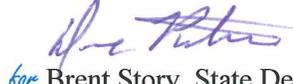


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0007841 **OFFICE** Design Policy & Support
CSNHS-0007-00(841)
Fulton County
GDOT District 7 - Metro Atlanta **DATE** August 8, 2014
I-85 @ SR 74/Senoia Road
Interchange Improvements

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
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, 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
Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER - 13th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	<u>Interchange Upgrade</u>	P.I. Number:	<u>0007841</u>
GDOT District:	<u>7</u>	County:	<u>Fulton</u>
Federal Route Number:	<u>I-85</u>	State Route Number:	<u>SR 74</u>
	Project Number:	<u>CSNHS-0007-00(841)</u>	

This project consists of proposed improvements to the existing Interstate 85 / State Route 74 interchange, including the overpass bridges, and ramp relocations. Improvements will extend along SR 74 east to Milam Road, which is located approximately 1.2 miles east of I-85.

Submitted for approval:

TransSystems	<u>D. B. Ly</u>	<u>4/4/14</u>
Consultant Designer & Firm		DATE
<u>Mark B. Arny</u>		<u>4.3.14</u>
Local Government		DATE
<u>Albert Shelby</u>		<u>4.21.14</u>
State Program Delivery Engineer		DATE
<u>A. B. [Signature]</u>		<u>4/18/14</u>
GDOT Project Manager		DATE

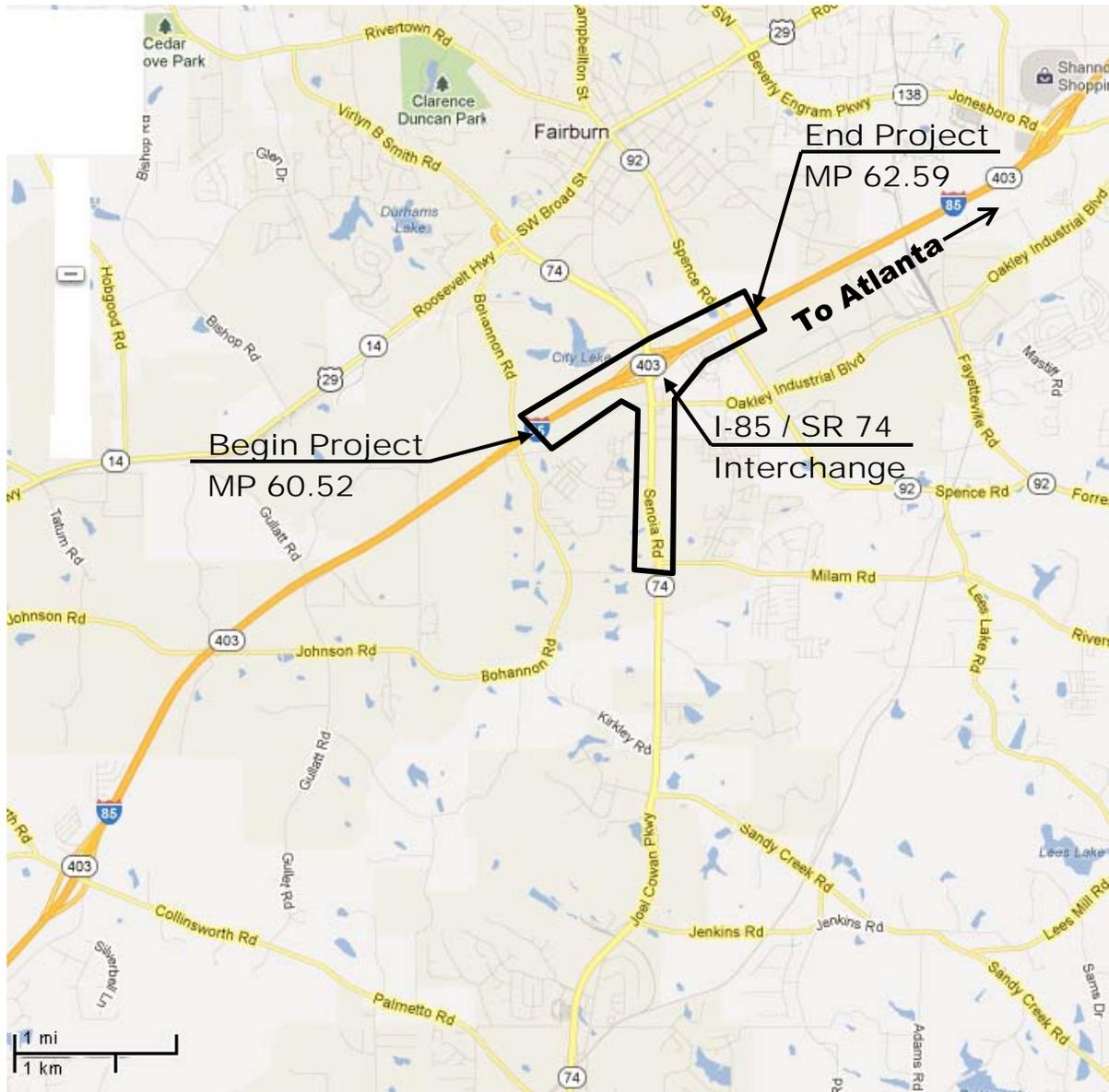
Recommendation for approval:
** Recommendation on file*

Program Control Administrator		DATE
<i>* Hiral Patel/KLP</i>		<u>7-24-14</u>
State Environmental Administrator		DATE
<i>* Kathy Zahul/KLP</i>		<u>4-25-14</u>
State Traffic Engineer		DATE
<i>* Lisa Myers/KLP</i>		<u>4-23-14</u>
Project Review Engineer		DATE
<i>* Lee Upkins/KLP</i>		<u>4-25-14</u>
<i>for</i> State Utilities Engineer		DATE
District Engineer		DATE
<i>* Ben Rabun/KLP</i>		<u>7-11-14</u>
State Bridge Design Engineer		DATE

State Transportation Financial Management Administrator		DATE
<i>* Recommendation on file</i>		
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).		
<u>Conluid [Signature]</u>		<u>4-30-14</u>
State Transportation Planning Administrator		DATE

County: Fulton

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement:

The SR 74 interchange at I-85 is a diamond interchange located in south Fulton County and is the principal exit (Exit 61) to the City of Fairburn, the Town of Tyrone, North Fayette County and Peachtree City. SR 74 is functionally classified as an Urban Principal Arterial with a posted speed of 45 mph. It is currently two through lanes in each direction with several auxiliary lanes for both left and right turns at the ramp terminals and at the intersection with Oakley Industrial Boulevard east of I-85. This project proposes to reconstruct this interchange to meet traffic demands.

The current (2011) Average Annual Daily Traffic (AADT) at the interchange of SR 74 and I-85 along SR 74/Senoia Road is 21,900 (24 Hr. Truck 17% south of I-85 and 21% north of I-85) and I-85 is 50,100 (24 Hr. Truck 18%), which represents a level-of-service "F" for all ramp intersections along SR 74 at the interchange. Along SR 74 from the interchange to Oakley Industrial Boulevard the AADT reduces to 17,210, between Oakley Industrial Boulevard and Milam Road the AADT reduces to 16,895.

The design traffic was approved on 10/22/12. At I-85 the study identifies 2040 traffic volumes as 82,150 and at SR 74 as 45,930 vehicles per day. Along SR 74 from the interchange to Oakley Industrial Boulevard the study identifies the 2040 traffic volumes decreases to 36,675. Between Oakley Industrial Boulevard and Milam Road the traffic volume reduces to 16,895 vehicles per day.

The western terminus for this project is just west of the I-85 southbound exit ramp on SR 74 / Senoia Road. The eastern terminus for this project is proposed to terminate at the intersection of SR 74 / Senoia Road and Milam Road / Landrum Road.

The crash rates for the entire project section of SR 74 were below the statewide average, for a similar functional classification of road (Urban Principal Arterial) for 2007-2009. The one exception to this is at the SR 74 interchange area with I-85 where they were above the statewide average for accidents for 2007-2009. For the combined years 2007-2009, the accident rates for SR 74 was 258.6, while the state wide average was 649, 612 and 603 respectively for the years 2007, 2008 and 2009.

Currently, the statewide Transportation Plan defines congestion as LOS D to LOS F with a LOS E sometimes used to define congestion in large urban areas. The goal of this project is to alleviate current and future congestion at the SR 74 and I-85 interchange and reduce crash frequency along the corridor.

Existing conditions:

The existing I-85 interchange is a diamond interchange. I-85 NB is four lanes through the entire interchange. I-85 SB enters the interchange with four lanes, drops one at the SB exit ramp, maintains three lanes through the interchange and adds the fourth lane back in at the SB entrance ramp. There are two overpass bridges on a curve skewed at an angle of about 67°. The EB bridge carries three lanes, two through lanes and one left turn lane to the northbound entrance ramp. The WB bridge carries two through lanes. The SB exit ramp consists of two lanes exiting SB I-85, widening to three lanes, one right turn to WB SR 74 and two left turn lanes to EB SR 74. Both the SB entrance and NB exit ramps are one lane each. The NB entrance ramp starts out with two lanes and transitions to one lane.

County: Fulton

SR 74 west of the interchange is four lane depressed median with a 900’ long right turn lane to the SB entrance ramp to I-85, and a left turn lane to City Lake Road, which is located about 330’ west of the terminal for the SB exit.

SR 74 east of the interchange to Oakley Industrial Boulevard (approximately 840’ from the NB ramp terminals) is four lane divided with intermittent turning lanes and sidewalks.

Other projects in the area: P.I. 0006460 – I-85 from SR 34/Coweta to SR 92/Fulton – Noise Walls
P.I. 0012661 – I-85 FM SR 74 to SR 316; EXC Downtown – Variable Speed Signs
P.I. 0007842 – I-85 @ SR 138/Jonesboro Road - Interchange

MPO: Atlanta Regional Commission (ARC)

MPO Project

Regional Commission: Atlanta Regional Commission

ARC Project ID: FS-AR-182

Congressional District(s): 13

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic: AADT

SR 74 Current Year (2011): 21,900 Open Year (2020): 29,230 Design Year (2040): 45,930

I-85 Current Year (2011): 50,100 Open Year (2020): 59,300 Design Year (2040): 82,150

Traffic Projections Approved and Performed by: Approved 10/12/12 performed by Qk4

Functional Classification (Mainline): Urban Principal 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

DESIGN AND STRUCTURAL

Description of the proposed project:

The proposed project is approximately 1.4 miles along SR 74 from City Lake Road to Milam Road. The project includes the modification of the SR 74 and I-85 interchange to a partial clover leaf, with loop ramps in the southwest and northeast quadrants. The project will also widen SR 74 to 4 lanes in each direction from the interchange to Harbins Road and 3 lanes in each direction from Harbins Road to Milam Road. The entire project is located in Fulton County and within the city limits of Fairburn (except the NE quadrant of I-85).

County: Fulton

Major Structures:

Structure	Existing	Proposed
ID 121-0645-0 EB SR 74	Length = 281', Three 10' lanes, 2 thru, 1 left turn, 6' outside, 2' inside shoulders. Total roadway width = 38'. Sufficiency rating: 96.81.	Remove EB SR 74 Bridge and widen WB SR 74 Bridge to: Length = 278' Ten 12' lanes total, 4 WB, 6 EB, plus 4' bike lanes each side with a 4' raised median, and 10' outside shoulders both sides. Total roadway width = 156'.
ID 121-0069-0 WB SR 74	Length = 278', Two 12' thru lanes, 10' outside, 4' inside shoulders. Total roadway width = 38'. Sufficiency Rating: 79.78	
Retaining Walls	N/A	Four bridge abutment walls are anticipated to accommodate the C-D lanes. Two at SR 74 and two at SR 92. These walls are proposed as MSE walls.
Other	N/A	N/A

Mainline Design Features: SR 74 Urban Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2 EA Direction		4 EA Direction
- Lane Width(s)	Varies – 10' to 12'		12'
- Median Width & Type	44' Depressed		20' Raised
- Outside Shoulder or Border Area Width	6'/C&G		C&G 10'
- Outside Shoulder Slope	6%/2%		2%
- Inside Shoulder Width	2'		4'
- Sidewalks	In developed areas		Intermittent
- Auxiliary Lanes	Left & Right Turns		Left & Right Turns
- Bike Lanes	N/A		1 EA Direction
Posted Speed	45 mph		45 mph
Design Speed	45 mph	45 mph	45 mph
Min Horizontal Curve Radius	2213	711'	711'
Maximum Superelevation Rate		4% (Urban)	4% (Urban)
Maximum Grade		6° (Rolling)	6° (Rolling)
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB 60	WB 60	WB 67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: Interchange with I-85, Intersections with Oakley Industrial Boulevard, Harris Road, and Milam Road

County: Fulton

Lighting required: No Yes, The energy, operation and maintenance will be maintained by the City of Fairburn.

Off-site Detours Anticipated: No Undetermined Yes

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	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Lateral offset to obstruction – utility pole or lighting.

VE Study anticipated: No Yes Completed – Date:

County: Fulton

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: None.

Utility Involvements: Georgia Power, Atlanta Gas Light, AT&T, Comcast, Level 3, City of Fairburn Water & Sewer, City of Atlanta Water, Coweta-Fayette EMC

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

Right-of-Way (ROW): Existing width: Varies 120-160 ft Proposed width: Varies 120-190 ft
Refer to Chapter 3 of GDOT’s Design Policy Manual for guidance.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Check all easement types that apply.

Anticipated total number of impacted parcels:	35
Displacements anticipated:	
Businesses:	2
Residences:	
Other:	
Total Displacements:	2

Location and Design approval: Not Required Required

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

County: Fulton

Use this area below the table for more details on Permits/Variations/Commitments/Coordination Anticipated as needed.

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: Environmental Screening has been completed. Environmental studies will begin after approval of the Concept.

Ecology: Environmental Screening has been completed. Specific studies for threatened and endangered species will begin after approval of the Concept.

History: Environmental Screening has been completed. Environmental studies will begin after approval of the Concept. Based on field visits and a limited review of literature research, it does not appear that there are any structures 50 years or older that would be considered for inclusion for listing in the National Register of Historic Places. The area is representative of new and changing land use.

Archeology: Environmental Screening has been completed. Environmental studies will begin after approval of the Concept. Based on limited field investigations, the APE has been highly disturbed by recent, mostly highway construction, activities would not yield any archaeology sites, either historic or prehistoric.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is the project located in an Ozone Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is a Carbon Monoxide hotspot analysis required?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes

The proposed project is approximately 1.4 miles along SR 74 from Lake Road to Milam Road. It will provide 4 thru lanes along SR 74 from the I-85 interchange to Meadow Glenn Parkway and 3 thru lanes from Meadow Glen Parkway to Milam Road. The project open date is 2020.

Noise Effects: Environmental Screening has been completed. Environmental studies will begin after approval of the Concept. The existing interchange and roadways is currently an existing noise generator. Therefore, given the nature of the area it is unlikely noise would have an influence on project alignment or feasibility.

Public Involvement: PIOH – 2/28/12

Major stakeholders: City of Fairburn, Fayette County, South Fulton CID, Peachtree City, City of Tyrone, Tri County Alliance

CONSTRUCTION

Issues potentially affecting constructibility/construction schedule: Very high traffic volumes may limit working hours and may increase number of lanes required for temporary traffic.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

County: Fulton

Initial Concept Meeting: 12/7/11 (See attachment for meeting minutes)

Concept Meeting: Provide date of CM and brief summary. Attach minutes.

Other coordination to date: Coordination Meeting 10/24/11 (See attachment for meeting minutes); IMR has been submitted

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Fairburn / TranSystems
Design	GDOT
Right-of-Way Acquisition	GDOT
Utility Relocation	Contractor
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Federal/ State	Federal / State	Federal / State	Federal/ State		
\$ Amount	\$1,200,000	\$12,652,000	\$597,043	\$22,160,608		\$36,609,651
Date of Estimate	11/12/2013	5/9/2014	6/30/2014	7/16/2014		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment, and contingencies.

KLP

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Partial Cloverleaf			
Estimated Property Impacts:	35	Estimated Total Cost:	\$36,609,651
Estimated ROW Cost:	\$12,652,000	Estimated CST Time:	36 months
Rationale: This alternative provides the best long term benefits for traffic congestion relief. This option removes the southern bridge and eliminates the need for jacking the northern bridge in order to meet minimal clearance with I-85. Minimizes the weaving problem with left turn movements from SR 74 to Oakley Industrial Boulevard. This is done by removing the traffic signal phase for the I-85 NB off ramp which allows for a free flow movement to Oakley Industrial Boulevard. This is the preferred alternative from the PIOH.			

No-Build Alternative: Existing Conditions			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: This alternative does not meet the goals of traffic congestion relief.			

County: Fulton

Alternative 1: DDI			
Estimated Property Impacts:	35	Estimated Total Cost:	\$27,027,532
Estimated ROW Cost:	\$7,363,000	Estimated CST Time:	36 months
<p>Rationale: This alternative, while less costly, will have constructability issues because of vertical clearance issues with I-85 and the way they are currently constructed. SR 74 is currently at the minimum vertical clearance with I-85. The existing bridges are also constructed where they are super-elevated in the same direction (see attached cross sections). Either the existing northern bridge would have to be jacked in order to be widened to the north or the bridge would need to be widened to the south. Both options would result in additional issues including transitioning problems for the roadway and horizontal clearance problems between the proposed pedestrian bridge (only for DDI) and the existing bridges.</p> <p>Truck traffic weaving would be in conflict with vehicles trying to make left turns from SR 74 onto Oakley Industrial Boulevard. The heavy amount of truck traffic would be forced to start / stop at two signals in a short amount of distance before reaching the Oakley Industrial Boulevard intersection and thus becoming in conflict with vehicles trying to make left turns onto Oakley Industrial Boulevard from SR 74.</p> <p>This project is also to include bike access. The DDI, with the lane / traffic shifts, would require bikes to be accommodated on the inside of the lane versus along the outside of the lane where it is preferred. Year 2040 traffic projections show undesirable intersection level of service for the DDI (values of E and D versus B and C for the Parclo B).</p> <p>Also per the State Bridge Engineer the SR 74 westbound bridge has an HS inventory rating that is roughly equivalent to an HS-15, significantly below the required HS-20 loading. A design variance is not supported for the substandard bridge due to the high percentage of truck traffic, including containerized freight. The deck is only 6.5" thick and is showing signs of distress including spall with exposed reinforcement, which would require replacement of the deck, strengthening of the substandard substructure units, and widening with steel beams. Therefore the DDI alternative was rejected due to constructability issues, current and future traffic operations, pedestrian and bike access through the interchange.</p>			

Comments:**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
4. Crash summaries
5. Traffic diagrams
6. Traffic Approval Letter
7. SI & A Reports
8. Conforming plan's network schematics showing thru lanes.
9. Minutes of Concept meetings
10. PIOH Meeting
11. City of Fairburn Letter
12. Bridge cross sections

APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer


Date



- LEGEND**
- PROPOSED PAVEMENT
 - PROPOSED GRASSED MEDIAN
 - PROPOSED RAISED MEDIAN
 - FUTURE PROJECT CONSTRUCTION
 - xxxxxx OBLITERATE EXISTING PAVEMENT
 - PROPOSED TRAFFIC SIGNAL
 - TRAFFIC DIRECTIONAL ARROW
 - POTENTIAL DISPLACEMENTS

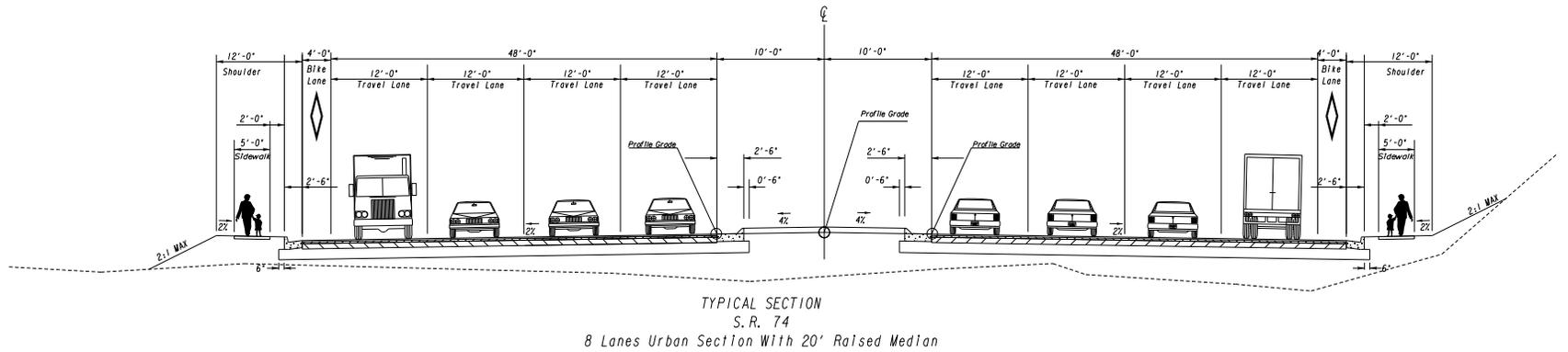
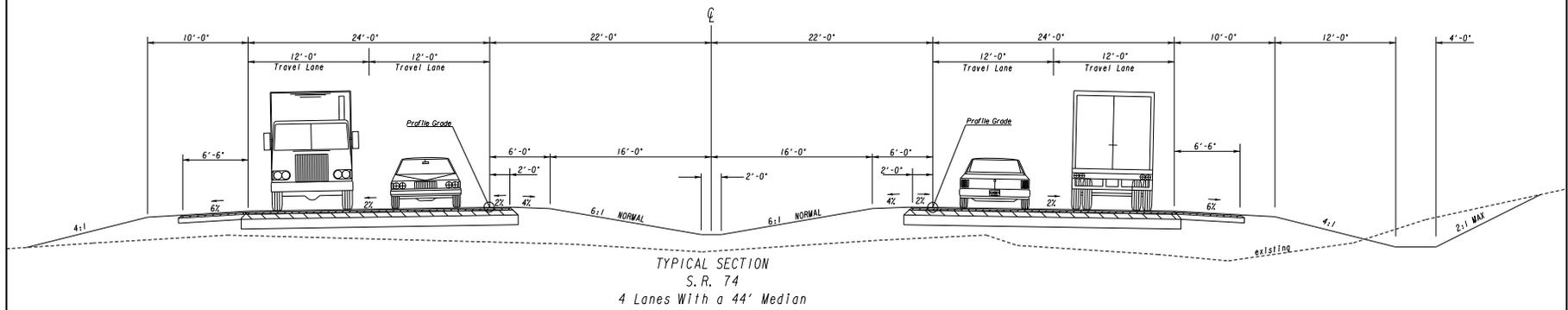
CONCEPT PLAN
I-85 @ S.R. 74 INTERCHANGE
CITY OF FAIRBURN, GA
 DATE: 04/2014
 SCALE: 1"=40'
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

TranSystems

CITY OF FAIRBURN

MATCH LINE (SEE RIGHT)

MATCH LINE (SEE LEFT)



1780 CORPORATE DRIVE
 SUITE 400
 NORCROSS, GA 30093
 PHONE: (770) 931-8005
 FAX: (770) 931-8555

REVISION DATES

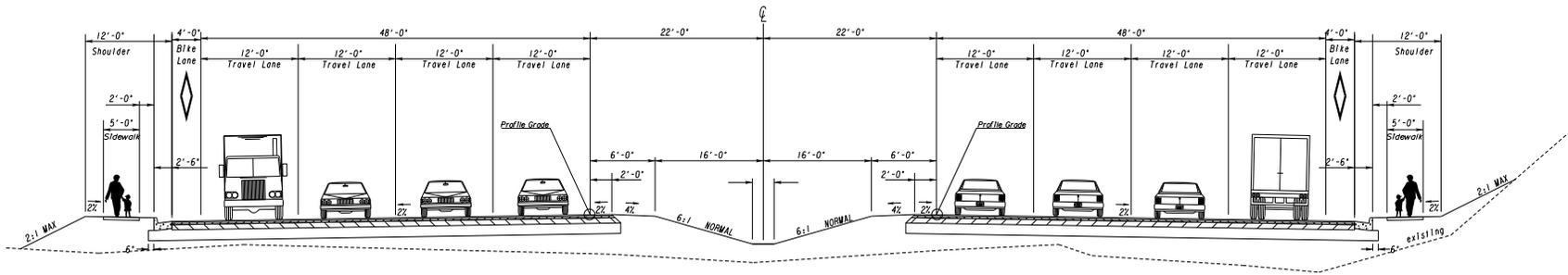
NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

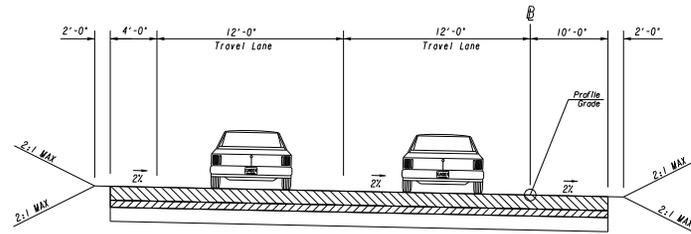
TYPICAL SECTIONS

PROJECT: CSNHS-0007-00(841)
 COUNTY: FULTON

DRAWING NO.
05-001



TYPICAL SECTION
S.R. 74
8 Lanes Urban with 44' Depressed Median



TYPICAL SECTION
RAMPS
2 Lanes With 12' PCC Pavement
(Note: 1 lane ramp is similar with
travel lane width = 16')



1780 CORPORATE DRIVE
SUITE 400
NORCROSS, GA 30093
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REVISION DATES

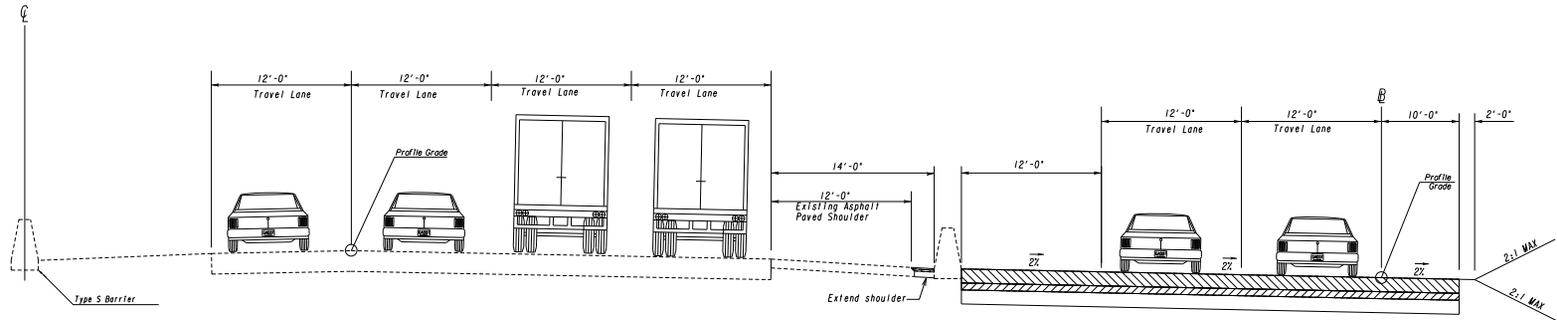
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: PROGRAM DELIVERY

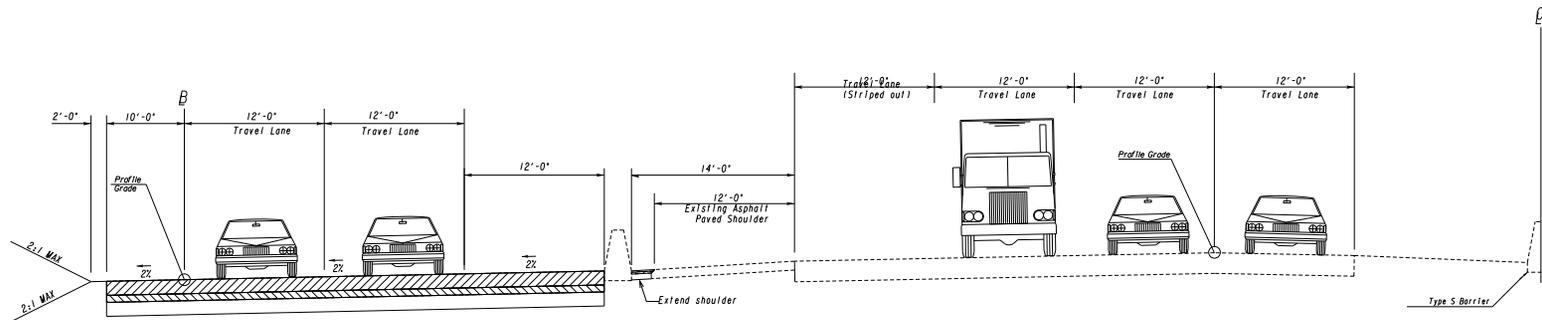
TYPICAL SECTIONS

PROJECT: CSNHS-0007-00(841)
COUNTY: FULTON

DRAWING NO.
05-002



TYPICAL SECTION
1-85 NB



TYPICAL SECTION
1-85 SB



1780 CORPORATE DRIVE
SUITE 400
NORCROSS, GA 30093
PHONE: (770) 931-8005
FAX: (770) 931-8555

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

PROJECT: CSNHS-0007-00(841)
COUNTY: FULTON

DRAWING NO.
05-002

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007841

OFFICE Program Delivery

PROJECT DESCRIPTION

I-85 @ SR 74/Senoia Road

DATE July 16, 2014

From: Albert V. Shelby, III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Peter Emmanuel

MGMT LET DATE N/A

MGMT ROW DATE N/A

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 10,169,742.00

DATE 5/6/09

RIGHT OF WAY \$ 7,176,976.00

DATE 11/20/08

UTILITIES \$ 435,600.00

DATE 9/30/08

REVISED COST ESTIMATES

CONSTRUCTION* \$ 22,160,607.93

RIGHT OF WAY \$ 12,652,000.00

UTILITIES \$ 597,043.00

*Cost Contains 15 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Refined Concept Development and Concept Report Submission

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	17,736,536.00	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	886,826.80	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	2,793,504.42	Base Estimate (A) + E & I (B) x	15 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	743,740.71	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	22,160,607.93	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Fulton County Sewer	\$397,043.00
Coweta Fayette EMC	\$200,000.00
TOTAL	\$ 597,043.00 -

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO. CSNHS-0007-00(841)
P.I. NO. 0007841
DATE 7/16/2014

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-14	\$ 3.589
DIESEL		\$ 3.867
LIQUID AC		\$ 596.00

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) **716094** **\$ 716,094.00**
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
 Monthly Asphalt Cement Price month project let (APL) \$ 596.00
 Total Monthly Tonnage of asphalt cement (TMT) 2002.5

ASPHALT	Tons	%AC	AC ton
Leveling	3000	5.0%	150
12.5 OGFC		5.0%	0
12.5 mm	2720	5.0%	136
9.5 mm SP		5.0%	0
25 mm SP	33240	5.0%	1662
19 mm SP	1090	5.0%	54.5
	40050		2002.5

BITUMINOUS TACK COAT
 Price Adjustment (PA) **\$ 27,646.71** **\$ 27,646.71**
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
 Monthly Asphalt Cement Price month project let (APL) \$ 596.00
 Total Monthly Tonnage of asphalt cement (TMT) 77.3118166

Bitum Tack

Gals	gals/ton	tons
18000	232.8234	77.3118166

BITUMINOUS TACK COAT (surface treatment)
 Price Adjustment (PA) **0** **\$ -**
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 953.60
 Monthly Asphalt Cement Price month project let (APL) \$ 596.00
 Total Monthly Tonnage of asphalt cement (TMT) 0

Bitum Tack

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

TOTAL LIQUID AC ADJUSTMENT **\$ 743,740.71**

GEORGIA DEPARTMENT OF TRANSPORTATION

DATE : 07/16/2014

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0007841_1 SPEC YEAR: 01
 DESCRIPTION: I-85 AT SR 74 SENOIA RD

COST GROUPS FOR JOB 0007841_1

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ASPH	ASPHALT (TN)				Y
ERTHLS	EARTHWORK (LS)				Y
ERTHCY	EARTHWORK (CY)				Y
BASE	BASE/AGGREGATE (TN)				Y
STRO	STRUCTURES, OTHER (SF)				Y
EROC	EROSION CONTROL (SY)				Y
CONC	CONCRETE (SY)				Y
DRNFLF	DRAINAGE (LF)				Y
ACTIVE COST GROUP TOTAL				0.00	
INFLATED COST GROUP TOTAL				0.00	

ITEMS FOR JOB 0007841_1

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0008	150-1000		LS	TRAFFIC CONTROL - CSNHS-0007-00(841)	1.000	155000.00	155000.00
0009	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	60000.00	60000.00
0010	210-0100		LS	GRADING COMPLETE - CSNHS-0007-00(841)	1.000	210000.00	210000.00
0040	310-1101		TN	GR AGGR BASE CRS, INCL MATL	81870.000	17.50	1432725.00
0045	318-3000		TN	AGGR SURF CRS	1000.000	23.00	23000.00
0050	402-1812		TN	RECYL AC LEVELING,INC BM&HL	3000.000	71.00	213000.00
0059	402-3113		TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	2720.000	70.00	190400.00
0060	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	33240.000	65.00	2160600.00
0065	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1090.000	78.00	85020.00
0070	413-1000		GL	BITUM TACK COAT	18000.000	1.80	32400.00
0075	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	200.000	8.00	1600.00
0080	433-1000		SY	REINF CONC APPROACH SLAB	740.000	158.00	116920.00
0089	430-0220		SY	PLN PC CONC PVMT/CL1C/ 12" TK	103033.000	57.00	5872881.00
0095	441-0014		SY	DRIVEWAY CONCRETE, 4 IN TK	60.000	30.00	1800.00
0105	441-0104		SY	CONC SIDEWALK, 4 IN	246.000	50.40	12398.40
0115	441-0302		EA	CONC SPILLWAY, TP 2	4.000	1530.00	6120.00
0120	441-0748		SY	CONC MEDIAN, 6 IN	172.000	47.00	8084.00
0130	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	5600.000	13.50	75600.00

0190	550-1240	LF	STM DR PIPE 24",H 1-10	900.000	43.00	38700.00
0195	550-1300	LF	STM DR PIPE 30",H 1-10	500.000	47.00	23500.00
0220	550-1180	LF	STM DR PIPE 18",H 1-10	200.000	43.00	8600.00
0255	550-4224	EA	FLARED END SECT 24 IN, ST DR	20.000	620.00	12400.00
0260	550-4230	EA	FLARED END SECT 30 IN, ST DR	15.000	645.00	9675.00
0290	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	950.000	36.00	34200.00
0300	603-7000	SY	PLASTIC FILTER FABRIC	950.000	3.50	3325.00
0315	620-0100	LF	TEMP BARRIER, METHOD NO. 1	500.000	32.00	16000.00
0320	620-0200	LF	TEMP BARRIER, METHOD NO. 2	280.000	50.00	14000.00
0324	621-6002	LF	CONC BARRIER, TP S-2	10706.000	70.00	749420.00
0325	627-1020	SF	MSE WALL FACE, 20 - 30 FT HT, WALL NO - WALL 1-4	7500.000	51.50	386250.00
0335	634-1200	EA	RIGHT OF WAY MARKERS	30.000	100.00	3000.00
0340	641-1100	LF	GUARDRAIL, TP T	84.000	75.00	6300.00
0345	641-1200	LF	GUARDRAIL, TP W	5500.000	17.00	93500.00
0350	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	5.000	850.00	4250.00
0355	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	8.000	2045.00	16360.00
0360	668-1100	EA	CATCH BASIN, GP 1	6.000	2100.00	12600.00
0365	668-2100	EA	DROP INLET, GP 1	20.000	1650.00	33000.00
0370	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	220.000	17.00	3740.00
0375	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	310.000	20.00	6200.00
0380	636-1041	SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	185.000	39.00	7215.00
0385	636-1072	SF	HWY SIGNS,ALUM EXTRD PNLS, RS TP 3	1100.000	24.00	26400.00
0390	636-2070	LF	GALV STEEL POSTS, TP 7	550.000	7.00	3850.00
0395	636-2090	LF	GALV STEEL POSTS, TP 9	200.000	6.00	1200.00
0400	638-1001	LS	STR SUPPORT OVHD SIGN,TP I,STA 4 SIGN BRIDGES	1.000	360000.00	360000.00
0405	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	50.000	76.00	3800.00
0410	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	55000.000	0.28	15400.00
0415	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	45000.000	0.31	13950.00
0420	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	600.000	7.00	4200.00
0425	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	6500.000	2.05	13325.00
0430	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	30000.000	0.22	6753.00
0435	653-6004	SY	THERM TRAF STRIPING, WHITE	20100.000	2.50	50250.00
0440	653-6006	SY	THERM TRAF STRIPING, YELLOW	4261.000	3.00	12783.00
0445	654-1001	EA	RAISED PVMT MARKERS TP 1	775.000	3.00	2325.00
0450	654-1003	EA	RAISED PVMT MARKERS TP 3	1000.000	3.40	3404.84
0455	654-1010	EA	RAISED PVMT MARKERS TP 10	30.000	31.99	959.90
0460	657-1085	LF	PRF PL SD PVT MKG,8",B/W,TP PB	4400.000	5.10	22440.00
0465	163-0232	AC	TEMPORARY GRASSING	28.000	370.00	10360.00
0470	163-0240	TN	MULCH	42.000	269.00	11298.00
0475	163-0300	EA	CONSTRUCTION EXIT	4.000	1249.25	4997.00
0480	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	10.000	376.20	3762.00
0485	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	500.000	11.49	5745.79
0490	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	500.000	226.25	113129.49
0495	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	18500.000	4.05	74925.00
0500	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- ALL BASINS	1.000	12000.00	12000.00
0505	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	30.000	125.65	3769.57
0510	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	6.000	273.95	1643.71

0515	167-1500	MO	WATER QUALITY INSPECTIONS	36.000	234.55	8443.80
0520	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	37000.000	2.80	103600.00
0525	700-6910	AC	PERMANENT GRASSING	55.000	704.00	38720.00
0530	700-7000	TN	AGRICULTURAL LIME	165.000	47.70	7870.50
0535	700-8000	TN	FERTILIZER MIXED GRADE	39.000	498.00	19422.00
0540	700-8100	LB	FERTILIZER NITROGEN CONTENT	2750.000	1.70	4675.00
0545	716-2000	SY	EROSION CONTROL MATS, SLOPES	2000.000	1.00	2000.00
0550	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	75000.00	75000.00
0555	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	75000.00	75000.00
0558	683-1101	EA	LIGHT TOW/STEL/100'MH/LW EQUIP	6.000	24000.00	144000.00
0559	683-6586	EA	HI-LEVEL LUMIN,TP 5,1000W,HP	24.000	900.00	21600.00
0560	540-1101	LS	REM OF EX BR, STA NO - 00+00	1.000	412500.00	412500.00
0565	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 00+00	1.000	3901250.00	3901250.00

ITEM TOTAL						17736536.01
INFLATED ITEM TOTAL						17736536.01

TOTALS FOR JOB 0007841_1

ESTIMATED COST:						17736536.00
E & I (5.0%):						886826.80
ESTIMATED TOTAL:						18623362.80

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/9/2014 Project: I-85 at SR 74 Interchange
 Revised: County: Fulton
 PI: 7841

Description: I-85 at SR 74 Interchange Concept 2
 Project Termini:

Parcels: 35 Existing ROW: varies
 Required ROW: varies

Land and Improvements \$11,747,615.25

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$871,900.00

Valuation Services \$87,500.00

Legal Services \$248,625.00

Relocation \$100,000.00

Demolition \$165,000.00

Administrative \$302,500.00

TOTAL ESTIMATED COSTS \$12,651,240.25

TOTAL ESTIMATED COSTS (ROUNDED) \$12,652,000.00

Preparation Credits	Hours	Signature

Prepared By: D.A.B. CG#: _____ (DATE) 5/27/14
 Approved By: Deshone Alexander CG#: 286999 06/16/2014(TE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
Land and Improvements	Agriculture	Residential	Commercial	Industrial
1 Estimate Low (ac)	\$0.00	\$0.00	\$98,520.00	\$0.00
2 Estimate High (ac)	\$0.00	\$0.00	\$650,000.00	\$0.00
3 Estimate Used (ac)	\$0.00	\$0.00	\$453,410.00	\$0.00
4 Fee Simple Area (ac)	0.00	0.00	15.35	0.00
5 Fee Simple Estimate	\$0.00	\$0.00	\$6,959,843.50	\$0.00
6 Perm Esmt Area (ac)	0.00	0.00	0.00	0.00
7 Perm Esmt Factor	0%	0%	50%	0%
8 Perm Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
9 Temp Esmt Area (ac)	0.00	0.00	0.00	0.00
10 Temp East Factor	0%	0%	0%	0%
11 Temp Esmt Estimate	\$0.00	\$0.00	\$0.00	\$0.00
12 Proximity Damages	\$0.00	\$0.00	\$0.00	\$0.00
13 Consequential Damages	\$0.00	\$0.00	\$0.00	\$0.00
14 Cost to Cures	\$0.00	\$0.00	\$0.00	\$0.00
15 Improvements	\$0.00	\$0.00	\$871,900.00	\$0.00
16 Trade Fixtures	\$0.00	\$0.00	\$0.00	\$0.00
17				
18 PROPERTY TYPE TOTALS	\$0.00	\$0.00	\$7,831,743.50	\$0.00
19	SUB TOTAL PROPERTY TYPES			\$7,831,743.50
20	Counter Offers and Condemnation Increases			\$3,915,871.75
21				
22	GRAND TOTAL LANDS AND IMPROVEMENTS			\$11,747,615.25

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
Valuation Services	Agriculture	Residential	Commercial	Industrial
1 Appraisals (# of Parcels)	0	0	20	0
2 Estimated Fees (per Parcel)	\$0.00	\$0.00	\$3,000.00	\$0.00
3 TOTAL APPRAISALS	\$0.00	\$0.00	\$60,000.00	\$0.00
4 Sign Estimates	0	0	10	0
5 Estimated Fees	\$0.00	\$0.00	\$1,000.00	\$0.00
6 TOTAL SIGN ESTIMATES	\$0.00	\$0.00	\$10,000.00	\$0.00
7 Specialty Reports	0	0	0	0
8 Estimated Fees	\$0.00	\$0.00	\$0.00	\$0.00
9 TOTAL SPECIALTY REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
10 Septic/Well Reports	0	0	1	0
11 Estimated Fees	\$0.00	\$0.00		\$0.00
12 TOTAL SEPTIC/WELL REPORTS	\$0.00	\$0.00	\$0.00	\$0.00
13				
14				
15				
16 TOTAL VALUATION FEES	\$0.00	\$0.00	\$70,000.00	\$0.00
17	SUB TOTAL VALUATION SERVICES			\$70,000.00
18	Updates and Incidentals (Min \$2,500 or 25%)			\$17,500.00
19	GRAND TOTAL VALUATION SERVICES			\$87,500.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
Legal Services	Parcels	Estimated Fees		TOTALS
1 Meeting with Attorney	35	\$125.00		\$4,375.00
2 Preliminary Titles	35	\$200.00		\$7,000.00
3 Closing and Final Title	35	\$300.00		\$10,500.00
4 Recording Fees	35	\$50.00		\$1,750.00
5 Condemnation Filing	6	\$5,000.00		\$30,000.00
6 Litigation Costs	6	\$25,000.00		\$150,000.00
7 Updates and Incidentals	6	\$7,500.00		\$45,000.00
8				
9				
10				
11				
12				
13				
14				
15				
16				
17		GRAND TOTAL LEGAL SERVICES		\$248,625.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
Relocation	Displacements	Estimated Costs		TOTALS
1 Business Displacement	2	\$15,000.00		\$30,000.00
2 Residential Tenant	0	\$20,000.00		\$0.00
3 Residential Owner	0	\$40,000.00		\$0.00
4 Pro-Rata Taxes	35	\$1,000.00		\$35,000.00
5 Property Pin Replacement	35	\$1,000.00		\$35,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL RELOCATION			\$100,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
	Items/Improvements	Estimated Costs		TOTALS
1	Residential Structures	0	\$15,000.00	\$0.00
2	Commercial Structures	2	\$25,000.00	\$50,000.00
3	Hotels/Apartments		\$60,000.00	\$0.00
4	UST's - Dispensers	2	\$50,000.00	\$100,000.00
5	Billboards		\$8,000.00	\$0.00
6	Signs - Light Standards	10	\$1,500.00	\$15,000.00
7	Water Vaults		\$15,000.00	\$0.00
8	Gas/Water Service Separation		\$2,500.00	\$0.00
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL DEMOLITION			\$165,000.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI

I-85 at SR 74 Interchange Fulton

7841

	A	B	C	D
	Parcels	Man hours per Parcel		TOTALS
1	35	40		\$70,000.00
2	35	100		\$175,000.00
3	2	50		\$5,000.00
4	9	50		\$22,500.00
5	6	100		\$30,000.00
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	GRAND TOTAL INHOUSE			\$302,500.00

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTER-DEPARTMENT CORRESPONDENCE

FROM: Patrick Allen, P.E.
District Utilities Engineer

DATE: June 30, 2014

TO: Peter Emmanuel, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE – **PI# 0007841**
I-85 @ SR 74/ SENOIA RD

As requested by your office, we are furnishing you with a Preliminary Cost Estimate for each utility with facilities potentially located with the project limits.

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE	TOTAL
City of Fairburn Water	\$0.00	\$40,760.00	\$40,760.00
Fulton County Sewer	\$397,043.00	\$200,122.00	\$597,165.00
Georgia Power Distribution	\$0.00	\$44,000.00	\$44,000.00
Atlanta Gas Light	\$0.00	\$56,000.00	\$56,000.00
Coweta Fayette EMC	\$200,000.00	\$160,000.00	\$360,000.00
AT&T	\$0.00	\$596,800.00	\$596,800.00
City of Fairburn Sewer		\$120,365.00	\$120,365.00
City of Faiburn Electric		\$80,000.00	\$80,000.00
Comcast		\$596,800.00	\$596,800.00
TOTAL	\$597,043.00	\$1,894,847.00	\$2,491,890.00

This estimate is based upon the current information. We will provide an updated estimate when the plans are further developed.

If you have any questions, please contact Lewis Brooker or Patrick Allen at 770-986-1117

RSB/PA

Cc: Michael J. Bolden, State Utilities Engineer

Route	Section	Location	Begin Mile Log	End Mile log	Total Crashes	No. of Injury Crashes	No. of Fatal Crashes	Average Daily Traffic	Section Length (Miles)	Exposure "M" (100 MVM)	Section Crash Rate	2007 Statewide Critical Crash Rate	2008 Statewide Critical Crash Rate	2009 Statewide Critical Crash Rate	2007 Critical Crash Rate Factor	2008 Critical Crash Rate Factor	2009 Critical Crash Rate Factor	Functional Classification
I-85	1	S. of Interchange	3.50	4.49	52	20	2	71,400	1.00	0.782	66.5	186	187	189	0.36	0.36	0.35	Interstate - Urban
I-85	2	Interchange area	4.50	5.10	71	26	0	85,800	0.60	0.564	126.0	186	187	189	0.68	0.67	0.67	Interstate - Urban
I-85	3	N. of Interchange	5.11	6.11	71	17	0	100,200	1.00	1.097	64.7	186	187	189	0.35	0.35	0.34	Interstate - Urban
I-85	Combined	Entire Area	3.50	6.11	194	63	2	85,800	2.60	2.443	79.4	186	187	189	0.43	0.42	0.42	Interstate - Urban
SR 74	1	S. of Interchange	0.00	1.43	18	2	0	33,020	1.43	0.517	34.8	649	612	603	0.05	0.06	0.06	Principal Arterial, Non-Freeway, Non-NHS, Urban
SR 74	2	Interchange area	1.44	1.80	176	39	0	43,800	0.36	0.173	1019.3	649	612	603	1.57	1.67	1.69	Principal Arterial, Non-Freeway, Non-NHS, Urban
SR 74	3	N. of Interchange	1.81	2.30	9	1	0	17,400	0.50	0.095	94.5	649	612	603	0.15	0.15	0.16	Principal Arterial, Non-Freeway, Non-NHS, Urban
	Combined	Entire Area	0.00	2.30	203	42	0	31,304	2.29	0.785	258.6	649	612	603	0.40	0.42	0.43	Principal Arterial, Non-Freeway, Non-NHS, Urban

Notes:

Analysis Period: 3 Years (2007 to 2009)

Crash rates are expressed in crashes per 100 MVM (100 million vehicle miles traveled)

Exposure (M) = [(ADT) x (365) x (Time Frame of Analysis (Years)) x (Section Length)] / 100,000,000

Section Crash Rate = Total Crashes / Exposure

Critical Crash Rate Factor = Section Crash Rate / Statewide Critical Crash Rate

ADT = Average Daily Traffic, MVM = Million Vehicle Miles

Sources:

Crash data for 2007 to 2009 from GDOT Data

Crash History (Heat Map)

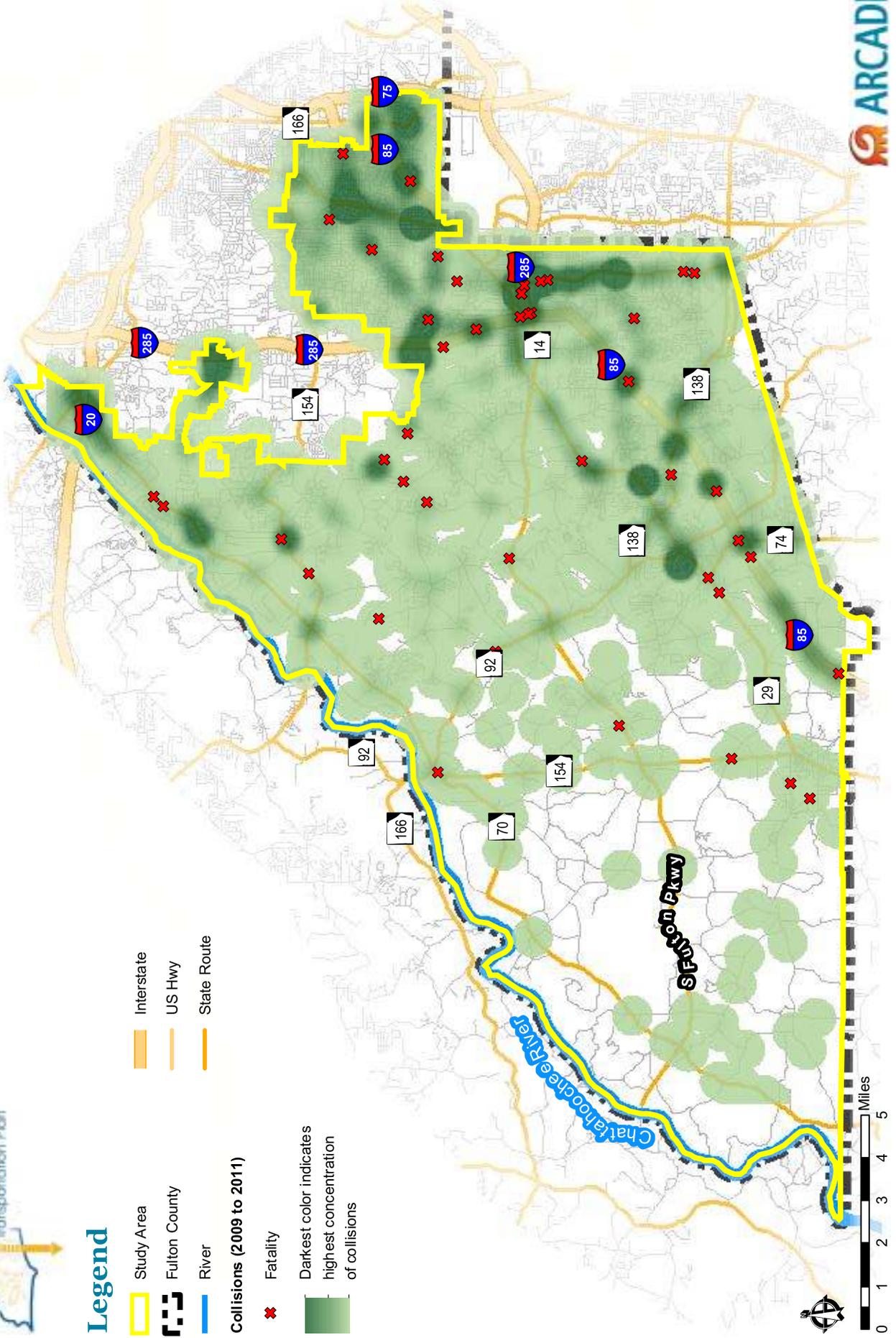


Legend

-  Study Area
-  Fulton County
-  River
-  Interstate
-  US Hwy
-  State Route

Collisions (2009 to 2011)

-  Fatality
-  Darkest color indicates highest concentration of collisions

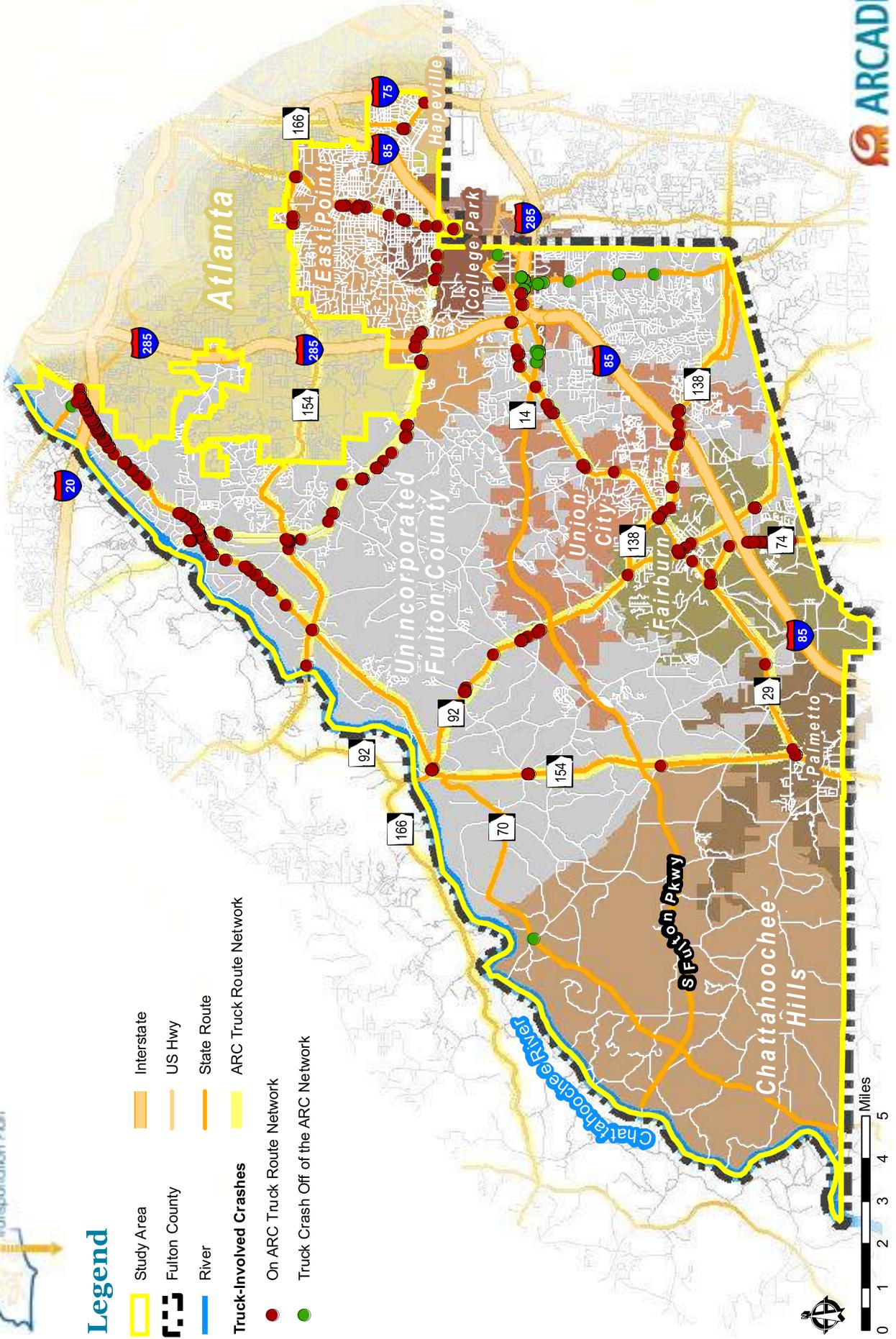


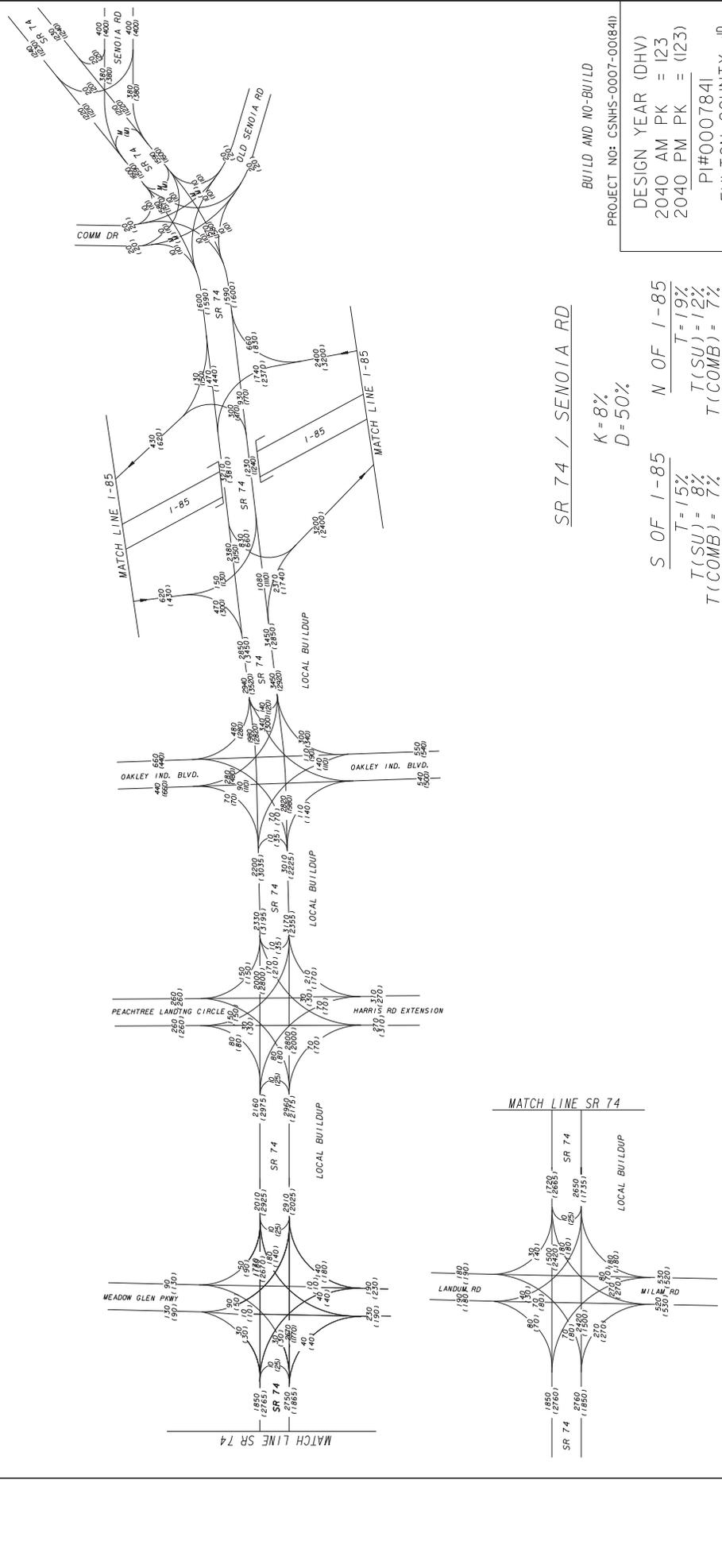
Truck-Involved Crashes



Legend

- Study Area
 - Interstate
 - Fulton County
 - River
 - State Route
 - ARC Truck Route Network
- Truck-Involved Crashes**
- On ARC Truck Route Network
 - Truck Crash Off of the ARC Network





SR 74 / SENOIA RD

K = 8%
D = 50%

S OF I-85 N OF I-85
 $T(SU) = 15\%$ $T(SU) = 19\%$
 $T(COMB) = 8\%$ $T(COMB) = 12\%$
 $T(COMB) = 7\%$ $T(COMB) = 7\%$

BUILD AND NO-BUILD
 PROJECT NO: CSNHS-0007-001(841)

DESIGN YEAR (DHW)
 2040 AM PK = 123
 2040 PM PK = 123
 PI#0007841
 FULTON COUNTY JD 10/12

REVISION DATES		STATE OF GEORGIA
		DEPARTMENT OF TRANSPORTATION
		OFFICE: PROGRAM DELIVERY
		TRAFFIC DIAGRAM
		I-85/SR 74 (SENOIA RD) INTERCHANGE
		SR 74 / SENOIA RD
		DRAWING NO. 10-10

GEORGIA
DEPARTMENT
OF
TRANSPORTATION



N. T. S.

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSNHS-0007-00(841), Fulton County **OFFICE** Planning
P.I. # 0007841
DATE October 22, 2012

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Peter Emmanuel, P.E.

SUBJECT **Design Traffic Review** for I-85/SR 74 (SENOIA RD) INTERCHANGE.

We have reviewed the consultant's traffic data for the above project. The Design Traffic is approved.

If you have any questions concerning this information, please contact Rhonda Niles at (404) 631-1924.

CLV/RFN

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0069-0

Fulton Area 7

SUFF. RATING

79.57

Location & Geography

* Structure I.D.No: 121-0069-0
 200 Bridge Information 06
 * 6A Feature Int: I-85
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00074
 * 7B Facility Carried: SR 74 EBL
 * 9 Location: 1.5 M S OF FAIRBURN
 2 DOT District: 7
 207 Year Photo: 2013
 * 91 Inspection Frequency: 24 Date: 01/29/2013
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00074
 Direction: 0
 * 16 Latitude: 33-32.7608 MMS Prefix: SR
 * 17 Longitude: 84-34.6535 MMS Suffix: 00 MP: 1.59
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 1
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1211007400
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: L
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 001.60
 * 208 Inspection Area: 07 Initials: JPD
 Engineer's Initial: rtd
 * Location I.D. No.: 121-00074D-001.59E

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 10-1S
 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 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 13
 27 Year Constructed: 1965
 106 Year Reconstructed: 1987
 33 Bridge Median: 1
 34 Skew: 10
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1
 * 42 Type of Service on: 1
 1
 214 Movable Bridge: 0
 203 Type Bridge: O-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: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Mc 0
 F 8
 225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 6
 Fwr: 5
 Oppo Dir Rear: 0
 Fwr: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 50
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 23
 W 22
 Ele 00
 Telephone: 22
 Sc 00
 247 Lighting Street: 0
 Navigtion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0069-0

Fulton Area 7

SUFF. RATING

79.57

Programming Data

201 Project No.: IR-85-1 (254) CT.1
 202 Plans Available: 4
 249 Prop. Proj. No. CSNHS-0007-00(84)
 250 Approval Status: 0000
 251 P.I. No.: 0007841
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 1,086
 95 Roadway Imp. Cost: \$ 109
 96 Total Imp Cost: \$ 1,629
 76 Imp. Length: 000000
 97 Imp. Year: 2013
 114 Future ADT: 029880 Year: 2032

Measurements

* 29 ADT: 019920 Year: 2012
 109 % Trucks: 1
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0076
 * 49 Structure Length: 278
 51 Br. Rwdy. Width: 38.00
 52 Deck Width: 41.20
 * 47 Tot. Horz. Cl: 38.00
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 044
 * 229 Shoulder Width:
 Rear Lt: 8.00 Type: 2 Rt: 12.00
 Fwrd Lt: 8.00 Type: 2 Rt: 12.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 1
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 1
 53 Minimum Cl.Over: 99 ' 99 "
 Under: H 16 ' 11 "
 * 228 Min. 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 10.50
 56 Lateral Undercl. Lt: 16.30
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 6.50
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1987 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 24
 64 Operating Type: 2 Rating: 40
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 28 0
 Type 3: 27 0
 Type 3s2: 32 0
 Timber: 30 0
 Piggyback: 35 0
 261 H Inventory Rating: 26
 262 H Operating Rating: 43
 67 Structural Evaluation: 5
 58 Deck Condition: 6
 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: 7
 69 UnderClr. Horz/Vert: 6
 72 Appr. Alignment: 7
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwrd: 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 I.D. No.: 121-00074D-001.59E

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
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0645-0

Fulton Area 7

SUFF. RATING

97.51

Location & Geography

* Structure I.D.No: 121-0645-0
 200 Bridge Information 06
 * 6A Feature Int: I-85
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00074
 * 7B Facility Carried: SR 74 WBL
 * 9 Location: 1.5 M S OF FAIRBURN
 2 DOT District: 7
 207 Year Photo: 2013
 * 91 Inspection Frequency: 24 Date: 01/25/2013
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00074
 Direction: 0
 * 16 Latitude: 33-32.7653 MMS Prefix: SR
 * 17 Longitude: 84-34.6395 MMS Suffix: 00 MP: 1.60
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 1
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1211007400
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: R
 * 102 Direction of Traffic: 1
 * 264 Road Inventory Mile Post: 001.53
 * 208 Inspection Area: 07 Initials: JPD
 Engineer's Initial: rtd
 * Location I.D. No.: 121-00074D-001.60E

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No.: 10-1S
 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 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 13
 27 Year Constructed: 1987
 106 Year Reconstructed: 0000
 33 Bridge Median: 1
 34 Skew: 10
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 0
 * 42 Type of Service on: 1
 1
 214 Movable Bridge: 0
 203 Type Bridge: O-O-O-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 5 02
 45 No. Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 2
 108 Wearing Surface Type: 1
 Mc 0
 F 1
 225 Expansion Joint Type: 15
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.00 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 6
 Fwd: 5
 Oppo Dir Rear: 0
 Fwd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 50
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 00
 W 00
 Ele 00
 Telephone: 00
 Sc 00
 247 Lighting Street: 0
 Navigtion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0645-0

Fulton Area 7

SUFF. RATING

97.51

Programming Data

201 Project No.: IR-85-1 (254) CT.1
 202 Plans Available: 4
 249 Prop. Proj. No. CSNHS-0007-00(84)
 250 Approval Status: 0000
 251 P.I. No.: 0007841
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 1,098
 95 Roadway Imp. Cost: \$ 110
 96 Total Imp Cost: \$ 1,647
 76 Imp. Length: 000000
 97 Imp. Year: 2013
 114 Future ADT: 029880 Year: 2032

Measurements

* 29 ADT: 019920 Year: 2012
 109 % Trucks: 1
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0078
 * 49 Structure Length: 281
 51 Br. Rwdy. Width: 38.00
 52 Deck Width: 41.20
 * 47 Tot. Horz. Cl: 38.00
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 037
 * 229 Shoulder Width:
 Rear Lt: 3.00 Type: 2 Rt: 10.00
 Fwrd Lt: 3.00 Type: 2 Rt: 10.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 1
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 1
 53 Minimum Cl.Over: 99 ' 99 "
 Under: H 16 ' 07 "
 * 228 Min. 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 10.50
 56 Lateral Undercl. Lt: 11.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 8.20
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

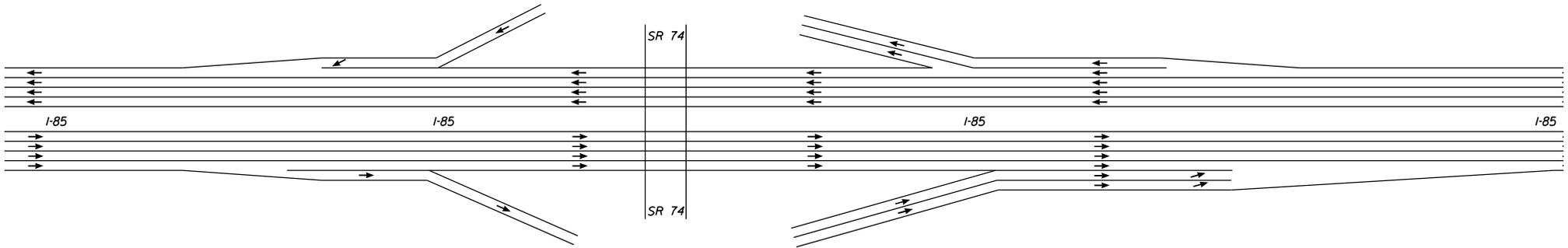
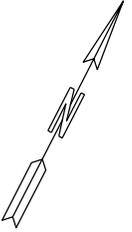
65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 42
 64 Operating Type: 2 Rating: 73
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 30 0
 Type 3: 33 0
 Type 3s2: 40 0
 Timber: 37 0
 Piggyback: 40 0
 261 H Inventory Rating: 32
 262 H Operating Rating: 56
 67 Structural Evaluation: 7
 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: 7
 69 UnderClr. Horz/Vert: 6
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwrd: 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 I.D. No.: 121-00074D-001.60E

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
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0



CHOSEN ALTERNATIVE
NETWORK LANE CONFIGURATION



Architecture

Engineering

Construction

MEETING MINUTES

Project: I-85 / SR 74 Interchange Modification Report – PI#0007841

Purpose: Initial Concept Team Meeting

Place: GDOT Headquarters, Room 409

Meeting Date: December 7, 2011, 2:00 p.m.

Prepared By: Jeff Dyer

In Attendance: Troy Besseche – City of Fairburn
Steve Brown – Fayette County Board of Commissioners
Virginia Gibbs – Fayette Chamber
Phil Mallon – Fayette County
Ernay Robinson – GDOT Office of Program Delivery
Michael Haithcock – GDOT Office of Program Delivery
Todd Long – GDOT Planning Director
Kyle Mote – GDOT Planning
Ben Rabun – GDOT Bridge
Mindy Roberson – FHWA
Chuck Hasty – GDOT Road Design
Matthew Foster – GDOT Planning
Yulonda Pride-Foster – GDOT District 7 Utilities
Katrina Anderson - GDOT Right-of-Way
Andy Casey – GDOT Road Design
Jan Birnkammer – GDOT Utilities
Michael Murdoch – GDOT OES
Ken Thompson – GDOT Design Policy
Mike Lobdell – GDOT District 7
Bryant Poole – GDOT District 7
Mike Bradley – GDOT
Scott Lee – GDOT District 7
David Jackson - TranSystems
David Henry – TranSystems
Jeff Dyer - Qk4

The following items were discussed:

1. VISSIM simulation animations for the No-Build” and two interchange improvement alternatives were presented: (1) No-Build Alternative, (2) Diverging Diamond Interchange (DDI), and (3) “Parclo-B” interchange, that has a



Architecture

Engineering

Construction

MEETING MINUTES

two-lane loop added in the SW quadrant and a single lane loop added in the NE quadrant. These were the alternatives selected for further study at the 11/17/11 meeting. Simulation animations were presented for both the a.m. and p.m. peak hours in the 2040 design year. Updated construction cost estimates for each alternative were presented as well.

2. The simulations along with levels of service showed that both improvement alternatives presented for the I-85 / SR 74 interchange were able to accommodate projected traffic for 2040.
3. 2040 projected traffic was arrived at by starting with 2011 traffic counts and adding 29 years of compounded annual traffic growth of 1.5% per year to account for expected growth of traffic based on overall population growth, and future development outside the study area, plus generated traffic derived from three DRI's proposed to be constructed in the vicinity of the I-85 / SR 74 interchange. Comparison of 2040 traffic projections used on this project with ARC 2040 modeling volumes showed good overall correlation (combined study area ADT's of 564,130 V.P.D. versus of ARC combined ADT's of 540,104 V.P.D. for same roadways).
4. The loop ramps for the Parclo-B alternative, as shown, were designed for 30 MPH. One or both of the loops could also be designed for 35 MPH, but there would be more property impacts, including the Waffle House on the loop ramp in the NE quadrant.
5. The timing and sequence of holding a PIOH was discussed, which is the next step on this project. It was decided that two separate meetings will likely be held, but on different days. One meeting will likely be held in Fayette County, possibly in Tyrone or Peachtree City. The other meeting will likely be held at or near Fairburn in Fulton County. The tentative dates to be scheduled will be 1/31/12 and 2/2/12, but both dates are subject to change, based on availability of venues.

Subject: I-85 at State Route 74 Interchange Modification
Project Numbers CSNHS-0007-00(841)
P.I. Numbers: 0007841

Dear Mr. McElhenry, PE:

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the February 28, 2012 Public Information Open House (PIOH). Every written comment received and verbal comment given to the court reporter at the PIOH will be made part of the official record of the project.

A total of 131 people attended the PIOH. Of the 31 respondents who formally commented, 75% were in support of the project, 19% offered conditional support, 6% were uncommitted, and 0% were in opposition to the project.

The attendees of the PIOH and those persons sending in comments afterwards raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (*in italics*) followed by our response.

General Support: *Six comments offered their support of the project and suggested that it is long overdue.*

Support for Concept 1: Eight individuals submitted comments advocating for the diverging diamond interchange, noting it was less expensive and a wiser use of public funds.

Support for Concept 3: 18 comments were submitted voicing support for the partial cloverleaf design, stating it would provide a better long term solution.

Truck Operations: *A number of individuals commented on the need to address growing tractor trailer traffic in the area, noting that the options proposed will not be able to handle the anticipated growth. Commenters indicated that operations at Oakley Industrial Boulevard need to be addressed, possibly including grade separation at the intersection.*

The two options presented both took in to account the potential / proposed growth in the area. They will both produce an acceptable level of service for the design year of 2040.

A number of individuals suggested that a separate Truck Only interchange would be helpful.

This project does not preclude from adding a separate interchange in the future. The truck only interchange is outside the scope of the current project.

One individual questioned the purpose and need for the project, asking what studies were done to support the project and determine the origin and destination of the traffic, and further stating that an overpass/access to I85 from Fischer Road would solve the problem.

The current interchange level of service fails and causes unacceptable delays in traffic. A traffic study of the area was done to determine what options would produce a design that would bring the level of service to an acceptable level.

One commenter asked when the project would be completed.

The project is currently scheduled to be let to construction in 2020.

One individual suggested lengthening the turn lane on to Milam Road.

The lengths of individual turn lanes at at-grade intersections like SR 74 @ Milam Road will be determined during the design phase of this project.

One individual suggested that traffic coming from Peachtree City and Coweta would be better served by redirecting traffic to either or both Tyrone Road or Fisher Road.

Improvement of the SR 74 interchange does not preclude additional improvements elsewhere, including new interchanges. However, determining the need for additional roadway improvements outside the study area of the existing interchange is beyond the scope of this project.

One commenter stated that the southbound off ramp must be made into 2 lanes to accommodate undeveloped industrial property that will be developed, urban renewal of homes and businesses around Landmark Christian, and traffic from Atlanta to 3 counties of commuters.

Both options presented have 2 lanes for the southbound off ramp, with additional turn lanes at the ramp terminal added where needed. The existing interchange already has a two-lane southbound off-ramp.

One person indicated that she would like to see the entry lane to I-85 north restored for better traffic flow.

Both options presented would stripe out the fourth northbound through lane that continues through the interchange, in order to provide an easier merge for traffic entering northbound I-85 from SR 74.

One individual suggested that a frontage Road for the area around the Waffle House, McDonalds, Chick Fil A would be helpful to eliminate some traffic and improve flow.

The Waffle House, McDonalds and Chick-fil-a currently have access by Ella Lane along the back side of the businesses. Access along the frontage of the properties will be evaluated during the design phase of the project.

One individual stated the need for reevaluation of signal timing to improve flow.

Signal timing for the area will be evaluated and improvements made (if needed) during the design phase of the project.

One individual stated concern for project funding noting that the City of Fairburn and Fulton County should not have to finance this project that clearly benefits residents of Peachtree City.

The project construction is currently being federally funded.

Two individuals submitted comments relating to impacts to businesses, questioning how long the construction will take and how will the business owners be compensated for lost profit during construction, right of way requirements, and any modifications needed on the business parcel.

The project will take approximately 24 months. Compensation for the local businesses will be handled during the right of way phase of the project.

The second individual had questions related to access at the Shell Station and wanted to know if the reciprocal drive access points will continue to be available for use with your existing plan. He further requested that a member of the GDOT staff meet with us to discuss how the plan would affect the lot.

The current design options show the Shell Station as a potential displacement. Access to the property will be determined during the design phase of the project.

One individual indicated the need to turn off ramp metering or fix it so it works correctly, noting it comes on when there is very little traffic.

GDOT will determine the status of the existing ramp meter and how it relates to this project. As of now, it is assumed that it will remain. Even if it does remain, the meter is programmed to turn green to “flush” excessively queuing traffic that may occur.

Thank you again for your interest in this project and for your comments. We look forward to your continued involvement on the I-85 at State Route 74 Interchange Modification project.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/lv



City of Fairburn

April 3, 2014

Mr. Keith Golden, Commissioner
Georgia Department of Transportation
600 West Peachtree Street
Atlanta, GA 30308

RE: PI# 0007841 – Concept Report
I-85 @ SR 74 Interchange

Commissioner Golden:

The City of Fairburn is pleased to submit this Concept Report for the subject transportation project for your consideration and approval. As is indicated in the report, there is ample technical justification for the improvements proposed and, while there has been much discussion regarding the cost-benefit of the alternative being considered, the City feels very strongly that the partial cloverleaf is the better value. We have stated before that this interchange is a regional project that provides significant traffic congestion relief to many in our tri-county area and this document supports that assertion.

Furthermore, the City is committed to maintain new roadway lighting, high-mast lighting, landscaping, and decorative safety fences installed at the interchange as a part of this project, in accordance with current Department policy. There has been a significant effort on the part of many locally to see this project move forward and your prompt consideration of the report will certainly signal to us that the Department is behind the project as well.

The City would like to thank the Department for the support we have received during the planning and project development stages of this effort from the planning, design, and project delivery staff at the general office to the district staff who have provided guidance to our local technical staff. Please contact me or my staff if we can assist in moving this process forward or answer any questions about our process to date.

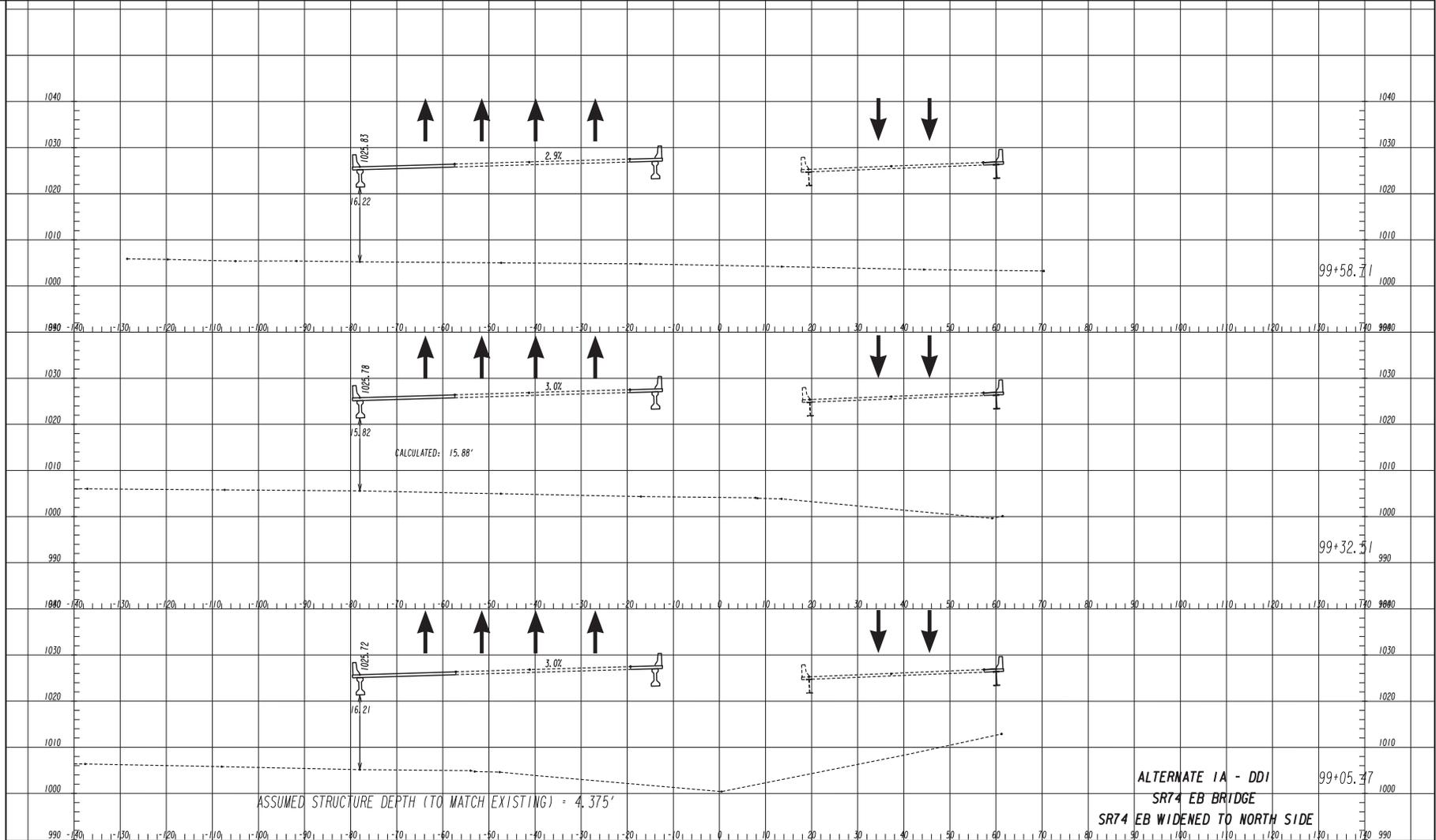
Sincerely,

A handwritten signature in blue ink that reads "Mario B. Avery". The signature is fluid and cursive.

Mario B. Avery
Mayor, Fairburn

TLB:mba

cc: Tom Barber, City Administrator
Troy Besseche, City Engineer



ALTERNATE 1A - DDI
 SR74 EB BRIDGE
 SR74 EB WIDENED TO NORTH SIDE

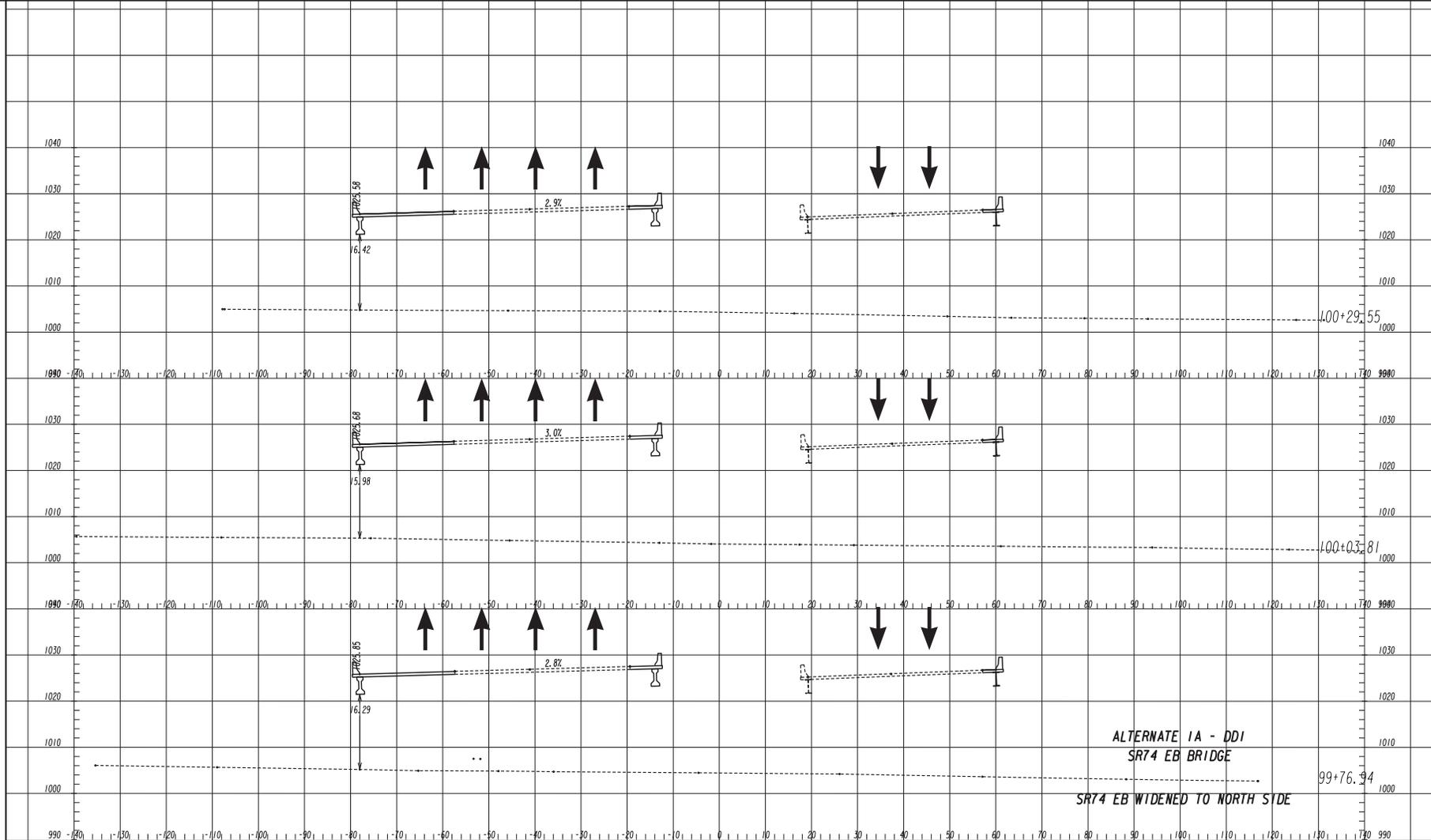
TranSystems
 1780 Corporate Drive
 Suite 400
 Norcross, Georgia 30093
 Tel 770.931.8005
 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 1-85 AT S.R. 74

DRAWING NO.
 23-001



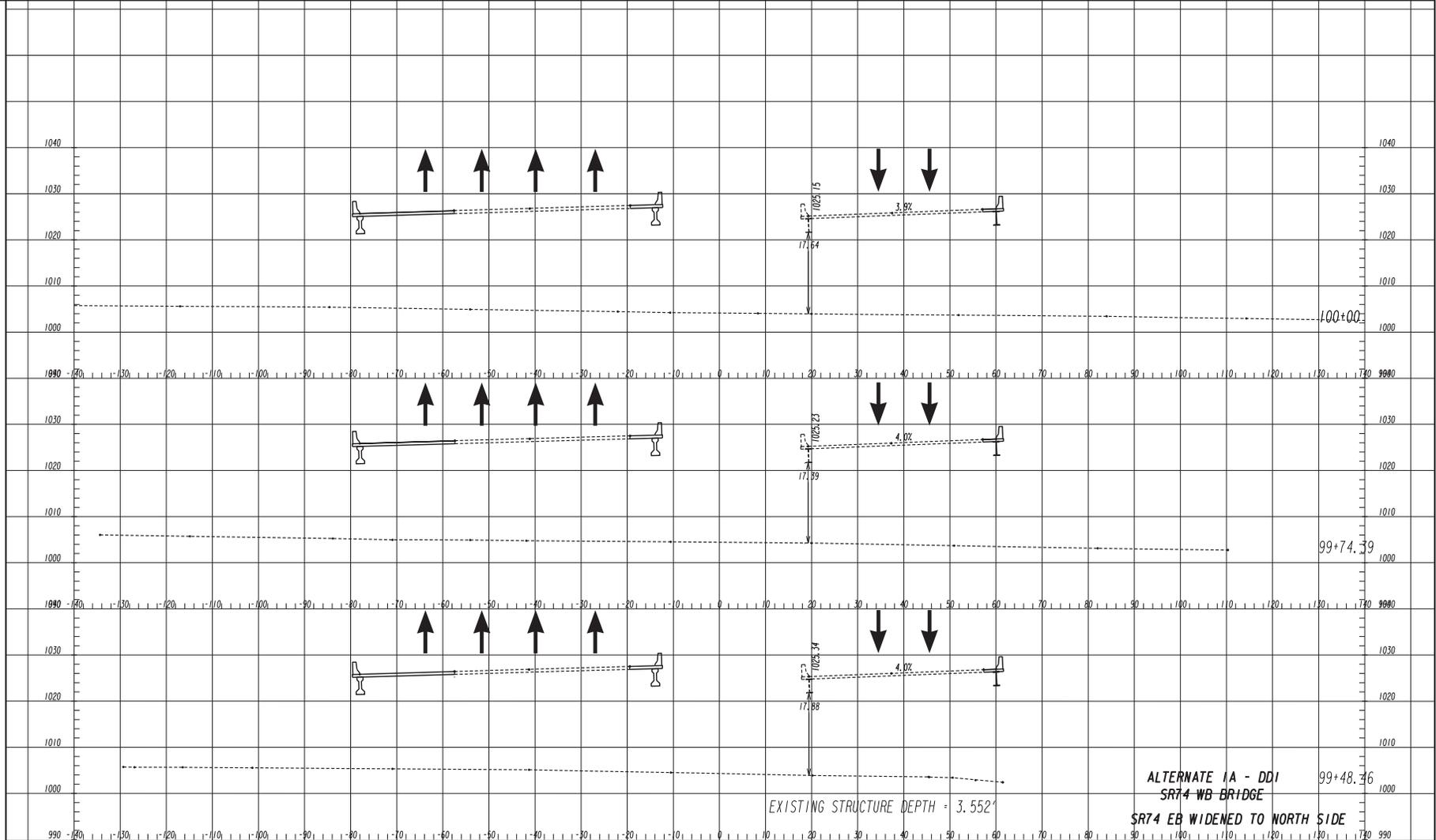
1780 Corporate Drive
Suite 400
Norcross, Georgia 30093
Tel 770.931.8005
Fax 770.931.8555
www.transystems.com

SCALES:
HORIZ. 1"=10'
VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
CROSS SECTIONS
1-85 AT S.R. 74

DRAWING NO.
23-002



ALTERNATE 1A - DD1
 SR74 WB BRIDGE
 SR74 EB WIDENED TO NORTH SIDE
 99+48.46



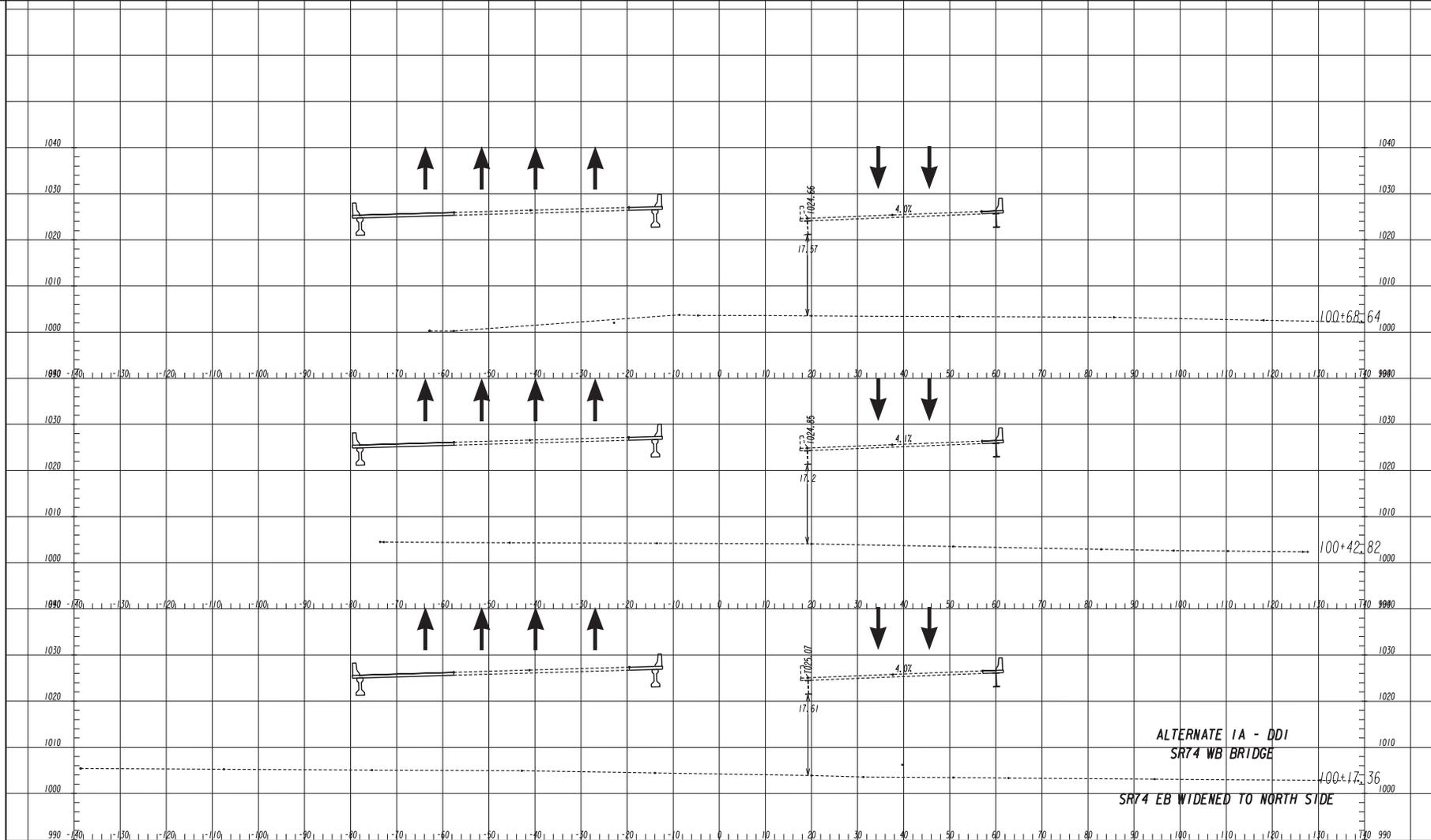
1780 Corporate Drive
 Suite 400
 Norcross, Georgia 30093
 Tel 770.931.8005
 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 1-85 AT S.R. 74

DRAWING NO.
 23-003



ALTERNATE 1A - DDI
 SR74 WB BRIDGE
 SR74 EB WIDENED TO NORTH SIDE



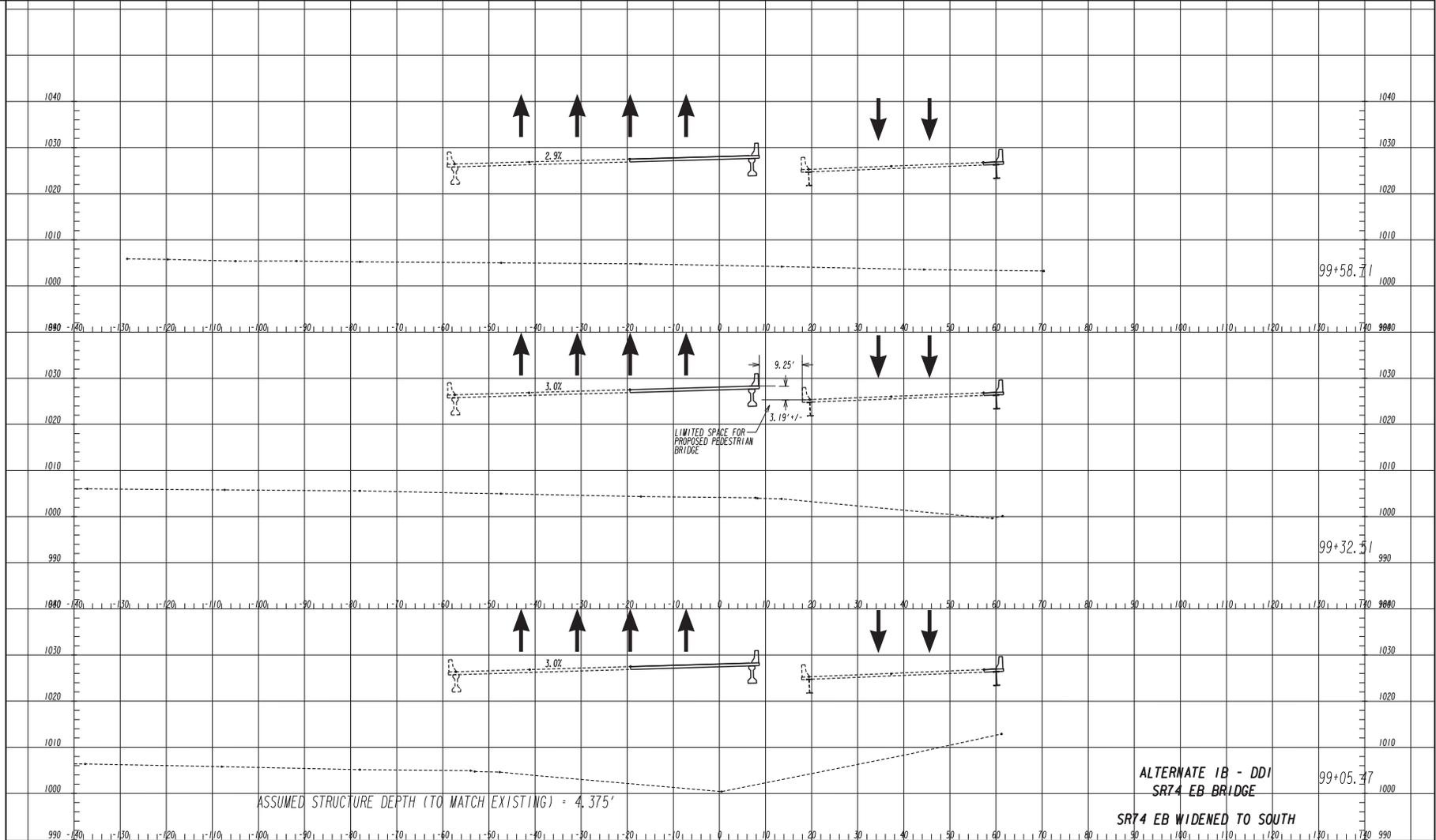
1780 Corporate Drive
 Suite 400
 Norcross, Georgia 30093
 Tel 770.931.8005
 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 I-85 AT S.R. 74

DRAWING NO.
 23-004



ALTERNATE 1B - DDI
 SR74 EB BRIDGE
 SR74 EB WIDENED TO SOUTH
 99+05.47

ASSUMED STRUCTURE DEPTH (TO MATCH EXISTING) = 4.375'



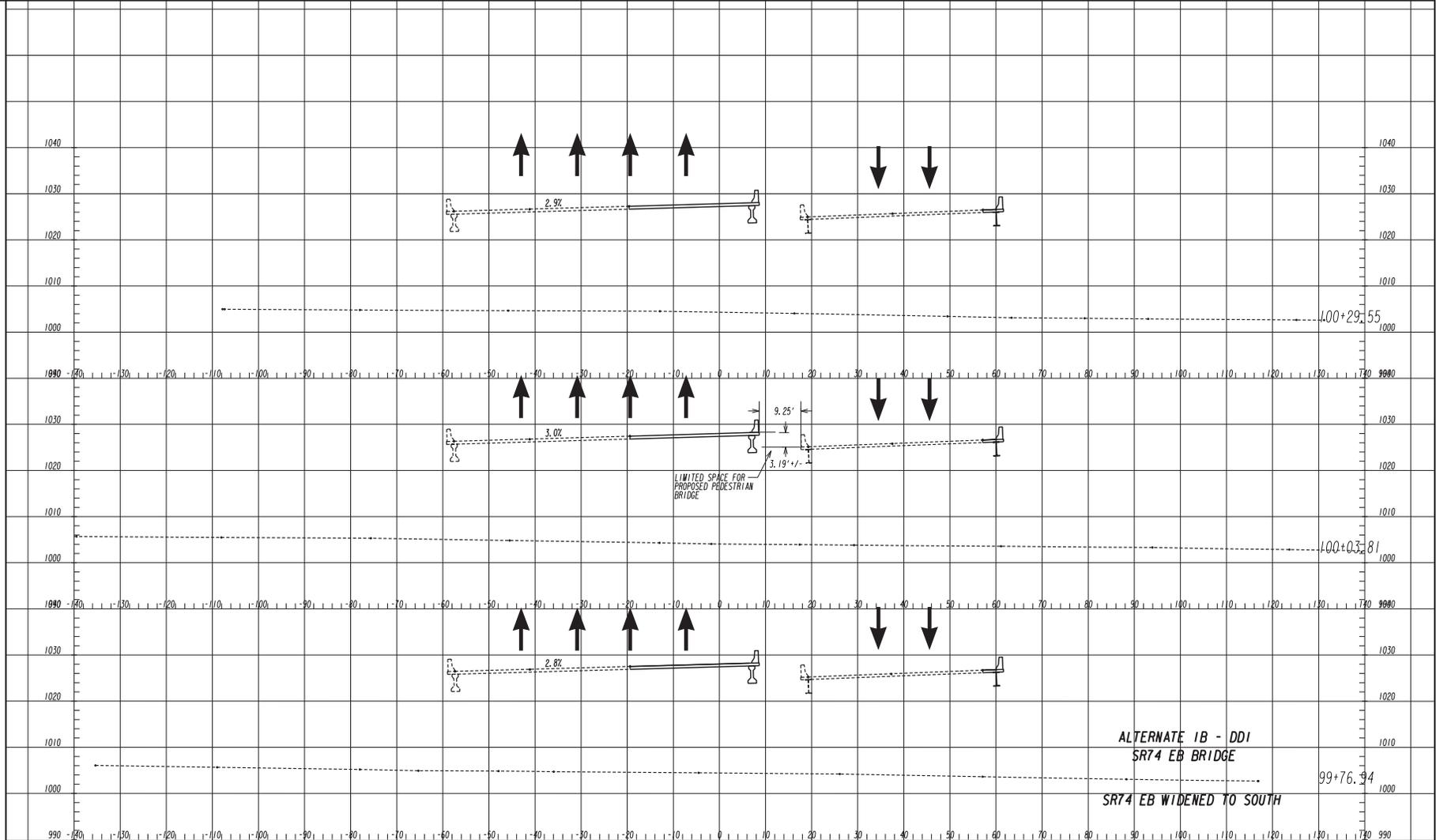
1780 Corporate Drive
 Suite 400
 Norcross, Georgia 30093
 Tel 770.931.8005
 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 1-85 AT S.R. 74

DRAWING NO.
 23-005



ALTERNATE 1B - DDI
 SR74 EB BRIDGE
 SR74 EB WIDENED TO SOUTH



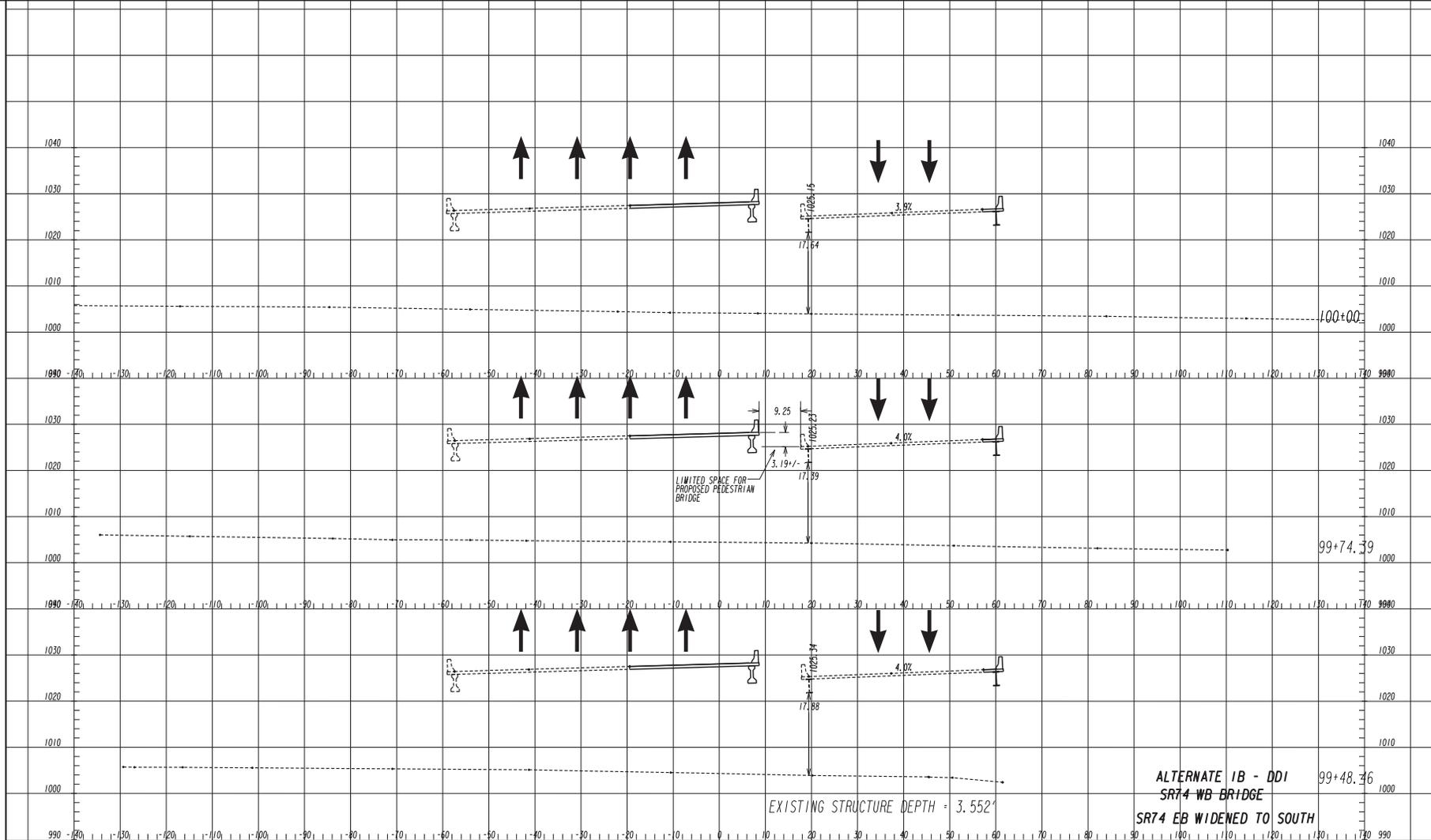
1780 Corporate Drive
 Suite 400
 Norcross, Georgia 30093
 Tel 770.931.8005
 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 1-85 AT S.R. 74

DRAWING NO.
 23-006



ALTERNATE 1B - DDI
SR74-WB BRIDGE
SR74 EB WIDENED TO SOUTH

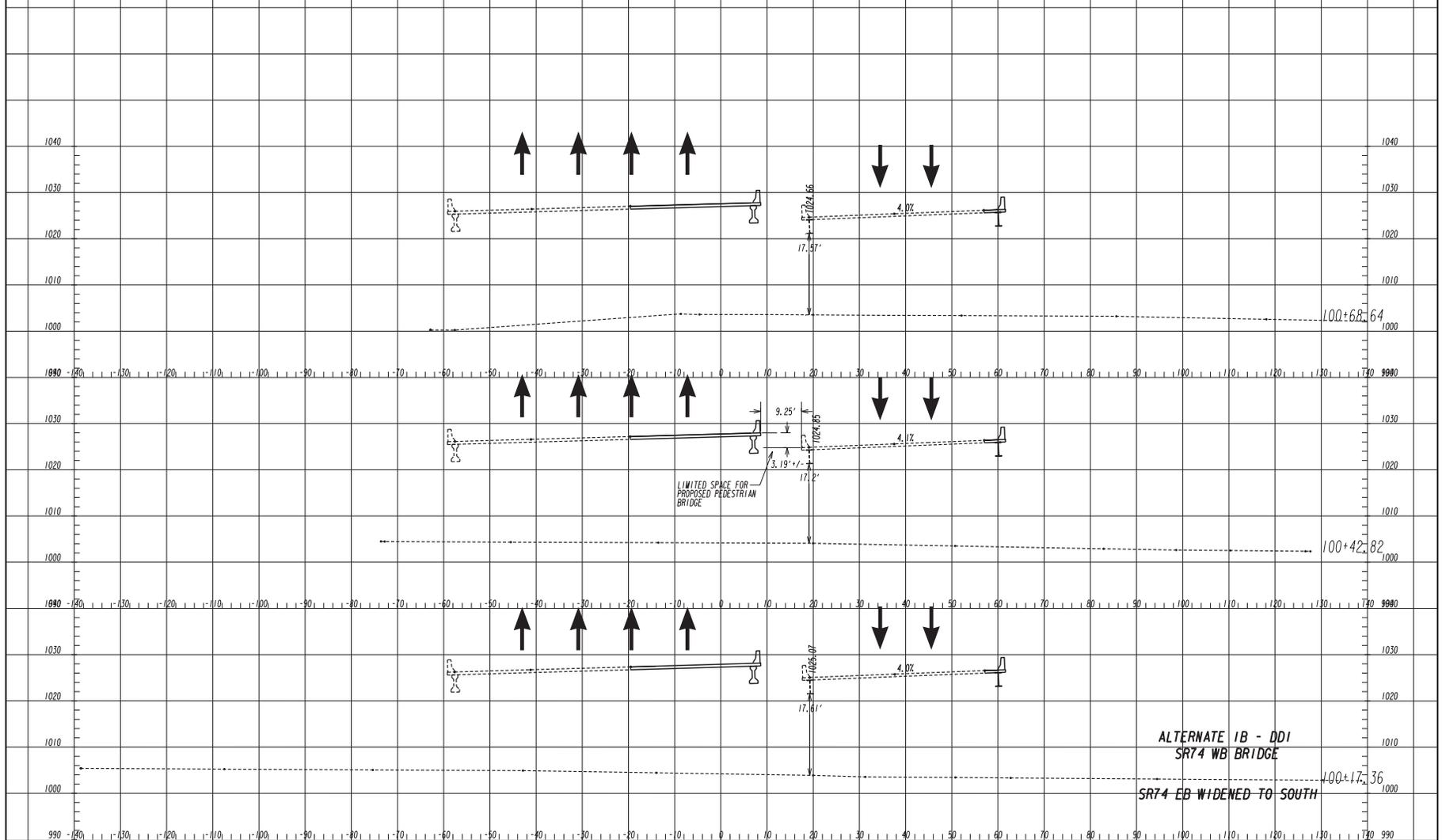
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Tel 770.931.8005
Fax 770.931.8555
www.transystems.com

SCALES:
HORIZ. 1"=10'
VERT. 1"=10'

REVISION	DATE	DESCRIPTION

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
CROSS SECTIONS
I-85 AT S.R. 74

DRAWING NO.
23-007



ALTERNATE 1B - DDI
 SR74 WB BRIDGE
 SR74 EB WIDENED TO SOUTH

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 Fax 770.931.8555
 www.transystems.com

SCALES:
 HORIZ. 1"=10'
 VERT. 1"=10'

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 CROSS SECTIONS
 I-85 AT S.R. 74

DRAWING NO.
 23-008