

Transforming State Route 316: Oconee County

Fact Sheet

US 29/SR 8/SR 316 @
Dials Mill Ext - PI 0007685
Cost Estimates:
Right of Way: \$284,000
Construction: \$15,036,150
Schedule:
Anticipated Right of Way: 2023
Anticipated Construction: 2024

US 29/SR 8/SR 316 @ Mcnutt Creek Road
- PI 0013764
Cost Estimates:
Right of Way: \$497,000
Construction: \$15,379,400
Schedule:
Anticipated Right of Way: 2024
Anticipated Construction: 2026

US 29/SR 8/SR 316 @
Dials Mill Road - PI 0013763
Cost Estimates:
Right of Way: \$2,707,000
Construction: \$33,420,750
Schedule:
Anticipated Right of Way: 2023
Anticipated Construction: 2025

US 29/SR 8/SR 316 @ Mars Hill Road -
PI 0013765
Cost Estimates:
Right of Way: \$79,000
Construction: \$11,859,950
Schedule:
Anticipated Right of Way: 2025
Anticipated Construction: 2027

US 29/SR 8/SR 316 @ Julian Drive -
PI 0013766
- Grade separation
Cost Estimates:
Right of Way: \$225,000
Construction: \$12,509,350
Schedule:
Anticipated Right of Way: 2026
Anticipated Construction: 2028

Bundle 2 - FY 2024
Jimmy Daniel Rd - PI 0013767
Cost estimates:
Right of Way: \$1,393,673
Construction: \$68,700,000

Virgil Langford - PI 0013768
Cost estimates:
Right of Way: N/A
Construction: \$1,700,000

US 29/SR 8/SR 316 @ Oconee
Connector - PI 0013769
Cost Estimates:
Right of Way: \$3,000,000
Construction: \$67,500,000
Schedule:
Anticipated Right of Way: 2024 - 2025
Anticipated Construction: 2024 - 2027

Oconee Connector - PI 0013770
Cost estimates:
Right of Way: \$3,218,570
Construction: \$67,500,000

 Office of Innovative Delivery

 New Interchange  New Bridge

Challenges



Heavy congestion



Historic crash rates

Solutions



Reduce congestion



Reduce crash rates

Project Corridor Overview

Georgia DOT is developing a series of reconstruction projects along SR 316 from SR 20 in Gwinnett County to SR 10 in Athens - Oconee County. The need for these projects is based on the existing and future traffic congestion and historic crash rates along this corridor. Once completed, the changes will upgrade sections of SR 316 to a freeway-style corridor, improve traffic flow conditions and reduce the number of crashes.

Corridor Analysis

These type of **intersection-to-interchange projects** typically see a **28%** reduction in injury crashes and a **27%** reduction in non-injury crashes, and that this number will likely be greater in this corridor due to the volumes and speeds.