

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** NHS-0000-00(247) Fulton  
P. I. No.: 0000247  
I-285 @ Roswell Rd. Interchange

**OFFICE:** Engineering Services

**DATE:** May 4, 2005

**FROM:** David Mulling, Project Review Engineer *DMW*

*T.P.*

**TO:** Ben Buchan, State Urban Design Engineer

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
RW-1	Make Roswell Road six lanes from the I-285 Interchange to Hammond Drive	-\$5,105,893 Cost Increase	No	Can't be done until the corridor is modeled for six lanes and a project is programmed and added to the STIP.
RW-2	Acquire the Right of Way for six lanes on Roswell Road from Lake Placid Drive to Hammond Drive	-\$4,956,280 Cost Increase	No	Can't be done until the corridor is modeled for six lanes and a project is programmed and added to the STIP.
RW-6	Move the Roswell Road Alignment farther to the west	Design Suggestion	No	Results in more Right of Way impacts on the west side which is not preferred by the Citizen's Advisory Committee.
RW-7	Do nothing in the short term	Design Suggestion	Yes	Project has been moved into the Long Range Program due to the need for further study of the I-285 "Top End" corridor which will begin in the near future.
RW-10	Eliminate access to Roswell Road to/from Allen Road	Design Suggestion	No	Access has been maintained due to comments from the Citizen's Advisory Committee and other groups at the Public Information Open House (PIOH).

ALT No.	Description	Savings PW & LCC	Implement	Comments
RW-15	Synchronize signals from Lake Placid Drive through the Roswell Road/I-285 Interchange north to Abernathy Road	-\$245,310 Cost Increase	Yes	This will be done.
R-4	Consolidate eastbound ramps	-\$7,005,738 Cost Increase	No	Can not implement at this time. This VE Alternate will be re-evaluated during the I-285 "Top End" Corridor Study which is scheduled to begin in the near future
R-6	Extend/Relocate the beginning of eastbound I-285 Ramp further west, beyond Lake Forrest Drive	-\$3,357,553 Cost Increase	No	Can not implement at this time. This VE Alternate will be re-evaluated during the I-285 "Top End" Corridor Study which is scheduled to begin in the near future.
R-10	Evaluate location of braided ramp	\$8,081	No	Can not implement at this time. This VE Alternate will be re-evaluated during the I-285 "Top End" Corridor Study which is scheduled to begin in the near future.
R-16	Construct a bridge to connect Sandy Springs Circle with Copeland Road	-\$3,525,148 Cost Increase	No	Can not implement at this time. This VE Alternate will be re-evaluated during the I-285 "Top End" Corridor Study which is scheduled to begin in the near future.
R-17	Change ramp pavement from Asphalt to Concrete	-\$1,214,521 Cost Increase	No	Low volume of truck traffic does not justify the use of Concrete at this location.

A meeting was held on May 4, 2005 to discuss the above recommendations. Floyd Moore of FHWA, Albert Shelby of Urban Design, and Ron Wishon of the Office of Engineering Services were in attendance.

The above reflects the consensus of those in attendance and those that provided comments.

Approved:  Date: 5/17/05  
 David E. Studstill, Jr., P. E., Chief Engineer

Approved:  Date: 6/16/05  
 For: Robert Callan, P. E., FHWA Division Administrator

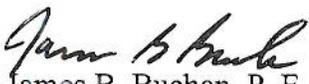
REW

Attachments

c: Gus Shanine, Floyd Moore, FHWA  
Albert Shelby, Urban Design  
Lyn Clements, Bridge Office  
Lonnie Jones, G.O. Construction  
Scott Zehngraff, Traffic Safety and Design, TMC  
Jeff Woodward, Area Engineer, Marietta  
Jonathan Cox, Environment/Location  
Lisa Myers

**DEPARTMENT OF TRANSPORTATION  
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<b>FILE</b>	NHS-0000-00(247), Fulton County I-285 Interchange at Roswell Road P.I. No. 0000247	<b>OFFICE</b>	Urban Design
		<b>DATE</b>	April 15, 2005
<b>FROM</b>	 James B. Buchan, P. E., State Urban Design Engineer		
<b>TO</b>	David Mulling, P.E., Project Review Engineer <b>Attention:</b> Lisa Meyers		
<b>SUBJECT</b>	<b>Responses to the Value Engineering (VE) Study</b>		



In accordance with MOG 2450-1, below are the responses to the Value Engineering Study dated July 28, 2004 for the above referenced project.

Recommendation

- ***RW-1 – Make Roswell Road six lanes from the I-285 Interchange to Hammond Drive***

Response

**Not implement** - Widening Roswell Road to six lanes was reviewed early in the conceptual process for the project. While warranted for a capacity standpoint, the air conformity model prohibited this approach. The concept submitted for the VE Study conforms to the current air quality model. Additionally, there is no logical terminus for the six lanes, since the volumes are consistent throughout the S.R. 9/Roswell Road corridor headed north. The right-of-way for a six lane section would require acquisition of most of the businesses through the corridor, which goes against the recommendations of the Citizens Advisory Committee that was consulted to develop the project's concept.

- ***RW-2 – Acquire the right-of-way for six lanes on Roswell Road from Lake Placid Drive to Hammond Drive***

Response

**Can be revisited for possible implementation with the corridor design of I-285** – Since Roswell Road is not modeled in the air quality conforming model for six lanes, there is not a project programmed in the Construction Work Program (CWP) to widen Roswell Road to six lanes. Therefore the Department cannot legally purchase right-of-way for a non-existent project. If a project is added under the conceptual study of the corridor to widen Roswell Road, then the purchase of additional right-of-way can be considered. The right-of-way for a six lane section would require acquisition of most of the businesses through the corridor, which goes against the recommendations of the Citizens Advisory

Committee that was consulted to develop the project's concept. But, if damages to property equate to a total take, the entire parcel will be acquired.

- ***RW-6 – Move the Roswell Road alignment farther west***

Response

**Not implement** – The western shift of Roswell Road was done to accommodate staging of the bridge while minimizing impacts to business along the corridor. While most of the western side of the road from Cliftwood Drive to Lake Placid Drive are being acquired under this concept, further shifts would acquire more businesses outside of the current project limits, including The Prado plaza south of Lake Placid and the Suntrust Bank north of Cliftwood Drive. The Citizens Advisory Committee also wished to minimize business impacts.

- ***RW-7 – Do nothing in the short term***

Response

**Implement** – The project was moved into the Long Range program due to funding concerns after the approval of the concept by the Department. Currently a study of the entire I-285 corridor and all its component pieces is underway. This study will provide comprehensive recommendations for the entire corridor that incorporates all the planned improvements in the corridor.

- ***RW-10 – Eliminate access to Roswell Road to/from Allen Road***

Response

**Not implement** – Allen Road was originally proposed to the Citizens Advisory Committee as a cul-de-sac. The committee, as well as responses from the Public Information Open House (PIOH), felt that access to Allen Road from Roswell Road southbound was essential to the grid system of Sandy Springs. A right-in only was a concession of the Department to the committee and the public.

- ***RW-15 – Synchronize signals from Lake Placid Drive through the Roswell Road/I-285 Interchange north to Abernathy Road***

Response

**Implement** – The signals were optimized for the traffic simulations during the conceptual development and would be implemented during the design.

- ***R-4 – Consolidate eastbound ramps***

Response

**Can be revisited for possible implementation with the corridor design of I-285** - This option was considered during the conceptual design and rejected because of the additional impacts that would be necessary. The exit ramp taper would have to begin west of the Lake Forrest Drive Bridge over I-285 for proper signing of a two-directional ramp, causing the bridge to be rebuilt. Additionally the longer ramp displaced more property.

- ***R-6 – Extend/relocate the beginning of eastbound I-285 ramp further west beyond Lake Forrest Drive***

Response

**Can be revisited for possible implementation with the corridor design of I-285** - This option was considered during the conceptual design and rejected because of the additional impacts that would be necessary. If the exit ramp taper began west of the Lake Forrest Drive Bridge over I-285 it would cause the bridge to be rebuilt, which was not preferable during the . Additionally the longer ramp displaced more property.

- ***R-10 – Evaluate location of the braided ramp***

Response

**Can be revisited for possible implementation with the corridor design of I-285** – The location of the braided ramp under the Roswell Road bridge was to have some pavement to be used in a CD system on the south side as it became necessary. The braid was to be designed as the design progressed.

- ***R-16 – Construct a bridge to connect Sandy Springs Circle with Copeland Road***

Response

**Can be revisited for possible implementation with the corridor design of I-285** – The construction of a split diamond interchange with Roswell Road and Sandy Springs Circle was discussed. The Citizens Advisory Committee was not in favor of making Roswell Road one-directional to accommodate the split diamond due to the impacts on businesses. A separate facility that did not operate as a split diamond interchange was deemed scope creep for the Roswell Road interchange project.

- ***R-17 – Change ramp pavement from asphalt to concrete***

Response

**Can be revisited for possible implementation with the corridor design of I-285** – The ramps were shown as asphalt because of the low volume of truck traffic. Usually the ramps are built as concrete on interstates because they resist the wear by larger truck volumes. Additionally, the two northern ramps were to be widened, and they are asphalt now.

If you have any questions concerning these responses, please contact Albert Shelby at (404) 656-5440.

JBB: AVS 