ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0000784
NHS00-0000-00(784)
DeKalb & Fulton Counties
GDOT District 7 - Metro Atlanta
I-285 @ SR 400 Interchange Reconstruction
& HOV System

OFFICE Design Policy & Support

DATE April 28, 2015

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Marlo Clowers, Project Manager
BOARD MEMBER - 6th & 11th Congressional Districts
FHWA – attn: Rodney Barry, Georgia Division Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Interchange Reconstruction	P.I. Number:	0000784
GDOT District:	District 7 Metro	Counties:	Fulton, DeKalb
Federal Route Number:	I-285	State Route Number:	SR 400 & SR 407

Project Number: NHS00-0000-00(784)

Project Description: This project includes reconstruction of I-285 at SR 400 Interchange including operational improvements to move and direct traffic more efficiently. Improvements include collector distributor (CD) lanes, grade separated braided ramps and new fly over ramps.

Submitted for approval:

Shamir Poudel, PE – ARCADIS US Inc. — Date: 12/23/14

Consultant Designer & Firm

Darryl VanMeter, PE — Date: 12/23/14

Innovative Delivery Engineer

Marlo Clowers, PE — Date: 12/23/14

GDOT Project Manager

Recommendation for approval:

* Recommendations on file

Program Control Administrator — Date

* Hiral Patel /KLP — Date: 1-12-15

State Environmental Administrator

* Kathy Zahul /KLP — Date: 1-7-15

State Traffic Engineer

* Lisa Myers /KLP — Date: 12-29-14

Project Review Engineer

* Jun Birnkammer/KLP — Date: 12-29-14

FOR State Utilities Engineer

* Mac Cranford /KLP — Date: 1-12-15

District Engineer

FOR * Ben Rabun /KLP — Date: 1-9-15

State Bridge Engineer

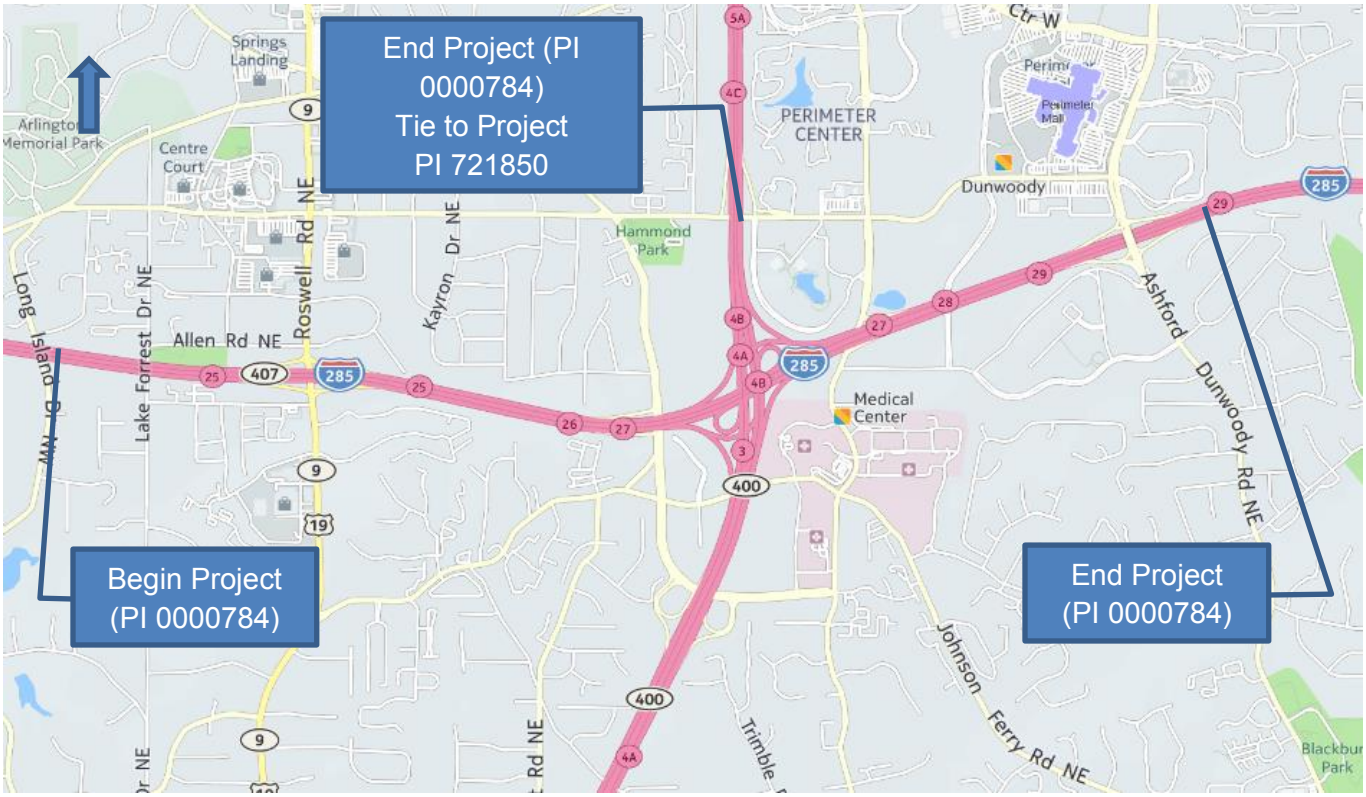
State Transportation Financial Management Administrator — Date

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

Date: 1-6-15

State Transportation Planning Administrator

PROJECT LOCATION MAP



Not to Scale

PLANNING AND BACKGROUND

Project Justification Statement: The proposed Design-Build-Finance (DBF) project would improve operational efficiency and reduce crashes in the vicinity of I-285 and SR 400 Interchange. Improvements at this interchange were included in the revive**285** *top end* project (PI 0001758); however, this project is being accelerated as a separate project for early implementation. Two primary deficiencies currently exist at the I-285/SR 400 interchange:

- Significant weaving (vehicular conflicts caused by travelers trying to move across one or more lanes) due to the closely spaced interchanges along I-285 leading up to the I-285/SR 400 interchange, which results in congestion and vehicular collision concerns; and

- Lack of adequate ramp capacity at the I-285/SR 400 interchange.

This interchange is congested during morning and evening peak travel times. During the evening peak period, average existing travel speeds along I-285 eastbound vary from 28 mph for I-285 through traffic and 6 mph for traffic exiting to SR 400 north and south. Travel speeds along I-285 westbound vary from 24 mph for I-285 through traffic and 17 mph for traffic exiting to SR 400 north and south. During the morning peak period, I-285 eastbound and westbound through traffic experiences speed-limit travel in the vicinity of the interchange. However, travel speeds for I-285 traffic turning to SR 400 north and south are reduced to 27 mph in the eastbound direction and 39 mph in the westbound direction.

Crash data from 2005-2008 indicates that approximately 3,500 crashes occurred within the project limits during this period. This represents an average crash rate of 205 crashes per 100 million vehicle miles traveled (VMT) which is higher than the statewide average crash rate of 195 crashes per 100 million VMT on similar facilities. **See Attachment 4** for Crash history data, summary, and analysis. *[Note: More recent crash data for years 2011 through 2013 are available. However, upon analyzing that data, it was determined that much of the data was missing or contained incomplete spatial information regarding crash locations. Therefore, older data with more accurate location information was used for this analysis.]*

Project limits along I-285 extend from west of Roswell Road to east of Ashford Dunwoody Road, which are the adjacent major interchanges east and west of SR 400. This will allow for the improvements to extend beyond next major traffic destination along I-285 and allow for proposed improvements to tie back to existing I-285. Improvements along SR 400 would extend between Glenridge Connector to the south and Hammond Drive to the north. At Hammond Drive, the proposed improvements would tie to proposed SR 400 Collector-Distributor (CD) Lanes project (PI No. 721850) to the north.

The goals of the project are to improve operational efficiency and reduce crashes in the interchange area. Travel times, average speed, and vehicular throughput are expected to be positively impacted by the proposed improvements.

Existing conditions: The I-285/SR 400 interchange is a system-to-system interchange. In the vicinity of the interchange, the existing roadway section of I-285 consists of five through lanes in each direction. An additional auxiliary lane exists along each direction of I-285 between Roswell Road and SR 400, as well as between SR 400 and Ashford Dunwoody Road. The existing roadway section of SR 400 consists of three through lanes in each direction. Outside of the interchange, roadway sections along SR 400 consist of four through lanes in each direction.

Existing interchanges along I-285 in the vicinity of the I-285/SR 400 interchange are closely spaced. The Roswell Road interchange and Ashford Dunwoody Road interchange, which are full access interchanges, are located approximately 1.3 miles from the SR 400 interchange. Glenridge Drive and Peachtree Dunwoody Road, which are half access interchanges with ramps facing away from the SR 400 interchange, are located approximately 0.3 miles away from the SR 400 interchange. Due to these closely spaced interchanges, there are nine I-285 access points along each direction located within a 3-mile distance.

Existing ramps at the I-285/SR 400 interchange vary in type and geometry. Eastbound to northbound and westbound to southbound movements are served by direct connection ramps designed for 35 mph and 40 mph, respectively. Both of these ramps merge onto the SR 400 mainline from the left. The westbound to southbound ramp creates a new lane on SR 400 heading south, thus eliminating the need for the entering ramp traffic to merge with the SR 400 southbound traffic from the left side. The westbound to northbound ramp does not create a new lane; therefore, entering ramp traffic is required to merge onto SR 400 northbound from the left. Both southbound to eastbound and northbound to westbound movements are served by low-speed loop ramps.

Other projects in the area:

PI No. 721850 - SR 400 Collector Distributor lanes between I-285 and Spalding Drive
PI No. 0001758 - revive**285** *top end*, I-285 N managed lanes from I-75 to I-85—Long Range Program
PI No. 0003534 - Transit Portion of revive**285** *top end*—Long Range Program
PI No. 0010782 - Top End I-285 Variable Speed Limit Signs from I-20 to I-20 in Cobb, DeKalb and Fulton Counties - Design-Build/Under Construction
PI No. 714000 - I-285 Interchange at Ashford Dunwoody Road – Long Range Program
PI No. 713230 - I-285 WB auxiliary lanes between Roswell Road and Riverside Drive – Long Range Program
PI No. 0000247 - I-285 Interchange at Roswell Road – Long Range Program
PI No. 0013255 - I-285 C/D lanes between Ashford Dunwoody Road and SR 141 - – Long Range Program
PI No. 0003534 - I-285 from Cumberland to Perimeter Center Transit – GRTA – Long Range Program
PI No. 0013251 - I-285 from Cumberland to Perimeter Center Pkwy to Doraville Transit ROW Only – Long Range Program

MPO: Atlanta TMA **TIP #:** AR-957

TIA Regional Commission: Not a TIA Project

Congressional District(s): 6 & 11

Federal Oversight: ☒FOS/PoDI ☐Exempt ☐State Funded ☐Other

Projected Traffic: ADT
Current Year (2014): 221,240 Open Year (2019): 259,000 Design Year (2039): 344,610
Above traffic is for the I-285 mainline

Traffic Projections Performed by: *ARCADIS Us Inc.* (See **Attachment 5** for ADT & DHV))

Functional Classification (Mainline): I-285 Urban Interstate Prinicipal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:
Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? ☐ No ☒ Yes
Preliminary Pavement Type Selection Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☐ HMA ☐ PCC ☒ HMA & PCC*

* It is the intention to provide both HMA & PCC as acceptable pavement alternates in select locations for the DBF Contractor to consider for the project.

DESIGN AND STRUCTURAL

Description of the proposed project:

The project proposes to reconstruct the Interstate 285 (I-285)/State Route (SR) 400 interchange. The proposed improvements would include construction of barrier-separated collector-distributor (CD) lanes along I-285 and SR 400, reconstruction of existing ramps, and construction of new flyover bridges, as well as reconstruction and widening of existing bridges in the vicinity of the interchange. Along I-285, the proposed project would begin approximately one mile to the west of Roswell Road in Fulton County and end approximately three-fourths of a mile to the east of Ashford Dunwoody Road in DeKalb County, for a total distance of approximately 4.3 miles.

Along SR 400, the proposed project would begin just south of the Glenridge Connector and extend north to the Hammond Drive interchange, all within Fulton County, where it would tie into a separate project (Georgia DOT P.I. No. 721850, the SR 400 CD Lanes Project). The total length of the proposed improvements along SR 400 is approximately 1.2 miles.

Eastbound Improvements

A new barrier-separated CD system would be constructed along the south side of I-285 in the eastbound direction, which would serve as the eastbound exit for motorists traveling from I-285 to Glenridge Drive and SR 400 north and south (see Exhibit 1). This eastbound CD system would

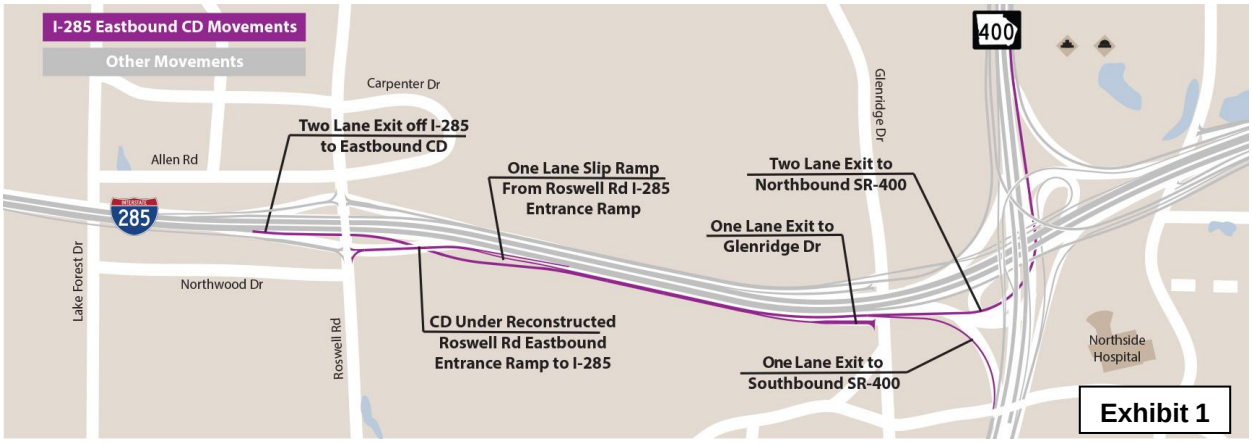
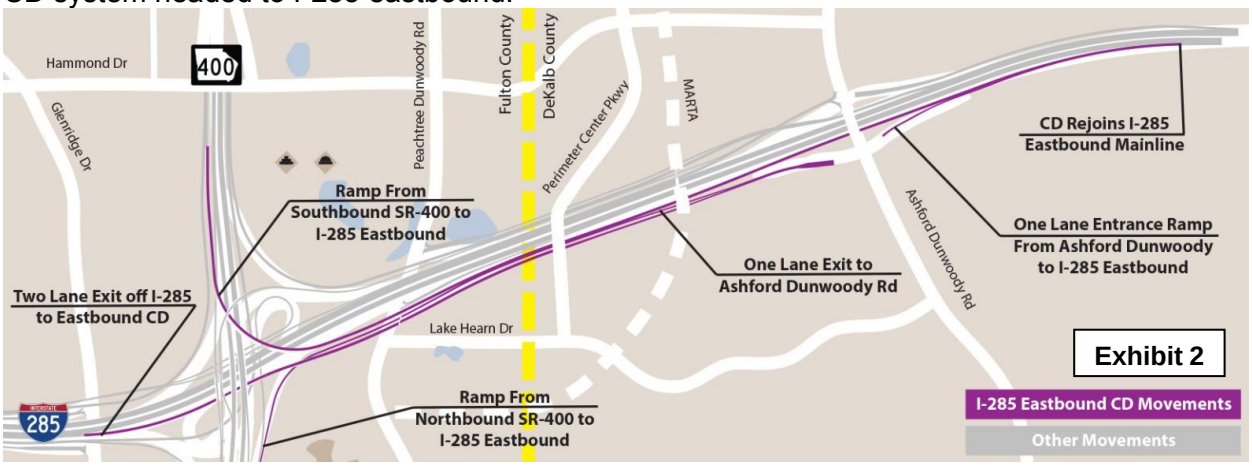


Exhibit 1

begin with a new two-lane exit ramp off I-285, just to the west of the Roswell Road Bridge. After passing beneath the Roswell Road Bridge, the two-lane CD system would also pass under the reconstructed Roswell Road eastbound on-ramp to I-285. A one-lane slip ramp from the Roswell Road I-285 on-ramp would connect to the proposed new eastbound CD system, providing access from Roswell Road to SR 400 and Glenridge Drive. The resulting three-lane CD system would continue east to Glenridge Drive, where one lane would exit to Glenridge Drive. The remaining two CD lanes would pass over Glenridge Drive, and then would split to have two lanes exit to northbound SR 400 and one lane exit to southbound SR 400.

An additional eastbound CD system that begins in the vicinity of SR 400 would serve as the I-285 eastbound exit for Ashford Dunwoody Road and I-285 eastbound entrance for SR 400 (see Exhibit 2). This portion of the CD system would begin just west of SR 400, where a new two-lane ramp would exit off I-285 towards Ashford Dunwoody Road, and would pass under the reconstructed SR 400 mainline lanes. After passing under SR 400, this new eastbound CD system would be joined by ramps carrying traffic from the northbound and southbound SR 400

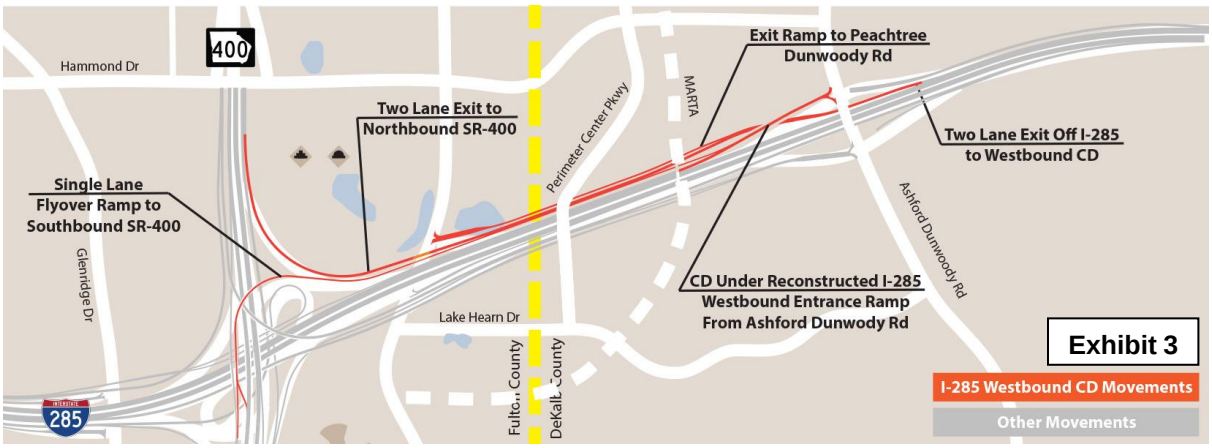
CD system headed to I-285 eastbound.



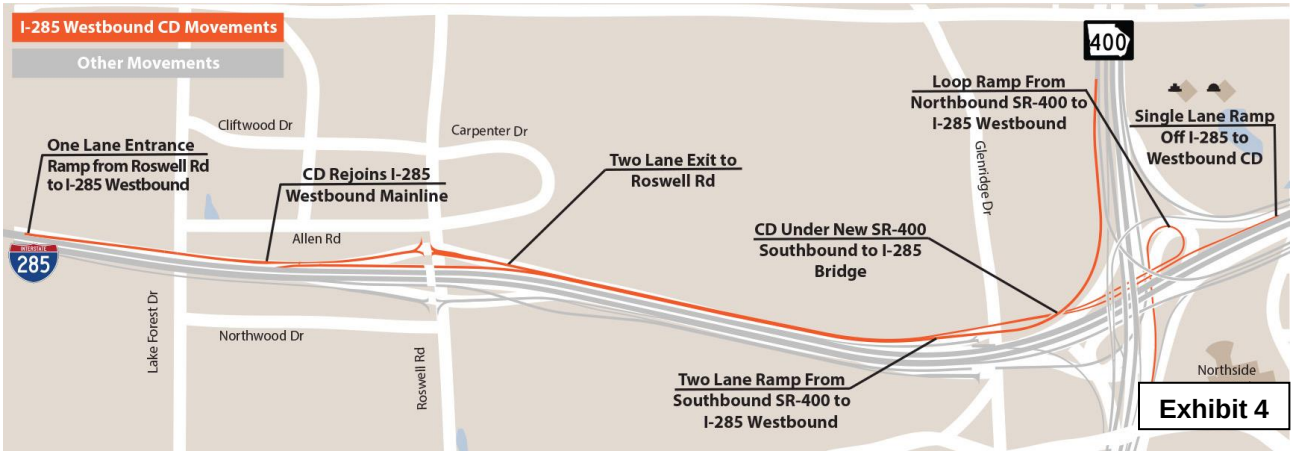
At this point, the proposed I-285 eastbound CD system would have three lanes. After these three lanes pass under Perimeter Center Parkway, they would split, with one lane serving as an exit for motorists traveling to Ashford Dunwoody Road, and the remaining two CD lanes continuing to the east, passing under the existing Ashford Dunwoody Road Bridge and joining the I-285 mainline. an existing one-lane entrance ramp, providing access from Ashford Dunwoody Road to eastbound I-285, would be relocated further east from its existing location to allow for the construction of the I-285 eastbound CD lanes.

<u>Westbound Improvements</u>

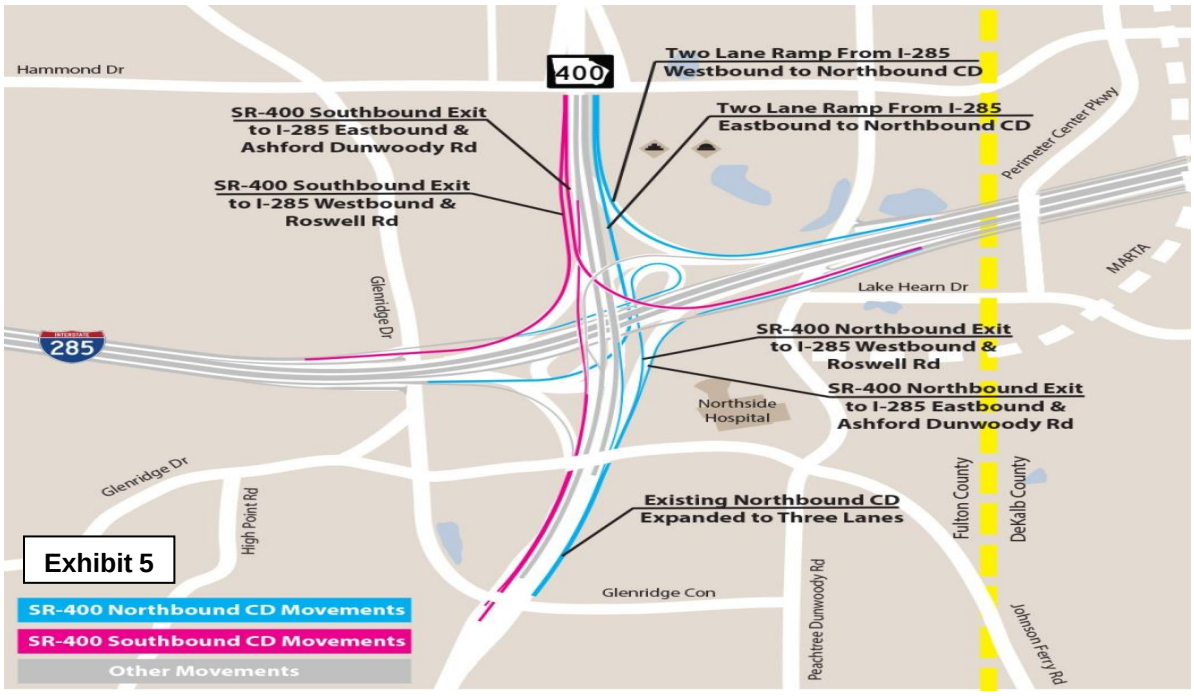
A new barrier-separated CD system would also be constructed along the north side of I-285 in the westbound direction, which would serve as the westbound exit for motorists traveling from I-285 to Peachtree Dunwoody Road and SR 400 (see Exhibit 3). This westbound CD system would begin with a new two-lane exit just east of the Ashford Dunwoody Road Bridge. The two-lane CD system would continue west, passing under the existing Ashford Dunwoody Road Bridge and a reconstructed I-285 westbound entrance ramp from Ashford Dunwoody Road. In this area, an exit ramp for motorists traveling to Peachtree Dunwoody Road would be provided from the new CD system. The two-lane CD system would then continue west, passing under the Perimeter Center Parkway Bridge, where a new two-lane exit ramp would provide access to northbound SR 400 and a new single-lane flyover ramp would provide access to southbound SR 400.



An additional westbound CD system would serve as the I-285 westbound exit for Roswell Road and the I-285 westbound entrance for SR 400 (see Exhibit 4). This portion of the westbound CD system would begin just east of SR 400, where a single-lane ramp would exit off I-285 towards Roswell Road, and would pass under the reconstructed SR 400 mainline lanes. After passing under SR 400, a loop ramp carrying traffic from northbound SR 400 to westbound I-285 would merge with this new exit ramp. The resulting single-lane westbound CD system would continue west and pass under a new bridge carrying traffic from SR 400 southbound to I-285 westbound, where it would join the two-lane exit ramp from southbound SR 400. At this point, the proposed I-285 westbound CD system would have three lanes. The three-lane CD system would continue west, then would split, with two lanes exiting to Roswell Road and two lanes continuing westward, passing under the existing Roswell Road Bridge before rejoining the I-285 mainline. An existing one-lane entrance ramp providing access from Roswell Road to westbound I-285 would be relocated further west from its existing location to allow for the construction of the I-285 westbound CD lanes.



Northbound and Southbound Improvements



A number of improvements would also be made to the existing CD system along the SR 400 corridor in the vicinity of the I-285/SR 400 interchange. The existing northbound SR 400 CD lanes south of the I-285/SR 400 interchange would be widened to three lanes, and would serve as the SR 400 northbound exits to I-285, Roswell Road, and Ashford Dunwoody Road (see Exhibit 5). North of the I-285/SR 400 interchange, four new northbound CD lanes would be formed from the I-285 eastbound (two lanes) and westbound (two lanes) exit ramps to SR 400 northbound, and would to tie into the proposed separate SR 400 CD Lanes project at Hammond Drive (Georgia DOT P.I. No. 721850). In the southbound direction, the new SR 400 CD system proposed under the adjacent Georgia DOT P.I. No. 721850 to carry SR 400 southbound traffic to I-285 eastbound and westbound would be extended south beginning around Hammond Drive and would tie to ramps heading towards I-285 eastbound and westbound. These lanes would also serve as the southbound exit from SR 400 to Ashford Dunwoody Road and Roswell Road.

I-285 Eastbound Movements
I-285 Westbound Movements
SR-400 Northbound Movements
SR-400 Southbound Movements
Abernathy Rd
400
Perimeter Center W
Fulton County
DeKalb County
Mt Vernon Hwy
Crestline Pkwy
Perimeter Center E
I-285 W EXIT to Ashford Dunwoody Road
BEGIN P.I. 721850
END P.I. 0000784
Johnson Ferry Rd
Peachtree Dunwoody Rd
Perimeter Center Pkwy
Perimeter Mall
I-285 W EXIT to Peachtree Dunwoody Road &SR-400
BEGIN P.I. 0000784
Sandy Springs Cir
Hammond Dr
I-285 W EXIT to Roswell Road
MARTA
END P.I. 0000784
Ashford Dunwoody Rd
Carpenter Dr
Glenridge Dr
Cliftwood Dr
Allen Rd
Lake Hearn Dr
285
Northwood Dr
Long Island Dr
Lake Forest Dr
Roswell Rd
Northside Hospital
I-285 E EXIT to Roswell Road
I-285 E EXIT to Glenridge Drive & SR-400
I-285 E EXIT to Ashford Dunwoody Road
Glenridge Dr
Glenridge Con
BEGIN P.I. 0000784
Peachtree Dunwoody Rd
Johnson Ferry Rd
Mt Paran Rd
SR-400 N EXIT to Glenridge Con & I-285
High Point Rd
Evergreen Dr
Exhibit 6
Project Location and Overview
P.I. 0000784

The proposed CD systems along I-285 would be constructed by assigning one or two existing outside mainline lanes (which currently serve as exits to, or auxiliary lanes between, the service interchanges within the project limits) to the CD system, and constructing one or two additional CD lanes for lane balancing between the interchanges within the project limits. There would continue to be four I-285 mainline lanes through the I-285/SR 400 interchange area after project construction. However, it may appear to some motorists that there are fewer I-285 mainline (through) lanes along I-285 within the project limits since the existing auxiliary lanes would be reassigned to the proposed CD system.

Lane balancing refers to the proper arrangement of lanes at ramp terminals to maintain orderly and effective discharge or entrance of traffic. At exit terminals, the sum of the number of lanes after the diverge (on the highway and the ramp) is one more than the total number of lanes on the highway just before the diverge. At entrance terminals, the sum of the number of lanes before the merge (on the highway and the ramp) is one more than, or equal to, the total number of lanes on the highway after the merge.

What is a Directional Ramp?

A directional ramp always tends toward the desired direction of travel, whereas a non-directional ramp goes in a direction opposite to the desired direction of travel. Many loop ramps are non-directional.

As described above, new ramps connecting the new CD systems along I-285 and SR 400 would be constructed to replace each existing movement within the I-285/SR 400 interchange. All of the new ramps would be directional ramps (i.e., not loops) with the exception of the ramp from SR 400 northbound to I-285 westbound, which would be a reconstructed loop ramp to replace the existing loop ramp that serves this movement. Fly-over ramps would be constructed for the SR 400 southbound to I-285 eastbound movement and for the I-285 westbound to SR 400 southbound movement.

The project would also include rehabilitation of existing I-285 bridges within the project area. Concrete decks would be removed and replaced at the I-285 bridges over Lake Forest Drive, Glenridge Drive, the SR 400 exiting northbound lanes, and Peachtree Dunwoody Road.

Additional right-of-way (ROW) would be required for the proposed project. Along the eastbound I-285 corridor, the following would be required:

- A strip of ROW approximately 50 feet in width would be required between Long Island Drive and Lake Forest Drive.
- An additional strip of ROW varying from approximately 10 feet to 20 feet in width would be required between Roswell Road and Glenridge Drive.
- A strip of ROW varying from approximately 40 feet to 80 feet in width would be required between the I-285/SR 400 interchange and Ashford Dunwoody Road.

Along the westbound I-285 corridor, the following ROW would be required:

- A strip of ROW varying from approximately 10 feet to 100 feet in width would be required in the vicinity of the Ashford Dunwoody westbound I-285 entrance ramp.
- An additional strip of ROW varying from approximately 50 feet to 70 feet in width would be required between Perimeter Center Parkway and Peachtree Dunwoody Road.

Within the vicinity of the I-285/SR 400 interchange, a strip of ROW (approximately 40 feet in width) would be required in some areas along the ramps. To reduce the amount of required ROW, various types of retaining walls and concrete barriers would be constructed as needed throughout the project corridor. In addition to ROW, easements of varying widths would be required throughout the corridor.

New roadway signs along I-285 and SR 400 would be added or existing road signs would be modified or removed beginning approximately two miles from the proposed exit ramp and CD system construction limits. All new signs would be constructed within the existing ROW of I-285 or SR 400. Approximate sign locations have been identified. However, the location of these signs would be finalized by the Design-Build Contractor during the final design phase. The proposed project also provides for the construction of noise barriers/walls along I-285 and SR 400 within the project limits to reduce noise levels at impacted receptors.

The proposed typical sections along the project corridor are described below by segment. The typical sections described are representative of the sections that would be encountered along the majority of the proposed project. However, design exceptions for shoulder widths would be necessary where the project ties to the existing lanes and when passing under bridges that are being retained that do not afford enough width to accommodate sufficient travel lanes and full width shoulders. Selected typical sections are included as **Attachment 3**. Along I-285, the recently improved Roswell Road interchange and the Ashford Dunwoody Road Diverging Diamond Interchange (DDI) would be retained.

Proposed Typical Sections

I-285 Eastbound

- Mainline: 10-foot paved inside shoulder with median barrier, four or five 12-foot general-purpose lanes, 12-foot paved outside shoulder
- Concrete barrier separating existing mainline and proposed CD lanes to prevent mainline and CD vehicle interactions except at designated access points.
- CD System: 4-foot paved inside shoulder, two or three 12-foot CD lanes, 10-foot paved outside shoulder
- On- and Off-Ramps: 4-foot inside shoulder, one 16-foot lane or two 12-foot lanes, 10-foot outside shoulder

Roadway Typical Section: Typical sections describe the physical shape and relationship of the various roadway elements that are present at or proposed for a normal interval along a highway.

Mainline: The portion of the highway carrying the main flow of traffic; generally, traffic passing straight through the junction or interchange.

General-Purpose Lanes: Lanes with no constraints on use.

Median: Portion of a road separating opposite directions of traffic.

I-285 Westbound

- Mainline: 10-foot paved inside shoulder with median barrier; four, five, or six 12-foot general-purpose lanes; 12-foot paved outside shoulder

- Concrete barrier separating existing mainline and proposed CD lanes to prevent mainline and CD vehicle interactions except at designated access points.
- CD System: 4-foot paved inside shoulder, two or three 12-foot CD lanes, 10-foot 4
- On- and Off-Ramps: 4-foot inside shoulder, one 16-foot lane or two 12-foot lanes, 10-foot outside shoulder

SR 400 Northbound from Glenridge Connector to I-285 Interchange

- Mainline: 10-foot paved inside shoulder barrier-separated from MARTA facilities, three 12-foot general-purpose lanes, 12-foot paved outside shoulder
- Concrete barrier separating mainline and CD lanes
- CD System: 4-foot paved inside shoulder, two 12-foot CD lanes, 10-foot paved outside shoulder

SR 400 Northbound from I-285 Interchange to Hammond Drive

- Mainline: 6-foot paved inside shoulder with median barrier, four 12-foot general-purpose lanes, 12-foot paved outside shoulder
- Concrete barrier separating mainline and CD lanes
- CD System: 4-foot paved inside shoulder, four 12-foot CD lanes, 10-foot paved outside shoulder

SR 400 Southbound from Hammond Drive to I-285 Interchange

- Mainline: 6-foot paved inside shoulder with median barrier, three 12-foot general-purpose lanes, 12-foot paved outside shoulder
- Concrete barrier separating mainline and CD lanes
- CD System: 4-foot paved inside shoulder, three 12-foot CD lanes, 10-foot paved outside shoulder

SR 400 Southbound from I-285 Interchange to Glenridge Connector

- Mainline: 10-foot paved inside shoulder barrier-separated from MARTA facilities, three 12-foot general-purpose lanes, 12-foot paved outside shoulder
- Concrete barrier separating mainline and CD lanes
- CD System: 4-foot paved inside shoulder, three 12-foot CD lanes, 10-foot paved outside shoulder

Project Financing

The Georgia DOT anticipates using a Public Private Partnership (P3) to construct the proposed I-285/ SR 400 Interchange Reconstruction project, in conjunction with the adjacent SR 400 CD Lanes Project (P.I. No. 721850) to the north. The USDOT's Federal Highway Administration (FHWA) defines a P3 as: *"…contractual agreements formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects."* There are a variety of P3 approaches, and Design-Build-Finance (DBF) is the P3 model being pursued for the I-285/ SR 400 Interchange Reconstruction.

Under a DBF arrangement, the Georgia DOT would award a contract to a private firm (or consortium of firms) for the design, construction, and partial (or full) financing of the project.

DBF merges the improved delivery aspects of Design-Build (having one firm responsible for both the design and construction of a project, and thus focused on maximizing efficiencies in both phases of the project) with financing flexibility. As currently envisioned, with the I-285/SR 400 interchange reconstruction, the Georgia DOT would make payments to the private firm on a fixed payment schedule, to be finalized as part of contract negotiations. During the project's active construction time period, the contractor would receive partial payment; the remainder of the payments would be deferred until after project construction is completed. After construction is complete, the Georgia DOT would continue to make payments to the contractor on a fixed, negotiated schedule, until all expenses have been paid. Spreading the construction payments over a longer period of time would allow the Georgia DOT to better mirror the anticipated cash-flow of both federal and state gas tax revenues.

Major Structures: for existing bridges information **see Attachment 7** for Bridge Inventory Reports, Bridge Condition Survey and Bridge deck Condition Survey

Structure	Existing	Proposed
Bridges	Multiple existing bridges – **see Attachment 7**	See table below for proposed bridge work – new bridges & existing bridges
Retaining Walls	Cantilever walls along I-285	Multiple proposed walls. Types will likely include Cantilever, MSE and Soil Nail or Tie Back Walls

Bridge No.**	Modification Type	Facility Carried	Feature Intersected	Super -structure Type	Notes
1	Widening / Deck Replacement and Bridge Jacking	I-285	Lake Forest Dr.	Steel	Br ID: 121-0245-0
2	New	Roswell Rd. on-ramp to I-285 EB	I-285 EB Exit Ramp to SR 400	PSC	Braided Ramp
3	New	I-285 EB CD to SR-400	Creek	PSC	Parallel Creek
4	New	I-285 EB-CD Exit Ramp to SR 400 N/S gore	Glenridge Drive	PSC	CD Lanes to SR 400
5	New	I-285 EB Exit to Ashford Dunwoody Rd	Creek	PSC	
6	Replaces two exist. bridges with one bridge	SR 400 SB	I-285	PSC	#Br ID: 121-0119-0 #Br ID: 121-0120-0
7	New	SR 400 NB	I-285 and Ramps	PSC	
8	New	I-285 EB Exit to Ashford Dunwoody Rd	Creek	PSC	

Bridge No.**	Modification Type	Facility Carried	Feature Intersected	Super -structure Type	Notes
9	New	I-285 EB Exit to Ashford Dunwoody	SR 400 NB to I-285 EB Ramp and Peachtree Dunwoody Road	PSC	
11	New	SR 400 NB to I-285 EB-CD	Peachtree Dunwoody Rd.	Steel	CD Lanes from SR 400
13	Add new Sound Barrier	I-285	Long Island Drive	Steel	Br ID: 121-0244-0
14	Deck Replacement	I-285	Glenridge Drive	Steel	Br ID: 121-0246-0
15	New	I-285 WB to Roswell Rd & SR 400 NB to I-285 WB	Glenridge Drive	PSC	
16	New	SR 400 SB to I-285 WB-CD	Glenridge Drive	PSC	
18	New	SR 400SB - Exit to Glenridge Connector	I-285 plus EB & WB CD Lanes	PSC	
19	New	I-285 WB Ramp to Glenridge Connector	I-285 plus EB & WB CD Lanes	PSC	
20	Replacement	I-285 WB Ramp to SR 400 SB	SR 400 and Ramps	Curved Steel & PSC	Flyover Ramp #Br ID: 121-0257-0
21	New	SR 400 SB Ramp to I-285 EB CD	SR 400, Ramps & Peachtree Dunwoody Road	Curved Steel & PSC	Flyover Ramp
22	New	SR 400 NB to I-285 WB-CD (from loop Ramp)	SR 400 NB Ramps (2)	PSC	
23	New	I-285 WB exit-Ramp to I-285 WB-CD to Roswell Rd	SR 400 NB Ramps (2)	PSC	
24	New	Ramp I-285 WB to SR 400 NB	Peachtree Dunwoody Rd.	Steel	
25	New	Ramp Ashford Dunwoody Rd. to I-285 WB	I-285 WB Exit Lane to SR 400 & Peach-Dunwoody	PSC	Braided Ramp
26	Deck Replacement / Misc. Repairs	I-285	Existing SR 400 NB	Steel	Br ID: 121-0247-0
27	Deck Replacement / Beam Painting	I-285	Peachtree Dunwoody Rd.	Steel	Br ID: 121-0248-0

- Bridge ID numbers for the existing bridges being replaced

**** See Attachment 8** for sketch map of bridge locations by bridge numbers.

Mainline Design Features:

I-285 General Purpose **Functional Classification: Urban Interstate Principal Arterial**			
Feature	**Existing**	**Standard***	**Proposed**
Typical Section			
• **Number of Lanes**	10		8 to 10
• **Lane Width(s)**	Varies 11-ft to 12-ft	12-ft	Retain existing*
• **Median Width & Type**	16-ft (6.75-ft inside shldrs) Barrier separated	22.5-ft (10-ft inside shldrs) Barrier separated	Retain existing*
• **Outside Shoulder Width**	12-ft paved. Narrower in the vicinity of overpass	14-ft (12-ft paved)	Retain existing*
• **Outside Shoulder Slope**	6%	6%	Retain existing
• **Inside Shoulder Width**	6.75-ft paved	10-ft	Retain existing*
• **Auxiliary Lanes**	12-ft	12-ft	Retain existing
Posted Speed	65 mph		65 mph
Design Speed	65 mph	65 mph	65 mph
Min Horizontal Curve Radius	3820-ft	1660-ft	Retain existing
Maximum Superelevation Rate	4%	6%	Retain existing
Maximum Grade	3.06%	4%	Retain existing
Access Control	Full	Full	Full
Design Vehicle	WB-67	WB-67	WB-67
Pavement Type	Asphalt	N/A	Retain existing

*Sub-standard lane widths and shoulder widths (inside and outside) are proposed to be rectified along I-285 between Roswell Road and Ashford Road bridges. Lanes and shoulder widths will transition to match existing west Roswell Road and east of Ashford Dunwoody Road.

Collector-Distributor (C/D) Lanes for I-285 Eastbound & Westbound and for SR 400 Southbound & Northbound			
Feature	**Existing**	**Standard***	**Proposed**
Typical Section	**new roadway**		
• **Number of Lanes**	N/A	1 to 3	1 to 3
• **Lane Width(s)**	N/A	12-ft lane	12-ft lane
• **Outside Shoulder Width**	N/A	12-ft (10-ft paved)	12-ft (10-ft paved)
• **Outside Shoulder Slope**	N/A	6%	6%
• **Inside Shoulder Width**	N/A	8-ft (4-ft paved)	8-ft (4-ft paved)
• **Auxiliary Lanes**	N/A	12-ft	12-ft
Posted Speed	N/A		45 to 55 mph

Design Speed	N/A	55 mph	55 mph
Min Horizontal Curve Radius	N/A	1060 ft to 643 ft	1060 ft to 643 ft
Maximum Superelevation Rate	N/A	6%	6%
Maximum Grade	N/A	6%	6%
Access Control	N/A	Full	Full
Design Vehicle	N/A	WB-67	WB-67
Pavement Type	N/A	N/A	TBD

MAINLINE RAMPS - System to System - Between I-285 and SR 400 C/D Lanes **Urban System to System Ramps**			
Feature	**Existing**	**Standard***	**Proposed**
Typical Section			
• **Number of Lanes**	1 to 2	1 to 2	1 to 2
• **Lane Width(s)**	16-ft single-lane 12-ft multi-lane	16-ft single-lane 12-ft multi-lane	16-ft single-lane 12-ft multi-lane
• **Outside Shoulder Width**	8-ft (4' - 6' paved)	12-ft (10-ft paved)	12-ft (10-ft paved)
• **Outside Shoulder Slope**	6%	6%	6%
• **Inside Shoulder Width**	8-ft (2' - 4' paved)	8-ft (4-ft paved)	8-ft (4-ft paved)
Posted Speed	45 to 55 mph		45 to 25 mph**
Design Speed	45 to 25 mph**	45 mph	45 to 25 mph**
Min Horizontal Curve Radius	1200 ft to 180 ft	1060 ft to 643 ft	1060 ft to 150 ft
Maximum Superelevation Rate	8%	6%	6%
Maximum Grade	5.86%	6%	6%
Access Control	Full	Full	Full
Design Vehicle	WB-67	WB-67	WB-67
Pavement Type	Asphalt	N/A	TBD

*According to current GDOT design policy, if applicable.
** 25 mph for Loop Ramp, other ramps range from 40 mph to 45 mph.

SERVICE RAMPS (for conventional service interchanges) At: Roswell Rd; Glenridge Dr; Peachtree-Dunwoody Rd; Ashford-Dunwoody Rd; Glenridge Connector			
Feature	**Existing**	**Standard***	**Proposed**
Typical Section			
• **Number of Lanes**	1 to 2	1 to 2	1 to 2
• **Lane Width(s)**	16-ft single-lane 12-ft multi-lane	16-ft single-lane 12-ft multi-lane	16-ft single-lane 12-ft multi-lane
• **Outside Shoulder Width**	10-ft w/ 2.5' c & g	12-ft (10-ft paved)	12-ft (10-ft paved)
• **Outside Shoulder Slope**	6%	6%	6%
• **Inside Shoulder Width**	10-ft w/ 2.5' c & g	8-ft (4-ft paved)	8-ft (4-ft paved)
• **Auxiliary Lanes**	12-ft	12-ft	12-ft

Posted Speed	Varies 45 to 35 mph		55 mph to 35 mph
Design Speed	45 mph	35 mph minimum	35 mph
Min Horizontal Curve Radius	767-ft	960 ft to 314 ft	960 ft to 314 ft
Maximum Superelevation Rate	8%	6%	6%
Maximum Grade	5.7%	6%	
Access Control	Full	Full	Full
Design Vehicle	WB-67	WB-67	WB-67
Pavement Type	Concrete	Concrete	Concrete

*According to current GDOT design policy, if applicable.

Major Interchanges/Intersections: I-285 at Roswell Road; I-285 at Glenridge Drive; I-285 at SR 400; I-285 at Peachtree Dunwoody Road; I-285 at Ashford Dunwoody Road; SR 400 at Glenridge Connector; SR 400 at Hammond Drive

Lighting required: ☐ No ☒ Yes
Upper most ramp bridge within 285/400 Interchange area is anticipated to be lighted. Underpass lighting will also be lighted if required.

Off-site Detours Anticipated: ☐ No ☒ Undetermined ☐ Yes
Construction staging sequence has not been determined. A detour meeting will be organized with PHOH if off-site detour is required.

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☐ Non-Significant ☒ Significant
TMP Components Anticipated: ☐ TTC ☒ TO ☒ PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter-mined	Yes	Appvl Date (if applicable)
1. Design Speed (Ramps)	☒	☐	☐	
2. Lane Width (I-285 exist. 11'lanes)	☐	☐	☒	
3. Shoulder Width (I-285 existing Median and CD Lanes)	☐	☐	☒	
4. Bridge Width	☒	☐	☐	
5. Horizontal Alignment	☒	☐	☐	
6. Superelevation	☒	☐	☐	
7. Vertical Alignment	☒	☐	☐	
8. Grade	☒	☐	☐	
9. Stopping Sight Distance	☒	☐	☐	
10. Cross Slope	☒	☐	☐	
11. Vertical Clearance	☒	☐	☐	
12. Lateral Offset to Obstruction	☒	☐	☐	
13. Bridge Structural Capacity	☒	☐	☐	

1. **Controlling Criteria 2- Lane Width -** Existing I-285 (eastbound and westbound) has two substandard inside 11-ft lanes that are proposed to be retained at the beginning of the project to the Roswell Rd Bridge underpass and at the end of the project after the Ashford-Dunwoody Rd Bridge underpass.

2. **Controlling Criteria 3 – Shoulder Width:** Existing I-285 (eastbound and westbound) has a 16-ft median with substandard 6.75-ft paved inside shoulders (one in each direction) that will be retained at the beginning of the project to the Roswell Road Bridge underpass and at the end of the project after the Ashford-Dunwoody Road Bridge underpass.

3. **Controlling Criteria 3 – Shoulder Width:** The design for the eastbound and westbound CD system along I-285 proposes to use substandard shoulder widths in order to pass under the existing bridges. These include eastbound CD under Roswell Road Bridge and westbound CD underneath Ashford Dunwoody Road Bridge.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	☒	☐	☐	
2. Intersection Sight Distance	DP&S	☒	☐	☐	
3. Intersection Skew Angle	DP&S	☒	☐	☐	
4. Lateral Offset to Obstruction	DP&S	☒	☐	☐	
5. Rumble Strips	DP&S	☒	☐	☐	
6. Safety Edge	DP&S	☒	☐	☐	
7. Median Usage	DP&S	☒	☐	☐	
8. Roundabout Illumination Levels	DP&S	☒	☐	☐	
9. Complete Streets	DP&S	☒	☐	☐	
10. ADA & PROWAG	DP&S	☒	☐	☐	
11. GDOT Construction Standards	DP&S	☒	☐	☐	
12. GDOT Drainage Manual	DP&S	☒	☐	☐	
13. GDOT Bridge & Structural Manual	Bridges	☒	☐	☐	

VE Study anticipated: ☐ No ☐ Yes ☒ Completed – Date: 12/13/2011

A Value Engineering (VE) Study was previously completed for the revive285 project which included recommendations for project 0000784. Reversal of previously accepted VE recommendations affecting this project will be documented as needed. Formal VE Studies are not required for Design-Build projects. The Design-Build process provides comparable benefits to a formal VE Study. ARCADIS conducted a peer review with peers from other offices for focusing on constructability and value.

UTILITY AND PROPERTY

Temporary State Route needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: MARTA Coordination required to construct underneath MARTA bridge.

Utility Involvements: Known utility owners include: AGL, Georgia Power, Atlanta Gas Light, AT&T, Dekalb Co Watershed Management, Dekalb Co Traffic, Fiberlight, City of Atlanta Bureau of Water, Fulton Co Department of Water Resources (Sanitary Sewer), Comcast, MARTA.

SUE investigation is being conducted. Additional utility owners may be identified by SUE.

SUE Required: ☐ No ☒ Yes ☐ Undetermined

Public Interest Determination Policy and Procedure recommended? ☐No ☒Yes
Utility relocations (design and construction) are eligible for inclusion within all Design-Build contracts.

Right-of-Way (ROW): Existing width: 300-ft Proposed width: 400-ft to 500-ft

Required Right-of-Way anticipated: ☐None ☒Yes ☐Undetermined

Easements anticipated: ☐None ☒Temporary ☒Permanent ☐Utility ☐Other

Anticipated total number of impacted parcels:		68
Displacements anticipated:	Businesses:	2
	Residences:	0
	Other:	
	Total Displacements:	2

Location and Design approval: ☐ Not Required ☒ Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

- The project area is heavily travelled. There are large employment centers as well as a large shopping mall that generates high traffic volumes during weekday as well as weekend.
- Maintaining adequate access to the medical complex and other emergency services during construction is mandatory.
- Several historic districts are located along both sides of I-285 within the project limits.

Context Sensitive Solutions Proposed:

- New CD lanes are proposed to be located outside the existing shoulder to minimize need for lanes closures along I-285.
- Retaining walls are proposed along new CD lanes to minimized impacts to business and historic districts

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☐ CE ☒ EA/FONSI ☐ EIS

MS4 Permit Compliance – Is the project located in a MS4 area? ☐No ☒Yes

The project is located in Fulton and DeKalb Counties, which is within the MS4 boundary of the state. The project disturbs more than 1 acre of land, therefore compliance with post-construction storm water treatment requirement of the MS4 permit is required. These requirements include:

- Removal of 80 % of the average annual TSS load from pavement runoff by treating the first 1.2 inch rainfall.
- Stream channel protection by detaining 1 year 24 hour rainfall for 24 hours.
- Provide overbank protection by not increasing the post-developed compared to pre-developed flows for the 25 year 24 hour rainfall event.
- Provide extreme flood protection by controlling the 100 year 24 hour flood and routing through the BMP.

Use of post-construction best management practices (BMPs) including detention ponds and enhanced swales are being evaluated. A summary of the conceptual hydrology study is attached to report with site specific discussions on these BMPs. See **Attachment 9** for the MS4 conceptual analysis.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/Variance/Commitment/Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☐	☒	Individual Permit
4. Tennessee Valley Authority Permit	☒	☐	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☒	☐	
7. NPDES	☐	☒	
8. FEMA	☐	☒	
9. Cemetery Permit	☒	☐	
10. Other Permits	☐	☒	Fish and Wildlife Coordination Act concurrence anticipated
11. Other Commitments	☐	☒	Noise abatement, FEMA/floodplain coordination, and others

Is a PAR required? ☐ No ☐ Yes ☒ Completed – Date: August 26, 2014.

PAR Meeting Minutes are included as **Attachment 11**.

Environmental Comments and Information:

NEPA/GEPA: An environmental assessment (EA) is currently being prepared. Major issues include the presence of several National Register of Historic Places (NRHP) eligible historic resources and districts along the corridor, impacts to streams/wetlands, noise impacts and the construction of noise abatement measures, and the potential for indirect and cumulative impacts.

Ecology: A field survey of ecological resources has been conducted. Thirty-one (31) water resources were identified within the study limits during the field surveys. Habitat for two protected species (bay star vine and sweet pinesap) is present within the study area; species-specific surveys have been conducted, and no individuals were found. Existing conditions of ecological resources along the project corridor were documented in an Ecological Resources Survey Report, and impacts on ecological resources from the project are being documented in an Assessment of Effects on Ecological Resources report. Given the level of impact to waters of the U.S. anticipated, a Section 404 Individual Permit is anticipated. A Practical Alternatives Review (PAR) meeting was held with the U.S. Army Corps of Engineers on August 26, 2014. Coordination with U.S. Fish and Wildlife Service (USFWS) under the Fish and Wildlife Coordination Act is also anticipated.

History: Several previously identified NRHP-eligible historic properties and districts are located along the project corridor, and several new NRHP eligible historic districts were identified during the field survey conducted for this project (for a total of 20 NRHP eligible resources in the project vicinity). The results of these efforts were documented in a Historic Resources Survey Report, which received State Historic Preservation Office (SHPO) concurrence. The effects of the project on eligible historic resources are being assessed in an Assessment of Effects Report, which will also require SHPO concurrence. Minimal right-of-way and easements are anticipated from seven NRHP eligible properties.

Archeology: No archaeological resources were documented within the project area. SHPO concurrence is not required.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	☐ No	☒ Yes
Is the project located in an Ozone Non-attainment area?	☐ No	☒ Yes
Is a Carbon Monoxide hotspot analysis required?	☐ No	☒ Yes

Noise Effects: A noise impact assessment, including noise level modeling at project area receptors, is being prepared. Construction of new noise walls and/or replacement or reconstruction of existing noise walls in the project area is anticipated to reduce noise impacts. Preliminary locations of these noise walls are being identified in the

noise impact assessment; final locations of the walls will be determined by the contractor during final design and after a re-evaluation of the noise assessment and public outreach on wall locations has occurred.

Public Involvement: Three Public Information Open Houses (PIOHs)—two daytime and one evening PIOH—were held in August 19 and 21, 2014. Two Public Information Open Houses (PHOH) were held in February 5, 2015, one during the day time and one in the evening. All materials were translated into Spanish, and a translator was present at the PIOH meetings. Advertisement of these meetings occurred in the legal organs of the surrounding three counties (Cobb, Fulton, and DeKalb), as well as in a local Spanish language newspaper. PIOH and PHOH Synopsis are included as **Attachment 12**. Additionally, stakeholder meetings have been held with local jurisdictions (Sandy Springs, Dunwoody, Brookhaven, and Perimeter Community Improvements Districts).

Major stakeholders: City of Sandy Springs, City of Dunwoody, City of Brookhaven, Perimeter Community Improvements Districts (CIDs) and the traveling public.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: This interchange is heavily used during weekday morning and evening peak periods. Perimeter Center Mall is located north of I-285 in the vicinity of Ashford Dunwoody Road Interchange and is heavily visited during holiday shopping season.

Early Completion Incentives recommended for consideration: ☐ No ☒ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: July 24, 2014

Concept Meeting: November 24, 2014

Other coordination to date: Coordination with Northside Hospital and location governments including Cities of Sandy Springs, Dunwoody and Brookhaven. Multiple coordination meetings with Perimeter Center CID.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	ARCADIS
Design	DBF Contractor
Right-of-Way Acquisition	GDOT and DBF Contractor
Utility Relocation	DBF Contractor
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	DBF Contractor
Providing Detours	TBD
Environmental Studies, Documents, & Permits	ARCADIS and GDOT (Environmental Studies and Documentation); Contractor (Environmental Permits)
Environmental Mitigation	DBF Contractor
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities: *Add additional rows as necessary; Attach current cost estimates to report.*

	Breakdown of PE	ROW	Utility	CST**	Mitigation	Total Cost***
Funded By	GDOT	GDOT/FHWA	GDOT	GDOT/FHWA	N/A	
$ Amount	$32.46 million	$128.2 million	$19.3 million	$385.7 million		$626.1 million
Date of Estimate	11/10/2014	9/1/2014	12/23/2014	12/23/2014		

CST Cost includes: Construction, 20% Contingency, and Liquid AC Cost Adjustment. * Total cost includes (see **Attachment 2**) Final Design, Developer Construction Engineering and Inspection (CEI), and Insurance. Total cost doesn't include agency and financing costs associated with a design build finance project.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: *Reconstruction of I-285 at SR 400 interchange including CD lanes and ramp improvements.*			
Estimated Property Impacts:	**71**	**Estimated Total Cost:**	**$626.1 million**
Estimated ROW Cost:	**$128,150,000**	**Estimated CST Time:**	**TBD**
Rationale: *Meets project goal of enhancing safety and improving traffic operation in the vicinity of I-285/SR 400 interchange.*			

No-Build Alternative:			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale:			

Minor variations of the project improvements were developed and analyzed as a part of concept development process. These variations are documented in the Interchange Modification Report and included as **Attachment 13**. Variations on treatment of slopes were evaluated in the PAR process. These evaluations are included in **Attachment 11.** Due to the design-build nature of the project, it is anticipated that variations to the proposed improvements will be made during project bidding final design phases. Approved variations of the project design will be documented as concept report revisions in the future.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Detailed Cost Estimates:
    a. Cost Estimate Summary
    b. Construction including Engineering and Inspection

   c. Completed Liquid AC Cost Adjustment forms
   d. Right-of-Way
3. Typical Sections
4. Crash Summaries and Analysis
5. Traffic volume diagrams
6. Travel Analysis Results
7. S I & A Reports *(Bridge/Structural Inventory Reports)*; Bridge Condition Survey; Bridge Deck Condition Survey
8. Summary of Bridge Improvements
9. MS4 Conceptual Infeasibility and Feasibility Analysis for Permit
10. Minutes of Concept meetings
11. PAR Meeting Minutes
12. PIOH and PHOH Synopsis
13. Build Alternative Screening (Pages from IMR)
14. Risk Management Matrix

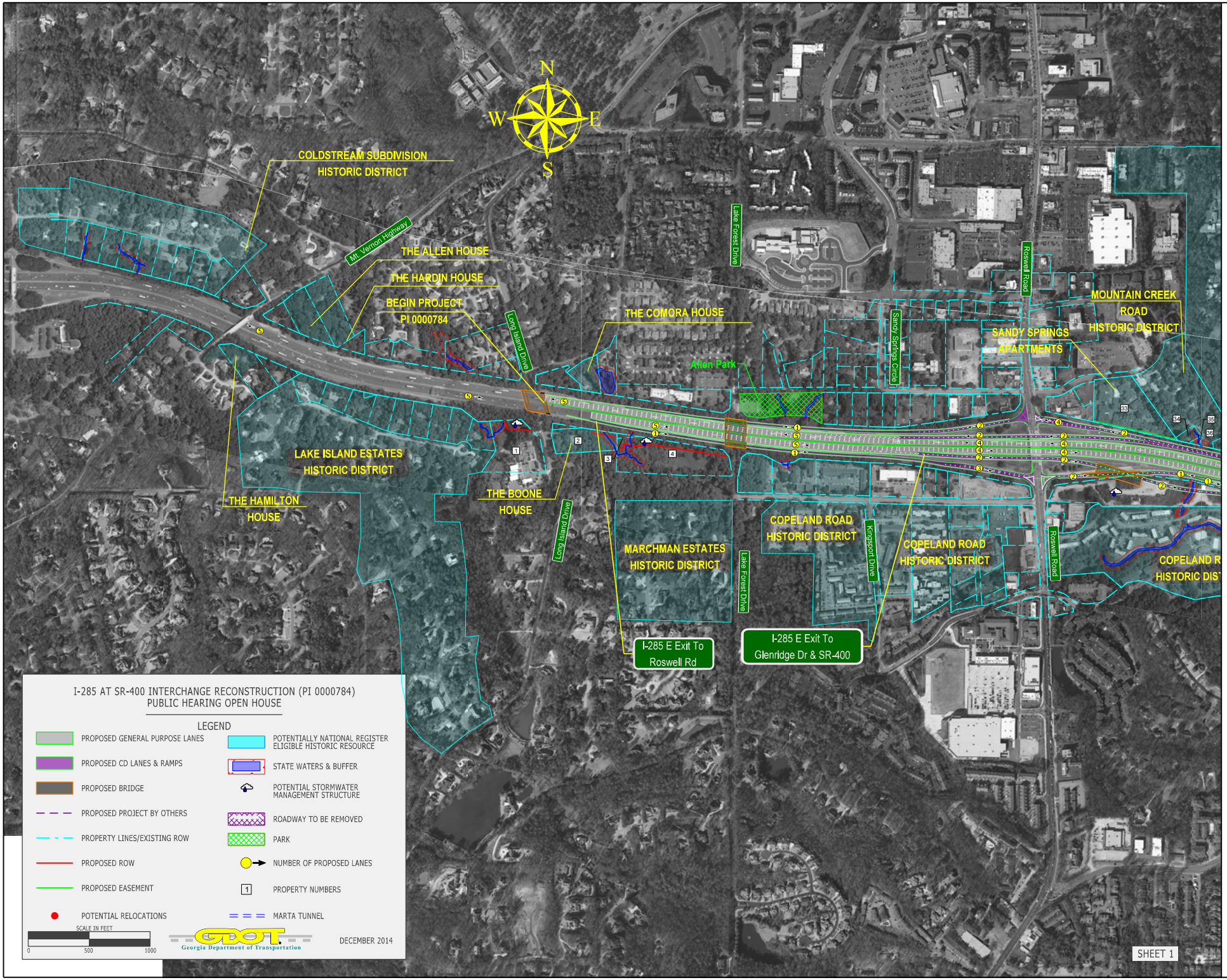
APPROVALS

Concur: _____
Director of Engineering

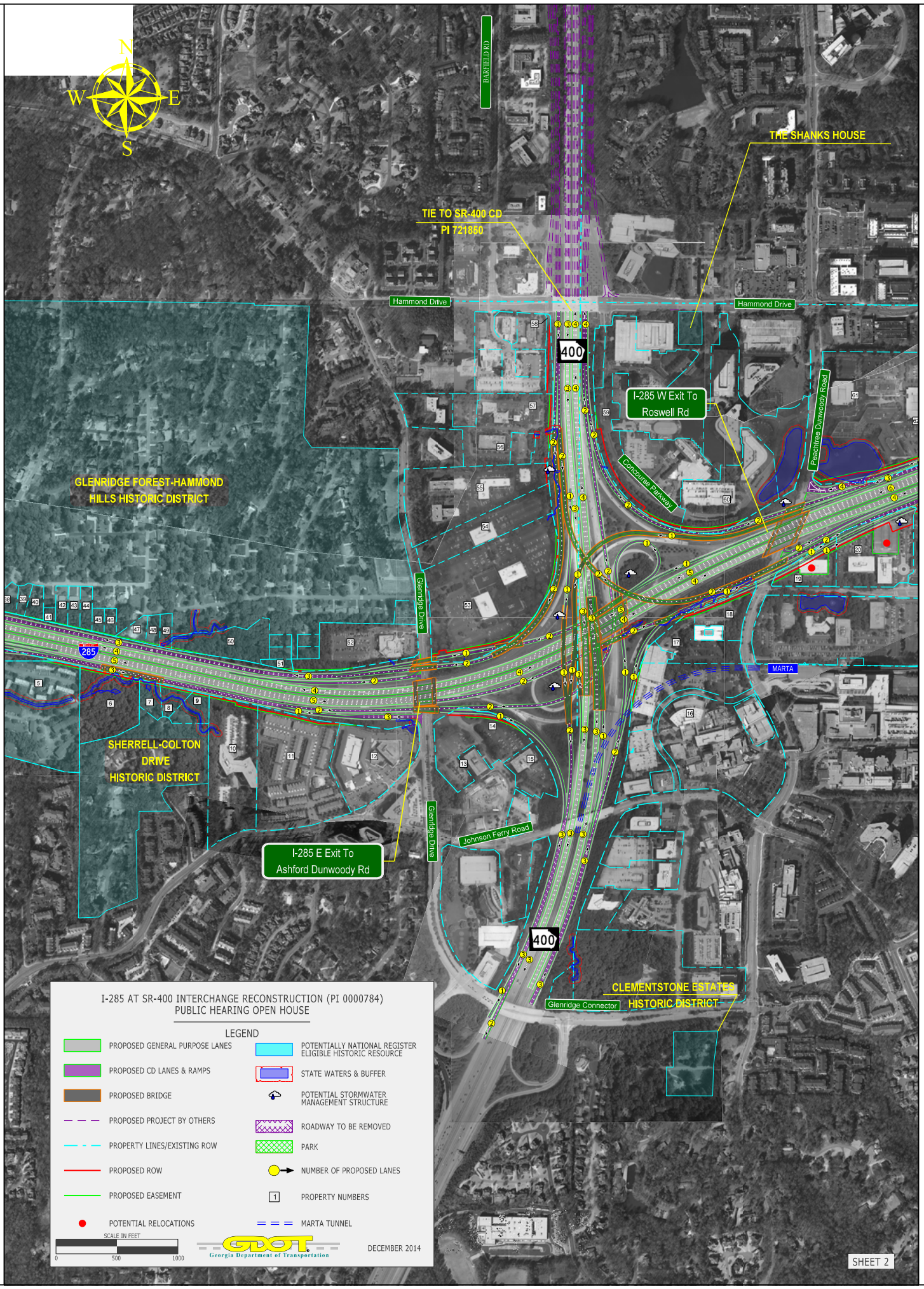
Approve: _____ 4/17/15
Division Administrator, FHWA — Date

Approve: _____ 2.23.15
Chief Engineer — Date

ATTACHMENT 1
CONCEPT LAYOUT



MATCH LINE, SEE SHEET 1


N
W
E
S
BARFIELD RD
THE SHANKS HOUSE
TIE TO SR-400 CD
PI 721850
Hammond Drive
Hammond Drive
400
I-285 W Exit To
Roswell Rd
Peachtree Dunwoody Road
Concourse Parkway
GLENRIDGE FOREST-HAMMOND
HILLS HISTORIC DISTRICT
Glenridge Drive
285
MARTA
SHERRELL-COLTON
DRIVE
HISTORIC DISTRICT
Glenridge Drive
Johnson Ferry Road
I-285 E Exit To
Ashford Dunwoody Rd
400
CLEMENTSTONE ESTATES
HISTORIC DISTRICT
Glenridge Connector
MATCH LINE, SEE SHEET 1
MATCH LINE, SEE SHEET 3
I-285 AT SR-400 INTERCHANGE RECONSTRUCTION (PI 0000784)
PUBLIC HEARING OPEN HOUSE
LEGEND
PROPOSED GENERAL PURPOSE LANES
PROPOSED CD LANES & RAMPS
PROPOSED BRIDGE
PROPOSED PROJECT BY OTHERS
PROPERTY LINES/EXISTING ROW
PROPOSED ROW
PROPOSED EASEMENT
POTENTIAL RELOCATIONS
POTENTIALLY NATIONAL REGISTER ELIGIBLE HISTORIC RESOURCE
STATE WATERS & BUFFER
POTENTIAL STORMWATER MANAGEMENT STRUCTURE
ROADWAY TO BE REMOVED
PARK
NUMBER OF PROPOSED LANES
PROPERTY NUMBERS
MARTA TUNNEL
SCALE IN FEET
0
500
1000
GDOT
Georgia Department of Transportation
DECEMBER 2014
SHEET 2

MATCH LINE, SEE SHEET 2

I-285 W Exit To
Peachtree Dunwoody Rd
& SR-400

GEORGETOWN SUBDIVISION
HISTORIC DISTRICT

I-285 W Exit To
Ashford Dunwoody Rd

END PROJECT
PI 0000784

GAINSBOROUGH
HISTORIC DISTRICT

OAK FOREST HILL
HISTORIC DISTRICT

MURPHEY CANDLER
PARK

MARTA

Perimeter Center Parkway

285

Lake Hearn Drive

Ashford Dunwoody Road

N
W
E
S

I-285 AT SR-400 INTERCHANGE RECONSTRUCTION (PI 0000784)
PUBLIC HEARING OPEN HOUSE

LEGEND

- PROPOSED GENERAL PURPOSE LANES
- PROPOSED CD LANES & RAMPS
- PROPOSED BRIDGE
- PROPOSED PROJECT BY OTHERS
- PROPERTY LINES/EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- POTENTIAL RELOCATIONS
- POTENTIALLY NATIONAL REGISTER ELIGIBLE HISTORIC RESOURCE
- STATE WATERS & BUFFER
- POTENTIAL STORMWATER MANAGEMENT STRUCTURE
- ROADWAY TO BE REMOVED
- PARK
- NUMBER OF PROPOSED LANES
- PROPERTY NUMBERS
- MARTA TUNNEL

SCALE IN FEET
0 500 1000

GDOT
Georgia Department of Transportation

DECEMBER 2014

SHEET 3

ATTACHMENT 2

DETAILED COST ESTIMATES

0000784 Project Cost Breakdown **2/10/2015**

Summary of Cost Estimates		
A.	**Construction Cost**	
	i. Construction Line Items from CES	$315,649,754.11
	ii. Contingency (20% of A.)	$63,129,950.82
	iii. Liquid Asphalt Adjustment	$6,937,463.85
	Construction Subtotal A	**$385,717,168.78**
B	Utilities (5% of A)	$19,285,858.44
C	Final Design (6 % of A)	$23,143,030.13
D	Developer CEI (4.5% of A)	$17,357,272.59
E	Insurance	$20,000,000.00
G	**Total Construction Cost**	**$465,503,329.94**
H	**Agency PE Cost**	**$32,460,000.00**
I	**Right of Way Cost**	**$128,150,000.00**
Total Project Cost		**$626,113,329.94**

CONSTRUCTION COST ESTIMATE

Project: I 285 at SR-400 Interchange Reconstruction
PI No.: 0000784
County: Fulton & DeKalb

Prepared by: ARCADIS
Last Modified: February 10, 2(

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
	ROADWAY ITEMS				
150-1000	**TRAFFIC CONTROL - PI: 0000784**	LS	1	$27,549,977.65	$27,549,977.65
201-1500	**CLEARING & GRUBBING - PI: 0000784**	LS	1	$12,600,000.00	$12,600,000.00
150-5010	**TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR* * * Requires Type * * ***	EA	6	$6,254.33	$37,525.98
153-1300	**FIELD ENGINEERS OFFICE TP 3**	EA	1	$76,078.70	$76,078.70
205-0001	**UNCLASS EXCAV**	CY	413302	$10.00	$4,133,020.00
205-0210	**EXCAVATION - ROCK* * * Requires Special Provision * * ***	CY	42105	$17.58	$740,205.90
206-0002	**BORROW EXCAV, INCL MATL**	CY	743011	$12.00	$8,916,132.00
207-0203	**FOUND BKFILL MATL, TP II**	CY	834	$40.78	$34,010.52
208-0300	**LIGHTWEIGHT EMBANKMENT* * * Requires Special Provision * * ***	CY	5373	$100.00	$537,300.00
310-1101	**GR AGGR BASE CRS, INCL MATL**	TN	448100	$15.36	$6,882,816.00
400-3624	**ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME**	TN	39500	$106.12	$4,191,740.00
402-1812	**RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME**	TN	18700	$70.12	$1,311,244.00
402-3121	**RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME**	TN	226000	$60.63	$13,702,380.00
402-3190	**RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME**	TN	59000	$65.00	$3,835,000.00
402-3600	**RECYCLED ASPH CONC 12.5 MM, SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME**	TN	34200	$130.00	$4,446,000.00
413-1000	**BITUM TACK COAT**	GL	93300	$2.39	$222,987.00
432-0350	**MICRO-MILL ASPHALTIC CONCRETE PAVEMENT, VARIABLE DEPTH* * * Requires Special Provision * * ***	SY	263900	$3.00	$791,700.00
432-5010	**MILL ASPH CONC PVMT, VARIABLE DEPTH**	SY	12000	$1.51	$18,120.00
433-1000	**REINF CONC APPROACH SLAB**	SY	21300	$170.76	$3,637,188.00
439-0022	**PLAIN PC CONC PVMT, CL 3 CONC, 10 INCH THK**	SY	69500	$63.83	$4,436,185.00
446-1100	**PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH**	LF	50000	$3.13	$156,500.00
456-2015	**INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)* * * Requires Construction Detail * * ***	GLM	30	$1,082.29	$32,468.70
500-2100	**CONCRETE BARRIER**	LF	170000	$36.99	$6,288,300.00

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
500-3101	**CLASS A CONCRETE**	CY	1609	$399.55	$642,875.95
500-3107	**CLASS A CONCRETE, RETAINING WALL**	CY	10200	$580.67	$5,922,834.00
500-3201	**CLASS B CONCRETE, RETAINING WALL**	CY	1050	$469.23	$492,691.50
500-3800	**CLASS A CONCRETE, INCL REINF STEEL**	CY	576	$885.30	$509,932.80
500-9999	**CLASS B CONC, BASE OR PVMT WIDENING**	CY	2500	$151.48	$378,700.00
511-1000	**BAR REINF STEEL**	LB	1968867	$0.77	$1,516,027.59
550-1180	**STORM DRAIN PIPE, 18 IN, H 1-10**	LF	50164	$29.88	$1,498,900.32
550-1240	**STORM DRAIN PIPE, 24 IN, H 1-10**	LF	13136	$37.25	$489,316.00
550-1360	**STORM DRAIN PIPE, 36 IN, H 1-10**	LF	6610	$57.55	$380,405.50
550-1480	**STORM DRAIN PIPE, 48 IN, H 1-10**	LF	1466	$90.91	$133,274.06
550-1720	**STORM DRAIN PIPE, 72 IN, H 1-10**	LF	966	$176.63	$170,624.58
570-1000	**CONSTR, MAINT & REMOVE DETOUR DRAINAGE STR, NO -**	LS	1	$500,000.00	$500,000.00
573-2006	**UNDDR PIPE INCL DRAINAGE AGGR, 6 IN**	LF	10000	$16.02	$160,200.00
600-0001	**FLOWABLE FILL**	CY	100	$171.56	$17,156.00
603-1012	**STN PLAIN RIP RAP, 12 IN**	SY	601	$79.90	$48,019.90
603-1024	**STN PLAIN RIP RAP, 24 IN**	SY	1143	$38.00	$43,434.00
603-7000	**PLASTIC FILTER FABRIC**	SY	1743	$3.29	$5,734.47
610-0810	**REMOVE SOUND BARRIER**	SF	68460	$7.16	$490,173.60
610-1055	**REM GUARDRAIL**	LF	25000	$1.52	$38,000.00
610-1075	**REM GUARDRAIL ANCH, ALL TYPES**	EA	74	$182.47	$13,502.78
620-0100	**TEMPORARY BARRIER, METHOD NO. 1* * * Requires Special Provision * * ***	LF	34000	$22.69	$771,460.00
621-4021	**CONCRETE SIDE BARRIER, TYPE 2A**	LF	4728	$292.02	$1,380,670.56
621-4022	**CONCRETE SIDE BARRIER, TYPE 2B**	LF	1462	$445.38	$651,145.56
621-4023	**CONCRETE SIDE BARRIER, TYPE 2C**	LF	1462	$618.62	$904,422.44
621-4061	**CONCRETE SIDE BARRIER, TYPE 6A**	LF	1949	$340.78	$664,180.22
621-4062	**CONCRETE SIDE BARRIER, TYPE 6B**	LF	4857	$411.34	$1,997,878.38
621-4063	**CONCRETE SIDE BARRIER, TYPE 6C**	LF	1484	$584.33	$867,145.72
624-0400	**SOUND BARRIER, TYPE-**	SF	443060	$48.33	$21,413,089.80
627-1000	**MSE WALL FACE, 0 - 10 FT HT, WALL NO -**	SF	21000	$44.39	$932,190.00
627-1010	**MSE WALL FACE, 10 - 20 FT HT, WALL NO -**	SF	90332	$43.73	$3,950,218.36
627-1020	**MSE WALL FACE, 20 - 30 FT HT, WALL NO -**	SF	267337	$45.56	$12,179,873.72
627-1030	**MSE WALL FACE, GTR THAN 30 FT HT, WALL NO -**	SF	325000	$50.26	$16,334,500.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 01 * * * Requires Special Provision * * ***	LS	1	$1,282,720.00	$1,282,720.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 02 * * * Requires Special Provision * * ***	LS	1	$3,047,075.00	$3,047,075.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 03 * * * Requires Special Provision * * ***	LS	1	$1,169,253.00	$1,169,253.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 04 * * * Requires Special Provision * * ***	LS	1	$804,573.00	$804,573.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 05 * * * Requires Special Provision * * ***	LS	1	$182,791.00	$182,791.00

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 06 * * * Requires Special Provision * * ***	LS	1	$872,464.00	$872,464.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 07 * * * Requires Special Provision * * ***	LS	1	$612,243.00	$612,243.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 08 * * * Requires Special Provision * * ***	LS	1	$405,544.00	$405,544.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 09 * * * Requires Special Provision * * ***	LS	1	$822,060.00	$822,060.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 10 * * * Requires Special Provision * * ***	LS	1	$464,911.00	$464,911.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 11 * * * Requires Special Provision * * ***	LS	1	$1,093,809.00	$1,093,809.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 12 * * * Requires Special Provision * * ***	LS	1	$459,921.00	$459,921.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 13 * * * Requires Special Provision * * ***	LS	1	$363,594.00	$363,594.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 14 * * * Requires Special Provision * * ***	LS	1	$383,206.00	$383,206.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 15 * * * Requires Special Provision * * ***	LS	1	$6,230,856.00	$6,230,856.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 16 * * * Requires Special Provision * * ***	LS	1	$1,175,097.00	$1,175,097.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 17 * * * Requires Special Provision * * ***	LS	1	$1,654,515.00	$1,654,515.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 18 * * * Requires Special Provision * * ***	LS	1	$169,046.00	$169,046.00
628-0100	**PERMANENT SOIL-NAILED WALL, NO - 19 * * * Requires Special Provision * * ***	LS	1	$336,752.00	$336,752.00
634-1200	**RIGHT OF WAY MARKERS**	EA	140	$101.96	$14,274.40
641-1100	**GUARDRAIL, TP T**	LF	42500	$39.95	$1,697,875.00
641-1200	**GUARDRAIL, TP W**	LF	15000	$16.27	$244,050.00
641-5001	**GUARDRAIL ANCHORAGE, TP 1**	EA	25	$745.55	$18,638.75
641-5006	**GUARDRAIL ANCHORAGE, TP 6**	EA	25	$550.05	$13,751.25
641-5012	**GUARDRAIL ANCHORAGE, TP 12**	EA	25	$1,976.42	$49,410.50
643-2152	**CH LK FENCE W/EXT ARMS & BARBED WIRE, ZC COAT, 6 FT, 9 GA**	LF	7520	$13.52	$101,670.40
643-8010	**GATE, CHAIN LINK ZC COAT -**	EA	18	$972.19	$17,499.42
649-0027	**CONCRETE GLARE SCREEN, 27 INCH**	LF	1000	$61.78	$61,780.00
648-1350	**IMPACT ATTENUATOR UNIT, TYPE P -* * * Requires Special Provision * * ***	EA	20	$15,663.21	$313,264.20
668-1100	**CATCH BASIN, GP 1**	EA	435	$2,075.08	$902,659.80
668-1110	**CATCH BASIN, GP 1, ADDL DEPTH**	LF	1305	$205.45	$268,112.25
668-1200	**CATCH BASIN, GP 2**	EA	17	$2,501.06	$42,518.02
668-1210	**CATCH BASIN, GP 2, ADDL DEPTH**	LF	101	$258.01	$26,059.01
668-4300	**STORM SEWER MANHOLE, TP 1**	EA	3	$1,753.85	$5,261.55
668-4311	**STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1**	LF	7	$159.17	$1,114.19
668-4400	**STORM SEWER MANHOLE, TP 2**	EA	14	$3,541.36	$49,579.04
668-4411	**STORM SEWER MANHOLE, TP 2, ADDL DEPTH, CL 1**	LF	41	$205.03	$8,406.23
	Erosion Control and Landscape Items				
163-0232	**TEMPORARY GRASSING* * * Requires Special Provision * * ***	AC	111	$246.27	$27,335.97
163-0240	**MULCH* * * Requires Special Provision * * ***	TN	3198	$159.45	$509,921.10
163-0300	**CONSTRUCTION EXIT* * * Requires Special Provision * * ***	EA	110	$1,212.65	$133,391.50
163-0520	**CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN* * * Requires Special Provision * * ***	LF	21000	$13.80	$289,800.00
163-0527	**CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS* * * Requires Special Provision * * ***	EA	2100	$239.78	$503,538.00
163-0550	**CONSTRUCT AND REMOVE INLET SEDIMENT TRAP* * * Requires Special Provision * * ***	EA	1100	$129.54	$142,494.00

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
165-0010	**MAINTENANCE OF TEMPORARY SILT FENCE, TP A* * * Requires Special Provision * * ***	LF	2700	$0.51	$1,377.00
165-0030	**MAINTENANCE OF TEMPORARY SILT FENCE, TP C* * * Requires Special Provision * * ***	LF	57800	$0.49	$28,322.00
165-0041	**MAINTENANCE OF CHECK DAMS - ALL TYPES* * * Requires Special Provision * * ***	LF	1000	$0.88	$880.00
165-0101	**MAINTENANCE OF CONSTRUCTION EXIT* * * Requires Special Provision * * ***	EA	50	$501.01	$25,050.50
165-0105	**MAINTENANCE OF INLET SEDIMENT TRAP* * * Requires Special Provision * * ***	EA	1000	$42.34	$42,340.00
167-1000	**WATER QUALITY MONITORING AND SAMPLING* * * Requires Special Provision * * ***	EA	36	$272.29	$9,802.44
167-1500	**WATER QUALITY INSPECTIONS* * * Requires Special Provision * * ***	MO	36	$495.87	$17,851.32
171-0010	**TEMPORARY SILT FENCE, TYPE A**	LF	5300	$2.13	$11,289.00
171-0030	**TEMPORARY SILT FENCE, TYPE C**	LF	115500	$2.54	$293,370.00
700-6910	**PERMANENT GRASSING**	AC	221	$744.23	$164,474.83
700-7000	**AGRICULTURAL LIME**	TN	441	$63.03	$27,796.23
700-8000	**FERTILIZER MIXED GRADE**	TN	221	$455.65	$100,698.65
700-8100	**FERTILIZER NITROGEN CONTENT**	LB	11025	$2.19	$24,144.75
716-2000	**EROSION CONTROL MATS, SLOPES**	SY	315000	$0.95	$299,250.00
	SIGNING, MARKING ITEMS				
610-6510	**REM HWY SIGN, OVHD**	EA	83	$435.45	$36,142.35
610-9401	**REM STR SUPPORT, TYPE 1, INCL ILLUM SIGN SYSTEM, STA -**	LS	11	$3,600.00	$39,600.00
610-9402	**REM STR SUPPORT, TYPE 2, INCL ILLUM SIGN SYSTEM, STA -**	LS	17	$2,217.50	$37,697.50
610-9403	**REM STR SUPPORT, TYPE 3, INCL ILLUM SIGN SYSTEM, STA -**	LS	6	$2,320.00	$13,920.00
610-9407	**REM STR SUPPORT, TYPE 7, INCL ILLUM SIGN SYSTEM, STA -**	LS	11	$1,950.00	$21,450.00
636-1077	**HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING, TP 9* * * Requires Special Provision * * ***	SF	33443	$13.00	$434,759.00
636-2070	**GALV STEEL POSTS, TP 7**	LF	882	$5.91	$5,212.62
636-1020	**HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3**	SF	465	$12.87	$5,984.55
636-1029	**HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3**	SF	898	$16.21	$14,556.58
636-1033	**HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9* * * Requires Special Provision * * ***	SF	26	$15.91	$413.66
636-1041	**HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9* * * Requires Special Provision * * ***	SF	120	$29.15	$3,498.00
636-2070	**GALV STEEL POSTS, TP 7**	LF	882	$5.91	$5,212.62
636-2080	**GALV STEEL POSTS, TP 8**	LF	882	$8.81	$7,770.42
636-3000	**GALV STEEL STR SHAPE POST**	LB	5327	$4.67	$24,877.09
636-3010	**GROUND-MOUNTED BREAKAWAY SIGN SUPPORT* * * Requires Construction Detail * * ***	EA	63	$406.75	$25,625.25
636-9094	**PILING IN PLACE, SIGNS, STEEL H, HP 12 X 53**	LF	53	$84.35	$4,470.55
638-1001	**STR SUPPORT FOR OVERHEAD SIGN, TP I , STA -**	LS	50	$94,030.17	$4,701,508.50
638-1003	**STR SUPPORT FOR OVERHEAD SIGN, TP III, STA -**	LS	7	$34,948.56	$244,639.92
653-1501	**THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE**	LF	83304	$0.42	$34,987.68
653-1502	**THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW**	LF	88517	$0.44	$38,947.48
653-3501	**THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE**	GLF	155765	$0.25	$38,941.25
653-6004	**THERMOPLASTIC TRAF STRIPING, WHITE**	SY	1692	$2.90	$4,906.80
653-6006	**THERMOPLASTIC TRAF STRIPING, YELLOW**	SY	45230	$3.12	$141,117.60

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
654-1003	**RAISED PVMT MARKERS TP 3**	EA	4817	$3.39	$16,329.63
657-1085	**PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB**	LF	19991	$4.75	$94,957.25
657-3085	**PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB**	GLF	22369	$2.55	$57,040.95
657-6085	**PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB**	LF	20255	$4.32	$87,501.60
	ITS ITEMS				
631-0011	**PERMANENT CHANGEABLE MESSAGE SIGN, PERMANENT FULL MATRIX, TP 1* * * Requires Special Provision * * ***	EA	3	$100,000.00	$300,000.00
638-1001	**STR SUPPORT FOR OVERHEAD SIGN, TP I , STA -**	LS	1	$225,000.00	$225,000.00
615-1200	**DIRECTIONAL BORE -* * * Requires Special Provision * * ***	LF	3900	$8.94	$34,866.00
639-5000	**PRESTRESSED CONC STRAIN POLE, TP -**	EA	13	$5,951.97	$77,375.61
647-2170	**PULL BOX, PB-7**	EA	57	$1,474.58	$84,051.06
647-2141	**PULL BOX, PB-4S* * * Requires Special Provision * * ***	EA	38	$923.91	$35,108.58
682-6233	**CONDUIT, NONMETL, TP 3, 2 IN**	LF	3900	$2.88	$11,232.00
682-7062	**CONDUIT DUCT BANK, TYPE 3* * * Requires Special Provision * * ***	LF	56339	$7.13	$401,697.07
935-1118	**OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 144 FIBER**	LF	56339	$2.72	$153,242.08
935-1512	**OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 12 FIBER**	LF	13300	$1.42	$18,886.00
935-3108	**FIBER OPTIC CLOSURE, UNDERGROUND, 144 FIBER**	EA	38	$785.35	$29,843.30
935-3603	**FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 12-FIBER* * * Requires Special Provision * * ***	EA	38	$773.84	$29,405.92
935-4010	**FIBER OPTIC SPLICE, FUSION**	EA	4044	$29.59	$119,661.96
939-2301	**FIELD SWITCH, TYPE B* * * Requires Special Provision * * ***	EA	38	$2,046.69	$77,774.22
939-4040	**TYPE D CABINET* * * Requires Special Provision * * ***	EA	38	$4,062.19	$154,363.22
937-6000	**MICROWAVE RADAR DETECTION ASSEMBLY* * * Requires Special Provision * * ***	EA	40	$5,988.54	$239,541.60
936-1000	**CCTV SYSTEM* * * Requires Special Provision * * ***	EA	23	$5,303.33	$121,976.59
682-6540	**CONDUIT, FIBERGLASS, 4 IN**	LF	1000	$7.20	$7,200.00
615-1200	**DIRECTIONAL BORE -* * * Requires Special Provision * * ***	LF	56339	$8.94	$503,670.66
682-9028	**ELECTRICAL COMMUNICATION BOX, TP 5* * * Requires Special Provision * * ***	EA	15	$5,000.00	$75,000.00
615-1200	**DIRECTIONAL BORE -* * * Requires Special Provision * * ***	LF	250	$8.94	$2,235.00
647-2170	**PULL BOX, PB-7**	EA	3	$1,474.58	$4,423.74
935-3408	**FIBER OPTIC CLOSURE, FDC (RACK MOUNTED), 144 FIBER**	EA	4	$1,450.00	$5,800.00
935-4010	**FIBER OPTIC SPLICE, FUSION**	EA	576	$29.59	$17,043.84
797-2099	**HUB BUILDING, FULLY OUTFITTED, SPECIAL* * * Requires Special Provision * * ***	EA	1	$100,000.00	$100,000.00
937-1000	**VIDEO CAMERA SENSOR ASSEMBLY* * * Requires Special Provision * * ***	EA	2	$4,266.00	$8,532.00
682-9028	**ELECTRICAL COMMUNICATION BOX, TP 5* * * Requires Special Provision * * ***	EA	2	$5,000.00	$10,000.00
939-6000	**HUB UNINTERRUPTIBLE POWER SUPPLY* * * Requires Special Provision * * ***	EA	1	$15,000.00	$15,000.00
682-6233	**CONDUIT, NONMETL, TP 3, 2 IN**	LF	2500	$2.88	$7,200.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 01 - I-285 EB On/Off Ramp @ Roswell Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 02 - I-285 WB On/Off Ramp @ Roswell Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 03 - I-285 EB Off Ramp @ Glenridge Connector**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 04 -I-285 WB On Ramp @ Glenridge Connector**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 05 - I-285 EB On Ramp @ Peachtree Dunwoody Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 06 - I-285 WB Off Ramp @ Peachtree Dunwoody Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 07 - Lake Hearn Drive @ Peachtree Duwnoody Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 08 - I-285 EB On/Off Ramp @ Ashford Dunwood Road**	LS	1	$125,000.00	$125,000.00

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 09 - I-285 WB On/Off Ramp @ Ashford Dunwood Road**	LS	1	$125,000.00	$125,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 10 - I-285 EB On Ramp @ Roswell Road**	LS	1	$50,000.00	$50,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 11- I-285 WB On Ramp @ Roswell Road**	LS	1	$50,000.00	$50,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 12 - I-285 WB On Ramp @ Glenridge Drive**	LS	1	$50,000.00	$50,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 13 - I-285 EB On Ramp @ Peachtree Dunwoody Road**	LS	1	$50,000.00	$50,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 14 - I-285 EB On Ramp @ Ashford Dunwood Road**	LS	1	$50,000.00	$50,000.00
647-1000	**TRAFFIC SIGNAL INSTALLATION NO 15 - I-285 WB On Ramp @ Ashford Dunwood Road**	LS	1	$50,000.00	$50,000.00
999-2015	**CONSTRUCTION COMPLETE * * * Requires Special Provision * * * - VSL Assembly**	LS	1	$165,000.00	$165,000.00
999-2015	**CONSTRUCTION COMPLETE * * * Requires Special Provision * * * - VSL Integration**	LS	1	$20,000.00	$20,000.00
999-2015	**CONSTRUCTION COMPLETE * * * Requires Special Provision * * * - VSL Testing**	LS	1	$20,000.00	$20,000.00
	Bridge Items				
004-1000	**ACCELERATED BRIDGE REMOVAL -**	LS	1	$1,026,000.00	$1,026,000.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 1 - EXIST. LAKE FORREST BRIDGE WIDENING**	LS	1	$3,077,400.00	$3,077,400.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 2 - ROSWELL ROAD ON RAMP**	LS	1	$2,511,135.00	$2,511,135.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 3**	LS	1	$2,694,450.00	$2,694,450.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 4**	LS	1	$733,920.00	$733,920.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 5**	LS	1	$413,297.50	$413,297.50
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 6**	LS	1	$3,892,590.63	$3,892,590.63
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 7**	LS	1	$7,082,625.00	$7,082,625.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 8**	LS	1	$878,625.00	$878,625.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 9**	LS	1	$7,243,706.25	$7,243,706.25
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 11**	LS	1	$548,625.00	$548,625.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 13**	LS	1	$1,246,875.00	$1,246,875.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 14**	LS	1	$378,000.00	$378,000.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 15**	LS	1	$2,093,120.00	$2,093,120.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 16**	LS	1	$524,535.00	$524,535.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 18**	LS	1	$12,921,370.00	$12,921,370.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 19**	LS	1	$3,167,395.00	$3,167,395.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 20**	LS	1	$675,675.00	$675,675.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 21**	LS	1	$14,197,750.00	$14,197,750.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 22**	LS	1	$19,470,000.00	$19,470,000.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 23**	LS	1	$822,421.88	$822,421.88
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 24**	LS	1	$1,546,875.00	$1,546,875.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 25**	LS	1	$1,562,275.00	$1,562,275.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 26**	LS	1	$3,358,000.00	$3,358,000.00
543-9000	**CONSTRUCTION OF BRIDGE COMPLETE - BRIDGE NO. 27**	LS	1	$4,315,950.00	$4,315,950.00
	LIGHTING ITEMS				
682-9030	**LIGHTING SYSTEM - UNDERPASS LIGHTING**	LS	1	$530,000.00	$530,000.00

Subtotal Construction Cost $ 315,649,754.

PROJ. NO.	N/A	CALL NO.
P.I. NO.	0000784	
DATE	11/10/2014	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Nov-14	$ 2.859
DIESEL		$ 3.539
LIQUID AC		$ 600.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**6793200**	**$**	**6,793,200.00**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	960.00		
Monthly Asphalt Cement Price month project let (APL)			$	600.00		
Total Monthly Tonnage of asphalt cement (TMT)				18870		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	18700	5.0%	935
12.5 OGFC	39500	5.0%	1975
12.5 mm	34200	5.0%	1710
9.5 mm SP	0	5.0%	0
25 mm SP	226000	5.0%	11300
19 mm SP	59000	5.0%	2950
	377400		**18870**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**144,263.85**	**$**	**144,263.85**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	960.00		
Monthly Asphalt Cement Price month project let (APL)			$	600.00		
Total Monthly Tonnage of asphalt cement (TMT)				400.732916		

Bitum Tack Gals	gals/ton	tons
93300	232.8234	400.732916

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	960.00		
Monthly Asphalt Cement Price month project let (APL)			$	600.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**6,937,463.85**

GEORGIA DEPARTMENT OF TRANSPORTATION
DETAILED ROW COST ESTIMATE SUMMARY

Date (MM/YYYY): September-14 Project: I-285 at SR-400 Interchange
Revised: County: Fulton/DeKalb
PI: 784
Description: Interchange Reconstruction
Parcels: 71 R/W Plan Date: Aug-14

CONTRACT

Land and Improvements	$123,611,129.52
Valuation Services	$346,250.00
Legal Services	$468,575.00
Relocation	$913,500.00
Demolition	$1,650,000.00
TOTAL CONTRACT	**$126,989,454.52**

INHOUSE

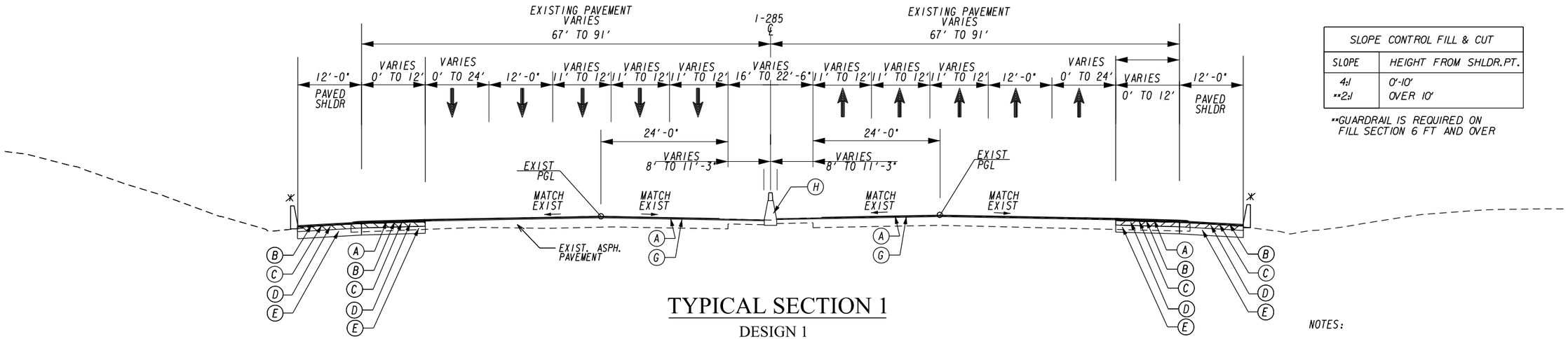
TOTAL INHOUSE	**$1,157,500.00**
TOTAL ESTIMATED COSTS	$128,146,954.52
TOTAL ESTIMATED COSTS (ROUNDED)	***$128,150,000.00***

Preparation Credits	Hours	Signature

CG#: 000384 (DATE) 9.16.14
CG#: (DATE)

Attachment(s): **Project Location Map; Subject/Comp Location Map; Comparable Sales Data**

ATTACHMENT 3
TYPICAL SECTIONS



TYPICAL SECTION 1

DESIGN 1
I-285
WEST OF ROSWELL RD

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLDR.PT.
4:1	0'-10'
**2:1	OVER 10'

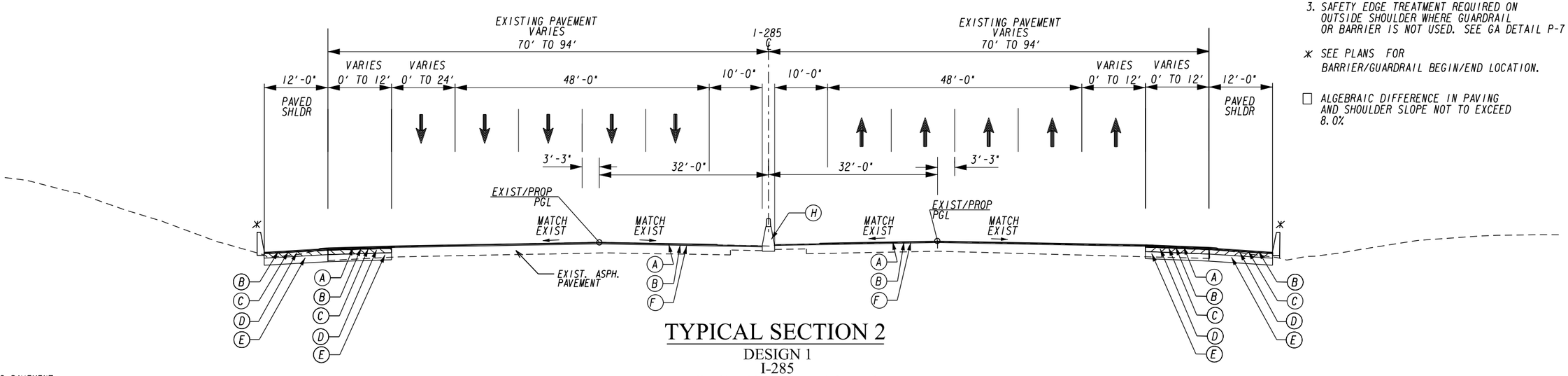
**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

NOTES:

1. SEE GA DETAIL S-4B FOR TYPICAL SHOULDER DETAIL WITH GUARDRAIL
2. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL S-9
3. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7

✱ SEE PLANS FOR BARRIER/GUARDRAIL BEGIN/END LOCATION.

☐ ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%



TYPICAL SECTION 2

DESIGN 1
I-285
EAST OF ROSWELL RD AND
WEST OF ASHFORD DUNWOODY RD

REQUIRED PAVEMENT

- (A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (135 LBS/SY)
- (B) RECYCLED ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (220 LBS/SY)
- (C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- (D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (1210 LBS/SY)
- (E) 12 INCH, GR AGGR BASE CRS, INCL MATL
- (F) MILL ASPH CONC PVMT, VARIABLE DEPTH
- (G) MICRO-MILL ASPH CONC PVMT, 1 1/4 IN DEPTH
- (H) EXIST CONCRETE MEDIAN BARRIER WITH GLARE SCREEN

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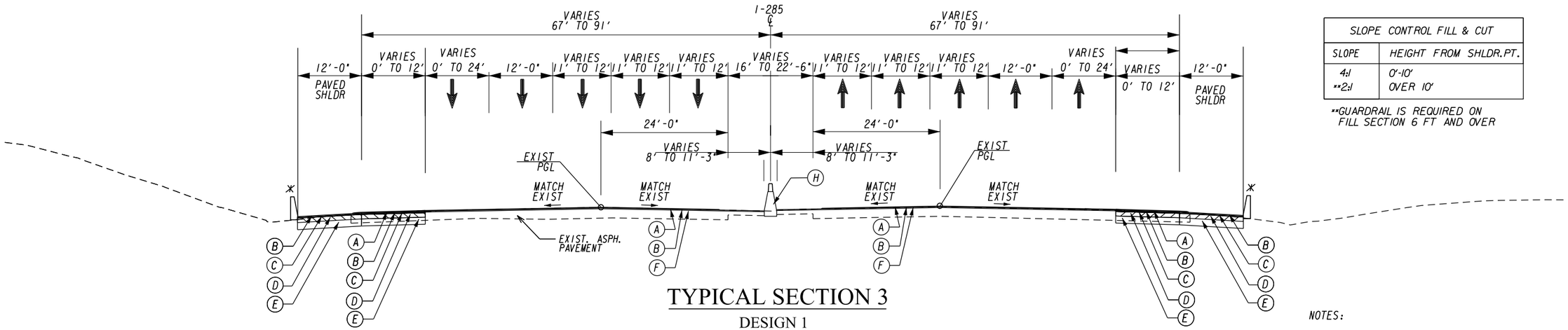
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

DESIGN 1
I-285

DRAWING No. 05-001



TYPICAL SECTION 3

DESIGN 1
I-285
EAST OF ASHFORD DUNWOODY RD

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLDR.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

NOTES:

1. SEE GA DETAIL S-4B FOR TYPICAL SHOULDER DETAIL WITH GUARDRAIL
2. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL S-9
3. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7

* SEE PLANS FOR BARRIER/GUARDRAIL BEGIN/END LOCATION.

☐ ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%

REQUIRED PAVEMENT

(A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (135 LBS/SY)
(B) RECYCLED ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (220 LBS/SY)
(C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
(D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (1210 LBS/SY)
(E) 12 INCH, GR AGGR BASE CRS, INCL MATL
(F) MILL ASPH CONC PVMT, VARIABLE DEPTH
(G) MICRO-MILL ASPH CONC PVMT, 1 1/4 IN DEPTH
(H) EXIST CONCRETE MEDIAN BARRIER WITH GLARE SCREEN

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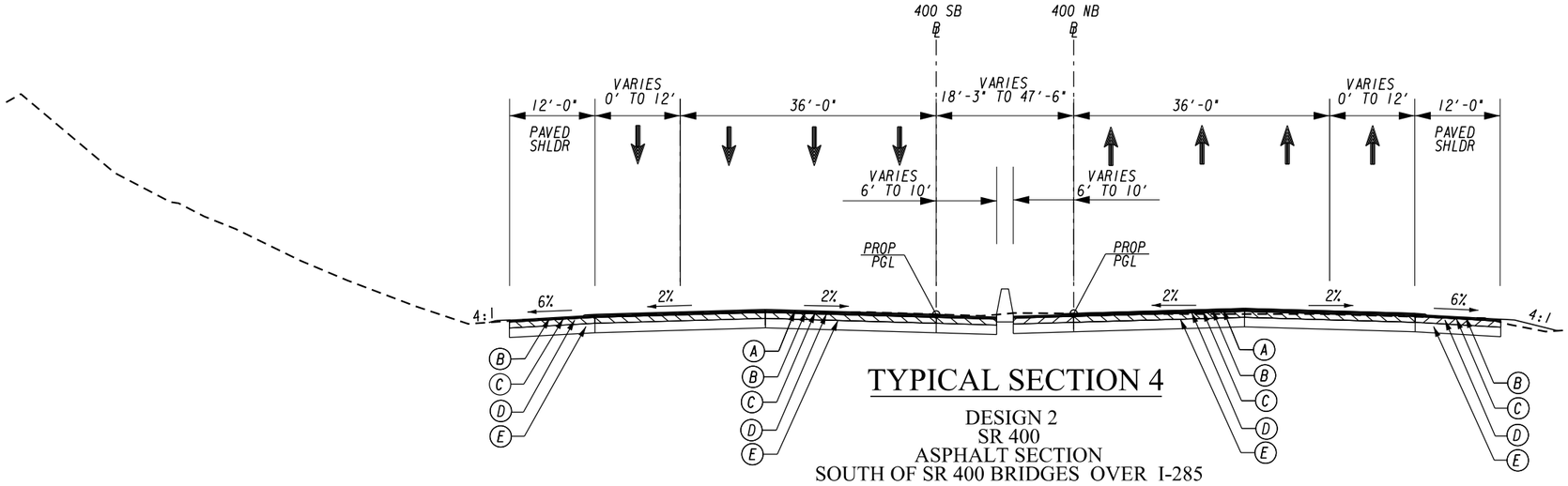
TYPICAL SECTIONS

DESIGN 1
I-285

DRAWING No. 05-002



TYPICAL SECTION 4

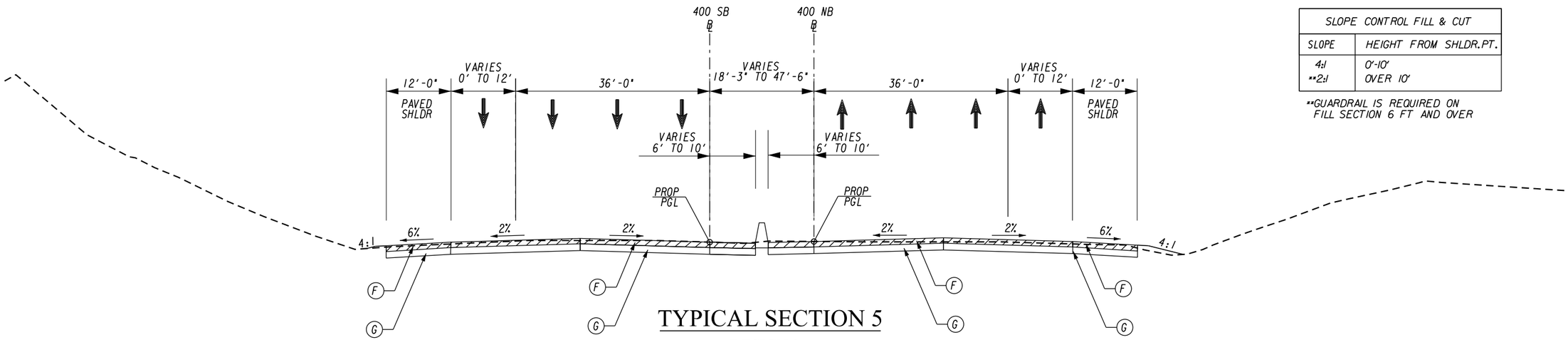
DESIGN 2
SR 400
ASPHALT SECTION
SOUTH OF SR 400 BRIDGES OVER I-285

NOTES:

1. SEE GA DETAIL S-4B FOR TYPICAL SHOULDER DETAIL WITH GUARDRAIL
2. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL S-9
3. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7

✱ SEE PLANS FOR BARRIER/GUARDRAIL BEGIN/END LOCATION.

☐ ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%



TYPICAL SECTION 5

DESIGN 3
SR 400
CONCRETE SECTION
NORTH OF SR 400 BRIDGES OVER I-285

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLDR.PT.
4:1	0'-10'
✱✱2:1	OVER 10'

✱✱GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

REQUIRED PAVEMENT

(A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (135 LBS/SY)
(B) RECYCLED ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LBS/SY)
(C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
(D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (880 LBS/SY)
(E) 12 INCH, GR AGGR BASE CRS, INCL MATL
(F) PLAIN PC CONC PVMT, CL 1 CONC, 10 INCH THK
(G) 10 INCH, GR AGGR BASE CRS, INCL MATL

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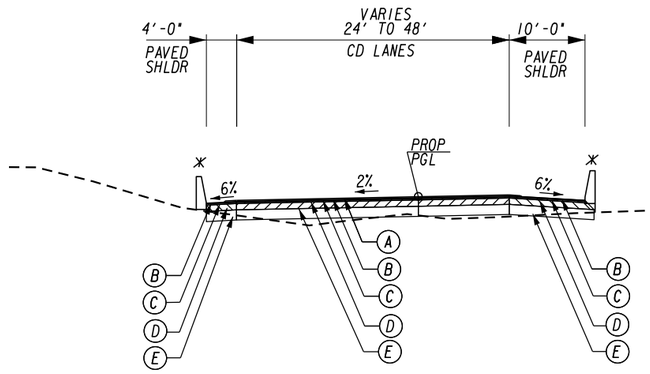
TYPICAL SECTIONS

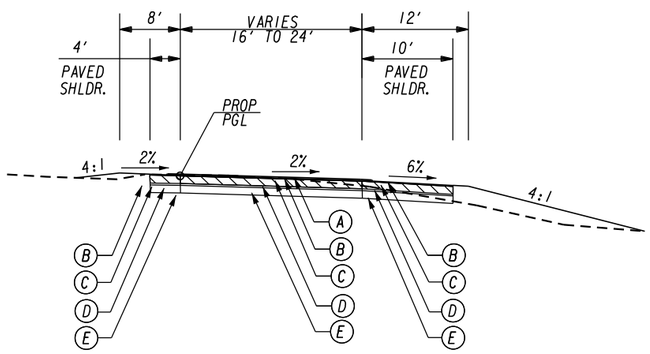
DESIGN 2 & DESIGN 3
SR 400

DRAWING No. 05-003

ASPHALT OPTION
DESIGN #4



TYPICAL SECTION 6
COLLECTOR-DISTRIBUTOR
(SHOWN IN THE DIRECTION OF TRAVEL)

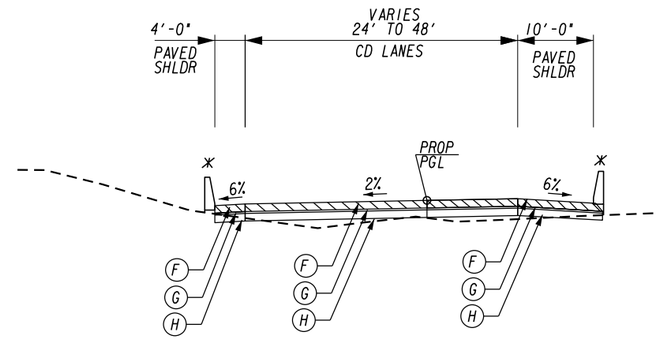


TYPICAL SECTION 7
SYSTEM RAMPS
(SHOWN IN THE DIRECTION OF TRAVEL)

REQUIRED PAVEMENT

(A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (135 LBS/SY)
(B) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME 165 LBS/SY)
(C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
(D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (1320 LBS/SY)
(E) 12 INCH, GR AGGR BASE CRS INCL MATL
(F) PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK
(G) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
(H) 10 INCH, GR AGGR BASE CRS, INCL MATL

CONCRETE OPTION
DESIGN #5



TYPICAL SECTION 8
COLLECTOR-DISTRIBUTOR
(SHOWN IN THE DIRECTION OF TRAVEL)

NOTES:

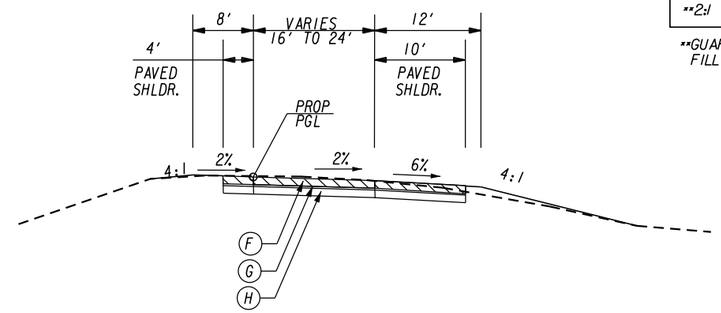
1. SEE GA DETAIL S-4B FOR TYPICAL SHOULDER DETAIL WITH GUARDRAIL
2. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL S-9
3. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7

✱ SEE PLANS FOR BARRIER/GUARDRAIL BEGIN/END LOCATION.

☐ ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLDR.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER



TYPICAL SECTION 9
SYSTEM RAMPS
(SHOWN IN THE DIRECTION OF TRAVEL)

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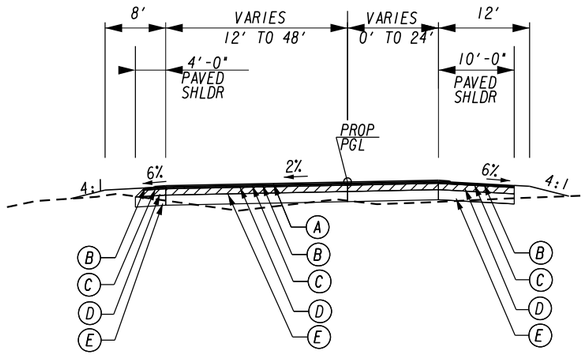
TYPICAL SECTIONS
DESIGN 4 & DESIGN 5
I-285 & SR 400 COLLECTOR DISTRUBUTOR & SYSTEM RAMPS

DRAWING No. 05-004

ASPHALT OPTION
DESIGN #6



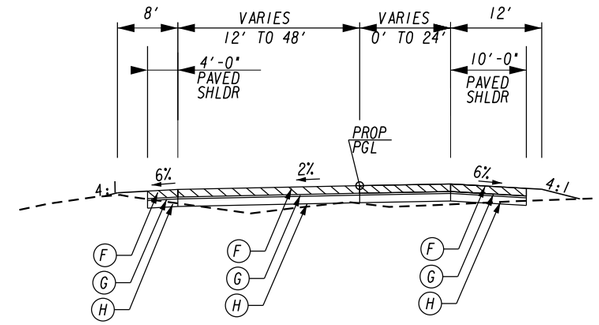
TYPICAL SECTION 10

SERVICE RAMPS
(SHOWN IN THE DIRECTION OF TRAVEL)

REQUIRED PAVEMENT

(A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (135 LBS/SY)
(B) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME (165 LBS/SY)
(C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
(D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (880 LBS/SY)
(E) 12 INCH, GR AGGR BASE CRS, INCL MATL
(F) PLAIN PC CONC PVMT, CL 1 CONC, 10 INCH THK
(G) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (330 LBS/SY)
(H) 10 INCH, GR AGGR BASE CRS, INCL MATL

CONCRETE OPTION
DESIGN #7



TYPICAL SECTION 11

SERVICE RAMPS
(SHOWN IN THE DIRECTION OF TRAVEL)

NOTES:

1. SEE GA DETAIL S-4B FOR TYPICAL SHOULDER DETAIL WITH GUARDRAIL
2. INSIDE & OUTSIDE SHOULDERS REQUIRE INDENTATION RUMBLE STRIPS. SEE GA DETAIL S-9
3. SAFETY EDGE TREATMENT REQUIRED ON OUTSIDE SHOULDER WHERE GUARDRAIL OR BARRIER IS NOT USED. SEE GA DETAIL P-7

* SEE PLANS FOR BARRIER/GUARDRAIL BEGIN/END LOCATION.

☐ ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLDR.PT.
4:1	0'-10'
**2:1	OVER 10'

**GUARDRAIL IS REQUIRED ON FILL SECTION 6 FT AND OVER

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OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

DESIGN 6 & DESIGN 7
I-285 SERVICE RAMPS

DRAWING No.
05-005

ATTACHMENT 4

CRASH SUMMARIES AND ANALYSIS

Congestion—Existing Travel Times and Speeds

Another way to demonstrate the congestion in the project area resulting from the weaving areas approaching the I-285/SR 400 interchange and the lack of interchange ramp capacity is to review travel times and travel speeds for the movements at the interchange. Peak hour travel times and average speeds for each I-285/SR 400 interchange movement were collected between 7:00 a.m. and 9:00 a.m. for the morning peak period and between 4:00 p.m. and 6:00 p.m. for the afternoon/evening peak period. For each movement, the data from the hour with the worst travel time and speed are presented in Table 7. It is important to note that data was not collected whenever the corridors experienced construction work zone delays or delays due to accidents, which worsen travel times and speeds.

Table 7. Existing (2014) Travel Times and Average Speeds during Morning and Afternoon Peak Periods by Interchange Movement

Movement and Distance	Parameter	A.M. Peak (7 a.m. to 9 a.m.)	P.M. Peak (4 p.m. to 6 p.m.)
Hammond Drive to Riverside Drive (3.2 miles) (SR 400 SB to I-285 WB)	Time (min:sec)	03:13	14:51
	Average Speed	59.7 mph	12.9 mph
Riverside Drive to Hammond Drive (3.4 miles) (I-285 EB to SR 400 NB)	Time (min:sec)	07:47	33:48
	Average Speed	26.2 mph	6.0 mph
Riverside Drive to Lenox Road (6.4 miles) (I-285 EB to SR 400 SB)	Time (min:sec)	09:01	20:04
	Average Speed	42.6 mph	19.1 mph
Lenox Road to Riverside Drive (7.0 miles) (SR 400 NB to I-285 WB)	Time (min:sec)	06:57	25:32
	Average Speed	60.4 mph	16.4 mph
Lenox Road to Chamblee Dunwoody Road (6.1 miles) (SR 400 NB to I-285 EB)	Time (min:sec)	06:44	22:13
	Average Speed	54.4 mph	16.5 mph
Hammond Drive to Chamblee Dunwoody Road (3.1 miles) (SR 400 SB to I-285 EB)	Time (min:sec)	03:08	07:24
	Average Speed	59.4 mph	25.1 mph
Chamblee Dunwoody Road to Hammond Drive (2.5 miles) (I-285 WB to SR 400 NB)	Time (min:sec)	04:16	09:47
	Average Speed	35.2 mph	15.3 mph
Chamblee Dunwoody to Lenox Road (6.3 miles) (I-285 WB to SR 400 SB)	Time (min:sec)	10:03	16:11
	Average Speed	37.6 mph	23.4 mph
Riverside Drive to Chamblee Dunwoody Road (5.0 miles) (I-285 EB through traffic)	Time (min:sec)	05:33	11:24
	Average Speed	54.1 mph	26.3 mph
Chamblee Dunwoody Road to Riverside Drive (4.9 miles) (I-285 WB through traffic)	Time (min:sec)	05:48	13:43
	Average Speed	50.7 mph	21.4 mph
Hammond Drive to Lenox Road (4.5 miles) (SR 400 SB through traffic)	Time (min:sec)	05:03	11:59
	Average Speed	53.5 mph	22.5 mph
Lenox Road to Hammond Drive (4.5 miles) (SR	Time (min:sec)	04:23	24.06

Table 7. Existing (2014) Travel Times and Average Speeds during Morning and Afternoon Peak Periods by Interchange Movement

Movement and Distance	Parameter	A.M. Peak (7 a.m. to 9 a.m.)	P.M. Peak (4 p.m. to 6 p.m.)
400 NB through traffic)	Average Speed	61.6 mph	11.2 mph

Legend = SB = Southbound; WB = Westbound; EB = Eastbound; NB = Northbound

As shown in the table, the travel times for the I-285 eastbound to SR 400 northbound (from Riverside Drive to Hammond Drive) movement and the I-285 westbound to SR 400 northbound (from Chamblee Dunwoody Road to Hammond Drive) movement are approximately 2 times and 1.4 times higher, respectively, in the morning peak hour than during non-peak periods (when speeds are assumed to be free-flow). This is also evident from lower operating speeds (26.2 – 35.2 mph) for these movements during the morning peak hour compared to normal (free-flow) conditions. Longer travel times and slower speeds are being experienced as a result of insufficient interchange ramp capacity from I-285 to SR 400, combined with the impact of weaving conditions along I-285 approaching the interchange.

The duration and intensity of congestion experienced during the afternoon/evening peak hours are much higher than in the morning peak hour. In the afternoon, the travel times for most traffic movements between I-285 and SR 400 are higher by approximately 9 times over normal operating conditions, indicating severe congestion. This is also reflected in the very low operating speeds (6 to 26.3 mph) in the afternoon in this area. Without the proposed operational improvements in the interchange area, travel times are expected to worsen through the design year. [Note: A detailed travel time analysis for design year Build and No-Build conditions is currently underway as part of the Interchange Modification Report being prepared for the proposed project. This data will be available as part of that report at a future date. If this data is available at the time of the Final EA, it will be incorporated into the EA at that time.]

One important note about the travel time data presented above is that, per standard protocol, it was collected during peak periods when no accidents were occurring on the corridor. However, as discussed below, accidents are frequent within the project corridor during peak travel periods (occurring approximately every other weekday during peak periods). When accidents occur, congestion worsens, leading to higher travel times and slower speeds than is reflected in Table 7 above.

Resultant Roadway Safety Concerns

Vehicular weaving, and the congestion resulting both from this weaving and from the lack of ramp capacity at the I-285/SR 400 interchange, result in safety concerns within the project area. Safety analysis parameters, such as total crash rates, fatality rates, and injury rates, were developed for the study corridor. A comparison was made of the rates along I-285 between Riverside Drive and Chamblee Dunwoody Road with the corresponding statewide averages to assess the need to improve the traffic safety along this corridor. The historical crash data along this corridor for years 2005 through 2008 was obtained from Georgia DOT for similar road types. [Note: More recent crash data was obtained from the Georgia DOT for years 2011 through 2013; however, upon analyzing that data, it was determined that the data was missing or had inadequate information to accurately locate the accident locations, which is vital to understanding the problems in the corridor. Therefore, older data with accurate location information was used for this analysis.] The results of crash rates are summarized in Table 8. The results show that the

crash and non-fatal injury rates along I-285 eastbound and westbound within the project area (approximately Roswell Road to Ashford Dunwoody Road) are often above the statewide rates for a similar facility, and then drop off west and east of these interchanges. The freeway weaving sections of I-285 eastbound between Roswell Road and SR 400 and I-285 westbound between Ashford Dunwoody Road and SR 400 have experienced the highest crash rates within the study area.

Table 8. Comparison of Crash Rates on I-285 within the Project Corridor with Statewide Averages

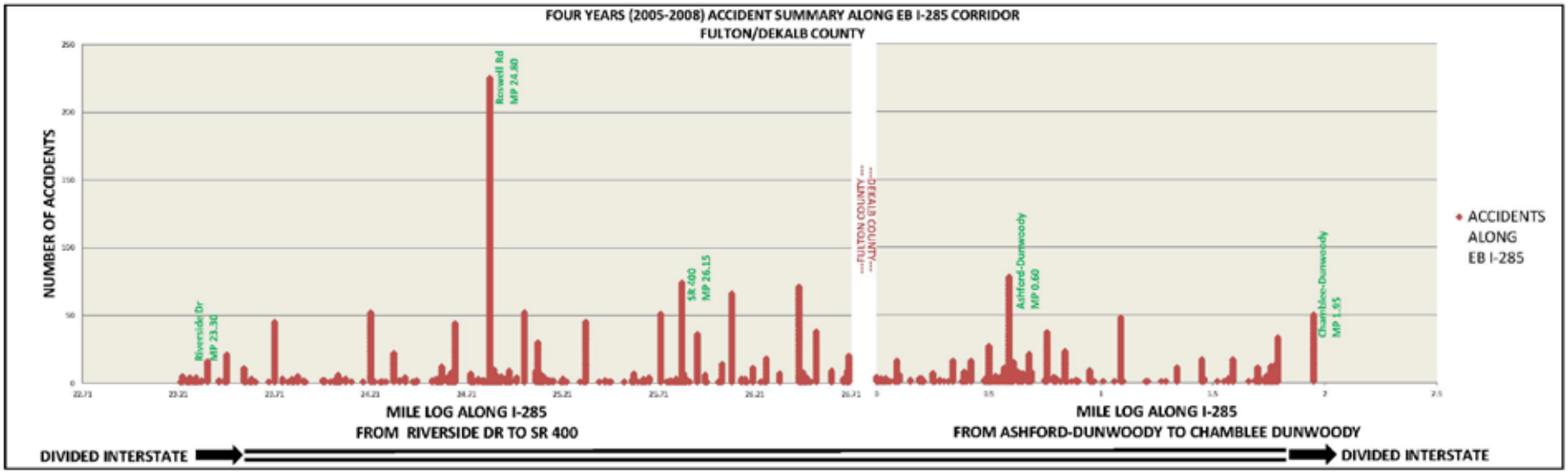
I-285 Segment	Crash Severity	Statewide Average Crash Rate (per 100 MVMT)	Average Crash Rate (per 100 MVMT)	
			I-285 Eastbound	I-285 Westbound
Riverside Drive to Roswell Road	All Crashes	195	248	138
	Fatal Crashes	1	1	0
	Injury Crashes	45	90	41
Roswell Road to SR 400	All Crashes	195	263	214
	Fatal Crashes	1	0	3
	Injury Crashes	45	76	58
SR 400 to Ashford Dunwoody Road	All Crashes	195	226	235
	Fatal Crashes	1	0	0
	Injury Crashes	45	70	68
Ashford Dunwoody Road to Chamblee Dunwoody Road	All Crashes	195	165	159
	Fatal Crashes	1	0	0
	Injury Crashes	45	47	55

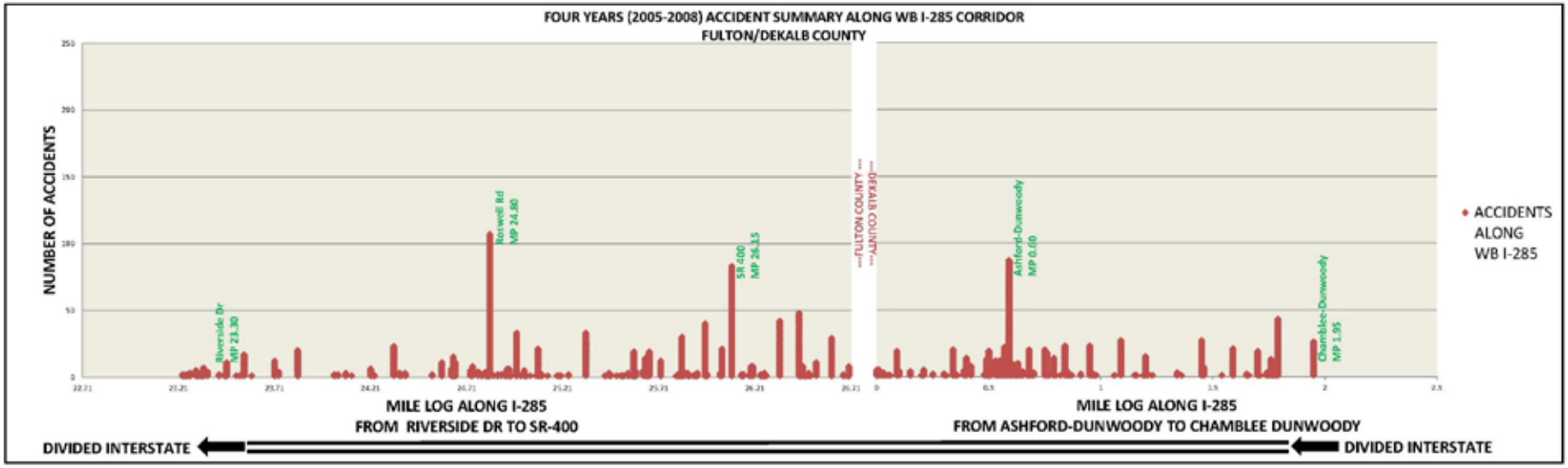
MVMT = Million vehicle miles traveled

Notes: The crash rates shown are the average annual crash rates between 2005 and 2008. Shaded cells indicate rates higher than the statewide average.

The effect of vehicular weaving on accident frequency is further illustrated in Figure 3. As shown in the figure, the majority of accidents in the study area occur at or approaching the study area interchanges (where vehicles are entering or exiting the freeway), or in the weaving sections east and west of SR 400.

Figure 3. Crash Frequency Along I-285 Eastbound (top) and Westbound (bottom) within the Project Limits





Crash frequencies for years 2005 through 2008 were evaluated to determine how many crashes occur during peak travel periods. The results are shown in Table 9. The results indicate that there is at least one crash every other day along I-285 within the study corridor during the morning and afternoon peak travel periods. These crashes further worsen congestion in the interchange area during peak periods, which further heightens accident potential in the corridor, serving as a feedback loop.

Table 9. Frequency of Crashes within the Project Corridor During Peak Travel Periods (2005-2008)

Year	Total Crashes	Weekday (Monday through Friday) AM Peak (7:00 a.m. – 10:00 a.m.) Total Days with Crashes	Weekday (Monday through Friday) PM Peak (3:30 a.m. – 6:30 a.m.) Total Days with Crashes	Total AM and PM Peak Crashes
2005	911	120	141	261
2006	1,019	143	153	296
2007	878	116	143	259
2008	758	131	148	279
Average	892	128	146	274
Total	3,566	510	585	1,095
	Frequency of Weekdays with Crashes during AM Peak Period: 0.49 (Every other weekday)		**Frequency of Weekdays with Crashes during PM Peak Period: 0.56 (Every other weekday)**	

Crash types were also analyzed for I-285 between Riverside Drive and Chamblee Dunwoody Road for years 2005 through 2008 (see Figures 4 and 5).

Figure 4. I-285 Eastbound Crash Type Summary (2005-2008 Average)

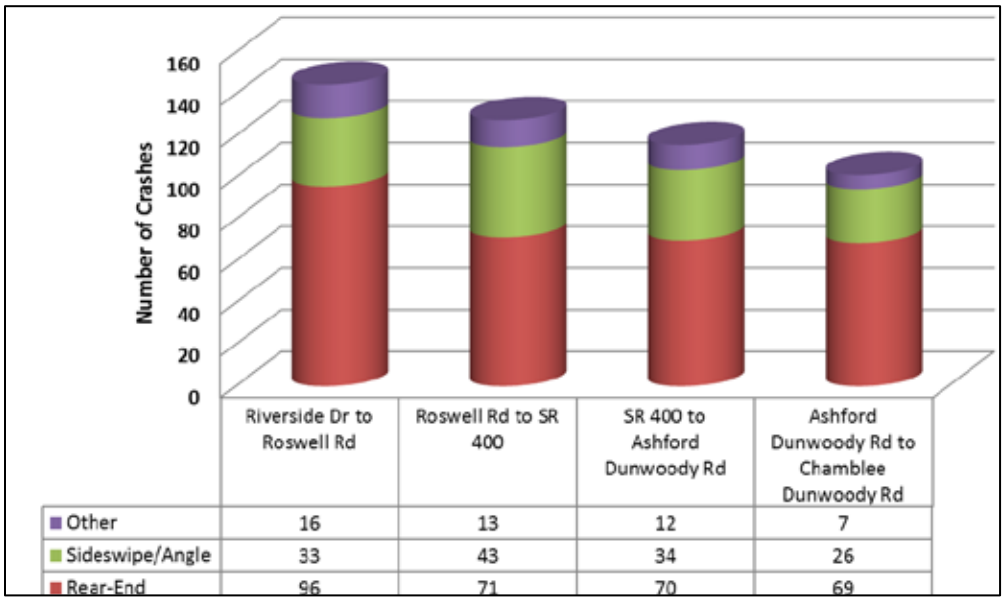
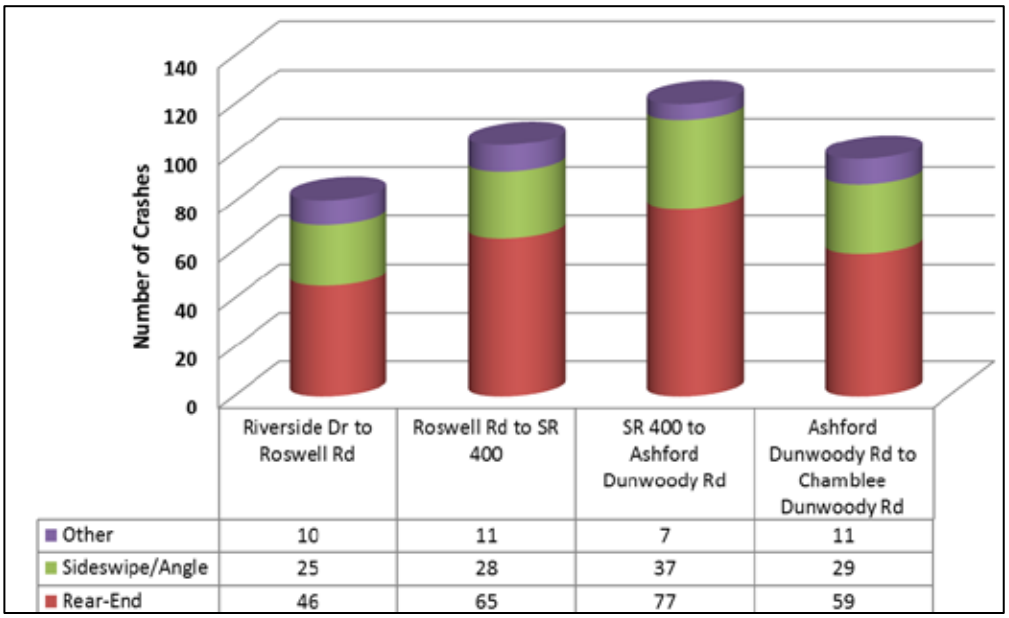


Figure 5. I-285 Westbound Crash Type Summary (2005-2008 Average)



Rear-end and sideswipe crashes accounted for approximately 63 percent and 28 percent of the total crashes, respectively, along I-285 eastbound during that period. A similar trend was observed along I-285 westbound with approximately 61 percent and 29 percent of the total crashes being rear-end and sideswipe crashes, respectively. Rear-end crashes are typically indicative of frequent stop-and-go conditions, while sideswipe crashes are related to crashes that occur during lane changes at weave/merge/diverge points. The higher incidence of rear-end crashes along I-285 eastbound and westbound in this area is primarily due to the congestion caused due to inadequate interchange ramp capacity at the I-285/SR 400 interchange. The highest sideswipe crashes are concentrated at the weaving sections of I-285 eastbound between Roswell Road and SR 400 and I-285 westbound between Ashford Dunwoody Road and SR 400. Weaving maneuvers are prevalent and have become increasingly problematic along these sections of I-285 due to the close proximity of interchanges between Roswell Road and Ashford Dunwoody Road.

The proposed construction of a CD system within the project area would provide an adjacent roadway for weaving (merging) to occur at lower speeds, while separating exiting vehicles from the I-285 mainline, allowing for the safe and efficient passage of through traffic on the mainline. The separation of the CD and I-285 mainline traffic should provide a reduction in accident potential, since the number of weaving areas would be reduced on the main roadway. The proposed improvements would reduce the number of access points/weaving areas along this stretch of I-285 from nine locations to six.

ATTACHMENT 5

TRAFFIC VOLUME DIAGRAMS

September 23, 2014: Includes updated Scenario #6 volumes.

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MEMO

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Georgia Department of Transportation

Copies:
Marlo Clowers, GDOT

From:
Shubhendu Mohanty, PE

Date:
August 1, 2014

ARCADIS Project No.:
GADT0201

Subject:
Future Year (2019 and 2039) Volume Projection
Methodology and Volume Diagrams for PI #0000784 and PI #721850

This memorandum complements the Existing Year 2012/2013 and Year 2014 Volume Projection Memorandum, which was approved by the Georgia Department of Transportation (GDOT) on July 17, 2014. The approved memorandum is included in **Appendix A** for reference. While the approved memorandum explained the methodology and calculations employed to establish year 2012, 2013, and 2014 volumes, this memorandum explains the methodology adopted to conduct future year (year 2019 and year 2039) volume projections for the SR 400 Collector-Distributor (C-D) Project (PI #721850) and the SR 400/I-285 Interchange Project (PI #0000784). This memorandum seeks review and approval of the following:

1. Future volume projection methodology (explained in this memorandum)

2. Approval of base year 2019 build and no-build volumes **(Appendix B)**

3. Approval of design year 2039 build and no-build volumes **(Appendix C)**

1. VOLUME DEVELOPMENT SCENARIOS

Table 1 summarizes the scenarios described in this memorandum and their relationship to build and no-build conditions for each project. It should be noted that Scenario #1 has already been approved by GDOT and is listed in the table for ease of understanding future year scenarios.

Table 1. Volume Development Scenario Matrix

Analysis Year		C-D Project (PI 721850)	Interchange Project (PI 0000784)	Appendix
Existing	**2014**	2014 Existing Year **(Scenario #1)**	2014 Existing Year **(Scenario #1)**	**A***
Base Year	**2019 No-Build**	2019 Base Year **(Scenario #2)**	2019 Base Year **(Scenario #3)**	**B**
	2019 Build	2019 Base Year **(Scenario #3)**	2019 Base Year **(Scenario #4)**	
Design Year	**2039 No-Build**	2039 Design Year **(Scenario #5)**	2039 Design Year **(Scenario #6)**	**C**
	2039 Build	2039 Design Year **(Scenario #7)**	2039 Design Year **(Scenario #7)**	

*Only the approved memorandum is included in Appendix A. Existing year 2012/2013 and year 2014 volume diagrams are not included in this submittal.

2014 Existing Year (Scenario #1)

This previously approved scenario **(Appendix A)** was developed as a baseline of existing conditions. Volume development for Scenario #1 was based on count data from 2011/2012 (Revive 285, PI 0001758) and 2013 (SR 400 Managed Lanes Feasibility Study, PI 0001757), adjusted for removal of the SR 400 toll facility in November 2013. Additional counts were taken in 2014 following removal of the toll facility to determine the Toll Removal Factor (TRF).

Scenario #1 forms the basis for all future scenario volume projections. Existing Year Scenario #1 represents the following:

1. 2014 Existing Condition (PI 721850 – SR 400 C-D Project)
2. 2014 Existing Condition (PI 0000784 – SR 400/I-285 Interchange Project)

2019 Base Year (Scenario #2)

In this scenario, there are no improvements constructed for the C-D project (PI 721850) or the interchange project (PI 0000784). Thus, Scenario #2 represents the baseline existing condition volume (2014) with applied “no-build” growth rates over a period of five years to arrive at future volumes for 2019. Furthermore, there are no improvements associated with Revive 285 managed lanes (PI 0001758) or the SR 400 managed lanes (PI 0001757). In summary, Scenario #2 is the existing roadway network under 2019 volumes.

Base Year Scenario #2 represents the following:

1. 2019 No-Build Condition (PI 721850 – SR 400 C-D Project)

2019 Base Year (Scenario #3)

In this scenario, **only** the improvements for the SR 400 C-D project (PI 721850) are constructed. Because the C-D project is constructed, Scenario #3 represents the baseline existing condition volumes (2014) with the applied “build” growth rates over a period of five years to arrive at future volumes for 2019. The interchange project (0000784) is not constructed in this scenario. In concept, it is a critical assumption that the C-D project can be constructed independently of the interchange improvements. As a result, for this scenario, 2019 volumes for the C-D project network are balanced with 2019 volumes for the existing SR 400/I-285 interchange network. There are no improvements associated with Revive285 managed lanes (PI 0001758) or the SR 400 managed lanes (PI 0001757) since these improvements are not programmed until 2030 and 2040, respectively.

Base Year Scenario #3 represents the following:

1. 2019 Build Condition (PI 721850 – SR 400 C-D Project)
2. 2019 No-Build Condition (PI 0000784 – SR 400/I-285 Interchange Project)

2019 Base Year (Scenario #4)

In this scenario, the improvements for the C-D project (PI 721850) **and** the interchange project (PI 0000784) are constructed. Because the two projects are constructed, Scenario #4 represents the baseline existing condition volumes (2014) with applied “build” growth rates over a period of five years to arrive at future volumes for 2019. Scenario #4 represents a complete build network, with 2019 volumes balanced between the C-D network and the improved SR 400/I-285 interchange network. There are no improvements associated with Revive 285 managed lanes (PI 0001758) or the SR 400 managed lanes (PI 0001757) since these improvements are not programmed until 2030 and 2040, respectively.

Base Year Scenario #4 represents the following:

1. 2019 Build Condition (PI 0000784 – SR 400/I-285 Interchange Project)

2039 Design Year (Scenario #5)

Scenario #5 includes all 2040 network year improvements, with the exception of the C-D project (PI 721850). Because 2039 and 2040 are only one year apart, all projects being completed by the year 2040 are being assumed to be completed by 2039 for the purposes of these two projects. Scenario #5 represents a network with 2039 volumes balanced between the improved SR 400/I-285 interchange (PI 0000784), Revive 285 managed lanes (PI 0001758), SR 400 managed lanes (0001757), and the **existing** SR 400 network.

Because of the network build-out, Scenario #5 represents the baseline existing condition volumes (2014) with applied "build" growth rates over a period of 25 years to arrive at future volumes for 2039. The managed lane (ML) volumes are determined using the Atlanta Regional Commission's (ARC's) planning model, Plan 2040, as discussed in Section 2.

By definition, Design Year Scenario #5 represents the following:

1. 2039 No-Build Condition (PI 721850 – SR 400 C-D Project)

2039 Design Year (Scenario #6)

In this scenario, improvements include all 2040 network year improvements, with the exception of the interchange project (PI 0000784). Because 2039 and 2040 are only one year apart, all projects being completed by the year 2040 are being assumed to be completed by 2039 for the purposes of these two projects. The 2040 network year improvements include the C-D project (PI 721850), Revive 285 managed lanes (PI 0001758), and SR 400 managed lanes (PI 0001757).

Because of the network build-out, Scenario #6 represents the baseline existing condition volumes (2014) with "build" growth rates applied to the general purpose (GP) lanes over a period of 25 years to arrive at future GP lane volumes for 2039. The ML volumes are determined using ARC's planning model, Plan 2040, as discussed in Section 2.

Scenario #6 represents a network with 2039 volumes balanced between the proposed C-D network (PI 721850), Revive 285 managed lanes (PI 0001758), SR 400 managed lanes (0001757), and the **existing** SR 400/I-285 interchange network (PI 0000784).

By definition, Design Year Scenario #6 represents the following:

1. 2039 No-Build Condition (PI 0000784 – SR 400/I-285 Interchange Project)

2039 Design Year (Scenario #7)

Scenario #7 includes all 2040 network year improvements for both the C-D project (PI 721850) and the interchange project (PI 0000784). Because of the network build-out, Scenario #7 represents the baseline existing condition volumes (2014) with applied "build" growth rates over a period of 25 years to arrive at future volumes for 2039. Scenario #7 represents a complete build network with 2039 volumes balanced between all of the 2040 network year roadway improvements.

By definition, Design Year Scenario #7 represents the following:

1. 2039 Build Condition (PI 721850 – SR 400 C-D Project)
2. 2039 Build Condition (PI 0000784 – SR 400/I-285 Interchange Project)

Balanced volume diagrams for 2019 Base Year Scenarios #2, #3, and #4 are included in **Appendix B**. Balanced volume diagrams for 2039 Design Year Scenarios #5, #6, and #7 are included in **Appendix C**. As illustrated in Table 1, not all scenarios apply to each project. To present complete information, the appendices present volume diagrams for all scenarios. However, in cases where the particular scenario is not applicable to the specific project, the volume diagram is noted for information only.

2. GROWTH RATE AND MANAGED LANE VOLUME DEVELOPMENT

General Purpose (GP) and Collector-Distributor (C-D) System Growth Rates

The growth rate for the GP and C-D lane system, as has been identified in the existing condition volume projections memorandum is listed in Table 2.

Table 2. GP and CD System Growth Rates

Corridors	Build	No-Build
I-285 corridor	1.10%	1.00%
SR 400 corridor, North of the I-285	1.00%	0.90%
SR 400 corridor, South of the I-285	0.75%	0.70%

The Managed Lane (ML) Volumes

The ML volumes for the future year scenarios have been determined using ARC's planning model, Plan 2040. Based on ARC's planning model, it is estimated that the managed lanes in future 2039 conditions will typically carry approximately 20 percent of the total demand along I-285 and SR 400 corridor. Additionally, the ML ramp volumes have been calculated as a proportional split of ML mainline volumes, as reflected in ARC's planning model.

Overall Corridor Growth Rate

The overall growth rate along the I-285 and SR 400 corridors will be inclusive of the growth along the GP, C-D, and ML systems. Based on the analysis presented above, the majority of the GP and the C-D lane system for build and no-build scenarios will grow approximately at one percent rate, and the ML system will serve additional volumes in the corridor, approximately at 20 percent of the total demand. Therefore, the overall growth of the I-285 and SR 400 corridor (including GP, C-D, and ML system growth) would be close to a two percent rate. However, in the absence of the ML system the corridor will grow only at one percent rate. The comparison between GP and C-D and the overall corridor growth rates for the future build year 2039 is presented in Table 3.

Table 3. Design Year 2039 Build Growth Rate Comparisons

I-285 and SR 400 Locations with ML System	**Year 2014 ADT**	**Year 2039 GP+C-D ADT**	**2039 ML ADT**	**Combined Year 2039 ADT**	**GP+C-D Growth Rate, Between Year 2014 and 2039**	**Combined Growth Rate, Between Year 2014 and 2039**
SR 400, North of Northridge Interchange	203460	244880	71660	316540	0.7%	1.8%
SR 400, North of Hammond Rd	212720	271380	65920	337300	1.0%	1.9%
I-285, West of Riverside Interchange	236020	309280	70560	379840	1.1%	1.9%
I-285, East of Roswell Rd	233940	306540	70560	377100	1.1%	1.9%
I-285, East of Peachtree Dunwoody Rd	221240	289840	68080	350100	1.0%	1.9%
I-285, East of Ashford Dunwoody Interchange	245180	321320	68080	389400	1.1%	1.9%
I-285, East of Chamblee Dunwoody Interchange	234280	307000	68080	375080	1.1%	1.9%
				Average Growth Rates	1.0%	1.9%

3. SHOULDER HOUR VOLUMES

As traffic congestion increases during the peak hours, a portion of the motorists may shift their departure time to non-peak hours. Additionally, growing congestion along highway corridors may force motorists to spend more time in traffic, which in turn increases the overall peak period length by spreading the peak hours into the adjacent non-peak hours. The non-peak hours or the hours adjacent to the peak hours are referred as the “shoulder hours.”

To accurately estimate the impact of traffic congestion, the traffic analysis process for the proposed C-D and interchange projects will include an assessment of the impact of shoulder hour volumes on peak hour congestion. Shoulder hour volumes are typically measured as a percentage of the estimated peak hour volumes.

The shoulder hour percentages for the C-D and interchange projects have been calculated using the hourly distribution of the volumes based on 24-hour counts collected at several locations along the SR 400 and I-285 corridors. These 24-hour counts were collected in April and May 2014 and were submitted to GDOT for reference as part of the approved existing year memorandum. Table 4 presents a summary of before shoulder hour and after shoulder hour volume percentages for the a.m. and p.m. peak periods. The calculation sheet for determining shoulder hour percentages is included in **Appendix D**.

Table 4. Peak Period Volume Distribution

Peak Period	Shoulder Hours	Ratio of Shoulder Hour Volume to Peak Hour Volume (%)
A.M. Peak Period	Before A.M. Peak Shoulder Hour 1	46.89%
	Before A.M. Peak Shoulder Hour 2	83.50%
	A.M. Peak Hour	**100.00%**
	After A.M. Peak Shoulder Hour 1	90.50%
	After A.M. Peak Shoulder Hour 2	85.22%
P.M. Peak Period	Before P.M. Peak Shoulder Hour 1	88.44%
	Before P.M. Peak Shoulder Hour 2	91.78%
	P.M. Peak Hour	**100.00%**
	After P.M. Peak Shoulder Hour 1	90.36%
	After P.M. Peak Shoulder Hour 2	82.76%

Appendix A

Approved Existing Year 2012/2013 and, Year 2014 Volume Development Memo

(Scenario #1 Volume Diagrams Omitted)

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MEMO

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Copies:
Marlo Clowers, GDOT

From:
Shubhendu Mohanty, PE

Date:
July 8, 2014

ARCADIS Project No.:
GADT0201

Subject:
Traffic Projection Methodology and Volume Diagrams for PI #0000784 and PI #0721850

ARCADIS U.S., Inc. (ARCADIS) is conducting volume projections to support the development of the environmental document for improving traffic operations at the interchange of SR 400/I-285 (hereafter referred to as “interchange” project, PI #0000784) and reevaluation of the Environmental Assessment report for the SR 400 collector-distributor project (hereafter referred to as “C-D” project, PI #0721850). The interchange project and the C-D project connect at Hammond Driver; therefore, a combined volume development methodology is being used for consistency between the projects. The analysis limits for both projects are shown on Figure 1.

The purpose of this memorandum is to explain the methodology adopted to conduct volume projections for the interchange and the C-D projects and to seek approval of the following:

1. Volume projection methodology for current years (explained in this memorandum)

2. I-285 existing volumes for year 2012 (Appendix A)

3. SR 400 existing volumes for year 2013 (Appendix B)

4. I-285 and SR 400 volumes for year 2014 (Appendix C)

5. Estimated growth rates for future years (explained in this memorandum)

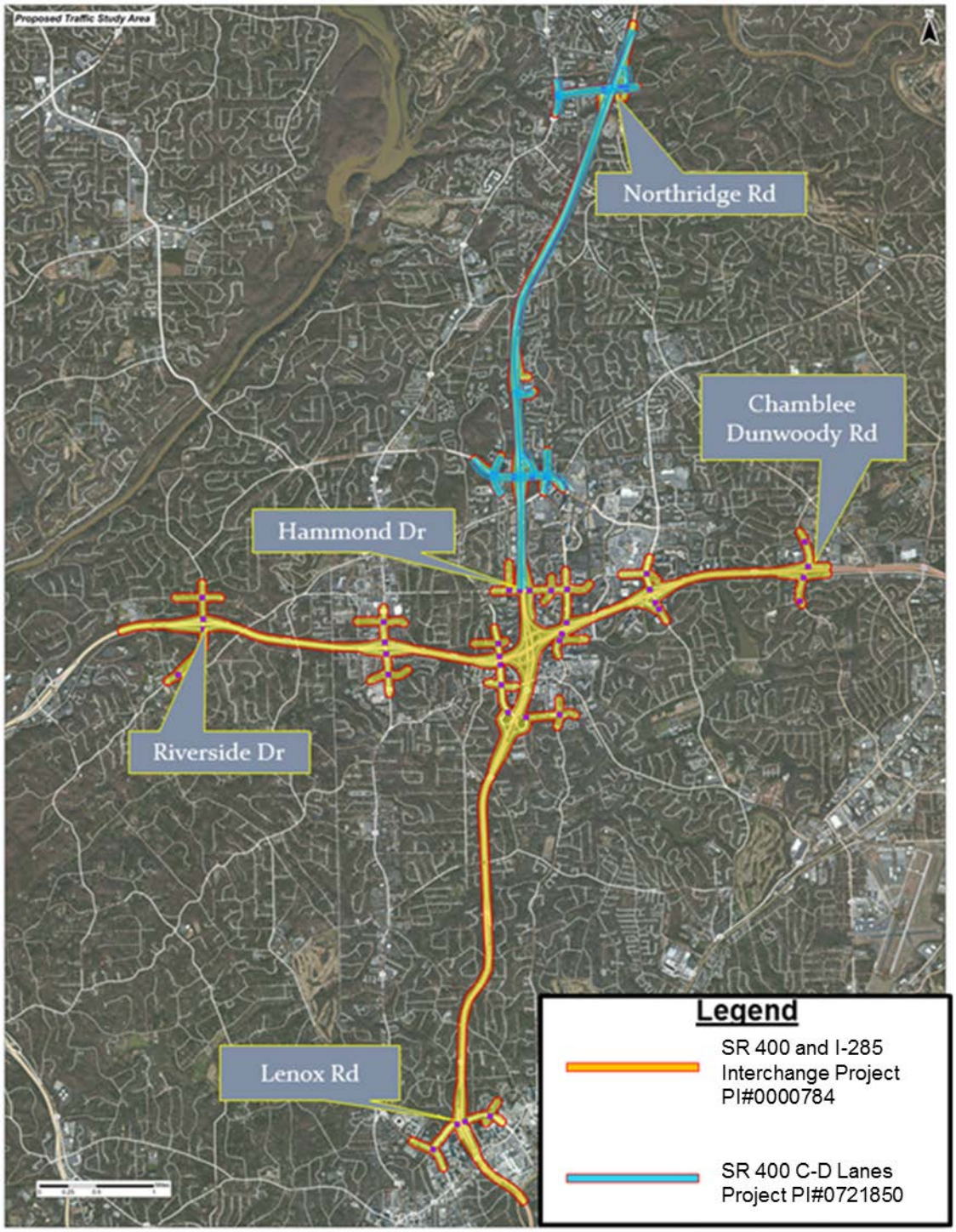


Figure 1. Traffic Study Limits

The methodology demonstrated in this document for volume development is consistent with Georgia Department of Transportation's (GDOT's) procedures for projecting volumes for existing and future years. The key activities performed to project volumes for the proposed projects and, which are explained in this document, are the following:

1. Comprehensive Data Collection

2. Impact Assessment of SR 400 Toll Removal

3. Existing and Year 2014 Volume Development

4. Key Traffic Parameter Projections (truck percentage, K-factor)

5. Future Growth Rate Estimations

1. COMPREHENSIVE DATA COLLECTION

A significant amount of traffic data has been collected for the top end of the I-285 corridor and the SR 400 corridor. Traffic counts were collected from November 2011 to January 2012 for the I-285 corridor and from March 2013 to May 2013 for the SR 400 corridor. These counts were used to develop the existing year and year 2014 volumes. To account for the removal of the tollbooths along SR 400 south of I-285 in November 2013, additional traffic counts were performed in April and May 2014 to assess the impact on throughput-volumes (the actual number of vehicles able to pass through a roadway point under the congested conditions) and volume patterns in the project area.

Traffic count data was also requested from the GDOT Office of Planning and the GDOT Office of Transportation Data. Table 1 shows the data used to develop existing and year 2014 volumes.

Table 1. Summary of Available Data

Available Data	Counts Data With Toll	Counts Data Without Toll	Data Year
Revive 285 Traffic Count Data	✓		2011/2012
SR 400 Traffic Count Data	✓		2013
I-285 and SR 400 Traffic Count Data		✓	2014
GDOT Traffic Count Data	✓	✓	2013/2014
GDOT OTD Data	✓		2013

OTD = Office of Transportation Data

2. IMPACT ASSESSMENT OF SR 400 TOLL REMOVAL

The State Road and Tollway Authority ended the SR 400 toll on November 22, 2013, resulting in changes to throughput volumes and travel patterns along the SR 400 and I-285 corridors. Therefore, data collected prior to the toll removal was adjusted to reflect the changes in volume throughput and travel pattern. The factor calculated to adjust the year 2011/2012 and year 2013 volumes is referred as the Toll Removal Factor (TRF).

2.1 Toll Removal Factor Calculation Methodology

TRFs were calculated by comparing the before-toll-removal and the after-toll-removal volumes at several key locations along I-285 and SR 400. I-285 corridor year 2011/2012 (before-toll-removal) volumes were compared to year 2014 (after-toll-removal) volumes to derive appropriate TRFs. For SR 400, corridor year 2013 volumes at five locations were compared to year 2014 volumes to derive a different set of TRFs.

TRFs for daily volumes and peak hour volumes differ because of congestion during peak hours. Therefore, daily and a.m. and p.m. peak hour volumes were compared to derive TRFs for both daily and peak hours. Table 2 shows the comparison of counts collected before and after the toll was removed.

Table 2. Comparison of Before- and After-Toll-Removal Counts

Count Station Corridor	Count Station Location	After-Toll-Removal ADT, Year 2014	Before-Toll-Removal ADT, Year*	Percent Change
I-285 corridor	I-285 east of Riverside Drive	229,710	218,012	5.4%
	I-285 east of SR 400	187,072	178,660	4.7%
	I-285 east of Peachtree Dunwoody Road	249,346	238,242	4.7%
SR 400 corridor, north of the interchange	SR 400 north of Hammond Drive	206,967	208,715	-0.8%
	SR 400 south of North Springs MARTA Exit	196,982	198,925	-1.0%
	SR 400 south of Northridge Road	201,164	198,925	1.1%
SR 400 corridor, south of the interchange	SR 400 south of Glenridge Connecter	140,323	121,585	15.4%
	Northbound SR 400 to I-285 eastbound	11,088	9,875	12.3%

ADT = average daily traffic

Figure 2 shows the results for the locations for which before- and after-toll-removal traffic counts were compared to derive TRFs.

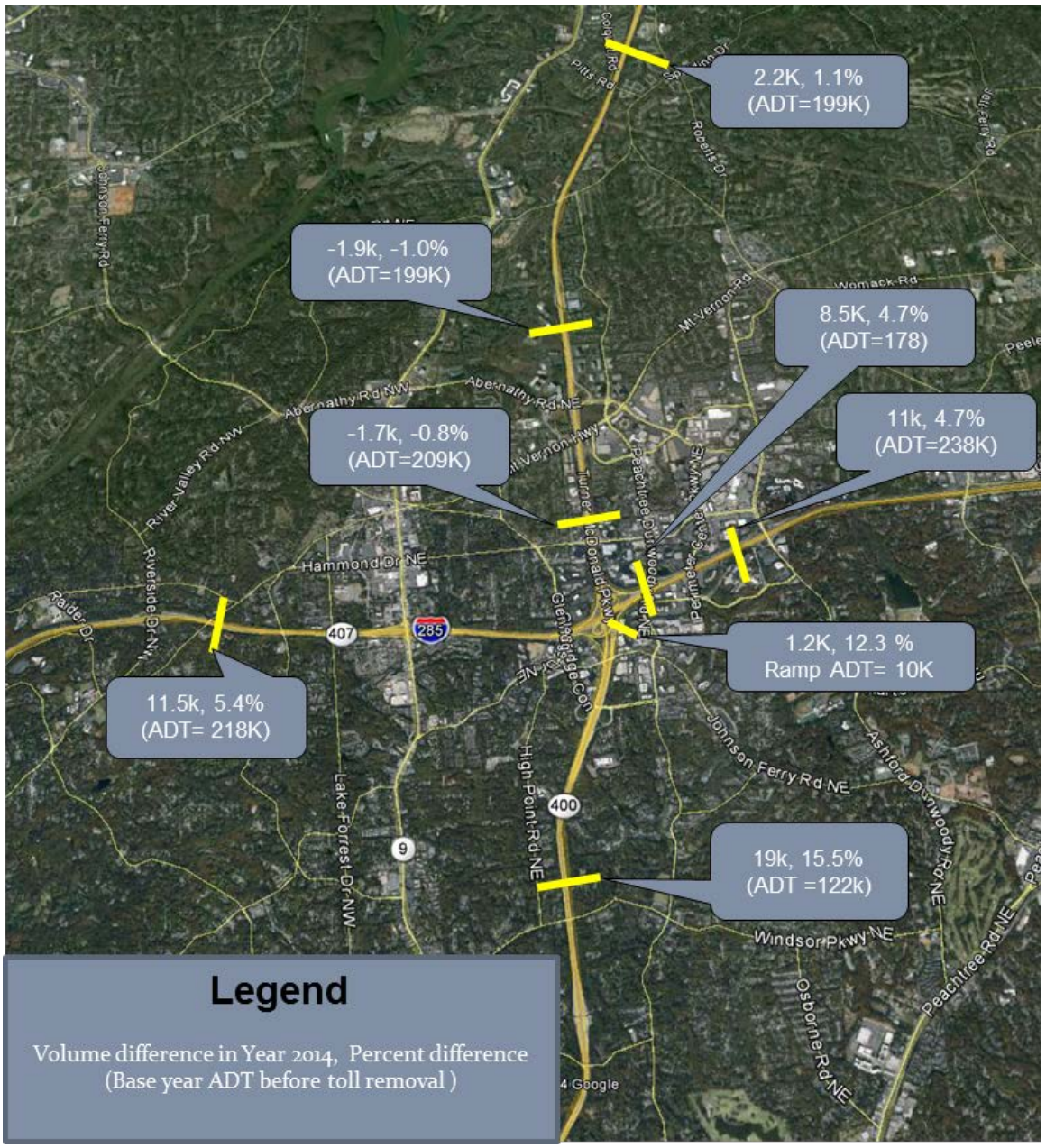


Figure 2. Before-Toll and After-Toll Volume Comparison

2.2 Toll Removal Factor Calculation Observations

2.2.1 I-285 Corridor:

i) Compared to year 2012 counts, the daily traffic in year 2014 along the I-285 corridor has increased by approximately 4.6 to 5.4 percent.

ii) The increase in peak hour traffic in year 2014 over year 2012 is approximately 2 to 2.5 percent (not shown on the map for clarity).

2.2.2 SR 400 Corridor:

i) Comparison of year 2013 (before-toll-removal) and year 2014 (after-toll-removal) counts suggests that there has not been a significant change in traffic volumes north of the I-285 and SR 400 interchange. However, there has been a significant increase in traffic along the SR 400 corridor south of the I-285 and SR 400 interchange.

ii) Compared to year 2013, the volumes in year 2014 have increased by approximately 12.3 to 15.5 percent to the south of the I-285 and SR 400 interchange.

iii) The net increase in SR 400 total daily traffic south of the interchange is approximately the same as the net increase in traffic along I-285 east and west of the interchange.

iv) The TRF for peak hours along the SR 400 South corridor is approximately 6 to 7 percent.

2.3 Proposed Toll Removal Factors

Table 3 shows the recommended TRF values based on the comparison of before-toll-removal counts and after-toll-removal counts.

Table 3. Recommended Toll Removal Factors

Study Corridor	Daily TRF	Peak Hour TRF
I-285 west of the interchange	5.0%	2.5%
I-285 east of the interchange	5.0%	2.5%
SR 400 north of the interchange	0% (no significant change in volumes before and after toll removal)	
SR 400 south of the interchange	13.0%	6.5%

3. EXISTING AND YEAR 2014 VOLUME DEVELOPMENT

The majority of traffic counts for the I-285 corridor were collected in year 2012 and traffic counts for the SR 400 corridor were collected in year 2013. However, 2014 will be the primary analysis year for the C-D project and the interchange project. Therefore, calculated volumes for the following three scenarios are included in this memorandum for GDOT's review and approval:

1. Existing year 2012 volumes for I-285 corridor only
2. Existing year 2013 volumes for SR 400 corridor only
3. Year 2014 demand volumes for I-285 and SR 400 corridors

3.1 Existing Year 2012 Volumes for the I-285 Corridor

Existing year 2012 volumes were calculated using traffic counts collected for the I-285 corridor from November 2011 to February 2012. Volume diagrams for existing year 2012 are included in Appendix A.

A quality check of the calculated traffic volumes was performed by comparing the calculated volumes with GDOT's Traffic Count Database System (TCDS) data. The results of this comparison are presented in Table 4. All calculated volumes are within 4% of the GDOT TCDS data.

Table 4. Quality Check, TCDS vs. Calculated Volumes, Year 2012

Average Daily Traffic Count Location	TCDS Counter ID	Year 2012 TCDS Data	Year 2012 Calculated Average Daily Traffic Volume	Percentage Difference
Between Riverside Drive and Roswell Road	1215549	213,050	221,940	4%
Between Roswell Road and Glenridge Drive	1215551	218,670	221,640	1%
Between Glenridge Drive and the I-285 and SR 400 interchange	1215552	199,320	195,480	-2%
Between Peachtree Dunwoody and Ashford Dunwoody Road	893378	235,260	239,560	2%
Between Ashford Dunwoody and Chamblee Dunwoody Road	893376	235,060	231,600	-1%

3.2 Existing Year 2013 Volumes for SR 400 Corridor

Existing year 2013 volumes were calculated using traffic count data collected from March through May 2013 for the SR 400 corridor project (PI #0001575/PI #0008445).

It should be noted that GDOT has already approved the existing year 2013 volumes based on a submittal by Kimley Horn and Associates Inc. in November 2013. The submitted volumes were approved by GDOT on November 26, 2013. The approved volumes for year 2013 and volume approval letter are included in Appendix B.

3.3 Year 2014 Demand Volumes for I-285 and SR 400 Corridor

The volumes calculated for years 2012 and 2013 represent throughput volumes along roadway segments. However, for the purpose of the interchange and the C-D project analyses, it was necessary that actual demand along the I-285 and SR 400 corridors be determined.

Year 2014 demand volumes were calculated by applying corresponding TRF values to the existing year 2012 and year 2013 volumes and accounting for vehicle queue waiting time due to congestion. It should be noted that average daily traffic (ADT) volumes do not account for impacts due to congestion or queuing. Figure 3 presents an overview of the procedure followed to determine year 2014 ADT and design hourly vehicle (DHV) volumes. The calculated ADT and DHV volumes for review and approval are included in Appendix C.

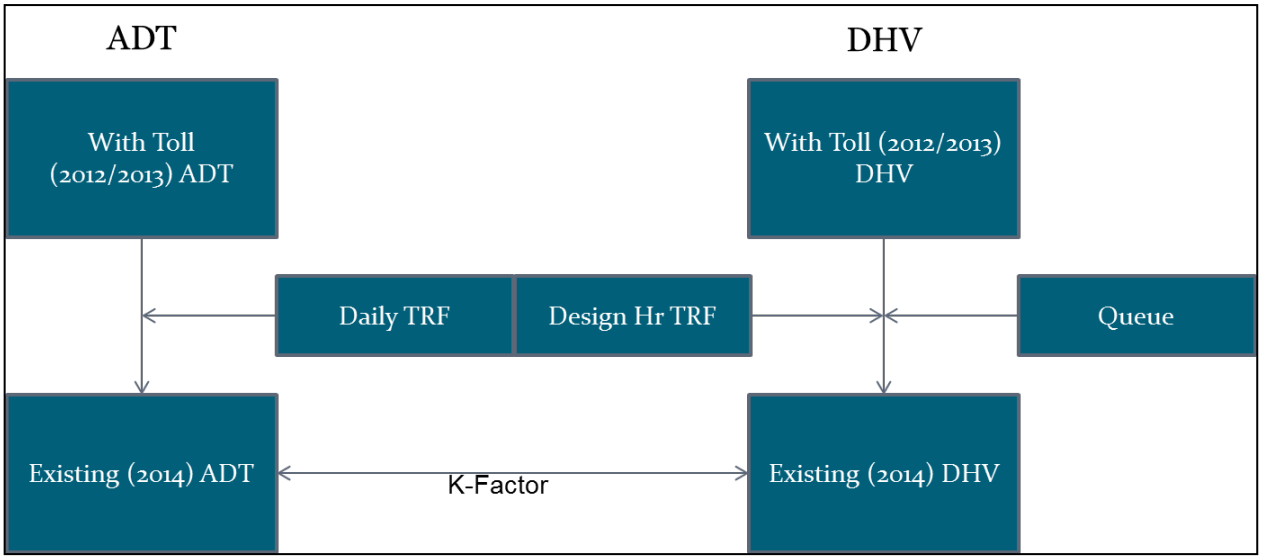


Figure 3. Procedure for Calculating Year 2014 Demand

3.3.1 Estimating Demand Due to Queuing

GDOT's Navigator System was used to observe queues during morning and evening peak periods for four weekdays in May 2014. The observed queue volumes were then converted into peak hour demand by factoring in the number of lanes and observed truck percentages. A summary of the additional demand resulting from queues is presented in Table 5.

Table 5. Observed Queues During Peak Hours

Corridor Entrances	A.M. Peak Hour Queues	P.M. Peak Hour Queues
I-285 eastbound limit (Riverside Drive interchange)	1,550 vehicles/hour	175 vehicles/hour
I-285 westbound limit (Chamblee Dunwoody Road interchange)	1,000 vehicles/hour	No queuing observed
SR 400 northbound limit (Lenox Road interchange)	No queuing observed	No queuing observed
SR 400 southbound limit (Northridge Drive interchange)	2,000 vehicles/hour	400 vehicles/hour

3.3.2 Year 2014 Volume Quality Check

A quality check of the calculated traffic volumes was performed by comparing the calculated year 2014 balanced ADT volumes with the 24-hour count data collected in March - May 2014. The results of this comparison are presented in Table 6 and Table 7. The comparison shows the following:

1. The calculated ADT volumes for the I-285 corridor are within ±3% of the collected traffic counts.

2. The calculated ADT volumes for the SR 400 corridor are within ±4% of the collected traffic counts.

Table 6. I-285 Corridor Quality Check, Calculated ADT vs. Counted ADT, Year 2014

I-285 ADT Count Locations	Collected Traffic Count ADT Volume (Year 2014)	Year 2014 Calculated Balanced ADT Volume	Percentage Match Between Collected and Calculated Volumes
Between Riverside Drive and Roswell Road	229,710	234,260	2%
Between Roswell Road and Glenridge Connector	236,296	233,940	-1%
Between Glenridge Connector and I-285/SR 400 (includes I-285 eastbound to SR 400 off ramp)	184,057	180,920	-2%
Between I-285/SR 400 and Peachtree Dunwoody Road (includes SR 400 northbound to I-285 eastbound ramp)	187,072	181,400	-3%
Between Peachtree Dunwoody Road and Ashford Dunwoody Road	249,346	253,540	2%
Between Ashford Dunwoody Road and Chamblee Dunwoody Road	247,066	245,180	-1%

Table 7. SR 400 Corridor Quality Check, Calculated ADT vs. Counted ADT, Year 2014

SR 400 ADT Count Locations	Collected Traffic Count ADT Volume (Year 2014)	Year 2014 Calculated Balanced ADT Volume	Percentage Match Between Collected and Calculated Volumes
North of Hammond Drive	206,967	212,720	3%
South of Glenridge Connector	140,323	134,100	-4%
North of Abernathy Road	196,982	202,920	3%
South of Northridge Road	201,164	208,320	4%

4. KEY TRAFFIC PARAMETERS

4.1 Truck Percentages

Peak hour and daily truck percentages for the I-285 corridor were calculated using the data collected in year 2011/2012. Peak hour and daily hour truck percentages for the SR 400 corridor were calculated using the data collected in year 2013. Calculated truck percentages are summarized in Table 8.

Table 8. Calculated Truck Percentages

Study Corridor	Peak Hour			Daily		
	Single Unit	Combination Unit	Total	Single Unit	Combination Unit	Total
I-285	2.1%	4.7%	6.8%	2.5%	6.6%	9.1%
SR 400	2.0%	0.7%	2.7%	2.5%	1.2%	3.7%

4.2 K-Factor Calculation

K-factors for the I-285 and SR 400 corridors were calculated using ADT volumes and DHVs and are summarized in Table 9. The difference in the K-factor range for year 2014 compared to the K-factor ranges for years 2012 and 2013 occurs because while year 2014 accounts for demand DHVs by including vehicle queue wait time, the year 2012/2013 DHVs show only the throughput volumes collected as traffic counts.

Table 9. K-Factor Range

Corridor	Year 2012	Year 2013	Year 2014
SR 400	n/a	0.072 to 0.074	0.077 to 0.079
I-285	0.72 to 0.73	n/a	0.076 to 0.078

5. FUTURE GROWTH RATE ESTIMATIONS

This section explains the methodology used to determine the future no-build and build growth rates for the C-D project and the interchange project. The open year and the design year for the C-D and the interchange project are 2019 and 2039, respectively.

5.1 Growth Rate Calculation Methodology

Typically, growth rates are determined using absolute growth rates from the Atlanta Regional Commission's (ARC's) planning model as well as historical growth rates. However, historical growth rates may not truly capture the growth patterns of a regional-level project involving multiple interchanges and multiple planned projects. A planning model, on the other hand, would be more relevant for a regional-level study and would successfully capture the growth anticipated from any future planned projects. Following are some of the major planned projects that would be correctly captured via ARC's planning model but would not be truly reflected using the historical growth rates:

1. Revive 285 Project (managed lane and general-purpose lane improvements, from I-75 interchange to I-85 interchange

2. SR 400 Managed Lane Project (from I-285 interchange to SR 20 interchange)

3. I-75 and I-575 Northwest Corridor Project

Because the C-D project and the interchange project are both regional-level projects, it is recommended that ARC's Plan 2040 model be used to determine the future growth rates for these projects. The planning model has been used to determine the following:

1. <u>No-Build Growth Rates:</u> Growth rates for future no-build conditions by comparing year 2015 volumes to year 2040 no-build volumes

2. <u>Build Growth Rates:</u> Growth rates for future build conditions by comparing tear 2015 volumes to year 2040 build volumes

3. <u>Volume Splits:</u> Intersection and interstate junction volume splits for future no-build and build conditions

It should be noted that future managed lane volumes have been excluded in the growth rate calculations for no-build and build conditions for the following reasons:

1. The future managed lane projects along the SR 400 and I-285 corridors are not part of the interchange or the C-D project.

2. The managed lane projects will have no connection with the general-purpose lanes within the project limits.

The approach for calculating growth rates and volume splits is shown on Figure 4.

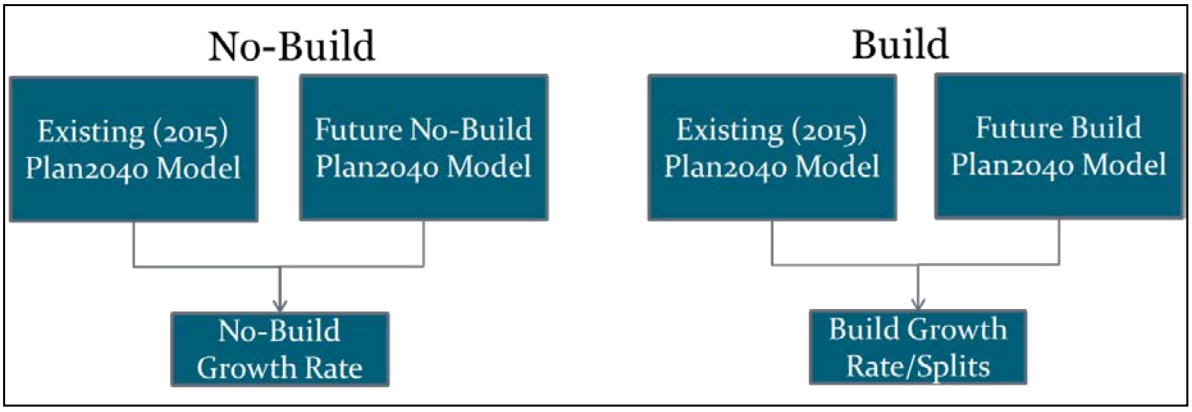


Figure 4. Growth Rate Calculation Approach

5.1 Recommended Rates

The calculations for future build condition volumes are shown in Table 10. A comparison between build and no-build planning model volumes suggests that growth rates in the build condition will be slightly higher than in the no-build condition because of latent demand. The recommended growth rates for the build and no-build conditions are shown on Figure 5.

Table 10. Growth Rate Calculations for Build Volumes

Corridor Segment	Comparison Location	ARC's Year 2015 Volume	ARC's Year 2040 Build General-Purpose Lane Volumes	Annual Build Growth	Recommended Build Growth Rates
SR 400, north of the I-285 and SR 400 interchange	GA 400 north of MARTA Station	186,008	237,665	0.99%	1.0%
	GA 400 between Abernathy Road and MARTA Station	186,008	238,500	1.01%	
	GA 400 between Hammond Drive and Abernathy Road	199,359	264,000	1.13%	
SR 400, south of I-285 at the SR 400 interchange	GA 400 south of Glenridge Connector	143,266	167,920	0.64%	0.75%
I-285, east and west of the interchange	I-285 west of Roswell Road	215,299	263,704	0.81%	1.10%
	I-285 between Roswell Road and Glenridge Drive	215,195	303,249	1.38%	
	I-285 between Peachtree Dunwoody Road and Perimeter Center Parkway	245,444	330,348	1.20%	
	I-285 east of Ashford Dunwoody Road	255,902	336,145	1.10%	

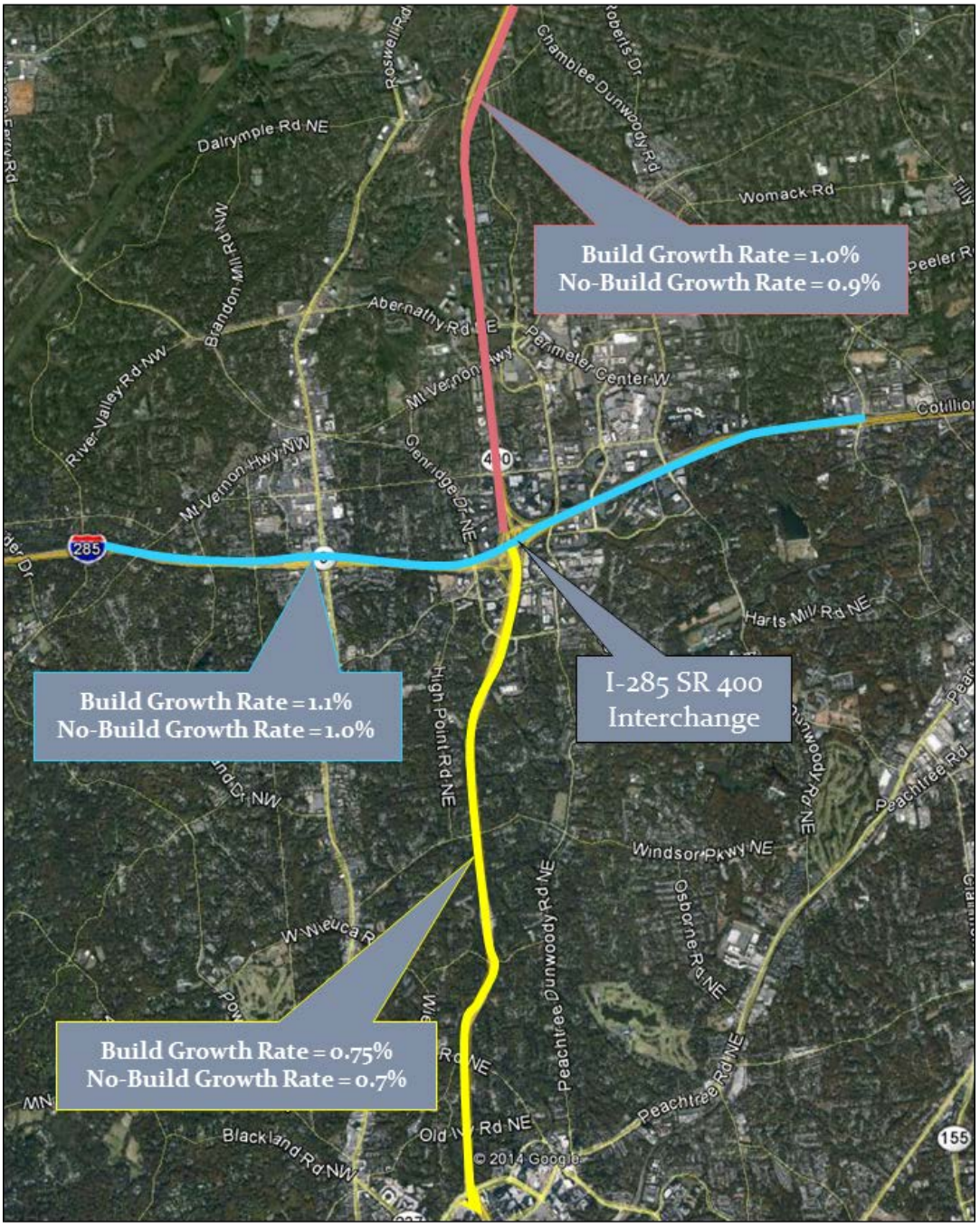


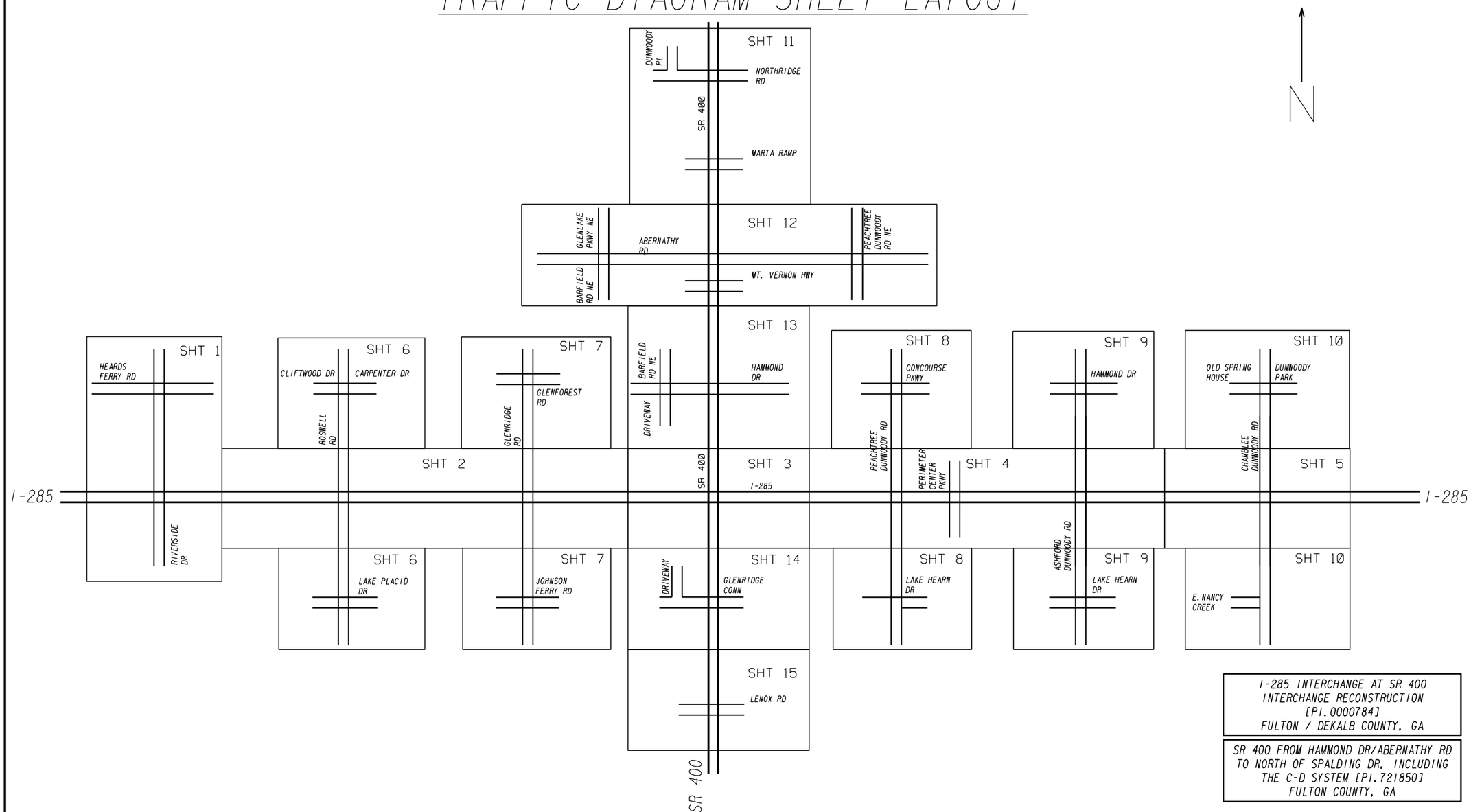
Figure 5. Summary of Recommended Growth Rates

Appendix B

2019 Base Year Volume Diagram ADTs and DHVs for **Scenario #2, Scenario #3, and Scenario #4**

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
FULTON / DEKALB	GA	PI.0000784 / PI.721850		

TRAFFIC DIAGRAM SHEET LAYOUT



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI.0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI.721850]
FULTON COUNTY, GA

ARCADIS
Infrastructure · Water · Environment · Buildings

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DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING
TRAFFIC DIAGRAM LAYOUT

DRAWING No.
10-000

SCENARIO #2
YEAR 2019 NO-BUILD

(FOR INFORMATION ONLY SEE PI 721850)

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
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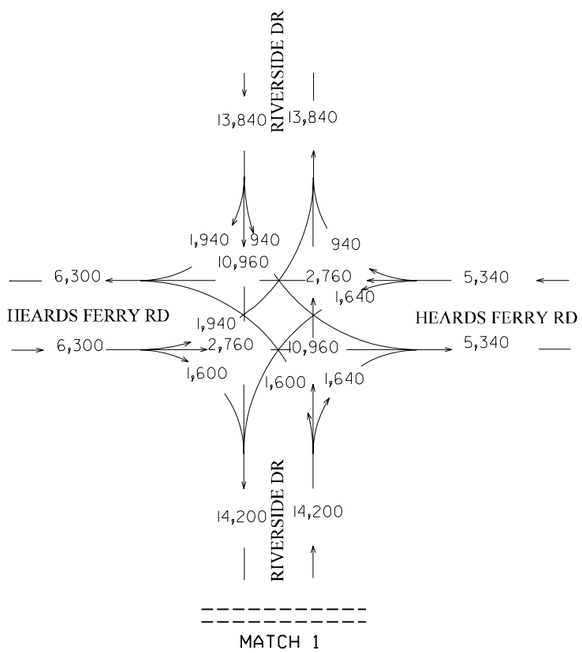

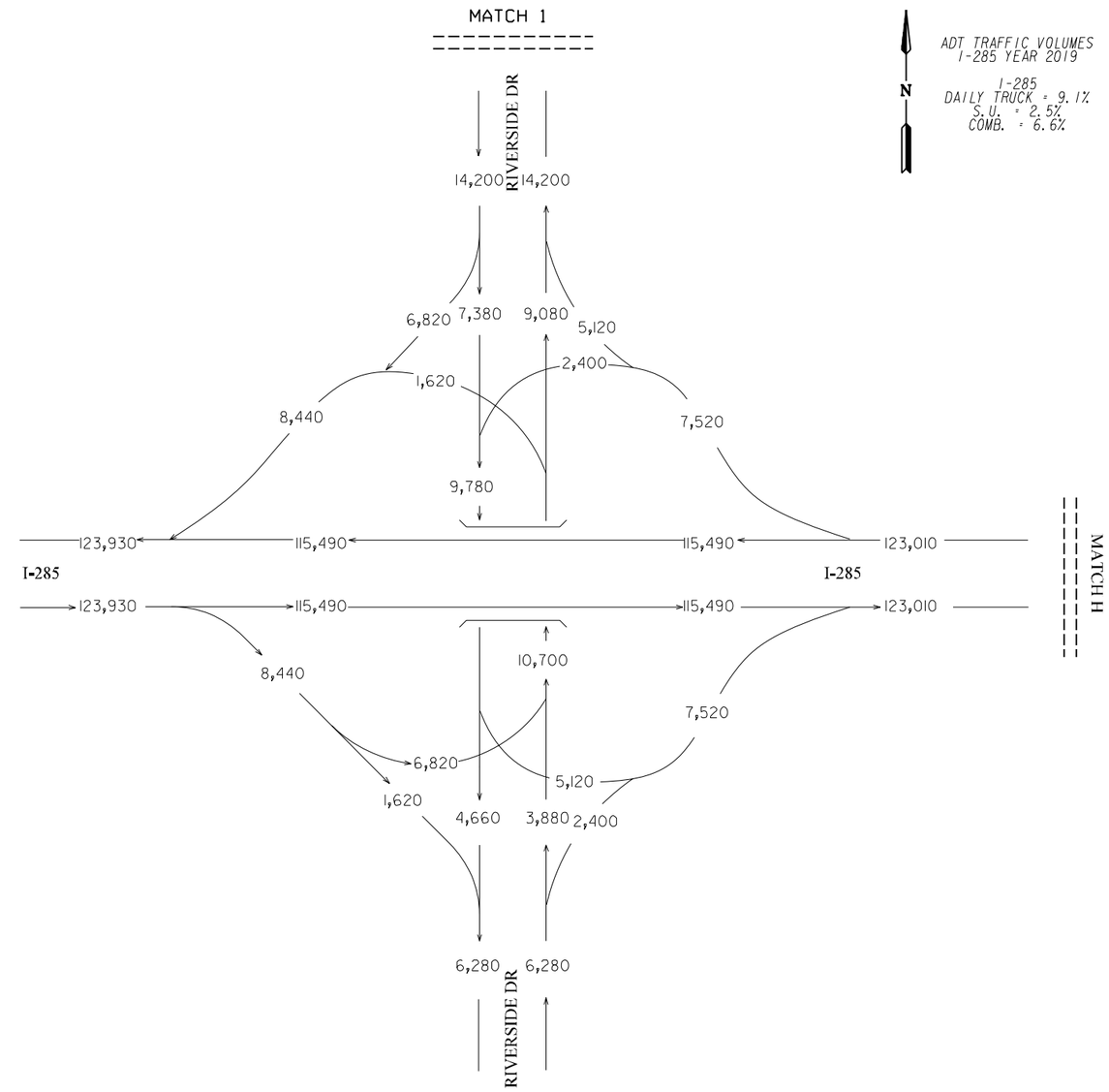

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

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TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
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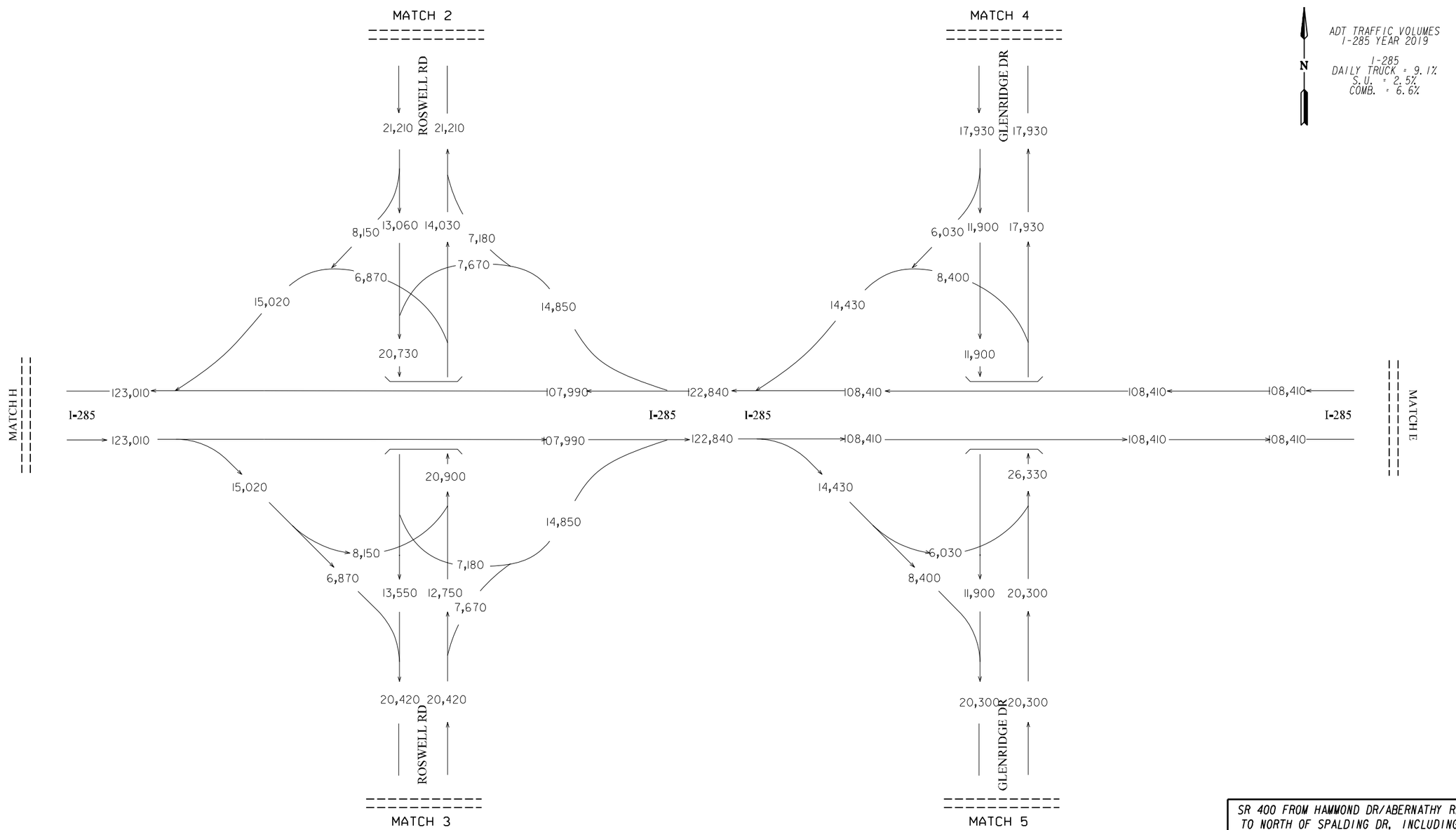

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YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

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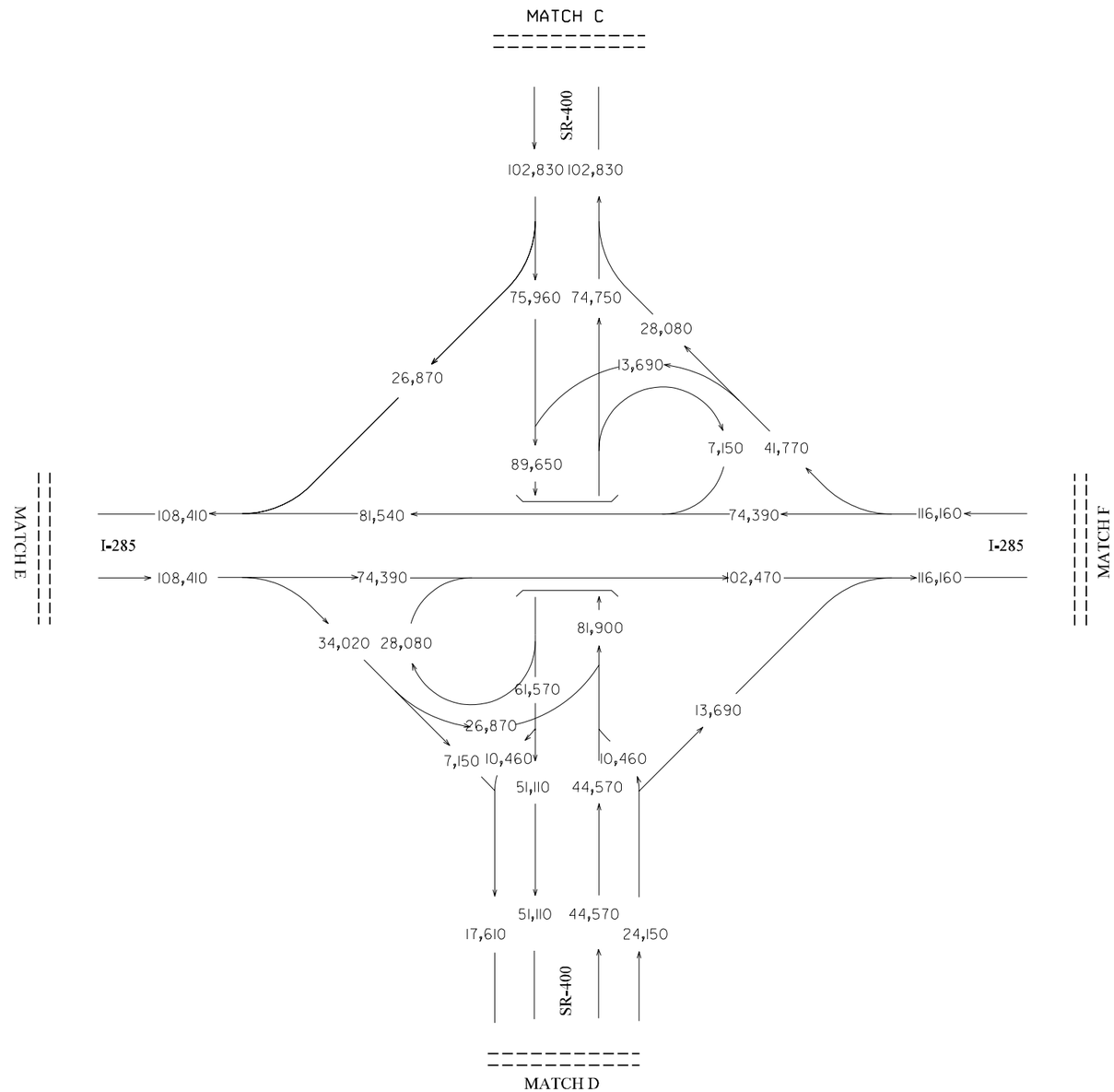

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ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

SR 400 FROM HAMMOND DR/ABERNATHY RD
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FULTON COUNTY, GA

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SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 3 OF 15

DRAWING No.
10-003

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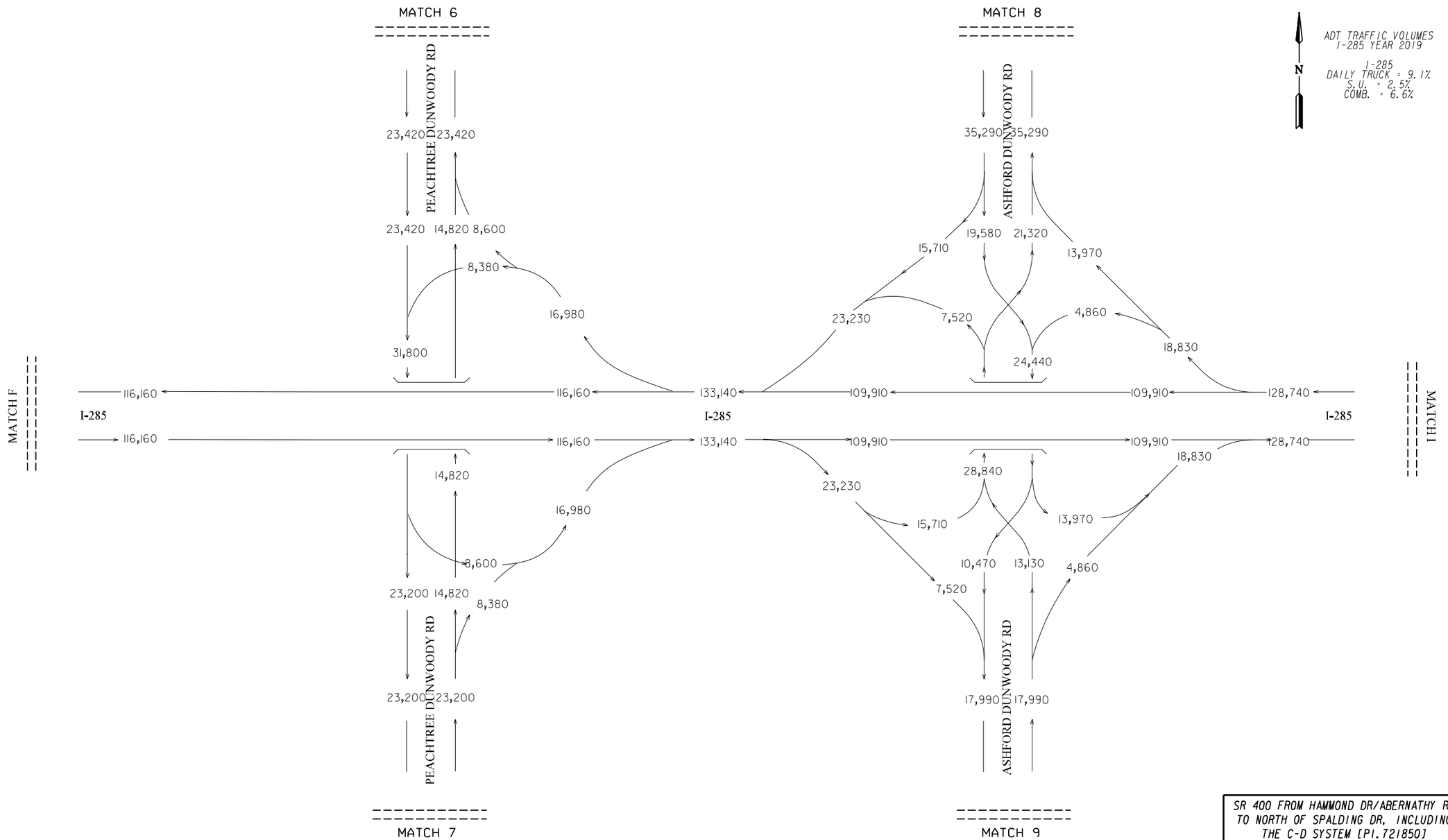

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YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 4 OF 15

DRAWING No.
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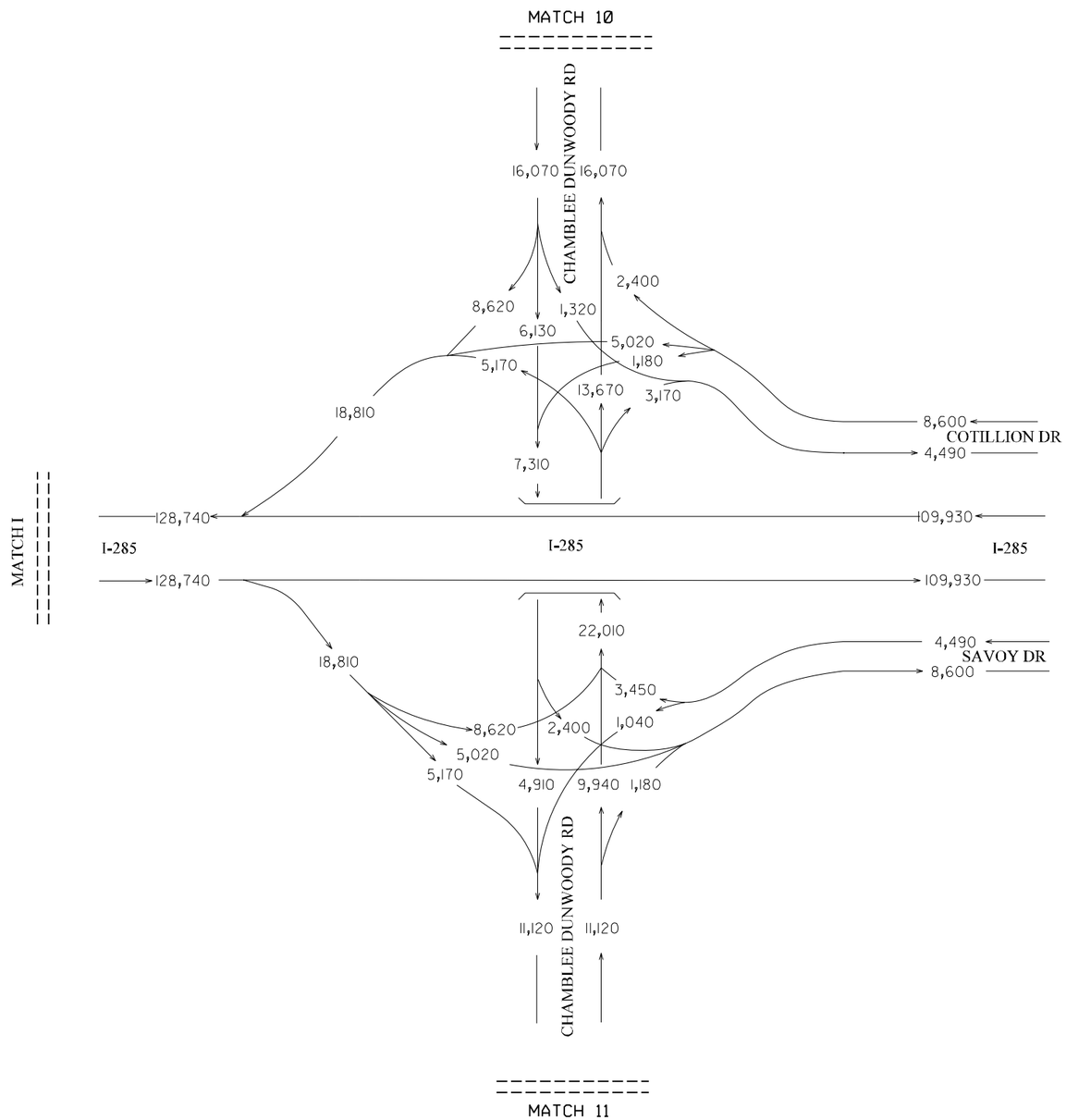

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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FULTON COUNTY, GA

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SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 5 OF 15

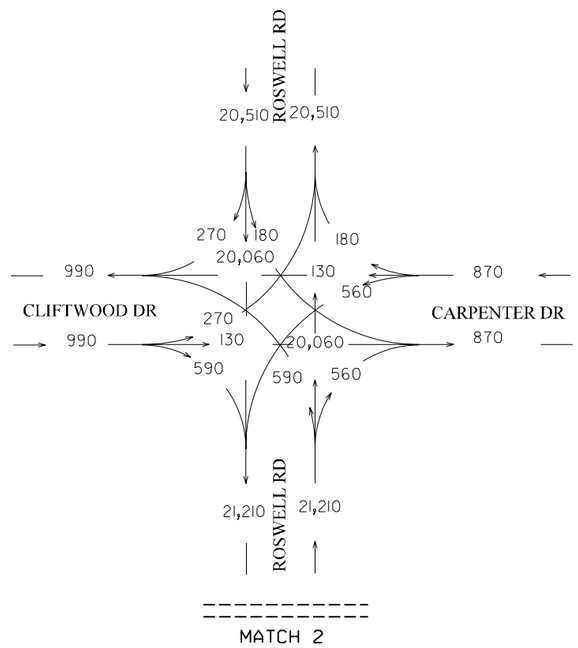
DRAWING No.
10-005

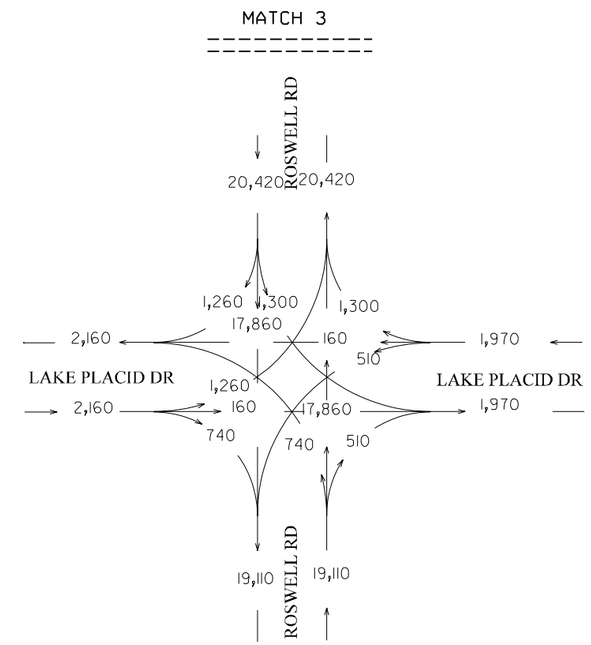
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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FULTON COUNTY, GA

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YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 6 OF 15

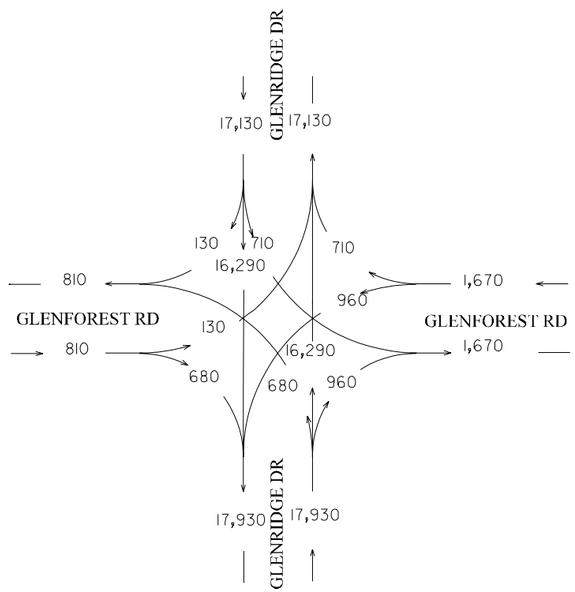
DRAWING No.
10-006

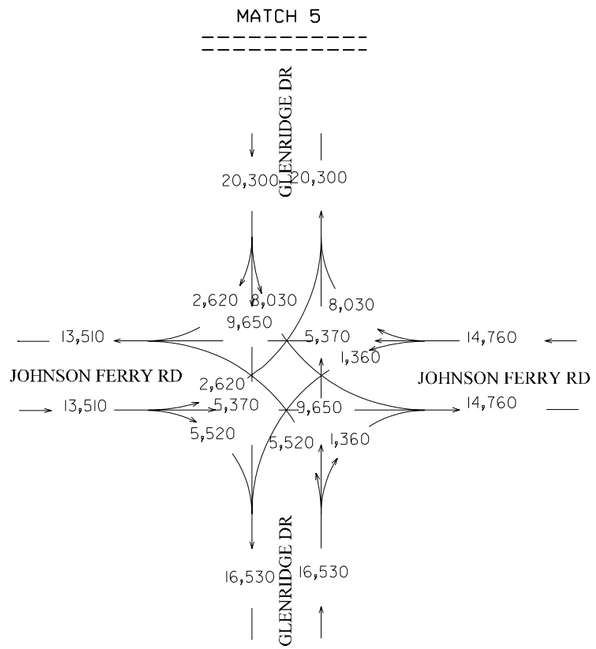
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





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SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 7 OF 15

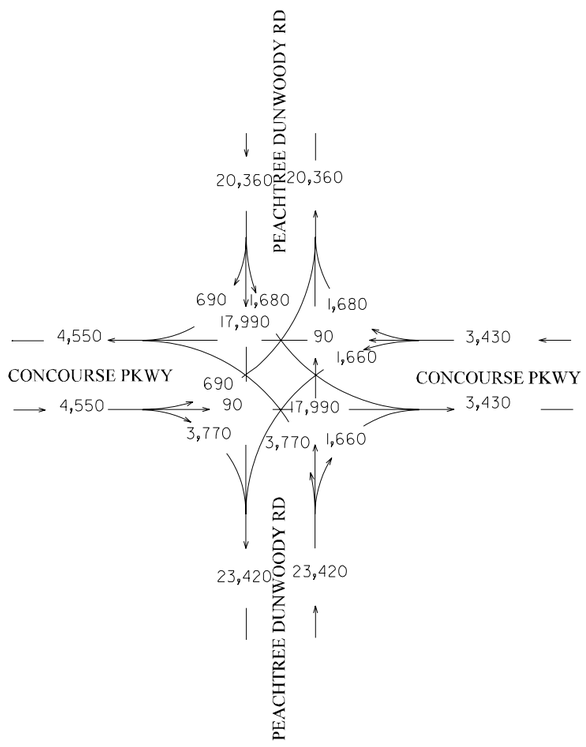
DRAWING No.
10-007

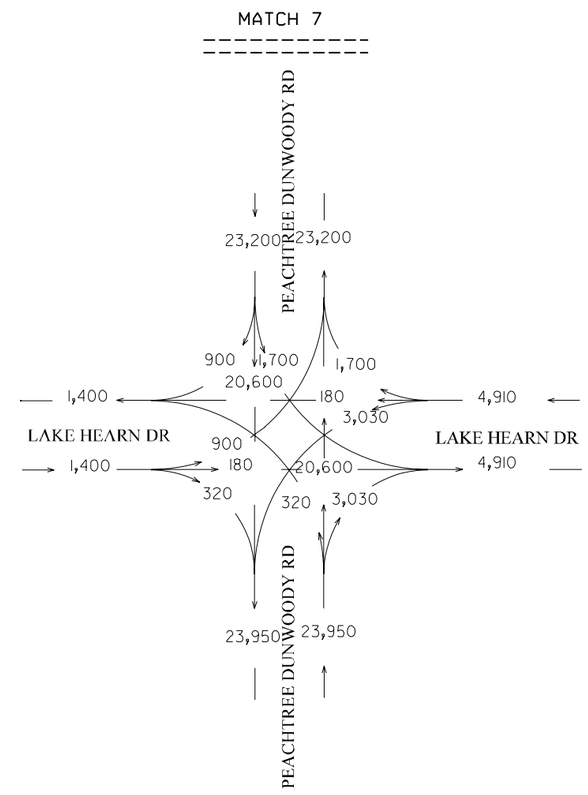
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





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YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 8 OF 15

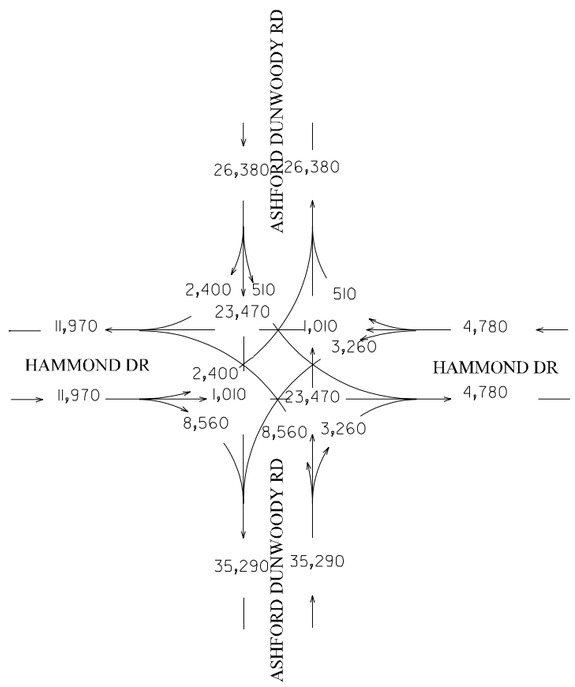
DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



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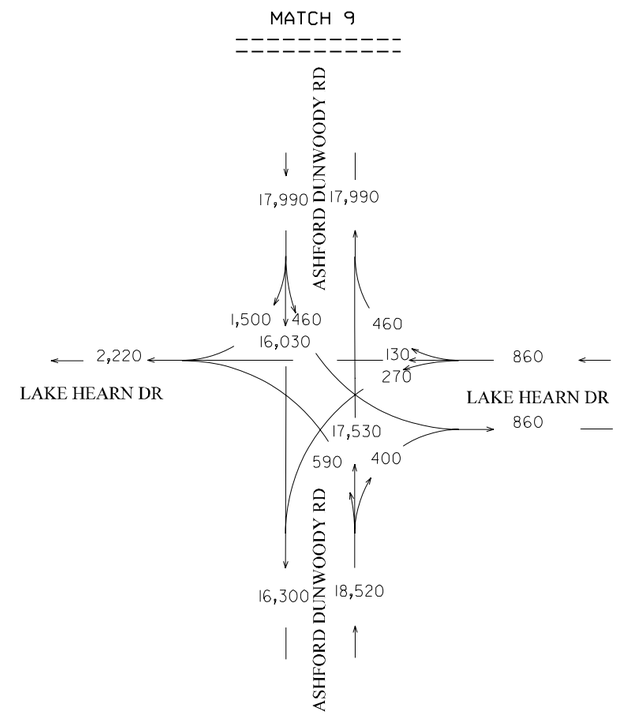

MATCH 9

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SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 9 OF 15

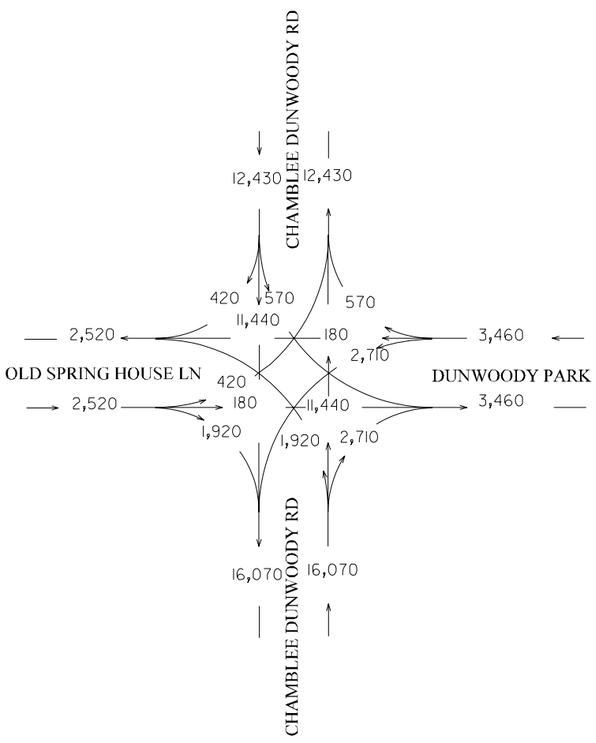
DRAWING No.
10-009

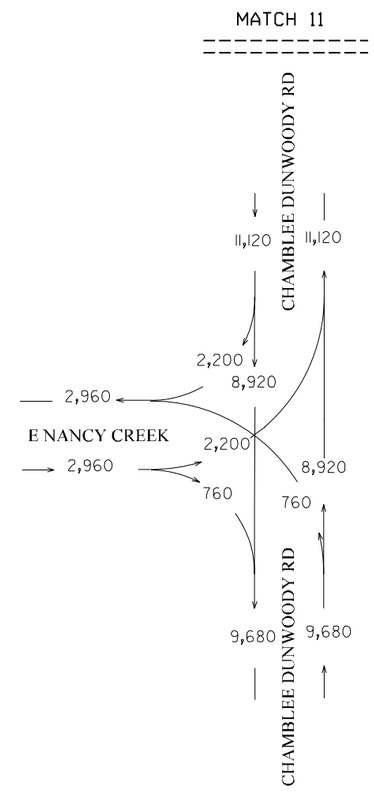
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

Kimley»Horn
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Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

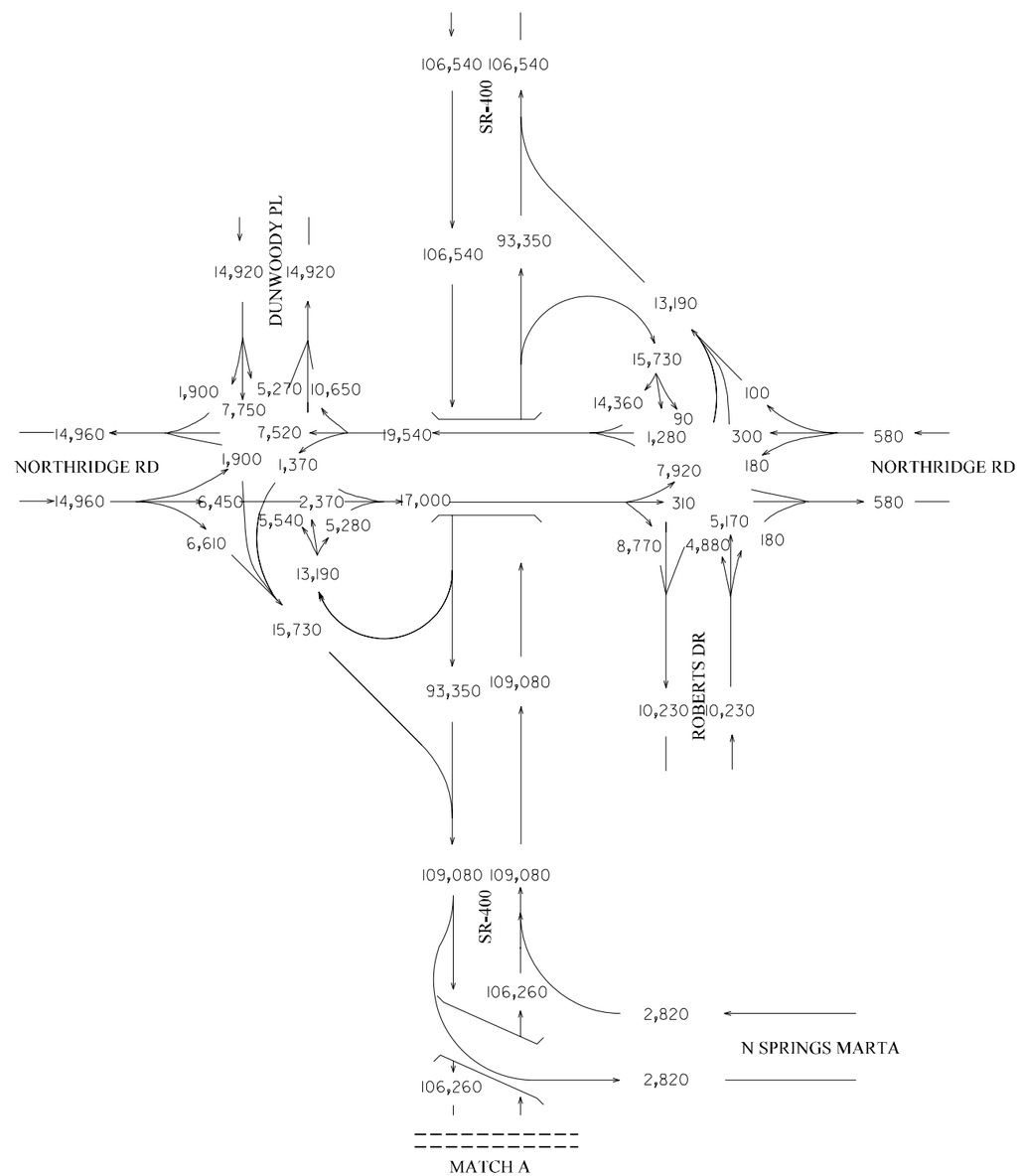
YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI.721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI.721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

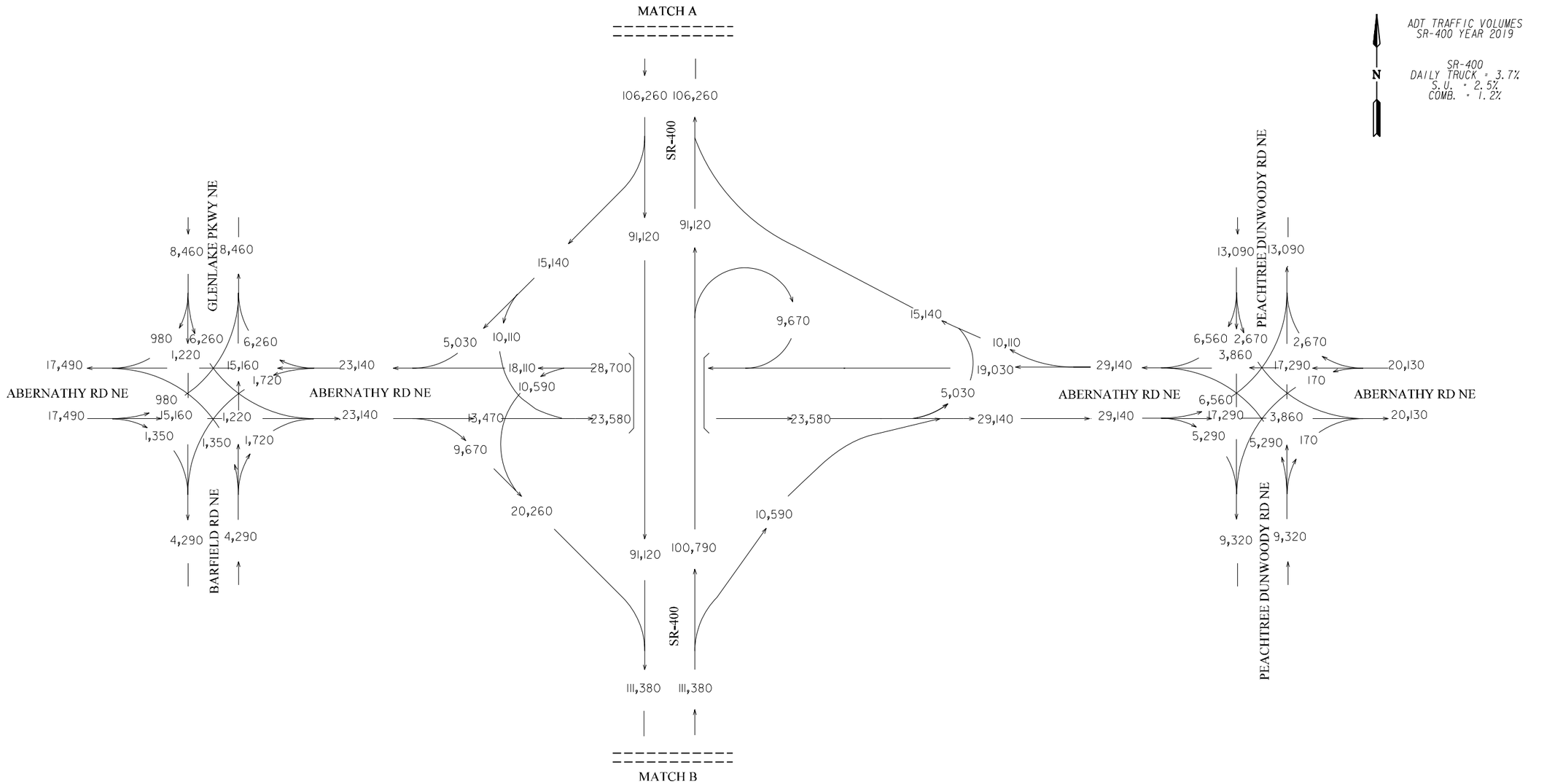
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI.721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD TO NORTH OF SPALDING DR, INCLUDING THE C-D SYSTEM [P1.721850] FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 ADT NO-BUILD (P1.721850)
SHEET 12 OF 15

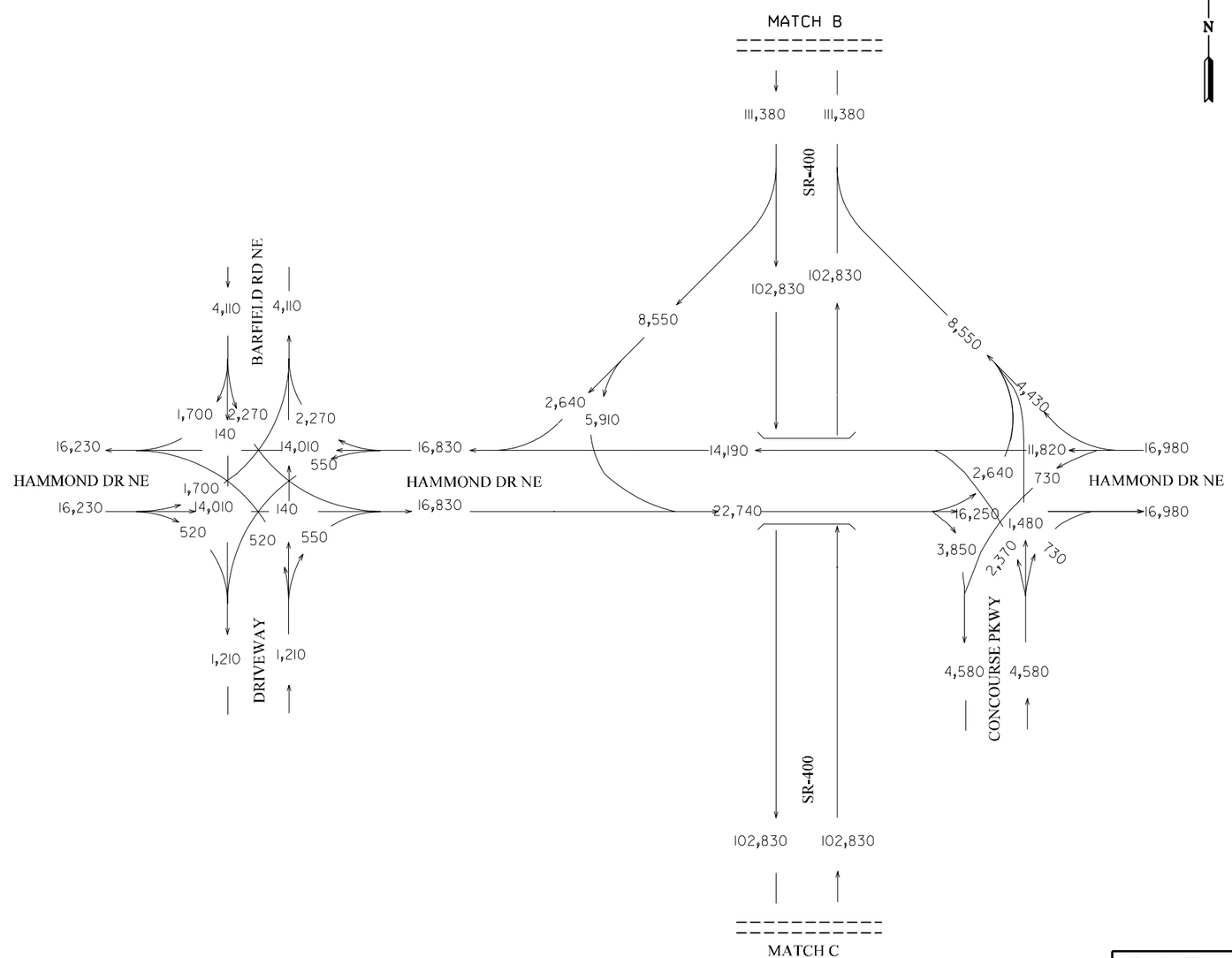
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

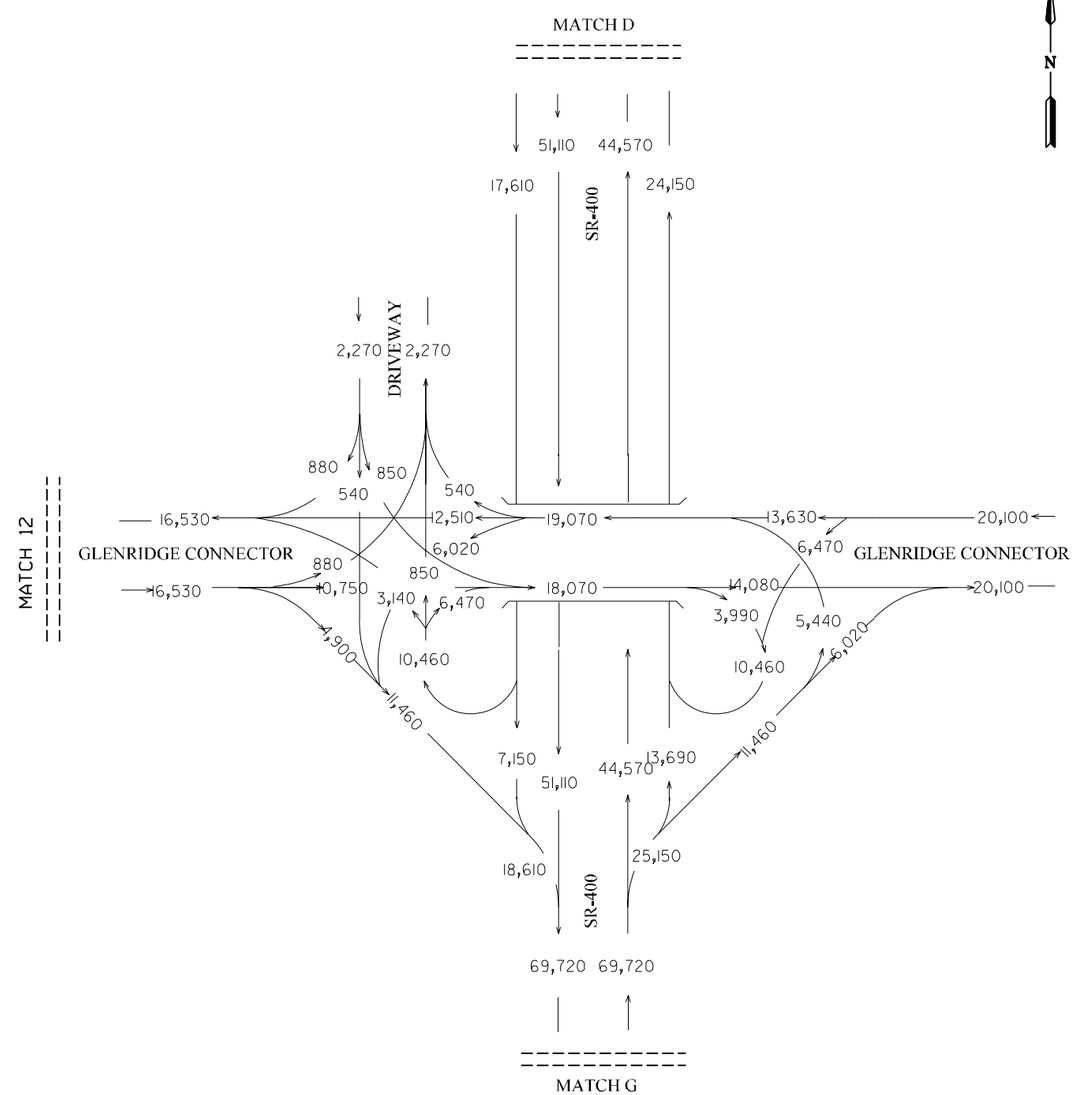
YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 13 OF 15

DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 14 OF 15

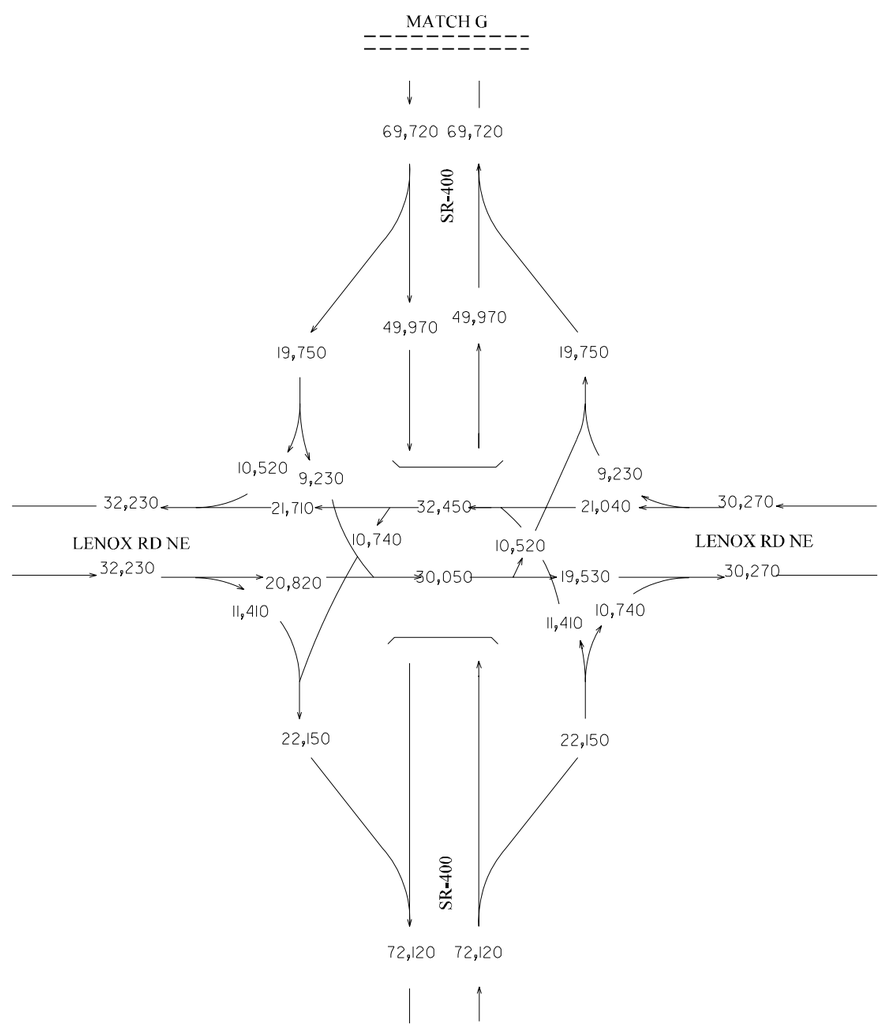
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

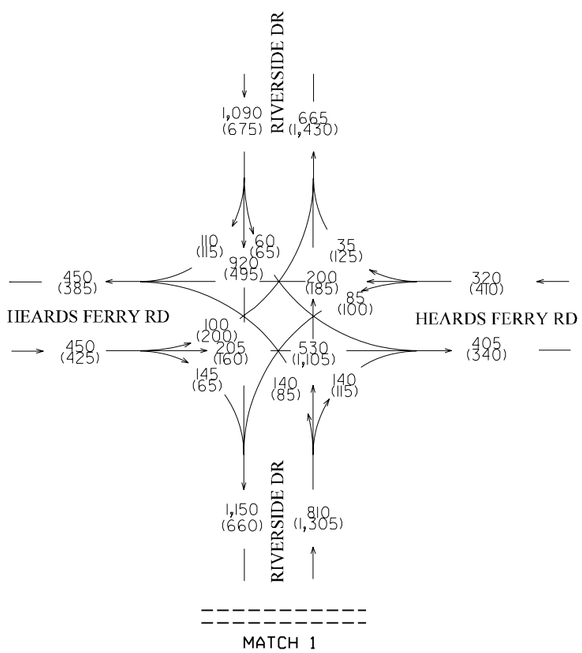
OFFICE OF PLANNING

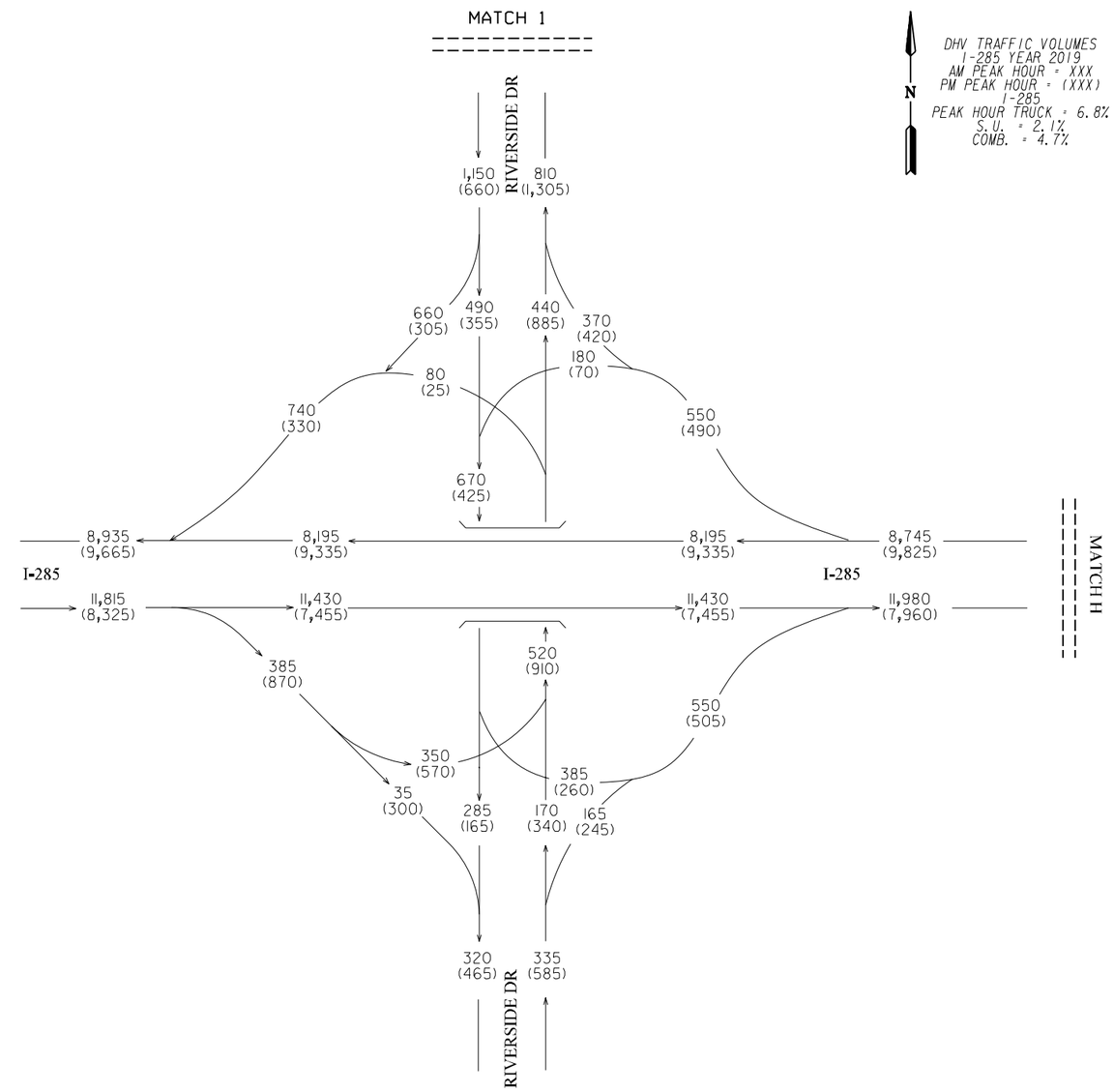
TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 ADT NO-BUILD (PI. 721850)
SHEET 15 OF 15

DRAWING No.
10-015

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		





N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

SR 400 FROM HAMMOND DR/ABERNATHY RD
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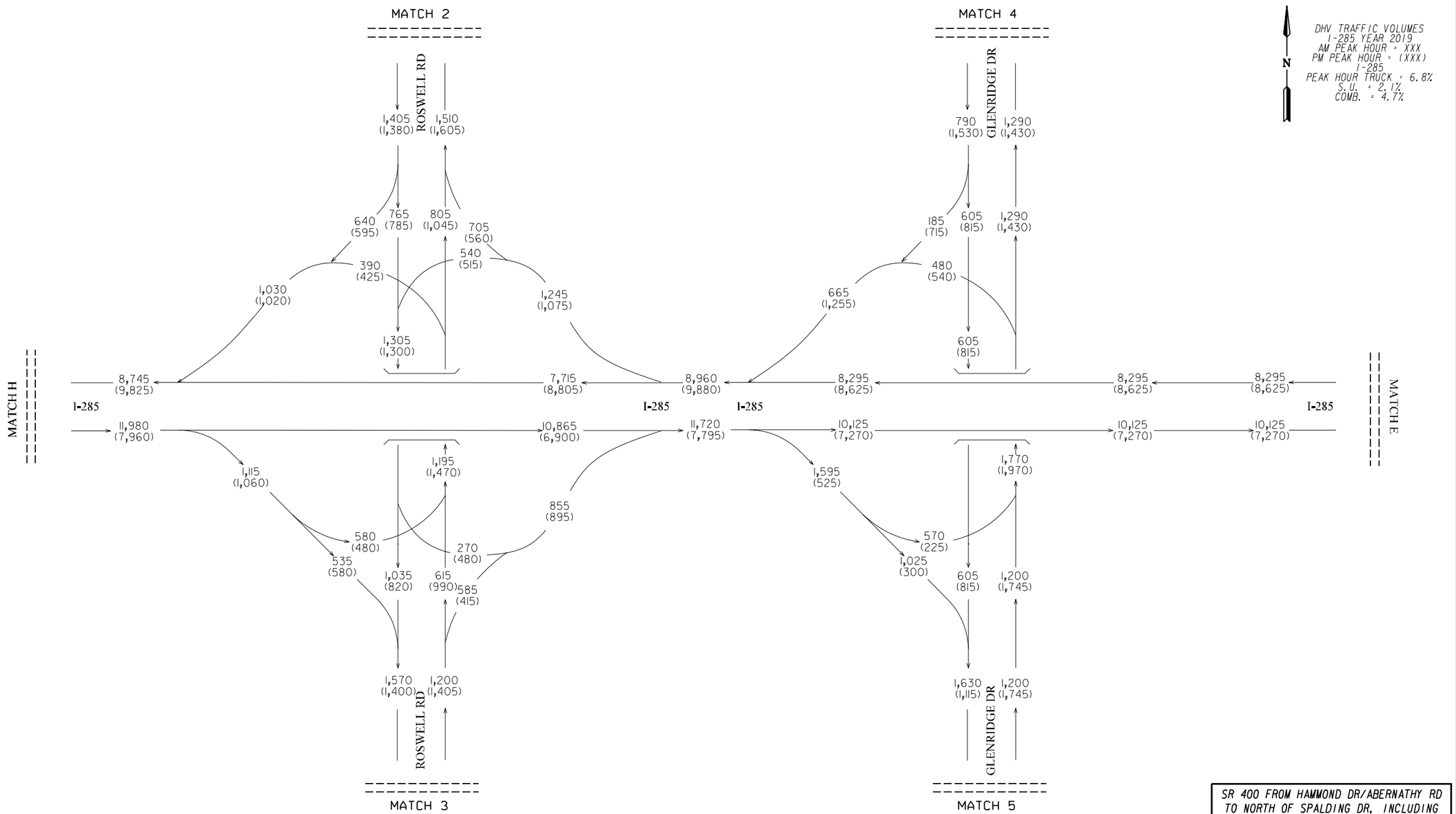
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION
OFFICE OF PLANNING
TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

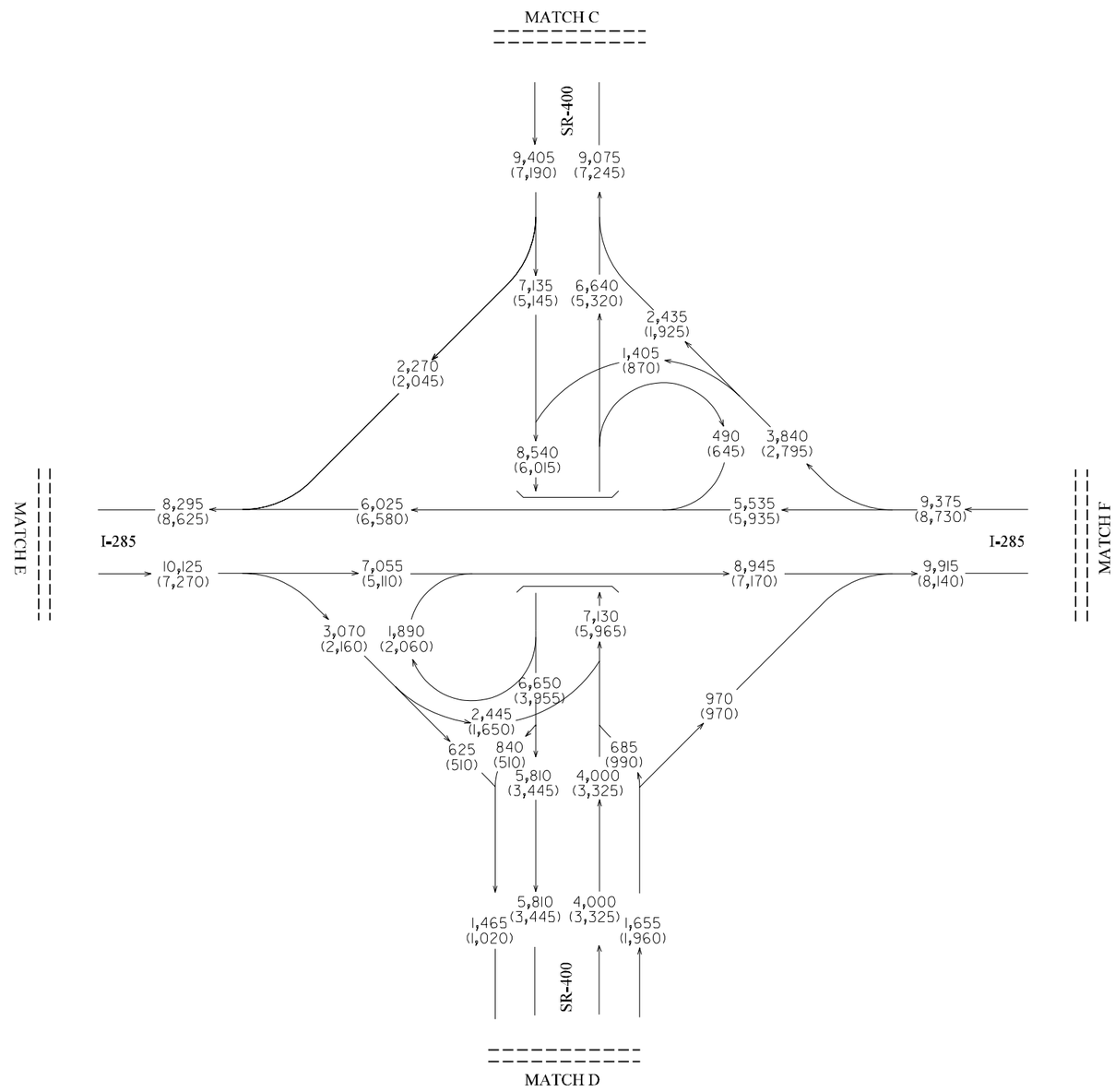
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

SR 400 FROM HAMMOND DR/ABERNATHY RD
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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

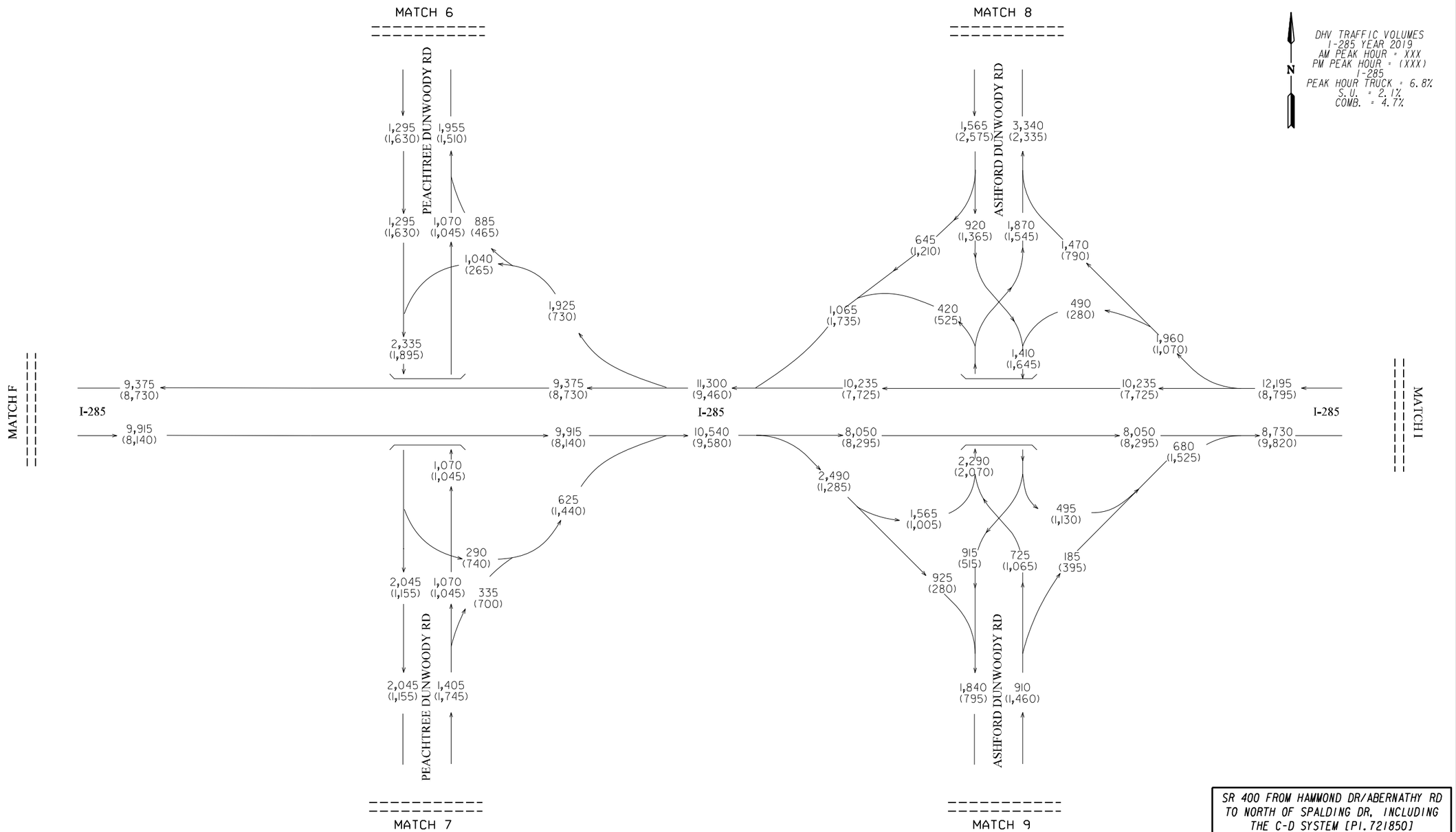
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



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FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

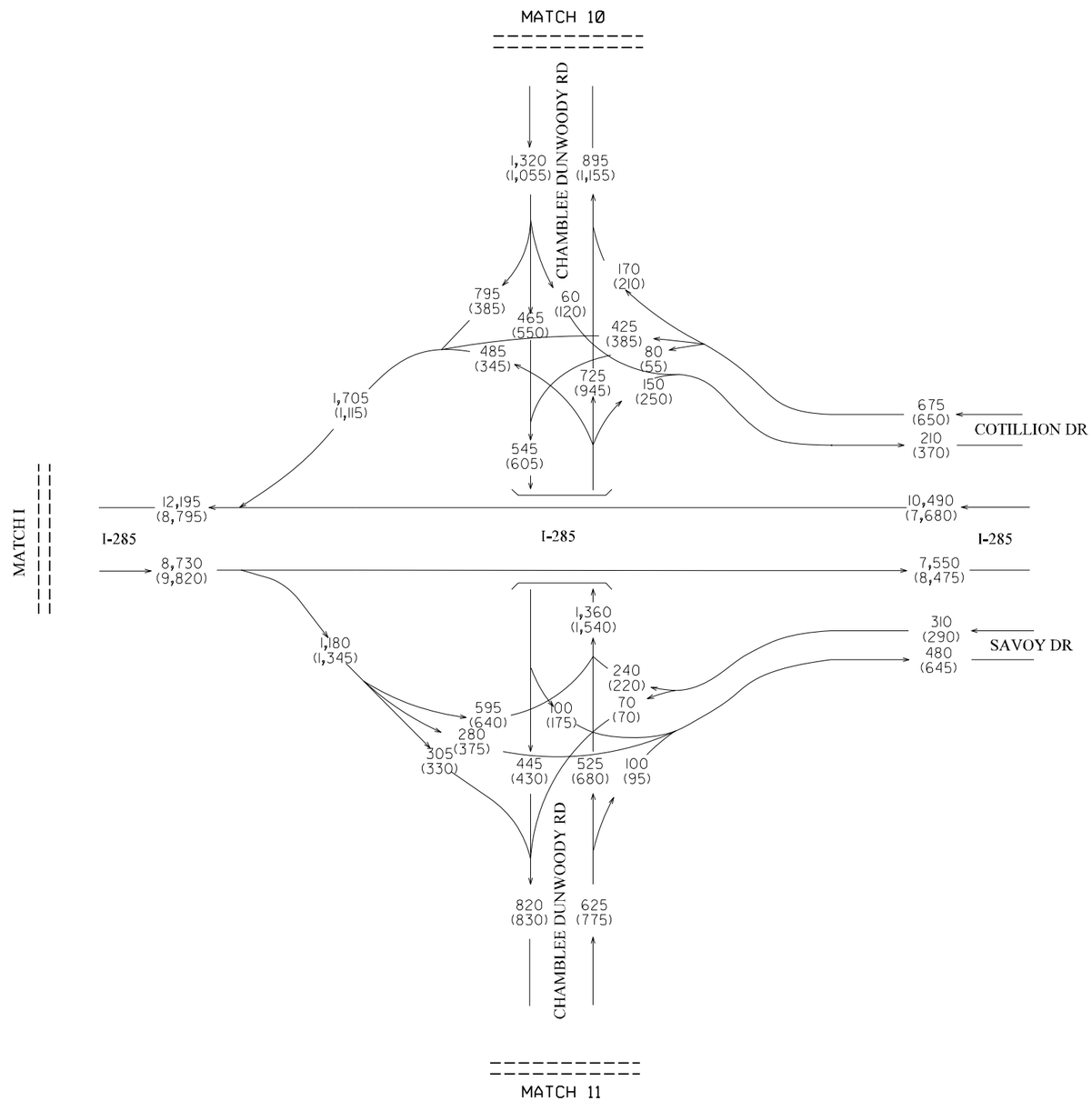
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

SR 400 FROM HAMMOND DR/ABERNATHY RD
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FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

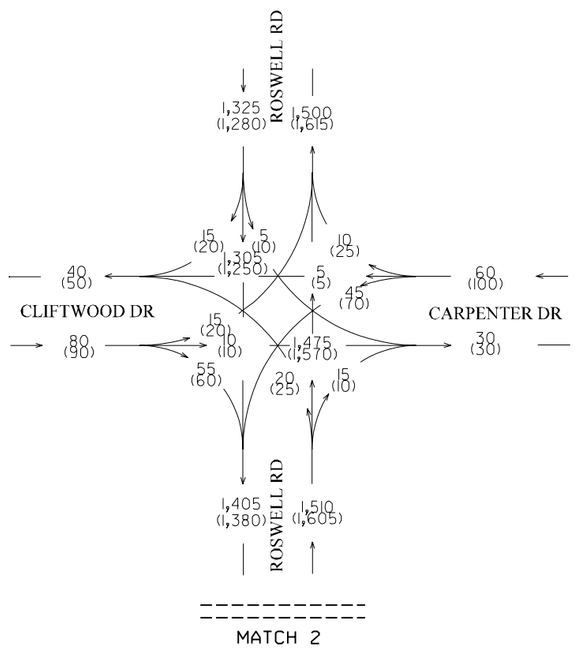
YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 5 OF 15

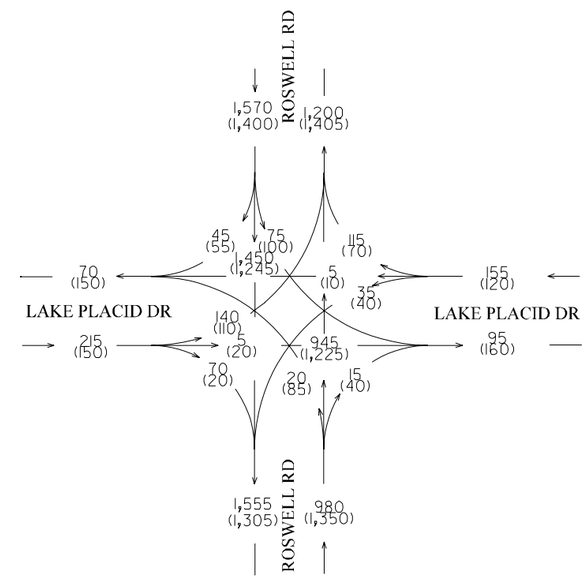
DRAWING No.
10-005

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI.721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI.721850]
FULTON COUNTY, GA

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

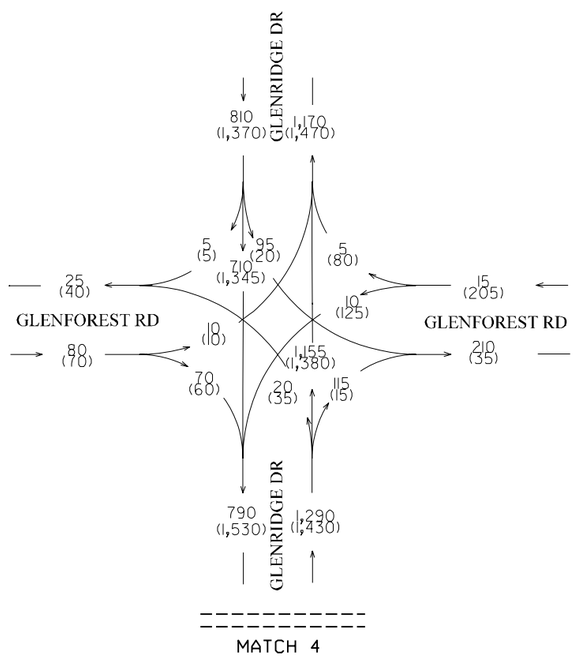
YEAR 2019 DHV NO-BUILD (PI.721850)
SHEET 6 OF 15

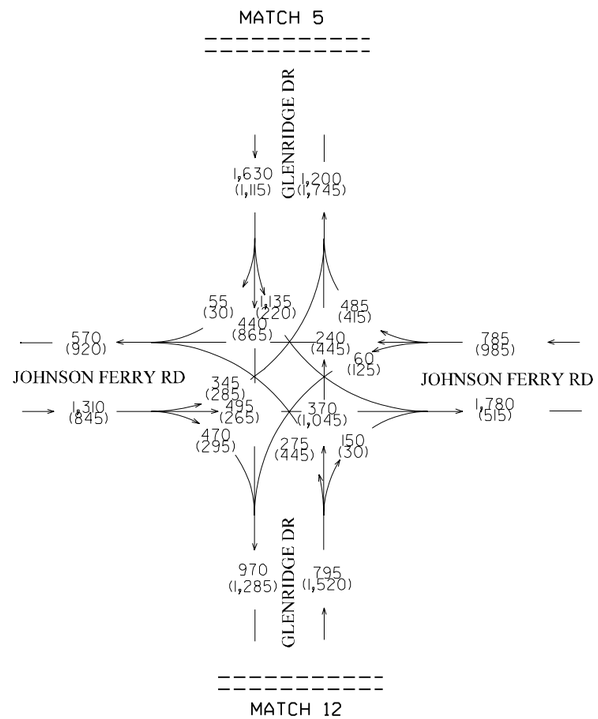
DRAWING No.
10-006

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

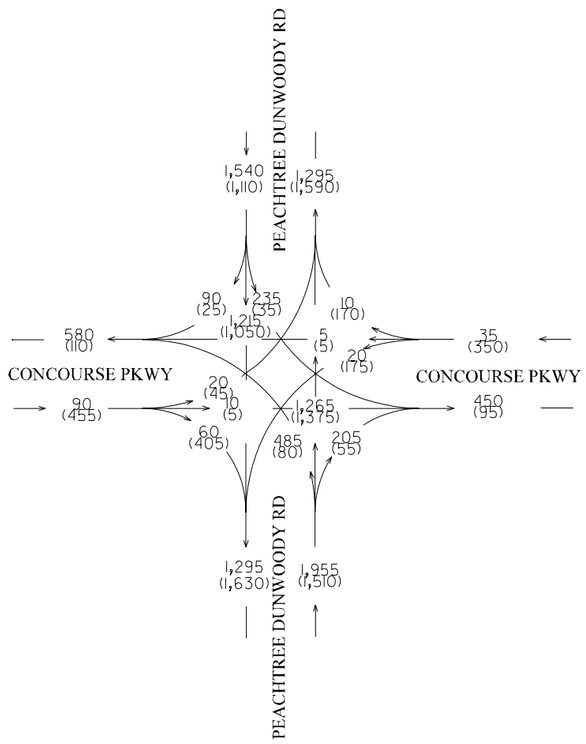
YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 7 OF 15

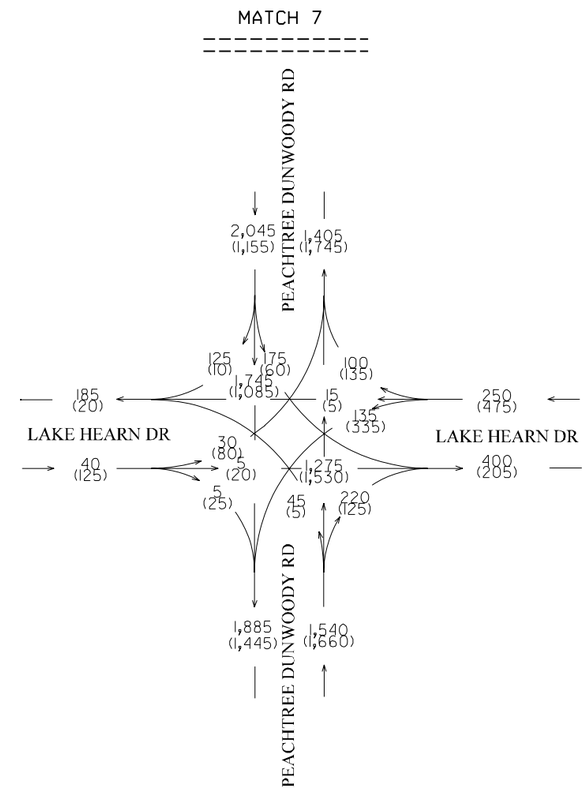
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





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THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

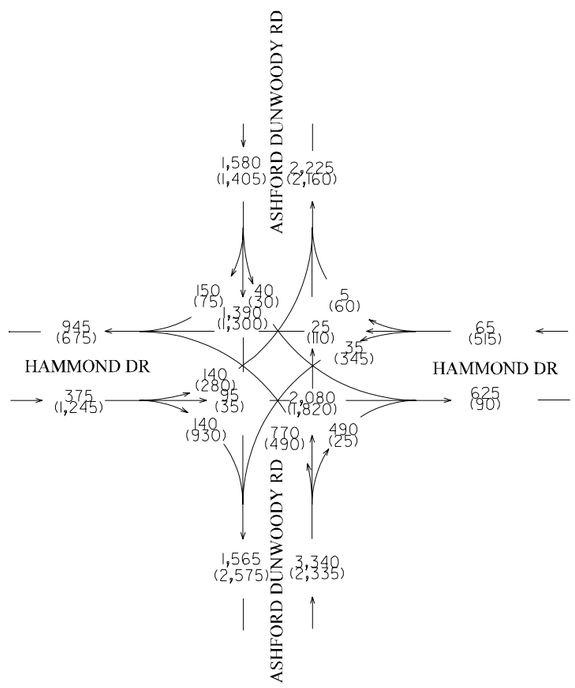
YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 8 OF 15

DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

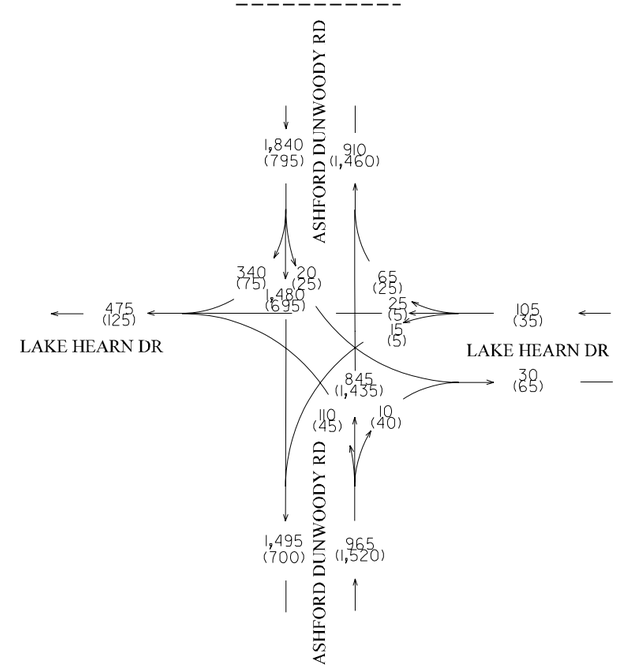
N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%



MATCH 8

MATCH 9



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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

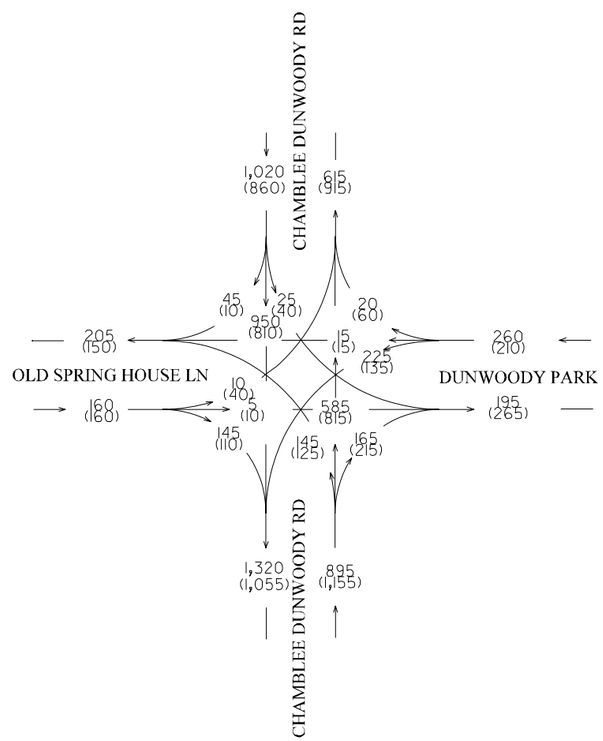
YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 9 OF 15

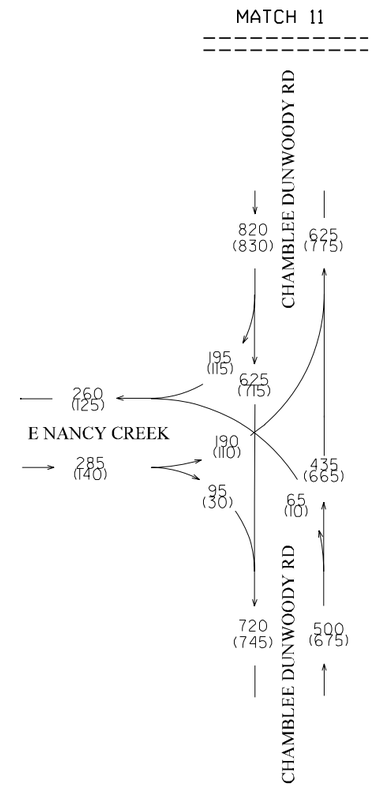
DRAWING No.
10-009

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





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FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 10 OF 15

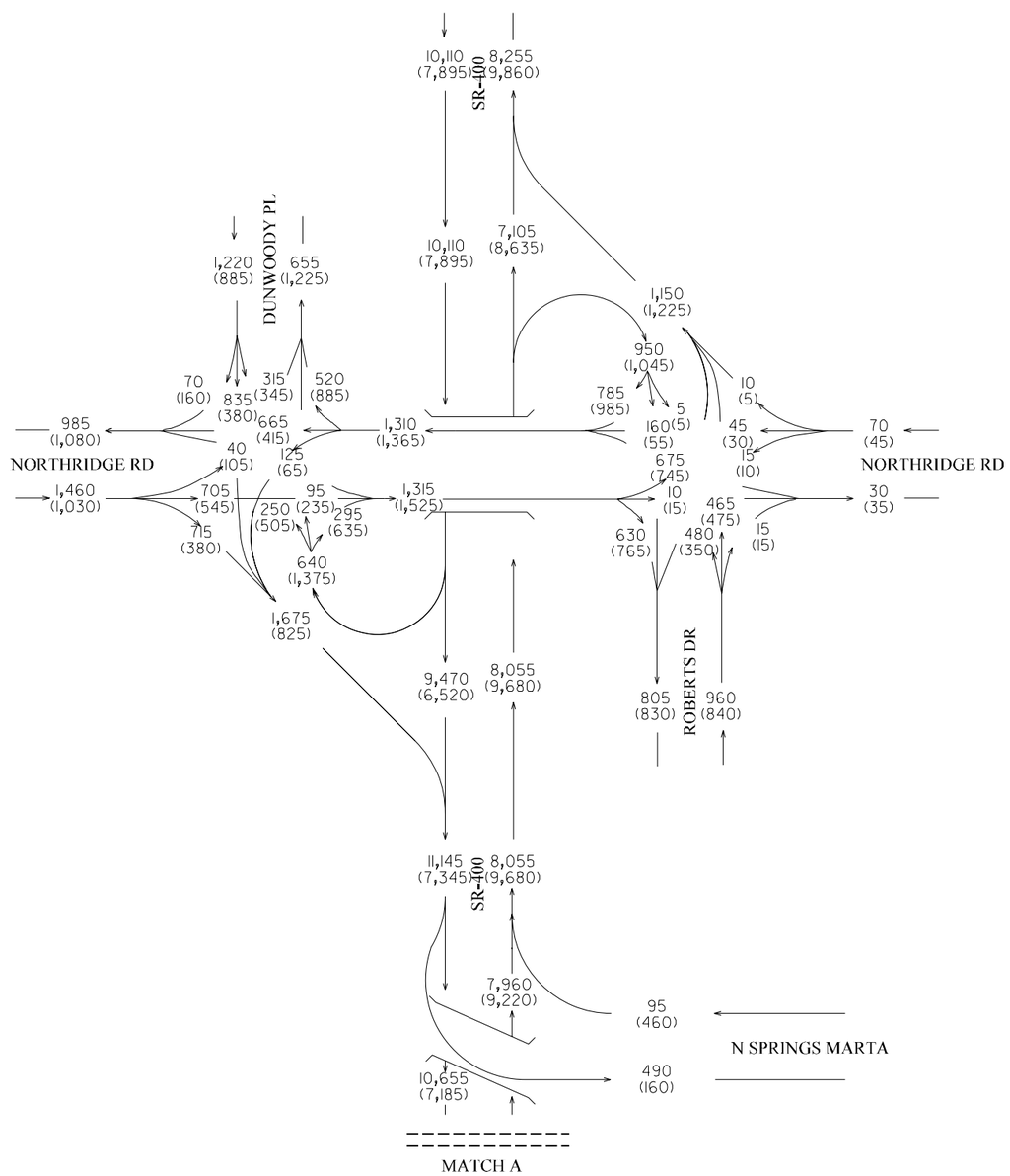
DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI.721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



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FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

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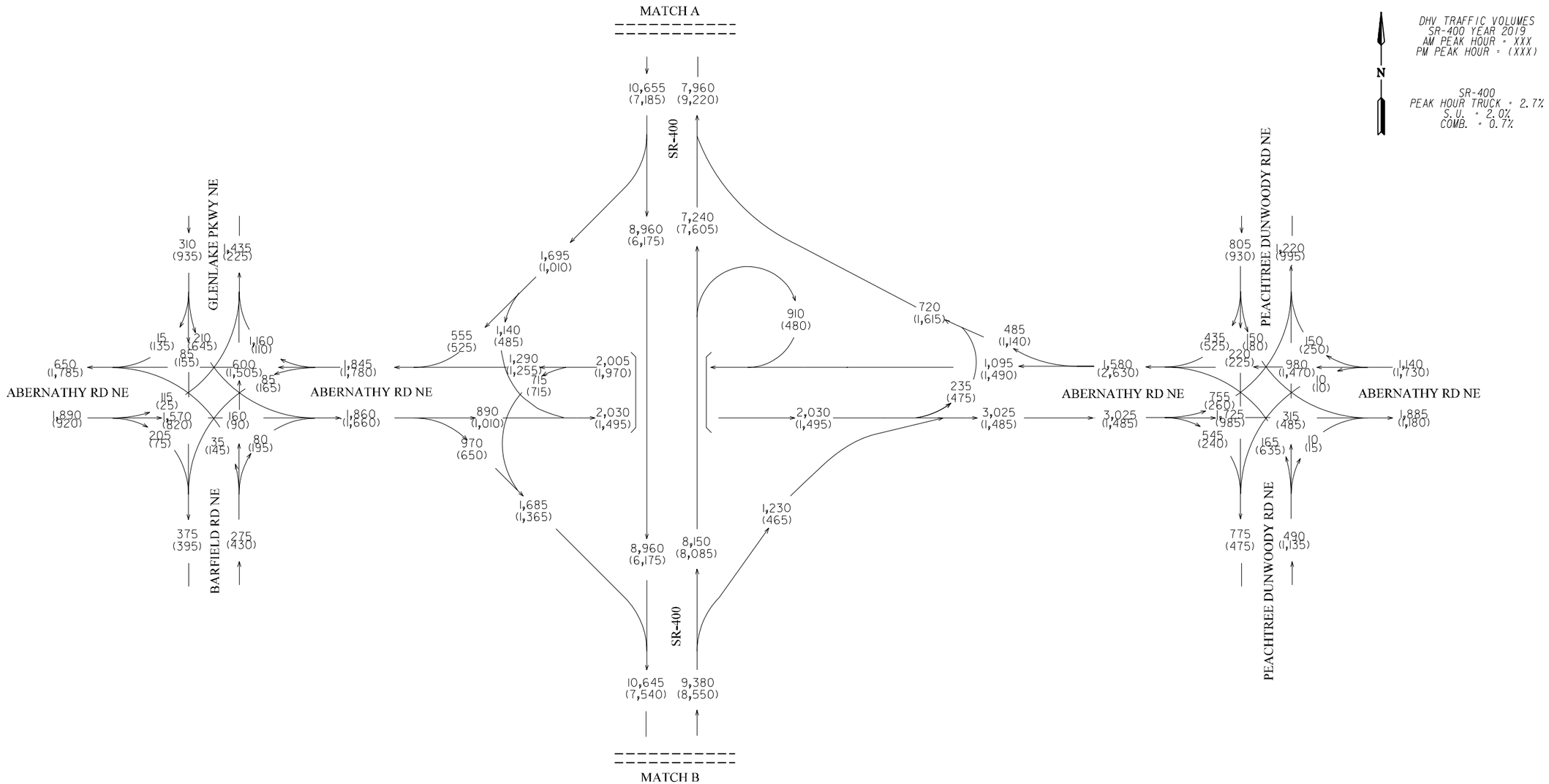
TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI.721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
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REVISION DATES		

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DEPARTMENT OF TRSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 12 OF 15

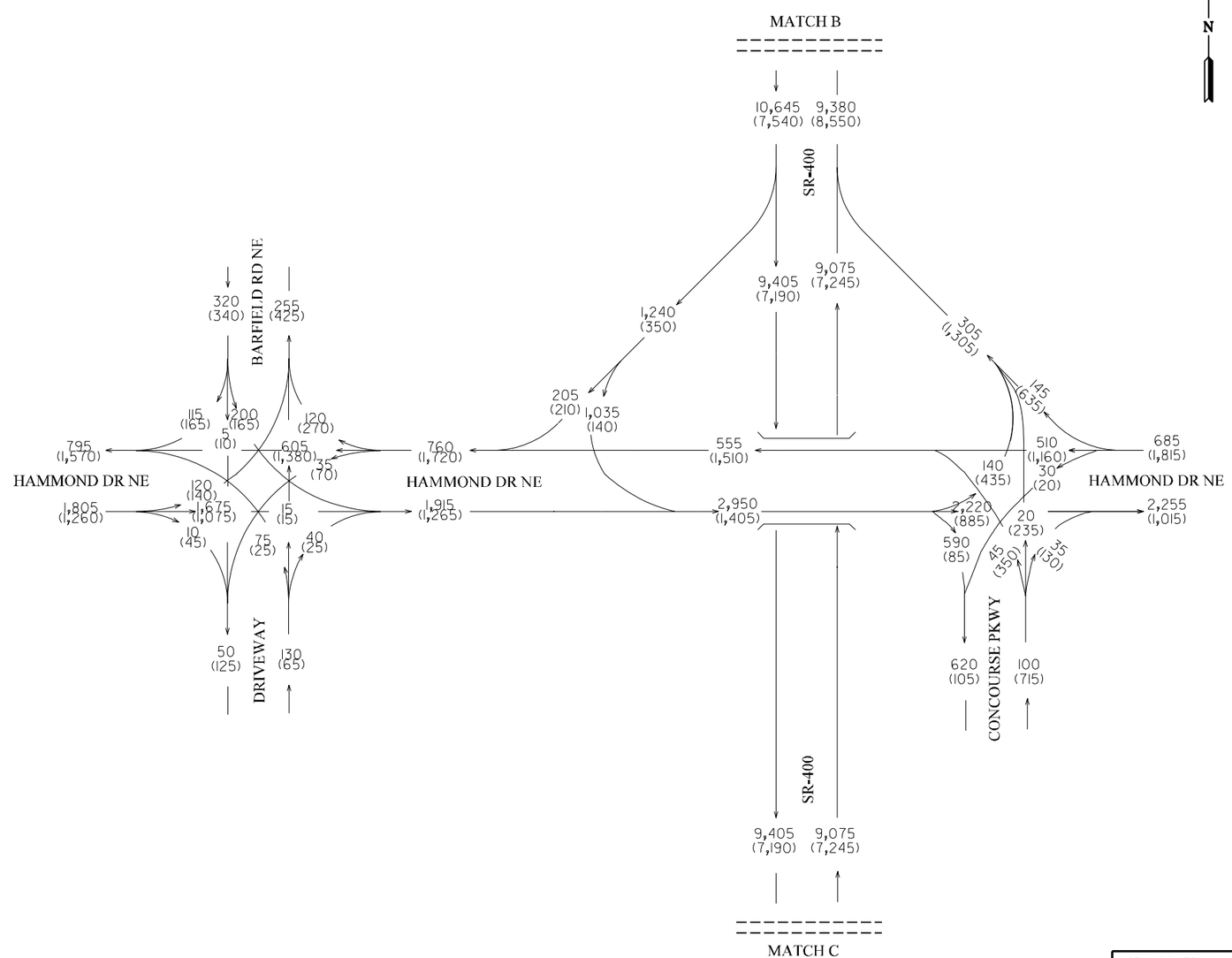
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI.721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI.721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

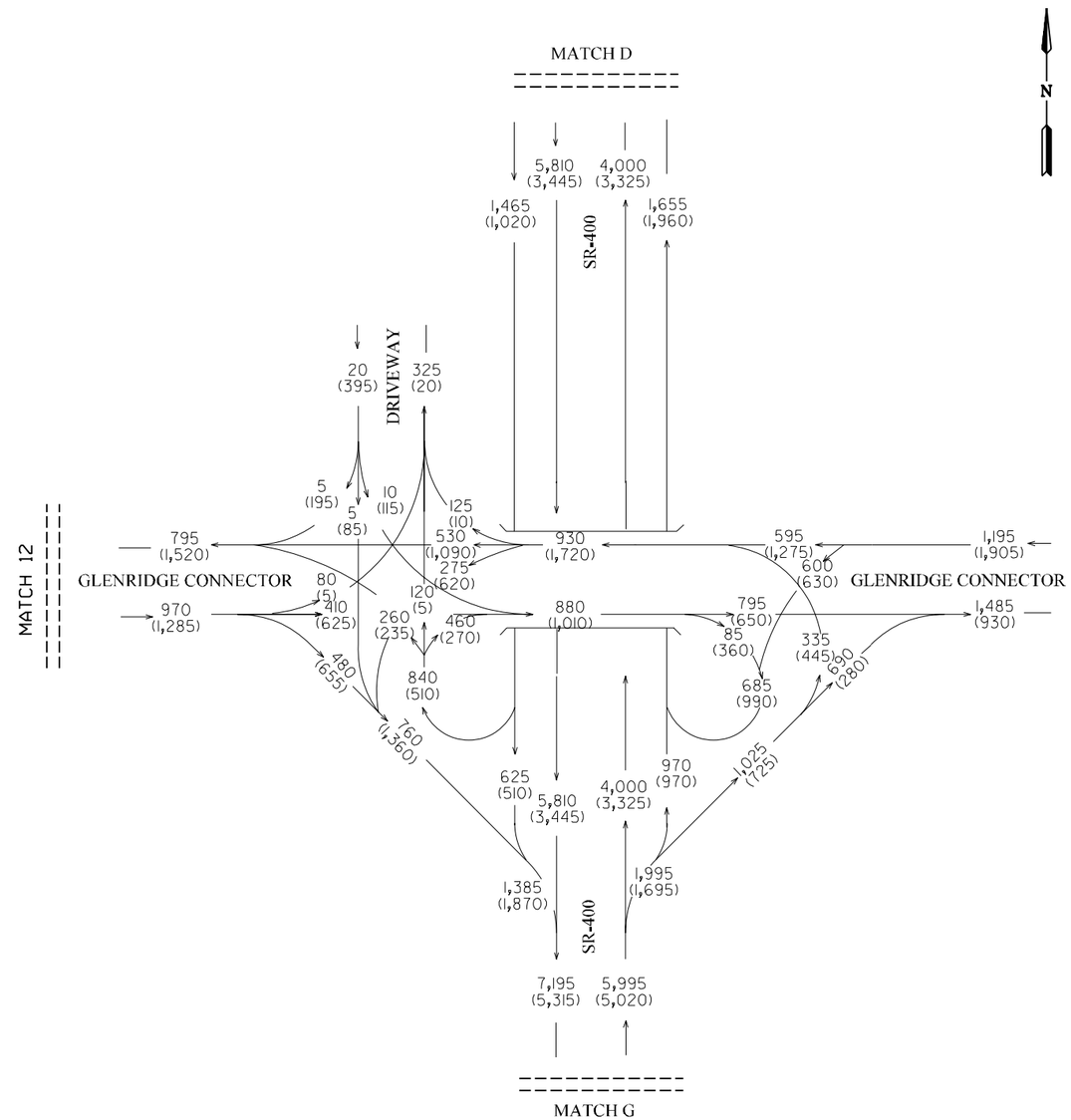
YEAR 2019 DHV NO-BUILD (PI.721850)
SHEET 13 OF 15

DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #2

YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 14 OF 15

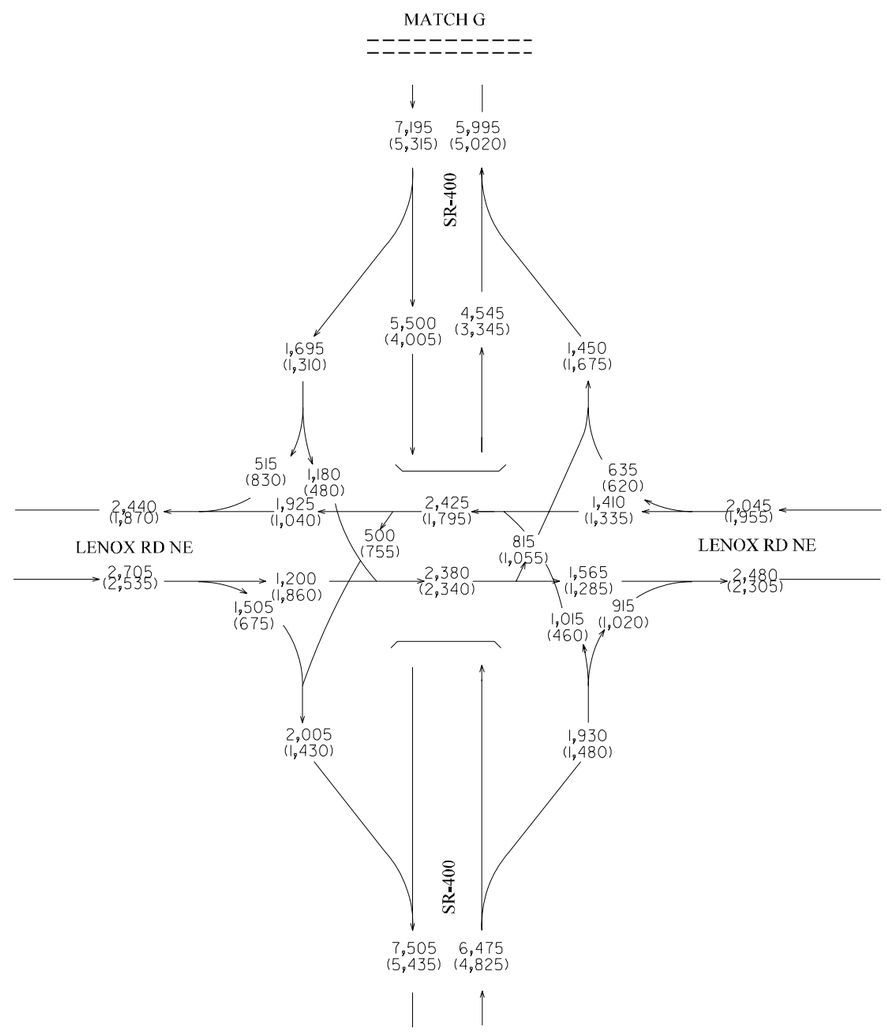
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

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DEPARTMENT OF TRSPORTATION

OFFICE OF PLANNING

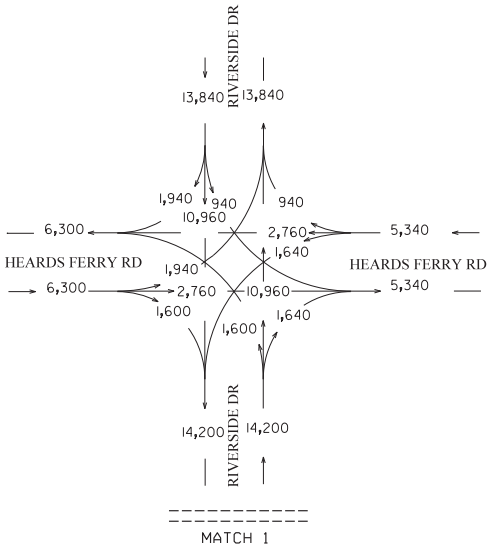
TRAFFIC DIAGRAM
SCENARIO #2

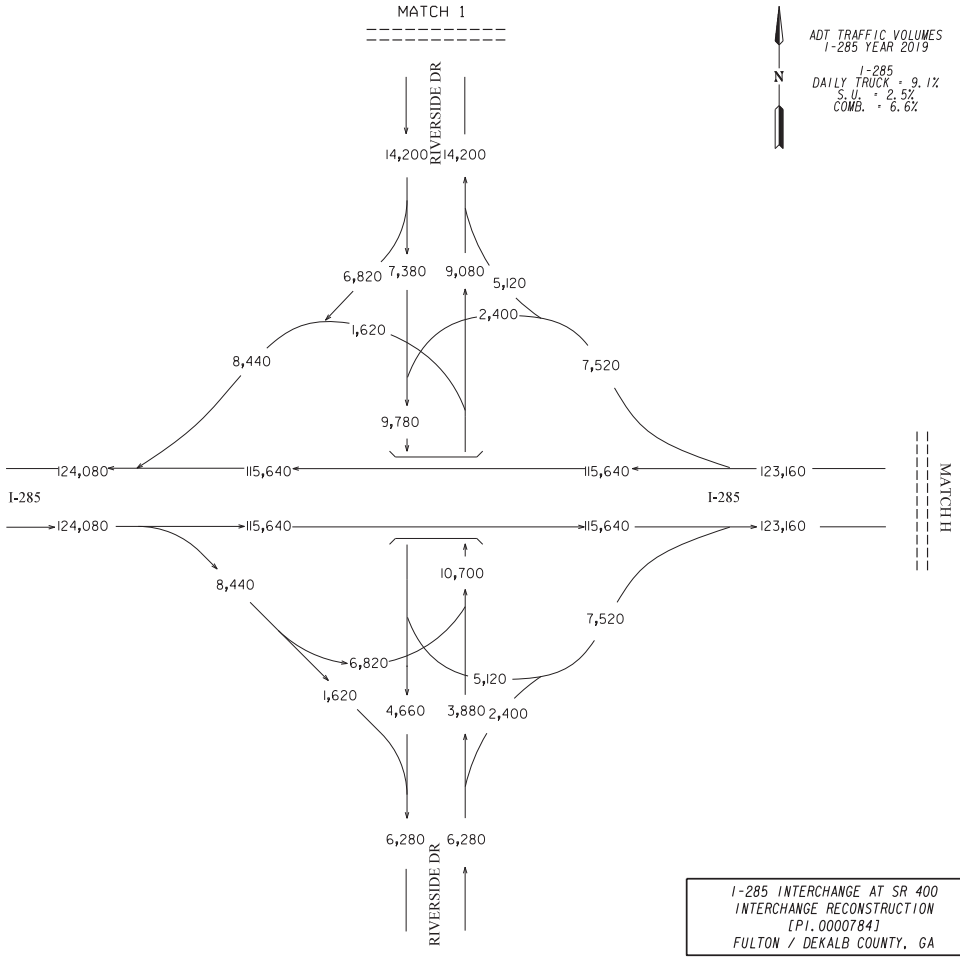
YEAR 2019 DHV NO-BUILD (PI. 721850)
SHEET 15 OF 15

DRAWING No.
10-015

PI 0000784
SCENARIO #3
YEAR 2019 NO-BUILD

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		





ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

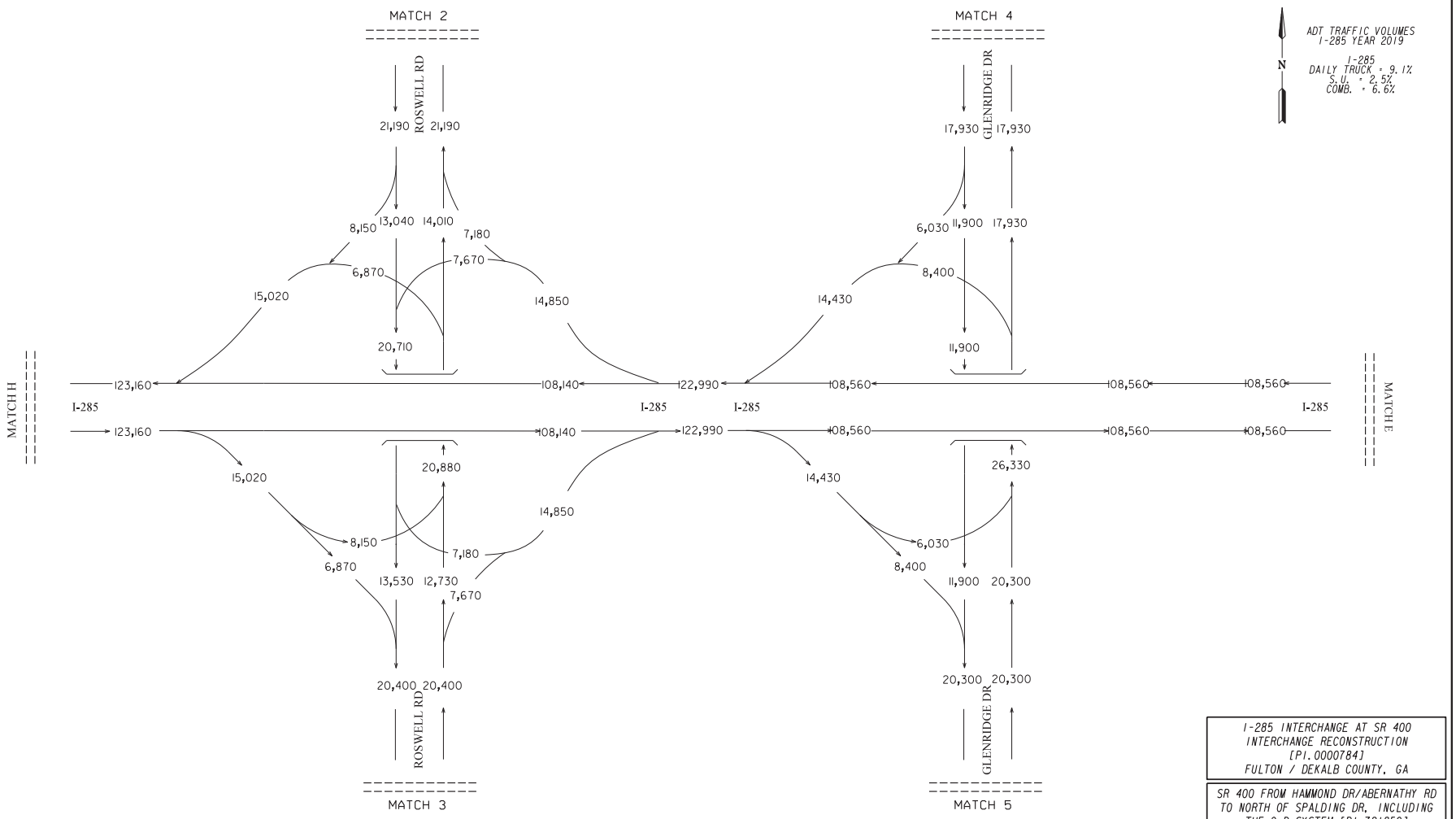
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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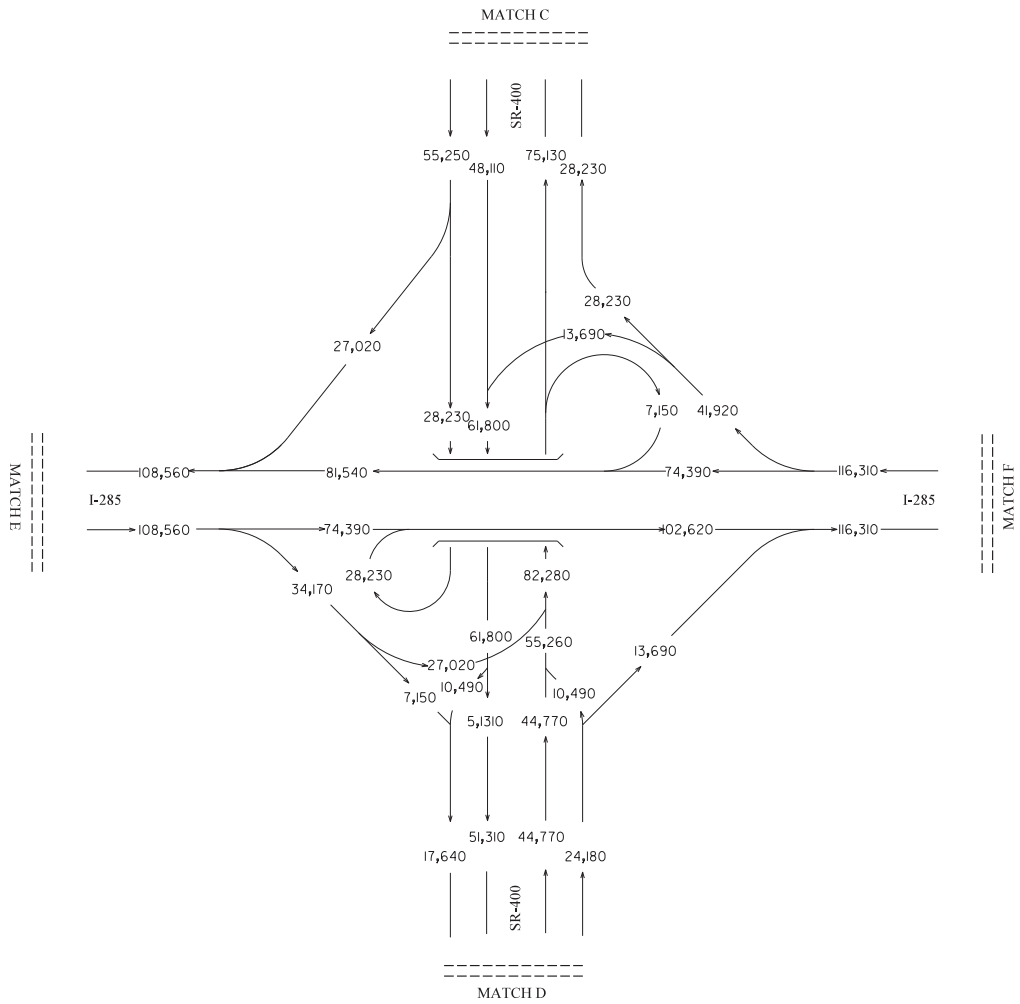
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI. 721850]
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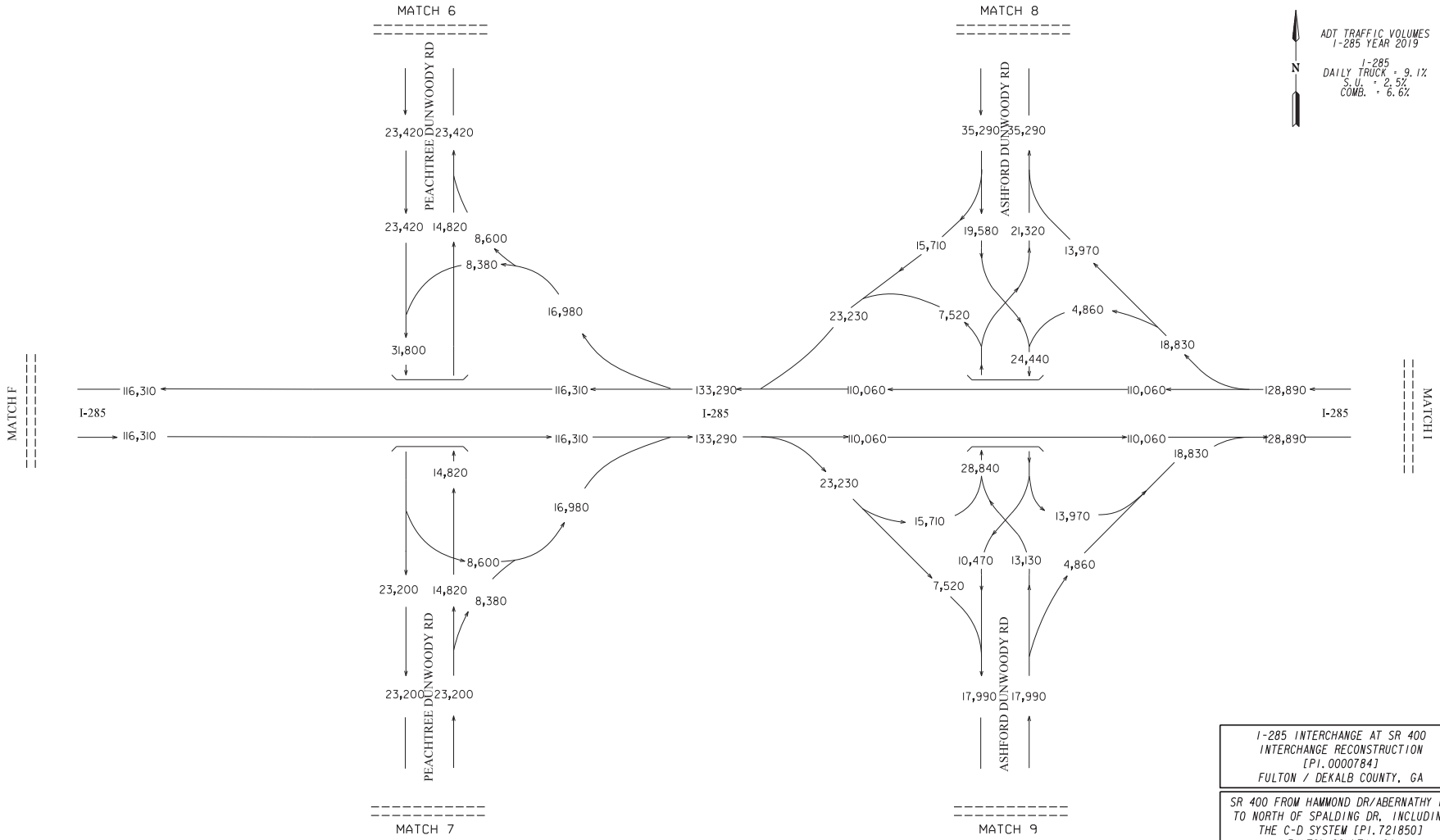
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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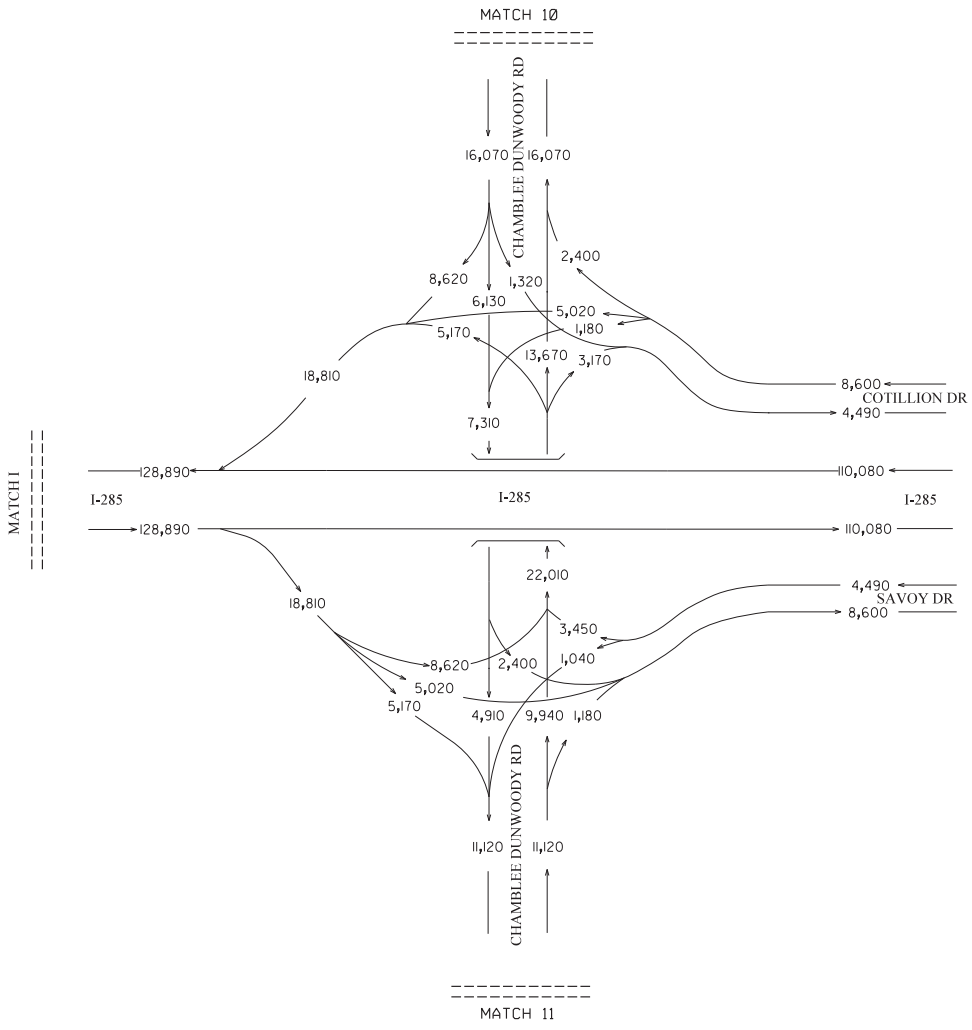
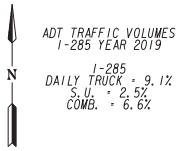
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 5 OF 15

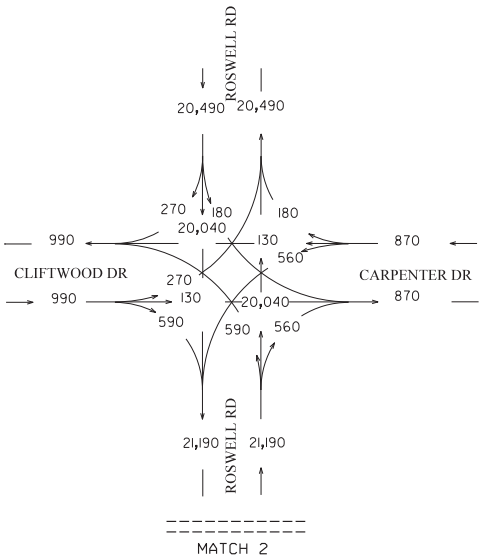
DRAWING No.
10-005

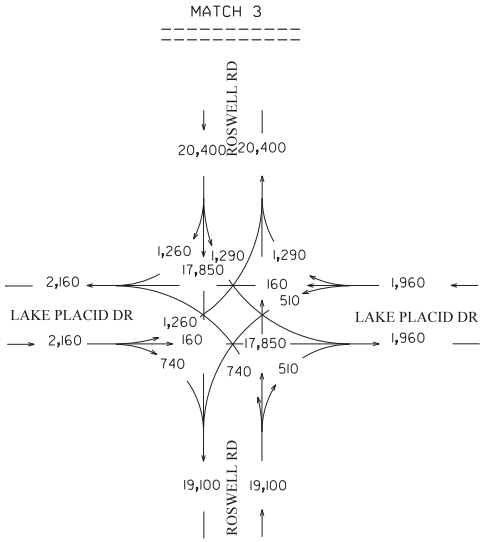
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 6 OF 15

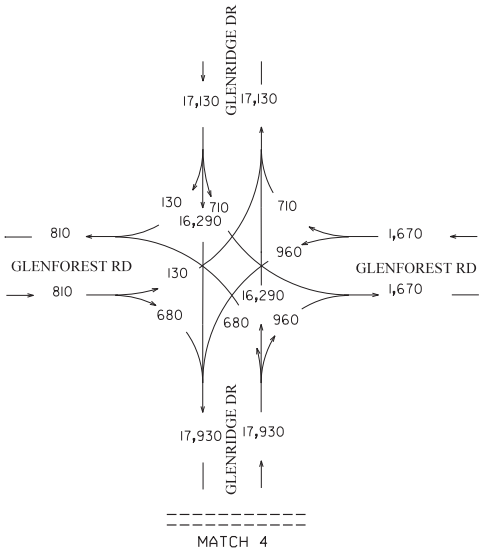
DRAWING No.
10-006

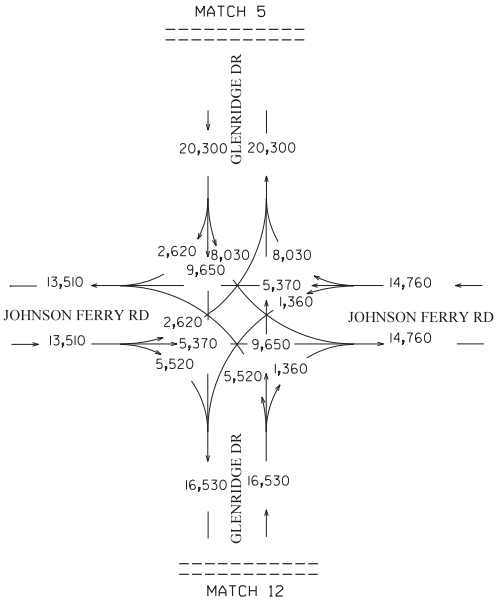
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 7 OF 15

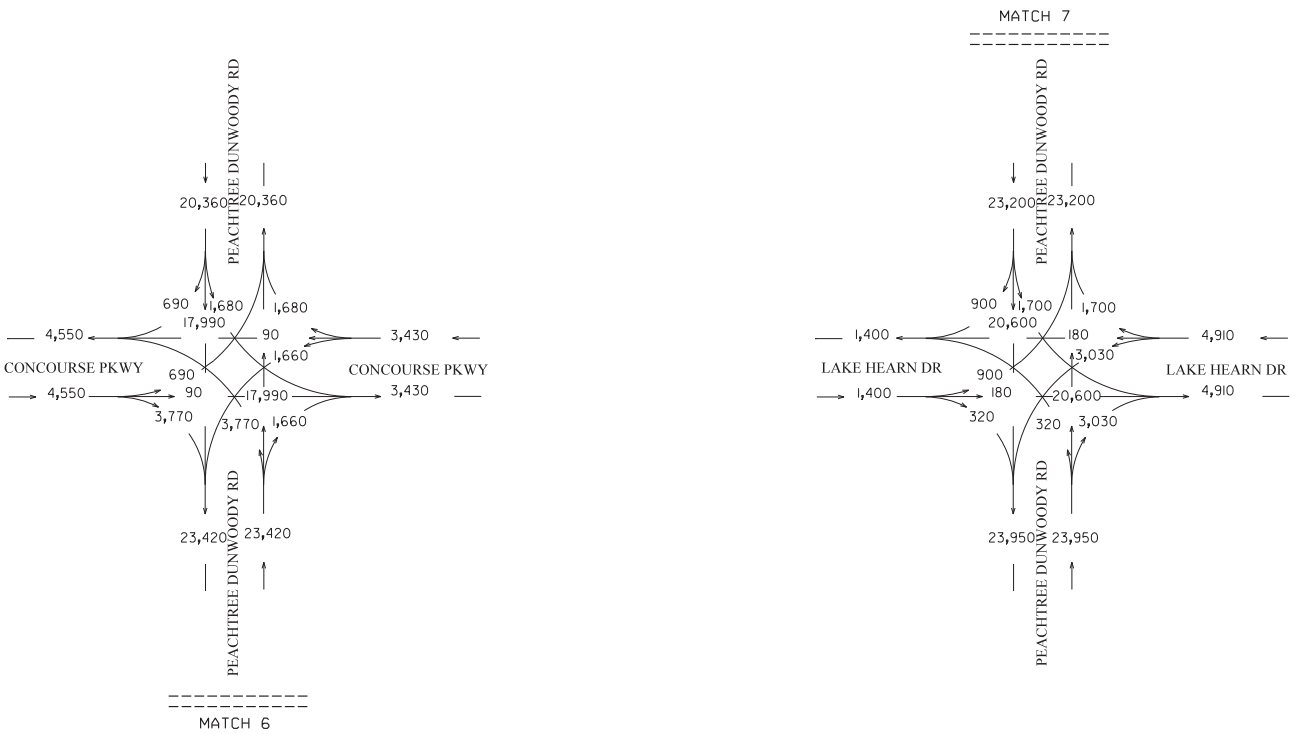
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 8 OF 15

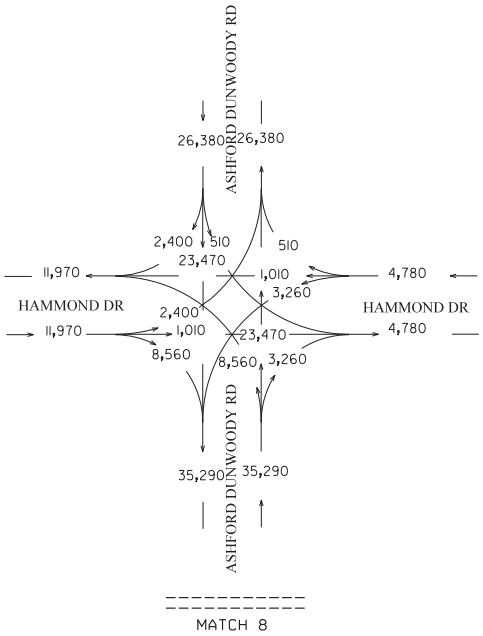
DRAWING No.
10-008

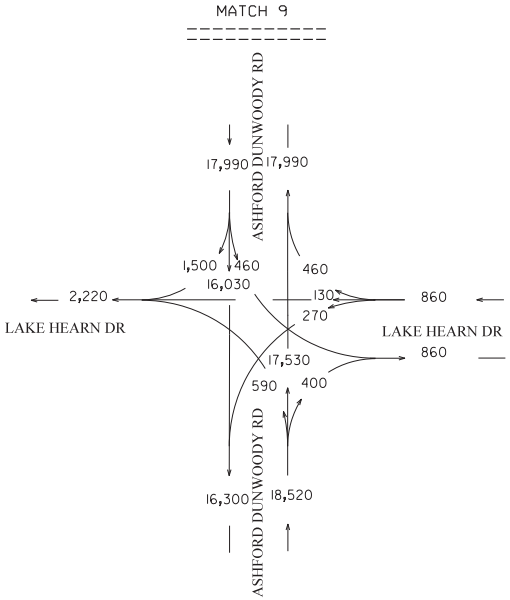
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 9 OF 15

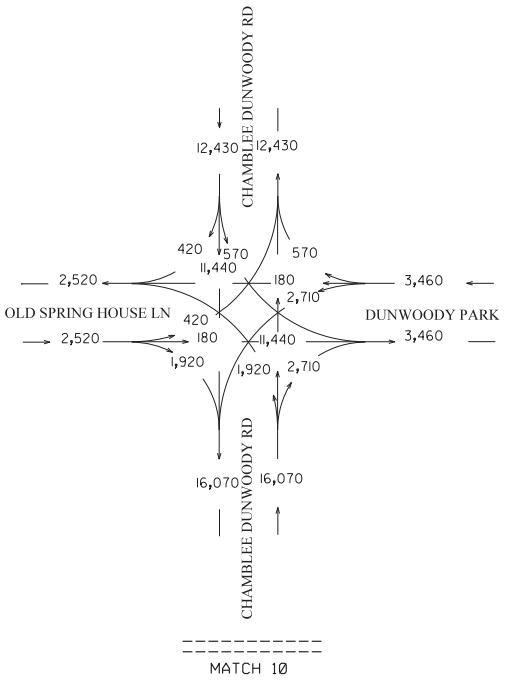
DRAWING No.
10-009

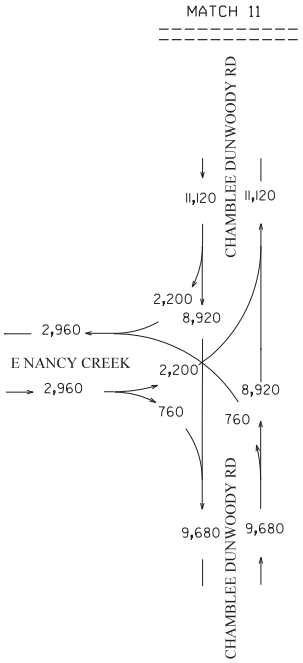
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 10 OF 15

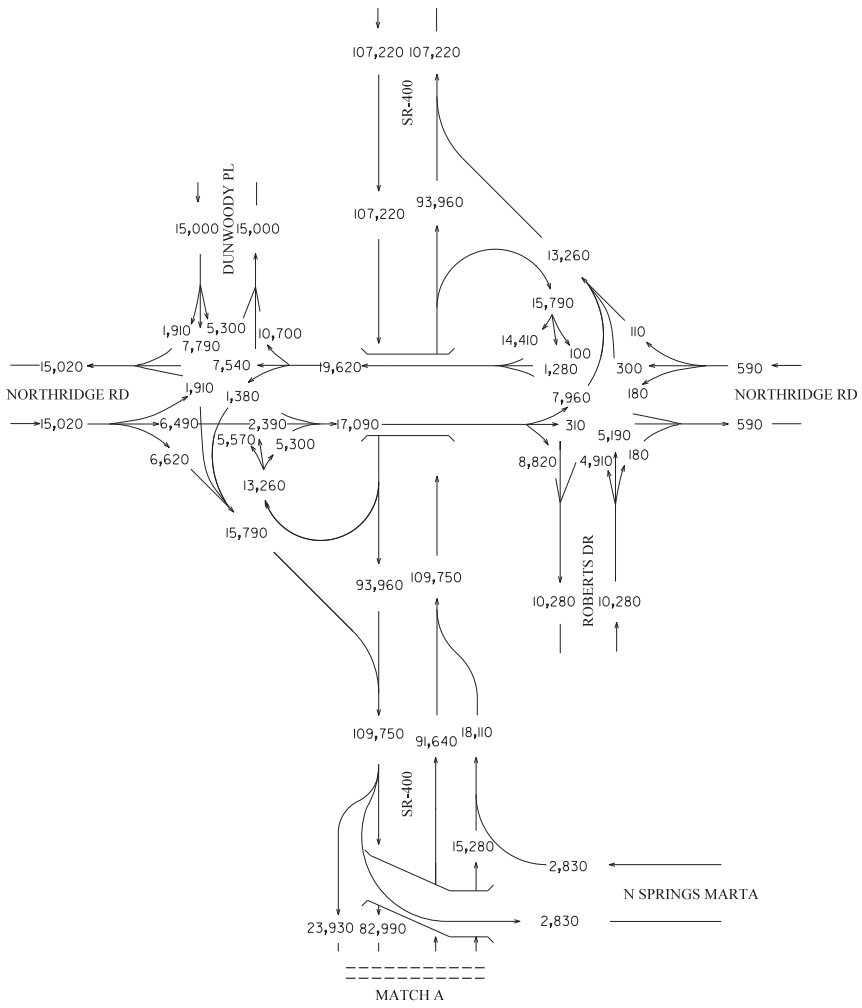
DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

N

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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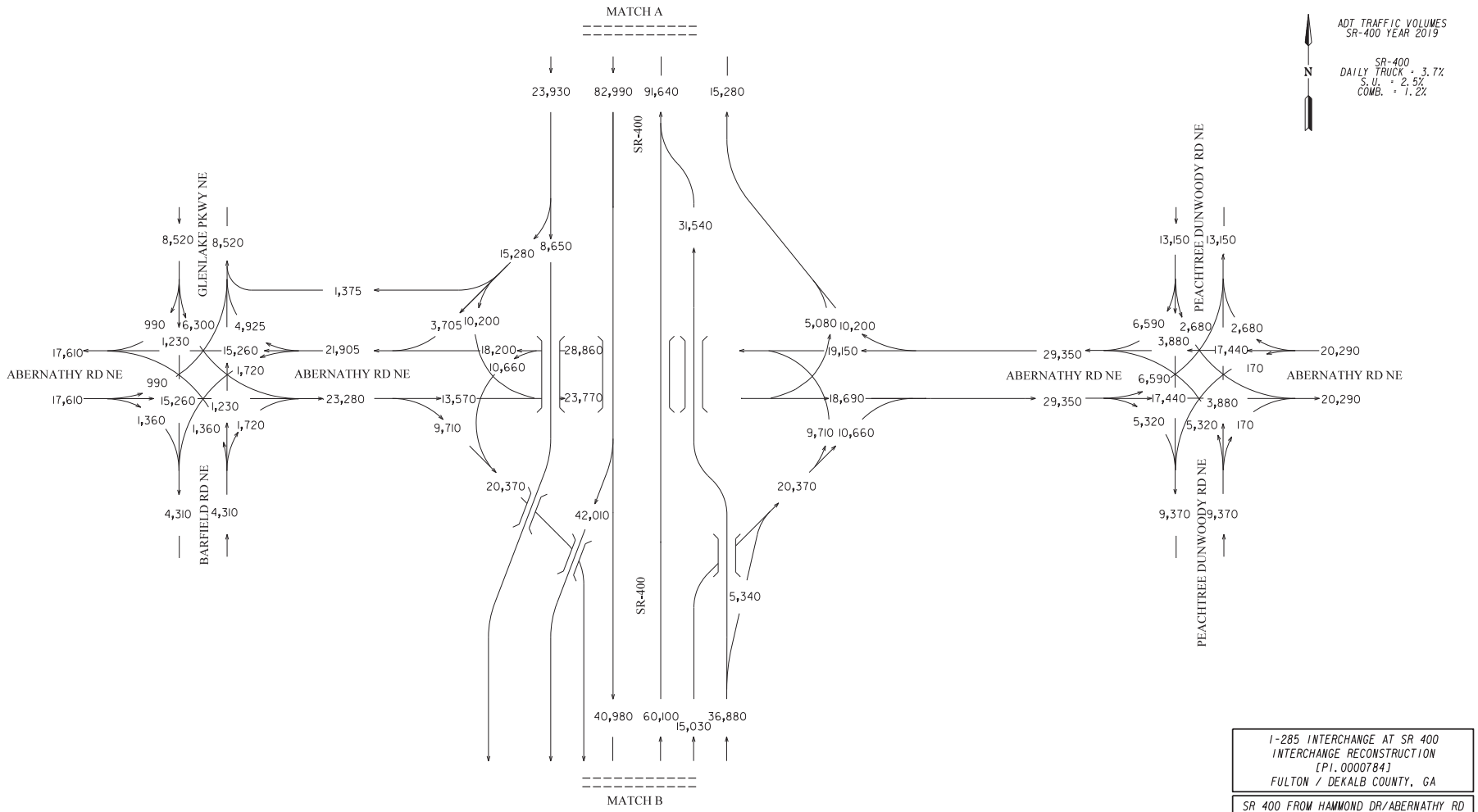
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 12 OF 15

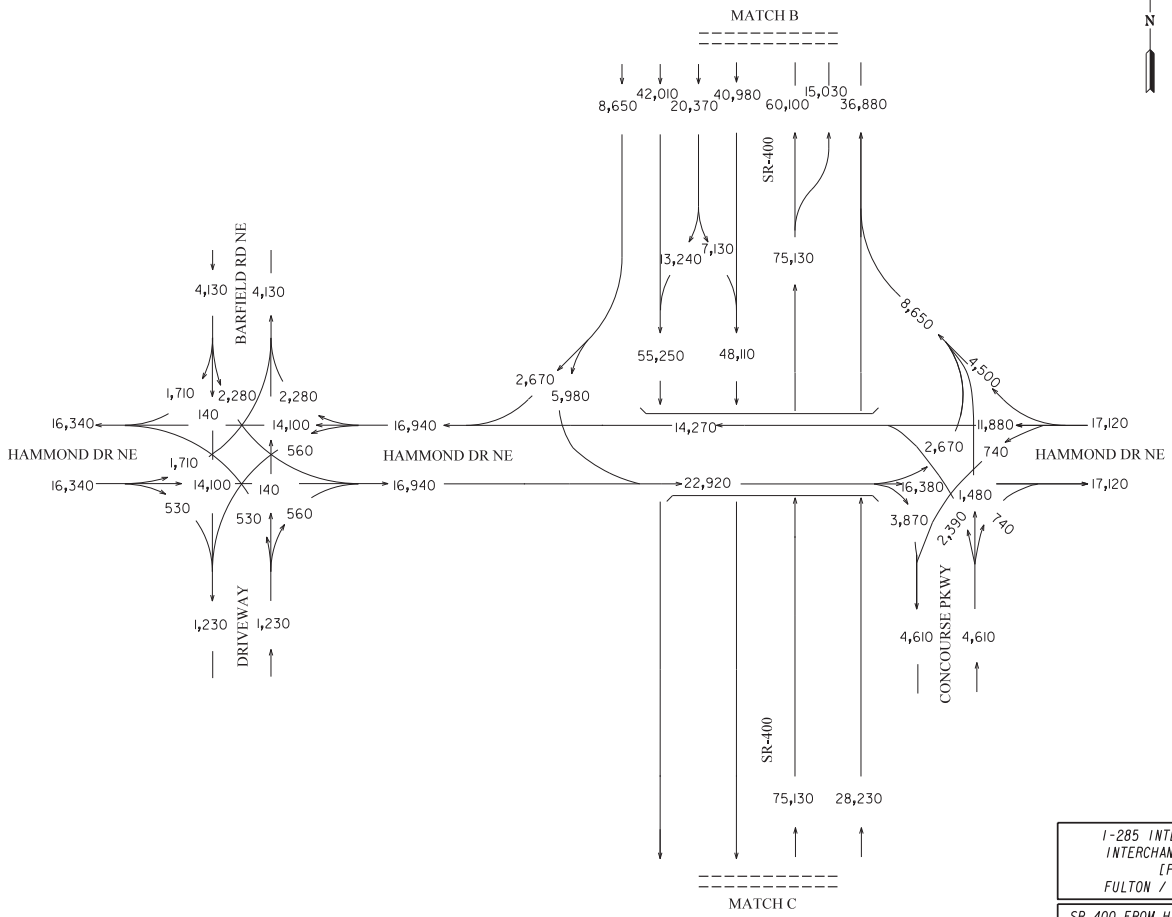
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 13 OF 15

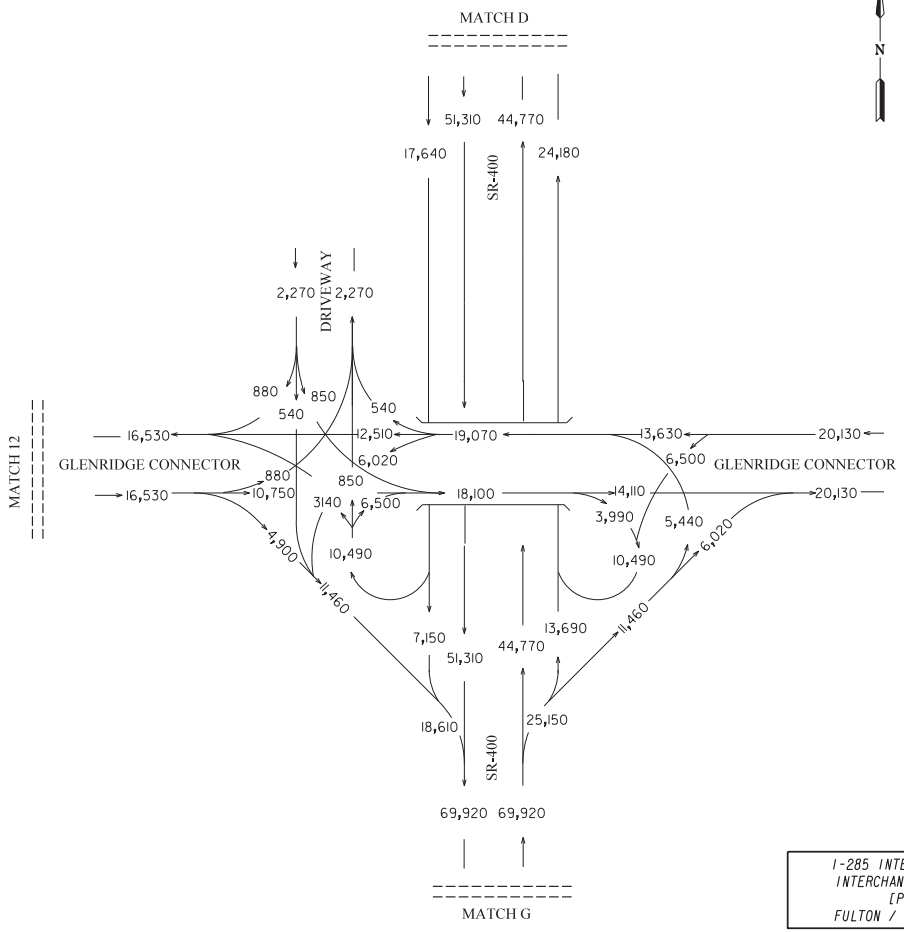
DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 14 OF 15

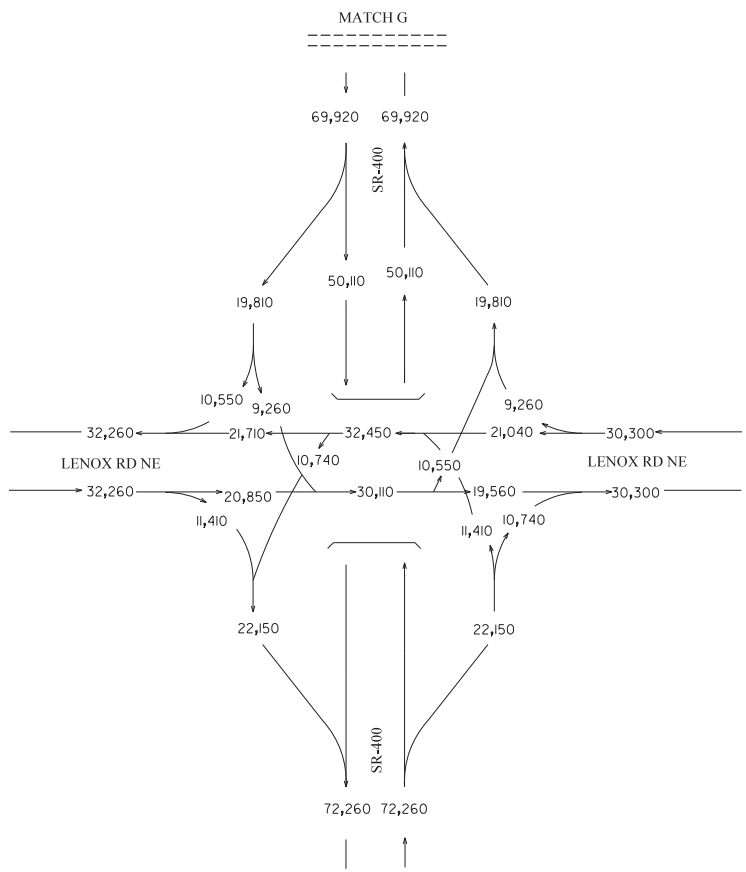
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

N

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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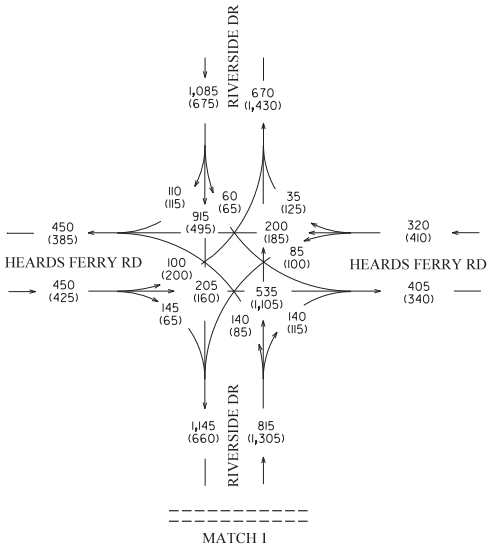
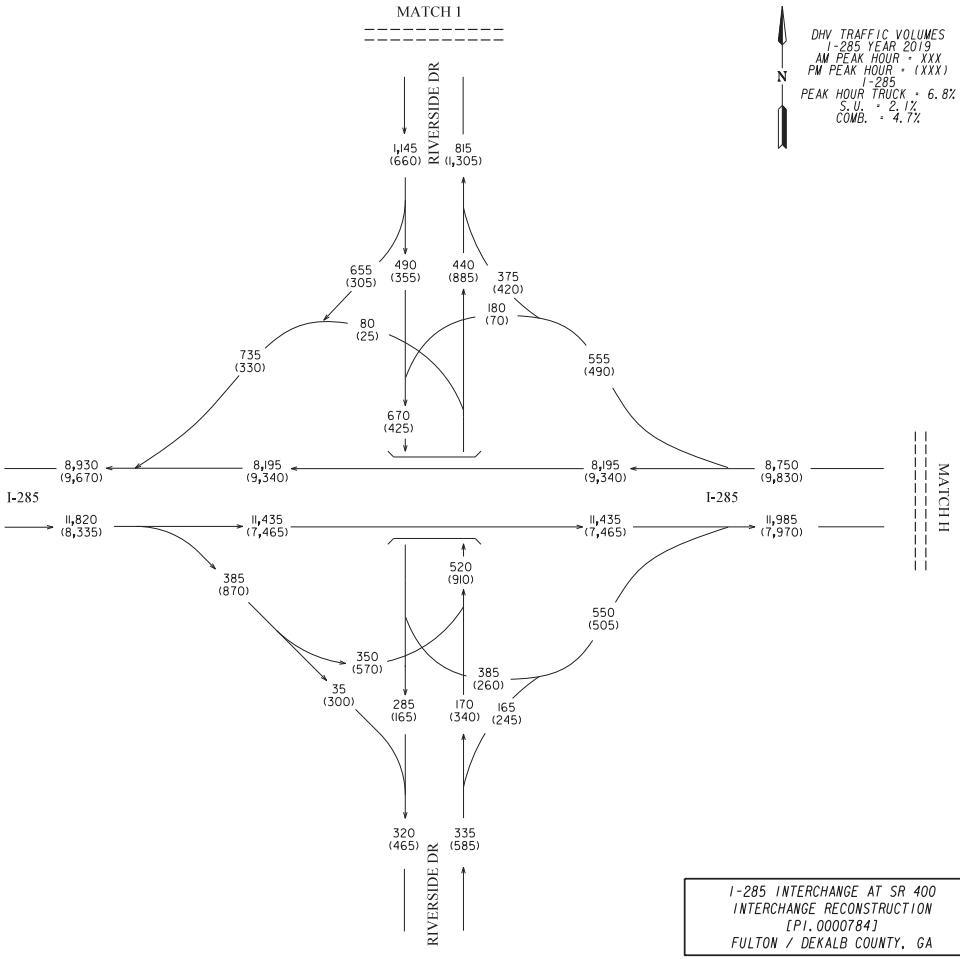
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 ADT BUILD (PI. 721850)
YEAR 2019 ADT NO-BUILD (PI. 0000784)
SHEET 15 OF 15

DRAWING No.
10-015

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		





N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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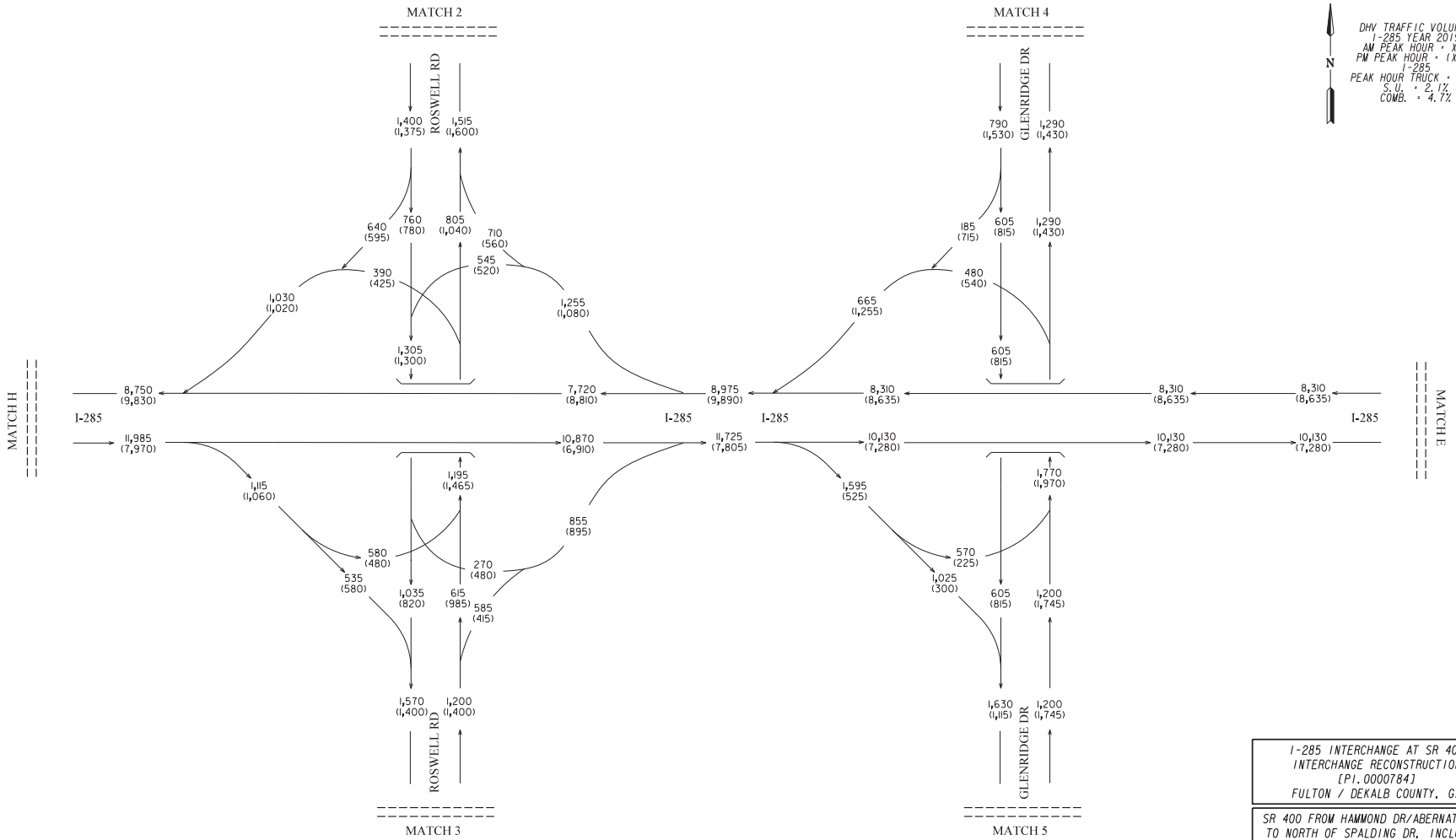
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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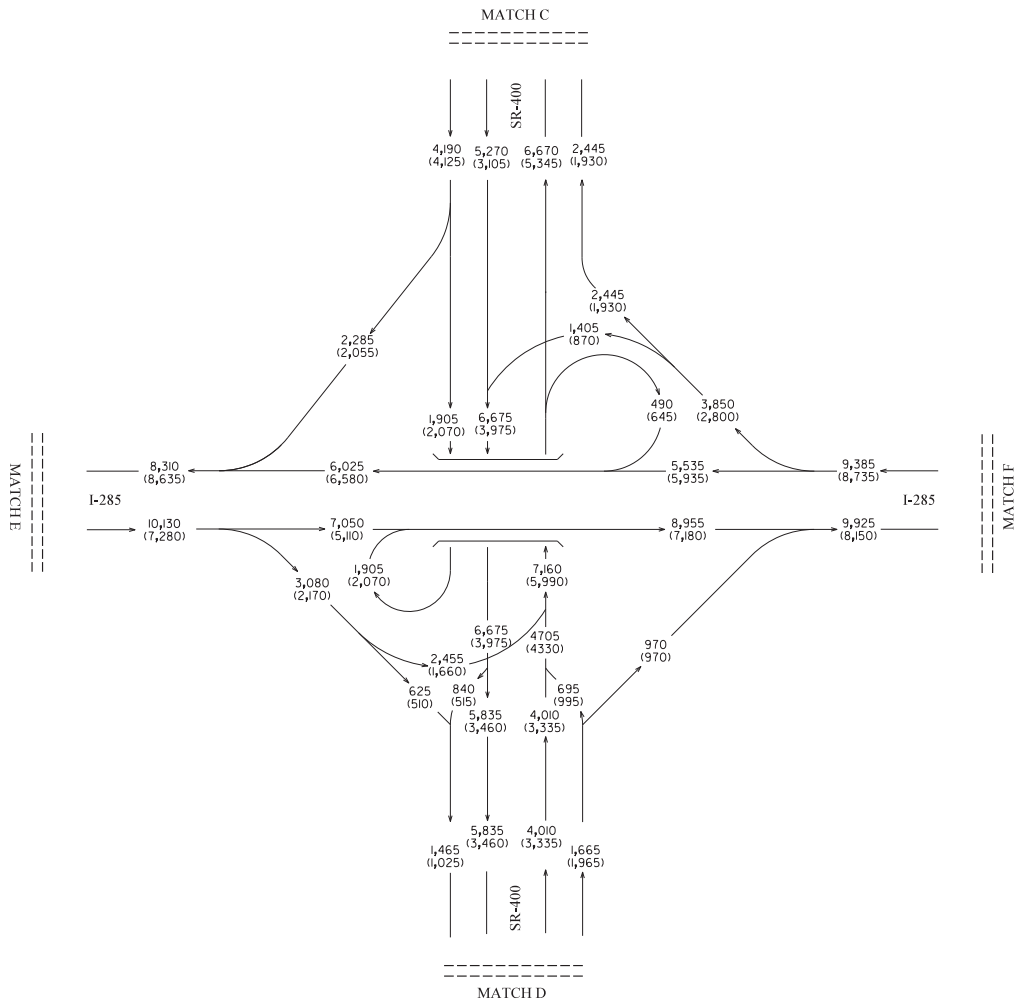
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI. 721850]
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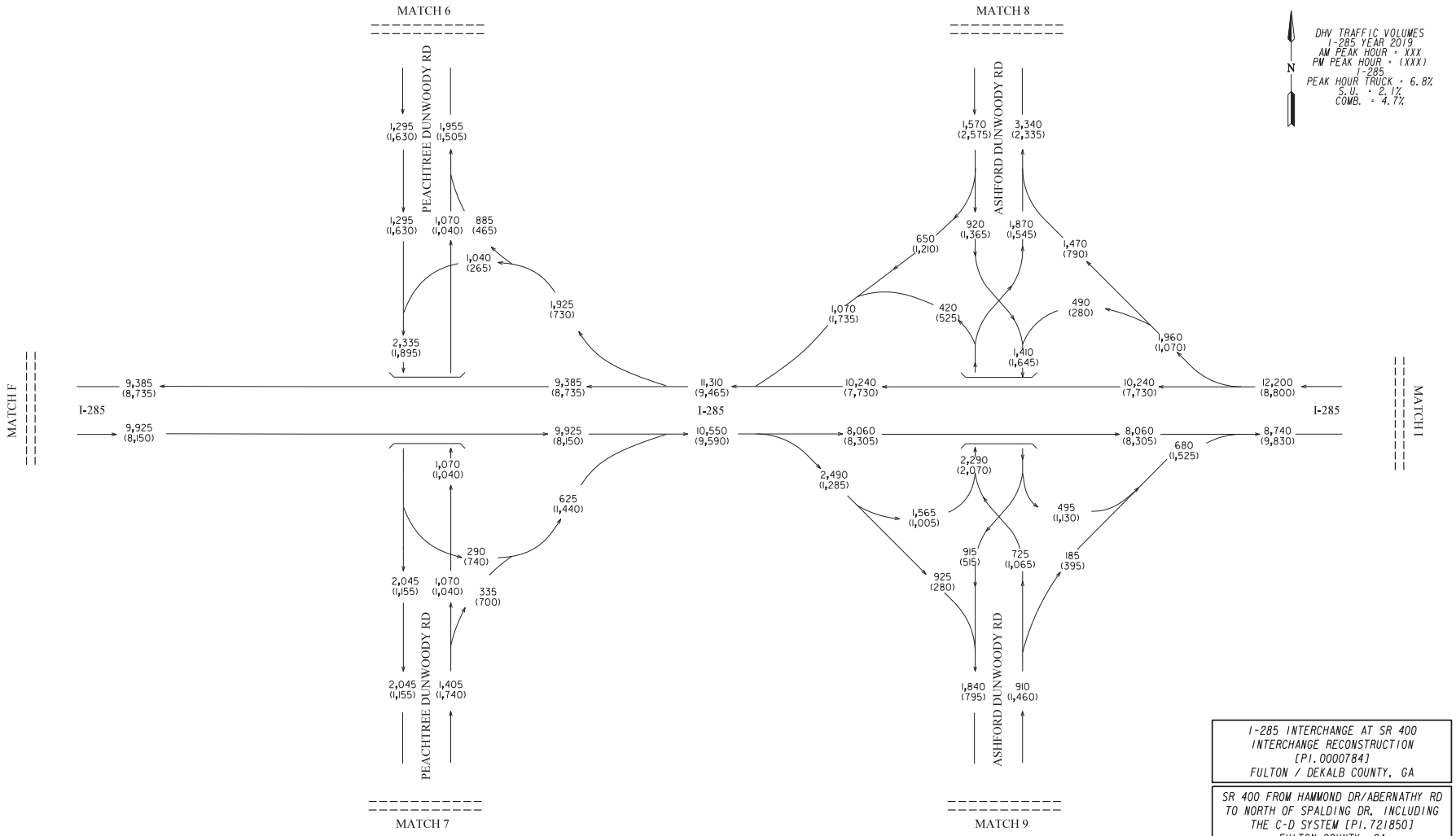
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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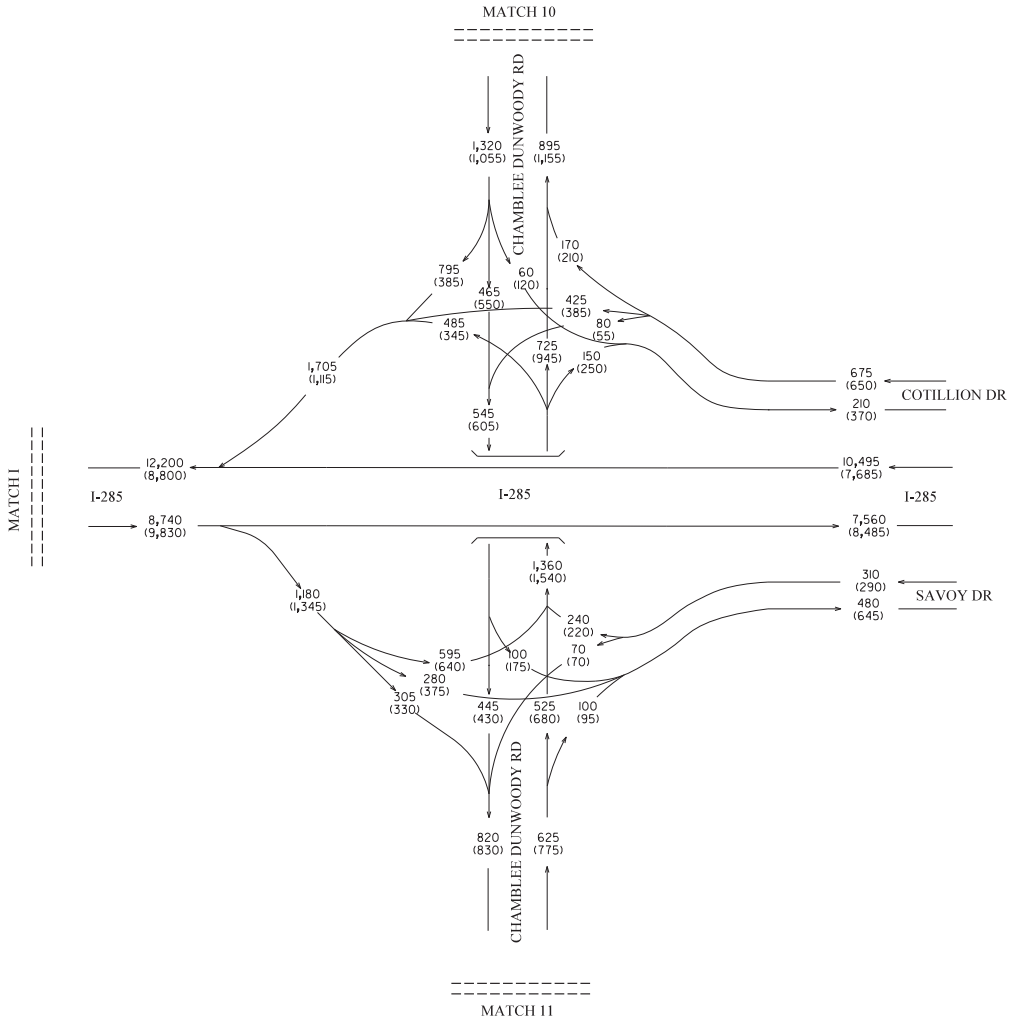
TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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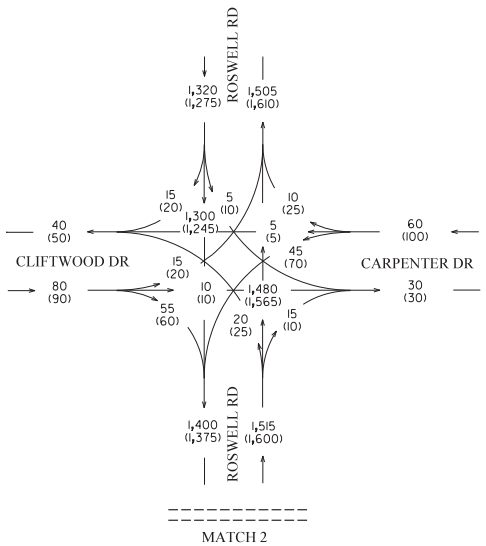
TRAFFIC DIAGRAM
SCENARIO #3
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 5 OF 15

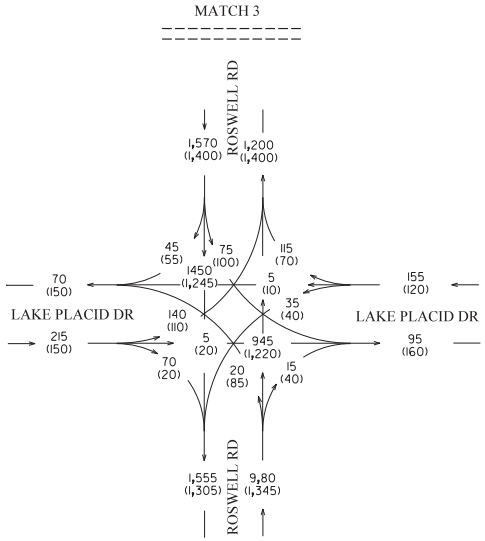
DRAWING No.
10-005

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

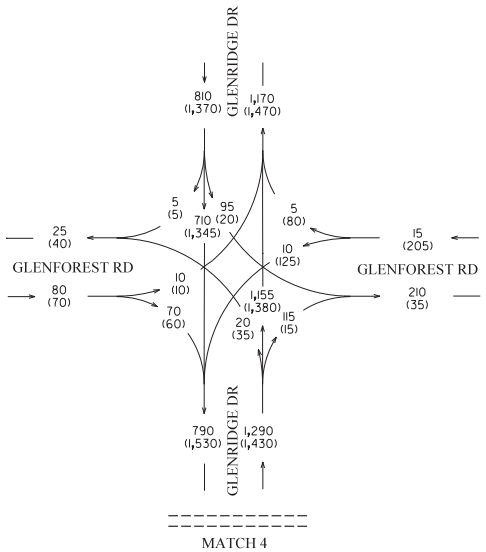
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 6 OF 15

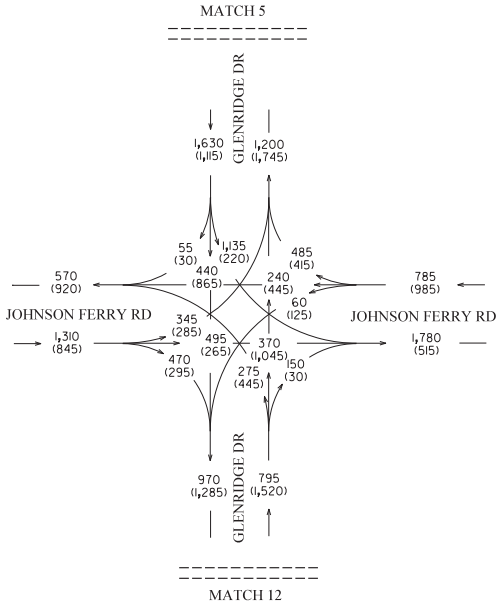
DRAWING No.
10-006

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

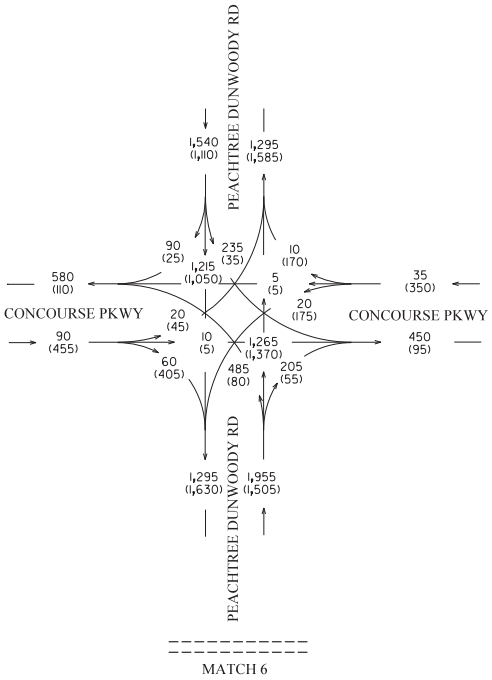
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 7 OF 15

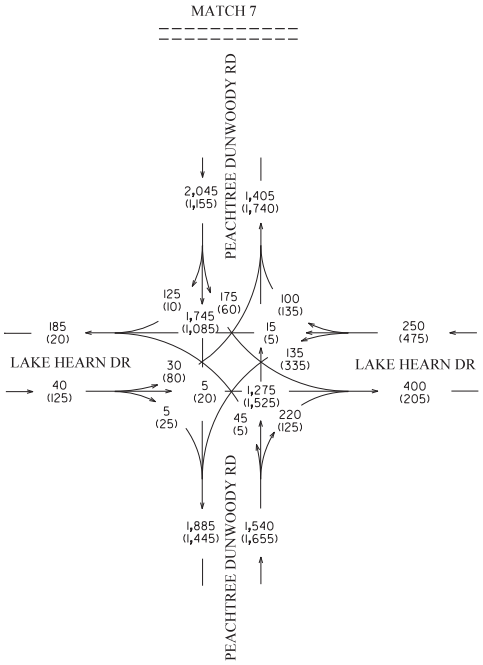
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

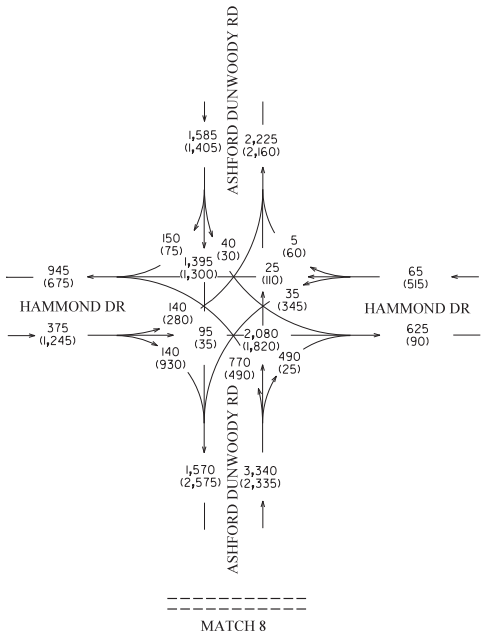
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 8 OF 15

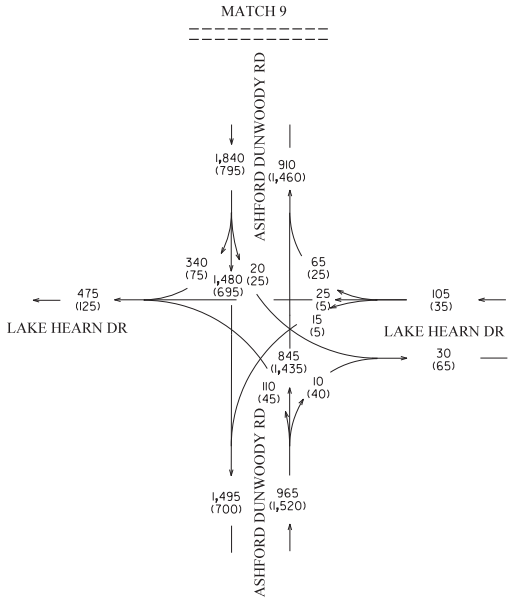
DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

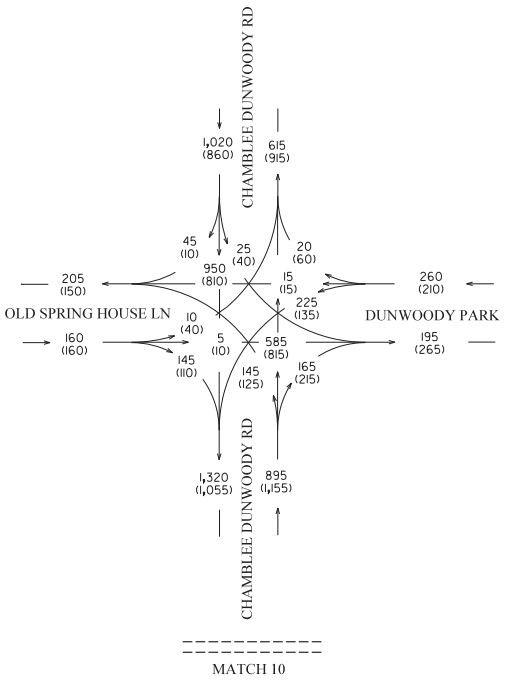
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 9 OF 15

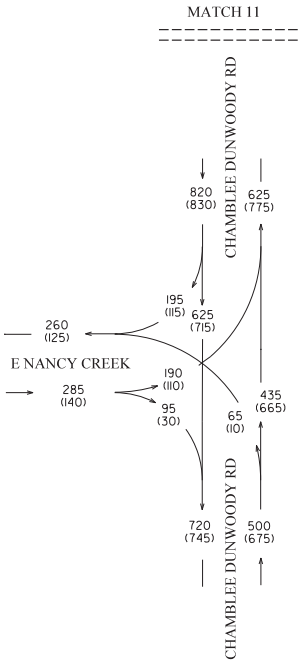
DRAWING No.
10-009

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 10 OF 15

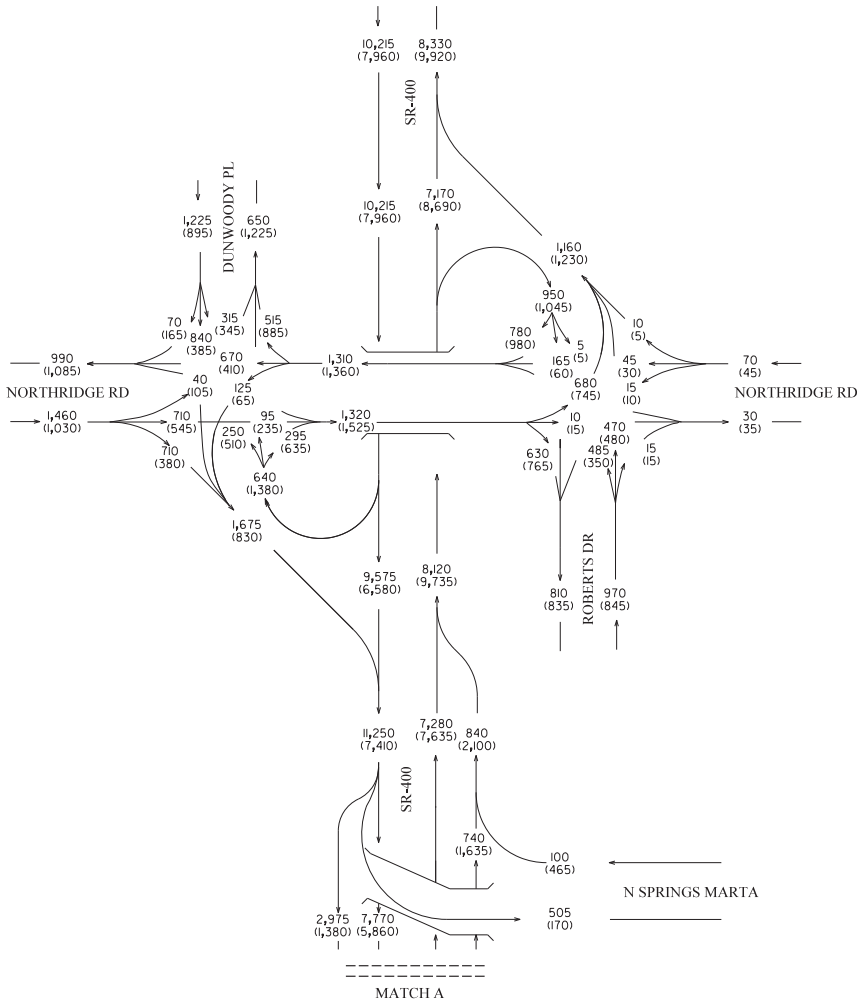
DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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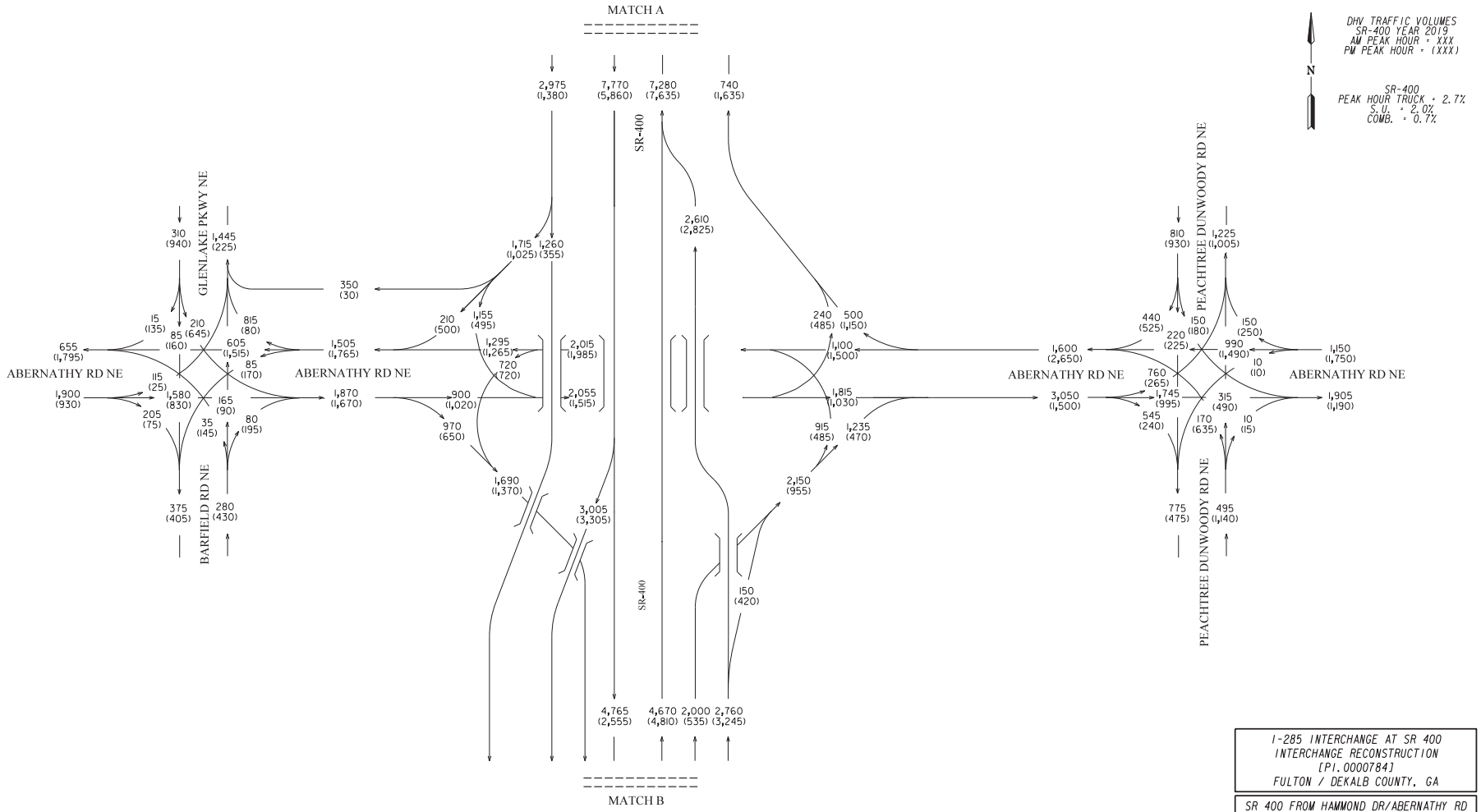
TRAFFIC DIAGRAM
SCENARIO #3
YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 12 OF 15

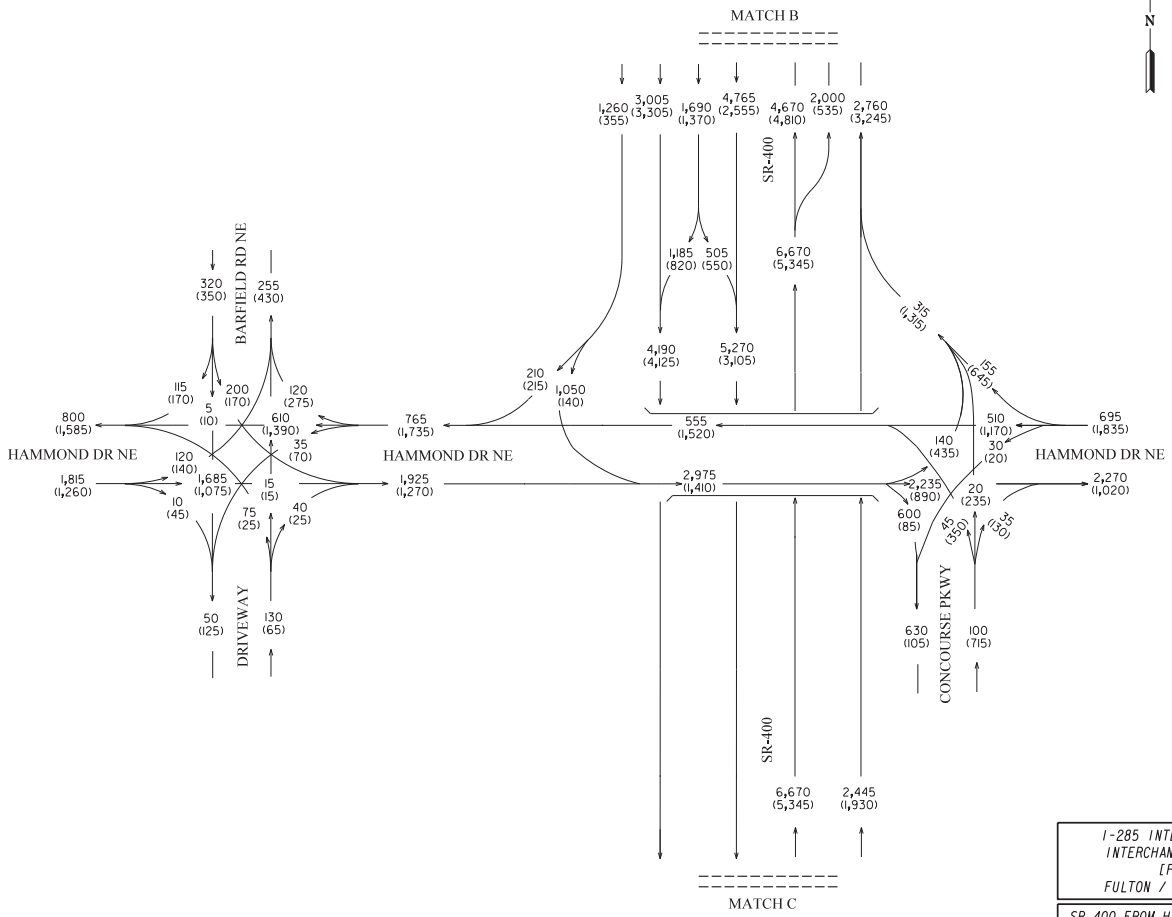
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 13 OF 15

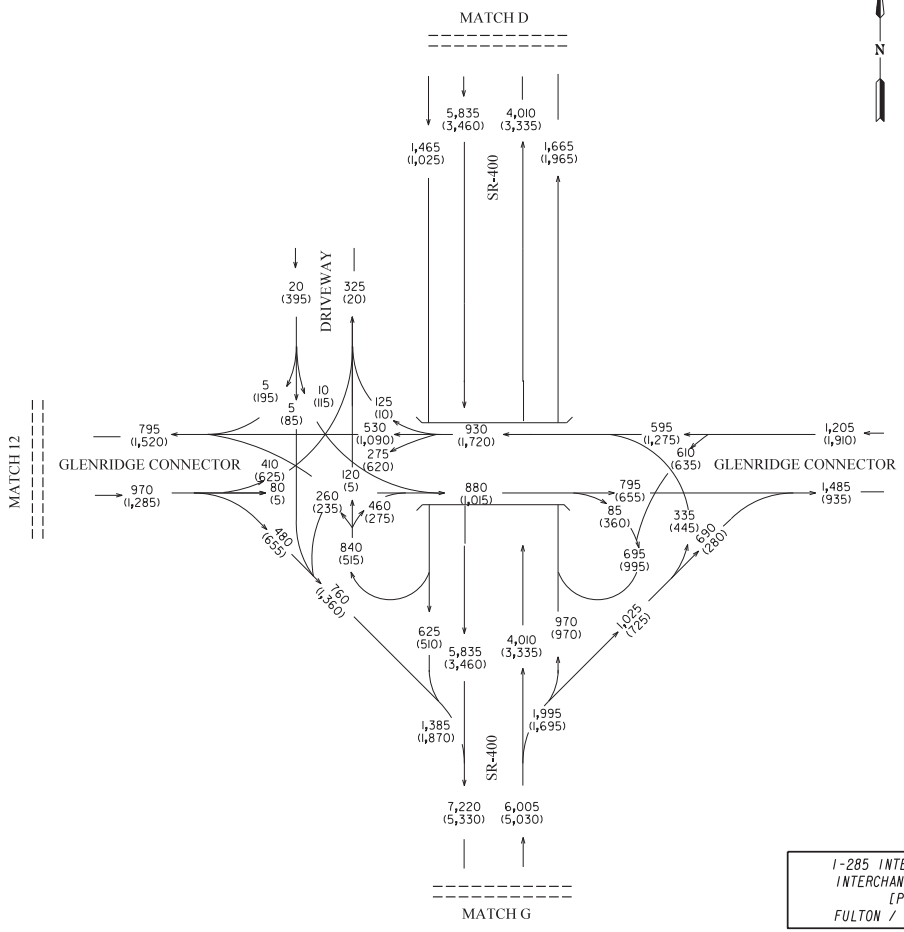
DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 14 OF 15

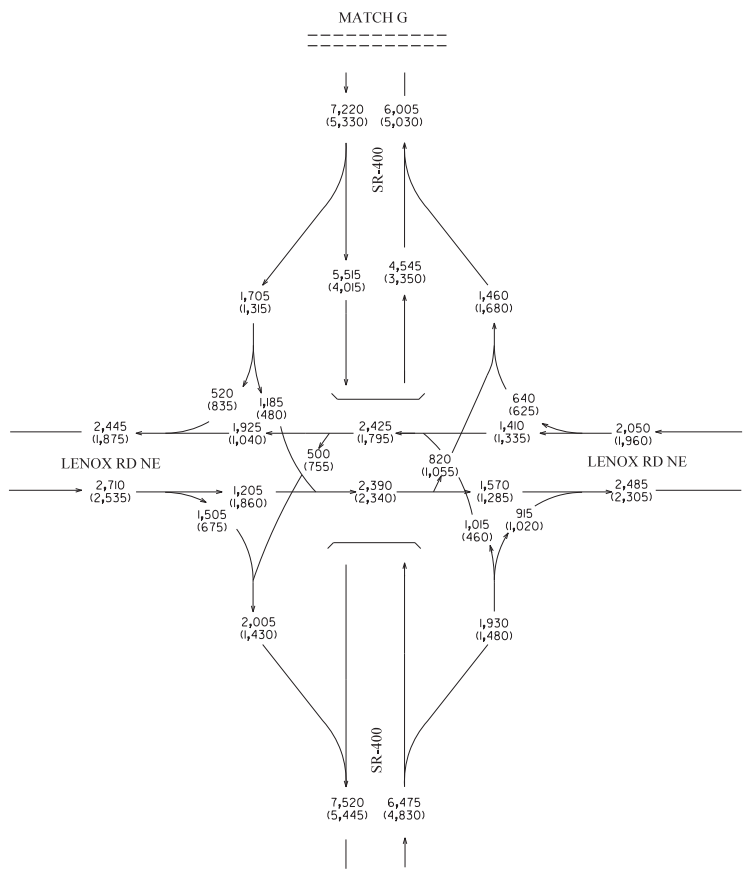
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #3

YEAR 2019 DHV BUILD (PI. 721850)
YEAR 2019 DHV NO-BUILD (PI. 0000784)
SHEET 15 OF 15

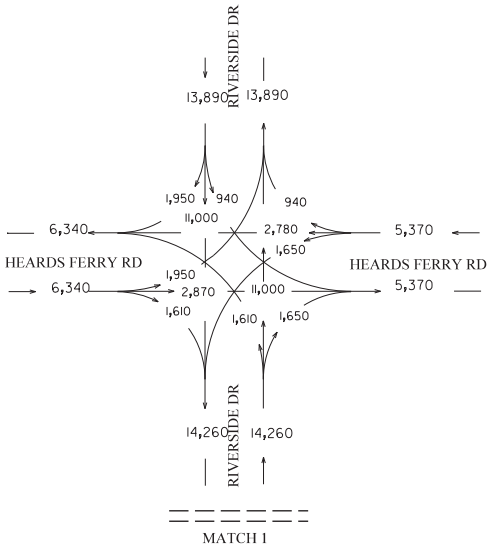
DRAWING No.
10-015

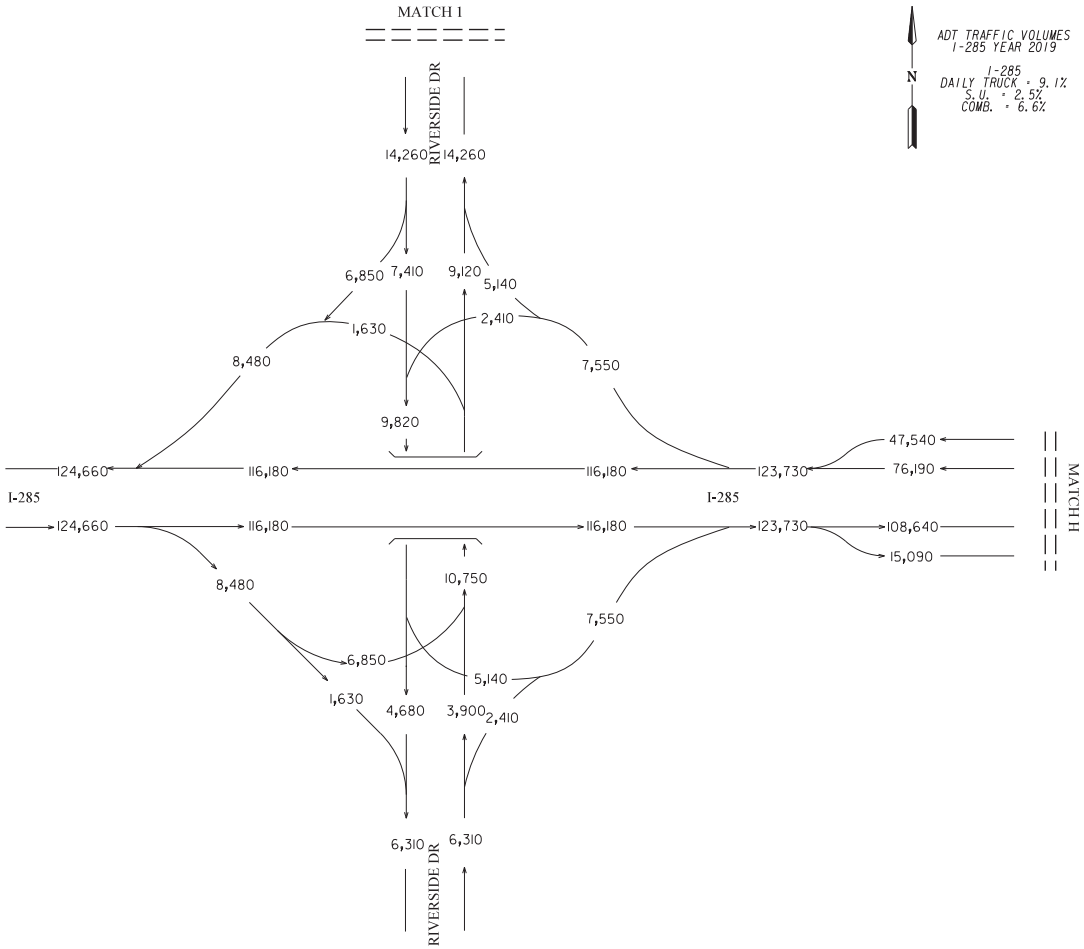
PI 0000784

SCENARIO #4

YEAR 2019 BUILD

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		





ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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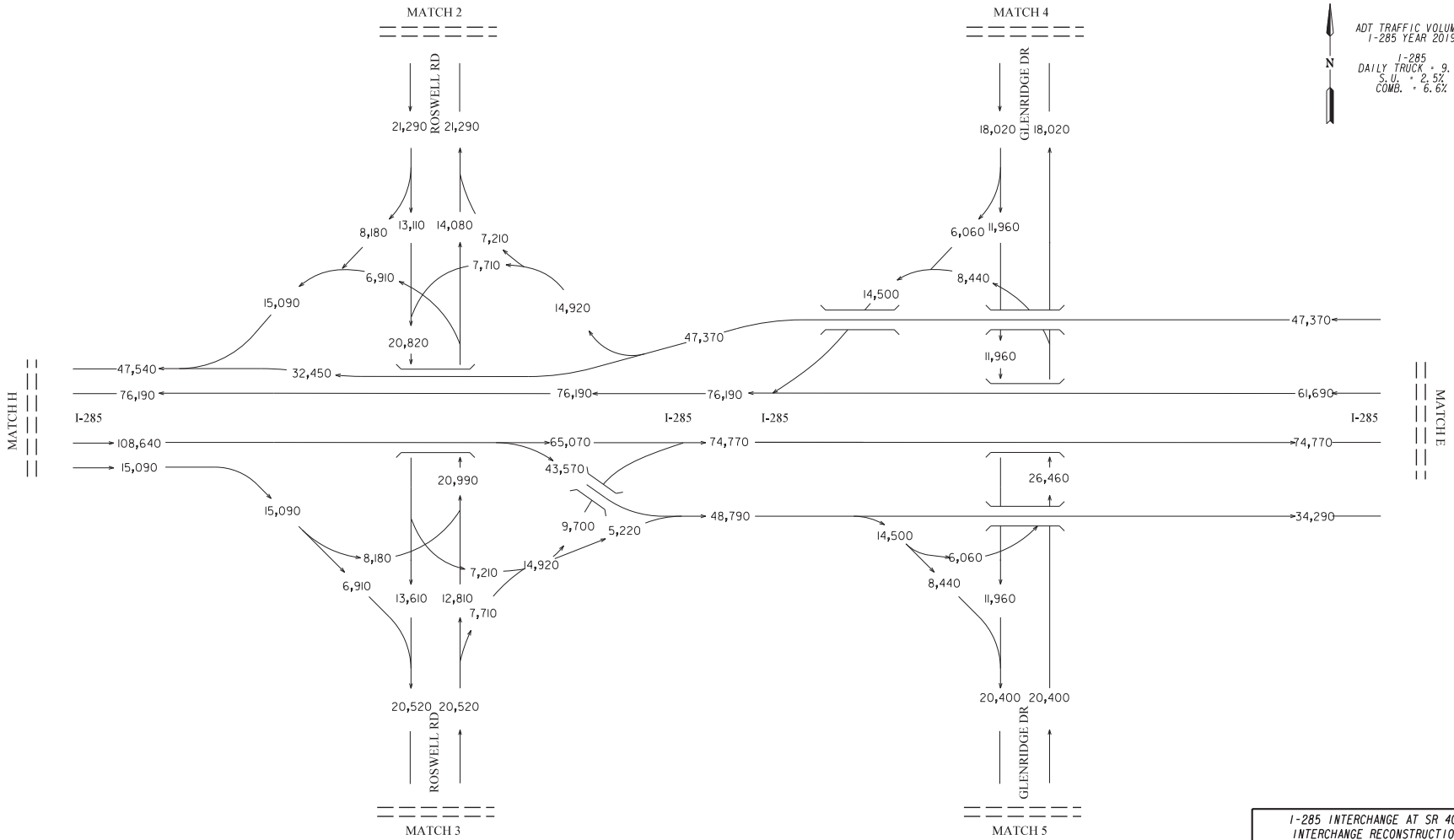
TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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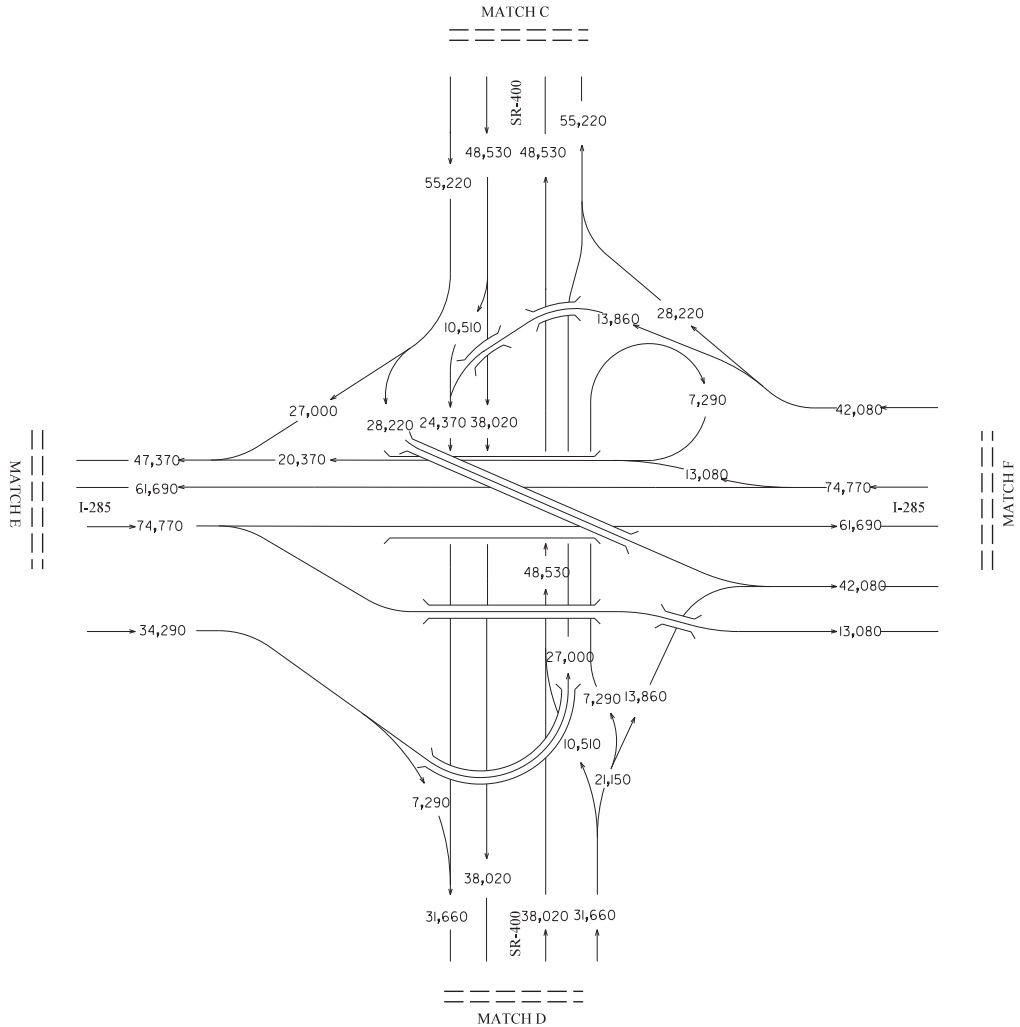
TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

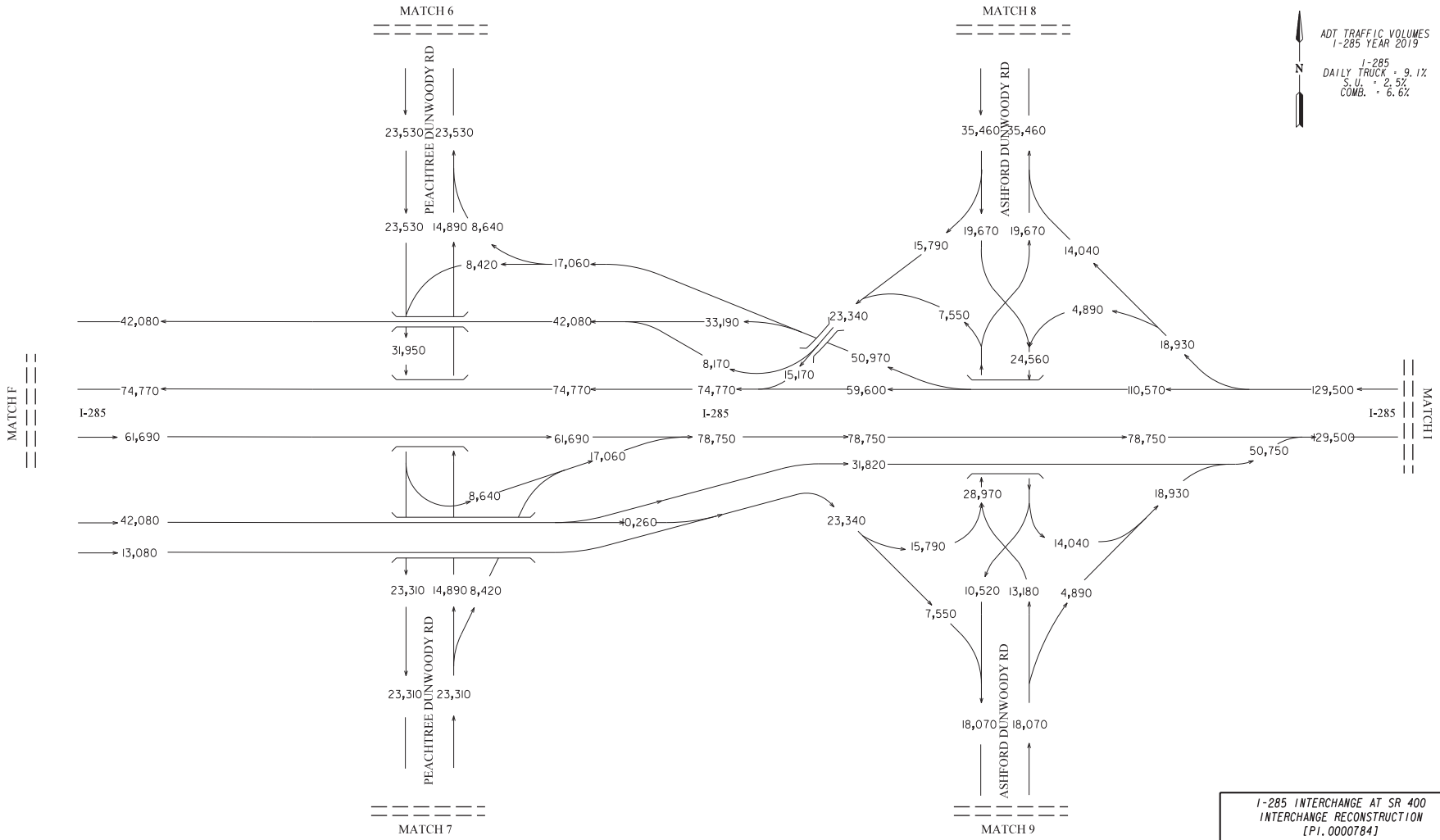
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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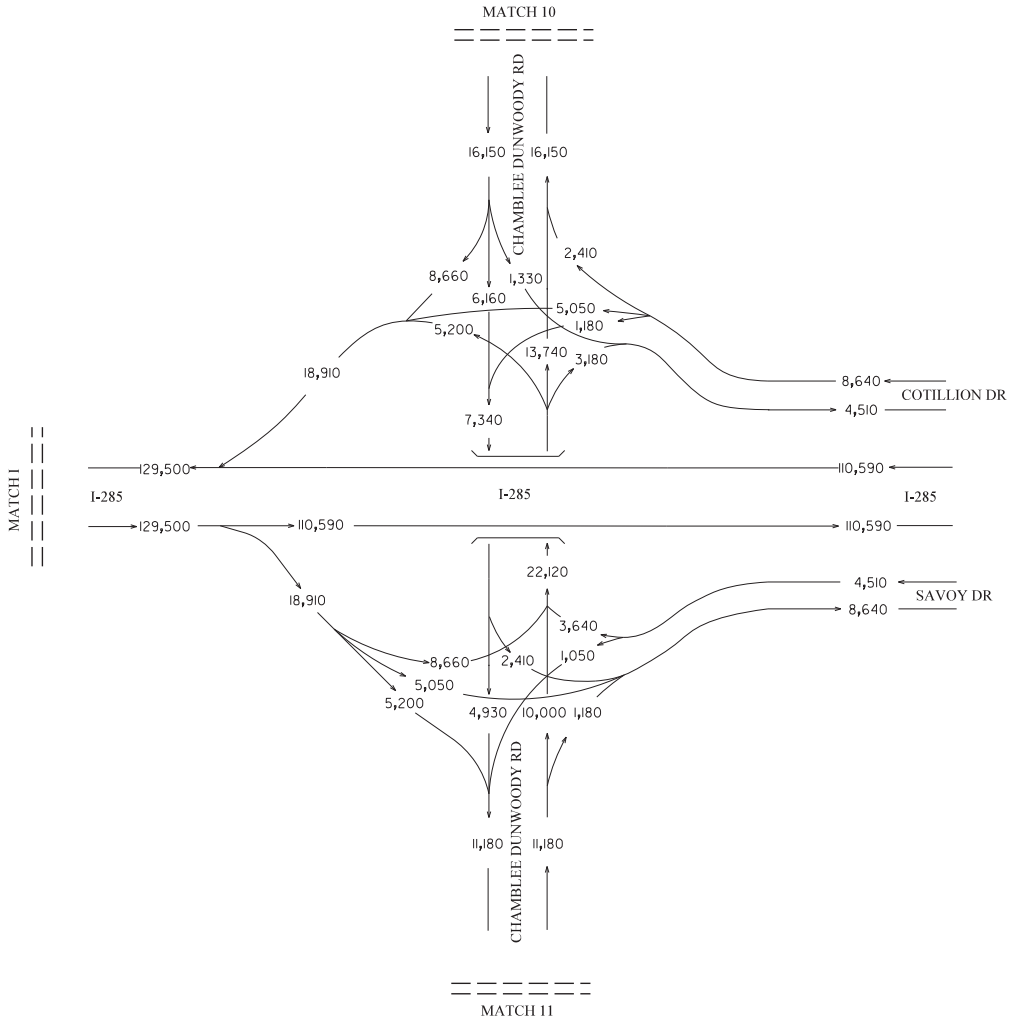
TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 5 OF 15

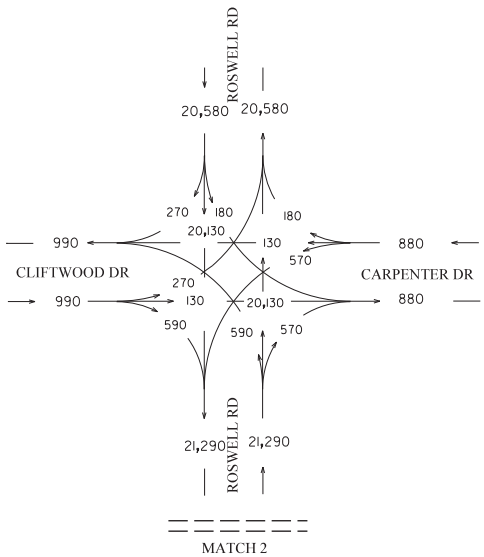
DRAWING No.
10-005

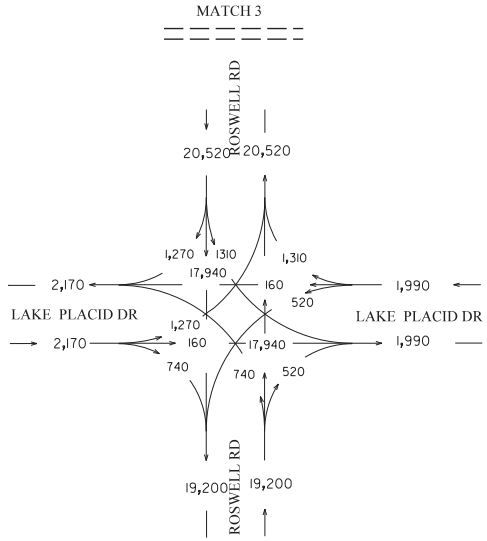
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 6 OF 15

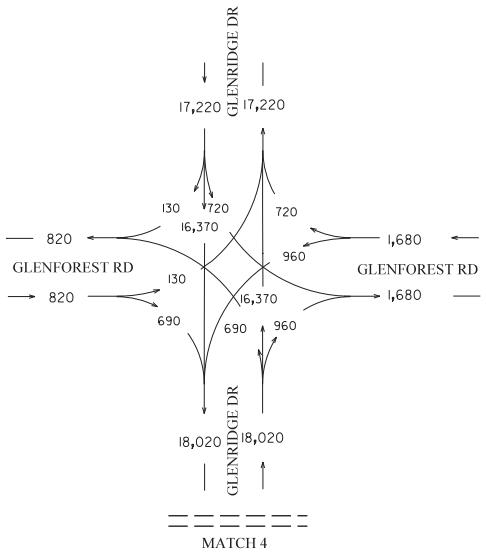
DRAWING No.
10-006

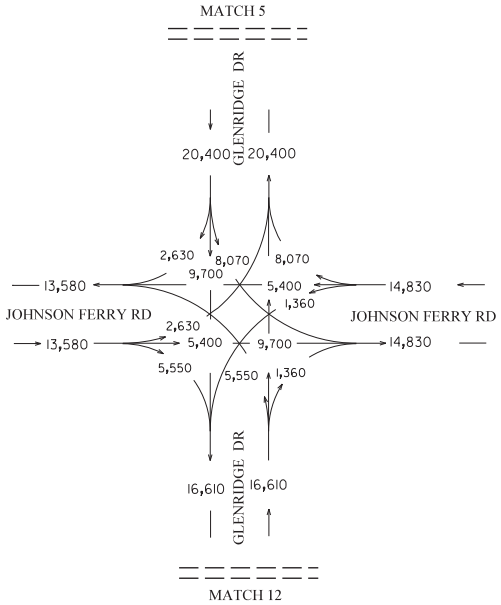
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 7 OF 15

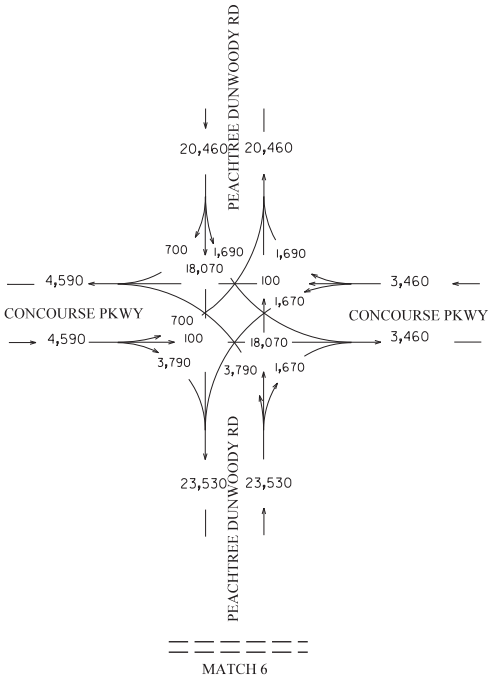
DRAWING No.
10-007

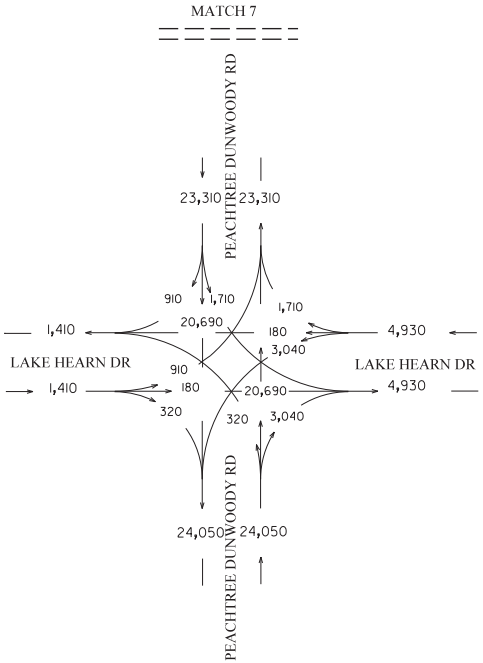
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 8 OF 15

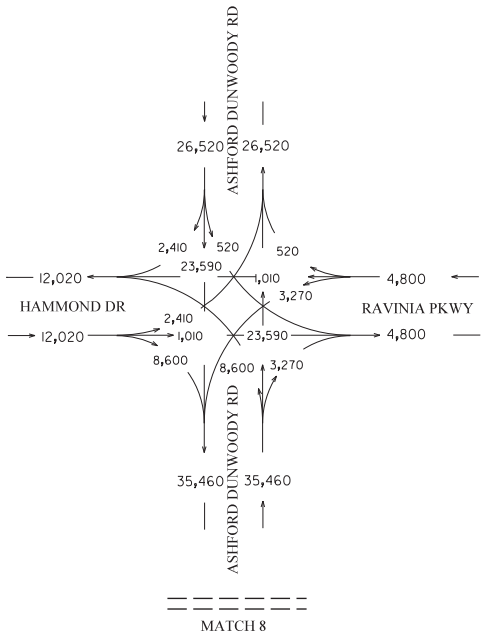
DRAWING No.
10-008

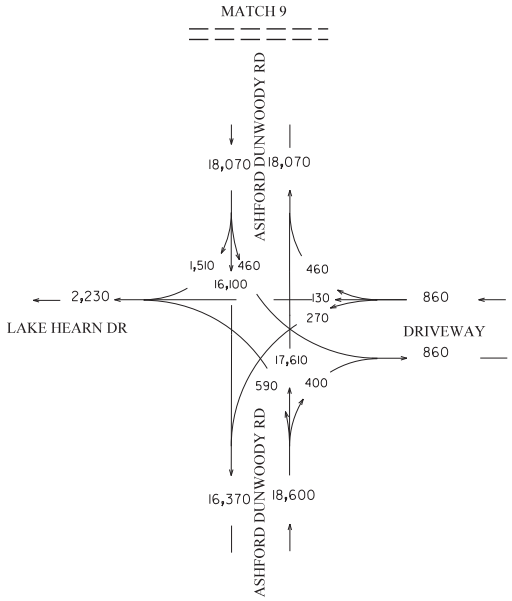
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 9 OF 15

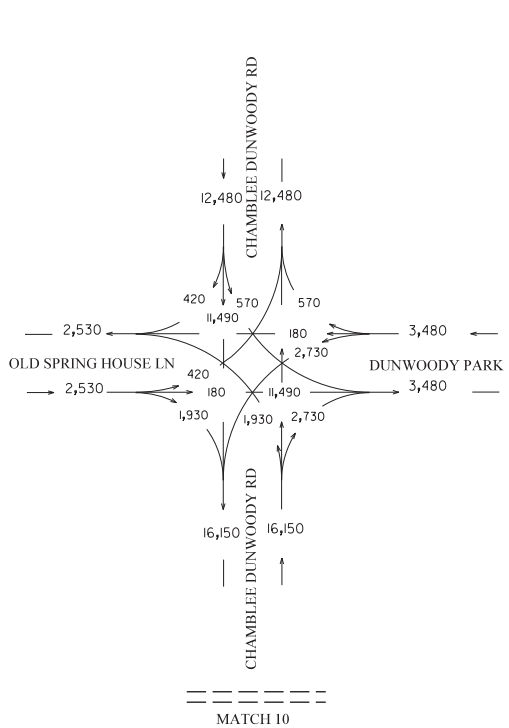
DRAWING No.
10-009

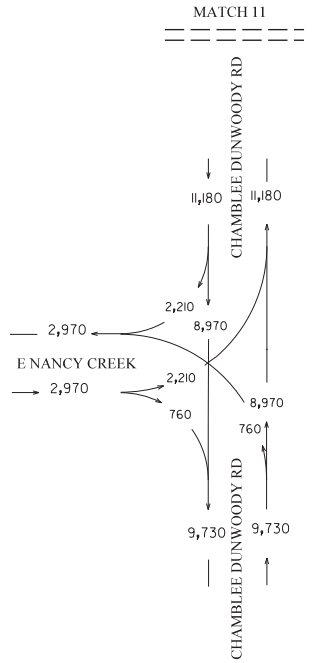
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2019

N

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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STATE OF GEORGIA
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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 10 OF 15

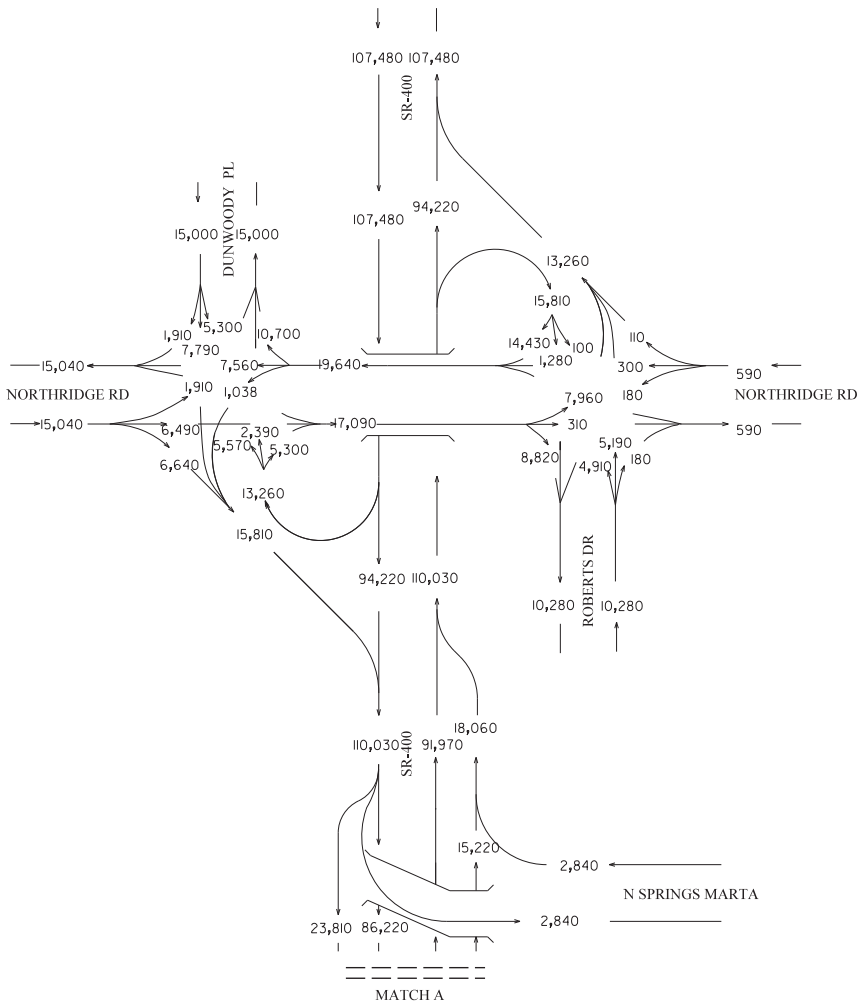
DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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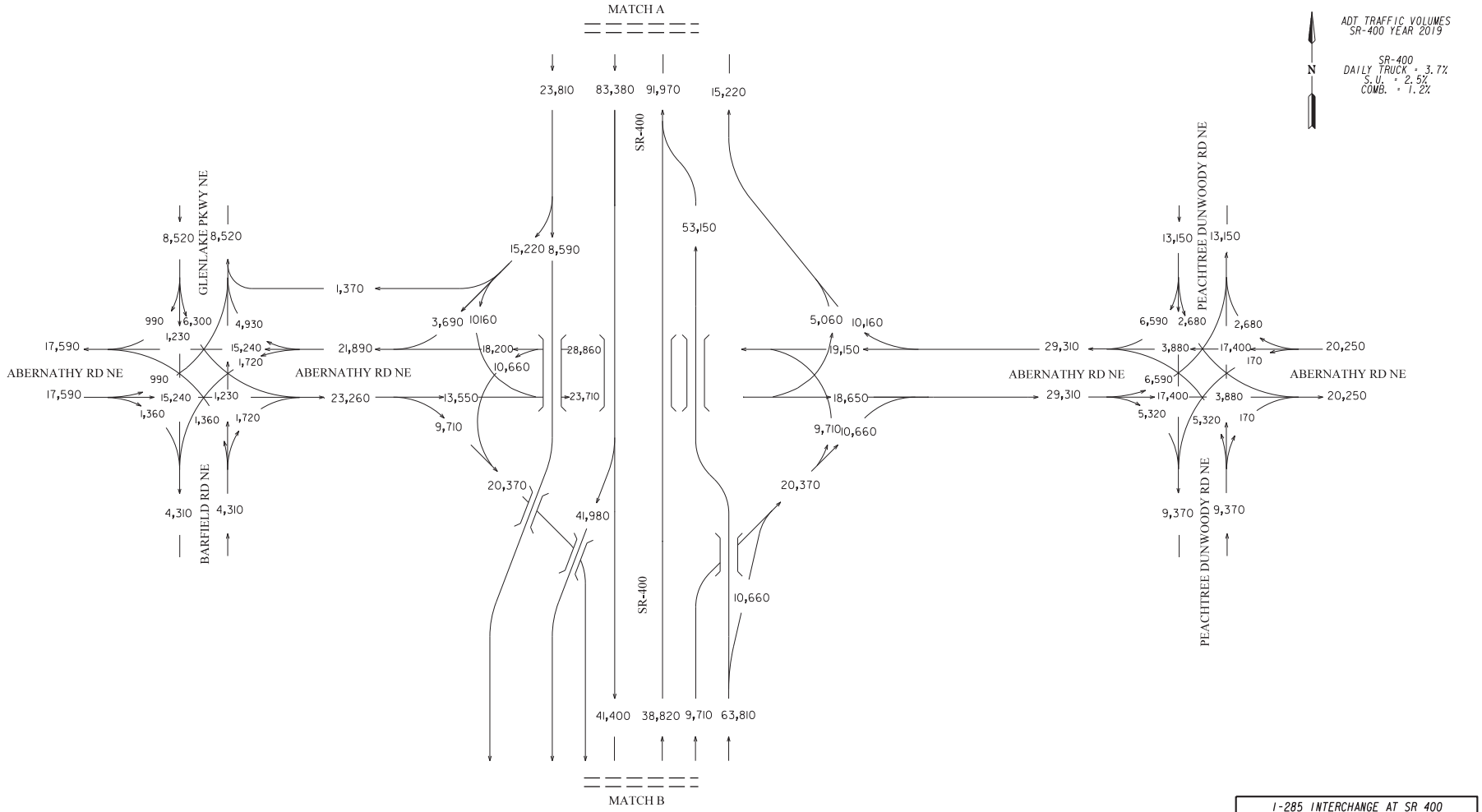
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 12 OF 15

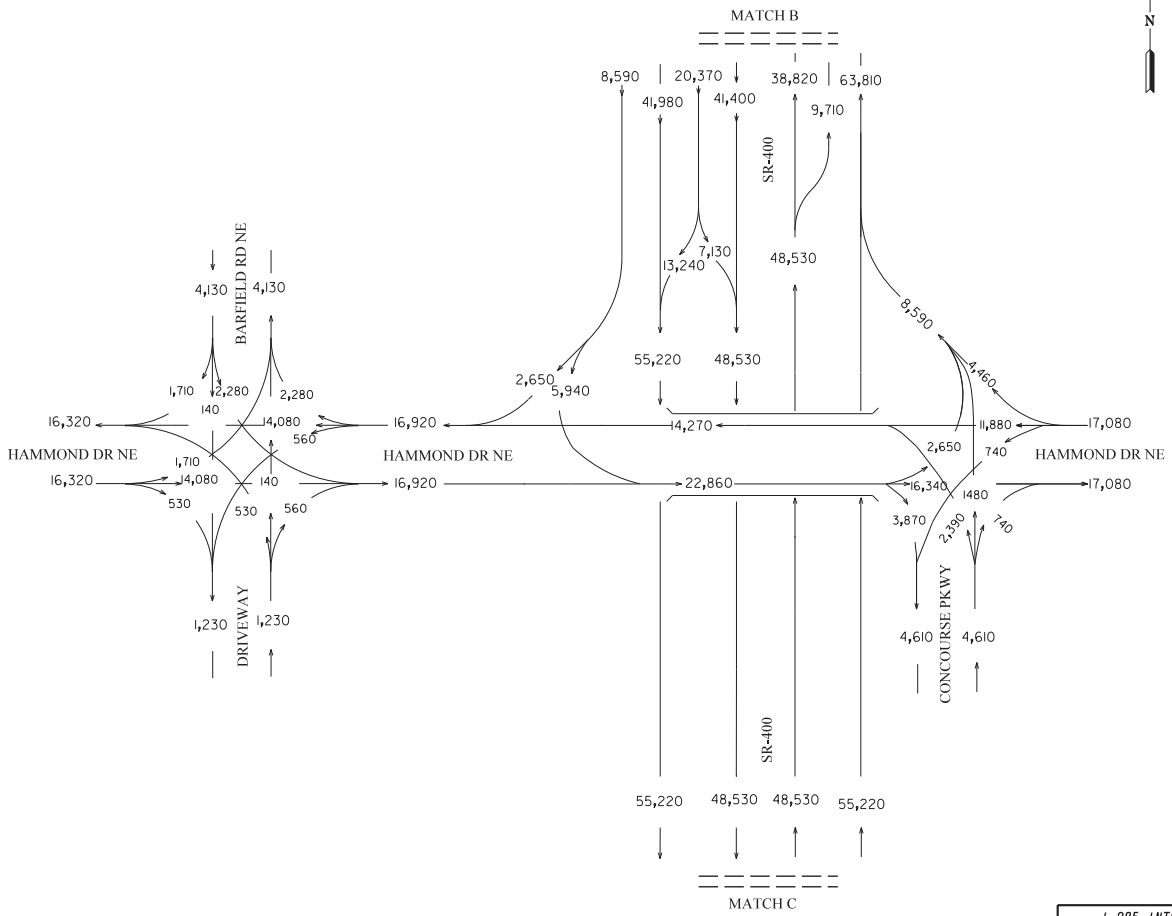
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 13 OF 15

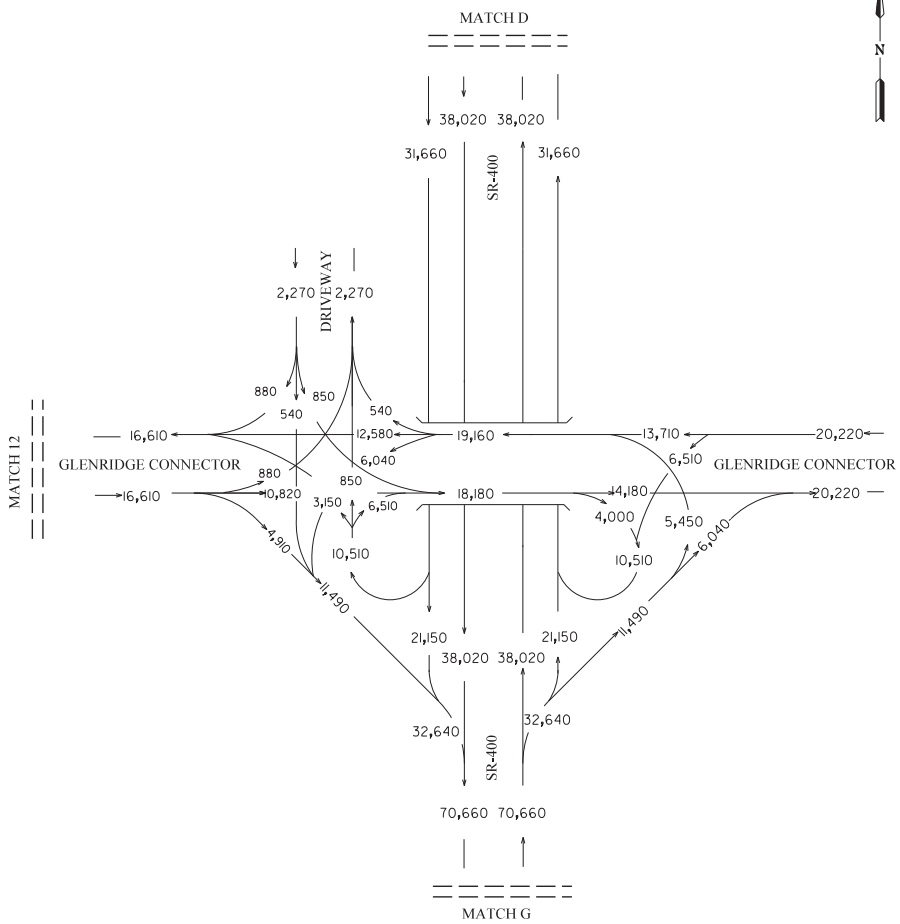
DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 14 OF 15

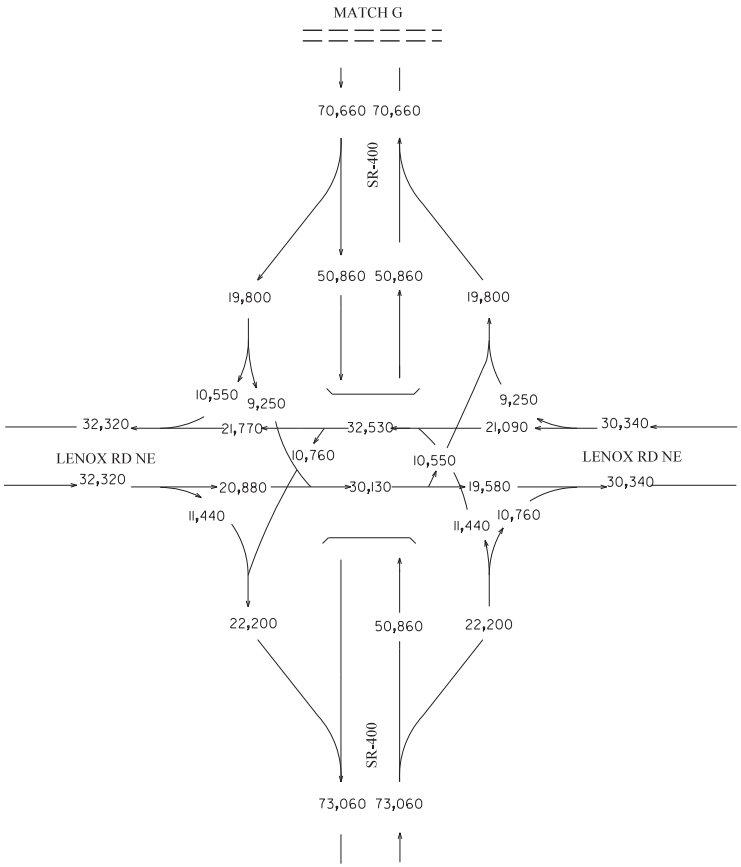
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2019

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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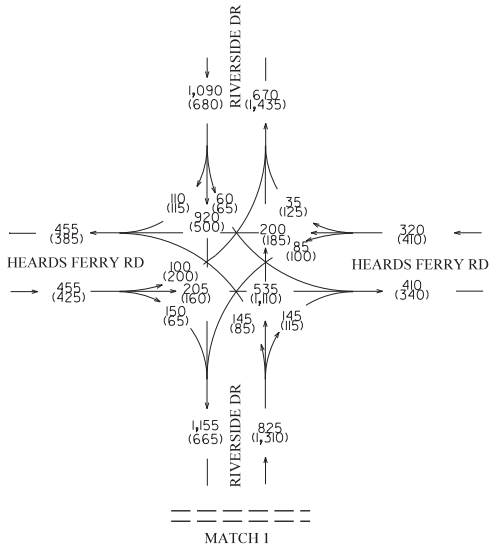
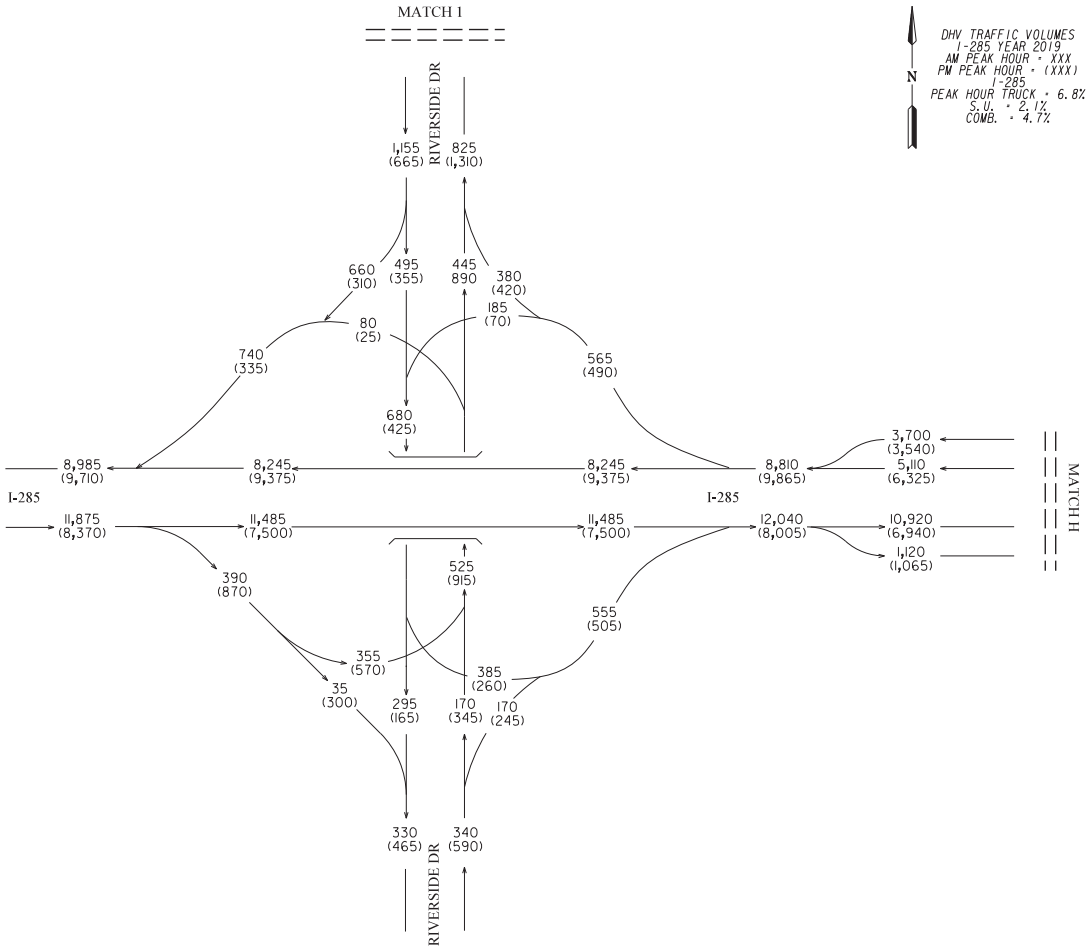
SCENARIO #4

YEAR 2019 ADT BUILD (PI. 0000784)
SHEET 15 OF 15

DRAWING No.
10-015

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		





N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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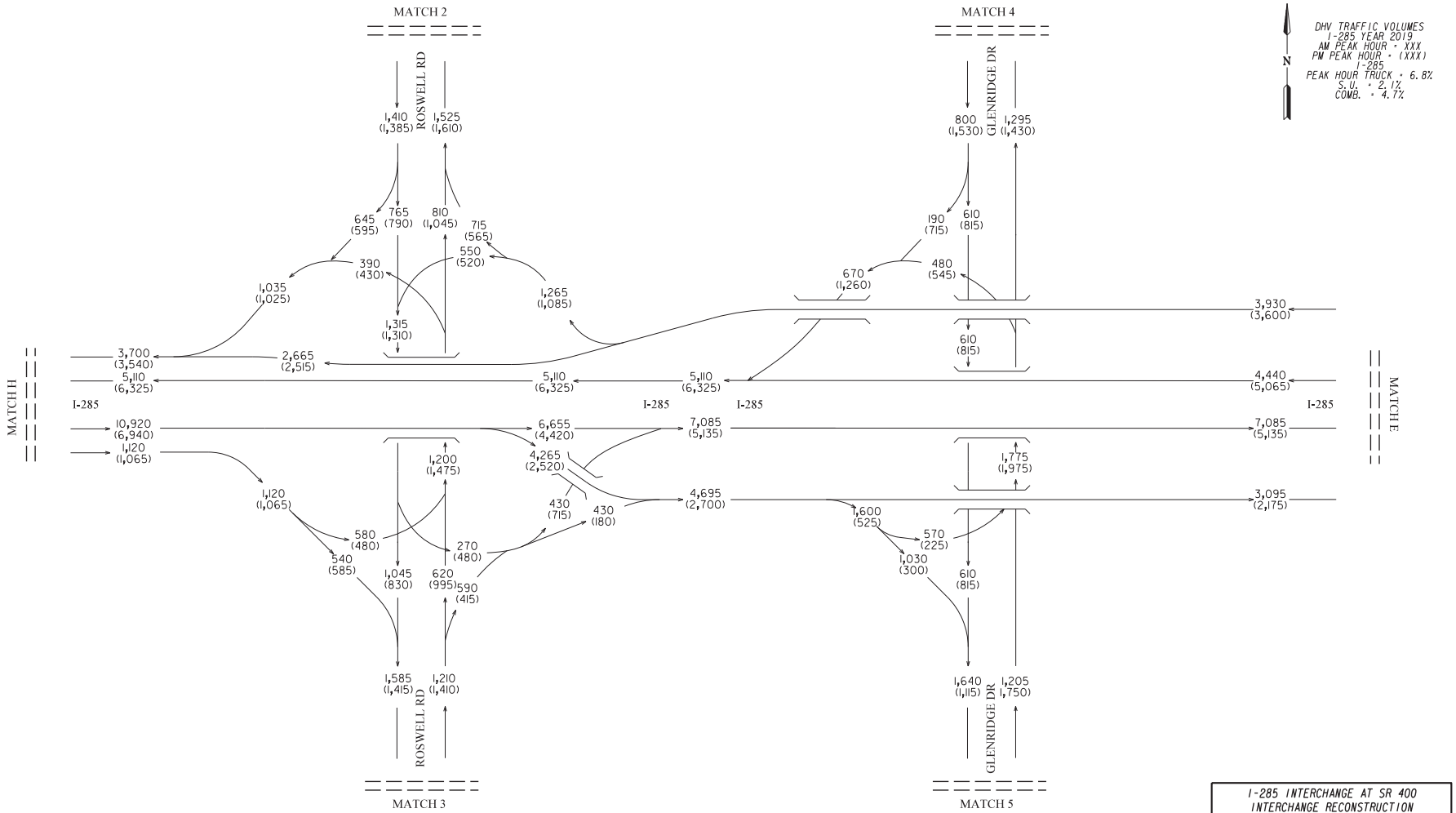
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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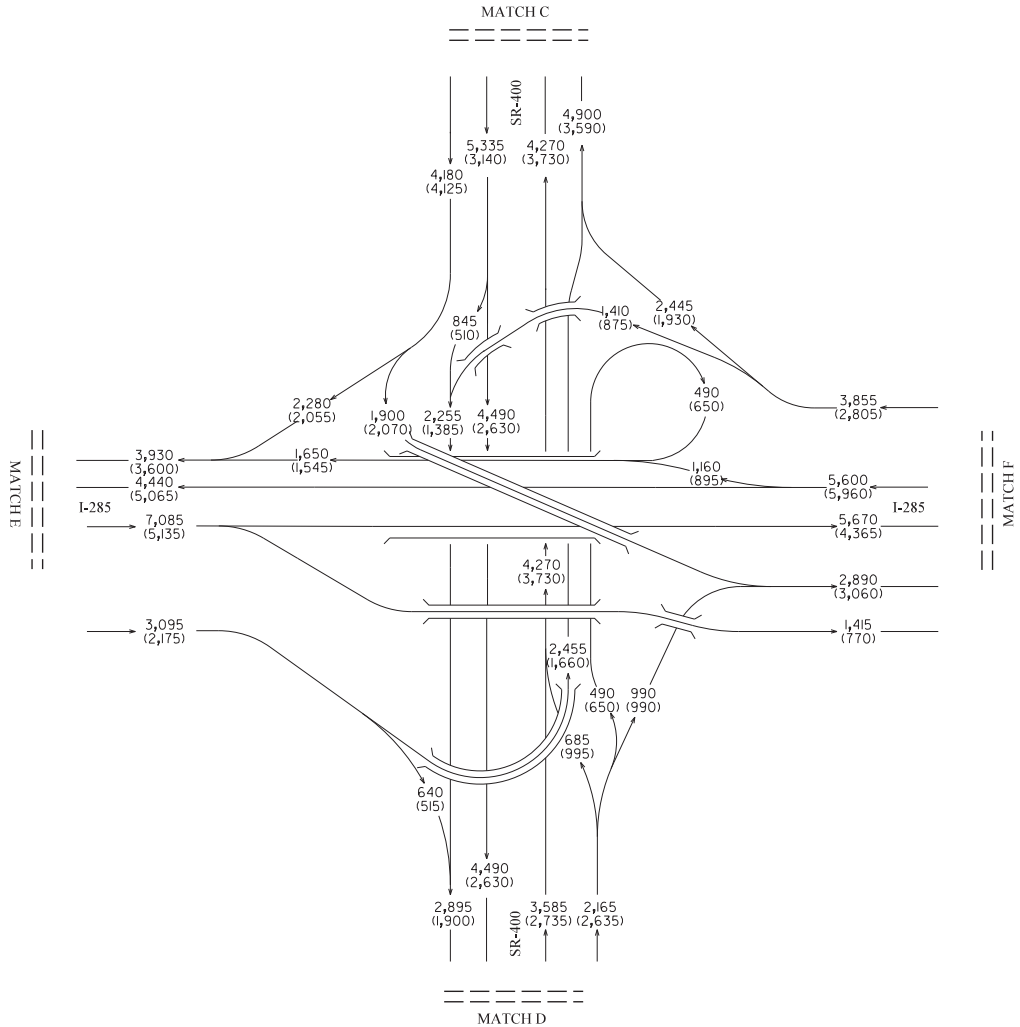
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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Infrastructure · Water · Environment · Buildings

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

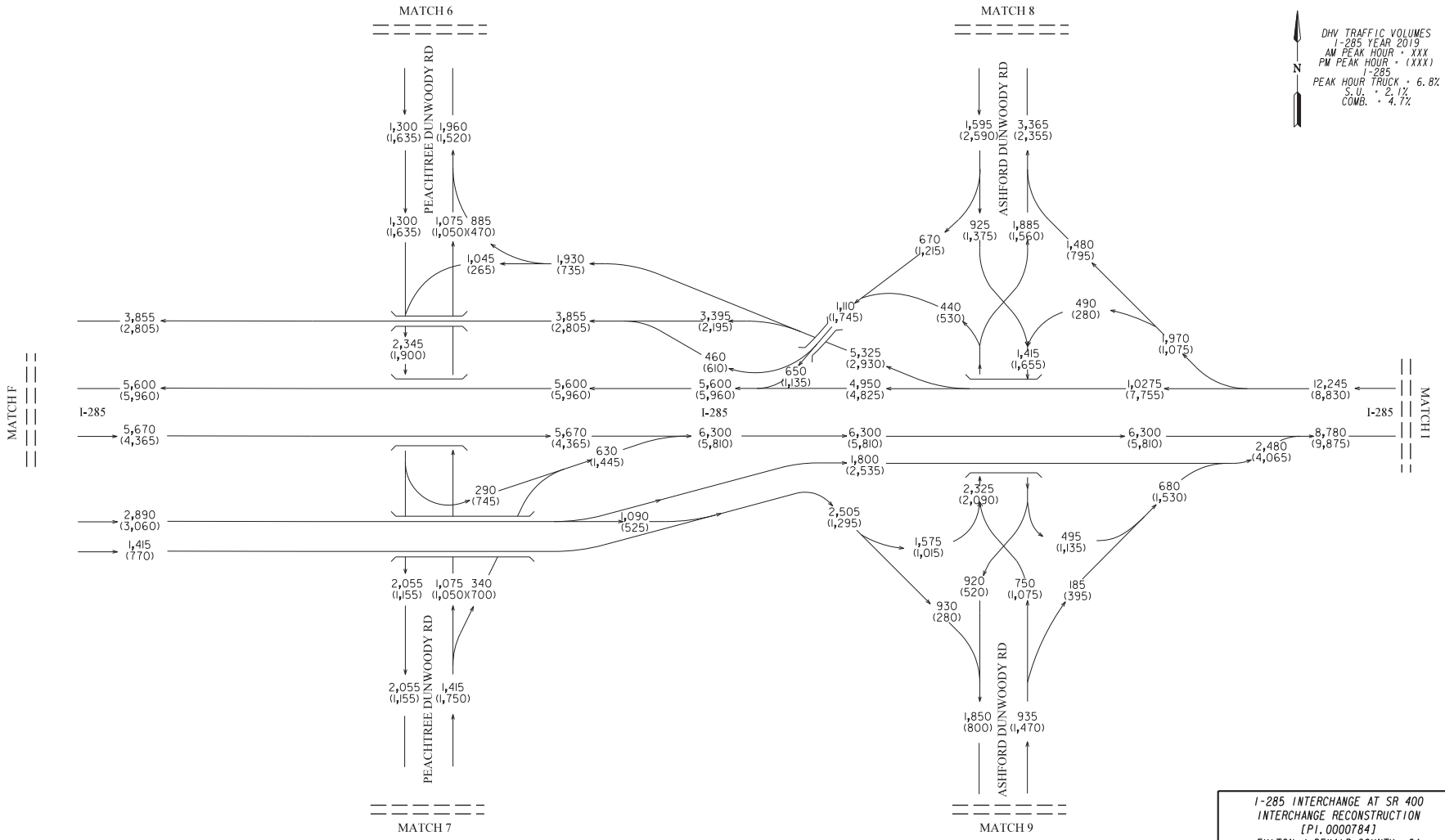
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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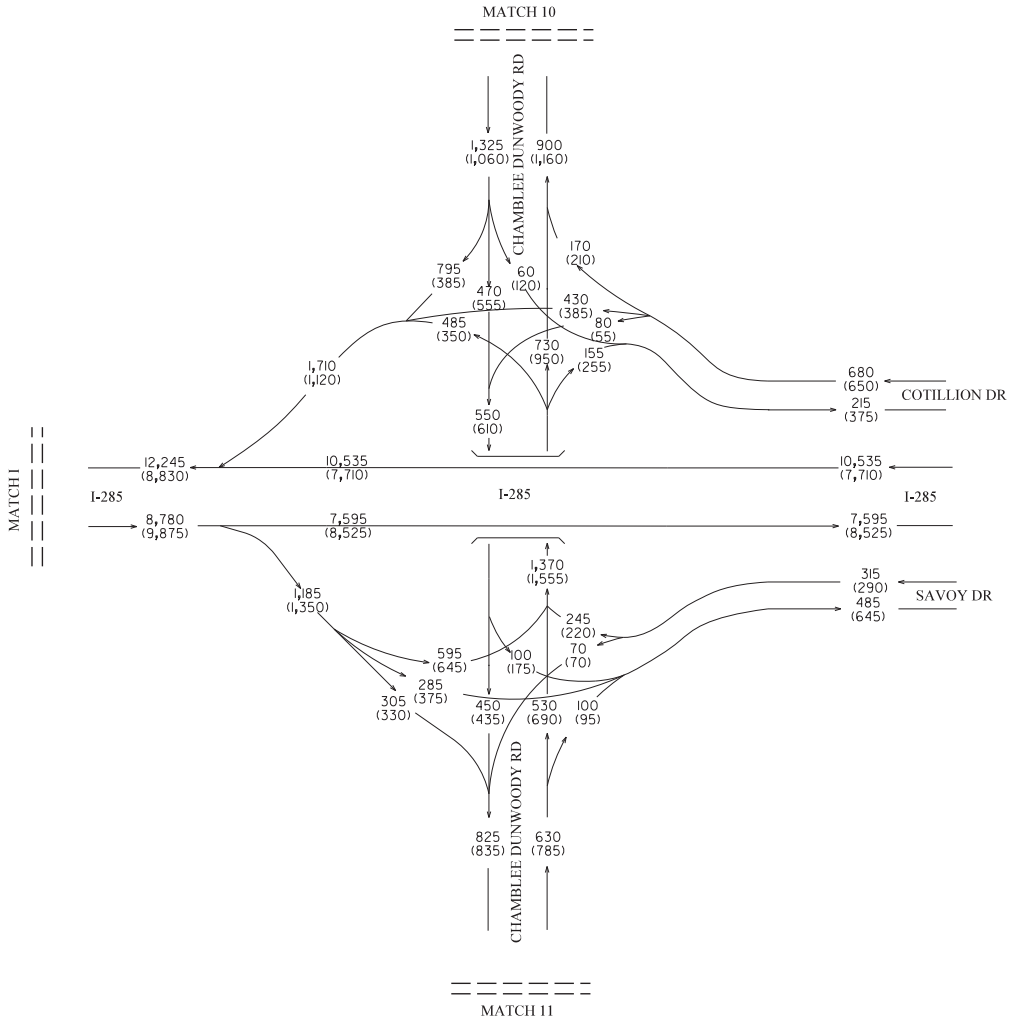
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 4 OF 15

DRAWING No. 10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #4

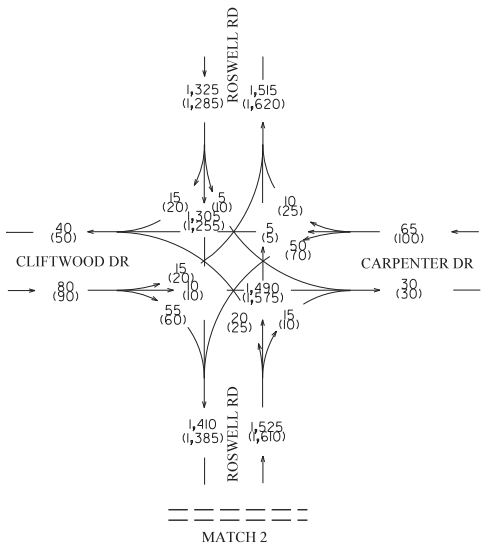
YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 5 OF 15

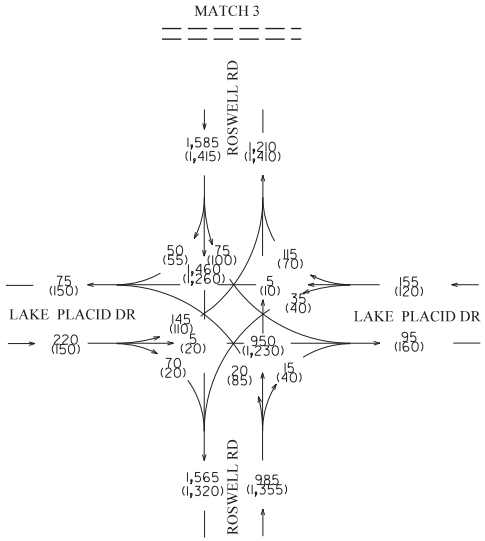
DRAWING No.
10-005

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #4

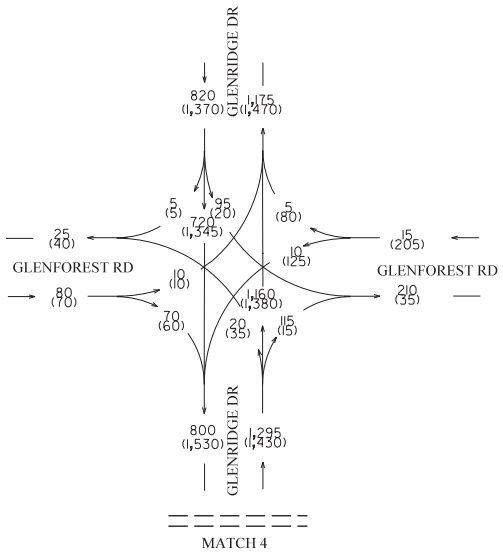
YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 6 OF 15

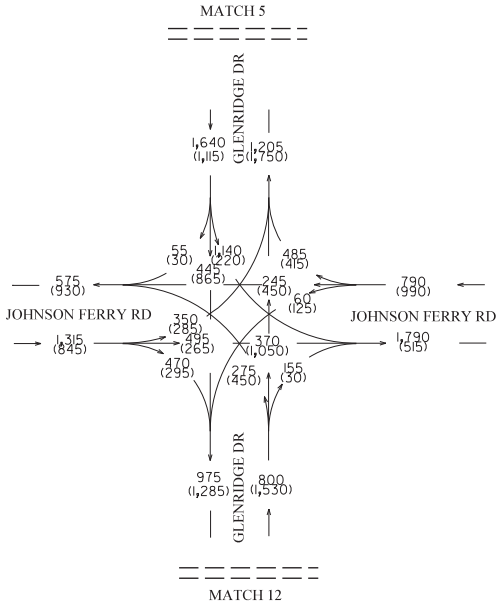
DRAWING No.
10-006

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #4

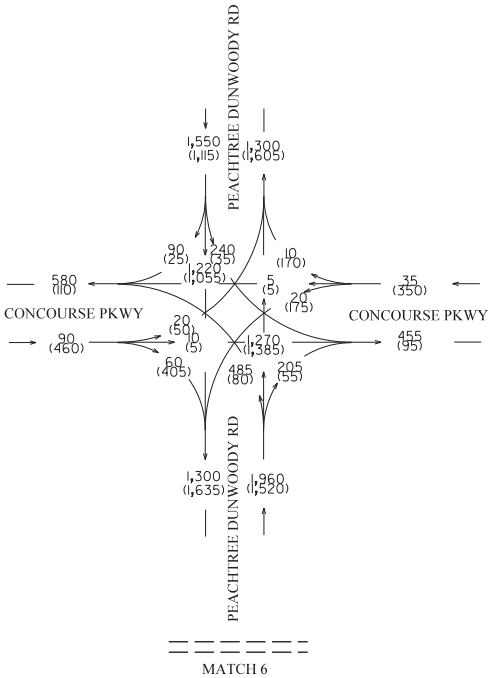
YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 7 OF 15

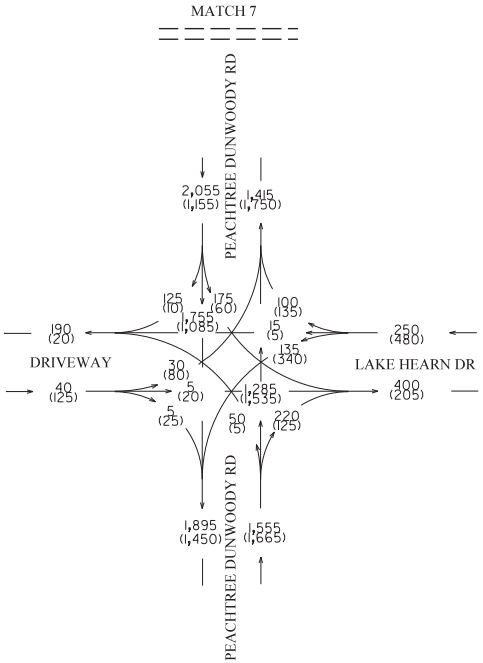
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #4

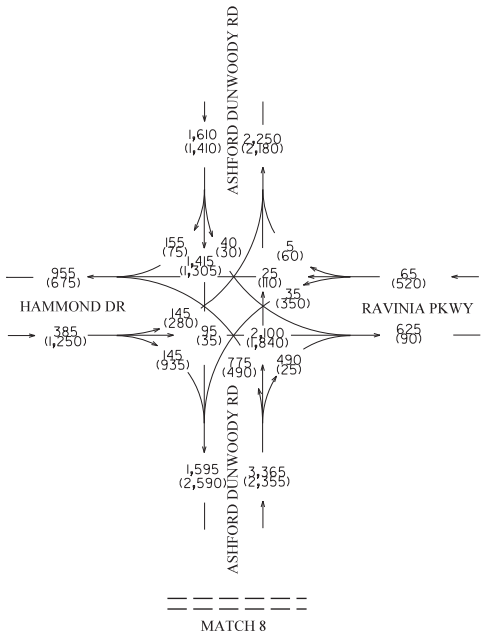
YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 8 OF 15

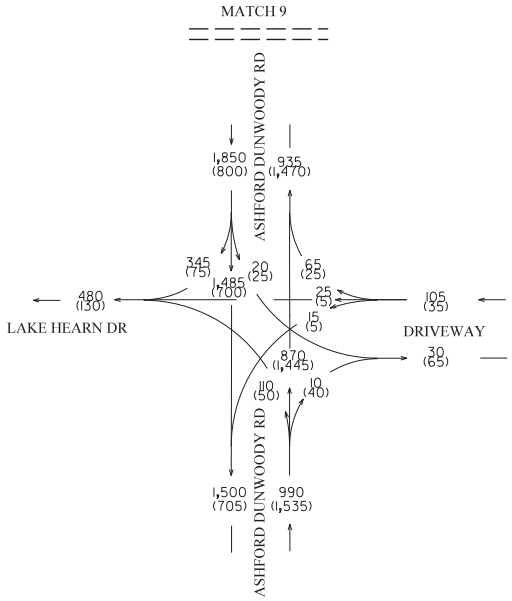
DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #4

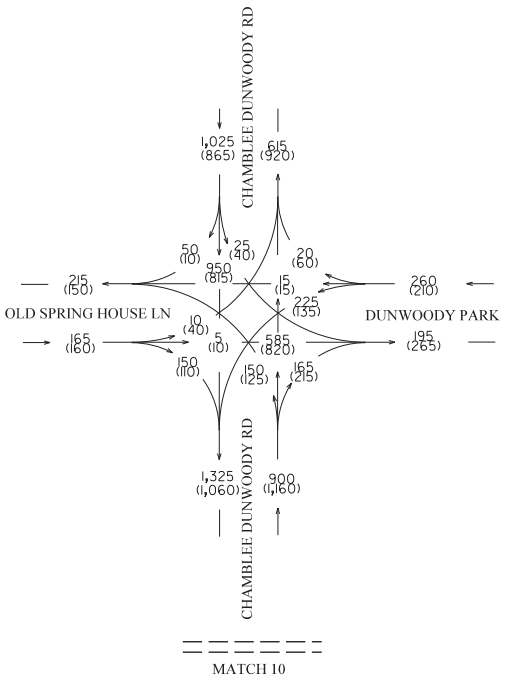
YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 9 OF 15

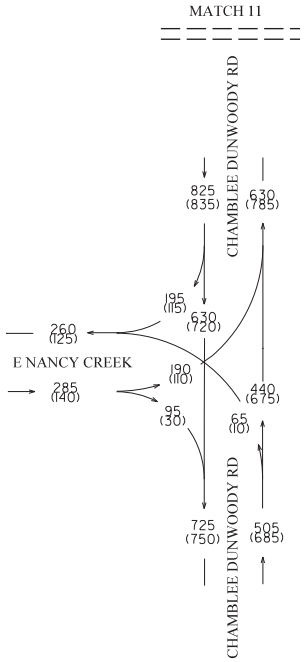
DRAWING No.
10-009

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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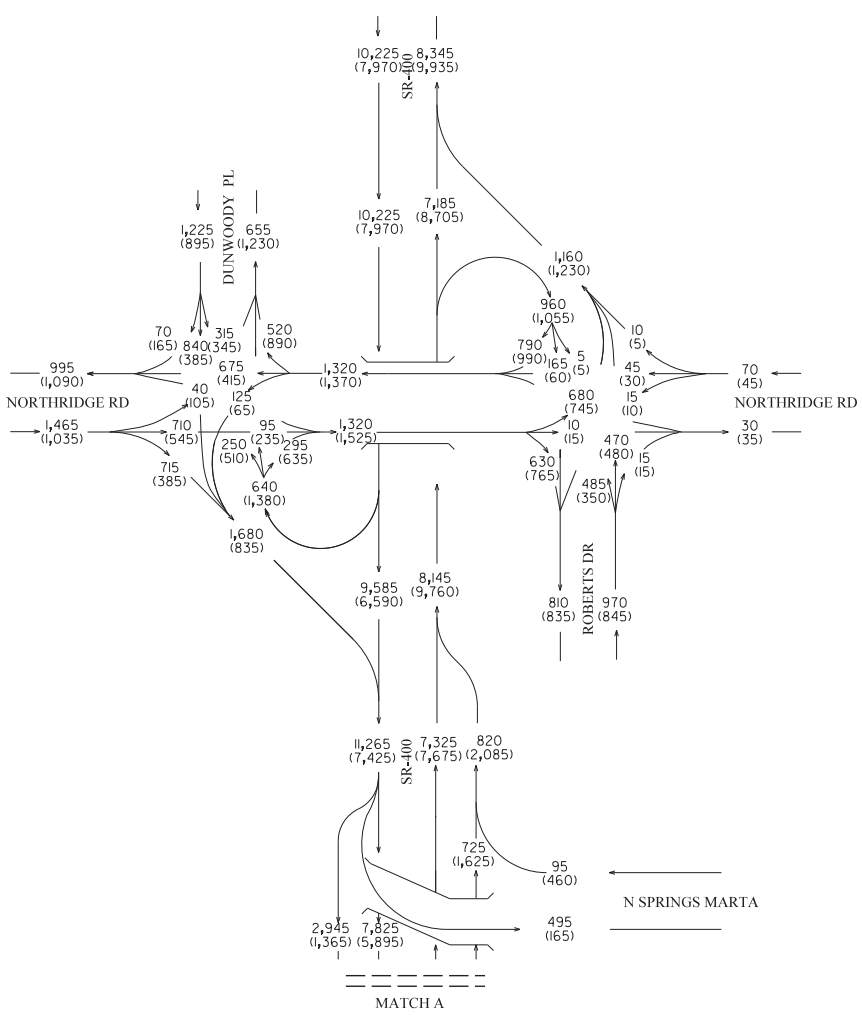
TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

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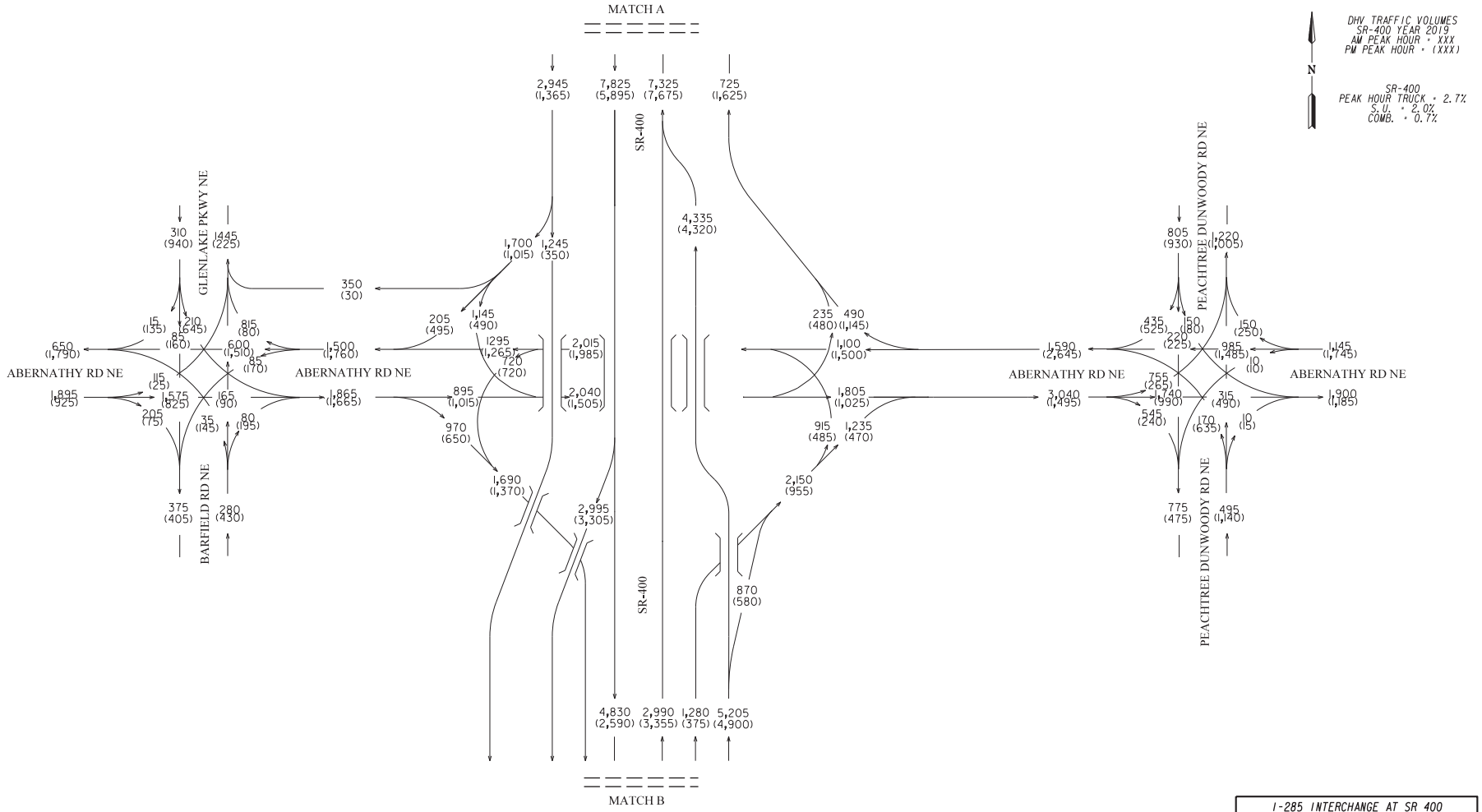
TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 12 OF 15

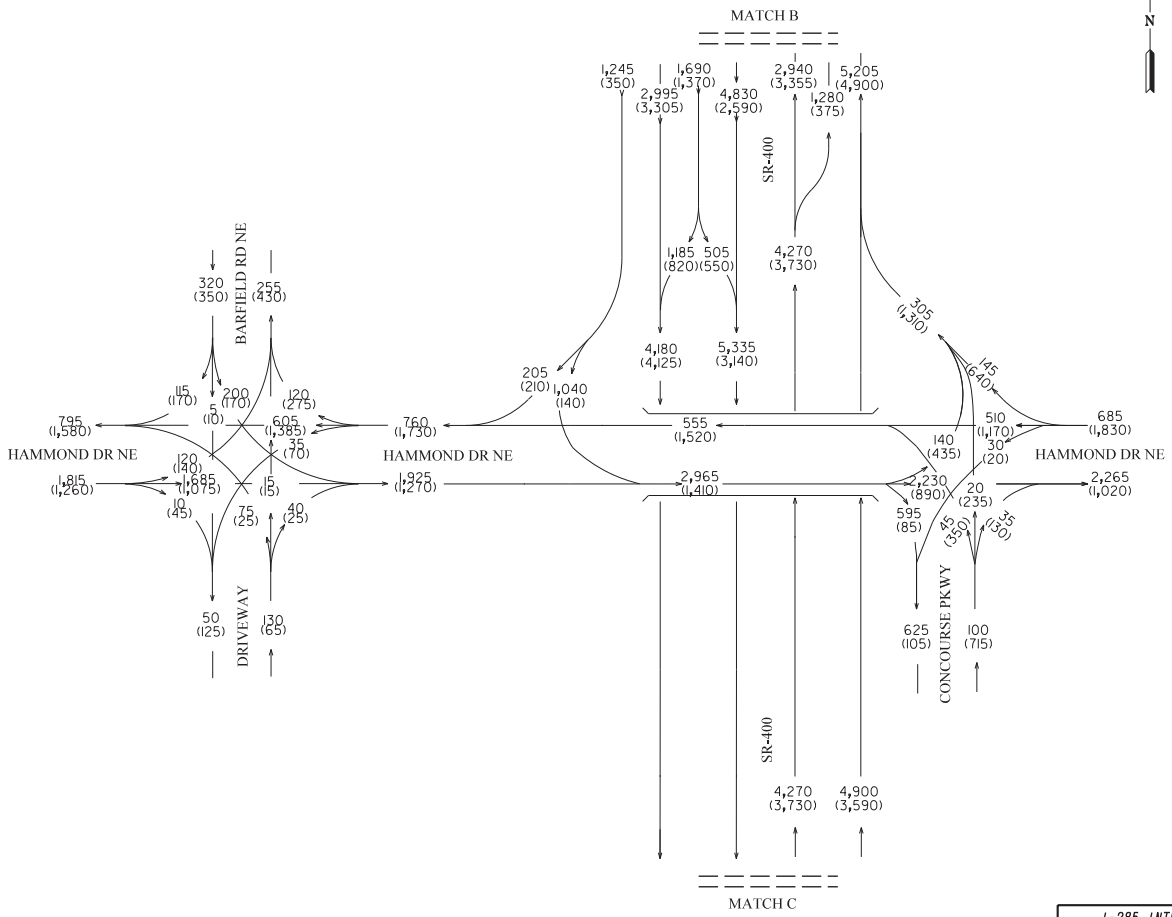
DRAWING No.
10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 13 OF 15

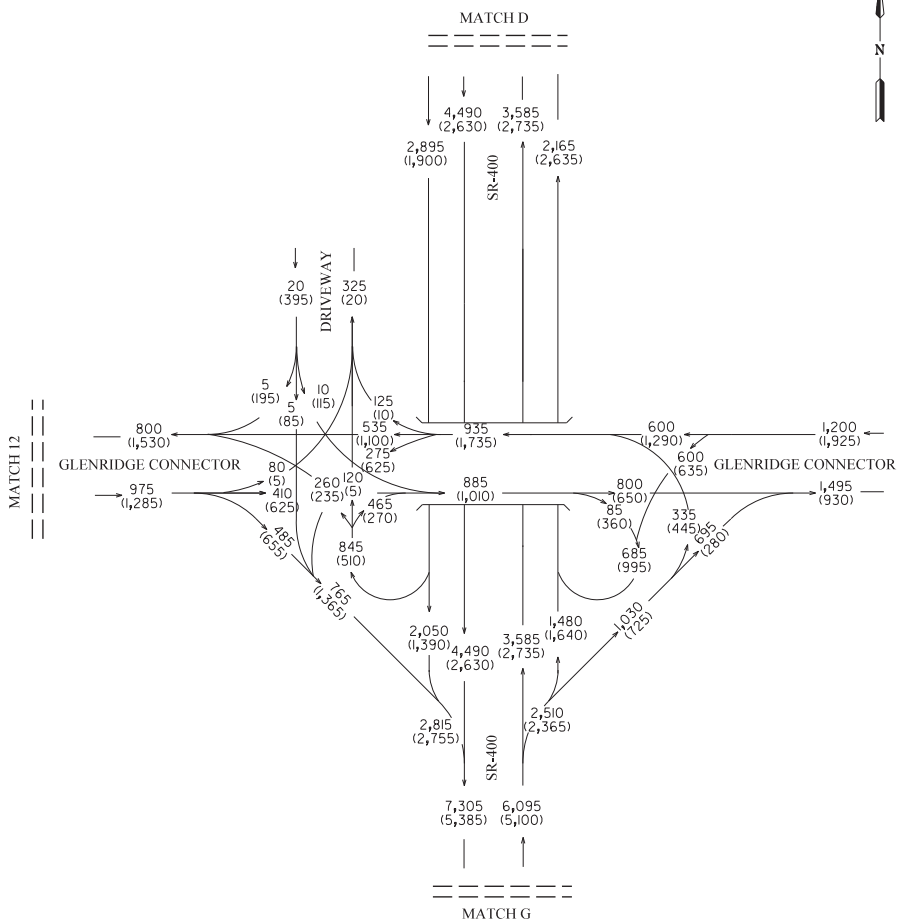
DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 14 OF 15

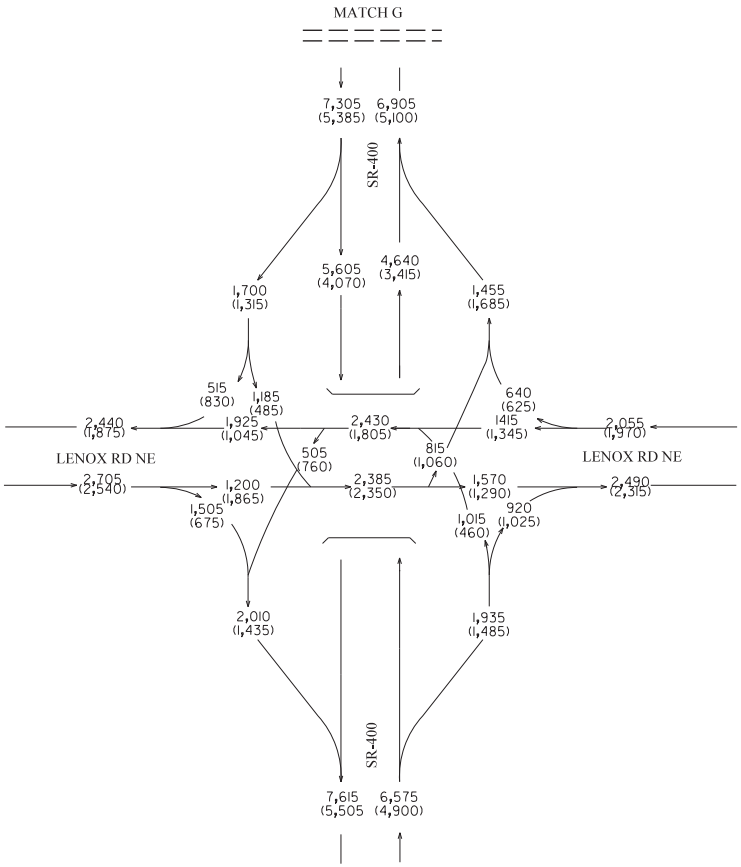
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2019
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #4

YEAR 2019 DHV BUILD (PI. 0000784)
SHEET 15 OF 15

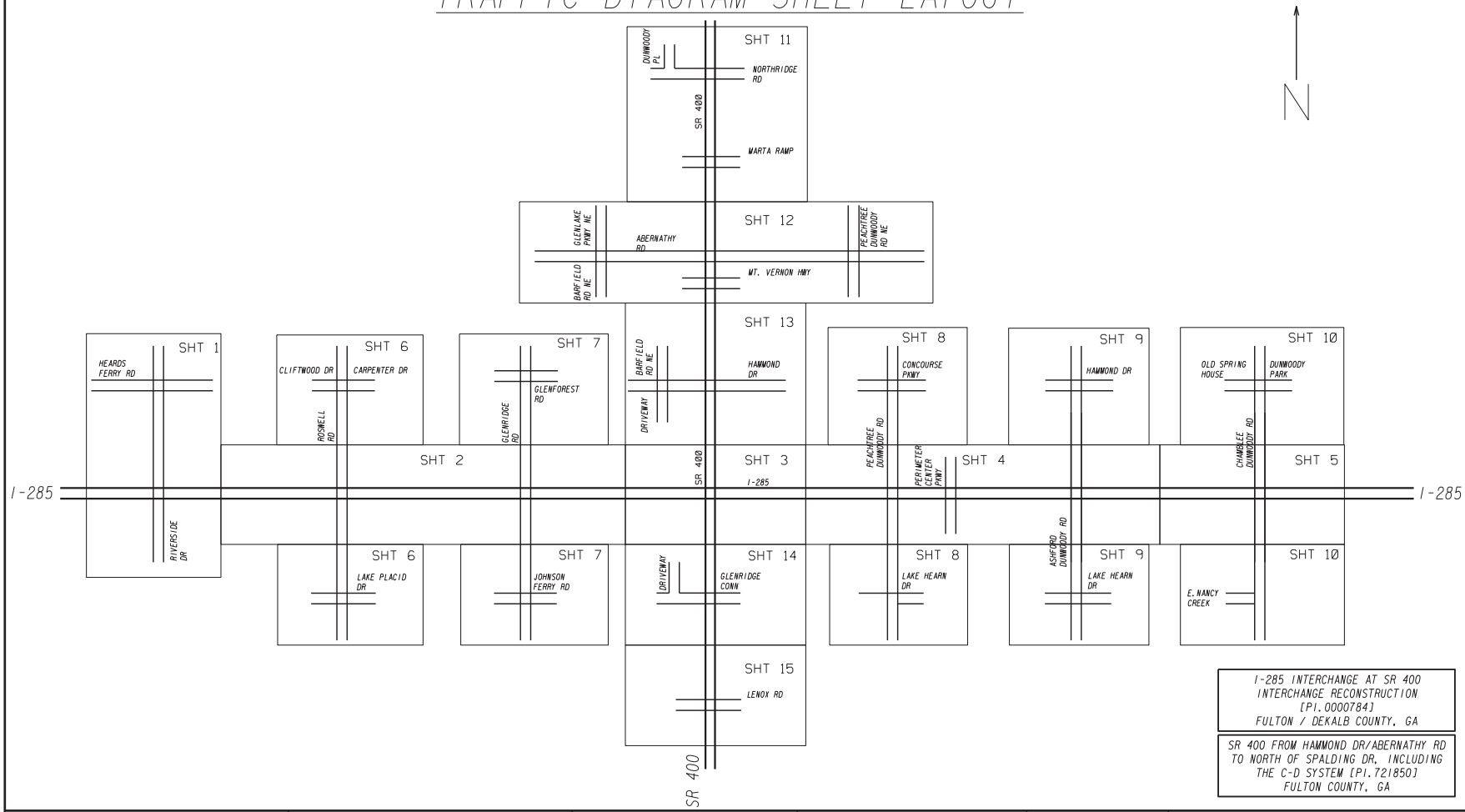
DRAWING No.
10-015

Appendix C

2039 Design Year Volume Diagram ADTs and DHVs for **Scenario #5, Scenario #6, and Scenario #7**

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
FULTON / DEKALB	GA	PI.0000784 / PI.721850		

TRAFFIC DIAGRAM SHEET LAYOUT



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI.0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI.721850]
FULTON COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING
TRAFFIC DIAGRAM LAYOUT

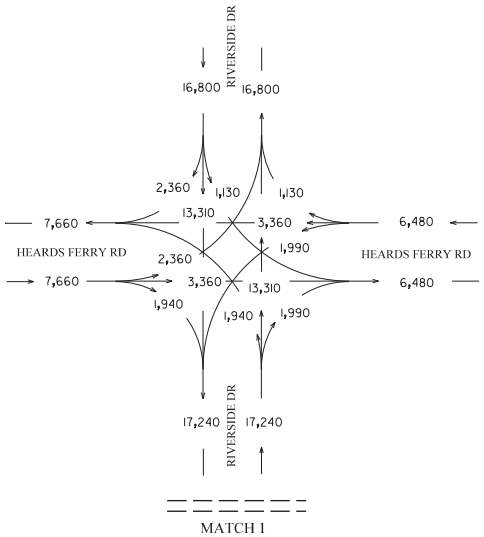
DRAWING No.
10-000

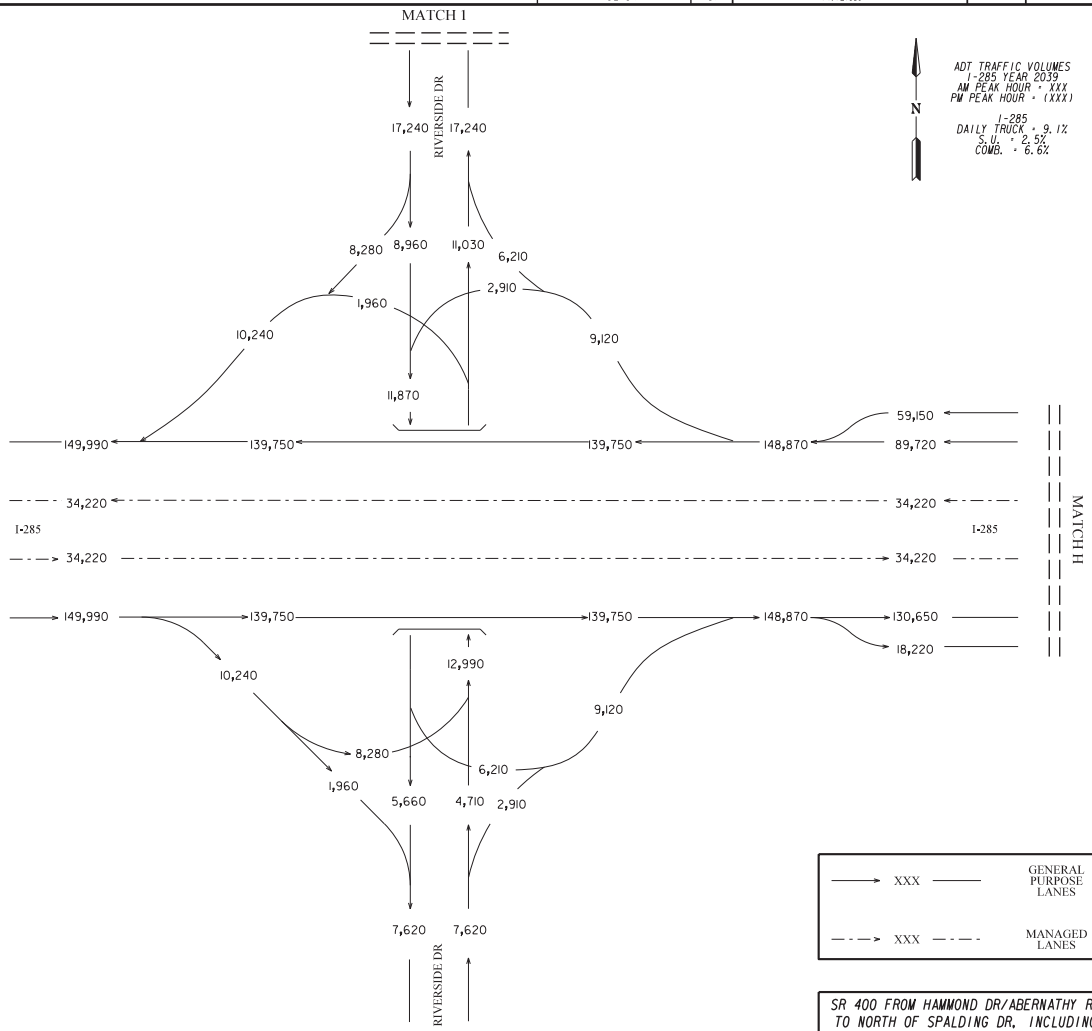
SCENARIO #5

YEAR 2039 NO-BUILD

(FOR INFORMATION ONLY SEE PI 721850)

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		





ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

→ XXX —		GENERAL PURPOSE LANES
—·—> XXX —·—		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

REVISION DATES

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DEPARTMENT OF TRANSPORTATION

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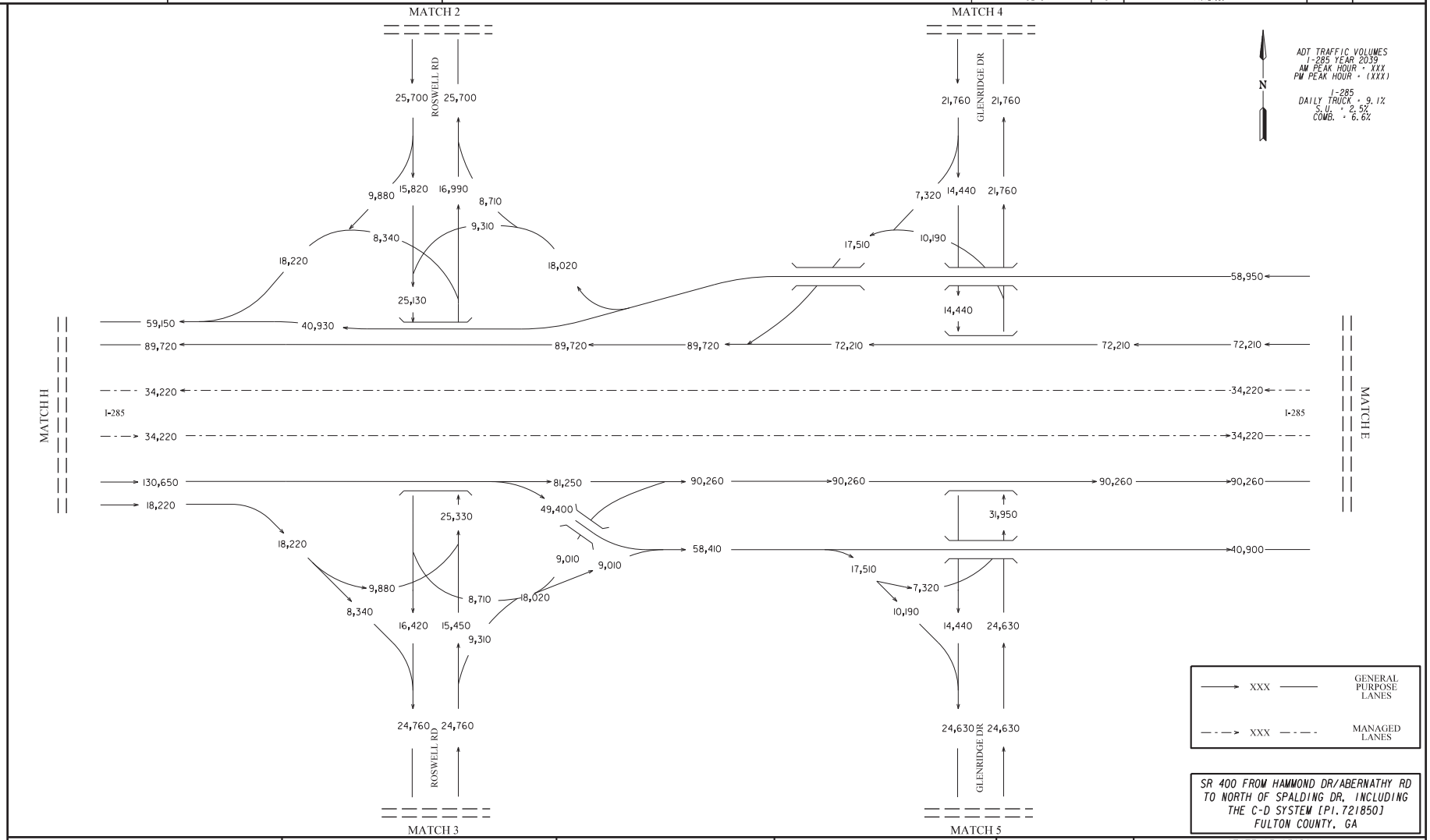
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

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DEPARTMENT OF TRANSPORTATION

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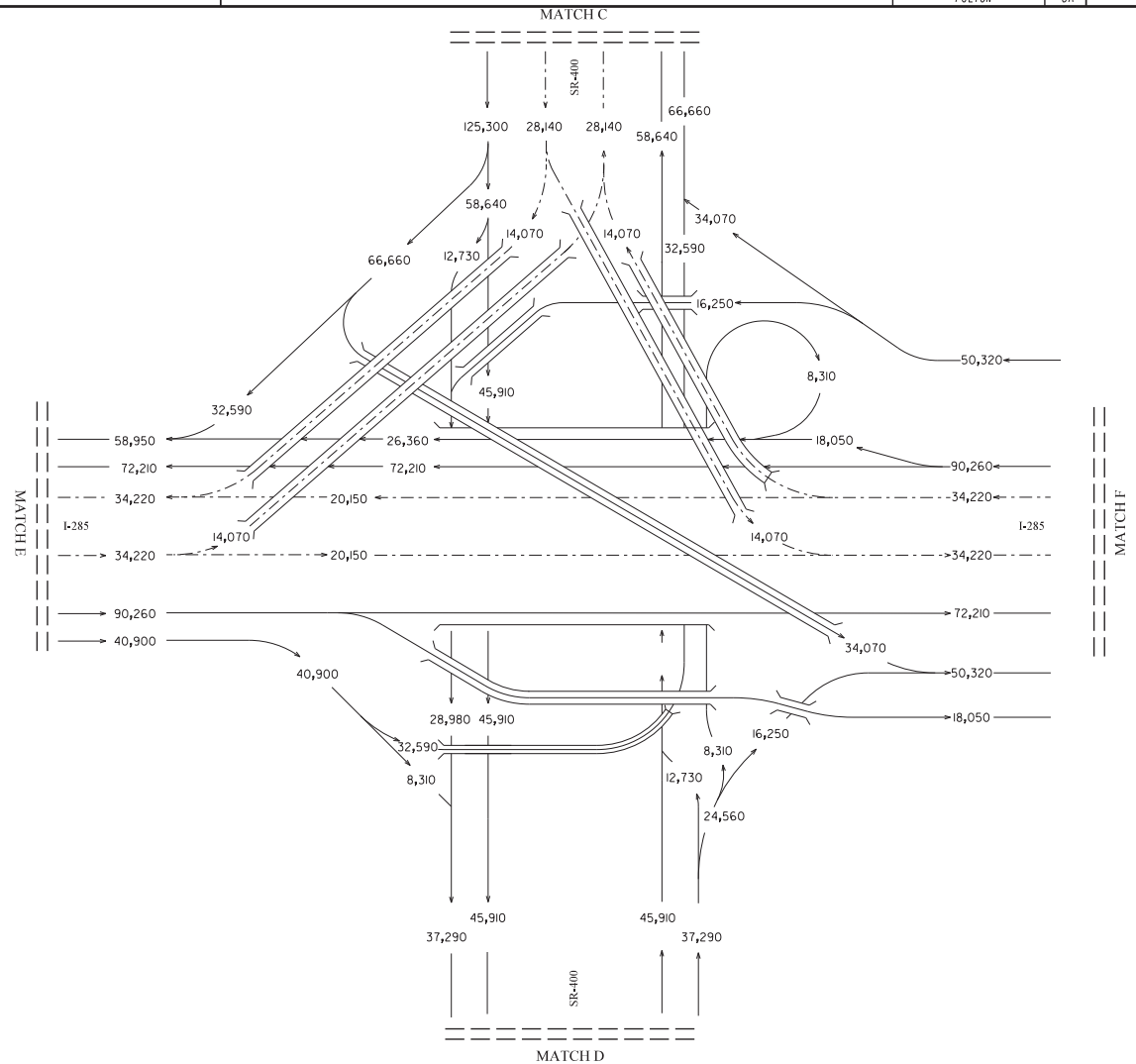
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



N

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

——→	XXX	GENERAL PURPOSE LANES
—·—→	XXX	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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Peachtree Corners, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

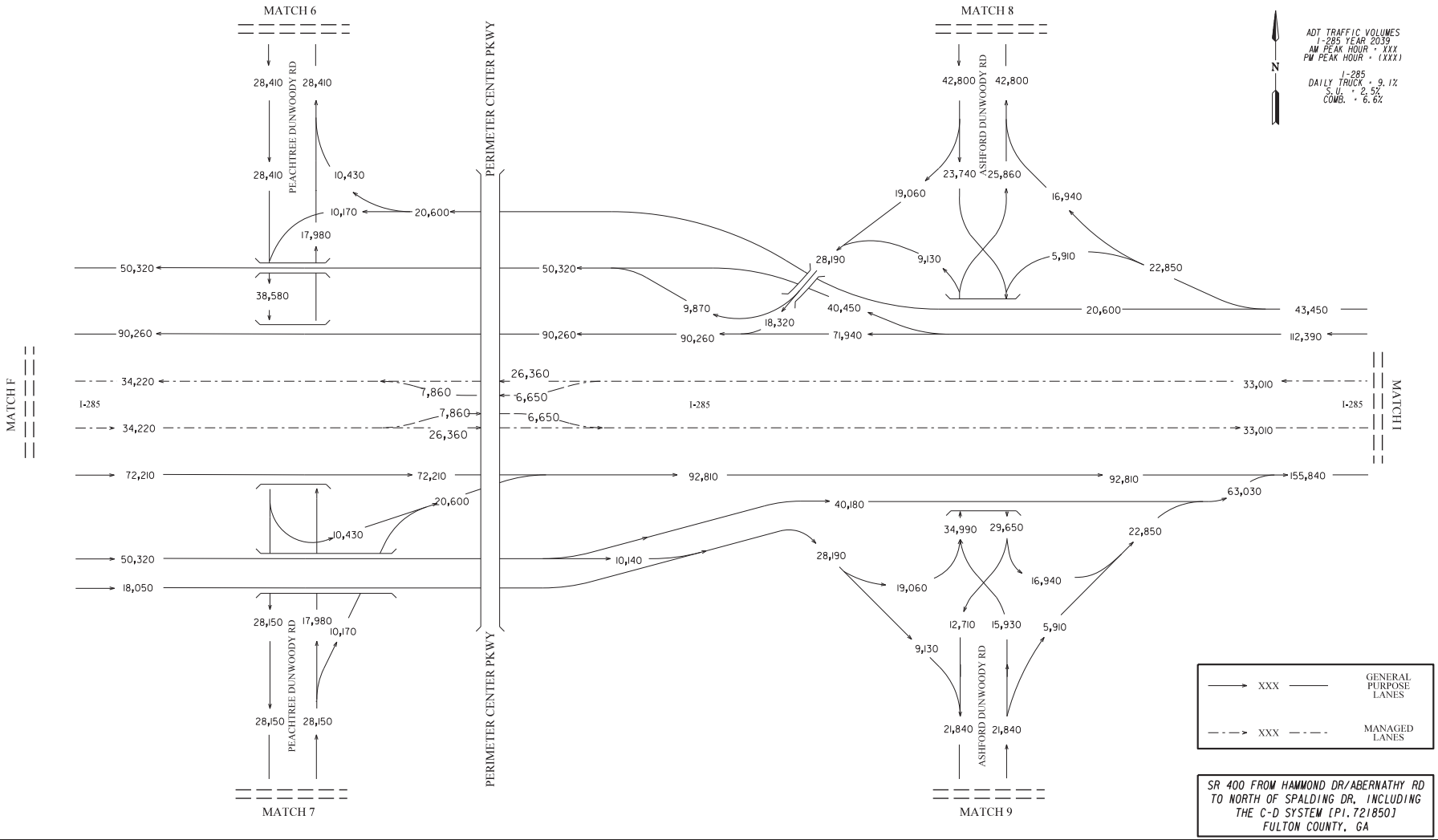
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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Peachtree Corners, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

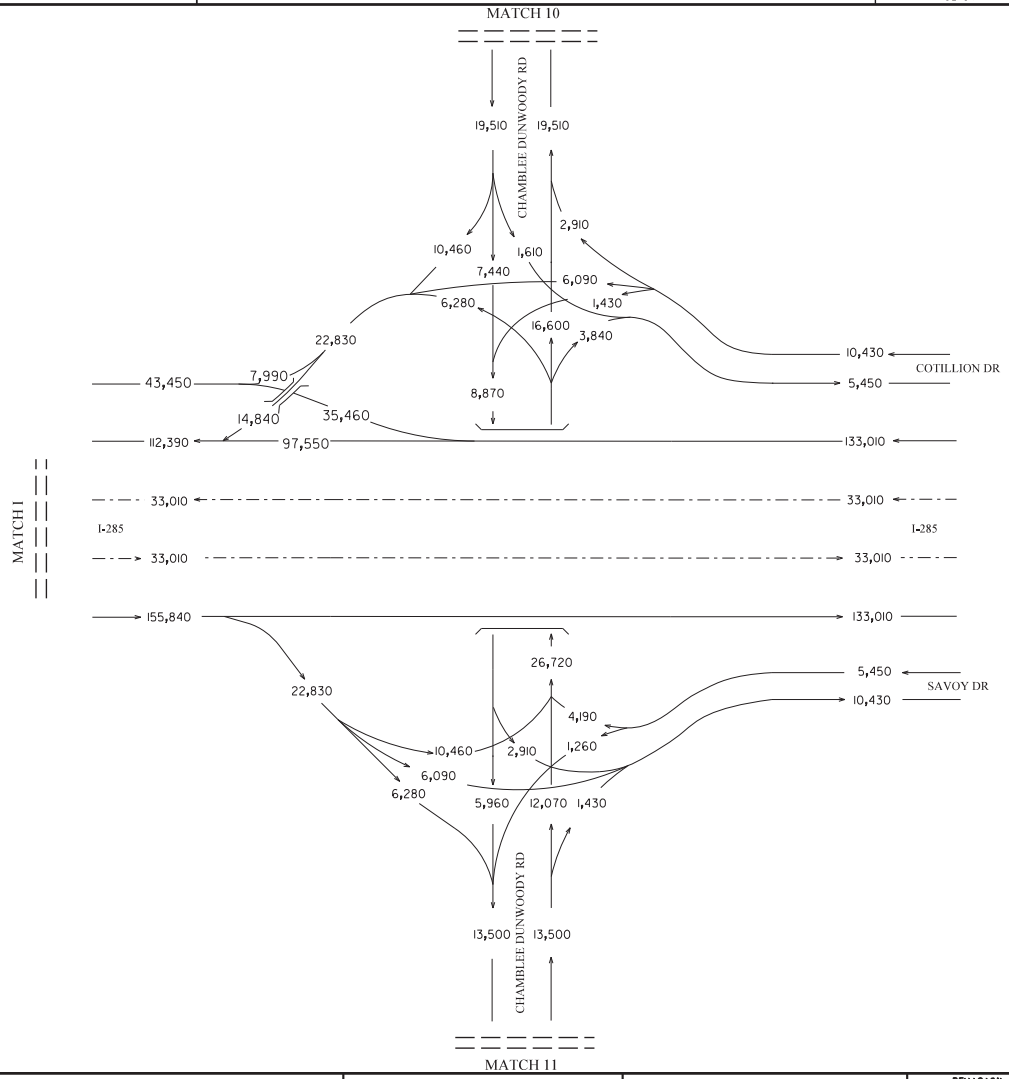
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

→ XXX —	GENERAL PURPOSE LANES
- - → XXX — - — -	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 5 OF 15

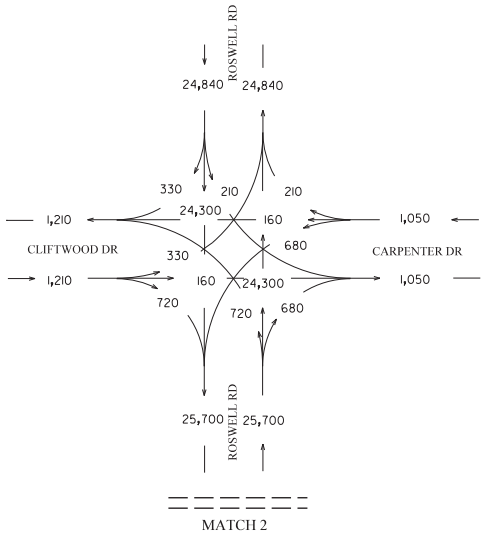
DRAWING No.
10-005

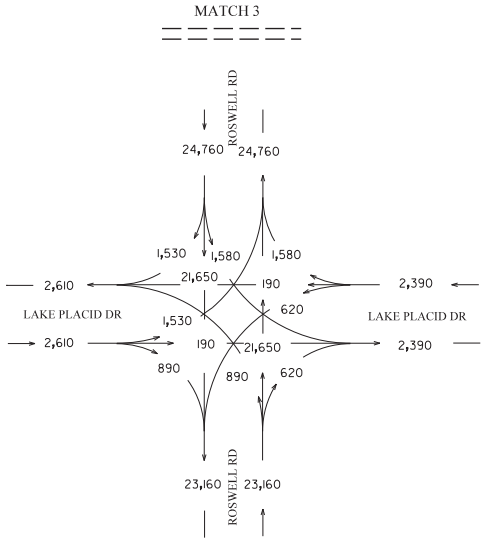
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→	XXX	GENERAL PURPOSE LANES
—·—→	XXX	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
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Peachtree Corners, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 6 OF 15

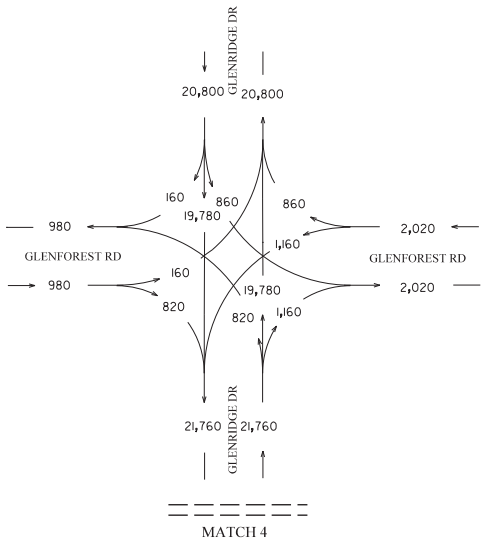
DRAWING No.
10-006

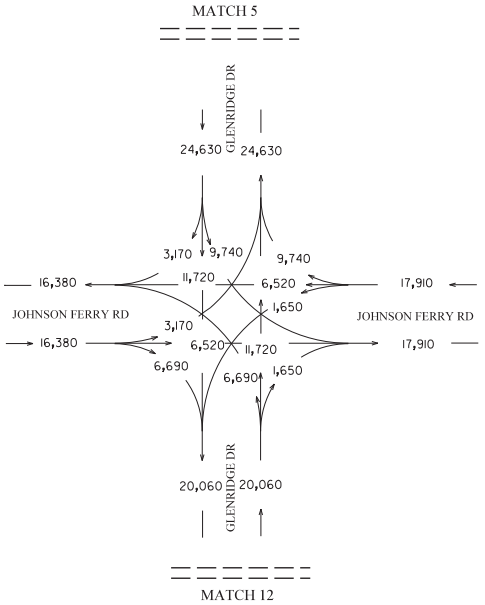
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





→ XXX ———		GENERAL PURPOSE LANES
—·—> XXX —·—·-		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 7 OF 15

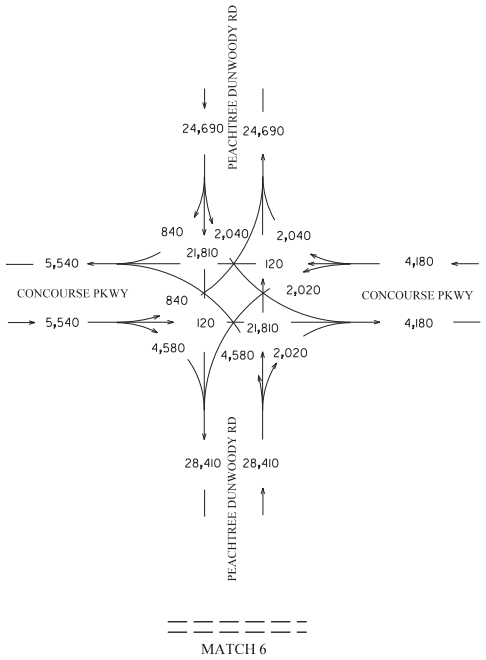
DRAWING No.
10-007

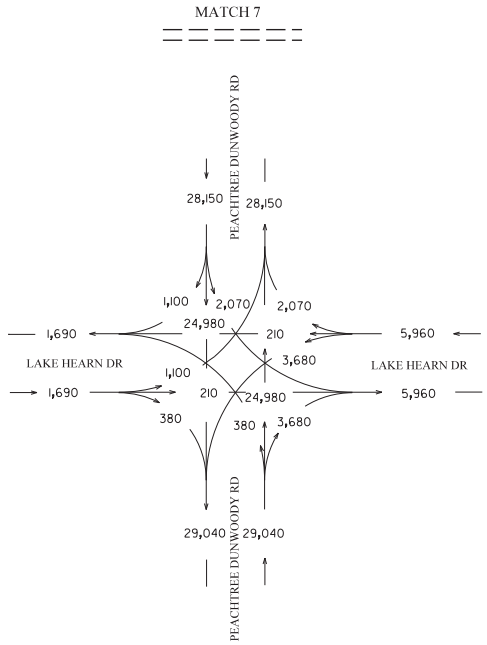
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→ XXX ———		GENERAL PURPOSE LANES
—-—→ XXX —-—-		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 8 OF 15

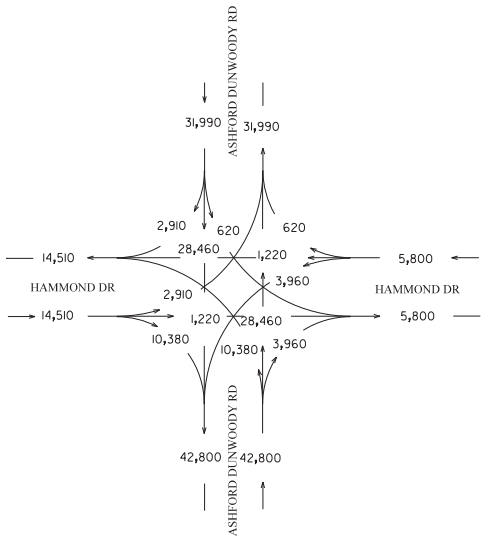
DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

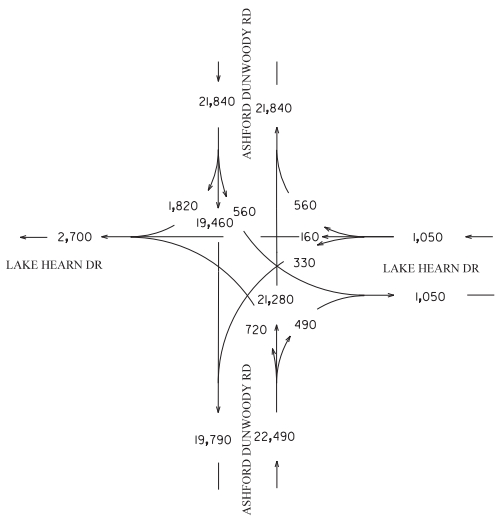
I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



MATCH 8

MATCH 9



→ XXX ———		GENERAL PURPOSE LANES
—-—> XXX —-—-		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (PI. 721850)
SHEET 9 OF 15

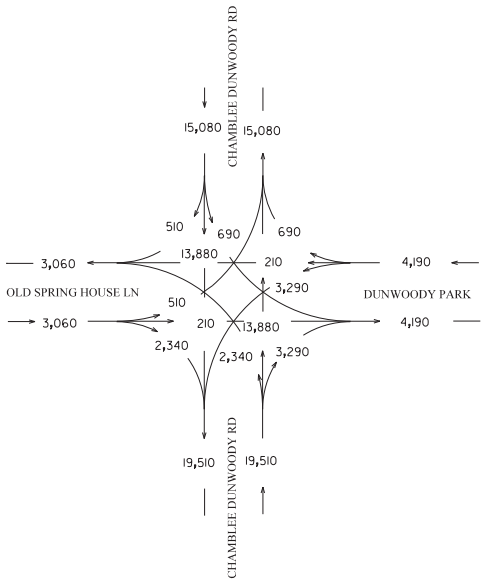
DRAWING No.
10-009

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

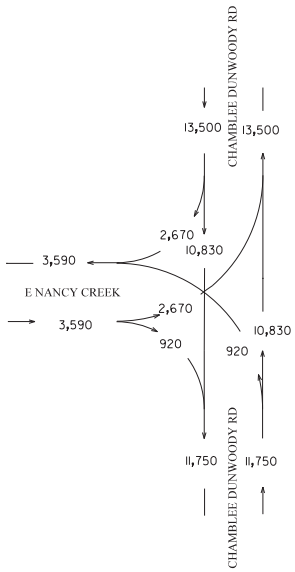
I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



MATCH 10

MATCH 11



→ XXX ———		GENERAL PURPOSE LANES
—·—> XXX —·—·		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
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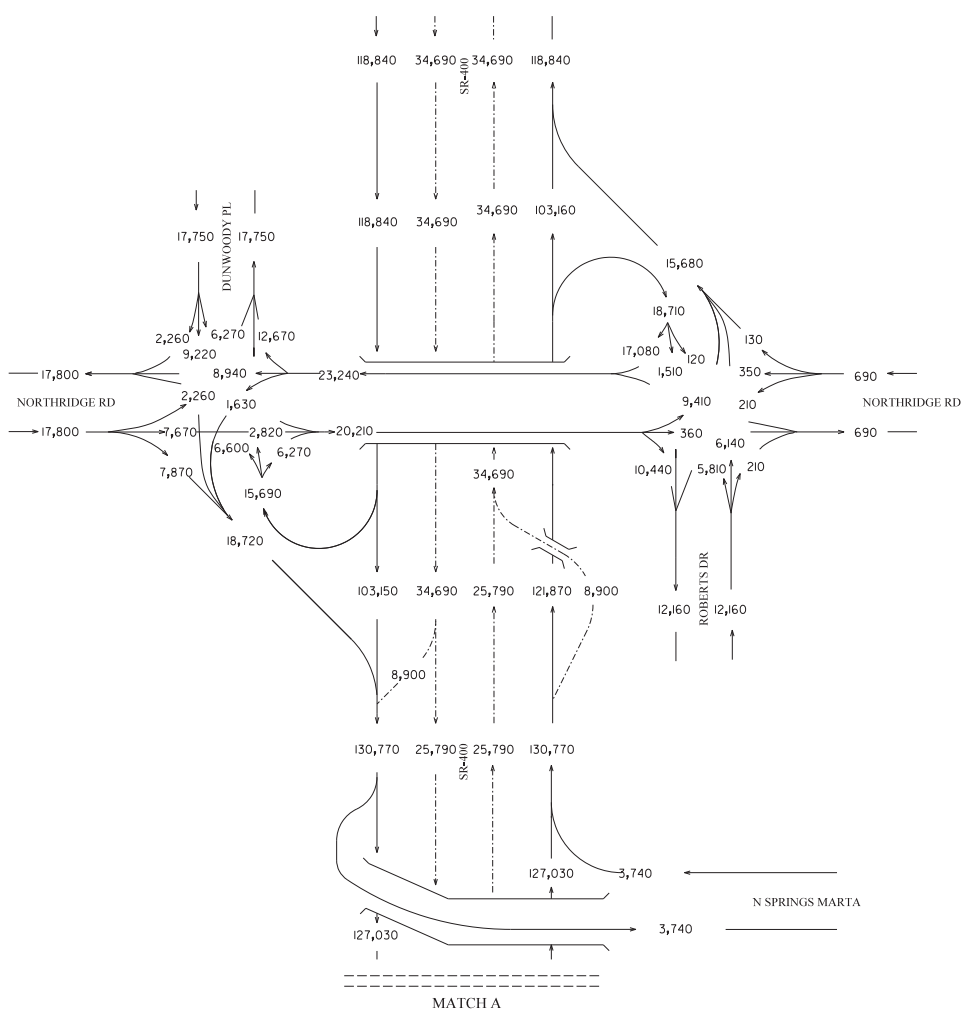
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
DAILY TRUCK - 3.7%
S.U. - 2.5%
COMB. - 1.2%

→ XXX —		GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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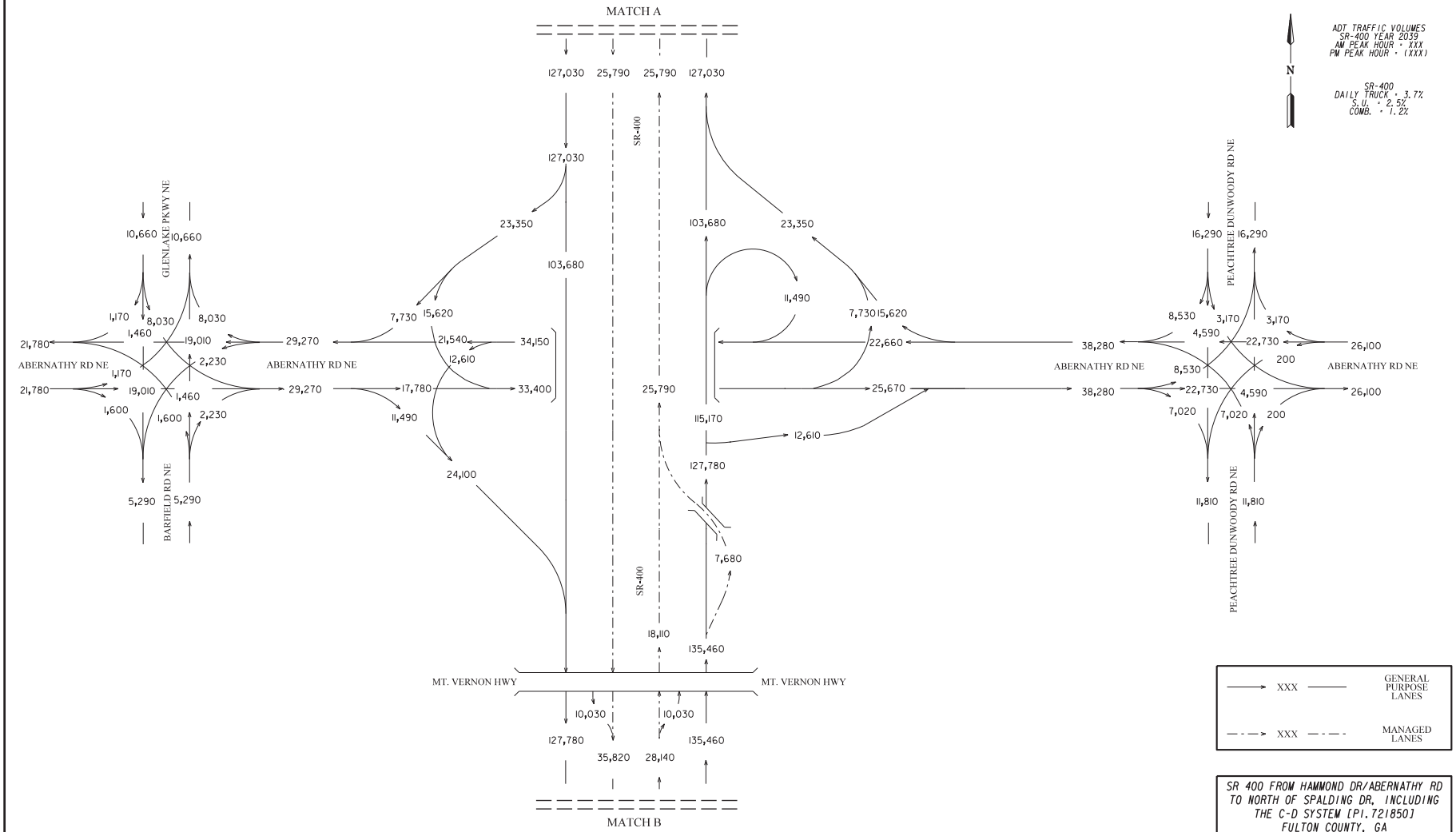
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD TO NORTH OF SPALDING DR. INCLUDING THE C-D SYSTEM [PI. 721850] FULTON COUNTY, GA

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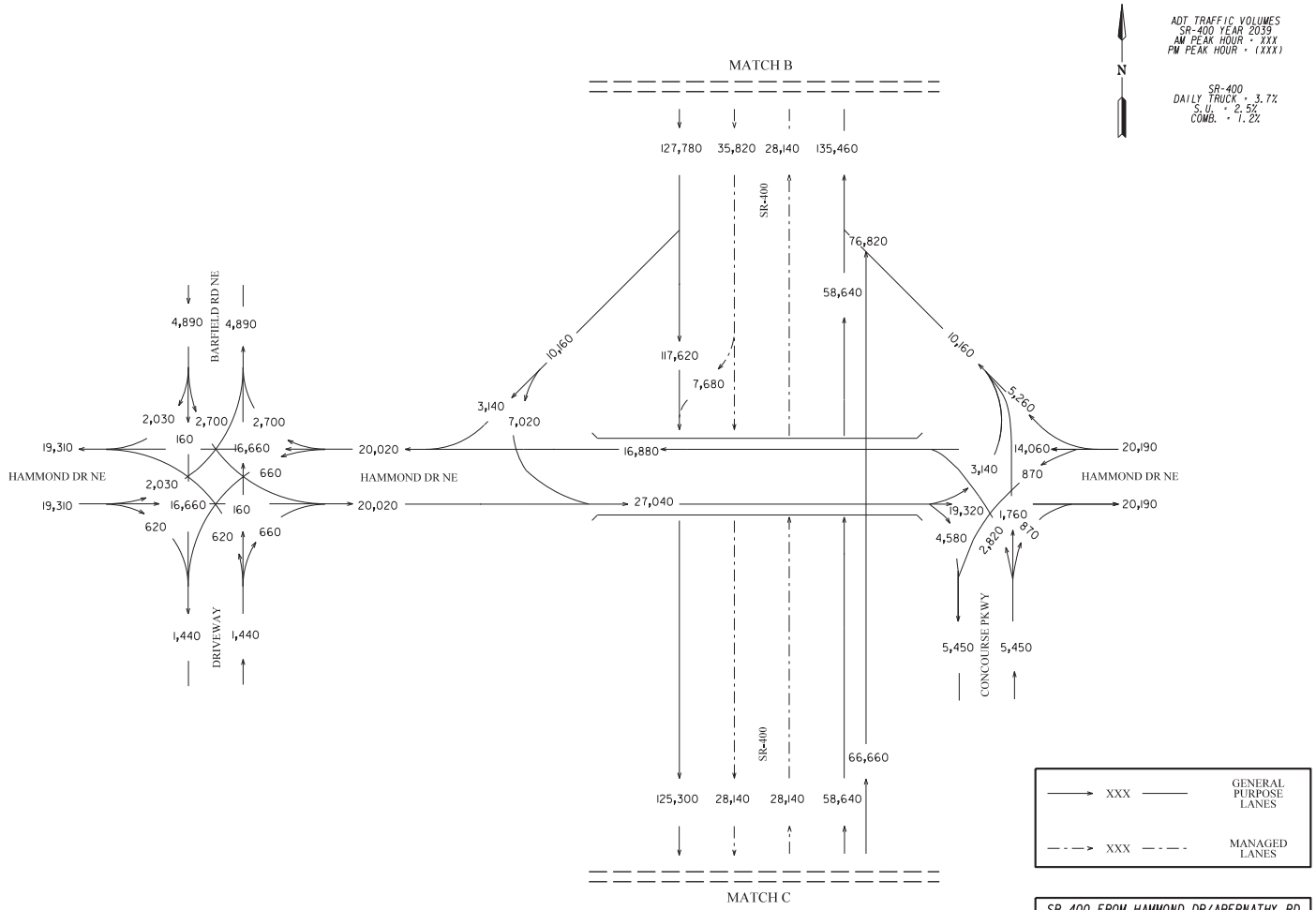
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (PI. 721850)
SHEET 12 OF 15

DRAWING No. 10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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FULTON COUNTY, GA

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SCENARIO #5

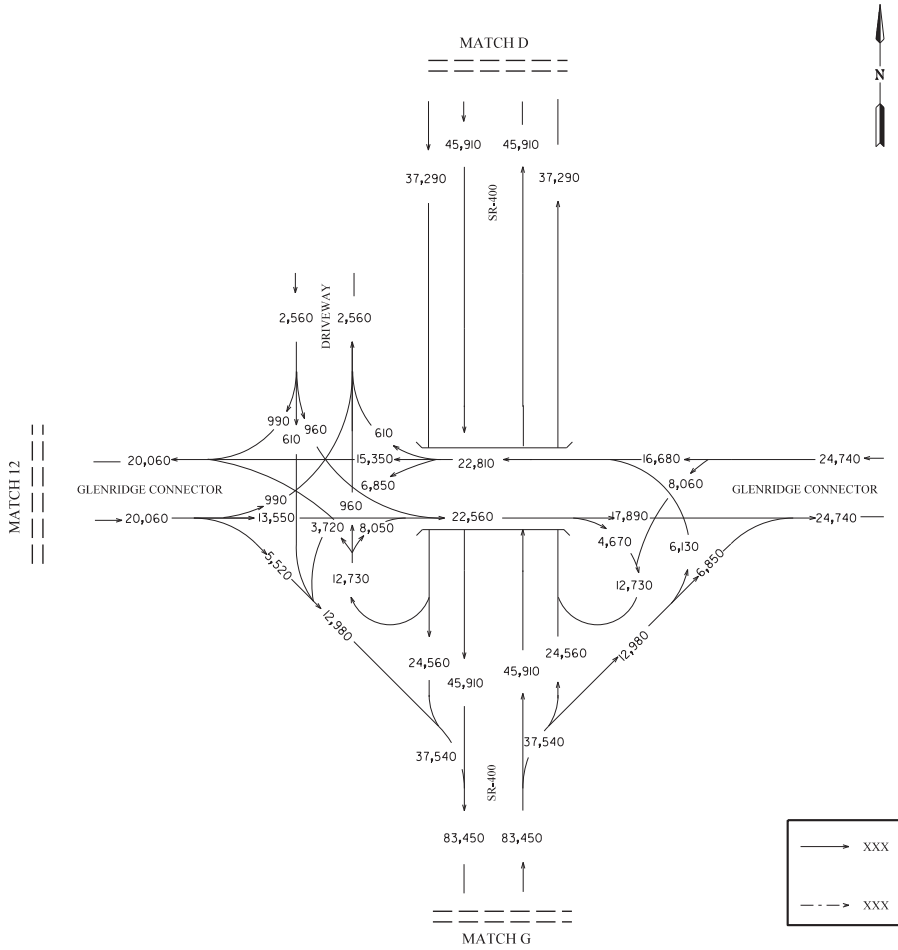
YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 13 OF 15

DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
DAILY TRUCK - 3.7%
S.U. - 2.5%
COMB. - 1.2%



——→	XXX	GENERAL PURPOSE LANES
—·—→	XXX	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
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STATE OF GEORGIA
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SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 14 OF 15

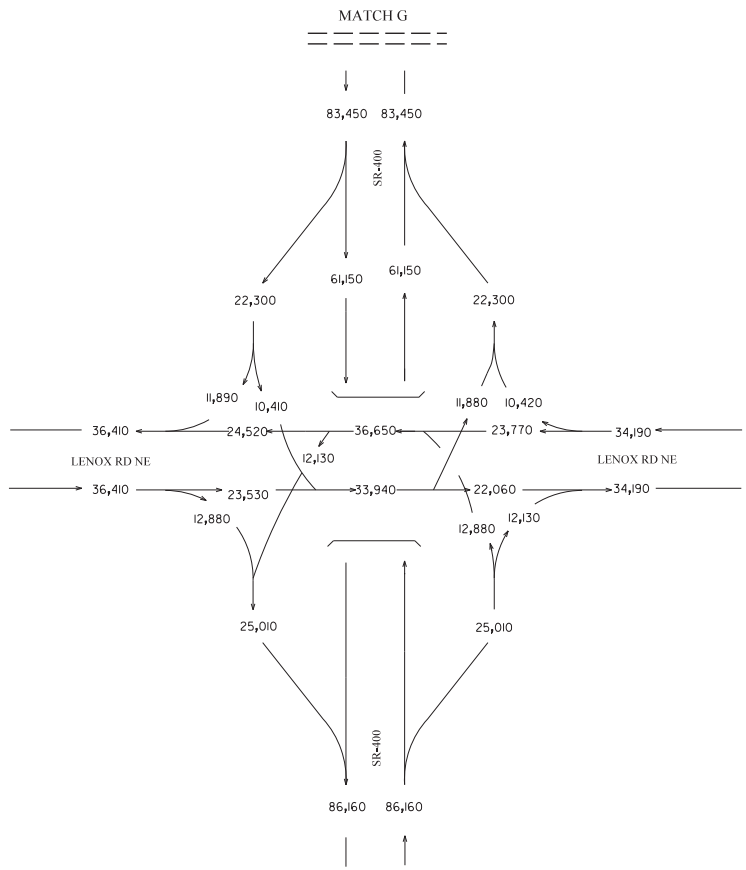
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
DAILY TRUCK - 3.7%
S.U. - 2.5%
COMB. - 1.2%

N



→ XXX ———		GENERAL PURPOSE LANES
—-—> XXX —-—-		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

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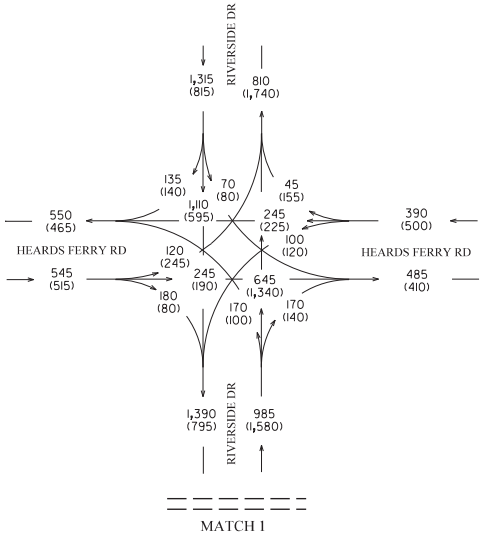
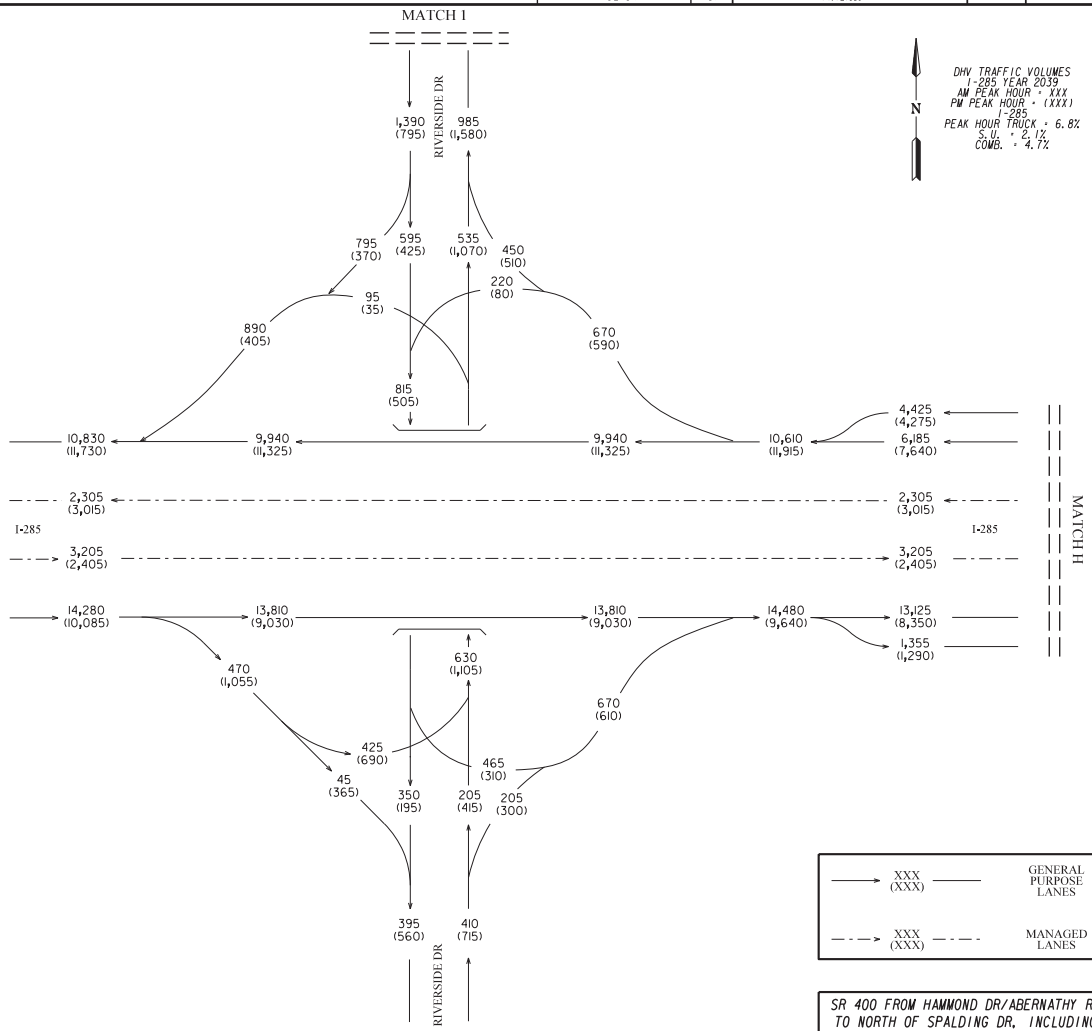
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 ADT NO-BUILD (P1.721850)
SHEET 15 OF 15

DRAWING No.
10-015

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		





DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%

N

XXX (XXX) — GENERAL PURPOSE LANES

XXX (XXX) — MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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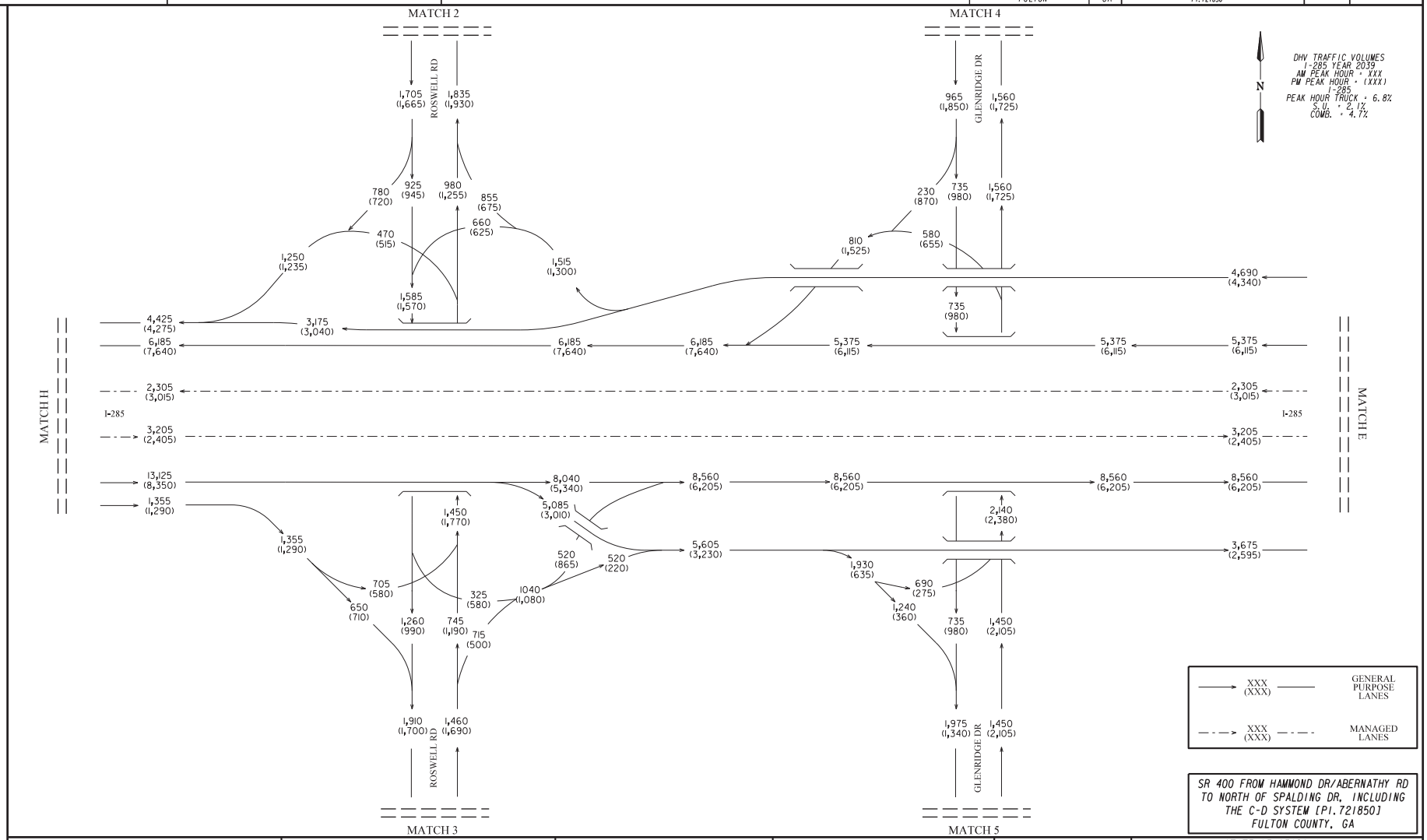
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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REVISION DATES		

STATE OF GEORGIA
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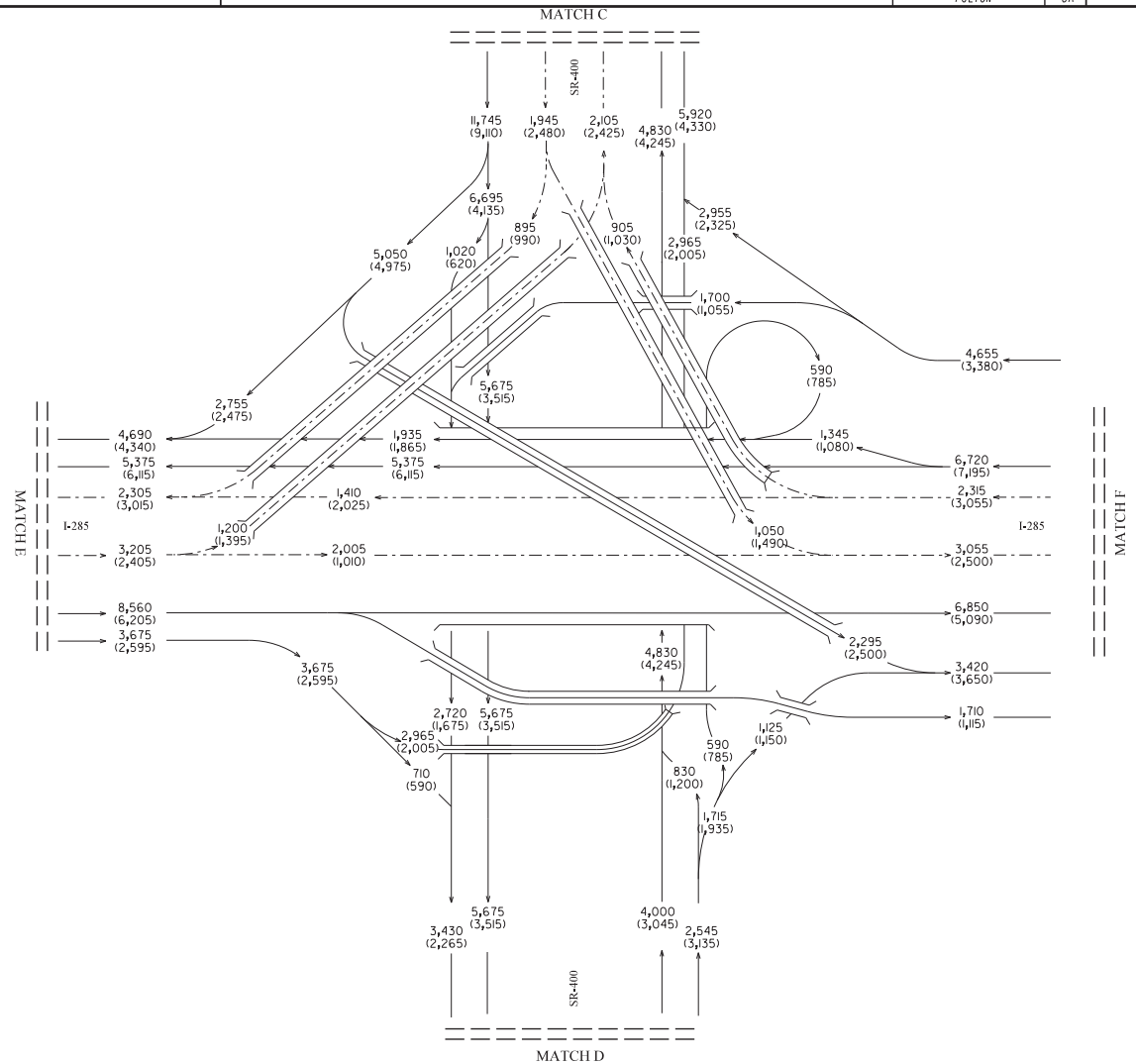
SCENARIO #5

YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



N

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%

→ XXX (XXX) ———	GENERAL PURPOSE LANES	
—·—→ XXX (XXX) —·—·	MANAGED LANES	

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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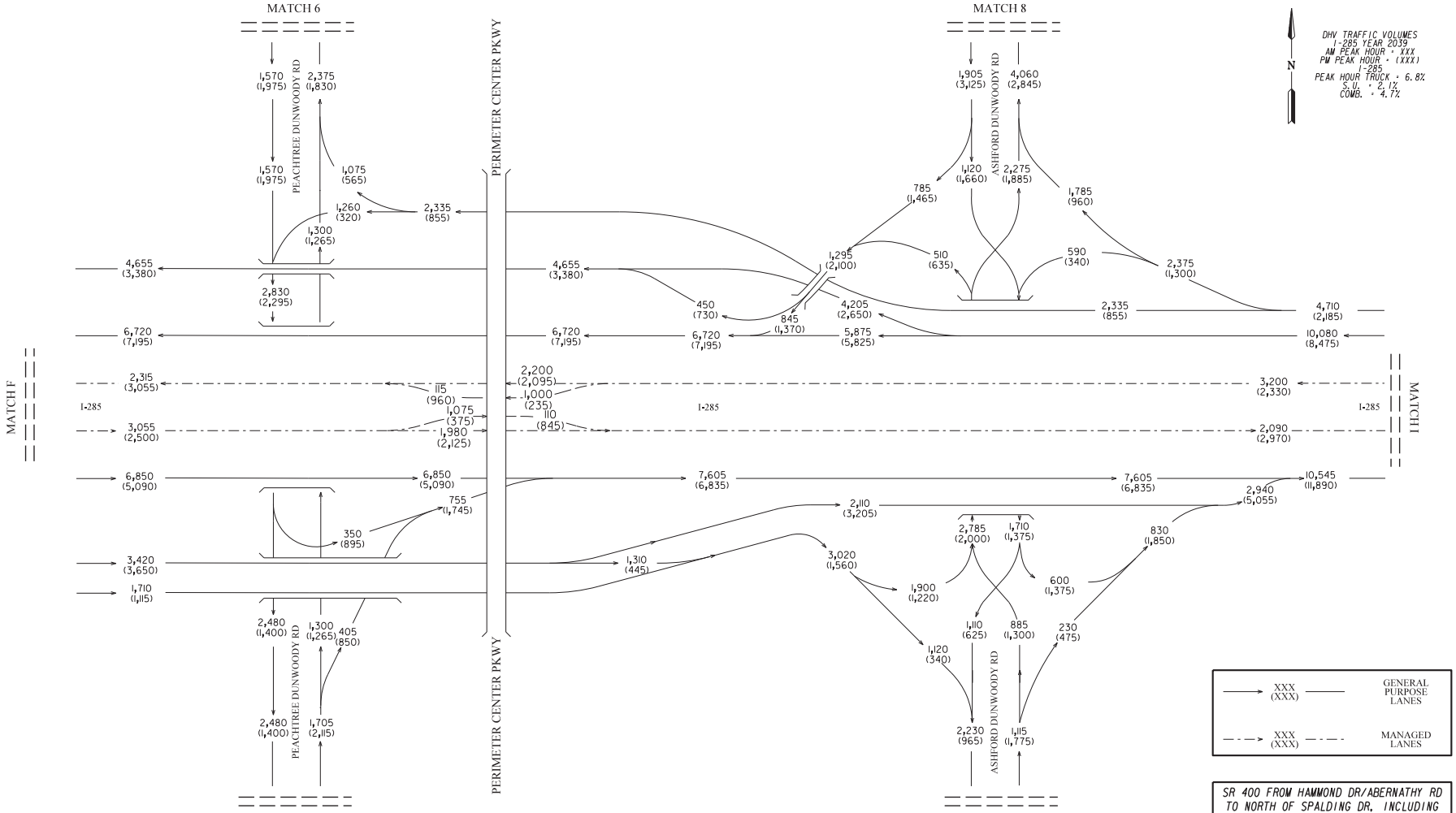
SCENARIO #5

YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD TO NORTH OF SPALDING DR, INCLUDING THE C-D SYSTEM [P1.721850] FULTON COUNTY, GA

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OFFICE OF PLANNING

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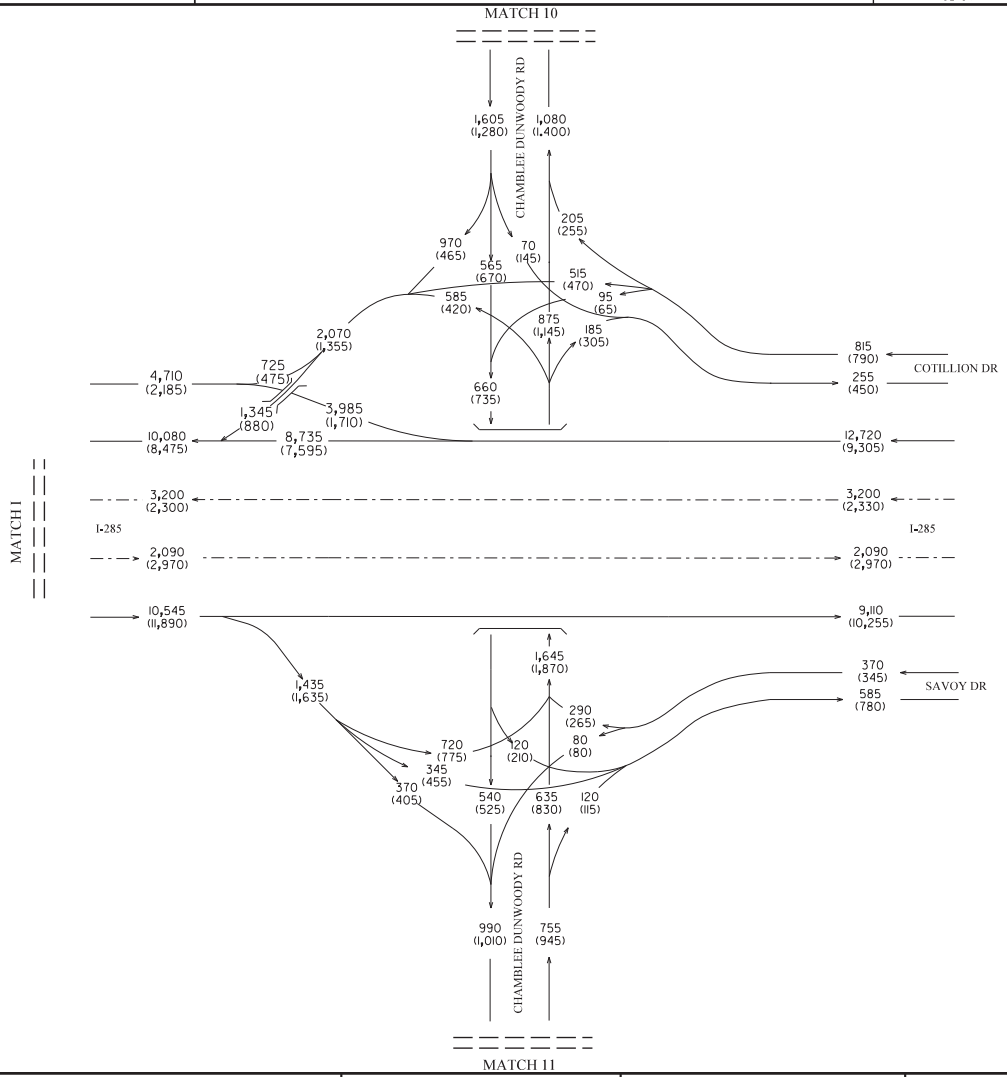
SCENARIO #5

YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%

N

——→	XXX (XXX)	GENERAL PURPOSE LANES
—·—→	XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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SCENARIO #5

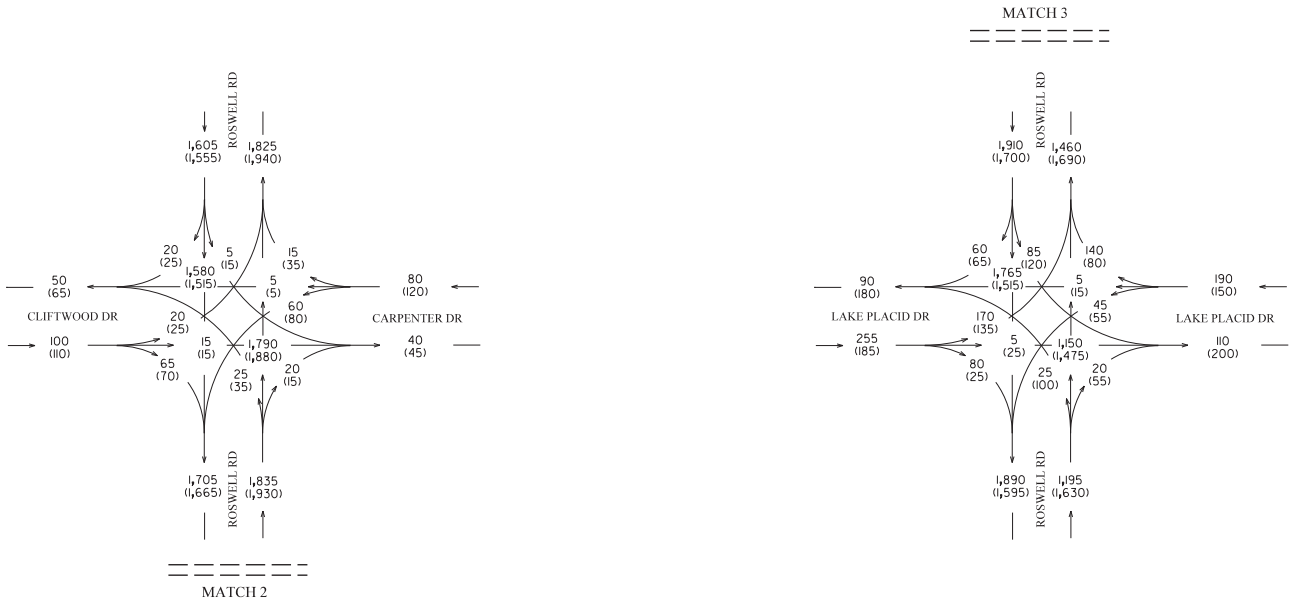
YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 5 OF 15

DRAWING No.
10-005

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N



XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 6 OF 15

DRAWING No.
10-006

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

N

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%

XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #5

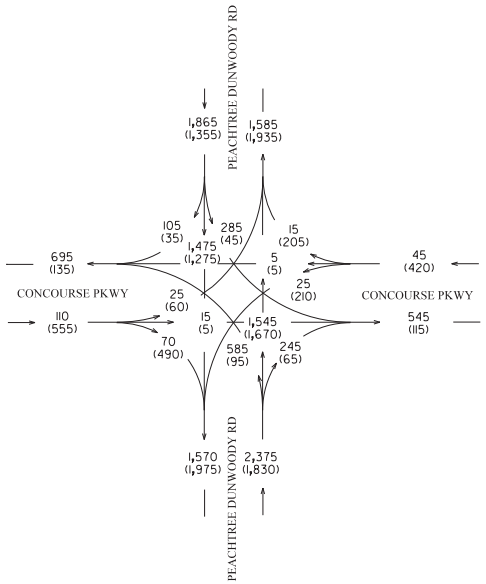
YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 7 OF 15

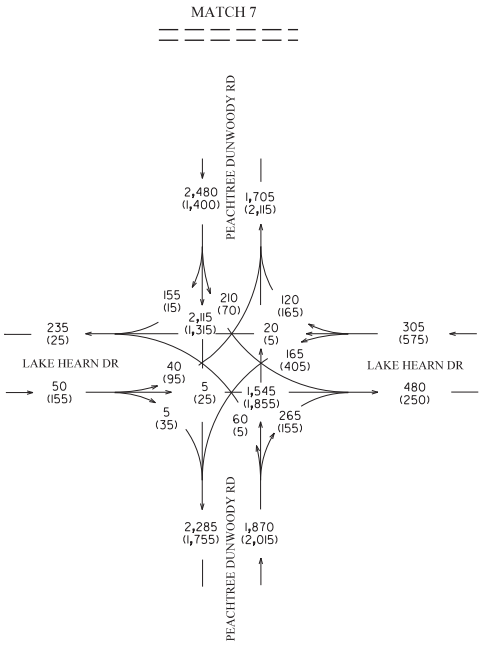
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%

N





→ XXX (XXX) ———		GENERAL PURPOSE LANES
—·—> XXX (XXX) —·—·		MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #5

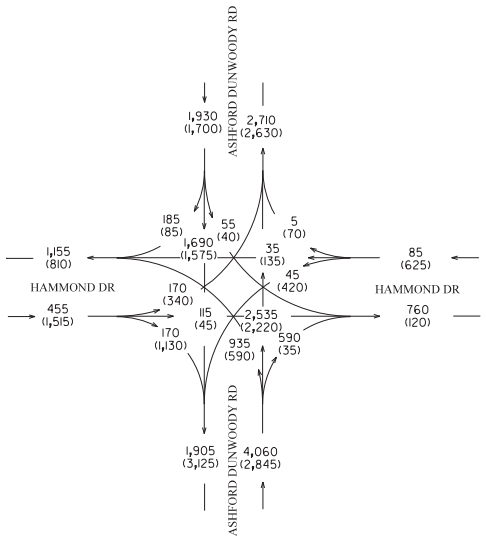
YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 8 OF 15

DRAWING No.
10-008

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

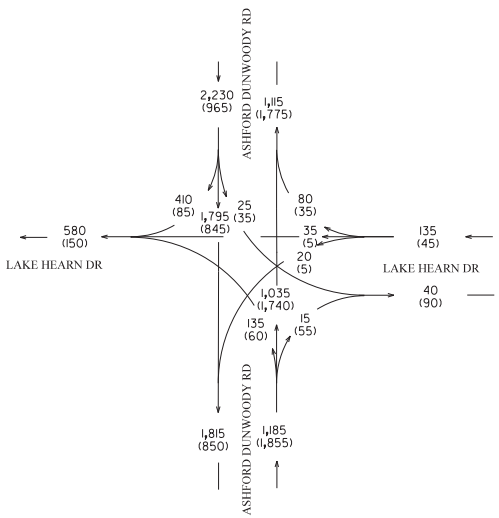
N

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)
I-285
PEAK HOUR TRUCK - 6.8%
S.U. - 2.1%
COMB. - 4.7%



MATCH 8

MATCH 9



→	XXX (XXX)	GENERAL PURPOSE LANES
- · - →	XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #5

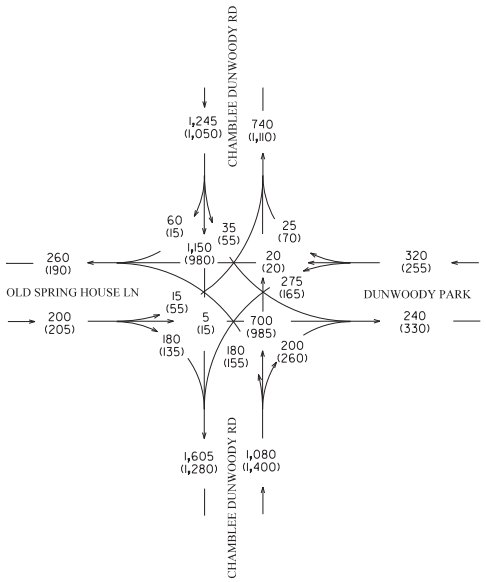
YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 9 OF 15

DRAWING No.
10-009

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

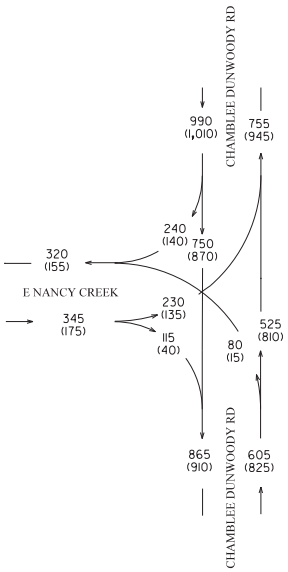
DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N



MATCH 10

MATCH 11



——→	XXX (XXX)	GENERAL PURPOSE LANES
—·—→	XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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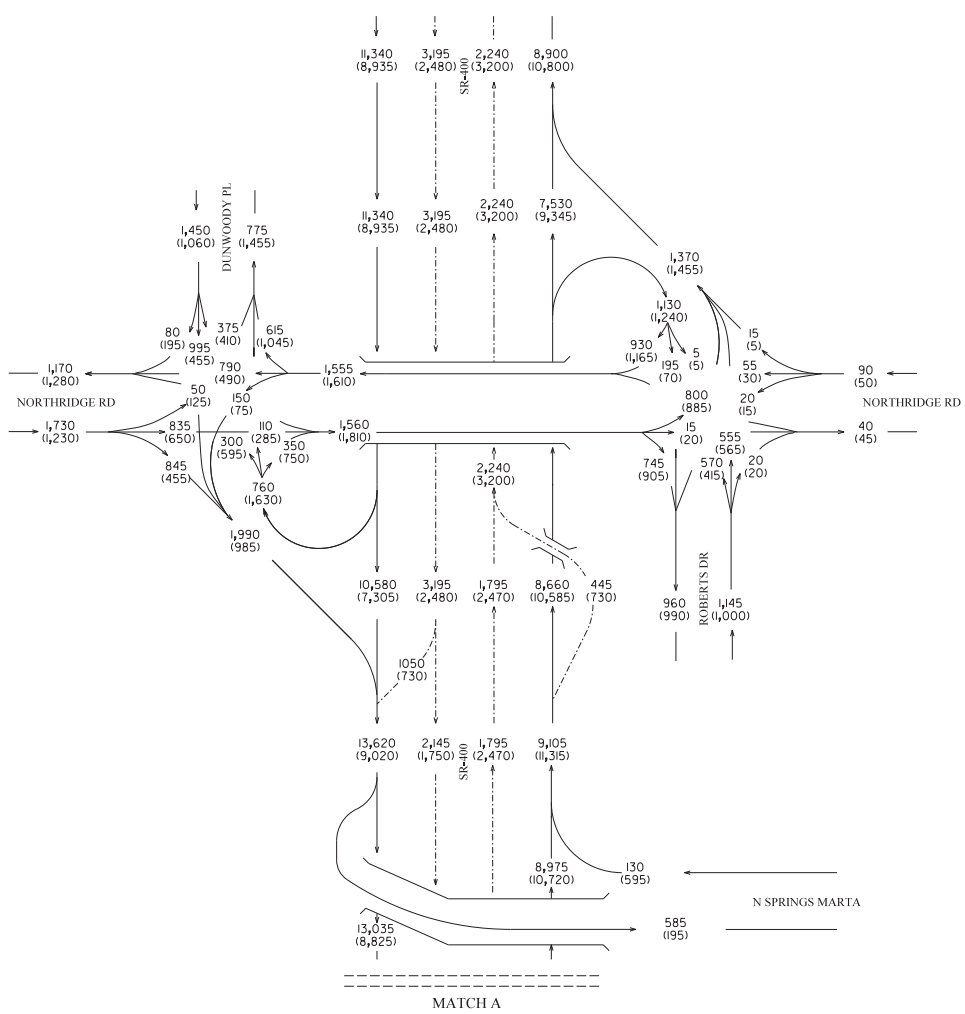
SCENARIO #5

YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
PEAK HOUR TRUCK - 2.7%
S.U. - 2.0%
COMB. - 0.7%

→ XXX (XXX)	———	GENERAL PURPOSE LANES
-·-·-→ XXX (XXX)	-·-·-	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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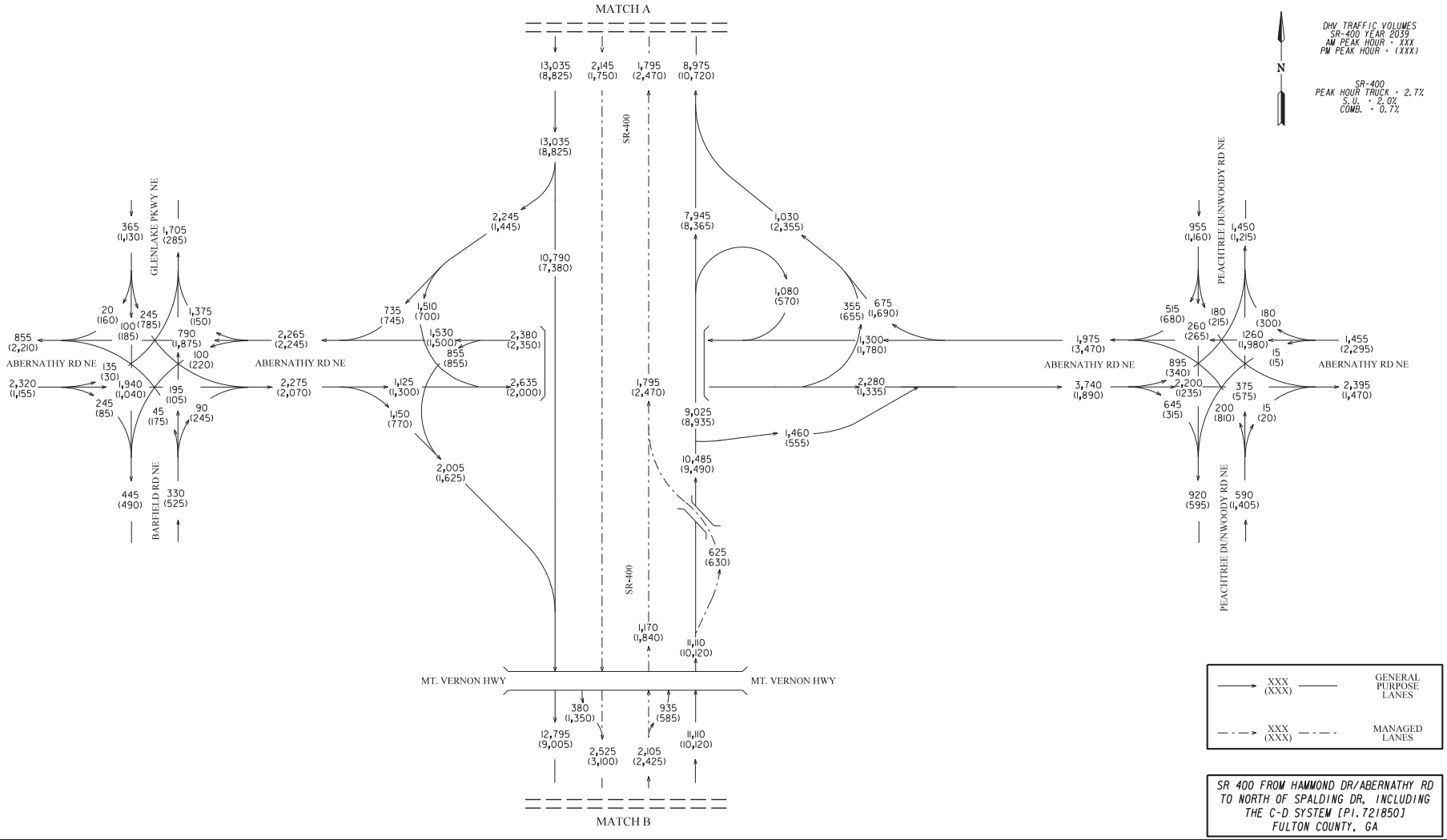
TRAFFIC DIAGRAM
SCENARIO #5

YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		



SR 400 FROM HAMMOND DR/ABERNATHY RD TO NORTH OF SPALDING DR. INCLUDING THE C-D SYSTEM [P1.721850] FULTON COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

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SCENARIO #5

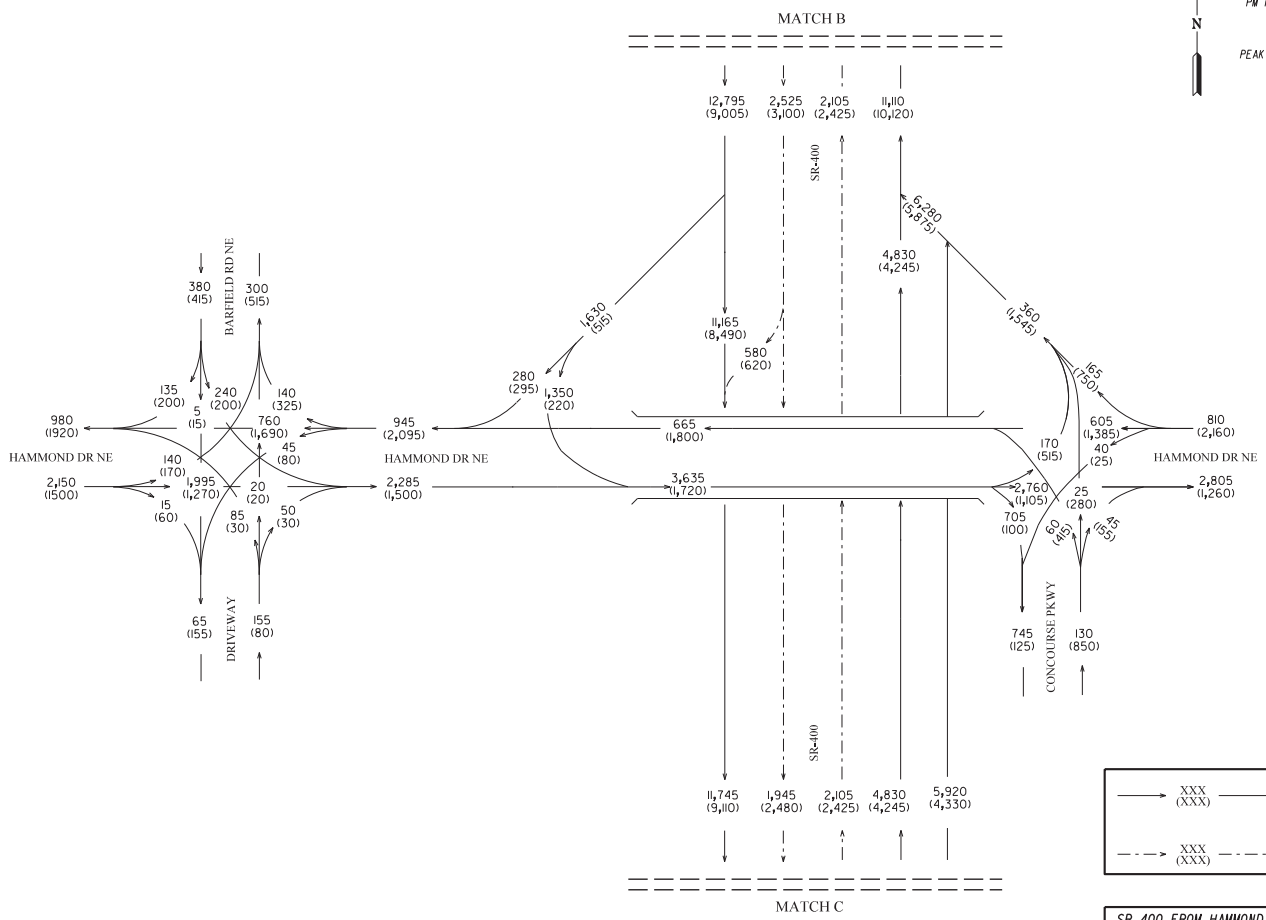
YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 12 OF 15

DRAWING No. 10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
PEAK HOUR TRUCK - 2.7%
S.U. - 2.0%
COMB. - 0.7%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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SCENARIO #5

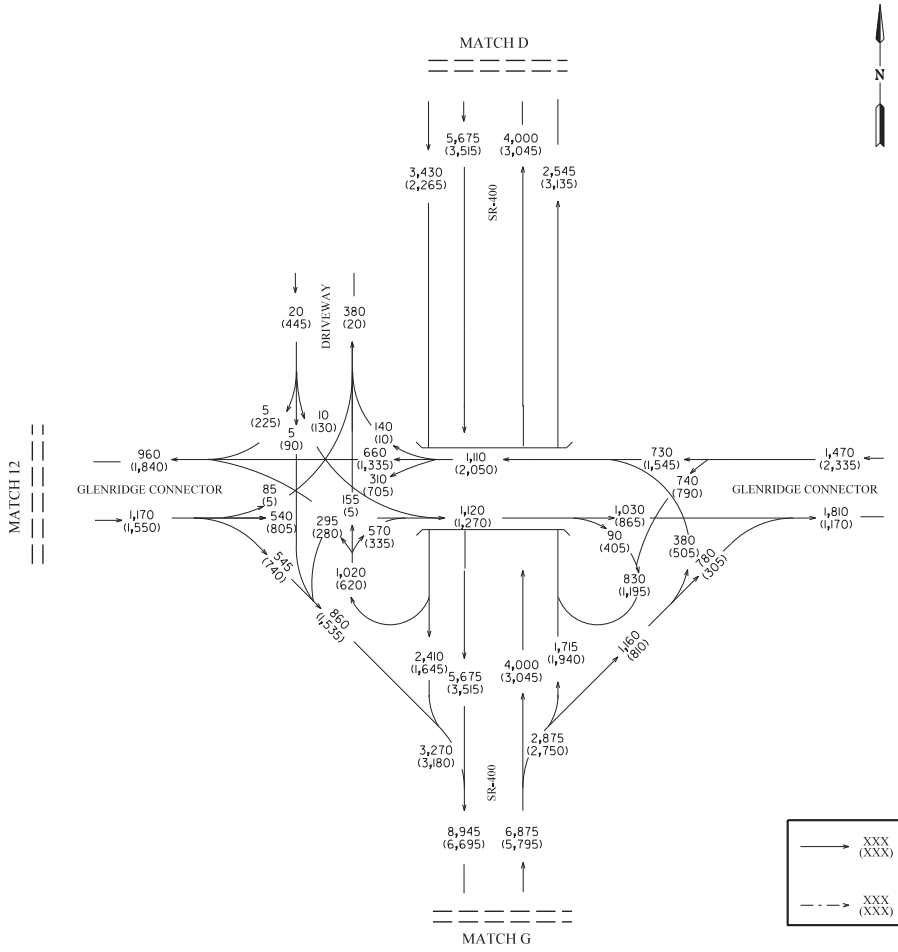
YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 13 OF 15

DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	P1.721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
PEAK HOUR TRUCK - 2.7%
S.U. - 2.0%
COMB. - 0.7%



SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [P1.721850]
FULTON COUNTY, GA

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SCENARIO #5

YEAR 2039 DHV NO-BUILD (P1.721850)
SHEET 14 OF 15

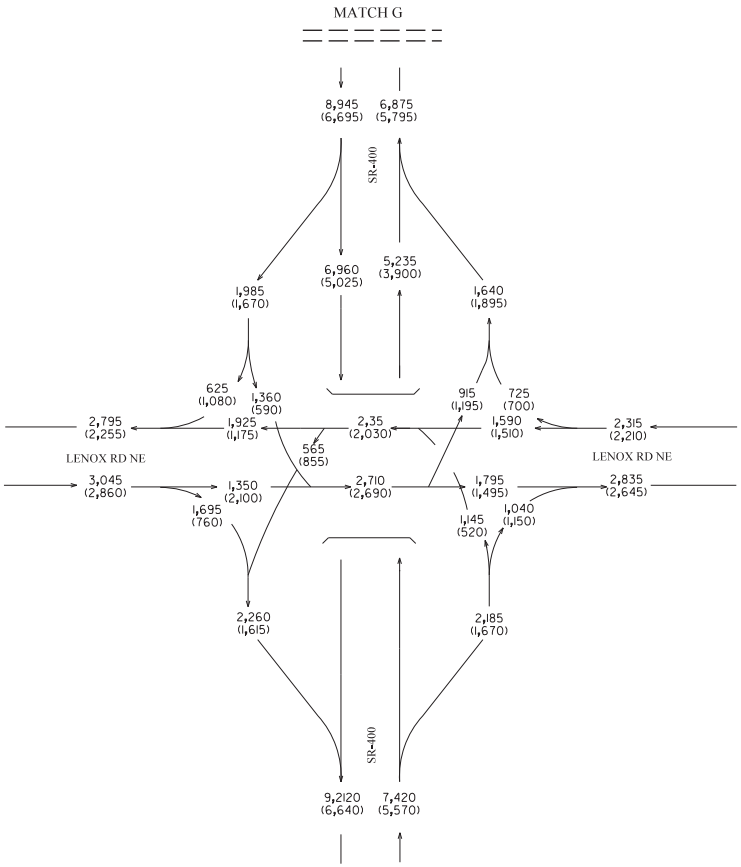
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON	GA	PI. 721850		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR - XXX
PM PEAK HOUR - (XXX)

SR-400
PEAK HOUR TRUCK - 2.7%
S.U. - 2.0%
COMB. - 0.7%

N



——→	XXX (XXX)	GENERAL PURPOSE LANES
—-—→	XXX (XXX)	MANAGED LANES

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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SCENARIO #5

YEAR 2039 DHV NO-BUILD (PI. 721850)
SHEET 15 OF 15

DRAWING No.
10-015

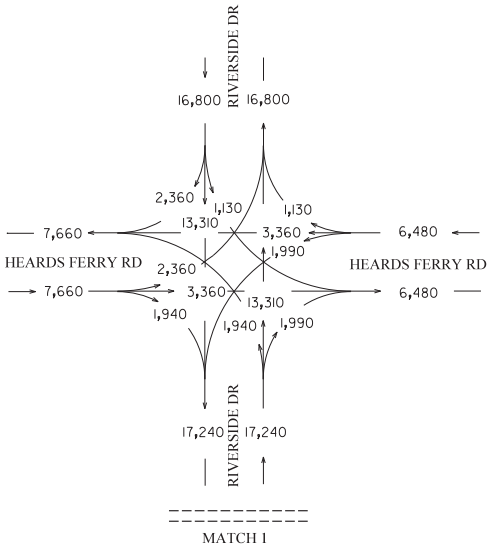
PI 0000784

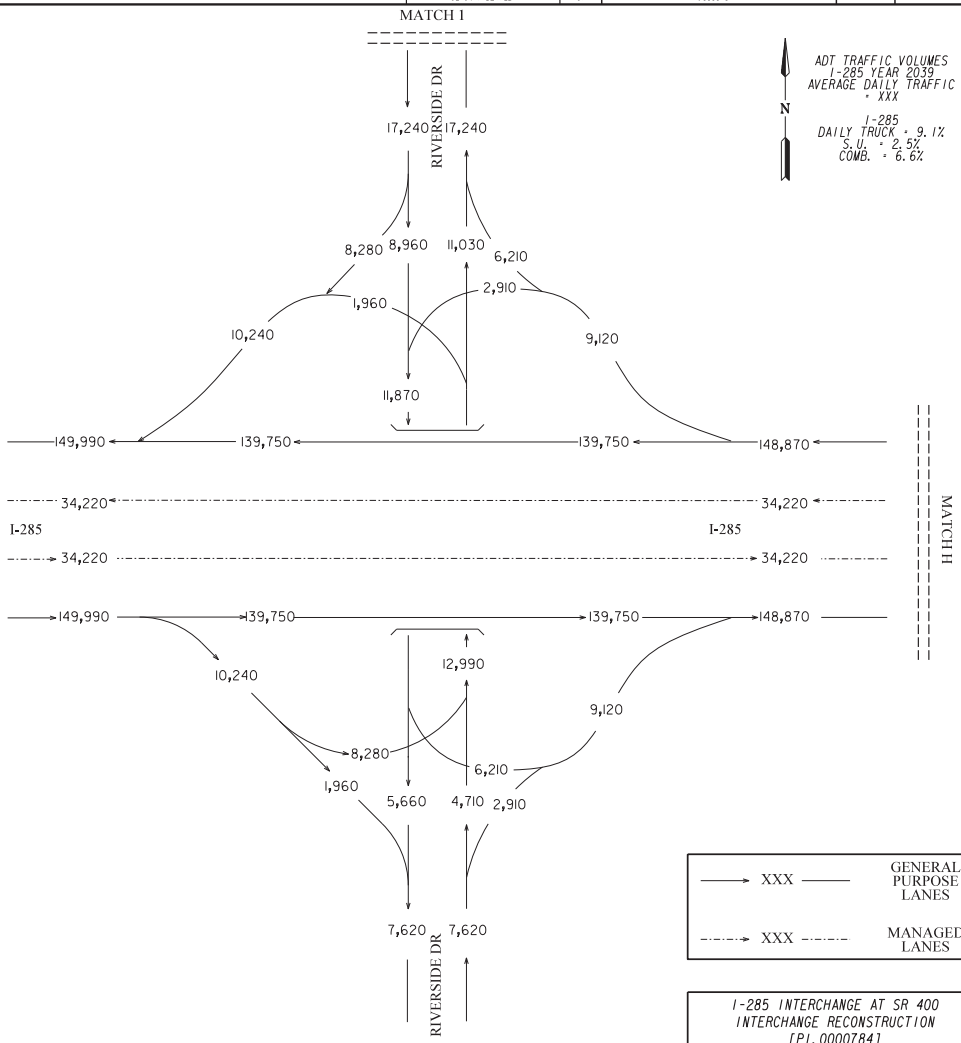
SCENARIO #6

YEAR 2039 NO-BUILD

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		





ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

→ XXX —	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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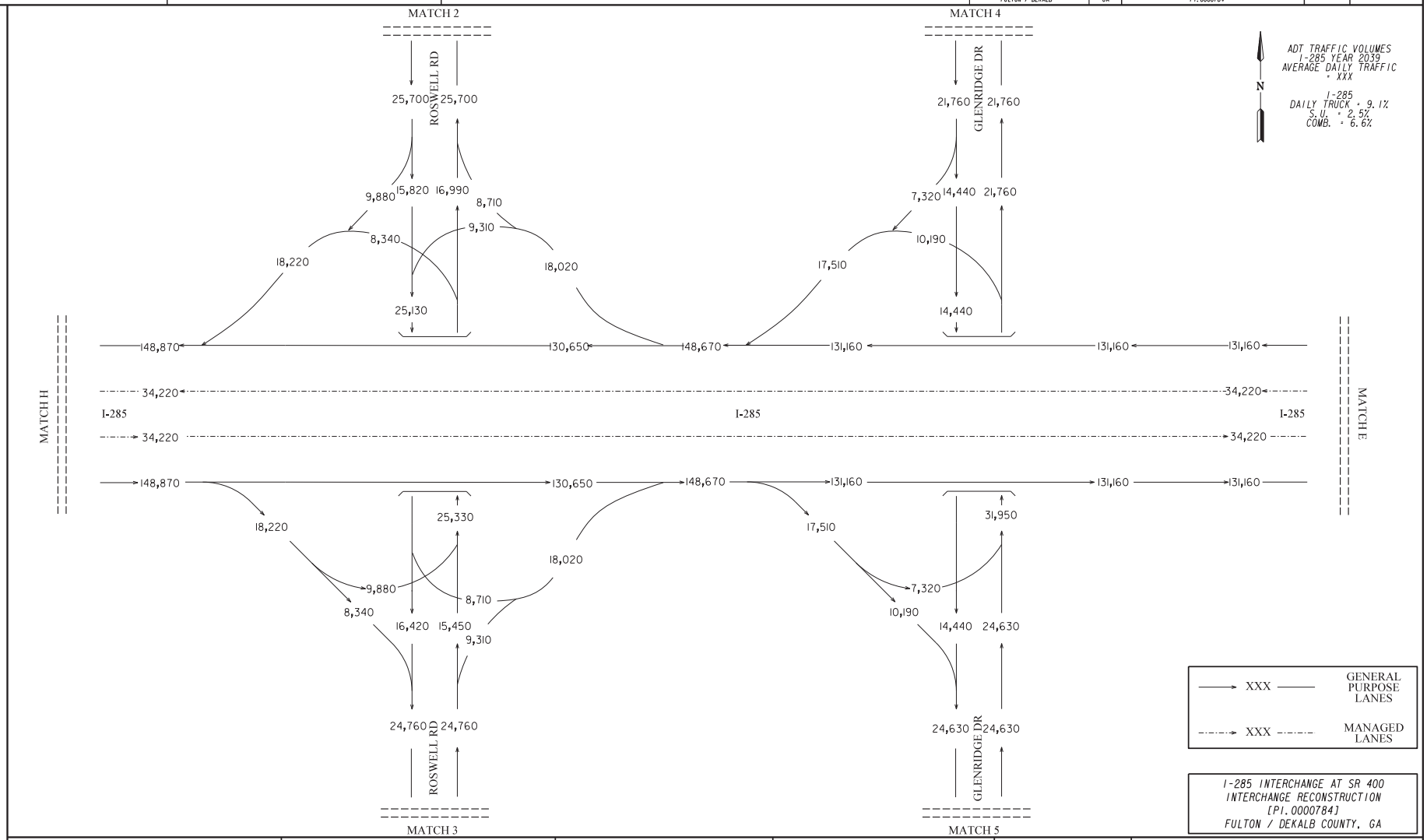
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 1 OF 15

DRAWING No.
10-001

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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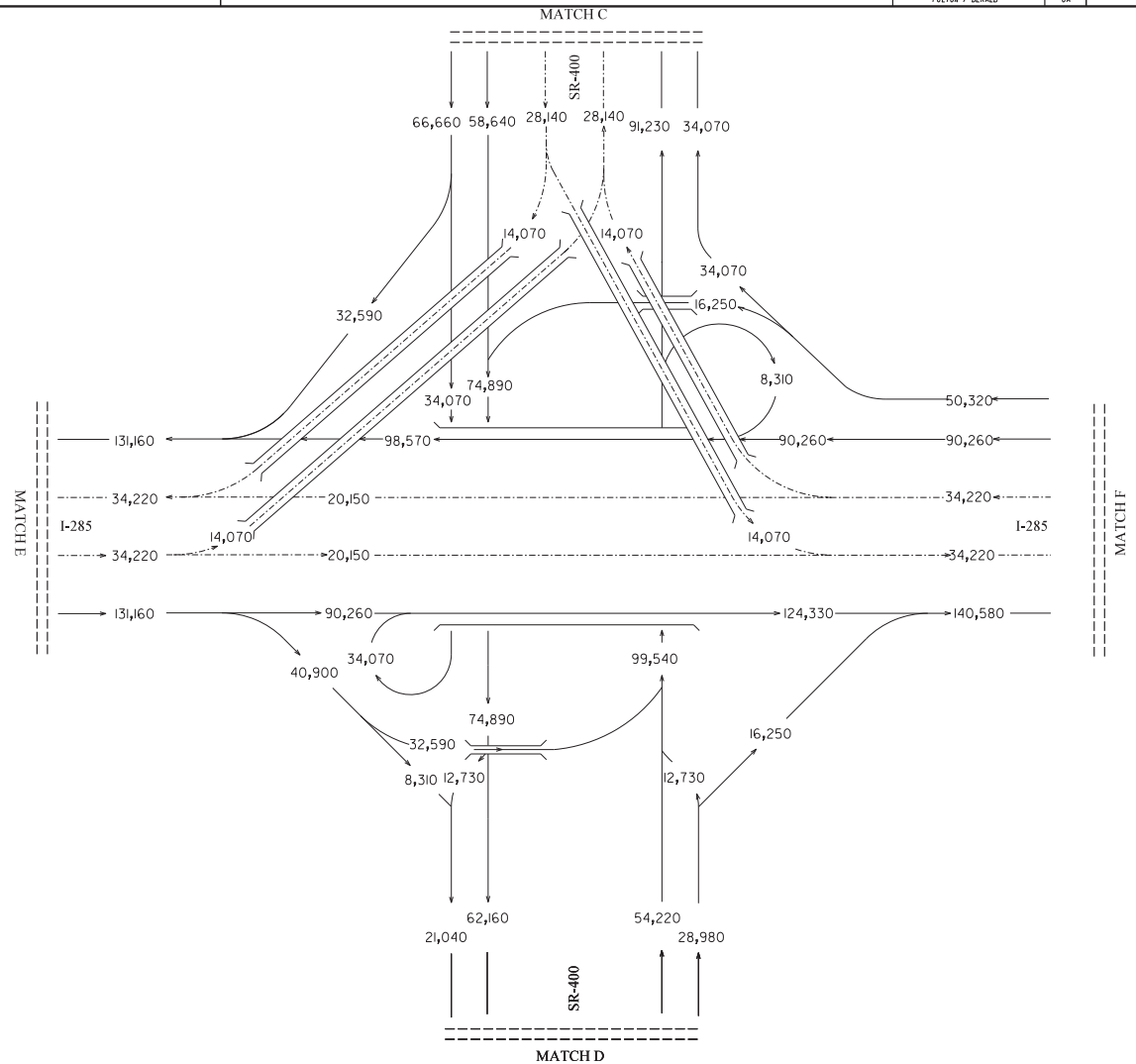
SCENARIO #6

YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No.
10-002

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

XXX — GENERAL PURPOSE LANES

XXX — MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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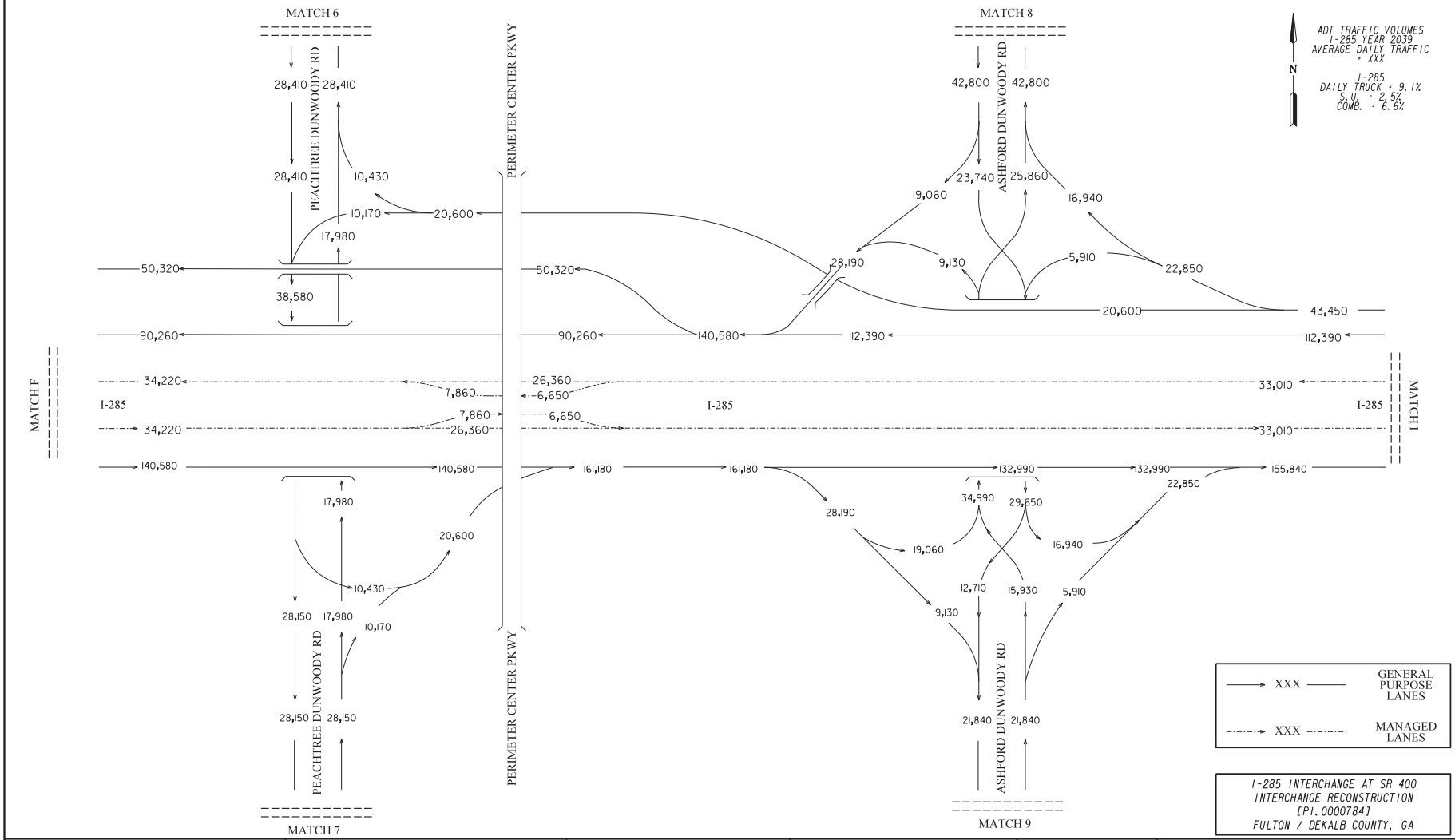
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 3 OF 15

DRAWING No.
10-003

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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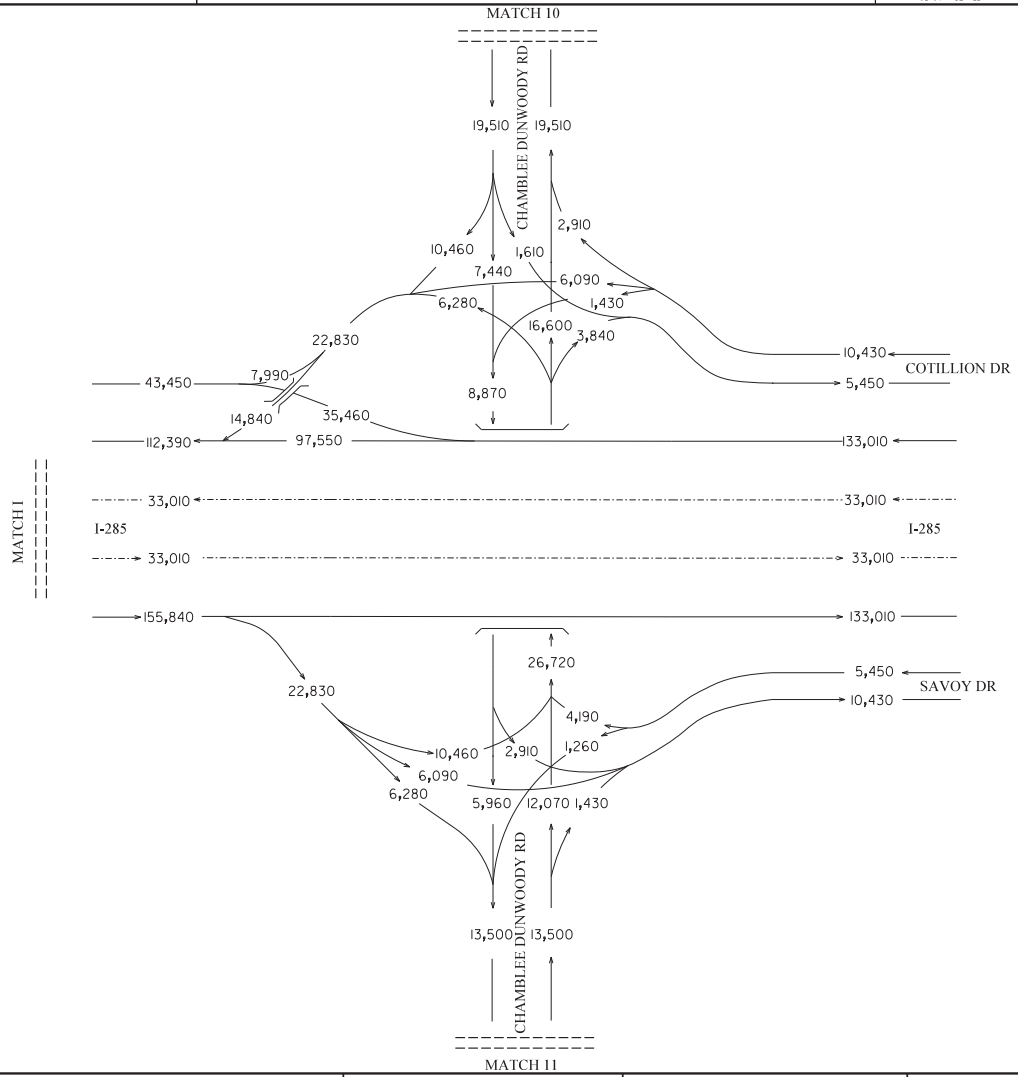
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 4 OF 15

DRAWING No. 10-004

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

→ XXX —	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 5 OF 15

DRAWING No.
10-005

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 6 OF 15

DRAWING No.
10-006

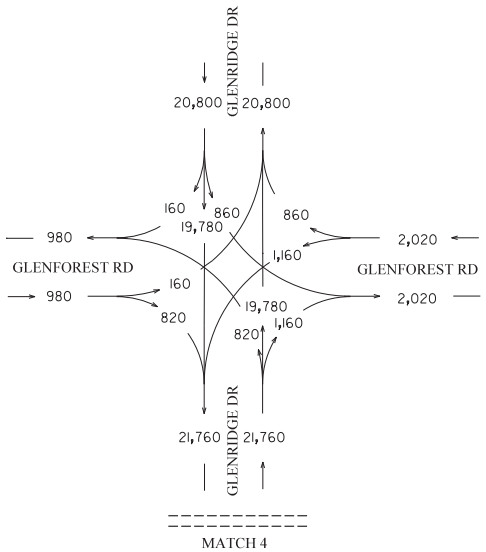
Updated September 23, 2014

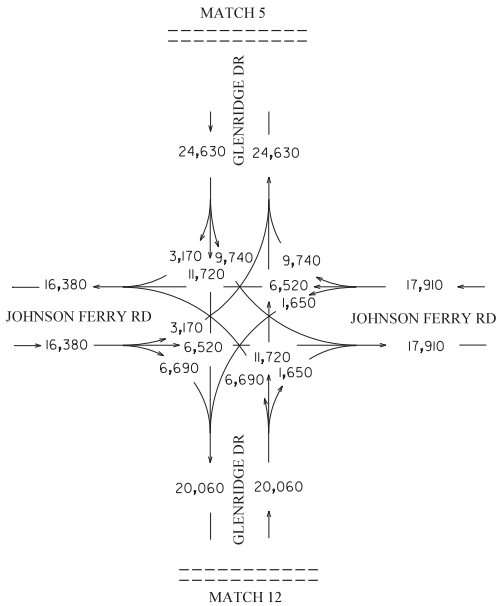
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 7 OF 15

DRAWING No.
10-007

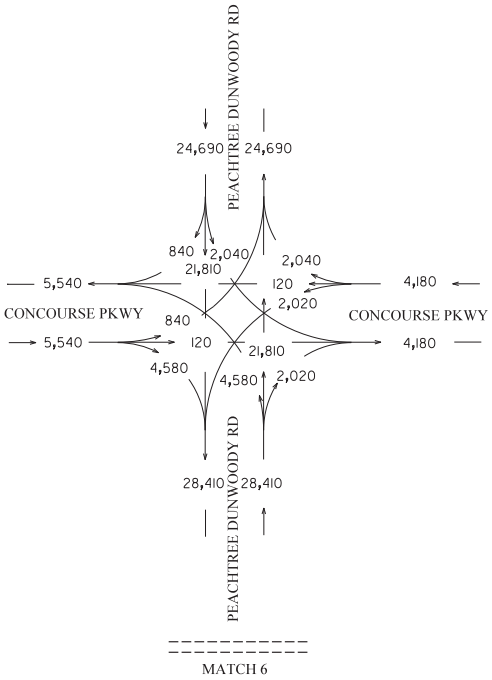
Updated September 23, 2014

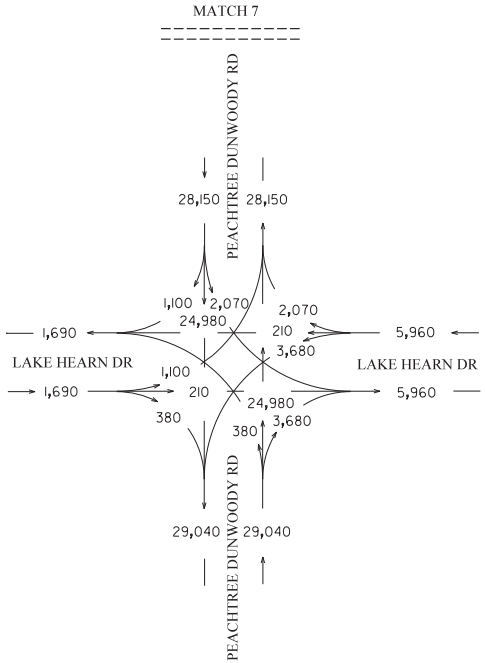
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 8 OF 15

DRAWING No.
10-008

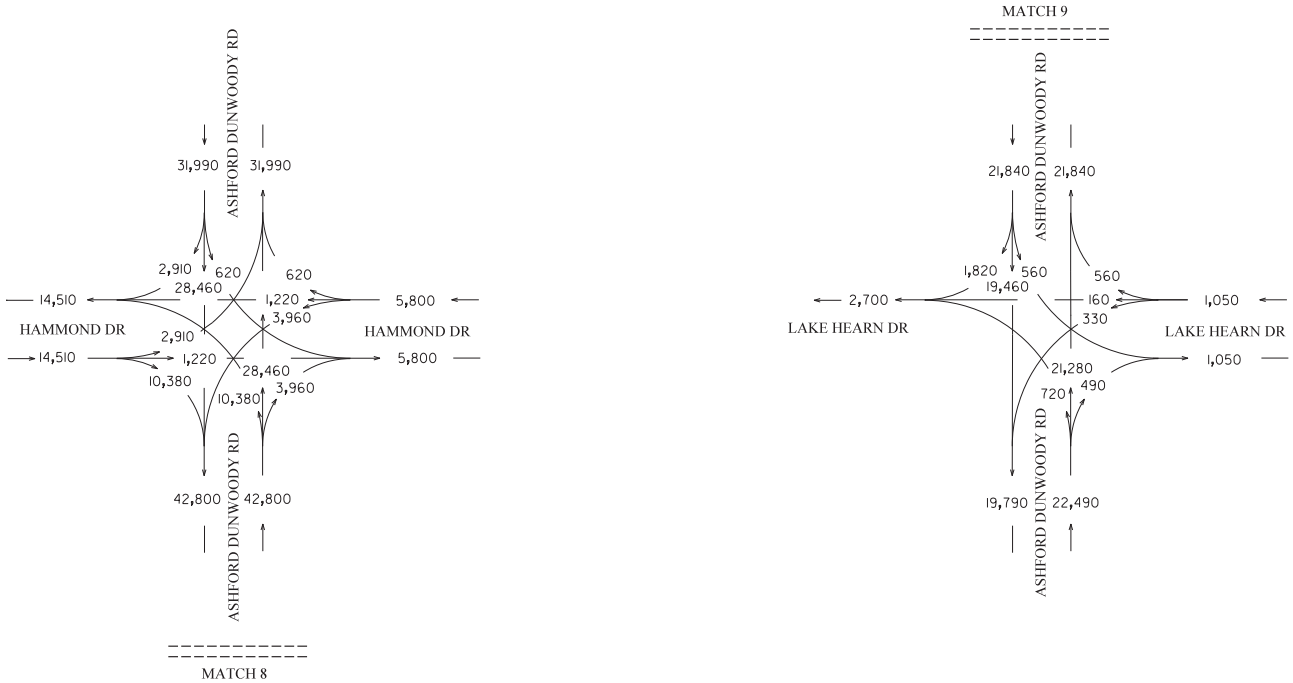
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 9 OF 15

DRAWING No.
10-009

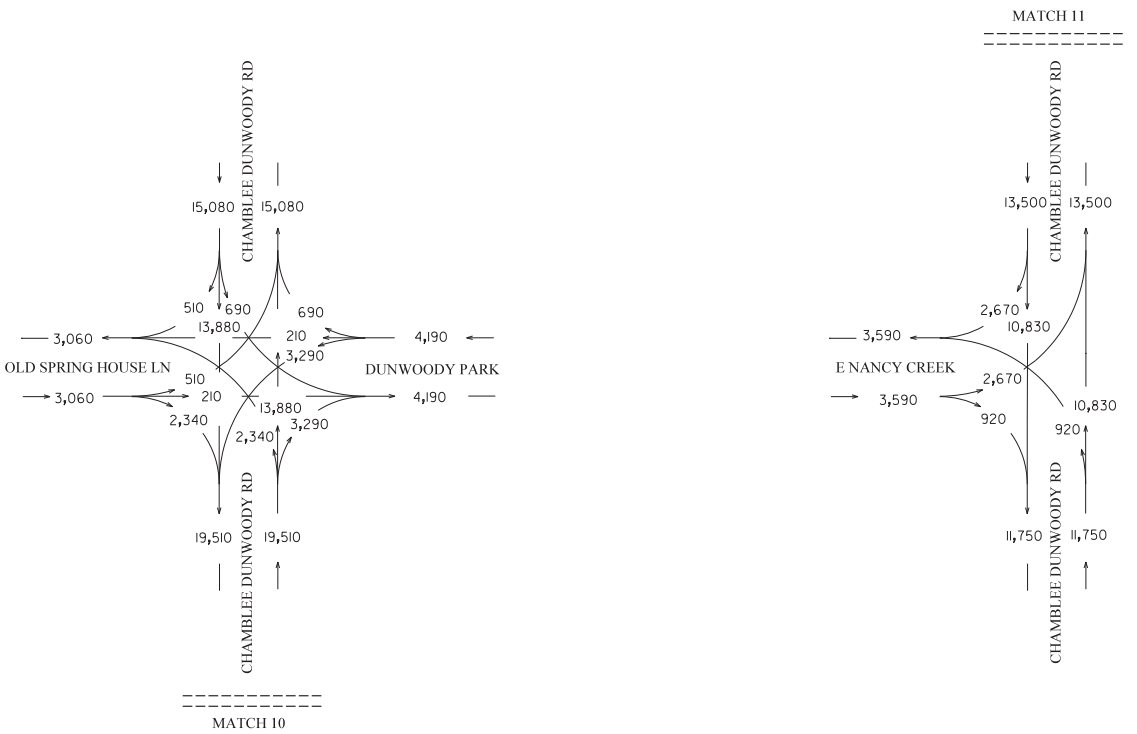
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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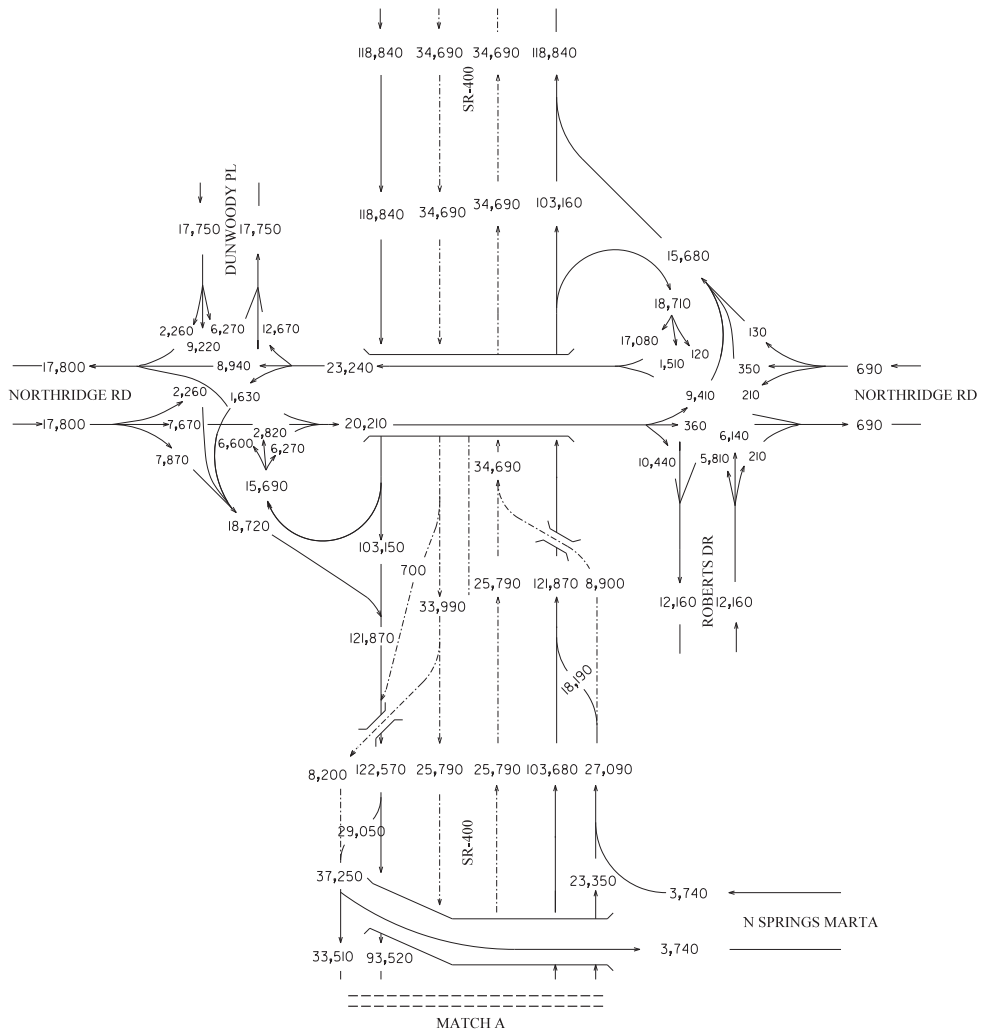
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 10 OF 15

DRAWING No.
10-010

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N

——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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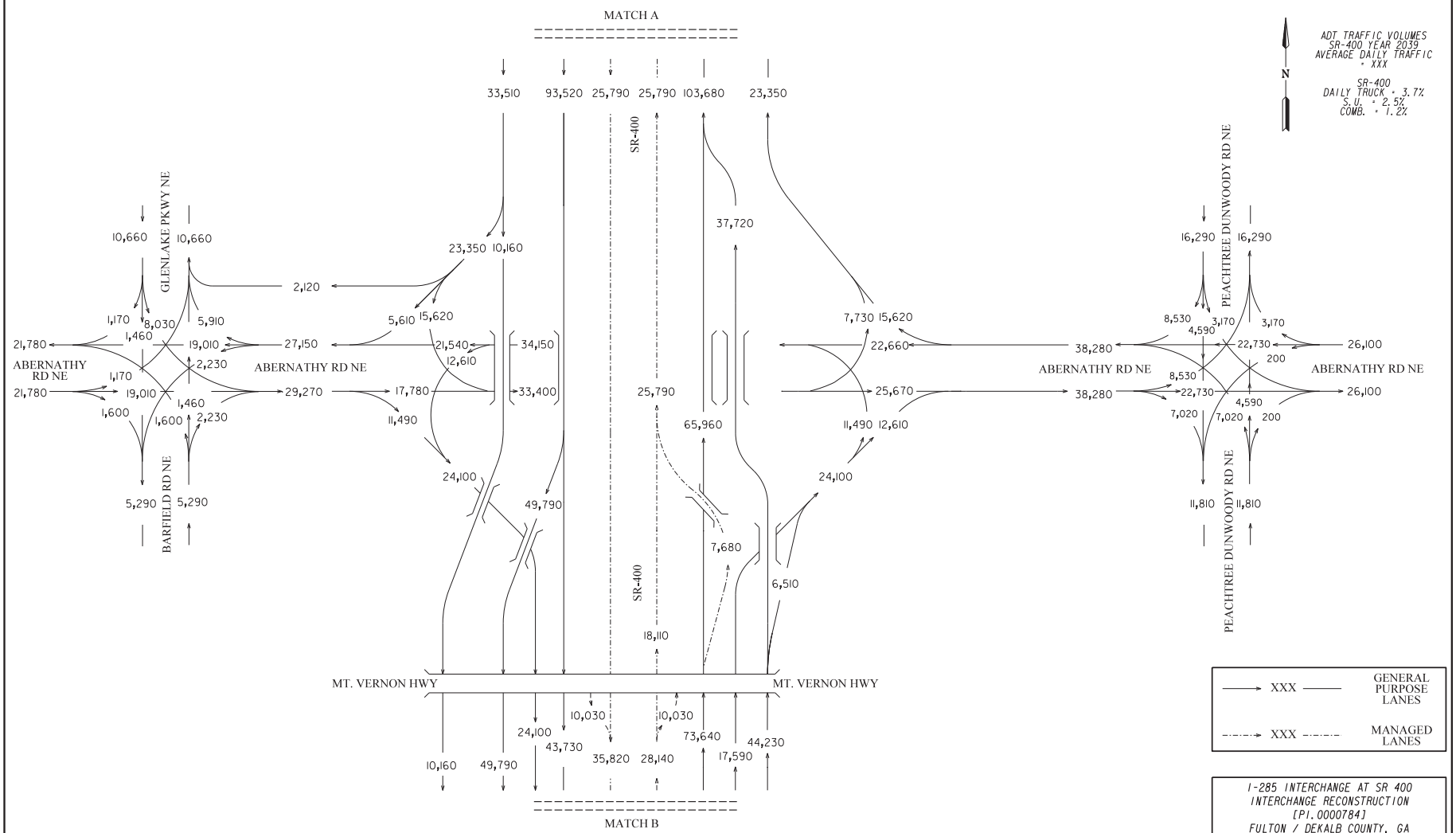
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 11 OF 15

DRAWING No.
10-011

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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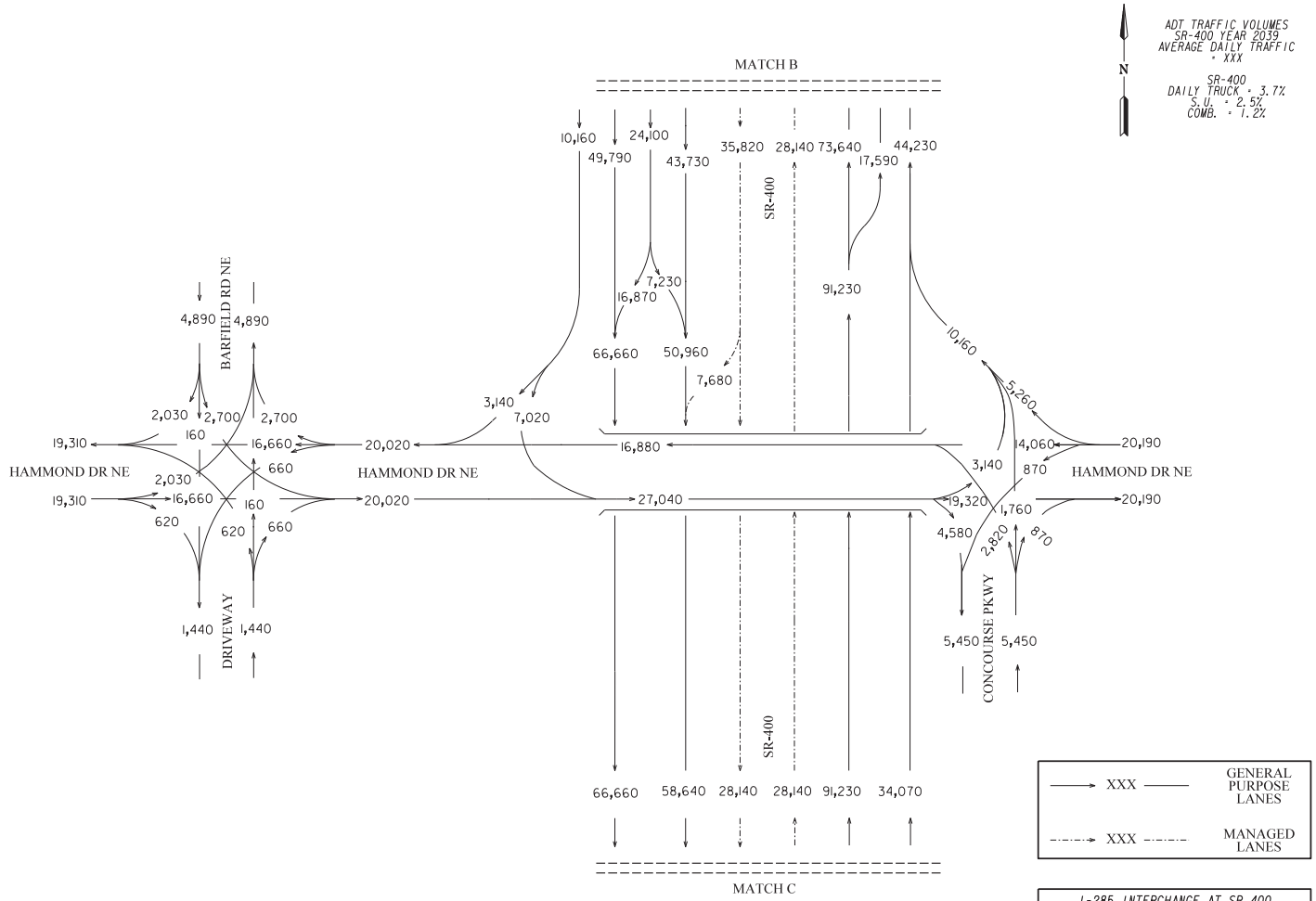
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 12 OF 15

DRAWING No. 10-012

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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SHEET 13 OF 15

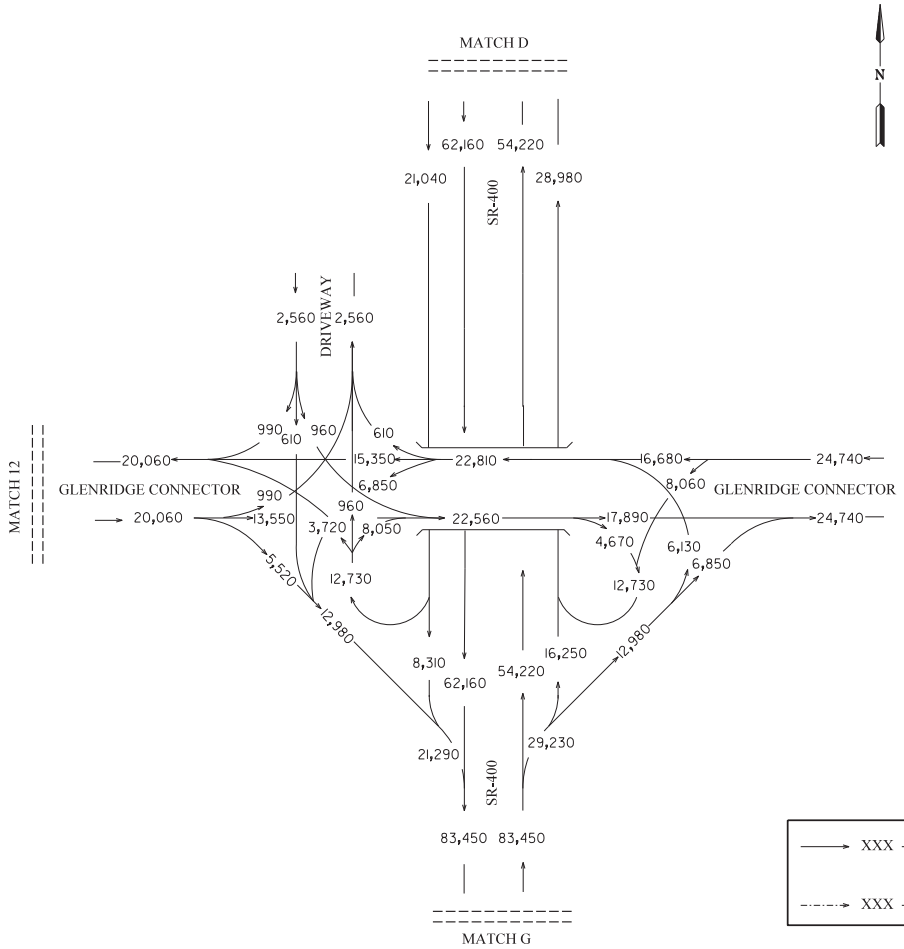
DRAWING No.
10-013

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%



——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

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INTERCHANGE RECONSTRUCTION
[PI. 0000784]
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YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 14 OF 15

DRAWING No.
10-014

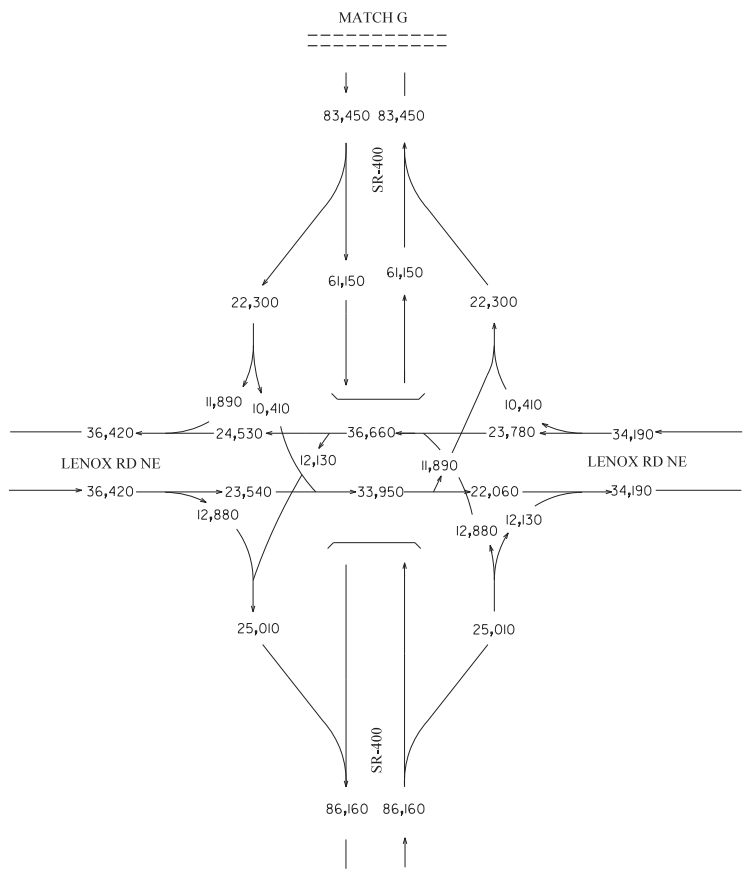
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

ADT TRAFFIC VOLUMES
SR-400 YEAR 2039
AVERAGE DAILY TRAFFIC
= XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



XXX	GENERAL PURPOSE LANES
XXX	MANAGED LANES

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INTERCHANGE RECONSTRUCTION
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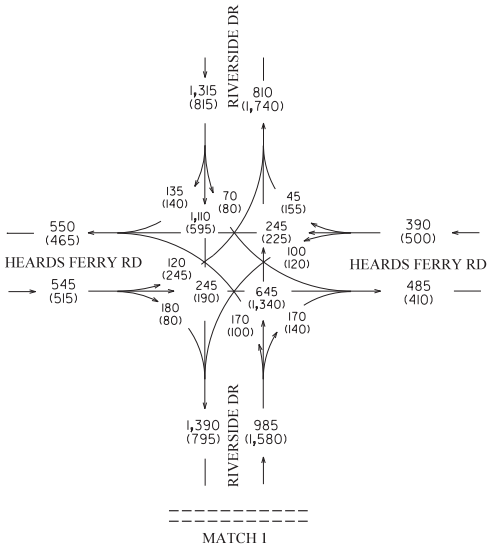
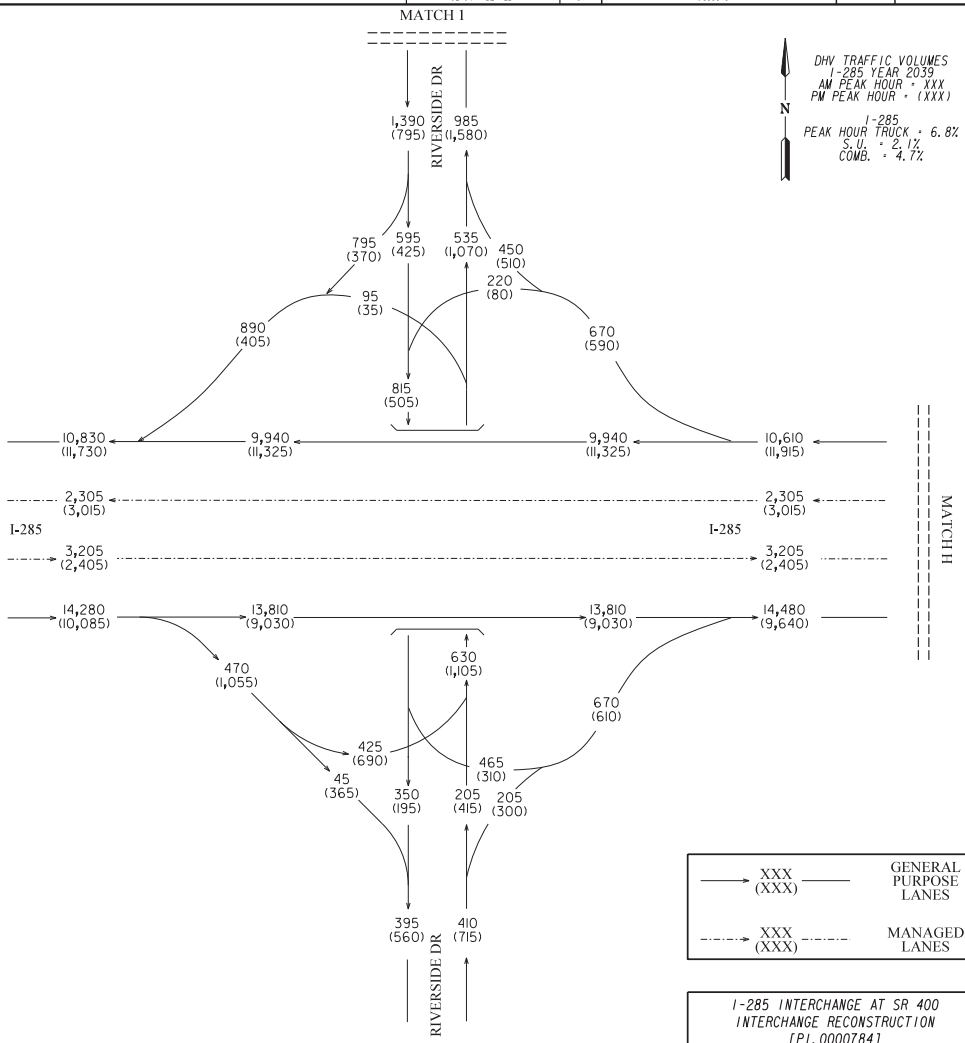
YEAR 2039 ADT NO-BUILD (PI. 0000784)
SHEET 15 OF 15

DRAWING No.
10-015

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		





DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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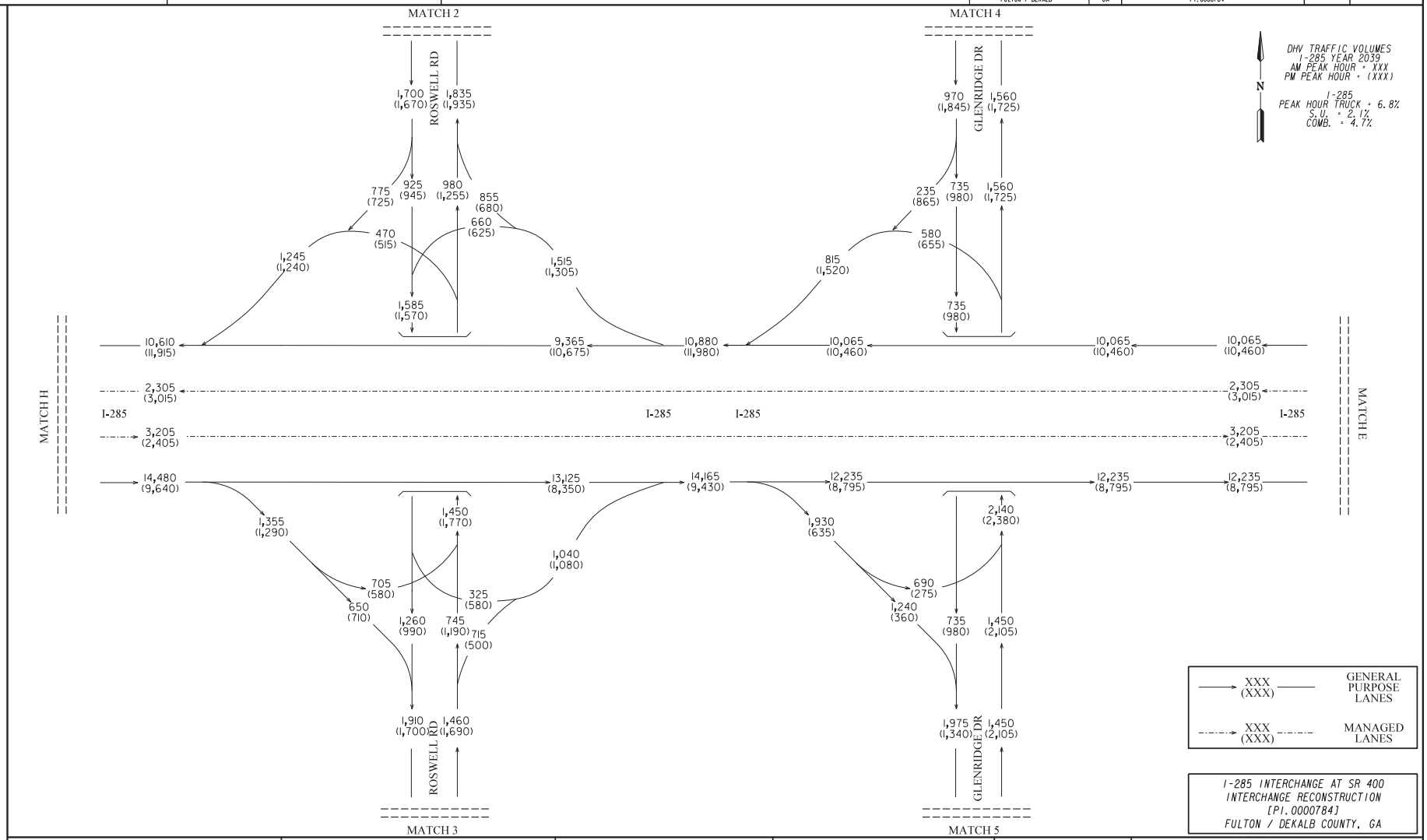
SHEET 1 OF 15

DRAWING No. 10-001

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
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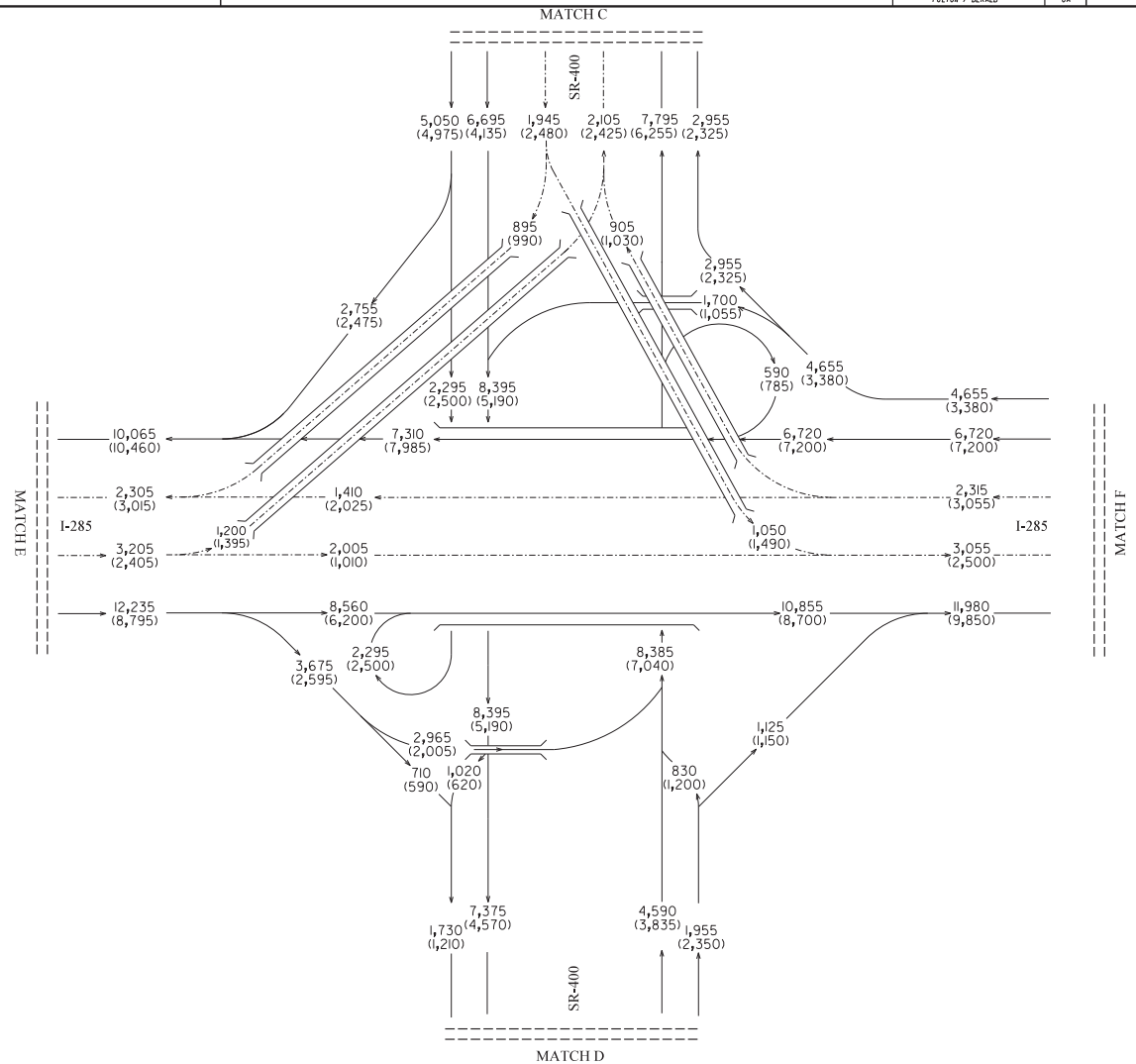
YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 2 OF 15

DRAWING No. 10-002

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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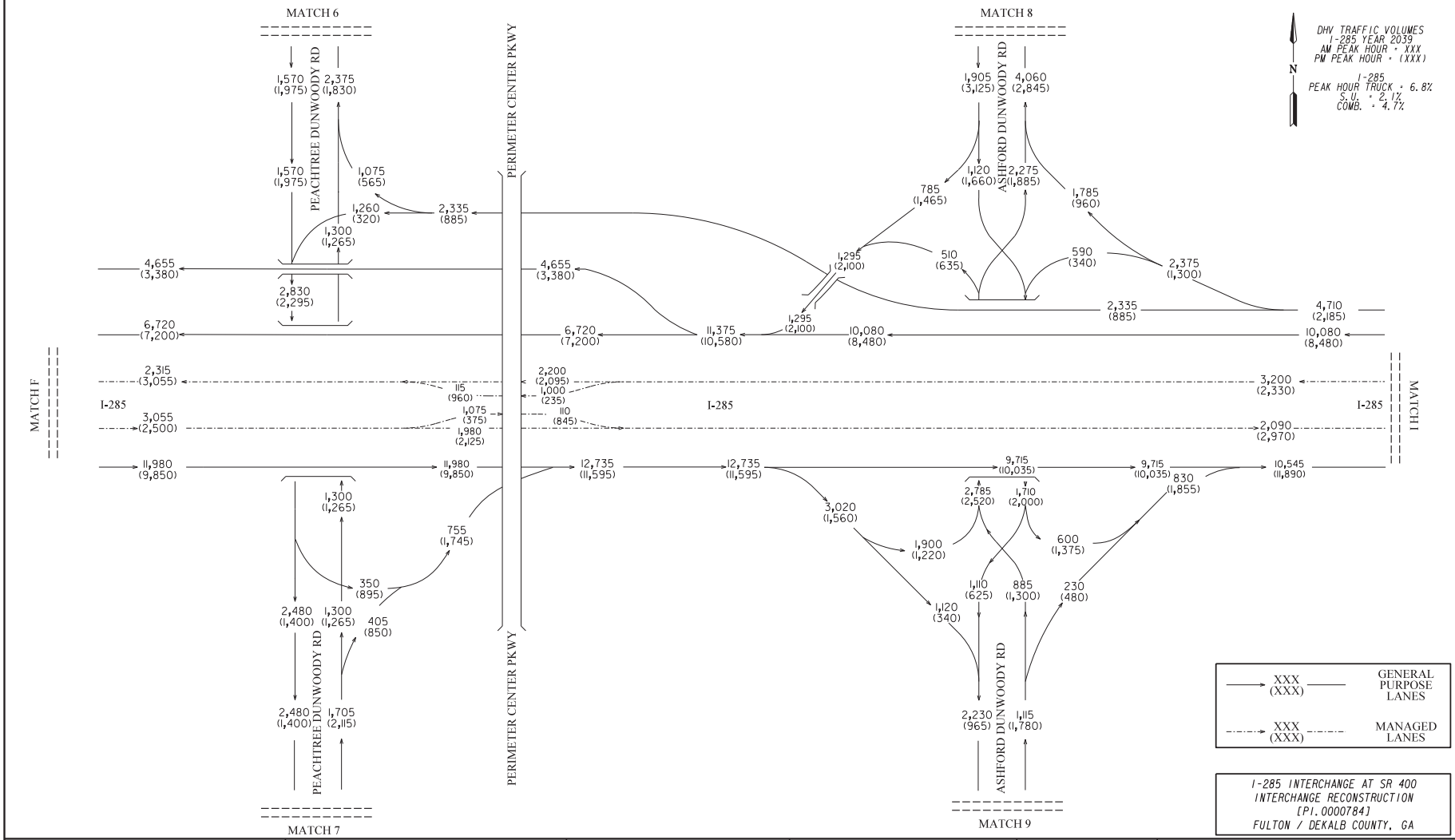
SHEET 3 OF 15

DRAWING No. 10-003

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



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SHEET 4 OF 15

DRAWING No. 10-004

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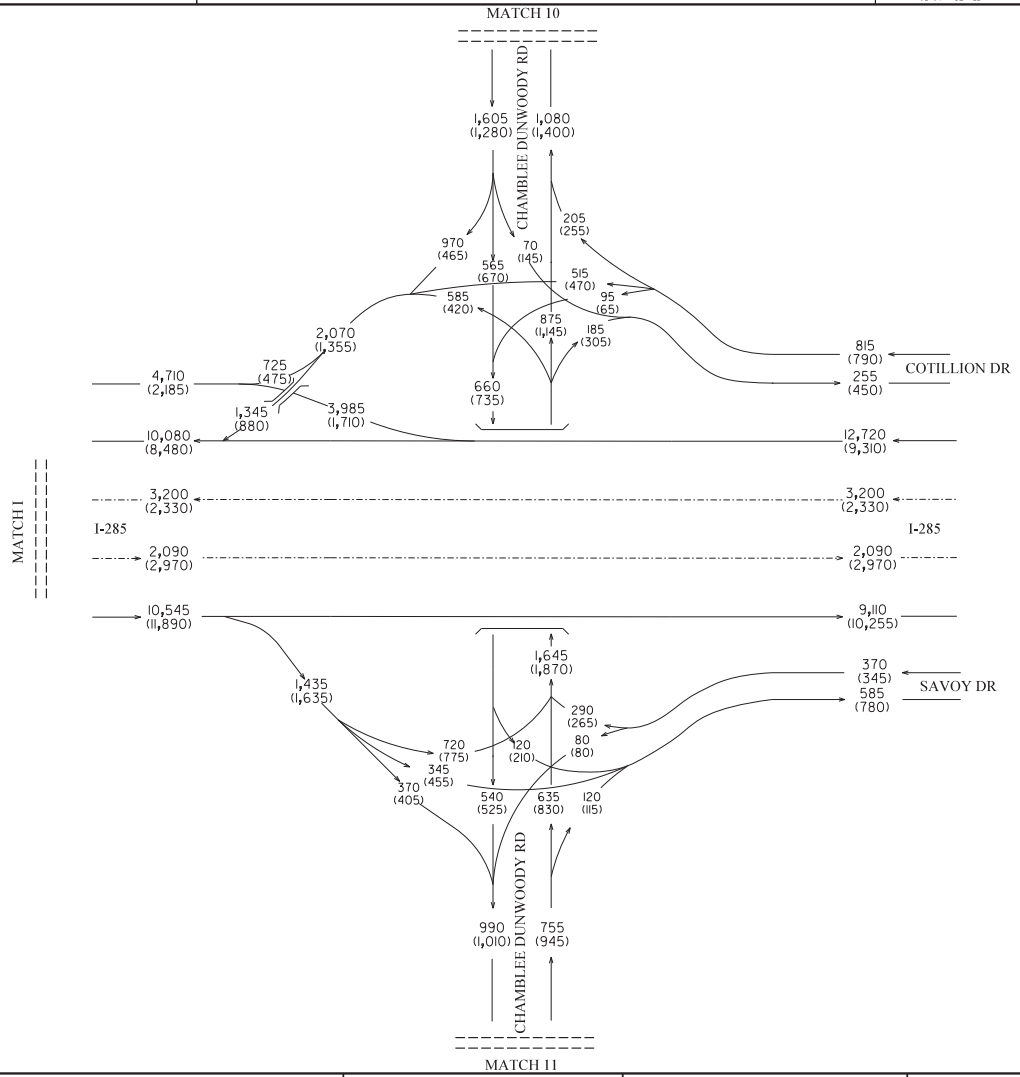
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 5 OF 15

DRAWING No. 10-005

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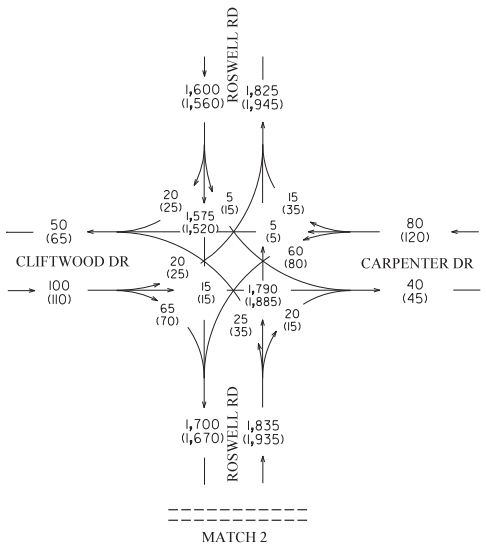
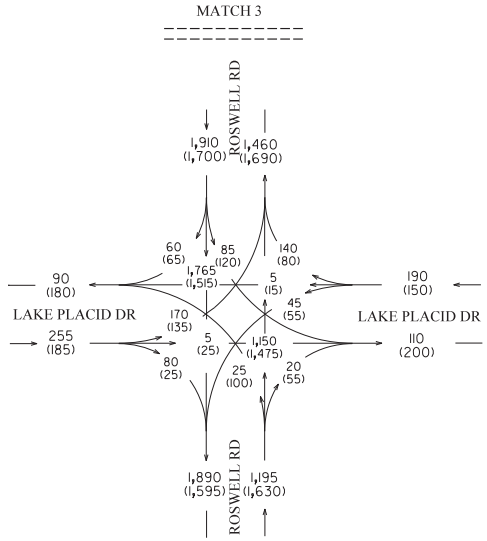
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





——→ XXX (XXX) ——	GENERAL PURPOSE LANES
-·-·-→ XXX (XXX) -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
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YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 6 OF 15

DRAWING No. 10-006

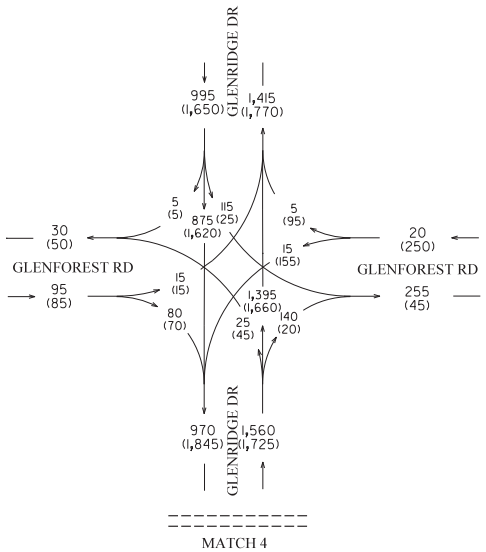
Updated September 23, 2014

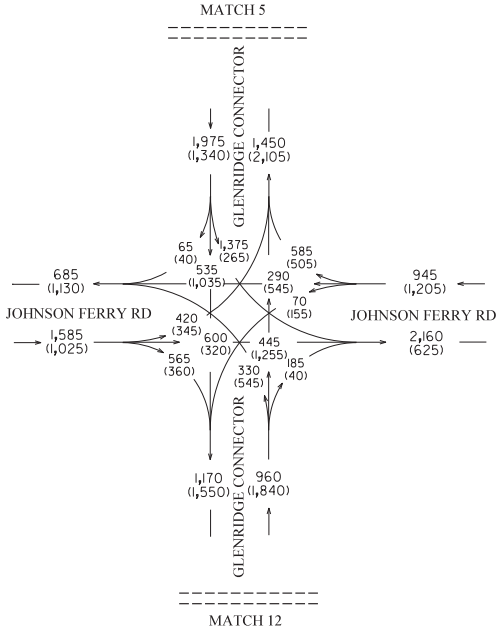
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
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SHEET 7 OF 15

DRAWING No. 10-007

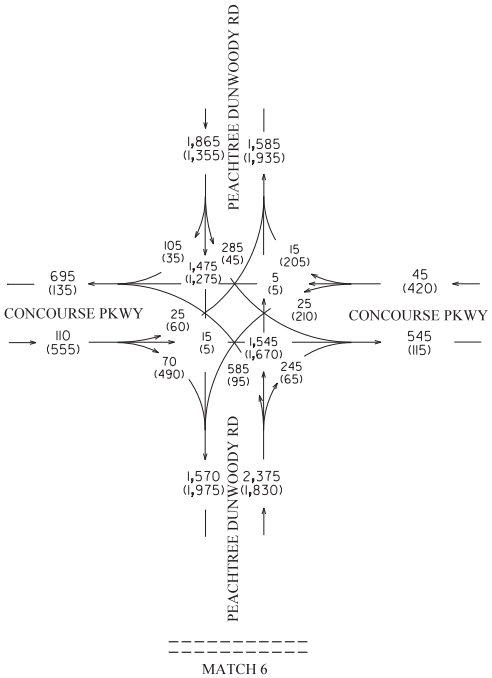
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

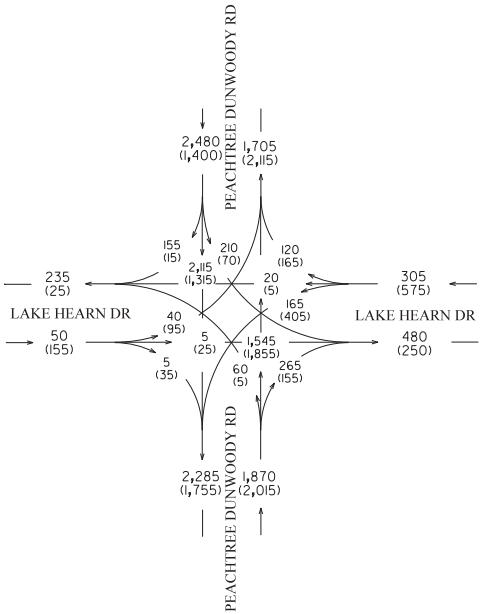
I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N



MATCH 6

MATCH 7



XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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INTERCHANGE RECONSTRUCTION
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DRAWING No.
10-008

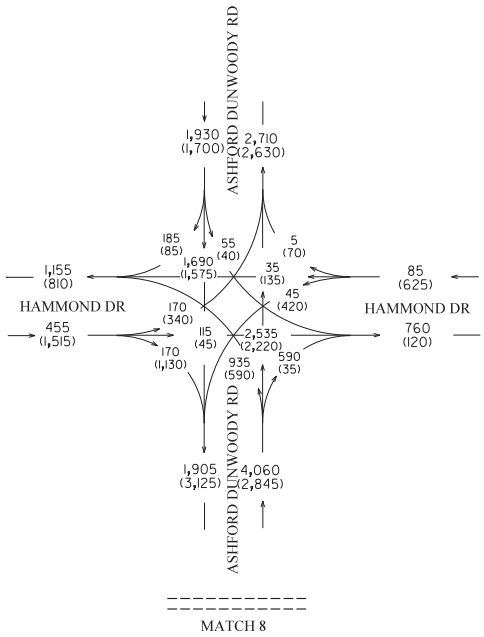
Updated September 23, 2014

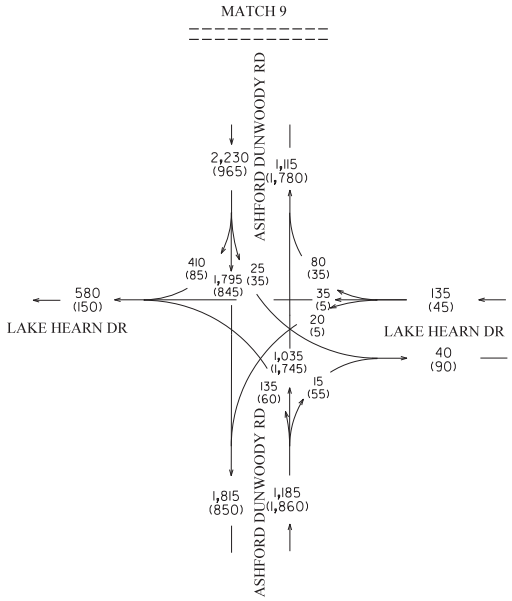
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





——→ XXX (XXX) ——	GENERAL PURPOSE LANES
-·-·-→ XXX (XXX) -·-·-	MANAGED LANES

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INTERCHANGE RECONSTRUCTION
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SHEET 9 OF 15

DRAWING No. 10-009

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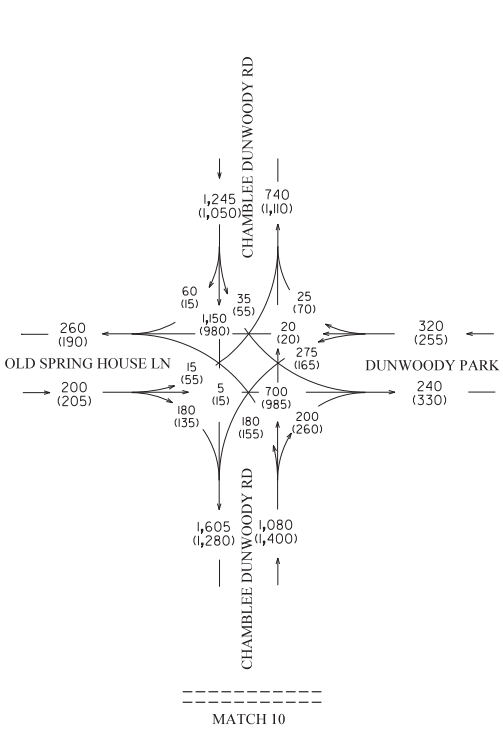
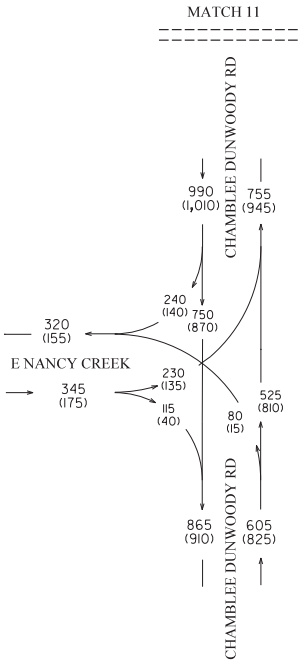
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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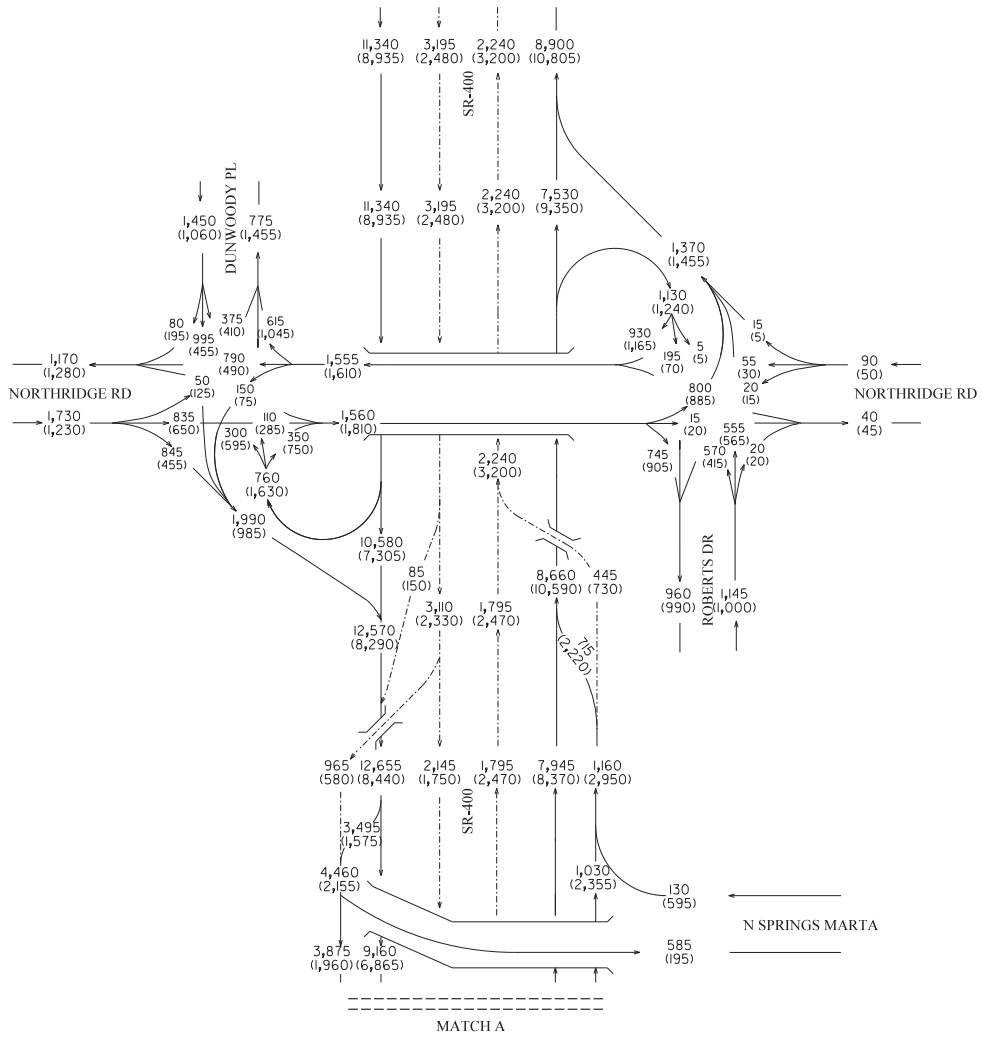
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%

XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

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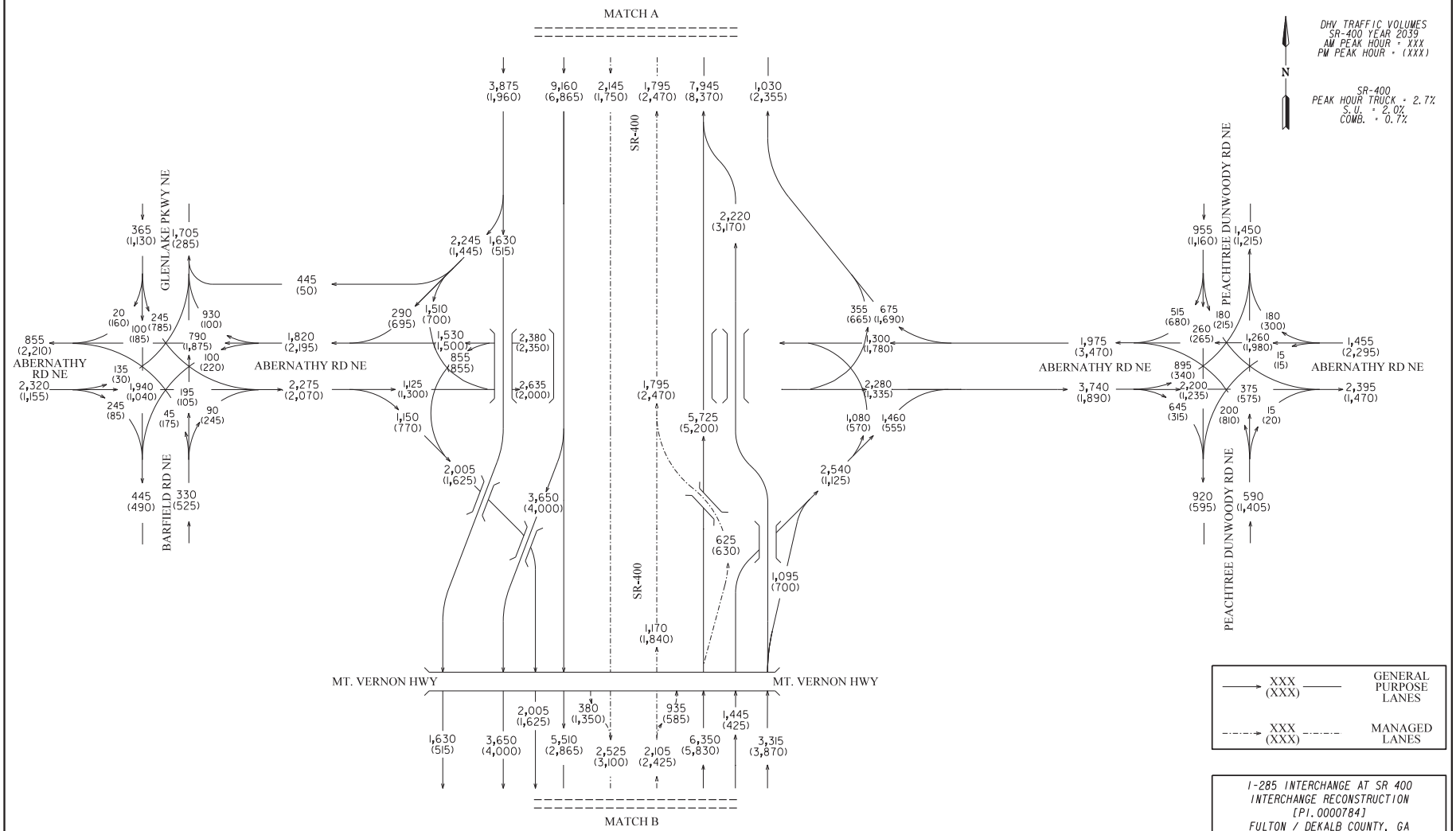
SHEET 11 OF 15

DRAWING No.
10-011

Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		



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INTERCHANGE RECONSTRUCTION
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YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 12 OF 15

DRAWING No. 10-012

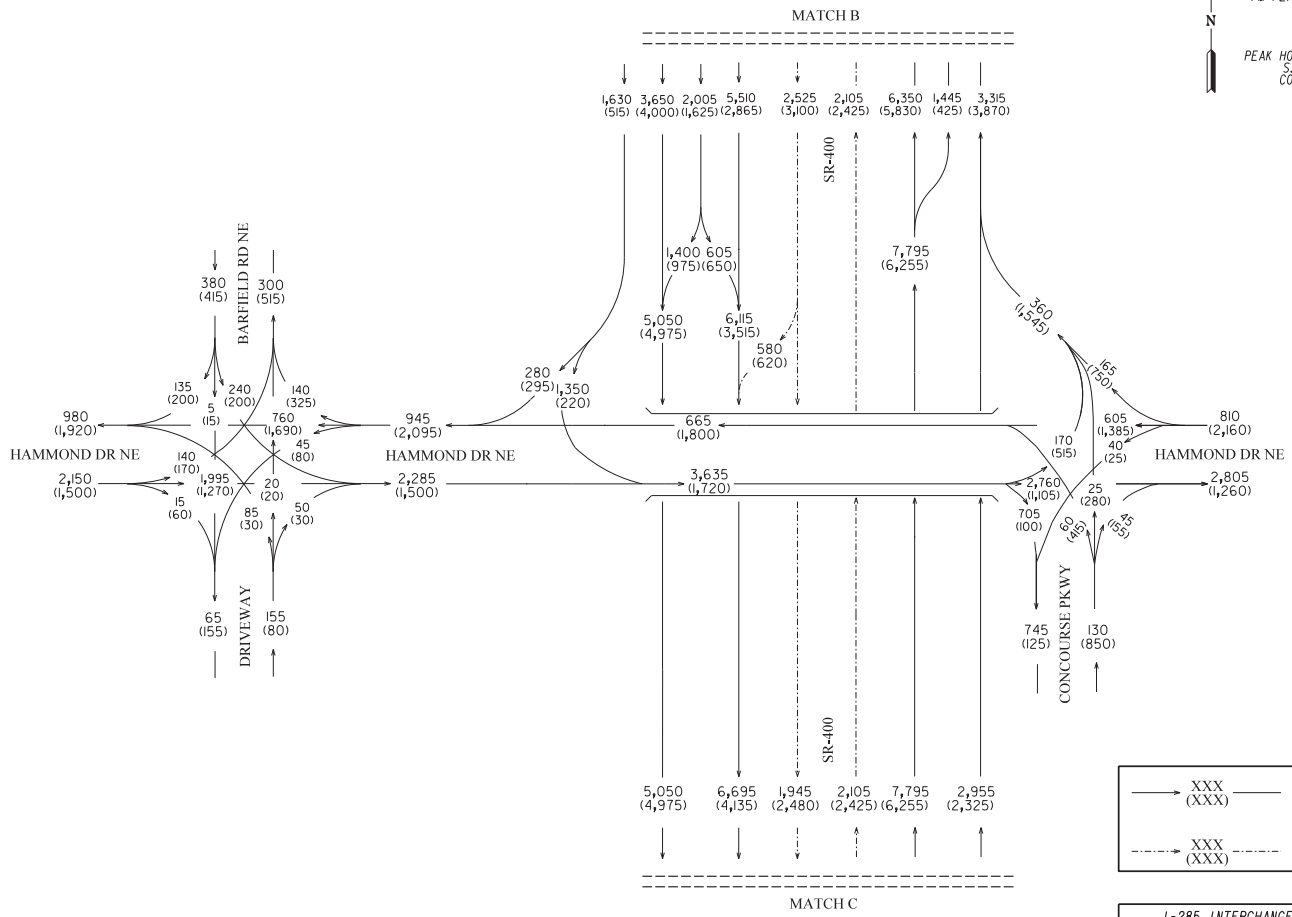
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



I-285 INTERCHANGE AT SR 400
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DRAWING No. 10-013

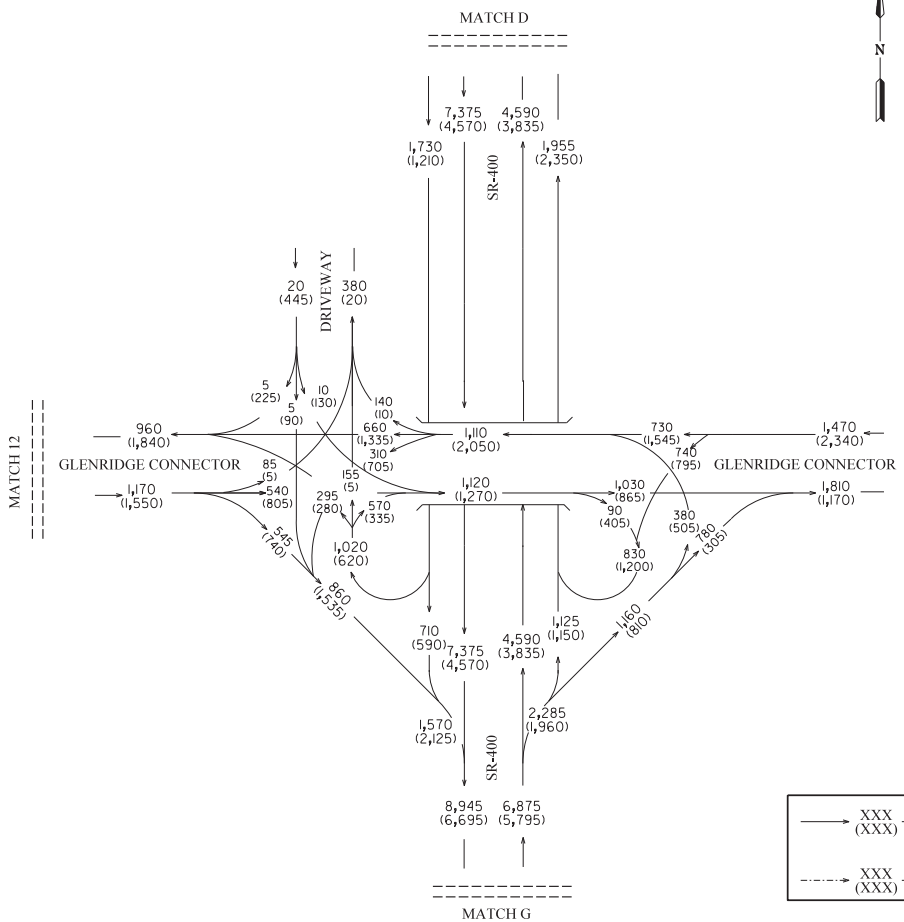
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #6

YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 14 OF 15

DRAWING No.
10-014

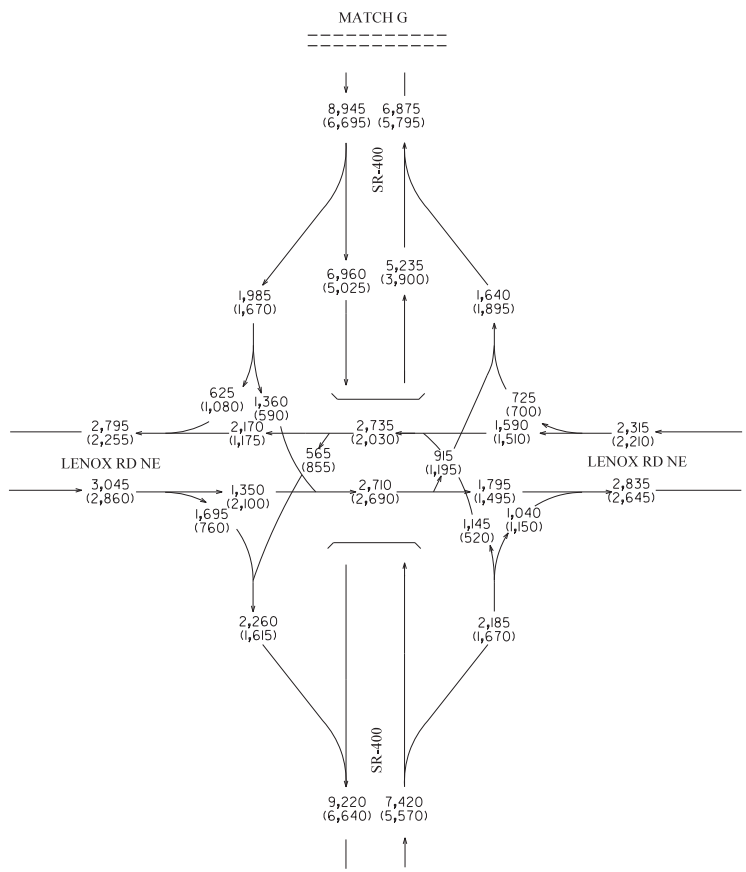
Updated September 23, 2014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784		

DHV TRAFFIC VOLUMES
SR-400 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



XXX (XXX)	GENERAL PURPOSE LANES
XXX (XXX)	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #6

YEAR 2039 DHV NO-BUILD (PI. 0000784)
SHEET 15 OF 15

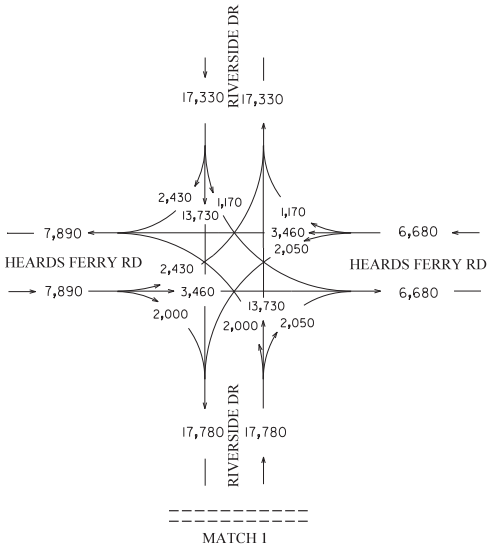
DRAWING No. 10-015

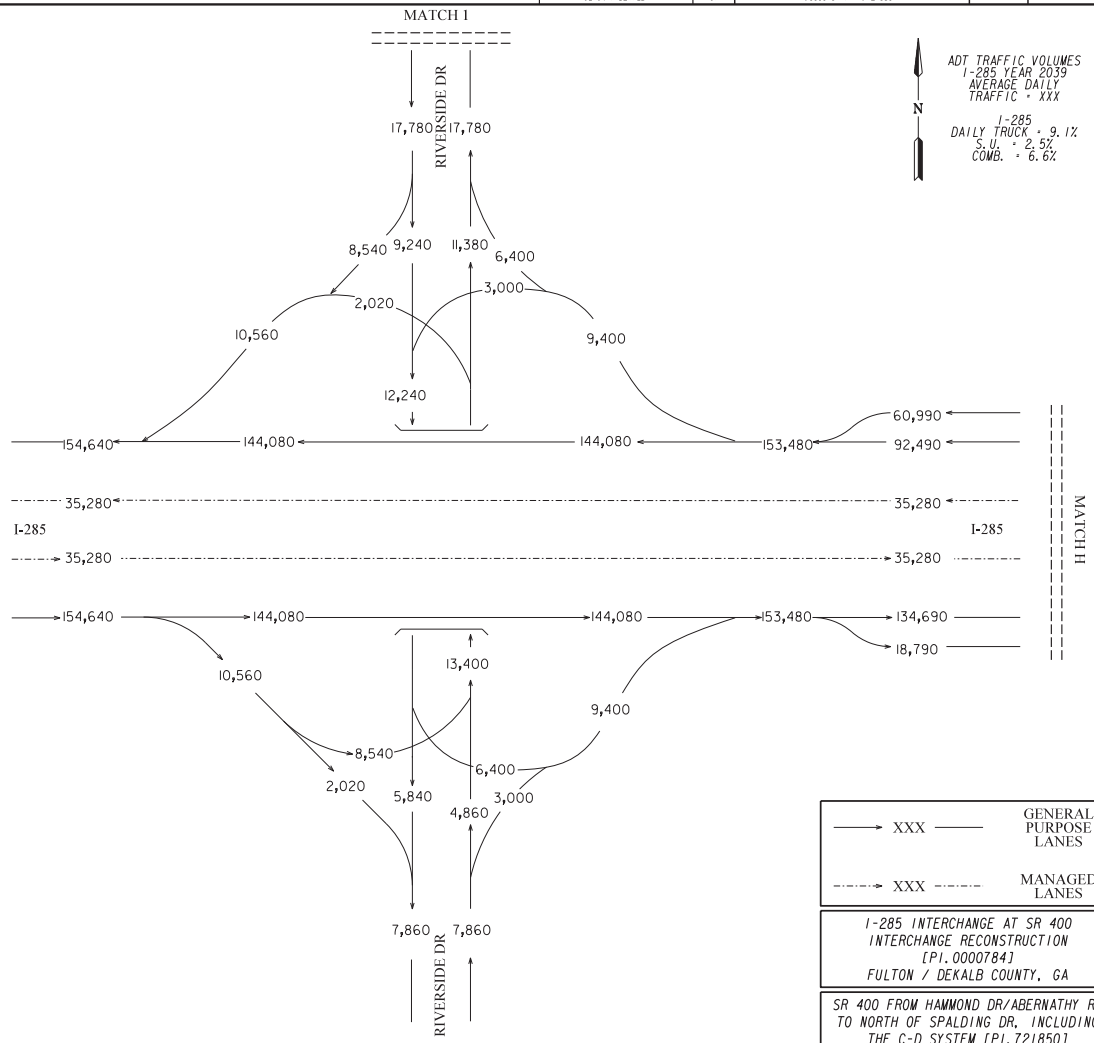
PI 0000784

SCENARIO #7

YEAR 2039 BUILD

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		





I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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STATE OF GEORGIA
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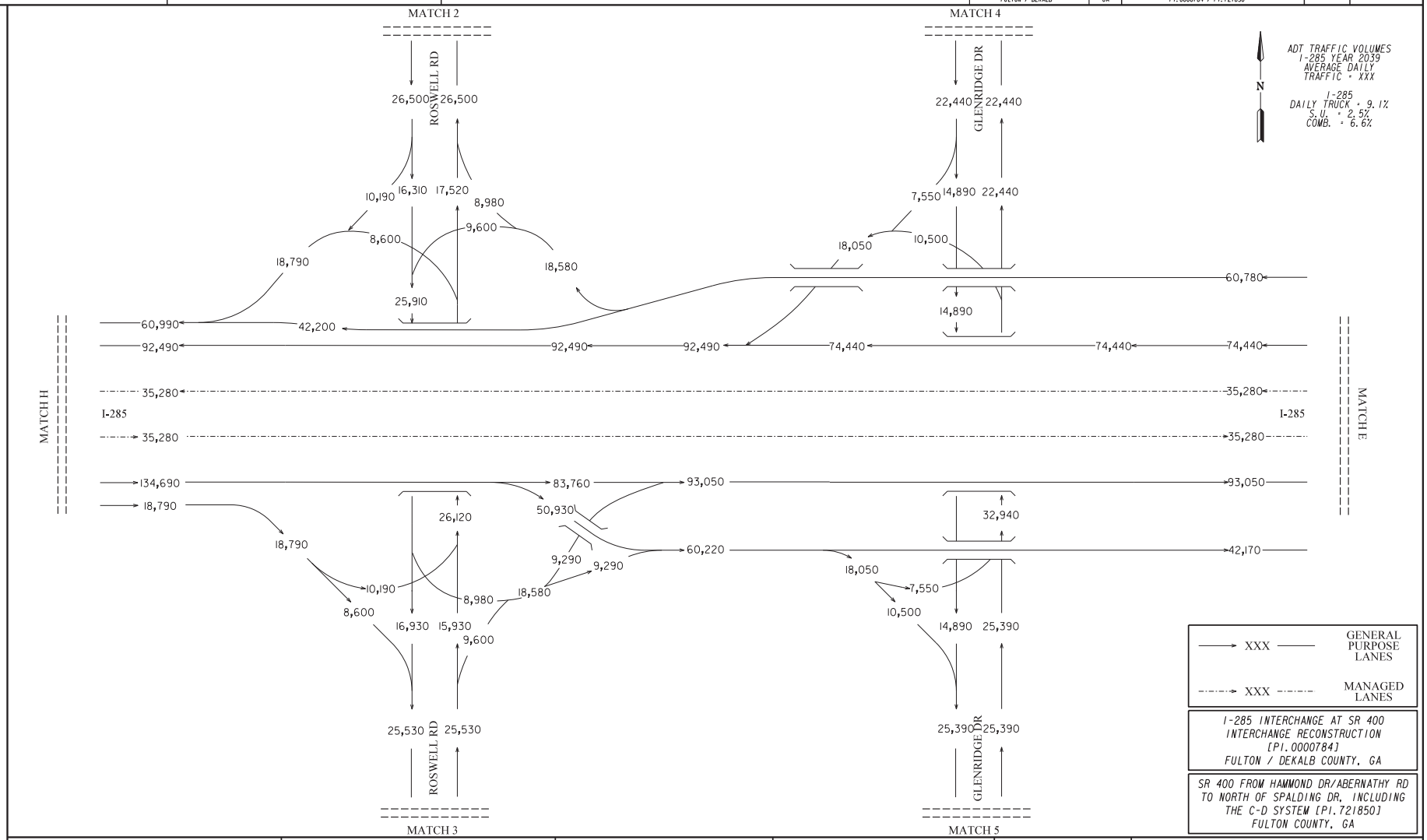
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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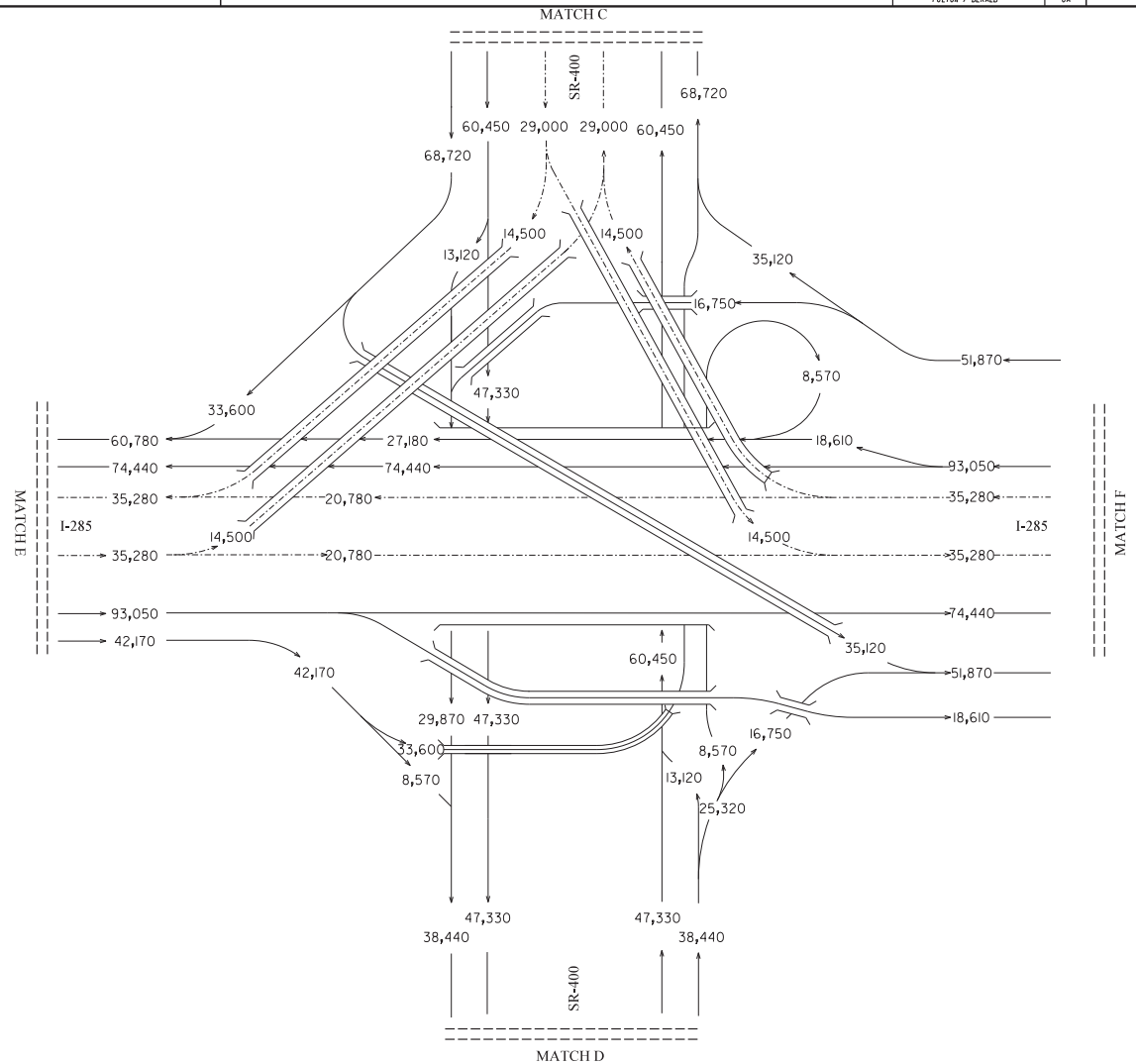
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

XXX — GENERAL PURPOSE LANES

XXX — MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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THE C-D SYSTEM [PI. 721850]
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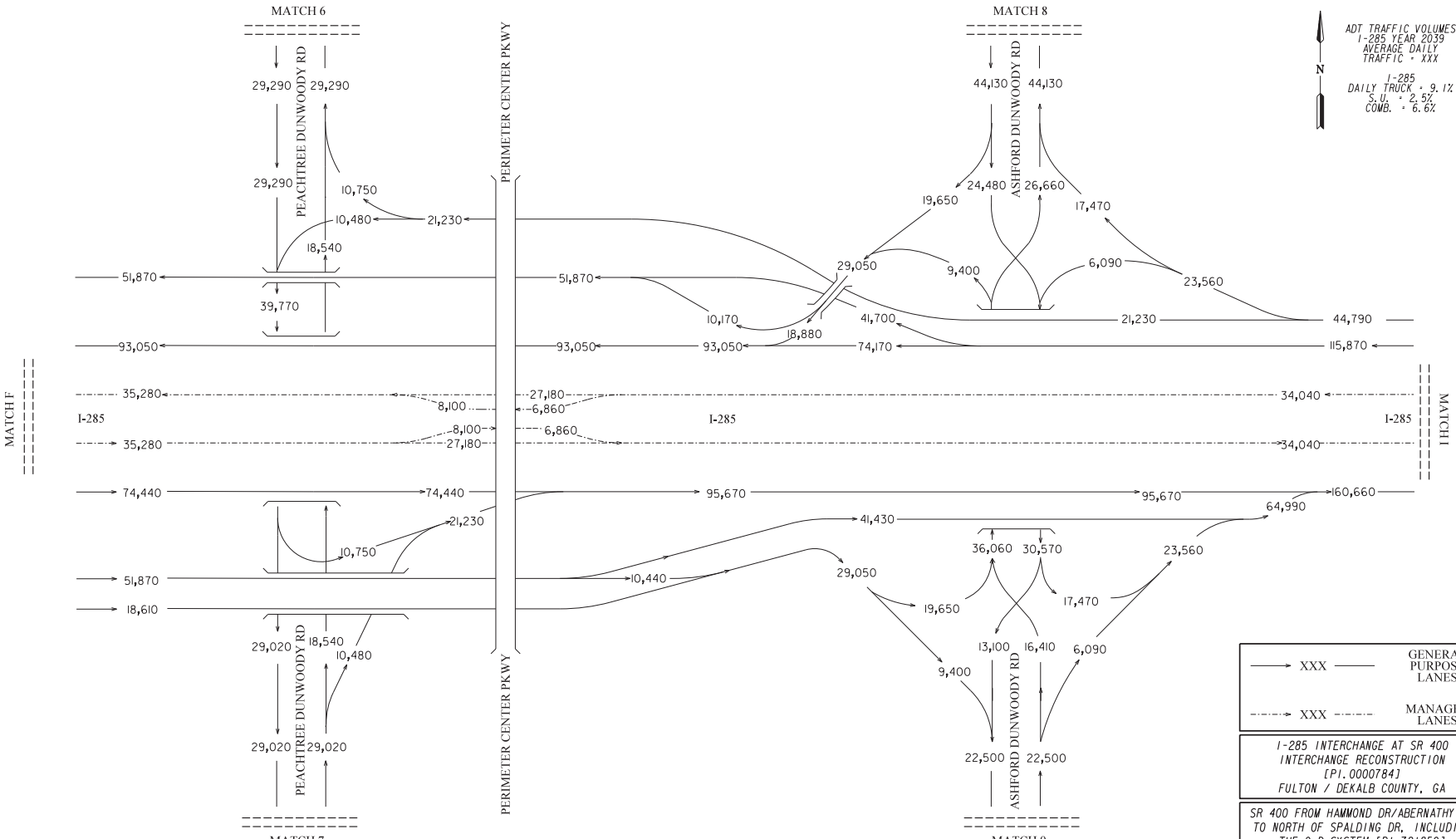
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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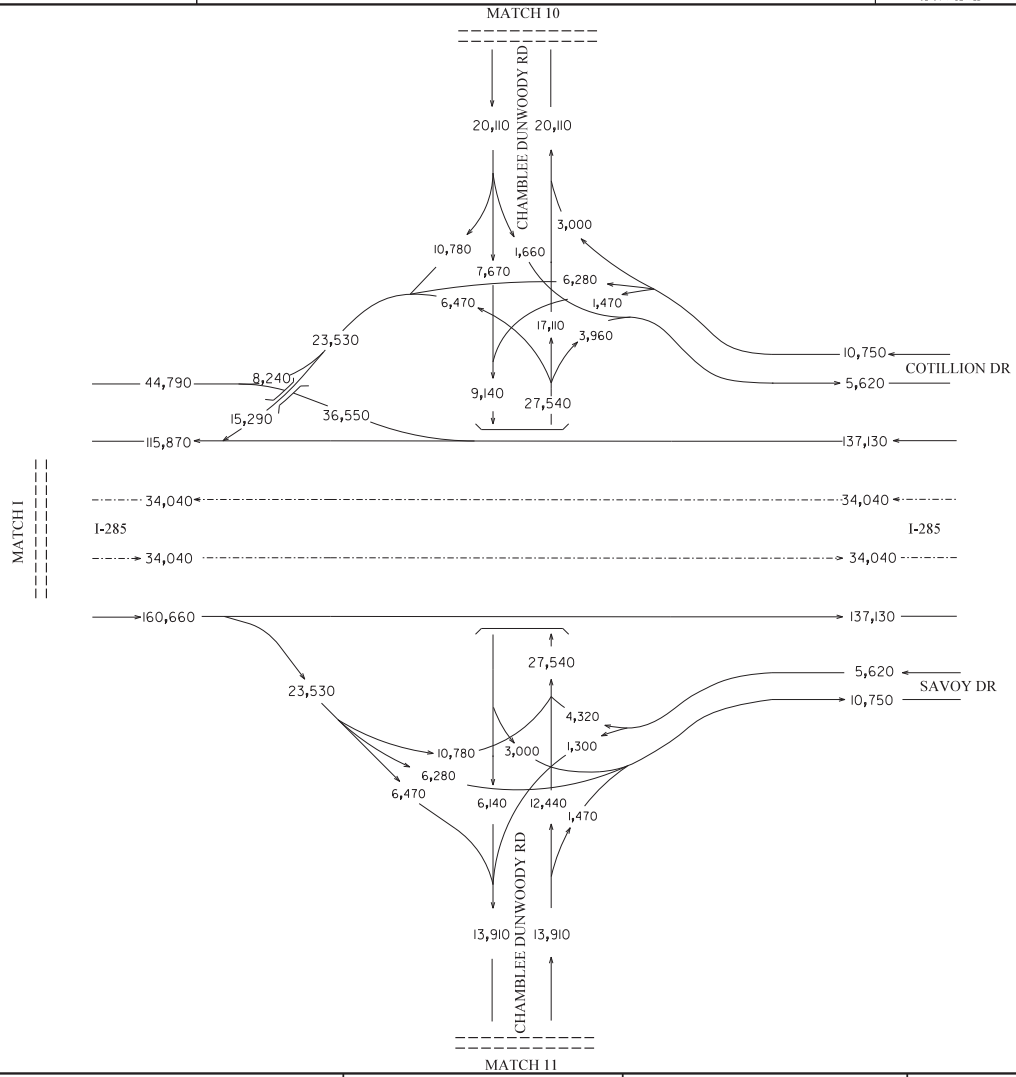
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

→ XXX —	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 5 OF 15

DRAWING No.
10-005

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N

——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 6 OF 15

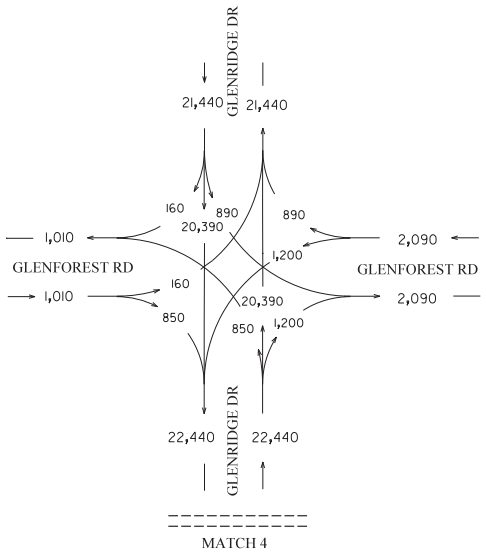
DRAWING No.
10-006

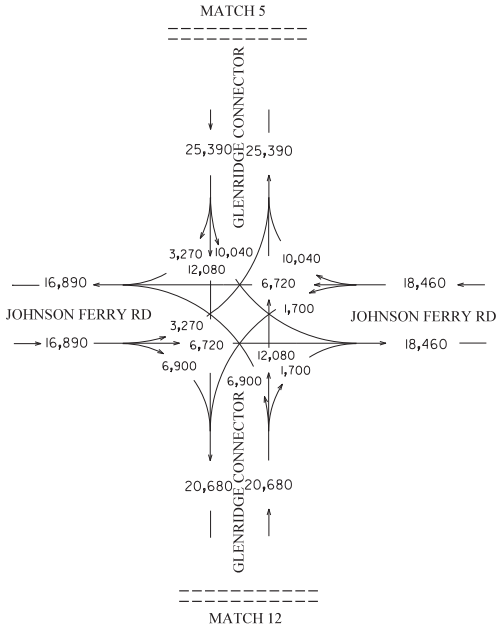
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

N

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%





→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 7 OF 15

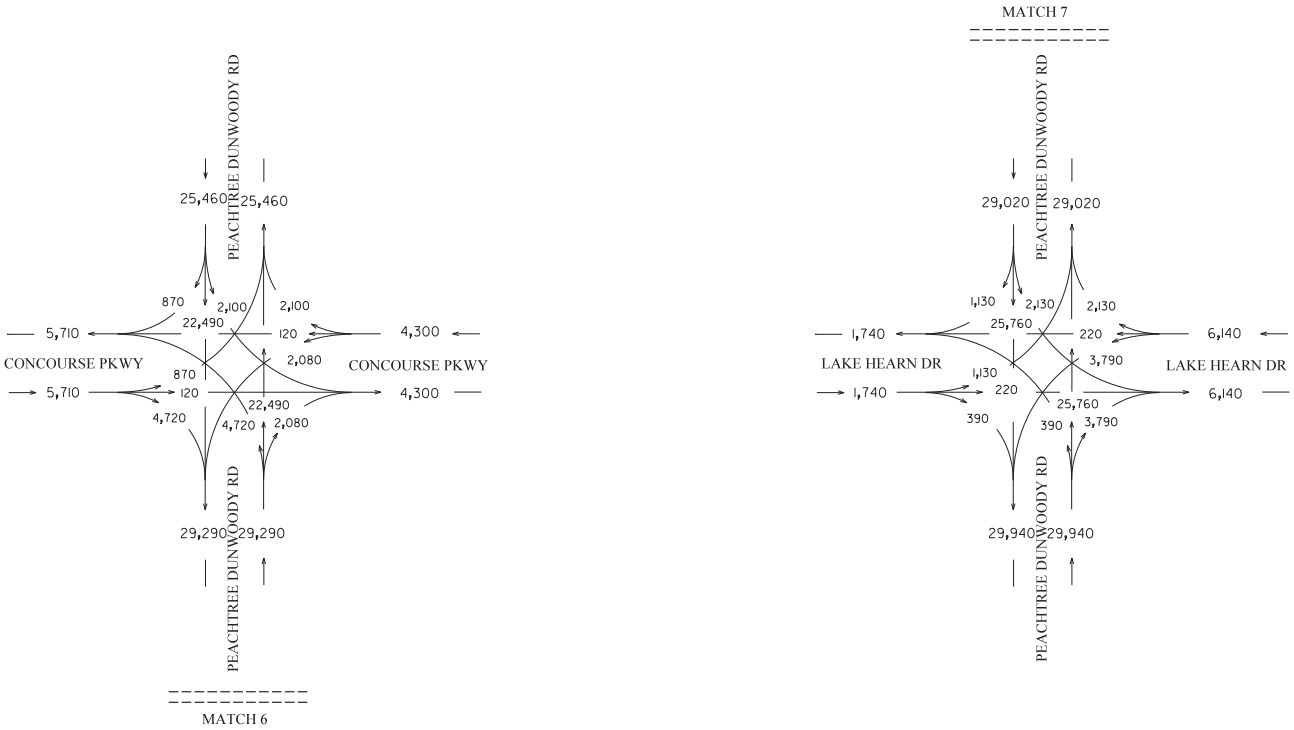
DRAWING No.
10-007

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N



——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 8 OF 15

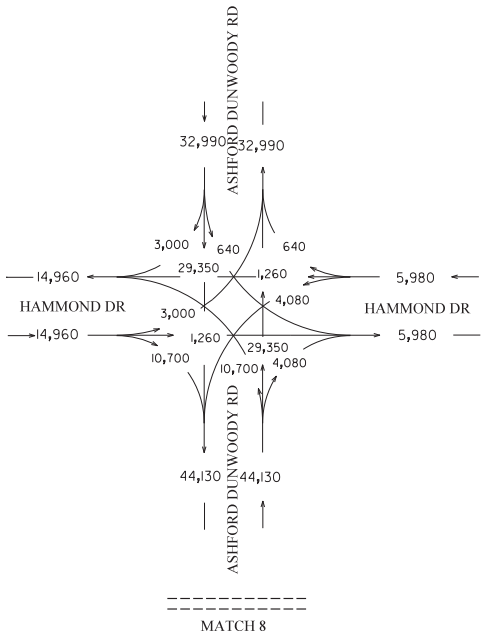
DRAWING No.
10-008

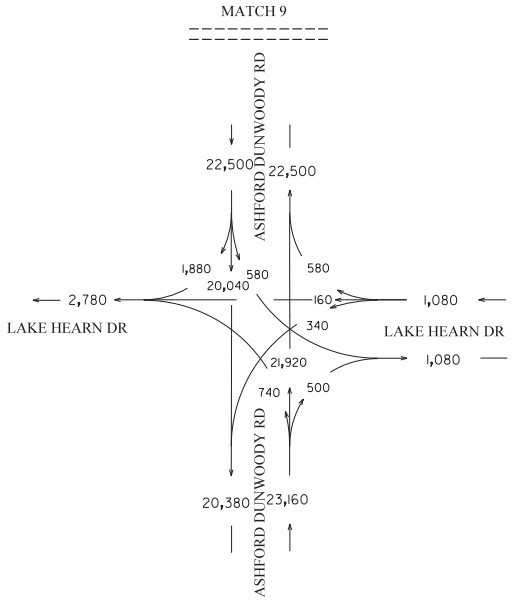
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 9 OF 15

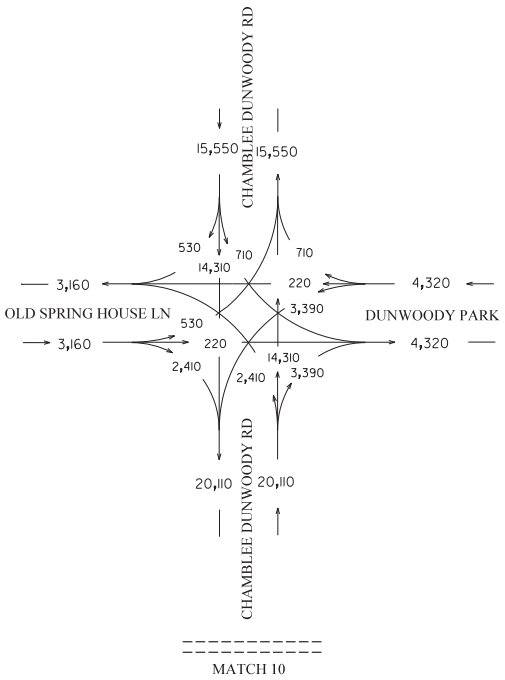
DRAWING No.
10-009

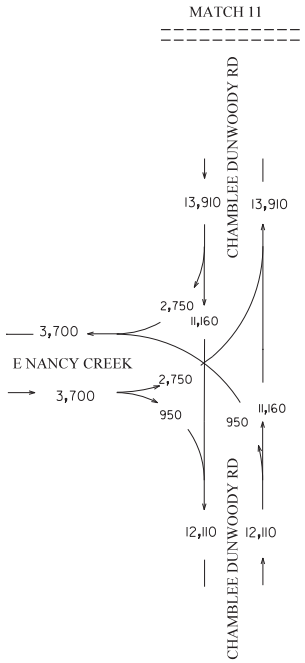
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

I-285
DAILY TRUCK = 9.1%
S.U. = 2.5%
COMB. = 6.6%

N





——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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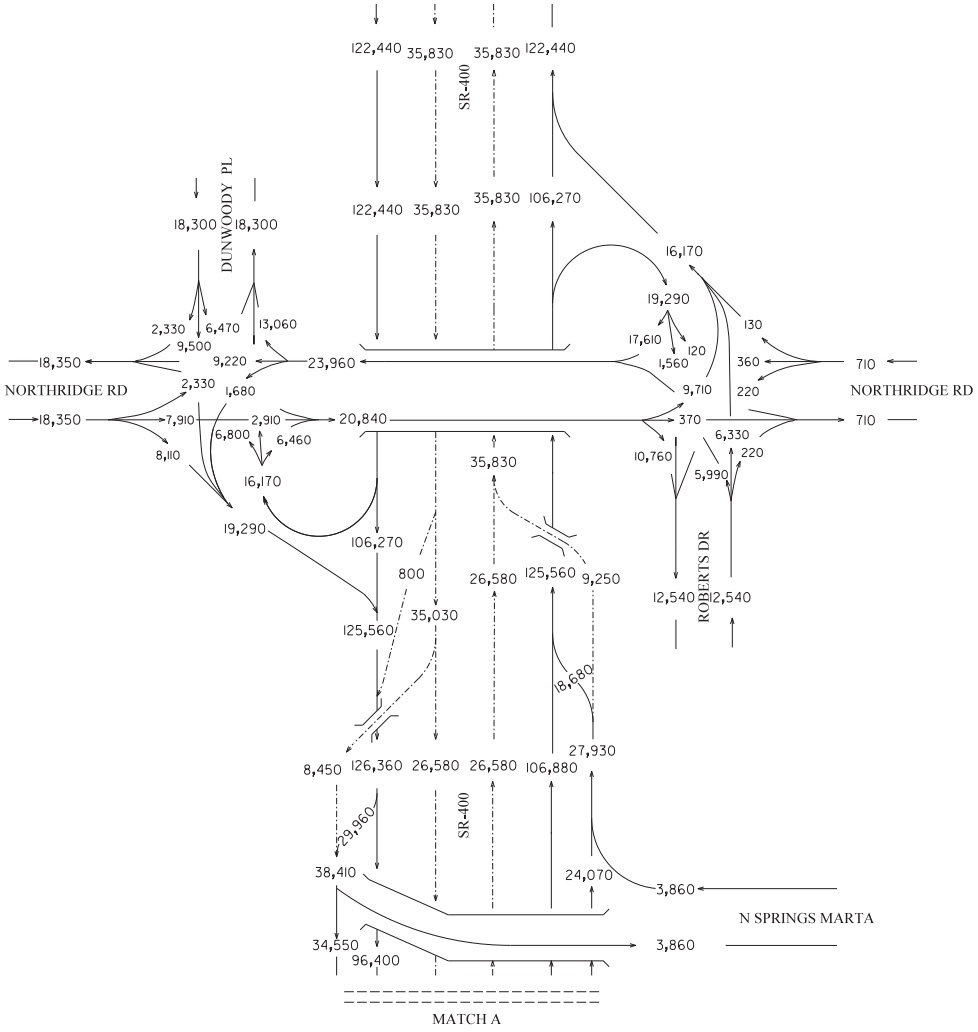
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



N

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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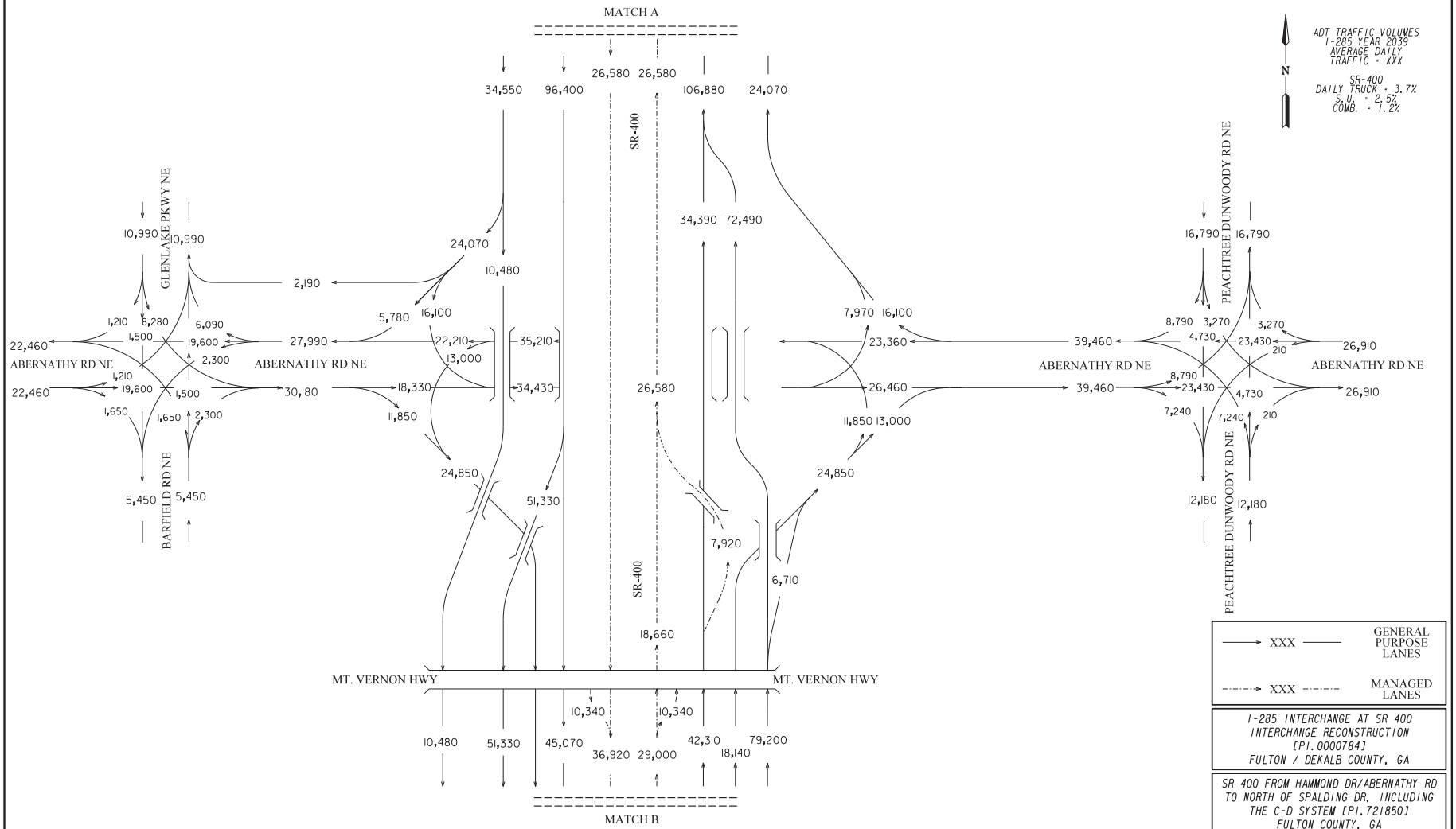
TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
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FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 12 OF 15

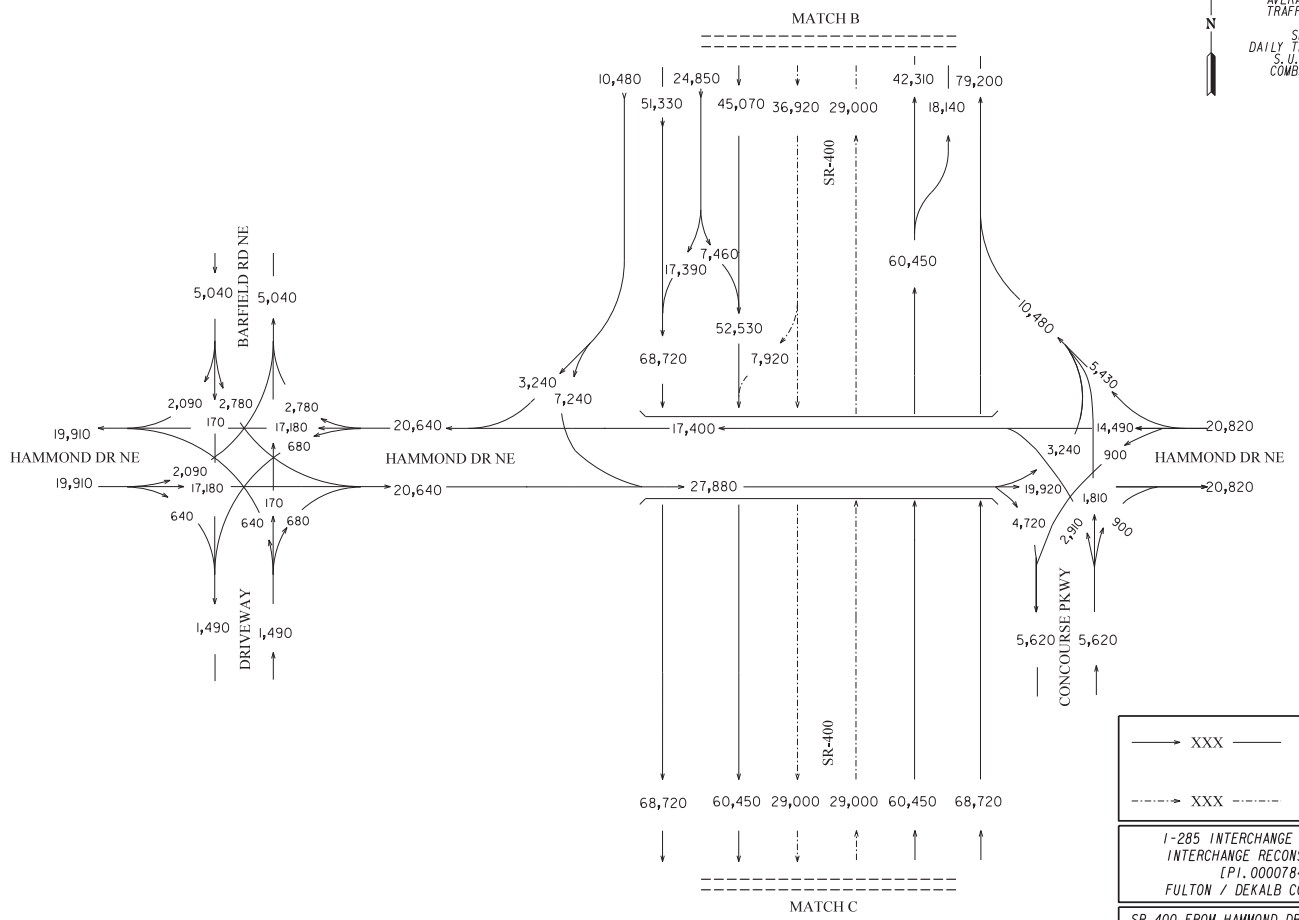
DRAWING No. 10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 13 OF 15

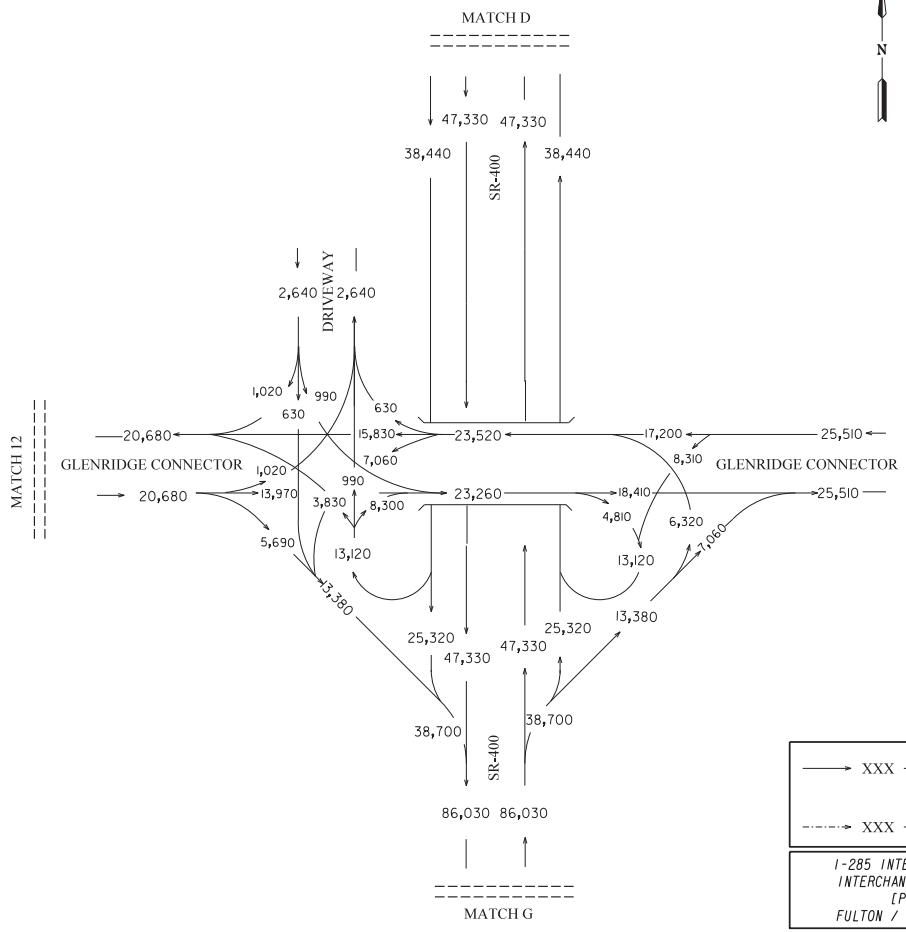
DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 14 OF 15

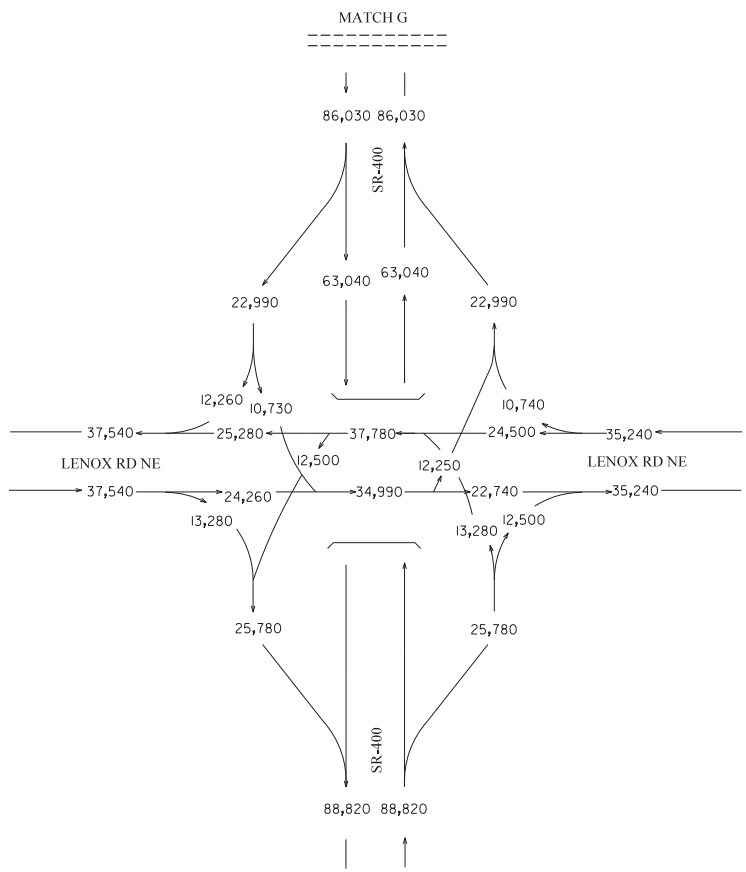
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

ADT TRAFFIC VOLUMES
I-285 YEAR 2039
AVERAGE DAILY
TRAFFIC = XXX

SR-400
DAILY TRUCK = 3.7%
S.U. = 2.5%
COMB. = 1.2%

N



XXX	GENERAL PURPOSE LANES
XXX	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

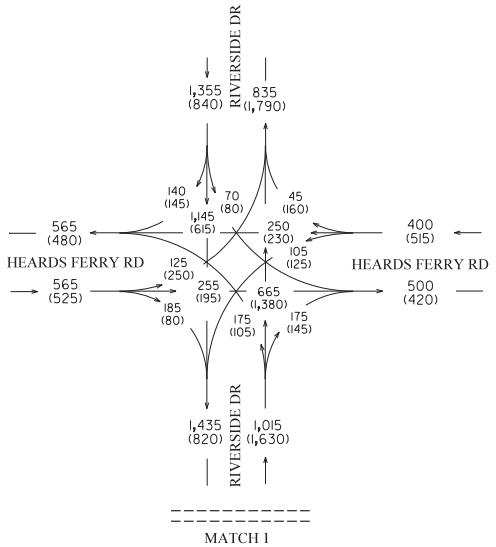
OFFICE OF PLANNING

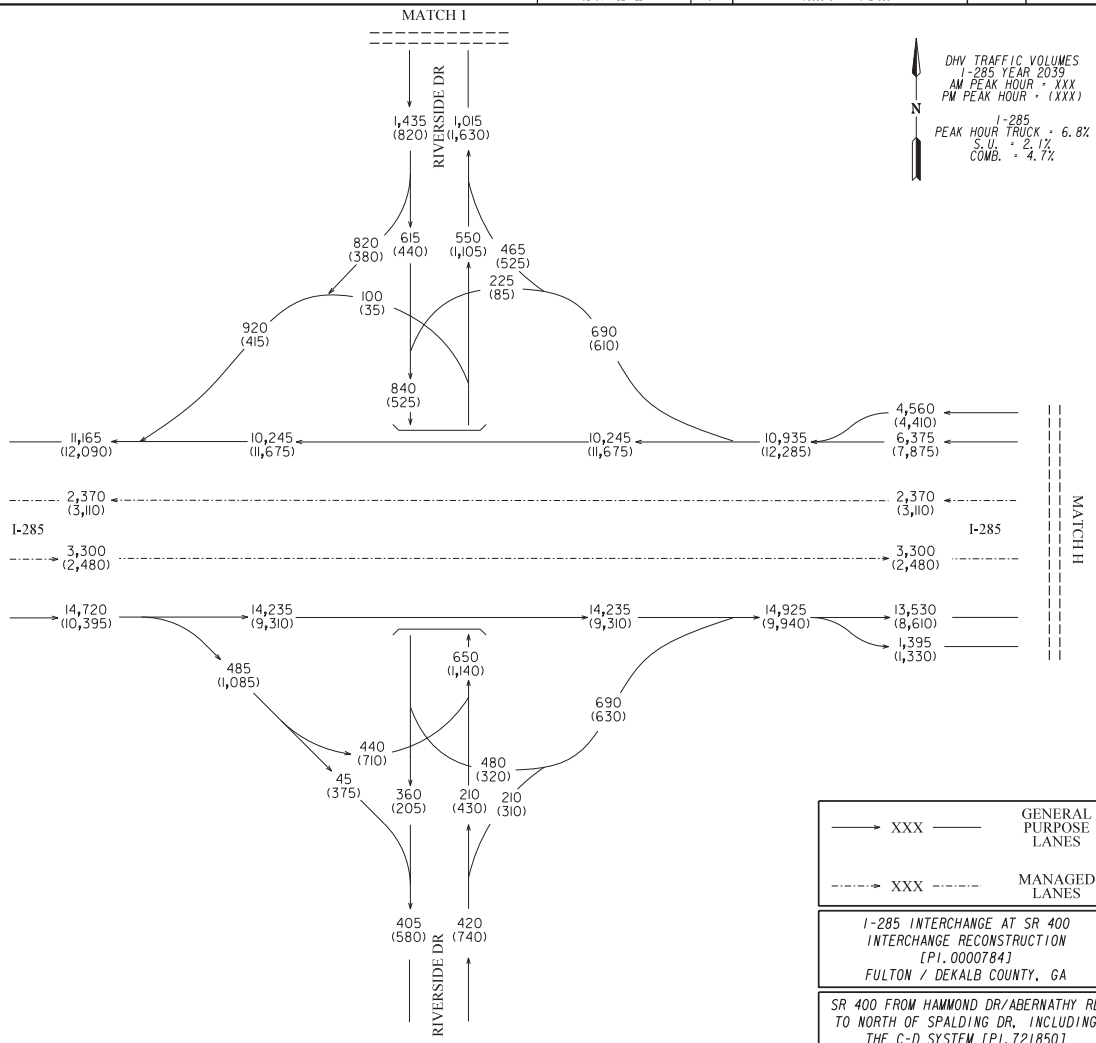
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 ADT BUILD (PI. 0000784)
YEAR 2039 ADT BUILD (PI. 721850)
SHEET 15 OF 15

DRAWING No.
10-015

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		





DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

XXX	GENERAL PURPOSE LANES
XXX	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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DEPARTMENT OF TRANSPORTATION

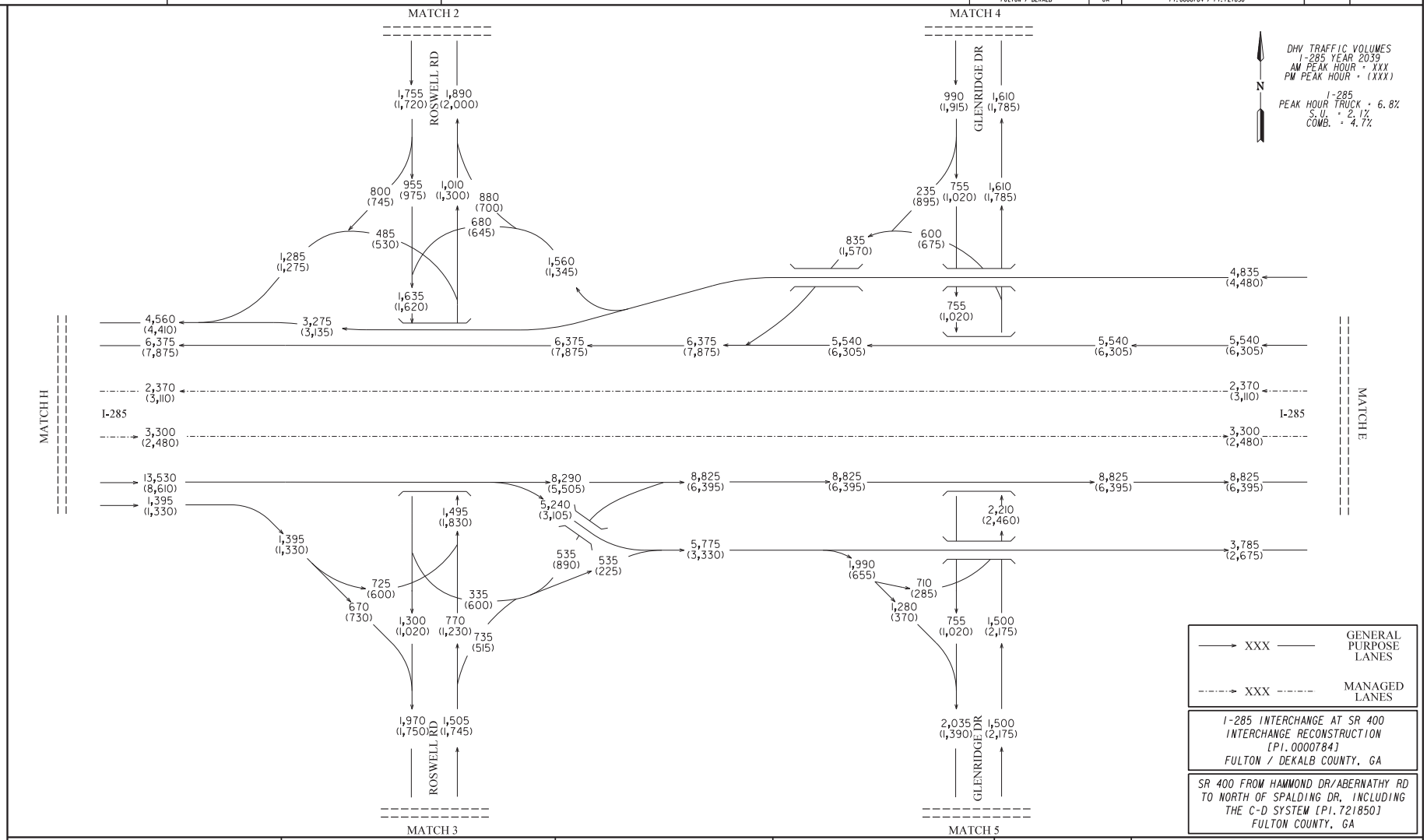
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 1 OF 15

DRAWING No.
10-001

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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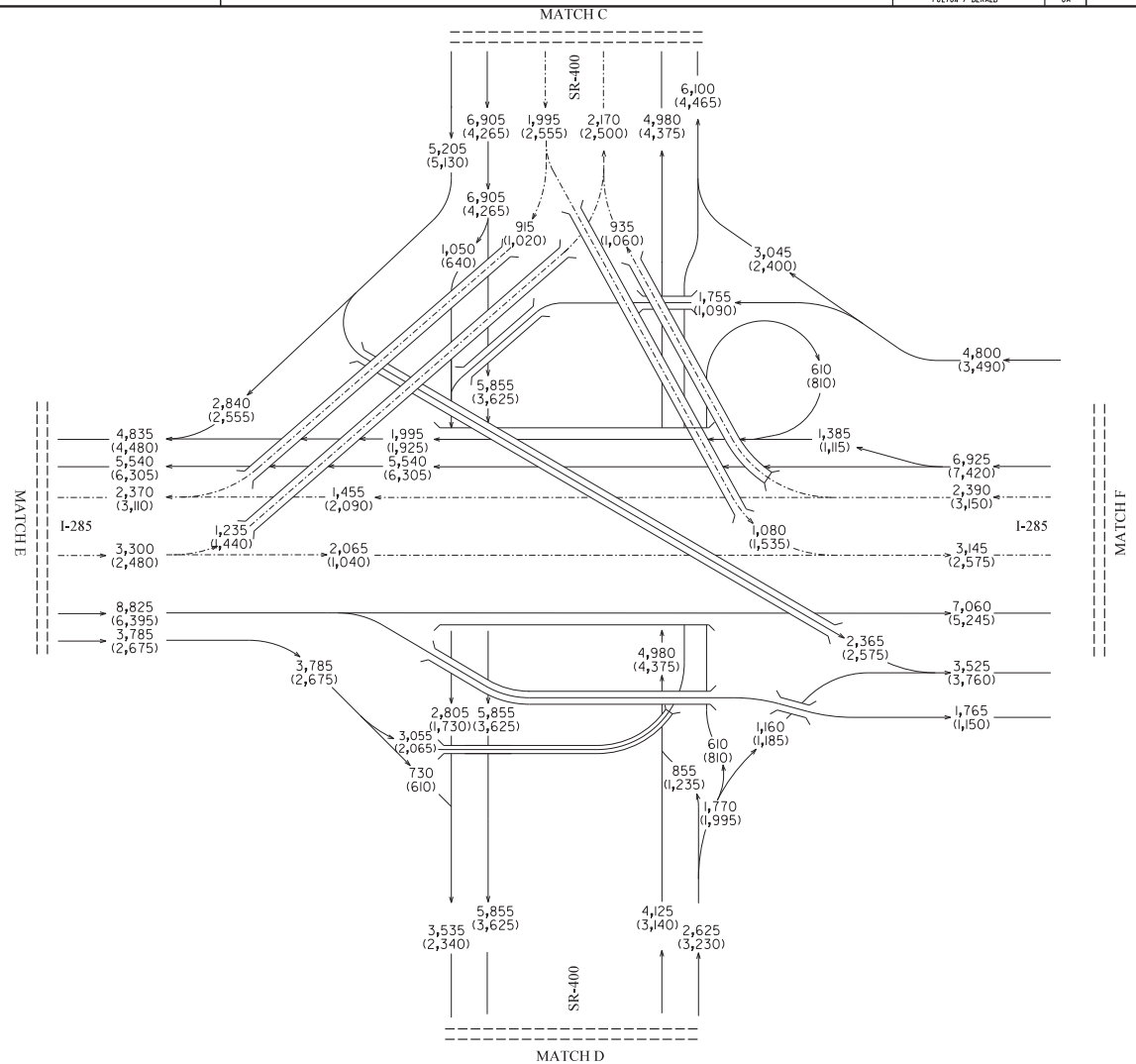
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 2 OF 15

DRAWING No.
10-002

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
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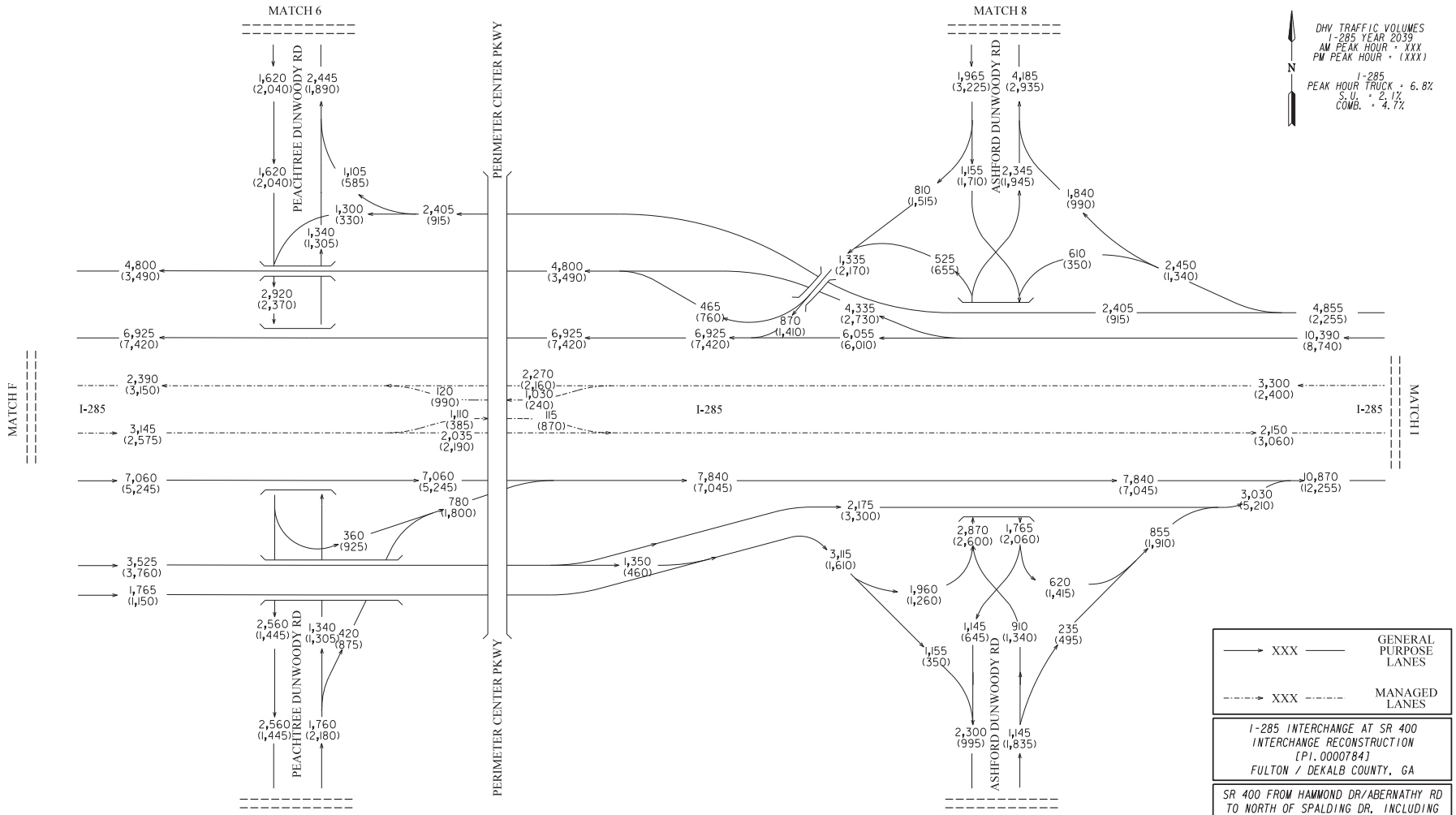
TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 3 OF 15

DRAWING No.
10-003

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
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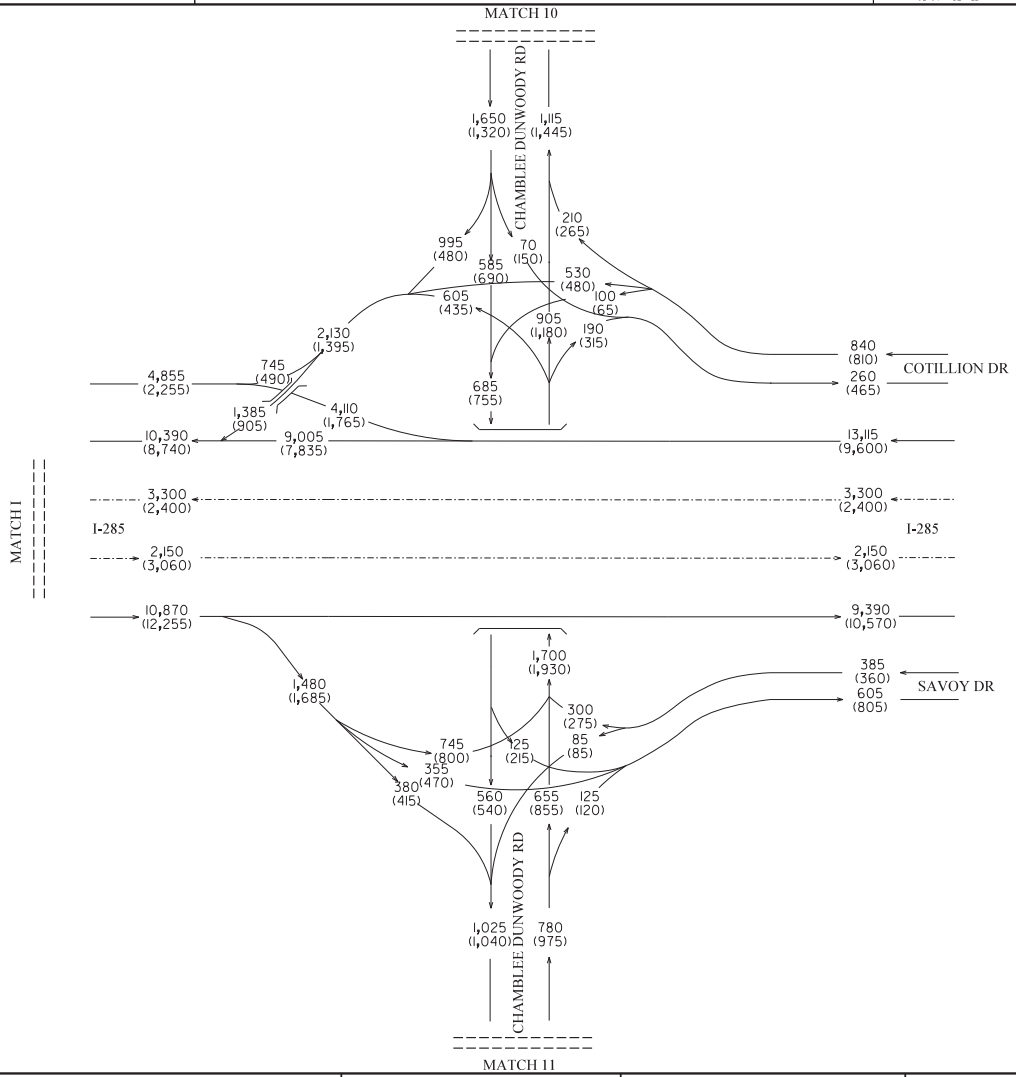
TRAFFIC DIAGRAM
SCENARIO #7

YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 4 OF 15

DRAWING No.
10-004

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N

——→ XXX ———	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 5 OF 15

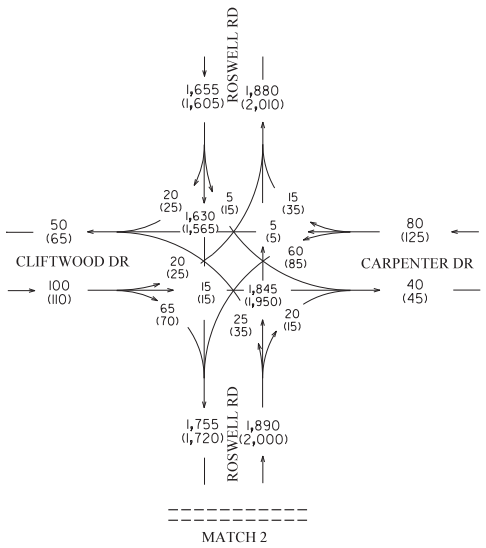
DRAWING No.
10-005

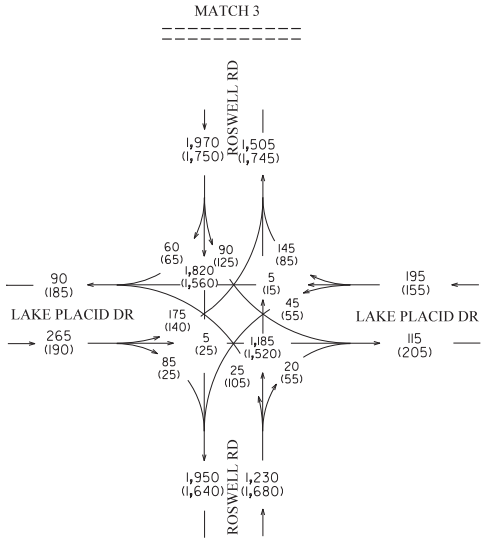
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 6 OF 15

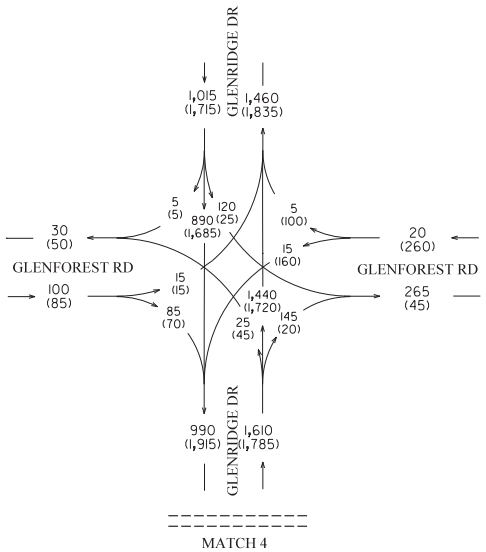
DRAWING No.
10-006

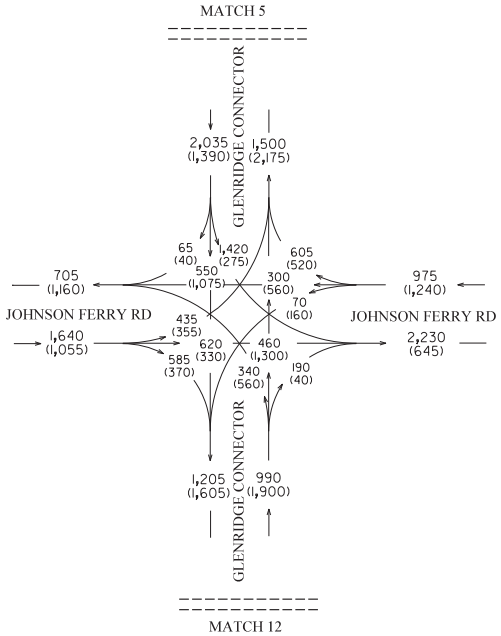
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 7 OF 15

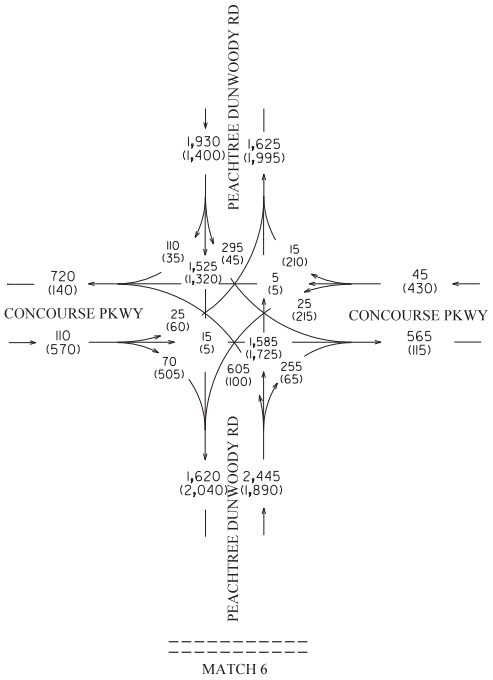
DRAWING No.
10-007

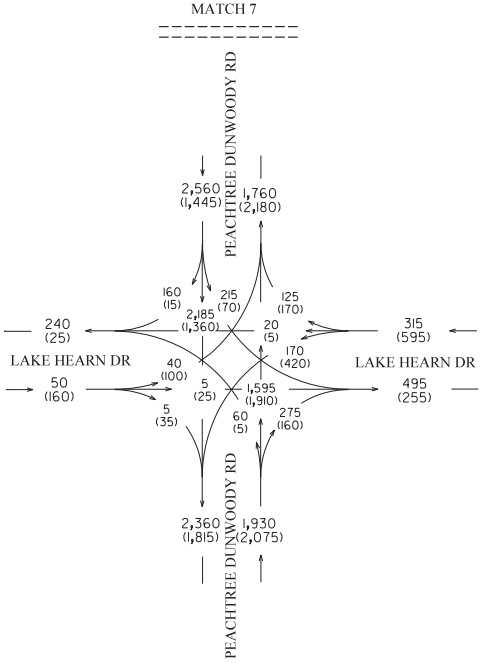
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 8 OF 15

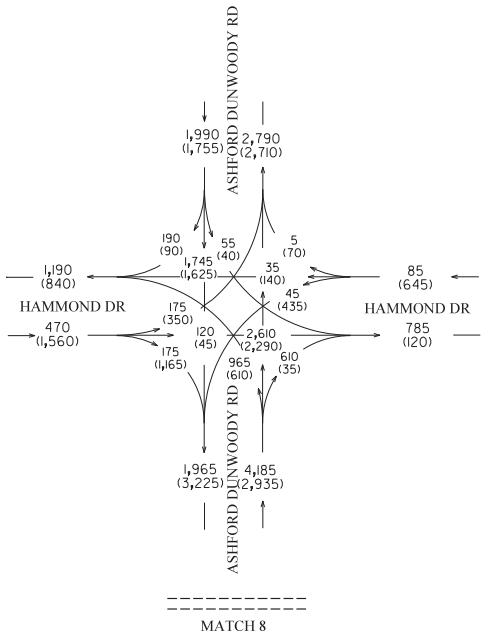
DRAWING No.
10-008

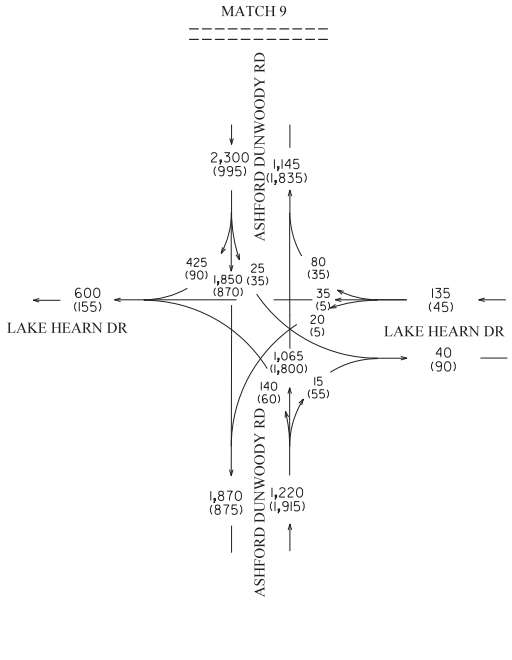
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%

N





——→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 9 OF 15

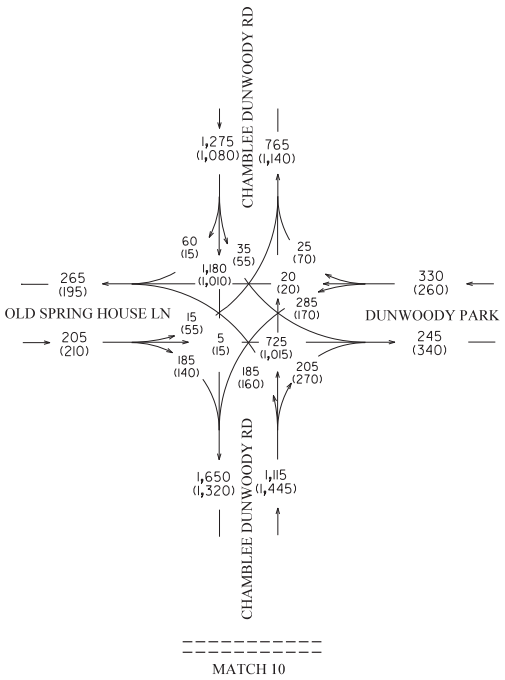
DRAWING No.
10-009

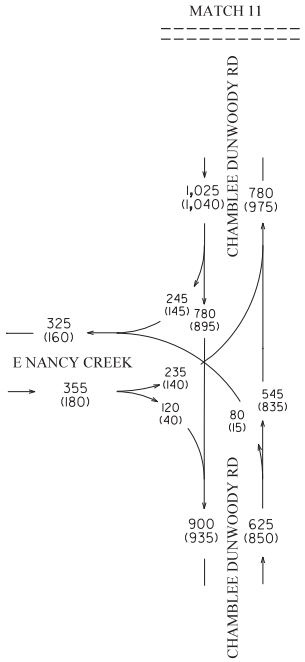
COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

N

I-285
PEAK HOUR TRUCK = 6.8%
S.U. = 2.1%
COMB. = 4.7%





——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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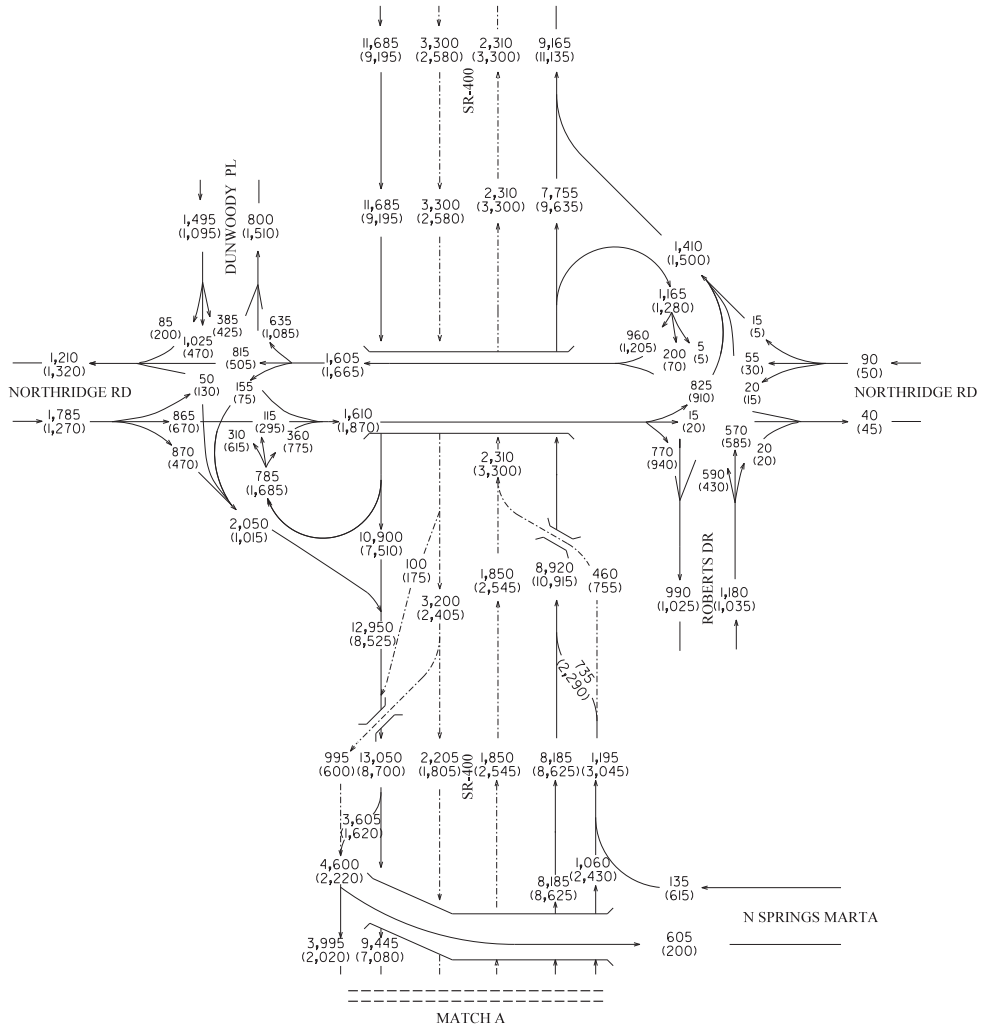
TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 10 OF 15

DRAWING No.
10-010

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%

N

——→ XXX ——	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR, INCLUDING
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FULTON COUNTY, GA

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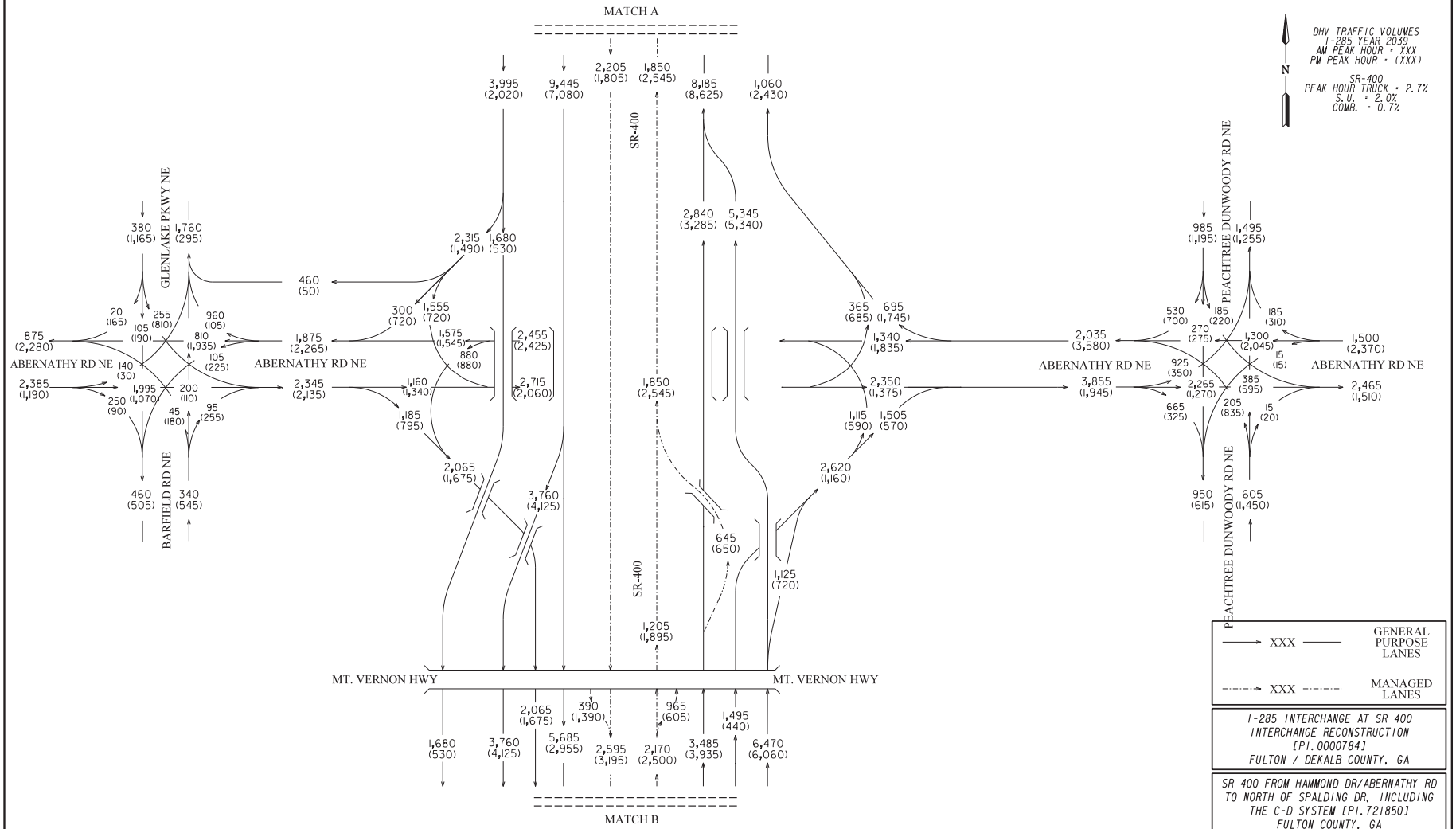
TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 11 OF 15

DRAWING No.
10-011

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		



I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #7

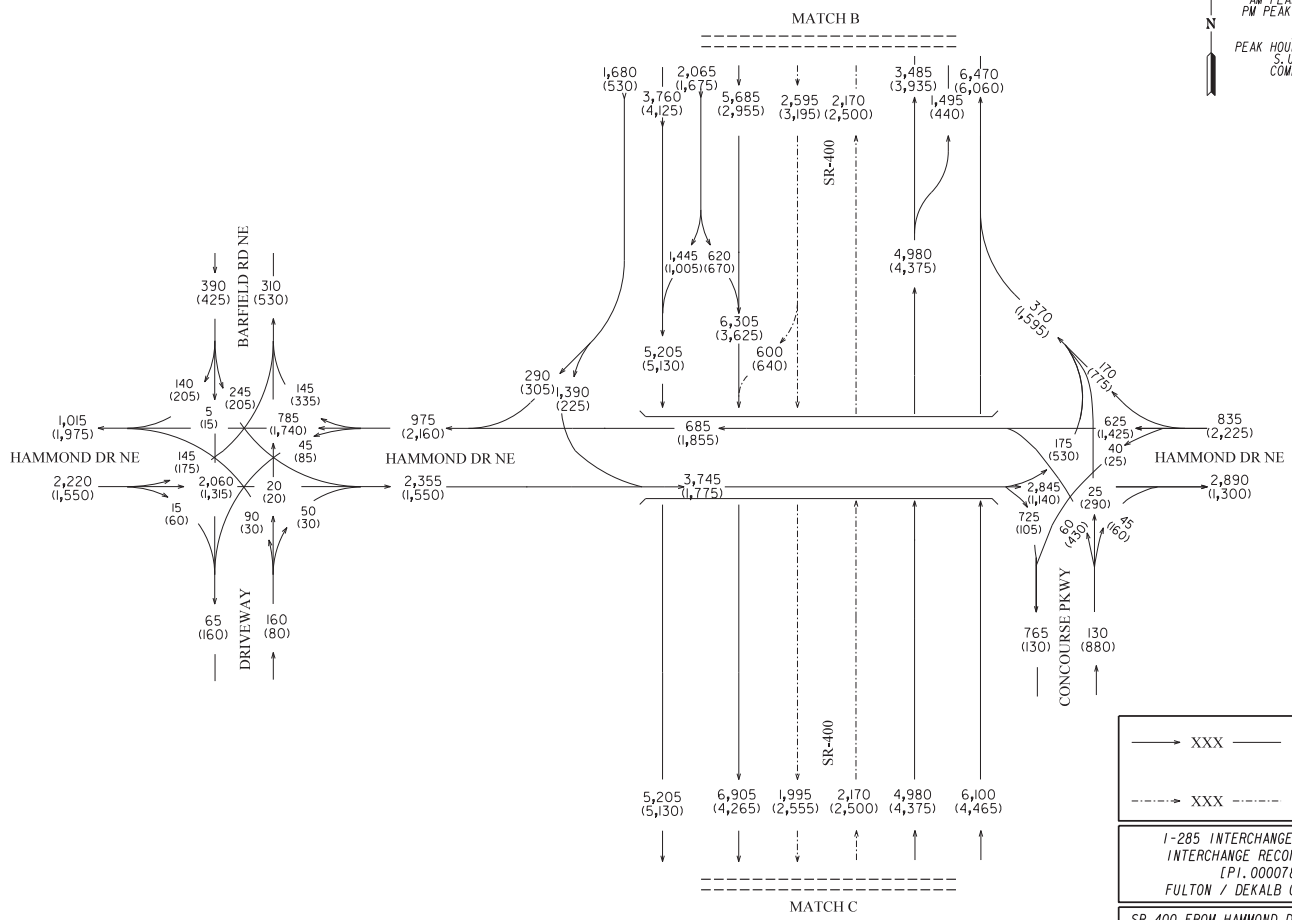
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 12 OF 15

DRAWING No. 10-012

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



——→ XXX ——	GENERAL PURPOSE LANES
-·-·→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
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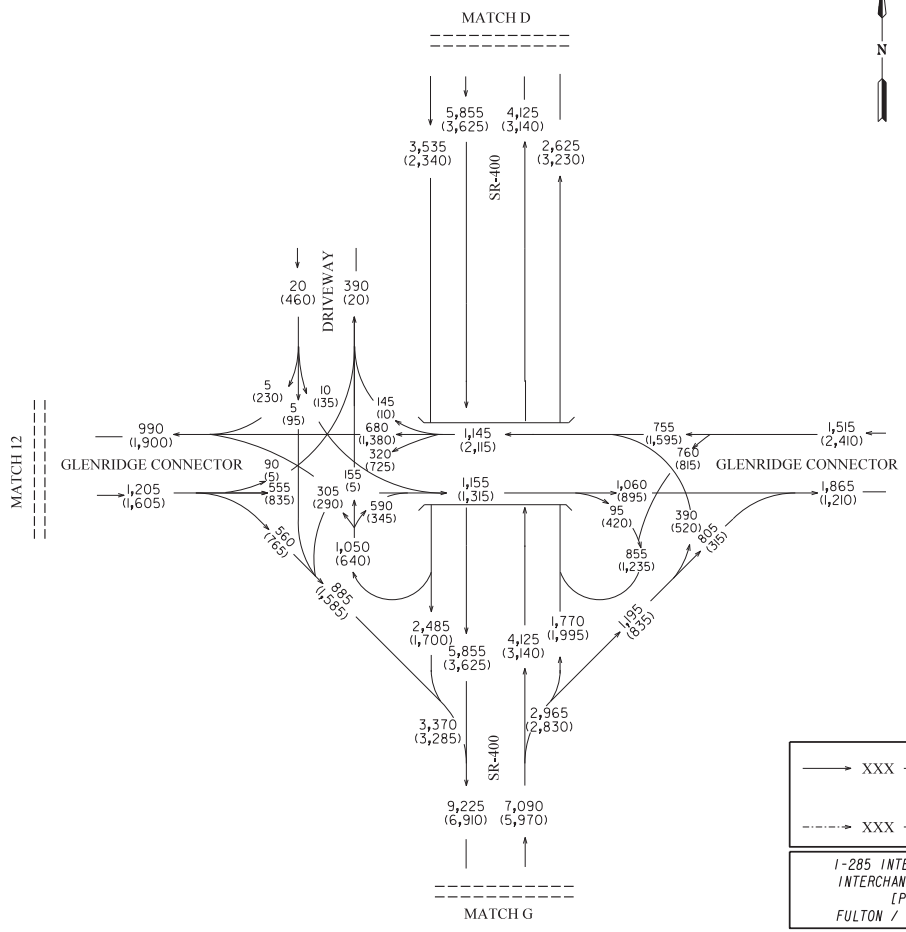
TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 13 OF 15

DRAWING No.
10-013

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%



XXX	GENERAL PURPOSE LANES
XXX	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

SR 400 FROM HAMMOND DR/ABERNATHY RD
TO NORTH OF SPALDING DR. INCLUDING
THE C-D SYSTEM [PI. 721850]
FULTON COUNTY, GA

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 450, 2 Sun Court
Peachtree Corners, Georgia 30092

ARCADIS
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 14 OF 15

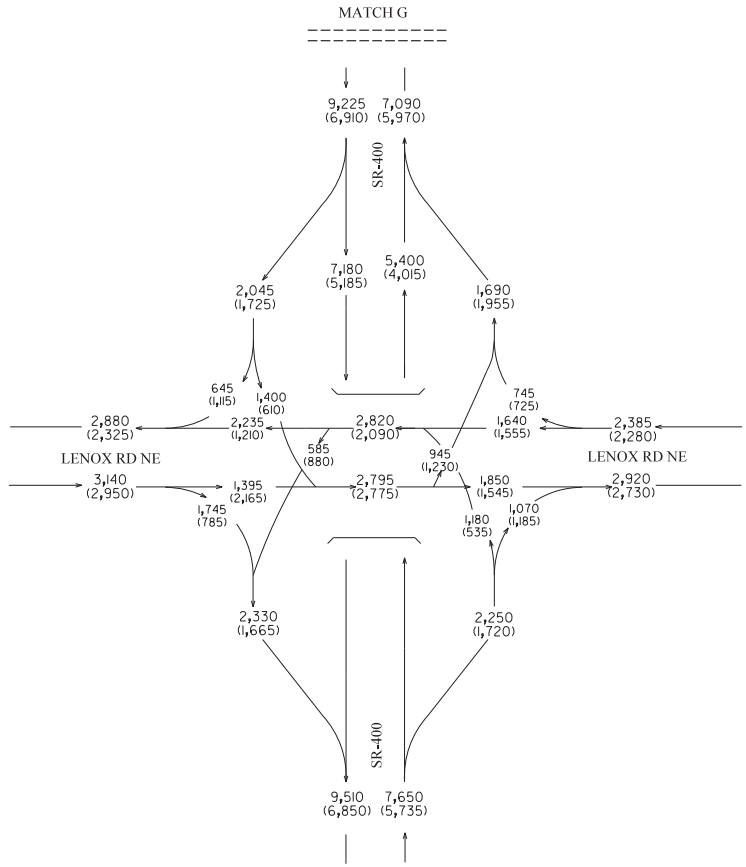
DRAWING No.
10-014

COUNTY	STATE	PROJECT NUMBER	SHEET NO.	TOT SHEETS
FULTON / DEKALB	GA	PI. 0000784 / PI. 721850		

DHV TRAFFIC VOLUMES
I-285 YEAR 2039
AM PEAK HOUR = XXX
PM PEAK HOUR = (XXX)

SR-400
PEAK HOUR TRUCK = 2.7%
S.U. = 2.0%
COMB. = 0.7%

N



→ XXX ———	GENERAL PURPOSE LANES
-·-·-→ XXX -·-·-	MANAGED LANES

I-285 INTERCHANGE AT SR 400
INTERCHANGE RECONSTRUCTION
[PI. 0000784]
FULTON / DEKALB COUNTY, GA

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TRAFFIC DIAGRAM
SCENARIO #7
YEAR 2039 DHV BUILD (PI. 0000784)
YEAR 2039 DHV BUILD (PI. 721850)
SHEET 15 OF 15

DRAWING No.
10-015

Appendix D

Shoulder Hour Calculations

Shoulder Hour Calculation Sheet

AM or PM Peak Period	Direction of Travel	Shoulder Hours w.r.t. to the Peak Hours	Location of 24-Hour Counts along I-285					
			I-285 East of Riverside Dr	I-285 East of Roswell Rd	I-285 East of Glenridge Conn	I-285 East of SR 400	I-285 East of Peachtree Dunwoody Rd	I-285 EB West of Chamblee Dunwoody Rd
AM	EB	Before AM Peak Shoulder Hour 1	16.21%	18.33%	34.93%	37.03%	42.62%	88.32%
		Before AM Peak Shoulder Hour 2	**51.55%	**58.37%	80.84%	86.52%	83.60%	94.88%
		Peak Hour	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**
		After AM Peak Shoulder Hour 1	96.24%	90.45%	80.65%	88.27%	92.74%	109.63%
		After AM Peak Shoulder Hour 2	79.90%	84.62%	94.86%	95.42%	92.40%	115.48%
	WB	Before AM Peak Shoulder Hour 1	56.51%	42.06%	33.61%	76.49%	49.37%	38.56%
		Before AM Peak Shoulder Hour 2	82.63%	80.76%	72.15%	94.91%	87.41%	87.50%
		Peak Hour	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**
		Shoulder Hour 1	92.13%	97.56%	96.09%	83.20%	86.85%	93.39%
		Shoulder Hour 2	83.62%	93.76%	92.84%	87.80%	76.91%	85.24%
PM	EB	Before PM Peak Shoulder Hour 1	97.24%	95.74%	98.22%	95.14%	92.59%	84.93%
		Before PM Peak Shoulder Hour 2	99.36%	99.53%	99.37%	96.29%	95.67%	89.83%
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
		After PM Peak Shoulder Hour 1	95.40%	89.90%	92.89%	96.32%	74.93%	89.10%
		After PM Peak Shoulder Hour 2	88.61%	78.47%	88.99%	81.99%	93.20%	85.47%
	WB	Before PM Peak Shoulder Hour 1	84.82%	95.09%	92.92%	96.24%	91.17%	97.94%
		Before PM Peak Shoulder Hour 2	85.83%	86.93%	91.76%	81.74%	94.13%	95.62%
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
		After PM Peak Shoulder Hour 1	84.92%	88.55%	95.12%	91.05%	94.57%	98.14%
		After PM Peak Shoulder Hour 2	88.39%	92.36%	84.10%	78.59%	95.34%	97.06%

AM or PM Peak Period	Direction of Travel	Shoulder Hours w.r.t. to the Peak Hours	Location of 24-Hour Counts along SR400 Corridor					
			SR 400 North of Hammond Dr	SR 400 South of I-285	SR 400 South of Glenridge Conn	SR 400 North of Abernathy Rd	SR 400 South of Northridge Rd	**Average Peak Hour Volume Distribution based on all locations ****
AM	NB	Before AM Peak Shoulder Hour 1	55.60%	18.80%	20.91%	25.08%	29.78%	**Before AM Peak Shoulder Hour 1 46.89%**
		Before AM Peak Shoulder Hour 2	83.90%	**58.78%	65.46%	68.02%	75.11%	**Before AM Peak Shoulder Hour 2 83.50%**
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	**AM Peak Hour 100.00%**
		After AM Peak Shoulder Hour 1	82.27%	79.57%	86.09%	88.89%	83.63%	**After AM Peak Shoulder Hour 1 90.50%**
		After AM Peak Shoulder Hour 2	68.22%	57.29%	60.73%	75.19%	71.59%	**After AM Peak Shoulder Hour 2 85.22%**
	SB	Before AM Peak Shoulder Hour 1	34.97%	69.83%	61.40%	10.03%	10.78%	**Before AM Peak Shoulder Hour 1 88.44%**
		Before AM Peak Shoulder Hour 2	88.80%	95.44%	91.59%	**43.21%	**46.61%	**Before AM Peak Shoulder Hour 2 91.78%**
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	**PM Peak Hour 100.00%**
		After AM Peak Shoulder Hour 1	96.89%	89.37%	90.92%	93.45%	92.13%	**After AM Peak Shoulder Hour 1 90.36%**
		After AM Peak Shoulder Hour 2	94.06%	77.86%	82.69%	89.89%	83.86%	**After AM Peak Shoulder Hour 2 82.76%**
PM	NB	Before PM Peak Shoulder Hour 1	82.79%	73.75%	83.96%	81.96%	88.57%	
		Before PM Peak Shoulder Hour 2	89.99%	83.09%	86.88%	92.24%	95.41%	
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	
		After PM Peak Shoulder Hour 1	84.23%	75.37%	80.97%	97.44%	92.57%	
		After PM Peak Shoulder Hour 2	89.76%	77.73%	84.37%	85.85%	62.55%	
	SB	Before PM Peak Shoulder Hour 1	85.84%	78.52%	71.01%	92.71%	84.44%	
		Before PM Peak Shoulder Hour 2	88.80%	90.85%	89.20%	94.43%	92.30%	
		Peak Hour	100.00%	100.00%	100.00%	100.00%	100.00%	
		After PM Peak Shoulder Hour 1	96.28%	89.23%	96.20%	87.12%	97.63%	
		After PM Peak Shoulder Hour 2	73.78%	62.11%	78.55%	64.19%	89.16%	

*All data used for calculations was collected during April and May 2014.

**A cursory review suggest that the distribution of shoulder hour percentages for the peak period differs significantly from peak period of the other locations and therefore, the shoulder hour percentages for the perticular peak period were excluded from the calculations.

ATTACHMENT 6

TRAVEL TIME COMPARISONS

DRAFT (PENDING IMR APPROVAL)

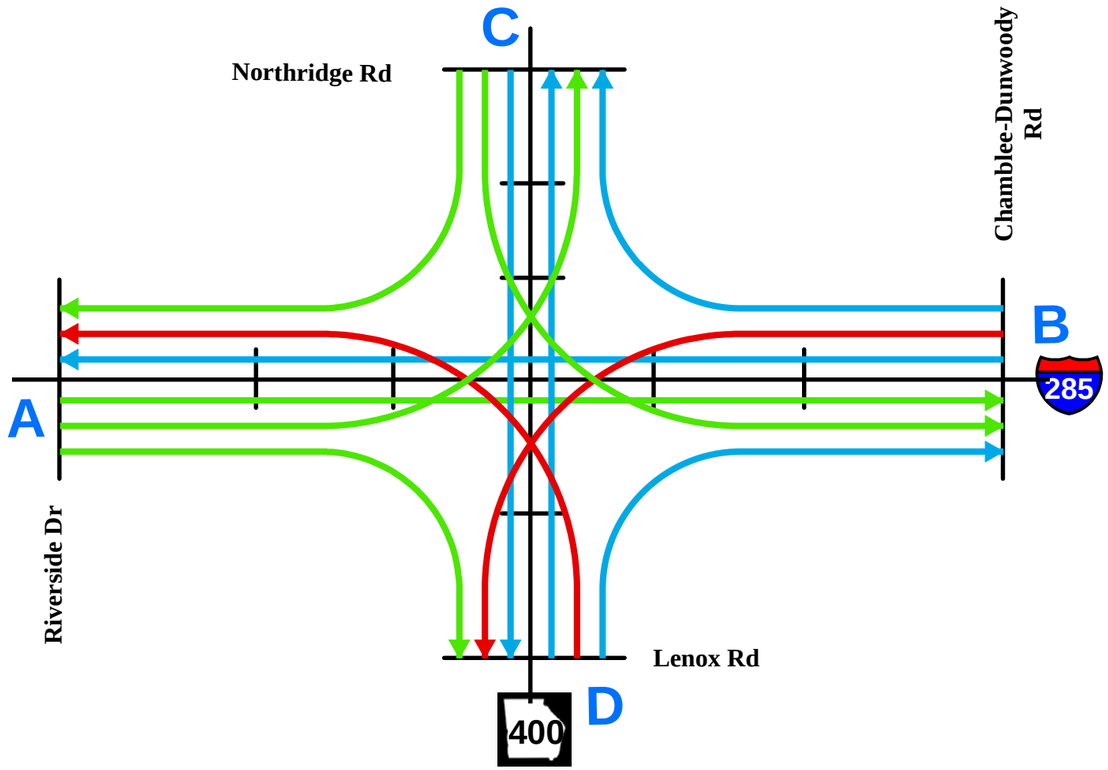
Freeway Travel-Time Analysis Results

Travel-Time Comparison Maps

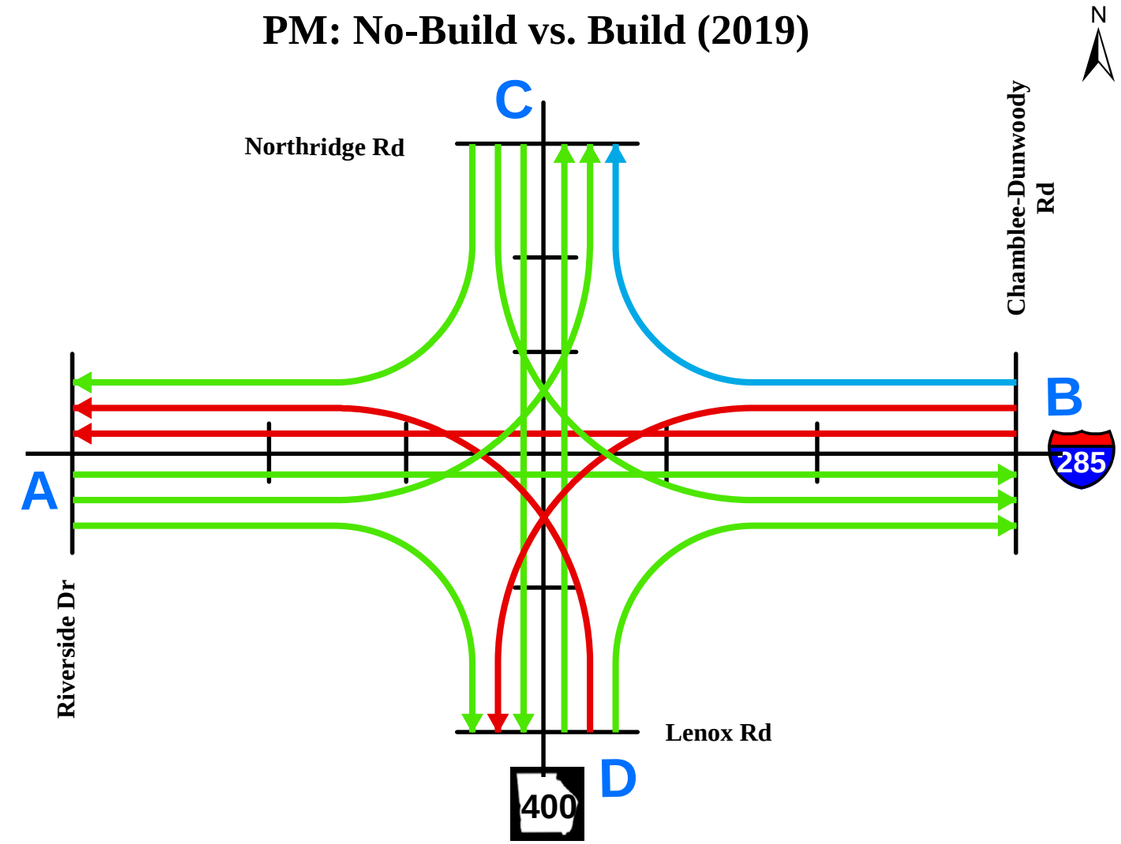
SR 400 at I-285 Interchange Construction (PI0000784)

December 19, 2014

AM: No-Build vs. Build (2019)



PM: No-Build vs. Build (2019)



From	To	Distance (mi)	Average Travel Time (min) - AM		% Reduction (-ve) OR % Increase (+ve)
			No-Build	Build	
A	C	7.9	12.1	8.9	-26.4%
	B	4.9	7.1	4.9	-31.0%
	D	6.4	11.4	9.2	-19.3%
B	D	6.8	12	16.6	38.3%
	A	5.4	7.6	7.4	-2.6%
	C	7.6	10.9	11.5	5.5%
C	B	6.8	10.2	7.4	-27.5%
	D	8.6	14.3	14.5	1.4%
	A	7.3	9.8	8	-18.4%
D	A	7	7.4	8.2	10.8%
	C	9.1	8.9	9	1.1%
	B	6.1	6.6	6.8	3.0%

From	To	Distance (mi)	Average Travel Time (min) - PM		% Reduction (-ve) OR % Increase (+ve)
			No-Build	Build	
A	C	7.9	23.6	8.3	-64.8%
	B	4.9	20.1	8.6	-57.2%
	D	6.4	26	12.5	-51.9%
B	D	6.8	11.8	15.4	30.5%
	A	5.4	10.8	14	29.6%
	C	7.6	11.4	10.8	-5.3%
C	B	6.8	45.3	28.6	-36.9%
	D	8.6	37.2	20.6	-44.6%
	A	7.3	40.1	27.9	-30.4%
D	A	7	17.6	20.8	18.2%
	C	9.1	17.5	9.2	-47.4%
	B	6.1	33.8	19.7	-41.7%

Not to scale

Page: XX

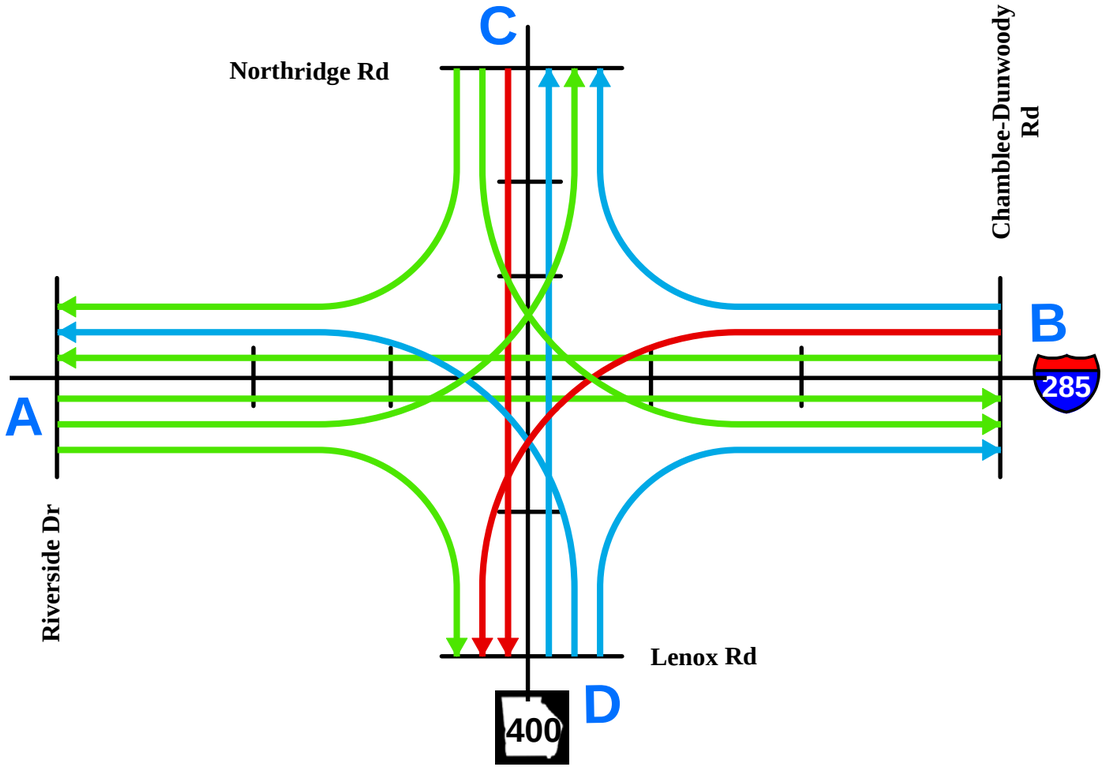
Legend (Build Travel Time)

Less than No-Build — Within 10% Range — Greater than No-Build

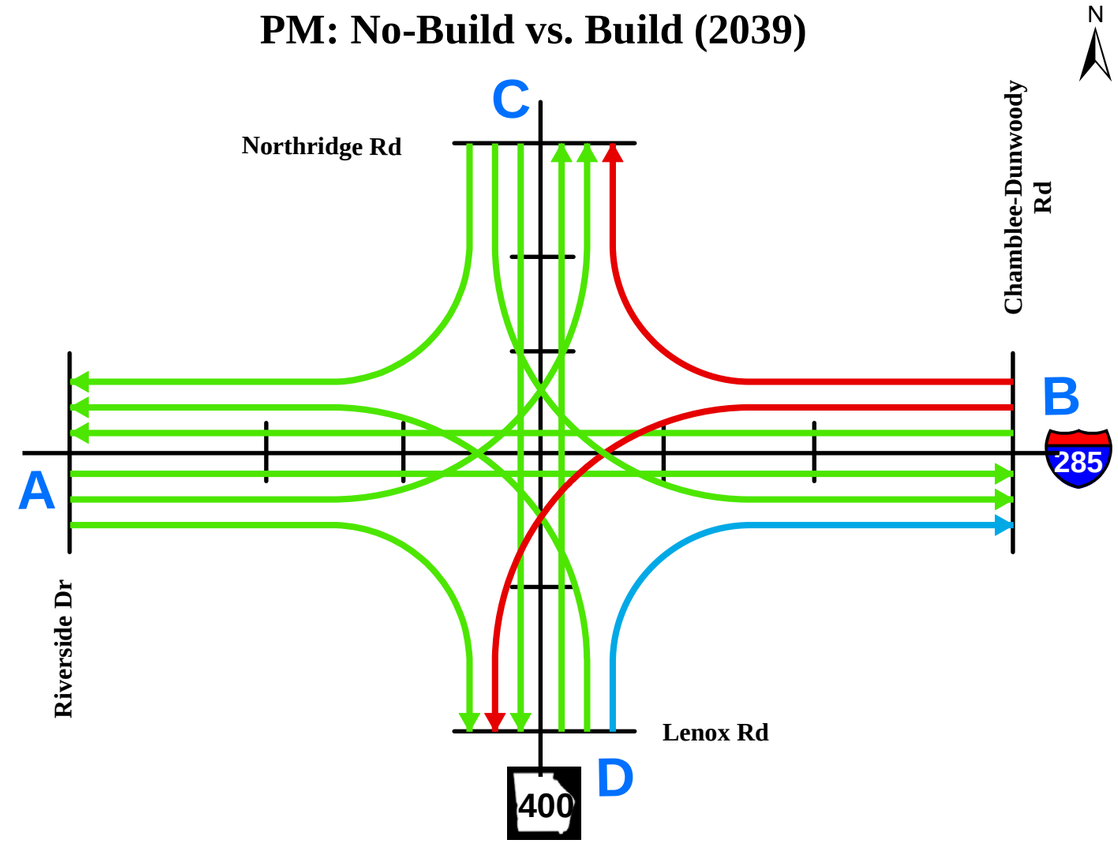
I-285 at SR 400
Interchange Reconstruction
PI No. 0000784

Figure X:
Travel Time Comparison Map
No-Build (2019) vs Build (2019)

AM: No-Build vs. Build (2039)



PM: No-Build vs. Build (2039)



From	To	Distance (mi)	Average Travel Time (min) - AM		% Reduction (-ve) OR % Increase (+ve)
			No-Build	Build	
A	C	7.9	15.8	13.6	-13.9%
	B	4.9	9.6	5.8	-39.6%
	D	6.4	16.6	14.4	-13.3%
B	D	6.8	20.1	30.9	53.7%
	A	5.4	12	9.2	-23.3%
	C	7.6	15.9	16.9	6.3%
C	B	6.8	22.5	13.7	-39.1%
	D	8.6	21.9	26.2	19.6%
	A	7.3	21.7	14.3	-34.1%
D	A	7	7.9	8.2	3.8%
	C	9.1	9.3	9.1	-2.2%
	B	6.1	6.6	6.9	4.5%

From	To	Distance (mi)	Average Travel Time (min) - PM		% Reduction (-ve) OR % Increase (+ve)
			No-Build	Build	
A	C	7.9	17.7	8.6	-51.4%
	B	4.9	12.5	10.6	-15.2%
	D	6.4	16.5	13.1	-20.6%
B	D	6.8	20.4	26.6	30.4%
	A	5.4	33.4	22	-34.1%
	C	7.6	20.8	23.2	11.5%
C	B	6.8	140.6	39.2	-72.1%
	D	8.6	102.2	27.2	-73.4%
	A	7.3	150.8	40.6	-73.1%
D	A	7	48.7	24.4	-49.9%
	C	9.1	16.8	9.9	-41.1%
	B	6.1	20	18.5	-7.5%

Not to scale

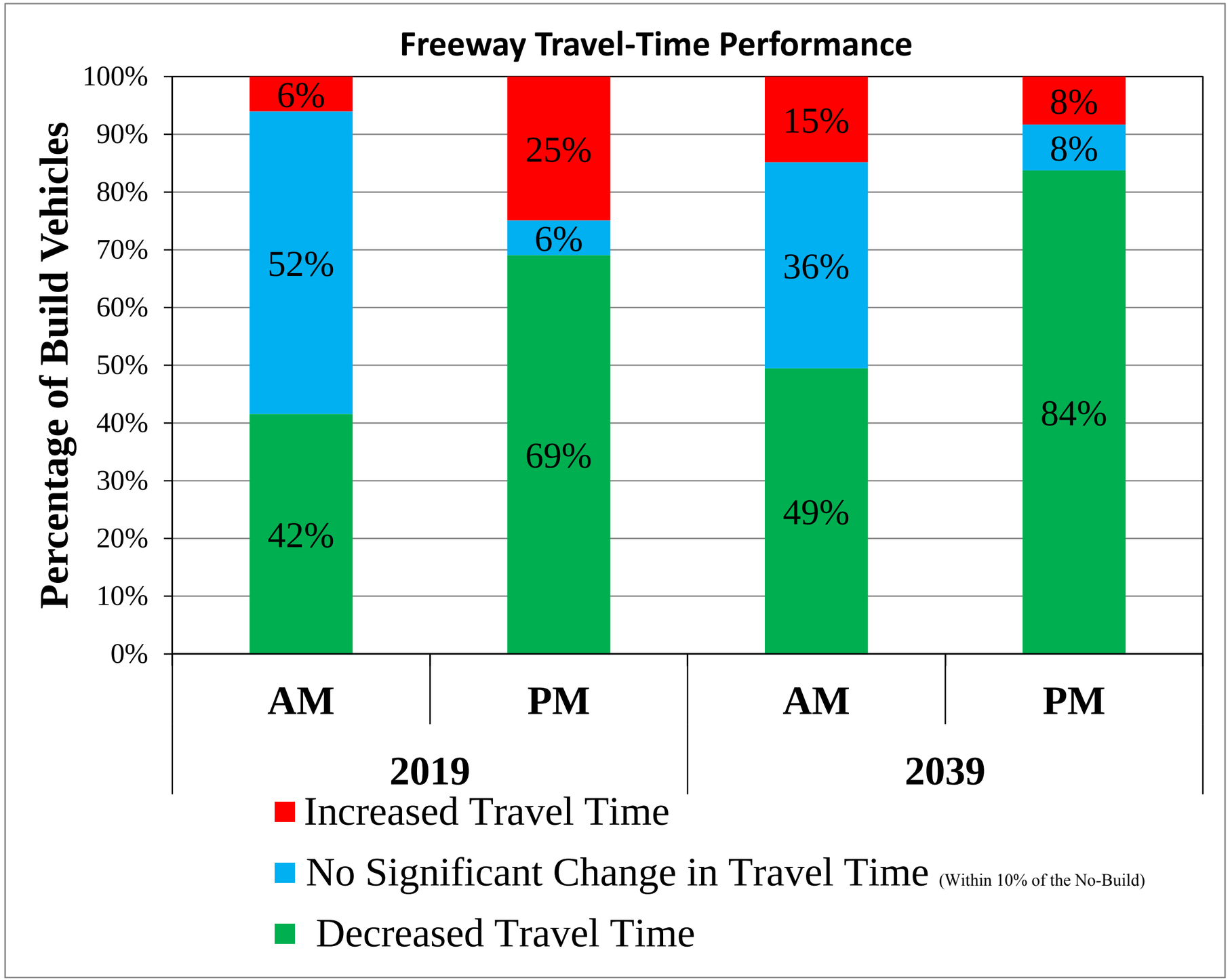
Page: XX

Legend (Build Travel Time)

Less than No-Build — Within 10% Range — Greater than No-Build

I-285 at SR 400
Interchange Reconstruction
PI No. 0000784

Figure X:
Travel Time Comparison Map
No-Build (2039) vs Build (2039)

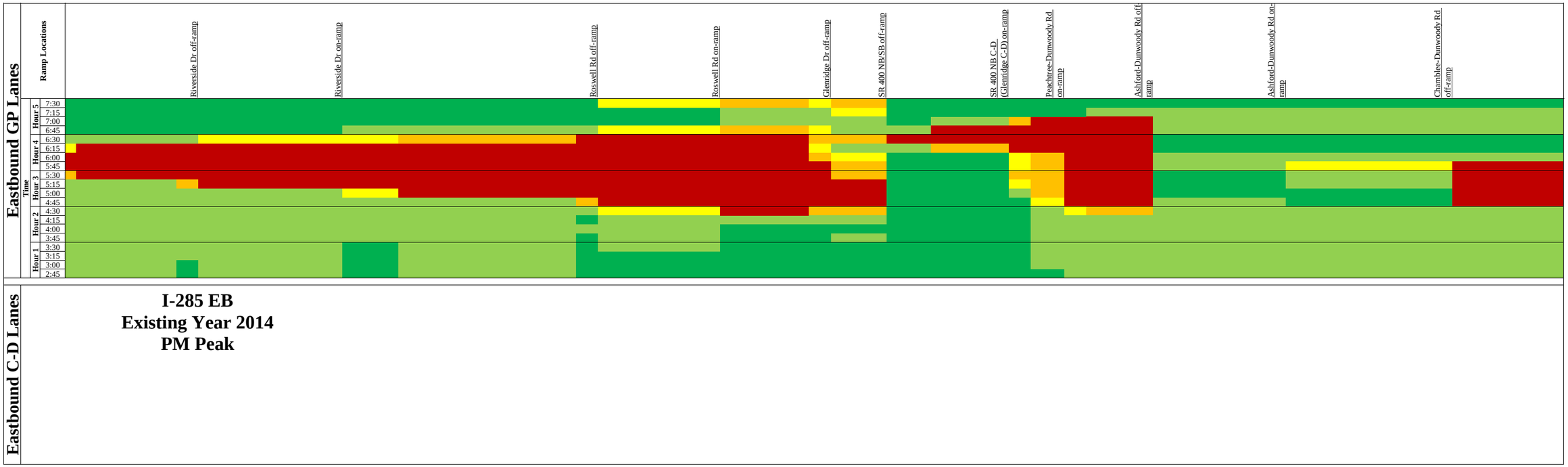

Freeway Travel-Time Performance
Percentage of Build Vehicles
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
6%
52%
42%
25%
6%
69%
15%
36%
49%
8%
8%
84%
AM
PM
AM
PM
2019
2039
Increased Travel Time
No Significant Change in Travel Time (Within 10% of the No-Build)
Decreased Travel Time

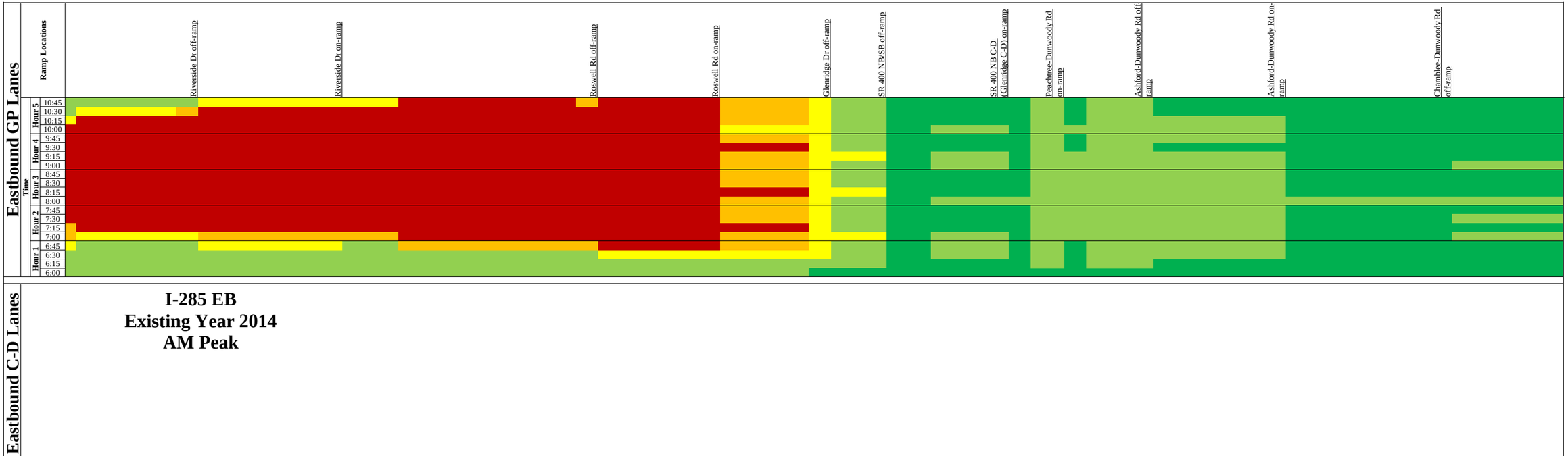
Freeway Congestion Analysis Results

LOS Comparison Heat Maps

SR 400 at I-285 Interchange Construction

(PI0000784) December 22, 2014





N

Not to Scale

Page: XX

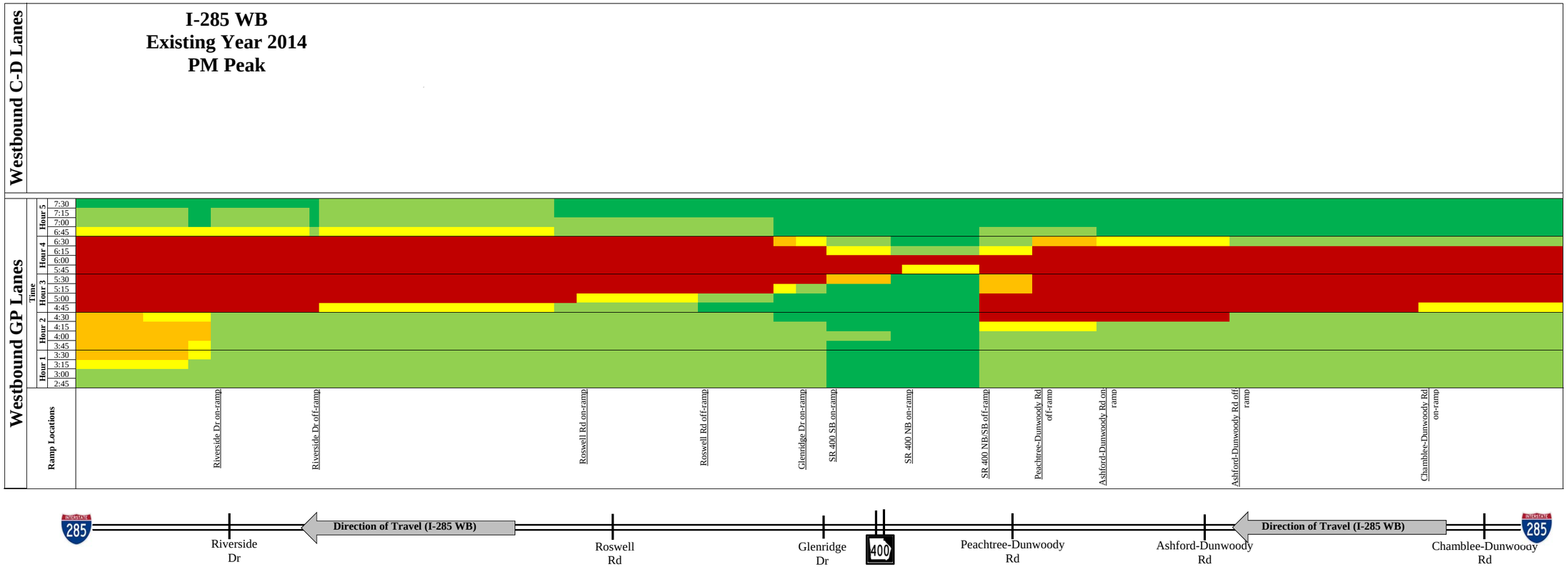
Legend (Density in vol/mi/ln)

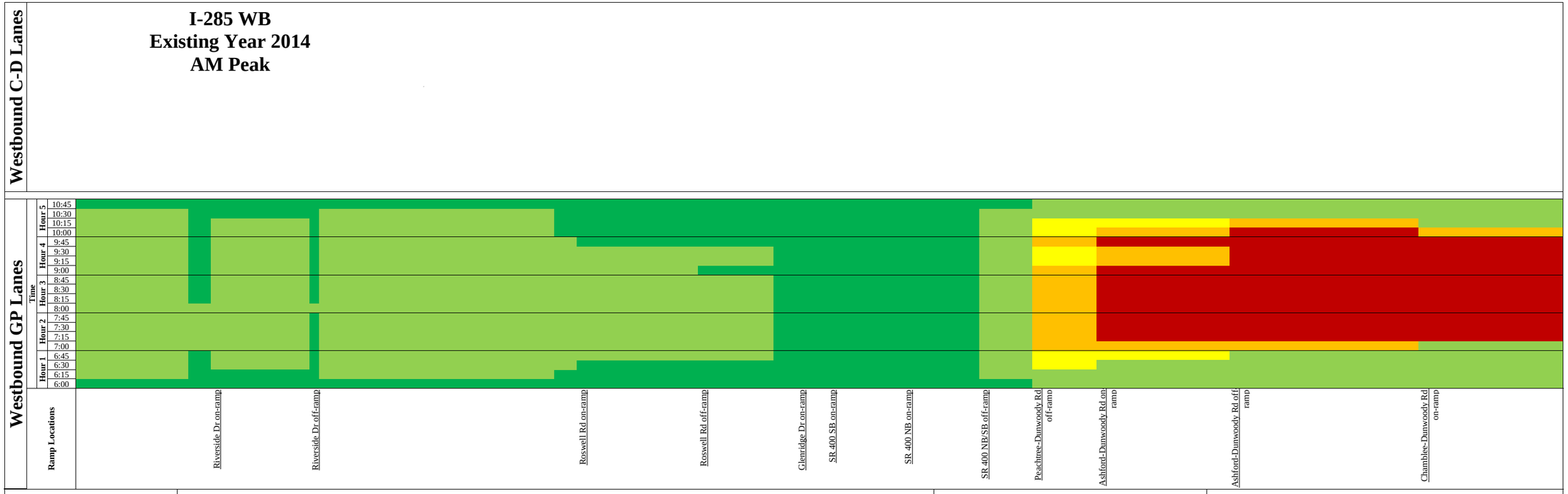
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure X: 1
Build vs No-Build LOS Comparison Maps
Existing Year 2019
I-285 EB





N

Not to Scale

Page: XX

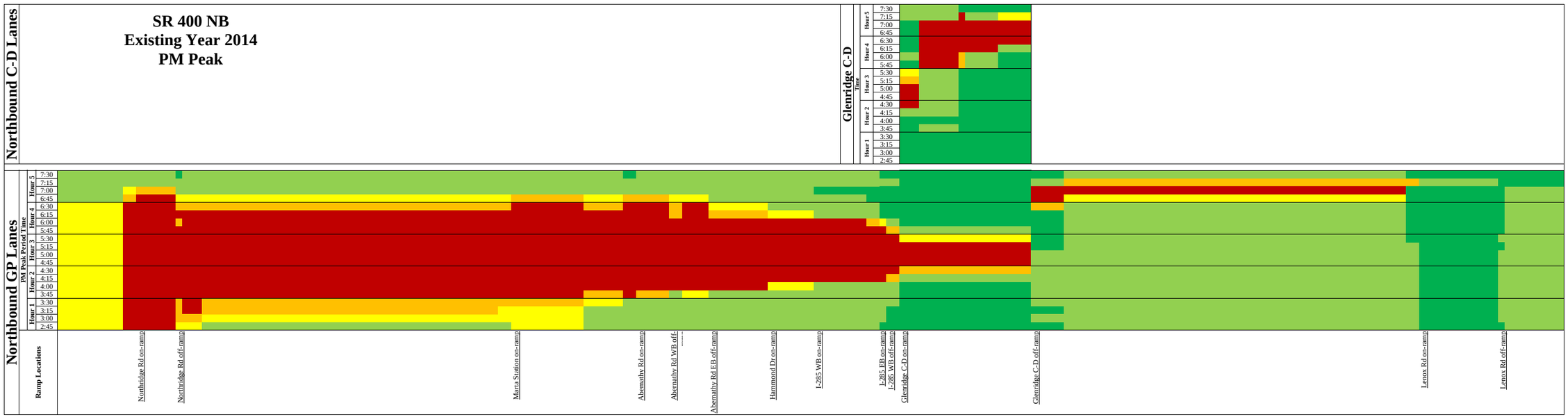
Legend (Density in vol/mi/ln)

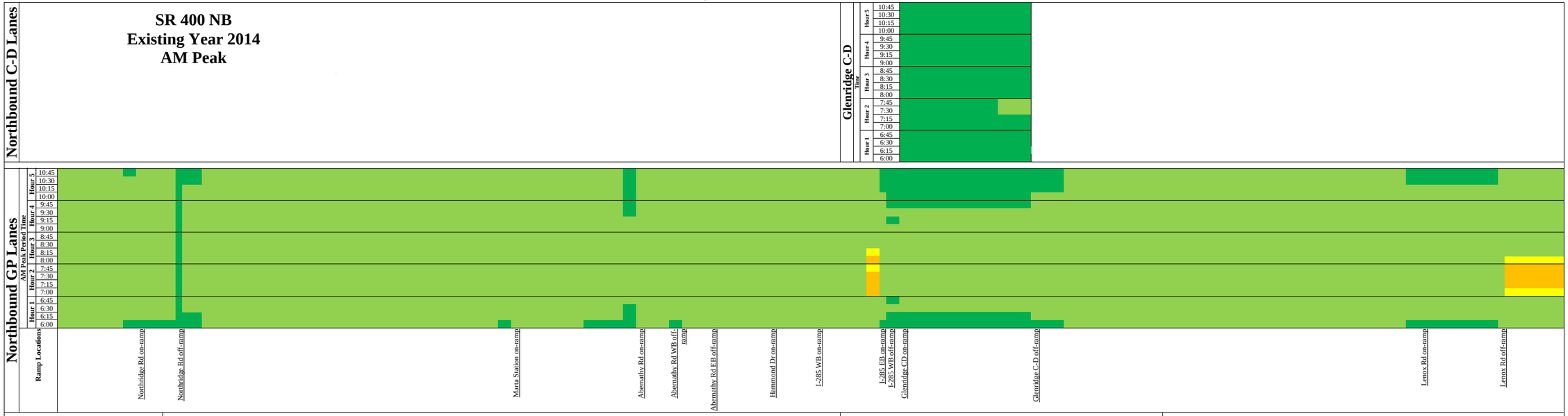
- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure :2
Build vs No-Build LOS Comparison Maps
Existing Year 2019
I-285 WB





N

Not to Scale

Page: XX

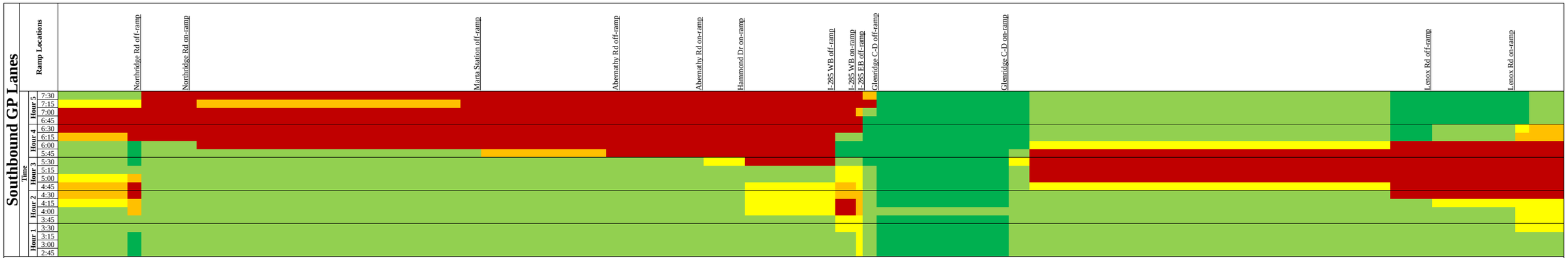
Legend
(Density in vol/mi/ln)

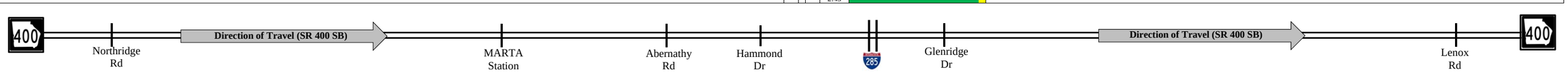
LOS A-B (Density<=18)	LOS E (35 < Density <=45)
LOS C-D (18 < Density <=35)	*LOS F (45 < Density <=55)
*LOS F (55 < Density)	

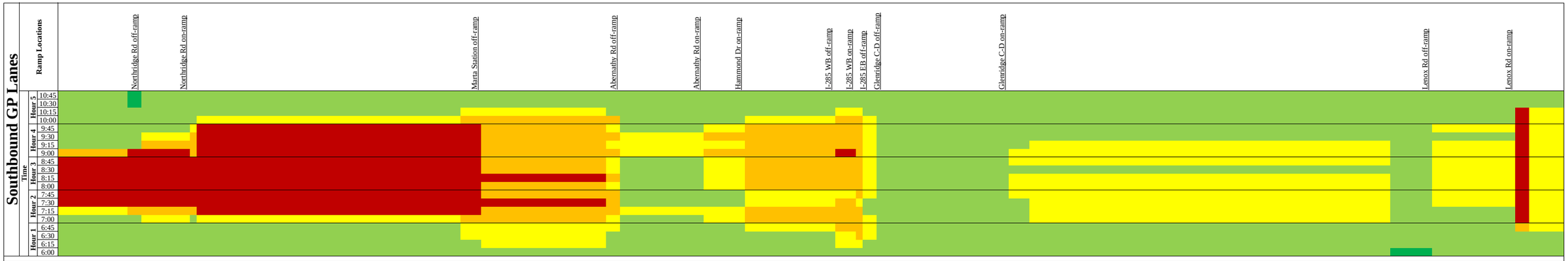
* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 3
Build vs No-Build LOS Comparison Maps
Existing Year 2014
SR 400 NB







N
Not to Scale

Page: XX

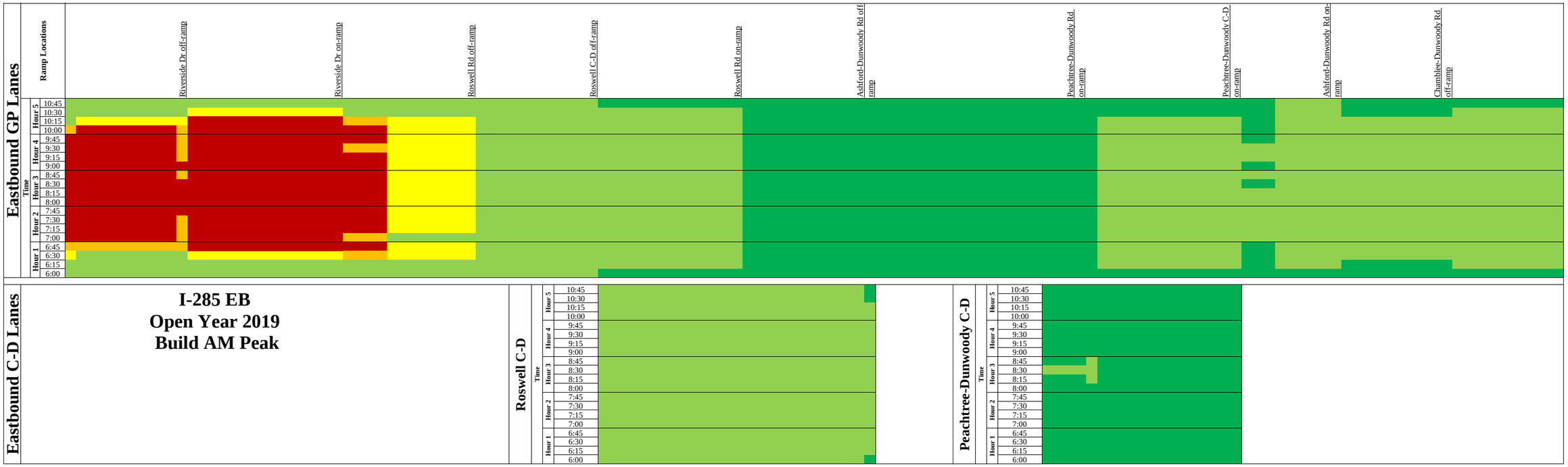
Legend
(Density in vol/mi/ln)

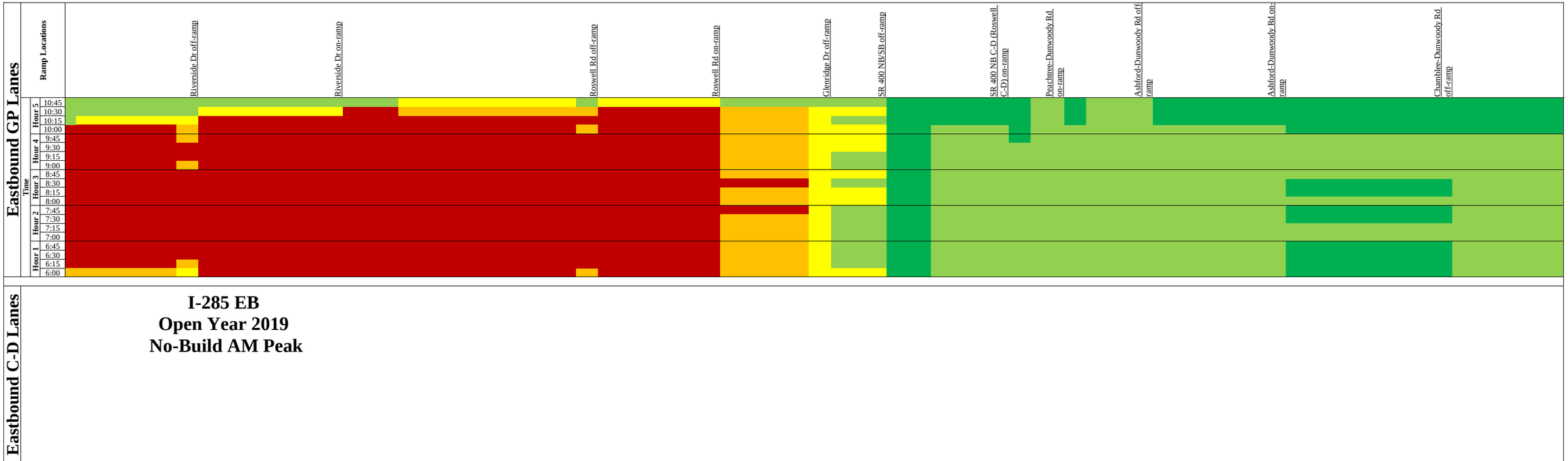
LOS A-B (Density<=18)	LOS E (35 < Density <=45)	*LOS F (55 < Density)
LOS C-D (18 < Density <=35)	*LOS F (45 < Density <=55)	

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure :4
Build vs No-Build LOS Comparison Maps
Existing Year 2019
SR 400 SB





N

Not to Scale

Page: XX

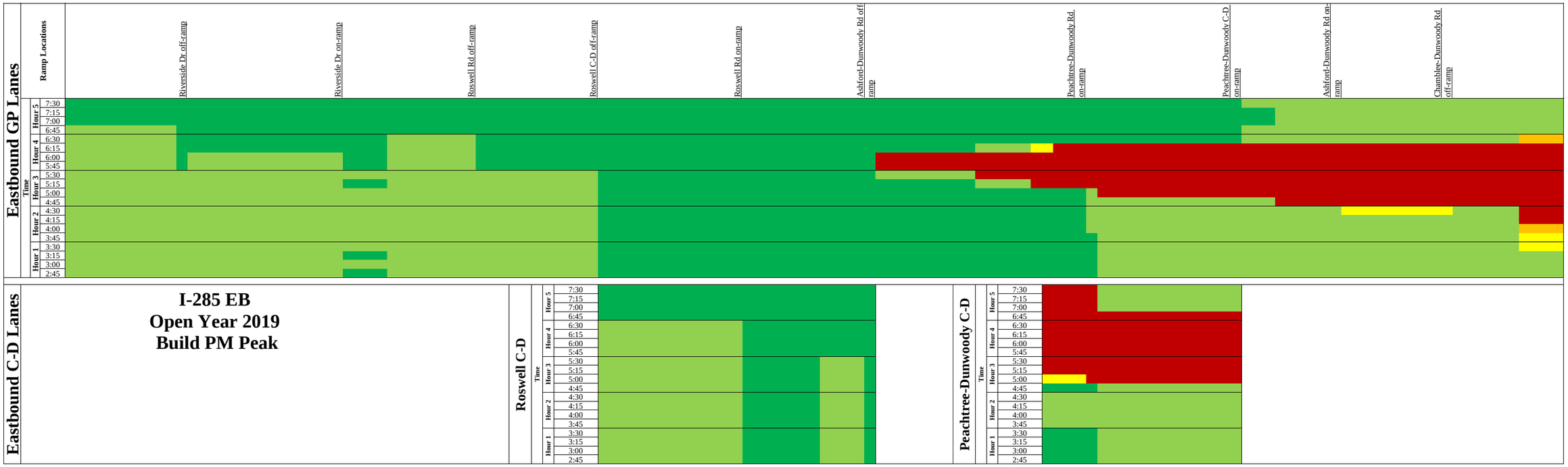
Legend (Density in vol/mi/ln)

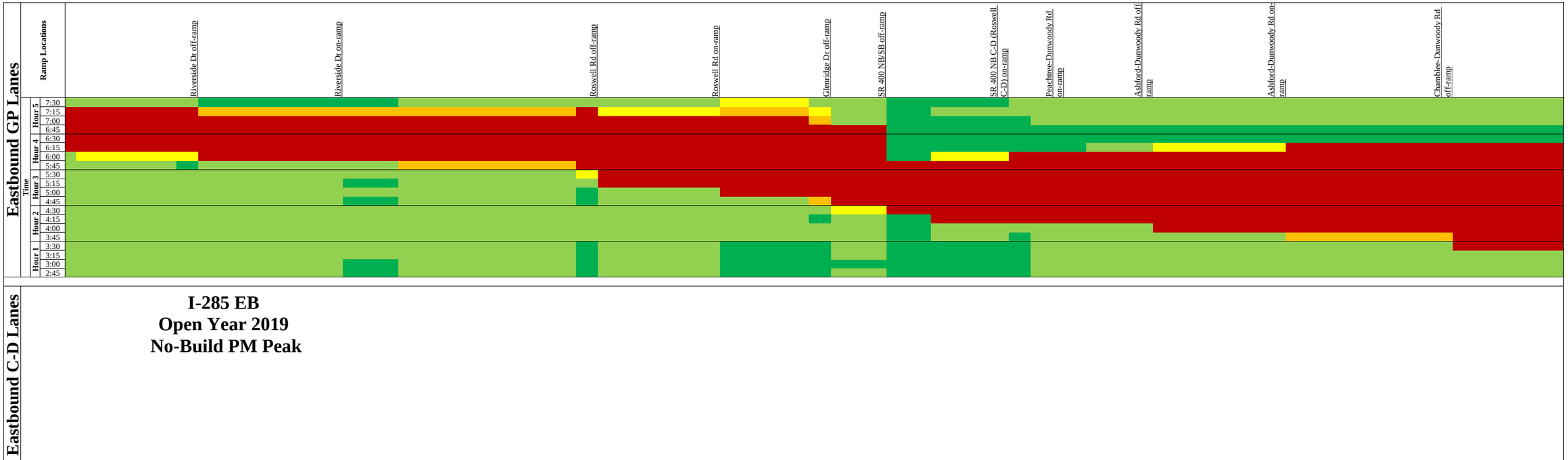
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 5
Build vs No-Build LOS Comparison Maps
Open Year 2019
I-285 EB
AM Peak Period





N

Not to Scale

Page: XX

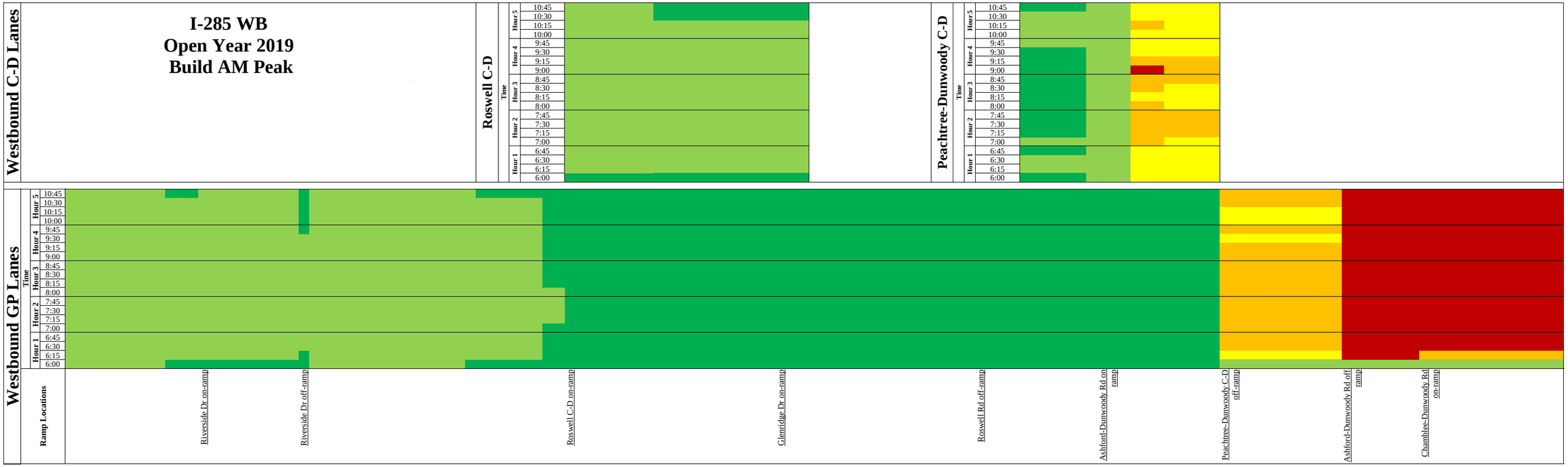
Legend (Density in vol/mi/ln)

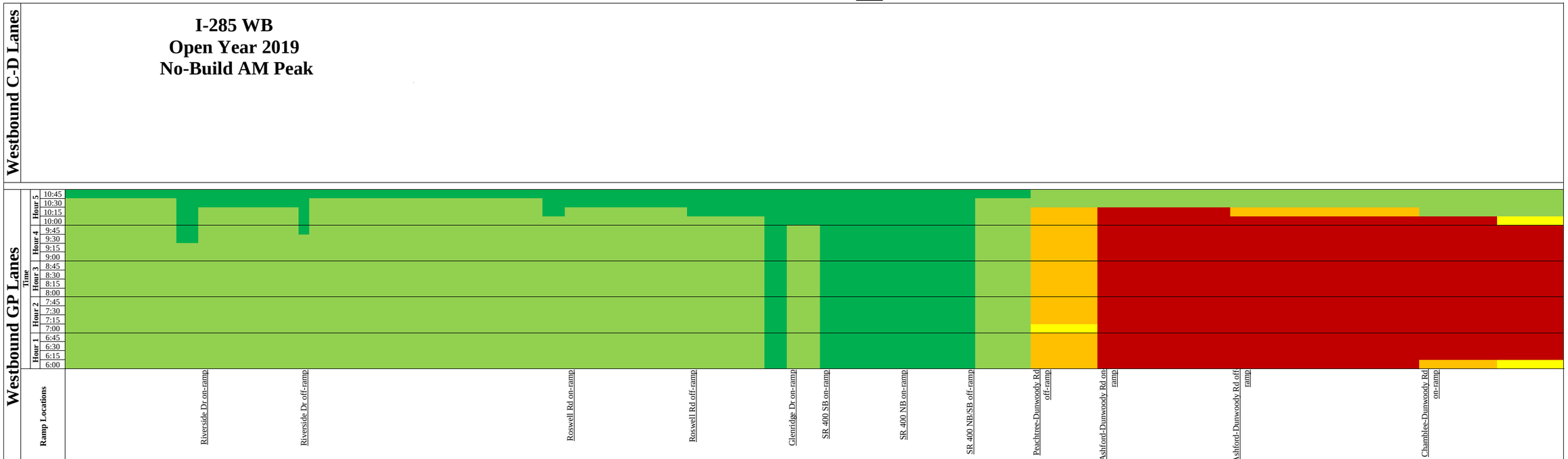
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 6
Build vs No-Build LOS Comparison Maps
Open Year 2019
I-285 EB
PM Peak Period





Not to Scale

Page: XX

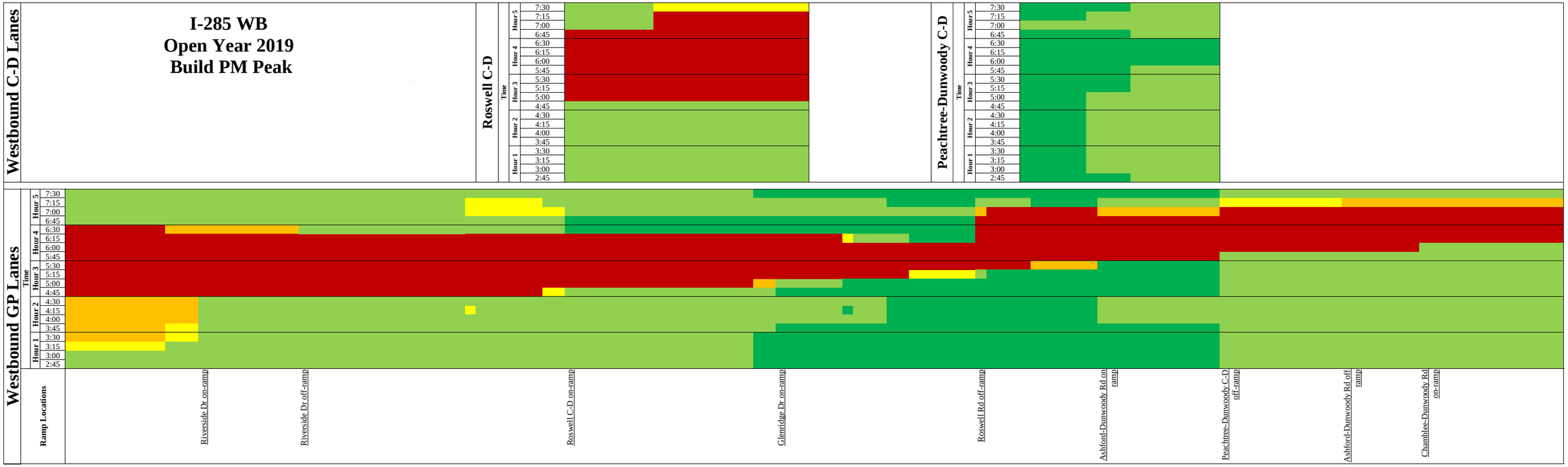
Legend (Density in vol/mi/ln)

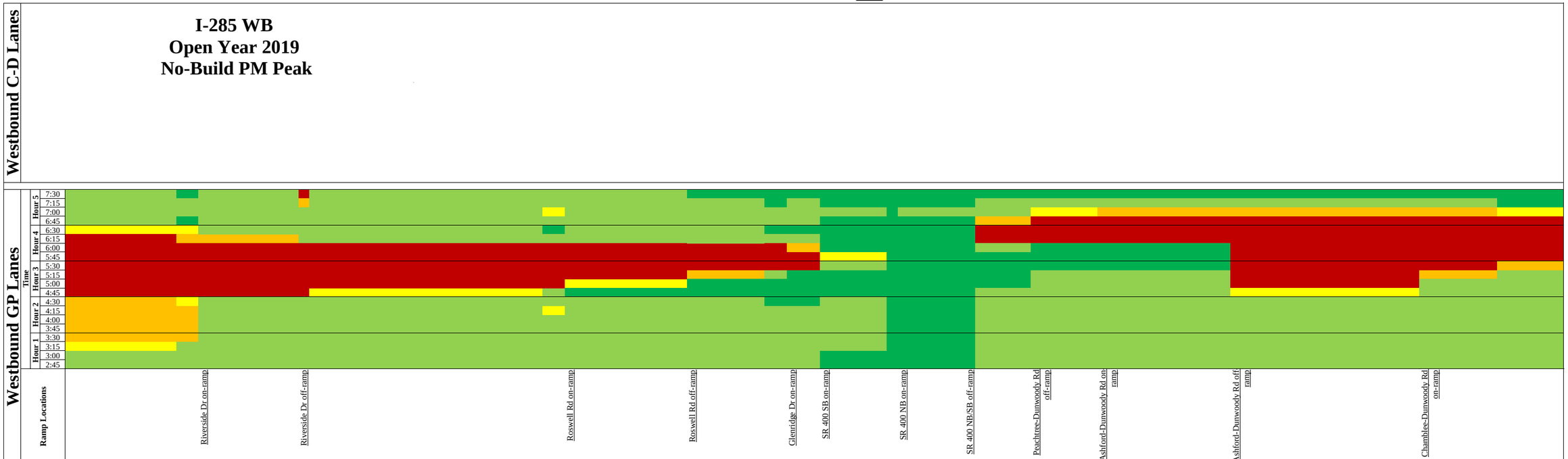
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 7
Build vs No-Build LOS Comparison Maps
Open Year 2019
I-285 WB
AM Peak Period





Not to Scale

Page: XX

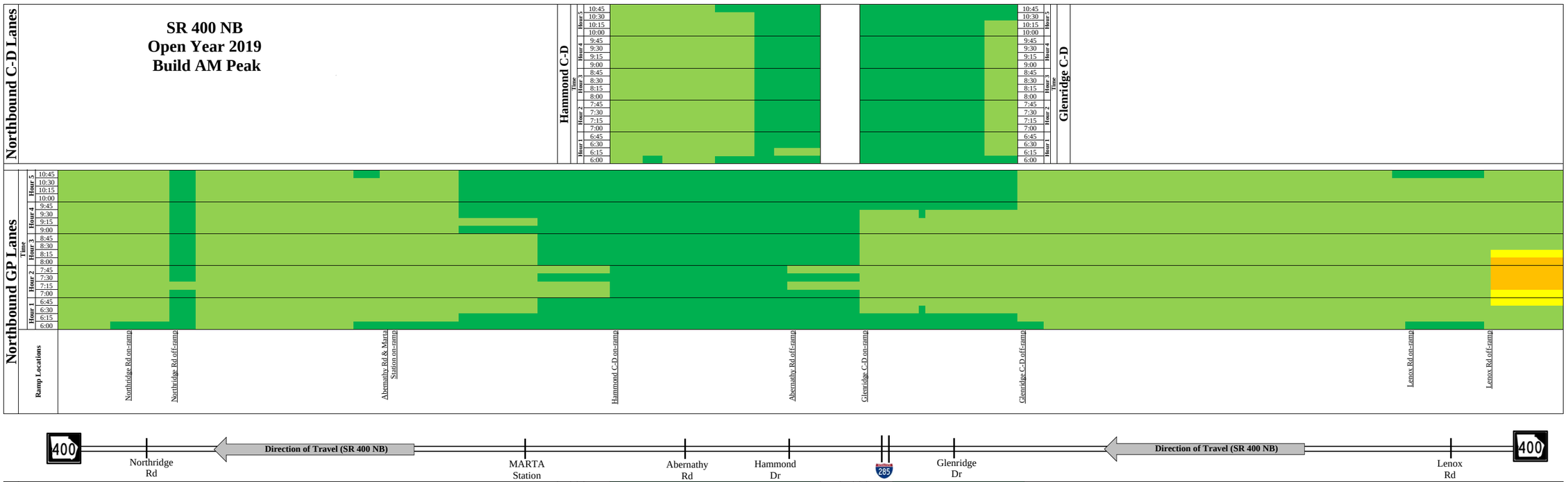
Legend (Density in vol/mi/ln)

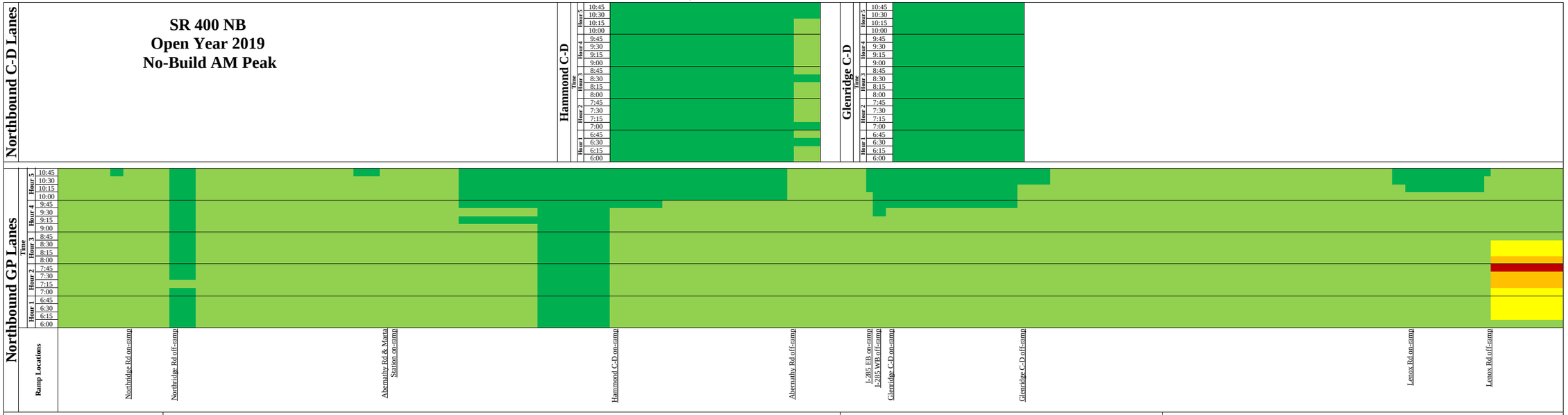
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 8
Build vs No-Build LOS Comparison Maps
Open Year 2019
I-285 WB
PM Peak Period





N

Not to Scale

Page: XX

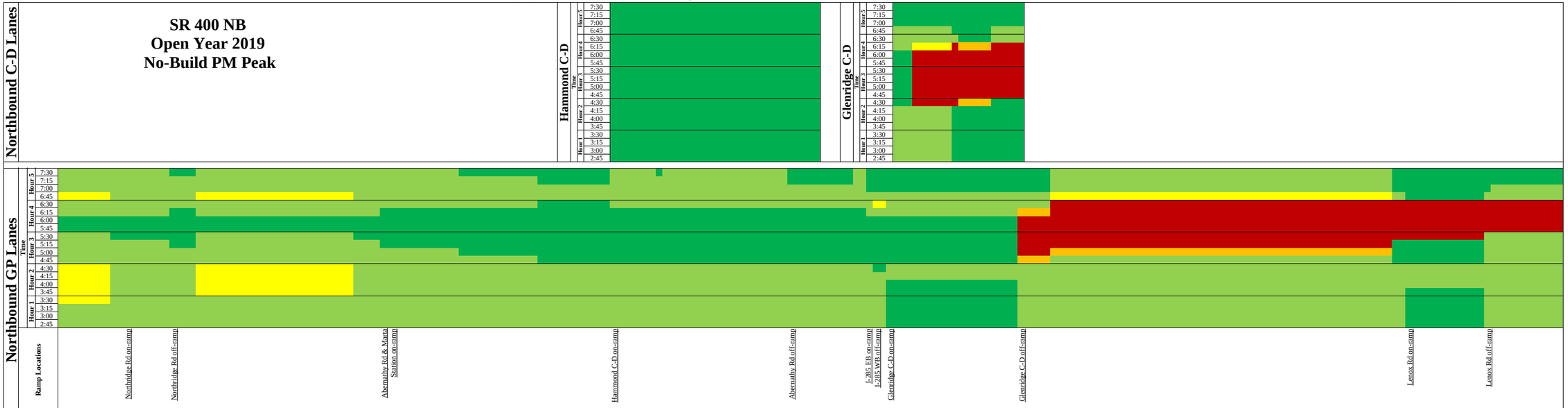
Legend
(Density in vol/mi/ln)

- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 9
Build vs No-Build LOS Comparison Maps
Open Year 2019
SR 400 NB
AM Peak Period



N

Not to Scale

Page: XX

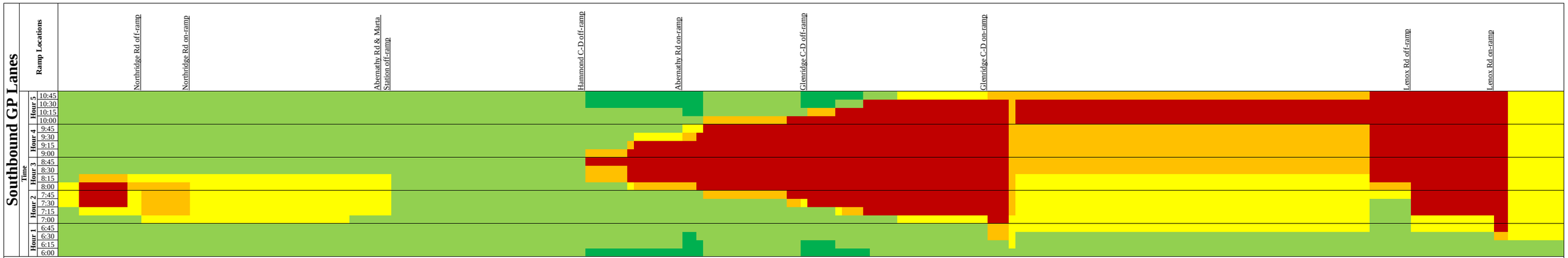
Legend
(Density in vol/mi/ln)

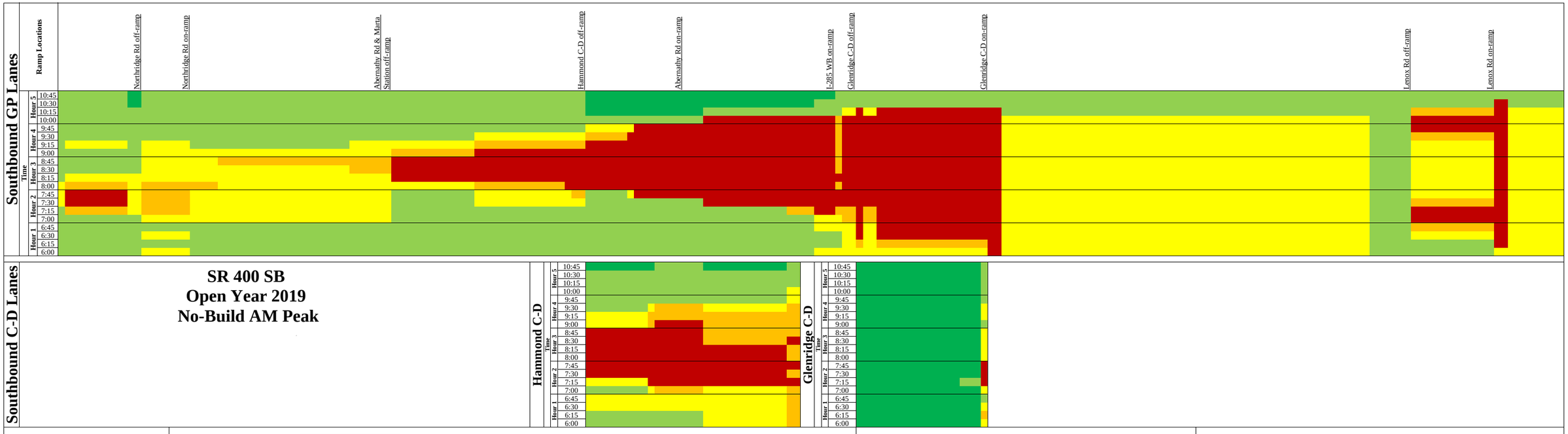
LOS A-B (Density<=18)	LOS E (35 < Density <=45)
LOS C-D (18 < Density <=35)	*LOS F (45 < Density <=55)
*LOS F (55 < Density)	

* v/c > 1.0

I-285 at SR 400 Interchange
Improvement
PI No. 0000784

Figure : 10
Build vs No-Build LOS Comparison Maps
Open Year 2019
SR 400 NB
PM Peak Period





N

Not to Scale

Page: XX

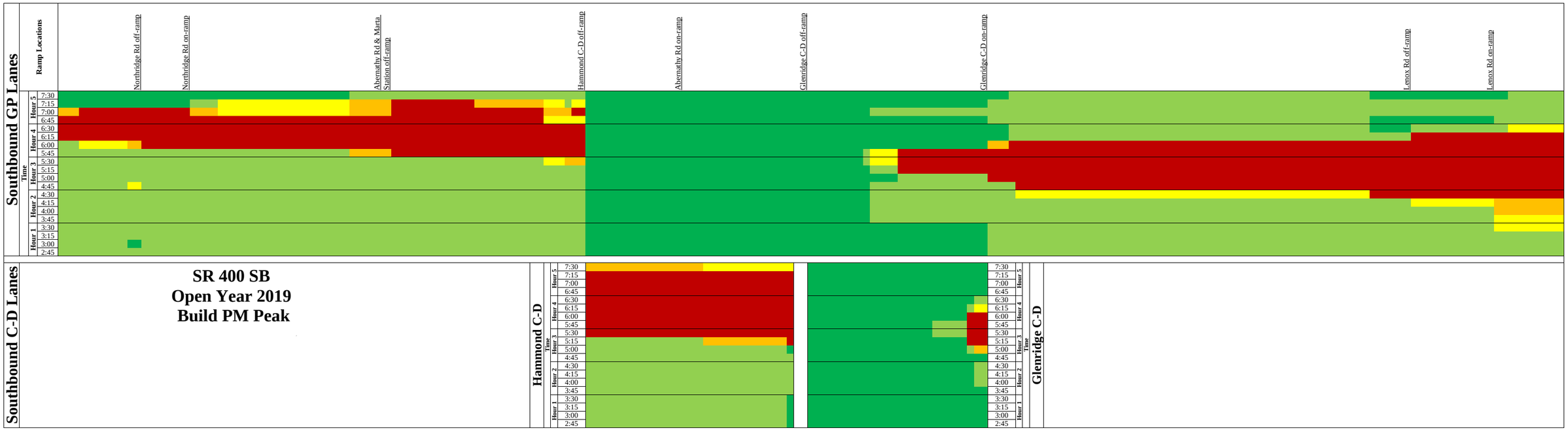
Legend (Density in vol/mi/ln)

- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 11
Build vs No-Build LOS Comparison Maps
Open Year 2019
SR 400 SB
AM Peak Period



N

Not to Scale

Page: XX

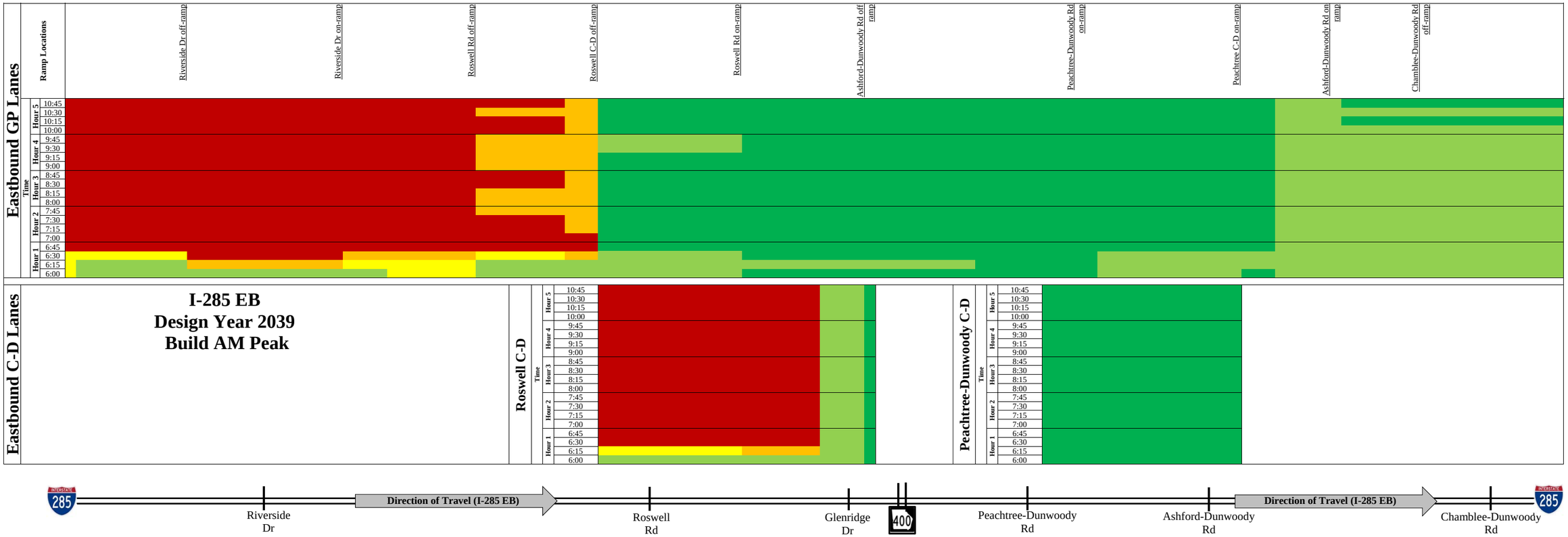
Legend (Density in vol/mi/ln)

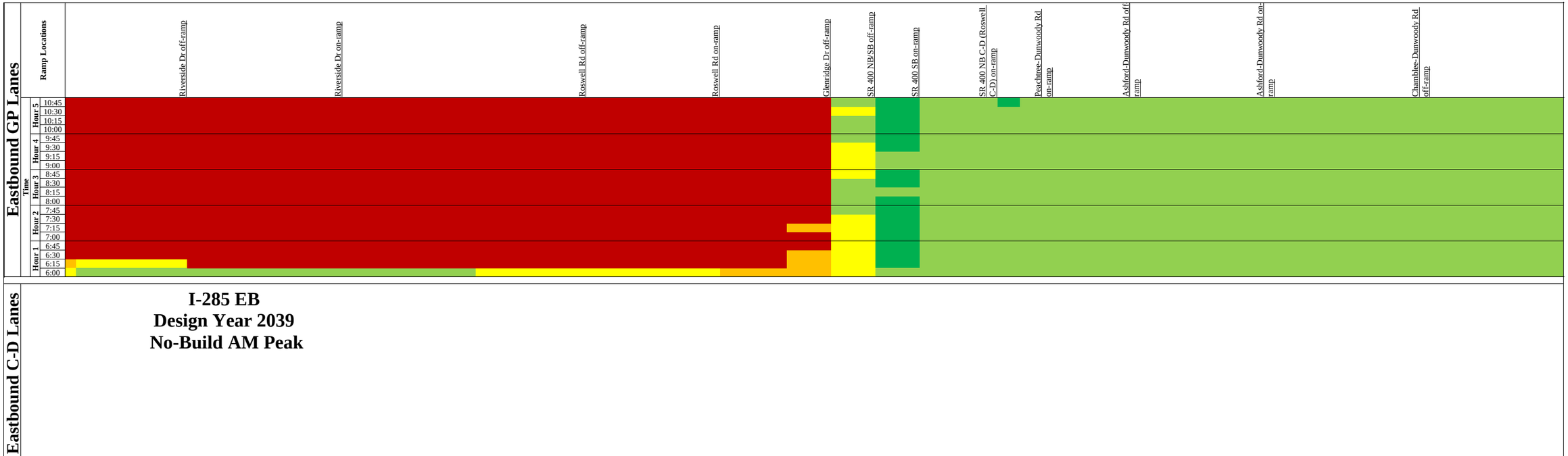
- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 12
Build vs No-Build LOS Comparison Maps
Open Year 2019
SR 400 SB
PM Peak Period





N

Not to Scale

Page: XX

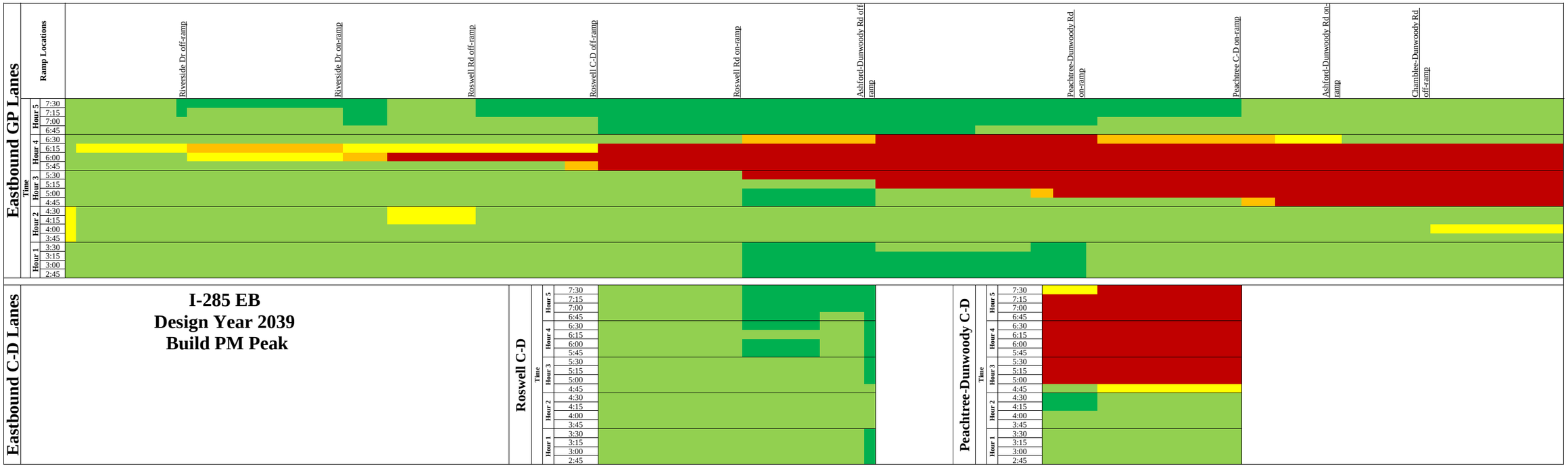
Legend (Density in vol/mi/ln)

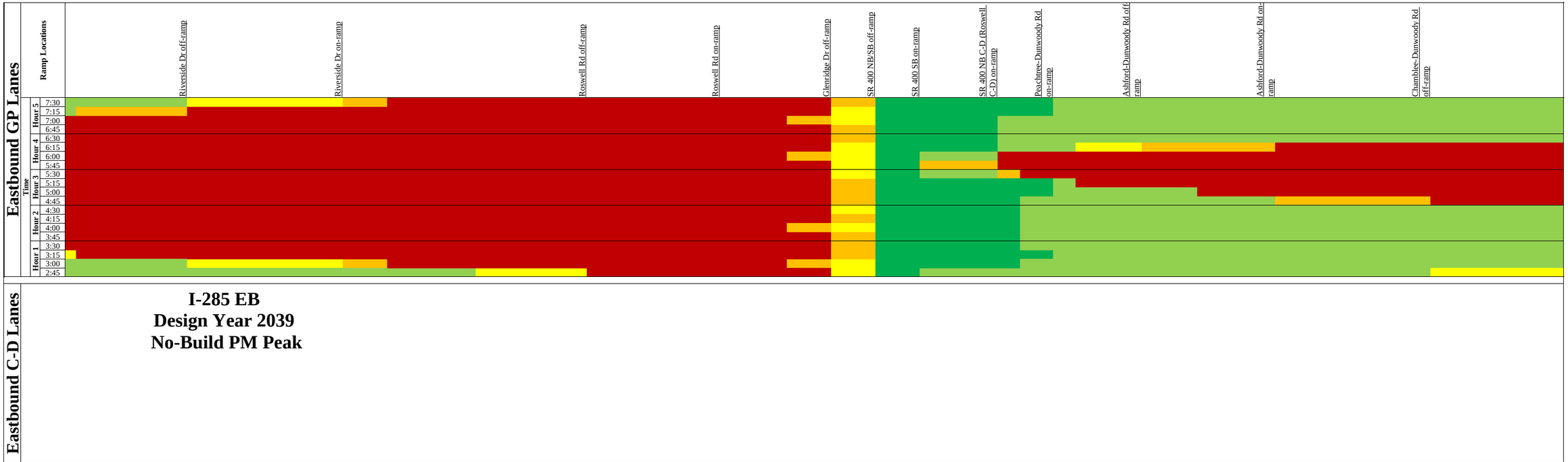
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 13
Build vs No-Build LOS Comparison Maps
Design Year 2039
I-285 EB
AM Peak Period





N

Not to Scale

Page: XX

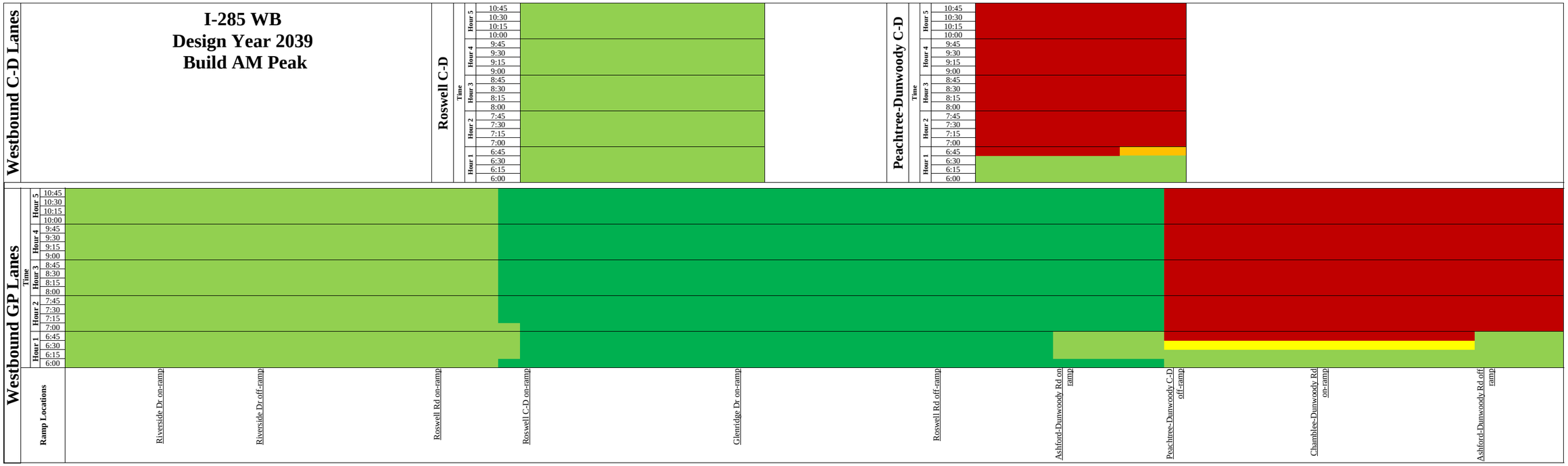
Legend (Density in vol/mi/ln)

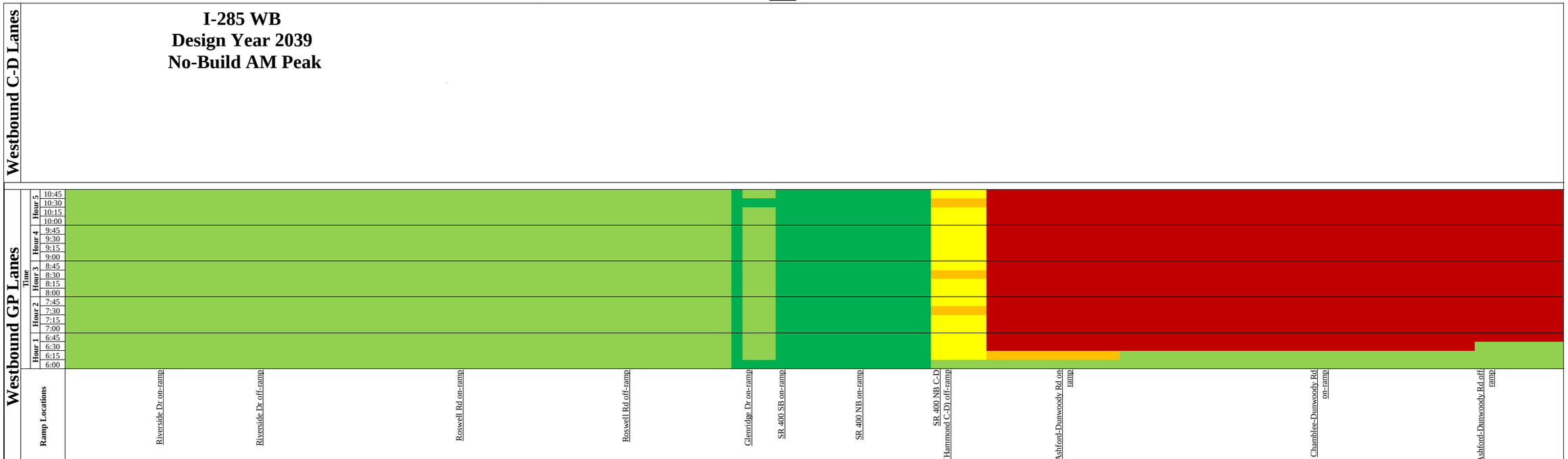
LOS A-B	LOS E	*LOS F
LOS C-D	*LOS F	

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 14
Build vs No-Build LOS Comparison Maps
Design Year 2039
I-285 EB
PM Peak Period





N

Not to Scale

Page: XX

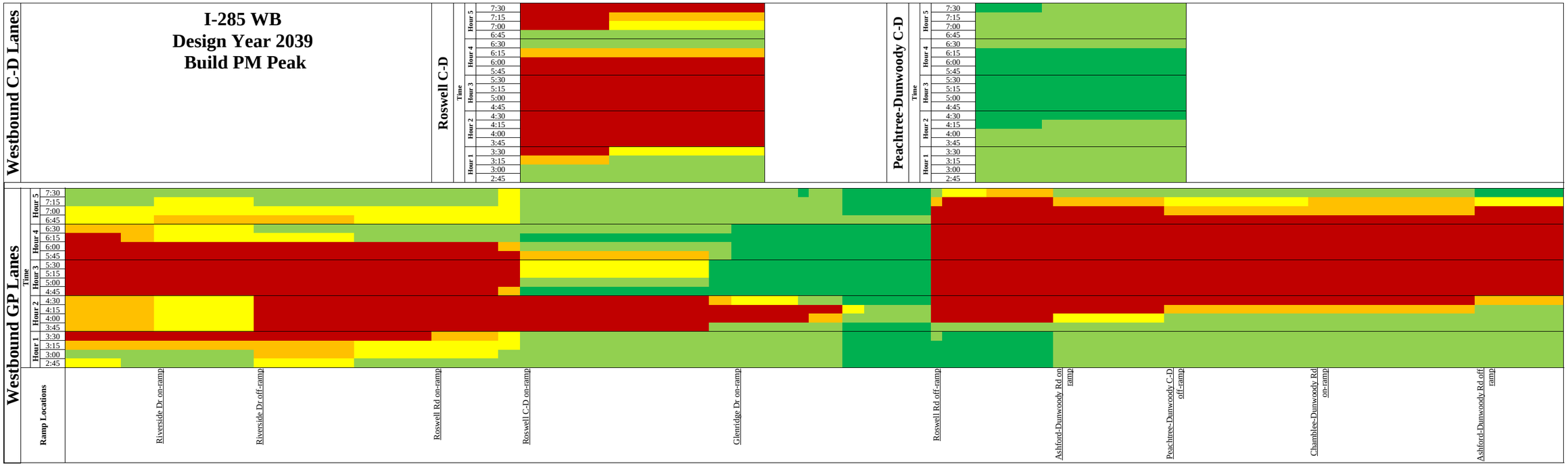
Legend (Density in vol/mi/ln)

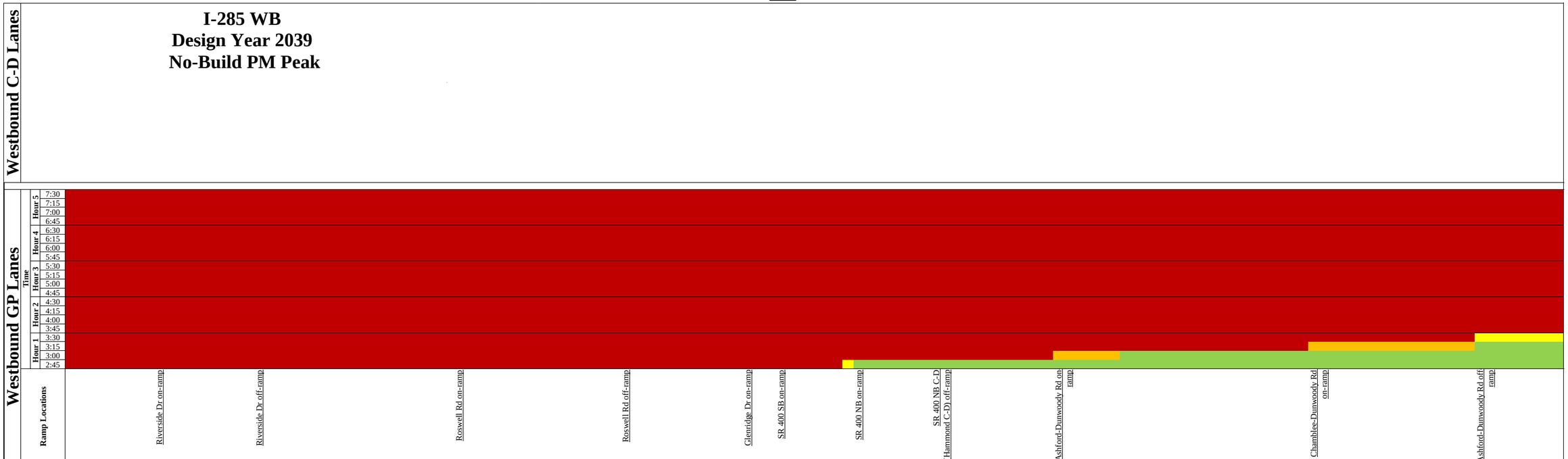
- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 15
Build vs No-Build LOS Comparison Maps
Design Year 2039
I-285 WB
AM Peak Period





N

Not to Scale

Page: XX

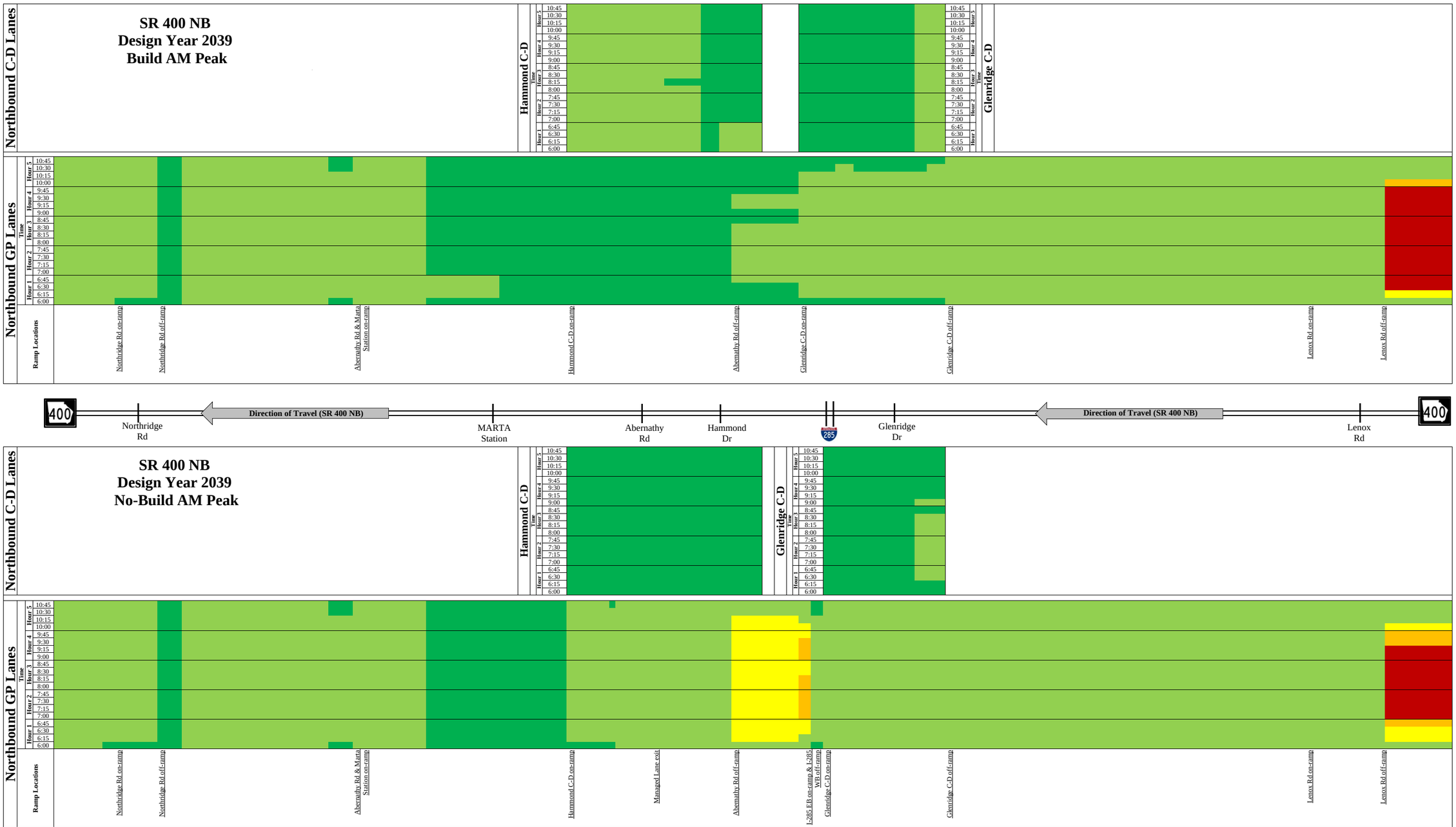
Legend (Density in vol/mi/ln)

- LOS A-B
- LOS C-D
- LOS E
- *LOS F
- *LOS F

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 16
Build vs No-Build LOS Comparison Maps
Design Year 2039
I-285 WB
PM Peak Period



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Not to Scale

Page: XX

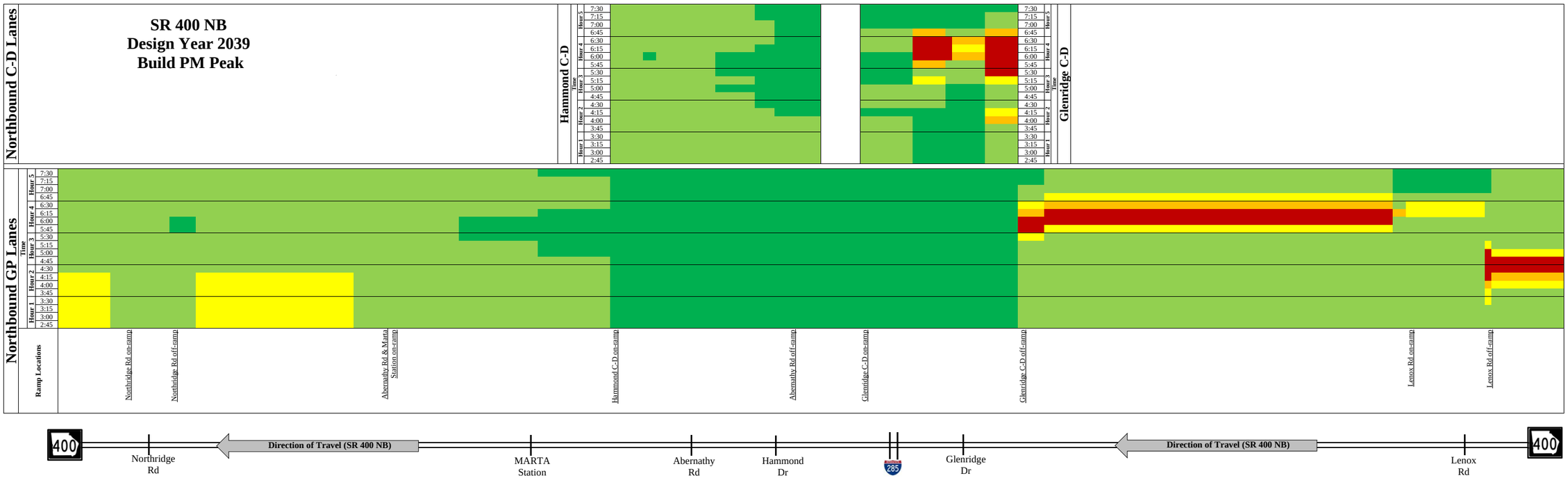
Legend (Density in vol/mi/ln)

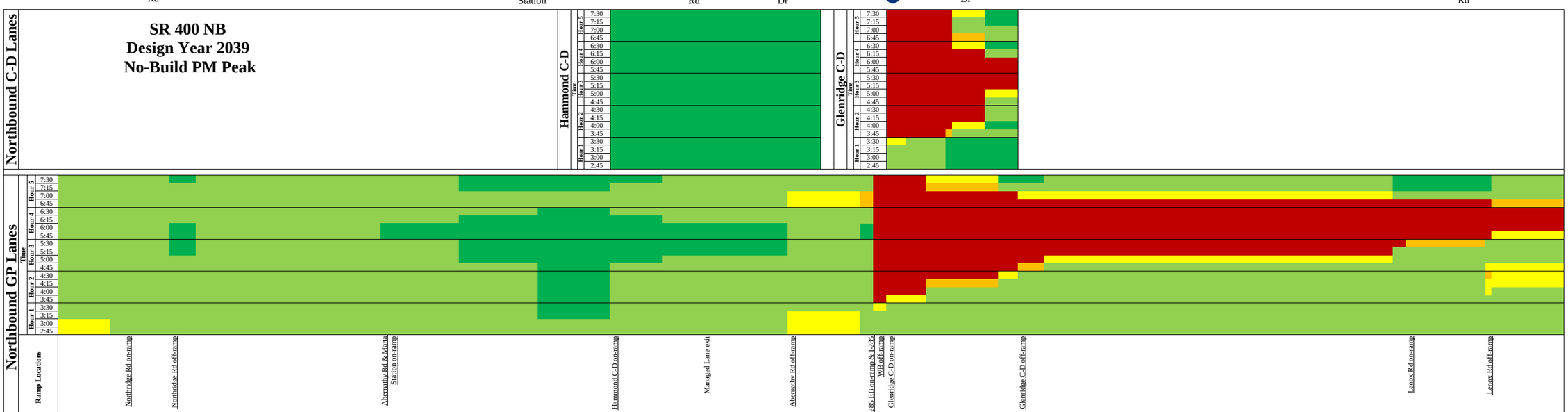
- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 17
Build vs No-Build LOS Comparison Maps
Design Year 2039
SR 400 NB
AM Peak Period





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Not to Scale

Page: XX

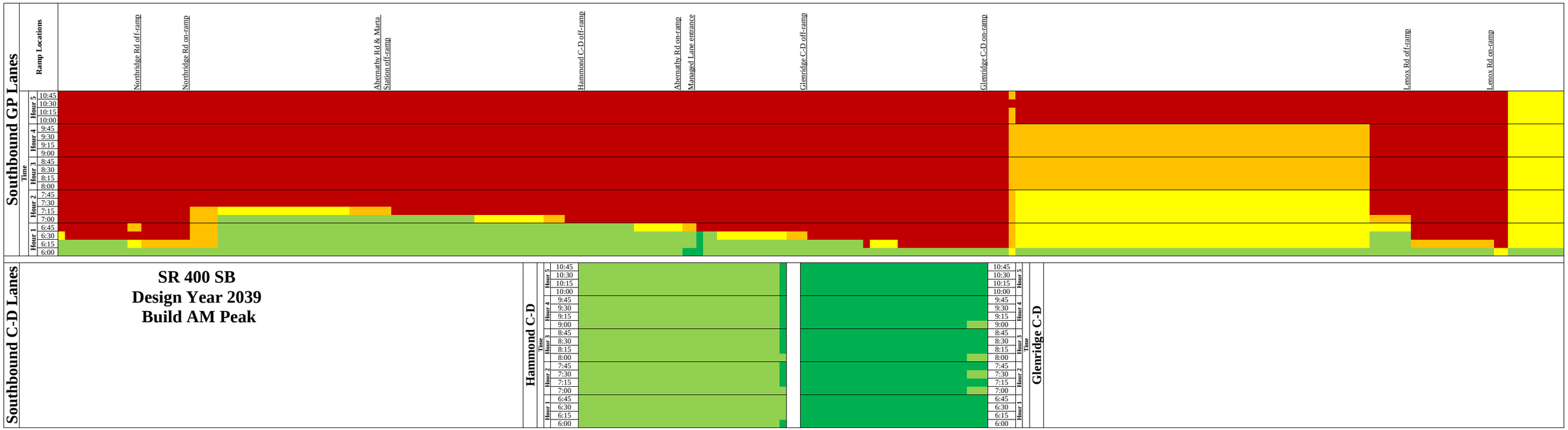
Legend
(Density in vol/mi/ln)

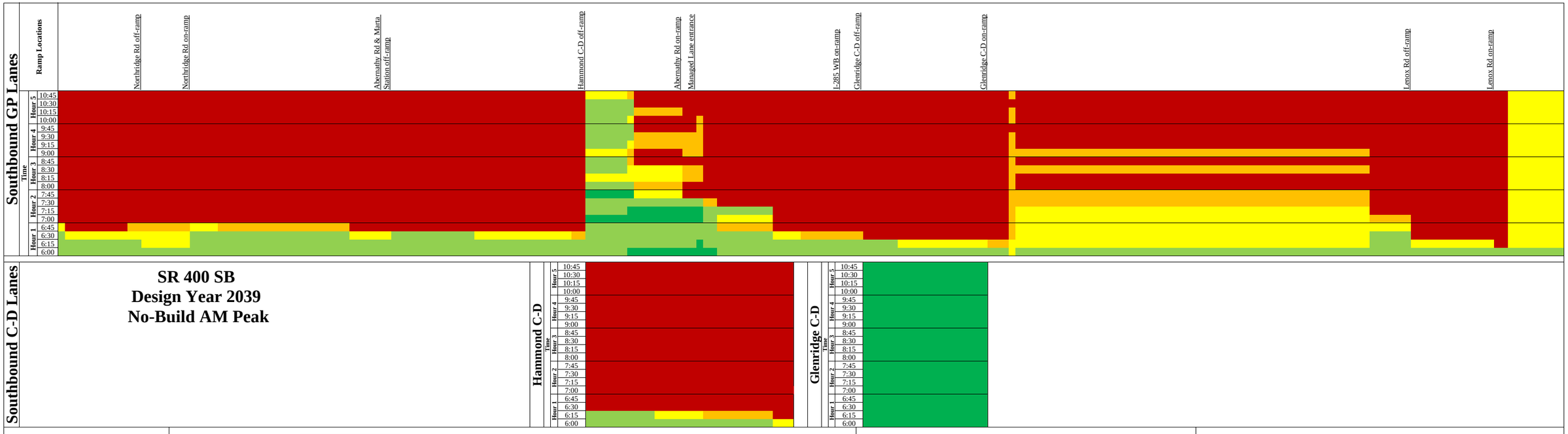
- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 18
Build vs No-Build LOS Comparison Maps
Design Year 2039
SR 400 NB
PM Peak Period





N

Not to Scale

Page: XX

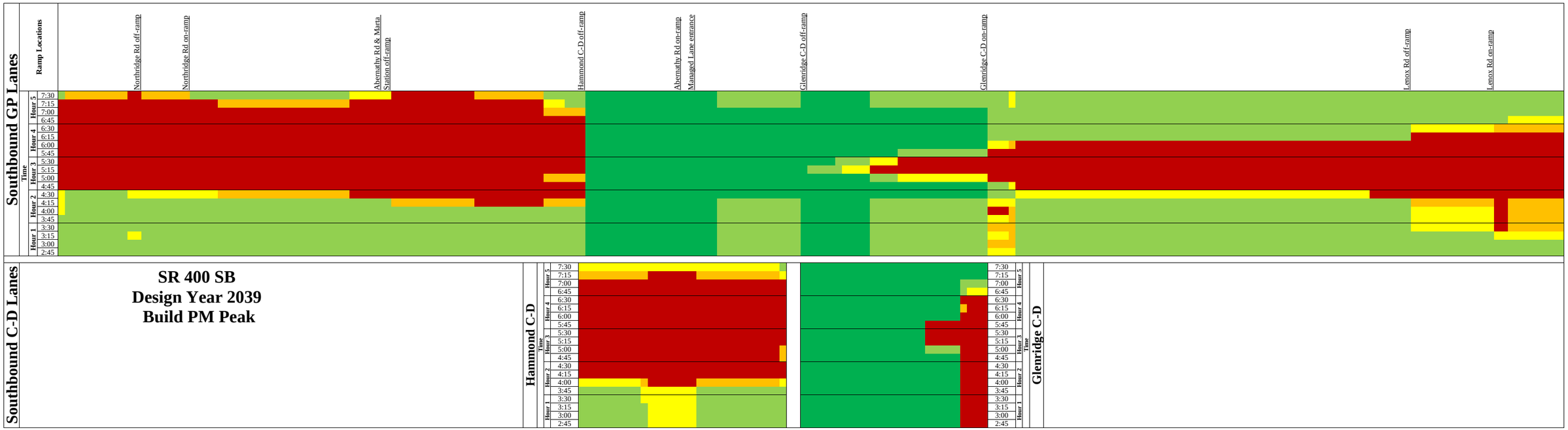
Legend (Density in vol/mi/ln)

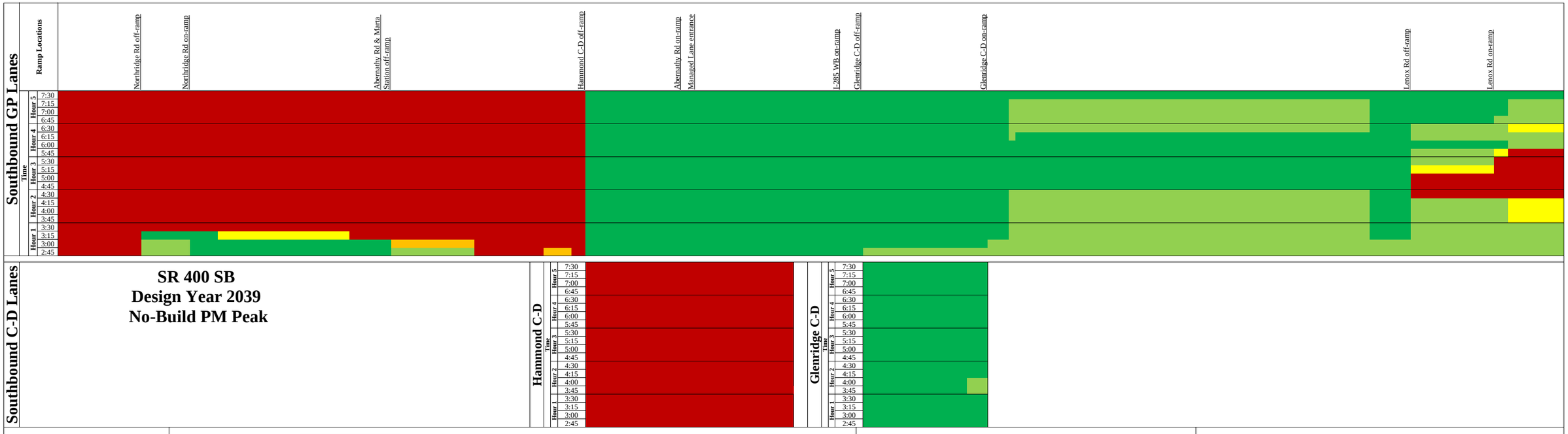
- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 19
Build vs No-Build LOS Comparison Maps
Design Year 2039
SR 400 SB
AM Peak Period





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Not to Scale

Page: XX

Legend (Density in vol/mi/ln)

- LOS A-B (Density<=18)
- LOS C-D (18 < Density <=35)
- LOS E (35 < Density <=45)
- *LOS F (45 < Density <=55)
- *LOS F (55 < Density)

* v/c > 1.0

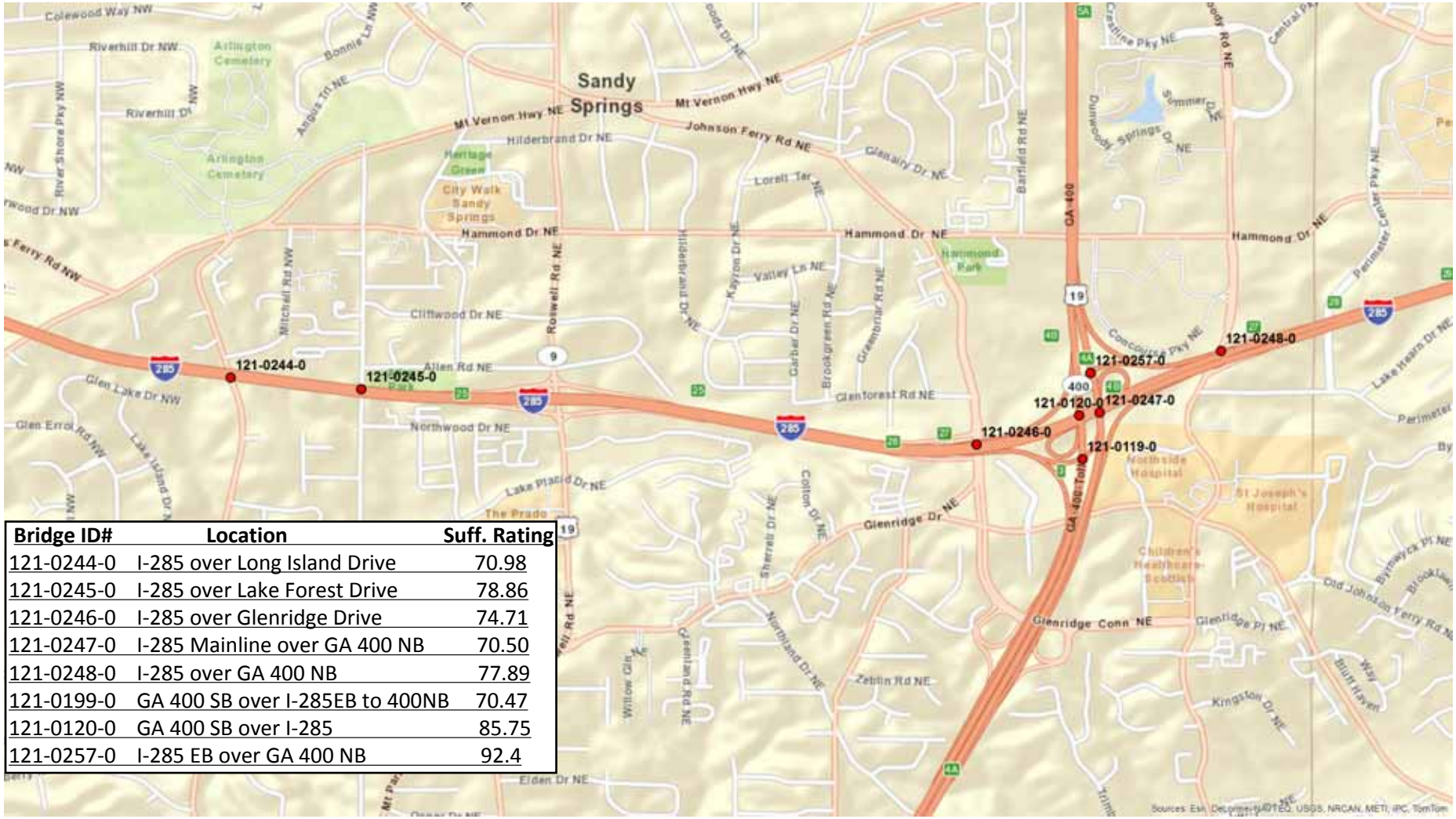
I-285 at SR 400 Interchange Improvement
PI No. 0000784

Figure : 20
Build vs No-Build LOS Comparison Maps
Design Year 2039
SR 400 SB
PM Peak Period

ATTACHMENT 7

SI&A REPORTS; BRIDGE CONDITION SURVEY; BRIDGE DECK CONDITION SURVEY

Attachment 6



Bridge ID#	Location	Suff. Rating
121-0244-0	I-285 over Long Island Drive	70.98
121-0245-0	I-285 over Lake Forest Drive	78.86
121-0246-0	I-285 over Glenridge Drive	74.71
121-0247-0	I-285 Mainline over GA 400 NB	70.50
121-0248-0	I-285 over GA 400 NB	77.89
121-0199-0	GA 400 SB over I-285EB to 400NB	70.47
121-0120-0	GA 400 SB over I-285	85.75
121-0257-0	I-285 EB over GA 400 NB	92.4

Location of Existing Bridges

Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0244-0 **Fulton** **SUFF. RATING:** 70.98

Location & Geography

Structure ID:	121-0244-0
200 Brdge Information:	91
*6A Feature Int:	M-9249 LONG ISLAND DRIVE
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	IN N FULTON COUNTY
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 07/26/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.7858 HMMS Prefix:SR
*17 Longtitude:	84 - 23.5503 HMMS Suffix:407
	MP: 24.05
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	024.93
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	jpd
* Location ID No:	121-00407D-024.05C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1962
106 Year Reconsrtucted:	1995
33 Bridge Median	3
34 Skew:	35
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	5
* Bridge Median Width:	3
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	22
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0244-0

Programming Data

201 Project No:	I-FI-285-1 (84) 88 CT.2
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	M004468
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 1
94 Bridge Imp: Cost:	$1,566
95 Roadway Imp. Cost:	$157
96 Total Imp Cost:	$2350
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	319575 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407D-024.05C

Measurements:

*29 ADT	213050 Year:2012
109 %Trucks:	1
* 28 Lanes On:	10 Under:02
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0055
* 49 Structure Length:	126
51 Br. Rwdy. Width	158.50
52 Deck Width:	164.50
* 47 Tot. Horiz. Cl:	78
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	156
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:12.00
Pavement Width:	
Rear:	60.00 Type: 2
	60.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	14' 11"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 10.00
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 23
64 Operating Type:	2 Rating: 38
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	5
58 Deck Condition:	6
59 Superstructure Condition:	6
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	6
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0245-0 **Fulton** **SUFF. RATING:** 78.86

Location & Geography

Structure ID:	121-0245-0
200 Brdge Information:	06
*6A Feature Int:	CR 299 LAKE FOREST DRIVE
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	IN N FULTON COUNTY
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/05/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.757 HMMS Prefix:SR
*17 Longtitude:	84 - 23.2277 HMMS Suffix:407
	MP: 24.35
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	025.24
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	bcn
* Location ID No:	121-00407D-024.35C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	6
27 Year Constructed:	1962
106 Year Reconsrtucted:	1995
33 Bridge Median	3
34 Skew:	10
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	5
* Bridge Median Width:	3
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	1
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	22
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0245-0

Programming Data

201 Project No:	I-FI-285-1 (84) 88 CT.2
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 1
94 Bridge Imp: Cost:	$1,492
95 Roadway Imp. Cost:	$149
96 Total Imp Cost:	$2238
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	319575 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407D-024.35C

Measurements:

*29 ADT	213050 Year:2012
109 %Trucks:	1
* 28 Lanes On:	10 Under:02
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0048
* 49 Structure Length:	120
51 Br. Rwdy. Width	157.50
52 Deck Width:	163.50
* 47 Tot. Horiz. Cl:	78
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	156
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:12.00
Pavement Width:	
Rear:	60.00 Type: 2
	60.00 Type: 2
Intersaction Rear:	0 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 00"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 10.00
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 29
64 Operating Type:	2 Rating: 49
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	25
262 H Operating Rating	43
67 Structural Evaluation:	6
58 Deck Condition:	5
59 Superstructure Condition:	6
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	6
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0246-0 **Fulton** **SUFF. RATING:** 74.71

Location & Geography

Structure ID:	121-0246-0
200 Brdge Information:	04
*6A Feature Int:	M-9252 GLENRIDGE DRIVE
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	IN N FULTON
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/05/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.6208 HMMS Prefix:SR
*17 Longtitude:	84 - 21.7068 HMMS Suffix:407
	MP: 25.80
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	026.71
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	bcn
* Location ID No:	121-00407D-025.80C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	6
27 Year Constructed:	1962
106 Year Reconsrtucted:	1995
33 Bridge Median	3
34 Skew:	07
35 Structure Flared:	1
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	5
* Bridge Median Width:	3
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	1
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	22
Sewer:	00
247 Lighting Street:	1
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0246-0

Programming Data

201 Project No:	I-FI-285-1 (84) 88 CT.3
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	34 1
94 Bridge Imp: Cost:	$1,806
95 Roadway Imp. Cost:	$181
96 Total Imp Cost:	$2709
76 Imp Length:	000124
97 Imp Year:	2013
114 Furure ADT:	298980 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407D-025.80C

Measurements:

*29 ADT	199320 Year:2012
109 %Trucks:	1
* 28 Lanes On:	12 Under:06
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0051
* 49 Structure Length:	124
51 Br. Rwdy. Width	189.00
52 Deck Width:	195.00
* 47 Tot. Horiz. Cl:	100
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	186
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:12.00
Pavement Width:	
Rear:	78.00 Type: 2
	72.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 04"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 0.50
56 Lateral Undercl. Lt:	1.50
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 28
64 Operating Type:	2 Rating: 47
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	6
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	2
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0247-0 **Fulton** **SUFF. RATING:** 70.50

Location & Geography

Structure ID:	121-0247-0
200 Brdge Information:	04
*6A Feature Int:	SR 400 NBL (US 19)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	IN N FULTON
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/05/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.7002 HMMS Prefix:SR
*17 Longtitude:	84 - 21.4023 HMMS Suffix:407
	MP: 26.10
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	027.02
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	bcn
* Location ID No:	121-00407D-026.10C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	6
27 Year Constructed:	1969
106 Year Reconsrtucted:	1995
33 Bridge Median	3
34 Skew:	10
35 Structure Flared:	1
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	4
* Bridge Median Width:	3
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0247-0

Programming Data

201 Project No:	I-FI-285-1 (84) 88 CT.3
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 1
94 Bridge Imp: Cost:	$3,248
95 Roadway Imp. Cost:	$325
96 Total Imp Cost:	$4871
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	313440 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407D-026.10C

Measurements:

*29 ADT	208960 Year:2012
109 %Trucks:	1
* 28 Lanes On:	12 Under:05
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0101
* 49 Structure Length:	223
51 Br. Rwdy. Width	168.50
52 Deck Width:	174.50
* 47 Tot. Horiz. Cl:	90
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	174
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:6.00
Pavement Width:	
Rear:	72.00 Type: 2
	72.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 05"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 12.00
56 Lateral Undercl. Lt:	7.80
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 27
64 Operating Type:	2 Rating: 44
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	6
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0248-0 **Fulton** **SUFF. RATING:** 77.89

Location & Geography

Structure ID:	121-0248-0
200 Brdge Information:	04
*6A Feature Int:	M-9219 P'TREE DUNWOODY I
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	IN N FULTON
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 07/26/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.8517 HMMS Prefix:SR
*17 Longtitude:	84 - 21.1027 HMMS Suffix:407
	MP: 26.40
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	027.32
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	jpd
* Location ID No:	121-00407D-026.40C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	6
27 Year Constructed:	1961
106 Year Reconsrtucted:	1996
33 Bridge Median	3
34 Skew:	35
35 Structure Flared:	1
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Median Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	22
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0248-0

Programming Data

201 Project No:	I-FI-285-1 (84) 88 CT.3
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	34 1
94 Bridge Imp: Cost:	$3,282
95 Roadway Imp. Cost:	$328
96 Total Imp Cost:	$4923
76 Imp Length:	000209
97 Imp Year:	2013
114 Furure ADT:	352890 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407D-026.40C

Measurements:

*29 ADT	235260 Year:2012
109 %Trucks:	1
* 28 Lanes On:	13 Under:05
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0102
* 49 Structure Length:	210
51 Br. Rwdy. Width	202.50
52 Deck Width:	208.50
* 47 Tot. Horiz. Cl:	100
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	192
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:8.50
Pavement Width:	
Rear:	76.00 Type: 2
	84.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	17' 01"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 2.00
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 31
64 Operating Type:	2 Rating: 51
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	2
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0119-0 **Fulton** **SUFF. RATING:** 70.74

Location & Geography

Structure ID:	121-0119-0
200 Brdge Information:	06
*6A Feature Int:	RMP I285 CBL TO SR400 N
*6B Critical Bridge:	0
*7A Route No Carried:	SR00400
*7B Facility Carried:	US 19 SBL, SR 400
9 Location:	JCT I-285 & SR 400
2 Dot District:	7
207 Year Photo:	2012
*91 Inspection Frequency:	24 Date: 12/11/2012
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	2
Designation:	1
Number:	00019
Direction:	0
*16 Latitude:	33 - 54.5852 HMMS Prefix:SR
*17 Longtitude:	84 - 21.4452 HMMS Suffix:00
	MP: 6.80
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040000
13B Sub Inventory Route:	0
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	006.80
*208 Inspection Area:	07 Initials: TSP
Engineer's Initials:	bcn
* Location ID No:	121-00400D-006.80N

*104 Highway System:	1
*26 Functional Classification:	12
*204 Federal Route Type:	F No: 00561
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	05
27 Year Constructed:	1968
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	25
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	2
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	3
Height:	1.50
Width:	1.10
238 Curb Height:	0
Curb Material:	0
239 Handrail	7 7
*240 Median Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0119-0

Programming Data

201 Project No:	F-056-1 (11) CT.2
202 Plans Available:	4
249 Prop Proj No:	NHS00-0000-00(784)
250 Approval Status:	0000
251 PI Number:	0000784
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$903
95 Roadway Imp. Cost:	$90
96 Total Imp Cost:	$1354
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	172500 Year:2031

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00400D-006.80N

Measurements:

*29 ADT	115000 Year:2011
109 %Trucks:	1
* 28 Lanes On:	02 Under:01
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0082
* 49 Structure Length:	231
51 Br. Rwdy. Width	51.00
52 Deck Width:	53.20
* 47 Tot. Horiz. Cl:	51
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	050
*229 Shoulder Width:	
Rear Lt:	16.0(Type:3 Rt:10.00
Fwd. Lt:	16.00Type:3 Rt:10.00
Pavement Width:	
Rear:	24.00 Type: 1
	24.00 Type: 1
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	2
Transition:	1
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under: H	24' 03"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 12.60
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1994 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 24
64 Operating Type:	2 Rating: 40
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	28 0
Type 3:	26 0
Type 3s2:	32 0
Timber:	30 0
Piggyback:	35 0
261 H Inventory Rating:	22
262 H Operating Rating	37
67 Structural Evaluation:	5
58 Deck Condition:	6
59 Superstructure Condition:	6
* 227 Collision Damage:	0
60A Substructure Condition:	6
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	2
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0120-0 **Fulton** **SUFF. RATING:** 85.75

Location & Geography

Structure ID:	121-0120-0
200 Brdge Information:	06
*6A Feature Int:	I-285 (SR 407)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00400
*7B Facility Carried:	US 19 SBL, SR 400
9 Location:	JCT I-285 & SR 400
2 Dot District:	7
207 Year Photo:	2012
*91 Inspection Frequency:	24 Date: 12/11/2012
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	2
Designation:	1
Number:	00019
Direction:	0
*16 Latitude:	33 - 54.6928 HMMS Prefix:SR
*17 Longtitude:	84 - 21.4525 HMMS Suffix:00
	MP: 6.90
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040000
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	006.90
*208 Inspection Area:	07 Initials: TSP
Engineer's Initials:	JTB
* Location ID No:	121-00400D-006.90N

*104 Highway System:	1
*26 Functional Classification:	12
*204 Federal Route Type:	F No: 00561
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	05
27 Year Constructed:	1969
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	10
35 Structure Flared:	1
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	4
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	3
Height:	1.50
Width:	1.10
238 Curb Height:	0
Curb Material:	0
239 Handrail	7 7
*240 Median Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	21
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0120-0

Programming Data

201 Project No:	APD-056-1 (10) CT.2
202 Plans Available:	4
249 Prop Proj No:	NHS00-0000-00(784)
250 Approval Status:	0000
251 PI Number:	0000784
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$1,842
95 Roadway Imp. Cost:	$184
96 Total Imp Cost:	$2763
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	174645 Year:2030

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00400D-006.90N

Measurements:

*29 ADT	116430 Year:2011
109 %Trucks:	1
* 28 Lanes On:	04 Under:12
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0098
* 49 Structure Length:	305
51 Br. Rwdy. Width	71.00
52 Deck Width:	73.20
* 47 Tot. Horiz. Cl:	71
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	056
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:4.00
Fwd. Lt:	4.00 Type:2 Rt:4.00
Pavement Width:	
Rear:	48.00 Type: 1
	48.00 Type: 1
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under: H	17' 04"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 6.20
56 Lateral Undercl. Lt:	1.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 35
64 Operating Type:	2 Rating: 59
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	21
262 H Operating Rating	35
67 Structural Evaluation:	6
58 Deck Condition:	6
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	6
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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Processed Date:6/10/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0257-0 **Fulton** **SUFF. RATING:** 92.40

Location & Geography

Structure ID:	121-0257-0
200 Brdge Information:	06
*6A Feature Int:	SR 400 NBL (US 19)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I285R CCB TO SR400
9 Location:	IN N FULTON
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 05/31/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	68516
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00285
Direction:	0
*16 Latitude:	33 - 54.7977 HMMS Prefix:RP
*17 Longtitude:	84 - 21.4252 HMMS Suffix:407
	MP: 26.07
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1216407072
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.19
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	bcn
* Location ID No:	121-00407R-026.07C

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	6
27 Year Constructed:	1969
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	99
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	1
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	10
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	1
Curb Material:	1
239 Handrail	7 7
*240 Median Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	45
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:121-0257-0

Programming Data

201 Project No:	F-056-1 (11) CT.2
202 Plans Available:	4
249 Prop Proj No:	NHS00-0000-00(784)
250 Approval Status:	0000
251 PI Number:	0000784
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$904
95 Roadway Imp. Cost:	$90
96 Total Imp Cost:	$1355
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	011775 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00407R-026.07C

Measurements:

*29 ADT	007850 Year:2012
109 %Trucks:	1
* 28 Lanes On:	01 Under:03
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0083
* 49 Structure Length:	318
51 Br. Rwdy. Width	24.00
52 Deck Width:	30.60
* 47 Tot. Horiz. Cl:	24
50 Curb / Sidewalk Width	2.00 / 2.00
32 Approach Rdwy. Width	020
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:4.00
Fwd. Lt:	4.00 Type:2 Rt:4.00
Pavement Width:	
Rear:	20.00 Type: 1
	12.00 Type: 1
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under: H	31' 02"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 9.80
56 Lateral Undercl. Lt:	6.70
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:2000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 38
64 Operating Type:	2 Rating: 64
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	26
262 H Operating Rating	44
67 Structural Evaluation:	6
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	6
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	7
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

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STATE OF GEORGIA

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INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No.0000784
Fulton County

OFFICE: Bridge Maintenance Unit
DATE: August 7, 2014

FROM: Andy Doyle, P.E., State Bridge Maintenance Engineer

TO: Darryl D. VanMeter, P.E., State Innovative Delivery Engineer

SUBJECT: **Bridge Condition Survey**

On June 18, 2014 our office received a request for Bridge Condition Survey to be conducted. The Bridge Condition Survey has been completed for this bridge within the project.

Structure ID 121-0244-0
I-285 (SR 407) over Long Island Drive

This bridge is an HS-20 design and was constructed in 1962 and subsequently widened in 1975 and 1995. The superstructure consists of a concrete deck and three (3) spans of steel beams on reinforced concrete caps and columns. This bridge has recently been rehabilitated under project M004468 and therefore does not require any work.

Structure ID 121-0245-0
I-285 NB over Lake Forest Drive
This bridge is an HS-20 design and was constructed in 1962 and subsequently widened in 1995. The superstructure consists of a concrete deck and three (3) spans of steel beams on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - Replace all the joints.
  - Seal the deck by using a two-part polymer overlay system. Wait a minimum of 60 days after completion of the deck on the widened section to overlay both the original and new widened portions of the deck.
- **Superstructure**
  - No maintenance repair is needed.
- **Substructure:**
  - Vegetation is on the substructure and slope paving and needs to be cut back twenty (20) feet from either side of the bridge.

Structure ID 121-0246-0
I-285 (SR 407) over M-9252 (Glenridge Drive)
This bridge is an HS-20 design and was constructed in 1962. The bridge was widened in 1995. The superstructure consists of a three (3) span steel beams on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - Deck spall in span 1, lanes 2 & 3 (approximately 1'x2"x2")
  - Deck spall in span 2, lanes 1 & 2 (approximately 2'x2"x2")
- **Superstructure**
  - Edge beam spall in span 1 bay 5 (approximately 3'x 3')
  - Edge beam spall in span 2 bay 12 (approximately 2' x 2')
  - Vegetation is on the superstructure and needs to be cut back twenty (20) feet from either side of the bridge.
- **Substructure:**
  - Vegetation is on the substructure and needs to be cut back twenty (20) feet from either side of the bridge.

Structure ID 121-0119-0
SR 400 SBL over I-285 over CBL Ramp to SR 400N
This bridge is an HS-20 design and was constructed in 1968. The superstructure consists of a three (3) span continuous steel beams.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - Deck spall in span 3, at the abutment 2 joint (approximately 2'x1/2'x4'').
  - Joint at abutment 2 needs to be replaced.
- **Superstructure**
  - Vegetation is on the superstructure and needs to be cut back twenty (20) feet from both ends of the bridge.
- **Substructure:**
  - Bent 2, column 4 shallow spall with exposed rebar
  - Bent 3, column 4 shallow spall with exposed rebar
  - Vegetation is on the substructure and slope paving and needs to be cut back twenty (20) feet from both sides of the bridge.

Structure ID 121-0120-0
SR 400 NBL over I-285

This bridge is an HS-20 design and was constructed in 1969. The superstructure consists of a concrete deck, four (4) spans steel beams on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - The joints have failed and need to be replaced
  - Bent 1, spall at joint location (approximately 1'x1/2'x6").
- **Superstructure**
  - No maintenance repair is needed.
- **Substructure:**
  - No maintenance repair is needed.

Structure ID 121-0247-0
I-285 over SR 400 NBL

This bridge is an HS-20 design and was constructed in 1969, and subsequently widened in 1995. The superstructure consists of a concrete deck, three (3) spans of welded plate girders on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - All joints have failed and need to be replaced.
  - Seal the deck by using a two-part polymer overlay system. Wait a minimum of 60 days after completion of the deck on the widened section to overlay both the original and new widened portions of the deck.
- **Superstructure**
  - No maintenance repair is needed.
- **Substructure:**
  - Abutment 1 slope paving has failed and revealed a void approximately 4'x3'x4'. The void need to be corrected and the slope paving repaired.
  - At Bent 1, bay 9 location the cap has spall that has exposed stirrups that requires repair.

Structure ID 121-0257-0
I-285 CCBL ramp to SR 400

This bridge is an HS-20 design and was constructed in 1969. The superstructure consists of a concrete deck, four (4) spans of steel beams on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - All joints have failed and need to be replaced.
  - Seal the deck by using a two-part polymer overlay system. Wait a minimum of 60 days after completion of the deck on the widened section to overlay both the original and new widened portions of the deck.

- **Superstructure**
  - No maintenance repair is needed.
- **Substructure:**
  - There is vegetation on the substructure and slope paving and needs to be cut back twenty (20) feet from both sides of the bridge.

Structure ID 121-0248-0
I-285 (SR 407) over Peachtree Dunwoody Rd

This bridge is an HS-20 design and was constructed in 1961, and widened in 1996. The superstructure consists of a concrete deck, three (3) spans of steel beams on reinforced concrete caps and columns.

After conducting a field inspection of the structure our office recommends the following rehabilitation:

- **Deck:**
  - All joints have failed and need to be resealed.
  - Seal the deck by using a two-part polymer overlay system. Wait a minimum of 60 days after completion of the deck on the widened section to overlay both the original and new widened portions of the deck.
- **Superstructure**
  - The paint system on the superstructure has failed and therefore the beams and bearings need to be repainted.
- **Substructure:**
  - There is vegetation on the substructure and slope paving and needs to be cut back twenty (20) feet from both sides of the bridge.

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FILE NHS00-0000-00(784) Fulton
P.I. No. 0000784
I-285 at SR 400 Interchange

OFFICE Materials and Testing
Forest Park, Georgia

DATE September 9, 2014

FROM Charles A. Hasty, P.E., State Materials Engineer

TO Darryl D. VanMeter, P.E., State Innovative Delivery Engineer

SUBJECT **BRIDGE DECK CONDITION SURVEY**

As requested, this office has completed a bridge deck condition survey on the bridges listed below. These decks were evaluated for concrete quality and depth of top reinforcement.

Bridge No. 1 I-285 EB over Long Island Drive
Location Id No. 121-0244-0

A visual examination of the deck revealed that the deck has a Copolymer Overlay. The bridge was constructed in 1962 and reconstructed in 1995. The visual inspection revealed light surface wear. With a Co-polymer Overlay only a surface evaluation is conducted to prevent any debonding which could occur from the coring through the Co-polymer surface to obtain this bridge deck data.

The deck appears to be in good sound condition at this time. The visual inspection of the underside revealed no detrimental conditions. There was no delamination located throughout this deck. The substructure appears to be in sound condition at this time.

Based on these findings, it is recommended that no further rehabilitation is needed at this time.

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Bridge No. 1 I-285 WB over Long Island Drive
Location Id No. 121-0244-0

A visual examination of the deck revealed that the deck has a Copolymer Overlay. The bridge was constructed in 1962 and reconstructed in 1995. The visual inspection revealed light surface wear. With a Co-polymer Overlay only a surface evaluation is conducted to prevent any debonding which could occur from the coring through the Co-polymer surface to obtain this bridge deck data.

The deck appears to be in good sound condition at this time. There was no delamination located throughout this deck. The visual inspection of the underside revealed no detrimental conditions. The substructure appears to be in sound condition at this time.

Based on these findings, it is recommended that no further rehabilitation is needed at this time.

Bridge No. 2 I-285 EB over Lake Forest Drive
Location Id. No. 121-0245-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates in all lanes. The barrier wall at Bent 2 has been damaged on the top half. The bridge deck has been widened on both the inside and outside lanes. Average depth of the top reinforcement of this bridge is 2.0 inches with a range of 1.8 inches to 2.3 inches. The deck has multiple transverse cracks in all spans some extending full depth. In Span 1 near Bent 1 in Lane 4 and 5 the transverse cracks are one foot apart in some areas. In Span 3 of Lane 1 these transverse cracks are every five foot and continue in the barrier wall. In Lanes 1 and 2 and of Span 3 and in Lane 4 of Span 2 there were areas of map cracking. There was no delamination located throughout the deck.

The bridge was constructed in 1962 and reconstructed in 1995. Cores were obtained revealed steel depth of the top mat of steel to be 2.5 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 6279 psi. Chloride samples taken from the deck revealed chloride content of 1.14 lbs./yd. at 1 inch.

The chloride content at 2 inches was 0.67 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal full depth transverse cracking in all spans. The substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 2 I-285 WB over Lake Forest Drive
Location Id. No. 121-0245-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates in all lanes. The bridge deck has been widened on both the inside and outside lanes. There was no delamination located throughout the deck. Average depth of the top reinforcement of this bridge is 2.2 inches with a range of 2.1 inches to 2.8 inches. The deck has multiple transverse cracks in all spans some extending full depth.
Map cracking in Span 2 and 3 of Lane 4 was also noted.

The bridge was constructed in 1962 and reconstructed in 1995. Cores were obtained revealed steel depth of the top mat of steel to be 2.25 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 6538 psi. Chloride samples taken from the deck revealed chloride content of 1.11 lbs./yd. at 1 inch. The chloride content at 2 inches was 0.65 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal full depth transverse cracking in all spans. In Span 3 has full depth transvers cracking is every five feet in some areas. The edge beam in Span 3 has spalling with exposed rebar. Bent 4 end wall has horizontal and vertical cracking near the widened section.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 3 I-285 EB over Glenridge Drive
Location Id. No. 121-0246-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates in all lanes. The bridge deck has been widened on both the inside and outside lanes. There was no delamination located throughout the deck. Average depth of the top reinforcement of this bridge is 2.2 inches with a range of 1.6 inches to 2.6 inches. The deck has some transverse cracks in all spans of the original deck some extending full depth. At Bent 1 and 2 there are multiple spall repairs within the recent joint repair.

The bridge was constructed in 1962 and reconstructed in 1995. Cores were obtained revealed steel depth of the top mat of steel to be 1.5 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 6348 psi. Chloride samples taken from the deck revealed chloride content of 1.77 lbs./yd. at 1inch. The chloride content at 2 inches was 1.00 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal full depth transverse cracking in all spans. Span 3 there is spalling with exposed corroded transverse rebar. The entire substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 3 I-285 WB over Glenridge Drive
Location Id. No. 121-0246-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates in all lanes of the original bridge deck. The bridge deck has been widened on both the inside and outside lanes. There was no delamination located throughout the deck.

Average depth of the top reinforcement of this bridge is 2.1 inches with a range of 2.0 inches to 2.6 inches. The deck has some transverse cracks in all spans of the original deck some extending full depth.

The bridge was constructed in 1962 and reconstructed in 1995. Cores were obtained revealed steel depth of the top mat of steel to be 1.75 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 5622 psi. Chloride samples taken from the deck revealed chloride content of 1.84 lbs./yd. at 1inch. The chloride content at 2 inches was .98 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal full depth transverse cracking in all spans. Span 1 has full depth transverse and longitude cracking along the inside widening. Span 3 has spalling with exposed corroding transvers reinforcement bars. The substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 4 SR 400 SBL over I-285 CBL Ramp to SR 400 N
Location No. 121-0119-0

A visual examination of the deck revealed light surface wear. This Bridge has had a Fast Track Overlay in 2000, which still remains in good condition. There was no visible damage to the ride surface other than that of the end wall at bent 4.

There was no delamination located throughout the deck. Average depth of the top reinforcement of this bridge is 2.9 inches with a range of 2.2 inches to 3.4 inches.

The bridge was constructed in 1968 and reconstructed in 2000. Cores were obtained revealed steel depth of the top mat of steel to be 2.0 inches with no loss of cross section area of the rebar due to the corrosion and the compressive strength yielded an average of 7924 psi. Chloride samples taken from the deck revealed chloride content of .77 lbs./yd. at 1inch. The chloride content at 2 inches was .31 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal areas where blow throughs occurred during the hydro demolition phase for the fast track overlay, some of which show effervescent still occurring. In the Cap at Bent 3 there is vertical cracking over each of the columns. The remaining substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that no further corrective actions is needed at this time to this bridge deck. But the vertical cracking in the cap at Bent 3 would need to be addressed.

Bridge No. 5 SR 400 SBL over I-285
Location No. 121-0120-0

A visual examination of this deck revealed light surface wear. This Bridge has had a Fast Track Overlay in 2000, which still remains in fair condition at this time. There was some tight transverse cracking in all lanes none appear to be full depth. There was no delamination located throughout this deck. In Lane 1 there was a spall at Bent 4 still needing repair. Average depth of the top reinforcement of this bridge is 3.2 inches with a range of 2.0 inches to 4.1 inches.

The bridge was constructed in 1969 and reconstructed in 2000. Cores obtained revealed steel depth of the top mat of steel to be 3.0 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 8287 psi. Chloride samples taken from the deck revealed chloride content of .03 lbs./yd. at 1 inch. The chloride content at 2 inches was .02 lbs./yd.

View from the underside of the bridge deck reveal areas where blow throughs occurred during the hydro demolition phase for the fast track overlay, some of which show effervescent still occurring. Fire damage has occurred at some time to the underside of this bridge. Some columns have been incased with concrete to repair this damage.

With the blackened surface under this structure created from the fire, visual evaluation is limited. The remaining substructure appears to remain in sound condition at this time.

Based on this evaluation, it is recommended that no further corrective actions is needed at this time to this bridge deck.

Bridge No. 6 I-285 EB over SR 400 NBL
Location No. 121-0247-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates in all lanes of the original deck. This bridge deck has been widening in both the inside and outside lanes.

There was no delamination located throughout this deck. In Lanes 2 and 3 there is an epoxy overlay that has already had spall repair in both lanes. Transvers full depth cracking throughout the deck, Spans 2 and 3 some transverse cracking is within 5 feet of each other. There were multiple spall repairs in the joint at Bent 1. Average depth of the top reinforcement of this bridge is 2.23 inches with a range of 1.8 inches to 2.9 inches.

The bridge was constructed in 1969 and reconstructed in 1995. Cores obtained revealed steel depth of the top mat of steel to be 2.0 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 7411 psi. Chloride samples from the deck revealed chloride content of .74 lbs./yd. at 1inch. The chloride content at 2 inches was .25 lbs./yd.

View from the underside of the bridge deck reveal full depth transverse cracking in all spans. There is damaged slope paving at Bent 4, which will need to be addressed. The substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 6 I-285 WB over SR 400 NBL
Location No. 121-0247-0

A visual examination of this deck revealed moderate surface wear with exposed aggregates in all lanes of the original bridge deck. There was no delamination located throughout the deck. In Lane 6 there is map cracking found in all of the spans, map cracking also occurring in some areas of Lane 5 of Span 3. In Span 1 there are spall repair patches in Lanes 2, 3 and 5. In Span 2 and 3 there are several spall repairs patches near Bent 3 in Lanes 3 and 4. The joint at Bent 4 has spall repairs patches. There are transverse cracks located in Span 2 and 3. Average depth of the top reinforcement of this bridge is 2.20 inches with a range of 2.0 inches to 2.6 inches. The bridge was constructed in 1969 and reconstructed in 1995.

Cores obtained revealed steel depth of the top mat of steel to be 1.25 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 8092 psi. Chloride samples taken from the deck revealed chloride content of 1.53 lbs./yd. at 1 inch. The chloride content at 2 inches was .94 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of the bridge deck reveal full depth transverse cracking in Spans 2 and 3. The substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 7 I-285CCBL Ramp to SR 400
Location No. 121-0257-0

A visual examination of the deck revealed moderate surface wear with exposed aggregates and severe map cracking throughout all spans. There was no delamination located throughout this deck. Transverse cracking was located in Span 1. The transverse cracks in Span 2 were heavier with some locations occurring every 5 feet in some areas.

The bridge was constructed in 1969. Cores obtained revealed steel depth of the top mat of steel to be 2.0 inches with no loss of cross section area of the rebar due to the corrosion and the compressive strength yielded an average of 5473 psi. Chloride samples taken from the deck revealed chloride content of 1.67 lbs./yd. at 1 inch. The chloride content at 2 inches was 1.64 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards. Cores obtained from an area that was 3 feet long by 5 inches wide and 1 inch deep in Span 4, which revealed ASR was occurring around the aggregates in this location.

View from the underside of this bridge deck reveals vertical cracking in the columns at Bent 2, and at Bent 3 the column has vertical and traverse cracking near the bottom portion of the column. Span 3 has a longitudinal crack 15 feet in length. Bent 4 has a vertical spall with exposed corroded reinforcement in the cap on the north facing side. Full depth transverse cracking was found in all spans.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures. The fatigued substructure could be addressed during the construction phase.

Bridge No. 8 I-285 EB over Peachtree Dunwoody Road
Location No. 121-0248-0

A visual examination of the deck revealed heavy surface wear with exposed aggregates in all lanes of the original bridge deck. Span 1 has spall repair in Lane 4 near Bent 1.

Span 2 has multiple spall repairs in the tie strip between the inside widen area and the original bridge deck. The transverse cracking in the original bridge deck was in all spans, heavier in the intermediate spans. There was no delamination located throughout this deck.

The bridge was constructed in 1961 and reconstructed in 1996. Cores obtained revealed steel depth of the top mat of steel to be 1.5 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 5209 psi. Chloride samples taken from the deck revealed chloride content of 1.03 lbs./yd. at 1inch. The chloride content at 2 inches was .38 lbs./yd. Corrosion of the steel can occur when a chloride of 2 pounds per cubic yards.

View from the underside of this bridge deck reveals spalling in Span 1 with exposed corroding transverse reinforcement bars. Some full depth transverse cracking was found in all spans. The substructure appears to be in sound condition at this time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

Bridge No. 8 I-285 WB over Peachtree Dunwoody Road
Location No. 121-0248-0

A visual examination of the deck revealed heavy surface wear with exposed aggregates in all lanes of the original bridge deck. There was transverse cracking located in all lanes, with Spans 2 and 3 having cracking appear every 5 feet in some areas. There was no delamination located throughout this deck.

The bridge was constructed in 1961 and reconstructed in 1996. Cores were obtained revealed steel depth of the top mat of steel to be 2.0 inches with no loss of cross section area of the rebar due to the corrosion and compressive strength yielded an average of 6074 psi. Chloride samples taken from the deck revealed chloride content of 1.86 lbs./yd. at 1inch. The chloride content at 2 inches was 1.04 lbs./yd.

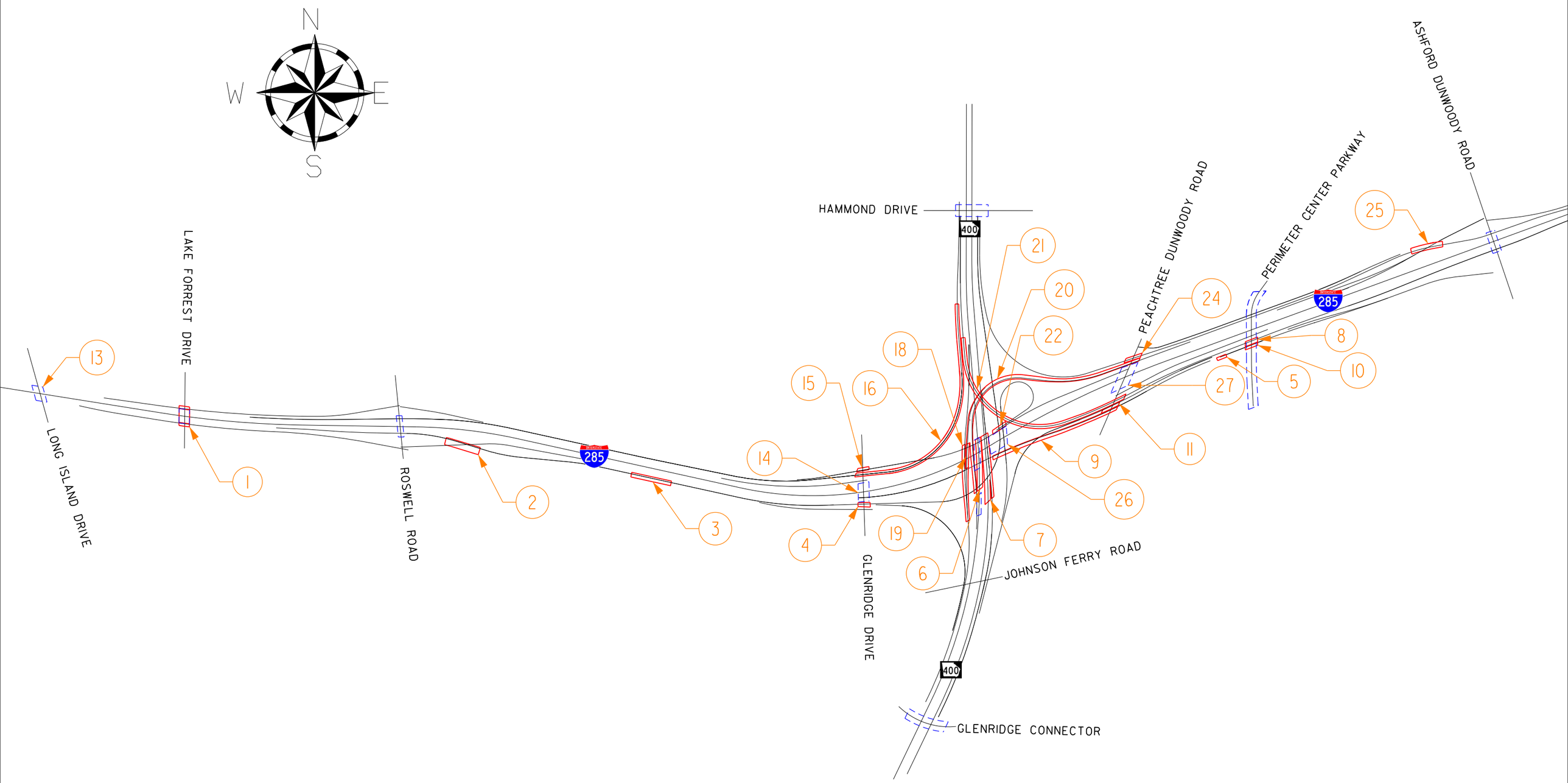
View from the underside of this bridge deck reveals some full depth transverse cracking in all spans. The substructure appears to be in sound conditions at the present time.

Based on this evaluation, it is recommended that the bridge deck be removed and replaced with a new concrete deck as specified in Section 500 – Concrete Structures.

If further information is required, please contact Darrell Johnson of this office at 404-608-4876.

ATTACHMENT 8

SUMMARY OF BRIDGE IMPROVEMENTS



I-285 AT SR-400 INTERCHANGE RECONSTRUCTION (PI 0000784)
BRIDGE MAP

EXISTING BRIDGE

PROPOSED BRIDGE / BRIDGE WIDENING

BRIDGE NUMBER

Bridge Number / ID Number	Modification Type	Facility Carried	Feature Intersected	Superstructure Type	Length	Average Width
1 / Br ID: 121-0245-0	Widening / Deck Replacement/Sound Barrier/Jacking	I-285	Lake Forrest Dr.	Steel	120	223
2	New	Roswell Rd. on Ramp to I-285 EB	I-285 EB Exit Ramp to SR 400	PSC	267	85.5
3	New	I-285 EB CD to SR-400	Creek	PSC	460	53.25
4	New	I-285 EB-CD Exit Ramp to SR-400 N/S gore	Glenridge Drive	PSC	139	48
5	New	I-285 EB Exit to Ashford Dunwoody Rd	Creek	PSC	113	33.25
6 / #Br ID: 121-0119-0 / #Br ID: 121-0120-0	One bridge Replaces two (2) existing bridges	SR 400 SB	I-285	PSC	577.75	61.25
7	New	SR 400 NB	I-285 and Ramps	PSC	757.5	85
8	New	I-285 EB Exit to Ashford Dunwoody Rd	Creek	PSC	150	53.25
9	New	I-285 EB Exit to Ashford Dunwoody	SR 400 NB to I-285 EB Ramp & P'tree Dunwoody	PSC & Steel	1527	41.25
11	New	SR 400 NB to I-285 EB-CD	Peachtree Dunwoody Rd.	PSC	150	33.25
13 / Br ID: 121-0244-0	Add Sound Barrier	I-285	Long Island Drive	Steel	250	33.25
14 / Br ID: 121-0246-0	Deck Replacement	I-285	Glenridge Drive	Steel	126	-
15	New	I-285 WB-ML to I-285 WB-CD & Roswell Rd	Glenridge Drive	Steel	124	211
16	New	SR400 SB to I-285 WB-CD	Glenridge Drive	PSC	140.25	34
18	New	SR 400SB - Exit to Glenridge Conn.	I-285ML and EB & WB CD Ramps	PSC	2716	43.25
19	New	I-285 WB Ramp to Glenridge	I-285 EB-CD Ramp to SR 400 NB-CD	PSC	866	33.25
20 / #Br ID: 121-0257-0	Replacement	I-285 WB Ramp to SR 400 SB	SR 400 and Ramps & P'tree Dunwoody	PSC	210	29.25
21	New	SR 400 SB Ramp to I-285 EB CD	SR 400 and Ramps & P'tree Dunwoody	Curved Steel & PSC	3050	33.25
22	New	400 NB to I-285 WB-CD (from loop Ramp)	SR 400 NB Ramps (2)	Curved Steel & PSC	2950	41.25
23	New	285 WB exit-Ramp to 285 WB-CD to Roswell Rd	SR 400 NB Ramps (2)	PSC	181.25	41.25
24	New	Ramp I-285 WB to SR400 NB	Peachtree Dunwoody Rd.	Steel	250	41.25
25	New	Ramp Ashford Dunwoody Rd. to I-285 WB	I-285 WB Exit Lane to SR-400 & Peach-Dunwoody	PSC	218.5	65
26 / Br ID: 121-0247-0	Deck Replacement / Misc. Repairs	I-285	Existing SR 400 NB	Steel	230	182.5
27 / Br ID: 121-0248-0	Deck Replacement / Beam Painting	I-285	Peachtree Dunwoody Rd.	Steel	207	208.5

- Bridge ID numbers for the existing bridges being replaced

Existing Bridge Removals (2)	34,200

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Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NHS00-0000-00(784) & NH000-0056-01(052)
Fulton & DeKalb Counties
I-285 at SR 400 Interchange & SR 400 CD
P.I. # 0000784 & 721850-

OFFICE Innovative Delivery

DATE November 14, 2014

FROM Darryl D. VanMeter, P.E., State Innovative Delivery Engineer

TO Russell McMurry, P.E., Chief Engineer

SUBJECT **Scope of Bridge Modifications**

The below summary identifies the existing Bridges located within the project limits, and the recommended scope for each structure. The scope for each Bridge will be included in the Request for Proposals (RFP) upon approval. The summary also includes an estimated construction cost that is in addition to the assumptions made during the development of the initial cost estimate dated April 2014. The initial estimate, however, includes a combined contingency of $88,489,574 (20%) for both PI numbers. We continue to closely track any items that were not contemplated in the initial estimate to ensure scope creep does not occur. This Office believes that these Bridge recommendations will allow for a better product, and minimize efforts needed in the future for maintenance and/or replacement of existing structures.

P.I. # 0000784 Description	Original Construction	Suff Rating	Design Team Recommendations	Cost Increase
I-285 over Long Island Drive	1962	70.98	No rehabilitation recommended at this time based on OMAT and BMU. The Bridge may require deck/barrier modifications based on the need to attach sound walls to the bridge.	$0.00
I-285 over Lake Forest Drive	1962	78.86	Remove and Replace Deck.	$1,569,600.00
I-285 over Glenridge Drive	1962	74.71	Remove and Replace Deck.	$1,934,400.00
SR 400 SBL over CBL Ramp to SR 400N	1968	70.74	Currently being replaced during interchange reconstruction	Cost already included
SR 400 SBL over I-285	1969	85.75	Currently being replaced during interchange reconstruction	Cost already included

Recommendation for Scope of Bridge Modifications
P.I. # 0000784 & 721850-

I-285 over SR 400 NBL	1969	70.50	Remove and Replace Deck, Repair Bent Spalls / Slope Paving	$3,163,080.00
I-285 CCBL ramp to SR 400	1969	92.40	Currently being replaced during interchange reconstruction	Cost already included
I-285 over Peachtree Dunwoody Rd	1961	77.89	Remove and Replace Deck, Paint Existing Beams	$4,347,544.00
				$11,014,624.00

P.I. # 721850- Description	Original Construction	Suff Rating	Design Team Recommendations	Cost Increase
SR 400/US 19 over Abernathy Rd.	1968	64.22	Bridge Replacement	$5,560,000
Spalding Drive over SR 400/US 19	1968	93.58	No Rehabilitation/GDOT to program rehabilitation as part of a separate project	$0
				$5,560,000

If you have any questions or comments, please contact Marlo Clowers by email or at (404) 631-1713.

RECOMMEND: _____ State Bridge Engineer — 12/1/14 Date

CONCUR: _____ Director of Engineering — 12/5/14 Date

APPROVED: _____ Chief Engineer — 12/10/14 Date

DVM:MLC:RTL

Attachments: 0000784 Bridge Condition Matrix
721850- Bridge Condition Matrix
Bridge Meeting Minutes 10/17/2014

MEETING NOTES

Date: 10317.14

Project: I-285/SR 400 Interchange and SR 400 C/D

Purpose: GDOT Bridge Coordination Meeting

Location: GDOT – 26th Floor Conference Room

Time: 10:30 AM

Attending: See Attached Sign-In Sheet

I. Project Overview

A. KHA is developing costing plans/NEPA re-eval/bridge layouts for SR 400 CD project.
B. Arcadis is developing costing plans/NEPA document/bridge layouts for 285/400.
C. The project will be delivered using DBF contract with originating RFP template being from NWC project.
D. The purpose for the meeting is to discuss each existing Bridges within the corridor in order to gain consensus on if the Bridge should be removed or should remain (possibly with various rehab type work). Below includes a table of each Bridge reviewed and general approach.

Project	Bridge Location	Scope Recommendation
721850-	Hammond Drive over SR 400/US 19 *(ID 121-0459-0)*	Retain Existing Bridge (No Rehabilitation)
721850-	Mt Vernon Road over SR 400/US 19 *(ID 121-0445-0)*	Replace Existing Bridge- Full replacement requiring new super and sub. New piers/foundations, no reuse of existing elements.. Sandy Springs requirements for Sidewalks. Assume a "standard GDOT" bridge; upgrades including Texas Barrier, Green chain-link missile fence to be determined with Sandy Springs.
721850-	SR 400/US 19 over Abernathy Road *(ID 121-0121-0)*	Replace Existing Bridge- Full replacement requiring new super and sub. New piers/foundations, no reuse of existing elements. Sandy Springs may require architectural enhancements to elements (eg, exterior rail face treatments) visible from Abernathy Road. Sidewalks and lighting under the bridge.
721850-	MARTA over SR 400/US 19 *(ID 121-5309-0)*	Retain Existing Bridge (No Rehabilitation)-tight clearances along wall. Adjacent New road and wall need to be designed to miss leveling pad of existing.
721850-	Spalding Drive over SR 400/US 19 *(ID 121-0455-0)*	Retain Existing Bridge (No Rehabilitation). Tight clearances. Remove endrolls, build new walls (tieback) to construct new lanes. No rehab of deck to be performed. Look into performing substructure rehab recommendations.
0000784-	I-285 over Long Island Drive (ID 121-0244-0)	Retain Existing Bridge. Sound walls are required to be attached to the existing bridge along EB and WB sides. Limit sound wall height to 12' (steel panels). (Verify SB height to ensure doesn't exceed max allowable) Allow metal walls on bridges?
0000784-	I-285 over Lake Forest Drive (ID 121-0245-0)	Widen Bridge/Retain existing Bridge and replace bridge deck per OMAT recommendations with weekend lane closures. Widening will reduce VC under bridge; need variance for reduced clearance.
0000784-	I-285 over Glenridge Drive	Retain Bridge and replace bridge deck per OMAT

	(ID 121-0246-0)	recommendations with weekend lane closures.
0000784-	SR 400 SBL over CBL Ramp to SR 400N (ID 121-0119-0)	Currently being replaced during interchange reconstruction. No rehab/ replacement needed. Possible ATC to retain bridge. Make recommendations available in RIDs or other information provided. If Bridge is retained by D-B team, make repairs per BMU recommendations.
0000784-	SR 400 SBL over I-285 (ID 121-0120-0)	Currently being replaced during interchange reconstruction. No rehab/ replacement needed. Possible ATC to retain bridge. Make recommendations available in RIDs or other information provided. If Bridge is retained by D-B team, make repairs per BMU recommendations.
0000784-	I-285 over SR 400 NBL (ID 121-0247-0)	Retain Bridge and replace bridge deck per OMAT recommendations with weekend lane closures after.
0000784-	I-285 CCBL ramp to SR 400 (ID 121-0257-0)	Currently being replaced during interchange reconstruction. Possible ATC to retain bridge. Make recommendations available in RIDs or other information provided. If Bridge is retained by D-B team, no rehab recommended.
0000784-	I-285 over Peachtree Dunwoody Rd (ID 121-0248-0)	Retain Bridge and replace bridge deck per OMAT recommendations with weekend lane closures. Paint existing beams?

II. Other Items

A. KHA and Arcadis should ensure noise model considers sound wall height restrictions for bridges and MSE retaining walls.

1. Sound Barrier on Bridges : <12 feet
2. Sound Barrier on MSE Wall : <18 feet (according to GDOT email from B. Duvall)

B. It is anticipated that sound barriers will not be steel panels, but have the concrete finish/appearance. Bill mentioned a maximum limit of 7 lbs/sf for whatever type of panel is determined. GGDOT Bridge does not want to redesign/significantly modify an existing bridge to accommodate a sound barrier. Assumption for now will be that for existing bridge(s) the steel panel will be allowed up to height restriction.

C. High Mast Lighting is not required; however if an underpass is 80' or greater then under bridge lighting will be required. Under bridge lighting should not be mounted to decks and beams (ie, Lighting to be attached to substructure, not hung from superstructure). This requirement will be included in the RFP.

D. The RFP will specify S-barrier for the project in all new locations. KHA and Arcadis to modify bridge layouts to show S-barrier.

E. Lake Forest Drive - Widen bridge without reducing VC.

F. Group briefly discussed night work restrictions. In order to achieve aggressive schedule some night work may be required. Anticipate obtaining a variance from Locals to allow night work.

G. Use LRFD for project specifications (CD and interchange). Widening will be permitted to use original design specification to complete the work. Order of precedence will be GDOT Manual over AASHTO Manual. RFP to clarify.

H. Costs/scope need to be managed from the original cost estimate assumptions. As part of developing memo for existing Bridge scope, and evaluation of how much these changes increase over the original cost estimate/draw from the contingency is needed. Included the braided ramps on SR 400 CDs in this calculation. Arcadis/KHA to coordinate modification to original spreadsheet to include cost increase which would affect original contingency.

I. Group discussed value of compiling a list of all accepted (with conditions) and rejected ATCs and incorporate these into the RFP where appropriate.
J. The group briefly discussed Design Exceptions/Variances.
K. Aesthetic elements were discussed. For local route bridges to be replaced (Mt. Vernon) the assumption will be to include Texas handrail (closed panel), green coated chain link fence, and blisters which could accommodate future lighting (*challenge for now may be blister spacing due to no lighting design*).
L. Group discussed putting a form liner on the backside of the 400 Bridge over Abernathy for the Texas handrail (closed panel).
M. Staging was generally discussed. Arcadis and KHA will be evaluating staging after the approach to each bridge is determined.
N. Soil borings are being obtained. No BFI will be provided.
O. Group discussed foundations. SR 400/85 used piles despite original (pre-let) recommendation to drill.
P. Group briefly discussed bridge demo restriction requirements, if any, for paint or asbestos.
Q. Tie-back and MSE walls are allowed. No soil nail walls.

III. Action Items
A. Marlo to prepare cover letter for Bridge memo.
B. Bill to provide all current Special Provisions that could be used on this project (HES, 627, 628, etc...) which will be included in the RFP.
C. Arcadis/KHA to revise bridge recommendation table and revise existing Bridge memo attachment.
D. Arcadis/KHA to revise bridge layout to show S-barrier.
E. Arcadis/KHA to evaluate sound barrier height restrictions on existing Bridge and MSE walls.
F. KHA to send Rob current Mt. Vernon typical section. - Complete
G. HNTB revise RFP per this discussion.

This is our understanding of items discussed and decisions reached. Please contact us if there are changes or additions.

SIGN-IN SHEET
Please Print

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Page 1 of 1

PI 721850 - Bridge Rehabilitation Alternatives

Structure ID	Description	Date of Original Construction	Date(s) of reconstruction/ rehabilitation	Most Recent Sufficiency Rating	Office of Bridge Maintenance Recommendations	Office of Materials and Testing Recommendations	Cost Comparisons		Pros		Cons		Design Team Recommendations	Cost of Design Team Recommendations	Design Team Comments
							OBM	OMAT	OBM	OMAT	OBM	OMAT			
121-0121-0	SR 400/US 19 over Abernathy Rd.	1968	1985 (widened)	64.22 (8/15/2012)	Replace all joints Seal deck with polymer overlay Overlay both original and widened portions fo the deck Repair spall in lane 5 (ramp lane), span 2 (approx 1' x 2" x 1")	Remove and replace concrete deck	$255,640	$1,575,000	Lower initial cost Shorter duration of construction Shorter duration of staging	Extends bridge life more significantly Deck replacement during	Doesn't extend bridge life as Future deck rehab/replaceme	Higher initial cost Longer duration of construction Longer duration of staging	Bridge Replacement	$5,560,000	Recommend full bridge replacement due to costs of future replacement under traffic and advantages to geometry along Abernathy Road. Cost comparison of recommended bridge replacement to rehabilitation costs should include the additional costs of adapting the existing bridge to the proposed typical section on Abernathy Road.
							$700,250	$700,250	Additional costs of retaining existing structure include tie-back wall construction and excavation below the existing bridge to accommodate the required typical section on Abernathy Road.						
121-0455-0	Spalding Drive over SR 400/US 19	1968	no subsequent reconstruction/ rehabilitation	93.58 (8/15/2012)	Replace all joints Seal deck with polymer overlay Repair spall with exposed rebar in span 2 (approx 6" x 4" x 1") Repaire failed headers at bents 1 and 5	Remove and replace concrete deck	$226,125	$1,412,500	Lower initial cost Shorter duration of construction Shorter duration of staging	Extends bridge life more significantly	Doesn't extend bridge life as	Higher initial cost Longer duration of construction Longer duration of staging	No Rehabilitation / Program rehabilitation as part of a separate project	$0	Based on current sufficiency rating and considering that the CD construction does not require any work to occur along Spalding Road. Future ability to construct rehabilitation or deck replacement is not significantly affected by presence of CD lanes.

Total Cost of Recommended Repairs	$5,560,000

Unit Cost Assumptions

Deck Replacement	$75/s.f.	(including cost of existing deck demo)
Reseal Joints	$30/l.f.	
Polymer Overlay	$10/s.f.	
Bridge Replacement	$145/s.f.	(including cost of full existing bridge demo)

PI 0000784 - Bridge Rehab/Replacement Alternatives

Structure ID	Description	Date of Original Construction	Date(s) of reconstruction/ rehabilitation	Most Recent Sufficiency Rating	Office of Bridge Maintenance Recommendations	Office of Materials and Testing Recommendations	Cost Comparisons		Pros		Cons		Design Team Recommendations	Cost of Design Team Recommendations*	Design Team Comments
							BMU	OMAT	BMU	OMAT	BMU	OMAT			
121-0244-0	I-285 over Long Island Drive	1962	1975 (widened) 1995 (widened)	70.98 (7/26/2013)	-No further rehabilitation is needed at this time	-No further deck rehabilitation is needed at this time	$0.00	$0.00	-	-	-	-	No rehabilitation recommended based on OMAT and BMU. Bridge may require deck/barrier modifications based on the need to attach soundwalls to the bridge.	$0.00	The current bridge clearance is 14'-11", any widening would require that the new beams be designed to keep the same clearance.
121-0245-0	I-285 over Lake Forest Drive	1962	1995 (widened)	78.86 (6/5/2013)	-Replace all joints -Seal deck with polymer overlay -Overlay both original and widened portions fo the deck	-Remove and replace concrete deck	$241,420.00	$1,569,600.00	Low cost and minimal impacts to traffic	Will extend the life of the bridge. Lower cost and less impacts than replacing the entire bridge.	The overlay has a relatively short life cycle (~10 years).	Higher cost and larger traffic impacts than overlay	Remove and Replace Deck.	$1,569,600.00	The current bridge clearance is 16'-1", any widening would require that the new beams be designed to keep the same clearance.
121-0246-0**	I-285 over Glenridge Drive	1962	1995 (widened)	74.71 (6/5/2013)	-Repair deck spall in span 1, lanes 2 & 3 (approx 1' x 2" x 2") -Repair deck spall in span 2, lanes 1 & 2 (approx 2' x 2" x 2")	-Remove and replace concrete deck	$25,000.00	$1,934,400.00	Low cost and minimal impacts to traffic	Will extend the life of the bridge. Lower cost and less impacts than replacing the entire bridge.	Deficient bridge deck is still in place and will continue to deteriorate.	Higher cost and larger traffic impacts than overlay	Remove and Replace Deck.	$1,934,400.00	The current bridge clearance is 16'-4". Currently not being widened in interchange reconstruction.
121-0119-0	SR 400 SBL over CBL Ramp to SR 400N	1968	2000 (Fast Track Overlay)	70.74 (12/11/2012)	-Repair deck spall in span 3, at abutment 2 joint (approx 2' x 1/2" x 4") -Replace abutment 2 joint -Repair Bent 2 & Bent 3 spalls.	-No deck rehabilation is needed at this time	$30,000.00	$0.00	Low cost and minimal impacts to traffic	-	None	-	Currently being replaced during interchange reconstruction	Bridge Replacement cost is already programmed in the Interchange Reconstruction.	-
121-0120-0	SR 400 SBL over I-285	1969	2000 (Fast Track Overlay)	85.75 (12/11/2012)	-Replace all joints -Repair deck spall at Bent 1 (approx 1' x 1/2" x 6")	-No deck rehabilation is needed at this time	$40,000.00	$0.00	Low cost and minimal impacts to traffic	-	None	-	Currently being replaced during interchange reconstruction	Bridge Replacement cost is already programmed in the Interchange Reconstruction.	-
121-0247-0**	I-285 over SR 400 NBL	1969	1995 (widened)	70.50 (6/5/2013)	-Replace all joints -Seal deck with polymer overlay -Overlay both original and widened portions fo the deck -Repair Bent 1 Spalls -Repair Bent 1 slope paving	-Remove and replace concrete deck	$477,810.00	$3,113,080.00	Low cost and minimal impacts to traffic	Will extend the life of the bridge. Lower cost and less impacts than replacing the entire bridge.	Deficient bridge deck is still in place and will continue to deteriorate	Higher cost and larger traffic impacts than overlay	Remove and Replace Deck, Repair Bent Spalls / Slope Paving	$3,163,080.00	The current bridge clearance is 16'-5". Currently not being widened in interchange reconstruction.
121-0257-0	I-285 CCBL ramp to SR 400	1969	no subsequent reconstruction/ rehabilitation	92.40 (5/31/2013)	-Replace all joints -Seal deck with polimer overlay -Overlay both original and widened portions fo the deck	-Remove and replace concrete deck	$138,140.00	$778,464.00	Low cost and minimal impacts to traffic	Will extend the life of the bridge. Lower cost and less impacts than replacing the entire bridge.	Deficient bridge deck is still in place and will continue to deteriorate	Higher cost and larger traffic impacts than overlay	Currently being replaced during interchange reconstruction	Bridge Replacement cost is already programmed in the Interchange Reconstruction.	-
121-0248-0**	I-285 over Peachtree Dunwoody Rd	1961	1996 (widened)	77.89 (7/26/2013)	-Replace all joints -Seal deck with polimer overlay -Overlay both original and widened portions of the deck -Paint existing beams	-Remove and replace concrete deck	$1,261,864.00	$3,602,800.00	Low cost and minimal impacts to traffic	Will extend the life of the bridge. Lower cost and less impacts than replacing the entire bridge.	Deficient bridge deck is still in place and will continue to deteriorate	Higher cost and larger traffic impacts than overlay	Remove and Replace Deck, Paint Existing Beams	$4,347,544.00	The current bridge clearance is 17'-1". Currently not being widened in interchange reconstruction.

Total Cost of Recommended Repairs	$11,014,624.00

Unit Cost Assumptions

Deck Replacement	$80/s.f.
Joint Replacement	$40/l.f.
Copolymer Overlay	$11/s.f.
Painting Existing Beams	$8/s.f.
Bridge Replacement (incl. demo)	$200/s.f.

*These costs are in addition to the current interchange reconstruction costs.

**Due to the current interchange reconstruction configuration, there will be new bridges built adjacent to this existing bridge. This will make any future major reconstruction or replacement difficult. For this reason, bridge replacement should also be considered.

ATTACHMENT 9

MS4 CONCEPTUAL INFEASIBILITY AND FEASIBILITY ANALYSIS FOR PERMIT

Imagine the result

Georgia Department of Transportation

MS4 Conceptual Infeasibility and Feasibility Analysis for I-285 / SR 400 Interchange Reconstruction

GDOT Project No. NHS00-0000-00(784)

P.I. No. 0000784

Fulton and DeKalb Counties, Georgia

October 8, 2014

MS4 Conceptual Infeasibility and Feasibility Analysis for I-285 / SR 400 Interchange Reconstruction

GDOT Project No.
NHS00-0000-00(784)
P.I. No. 0000784
Fulton and DeKalb Counties, Georgia

Prepared for:
Georgia Department of Transportation

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GADT0201.0174

Date:
October 8, 2014

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Results/Conclusions **5**

Appendices

A MS4 Outfall Conceptual Screening Summary for Post-Construction BMPs (Table 1)

B GDOT Drainage Manual BMP Screening Criteria (Table 10.3-2) and Water Quality Volume Calculations

C Drainage Area Figures for MS4 Outfalls

Introduction

In January 2012, the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources issued the Georgia Department of Transportation's (GDOT's) first Municipal Separate Storm Sewer System (MS4) Permit (General National Pollutant Discharge Elimination System [NPDES] Permit No. GAR041000) (Permit) for discharges from its MS4 designated areas. The Permit regulates new and existing point source discharges of stormwater from roadways owned and operated by GDOT to waters of the State of Georgia.

The Interstate 285 (I-285) / State Route 400 (SR 400) Interchange Reconstruction Project (Project) must meet the requirements of the Permit, which include incorporating permanent water quality control and detention measures (best management practices [BMPs]) into the design where appropriate and where those BMPs have not been determined to be infeasible based on the exclusion and infeasibility criteria identified in Section 1.2, Section 1.3, and Section 1.4 of the GDOT Guidelines for Design of Post-Construction BMPs (GDOT Guidelines) issued June 12, 2014.

The Project extends along I-285 from west of Roswell Road to east of Ashford Dunwoody Road and along SR 400 from Hammond Drive to the north to Glenridge Connector to the south. The total length of the Project is approximately 4.3 miles along I-285 and approximately 1.2 miles along SR 400. The Project includes reconstruction of the system-to-system I-285 at SR 400 interchange, incorporating operational improvements and a system of collector-distributor roads (C/Ds) to move and direct traffic more efficiently.

This report documents a conceptual level infeasibility and feasibility assessment of post-construction stormwater management measures (BMPs) for the Project. In addition, Outfall Level Exclusions as defined in Section 1.2 of the GDOT Guidelines that may be applicable to this Project are discussed.

It is important to note that this analysis is conceptual and based upon conceptual design plans. It is anticipated that detailed design and subsequent follow-up analysis may result in modification of some of the BMP structure types used for a particular drainage area, the determination as to whether a BMP is feasible or infeasible, or the number of project site areas that qualify for an exclusion.

Definition

The definition of a MS4 outfall and discussion of other stormwater system points of interest that do not meet the definition of a MS4 outfall as defined in the Permit follow:

- **MS4 Outfall** – The most downstream point on an MS4 where it discharges to waters of the State. It does not include cross-drain structures or culverts installed under a road that function only to maintain the natural flow of surface waters and drainage. However, a structure that collects or diverts drainage that has contacted road surfaces for discharge into waters of the State is considered an outfall under this Permit. In addition, wherever an MS4 leaves the right-of-way (ROW) prior to entering waters of the State, the point at which the MS4 leaves the ROW is considered the MS4 outfall for the purpose of this report.

Design and Infeasibility Criteria

To the extent feasible, BMPs were designed in accordance with the Permit requirements, GDOT Guidelines, the Georgia Stormwater Management Manual (GSMM) dated August 2001, and the draft edition of the recently revised GDOT Drainage Manual.

A summary of the standard design criteria from the GDOT Guidelines is as follows:

- **Stormwater Runoff Quality and Reduction** (Water Quality) – Demonstrate 80 percent removal of total suspended solids (TSS) from runoff generated by a 1.2-inch rainfall event. The GDOT Drainage Manual refers to this design criterion as Stormwater Runoff Quality Reduction. The volume of water to be treated is referred to as the water quality volume (WQ_v).

- **Stream Channel Protection** (Channel Protection) – Detain the 1-year, 24-hour rainfall event. The GDOT Drainage Manual refers to this design criterion as Stream Channel / Aquatic Resource Protection. The volume of water detained is referred to as the channel protection volume (CPv).

- **Overbank Protection** (Q_{P25}) – Calculated post-construction peak discharge rate that is less than or equal to pre-construction rates for the 25-year, 24-hour rainfall event. The GDOT Drainage Manual refers to this design criterion as Overbank Flood Protection.

- **Extreme Flood Protection** (Q_F) – Control the 100-year, 24-hour flood such that flooding is not exacerbated. The GDOT Drainage Manual refers to this design criterion as Extreme Flood Protection.

According to the GDOT Guidelines, both Project Level Exclusions and Outfall Level Exclusions allow designers to limit the use of post-construction BMPs on a site. Project Level Exclusions deem all post-construction BMPs exempt for a project, whereas Outfall

Level Exclusions deem post-construction BMPs exempt for a particular MS4 outfall. The Project does not qualify for a Project Level Exclusion, as defined in Section 1.2 of the GDOT Guidelines. However, the following Outfall Level Exclusions were considered and utilized:

- Outfall Level Exclusion #1: For MS4 outfalls where the design of a BMP would require an existing roadway alignment change that would create a safety concern.
- Outfall Level Exclusion #2: For MS4 outfalls where the construction of a BMP would require the realignment and/or piping of a stream.
- Outfall Level Exclusion #3: For MS4 outfalls where net impervious surface area within the outfall's drainage area has been reduced or remains the same as existing conditions.

The following infeasibility criteria from the GDOT Guidelines were determined to be applicable for the Project and result in a determination of infeasibility in some cases. In accordance with the GDOT Guidelines, the infeasibility criteria were applied to each MS4 outfall individually and individually to each of the standard design criteria identified above.

- Infeasibility Criteria #1 (Cultural / Community Resource): The use of BMPs will significantly damage a cultural or community resource such as a historical area, archaeological site, cemetery, park, wildlife refuge, nature trail, or school facilities.

In addition to the infeasibility criteria described above, the following policy from the GDOT Guidelines (Section 1.3) was considered when evaluating which BMPs were required:

- Policy #1: A downstream analysis should be considered for those BMPs that provide detention to ensure that attenuation of the flows does not actually increase the MS4 outfall or downstream post-construction peak flow rate when compared to pre-construction conditions. If it is shown that construction of a detention BMP is deemed unnecessary or would otherwise exacerbate flooding in the watershed, the detention requirement could potentially be waived.

Design Methodology

The Project is in the conceptual design phase; therefore, an abbreviated approach was used to select BMPs to satisfy the four standard design criteria listed in Section 1.1 of the GDOT Guidelines. Selection and design of BMPs were based, in part, by locating project outfalls, delineating the outfall drainage area, and using the BMP Screening Criteria (Table

10.3-2) from the GDOT Drainage Manual to determine which preapproved GDOT structural controls (as defined in Section 3.3.4 of the GDOT Drainage Manual) are applicable to the Project. Refer to Appendix B for a copy of the BMP Screening Criteria (Table 10.3-2).

Stormwater Runoff Quality and Reduction

In accordance with the GDOT Guidelines and the GSMM, the BMPs proposed to meet the Stormwater Runoff Quality and Reduction standard design criterion were designed to treat the additional runoff generated by the proposed conditions for the 1.2-inch rainfall event. In accordance with the GDOT Drainage Manual, the volume required to treat the 1.2-inch rainfall event is known as the WQ_v. The WQ_v equation listed in Section 10.2.2.2 of the GDOT Drainage Manual was used to determine the pre-construction and post-construction WQ_v at each MS4 outfall. The required WQ_v for each MS4 outfall is equal to the calculated post-construction WQ_v minus the calculated pre-construction WQ_v. Refer to Appendix B for WQ_v calculations.

The following structural BMPs have been incorporated into the Project to provide treatment of the WQ_v:

- Stormwater ponds
- Bioretention areas
- Enhanced swales
- Filter strip
- Open Graded Friction Course (OGFC)

Stream Channel Protection, Overbank Protection, and Extreme Flood Protection

In accordance with the GDOT Guidelines, GSMM, and GDOT Drainage Manual, BMPs were selected from the BMP Screening Criteria (Table 10.3-2) of the GDOT Drainage Manual that can be designed to detain the 1-year, 24-hour storm event runoff volume (Stream Channel Protection), reduce the post-construction peak flow rate of the 25-year, 24-hour storm to pre-construction levels (Overbank Protection), and safely handle the runoff from the 100-year, 24-hour storm (Extreme Flood Protection). Because the Project is in the conceptual design phase, full design of each BMP was not performed. Rather, BMPs were selected to meet the required standard design criteria, and the site

applicability criteria from the BMP Screening Criteria (Table 10.3-2) were used to generate a conceptual level footprint of each BMP to determine feasibility. Calculations and hydrographs to complete each BMP design will be developed in future phases of the Project.

The following structural BMPs have been incorporated into the Project to provide stream channel protection, overbank protection, extreme flood protection, or a combination of all three:

- Bioretention areas
- Stormwater ponds
- Detention ponds

In some cases, a treatment train approach was used with an enhanced swale, filter strip, or OGFC providing water quality treatment for the MS4 outfall. Detention BMPs were then proposed for the MS4 outfall and evaluated to determine if they would be required based on the infeasibility criteria or GDOT Guidelines.

Results/Conclusions

The Project is divided into 51 MS4 outfall basins. Field survey data collected by ARCADIS, countywide 1-foot contour interval topographic data, conceptual design plans, and aerial photography were utilized to delineate the drainage areas and the pre-construction and post-construction condition impervious areas for each basin. According to the conceptual design, eight MS4 outfall basins have a net impervious surface area that either remains the same or is reduced from pre-construction condition levels, thereby excluding the need to provide a BMP within those basins. There are 16 MS4 outfall basins determined to be infeasible for water quality treatment and 28 MS4 outfall basins for which the use of a BMP designed to meet the detention-related standard design criteria was determined to be infeasible.

Refer to Appendix A, Table 1 for a list of each MS4 outfall basin for the Project and infeasibility or feasibility applicability. Information presented in the table includes:

- MS4 outfall basin ID and basin contributing drainage area.
- Basin total drainage area, pre-construction condition and post-construction condition impervious surface drainage area, and net impervious surface drainage area.

- Determination of whether water quality treatment and the detention standard design criteria are feasible, infeasible, or not required.

- Explanation of infeasibility or feasibility for each MS4 outfall location. For those basins for which construction of a BMP is feasible, the type of BMP proposed to meet the required standard design criteria is listed. The BMP Screening Criteria (Table 10.3-2) from the GDOT Drainage Manual was used to determine which preapproved GDOT BMPs are applicable to the Project.

Refer to Appendix B for WQ_v calculations and a copy of the BMP Screening Criteria (Table 10.3-2) and Appendix C for figures of the contributing drainage area. A conceptual footprint of the selected BMPs is provided in the construction plans (not included).

Appendix A

MS4 Outfall Conceptual Screening Summary for Post-Construction BMPs (Table 1)

Table 1
I-285 at SR-400 Interchange Reconstruction
PI 0000784
MS4 Outfall Conceptual Screening Summary for Post-Construction BMPs

MS4 Outfall Basin ID	Basin Area (ac)	Basin Pre-Construction Impervious Surface Area (ac)	Basin Post-Construction Impervious Surface Area (ac)	Basin Additional Impervious Surface Area (Post - Pre) (ac)	Water Quality Treatment Feasible, Infeasible, or Not Required?	Detention Feasible, Infeasible, or Not Required?	Reason for BMP Infeasibility or Exclusion / Feasible BMP Type
DA 01	8.15	1.80	1.80	0.00	N/R	N/R	No additional impervious (OLE3)
DA 02	4.50	2.24	2.29	0.05	Feasible	Infeasible	Enhanced swale proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 03	23.37	5.39	5.45	0.06	Feasible	Feasible	Stormwater pond proposed.
DA 04	0.76	0.50	0.55	0.05	Feasible	Infeasible	Enhanced swale proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 05	0.94	0.83	0.86	0.03	Feasible	Infeasible	Enhanced swale proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 06	0.43	0.43	0.43	0.00	N/R	N/R	No additional impervious (OLE3)
DA 07	3.14	2.04	2.29	0.25	Feasible	Feasible	Enhanced swale and detention pond proposed
DA 08	1.36	1.12	1.18	0.06	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 09	4.49	2.85	3.57	0.72	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 10	1.40	1.02	1.03	0.01	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 11	1.13	0.61	0.78	0.17	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 12	65.80	22.76	24.09	1.33	Feasible	Feasible	Stormwater pond proposed.
DA 13	3.97	1.83	2.01	0.18	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 14	8.91	6.61	6.78	0.17	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 15	1.19	0.56	0.75	0.19	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 16	2.16	1.83	1.99	0.16	Infeasible	Infeasible	Bridge will be located at this point so no impacts to stream. Construction of a BMP would require the stream to be relocated (OLE2).
DA 17	0.41	0.36	0.37	0.01	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 18	9.85	6.46	7.40	0.94	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 19	4.40	1.98	3.22	1.24	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 20	39.77	19.03	20.15	1.12	Feasible	Feasible	Stormwater pond proposed.
DA 21	2.21	0.65	1.23	0.58	Feasible	Feasible	Enhanced swale proposed. Assume detention to be provided in existing regional stormwater ponds.
DA 22	26.81	13.57	14.68	1.11	Feasible	Feasible	Stormwater pond proposed.
DA 23	3.14	0.90	2.34	1.44	Feasible	Feasible	Bioretention area proposed. Detention will be provided in the regional stormwater ponds.
DA 24	0.92	0.00	0.37	0.37	Feasible	Feasible	Enhanced swale proposed. Assume detention to be provided in existing regional stormwater ponds.
DA 25	7.88	3.90	4.47	0.57	Feasible	Feasible	Stormwater pond proposed.
DA 26	2.14	0.00	0.64	0.64	Feasible	Feasible	Enhanced swale proposed. Assume detention to be provided in existing regional stormwater ponds.
DA 27	2.07	0.81	0.83	0.02	Feasible	Feasible	Enhanced swale proposed. Assume detention to be provided in existing regional stormwater ponds.
DA 28	20.39	9.67	10.35	0.68	Feasible	Feasible	Stormwater pond proposed.
DA 29	23.02	11.37	12.00	0.63	Feasible	Feasible	Stormwater pond proposed.
DA 30	17.20	8.94	9.24	0.30	Feasible	Infeasible	Filter strip and OGFC proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 31	25.19	7.90	7.90	0.00	N/R	N/R	No additional impervious (OLE3)
DA 32	3.11	2.60	2.60	0.00	N/R	N/R	No additional impervious (OLE3)
DA 33	1.91	0.67	0.85	0.18	Feasible	Feasible	Bioretention area proposed. Assume detention to be provided in existing regional stormwater pond.
DA 34	3.34	2.78	2.82	0.04	Feasible	Feasible	Bioretention area proposed. Assume detention to be provided in existing regional stormwater pond.
DA 35	3.52	2.76	2.37	-0.39	N/R	N/R	No additional impervious (OLE3)
DA 36	1.86	0.26	1.10	0.84	Infeasible	Infeasible	BMP construction infeasible due to site constraints (OLE1)
DA 37	6.38	4.69	6.05	1.36	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 38	4.09	2.25	3.01	0.76	Infeasible	Infeasible	BMP construction infeasible due to site constraints (OLE1)
DA 39	0.58	0.58	0.58	0.00	N/R	N/R	No additional impervious (OLE3)
DA 40	2.26	1.65	2.15	0.50	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 41	5.85	2.06	4.42	2.36	Infeasible	Infeasible	BMP construction infeasible due to site constraints (OLE1)
DA 42	3.07	3.07	3.07	0.00	N/R	N/R	No additional impervious (OLE3)
DA 43	3.56	1.91	2.65	0.74	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 44	1.44	0.56	0.95	0.39	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 45	7.69	3.25	4.86	1.61	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 46	13.81	7.24	7.65	0.41	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 47	36.00	17.89	19.19	1.30	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 48	2.01	0.45	0.52	0.07	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 49	2.75	2.18	2.47	0.29	Infeasible	Infeasible	Cultural / Community Resource (IC1)
DA 50	7.07	2.94	3.20	0.26	Feasible	Infeasible	Bioretention area proposed. Assume downstream analysis of discharge into nearby stream will allow detention to be waived (P1).
DA 51	9.26	6.22	6.22	0.00	N/R	N/R	No additional impervious (OLE3)
TOTAL	**436.67**	**203.97**	**227.77**	**23.80**			

Legend

1. IC[#] = Infeasibility Criteria. Refer to MS4 Conceptual Infeasibility and Feasibility Analysis, Design and Infeasibility Criteria section (p.2 - 3) for a discussion of the criteria used to determine infeasibility.
2. OLE[#] = Outfall Level Exclusion: Refer to MS4 Conceptual Infeasibility and Feasibility Analysis, Design and Infeasibility section (p.2 - 3) for a discussion of the exclusions used to determine whether a BMP is required for a MS4 outfall.
3. P[#] = Policy : Refer to MS4 Conceptual Infeasibility and Feasibility Analysis, Design and Infeasibility section (p.2 - 3) for a discussion of each policy used to determine whether a BMP is required for a MS4 outfall.
4. N/R = Not Required
5. OGFC = Open Graded Friction Course

Appendix B

GDOT Drainage Manual BMP Screening Criteria (Table 10.3-2) and Water Quality Volume Calculations

Table 10.3-2 BMP Screening Criteria (adapted from the GSMM)

	Stormwater Treatment							Site Applicability							Cost Considerations	
BMP	**WQ_v / TSS**	**CP_v**	**Q_{p25} / Q_f**	**TP**	**TN**	**Fecal Coliform**	**Metals**	**Roadway Applicability**	**LID/ GI**	**Drainage Area (ac)**	**Space Req'd (% of Imperv. Area)**	**Max Site Slope**	**Minimum Head**	**Depth to Water Table**	**Construction Cost**	**Maintenance Burden**
Filter Strips	60%	X	X	20 %	20 %	X	40%	High	Yes	N/A	20%	6%	<1 ft	1-2 ft	Low	Low
Grassed Channels	50%	X	X	25 %	20 %	X	30%	High	Yes	5 max	10%	4%	<1 ft	2 ft	Low	Low
Enhanced Dry Swales	80%	?	X	50 %	50 %	X	40%	High	Yes	5 max	10-20%	4%	3-5 ft	2 ft	Med	Low
Enhanced Wet Swales	80%	?	X	25 %	40 %	X	20%	High	Yes	5 max	10-20%	4%	1 ft	Below	High	Low
Infiltration Trenches	80%	?	X	60 %	60 %	90%	90%	High	Yes	5 max	2-3%	6%	1 ft	4 ft	High	High
Bioslopes	95%	X	X	80 %	25 %	60%	85%	High	Yes	N/A	N/A	5%	N/A	2 ft	Med	Med
Sand Filters	80%	?	X	50 %	25 %	40%	50%	Med	Yes	10 max	2-3%	6%	5 ft	2 ft	High	High
Bioretention Basins	85%	?	X	80 %	60 %	90%	95%	Med	Yes	5 max	3-6%	20%	3 ft	2 ft	Med-High	High
Dry Detention Basins	65%	✓	✓	10 %	10 %	û	50%	Med		75 max	N/A	15%	3 ft	2 ft	Low	Low
Wet Detention Ponds	80%	✓	✓	50 %	30 %	70%	50%	Low	Yes	10 min*	2-3%	15%	6-8 ft	2 ft (if aquifer)	Low	Low
Stormwater Wetlands – Level 2	85%	?	X	75 %	55 %	85%	60%	Low	Yes	5 min	3-5%	Flat	2-3 ft	2 ft (if aquifer)	Med	Med
Stormwater Wetlands – Level 1	80%	✓	✓	40 %	30 %	70%	50%	Low	Yes	5 min	3-5%	8%	2-3 ft	2 ft (if aquifer)	Med	Med
OGFC	50%	X	X	X	X	X	X	High	Yes	N/A	0%	N/A	N/A	N/A	Low	Low

✓ -BMP meets the stormwater treatment requirement

X -BMP does not meet the stormwater treatment requirement

? - BMP may meet the stormwater treatment requirement depending on size, configuration, and site constraints

* - Minimum drainage area of ten acres is required to maintain the permanent pool (unless groundwater is present).

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 02

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	4.499	acres	
Impervious Area	2.235	acres	
Percent Impervious (I)	49.69%		
Runoff Coefficient Rv	0.497		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.22	acre/ft	9,742.99 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	4.499	acres	
Post-development Impervious Area	2.293	acres	
Percent Impervious (I)	50.96%		
Runoff Coefficient Rv	0.509		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.23	acre/ft	9,967.87 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**224.88 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 03

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	23.367	acres	
Impervious Area	5.395	acres	
Percent Impervious (I)	23.09%		
Runoff Coefficient Rv	0.258		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.60	acre/ft	26,238.78 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	23.367	acres	
Post-development Impervious Area	5.453	acres	
Percent Impervious (I)	23.34%		
Runoff Coefficient Rv	0.260		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.61	acre/ft	26,466.08 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**227.30 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 04

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	0.760	acres	
Impervious Area	0.504	acres	
Percent Impervious (I)	66.35%		
Runoff Coefficient Rv	0.647		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.05	acre/ft	2,142.23 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	0.760	acres	
Post-development Impervious Area	0.547	acres	
Percent Impervious (I)	71.99%		
Runoff Coefficient Rv	0.698		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.05	acre/ft	2,310.11 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**167.88 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 05

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	0.936	acres	
Impervious Area	0.826	acres	
Percent Impervious (I)	88.25%		
Runoff Coefficient Rv	0.844		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.08	acre/ft	3,442.27 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	0.936	acres	
Post-development Impervious Area	0.856	acres	
Percent Impervious (I)	91.46%		
Runoff Coefficient Rv	0.873		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.08	acre/ft	3,560.24 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**117.97 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 07

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	3.136	acres	
Impervious Area	2.038	acres	
Percent Impervious (I)	65.00%		
Runoff Coefficient Rv	0.635		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.20	acre/ft	8,674.00 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	3.136	acres	
Post-development Impervious Area	2.288	acres	
Percent Impervious (I)	72.98%		
Runoff Coefficient Rv	0.707		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.22	acre/ft	9,654.44 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**980.44 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 12

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	65.803	acres	
Impervious Area	22.765	acres	
Percent Impervious (I)	34.60%		
Runoff Coefficient Rv	0.361		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	2.38	acre/ft	103,578.25 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	65.803	acres	
Post-development Impervious Area	24.094	acres	
Percent Impervious (I)	36.61%		
Runoff Coefficient Rv	0.380		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	2.50	acre/ft	108,788.54 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**5,210.29 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 20

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	39.770	acres	
Impervious Area	19.028	acres	
Percent Impervious (I)	47.85%		
Runoff Coefficient Rv	0.481		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.91	acre/ft	83,260.17 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	39.770	acres	
Post-development Impervious Area	20.153	acres	
Percent Impervious (I)	50.67%		
Runoff Coefficient Rv	0.506		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	2.01	acre/ft	87,670.10 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**4,409.94 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 21

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	2.211	acres	
Impervious Area	0.650	acres	
Percent Impervious (I)	29.39%		
Runoff Coefficient Rv	0.315		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.07	acre/ft	3,029.86 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	2.211	acres	
Post-development Impervious Area	1.234	acres	
Percent Impervious (I)	55.80%		
Runoff Coefficient Rv	0.552		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.12	acre/ft	5,319.73 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,289.87 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 22

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	26.813	acres	
Impervious Area	13.571	acres	
Percent Impervious (I)	50.61%		
Runoff Coefficient Rv	0.506		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.36	acre/ft	59,045.42 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	26.813	acres	
Post-development Impervious Area	14.680	acres	
Percent Impervious (I)	54.75%		
Runoff Coefficient Rv	0.543		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.46	acre/ft	63,392.43 cuft
Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**4,347.01 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 23

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	3.142	acres	
Impervious Area	0.898	acres	
Percent Impervious (I)	28.57%		
Runoff Coefficient Rv	0.307		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.10	acre/ft	4,203.00 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	3.142	acres	
Post-development Impervious Area	2.335	acres	
Percent Impervious (I)	74.32%		
Runoff Coefficient Rv	0.719		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.23	acre/ft	9,838.55 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**5,635.55 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 24

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	0.923	acres	
Impervious Area	0.000	acres	
Percent Impervious (I)	0.00%		
Runoff Coefficient Rv	0.050		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.00	acre/ft	200.99 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	0.923	acres	
Post-development Impervious Area	0.375	acres	
Percent Impervious (I)	40.61%		
Runoff Coefficient Rv	0.415		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.04	acre/ft	1,670.11 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,469.11 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 25

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	7.880	acres	
Impervious Area	3.902	acres	
Percent Impervious (I)	49.51%		
Runoff Coefficient Rv	0.496		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.39	acre/ft	17,012.37 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	7.880	acres	
Post-development Impervious Area	4.468	acres	
Percent Impervious (I)	56.70%		
Runoff Coefficient Rv	0.560		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.44	acre/ft	19,232.67 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,220.30 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 26

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	2.135	acres	
Impervious Area	0.000	acres	
Percent Impervious (I)	0.00%		
Runoff Coefficient Rv	0.050		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.01	acre/ft	465.01 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	2.135	acres	
Post-development Impervious Area	0.644	acres	
Percent Impervious (I)	30.15%		
Runoff Coefficient Rv	0.321		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.07	acre/ft	2,988.24 cuft
Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,523.22 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 27

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	2.068	acres	
Impervious Area	0.812	acres	
Percent Impervious (I)	39.23%		
Runoff Coefficient Rv	0.403		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.08	acre/ft	3,632.07 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	2.068	acres	
Post-development Impervious Area	0.826	acres	
Percent Impervious (I)	39.95%		
Runoff Coefficient Rv	0.410		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.08	acre/ft	3,689.77 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**57.70 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 28

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	20.390	acres	
Impervious Area	9.675	acres	
Percent Impervious (I)	47.45%		
Runoff Coefficient Rv	0.477		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.97	acre/ft	42,369.64 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	20.390	acres	
Post-development Impervious Area	10.350	acres	
Percent Impervious (I)	50.76%		
Runoff Coefficient Rv	0.507		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.03	acre/ft	45,016.83 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,647.18 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 29

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	23.024	acres	
Impervious Area	11.370	acres	
Percent Impervious (I)	49.38%		
Runoff Coefficient Rv	0.494		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.14	acre/ft	49,588.46 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	23.024	acres	
Post-development Impervious Area	12.001	acres	
Percent Impervious (I)	52.12%		
Runoff Coefficient Rv	0.519		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	1.20	acre/ft	52,063.49 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,475.03 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 30

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	17.195	acres	
Impervious Area	8.936	acres	
Percent Impervious (I)	51.97%		
Runoff Coefficient Rv	0.518		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.89	acre/ft	38,779.44 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	17.195	acres	
Post-development Impervious Area	9.237	acres	
Percent Impervious (I)	53.72%		
Runoff Coefficient Rv	0.533		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.92	acre/ft	39,956.32 cuft
Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,176.88 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 33

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	1.913	acres	
Impervious Area	0.674	acres	
Percent Impervious (I)	35.25%		
Runoff Coefficient Rv	0.367		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.07	acre/ft	3,060.93 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	1.913	acres	
Post-development Impervious Area	0.847	acres	
Percent Impervious (I)	44.27%		
Runoff Coefficient Rv	0.448		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.09	acre/ft	3,737.57 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**676.64 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 34

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	3.345	acres	
Impervious Area	2.780	acres	
Percent Impervious (I)	83.11%		
Runoff Coefficient Rv	0.798		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.27	acre/ft	11,625.80 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	3.345	acres	
Post-development Impervious Area	2.819	acres	
Percent Impervious (I)	84.30%		
Runoff Coefficient Rv	0.809		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.27	acre/ft	11,781.62 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**155.82 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 37

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	6.384	acres	
Impervious Area	4.689	acres	
Percent Impervious (I)	73.45%		
Runoff Coefficient Rv	0.711		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.45	acre/ft	19,773.78 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	6.384	acres	
Post-development Impervious Area	6.051	acres	
Percent Impervious (I)	94.79%		
Runoff Coefficient Rv	0.903		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.58	acre/ft	25,113.63 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**5,339.85 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 40

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	2.262	acres	
Impervious Area	1.653	acres	
Percent Impervious (I)	73.07%		
Runoff Coefficient Rv	0.708		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.16	acre/ft	6,973.52 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	2.262	acres	
Post-development Impervious Area	2.154	acres	
Percent Impervious (I)	95.21%		
Runoff Coefficient Rv	0.907		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.21	acre/ft	8,937.11 cuft
Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,963.58 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 43

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	3.564	acres	
Impervious Area	1.910	acres	
Percent Impervious (I)	53.60%		
Runoff Coefficient Rv	0.532		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.19	acre/ft	8,264.61 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	3.564	acres	
Post-development Impervious Area	2.653	acres	
Percent Impervious (I)	74.46%		
Runoff Coefficient Rv	0.720		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.26	acre/ft	11,178.56 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**2,913.96 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 44

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	1.438	acres	
Impervious Area	0.557	acres	
Percent Impervious (I)	38.75%		
Runoff Coefficient Rv	0.399		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.06	acre/ft	2,497.54 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	1.438	acres	
Post-development Impervious Area	0.950	acres	
Percent Impervious (I)	66.04%		
Runoff Coefficient Rv	0.644		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.09	acre/ft	4,036.42 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,538.88 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 45

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	7.692	acres	
Impervious Area	3.249	acres	
Percent Impervious (I)	42.24%		
Runoff Coefficient Rv	0.430		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.33	acre/ft	14,411.83 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	7.692	acres	
Post-development Impervious Area	4.859	acres	
Percent Impervious (I)	63.17%		
Runoff Coefficient Rv	0.619		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.48	acre/ft	20,725.35 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**6,313.52 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 46

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	13.810	acres	
Impervious Area	7.243	acres	
Percent Impervious (I)	52.45%		
Runoff Coefficient Rv	0.522		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.72	acre/ft	31,401.70 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	13.810	acres	
Post-development Impervious Area	7.648	acres	
Percent Impervious (I)	55.38%		
Runoff Coefficient Rv	0.548		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.76	acre/ft	32,990.16 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,588.46 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 48

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	2.010	acres	
Impervious Area	0.450	acres	
Percent Impervious (I)	22.42%		
Runoff Coefficient Rv	0.252		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.05	acre/ft	2,203.82 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	2.010	acres	
Post-development Impervious Area	0.516	acres	
Percent Impervious (I)	25.69%		
Runoff Coefficient Rv	0.281		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.06	acre/ft	2,461.73 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**257.91 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Water Quality Storage Design

Project Name	I-285 at SR-400 Interchange Reconstruction
Project Number	PI 0000784
Date	9/30/2014
Design By:	
Structure No.	
Drainage Area	DA 50

Water Quality Volume Calculations (Pre-development)

Pre-development Site Area	7.071	acres	
Impervious Area	2.936	acres	
Percent Impervious (I)	41.52%		
Runoff Coefficient Rv	0.424		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.30	acre/ft	13,049.98 cuft

Water Quality Volume Calculations (Post-development)

Post-development Site Area	7.071	acres	
Post-development Impervious Area	3.202	acres	
Percent Impervious (I)	45.29%		
Runoff Coefficient Rv	0.458		
Rainfall Depth (P)	1.2	inches	
Calculated Treatment Volume (WQ_v)	0.32	acre/ft	14,094.44 cuft

Required Treatment Volume (WQ_v) **(Post Volume - Pre Volume)**			**1,044.46 cuft**
Provided Treatment Volume (WQ_v) **- From Hydraflow**			
Bottom of Pond Elev -From Hydraflow		ft	
WQv Pool Elev - From Hydraflow		ft	

Formulas

$$R_v = 0.05 + (0.009)(I)$$

$$WQ_v = 1.2 * R_v * A/12$$

Appendix C

Drainage Area Figures for MS4 Outfalls

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Figure 1
(Drainage Area 1 -6)

MS4 Conceptual Infeasibility and Feasibility Analysis
for I-285 / SR 400 Interchange Reconstruction
PI 0000784

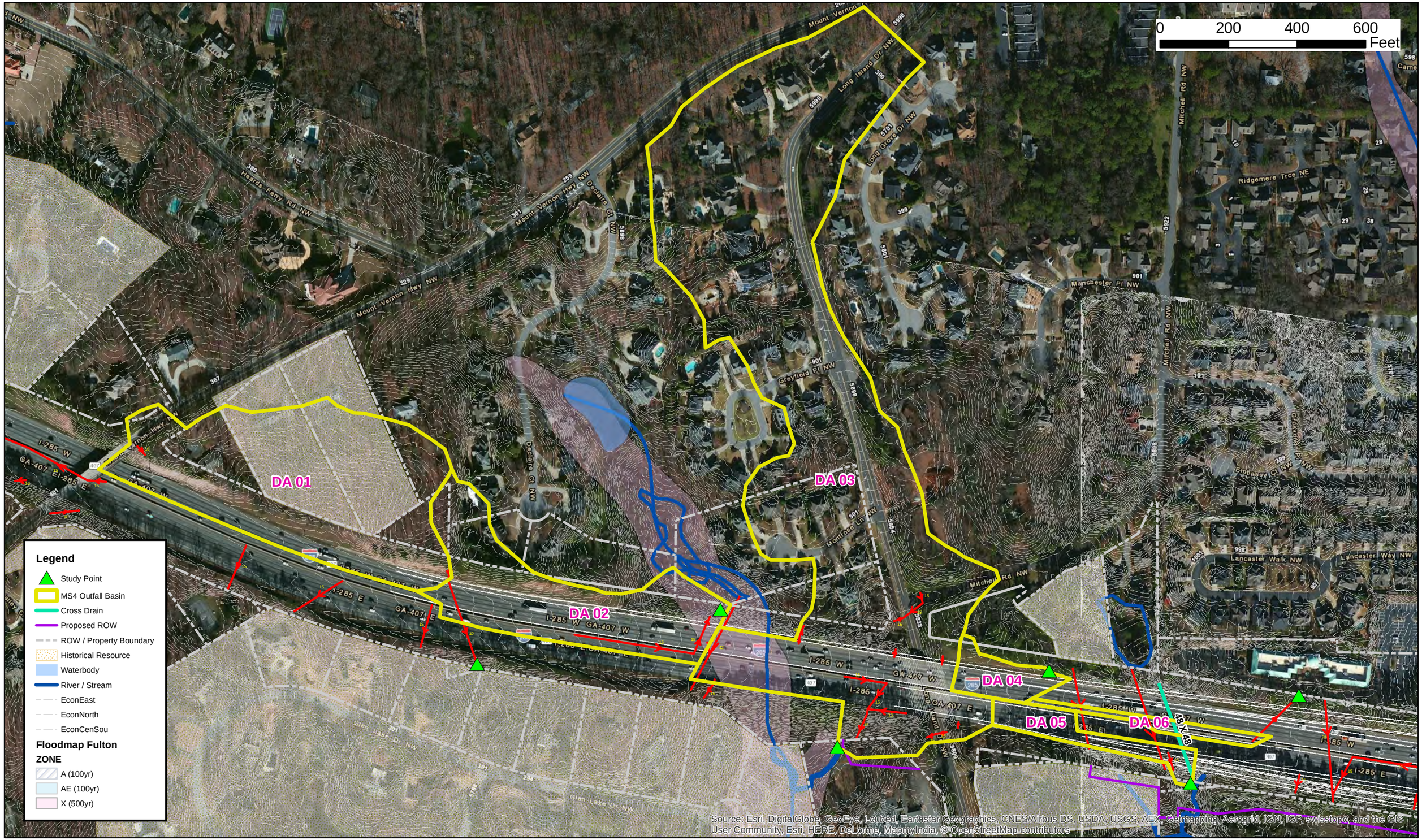

Figure 2
(Drainage Area 7 -11)

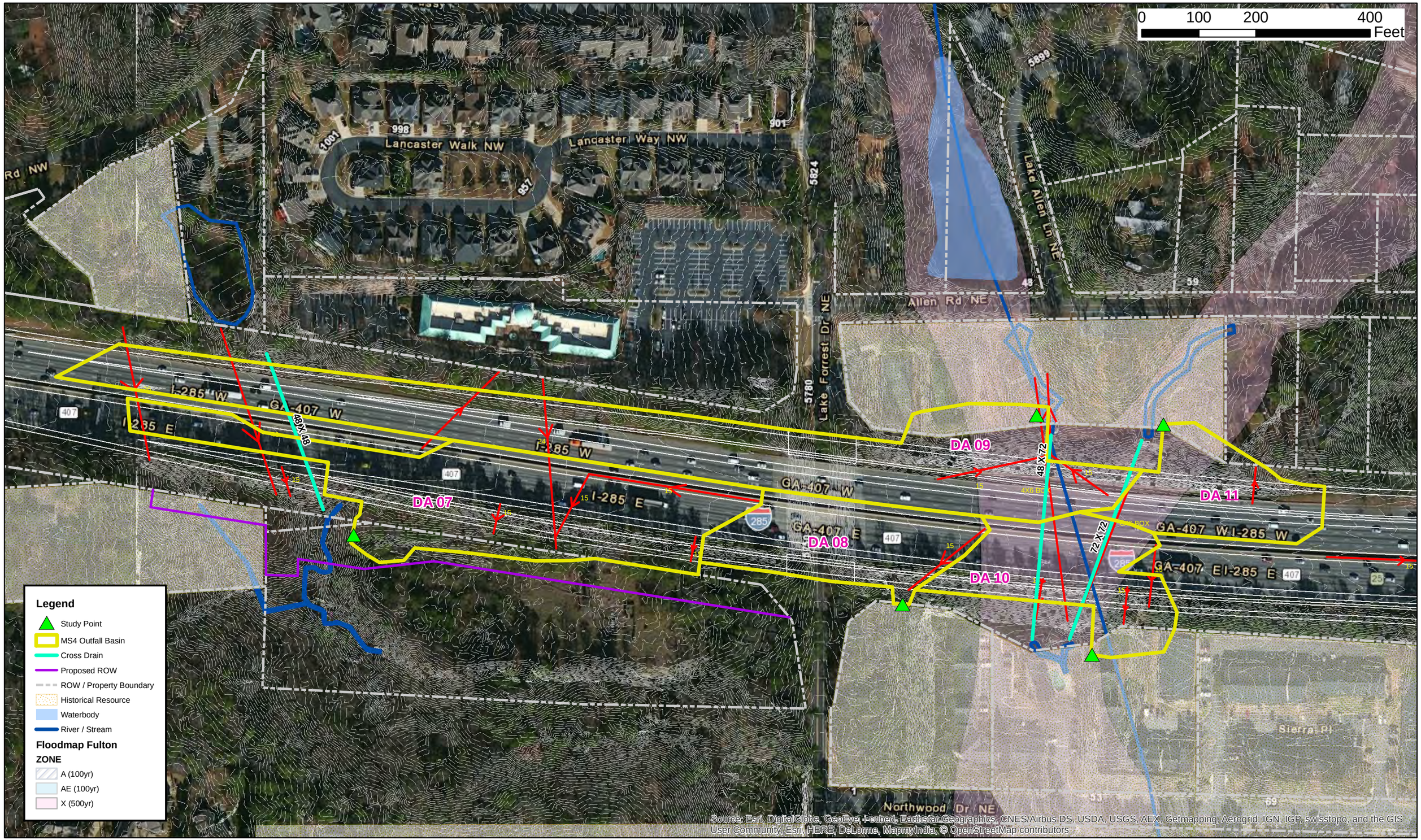

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Figure 3
(Drainage Area 12 -14)

MS4 Conceptual Infeasibility and Feasibility Analysis
for I-285 / SR 400 Interchange Reconstruction
PI 0000784

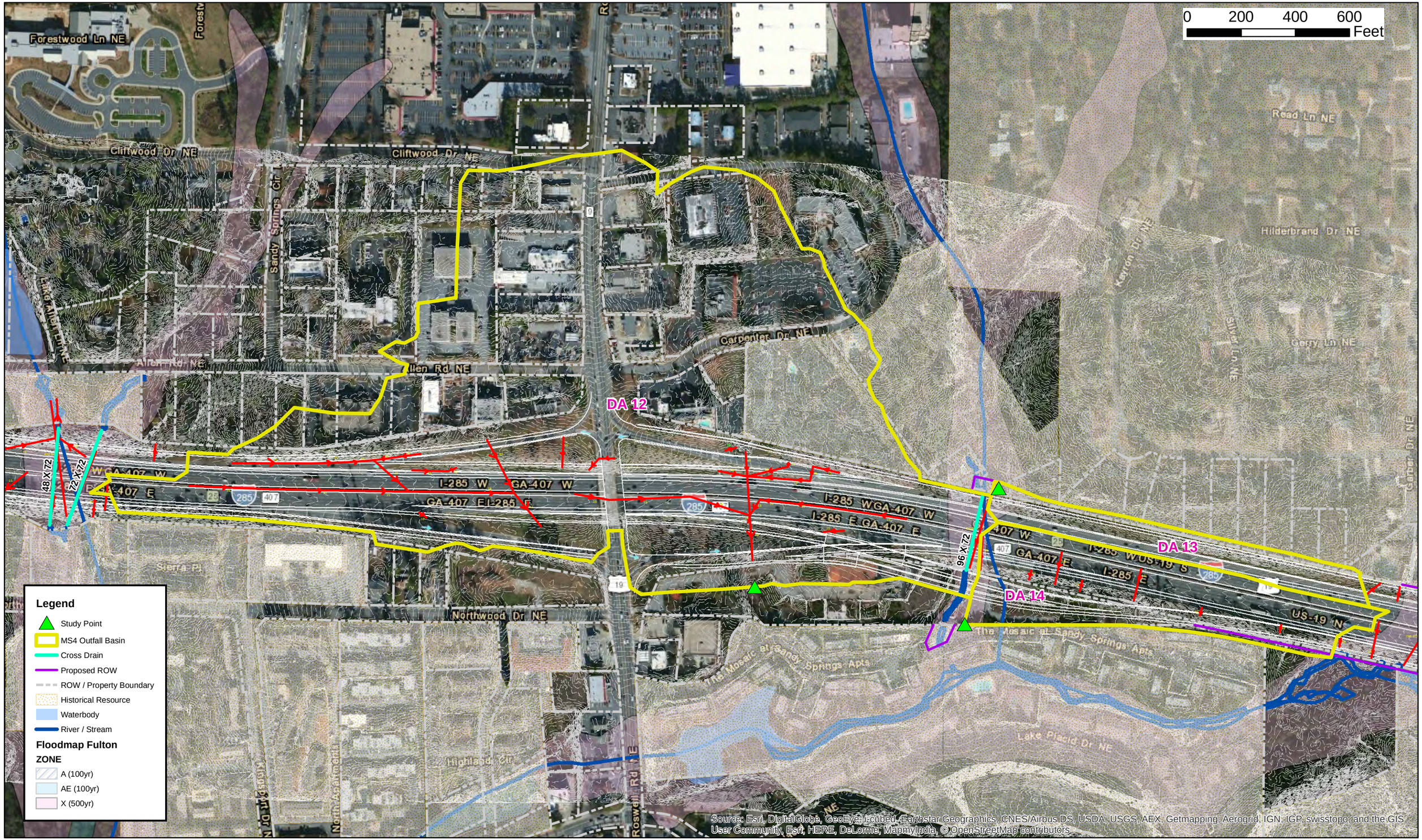

Figure 4
(Drainage Area 15-20)

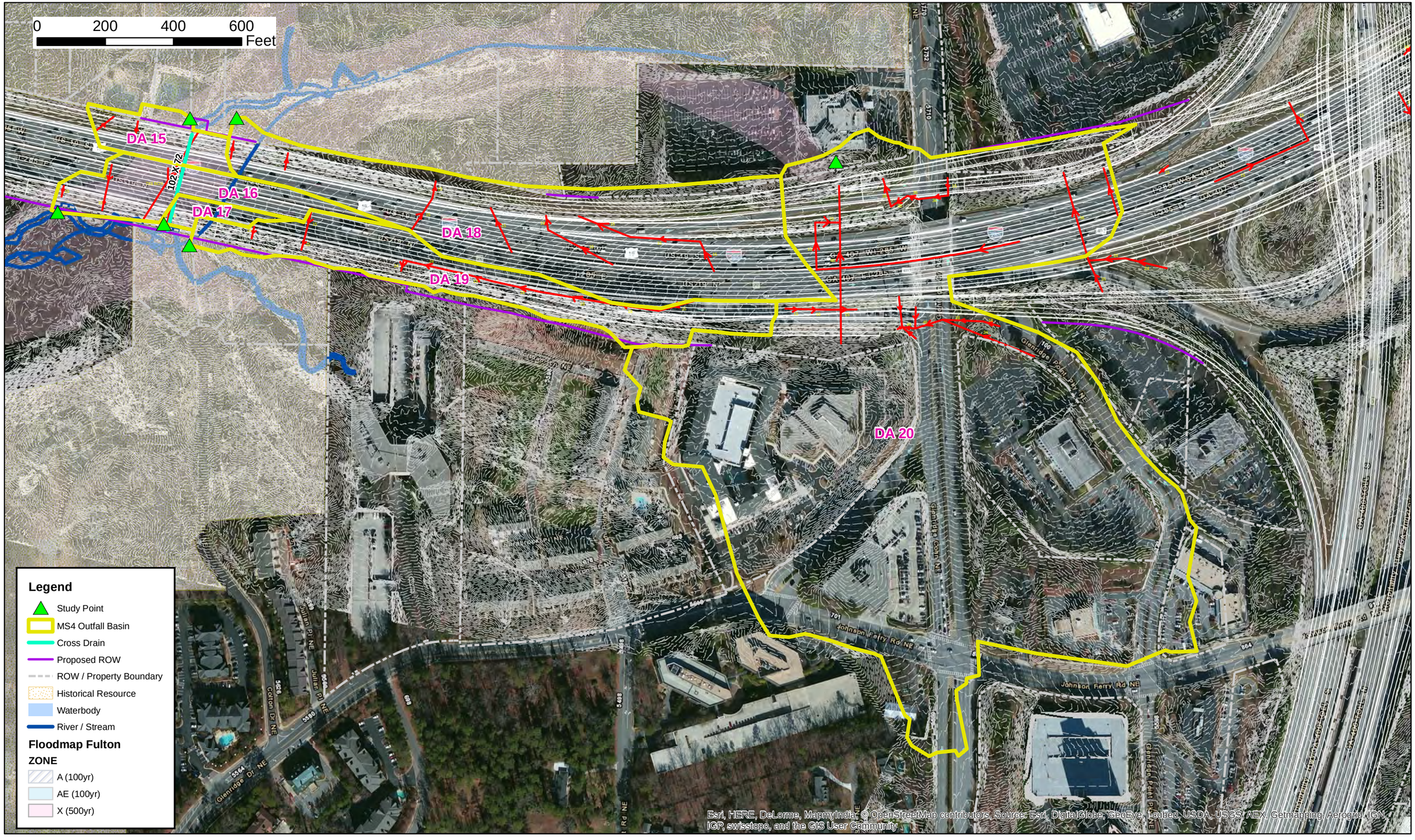

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Figure 5
(Drainage Area 21-32)

MS4 Conceptual Infeasibility and Feasibility Analysis
for I-285 / SR 400 Interchange Reconstruction
PI 0000784

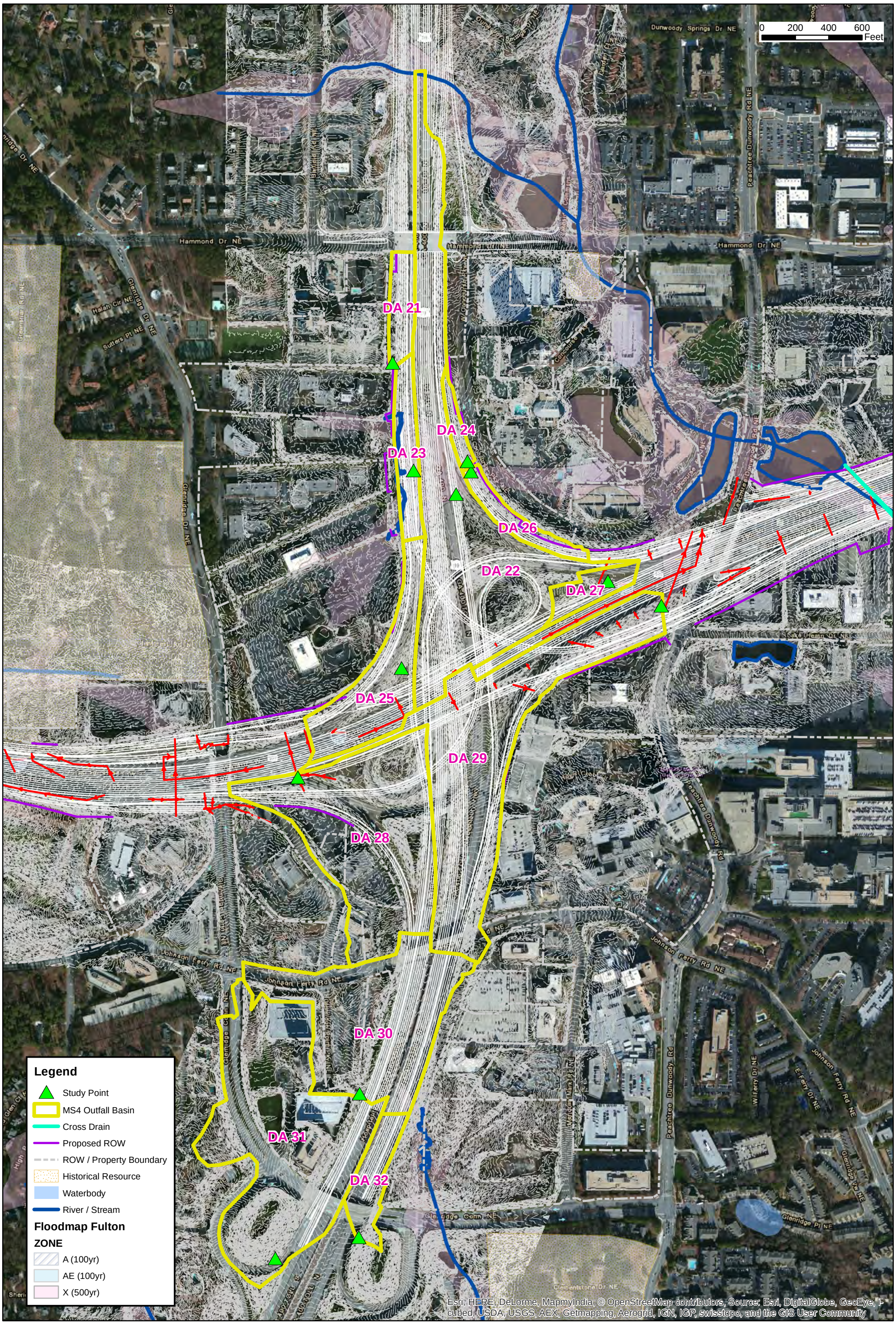


Figure 6
(Drainage Area 33-40)

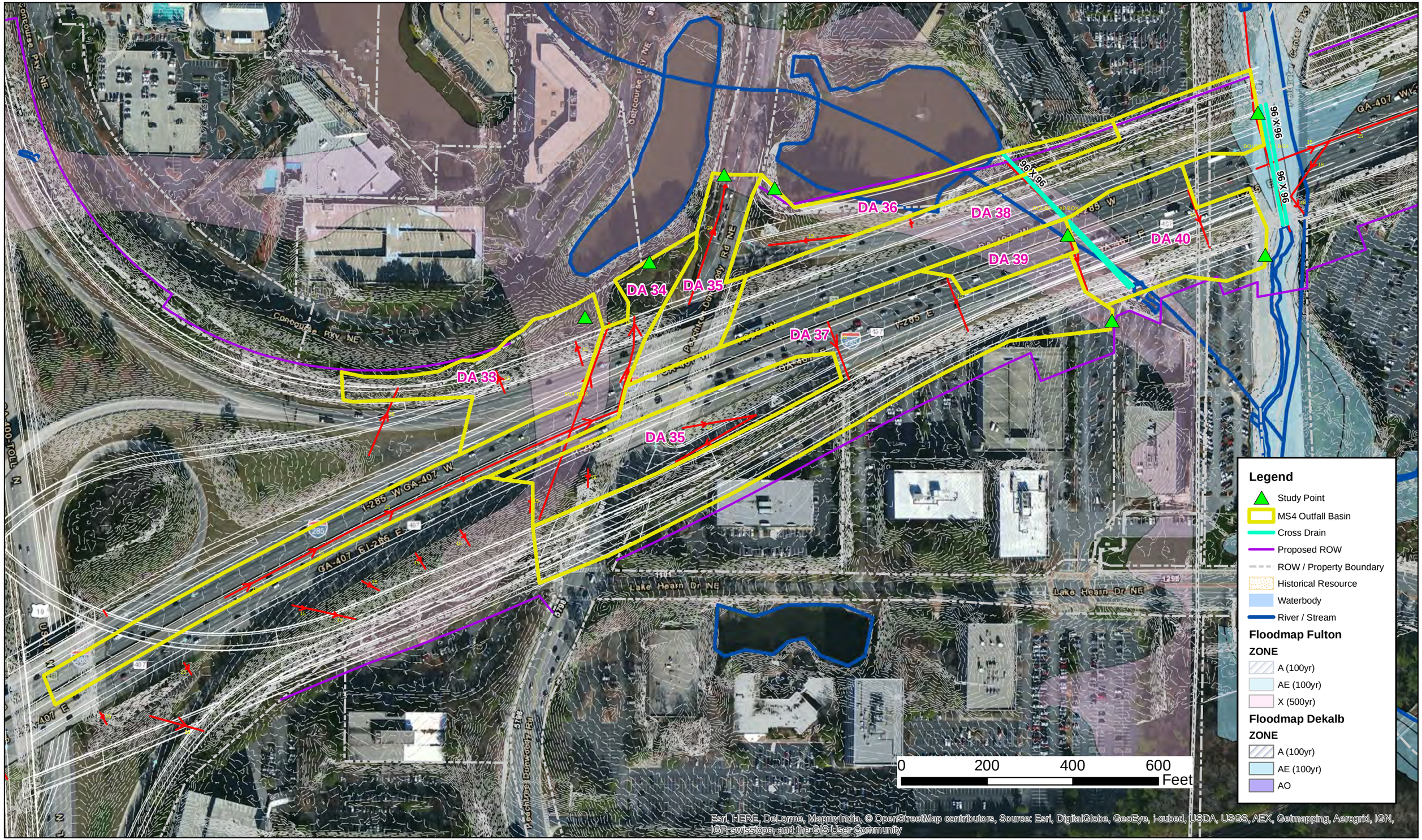


Figure 7
(Drainage Area 41-48)

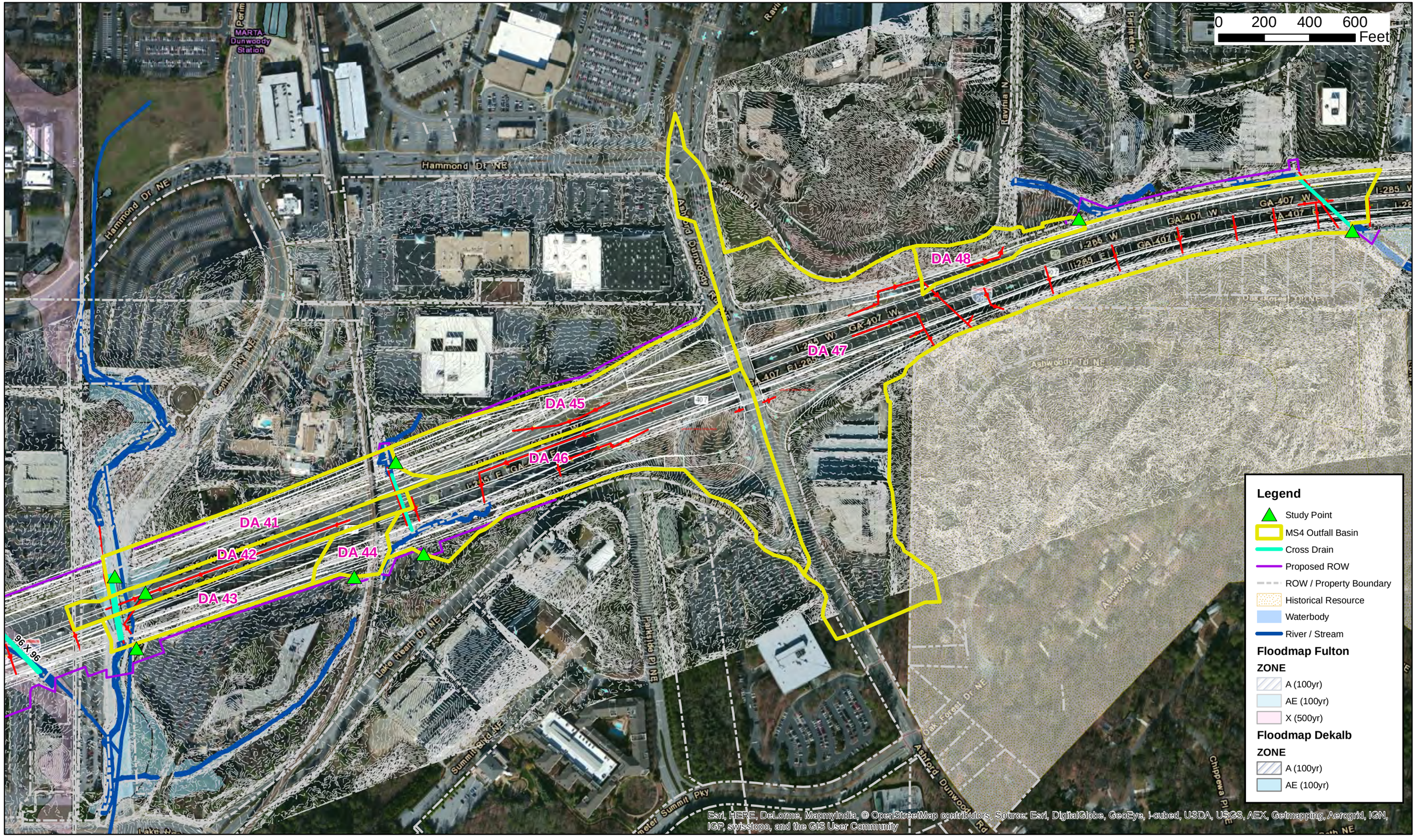
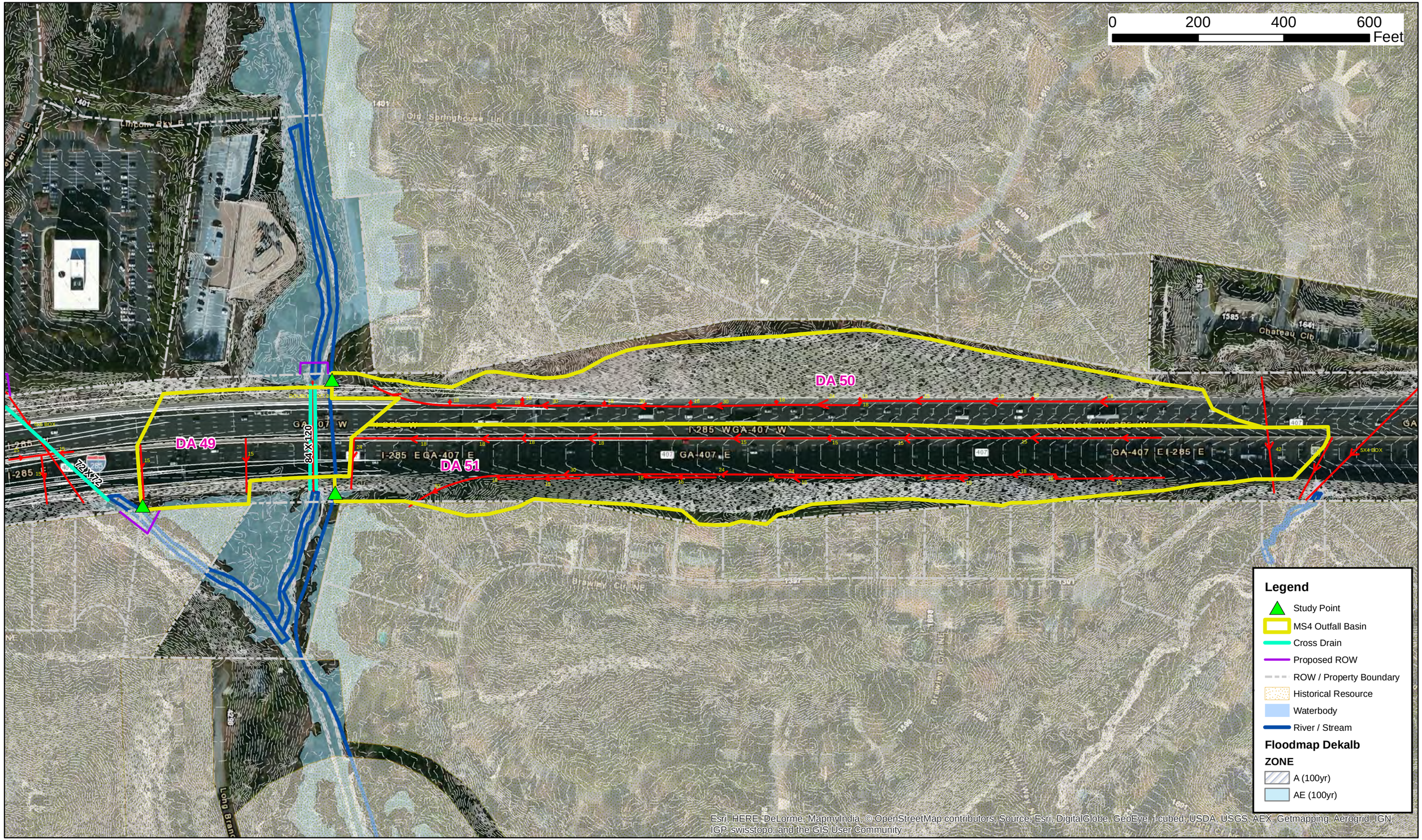


Figure 8
(Drainage Area 49-51)



ATTACHMENT 10

MINUTES OF CONCEPT MEETINGS

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MEETING REPORT

Subject:
Initial Concept Team Meeting
I-285 at SR 400 Interchange Reconstruction
PI 0000784

Department:
Infrastructure

ARCADIS Project No.:
GADT0201

Place/Date of Meeting:
Georgia Department of Transportation
Main Conference Room, 27th Floor
July 24, 2014

Report No.:
1

Minutes by:
Shamir Poudel

Issue Date:
August 5, 2014

Participants:
See Attached List

Copies:
Attendees
Mike Rushing, Kimley Horn

An initial concept team meeting was held to discuss the scope, schedule, roles, and responsibilities for the concept development of the I-285 at SR 400 Interchange Reconstruction Project (PI 0000784). Following is a summary of discussion items, decisions made, and action items identified during the meeting:

1. Marlo Clowers, GDOT Project Manager, opened the meeting and provided background information for the project. She mentioned that PI 0000784 is one of two projects that comprise the I-285 at SR 400 Interchange Project, which is a high-priority project for the state. The SR 400 Collector-Distributor (C/D) Project (PI 721850), which extends from Hammond Drive to Spalding Drive, is the second project and includes construction of C/D lanes along SR 400.

2. Ms. Clowers stated that the SR 400 C/D Project (PI 721850) has been under development for some time and two-thirds of the right-of-way has already been purchased. I-285 at SR 400 (PI 0000784) improvements were identified as a part of the revive285 top end project. The I-285 at SR 400 Interchange Reconstruction Project is not being executed as an independent project in order to accelerate implementation.

3. Both the I-285 at SR 400 and SR 400 C/D projects are planned to be let to construction using a single design-build-finance (DBF) procurement mechanism to allow for deferred payment of the cost of the projects. Proposed improvements will not be tolled.

4. Shamir Poudel, ARCADIS Project Manager, presented the existing conditions and technical aspects of the project (a copy of the presentation is attached to these meeting minutes):

   a. The limits of the project extend east and west of the I-285/SR 400 interchange to the next major interchanges (Roswell Road to the west and Ashford Dunwoody Road to the east). Along SR 400, improvements will extend from the Glenridge Connector to the south to Hammond Drive to the north, where the improvements will tie into the SR 400 C/D project.

   b. The 3.5-mile section of I-285 included in the project limits currently has nine access points in each direction. Significant merging and diverging maneuvers occur between traffic exiting and entering SR 400 and traffic entering and exiting four other service interchanges (Roswell Road, Glenridge Drive, Peachtree Dunwoody Road, and Ashford Dunwoody Road).

   c. In general, existing I-285 has five general-purpose lanes and an auxiliary lane through the project in each direction.

   d. Accident rates within the project area exceed the statewide averages for similar facilities. Rear-end accidents, which are typically attributed to congestion, comprise approximately 62 percent of the accidents. Sideswipe and angle accidents, which are typically attributed to merging, diverging, and lane shift maneuvers, comprise approximately 28 percent of the accidents.

   e. Between 2005 and 2008, there was one accident every other day during the morning and evening weekday peak periods.

   f. The existing interchange includes two loop ramps that serve SR 400 southbound to I-285 eastbound and SR 400 northbound to I-285 westbound traffic. I-285 eastbound to SR 400 northbound traffic is served by a 35 mile per hour (mph) ramp that merges to SR 400 northbound from the left side. I-285 westbound continues onto SR 400 southbound as an additional lane. Both I-285 and SR 400 are currently posted for a 55 mph speed limit. The speed limit along I-285 is being raised to 65 mph in the next few months as part of a variable speed limit project. Under the current configuration, the I-285 eastbound to SR 400 southbound ramp has additional clearance over SR 400 northbound lanes. This additional clearance has to be accounted for in the interchange design.

   g. Regarding environmental constraints, most of the residential neighborhoods have been identified as potential historic resources. In addition, multiple state waters and buffers may be impacted.

   h. The goals of the project are to:

      i. Improve operational efficiency
      ii. Enhance safety
      iii. Reduce weaving maneuvers along the I-285 mainline
      iv. Address the current lack of adequate ramp capacity at the SR 400/I-285 interchange

i. Proposed improvements include construction of C/D lanes along I-285 eastbound and westbound to separate exiting and entering traffic from through traffic. Proposed improvements include construction under the Roswell Road and Ashford Dunwoody Road bridges to allow C/D lanes, but the interchange itself will not be impacted.

j. The existing I-285 typical section consists of a 6.75-foot inside shoulder, two 11-foot lanes, and three to four 12-foot lanes. It is intended to keep I-285 inside shoulder and lane widths as is and to construct the new C/D lanes out of the existing edge of pavement.

k. Proposed design speeds are as follows:

i.	I-285 Mainline	65 mph
ii.	SR 400 Mainline	55 mph
iii.	C/D Lanes	55 mph
iv.	System to System Ramps	45 mph
v.	Service Ramps	35 mph to 45 mph
vi.	Loop Ramps	25 mph

l. It is anticipated that the following design exceptions will be required:

   i. Lane width and inside shoulder along I-285 to maintain existing configuration.
   ii. Shoulder widths along C/D lanes under Roswell Road and Ashford Dunwoody Road to accommodate C/D lanes under existing bridges.
   iii. System to system ramp to maintain existing ramp and/or minimize impacts to adjoining property.

m. The level of the environmental document and permits required were discussed. It is anticipated that an environmental assessment (EA) will be required. Special studies are currently under way. The project will require an individual permit from the United States Army Corps of Engineers (USACE). The project is within an urbanized area and therefore compliance with GDOT's Municipal Separate Storm Sewer System (MS4) permit will be required. Several threatened and endangered species have been identified, and a Georgia Aster survey will need to be conducted in the fall of 2014.

5. Following is a summary of questions and comments and, if applicable, the responses provided:

a. GDOT Traffic Operations stated that a recent statute allows metropolitan Atlanta interstate speeds to be raised to 70 mph. Traffic Operations requested that an increase in the design speed for I-285 and SR 400 to 70 mph be considered.

   Response: A higher design speed may require upgrading some of the existing features along I-285. In addition, this will translate into higher design speeds along connecting C/D and ramp facilities. The feasibility of a 70 mph design speed for I-285 will be reviewed.

b. GDOT District 7 mentioned that SR 400 should be designed for a 65 mph speed.

   Response: There will be vertical alignment challenges associated with designing SR 400 for 65 mph. Existing SR 400 is designed at a ±6 percent grade. A 65 mph design speed will require a maximum grade of 4 percent for most of SR 400, with short sections that can be designed at 5 percent. This change in grade will extend the limits of the SR 400 reconstruction of existing lanes.

c. GDOT District 7 asked how right-of-way (ROW) will be acquired. Will it be acquired by GDOT or the DBF team?

   Response: A decision has not been made as to how ROW will be acquired. There are two options: (1) ROW acquisition will be done by a consultant working for GDOT, which will coordinate with the DBF contractor, or (2) the DBF contractor will be responsible for completing acquisition and GDOT will purchase the property. ROW acquisition will be significantly outsourced regardless of the method chosen.

d. GDOT District 7 asked about what is being proposed for SR 400 north of I-285. Currently, SR 400 northbound is very congested, especially during rush hour. Even if the merging on I-285 is addressed and vehicles are able to enter and exit more efficiently, if SR 400 is congested, the vehicles will not have anywhere to go and the congestion will eventually back up to I-285.

   Response: This project will tie into the proposed SR 400 C/D system (PI 721850). The SR 400 C/D project proposes to construct C/D lanes along SR 400 from Hammond Drive to north of Abernathy Road. That project already has an approved NEPA document (which is currently being reevaluated). The intention is to let the interchange project and the SR 400 C/D project at the same time so that the C/D lanes along SR 400 and I-285 will be able to receive traffic.

e. GDOT District 7 mentioned that some of the ROW is currently being acquired under another project and wanted to mention again that the new survey must match perfectly with the survey currently being used to acquire the ROW.

   Response: The ROW being acquired is for PI 721850. A significant amount of ROW for this project has already been acquired, and GDOT is continuing to acquire the remaining ROW. Survey efforts are being coordinated between the two projects. The same survey control information will be utilized. The survey database will also be coordinated so there are no inconsistencies between the two projects.

f. GDOT Construction expressed concern over the schedule for the environmental document.

   Response: Environmental reevaluation times will be built into the P6 schedule. The DBF team will be working with the environmental consultants throughout the process.

g. GDOT Engineering Services mentioned that a value engineering study for the interchange improvements was included as part of the revive285 top end project. Some of the recommendations from that study should be considered.

Response: Because this is a design-build project, a value engineering study at the project development stage is not required. The design-build procurement method by design provides a value engineering study during the project design. There is a chance that DBF team may find previously accepted value engineering recommendations not applicable to their design. IN that case, some of the previous recommendation will have be reversed during the final design of the project.

h. No managed lane or toll facility is part of this project.

i. The first advertisement for the DBF teams could be released by the end of 2014.

j. The current variable speed limit project will be impacted by this project, and sign relocation will have to be included in this project.

k. Traffic Operations requested that all fiber along I-285 from I-75 to I-85 be replaced as part of this project. Due to the age of the fiber, connections will be difficult. Fiber replacement has not been part of the costing plans. It is estimated that replacement will cost $1,000,000 per mile.

l. Subsurface utility engineering (SUE) will be done for the project.

m. The Best Value procurement process will be followed for this project.

n. E-Builder may be used to share files among the project team.

o. GDOT has had conversations with the Perimeter Community Improvement District (PCID) about aesthetics and branding along the corridor. This will be worked into the request for proposal as appropriate.

p. Lighting needs to be added to all the interchanges.

q. The project is a Major Project as defined by the Federal Highway Administration (FHWA) (value greater than $500 million).

r. GDOT will provide quality management during construction. The DBF team will have its own laboratory.

s. The project is not yet in the 2020 network. It will be added to the Transportation Improvement Plan (TIP) amendment that will be submitted in August 2014.

t. A concept team meeting will be held in the near future.

u. The project cost table in the concept report will be revised to reflect the DBF agency cost in addition to typical costs for construction, ROW, utilities, etc.

ARCADIS

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MEETING REPORT

Subject:
Concept Team Meeting
I-285 at SR 400 Interchange Reconstruction
PI 0000784

Department:
Infrastructure

ARCADIS Project No.:
GADT0201

Place/Date of Meeting:
Georgia Department of Transportation
Main Conference Room, 4th Floor
November 24, 2014

Report No.:
1

Minutes by:
Shamir Poudel

Issue Date:
December 5, 2014

Participants:
See Attached List

Copies:
Attendees
Mike Rushing, Kimley-Horn

A concept team meeting was held to discuss the proposed improvements for the I-285 at SR 400 Interchange Reconstruction (PI 0000784) Design-Build-Finance (DBF) Project. Following is a summary of discussion items, decisions made, and action items identified during the meeting:

1. Marlo Clowers, GDOT Project Manager, opened the meeting and provided background information for the project. She mentioned that PI 0000784 is one of two projects that comprise the I-285 at SR 400 Interchange Project, which is a high-priority project for the state. The SR 400 Collector-Distributor (C/D) Project (PI 721850), which extends from Hammond Drive to Spalding Drive, is the second project and includes construction of C/D lanes along SR 400.

2. Both the I-285 at SR 400 and SR 400 C/D projects are planned to be let to construction using a single DBF procurement mechanism to allow for deferred payment of the cost of the projects. Proposed improvements will not be tolled.

3. Shamir Poudel, ARCADIS Project Manager, reviewed the existing conditions and discussed the proposed improvements of the project (a copy of the presentation is attached to these meeting minutes). Anticipated project risks were discussed as well.

4. The discussion of existing conditions and proposed improvements included the following:

a. The limits of the project extend east and west of the I-285/SR 400 interchange to the next major interchanges (Roswell Road to the west and Ashford Dunwoody Road to the east). Along SR 400, improvements will extend from the Glenridge Connector to the south to Hammond Drive to the north, where the improvements will tie into the SR 400 C/D project.

b. There are currently nine access points in each direction of I-285. Significant merging and diverging maneuvers occur between traffic exiting and entering SR 400 and traffic entering and exiting four other service interchanges (Roswell Road, Glenridge Drive, Peachtree Dunwoody Road, and Ashford Dunwoody Road).

c. In general, existing I-285 has five general-purpose lanes and an auxiliary lane through the project in each direction.

d. Accident rates within the project area exceed the statewide averages for similar facilities. Rear-end accidents, which are typically attributed to congestion, comprise approximately 62 percent of the accidents. Sideswipe and angle accidents, which are typically attributed to merging, diverging, and lane shift maneuvers, comprise approximately 28 percent of the accidents.

e. Between 2005 and 2008, one accident occurred every other day during the morning and evening weekday peak periods.

f. The existing interchange includes two loop ramps that serve SR 400 southbound to I-285 eastbound and SR 400 northbound to I-285 westbound traffic. I-285 eastbound to SR 400 northbound traffic is served by a 35 mile per hour (mph) ramp that merges to SR 400 northbound from the left side. I-285 westbound continues onto SR 400 southbound as an additional lane. Both I-285 and SR 400 are currently posted for a 55 mph speed limit. The speed limit along I-285 is being raised to 65 mph in the next few months as part of a variable speed limit project.

g. Regarding environmental constraints, most of the residential neighborhoods have been identified as National Historic eligible historic resources. In addition, multiple water resources and buffers may be impacted.

h. The goals of the project are to:

- Improve operational efficiency
- Enhance safety
- Reduce weaving maneuvers along the I-285 mainline
- Address the current lack of adequate ramp capacity at the SR 400/I-285 interchange

i. Proposed improvements include construction of C/D lanes along I-285 eastbound and westbound to separate entering and exiting traffic from through traffic. Braided ramp to separate traffic entering and exiting SR 400 from traffic entering and exiting Ashford Dunwoody Road and Roswell Road.

j. The following access via I-285 will be prohibited as a part of the improvements:

- Eastbound access between Peachtree Dunwoody Road and Ashford Dunwoody Road
- Westbound access between Ashford Dunwoody Road and Peachtree Dunwoody Road
- Westbound access between Glenridge Drive and Roswell Road

k. Proposed improvements include construction under the Roswell Road and Ashford Dunwoody Road bridges to allow C/D lanes, but the interchange themselves will not be impacted.

l. The existing I-285 typical section consists of a 6.75-foot inside shoulder, two 11-foot lanes, and three to four 12-foot lanes. The project will modify the I-285 mainline typical section to include all 12-foot lanes, a 10-foot inside shoulder, and a 12-foot outside shoulder between the Roswell Road bridge and the Ashford Dunwoody Road bridge.

m. Proposed design speeds are as follows:

• I-285 Mainline	65 mph
• SR 400 Mainline	55 mph
• C/D Lanes	55 mph
• System to System Ramps	45 mph
• Service Ramps	35 mph to 45 mph
• Loop Ramps	25 mph

n. It is anticipated that the following design exceptions will be required:

- Lane width and inside shoulder along I-285 to maintain the existing I-285 typical section west of Roswell Road and east of Ashford Dunwoody Road.
- Substandard shoulder widths along C/D lanes under Roswell Road and Ashford Dunwoody Road to accommodate C/D lanes under the existing bridges.
- Design speed for the westbound to southbound ramp at the I-285 at SR-400 interchange.

o. It is the intention to allow the use of either Portland cement concrete (PCC) or asphalt pavement. GDOT will provide minimum pavement section depth requirements for each type of pavement. GDOT will also indicate certain areas where PCC pavement will be required. These areas will likely include ramps and short pavement sections between bridges. Pavement widening, with no effective barrier, will match existing. The DBF contractor will be able to choose either PCC or Asphalt pavement types for rest of the new pavement areas.

p. The project includes 27 bridges, of which 17 are new bridges, 5 are replacements of existing bridges, 4 involve replacing decks on existing bridges, and 1 includes attaching a noise wall to an existing bridge.

q. Numerous retaining walls are included in the project. Cantilever, mechanically stabilized earth (MSE), and soil nail walls are anticipated.

r. Lighting is proposed only at underpasses that are 80 feet or longer per Chapter 14 of the Design Policy Manual.

s. The project is within an urbanized area and, therefore, compliance with GDOT's Municipal Separate Storm Sewer System (MS4) permit will be required.

t. Some of the existing box culverts within the project limits have a tiered design with respect to the amount of fill that can be placed on top of these culverts. Several existing box culverts will be lengthened as a part of this project. Additional fill will be placed on these due to widening of I-285 or construction of the CD system. It is anticipated that lightweight fill materials can be used instead of replacing sections of the existing culvert.

u. The project will replace existing ITS fiber with 144 SM fibers placed inside TP 3 duct bank along both sides of I-285 within the project limits. ITS HUB B located at the Roswell Road interchange will be replaced.

v. Project benefits were discussed:

- The project will reduce conflicting movements and conflicting volumes by separating turning traffic from mainline traffic with the use of CD lanes and braided ramps.
- The project will reduce the number of access points from the mainline.
- The project will address ramp capacity and ramp geometry deficiencies at the SR 400 at I-285 interchange.
- A preliminary speed analysis indicates an increase in build speeds compared to no-build speeds. However, some speed reductions are identified for movement to and from SR 400 south of I-285. Few ideas are being considered to improve the speeds in these areas.

w. A standalone Value Engineering (VE) study is not required for this DBF project. A VE study was conducted for this project when it was part of the Revive285 project, and some of those recommendations may have to be reversed during final design.

x. The status of the environmental document was discussed:

- Of the 20 historic resources identified as eligible for listing in the National Register of Historic Places, 12 received a no effect determination and 8 received a determination of no adverse effects. Seven of these resources received a de minimis determination under Section 4(f).
- Impacts to 37 Waters of the U.S. have been identified. It is anticipated that a Section 404 Individual Permit will be required. A PAR meeting was held in August 2014. A total of 0.18 acre of open water and 4,887 linear feet of stream impacts are anticipated.
- A buffer variance is required from the Georgia Environmental Protection Division (EPD).
- No impacts to protected species are anticipated.
- The noise analysis is under review by the Federal Highway Administration (FHWA). Eight new abatement locations and modification to one existing noise barrier are being considered.
- The air quality analysis is also under review by FHWA. This project is not a Project of Concern for Particulate Matter (PM) 2.5.
- Relocations include one office building and one parking deck, which serves two office buildings. There will be no residential relocations.

- Regarding Environmental Justice issues, some communities with Limited English Proficiency (LEP) have been identified in the project limits.
- Public information open houses (PIOHs) were held in August 2014. The major concern expressed was the need for noise abatement.
- A public hearing open house (PHOH) is targeted for early February 2015.

y. The anticipated project schedule was discussed:

- PIOHs – August 19 and 21, 2014 at Dunwoody Baptist Church
- Request for Qualifications (RFQ) Release – November 3, 2014
- PHOH – Early February 2015
- Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) – May 2015
- Request for Proposals (RFP) Release – July 2015 (draft versions to be released before July 2015)
- Developer Selection – December 2015
- Start of Construction – 2016
- Completion of Construction – December 2019

5. Potential risks and mitigation ideas were discussed. Following is a summary of the risk-specific discussions:

a. Traffic Operations requested consideration be given to requiring ITS-related work to be staged so that traffic can be monitored during construction. Temporary cellular service may be required by the developer to accommodate this.

b. Traffic Operations will provide ITS outage restriction requirements (most likely 24 hours).

c. Early coordination with Georgia EPD was discussed. The EPD was part of the PAR meeting held earlier this year and has also done site work to verify resources as a part of the Revive285 project, which covered the project area for PI 0000784.

d. The group discussed whether a borrow source is available and could be disclosed to help mitigate risks.

e. Darryl VanMeter clarified the pavement design approach. Ramps will be PCC. For a new section that is essentially a widening of an existing section, the same pavement type should be used. If a new section has a barrier/CD system separating the existing pavement, the developer may choose PCC or hot mix asphalt (HMA). The GDOT Office of Materials and Testing (OMAT) will define minimum pavement thicknesses.

f. The group discussed utility risks. SUE plans are being developed and early utility outreach will commence in Jan. Early relocation opportunities, e.g. AT&T trunk line on Mt. Vernon, will be discussed. Darrell Richardson suggested that meeting minutes/correspondence with utility owners regarding the project be provided to proposers, when appropriate.

g. GDOT identified several parcels as early acquisitions. These include the parcels that either required relocations or have potential for redevelopment in the near future. Additional parcels are also being identified as to be acquired by GDOT after the Environment Assessment is approved.. Developer will be required to acquire some of the parcels..

h. The GDOT Right-of-Way Office noted that the project will involve filling over an existing pond located at the northeast quadrant of the Peachtree Dunwoody Road interchange. The drainage impacts of filling this pond need to be evaluated during the development of the RFP, and any required modification of the pond needs to be identified.

i. Preliminary geotechnical borings are being conducted to provide the data to Proposers. Approximately 250 borings are being planned. Existing geotech reports in the corridor will sought and also provided to Proposers.

j. Work in and around Federal Emergency Management Agency (FEMA) floodplains was discussed. Risk to the DBF Team could be mitigated if FEMA studies were completed in accordance with the costing plan design.

k. The GDOT Bridge Office suggested that a hydrologic and hydraulic (H&H) study be performed based on costing plans/bridge layouts to best understand the risk if a Conditional Letter of Map Revision (CLOMR) is needed to begin early coordination with local agencies and FEMA.

l. ARCADIS will ensure the survey is adequate to measure the existing bridge clearance.

m. The GDOT Bridge Office expressed concern that if HMA is selected by the developer, the minimum clearance requirements may preclude a future overlay. OMAT said it is approaching pavement design with a 0% under-design factor. Follow-up is needed with the Bridge Office.

n. The Bridge Office requested that previous structural-related ATCs be considered for this project. If an ATC was denied, it should be clarified as “not allowed” in the RFP, and if an ATC was accepted with conditions, is should be allowed with those conditions.

o. DP&S asked if high mast lighting is included in the project. Based on a previous discussion with Andy Casey/Walt Taylor, only underpass lighting (80 feet or greater) is currently included per Chapter 14 of the DPM. DP&S requested consideration be given to requiring the developer to accommodate high mast lighting (possibly design and/or install conduit/foundations).

p. Traffic Operations and DP&S suggested that lighting of overpasses be considered, similar to the I-85/SR 400 project. This would allow TMC to observe conditions at night. DP&S’s lighting subcontractor may be able to perform preliminary design.

q. Processing of design exceptions and variances was discussed. ARCADIS will prepare design exceptions and variances for currently anticipated exceptions and variances from design criteria. These will be reviewed by GDOT and FHWA, but not signed. A list of acceptable exceptions and variances will be included in the RFP document. The DBF Team’s Engineer of Record will take ownership of DE/DV, and submit to GDOT/FHWA.

r. DP&S indicated that no design exceptions for substandard sight distance will be accepted. This needs to be included in the RFP.

s. DP&S inquired about underground detention, and stated that no underground or in-line detention system will be acceptable. HNTB clarified the language in the RFP has been revised restrict its use. However, for the adjacent SR 400 CD Project (PI 721850), underground detention may be needed due to the constraint of previously acquired R/W. A preliminary detention analysis is being performed as a mitigation measure and further discussions with DP&S will occur.

Action Items:

1. ARCADIS to document the VE reversals needed based on the design proposed in the costing plans.
2. ARCADIS to perform FEMA studies based on the costing plan design. Marlo coordinate with SR 400 CD Project (PI 721850) consultant to also perform similar exercise.
3. ARCADIS to check that sufficient survey data is being collected to complete the required FEMA studies.
4. ARCADIS to provide project layouts and profiles to DP&S to evaluate the need for interchange lighting.
5. DP&S to complete lighting study (overpass lighting and high mast lighting) and provide recommendations.
6. HNTB to compile previously accepted and declined structural ATC ideas and coordinate with the Bridge Office for inclusion in the RFP.
7. HNTB to prepare utility-related meeting minutes and make them available to Proposers, if content is appropriate.
8. Traffic Operations to provide ITS outage restriction requirements to be included in the RFP.
9. ARCADIS to evaluate impacts of filling in the pond located at the northeast quadrant of the Peachtree Dunwoody Road interchange.
10. HNTB to review RFP language with regard to underground detention to eliminate underground detention. Additional discussion needed with the SR 400 CD Project (PI 721850) consultant and DP&S to evaluate detention issues.

ARCADIS

I-285/SR 400 Interchange Reconstruction
Concept Team Meeting – November 24, 2014
PI No. 0000784
List of Attendees:

Name	Organization	Phone	Email
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Shamir Poudel	ARCADIS U.S., Inc.	770-431-8666	shamir.poudel@arcadis-us.com

ATTACHMENT 11
PAR MEETING NOTES

ARCADIS U.S., Inc.
2410 Paces Ferry Road, Suite 400
Atlanta
Georgia 30339
Tel 770.431.8666
Fax 770.435.2666

MEETING REPORT

Subject:

PAR Meeting
I-285 at SR 400 Interchange
(PI 0000784)

Location:
USACE Morrow Georgia

ARCADIS Project No.:
GADT0201.0174

Date of Meeting:
August 26, 2014
10:00 AM

Report No.:
1

Minutes by:
Melissa Rottenberg

Issue Date:
August 26, 2014

Participants:
USACE – Ed Johnson, Joe Rivera, Natalie Edwards
GDOT – Marlo Clowers, Sharilyn Meyers, Carla Benton-Hooks, Hannah Pruett
USFWS – Pete Pattavina
USEPA – Mark LaRue (via phone)
GEPD – Danielle Floyd
ARCADIS – William Dial, Robin Stevens, Melissa Rottenberg

Not Present:
FHWA

Copies:
File
GDOT
USACE
USFWS
GEPD
USEPA

Purpose:
The purpose of the PAR is to provide reviewing agencies a project summary and opportunity to express design concerns prior to submittal of the USACE permitting.

Meeting Notes:
The following presents a summary of the discussion during the meeting.

1. Project Overview

The Interstate 285 (I-285) at State Road (SR) 400 Interchange Improvements (PI 0000784) consist of interchange reconstruction and installation of barrier separated collector-distributor (CD) lane along each side of I-285 from west of Roswell Road to east of Ashford Dunwoody Road and along SR 400 from just south of the Glenridge Connector to Hammond Drive. Entry and exit ramps to/from SR 400 and I-285 are also included. The project will connect to the SR-400 CD project (PI 721850), which consists of construction of CD lanes along each side of SR-400 from Hammond Drive to Spalding Drive. The Georgia Department of Transportation (GDOT) intends to procure one design-build-finance (DBF) contract to finalize the design for and construct both projects. An approved Environmental Assessment (EA) for the Interchange Reconstruction project, an approved Environmental Re-evaluation for the SR 400 CD Lanes

project, costing plans (30% plans) for both projects will be prepared by GDOT to provide to the DBF team. The benefits to GDOT from a DBF process includes reduced environmental impacts and costs by utilizing innovative construction techniques, abbreviated PDP process, and DBF allows projects to be completed sooner while GDOT repays the DBF holders over time.

The professional services (EA and costing plans) on the I-285 at SR 400 Interchange project (PI 0000784) are being provided by ARCADIS. Professional services (NEPA Re-Evaluation and costing plans) on the SR 400 CD project (PI 721850) are being provided by Kimley-Horn and Associates, Inc.

The ecological assessment was originally conducted by ARCADIS during the revive285 top end project (PI 0001758, 003534, et al.) in 2009 and the I-285 at SR 400 Interchange Reconstruction project corridor was re-assessed by ARCADIS in 2014.

Alternative 1 utilizes standard GDOT design using typical sections with rural shoulders. Tie-ins with the existing ground were assumed to be made with 4:1 slopes. No side barriers or walls were utilized. Alternative 2 (preferred) maximizes design measures, including walls and bridges, where feasible, to reduce impacts.

2. Need and Purpose
   The project would address interchange deficiencies (including substantial weaving leading up to the interchange, insufficient ramp capacity, and geometric deficiencies) by separating traffic with the CD system, providing additional ramp capacity between I-285 and SR 400, and reconstructing the ramps and tie-ins.

3. Environmental Resources
   a. Ecology – updated PAR impact tables, environmental resource maps, plan sheets, and typical section were presented to participants. Full PAR package was not revised.
      - Alternative 1 approximated impacts include: 19 streams, 7,983 linear feet of impact, and would require 39,900 stream credits; 2 wetlands, 4 open waters, 1.606 acres of impact, and would require 9.6 wetland credits; 22 impacted non-exempt buffers, 420,645 square feet of impact. An Individual Permit (IP) and a Stream Buffer Variance would be required.
      - Alternative 1 is not practical due to ROW costs, displacements, impacts to historical resources, and increased impacts to waters of the US.
      - Alternative 2 approximated impacts include: 14 streams, 5,069 linear feet of impact, and would require 21,000 stream mitigation credits; 17 impacted non-exempt buffers, 224,950 square feet of impact. No wetland or open water impacts. An IP and a Stream Buffer Variance would be required.
      - Protected species assessment is the same for Alternative 1 and 2.
        - No federal threatened or endangered species impacts.
        - Not likely to adversely affect northern long-eared bat populations.
        - A survey for federal candidate Georgia aster is scheduled for October 2014 during the blooming season. However, none were found during the survey for Revive285 within the project limits 5 years ago.
        - No effect to state listed species.

b. History
National Register eligible historic properties are located throughout the majority of the project corridor. Both alternatives impact historic properties; however, Alternative 2 significantly reduces impacts to these properties.

c. Environmental Justice
One EJ community is located within the Copeland Road Historic District that would be impacted by Alternative 1.

4. Permitting
   a. The DBF Team would be responsible for permitting. GDOT is applicant. DBF contractor would complete any re-evaluations and permit application process, with GDOT approvals. DBF contractor would be responsible for purchasing mitigation.
   b. Per USACE, both projects would be permitted under one IP since both projects would be let together, combined under the DBF contract, and because of cumulative impacts. This also maximizes USACE staffing efficiency.
   c. IP schedule would need to be considered in the DBF contract schedule. USACE expressed concern that the minimum time required, 120 days, is generally unlikely to occur on a project, especially when design and impacts would not be final until DBF contract is secured. Temporary impacts are unknown at this time. Any major modification to the IP would require the USACE to re-do public outreach. Six months is a more realistic timeline to expect to obtain permit.
   d. PAR meeting planned for November on the SR 400 C/D project.
   e. Per GDOT, impact table could be completed for both projects at the end of 2014 to ensure no double impacts in overlap area.

5. Agency Concerns
   a. USACE concern regarding other alternatives considered for the project. Wider footprint of revive285 was prior consideration; however, it was not appropriate to include it in the PAR for this project since the two are no longer tied. No feasible alternatives available due to existing infrastructure; therefore, approach was to assess typical 4:1 slope impacts versus minimization impacts.
   b. USACE concern regarding areas where large impact under Alternative 1 went to no impacts for Alternative 2. Bridging was utilized for Alternative 2, where feasible to avoid impacts. Stream 15 is an example of bridging.
   c. GEPD concern regarding NA listed under buffer impacts for Stream 18 and 19. Stream 18 is entirely contained within a concrete flume. Stream 19 has a short section of natural stream bed and is buffered in this section; however, the majority of the stream is contained in a concrete flume.
   d. GEPD concern regarding resources in the Hammond Drive project overlap areas for interchange and C/D project. Coordination occurred between ARCADIS and Kimley-Horn in the project overlap area. The resources match in this area, although numbering would be different.
   e. USFWS concern regarding repeating FWCA concurrence on the project numerous times with every design change. Preference is to reduce the number of concurrence requests. GDOT mentioned plan is to obtain FWCA concurrence upon completion of AOE and second concurrence prior to construction.

ATTACHMENT 12

PIOH AND PHOH SYNOPSIS

Poudel, Shamir Aug/2014 PIOH

From: Benton-Hooks, Carla <cbenton-hooks@dot.ga.gov>
Sent: Friday, August 22, 2014 2:41 PM
To: Clowers, Marlo; McMurry, Russell; Bowman, Glenn; Patel, Hiral; Duff, Eric; Brown, Rachel; Spear, David
Cc: Stevens, Robin
Subject: 0000784 - I-285 at State Route (SR) 400 Interchange Reconstruction Project PIOH Synopsis

Good afternoon,

Below you will find a brief synopsis of the Public Information Open House (PIOH) Meetings held on Tuesday August 19th from 11-1, and Thursday August 21st from 11-1 and 5-7 for the I-285 at State Route (SR) 400 Interchange Reconstruction Project .

Please let me know if you have questions or concerns

Thank you.

Brief Project Description	I-285 at State Route (SR) 400 Interchange Reconstruction Project						
Date of Open House	August 19, 2014			*End of Comment Period*	September 5, 2014		
Number in Attendance	113						
Officials in Attendance (list name and title)	Yvonne Williams, President and Chief Executive Officer, Perimeter Community Improvement Districts Billy Grogan, City Manager, City of Dunwoody Mike Davis, City of Dunwoody Alvin Gutierrez, Federal Highway Administration (FHWA) Jennifer Giersch, FHWA Chris Chovan, Division Manager, Transportation Planning Division, City of Roswell Rob Dell-Ross, City Project Manager, City of Roswell Greg Nicolas, Engineering and Design, City of Roswell Andrew Antweiler, Transportation Planning Division, City of Roswell Steve Foote, Director of Community Development, City of Dunwoody Kristen Wescott, Transportation Planning, Public Works Division, City of Sandy Springs Lynn Deutsch, City Council Post 5, City of Dunwoody, Michael Smith, Director of Public Works, City of Dunwoody						
Media in Attendance	Chuck Roberts, News Radio 106-7 Mike Petchenik, WSB Lawrence McDonald, CBS 46 Kim McCarthy, WSB Joe Earle, Reporter Newspapers Mike Zakel, WXIA-TV						
Comment Breakdown (for comments provided at the Open House)							
For	7	*Conditional*	5	*Uncommitted*	1	*Against*	0
Major concerns:	Several commenters expressed concerns about noise and requested sound walls along I-285 as part of the project. Other comments included: • Request that an East-West MARTA connection (from Cobb Galleria to SR 400/285/Perimeter area and an extension of the North Springs MARTA line be						

	considered. • A comment that the adjacent SR 400 CD project to the north is essential for the interchange reconstruction to function as proposed. • Request that trails/paths connecting the Sandy Springs, Brookhaven, and Dunwoody communities be considered as part of the project to offer additional transportation choices. • Concern about visual impacts from removal of trees along I-285 along residential areas. • Request for a reduced design that did not affect neighboring/adjacent I-285 service interchanges, and felt that the proposed improvements would confuse drivers to the point of causing additional congestion along I-285 and neighborhoods within the project area. • A comment that reconstruction of the interchange is vital for the Perimeter area to continue to grow and provide a better quality of life for residents
Prepared by (include firm's name if applicable):	Robin Stevens, ARCADIS

Brief Project Description		I-285 at State Route (SR) 400 Interchange Reconstruction Project					
Date of Open House		August 21, 2014 (11am to 1 pm)		*End of Comment Period*		September 5, 2014	
Number in Attendance		74					
Officials in Attendance (list name and title)		Jim Riticher, City Council Post 2, City of Dunwoody Tom Black, Director of Public Works, City of Johns Creek					
Media in Attendance		Dick William, Dunwoody Crier					
Comment Breakdown (for comments provided at the Open House)							
For	6	*Conditional*	6	*Uncommitted*	4	*Against*	1
Major concerns:		Several commenters expressed concerns about noise and requested sound walls along I-285 as part of the project. Several commenters noted that they feel the project would result in an improvement to weaving and congestion in the corridor. Other comments included: • One commenter expressed concern about having to weave across Hammond Drive traffic in the CD lane when traveling south on SR 400. • Several commenters expressed concerns about safety at the Georgetown Recreation Club after project construction, since the CD lanes would be much closer to the Club (e.g., from flying debris from the road). Several commenters were concerned that the project might require displacement of the pool at this Club. Additionally, several commenters were concerned about noise impacts to this private recreation area, and want a noise barrier constructed here. • Concerns about noise during construction. Would GDOT consider putting up a noise wall before construction started? • Request that a timeline with various phases of the project be presented to the public. • One commenter noted that advanced notice of construction would be important in the area so that firms can advertise alternate routes and commute modes to employees depending on which road is actively being worked on during construction. • One commenter expressed concerns about the lack of westbound access via I-285 from Glenridge Drive to Roswell Road, and the resulting increase in traffic					

	on Hammond Drive to access Roswell Road.
Prepared by (include firm's name if applicable):	Robin Stevens, ARCADIS

Brief Project Description	I-285 at State Route (SR) 400 Interchange Reconstruction Project						
Date of Open House	August 21, 2014 (5pm to 7 pm)			*End of Comment Period*		September 5, 2014	
Number in Attendance	97						
Officials in Attendance (list name and title)	Yvonne Williams, President and Chief Executive Officer, Perimeter Community Improvement Districts Representative Tom Taylor, State House of Representatives District 79 Jim Riticher, City Council Post 2, City of Dunwoody David Haynes, Senior Principal Planner, Atlanta Regional Commission Rebecca Williams, City Council District 1, City of Brookhaven Jennifer Giersch, Federal Highway Administration (FHWA)						
Media in Attendance	Joe Earle, Reporter Newspapers						
Comment Breakdown (for comments provided at the Open House)							
For	13	*Conditional*	8	*Uncommitted*	0	*Against*	0
**One commenter did not express an opinion.*							
Major concerns:	[Several commenters expressed concerns about noise and requested sound walls along I-285 as part of the project. Several commenters noted that they feel the project would result in an improvement in congestion in the corridor. Other comments included: • Several commenters expressed concerns about safety at the Georgetown Recreation Club after project construction, since the CD lanes would be much closer to the Club. Additionally, several commenters were concerned about noise impacts to this private recreation area, and want a noise barrier constructed here. • Concerns about construction traffic delays and increased traffic on surrounding surface streets during construction as motorists try to avoid the construction zones. • Request that the Roswell Road/Glenridge Drive intersection be improved prior to construction of the project to be able to accommodate the increased traffic generated at this intersection by construction. • Concern that the proposed improvements on I-285 would be confusing to motorists. • Concern about reducing the vegetative "buffer" between the interstate and surrounding residences through clearing for the project. • Concerns about visual impacts from sound barriers at residences along the corridor. • Concerns about depreciated home values due to noise impacts and visual impacts from retaining and other walls. • Request that retaining walls used be consistent with the historic character of the surrounding community. • Concern about westbound traffic from Chamblee Dunwoody Road conflicting with traffic exiting at the new location of the Ashford-Dunwoody Road off-ramp. • Concerns about noise impacts to the Glenridge Forest community's pool/recreation area. • Concern about peak-hour impacts on Hammond Drive; there need to be						

	additional routes for traffic exiting the Perimeter Center and Roswell Road areas • Concerns about the sufficiency of one-lane exits in some proposed locations. • A request for a Diverging Diamond Interchange (DDI) at SR 400/Abernathy Road.
Prepared by (include firm's name if applicable):	Robin Stevens, ARCADIS

Carla Benton-Hooks
Environmental Scheduler
Georgia Department of Transportation
Office of Environmental Services
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Georgia DOT provides technical expertise to support the Savannah Harbor Expansion Project (SHEP) which will help to create more than 11,000 jobs in the Southeast and nationally, reduce shipping costs by $213 million a year, provide $174 million in annual net benefits—yielding a $5.5 return for each dollar invested. The expanded harbor will accommodate larger vessels that are the new standard in global shipping. Visit us at http://www.dot.ga.gov; or follow us on http://www.facebook.com/GeorgiaDOT and http://twitter.com/gadeptoftrans

From: Stevens, Robin
Sent: Friday, February 06, 2015 10:18 AM
To: Benton-Hooks, Carla
Cc: Poudel, Shamir; Clowers, Marlo; Kenneth Anderson; Cowan, Kevin (kcowan@dot.ga.gov)
Subject: PI 0000784/Fulton & DeKalb: PHOH Synopsis (I-285 at SR 400 Interchange Reconstruction)--DRAFT
Attachments: 0000784_PHOH Comments from Meeting.pdf; PHOH Sign-In Sheets Evening Meeting.pdf; PHOH Sign-in Sheets Lunch Meeting.pdf

Importance: High

Hi Carla,
Below is the draft synopsis from yesterday's PHOH for your review and official send-out.
Attached are copies of the scanned comments (low resolution to reduce file size) received at the meeting and the sign-in sheets.
Additionally—I have two requests for PDF copies of the Draft EA, which I will send via our FTP site. However, one commenter also requested copies of the Noise Study and the Sign In sheets from the meetings yesterday. What is OES' protocol on sending these out?

Thanks,

Good afternoon,

Below you will find a brief synopsis of the Public Hearing Open House (PHOH) Meetings held on Thursday February 5th from 11am to 1pm and from 4pm to 8pm for the I-285 at State Route (SR) 400 Interchange Reconstruction Project.

Please let me know if you have questions or concerns

Thank you.

Brief Project Description	I-285 at State Route (SR) 400 Interchange Reconstruction Project		
Date of Open House	February 5, 2015	*End of Comment Period*	February 15, 2015
Number in Attendance	92 (11am to 1pm meeting); 53 (4pm to 8pm meeting)		
Officials in Attendance (list name and title)	Yvonne Williams, President and Chief Executive Officer, Perimeter Community Improvement Districts Eric Linton, City Manager, City of Dunwoody Gabriel Sterling, City of Sandy Springs, District 4 Councilman Andy Bauman, City of Sandy Springs, District 6 Councilman Bates Mattison, City of Brookhaven, District 3 Councilman Dianne Fries (on behalf of Commissioner Bob Ellis, Fulton County District 2) Claire Bartlett, Fulton County Chair (on behalf of U.S. Representative Barry Loudermilk)		
Media in Attendance	Steve Gehlback, WSB-TV R. Guittor (?), WSB-TV Greg Bluestein, AJC Jerry Carnes, 11 Alive (WXIA-TV)		

		Kim McCarthy, WSB Radio-TV Margot Carvallo, Neighbor Newspapers					
Comment Breakdown (for comments provided at the Open House)							
For	13	*Conditional*	5	*Uncommitted*	3	*Against*	1
Major concerns:		Several commenters expressed concerns about needing transit expansion in the project area, as well as bicycle and pedestrian access (under/across highway) and/or a multi-use trail (such as PATH400). Other comments included: • Concern about removing I-285 access to Roswell Road from Glenridge Drive. • Concern about traffic problems created by construction. • Concern about visual impacts from removal of trees along I-285 along residential areas. • Request for copies of the Draft EA, Displays/Videos/Presentation Boards from the PHOH, the noise assessment, and the sign-in sheets at both hearings. • Request for improvements to the Allen Road/Roswell Road intersection. • Request for more green space and walkability • Concern that the environmental study did not address bicycle/pedestrian impacts. • Request that a diverging diamond interchange (DDI) be considered for the Roswell Road interchange. • Request to construct noise walls prior to noisy construction activities • Request for specific property impacts (e.g., size of easement, height of noise walls, etc.) • Concerns about the combination of the proposed project (I-285/SR 400 Interchange Reconstruction) with the Hines Development, Mercedes-Benz development, and Ashton Woods Development on area traffic during construction, as they will all be constructed at the same time, as well as on traffic projections.					
Prepared by (include firm's name if applicable):		Robin Stevens, ARCADIS					

Robin Stevens | Senior NEPA Specialist | Robin.Stevens@arcadis-us.com

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ATTACHMENT 13

BUILD ALTERNATIVE SCREENING (PAGES FROM IMR)

5.7 Build Alternative Screening

The finalized geometry for the Build Alternative is the outcome of a geometry optimization process. This process involved using microsimulation tools to evaluate the advantages and disadvantages of sub-alternatives with varying geometric solutions to address the project needs. Based on the results of this evaluation, the sub-alternatives were either incorporated into or excluded from the finalized Build Alternative. Primarily, each sub-alternative geometry involved slight variations in access points for traffic entering or exiting the proposed CD lanes. Four of these sub-alternative geometries are discussed below.

5.7.1 Sub-Alternative 1: Reducing I-285 Access Point in the Northwest Quadrant of the Interchange

This sub-alternative proposed to tie in the Roswell Road westbound on-ramp to the northwest quadrant CD lanes instead of providing direct access to I-285 mainline lanes. This variation in the geometry is highlighted on Figure 5-18.

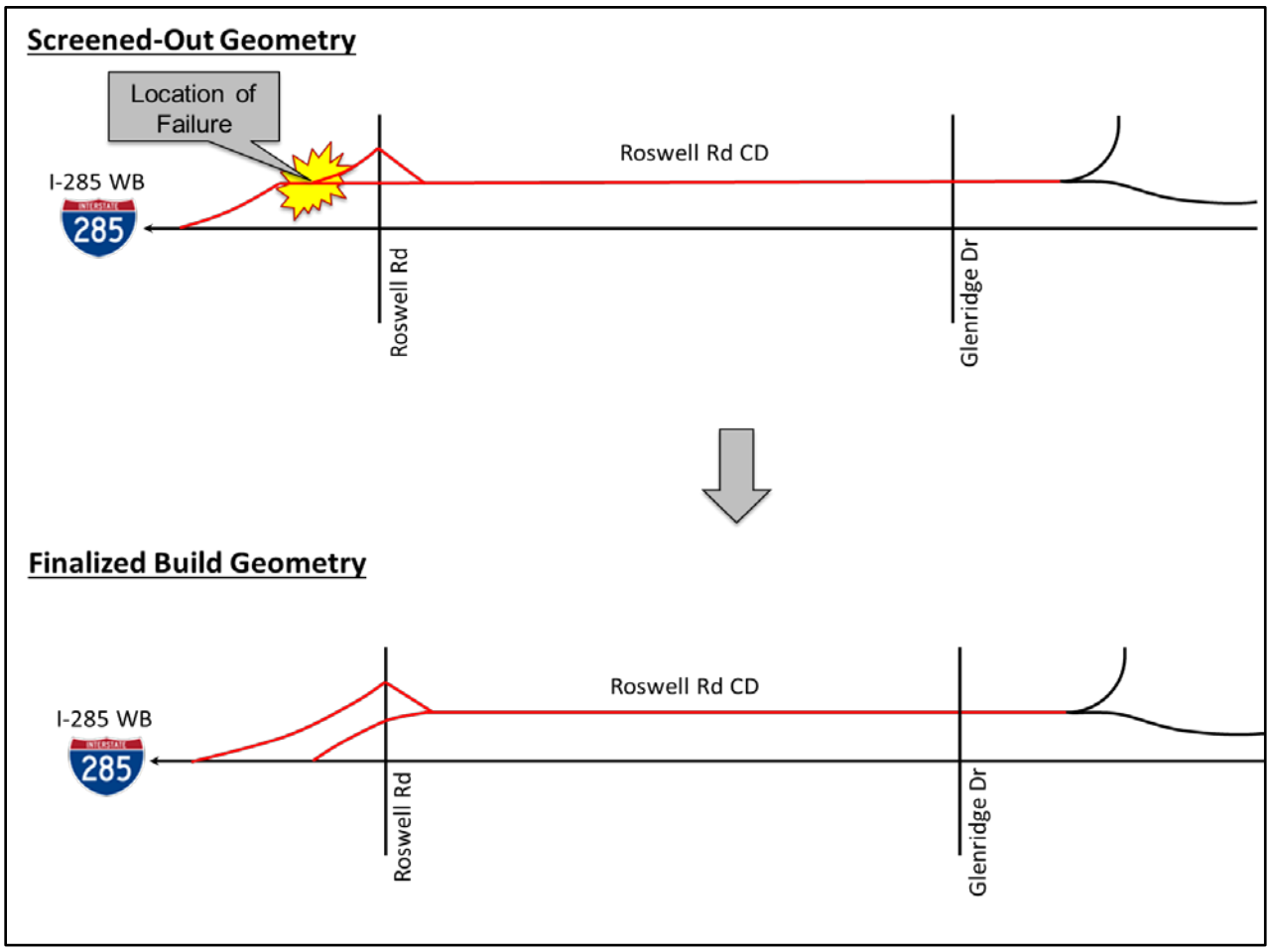

Figure 5-18: Geometry Variation: Sub-Alternative 1

A simulation study of this geometry suggested that the merge point between the CD lanes and the Roswell Road on-ramp would fail under both open year and design year conditions, causing heavy backup in the northwest quadrant CD lanes. It was also noted that the backup from this

location would extend and block the I-285 westbound mainline movements and SR 400 southbound mainline movements. Although this alternative would have eliminated an access point from the I-285 corridor, the overall operational and safety impacts would have resulted in more congested traffic conditions than in the No-Build Alternative. This alternative was eliminated from further consideration ("screened out") a result of its negative impacts to traffic operations.

5.7.2 Sub-Alternative 2: Reducing I-285 Access Point in the Southeast Quadrant of the Interchange

This sub-alternative proposed to tie in the existing Ashford Dunwoody Road westbound on-ramp to the southeast quadrant CD lanes instead of providing direct access to I-285. This variation in the geometry is highlighted on Figure 5-19.

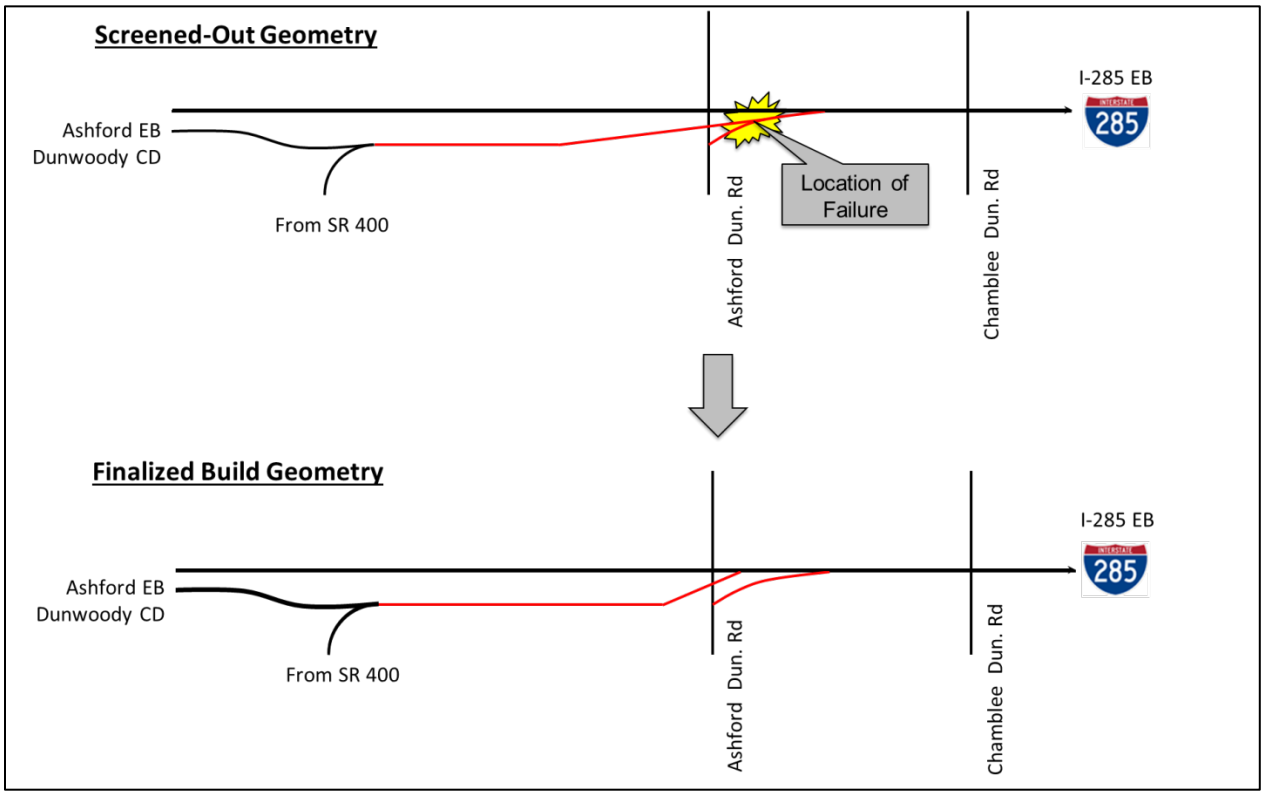

Figure 5-19: Geometry Variation: Sub-Alternative 2

A simulation study of this geometry suggested that the merge point between the CD lanes and the Ashford Dunwoody Road on-ramp would fail under open year and design year conditions, causing heavy backup of the CD system. It was also noted that the backup from this location would extend and block the I-285 eastbound mainline movements and SR 400 northbound mainline movements. Although this alternative would have eliminated an access point from the I-285 corridor, the overall operational and safety impacts would have resulted in more congested traffic conditions than in the No-Build Alternative. This alternative was screened out as a result of its negative impacts to traffic operations.

5.7.3 Sub-Alternative 3: At-Grade Ramp Merge

This sub-alternative proposed to merge the SR 400 southbound to I-285 westbound ramp to the right side of the Roswell Road CD lanes. This would have reduced the length of the ramp from the SR 400 southbound CD lanes to the I-285 westbound CD lanes. This variation in the geometry is highlighted on Figure 5-20.

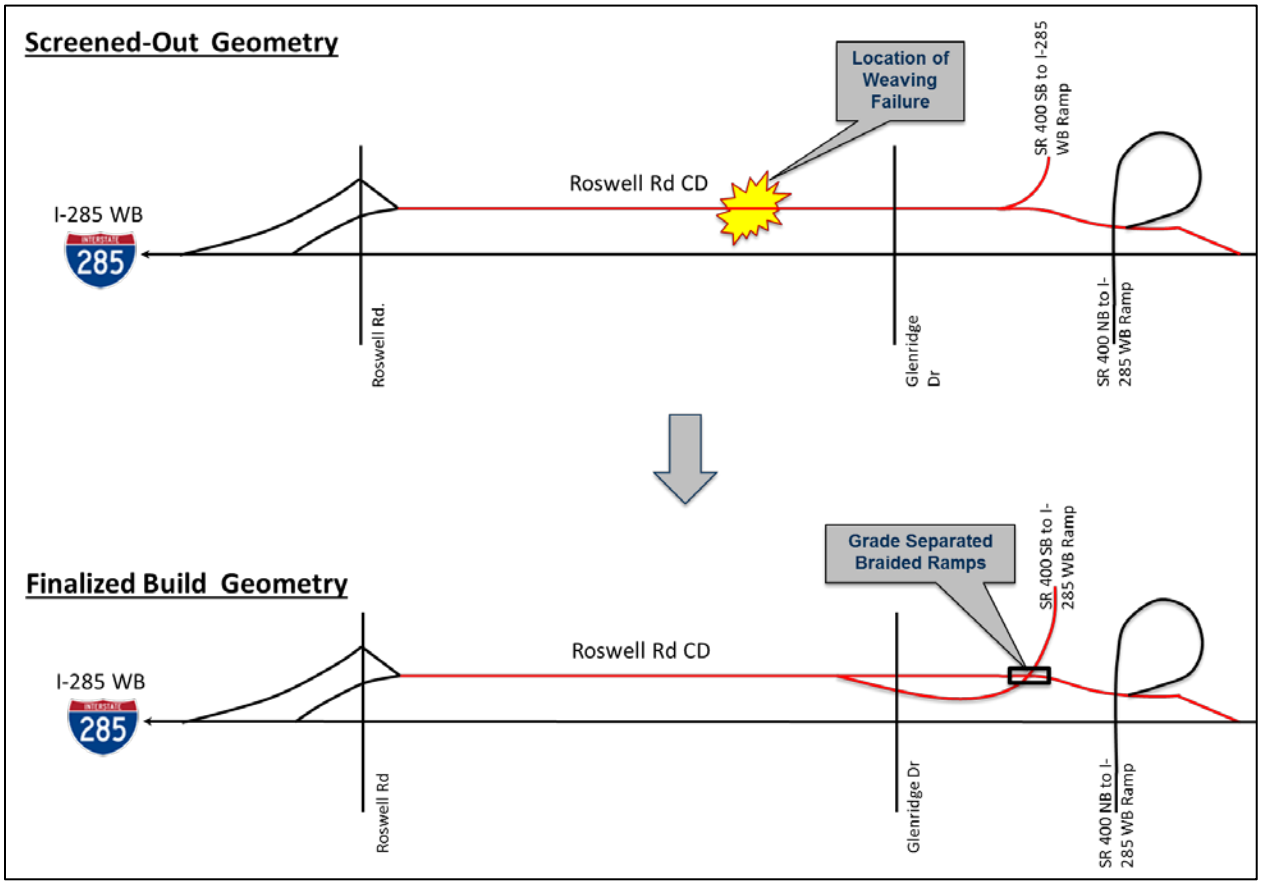

Figure 5-20: Geometry Variation: Sub-Alternative 3

A simulation study of this geometry suggested that the weaving of traffic between the entry ramps to the Roswell Road CD lanes and the Roswell Road off-ramp would cause heavy congestion on the CD lanes. The backup resulting from this weaving would have severely impacted I-285 westbound and SR 400 southbound traffic. This alternative was screened out because of the negative impacts to traffic operations.

A solution to the weaving issue was proposed in the form of a grade-separated braided ramp system that would reduce the number of conflicting vehicles within CD lanes (shown on Figure 5-20).

5.7.4 Sub-Alternative 4: Reducing Access Point Along SR 400 Southbound

This sub-alternative proposed to tie in the existing I-285 westbound to SR 400 southbound left-side merging ramp to the existing southbound CD system along SR 400. This would have

eliminated an access point along SR 400 by eliminating the left-lane merge point. This variation in the geometry is highlighted on Figure 5-21.

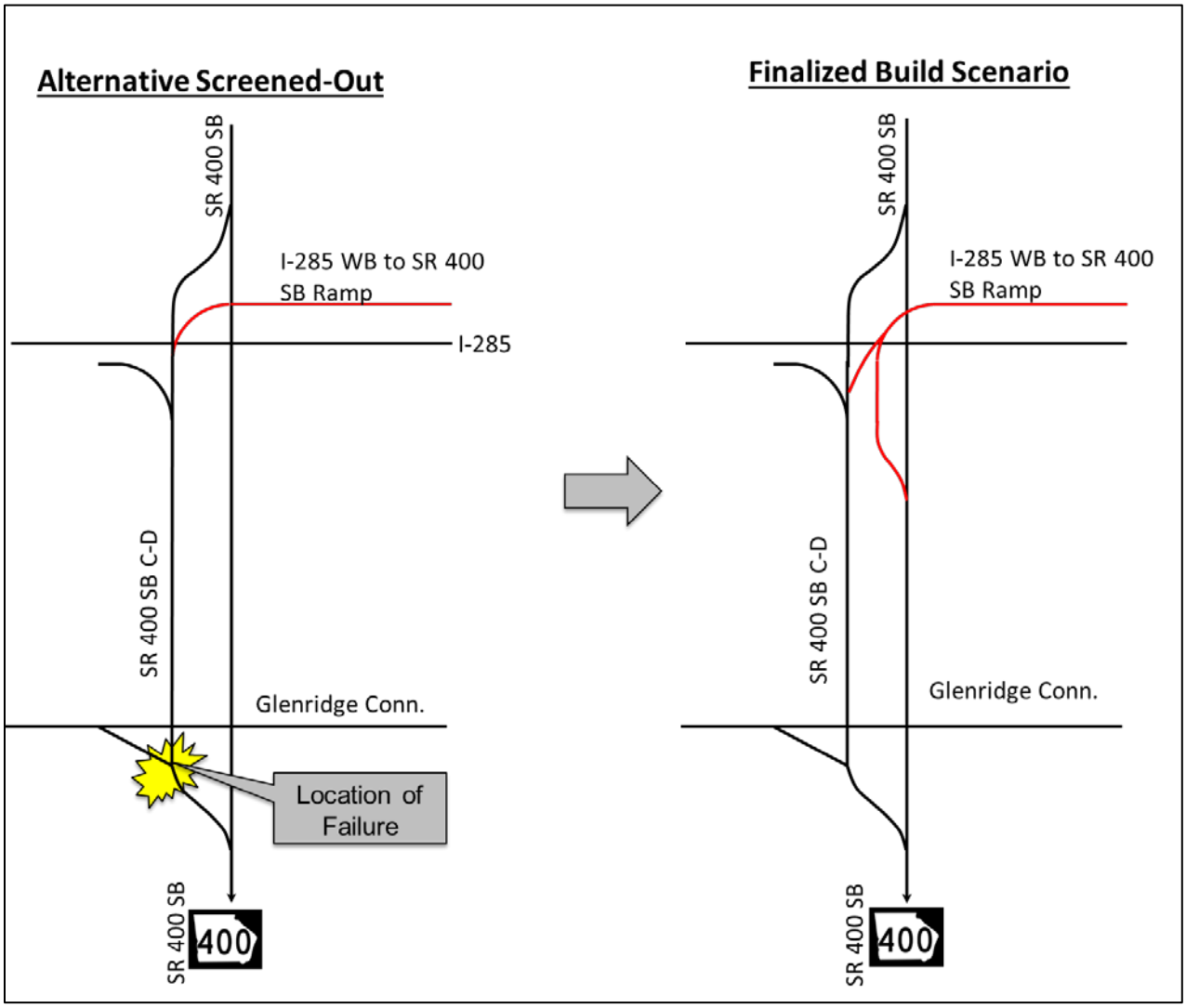

Figure 5-21: Geometry Variation: Sub-Alternative 4

This change in geometry would have resulted in an additional 1,410 vehicles per hour (veh/hr) on the SR 400 southbound CD lanes during the year 2019 a.m. peak hour and 1,755 veh/hr during the year 2039 a.m. peak hour.

A simulation study of this geometry suggested that the additional vehicles in the CD lanes would result in failure of the merge point between the Glenridge Connector southbound on-ramp and the CD lanes. The backup resulting from this failure would have severely impacted I-285 westbound and SR 400 southbound traffic. Although this alternative would have eliminated an access point from the SR 400 corridor, the overall operational and safety impacts would have resulted in more congested traffic conditions than in the No-Build Alternative. This alternative was screened out as a result of its negative impacts to traffic operations.

ATTACHMENT 14

RISK MANAGEMENT MATRIX

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
Management/Contractual									
1	Accepted ATCs	Accepted ATC impact on the approved NEPA/IMR documents Allowing time for GDOT to negotiate ATCs of unsuccessful Proposer with awarded Proposer	Monitor net effect of accepted ATC with NEPA/FHWA Consider negotiating ATCs with awarded Proposer after NTP 1	GDOT	3		X		
2	Prioritize Project Goal(s)	Define, prioritize and communicate project goals (schedule, cost, MOT, etc…) to ensure industry/ GDOT alignment during proposal stage and during contract term	- Discuss, prioritize and communicate goals - Evaluation criteria should be based on goals	GDOT	2		X		In progress.
3	ATCs (during draft RFP)	Ability to entertain a confidential ATC process during draft RFP phase while scope and NEPA are being developed.	GDOT ensure terms of ATC process during draft RFP phase are favorable for GDOT so not to jeopardize Developer confidentiality or risk protest.	GDOT	2			X	An ATC instruction manual being developed for inclusion in the draft RFP.
4	Resource Management	Continuity of support services for Project that may include: - Procurement (final RFP, ATC to NTP 1) - PM support - Submittals reviewer - Owners Verification CEI	- GDOT quickly assess needs and consider leveraging selected PMC/GEC firms to continue various support roles - GDOT evaluate internal resource needs and ensure engagement early	GDOT	2		X		
5	Scope clarity/clear allocation of risk	Ensure scope and risk allocation are clearly defined and understood in the RFP which will help reduce bid differential and reliability in approach to design, permit and build project	- Develop risk allocation matrix - Independent QA/QC of RFP from a non-participating industry expert (HNTB's Roger Hendrickson)	HNTB	2		X		
6	Developer availability/competition	Lack of interested Developers (incl Contractors/Designers) which would reduce competition and possibly increase project cost	- Engage and encourage industry to participate - Be receptive to industry concerns - Offer an adequate stipend	GDOT	2		X		
7	Legal Advisor	Naming a legal advisor so not to delay procurement	AG name legal advisor ASAP	GDOT	1		X		Legal advisor named.
8	Political support	Political support during procurement phase through term of DB contract	Regular communication with Governor's Office	GDOT	1		X		
9	Lawsuits	None identified at this time	NA	GDOT	1		X		
Funding/Financing									
10	Defining Terms of Deal	Clearing defining terms of the financial deal and payment period	- Conduct market sounding - Defining terms in RFP	GDOT/ EYIA	2		X		Ongoing
11	Cash Flow Management	Managing cash flow during contract term and payback period; and ensuring P&P bond amount is adequate for peak cash flow events	Manage project controls & cash flow	GDOT/ Aon	2		X		Aon Engaged
12	Project Funding	Identify and program funds for payback period. Also, FHWA may not provide funds without remaining funds in place.	- Complete financial plan - Engage with SRTA	GDOT	2		X		
13	STIP	Ensure STIP accurately identifies funding levels per FY	- Update STIP - Manage project cost estimate during the development of RFP/Costing Plans, monitor	GDOT	2		X		STIP modified in Oct 2014
14	Highway Trust Fund	Highway Trust Fund's Continuing Resolution (CR) expires in May 2015	Include risk in Financial Plan, continue to monitor	GDOT	2		X		
15	Size of financial deal	Inability for Developer to finance, and bid the work	Engage industry experts on P&P risk (EYIA) Leverage confidential one-on-one meetings to understand Proposer concerns	Developer	2			X	
16	Contracting through SRTA	SRTA is the conduit for financing and contracting	Early and regular coordination with SRTA	GDOT	2		X		
17	Surety	Level of surety bond	GDOT conduct industry market survey of reasonable amount	Developer	2	X			Aon Engaged
18	Developer obtaining P&P bond	Inability for Developers to obtain P&P, and bid the work	Engage industry experts on P&P risk (Aon) Leverage confidential one-on-one meetings to understand Proposer concerns	Aon	2	X			Aon Engaged
19	Quarterly and Annual Updates to Financial Plan	Being able to explain any schedule and/or budget changes	Manage project controls & data	GDOT	1		X		
Cost Estimate									
20	Material Price Fluctuation/Escalation	Price variability caused by various reasons	- Monitor price trends during RFP phase - Set contingencies, and manage during RFP phase	GDOT	2	X			

Disclaimer: This is for information only and is being used for planning purposes. This is not intended to communicate scope elements, but rather plan as necessary for the scope which will be included in the RFP.

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
21	Materials availability	Large quantities of items coupled with large volume of work in the State causing material shortages or longer than normal lead times	- Monitor material trends during RFP phase - Identify long lead time items during RFP phase & consider early procurement strategy for these items - Where possible allow alternates for cost driving items (Conc/Steel and HMA/PCC)	GDOT	2	X			
22	Reliability of Project Cost Estimate	Inaccurate cost estimate leads to inaccurate programming/planning	-Prepare project specific Design-Bid-Build cost estimates - Develop overall project cost estimate using various industry based % factors and contingencies - Manage scope creep - Actively participate in the Cost Estimating Review (CER) Workshop - Continue to manage estimate during RFP/ATC process	GDOT/ HNTB/ Arcadis/ KHA	2		X		Cost estimate continues to be refined. Risk contingency continues to be managed. Planning for the CER to be held in 3/2015.
Schedule									
23	Establish Reasonable Contract Duration During RFP Phase	Develop reliable schedule in order to establish the contract completion date to and fully understand if a premium would be paid on expedited delivery	- HNTB develop preliminary schedule based on current data - HNTB continue to revise schedule as RFP/scope develops - Evaluate opportunities available to improve schedule (temporary detours, GDOT acquiring all of the R/W) - Identify/encourage early start areas - Consider incentive for early completion	GDOT/ HNTB	2		X		Preliminary post-let schedule has been developed and reviewed by GDOT CST. This schedule will continue to be revised. Opportunities to expedite delivery such as early util relocations are also being considered.
Environmental/Permitting									
24	Stormwater Detention	Adjacent areas have expressed concern regarding flooding caused by increase in pervious area. Drainage Manual requires detention considerations with increase in pre and post Q.	- KHA perform detention analysis to identify detention needs, feasibility of detention ponds, ensure R/W and NEPA coverage, and underground detention, if needed - HNTB ensure RFP scope is clear - Meet with GDOT SME	GDOT/ Arcadis/ KHA	3	X			Ongoing discussion with GDOT DP&S. Follow up to review KHA data planned in 1/2015. Met with locals on 12/16/14 to discuss.
25	NEPA approval (pre-let)	Meeting aggressive deadlines to achieve schedule milestones Managing two different project documents	Continue active schedule management Continue regular coordination with FHWA and other stakeholders	GDOT/ Arcadis/ KHA	2		X		Ongoing and on schedule for May 2015 approval.
26	NEPA re-eval approval (pre-let)	Managing two different project documents Timeliness of Developer providing final plan information Defining how to document a “minor” change Timeliness of FHWA/Agencies review	Require DB Team retain environmental related SME Consider setting timeframes in the RFP identifying maximum third party review periods	Developer	2			X	
27	Stream/Wetlands (S/W) Identification (pre-let)	Accurate identification and location of S/W, as well as buffer identification and right for Proposers to rely on the information	- Early coordination with EPD for State Waters Determ - Early coordination with USACOE on PAR	Arcadis/ KHA	2		X		
28	Stream/Wetlands Identification (pre-let)	S/W classification changing after letting	Developer to retain ecology SME	Developer	2			X	
29	Individual Permit (IP)	The length of time required to obtain an Individual Permit (IP) post-let will affect the schedule (one IP for both projects)	- GDOT engage in early coordination with resource agencies during RFP phase - Upon approval from the USACE, use the two phase permit process similar to NWC to save 4-6 months Risk of SR 400 having to wait until IP is approved for I-285/400 - Evaluate possibility of using 2 IP's for each PI	HNTB (pre-let); Developer (post-let)	2	X			Meeting scheduled for 1/13 with USACOE. KHA tabulating Project impacts. HNTB developing pros/cons with using 2 IP vs. 1 IP for both projects.
30	“Green Sheet” Commitments (pre-let)	Ensure feasibility (schedule and cost implications), scope clarity, identify which entity is responsible (GDOT or Developer) for each proposed commitment		GDOT/ Arcadis/ KHA/ HNTB	2			X	
31	“Green Sheet” Commitments (post-let)	Ensure tools, system and SMEs are in place to effectively track commitments	Require Developer to retain SME Require Developer prepare a Comprehensive Environmental Compliance Plan GDOT retain NEPA post-let support services	Developer	2				

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
32	Ecological restriction during demolition	Ensure any restrictions are feasible, and scope is clear regarding exclusionary nets and demolition restriction	Review 107.23g and include in Vol 2 of the RFP Consider restrictions during constructability review and preliminary schedule development	Developer	2	X			
33	NPDES	Adhering to NPDES design requirements, filing NOI, paying NOI fee(s) and constructing/maintaining BMPs. (NPDES permit expires in Aug 2018) Project area is close to residential areas and many eyes will be closely monitor silt leaving site	Requiring Developer hire ESPCP and NPDES SMEs Ensure RFP is clear regarding NPDES responsibilities including consent orders are the responsibility of Developer Encourage Developer to adequately maintain erosion BMPs	Developer	2	X			
34	Stream Buffer Variance (SBV)	SBV will be required in affected locations on the project per EPD requirements	Perform preliminary review of SBV impacts and possible mitigation measures Ensure SBV mitigation credits can be purchased Ensure adequate R/W to install mitigation measures or opportunities exist for Developer to purchase SBV mitigation credits	Developer	2	X			
35	MS4 (PI 0000784)	PI 0000784 must comply with MS4 permit requirements	Arcadis perform MS4 feasibility study Ensure adequate R/W and NEPA is being cleared to install/maintain MS4 BMPs Engage GDOT SMEs during RFP phase Ensure RFP is clear	Developer	2	X			
36	Litigation after approval of NEPA	Lawsuit filed against NEPA decision	NA	GDOT	2		X		
37	Interchange Modification Report (IMR)	IMR being obtained as part of NEPA approval. Understand parameters by which the IMR would have to be revised based on awarded DB Team's approach.	Consider setting parameters (5' horz and vert) in RFP before which the IMR would have to be reopened.	Arcadis	2	X			Aracdis facilitate draft IMR workshop with FHWA.
38	Stream/Wetland Mitigation Credits	Ensure adequate number of mitigation credits are and will be available in the primary and secondary mitigation banks	Identify approximate number of S/W credits Locate current availability Monitor during RFP phase Allow Developer to reserve s/w credits post-let	HNTB (pre-let); Developer (post-let)	1	X			
39	Historical Preservation/artifacts	Ensure accurate identification pre-let and any post-let commitments for Developer are clearly identified	NA	GDOT (pre-let); Developer (post-let)	1			X	
40	Change of T&E species (post-let)	T&E list changing after original approval	Early and regular coordination with agencies	GDOT	1		X		
41	Environmental laws and requirements	Changes to environmental rules, requirements and policy (e.g. Noise policy set to change Spring 2014)	Establish date of effect for manual, policy, guidance in RFP	HNTB	1		X		
Hazardous Materials									
42	Known Hazardous Materials	Identify known hazardous material locations, and mitigation requirements	- Arcadis performed Phase I for PI 0000784 - GDOT perform Phase II for PI 0000784 - RFP include known hazardous materials location and any mitigation requirements	GDOT	2	X			
43	Unknown Hazardous Materials	Uncovering unknown hazardous material locations	Handling and disposal of unknown contaminated materials will be handled via change order	Developer	2		X		
44	Designated Waste (non-hazardous)		Ensure material is hauled off to approved site	Developer	1	X			
45	Hazardous material spills	Hazardous material spills during construction	Assign to Developer	Developer	1	X			
Right of Way / Access									
46	ROW Cost Estimate/Funding	GDOT is responsible to fund real purchase price necessary to acquire/close ROW purchase Funding availability may impact Developer ability to start construction in certain areas	- Validate R/W cost estimate - Include R/W contingencies - Ensure STIP update is current - Validate ROW funding years is in alignment with likely progression for R/W purchase - Consider incentive for R/W minimization/avoidance	GDOT/ Arcadis/ KHA	3		X		

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
47	Developer accessing sites (pre-let)	Developers may need to access sites currently not owned by GDOT in order to perform due diligence during RFP phase	GDOT discuss with R/W	GDOT	3				
48	Acquisition – **Developer acquired (up to condemnation)**	PI 0000784; Developer to acquire parcels not acquired by GDOT but necessary to build the project	Developer retain ROW SMEs Developer develop a ROW acquisition plan GDOT consider performing pre-acquisition work to reduce time	Developer	3	X			
49	Acquisition – Additional Properties Developer acquired (up to condemnation)	Developer responsible for acquiring Additional Properties that would be acquired to support a Developer proposed concept	Developer retain ROW SMEs Developer develop a ROW acquisition plan	Developer	3	X			
50	Acquisition – **GDOT acquired**	PI 721850-; KHA is acquiring ROW PI 0000784; Arcadis is acquiring ROW in "core" area and may acquire more parcels in FY16	Perform due diligence to ensure ROW can accommodate project footprint, MS4 mitigation, wall/easements, drainage detention (avoid having to purchase ROW twice from same property owner Assign a SAAG Ensure resources are available to acquire ROW in a timely manner (prior to Dec 2015) GDOT should consider acquiring as much ROW as possible for the Project	GDOT	2		X		
51	Permanent easements	Permanent easements will be required for maintenance of slopes, wall system, and drainage	Ensure approved ROW plans adequately identifies perm/temp easements Ensure RFP/Manuals are clear on when perm/temp easements should be used	GDOT	2		X		
52	Cost-to-cure/ROW Options		Ensure scope clarity as to requirements	GDOT	2	X			
53	Relocations		Ensure scope clarity as to requirements	GDOT	2	X			
54	Abatement	Abatement is required for demo	Ensure scope is clear on	GDOT	2	X			
55	Right-of-Way certification	GDOT must provide R/W certifications prior to construction on project or in constructible segments		GDOT	2		X		
56	Parcels 19 & 20 & 24	Parcels 19 & 20 are commercial relocations/parking garage demo and reconstruction Parcel 24 has build-out plans conflicting with acquisition limits	Parcels 19 & 20 are part of early acquisition	GDOT/ Arcadis	2		X		
Utilities									
57	Relocation of AT&T Trunk Line on Mt. Vernon		SUE QL-B is being developed and provided to Developers in RFP. Developer to assume risk.	Developer	3	X			Met with AT&T in 11/2014. Utility Workshop planned for 1/20/2015 at which will discuss early relocation strategy.
58	MARTA's MES line	MARTA's power source under I-285 at MARTA overpass may be impacted	- Locate in SUE plans - Consider SUE QL-A	GDOT	3	X			Discuss at 1/20/2015 Utility Workshop
59	Unidentified/ misidentified utilities		GDOT to perform due diligence through SUE. Developer responsible for identifying all utilities in corridor. **GDOT ENSURE CONTRACT or MOU CLARITY.**	Developer	3	X			
60	DeKalb County not executing an MOU.	Project requires DeKalb execute MOU if utility is to be included in contract	Based on previous project DeKalb was reluctant to execute MOU. Meet with DeKalb early to discuss.	GDOT	3		X		Discuss at 1/20/2015 Utility Workshop
61	Accuracy of information supplied		SUE QL-B is being developed and provided to Developers in RFP. Developer to assume risk.	Developer	2	X			
62	Delay by utility		Developer to perform much of the utility work and will be responsible for managing schedule and ensuring work is performed	Developer	2	X			
63	Right of way/easements for utilities		Developer responsible	Developer	2	X			
64	Utility Agreements		Developer to obtain	Developer	2	X			
65	DBF MOU	Updating MOU for clarity and obtaining MOUs from utility owners in an expeditious manner	GDOT to obtain from utility owners. .	GDOT	2		X		MOU was updated.
66	ROW/Easement Agreements (Delays to Construction)	Litigation or delays to work by utility owners until the Easement rights are resolved	Risk allocation applies to GDOT furnished right of way	Utility Owner	2		X		
67	Funding Default of Utility Owners (i.e. Bankruptcy)	Many of the utility owner's assets are tied to the energy markets. A sustained economic downturn could delay or require alternative means		GDOT	2		X		

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
68	Emergency Response Plan			Developer	2	X			
69	Lighting and Lighting Agreements	Uncertainty if lighting is required which would affect cost and possibly env	GDOT perform lighting warrant study as early as possible to feed into cost and env	GDOT	2			X	
70	Insurance Provisions, Moratorium on Cutovers	Ensure RFP includes utility relocation requirements	GDOT facilitate utility workshop	GDOT	2			X	
71	Prior Rights determination				2				
72	New utilities coming in during design and construction (not previously disclosed)		GDOT should allow Developer opportunity to review permit. **VERIFY IN RFP.**	GDOT	1			X	
73	Damage to Existing Utilities During Construction	Damage or injury due to striking, or vibration of utility systems	Establish chain of response in Contract.	Developer	1	X			
74	Damage to Existing Utilities During Construction – unidentified or misidentified	Damage or injury due to striking, or vibration of utility systems	Establish chain of response in Contract.	Developer	1	X			
75	ROW/Easement Agreements (Delays to Construction) – outside of footprint designated in preliminary design	Litigation or delays to work by utility owners until the Easement rights are resolved	If Developer identifies additional right of way, Developer will be responsible for this condition.	Developer	1	X			
76	Early Relocation opportunities	Known utility relocations	Locate, identify conflicts, and relocate prior to construction where applicable. Establish timetable for early relocations and include in contract	GDOT	1		X		HNTB evaluating impacts. Will be prepared to discuss early relocations at 1/20/2015 Utility Workshop.
77	Multiple relocations of same utility	Changes to plans after relocation is complete	Consider assigning responsibility to Developer.	Developer	1	X			
Geotechnical									
78	Differing Subsurface Conditions		Consider establishing cost sharing mechanism that includes a deductible and cost sharing provisions for differing subsurface conditions.	Developer	3	X			
79	Foundation constructability	Foundation size and depth are variable and impact constructability, cost and schedule		Developer	3	X			
80	Unknown Subsurface Conditions	Differing site conditions or insufficient Geotechnical data for design. High foundation cost contingencies by Developer. Unknown subsurface conditions during bidding phase	- GDOT is performing boring/testing program during RFP development. - Developer may obtain additional data as needed - GDOT provide previous project geotech reports	GDOT	3	X			GDOT currently obtaining boring data
81	BFI/WFI	BFI/WFI must be prepared for the Project.	Ensure scope clarity as to requirements	Developer	2	X			
82	Soils Report	Soils report must be prepared for the Project.	Ensure scope clarity as to requirements	Developer	2	X			
83	Accuracy of information supplied		GDOT to provide boring logs as part of RFP as information only	GDOT	1	X			
84	Groundwater Dewatering Operations	Review UST/env doc	If known, complete phase II investigation as part of RFP to better define extent of contamination.	GDOT	1			X	
85	LRFD	Determine if LRFD is required for PI 721850-.	LRFD is required for the project. Exception is with existing Bridge widening.	Developer	1	X			LRFD is required on new structures
86	Stability and settlement of embankment fills	Excessive or delayed settlement	Conduct adequate geotechnical investigation and establish parameters or performance in DB contract.	Developer	1	X			
87	Pavement Design (HMA vs. PCC)	Variability in pavement design	GDOT OMAT to determine min PCC and HMA sections. GDOT OMAT to also determine locations where PCC must be used. For widening sections with no effective barrier, then widened section must match mainline.	GDOT	1	X			
Design									
88	Drainage	Ensure clarity in requirements/design criteria. No underground detention or in-line storage. Temporary/during construction drainage requirements.	Ensure drainage section of RFP is clear, and clarifies any open ended items in GDOT's revised drainage manual.	Developer	3	X			Ongoing.
89	Design Review Times	Need predictable design review periods in the RFP to support quick turnaround and aggressive schedule		GDOT	3		X		
90	Future and Adjacent Project Considerations	Future development project could have significant impact on utilities.	Require utility relocations to accommodate future projects to the extent possible. Establish list of future projects.	Developer	2			X	Developing a list of projects for Developer to plan for.
91	Flex Lanes	Ensure scope clarity regarding flex lanes (incl shoulder pavement section)	Meet with GDOT to determine replacement and/or new flex lane locations	Developer	2		X		KHA is accommodating transition/impact to flex lanes in costing plans.

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
92	Design QC/QA		Establish roles and responsibilities for QC/QA in contract. Suggested QC and QA by contractor with agency oversight.	Developer	2	X			
93	Landscaping	Lack of clarity in scope regarding new and replacement of areas disturbed	Meet with Locals, obtain existing mowing/maint agreements, determine with GDOT location/requirements of new or replaced landscape	Developer	2	X			Met with PCID on 12/16. Need follow up to coordinate landscape elements.
94	Ramp Meters	Determine if ramp meters are to be replaced or added	Early coordination with Traffic Operations	Developer	1		X		Met with Traffic Ops on 12/18. GDOT to finalize location of new/relocated ramp meters.
95	VSLS	Impacting existing VSLS system	Determine scope for replacement, outage requirements, etc… Also include as-built plans from VSLS project	Developer	1		X		
96	Survey Database			Developer	1	X			
97	Responsibility for Preliminary Design			Arcadis/ KHA	1		X		
98	Responsibility for Final Design			Developer	1	X			
99	Aesthetic Elements	Ensure adequate direction provided to Developer in RFP	Meet with PCID, Sandy Springs (Texas hand rail, decorative elements)	Developer	1		X		
100	Sidewalks and Bike lanes	Ensure all ped and bike lanes are clearly identified	Early coordination with Locals; clarify locations in scope	Developer	1		X		Sandy Springs adopted a new bike/ped plan on 12/16.
Bridge/Walls									
101	H&H Study/FEMA and CLOMR	Floodway/floodplain encroachment requires Local Issuing Authority (LIA)/FEMA coordination	- Perform H&H study to best understand risks - Ensure RFP is clear for H&H and CLOMR requirements	Arcadis/ KHA	3	X			Arcadis and KHA developing preliminary H&H studies. Additional follow up with FEMA and locals will ensue.
102	Construction sequencing	Impacts to access, staging, pre-casting, etc. due to usage changes	GDOT develop allowable lane closures to best support aggressive construction schedule/sequencing	GDOT	3	X			Ongoing.
103	Foundations	Constructability, capacity (e.g. 85/400 most piles walked)	Consider specifying allowable foundation types	GDOT	2	X			
104	Bridge Type Selection Approval	GDOT must approve bridge type selection and maintenance requirements	- Coordinate and perform preliminary engineering to meet GDOT requirements and to evaluate bridge type(s) allowed on the project. - The Developer bears any risks associated with deviations.	Developer	2	X			
105	Constructability – general	Constructability of the project	Contractor responsibility. However, consider constructability review by HNTB SME's during development of schedule.	Developer	2	X			
106	Retaining wall type selection	Various wall types are available incl MSE, tie-back, soil-nail, barrier, modular block, etc…	- Discuss available wall types with GDOT Bridge - Ensure RFP/Manuals are clear on wall type usage - Include Wall SP in the RFP	GDOT/ Arcadis/ KHA/ HNTB	2	X			
107	Retaining wall finish	Ensure wall finish is clearly identified in scope (flat, ashlar, etc..)	- Discuss available wall types with GDOT Bridge - Include guidance in RFP	GDOT/ Arcadis/ KHA/ HNTB	2	X			Met with locals on 12/16. MSE will use panels. All other walls will have plain concrete finish.
108	Existing bridge replacement verse rehabilitation	Identify bridge replacement verse bridge rehabilitation based on Bridge Condition, Bridge Deck and Bridge Office recommendations	- Meet with Bridge Office to discuss - Prepare memo to Chief outlining recommendations	GDOT/ Arcadis/ KHA/ HNTB	1		X		Bridge recommendation memo has been approved and will be included as an RID. RFP will incl scope of work as well.
109	Sound Barrier Finish	Lack of clarity in scope regarding sound barrier finish	Consider early outreach to narrow down options	GDOT	1		X		Met with Locals on 12/16. Preference is reflective barrier with dark gray ashlar stone finish. This will be included in the scope.
110	Existing structure defects (bridge deck and bridge condition survey)	Inadequate scope to perform repair/rehab work	Meet with OMAT and Bridge Maint to ensure adequate scope		1		X		Resolved
111	Obstruction in foundations and pile caps	Cost and schedule			1			X	

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
112	Bridge Demolition Requirements	Verify any additional requirements such as asbestos, or paint issues	Confirm constructability, env considerations	GDOT	1		X		
113	Design Criteria	Compliance with criteria	The Developer must comply with the design criteria once it is established and bears any risks associated with non-compliance.	Developer	1	X			
114	Geometry Changes	Impacts to cost and schedule	The Developer must comply with the design criteria once it is established and bears any risks associated with non-compliance.	Developer	1	X			
Third Party/Stakeholders									
115	MARTA	Ensure full scope of services are included in RFP for Northsprings MARTA Bridge, I-285 MARTA overpass and tunnels near Glennridge, and/or bus stop impacts.	Early coordination is necessary.	GDOT	3			X	Met with MARTA on 12/11/2015. Will meet again at the 1/20/2015 Utility Workshop.
116	EPD	MS4	Early coordination meeting	GDOT	2	X		X	
117	FHWA		Regular coordination is necessary.	GDOT	2			X	Bi-weekly coordination is ongoing.
118	Sandy Springs	Abernathy DDI, and other design related requests	Early coordination occurred on 12/16/2014. Follow up necessary.	GDOT	2			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
119	PCID	PCID design related requests	Early coordination occurred on 12/16/2014. Follow up necessary.	GDOT	2			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
120	FEMA	CLOMR	GDOT perform preliminary H&H studies, and conduct early coordination with FEMA.	GDOT	2			X	After preliminary H&H studies are complete, plan to meet with FEMA.
121	Others		Provide list of permits. Assign responsibility for obtaining permits. Include this list of permits in the contract.	GDOT	2			X	
122	Hospitals		Early coordination is necessary.	GDOT	2			X	Early coordination has occurred. Follow up is necessary.
123	Emergency Services		GDOT facilitate meeting.	GDOT	2			X	
124	Stakeholder/Public Engagement - Prelet	Create opportunities to disseminate project information in a user friendly format, and engage stakeholders during 2015 (procurement process) prior to Developer being awarded	HNTB create a plan for stakeholder engagement which may include creating a project webpage to disseminate public information.	HNTB	2		X		
125	Dunwoody		Early coordination is necessary.	GDOT	1			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
126	Brookhaven		Early coordination is necessary.	GDOT	1			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
127	Fulton Co		Early coordination is necessary.	GDOT	1			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
128	DeKalb County		Early coordination is necessary.	GDOT	1			X	Met with Locals on 12/16/2015. Additional follow up is necessary.
Construction/MOT									
129	Traffic Impacts/Interruptions	Project impacts a heavily travelled area.	- Evaluate Proposers Technical Proposals based in part on MOT/staging - Require Developer to retain communications specialists (5 yrs or more) to coordinate with locals and communicate traffic interruptions to the public (must be retained within 60 days of NTP 1)	Developer	3	X			Section 18 is being developed with input from GDOT CST and Locals.
130	Detours	GDOT determine if short term/isolated detours are allowed. Then identify requirements in Section 18 Traffic Control.	Work with Locals and GDOT Construction to define parameters of any detours	Developer	3	X			Section 18 is being developed with input from GDOT CST and Locals.
131	Resources Available to Expedite CST	Developer's ability to adequately resource the project in order to accomplish Work by completion date		Developer	3	X			
132	Adjacent hospitals/emergency services	Three hospitals are located within the project site. Concerns around lane closures and disruption to hospitals staff and emergency personnel	Conduct follow up meeting(s) with hospital, and emergency service personnel. Incl Traffic Control requirements in Section 18.	GDOT	3		X		Ongoing discussions ensue.
133	Conducting Nighttime Work	Project will require nighttime work. Local ordinance may limit nighttime work. Green sheet requires Locals awareness and variance if night work performed.	Work with the Locals to obtain a variance or consensus that nighttime work is necessary.	GDOT	2		X		Met with Locals on 12/19/2014 and received consensus at that meeting.

No	Item	Description	Recommended Mitigation or Action	Risk Mitigation Owner	Threat Level	Developer Risk	GDOT Risk	Shared Risk	Status
134	Transportation Management Plan (TMP)	A TMP is required.	Developer to prepare	Developer	2	X			
135	CCTV camera coverage to TMC during life of project	Maintain CCTV camera coverage to TMC during life of project (even if temporary poles and cellular services is necessary for staging)	Ensure scope includes this requirement	Developer	2	X			Ongoing discussions with Traffic Ops.
136	Construction QC/QA	Ensure adequate QA/QC is performed during the life of the project	Include QCP requirements in the RFP so that contractor can price and adequately perform this effort	Developer	2	X			
137	Protecting Adjacent Ponds from Silt	Mitigating concerns of project disturbance impacting local ponds	Consider pre, mid and post pond surveys	Developer	2	X			
138	Vibration/Crack Claims from Work	Adjacent property owners claims of vibration/foundation cracks from construction activities		Developer	2	X			
139	Borrow Source	Project is in borrow	Consider identify a nearby borrow source for the project	Developer	2	X			
140	Change Order Management/Process	Approval process for change orders and construction oversight	Debrief of NWC to verify proper roles, responsibilities and process prior to construction	GDOT	1		X		
141	Force Majeure during construction	Unlikely catastrophic event	Ensure terms of contract are clear regarding Force Majeure	GDOT	1		X		
142	Construction Engineering and Inspection (CEI)	Ensure adequate CEI and materials testing is being performed by Developer	Include QCP requirements in the RFP so that contractor can price and adequately perform this effort. Include Owner's verification CEI and CM role to verify testing is meeting specs and being performed adequately.	Developer	1	X			
143	Maintenance During Construction	MS4 inspections and illicit discharge detection	Establish maintenance responsibilities for existing roads, drainage facilities, and bridges during construction	Developer	1	X			
144	Cooperation with other Projects/Contractors		Identify other projects and include "cooperation" language	Developer	1	X			
145	Buy America	Assuring quality of foreign fabrication	Establish "Buy America" requirements in DB contract	Developer	1	X			
146	Incident Management			Developer	1	X			
Safety and Security									
147	Terrorism Vulnerability	Risk of shutdown due to terrorist activities. Impacts to traffic and shipping	Vulnerability assessment has been completed. Incorporate security requirements. Consider including in Builder's Risk policy.	GDOT	1		X		
148	Construction Site Security	Site security during construction cost depending on security requirements	Additional site specific security of the construction area will not be required beyond standard specification provisions.	Developer	1	X			
Long Term Maintenance									
147	Long Term Maintenance Needs	Ensure corners are not cut to create long term maint issues for GDOT	Meet with GDOT Maintenance to discuss project. Consider BV selection criteria for maintenance considerations. Ensure RFP is clear regarding equal or better.	GDOT	2		X		

Threat Level (1=low, 3=high)