

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0009157 **OFFICE** Design Policy & Support
CSNHS-0009-00(157)
Henry County
GDOT District 3 - Thomaston **DATE** May 14, 2013
I-75 FM SR 138 TO EAGLES LANDING PKWY -
MANAGED LANES - PH I

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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning 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
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Ken Thompson, Statewide Location Bureau Chief
Thomas Howell, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Loren Frost Bartlett, Project Manager
BOARD MEMBER - 13th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

October 25, 2012

61 Forsyth Street SW
Suite 17T100
Atlanta, Georgia 30303
Phone 404-562-3630
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Georgia.fhwa.@fhwa.dot.gov

In Reply Refer To:
HPE-GA

Mr. Keith Golden, P.E., Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree
Atlanta, GA 30308

Dear Commissioner Golden:

As noted in the project description, Project units 0009156 and 0009157 are expected to add managed lanes along I-75 in Henry and Clayton Counties. The project area begins approximately two miles south of the I-75 Bridge over SR 155 and ends approximately two miles north of the I-75 southbound off ramp to SR 138 (Stockbridge Highway) and approximately two miles north of SR 138 (Stockbridge Highway) on I-675 in Clayton County for a total length of approximately 16 miles.

With respect to the general concept and layout of the proposed project, the Georgia Department of Transportation (GDOT) has developed Concept Reports to provide detailed information on the scope of work required to meet the identified Need and Purpose within the proposed project area. However, the Concept Reports do not contain all the necessary analyses for FHWA to provide Interstate Access Approval. A separate IJR/IMR must be approved by FHWA prior to starting final design. It is understood that the concept may need to be revised as a result of the operations analyses contained in the IJR/IMR or the NEPA process.

Based on the identified benefits to the project area and GDOT's documented conceptual stage information, the Federal Highway Administration (FHWA) Georgia Division Office concurs with GDOT's determination associated with the results of the Concept Reports for the I-75 Managed Lanes Project with additional follow-up items to verify.

FHWA has determined the following items to require additional review:

1. Please ensure that all pedestrian facilities are adequately designed for compliance with the Americans with Disabilities Act (ADA) standards to the fullest extent feasible.
2. Ensure that all cost estimates associated with the complete scope of work for the proposed project are adequately reflected within the cost estimates.

Please provided follow-up to confirm that the items identified above have been addressed prior to moving forward with the start of the official process to advertise the project. If you have any questions or comments, please contact Christy Poon-Atkins, P.E. at (404)562-3638.

Sincerely,

A handwritten signature in black ink that reads "Melinda M. Poon-Atkins". The signature is written in a cursive style with a long horizontal flourish at the end.

for Rodney Barry, P.E.
Division Administrator

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

Project Type: <u>Reconstruction</u>	P.I. Number: <u>0009157</u>
GDOT District: <u>3</u>	County: <u>Henry and Clayton</u>
Federal Route Number: <u>I-75 and I-675</u>	State Route Number: <u>SR 401 and 413</u>

This project involves the construction of Managed Lanes from SR 138 to Eagles Landing Parkway (includes I-675 Interchange) and associated ITS improvements beginning 2.1 miles north of SR 138 on I-75 south and beginning 2.1 miles north of the I-75 interchange along I-675

Submitted for approval:

Kevin McKeen, PE, Parsons Kevin McKeen
 Consultant Designer & Firm
 Office Head (GDOT Office of Innovative Program Delivery) Darryl J. Van Meter
 GDOT Project Manager Kate H. Muller

REVISED PER FHWA COMMENTS: August 27, 2012

March 7, 2012
 DATE
3/13/2012
 DATE
03-12-2012
 DATE

* Recommendations on file
 Recommendation for approval:

Program Control Administrator
 * Glenn Bowman / KLP
 State Environmental Administrator
 * Kathy Zahul / KLP
 State Traffic Engineer
 * Lisa Myer / KLP
 Project Review Engineer
 * Patrick Allen / KLP
 FOR State Utilities Engineer
 * Kerry Gore / KLP
 FOR District Engineer
 * Ben Rabun / KLP
 State Bridge Design Engineer

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State Transportation Financial Management Administrator

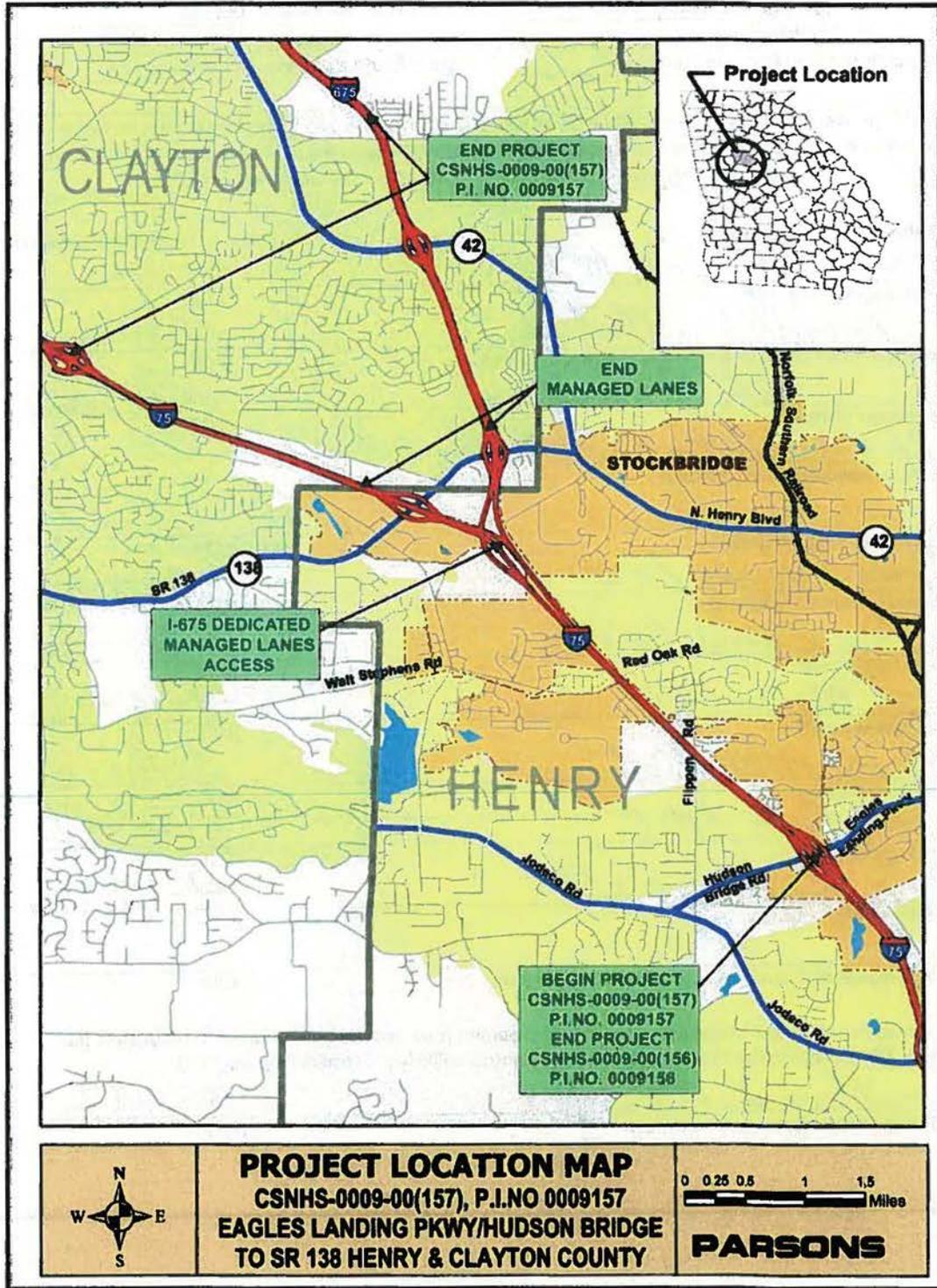
DATE

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).

Cynthia L. Vanflee
 State Transportation Planning Administrator

3-22-12
 DATE

Project Location Map (not to scale)
Project: CSNHS-0009-00(157), PI No.: 0009157
I-75 South Managed Lanes, Henry and Clayton Counties, Georgia



PLANNING & BACKGROUND DATA

Project Justification Statement:

The Georgia Department of Transportation (GDOT), in cooperation with the Federal Highway Administration (FHWA), is studying the proposed construction of express toll lanes in Henry and Clayton Counties on Interstate 75 (I-75) south of Atlanta. Henry and Clayton Counties are located on the southern side of the greater Atlanta metropolitan area and contain a mixture of urban and suburban development. Both counties are members of the ten-county Atlanta Regional Commission (ARC), the designated metropolitan planning organization (MPO) in the Atlanta region.

The project area begins approximately two miles south of the I-75 bridge over SR 155 and ends approximately two miles north of the I-75 southbound off ramp to SR 138 (Stockbridge Highway) and approximately two miles north of SR 138 (Stockbridge Highway) on I-675 in Clayton County for a total length of approximately 18 miles (see location map).

1. Designated Programs

This section of I-75 is among the Tier 1 projects identified in the Managed Lane System Plan (MLSP), and two projects (GDOT P.I. Numbers 0009156 and 0009157) are included in the conforming *Plan 2040* Constrained Long-Range Transportation Plan and the FY2012-2017 Transportation Improvement Program (TIP), as adopted by the ARC on July 27, 2011 (AR-ML-630 and AR-ML-640). The *Plan 2040* Regional Transportation Plan (RTP) recommends managed lanes to be constructed within the I-75 right-of-way from SR 155 to SR 138. The projects are also consistent with the Joint Henry County/Cities Comprehensive Transportation Plan adopted in 2007. The proposed projects are therefore fully consistent with detailed and well-considered regional and local planning efforts.

2. Project Origin

Like many urban areas, the Atlanta region experiences acute congestion on its transportation system. The ARC forecasts that 2.3 million more people will move to this region in the next 25 years, further adding to interstate travel demand. The ARC adopted *Plan 2040: Blueprint for the Future of the Atlanta Region* and the PLAN 2040 RTP for the 18-county Atlanta metropolitan area in July 2011. The RTP addresses current and expected needs on the region's transportation system through the year 2040. The RTP is the direct result of a comprehensive, cooperative, and continuous process conducted by ARC, local governments, and the GDOT in cooperation with the Federal Highway and Federal Transit Administrations. These administrations found that *Plan 2040* conforms with the transportation requirements of the Clean Air Act (40 CFR 93) on September 6, 2011.

To address transportation consumers' demand for reliable travel time, the ARC and GDOT have proposed a system of managed lanes. Managed lanes are restricted by some combination of eligibility (number of people in the vehicle or type of vehicle) and/or pricing (tolls). Accordingly, on June 21, 2007, the Georgia State Transportation Board adopted policies to:

- Implement new capacity lanes within limited access corridors in Metro-Atlanta as managed lanes;
- Promote more reliable mobility in the managed lanes; and

- Utilize various management concepts such as eligibility, congestion pricing, and/or accessibility as appropriate, tailoring each solution to individual corridor needs within the context of a system-wide plan.

Further, on June 27, 2007, ARC adopted managed lane policies as guidance for decisions in development of the regional transportation plan and transportation improvement program and in future planning decisions. Among the policies were the following:

- Congestion management is the primary goal of the managed lane system.
- The managed lane system is intended to provide reliable travel times to all users.
- Implementation of managed lanes would occur within the context of a regional managed lane system.

Subsequently, on December 10, 2009, the State Transportation Board approved the *Atlanta Regional Managed Lane System Plan (MLSP)* to be used as a guide by GDOT in developing individual managed lane projects within Metro-Atlanta. The MLSP proposed a tiered approach to provide for a systematic implementation plan for ultimate completion of the regional system of managed lanes. Tier 1 projects include the most critical corridors to be implemented earliest in the development of the overall system.

3. Summary of Major Issues

a. Unreliable Travel Times and Impaired Mobility

Travel demand is projected to increase throughout the southern portion of the Atlanta region as population and employment opportunities continue to increase over the next twenty years. GDOT historical (1987–2010) traffic count data was collected for I-75 and the major cross roads within the project corridor. Regression analysis indicated that during the period from 1987 to 2006, I-75 traffic had been growing at an average rate of over approximately 11 percent per year (computed linearly) and the cross roads traffic had been growing at an average rate of approximately 13 percent per year. Existing (2010) average daily traffic for I-75 from SR 155 to SR 138 ranges from 103,200 to 145,800 vehicles per day. The ARC Plan 2040 model was used to develop future forecasts. The average annual growth on all sections of this 12-mile corridor ranges between 1.4% and 2.5% between 2009 and 2015 and between 1.2% and 1.4% between 2015 and 2035 year.

As increasing traffic volumes approach and exceed the capacity of the roadway, congestion occurs, which results in reduced speeds and increased travel times. Table 1 shows estimated peak period travel times and speeds within the limits of the proposed projects. Travel times are substantially higher and travel speeds are substantially lower than could be achieved if travel at the posted speed limit were possible.

Table 1. Travel Times and Speeds: Existing and No-Build

Year/ Scenario	Peak Traffic Direction	Average Travel Time Through Project Limits	Average Travel Speed Through Project Limits	Travel Time at Posted Speed of 65 mph*
2010 Existing	NB (AM)	16.0 min.	49 mph	11.3 min
	SB (PM)	16.9 min.	48 mph	11.3 min
2015 No- Build	NB (AM)	18.9 min.	43 mph	11.3 min
	SB (PM)	19.9 min.	42 mph	11.3 min
2035 No- Build	NB (AM)	21.7 min.	38 mph	11.3 min
	SB (PM)	28.0 min.	32 mph	11.3 min

Source: Traffic Study: I-75 Managed Lanes from SR 138 to SR 155, GDOT, July 2012

Note: Travel times and speeds were calculated using VISSIM, a micro-scale traffic flow simulation model based on roadway parameters and driver behavior. The model outputs the average time that the simulated vehicles take to travel from one end of a freeway segment to the other – the average is for all vehicles during the simulation period. The average travel time shown is the weighted average speed for the corridor based on the average speed per sub-segment of the project i.e. from interchange to interchange. The project corridor for this analysis is from north of the SR 138 interchange to south of the SR 155 interchange.

* Posted speed limit south of Mount Carmel Road is 70mph.

The above discussion and table illustrate the recurring daily congestion, resulting in slower travel speeds and increased travel times. However, while the average travel time is increasing, the variability of travel time is increasing as well.

The breakdown in travel conditions also can be measured by level of service (LOS), a rating that identifies the degree of congestion on a particular roadway segment. LOS for this project was calculated using Highway Capacity Software (HCS). LOS A through D are considered desirable LOS for an urban principal arterial; LOS E and F are considered undesirable. Due to commuter traffic utilizing the I-75 corridor as one of the main routes into and out of Atlanta, congestion is more prevalent on I-75 northbound in the morning peak and I-75 southbound in the afternoon peak. The traffic directional split during the AM peak hour is 65% northbound and 35% southbound and during the PM peak hour is 53% southbound and 47% northbound.

In the existing conditions, the LOS deteriorates in the northbound direction in the morning peak hour to LOS D between Jodeco Road and Eagles Landing Parkway/Hudson Bridge Road and between Eagles Landing Parkway/Hudson Bridge Road and I-675 (Table 2). In contrast, the southbound direction at this time of day operates at LOS C or better. During the afternoon peak hour, two segments of I-75 in the southbound direction, Eagles Landing Parkway/Hudson Bridge Road to Jodeco Road and Jodeco Road to Jonesboro Road operate at LOS D (Table 2). Conversely, the northbound direction at that time of day operates at LOS C or better.

These peak direction conditions are expected to worsen by 2015 and even further by 2035. In the opening year No-Build conditions (2015), the LOS deteriorates in the northbound direction in the morning peak hour from a LOS C to a LOS D on I-75 between Jonesboro Road (Table 3). In the southbound direction in the morning, I-75 will operate at LOS C or better. In the design year No-Build conditions (2035), the LOS deteriorates in the northbound direction in the morning peak hour from LOS B through D to LOS C through E (Table 4). Also, eleven on or off-ramps on I-75 northbound deteriorate from LOS B through E to LOS B through F. Again, the mainline of I-75 in the southbound direction in the morning peak hour will continue to operate at LOS C or better.

In the afternoon peak hour, in the opening year No-Build conditions (2015), the LOS deteriorates in the southbound direction from LOS C to LOS D on I-75 between Jonesboro Road and SR 20/SR 81 (Table 3). In the northbound direction, the mainline of I-75 will operate at LOS C or better. In the design year No-Build conditions (2035), the LOS deteriorates in the southbound direction in the afternoon peak hour from LOS B through LOS D to LOS C through LOS F for all I-75 segments between I-675 and SR 155 (Table 4), with the critical section between Eagles Landing Parkway/Hudson Bridge Road and Jodeco Road operating at LOS F. By 2035, level of service drops from LOS B and D to LOS B through F at some interchange on and off-ramps.

Table 2. Freeway Capacity Analysis Summary (Existing 2010)

Location		AM		PM	
FROM	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	9.6	A	16.3	B
SR 138	I-675	11.8	B	15.1	B
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	13.7	B	20.8	C
Hudson Bridge Rd./ Eagles Landing Pkwy.	Jodeco Rd.	17.1	B	30.8	D
Jodeco Rd.	Jonesboro Rd.	17.5	B	29.7	D
Jonesboro Rd.	SR 20/SR 81	16.1	B	24.4	C
SR 20/SR 81	SR 155	13.0	B	18.4	C
SR 155	South of SR 155	10.2	A	14.0	B
I-675 SB					
North of SR 138	SR 138	10.8	A	27.6	D
SR 138	South of SR 138	9.5	A	17.7	B
I-75 northbound (NB)					
South of SR 155	SR 155	15.5	B	12.7	B
SR 155	SR 20/SR 81	18.1	C	14.0	B
SR 20/SR 81	Jonesboro Rd.	20.9	C	17.2	B
Jonesboro Rd.	Jodeco Rd.	24.6	C	19.6	C
Jodeco Rd.	Hudson Bridge Rd./Eagles Landing Pkwy.	28.4	D	19.2	C
Hudson Bridge Rd./Eagles Landing Pkwy.	I-675	32.2	D	19.8	C
I-675	SR 138	15.4	B	12.7	B
SR 138	Mt. Zion Rd.	16.4	B	10.8	A
I-675 NB					
South of SR 138	SR 138	17.9	B	9.8	A
SR 138	North of SR 138	21.2	C	10.9	A

Source: Traffic Study: I-75 Managed Lanes from SR 138 to SR 155, GDOT, July 2012.

Note: For basic freeway segments, LOS A=0-11 pc/mi/ln; LOS B=11-18 pc/mi/ln; LOS C=18-26 pc/mi/ln; LOS D=26-36 pc/mi/ln; LOS E=36-45 pc/mi/ln; LOS F= >45 pc/mi/ln.

Table 3. Freeway Capacity Analysis Summary (No-Build 2015)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	10.1	A	17.5	B
SR 138	I-675	12.3	B	16.5	B
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	14.2	B	21.6	C
Hudson Bridge Rd./Eagles Landing Pkwy.	Jodeco Rd.	17.8	B	33.6	D
Jodeco Rd.	Jonesboro Rd.	18.1	C	31.7	D
Jonesboro Rd.	SR 20/SR 81	16.8	B	26.5	D
SR 20/SR 81	SR 155	13.7	B	19.7	C
SR 155	South of SR 155	11.1	B	15.3	B
I-675 SB					
North of SR 138	SR 138	11.3	B	29.6	D
SR 138	South of SR 138	10.0	A	19.4	C
I-75 northbound (NB)					
South of SR 155	SR 155	16.8	B	14.0	B
SR 155	SR 20/SR 81	19.3	C	14.9	B
SR 20/SR 81	Jonesboro Rd.	22.5	C	18.1	C
Jonesboro Rd.	Jodeco Rd.	26.1	D	20.2	C
Jodeco Rd.	Hudson Bridge Rd./Eagles Landing Pkwy.	30.6	D	20.1	C
Hudson Bridge Rd./Eagles Landing Pkwy.	I-675	23.2	C	15.4	B
I-675	SR 138	16.8	B	13.5	B
SR 138	Mt. Zion Rd.	17.6	B	11.6	B
I-675 NB					
South of SR 138	SR 138	19.2	C	10.5	A
SR 138	North of SR 138	22.7	C	11.6	B

Source: Traffic Study: I-75 Managed Lanes from SR 138 to SR 155, GDOT, July 2012.

Notes: For basic freeway segments, LOS A=0-11 pc/mi/ln; LOS B=11-18 pc/mi/ln; LOS C=18-26 pc/mi/ln; LOS D=26-36 pc/mi/ln; LOS E=36-45 pc/mi/ln; LOS F= >45 pc/mi/ln.

Table 4. Freeway Capacity Analysis Summary (No-Build 2035).

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	11.7	B	22.3	C
SR 138	I-675	14.0	B	22.5	C
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	16.5	B	34.6	D
Hudson Bridge Rd./Eagles Landing Pkwy.	Jodeco Rd.	20.9	C	47.4	F
Jodeco Rd.	Jonesboro Rd.	20.7	C	39.9	E
Jonesboro Rd.	SR 20/SR 81	19.8	C	36.0	E
SR 20/SR 81	SR 155	16.9	B	25.0	C
SR 155	South of SR 155	15.0	B	20.7	C
I-675 SB					
North of SR 138	SR 138	13.1	B	38.9	E
SR 138	South of SR 138	11.6	B	27.3	D
I-75 northbound (NB)					

South of SR 155	SR 155	21.9	C	19.4	C
SR 155	SR 20/SR 81	24.8	C	18.6	C
SR 20/SR 81	Jonesboro Rd.	30.0	D	21.9	C
Jonesboro Rd.	Jodeco Rd.	33.2	D	22.4	C
Jodeco Rd.	Hudson Bridge Rd./Eagles Landing Pkwy.	41.5	E	23.7	C
Hudson Bridge Rd./Eagles Landing Pkwy.	I-675	33.2	D	19.5	C
I-675	SR 138	22.9	C	16.7	B
SR 138	Mt. Zion Rd.	23.1	C	14.7	B
I-675 NB					
South of SR 138	SR 138	24.7	C	13.1	B
SR 138	North of SR 138	29.0	D	14.4	B

Source: Traffic Study: I-75 Managed Lanes from SR 138 to SR 155, GDOT, July 2012.

Notes: For basic freeway segments, LOS A=0-11 pc/mi/ln; LOS B=11-18 pc/mi/ln; LOS C=18-26 pc/mi/ln; LOS D=26-36 pc/mi/ln; LOS E=36-45 pc/mi/ln; LOS F=>45 pc/mi/ln.

Yellow shading indicates LOS E, while orange shading indicates LOS F.

b. Lack of Travel Choices

Under existing conditions, all vehicles, whether single-occupant vehicles (SOV), high-occupancy vehicles (HOV), or transit vehicles, traveling on I-75 must utilize the general purpose lanes. Accordingly, no speed or travel time advantage is gained by ridesharing or using transit. Three express bus routes serve the area. Xpress Routes 431 and 432 access the Stockbridge park and ride lot at the I-75 and SR 138 interchange and travel to central Atlanta. Xpress Route 430 is the McDonough Express Route and accesses the McDonough Park and Ride and also travels to central Atlanta. While express transit services and ride sharing are currently available in the corridor, they are no more reliable than SOV travel because they use the same congested general purpose travel lanes. Higher reliability of travel times could provide inducements to greater usage of transit and ridesharing. In addition, SOV drivers currently have few if any choices available to avoid freeway congestion and the inevitable delays in reaching their destination.

c. Expedite Project Delivery through the Use of Tolling for Financing

GDOT and ARC have established a plan for completing a network of managed lanes in the Atlanta region. Tolling is an integral element in the implementation of the network, both as a tool to accomplish the purposes of the network and as a partial source of funding. These projects are intended to complete a link in that network. The use of tolls is expressly necessary as a method to manage the new lanes in a way that will achieve the reliable travel times and expansion of travel choices discussed previously. More specifically, varying toll rates are envisioned in order to maintain free-flowing traffic in those lanes at a minimum desirable operating speed.

d. Reduce Congestion by Adding Transportation Capacity

As the south Atlanta metropolitan area continues to grow, especially in Henry County, increased travel demands are placed on the existing roadway network. This is evident in the growing traffic volumes and traffic congestion on the interstates. In 2009, interstates and freeways in the region accommodated 36% of the region's vehicle miles traveled (2010 *Transportation Fact Book*, ARC, 2010). As a result, traffic congestion is worse during morning and afternoon peak hour. Travel demand is projected to increase throughout the southern portion of the Atlanta region as population and employment

opportunities continue to increase over the next twenty years. The increasing congestion results in longer and less reliable travel times. Tables 2 through 7 reflect the increasing congestion as measured by level of service. The cause of the congestion is insufficient capacity to serve the travel demand.

4. Explanation of Proposed Project Limits

The northern terminus for the I-75 projects is just beyond the junction of two interstate highways, I-75 and I-675. The southern terminus at SR 155 is consistent with the employment destinations and housing development around the I-75/SR 155 interchange, which represents the southern extent of major development along the I-75 corridor at this time. Population densities in the counties south of Henry County are substantially lower and the next major urban area to the south is the City of Macon, approximately 50 miles away.

In addition, the traffic operations analysis detailed in Section 3. Unreliable Travel Times and Impaired Mobility, and in Table 5, confirms that adequate levels of service on I-75 will occur in the future beyond the proposed termini, except for I-675 southbound (Table 5). The project termini of SR 138 and SR 155 are appropriate to address the travel time, mobility, and congestion concerns in the project corridor.

Table 5. LOS Analysis of Freeway Segments Beyond Limits of Managed Lanes

Year, Scenario, Direction	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
2010 Existing Southbound	I-75 Freeway Segment Between Mt. Zion Rd and SR 138	10.6	A	17.8	B
	I-75 Freeway Segment South of SR 155	11.4	B	15.7	B
	I-675 Freeway Segment North of SR 138	12.3	B	29.0	D
2010 Existing Northbound	I-75 Freeway Segment South of SR 155	17.3	B	14.2	B
	I-75 Freeway Segment Between SR 138 and Mt. Zion Rd	17.9	B	11.9	B
	I-675 Freeway Segment North of SR 138	23.3	C	12.5	B
2015 No-Build Southbound	I-75 Freeway Segment Between-Mt. Zion Rd and SR 138	10.1	A	17.5	B
	I-75 Freeway Segment South of SR 155	11.1	B	15.3	B
	I-675 Freeway Segment North of SR 138	11.3	B	29.6	D
2015 No-Build Northbound	I-75 Freeway Segment South of SR 155	16.8	B	14.0	B
	I-75 Freeway Segment Between SR 138 and Mt. Zion Rd	17.6	B	11.6	B
	I-675 Freeway Segment North of SR 138	22.7	C	11.6	B
2035 No-Build Southbound	I-75 Freeway Segment Between Mt. Zion Rd and SR 138	11.7	B	22.3	C
	I-75 Freeway Segment South of SR 155	15.0	B	20.7	C
	I-675 Freeway Segment North of SR 138	13.1	B	38.9	E
2035 No-Build Northbound	I-75 Freeway Segment South of SR 155	21.9	C	19.4	C
	I-75 Freeway Segment Between SR 138 and Mt. Zion Rd	23.1	C	14.7	B
	I-675 Freeway Segment North of SR 138	29.0	D	14.4	B
2015 Build Southbound	I-75 Freeway Segment Between Mt. Zion Rd and SR 138	10.1	A	23.0	C
	I-75 Freeway Segment South of SR 155	11.1	B	17.7	B
	I-675 Freeway Segment North of SR 138	11.3	B	38.1	E
2015 Build Northbound	I-75 Freeway Segment South of SR 155	19.5	C	13.9	B
	I-75 Freeway Segment Between SR 138 and Mt. Zion Rd	22.5	C	11.6	B

Year, Scenario, Direction	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
	I-675 Freeway Segment North of SR 138	28.1	C	11.7	B
2035 Build Southbound	I-75 Freeway Segment Between Mt. Zion Rd and SR 138	11.9	B	25.6	C
	I-75 Freeway Segment South of SR 155	14.9	B	22.5	C
	I-675 Freeway Segment North of SR 138	13.3	B	***	F
2035 Build Northbound	I-75 Freeway Segment South of SR 155	23.8	C	19.0	C
	I-75 Freeway Segment Between SR 138 and Mt. Zion Rd	26.6	D	14.6	B
	I-675 Freeway Segment North of SR 138	33.8	D	14.5	B

Source: Traffic Study: I-75 Managed Lanes from SR 138 to SR 155, GDOT, November 2011.

Notes: This data also appears in Tables 2 through 7.

For basic freeway segments, LOS A=0-11 pc/mi/ln; LOS B=11-18 pc/mi/ln; LOS C=18-26 pc/mi/ln; LOS D=26-36 pc/mi/ln; LOS E=36-45 pc/mi/ln; LOS F= >45 pc/mi/ln.

*** Freeway capacity exceeded

At both termini of the I-75 projects, the proposed facility connects to existing lanes capable of receiving the traffic from the new lanes. As stated above, the traffic operations analysis confirms that acceptable levels of service on I-75 will exist beyond the proposed termini under the No-Build, except for I-675 southbound (Table 5). Even without full implementation of the entire managed lanes network, these projects could function with independent utility as a viable transportation facility and adequate levels of service occur beyond the termini, under the Build Condition, as demonstrated in Table 5.

5. Performance Goals

The proposed projects are consistent with both regional and local planning efforts. Data on travel time and level of service indicate that travel times have become unpredictable and congestion occurs now and will worsen in the future. The general purpose lanes are currently the only travel choice for users of I-75, including express buses and vanpools/carpools. Higher reliability of travel times could provide inducements to greater usage of these alternative modes of travel. The implementation of a tolled project would ensure free flow of travel on the express lanes as well as expedite its construction based on the limited transportation funding available in the foreseeable future. The proposed projects will address these needs.

Description of the proposed project:

Project number CSNHS-0009-00(157) involves the construction of a reversible barrier separated managed lane system and ITS infrastructure along southbound I-75 in Henry County and Clayton County. The project begins south of the I-75 northbound off ramp to Eagles Landing Parkway/Hudson Bridge Road (M.P. 223.64) and ends approximately 2.1 miles north of the I-75 southbound off ramp to SR 138 (Stockbridge Hwy) (M.P. 230.00) and 2.1 miles north of SR 138 (Stockbridge Hwy) on I-675 in Clayton County, for a total length of 8.46 miles. The managed lane system begins south of the I-75 northbound off ramp to Eagles Landing Pkwy (M.P. 223.64) and ends approximately 600 feet south of the I-75 southbound on ramp from SR 138 (Stockbridge Hwy) (M.P. 227.80) and at SR 138 on I-675, for a total length of 4.86 miles. To accommodate the reversible lanes, widening of the general purpose lanes southbound approximately 19 to 31 feet +/- will be required. Additional proposed improvements include the widening of existing I-75 Overpass Bridge at Flippen Road 30.375 feet to accommodate the

reversible lanes typical section and widening of general purpose lanes and addition of new single span I-675 dedicated managed lane bridge over I-75 northbound lanes having a dimension of 67.75 feet wide x 245.00 feet long. The proposed pavement types will match existing asphalt and concrete sections of the corridor and provide paved inside and outside shoulders. Existing guardrail and overhead signs along the corridor will be removed and replaced as necessary along with construction of sound barriers as determined by noise studies. Retaining walls will be constructed along southbound I-75 to minimize right-of-way impacts. The completed project will support the growth in traffic volumes projected, and improve congestion and traffic movements while reducing the potential for accidents. The project will be constructed with minimal impact to the traveling public. The proposed southbound reversible lanes and required widening will be constructed within the existing Right-of-Way.

The managed lanes would require 1 to 1-1/2 hours to reverse direction and will be closed twice a day to allow for maintenance and reversing traffic direction.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta Regional Commission (ARC)
MPO Project TIP # AR-ML-630

Regional Commission: N/A RC – Atlanta Regional Commission
RC Project ID # N/A

Congressional District(s): 3 and 13

Projected Traffic AADT:

I-75

Current Year (2010): 147,880 Open Year (2015): 155,000 Design Year (2035): 183,580

Managed Lanes

Current Year (2010): N/A Open Year (2015): 20,980 Design Year (2035): 24,780

I-675

Current Year (2010): 54,440 Open Year (2015): 63,240 Design Year (2035): 75,520

Functional Classification (Mainline): Urban Principal Arterial

Functional Classification (I-675): Urban Principal Arterial

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

1. There is a need for public awareness regarding reversible flow lanes on freeways in Georgia because they are a new type of facility for the state. Such projects, however, have been in operation in numerous locations across the US; one of the first examples was the I-395 Shirley Highway project (Washington DC region) where reversible lanes have been in operation since the mid-1970's. Experiences from these other projects, including signage, lane management techniques, and operational issues, will assist GDOT in managing the system effectively and in providing the highest level of information and education to the motoring public on the use of these lanes. Public outreach during the project construction will be provided to aid in the understanding of daily operations of the reversible facility, including:
 - Implementation of the fully electronic tolling system, which allows customers to pay tolls automatically, thereby eliminating the need for toll booths.
 - Reversible lanes management procedures, including closure of the facility twice a day for a total of 1 to 1½ hours to allow for maintenance and the reversal of the direction of travel. To maximize use of the reversible lanes, analysis would be conducted to identify the specific times of day directional flow of the reversible lanes would change. Mechanical arms and/or barriers would prevent contra-flow traffic from accessing the managed lane system. These barriers would be raised and lowered manually and would be observable through real-time video cameras.
 2. Operationally, reversible facilities require additional signage and safety features to ensure commuters can easily and safely access the facility. As noted above, extensive signage and other safety features would be incorporated into the designs based on experience in these types of facilities from across the US. It will be important to continually educate the general public about the new type of facility.
-

Context Sensitive Solutions:

1. Ongoing education for the public will be important during the development of the project, in its early stages of operation, and on an ongoing basis. Such education will include not only information on the requirements of the managed lanes in terms of number of people in the vehicle, electronic tolling procedures, times of operation, and enforcement procedures, but also in terms of the specific features, operations, and signage of the reversible lanes concept. Motorists in the Atlanta region have become familiar with concurrent managed lanes whereby vehicles in these lanes travel in the same direction as the adjacent lanes. Education of the motoring public, including providing video of the operations of existing facilities, will allow the public to understand the difference between the concurrent managed lanes and the barrier-separated and gated operations of the reversible managed lanes.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: I-75 Southbound

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	3	5
- Lane Width(s)	12 ft.	11-12 ft.	11-12 ft.
- Median Width & Type	40 ft. Depressed	30-40 ft. Continuous Barrier (6- lanes)	32.5 ft. Continuous Barrier (6- lanes) & Depressed (varies 32-90 ft.)
- Outside Shoulder Width & Type	12 ft. (10 ft. Paved)	12 ft. (10 ft. Paved)	14 ft. (12 ft. Paved)
- Outside Shoulder Slope	6.00%	6.00%	6.00%
- Inside Shoulder Width & Type	10 ft.	10 ft.	8 ft. (Design exception approved)
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	1 -12' lane	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	65 mph		65 mph
Design Speed	65 mph	65 mph	65 mph
Min Horizontal Curve Radius	1,909 ft.	1,660 ft.	1,917 ft.
Superelevation Rate	7.00%	6.00%	6.00%
Grade	3.18%	5.00%	3.18%
Access Control	Full	Full	Full
Right-of-Way Width	300 ft. typ. But varies throughout corridor	Varies	300 ft. typ. But varies throughout corridor
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	WB-62	WB-67	WB-67
Maximum Grade – Driveway	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: I-675 Dedicated ML Ramp

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes		1	Road - 1 Bridge - 2
- Lane Width(s)		16 ft.	16 ft.
- Median Width & Type		N/A	Varying Bifurcation
- Outside Shoulder Width & Type		12 ft. (10 ft.)	Road - 10 ft.

		Paved)	(paved) Bridge – 8 ft. (paved)
- Outside Shoulder Slope		6.00%	6.00%
- Inside Shoulder Width & Type		8 ft. (4 ft. Paved)	Road – 4 ft. paved Bridge 8 – 15.7 ft. varying (paved)
- Sidewalks		N/A	N/A
- Auxiliary Lanes		N/A	N/A
- Bike Lanes		N/A	N/A
Posted Speed			45 mph
Design Speed		45 mph	45 mph
Min Horizontal Curve Radius		643 ft.	1,026 ft.
Superelevation Rate		6.00%	6.00%
Grade		7.00%	5.30%
Access Control		Full	Full
Right-of-Way Width		Varies	300 to 700 ft.
Maximum Grade – Crossroad		N/A	N/A
Design Vehicle		BUS	BUS
Maximum Grade – Driveway		N/A	N/A

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
ID#151-5070-0 Bridge Eagles Landing Pkwy(CR659) over I-75	Length= 468 ft. Width= 166.4 ft. 2 lanes in each direction 1 left turn lane each direction 12 ft. travel lane width 8 ft. inside shoulder Sufficiency rating = 94.83	No change anticipated
ID#151-0041-0 3 Barrel Box Culvert at Rum Creek	Width= 10 ft. Height= 9 ft. Length= 382 ft. Sufficiency rating = 74.00	No change anticipated
ID#151-0042-0 Bridge on I-75 over Flippen Rd (CR 165)	Length= 192 ft. Width= 135.1 ft. 3 lanes in each direction 12 ft. travel lane width 20 ft. inside shoulder Sufficiency rating = 63.22	Widen bridge 27.2 ft. to outside accommodate ML section

ID#151-0063-0 Bridge on Walt Stephens Rd (CR 660) over I-75	Length= 208 ft. Width= 34.8 ft. 2 lanes in each direction 12 ft. travel lane width 5 ft. shoulder Sufficiency rating = 61.36	To be reconstructed on Auxiliary Lane project; PI 0010126
ID#151-0044-0 3 Barrel Box Culvert at Reeves Creek	Width= 9 ft. Height= 9 ft. Length= 220 ft. Sufficiency rating = 87.15	No change anticipated
ID#151-0045-0 3 Barrel Box Culvert at Reeves Creek	Width= 9 ft. Height= 9 ft. Length= 311 ft. Sufficiency rating = 87.15	No change anticipated
ID#151-0046-0 Bridge on I-75 over Stockbridge Hwy (SR 138)	Length= 162 ft. Width= 133.7 ft. 4 lanes northbound 3 lanes southbound 12 ft. travel lane width 14 ft. shoulders Sufficiency rating = 84.89	No change anticipated
ID#151-0079-0 Bridge on I-675 over I-75	Length= 483 ft. Width= 47.60 ft. 2 lanes southbound 12 ft. travel lane width 12 ft. shoulders Sufficiency rating = 75.24	No change anticipated
I-675 ML Ramp over I-75		Length= 245 ft. Width= 67.75 ft. 2 lane 16 ft. travel lane width 8 ft. outside shoulder 4 ft to 10 ft inside shoulder
Retaining walls	N/A	Anticipated along project to minimize r/w impacts
Other	N/A	N/A

Major Interchanges/Intersections:

I-75 at Eagles Landing Pkwy/Hudson Bridge Road
I-75 at I-675
I-75 at Stockbridge Hwy/SR 138
I-75 at Stockbridge Hwy/SR 138

Utility Involvements:

The following have utilities along the corridor:

AGL Resources
AT&T/BellSouth
City of Stockbridge Water and Sewer
City of College Park Water, Sewer and Power
Central Georgia EMC
Charter Communication
Comcast Cable
Clayton County Traffic, Water and Sewer
GDOT Traffic
Georgia Power Distribution and Transmission
Henry County Water and Sewerage
Snapping Shoals EMC

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

Project Delivery is anticipated to be Design/Build.

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined

Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 0

Anticipated number of displacements (Total): 0

Businesses: 0

Residences: 0

Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

The project will be constructed with minimal impact to the traveling public. The proposed southbound reversible lanes and required widening will be constructed within the existing right-of-way. Minimum of 3 lanes will be maintained during peak hours. Special Provision 150.11 will specify allowable lane closures.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input checked="" type="checkbox"/>	9/15/2011	<input type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input checked="" type="checkbox"/>	9/15/2011	<input type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - (if applicable)	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date: 8/16/2011

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

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

The proposed project concept matches the conforming plan’s model description for providing managed lanes within the project limits of the interchanges at SR 155 on the south and Eagles Landing Parkway/Hudson Bridge Road on the north (Please see Attachment 7). The existing six lane facility will be increased to a total of eight through lanes and is scheduled to open to traffic in 2015.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To be obtained by the Design/Build Team
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To be obtained by the Design/Build Team
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Special Provision 107.23:Protection of Species of Management Concern and Migratory Birds
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	FWCA-coordination for impacts to streams.

Is a PAR required? No Yes Completed – Date:

With the consent of the United States Army Corps of Engineers (USACE), the proposed action can be authorized under Nationwide 14.

NEPA/GEPA: The NEPA document is an Environmental Assessment (EA). For the purposes of logical termini, the NEPA document addresses this project and the adjacent project CSNHS-0009-00(156), PI 0009156. Preparation of the Draft EA is underway; anticipate submittal February 2012. No Section 4(f) impacts are anticipated.

Ecology: The initial Ecology Resource Survey and Assessment of Effects Report was approved on April 15, 2011. An Addendum to this report was approved on August 11, 2011. A second Addendum for the project is currently under review. With the exception of migratory birds, no protected species or suitable habitats were identified with the project area. No seasonal surveys for protected species are required.

History: Historic resources survey was conducted in 2010. One eligible resource was identified. SHPO concurrence on the Historic Resources Survey Report (HRSR) was received on September 24, 2010. The project was reevaluated in 2011. One additional eligible resource was identified. The HRSR Addendum was approved by SHPO on February 14, 2012.

Archeology: Archaeology survey conducted in 2011. No sites identified. Short Form of Negative Findings approved on August 11, 2011. An Addendum to the Short Form was approved by GDOT on January 6, 2012. A subsequent survey was conducted in July 2012 to include three intersections. A short form of negative findings is currently under review.

Air: This project was evaluated for its consistency with state and federal air quality goals, including CO, ozone, PM 2.5, and MSATs. Results indicate that the project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards. The PM 2.5 Letter of Determination is currently under review at FHWA.

Noise: This project meets the criteria for a Type I project established in 23 CFR Part 772 and requires an analysis for highway traffic noise impacts. A Noise Impact Assessment and Barrier Analysis have been conducted. Six noise walls have been found to be reasonable and feasible.

Public Involvement: Community and Agency Meetings; Newsletters; Website; Unstaffed Koisks. PIOH and PHOH; PIOH's held April 26th and 28th, 2011; July 12th 2011; December 13th and 15th, 2011. See attachment 10 for summary.

Major stakeholders: Travelling public.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT (Parsons as Consultant)
Design	GDOT (Parsons as Consultant)
Right-of-Way Acquisition	GDOT
Utility Relocation	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Toll Integration	Design/Build Team
Providing Material Pits	Design/Build Team
Providing Detours	Design/Build Team
Environmental Studies, Documents, and Permits	GDOT (Parsons as Consultant)
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: An Initial concept team meeting was held on December 15th, 2010. Meeting minutes attached as attachment 8.

Concept Meeting: A concept team meeting was held on May 4th, 2011. Meeting minutes attached as attachment 8.

Other projects in the area

- PI No. 0009156 – I-75 Managed Lanes from SR 155 to Eagles Landing Pkwy/Hudson Bridge Road.
- PI No. 0010126 – I-75 Auxiliary Lane from Eagles Landing Pkwy/Hudson Bridge Road to I-675.
- PI No. 0006333 – I-75 South ATMS/Comm/Surveillance from SR 155 to Eagles Landing Pkwy/Hudson Bridge Rd.
- PI No. 312160 – Interchange capacity improvements for I-75 at Jodeco Road.

Other coordination to date:

- Henry County Board of Commissioners briefing held April 4th, 2011.
- Clayton County Board of Commissioners briefing held April 12th, 2011.
- Senator Rick Jeffares briefing held September 8, 2011.
- Crown Manor Residents; Fred Auletta, Henry County District 2 Commissioner meeting held September 9, 2011.
- GDOT Congressional District 13 Board Member Dana Lemon briefing held September 15, 2011.
- Southside Christian Fellowship Church briefing held September 19, 2011.
- Rowanshyre residents briefing on September 26, 2011
- Bi-weekly progress meetings with FHWA.
- Georgia State Road and Tollway Authority.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$1,500,000	N/A	\$70,000	\$60,203,203.28	TBD	\$60,273,203
Date of Estimate			3/29/2011	8/24/2012		

*CST Cost includes: 5% Construction, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative / Alternative 1: Widen I-75 southbound to accommodate 2 reversible managed lanes with dedicated ML access at Jonesboro Road.			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$60,273,203
Estimated ROW Cost:		Estimated CST Time:	18 months
Rationale: This alternative is recommended as the preferred alternative because it meets the intent of the project and public acceptance of the ML access at Jonesboro Road.			

Alternative 2: Widen I-75 southbound to accommodate 2 reversible managed lanes with dedicated ML access at Mt. Carmel Road.			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$60,273,203
Estimated ROW Cost:		Estimated CST Time:	18 months
Rationale: This alternative was eliminated due to the public outcry of residents along Mt. Carmel against the ML connection at Mt. Carmel Road.			

Alternative 3: Widen I-75 northbound to accommodate 2 reversible managed lanes.			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$60,273,203
Estimated ROW Cost:		Estimated CST Time:	18 months
Rationale: This alternate was eliminated due to Intersection Sight Distance issues at Flippen Road and Dustin Drive just north of existing I-75 Bridge over Flippen Road.			

Alternative 4: Build concurrent managed lanes (one lane in each direction) within the median.			
Estimated Property Impacts:	0 parcels	Estimated Total Cost:	\$20,395,700
Estimated ROW Cost:		Estimated CST Time:	18 months
Rationale: This alternate was eliminated due to the reduced operation of the system, higher enforcement requirements and O&M cost.			

No-Build/Alternative 5: No-Build			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale: This alternate was eliminated since this does not meet the need and purposed of the project.			

Comments: Concept Report includes latest cost estimate; The project meets ADA requirements

Attachments:

1. Typical Sections
 2. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Utilities
 3. Crash Summaries
 4. Traffic Volumes
 5. Capacity analysis summary
 6. Bridge Inventory
 7. Conforming plan's network schematics showing thru lanes
 8. Minutes of Concept Team meetings
 9. VE Implementation Letter
 10. Public Involvement Summary
 11. Approved Design Exception
-

APPROVALS

Concur: Bill R McMurry
Director of Engineering

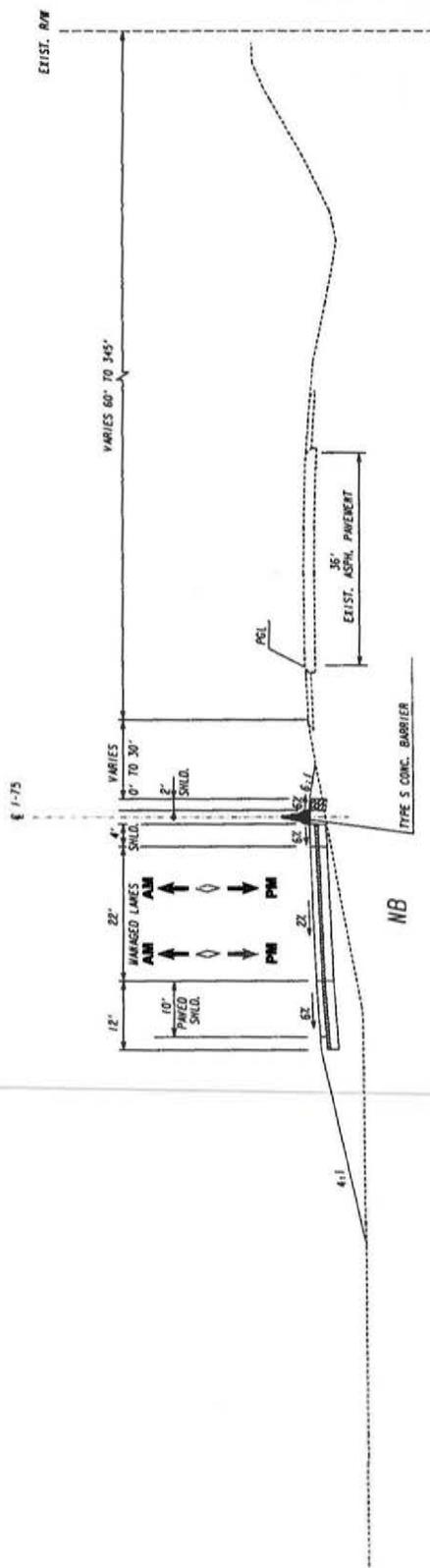
Approve: Melinda M B... Please refer to FHWA letter
for Division Administrator, FHWA from 10/25/12

Approve: DAWN
Chief Engineer

11/06/2012
Date

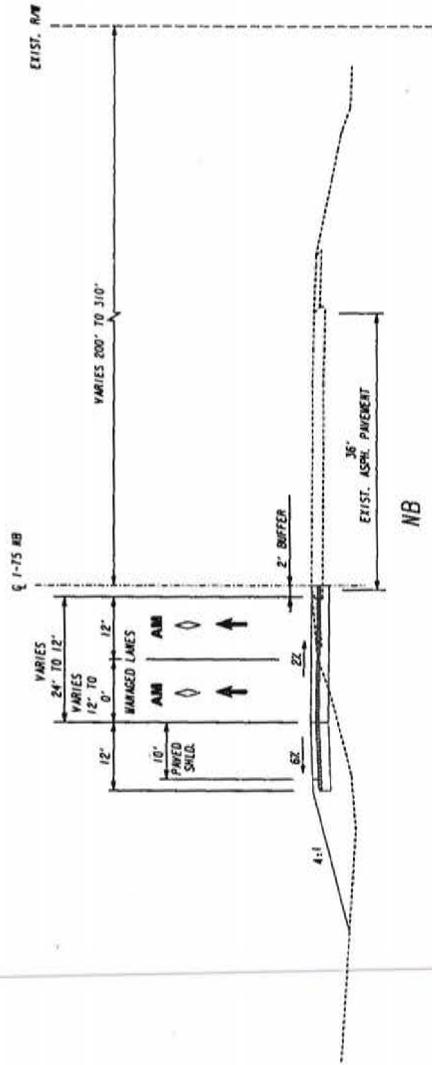
ATTACHMENT 1

Typical Sections



TS-1
 TWO REVERSIBLE BARRIER SEPARATED MANAGED LANES BIFURCATED SECTION
 I-75 NORTH OF EAGLES LANDING PKWY/HUDSON BRIDGE ROAD

PARSONS 3577 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092	NOT TO SCALE	GEORGIA DEPARTMENT OF TRANSPORTATION	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: INNOVATIVE PROGRAM DELIVERY TYPICAL SECTIONS	1-75 WIDENING 5-01
			1-75 WIDENING	5-01	



TS-6
 TWO CONCURRENT MANAGED LANES
 CONNECTION TO I-75 SOUTH OF SR 138

PARSONS 5877 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092	NOT TO SCALE	GEORGIA DEPARTMENT OF TRANSPORTATION	REVIEWER DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: INNOVATIVE PROGRAM DELIVERY TYPICAL SECTIONS
			1-75 WIDENING	5-06

ATTACHMENT 2

Detailed Cost Estimates



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , **OFFICE**
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES** \$

* Costs contain % Engineering and Inspection and % Construction Contingencies.

** Costs contain % contingency.

REASON FOR COST INCREASE

Concept revision - Inclusion of reversible lanes.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ <input type="text" value="56,274,751.07"/>	(Base Estimate)
Engineering and Inspection:	\$ <input type="text" value="2,813,737.55"/>	(Base Estimate x <input type="text" value="5"/> %)
Construction Contingency:	\$ <input type="text" value="-----"/>	(Base Estimate x <input type="text" value="-"/> %)
(The Construction Contingency is based on the Project Improvement Type in TPro.)		
Total Fuel Adjustment	\$ <input type="text" value="-----"/>	(From attached worksheet)
Total Liquid AC Adjustment	\$ <input type="text" value="1,114,714.64"/>	(From attached worksheet)
Construction Total:	\$ <input type="text" value="60,203,203.28"/>	
Utility Cost Estimate:	\$ <input type="text" value="70,000.00"/>	
Utility Contingency:	\$ <input type="text" value="-----"/>	<input type="text" value="-"/> %
Utility Total:	\$ <input type="text" value="70,000.00"/>	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Georgia Power (Distribution)	\$70,000.00
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

JOB ESTIMATE REPORT

DATE : 08/28/2012
PAGE : 1

JOB NUMBER : 0009157_SB_FIN SPEC YEAR: 01
DESCRIPTION: I-75 MANAGED LANES FROM EAGLES LANDING PKWY TO SR 138

***** This job contains obsolete items *****

COST GROUPS FOR JOB 0009157_SB_FIN

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ERTHLS	EARTHWORK (LS)	1.000			N
ASPH	ASPHALT (TN)				N
BASE	BASE/AGGREGATE (TN)				N
CONC	CONCRETE (SY)				N
DRNGEA	DRAINAGE (EA)				N
DRNGLF	DRAINAGE (LF)				N
EROC	EROSION CONTROL (SY)				N
GDRL	GUARDRAIL/BARRIER (LF)				N
GENR	GENERAL/FIELD OFFICE/ETC (LS)				N
MILL	MILLING (SY)				N
MISC	MISCELLANEOUS (LS)				N
NONR	NON-ROADWAY (LS)				N
RPMK	RAISED PAVEMENT MARKING				N
SRFT	SURFACE TREATMENT (SY)				N
TRFT	TRAFFIC CONTROL-TEMPORARY (LS)				N
STRO	STRUCTURES, OTHER (SF)				N
WALL	WALLS (SF)				N
RMVL	REMOVALS (LS)				N
SSGN	SMALL ROADSIDE SIGNS				N
PFFM	PERFORMED PLASTIC PAVEMENT MARKING/SYMBOLS				N
PLSY	PLASTIC PAVEMENT MARKING BY SQUARE YARD				N
SIGNPCTO	SIGNS (PERCENT OF JOB)	0.000		0.00	N
THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING				N
THSY	THERMO PLASTIC MARKING SQUARE YARDS				N
SBAR	SOUND BARRIERS (SF)				N
ACTIVE COST GROUP TOTAL					
INFLATED COST GROUP TOTAL					

ITEMS FOR JOB 0009157_SB_FIN

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0010	210-0100		LS	GRADING COMPLETE - 0009157	1.000	3000000.00	3000000.00
0011	432-0211		SY	MILL ASPH CONC PVMT/ 2.75" DEP	113834.000	1.39	158229.26
0012	456-2012		GLM	INTENT. RUMB. STRIPS - GRND-IN-PL (CONT)	10.000	6585.51	6585.10
0013	610-2586		SY	REM ASPH PVMT INCL BASE	61974.000	30.24	1874093.76
0014	439-0022		SY	PLN PC CONC PVMT CL3 10" THK	114734.000	62.00	7113508.00

JOB ESTIMATE REPORT

LINE NO	SY	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
0015	439-0026	PLN PC CONC PVTM CL3 12" THK	22842.000		62.00	1416204.00
0016	400-3604	ASPH CONC 12.5 MM SMA,GP2,INCL P-MBM&HL	10868.000		91.87	998443.16
0020	400-3624	ASPH CONC 12.5 MM PEM,GP2,INCL P-MBM&HL	10676.000		71.75	766003.00
0025	402-3121	RECYL AC 25MM SP,GP1/2,BM&HL	9831.000		52.06	511801.86
0030	402-3130	RECYL AC 12.5MM SP,GP2,BM&HL	5325.000		63.53	338297.25
0035	402-3190	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	25977.000		53.43	1387951.11
0040	413-1000	BITUM TACK COAT	16147.000		1.71	27611.37
0045	310-1101	GR AGGR BASE CRS, INCL MATL	159108.000		14.16	2252969.28
0050	441-0204	PLAIN CONC DITCH PAVING, 4 IN	1500.000		24.13	36195.00
0055	610-1055	REM GUARDRAIL	5375.000		2.17	11713.58
0060	610-1075	REM GUARDRAIL ANCH, ALL TYPES	15.000		143.76	2156.49
0065	621-6002	CONC BARRIER, TP S-2	31260.000		70.48	2203204.80
0070	621-6003	CONC BARRIER, TP S-3	7615.000		193.39	1472664.85
0085	641-5001	GUARDRAIL ANCHORAGE, TP 1	7.000		607.34	4251.38
0090	641-5012	GUARDRAIL ANCHORAGE, TP 12	7.000		1802.10	12614.70
0095	641-1100	GUARDRAIL, TP T	375.000		32.75	12281.25
0100	641-1200	GUARDRAIL, TP W	5000.000		14.19	70950.00
0105	649-0018	CONCRETE GLARE SCREEN, 18 INCH	14403.000		14.56	209707.68
0110	550-1180	STM DR PIPE 18",H 1-10	12560.000		24.12	302947.20
0115	550-1240	STM DR PIPE 24",H 1-10	694.000		35.34	24525.96
0120	550-1300	STM DR PIPE 30",H 1-10	171.000		40.90	6993.90
0125	550-1360	STM DR PIPE 36",H 1-10	102.000		58.71	5988.42
0130	550-1420	STM DR PIPE 42",H 1-10	16.000		81.37	1301.92
0135	550-1480	STM DR PIPE 48",H 1-10	76.000		83.17	6320.92
0140	550-4218	FLARED END SECT 18 IN, ST DR	12.000		398.47	4781.64
0145	550-4224	FLARED END SECT 24 IN, ST DR	6.000		544.16	3264.96
0150	550-4230	FLARED END SECT 30 IN, ST DR	5.000		572.48	2862.40
0155	550-4236	FLARED END SECT 36 IN, ST DR	2.000		1018.08	2036.16
0160	441-0600	CONC HEADWALLS	16.000		989.71	15835.36
0165	500-3101	CLASS A CONCRETE	500.000		337.02	168510.00
0170	511-1000	BAR REINF STEEL	54452.000		0.62	33760.24
0175	615-1000	JACK OR BORE PIPE - 18"	1036.000		411.81	426635.16
0180	615-1000	JACK OR BORE PIPE - 24"	766.000		260.22	199328.52
0185	668-2100	DROP INLET, GP 1	1.000		1886.66	1886.67
0190	668-2105	DROP INLET, GP 1, SPCL DES M1	19.000		1601.38	30426.34
0195	668-2105	DROP INLET, GP 1, SPCL DES M2	62.000		1601.38	99285.94
0200	668-2110	DROP INLET, GP 1, ADDL DEPTH	20.000		151.29	3025.80
0205	668-2231	DROP INLET,GP 1,MOD TP M-1	10.000		1600.00	16000.00
0210	163-0232	TEMPORARY GRASSING	88.000		49.36	4343.68
0215	163-0240	MULCH	3138.000		107.82	338339.16
0220	163-0300	CONSTRUCTION EXIT	10.000		772.95	7729.50
0225	163-0503	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	50.000		307.07	15353.50
0230	163-0520	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	1500.000		11.52	17280.00
0235	163-0521	CONSTR AND REMOVE TEMP DITCH CHECKS	1000.000		164.57	164570.00
0240	163-0530	CONSTR AND REMOVE BALED STRW EROSION CHK	5000.000		2.59	12950.00
0245	163-0541	CONSTR & REM ROCK FILTER DAMS	500.000		122.99	61495.00

JOB ESTIMATE REPORT

DATE : 08/28/2012
PAGE : 3

0250	EA	163-0550	CONS & REM INLET SEDIMENT TRAP	100.000	145.82	14582.00
0255	LF	165-0010	MAINT OF TEMP SILT FENCE, TP A	15000.000	0.48	7200.00
0260	LF	165-0020	MAINT OF TEMP SILT FENCE, TP B	12500.000	0.63	7875.00
0265	LF	165-0030	MAINT OF TEMP SILT FENCE, TP C	10000.000	0.51	5100.00
0270	EA	165-0040	MAINT OF EROSION CTRL CHKDAMS/DITCH CHKS	10000.000	51.96	51960.00
0275	LF	165-0070	MAINT OF BALED STRAW EROSION CHECK	5000.000	0.89	4450.00
0280	EA	165-0087	MAINT OF SILT CONTROL GATE, TP 3	50.000	82.17	4108.50
0285	EA	165-0101	MAINT OF CONST EXIT	10.000	249.20	2492.00
0290	EA	165-0110	MAINT OF ROCK FILTER DAM	500.000	152.17	76086.12
0295	EA	167-1000	WATER QUALITY MONITORING AND SAMPLING	6.000	379.39	2276.37
0300	MO	167-1500	WATER QUALITY INSPECTIONS	36.000	451.03	16237.08
0305	LF	171-0010	TEMPORARY SILT FENCE, TYPE A	30000.000	1.25	37500.00
0310	LF	171-0020	TEMPORARY SILT FENCE, TYPE B	25000.000	1.05	26481.00
0315	LF	171-0030	TEMPORARY SILT FENCE, TYPE C	20000.000	2.47	49400.00
0320	SY	603-2180	STN DUMPED RIP RAP, TP 3, 12"	1350.000	31.43	42430.50
0325	SY	603-7000	PLASTIC FILTER FABRIC	1350.000	3.33	4497.80
0330	AC	700-6910	PERMANENT GRASSING	44.000	441.54	19427.76
0335	TN	700-7000	AGRICULTURAL LIME	69.000	40.98	2827.62
0340	GL	700-7010	LIQUID LIME	119.000	15.19	1807.61
0345	LB	700-8100	FERTILIZER NITROGEN CONTENT	1571.000	1.71	2686.41
0350	SY	715-2100	BITUM TRTD ROVING, SLOPES	15750.000	1.80	28350.00
0355	SY	716-2000	EROSION CONTROL MATS, SLOPES	25000.000	0.94	23500.00
0360	EA	654-1003	RAISED PVMT MARKERS TP 3	10500.000	2.22	23310.00
0365	SF	636-1020	HWY SGN,TP1MAT,REFL SH TP3	1250.000	11.77	14712.50
0370	SF	636-1033	HWY SIGNS, TP1MAT,REFL SH TP 9	570.000	17.95	10231.50
0375	LF	636-2020	GALV STEEL POSTS, TP 2	125.000	23.49	2936.25
0380	LF	636-2070	GALV STEEL POSTS, TP 7	150.000	8.03	1204.50
0385	LF	636-2090	GALV STEEL POSTS, TP 9	175.000	7.80	1365.00
0390	EA	636-5100	MILEPOST SIGNS	10.000	129.90	1299.00
0405	LF	657-1054	PRF PL SD PVMT MKG,5",WH,TP PB	65525.000	2.44	159881.00
0410	GLF	657-3054	PRF PL SK PVMT MKG,5",WH,TP PB	7569.000	2.37	17938.53
0415	GLF	657-3085	PRF PL SK PVMT MKG,8",B/W,TPPB	7569.000	2.64	19982.16
0420	LF	657-6054	PRF PL SD PVMT MKG,5",YW,TP PB	65525.000	2.05	134326.25
0425	LF	652-5801	SOLID TRAF STRIPE, 8 IN, WHITE	105502.000	0.65	68576.30
0430	GLF	652-8351	SKIP POLYUREA TRAF STRIPE,5 IN,WHITE	24017.000	8.50	204144.50
0435	LF	657-9111	WET REFL SOL PVMT MKGS,5",YEL	7615.000	10.00	76150.00
0440	EA	657-9515	WET REFL PREF PVMT MKGS WRDS OR SYMB	188.000	500.00	94000.00
0445	LS	543-9000	CONSTR OF BRIDGE COMPLETE - I-675	1.000	1646925.00	1646925.00
0446	LS	543-1100	CONSTR BR-COMP-BOTTOM OF CAP	1.000	705825.00	705825.00
0447	LS	543-9000	CONSTR OF BRIDGE COMPLETE - FLIPPEN ROAD	1.000	193050.00	193050.00
0448	LS	540-1202	REM OF PARTS OF EX BR, BR NO - FLIPPEN ROAD	1.000	50000.00	50000.00
0450	SF	627-1010	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 0009157	108495.000	35.48	3849402.60
0455	S	624-0000	SEC 624 SOUND BARRIERS	1.000	6000000.00	6000000.00
0460	LS	150-1000	TRAFFIC CONTROL - 0009157	1.000	2000000.00	2000000.00
0465	LS	009-3000	MISCELLANEOUS CONSTRUCTION ITS ACTIVITIES	1.000	2500000.00	2500000.00

JOB ESTIMATE REPORT

ITEM	DESCRIPTION	QTY	UNIT PRICE	TOTAL
0470	MISCELLANEOUS CONSTRUCTION TOLLING	1.000	2500000.00	2500000.00
	INFRASTRUCTURE			
0475	MISCELLANEOUS CONSTRUCTION GANTRIES AND SIGNING-MARKING	1.000	5600000.00	5600000.00
0480	DESIGN COMPLETE	1.000	4103000.00	4103000.00
ITEM TOTAL				56274751.07
INFLATED ITEM TOTAL				56274751.07

TOTALS FOR JOB 0009157_SB_FIN

ESTIMATED COST:	56274751.09
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	56274751.09

PROJ. NO. CSNHS-0009-00(157) - REVERSIBLE LANE
P.I. NO. 0009157
DATE 8/28/2012
CALL NO.

INDEX (TYPE) **DATE** **INDEX**
 REG. UNLEADED Aug-12 \$ 3.714
 DIESEL \$ 3.959
 LIQUID AC \$ 580.00

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) **1090579.8**
 Monthly Asphalt Cement Price month placed (APM) \$ 928.00
 Monthly Asphalt Cement Price month project let (APL) \$ 580.00
Total Monthly Tonnage of asphalt cement (TMT) **3133.85**

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	26869	5.0%	1343.45
9.5 mm SP		5.0%	0
25 mm SP	9831	5.0%	491.55
19 mm SP	25977	5.0%	1298.85
	62677		3133.85

BITUMINOUS TACK COAT
 Price Adjustment (PA) **24,134.84**
 Monthly Asphalt Cement Price month placed (APM) \$ 928.00
 Monthly Asphalt Cement Price month project let (APL) \$ 580.00
Total Monthly Tonnage of asphalt cement (TMT) **69.35299459**

Bitum Tack	Gals	gals/ton	tons
	16147	232.8234	69.3529946

Total Monthly Tonnage of asphalt cement (TMT) **\$ 24,134.84**
Total Monthly Tonnage of asphalt cement (TMT) **\$ 24,134.84**

PROJ. NO.
P.I. NO.
DATE

CSNHS-0009-00(157) - REVERSIBLE LANE
0009157
8/28/2012

CALL NO.

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA) \$ 0
 Monthly Asphalt Cement Price month placed (APM) \$ 928.00
 Monthly Asphalt Cement Price month project let (APL) \$ 580.00
 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 \$ 1,114,714.64

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **CSNHS-0009-00(157), Henry County, P.I. # 0009157** OFFICE Thomaston
I-75 from SR-138 to Eagles Landing Parkway - Managed Lanes - PH 1 DATE March 29, 2011

FROM Kerry Gore, District Utilities Engineer

TO Mike Dover, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Atlanta Gas Light	18,500	0
Charter Communications	2,645	0
Georgia Power (Distribution)	0	70,000
Henry County Water & Sewer	11,510	0
TOTALS	\$32,655	\$70,000

Total Preliminary Utility Cost Estimate **\$102,655.**

If you have any questions, please contact Harland Smith at 706-646-6696.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Robinson, Office of Financial Management (*via: e-mail*)
Mark Sanford, Area Engineer (*via: e-mail*)

ATTACHMENT 3

Crash Summaries



CRASH ANALYSIS

The most recent three years (2006 – 2008) crash data available for I-75 between SR 138 and SR 155 was collected from Georgia Department of Transportation (GDOT) Office of Traffic Safety and Design and summarized in Table 1.

Table 1 Crash Data Summary

Year	Crash Type										
	Angle		Head On		Not a Collision w/ A Motor Vehicle		Rear End		Sideswipe		Total
2006	130	8.7%	13	0.9%	249	16.7%	873	58.8%	222	14.9%	1487
2007	94	6.6%	19	1.3%	246	17.3%	870	61.1%	195	13.7%	1424
2008	96	8.1%	15	1.3%	231	19.5%	679	57.2%	165	13.9%	1186

The data indicates that a total of 1487, 1424 and 1186 crashes occurred on I-75 between SR 138 and SR 155 in 2006, 2007 and 2008, respectively. Among all types of crashes, rear end crash accounted for more than 50% in all three years.

Fatality rate, injury rate and overall crash rate were calculated and compared with statewide average rates for urban interstate highways, and summarized in Table 2.

Table 2 Crash Rates Summary

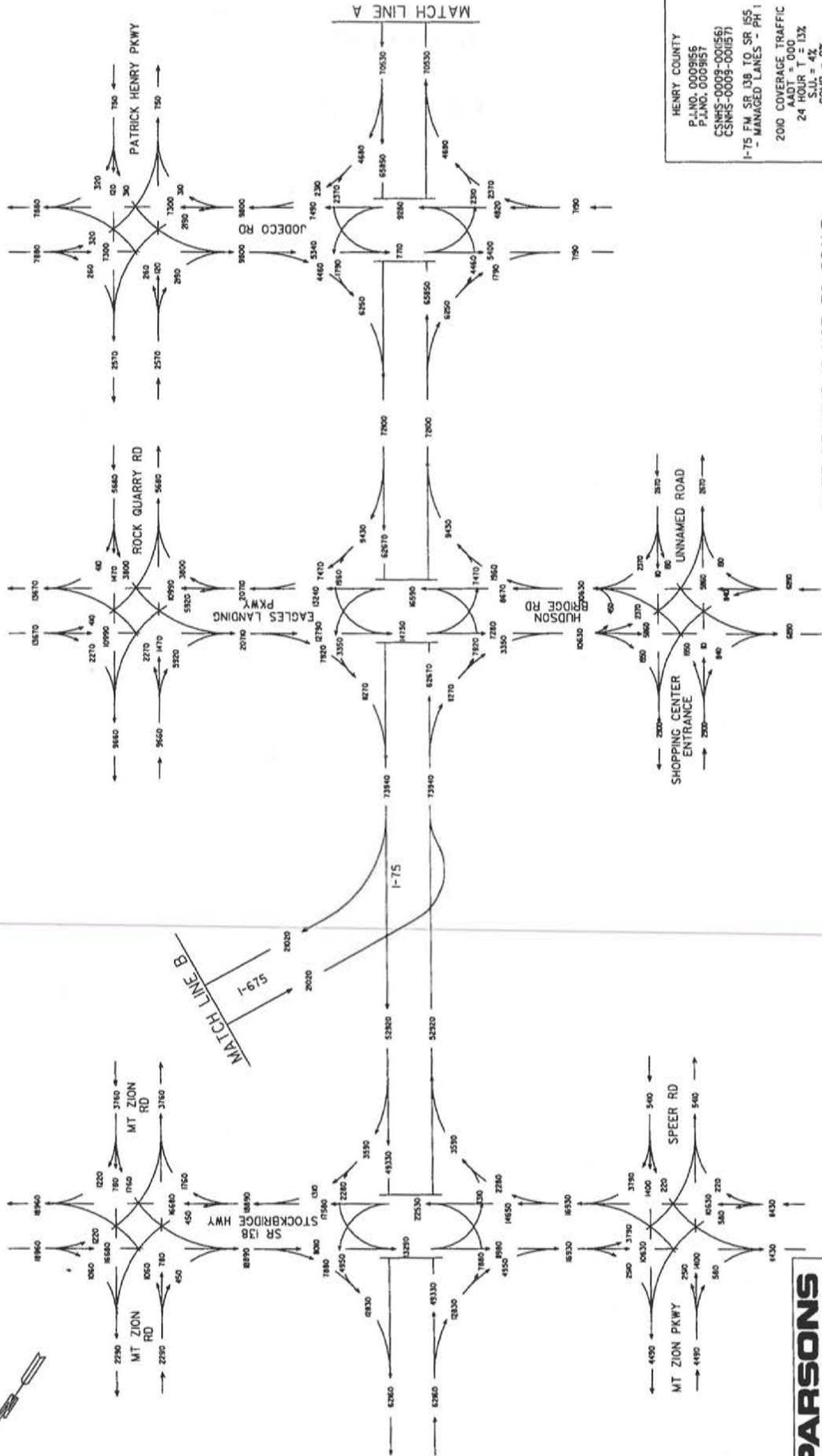
Year	Fatality			Injury			All Crashes		
	No. of Fatalities	Fatality Rate (100 MVM)	Statewide Average Fatality Rate (100 MVM)	No. of Injuries	Injury Rate (100 MVM)	Statewide Average Injury Rate (100 MVM)	No. of Crashes	Crash Rate (100 MVM)	Statewide Average Crash Rate (100 MVM)
2006	5	0.85	0.73	458	78	69	1487	252	200
2007	5	0.86	0.58	447	77	63	1424	246	186
2008	5	0.86	0.62	326	56	63	1186	205	187

The overall crash rate and fatality rate for this segment of I-75 was higher than statewide average rates for urban interstate highways for all three years while the injury rate was higher than the statewide average rate for 2006 and 2007 but was lower in 2008.

ATTACHMENT 4

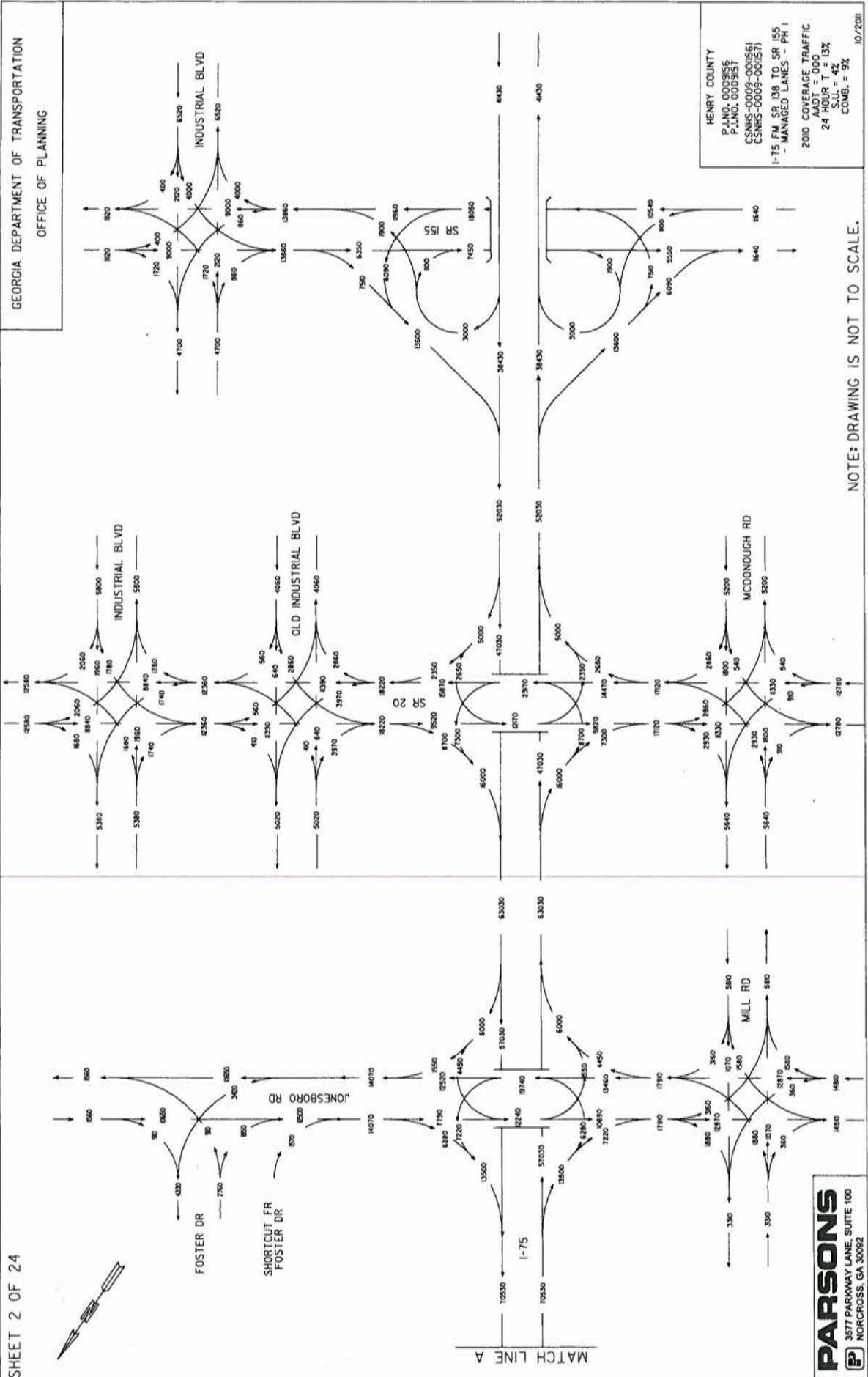
Traffic Volumes

10/10/2018



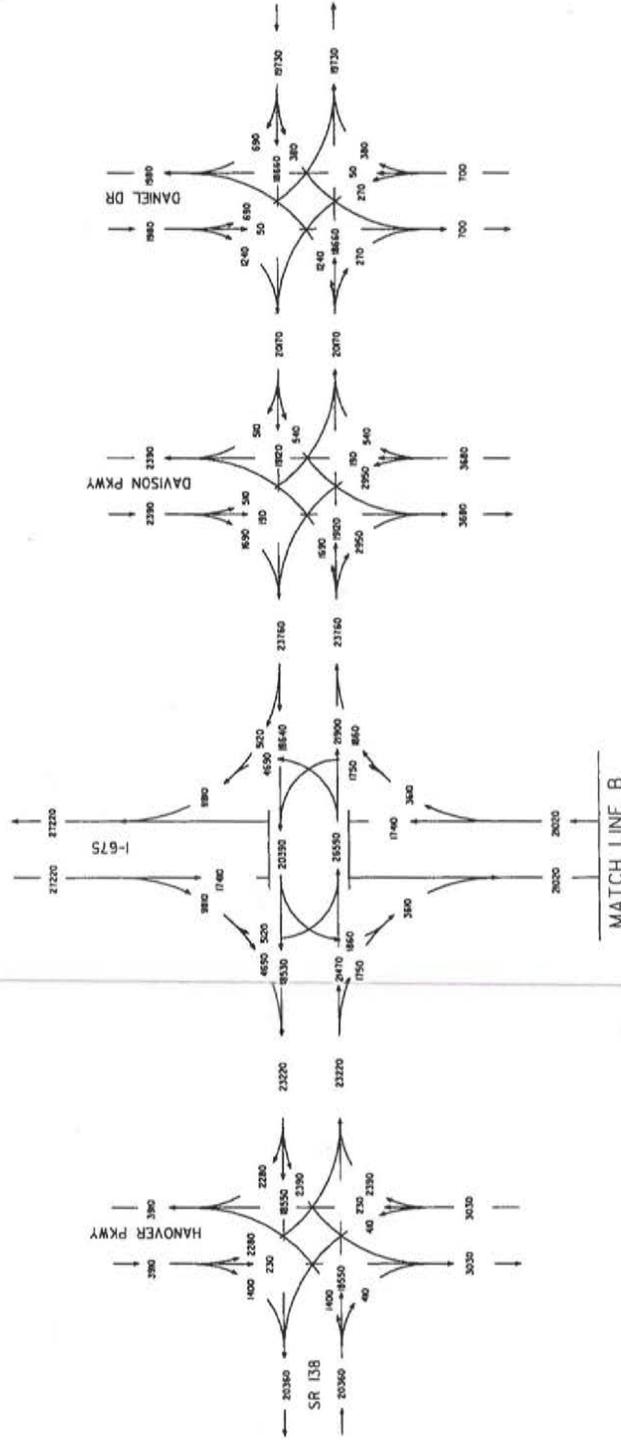
HENRY COUNTY
P.L.N.O. 000956
P.L.N.O. 000957
CSNMS-0009-001561
CSNMS-0009-001571
I-75 FM SR 138 TO SR 155
- MANAGED LANES - PH 1
2000 COVERAGE TRAFFIC
ADJUSTED
24 HOUR T = 13%
S.U. = 4%
COMB. = 9%
10/2018

NOTE: DRAWING IS NOT TO SCALE.



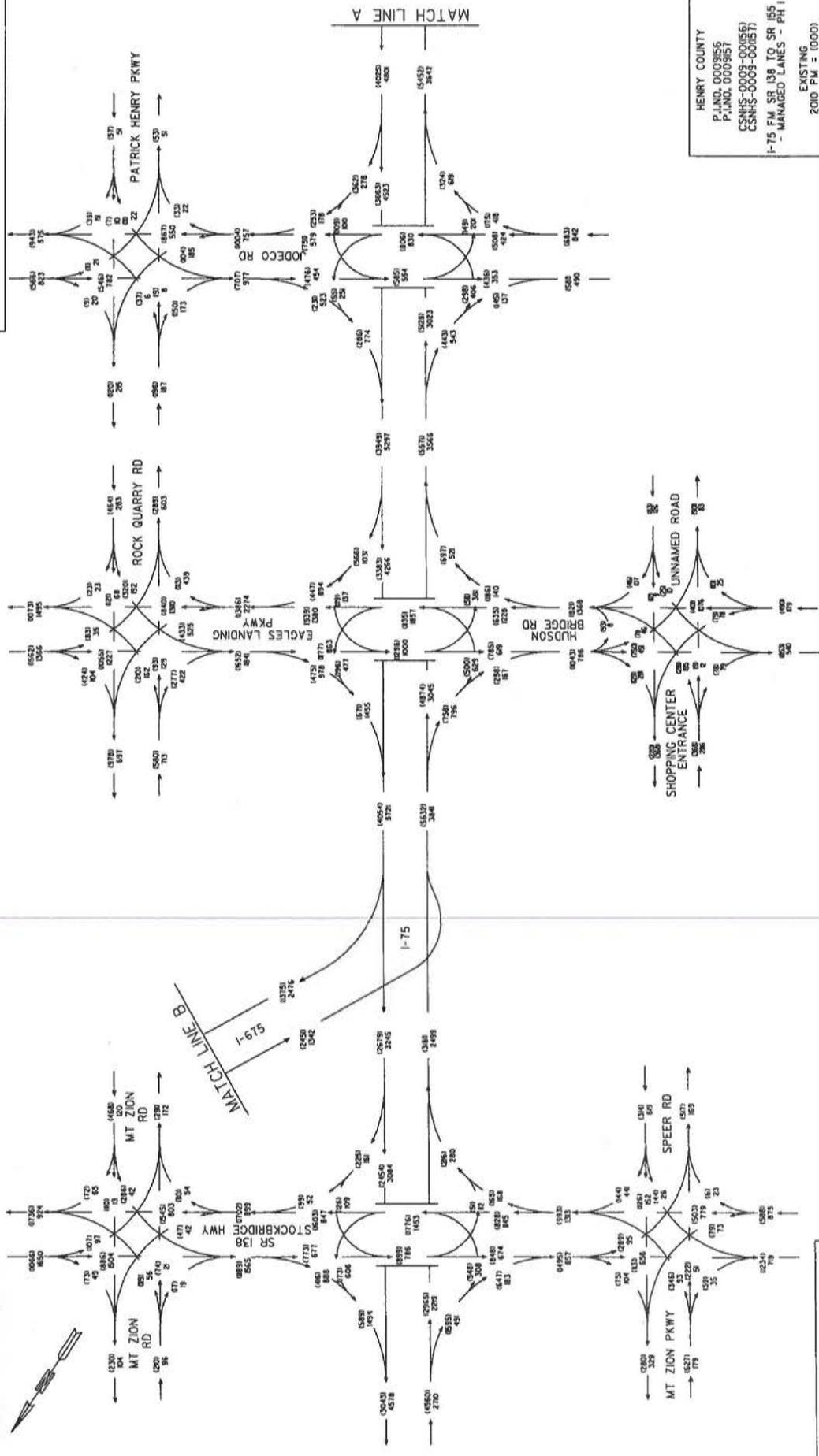
HENRY COUNTY
 P.L.N.O. 000956
 P.L.N.O. 000957
 CSNHS-0009-0005E1
 CSNHS-0009-000571
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I
 2000 COVERAGE TRAFFIC
 AAOT = 000
 24 HOUR T = 13%
 S.U.L. = 4%
 COMB. = 9%
 10/20H

NOTE: DRAWING IS NOT TO SCALE.



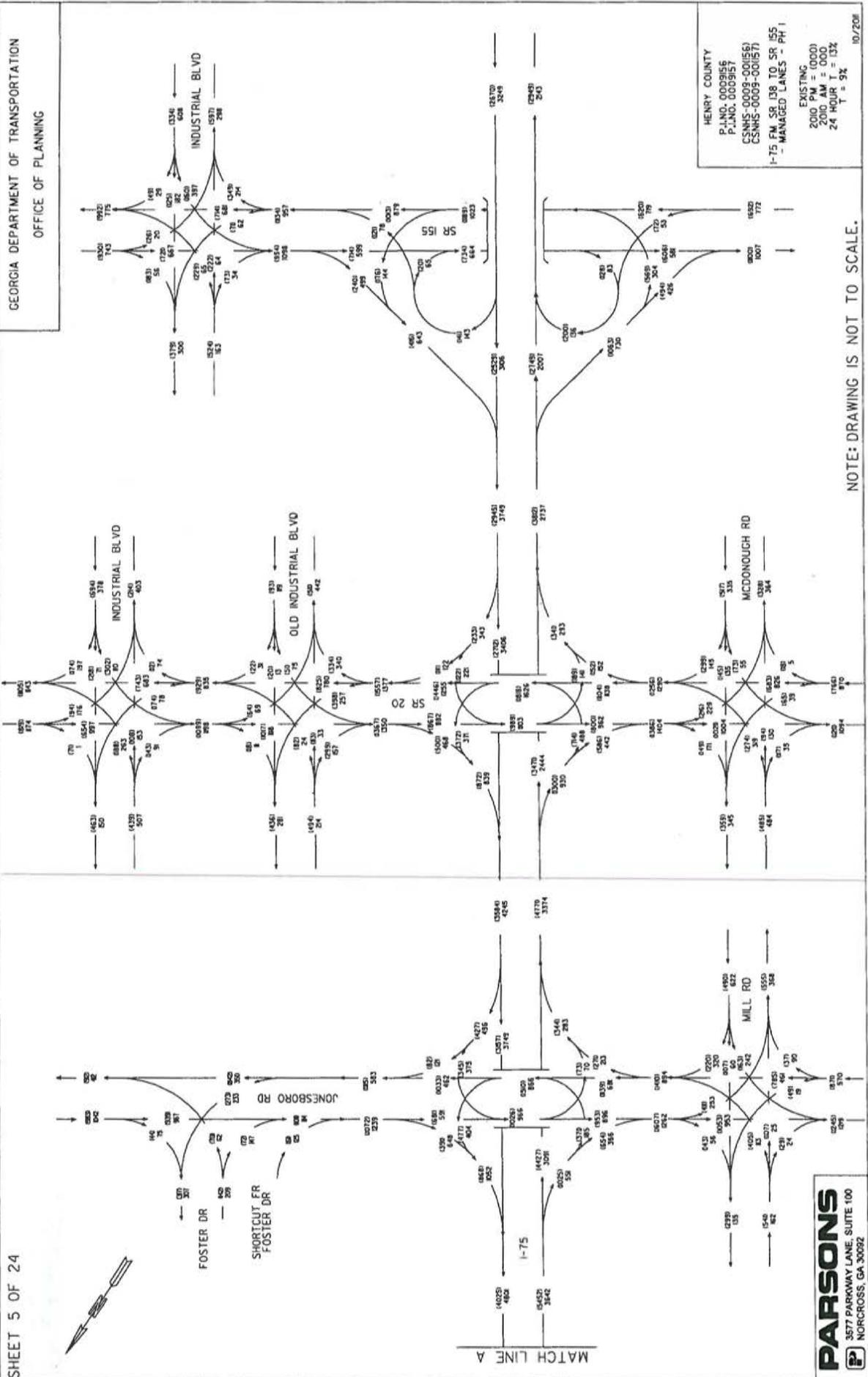
HENRY COUNTY
 P.I. NO. 0009156
 P.L. NO. 0009157
 CSNHS--0009--001561
 CSNHS--0009--001571
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I
 2010 COVERAGE TRAFFIC
 AADT = 1000
 24' CUR = 13%
 4' CUR = 4%
 COMB. = 9%
 10/2008

NOTE: DRAWING IS NOT TO SCALE.



HENRY COUNTY
 P.L.N.O. 000956
 P.L.N.O. 000957
 CSNHS-0006-000651
 CSNHS-0006-000651
 I-75 FM SR 159 TO SR 155
 - MANAGED LANES - PH 1
 EXISTING
 2010 PM = 1000
 2010 AM = 000
 24 HOUR T = 13%

NOTE: DRAWING IS NOT TO SCALE.

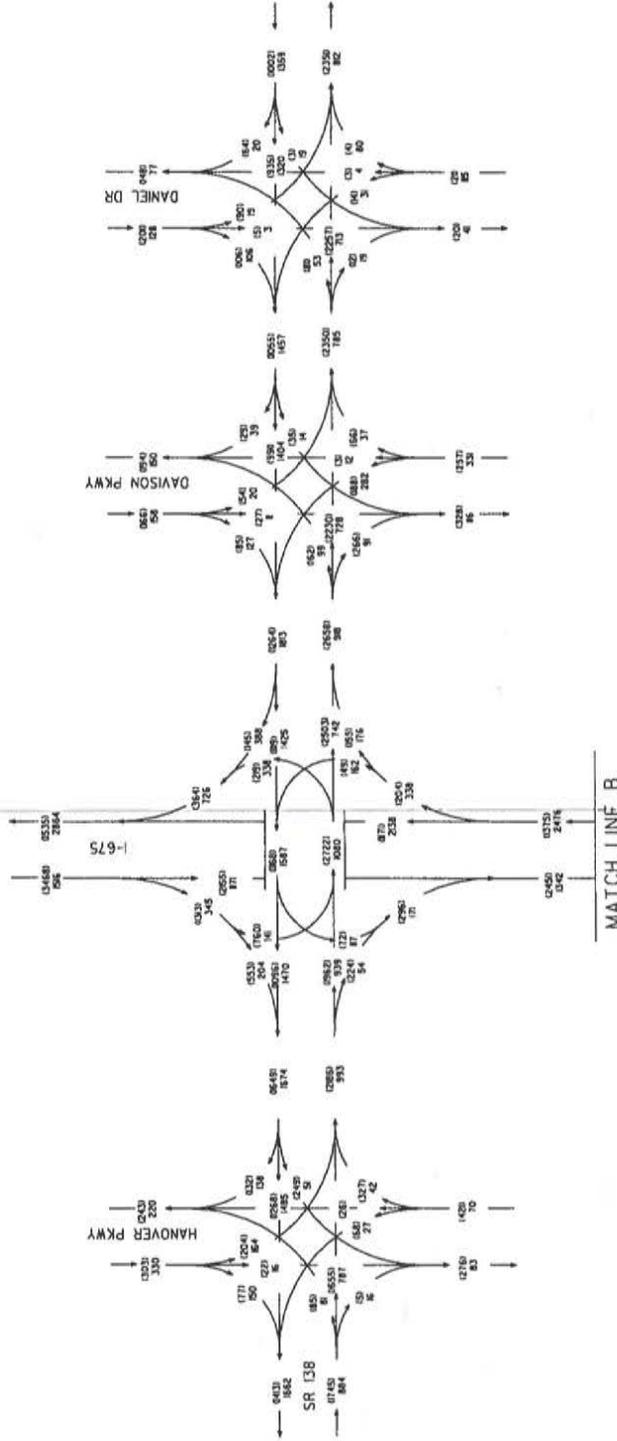


HENRY COUNTY
 P.L.NO. 000956
 P.L.NO. 000957
 CSNHS-0009-00156)
 CSNHS-0009-00157)
 I-75 FM. 58. 138 TO 58. 155
 -MANAGED LANES - PH I

EXISTING
 2010 PM = 10001
 2010 AM = 000
 24 HOUR T = 133
 T = 9%

NOTE: DRAWING IS NOT TO SCALE.

MATCH LINE A

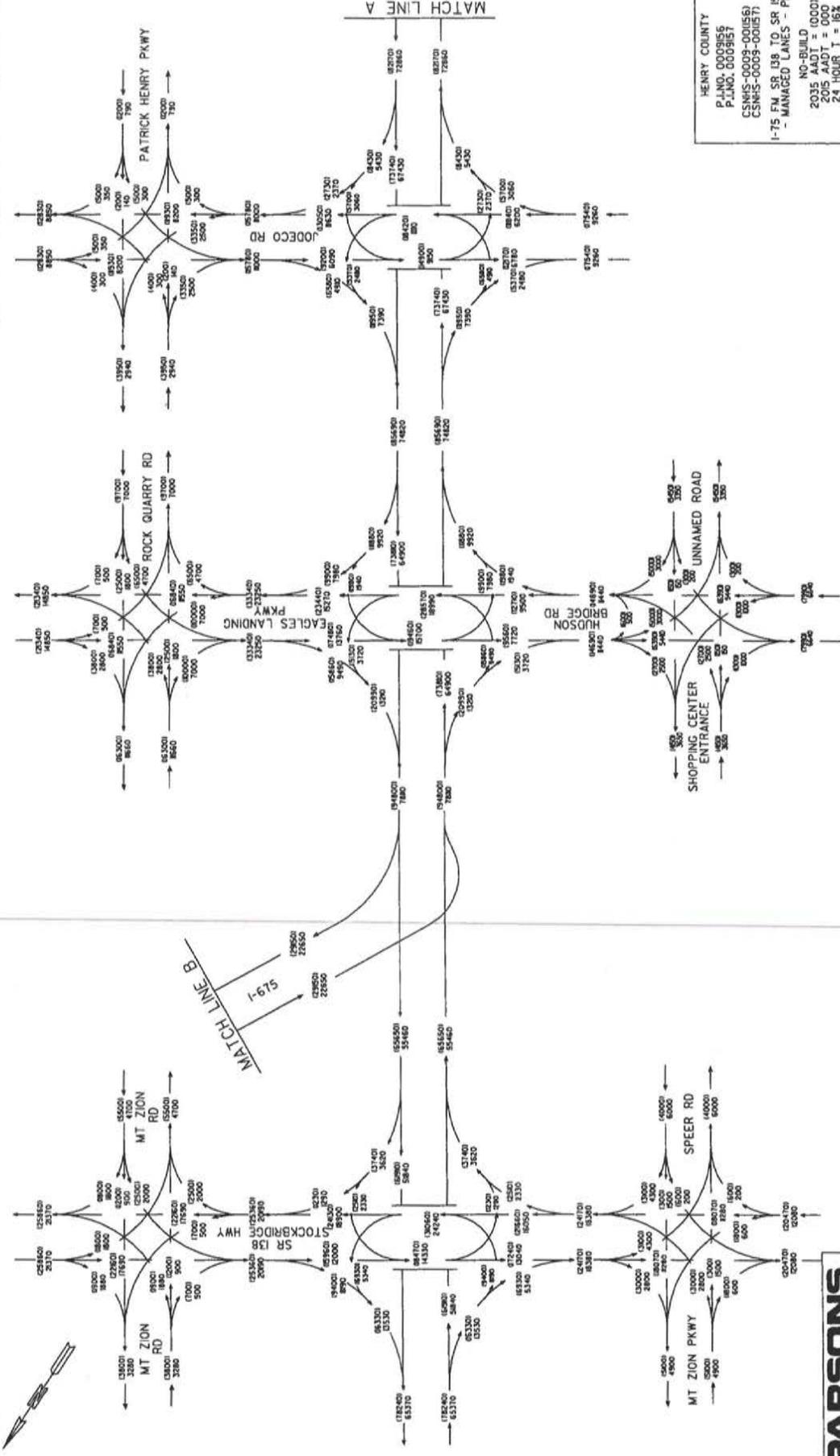


HENRY COUNTY
 P.L.N.O. 000955
 P.L.N.O. 000957
 CSNHS-0009-000561
 CSNHS-0009-000571
 I-75 FM. SR. 38 TO SR. 155
 - MANAGED LANES - PH 1

EXISTING
 2010 PM = 1000
 2010 AM = 000
 24 HOUR T = 13%

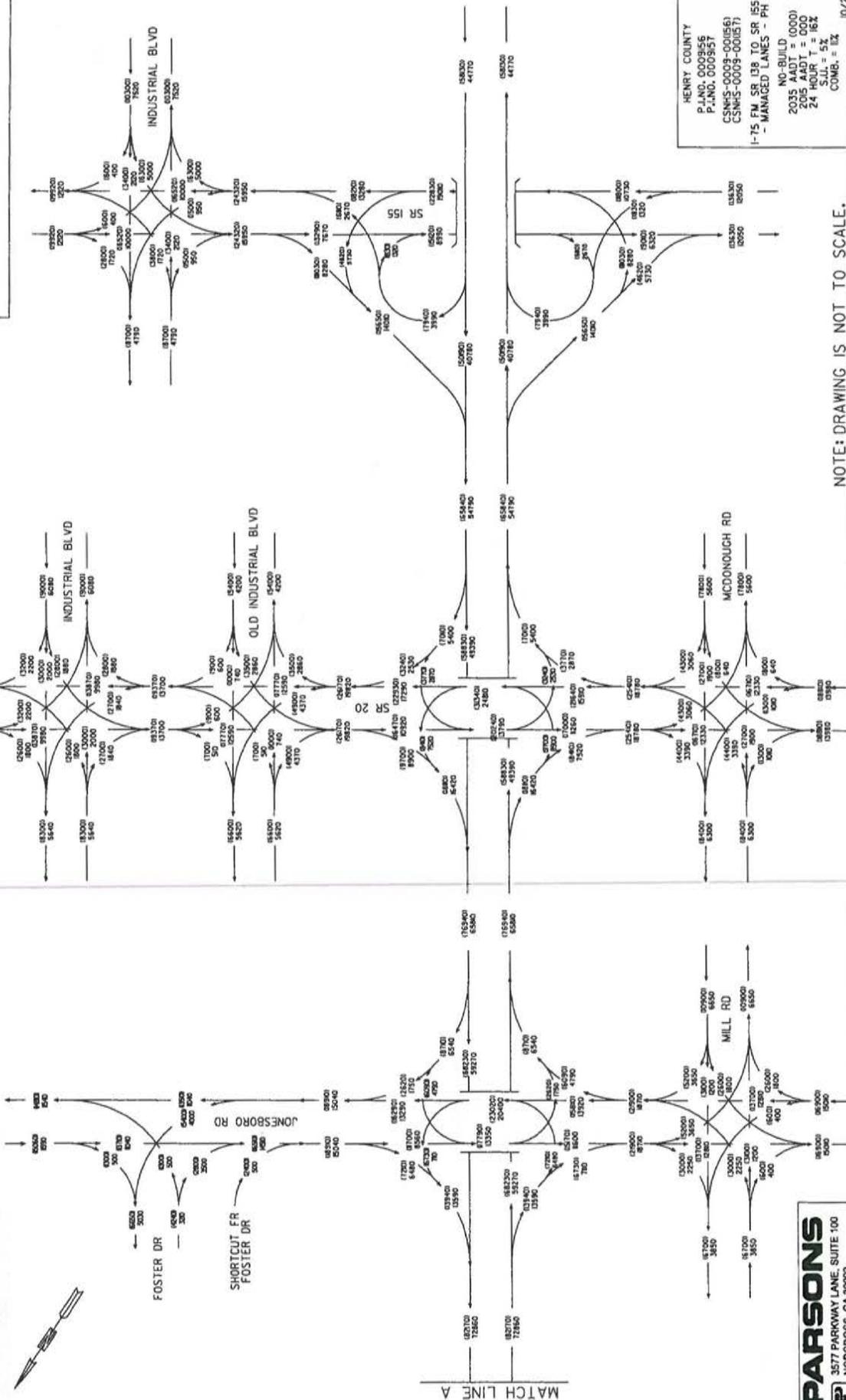
10/201

NOTE: DRAWING IS NOT TO SCALE.



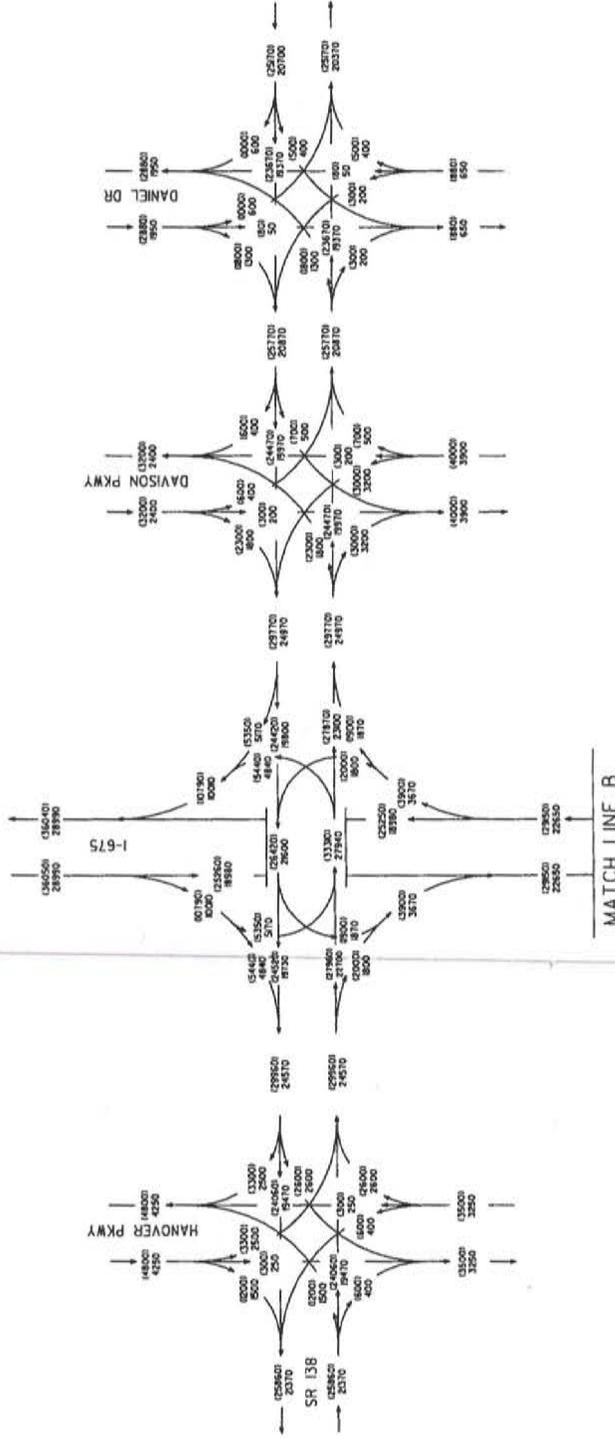
HENRY COUNTY
P.L.N.O. 0009156
P.L.N.G. 0009157
CSNMS-0009-00166
CSNMS-0009-00167
I-75 FM SR 138 TO SR 155
NO-BUILD
2035 AADT = 1000
2015 AADT = 000
24 HOUR T = 16%
S.U.G. = 5%
COMB. = 1%
10/2/08

NOTE: DRAWING IS NOT TO SCALE.



HENRY COUNTY
 P.L.N.O. 000956
 P.L.N.O. 000957
 CSNMS-0009-000561
 CSNMS-0009-000571
 I-75 FM SR 138 TO SR 85
 - MANAGED LANES - PH 1
 NO-BUILD
 2035 AADT = (0000)
 2005 AADT = 000
 24 MPH
 S.U.L. = 5'
 COMB. = 1X
 10/2008

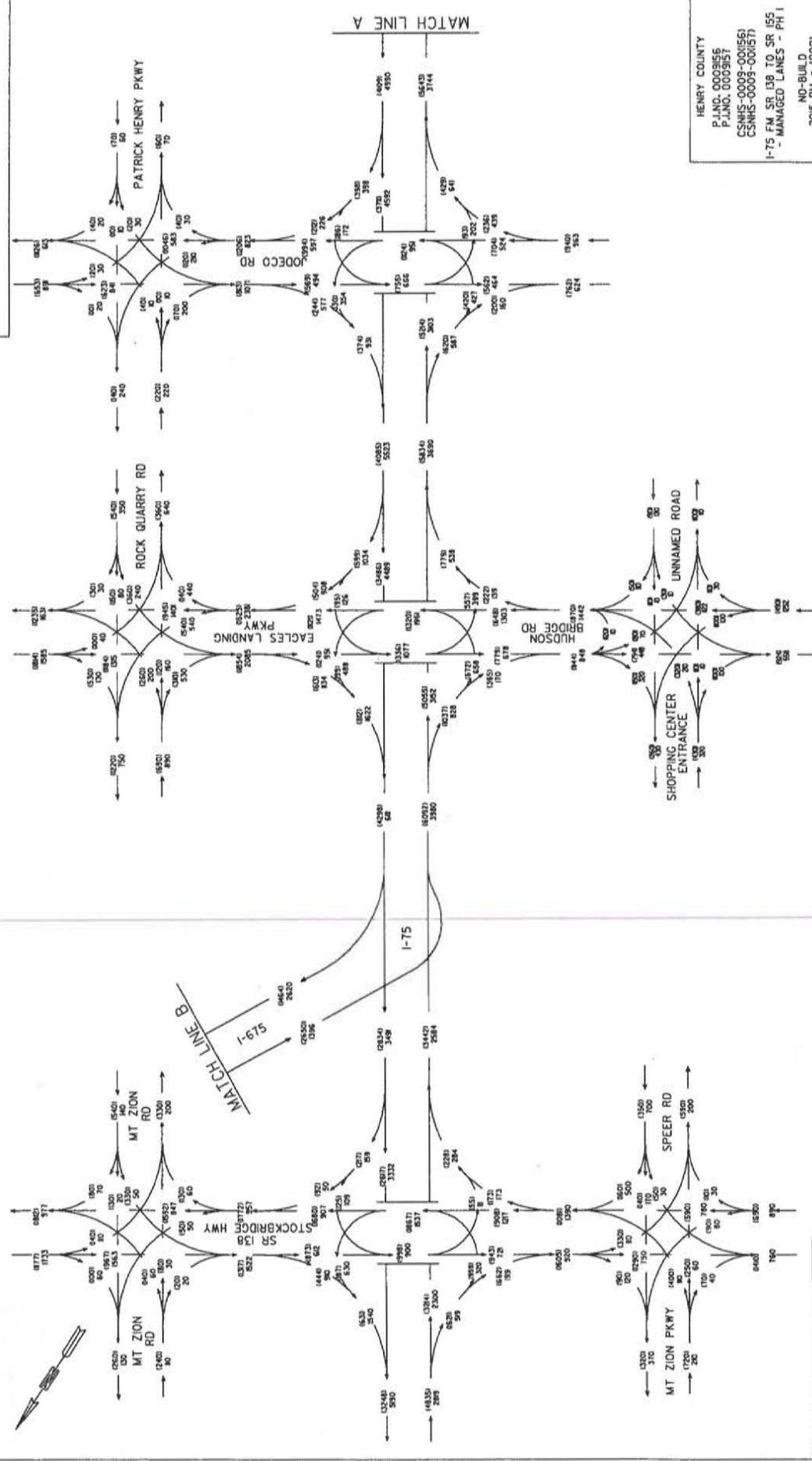
NOTE: DRAWING IS NOT TO SCALE.



HENRY COUNTY
 P.I. NO. 0009159
 P.L. NO. 0009151
 CSNHS-0003-00156)
 CSNHS-0003-00157)
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I

NO-BUILD
 2035 AADT = 10000
 2015 AADT = 000
 24 HOUR T = 16%
 S.U.L. = 5%
 COMB. = 11%
 10/2018

NOTE: DRAWING IS NOT TO SCALE.

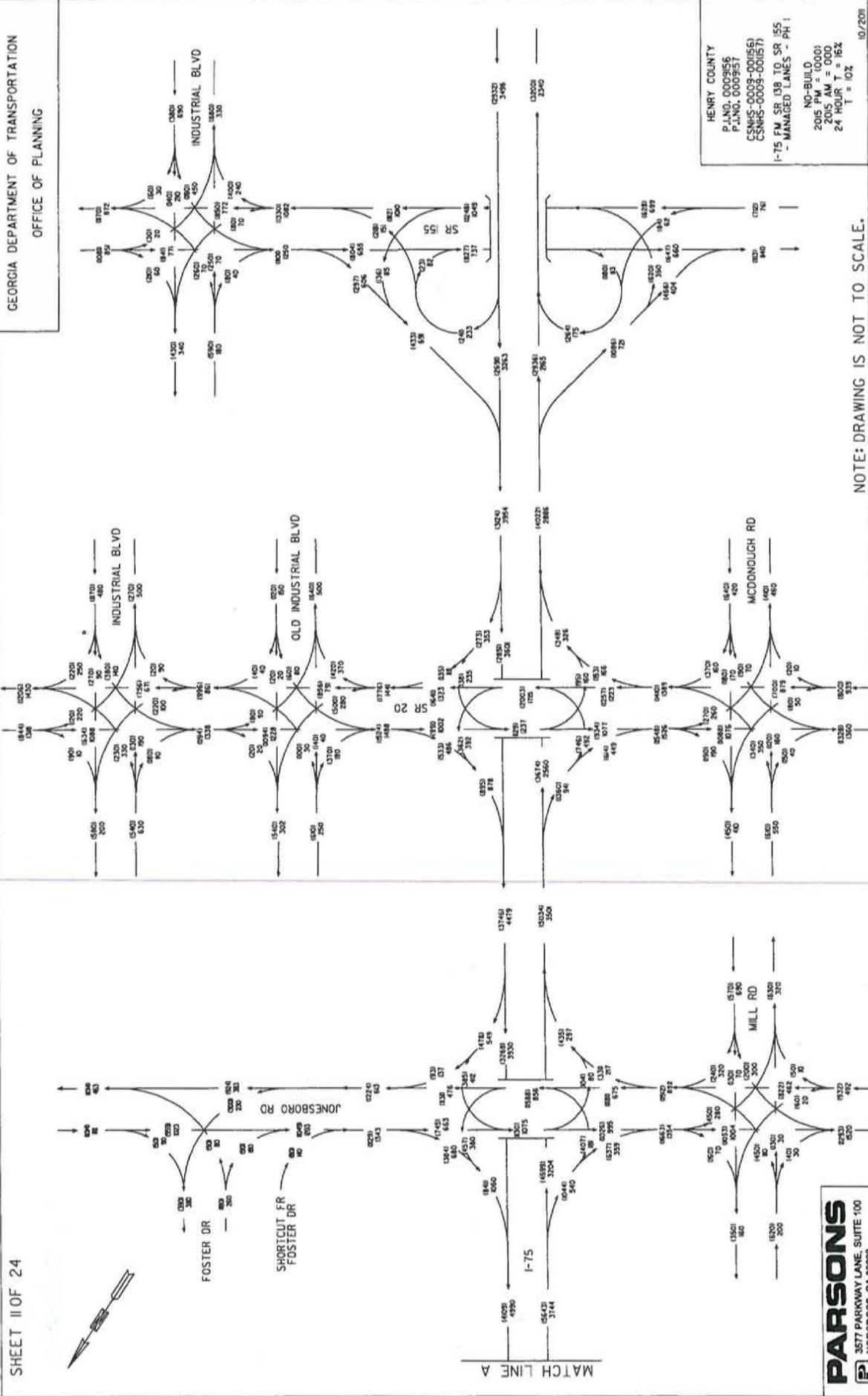


HENRY COUNTY
 P.L.N.O. 000956
 P.L.N.O. 000957
 CSNHS-0009-0015E1
 CSNHS-0009-0015T1
 I-75 FM SR 138 TO SR 555
 - MANAGED LANES - PH I
 NO-BUILD
 2015 PM = 10001
 2015 AM = 000
 24 HOUR T = 1E2
 T = 10Z

NOTE: DRAWING IS NOT TO SCALE.



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



HENRY COUNTY
 P.L.N.O. 000956
 P.L.N.O. 000957
 CS.NMS-0009-00156
 CS.NMS-0009-00157
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH 1

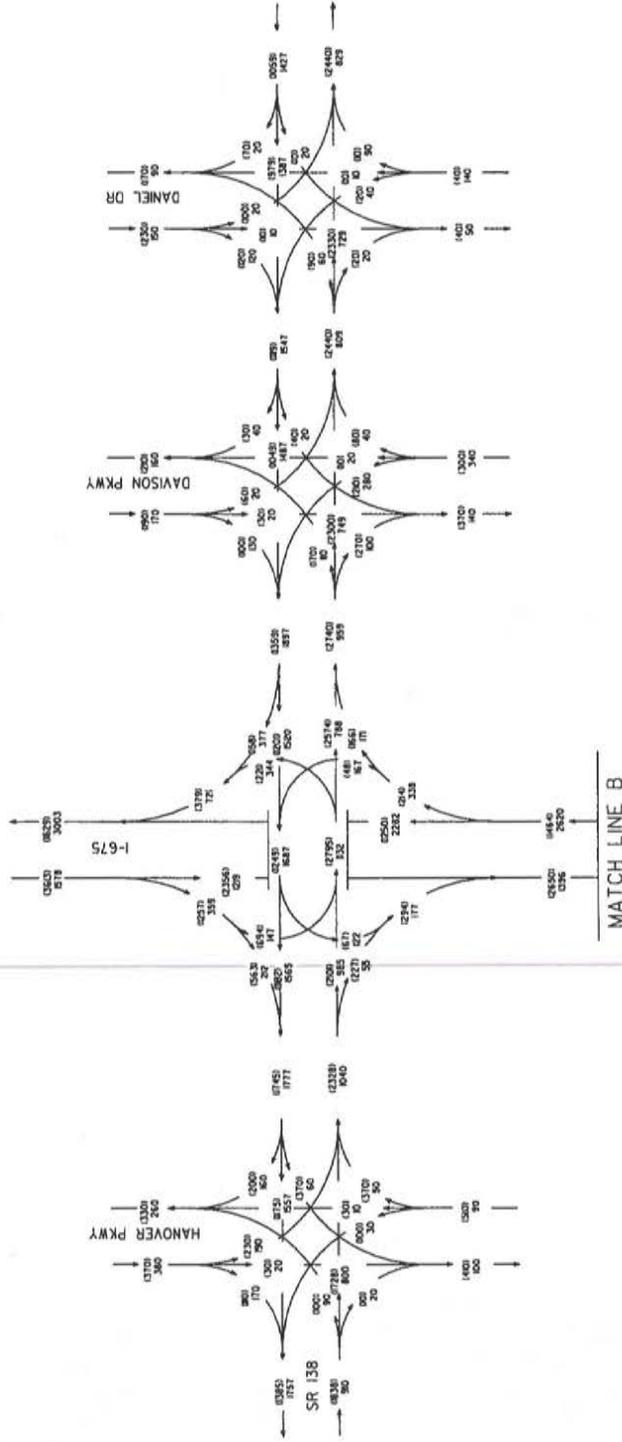
NO-BUILD
 205 PM 1000
 205 AM = 000
 24 HOUR T = 16%
 T = 10%

10/2011

NOTE: DRAWING IS NOT TO SCALE.

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

MATCH LINE A

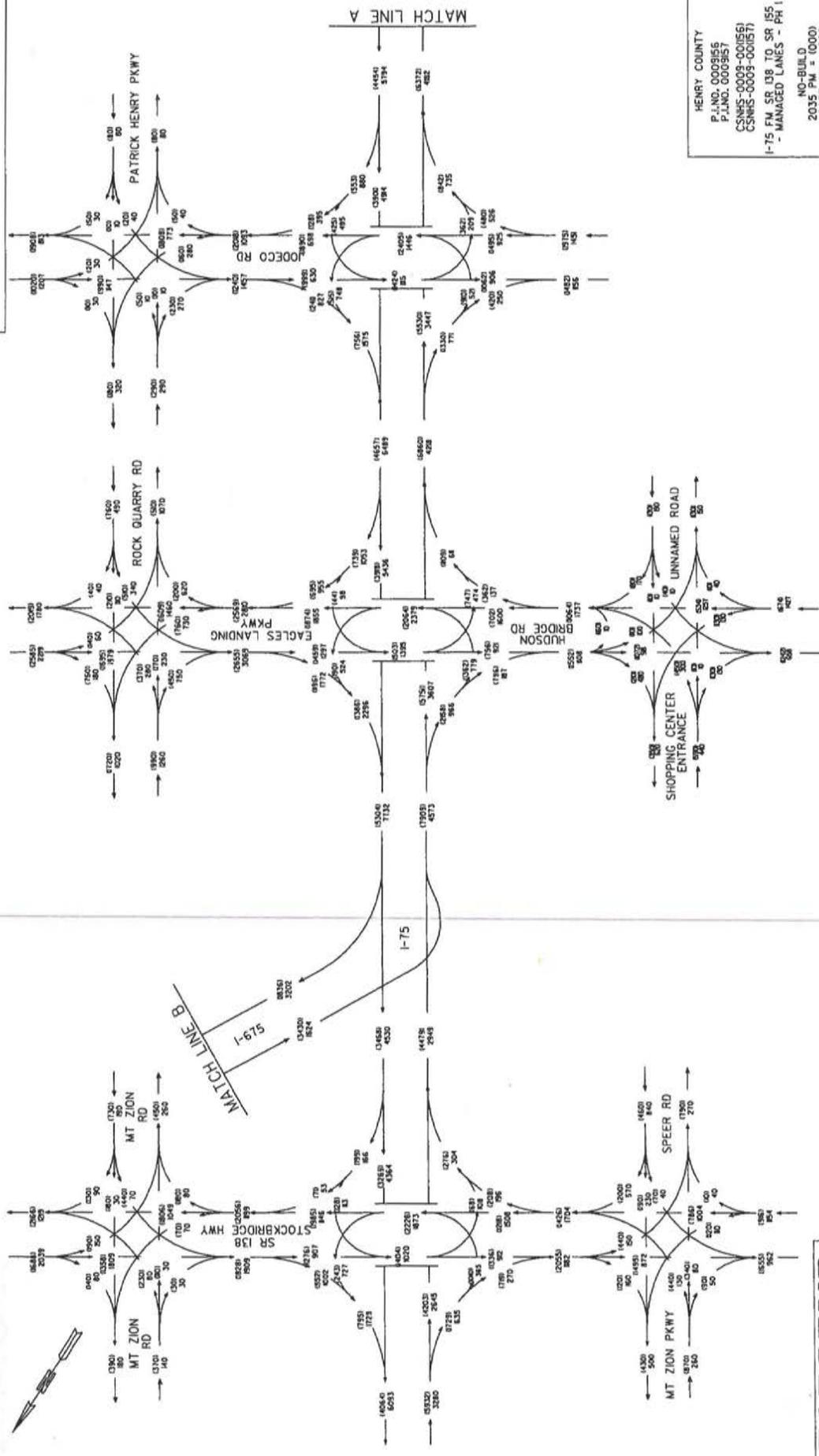


HENRY COUNTY
 P.L.N.O. 000856
 P.L.N.O. 000857
 CS.NIS-0008-00(55)
 CS.NIS-0008-00(57)
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH 1

NO-BUILD
 2015 PM = 1000
 2015 AM = 000
 24 HOUR T = 15X
 T = 10X

10/2/2011

NOTE: DRAWING IS NOT TO SCALE.

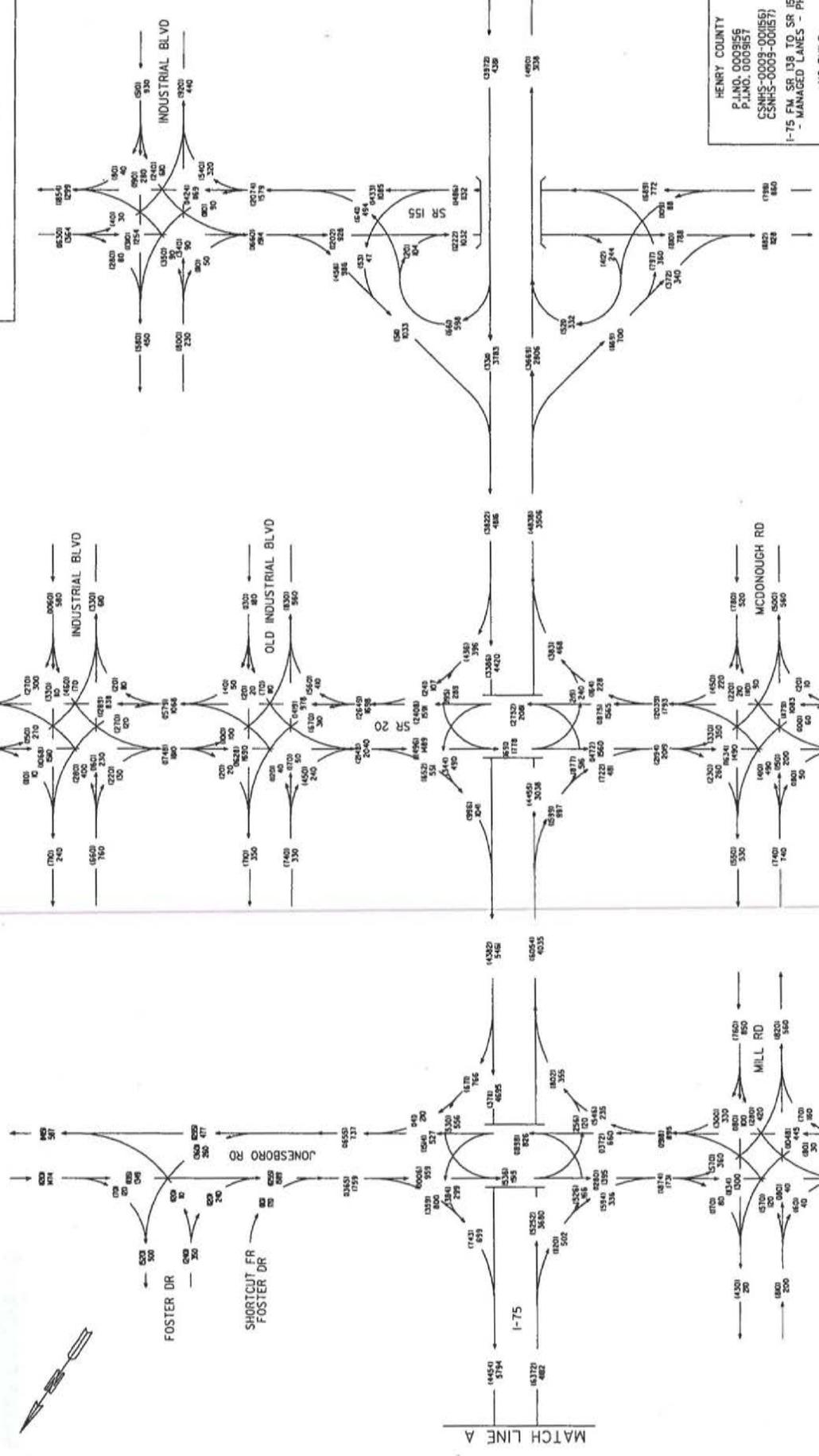


HENRY COUNTY
 P.L.N.C. 0009156
 P.L.N.C. 0009157
 CSNMS-0009-0016561
 CSNMS-0009-0016171
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH 1

NO-BUILD
 2035 PM = 000
 2035 PM = 000
 24 HOUR T = 18%
 T = 10%

10/2008

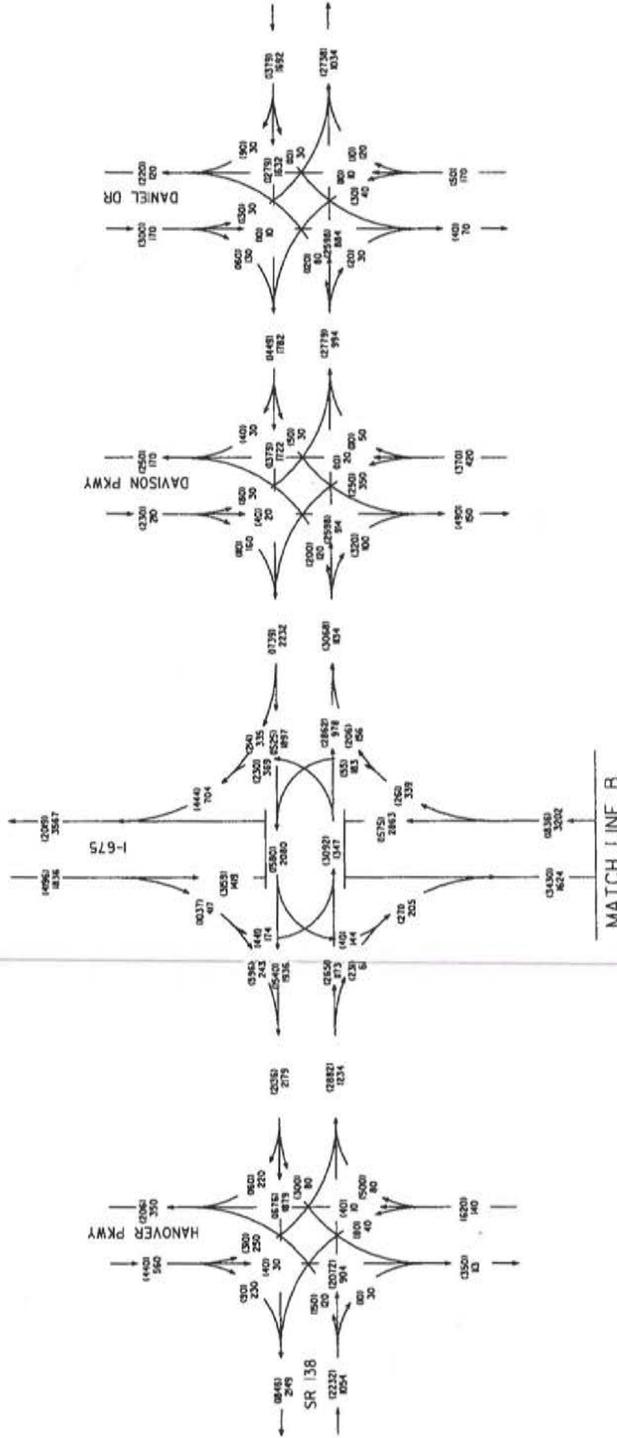
NOTE: DRAWING IS NOT TO SCALE.



HENRY COUNTY
 P.L.N.O. 000855
 P.L.N.O. 000857
 CSNHS-0008-001551
 CSNHS-0008-001571
 I-75 FM SR 138 TO SR 155
 NO-BUILD
 2035 PM = 0000
 2035 AM = 0000
 24 HOUR T = 16%

NOTE: DRAWING IS NOT TO SCALE.

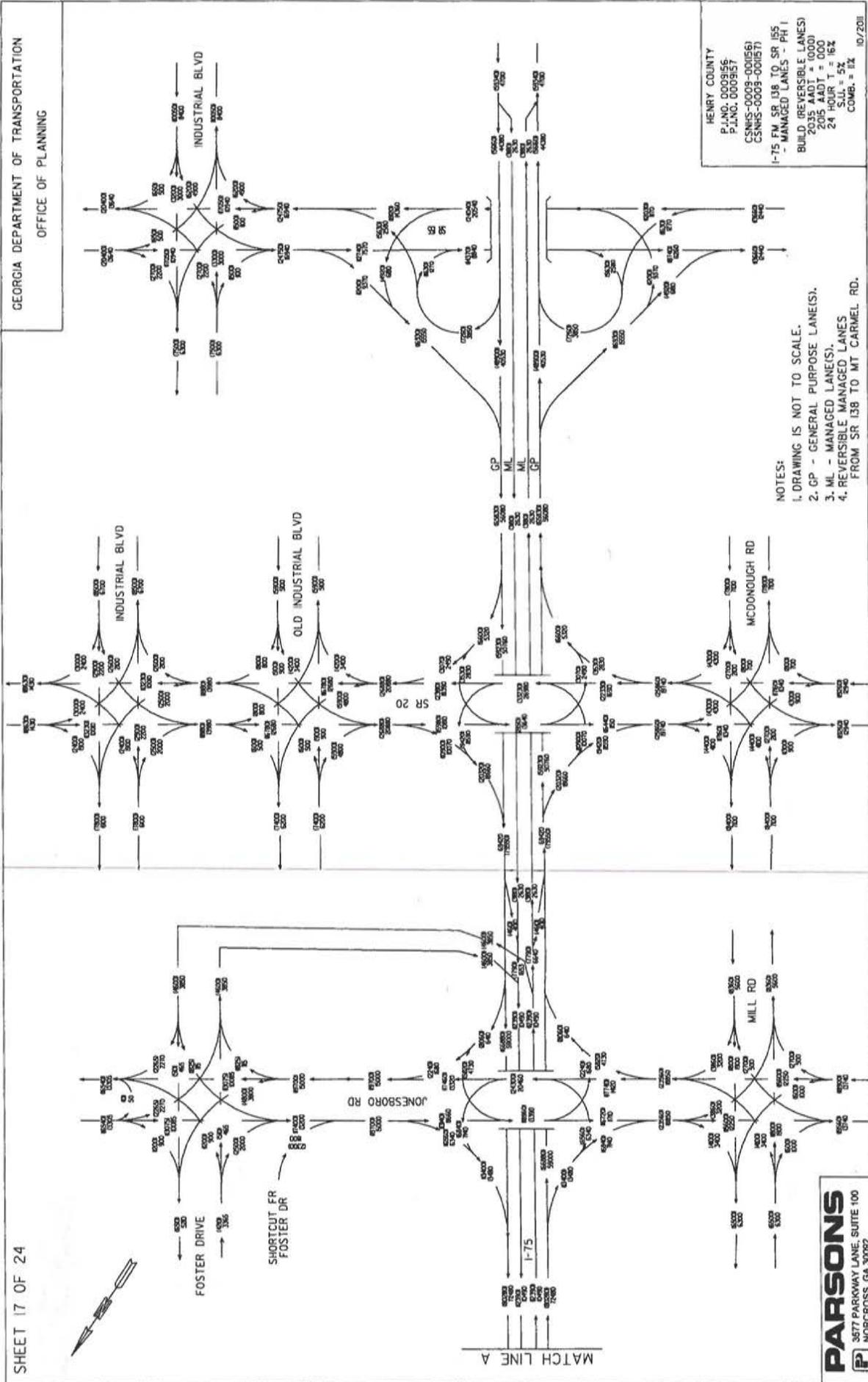
PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092



HENRY COUNTY
 P.L.N.O. 0009156
 P.L.N.O. 0009157
 CSNHS-0009-001561
 CSNHS-0009-001571
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I

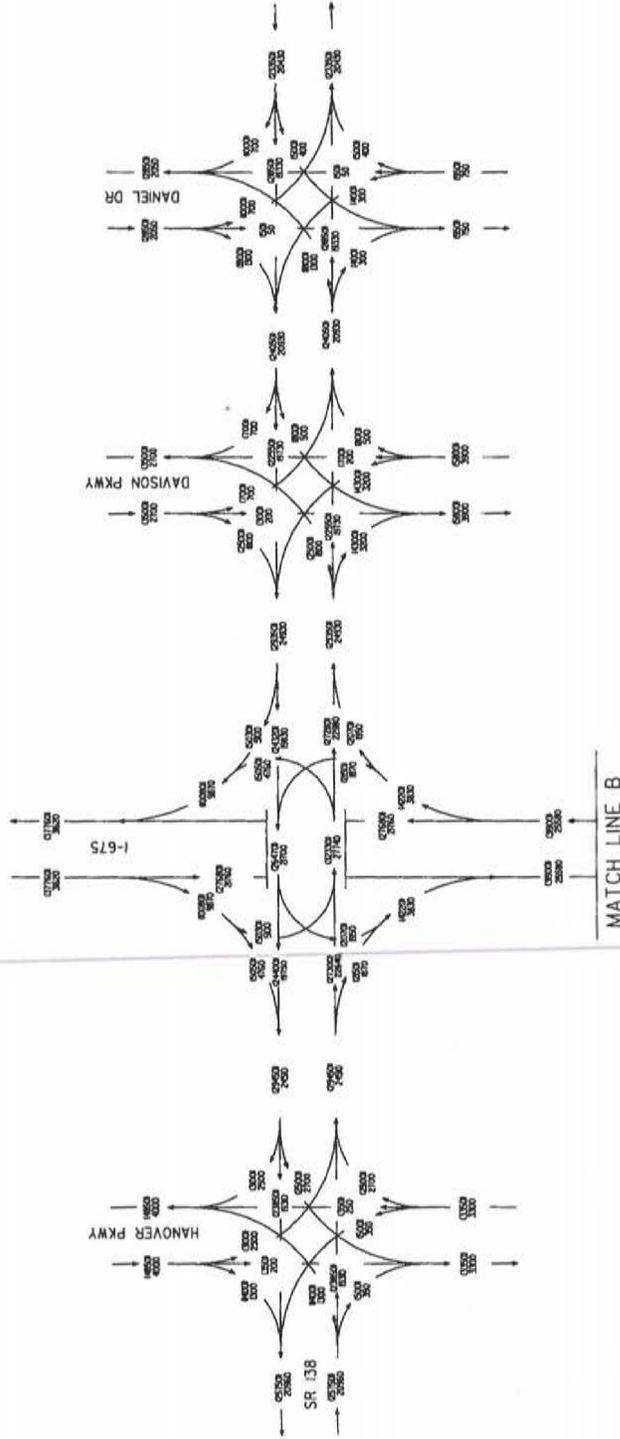
NO-BUILD
 2035 PM = 1000'
 2035 AM = 1000'
 24 HOUR T = 10Z
 T = 10Z

NOTE: DRAWING IS NOT TO SCALE.



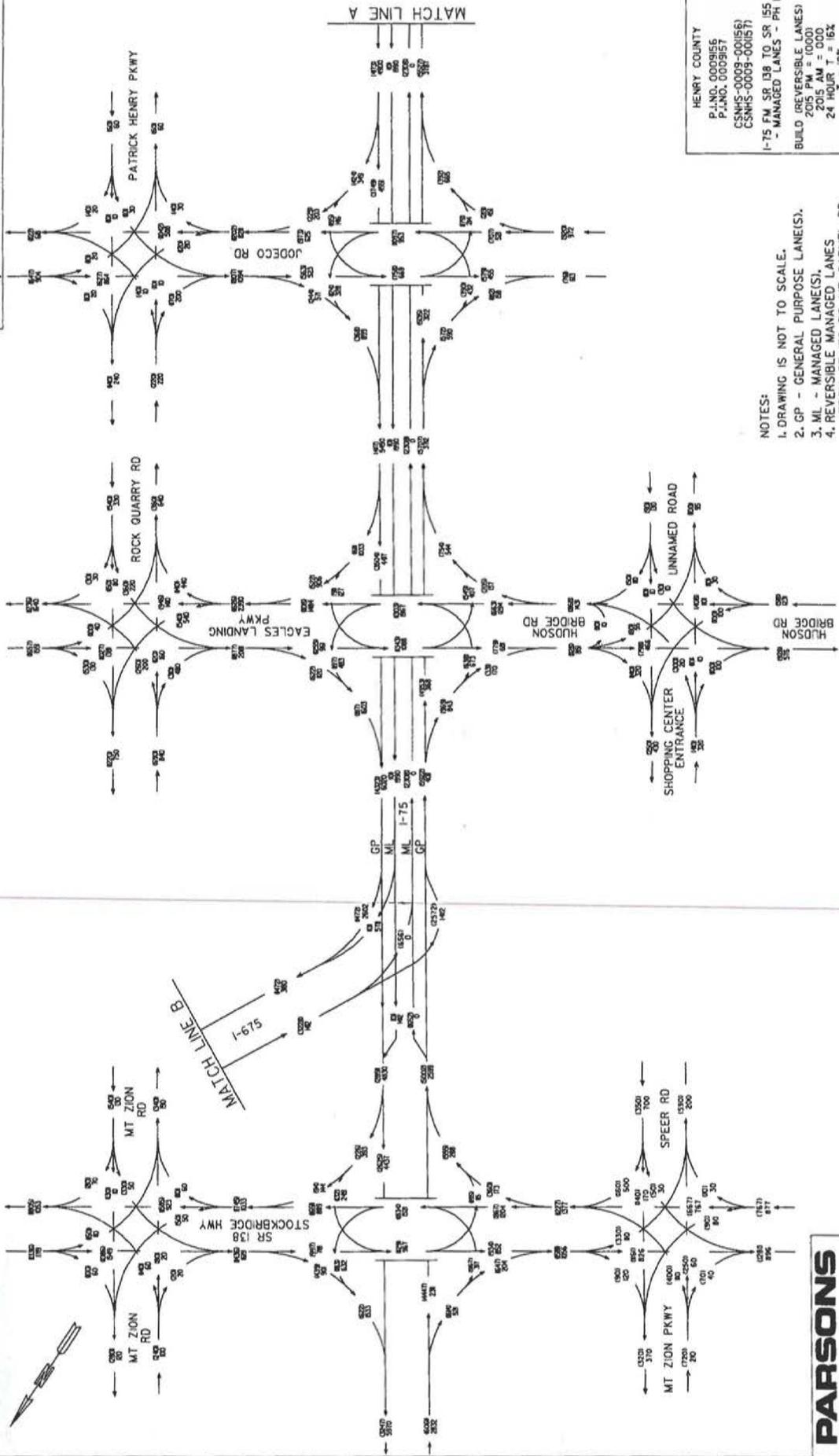
HENRY COUNTY
 P.L.N.C. 0009156
 P.L.N.C. 0009157
 CSNHS-0009-001561
 CSNHS-0009-001571
 I-75 FM SR 138 TO SR 155
 BUILD (REVERSIBLE LANES)
 2015 AADT = 1000
 24 HOUR T = 16%
 S.U. = 2X
 COMB. = 1X
 10/2011

- NOTES:
 1. DRAWING IS NOT TO SCALE.
 2. GP - GENERAL PURPOSE LANE(S).
 3. ML - MANAGED LANE(S).
 4. REVERSIBLE MANAGED LANES
 FROM SR 138 TO MT CARMEL RD.



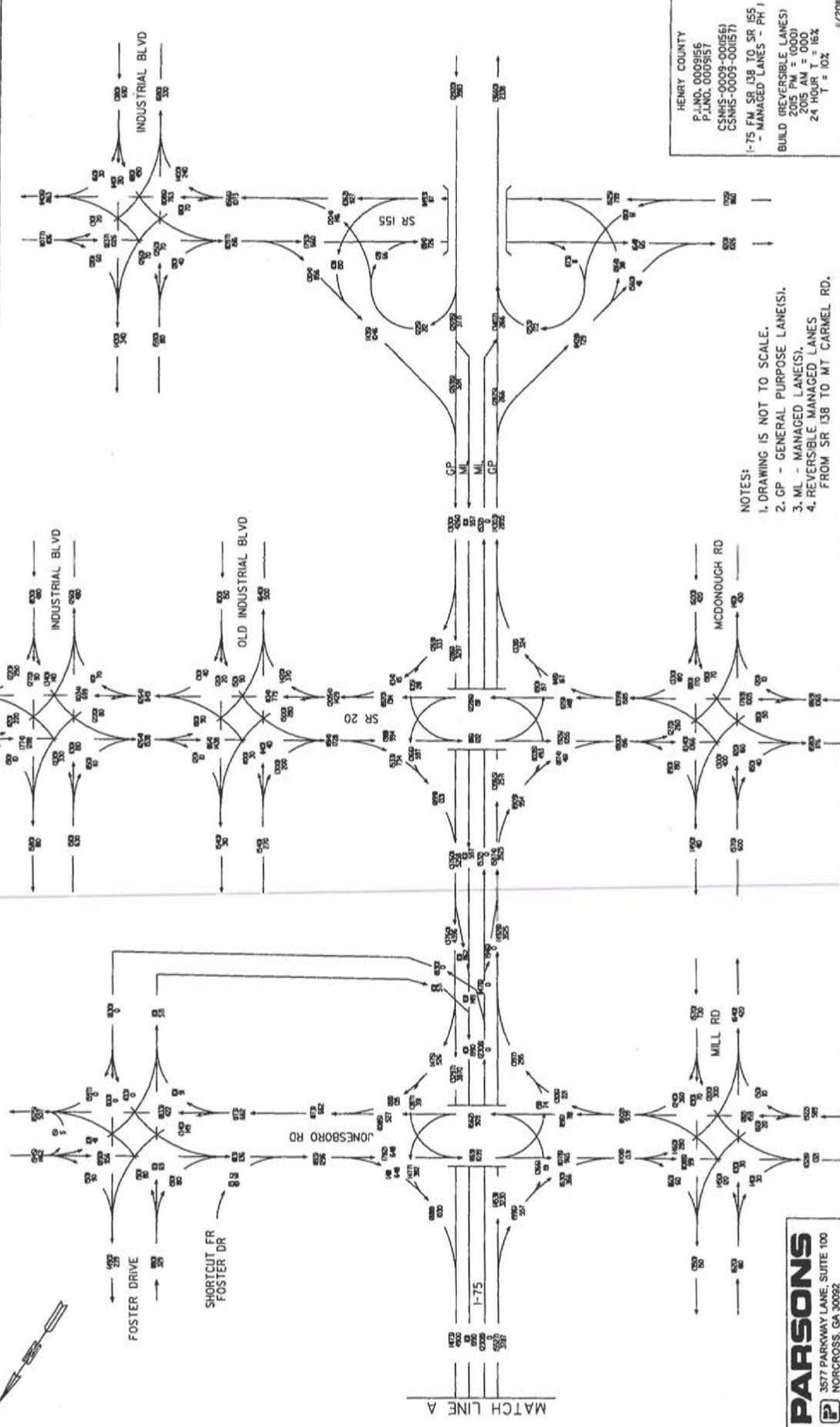
HENRY COUNTY
 P.L.N.O. 0009156
 P.L.N.O. 0009157
 CSNHS-0009-00156)
 CSNHS-0009-00157)
 I-75 FM SR 138 TO SR 155
 BUILD (REVERSIBLE LANES)
 20% ADT = 1000
 24 HOUR T = 162
 S.U.L. = 5%
 COMB. = IX
 10/2006

NOTES: DRAWING IS NOT TO SCALE.



HENRY COUNTY
P.L.NO. 0009156
P.L.NO. 0009157
CSNHS-0009-00156
CSNHS-0009-00157
I-75 FM SR 138 TO SR 155
BUILD (REVERSIBLE LANES)
2015 PM = 1000'
2015 AM = 000'
24 HOURS = 16%
1 = 10%

- NOTES:
1. DRAWING IS NOT TO SCALE.
2. GP - GENERAL PURPOSE LANES.
3. ML - MANAGED LANES.
4. REVERSIBLE MANAGED LANES.
FROM SR 138 TO MT CARMEL RD.

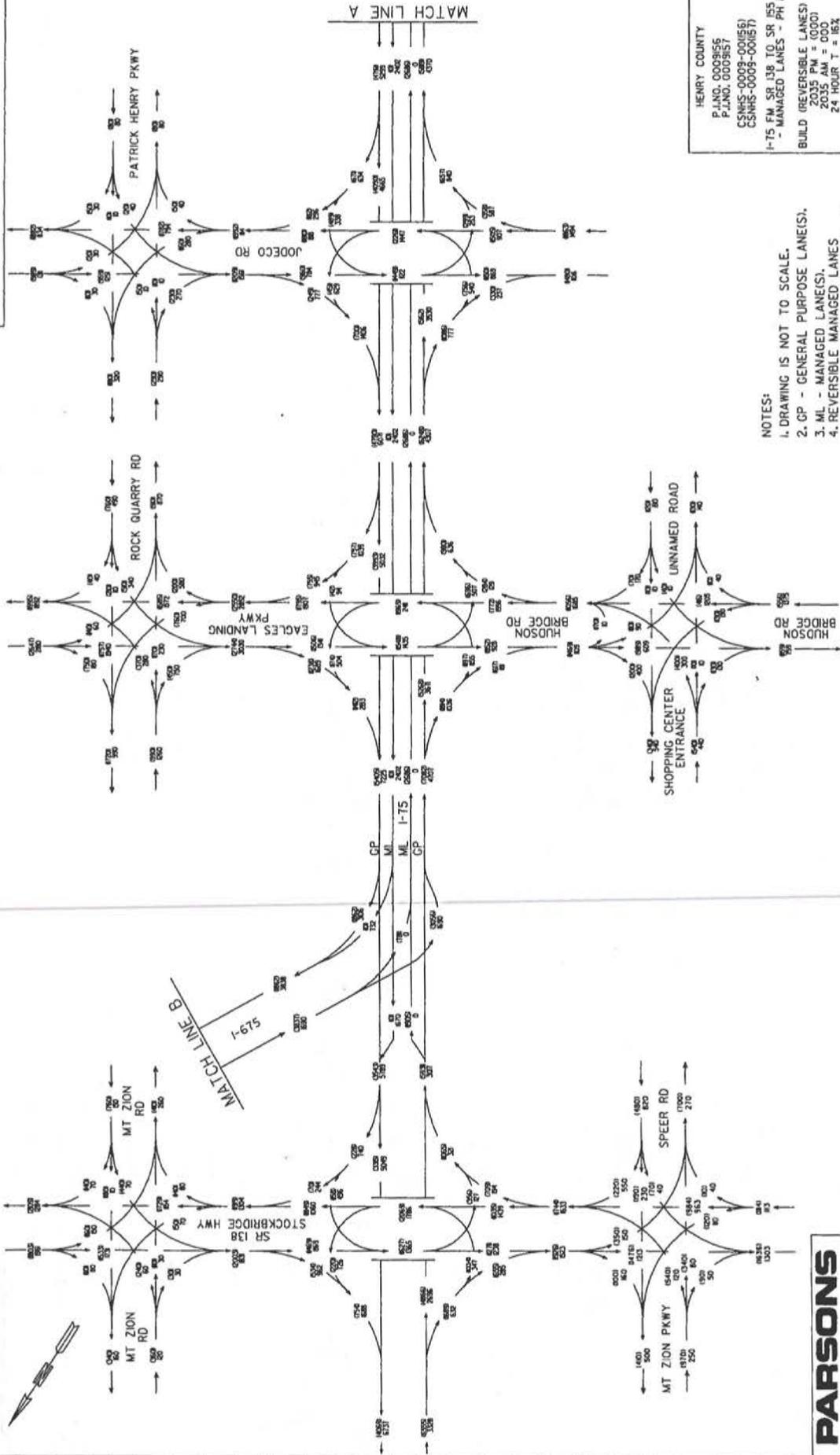


HENRY COUNTY
 P.L.N.O. 000165
 P.L.N.O. 000167
 C.S.N.H.S. 0009-001651
 C.S.N.H.S. 0009-001671

I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH 1
 BUILD (REVERSIBLE LANES)
 2015 PM = 0000
 2015 AM = 0000
 24 HOUR T = 6X
 T = 6X

- NOTES:
1. DRAWING IS NOT TO SCALE.
 2. GP - GENERAL PURPOSE LANES.
 3. ML - MANAGED LANES.
 4. REVERSIBLE MANAGED LANES FROM SR 138 TO MT CARMEL RD.

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092



HENRY COUNTY
 P.L.N.O. 000955
 P.L.N.O. 000957
 CSNHS-0009-0006(5)
 CSNHS-0009-0006(7)

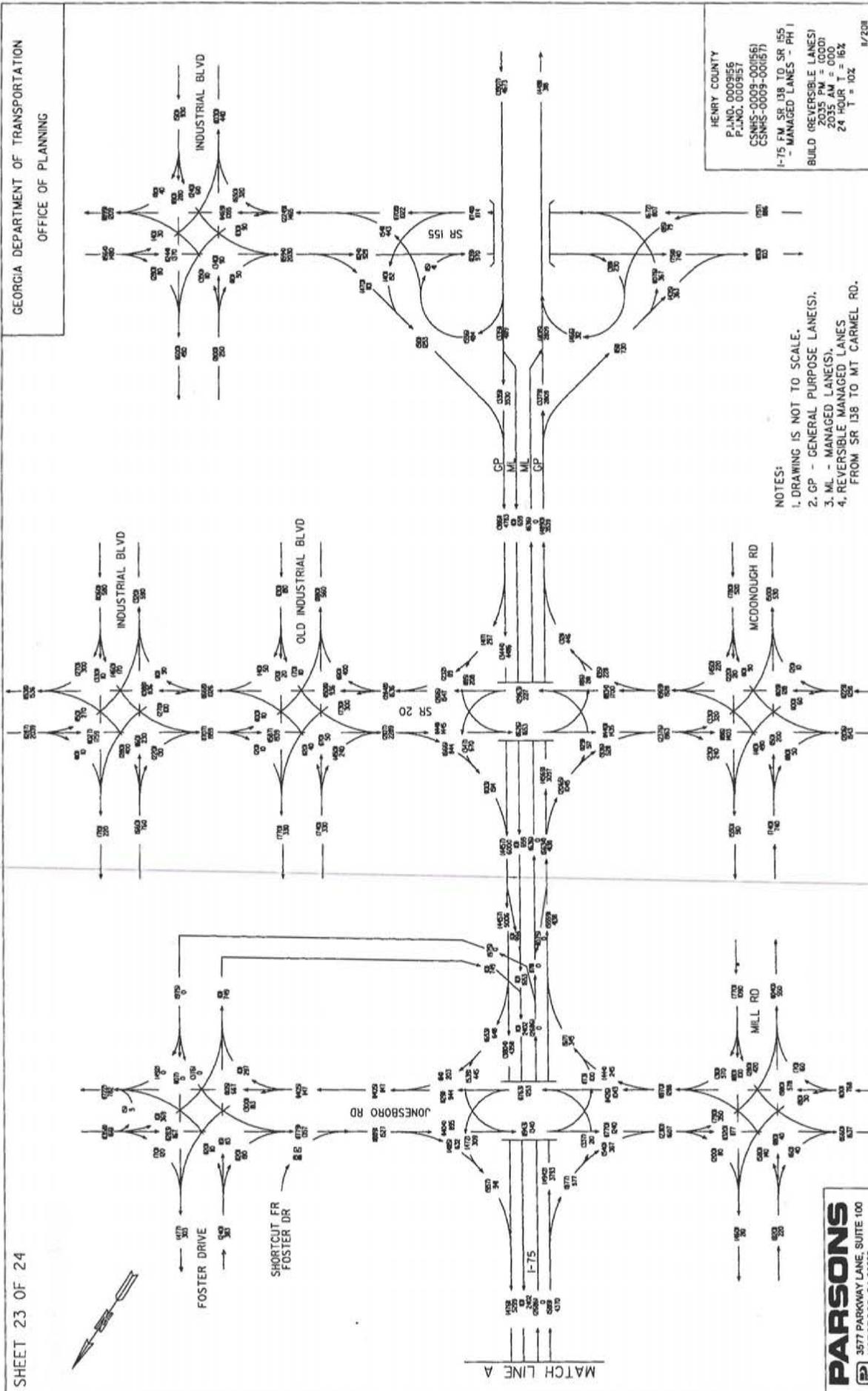
I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I

BUILD (REVERSIBLE LANES)
 2035 PM = 0000
 2035 AM = 0000
 24 HOUR T = 16X

1/201

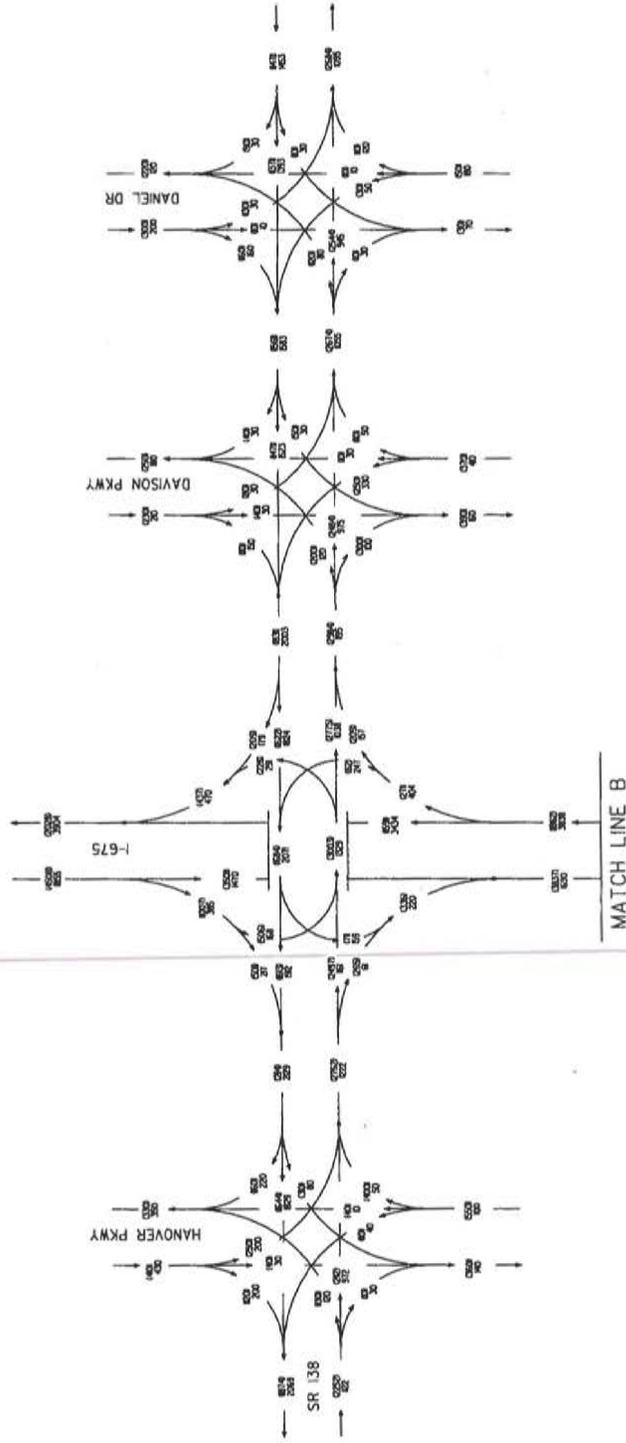
- NOTES:
1. DRAWING IS NOT TO SCALE.
 2. GP - GENERAL PURPOSE LANE(S).
 3. ML - MANAGED LANE(S).
 4. REVERSIBLE MANAGED LANES
FROM SR 138 TO MT CARMEL RD.

PARSONS
 3577 PARWAY LANE, SUITE 100
 NORCROSS, GA 30092



HENRY COUNTY
P.L.NO. 0009156
P.L.NO. 0009157
CSNHS-0009-001561
CSNHS-0009-001571
I-75 FM SR 138 TO SR 155
- MANAGED LANES - PH I
BUILD (REVERSIBLE LANES)
2035 AM = 0001
24 HOUR T = 16X
T = 10Z
1/2/01

- NOTES:
1. DRAWING IS NOT TO SCALE.
 2. GP - GENERAL PURPOSE LANE(S).
 3. ML - MANAGED LANE(S).
 4. REVERSIBLE MANAGED LANES FROM SR 138 TO MT CARMEL RD.



MATCH LINE B

HENRY COUNTY
 P.L.N.O. 000185
 P.L.N.O. 000187
 CSNHS - 0008-0015E1
 CSNHS - 0008-0015F1
 I-75 FM SR 138 TO SR 155
 - MANAGED LANES - PH I
 BUILD (REVERSIBLE LANES)
 2035 AM = 0000
 24 HOUR T = 162
 E/208

NOTES: DRAWING IS NOT TO SCALE.

ATTACHMENT 5

Capacity Analysis Summary

CAPACITY ANALYSIS

Capacity analysis was performed for both a.m. and p.m. peak hours for 2010 opening year (2015) and design year (2035) no-build and build conditions for basic freeway segments, ramp merge and diverge areas, and signalized intersections. Highway Capacity Software (HCS) was used for freeway analysis and SYNCHRO was used for intersections analysis. The analysis results are summarized in the following tables. (Note: The capacity analysis results included in the following tables are preliminary and have not been reviewed by GDOT.)

1. 2010 CONDITION

Table 1. I-75 Freeway Capacity Analysis Summary (Existing 2010)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	9.6	A	16.3	B
SR 138	I-675	11.8	B	15.1	B
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	13.7	B	20.8	C
I-675 SB					
North of SR 138	SR 138	10.8	A	27.6	D
SR 138	South of SR 138	9.5	A	17.7	B
I-75 northbound (NB)					
I-675	SR 138	15.4	B	12.7	B
SR 138	Mt. Zion Rd.	16.4	B	10.8	A
I-675 NB					
South of SR 138	SR 138	17.9	B	9.8	A
SR 138	North of SR 138	21.2	C	10.9	A

Table 2. Ramp Merge and Diverge Capacity Analysis Summary (Existing 2010)

Type	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Off-Ramp	To SR 138	0.23*	-	0.81*	-
On-Ramp	From SR 138	15.8	B	19.0	B
On-Ramp	From I-675	0.34**	-	0.63*	-
I-675 SB					
Off-Ramp	To SR 138	16.1	B	34.0	D
On-Ramp	From SR 138	14.0	B	23.1	C
I-75 northbound (NB)					
Off-Ramp	To I-675	16.6	B	11.8	B
Off-Ramp	To SR 138	19.3	B	16.3	B
On-Ramp	From SR 138	24.1	C	15.0	B
I-675 NB					
Off-Ramp	To SR 138	24.9	C	14.8	B
On-Ramp	From SR 138	23.6	C	12.7	B

Notes: * v/c ratio for a single lane off-ramp with lane drop and analyzed as a ramp roadway for capacity check
 ** v/c ratio for a major merge area and capacity check was performed for upstream and downstream freeway and the ramp.
 - Not Applicable

Table 3. Signalized Intersections Capacity Analysis Summary (Existing 2010)

Intersection	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 138/Stockbridge Road at Daniel Drive	23.3	C	54.4	D
SR 138/Stockbridge Road at Davison Parkway	36.5	D	35.0	C
SR 138/Stockbridge Road at I-675 Northbound Ramp	32.9	C	29.4	C
SR 138/Stockbridge Road at I-675 Southbound Ramp	15.9	B	168.3	F
SR 138/Stockbridge Road at Hanover Parkway	20.8	C	47.4	D
SR 138/Stockbridge Road at Mt. Zion Road	12.0	B	33.6	C
SR 138/Stockbridge Road at I-75 Northbound Ramp	35.4	D	14.6	B
SR 138/Stockbridge Road at I-75 Southbound Ramp	19.4	B	36.0	D
SR 138/Stockbridge Road at Mt. Zion Parkway	33.3	C	36.3	D

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

2. NO-BUILD CONDITION

Table 4. Freeway Capacity Analysis Summary (2015 No-Build)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	10.1	A	17.5	B
SR 138	I-675	12.3	B	16.5	B
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	14.2	B	21.6	C
I-675 SB					
North of SR 138	SR 138	11.3	B	29.6	D
SR 138	South of SR 138	10.0	A	19.4	C
I-75 northbound (NB)					
I-675	SR 138	16.8	B	13.5	B
SR 138	Mt. Zion Rd.	17.6	B	11.6	B
I-675 NB					
South of SR 138	SR 138	19.2	C	10.5	A
SR 138	North of SR 138	22.7	C	11.6	B

Table 5. Freeway Capacity Analysis Summary (2035 No-Build)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	11.7	B	22.3	C
SR 138	I-675	14.0	B	22.5	C
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	16.5	B	34.6	D
I-675 SB					
North of SR 138	SR 138	13.1	B	38.9	E
SR 138	South of SR 138	11.6	B	27.3	D
I-75 northbound (NB)					
I-675	SR 138	22.9	C	16.7	B
SR 138	Mt. Zion Rd.	23.1	C	14.7	B
I-675 NB					
South of SR 138	SR 138	24.7	C	13.1	B
SR 138	North of SR 138	29.0	D	14.4	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

Table 6. Ramp Merge and Diverge Capacity Analysis Summary (2015 No-Build)

Type	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Off-Ramp	To SR 138	0.25*	-	0.82*	-
On-Ramp	From SR 138	16.3	B	19.9	B
On-Ramp	From I-675	0.36**	-	0.69**	-
I-675 SB					
Off-Ramp	To SR 138	16.7	B	35.5	E
On-Ramp	From SR 138	14.5	B	24.9	C
I-75 northbound (NB)					
Off-Ramp	To I-675	17.84	B	12.5	B
Off-Ramp	To SR 138	20.6	C	17.2	B
On-Ramp	From SR 138	18.2	B	12.9	B
I-675 NB					
Off-Ramp	To SR 138	26.4	C	15.7	B
On-Ramp	From SR 138	24.9	C	13.6	B

Notes: Yellow shading indicates LOS E

* v/c ratio for a single lane off-ramp with lane drop and analyzed as a ramp roadway for capacity check

** v/c ratio for a major merge area and capacity check was performed for upstream and downstream freeway and the ramp.

- Not Applicable

Table 7. Ramp Merge and Diverge Capacity Analysis Summary (2035 No-Build)

Type	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Off-Ramp	To SR 138	0.32*	-	0.45*	-
On-Ramp	From SR 138	18.2	B	25.0	C
On-Ramp	From I-675	0.42**	-	0.89**	-
I-675 SB					
Off-Ramp	To SR 138	19.1	B	40.8	F
On-Ramp	From SR 138	16.3	B	31.4	D
I-75 northbound (NB)					
Off-Ramp	To I-675	22.5	C	15.4	B
Off-Ramp	To SR 138	25.8	C	20.6	C
On-Ramp	From SR 138	20.0	C	15.0	B
I-675 NB					
Off-Ramp	To SR 138	31.7	D	19.1	B
On-Ramp	From SR 138	29.6	D	16.8	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

* v/c ratio for a single lane off-ramp with lane drop and analyzed as a ramp roadway for capacity check

** v/c ratio for a major merge area and capacity check was performed for upstream and downstream freeway and the ramp.

- Not Applicable

Table 8. Signalized Intersections Capacity Analysis Summary (2015 No-Build)

Intersection	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 138/Stockbridge Road at Daniel Drive	22.0	C	52.8	D
SR 138/Stockbridge Road at Davison Parkway	32.9	C	46.3	D
SR 138/Stockbridge Road at I-675 Northbound Ramp	25.5	C	20.1	C
SR 138/Stockbridge Road at I-675 Southbound Ramp	11.0	B	173.5	F
SR 138/Stockbridge Road at Hanover Parkway	16.8	B	54.4	D
SR 138/Stockbridge Road at Mt. Zion Road	13.8	B	36.7	D
SR 138/Stockbridge Road at I-75 Northbound Ramp	32.0	C	11.9	B
SR 138/Stockbridge Road at I-75 Southbound Ramp	17.2	B	39.5	D
SR 138/Stockbridge Road at Mt. Zion Parkway	35.7	D	31.7	C

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

Table 9. Signalized Intersections Capacity Analysis Summary (2035 No-Build)

Intersection	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 138/Stockbridge Road at Daniel Drive	31.3	C	96.9	F
SR 138/Stockbridge Road at Davison Parkway	81.4	F	89.7	F
SR 138/Stockbridge Road at I-675 Northbound Ramp	73.2	E	55.5	E
SR 138/Stockbridge Road at I-675 Southbound Ramp	14.8	B	220.8	F
SR 138/Stockbridge Road at Hanover Parkway	43.2	D	118.8	F
SR 138/Stockbridge Road at Mt. Zion Road	24.5	C	76.5	E
SR 138/Stockbridge Road at I-75 Northbound Ramp	75.2	E	13.2	B
SR 138/Stockbridge Road at I-75 Southbound Ramp	18.8	B	41.0	D
SR 138/Stockbridge Road at Mt. Zion Parkway	71.5	E	47.9	D

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

3. BUILD CONDITION

Table 10. Freeway Capacity Analysis Summary (2015 Build)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	10.1	A	23.0	C
SR 138	I-675	18.0	B	26.4	C
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	14.3	B	22.3	C
I-75 SB Managed Lanes					
SR 138	I-675	-	-	11.5	A
I-675	Mt. Carmel Rd.	-	-	16.1	B
Off-Ramp to Jonesboro Rd. connector.	Slip Ramp to General-Purpose Lanes	-	-	16.1	B
Slip Ramp	SR 155	-	-	7.4	A
I-675 SB					
North of SR 138	SR 138	11.3	B	38.1	E
SR 138	South of SR 138	10.1	B	24.5	C
I-75 northbound (NB)					
I-675	SR 138	24.9	C	13.6	B
SR 138	Mt. Zion Rd.	22.5	C	11.6	B
I-75 NB Managed Lanes					
SR 155	Slip Ramp	7.8	A	-	-
Slip Ramp from General-Purpose Lanes	On-Ramp from Jonesboro Rd. connector	6.0	A	-	-
Jonesboro Rd	I-675	13.8	B	-	-
I-675	SR 138	9.4	A	-	-
I-675 NB					
South of SR 138	SR 138	24.5	C	10.5	A
SR 138	North of SR 138	28.1	C	11.7	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.
 - Not Applicable

Table 11. Freeway Capacity Analysis Summary (2035 Build)

Location		AM		PM	
From	To	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Mt. Zion Rd.	SR 138	11.9	B	25.6	C
SR 138	I-675	14.4	B	34.6	D
I-675	Hudson Bridge Rd./Eagles Landing Pkwy.	17.0	B	28.7	D
I-75 SB Managed Lanes					
SR 138	I-675	-	-	13.2	B
I-675	Off-Ramp to Jonesboro Rd. connector	-	-	19.1	C
Off-Ramp to Jonesboro Rd. connector	Slip Ramp to General-Purpose Lanes	-	-	11.9	B
Slip Ramp	SR 155	-	-	8.8	A
I-675 SB					
North of SR 138	SR 138	13.3	B	***	F
SR 138	South of SR 138	12.1	B	32.8	D
I-75 northbound (NB)					
I-675	SR 138	33.1	D	17.0	B
SR 138	Mt. Zion Rd.	26.6	D	14.6	B
I-75 NB Managed Lanes					
SR 155	Slip Ramp	9.1	A	-	-
Slip Ramp from General-Purpose Lanes	On-Ramp from Jonesboro Rd. connector	11.5	B	-	-
On-Ramp from Jonesboro Rd. connector	I-675	16.8	B	-	-
I-675	SR 138	22.9	C	-	-
I-675 NB					
South of SR 138	SR 138	32.8	D	13.3	B
SR 138	North of SR 138	33.8	D	14.5	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.
 - Not Applicable

Table 12. Ramp Merge and Diverge Capacity Analysis Summary (2015 Build)

Type	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Off-Ramp	To SR 138	8.2	A	17.6	D
On-Ramp	From SR 138	16.4	B	30.4	D
Off-Ramp	To the beginning of the Managed Lanes	-	-	6.7	A
On-Ramp	From I-675	0.37**	-	0.62**	-
I-75 SB Managed Lanes					
On-Ramp	From I-675	-	-	15.1	B
Off-Ramp	To Jonesboro Rd. connector	-	-	17.7	B
Off-Ramp	To General-Purpose Lanes (East of Mt. Carmel Rd.)	-	-	12.8	B
I-675 SB					
Off-Ramp	To SR 138	16.8	B	40.5	E
Off-Ramp	To the Managed Lanes	-	-	30.4	D
On-Ramp	From SR 138	14.6	B	29.7	D
I-75 northbound (NB)					
On-Ramp	From the end of the Managed Lanes	0.35**	-	-	-
Off-Ramp	To I-675	17.59	B	12.6	B
Off-Ramp	To SR 138	32.3	D	17.3	B
On-Ramp	From SR 138	29.1	C	15.8	B
I-75 NB Managed Lanes					
On-Ramp	From General-Purpose Lanes (East of Mt. Carmel Rd.)	13.3	B	-	-
On-Ramp	From Jonesboro Rd. connector	16.3	B	-	-
Off-Ramp	To I-675	8.6	A	-	-
I-675 NB					
Off-Ramp	To SR 138	31.5	D	15.8	B
On-Ramp	From the Managed Lanes	21.5	C	-	-
On-Ramp	From SR 138	29.0	D	13.6	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

** v/c ratio for a major merge area and capacity check was performed for upstream and downstream freeway and the ramp.

- Not Applicable

Table 13. Ramp Merge and Diverge Capacity Analysis Summary (2035 Build)

Type	Location	AM		PM	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
I-75 southbound (SB)					
Off-Ramp	To SR 138	9.06	A	17.8	B
On-Ramp	From SR 138	18.5	C	39.2	E
Off-Ramp	To the beginning of the Managed Lanes	-	-	11.2	B
On-Ramp	From I-675	0.41**	-	0.74**	-
I-75 SB Managed Lanes					
On-Ramp	From I-675	-	-	18.1	B
Off-Ramp	To Jonesboro Rd. connector	-	-	21.1	C
Off-Ramp	To General-Purpose Lanes (East of Mt. Carmel Rd.)	-	-	12.8	B
I-675 SB					
Off-Ramp	To SR 138	19.3	B	***	F
Off-Ramp	To the Managed Lanes	-	-	36.0	E
On-Ramp	From SR 138	16.9	B	34.8	D
I-75 northbound (NB)					
On-Ramp	From the end of the Managed Lanes	0.17**	-	-	-
Off-Ramp	To I-675	19.68	B	14.7	B
Off-Ramp	To SR 138	26.1	D	21.0	C
On-Ramp	From SR 138	32.3	C	19.2	B
I-75 NB Managed Lanes					
On-Ramp	From General-Purpose Lanes (East of Mt. Carmel Rd.)	15.1	B	-	-
On-Ramp	From Jonesboro Rd. connector	19.6	B	-	-
Off-Ramp	To I-675	12.3	B	-	-
I-675 NB					
Off-Ramp	To SR 138	37.6	E	19.4	B
On-Ramp	From the Managed Lanes	28.4	D	-	-
On-Ramp	From SR 138	26.0	C	16.9	B

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.
 ** v/c ratio for a major merge area and capacity check was performed for upstream and downstream freeway and the ramp.
 - Not Applicable

Table 14. Signalized Intersections Capacity Analysis Summary (2015 Build)

Intersection	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 138/Stockbridge Road at Daniel Drive	22.3	C	50.1	D
SR 138/Stockbridge Road at Davison Parkway	31.7	C	46.8	D
SR 138/Stockbridge Road at I-675 Northbound Ramp	24.6	C	18.0	B
SR 138/Stockbridge Road at I-675 Southbound Ramp	11.2	B	176.4	F
SR 138/Stockbridge Road at Hanover Parkway	17.1	B	40.7	D
SR 138/Stockbridge Road at Mt. Zion Road	13.7	B	36.9	D
SR 138/Stockbridge Road at I-75 Northbound Ramp	46.2	D	13.0	B
SR 138/Stockbridge Road at I-75 Southbound Ramp	17.9	B	47.9	D
SR 138/Stockbridge Road at Mt. Zion Parkway	40.0	D	34.4	C

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

Table 15. Signalized Intersections Capacity Analysis Summary (2035 Build)

Intersection	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 138/Stockbridge Road at Daniel Drive	24.6	C	79.7	E
SR 138/Stockbridge Road at Davison Parkway	53.1	D	82.6	F
SR 138/Stockbridge Road at I-675 Northbound Ramp	51.4	D	40.8	D
SR 138/Stockbridge Road at I-675 Southbound Ramp	12.2	B	182.3	F
SR 138/Stockbridge Road at Hanover Parkway	25.8	C	95.5	F
SR 138/Stockbridge Road at Mt. Zion Road	18.0	B	67.9	E
SR 138/Stockbridge Road at I-75 Northbound Ramp	120.8	F	13.8	B
SR 138/Stockbridge Road at I-75 Southbound Ramp	14.8	B	58.6	E
SR 138/Stockbridge Road at Mt. Zion Parkway	87.5	F	52.6	D

Notes: Yellow shading indicates LOS E, while orange shading indicates LOS F.

ATTACHMENT 6

Bridge Inventory





Processed Date: 3/10/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Hudson Bridge Road/Eagles Landing Pkwy over I-75

Structure ID: 151-5070-0

SUFF. RATING: 94.83

Henry

Location & Geography

Signs & Attachments

Structure ID:	151-5070-0	*104 Highway System:	0
'200 Bridge Information:	02	*26 Functional Classification:	16
*6A Feature Int:	I-75	*204 Federal Route Type:	S No: 02673
*6B Critical Bridge:	0	105 Federal Lands Highway:	0
*7A Route No Carried:	CR00659	*110 Truck Route:	0
*7B Facility Carried:	HUDSON BRIDGE RD	2006 School Bus Route:	1
9 Location:	2.5 MI S OF STOCKBRIDGE	217 Benchmark Elevation:	0000.00
2 Dot District:	3	218 Datum:	0
207 Year Photo:	2009	*19 Bypass Length:	05
*91 Inspection Frequency:	24 Date: 01/12/2009	*20 Toll:	3
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	6
*4 Place Code:	00000	37 Historical Significance:	5
*5 Inventory Route(OU):	1	205 Congressional District:	03
Type:	4	27 Year Constructed:	2004
Designation:	1	106 Year Reconstructed:	0000
Number:	02673	33 Bridge Medium:	2
Direction:	0	34 Skew:	14
*16 Latitude:	33 30.3320 HMMS Prefix:00	35 Structure Flared:	0
*17 Longitude:	84 -13.8930 HMMS Suffix:00 MP:0.00	38 Navigation Control:	0
98 Border Bridge:	000% Shared:00	213 Special Steel Design:	0
99 ID Number:	0000000000000000	267 Type of Paint:	0
*100 STRARNET:	0	*42 Type of Service On:	5
11 Base Highway Network:	1	Type of Service Under:	1
13A LRS Inventory Route:	1512065900	214 Movable Bridge:	0
13B Sub Inventory Route:	0	203 Type Bridge:	0
101 parcel Structure:	N	259 Pile Encasement:	3
*102 Direction of Traffic:	2	*43 Structure Type Main:	5 02
*264 Road Inventory Mile Post:	001.05	46 No Spans Main:	005
*208 Inspection Area:	3	44 Structure Type Appr:	0 00
Engineer's Initials:	sgm	46 No Spans Appr:	0000
* Location ID No:	151-02673F-001.07E	226 Bridge Curve Horiz:	0 Vert: 0
		111 pier Protection:	0
		107 Deck Structure Type:	1
		108 Wearing Structure Type:	1
		Membrane Type:	8
		Deck Protection:	8
		225 Expansion Joint Type:	15
		242 Deck Drains:	2
		243 Parapet Location:	3
		Height:	2
		Width:	1
		238 Curb Height:	1
		Curb Material:	1
		239 Handrail:	99
		*240 Medium Barrier Rail:	0
		241 Bridge Median Height:	1
		* Bridge Median Width:	4
		230 Guardrail Loc. Dir. Rear:	2
		Fwd:	2
		Oppo. Dir. Rear:	2
		Oppo. Fwd:	2
		244 Approach Slab:	3
		224 Retaining Wall:	0
		233 Posted Speed Limit:	45
		236 Warning Sign:	0.00
		234 Delineator:	0.00
		235 Hazzard 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



Bridge Inventory Data Listing

Processed Date: 3/10/2011

Parameters: Bridge Serial Num

Structure ID: 151-5070-0

Programming Data
 201 Project No: NH-IM-75-2 (212)
 202 Plans Available: 2
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 7000
 251 PI Number: 0312150
 252 Contrast Date: 02/01/1901
 260 Seismic No: 000000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: 0
 96 Total Imp Cost: 0
 76 Imp Length: 000000
 97 Imp Year: 0000
 114 Future ADT: 016500 Year: 2027

Measurements:
 *29ADT 011000 Year: 2007
 109% Trucks: 0
 *28 Lanes On: 03 Under: 06
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 0117
 *49 Structure Length: 468
 51 Br. Rwdy. Width: 152.00
 52 Deck Width: 166.40
 *47 Tot. Horiz. Cl: 100
 50 Curb / Sidewalk Width: 6.00 / 6.00
 32 Approach Rwdy. Width: 088
 *229 Shoulder Width:
 Rear Lt: 2.00 Type: 3 RL: 6.00
 Fwd. Lt: 2.00 Type: 3 RL: 6.00
 Permanent Width:
 Rear: 36.00 Type: 3
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl

65 Inventory Rating Method: 2
 63 Operating Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 36
 231 Calculated Loads:
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3s2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 281 H Inventory Rating: 28
 262 H Operating Rating: 45
 67 Structural Evaluation: 7
 58 Deck Conditions: 8
 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 UnderChr. Horiz/Vert: 5
 72 Appr. Alignment: 9
 62 Culvert: N

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year: 1900
 Flood Elev: 0000.0 Freq: 000
 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
 221 Slope Protection: 0 Fwd: 0
 219 Feeder System: 0
 220 Dolphins: 0
 223 Current Cover: 000
 Type:
 No. Barrels: 00
 * Width: 0.00 Height: 0.00
 * Length: 0 Apron: 0
 265 U/W Insp. Area: 0 Diver: zzzz
 Location ID No: 151-02673F-001.07E

Postling 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: 2/1/1901 12:00:00AM

212 Year Last Painted: Sup: 0000 Sub: 0000



Processed Date: 3/10/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

I-75 over Flippen Road

Structure ID: 151-0042-0

Henry

SUFF. RATING: 63.22

Location & Geography

Structure ID:	151-0042-0	*104 Highway System:	1	Signs & Attachments	
200 Bridge Information:	06	*26 Functional Classification:	11	225 Expansion Joint Type:	15
*6A Feature Int:	FAS 1794 FLIPPEN ROAD	*204 Federal Route Type:	I No: 00752	242 Deck Drains:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	243 Parapet Location:	1
*7A Route No Carried:	SR00401	*110 Truck Route:	0	Height:	2
*7B Facility Carried:	I-75	2006 School Bus Route:	1	Width:	1
9 Location:	2 MI S OF STOCKBRIDGE	217 Benchmark Elevation:	0000.00	238 Curb Height:	0
2 Dot District:	3	218 Datum:	0	Curb Material:	0
207 Year Photo:	2009	*19 Bypass Length:	01	239 Handrail:	77
*91 Inspection Frequency:	24 Date: 01/13/2009	*20 Toll:	3	*240 Medium Barrier Rail:	1
92A Fract Crit Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	241 Bridge Median Height:	4
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	* Bridge Median Width:	2
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	6	230 Guardrail Loc. Dir. Rear:	3
*4 Piece Code:	00000	37 Historical Significance:	5	Fwd:	8
*5 Inventory Route(O/U):	1	205 Congressional District:	13	Oppo. Dir. Rear:	7
Type:	1	27 Year Constructed:	1969	Oppo. Fwd:	6
Designation:	1	106 Year Reconstructed:	1986	244 Approach Slab:	3
Number:	00075	33 Bridge Medium:	3	224 Retaining Wall:	0
Direction:	0	34 Skew:	38	233 Posted Speed Limit:	65
*16 Latitude:	33 -31.0720 HMMS Prefix:SR	35 Structure Flared:	0	236 Warning Sign:	0.00
*17 Longitude:	84 -14.7020 HMMS Suffix:00 MP-225.22	38 Navigation Control:	N	234 Delineator:	1.00
98 Border Bridge:	000% Shared:00	213 Special Steel Design:	0	235 Hazard Boards:	1
99 ID Number:	000000000000000000	267 Type of Pain:	5	237 Utilities Gas:	00
*100 STRAHNET:	1	*42 Type of Service On:	1	Water:	00
12 Base Highway Network:	1	Type of Service Under:	1	Electric:	22
13A LRS Inventory Route:	1511040100	214 Movable Bridge:	0	Telephone:	24
13B Sub Inventory Route:	1	203 Type Bridge:	0	Sewer:	00
101 parallel Structure:	N	259 Pile Encasement:	3	247 Lighting Street:	0
*102 Direction of Traffic:	2	*43 Structure Type Main:	3.02	Navigation:	0
*264 Road Inventory Mile Post:	017.36	45 No. Spans Main:	0.00	Aerial:	0
*208 Inspection Area:	3 Initial: EFP	44 Structure Type Appr:	0.00	*248 County Continuity No.:	00
Engineer's Initial:	sgm	46 No Spans Appr:	0000		
Location ID No:	151-00401D-225.22N	228 Bridge Curve Horiz:	0 Vert: 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		



Bridge Inventory Data Listing

Processed Date: 3/10/2011
 Parameters: Bridge Serial Num

Structure ID: 151-0042-0

Programming Data
 201 Project No: IR-75-2 (138)
 202 Plans Available: 4
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PT Number: 00000000
 252 Contrast Date: 02/01/1901
 260 Seismic No: 00000
 75 Type Work: 00 0
 94 Bridge Imp: Cost: \$ 0
 95 Roadway Imp: Cost: 0
 96 Total Imp Cost: 0
 76 Imp Length: 000000
 97 Imp Year: 0000
 114 Future ADT: 217095 Year: 2027

Measurements:
 *29 ADT 144730 Year: 2007
 109% Trucks: 0
 *28 Lanes On: 07 Under: 02
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 0072
 *49 Structure Length: 192
 51 Br. Rwdy. Width: 145.30
 52 Deck Width: 150.60
 *47 Tot. Horiz. Cl: 81
 50 Curb / Sidewalk Width: 0.00 / 0.00
 32 Approach Rwy. Width: 116
 *29 Shoulder Width: 10.00 Type: 2 Rt: 12.00
 Rear Lt: 10.00 Type: 2 Rt: 12.00
 Fwd. Lt: 10.00 Type: 2 Rt: 12.00

Inventory Rating Method: 1
Operating Rating Method: 1
Inventory Type: 2 Rating: 20
Operating Type: 2 Rating: 20
Calculated Loads:
 H-Modified: 21 0
 HS-Modified: 22 0
 Type 3: 21 0
 Type 3a2: 26 0
 Timber: 24 0
 Piggyback: 29 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 33
 67 Structural Evaluation: 4
 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: 9
 69 UnderClr. Horz/Vert: 4
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway 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
 221 Slope Protection: 0 Fwd: 0
 219 Ender System: 0
 220 Dolphin: 0
 223 Current Cover: 000
 Type: 0
 No. Berris: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 265 UW Insp. Area: 0 Diver: ZZ
 Location ID No: 151-00401D-225.22N

Permanent Width:
 Rear: 36.00 Type: 2
 36.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 2
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl: 99' 99"
 Act. Od. Dir: 99' 99"
 Oppo. Dir: 00' 00"
 Posted Od. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Ri: H 6 6
 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 Deck Thick Approach: 7.50
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1998 Sub: 0000

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 3a2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00AM



Processed Date: 3/10/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Walt Stephens Road Red Oak Road over I-75

Structure ID: 151-0063-0

Henry

SUFF. RATING: 61.36

Location & Geography

Structure ID: 151-0063-0
 200 Bridge Information: 07
 *6A Feature Int: I-75
 *6B Critical Bridge: 0
 *7A Route No Carried: CR000660
 *7B Facility Carried: RED OAK ROAD
 9 Location: 2 MI SW OF STOCKBRIDGE
 2 Dot District: 3

207 Year Photo: 2009
 *91 Inspection Frequency: 24 Date: 01/13/2009
 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: 00000
 *5 Inventory Route(O/U): 1

Type: 5
 Designation: 1
 Number: 09321

Direction: 0
 *16 Latitude: 33.315870 HMMMS Prefix
 *17 Longitude: 84.152550 HMMMS Suffix: MP.0.00
 98 Border Bridge: 000% Shared: 00
 99 ID Number: 00000000000000000000

*100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1512066000
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 001.76
 *208 Inspection Area: 3 Initial: EFP
 Engineer's Initial: sgm
 * Location ID No: 151-09321M-001.81E

*104 Highway System:

*26 Functional Classification: 16
 *204 Federal Route Type: M No: 09321
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 0
 217 Benchmark Elevation: 0000.00
 218 Datum: 0

*19 Bypass Length: 07
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 13
 27 Year Constructed: 1988

106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00

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: 0
 259 Pile Encasement: 3
 *43 Structure Type Main: 3.02

45 No. Spans Main: 004
 44 Structure Type Appr: 0
 46 No Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 pier Protection: 0

107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0

238 Curb Height: 1
 Curb Material: 1
 239 Handrail: 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwd: 3

Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45

236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hezzard Boards: 0
 237 Utilities Gas: 22
 Water: 00

Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

*248 County Continuity No.: 00



Bridge Inventory Data Listing

Processed Date: 3/10/2011
 Parameters: Bridge Serial Num

Structure ID: 151-0063-0

Programming Data: I-75-2 (37) 218 CT.2
 201 Project No: 4
 202 Plans Available: 00000000000000000000000000000000
 249 Prop Proj No: 0000
 250 Approval Status: 00000000
 251 PI Number: 02/01/1901
 252 Contract Date: 000000
 260 Seismic No: 00 0
 75 Type Work: \$ 0
 94 Bridge Imp Cost: 0
 95 Roadway Imp Cost: 0
 96 Total Imp Cost: 000000
 76 Imp Length: 0000
 97 Imp Year: 020865 Year: 2027

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year: 1900
 Flood Elev: 0000.0 Freq: 00
 Avg Streambed Elev: 0000.0
 Drainage Area: 000000
 Area of Opening: N
 113 Scour Critical: 00.0 Br. Height: 00.0
 216 Water Depth: 4
 222 Slope Protection: 0 Fwd: 0
 221 Slope Protection: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Current Cover: 000
 Type: 0
 No. Barrels: 0
 * Width: 0.00 Height: 0.00
 * Length: 0 Apron: 0
 265 U/W Insp Area: 0 Diver: ZZZZ
 Location ID No: 151-09321M-001.81E

Measurements:

*29 ADT: 013910 Year: 2007
 109% Trucks: 0
 *28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 0070
 *49 Structure Length: 208
 51 Br. Rwdy. Width: 30.50
 52 Deck Width: 34.80
 *47 Tot. Horiz. Cl: 31
 50 Curb / Sidewalk Width: 0.80 / 0.80
 32 Approach Rdwy. Width: 024
 *229 Shoulder Width: 8.00 Type: 8 RL: 8.00
 Rear Lt: 8.00 Type: 8 RL: 8.00
 Fwd. Lt: 24.00 Type: 8
 Permanent Width: 24.00 Type: 2
 Rear: 0 Fwd: 0
 Intersection Rear: 0
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: *228 Minimum Vertical Cl
 Act. Odm Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Underd. RC: H 10 10
 56 Lateral Underd. LI: 16.40
 *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 Deck Thick Approach: 8.50
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1997 Sub: 0000

65 Inventory Rating Method: 2
 63 Operating Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 36
 231 Calculated Loads:
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 281 H Inventory Rating: 23
 262 H Operating Rating: 39
 67 Structural Evaluation: 5
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond.: N
 68 Deck Geometry: 4
 69 UnderCl. Horz/Vert: 6
 72 Appr. Alignment: 5
 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: 2/1/1901 12:00:00AM

Bridge Inventory Data Listing

Parameters: Bridge Serial Num



Structure ID:151-0079-0

Programming Data
 201 Project No: I-D-675-1 (137) CT.20
 202 Plans Available: 4
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PI Number: 02/01/1901
 252 Contract Date: 000000
 260 Seismic No: 00 0
 75 Type Work: \$ 0
 94 Bridge Imp. Cost: 0
 95 Roadway Imp. Cost: 0
 96 Total Imp Cost: 000000
 76 Imp Length: 0000
 97 Imp Year: 0000
 114 Future ADT: 094665 Year:2027

Measurements:
 *29ADT 043110 Year:2007
 109%Trucks: 0
 * 28 Lanes On: 02 Under:06
 210 No. Tracks On: 00 Under:00
 *48 Max. Span Length: 0112
 *49 Structure Length: 483
 51 Br. Rwdy. Width: 44.10
 52 Deck Width: 47.60
 *47 Tot. Horiz. Cl: 44
 50 Curb / Sidewalk Width: 0.80 / 0.80
 32 Approach Rdwy. Width: 046
 *229 Shoulder Width: 10.00Type:3 RL:12.00
 Rear Lt: 10.00Type:3 RL:12.00
 Fwd Lt: 24.00 Type:3
 24.00 Type:1
 Permanent Width:
 Rear: 1 Fwd: 0
 Intersection Rear:
 36 Safety Features Br. Rail: 1
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under:
 *228 Minimum Vertical Cl
 Act. Odsm Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odsm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercd. Rt: H 30 30
 56 Lateral Undercd. Lt: 17.50
 *10 Max Min Vert Cl: 99' 99' Dir:0
 39 Nav Vert Cl: 000 Horiz:0000
 115 Nav Vert Cl Closed: 000
 245 Deck Thickness Main Deck Thick Approach: 9.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup:0000Sub:0000

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year:1900
 Flood Elev: 0000.0 Freq:00
 Avg Streambed Elev: 0000.0
 Drainage Area: 000000
 Area of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br.Height:00.0
 222 Slope Protection: 4
 221 Slope Protection: 0 Fwd:0
 219 Fender System: 0
 220 Dolphins: 0
 223 Current Cover: 000
 Type:
 No. Barris: 0
 * Width: 0.00 Height:0.00
 * Length: 0 Apron:0
 265 U/W Insp. Area: 0 Diver:ZZZ
 Location ID No: 151-00413D-000.00N

65 Inventory Rating Method: 1
 63 Operating Rating Method: 1
 66 Inventory Type: 2 Rating: 23
 64 Operating Type: 2 Rating: 23
 231 Calculated Loads:
 H-Modified: 21 0
 HS-Modified: 30 0
 Type 3: 23 0
 Type 3s2: 36 0
 Timber: 32 0
 Piggyback: 37 0
 261 H Inventory Rating: 23
 262 H Operating Rating: 39
 67 Structural Evaluation: 5
 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 UnderCir. HorizVert: 9
 72 Appr. Alignment: 7
 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: 2/1/1901 12:00:00AM



Processed Date: 3/10/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

I-75 over Stockbridge Hwy (SR 138)

Structure ID: 151-0046-0

Henry

SUFF. RATING: 84.89

Location & Geography

Structure ID: 151-0046-0

200 Bridge Information: 05

*6A Feature Int: SR 138

*6B Critical Bridge: 0

*7A Route No Carried: SR00401

*7B Facility Carried: I-75

9 Location: 2 MI W OF STOCKBRIDGE

2 Dot District: 3

207 Year Photo: 2009

*91 Inspection Frequency: 24 Date: 01/13/2009

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: 00000

*5 Inventory Route(OU): 1

Type: 1

Designation: 1

Number: 00075

Direction: 0

*16 Latitude: 33 - 32.8180 HMMS Prefix: SR

*17 Longitude: 84 - 16.6860 HMMS Suffix: 00 MP-228.13

98 Border Bridge: 000% Shared: 00

99 ID Number: 000000000000000000

*100 STRAFNET: 1

12 Base Highway Network: 1

13A LRS Inventory Route: 1511040100

13B Sub Inventory Route: 1

101 parallel Structure: N

*102 Direction of Traffic: 2

*264 Road Inventory Mile Post: 020.17

*208 Inspection Area: 3 Initials: EFP

Engineer's Initials: sgm

* Location ID No: 151-00401D-228.15N

104 Highway System: 1

*26 Functional Classification: 11

*204 Federal Route Type: I No: 00752

105 Federal Lands Highway: 0

*110 Truck Route: 0

2006 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: 1969

106 Year Reconstructed: 1990

33 Bridge Medium: 3

34 Skew: 20

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: 0

259 Pile Encasement: 3

*43 Structure Type Maint: 3 02

45 No. Spans Main: 003

44 Structure Type Appr: 0 00

46 No Spans Appr: 0000

226 Bridge Curve Horiz: 0 Vert: 0

111 pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Structure Type: 1

Membrane Type: 8

Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 15

242 Deck Drains: 0

243 Parapet Location: 1

Height: 2

Width: 1

238 Curb Height: 0

Curb Material: 0

239 Handrail: 77

*240 Medium Barrier Rail: 1

241 Bridge Median Height: 5

* Bridge Median Width: 3

230 Guardrail Loc. Dir. Rear: 6

Fwd: 4

Oppo. Dir. Rear: 6

Oppo. Fwd: 4

244 Approach Slab: 3

224 Retaining Wall: 1

233 Posted Speed Limit: 65

236 Warning Sign: 0.00

234 Delineator: 1.00

235 Hazzard Boards: 0

237 Utilities Gas: 00

Water: 00

Electric: 00

Telephone: 24

Sewer: 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

*248 County Continuity No.: 00



Bridge Inventory Data Listing

Processed Date: 3/10/2011

Parameters: Bridge Serial Num

Structure ID: 151-0046-0

Programming Data

201 Project No: ACIR-IR-75-2 (155) CT.3
 202 Plans Available: 4
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PI Number: 02/01/1901
 252 Contract Date: 000000
 260 Seismic No: 00 0
 75 Type Work: \$ 0
 94 Bridge Imp. Cost: 0
 95 Roadway Imp. Cost: 0
 96 Total Imp Cost: 000000
 76 Imp Length: 0000
 97 Imp Year: 185505 Year:2027
 114 Future ADT:

Measurements:

*29 ADT 123670 Year:2007
 109% Trucks: 0
 * 28 Lanes On: 07 Under:04
 210 No. Tracks On: 00 Under:00
 * 48 Max. Span Length: 0080
 * 49 Structure Length: 162
 51 Br. Rwdy. Width: 129.80
 52 Deck Width: 133.70
 * 47 Tot. Horiz. Ct: 65
 50 Curb / Sidewalk Width: 0.00 / 0.00
 32 Approach Rwdy. Width: 128
 *229 Shoulder Width: 8.00 Type:2 RL:8.00
 Rear Lt: 14.00 Type:3 RL:14.00
 Fwd. Lt:

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year:1900
 Flood Elev: 0000.0 Freq:00
 Avg Streambed Elev: 0000.0
 Drainage Area: 000000
 Area of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height:00.0
 222 Slope Protection: 4
 221 Slope Protection: 0 Fwd:0
 219 Fender System: 0
 220 Dolphin: 0
 223 Current Cover: 000
 Type: 0
 No. Barris: 0
 * Width: 0.00 Height:0.00
 * Length: 0 Apron:0
 265 U/W Insp. Area: 0 Div:ZZZ
 Location ID No: 151-00401D-228.15N

65 Inventory Rating Method: 1
 63 Operating Rating Method: 1
 56 Inventory Type: 2 Rating: 33
 64 Operating Type: 2 Rating: 33
 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: 27
 262 H Operating Rating: 45
 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: 9
 69 Under Cfr. Horiz/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: 2/1/1901 12:00:00AM

Permanent Width:

Rear: 48.00 Type:2
 36.00 Type:1
 0 Fwd: 0
 Intersection Rear:
 36 Safety Features Br. Rail: 2
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Ct. Over: 99' 99"
 Under:
 *228 Minimum Vertical Ct
 Act. Odsm Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odsm Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Underd. RL: H 9 9
 56 Lateral Underd. LL: 0.00
 *10 Max Min Vert Ct: 99' 99" Dir:0
 39 Nav Vert Ct: 000 Horiz:0000
 116 Nav Vert Ct Closed: 000
 245 Deck Thickness Main Deck Thick Approach: 8.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup:1990 Sub:0000



Processed Date: 3/10/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

I-675 over Stockbridge Hwy (SR 138)

Structure ID: 063-0126-0

Clayton

SUFF. RATING: 92.00

Location & Geography

Structure ID:	063-0126-0	*104 Highway System:	1	Signs & Attachments	
200 Bridge Information:	01	*26 Functional Classification:	11	225 Expansion Joint Type:	15
*6A Feature Int:	SR 138	*204 Federal Route Type:	I No: 06751	242 Deck Drains:	0
*6B Critical Bridge:	0	105 Federal Lands Highway:	0	243 Parapet Location:	0
*7A Route No Carried:	SR00413	*110 Truck Route:	0	Height:	0
*7B Facility Carried:	I-675 (SBL)	2006 School Bus Route:	0	Width:	0
9 Location:	0.3 MI N OF HENRY CO LINE	217 Benchmark Elevation:	0000.00	238 Curb Height:	0
2 Dot District:	7	218 Datum:	0	Curb Material:	0
207 Year Photo:	2009	*19 Bypass Length:	01	239 Handrail:	99
*91 Inspection Frequency:	24 Date: 05/05/2009	*20 Toll:	3	*240 Medium Barrier Rail:	0
92A Fract Crk Insp Freq:	0 Date: 02/01/1901	*21 Maintenance:	01	241 Bridge Median Height:	0
92B Underwater Insp Freq:	0 Date: 02/01/1901	*22 Owner:	01	Bridge Median Width:	0
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	*31 Design Load:	6	230 Guardrail Loc. Dir. Rear:	3
*4 Place Code:	00000	37 Historical Significance:	5	Fwd:	0
*5 Inventory Route(OTU):	1	205 Congressional District:	13	Oppo. Dir. Rear:	0
Type:	1	27 Year Constructed:	1984	Oppo. Fwd:	0
Designation:	1	106 Year Reconstructed:	0000	244 Approach Slab:	3
Number:	00675	33 Bridge Medium:	1	224 Retaining Wall:	0
Direction:	0	34 Skew:	08	233 Posted Speed Limit:	65
*16 Latitude:	33 33.1878 HAMS Prefix:SR	35 Structure Flared:	0	236 Warning Sign:	0.00
*17 Longitude:	84 -16.1355 HAMS Suffix:00 MP-0.81	38 Navigation Control:	N	234 Delineator:	1.00
98 Border Bridge:	000% Shared:00	213 Special Steel Design:	0	235 Hazard Boards:	0
99 ID Number:	000000000000000000	267 Type of Paint:	0	237 Utilities Gas:	00
*100 STRAENET:	1	*43 Type of Service On:	1	Water:	00
12 Base Highway Network:	1	Type of Service Under:	1	Electric:	00
13A LBS Inventory Route:	631041300	214 Movable Bridge:	0	Telephone:	00
13B Sub Inventory Route:	1	203 Type Bridge:	J	Sewer:	00
101 parallel Structure:	L	259 Pile Encasement:	3	247 Lighting Street:	0
*102 Direction of Traffic:	1	*43 Structure Type Main:	6.06	Navigation:	0
*264 Road Inventory Mile Post:	000.29	45 No. Spans Main:	001	Aerial:	0
*208 Inspection Area:	7	44 Structure Type Appr:	0 00	*248 County Continuity No.:	00
Engineer's Initials:	sgm	46 No Spans Appr:	0000		
Location ID No:	063-00413D-000.81N	226 Bridge Curve Horz:	0 Veet: 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	1		
		108 Wearing Structure Type:	1		
		Membrane Type:	0		
		Deck Protection:	0		



Bridge Inventory Data Listing

Processed Date: 3/10/2011
 Parameters: Bridge Serial Num

Structure ID: 063-0126-0	
Programming Data	
201 Project No:	H-ID-675-1 (137) CT.16
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000000000
250 Approval Status:	0000
251 PI Number:	00000000
252 Contract Date:	02/01/1901
260 Seismic No:	00 0
75 Type Work:	\$ 0
94 Bridge Imp. Cost:	0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	000000
76 Imp Length:	0000
97 Imp Year:	079095 Year:2027
114 Future ADT:	
Hydraulic Data	
215 Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	000000
Area of Opening:	000000
113 Scour Critical:	N
216 Water Depth:	00.0 Br Height:00.0
222 Slope Protection:	4
221 Slope Protection:	0 Fwd:0
219 Fender System:	0
220 Dolphins:	0
223 Current 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:	063-00413D-000.81N
Measurements:	
*29 ADT	052730 Year:2007
109% Trucks:	0
*28 Lanes On:	02 Under:05
210 No. Tracks On:	00 Under:00
*48 Max. Span Length:	0155
*49 Structure Length:	155
51 Br. Rwdy. Width:	44.00
52 Deck Width:	47.20
*47 Tot. Horiz. Cl:	44
50 Curb / Sidewalk Width:	0.00 / 0.00
32 Approach Rwdy. Width:	040
*29 Shoulder Width:	
Rear Lt:	4.00 Type:1 RL:12.00
Fwd. Lt:	4.00 Type:1 RL:12.00
Permanent Width:	
Rear:	24.00 Type:1
Intersection Rear:	24.00 Type:1
36 Safety Features Br. Rel:	0 Fwd: 0
Transition:	1
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	N
Under:	99' 99"
*228 Minimum Vertical Cl:	99' 99"
Act. Odm Dir:	99' 99"
Oppo. Dir:	00' 00"
Posted Odm Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. RL:	H 11 11
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 Deck Thick Approach:	8.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:00000Sub:0000
65 Inventory Rating Method:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 36
231 Calculated 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:	8
58 Deck Condition:	8
59 Superstructure Condition:	8
*227 Collision Damage:	0
60A Substructure Condition:	8
60B Scour Condition:	N
60C Underwater Condition:	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horiz/Vert:	5
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:	2/1/1901 12:00:00AM



Bridge Inventory Data Listing

Processed Date: 4/19/2012
 Parameters: Bridge Serial Num

Structure ID: 151-0041-0

Henry

SUFF. RATING: 74.00

Location & Geography

Structure ID: 151-0041-0
 200 Bridge Information: 07
 *8A Feature Int: RUM CREEK
 *8B Critical Bridge: 0
 *7A Route No Carriag: SR00401
 *7B Facility Carried: I-75
 9 Location: 2 MI S OF STOCKBRIDGE
 2 Dot District: 3

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail: 00
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rasc: 5
 Fwrd: 5
 Oppo. Dir. Rear: 5
 Oppo. Fwrd: 5
 244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 65
 239 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazard Boards: 0
 237 Utility Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Henry

*104 Highway System: 1
 *26 Functional Classification: 11
 *204 Federal Route Type: 1 No: 00792
 103 Federal Lands Highway: 0
 *110 Truck Route: 0
 2005 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 08
 *20 Toll: 3
 *21 Maintenance: 01
 *23 Overac: 01
 *31 Design Load: 6
 37 Historical Significance: 6
 205 Congressional District: 03
 27 Year Constructed: 1988
 106 Year Reconstructed: 0000
 33 Bridge Median: 1
 34 Slaw: 45
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under:
 214 Movable Bridge: 0
 203 Type Bridge: Q
 *259 Pile Encasement: 3
 *43 Structure Type Matr: 1 19
 45 No. Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 228 Bridge Curve Horz: 0 Vent 0
 111 pier Protection: 0
 107 Deck Structure Type: N
 108 Wearing Structure Type: N
 Membrane Type: N
 Deck Protection: N

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Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID: 151-0041-0

Inventorying Data

201 Project No: 176-2 (87) 218
 202 Plans Available: 1
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PT Number: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$0
 95 Roadway Imp. Cost: 0
 96 Total Imp Cost: 0
 76 Imp Length: 000000
 97 Imp Year: 0000
 114 (P)ms ADT: 217085 Year: 2030

Hydraulic Data

215W Jarway Data:
 High Water Elev: 0000.0 Year: 1900
 Flood Elev: 0000.0 Freq: 0
 Avg Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000270
 113 Scour Critical: 8
 216 Water Depth: 03.0 Br-Height: 10.2
 222 Slope Protection: 0
 221 Slope Protection: 0 Freq: 0
 219 Feeder System: 0
 220 Daplin: 0
 223 Current Cover: 12
 Type: 1
 No. Barris: 3
 • Width: 10.00 Height: 9.00
 • Length: 382 Approx
 265 U/W Imp. Area: 0 Dir: WBL
 Location ID No: 151-00401D-226.02N

Material

* 29 ADT: 144790 Year: 2007
 109% True: 0
 * 28 Lanes On: 08 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0014
 * 49 Structure Length: 45
 51 Br. Rwdy. Width: 0.00
 52 Deck Width: 0.00
 * 47 Tot. Horiz. Ct: 56
 50 Carb / Sidewalk Width: 0.00 / 0.00
 32 Approach Rwy. Width: 116
 * 228 Shoulder Width: 10.00 Type: 2 Rt: 12.00
 Riser Lt: 10.00 Type: 2 Rt: 12.00
 Fwd. Lt: 10.00 Type: 2 Rt: 12.00

Permanent Width:

Riser: 38.00 Type: 2
 38.00 Type: 2
 0 Fwd: 0
 365 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under:
 * 228 Minimum Vertical Cl
 Ad. Obsn Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Feed Obsn Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: N 0 0
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Ct: 99' 99" Dir: 0
 59 Nav Vert Ct: 000 Horiz: 0000
 116 Nav Vert Ct Closed: 000
 246 Deck Thickness Main Deck Thick Approx: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Supt: 1900 Sub: 1900

65 Inventory Rating Method: 0
 63 Operating Rating Method: 0
 66 Inventory Type: 2 Rating: 88
 64 Operating Type: 2 Rating: 89
 231 Calculated Loads:
 H-Modif: 00 0
 HS-Modif: 00 0
 Type 3: 00 0
 Type 3a: 00 0
 Timber: 00 0
 Pkg/Back: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 34
 67 Structural Evaluation: 6
 58 Deck Condition: N
 59 Superstructure Condition: N
 * 227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 5
 60C Underwater Condition: 5
 71 Waterway Adequacy: 6
 61 Channel Protection Cond.: 5
 68 Deck Geometry: N
 69 UnderCt. Horiz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: 5
 Feeding Data
 70 Bridge Posting Required: 5
 41 Struct Open, Posted, CL: A
 * 108 Temporary Structure: 0
 232 Posted Loads
 H-Modif: 00
 HS-Modif: 00
 Type 3: 00
 Type 3a: 00
 Timber: 00
 Pkg/Back: 00
 253 Notification Date: 02/01/1901
 258 Fed Notify Date: 2/1/1901 12:00:00A



Bridge Inventory Data Listing

Processed Date: 4/19/2012
 Parameters: Bridge Serial Num

Structure ID: 151-0044-0

Inventory Data		Measurements		Inventory Rating Method	
201 Project No:	1-75-2 (SR) 228	144790	Year: 2007	65	Inventory Rating Method
203 Plans Available:	1	0		63	Operating Rating Method
249 Prop Proj No:	00000000000000000000000000000000	04	Under: 00	68	Inventory Type:
250 Approval Status:	0000	00	Under: 00	64	Operating Type:
251 PI Number:	0000000	0013		251	Calculated Loads:
252 Contract Desc:	02/01/1901	41			H-Modified
260 Scissors No:	00000	0.00			H8-Modified
75 Type Work:	00 0	0.00			Type 3:
94 Bridge Imp. Cost:	80	0.00			Type 3&2:
95 Roadway Imp. Cost:	0	58			Timber:
96 Total Imp. Cost:	0	0.00 / 0.00			Pkg/Back:
76 Imp Length:	000000	059		261	H Inventory Rating:
97 Imp Year:	0000	10.04 Type: 2	RC: 12.00	262	H Operating Rating:
11-Frame ADT:	217085 Year: 2000	10.00 Type: 2	RC: 12.00	67	Structural Evaluation:
		Rear L:		58	Deck Condition:
		Front L:		59	Superstructure Condition:
		Permanent Width:			* 227 Collision Damage:
		Clear:		60A	Substructure Condition:
		Intersection Elev:		60B	Scour Condition:
		300 Safety Features Br. Rail:		60C	Underwater Condition:
		Translators:		71	Waterway Adequacy:
		App. G. Rail:		61	Channel Protection Cond.:
		App. Rail End:		68	Deck Geometry:
		63 Minimum Cl. Over:	98' 99"	69	Under Cr. Horiz/Vert:
		Under:		72	Appr. Alignment:
		* 228 Minimum Vertical Cl:		62	Cl. Vert.:
		Act. Odm. Dir.:	98' 98"		Feeding Data:
		Oppo. Dir.:	98' 98"	70	Bridge Feeding Required:
		Feeted Odm. Dir.:	00' 00"	41	Struct. Open, Posted, Cl.:
		Oppo. Dir.:	00' 00"		* 103 Temporary Structure:
		55 Lateral Underl. Rt:	N 0 0	252	Posted Loads:
		56 Lateral Underl. Lt:	0.00		H-Modified
		* 10 Max. Min. Vert. Cl:	98' 98" Dir: 0		H8-Modified
		58 New Vert. Cl:	000 Horiz: 0000		Type 3:
		116 New Vert. Cl. Closest:	000		Type 3&2:
		246 Deck Thickness Main Deck Thk. Approx.:	0.00		Timber:
		249 Overlay Thickness:	0.00		Pkg/Back:
		212 Year Last Painted:	Sup: 18006; J: 1800	253	Notification Date:
				258	Feed Notify Date:

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Bridge Inventory Data Listing

Processed Date: 4/19/2012

Parameters: Bridge Serial Num

Structure ID: 151-0045-0

Henry

SUFF. RATING: 87.15

Location & Geography

Structure ID: 151-0045-0
 200 Bridge Information: 07
 *9A Feature Int: REEVES CREEK
 *9B Critical Bridge: 0
 *7A Route No Carried: SR00401
 *7B Facility Carried: I-75 SBL
 9 Location: 2 MI W OF STOCKBRIDGE
 2 Dist District: 3

*104 Highway System:
 *26 Functional Classification:
 *204 Federal Route Type:
 105 Federal Lands Highway
 *110 Truck Route:
 2006 School Bus Route:
 217 Benchmark Elevation:
 218 Datum:
 *19 Bypass Length:
 *20 Toll:
 *21 Maintenance:
 *22 Owner:
 *31 Design Load:
 37 Historical Significance:
 205 Congressional District
 27 Year Constructed:
 106 Year Reconstructed:
 33 Bridge Medium:
 34 Span:
 35 Structure Placed:
 38 Navigation Control:
 213 Special Steel Design:
 257 Type of Paint:
 *43 Type of Service Oc:
 Type of Service Under:
 214 Movable Bridge:
 203 Type Bridge:
 259 Pile Encasement
 *43 Structure Type Maint:
 45 No. Spans Main:
 44 Structure Type Appr:
 46 No Spans Appr:
 228 Bridge Curve Horiz
 111 Pier Protection
 107 Deck Structure Type:
 108 Wearing Structure Type:
 Membrane Type:
 Deck Protection:

207 Year Photo: 2011
 *91 Inspection Frequency:
 92A Freq Crit Insp Freq:
 92B Underwater Insp Freq:
 92C Other Spc. Insp Freq:
 *4 Flare Code:
 *5 Inventory Route(OIU):

Type:
 Designation:
 Number:
 Direction:
 *16 Latitude:
 *17 Longitude:
 98 Border Bridge
 99 ID Number:
 *100 STRAENET
 12 Bas Highway Network:
 13A LRS Inventory Route:
 13B Sub Inventory Route:
 101 parallel Structure
 *102 Direction of Traffic:
 *264 Road Inventory Mile Post:
 *203 Inspection Area:
 Engineer's Initial:
 * Location ID No.

Signs & Attachments
 225 Expansion Joint Type: 00
 242 Deck Drain: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail: 0
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc, Dir, Rear:
 Fenc: 4
 Oppo, Dir, Rear: 0
 Oppo, Fenc: 0
 244 Approach Slab: 0
 224 Retaining Wall: 0
 233 Posted Speed Limit: 65
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 0
 Water: 0
 Electric: 0
 Telephone: 0
 Sewer: 0
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Bridge Inventory Data Listing

Processed Date: 4/19/2012
 Parameters: Bridge Serial Num

Structure ID: 151-0045-0

Preconstruction Data

201 Project No:	1-75-2 (89) 228	144730	Year: 2007	0	Inventory Rating Method:	0
202 Plans Available:	1	0		0	Operating Rating Method:	0
249 Prop Proj No:	00000000000000000000000000000000	06	Under: 00	2	Rating: 99	2
250 Approval Status:	0000	00	Under: 00	2	Rating: 99	2
251 PI Number:	00000000	0009		00	0	0
257 Contract Date:	02/01/1901	26		00	0	0
260 Structure No:	000000	0.00		00	0	0
75 Type Work:	00 0	0.00		00	0	0
94 Bridge Imp. Cost:	\$0	60		00	0	0
95 Roadway Imp. Cost:	0	0.00 / 0.00		00	0	0
96 Total Imp Cost:	0	088		20	20	20
76 Imp Length:	000000	4.00	Type: 3 Rt: 12.00	34	34	34
97 Imp Year:	0000	10.00	Type: 3 Rt: 12.00	6	6	6
114 Future ADT:	217066			N	N	N
Hydraulic Data						
213 Waterway Data:				N	N	N
High Water Elev:	0000.0	Year: 1900		0	0	0
Flood Elev:	0000.0	Freq: 00		N	N	N
Avg Streambed Elev:	0000.0			5	5	5
Drainage Area:	00000			N	N	N
Area of Opening:	000243			6	6	6
113 Scour Critical:	8			7	7	7
216 Water Depth:	03.2	Br. Height: 08.8		N	N	N
222 Slope Protection:	0			8	8	8
221 Slope Protection:	0	Pwd: 0		6	6	6
219 Under System:	0			5	5	5
228 Dolphins:	0			A	A	A
223 Current Cover:	38			0	0	0
Type:	1			00	00	00
No. Bents:	3			00	00	00
Width:	9.00	Height: 3.00		00	00	00
Length:	311	Apron: 1		00	00	00
265 U/W Imp. Area:	0	Diver: 222		00	00	00
Location ID No:	181-00401D-227.02N			02/01/1901	02/01/1901	02/01/1901
				258	258	258
				268	268	268
				Sup: 1900	Sub: 1900	Sub: 1900

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Bridge Inventory Data Listing

Processed Date: 4/19/2012

Parameters: Bridge Serial Num

Structure ID: 151-0079-0

SUFF. RATING: 75.24

Location & Geography

Henry

Signs & Attachments

Structure ID:	151-0079-0	*104 Highway System:	1
200 Bridge Information:	06	*26 Functional Classification:	11
*6A Feature Int:	I-75	*204 Federal Route Type:	I No: 06751
*6B Critical Bridge:	0	105 Federal Lands Highway:	0
*7A Route No Carried:	SR00413	*110 Truck Route:	0
*7B Facility Carried:	I-675 SBL	2005 School Bus Route:	0
9 Location:	2 MI W OF STOCKBRIDGE	217 Benchmark Elevation:	0000.00
2 Dot District:	3	218 Datum:	0
207 Year Photo:	2011	*19 Bypass Length:	02
*91 Inspection Frequency:	24	*20 Toll:	3
82A Freq Crt Insp Freq:	0	*21 Maintenance:	01
82B Underwater Insp Freq:	0	*22 Owner:	01
82C Other Spc. Insp Freq:	0	*11 Design Load:	6
*4 Piles Code:	00000	37 Historical Significance:	5
*5 Inventory Route(O/U):	1	205 Congressional District:	13
Type:	1	27 Year Constructed:	1985
Designer:	1	106 Year Reconstructed:	0000
Number:	00076	33 Bridge Medium:	0
Direction:	0	34 Slaw:	99
*16 Lanes:	33	35 Structure Flared:	0
*17 Lengths:	64	38 Navigation Control:	N
98 Border Bridge:	000%Shared:00	213 Special Steel Design:	0
99 ID Number:	0000000000000000	267 Type of Paint:	0
*100 STRAIGHT:	1	*42 Type of Service Oz:	1
12 Base Highway Network:	1	Type of Service Under:	1
13A LRS Inventory Route:	1511041300	214 Movable Bridge:	0
13B Sub Inventory Route:	1	203 Type Bridge:	0
101 parallel Structure:	N	*259 Pile Encasement:	3
*102 Direction of Traffic:	1	*43 Structure Type Mark:	5 02
*264 Road Inventory Mile Post:	000.25	48 No. Spans Mark:	005
*208 Inspection Awt:	3	44 Structure Type Appr:	0 00
Engineer's Initials:	Initial: EFP	48 No Spans Appr:	0000
Location ID No:	151-00413D-000.00N	228 Bridge Curve Horiz:	1 Vert 1
		111 pier Protection:	0
		107 Deck Structure Type:	1
		108 Wearing Structure Type:	1
		Membrane Type:	0
		Deck Protection:	8
		Navigation:	0
		Aerial:	0
		*248 County Continuity No.:	00
		247 Lighting Street:	0
		238 Warning Sign:	0.00
		234 Detractor:	1.00
		236 Hazard Board:	0
		237 Utilities Gas:	00
		Water:	00
		Electric:	00
		Telephone:	00
		Sewer:	00
		244 Approach Slab:	3
		224 Retaining Wall:	0
		233 Posted Speed Limit:	65
		238 Oppo. Dir. Rear:	0
		Oppo. Front:	0
		244 Approach Slab:	3
		224 Retaining Wall:	0
		233 Posted Speed Limit:	65
		238 Warning Sign:	0.00
		234 Detractor:	1.00
		236 Hazard Board:	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



Bridge Inventory Data Listing

Processed Date: 4/19/2012

Parameters: Bridge Serial Num

Structure ID: 151-0079-0	Measurements:	043110	Year: 2007	1
201 Project No:	*29ADT	0		1
202 Plans Available:	100% Truss:	02	Under: 06	2 Rating: 23
249 Prop Proj No:	* 28 Lanes On:	00	Under: 00	2 Rating: 23
250 Approval Status:	210 No. Trusses On:	0112		
251 PI Number:	* 48 Max. Span Length:	483		21 0
252 Contract Date:	* 49 Structure Length:	44.10		30 0
260 Seismic No:	51 Br. Rwy. Width:	47.60		23 0
75 Type Work:	52 Deck Width:	44		38 0
94 Bridge Imp. Cost:	* 47 Tot. Horiz. Ct:	0.80 / 0.80		32 0
95 Roadway Imp. Cost:	50 Curb / Sidewalk Width:	0.48		37 0
96 Total Imp Cost:	32 Approach Rwy. Width:	10.00 Types: 3 RC: 12.00		23
76 Imp Length:	* 228 Shoulder Width:	10.00 Types: 3 RC: 12.00		39
97 Imp Year:	Rear Lt:			5
114 Future ADT:	Fwd. Lt:			7
	Permanent Width:			7
	Rear:	24.00 Types: 3		0
	Encroachment Rear:	24.00 Types: 1		7
	365 Safety Features Br. Rail:	1 Fwd. 0		N
	Transit:	1		N
	App. G. Rail:	2		N
	App. Rail End:	1		9
	63 Minimum Cl. Over:	99' 60"		9
	Under:			7
	* 228 Minimum Vertical Cl:			N
	Act. Odor Dir.:	99' 99"		6
	Oppo. Dir.:	99' 99"		A
	Posted Odor Dir.:	00' 00"		0
	Oppo. Dir.:	00' 00"		00
	65 Lateral Underd. Rt:	H 30 30		00
	66 Lateral Underd. Lt:	17.50		00
	* 10 Max Min Vert Ct:	99' 99" Dir: 0		00
	90 New Vert Ct:	000 Horiz: 0000		00
	116 New Vert Ct Closest:	000		00
	245 Deck Thickness Main:	8.00		00
	Deck Thick. Approach:	0.00		00
	246 Overlay Thickness:	0.00		00
	212 Year Last Painted:	Sup: 0000S; Jc: 0000		02/01/1901
				21/1/1901 12:00:00AA

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ATTACHMENT 7

Conforming Plan's Network Schematics



Short Title

I-75 SOUTH MANAGED LANES FROM EAGLES LANDING PARKWAY TO SR 155

GDOT Project No.

0009156

Federal ID No.

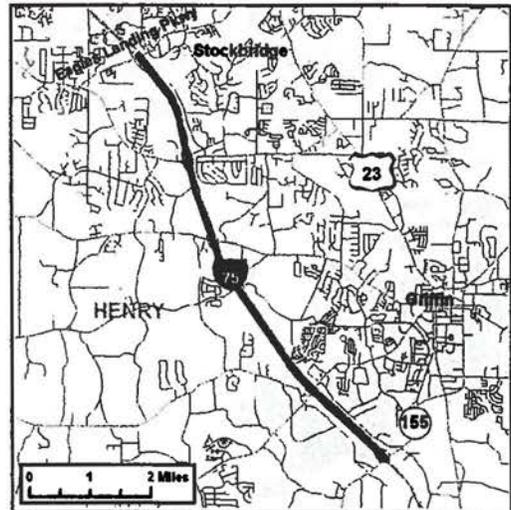
CSNHS-0009-00(156)

Status

Programmed

Detailed Description and Justification

Addition of one managed lanes in both directions for 7.8 miles between Eagles Landing Parkway and SR 155. Dedicated ramps serving these lanes will be provided but locations have not been determined at this time. It is anticipated that all future managed lanes constructed in the Atlanta region will be barrier separated, but engineering and design will determine the most appropriate configuration. Operating characteristics such as occupancy restrictions and tolling levels will also be established during concept development in accordance with regional and state managed lane policies.



Service Type

Managed Lanes - Auto / Bus

Sponsor

GDOT

Jurisdiction

Multi-County

Existing Thru Lane

0 (applicable for road projects only)

Planned Thru Lane

2 (applicable for road projects only)

Corridor Length

7.8 miles (not applicable for all project types)

Network Year

2020 (required if modeled for conformity)

Completion Date

2014

Analysis Level

In the Region's Air Quality Conformity Analysis



Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2011	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
CST	GO BONDS (General Obligation)	2012	\$46,708,896	\$0,000	\$0,000	\$46,708,896	\$0,000
				\$0,000	\$0,000	\$46,708,896	\$0,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation



For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.



ATTACHMENT 8

Minutes of Concept Team meetings

December 15, 2010

TO: Meeting Attendees (see attached list)

FROM: Kevin McKeen, P.E. Parsons

**SUBJECT: Coordination Meeting With FHWA
I-75 South Managed Lane Project, Clayton & Henry Counties
P.I Numbers 0009156 & 0009157 and 0010126**

A coordination meeting with FHWA was held on November 23, 2010 at the Georgia Department of Transportation (GDOT), General Office at One Georgia Center, Atlanta, Georgia. Purpose of the meeting was to provide FHWA an update for P.I Numbers 0009156, 0009157 and 0010126. A list of meeting attendees is attached to these meeting minutes.

Notes below summarize the discussion and decisions that took place at the meeting.

1. Mike Dover opened the meeting giving an overview of the projects. He explained that at the meeting with FHWA in August 2010, the managed lane concept presented was one concurrent lane in each direction. Since then, as per Gerald Ross's direction, Parsons has been investigating a two-lane reversible option with asymmetrical widening along I-75. Mike indicated that the northbound side was decided as the preferred option. Also, under the reversible option, a connection for the proposed managed lanes to I-675 and Mt. Carmel Road will be provided. The dedicated managed lane access will require the Mt. Carmel Road Bridge to be reconstructed, and some right-of-way impact anticipated as a result.
2. Mike explained that since the managed lanes will be constructed along the northbound lanes, GDOT would like to add the additional pavement widening and the widening for I-75 bridge over Flippen Road to accommodate the reversible option under the auxiliary lane project, PI 0010126.
3. Chetna Dixon inquired about the one-lane in each direction is still being considered. The December TIP Amendment will update the project to reflect a two-lane reversible facility.
4. Katy Allen inquired about the funding for P.I. 0010126. It was clarified that the auxiliary lane project will be funded solely by the State via the General Obligation Bonds.
5. Katy stated from FHWA's opinion that this additional widening being constructed under the auxiliary lane project would raise independent utility and logical termini issues. She stated that FHWA has concerns with building one project under another project and predetermining the outcome of the reversible lane project. She also raised concerns about the public's perception of this additional pavement that would not be used.
6. Mike indicated that there is a cost benefit associated with widening the I-75 bridge over Flippen Road bridge just once, as well as the negative- public perception of widening the same bridge and portion of roadway twice in a span of approximately 2 years. The cost savings of widening the bridge now for the reversible option would save approximately \$250,000.

7. Katy indicated that FHWA's upper management will have the same concerns with this additional widening. She suggested that a memo be prepared by GDOT stating the case for doing the additional widening now and summarizing the cost and construction benefits and she would present this to her upper management.
8. Chetna stated that the Indirect Cumulative Impacts (ICI) be addressed in the EA for the reversible lanes project, 0009156 and 0009157. In particular the impacts of the Managed Lane System Plan on the region and the effects of the two-lane reversible facility on the various managed lane projects in the region.
9. Chetna requested a copy of the Public Involvement Plan.
10. An IMR for existing ramps and an IJR for the new ramps at Mt. Carmel Road and I-675 would be prepared. After discussing the impacts to the existing ramps, Christy Poon-Atkins stated that since the lengths of the ramps will be unchanged and the operation of the interchanges will not be affected, an IMR should not be required. Christy also stated that an IJR would not be required for the proposed slip ramp south of Mt. Carmel Road.
11. The concept team meeting for PI 0010126 will be held December 7th at GDOT. Mike brought up Walt Stephens Road Bridge closure during construction of the proposed bridge. Currently the concept shows staged construction to eliminate right-of-way impact, as well as to allow the existing bridge to remain open to traffic during construction. Christy requested that the impacts of the detour be analyzed if GDOT decides on the closure of the Walt Stephens Bridge and usage of Walt Stephens Road be provided.
12. Josh Earhart gave an update on the special studies for the auxiliary lane project. The Letter of Determination (LOD) would have to be resubmitted after the TIP Amendment, revising PI 0009156/0009157 to a two-lane reversible facility.

Next Steps

-
- Determine Walt Stephens Road detour length.
 - Determine impacts of detour.
 - Determine the usage of Walt Stephens Road.
 - Prepare summary of adding reversible managed lanes widening to the auxiliary lane project.

Meeting Attendees:

Name	Organization	Phone	Email
Ashley Chan	HNTB	404-946-5716	aschan@hntb.com
Mike Dover	GDOT – Innovative Program Delivery	404-631-1733	mdover@dot.ga.gov
Bobby Dollar	GDOT-OES	404-631-1758	rdollar@ga.dot.gov
Gail D'Avino	GDOT-OES	404-631-1075	gdavino@ga.dot.gov
Mike Murdoch	GDOT-OES	404-631-1758	mmurdoch@dot.ga.gov
Christy Poon-Atkins	FHWA	404-562-3638	Christy.Poon-Atkins@dot.gov
Chetna P. Dixon	FHWA	404-562-3655	Chetna.Dixon@dot.gov
Katy Allen	FHWA	404-562-3652	Katy.Allen@dot.gov
Margaret Moore	Parsons	757-374-5760	Margaret.moore@parsons.com
Stuart Tyler	Parsons	202-469-6481	Stuart.tyler@parsons.com
Xuejun Fan	Parsons	678-969-2322	Xuejun.fan@parsons.com
Kevin McKeen	Parsons	678-969-23	Kevin.McKeen@parson.com
Shawn Reese	Parsons	678-969-2457	Shawn.Reese@parsons.com
Josh Earhart	Edwards-Pitman	770-333-9484	jeahart@edwards-pitman.com

May 6, 2011

TO: Meeting Attendees (see attached list)

**FROM: Kevin McKeen, P.E.
Parsons**

**SUBJECT: Concept Team Meeting
I-75 South Managed Lane Project, Clayton & Henry Counties

P.I Numbers 0009156 & 0009157**

A Concept Team meeting was held on May 4, 2011 at the Georgia Department of Transportation (GDOT), General Office at One Georgia Center, Atlanta, Georgia.

The Purpose of the meeting was to review the need and purpose statement and project concept report, obtain feedback, identify any issues to be addressed and determine the next steps to move the project forward. A list of meeting attendees is attached to these meeting minutes.

Notes below summarize the discussion and decisions at the meeting.

1. Mike Dover opened the meeting by giving an overview of the projects and the intent of the meeting.
 - An Environmental Assessment (EA) level NEPA documentation is being prepared and FONSI approval is anticipated in May/June 2012.
 - Only one Environmental document will be required although there are two projects.
 - The projects will be delivered via design-build (letting in May 2012).
 - The project is anticipated to be funded by the GO bonds and is the second priority of the Governor's Bond Program. Other potential funding source will be the toll revenue.
 - Mike Dover turned the meeting over to Parsons.
2. Shawn Reese gave a brief overview of the project describing the need, location, scope of work to be performed, illustrating with a concept layout roll plot. The proposed I-75 Express Lanes project proposes the construction of a reversible barrier separated managed lane system along I-75 in Henry and Clayton Counties from SR 155 to SR 138 for 12.24 miles. The two reversible lanes will continue to I-675. A slip ramp is proposed just south of Mt. Carmel Road for direct merges between the managed lanes and the general purpose lanes, a dedicated managed lane ramp is proposed at the Mt. Carmel Road Bridge for northbound entrance and southbound exit access, and a managed lane connection ramp is proposed at I-675.
3. Mike Dover further explained the need to replace the existing Mt. Carmel Road Bridge.
4. Kevin McKeen stated that:
 - Mt. Carmel Road will be closed during construction for approximately 9 months.
 - A total detour length of 2.4 miles will be provided during the reconstruction of the Mt. Carmel Road Bridge.

- Jonesboro Road has four lanes and Mill Road has two lanes. This was a response to a question by Christy Poon-Atkins of FHWA in relation to the proposed detour for Mt. Carmel Road.
- Right-of-way impacts are anticipated due to intersection improvements at Mt. Carmel Road/Mill Road and Mt. Carmel Road/Jonesboro Road. Additional right-of-way is required on the project are 5 parcels (with no displacements) due to the reconstruction of the Mt. Carmel Road Bridge.
- One historical property was identified within the project corridor along the southbound I-75 mainline near Flippen Road but is not affected by this project.
- A design exception is required for the proposed 8-foot shoulder on the general purpose lanes.
- A design exception is required for the proposed 11-foot lanes for the reversible system.

Structure Improvements:

- Mt. Carmel Road Bridge over I-75.
- I-75 Southbound bridge over Flippen Road will be widened to the west to accommodate the managed lanes.
- I-675 Managed Lane Ramp over I-75.
- There will also be several Sound walls along the corridor.

Design Speed:

I-75: GP and ML

- 70 mph (SR 155 to Mt. Carmel Road)
- 65 mph (Mt. Carmel Road to SR 138)

I-675 Dedicated ML Ramp

- 45 mph

Mt. Carmel Road

- 45 mph

IMR:

- Required for I-675 Managed Lane Ramp Bridge over I-75.

IJR:

- Required for Mt. Carmel Road Bridge over I-75.

Intersection Improvements:

From traffic analysis, to mitigate the impacts caused by the new managed lane interchange at I-75/Mt. Carmel Road, two intersection improvements have been identified:

- Jonesboro Road/Mt. Carmel Road – Proposed signalized intersection.
- Mill Road/Mt. Carmel Road – Proposed signalized intersection.

5. Susan Thomas with Edwards-Pitman provided an Environmental Status updated as follows:

- Environmental Assessment (EA) required
- Special Studies and Public involvement underway

- Draft EA is scheduled for August 2011
 - Working on Air and Noise Quality Analysis
 - Will provide Barrier Analysis later
 - Approximately 400 Lin. Ft. of streams will be impacted.
 - Approximately 0.3 Ac. of wetlands will be impacted.
6. Leah Vaughan with Sycamore reported that 166 people attended the PIOH which was held April 26 and 28, 2011 in McDonough, Henry County. She stated that comments received were mostly favorable and will be complied when the comment period ends.
7. SUE: Jun Birnkammer stated the following:
- SUE interim submittal to cover PI 0010126 corridor is in review
 - There are four more Utility Owners to be added to the original list.
 - SUE will be needed for the proposed intersection improvements at Jonesboro Road/Mt. Carmel Road and Mill Road/Mt. Carmel Road.
 - The SUE delivery date will be provided later, this was in response to Mike Dover's question.
 - Additional SUE will be required to cover the intersection improvements along Mt. Carmel Road.
8. District 3 wanted to know the Construction schedule for the Aux Lane PI 0010126 project; Mike Dover and Ashley Chan (HNTB) stated that the Costing Plan Review will be held in July, 2011. The project is scheduled to be let in November, 2011. Darryl VanMeter also stated that there will be a full NEPA impact analysis performed and there are no lighting issues that impact the project PI Nos. 0009156 and 0009157.
9. Mike England of District 3 asked about the project limits for the inclusion of ITS. Both Mike Dover and Darryl VanMeter stated that the limits would extend 2 miles south of SR 155 and 2 miles north of SR 138. Mike Dover also stated that ITS will be a part of the environmental document.
10. Jeff Dailey (HNTB) and Mike Dover commented on Tolling, stating that:
- Three toll points have been identified.
 - Express Toll Lane (ETL) and High Occupancy Toll (HOT) 3+ are under consideration
 - Free for public transit; emergency vehicles; military vehicles and school buses.
 - There will be interoperability with transponders on other facilities (I-85, I-75N). State Road and Tollway Authority (SRTA) is exploring interoperability with other states.
 - Tolling authority is issued by FHWA, and that the tolling application for ETL will be submitted shortly. Also, the final authority will be issued following the approval of the final EA.
 - More toll zones studies will be conducted within the I-75 and I-675 transition.
 - All ITS and signing items will be coordinated to avoid any conflicts.

11. Mike Dover and Darryl VanMeter commented on the reversible managed lane operation as follows:

- It would require 1 to 1-1/2 hours to reverse direction.
- There will be safety devices installed to prevent traffic in the opposite direction from accessing the facility, such as gates, in addition to concrete barriers.
- The managed lanes will be closed twice a day to allow for maintenance and reversing traffic direction.
- Based on preliminary analysis the facility is expected to switch from northbound direction to southbound direction between 10:00 a.m. and 11:00 a.m., and from southbound direction to northbound direction in the nighttime.

12. Mike Dover gave a brief breakdown of the Construction Cost Estimate as follows:

- \$48,612,147 for PI No. 0009156
- \$148,000 for PI No. 0009156 Right-of-Way.
- \$67,593,343 for PI No. 0009157

13. Additional comments and questions which were asked by District 3 and the ensuing answers are indicated below:

- The District wanted to know how tolling will be signed. Mike Dover and Darryl VanMeter explained that there will advance overhead signs, managed lanes are barrier separated so that commuters have to make a conscious decision to enter the managed lanes.
- The District wanted to know if PI 0007858, roadway capacity improvements for I-75 South from Jonesboro Rd. to I-675 (6 lanes to 10 lanes) is being taken in consideration. Mike Dover said it was and mentioned that consideration is being giving to PI No. 0010126; I-75 Auxiliary Lane from Flippen Road to Walt Stephens Road and PI 312160, Interchange capacity improvements for I-75 at Jodeco Rd as well.
- Bill Rountree asked if Mt. Carmel will be able to handle the additional traffic due to the new managed lane interchange. Mike Dover answered saying, it will handle the traffic and the level-of-service (LOS) from LOS C to LOS D.
- District 3 requested that an intersection analysis be conducted at SR 81/Mill Road.
- District 3 suggested new overhead signs at I-675/SR 138 and Eagles Landing Parkway/Hudson Bridge Road.
- The Right-of-Way (R/W) representative wanted to know how the required R/W at Mt. Carmel Road would be handled during the letting. Mike Dover stated that it will be funded during the 2012 letting using State funds or by agreement with the Design Build funds. The construction schedule will look at the various options. Bill Rountree said he would prefer that the R/W acquisition be a part of the design build contract.
- Utilities will follow the MOU process for design build.
- Darryl VanMeter stressed that the R/W being a part of the design build did not imply that it will be managed by the by the design build team.

- District 3 asked if the slip ramp south of Mt. Carmel Road could be moved slightly to the north. Shawn Reese stated the location was determined to minimize impact to existing culvert crossings. The location of the ramp meets weaving criteria to SR 20.

Christy Poon-Atkins with FHWA asked GDOT to clarify how the letting and construction of adjacent projects such as Auxiliary Lane PI No. 0010126, Jodeco Road will not affect the managed lane project.

- The District expressed the same concern and stressed that there has to be a major coordinating effort with the adjacent projects to ensure that the managed lane project is not delayed.
- Mike Dover and Darryl VanMeter said that steps will be taken to ensure that all projects in the managed lane corridor are coordinated. A coordination meeting will be set up within 30 days from the Concept Team Meeting.
- FHWA reminded GDOT to include ITS and sign impacts 2 miles south of SR 155 and 2 miles North of SR 138 in the Environmental Analysis.
- FHWA expressed safety concerns which may arise within the concurrent buffer separated area at I-75/I-675 transition. Mike Dover explained how it will work for commuters who want to exit at SR 138. The 2-foot buffer will be properly striped to preclude drivers from entering the managed lanes from general purpose lanes.
- Design exceptions will be provided for the 8-foot general purpose lane inside shoulder and 11-foot managed lanes.

Design Policy and Support:

- Requested that more detailed sketches for the managed lanes project be provided.
- Stated that a design exception maybe required if a design speed of 45 mph is used for managed lane ramp at I-675 when I-675 is posted at 65 mph. After further discussion, a design exception would not be required because all ramps provide more than the required distances for signing the ramp speed at 45 MPH and more than the required deceleration length before the proposed 45 MPH curve.

- SRTA: No comment provided
Engineering Services: No comment provided
Planning: No comment provided
Traffic Operations: Not in attendance
OES: No comment provided
Right-of-Way: More detailed R/W schedule required for PI 0009156, using District 3 staff for R/W acquisition could be considered
Utilities: No comment provided
Materials and Research: Not in attendance
District 3: District 3 prefers R/W acquisition to be included in the design build contract
Road Design: No comment provided
Design Policy and Support: Comments already provided via email

Meeting Attendees:

Name	Organization	Phone	Email
Mike Dover	GDOT – Innovative Program Delivery	404-631-1733	mdover@dot.ga.gov
Kelvin Mullins	GDOT – Innovative Program Delivery	404-631-1675	kemullins@dot.ga.gov
Susan Thomas	Edwards-Pitman	770-333-9484	stthomas@edwards-pitman.com
Bobby Dollar	GDOT-OES	404-631-1758	rdollar@ga.dot.gov
Ashley Chan	HNTB	404-946-5716	aschan@hntb.com
Jun Birnkammer	GDOT/Utilities	404-631-1360	jbirnkammer@dot.ga.gov
Richard Crowley	GDOT/Utilities	404-631-1372	rcrowley@dot.ga.gov
Ronald Wishon	GDOT/Engineering Services	404-631-1753	rwishon@dot.ga.gov
Gail A. Davino	GDOT/Engineering Services	404-631-1075	gdavino@dot.ga.gov
Jeff Dailey	HNTB	404-423-0568	jedailey@hntb.com
Jason Crane	GDOT		jcrane@dot.ga.gov
Shawn Reese	Parsons	678-969-2457	shawn.reese@parsons.com
Kevin McKeen	Parsons	678-969-2456	Kevin.Mckeen@parson.com
Sam Moka	Parsons	678-969-2460	Samuel.moka@parsons.com
Jared Ogonor	Parsons	678-969-2337	Jared.ogonor@parsons.com
Xuejun Fan	Parsons	678-969-2322	Xuejun.fan@parsons.com
Kim Phillips	GDOT/DPS/Conceptual Design	404-631-1775	kiphillips@dot.ga.gov
Kris Phillips	GDOT/D1 A1 Construction		kriphillips@dot.ga.gov
Jeremiah Kimbell	GDOT- Traffic OPS	404-635-8006	jkimbell@dot.ga.gov
Steve Sander	GDOT/D1 A1 Construction		ssander@dot.ga.gov
Leah Vaughan	Sycamore	404-377-9147	
Christy Poon-Atkins	FHWA	404-562-3638	Christy.Poon-Atkins@dot.gov
Olin McGraw	Clayton County	770-473-5455	Olin.mcgraw@co.clayton.ga.us

David Rutledge	Clayton County	770-473-3672	david.rutledge@co.clayton.ga.us
Karlene Barron	GDOT	404-631-1824	kbarron@ga.dot.gov
Troy Byers	GDOT-ROW	404-347-0176	tbyers@dot.ga.gov

ATTACHMENT 9

VE Implementation Letter

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSNHS-0009-00(156)(157) Henry **OFFICE:** Engineering Services
P.I. Nos.: 0009156/0009157/0010126
I-75 Managed Lane and Auxiliary Lane **DATE:** March 21, 2011

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Darryl D. VanMeter, PE, State Innovative Program Delivery Engineer
Attn.: Mike Dover and Kelvin Mullins

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held January 31- February 3, 2011. Responses were received on March 21, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
PI No. 0010126 I-75 Auxiliary Lane Project				
A-2	Close Walt Stephens Road over I-75 during bridge construction	\$448,000	No	Closing Walt Stephens Road bridge over I-75 had been discussed with OES and FHWA. It was determined there will be substantial public concern over closing the bridge. This would also require additional public involvement which could affect the current CE and delay the letting of the project.
B-1	Reduce shoulder pavement thickness	\$270,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to trucks utilizing the shoulders for emergencies. Additionally, full depth pavement allows for the shoulder to be utilized as a travel lane during required maintenance of future widening projects.

B-3	Reduce shoulder pavement width from 12 ft paved/ 2 ft grass to 8 ft paved/6 ft grass	\$168,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. A 12-foot shoulder is needed to handle trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12 foot shoulder would help facilitate incident management by shifting traffic to the shoulder, thereby reducing delays.
PI Nos. 0009156 & 0009157 I-75 Auxiliary Managed Lanes from SR 155 to SR 138				
A-1	Reduce shoulder Pavement thickness	\$7,992,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to trucks utilizing the shoulders for emergencies. Additionally, full depth pavement allows for the shoulder to be utilized as a travel lane during required maintenance of future widening projects.
A-2	Reduce shoulder pavement width from 12 ft paved/ 2 ft grass to 8 ft paved/6 ft grass	\$4,968,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. A 12-foot shoulder is needed to handle trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12 foot shoulder would help facilitate incident management by shifting traffic to the shoulder, thereby reducing delays.
A-4	Construct only one managed lane in each direction	\$43,000	No	Based on HCS analysis, for one concurrent lane in each direction, the General Purpose lanes will operate at LOS E in several locations as opposed to LOS D or better for the reversible managed lane option.
A-5	Construct only one managed lane south of Mt. Carmel Road	\$1,820,000	Yes	This will be done.

A-6	Shorten the project by beginning the project just short of Mt. Carmel Road at Sta. 615+00	\$9,537,000	No	A single managed lane is recommended based on the traffic forecast for the 2035 design year. If managed lanes are terminated south of Mt. Carmel, segments of I-75 SB and NB would operate at LOS F or worse.
A-7	Reduce the number of ramps at the Mt. Carmel Road access	\$1,358,000	No	Maintaining the ramp configuration as proposed will eliminate future rebuilding of the Mt. Carmel Rd. managed lane interchange. The current design will accommodate the Managed Lanes Systems Plan's ultimate build-out of a non reversible lane system.
A-8	Combine the I-675 ramp bridges	Proposed = \$1,875,000 Actual = \$202,230	Yes, partially	A reversible ramp will be implemented from the proposed I-675 bridge over NB I-75 to the required diverge connectors to I-675 NB/SB GP Lanes. However, based on the environmental constraints of Streams 15 and 16, the geometrics of the NB ramp cannot be reduced to a single lane before the bridge.
E-5	Use two span bridge at I-675 ramp	\$2,067,000	No	The proposed widening is concurrent to the existing GP lanes at this location to allow for the reduction of one of the managed lanes and to provide an adequate weaving segment for the managed lane traffic to the GP lanes. Currently there is not enough distance for the lane reduction and weave segments to occur between the proposed I-765 ramp bridge and SR 138 Interchange.

E-7	Eliminate access ramps to I-675	\$11,159,000	No	<p>Allowing the managed lane traffic to access the existing I-675 NB ramp would not be desirable. The volume of traffic desiring to weave from the managed lanes through the GP lanes to the I-675 NB ramp would negatively impact the LOS of the GP lanes. An additional slip ramp would be required between Eagles Landing/Hudson Bridge interchange and Flippen Road to allow for the existing I-675 NB ramp to be utilized. The projected 2035 design year traffic requires a managed lane interchange with I-675. Current design is based on the design year traffic instead of opening year. Without the access ramps to I-675, multiple I-75 segments would operate at LOS E in the design year.</p>
E-8	Use single span "Trellis" bridge using Bulb-T PSC beams at I-675 ramp	\$1,238,000	No	<p>The bridge length as proposed by the VE Team is not adequate to provide for flexibility on I-75 to the degree that is being provided by the recently designed and constructed bridges. The actual length and width of the bridge would be both longer and wider than what was proposed by the VE Team. This would cost substantially more than what was proposed by the VE Team. The originally proposed simple plate girder is the more cost effective alternative.</p>

The Office of Engineering Services and the Office of Bridge Design concur with the Project Manager's responses.

Approved:  Date: 3/22/11
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 8/16/2011
Rodney Barry, PE, FHWA Division Administrator

REW/LLM
Attachments

- c: Angel Correa/Kendra Bunker/Christy Poon-Atkins - FHWA
Ben Buchan
Daryl Van Meter/Mike Dover/Kelvin Mullins
Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
Bobby Dollar
Lamar Pruitt/Bill Rountree/Mike England
Ken Werho
Nabil Raad
Lisa Myers
Matt Sanders
-

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI Nos. 0010126, 0009156, 0009157 **OFFICE** Innovative Program Delivery
Henry County
I-75 NB Auxiliary Lane and
I-75 Managed Lanes from SR 155 to SR 138 **DATE** March 21, 2011

FROM Darryl D. VanMeter, P.E., State Innovative Program Delivery Engineer

TO Ronald E. Wishon, State Project Review Engineer
ATTN: Lisa Myers

SUBJECT Value Engineering Study - Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated February 17, 2011 for the above referenced projects. Attached are the responses to the recommendations as prepared by Parsons Transportation Group.

This Office has reviewed the responses and concurs.

Should you need additional information, please contact Mike Dover at 404-631-1733 or Kelvin Mullins at 404-631-1675.

Cc: Ben Buchan, Director of Engineering

March 21, 2011

Project No. 646601

Mr. Mike Dover, P.E.
Assistant Innovative Program Delivery Engineer
Georgia Department of Transportation
One Georgia Center, Suite 1900
Atlanta, GA 30308

Subject:
Value Engineering (VE) Study Responses
I-75 NB Auxiliary Lane and I-75 Managed Lanes from SR 155 to SR 138
P.L. Nos. 0010126, 0009156 and 0009157; Henry County

Dear Mr. Dover:

A Value Engineering Study was held from January 31 to February 3, 2011, for the I-75 Auxiliary Lane, PI 0010126 and the I-75 Reversible Managed Lanes from SR 155 to SR 138, PI 0009156 and 0009157. The following contains the responses to the VE findings.

I-75 Auxiliary Lane Project: 0010126

A-2 Close Walt Stephens Road over I-75 and detour traffic during construction

VE Team Savings: \$448,000

No, will not implement. Closing Walt Stephens Road bridge over I-75 has been discussed and vetted with both the Office of Environmental Services (OES) and the Federal Highway Administration (FHWA). Both feel there will be substantial public concern over closing the bridge. This would require additional public involvement which could affect the current Categorical Exclusion (CE) and in turn delay the proposed let date for the project.

B-1 Reduce shoulder pavement thickness

VE Team Savings: \$270,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way Average Daily Traffic (ADT) for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to commercial trucks utilizing the shoulder for emergencies. Additionally, full depth pavement allows for the shoulders to be utilized as a travel lane during required maintenance on the General Purpose (GP) lanes or future widening projects.

B-3 Reduce shoulder pavement width

VE Team Savings: \$168,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way ADT for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. A 12-foot wide shoulder is needed to handle commercial trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12-foot shoulder would help facilitate incident management by shifting traffic on to the shoulder, thereby, reducing delays and queues, especially during the peak hours. Any reduction in the number of lanes during the peak hour due to an incident would cause extensive delays and queues. A full width shoulder

can be used as a lane during breakdowns as well as for incident management and to accommodate future widening projects.

I-75 Managed Lanes from SR 155 to SR 138; P.L. No. 0009156 & 0009157

A-1 Reduce shoulder pavement thickness

VE Team Savings: \$7,992,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way Average Daily Traffic (ADT) for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to commercial trucks utilizing the shoulder for emergencies. Additionally, full depth pavement allows for the shoulders to be utilized as a travel lane during required maintenance on the General Purpose (GP) lanes or future widening projects.

A-2 Reduce shoulder pavement width

VE Team Savings: \$4,968,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way ADT for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. A 12-foot wide shoulder is needed to handle commercial trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12-foot shoulder would help facilitate incident management by shifting traffic on to the shoulder, thereby, reducing delays and queues, especially during the peak hours. Any reduction in the number of lanes during the peak hour due to an incident would cause extensive delays and queues. A full width shoulder can be used as a lane during breakdowns as well as for incident management and to accommodate future widening projects.

A-4 Construct only one managed lane in each direction.

VE Team Savings: \$43,000

No, will not implement. Based on Highway Capacity Software (HCS) analysis, for one concurrent lane in each direction option, the GP lanes will operate at Level of Service (LOS) E at the locations listed below, which is not desirable. For the reversible lanes option, the GP lanes will operate at LOS D and better.

HCS analysis for one concurrent managed lane in each direction:

I-75 SB critical locations

1. I-75 SB GP/ML Weaving_I-675 - Eagles Landing	2035 PM	LOS=D
2. I-75 SB GP Segment_Eagles Landing - Jodoco:	2035 PM	LOS=E
3. I-75 SB GP Segment_Jodoco - Jonesboro:	2035 PM	LOS=E

I-75 NB critical locations

1. I-75 NB GP Segment_Jodoco - Eagles Landing:	2035 AM	LOS=E
2. I-75 NB GP/ML Weaving_Eagles Landing - I-675	2035 AM	LOS=D

HCS analysis for reversible Managed Lane:

1. LOS is D and above throughout I-75 within the project area. No LOS E.

A-5 Construct only one reversible lane south of Mt. Carmel Rd

VE Team Savings: \$1,820,000

Yes, will implement.

A-6 Shorten the project south of Mt. Carmel Rd

VE Team Savings: \$9,537,000

No, will not implement. A single Managed Lane is recommended based on the traffic forecast for the 2035 design year. If managed lanes are terminated south of Mt. Carmel, segments of I-75 SB and NB would operate at LOS of F or worse. See below.

I-75 SB critical locations

- | | | |
|---|---------|-------|
| 1. I-75 SB GP Segment _Mt Carmel – SR 20: | 2035 PM | LOS=F |
| 2. I-75 SB GP Segment _SR 20 – SR 155: | 2035 PM | LOS=D |

I-75 NB critical locations

- | | | |
|--|---------|-------|
| 1. I-75 NB GP Segment _SR 20 – Mt. Carmel: | 2035 AM | LOS=E |
| 2. I-75 NB GP Segment _SR 155 – SR 20: | 2035 AM | LOS=D |

A-7 Reduce the number of ramp lanes at the Mt. Carmel access

VE Team Savings: \$1,358,000

No, will not implement. Maintaining the ramp configuration as proposed will eliminate future rebuilding of the Mt. Carmel Road Managed Lane interchange. The current design will accommodate the Managed Lanes Systems Plan's ultimate build-out of a non reversible lane system. Also, based on current PM traffic projections, the Mt. Carmel Rd interchange requires exclusive right and left turning lanes

A-8 Combine the I-675 lane bridges

VE Team Savings: \$1,875,000

Yes, will partially implement. A reversible ramp will be implemented from the proposed I-675 bridge over Northbound I-75 to the required diverge connectors to I-675 north/south bound GP Lanes. However, based on environmental constraints, Streams 15 and 16, the geometrics of the northbound ramp cannot be reduced to a single lane before the bridge.

Revised Savings: \$202,230

E-5 Use a two span concrete PSC bridge at I-675 ramp

VE Team Savings: \$2,067,000

No, will not implement. The proposed widening is concurrent to the existing GP Lanes at this location to allow for the reduction of one of the Managed Lanes and to provide an adequate weaving segment for the managed lane traffic to the GP lanes. Currently there is not enough distance for the lane reduction and weave segments to occur between the proposed I-675 ramp bridge and SR 138 Interchange. For the Managed Lane entrance to the GP Lanes to begin at the north side of the proposed I-675 ramp bridge additional work would be required to construct the entrance gore, lane reduction and weave segments. The additional construction will include widening of the I-75 northbound bridge over SR 138 and reconstructing the existing I-75 Northbound exit/entrance ramps, resulting in increased cost rather than any saving.

E-7 Eliminate access ramps to I-675

VE Team Savings: \$11,159,000

No, will not implement. Allowing the Managed Lane traffic to access the existing I-675 Northbound ramp would not be desirable. First, the volume of traffic desiring to weave from the Managed Lanes through the GP Lanes to the I-675 Northbound ramp would negatively impact the LOS of the GP Lanes (I-75 GP Lane 2035 LOS E). Second, an additional slip ramp would be required between Eagles Landing/Hudson Bridge interchange and Flippen Road, to allow for the existing I-675 Northbound ramp to be utilized. Most importantly, the projected 2035 design year traffic requires a Managed Lane

interchange with I-675. Current design is based on the design year traffic instead of opening year. Without the access ramps to I-675, multiple I-75 segments would operate at LOS E in the design year, which is not desirable. Furthermore, the non-commuter usage of the managed lanes system on weekends leads to increased usage and flexibility to improve congestion.

HCS analysis for eliminating the access ramps to I-675

I-75 SB critical locations

- | | | |
|--|---------|----------------------|
| 1. I-75 SB GP Segment_I-675 - Eagles Landing: | 2035 PM | LOS=D |
| 2. I-75 SB GP Segment_Eagles Landing - Jodeco: | 2035 PM | LOS=E (density=44.5) |
| LOS is approaching F (the density boundary is 45 pc/mi/ln between E and F. | | |
| 3. I-75 SB GP Segment_Jodeco - Jonesboro: | 2035 PM | LOS=E (density=41.6) |
| 4. I-75 SB GP Segment_Jonesboro - Mt. Carmel: | 2035 PM | LOS=D (density=34.3) |
| LOS is approaching E (the density boundary is 35 pc/mi/ln between D and E. | | |

I-75 NB critical locations

- | | | |
|--|---------|----------------------|
| 1. I-75 NB GP Segment_Eagles Landing - I-675: | 2035 AM | LOS=D |
| 2. I-75 NB GP Segment_Jodeco - Eagles Landing: | 2035 AM | LOS=E (density=39.6) |
| 3. I-75 NB GP Segment_Jodeco - Eagles Landing: | 2035 AM | LOS=E (density=39.6) |

E-8 Use a single span "Trellis" bridge using bulb-tee PSC beams at I-675 ramp

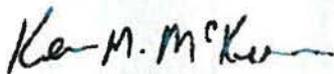
VE Team Savings: \$1,238,000

No, will not implement. The bridge length as proposed by the VE study is not adequate to provide for flexibility on I-75 to the degree that is being provided by recently designed and constructed bridges. Therefore, the actual length and width of the bridge would be 137.88 feet x 301.44 feet, respectively and not 115 feet x 225 feet as stated in the VE study. The 137.88 feet span will require 72 inch deep bulb tee's in place of the 63 inch bulb tee's specified by the VE team. Instead of an 8-beam 67.75 feet x wide by 246 feet long pleasing structure, the VE alternative will require a 38-beam, 301.44 feet wide by 138.88 feet long massive structure that is aesthetically unpleasing for a heavily travelled interstate segment. The cost of the VE recommended bridge at \$90/S.F would be \$3,741,000. Even with using the unit plate girder price of \$200/S.F. used by the VE team (\$3,128,000), which may be much higher than actual market value, the simple plate girder is still amore cost effective alternative.

A meeting was held on February 25, 2011 with Bill Duvall of the Bridge Design Office. He concurs with not implementing the VE team's recommendation.

If you have any questions or comments, please feel free to contact me.

Sincerely yours,



Kevin M. McKeen, P.E.
Project Manager

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJ ID: 0009156
COUNTY: Henry
LENGTH (MI): 7.34
PROJ NO.: CSNHS-0009-00(156)
PROJ MGR: Dewar, Mike
AORH Initials: MD
OFFICE: Innovative Prog. Delivery
CONSULTANT: Design-Build Approved
SPONSOR: GOOT
DESIGN FIRM: Parsons Transportation Group, Inc.

RIGHT LET DATE: 05/15/2012
RIGHT ROW DATE:
BASELINE LET DATE:
SCHED LET DATE: 4/24/2014
WHO LETS?: GOOT Let
LET WITH: 0009157

PRIORITY CODE:
DOT DIST: 3
CONG. DIST: 3
BIKE: N
REASURER:
NEEDS SCORE:
BRIDGE SUPP:

MPO: Atlanta TMA
TIP #: AR-H-052A
MODEL YR: 2020
TYPE WORK: Managed Lanes
CONCEPT: Reconstruction/Rehabilitation
PROG TYPE: Prov. for ITS: Y
BOND PROJ.:

BASE START	BASE FINISH	LATE START	LATE FINISH	TABLES	ACTUAL START	ACTUAL FINISH	%
9/15/2011	10/24/2011	9/15/2011	10/24/2011	Concept Development	9/15/2010		4
9/12/2011	9/12/2011	9/12/2011	9/12/2011	Concept Meeting			0
9/13/2011	10/24/2011	9/13/2011	10/24/2011	PM Submit Concept Report			0
10/24/2011	10/24/2011	10/24/2011	10/24/2011	Concept Report Review and Comments			0
4/5/2011	4/5/2011	4/5/2011	4/5/2011	Management Concept Approval Complete			0
10/25/2011	9/26/2013	10/25/2011	9/26/2013	Value Engineering Study	9/7/2010		67
1/15/2013	3/11/2013	1/15/2013	3/11/2013	Environmental Approval			0
				Pub Hear Held/Con Resp (EA/FONSI, CEPA)			0

Activity	Approved	Proposed	Cost	Post	Status	Date Auth
PE	2011	2011	2,000,000.00	LHP	AUTHORIZED	10/23/2010
CST	2012	2012	43,185,000.00	GOB11	PRESCT	

Activity	Cost Reimbursable Amount	Date	Activity	Cost	Fund
PE	\$2,000,000.00	6/10/2010	PE	2,000,000.00	LHIP
CST	\$43,185,000.00	7/1/2008	CST	48,708,888.00	GOB11

PROGRAMMED FUNDS

STIP AMOUNTS

Notes/Comments:
 Approved design build project to be funded with GO bonds. Also coordinating with SRTA on tolling. Adds 2 reversible managed lanes.

Acquired by: N/R
Acquisition MGR:
B/W Cert Date:

PRECONSTRUCTION STATUS REPORT FOR PH:0009156,0009157,0010126

PROJECT ID: 0009157
COUNTY: Henry
LENGTH (MI): 3.97
PROJECT NO.: CSNHS-0009-0R(157)
PROJECT MGR: Dover, Mike
APRD Initials: MD
OFFICE: Innovative Prog. Delivery
CONSULTANT: Design-Build Approved
SPONSOR: GOOT
DESIGN FIRM: Parsons Transportation Group, Inc.

WFO: Atlanta TMA
TIP #: AR-H-067A
MODEL YR: 2020
TYPE WORK: Managed Lanes
CONCEPT: WIDEN & RECONST
PROG TYPE: Reconstruction/Rehabilitation
Prev. for ITS: Y
BOND PROJ.:

PRIORITY CODE:
DOT DIST: 3
CONG. DIST: 3, 13
BRIDGE: N
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

RIGHT LET DATE: 05/15/2012
RIGHT ROW DATE:
BASELINE LET DATE:
SCHEDULED LET DATE: 4/24/2014
WHO LETS?: GOOT Let
LET WITH: 0009156

BASE START	LATE START	LATE FINISH	YANKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
							Activity	Approved	Proposed	Cost		Fund	Status
	8/15/2011	10/24/2011	Concept Development	9/1/2010		4	PE	2011	2011	60,000.00	L240	AUTHORIZED	10/23/2010
	9/12/2011	9/12/2011	Concept Meeting			0	PE	2011	2011	1,500,000.00	LHIP	AUTHORIZED	10/23/2010
	9/13/2011	10/24/2011	PM Submittal Concept Report			0	PE	2011	2011	1,500,000.00	LHIP	AUTHORIZED	10/23/2010
	10/24/2011	10/24/2011	Concept Report Review and Comments			0	CST	2011	2012	20,395,700.00	GOB11	PRECAST	
	10/24/2011	10/24/2011	Management Concept Approved Complete			0							
	4/25/2011	4/25/2011	Value Engineering Study	9/7/2010		57							
	10/25/2011	8/26/2013	Environmental Approval			0							
	1/15/2013	3/11/2013	Pub Hear Field/Com Resp (EA/FONSI, CEQA)			0							

Activity	Amount	Date	Activity	Cost	Fund	SHEET AMOUNTS	
						Amount	Date
PE	\$60,000.00	6/10/2010	PE	1,500,000.00	LHIP		
PE	\$1,500,000.00	6/10/2010	PE	0.00	L240		
CST	\$20,395,700.00	6/10/2010	CST	20,395,700.00	GOB11		

Cost/Budgets Amount
 Trained with 0009156. Coordinating with SRTA on tolling aspects. (9-9-10)
 Adds 2 Reversible managed Lanes.

Acquired by: N/A
Acquisition MGR:
R/W Cert Desc:

ATTACHMENT 10

Public Involvement Summary

[The following text is extremely faint and illegible. It appears to be a summary of public involvement activities, possibly including dates, locations, and participant information. A horizontal line is visible across the page, separating the top section from the bottom section.]

I75 Express

PIOH

Public Information Open Houses were held on April 26th and April 28th of 2011. These events were publicized through a variety of means including:

- Paid advertisements in the
 - Griffin Daily News
 - Jackson Progress-Argus
 - Clayton News Daily
 - Henry Daily Herald
- Press release distribution
- Newsletter distribution to project database
- Roadway signs placed at the entrance and exit ramps on all interchanges in the corridor
- Communication with local governments and chambers of commerce
- Coordination with neighborhood associations

Each open house presented identical information, including a project video and the project layout with the proposed detour at Mt. Carmel Road. Additionally there was a table for individuals to speak with project staff related to the tolling aspects of the project.

The Open Houses were attended by 166 individuals. Major comment categories were related to:

- Limited access for Henry County residents
- Questions about operations during non commuting hours
- Questions relating to tolling
- General opposition to the managed lane concept
- General support for any improvement along this corridor

31 Comments were received

Mt. Carmel Outreach

The I75 Express Lanes project originally proposed an express lane only interchange at Mt. Carmel Road. In an effort to seek input from residents likely impacted by this access point, a community open house was held on July 12, 2011 at Southside Christian Fellowship.

In order to publicize the open house, project staff developed a database of neighborhood residents along Mt. Carmel Road and Mill Road. The database included 350+ residences, and flyers announcing the open house were mailed to the database. Additionally, yard signs announcing the open house were placed at the entrance and exits of each subdivision along Mt. Carmel Road and Mill Road.

The information presented at the Open house included the project video and the project layout developed for the Public Information Open House, as well as information specific to the proposed Mt. Carmel Road interchange, including:

- Proposed improvements to the intersection of Mt. Carmel Road and Jonesboro Road
- Proposed improvements to the intersection of Mt. Carmel Road and Mill Road
- An artist rendering of the proposed interchange
- A layout of the proposed interchange

The Open House was attended by 78 individuals. Twenty five comment forms were completed at the open house. 8% of the respondents were in favor of the Mt. Carmel Interchange, 80% were opposed, 8% offered conditional support, and 4% were uncommitted.

The main concerns voiced were:

- Traffic impacts on entering and exiting neighborhoods
- Negative impacts on quality of life
- Negative impacts of property values
- Safety - specifically related to accessing the community clubhouse
- Potential for increased crime

EJ Outreach:

Communities with low income populations, as well as racial minorities are recognized as key stakeholders for the I75 Express Lanes project. Initial analysis of ARC demographic data and an origin and destination survey, supplemented with 2000 census data and windshield surveys, have identified the presence of minority and low income populations who are likely to use the system within the study area. Special outreach efforts must be made to disseminate project material to increase awareness and solicit input. As the project progresses a targeted outreach plan is necessary to ensure the perspective of potentially affected Environmental Justice populations is captured.

Sizeable communities of low Income workers who could potentially use the I75 Express Lanes are found in Clayton County, in the City of McDonough, and in the City of Griffin. Our focused EJ outreach efforts were concentrated in these areas.

Coordination with Community and Social Services Groups

Communicating and coordinating with groups who work directly with Environmental Justice populations is key in the successful dissemination of information and coordination of public events. Project staff worked directly with governmental agencies and social services organization to get the word out about the I75 Express Lanes project and to gather input on travel patterns and willingness for low income and minority populations to pay tolls.

Unstaffed kiosks, which involved a project board with a map and brief explanation of the project, were placed at government agencies and social service providers throughout the study area. The board included a place to distribute and collect surveys. Unstaffed kiosks were placed in the following locations the week of July 11th-18th :

- Heritage Senior Center, 1050 Florence McGarity Blvd, McDonough, GA 30252
- Hidden Valley Senior Center, 600 Spraggins Memorial Parkway, Stockbridge, GA 30281
- The United Way, 107 Westbridge Industrial Boulevard, McDonough, GA 30253
- McDonough Public Library, 1001 Florence McGarity Blvd, McDonough, GA 30252
- Clayton County Community Service Center, 1000 Main Street, Forest Park, GA 30297
- Shiloh Education and Community Service Center, 261 Macon Street, McDonough, GA

26 Surveys were collected through this effort.

Staffed Outreach Events

In an effort to reach low income populations in their communities, several outreach events were planned in areas with significant low income populations. The following events were staffed for the duration of the effort to encourage engagement in the process and solicit public input.

Friday, July 1, 2011	Howell Sunshine Laundromat, Griffin, GA	9 am – 11:00 am
Friday, July 8, 2011	Soap & Suds Laundromat, Stockbridge, GA	9 am – 11:00 am
Saturday, July 16, 2011	SouthLake Mall, Morrow, GA	12:00 noon – 4 pm

29 Surveys were collected through this effort.

Door to Door Surveys

In the areas identified through the ARC demographic analysis as low income populations, project staff went door to door to solicit input on the project in general and the tolling aspect in particular. Neighborhoods selected for this effort had residential properties listed on the market for \$50,000 or less. According to various lending calculators and anecdotal information from a local mortgage broker, a person can qualify for a mortgage of up to 2 and ½ times of their annual income. As such, these neighborhoods can be generalized as low income.

Staff assigned to this task worked in pairs, briefly introduced the project and asked residents to fill out a short project survey. Additionally, a project information sheet was left at the residences where no one answered the door. Door to door surveys were conducted:

Friday, July 15 th	McDonough, Georgia	5-7pm
Saturday, July 16 th	McDonough, Georgia	12-7 pm
Sunday, July 17 th	McDonough, Georgia	2-6 pm

50 surveys were collected during this effort. An additional 55 information sheets were distributed.

PIOH

A second round of Public Information Open Houses were held on December 13th and 15th of 2011. These events were publicized through a variety of means including:

- Paid advertisements in the
 - Griffin Daily News
 - Jackson Progress-Argus

- Clayton News Daily
- Henry Daily Herald
- Press release distribution
- Flyer distribution to project database
- Roadway signs placed at the entrance and exit ramps on all interchanges in the corridor
- Coordination with neighborhood associations

Each open house presented identical information, including a project video and the project layout with access point alternatives shown at Mt. Carmel and at Jonesboro Road. There were also boards depicting how each access point alternative would look.

The Open Houses were attended by 118 individuals. Major comment categories were related to:

- Support for the Jonesboro Road access point.
- Concern for community impacts if the Mt. Carmel Road access point was chosen

50 Comments were received

ATTACHMENT 11

Approved Design Exception



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE CSNHS-0009-00(156) & CSNHS-0009-00(157) **OFFICE** Innovative Program Delivery
I-75 Managed Lanes, Henry County
PI Nos. 0009156 & 0009157 **DATE** July 15, 2011

FROM  Darryl D. VanMeter, P.E., State Innovative Program Delivery Engineer

TO Brent Story, P.E., State Design Policy Engineer

SUBJECT Request for Design Exceptions (REVISED)

Please find the attached Revised Design Exception request for the above referenced project. The Design Exceptions requested are:

1. Sub-Standard inside shoulder width
2. 11-foot Managed Lanes on the Interstate

This Office concurs with the request, and is submitting for your review and approval, the attached documentation provided by Parson's Transportation Group.

If additional information is needed, please contact Mike Dover at (404) 631-1733 or Kelvin Mullins at (404) 631-1675.

DVM: KHM

Attachments

cc: File

July 15, 2011

Mr. Mike Dover, PE
Assistant Innovative Program Delivery Engineer
Georgia Department of Transportation
One Georgia Center, Suite 1900
Atlanta, GA 30308

Subject:
Request for Design Exceptions
Project: CSNHS-0009-00(156) and CSNHS-0009-00(157)
P.L. Nos. 0009156 and 0009157; Henry and Clayton Counties
I-75 SB Managed Lanes from SR 155 to SR 138

Dear Mr. Dover:

Approval of Design Exceptions are requested for substandard inside shoulder width (lateral clearance) along I-75 between the general purpose lanes and the barrier separated managed lanes system and for 11 foot travel lanes in the two lane reversible managed lane system. Please see supporting documentation enclosed within this request.

The proposed project consists of asymmetrical widening along I-75 southbound for the implementation of a barrier-separated reversible managed lane facility from SR 155/McDonough Road, milepost (MP) 216.26 to SR 138/Stockbridge Highway, MP 228.50 for a total length of 12.24 miles. A slip ramp is proposed just south of Mt. Carmel Road to provide access to SR 20 and SR 155 and allow for direct merges between the managed lanes and the general purpose lanes. A dedicated managed lane ramp is proposed at the Mt. Carmel Road Bridge for northbound entrance and southbound exit access, and a managed lane connection ramp is proposed at I-675. Existing travel lanes have a posted speed limit of 65 miles per hour (mph) from SR 155 to Mt. Carmel Road and 70 mph from Mt. Carmel Road to SR 138. The design speed for the managed lanes and general purpose lanes will be 70 mph.

Approval of the following design exceptions is requested for the project.

Design Exception Request: Inside Shoulder Width.

A design exception is requested to provide an 8-foot inside (left) shoulder between the managed lane outside barrier and the general purpose lanes at various locations throughout the project. A 10-foot inside (left) shoulder will be provided between the managed lane outside barrier and the general purpose lanes in areas where the existing median is wider than 44 feet for a total of 2.3 miles from MP 222.90 to MP 225.20. An 8-foot inside shoulder will be provided from MP 216.26 to MP 222.90 and from MP 225.20 to MP 227.00 for a total of 8.44 miles.

American Association of State Highway and Transportation Officials (AASHTO's) "A policy on Design Standards Interstate System" states that:

"On sections with six or more lanes, a 3.0m (10ft.) paved width for the left shoulder should be provided. Where truck traffic exceeds 250 DDHV, a paved width of 3.6m (12 ft) should be considered"

The intent of this project is to construct the proposed managed lanes within existing I-75 right of way. The proposed 8-foot inside shoulder helps to achieve this as well as providing adequate refuge for vehicles. Additionally, as previously mentioned, a 10-foot inside shoulder will be provided in the sections where there is sufficient right of way. For this exception, providing a 10-foot inside shoulder throughout the entire project would require additional retaining walls and the increase in the height of approximately 16 walls already proposed to eliminate additional right of way requirements, additional pavement and stream impacts. Consideration was given to reducing two of the three general purpose lanes to 11 feet and maintaining the 10 foot inside shoulder, but due to the high percentage of truck traffic along the corridor, this was dismissed. The estimated construction cost to provide a 10-foot inside shoulder including additional paving, additional wall height and clearing and grading has an estimated cost of \$2,500,000.

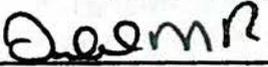
Crash data for 2006, 2007, and 2008 was analyzed for I-75 southbound between SR 155/McDonough Road and SR 138, see table 1. The overall crash rate and injury rate for this segment of I-75 were higher than the statewide average rates for urban interstates for all three years while the injury rate was higher than the statewide average rate for 2006. Among all types of crashes, rear end crashes accounted for more than 50% in all three years. This can be attributed to congestion during morning and evening commute peak periods with fewer gaps for maneuvering. The construction of the reversible managed lanes system will improve traffic flow in the general purpose lanes by reducing the travel demand in the general purpose lanes, thus improving the Level of Service (LOS) along several sections of the corridor from a LOS E to LOS C and D in the open year and from LOS E and F to LOS C and D in the design year. Additionally, there will be a travel time reduction in the general purpose lanes of 3 minutes in the open year and 6 minutes in the design year. Studies have shown that rear end collisions are more likely to be reduced with improved LOS. Rear end collisions are generally not affected by reduced shoulder width.

The inside shoulder width will be mitigated by providing additional signage and a 10 inch yellow edge line striping along the general purpose lanes; providing the minimum required inside shoulder along the general purpose lanes in areas where the existing median is wider than 44 feet; as well as additional monitoring along the corridor. Existing GDOT Highway Emergency Response Operators (HERO) units currently patrol from Hudson Bridge Road/Eagles Landing Parkway north along I-75. The addition of the managed lanes and tolling operations will increase ITS/Monitoring along the corridor and upon project opening, the existing HERO units patrol area will be extended south of Hudson Bridge Road/Eagles Landing Parkway to SR 155 encompassing the entire length of the project limits.

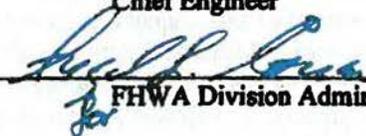
Design Exception for Inside Shoulder width:

Recommend: 
Director of Engineering

8/5/11
Date

Approved: 
Chief Engineer

9/28/11
Date

Approved: 
FHWA Division Administrator

9/15/2011
Date

Design Exception Request: 11- foot travel lanes for the two lane reversible managed lane section.

A design exception is requested to provide 11-foot travel lanes in the two-lane barrier separated reversible managed lane system. The proposed typical section for the managed lanes will be two 11-foot travel lanes; 4-foot paved inside shoulder and 10-foot paved outside shoulder for a total width of 36 feet.

American Association of State Highway and Transportation Officials (AASHTO's) "A policy on Design Standards Interstate System" January 2005; states that:
"All traffic lanes shall be at least 3.6m (12 ft) wide"

The proposed managed lanes system will be restricted to cars, public transit, school buses, and emergency and military vehicles. Vehicles with more than two axles will not be permitted. The overall percentage of daily buses that will be utilizing the facility will be negligible. Per AASHTO's "Guide for High Occupancy Vehicle Facilities, November 2004", the minimum typical section for a 2 lane barrier separated reversible facility is two 12-foot lanes; 2-foot paved inside shoulder and 10-foot paved outside shoulder for a total width of 36 feet. The High Occupancy Vehicle manual does provide a provision to reduce cost and right of way to allow for the managed lanes to be reduced to 11-foot. To improve stopping sight distance, drainage within the barrier separated facility, and provide a better driver perception along the barrier, the proposed typical section will be two 11-foot travel lanes; 4-foot inside shoulder and 10-foot outside shoulder.

For this exception, providing 12-foot travel lanes in the two lane reversible section would increase the section footprint which would require the increase in the height of approximately 16 walls, additional pavement and stream impacts. The estimated construction cost to provide the 12-foot travel lanes including additional paving, additional wall height and clearing and grading has an estimated cost of \$2,500,000.

P.I. No. 0009156 & 0009157
Request for Design Exceptions

The 11-foot lanes within the managed lane system will be mitigated by provision of a 4-foot inside shoulder as well as additional monitoring along the corridor. Existing GDOT Highway Emergency Response Operators (HERO) units currently patrol from Hudson Bridge Road/Eagles Landing Parkway north along I-75. The addition of the managed lanes and tolling operations will increase ITS/Monitoring along the corridor and the existing HERO units patrol area will be extended south of Hudson Bridge Road/Eagles Landing Parkway to SR 155 encompassing the entire length of the project limits.

Design Exception for 11-foot travel lanes for reversible managed lane section.

Recommend:	<u>Bill R. McManis</u>	<u>8-5-11</u>
	Director of Engineering	Date
Approved:	<u>Daemr</u>	<u>8/28/11</u>
	Chief Engineer	Date
Approved:	<u>Russell P. Borca</u>	<u>8/15/2011</u>
	FHWA Division Administrator	Date

Conclusion:

The proposed project aims to improve mobility by reducing travel time, increasing reliability and expanding travel choices in the corridor. The proposed construction meets the projects goals while minimizing impacts to adjacent properties, thereby minimizing project cost.

There will be no change to the construction cost of the project by implementing this design exception. As previously mentioned, the construction cost however, will increase if current guidelines are to be met.

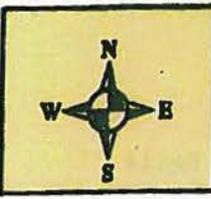
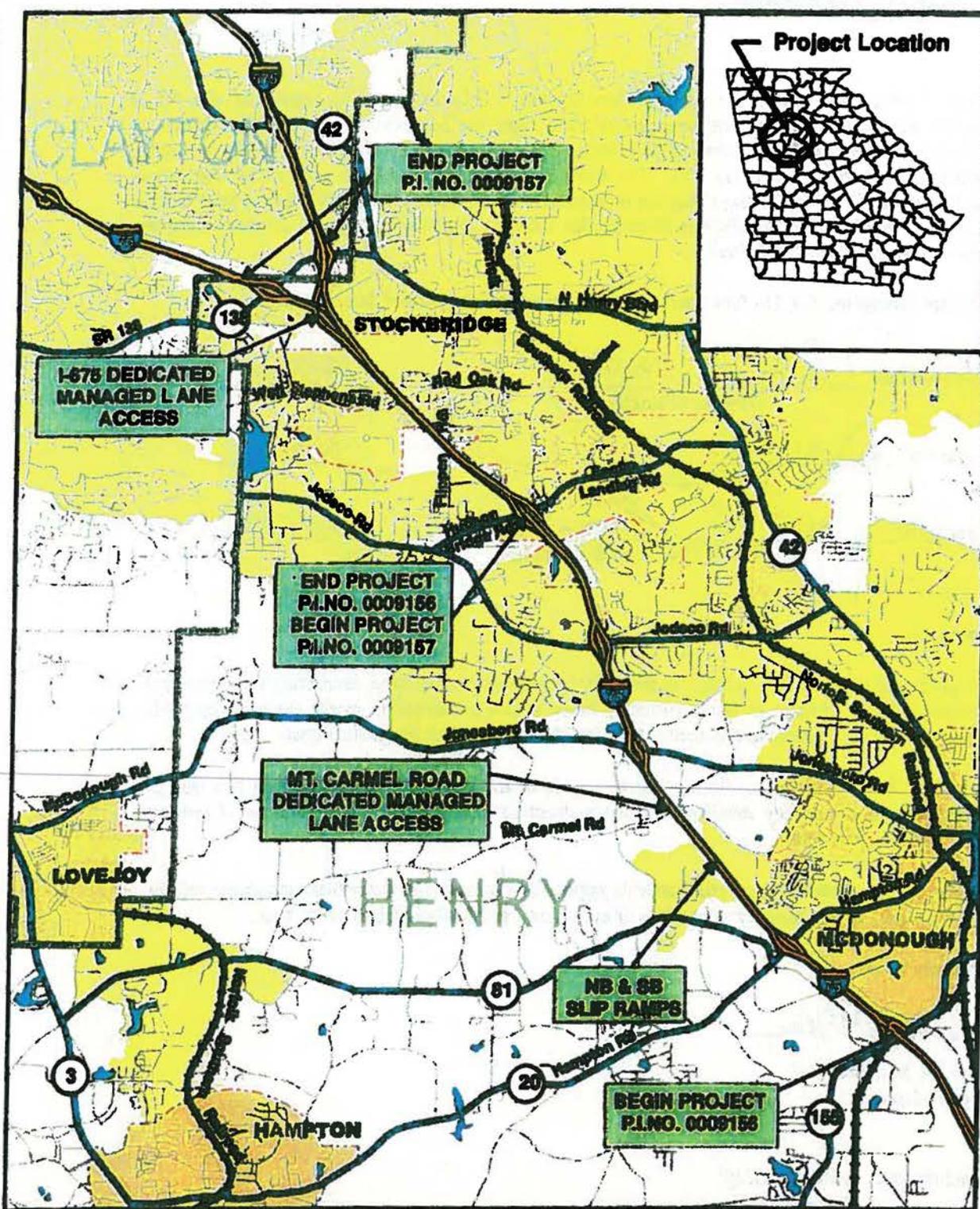
Parsons Transportation Group recommends approval of the design exceptions requested within this document. If you have any questions or comments, please feel free to contact me.

Sincerely yours,

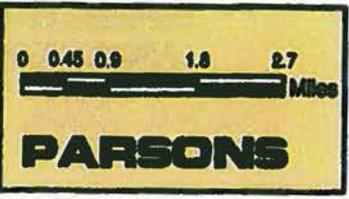
Kevin M. McKeen

Kevin M. McKeen, P.E.
Project Manager

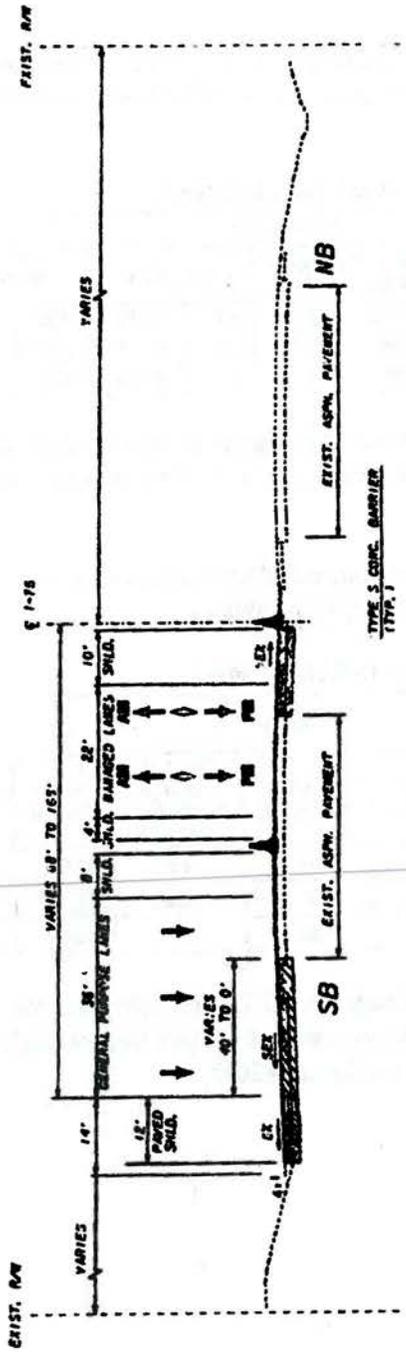
Attachments: Location Map
Typical Section
Traffic and Crash Data
AASHTO HOV pages 86 and 87



PROJECT LOCATION MAP
 P.I. NO. 0009156 & P.I. NO. 0009157
 REVERSIBLE MANAGED LANES
 CLAYTON & HENRY COUNTY



DATE: 1-15-75
 DRAWN BY: J. W. WILSON
 CHECKED BY: J. W. WILSON



TWO REVERSIBLE BARRIER SEPARATED MANAGED LANES

PARSONS <small>1871 HERBERT LANE, SUITE 100 FARMINGDALE, N.Y. 11735</small>	GEORGIA <small>DEPARTMENT OF TRANSPORTATION</small> OFFICE OF INNOVATIVE PROGRAM DELIVERY TYPICAL SECTIONS	1-75 WILSON DG	5-01
			NOT TO SCALE

CRASH ANALYSIS

The most recent three years (2006 – 2008) crash data available for I-75 between SR 138 and SR 155 was collected from Georgia Department of Transportation (GDOT) Office of Traffic Safety and Design and summarized in Table 1.

Table 1 Crash Data Summary

Year	Crash Type										
	Angle		Head On		Not a Collision w/ A Motor Vehicle		Rear End		Sideswipe		Total
2006	130	8.7%	13	0.9%	249	16.7%	873	58.8%	222	14.9%	1487
2007	94	6.6%	19	1.3%	246	17.3%	870	61.1%	195	13.7%	1424
2008	96	8.1%	15	1.3%	231	19.5%	679	57.2%	165	13.9%	1186

The data indicates that a total of 1487, 1424 and 1186 crashes occurred on I-75 between SR 138 and SR 155 in 2006, 2007 and 2008, respectively. Among all types of crashes, rear end crash accounted for more than 50% in all three years.

Fatality rate, injury rate and overall crash rate were calculated and compared with statewide average rates for urban interstate highways, and summarized in Table 2.

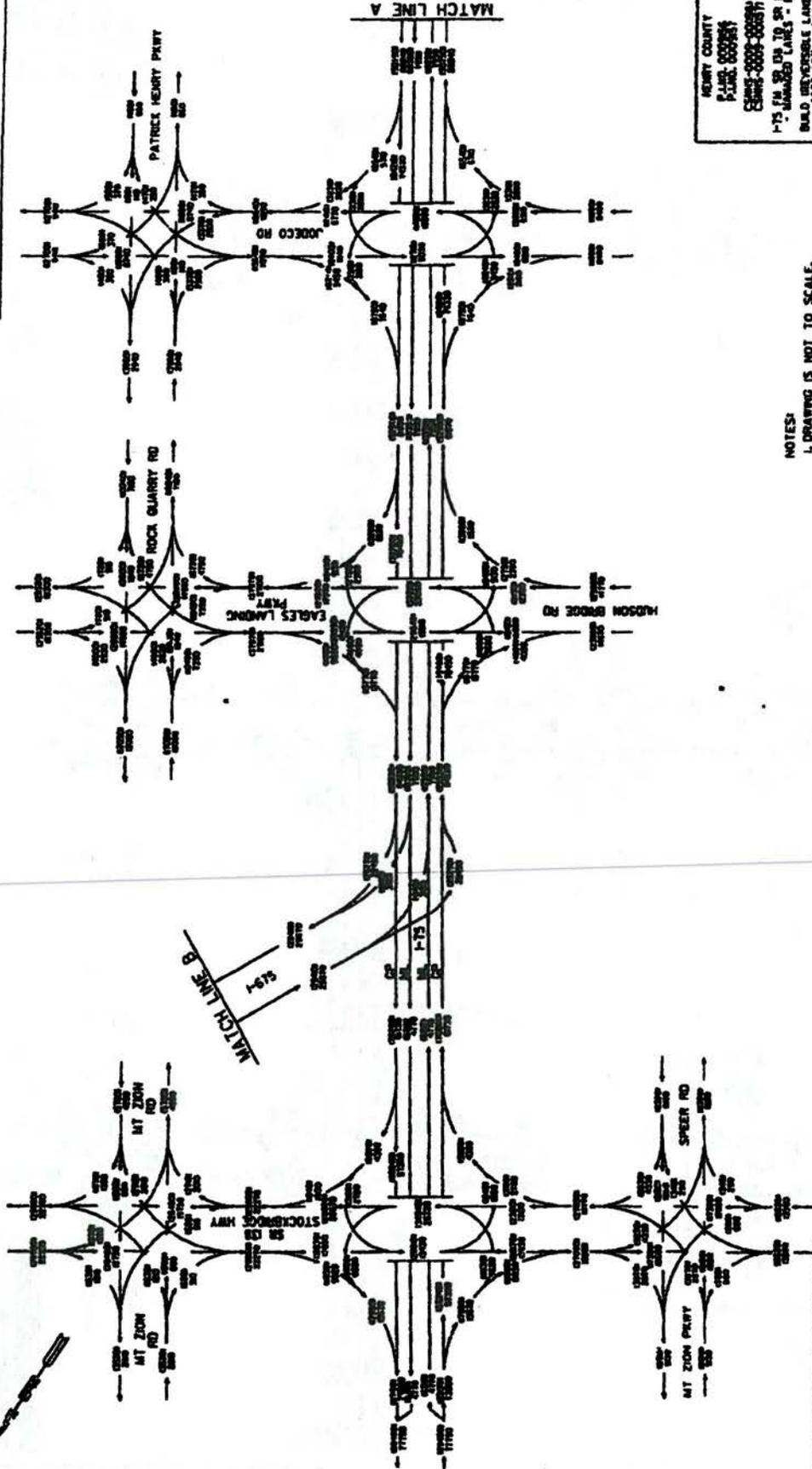
Table 2 Crash Rates Summary

Year	Fatality			Injury			All Crashes		
	No. of Fatalities	Fatality Rate (100 MVM)	Statewide Average Fatality Rate (100 MVM)	No. of Injuries	Injury Rate (100 MVM)	Statewide Average Injury Rate (100 MVM)	No. of Crashes	Crash Rate (100 MVM)	Statewide Average Crash Rate (100 MVM)
2006	5	0.85	0.73	458	78	69	1487	252	200
2007	5	0.86	0.58	447	77	63	1424	246	186
2008	5	0.86	0.62	326	56	63	1186	205	187

The overall crash rate and fatality rate for this segment of I-75 was higher than statewide average rates for urban interstate highways for all three years while the injury rate was higher than the statewide average rate for 2006 and 2007 but was lower in 2008.

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

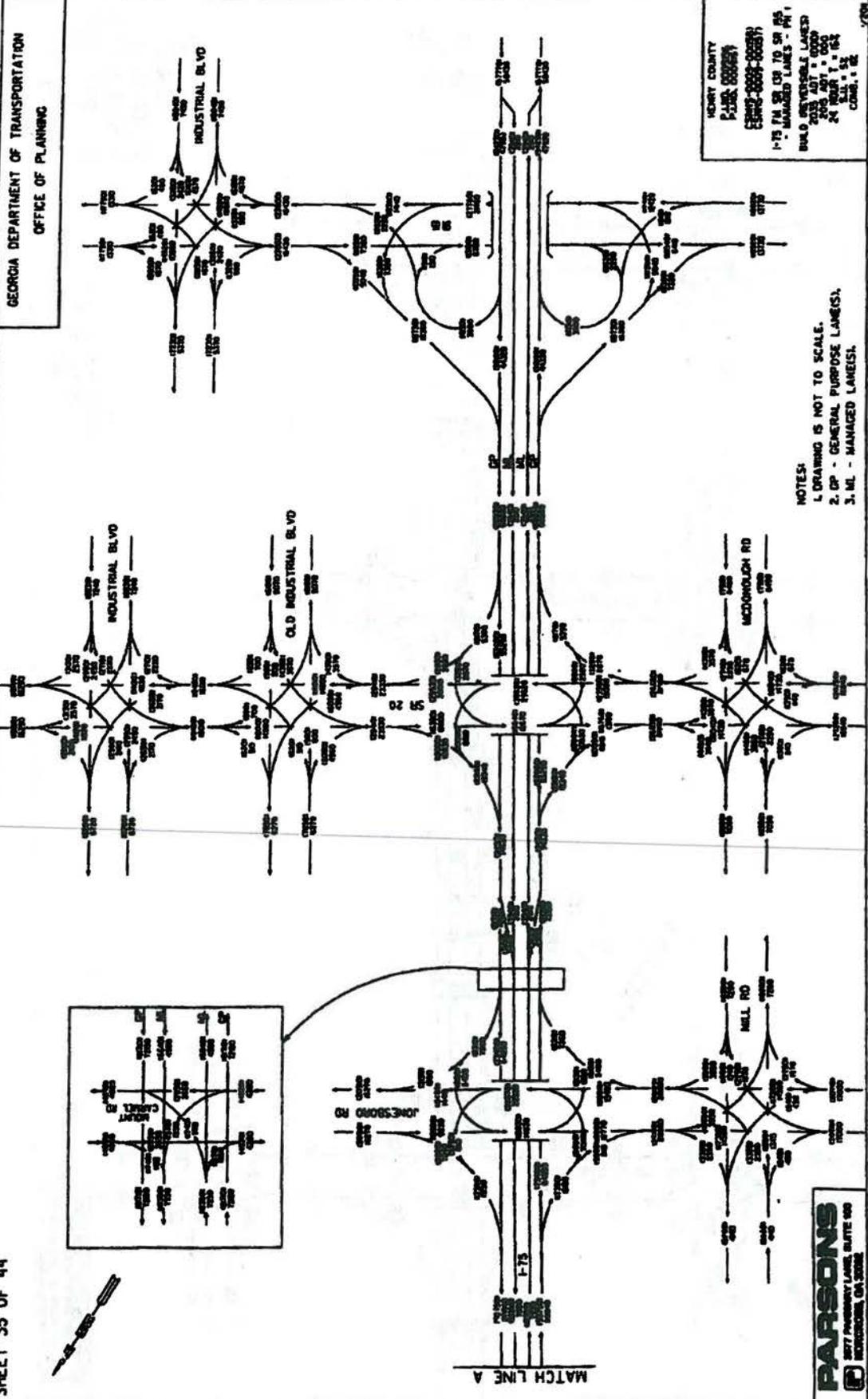
SHEET 34 OF 44



- NOTES:
1. DRAWING IS NOT TO SCALE.
 2. CP - GENERAL PURPOSE LANES(S).
 3. ML - MANAGED LANES(S).

HENRY COUNTY
P.L. NO. 000064
P.L. NO. 000065
CENRIS-0000-000000
I-75 P.M. SR. 109 TO SR. 275
BUILD REVERSIBLE LANES
PAVING ADT = 0000
PAVING ADT = 0000
24' S.A.L. = 32' W.L.
CONC. = 12"
1/208

PARSONS
3877 PERRYMAN LANE, SUITE 100
HOUSTON, TX 77056



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

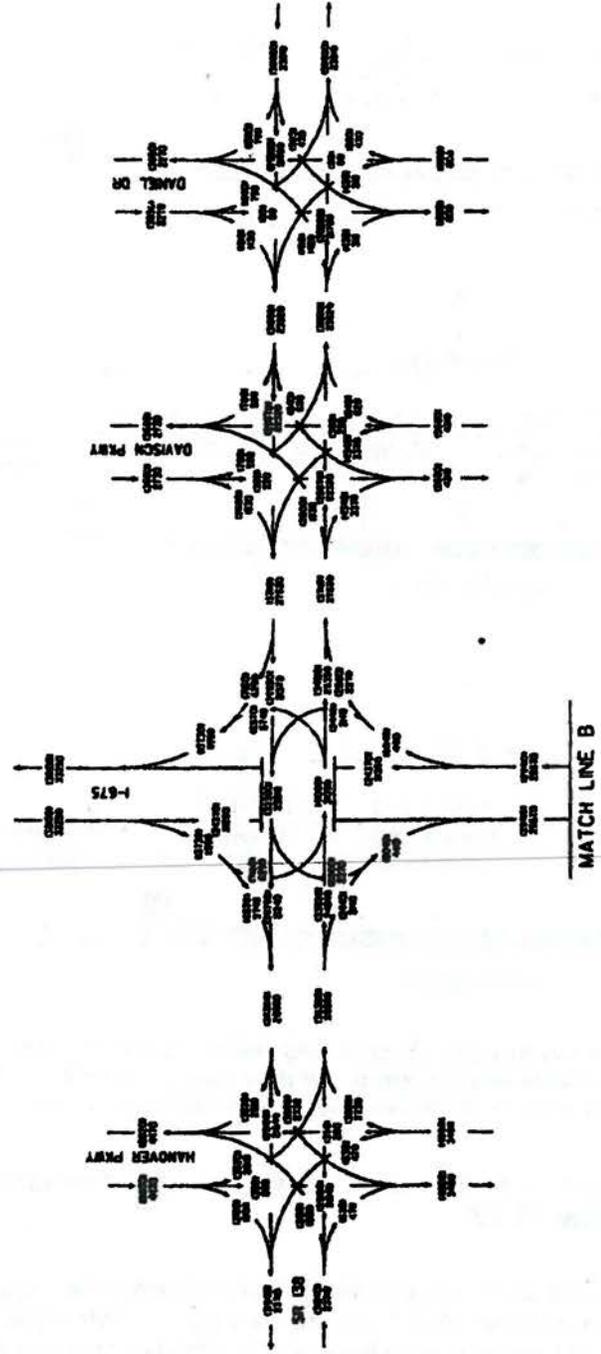
HENRY COUNTY
PLANNING DEPARTMENT
COUNTY SEWER DISTRICT
1-75 IN SR 10 TO SR 85
BUILD INTERCHANGE LANES
2003 ADT = 6000
2010 ADT = 6000
24 HOUR T = 150
M.L. = 50
COMB. LANE

- NOTES:
1. DRAWING IS NOT TO SCALE.
 2. DP - GENERAL PURPOSE LANES.
 3. ML - MANAGED LANES.

PARSONS
2877 PINEBURY LANE, SUITE 100
ROCKSPRING, GA 30080

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

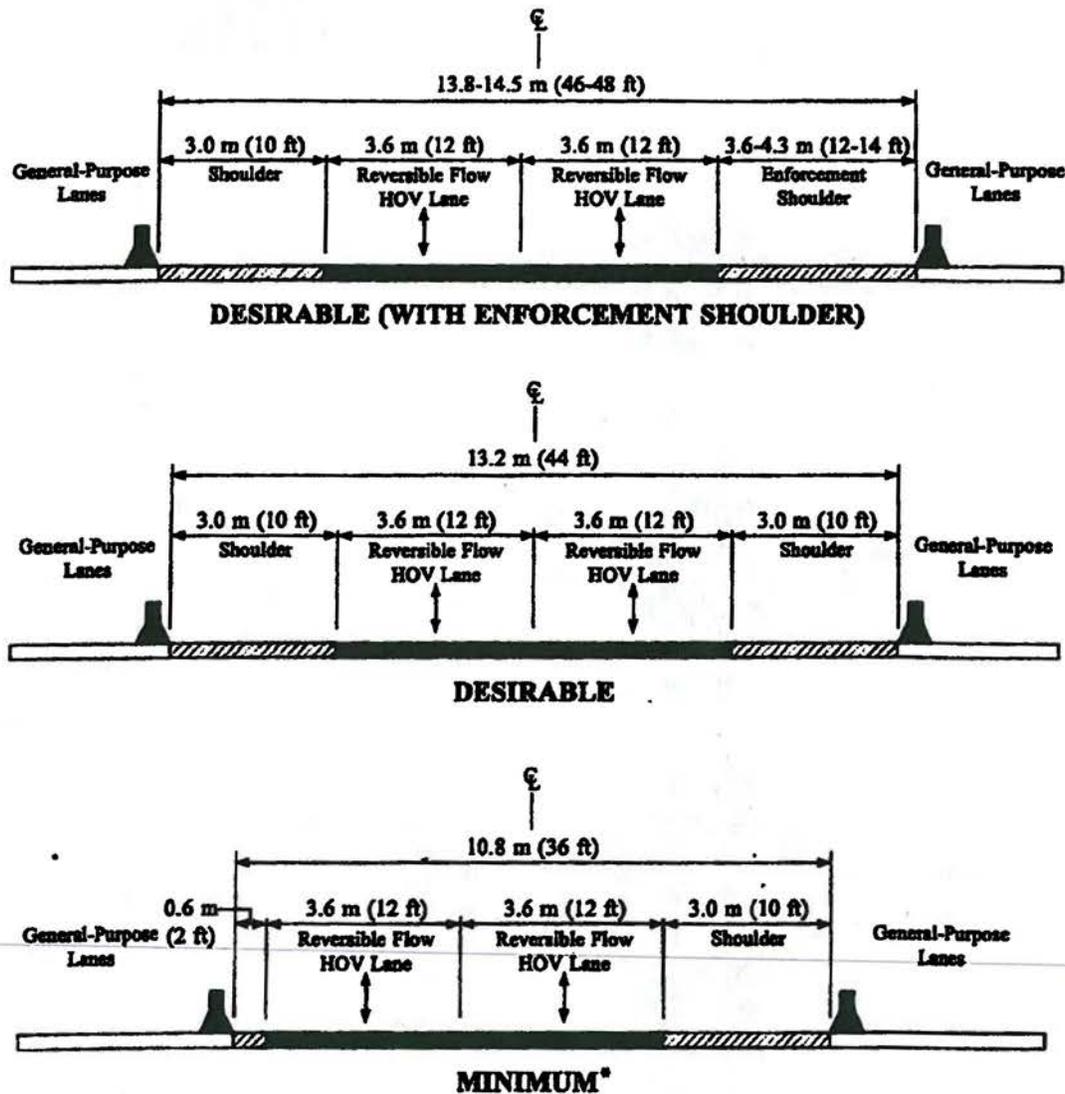
SHEET 36 OF 44



HENRY COUNTY
P.L.A.C. 00000001
P.L.A.C. 00000002
C.R.P.S. 0000-0000-0000
C.R.P.S. 0000-0000-0000
1-75 IN SR 130 TO SR 135
BULO (REVERSIBLE LANES)
POSS NOT - GOOD
SR 130 - 1 - 000
SR 135 - 1 - 000
SR 140 - 1 - 000
SR 145 - 1 - 000
SR 150 - 1 - 000
SR 155 - 1 - 000
SR 160 - 1 - 000
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SR 990 - 1 - 000
SR 995 - 1 - 000
SR 1000 - 1 - 000

NOTES: DRAWING IS NOT TO SCALE.





* Operational treatments should be incorporated if the minimum design cross section is used. The minimum cross section should be used as an interim project or over short distances. Increased enforcement and incident management programs should be implemented to successfully operate the facility.

FIGURE 3-5. Examples of Cross Sections for Two-Lane, Barrier-Separated, Reversible HOV Lanes (Adapted from References 18, 56).

- Sight distance is particularly critical due to the proximity of barriers to ramp lane alignments. Lateral clearances are often no greater than 0.6 m (2 ft) from the edge of the travel lane to the barrier. Where practical, removal of barrier-mounted glare screens or slight adjustments in striping alignment may be necessary within the ramp envelope to accommodate the proper design speed.
- The location of ingress/egress facilities is influenced by a number of factors. For example, direct access ramps to/from local streets should be made with candidate streets that currently do not have freeway access, so as to better distribute demand and prevent overloading existing intersections. For at-grade access with the adjacent freeway lanes, designated outlets should be strategically positioned so as to provide adequate weaving to reach nearby freeway exits.

TABLE 3-4. Example Prioritization of Design Tradeoffs for Barrier-Separated, Reversible Flow HOV Lane Facilities (Adapted from Reference 21).

Ordered Sequence	Cross-Section Design Change
First	Reduce single-lane HOV envelope to no less than 6.0 m (20 ft) (see Figure 3-4) or reduce two-lane envelope to no less than 10.8 m (36 ft) (see Figure 3-5).
Second	Reduce freeway left lateral clearance to no less than 0.6 m (2 ft).
Third	Reduce freeway right lateral clearance (shoulder) from 3.0 m (10 ft) to 2.4 m (8 ft).
Fourth	Reduce HOV lane width to no less than 3.3 m (11 ft) (some agencies may prefer reversing the fourth and fifth tradeoffs when buses or trucks are projected to use the HOV lane).
Fifth	Reduce selected general-purpose lane widths to no less than 3.3 m (11 ft) [leave at least one 3.6 m (12 ft) outside lane for trucks].
Sixth	Reduce freeway right lateral clearance (shoulder) from 2.4 m (8 ft) to 1.2 m (4 ft).
Seventh	Convert barrier shape at columns to a vertical face.

Note: A formal design exception request may need to be processed to document the design change. The ordered sequence presented here is only an example list. Some states may prefer a different sequence.

- Motorists desiring ingress to the HOV facility from a freeway lane should be required to make an overt maneuver to enter the lane. A freeway lane should not end at an HOV lane entrance; the freeway lane should be moved laterally and the HOV lane entrance located out of the normal path of travel. Similarly, HOV off-ramps should not be designed with the mainline so that through traffic is inadvertently exited.
- HOV lane ramps should provide adequate space for possible metering and storage.
- Left- or right-hand exits from a single-lane HOV lane are equally valid and equally safe. The standard "right-hand-only" rule for entrance and exit ramps should not apply for HOV lanes.
- During the early operations of an HOV facility, demand may not warrant direct or elevated ramps. If demand increases subsequent to implementation of the HOV lane, a retrofit design could be difficult and expensive; consequently, if exclusive ramps are not included in an initial project design, provisions should be made so that the ramps can be added later.
- Adequate advance signing should be provided, and pavement markings should emphasize the mainline (possibly through use of skip stripe markings across the diverging exit ramp). Signing and pavement markings for HOV facilities should be in accordance with the MUTCD and other state and local requirements.
- Safety lighting should be applied for all ingress/egress locations using the same warrants applied for urban freeway entrance and exit ramps.
- Where possible, provision for entrance ramp metering and/or enforcement should be considered (these are project-specific considerations based on local issues and input from enforcement agents).

If feasible, the connections from the freeway mainline to an HOV facility in the freeway median should be made with flyover ramps. This allows buses and other vehicles using the HOV facility to enter/exit the freeway mainline on the right without having to merge with the inner high-speed lanes. Also, depending on the interchange spacing, it could eliminate the need for HOVs to perform multilane weaves to access the HOV lane or exit the freeway. Where limited right-of-way and/or high costs prohibit the use of elevated flyover ramps, at-grade ramps can be used. At-grade ramps are also appropriate where the HOV facilities