

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0013142

OFFICE Design Policy & Support

Fulton County
GDOT District 7 - Metro Atlanta
Diverging Diamond Interchange: SR 6/
Camp Creek Parkway @ I-285

DATE April 27, 2016

FROM  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:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Robert Elam, Design Group Manager
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Nicholas Fields, District Utilities Engineer
Jeff Simmons, Project Manager
BOARD MEMBERS - 5th & 13th Congressional Districts

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

Project Type: Interchange Reconstruction
 GDOT District: 7
 Federal Route Number: I-285

P.I. Number: 0013142
 County: Fulton
 State Route Number: SR 407,6

The proposed project would construct a diverging diamond interchange at the existing overpass of SR 6/Camp Creek Parkway at I-285 located in East Point, Fulton County, Georgia. Associated with the construction of the interchange, improvements would also be made to Camp Creek Parkway/SR 6 to accommodate the design elements that would be required for the interchange. The existing bridge would be maintained in place, lifted to meet vertical clearance requirements, widened 7 ft to the north and both shoulders reconstructed.

Submitted for approval:

<u>C. Andy Cury</u>	<u>1/14/16</u>
State Roadway Design Engineer	Date
<u>Albert V. Shelby</u>	<u>1/16/2016</u>
State Program Delivery Engineer	Date
<u>Shy Si</u>	<u>1/14/16</u>
GDOT Project Manager	Date

Recommendation for approval:

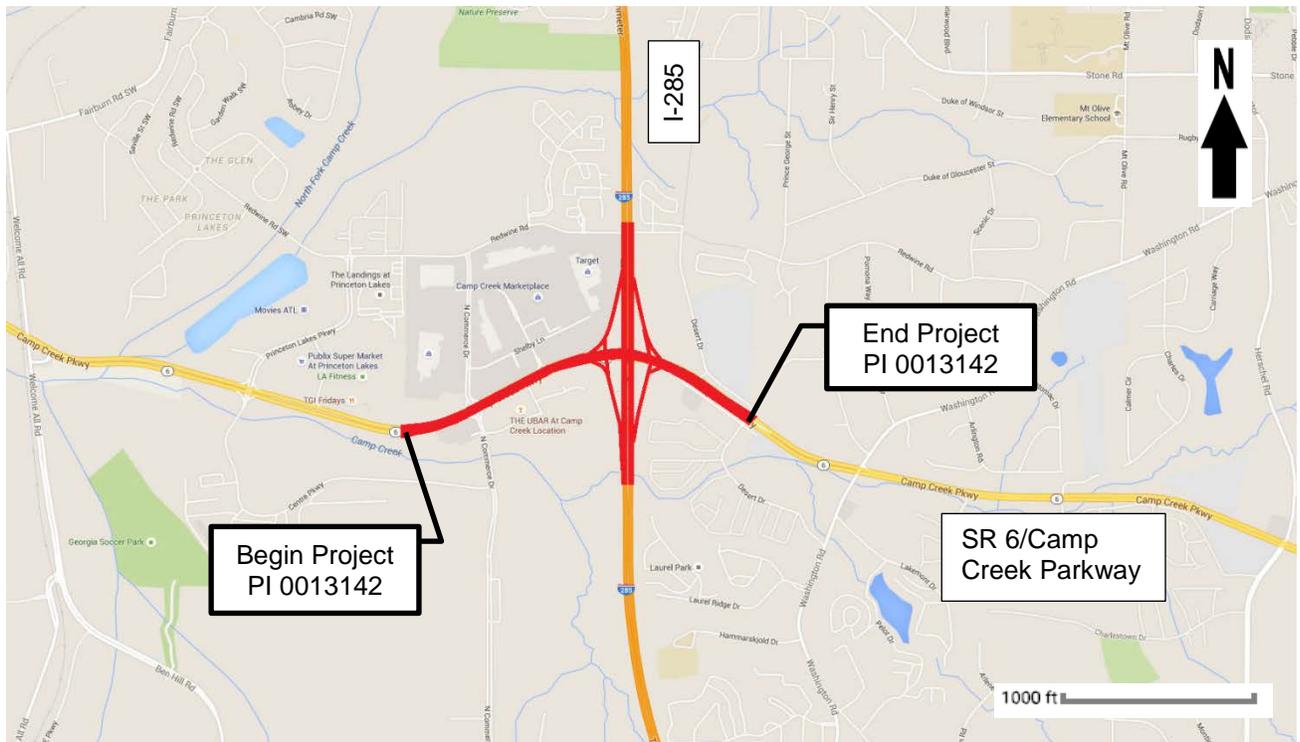
<u>ERIC DUFF*/EKP</u>	<u>1/29/2016</u>
State Environmental Administrator	Date
<u>KEN WERHO*/EKP</u>	<u>1/21/2016</u>
<i>FOR</i> State Traffic Engineer	Date
<u>LISA MYERS*/EKP</u>	<u>1/21/2016</u>
Project Review Engineer	Date
<u>YULONDA PRIDE-FOSTER*/EKP</u>	<u>2/11/2016</u>
<i>FOR</i> State Utilities Engineer	Date
District Engineer	Date
<u>BILL DUVALL*/EKP</u>	<u>1/25/2016</u>
State Bridge Engineer	Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

<u>CINDY VAN DYKE*/EKP</u>	<u>1/25/2016</u>
State Transportation Planning Administrator	Date

** - RECOMMENDATION ON FILE*

PROJECT LOCATION MAP



Project area outlined in red

PLANNING AND BACKGROUND

Project Justification Statement:

This project would improve the interchange of I-285 and SR 6 (Camp Creek Parkway). I-285 is an 8-lane urban interstate principal arterial, and SR 6 is a 4-lane urban principal arterial. This project is located within the Atlanta MPO boundary and is listed in the TIP as FS-281.

Improvements for this interchange were identified and evaluated by the Office of Traffic Operations as well as the Office of Planning through its Metro Atlanta Operational Planning Study, which found that both of the I-285 off-ramps to SR 6 tend to back up onto I-285 during the peak periods.

On I-285 the current (2014) AADT is 147,000 (level of service, LOS, "D"), and on SR 6, AADT is 75,500 (LOS, "C") near the interchange. According to the design traffic (no build), the 2040 traffic volumes are forecast to be 190,300 vehicles per day (LOS "F") on I-285, and 97,000 (LOS "F") on SR 6.

This project is justified by the need to improve operations and reduce delay associated with congestion in the I-285 at SR 6 area and to minimize back-ups onto the I-285 mainline.

Existing conditions:

The project consists of the interchange of I-285/SR 407 and SR 6/Camp Creek Parkway and the downstream intersections of N Commerce Dr@ SR 6/Camp Creek Parkway and Desert Dr@ SR 6/Camp Creek Parkway. All four intersections are signalized. SR 6/Camp Creek Parkway is a 4 lane urban principal arterial with urban shoulders and a depressed median. The bridge over I-285 is six lanes wide including 2 travel lanes and 1 left turn lane in each direction. I-285/SR 407 is an 8 lane urban interstate principal arterial with rural shoulders and barrier separated median.

Other projects in the area:

- Project Number MSL00-0005-00(132), PI #0005132, and Fulton County, I-285 noise barriers from I-85 to I-20 East and West sides.
- PI #0010782, Clayton, Cobb, DeKalb & Fulton Counties, I-285 variable speed limit signs.
- PI #0012818, Fulton County, Signal Upgrade at the intersection of SR 6 and CS 6396/North Commerce Drive.
- PI #0012832, Fulton County, Improvements at the intersection of SR 6 and CS 6396/North Commerce Drive.
- PI #0013314, Fulton County, I-285 @ CS 1389/Washington Road; includes Washington Road widening.
- PI #0013709, Fulton County, CS 1388/Welcome All Road @ CSX #638616P in East Point.
- PI #710049, Cobb, DeKalb & Fulton Counties, I-285 pavement markings.
- Project Number NH000-9329-00(010), PI #752690, Fulton County, SR 6 from I-285 East to Herschel Lee Road.
- Project Number NH000-00MS-00(146), PI #752700, Fulton County, SR 6 from Chattahoochee River East to I-285.
- Project Number I-285-1(205)CT1, PI #H000220, Fulton County, I-285 Atlanta Circumferential Highway
- PI #M004620, Cobb & Fulton Counties, I-285 from South of Washington Road/Fulton to North of Orchard Road/Cobb.

MPO: Atlanta Regional Commission (ARC)

TIP #: FS-281

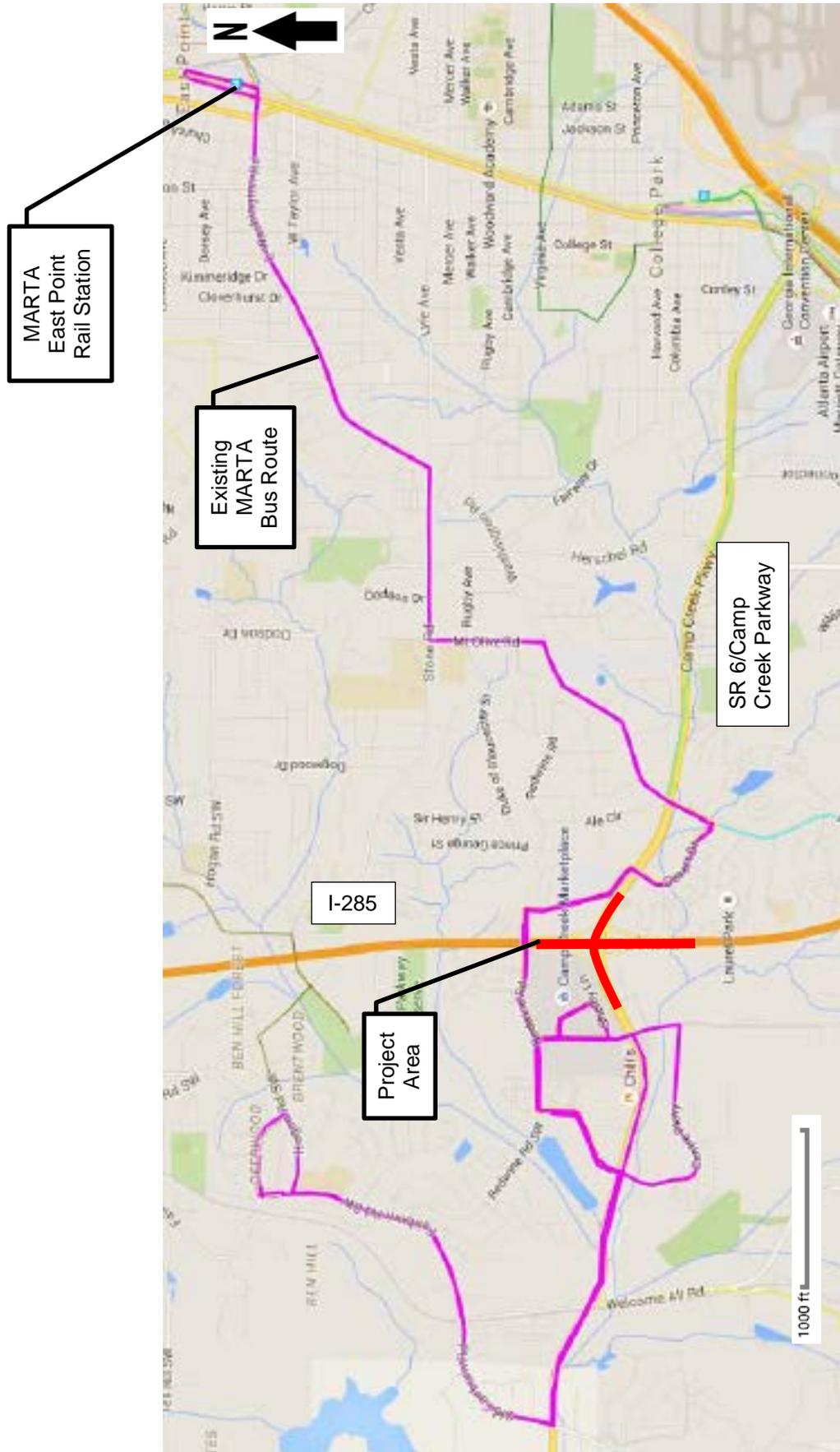


Figure 2: Highlighted routes for MARTA Bus Service to East Point Rail Station

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes
Initial Pavement Type Selection Report Required? No Yes
Feasible Pavement Alternatives: HMA PCC HMA & PCC

Note: Initial Pavement Type Selection report was requested from Office of Materials and Testing on August 8, 2015. These reports will be included as attachments once they are received.

DESIGN AND STRUCTURAL

Description of the proposed project:

The proposed project would construct a diverging diamond interchange at the existing overpass of SR 6/Camp Creek Parkway at I-285 located in East Point, Fulton County, Georgia. Associated with the construction of the interchange, improvements would also be made to Camp Creek Parkway/SR 6 to accommodate the design elements that would be required for the interchange. The existing bridge would be maintained in place, widened 7 ft to the north and both shoulders reconstructed. The beginning of the project is at milelog 8.69 on SR 6/Camp Creek Parkway and the end is at milelog 9.44. The total length of the project is 0.75 miles.

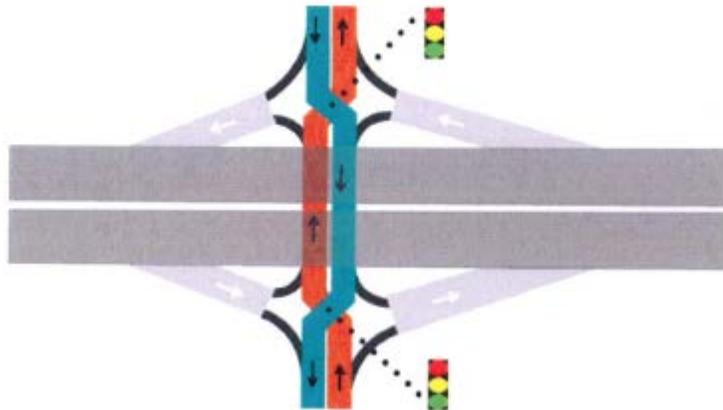


Figure 3: Diverging Diamond Layout

Major Structures:

Structure	Existing	Proposed
Camp Creek Parkway Bridge over I-285 Bridge ID: 121-0466-0	Length: 236.33' Total Deck Width: 94.667' Lane Width: 6-12ft lanes Shoulder Width: 10ft outside, 6 ft to barrier wall inside Sufficiency Rating: 93.10	The proposed project retains the current bridge and reconstructs the outside shoulder on both sides and adds 7 feet to the north side of the bridge deck. The 12 foot lane widths would be widened to 13'. The outside shoulder would be reduced from 6' to 2' and a 2' inside shoulder would be added. The proposed project adds an 11' barrier separated pedestrian walkway down the middle of the bridge. Total width of bridge 100.25'. Total length of bridge 236.33'.

Mainline Design Features: SR 6/Camp Creek Parkway – Urban Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section: Camp Creek Parkway			
- Number of Lanes	4	4	4
- Lane Width(s)	12 ft	12 ft	12 ft/13 ft on bridge
- Median Width & Type	36-ft; Depressed	20 or 24 ft Raised	24 ft; Raised West of I-285 36 ft; Raised East of I-285
- Outside Shoulder or Border Area Width	6 ft	10-16 ft	12 ft
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	0 ft	0 ft	2 ft
- Sidewalks	5 ft	5 ft	5 ft /8 ft 4in on bridge
- Auxiliary Lanes	12 ft	12 ft	12 ft /13 ft on bridge
- Bike Lanes	N/A	4 ft	N/A
Posted Speed	45 mph		45 mph
Design Speed	45 mph	45 mph	45 mph/25 mph within DDI
Min Horizontal Curve Radius	1909.86 ft**	711 ft	1909.86 ft /150 ft within DDI
Maximum Superelevation Rate	Unknown	4%	4%
Maximum Grade	Unknown	7%	Max 7%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	Not Available	WB-62	WB-67
Pavement Type	HMA/Concrete	HMA/Concrete	HMA/Concrete
Crossover Angle	N/A	45	Min. 40

*According to current GDOT design policy if applicable

**Value from historical plans available.

Major Interchanges/Intersections:

I-285 Interchange with SR 6/Camp Creek Parkway
 SR 6/Camp Creek Parkway and N Commerce Dr
 SR 6/Camp Creek Parkway and Desert Dr

Lighting required: No Yes

Although lighting is not required per GDOT policy for this project, the City of East Point and Airport West Community Improvement District (AWCID) has requested it be added to the project due to the unfamiliar configuration. AWCID will provide partial funding for the lighting. There is existing lighting on the west side of the interchange.

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

Public Interest Determination Policy and Procedure recommended? No Yes

Public Interest Determination was discussed at the Concept Team Meeting. Public Interest Determination will not be required since the utility relocations will be minimal for the proposed alternative.

Right-of-Way (ROW): Existing width: Varies 145 to 260 ft. Proposed width: Varies 145 to 260 ft.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels:	<u>0</u>
Displacements anticipated:	Businesses: <u>0</u>
	Residences: <u>0</u>
	Other: <u>0</u>
Total Displacements:	<u>0</u>

Location and Design approval: Not Required Required

Impacts to USACE property anticipated? No Yes Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Along the proposed project there is a lack of connectivity of sidewalks and poor pedestrian accommodations across the Camp Creek Parkway Bridge over I-285.

Context Sensitive Solutions Proposed: The proposed project plans to address the concerns by adding sidewalk connections throughout the project and adding a pedestrian walkway over the Camp Creek Parkway Bridge over I-285. The pedestrian walkway will be wide enough to accommodate bicyclists as well. The DDI configuration adds the safety benefit of reduced speeds across the interchange and minimizes the crossing distances. The reduction in number of signal phases reduces the wait time for pedestrians. The Airport West Community Improvement District has expressed interest in adding lighting and landscaping to beautify the interchange and promote visibility. The proposed project incorporates the Airport West Community Improvement Districts recommendations. Additionally a Road Safety Audit was completed in February 2014 that made similar recommendations for the sidewalk connectivity to be corrected.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: NEPA document is under development. Studies are still being performed. No significant impacts anticipated.

Ecology: No significant impacts anticipated.

History: No historic resources affected.

Archeology: Archeology survey report is still being developed. No significant impacts 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

Carbon Monoxide hotspot analysis: Required Not Required TBD

The proposed project conforms to ARC's model and maintains the same number of lanes. This project is proposed to open to traffic in 2020.

Noise Effects: The proposed project is classified as a Type III project and will not require any noise studies to be completed. No significant impacts or mitigation measures anticipated.

Public Involvement: A PIOH is required and should be held early 2016 once all environmental resources are identified. Meeting planning will be coordinated with District 7 District Programming and Planning Engineer and Office of Communications.

Major stakeholders:

Airport West Community Improvement District

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Due to the high volumes of traffic some of the bridge work may be required to be completed during off hours. Reconstruction of the bridge shoulders will require lane reductions across the bridge. No seasonal requirements are anticipated.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Concept Meeting: Held 08/31/15. Minutes attached.

Other coordination to date: Meeting with Airport West Community Improvement District to discuss landscaping and lighting. Meeting held 11/04/15.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – Office of Roadway Design
Design	GDOT – Office of Roadway Design
Right-of-Way Acquisition	GDOT – Office of Right of Way
Utility Coordination (Preconstruction)	GDOT – Office of Utilities
Utility Relocation (Coordination)	Utility Owners – GDOT (Owner who place facilities in the contract)
Letting to Contract	GDOT – Office of Construction Bidding Administration
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	Contractor, if needed
Environmental Studies, Documents, & Permits	GDOT – Environmental Services
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	GDOT	GDOT	GDOT	
\$ Amount	\$725,000.00	N/A	\$913,000.00	\$6,544,601	\$280,000	\$8,462,601
Date of Estimate	5/27/14		10/7/15	9/17/15	9/23/15	

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

#6,558,101

#8,976,101

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative 1: The interchange will be reconstructed to a Diverging Diamond Interchange (DDI) configuration. Improvements will be made SR 6 to accommodate the new configuration including a raised median from North Commerce Dr to Desert Dr. No ramp extensions are proposed.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$8,182,601
Estimated ROW Cost:	\$0.00	Estimated CST Time:	24 Months
Rationale: The diverging diamond interchange configuration has shown to have the greatest reduction in delay throughout the SR 6 corridor compared to the existing condition . This alternative is expected to reduce the ramp queues that currently back up onto the I-285 freeway to within the existing ramp length in the build year and the design year. The level of service for each intersection is expected to increase for this alternative in comparison with the no build alternative. In addition, the total intersection delay is greatly reduced at each intersection. In particular, the intersection delay at the ramp terminals is predicted to be half of the no build intersection delay at the ramps. The left turn movement to go North onto I-285 from SR 6 currently backs up past the existing storage length and almost to the N Commerce Dr and SR 6 intersection. The DDI configuration reduces this queue to fit within the existing storage length and clears the queue on the bridge over I-285 since the left turn movement is now free flow onto the North bound on ramp. A raised median is also proposed due to evidence of rutting in the depressed median showing signs of illegal maneuvers. The raised median will discourage drivers from performing the illegal maneuver. No right of way cost is anticipated with the implementation of this alternative.			

No-Build Alternative: Retain the existing 4 lane section and diamond interchange configuration of SR 6/Camp Creek Parkway and I-285/SR 407 interchange.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 months
Rationale: The no build alternative does not construct any improvements to the area. Traffic congestion and operational problems in the area are projected to grow at their current growth rate of traffic. The estimated level of service in the design year for the signalized intersections along SR 6/Camp Creek Parkway is considered to be acceptable per the design policy manual, however, the I-285 off ramps back up onto the I-285 freeway section over a mile during peak periods which creates an unsafe situation for motorists and adds traffic congestion to the I-285 freeway section. The backup of traffic is projected to increase if no action is taken.			

Comments:

Additional improvements that will be evaluated if right of way allows include:

1. The inside southbound off ramp right turn lane is underutilized in the current configuration and will continue to be underutilized even with a DDI since it is a yield condition. One possible improvement to increase lane utilization is the addition of a west bound outside auxiliary lane that would create a dual free flow right turn from the southbound off ramp. The auxiliary lane would continue to the N Commerce Drive intersection and drop on the other side of the intersection or the auxiliary lane could be dropped at the immediate major driveway west of the southbound off ramp if right of way constraints are too great.
2. On the East side of the interchange, there is a small section between the westbound right turn lane at the I-285 Northbound on ramp and the accel lane for the right turns from Desert Dr that will be connected through the addition of an auxiliary lane. This improvement will aid the right turn traffic heading north from being blocked by the westbound thru queue.

LIST OF ATTACHMENTS/SUPPORTING DATA

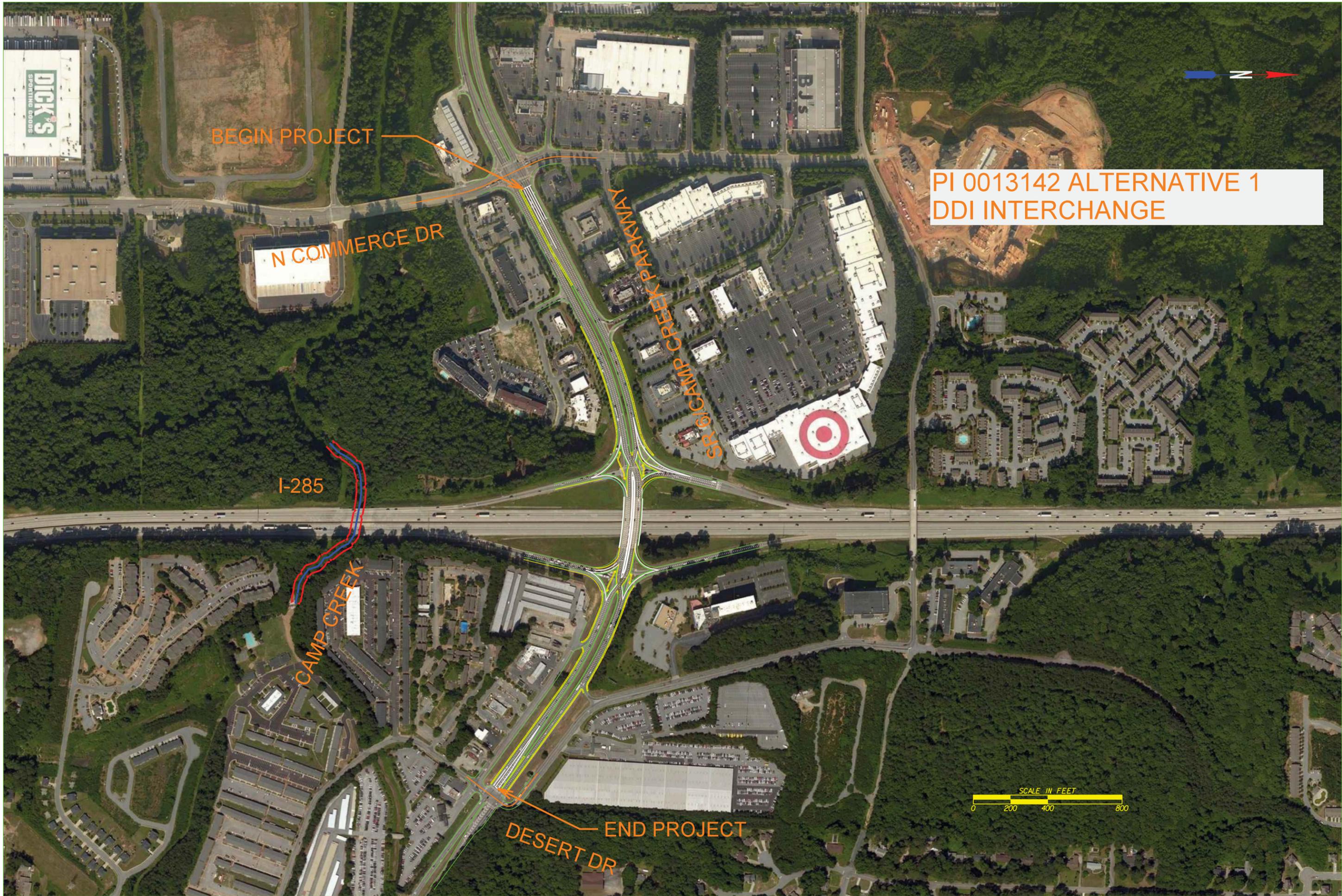
1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Completed Liquid AC Cost Adjustment forms
 - c. Utilities
 - d. Environmental Mitigation
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary
7. S I & A Report
8. Concept Level Hydrology Study for MS4 Permit
9. Initial Pavement Evaluation
10. Conforming plan's network schematics showing thru lanes.
11. Minutes of Meetings

APPROVALS

Concur: Hiwal Patel
Director of Engineering

Approve: Margaret B. Pirkle
Chief Engineer

4.22.16
Date



PI 0013142 ALTERNATIVE 1
DDI INTERCHANGE

BEGIN PROJECT

N COMMERCE DR

SR 91 CAMP CREEK PARKWAY

I-285

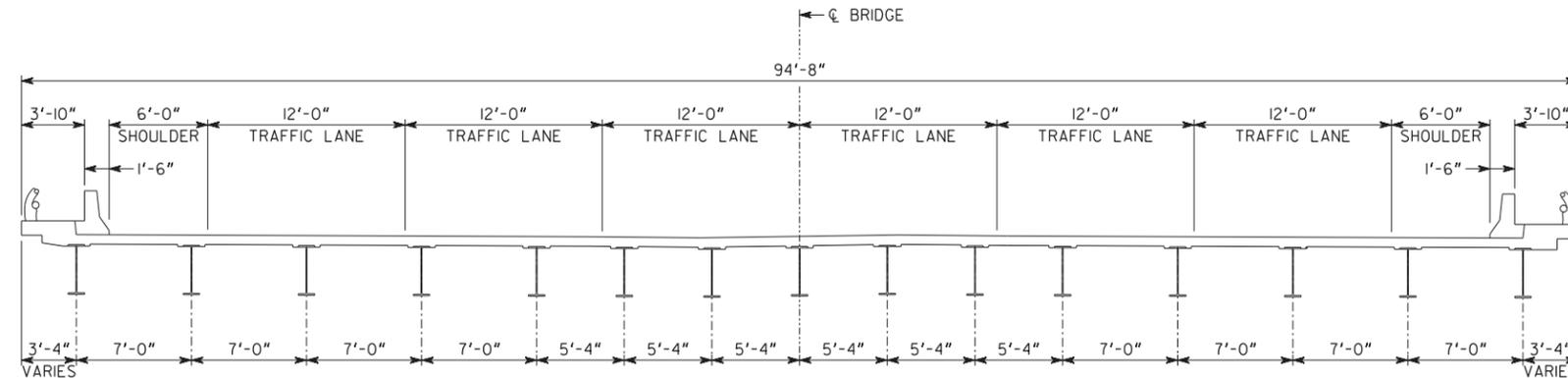
CAMP CREEK

END PROJECT

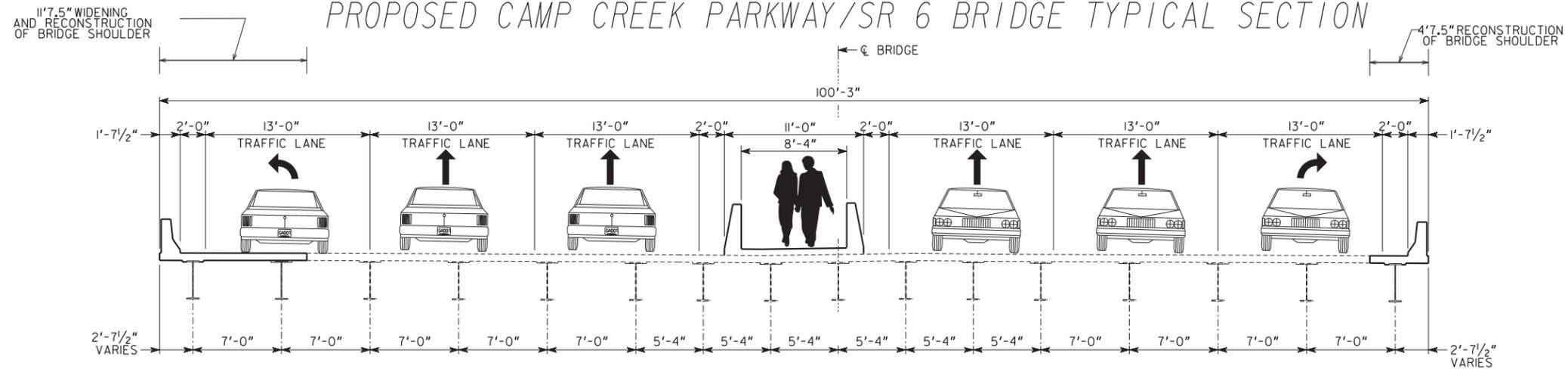
DESERT DR

SCALE IN FEET
0 200 400 800

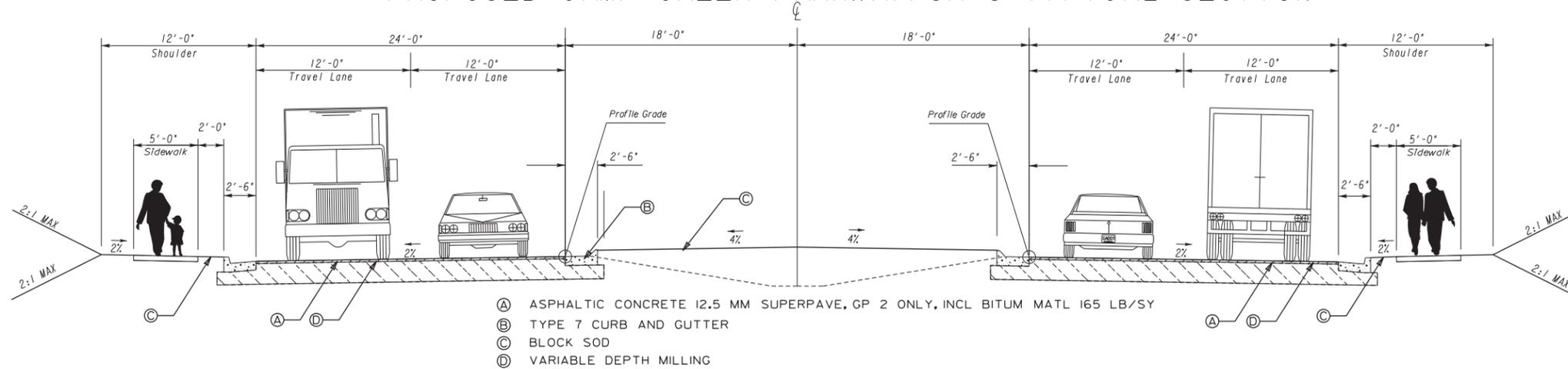
EXISTING CAMP CREEK PARKWAY/SR 6 BRIDGE TYPICAL SECTION



PROPOSED CAMP CREEK PARKWAY/SR 6 BRIDGE TYPICAL SECTION



PROPOSED CAMP CREEK PARKWAY/SR 6 TYPICAL SECTION



	Alternative 1
Construction Cost	\$ 5,386,541.19
Engineering and Inspection Contingency (5%)	\$ 269,327.06
Milestone Contingencies (15%)	\$ 807,981.18
Liquid AC Cost Adjustment	\$ 80,752.02
Total Construction Cost	\$ 6,544,601.45
Preliminary Engineering Estimate	\$ 725,000.00
Utility Relocation Estimate	\$ 913,000.00
Environmental Mitigation Estimate	\$ -
Right of Way Estimate	\$ -
Total Project Cost	\$ 8,182,601.45

#94,252.02 (EKP)
 #6,558,101.45 (EKP)

#8,196,101.45 (EKP)

DETAILED COST ESTIMATE



Job: 0013142 ALTER 2

JOB NUMBER 0013142 ALTER 2

FED/STATE PROJECT NUMBER

SPEC YEAR: 13

DESCRIPTION: SR 6 INTERCHANGE RECONSTRUCTION

ITEMS FOR JOB 0013142 ALTER 2

0010 - ROADWAY ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$400,000.00000	TRAFFIC CONTROL - 0013142	\$400,000.00
0010	153-1300	1.000	EA	\$87,140.88689	FIELD ENGINEERS OFFICE TP 3	\$87,140.89
0015	210-0100	1.000	LS	\$500,000.00000	GRADING COMPLETE - 0013142	\$500,000.00
0045	310-1101	3038.000	TN	\$24.67026	GR AGGR BASE CRS, INCL MATL	\$74,948.25
0050	402-1812	1000.000	TN	\$81.13163	RECYL AC LEVELING, INC BM&HL	\$81,131.63
0055	402-3121	2723.000	TN	\$76.65073	RECYL AC 25MM SP, GP1/2, BM&HL	\$208,719.94
0025	402-3130	2475.000	TN	\$85.72744	RECYL AC 12.5MM SP, GP2, BM&HL	\$212,175.41
0065	402-3190	495.000	TN	\$92.03304	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	\$45,556.35
0070	413-0750	3360.000	GL	\$3.50000	TACK COAT	\$11,760.00
0030	432-0206	30000.000	SY	\$2.04076	MILL ASPH CONC PVMT/ 1.50 DEP	\$61,222.80
0020	441-0104	2305.000	SY	\$30.62968	CONC SIDEWALK, 4 IN	\$70,601.41
0075	441-0740	523.000	SY	\$32.87278	CONC MEDIAN, 4 IN	\$17,192.46
0085	441-6720	5975.000	LF	\$53.00000	CONC CURB & GUTTER/ 6X30TP7	\$316,675.00
0090	500-2110	472.000	LF	\$250.00000	CONCRETE PARAPET, SPCL DES	\$118,000.00
0095	620-0100	500.000	LF	\$32.88997	TEMP BARRIER, METHOD NO. 1	\$16,444.99
0099	632-0003	4.000	EA	\$7,064.25149	CHANGEABLE MESS SIGN, PORT, TP 3	\$28,257.01
0100	641-1100	132.000	LF	\$59.50277	GUARDRAIL, TP T	\$7,854.37
0105	641-1200	2000.000	LF	\$18.60650	GUARDRAIL, TP W	\$37,213.00
0110	641-5001	2.000	EA	\$894.69203	GUARDRAIL ANCHORAGE, TP 1	\$1,789.38
0115	641-5012	3.000	EA	\$2,119.91636	GUARDRAIL ANCHORAGE, TP 12	\$6,359.75
0125	643-8200	100.000	LF	\$1.64396	BARRIER FENCE (ORANGE), 4 FT	\$164.40
0130	643-8300	472.000	LF	\$75.00000	ORNAMENTAL FENCE	\$35,400.00
0079	700-9300	4844.000	SY	\$4.84039	SOD	\$23,446.85
SUBTOTAL FOR ROADWAY ITEMS:						\$2,362,053.89

0020 - BRIDGE ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0150	433-1000	669.000	SY	\$156.94454	REINF CONC APPROACH SLAB	\$104,995.90
0155	500-3002	445.000	CY	\$762.80021	CL AA CONCRETE	\$339,446.09
0160	543-9000	1.000	LS	\$880,045.31000	CONSTR OF BRIDGE COMPLETE - CAMP CREEK PKWY OVER I-285	\$880,045.31
SUBTOTAL FOR BRIDGE ITEMS:						\$1,324,487.30

0050 - TRAFFIC SIGNALS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	647-1000	1.000	LS	\$150,000.00000	TRAF SIGNAL INSTALLATION NO - 1	\$150,000.00
0145	647-1000	1.000	LS	\$150,000.00000	TRAF SIGNAL INSTALLATION NO - 2	\$150,000.00
SUBTOTAL FOR TRAFFIC SIGNALS:						\$300,000.00

COST GROUP FOR JOB 0013142 ALTER 2

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	AC	NORM	1.000	\$550,000.00	LSCP	LANDSCAPING	\$550,000.00
00000002	EA	NORM	1.000	\$200,000.00	LTNG	LIGHTING	\$200,000.00

DETAILED COST ESTIMATE



Job: 0013142 ALTER 2

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000003	EA	NORM	1.000	\$200,000.00	SSGN	SIGNING AND MARKING	\$200,000.00
00000004	EA	NORM	1.000	\$250,000.00	DRNGEA	DRAINAGE	\$250,000.00
00000005	SY	NORM	1.000	\$200,000.00	EROC	EROSION CONTROL	\$200,000.00
SUBTOTAL:							\$1,400,000.00

TOTALS FOR JOB 0013142 ALTER 2

ITEMS COST:	\$3,986,541.19
COST GROUP COST:	\$1,400,000.00
ESTIMATED COST:	\$5,386,541.19
CONTINGENCY PERCENT:	0.05
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$5,655,868.25

PROJ. NO. [Redacted]
 P.I. NO. 0013142
 DATE 9/17/2015

CALL NO.

Alternative 2

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-15	\$ 2.289
DIESEL		\$ 2.569
LIQUID AC		\$ 450.00

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)					90355.5				\$ 90,355.50
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00					
Monthly Asphalt Cement Price month project let (APL)			\$	450.00					
Total Monthly Tonnage of asphalt cement (TMT)					334.65				

ASPHALT	Tons	%AC	AC ton
Leveling	1000	5.0%	50
12.5 OGFC		5.0%	0
12.5 mm	2475	5.0%	123.75
9.5 mm SP		5.0%	0
25 mm SP	2723	5.0%	136.15
19 mm SP	495	5.0%	24.75
6693			334.65

BITUMINOUS TACK COAT

Price Adjustment (PA)					\$ 3,896.52				\$ 3,896.52
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00					
Monthly Asphalt Cement Price month project let (APL)			\$	450.00					
Total Monthly Tonnage of asphalt cement (TMT)					14.4315391				

Bitum Tack

Gals	gals/ton	tons
3360	232.8234	14.4315391

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					0				\$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	720.00					
Monthly Asphalt Cement Price month project let (APL)			\$	450.00					
Total Monthly Tonnage of asphalt cement (TMT)					0				

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

TOTAL LIQUID AC ADJUSTMENT

\$ 94,252.02

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTER-DEPARTMENT CORRESPONDENCE

FROM: Nicholas Fields *NF*
District Utilities Engineer

DATE: October 7, 2015

TO: Jeff Simmons, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE
0013142/Fulton/ I-285 WB @ SR 6- DIVERGING DIAMOND INTERCHANGE

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

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE	TOTAL
Allanta Gas Light Company	\$0.00	\$38,625.00	\$38,625.00
AT&T (Bellsouth)	\$0.00	\$40,392.00	\$40,392.00
City of Atlanta (Water)		\$39,264.00	\$39,264.00
City of Atlanta (Sewer)	\$0.00	\$40,757.00	\$40,575.00
Comcast of Georgia	\$0.00	\$40,392.00	\$40,392.00
City of College Park Water	\$0.00	\$39,264.00	\$39,264.00
City of College Park Sewer	\$0.00	\$40,757.00	\$40,757.00
City of College Park Electric	\$0.00	\$20,000.00	\$20,000.00
City of East Point Water and Sewer (water)	\$0.00	\$39,264.00	\$39,264.00
City of East Point Water and Sewer (sewer)	\$0.00	\$40,757.00	\$40,757.00
City of East Point Electric	\$0.00	\$20,000.00	\$20,000.00
City of East Point Traffic	\$0.00	\$40,392.00	\$40,392.00
Fiberlight Telecom	\$0.00	\$40,392.00	\$40,392.00
Fulton County (Water) and Sewer		\$39,264.00	\$40,392.00
Fulton County Water and (Sewer)	\$0.00	\$40,757.00	\$40,757.00
Georgia Power Company (Distrubution)	\$60,000.00	\$120,000.00	\$180,000.00
Georgia Power Company (Transmission)	\$160,000.00	\$40,392.00	\$200,392.00
Level 3 Communication	\$0.00	\$40,392.00	\$40,392.00
Verizon Business (MCI)	\$0.00	\$40,392.00	\$40,392.00
Georgia Public Web	\$0.00	\$40,392.00	\$40,392.00
MARTA Electric	\$0.00	\$40,392.00	\$40,392.00
Zayo Fiber Soultions	\$0.00	\$40,392.00	\$40,392.00
Delta Air Line Telecom.	\$0.00	\$40,392.00	\$40,392.00
Kinder Morgan (Southern Natural Gas)	\$229,000.00	\$0.00	\$229,000.00
City of Hapoville (Water) and Sewer	\$0.00	\$39,264.00	\$0.00
City of Hapeville Water and (Sewer)	\$0.00	\$40,757.00	\$0.00
Plantation Pipeline	\$210,000.00	\$0.00	\$0.00
Colonial Pipeline	\$254,000.00	\$0.00	\$0.00
Charter Communications	\$0.00	\$40,392.00	\$40,392.00
TOTAL	\$913,000.00	\$1,083,434.00	\$1,453,359.00

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

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

KZ/NF/SW/LB

Cc: Lee Upkins, State Utilities Engineer

From: [Westberry, Lisa](#)
To: [Boockholdt, Steven](#)
Cc: [Taylor, Joshua B.](#); [Simmons, Jeff](#)
Subject: FW: PI 0013142 Camp Creek Parkway - Environmental Mitigation Estimate
Date: Wednesday, September 23, 2015 4:21:26 PM
Attachments: [Concept-24x36-0013142MAIN.pdf](#)
[Project Location Map.pdf](#)

Good afternoon,

As requested, the Office of Environmental Services we are furnishing you with the preliminary cost estimate for the subject project. The project will construct a diverging diamond interchange at I-285 and Camp Creek Parkway in Fulton County. After reviewing the preliminary layout, USDA soil survey, and the National Wetland Inventory map, the project is anticipated to have impacts to waters of the U.S.. The estimated costs for mitigation credits is \$280,000. Please note that the information provided is based solely on a desktop review of the information available. A more detailed and accurate estimate can be determined once the ecology field surveys have been completed.

If you should have any questions or need additional information, do not hesitate to contact me. Thank you.

Lisa Westberry | Special Projects Coordinator | **Office of Environmental Services** | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

 Please consider the environment before you print this email.

From: Boockholdt, Steven
Sent: Thursday, September 17, 2015 2:07 PM
To: Westberry, Lisa
Cc: Taylor, Joshua B.; Simmons, Jeff
Subject: PI 0013142 Camp Creek Parkway - Environmental Mitigation Estimate

Lisa,

Could you please provide a cost estimate for environmental impacts for the above project. I believe the only ecology impacts would be to camp creek if we widened the bridge. I approximate 100 LF of impact to the stream on the East side of the bridge. Please let me know if you need anything else.

Thanks,

Steven C. Boockholdt, PE

Senior Design Engineer
Georgia Department of Transportation
Office of Roadway Design, Group 5
600 West Peachtree Street, 27th Floor
Atlanta, GA 30308
Phone: (404) 631-1656
Fax: (404) 631-1949

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Crash Summaries

PI Number:	0013142
Project Number:	N/A
Description:	SR 6 at I-285 Interchange Reconstruction
Designer:	Steven Boockholdt
Date:	8/7/2015
Notes:	

Roadway	Begin Milelog	End Milelog
SR 6	8.69	9.44

Note: The following information is compiled using the GEARS website.

Collision Types:

	2012		2013		2014		Total	
	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes
Number of Collisions	136	100.0%	126	100.0%	148	100.0%	410	100.0%
Severity of Collision								
Property	98	72.1%	100	79.4%	102	68.9%	300	73.2%
Fatality	1	0.7%	0	0.0%	0	0.0%	1	0.2%
Injury	37	27.2%	26	20.6%	46	31.1%	109	26.6%
Type of Collision								
Angle	32	23.5%	29	23.0%	39	26.4%	100	24.4%
Head On	2	1.5%	0	0.0%	3	2.0%	5	1.2%
Not A Collision with Motor Vehicle	2	1.5%	4	3.2%	2	1.4%	8	2.0%
Rear End	72	52.9%	72	57.1%	77	52.0%	221	53.9%
Sideswipe-Opposite Direction	6	4.4%	4	3.2%	0	0.0%	10	2.4%
Sideswipe-Same Direction	21	15.4%	16	12.7%	27	18.2%	64	15.6%

Accident Rates:

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2012	Fulton	1	000600	8.69	9.44	35000	0.75	26250	0.75

Total Vehicle Miles =	26250 vehicle-miles
Average ADT =	26250 vehicle/day
Total Length in Miles =	0.75 mile(s)
Total Accidents =	136 accident(s)
Total Injuries =	37 accident(s)
Total Fatalities =	1 accident(s)
Accident Rate * = [136 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	1419
Injury Rate * = [37 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	386
Fatality Rate * = [1 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	10

* Rates are per 100 million vehicle-miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2013	Fulton	1	000600	8.69	9.44	35000	0.75	26250	0.75

Total Vehicle Miles =	26250 vehicle-miles
Average ADT =	26250 vehicle/day
Total Length in Miles =	0.75 mile(s)
Total Accidents =	126 accident(s)
Total Injuries =	26 accident(s)
Total Fatalities =	0 accident(s)
Accident Rate = [126 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	1315
Injury Rate = [26 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	271
Fatality Rate = [0 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	0

* Rates are per 100 million vehicle-miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2014	Fulton	1	000600	8.69	9.44	35000	0.75	26250	0.75

Total Vehicle Miles =	26250 vehicle-miles
Average ADT =	26250 vehicle/day
Total Length in Miles =	0.75 mile(s)
Total Accidents =	148 accident(s)
Total Injuries =	46 accident(s)
Total Fatalities =	0 accident(s)
Accident Rate = [148 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	1545
Injury Rate = [46 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	480
Fatality Rate = [0 accidents / (26250 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	0

* Rates are per 100 million vehicle-miles

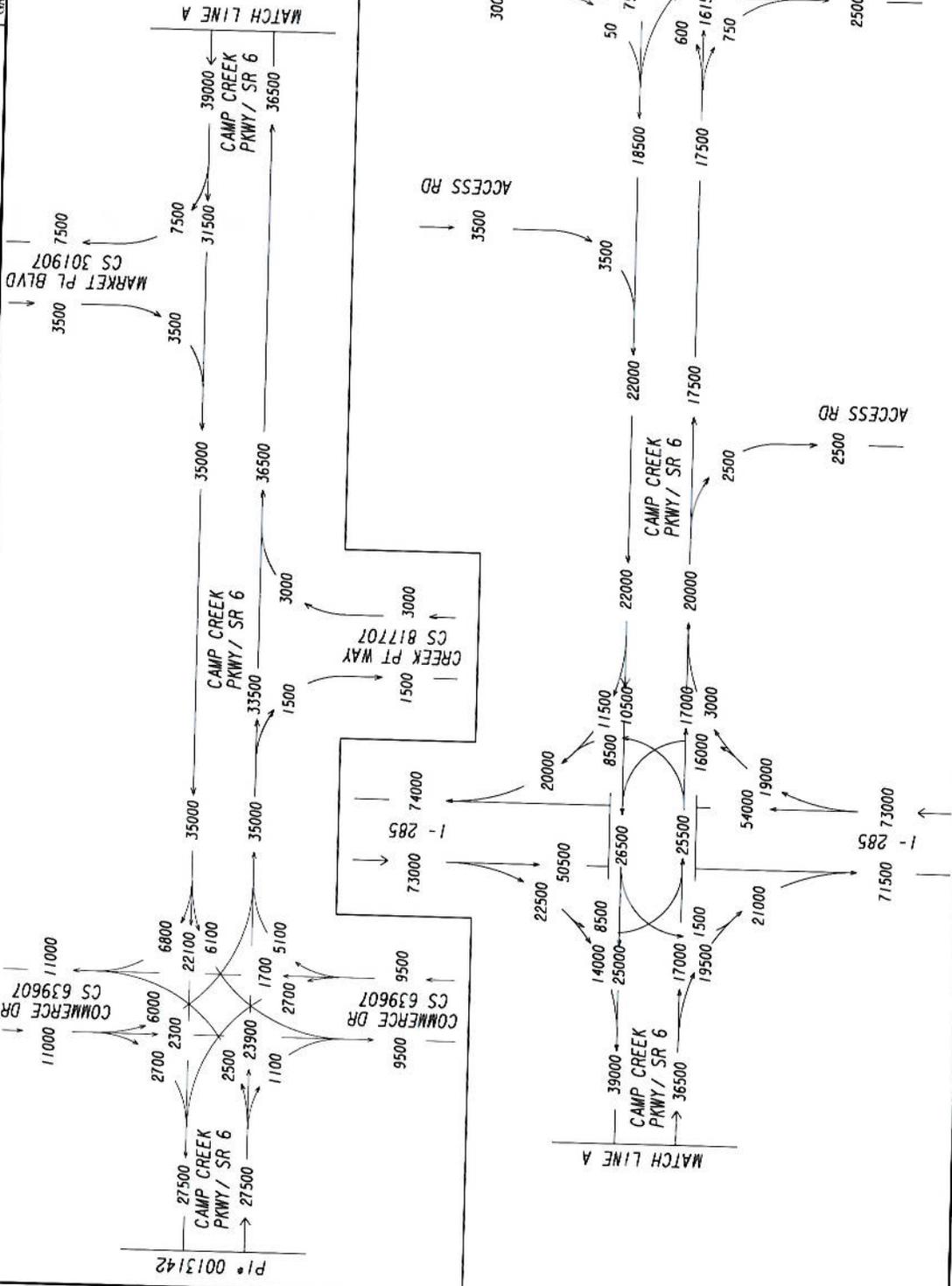
Statewide Crash Comparison

Year	2012		2013		2014	
Comparison	Corridor	Statewide	Corridor	Statewide	Corridor	Statewide
Crashes	136		126		148	
Crash Rate	1419	579	1315	686	1545	Not available
Injuries	37		26		46	
Injury Rate	386	193	271	212	480	Not available
Fatalities	1		0		0	
Fatality Rate	10	1.18	0	1.29	0	Not available

FULTON COUNTY



DATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
11/17/2014	CS 639607	7	7

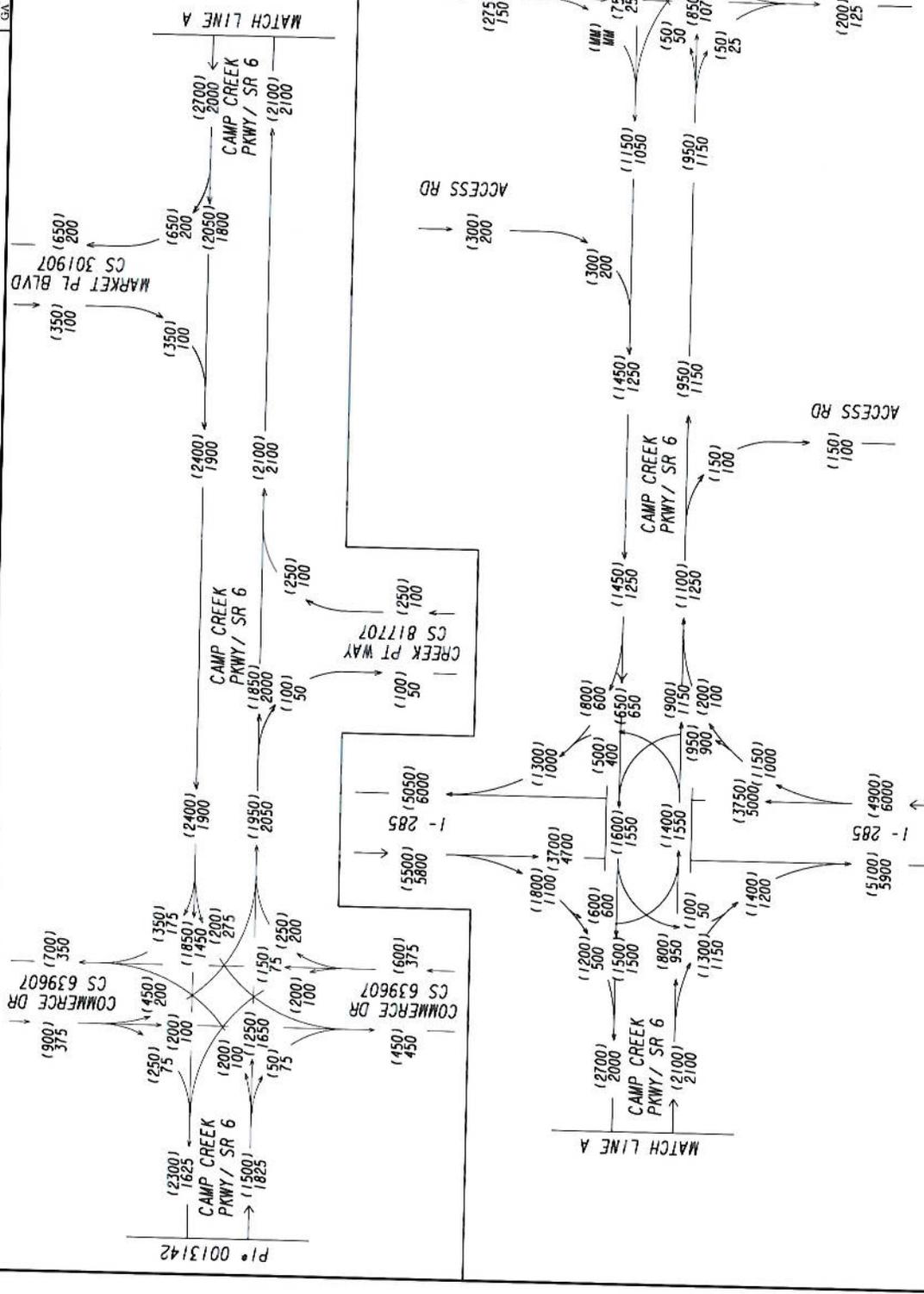


PI* 0013142 FULTON COUNTY CAMP CREEK PARKWAY/ SR 6 AT I-285 DIVERGING DIAMOND INTERCHANGE	GEORGIA DEPARTMENT OF TRANSPORTATION	24 HOUR T- 4.5% SU- 2% COMB- 2.5%	REVISION DATES NO. REV. DATE	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM	DRAWING NO. 10-7
			2014 ADT EXISTING		

FULTON COUNTY



11/17/2014 10:58:57 AM 00013142 0013142
 STATE GA PROJECT NUMBER 0013142 TOTAL SHEETS 10-8
 P:\WORK\1147\FULTON\PROJECT\DRAWING\0013142\1147_0013142.dwg 2014/11/17 10:58:57 AM 10-8.dwg



PI 0013142 FULTON COUNTY CAMP CREEK PARKWAY/ SR 6 AT I-285 DIVERGING DIAMOND INTERCHANGE	2014 PM DHV = (000) 2014 AM DHV = 000 EXISTING	GEORGIA DEPARTMENT OF TRANSPORTATION	T - 4% SU - 2% COMB - 2%	RETISSION DATES
				OFFICE: PLANNING TRAFFIC DIAGRAM

Freeways Segment Analysis

Roadway Segment	2014 Existing Conditions				2020 Build Condition				2020 No Build Condition				2040 Build Condition				2040 No Build Condition			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
I-285 SB Between: Campbellton Rd and Camp Creek Pkwy	D	32.0	D	29.5	E	35.8	D	33.8	E	35.3	D	32.4	F	55.5	F	50.2	F	54.3	F	47.2
Camp Creek Pkwy and Washington Rd	D	32.9	D	26.5	E	37.1	D	29.9	E	36.6	D	28.9	F	59.2	E	41.9	F	57.5	E	40.3
I-285 NB Between: Campbellton Rd and Camp Creek Pkwy	D	33.8	D	26.2	E	38.0	D	29.1	E	37.4	D	28.3	F	62.8	E	40.0	F	60.9	E	39.1
Camp Creek Pkwy and Washington Rd	D	33.8	C	25.2	E	38.0	D	27.8	E	37.4	D	27.2	F	62.2	E	38.2	F	60.9	E	37.4

Multilane Segment Analysis

Roadway Segment	2014 Existing Conditions				2020 Build Condition				2020 No Build Condition				2040 Build Condition				2040 No Build Condition			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
SR-6 Eastbound Between: N Commerce Dr & I-285	B	17.2	B	17.2	C	19.3	C	19.1	C	18.5	C	18.3	C	22.8	C	23.2	C	21.8	C	22.2
I-285 & Desert Drive	B	14.2	B	11.7	B	15.7	B	12.9	B	15.1	B	12.6	C	18.8	C	18.5	B	17.5	B	14.8
SR-6 Westbound Between: N Commerce Dr & I-285	B	15.8	C	20.0	B	17.5	C	22.5	B	16.6	C	21.2	C	23.5	D	27.1	C	20.0	C	25.8
I-285 & Desert Drive	B	13.1	B	14.4	B	14.4	B	15.6	B	13.7	B	15.0	C	18.1	B	16.2	C	17.2	C	18.1

Ramps Segment Analysis

Roadway Segment	2014 Existing Conditions				2020 Build Condition				2020 No Build Condition				2040 Build Condition				2040 No Build Condition			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
Northbound Off Ramp	C	25.7	C	27.0	D*	28.0	C	25.5	C*	27.4	C	24.8	F	34.7	D	31.2	F	35.3	D	32.1
Northbound On Ramp	C	25.7	C	24.9	D*	28.0	C	27.5	C*	27.4	C	26.6	F	34.7	F	35.0	F	35.5	F	33.9
Southbound Off Ramp	C	25.9	D	30.7	D*	28.1	D	34.1	C*	27.5	D	32.7	F	34.8	F	40.9	F	35.7	F	42.6
Southbound On Ramp	C	27.1	C	25.9	D*	29.3	D	28.7	D*	29.0	C	27.7	F	36.6	F	35.0	F	37.5	F	36.1

*Build volume higher than no build volume.

Intersection Analysis

Roadway Segment	2014 Existing Conditions				2020 Build Condition				2020 No Build Condition				2040 Build Condition				2040 No Build Condition			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SR 6 & N Commerce Dr	D	50.1	E	67.3	C	25.2	D	37.9	D	49.9	E	64.4	C	26.2	D	44.8	D	53.6	E	66.6
SR 6 & I-285 SB Ramps	B	18.2	D	40.9	B	12.7	B	10.7	B	18.3	D	46.2	B	14.0	B	15.8	C	23.8	D	47.6
SR 6 & I-285 NB Ramps	C	25.0	D	42.2	B	13.7	B	14.7	C	26.3	D	52.1	C	32.3	C	21.6	D	38.8	D	59.3
SR 6 & Desert Dr	C	28.0	D	46.9	B	19.5	C	24.6	C	27.8	C	22.8	C	26.2	C	29.7	D	39.0	D	41.4

Ramp Queues

Roadway Segment	2014 Existing Conditions				2020 Build Condition				2020 No Build Condition				2040 Build Condition				2040 No Build Condition			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length	Queue Length
Northbound Off Ramp	558.0	2536.0**	270.0	270.0	245.0	270.0	270.0	2536.0**	320.0	422.0	1700.0	1700.0	320.0	422.0	1700.0	1700.0	320.0	422.0	1700.0	1700.0
Southbound Off Ramp	298.0	2465.0**	171.0	129.0	171.0	129.0	2465.0**	160.0	1655.0	571.0	571.0	571.0	160.0	1655.0	571.0	571.0	160.0	1655.0	571.0	571.0

**Exceeded length used in analysis

Notes: Intersections analyzed in VISSIM. Current HCS software is unable to evaluate a DDI configuration.

Build condition is for alternative 1.



Structure ID: 121-0466-0

Fulton

SUFF. RATING: 93.10

Location & Geography

Structure ID:	121-0466-0	1-Inventory Route is on the NHS	
200 Bridge Information:	06	14- Urban - Other Principal Arterial	
*6A Feature Int:	I-285 (SR 407)	M - Urban.	No: 09329
*6B Critical Bridge:		0- Not applicable	
*7A Route No Carried:	CR000897	*110 Truck Route:	0
*7B Facility Carried:	CAMP CREEK P'WAY	206 School Bus Route:	1
9 Location:	IN EAST POINT	217 Benchmark Elevation:	0000.00
2 Dot District:	4841700000 - D7 District Seven	218 Datum:	0- Not Applicable
	Chamblee	*19 Bypass Length:	1
207 Year Photo:	2013	*20 Toll:	3- On a Free Road or Non-Highway
*91 Inspection Frequency:	24	*21 Maintenance:	01- State Highway Agency
92A Fract Crk Insp Freq:	0	*22 Owner:	01- State Highway Agency
92B Underwater Insp Freq:	00	*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)
92C Other Spc. Insp Freq:	00	37 Historical Significance:	5- Not eligible for the National Register of Historic Places
* 4 Place Code:	25720	205 Congressional District:	5 - FIVE
*5 Inventory Route(O.U.):	1	27 Year Constructed:	1966
Type:	5 - City Street	106 Year Reconstructed:	1988
Designation:	1- Mainline	33 Bridge Median:	0-None
Number:	09329	34 Skew:	10
Direction:	0- Not applicable	35 Structure Flared:	No
*16 Latitude:	33.0000- 39.3900	38 Navigation Control:	N- Bridge is not over water
*17 Longitude:	84.0000- 29.8614	213 Special Steel Design:	0- Not applicable or other
	MP: 0.00	267 Type of Paint:	5- Waterborne System (Type VI or VII)
98 Border Bridge:	% Shared 00	*42 Type of Service On:	1-Highway
99 ID Number:	0000000000000000	Type of Service Under:	1-Highway (with or without pedestrians)
*100 STRAHNET:	1- The Feature is on an Interstate	214 Movable Bridge:	0
12 Basic Highway Network:	STRAHNET route	203 Type Bridge:	0 - Mullip - O. Concrete M. Steel - O. Concrete
13A LRS Inventory Route:	1211000600	259 Pile Encasement:	3
13B Sub Inventory Route:	0, 00	*43 Structure Type Main:	3-Steel
*101 Parallel Structure:	N. No parallel structure exists	45 No Spans Main:	4
*102 Direction of Traffic:	2- Two Way	44 Structure Type Appr:	0- Other
*264 Road Inventory Mile Post:	003.04	46 No Spans Appr:	0
*208 Inspection Area:	Area 07	226 Bridge Curve Horiz:	1 Vert: 1.00
Engineer's Initials:	Initials: JBC	111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
Location ID No:	121-09329M-003.04N	107 Deck Structure Type:	
		108 Wearing Structure Type:	
		Membrane Type:	
		Deck Protection:	

Signs & Attachments

225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
242 Deck Drains:	0- None.
243 Parapet Location:	0- None present.
Height:	0.00
Width:	0.00
238 Curb Height:	0
Curb Material:	0- None.
239 Handrail:	9- Concrete New
*240 Median Barrier Rail:	9- Concrete
241 Bridge Median Height:	0- None.
Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6- Both sides, approach and continuous.
Fwd:	6- Both sides, approach and continuous.
Oppo. Dir. Rear:	0- None.
Oppo. Fwd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00- Not Applicable
Water:	23- Bottom Center.
Electric:	00- Not Applicable
Telephone:	22- Bottom Right
Sewer:	00- Not Applicable
247 Lighting Street:	0
Navigation:	0
Aerial:	0- Not :
*248 County Continuity No.:	00



Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID: 121-0466-0

Programming Data

201 Project No: IR-285-1 (217) CT.3
 202 Plans Available: 4- Plans in Infomage.
 249 Prop Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 PI Number: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No: 000000
 75 Type Work: 0- Not Applicable 0- Initial Inventory
 94 Bridge Imp. Cost: \$0
 95 Roadway Imp. Cost: \$0
 96 Total Imp Cost: \$0
 76 Imp Length: 0
 97 Imp Year: 1900
 114 Future ADT: 49860 Year: 2032

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year: 1900
 Flood Elev: 0000.0 Freq: 00
 Avg Streambed Elev: 0000.0
 Drainage Area: 000000
 Area of Opening: 000000
 113 Scour Critical N. Bridge not over waterway.
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear 0 Fwd: 0
 219 Fenest. System 0- None.
 220 Dolphin:

Measurements:

*29 ADT 33240 Year: 2012
 109 % Trucks: 3
 *28 Lanes On: 6 Under: 8
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 70
 *49 Structure Length: 237
 51 Br. Rwdy. Width: 84.00
 52 Deck Width: 94.50
 *47 Tot. Horiz. Cl: 84
 50 Curb / Sidewalk Width: 2.70 / 2.70
 32 Approach Rdwy. Width: 84
 *229 Shoulder Width:
 Rear Lt: 6.00 Type: 3- Rt: 6
 Fwd. Lt: 6.00 Type: 3- Rt: 6
 Pavement Width:
 Rear: 72.00 Type: 2- Asphalt.
 72.00 Type: 2- Asphalt.
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 1- Meets current standards
 2- Inspected feature meets acceptable construction date standards.
 Transition:
 App. G. Rail: 1- Meets current standards
 App. Rail End: 1- Meets current standards
 53 Minimum Cl. Over: 99'99"
 Under: H- Highway beneath structure. 16.00'5.00"
 *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- Highway beneath structure. 10.00
 56 Lateral Undercl. Lt: 4.50
 *10 Max Min Vert Cl: 99'99' Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main Deck Thick Approach: 7.50
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 2000 Sub: 0000

Inventory Rating Method:

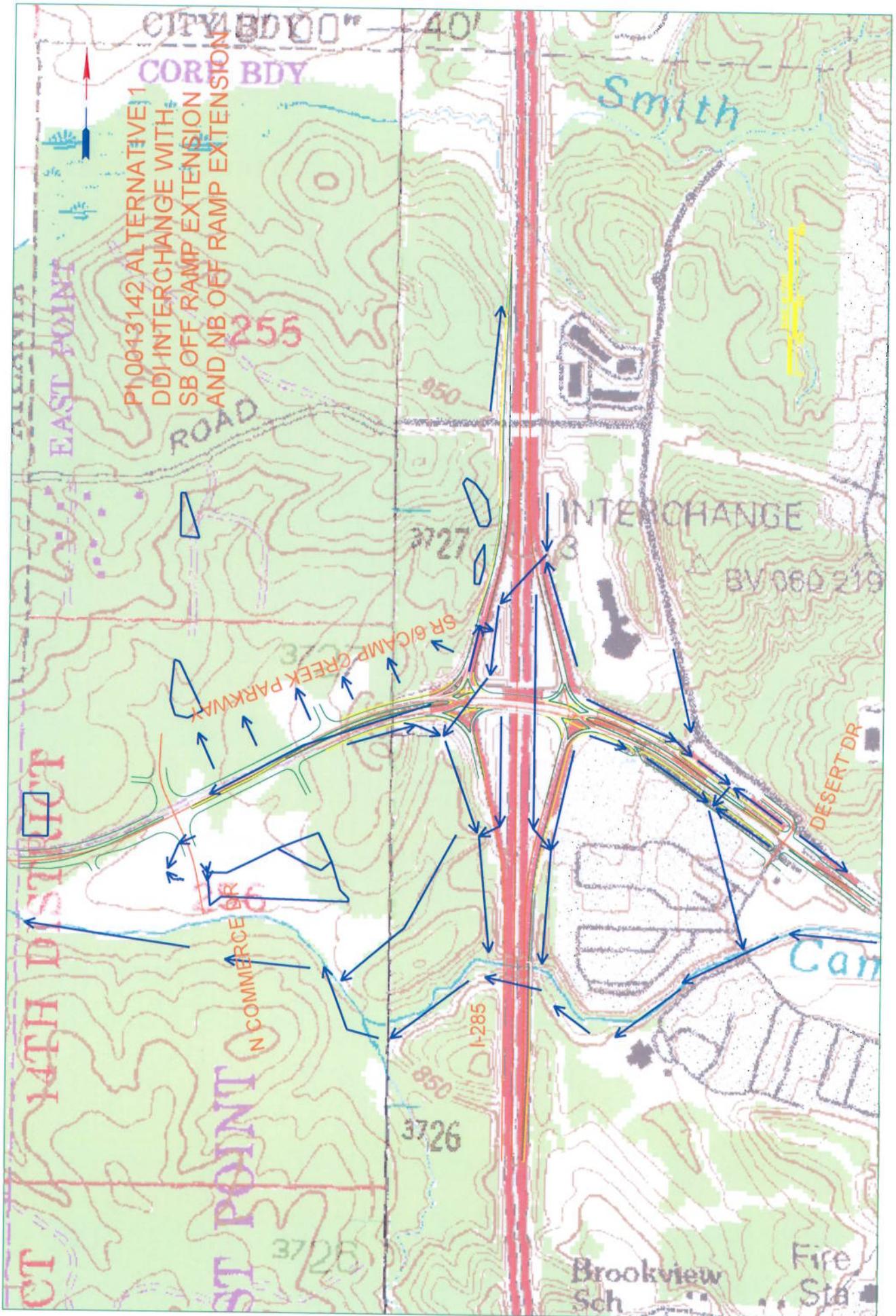
1- Load Factor (LF)
 1- Load Factor (LF)
 2- HS loading. Rating: 35
 2- HS loading. Rating: 59

Operating Rating Method:

65 Inventory Rating Method:
 63 Operating Rating Method:
 66 Inventory Type:
 64 Operating Type:
 231 Calculated Loads:
 H- Modified: 21 0
 HS- Modified: 30 0
 Type 3: 33 0
 Type 3s2: 40 0
 Timber: 37 0
 Piggyback: 00 0
 261 H Inventory Rating: 34
 262 H Operating Rating: 57
 67 Structural Evaluation: 7
 58 Deck Condition: 6 - Satisfactory Condition
 59 Superstructure Condition: 7 - Good Condition
 *227 Collision Damage:
 60A Substructure Condition: 7 - Good Condition
 60B Scour Condition: N - Not Applicable
 60C Underwater Condition: N - Not Applicable
 71 Waterway Adequacy: Not Applicable.
 61 Channel Protection Cond.: 10
 68 Deck Geometry: 5
 69 Undercl. Horz/Vert: 5
 72 Appr. Alignment: 8 - No reduction of vehicle operating speed required.
 62 Culvert: N - Not Applicable

Posting Data

70 Bridge Posting Required: 5. Equal to or above legal loads
 41 Struct Open, Posted, Cl.: A. Open, no restriction
 *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



Zoom To: [v]

Select a tool in the toolbar. If the icon is depressed, click on the map to perform the stream section.

GA Map Layers

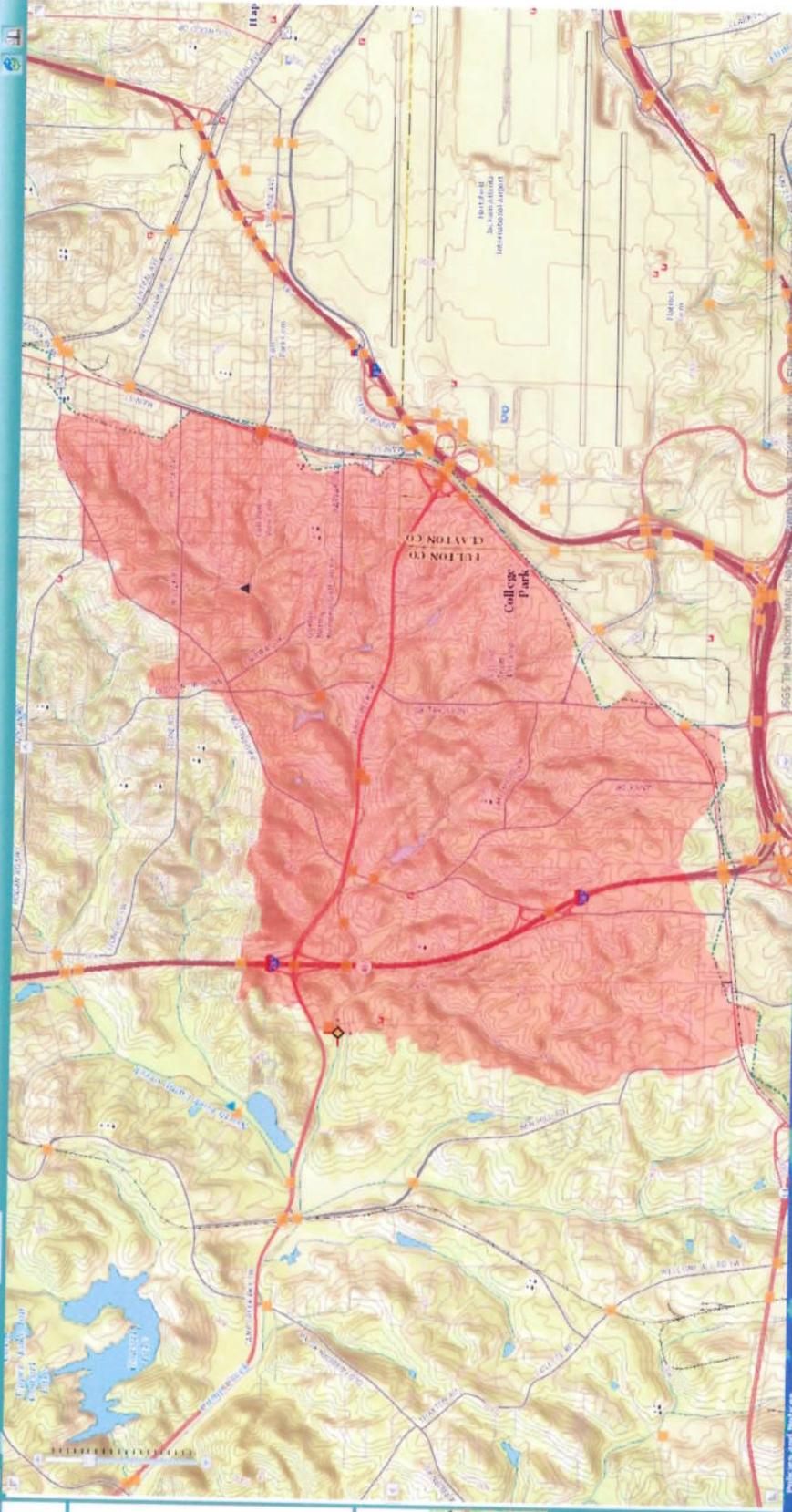
- Streamgages
- Bridges
- Area of limited functionality
- Georgia
- Stream Grid
- Study Area Boundary
- Base Layers
 - Imagery
 - Stream Map
 - Road Maps
 - USA Topo
 - Canadian Topo
 - 7.5M Topo

Scale: 1: 26,112

Latitude: 33.67421

Longitude: -84.54682

25



StreamStats Version 3 Beta

Basin Characteristics Ungaged Site Report

Date: Fri Aug 21, 2015 2:31:46 PM GMT-4
 NAD 1983 Latitude: 33.653 (33 39 11)
 NAD 1983 Longitude: -84.5039 (-84 30 14)

Label	Value	Units	Definition
DRNAREA	7.97	square miles	Area that drains to a point on a stream
LC06IMP	20.11	percent	Percentage of impervious area determined from NLCD 2006 impervious dataset
LC06FOREST	27.711	percent	Percentage of forest from NLCD 2006 classes 41-43
LC06AGRI	0.785	percent	Percent agriculture computed as total of grass, pasture, and crops, NLCD classes 71, 81 and 82
LC06DEV	70.851	percent	Percentage of land-use from NLCD 2006 classes 21-24



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI No. 0013142 Fulton **OFFICE** Materials and Testing
I-285 At SR 6 Diverging Diamond **DATE** December 9, 2015
FROM Charles (Chuck) A. Hasty, P. E., State Materials Engineer
Charles A. Hasty P.E.
TO Albert V. Shelby, III, State Program Delivery Engineer
Attention: Jeff Simmons
SUBJECT **Initial Pavement Evaluation Summary**
I-285 WB At SR 6 – Diverging Diamond Interchange

As requested, this Office has prepared an Initial Pavement Evaluation Summary for this project. Based on discussions with the Office of Roadway Design, the Preliminary Pavement Evaluation Summary will be called the Initial Pavement Evaluation Summary. This change has been made to avoid potential confusion that this report is created for use in the preliminary design phase of the project.

When a Pavement Evaluation Summary (PES) is needed, a separate request will be needed to begin this process.

The results of our work are attached, which include the Initial Pavement Evaluation Summary and a project location map. If additional information is needed, please contact Steve Pahno of the Geotechnical Environmental Pavement Bureau at 404-608-4772.

CAH: SVP

Attachments

cc: Kathy Zahul, P. E., District Engineer, Chamblee
Dale Ferris, Area Engineer, Atlanta

**INITIAL
PAVEMENT EVALUATION SUMMARY
For
PI No. 0013142 Fulton County**

1. LOCATION / DESCRIPTION

This project is for the construction of a Diverging Diamond Interchange (DDI) at the existing overpass of SR 6/ Camp Creek Parkway at I-285. Improvements on SR 6 and the existing bridge over I-285 will also be made to accommodate the design elements required of the interchange configuration. The project is located within the city limits of East Point in Fulton County within the following limits:

Milelog to Milelog
8.69± to 9.44±

Location
SR 6/ Camp Creek Parkway

2. PAVEMENT CONDITION SUMMARY

The existing pavement is in good to poor condition based on the COPACES ratings.

3. PAVEMENT RECOMMENDATION SUMMARY

Based on the COPACES ratings from 2012 to 2015, milling and inlaying of the existing roadway can be expected. Some areas may require deep patching. However, field work will be required to support any recommendation from this Office.

4. PAVEMENT DISTRESSES

The following distresses have been noted in the COPACES database from 2012 to 2015:

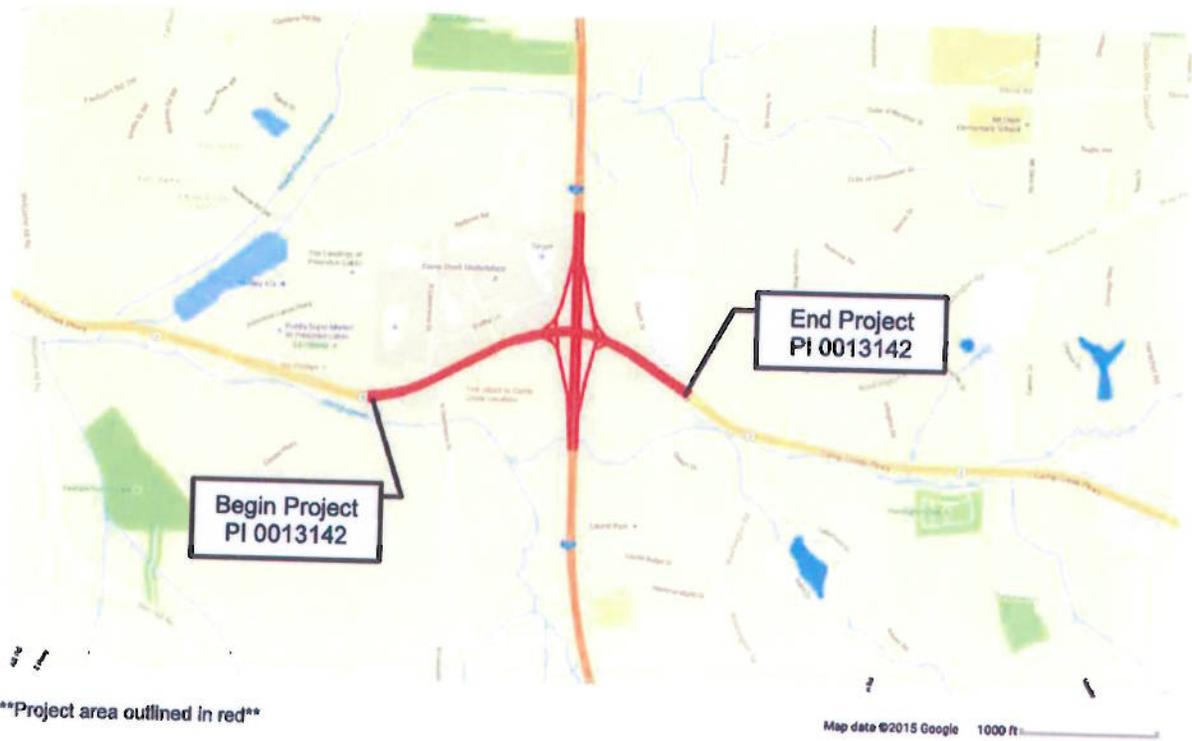
- Rutting
- Load cracking
- Block/ Transverse cracking

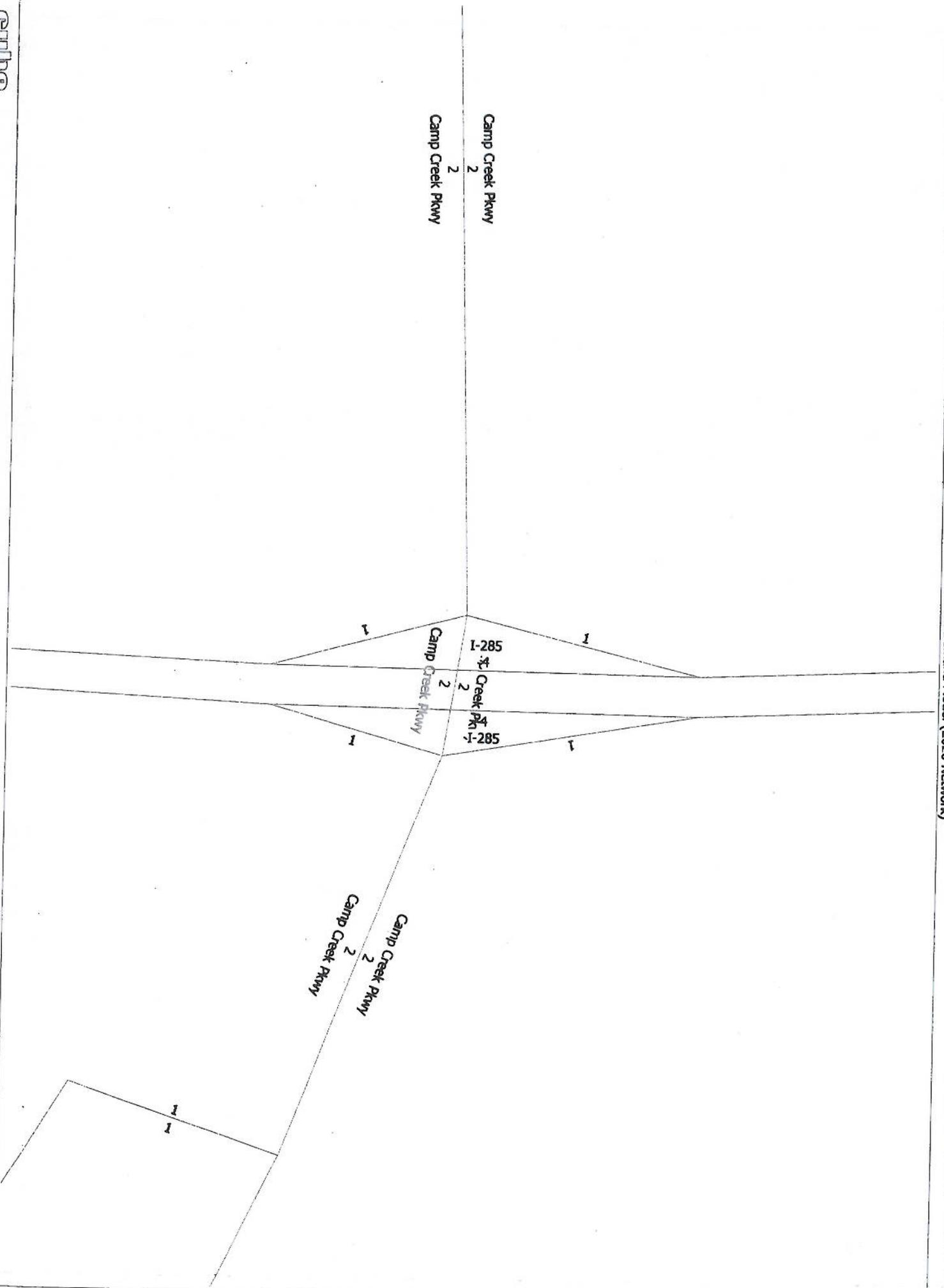
Reported By: Steve V. Pahnó

Reviewed By: _____


A. J. Jubran, P. E.
State Pavement Engineer

PROJECT LOCATION MAP





Concept Team Meeting Minutes

Meeting held 08/31/15 at One Georgia Center Room. See attached sign in sheet for attendees. All comments submitted via email.

Summary of Comments:

Office of Traffic Operations – Ken Werho

Page 3 – Project Justification Statement, 2nd paragraph:

- So what is being done to correct the queuing problem on “both” ramps. Does the DDI help resolve the queuing issue on the ramps or do they need to be widened or extended?
- Clarify the AADT’s shown here and the AADT’s shown on page 4.
- Other Projects
 - Add PI 0012818.

Page 4 – Complete Streets:

- Verify if bike lanes will be added to the project.

Page 6 – Major Structures

- Add width of existing bridge and length of proposed. Sufficiency Rating verified with Bridge Maintenance office.
- Mainline Design Features
 - Number of lanes is 4, 5 or 6 depending on where you are at.
 - Bike Lanes, verify if they will be required.
 - Design Speed, show as 45/25 mph.
 - Design Vehicle, should be WB-67.

Page 7 – Design Exceptions

- 3. Shoulder Width on the proposed typical section.

Page 15 – Typical Section

- Barrier separated bike & pedestrian too narrow, 8’ minimum is required.
- Layout –

Auto-turn needs to be run with the longest Bus & WB-67 to ensure lanes widths are adequate through the cross-overs and left turns onto the ramps. These radii may need to be increased.

Office of Engineering Services – Matt Sanders and Robert Reid

General Comment:

- Replace any italicized text under headings which are instructions with actual project specific details.

P.6: Be more clear about the lighting by selecting Yes or No if the City does not intend to enter into a Lighting agreement.

P.7: Double check the items in the controlling criteria boxes to make sure that this project will not need any variances or exceptions. Refer to past projects of this nature (ex: Ashford Dunwoody DDI).

P.11: Cost Estimates need to be itemized in CES and programmed costs should be updated with contingencies for risks at this milestone.

Office of Environmental Services

Rachel Perrine, Archaeologist

No comments.

Verlin (Ryan) Perry, Air and Noise

1. A CO Hot Spot analysis will be required
2. A PIOH should be scheduled as soon as potential resources are identified/concept report is finalized
3. If any ROW will be required from the gas station parcel, a UST investigation/Phase I assessment will be required

Jeff Jackson, Ecologist

No comments.

District Construction

Shun Pringle, District 7 Construction Engineer

1. As briefly discussed during the Concept and as Dale noted below, a suggestion I provided was to utilize a portion of the existing outside shoulder for the requested extension of the northbound off ramp to improve the current backup on I-285-primarily, but not limited to, the truck traffic. The recommendation to utilize the outside shoulder was if cost was a factor. Currently on I-285NB Camp Creek Off Ramp, the outside lane, as well as the shoulder, is being used as a storage lane for truck traffic. It provides a false sense to the traveling public.

Dale Ferris, District 7 Area 3 Engineer

1. Jacking of existing bridge to alleviate clearance issue.
2. Extension of the northbound off- ramp, given the safety issue as a result of I-285 back-ups.

Office of Bridge Design – Steve Gaston

1. Given the rating of the current deck, a Deck Condition Survey needs to be requested from Bridge Maintenance to verify if any deck rehab work needs to be included with this project.

Office of Design Policy and Support

Benny Walden, Statewide Location Manager

1. No comments

Office of Planning – Julia Billings, Transportation Planner

1. No new comments, but just to recap: the ARC TIP has a \$325,000 ROW phase that is not included on the PSR. You mentioned that you were aware and likely would not need a ROW phase but did not want to remove it from the TIP yet, just in case. You also mentioned that a new PJS would be needed once the approved design traffic was available. When you get the updated traffic, just let me know and I'll update the PJS.

District 7 Utilities – Lewis Brooker, Metropolitan Utilities Engineer

1. Since the designers were given instructions to design the propose DDI within the limits of our existing R/W and only a short portion (between Desert Dr and I-285) may require widening but with no R/W to be acquire, then we may need to reconsider doing PID on this project.
2. Whenever possible we need to go joint use at all intersections.
3. A preliminary utility cost estimate is required.
4. Be sure to request a SUE investigation.
5. If in the future you determine that Required R/W is needed then acquire enough R/W to accommodate Utilities.
6. If in the future you determine that more utility relocation is required then consider setting up a utility phase.
7. Other project in the Area- add: 0012818 Fulton. I attended a Kick of meeting for this project 10/30/2014. The next milestone for this project is the PFPR.

MEETING SIGN-IN SHEET

Project: PI # 0013142, I-285 @ SR 6/Camp Creek Pkwy

Meeting Date:
August 31, 2015

Facilitator: Jeff Simmons

Place/Room: G.O.
Rooms 403 & 404

Name	Company	Phone	E-Mail
JASNA TAYLOR	GDOT - ROADWAY	404-631-1659	jotaylor@dot.ga.gov
Steven Boockholdt	GDOT - Roadway	404-631-1652	sboockholdt@dot.ga.gov
Dale Ferris	GDOT - A3	404-559-6699	dferris@dot.ga.gov
Lewis Brooker	GDOT - D7 UTL	(770) 986-1117	lbrooker@dot.ga.gov
Chris Raymond	GDOT - TMC	404-635-2441	cdraymond@dot.ga.gov
SHUN L PRIN	GDOT - D7 CONST	770-986-1414	SPRINGLE@DOT.GA.GOV
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Kristin Boggs	GDOT - OES	404-631-1143	kboggs@dot.ga.gov
Jeff Jackson	GDOT - OES	404-631-1801	JJackson@dot.ga.gov

**November 4, 2015 GDOT Project Manager
I-285 at SR 6/Camp Creek Pkwy DDI Enhancements**

- **Introductions**
 - Jeff Simmons, GDOT PM
 - Josh Taylor, GDOT DDI Design Group Leader
 - Steven Bookholdt, Designer
 - David Stricklin, KHA Structural Engineer
 - Ray Strychalski, KHA Landscape Architect
 - Kirsten Berry, Airport West CID Program Manager
 - Mike Lobdell, KHA Project Manager
- **DDI Project Overview**
 - **Schedule**
 - Concept Team Meeting held
 - Concept Report to be routed soon and approved before the end of 2015
 - Survey is underway
 - PFPR Meeting in September 2016
 - PFPR plans to be submitted late July 2016
 - KHA needs to submit landscape/streetscape plans to GDOT by late June
 - Landscape/streetscape plans will not include structural details since GDOT will not have advanced bridge design
 - **Footprint**
 - Footprint is subject to change since current estimate is over budget
 - Camp Creek Pkwy from Desert Dr to Commerce Dr
 - SB exit ramp begins north of Redwine Rd overpass
 - NB exit ramp begins south of Camp Creek bridge
 - Includes a raised median on Camp Creek Pkwy
 - Ped pathway would be through the middle of Camp Creek Pkwy over I-285
 - Bridge will be widened on one side
 - Parapet will be replaced
 - Bridge will be jacked
 - Lighting is undetermined
 - **Environmental Concerns**

- Camp Creek
 - Culvert in the NW quadrant
 - Right of Way Impacts
 - None at this time; may change if exit ramps are lengthened
- Enhancements
 - Schedule of Enhancement Development
 - KHA kicks off with CID Board at work session 11/12/15
 - KHA attends Board Retreat in January 2016
 - Board approves concept in February 2016
 - Design of enhancements ready for CID review in May 2016
 - Budget
 - GDOT may fund the cost of typical hook fence and CID cover the difference for decorative fence
 - CID is considering the Enhancement budget to be \$1,000,000
 - Can GDOT paint bridge at its expense?
- Coordination
 - How to keep each other in loop
 - Jeff Simmons is GDOT point of contact,
 - Kirsten Berry is the CID point of contact
 - Mike Lobdell is the KHA point of contact
 - Plan requirements
 - Will require review by GDOT Bridge Design and Landscape Architect