit Cost (acre)  | Miles                | Width (ft)  | Acres                                     | Cost                 |  |
| Urban Residential  | \$800,000   |                      |             | 0.000                                     | \$0                  |  |
| Easement Residential                                       | \$240,000   |                      |             | 0.000                                     | \$0                  |  |
| Urban Commercial   | \$1,200,000   |                      |             | 0.000                                     | \$0                  |  |
| Easement Commercial  | \$360,000   |                      |             | 0.000                                     | \$0                  |  |
| Suburban/Rural Residential                                 | \$600,000   |                      |             | 0.000                                     | \$0                  |  |
| Easement rural Residential                                 | \$180,000   |                      |             | 0.000                                     | \$0                  |  |
| Suburban/Rural Commercial                                  | \$800,000   |                      |             | 0.000                                     | \$0                  |  |
| Easement rural Commercial                                  | \$240,000   |                      |             | 0.000                                     | \$0                  |  |
| Displacements  |   | Number               | Factor      |   |                      |  |
| Residential  | \$250,000   |                      |             |   | \$0                  |  |
| Business   | \$1,000,000   |                      |             |   | \$0                  |  |
| Damages  | \$0   |                      |             |   | \$0                  |  |
|  |   |                      |             | ROW multiplier                            | 2                    |  |
|  |   |                      |             | <b>Total Right-of-Way Cost</b>            | <b>\$0</b>           |  |
|  |   |                      |             |   | 0%                   |  |
| <b>Reimbursable Utility Costs</b>                          |   |                      |             |   |                      |  |
|  |   |                      |             |   | \$0                  |  |
|  | 10%   |                      |             |   | \$ 1,958,542         |  |
|  |   |                      |             | <b>Total Reimbursable Utility Cost</b>    | <b>\$1,958,542</b>   |  |
|  |   |                      |             |   | 7.69%                |  |
| <b>Preliminary Engineering Costs</b>                       |   |                      |             |   |                      |  |
| PE %   | 20%   |                      |             | <b>Total Preliminary Engineering Cost</b> | <b>\$3,917,084</b>   |  |
|  |   |                      |             |   | 15.38%               |  |
| <b>Contingency Costs</b>                                   |   |                      |             |   |                      |  |
| Contingency %  | 35%   |                      |             | <b>Total Contingency Cost</b>             | <b>\$8,911,366</b>   |  |
|  |   |                      |             | <b>Total (PE+Util.+ROW+CST)</b>           | <b>\$25,461,046</b>  |  |
|  |   |                      |             | <b>Grand Total</b>                        | <b>\$34,372,412</b>  |  |

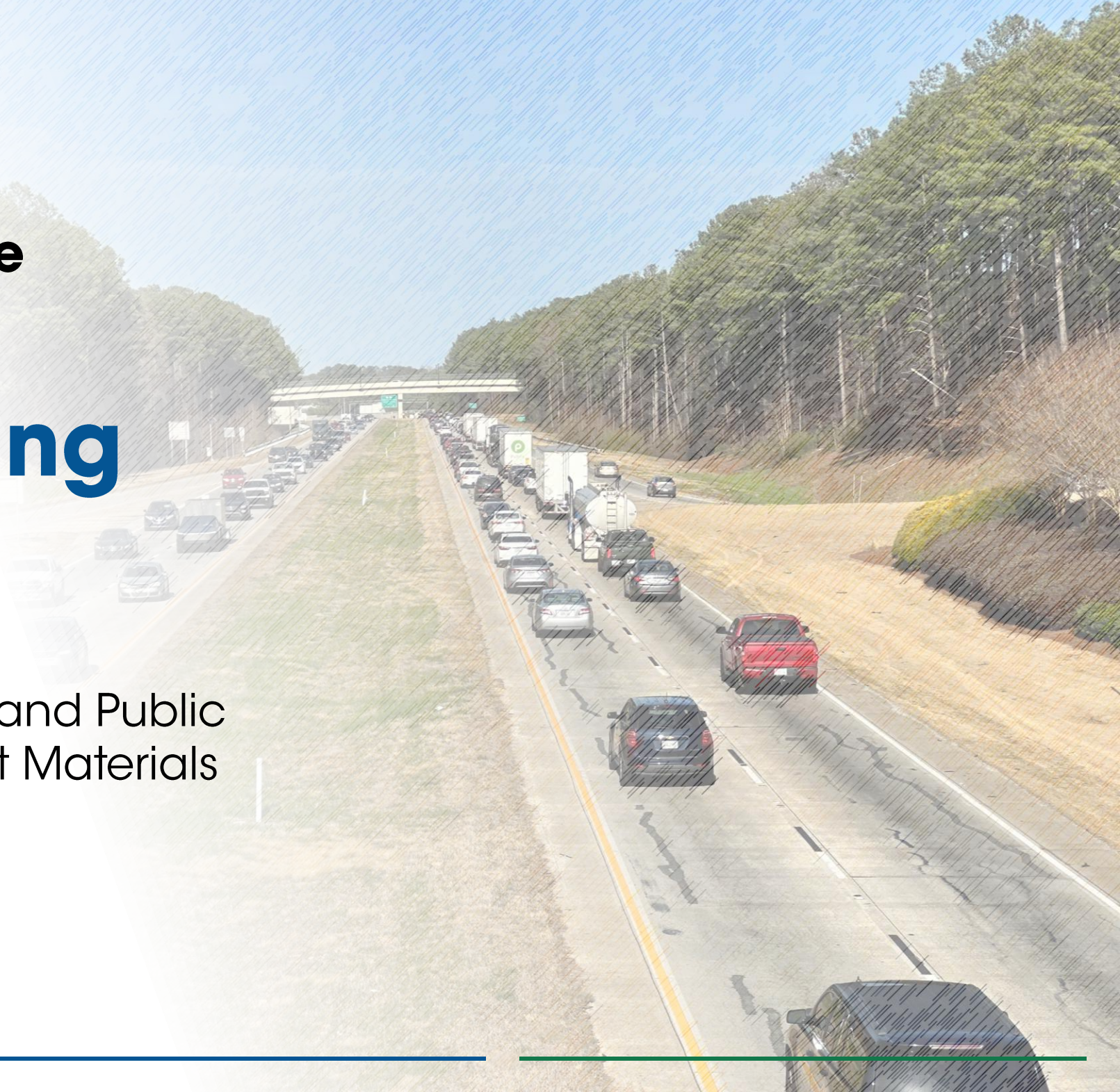
| Project Cost Estimation Spreadsheet - Oconee Connector |   |                      |             |   |                      |                             |
|--|---|----------------------|-------------|---|----------------------|-----------------------------|
| Alternative Project Type                               | Additional Widening                                     |                      |             |   |                      |                             |
| Description  | Oconee Connector  |                      |             |   |                      |                             |
| From Limit   | North of Mars Hill Rd                                   |                      |             |   |                      |                             |
| To Limit   | Virgil Langford Rd                                      |                      |             |   |                      |                             |
| Notes  | Widen road between Mars Hill Rd and Virgil Langford Rd. |                      |             |   |                      |                             |
| Mainline (mi)  | 0.52  |                      |             |   |                      |                             |
| Bridge Length (mi)                                     | 0.05  |                      |             |   |                      |                             |
|  | miles   |                      | total       |   |                      | 0.57                        |
| <b>Cost Summary Incl. Contingency</b>                  |   |                      |             |   |                      |                             |
|  |   | per mile             | Yr. of Exp. | Inflated Cost                             | Total Program Cost   |                             |
| Preliminary Engineering                                | \$ 1,306,424  | \$ 2,299,306         | 2023        | \$ 1,306,424                              | \$ 1,306,424         |                             |
| Reimbursable Utility                                   | \$ 881,836  | \$ 1,552,032         | 2023        | \$ 881,836                                | \$ 1,014,112         |                             |
| Right-of-Way   | \$ -  | \$ -                 | 2023        | \$ -                                      | \$ -                 |                             |
| Construction   | \$ 9,275,609  | \$ 16,325,073        | 2023        | \$ 9,275,609                              | \$ 10,666,951        |                             |
| <b>Total</b>   | <b>\$ 11,463,869</b>                                    | <b>\$ 20,176,410</b> |             | <b>Total \$ 11,463,869</b>                | <b>\$ 12,987,486</b> |                             |
| <b>Construction Costs</b>                              |   |                      |             |   |                      |                             |
| Average Per Lane-Mile Components                       | Unit Cost   | Miles                | Add Lanes   | Lane-Miles                                | Cost                 |                             |
| Low volume new const. or widening                      | \$1,300,000   |                      |             | 0.00                                      |                      | \$0                         |
| High volume new const. or widening                     | \$1,650,000   | 0.52                 | 2.00        | 1.05                                      |                      | \$1,725,000                 |
| Surface Street Overlay                                 | \$417,000   |                      |             | 0.00                                      |                      | \$0                         |
| Concrete new const. or widening                        | \$3,027,999   |                      |             | 0.00                                      |                      | \$0                         |
|  |   | Miles                | Factor      |   |                      |                             |
| Cross Street Overlay                                   | \$20,000  |                      |             |   |                      | \$0                         |
| Traffic Control  | \$700,000   | 0.57                 | 1.10        |   |                      | \$437,500                   |
| Typical Driveways                                      | \$75,000  |                      |             |   |                      | \$0                         |
| Typical E & S Control Temp&Perm                        | \$450,000   | 0.57                 | 0.20        |   |                      | \$51,136                    |
| Typical Earthwork                                      | \$2,000,000   | 0.52                 | 0.47        |   |                      | \$491,364                   |
| Typical Drainage - Urban Section                       | \$255,000   | 0.52                 | 2.45        |   |                      | \$326,574                   |
| Curb & Gutter both sides                               | \$370,000   | 0.52                 | 1.00        |   |                      | \$193,409                   |
| Typical Drainage - Rural Section                       | \$150,000   |                      |             |   |                      | \$0                         |
| Signing & Marking                                      | \$50,000  | 0.52                 | 1.00        |   |                      | \$26,136                    |
| Typical Clear & Grub-120 ft wide                       | \$109,091   |                      |             |   |                      | \$0                         |
| Typical Guardrail Type W                               | \$212,000   |                      |             |   |                      | \$0                         |
| 20ft. Raised median + C&G                              | \$1,308,267   |                      |             |   |                      | \$0                         |
| Median landscaping                                     | \$100,000   |                      |             |   |                      | \$0                         |
| Sidewalks 5 ft. ea side                                | \$352,000   |                      |             |   |                      | \$0                         |
| ADA Ramps (ea)   | \$1,500   |                      |             |   |                      | \$0                         |
|  |   |                      |             |   |                      | <b>Subtotal \$3,251,119</b> |
| <b>Additional Per Mile Components</b>                  |   |                      |             |   |                      |                             |
|  | Unit Cost   | Length               | Factor      |   | Cost                 |                             |
| Add'l Major Earthwork (mile)                           | \$350,000   |                      |             |   |                      | \$0                         |
| Add'l Major Drainage (mile)                            | \$150,000   |                      |             |   |                      | \$0                         |
| Add'l Major Grade changes (mile)                       | \$350,000   |                      |             |   |                      | \$0                         |
| Major alignment corrections (mile)                     | \$750,000   |                      |             |   |                      | \$0                         |
| Maint of Traffic difficulty (mile)                     | \$200,000   |                      |             |   |                      | \$0                         |
| Temporary Barrier                                      | \$50  |                      |             |   |                      | \$0                         |
| Add'l guardrail Type T (mile)                          | \$423,000   |                      |             |   |                      | \$0                         |
| Paved Shoulders, 4 ft. 2 sides/mile)                   | \$100,000   |                      |             |   |                      | \$0                         |
| Rumble Strips (EA) (R&B/Stop Contr)                    | \$1,000   |                      |             |   |                      | \$0                         |
| Bikeway, 4 feet, both side (mile)                      | \$1,100,000   |                      |             |   |                      | \$0                         |
| Add'l driveways (mile)                                 | \$75,000  |                      |             |   |                      | \$0                         |
| Cl. B Conc. Base or prvnt widening                     | \$792,000   |                      |             |   |                      | \$0                         |
| Special E&S control                                    | \$300,000   |                      |             |   |                      | \$0                         |
|  |   |                      |             |   |                      | <b>Subtotal \$0</b>         |
| <b>Individual Components</b>                           |   |                      |             |   |                      |                             |
|  | Unit Cost   | Length (ft)          | Width (ft)  | Height (ft)                               |                      | Cost                        |
| Retaining Walls - Gravity 0 - 5' (LF)                  | \$50  |                      |             |   |                      | \$0                         |
| Retaining Walls-Gravity 5-max (LF)                     | \$120   |                      |             |   |                      | \$0                         |
| Retaining Walls-Special Design(SF)                     | \$60  |                      |             |   |                      | \$0                         |
| Bridges - widen (SF)                                   | \$300   | 480                  | 20.5        |   |                      | \$2,952,000                 |
| Bridges - widen (SF)                                   | \$150   |                      |             |   |                      | \$0                         |
| Bridges - replace (SF)                                 | \$250   |                      |             |   |                      | \$0                         |
| Bridges - replace (SF)                                 | \$185   |                      |             |   |                      | \$0                         |
| Bridges - detour (SF)                                  | \$60  |                      |             |   |                      | \$0                         |
| Bridge Removal (SF)                                    | \$50  | 480                  | 8.5         |   |                      | \$204,000                   |
| Cofferdams (ea)  | \$20,000  |                      |             |   |                      | \$0                         |
| Box Culverts (SF)                                      | \$95  |                      |             |   |                      | \$0                         |
| Box Culverts (SF)                                      | \$95  |                      |             |   |                      | \$0                         |
| Large cross drains (LF)                                | \$80  |                      |             |   |                      | \$0                         |
| Replace cross drains (LF)                              | \$120   |                      |             |   |                      | \$0                         |
| Sediment/ detention ponds (ea)                         | \$30,000  |                      |             |   |                      | \$0                         |
| Pavement Removal (Sq yd)                               | \$20  |                      |             |   |                      | \$0                         |
| Pavement Patching (Sq yd)                              | \$30  |                      |             |   |                      | \$0                         |
| Roundabout Lighting                                    | \$100,000   |                      |             |   |                      | \$0                         |
| Traffic Signalization / Upgrade (ea)                   | \$125,000   | 1                    |             |   |                      | \$125,000                   |
|  |   |                      |             |   |                      | <b>Subtotal \$3,281,000</b> |
| <b>Total Construction Cost</b>                         |   |                      |             |   |                      | <b>\$6,532,119</b>          |
|  |   |                      |             |   |                      | 77%                         |
| <b>Right-of-Way Costs</b>                              |   |                      |             |   |                      |                             |
| Area Type  | Unit Cost (acre)  | Miles                | Width (ft)  | Acres                                     | Cost                 |                             |
| Urban Residential                                      | \$800,000   |                      |             | 0.000                                     |                      | \$0                         |
| Easement Residential                                   | \$240,000   |                      |             | 0.000                                     |                      | \$0                         |
| Urban Commercial                                       | \$1,200,000   |                      |             | 0.000                                     |                      | \$0                         |
| Easement Commercial                                    | \$360,000   |                      |             | 0.000                                     |                      | \$0                         |
| Suburban/Rural Residential                             | \$600,000   |                      |             | 0.000                                     |                      | \$0                         |
| Easement rural Residential                             | \$180,000   |                      |             | 0.000                                     |                      | \$0                         |
| Suburban/Rural Commercial                              | \$800,000   |                      |             | 0.000                                     |                      | \$0                         |
| Easement rural Commercial                              | \$240,000   |                      |             | 0.000                                     |                      | \$0                         |
| Displacements  |   | Number               | Factor      |   |                      |                             |
| Residential  | \$250,000   |                      |             |   |                      | \$0                         |
| Business   | \$1,000,000   |                      |             |   |                      | \$0                         |
| Damages  | \$0   |                      |             |   |                      | \$0                         |
|  |   |                      |             | ROW multiplier                            |                      | 2                           |
| <b>Total Right-of-Way Cost</b>                         |   |                      |             |   |                      | <b>\$0</b>                  |
|  |   |                      |             |   |                      | 0%                          |
| <b>Reimbursable Utility Costs</b>                      |   |                      |             |   |                      |                             |
|  |   |                      |             |   |                      | 0                           |
|  | 10%   |                      |             |   | \$ 653,212           |                             |
| <b>Total Reimbursable Utility Cost</b>                 |   |                      |             |   |                      | <b>\$653,212</b>            |
|  |   |                      |             |   |                      | 7.69%                       |
| <b>Preliminary Engineering Costs</b>                   |   |                      |             |   |                      |                             |
| PE %   | 20%   |                      |             | <b>Total Preliminary Engineering Cost</b> | <b>\$1,306,424</b>   | 15.38%                      |
| <b>Contingency Costs</b>                               |   |                      |             |   |                      |                             |
| Contingency %  | 35%   |                      |             | <b>Total Contingency Cost</b>             | <b>\$2,972,114</b>   |                             |
| <b>Total (PE+Util.+ROW+CST)</b>                        |   |                      |             |   | <b>\$8,491,755</b>   |                             |
| <b>Grand Total</b>                                     |   |                      |             |   | <b>\$11,463,869</b>  |                             |

# State Route 316 Planning Study

**Appendix F**  
Stakeholder and Public  
Engagement Materials



**ARCADIS**



# SR 316 Planning Study

**Stakeholder Meeting: City Officials**  
February 22, 2023

# Agenda



**Introductions**



**Meeting Purpose**



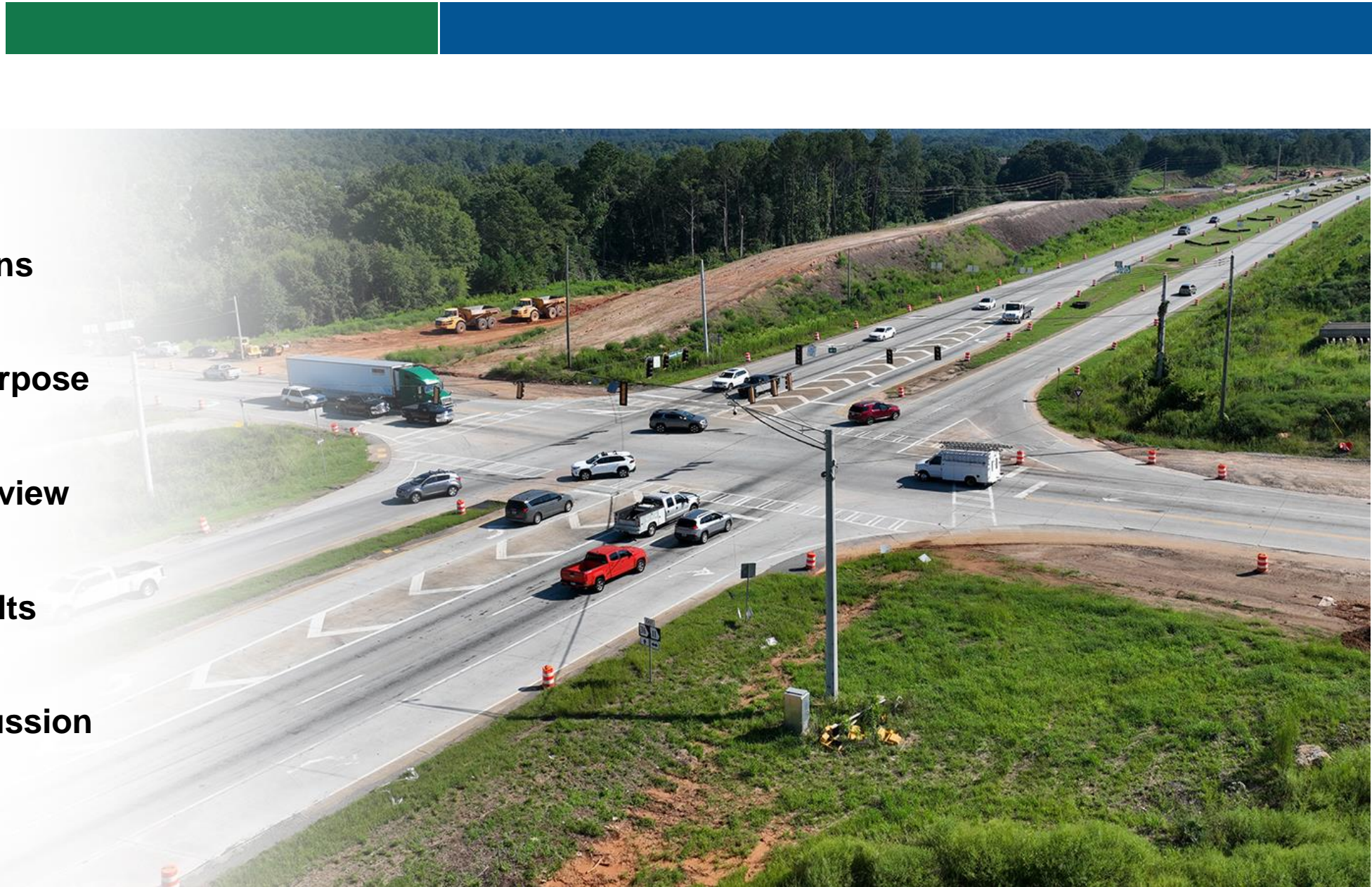
**Study Overview**



**Initial Results**



**Open Discussion**



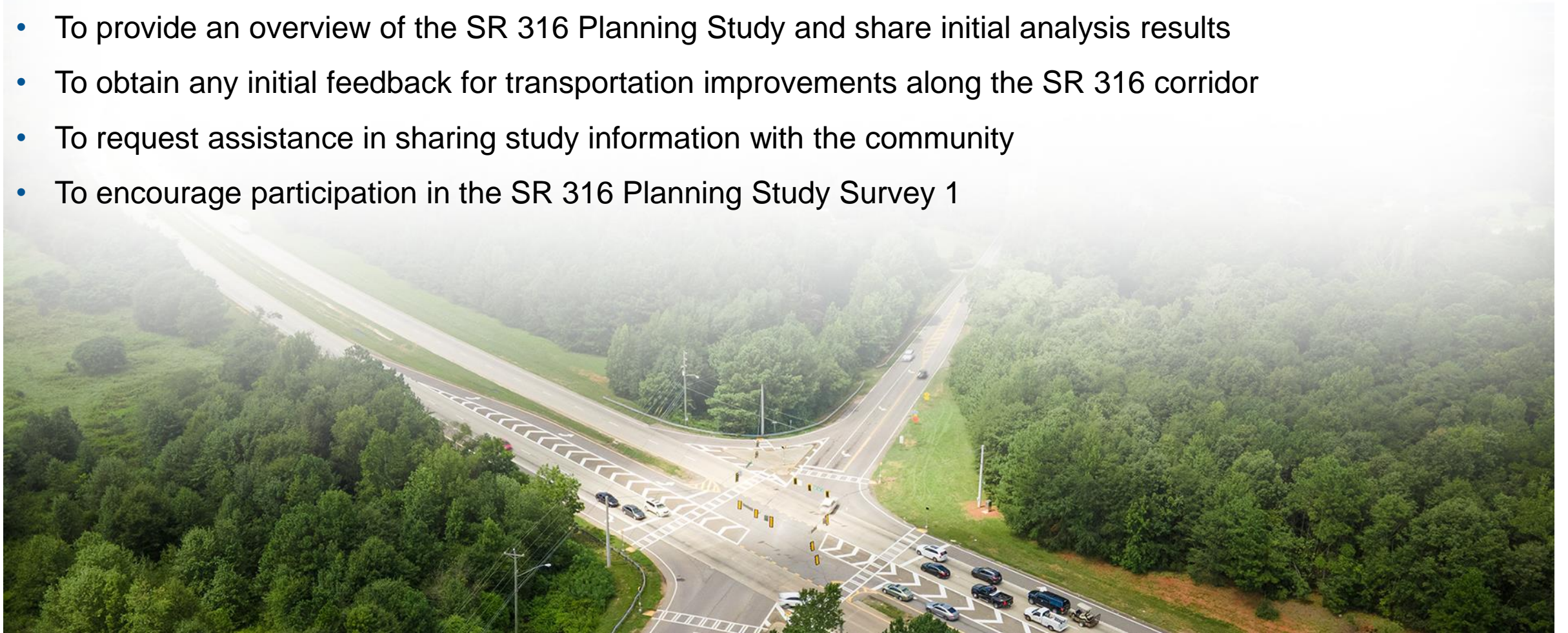
# Introductions

- Name
- Organization/Affiliation

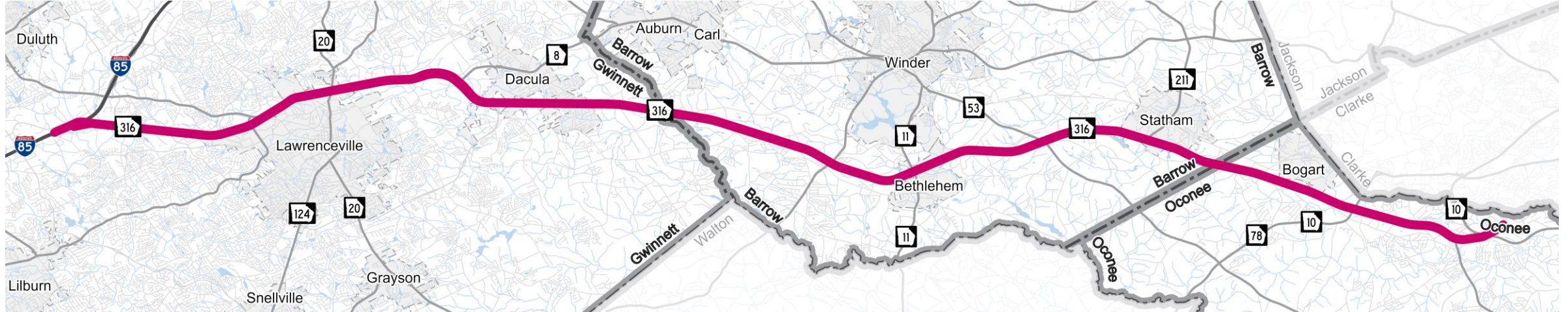


# Why Are We Here?

- To provide an overview of the SR 316 Planning Study and share initial analysis results
- To obtain any initial feedback for transportation improvements along the SR 316 corridor
- To request assistance in sharing study information with the community
- To encourage participation in the SR 316 Planning Study Survey 1



# Study Overview

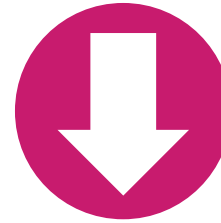


- **Known Concerns:** SR 316 is a major east-west artery that experiences high crash rates and congestion
- **Study's Overall Goal:** Examine SR 316 holistically to identify and recommend potential improvements beyond those included in the SR 316 reconstruction projects
- **Study Limits:** SR 316 from I-85 in Gwinnett County to SR 10 in Oconee County
- **Study Length:** ~40 miles
- **Timeline:** Summer 2022 – Fall 2023/Winter 2024
- **Key Stakeholders:**
  - Gwinnett, Barrow, and Oconee counties
  - Cities of Lawrenceville, Auburn, Dacula, Winder, Bethlehem, Carl, Statham, and Bogart
  - Business organizations, homeowners associations (HOAs), commuters, disadvantaged groups

## Key Study Components

- Complete comprehensive Origin-Destination (O-D) analysis
- Analyze existing and future traffic growth and land use data
- Conduct stakeholder and public outreach activities
- Evaluate alternatives and provide recommendations

## Study Benefits



**Reduce the severity and frequency of crashes**



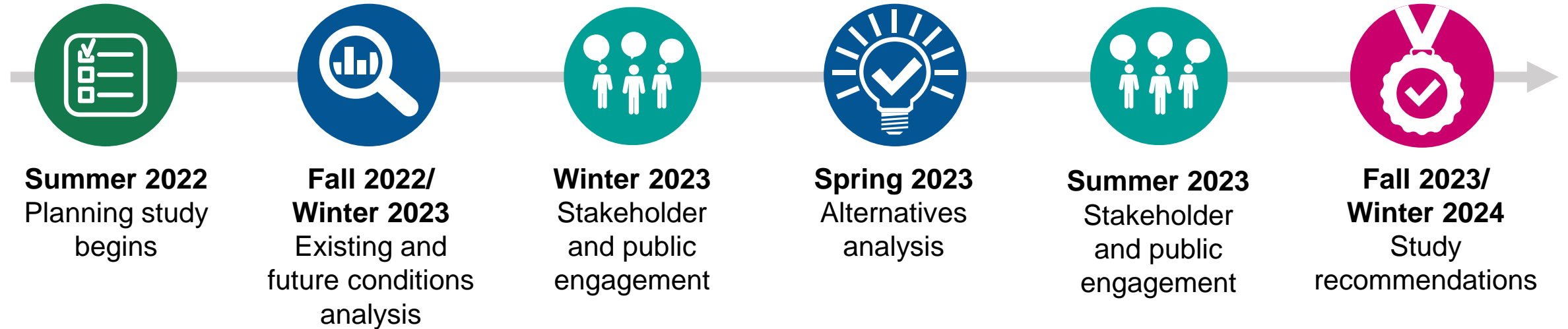
**Reduce congestion and improve mobility**



**Accommodate growth and economic development**



# Study Schedule



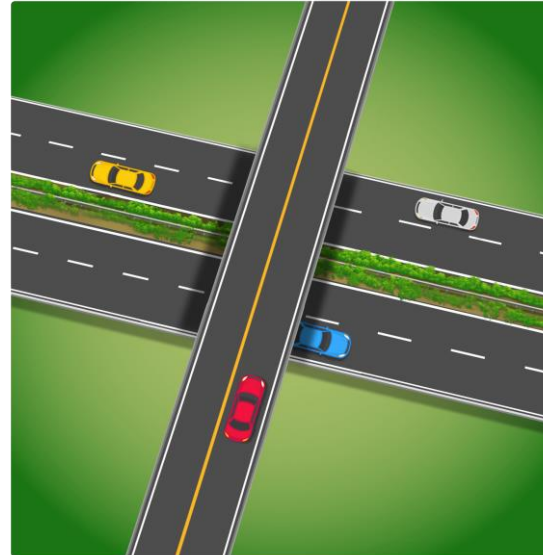
*\*Schedule subject to change*

# Types of Improvements Under Consideration



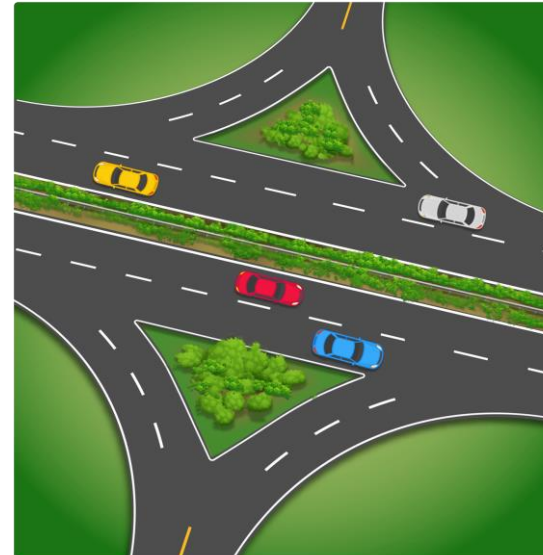
## Interchange

SR 316 traverses over or under the side road with entrance and exit ramps providing access to and from the side road.



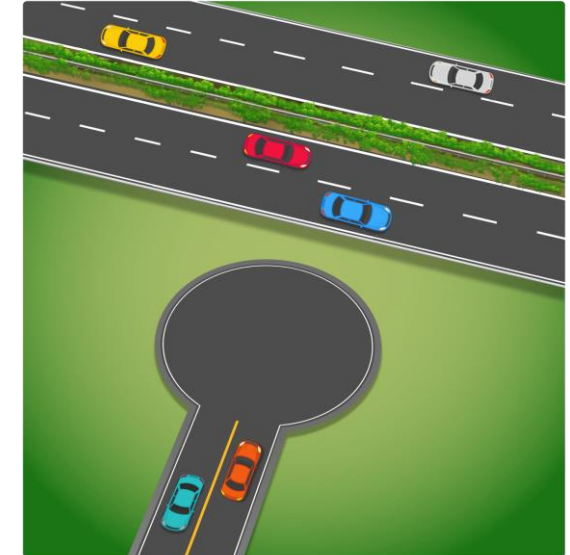
## Grade Separation

The side road is bridged over SR 316, with SR 316 maintaining its existing elevation. Access between SR 316 and the side road is closed and is accessible via alternative routes.



## Right-In, Right-Out













Access between SR 316 and the side road is achieved via entrance and exit ramps. The side road terminates at SR 316.



## Full Closure

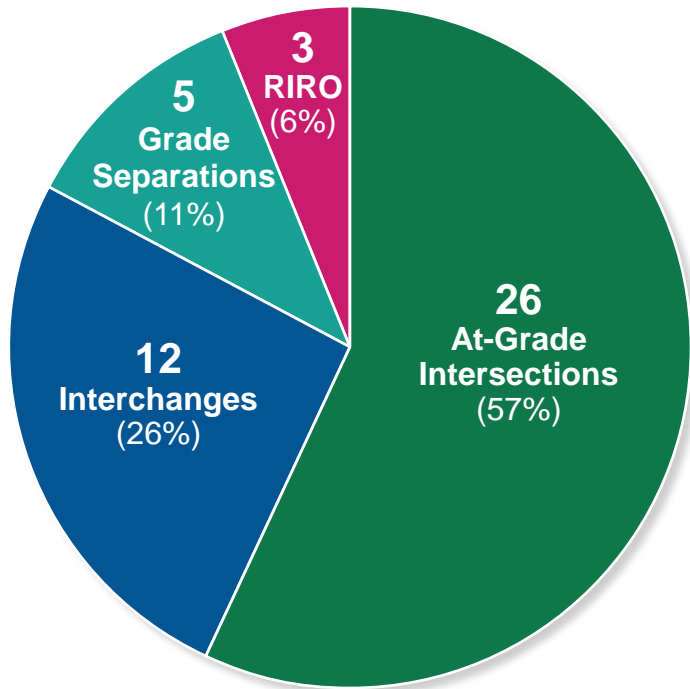
Access between SR 316 and the side road is closed. The side road terminates at SR 316. The side road will be accessed via alternative routes.

# Potential Benefits & Potential Impacts from Improvements

| Improvements under consideration   | Potential Benefits  | Potential Impacts   | Summary of potential benefits vs. potential impacts  |
|--|---|---|--|
|  | <ul style="list-style-type: none"> <li>Reduce the severity and frequency of crashes</li> <li>Reduce congestion and improve mobility</li> <li>Accommodate growth and economic development</li> </ul> | <ul style="list-style-type: none"> <li>Impacts to properties</li> <li>Impacts to travel routes</li> </ul>                     |  |
|  <b>Interchange</b>           |  <p>Least beneficial   Most beneficial</p>  |  <p>Least impactful   Most impactful</p>   | Accommodates high traffic crossings but can potentially impact adjacent properties. Travelers can make all movements.          |
|  <b>Grade Separation</b>      |  <p>Least beneficial   Most beneficial</p>  |  <p>Least impactful   Most impactful</p>   | Maintains connections across SR 316 with little impact to properties. Travelers will need to find new routes to access SR 316. |
|  <b>Right In, Right Out</b> |  <p>Least beneficial   Most beneficial</p>  |  <p>Least impactful   Most impactful</p> | Maintains some connections to SR 316 with little impact to properties. Travelers crossing SR 316 need to find new routes.      |
|  <b>Full Closure</b>        |  <p>Least beneficial   Most beneficial</p>  |  <p>Least impactful   Most impactful</p> | All access removed. Travelers will need to find new routes.  |

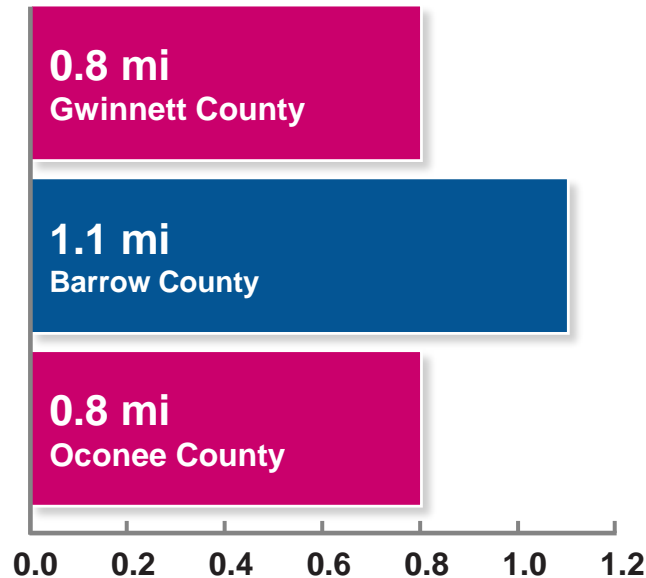
# Existing Conditions

**46** Intersections between I-85 and SR 10

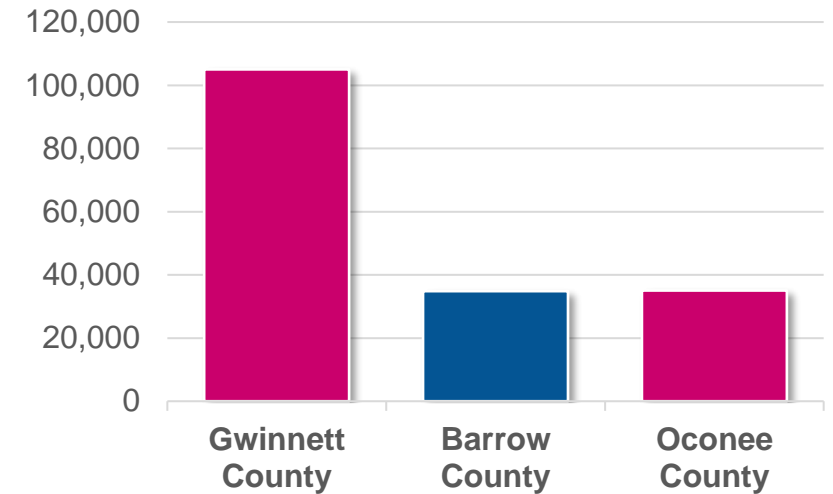


RIRO: Right-In, Right-Out

## Average Intersection Spacing



## Average Annual Daily Traffic (2021)



Trucks comprise up to **11%** of traffic in Barrow County

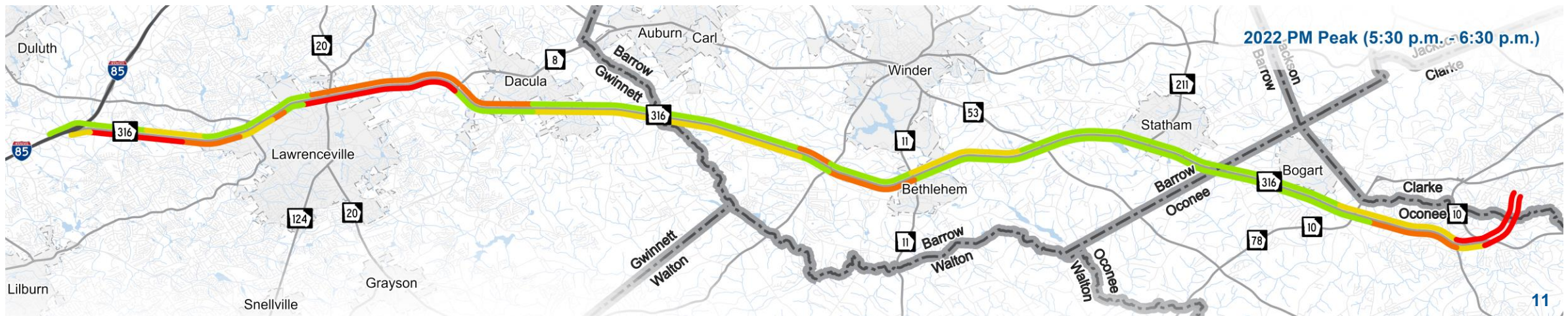
### Daily truck volumes



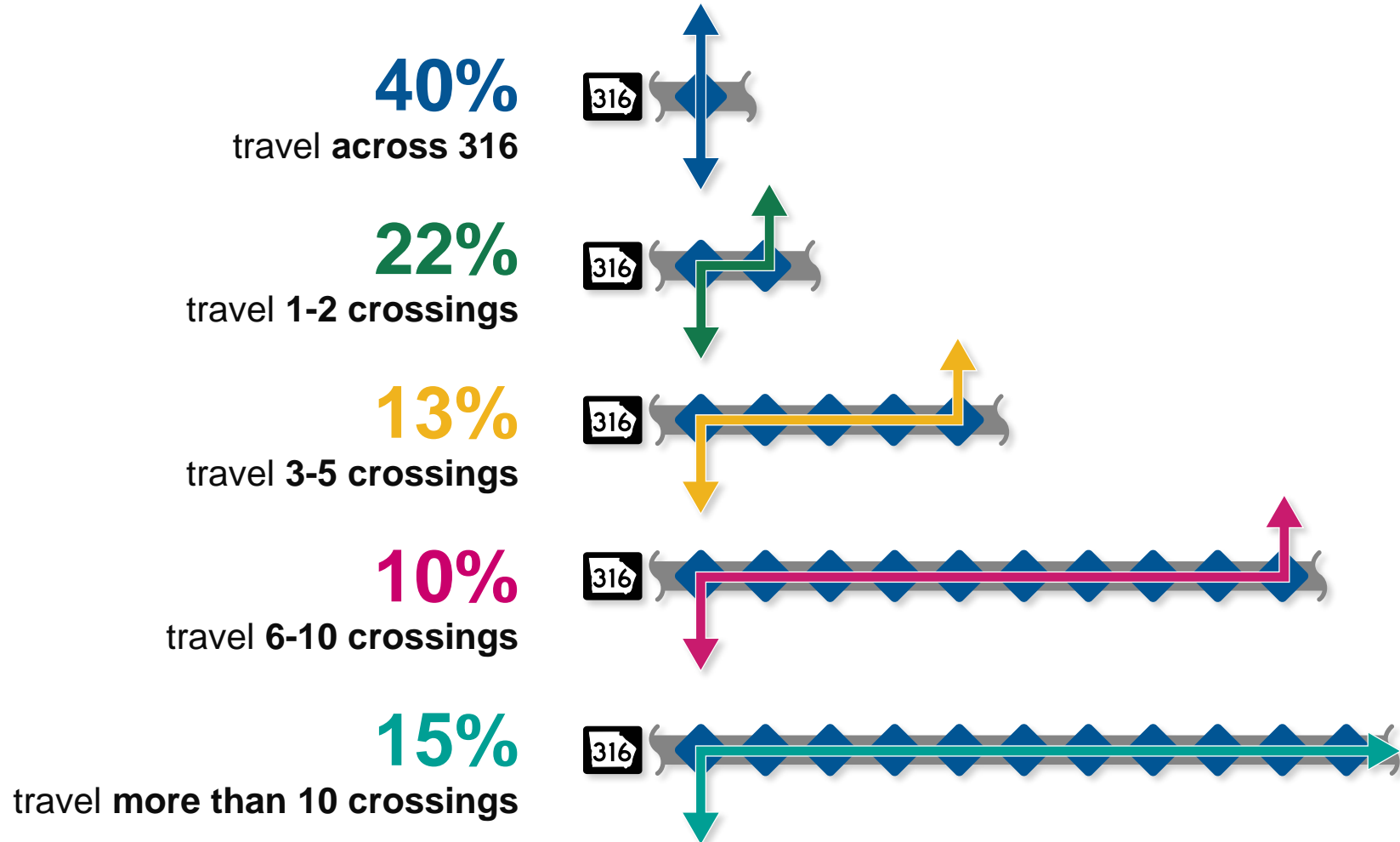
# Peak Hour Travel Speeds

SR316 Corridor Speed (mph)

- ≤ 35
- 35 - 45
- 45 - 55
- > 55

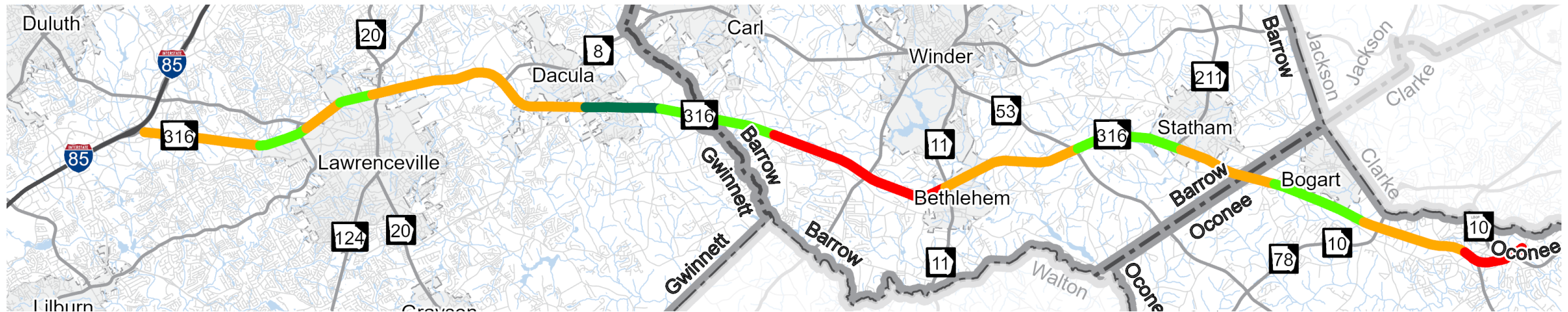
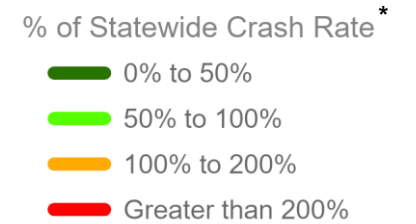


# How Long Does Traffic Stay on SR 316?



# Crash Rates Are Higher Than the Statewide Average Near I-85, Winder, Statham, and SR 10

- Approximately **65%** of corridor has a **higher** crash rate than Average Statewide Crash Rate.
- Approximately **62%** of crashes along corridor are **rear end** crashes correlating to high congestion.



\* Compared to urban arterial statewide crash rate in Gwinnett County  
 Compared to rural arterial statewide crash rate in Barrow County and Oconee County

**2016-2020 Average Crash Rate**

# SR 316 Reconstruction Projects are addressing congestion and improving safety

## Recently Constructed

- SR 81/ Loganville Hwy (opened **October '20**)
- Harbins Rd (opened **June '22**)
- SR 53/ Hog Mountain Rd (opened **July '22**)

## Under Construction

- SR 11/ Christmas Ave



SR 81/Loganville  
Hwy interchange  
PM speed  
increased from

**45** mph (2018)

to

**52** mph (2021)

SR 81/Loganville  
Hwy interchange  
Annual crashes  
reduced from

**106** (2018)

to

**55** (2021)

# SR 316 Reconstruction Projects

## Programmed for Construction through 2025

- Hi-Hope Road
- Cedars Road
- Hurricane Trail
- Fence Road
- SR 8/ Winder Highway
- Kilcrease Road
- Patrick Mill Road
- Carl Bethlehem Road
- Bethlehem Road
- Barber Creek Road
- Dials Mill Ext & Dials Mill Road
- Jimmy Daniel Road
- Virgil Langford Road
- Oconee Connector

At-grade Intersections on SR 316



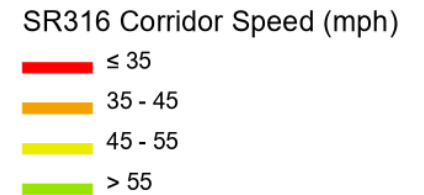
SR 53 interchange

# Growth and Development Will Create More Congestion

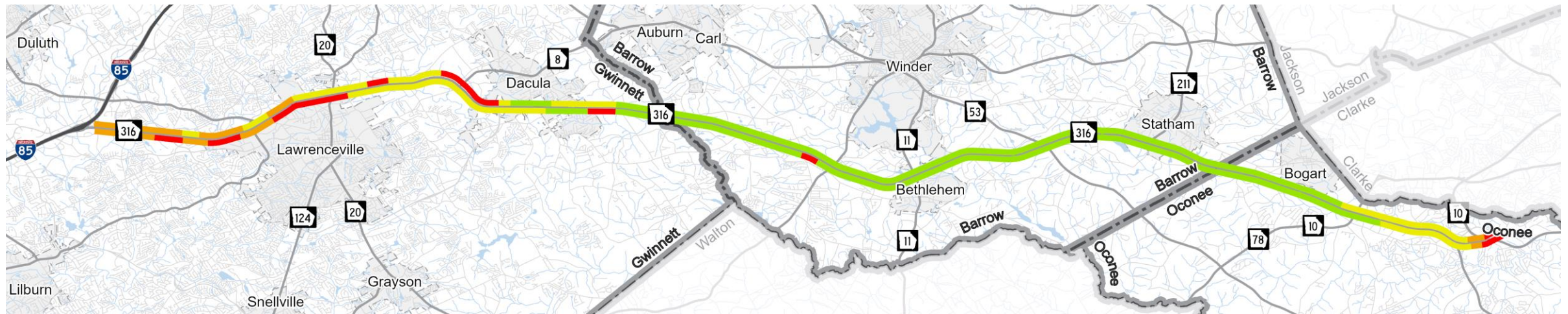
**17** Developments of Regional Impact add **29 million** square feet of development to the corridor.

**6 minutes** average delay to travel 1-2 crossings on SR 316 in **2030**

**24 minutes** average delay to travel more than **10** crossings on SR 316 in **2030**



**2030 PM Peak**  
*no additional improvements\**



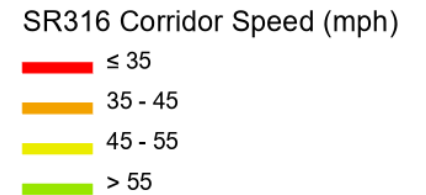
\*No additional improvements beyond SR 316 reconstruction projects programmed through 2025

# Growth and Development Will Create More Congestion

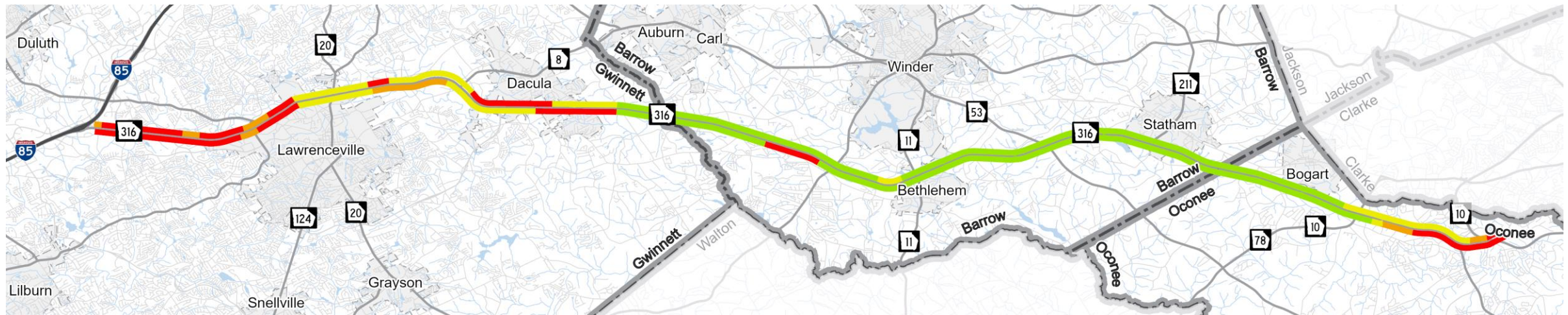
**17** Developments of Regional Impact add **29 million** square feet of development to the corridor.

**8 minutes** average delay to travel 1-2 crossings on SR 316 in **2050**

**27 minutes** average delay to travel more than **10** crossings on SR 316 in **2050**



**2050 PM Peak**  
*no additional improvements\**



*\*no additional improvements beyond SR 316 reconstruction projects programmed through 2025*



## Study Considerations

- Spacing between interchanges
- Balancing local connectivity with movement of through traffic
- Timing and phasing of improvements
- Funding availability

## Next Steps

- Conduct virtual and in-person meetings with the general public in spring 2023
- Conduct Phase 2 of stakeholder and public engagement in summer 2023
- Encourage participation in forthcoming SR 316 Planning Study Survey 1

## How to Contact Us



### Study Web Page:

<https://transformingsr316-gdot.hub.arcgis.com/pages/sr316planningstudy>



### Hotlines (Voicemail):

678-597-9850 (English)

678-812-0246 (Spanish)



### Email:

sr316project@dot.ga.gov



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@GADeptofTrans



@gadeptoftrans



www.dot.ga.gov

# Open Discussion



# Meeting Minutes

## SR 316 Planning Study – City Officials Stakeholder Meeting (Phase 1)

### Date/Time of Meeting

February 22, 2023 | 4 p.m. - 5:30 p.m.

### Location

Microsoft Teams Meeting

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Topics

### 1. Welcome and Meeting Purpose

- Georgia DOT PM Jomar Pastorelle opened the meeting and introduced Georgia DOT representatives and city officials. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of 17 people attended the virtual meeting. The breakdown:
  - 6 elected or appointed officials from the cities of Auburn, Bogart, Dacula, and Lawrenceville
  - 7 Georgia DOT representatives
  - 4 Arcadis consultants
- Jomar reviewed the purpose of the meeting and provided a brief study overview.

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided additional details about the study, noting the four types of improvements under consideration – and the benefits and impacts of each – along the corridor.
- Otto also provided details about the number of intersections, average intersection spacing, and Average Annual Daily Traffic. He also noted current peak-hour travel speeds and crash rates.
- Otto put the study in context with the ongoing SR 316 reconstruction projects, and he underscored that growth and development will create more congestion along SR 316 if Georgia DOT makes no additional improvements beyond the projects programmed through 2025.
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about study alternatives.

### 3. Open Discussion

- **Brittini Nix of Dacula**
  - Of the projects listed before 2025, Brittini asked whether those projects would start construction in 2025.
  - Otto responded by saying those projects are listed in Georgia DOT's Transportation Improvement Plan. The plan lists projects that would be under some type of construction phase by 2025.
  - Megan said project information can also be found on the project website ([Transforming State Route 316 \(arcqis.com\)](https://www.arcqis.com)).

- **Michael Parks of Auburn**

- Michael said he is familiar with the overpass improvements on SR 81 in Barrow County and noted the project's positive effects on safety.

- **Janet Jones of Bogart**

- Janet expressed concerns about access for a volunteer fire station at SR 316 and McNutt Creek.
- Megan Weiss asked whether the station is located on McNutt Creek or SR 316.
- Janet said the station is on McNutt Creek – about a half-block from SR 316 – and that construction may impact emergency response times.
- Megan urged city officials to bring any development-related concerns to Georgia DOT's attention. She said to provide comments via the survey or reach out by email.

#### **4. Action Items/Next Steps**

- Jomar said he will share a copy of the PPT deck with city officials by Thursday, February 23.
- Jomar said meeting minutes will be ready by next week.

# Meeting Minutes

## SR 316 Planning Study – County Officials Stakeholder Meeting (Phase 1)

### Date/Time of Meeting

March 9, 2023 | 4 p.m. - 5:30 p.m.

### Location

Microsoft Teams Meeting

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Topics

### 1. Welcome and Meeting Purpose

- Georgia DOT PM Jomar Pastorelle opened the meeting and introduced Georgia DOT representatives and county officials. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of **38** people attended the virtual meeting. The breakdown:
  - **13** elected or appointed officials from Gwinnett, Barrow, and Oconee counties
  - **20** Georgia DOT representatives
  - **5** Arcadis consultants
- Jomar reviewed the purpose of the meeting and provided a brief study overview.

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided additional details about the study, noting the four types of improvements under consideration – and the benefits and impacts of each – along the corridor.
- Otto also provided details about the number of intersections, average intersection spacing, and Average Annual Daily Traffic. He also noted current peak-hour travel speeds and crash rates.
- Otto put the study in context with the ongoing SR 316 reconstruction projects, and he underscored that growth and development will create more congestion along SR 316 if Georgia DOT makes no additional improvements beyond the projects programmed through 2025.
- Finally, Otto reviewed a series of next steps, including a forthcoming public-facing survey that will be sent out to garner feedback about study alternatives.

### 3. Open Discussion

- **Lewis Cooksey of Gwinnett County DOT**
  - The connection from SR 316 to I-85 will need significant focus. In the map showing the AM peak travel speeds, he said the red (less than/equal to 35 mph) did not stretch back nearly far enough to show the speeds that exist in that area along SR 316. Once the Hi Hope Road interchange is completed, he said traffic backups will extend for miles for motorists accessing I-85 from SR 316.
  - Lewis said the study's traffic and truck data seem to be appropriate. He noted that Gwinnett is looking at ADTs of more than 100,000 there, with a high percentage of trucks. He said he looks forward to what the study brings in terms of express lanes and/or truck/freight lanes.
  - Jomar thanked Lewis for his comments.

- **Robert Elam of Georgia DOT**
  - The SR 11 project is in construction now. Regarding the comment about express lanes, in the design of that project, a footprint was set up to accommodate additional needs for express lanes.
  - The other projects he has in concept development are in Cook County.
  - Regarding the McNutt Creek/Mars Hill locations, he said Georgia DOT would be interested in any comments or concerns. Georgia DOT is in concept development for these projects as well.
- **Kelvin Mullins of Georgia DOT**
  - Kelvin noted that it's exciting to see the work on SR 316 and all the "much-needed" SR 316 projects between now and 2025.
- **Kathy Zahul of Georgia DOT**
  - Kathy said she appreciated Lewis Cooksey's feedback.

#### **4. Action Items/Next Steps**

- Jomar said Georgia DOT is planning to host three in-person public meetings in the spring – one in each of the three counties within the footprint of the study – and asked meeting participants' thoughts. He heard no objections.
- Jomar said the public-facing survey will be coming out in the next week or so.

# Meeting Minutes

## SR 316 Planning Study – Business Leaders Stakeholder Meeting (Phase 1)

### Date/Time of Meeting

March 14, 2023 | 9 a.m. – 10:30 a.m.

### Location

Microsoft Teams Meeting

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Topics

### 1. Welcome and Meeting Purpose

- Georgia DOT PM Jomar Pastorelle opened the meeting and introduced Georgia DOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants. Jomar asked that business leaders provide their names and organizational affiliations in the chat.
- A total of 19 people attended the virtual meeting. The breakdown:
  - 5 business leaders in Gwinnett, Barrow, and Oconee counties
  - 9 Georgia DOT representatives
  - 5 Arcadis consultants
- Jomar reviewed the purpose of the meeting and provided a brief study overview.

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided additional details about the study, noting the four types of improvements under consideration – and the benefits and impacts of each – along the corridor.
- Otto also provided details about the number of intersections, average intersection spacing, and Average Annual Daily Traffic. He also noted current peak-hour travel speeds and crash rates.
- Otto put the study in context with the ongoing SR 316 reconstruction projects, and he underscored that growth and development will create more congestion along SR 316 if Georgia DOT makes no additional improvements beyond the projects programmed through 2025.
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about study alternatives.

### 3. Open Discussion

- **Tommy Jennings, president of Barrow County Chamber of Commerce**
  - Tommy had no questions or feedback, but he asked for a copy of the PowerPoint.
- **Alyssa Davis, executive director of Sugarloaf CID**
  - Alyssa had no questions or feedback. She said she appreciated the opportunity to learn more about the study. She asked for any study-related materials, including the survey, that she could share with CID stakeholders via a newsletter and social media.
- **Paul Oh, director of public policy & community affairs for Gwinnett Chamber**
  - Paul asked for a copy of the PPT. He said he sits on a committee with a number of stakeholders in the transportation space. He said he would like to share this information with other committee members.

#### **4. Action Items/Next Steps**

- Jomar said a copy of the PPT will be provided to attendees following the meeting.
- Jomar said the study team will host a virtual makeup session tomorrow (March 15) from 11 a.m. to 12:30 p.m. for stakeholders unable to attend previous stakeholder briefings.
- Jomar also noted the in-person meeting scheduled for Thursday, March 15 from 4 p.m. to 5:30 p.m. at the Bethlehem Community Center (750 Manger Ave., Bethlehem, GA 30620). This meeting is for community and EJ stakeholders.

# Meeting Minutes

## SR 316 Planning Study – Community/EJ Stakeholder Meeting (Phase 1)

### Date/Time of Meeting

March 16, 2023 | 4 p.m. - 5:30 p.m.

### Location

Bethlehem Community Center  
750 Manger Ave  
Bethlehem, GA 30620

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Topics

### 1. In-Person Meeting Background

- The study team had each attendee sign in upon arrival at the Bethlehem Community Center. Attendees were offered a fact sheet, snacks, and water.
- A Spanish-speaking translator was available for residents with limited English proficiency. No resident requested a translator or picked up a fact sheet translated into Spanish.
- More than two dozen chairs were set up for the stakeholder presentation. Along the back of the room were eight easels, each displaying informational boards about the SR 316 Planning Study. The boards featured some of the same information in the presentation.
- Due to the nature of the setting, the study team was unable to capture the names of attendees who asked questions or provided comments during the meeting. However, attendees' comments and questions were documented and appear under Open Discussion below.

### 2. Welcome and Meeting Purpose

- Georgia DOT PM Jomar Pastorelle opened the meeting and introduced Georgia DOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of 33 people attended the in-person meeting. The breakdown:
  - 22 members of the community, including several elected or appointed officials, from Gwinnett, Barrow, or Oconee counties.
  - 5 Georgia DOT representatives
  - 6 Arcadis consultants
- Jomar reviewed the purpose of the meeting and provided a brief study overview.

### 3. Study Components, Benefits, Timeline, and Initial Results

- Otto provided additional details about the study, noting the four types of improvements under consideration – and the benefits and impacts of each – along the corridor.
- Otto also provided details about the number of intersections, average intersection spacing, and Average Annual Daily Traffic. He also noted current peak-hour travel speeds and crash rates.
- Otto put the study in context with the ongoing SR 316 reconstruction projects, and he underscored that growth and development will create more congestion along SR 316 if Georgia DOT makes no additional improvements beyond the projects programmed through 2025.

- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about study alternatives.

**4. Open Discussion:** Many of the questions and comments were related to the SR 316 reconstruction projects.

- A resident asked about roundabouts along the SR 316 corridor. No roundabouts are planned for the corridor, he was told.
- A resident asked a question about projects “programmed for construction by 2025.” She wanted to know whether that meant they would be constructed and completed by the end of 2025. Georgia DOT’s Sue Anne Decker clarified that those projects would *start* by then, per the governor’s announcement. She also referred them to the website that lists the status of all SR 316 projects, which residents could find by Googling “SR 316 reconstruction projects.”
- Several residents asked about a timeline for property acquisition, design, and construction. Otto explained that those timelines can be found on the project website.
- A resident asked whether a study had been conducted before the start of the SR 316 reconstruction projects. Otto explained that other studies have been conducted along parts of the corridor. Another resident asked whether the study would impact former studies or undo work already underway or completed. Otto said this study is not intended to undo work underway, planned, or completed. The study is meant to identify additional needs for SR 316 beyond those included in the SR 316 reconstruction projects
- An 18-year resident of Jennings Mill said her property is close to SR 316. Over the years, noise from the roadway has progressively worsened, so she inquired about noise mitigation measures or studies. Otto said noise studies are conducted during the design process of a project to determine the need for and location of noise walls, but that this study would not address noise. She then asked where she could go to look at qualifications for noise walls. Sue Anne suggested the resident visit the NEPA (National Environmental Policy Act) website to learn more. Sue Anne said noise walls are based on decibel levels as well as project funding. She noted that only federally funded, not state-funded, projects cover noise. The determination for noise walls, Sue Anne added, is on a project-by-project basis. A project manager spearheads that process, and Sue Anne offered to put the resident in touch with a PM.
- A resident said reducing the speed limit along SR 316 would help “tremendously.” She also suggested the need for additional state troopers along the corridor to monitor vehicle speeds.
- A resident asked whether SR 316 would ever become part of the interstate system. “Not sure,” he was told.

**5. Action Items/Next Steps**

- Jomar said he would forward a copy of the PowerPoint to attendees.
- Jomar will send a link to the survey, once available.

# Meeting Minutes

## SR 316 Planning Study – Makeup Session Stakeholder Meeting (Phase 1)

### Date/Time of Meeting

March 15, 2023 | 11 a.m. – 12:30 p.m.

### Location

Microsoft Teams Meeting

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Topics

### 1. Welcome and Meeting Purpose

- Georgia DOT PM Jomar Pastorelle opened the meeting and introduced Georgia DOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants. Jomar asked that attendees provide their names and organizational affiliations in the chat.
- A total of 31 people attended the virtual meeting. The breakdown:
  - 10 county, city, and business leaders as well as residents
  - 16 Georgia DOT representatives
  - 5 Arcadis consultants
- Jomar reviewed the purpose of the meeting and provided a brief study overview.

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided additional details about the study, noting the four types of improvements under consideration – and the benefits and impacts of each – along the corridor.
- Otto also provided details about the number of intersections, average intersection spacing, and Average Annual Daily Traffic. He also noted current peak-hour travel speeds and crash rates.
- Otto put the study in context with the ongoing SR 316 reconstruction projects, and he underscored that growth and development will create more congestion along SR 316 if Georgia DOT makes no additional improvements beyond the projects programmed through 2025.
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about study alternatives.

### 3. Open Discussion

- **Courtney Bernardi, Gwinnett County planning division director**
  - In the chat, Courtney asked whether it was possible to get a better link to the maps in the PowerPoint. Jomar asked Shane to post a link to the study web page in the chat.
- **Edgardo Aponte, Gwinnett County deputy director of traffic engineering, operations, and maintenance**
  - Edgardo noted that other projects are ongoing in Gwinnett County, but he looks forward to improvements that will be put forward as part of this study. Jomar said he would provide his email in the chat, so stakeholders could ask questions or pose comments after the meeting.

- **Marvin Gavins, Drowning Creek PM/designer for GDOT**
  - Marvin had no questions or comments, but he said there's an initial concept team meeting planned for the end of April or beginning of May. He said he'll send the invitation to Kathy Zahul so that others on the call could be notified and participate. Jomar said the planning staff typically attends those meetings but that Otto should also be invited.
- **Joe Piper, Statham mayor**
  - Joe said Statham's biggest concern is that GDOT eliminated access from Price Street to Bethlehem Road. He said another issue is the excess traffic that will be dumped on Atlanta Highway both on Bethlehem Road and 8<sup>th</sup> Street. He said Statham was told that the project teams would get back to the city regarding these concerns. No one has been in touch, he said. Jomar said he would follow up with him.
- **Linda Blechinger, Auburn mayor**
  - Linda had a few comments and questions and asked for a potential meeting.
    1. Was there a study done to show how the at-grade crossing would impact Auburn and, more specifically, the downtown district because Kilcrease Road is used a lot to access SR 316? She also said Auburn's population has increased by 10,000, with more developments on the horizon and an overhaul of its downtown area so traffic is a top concern.
    2. She said Auburn would like to host an SR 316-related meeting in the city. She said Auburn has a renovated building that could accommodate up to 300 people.
    3. She said Auburn is concerned about all the connections through the city. She said the various SR 316 projects will all impact the downtown district in some way. She said she wants to make sure that Georgia DOT is examining the area "comprehensively," not just at the SR 316 corridor. She said current plans will mean a big surge in traffic.
  - Jomar said he would follow up with her. He also thanked her for the offer to host a meeting, particularly as the study team looks at venues for the public meetings.
- **Scott Shelton**
  - Scott asked whether the scope of work includes a managed lane extension from I-85 toward Athens. Otto responded by saying that part of the study includes looking at different intersections as well as other capacity improvements, which could include considering managed lanes.

#### 4. Action Items/Next Steps

- Jomar said a copy of the PPT, as well as enlarged images of the maps, will be provided to attendees following the meeting.
- Jomar will follow up with the mayors of Auburn and Statham.

# Study Overview

SR 316 Planning Study

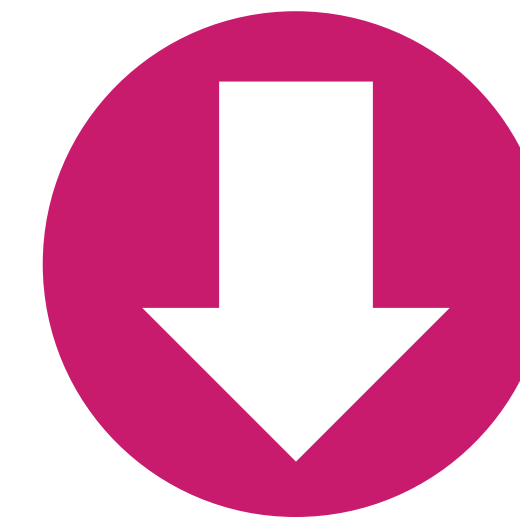
## Known Concerns:

SR 316 is a major east-west transportation artery that experiences high crash rates and congestion

## Study's Overall Goal:

Examine SR 316 holistically to identify and recommend potential improvements beyond those included in the SR 316 reconstruction projects

## Benefits:



Reduce the severity and frequency of crashes



Reduce congestion and improve mobility

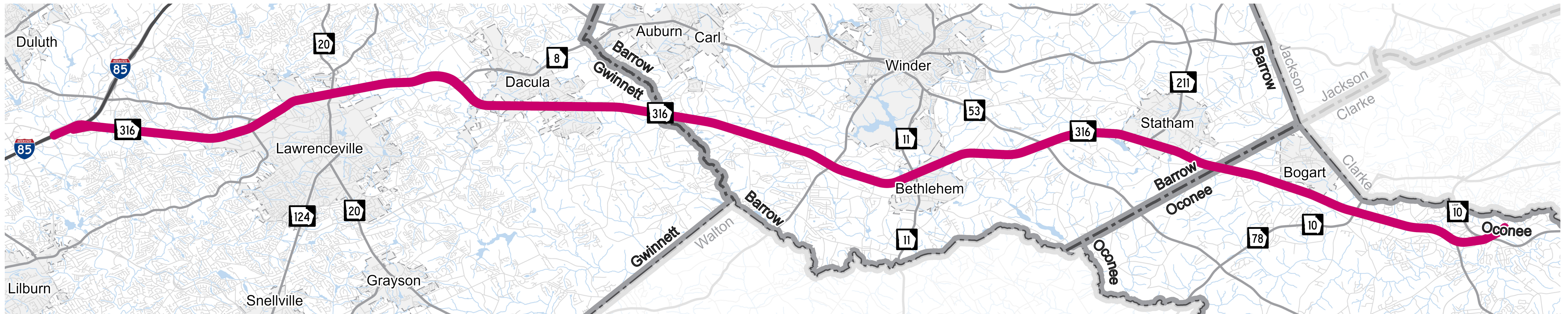


Accommodate growth and economic development



# Study Map

SR 316 Planning Study



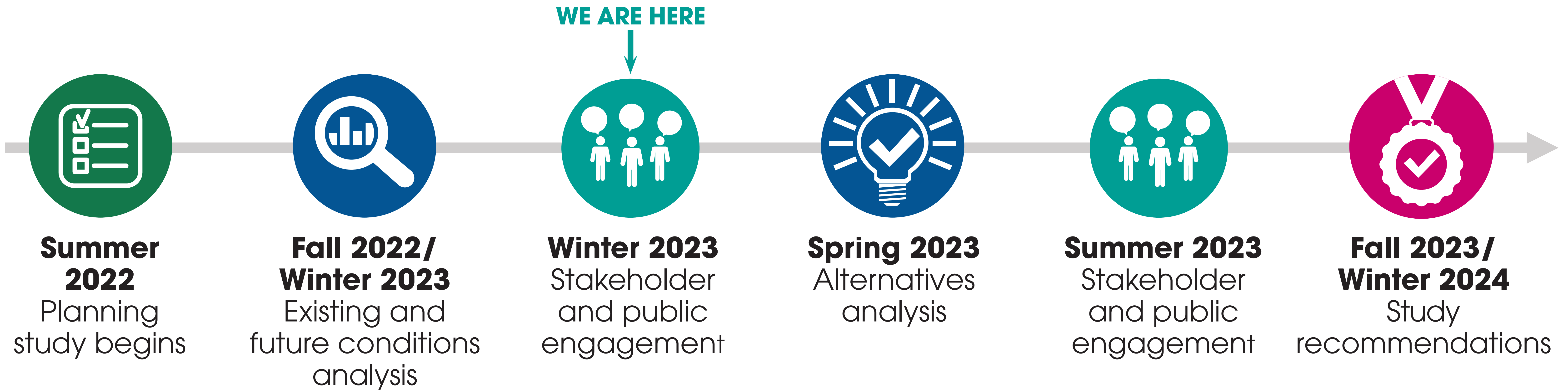
**Study Limits:** SR 316 from I-85 in Gwinnett County to SR 10 in Oconee County      **Study Length:** ~40 miles

## Key Stakeholders:

- Gwinnett, Barrow, and Oconee counties
- Cities of Lawrenceville, Auburn, Dacula, Winder, Bethlehem, Carl, Statham, and Bogart
- Business organizations, homeowners associations (HOAs), commuters, disadvantaged groups

# Study Schedule

SR 316 Planning Study




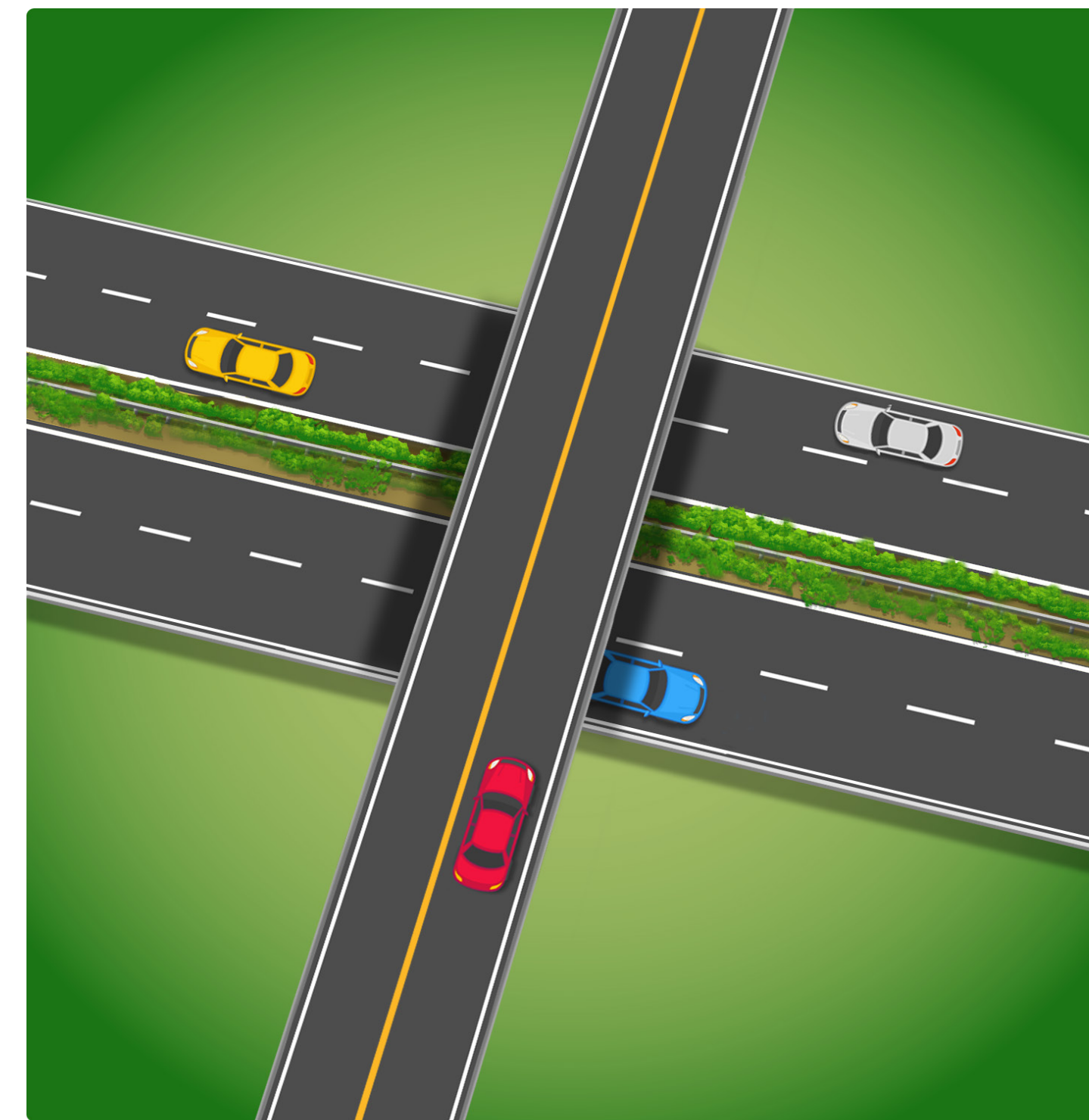
Information and schedule may be subject to change.

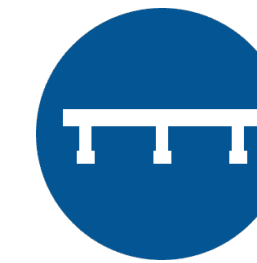
Published Winter 2023

# Types of Improvements Under Consideration




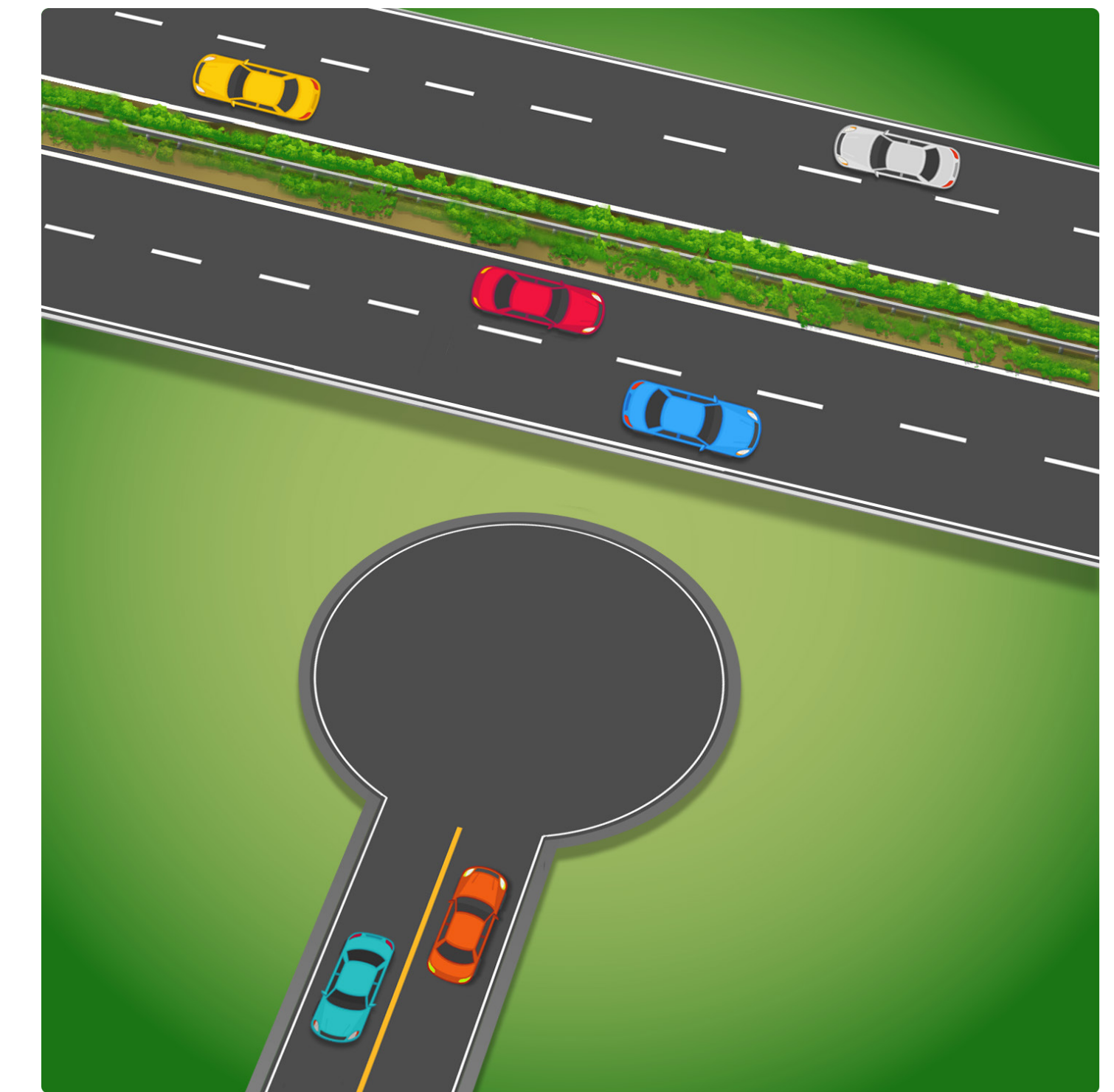
 **Interchange**  
SR 316 traverses over or under the side road with entrance and exit ramps providing access to and from the side road.




 **Grade Separation**  
The side road is bridged over SR 316, with SR 316 maintaining its existing elevation. Access between SR 316 and the side road is closed and is accessible via alternative routes.



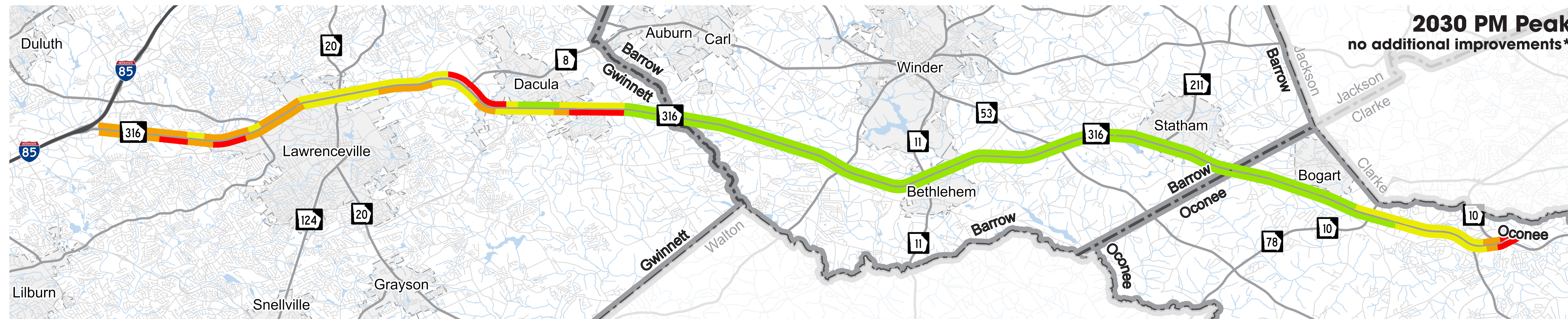
 **Right-In, Right-Out**  
Access between SR 316 and the side road is achieved via entrance and exit ramps. The side road terminates at SR 316.



 **Full Closure**  
Access between SR 316 and the side road is closed. The side road terminates at SR 316. The side road will be accessed via alternative routes.

# Growth and Development Will Create More Congestion

**17** developments of regional impact add **29 million** square feet of development to the corridor.

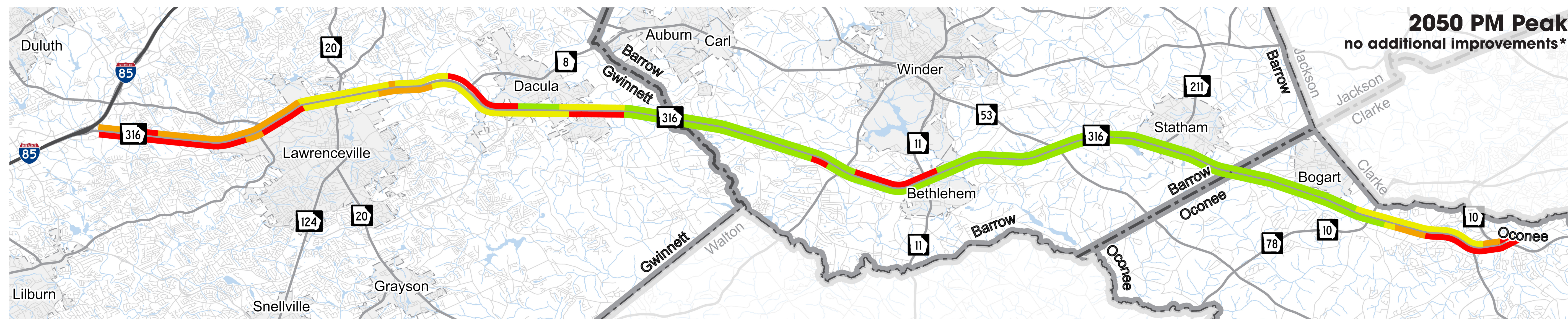


**6 minutes**

average delay to travel 1-2 crossings on SR 316 in **2030**

**24 minutes**

average delay to travel more than 10 crossings on SR 316 in **2030**



**8 minutes**

average delay to travel 1-2 crossings on SR 316 in **2050**

**27 minutes**

average delay to travel more than 10 crossings on SR 316 in **2050**

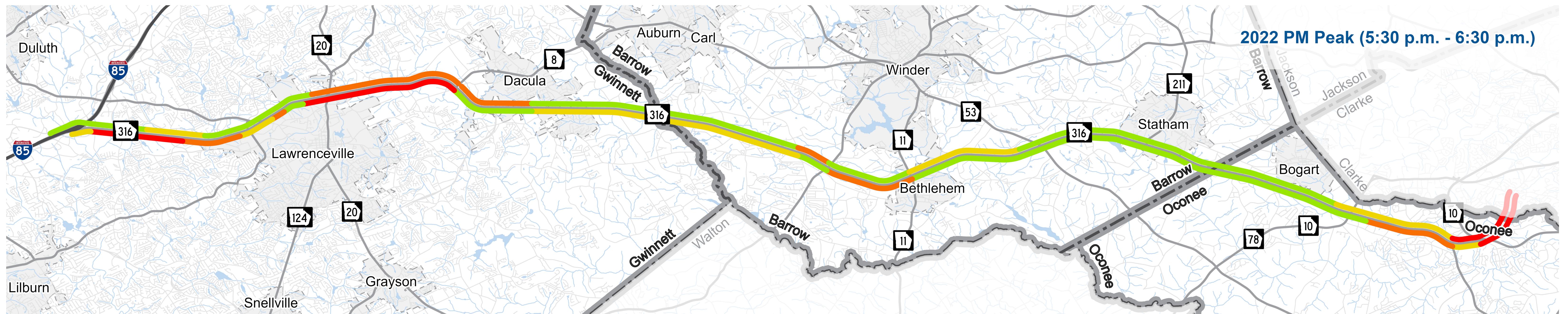
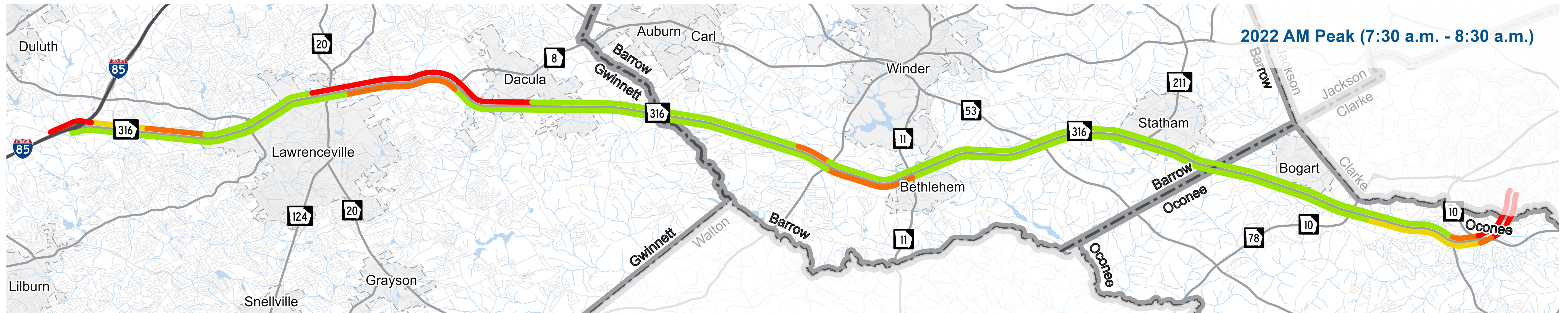
\*No additional improvements beyond SR 316 reconstruction projects programmed through 2025

SR 316 Corridor Speed (mph)

- █ ≤ 35
- █ 35 - 45
- █ 45 - 55
- █ > 55

# Peak Hour Travel Speeds

SR 316 Planning Study



SR 316 Corridor Speed (mph)

- ≤ 35
- 35 - 45
- 45 - 55
- > 55

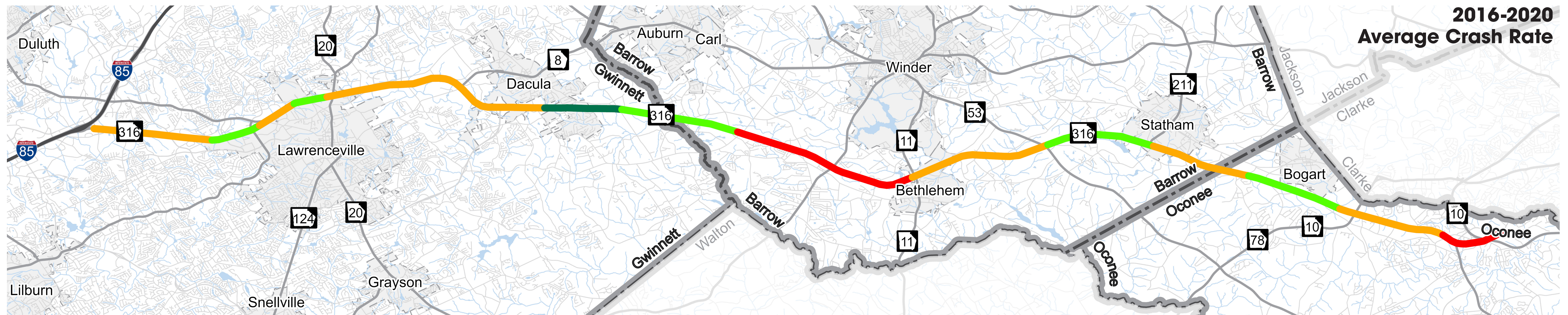
Published Winter 2023

# Crash Rates

## Crash Rates Are Higher Than the Statewide Average Near I-85, Winder, Statham, and SR 10

Approximately **65%** of corridor has a **higher** crash rate than Average Statewide Crash Rate.

Approximately **62%** of crashes along corridor are **rear end** crashes correlating to high congestion.



% of Statewide Crash Rate\*

- 0% to 50%
- 50% to 100%
- 100% to 200%
- Greater than 200%
- County Boundary
- City Limit

\* Compared to urban arterial statewide crash rate in Gwinnett County  
Compared to rural arterial statewide crash rate in Barrow County and Oconee County

# More Information

## Next Steps

- Conduct virtual and in-person meetings with the general public in spring 2023
- Conduct Phase 2 of stakeholder and public engagement in summer 2023
- Encourage participation in forthcoming SR 316 Planning Study Survey 1

## How to Contact Us



### Study Web Page:

<https://transformingsr316-gdot.hub.arcgis.com/pages/sr316planningstudy>



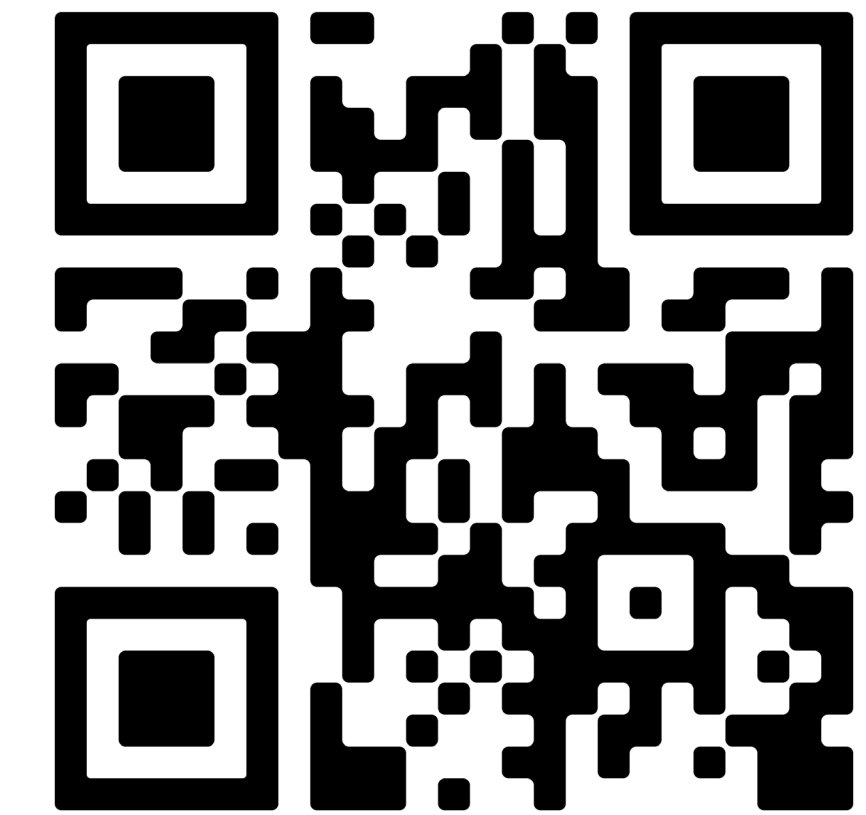
### Hotlines (Voicemail):

678-597-9850 (English)  
678-812-0246 (Spanish)



### Email:

sr316project@dot.ga.gov

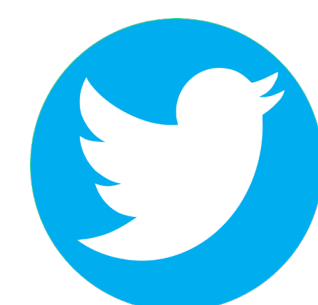


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@gadeptoftrans



www.dot.ga.gov

# Meeting Minutes

## SR 316 Planning Study – Gwinnett County Public Meeting (Phase 1)

### Date/Time of Meeting

May 23, 2023 | 4 p.m. - 6 p.m.

### Location

Dacula Park Activity Building  
2735 Auburn Ave.  
Dacula, GA 30019

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Overview and General Themes/Feedback

### 1. Overview

- The meeting in Dacula was the first of three public meetings as part of Phase I of the SR 316 Planning Study's stakeholder and public outreach efforts.
- A total of **30** people attended the meeting. The breakdown:
  - **17** residents or other interested parties
  - **3** elected officials
  - **4** Georgia DOT representatives
  - **6** Arcadis consultants
- Eight informational boards were placed atop easels and set up around the room for visitors to view general aspects of the study and ask questions of designated subject matter experts. These boards were the same boards shown to city, county, business, and a select group of community stakeholders at virtual meetings held in February and March 2023.
- In addition to the eight informational boards, the study team set up two boards with a QR link to the study survey and encouraged attendees to provide feedback through the survey.

### 2. General Themes/Feedback

- A number of residents who attended thought they would learn more about specific projects along the corridor. Common questions included:
  - What's the status of the projects?
  - What's actually being planned?
  - Which roads would be affected?
  - Will there be road closures?
  - Would the design affect accessibility to and from specific communities or homes?
- One resident noted that the boards provided the same information as the study website.
- One resident, Marvin Atherton, had specific concerns related to Williams Farm Drive and SR 316. He said he can no longer turn left from Williams Farm Drive onto SR 316, noting that it's too dangerous. Taking a right onto SR 316 and attempting a U-turn poses its own set of safety challenges, he added. He said he has sent "multiple emails" to Georgia DOT and Gwinnett DOT to express his concerns and received no response (Jomar emailed him, post-meeting).
- Dacula Mayor Trey King told a GDOT representative that he believes SR 316 needs an additional managed lane for trucks, buses, and multiple-occupancy vehicles.

# Meeting Minutes

## SR 316 Planning Study – Barrow County Public Meeting (Phase 1)

### Date/Time of Meeting

June 6, 2023 | 4 p.m. - 6 p.m.

### Location

Winder Public Library  
189 Bellview St.  
Winder, GA 30680

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Overview and General Themes/Feedback

### 1. Overview

- The meeting in Winder was the third and final of three public meetings as part of Phase I of the SR 316 Planning Study's stakeholder and public outreach efforts.
- Although the meeting officially began at 4 p.m., attendees showed up starting at 3:30 p.m.
- A total of **123** people attended the meeting. The breakdown:
  - **110** residents or other interested parties, including four Spanish speakers
  - At least **1** elected official
  - **5** Georgia DOT representatives
  - **7** Arcadis consultants
- Eight informational boards were placed atop easels and set up around the room for visitors to view general aspects of the study and ask questions of designated subject matter experts. These boards were the same boards shown to city, county, business, and a select group of community stakeholders at virtual meetings held in February and March 2023.
- In addition to the eight informational boards, the study team set up two boards with a QR link to the study survey and encouraged attendees to provide feedback through the survey.

### 2. General Themes/Feedback

- Multiple attendees said they would like the project at SR 11 completed as soon as possible, expressing disappointment with the lengthy construction period. These attendees were also concerned with the projected timeline of other proposed bridge and/or interchange projects. They did not want these improvements if "it would take as long as SR 11 to be built."
- A couple shared their concern about the safety along SR 316 from the county line (west) to SR 11 (east).
- An attendee said traffic from the Bethlehem Church on SR 11 is significant, especially on Sundays, and this congestion makes it difficult to move around.
- One resident expressed a desire to close Smith Cemetery Road, where she lives, as well as Jackson Trail and Harrison Mill Road, to improve safety along SR 316. She said vehicle crashes at these intersections are so high that it would be safer to remove access to SR 316 altogether.
- One attendee said she would like truck access to be restricted along Harrison Mill Road, where she lives, and Jackson Trail Road. She said garbage trucks and other heavy vehicles drive down these roads dangerously fast, and she believes their weight causes constant potholes.

She said she and other residents have complained to city and county officials, but officials have done nothing to remedy the issue.

- One resident requested to know when an official detailed drawing of Carl Bethlehem Bridge would be made public since he has property near this road and wants to know about potential impacts. He said he has spoken with the PM for this project, and he was directed to a GDOT representative to confirm her name and email.
- A group of residents around Carl-Bethlehem Road mentioned that an overpass bridge is needed at the intersection with SR 316.
- A developer from Walton Georgia LLC expressed a strong desire to keep full access to SR 316 at the Wall Road intersection. He said the planned development (industrial sites) for the properties on the northeast corner of Wall Road would be negatively affected if the intersection was bridged over or access removed. He said developers want the ability to at least make a right turn out of Wall Road.
- A member of the Barrow County economic commission emphasized the need for Wall Road to maintain access to SR 316 so that a 300-acre property in the surrounding area can be better marketed for industrial development. If the road is closed, he said the property would probably become residential. Other residents questioned him about the potential increase in residential development.
- One attendee expressed major concerns with SR 81 and said traffic backs up all the way to his home (approximately 1 mile south of SR 316) during peak hours. He wants SR 81 to be widened to accommodate these issues. He was informed by the Barrow County District 4 commissioner that widening SR 81 is in GDOT's long-range transportation plan, but the attendee was not happy with this answer.
- The Barrow County District 4 commissioner said he supports a TSPLOST to move forward some of the long-range projects planned for the county. He stressed to other attendees that this would make GDOT more willing to work on projects in the county if costs were split between local TSPLOST funds and GDOT funds. Multiple attendees seemed to agree.
- A couple of residents said traffic on SR 81 is significant, and they said it's difficult to access businesses around the bridge.
- Residents expressed concerns about future growth on SR 81 and SR 316 (hospitals and townhomes) because these developments will increase traffic in the area.
- Some attendees expressed a strong dislike for roundabouts and did not want more to be added to future projects.
- Four members of the Spanish-speaking community had some concerns and spoke with a Spanish-speaking Arcadis transportation engineer.
  - Beatriz Davila expressed concerns about the Barber Creek Road project and its impact on her property near 8<sup>th</sup> Street. She mentioned that GDOT had not approached her about ROW, but she has received letters from lawyers offering legal counseling. She also mentioned that she did not attend the public meetings about this project in the past, so she has no information about it. She was then advised to use the website for more information.
  - Two siblings (both English-speaking) asked about Harry McCarty Road. They have safety concerns and want to know about plans for this intersection and nearby roads. They asked if the survey was provided in Spanish, and the study team found out it wasn't (from the website). The consultant suggested using the Spanish hotline number. She said there is a significant

population of Spanish speakers who own businesses and property in the area (Barrow?) but are not participating in the meetings (she believes this is because they only speak Spanish).

- Two ladies expressed concerns about intersection safety at the remaining intersections. They mentioned they liked the idea of an R-CUT intersection being installed at Harry McCarty Road.
- Someone suggested that local connections between each side of SR 316 should be considered after SR 316 becomes a freeway, so they can travel between the cities of Bethlehem and Statham without crossing an interchange. The connection they wanted to see, for example, is Harry McCarty Road.
- One person mentioned that Bethlehem Church will move to the northwest corner of SR 53 at Jackson Trail Road. He suggested improvements proposed at SR 316 at Jackson Trail Road as well as Jackson Trail Road itself. He also mentioned there is an Amazon warehouse coming along Jackson Trail Road, but he didn't specify where.
- More than one group of people mentioned that a new hospital or Northside Medical facility will open somewhere near Winder and asked GDOT to inquire further.
- Several people were concerned about the interchange at Kilcrease Road as it might impact their properties. Consultants from Atkins answered those questions and mentioned that Bundle 3 project (covering Kilcrease and Carl-Bethlehem roads) will be published in July or August.
- People discussed worsening traffic conditions along the SR 81 corridor near SR 316 as well as Carl-Bethlehem Road and Exchange Boulevard ever since the opening of the interchange.
- More than one group of people asked why interchanges were proposed for both Barber Creek Road and Bethlehem Road given their proximity. On the other hand, one person who lives along Doc McLocklin Road was happy to learn that both roads have interchanges, as he was worried that if only one interchange was proposed, more traffic would be on Doc McLocklin Road.

# Meeting Minutes

## SR 316 Planning Study – Oconee County Public Meeting (Phase 1)

### Date/Time of Meeting

May 25, 2023 | 4 p.m. - 6 p.m.

### Location

Bogart Community Center  
141 E. Thompson St.  
Bogart, GA 30622

### Purpose of Meeting

To provide overview of and solicit initial feedback for the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Overview and General Themes/Feedback

### 1. Overview

- The meeting in Bogart was the second of three public meetings as part of Phase I of the SR 316 Planning Study's stakeholder and public outreach efforts.
- In addition to GDOT's promotional campaign ahead of the meeting, the City of Bogart advertised the forum on its website, in its newsletter, and on its digital sign on Atlanta Highway.
- Although the meeting officially started at 4 p.m., attendees showed up early. A line formed outside the Bogart Community Center at 3:45 p.m. By 4 p.m., the facility was nearly full.
- A total of **147** people attended the meeting. The breakdown:
  - **132** residents or other interested parties
  - At least **4** elected officials
  - **5** Georgia DOT representatives
  - **6** Arcadis consultants
- Eight informational boards were placed atop easels and set up around the room for visitors to view general aspects of the study and ask questions of designated subject matter experts. These boards were the same boards shown to city, county, business, and a select group of community stakeholders at virtual meetings held in February and March 2023.
- In addition to the eight informational boards, the study team set up two boards with a QR link to the study survey and encouraged attendees to provide feedback through the survey.

### 2. General Themes/Feedback

- A number of attendees showed up thinking there would be a formal presentation and that the meeting would focus on specific SR 316 projects in and near Oconee County.
- A significant number of attendees were from neighborhoods near Dials Mill Road and SR 316. Their comments/questions focused on the following:
  - Inquiries over new intersection designs for Dials Mill Road and Dials Mill Extension
  - Status of any other changes planned at Dials Mill Road.
  - Requests for a public meeting specifically for neighborhoods near Dials Mill Road
- Some residents in the McNutt Creek area expressed concerns about through and truck traffic. Specifically, they worried about the additional traffic an interchange would send down local roads near homes.

- Two gentlemen own or work for a trash collection company near SR 78 and Dials Mill Road and service the areas mostly around SR 316 between SR 53 and SR 78. They were concerned with the additional traffic the Dials Mill interchange would send down the southern part of Dials Mill Road since it is currently low grade and has sharp curves. They also expressed safety concerns with making left turns along SR 316 and mentioned their trucks were involved in multiple accidents, with some fatalities, over the past few years.
- An Oconee County firefighter voiced concerns about the McNutt Creek intersection. The current plan on the website describes the project as a grade separation. The station uses that intersection to access SR 316, and firefighters do not want to lose that access, he said. However, with the current layout, it'll cost valuable time to access or cross SR 316 in a firetruck.
- A couple from the Jennings Mill neighborhood seemed visibly upset that their noise concerns had not been addressed regarding the project at Jimmy Daniels Road and SR 316. This couple attended an SR 316 Planning Study stakeholder meeting in March 2023 and thought the May 25 meeting would provide additional details. **NOTE:** A letter in response to a Public Information Open House (PIOH) conducted in May 2022 – and posted to the project website – noted that a Noise Impact Assessment would be prepared for the Jimmy Daniels Road project to evaluate sound levels once “final design plans have sufficiently progressed.”
- One resident expressed concerns regarding stream banks for the Jimmy Daniels Road project. He asked a GDOT representative to jot down his email ([donjr@harkeroad.com](mailto:donjr@harkeroad.com)) for potential correspondence.
- One resident said the purpose of the meeting was “confusing,” and he said he “was led to believe” he would receive answers about specific SR 316 projects. He said he had spoken to several GDOT representatives at the meeting and was referred to the website, which he said was out of date. He also noted that he had emailed the SR 316 email address provided on the website, and he said he had received no response.
- One attendee expressed concerns that there is no planned infrastructure along SR 316 for bus lanes or park-and-ride lots. He said he thinks the corridor should support lower-income people commuting to the area for work.
- At least five attendees asked about property acquisition. They wanted to know when GDOT would approach them regarding potential settlements for their property. These questions could stem from some projects on the website listing the ROW stage in 2023/2024.
- Attendee Crystal Stewart’s father owned 12 acres of land at the Dials Mill Road intersection. Her father died a few months ago, and she wanted to know ROW considerations and the acquisition schedule before deciding to move to the property. She said she has tried to contact the PM, Bridget Thomas, for an update but has been unsuccessful. She said her next step is to file an open records request. Her email address is [cpa43692@icloud.com](mailto:cpa43692@icloud.com).
- GDOT representatives asked attendees to provide project-related feedback on the SR 316 Planning Study survey, as that feedback would be passed along to SR 316 project managers.

# SR 316 Planning Study

Stakeholder Engagement  
Phase 2

City & County Officials Meeting  
March 26, 2024

SR 316 approaching  
SR 11 intersection

# Agenda



**Introductions**



**Meeting Purpose**



**Study Overview**



**Initial Findings**



**Open Discussion**

# Introductions

- Name
- Organization/Affiliation



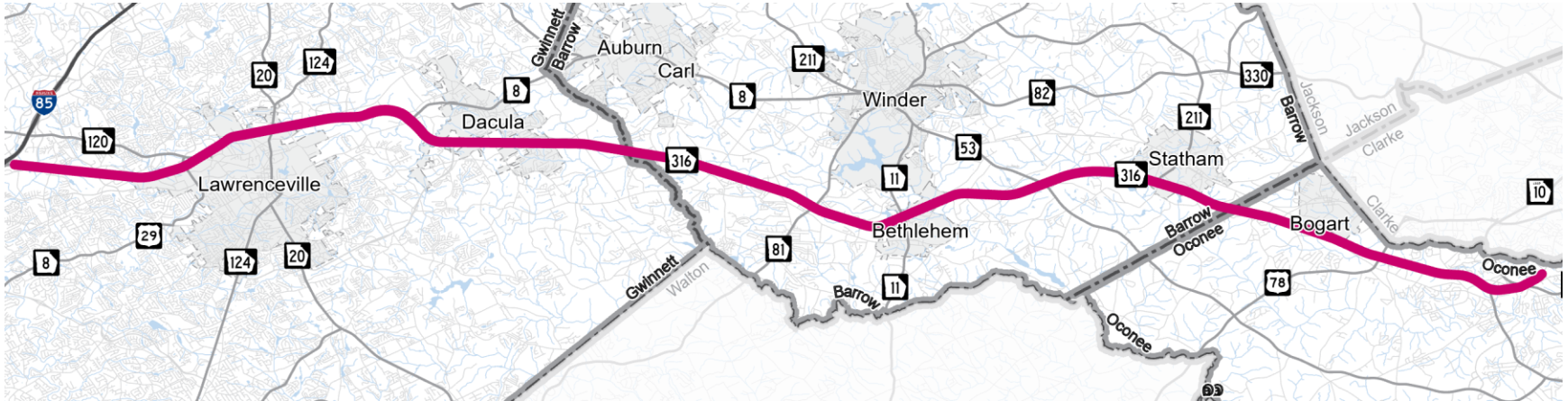
SR 316 at  
McCarty Rd

# Why Are We Here?

- To provide an overview of the SR 316 Planning Study
- To obtain feedback on initial analysis findings for potential transportation improvements along SR 316 corridor
- To request assistance in sharing study information with the community
- To encourage participation in the SR 316 Planning Study Survey 2



# Study Overview



- **Known Concerns:** SR 316 is a major east-west transportation artery that experiences high crash rates and congestion
- **Study's Overall Goal:** Examine SR 316 holistically to identify and recommend potential improvements *beyond* those included in SR 316 Reconstruction Projects
- **Study Limits:** SR 316 from I-85 in Gwinnett County to SR 10 in Oconee County – approximately 40 miles

## Study Benefits



**Reduce severity and frequency of crashes**

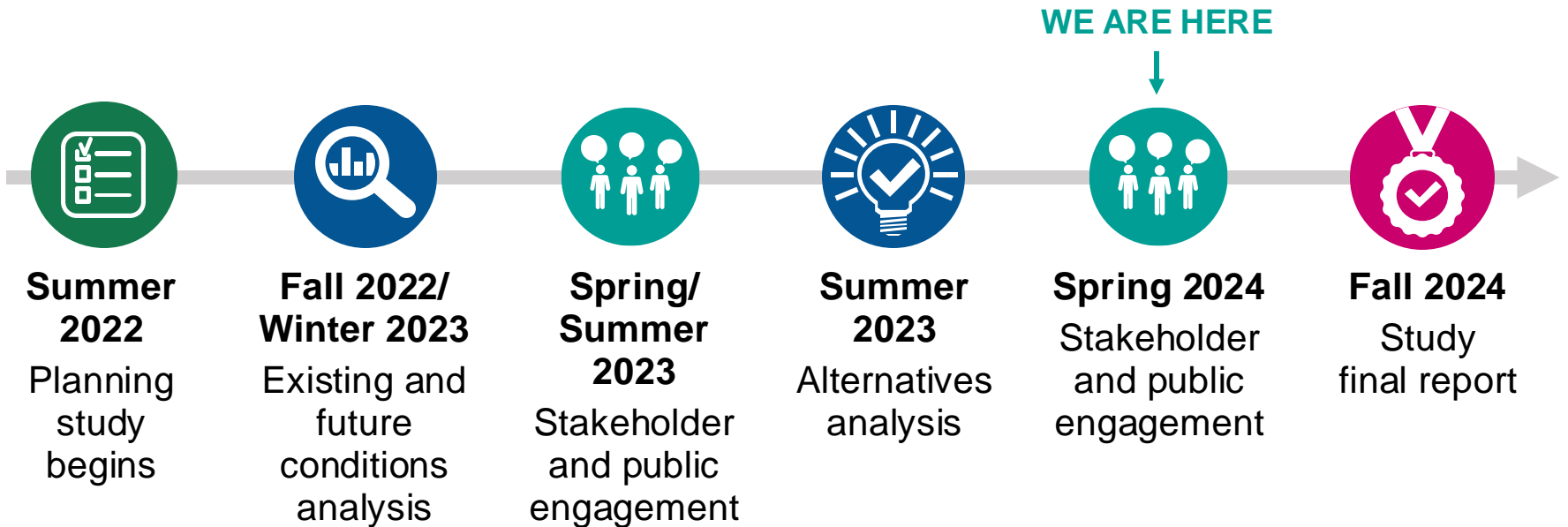


**Reduce congestion and improve mobility**



**Accommodate growth and economic development**

# Study Schedule



*\*Schedule subject to change*

Scan QR code  
to visit website



# Phase 1 Themes

## Stakeholder and Public Engagement

### What We Heard in Spring/Summer 2023

- Safety concerns
- Traffic congestion
- Accessibility issues

### What Our Initial Findings Show as Potential Improvements

- Address remaining at-grade access points
- Consider potential additional capacity-adding and operational improvements on crossing arterials



SR 316 at  
Kilcrease Rd

# Phase 1 Survey Stakeholder and Public Engagement

## 313

Respondents during  
comment period:  
**March-June 2023**

### Some Key Takeaways

- Remove traffic lights/sync lights
- Add more lanes in both directions
- Reduce or enforce speed limits
- Address safety issues (e.g., left turns onto SR 316)
- Mitigate noise



Approaching SR 316  
from McNutt Creek Rd

# SR 316 Reconstruction Projects are addressing congestion and improving safety

## Recently Constructed

- SR 81/Loganville Hwy (PI 0008429)  
Opened **October '20**
- Harbins Rd (PI 0013898)  
Opened **June '22**
- SR 53/Hog Mountain Rd (PI 0008431)  
Opened **July '22**

## Under Construction

- SR 11/Christmas Ave (PI 0008430)



SR 81  
interchange

**SR 81/Loganville  
Hwy interchange**  
PM speed on SR 316  
increased from  
**45** mph (2018)  
to  
**52** mph (2021)

**SR 81/Loganville  
Hwy interchange**  
Annual crashes  
reduced from  
**106** (2018)  
to  
**55** (2021)

**\$858 Million**  
**currently invested**  
**within SR 316 corridor**

**212 (11%)**

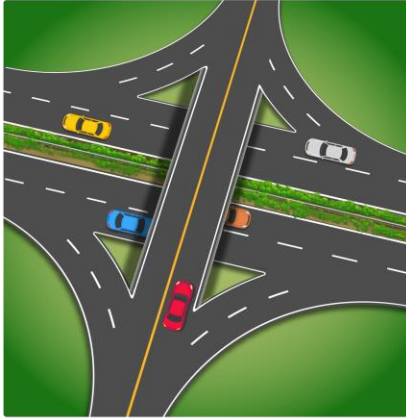
Estimated reduction in annual  
crashes in 2050 along entire  
corridor after completion of  
SR 316 Reconstruction Projects

**SR 316 Reconstruction Projects  
Programmed for Construction through 2025**

- Hi Hope Road (PI 0013893)
- Cedars Road (PI 0013894)
- Hurricane Trail (PI 0013895)
- Fence Road (PI 0013896)
- SR 8/US29/Winder Highway (PI 0013897)
- CR 74/Kilcrease Road (PI 0013902)
- West Winder Bypass/  
Patrick Mill Road (PI 0010555)
- CR 416/Carl-Bethlehem Road (PI 0013903)
- SR 211/Bethlehem Road (PI 0010352)
- CR 329/Barber Creek Road (PI 0013910)
- Dials Mill Ext & Dials Mill Road (PI 0013763)
- CR 55/Jimmy Daniel Road (PI 0013767)
- CR 440/CR 662/Virgil Langford Road (PI 0013768)
- CR 929/Oconee Connector (PI 0013769)

SR 53  
interchange

# Types of Improvements Considered



**Interchange**

SR 316 traverses over or under the side road with entrance and exit ramps.

**Rationale**  
Connect SR 316 with high traffic arterials and major development.



**Grade Separation**

Side road bridges over SR 316 maintaining movement across SR 316. No access to or from SR 316 provided at side road.

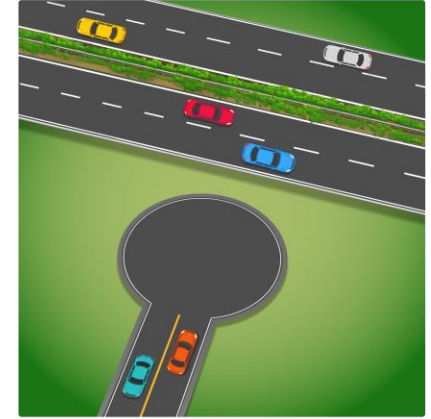
**Rationale**  
Facilitate movement across SR 316.



**Right-In, Right-Out**

Ramps offer access between SR 316 and the side road. Side road ends at SR 316.

**Rationale**  
Facilitate access to SR 316 to support potential development.



**Traffic Reroute**

Side road access to SR 316 is closed, with alternative routes connecting to SR 316.

**Rationale**  
Separate low-traffic residential or rural areas from high-speed roads with additional local road improvements.

# Initial Findings

## Address Remaining At-Grade Access Points

*SR 316 Reconstruction Projects address most high traffic, high congestion crossings.*

*Remaining at-grade access points generally have lower traffic*

## Consider Additional Capacity and Operational Improvements at Arterials Crossing SR 316

### **Focus areas for Access Points**

- Complete transition of SR 316 to free flow movement
- Eliminate unsafe left turn movements
- Maintain access to SR 316 or across SR 316 where there is future development

### **Potential Capacity / Operational Improvement Projects**

- Widen arterial roadways crossing SR 316
- Intersection operational improvements at high congestion locations

# Initial Findings | Access Points

## Initial Findings

Access point improvements may be refined during preliminary engineering.



### Oak Valley Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Traffic Reroute**

### Williams Farm Drive

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Interchange**

### Drowning Creek Road

Current Configuration: At-Grade (Signal)  
Proposed Improvement: **Grade Separation**

### Harry McCarty Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Grade Separation**

### Harrison Mill Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Smith Cemetery Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Jackson Trail Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right Out**

### Wall Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### McNutt Creek Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Mars Hill Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Traffic Reroute**

### Julian Drive

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Traffic Reroute**

### Athens Perimeter

Current Configuration: Partial Interchange  
Proposed Improvement: **Interchange Upgrade**

# Initial Findings | Access Points

**Initial Findings**

Access point improvements may be refined during preliminary engineering.

## Gwinnett County

|                            | Proposed Improvement  | Operational Benefit  | Safety Benefit                      |
|----------------------------|---|--|-------------------------------------|
| <b>Oak Valley Road</b>     | <b>Traffic Reroute</b><br><i>Access road proposed to connect Oak Valley Road to Harbins Road.</i>   | Maintains SR 316 travel speeds                             | Removes left turn conflict points   |
| <b>Williams Farm Drive</b> | <b>Interchange</b><br><i>Improvements to facilitate access to proposed Rowen development. Consider interim improvements to connect Williams Farm Drive to Drowning Creek Road.</i>      | Increases capacity for traffic exiting and entering SR 316 | Separates left turn conflict points |
| <b>Drowning Creek Road</b> | <b>Grade Separation</b><br><i>Improvements to facilitate access to proposed Rowen development. Consider interim improvements to connect Williams Farm Drive to Drowning Creek Road.</i> | Provides uninterrupted movements crossing SR 316           | Removes left turn conflict points   |

Access point improvements will reduce overall delay along SR 316 by

**38%\***

Removing or separating left turning movements has proved to reduce crashes by approximately

**50%\*\***

\*2050 AM peak reduction \*\* Average crash reduction across all severity types

# Initial Findings | Access Points

**Initial Findings**

Access point improvements may be refined during preliminary engineering.

## Barrow County

|   | Proposed Improvement  | Operational Benefit  | Safety Benefit                    |
|---|---|--|-----------------------------------|
| Harry McCarty Road  | <b>Grade Separation</b><br><i>Improvements facilitate north-south travel in rapidly developing area</i>   | Alleviates SR 81 through traffic congestion  | Removes left turn conflict points |
| Harrison Mill Road<br>Smith Cemetery Road<br>Jackson Trail Road | <b>Right-In, Right-Out</b><br><i>Improvements facilitate access to SR 316 by connecting these crossings with frontage roads. Currently low traffic demand crossing SR 316 at these locations.</i> | Provides reliable connection between side roads while efficient maintaining access to SR 316 | Removes left turn conflict points |
| Wall Road   | <b>Right-In, Right-Out</b><br><i>Improvements facilitate access to SR 316 to support potential development</i>  | Reduces delay from crossing traffic while maintaining efficient access to SR 316             | Removes left turn conflict points |

Access point improvements will reduce overall delay along SR 316 by

**38%\***

Removing or separating left turning movements has proved to reduce crashes by approximately

**50%\*\***

\*2050 AM peak reduction \*\* Average crash reduction across all severity types

# Initial Findings | Access Points

**Initial Findings**

Access point improvements may be refined during preliminary engineering.

## Oconee County

|                          | Proposed Improvement  | Operational Benefit  | Safety Benefit                      |
|--------------------------|---|--|-------------------------------------|
| <b>McNutt Creek Road</b> | <b>Right-In, Right Out</b><br><i>Improvements facilitate access to SR 316 to support potential development.</i>             | Reduces delay from crossing traffic while maintaining efficient access to SR 316 | Removes left turn conflict points   |
| <b>Mars Hill Road</b>    | <b>Traffic Reroute</b><br><i>Alternative access provided nearby at McNutt Creek Road and Monroe Highway.</i>                | Maintains SR 316 travel speeds   | Removes left turn conflict points   |
| <b>Julian Drive</b>      | <b>Traffic Reroute</b><br><i>Consider local street network improvements to provide alternative access points to SR 316.</i> | Maintains SR 316 travel speeds   | Removes left turn conflict points   |
| <b>Athens Perimeter</b>  | <b>Interchange</b><br><i>Safety and capacity improvements to improve flow along SR 316 and Epps Bridge Pkwy.</i>            | Increases capacity for traffic travelling between SR 10 and SR 316               | Separates left turn conflict points |

Access point improvements will reduce overall delay along SR 316 by

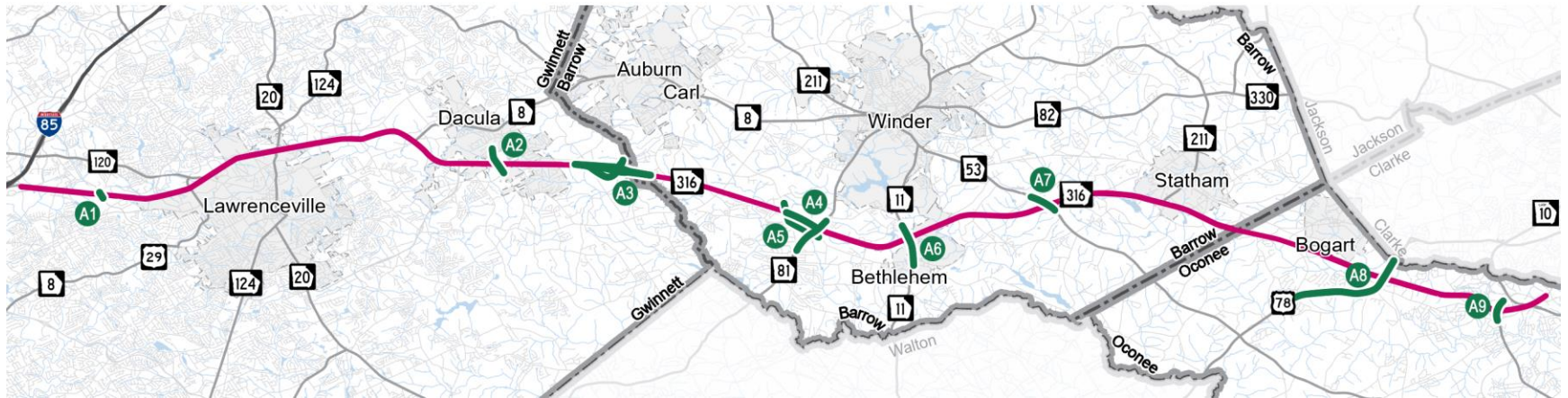
**38%\***

Removing or separating left turning movements has proved to reduce crashes by approximately

**50%\*\***

\*2050 AM peak reduction \*\* Average crash reduction across all severity types

# Initial Findings: Capacity/Operational Improvements on Arterials



- A1** Sugarloaf Parkway
- A2** Harbins Road
- A3** Additional interchange at Rowen\*\*
- A4** Carl-Bethlehem Road
- A5** SR 81
- A6** SR 11
- A7** SR 53
- A8** SR 10/Monroe Highway
- A9** Oconee Connector

**59%\***

Average additional reduction in delay when implementing capacity/operational improvements

## Initial Findings

Capacity/operational improvements may be refined during preliminary engineering.

\*2050 AM peak reduction

\*\*Additional Interchange at Rowen is dependent on site reaching full buildout

## Next Steps

- Conduct meetings with the public to review initial analysis findings and gather feedback
- Promote and encourage participation in SR 316 Planning Study Survey #2
- Incorporate stakeholder and public feedback, to the greatest extent practicable, into the study's final recommendations

## How to Contact Us



### Study Website:

<https://transformingsr316-gdot.hub.arcgis.com/pages/sr316planningstudy>



### Phone Numbers (Voicemail):

678-597-9850 (English)  
678-812-0246 (Spanish)



### Email:

sr316project@dot.ga.gov



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to visit website

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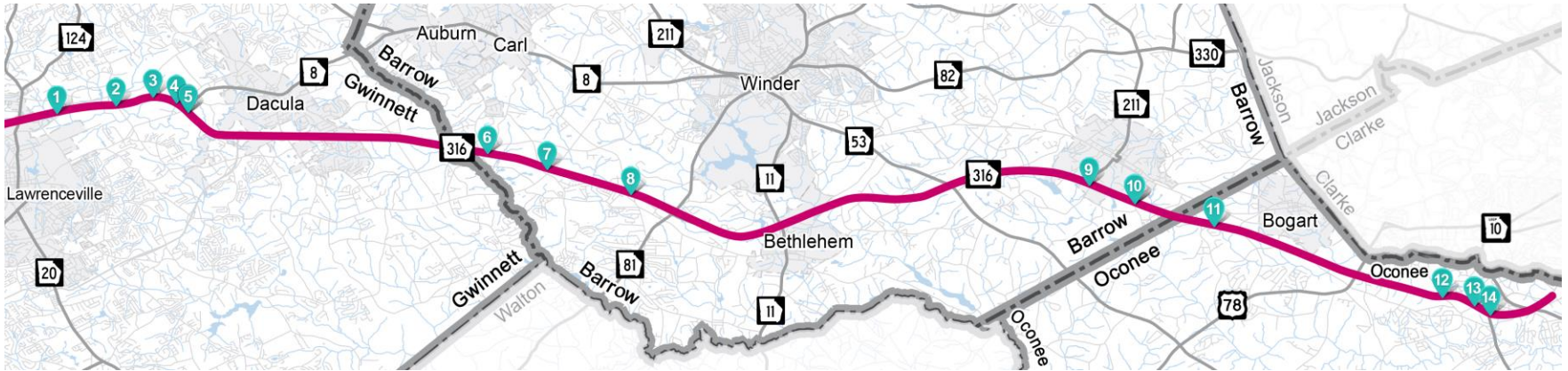
www.dot.ga.gov

# Open Discussion











SR 316  
at SR 11

# SR 316 Reconstruction Projects | Updates



|   | Location              | Project ID | Proposed Improvement | County   | Design | ROW  | CST  | Estimated Cost |
|---|-----------------------|------------|----------------------|----------|--------|------|------|----------------|
| 1 | Hi Hope Rd            | 0013893    | Interchange          | Gwinnett | 2017   | 2020 | 2024 | \$120M         |
| 2 | Cedars Rd             | 0013894    | Right-in, right-out  | Gwinnett | 2017   | 2020 | 2024 | \$8.9M         |
| 3 | Hurricane Trail       | 0013895    | Interchange          | Gwinnett | 2017   | 2022 | 2025 | \$60.9M        |
| 4 | Fence Rd              | 0013896    | Traffic Reroute      | Gwinnett | 2017   | 2022 | 2025 | \$9.7M         |
| 5 | SR 8/US 29 Winder Hwy | 0013897    | Interchange          | Gwinnett | 2017   | 2022 | 2025 | \$82.9M        |
| 6 | CR 74/Kilcrease Rd    | 0013902    | Interchange          | Barrow   | 2022   | 2024 | 2025 | \$75.8M        |

# SR 316 Reconstruction Projects | Updates

|    | Location                                  | Project ID | Proposed Improvement  | County | Design | ROW  | CST  | Estimated Cost |
|----|---|------------|---|--------|--------|------|------|----------------|
| 7  | West Winder Bypass                        | 0010555    |  <b>Interchange</b>      | Barrow | 2013   | 2020 | 2024 | \$77.8M        |
| 8  | CR 416/<br>Carl-Bethlehem Rd              | 0013903    |  <b>Grade separation</b> | Barrow | 2022   | 2024 | 2025 | \$56.6M        |
| 9  | SR 211/Bethlehem Road                     | 0010352    |  <b>Interchange</b>      | Barrow | 2022   | 2023 | 2024 | \$62.8M        |
| 10 | CR 329/Barber Creek Rd                    | 0013910    |  <b>Interchange</b>      | Barrow | 2022   | 2023 | 2024 | \$94M          |
| 11 | Dials Mill Road &<br>Dials Mill Extension | 0013763    |  <b>Interchange</b>      | Oconee | 2021   | 2024 | 2025 | \$38.9M        |
| 12 | CR 55/Jimmy Daniel Rd                     | 0013767    |  <b>Interchange</b>      | Oconee | 2022   | 2024 | 2025 | \$74.5M        |
| 13 | CR 440/CR 662/<br>Virgil Langford Rd      | 0013768    |  <b>Grade separation</b> | Oconee | 2022   | 2023 | 2025 | \$11M          |
| 14 | CR 929/Oconee<br>Connector                | 0013769    |  <b>Interchange</b>    | Oconee | 2019   | 2024 | 2025 | \$83.9M        |

Scan QR code to visit website detailing SR 316 Reconstruction Projects



# Meeting Minutes

## SR 316 Planning Study – City & County Stakeholder Meeting (Phase 2)

### Date/Time of Meeting

March 26, 2024 | 4:30 p.m. – 6 p.m.

### Location

MS Teams

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Topics

### 1. Welcome and Meeting Purpose

- GDOT PM Jomar Pastorelle opened the meeting and introduced GDOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of **21** people attended the virtual meeting. The breakdown:
  - **11** elected or appointed officials from the counties and cities within the corridor
  - **5** Georgia DOT representatives
  - **5** Arcadis consultants

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided a brief overview of the study, including goals, benefits, and schedule.
- Otto reviewed the overall themes from the first phase of Stakeholder and Public Engagement in early to mid-2023. He explained that in both the meetings and survey, residents expressed concerns over safety, congestion, noise, and accessibility.
- Otto then put the study in context with the ongoing SR 316 Reconstruction Projects, and he underscored how recently constructed projects are already addressing congestion and improving safety along the corridor. Currently, \$858 million is being invested in the corridor with projects programmed for construction through 2025.
- Otto noted the four types of improvements under consideration – and benefits and rationale of each – along SR 316.
- Otto explained that the study's initial analysis findings centered around two themes:
  - Addressing the remaining at-grade, or ground-level, access points
  - Implementing additional capacity-adding and operational improvements to the arterials intersecting State Route 316
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about the study's potential recommendations.

### 3. Open Discussion

- **John Daniell** of Oconee County said the county requests a review of Julian Drive on the westbound lanes of SR 316. He said the county would like a review of providing right-in/right-out for westbound or an access road to US 78. Otto said the team can look at the westbound direction in terms of improving access for the nearby residential neighborhood.

- **David Kilpatrick** of the City of Bogart inquired about the Dials Mill Road/Dials Mill Extension project. He said local residents have been asking a lot of questions about what would take place in those areas. Otto said outreach about that project has been occurring simultaneously with the study. Information about the project is shown on the SR 316 Reconstruction Project website. GDOT is considering an interchange at Dials Mill Extension and a traffic reroute at Dials Mill Road. Kelly Martin posted the URL for the Dials Mill Road/Dials Mill Extension project in the chat and noted that a live virtual question-and-answer session for the Public Information Open House was held on Friday, March 22. The public comment period is open until April 5.
- **Beverly Young** of the City of Bogart said the right-in/right-out at McNutt Creek is still a concern for fire truck/first responder access. Otto said that location is close to the Monroe Highway interchange, so there's some spacing considerations under examination. Spacing required for an interchange at that location prompted the decision for right-in, right-out at that location, and right-in, right-out maintains some level of access with SR 316. Otto said GDOT is looking at the spacing between other interchanges and how that would work in terms of property acquisition for a full interchange vs. a right-in, right-out, which has less right-of-way requirements.
- **Nelson Wilbanks**, a fire chief in Oconee County, expressed concerns about access to SR 316. He said without access to SR 316, his fire crew will need to drive a "considerable distance away" for calls near US 78. "It will be a real hardship," he said. "We have a lot of calls in that particular area." He said his crew will either need to drive up to the Dials Mill area or go across US 278. "Our response times will be heavily increased," he added. Kelly Martin said she believes a commissioner has reached out to GDOT about this issue. She said there's more than one project on SR 316 in which questions have been raised about an existing fire station. Otto noted that this is part of the study's analysis and is not part of an existing reconstruction project.

#### 4. Action Items/Next Steps

- Jomar said he would forward a copy of the PowerPoint to attendees (done).
- Jomar said he would send a link to Survey No. 2, once available.

# Meeting Minutes

## SR 316 Planning Study – Business Leaders Meeting (Phase 2)

### Date/Time of Meeting

March 20, 2024 | 9 a.m. – 10:30 a.m.

### Location

MS Teams

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Topics

### 1. Meeting Background

### 2. Welcome and Meeting Purpose

- GDOT PM Jomar Pastorelle opened the meeting and introduced GDOT representatives. Arcadis PM Otto Clemente introduced Arcadis' consultants.
- A total of **20** people attended the virtual meeting. The breakdown:
  - **9** business leaders, including several representatives and consultants from the Rowen Foundation, Sugarloaf CID, and Gwinnett Chamber of Commerce
  - **6** GDOT representatives
  - **5** Arcadis consultants

### 3. Study Components, Benefits, Timeline, and Initial Results

- Otto provided a brief overview of the study, including goals, benefits, and schedule.
- Otto reviewed the overall themes from the first phase of Stakeholder and Public Engagement in early to mid-2023. He explained that in both the meetings and survey, residents expressed concerns over safety, congestion, noise, and accessibility.
- Otto then put the study in context with the ongoing SR 316 Reconstruction Projects, and he underscored how recently constructed projects are already addressing congestion and improving safety along the corridor. Currently, \$858 million is being invested in the corridor with projects programmed for construction through 2025.
- Otto noted the four types of improvements under consideration – and benefits and rationale of each – along SR 316.
- Otto explained that the study's initial analysis findings centered around two themes:
  - Addressing the remaining at-grade or ground level access points
  - Implementing additional capacity-adding and operational improvements to the arterials intersecting State Route 316
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about the study's potential recommendations.

**4. Open Discussion:**

- Bob Hughes, a member of the Rowen Foundation, expressed his appreciation for a “very thorough and thoughtful presentation.” He said he looks forward to continuing to work with GDOT in the future.
- Paul Oh of the Gwinnett Chamber of Commerce asked whether the 59% calculated for average additional reduction in delay accounted for potential growth and development in that area. Otto said growth and development are factored into the team’s traffic models.

**5. Action Items/Next Steps**

- Jomar said he would forward a copy of the PowerPoint to attendees (done).
- Jomar said he would send a link to Survey No. 2, once available.

# Meeting Minutes

## SR 316 Planning Study – Community/EJ Stakeholder Meeting (Phase 2)

### Date/Time of Meeting

March 19, 2024 | 4:30 p.m. - 6 p.m.

### Location

Bethlehem Community Center  
750 Manger Ave  
Bethlehem, GA 30620

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Topics

### 1. In-Person Meeting Background

- The study team had each attendee sign in upon arrival at the Bethlehem Community Center. Attendees were offered a fact sheet, FAQs, and water.
- A Spanish translator was available for residents with limited English proficiency. No resident requested a translator or picked up a fact sheet translated into Spanish.
- More than two dozen chairs were set up for the stakeholder presentation. Along the back of the room were 11 easels, each displaying informational boards. Nine of the boards focused on the SR 316 Planning Study, and the remaining two boards provided the most up-to-date information available on the short-term SR 316 Reconstruction Projects (e.g., schedule for design, right-of-way, and construction). The boards featured the same information in the presentation.

### 2. Welcome and Meeting Purpose

- GDOT PM Jomar Pastorelle opened the meeting and introduced GDOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of **12** people attended the in-person meeting. The breakdown:
  - **4** members of the community
  - **2** GDOT representatives
  - **6** Arcadis consultants

### 3. Study Components, Benefits, Timeline, and Initial Results

- Otto provided a brief overview of the study, including goals, benefits, and schedule.
- Otto reviewed the overall themes from the first phase of Stakeholder and Public Engagement in early to mid-2023. He explained that in both the meetings and survey, residents expressed concerns over safety, congestion, noise, and accessibility.
- Otto then put the study in context with the ongoing SR 316 Reconstruction Projects, and he underscored how recently constructed projects are already addressing congestion and improving safety along the corridor. Currently, \$858 million is being invested in the corridor with projects programmed for construction through 2025.
- Otto noted the four types of improvements under consideration – and benefits and rationale of each – along SR 316.

- Otto explained that the study's initial analysis findings centered around two themes:
  - Addressing the remaining at-grade or ground level access points
  - Implementing additional capacity-adding and operational improvements to the arterials intersecting State Route 316
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about the study's potential recommendations.

#### **4. Open Discussion**

- A couple from the Jennings Mill neighborhood near Jimmy Daniel Road and SR 316 expressed concerns about noise and inquired further about a noise wall in their neighborhood. This couple attended an SR 316 Planning Study stakeholder meeting in March 2023 and a public meeting in May 2023. GDOT personnel jotted down their contact information for follow-up conversations.
- The same couple asked why the Jimmy Daniel Road project was not included in the study presentation. Otto said unlike the Jimmy Daniel Road project, which is already funded, the study is focusing on intermediate and long-range projects, or those with little to no dedicated funding. He then directed their attention to the "SR 316 Reconstruction Projects: Updates" board, which provided the latest details (e.g., Design, ROW, Construction) on the Jimmy Daniel Road project.
- The couple also inquired about the funding source for the Jimmy Daniel Road project. They were told they could find this information on the project's web page.
- A resident asked whether the proposed projects would be federally funded. He was told there is no committed funding source.
- A store owner near Kilcrease Road asked how construction would affect his property. He was informed that if his property was impacted, GDOT personnel would reach out in a timely manner. His contact information was taken down so he could receive updates directly.
- This same individual asked about roundabouts. He was told to visit the Kilcrease Road project web page to obtain additional details about the proposed design.

#### **5. Action Items/Next Steps**

- Jomar said he would forward a copy of the PowerPoint to attendees (done).
- Jomar said he would send a link to Survey No. 2, once available.

# Meeting Minutes

## SR 316 Planning Study – Makeup Session (Phase 2)

### Date/Time of Meeting

March 27, 2024 | 11 a.m. – 12:30 p.m.

### Location

MS Teams

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

---

## Meeting Topics

### 1. Welcome and Meeting Purpose

- GDOT PM Jomar Pastorelle opened the meeting and introduced GDOT representatives. Arcadis PM Otto Clemente introduced Arcadis consultants.
- A total of **15** people attended the virtual meeting. The breakdown:
  - **5** elected or appointed officials, business leaders, and community members
  - **6** Georgia DOT representatives
  - **4** Arcadis consultants

### 2. Study Components, Benefits, Timeline, and Initial Results

- Otto provided a brief overview of the study, including goals, benefits, and schedule.
- Otto reviewed the overall themes from the first phase of Stakeholder and Public Engagement in early to mid-2023. He explained that in both the meetings and survey, residents expressed concerns over safety, congestion, noise, and accessibility.
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  - Implementing additional capacity-adding and operational improvements to the arterials intersecting State Route 316
- Finally, Otto reviewed a series of next steps, including a forthcoming survey that will be sent out to garner feedback about the study's potential recommendations.

### 3. Open Discussion

- David Williams of Oconee County inquired about the Jimmy Daniel Road project and the potential impacts of stormwater drainage to an existing creek. Jomar said he would contact the Jimmy Daniel Road PM and follow up. **UPDATE:** Jomar emailed Achor and requested that he reach out to Mr. Williams. Achor asked Jomar for clarification on the inquiry. Jomar said that Mr. Williams wants to know how the creek will be protected during construction.

#### 4. Action Items/Next Steps

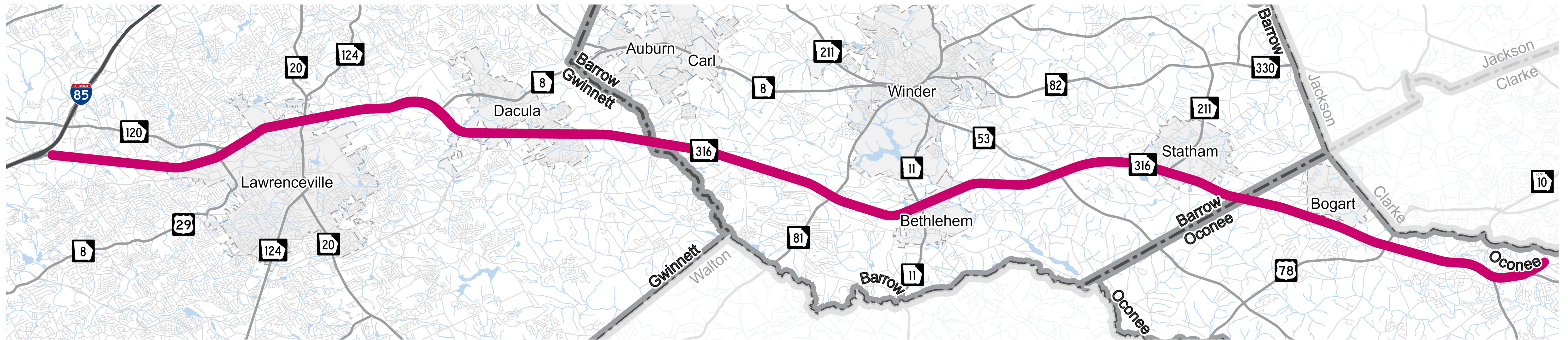
- Jomar said he would forward a copy of the PowerPoint to attendees (done).
- Jomar said he would send a link to Survey No. 2, once available.

# Why Are We Here?

- To provide an overview of the SR 316 Planning Study
- To obtain feedback on initial analysis findings for potential transportation improvements along SR 316 corridor
- To request assistance in sharing study information with the community
- To encourage participation in the SR 316 Planning Study Survey #2



# Study Overview



## Known Concerns

SR 316 is a major east-west transportation artery that experiences high crash rates and congestion

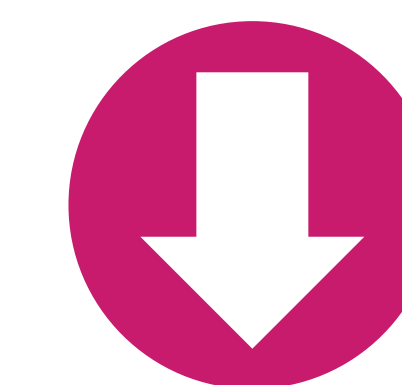
## Study's Overall Goal

Examine SR 316 holistically to identify and recommend potential improvements **beyond** those included in the SR 316 Reconstruction Projects

## Study Limits

SR 316 from I-85 in Gwinnett County to SR 10 in Oconee County – approximately 40 miles

## Study Benefits



**Reduce severity and frequency of crashes**

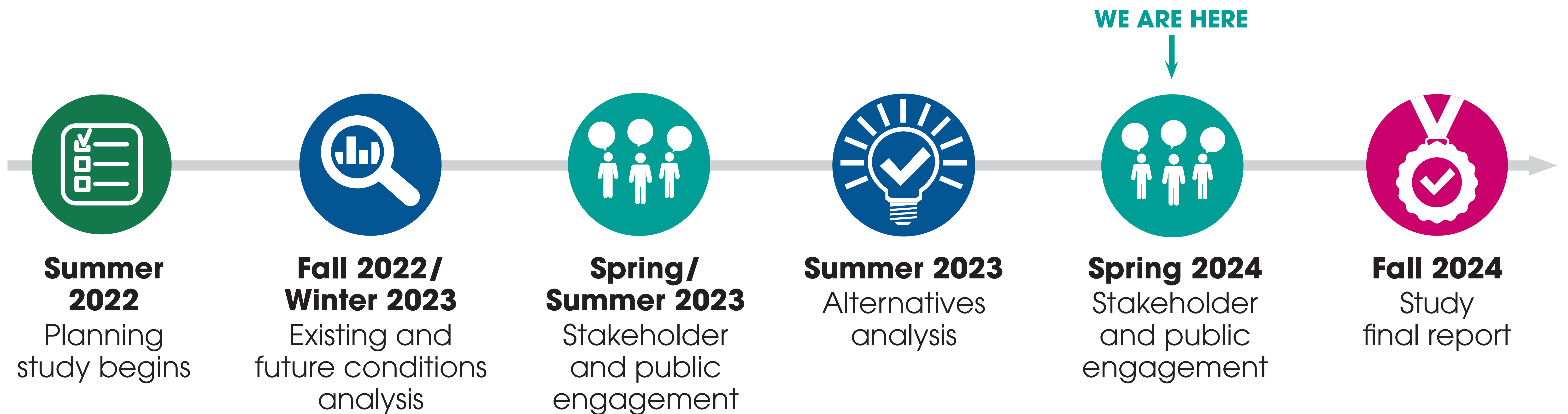


**Reduce congestion and improve mobility**



**Accommodate growth and economic development**

# Study Schedule



\*Schedule subject to change

Published Spring 2024

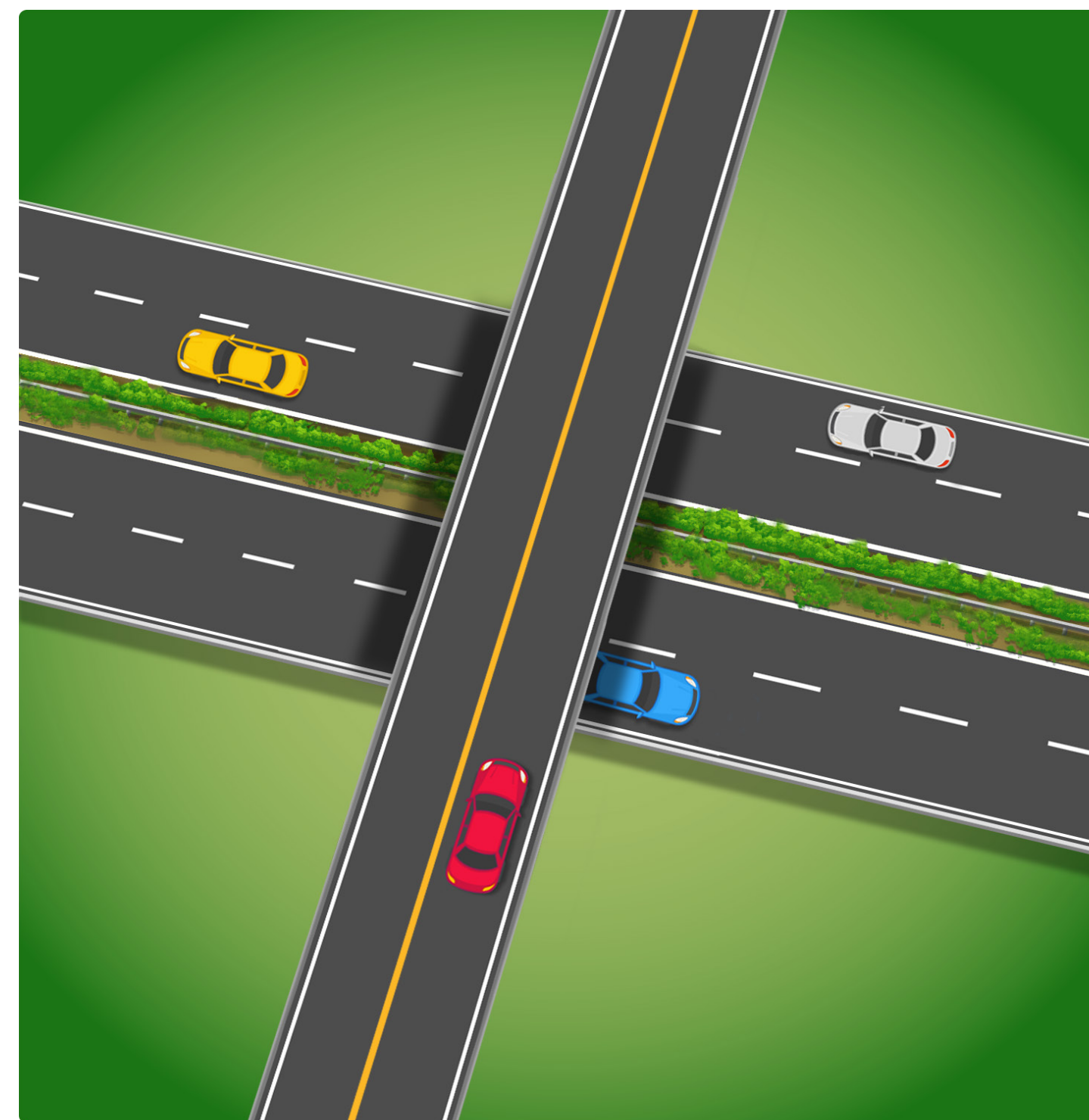
# Types of Improvements Under Consideration



**Interchange**  
SR 316 traverses over or under the side road with entrance and exit ramps.

**Rationale**

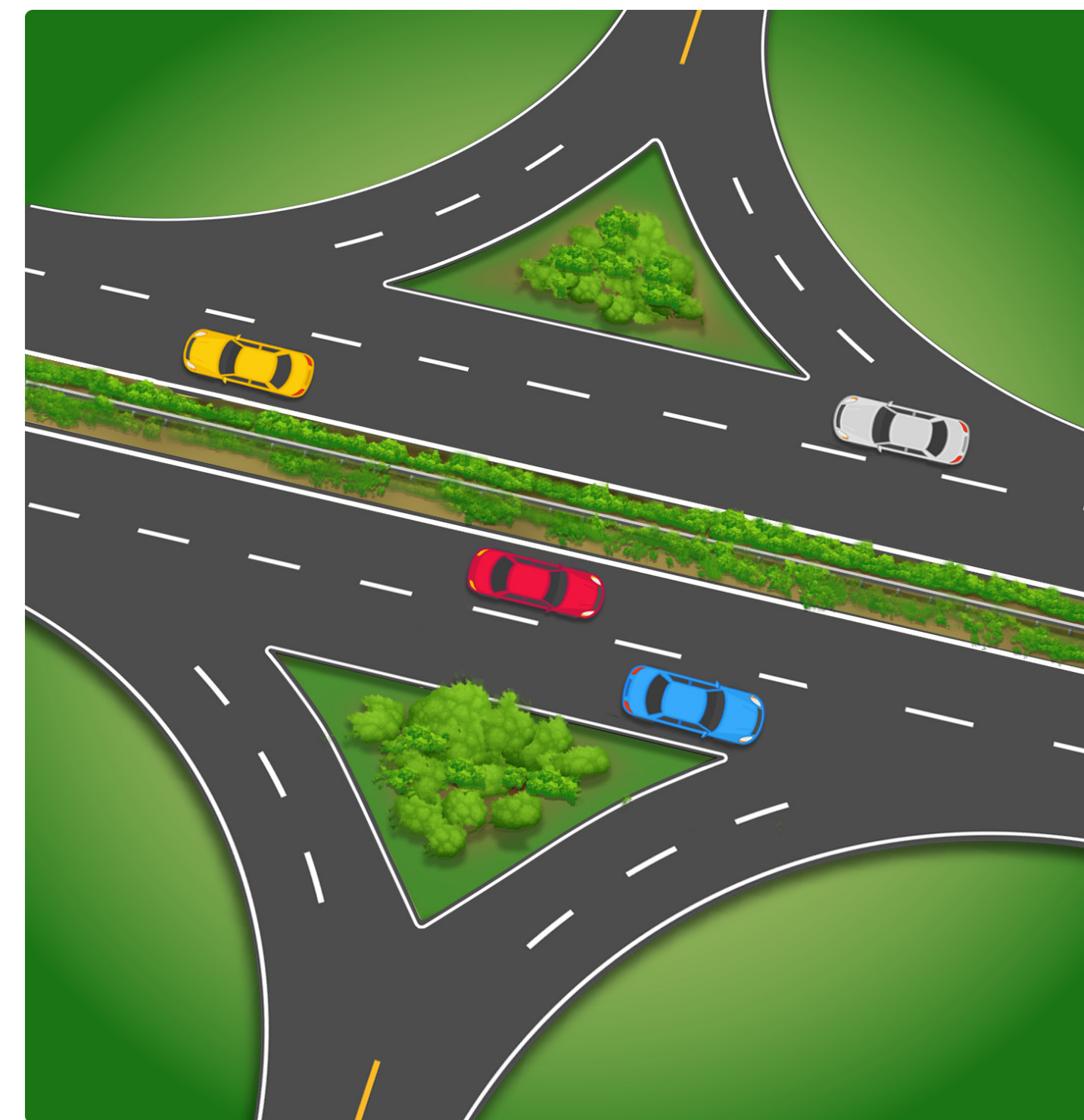
Connect SR 316 with high traffic arterials and major development.



**Grade Separation**  
Side road bridges over SR 316 maintaining movement across SR 316. No access to or from SR 316 provided at side road.

**Rationale**

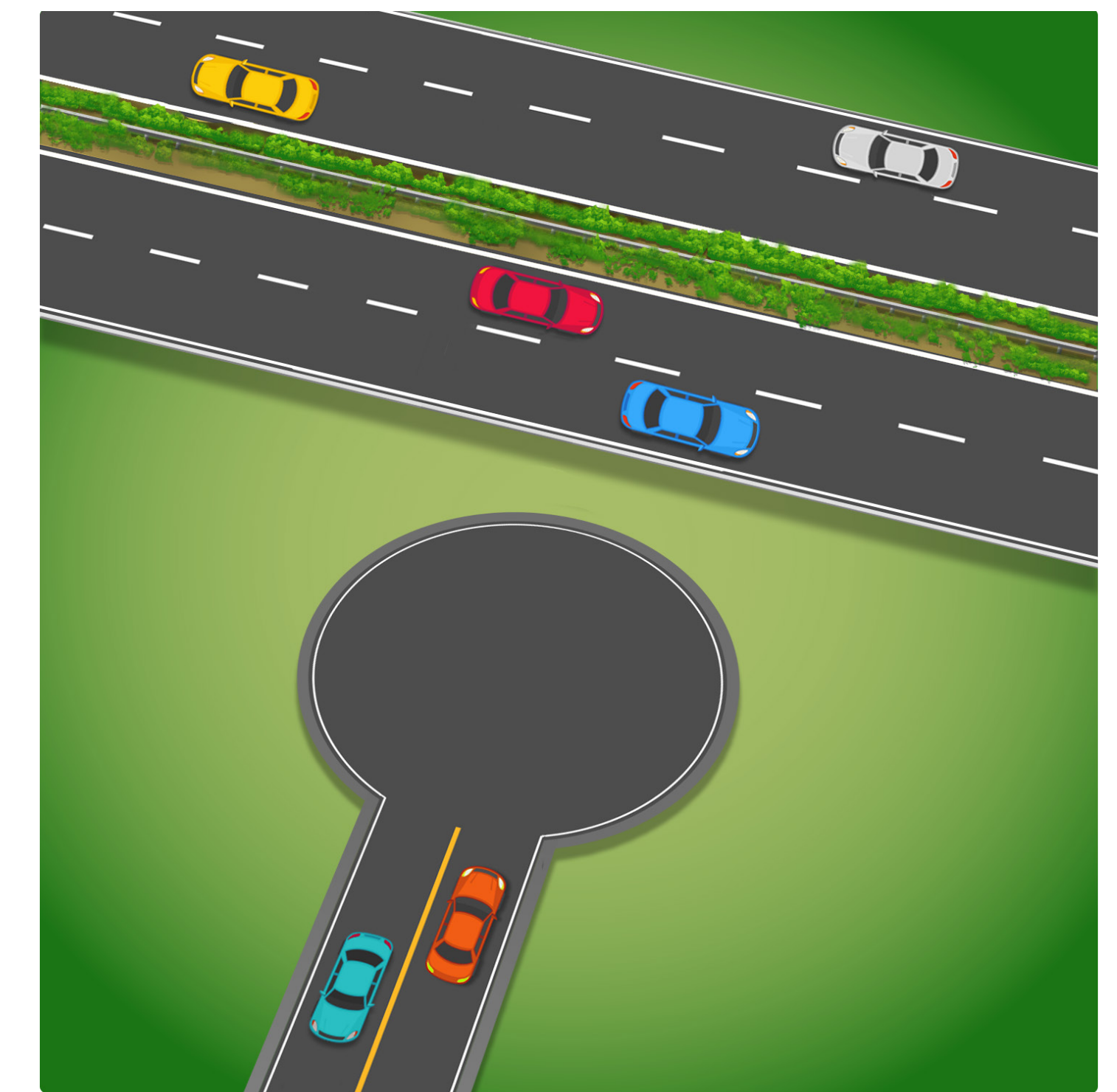
Facilitate movement across SR 316.



**Right-In, Right-Out**  
Ramps offer access between SR 316 and the side road. Side road ends at SR 316.

**Rationale**

Facilitate access to SR 316 to support potential development.



**Traffic Reroute**  
Side road access to SR 316 is closed, with alternative routes connection to SR 316.

**Rationale**

Separate low-traffic residential or rural areas from high-speed roads with additional local road improvements.

# Initial Findings

## Address Remaining At-Grade Access Points

*SR 316 Reconstruction Projects address most high traffic, high congestion crossings.*

*Remaining at-grade access points generally have lower traffic.*

### Focus Areas for Access Points

- Complete transition of SR 316 to free flow movement
- Eliminate unsafe left turn movements
- Maintain access to SR 316 or across SR 316 where there is future development

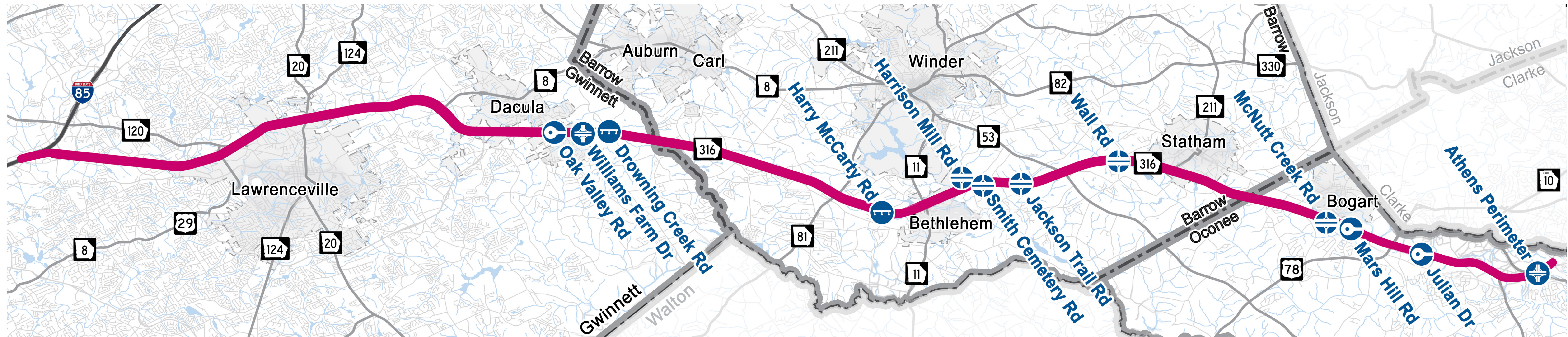
## Consider Additional Capacity and Operational Improvements at Arterials Crossing SR 316

### Potential Capacity/Operational Improvement Projects

- Widen arterial roadways crossing SR 316
- Intersection operational improvements at high congestion locations



# Initial Findings: Access Points



### Oak Valley Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Traffic Reroute**

### Williams Farm Drive

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Interchange**

### Drowning Creek Road

Current Configuration: At-Grade (Signal)  
Proposed Improvement: **Grade Separation**

### Harry McCarty Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Grade Separation**

### Harrison Mill Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Smith Cemetery Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Jackson Trail Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Wall Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### McNutt Creek Road

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Right-In, Right-Out**

### Mars Hill Road

Current Configuration: Right-In, Right-Out  
Proposed Improvement: **Traffic Reroute**

### Julian Drive

Current Configuration: At-Grade (Stop)  
Proposed Improvement: **Traffic Reroute**

### Athens Perimeter

Current Configuration: Partial Interchange  
Proposed Improvement: **Interchange Upgrade**

### Initial Findings

*Access point improvements may be refined during preliminary engineering.*

# Initial Findings: Access Points

|  | Proposed Improvement   | Operational Benefit  | Safety Benefit                      |
|--|--|--|-------------------------------------|
| <b>Gwinnett County</b>   |  |  |                                     |
| <b>Oak Valley Road</b>   | <b>Traffic Reroute</b><br>Access road proposed to connect Oak Valley Road to Harbins Road.   | Maintains SR 316 travel speeds   | Removes left turn conflict points   |
| <b>Williams Farm Drive</b>   | <b>Interchange</b><br>Improvements to facilitate access to proposed Rowen development. Consider interim improvements to connect Williams Farm Drive to Drowning Creek Road.                | Increases capacity for traffic exiting and entering SR 316                                   | Separates left turn conflict points |
| <b>Drowning Creek Road</b>   | <b>Grade Separation</b><br>Improvements to facilitate access to proposed Rowen development. Consider interim improvements to connect Williams Farm Drive to Drowning Creek Road.           | Provides uninterrupted movements crossing SR 316   | Removes left turn conflict points   |
| <b>Barrow County</b>   |  |  |                                     |
| <b>Harry McCarty Road</b>  | <b>Grade Separation</b><br>Improvements facilitate north-south travel in rapidly developing area   | Alleviates SR 81 through traffic congestion  | Removes left turn conflict points   |
| <b>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road</b> | <b>Right-In, Right-Out</b><br>Improvements facilitate access to SR 316 by connecting these crossings with frontage roads. Currently low traffic demand crossing SR 316 at these locations. | Provides reliable connection between side roads while efficient maintaining access to SR 316 | Removes left turn conflict points   |
| <b>Wall Road</b>   | <b>Right-In, Right-Out</b><br>Improvements facilitate access to SR 316 to support potential development.   | Reduces delay from crossing traffic while maintaining efficient access to SR 316             | Removes left turn conflict points   |
| <b>Oconee County</b>   |  |  |                                     |
| <b>McNutt Creek Road</b>   | <b>Right-In, Right Out</b><br>Improvements facilitate access to SR 316 to support potential development.   | Reduces delay from crossing traffic while maintaining efficient access to SR 316             | Removes left turn conflict points   |
| <b>Mars Hill Road</b>  | <b>Traffic Reroute</b><br>Alternative access provided nearby at McNutt Creek Road and Monroe Highway.  | Maintains SR 316 travel speeds   | Removes left turn conflict points   |
| <b>Julian Drive</b>  | <b>Traffic Reroute</b><br>Consider local street network improvements to provide alternative access points to SR 316.   | Maintains SR 316 travel speeds   | Removes left turn conflict points   |
| <b>Athens Perimeter</b>  | <b>Interchange</b><br>Safety and capacity improvements to improve flow along SR 316 and Epps Bridge Pkwy.  | Increases capacity for traffic travelling between SR 10 and SR 316                           | Separates left turn conflict points |

**Initial Findings**

Access point improvements may be refined during preliminary engineering.

Access point improvements will reduce overall delay along SR 316 by

**38%\***

Removing or separating left turning movements has proved to reduce crashes by approximately

**50%\*\***

\* 2050 AM peak reduction  
\*\* Average crash reduction across all severity types



# More Information

## Next Steps

- Conduct meetings with the public to review initial analysis findings and gather feedback
- Promote and encourage participation in SR 316 Planning Study Survey #2
- Incorporate stakeholder and public feedback, to the greatest extent practicable, into the study's final recommendations

## How to Contact Us



### Study Web Page:

<https://transformingsr316-gdot.hub.arcgis.com/pages/sr316planningstudy>



### Phone Numbers (Voicemail):

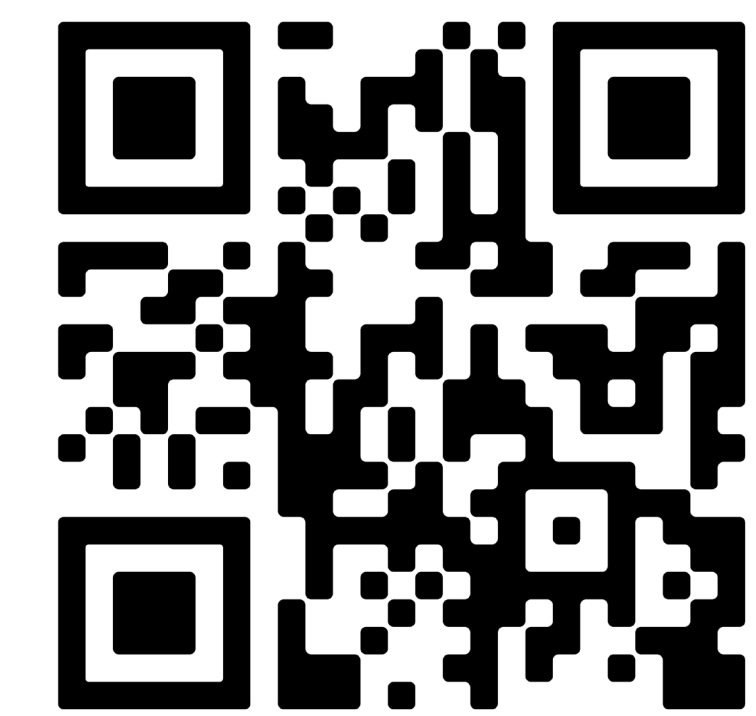
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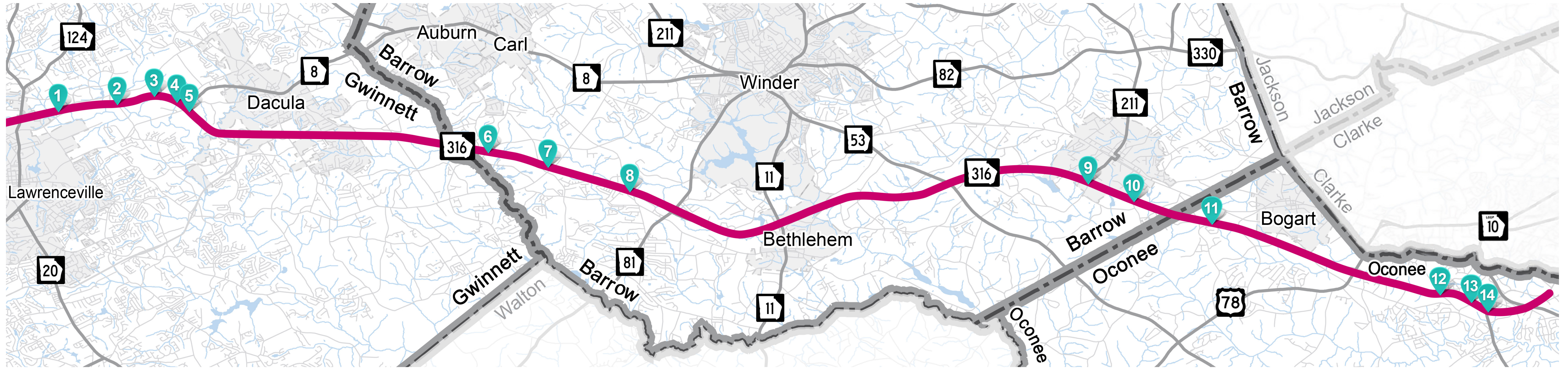


@gadeptoftrans



www.dot.ga.gov

# SR 316 Reconstruction Projects: Updates











| Location                | Project ID | Proposed Improvement       | County   | Design | ROW  | CST  | Estimated Cost |
|-------------------------|------------|----------------------------|----------|--------|------|------|----------------|
| 1 Hi Hope Rd            | 0013893    | <b>Interchange</b>         | Gwinnett | 2017   | 2020 | 2024 | \$120M         |
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| 6 CR 74/Kilcrease Rd    | 0013902    | <b>Interchange</b>         | Barrow   | 2022   | 2024 | 2025 | \$75.8M        |

ROW=Right of Way CST=Construction

**Schedule and cost subject to change**

# SR 316 Reconstruction Projects: Updates

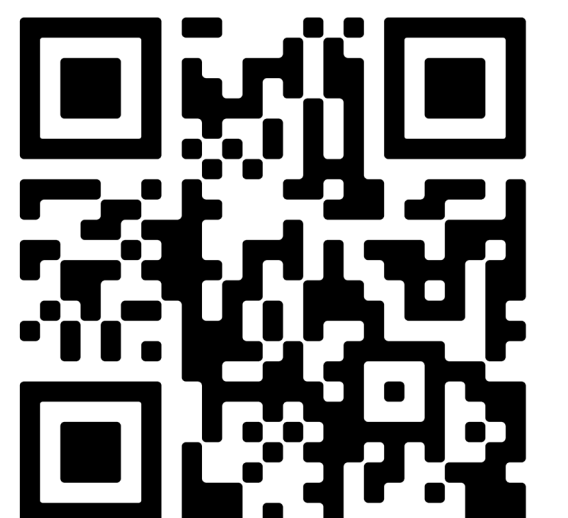
|    | Location                               | Project ID | Proposed Improvement  | County | Design | ROW  | CST  | Estimated Cost |
|----|--|------------|---|--------|--------|------|------|----------------|
| 7  | West Winder Bypass                     | 0010555    |  <b>Interchange</b>        | Barrow | 2013   | 2020 | 2024 | \$77.8M        |
| 8  | CR 416/Carl-Bethlehem Rd               | 0013903    |  <b>Grade Separation</b>   | Barrow | 2022   | 2024 | 2025 | \$56.6M        |
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| 11 | Dials Mill Road & Dials Mill Extension | 0013763    |  <b>Interchange</b>      | Oconee | 2021   | 2024 | 2025 | \$38.9M        |
| 12 | CR 55/Jimmy Daniel Rd                  | 0013767    |  <b>Interchange</b>      | Oconee | 2022   | 2024 | 2025 | \$74.5M        |
| 13 | CR 440/CR 662/Virgil Langford Rd       | 0013768    |  <b>Grade Separation</b> | Oconee | 2022   | 2023 | 2025 | \$11M          |
| 14 | CR 929/Oconee Connector                | 0013769    |  <b>Interchange</b>      | Oconee | 2019   | 2024 | 2025 | \$83.9M        |

ROW=Right of Way CST=Construction

*Schedule and cost subject to change*

Published Spring 2024

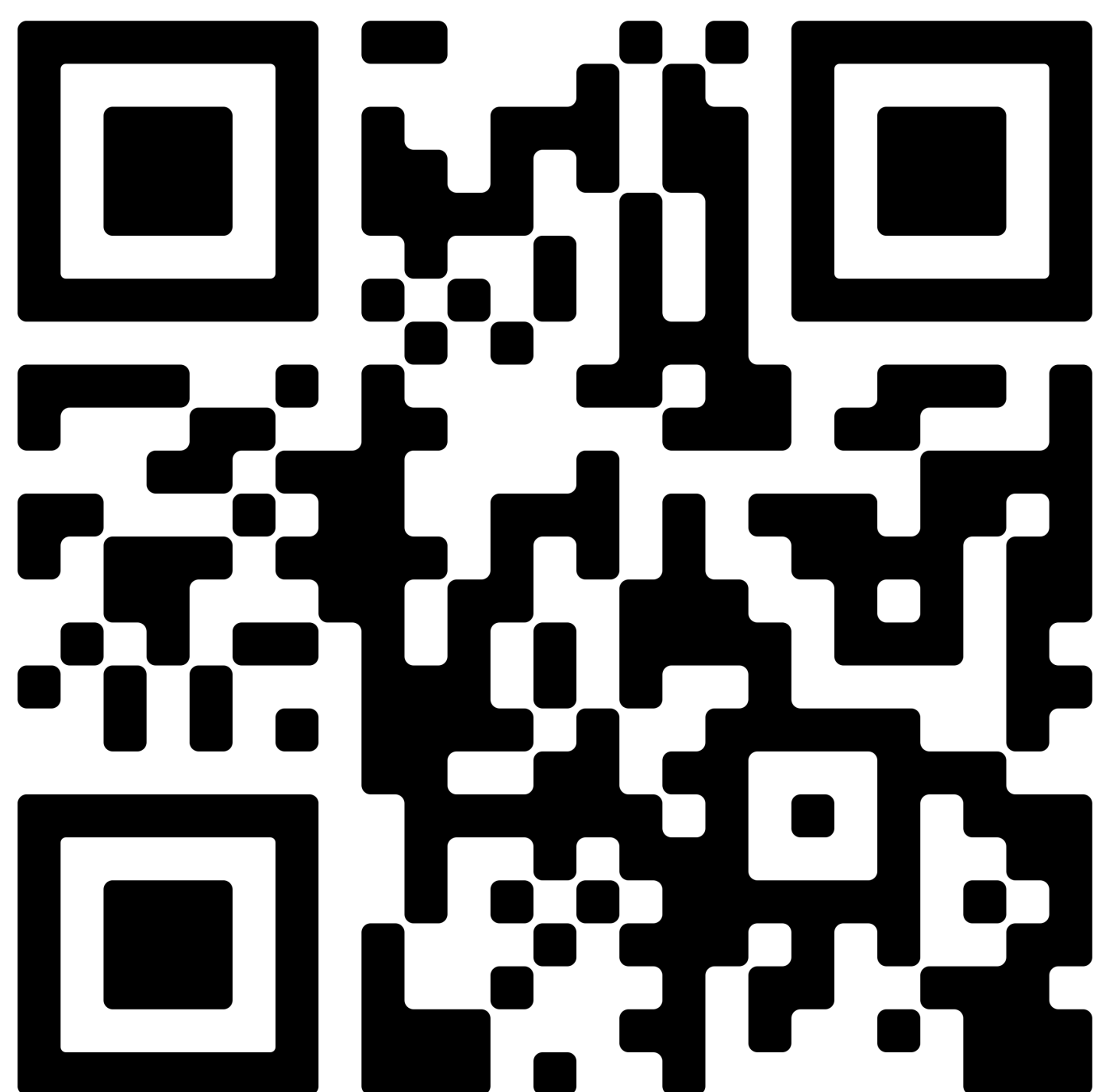
Scan QR code to visit website detailing SR 316 Reconstruction Projects





# WELCOME!

Community Meeting for  
the SR 316 Planning Study

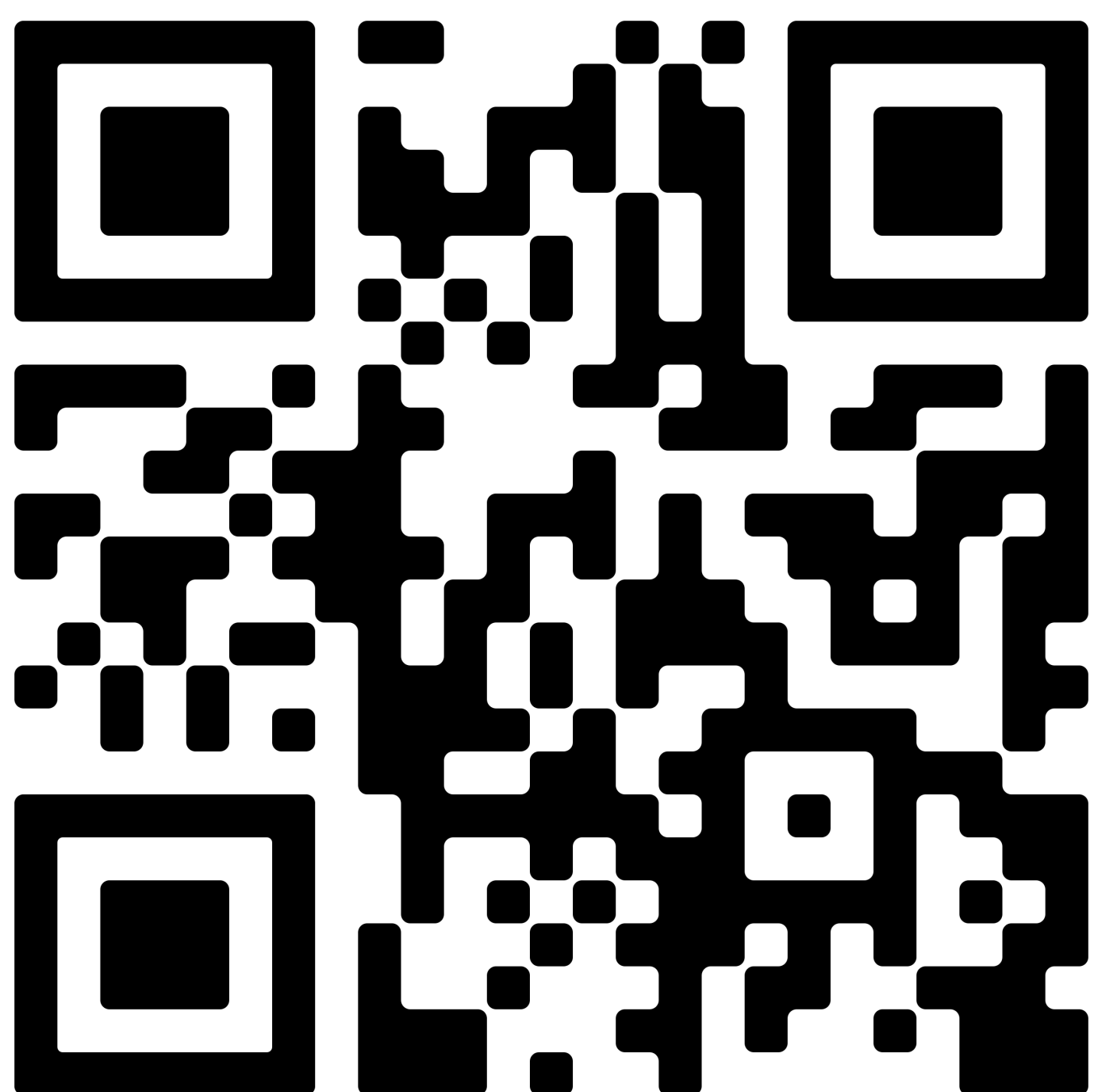


Interested in  
learning more?  
Scan this  
QR code to  
visit the study's  
website.



# THANK YOU!

We Appreciate Your Attendance  
at Today's Community Meeting  
for the SR 316 Planning Study



Interested in  
learning more?  
Scan this  
QR code to  
visit the study's  
website.

# Meeting Minutes

## SR 316 Planning Study – Gwinnett County Public Meeting (Phase 2)

### Date/Time of Meeting

April 17, 2024 | 4:30 p.m. – 6:30 p.m.

### Location

Dacula Park Activity Building  
2735 Auburn Ave.  
Dacula, GA 30019

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Overview and General Themes/Feedback

### 1. Overview

- The meeting in Dacula was the first of two public meetings as part of Phase 2 of the SR 316 Planning Study’s public outreach efforts.
- A total of **51** people attended the meeting. The breakdown:
  - **35** residents or other interested parties
  - **5** elected officials
  - **4** Georgia DOT representatives
  - **5** Arcadis consultants
  - **2** Modern Mobility Partners consultants
- Eleven informational boards were placed atop easels and set up around the room to allow members of the public to obtain an overview of the study, learn of the study’s initial analysis findings, and ask questions of designated subject-matter experts (SMEs).
- Two of the boards provided the most up-to-date information available on the short-term SR 316 Reconstruction Projects (e.g., schedule for design, right-of-way, and construction). These boards were the same boards shown to city, county, business, and a select group of community stakeholders at virtual and in-person meetings held in March 2024.
- A large map of the study corridor, which showed existing projects and proposed study recommendations, was placed on a table in the middle of the room.
- The study team also set up a board with a QR link to the study Survey No. 2 and encouraged attendees to provide feedback through the survey, which is open until May 10, 2024.
- As a result of public feedback received during Phase 1, in which community members asked for more seating and a formal presentation during the public meetings, the study team lined the perimeter of the room with nearly three dozen chairs. In addition, the team created a webinar with a narrated walk-through of the study and directed attendees to watch the webinar, with access via a QR link.

### 2. General Themes/Feedback

- A common concern and recommendation centered on potential extra lanes. Residents noted that motorists drive too fast, and intersection improvements alone won’t enhance safety and traffic. The entirety of SR 316, they said, needs extra lanes and improvements, not just the individual proposed intersection improvements. In addition, they said there’s too much turning traffic, and roundabouts need to be installed for better maneuverability.

- Residents in the Drowning Creek Road area expressed concerns about access to SR 316 once an overpass is built. Several residents also noted concerns with increasing development in the Drowning Creek Road area, particularly the Rowen development.
- Several residents showed interest and concern over the proposed improvements, specifically the impacts of right-in, right-out.
- Several attendees appreciated the two informational boards that provided details about the short-term SR 316 Reconstruction Projects.
- A resident from the Oak Valley/Drowning Creek Road subdivision expressed concerns about the lack of action from GDOT to provide a safe solution to high-speed traffic on SR 316, especially after the construction of the Harbins Road interchange. He mentioned the increase in the number of crashes at the Drowning Creek and Oak Valley intersections. He said he had communicated with many officials and had not heard an answer.
- One attendee asked about Sugarloaf Parkway Extension. He mentioned this project has been on the table for a while.
- One resident expressed concerns with increasing traffic on Harbins Road, particularly after seeing potential capacity improvements to the existing interchange to accommodate future traffic.
- One resident asked what would happen with Patrick Mill Road and Kennedy Sells Road NW once the new interchange at West Winder is built, expressing interest in connectivity between these roads and the new interchange.

# Meeting Minutes

## SR 316 Planning Study – Barrow/Oconee County Public Meeting (Phase 2)

### Date/Time of Meeting

April 23, 2024 | 4:30 p.m. – 6:30 p.m.

### Location

Statham Community Center  
336 Jefferson St.  
Statham, GA 30666

### Purpose of Meeting

To provide initial analysis results for and gather input on the State Route (SR) 316 Planning Study

### Participants

(See Attached)

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## Meeting Overview and General Themes/Feedback

### 1. Overview

- The meeting in Statham was the second of two public meetings as part of Phase 2 of the SR 316 Planning Study's public outreach efforts.
- A total of **132** people attended the meeting. The breakdown:
  - **109** residents or other interested parties
  - **13** elected officials
  - **3** Georgia DOT representatives
  - **5** Arcadis consultants
  - **2** Modern Mobility Partners consultants
- Eleven informational boards were placed atop easels and set up around the room to allow members of the public to obtain an overview of the study, learn of the study's initial analysis findings, and ask questions of designated subject-matter experts (SMEs).
- Two of the boards provided the most up-to-date information available on the short-term SR 316 Reconstruction Projects (e.g., schedule for design, right-of-way, and construction). These boards were the same boards shown to city, county, business, and a select group of community stakeholders at virtual and in-person meetings held in March 2024.
- A large map of the study corridor, which showed existing projects and proposed study recommendations, was placed on a table in the middle of the room.
- The study team also set up a board with a QR link to the study Survey No. 2 and encouraged attendees to provide feedback through the survey, which is open until May 10, 2024.
- As a result of public feedback received during Phase 1, in which community members asked for more seating and a formal presentation during the public meetings, the study team lined the room with more than dozen chairs. In addition, the team created a webinar with a narrated walk-through of the study and directed attendees to watch the webinar, with access via a QR link.
- Members of the news media, including a WSB-TV reporter and videographer, showed up to cover the meeting. The report is here: <https://www.wsbtv.com/news/local/barrow-county/gdot-hears-drivers-about-improving-busy-atlanta-to-athens-highway/B4SOD3UMDBGEDJLIFFDGL5REXM/>. A man who didn't identify himself as a journalist or blogger wrote a piece for the Oconee County Observations. The piece is here: [Oconee County Observations: GDOT Releases Preliminary Plans For SR 316 Interchanges At McNutt Creek Road, Mars Hill Road, Julian Drive](#)

### 2. General Themes/Feedback

- Common concerns and suggestions included:
  - Residents were concerned about increased traffic flow due to SR 316 changes.
  - Concerns regarding funding for the recommended project types was expressed. It was difficult for several residents to understand the STIP process.
  - Concern about construction of projects near Statham that could affect Watershed Lake, a local drinking water reservoir, and lead to runoff.
  - Concerns about the Dials Mill Road/Dials Mill Extension project and how it will impact access to SR 316.
  - Multiple attendees expressed concerns about the progress of SR 211/Christmas Avenue, noting a fatality in that area and confusion due to construction. Several residents requested that GDOT improve safety while construction is underway to prevent vehicle accidents.
  - Several attendees expressed concerns with the closure of Julian Drive.
  - Several complained of traffic noise in the Barber Creek Road area, with inquiries and requests for noise barriers.
  - Several residents said the SR 316 projects under construction are impacting their daily travel time to work.
  - Multiple attendees inquired about specifics of the project proposed at/near Craft Road.
  - Several attendees were unclear about terminology (e.g., overpass, interchange).
  - Several attendees expressed concerns that right-in, right-out limited access to high-traffic areas and venues such as the Barrow Arts & Sciences Academy.
- A resident of the Georgia Club mentioned he was pleased with GDOT's decision to move forward with an interchange at Bethlehem Road, but he noted concerns with the growth in residential housing in the area. He said he would like improved arterial road capacity to avoid bottlenecks once the interchange project is completed.
- Several City of Statham elected and appointed officials, including the city administrator, expressed concerns that the existing SR 316 projects near Statham would lead to SR 211/Bethlehem Road becoming more of a cut-through for large trucks. That would produce heavier traffic in downtown Statham and produce more wear and tear on city streets, they said.
- A resident in the McCarty Road area said she did not want GDOT to alter that crossing at SR 316. She mentioned she lived next to SR 316 and did not want to be disturbed by construction.
- Another resident who owns land on both sides of SR 316 at McCarty Road asked when the property acquisition process would begin. She has not been approached yet.
- Some questions about transit:
  - Will MARTA expand to Gwinnett County?
  - Are there public transit options, including rail, planned between Atlanta and Athens?

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?   |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 1           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 2           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |
| 3           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 4                                      | 1                       | 2                                     | 5                                       |  |
| 4           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       | Do NOT extend Statham Drive  |
| 5           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 5                                      | 1                       | 2                                     | 4                                       | Well the Dials Mill extension exit is very, very dangerous. There is probably a wreck a month. And sometimes it is hard to get out of. I live at 1051 Dails Mill Spur. We have lived there for 42 yrs. we were here when these rds were dirt. Other people that don't want this don't have it as bad as the people on Dails Mill Spur and Dials Mill Rd intersection is way better to get out on the highway. Thank you. |
| 6           | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | One to three days a week   | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 7           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 5                                     | 4                                       |  |
| 8           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 9           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 4  | 3                                      | 2                       | 1                                     | 5                                       | Ethics and professionalism of the board members and staff for transparency for the decisions on each road We want to see large posters of the other proposals.   |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?  |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |   |
| 10          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       | Transparency of the GDOT process. Ethics and professionalism of GDOT Board involvement in the planning.   |
| 11          | Recreational driver   | Four to six days a week  | 4  | 1                                      | 2                       | 3                                     | 5                                       | Dangerous and limited access to Highway 8 or 316 due to low power lines, insufficient roadway widths and turns for trucks with trailers, which are numerous in the area. Congestion and dangers created turning off or onto Price Street at Hwy. 8. |
| 12          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 5                                      | 2                       | 3                                     | 4                                       |   |
| 13          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       | Harry McCarty Rd in Barrow County. Would like to see it as grade separation overpass. Would give an alternative route if a large crash happen on either Hwy 11 or 81 that are next to it.   |
| 14          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 15          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 2                       | 4                                     | 5                                       |   |
| 16          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |
| 17          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 18          | Commuter (for work, school, etc.)   | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |   |
| 19          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 4  | 3                                      | 1                       | 2                                     | 5                                       |   |
| 20          | Other (please specify) - I live off of Wall road  | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       | Can't think of any  |
| 21          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       | The noise for neighborhoods off 316   |
| 22          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |   |
| 23          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above?  | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?  |
|-------------|--|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response   | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 24          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 4  | 1                                      | 5                       | 3                                     | 2                                       |   |
| 25          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | One to three days a week   | 1  | 2                                      | 4                       | 3                                     | 5                                       |   |
| 26          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Seven days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 27          | Other (please specify) - When it was originally built, hwy 316 came through our property. We still own property adjacent to the highway. In fact, the right-of-way is in my mother's backyard. I mow that ROW each week. | Four to six days a week  |  |  |                         |                                       |   | Noise control. Living right on this highway (practically rock-throwing distance), I can hardly stand it anymore. With growth in this area, it's just getting worse each year.                 |
| 28          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 2  | 1                                      | 3                       | 5                                     | 4                                       |   |
| 29          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Seven days a week  | 3  | 2                                      | 5                       | 1                                     | 4                                       |   |
| 30          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Seven days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       | Allow traffic to move more quickly on the side streets. The traffic lights are geared towards traffic on 316 not on 81. There are backups at 81 and Carl Bethlehem all the time at all times. |
| 31          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  |  |  |                         |                                       |   |   |
| 32          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 1  | 2                                      | 3                       | 5                                     | 4                                       |   |
| 33          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | One to three days a week   | 2  | 3                                      | 1                       | 4                                     | 5                                       |   |
| 34          | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?   |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 35          | Commuter (for work, school, etc.)   | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | The flow of traffic  |
| 36          | Commuter (for work, school, etc.)   | One to three days a week   |  |  |                         |                                       |   | how these impacts effect the support roads to 316  |
| 37          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 38          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 39          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 40          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 41          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 4                       | 5                                     | 3                                       | The intersection at Hwy 81 and Tanner Bridge Road is very dangerous. Consider installing a round about to slow traffic for drivers crossing over Hwy 81. |
| 42          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 43          | Commuter (for work, school, etc.)   | Seven days a week  | 1  | 3                                      | 2                       | 4                                     | 5                                       |  |
| 44          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 5                                     | 4                                       |  |
| 45          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 46          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 4                                      | 3                       | 2                                     | 5                                       |  |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?   |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 47          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 48          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |  |
| 49          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       | The infrastructure in the roads surrounding 316. Quite a few of the roads can't handle the increase in traffic they've seen in the last 3 years.   |
| 50          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 3                       | 5                                     | 4                                       | I want smith cemetery road to be safe and more quiet   |
| 51          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 1                                      | 4                       | 5                                     | 2                                       | Impact on land owners  |
| 52          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 53          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 54          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 3                                      | 4                       | 5                                     | 2                                       |  |
| 55          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 56          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       | Timely completion of construction projects. The SR-11 and Hwy 316 project is taking too long.  |
| 57          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 58          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 4                       | 3                                     | 5                                       | Hwy 81 from Bold Springs to at least Punkin Junction needs immediate attention. The bridge at 81/316 is already outdated and more growth is planned for Hwy 81 and Carl Bethlehem area. The roads are NOT READY for the future growth. |

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|-------------|---|---|--|--|-------------------------|---------------------------------------|---|--|
|             |   |   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 59          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month   | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 60          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week   | 1  | 5                                      | 2                       | 3                                     | 4                                       |  |
| 61          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Other (please specify) - I try not to because its the worst road in the history of roads. I avoid it like the plague. | 3  | 1                                      | 5                       | 2                                     | 4                                       | keep right except to pass  |
| 62          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week   | 2  | 1                                      | 5                       | 3                                     | 4                                       | Keep farmland in the hands of private residents.   |
| 63          | Recreational driver   | Other (please specify) - A few times a  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 64          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week   | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 65          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 66          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week   | 1  | 2                                      | 3                       | 5                                     | 4                                       | No   |
| 67          | Commuter (for work, school, etc.)   | Four to six days a week   | 3  | 1                                      | 2                       | 4                                     | 5                                       | All intersections need to have an overpass   |
| 68          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week   |  |  |                         |                                       |   | Minimize land use and acquisition costs Maintain the parkway's appearance  |
| 69          | Commuter (for work, school, etc.)   | Seven days a week   | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 70          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week   | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 71          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week   | 3  | 1                                      | 5                       | 2                                     | 4                                       | Improve local traffic flow. Example: Oconee County Mars Hill Rd & 316 near Bogart, why not a "Grade Separation"? DO not like Right-In, Right-Out {How far do you need to go to make a U-Turn?} |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 72          | Other (please specify) - Oconee, Bogart resident 48 years Aiken RD                            | Other (please specify) - 3-5 times per   | 1  | 2                                      | 4                       | 5                                     | 3                                       | intersection is McNutt Creek RD., which is the #1 corridor for accessing Bogart from the south of 316. Over the years weâ€™ve seen numerous accidents and fatalities occur at this crossing and access. I feel and I am in favor of a full multi-level intersection at this location. Parents, Gâ€™parents, students, use this corridor to travel to and from Oconee schools everyday. Working parents are always taking high risks and bodily harm to themselves & passengers. Folks residing in the median for more than 15-20 seconds are then presented with additional vehicles coming into the median area because their lanes cleared, while vehicles already in median cannot do their left turn or straight because their lanes arenâ€™t clear. Resultsâ€™ a bunch of cars sitting in the median longer because itâ€™s so crowded blocking view of oncoming traffic. Iâ€™ve seen trucks with large trailers with dozers/tractors do the same, effectively blocking 316. Iâ€™ve seen semi trucks/trailers making u-turns and left turns onto McNutt Creek. Iâ€™ve seen impatient drivers actually drive around 3-4 vehicles waiting on McNutt Creek, so they could cross or enter 316 sooner. Itâ€™s a cluster waiting to explode. Additionally, Bogart and the Bogart community is a key part of Oconee county, but feels â€œcut offâ€ since 316 opened. All county schools are south of 316. All our communitiesâ€™ must cross 316 to get to their respective school. Many are young |
| 73          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 74          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 3                                      | 1                       | 4                                     | 5                                       |   |
| 75          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 76          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 4                       | 3                                     | 5                                       |   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 77          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | I love the interchanges. I also think you should straighten Dials Mill before any more development. The curves increase risk, cause drivers to use brakes and increase fuel. The road is heavily used and has a lot of truck traffic. safety and enviromenal benefits would occur for the future with a straighter Dials Mill road. I am Cecil Hammond 706-369- 8160 and I know Bernard Garrett 770-402 -6892 would love to talk to GDOT about This road because he has over 100 trucks using this road every day. He says there is 3 big waste handling and recycling co. who could save a lot of fuel and travel time if dials mill was 4 laned giving them easier access to the 3 landfills in walon county on hwy 78. This would benefit the enviroment and traffic safety. Please give Bernard (Roll Off) a call. Thanks Cecil H. |
| 78          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |  |
| 79          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 1                                      | 5                       | 4                                     | 2                                       | Consider side traffic flow with easy access to and from.   |
| 80          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 81          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 82          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       |  |
| 83          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 84          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 4  | 1                                      | 2                       | 5                                     | 3                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 85          | Commuter (for work, school, etc.)   | One to three days a week   | 2  | 1                                      | 3                       | 5                                     | 4                                       |  |
| 86          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 87          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  |  |  |                         |                                       |   |  |
| 88          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       | Convenient access to 316 from Julian Drive is imperative. Closing the neighborhood off from access would create a huge inconvenience and force Silverleaf to become inundated with all the traffic from Deerbrook, Tall Oaks, and other development. |
| 89          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Other (please specify) - once a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 90          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 91          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   |  |  |                         |                                       |   |  |
| 92          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 93          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 94          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 95          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       |  |
| 96          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 4                       | 3                                     | 5                                       |  |
| 97          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 98          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 5                                      | 3                       | 1                                     | 4                                       |  |
| 99          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |
| 100         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 101         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 102         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 103         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 104         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 105         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       | Make McNutt Creek Road a full access intersection and create a single full access intersection between Dials Mill Road and Dials Mill Extension. No intersection should be provided at Dials Mill Road and Dials Mill Extension. They should end in cul de sacs. |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 106         | Commuter (for work, school, etc.)   | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | Yes, the cross roads like HWY 11 and HWY 81. GDOT put up the 81 overpass and now there is a least a mile stretch encompassing that overpass on 81 that is congested most of the time. Are all the overpass roads going to be built so inadequately? |
| 107         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |   |
| 108         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 4  | 3                                      | 2                       | 1                                     | 5                                       |   |
| 109         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |
| 110         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 5                       | 4                                     | 3                                       |   |
| 111         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |   |
| 112         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       |   |
| 113         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 4                       | 5                                     | 3                                       |   |
| 114         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |

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|-------------|--|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response   | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 115         | Other (please specify) - Firefighter Medical First Responder Station 7 OCFR McNutt Creek RD Fire Station | Seven days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       | I have personally be involved with driving an emergency vehicle F Engine, Rescue, Ambulance. - due to very excessive speeds at McNutt Creek and 316 I have witnessed multiple times when the rescue vehicle or Fire Truck I am driving is prevented from entering 316 as I am responding to an emergency- loosing valuable time and endangering my entire crew and our mission to respond as safely and and as quickly as possible. Having a complete interchange is vital at McNutt Creek and 316. Thank you for considering this very highly. If you want further information feel free to contact me Dr. Dennis Tim Crowe. #728 Oconee County Fire Rescue Station 7 |
| 116         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 117         | Recreational driver  | At least once a month  | 3  | 1                                      | 2                       | 5                                     | 4                                       | Providing area for transportation hubs to reduce traffic.  |
| 118         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 1  | 3                                      | 5                       | 2                                     | 4                                       | When two choices exist why do you pick the one effecting the most residents? Any smart person would chose the one effecting the fewest residents but still serving them all. Donâ€™t put an entry exit at Dials Mill Road put it at Dials Mill extension. Please donâ€™t like Boswell influence this decision. Look at the residents in the area, serve them.  |
| 119         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       | No   |
| 120         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Four to six days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       |  |
| 121         | Commuter (for work, school, etc.)  | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 122         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Seven days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       | Protecting homeowners property   |
| 123         | Resident in the area (Gwinnett, Barrow, or Oconee County)  | Other (please specify) - Not often   |  |  |                         |                                       |   |  |
| 124         | Commuter (for work, school, etc.)  | Four to six days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       | Not particularly   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |   |
| 125         | Commuter (for work, school, etc.)   | Four to six days a week  | 3  | 1                                      | 2                       | 4                                     | 5                                       |   |
| 126         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |   |
| 127         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |   |
| 128         | Commuter (for work, school, etc.)   | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       | Limit the amount of stop lights   |
| 129         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 3  | 4                                      | 1                       | 2                                     | 5                                       |   |
| 130         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 4  | 3                                      | 1                       | 2                                     | 5                                       | Save trees  |
| 131         | Elected official  | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       | Making solutions that happen sooner rather than later.  |
| 132         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       | Eliminate the remaining side roads intersecting with 316. Eliminate remaining traffic lights on 316 so every intersection or interchange is limited access. |
| 133         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 134         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 135         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 4  | 1                                      | 3                       | 2                                     | 5                                       | No  |
| 136         | Commuter (for work, school, etc.)   | One to three days a week   | 1  | 2                                      | 3                       | 5                                     | 4                                       |   |
| 137         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 4                                     | 3                                       |   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 138         | Commuter (for work, school, etc.)   | Seven days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       |  |
| 139         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Seven days a week  | 1  | 4                                      | 5                       | 3                                     | 2                                       | 316 Need to make Highway without any lights like Highway 85  |
| 140         | Commuter (for work, school, etc.)   | At least once a month  | 2  | 1                                      | 3                       | 5                                     | 4                                       |  |
| 141         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | Reduce congestion and crashes, and improve mobility.   |
| 142         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 143         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 144         | Commuter (for work, school, etc.)   | Four to six days a week  | 1  | 2                                      | 4                       | 3                                     | 5                                       |  |
| 145         | Commuter (for work, school, etc.)   | Seven days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       | Please increase the number of lanes in both directions   |
| 146         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 147         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 148         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       | Ensuring that traffic is not congested with the new project and neighborhoods near the project are not negatively impacted due to increased traffic. |
| 149         | Commuter (for work, school, etc.)   | Four to six days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 150         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 4  | 1                                      | 2                       | 3                                     | 5                                       |  |
| 151         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       | speeding   |
| 152         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 153         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 154         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 4                                      | 3                       | 1                                     | 5                                       | N/A  |
| 155         | Recreational driver   | One to three days a week   | 1  | 2                                      | 5                       | 4                                     | 3                                       |  |
| 156         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Four to six days a week  | 4  | 3                                      | 1                       | 2                                     | 5                                       | Construction affecting business at Kilcrease and Hwy 316.  |
| 157         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | Routine maintenance upkeep is an issue in Barrow county. Huge potholes causes blowouts & can cause serious accidents. Not to mention vehicle damages & financial situations to citizens. |
| 158         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 159         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 160         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       | Please stop building in statham. We do not want this to turn into Gwinnett county. Gwinnett is filled with crime and drugs. We do not want that here. Please stop expanding.             |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |   |
| 161         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 162         | Commercial vehicle operator   | At least once a month  | 2  | 1                                      | 5                       | 4                                     | 3                                       | Cost. The financial costs that taxpayers have to pay.   |
| 163         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 4  | 1                                      | 5                       | 3                                     | 2                                       |   |
| 164         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Four to six days a week  | 3  | 4                                      | 5                       | 2                                     | 1                                       |   |
| 165         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |   |
| 166         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 167         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |   |
| 168         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |
| 169         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 3                                      | 2                       | 5                                     | 4                                       | Longer turn lanes at lights for busy roads.   |
| 170         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |   |
| 171         | Other (please specify) - Both a resident in Clarke county and Atlanta business owner          | Four to six days a week  | 4  | 1                                      | 5                       | 3                                     | 2                                       | Get Gwinnett County to remove the traffic lights that makes it convenient for their police, airport and office complexes. It is a shame that other counties are working with GDOT to add bridges but nothing changes at the stop lights in Gwinnett County. |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 172         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 173         | Commuter (for work, school, etc.)   | One to three days a week   | 2  | 1                                      | 4                       | 5                                     | 3                                       | Get rid of all traffic lights                                  |
| 174         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 175         | Recreational driver   | At least once a month  | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 176         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 4                       | 3                                     | 5                                       |  |
| 177         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 3                                      | 5                       | 2                                     | 4                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 178         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |
| 179         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 180         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 181         | Commuter (for work, school, etc.)   | Four to six days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       |  |
| 182         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 183         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       | NO TOLL ROAD!! I'd read several years ago about discussions to turn it into a toll road. |
| 184         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 4                                      | 1                       | 2                                     | 5                                       |  |
| 185         | Commuter (for work, school, etc.)   | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 186         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 187         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 5                                     | 4                                       |   |
| 188         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |   |
| 189         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 3                                      | 4                       | 2                                     | 5                                       | Limit access to cross 316 from side streets. Only allow right turns into 316. Crossings only at bridge/red light intersections  |
| 190         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       | Offer HOT/HOV lanes. Want 3+ lanes full from I85 to Athens! Environment and Economic development are LEAST of MY concerns. FIX CONGESTION will improve environment and ultimately lead to better economic development along the road. |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 191         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | The noise is unbearable at hwy81/ 316. I live right off that area and the traffic noise is ridiculous. Don't know why projects are planned and completed without any regard to homeowners living so close. |
| 192         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 193         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 4                       | 3                                     | 5                                       |  |
| 194         | Commercial vehicle operator   | Four to six days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 195         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 196         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 197         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 198         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       |  |
| 199         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 4                                      | 5                       | 1                                     | 3                                       |  |
| 200         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |
| 201         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 202         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |  |
| 203         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       | no   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 204         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |
| 205         | Commuter (for work, school, etc.)   | One to three days a week   | 2  | 1                                      | 4                       | 5                                     | 3                                       | no  |
| 206         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 5                                     | 4                                       |   |
| 207         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Other (please specify) - 3-4 times/mo  | 1  | 2                                      | 3                       | 5                                     | 4                                       |   |
| 208         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 3                                      | 2                       | 4                                     | 5                                       | Landscape all of the I-85 316 interchange.  |
| 209         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       | Traffic signals at Dials Mill or Craft Rd for the school traffic especially before Dove Creek Middle opens!!!   |
| 210         | Recreational driver   | One to three days a week   |  |  |                         |                                       |   | Connectivity of land uses Maybe more cross connections  |
| 211         | Commuter (for work, school, etc.)   | At least once a month  | 2  | 1                                      | 4                       | 5                                     | 3                                       | no  |
| 212         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 5                                     | 4                                       |   |
| 213         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       | Jennings Mill residents (Jimmy Daniel project) haven't been provided sufficient information regarding impacts to their properties. Their lives are on hold. |
| 214         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 215         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 2                                      | 4                       | 1                                     | 5                                       | As a retired couple on a fixed income, my spouse and I want to make sure that our property is not negatively impacted.                                      |
| 216         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 3                                      | 4                       | 2                                     | 5                                       |   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 217         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       | No   |
| 218         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 219         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       | Erosion, property values, noise to neighborhoods that border, traffic diverted through neighborhoods off of 316. |
| 220         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 5                                      | 2                       | 1                                     | 4                                       | Noise! We need noise abatement walls!  |
| 221         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 5                       | 2                                     | 4                                       |  |
| 222         | Commuter (for work, school, etc.)   | Four to six days a week  | 3  | 1                                      | 2                       | 5                                     | 4                                       | Bike Routes & non automobile modes of transportation   |
| 223         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |  |
| 224         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   |  |  |                         |                                       |   |  |
| 225         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       | Sounds barriers for nearby neighborhoods   |
| 226         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 227         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Seven days a week  | 1  | 4                                      | 5                       | 2                                     | 3                                       |  |
| 228         | Recreational driver   | At least once a month  | 1  | 2                                      | 3                       | 5                                     | 4                                       |  |
| 229         | Commuter (for work, school, etc.)   | Four to six days a week  | 1  | 3                                      | 5                       | 2                                     | 4                                       |  |
| 230         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 4                       | 5                                     | 3                                       |  |
| 231         | Elected official  | Four to six days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response   |
| 232         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       | REDUCING TRAFFIC SOUNDS TO ADJACENT HOMEOWNERS AT JIMMIE DANIEL ROAD INTERCHANGE. |
| 233         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 2                                      | 5                       | 1                                     | 4                                       |   |
| 234         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |   |
| 235         | Recreational driver   | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 236         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 3  | 4                                      | 2                       | 1                                     | 5                                       |   |
| 237         | Commuter (for work, school, etc.)   | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 238         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |   |
| 239         | Other (please specify) - Resident and Commuter from home to Atlanta                           | One to three days a week   | 4  | 1                                      | 5                       | 2                                     | 3                                       |   |
| 240         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 4                       | 5                                     | 3                                       |   |
| 241         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 3                                      | 5                       | 2                                     | 4                                       |   |
| 242         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 4                                     | 3                                       |   |
| 243         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |   |
| 244         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       |   |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 245         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       |  |
| 246         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 247         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 3                                      | 5                       | 2                                     | 4                                       | Jennings mill resident in oconee county: run off effects on ponds, noise, traffic, erosion, property values  |
| 248         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 4                       | 3                                     | 5                                       |  |
| 249         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 250         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 251         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |  |
| 252         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 3                                      | 5                       | 1                                     | 4                                       |  |
| 253         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       |  |
| 254         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 4                                      | 3                       | 2                                     | 5                                       |  |
| 255         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 5  | 1                                      | 3                       | 2                                     | 4                                       | As a resident of a community directly impacted by this change, I do have concerns for my neighborhood. Just a few would be run off effects on ponds, noise, traffic, erosion, and our property values. A sound wall would be helpful that should be part of the plans. |
| 256         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 257         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 3                                      | 4                       | 1                                     | 5                                       | Sound barriers for surrounding properties in Jennings Mill.  |
| 258         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 4  | 2                                      | 3                       | 1                                     | 5                                       |  |
| 259         | Other (please specify) - City Engineer of Winder  | Other (please specify) - rarely  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 260         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 1                                      | 5                       | 4                                     | 2                                       |  |

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|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |  |
| 261         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 5                       | 2                                     | 4                                       |  |
| 262         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |  |
| 263         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  |  |  |                         |                                       |   |  |
| 264         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 2                                      | 4                       | 1                                     | 5                                       |  |
| 265         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 4                                      | 3                       | 2                                     | 5                                       | Preserving existing neighborhoods adjacent, adjustment/improvement to SR 10 as there has not been a sustainable, viable, or feasible solution to allow for the increased volume of traffic that this project would infuse into the oconee side |
| 266         | Elected official  | Four to six days a week  | 2  | 3                                      | 5                       | 4                                     | 1                                       |  |
| 267         | Recreational driver   | One to three days a week   | 1  | 2                                      | 3                       | 5                                     | 4                                       |  |
| 268         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 5                                     | 4                                       |  |
| 269         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |  |
| 270         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 5                                      | 4                       | 1                                     | 3                                       | Leave Jennings mill innerchange as is - no change.   |
| 271         | Elected official  | Four to six days a week  | 1  | 2                                      | 5                       | 3                                     | 4                                       |  |
| 272         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |  |
| 273         | Elected official  | One to three days a week   | 1  | 3                                      | 4                       | 5                                     | 2                                       |  |
| 274         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 5                       | 4                                     | 3                                       |  |
| 275         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 1                                      | 5                       | 2                                     | 4                                       | Not effect my value as a business owner off oconee connector and where I live in a neighborhood next to Jimmy Daniels  |
| 276         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 4                                      | 2                       | 1                                     | 5                                       | Significant increase in noise and likely reduction in property values of properties near/adjacent to the area.   |
| 277         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?                  |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|---|
|             |   |  | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development |   |
| 278         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 2                                      | 4                       | 3                                     | 5                                       |   |
| 279         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       | Lower the road noise in master communities next to 316 with a noise barrier.    |
| 280         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 2                                      | 3                       | 4                                     | 5                                       |   |
| 281         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       |   |
| 282         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Seven days a week  | 2  | 4                                      | 5                       | 1                                     | 3                                       | air quality   |
| 283         | Other (please specify) - Chamber of Commerce  | At least once a month  | 3  | 2                                      | 5                       | 4                                     | 1                                       | No  |
| 284         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |   |
| 285         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 286         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |   |
| 287         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 3                                      | 4                       | 2                                     | 5                                       | Move the bridge down from Jimmy Daniel Rd. away from Jennings Mill subdivision. |
| 288         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 5                       | 3                                     | 4                                       |   |
| 289         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 3  | 2                                      | 4                       | 1                                     | 5                                       | Noise abatement.  |
| 290         | Recreational driver   | At least once a month  | 3  | 2                                      | 4                       | 1                                     | 5                                       |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?   |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 291         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 4                                      | 1                       | 2                                     | 5                                       | Run-off is a concern for the ponds in the Jennings Mill development. This does affect property values.   |
| 292         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 2  | 4                                      | 3                       | 1                                     | 5                                       |  |
| 293         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 5  | 1                                      | 2                       | 3                                     | 4                                       |  |
| 294         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 3                                      | 4                       | 2                                     | 5                                       | Reduce noise in Jennings Mill subdivision, specifically the Miller's Lake area.  |
| 295         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 4                                     | 5                                       | I want us to be defensive against prioritizing the interests of private property owners above the general public. I understand that certain realtors and developers have a lot of influence over where intersections go on our state routes, and stand to make a lot of money when these road projects are completed. I want to see none of that going into the decision making process. |
| 296         | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Seven days a week  | 2  | 1                                      | 4                       | 5                                     | 3                                       | Do not cut off access to 316   |
| 297         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 1  | 4                                      | 3                       | 2                                     | 5                                       |  |
| 298         | Recreational driver   | Seven days a week  | 1  | 3                                      | 2                       | 4                                     | 5                                       |  |
| 299         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 1  | 2                                      | 3                       | 5                                     | 4                                       |  |
| 300         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 3                                      | 4                       | 2                                     | 5                                       | Noise issues, property values, runoff into ponds for Jennings Mill Subdivision hwy 316/Jimmy Daniel  |
| 301         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 1  | 3                                      | 4                       | 2                                     | 5                                       | Reduce noise in the Jennings Mill Subdivision.u  |
| 302         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 1  | 3                                      | 2                       | 5                                     | 4                                       | No   |

| Response ID | What best describes your relationship with this section of SR 316, as shown in the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Along this section of SR 316, what transportation priorities are most important to you? (Please order from most important to least important priorities) |  |                         |                                       |   | Are there any priorities not listed that are important to you?   |
|-------------|---|--|--|--|-------------------------|---------------------------------------|---|--|
|             | Response  | Response   | Reduce the severity and frequency of crashes   | Reduce congestion and improve mobility | Protect the environment | Reduce impacts to adjacent properties | Support growth and economic development | Open-Ended Response  |
| 303         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 3  | 2                                      | 4                       | 1                                     | 5                                       |  |
| 304         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 2  | 1                                      | 5                       | 3                                     | 4                                       |  |
| 305         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Other (please specify) - Rarely  | 1  | 2                                      | 3                       | 4                                     | 5                                       |  |
| 306         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 307         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  |  |  |                         |                                       |   |  |
| 308         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 4  | 3                                      | 1                       | 2                                     | 5                                       |  |
| 309         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | 2  | 1                                      | 3                       | 4                                     | 5                                       |  |
| 310         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | 2  | 1                                      | 5                       | 3                                     | 4                                       |  |
| 311         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | 3  | 1                                      | 4                       | 2                                     | 5                                       |  |
| 312         | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | 5  | 3                                      | 2                       | 1                                     | 4                                       | Reduction of crashes could be accomplished by installing signals that count the seconds until the light turns red. Why hasn't that been implemented to save lives? |
| 313         | Other (please specify) - Billboard Operator   | At least once a month  | 3  | 4                                      | 5                       | 1                                     | 2                                       |  |

| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 1                   | All intersection options should be considered for each individual interchange.  | The interchange at 81 is awful. With the height of that bridge, visibility while crossing the bridge is non-existent and it is incredibly dangerous. That entire interchange is poorly designed with lights on both sides AFTER the ramps. It's unsafe enough that I find alternative routes to try and avoid that area when possible. |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 2                   |   |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 3                   | Interchange: amount of land needed , changes ( tree removal, buffers) and proximity of construction/ future traffic negatively effecting ( light, noise, etc) current land use .  | Right in right out for 316 Westbound as additional alternative for McCarty Rd residents if distance from entrance ramp 316/211 design allows .   |  |                   |  | In-person or virtual briefing by the study team | Study website |  |                         |                       |                         |
| 4                   | Do NOT extend Statham Drive   | Leaving Mccarty open where at least cars can go right to get on 316  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 5                   | The full closer would be the worst thing you could do for the people that live on Dials Mill Spur and Dials Mill Extension exit and Rd.A full inter change would be best.         | A full interchange would be best at Dail Mill Spur and Dials Mill extension exit and Rd.   |  |                   |  |   |               |  |                         |                       |                         |
| 6                   | Anything that removes cross-traffic is an improvement. Full closures concern me the most for property owners. Interchanges would be best but I know the most costly option.       |  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 7                   | Right in, right out. I see wrecks very often where the Oconee connector traffic can turn right onto 316. Drivers often misjudge the speed of the traffic they are trying to join. |  |  |                   |  |   |               |  |                         |                       |                         |
| 8                   |   | At McCarthy road add a right turn only(heading west towards winder) instead of a cul-de-sac. Also add an exit ramp heading west from Athens towards Winder onto McCarthy. Both would help alleviate traffic at the intersection ( Bethlehem road and Atlanta hwy. )in downtown Statham.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 9                   | if there is an interchange placed at Dials Mill/316. Negatively impacts my adjacent subdivision of Dials Mill Plantation. We have one road to access our subdivision.             | none   |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       | Newspaper or television |

| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|--|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 10                  | Location of Interchanges along the route. Such a dramatic changes to existing local neighborhoods and the residential rural nature of the Oconee County.   |  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 11                  | SR316 and McCarty Rd.  | Creating right turn only off of McCarty Rd. onto SR 316.   |  |                   |  |   |               |  |                         |                       |                         |
| 12                  | Full closure. Limits access to 316 and makes congestion worse in these small towns.  | Right in , right out as much as possible. This will cut down in congestion.  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 13                  | Harry McCarty Rd in Barrow County. Would like to see it as grade separation overpass. Would give an alternative route if a large crash happen on either Hwy 11 or 81 that are next to it.  | Would like to see the use of roundabout more often, possibly on offramps.  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 14                  | I have several problems with the way speed limits and signage are being changed AFTER projects as well as DURING projects.   | Get rid of that traffic light at Drowning Creek-- you just spent how much getting rid of one at Harbins, and now you add another one?                    |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 15                  | Right in and right out needs to be done at McCarty Rd or do not block Price St access at Hwy 211. There is too much traffic on the only remaining exit if both are blocked off for residents trying to exit their neighborhoods. | Same answer as above question.   |  |                   |  |   |               |  |                         |                       |                         |
| 16                  | Wall Rd  |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 17                  |  |  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 18                  | Not listed is the new traffic light at Drowning Creek. Should mimic Harry McCarty. Stupid to add that light.   | Create limited access and restrict entrance to right turns instead of crossing all 4 lanes.  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 19                  | We get alot of speeders on Wall Rd now. Cut down the traffic flow. We also get alot of people dumping crap on Wall Rd.   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 20                  | Right in right out at Wall road  | An interchange   |  |                   |  | In-person or virtual briefing by the study team |               |  | Email sent or forwarded |                       |                         |
| 21                  | I would prefer an interchange. My job takes me towards Atlanta and it would tremendously effect my commute both in mornings and at night.  | I think interchanges, though more expensive will be the most beneficial because it maintain the flow of traffic while allowing for the community to grow |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 22                  | Full closure. I like the access  |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 23                  |  | Make Hi hope and hurricane shoals a right in right out and remove the traffic lights.  |  |                   |  |   |               |  |                         | Printed advertisement |                         |

| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?   | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|--|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |  |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response   | Response   | Response          |  |   |               |  |                         |                       |                         |
| 24                  |  | Widening the existing roads off 316 to 4 lanes. The growth has not been dealt with and a 4 lane bridge with complementing roads would have significantly helped with traffic on Hwy 81. |  |                   |  |   |               |  |                         |                       |                         |
| 25                  | Wall Road. Would prefer a bridge over 316 with my 2nd choice being full closure.   |   |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 26                  | Wall Road  | Closure of Wall Road to 316   |  |                   |  |   |               |  | Email sent or forwarded | Printed advertisement |                         |
| 27                  | #18, which is not listed on your map above, but is shown on another map on your website. This is SR316 at CR138/Smith Cemetery Road. This is right at my property line. Many accidents here over the years and since the interchanges at hwy 81 and 53 are now open with no traffic lights to slow/stop traffic, it's pretty much impossible to get across this interesection. Takes me sometimes 5-6 minutes sitting there waiting to get across. | Well I feel like an interchange is pretty much impossible, but either a grade separation/bridge over (?) or closing off this intersection.  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 28                  | SR 8/Winder Highway, Cedars Road, Hosea Road   |   |  |                   |  |   | Study website |  |                         |                       |                         |
| 29                  | They all have pros and cons. So it would be on a case-by-case basis. Full closure is obviously completely closes off a road from the highway, but there might be instances where that is warranted. Grade separation has the same result, but it allows for a road to at least continue to the other side of the highway.  | Y'all are making significant headway. Keep up the good work.  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 30                  | Moving traffic on the side streets   | Moving traffic on the side streets and Hwy 81 needs to be 4 lanes now not five years from now or barrow county needs to have a moratorium on building                                   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 31                  |  | A bridge over 316 at Carl Bethlehem   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 32                  | Patrick Mill Rd @ Hwy 316 .The amount of commerical traffic using the west winder bypass and the hill on 316 . The bridge interchange needs to be sped up on a start date.   | No cross streets without a bridge   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 33                  | Right-in Right -out  | Black top all 316   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 34                  |  |   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 35          | The full closure will just cause more backed up traffic and problems elsewhere.   | More lanes   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 36          | Full closure, consideration should be taken that traffic load from this closure is accommodated for at its eventual connection w 316  | HOT toll. more grade separation  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 37          | Full closure  | Removal of traffic lights at 316 intersections. Because of heavy traffic 316 should be more like an interstate. No lights. Over or underpasses only                    |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 38          |   |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 39          | Full closure, lack of access  |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 40          | 81 at 316. The bridge is already very congested at peak times and the lights do not appear to be adjusted well to work with each other causing backups.   |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 41          | Hwy 81 bridge at 316. This bridge cannot accommodate the influx of traffic. Traffic is backed up both ways everyday.  | 316 at Harry McCarty access on both sides of 316 would offer some relief to Hwy 81 exit.   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 42          | Full closure shouldn't be an option unless we know the roads are less traveled and there is an easy alternative route. It will make it impossible for traffic to flow if there is a serious accident on 316. The bridges being built haven't usually impacted my drive due to the easily accessible side roads and that should be an option we don't need to consider. Right in, right out is the most beneficial with an interchange coming in second. | Traffic lights on existing bridges and interchanges should be programmed to work with the heavy traffic at varying times of the day, especially at 316 and Highway 81. |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 43          | Right In right out  | Get rid of the divided highway!!   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 44          | Full closure- this could impact other alternate routes and is not needed near 316.  | Interchange or grade separation seems like the most logical way to go  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 45          | Interchange because it is the most expensive and takes the longest to complete.   | Widen the road   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 46          | Full Closure  | IMPROVE SAFETY.....  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |



| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|---------------------|--|--|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|                     |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response  | Response   | Response          |  |   |   |  |                         |                       |                         |
| 59                  | None.  |  |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 60                  | Patrick mill interchange   |  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 61                  | right in right out, most traffic. we need less traffic and less people   | no more red lights, make trucks stay on right lane, more bridges, and have better driving tests  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 62                  | Right in and right out seems inefficient.  | Interchanges should be wider. Currently they have one traveling lane in each direction and one turn lane. Traffic is a nightmare driving over those interchanges; especially at highly commercialized exits (I.e. hwy 81). Traffic implications seem to be an after thought. |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |
| 63                  | RIRO could cause confusion for some because it's unusual.  | Provide space for eventual widening to 6 lanes   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 64                  | full closure because it may make it difficult for some travelers   |  |  |                   |  |   |   |  |                         |                       |                         |
| 65                  | Interchange because it still bottlenecks traffic at intersection with 316 and can still have a higher accident rate                    | continued bridge across 316 with on and off exit ramps for side roads to improve traffic flow and reduce accidents   |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 66                  | Right in, right out. Merging in at high speeds is dangerous, also needing to find u turn/ making u turn in front of speeding vehicles. | Lowering speed limits.   |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 67                  | 316 and Patrick mill rd  |  |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 68                  | Full Closure -- Virgil Langford, for example. Sooner or later a golf cart loaded with a family is going to be creamed crossing over.   | You should look at what the City of Carmel, Indiana, did with Keystone Avenue. It was so successful, they did it again on Michigan Avenue US31. Minimal congestion, minimal land use.  |  |                   |  |   |   |  |                         |                       | Newspaper or television |
| 69                  |  | I would like to see the intersection at SR 316 and Bethlehem Road converted to a Grade Separation intersection, eliminating the traffic light.   |  |                   |  |   |   |  |                         |                       | Newspaper or television |
| 70                  |  |  |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       | Newspaper or television |
| 71                  | Full-Closure. Emergency situations, all humans will need "Emergency Response" sometime.  | Access roads rather than Interchange.  |  |                   |  |   |   |  |                         |                       | Newspaper or television |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316? | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 72          | Right in/right out Full closure   | Call boxes  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         | Printed advertisement | Newspaper or television |
| 73          | None. Do what provides the longest solution. Quick fixes while worrying about impact of the surrounding business only moves the problem down the road. Eventually there will need to be more work done. |   |  |                   |  |   | Study website |  |                         |                       |                         |
| 74          |   |   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 75          |   |   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 76          | Right in right out  |   |  |                   |  |   |               |  |                         |                       | Newspaper or television |

| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|--|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 77                  | Mars Hill Con & 316 because I cross this intersection daily  |  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 78                  | Right-In, Right-Out. Seems to increase traffic congestion and safety concerns. with the level of traffic in the corridor during rush hours it will be very hard to get on 316 in this scenario without a dedicated or temporary additional merge lane for exiting or entering 316. | Better intersection with SR10 - i.e. eliminate traffic light entrance/exit at epps bridge. need longer merge in out lanes, etc.  |  |                   |  |   |               |  |                         |                       |                         |
| 79                  | Full closure and grade separation is unacceptable and would create more of a problem. Right in and right out would be the only choice for easy access.   | Basically, Hwy 316 is a path between ATL highways and Athens with inconsistent traffic flow depending on events in Athens area and ATL. Mark everything well in advance rather than a street sign that needs to be carefully watched for. Bethlehem area is the worst! |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 80                  |  | Get it done quicker  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 81                  | Right in and right out, because of the congestion and most chances for accidents/injuries.   | Intersection.  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 82                  | Right in/ right out- Highway 316 speeds should remain 65 mph and if someone doesn't have proper experience with this scenario it will result in wretched accidents and traffic jams.   | Close off all lights between I-85 and 10 loop in Watkinsville. Only allow access at ramps. Issue citations to individuals camped in left lanes not passing or intentionally blocking traffic.  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 83                  | Whichever keeps 316 flowing works for me   |  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 84                  | I like the idea of grade separations. There are already plenty of access points in my opinion, and there are simply too many traffic lights. People should drive to the nearest larger interchange to access   | Eventually 316 needs to completely free of traffic lights  |  |                   |  |   |               |  |                         |                       | Newspaper or television |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 85          | Full closure, no flow of traffic from surrounding areas   |  |  |                   |  |   |               |  |                         |                       |                         |
| 86          | Full closure, to me, shows a lack of proper planning and causes worse issues elsewhere  |  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 87          | A full interchange is needed at Jimmy Daniel and 316. As someone who lives on Julian, a Right-In and Right-Out makes the most sense to connect Julian Dr. with 316. | I would recommend constructing the Jimmy Daniel/316 interchange first. This is the most dangerous of these interchanges.   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) | Email sent or forwarded |                       | Newspaper or television |
| 88          | Julian Drive Access to 316 is imperative for quick and easy access for Fire, Ambulance, and other service driven entities. Absolutely NO closing off access to 316. |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 89          | Interchange: takes lots of space, most State money, long and disruptive construction, and can increase noise and reduce housing values                              | reduce the multiple street signs in Gwinnett. What will happen to all of the fast-moving traffic as it goes into Epps bridge.                                    |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 90          | Full closure restricts accessibility & limit homeowners efficient travel  | Emergency mediums  |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 91          | Oconee connector because it is closest to where I live.   | Closure of Julian drive.   |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 92          | 316 should be limited access in its entirety  | fewer traffic lights   |  |                   |  |   |               |  |                         |                       | Newspaper or television |
| 93          | Full closure should be kept at a minimum, with grade separation being the better alternative. Also, Interchange is much more desirable than right in, right out.    | I do like the idea of roundabouts being used as you approach 316, instead of lights. I'm not talking about roundabouts on 316, but on the side roads around 316. |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 94          |   |  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 95          | McNutt creek rd / 316   |  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 96          | McNutt Creek  |  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 97          | Right in right out. More potential for accidents if on ramps aren't long enough.  |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |



| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?   | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|---------------------|--|---|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|                     |  |   |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |   |  |                         |                       |                         |
| 106                 | Hwy 11, because they intersection GDOT just did on hwy 81 is completely inadequate and very dangerous.   | Considering the traffic flow and load of the overpasses that are being built and maybe think about building with the future growth of the communities around it in mind |  |                   |  |   |   |  |                         |                       | Newspaper or television |
| 107                 | Full closure would impact movement on local roads.   | Widen hwy 81 between winder and loganville. Growth is going to make it unusable very soon.  |  |                   |  |   |   |  |                         |                       |                         |
| 108                 | The crash numbers for Dials Mill Rd do not warrant a full interchange. It is incumbent on the state of Georgia to select a path forward that provides the least impact coupled with the benefits. The current plan only focused on cost savings. | On/off 316E ramp,circle could be constructed at Dials Mill Spur.  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 109                 | Julian Dr @ 316, I live on Julian Dr and would prefer a bridge over 316  |   |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 110                 | Julian Drive in Oconee County. I reside on this road. My preference is Right-In, Right-Out or a flyover bridge. Do not completely close Julian Drive at SR 316.  |   |  |                   |  | In-person or virtual briefing by the study team |   |  |                         |                       |                         |
| 111                 | McNutt Creek Rd Traffic flow/accidents at crossing Property owner on McNutt Creek Rd   |   |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 112                 | Interchange High traffic flow in a rural area  | Overpass on McNutt creek  |  |                   |  |   |   |  |                         | Printed advertisement |                         |
| 113                 | In general, I am very happy to see the changes getting rid of at-grade intersections because there are so many scary accidents on 316.   |   |  |                   |  |   | Study website                                   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 114                 | Full closure due to excess time and gas to get to new entrance to 316.   | Safety fences /blockades to prevent head on collisions with cars crossing over the middle space. Better shoulder areas to pull over for accidents.                      |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316? | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 115         | We need a full interchange at McNutt Creek and 316. Also Daniels Bridge and Dials Mill and Oconee Connector. All there have had multiple deaths associated with traffic accidents but me especially McNutt Creek in my experience as I have driven Fire Rescue and EMS vehicles and continue to see increase safety issues and prevention of effective response times | Yellow Flashing lights at these interchanges  |  |                   |  |   |               |  |                         |                       |                         |
| 116         | Grade Seperation  | N/A   |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 117         |   | Adding park and ride expansion  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 118         | As said the one at Dials Mill Riad. Move it to Dials Mill Extension.  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 119         | Barber creek. I live there and commute to work  | None  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 120         | An interchange at Dials Mill Road would be detrimental to the Dials Plantation neighborhood and properties adjacent to 316. An interchange, if absolutely needed, should not be located at this intersection, but one could be located at Dials Mill Extension or somewhere between Dials Mill Extension and Dials Mill Road.   |   |  |                   |  |   | Study website |  | Email sent or forwarded |                       |                         |
| 121         | Right in, right out because there is a till a high potential for accidents.   | Grade separation and access roads   |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 122         | An interchange as traffic will increase on McNutt Creek Rd. It will impact my residence and reduce my property value.   | I would love just grade separation to occur at each road crossing.                                  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 123         | Barber creek. Loosing my property   |   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 124         | I worry that completely closing off roads may increase congestion on roads that are on cut off.   | None particularly.  |  |                   |  |   |               |  |                         | Printed advertisement |                         |

| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|---------------------|--|--|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|                     |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |   |  |                         |                       |                         |
| 125                 | Right in, Right out. Poor judgement from bad drivers.  | More signage. Particularly "Slower traffic right lane" signage. If this was enforced better, there would be far less traffic collisions.   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 126                 | None   | Make 316 3 lanes   |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 127                 |  |  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 128                 | None these are great, I hate stop lights on 316.   | Eliminate stop lights but keep speed limit at 55-60  |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 129                 |  | Limit people moving to Oconee County   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 130                 | Full Closure because it isolates areas   | None   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 131                 | Hwy. 8 because of it being in the City of Dacula and the bottleneck that it creates.   | I think the "Right In/RightOut" traffic flow is a great option for the current more rural area if 316.   |  |                   |  |   |   |  |                         |                       |                         |
| 132                 | Right in, right out. Inhibits traffic flow on a highway designated for 65 mph, which should remain intact.   | Previously mentionedâ€”no side road access without an interchange and no traffic lights. Is federal funding available to complete the project that results in an interstate highway (e.g., I-885) similar to I-985 and I-185 in Georgia? |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 133                 |  | Add a third high occupancy vehicle lane. No we do not want a peach pass required Lane.   |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |
| 134                 | Right-in, right-out - increased potential for back ups and rear-end crashes. Better to limit access.   | I love the parallel access roads along some of the new construction near Bethlehem. That allows for visible business growth and development without impeding traffic on and off of 316.  |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 135                 | Interchanges need more of them to keep the flow goong  | Reduce number of lights on 316   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 136                 | Any of the ones that limit access add to drive times and congestions. Right in and right out can be dangerous when merging especially without good viability like at Virgil Langford. Hope acceleration and deceleration lanes will be adequate      | Larger signage so easier to read and more notice of upcoming roads.  |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 137                 | Interchange seems the only practical solution. Grade separation, Right-In, Right-out and Full Closure all restrict access from the side roads. Deadending the side road or requiring extra driving to access 316 would cause massive traffic issues. | The intersection at 316 and Highway 81 is working out very well. Highway 81 was elevated to go over 316 with entrance and exit ramps.  |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |

| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 138                 | Interchange   | Highway lighting   |  |                   |  |   | Study website |  |                         |                       |                         |
| 139                 | All lights needs to removed. Because lights so many casualties.   | No tucks   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 140                 | Right in, right out. These intersections are good for traffic leaving the highway, but can sometimes prove difficult for those trying to enter. They just installed one at Martin Road and GA 400 in Cumming and I actively avoid it now. | An additional lane (or 2) in both directions and LIGHTING! 316, whether it stays the way it is or if it is improved needs lighting everywhere! Especially at intersections, even more so those without traffic signals.  |  |                   |  |   | Study website |  |                         |                       |                         |
| 141                 | Allowing left hand turns from cross streets; instead, use U-turn centerline exit. Do not have lights, as it severely increases congestion.  |  |  |                   |  |   |               |  |                         |                       |                         |
| 142                 | 316/Hwy 29 at Quick trip. Major point of congestion in both directions. But then, so are the next three intersections going west.   | Perhaps parallel access points. Not sure what they are called. Such as I85 from Hwy 120 to Old Peachtree. Lessen the number of bridges. Not sure of the ROW concerns for that. Would like to see schedule for 316/Hwy 29 at the Quick Trip   |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 143                 | none  | I would also make 3 lanes each direction instead of 2 in the Gwinnett area, probably from 85 until about Lawrenceville Hwy. or at least to Hi-Hope. That would get a lot more cars through at a time and I think would not be that difficult. There is plenty of land along SR316. |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 144                 | Right in, right out as it has the highest potential for crashes.  |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 145                 | The intersection of 316 and Winder  | I would recommend building a more efficient intersection with actual traffic light poles and sidewalks.  |  |                   |  |   | Study website |  |                         |                       |                         |
| 146                 | Dials-Mill(ext), Oconee Conector  |  |  |                   |  |   | Study website |  |                         | Printed advertisement |                         |
| 147                 | Full Closure due to the additional cut through traffic that will be funnelled through our residential neighborhood of Jennings Mill Club  | Continued elimination of all direct intersections with side roads crossing 316   |  |                   |  |   |               |  |                         |                       |                         |
| 148                 | I do not like any plans particularly. They all have a moderate to high degree of negative impact on neighborhoods and the small town welcoming culture that had been built and valued.  | Increase the number of lanes on 316 only.  |  |                   |  |   |               |  |                         | Printed advertisement |                         |
| 149                 | Interchange seems to be the best option   |  |  |                   |  |   |               |  |                         | Printed advertisement |                         |





| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 172                 | From the Oconee Connector and 316 past Virgil Langford Road to Jimmy Daniel Road, both east and west bound. I travel these intersections 5 days a week. They are TERRIBLE in the morning and at 5:00pm. Too many cars and too many red lights to navigate. Fly over bridges at all intersections would help traffic tremendously.   | McNutt Creek and 316 is a death trap intersection. People try and shoot across all 4 lanes of traffic on McNutt Creek and have no wherewithal that motorists on 316 are traveling at 65-80 mph and can't stop on a dime. I am a nurse and have stopped several times at this intersection to give aid to accident victims. Fly over bridge needs to be erected at this intersection. |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 173                 | N/A. love them all  | Extend the express lane further down 316   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 174                 | Full closures.  | I would like to see a train route from Athen to Atlanta with stops at key cities (Winder and Lawrenceville for example). This could be part of Marta or some other entity. A more comprehensive solution to traffic issues similar to other large urban areas  |  |                   |  |   | Study website |  |                         |                       |                         |
| 175                 | Full Closure - while I believe more cross roads need to be diverted, this plan does not seem to do enough un terms of re-routing.   | Go ahead and make it Limited Access from end to end.   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 176                 |   |  |  |                   |  |   | Study website |  |                         |                       |                         |
| 177                 | Craft Rd. The culdesac will increase crime and potential drug deals. It will become a very secluded dead end area. It will Increase traffic at Craft and Barber Creek Rd. It is already challenging to turn right on Barber Creek Rd. The Georgia Club is a revenue generating asset to Barrow County. Craft Rd has been its entrance from the Athens and UGA area. It is the preferred entrance. The Georgia Club owns property at the intersection of 316 and Craft Rd as well as another property owner with land for sale. This will also impact future development and less tax revenue for Barrow County. | Please consider Craft Road with 316 access instead of the proposed closure with a culdesac.  |  |                   |  |   | Study website | Social media (e.g., Facebook, Twitter) |                         |                       |                         |

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|---------------------|--|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |  |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 178                 | 316 & McCarty Rd full closure. That's creating a lot of traffic to have to go to Atlanta Hwy then right toward Statham & right again on 211 to get to 316. The problem will be when cars are turning left onto Atlanta Hwy off Price St causing a big backup if Price St is also closed to 211. That only leaves 1 outlet for residents along Price St, McCarty Rd & all the side streets on that area causing more congestion & accidents at Price St & Atlanta Hwy   |   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) | Email sent or forwarded |                       |                         |
| 179                 | Right in right out - just from experienced people don't do well with roads like that   | More lighting   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 180                 | Right in right out. Side corridor roads connecting smaller roads to closest overpass to safely enter 316   | Eliminate all side road access to 316.  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 181                 | Right in right out. Needs to have a ramp to allow people to get going. Will cause traffic backups  | Repave  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 182                 | Right-in, Right-out and Full Closure, because it limits access.  | Add another lane!   |  |                   |  |   |               |  |                         |                       |                         |
| 183                 | I am ok with all of them.  | Get rid of ALL red lights and cross streets that don't warrant a bridge. I enter/exit SR316 at Jackson Trail Road. Entering 316 (going west) is difficult due to traffic and curve. Exiting 316 onto Jackson Trail is difficult due to speed and flow of traffic with a very short turn lane. |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 184                 | Interchanges.  | None. Leave it alone! We don't need a bigger highway here. Keep it in Gwinnett!   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 185                 | The biggest issue with 316 is people pulling out with no time to rise to speed of everyone else on the roadway. This causes people to slam on their brakes and no where to go because the left line is being held up by someone going 20 under the speed limit. It poses a threat to people in all lanes. Crossing traffic is dangerous due to blind spots. There is never a break in traffic for people to cross safely. Full closure would cause traffic jams in already heavily populated stop lights. To keep traffic flowing, grade separation and interchange would be the most ideal. | The new enter change in Bethlehem is completely backed up off of exchange blvd. the turn lane never receives a green arrow. Getting on/off of 316 can be extremely difficult.   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |



| Response ID | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|--|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response  | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 191         | The overpass built over 316 & 81. More accidents now than before this project, I know because my home is smack dab on the corner.  | Leave it alone!  |  |                   |  |   | Study website |  |                         |                       |                         |
| 192         | Grade separation, because it may lead to future construction to add ramps.   | In the short-term, I would recommend syncing the traffic lights and try alternatives to improve traffic flow. From Hwy 20 to Harbins typically takes more than 25 minutes. |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 193         | Right in and right out. Some of the most dangerous moments I've experienced during my daily commute are people entering the flow of traffic from a side road without matching traveling speed. | Ideally, no crossing traffic would be permitted and no access for people to enter traffic accelerating from a stopped position.  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 194         | Right in, right out concerns me because people are going to do stupid things to get to the side they want to be on   |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 195         | No specific concerns but liked the limited access.   |  |  |                   |  |   |               |  |                         |                       |                         |
| 196         | Righ in right out. Not enough runway for acceleration/ deceleration  | 3rd lane at most congested areas   |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 197         | Full closure will add additional drive time and gas usage to most trips using this method.   | The Interchange method seems most viable.  |  |                   |  |   | Study website |  |                         |                       |                         |
| 198         | 316 at Dials Mill Rd, eastbound interchanges need to be at Dials Mill Extension to avoid the dials plantation neighborhood.  |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 199         | Impact on our neighborhood property and it's affects on our property value.  | Combine the two overpasses at Dials Mill Ext and Dials Mill Rd into one and have it located halfway between the two existing intersections.                                |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 200         | Interchange encroachment on Dial Mill Plantation subdivision.  |  |  |                   |  |   |               | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 201         | Full closure - it would sever economic ties on either side of the road   |  |  |                   |  |   | Study website |  |                         |                       |                         |
| 202         | right in, right out makes access easy, but return to 316 difficult. Full closure impacts the most with no access.  |  |  |                   |  |   | Study website |  |                         |                       |                         |
| 203         | Full closure; would potentially add time and distance to my daily travels.   | none   |  |                   |  |   | Study website |  |                         |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?                          | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|-------------|--|--|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|             |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response  | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |   |  |                         |                       |                         |
| 204         | Probably the full closure one. I don't know how people will get to the other side of the road unless they cross 316 in some way. So I think completely removing the road that would cross over to the other side would be annoying.          | None   |  |                   |  |   |   | Social media (e.g., Facebook, Twitter) |                         |                       |                         |
| 205         | Full Closure because a full closure will remove access to GA-316 from side streets.  | Managed Lanes  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 206         | All but Interchange - where will the traffic go to access 316? Will this drive traffic to roads not designed to handle it?   | Additional lanes west of SR 8; extension of HOT lanes to SR 120  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 207         | Full closure and right-in, right-out potentially require additional road construction away from Hwy 316. This could well be best option for low traffic intersections or roads with existing alternate routes to properly built interchanges |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 208         |  |  |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 209         | Closure or grade separation at Dials mill! It will make it even harder to navigate from Bogart to my 3 children's school and I worry about the bus having to take alternate longer routes  | Traffic light or interchange   |  |                   |  |   |   |  |                         |                       |                         |
| 210         |  | Off road trail for future BRT line.  |  |                   |  |   | Study website                                   |  | Email sent or forwarded |                       |                         |
| 211         | n/a  | n/a  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 212         | Full closure. We need traffic to flow, not be redirected. Having as many options to direct traffic away from accident scenes blocking all or part of the highway is optimal.   | Have park and rides been considered for carpooling?  |  |                   |  |   |   |  |                         |                       |                         |
| 213         | Impact on Jennings Mill property owners.   | A number of 316 intersections should simply have been closed. Feeder roads could have saved hundreds of millions of dollars. |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |
| 214         | Right in, right out would not appear to help congestion as much as other options. Seems like extra expense for not much benefit.   |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 215         | The proposed interchange at Jimmy Daniell may make my home both unlivable and unsellable. The roundabout at the proposed grade won't work.   | Signals that countdown when the light is going to change. That would help prevent crashes.                                   |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |
| 216         | 316 and Jimmy Daniel. My property backs up to Jimmy Daniel.  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |

| Response ID         | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?   | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|--|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |  |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response  | Open-Ended Response   | Response   | Response          |  |   |               |  |                         |                       |                         |
| 217                 | Whatever is necessary to maximize safety & understandably reduce number of interchanges  | Noise barriers!!!   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 218                 | 2 & 4 could put more traffic traveling Meriweather Drive which is a residential golf community.  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 219                 | Interchange concerns me because it enables more traffic off 316 into neighborhoods to be used as cut through. It creates more traffic for pedestrians and children playing in our streets.   | Go with grade separation at jimmy Daniel road.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 220                 | Oconee Connector and 316   | Jimmy Daniel and oconee connector   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 221                 | the interchange improvement at 316 and Jimmie Daniel concerns me due to noise and reduced property value backing up to our neighborhood. There are areas that could be utilized slightly more west that don't have homes quite as close, but are not being utilized due to "wet land protection". I'm very supportive of the environment, but its an area of nothing that could be used rather than where homes are already built. | more signage stating "slower traffic use right lane"  |  |                   |  |   |               |  |                         |                       |                         |
| 222                 | Interchange as too many interchanges spaced too closely leads to traffic spikes  | Adjacent Bike trails & removal of stop light intersections  |  |                   |  |   | Study website |  |                         |                       |                         |
| 223                 | Full closure. Extreme inconvenience to access 316 toward Atlanta.  | I like #1, the interchange solution.  |  |                   |  |   |               |  |                         |                       |                         |
| 224                 | full closure   | public transportation (marta) from athens to atlanta  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 225                 | Intersection   | Sound barriers  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 226                 | Full closure because it restricts access that we currently have.   | adding lanes in both directions to allow for more capacity to flow through Gwinnett. With over 100,000+ ADT, that should justify more than 2 lanes in each direction. |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 227                 | Full closure, because we purchased our home due to the convenience to Hwy 316  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 228                 | Full closure and how much I might have to drive to get across 316  | More lanes in Gwinnett and Oconee   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 229                 | 316 and Jimmy Daniel. We use it everyday and I live very nearby.   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 230                 |  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 231                 | Full closure at McNutt Creek in Bogart. This closes access from our fire station on McNutt Ck Rd.  | Interchange or grade separation.  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |

| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?   | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|---|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 232                 | REGARDLESS OF WHICH IMPROVEMENT IS CHOSEN, THE NOISE FROM TRAFFIC IS OUR GREATEST CONCERN.  | SOUND BARRIERS AT JIJMIE DANIEL ROAD INTERCHANGE TO SHIELD TRAFFIC NOISE FROM ADJACENT PROPERTY OWNERS.   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 233                 | Full Closure, Not practicable. When the traffic is routed to an alternate location that would be a strong concentration of vehicles in one location.                              | Seems that the use of Interchange AND Grade Separation would be the best option.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 234                 | Full closure. BC Atlanta Hwy is getting very congested & there is a DOT project planned for the very near future to widen the road.   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 235                 |   |   |  |                   |  |   |               |  |                         |                       |                         |
| 236                 | Jimmy Daniel grade separation will have negative impact on adjacent properties  | Grade separation of Oconee Connector and full closure of Virgil Langford will solve traffic flow issue without grade separation of Jimmy Daniel   |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 237                 | Interchange because the access to the off ramp will affect my property. Noise and visual studies need to be conduct along 316 where property backs up to it.                      | More landscape and sound barriers along the roadsides that impact property owners. Need to adjust plans for construction to take in property where there are no residential neighborhoods. Thanks to Army Corp of Engineers, this has been ignored. |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 238                 | None. Any would be better than current situation.   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 239                 | I'm onboard with any of the four  |   |  |                   |  |   |               |  |                         |                       |                         |
| 240                 | Interchange allows flow and access  | Remove Cloverleaf (as it slows flow) and consider inserting Fly-over ramps to alleviate congestion  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 241                 | Full closure. It would not only make it very difficult for traffic patterns for residents but also only further complicate the already congested Atlanta highway traffic patterns |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 242                 |   |   |  |                   |  |   |               |  |                         |                       |                         |
| 243                 | Full closure would not help on Jimmy Daniel because there is to much traffic on JD  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 244                 | SR 316 & Jimmy Daniel Rd because of the close proximity of residential areas to the proposed improvements.  | Sound barriers between the Jennings Mill neighborhood and SR 316.   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?                                     | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 245         | 316 and Jimmy Daniel. It is going to negatively impact homes in my neighborhood that back up to 316 and create additional noise. I'm also concerned about the homes in my neighborhood that will be losing some of their property due to the changes. | We need quality sound walls between Jennings Mill and 316.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 246         |   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 247         | interchange due to effects on adjacent properties, noise levels, significant run off into ponds   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 248         | Full Closure. I often cross 316 at Jimmy Daniel Rd. This is to avoid the long wait times at 316/Oconee Connector lights.  | Interchange would be the best option for me.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 249         | Full Closure, I travel out of Jennings Mill every day taking my children to school and that would add a lot of time in taking my kids to school.  | I think the full interchange can't come soon enough. It's such a dangerous situation right now.   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 250         | Full closure, need to get across 316 conveniently   |   |  |                   |  |   |               |  |                         |                       |                         |
| 251         | Full Closure - No access!   | Grade Separation  |  |                   |  |   |               |  |                         |                       |                         |
| 252         | interchange noise. We need to outlaw engine and jake braking in oconee county   | We need to outlaw engine and jake braking in oconee county  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 253         | The interchange because it impacts the residents of Jennings Mill the most.   | A sound wall or barrier is needed.  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 254         | increased traffic in the area   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 255         |   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 256         |   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 257         | Full closure. Would impact ability to get around. Also, would impact congestion in other roads.   | Sound barriers for surrounding properties in Jennings mill.   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 258         | Interchange seems will highly impact adjacent properties. Full closure doesn't make sense for all intersections as you'll need to have access to areas.   | Sound walls, particularly around the areas of Jennings mill as the home owners are already highly impacted by the noise coming off 316. |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 259         |   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 260         |   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?  | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|-------------|--|--|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|             |  |  |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response  | Open-Ended Response  | Open-Ended Response                                      | Response          | Response   |   |   |  |                         |                       |                         |
| 261         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 262         | Right in and right out or road closure as we traverse 316 from Jimmie Daniel every day.  | No stoplights intersecting 316. Far too busy and traffic backs up when trying to cross. It can take as many as 5 to 6 light changes before crossing.                     |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 263         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 264         | SR 316 & Jimmy Daniel Rd   | Sound barrier wall for Jennings Mill residential neighborhood bordering SR 316   |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 265         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 266         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 267         | Grade separation   |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 268         | Grade separation. Less impact on property  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 269         |  | noise barriers   |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 270         | Jennings mill intersection. It's functional as is. Leave as is.  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 271         | I have the biggest concern with full closure because of the impact on commuting and feel like right in, right out onto a c/d type lane is a better option.   | The sooner 316 can be fully converted to limited access along this section, the better it will be for safety, improved mobility, and economic development.               |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 272         | Full closure on jimmy Daniel is bad. Roundabout exit is best way in my opinion   |  |  |                   |  |   |   |  |                         |                       |                         |
| 273         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 274         | Closure, access  | Traffic circles  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 275         | Full closure as prevent ease of access to the area and my commute  | Less traffic   |  |                   |  |   | In-person or virtual briefing by the study team |  | Email sent or forwarded |                       |                         |
| 276         | Interchange bc of significant impact on surrounding property. Full closure bc some of that traffic will inevitably end up going through Jennings Mill subdivision which is dangerous to children/families. | Nothing. I think what is currently there works fine and there is not that much cross traffic to warrant such a disruption to so many established residential properties. |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 277         |  |  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |

| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?   | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |   |  |                         |                       |                         |
|---------------------|---|---|--|-------------------|--|---|---|--|-------------------------|-----------------------|-------------------------|
|                     |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website                                   | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |   |  |                         |                       |                         |
| 278                 |   | It's dangerous. People run the lights on 316. Multiple bad crashes a year on Jimmy Daniel. Something needs to change                                    |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 279                 | Interchange and grade separation. I believe this will significantly increase noise and hazard from cars going too fast.   |   |  |                   |  |   | Study website                                   |  |                         |                       |                         |
| 280                 | Daniel Bridge. Detours  |   |  |                   |  |   | Study website                                   |  | Email sent or forwarded |                       |                         |
| 281                 | Full closure concerns me the most. I need easy access to 316. Grade separation and RIRO less concerning because they offer better access, but there are still concerning limitations. Interchange would be preferred. | Eliminating the traffic lights while maintaining access, as you are trying to do !! Making sure the shoulders are wide enough to accommodate a vehicle. |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 282                 | and elevation or regrading of the intersections will cause environmental problems with water runoff   | no billboards for advertising should be permitted in the intersections. They look trashy.   |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 283                 | None  | Interchanges in the most active intersections. Closing of access to all others, with feeder roadways between intersections.                             |  |                   |  |   | In-person or virtual briefing by the study team |  |                         |                       |                         |
| 284                 |   |   |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 285                 | Full closure...I travel to Watkinsville by Jimmie Daniel Rd   | Grade separation would decrease the number of accidents the most  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 286                 | Full closure. It would put all the traffic that uses that intersection to a different intersection causing more problems  | Interchange. The only one that makes sense at this intersection.  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 287                 | Interchange - it takes too much land by our neighborhood - Jennings Mill.   | Only have 1 bridge at Oconee Connector and make an access road to Jimmy Daniel Rd. Put up sound walls along 316 by Jennings Mill subdivision.           |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 288                 | some need interchange and some can do right in and out or grade separation. I don't know extent of impact on Jennings Mill properties close to Jimmy Daniel. It depends on the area and is not one size fits all.     | Increase of speed limit between Julian and Jimmy Daniel-  |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |
| 289                 | Interchange. Because of noise and impact on present housing especially in Jennings Mill.  | Move interchange away from current housing and developments.  |  |                   |  |   | In-person or virtual briefing by the study team | Study website                          |                         |                       |                         |
| 290                 | 316 and Jimmy Daniel, oconee co.  |   |  |                   |  |   |   |  | Email sent or forwarded |                       |                         |

| Response ID | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316? | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|-------------|---|---|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|             |   |   |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
|             | Open-Ended Response   | Open-Ended Response   | Open-Ended Response                                      | Response          | Response   |   |               |  |                         |                       |                         |
| 291         | The most flexible would be the use of the current traffic lights that are in use at the Jimmy Daniel intersection with 316. Other solutions mentioned above would serve to isolate some parts of the businesses in the neighborhood.  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 292         | Interchange because of the increase in overall traffic  |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 293         | Full Closure  | Nothing at this time. Haven't studied project well enough to make a recommendation.                 |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 294         | Jimmie Daniel Road is the intersection we use the most. The roundabouts should help with accessibility and cut down on some noise related mostly to Jake brakes on trucks and takeoffs from vehicles stopping at red lights. I'm also concerned about traffic safety at this red light intersection where deaths have occurred. | Noise barrier walls to reduce noise, specifically in Jennings mill subdivision.                     |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 295         | Full closure. It would defeat the whole reason we live where we live - quick access to 316.   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 296         | Grade separation because it cuts off access to 316. We need the Interchange.  | We need the interchange   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 297         |   |   |  |                   |  |   |               |  |                         |                       |                         |
| 298         | Jimmy Daniel exit - sound issues in my neighborhood- Jennings Mill and cutting into homeowners lots   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 299         | 316/Jimmy Daniels Road Believe it will be more detrimental than helpful with the vast amount of daily travel through that intersection - believe it will cause more, rather than fewer, accidents and confusion   |   |  |                   |  | In-person or virtual briefing by the study team | Study website |  | Email sent or forwarded |                       |                         |
| 300         | Interchange - changes in noise levels and property values   |   |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 301         | First, any that eliminates access to 316 from Jimmy Daniel. Second, any that severely impacts houses.   | None  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 302         | Full closure. That's confusing and may increase accidents.  | None  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |

| Response ID         | Which intersection improvement concerns you most and why?   | What additional/other transportation improvements would you recommend along this section of SR 316?  | What is the ZIP code of your home address (e.g., 30666)? | What is your age? | Which race/ethnicity best describes you? (Please choose only one.) | How did you hear about this survey?             |               |  |                         |                       |                         |
|---------------------|---|--|--|-------------------|--|---|---------------|--|-------------------------|-----------------------|-------------------------|
|                     |   |  |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded | Printed advertisement | Newspaper or television |
| Open-Ended Response | Open-Ended Response   | Open-Ended Response  | Response   | Response          |  |   |               |  |                         |                       |                         |
| 303                 | 316 and Jimmie Daniel Rd. My house is in Jennings Mill and my backyard abuts 316. My property is being significantly encroached upon by the current plan to have an unnecessarily large looping exit ramp to a roundabout (unaware of any other roundabouts along 316). 316 is already loud, but I currently do not see it. I will soon see cars constantly with, what appears, to be driving through my backyard. I have two small children that play in the backyard, so I'm greatly concerned about how close the cars will be with the current design as well as for security purposes. | Sound wall installations. If the DOT moves forward with the current rendering, which I'm sure they will, then an already busy and loud road (316) will be brought closer to my home. The least that can be done is to throw the homeowners a bone and install a sound wall to eliminate having to see constant traffic flow. and reduce noise. Please do this if you are going to install such a large looping exit ramp system. |  |                   |  | In-person or virtual briefing by the study team | Study website | Social media (e.g., Facebook, Twitter) | Email sent or forwarded |                       |                         |
| 304                 | 316@ Jimmy Daniels- use everyday to take kids to school and main access to 316 west for commute to work. 316 @ Oconee connector due to heavy traffic volume.  |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 305                 | Full Closure - Restricts Access   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 306                 | All improvements. Why - DOT takes years to complete projects.   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 307                 | Jennings Mill, because it will affect many of the homeowners in an adjacent subdivision   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 308                 | Right-In, Right-Out. It appears to be taking the most land while also eliminating the cross over at Jimmie Daniels.   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 309                 |   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 310                 | Right in Right out. It does not eliminate at grade traffic integration so there will still be increased congestion and potential for severe accidents.  |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |
| 311                 | The interchange model because of the impact to surrounding properties. I am greatly worried about the consequences of run-off to the ponds in Jennings Mill.  |  |  |                   |  | In-person or virtual briefing by the study team |               |  |                         |                       |                         |
| 312                 | Oconee County and Jimmy Daniell intersection as my home in Jennings Mill is close to Jimmy Daniell road.  | Eliminate right in, right out. Fully incorporate the design of the Oconee Connector, Virgil Langford, Jimmy Daniell and Julian Drive into one integrated plan that minimizes impact to residential property owners. Don't treat each intersection as a stand-alone project. They are too close to each other.  |  |                   |  | In-person or virtual briefing by the study team |               |  | Email sent or forwarded |                       |                         |
| 313                 |   |  |  |                   |  |   |               |  | Email sent or forwarded |                       |                         |

| Response ID |                           |
|-------------|---------------------------|
|             | Other (please specify)    |
| 1           |                           |
| 2           |                           |
| 3           | Mail /postcard            |
| 4           |                           |
| 5           | Online                    |
| 6           |                           |
| 7           | Oconee<br>Enterprise site |
| 8           |                           |
| 9           |                           |

| Response ID |                                     |
|-------------|-------------------------------------|
|             | Other (please specify)              |
| 10          |                                     |
| 11          | Statham residents and advertisement |
| 12          |                                     |
| 13          |                                     |
| 14          |                                     |
| 15          | Neighbor                            |
| 16          |                                     |
| 17          |                                     |
| 18          |                                     |
| 19          | Neighbor                            |
| 20          |                                     |
| 21          |                                     |
| 22          |                                     |
| 23          |                                     |

| Response ID |  |
|-------------|--|
|             | Other (please specify)   |
| 24          | Nextdoor App   |
| 25          |  |
|             |  |
| 26          |  |
| 27          |  |
| 28          |  |
| 29          | Someone sent me a clipping of the newspaper where this was listed. |
| 30          |  |
| 31          |  |
| 32          |  |
| 33          |  |
| 34          |  |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 35          |                        |
| 36          |                        |
|             |                        |
| 37          |                        |
| 38          |                        |
| 39          |                        |
| 40          |                        |
| 41          |                        |
| 42          |                        |
| 43          |                        |
| 44          |                        |
| 45          |                        |
| 46          |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 47          |                        |
| 48          |                        |
|             |                        |
| 49          |                        |
| 50          |                        |
| 51          |                        |
| 52          |                        |
| 53          |                        |
| 54          |                        |
| 55          |                        |
| 56          |                        |
| 57          |                        |
| 58          | USPS postcard          |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 59          |                        |
| 60          |                        |
| 61          |                        |
| 62          |                        |
| 63          |                        |
| 64          | Chamber of Commerce    |
| 65          |                        |
| 66          | Winder public library  |
| 67          |                        |
| 68          |                        |
| 69          |                        |
| 70          |                        |
| 71          |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
|             |                        |
| 72          |                        |
| 73          |                        |
| 74          |                        |
| 75          |                        |
| 76          |                        |

| Response ID |   |
|-------------|---|
|             | Other (please specify)  |
|             |   |
| 77          | Virgil Langford and I were in the OCHS Class of 1958. I am a retired professor and held a structural engineers license in ga for 50 years |
| 78          | subscribed to a google email alert for Oconee County  |
| 79          |   |
| 80          |   |
| 81          | Online Newspaper  |
| 82          |   |
| 83          |   |
| 84          |   |

| Response ID |  |
|-------------|--|
|             | Other (please specify)   |
|             | Highway QR Code, FYI I had to get out of my car to get a read in the scanâ€¦; maybe make it larger to scan from the car. |
| 85          | Should have used Survey123!  |
| 86          |  |
| 87          |  |
| 88          |  |
| 89          |  |
| 90          |  |
| 91          |  |
| 92          |  |
| 93          |  |
| 94          |  |
| 95          |  |
| 96          |  |
| 97          |  |

| Response ID |                                      |
|-------------|--------------------------------------|
|             | Other (please specify)               |
| 98          |                                      |
|             |                                      |
| 99          |                                      |
| 100         |                                      |
| 101         |                                      |
| 102         |                                      |
| 103         |                                      |
| 104         |                                      |
| 105         | From Oconee County Observations blog |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 106         |                        |
| 107         | Nextdoor app           |
| 108         |                        |
| 109         |                        |
| 110         |                        |
| 111         |                        |
| 112         |                        |
| 113         |                        |
| 114         |                        |

| Response ID |  |
|-------------|--|
|             | Other (please specify)   |
|             | Requested I come as a firefighter and medical first responder out of |
| 115         | Station 7 on McNutt Creek Road with Oconee County Fire Rescue        |
| 116         |  |
| 117         |  |
| 118         |  |
| 119         |  |
| 120         |  |
| 121         |  |
| 122         |  |
| 123         |  |
| 124         |  |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 125         |                        |
| 126         |                        |
| 127         |                        |
| 128         |                        |
| 129         |                        |
| 130         |                        |
| 131         | City official          |
| 132         |                        |
| 133         |                        |
| 134         |                        |
| 135         |                        |
| 136         |                        |
| 137         |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 138         |                        |
| 139         |                        |
|             |                        |
| 140         |                        |
| 141         | post card              |
| 142         |                        |
| 143         |                        |
| 144         |                        |
| 145         |                        |
| 146         |                        |
| 147         | HOA shared             |
| 148         |                        |
| 149         |                        |

| Response ID |                               |
|-------------|-------------------------------|
|             | Other (please specify)        |
| 150         |                               |
| 151         |                               |
| 152         |                               |
| 153         |                               |
| 154         |                               |
| 155         |                               |
| 156         | Chamber of Commerce           |
| 157         |                               |
| 158         |                               |
| 159         | Barrow Co. Chamber Newsletter |
| 160         | Road sign                     |

| Response ID |  |
|-------------|--|
|             | Other (please specify)                           |
| 161         |  |
| 162         | Ga Dot website                                   |
| 163         | Postcard   |
| 164         | We are Barrow County Chamber of Commerce Members |
| 165         |  |
| 166         | Postcard mailed to the house                     |
| 167         | Mailed postcard                                  |
| 168         | Send to my address                               |
| 169         | Mail - SR 316 planning Study postcard            |
| 170         | Barrow County Chamber                            |
| 171         | Sent to Chamber of Commerce leadership           |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
|             |                        |
| 172         |                        |
| 173         |                        |
| 174         |                        |
| 175         |                        |
| 176         |                        |
| 177         |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
|             |                        |
| 178         |                        |
| 179         |                        |
| 180         |                        |
| 181         |                        |
| 182         | Friend                 |
| 183         |                        |
| 184         |                        |
| 185         |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
|             |                        |
| 186         |                        |
| 187         |                        |
| 188         |                        |
| 189         |                        |
| 190         |                        |

| Response ID |                                  |
|-------------|----------------------------------|
|             | Other (please specify)           |
| 191         |                                  |
|             |                                  |
| 192         |                                  |
| 193         |                                  |
| 194         |                                  |
| 195         | Looking up something on DOT site |
| 196         |                                  |
| 197         |                                  |
| 198         |                                  |
| 199         |                                  |
| 200         |                                  |
| 201         |                                  |
| 202         |                                  |
| 203         |                                  |

| Response ID |  |
|-------------|--|
|             | Other (please specify)   |
| 204         |  |
| 205         |  |
| 206         |  |
| 207         |  |
| 208         |  |
| 209         | City of Bogart website   |
| 210         |  |
| 211         |  |
| 212         | Internet search of planned traffic changes currently & in future |
| 213         |  |
| 214         |  |
| 215         |  |
| 216         |  |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 217         |                        |
| 218         | JMC HOA                |
|             |                        |
| 219         |                        |
| 220         |                        |
| 221         | HOA email              |
| 222         |                        |
| 223         | Homeowners Assn        |
| 224         |                        |
| 225         |                        |
| 226         |                        |
| 227         |                        |
| 228         |                        |
| 229         |                        |
| 230         |                        |
| 231         |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 232         |                        |
| 233         |                        |
| 234         |                        |
| 235         | HOA Jennings Mill      |
| 236         |                        |
| 237         |                        |
| 238         |                        |
| 239         | HOA                    |
| 240         |                        |
| 241         |                        |
| 242         | HOA                    |
| 243         |                        |
| 244         |                        |

| Response ID |                                      |
|-------------|--------------------------------------|
|             | Other (please specify)               |
| 245         |                                      |
| 246         |                                      |
| 247         |                                      |
| 248         |                                      |
| 249         |                                      |
| 250         | Jennings Mill HOA                    |
| 251         | Jennings Mill Homeowners Association |
| 252         |                                      |
| 253         |                                      |
| 254         |                                      |
| 255         |                                      |
| 256         |                                      |
| 257         |                                      |
| 258         |                                      |
| 259         |                                      |
| 260         |                                      |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 261         |                        |
| 262         |                        |
| 263         |                        |
| 264         |                        |
| 265         |                        |
| 266         |                        |
| 267         |                        |
| 268         |                        |
| 269         |                        |
| 270         |                        |
| 271         |                        |
| 272         | Hoa                    |
| 273         |                        |
| 274         |                        |
| 275         |                        |
| 276         |                        |
| 277         |                        |

| Response ID |   |
|-------------|---|
|             | Other (please specify)                            |
| 278         |   |
| 279         |   |
| 280         |   |
| 281         | From our Homeowners Association                   |
| 282         |   |
| 283         |   |
| 284         |   |
| 285         |   |
| 286         | Neighborhood email from Jennings Mill Subdivision |
| 287         |   |
| 288         |   |
| 289         |   |
| 290         |   |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
| 291         |                        |
| 292         |                        |
| 293         |                        |
| 294         | Jennings Mill HOA      |
| 295         | HOA                    |
| 296         |                        |
| 297         | Sent from HOA          |
| 298         |                        |
| 299         |                        |
| 300         |                        |
| 301         |                        |
| 302         |                        |

| Response ID |                        |
|-------------|------------------------|
|             | Other (please specify) |
|             |                        |
| 303         |                        |
| 304         | HOA                    |
| 305         |                        |
| 306         |                        |
| 307         |                        |
| 308         |                        |
| 309         |                        |
| 310         |                        |
| 311         |                        |
| 312         |                        |
| 313         |                        |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations?   | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations?  |
|-------------|---|--|--|--|---|--|
|             | Response  | Response   | Response   | Open-Ended Response  | Response  | Open-Ended Response  |
| 1           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |  | Yes   |  |
| 2           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | none   | Yes   | none   |
| 3           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | No   | Williams farm drive is currently only used by one community. Drowning Creek Road is used by multiple communities, schools, rowan project etc. This means drowning creek rd is significantly used more compared to Williams farm drive. If Williams farm drive gets its own interchange, drowning creek road should definitely get its own interchange. | No  | Drowning Creek Rd has to have an interchange to ease traffic. The proposed grade separation just does not work. This is because 90% of the traffic from drowning creek goes into SR316. A grade separation would mean no more entry to SR316 and this traffic would get on harbins road which is already congested. Thus further congesting harbins road. Drowning creek road is used significantly more compared to williams farm road as such it should get its own interchange, just as williams farm road is getting its own interchange. In addition there are about 4 new communities being built very close to the entrance of harbins road by drowning creek rd. This only means harbins road will be further congested. Also, one of the roads leading to the rowan project connects to drowning creek road. The interchange on drowning creek road is much needed to provide relief to harbins road and the rowan project. PS: The rowan project is currently ongoing and you can go inspect the progress that has been made on the Rowan project. |
| 4           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |  |
| 5           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |  |   |  |
| 6           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |  |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations?   | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations?  |
|-------------|---|--|--|--|---|--|
|             | Response  | Response   | Response   | Open-Ended Response  | Response  | Open-Ended Response  |
| 7           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | None. Looking forward to seeing them done!   | Yes   | Looking forward to these safety precautions. Is there a plan (local or state) to address traffic that would move from Harry McCarty to the 316/Loganville Highway intersection? That intersection provides main access from 316 to Bethlehem and Exchange Blvd, as well as Bethlehem-Winder traffic. It already gets backed up. Can it handle the extra traffic? |
| 8           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |  |
| 9           | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | No   | Interchange cost vs use by cross traffic is not optimal. Very little residents live using williams farm drive and the scale needed for the exchange would not be worthwhile for the gain. Unless GDOT perceives the creation of other roads to connect williams farm drive to, for example, franklin cir it simply wouldn't be cost effective. | No  | Many vehicles including commercial vehicles use harry mccarty r  |
| 10          | Commuter (for work, school, recreation, etc.)   | Four to six days a week  | Yes  |  | Yes   |  |
| 11          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  |  | Yes   |  |
| 12          | Commuter (for work, school, recreation, etc.)   | Seven days a week  | Yes  | None   | Yes   | None   |
| 13          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | None   | Yes   | None   |
| 14          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | Yes  |  |   |  |
| 15          | Commuter (for work, school, recreation, etc.)   | Four to six days a week  | Yes  |  | No  | Harry McCarty not able to access 316 East.   |
| 16          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |  |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations?  | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations? |
|-------------|---|--|--|---|---|---|
|             | Response  | Response   | Response   | Open-Ended Response   | Response  | Open-Ended Response   |
| 17          | Commuter (for work, school, recreation, etc.)   | One to three days a week   | Yes  | Congestion of the i Terrance's require traffic to slow considerably for a clover leaf. As in getting off 441 to stay on it in Athens when heading towards Commerce. Who's stupid idea was that? | Yes   | It would be nice to be able to get on 316 at Drowning Creek, it migh                |
| 18          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  |   | No  | Harry McCarty can already easily be made into a right-in, right-out                 |
| 19          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  |  | The dollar amount seems excessive. Would it not be cheaper to invest in a rail line that would take drivers off of 316?   | Yes   |   |
| 20          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |   | Yes   |   |
| 21          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |   | Yes   |   |
| 22          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | I don't know about Williams Farm Dr but what would be different from the current exchange of 316 and the Athens Perimeter?  | Yes   |   |
| 23          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | Yes  | none. i love them. get rid of all the traffic lights on 316.  | Yes   |   |
| 24          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |   | Yes   |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations?   | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations? |
|-------------|---|--|--|--|---|---|
|             | Response  | Response   | Response   | Open-Ended Response  | Response  | Open-Ended Response   |
| 25          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  |  | Yes   |   |
| 26          | Commuter (for work, school, recreation, etc.)   | At least once a month  | Yes  | None with these. More are needed. All intersections between US29 and GA20 should be changed from traffic light intersections. Congestion is the worst in this section of 316.  | Yes   | None  |
| 27          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | None   | Yes   | None  |
| 28          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | N/a  | Yes   | N/a   |
| 29          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | Installing dedicated left turn signals at this intersection could significantly reduce accidents while entering the ramp. HARBINS RD SE / SR316E HWY SE does not have dedicated left turn signals, which causes at least 3 to 4 crashes every month. | Yes   |   |
| 30          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | no concerns - fully support GDOT's recommendations...  | Yes   | none  |
| 31          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | Mainly the amount of time it takes to either turn onto the other road or to cross over SR 316 on the particular road. It's a huge issue on SR 81 due to the sheer amount of traffic and the timing of the red lights near the bridge itself.         | Yes   | None. I think a grade separation at these locations would be good                   |
| 32          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | The access roads leading to these interchanges should be extended and expanded if possible to reduce the backup congestion   | Yes   |   |
| 33          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | No   | This will be the great idea to reduce accident and crash .   | No  |   |
| 34          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations? | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations? |
|-------------|---|--|--|--|---|---|
|             | Response  | Response   | Response   | Open-Ended Response  | Response  | Open-Ended Response   |
| 35          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  |  | No  |   |
| 36          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   | Yes  | Will make safer.   | Yes   |   |
| 37          | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Seven days a week  | Yes  |  | Yes   |   |
| 38          | Commuter (for work, school, recreation, etc.)   | At least once a month  | Yes  |  | Yes   |   |
| 39          | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | Other (please explain) - Ideally on a daily basis  | Yes  |  | Yes   |   |
| 40          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |  | Yes   |   |
| 41          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  | None   | Yes   |   |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations?  | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations?  |
|-------------|---|--|--|---|---|--|
|             | Response  | Response   | Response   | Open-Ended Response   | Response  | Open-Ended Response  |
| 42          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |   | Yes   |  |
| 43          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  | Athens perimeter may need a metered merging light systems (or whatever you call those things that turn on during rush hour) Idk if you really need an interchange at Williams Farm though | Yes   |  |
| 44          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Seven days a week  | Yes  |   | Yes   |  |
| 45          | Commuter (for work, school, recreation, etc.)   | Four to six days a week  | Yes  |   | Yes   |  |
| 46          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | No   | These are good but More are needed with no or limited cross sections.   | Yes   |  |
| 47          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | One to three days a week   |  | Unsure about Athens Perimeter- need more information, will this tie in somehow with Oconee connected considering close proximity.   | Yes   |  |
| 48          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | Four to six days a week  | Yes  |   | No  | If the Rowen project is on Drowning Creek then no one would have access from 316. They would be forced to take already crowded back roads. |
| 49          | Commuter (for work, school, recreation, etc.)   | At least once a month  | Yes  | no concerns   | Yes   | no concerns  |
| 50          | Other (please specify) - Municipal Employee responsible for Transportation                    | At least once a month  | Yes  |   | Yes   |  |

| Response ID | What best describes your relationship with this section of SR 316, as shown on the map above? | How often do you drive or travel along SR 316 anywhere between I-85 in Gwinnett County and SR 10 in Oconee County? | Based on its initial analysis results, the study team is proposing construction of interchanges at the locations identified on the map above and listed below:<br><br>Williams Farm Drive<br>Athens Perimeter<br>Do you agree with this finding? | What are your concerns, if any, with interchanges proposed at these locations? | Based on its initial analysis results, the study team is proposing construction of grade separations at the locations identified on the map above and listed below:<br><br>Drowning Creek Road<br>Harry McCarty Road<br>Do you agree with this finding? | What are your concerns, if any, with grade separations proposed at these locations?  |
|-------------|---|--|--|--|---|--|
|             | Response  | Response   | Response   | Open-Ended Response  | Response  | Open-Ended Response  |
| 51          | Business owner in the area (Gwinnett, Barrow, or Oconee County)                               | One to three days a week   | Yes  |  | Yes   |  |
| 52          | Elected official  | Seven days a week  | Yes  |  | Yes   |  |
| 53          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | Yes  |  | No  | Until traffic difficulties are resolved on Highway 81 at the intersection of Hwy. 316, Harry McCarty road offers a relief valve of some of the traffic that would otherwise impact the 81 roadway. Continued access onto Hwy. 316, limited as it is, would alleviate some of the difficulties. |
| 54          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | Yes  |  | Yes   |  |
| 55          | Resident in the area (Gwinnett, Barrow, or Oconee County)                                     | At least once a month  | Yes  |  | Yes   |  |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |   | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |  |
|-------------|---|---|--|--|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations? | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location? |
|             | Response  | Open-Ended Response   | Response   | Open-Ended Response  |
| 1           | Yes   |   | Yes  |  |
| 2           | Yes   | none  | Yes  | none   |
| 3           |   |   |  |  |
| 4           | Yes   |   | Yes  |  |
| 5           | No  | This design is inappropriate for McNutt Creek Road, where DD                          | Yes  |  |
| 6           | Yes   |   | Yes  |  |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |  | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |   |
|-------------|---|--|--|---|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations?  | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location?  |
|             | Response  | Open-Ended Response  | Response   | Open-Ended Response   |
| 7           | Yes   | Will a lengthy turn lane be added for these? Worried about hig   | Yes  | No concerns. These all look like good   |
| 8           | Yes   |  | Yes  |   |
| 9           | Yes   | No concerns. There is little commercial industry throughout the southside of SR 316 (for whatever reason). So these changes would be good for residents. | Yes  | Residents on these roads are forced to take SR 316 because there are little means of reaching more populous areas due to lack of bridged roads on the smaller existing rivers. Wether bridged roads would impact the local ecology and terrain I do not know. |
| 10          | Yes   |  | Yes  |   |
| 11          | Yes   |  | Yes  |   |
| 12          | Yes   | Overall I agree, however I am leaning toward even fewer RIRO locations   | Yes  | None  |
| 13          | Yes   | None   | No   | These actions place access to 316 an extremely long drive through multiple subdivisions for residents on the North side of 316.   |
| 14          |   |  |  |   |
| 15          | Yes   | None, makes sense.   | Yes  |   |
| 16          | Yes   |  | Yes  |   |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |   | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |  |
|-------------|---|---|--|--|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations?                               | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location?   |
|             | Response  | Open-Ended Response   | Response   | Open-Ended Response  |
| 17          | Yes   | Difficulty trying to go the direction you need to or people making u turns  | Yes  | Mars Hill is pretty busy so perhaps an on-ramp or access to 316 or an overpass.  |
| 18          | Yes   |   | Yes  |  |
| 19          | Yes   | Ye  |  |  |
| 20          | Yes   |   | Yes  |  |
| 21          | Yes   |   | Yes  |  |
| 22          | Yes   |   | No   | Don't know about Oak Valley Rd but Julian Dr and Mars hill seem better suited to right in and out than reroutes. Especially if it would cause extended cul-de-sacs or areas with one way in and out potentially trapping people. |
| 23          | No  | interchange or grade separation. i feel that right-in, right-out will still cause traffic congestion and accidents. | Yes  |  |
| 24          | Yes   |   | Yes  |  |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |   | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |  |
|-------------|---|---|--|--|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations? | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location? |
|             | Response  | Open-Ended Response   | Response   | Open-Ended Response  |
| 25          | Yes   |   | Yes  |  |
| 26          | Yes   | None  | Yes  | None   |
| 27          | Yes   | None  | Yes  | None   |
| 28          | Yes   | N/a   | Yes  | N/a  |
| 29          | Yes   |   | Yes  |  |
| 30          | Yes   | none  | Yes  | none   |
| 31          | Yes   | The primary issue with these is that it could potentially set up                      | Yes  | None.  |
| 32          | Yes   |   | Yes  |  |
| 33          | Yes   |   | No   |  |
| 34          | Yes   |   | Yes  |  |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |  | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |  |
|-------------|---|--|--|--|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations?  | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location? |
|             | Response  | Open-Ended Response  | Response   | Open-Ended Response  |
| 35          | Yes   |  | No   |  |
| 36          | Yes   |  | Yes  |  |
| 37          | No  | I am the owner of 316 self storage. Limited access will hurt our business. With the new auction we have alot of traffic. Plus we have a large housing development coming on Smith cemetery rd. We need the traffic flow both ways. | Yes  |  |
| 38          | Yes   |  | Yes  |  |
| 39          | No  | If they built this like how it is in the exurbs of saint Luis I could probably agree with it how they have developments along side   | Yes  |  |
| 40          | Yes   |  | Yes  |  |
| 41          | Yes   |  | Yes  |  |

|             | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> |  | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> |   |
|-------------|---|--|--|---|
| Response ID | Do you agree with this finding?   | What are your concerns, if any, with right-in, right-out proposed at these locations?    | Do you agree with this finding?  | What are your concerns, if any, with traffic reroutes proposed at this location?      |
|             | Response  | Open-Ended Response  | Response   | Open-Ended Response   |
| 42          | Yes   |  | Yes  |   |
| 43          | Yes   | I don't use those side roads enough to know if not being able to cross would be an issue | Yes  | Julian Drive is accessible via Williams Farm so that makes sense. not sure about rest |
| 44          | Yes   |  | Yes  |   |
| 45          | Yes   |  | Yes  |   |
| 46          | Yes   |  | Yes  |   |
| 47          | Yes   |  | Yes  |   |
| 48          |   |  | Yes  |   |
| 49          | Yes   | no concerns  | Yes  | no concerns   |
| 50          | Yes   |  | Yes  |   |

| Response ID | <p>Based on its initial analysis results, the study team is proposing construction of right-in, right-out at the locations identified on the map above and listed below:</p> <p>Harrison Mill Road<br/>Smith Cemetery Road<br/>Jackson Trail Road<br/>Wall Road<br/>McNutt Creek Road</p> <p>Do you agree with this finding?</p> | <p>What are your concerns, if any, with right-in, right-out proposed at these locations?</p>  | <p>Based on its initial analysis results, the study team is proposing construction of traffic reroutes at the locations identified on the map above and listed below:</p> <p>Oak Valley Road<br/>Mars Hill Road<br/>Julian Drive</p> <p>Do you agree with this finding?</p> | <p>What are your concerns, if any, with traffic reroutes proposed at this location?</p> |
|-------------|--|---|---|---|
|             | Response   | Open-Ended Response   | Response  | Open-Ended Response   |
| 51          | No   | Right-in, right-out intersections will still have traffic slowing to exit and traffic slowing to allow entrance of vehicles in the vicinity of the intersections. All you are doing is eliminating the full crossings, which is not the only issue with these interesections. | Yes   |   |
| 52          | No   | Our Fire Station is located within a block of SR316 on McNutt Creek Road. This would be a GREAT hazard (life and death) in getting to certain areas Incase of an emergency !  | No  | Concerns for residents on Julian Drive  |
| 53          | Yes  |   | Yes   |   |
| 54          | No   | Fire Station / EMS response time would be affected. Lives would be at risk.   | No  | Julian Drive (north) has no other outle   |
| 55          | Yes  |   | Yes   |   |

| Response ID | What are your concerns, if any, with these recommended improvements?  | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |   |
|-------------|---|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|---|
|             | Open-Ended Response   | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify)                          |
| 1           | I feel that Carl-Bethlehem needs a right in, right out. Hwy 81 cannot handle the current traffic towards or away from 316. Until Hwy 81 can be widened from 2 lanes, we need access to and from Carl-Bethlehem as a viable alternate to Hwy 81 at 316.  |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 2           | none  |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 3           | There are currently no roads or connectivity at the border of Gwinnett County and Barrow County. So it makes no sense to proposed an interchange at a location that leads to nowhere. The closest road to the boarder of Barrow County and Gwinnett County is Drowning Creek Road. This road should have an interchange into SR316. The rowan project is connecting to drowning creek road. The interchange for drowning creek road should be approved. PS: |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 4           |   |  |  |                   |                                     |               |                                  |                            |                       |  |                      | I looked up the project status.                 |
| 5           | I don't know anything about additional plans for the Connector. I would like to see these. The same is the case for A8. This is the first I have heard of these.  |  |  |                   | Briefing by the study team          |               |                                  |                            |                       |  |                      |   |
| 6           | Please listen to any and all feedback you get from the residents that live along these areas. I am concerned I don't see anything about the closing of the Mccarty entrance to 316. This is not Harry Mccarty Road but Mccarty in Statham. It is a road that leads on to 316 from near Bethlehem road. Will that be completely closed? There has been some confusion around that for people who live off of Price Street.                                   |  |  |                   |                                     |               |                                  |                            |                       |  |                      | Attended Open House at Statham Community Center |

| Response ID         | What are your concerns, if any, with these recommended improvements?   | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                             |                       |  |                      |                        |
|---------------------|--|--|--|-------------------|-------------------------------------|---------------|----------------------------------|-----------------------------|-----------------------|--|----------------------|------------------------|
| Open-Ended Response | Response   | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/ forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify) |
| 7                   | These look great! Is there a plan for the at-grade intersections by the Gwinnett Airport, Police HQ, and GGC campus? Looking forward to a safer 316! (Wanted to add as a final note: Thank y'all for coming all the way out to Statham to discuss this with us. The presentation was VERY informative and the hosts were very friendly and knowledgeable. Hope to see y'all again soon! :) |  |  |                   |                                     |               |                                  |                             | Printed advertisement |  |                      |                        |
| 8                   |  |  |  |                   |                                     | Study website |                                  |                             |                       |  |                      |                        |
| 9                   | A3 - the builder should be the one taking the responsibility to ensure that residential traffic impact is kept to a minimum. Either by building new roads to connect other residential areas so that traffic just going to the city of residents doesn't need to use SR 316.   |  |  |                   |                                     |               |                                  |                             | Printed advertisement |  |                      |                        |
| 10                  |  |  |  |                   |                                     |               |                                  |                             | Printed advertisement |  |                      |                        |
| 11                  | We have no concerns but are very excited for all the new changes and the team was so kind and helpful!   |  |  |                   |                                     |               |                                  |                             | Printed advertisement |  |                      |                        |
| 12                  | Fine with what I see proposed.   |  |  |                   | Briefing by the study team          |               |                                  |                             |                       |  |                      |                        |
| 13                  | None   |  |  |                   |                                     |               | Social media (e.g., Facebook, X) |                             |                       |  |                      |                        |
| 14                  |  |  |  |                   | Briefing by the study team          |               |                                  |                             |                       |  |                      |                        |
| 15                  | Sitting in traffic on cross streets, look at all the lights on 81.   |  |  |                   |                                     | Study website | Social media (e.g., Facebook, X) |                             | Printed advertisement |  |                      |                        |
| 16                  |  |  |  |                   |                                     |               |                                  |                             |                       | News media (e.g., newspaper, television) |                      |                        |

| Response ID | What are your concerns, if any, with these recommended improvements?   | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |   |
|-------------|--|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|---|
|             | Open-Ended Response  | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify)  |
| 17          | If there's anyway to make 316 into a limited access highway that allows traffic to just smoothly uninterrupted and fix all the horrible congestion by the Gwinnett airport would be a huge improvement. What should be a 60 minute drive sometimes takes an hour and a half if the traffic by the airport is bad enough. |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 18          |  |  |  |                   |                                     |               | Social media (e.g., Facebook, X) |                            |                       |  |                      |   |
| 19          | Those increasingly dense areas seem ripe for rail stop rather than forcing residents to contribute to traffic. Invest in rail  |  |  |                   |                                     | Study website | Social media (e.g., Facebook, X) |                            |                       |  |                      |   |
| 20          |  |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 21          |  |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |   |
| 22          | There's not enough explanation of proposed projects to voice an opinion. I can say the Oconee Connector needs an interchange or limited access exchange ASAP.  |  |  |                   |                                     |               |                                  |                            |                       |  |                      | Saw an article about a proposal related to 316 and construction of a new connector between Daniels Bridge Rd and Epps Bridge Rd that didn't make sense or have anything to do with 316. |
| 23          | As long as they are all interchanges or grade separations, no concern. My concern is that there will continue to be a bunch of traffic lights and other roadway features that make things congested.   |  |  |                   |                                     |               |                                  |                            |                       |  |                      |   |
| 24          |  |  |  |                   |                                     |               |                                  |                            |                       |  |                      | Postcard in mail  |

| Response ID         | What are your concerns, if any, with these recommended improvements?   | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |                        |
|---------------------|--|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|------------------------|
| Open-Ended Response | Response   | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify) |
| 25                  |  |  |  |                   |                                     |               | Social media (e.g., Facebook, X) |                            |                       |  |                      |                        |
| 26                  | None   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |                        |
| 27                  | I highly recommend obtaining a first-hand experience of the insane amount of traffic that revolves around the 316 crossings on Loganville Hwy and Carl-Bethlehem on a daily basis. Barrow continues to build along Exchange Blvd, including a large set of residential buildings currently. There are also plans to add 200 townhomes/400 apartment units in the triangle of Loganville Hwy/Carl-Bethlehem/Hoyt King Rd. My family and I will be out of the area within two years with congestion playing a major role. From what I have seen listed above there are no plans for expanding Loganville Hwy and I feel bad for any family who decides to move into the area. It's bad now but it's going to become an absolute nightmare. |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 28                  |  |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 29                  |  |  |  |                   |                                     | Study website |                                  |                            |                       | News media (e.g., newspaper, television) |                      |                        |
| 30                  | none   |  |  |                   |                                     | Study website |                                  |                            | Printed advertisement | News media (e.g., newspaper, television) |                      |                        |
| 31                  | The primary issue with A3 is the close proximity to the Apalachee River. For the Rowen Development, the grade separated bridge is sufficient, but maybe have a side road that can allow traffic onto it to get on 316 further down like the CD lanes that are becoming more common.  |  |  |                   |                                     | Study website | Social media (e.g., Facebook, X) |                            | Printed advertisement |  |                      |                        |
| 32                  |  |  |  |                   |                                     | Study website | Social media (e.g., Facebook, X) |                            |                       |  |                      |                        |
| 33                  |  |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 34                  |  |  |  |                   |                                     | Study website |                                  |                            |                       |  |                      |                        |

| Response ID         | <p>In addition to addressing the 12-remaining crossings with at-grade movements on SR 316, the study team has identified additional potential projects along the study corridor that would improve traffic safety and operations. The potential projects are at the following locations:</p> <p>Sugarloaf Parkway<br/>Harbins Road<br/>New interchange near Gwinnett County and Barrow County border to accommodate potential new development (Rowen)<br/>Carl-Bethlehem Road<br/>SR 81<br/>SR 11<br/>SR 53<br/>SR 10/Monroe Highway<br/>Oconee Connector</p> <p>What are your concerns, if any, with these recommended improvements?</p> | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |                        |
|---------------------|---|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|------------------------|
| Open-Ended Response | Response  | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify) |
| 35                  | We need them  |  |  |                   | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement |  |                      |                        |
| 36                  |   |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 37                  |   |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 38                  |   |  |  |                   |                                     |               |                                  |                            |                       | News media (e.g., newspaper, television) |                      |                        |
| 39                  |   |  |  |                   |                                     |               |                                  |                            |                       |  | Prefer not to answer |                        |
| 40                  |   |  |  |                   |                                     |               |                                  |                            | Printed advertisement |  |                      |                        |
| 41                  | Without the details, it is not possible to have an opinion. Why are the details of the recommended improvements?  |  |  |                   |                                     |               |                                  |                            |                       |  |                      |                        |

| Response ID         | What are your concerns, if any, with these recommended improvements?  | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |  |
|---------------------|---|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|--|
| Open-Ended Response | Response  | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify)   |
| 42                  | Please make Carl-Bethlehem Rd an interchange. A lot of people take it off 316 to avoid 81 and the current traffic jams. Further development will make a bad situation worse. Losing access to Carl-Bethlehem from 316 will have tremendous impacts as it is a diversion route for accidents on 81 and 11. A lot of people I know avoid 81/316 and exclusively use Carl-Bethlehem Rd. Future employees at Rowen will be living near this area and will need access to get to work. Building it now will save money and congestion issues ten years from now. |  |  |                   |                                     |               | Social media (e.g., Facebook, X) |                            |                       |  |                      |  |
| 43                  |   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |  |
| 44                  | Hi-Hope Road intersection should be addressed. Frequent crashes due to being the first red light eastbound after exiting Interstate 85. Adds 10 minutes to commuters every day.   |  |  |                   |                                     |               |                                  |                            |                       |  |                      | Announcement by City of Dacula                                 |
| 45                  |   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |  |
| 46                  | What is being done at Barber Creek Rd? That intersection is SO dangerous!   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |  |
| 47                  | Designate truck routes to keep that traffic from "cutting through" small city roads , it causes costly damage, excess traffic, noise .  |  |  |                   |                                     |               |                                  |                            |                       | News media (e.g., newspaper, television) |                      |  |
| 48                  |   |  |  |                   |                                     |               |                                  |                            |                       |  |                      | Google search to find current construction projects in my area |
| 49                  | no concerns   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |  |
| 50                  | No concerns.  |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |  |

| Response ID         | <p>In addition to addressing the 12-remaining crossings with at-grade movements on SR 316, the study team has identified additional potential projects along the study corridor that would improve traffic safety and operations. The potential projects are at the following locations:</p> <p>Sugarloaf Parkway<br/> Harbins Road<br/> New interchange near Gwinnett County and Barrow County border to accommodate potential new development (Rowen)<br/> Carl-Bethlehem Road<br/> SR 81<br/> SR 11<br/> SR 53<br/> SR 10/Monroe Highway<br/> Oconee Connector</p> <p>What are your concerns, if any, with these recommended improvements?</p> | What is the ZIP code of your home address? | Which race/ethnicity best describes you? (Please choose only one.) | What is your age? | How did you hear about this survey? |               |                                  |                            |                       |  |                      |                        |
|---------------------|---|--|--|-------------------|-------------------------------------|---------------|----------------------------------|----------------------------|-----------------------|--|----------------------|------------------------|
| Open-Ended Response | Response  | Response                                   | Response   | Response          | Briefing by the study team          | Study website | Social media (e.g., Facebook, X) | Email sent/forwarded to me | Printed advertisement | News media (e.g., newspaper, television) | Prefer not to answer | Other (please specify) |
| 51                  |   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |                        |
| 52                  |   |  |  |                   | Briefing by the study team          |               |                                  |                            |                       |  |                      |                        |
| 53                  |   |  |  |                   | Briefing by the study team          |               |                                  |                            |                       |  |                      |                        |
| 54                  | There are businesses on Mars Hill (south) adversely affected. Possible Right In / Right Out (south only)  |  |  |                   | Briefing by the study team          |               |                                  |                            |                       |  |                      |                        |
| 55                  |   |  |  |                   |                                     |               |                                  | Email sent/forwarded to me |                       |  |                      |                        |