ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0011828
Fulton County
GDOT District 7 - Metro Atlanta
Operational Improvement: I-20 Exit Ramps at I-285

OFFICE Design Policy & Support

DATE 10/17/2014

FROM Kim Phillips 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
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau
Andy Casey, State Roadway Design Engineer
Attn: Mac Cranford, District Design Engineer
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER - 5th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Operational Improvement	P.I. Number:	0011828
GDOT District:	7	County:	Fulton
Federal Route Number:	I-20	State Route Number:	402

This project will separate all of the I-285 ramp traffic from the I-20 EB mainline traffic before the exit ramps and forces drivers to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic.

Submitted for approval:

Rachel S. Brown — District Seven Engineer — 08-15-2014 — DATE

Albert Shelly — State Program Delivery Engineer — 8-15-2014 — DATE

GDOT Project Manager — 8-15-2014 — DATE

Recommendation for approval:

* HIRAL PATEL - [signature] — State Environmental Administrator — 8/27/2014 — DATE

State Traffic Engineer — DATE

* BEN RABUN - [signature] — State Bridge Engineer — 8/21/2014 — DATE

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

* CYNTHIA VANDYKE - [signature] — State Transportation Planning Administrator — 8/21/2014 — DATE

Approval:

Concur: [signature] — GDOT Director of Engineering — 10/8/14 — DATE

Approve: [signature] — GDOT Chief Engineer — 10/10/14 — DATE

* RECOMMENDATION ON FILE

PROJECT LOCATION

PI 0011828
I-20 EB @ I-285
Operational Improvement Project
Fulton County

PLANNING & BACKGROUND DATA

Project Justification Statement: The I-20 eastbound exit ramps at the I-285 interchange were identified for minor corridor/interchange improvements. 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 approved by the Operational Improvement Committee as a QUICK project.

I-20/SR 402 in the project area is classified as an Interstate Freeway that runs east/west through the city of Atlanta in Fulton County. I-285 in the project area is classified as an Interstate Freeway that forms a perimeter around the City of Atlanta. The current lane configuration of I-20 EB at the exit ramps for I-285 NB and SB consist of 4 lanes approaching the interchange; 1 EXIT-ONLY, 1 EXIT-OPTION, and 2 through lanes at the I-285 SB Exit; and 1 EXIT-OPTION and 2 through lanes at the I-285 NB Exit.

The Office of Traffic Operations staff provided a brief traffic engineering summary capturing the corridor operations. Field observation showed that vehicle weaving maneuvers at the I-20 EB Exit Ramps caused a breakdown of the I-20 through lanes due to the late merging of vehicles attempting to exit on I-285 NB. This project proposes to barrier separate the I-285 exiting traffic (both NB and SB) from the I-20 EB traffic before the exit ramps. This design will separate all of the I-285 traffic from the I-20 EB traffic before the exit ramps which forces drivers to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic. This option would require new signage to direct drivers into the appropriate lanes for their desired path.

The interchange was modeled in VISSIM and the results yielded that the queuing for the I-285 NB Exit extends past the I-285 SB Exit during the peak hour. Barrier separation before the Exit ramps showed the greatest improvement in the reduction of weaving since the queue is almost completely separated from I-20 traffic during the peak periods. This caused fewer disturbances on the I-20 through traffic.

This project will also, upgrade the interstate signage along the project limits to supplement the barrier separation, to ensure motorists have adequate distance to get into the appropriate lanes.

The project lies within the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO). As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.

Existing conditions: I-20/SR 402 in the project area is classified as an Interstate Freeway that runs east/west through the city of Atlanta in Fulton County. I-285 in the project area is classified as an Interstate Freeway that forms a perimeter around the City of Atlanta. The current lane configuration of I-20 EB at the exit ramps for I-285 NB and SB consist of 4 lanes approaching the interchange; 1 EXIT-ONLY, 1 EXIT-OPTION, and 2 through lanes at the I-285 SB Exit; and 1 EXIT-OPTION and 2 through lanes at the I-285 NB Exit.

Other projects in the area:

PI 0000379 – I-285/I-20 Reconstruct Interchange to reduce truck overturning
PI 0001760 – I-20 FM SR 6 to SR 280 HOV Lanes
PI 0003433 – I-285 FM I-20W to I-75N HOV Lanes
PI 0005132 – I-285 Noise Barriers FM I-85 to I-20 Ease & West Sides
PI 0010782 – I-285 Variable Speed Limit Signs

PI M004605 – I-20 @ 5 Locations – Bridge Joint Repair
PI M005198 – I-20 FM Cobb County Line to Hill Street Resurfacing
PI M005280 – I285 over Del Mar Lane

Description of the proposed project: This project will separate all of the I-285 ramp traffic from the I-20 EB mainline traffic before the exit ramps develop forcing drivers to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic. This will be done by modifying the current lane configuration of 4 lanes approaching the interchange, and then 1 EXIT-ONLY, 1 EXIT-OPTION, and 2 through lanes at the I-285 SB Exit; and then 1 EXIT-OPTION and 2 through lanes at the I-285 NB Exit. The proposed configuration will maintain the 4 lanes approaching the interchange and then have 1 EXIT ONLY lane and 3 through lanes before the I-285 SB Exit. The new EXIT ONLY lane will be separated from the 3 through I-20 lanes and will have 1 EXIT-OPTION lane to I-285 SB & 1 EXIT ONLY lane to I-285 NB.

This project will also upgrade the interstate signage along the project limits to supplement the separation of traffic to ensure motorists have adequate distance to maneuver into the appropriate lanes.

MPO: Atlanta TMA **TIP #:** N/A

TIA Regional Commission: Atlanta RC **RC Project ID:** N/A

Congressional District(s): 5

Federal Oversight: ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: ADT
Current Year (2014): 76,000 Open Year (2016): 77,600 Design Year (2026): 83,600
Traffic Projections Performed by: GDOT Planning Office

Functional Classification (I-20): Urban Interstate Prinicipal Arterial

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

DESIGN AND STRUCTURAL

Major Structures:

Structure ID	Existing	Proposed
121-0166-0	I-20 over SR 139/Martin Luther King Jr Drive	No Changes
121-0167-0	I-20 over I-285	No Changes
121-0346-0	Fairburn Rd over I-20	No Changes

Mainline Design Features: I-20

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**3-4**	**3-4**	**3-4**
- **Lane Width(s)**	**11'-12'**	**11'-12'**	**11'-12'**
- **Median Width & Type**	**16' Barrier Separated**	**16' Barrier Separated**	**16' Barrier Separated**
- **Outside Shoulder or Border Area Width**	**14' (12' Paved)**	**14' (12' Paved)**	**14' (12' Paved)**
- **Outside Shoulder Slope**	**4%**	**4%**	**4%**

- **Inside Shoulder Width**	**8'**	**12' (10' Paved)**	**1.5'-8'**
- **Auxiliary Lanes**	**1-2**	**1-2**	**1-2**
Posted Speed	**55**		**55**
Design Speed	**65**	**65**	**65**
Min Horizontal Curve Radius	**3800'**	**1660'**	**3800'**
Maximum Superelevation Rate	**6%**	**6%**	**6%**
Maximum Grade	**3%**	**4%**	**3%**
Access Control	**Full/Limited**	**Full/Limited**	**Full/Limited**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: I-20 @ I-285

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

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: A Design Exception will be required for the 1.5' shoulders across the bridge over I-285.

Design Variances to GDOT Standard Criteria anticipated: None.

UTILITY AND PROPERTY

Temporary State Route Needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: N/A

Utility Involvements: N/A

SUE Required: ☒ No ☐ Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 100-200 ft Proposed width: 100-200 ft
Required Right-of-Way anticipated: ☒ No ☐ Yes ☐ Undetermined
Easements anticipated: ☒ None ☐ Temporary ☐ Permanent ☐ Utility ☐ Other

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

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:
GEPA: ☐ **NEPA:** ☐ CE ☒ PCE

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

This project is in a MS4 area; however, the disturbed area will be under 1 acre and MS4 will be exempted on this project.

Environmental Permits, Variances, Commitments, and Coordination anticipated: None

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: None

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: ICTM held August 5, 2014 see attached minutes.

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

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	N/A	N/A	GDOT	N/A	
$ Amount	$175,000			$2,584,792		$2,759,792
Date of Estimate	5/12/2014			8/15/2014		

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

ALTERNATIVES DISCUSSION

Preferred Alternative: *Restripe and separate exit ramps from the mainline*			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$2,759,792**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**12 months**
Rationale: *This Alternative best fit the project justification statement.*			

No-Build Alternative:			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**0**
Estimated ROW Cost:	**0**	**Estimated CST Time:**	**0**
Rationale: *This alternative does not support the project justification statement.*			

Alternative 1: *Reconstruct I-20 @ I-285 Interchange in Fulton county, PI 0000379*			
Estimated Property Impacts:	**45**	**Estimated Total Cost:**	**$300,000,000+**
Estimated ROW Cost:	**$10,000,000**	**Estimated CST Time:**	**36 months**
Rationale: *Project cost and ROW impacts are too high.*			

Comments/Additional Information: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Crash summaries
5. Traffic Diagrams
6. TE Study
7. Bridge Inventory Data
8. ICTM Meeting Minutes

END PROJECT
I-285 NB
I-285 SB
BEGIN PROJECT
Microsoft Bing® used with permission from Microsoft Corporation.

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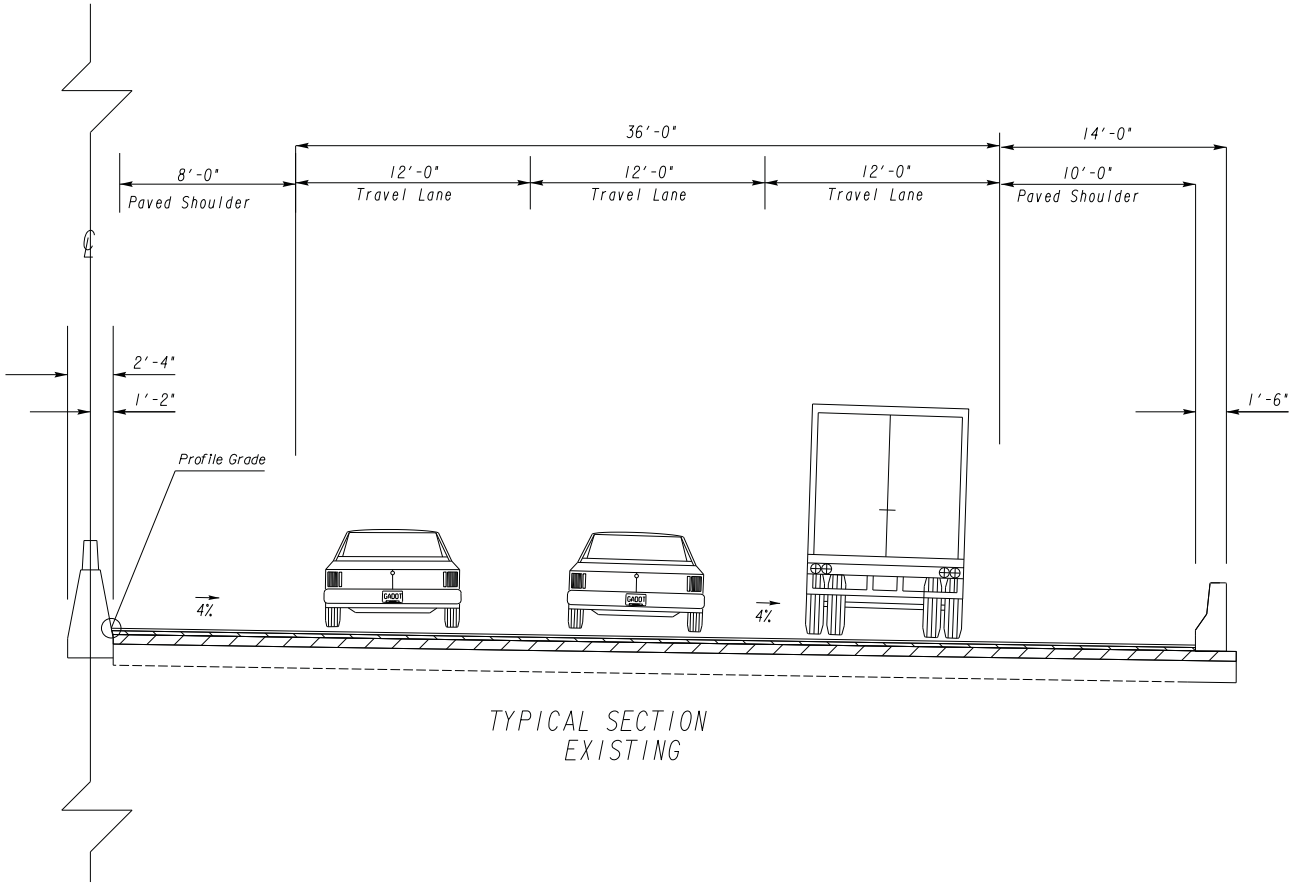

TYPICAL SECTION
EXISTING

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION

TYPICAL SECTIONS

I-20 @ I-285
INTERCHANGE IMPROVEMENTS

DRAWING No.
5-001

1/5/2009 GPLN

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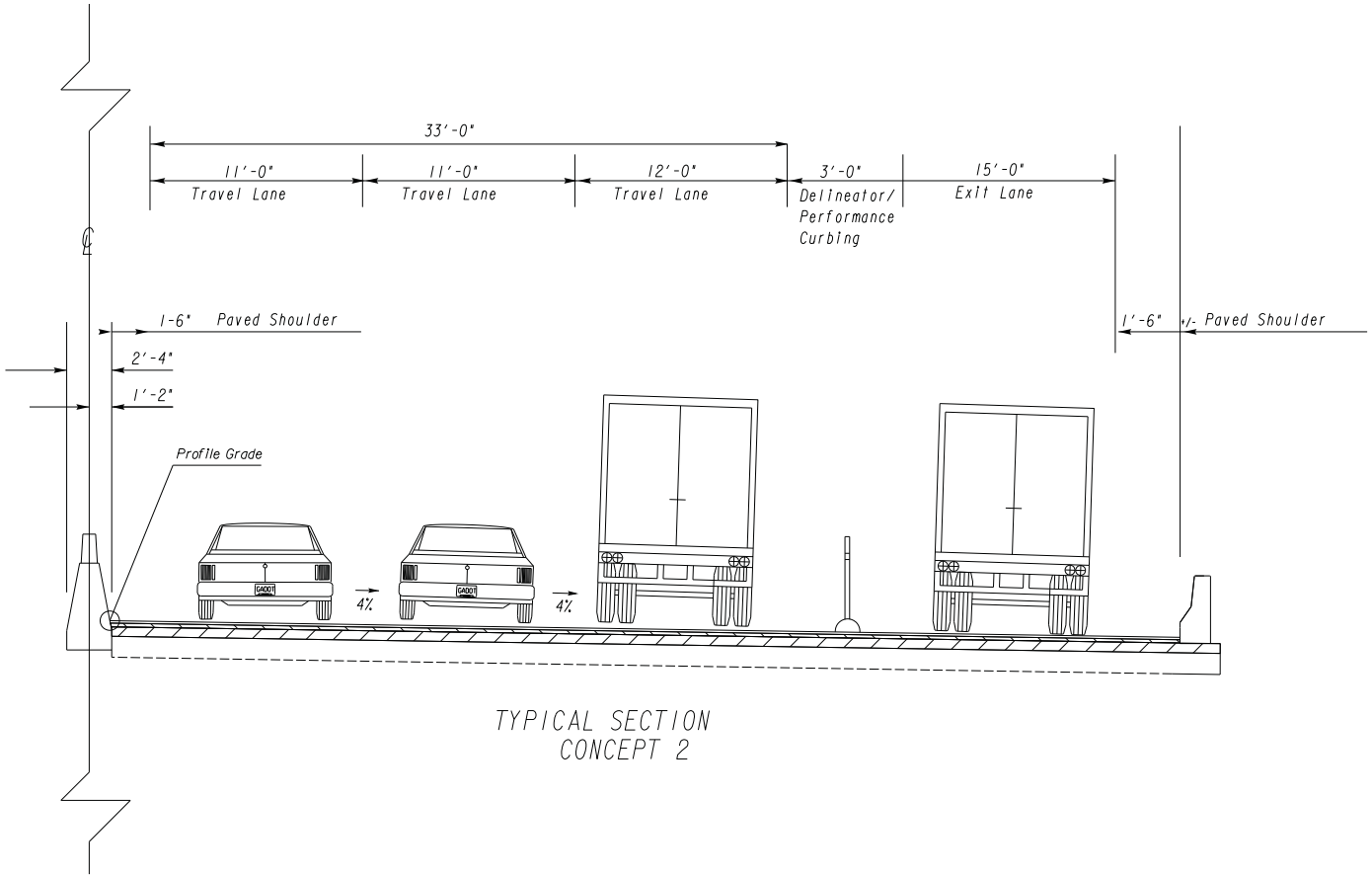

TYPICAL SECTION
CONCEPT 2

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION

TYPICAL SECTIONS

I-20 @ I-285
INTERCHANGE IMPROVEMENTS

DRAWING No.
5-002

1/5/2009 GPLN

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0011828

JOB NUMBER *0011828* **FED/STATE PROJECT NUMBER**

SPEC YEAR: *13*

DESCRIPTION: *I-20 EB @ I-285*

ITEMS FOR JOB 0011828

0010 - ROADWAY

ine Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	150-1000	1.000	LS	$250,000.00	TRAFFIC CONTROL - PI # 0011828	$250,000.00
0005	210-0100	1.000	LS	$25,000.00	GRADING COMPLETE - PI # 0011828	$25,000.00
0035	400-3206	3106.000	TN	$95.00	ASPH CONC 12.5 MM OGFC,GP 2,INCL PMBM&HL	$295,070.00
0015	402-1802	150.000	TN	$120.18	RECYL AC PATCHING, INCL BM&HL	$18,026.29
0020	402-1812	150.000	TN	$91.15	RECYL AC LEVELING,INC BM&HL	$13,672.92
0040	402-3600	5018.000	TN	$80.00	RECY AC 12.5,SMA,GP2 ON,INCLP-,BM&HL	$401,440.00
0030	413-1000	750.000	GL	$3.71	BITUM TACK COAT	$2,781.88
0045	432-5010	62740.000	SY	$1.63	MILL ASPH CONC PVMT,VARB DEPTH	$102,496.46
0050	620-0100	1000.000	LF	$29.80	TEMP BARRIER, METHOD NO. 1	$29,797.63
0185	621-3020	600.000	LF	$300.00	CONCRETE BARRIER, TYPE 20	$180,000.00
0055	632-0003	8.000	EA	$8,760.83	CHANGEABLE MESS SIGN,PORT,TP 3	$70,086.66
0060	641-1100	100.000	LF	$63.40	GUARDRAIL, TP T	$6,340.29
0065	641-1200	1100.000	LF	$17.99	GUARDRAIL, TP W	$19,788.43
0070	641-5001	6.000	EA	$846.78	GUARDRAIL ANCHORAGE, TP 1	$5,080.70
0075	641-5012	6.000	EA	$2,018.24	GUARDRAIL ANCHORAGE, TP 12	$12,109.44
0190	649-0018	600.000	LF	$22.53	CONCRETE GLARE SCREEN, 18 INCH	$13,516.32
					SUBTOTAL FOR ROADWAY:	**$1,445,207.02**

0020 - SIGNING & MARKING

ine Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	610-9401	1.000	LS	$6,000.00	REM STR SUP/TP 1/INC I. SIGN S 2	$6,000.00
0125	610-9401	1.000	LS	$6,000.00	REM STR SUP/TP 1/INC I. SIGN S 3	$6,000.00
0135	610-9401	1.000	LS	$6,000.00	REM STR SUP/TP 1/INC I. SIGN S 5	$6,000.00
0140	610-9401	1.000	LS	$6,000.00	REM STR SUP/TP 1/INC I. SIGN S 6	$6,000.00
0120	610-9402	1.000	LS	$6,000.00	REM STR SUP/TP 2/INC ILL SIGN 1	$6,000.00
0130	610-9407	1.000	LS	$6,000.00	REM STR SUP/TP 7/INC ILL SIGN, STA - 4	$6,000.00
0170	636-1041	90.000	SF	$35.11	HWY SIGNS,TP 2MAT,REFL SH TP 9	$3,159.90
0110	636-1072	1600.000	SF	$23.83	HWY SIGNS,ALUM EXTRD PNLS, RS TP 3	$38,121.54
0175	636-2070	150.000	LF	$8.06	GALV STEEL POSTS, TP 7	$1,209.50
0080	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 2	$65,000.00
0085	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 1	$65,000.00
0090	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 3	$65,000.00
0095	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 4	$65,000.00
0100	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 5	$65,000.00
0105	638-1001	1.000	LS	$65,000.00	STR SUPPORT OVHD SIGN,TP I,STA 6	$65,000.00
0235	653-0293	1.000	EA	$500.00	THERM PVMT MARK, WORD, TP 12	$500.00
0150	658-1200	5280.000	LF	$3.01	SOLID POLYUREA TRAF STRIPE,5IN, WHITE	$15,893.17
0145	658-1201	4765.000	LF	$3.03	SOLID POLYUREA TRAF STRIPE, 5IN, YELLOW	$14,457.20
0155	658-1210	2000.000	LF	$6.00	SOLID POLYUREA TRAF STRIPE,10IN, WHITE	$12,000.00
0160	658-1300	14295.000	GLF	$2.97	SKIP POLYUREA TRAF STRIPE,5IN, WHITE	$42,439.71
0165	658-1310	1000.000	GLF	$6.00	SKIP POLYUREA TRAF STRIPE,10IN, WHITE	$6,000.00
0240	999-0250	2500.000	LF	$60.00	REMOVABLE TRAFFIC SEPARATOR	$150,000.00
					SUBTOTAL FOR SIGNING & MARKING:	**$709,781.02**

File Location: Div of Preconstruction > CES

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0011828

0030 - EROSION CONTROL

ine Numb	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0215	163-0232	1.000	AC	$115.45	TEMPORARY GRASSING	$115.45
0220	165-0030	500.000	LF	$0.91	MAINT OF TEMP SILT FENCE, TP C	$456.60
0225	171-0030	1000.000	LF	$3.03	TEMPORARY SILT FENCE, TYPE C	$3,027.68
0195	700-6910	1.000	AC	$683.05	PERMANENT GRASSING	$683.05
0200	700-7000	1.000	TN	$121.60	AGRICULTURAL LIME	$121.60
0205	700-8000	5.000	TN	$543.62	FERTILIZER MIXED GRADE	$2,718.10
0210	700-8100	50.000	LB	$3.03	FERTILIZER NITROGEN CONTENT	$151.46
0230	716-2000	100.000	SY	$1.37	EROSION CONTROL MATS, SLOPES	$137.16
					SUBTOTAL FOR EROSION CONTROL:	**$7,411.10**

TOTALS FOR JOB 0011828

ITEMS COST:	**$2,162,399.14**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$2,162,399.14**
CONTINGENCY PERCENT:	**0.08**
ENGINEERING AND INSPECTION:	**0.05**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$2,432,699.03**

File Location: Div of Preconstruction > CES

PROJ. NO.		CALL NO.	
P.I. NO.	0011828		
DATE	8/15/2014		

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-14	$ 3.500
DIESEL		$ 3.835
LIQUID AC		$ 608.00

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)				**150917.76**	**$ 150,917.76**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	972.80	
Monthly Asphalt Cement Price month project let (APL)			$	608.00	
Total Monthly Tonnage of asphalt cement (TMT)				413.7	

ASPHALT	Tons	%AC	AC ton
Leveling	150	5.0%	7.5
12.5 OGFC	3106	5.0%	155.3
12.5 mm	5018	5.0%	250.9
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	8274		**413.7**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**1,175.14**	**$ 1,175.14**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	972.80	
Monthly Asphalt Cement Price month project let (APL)			$	608.00	
Total Monthly Tonnage of asphalt cement (TMT)				3.221325691	

Bitum Tack Gals	gals/ton	tons
750	232.8234	3.22132569

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	972.80	
Monthly Asphalt Cement Price month project let (APL)			$	608.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

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

TOTAL LIQUID AC ADJUSTMENT **$ 152,092.90**

PI 0011828, I-20 @ I-285 Crash Summary

Type of Collisions

Year	Angle	Not with Vehicle	Head-On	Rear-End	Sideswipe (same direction)	Sideswipe (opposite direction)
2009	1	2	0	9	6	0
2010	1	3	0	7	7	0
2011	2	2	1	3	7	0
2012	1	0	1	1	2	0
2013	0	5	1	2	1	0
2014	1	0	1	1	2	0
Total	6	12	4	23	25	0

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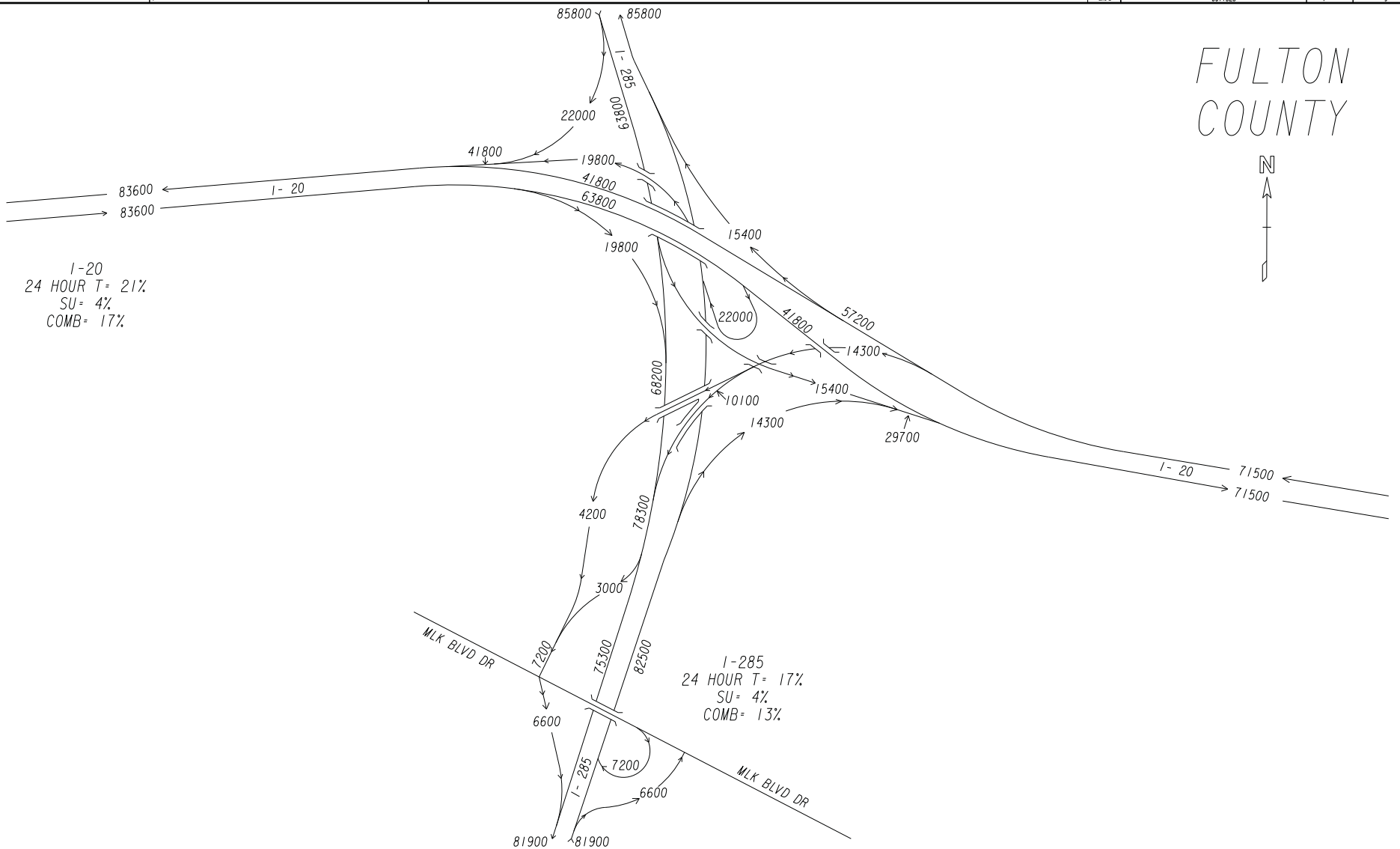

PI# 0011828 FULTON COUNTY I-20 at 1285	2026 ADT	**GEORGIA** **DEPARTMENT OF TRANSPORTATION**	BUILD= NO BUILD	REVISION DATES DRF 8/2014	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING **TRAFFIC DIAGRAM** DRAWING No. 10-1

12/14/2012 GPLN

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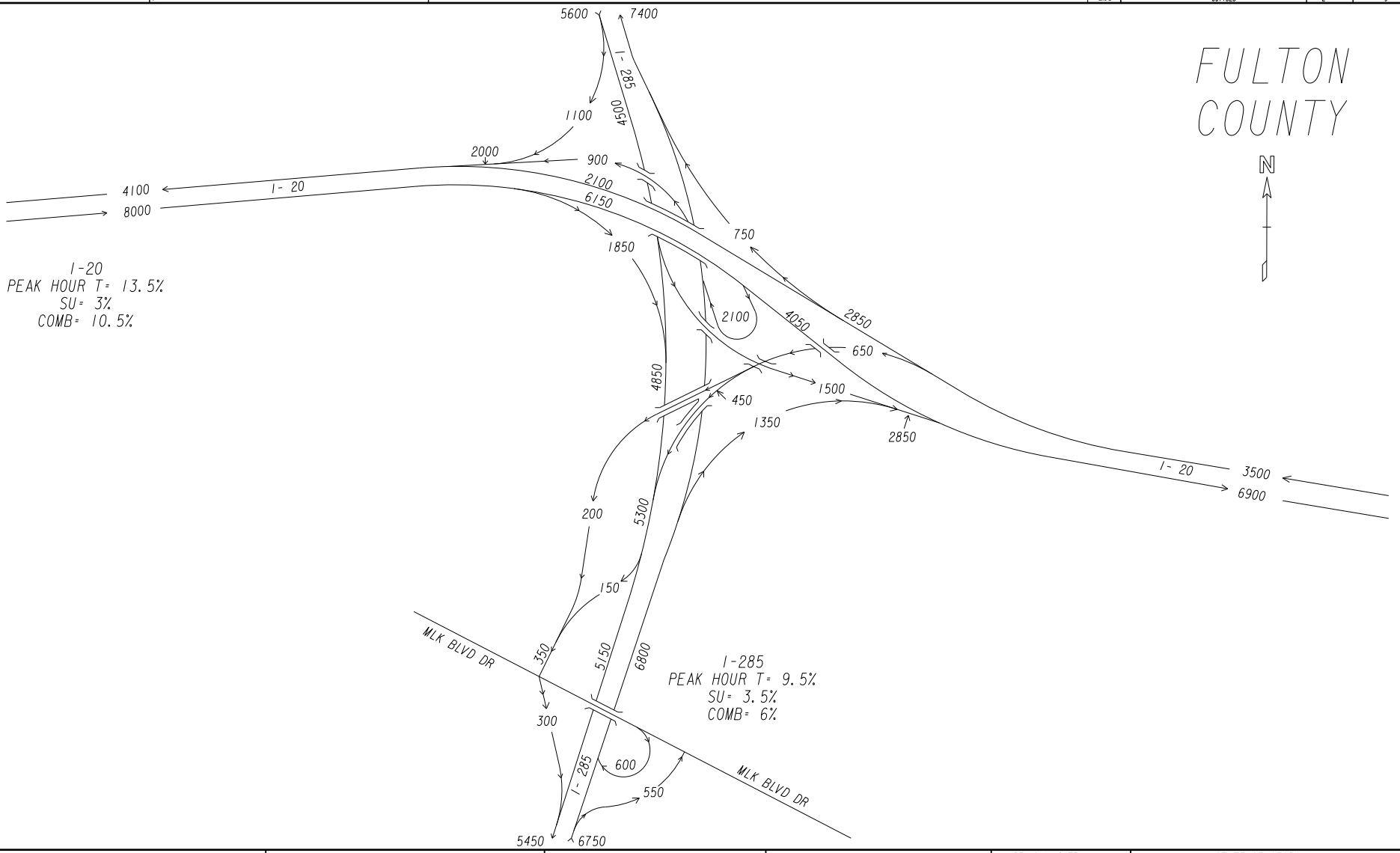

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12/14/2012 GPLN

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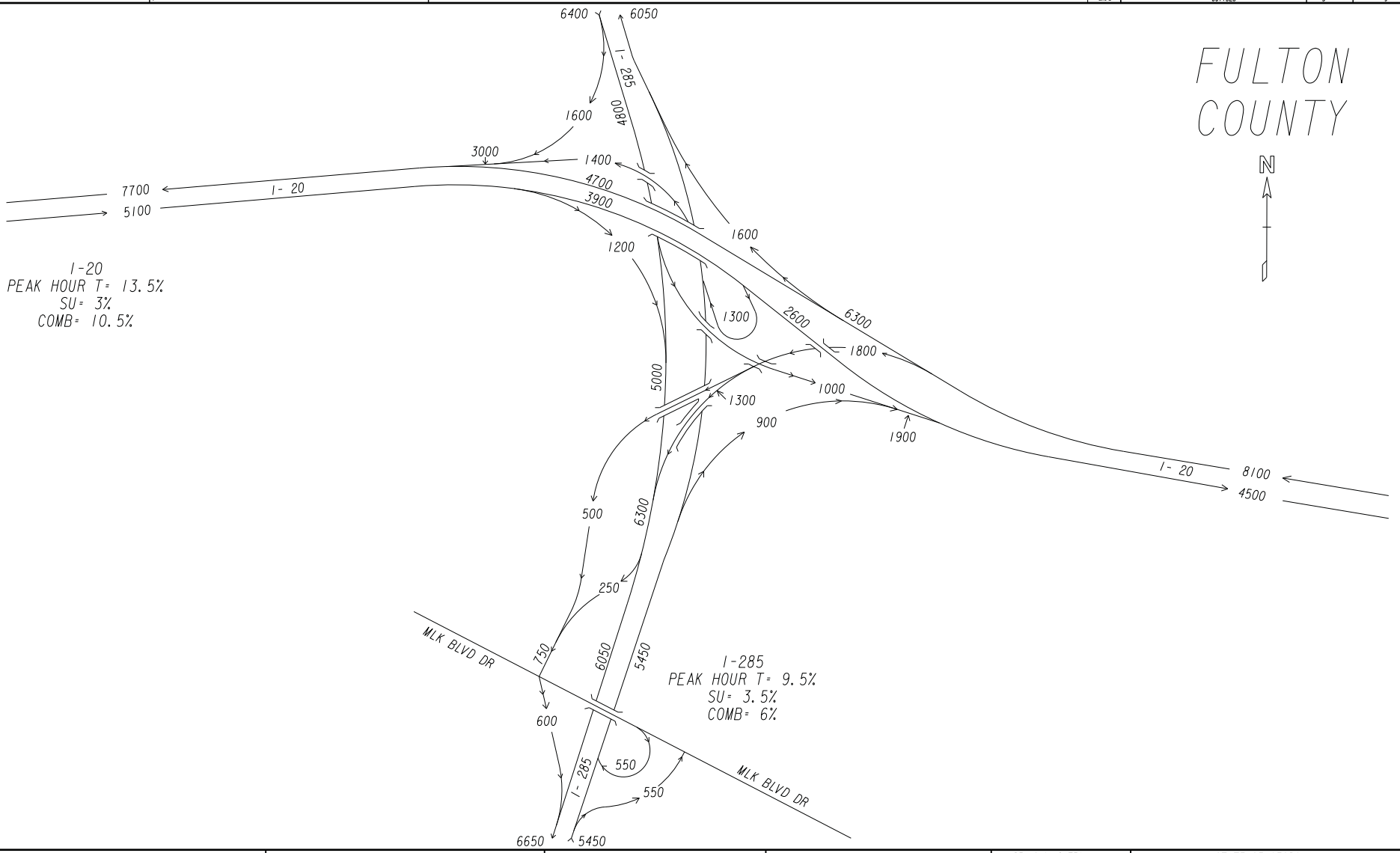

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12/14/2012 GPLN

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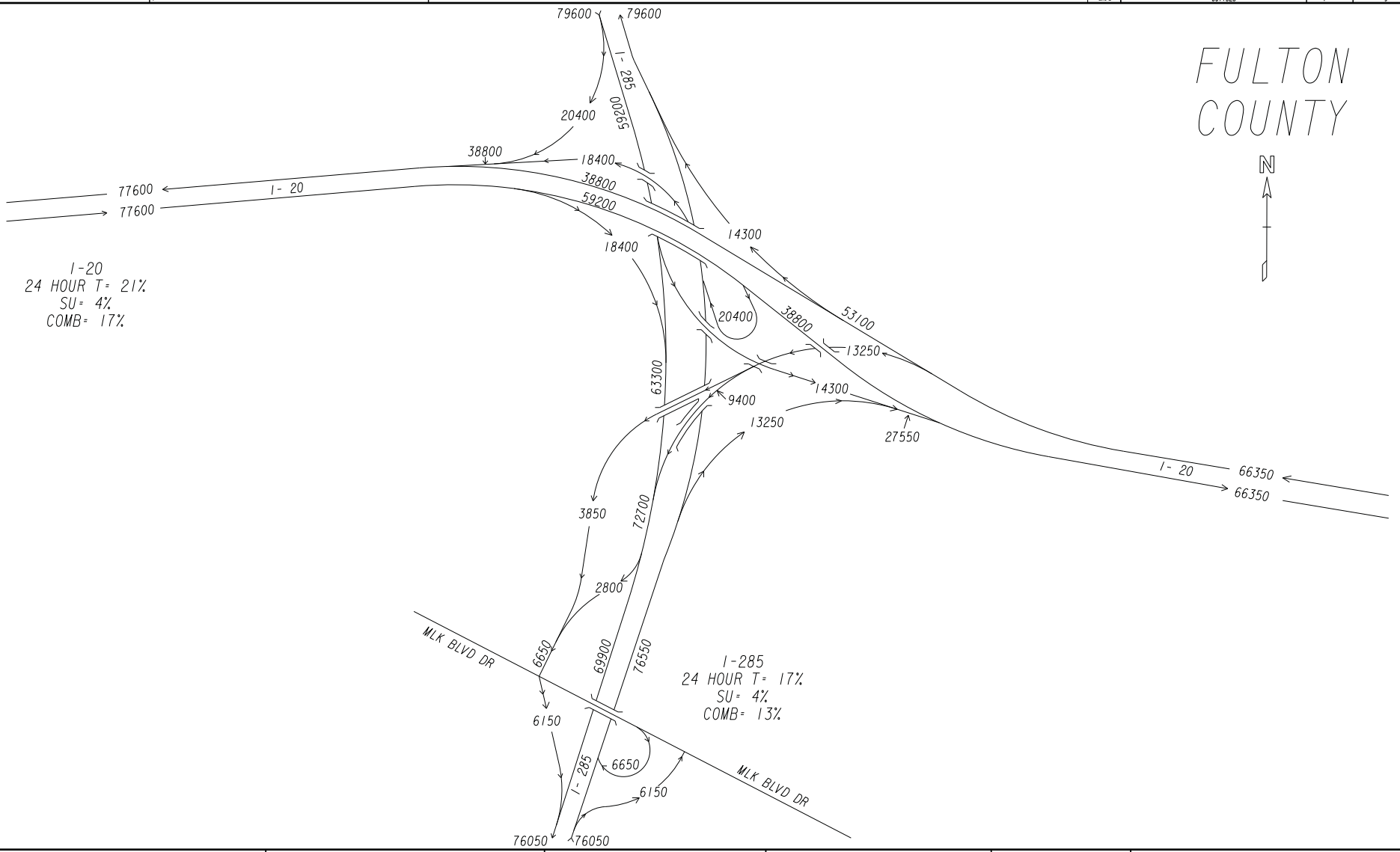

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12/14/2012 GPLN

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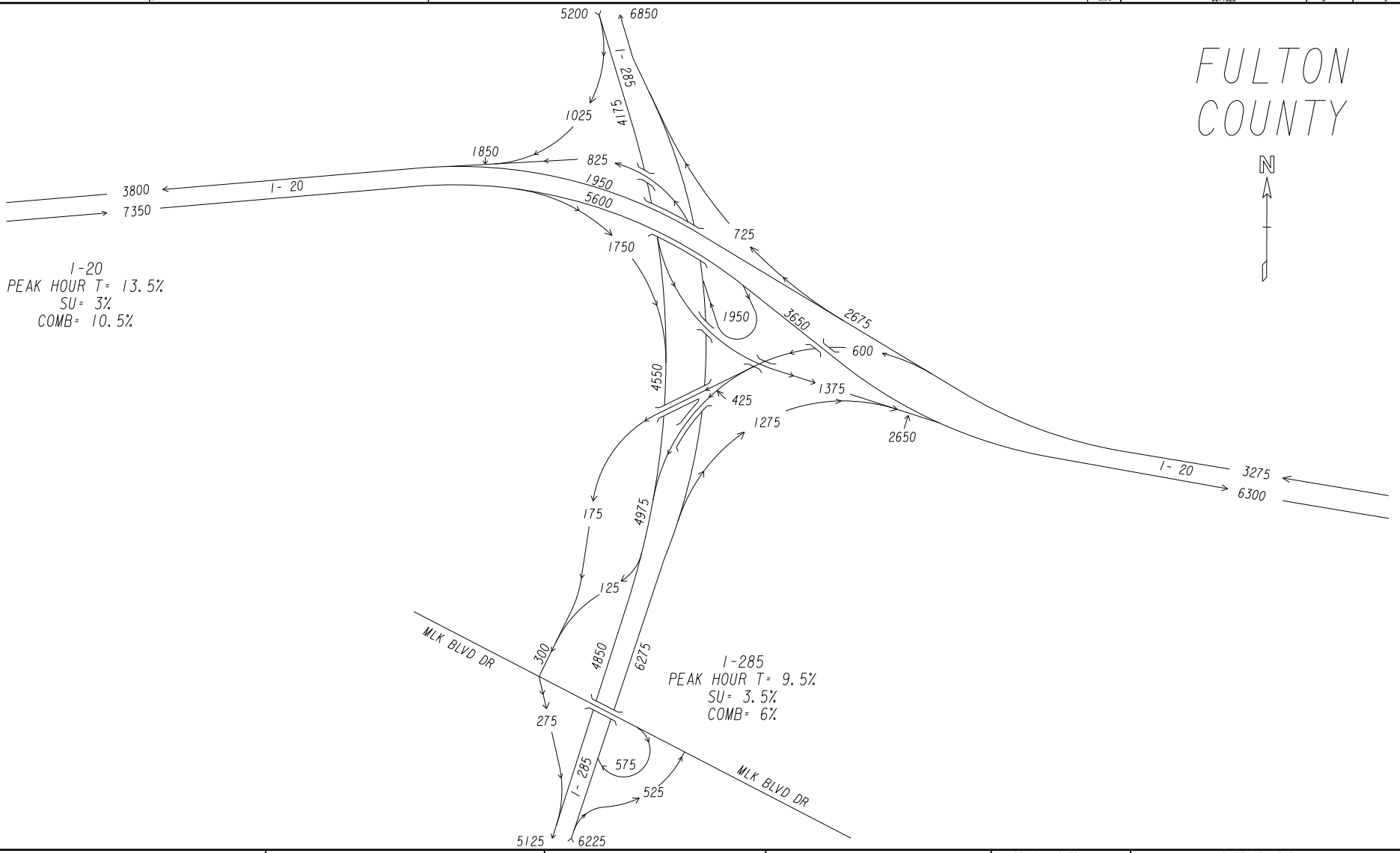

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12/14/2012 GPLN

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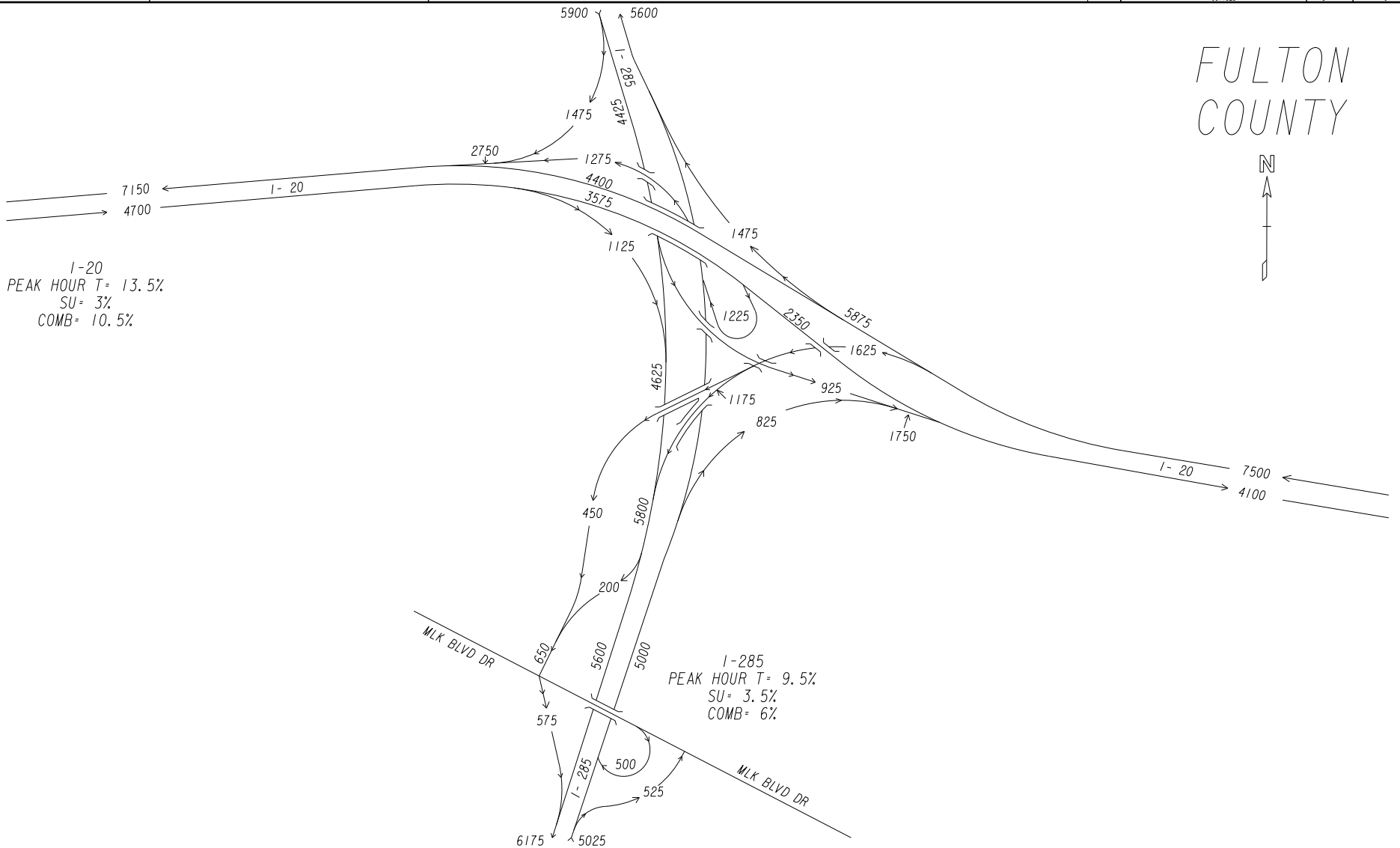

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12/14/2012 GPLN

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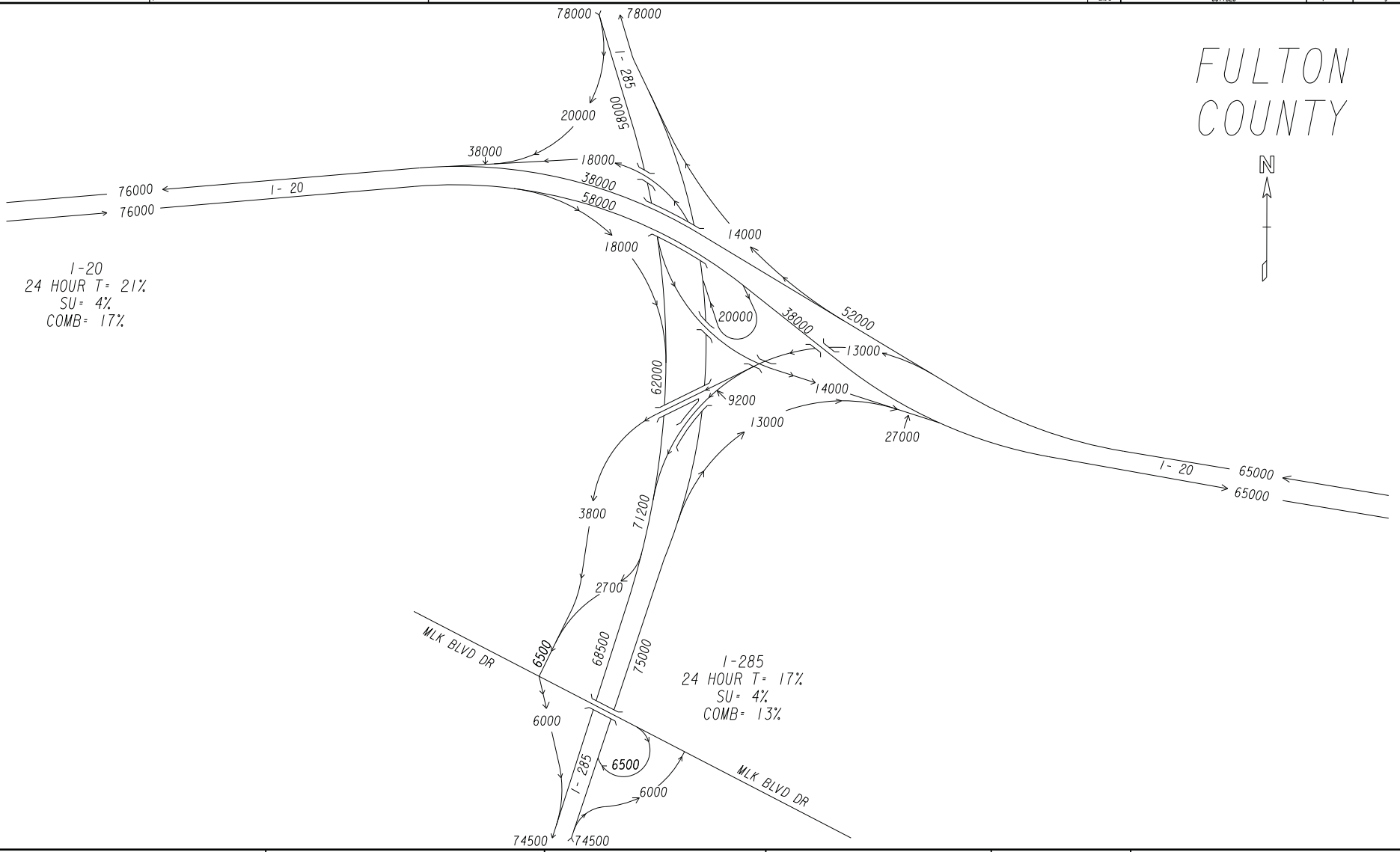

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12/14/2012 GPLN

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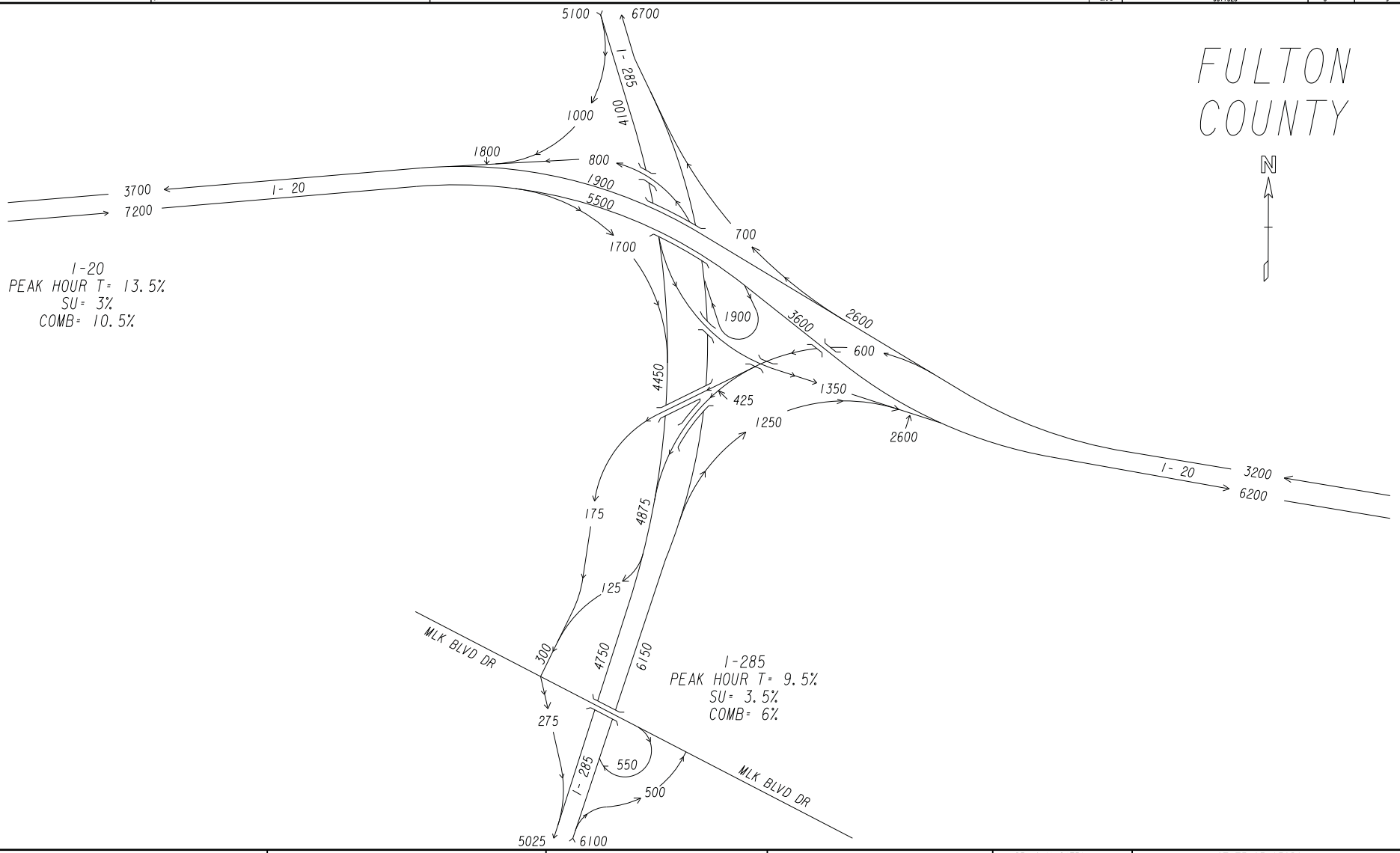

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12/14/2012 GPLN

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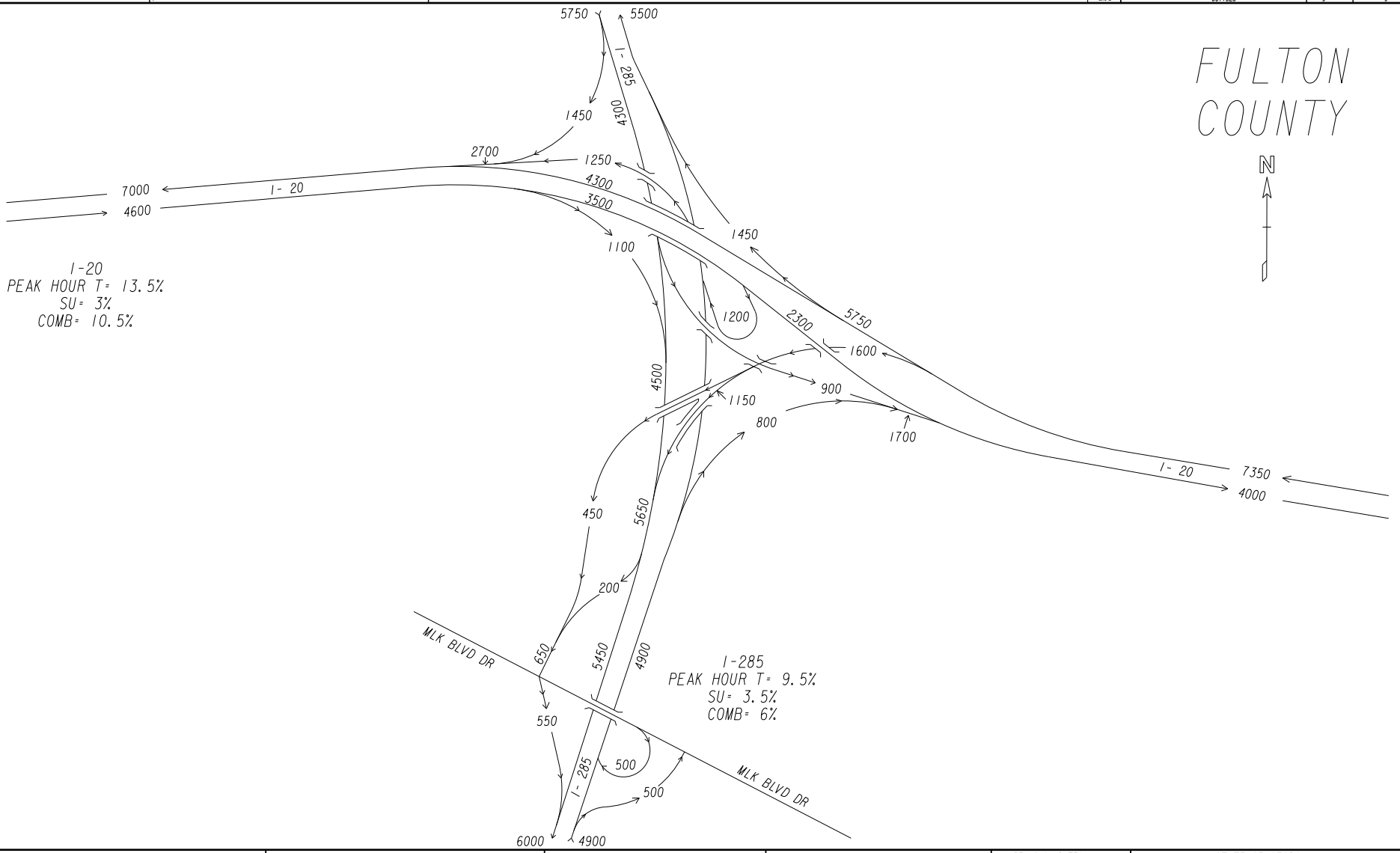


PI# 0011828 FULTON COUNTY I-20 at 1285	2014 PM DHV EXISTING	**GEORGIA** **DEPARTMENT OF TRANSPORTATION**	BUILD= NO BUILD	REVISION DATES DRF 8/2014	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING **TRAFFIC DIAGRAM** DRAWING No. 10-9

12/14/2012 GPLN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

For the interchange of:
I-20/SR 402 AND I-285/SR407
In the City of Atlanta,
County of Fulton
At Mile Post 2.30.

Report prepared by:
Christina Barry
Traffic Engineer III

Telephone Number: *(404) 635 2886*
E-mail Address: *cbarry@dot.ga.gov*

Date report prepared: _____

Location:

The project includes the I-20 Eastbound Exit Ramps at I-285 Northbound and Southbound interchange. The project lies within Fulton County and the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO).

Reason for the investigation:

Field observation showed that vehicle weaving maneuvers and a residual queue from the I-20 EB Exit Ramps caused a breakdown of the I-20 through lanes due to the late merging of vehicles attempting to exit on I-285 NB. This project proposes to barrier separate the I-285 exiting traffic (both NB and SB) from the I-20 EB traffic before the exit ramps. This design will separate all of the I-285 traffic from the I-20 EB traffic before the exit ramps which forces drivers to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic. This option would require new signage to direct drivers into the appropriate lanes for their desired path.

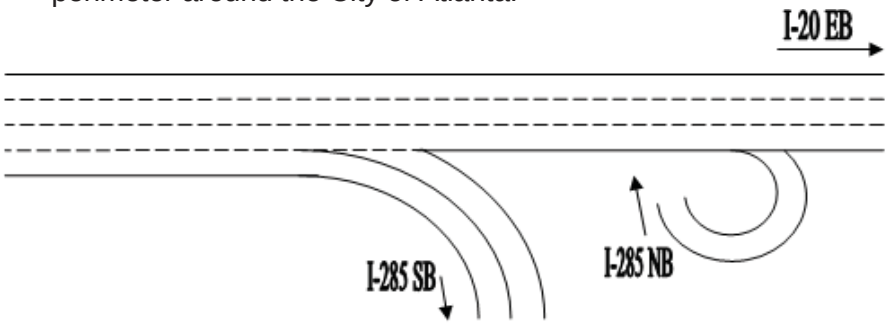
The interchange was modeled in VISSIM and the results yielded that the queuing for the I-285 NB Exit extends past the I-285 SB Exit during the peak hour. Barrier separation before the Exit ramps showed the greatest improvement in the reduction of weaving since the queue is almost completely separated from I-20 traffic during the peak periods. This caused fewer disturbances on the I-20 through traffic.

This project will also, upgrade the interstate signage along the project limits to supplement the barrier separation, to ensure motorists have adequate distance to get into the appropriate lanes.

Description of the interchange:

- **I-20/SR 402** is classified as an Interstate Freeway that runs East/West through the city of Atlanta in Fulton County. The current lane configuration of I-20 EB at the exit ramps for I-285 NB and SB consist of 4 lanes approaching the interchange; 1 EXIT-ONLY, 1 EXIT-OPTION, and 2 through lanes at the I-285 SB Exit; and 1 EXIT-OPTION and 2 through lanes at the I-285 NB Exit.

- **I-285/SR 407** in the project area is classified as an Interstate Freeway that forms a perimeter around the City of Atlanta.



Traffic volumes in vehicles per day (vpd):

Year	I-20 (2- way) (vpd)	I-20 SB Ramps (vpd)	I-20 NB Ramps (vpd)	I-285 (2-way) (vpd)
2012	146,330	16,340	19,740	117,550
2011	155,290	18,200	20,430	118,200
2010	144,000	17,990	20,980	115,010
2009	179,260	18,890	34,850	112,730

Existing Traffic Control:

Existing signage on I-20 EB approaching the I-285 exits warns drivers of the I-285 exits at the 2 mile marker and at the 1 mile marker. Three signs are in place to guide drivers for I-285 SB into the appropriate lanes. For the I-285 NB exit a guide sign warns of the exit at ¾ mile and at ¼ mile then a diverging exit sign at the exit.

Vehicular speeds:

- The posted speed limit on I-20/SR 402 is 60 mph in the project vicinity.
- The posted speed limit on I-285/SR 407 is 55 mph in the project vicinity.

Pedestrian movements: *N/A*

Other modes of transportation present: N/A

Delay:

The main cause of congestion at this location is the tight radius on the I-285 NB ramp which causes trucks to reduce their speed to about 15 mph in order to safely navigate the ramp. With the high truck traffic at this location, a queue forms for the I-285 NB ramp in the right lane past the I-285 SB exits. Congestion is increased with late mergers trying to avoid the queue or not realizing that the queue is for their exit which causes delays in the middle lane and affects the flow of traffic in the left lane.

Parking: N/A

Accident History:

	Accidents								
Year	Rear-end	Side-swipe	Angle	Head-on	Struck Object	Run off Road	Total	Injury	Fatal
2013	2	1	0	1	1	4	9	1	0
2012	1	2	1	1	0	0	5	3	0
2011	3	7	2	1	1	1	15	1	0
2010	7	7	1	0	0	3	18	7	0

Adjacent Signalized Intersections: N/A

Warrant Analysis: N/A

Roundabout: N/A

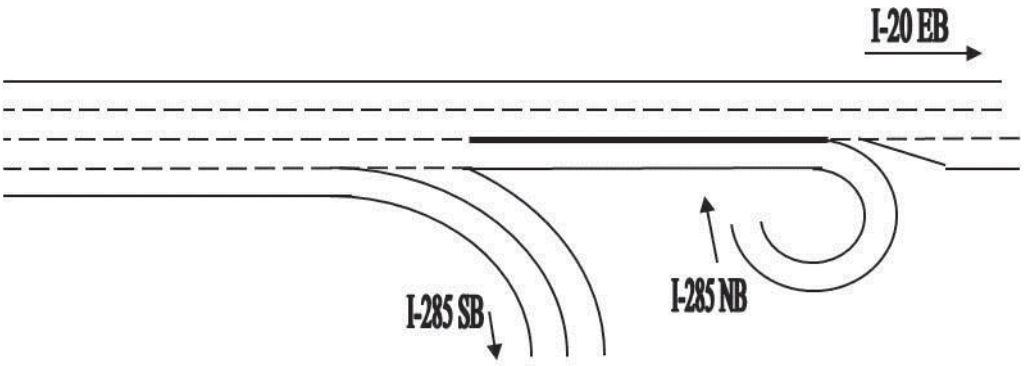
Alternatives:

The Office of Traffic Operations was asked to review the current field conditions and model alternatives to help improve the conditions for I-20 EB. Alternatives are limited to restriping, resigning or other traffic control measures that do not require new construction.

The existing bridge is 54’ wide with an 8’ inside shoulder, 3- 12’ travel lanes and a 10’ outside shoulder.

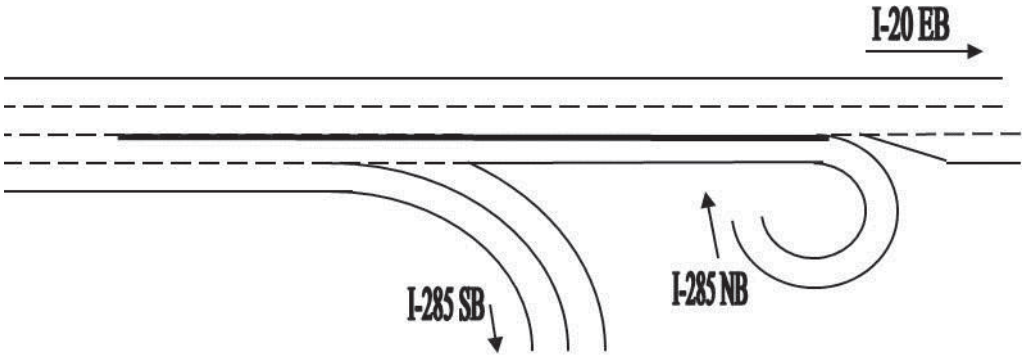
Several alternatives were suggested for consideration:

1. Barrier separate the I-285 NB exiting Traffic from the I-20 EB traffic after the I-285 SB exit



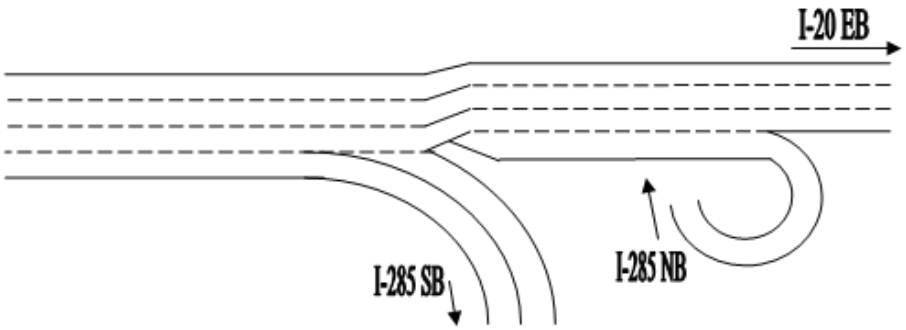
This option reduces the I-20 EB traffic through lanes from 3 lanes to 2 lanes across the bridge and then picks up the 3rd lane again after the I-285 NB Exit. By barrier-separating the traffic, an assumption can be made that the late weaving will be reduced causing a reduction in the impact of the I-20 EB traffic. This option would require additional signage to warn drivers of separation and direct drivers into the appropriate lanes for their desired path.

2. Barrier separate the I-285 exiting traffic (both NB and SB) from the I-20 EB traffic before the exit ramps



This option separates out all I-285 traffic from the I-20 EB traffic before the exit ramps which forces drivers to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic. This option would require new signage to direct drivers into the appropriate lanes for their desired path.

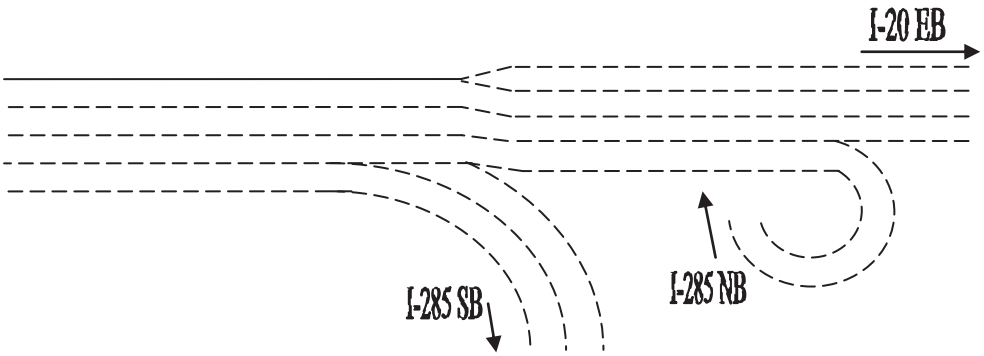
3. Restripe the bridge to add a 4th lane which would be EXIT-ONLY I-285 NB



This option would shift the I-20 EB traffic to the left in order to accommodate the new EXIT-ONLY lane, which would leave a 3' inside shoulder and a 4' outside shoulder.

4. Restripe bridge to add a 4th lane for I-20 EB traffic

1.



This option would shift the I-20 EB traffic to the right in order to accommodate the new I-20 EB through lane, which would leave a 3' inside shoulder and 4'outside shoulder.

Analysis:

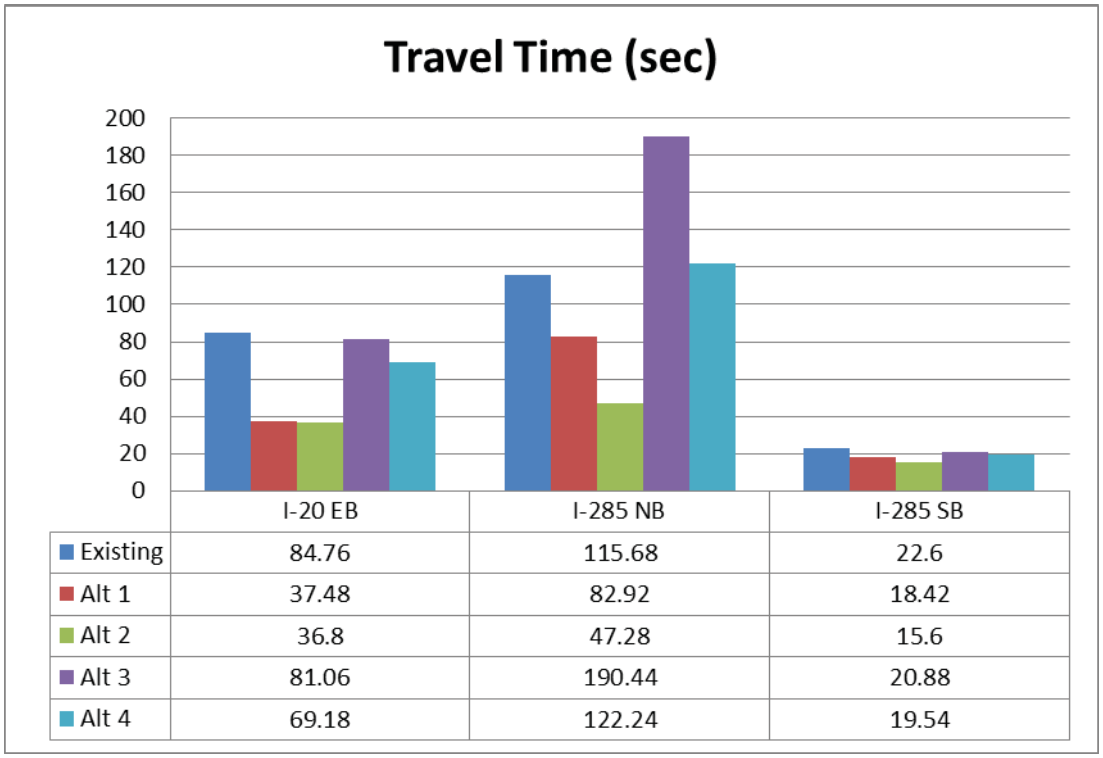
A VISSIM analysis was completed for the existing conditions, Alternative 1, Alternative 2, Alternative 3 and Alterative 4. The models analyzed the travel times, minimum speeds and average speeds that occurs at the I-285 Exits and the breakdown of the I-20 EB lanes because of late merging.

The data collected from the models showed that two I-20 EB through lanes were sufficient for the existing traffic. Breakdown of the I-20 through lanes at this interchange was from the late merging of vehicles attempting to exit on I-285 NB.

Data from the model displayed that the queuing for the I-285 NB Exit extends past the

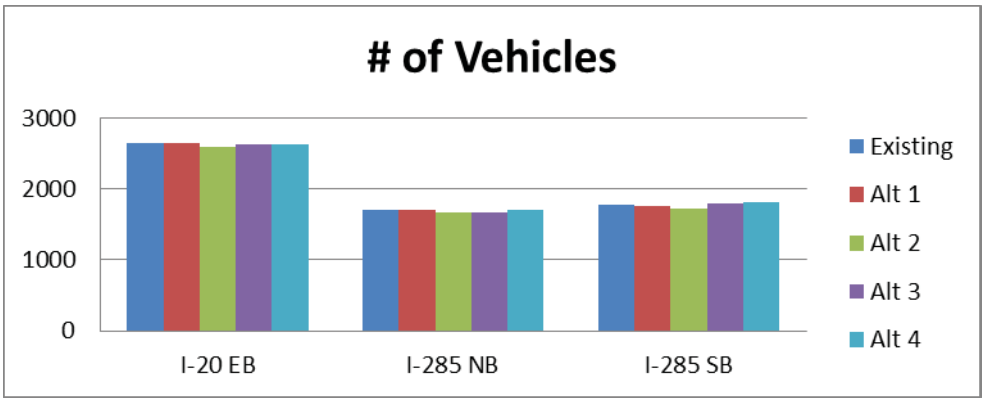
I-285 SB Exit during the peak hour. Barrier separating the traffic in Alternative 1 did eliminate late weaving on the bridge but caused the late weaving to occur right at the I-285 SB exit (where the barrier ended) since there was a queue past this point. Alternative 2 showed a greater improvement in the reduction of weaving since the queue is almost completely separated from I-20 traffic during the peak periods. This caused fewer disturbances on the I-20 through traffic.

Travel Times for the existing conditions and the four alternatives was collected from the VISSIM model. The alternatives which barrier separated the NB exit lane from the I-20 through lanes (Alt 1 & Alt 2) showed the greatest improvement for the I-20 traffic with a 56% decrease in the travel times. Alt 1 and Alt 2 also showed significant improvements for both of the I-285 exit movements. Based on the Travel Times, alternative 2 would be the best recommendation for improving the operation at this interchange.

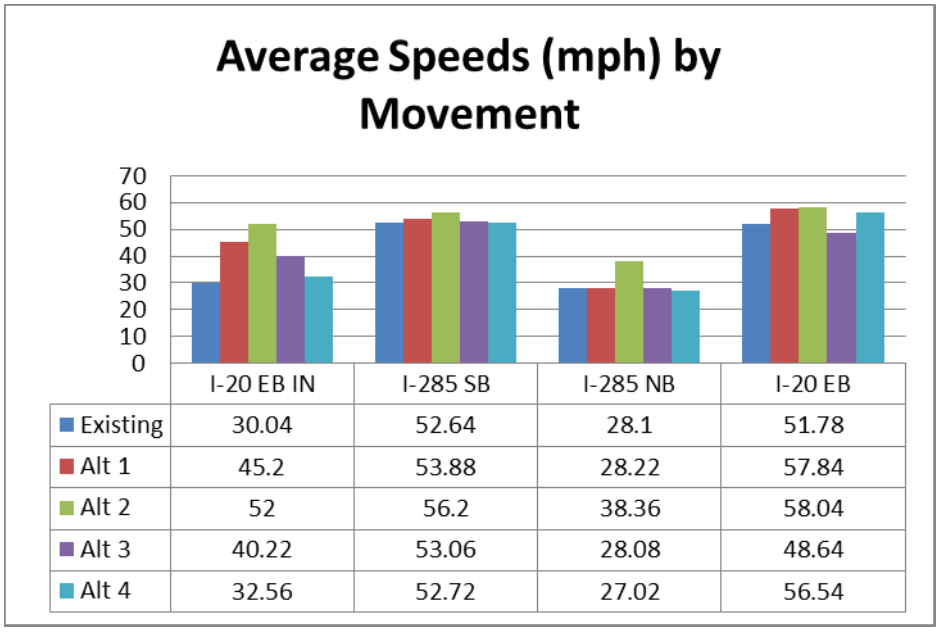


	I-20 EB	I-285 NB	I-285 SB
Existing	84.76	115.68	22.6
Alt 1	37.48	82.92	18.42
Alt 2	36.8	47.28	15.6
Alt 3	81.06	190.44	20.88
Alt 4	69.18	122.24	19.54

Capacity for I-20 and both the I-285 Exit ramps did not significantly increase with any of the alternatives reviewed. A chart of the vehicles counts is show below.

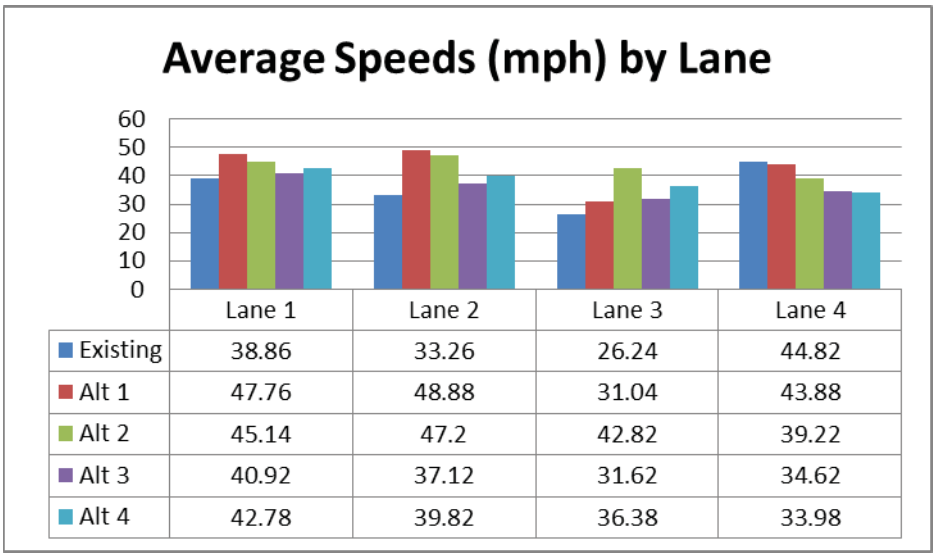


Average Speeds and minimum speeds were collected from various data collection points in the VISSIM model for each alternative. Data collection points were placed in each lane on the approach of the interchange, before the I-285 SB Exit, after the I-285 SB Exit, before the I-285 NB Exit and for I-20 past the interchange. A summary of the average speeds are shown below for each alternative by movement and by lane.
The average speeds by movement shows improvement over the existing conditions for almost all movements with all four alternatives. The most significant improvement is shown with Alternative 2 (barrier separating both I-285 exits).



	I-20 EB IN	I-285 SB	I-285 NB	I-20 EB
Existing	30.04	52.64	28.1	51.78
Alt 1	45.2	53.88	28.22	57.84
Alt 2	52	56.2	38.36	58.04
Alt 3	40.22	53.06	28.08	48.64
Alt 4	32.56	52.72	27.02	56.54

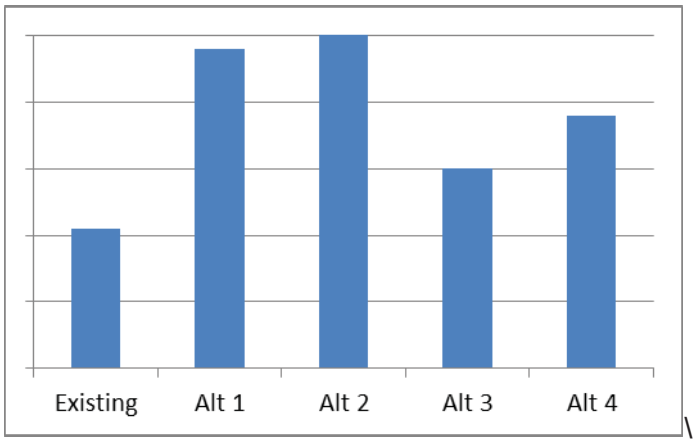
The average speeds by lane shows similar improvements as the average speed by movement. A greater improvement was observed by Alternative 1 (barrier separating only I-285 NB) than Alternative 2 (barrier separating both I-285 exits) for Lane 1 and Lane 2, which are the through lanes for I-20 traffic.



	Lane 1	Lane 2	Lane 3	Lane 4
Existing	38.86	33.26	26.24	44.82
Alt 1	47.76	48.88	31.04	43.88
Alt 2	45.14	47.2	42.82	39.22
Alt 3	40.92	37.12	31.62	34.62
Alt 4	42.78	39.82	36.38	33.98

Alternatives Comparison Summary:

A comparison of thirteen data points using travel times, minimum speeds and average speeds collected in the VISSIM model was conducted. A best-to-worst alternative list was created for each of the data points. A rating scale of 5-4-3-2-1 was then applied to each of the best-to-worst data points (Ex: 5 points for the best alternative in travel times and 1 point for the worst alternative). The total of all points was then summed up for each alterative and the results are shown in the graph below. Alternative 2, had the best result from this analysis followed closely by alternative 1. All alternatives showed improvement over the existing conditions.



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Safety Considerations:
In terms of the safety of the alternatives, there was some concern with reducing the

shoulder widths, especially the outside shoulder if a barrier is installed. If an accident does occur inside the barrier, would an emergency vehicle be able to access the accident and would the ramp be completely shut down? By only striping two through lanes for I-20 across the bridge, a 6' inside shoulder could be used with 2-12' lanes, a 6' barrier/shoulder, a 12' EXIT-ONLY lane and a 6' outside shoulder. This would leave enough room to access any problems inside the barriers.

Signage:
Improved signage could significantly decrease the congestion at this interchange by modifying driver behavior to position themselves in the proper lane for their routing decisions.

Recommendations:

The Office of Traffic Operations recommends barrier separating I-285 traffic for both the NB and SB exit ramps (Alternative 2). By barrier separating both exits from I-20 traffic, there is less confusion for drivers about which lanes they need to be in for their desired destination. New signage would be required to warn drivers of the approaching exits and to direct them into the appropriate lane. An example of the signage and the recommended alternative is shown in the appendix.

Recommend: _____ _____
District Traffic Engineer Date

Recommend: _____ _____
State Traffic Engineer Date

Approve: _____ _____
Director of Operations Date

Traffic Engineering Report Appendix

- Sign Layout
- Typical Sections
- Conceptual Sketch

Overhead Sign Structure Modifications

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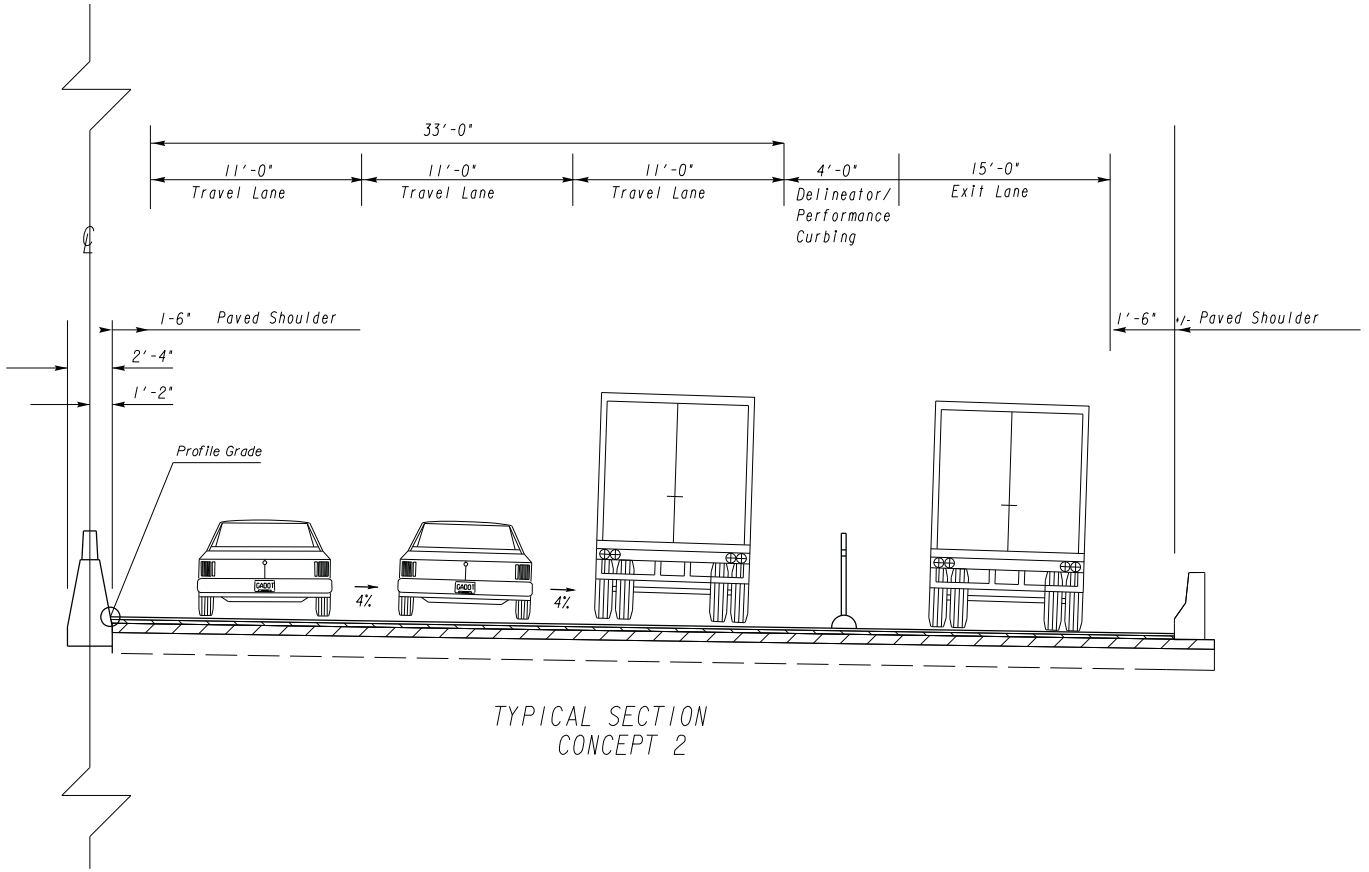

TYPICAL SECTION
CONCEPT 2

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7 PRECONSTRUCTION

TYPICAL SECTIONS

I-20 @ I-285
INTERCHANGE IMPROVEMENTS

DRAWING No. 5-

1/5/2009 GPLN

...\2012-03-09 I-20 at I-285_Conce 3/12/2012 2:24:58 PM


I-20 @ I-285 WB
OFF RAMP

Processed Date:8/4/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0166-0 **Fulton** **SUFF. RATING:** 80.00

Location & Geography

Structure ID:	121-0166-0
200 Brdge Information:	04
*6A Feature Int:	SR 139 M.L.K. JR. DRIVE
*6B Critical Bridge:	0
*7A Route No Carried:	SR00402
*7B Facility Carried:	I-20
9 Location:	IN W ATLANTA
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/04/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	04000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00020
Direction:	0
*16 Latitude:	33 - 45.923 HMMS Prefix:SR
*17 Longtitude:	84 - 30.6438 HMMS Suffix:402
	MP: 49.60
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040200
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	001.71
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	BCN
* Location ID No:	121-00402D-049.60E

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00201
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	02
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1963
106 Year Reconsrtucted:	1979
33 Bridge Median	3
34 Skew:	34
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	2
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	6
Membrane Type:	1
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	60
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	24
Sewer:	00
247 Lighting Street:	1
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:121-0166-0

Programming Data

201 Project No:	ACI9-FI-20-1 (42) 44 CT.2
202 Plans Available:	4
249 Prop Proj No:	NHS-0001-00(760)
250 Approval Status:	0000
251 PI Number:	M004605
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$1,807
95 Roadway Imp. Cost:	$181
96 Total Imp Cost:	$2711
76 Imp Length:	000000
97 Imp Year:	2013
114 Furure ADT:	219495 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Fender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00402D-049.60E

Measurements:

*29 ADT	146330 Year:2012
109 %Trucks:	1
* 28 Lanes On:	09 Under:04
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0072
* 49 Structure Length:	159
51 Br. Rwdy. Width	128.00
52 Deck Width:	137.80
* 47 Tot. Horiz. Cl:	65
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	128
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:10.00
Fwd. Lt:	6.00 Type:2 Rt:10.00
Pavement Width:	
Rear:	48.00 Type: 2
	48.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	2
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 07"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 2.50
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	7.00 0.00
246 Overlay Thickness:	4.00
212 Year Last Painted:	Sup:1993 Sub:0000

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 52
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	6
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	6
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	7
69 UnderClr. Horz/Vert:	2
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

Processed Date:8/4/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0167-0 **Fulton** **SUFF. RATING:** 82.22

Location & Geography

Structure ID:	121-0167-0
200 Brdge Information:	04
*6A Feature Int:	I-285- I-285 RAMP
*6B Critical Bridge:	0
*7A Route No Carried:	SR00402
*7B Facility Carried:	I-20
9 Location:	IN W ATLANTA
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 07/18/2013
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	04000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00020
Direction:	0
*16 Latitude:	33 - 45.8873 HMMS Prefix:SR
*17 Longtitude:	84 - 29.5992 HMMS Suffix:402
	MP: 50.55
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1211040200
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	002.69
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	fpd
* Location ID No:	121-00402D-050.55E

*104 Highway System:	1
*26 Yunctional Classification:	11
*204 Yederal Route Type:	I No: 00201
105 Yederal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	00
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 x ear Constructed:	1965
106 x ear Reconsrtucted:	1979
33 Bridge Median	3
34 Skew:	30
35 Structure Ylared:	1
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	2
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - M - O
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	008
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	6
Membrane Type:	1
Deck Protection:	8

Signs & Attachments

225 Ej pansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Median Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	60
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	24
Sewer:	00
247 Lighting Street:	1
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:121-0167-0

Programming Data

201 ProFect No:	ACI9-FI-20-1 (42) 44 CT.2
202 Plans Available:	4
249 Prop ProFNo:	NHS-0001-00(760)
250 Approval Status:	0000
251 PI Number:	M004605
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$4,550
95 Roadway Imp. Cost:	$455
96 Total Imp Cost:	$6826
76 Imp Length:	000000
97 Imp x ear:	2013
114 Yurure ADT:	219495 Year:2032

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216 Water Depth:	00.0 Br.Height:00.0
222 Slope Protection:	4
221Spur Dikes Rear	0 Fwd:0
219 Yender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-00402D-050.55E

Measurements:

*29 ADT	146330 Year:2012
109 %Trucks:	1
* 28 Lanes On:	06 Under:08
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0097
* 49 Structure Length:	557
51 Br. Rwdy. Width	117.60
52 Deck Width:	120.80
* 47 Tot. Horiz. Cl:	66
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	121
*229 Shoulder Width:	
Rear Lt:	7.00 Type:2 Rt:12.00
Fwd. Lt:	10.00Type:2 Rt:20.00
Pavement Width:	
Rear:	36.00 Type: 2
	36.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	17' 09"
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 8.00
56 Lateral Undercl. Lt:	3.00
*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:	7.00 0.00
246 Overlay Thickness:	3.50
212 Year Last Painted:	Sup:1994 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 26
64 Operating Type:	2 Rating: 44
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	5
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	5
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	02/01/1901

Processed Date:8/4/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:121-0346-0 **Fulton** **SUFF. RATING:** 79.14

Location & Geography

Structure ID:	121-0486-0
200 Brdge Information:	07
*6A Feature Int:	I-20
*6B Critical Bridge:	0
*7A Route No Carried:	CR01489
*7B Facility Carried:	FAIRBURN ROAD
9 Location:	IN 5 AMLANMA
2 Dot District:	7
207 Year Photo:	2014
*91 Inspection Frequency:	28 Date: 06WTW2014
92A Fract Crit Insp Freq:	0 Date: 02W1W901
92B Underwater Insp Freq:	0 Date: 02W1W901
92C Other Spc. Insp Freq:	0 Date: 02W1W901
* 4 Place Code:	08000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	09038
Direction:	0
*16 Latitude:	44 - 83.9634 H/ / S Prefix:
*17 Longtitude:	T8 - 40.007 H/ / S Suffix:
	/ P: 0.00
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	1214610404
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	001.94
*208 Inspection Area:	07 Initials: JPD
Engineer's Initials:	Ipd
* Location ID No:	121-09038/ -009.73N

*104 Highway System:	1
*26 Yunctional Classification:	16
*204 Yederal Route Type:	/ No: 09038
105 Yederal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	04
*20 Toll:	4
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	3
205 Congressional District:	3
27 x ear Constructed:	1964
106 x ear Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	10
35 Structure Ylared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	2
*42 Type of Service On:	3
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z - O - / - O
239 Pile Encasement	4
*84 Structure Mype / ain:	8 02
83 No.Spans / ain:	008
88 Structure Mype Appr:	0 00
86 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0.00
111 Pier Protection	0
107 Deck Structure Mype:	1
10T 5 earing Structure Mype:	1
/ embrane Mype:	0
Deck Protection:	T

Signs & Attachments

225 Ej pansion Joint Type:	02
282 Deck Drains:	0
284 Parapet Location:	0
Height:	0.00
5 idth:	0.00
24T Curb Height:	1
Curb / aterial:	1
249 Handrail	7 7
*280 / edian Barrier Rail:	0
281 Bridge / edian Height:	0
* Bridge / edian 5 idth:	0
240 Guardrail Loc. Dir. Rear:	4
Fwrd:	4
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
288 Aproach Slab	4
228 Retaining 5 all:	0
244Posted Speed Limit:	43
246 5 arning Sign:	0.00
248 Delineator:	0.00
243 Hazard Boards:	0
247 Utilities Gas:	22
5 ater:	21
Electric:	00
Melephone:	22
Sewer:	00
287 Lighting Street:	1
Navigation:	0
Aerial:	0
*28T County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:121-0486-0

Programming Data

201 ProFect No:	I-20-1 (3) 83 CM2
202 Plans Available:	8
249 Prop ProFNo:	NHS-0001-00(760)
250 Approval Status:	0000
251 PI Number:	0001760
252 Contract Date:	02W01W901
260 Seismic No:	00000
75 Type Work:	48 1
94 Bridge Imp: Cost:	$1,183
95 Roadway Imp. Cost:	$118
96 Total Imp Cost:	$1717
76 Imp Length:	001614
97 Imp x ear:	2014
114 Yurure ADT:	008630 Year:2042

Hydralic Data

215Waterway Data:	
High 5 ater Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
114 Scour Critical	N
216 5 ater Depth:	00.0 Br.Height:00.0
222 Slope Protection:	8
221Spur Dikes Rear	0 Fwd:0
219 Yender System	0
220 Dolphin:	0
223 Culvert Cover:	000
Type:	0
No. Barrels:	0
Width:	0.00 Height:0.00
Length:	0 Apron:0
*265 U/W Insp. Area	0 Diver:ZZZ
*Location ID No:	121-09038/ -009.73N

Measurements:

*29 ADT	004100 Year:2012
109 %Trucks:	1
* 2T Lanes On:	02 Under:09
210 No. Mracks On:	00 Under:00
* 8T / ax. Span Length	0110
* 89 Structure Length:	294
31 Br. Rwdy. 5 idth	2T.00
32 Deck 5 idth:	46.30
* 87 Mbt. Horiz. Cl:	2T
50 Curb / Sidewalk Width	2.00 W4.60
42 Approach Rdwy. 5 idth	040
*229 Shoulder 5 idth:	
Rear Lt:	2.00 Mype:1 Rt:2.00
Fwd. Lt:	2.00 Mype:1 Rt:2.00
Pavement 5 idth:	
Rear:	26.00 Mype: 2
	26.00 Mype: 2
Intersaction Rear:	1 Fwd: 1
46Safety Features Br. Rail:	2
Mansition:	2
App. G. Rail:	2
App. Rail End:	2
34 / inimum Cl. Over:	99' 99 "
Under: H	16' 06"
*22T / inimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
33 Lateral Undercl. Rt:	H 10.30
36 Lateral Undercl. Lt:	8.00
*10 / ax / in Vert Cl:	99' 99" Dir:0
49 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
283 Deck Mhickness / ain Deck Mhick Approach:	7.30 0.00
286 Overlay Mhickness:	0.00
212 Year Last Painted:	Sup:1998 Sub:0000

63 Inventory Rating / athod:	2
64 Operating Rating / ethod:	2
66 Inventory Mype:	2 Rating: 46
68 Operating Mype:	2 Rating: 31
241Calculated Loads:	
H-Modified:	20 0
HS-/ odified:	23 0
Mype 4:	2T 0
Type 3s2:	80 0
Timber:	46 0
Piggyback:	00 0
261 H Inventory Rating:	20
262 H Operating Rating	2T
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 5 aterway Adequacy:	N
61 Channel Protection Cond.:	N
6T Deck Geometry:	8
69 UnderClr. HorzWert:	6
72 Appr. Alignment:	6
62 Culvert:	N

Posting Data

70 Bridge Posting Required	3
81 Struct Open, Posted, CL:	A
* 104 Memporary Structure:	0
242 Posted Loads	
H-/ odified:	00
HS-/ odified:	00
Mype 4:	00
Mype 4s2:	00
Mmber:	00
Piggyback	00
234 Notification Date:	02W01W901
23T Fed Notify Date:	02W01W901

Georgia Department of Transportation
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MEETING MINUTES

Subject:	**P.I. No. 0011828** I-20 @ I-285 Operational Improvement Fulton County, Georgia
Meeting Date:	August 5, 2014 (3:00 pm – 3:50 pm)
Location:	600 West Peachtree Street, Atlanta, GA – 25th Floor Large Conference Room
Attendees:	**See Sign-In sheet (last page)**
Transcription Date:	August 7, 2014
Meeting Materials:	Draft Concept Report, Draft Conceptual Layout, QUICK Schedule Template
Purpose:	**Initial Concept Team Meeting for PI#0011828, Fulton County**

- Below are the highlights of the Initial Concept Team Meeting (ICTM) discussions and the action items in blue.

  - Discussion:
    - This meeting will serve as both the project kickoff meeting and concept team meeting.
    - The project is classified as a QUICK project with a 9 month accelerated schedule to authorize construction funds by April 2015 with a proposed Management Let date of May 22, 2015.
    - All aspect of preconstruction are proposed to be handled In-House.
    - The existing configuration of I-20 @ I-285 shows that vehicle weaving maneuvers at the I-20 EB Exit Ramps caused a breakdown of the I-20 through lanes due to the late merging vehicles attempting to exit on I-285 NB.
    - Traffic Operation would work with Office of Financial Management (OFM) to label the project "QUICK"

  - Concept Report/Proposed Project Description/Typical Section
    - This project proposes to separate the I-285 exiting traffic (both NB and SB) from the I-20 EB traffic before the exit ramps using performance curb delineators.
      - This solution will force drivers on I-285 to make lane decisions earlier thus reducing the late weaves and impacts on I-20 EB traffic.
      - This will require new signage to direct drivers into the appropriate lanes for their desired path.
      - The interstate signage along the project limits will be upgraded to supplement the performance curb delineators and to ensure motorists have adequate distance to get into the appropriate lanes.
      - Traffic counts will be obtained from various resources to provide traffic projections within two weeks to update the traffic data in the concept report. Office of Traffic Operations will coordinate with Office of Planning Traffic Group for consensus.
      - Since the project construction funding is proposed for fiscal year 2015, the ARC TIP# is identified as AR-106-2015 under the lump sum PI#0007498.
      - It was noted that a design exception would be needed for the shoulder work and that it can be submitted concurrently with the concept report for approval.
      - Office of Traffic Operations (OTO) noted that Federal Highway Administration (FHWA) are fully aware of the scope and proposal for this project. Office of Program Delivery (OPD) asks for documentation of the high level discussion with FHWA.
      - Office of Engineering Services noted that the proposed 11-ft travel lane for the truck should be increased to 12-ft lanes by reducing the 4-ft width provided for the performance curbing/delineators. District 7 Design Office will consider the suggestion and implement if practical.
      - Project limits will need to be increased to include sign structure that will be replaced and/or modify.

  - Pavement, Maintenance, & Bridge Consideration
    - Office of Bridge Maintenance noted that there are two existing, under construction projects in the area that will be completed on and/or before this project is let to construction. It was recommended to

include Special Provision 105 with 0011828 if the two maintenance projects M004605 and M003054 are still in construction.

- M004605 & M003054 – Bridge Joint Repair & Deck Rehab works at I-20 over I-285 were noted as being processed as a PCE Type III environmental document.
- M005198 was noted as a resurfacing of I-20 project and that the proposed pavement thickness could be used for 0011828. Pavement core and evaluation was noted by the Office of Maintenance as already being requested from the Office of Materials and Testing (OMAT).
- It was decided to conduct pavement core of 0011828 especially the existing shoulder, which is proposed to be full depth and provide results to OPD within 3 months from the date of the ICTM. OMAT requested for a set of plans to use.
- It was decided to establish shoulder pavement structure, milling depths for outside lanes, and carry SMA into the outside shoulder.
- It was also recommended that SMA be used across entire lane width through milling/inlay process.
- It was noted to prevent any design that may require the expansion of the existing bridge shoulder.
- Office of Maintenance was asked to verify that the vertical clearance (approximately 17-ft) of I-20 at I-285 Bridge will not be an issue.

- Traffic Consideration
  - OTO mentioned that Performance Curbing specification would be emailed to District 7 Design Office.
    - TMP-Temporary TTC was noted as needed for the project.
    - The proposal to retain/modify some of the existing sign structures was noted as a constructability issues. OPD advised that OTO review their standard sign specification to ensure whether or not the sign structures should be retained or completely replaced. If replacement is the recommendation, OPD has a similar project that has sign issues which is resolved that can be used as a standard.
    - OPD requested for OTO to coordinate with OFM for the increase of the project's construction cost estimate to $2.5 million dollars based on the preliminary construction cost estimate showing on the draft concept report without contingency.

- Survey/Field Enhancement Consideration
  - It was noted that a mapping and field enhancement survey is unnecessary and that the design can be done from aerial maps/images.
  - D7 Design Office will evaluate and determine if there are critical areas in need of site check/spot survey.
    - Statewide Location Bureau will be contacted for any field enhancement needs.

- Environmental Consideration
  - Office of Environmental Services (OES) confirmed that peak hour traffic for existing, build, and design years, posted (existing) speed limit, and design speed for the design year will be needed for Air/Noise report and maybe PM 2.5.
    - It was noted that sound barrier already existed on the project and won't be required for this project, but that the Noise report still need to be conducted to submit a write off.
  - OES noted that the Initial Special Studies Request may need to be updated to reflect correct terminology for "barrier separation".
  - OES confirmed the project can be process as a PCE Type III.

- Utilities Consideration
  - Office of Utilities noted they are no utilities in the area.
  - OTO was advised to verify they are no ITS/ATMS in the project limit that may be impacted.

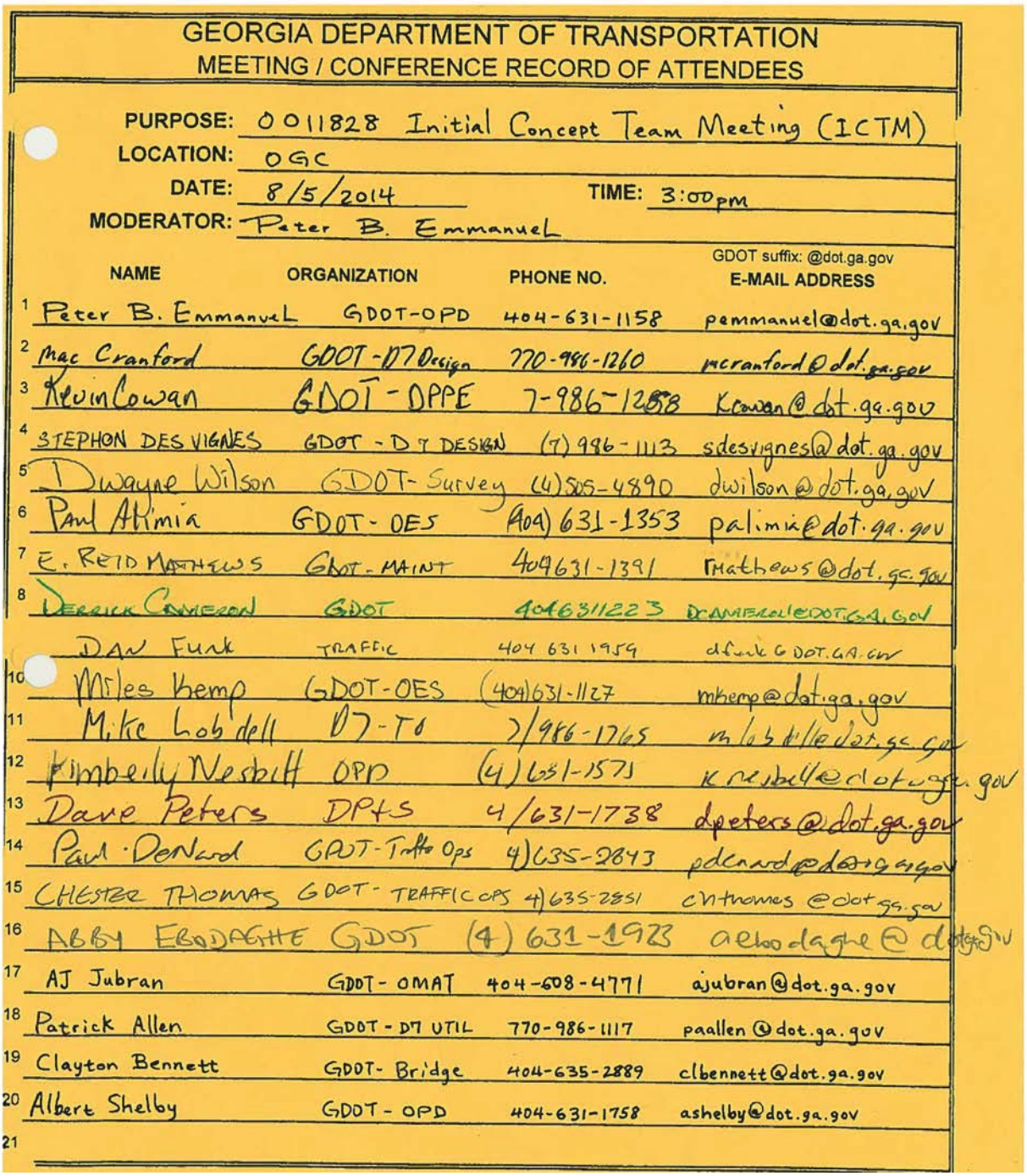
- Schedule Refinement
  - OPD to coordinate with the Office of Program Control for a May 22, 2015 let schedule.
  - One field plan review (FPR) was requested to streamline the schedule but Office of Engineering Services differs and recommended that both PFPR and FFPR be kept in the schedule. Engineering Services noted that the PFPR and FFPR schedule durations should be reduced in half and/or

MEETING MINUTES

streamline to help with the desire let date, and that FFPR waiver may be granted if quality FFPR plans are received.

- It was noted for District 7 Design to submit 8 ½ x 11 letter size paper for FPR.

■ These meeting minutes reflect the notes of Peter Emmanuel and District 7 Design Office. If there are any questions or corrections needed, please contact Peter Emmanuel at 404-631-1158 or pemmanuel@dot.ga.gov.



GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING / CONFERENCE RECORD OF ATTENDEES

PURPOSE: 0011828 Initial Concept Team Meeting (ICTM)
LOCATION: OGC
DATE: 8/5/2014 TIME: 3:00pm
MODERATOR: Peter B. Emmanuel

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