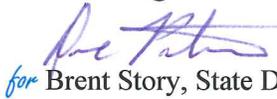


# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0010858 **OFFICE** Design Policy & Support  
Fulton County  
GDOT District 7 - Metro Atlanta **DATE** November 5, 2014  
SR 400 SB @ SR 140 – Ramp Improvements

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

Glenn Bowman, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Bobby Hilliard, Program Control Administrator  
Albert Shelby, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Hiral Patel, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Richard Cobb, Statewide Location Bureau  
Andy Casey, State Roadway Design Engineer  
Attn: Mac Cranford, District Design Engineer  
Katelyn Digioia, State Pedestrian and Bicycle Coordinator  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Patrick Allen, District Utilities Engineer  
Perry Black, Project Manager  
BOARD MEMBER - 6th Congressional District

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

Project Type: Operational Improvement P.I. Number: 0010858  
GDOT District: 7 County: Fulton  
Federal Route Number: US 19 State Route Number: SR 400; SR 140

SR 400/US 19 SB @ SR 140 Operational Improvements – QUICK Project

**Submitted for approval:**

[Signature] 7/17/14  
State Design Policy Engineer DATE  
Albert Shelby 7/17/14  
State Program Delivery Engineer DATE  
[Signature] 7/17/14  
GDOT Project Manager DATE

*\* Recommendation on file*

**Recommendation for approval:**  
*\* Miral Patel/KLP* 7-23-14  
State Environmental Administrator DATE  
*\* Kathy Zahul/KLP* 8-13-14  
State Traffic Engineer DATE

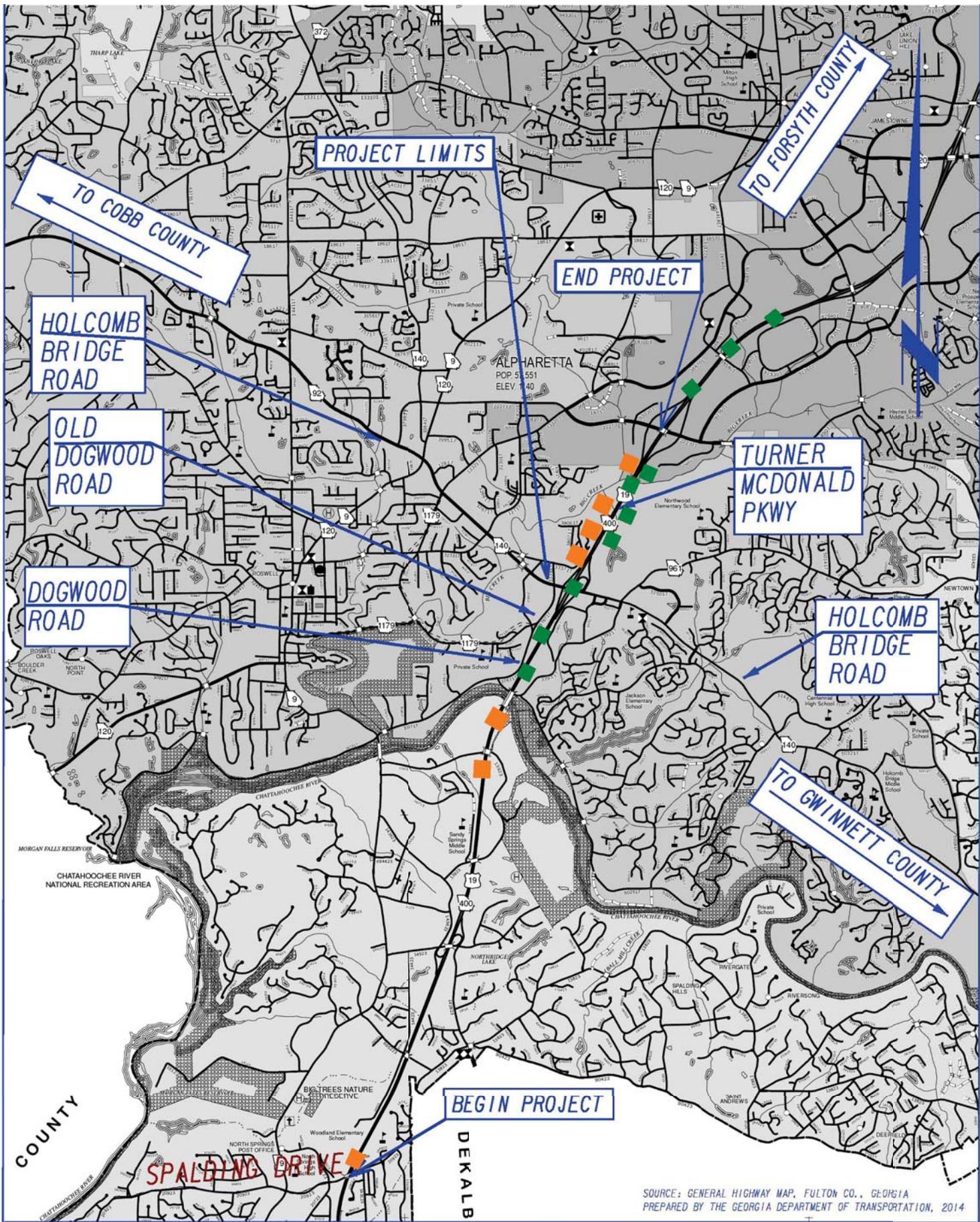
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

[Signature] 7-23-14  
State Transportation Planning Administrator DATE

**Approval:**

Concur: [Signature] 10/27/14  
GDOT Director of Engineering DATE

Approve: [Signature] 11/3/14  
GDOT Chief Engineer DATE



SOURCE: GENERAL HIGHWAY MAP, FULTON CO., GEORGIA  
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 2014

- SR 400 Guide Signs
- SR 400 Guide Signs (modifications proposed)



**SR 400/US 19 @ SR 140  
 OPERATIONAL IMPROVEMENTS  
 & SR 400 Guide Sign Updates  
 FULTON COUNTY  
 CONCEPT DESIGN DESIGN POLICY & SUPPORT**

P. I. # 0010858



County: Fulton

## **PLANNING & BACKGROUND DATA**

**Project Justification Statement:** The project lies within the boundaries of the Atlanta TMA. The SR 400 southbound exit and entrance ramp project at the intersection of State Route 140 (SR 140)/Holcomb Bridge Road in Fulton County is proposed as a minor interchange improvement project. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee as a QUICK project. Holcomb Bridge Road is included in the Bicycle and Pedestrian Plan in the Fulton County Comprehensive Transportation Plan.

This project was proposed by the District 7 Traffic Operations staff, which was developed as one of the short-term concepts from the Holcomb Bridge Road (HBR) Corridor Study. Field observations from various agency staff confirm the need to optimize throughput and reduce queuing. Weaving was also observed at this interchange. The project site has a high accident rate. 2011-2013 accident information for Holcomb Bridge Road at the project site and the statewide data for both 2011 and 2012 are attached. The project would address the excessive queuing of the SR 400 southbound exit ramp and reduce crash frequency and/or severity. The right-turn vehicles to SR 140 westbound exceed the available lane storage.

Due to the minor project scope, the right-of-way constraints, existing roadway features (existing median and coordinated signal system along SR 140) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location.

**Existing conditions:** SR 400 is a 65 mph urban freeway that serves as a highly traveled corridor and commuter route from Atlanta north to Forsyth County. SR 140/Holcomb Bridge Road is a 45 mph urban principal arterial that serves as a major thoroughfare and commuter route between Cobb and Cherokee Counties (via SR 92) and Gwinnett County and serves residential, business, and commercial areas in the City of Roswell. The intersection of SR 140 at the SR 400 southbound ramps is a highly congested location with a large number of accidents. SR 140 is a median divided multi-lane highway. The southbound exit ramp consists of one channelized right-turn lane and dual left-turn lanes.

The right-turning vehicles to SR 140 westbound exceed the available lane storage. Currently, there are 635 vehicles turning right in the PM peak hour, with only 550 feet of storage. Currently, there are 705 vehicles turning left in the PM peak hour with two left-turn lanes. Southbound SR 400 currently has a single exit-only right-turn lane. There are capacity and weaving issues on both the entrance and exit ramps to SR 400 at this interchange.

Old Dogwood, a public street, intersects SR 140 as a right-in/right-out. Currently, there are four westbound through lanes crossing the SR 400 bridge; however, the right most lane is a right-turn only lane to Old Dogwood Road.

County: Fulton

There is an existing raised channelized island on the SR 400 southbound entrance ramp that separates the westbound dual left-turn lanes and eastbound dual right turn lanes from SR 140.

The project limits extend along the southbound SR 400 entrance ramp where SR 400 transitions from four lanes to three and continues northward until reaching approximately 1000 feet beyond the SR 400 southbound exit ramp. This length of the ramp work on SR 400 is approximately 5000 feet. The project limits extend along SR 140 from the western end of the bridge over SR 400 to the intersection of Old Dogwood Road, an approximate distance of 600 feet.

**Other projects in the area:**

- 0001757 SR 400 FM I-285 TO MCFARLAND ROAD/FORSYTH CO HOV LANES - Long range
- 0006820 SR 140 FROM SR 9 TO CR 107/BARNWELL ROAD – ATMS construction to begin early 2014
- 0008444 SR 400 FROM CR 209/SPALDING DR TO CR 458/MCFARLAND ROAD – Long range operational improvement
- 0010866 SR 140 @ CS 127/WARSAW ROAD – FEB 2014 Let - QUICK project – Operational Improvement adding turn lanes
- 0010874 BIG CREEK PKWY FM W OF SR 140 TO E OF SR 140-INC NEW BRIDGE – under construction
- 0010880 SR 140 FROM SR 400 NB RAMPS TO OLD ALABAMA ROAD- begin construction in 2014 - Operational Improvement adding turn lanes
- City of Roswell Project – SR 140 Westbound Through Lane – Holcomb Woods Pkwy. to SR 400 NB Entrance Ramp; begin construction in 2014

**Description of the proposed project:**

The project proposes to add a lane and shoulder on the outside or western side of the SR 400 southbound exit ramp. Currently, the right turn on the ramp is a single exit-only lane. With the additional lane, the ramp would be configured to have two left lanes to accommodate eastbound traffic onto Holcomb Bridge road and two right lanes to accommodate westbound traffic onto Holcomb Bridge Road. The innermost right turn lane would tie to the outer or northern through lane heading west on Holcomb Bridge Road. The outermost right turn lane would tie to the existing right turn only lane on Holcomb Bridge Road heading to Old Dogwood Road. The added storage provided to the right turn lanes would reduce the daily occurrence of queues from the ramp building and then backing out into the southbound SR 400 travel lanes.

The next improvement would help address the westbound SR 140 operational problem. The hatching and the concrete island at the Old Dogwood Road intersection would be reconfigured/rebuilt to open up the right-turn lane so it could tie to the outermost right turn lane from the SR 400 ramp . These modifications would improve operations for both the southbound exit ramp and westbound SR 140 through lanes.

The project would also make improvements to the SR 400 southbound entrance ramp. The existing raised channelized island on the southbound entrance ramp separating the westbound dual left-turn lanes and eastbound dual right turn lanes from SR 140 would be extended and a solid white stripe would be added from the end of the median. The improvement would reduce weaving, increase the on-ramp throughput,

County: Fulton

and reduce queueing along Holcomb Bridge Road. Another improvement would extend the paved shoulder at the entrance ramp connection to the SR 400 travel lanes/flex-shoulder. The current mostly grassed shoulder would be replaced with a variable width of full depth paved shoulder for nearly half a mile from the Holcomb Bridge Road entrance until the ramp merges onto SR 400. This is also the area where SR 400 transitions from 3 to 4 lanes. The proposed width of paved area on the shoulder would vary from 0 feet to 12 feet.

The proposed SR 400 sign modifications are to be included with the proposed SR 140/Holcomb Bridge Road Interchange operational improvements. The documentation for adding the proposed SR 400 signage modifications to P.I. # 0010858 project is attached. Modifications are currently proposed for 4 signs found going southbound and 3 signs found heading northbound of the interchange at Holcomb Bridge Road with SR 400.

**MPO:** Atlanta TMA MPO Project ID: Lump

**Regional Commission:** Atlanta Regional Commission RC Project ID Lump

**Congressional District(s):** 6

**Federal Oversight:**  Exempt  State Funded  Other

**Projected Traffic (SR 400):** ADT

Current Year (2011): 88,820 Open Year (2015): 92,430 Design Year (2025): 102,100  
 Traffic Projections Performed by: Arcadis approved by GDOT

**Projected Traffic (SR 140):** ADT

Current Year (2011): 37,300 Open Year (2015): 38,820 Design Year (2025): 42,870  
 Traffic Projections Performed by: Arcadis approved by GDOT

**Projected Traffic (Ramps):** ADT

Current Year (2011): 15,350 Open Year (2015): 15,980 Design Year (2025): 17,640  
 Traffic Projections Performed by: Arcadis approved by GDOT

**Functional Classification (Mainline):** SR 400 is an urban freeway and SR 140/Holcomb Bridge Road is a principal arterial.

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Pavement Evaluation and Recommendations:** Limited scope project does not require preliminary pavement evaluation summary report nor preliminary pavement type selection report for concept.

Feasible Pavement Alternatives:  HMA  PCC  HMA & PCC

**DESIGN AND STRUCTURAL**

**Major Structures:** None.

**Project improvements would match/tie to existing features on Holcomb Bridge Road.**

**Mainline Design Features: SR 400/US 19 Ramps**

The 4’ median on the southbound entrance ramp would be extended.

The outside paved shoulder on the southbound entrance ramp would be placed at a width from 0 to 12 feet.

A 12 foot lane would be added to the outside of the southbound exit ramp.

The minimum radius would be 340 feet where tying to existing features on Holcomb Bridge Road.

The design vehicle would be a WB-67.

The minimum design speed for the ramps would be 55 mph.

**Major Interchanges/Intersections:** SR400 @ SR 140 Interchange

**Lighting required:**  No  Yes

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

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes  
An island will be reduced, but retained to maintain pedestrian continuity and accessibility.

**There are no Design Exceptions to FHWA/AASHTO controlling criteria nor Design Variances to GDOT Standard Criteria anticipated. If a skew angle less than 70 degrees is used at the intersection with the exit ramp, a design variance may be needed.**

**UTILITY AND PROPERTY**

**Temporary State Route Needed:**  No  Yes  Undetermined

**Railroad Involvement:** None.

**Utility Involvements:** Georgia Power, Atlanta Gas light, Fulton Conty Public Works, AT&T, Comcast of Georgia

**SUE Required:**  No  Yes

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

**Right-of-Way:** No acquisitions anticipated.

**ENVIRONMENTAL AND PERMITS**

**Anticipated Environmental Document:**  
GEPa:  NEPA:  CE  PCE

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

**Environmental Permits, Variances, Commitments, and Coordination anticipated:**

**Air Quality:**  
Is the project located in a PM 2.5 Non-attainment area?  No  Yes  
Is the project located in an Ozone Non-attainment area?  No  Yes  
Is a Carbon Monoxide hotspot analysis required?  No  Yes

**NEPA/GEPa Comments & Information:** This is a QUICK project. There are no anticipated effects to ecology, history, archeology, air quality, or noise effects. No public meeting /open houses are anticipated.

**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS**

**Project Meetings:** QUICK project – The PTIP was held November 20, 2013. A CTM was held on May 22, 2014.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	GDOT
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owners - No anticipated conflicts
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Environmental Studies, Documents, and Permits	GDOT
Construction Inspection & Materials Testing	GDOT

**Other coordination to date:** N/A

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By		None Anticipated.	None.		None Anticipated.	
\$ Amount	\$300,000 approved	\$0.00	\$0.00	\$1,580,047.48	\$0.00	\$1,880,047.48
Date of Estimate				6/23/2014		

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

**ALTERNATIVES DISCUSSION (All work to be done within the ROW. No alternative considered would have ROW costs/impacts)**

**Preferred Alternative:** This alternative would add a proposed lane and shoulder to the outside or to the right of the existing ramp and storage length to SR 400 SB exit Ramp, repair shoulders and lengthen median and striping on the SR 400 entrance ramp, and include sign modifications on SR 400. This alternative costs more than the inside ramp lane alternative; because wall, guardrail and earthwork are needed to remain within the right-of-way and to accommodate topography. The skew angle of the ramp can be improved with this design. This would be easier to construct than building to the inside of the ramp. This alternative does not preclude other future improvements.

<b>Estimated CST Time:</b>	6 months	<b>Estimated Total Cost:</b>	\$1,880,047.48
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**Rationale:** This alternative was the most efficient solution which meets GDOT standards.

**Alternative to Widen Outside or Right side of ramp:** This alternative would add a proposed lane and shoulder to the inside or left of the existing ramp and add storage length to SR 400 SB exit Ramp, repair shoulders and lengthen median and striping on the SR 400 entrance ramp, and include sign modifications on SR 400.

<b>Estimated CST Time:</b>	6 months	<b>Estimated Total Cost:</b>	\$ 1,635,771.97
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**Rationale:** This alternative was not chosen, because it would need a design variance for the skew angle. This alternative would be difficult to stage and cause more delay in an already congested area.

**No-Build Alternative : No-Build**

<b>Estimated CST Time:</b>	0 months	<b>Estimated Total Cost:</b>	\$ 0.00
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**Rationale:** This alternative is not selected, because it does not improve existing and future conditions which need address as stated in the Project Justification Statement.

**Comments/Additional Information:**

**LIST OF ATTACHMENTS/SUPPORTING DATA**

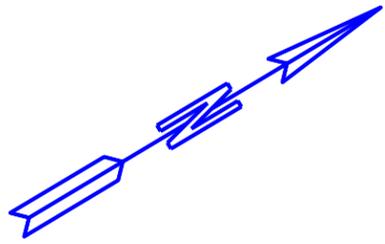
1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Traffic diagrams
5. Accident data
6. Capacity analysis summary
7. Letters adding sign modifications to PI# 0010858
8. Concept Team Meeting Minutes
9. Email – adding signage to PI# 0010858

NOT TO SCALE

P. I. #0010858

Fulton County

SR 400 @ SR 140/Holcomb Bridge Road  
Interchange Improvements  
Including SR 400 Sign Modifications



Full Depth Pavement  
Proposed Shoulder  
Replacement

SR 400

Begin Ramp Work

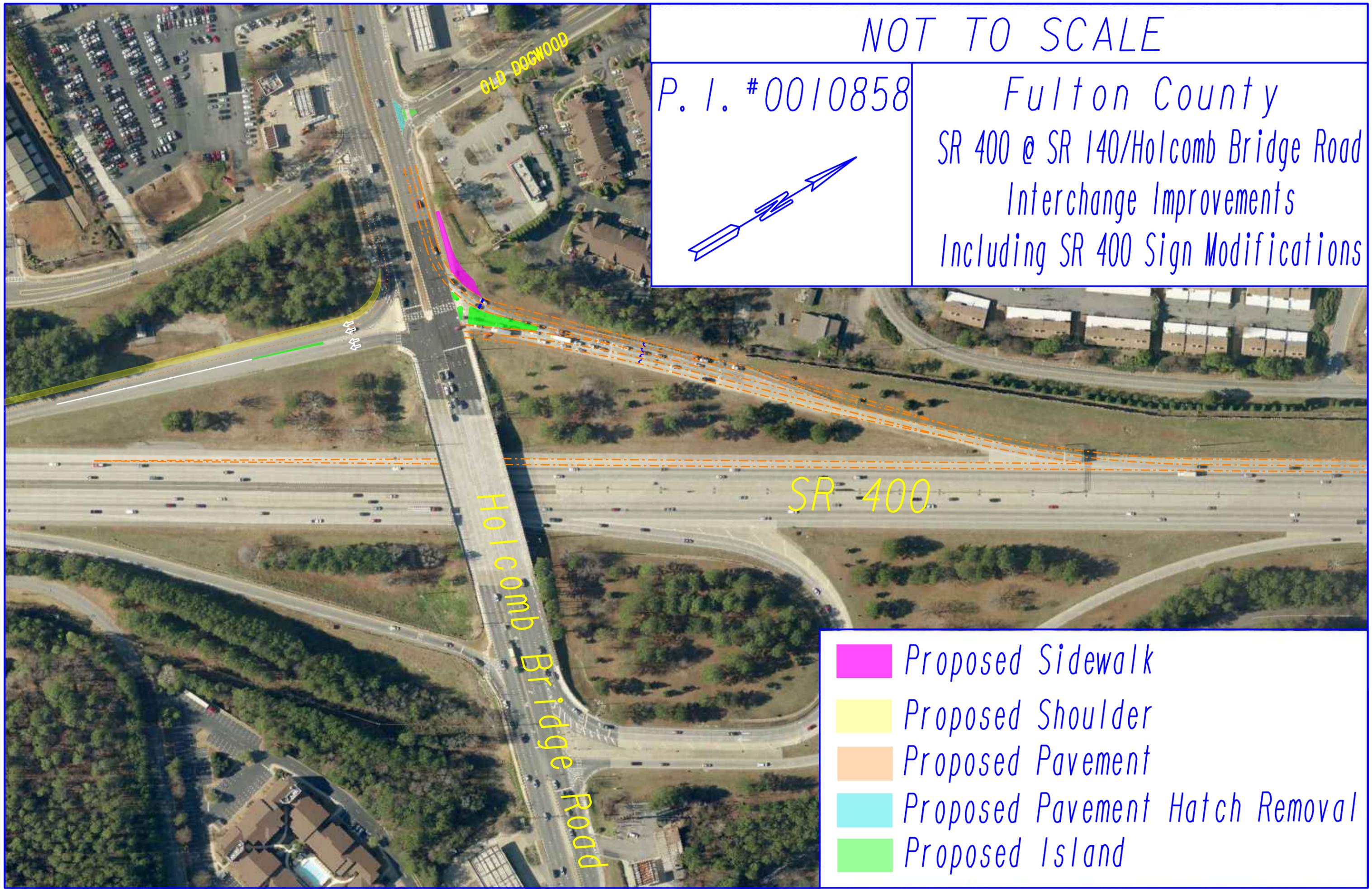
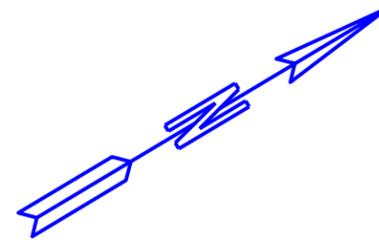
- Proposed Shoulder
- Proposed Pavement
- Proposed Pavement Hatch Removal
- Proposed Island

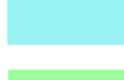


NOT TO SCALE

P. I. #0010858

Fulton County  
SR 400 @ SR 140/Holcomb Bridge Road  
Interchange Improvements  
Including SR 400 Sign Modifications

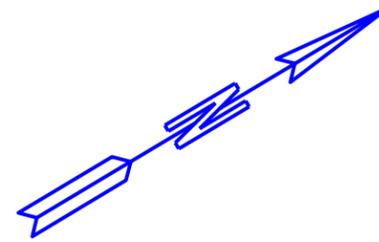


-  Proposed Sidewalk
-  Proposed Shoulder
-  Proposed Pavement
-  Proposed Pavement Hatch Removal
-  Proposed Island

NOT TO SCALE

P. I. #0010858

Fulton County  
SR 400 @ SR 140/Holcomb Bridge Road  
Interchange Improvements  
Including SR 400 Sign Modifications

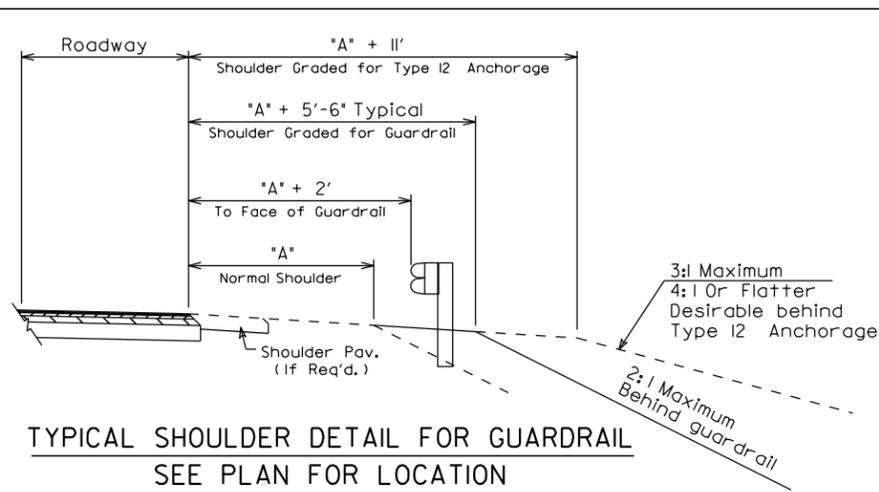
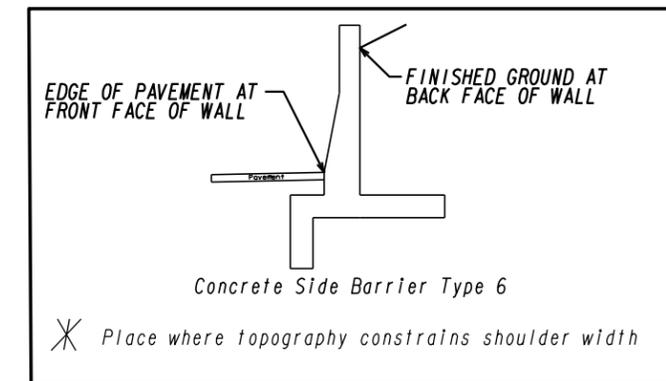
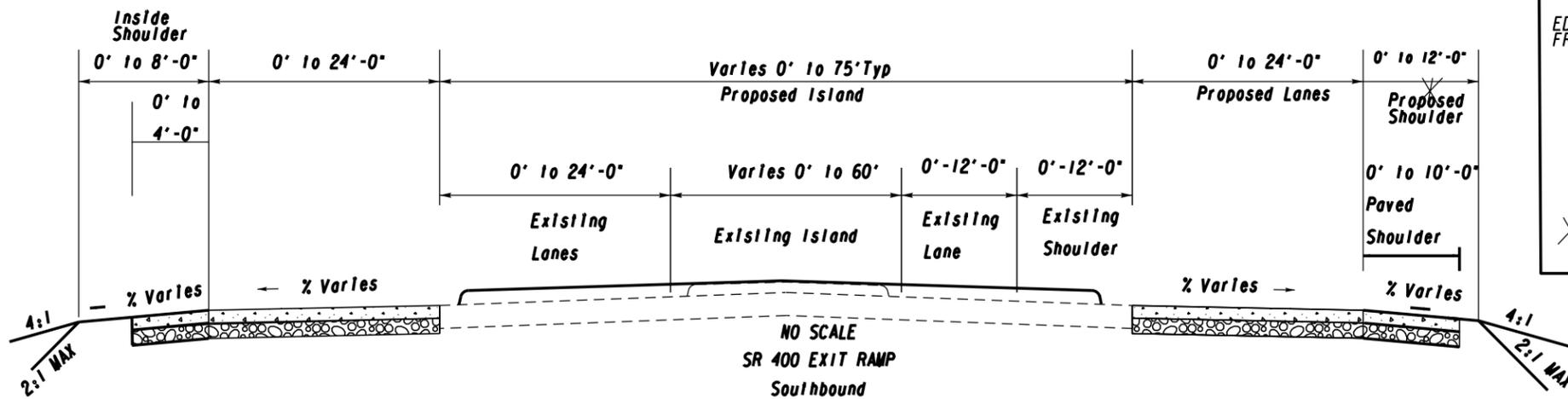
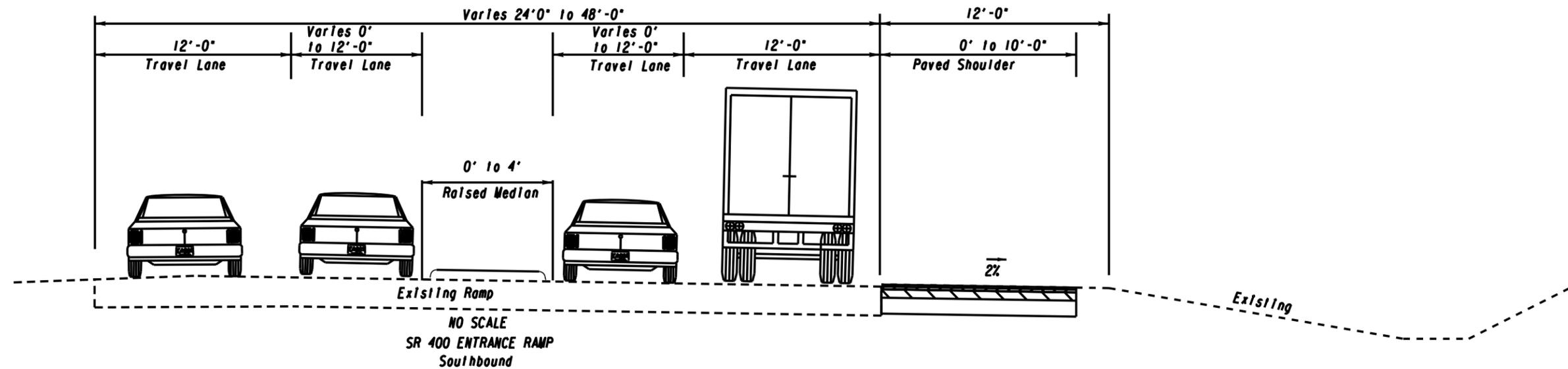


SR 400

End Ramp Work

- Proposed Shoulder
- Proposed Pavement
- Proposed Pavement Hatch Removal
- Proposed Island

# Typical Sections



SR 400 @ SR 140 Interchange

Operational Improvements Including SR 400 sign Modifications

PI\* 0010858

Fulton County

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	1,338,106.23	Base Estimate From CES
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	66,905.31	Base Estimate (A) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> %
<b>C. CONTINGENCY:</b>	\$	140,501.15	Base Estimate (A) + E & I (B) x <span style="border: 1px solid black; padding: 2px 5px;">10</span> % <a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	34,534.78	Total From Liquid AC Spreadsheet
<b>E. CONSTRUCTION TOTAL:</b>	\$	1,580,047.48	(A + B + C + D = E)

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
<b>TOTAL</b>	\$ -

**ATTACHMENTS:**

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
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# DETAILED COST ESTIMATE



**Job: 0010858\_OCT14**

**JOB NUMBER** 0010858\_OCT14

**FED/STATE PROJECT NUMBER**

**SPEC YEAR:** 01

**DESCRIPTION:** SR 400 @ HOLCOMB BRIDGE OPERATIONAL IMPROVEMENTS  
SR 400 SIGN MODIFICATIONS

**ITEMS FOR JOB 0010858\_OCT14**

**0010 - ROADWAY**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0013	150-1000	1.000	LS	\$100,000.00000	TRAFFIC CONTROL - 0010858	\$100,000.00
0180	210-0100	1.000	LS	\$120,000.00000	GRADING COMPLETE - 0010858	\$120,000.00
0193	310-1101	1400.000	TN	\$19.74341	GR AGGR BASE CRS, INCL MATL	\$27,640.77
0194	310-5100	2100.000	SY	\$15.89696	GR AGGR BS CRS 10IN INCL MATL	\$33,383.62
0195	318-3000	50.000	TN	\$27.40580	AGGR SURF CRS	\$1,370.29
0200	402-1812	200.000	TN	\$88.41795	RECYL AC LEVELING,INC BM&HL	\$17,683.59
0205	402-3121	700.000	TN	\$81.00000	RECYL AC 25MM SP,GP1/2,BM&HL	\$56,700.00
0214	402-3127	400.000	TN	\$75.00000	RECYL AC 12.5MM SP,GP2,REINF,BM&HL	\$30,000.00
0241	402-3190	400.000	TN	\$85.11072	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$34,044.29
0220	413-1000	2000.000	GL	\$2.74558	BITUM TACK COAT	\$5,491.16
0242	432-0206	1500.000	SY	\$3.94915	MILL ASPH CONC PVMT/ 1.50" DEP	\$5,923.73
0244	441-0018	94.000	SY	\$51.45402	DRIVEWAY CONCRETE, 8 IN TK	\$4,836.68
0254	441-0104	2500.000	SY	\$59.51531	CONC SIDEWALK, 4 IN	\$148,788.28
0259	441-0756	600.000	SY	\$42.00000	CONC MEDIAN, 8 IN	\$25,200.00
0269	446-1100	3000.000	LF	\$9.83978	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	\$29,519.34
0294	610-1055	150.000	LF	\$3.45772	REM GUARDRAIL	\$518.66
0304	621-4060	250.000	LF	\$390.00000	CONCRETE SIDE BARRIER, TY 6	\$97,500.00
0309	621-4082	50.000	LF	\$285.07103	CONCRETE SIDE BARRIER, TY 7T	\$14,253.55
0324	641-1105	30.000	LF	\$68.00000	CORROSION RESIST WEATH GUARDRAIL, TP T	\$2,040.00
0329	641-1205	150.000	LF	\$25.00000	CORROSION RESIST WEATH GUARDRAIL, TP W	\$3,750.00
0334	641-5001	1.000	EA	\$661.33679	GUARDRAIL ANCHORAGE, TP 1	\$661.34
0339	641-5012	1.000	EA	\$1,786.73980	GUARDRAIL ANCHORAGE, TP 12	\$1,786.74
0344	647-1000	1.000	LS	\$150,000.00000	TRAF SIGNAL INSTALLATION NO - 0010858	\$150,000.00
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$911,092.04</b>

**0020 - DRAINAGE**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0248	441-4030	80.000	SY	\$53.36609	CONC VALLEY GUTTER, 8 IN	\$4,269.29
0264	441-6222	300.000	LF	\$20.65355	CONC CURB & GUTTER/ 8"X30"TP2	\$6,196.07
0274	550-1240	240.000	LF	\$59.28474	STM DR PIPE 24",H 1-10	\$14,228.34
0359	668-1100	6.000	EA	\$2,586.87316	CATCH BASIN, GP 1	\$15,521.24
0364	668-2100	2.000	EA	\$2,239.41165	DROP INLET, GP 1	\$4,478.82
0369	668-2110	4.000	LF	\$328.40632	DROP INLET, GP 1, ADDL DEPTH	\$1,313.63
<b>SUBTOTAL FOR DRAINAGE:</b>						<b>\$46,007.39</b>

# DETAILED COST ESTIMATE



**Job: 0010858\_OCT14**

## 0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0314	636-1033	240.000	SF	\$17.95543	HWY SIGNS, TP1MAT,REFL SH TP 9	\$4,309.30
0319	636-2070	180.000	LF	\$9.83263	GALV STEEL POSTS, TP 7	\$1,769.87
0349	653-1704	100.000	LF	\$4.05000	THERM SOLID TRAF STRIPE,24",WH	\$405.00
0354	653-1804	7500.000	LF	\$1.77000	THERM SOLID TRAF STRIPE, 8",WH	\$13,275.00
<b>SUBTOTAL FOR SIGNING AND MARKING:</b>						<b>\$19,759.17</b>

## 0040 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0119	163-0001	1.000	LS	\$30,000.00000	EROSION CONTROL, NON-REFUNDABLE DEDUCT	\$30,000.00
0120	163-0232	1.000	AC	\$689.28431	TEMPORARY GRASSING	\$689.28
0018	163-0240	6.000	TN	\$264.03000	MULCH	\$1,584.18
0125	163-0300	2.000	EA	\$1,746.41075	CONSTRUCTION EXIT	\$3,492.82
0135	165-0010	800.000	LF	\$1.34413	MAINT OF TEMP SILT FENCE, TP A	\$1,075.30
0140	165-0030	100.000	LF	\$0.67000	MAINT OF TEMP SILT FENCE, TP C	\$67.00
0144	165-0101	4.000	EA	\$649.01245	MAINT OF CONST EXIT	\$2,596.05
0150	165-0105	6.000	EA	\$61.49000	MAINT OF INLET SEDIMENT TRAP	\$368.94
0145	167-1000	1.000	EA	\$1,259.18643	WATER QUALITY MONITORING AND SAMPLING	\$1,259.19
0149	167-1500	9.000	MO	\$1,330.49685	WATER QUALITY INSPECTIONS	\$11,974.47
0160	171-0010	800.000	LF	\$1.09479	TEMPORARY SILT FENCE, TYPE A	\$875.83
0165	171-0030	100.000	LF	\$2.96000	TEMPORARY SILT FENCE, TYPE C	\$296.00
0279	603-2018	80.000	SY	\$45.71450	STN DUMPED RIP RAP, TP 1, 18"	\$3,657.16
0284	603-2997	12.000	SY	\$10.00000	FILTER BLANKET	\$120.00
0289	603-7000	80.000	SY	\$10.41977	PLASTIC FILTER FABRIC	\$833.58
0374	700-6910	1.000	AC	\$1,028.99059	PERMANENT GRASSING	\$1,028.99
0379	700-7000	2.000	TN	\$69.68000	AGRICULTURAL LIME	\$139.36
0384	716-1000	500.000	SY	\$2.37895	EROSION CONTROL MATS,WATERWAYS	\$1,189.48
<b>SUBTOTAL FOR EROSION CONTROL:</b>						<b>\$61,247.63</b>

## 0050 - SIGN MODIFICATIONS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0012	009-3000	1.000	LS	\$300,000.00000	MISCELLANEOUS CONSTRUCTION SR 400 SIGN MODIFICATIONS-0010858	\$300,000.00
<b>SUBTOTAL FOR SIGN MODIFICATIONS:</b>						<b>\$300,000.00</b>

### TOTALS FOR JOB 0010858\_OCT14

<b>ITEMS COST:</b>	<b>\$1,338,106.23</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$1,338,106.23</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$1,405,011.54</b>

PROJ. NO.

N/A

CALL NO.

9/29/2009

P.I. NO.

0010858

DATE

6/12/2014

**INDEX (TYPE)**

**DATE**      **INDEX**

REG. UNLEADED	Jun-14	\$ 3.312
DIESEL		\$ 3.916
LIQUID AC		\$ 615.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

**LIQUID AC ADJUSTMENTS**

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

**Asphalt**

Price Adjustment (PA)				<b>31365</b>	\$	<b>31,365.00</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	984.00		
Monthly Asphalt Cement Price month project let (APL)			\$	615.00		
Total Monthly Tonnage of asphalt cement (TMT)				85		

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC	0	5.0%	0
12.5 mm	400	5.0%	20
9.5 mm SP	0	5.0%	0
25 mm SP	700	5.0%	35
19 mm SP	400	5.0%	20
	<b>1700</b>		<b>85</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>3,169.78</b>	\$	<b>3,169.78</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	984.00			
Monthly Asphalt Cement Price month project let (APL)			\$	615.00			
Total Monthly Tonnage of asphalt cement (TMT)							8.590201844

Bitum Tack

Gals	gals/ton	tons
2000	232.8234	8.59020184

**BITUMINOUS TACK COAT (surface treatment)**

PROJ. NO.

N/A

CALL NO.

9/29/2009

P.I. NO.

0010858

DATE

6/12/2014

Price Adjustment (PA)

0

\$

-

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$

984.00

Monthly Asphalt Cement Price month project let (APL)

\$

615.00

Total Monthly Tonnage of asphalt cement (TMT)

0

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

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$ 34,534.78</b>
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# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Fulton County **OFFICE** Planning  
P.I. # 0010858  
**DATE** May 17, 2013

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

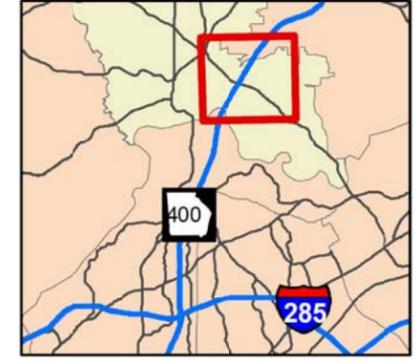
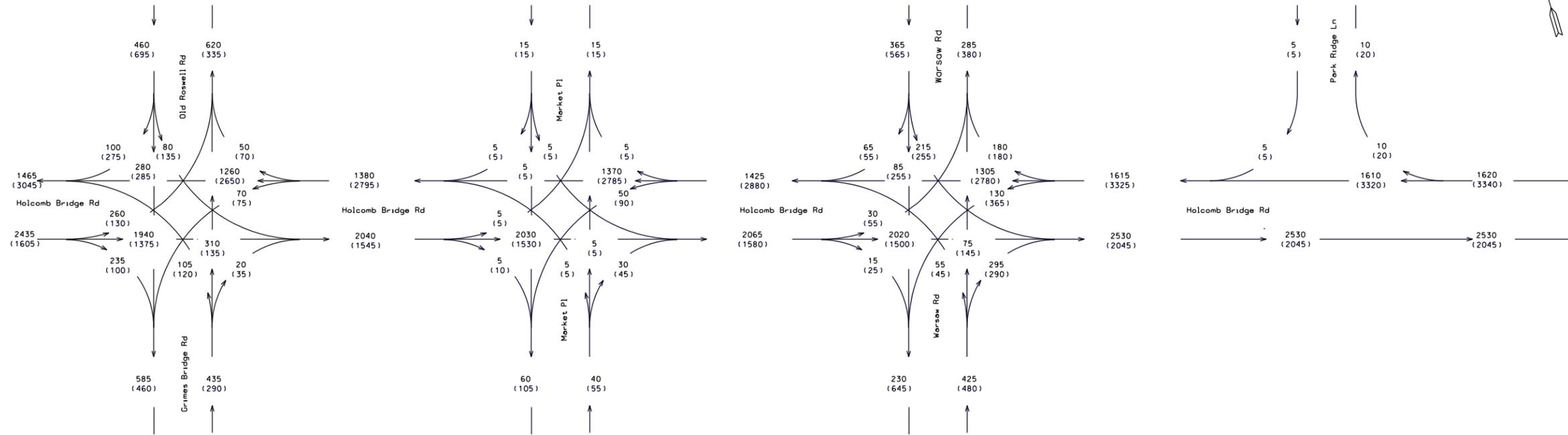
**TO** Genetha Rice-Singleton, State Program Delivery Engineer  
**Attention:** Loren Frost Bartlett

**SUBJECT** **Reviewed Design Traffic** for SR 400 SB at SR 140 – Ramp Improvements.

We reviewed the Design Traffic for the above project.

The Design Traffic is approved. If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

CLV/AFE

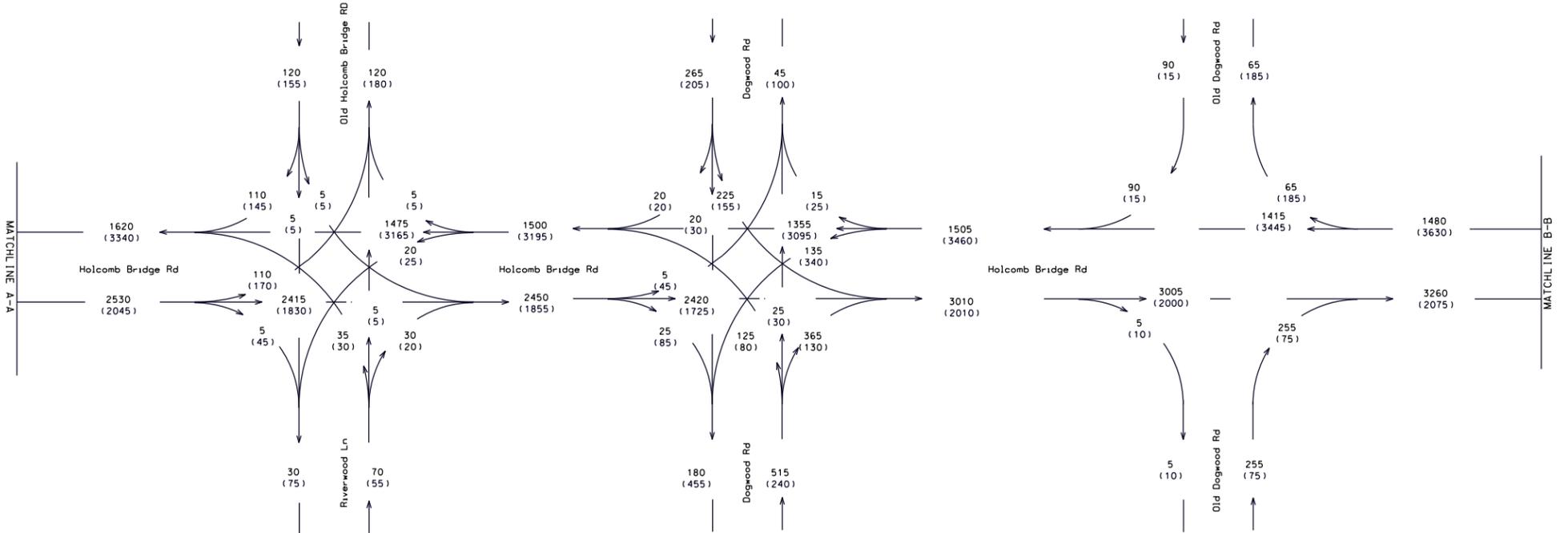


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

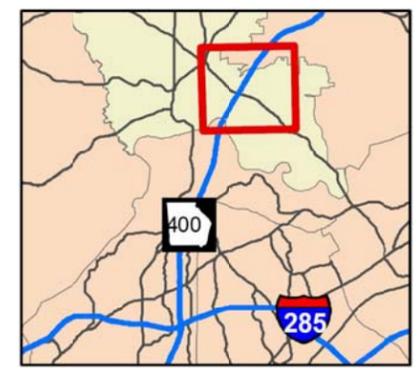
### DESIGN HOURLY VOLUME EXISTING YEAR 2011 SHEET: 1 OF 15

**VOLUME LEGENDS**  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

**PEAK HOUR TRUCK PERCENTAGES**  
 S.U. TRUK: 6.0%  
 COM. TRUCKS: 3.7%  
 TOTAL TRUCK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

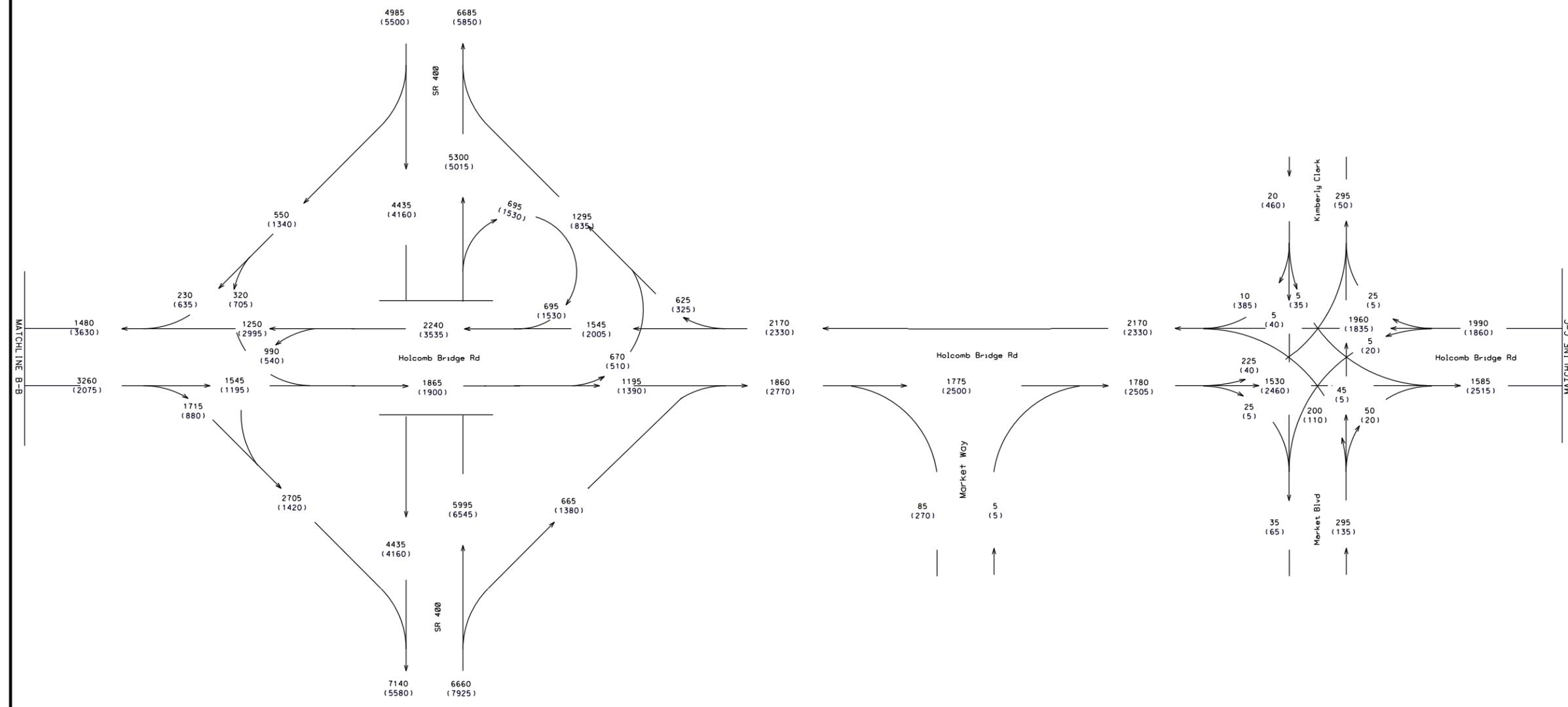


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

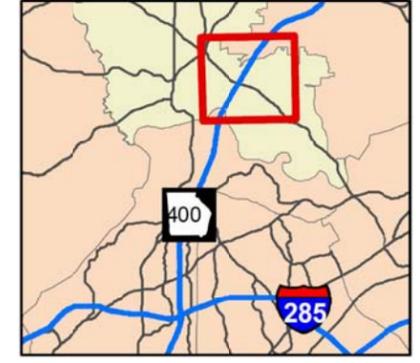
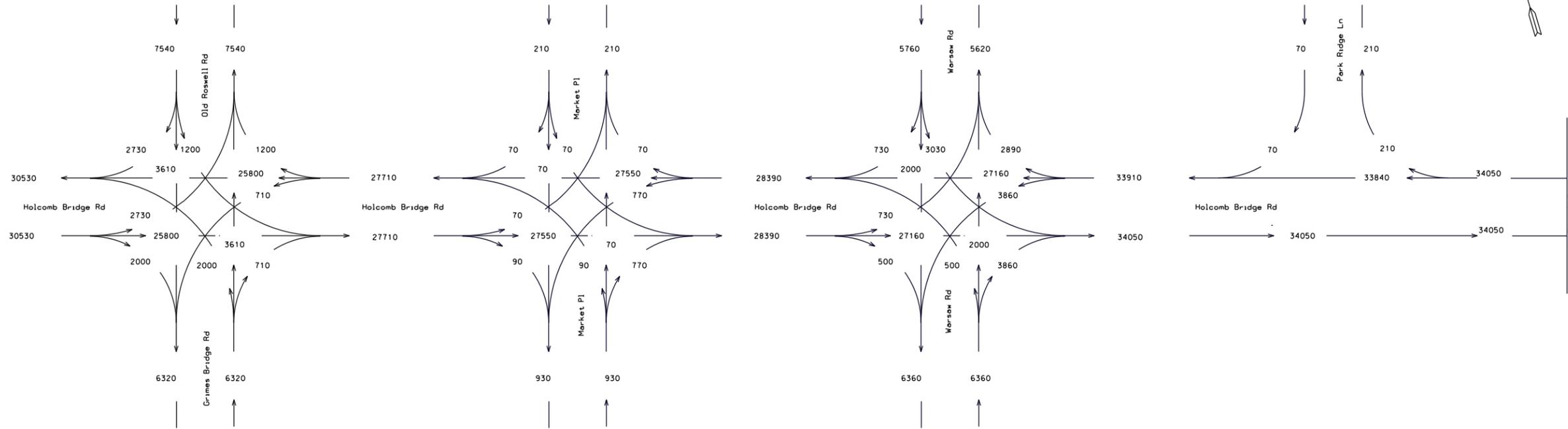
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**VOLUME LEGENDS**  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

**PEAK HOUR TRUCK PERCENTAGES**  
 S.U. TRUK: 6.0%  
 COM. TRUKS: 3.7%  
 TOTAL TRUK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

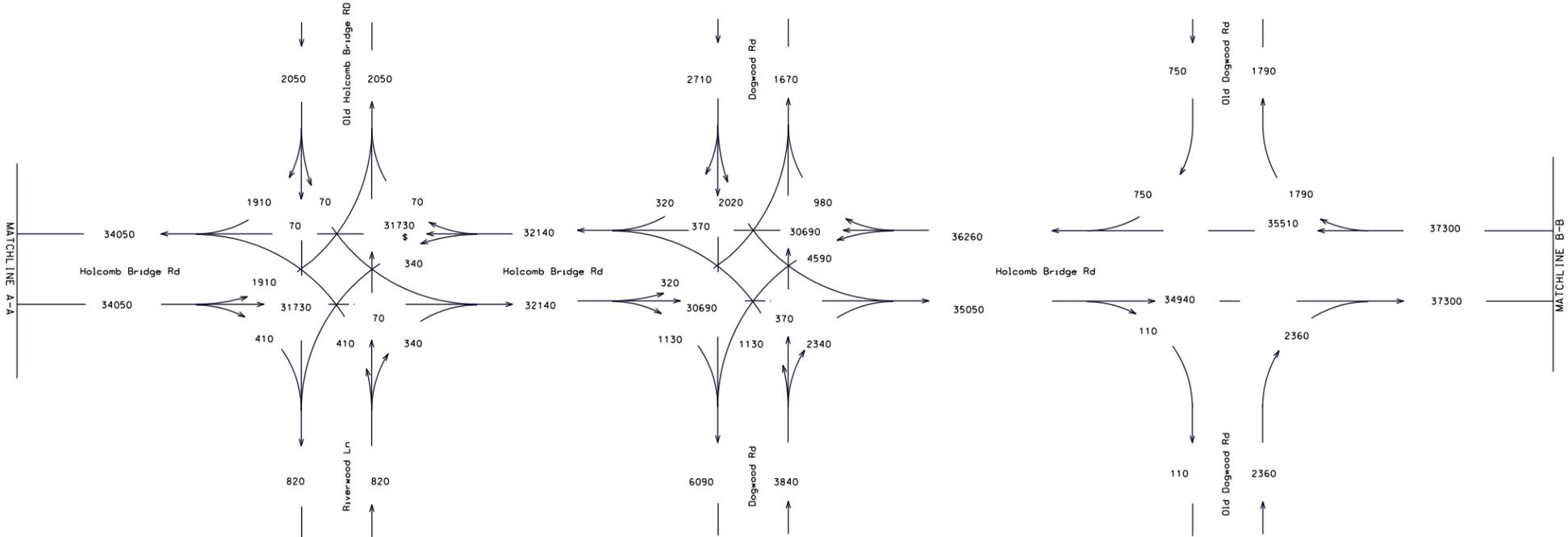


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

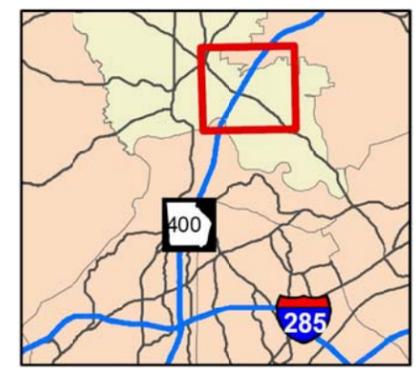
### AVERAGE DAILY VOLUME EXISTING YEAR 2011 SHEET: 4 OF 15

VOLUME LEGENDS  
 ADT: VOL/DAY

DAILY TRUCK PERCENTAGES  
 S.U. TRUK: 6.3%  
 COM. TRUCKS: 3.3%  
 TOTAL TRUCK: 9.6%



CREATED BY: SM  
 CHECKED BY: PS



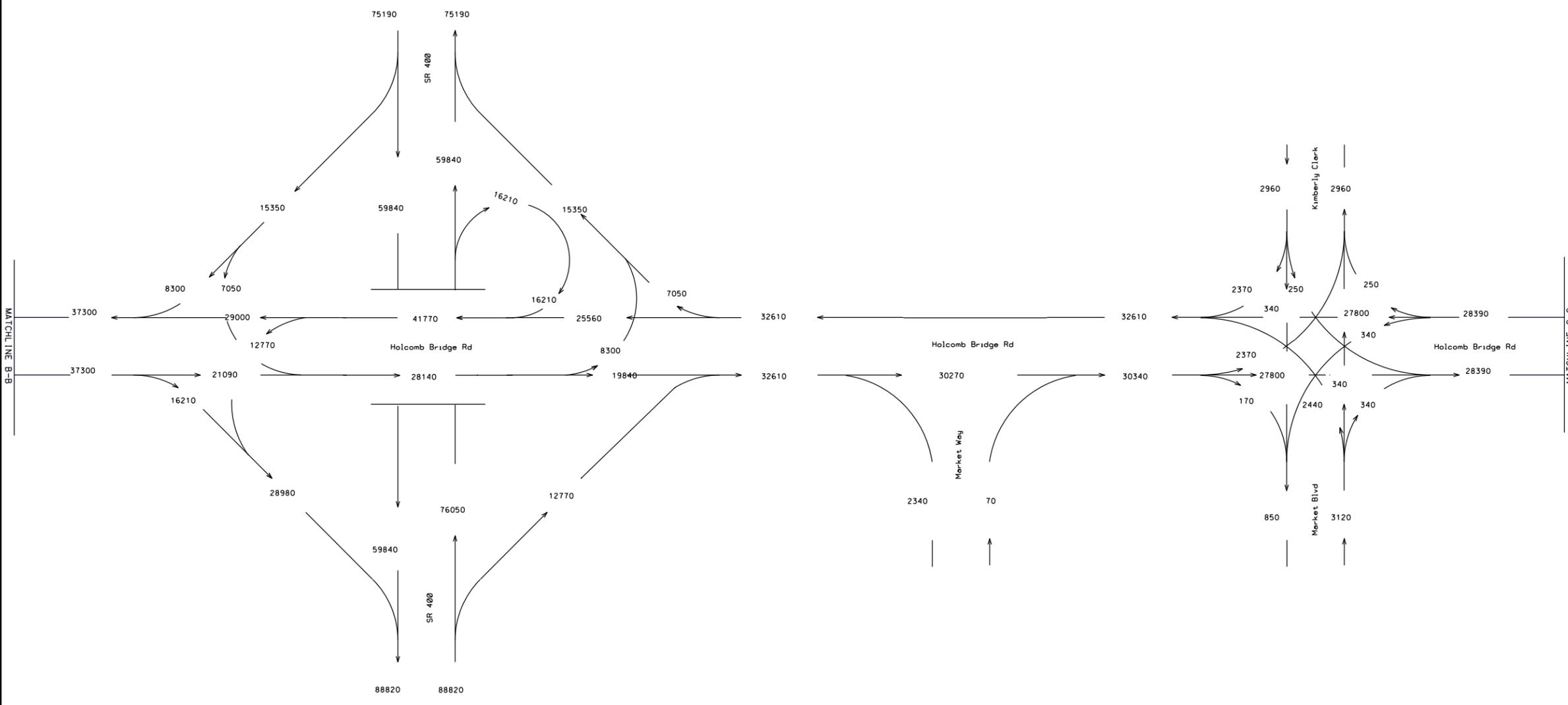
PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

AVERAGE DAILY VOLUME  
 EXISTING YEAR 2011  
 SHEET: 5 OF 15

VOLUME LEGENDS  
 ADT: VOL/DAY

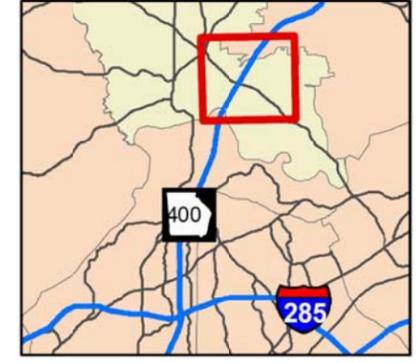
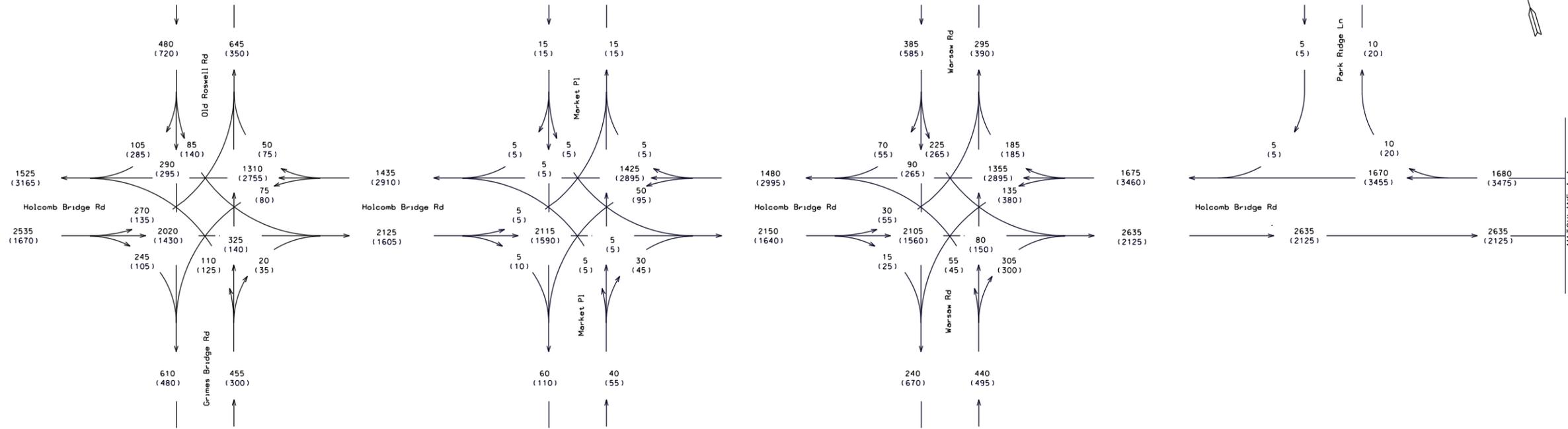
DAILY TRUCK PERCENTAGES  
 S.U. TRUK: 6.3%  
 COM. TRUCKS: 3.3%  
 TOTAL TRUCK: 9.6%

CREATED BY: SM  
 CHECKED BY: PS



MATCHLINE B-B

MATCHLINE C-C

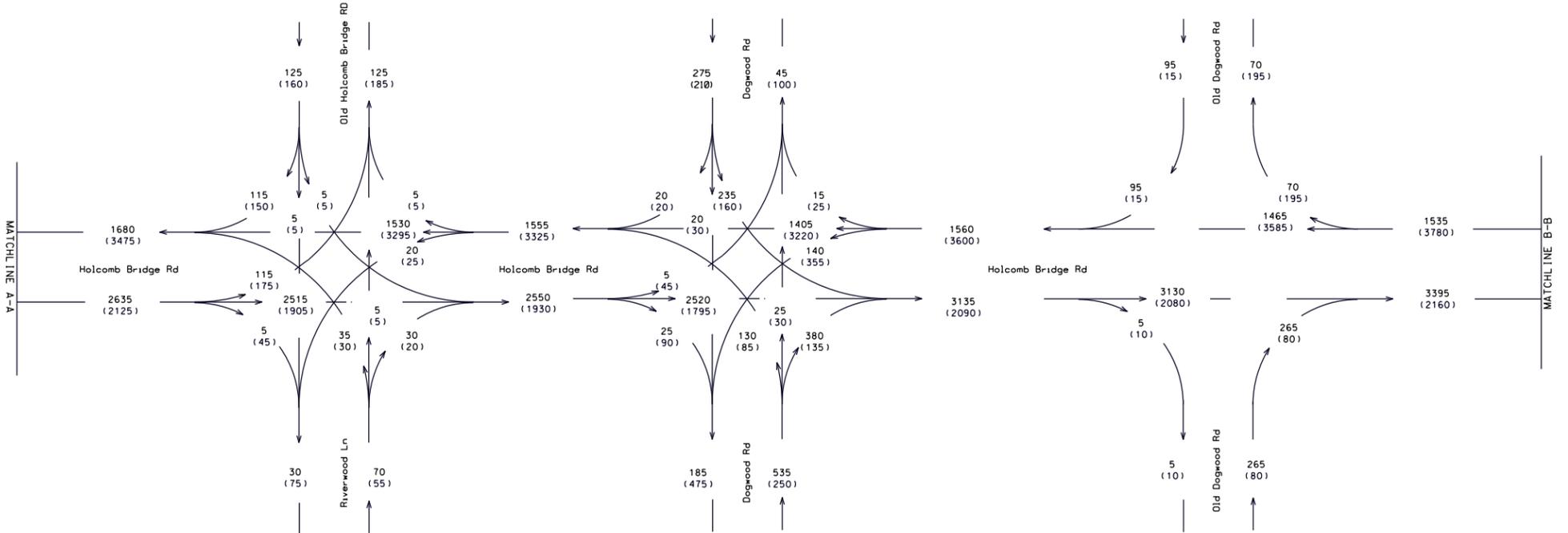


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

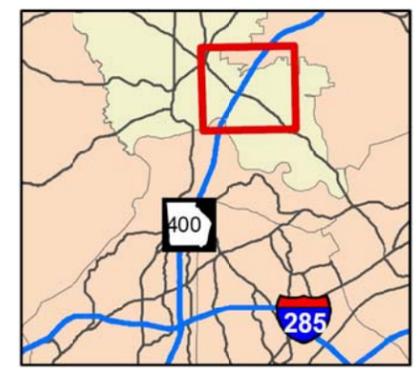
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**VOLUME LEGENDS**  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

**PEAK HOUR TRUCK PERCENTAGES**  
 S.U. TRUK: 6.0%  
 COM. TRUCKS: 3.7%  
 TOTAL TRUCK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

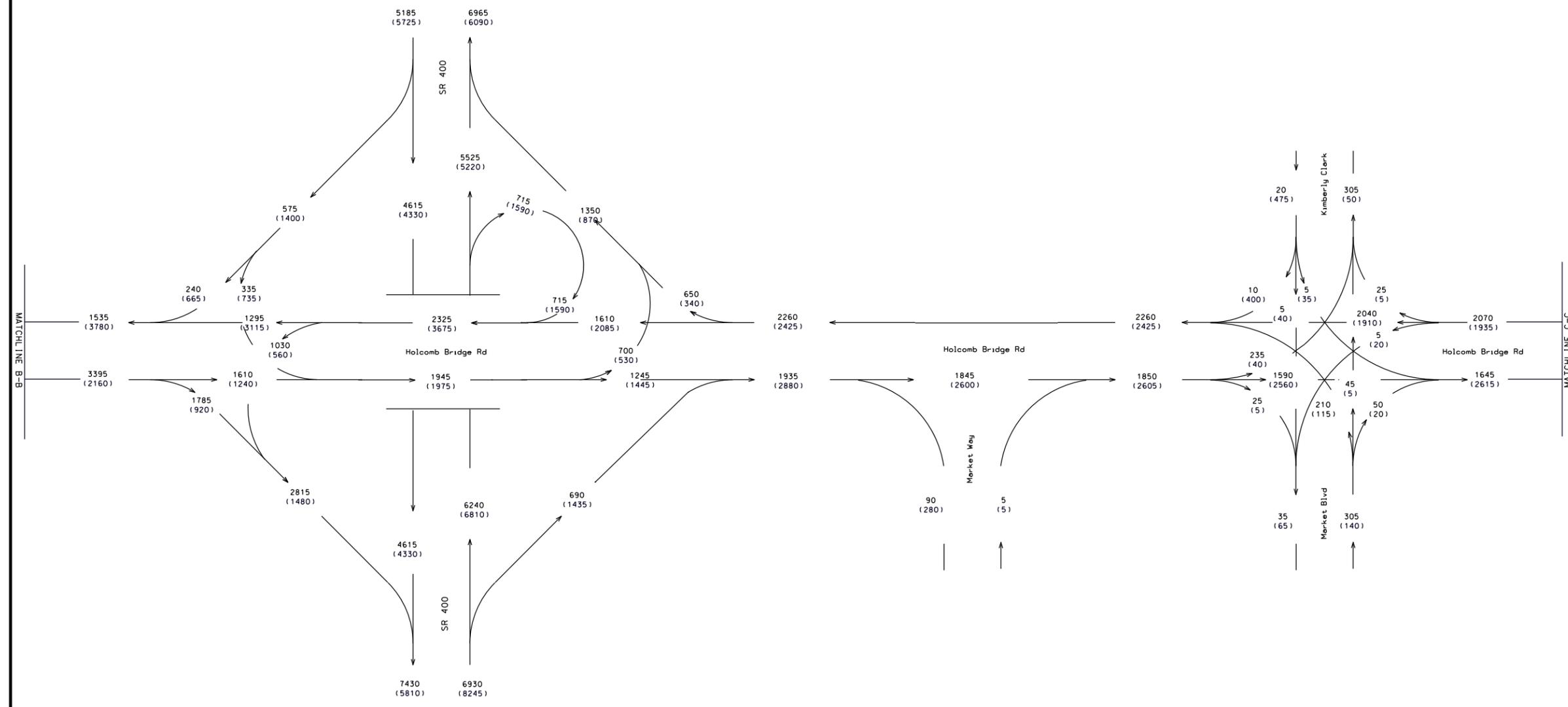


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

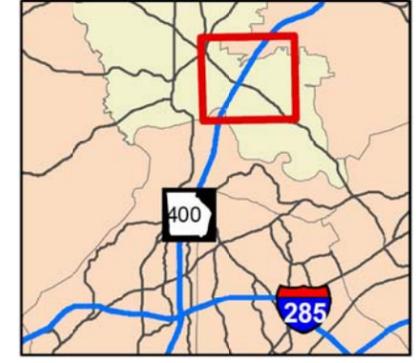
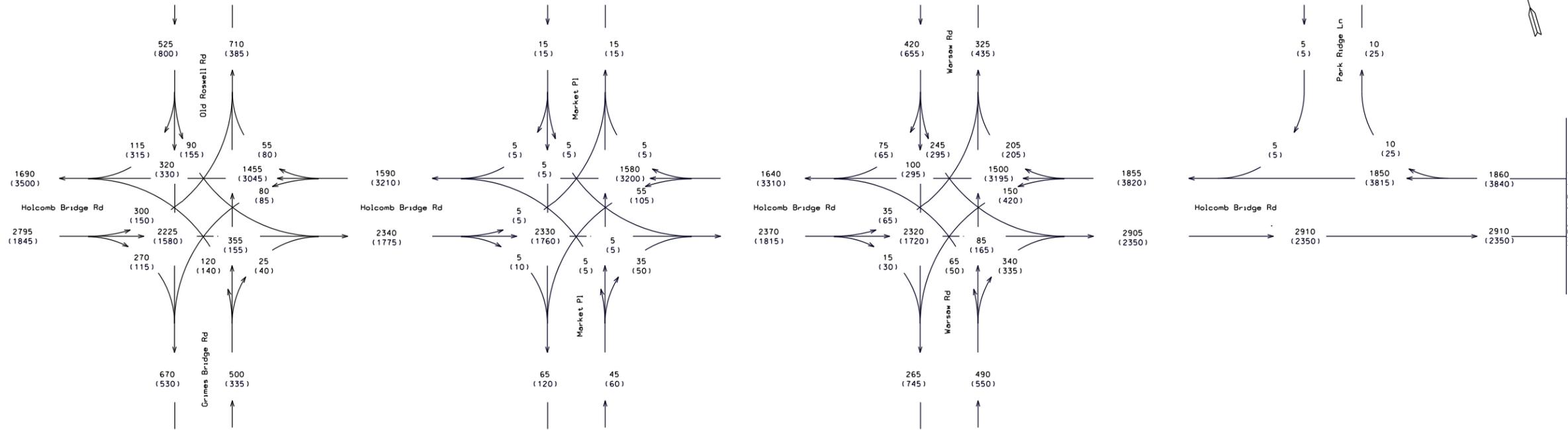
DESIGN HOURLY VOLUME  
 NO-BUILD/BUILD  
 YEAR 2015  
 SHEET: 8 OF 15

VOLUME LEGENDS  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

PEAK HOUR TRUCK PERCENTAGES  
 S.U. TRUK: 6.0%  
 COM. TRUCKS: 3.7%  
 TOTAL TRUCK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

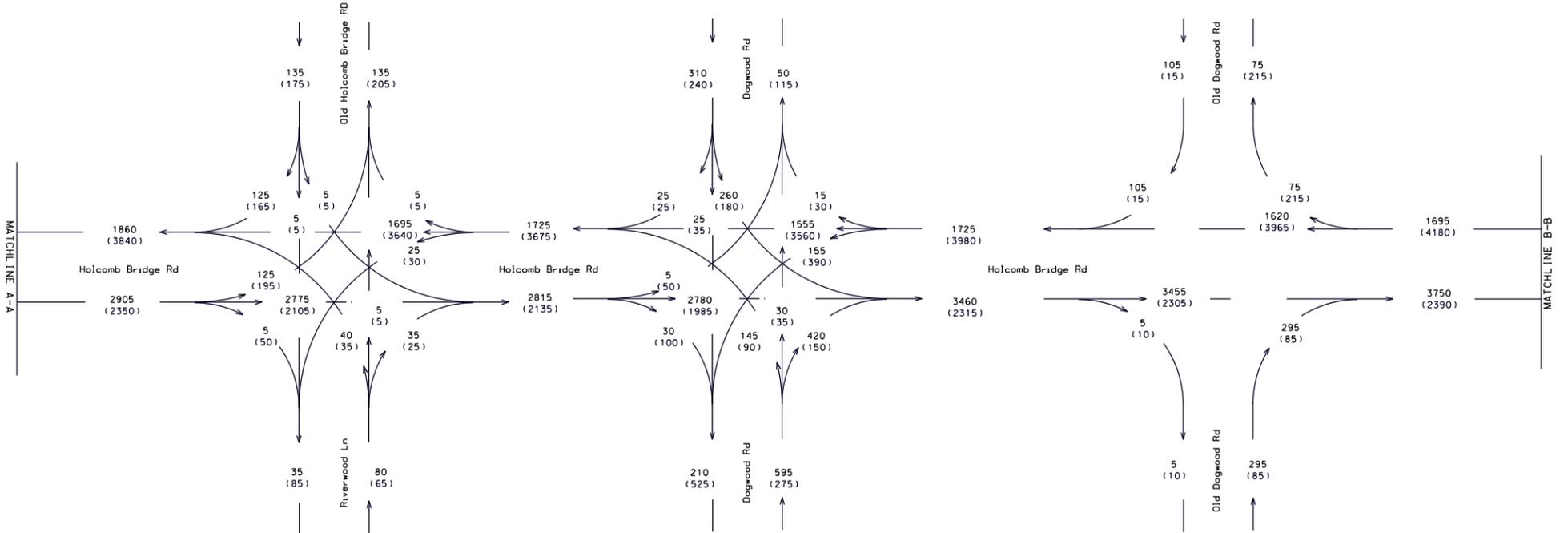


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

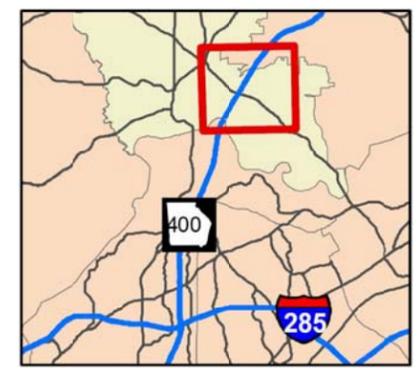
### DESIGN HOURLY VOLUME NO-BUILD/BUILD YEAR 2025 SHEET: 10 OF 15

**VOLUME LEGENDS**  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

**PEAK HOUR TRUCK PERCENTAGES**  
 S.U. TRUK: 6.0%  
 COM. TRUCKS: 3.7%  
 TOTAL TRUCK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

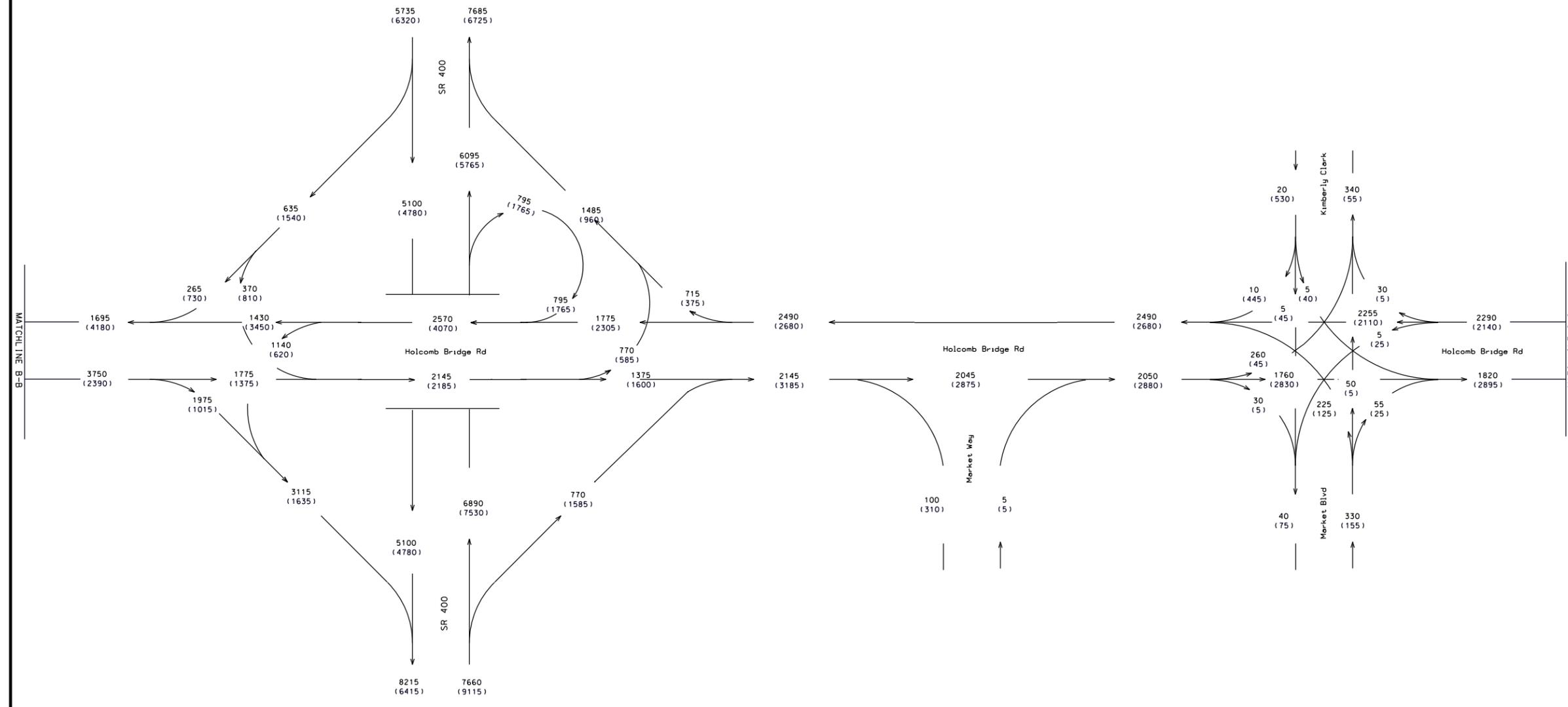


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 FULTON COUNTY, GEORGIA  
 MAY 2013

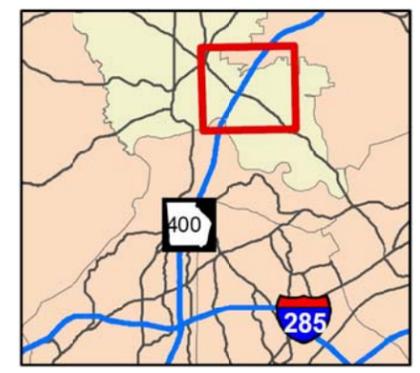
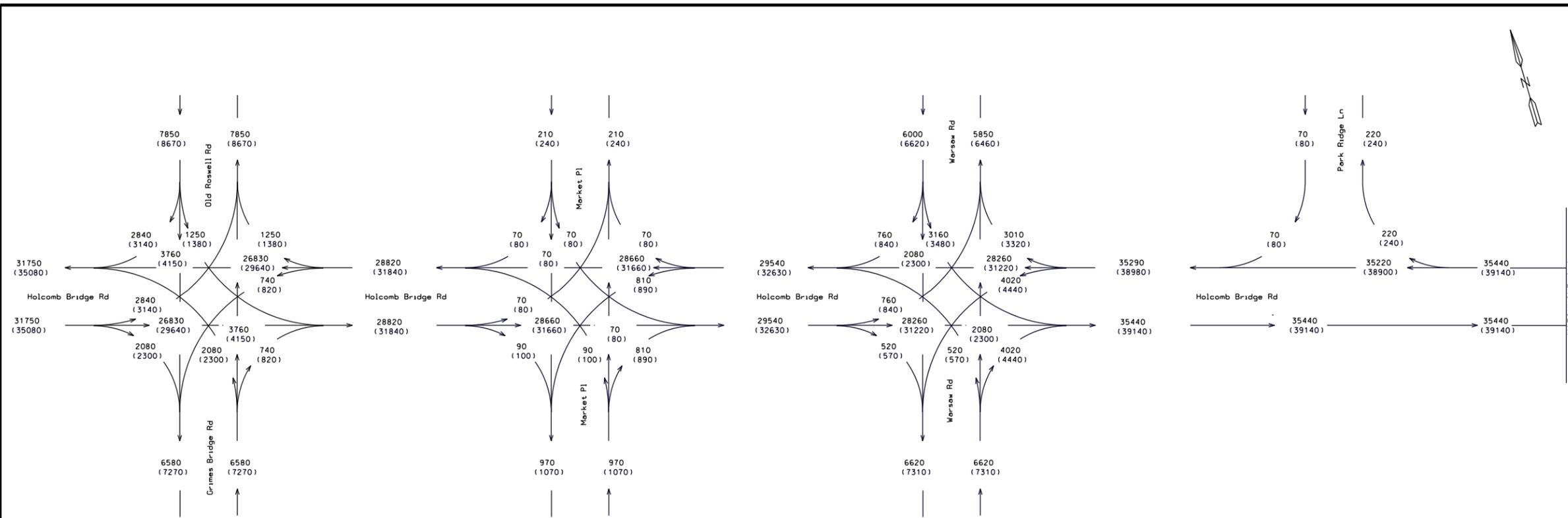
DESIGN HOURLY VOLUME  
 NO-BUILD/BUILD  
 YEAR 2025  
 SHEET: 11 OF 15

**VOLUME LEGENDS**  
 AM PEAK HOUR: XX VOL/HR  
 PM PEAK HOUR: (XX) VOL/HR

**PEAK HOUR TRUCK PERCENTAGES**  
 S.U. TRUK: 6.0%  
 COM. TRUKS: 3.7%  
 TOTAL TRUK: 9.7%



CREATED BY: SM  
 CHECKED BY: PS

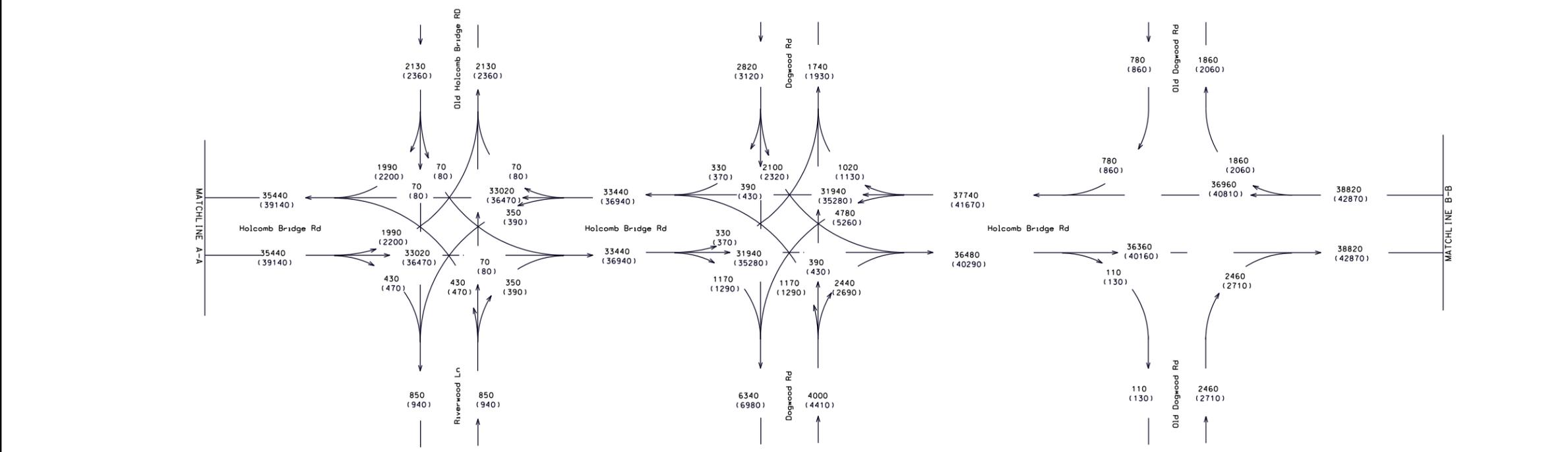


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

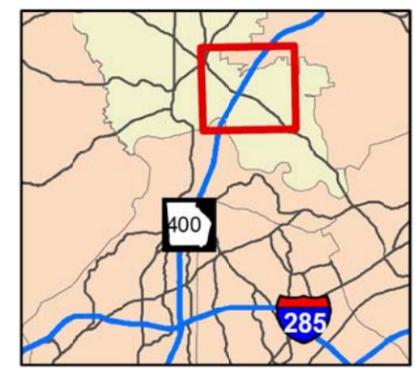
### AVERAGE DAILY VOLUME NO-BUILD/BUILD YEAR 2015 & 2025 SHEET: 13 OF 15

**VOLUME LEGENDS**  
 ADT 2015: XX VOL/HR  
 ADT 2025: (XX) VOL/HR

**DAILY TRUCK PERCENTAGES**  
 S.U. TRUK: 6.3%  
 COM. TRUKS: 3.3%  
 TOTAL TRUK: 9.6%



CREATED BY: SM  
 CHECKED BY: PS

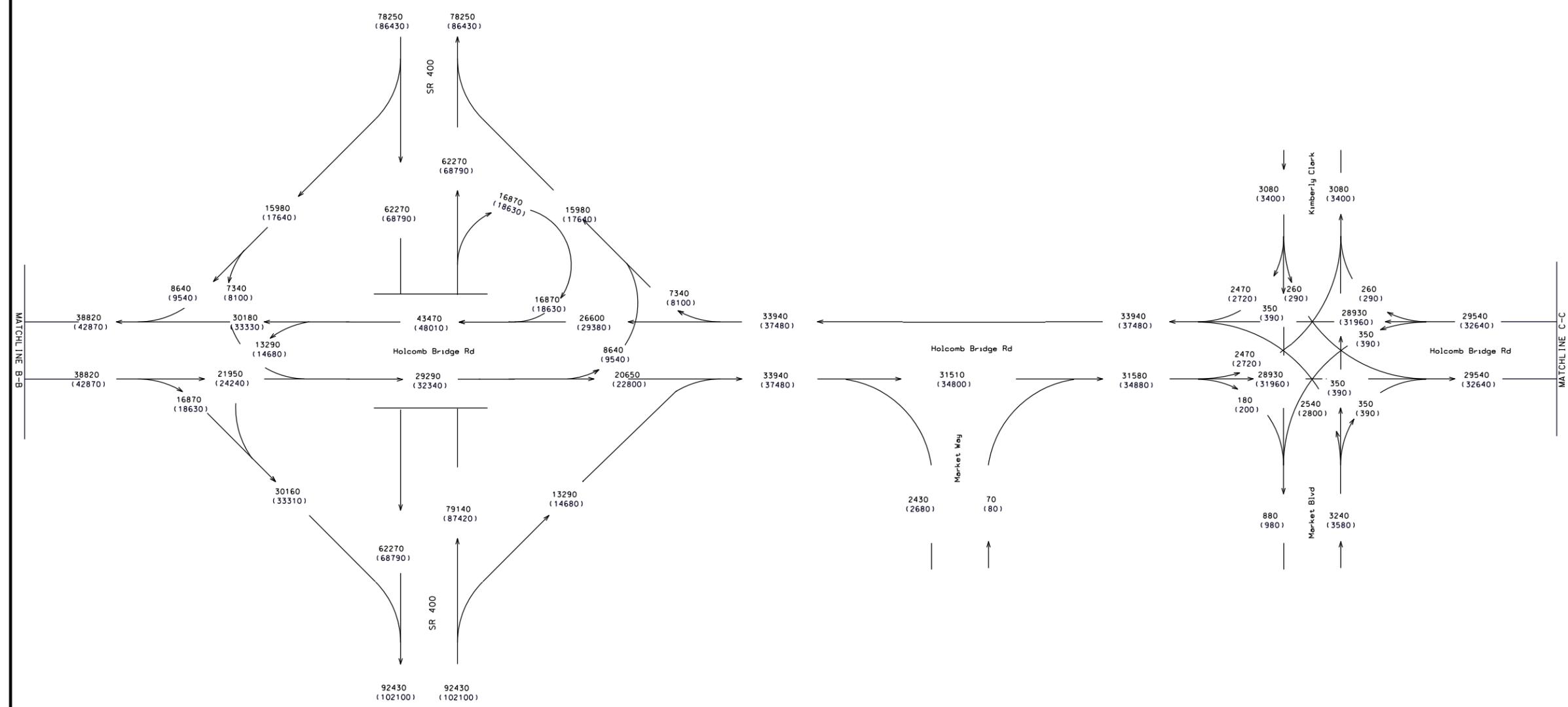


PI# 0010880, PI#0010866, AND PI#0010858  
 FULTON COUNTY, GEORGIA  
 MAY 2013

### AVERAGE DAILY VOLUME NO-BUILD/BUILD YEAR 2015 & 2025 SHEET: 14 OF 15

**VOLUME LEGENDS**  
 ADT 2015: XX VOL/HR  
 ADT 2025: (XX) VOL/HR

**DAILY TRUCK PERCENTAGES**  
 S.U. TRUK: 6.3%  
 COM. TRUCKS: 3.3%  
 TOTAL TRUCK: 9.6%



CREATED BY: SM  
 CHECKED BY: PS

Date	Time	Route	IntersectingRoute	Ramp!	Injuries	Fatalit	MannerOfCollision
1/11/2011	18:58:00	SR 400	HOLCOMB BRIDGE RD	0	2	0	Angle
1/27/2011	7:15:00	SR 140	ENT EXIT 8465 HOLCOMB BRIDGE RD	0	0	0	Rear End
2/19/2011	12:02:00	SR 140	S HOLCOMB BRIDGE RD	0	0	0	Rear End
2/24/2011	7:58:00	DOGWOOD RD	GA140 HOLCOMB BRIDE RD	0	0	0	Sideswipe-Same Direction
2/25/2011	6:56:00	GA140 HOLCOMB BRIDGE RD	GA400 N BOUND ENTRANCE RAM	0	0	0	Rear End
3/30/2011	5:52:00	GA400	HOLCOMB BRIDGE RD	0	1	0	Not A Collision with Motor Vehicle
3/30/2011	9:49:00	STATE HWY 400	HOLCOMB BRIDGE RD	0	0	0	Rear End
5/16/2011	10:58:00	HOLCOMB HOLCOMB BRIDGE RD	SR 400	0	1	0	Rear End
5/17/2011	16:09:00	STATE HWY 400	HOLCOMB BRG	0	0	0	Sideswipe-Same Direction
6/15/2011	18:35:00	HOLCOMB BRIDGE RD	SR 400	0	0	0	Sideswipe-Same Direction
8/1/2011	7:42:00	GA400	GA400 HOLCOMB BRIDGE RD ON R	0	0	0	Sideswipe-Same Direction
10/10/2011	11:18:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Not A Collision with Motor Vehicle
11/16/2011	5:53:00	HOLCOMB BRIDGE RD	SR 400	0	0	0	Angle

Date	Time	Route	IntersectingRoute	Ramp!	Injuries	Fatalit	MannerOfCollision
4/7/2012	16:47:00	GA140 HOLCOMB BRIDGE RD	SR 400	0	0	0	Rear End
5/9/2012	8:12:00	GA140 HOLCOMB BRIDGE RD	SR 400	0	0	0	Rear End
5/20/2012	3:32:00	SR 400	HOLCOMB BRG	1	3	0	Rear End
6/5/2012	9:09:00	SR 400	HOLCOMB BRIDGE RD	0	1	0	Rear End
7/24/2012	19:15:00	SR 400	HOLCOMB BRIDGE RD	1	0	0	Rear End
8/3/2012	16:34:00	SR 140	S HOLCOMB BRIDGE RD	0	1	0	Rear End
8/15/2012	8:58:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Rear End
8/24/2012	5:52:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Rear End
9/4/2012	12:59:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Sideswipe-Same Direction
11/2/2012	7:42:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Rear End

Date	Time	Route	IntersectingRoute	Ramp!	Injuries	Fatalit	MannerOfCollision
3/9/2013	13:38:00	SR 400	HOLCOMB BRIDGE RD	0	1	0	Not A Collision with Motor Vehicle
3/20/2013	13:34:00	HOLCOMB BRIDGE RD	SR 400	0	0	0	Sideswipe-Same Direction
4/1/2013	15:35:00	GA400	HOLCOMB BRIDGE RD	0	0	0	Sideswipe-Same Direction
4/12/2013	19:13:00	SR 400	HOLCOMB BRIDGE RD	1	0	0	Rear End
9/4/2013	18:04:00	GA400 OFF RP	HOLCOMB BRIDGE RD	1	0	0	Rear End
9/16/2013	16:49:00	SR 400	HOLCOMB BRIDGE RD	1	0	0	Rear End
9/16/2013	13:22:00	HOLCOMB BRIDGE OVER GA400 RD	SR 400	0	0	0	Rear End
9/25/2013	10:26:00	HOLCOMB BRIDGE RD	SR 400	0	0	0	Angle
10/9/2013	16:37:00	GA400	HOLCOMB BRIDGE RD	0	0	0	Rear End
10/9/2013	17:49:00	SR 400	HOLCOMB BRIDGE RD	0	0	0	Rear End
10/14/2013	22:14:00	HOLCOMB BRIDGE RD	SR 400	0	1	0	Angle
10/15/2013	13:02:00	GA400 EXIT RP	HOLCOMB BRIDGE RD	1	0	0	Rear End
10/18/2013	16:24:00	GA400 EXIT RP	HOLCOMB BRIDGE RD	1	0	0	Rear End
10/24/2013	10:28:00	GA400	HOLCOMB BRIDGE RD	0	2	0	Rear End
11/6/2013	12:06:00	SR 400	HOLCOMB BRIDGE RD	1	2	0	Not A Collision with Motor Vehicle
11/20/2013	19:17:00	DOGWOOD RD	HOLCOMB BRIDGE RD	0	1	0	Rear End
12/25/2013	19:00:00	GA140 HOLCOMB BRIDGE RD	SR 400	0	0	0	Rear End
12/31/2013	21:35:00	HOLCOMB BRIDGE RD	SR 400	0	0	0	Angle



### Statewide Mileage, Travel & Accident Data - 2011

Highway System	Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents		All Non-Fatal Injuries from Fatal & Non-Fatal Accidents		All Accidents			
	Roads & Streets in Service (Miles)	Usage Annual Veh. Miles (Millions)	DVM/Mile ADT	Accidents		Fatalities		Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
				Number	100 MVM	Number	100 MVM								
Interstate, Rural	719	9,661	36,813	66	0.68	76	0.79	1,510	16	2,559	26	5,432	56		
Interstate, Urban	530	18,816	97,265	92	0.49	97	0.52	7,276	39	10,697	57	34,149	181		
Subtotal, Interstate	1,249	28,477	62,465	158	0.55	173	0.61	8,786	31	13,256	47	39,581	139		
Principal Arterial, NHS, Rural	2,301	5,563	6,624	81	1.28	83	1.31	2,048	32	3,418	54	6,709	106		
Principal Arterial, Non-NHS, Rural	374	759	5,560	13	1.71	14	1.84	512	67	855	113	1,677	221		
Subtotal, Principal Arterial, Rural	2,675	6,322	6,475	94	1.49	97	1.53	2,560	40	4,273	68	8,386	133		
Principal Arterial, Freeway, NHS, Urban	110	2,299	57,260	9	0.39	8	0.35	757	33	1,049	46	3,627	158		
Principal Arterial, Freeway, Non-NHS, Urban	37	726	53,758	3	0.41	3	0.41	177	24	262	36	907	125		
Subtotal, Principal Arterial, Freeway, Urban	147	3,025	56,379	12	0.40	11	0.36	934	31	1,311	43	4,534	150		
Principal Arterial, Non-Freeway, NHS, Urban	906	6,102	18,452	67	1.10	75	1.23	6,040	99	9,437	155	25,764	422		
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,021	6,351	17,042	86	1.35	78	1.23	8,340	131	12,509	197	38,646	609		
Subtotal, Principal Arterial, Non-Freeway, Urban	1,927	12,453	17,705	153	1.23	153	1.23	14,380	115	21,946	176	64,410	517		
Subtotal, All Principal Arterial, Urban	2,074	15,478	20,446	165	1.07	164	1.06	15,314	99	23,257	150	68,944	445		
Subtotal, All Principal Arterial	4,749	21,800	12,577	259	1.19	261	1.20	17,874	82	27,530	126	77,330	355		
Minor Arterial, NHS, Rural	779	929	3,267	15	1.61	16	1.72	438	47	706	76	1,530	165		
Minor Arterial, Non-NHS, Rural	4,414	5,261	3,265	121	2.30	125	2.38	3,216	61	5,175	98	10,240	195		
Subtotal, Minor Arterial, Rural	5,193	6,190	3,266	136	2.20	141	2.28	3,654	59	5,881	95	11,770	190		
Minor Arterial, NHS, Urban	87	455	14,328	5	1.10	5	1.10	499	110	755	166	2,191	482		
Minor Arterial, Non-NHS, Urban	4,238	14,705	9,506	170	1.16	176	1.20	16,145	110	24,422	166	70,838	482		
Subtotal, Minor Arterial, Urban	4,325	15,160	9,603	175	1.15	181	1.19	16,644	110	25,177	166	73,029	482		
Subtotal, All Minor Arterial	9,518	21,350	6,146	311	1.46	322	1.51	20,298	95	31,058	145	84,799	397		
Major Collector, Rural	12,816	5,726	1,224	164	2.86	171	2.99	3,783	66	5,644	99	11,542	202		
Minor Collector, Rural	7,432	1,465	540	37	2.53	38	2.59	928	63	1,323	90	2,812	192		
Collector, Urban	2,745	4,836	4,827	53	1.10	53	1.10	4,724	98	6,947	144	21,405	443		
Local, Rural	52,265	6,655	349	97	1.46	98	1.47	3,238	49	4,604	69	10,364	156		
Local, Urban	28,669	17,625	1,684	118	0.67	121	0.69	9,838	56	14,178	80	48,782	277		
Subtotal, Local	80,934	24,280	822	215	0.89	219	0.90	13,076	54	18,782	77	59,146	244		
Subtotal, All State, Rural	14,057	25,368	4,944	393	1.55	417	1.64	10,057	40	16,276	64	32,671	129		
Subtotal, All State, Urban	3,928	39,817	27,772	357	0.90	369	0.93	32,278	81	48,826	123	144,732	363		
Subtotal, All State	17,985	65,185	9,930	750	1.15	786	1.21	42,335	65	65,102	100	177,403	272		
Subtotal, Non-State, Rural	67,043	10,653	435	200	1.88	204	1.91	5,616	53	8,007	75	17,635	166		
Subtotal, Non-State, Urban	34,414	32,100	2,556	245	0.76	247	0.77	21,519	67	31,431	98	101,577	316		
Subtotal, Non-State	101,457	42,753	1,154	445	1.04	451	1.05	27,135	63	39,438	92	119,212	279		
Subtotal, Rural	81,100	36,019	1,217	594	1.65	621	1.72	15,673	44	24,284	67	50,306	140		
Subtotal, Urban	38,343	71,915	5,139	603	0.84	616	0.86	53,796	75	80,256	112	246,309	343		
<b>Total</b>	<b>119,443</b>	<b>107,934</b>	<b>2,476</b>	<b>1,196</b>	<b>1.11</b>	<b>1,236</b>	<b>1.15</b>	<b>69,469</b>	<b>64</b>	<b>104,540</b>	<b>97</b>	<b>296,615</b>	<b>275</b>		



**Statewide Mileage, Travel & Accident Data - 2012**

Highway System	Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents		All Non-Fatal Injuries from Fatal & Non-Fatal Accidents		All Accidents	
	Roads & Streets in Service (Miles)	Usage Annual Veh. Miles (Millions)	DVM/Mile	Accidents		Fatalities		Number	100 MVM	Number	100 MVM	Number	100 MVM
				ADT	Number	100 MVM	Number						
			ADT	Number	100 MVM	Number	100 MVM	Number	100 MVM				
Interstate, Rural	719	9,729	37,072	63	0.65	74	0.76	1,653	17	2,820	29	6,166	63
Interstate, Urban	530	18,756	96,955	90	0.48	94	0.50	7,965	42	11,788	63	38,448	205
Subtotal, Interstate	1,249	28,485	62,483	153	0.54	168	0.59	9,618	34	14,608	51	44,614	157
Principal Arterial, NHS, Rural	2,320	5,357	6,326	86	1.35	88	1.38	2,261	36	3,770	59	6,878	108
Principal Arterial, Non-NHS, Rural	362	999	7,561	13	1.30	13	1.30	544	54	897	90	1,666	167
Subtotal, Principal Arterial, Rural	2,682	6,356	6,493	91	1.43	94	1.48	2,802	44	4,708	74	9,442	149
Principal Arterial, Freeway, NHS, Urban	85	2,315	74,617	7	0.30	8	0.35	958	41	1,356	59	3,810	165
Principal Arterial, Freeway, Non-NHS, Urban	64	769	32,920	5	0.65	5	0.65	220	29	309	40	989	129
Subtotal, Principal Arterial, Freeway, Urban	149	3,084	56,707	11	0.36	11	0.36	1,022	33	1,445	47	5,104	165
Principal Arterial, Non-Freeway, NHS, Urban	907	5,819	17,577	67	1.15	73	1.25	6,940	119	10,758	185	26,837	461
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,020	6,705	18,010	83	1.24	87	1.30	9,332	139	14,114	210	39,809	594
Subtotal, Principal Arterial, Non-Freeway, Urban	1,927	12,524	17,806	148	1.18	148	1.18	15,741	126	24,184	193	72,517	579
Subtotal, All Principal Arterial, Urban	2,076	15,608	20,598	159	1.02	159	1.02	16,763	107	25,629	164	77,621	497
Subtotal, All Principal Arterial	4,758	21,964	12,647	250	1.14	253	1.15	19,565	89	30,337	138	87,063	396
Minor Arterial, NHS, Rural	753	1,031	3,751	17	1.65	18	1.75	488	47	766	74	1,464	142
Minor Arterial, Non-NHS, Rural	4,431	5,206	3,219	117	2.25	129	2.48	3,426	66	5,386	103	10,273	197
Subtotal, Minor Arterial, Rural	5,184	6,237	3,296	131	2.10	137	2.20	4,000	64	6,481	104	13,252	212
Minor Arterial, NHS, Urban	93	489	14,406	1	0.20	1	0.20	515	105	762	156	2,324	475
Minor Arterial, Non-NHS, Urban	4,247	14,631	9,438	162	1.11	165	1.13	17,267	118	26,091	178	69,686	476
Subtotal, Minor Arterial, Urban	4,340	15,120	9,545	169	1.12	175	1.16	18,219	120	27,745	183	82,221	544
Subtotal, All Minor Arterial	9,524	21,357	6,144	300	1.40	312	1.46	22,219	104	34,226	160	95,473	447
Major Collector, Rural	12,823	5,645	1,206	159	2.82	166	2.94	4,141	73	6,219	110	12,994	230
Minor Collector, Rural	7,454	1,165	428	36	3.09	37	3.18	1,016	87	1,458	125	3,166	272
Collector, Urban	2,753	4,692	4,669	51	1.09	51	1.09	5,171	110	7,657	163	24,099	514
Local, Rural	54,162	5,415	274	94	1.74	95	1.75	3,544	65	5,074	94	11,669	215
Local, Urban	29,501	17,728	1,646	114	0.64	117	0.66	10,769	61	15,624	88	54,921	310
Subtotal, Local	83,663	23,143	758	208	0.90	212	0.92	14,313	62	20,698	89	66,590	288
Subtotal, All State, Rural	14,044	25,501	4,975	381	1.49	404	1.58	11,008	43	17,935	70	36,783	144
Subtotal, All State, Urban	3,922	39,796	27,800	345	0.87	358	0.90	35,331	89	53,806	135	162,949	409
Subtotal, All State	17,966	65,297	9,957	726	1.11	762	1.17	46,339	71	71,741	110	199,732	306
Subtotal, Non-State, Rural	68,457	9,013	361	194	2.15	198	2.20	6,147	68	8,824	98	19,855	220
Subtotal, Non-State, Urban	35,035	31,905	2,495	238	0.75	239	0.75	23,555	74	34,637	109	114,362	358
Subtotal, Non-State	103,492	40,918	1,083	432	1.06	437	1.07	29,702	73	43,461	106	134,217	328
Subtotal, Rural	83,024	34,547	1,140	574	1.66	603	1.75	17,156	50	26,760	77	56,689	164
Subtotal, Urban	39,200	71,904	5,025	583	0.81	596	0.83	58,887	82	88,443	123	277,310	386
Total	122,224	106,451	2,386	1,158	1.09	1,199	1.13	74,973	70	114,129	107	316,938	298

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW  
Atlanta, Georgia 30308  
Telephone: (404) 631-1000

January 3, 2014

Mr. Steven D. Acenbrak, P.E., LEED AP  
Director of Transportation  
City of Roswell  
38 Hill Street  
Roswell, GA 30075

**SUBJECT: SR 400 Exit 7 Guide Signs (Fulton County)**

Dear Mr. Acenbrak,

Thank you for your correspondence regarding Roswell's request to modify the existing overhead signage on GA 400 approaching the SR 140/Holcomb Bridge interchange. As previously discussed, the Department selects a control city for each direction at an interchange based on closest city center that is consistent with the state map, per the Manual on Uniform Traffic Control Devices (MUTCD). At the SR 140/Holcomb Bridge Rd interchange we have selected the control cities as Roswell to the west and Peachtree Corners to the east.

We have reviewed the proposed signage and will agree to the following:

- Modify the interchange sequence signs to replace the words "Roswell-Norcross" to "SR 140 Holcomb Br Rd"
- Modify and update the overhead guide signs to read "P' tree Corners" instead of "Norcross"
- Modify the advance guide sign to read "Holcomb Bridge Road Exit 1 Mile" with the state route 140 shield

The cost of updating the signs ranges from \$100k to \$300k depending on the need to replace existing sign structures to account for the square footage of the new signs. It is the Department's preference to include the updated signs as a part of the operational improvement projects already programmed for the SR 140/Holcomb Bridge Rd interchange.

Additionally, we recognize that Mansell Road is a prominent access route into the city of Roswell from SR 400 southbound. The Office of Traffic Operations will work with the city to develop a cost effective solution that does not involve replacement of existing sign structures.

Thank you for taking the time to share your concerns. Please contact Paul DeNard at 404-635-2843 or District 7 Traffic Operations Office if you have any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell McMurry".

Russell McMurry, P.E.  
Chief Engineer

RM:PD

cc: Julian Jackson, Peachtree Corners City Manager  
Meg Pirkle, Director of Operations  
Peter Emmanuel, GDOT Project Manager  
Mike Lobdell, District 7





August 8, 2013

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

RE: SR 400 Exit 7 Guide Signs  
Fulton County

Dear Commissioner Golden,

When Roswell City Council Member Dr. Betty Price met with you earlier this year, she expressed a concern about our guide signs on SR 400. This letter provides additional information and a partnering opportunity to address the concern. I have discussed this with Meg Pirkle and others on our staff have discussed this with District 7 staff and with Paul Denard. Please share this letter with the appropriate GDOT staff.

The City of Roswell Mayor and City Council request changes to the SR 400 guide signs in seven locations for the northbound direction between the North Springs Marta Station and Holcomb Bridge Road. The current guide signs in the northbound direction are not consistent with the southbound direction. The southbound Exit Direction signs state "Holcomb Br Rd / Roswell". The northbound Exit Direction signs (Exit 7A and 7B) do not include "Holcomb Br Rd" and the Exit 7A sign does not include "Roswell". Photos and locations of the current guide signs are attached.

The guide signs in the northbound direction create confusion for motorists since they do not acknowledge that one-third of the land area of Roswell lies east of SR 400, and the city of Norcross is a considerable distance away from this interchange (approximately 10 miles to the southeast). Additionally, motorists reach many Roswell destinations via Mansell Road Exit 8.

The City of Roswell has begun design of a locally funded project we refer to as the SR 400 New Northbound Early Off-ramp. The project includes modifying Exit 7A and constructing an additional exit ramp south of Holcomb Bridge Road that will tie into Market Boulevard east of SR 400. We have discussed with District 7 staff that some of the requested guide sign changes can be incorporated into the Early Off-ramp project. At this time, we expect it may be two years before construction begins on this project.

We see an opportunity to partner with the Department and complete these sign changes in two phases. We request the Department implement the changes to seven northbound guide signs and install one southbound guide sign immediately. We do not foresee these signs being affected by the Early Off-ramp project. At a later date, the Early Off-ramp project can implement the changes to the two Exit 7A Exit Direction signs.

Phase One of the requested SR 400 guide sign changes in the northbound direction includes:

- Replace the text on the northbound Interchange Sequence Sign (location A – north of Spalding Drive) from “Roswell-Norcross” to “Holcomb Br Rd”. This would result in consistent text with the southbound sign (SB location F).
- Replace the text on the northbound Interchange Sequence Sign (location B – south of Roberts Drive) from “Roswell-Norcross” to “Holcomb Br Rd”. This would result in consistent text with the southbound sign (SB location F).
- Remove the text “Norcross” on the one-mile Advance Guide sign (location C)
- Remove the ground mounted sign “Holcomb Br Rd – Exits 7A-B” (location D). Install a new northbound NEXT XX EXITS sign indicating “Roswell – Exits 7 & 8”. The MUTCD indicated this could be located in advance of the Advance Guide sign (location C).
- Add the text “Holcomb Br Rd” on the northbound Exit 7B Exit Direction signs (locations D, E and F). This would result in consistent text with the southbound guide signs.
- Change the text from “Roswell” to “Historic Roswell” on the northbound Exit 7B Exit Direction signs (locations D, E and F).
- In the southbound direction install a NEXT XX EXITS sign indicating “Roswell – Exits 7 & 8”. This could be located in advance of the Advance Guide sign (location A).

Phase Two of the requested SR 400 guide sign changes includes:

- Add the text “Holcomb Br Rd” on the northbound Exit 7A Exit Direction signs (locations D and E)
- Remove the text “Norcross” and add the text “Roswell” to the northbound Exit 7A Exit Direction signs (locations D and E)

We recognize that sign specifics will be refined as the Early Off-Ramp project progresses and additional sign changes may be necessary; however, based on the initial concept alignment we have seen for the Early Off-Ramp the above concepts are still valid.

Thank you for your consideration of this matter, and thank you for the Department’s continued partnership with the City of Roswell.

Sincerely,

CITY OF ROSWELL



Steven D. Acenbrak, P.E., LEED AP  
Director of Transportation

Cc: Mayor Jere Wood  
Council Member Dr. Elizabeth Clark Price

Commissioner Keith Golden, P.E.  
August 8, 2013  
Page 3

Kay Love, City Administrator  
Andrew Antweiler, Transportation Planner

Attachments:

Locations of Existing SR 400 Guide Signs  
Photos of SR 400 Guide Signs

## PHOTOS of SR 400 GUIDE SIGNS

### Northbound SR 400 Guide Signs



A  
Interchange Sequence sign – Phase 1 replace text



B  
Interchange Sequence sign – Phase 1 replace text



C  
 Advance Guide sign – Phase 1 remove text  
 Phase 1 – Install new NEXT XX EXIT sign in advance of this location



D  
 Exit Direction sign for Exit 7B – Phase 1 change text  
 Exit Direction sign for Exit 7A – Phase 2 change text  
 Ground mounted sign – Phase 1 remove



E  
 Exit Direction sign for Exit 7B – Phase 1 change text  
 Exit Direction sign for Exit 7A – Phase 2 change text



F  
 Advance Guide sign  
 Exit Direction sign for Exit 7B – Phase 1 change text



G  
Interchange Sequence sign



H  
Advance Guide sign



I  
NEXT XX EXITS sign



J  
Exit Direction sign

Southbound SR 400 Guide Signs



A

Advance Guide sign

Phase 1 – Install new NEXT XX EXIT sign in advance of this location



B

Advance Guide sign



C  
Exit Direction sign



D  
Advance Guide sign



E  
Exit Direction sign



F  
Interchange Sequence sign

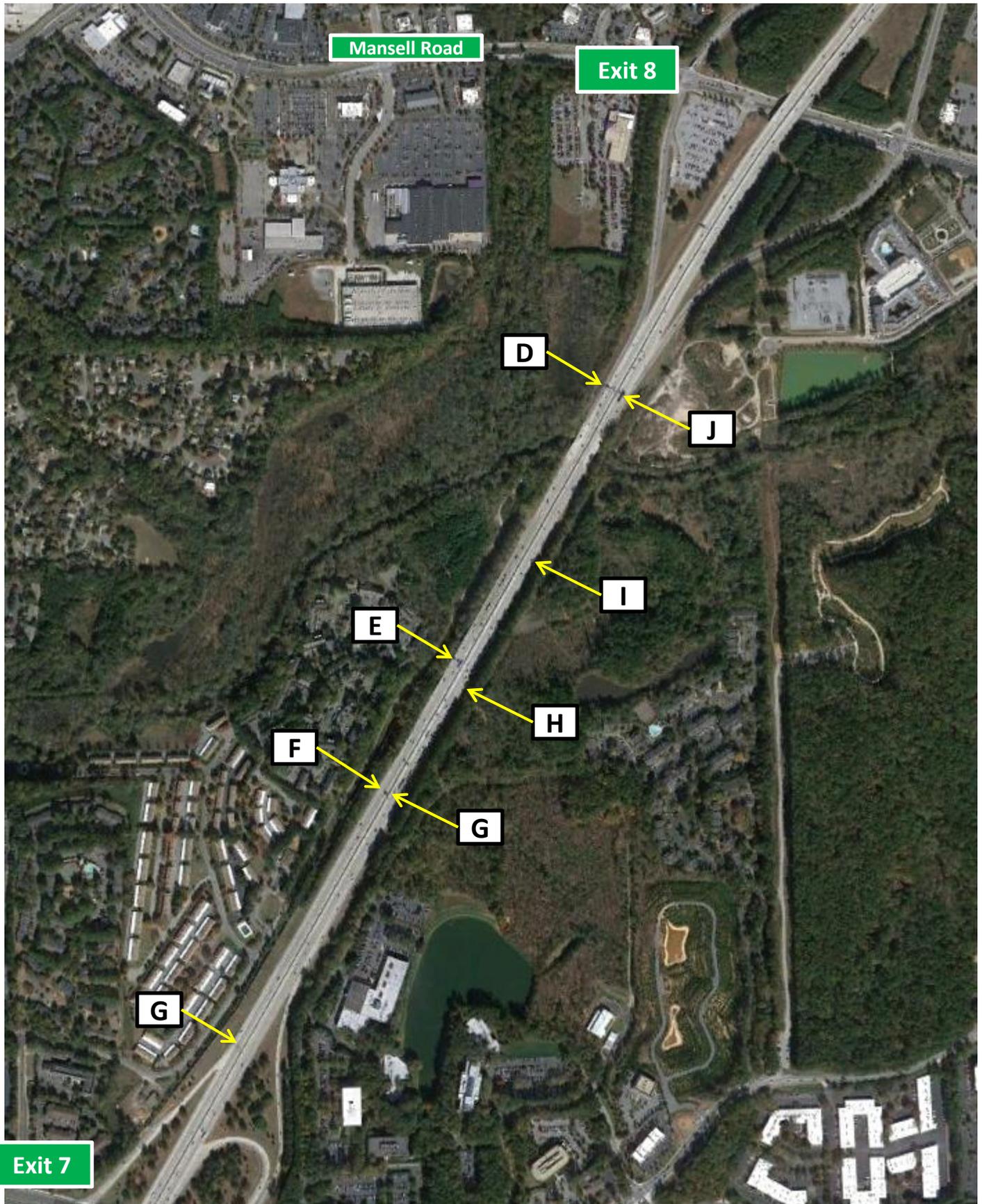


G  
Exit Direction sign



# Locations of Existing SR 400 Guide Signs







## Black, Perry

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**From:** Black, Perry  
**Sent:** Thursday, July 17, 2014 4:06 PM  
**To:** Phillips, Kim  
**Cc:** Black, Perry  
**Subject:** FW: SR 400 NB Exit 7 Guide Sign Modifications Included in P.I. 0010858 Fulton County  
**Attachments:** SR 400 Exit 7 Guide Signs.pdf; Photos of SR 400 Guide Signs.pdf; Letter to Golden RE SR 400 Guide Signs.pdf; Locations of Existing SR 400 Guide Signs.pdf

Kim,

This e-mail is to confirm that the SR 400 Exit 7 Sign Replacement as specified in the letter from the Chief Engineer dated January 3, 2014 will be included in P.I. 0010858 Fulton County SR 400/US 19 SB @ SR 140 Operational Improvements project.

Thanks,  
Perry Black  
Project Manager  
Georgia Department of Transportation  
Office of Program Delivery  
600 W. Peachtree St. N.W. 25th Floor  
Atlanta Georgia 30308  
Office (404) 631-1224  
Cell (404) 985-6399  
[peblack@dot.ga.gov](mailto:peblack@dot.ga.gov)

---

**From:** Black, Perry  
**Sent:** Monday, February 03, 2014 4:29 PM  
**To:** Duff, Eric; Casey, Andy; Cranford, Mac; Cowan, Kevin; Peters, Dave; Phillips, Kim  
**Subject:** FW: SR 400 NB Exit 7 Guide Signs

Everyone,

I just received word from the City of Roswell that GDOT has agreed to add sign replacement to this project.

Please review and advise if any changes are needed to the schedule, scope and budget.

Thanks,  
Perry Black  
Project Manager  
Georgia Department of Transportation  
Office of Program Delivery  
600 W. Peachtree St. N.W. 25th Floor  
Atlanta Georgia 30308  
Office (404) 631-1224  
Cell (404) 985-6399  
[peblack@dot.ga.gov](mailto:peblack@dot.ga.gov)

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**From:** Andrew Antweiler [mailto:[aantweiler@roswellgov.com](mailto:aantweiler@roswellgov.com)]  
**Sent:** Monday, February 03, 2014 10:07 AM  
**To:** Black, Perry  
**Cc:** DeNard, Paul; Emmanuel, Peter; Franco DeMarco  
**Subject:** FW: SR 400 NB Exit 7 Guide Signs

Perry,

As I mentioned on the phone this morning, the City of Roswell and the Department have been discussing revisions to the northbound guide signs along SR 400 approaching Exit 7 (SR 140/Holcomb Bridge Rd). Attached please find the January 3<sup>rd</sup> letter with the Department's response. I am also providing the original letter dated August 8<sup>th</sup> from the City (with 2 attachments).

In reviewing the January 3<sup>rd</sup> letter, we understand the Department's preference is to include the sign upgrades as part of a currently programmed operational improvement project. In my conversation this morning with Paul DeNard, I indicated the City recommends these sign upgrades be incorporated into PI 0010858 (SR 400 SB @ SR 140 – Ramp Improvements).

I am providing this information with the goal that PI 0010858 can incorporate any changes to the project scope, concept report, schedule, and/or environmental screening. I am also providing the original letter from the City to GDOT.

Please note that City staff will continue to work with GDOT staff to make sure that all sign modifications are coordinated with the City of Roswell funded project currently in design – the SR 400 New Northbound Early Off-ramp. One of the City's requests includes adding the text "Holcomb Br Rd" on the northbound Exit 7A and Exit 7B Exit Direction signs.

Please let me know if you have any questions. The City will also follow up with a formal reply to Russell McMurry.

**Andrew Antweiler, PE**  
Transportation Planner  
City of Roswell  
Phone: 678-639-7540  
Cell: 678-222-8167  
Fax: 678-639-7545  
[aantweiler@roswellgov.com](mailto:aantweiler@roswellgov.com)

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**From:** Emmanuel, Peter [mailto:[pemmanuel@dot.ga.gov](mailto:pemmanuel@dot.ga.gov)]  
**Sent:** Monday, January 13, 2014 9:02 AM  
**To:** Andrew Antweiler  
**Cc:** DeNard, Paul; Lobdell, Mike; Woods, Chris N.  
**Subject:** SR 400 NB Exit 7 Guide Signs

Good Morning Andrew – You may have already seen the attached document, please take note of the items GDOT agreed upon. Thank you.

**Peter B. Emmanuel**  
*Associate Project Manager, 404-631-1158*  
*GDOT's Office of Program Delivery*

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During inclement winter weather, Georgia DOT commits to achieve and maintain passable road conditions on two lanes of interstates first and then state routes from the most heavily traveled to the least traveled. The Department urges travelers

to exercise caution, be patient, and call 511 for updated information on roadway conditions before getting on the road during a winter weather event.

Visit us at <http://www.dot.ga.gov/winterweather> ; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadepoftrans>

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Summer highway construction season is ramping up! Georgia DOT advises motorists travelling through Metro Atlanta, especially on weekends, to plan ahead, slow down in work zones, and do not drive distracted. Visit us at <http://www.dot.ga.gov> or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadepoftrans>.

## Concept Team Meeting Notes

PI No.: 0010858

### SR 400 SB @ SR 140 – Ramp Improvements Fulton County

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Date/Time: May 22, 2014 10:00am  
Place: GDOT District 7 Office 5025 New Peachtree Rd. Chamblee Ga.  
Attendees: Perry Black (GDOT), Kim Phillips (GDOT), Dave Peters (GDOT), Ted Crabtree (GDOT), James Harry (GDOT), Robby Oliver (GDOT), Andrew Antweiler (Roswell DOT), Franco DeMarco (Roswell DOT), Zachary Adriaenssens (GDOT), Aaron Burgess (GDOT), Bobby Dollar (GDOT), Eugene Utsalo (GDOT), A. J. Jubran (GDOT), Chris Watson (GDOT), Scott Lee (GDOT), Chester Thomas (GDOT), Ashley Ikpelue (GDOT), Mac Cranford (GDOT)

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The concept team meeting was opened by GDOT project manager Perry Black followed by introduction of each attendee.

Discussion was as follows:

- Perry Black gave a description of the project.
- The schedule was reviewed, all attendees were in agreement with the schedule, and no additional comments were received.
- It was suggested that the sign replacement be taken out of the description.
- GDOT Construction asked if the signs only were going to be replaced or if the signs and the structures were going to be replaced. They stated that with past project, signs and structures were replaced to comply with current policies.
- Traffic Operations stated that they will research and verify if structures will need to be replaced along with signs.
- The need for a UST Investigation was discussed the consensus was that it was not needed because no additional ROW will be needed.
- The question was asked if the proposed median on the southbound entrance ramp could be extended further than the proposed 150 ft. The consensus was that it would be not feasible because the ramp would have to be widened.
- Roswell DOT gave a brief history on the project. The city stated that that traffic studies performed and public outreach forums were conducted.

- The discussion turned to whether the additional lane on the southbound exit ramp should be built to the outside or inside. City of Roswell stated that they would prefer that the widening be to the inside considering construction budget and time. GDOT stated building to the outside would be easier if not more cost effective. It was suggested that the two alternatives be included in the concept report. GDOT noted that it would possibly create an acute angle at the bridge if the widening is to the inside.
- GDOT Environmental Office noted that reconfiguring the right turn lane and describing it as a through lane would trigger air/noise studies and possible sound wall studies.
- It was noted that the SR 400 shoulders are being utilized by transit buses as flex lanes and that coordination with MARTA would be necessary.
- In reference to the 500 ft. of unpaved outside shoulder on the southbound entrance ramp, GDOT noted it was more reasonable to pave the entire shoulder.
- It was noted that the exit ramp was comprised of concrete and the entrance ramp was comprised of asphalt.
- GDOT Traffic Operations stated that since this project was classified as an Operational Improvement project that only 10 year traffic projections were required.
- GDOT Traffic Operations suggested adding traffic signal pay items to the project.
- It was noted that GDOT ATMS traffic control systems were present on the shoulder of SR 400 and City of Roswell ITS systems were present on Holcomb Bridge Rd.
- Meeting was adjourned at 12:00pm

# CONCEPT TEAM MEETING – SIGN IN SHEET

OFFICE: GDOT – Design Policy & Support

P.I. NO: 0010858

COUNTY: Fulton

DATE: May 22, 2014

Time: 10:00am to 12:00pm

	NAME	OFFICE	E-MAIL/phone
1.	Kim Phillips	Design Policy & Support	KimPhillips@dot.ga.gov 404 631 1775
2.	Dave Peters	Design Policy	dpeters@dot.ga.gov 404/631-1738
3.	PERRY BLANK	OPI	pblank@dot.ga.gov
4.	TED CRABTREE	ENG. SERVICES	tcrabtree@dot.ga.gov
5.	JAMES HARRY	G.O. CONST	jharry@dot.ga.gov
6.	ROBBY OLIVER	STATE UTILITIES	roliver@dot.ga.gov (678) 332-8280
7.	ANDREW ANTWELER	ROSWELL DOT	antweiler@roswellga.com 678-639-7540
8.	FRANCO DEMARCO	"	FDEMARCO@ROSWELLGOV.COM 770-594-6274
9.	Zachary Adriaenssens	OBS	zadriaenssens@dot.ga.gov 404 - 681-1650
10.	Aaron Burgess	OES	404 - 631 - 1159
11.	Bobby Dollar	OES	404 - 631 - 1920
12.	EUGENE UTSALO	OMAT	(404) 608-4775
13.	AJ Jubran	OMAT	404-608-4771
14.	Chris Watson	Bridge Design (TEA)	cwatson@dot.ga.gov
15.	SCOTT LEE	D7 PRECONSTRUCTION	SLEE@DOT.GA.GOV
16.	CHESTER THOMAS	GDOT Traffic OPS	chthomas@dot.ga.gov 41) 635 - 2851
17.	Ashley Ikpele	GDOT D7 Traffic	aiikpele@dot.ga.gov
18.	Mae Cranford	D7 Design	mcranford@dot.ga.gov
19.			
20.			