

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010126 **OFFICE** Design Policy & Support
GDOT District 3 - Thomaston
Henry County **DATE** October 25, 2011
I-75 Auxiliary Lane from Flippin Road to Walt
Stephens Road

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

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Kelvin Mullins, Project Manager
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: N/A
County: HENRY
P. I. Number: 0010126
Federal Route Number: I-75
State Route Number: SR 401

I-75 Auxiliary Lane from south of Flippen Road to north of Walt Stephens Road

Submitted for approval:

DATE 03/10/2011

Kevin McKeen PE, Parsons Transportation Group
Design Consultant Name & Firm Name

DATE 3/10/2011

Darryl D. V. [Signature]
Office Head (Innovative Program Delivery)

DATE 03/10/2011

Kela H. Mullins
Project Manager

Recommendation for approval:

DATE 3/25/2011

Genetha Rice-Singleton**/KLP
Program Control Administrator

DATE 3/23/2011

Glenn Bowman**/KLP
State Environmental Administrator

DATE 3/29/2011

Kathy Zahul**/KLP
State Traffic Engineer

DATE 3/18/2011

Ron Wishon**/KLP
Project Review Engineer

DATE 3/17/2011

Sal Pirzad**/KLP
for State Utility Engineer

DATE _____

District Engineer/District Utilities Engineer

DATE 5/10/2011

Ben Rabun**/KLP
State Bridges Design Engineer

DATE _____

State Transportation Financial Management Administrator

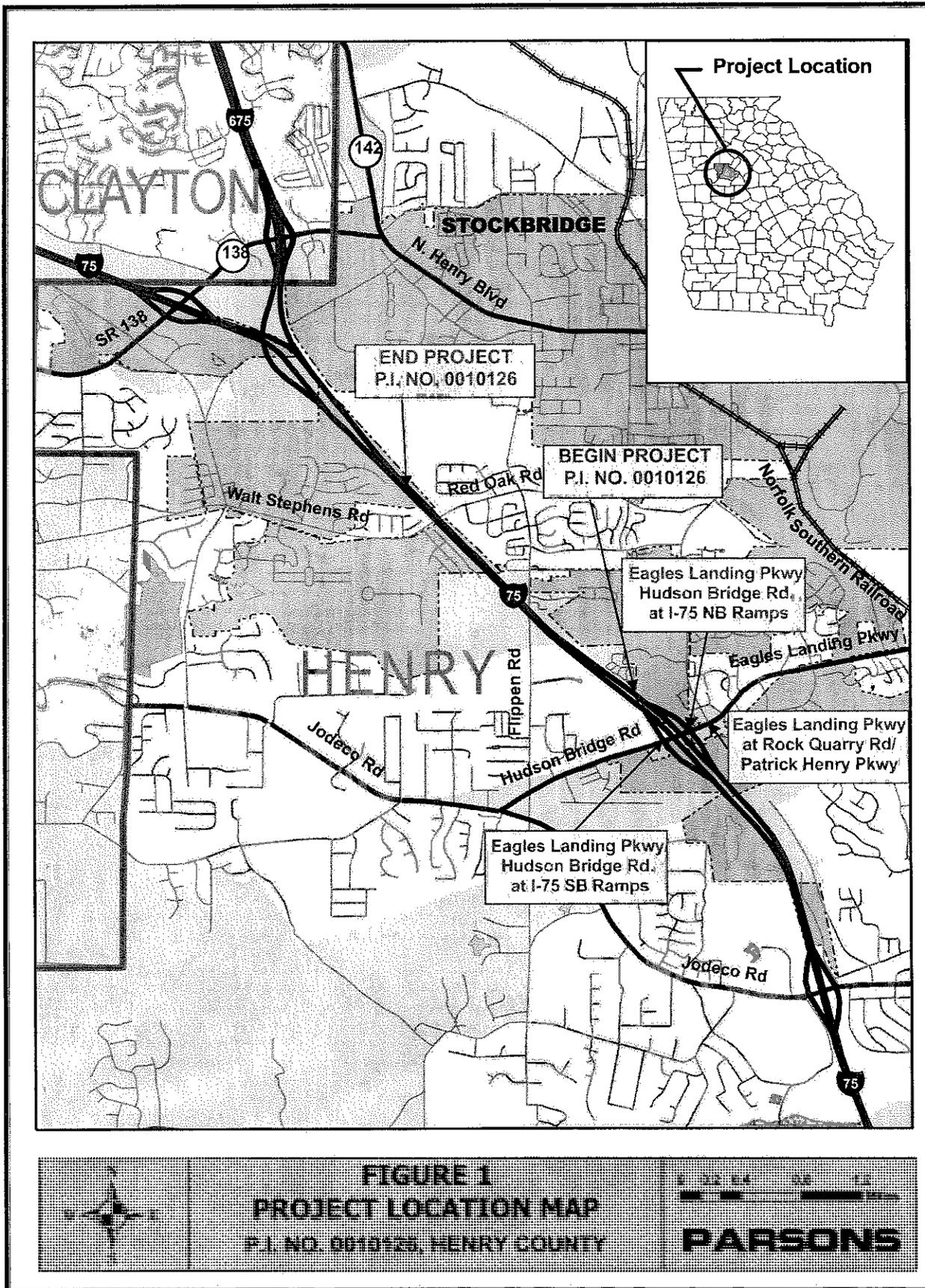
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 3/22/2011

* Cynthia L. Vause
State Transportation Planning Administrator

* References to the Build condition need to be removed from the need and purpose.

** Recommendation on File



NEED AND PURPOSE

Background: The section of northbound I-75 between Eagles Landing Parkway/Hudson Bridge Road and I-675 has become increasingly congested during the a.m. peak hour due to the rapid growth of development and traffic volumes in Henry County. Henry County's population grew 71% between 2000 and 2010, from 119,341 to 203,922 (US Census, 2010). Traffic volumes on northbound I-75 have been growing at a rate of approximately 1.4% per year, and the current volume is approximately 74,000 vehicles per day. The existing three-lane section of I-75 represents a constriction for the mainline through traffic, the merging traffic onto I-75 from Eagles Landing Parkway/Hudson Bridge Road, and the diverging traffic from I-75 to I-675. The lane and speed changes of the entering and exiting vehicles cause deterioration in traffic operations resulting in congested conditions.

Need and Purpose Statement: A need has been identified to improve operations on I-75 by facilitating merge and diverge traffic movements between the Eagles Landing Parkway/Hudson Bridge Road interchange and the I-675 interchange. The constriction posed by the existing three-lane configuration between sections of substantial merging and diverging movements on existing entry and exit ramps causes deficient LOS for both existing and projected operations on this section of I-75 during the a.m. peak hour.

Roadway Characteristics: I-75 is a north-south interstate route providing for through traffic along a corridor from Fort Lauderdale in Florida to Detroit, Michigan. It also provides the primary connection between the employment centers in the Atlanta metropolitan area to the fast-growing residential areas in Henry County, the third fastest growing counties in the state between 2000 and 2009. In the vicinity of the project, I-75 has four lanes in the southbound direction and three lanes in the northbound direction. A fourth lane northbound begins in the vicinity of the I-75/I-675 interchange. I-675 is a four-lane facility connecting I-75 and I-285 to the east. I-675 serves a number of major trucking terminals and carries a high percentage of trucks as well as general traffic destined to I-285 and the east side of Atlanta. Lands surrounding the I-75/Eagles Landing Parkway/Hudson Bridge Road interchange, approximately three miles south of I-675, have experienced substantial residential and commercial development in recent years, which prompted recently completed upgrades to the interchange. These improvements included the reconstruction of the Eagles Landing Parkway/Hudson Bridge Road interchange. A two-lane entrance ramp from Eagles Landing Parkway/Hudson Bridge Road merges traffic with I-75 northbound (NB). The I-75 exit to I-675 is a two-lane off-ramp with an exclusive lane to I-675 NB and a shared through lane for I-75 NB and I-675 NB. The horizontal clearance under the Walt Stephens Road bridge is currently 12 feet and is not adequate to accommodate the proposed auxiliary lane due to the location of the bridge abutment adjacent to the east side of I-75. The required horizontal clearance is 30 feet, which will be provided with the new bridge. The posted speed limit on I-75 is 65 miles per hour.

Traffic Operations: Traffic count data indicate that the 2009 average daily traffic (ADT) for the segment of northbound I-75 from Eagles Landing Parkway/Hudson Bridge Road to I-675 is 73,940 vehicles per day. The entering traffic from Eagles Landing Parkway/Hudson Bridge Road to northbound I-75 is 11,270 vehicles per day and the exiting traffic from northbound I-75 to I-675 is 21,020 vehicles per day. All traffic data were collected after the reconstruction of the Eagles Landing

Parkway/Hudson Bridge Road interchange had been completed. Therefore, the count data reflect the traffic pattern and volume level for current roadway conditions. The traffic directional split during the peak hours (a.m. and p.m.) ranges from 35%/65% to 47%/53% with an average of 41%/59%, with peak traffic northbound in the morning and southbound in the afternoon.

Heavy vehicle percentage for I-75 was analyzed based on traffic counts as well as GDOT statistical data. Average truck percentages of 13% and 9% were estimated for 24-hour traffic and peak-hour traffic, respectively, for 2009. Truck percentage data for major crossroads also were analyzed based on traffic count data. The analysis indicates that truck percentages vary from 6% to 15% for 24-hour traffic and from 6% to 11% for peak-hour traffic for individual crossroads. For Eagles Landing Parkway/Hudson Bridge Road, the truck percentage is 9% for 24-hour traffic and 7% for peak-hour traffic.

Travel Demand: Level of service (LOS) is a rating that identifies the degree of congestion on a particular roadway segment. LOS for freeways like I-75 is based on vehicle density (vehicles per lane) on the roadway, and it is described using letter grades ranging from A to F, with LOS A indicating free flow of traffic at low densities and high speeds, and LOS F indicating severe congestion and impeded traffic flow at high densities and low speeds. LOS for the a.m. and p.m. peak hours was calculated for the I-75 project corridor between the Eagles Landing Parkway/Hudson Bridge Road interchange and the I-675 interchange. To confirm logical termini, LOS was also calculated for freeway segments immediately north and south of the corridor, for, ramp merge and diverge areas, and for signalized intersections on Eagles Landing Parkway/Hudson Bridge Road Interchange at I-75. The LOS was calculated for 2009, for horizon year 2013 Build and No-Build conditions, and for 2033 No-Build and Build conditions. Highway Capacity Software (HCS) was used for the interstate analysis and SYNCHRO was used for intersection analyses. The existing condition includes three general purpose lanes. The Build condition for 2013 and 2033 includes the three general purpose lanes plus the auxiliary lane.

Table 1. Level of Service Analysis Results for I-75 Northbound

Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd and I-675	A.M.		P.M.	
	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
2009	32.8	D	21.6	C
2013 No-Build	39.1	E	23.9	C
2033 No-Build	*	F	28.6	D

* Freeway capacity exceeded.

No-Build Condition: The results of the No-Build condition analyses are displayed in Table 1. The existing year results indicate that traffic operations in the a.m. peak period are currently borderline, with LOS equaling D. Future year projections show that without any improvements, operations in the a.m. peak period would degrade to LOS E by the opening year (2013) and to LOS F by the design year (2033). Operations in the afternoon peak hours are somewhat better since most commuter traffic is heading southbound in the afternoon. For the p.m. peak period, the corridor currently operates at LOS C, would continue at LOS C in 2013, and then degrade to LOS D in 2033. The No-Build condition capacity analysis indicates that improvements to the northbound segment between

Eagles Landing Parkway/Hudson Bridge Road and I-675 are needed to improve future traffic operations that would be near failing or failing in the a.m. peak period and borderline in the p.m. peak period.

Build Condition: The Build condition analysis shows that the proposed improvements would address the identified operational deficiencies on the I-75 corridor (Table 2). The addition of the auxiliary lane would boost LOS in the a.m. peak period by two grades relative to the No-Build alternatives - from LOS E to LOS C in the opening year (2013) and from LOS F to LOS D in the design year (2033). In the p.m. peak period, the improvement realized by the project would be one grade – from LOS C to B in 2013 and from LOS D to LOS C in 2033.

Table 2. Level-of-Service Analysis Results for I-75 Northbound (Build)

**Location #	Location	2013				2033			
		A.M.		P.M.		A.M.		P.M.	
		Density (pc/mi/ln)	LOS						
1	Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	25.1	C	19.9	C	30.6	D	23.2	C
2	On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	*	Capacity not exceeded						
3	Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd and I-675	24.8	C	17.5	B	30.4	D	20.3	C
4	Off-ramp (Diverge) to I-675	18.2	B	13.0	B	21.3	C	15.1	B
5	Freeway Segment between I-675 and SR 138	19.0	C	15.8	B	22.2	C	18.3	C

* This is a major merge area for the build condition. There is no formula to calculate delay/LOS for a major merge, the process is to check the capacity of the mainline (before and after the merge) and the ramp to ensure that capacity is not exceeded. Therefore, the capacity check was performed for the upstream freeway segment, the downstream freeway segment, and the ramp roadway; no density was calculated (Highway Capacity Manual 2000 methodology).

** Please see attachment 5 for segment location map.

Crash Statistics: The most recent three years (2006-2008) of crash data available were collected from the GDOT Office of Traffic Safety and Design (Table 3). A total of 40, 33, and 51 crashes occurred on I-75 northbound between Eagles Landing Parkway/Hudson Bridge Road and I-675 within the project limits in 2006, 2007, and 2008, respectively. Among all types of crashes, rear end crashes occurred more frequently than others in all three years. The crash record indicates that the reported angle crashes occurred when the vehicles were making lane changes.

Table 3. Crash Data Summary

Year	Crash Type								
	Angle		Collision not with Motor Vehicle		Rear End		Sideswipe		Total
2006	1	2.5%	6	15.0%	23	57.5%	0	25.0%	40
2007	0	0.0%	11	33.3%	15	45.5%	7	21.2%	33
2008	5	9.8%	15	29.4%	20	39.2%	11	21.6%	51

Fatality rate, injury rate, and overall crash rate were calculated and compared with statewide average rates for urban interstate highways (Table 4). There was no crash with a fatality in these three years, and the injury rate and overall crash rate for this segment of I-75 within the project limits were lower than statewide average rates for urban interstate highway. Hence, the crash rates displayed in Table 3 do not point to a significant crash problem in the area of the proposed auxiliary lane.

Although crash rates for the project corridor are less than statewide rates, the worsening of traffic conditions between now and the design year may reasonably be expected to increase the risk of accidents under the No-Build condition. The proposed improvements are expected to reduce the potential for future accidents by providing for smoother traffic flow and more consistent travel speeds.

Table 4. 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	0	0.00	0.73	9	29	69	40	128	200
2007	0	0.00	0.58	12	39	63	33	108	186
2008	0	0.00	0.62	12	40	63	51	172	187

Note: * Per 100 Million vehicle miles (MVM)

Logical Termini: For project termini to be logical, they must constitute logical ending points that allow for the consideration of environmental impacts on a sufficiently broad scope, must demonstrate independent utility, and must not restrict the consideration of avoidance alternatives on reasonably foreseeable projects. The analysis presented below indicates that the proposed auxiliary lane project meets this three pronged test of logical termini.

Logical End Points : An examination of the No-Build condition LOS grades for the interstate segments north and south of the project suggests that the termini for this project—Eagles Landing Parkway/Hudson Bridge Road and I-675—are logical ending points for addressing northbound operational deficiencies (Tables 5 and 6). With the exception of one LOS grade of D, LOS immediately north and south of the proposed auxiliary lane would be LOS B or C in 2013 and 2033. The LOS D grade would occur in the a.m. peak hour of 2033 between the

Eagles Landing Parkway/Hudson Bridge Road Interchange on and off ramps, the segment just south of the project. As discussed below, traffic operations on this segment of freeway are scheduled for improvement under a future managed lanes project. Build and No-Build results are the same in both the opening year and design year. This project will not adversely affect LOS beyond the project termini and addresses LOS between the termini.

**Table 5. Capacity Analysis Results for I-75 Beyond the Project Termini
 Existing Condition (2009)**

*Location #	Location	A.M.		P.M.	
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
1	Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	22.8	C	18.0	C
2	On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	13.3	B	3.0	A
4	Off-ramp (Diverge) to I-675	6.6	B	11.8	B
5	Freeway Segment between I-675 and SR 138	17.3	B	14.3	B

*Please see attachment 5 for segment location map.

**Table 6. Capacity Analysis Results for I-75 Beyond the Project Termini
 Build and No-Build Condition (2013 and 2033)**

Intersection	2013				2033			
	A.M.		P.M.		A.M.		P.M.	
	Delay (sec/veh)	LOS						
No-Build and Build: Freeway Segment between I-675 and SR 138	19.0	C	15.8	B	22.2	C	18.3	C
No-Build and Build: Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	25.1	C	19.9	C	30.6	D	23.2	C
No-Build: On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	16.4	B	5.1	A	*	F	9.0	A
Build: On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	**	Capacity not exceeded						
No-Build and Build: Off-ramp (Diverge) to I-675	18.2	B	13.0	B	21.3	C	15.1	B

* Freeway capacity exceeded.

** This is a major merge area for the build condition. There is no formula to calculate delay/LOS for a major merge, the process is to check the capacity of the mainline (before and after the merge) and the ramp to ensure that capacity is not exceeded. Therefore, the capacity check was performed for the upstream freeway segment, the downstream freeway segment, and the ramp roadway; no density was calculated (Highway Capacity Manual 2000 methodology).

The HCM methodology does not have a procedure to analyze a condition of an add-lane to produce a LOS value, which would be the Build condition with the auxiliary lane. The process is to perform a capacity check to ensure that upstream and downstream segments do not exceed capacity. Therefore, for the on-ramp merge from Eagles Landing Parkway/ Hudson Bridge Road, the LOS is F in the No-Build condition, but for the Build condition, the capacity check indicates that the capacity is not exceeded (double asterisk in Table 6), so this represents an improved condition.

Independent Utility: This auxiliary lane project would meet its stated need and purpose of improving northbound operations on I-75 between Eagles Landing Parkway and I-675 without the benefit of any other project and without generating the need for another project.

This project would not require another project to fulfill its need of improving traffic operations on I-75 between Eagles Landing Parkway/Hudson Bridge Road and I-675. As noted, there is a managed lane project that would overlap with this project if and when it is constructed. However, any potential operational or safety benefits that might derive from the managed lanes have not been considered in the capacity and safety analysis for this project. Information on the proposed managed lane project is listed below.

Table 7. Other Projects in the Vicinity

P.I. Number	Location	Schedule
0009156	I-75 from SR 155 to Eagles Landing Parkway/ Hudson Bridge Road	Project let: May 2012 Begin Construction: June 2013 Open to traffic: April 2015
0009157	I-75 from Eagles Landing Parkway/Hudson Bridge Road to SR 138	Project let: May 2012 Begin Construction: June 2013 Open to traffic: April 2015
0006333	SR 155 to Hudson Bridge Rd./Eagles Landing Pkwy	Long Range
312160	I-75 South at Jodeco Rd.	Project let: Dec 2011 Begin Construction: Mar 2012 Open to traffic: Dec 2013

In addition to not requiring another project to meet its need and purpose, this project does not create a new deficiency on I-75 that would generate the need for another project. As shown in Tables 5 and 6, the project would not cause LOS to degrade on the interstate segments immediately beyond the termini (LOS and density are the same under the Build and No-Build conditions).

Capacity analysis was also conducted for the major intersections on Eagles Landing Parkway/ Hudson Bridge Road to confirm that the project would not compromise traffic operations at these locations. The results of the 2013 intersection analysis (Table 8) show that under the No-Build condition the ramp intersection at Eagles Landing Parkway/Hudson Bridge Road interchange and the intersection at Rock Quarry Road/ Patrick Henry Parkway (which is just

east of the northbound entrance ramp) will operate at LOS C or better during both a.m. and p.m. peak periods. The data indicate that the project would have no effect on LOS or seconds of delay at any of the intersections in the project area; therefore, the two intersections in question would continue to operate at LOS E in 2033 with the auxiliary lane in place.

**Table 8. Level of Service Analysis Results for Signalized Intersections
 (Build and No-Build Conditions)**

*Location #	Intersection	2013				2033			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec/veh)	LOS						
6	Eagles Landing Pkwy at Rock Quarry Rd/Patrick Henry Pkwy	23.8	C	29.4	C	47.6	D	56.5	E
7	Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Northbound Ramp	28.5	C	11.9	B	71.6	E	15.9	B
8	Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Southbound Ramp	22.1	C	16.2	B	35.3	D	22.2	C

*Please see attachment 5 for location map.

The operation of both the off-ramp to Eagles Landing Parkway/Hudson Bridge Road from I-75 NB and the on-ramp from Eagles Landing Parkway/Hudson Bridge Road to I-75 NB would not have any impact on the operation of the actual merge area of the on-ramp with the I-75 general purpose lanes. A worst-case scenario was used for the traffic simulation. The analysis indicates that in the design year, the 95 percentile queue on the northbound off-ramp at Eagles Landing Parkway/Hudson Bridge Road is approximately 400 feet, which is much shorter than the length of the ramp (approximately 2,000 feet). The ramp traffic will not queue back onto the freeway, so the operation of the intersection of the northbound off-ramp and Eagles Landing Parkway/Hudson Bridge Road will not adversely affect the operation of the freeway off-ramp diverge area. The on-ramp merge area was analyzed with peak hour traffic volume which already represents the worst case scenario.

Consideration of Avoidance Alternatives on Reasonably Foreseeable Projects: Finally, this project would not preclude the consideration of any alternatives on the proposed managed lanes project. The NEPA process for the managed lanes project is currently ongoing. However, based on the current concept, the managed lanes are to be located within the existing right-of-way of I-75. Even though environmental impacts are not expected to be significant for the managed lanes project, the location of the auxiliary lane project does not constrain possible avoidance alternatives for the managed lanes project. As detailed in the project description below, the proposed Walt Stephens/Red Oak Road bridge over I-75 needs to be reconstructed to accommodate the auxiliary lane but the proposed bridge spans will be designed to provide horizontal clearance for maximum flexibility for any future improvements on I-75.

Description of the proposed project: Project 0010126 proposes the restriping and widening of northbound I-75, for addition of an auxiliary lane between the northbound acceleration lanes of Eagles Landing Parkway/Hudson Bridge Road interchange and the exit lanes to I-675 in Henry County. To accommodate the auxiliary lane, existing Walt Stephens/Red Oak Road Bridge will be replaced. Existing guardrail and overhead signs along the corridor will be removed and replaced as necessary. Construction of the project will have minimal impact to the traveling public, with all of the existing travel lanes remaining open during construction. The proposed northbound auxiliary lane and Walt Stephens/Red Oak Road Bridge will be constructed within the existing right-of-way.

The project begins approximately 1,510 feet south of the I-75 Bridge over Flippen Road (M.P. 225.72) and ends approximately 370 feet north of the Walt Stephens/Red Oak Road Bridge over I-75 (M.P. 226.89), for a total length of 6,200 feet. Restriping and shifting of I-75 will begin approximately 1,510 feet south of the I-75 Bridge over Flippen Road and end approximately 1200 feet north of the I-75 Bridge over Flippen Road. Widening will begin approximately 250 feet north of the I-75 Bridge over Flippen Road to the end of the project. The widening includes the addition of a 12-foot auxiliary lane and a 14-foot shoulder (12-foot paved). The existing Walt Stephens/Red Oak Road Bridge located at M.P. 226.01 will be replaced. The proposed Walt Stephens/Red Oak Road Bridge will maintain the existing bridge characteristics of two 12-foot lanes. This concept proposes to construct a new bridge with the centerline located approximately 34 feet north of the existing I-75/Walt Stephens overpass centerline (parallel to the existing bridge) with bridge dimensions of 294 feet x 43.25 feet (preliminary size) over I-75. The proposed bridge spans will be designed to provide horizontal clearance for the future improvements along I-75. Bridge approach typical section for Walt Stephens/Red Oak Road will consist of two 12-foot lanes with 8-foot (2-foot paved) rural shoulders, with a proposed design speed of 45 mph. The length of reconstruction of Walt Stephens/Red Oak Road required would be approximately 2,150 feet and tie-in points of the alignment with Red Oak Road is about 1,100 feet east of I-75 and 1,050 feet west of I-75 at Walt Stephens Road. The I-75 bridge overpass at Flippen road will be restriped to provide 4 travel lanes. In order to meet current guidelines for shoulder width, the I-75 bridge over Flippen Road would require a complete reconstruction. Widening of the existing bridge has been evaluated and determined unfeasible because it would increase an existing Intersection Sight Distance (ISD) deficiency on Flippen Road at Dustin Drive just north of the bridge over Flippen Road. A design exception will be submitted for substandard inside shoulder width on the bridge.

Is the project located in a PM 2.5 Non-attainment area? X Yes No

Is the project located in an Ozone Non-attainment area? X Yes No

The proposed project concept matches the conforming plan's model description for providing one additional lane in the northbound direction within the project limits south of the overpass at Flippen Road and north of Walt Stephen Road. The existing seven lane facility will be increased to a total of eight through lanes.

PDP Classification: Major X Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: I-75: Urban Principal Arterial (Interstate)
Walt Stephens Road: Urban Minor Arterial

U. S. Route Number(s): I-75 **State Route Number(s):** 401

Traffic (AADT):

<u>Route</u>	<u>Open year (2013)</u>	<u>Design year (2033)</u>
I-75	166,740	189,160
Walt Stephens Road	17,560	23,860

Existing design features:

Mainline – I-75 Northbound

- Typical Section: Three 12-foot travel lanes with 12-foot (10-foot paved) inside and 12 to 14-foot outside shoulders
- Posted speed: 65 mph (NB from Hudson Bridge Rd/Eagles Landing Parkway to SR 138/Stockbridge Highway)
- Minimum radius for curve: 1,922 feet.
- Maximum super-elevation rate for curve: 6.00 %
- Maximum grade: Mainline: 3.00 %
- Width of right of way: 300 feet typical, but varies throughout corridor
- Major structures:
 - Bridge on I-75 over Flippen Road (CR 165)
(Structure ID 151-0042-0) Length = 192 feet, Width = 135.1 feet, Suff. Rating = 63.22
 - Bridge on Walt Stephens Road (CR 660) over I-75
(Structure ID 151-0063-0) Length = 208 feet, Width = 34.8 feet, Suff. Rating = 61.36
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 1.17 miles

Walt Stephens Road

- Typical Section:
 - Road: Two 11-foot travel lanes with 2-foot outside shoulders.
 - Bridge: Two 12-foot wide travel lanes.
- Posted speed: 45 mph
- Minimum radius for curve: 1,200 feet.
- Maximum super-elevation rate for curve: 7.00 %
- Maximum grade: 6.00 %
- Width of right of way: varies from 130 feet to 300 feet.
- Major structures:
 - Bridge on Walt Stephens Road (CR 660) over I-75
(Structure ID 151-0063-0) Length = 208 feet, Width = 34.8 feet, Suff. Rating = 61.47
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 0.41 mile

Proposed Design Features:

I-75 Northbound

- Proposed typical section(s)
 - Four 12-foot wide travel lanes with variable width inside shoulder and 14-foot (12-foot paved) outside shoulder.
- Proposed Design Speed Mainline: 65 mph (NB from Hudson Bridge Rd/Eagles Landing Parkway to SR 138/Stockbridge Highway)
- Proposed Maximum grade Mainline: 2.90 % (Match Existing)
- Maximum grade allowable: 4.00 %
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: 7,639.42 feet
- Minimum radius allowable: 1660 feet
- Maximum allowable superelevation rate: 6.00 %
- Proposed maximum superelevation rate: 2.40%
- Right of Way:
 - Width: 300 feet typical but varies throughout corridor
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (X), Partial (), By Permit (), Other ().
 - Number of parcels: 0 Number of displacements:
 - Businesses: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures:
 - Bridges: Replacement of Walt Stephens Overpass (2 span; 294 feet x 43.25 feet)
- Major Interchanges and Intersections: None impacted
- Traffic Control during construction: Traffic will be maintained on existing roadway.
- For ITS projects identify physical limits of field device location, location of any control centers and/or brief explanation of new features: Proposed ITS will begin south of Flippen Road and end just north of Walt Stephens Road. ITS will be relocated to new shoulder.

Walt Stephens Road

- Proposed typical section(s)
 - Road: Two 12-foot wide travel lanes with 8-foot (2-foot paved) outside shoulder.
 - Bridge: Two 12-foot wide travel lanes with 8-foot shoulder.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 7.00 %
- Maximum grade allowable: 7.00 %
- Proposed Maximum grade Side Street: 7.00 %
- Maximum grade allowable: 7.00 %

- Proposed Maximum grade driveway: 15.00 % - Residential
- Proposed Minimum radius for curve: 2,600 feet
- Minimum radius allowable: 643 feet
- Maximum allowable superelevation rate: 6.00 %
- Proposed maximum superelevation rate: 3.20 %
- Right of Way:
 - Width: Varies from 130 feet to 300 feet
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 0 Number of displacements:
 - Businesses: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures:
 - Bridges: Replacement of Walt Stephens Overpass (2 spans; 294 feet x 43.25 feet)
 - Retaining walls: wall along northeast corner property of Walt Stephens road and I-75 to avoid fill easement.
- Major Interchanges and Intersections: None
- Traffic Control during construction: Traffic will be maintained on existing roadway.
- Transportation Management Plan anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH*:	(X)	()	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()

*A substandard inside shoulder width is proposed along inside shoulder at the I-75 Bridge over Flippen Road.

- Design Variances: None anticipated.
- Environmental concerns: Proposed noise wall along northbound I-75 south of Flippen Road
- Anticipated Level of Environmental Analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical Exclusion anticipated (X).
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
 - Environmental Impact Statement (EIS) ()

- Utility involvements: Communications, power, gas, water and sewer. Following is a list of utility owner along the corridor:
 - Atlanta Gas and Light
 - BellSouth/AT&T
 - Charter Communication
 - Georgia Power - Distribution
 - Henry County Water & Sewer
 - Clayton County Water & Sewer
 - GDOT ITS
- VE Study Anticipated: Yes (X) No (); VE Implementation letter dated, March 21, 2011
- Benefit/Cost Ratio: 9.03

Project Cost Estimates and Funding Responsibilities:

	PE	ROW	UTILITY	CST*	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT
\$ Amount	\$621,034.23	N/A	\$696,526	\$9,520,423	N/A

*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:

Project Activities Responsibilities:

- Design: Concept - Consultant
 Preliminary and Final - Design/Build team
- Right-of-Way Acquisition: N/A
- Right-of-Way funding (real property): N/A
- Relocation of Utilities: Design/Build team
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Design/Build team
- Providing detours: N/A
- Environmental Studies/Documents/Permits: Consultant
- Environmental Mitigation: N/A

Coordination:

- Initial concept team meeting date and brief summary: August 16, 2010. Meeting minutes attached
- Concept team meeting date and brief summary: December 7, 2010. Meeting minutes attached
- PAR meetings, dates and results: Not Anticipated.
- FEMA, USCG, and/or TVA: Not anticipated
- Public involvement: Noise Barrier Targeted Outreach
- Local government comments: Henry County expressed concerns about intersection sight distance (ISD) at Flippen Road and Dustin Drive at the concept team meeting on December 7, 2010 and that any widening of the I-75 bridge over Flippen Road would have an adverse affect to the ISD.

- Other projects in the area:
 - Project CSNHS-0009-00(156), P.I. No. 0009156, I-75 Managed Lanes from Eagles Landing Pkwy to SR 155.
 - Project CSNHS-0009-00(157), P.I. No. 0009157, I-75 Managed Lanes from SR 138 to Eagles Landing Pkwy.
 - AR-431-CWP 0006333, I-75 South ATMS/Comm/Surveillance from SR 155 to Hudson Bridge Rd./Eagles Landing Pkwy.
 - HE-AR-216 – 312160, Interchange capacity improvements for I-75 South at Jodeco Rd.
- Railroads: None
- Other coordination to date:
 - FHWA
 - Georgia Department of Transportation
 - Georgia State Road & Tollway Authority

Scheduling – Responsible Parties’ Estimate:

- | | | |
|---|----------------|--------------|
| • Time to complete the environmental process: | Begin: 6/2010 | End: 11/2011 |
| • Time to complete preliminary construction plans: | Begin: 12/2010 | End: 5/2011 |
| • Time to complete right-of-way plans: | Begin: N/A | End: N/A |
| • Time to complete the Section 404 Permits: | Begin: N/A | End: N/A |
| • Time to complete final construction plans:
(Design/Build Team) | Begin: 11/2011 | End: 4/2012 |
| • Time to complete the purchase of right-of-way: | Begin: N/A | End: N/A |
| • List other major items that will affect the project schedule: | Begin: N/A | End: N/A |

Other Alternates considered:

Alternate 1

This alternative consists of building the new bridge at an offset of 50 feet north from the existing bridge centerline. In this alternate, the bridge would be in tangent. The bridge will have two 12-foot travel lanes with 8-foot shoulders. This alternate would require reconstruction of 0.68 miles of Walt Stephens/Red Oak Road.

This alternate was not selected because of the right-of-way impacts to single family dwellings in the northeast quadrant of the interchange and also due to additional reconstruction of 0.27 miles of Walt Stephens/Red Oak Road.

Alternate 2

The closing of Walt Stephens/Red Oak Road over I-75 to build the new bridge on existing alignment.

This alternate was not selected due to the adverse impact to the surrounding population. Walt Stephens/Red Oak Road is a significant east-west route in the area that provides access to numerous neighborhoods.

Project Concept Report page 16
Project Number: N/A
P. I. Number: 0010126
County: Henry

State of Georgia
Department of Transportation

No-Build Alternate

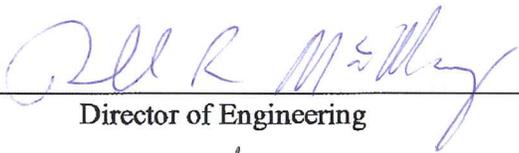
This alternate was deemed not feasible because it does not meet the need and purpose of the project.

Comments: None.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Asphalt/Fuel Price Index Spreadsheet
 - c. Utilities
2. Typical Sections
3. Crash Summaries
4. Traffic Diagrams
5. Capacity Analysis Summary
6. Bridge Inventory Data
7. Initial Concept Team Meeting Minutes
8. Concept Team Meeting Minutes
9. Benefit/Cost Analysis
10. VE Study Implementation Letter

Full Oversight Projects

Concur: 
Director of Engineering

Approve: 
Division Administrator, FHWA

Approve: 
Chief Engineer

Date: 10-20-11

ATTACHMENT 1

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

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ <input type="text" value="8,319,055.92"/>	(Base Estimate)
Engineering and Inspection:	\$ <input type="text" value="415,952.80"/>	(Base Estimate x <input type="text" value="5"/> %)
Construction Contingency:	\$ <input type="text" value="414,702.80"/>	(Base Estimate x <input type="text" value="5"/> %)
		(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="369,461.38"/>	(From attached worksheet)
Construction Total:	\$ <input type="text" value="9,520,422.90"/>	
Utility Cost Estimate:	\$ <input type="text" value="696,526"/>	
Utility Contingency:	\$ <input type="text" value="--"/>	<input type="text" value=""/> %
Utility Total:	\$ <input type="text" value="696,526"/>	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Atlanta Gas Light	\$138,000
Georgia Power (Distribution)	\$225,000
Henry County Water & Sewer	\$163,526
Clayton County Water	\$100,000
BellSouth dba ATT	\$70,000

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

DATE : 08/25/2011
PAGE : 1

JOB NUMBER : 0010126_NOFLIP SPEC YEAR: 01
DESCRIPTION: I-75 AUX LN FM EAGLES LANDING PKY/HUDSON BRIDGE RD TO I-675

COST GROUPS FOR JOB 0010126_NOFLIP

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
WALL	WALLS (SF)				Y
GENR	GENERAL/FIELD OFFICE/ETC (LS)				N
SBAR	SOUND BARRIERS (SF)				N
GDRL	GUARDRAIL/BARRIER (LF)				Y
DRNGEA	DRAINAGE (EA)				Y
DRNGLF	DRAINAGE (LF)				Y
MILL	MILLING (SY)				Y

ACTIVE COST GROUP TOTAL 0.00
INFLATED COST GROUP TOTAL 0.00

ITEMS FOR JOB 0010126_NOFLIP

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	310-1101		TN	GR AGGR BASE CRS, INCL MATL	12989.000	17.51	227443.62
0006	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	326.000	18.14	5913.64
0010	400-3604		TN	ASPH CONC 12.5 MM SMA,GP2,INCL P-MBM&HL	2096.000	104.29	218594.96
0015	400-3624		TN	ASPH CONC 12.5 MM PEM,GP2,INCL P-MBM&HL	1715.000	110.60	189686.99
0020	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	14369.000	57.79	830396.01
0025	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	664.000	74.00	49141.23
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	2253.000	64.32	144933.42
0035	413-1000		GL	BITUM TACK COAT	1588.000	2.40	3817.08
0040	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	438.000	27.60	12092.50
0045	456-2012		GLM	INTENT. RUMB. STRIPS - GRND-IN-PL (CONT)	1.380	658.12	908.21
0046	432-0208		SY	MILL ASPH CONC PVMT/ 2" DEP	12962.000	3.64	47210.46
0047	621-4020		LF	CONCRETE SIDE BARRIER, TY 2	3060.000	255.23	781025.53
0055	210-0100		LS	GRADING COMPLETE - 0010126	1.000	650000.00	650000.00
0060	610-1055		LF	REM GUARDRAIL	878.000	3.11	2733.57
0065	610-1075		EA	REM GUARDRAIL ANCH, ALL TYPES	7.000	143.76	1006.36
0070	641-1200		LF	GUARDRAIL, TP W	2428.000	16.18	39290.07
0075	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	7.000	691.41	4839.92
0080	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	7.000	1777.28	12441.00
0085	550-1180		LF	STM DR PIPE 18",H 1-10	2680.000	26.42	70832.00
0090	550-1240		LF	STM DR PIPE 24",H 1-10	600.000	37.02	22216.39
0095	550-1300		LF	STM DR PIPE 30",H 1-10	120.000	42.38	5086.08
0099	550-1360		LF	STM DR PIPE 36",H 1-10	120.000	60.05	7206.36
0100	550-4418		EA	FLARED END SECT 18 IN, SLP DR	2.000	252.59	505.18
0101	550-4424		EA	FLARED END SECT 24 IN, SLP DR	4.000	331.73	1326.94
0102	550-4430		EA	FLARED END SECT 30 IN, SLP DR	2.000	541.05	1082.11
0103	550-4436		EA	FLARED END SECT 36 IN, SLP DR	2.000	766.52	1533.06

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

DATE : 08/25/2011
PAGE : 2

LINE NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
0104	DROP INLET, GP 1, MOD TP M-1	EA	14.000	2116.02	29624.28
0105	DROP INLET, GP 1, MOD TP M-3	EA	4.000	2250.00	9000.00
0106	TEMPORARY GRASSING	AC	5.000	73.70	368.53
0110	MULCH	TN	150.000	193.15	28973.86
0115	CONSTRUCTION EXIT	EA	2.000	963.90	1927.81
0120	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	EA	10.000	345.06	3450.64
0125	CONSTR AND REMOVE TEMP DITCH CHECKS	EA	200.000	164.57	32914.00
0130	CONSTR AND REMOVE BALED STRW EROSION	LF.	75.000	3.34	250.65
0135	CHK	EA	9.000	159.19	1432.80
0140	CONS & REM INLET SEDIMENT TRAP	LF	3000.000	0.64	1933.74
0145	MAINT OF TEMP SILT FENCE, TP A	LF	2000.000	0.63	1271.42
0150	MAINT OF TEMP SILT FENCE, TP B	LF	1250.000	0.72	912.24
0155	MAINT OF TEMP SILT FENCE, TP C	EA	200.000	53.74	10748.07
0160	MAINT OF EROSION CTRL CHKDAMS/DITCH	EA	75.000	1.61	120.96
0165	CHKS	EA	10.000	102.61	1026.12
0170	MAINT OF BALED STRAW EROSION CHECK	EA	4.000	267.50	1070.00
0175	MAINT OF SILT CONTROL GATE, TP 3	EA	19.000	58.81	1117.41
0180	MAINT OF CONST EXIT	EA	6000.000	1.62	9730.38
0185	TEMPORARY SILT FENCE, TYPE A	LF	4000.000	1.05	4236.96
0190	TEMPORARY SILT FENCE, TYPE B	LF	2500.000	2.86	7172.45
0195	TEMPORARY SILT FENCE, TYPE C	LF	116.000	39.79	4616.49
0200	STN DUMPED RIP RAP, TP 3, 12"	SY	116.000	3.58	415.85
0205	PLASTIC FILTER FABRIC	AC	10.000	498.18	4981.85
0210	PERMANENT GRASSING	TN	20.000	43.85	877.15
0215	AGRICULTURAL LIME	GL	45.000	16.09	724.13
0220	LIQUID LIME	LB	650.000	1.90	1238.10
0225	FERTILIZER NITROGEN CONTENT	SY	15000.000	0.99	14981.25
0230	EROSION CONTROL MATS, SLOPES	EA	2.000	9000.00	18000.00
0235	REM/ST EX SP GD SIGN, OVHD, CIP	LS	1.000	240187.67	240187.67
0240	STR SUPPORT OVHD SIGN, TP 1, STA 2	LF	35144.000	0.74	26012.53
0245	LOCATIONS	GLF	15067.000	8.50	128069.50
0250	SOLID TRAF STRIPE, 8 IN, WHITE	EA	451.000	2.87	1295.53
0255	SKIP POLYUREA TRAF STRIPE, 5 IN, WHITE	GLF	3544.000	3.04	10790.88
0260	RAISED PVMT MARKERS TP 3	LF	3544.000	10.00	35440.00
0265	PRF PL SK PVMT MKG, 8", B/W, TPPB	EA	9.000	500.00	4500.00
0270	WET REFL SOL PVMT MKGS, 5", YEL	LS	1.000	1250000.00	1250000.00
0275	WET REFL PROF PVMT MKGS WRDS OR SYMB	EA	1.000	67869.91	67869.92
0280	TRAFFIC CONTROL - 0010126	EA	195.000	124.74	24325.16
0285	FIELD ENGINEERS OFFICE TP 3	SY	1.000	1780170.00	1780170.00
0290	REINE CONC APPROACH SLAB	LS	1.000	210000.00	210000.00
0295	CONSTR BR-COMP-BOTTOM OF CAP WALT	LS	1.000	210000.00	210000.00
0300	STEVENS BRIDGE	LS	1.000	210000.00	210000.00
0305	REM OF EX BR, BR NO - WALT STEVENS	LM	1.000	1211.63	1211.64
0310	BRIDGE	LM	1.000	1236.01	1236.02
0315	THERMO SOLID TRAF ST, 5 IN, WH	EA	125.000	3.76	470.79
0320	THERMO SOLID TRAF ST, 5 IN, YE	EA	5915.000	36.02	213096.45
0325	RAISED PVMT MARKERS TP 1	SF	1.000	50000.00	50000.00
0330	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	\$	20000.000	15.00	300000.00
0335	WALT STEVENS RD	SF	1.000	50000.00	50000.00
0340	MISC ITEMS ITS ACTIVITIES				
0345	SOUND BARRIER				

STATE HIGHWAY AGENCY

DATE : 08/25/2011
PAGE : 3

JOB ESTIMATE REPORT

ITEM TOTAL 8319055.89
INFLATED ITEM TOTAL 8319055.89

TOTALS FOR JOB 0010126 NOFLIP

ESTIMATED COST: 8319055.92
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 8319055.92

PROJ. NO.	
P.I. NO.	0010126
DATE	8/25/2011

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

	SY	Gals/SY	Gals	gals/ton	tons
Bitum Tack					
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 \$ 369,461.38

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **No Project # Assigned, Henry County, P.I. # 0010126** OFFICE Thomaston
I-75 NB from CR 659/Eagles Landing Pky/Hudson Bridge to I-675 DATE May 13, 2011

FROM Kerry Gore, District Utilities Engineer

TO Kelvin Mullins, 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	138,000	0
Georgia Power (Distribution)	225,000	0
Henry County Water & Sewer	163,526	0
Clayton County Water	100,000	0
Charter Communication - NC	NO CONFLICT	
BellSouth dba ATT	70,000	0
TOTALS	\$696,526	\$ 0

Total Preliminary Utility Cost Estimate **\$696,526**.

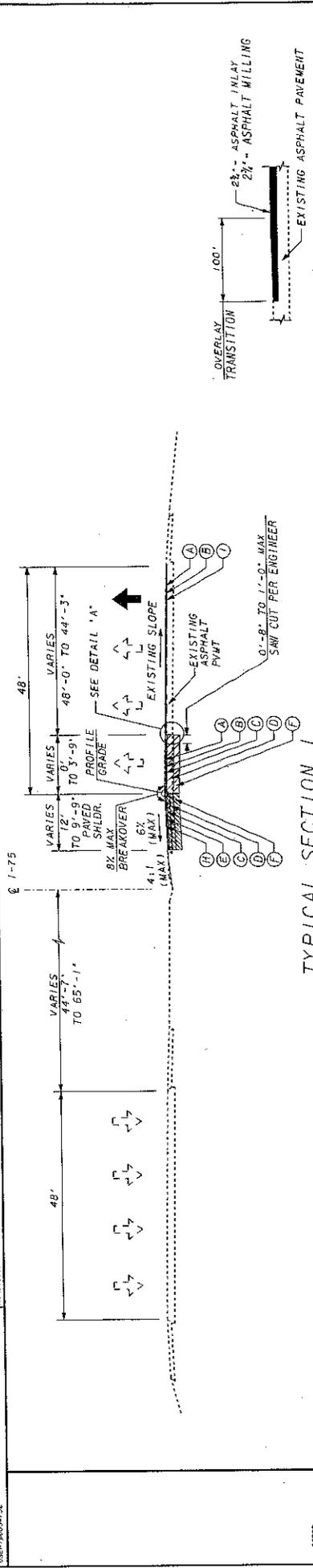
If you have any questions, please contact Harland Smith at 706-646-6696.

KG/hs

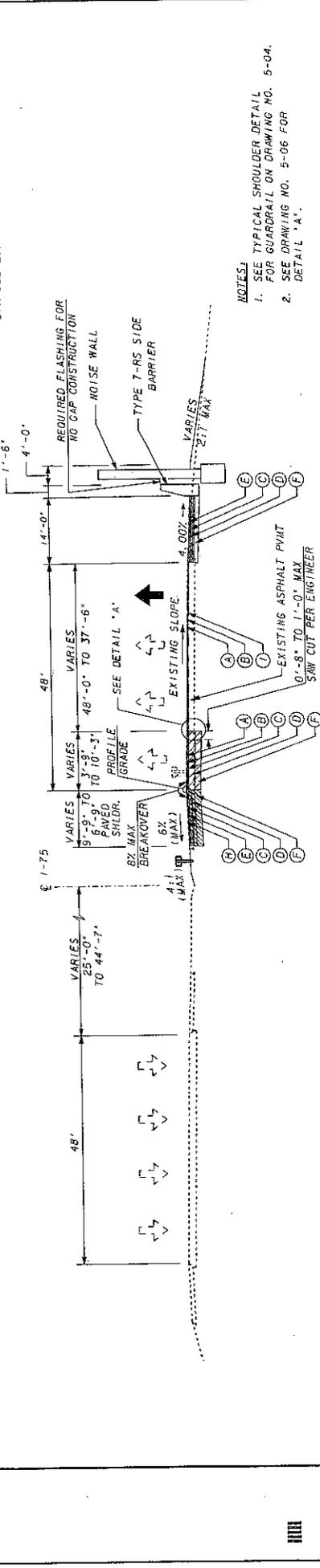
cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Robinson, Office of Financial Management (*via: e-mail*)
Mark Sanford, Area Engineer (*via: e-mail*)

ATTACHMENT 2

Typical Sections



TYPICAL SECTION 1
STA 932+28.61 TO STA 938+11.00

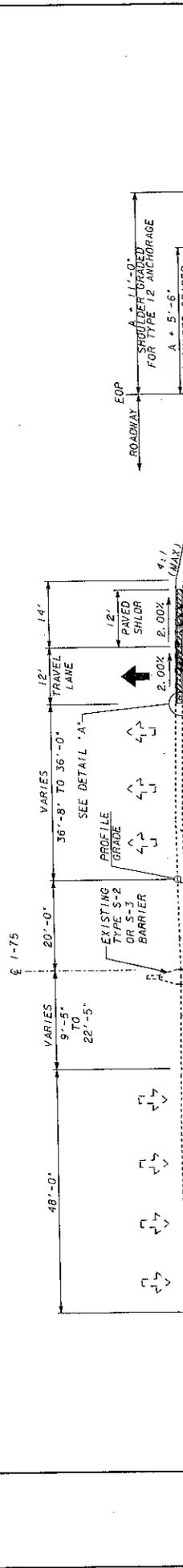


TYPICAL SECTION 2
STA 938+11.00 TO STA 943+90.16

- NOTES:
- SEE TYPICAL SHOULDER DETAIL FOR GUARDRAIL ON DRAWING NO. 5-04.
 - SEE DRAWING NO. 5-06 FOR DETAIL 'A'.

- REQUIRED PAVEMENT
- (A) ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 135 LBS/SY
 - (B) ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 220 LBS/SY
 - (C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SY
 - (D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 1430 LBS/SY
 - (E) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 165 LBS/SY
 - (F) 6R AGOR BASE CRS, 12 INCH, INCL MATL
 - (G) INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS).
 - (H) MILL ASPH CONC PAVT, 2" IN DEPTH

PARSONS 3517 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: INNOVATIVE PROGRAM DELIVERY TYPICAL SECTIONS
NOT TO SCALE		REVISION DATES 1-75 WIDENING DRAWING NO. 5-01



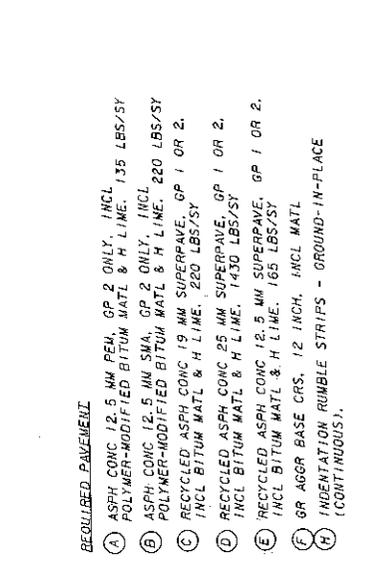
TYPICAL SECTION 6
STA 977+94.34 TO STA 990+24.78

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

*GUARDRAIL IS REQUIRED ON ALL SLOPES.

NOTE:

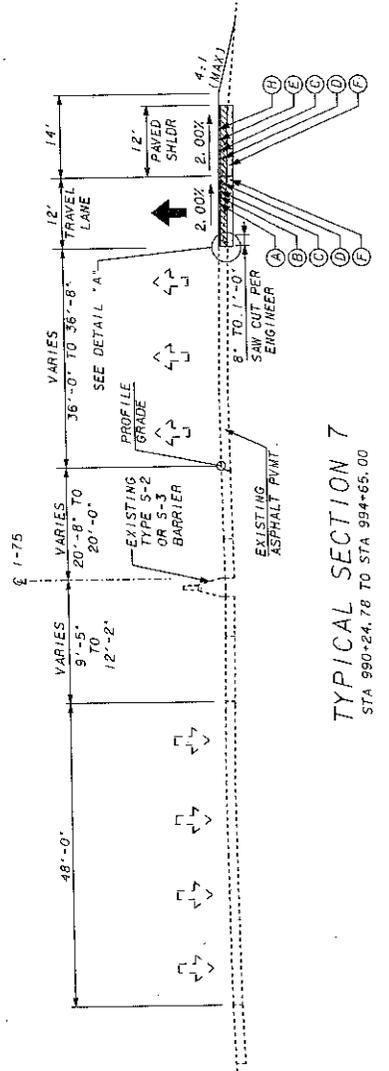
1. SEE DRAWING NO. 5-06 FOR DETAIL 'A'.



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
SEE PLANS FOR LOCATION

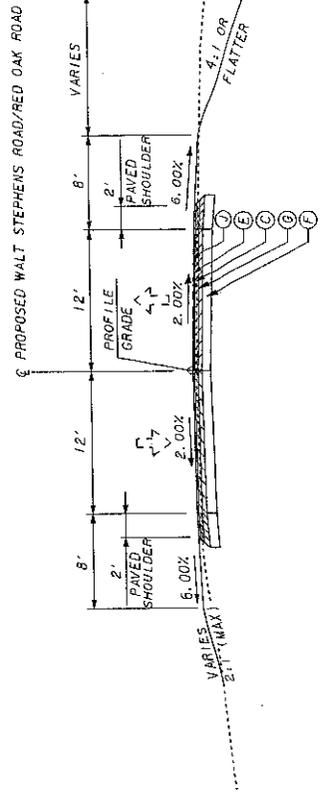
REQUIREMENT

- (A) ASPH CONC 12.5 MM FEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 135 LBS/SY
- (B) ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 220 LBS/SY
- (C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SY
- (D) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 1430 LBS/SY
- (E) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 165 LBS/SY
- (F) GR AGGR BASE CRS, 12 INCH, INCL MATL INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS).



TYPICAL SECTION 7
STA 990+24.78 TO STA 994+65.00

PARSONS 3977 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092	NOT TO SCALE	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: INNOVATIVE PROGRAM DELIVERY TYPICAL SECTIONS
		SHEET NO. 5-04 TOTAL SHEETS 5-04

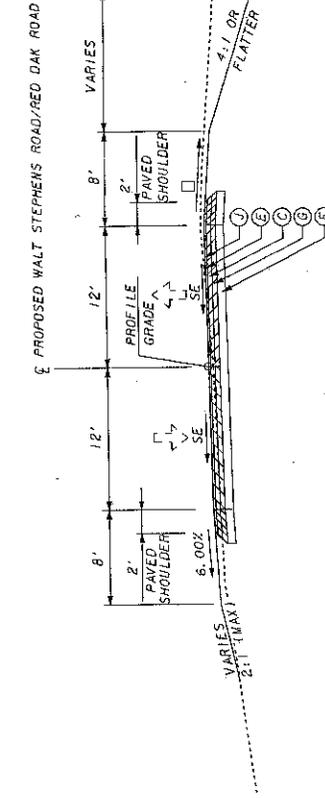


TYPICAL SECTION 8
 TANGENT SECTION
 WALT STEPHENS ROAD/RED OAK ROAD

SLOPE CONTROL FILL & CUT	
SLOPE	HEIGHT FROM SHLD. FT.
4:1	0'-10'
2:1	OVER 10'

* GUARDRAILS REQUIRED ON ALL SLOPES.

- NOTES:
- TYPICAL SHOULDER DETAIL FOR SEE GUARDRAIL ON SHEET NO. 5-04
 - USE LEVELING AS NEEDED FOR TIE-IN PURPOSES.
- ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPE NOT TO EXCEED 8.0%



TYPICAL SECTION 9
 SUPERELEVATED SECTION
 WALT STEPHENS ROAD/RED OAK ROAD

- REQUIRED PAVEMENT:
- (E) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LBS/SY
 - (C) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SY
 - (G) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS/SY
 - (F) GR AGOR BASE CRS, 12 INCH, INCL MATL
 - (J) LEVELING, AS NEEDED

PARSONS 3877 PARKWAY LANE, SUITE 100 NORCROSS, GA 30062		REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF INNOVATIVE PROGRAM DELIVERY
		TYPICAL SECTIONS WALT STEPHENS ROAD/RED OAK ROAD DRAWING NO. 5-05 1-75 WIDENING	
NOT TO SCALE			

ATTACHMENT 3

Crash Summaries

3. Crash Analysis

The most recent three years (2006 – 2008) crash data 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		Not a Collision w/ A Motor Vehicle		Read End		Sideswipe		Total
2006	1	2.5%	6	15.0%	23	57.5%	10	25.0%	40
2007	0	0.0%	11	33.3%	15	45.5%	7	21.2%	33
2008	5	9.8%	15	29.4%	20	39.2%	11	21.6%	51

The data indicates that a total of 40, 33 and 51 crashes occurred on I-75 northbound between Eagles Landing Parkway/Hudson Bridge Road and I-675 within the project limits in 2006, 2007 and 2008, respectively. Among all types of crashes, rear end crash occurred more frequently than others in all three years. The crash record indicates that the reported angle crashes occurred when the vehicles were making lane changes.

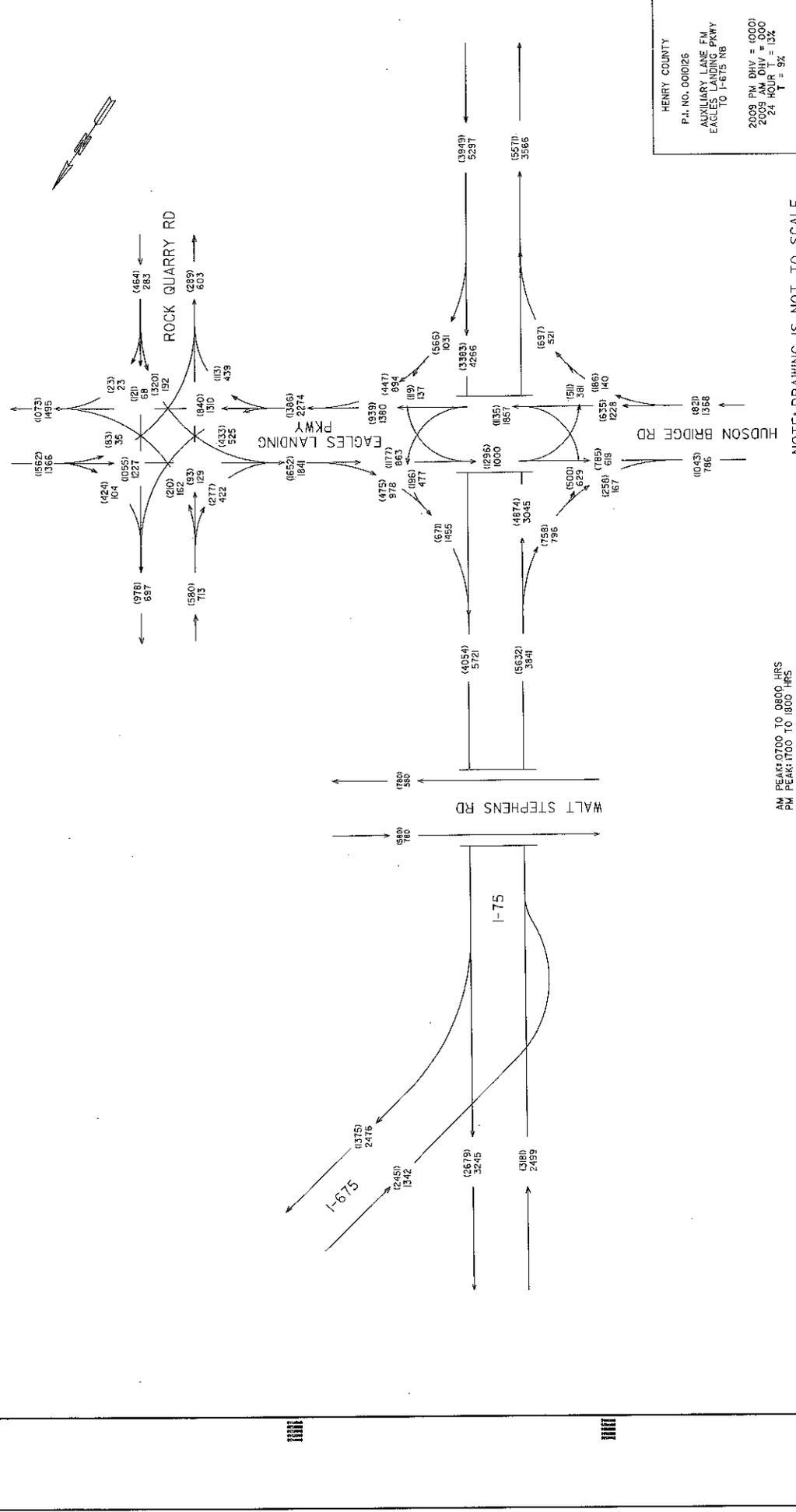
Table 2 Crash Rates Summary

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	0	0.00	0.73	9	29	69	40	128	200
2007	0	0.00	0.58	12	39	63	33	108	186
2008	0	0.00	0.62	12	40	63	51	172	187

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. There was no crash with fatality occurred in these three years, and the injury rate and overall crash rate for this segment of I-75 within the project limits were lower than statewide average rates for urban interstate highway.

ATTACHMENT 4

Traffic Diagrams



NOTE: DRAWING IS NOT TO SCALE.

AM PEAK: 0700 TO 0900 HRS
 PM PEAK: 1700 TO 1900 HRS

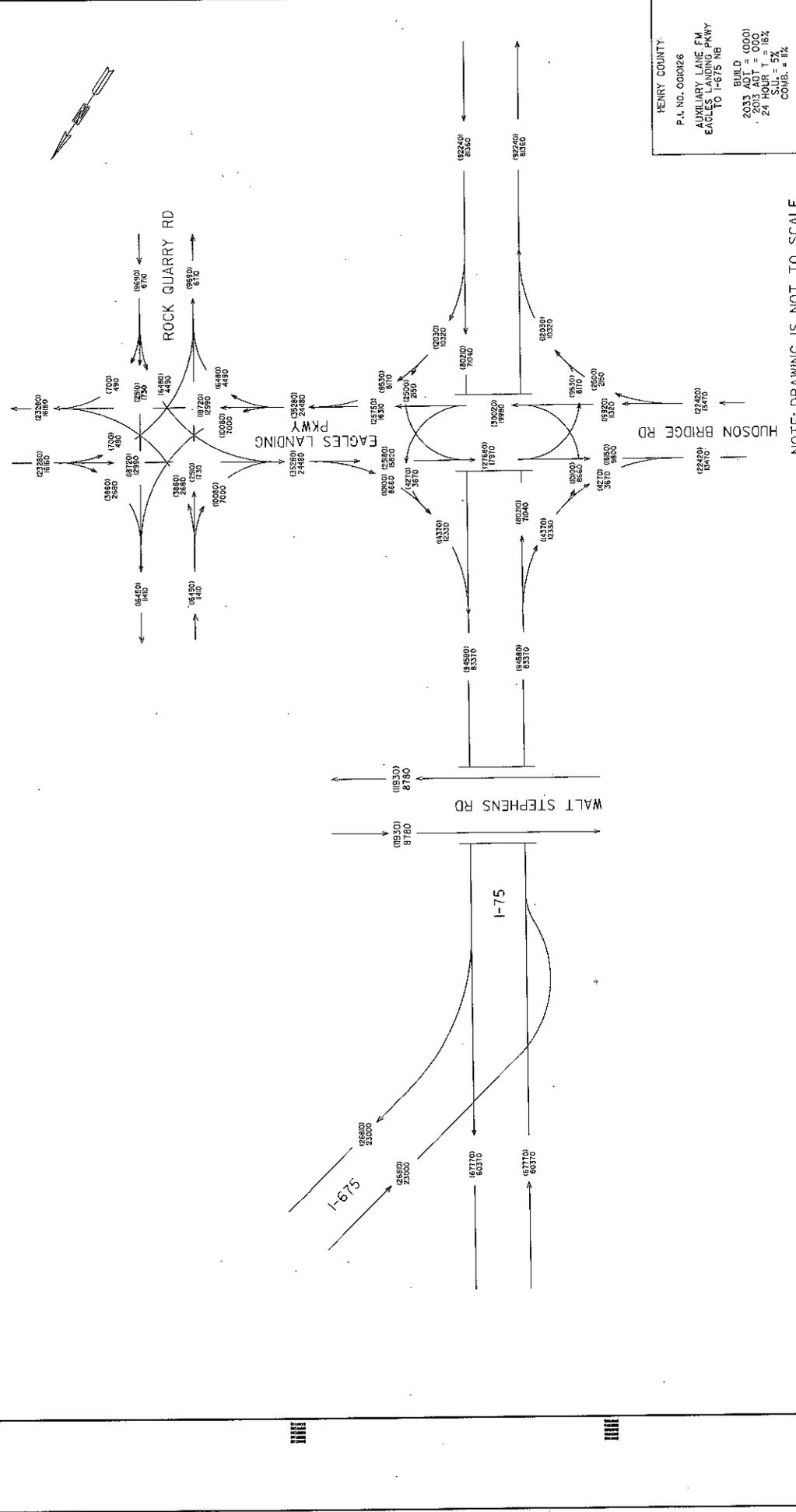
HENRY COUNTY
 P.L. NO. 0010125
 AUXILIARY LANE FM
 EAGLES LANDING PKWY
 TO I-675 NB
 2008 PM DMY = 1000
 2009 AM DMY = 000
 24 HOUR T = 13%
 T = 9%

REVISION DATES	OFFICE

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
PARSONS
 3877 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOT TO SCALE

DRAWING NO. 10-02



HENRY COUNTY
 P.L. NO. 000026
 AUXILIARY LANE FM
 EAGLES LANDING PKWY
 TO I-91 NB
 BUILD
 2033 ADT = 6000
 2013 ADT = 6000
 24' CURB = 15%
 SLOPE = 12%
 COMB. = 12%

NOTE: DRAWING IS NOT TO SCALE.

PARSONS 3877 PARKWAY LANE, SUITE 100 NORCROSS, GA 30092		REVISION DATES
NOT TO SCALE		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE:
TRAFFIC DIAGRAM		DRAWING NO. 10-06

ATTACHMENT 5

Capacity Analysis Summary

Capacity Analysis

I-75 Northbound Auxiliary Lane
from Eagle Landing Parkway to I-675
(P.I. 0010126)

1. Existing Condition

Capacity analysis was performed for the existing geometric and traffic control condition for basic freeway segments, ramp merge and diverge areas, and signalized intersections for 2009 a.m. and p.m. peak hours. Highway Capacity Software (HCS) was used for freeway analysis and SYNCHRO was used for intersections analysis. The analysis results for freeway and signalized intersections are summarized in Tables 1 and 2, respectively.

Table 1 Capacity Analysis Results for I-75 Northbound Freeway (2009 Existing)

Location	A.M.		P.M.	
	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	22.8	C	18.0	C
On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	13.3	B	3.0	A
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd and I-675	32.8	D	21.6	C
Off-ramp (Diverge) to I-675	16.6	B	11.8	B
Freeway Segment between I-675 and SR 138	17.3	B	14.3	B

The freeway capacity analysis results indicate that all freeway segments and merge and diverge areas within the study area currently operate at LOS D or better during both a.m. and p.m. peak hours.

Table 2 Capacity Analysis Results for Signalized Intersections (2009 Existing)

Intersection	A.M.		P.M.	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Eagles Landing Pkwy at Rock Quarry Rd/Patrick Henry Pkwy	20.3	C	24.6	C
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Northbound Ramp	22.7	C	10.6	B
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Southbound Ramp	19.7	B	15.7	B

The intersection capacity analysis results shown in Table 2 indicate that both ramp intersections at Eagles Landing Parkway/Hudson Bridge Road interchange and the intersection at Rock Quarry Road/Patrick Henry Parkway which is adjacent to the northbound ramp currently operate at LOS C or better during both a.m. and p.m. peak hours.

2. No-Build Condition

Capacity analysis was performed for no-build condition for the a.m. and p.m. peak hours for 2013 and 2033. The analysis results for freeway and intersections are summarized in Table 3 and 4, respectively.

As shown in Table 3, the analysis results indicate that the freeway segment between Eagles Landing Parkway/Hudson Bridge Road and I-675 will operate at LOS E during the a.m. peak hour in 2013. Other freeway segments and ramp merge and diverge areas will operate at LOS C or better during both a.m. and p.m. peak hours. In 2033, the northbound segment between Eagles Landing Parkway and I-675 will operate at LOS F due to that the capacity is exceeded. For the same reason, the merge area for the

on-ramp from Eagles Landing Parkway will operate at LOS F as well. The analysis indicates that improvement to the northbound segment between Eagles Landing Parkway/Hudson Bridge Road is needed.

Table 3 Capacity Analysis Results for I-75 Northbound Freeway (2013 and 2033 No-Build)

Location	2013				2033			
	A.M.		P.M.		A.M.		P.M.	
	Density (pc/mi/ln)	LOS						
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	25.1	C	19.9	C	30.6	D	23.2	C
On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	16.4	B	5.1	A	*	F	9.0	A
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd and I-675	39.1	E	23.9	C	>45	F	28.6	D
Off-ramp (Diverge) to I-675	18.2	B	13.0	B	21.3	C	15.1	B
Freeway Segment between I-675 and SR 138	19.0	C	15.8	B	22.2	C	18.3	C

* Freeway capacity exceeded and density was not calculated (Highway Capacity Manual 2000 methodology).

Table 4 Capacity Analysis Results for Signalized Intersections (2013 and 2033 No-Build)

Intersection	2013				2033			
	A.M.		P.M.		AM		PM	
	Delay (sec/veh)	LOS						
Eagles Landing Pkwy at Rock Quarry Rd/Patrick Henry Pkwy	23.8	C	29.4	C	47.6	D	56.5	E
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Northbound Ramp	28.5	C	11.9	B	71.6	E	15.9	B
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Southbound Ramp	22.1	C	16.2	B	35.3	D	22.2	C

The analysis results included in Table 4 indicate that for no-build condition, both ramp intersections at Eagles Landing Parkway/Hudson Bridge Road interchange and the intersection at Rock Quarry Road/Patrick Henry Parkway will operate at LOS C or better during both a.m. and p.m. peak hours in 2013. In 2033, Eagles Landing Parkway at Rock Quarry Road/Patrick Henry Parkway intersection will operate at LOS D and E in the a.m. and p.m. peak hour, respectively. Eagles Landing Parkway at I-75 Northbound Ramp intersection will operate at LOS E in the a.m. peak hour and LOS B in the p.m. peak hour. The intersection of Eagles Landing Parkway at I-75 Southbound Ramp will operate at LOS D or better during both a.m. and p.m. peak hours.

3. Build Condition

Compared to no-build condition, the build condition includes the addition of the auxiliary lane to I-75 northbound between Eagles Landing Parkway/Hudson Bridge Road on-ramp and I-675 northbound. For northbound on-ramp merge area at Eagles Landing Parkway/Hudson Bridge Road, the upstream mainline will have 3 lanes and the downstream mainline will have 4 lanes. Capacity analysis results for freeway and intersections are summarized in Table 5 and Table 6, respectively.

Table 5 Capacity Analysis Results for I-75 Northbound Freeway (2013 and 2033 Build)

Location	2013				2033			
	A.M.		P.M.		A.M.		P.M.	
	Density (pc/mi/ln)	LOS						
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd Interchange On and Off Ramps	25.1	C	19.9	C	30.6	D	23.2	C
On-ramp (Merge) from Eagles Landing Pkwy/Hudson Bridge Rd	*	Capacity not exceeded						
Freeway Segment between Eagles Landing Pkwy/Hudson Bridge Rd and I-675	24.8	C	17.5	B	30.4	D	20.3	C
Off-ramp (Diverge) to I-675	18.2	B	13.0	B	21.3	C	15.1	B
Freeway Segment between I-675 and SR 138	19.0	C	15.8	B	22.2	C	18.3	C

* This is a major merge area for the build condition. Capacity check was performed for upstream freeway segment, downstream freeway segment and ramp roadway and no density was calculated (Highway Capacity Manual 2000 methodology).

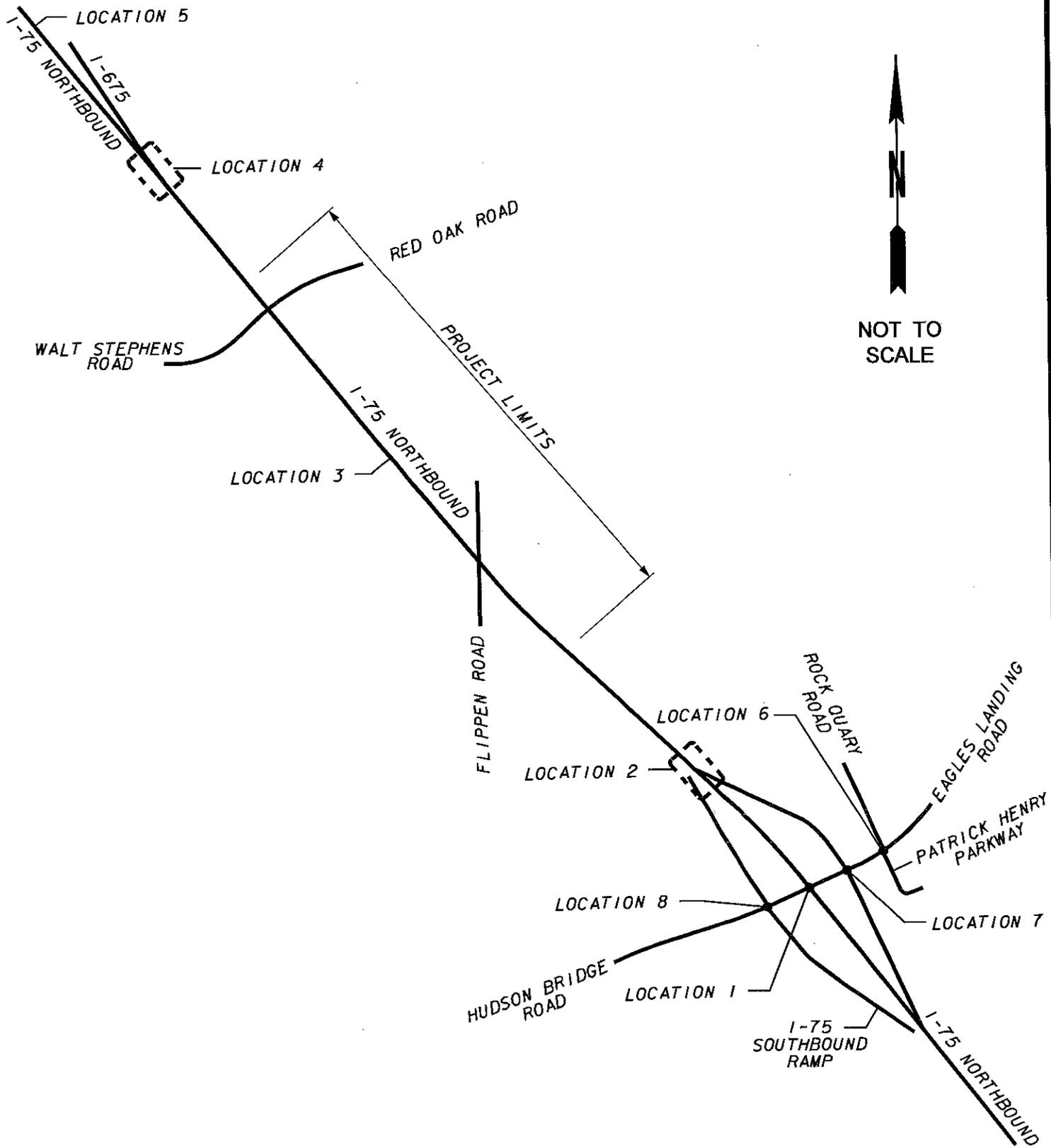
The capacity analysis results indicate that with the auxiliary lane added, the freeway segment between Eagles Landing Parkway/Hudson Bridge Road on-ramp and I-675 will operate at LOS C or better during both a.m. and p.m. peak hours in 2013. Other freeway segments and ramp merge and diverge areas within the study area will operate at LOS C or better as well. In 2033, this segment of freeway will operate at LOS D or better, and other freeway segments and ramp merge and diverge areas within the study area will operate at LOS D or better as well.

Table 6 Capacity Analysis Results for Signalized Intersections (2013 and 2033 Build)

Intersection	2013				2033			
	A.M.		P.M.		AM		PM	
	Delay (sec/veh)	LOS						
Eagles Landing Pkwy at Rock Quarry Rd/Patrick Henry Pkwy	23.8	C	29.4	C	47.6	D	56.5	E
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Northbound Ramp	28.5	C	11.9	B	71.6	E	15.9	B
Eagles Landing Pkwy/Hudson Bridge Rd at I-75 Southbound Ramp	22.1	C	16.2	B	35.3	D	22.2	C

For build condition, both ramp intersections at Eagles Landing Parkway/Hudson Bridge Road interchange and the intersection at Rock Quarry Road/Patrick Henry Parkway will operate at LOS C or better during both a.m. and p.m. peak hours in 2013. In 2033, Eagles Landing Parkway at Rock Quarry Road/Patrick Henry Parkway intersection will operate at LOS D and E in the a.m. and p.m. peak hour, respectively. Eagles Landing Parkway at I-75 Northbound Ramp intersection will operate at LOS E in the a.m. peak hour and LOS B in the p.m. peak hour. The intersection of Eagles Landing Parkway at I-75 Southbound Ramp will operate at LOS D or better during both a.m. and p.m. peak hours.

Traffic simulation indicates that in the design year, the 95 percentile queue on the northbound off-ramp at Eagles Landing Parkway/Hudson Bridge Road is approximately 400' which is much shorter than the length of the ramp (approximately 2000'). The ramp traffic will not queue back onto the freeway, so the operation of the intersection will not affect the operation of the freeway off-ramp diverge area adversely. The on-ramp merge area was analyzed with peak hour traffic volume which already represents the worst case scenario; therefore, the operation of the ramp intersections would not have any further impact on the operation of the on-ramp merge area.



TRAFFIC STUDY MAP - LOCATIONS ANALYZED

ATTACHMENT 6

Bridge Inventory Data



Processed Date: 2/1/2011

Bridge Inventory Data Listing

I-75 Bdy over Flippen Road

Parameters: Bridge Serial Num

SUFF. RATING: 63.22

Structure ID: 151-0042-0

Henry

Location & Geography

Structure ID: 151-0042-0

200 Bridge Information: 06

*6A Feature Int: FAS 1794 FLIPPEN ROAD

*6B Critical Bridge: 0

*7A Route No Carried: SR00401

*7B Facility Carried: I-75

9 Location: 2 MI S OF STOCKBRIDGE

2 Dot District: 3

207 Year Photo: 2009

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

*92A Fract Crk 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 31.0720 HMMS Prefix: SR

*17 Longitude: 84 -14.7020 HMMS Suffix: 00 MP: 225.22

*98 Border Bridge: 000% Shared: 00

*99 ID Number: 0000000000000000

*100 STRAHEAD: 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: 017.36

*208 Inspection Area: 3

Engineer's Initials: sgm

* Location ID No: 151-00401D-225.22N

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: 4

Bridge Median Width: 2

230 Guardrail Loc. Dir. Rear: 3

Fwd: 8

Oppo. Dir. Rear: 7

Oppo. Fwd: 6

244 Approach Slab: 3

224 Retaining Wall: 0

*232 Posted Speed Limit: 65

236 Warning Sign: 0.00

234 Delineator: 1.00

235 Hazard Boards: 1

237 Utilities Gas: 00

Water: 00

Electric: 22

Telephone: 24

Sewer: 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

*248 County Continuity No.: 00

*104 Highway System: 1

*26 Functional Classification: 11

*304 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: 1989

106 Year Reconstructed: 1986

33 Bridge Medium: 3

34 Slew: 38

35 Structure Flared: 0

38 Navigation Control: N

213 Special Steel Design: 0

267 Type of Paint: 5

*42 Type of Service On: 1

Type of Service Under: 1

214 Movable Bridge: 0

203 Type Bridge: 0

299 Pile Encasement: 3

*43 Structure Type Maint: 3 02

45 No Spans Maint: 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: 6

Deck Protection: 8

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Processed Date: 2/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID: 151-0042-0

Parameter Name	Value	Year	Rating
201 Project No:	IR-75-2 (138)	144730	1
202 Plans Available:	4		1
249 Prop Proj No:	00000000000000000000000000000000		2 Rating: 20
250 Approval Status:	0000		2 Rating: 20
251 PI Number:	00000000		
252 Contact Date:	02/01/1901		21 0
260 Seismic No:	000000		22 0
75 Type Work:	00 0		21 0
94 Bridge Imp. Cost:	\$0		28 0
95 Roadway Imp. Cost:	0		24 0
96 Total Imp Cost:	0		29 0
76 Imp Length:	000000		20
97 Imp Year:	0000		33
114 Future ADT:	217085	Year: 2027	4
Inventory Rating Method:			6
Operating Rating Method:			7
Inventory Type:			0
Operating Type:			7
Calculated Loads:			N
H-Modified:			N
HS-Modified:			N
Type 3:			N
Type 3a2:			N
Timber:			N
Piggyback:			N
261 H Inventory Rating:			9
262 H Operating Rating:			4
67 Structural Evaluation:			8
58 Deck Condition:			N
59 Superstructure Condition:			N
* 227 Collision Damage:			N
60A Substructure Condition:			N
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
Positive Data			
70 Bridge Posting Required			5
41 Struct. Open, Posted, CL:			A
* 103 Temporary Structure:			0
232 Posted Loads			00
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
109% Tracks:	0		
* 28 Lanes On:	.07	Under: 02	
210 No. Tracks On:	00	Under: 00	
* 48 Max. Span Length	0072		
* 49 Structure Length:	182		
81 Br. Rwdy. Width	145.30		
82 Deck Width:	150.60		
* 47 Tot. Horiz. Cl:	81		
30 Cub / Sidewalk Width	0.00 / 0.00		
32 Approach Rswy. Width	116		
* 229 Shoulder Width:	10.00	Type: 2 Rt: 12.00	
Rear Lt:	10.00	Type: 2 Rt: 12.00	
Fwd. Lt:			
Permanent Width:			
Rear:	36.00	Type: 2	
Intersection Rear:	36.00	Type: 2	
36 Safety Features Br. Rail:	0	Fwd: 0	
Transition:	2		
App. G. Rail:	1		
App. Rail End:	1		
53 Minimum Cl. Over:	99' 99"		
Under:			
* 228 Minimum Vertical Cl			
Act. Odm Dir:	99' 99"		
Oppo. Dir:	99' 99"		
Posud Odm. Dir:	00' 00"		
Oppo. Dir:	00' 00"		
55 Lateral Underscl. Rt:	H 0 0		
56 Lateral Underscl. 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: 1999 Sub: 0000		



Processed Date: 2/1/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

SUFF. RATING: 61.35

Henry

Structure ID: 151-0063-0

Location & Geography

Structure ID: 151-0063-0
 200. Bridge Information: 07
 *6A Feature Int: I-75
 *6B Critical Bridge: 0
 *7A Route No Carried: CR000680
 *7B Facility Certified: RED OAK ROAD
 9 Location: 2 MI SW OF STOCKBRIDGE
 2 Dist District: 3

207 Year Photo: 2009
 *91 Inspection Frequency: 24 Date: 01/13/2009
 92A Freq 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 Piles Code: 00000
 *5 Inventory Route(O/U): 1

Type: 5
 Designation: 1
 Number: 09321
 Direction: 0
 *16 Latitude: 39 31.6870 HMMS Prefix
 *17 Longitude: 84 - 15.2550 HMMS Suffix: WP-0.00
 98 Border Bridge: 060% Structure: 0000000000000000
 99 ID Number: 0
 *100 STRAHNET: 1

12 Base Highway Network: 1512066000
 13A LRS Inventory Route: 0
 13B Sub Inventory Route: N
 101 Parallel Structure: 2
 *102 Direction of Traffic: 001.76
 *264 Road Inventory Mile Post: 3 Initials: ZFP
 *208 Inspection Area: sign
 * Location ID No: 151-09321M-001.81E

Signs & Attachments

*104 Highway System: 0
 *26 Functional Classification: 16
 *204 Federal Route Type: M No: 09321
 103 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 0000.00
 217 Benchmark Elevation: 0
 218 Datum: 07
 *19 Bypass Length: 3
 *20 Toll: 01
 *21 Maintenance: 01
 *22 Owner: 5
 *21 Design Load: 5
 37 Historical Significance: 13
 205 Congressional District: 1968
 27 Year Constructed: 0000
 106 Year Reconstructed: 0
 33 Bridge Medium: 00
 34 Slaw: 0
 35 Structure Flared: N
 38 Navigation Control: 0
 213 Special Steel Design: 2
 267 Type of Pallet: 1
 *42 Type of Service Out: 1
 Type of Service Under: 0
 214 Movable Bridge: 0
 203 Type Bridge: 3
 259 Pile Encasement: 3.02
 *43 Structure Type Maint: 004
 45 No Spans Maint: 0
 44 Structure Type Appr: 0000
 46 No Spans Appr: 0 Vert: 0
 228 Bridge Curve Horiz: 0
 111 pier Protection: 1
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 8
 Membrane Type: 8
 Deck Protection: 8

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
 Fwrd: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazard 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: 2/1/2011

Parameters: Bridge Serial Num

Structure ID: 151-0063-0	Measurement:	01/39/10	Year: 2007
201 Project No:	*29 ADT	0	
202 Plans Available:	109% Trucks:	02	Under: 06
249 Prop Proj No:	* 28 Lanes On:	00	Under: 00
250 Approval Status:	210 No. Tracks On:	0070	
251 PI Number:	* 48 Max. Span Length:	208	
252 Contract Date:	* 49 Structure Length:	30.50	
260 Seismic No:	51 Br. Rwyd. Width:	34.80	
75 Type Work:	52 Deck Width:	31	
94 Bridge Imp. Cost:	* 47 Tot. Horiz. Cl:	0.80 / 0.80	
95 Roadway Imp. Cost:	30 Comb / Sidewalk Width:	024	
96 Total Imp. Cost:	32 Approach Rwy. Width:	8.00	Type: 8 Rt: 8.00
76 Imp. Length:	* 228 Shoulder Width:	8.00	Type: 8 Rt: 8.00
97 Imp. Year:	Rear Lt:		
114 Planes ADT:	Fwd. Lt:		
Inventory Data:	Permanent Width:		
215 Waterway Date:	Rear:	24.00	Type: 8
High Water Elev:	Intersection Rear:	24.00	Type: 2
Flood Elev:	36 Safety Features Br. Rail:	0	Fwd: 0
Avg Streambed Elev:	Transition:	2	
Drainage Area:	App. G. Rail:	2	
Area of Opening:	App. Rail End:	2	
113 Scour Critical:	53 Minimum Cl. Over:	99' 99"	
218 Water Depth:	Under:		
222 Slope Protection:	* 228 Minimum Vertical Cl:		
221 Slope Protection:	Act. Cdm. Dir.:	99' 99"	
219 Fender System:	Oppo. Dir.:	00' 00"	
220 Dolphin:	Posted Out. Dir.:	00' 00"	
233 Current Cover:	Oppo. Dir.:	H 10 10	
Type:	55 Lateral Undercl. Rt.:	18.40	
No. Bents:	56 Lateral Undercl. Lt.:	99' 99" Dir: 0	
* Width:	* 10 Max. Min Vert Cl:	000 Horiz: 0000	
* Length:	39 Nav Vert Cl:	000	
265 U/W Insp. Area:	116 Nav Vert Cl Closed:	8.50	
.Location ID No:	245 Deck Thickness Main Deck Thick Approach:	0.00	
	246 Overlay Thickness:	0.00	
	212 Year Last Painted:	Sup: 1997 Sub: 0000	
	65 Inventory Rating Method:		2
	83 Operating Rating Method:		2
	86 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
	261 H Inventory Rating:		23
	262 H Operating Rating:		39
	67 Structural Evaluation:		5
	48 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. Horiz/Vert:		6
	72 Appr. Alignment:		5
	62 Culvert:		N
	Profile 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
	256 Fed Notify Date:		2/1/1901 12:00:00AM

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ATTACHMENT 7

Initial Concept Team Meeting Minutes

August 16, 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 August 16, 2010 at the Georgia Department of Transportation (GDOT), General Office at One Georgia Center, Atlanta, Georgia. Purpose of the meeting was to provide FHWA project information and to collaborate on the level of NEPA document that is appropriate 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 at the meeting.

1. Mike Dover opened the meeting giving an overview of the projects and the intent of the meeting to provide FHWA enough project information to allow FHWA to determine the level of NEPA document that will be required.
2. PI Numbers 0003436 & 0003167 are the two original projects created from the HOV Implementation Plan. These two projects would add two barrier-separated managed lanes in each direction from S.R. 155/McDonough Road to Eagles Landing Parkway/Hudson Bridge Road to S.R. 54 (P.I. 0003436).
3. Because of the funding constraints, phased construction is to be utilized to construct the two managed lanes in each direction under P.I. 0003436 and P.I. 0003167. P.I. 0009156, P.I. 0009157 and P.I. 0010126 are identified as the first phase projects and are scheduled to be adopted into the Transportation Improvement Program (TIP) in September 2010. No baseline schedules have been created because they currently are not included in the TIP. They are proposed to be funded through the Governor's Bond Program and are identified as the second priority in the Program, and will need to be approved by GDOT's State Board in Spring 2011.
4. P.I. 0009156 and 0009157 involve the construction of one concurrent managed lane in each direction via inside widening from S.R. 155/McDonough Road to Eagles Landing Parkway/Hudson Bridge Road and from Eagles Landing Parkway/Hudson Bridge Road to S.R. 138/Stockbridge Highway. The managed lane will include one 12-foot lane with 2-foot buffer. No Right-of-Way impact is anticipated.
5. PI Number 0010126 will add a northbound auxiliary lane along I-75 from Eagles Landing Parkway/Hudson Bridge Road to I-675.
6. GDOT is expected to deliver P.I. 0009156, 0009157 and 0010126 through design-build contracting.
7. Detailed information was presented for project 0010126. The auxiliary lane will widen I-75 northbound between Eagles Landing Parkway/Hudson Bridge Road and I-675. This project

also includes building a new bridge over I-75 to replace the existing Walt Stephens Road. The new bridge will be designed and built to accommodate the final build out of two managed lanes in each direction (P.I. 0003436 and P.I. 0003167), as well as the northbound auxiliary lane (P.I. 0010126). The new Walt Stephens Road Bridge will be built parallel to the existing bridge to maintain traffic during construction with no bridge closure anticipated. Work on Walt Stephens Road will include new approaches that will impact approximately 1 to 3 parcels. GDOT has not determined if the Right-of-Way acquisition services will be included in the design-build contract and will depending on timing of the advertisement for the design-build project. This project also includes widening of the northbound I-75 bridge over Flippen Road. The NEPA document is expected to be approved in mid 2011.

8. Shawn Reese mentioned that a coordination meeting for the auxiliary lane project was held with FHWA's Katy Allen and Leon Kim on March 6, 2008. When the auxiliary lane/Walt Stephens Road realignment was presented at that meeting it was to be part of P.I. 0009157. At the time of the meeting P.I. 0009156 and P.I. 0009157 involved the construction of two managed lanes to be used as High Occupancy Vehicle (HOV) lanes, and one Categorical Exclusion (CE) was anticipated for both projects. Ms. Allen stated that the CE document should be sufficient for the additional project scope, auxiliary lane construction and Walt Stephens Bridge replacement being proposed for 0009157. Parsons provided FHWA a copy of meeting minutes from the March 6, 2008 discussion.
9. With respect to the level of NEPA document, GDOT requested that FHWA consider allowing P.I. 0010126 to remain a Categorical Exclusion (CE) and as a standalone project; and that one CE be developed for P.I. 0009156 and 0009157 with the exception that GDOT implement a public outreach effort similar to an Environmental Assessment (EA) excluding the PHOH requirement. This is a similar approach to NEPA as the I-85 Managed Lanes project (P.I. 110600 & 110610, Gwinnett County).
10. GDOT has discussed the projects with the State Road and Tollway Authority (SRTA), and will continue collaborating with SRTA as the project develops. There are interoperability matters which need to be discussed and resolved in order for the tolling system in Georgia to be seamless.
11. GDOT is also coordinating tolling signage consistency with GDOT traffic ops.
12. Detailed information was presented for projects 0009156 and 0009157. GDOT has not determined if the managed lanes will be opened as HOT3+ or Express Toll Lane (ETL) Traffic analysis will be performed for both options. FHWA stated that it must be declared in the CE
13. Cost of the projects was discussed and generally described below:

PI	PHASE	EST COST
0009156	CST	\$46,708,896.00
0009157	CST	\$20,395,699.29
0010126	ROW	\$ 75,000.00
0010126	CST	\$10,628,036.22

14. FHWA asked about costs for utility relocations. It is expected that these costs will be nominal, however, GDOT will pursue a Memorandum of Understanding (MOU) with each utility owner as well as a preliminary utility cost estimate.
15. The group discussed the status of special studies related to the environmental documents for all projects.
16. The group discussed the need for a project specific tolling Expression of Interest (EoI). The EoI for this project will be prepared by GDOT, with support from HNTB, and will be provided to FHWA GA Division for an initial review. It is expected that the EoI will be submitted to FHWA GA Division for review within the next four weeks
17. GDOT restated that the purpose of today's discussion was to get preliminary guidance from FHWA regarding the level for the environmental documentation.
 - FHWA stated that they would take the request back to their office and discuss with their colleagues.
18. FHWA stated that a Public Involvement Plan would be required for a CE with an EA level of public involvement.
19. GDOT stated that they would like to get the projects out to the public before the end of the year. The level of detail will be similar to that of the I-85 Express Lanes Project (P.I. 0009295).
20. GDOT OES asked about the status of the environmental studies. An update was given by Susan Thomas. The history report for P.I. 0009156 and P.I. 0009157 was submitted to GDOT OES on July 19, 2010. There is one eligible resource; it was identified previously under the original projects, P.I. 0003436 and P.I. 0003167. The history report for P.I. 00101026 will be submitted after receiving comments for the history report for P.I. 0009156 and P.I. 0009157. Archaeology report for P.I. 0010126 was submitted to GDOT OES on August 3, 2010; the ecology report is underway and the NTP for the noise and air analyses has been given.
21. GDOT OES suggested submitting a memo instead of a history report for P.I. 0010126 since the study area for P.I. overlaps the study are for P.I. 009156 amd P.I. 0009157.
22. FHWA inquired about the Environmental Justice (EJ) special study for P.I. 0009156 and P.I. 0009157 and stated the users of the facility are not just limited to the population and residents along the corridor.
23. The group discussed the including information for P.I. 0010126 when public meetings are conducted for P.I. 0009156 and 0009157.
24. GDOT inquired if a design exception would be required for the proposed 4 foot-10 inch inside shoulder for P.I. 000 9156 and P.I. 0009157. FHWA stated that a 10 foot shoulder is required and that a design exception would be required since the inside shoulder could potentially be used as a refuge if a vehicle were to break down in the adjacent general purpose lane.
25. The group discussed any possible need for an IMR. After some discussion, FHWA tentatively concurred that an IMR will not be required for P.I. 0010126.

Next Steps

- FHWA will review the project data in an effort to provide GDOT with preliminary guidance as to the level of NEPA document
- Parsons prepare a draft Design Exception for the use of 4'10" shoulders in areas where 10' is required and provide to GDOT for initial review.
- GDOT, with support from HNTB, will prepare a draft tolling Expression of Interest (EoI) for P.I. 0009156 and 0009157.

Meeting Attendees:

Name	Organization	Phone	Email
Rob Lewis	HNTB	404-556-2981	rtlewis@hntb.com
Mike Dover	GDOT – Innovative Program Delivery	404-631-1733	m Dover@dot.ga.gov
Shawn Reese	Parsons	678-969-2457	Shawn.Reese@parsons.com
Stuart Tyler	Parsons	202-469-6481	Saurabh.Bhattacharya@parsons.com
Xuejun Fan	Parsons	678-969-2322	Xuejun.fan@parsons.com
Kevin McKeen	Parsons	678-969-23	Kevin.McKeen@parson.com
Susan Thomas	Edwards-Pitman	770-333-9484	stthomas@edwards-pitman.com
Josh Earhart	Edwards-Pitman	770-333-9484	jeearhart@edwards-pitman.com
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
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Chetna P. Dixon	FHWA	404-562-3655	Chetna.Dixon@dot.gov
Mindy Roberson	FHWA	404-562-3652	Melinda.roberson@dot.gov
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Mark Bagherpour	HNTB	404-946-5700	mbagherpour@hntb.com

ATTACHMENT 8

Concept Team Meeting Minutes

December 15, 2010

TO: Meeting Attendees (see attached list)

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

**SUBJECT: Concept Team Meeting
I-75 Auxiliary Lane from south of Flippen Road to north of Walt Stephens Road,
Henry County**

P.I Number 0010126

A Concept Team meeting was held on December 7, 2010 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 giving an overview of the projects and the intent of the meeting.
 - CE level NEPA documentation is being prepared and approval is anticipated in October 2011.
 - The project will be delivered via design-build.
 - The project will be funded solely by the General Obligation Bonds.
 - The proposed Walt Stephens Road Bridge will be constructed on an offset alignment.
 - The proposed Walt Stephens Road Bridge will be constructed in stages to eliminate the need for right-of-way and to ensure access on the existing bridge is maintained during construction.
 - Mike turned over the meeting to Kevin McKeen.

2. Kevin 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 project is 1.2 miles long and includes the widening of I-75 northbound mainline for an auxiliary lane between Eagles Landing Parkway and I-675 in Henry County. To accommodate the proposed auxiliary lane, additional proposed improvements includes the replacement of the existing Walt Stephens/Red Oak Road Bridge and the widening of I-75 northbound bridge over Flippen Road Bridge.
 - One stream was identified east of I-75 bridge over Flippen Road within the project limits, however no impact to the stream is anticipated. A retaining wall will be constructed to stay out of the 25' stream buffer.
 - 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.

- Construction of the proposed Walt Stephens Road Bridge will be staged to allow the bridge to remain open and eliminate the need for right-of-way.
 - No right-of-way will be required for the project.
 - A retaining wall will be constructed along the driveway of property at the southeast quadrant of I-75 and Walt Stephens Road.
3. The project concept report was reviewed and opened up for comments and discussion. The related comments are as follows:

Cover Sheet – Page 1

- The “Recommendation for Approval” signatures will be updated to follow the current Plan Development Process (PDP).

Project Location Map – Page 2

- No comment.

Pages 3, 4 and 5

- Kevin McKeen stated that the Need and Purpose has been approved by GDOT – Office of Environmental Services and the Office of Planning.
- Delete any reference to requiring additional right-of-way mentioned in Community Issues on page 5, since no right-of-way will be necessary for this project.
- Clarify the phrase “to provide sufficient room” mentioned in Community Issues on page 5.
- FHWA requested more clarity on the capacity/operational issue stated in the Need and Purpose Statement on page 5.
- Susan Thomas with Edwards-Pitman, in response to a question regarding noise walls, stated that any required noise walls would be constructed within existing right-of-way.

Page 6

- In the “Description of the proposed project”, revise “Flippen Road Bridge over I-75” to “I-75 Bridge over Flippen Road”.
- Traffic (AADT) should be revised as follows:
 - I-75: Base Year: (2012) 165,680
 - Design Year: (2015) 172,620
 - Walt Stephens Road: Base Year: (2012) 17,300
 - Design Year: (2032) 23,600

Page 7

- Specify the proposed maximum grade of I-75 northbound mainline rather than “Match Existing” as stated in the “Proposed Design Features” section.

Page 8

- Revise “Maximum super-elevation rate” to “Maximum proposed super-elevation rate” for the I-75 northbound mainline in the “Proposed Design Features” section.
- Specify the Length and Width of the proposed bridge at Walt Stephens Road/I-75.

Page 9

- James Gordon with GDOT-ITS, stated that any ITS/Poles impacted by the I-75/Flippen Road bridge widening will have to be moved to the edge of the existing right-of-way.

Page 10

- Project Cost Estimates and Funding Responsibilities:
 - Mitigation cost by GDOT should be revised from TBD to N/A.
- Project Activities Responsibilities:
 - Relocation of Utilities should be revised from GDOT to Design-Build Team.
 - Providing material pits should be revised from Contractor to Design-Build Team.
- Coordination:
 - Public involvement: FHWA requested to be kept involved in the Noise Barrier Targeted Outreach proposed plan.

Page 11

- Revise schedule to reflect begin and end dates per the new PDP.

Page 12

- Attachments:
 - Revise “Accident Summaries” to “Crash Summaries” under Item #3.

Page 13

- No comments.

Attachment 1 – Cost Estimates

- a. Construction including E&C
 - Revise the cost estimates to reflect one project.
 - Add line items for ITS and retaining wall.
- b. Asphalt/Fuel Price Index Spreadsheet
 - No comments.
- c. Utilities
 - No comments.

Attachment 2 – Typical Sections

- Revise the section numbers.
- Kevin McKeen asked the District, whether the proposed widening can be asphalt near Walt Stephens where I-75 mainline changes to concrete. Mike Dover responded stating that, based on earlier discussions, this would be acceptable, since it is only over a short distance of approximately 400 feet.

Attachment 3 – Accident Summaries

- Revise “Accident Summaries” to “Crash Summaries”.

Attachment 4 – Traffic Diagrams

- FHWA asked if traffic volumes for Walt Stephens Road are available. Xuejun Fan with Parsons indicated that no traffic counts were collected for Walt Stephens Road in 2006. But GDOT maintained counts for this road. Due to that, capacity analysis was not needed for Walt Stephens Road. The volumes were not included in the volume diagrams. The latest volumes for Walt Stephens Road was for 2009.
- FHWA requested 2009 volumes for the project.

Attachment 5 – Capacity Traffic Diagrams

- Refer to the attachment 4 comments.

Attachment 6 – Bridge Inventory Data

- No comments.

Attachment 7 – Initial Concept Team Meeting Minutes

- No comments.

Attachment 8 – Concept Team Meeting Minutes

- In progress.

Attachment 9 – Benefit/Cost Analysis

- No comments.

Additional questions which were asked and the ensuing answers are indicated below.

Highway Signs

- Question was asked if new signs will be installed for the project. Xuejun Fan indicated that two existing overhead sign structures will be removed and replaced.

Flippen Road

Vertical Clearance

- Question was asked if the vertical clearance at I-75 bridge over Flippen Road will be adequate with the proposed bridge widening without any Flippen Roadway improvements. Kevin McKeen answered by stating there is sufficient vertical clearance for the proposed northbound widening of the bridge.

Sight Distance

- Henry County DOT (HCDOT) expressed a concern regarding the likely impacts of the bridge widening to the sight distance for the existing subdivision just east of the bridge on Flippen Road. Parsons will check for any sight distance issues.

Walt Stephens Road Construction

Traffic Control

- Question was asked regarding maintenance of traffic on Walt Stephens Road during construction, to which Mike Dover indicated that Walt Stephens Road will remain open to two-way traffic during construction.

At the conclusion of the concept report review, Mike Dover asked for any additional comments. See below for the additional comments:

Closing of Walt Stephens Road

- Mike Dover asked District 3 and HCDOT if they had a problem with a closure of Walt Stephens Road for a duration of 9-12 months for the new construction. Both the District and HCDOT were not in favor of any closure.

Flippen Road Future Improvements

- Question was asked if there is a future improvement plan for Flippen Road. HCDOT responded by saying that, according to the County's long range plan, Flippen Road will be widened from two to four lanes at some point in the future. However, HCDOT indicated that they have no immediate concerns with the I-75 Auxiliary Lane project moving forward as planned.

Future Bike Lanes

- District 3 will verify if bike lanes are planned for Walt Stephens Road.

Utilities

- GDOT-ITS requested to be listed as a utility owner on the project.
- Utility cost estimate to include all Georgia Power costs.
- The project has been scheduled to be advertised September 2011 and a November 2011 letting.
- One contract will be needed for Quality Level B SUE for P.I. 0010126, P.I. 0009156 and P.I. 0009157 project corridor.
- March 2012 is the final deliverable for SUE, however an interim deliverable for existing utility plans for the P.I. 0010126 corridor will be required in May 2011 to meet the schedule for P.I. 0010126.
- SUE deliverables will be in Caice and Microstation v7.
- Parsons will provide preliminary design files and survey control package. Parsons will verify the approval of the survey control package with the surveyor.

Meeting Attendees:

Name	Organization	Phone	Email
Mike Dover	GDOT – Innovative Program Delivery	404-631-1733	mdover@dot.ga.gov
Kevin McKeen	Parsons	678-969-2456	Kevin.McKeen@parson.com
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Jun Birnkammer	GDOT/Utilities	404-631-1360	jbirnkammer@dot.ga.gov
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Albert Shelby	GDOT-PD	404-631-1758	ashelby@dot.ga.gov
David Simmons	Henry County-HCDOT	770-288-7641	dsimmons@co.henry.ga.us
Bobby Dollar	GDOT-OES	404-631-1758	rdollar@ga.dot.gov
Kofi Wakhisi	ARC	404-463-3173	kwakhisi@atlantaregional.com
Kerry Gore	District 3 - Utilities	706-646-6900	kgore@ga.dot.gov
Scott Parker	District 3 – Traffic OPS	706-646-6900	sparker@ga.dot.gov
David Millen	District 3 – D.E.	706-646-6900	dmillen@ga.dot.gov
Mike England	District 3 – Traffic OPS	706-646-6900	mengland@ga.dot.gov
Tom Queen	District 3 – Planning/Programming	706-646-6900	tqueen@ga.dot.gov

ATTACHMENT 9

Benefit/Cost Analysis

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

PROJECT NUMBER:
PI NUMBER: 0010126
COUNTY: Henry

I-75 NB Auxiliary Lane From Eagles Landing Pkwy To I-675 NB

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.013
ADT	94,580
Tb (\$s)	\$42,037,854.38

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.013
% Truck Traffic	0.16
ADT	94,580
CMb	\$35,538,037.76

Fuel Savings Benefit (Fb)

ADT	94,580
Fb (\$s)	\$14,649,555.31

Total Congestion Benefit	\$92,225,447.45
Total Project Cost	\$9,302,462.00
B/C Ratio	9.91

*Reduction in delay or Delay Benefit (D_b) can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

ATTACHMENT 10

VE Study Implementation Letter

**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 *RW*

TO: Darryl D. VanMeter, PE, State Innovative Program Delivery Engineer
Attn.: Kelvin Mullis

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.

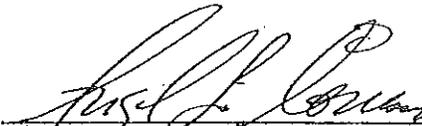
B-3	Reduce shoulder pavement width from 12 ft paved/ 2 ft grass to 8 ft paved/6 ft grass	\$168,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. A 12-foot shoulder is needed to handle trucks utilizing this shoulder for emergency breakdowns. 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
Per. 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.I. 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.I. 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 – Jodeco:	2035 PM	LOS=E
3. I-75 SB GP Segment_Jodeco – Jonesboro:	2035 PM	LOS=E

I-75 NB critical locations

1. I-75 NB GP Segment_Jodeco – 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

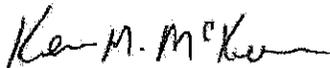
VE Team Savings: \$1,238,000

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 displeasing 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) : 7.84
 PROJ NO. : CSNHS-0009-00(156)
 PROJ MGR: Dover, Mike
 ACHD Initials: MD
 OFFICE : Innovative Prog. Delivery
 CONSULTANT: Design-Build Approved
 SPONSOR : GDOT
 DESIGN FIRM: Parsons Transportation Group, Inc.

1-75 FM EAGLES LANDING PKWY TO SR 155 - MANAGED LANES - PH 1
 MIPO: Atlanta TMA
 TIP #: AR-4-052A
 MODEL YR : 2020
 TYPE WORK: Managed Lanes
 CONCEPT: Reconstruction/Rehabilitation
 PROG TYPE: Reconstruction/Rehabilitation
 Prov. for ITS: Y
 BOND PROJ :

PRIORITY CODE:
 DOT DIST: 3
 CONG. DIST: 3
 BIKE: N
 MEASURE:
 NEEDS SCORE:
 BRIDGE SUFF:

MGMT LET DATE : 05/15/2012
 BASELINE LET DATE:
 SCHED LET DATE : 4/24/2014
 WHO LETS?: GDOT Let
 LET WITH : 0009157

PROGRAMMED FUNDS			
Activity	Approved	Proposed	Status
PE	2011	2011	LHIP AUTHORIZED
CST	2012	2012	GOB1 PRECST
		Cost	Date Auth
		2,000,000.00	10/25/2010
		43,185,000.00	

Activity	Approved	Proposed	Cost Estimate Amount	Date	Activity	Cost	Fund
PE	2011	2011	\$2,000,000.00	6/10/2010	PE	2,000,000.00	LHIP
CST	2012	2012	\$43,185,000.00	7/1/2008	CST	46,708,896.00	GOB11

ACTUAL START: 9/1/2010
 ACTUAL FINISH: 9/7/2010
 % ACTUAL FINISH: 4
 0
 0
 0
 0
 57
 0
 0

BRIDGE REQUIRED
 Project approved to be design build. Adding reversible lane
 CE | Not approved | No Schedule | Dollar: 8.4.10
 LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 1-23-09.
 Planning: R.w. Work Zone Safety: significant; Transportation Management Plan (TMP) required. Split from PI# 000-436
 Programing: CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010 CHANGED BACK TO FOS PER FHWA
 Utility: SUE
 Conceptual Design: IDD: Proposed Design Build
 EMG: RECONSTRUCTION & REHABILITATION - TBD

Acquired by: N/R
 Acquisition MGR:
 RAV Cert Date:

Cond. Filed:
 Relocations:
 Acquired:
 Total Parcel in ROW System:
 Options - Pending:
 Condemnations- Pend:

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJ ID : 0009157
 COUNTY : Henry
 LENGTH (MI) : 3.97
 PROJ NO.: CSNHS-0009-00(157)
 PROJ MGR: Dover, Mike
 ACHD initials: MD
 OFFICE : Innovative Prog. Delivery
 CONSULTANT: Design-Build Approved
 SPONSOR : GDOT
 DESIGN FIRM: Parsons Transportation Group, Inc.

MGMT LET DATE: 05/15/2012
 MGMT ROW DATE :
 BASELINE LET DATE:
 SCHED LET DATE: 4/24/2014
 WHO LETS?: GDOT Let
 LET WITH : 0009156

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

MPO: Atlanta TMA
 TIP #: AR-H-051A
 MODEL YR : 2020
 TYPE WORK: Managed Lanes
 CONCEPT: WIDEN & RECONST
 PROG TYPE: Reconstruction/Rehabilitation
 Prov. for ITS: Y
 BOND PROJ :

BASE START	BASE FINISH	LATE START	LATE FINISH	TANKS	ACTUAL START	ACTUAL FINISH	%
8/15/2011	10/24/2011	8/15/2011	10/24/2011	Concept Development	9/7/2010		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
4/3/2011	4/3/2011	4/3/2011	4/3/2011	Management Concept Approval Complete			0
10/25/2011	8/26/2013	10/25/2011	8/26/2013	Value Engineering Study	9/7/2010		67
3/11/2013	3/11/2013	3/11/2013	3/11/2013	Environmental Approval			0
				Pub Hear Held/Com Resp (EA/FONSI, CEPA)			0

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2011	2011	60,000.00	L240	AUTHORIZED	10/25/2010
PE	2011	2011	1,500,000.00	LHIP	AUTHORIZED	10/25/2010
CST	2011	2012	20,395,700.00	GOB11	PRECST	

Activity	Cost Estimate Amount		Date	Activity	Cost	Fund
	Amount	Amount				
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

Bridge: NO BRIDGE REQUIRED
Design: Approved to be Design Build for managed lanes
LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 1-23-09
Planning: Rvw: Work Zone Safety: significant; Transportation Management Plan (TMP) required. Split from PI# 0003167
 #1 11-2010 CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010 CHANGED BACK TO POS PER FHWA 1-26-2011
Utility: SDE
Conceptual Design: IDB: Proposed Design Build
EMG: RECONSTRUCTION & REHABILITATION - TBD
Engr Services: VE Study held Jan. 31-Feb. 2011; waiting on responses

Pre. Parcel CT: Total Parcel in ROW System:
Under Review: Options - Pending;
Released: Condemnations- Pend;

Acquired by: N/R
Acquisition MGR:
RAW Cert Date:

DEEDS CT:

District Comments:
 Twinned with 0009156. Coordinating with SKTA on tolling aspects. (8-9-10)
 Adda 2 Reversible managed Lanes.

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJECT ID: 0010126
COUNTY: Heavy
LENGTH (MI): 2.91
PROJ NO.: Mullins, Kelvin
AOHD Initials: MD
OFFICE: Innovative Prog. Delivery
CONSULTANT: Design-Build Approved
SPONSOR: GOOT
DESIGN FIRM: Parsons Transportation Group, Inc.

MGMT LET DATE: 11/16/2011
MGMT ROW DATE:
BASELINE LET DATE:
SCHED LET DATE: 7/3/2012
WHO LETS?: GDOT Let
LET WITH:

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

MPO: Atlanta TMA
TIP #: AR-H-051C
MODEL YR: 2020
TYPE WORK: Auxiliary Lanes
CONCEPT: AUXILIARY LANES
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
			5/5/2011	Concept Development	10/25/2010	12/7/2010	40
			5/5/2011	Concept Meeting	12/7/2010	3/10/2011	100
		3/25/2011	5/5/2011	PM Submit Concept Report	3/10/2011		0
		5/5/2011	5/5/2011	Concept Report Review and Comments			0
		5/5/2011	4/26/2011	Management Concept Approval Complete			0
		6/17/2011	11/3/2011	Value Engineering Study	9/7/2010		62
				Environmental Approval			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2011	2011	1,000,000.00	LHIP	AUTHORIZED	10/25/2010
ROW	2011	2012	75,000.00	GOB11	PRECST	
CST	2011	2012	10,628,036.00	GOB11	PRECST	

RTFZ AMOUNTS

Activity	Cost Estimate Amount	Date	Activity	Cost	Fund
PE	\$1,000,000.00	7/15/2010	PE	0.00	LHIP
ROW	\$75,000.00	7/15/2010	ROW	0.00	GOB11
CST	\$10,628,036.00	7/15/2010	CST	0.00	GOB11

Bridge: NO BRIDGE REQUIRED

Design: Approved design build project-coordinating with 9156 9157
EIS: CE | Not Appvd | On Schedule Let | Dollar 2.28.11
LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 11-19-10.
Programming: CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010 | CHANGED BACK TO FOS PER FHWA 1-26-2011
Utility: SUE

District Comments

Environmental analysis determined to be CE by FHWA. working on schedule

Prel. Parcel CT: 1
Under Review:
Released:

Acquired by: N/R
Acquisition MGR:
ROW Cert Date:

Cond. Filed:
Rebonds:
Acquired: