ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 713210-
IM000-0285-01(346)
Clayton County
GDOT District 7 - Metro Atlanta
I-75 NB CD System from SR 331 to I-285

OFFICE Design Policy & Support

DATE August 14, 2014

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
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
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Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Sam Samu, Project Manager
BOARD MEMBER - 5th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Reconst./Rehab.	P.I. Number:	713210
GDOT District:	Seven	County:	Clayton
Federal Route Number:	I-75	State Route Number:	401
		Project Number:	IM000-0285-01(346)

I-75 Northbound Collector-Distributor (CD) System from SR 331 to I-285

Submitted for approval:

Scott M. Dubord — Consultant Designer – Scott M. Dubord, PE Atkins — DATE 3/19/14

N/A — Local Government — DATE N/A

Albert Shelby — State Program Delivery Engineer — DATE 3/25/14

Kimberly Nesbitt — GDOT Project Manager – Kimberly Nesbitt — DATE 3/24/14

* Recommendation on file

Recommendation for approval:

Program Control Administrator — DATE

* Hiral Patel /KLP — State Environmental Administrator — DATE 4-16-14

* Kathy Zahul /KLP — State Traffic Engineer — DATE 4-8-14

* Lisa Myers /KLP — Project Review Engineer — DATE 4-3-14

State Utilities Engineer — DATE

* Rachel Brown — District Engineer — DATE 6-23-14

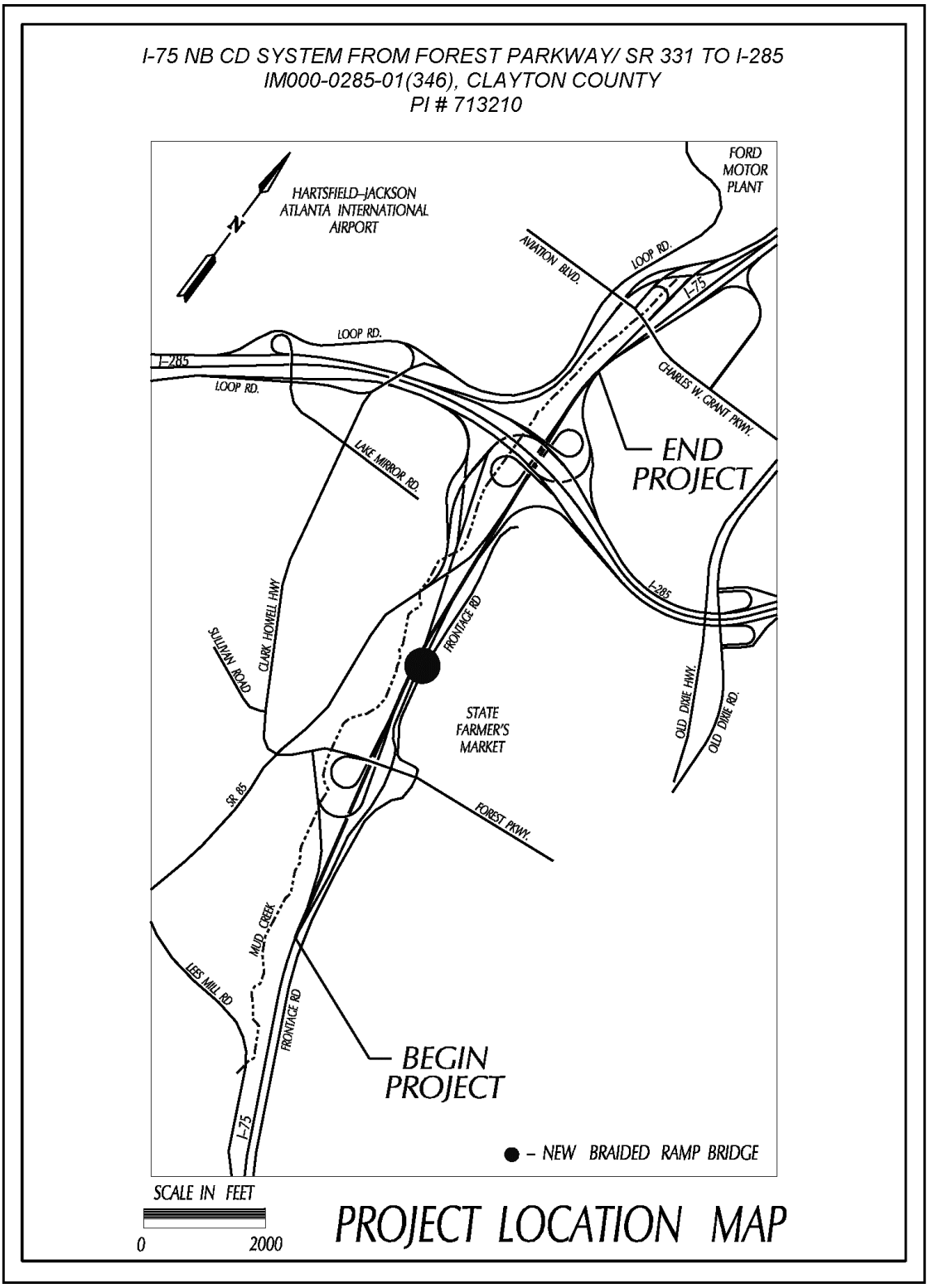
* Ben Rabun /KLP — State Bridge Design Engineer — DATE 7-2-14

State Transportation Financial Management Administrator — DATE

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

Cynthia L Vanike — State Transportation Planning Administrator — DATE 4-8-14

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement: The I-75 corridor from Mt. Zion Blvd. in Clayton County to north of Henry Ford II Ave. interchange in Fulton County was previously studied under P.I. Number 0001759. As part of this study, a preferred concept was developed which would provide capacity and operational improvements within the corridor through the use of managed lanes and Collector-Distributor lanes. At the direction from the Office of Program Delivery, the proposed project, P.I. Number 713210, was developed as an interim project to 0001759 to address the operational deficiencies for northbound I-75 from Forest Parkway to north of the I-285 interchange.

Roadway level-of-service (LOS) analysis was performed for the merge/diverge, weaving, and basic freeway sections of northbound I-75 within the study area. The analysis of no build conditions revealed clear operational deficiencies for several segments of I-75 as illustrated in Table 1 below. I-75 northbound is currently operating at LOS E or worse from the segment north of the westbound Forest Parkway entrance ramp to the section south of the westbound I-285 exit ramp within the AM peak hour. The weave section from the westbound Forest Parkway entrance ramp to the exit ramp to eastbound I-285 currently operates at LOS F during the AM peak hour. All segments of I-75 northbound, from south of Forest Parkway to south of the I-285 westbound exit ramp, currently operate at an acceptable LOS during the PM peak hour.

Table 1. Existing No Build Peak Hour Roadway LOS and Volumes

Northbound I-75 Segment	Segment Type	Year 2011			
		AM Peak Hour		PM Peak Hour	
		Volumes	LOS	Volumes	LOS
South of Old Dixie Hwy Exit Ramp	Merge/Diverge	6,350	C	4,410	B
Between Old Dixie Exit Ramp and Tara Blvd Entrance Ramp	Basic	5,350	C	3,800	B
North of Tara Blvd Entrance Ramp	Merge/Diverge	7,500	D	4,980	C
Between Tara Blvd and Forest Pkwy	Basic	7,500	C	4,980	B
South of Forest Pkwy Exit Ramp	Merge/Diverge	7,500	D	4,980	C
Between Forest Pkwy Exit Ramp and EB Forest Pkwy Entrance Ramp	Basic	7,095	D	4,790	C
Between EB Forest Pkwy Entrance Ramp and WB Forest Pkwy Entrance Ramp	Basic	7,965	D	5,490	C
North of WB Forest Pkwy Entrance Ramp	Merge/Diverge	8,750	E	6,180	C
Between WB Forest Pkwy Entrance Ramp and Exit Ramp to EB I-285	Weaving	8,750	F	6,180	D
South of Exit Ramp to EB I-285	Merge/Diverge	8,750	F	6,180	D
South of Exit Ramp to WB I-285	Merge/Diverge	7,670	F	5,120	D
North of Exit Ramp to WB I-285	Basic	5,940	C	3,680	B
Westbound I-285 C-D's	**Segment Type**	**Year 2011**			
		AM Peak Hour		**PM Peak Hour**	
		Volumes	**LOS**	**Volumes**	**LOS**
East of entrance ramp from NB I-75	Basic	220	A	770	B
West of entrance ramp from NB I-75	Merge/Diverge	1,950	B	2,180	B
West of entrance ramp from SB I-75	Merge/Diverge	2,280	B	2,815	B

Crash Analysis

The improvements proposed would work to reduce crash frequencies on the project corridor by eliminating the existing weave section between the Forest Parkway entrance ramp to northbound I-75 and the exit ramps to I-285. A total of 501 crashes occurred on northbound I-75 within the project limits from 2007 through 2009, of which 157, 144, and 69 were a result of rear end, sideswipe, and angle crashes, respectively. The rear end crashes occurred randomly throughout the project corridor. However, it should be noted that the majority of the sideswipe and angle crashes occurred within the weave section.

Table 2. Crash Data – I-75 NB CD SYSTEM FROM SR 331 TO I-285

	2007		2008		2009	
	I-75	Statewide	I-75	Statewide	I-75	Statewide
Crashes	192		165		144	
Crash Rate*	274	186	261	187	213	189
Injuries	64		57		50	
Injury Rate*	91	63	90	63	74	66

* Rate per 100 million vehicle miles.

The crash rates and injury rates on I-75 within the project limits were greater than the statewide average for urban principal arterials (interstate) during a three year period from 2007 through 2009. One fatality occurred in this area during this same time period.

Future Conditions

Traffic volumes for the year 2040 were projected based upon GDOT historical counts and expected growth patterns in the study area. Future year roadway LOS analysis was performed using these traffic projections to compute LOS information for a 2040 "No Build" scenario, as illustrated in Table 3 below.

Table 3. 2040 No Build Peak Hour Roadway LOS and Volumes

Northbound I-75 Segment	Segment Type	Year 2040			
		AM Peak Hour		PM Peak Hour	
		Volumes	LOS	Volumes	LOS
South of Old Dixie Hwy Exit Ramp	Merge/Diverge	7,310	D	5,840	C
Between Old Dixie Exit Ramp and Tara Blvd Entrance Ramp	Basic	6,170	C	5,050	C
North of Tara Blvd Entrance Ramp	Merge/Diverge	8,320	E	6,460	C
Between Tara Blvd and Forest Pkwy	Basic	8,320	F	6,460	C
South of Forest Pkwy Exit Ramp	Merge/Diverge	8,320	F	6,460	D
Between Forest Pkwy Exit Ramp and EB Forest Pkwy Entrance Ramp	Basic	7,870	F	6,220	D
Between EB Forest Pkwy Entrance Ramp and WB Forest Pkwy Entrance Ramp	Basic	9,410	F	7,250	D
North of WB Forest Pkwy Entrance Ramp	Merge/Diverge	10,630	F	8,100	E
Between WB Forest Pkwy Entrance Ramp and Exit Ramp to EB I-285	Weaving	10,630	F	8,100	C
South of Exit Ramp to EB I-285	Merge/Diverge	10,630	F	8,100	C
South of Exit Ramp to WB I-285	Merge/Diverge	9,320	F	6,720	E
North of Exit Ramp to WB I-285	Basic	7,210	C	4,830	B

Westbound I-285 C-D's	Segment Type	YEAR 2040			
		AM Peak Hour		PM Peak Hour	
		Volumes	LOS	Volumes	LOS
East of entrance ramp from NB I-75	Basic	460	A	1,030	B
West of entrance ramp from NB I-75	Merge/Diverge	2,570	B	2,920	B
West of entrance ramp from SB I-75	Merge/Diverge	3,090	B	3,830	C

Table 3 illustrates LOS deficiencies within the study area that are anticipated for future year 2040. These LOS grades denote that operating conditions on northbound I-75 are expected to decline in comparison with existing conditions. This analysis revealed that I-75 is expected to operate at LOS F from the Forest Parkway exit ramp to the I-285 eastbound exit ramp in the AM peak hour. Also in the AM, a LOS F condition was computed for the segment in between the exit ramp to eastbound I-285 and the exit ramp to I-285 westbound. Two of the segments were forecast to operate at an unsatisfactory level-of-service during the PM peak hour as well. A LOS "E" condition was computed for the merge section of I-75 north of the westbound entrance ramp from Forest Parkway and the diverge section south of the exit ramp to I-285 westbound.

Logical Termini

The termini of the proposed project, Forest Parkway to the south and I-285 to the north, are logical in that the proposed project would eliminate the existing weave section between the Forest Parkway entrance ramp to northbound I-75 and the I-75 exit ramps to I-285. This weave section has a historically high crash frequency resulting in crash and injury rates greater than the statewide average for the years 2007 thru 2009.

Summary

The project, as proposed, is sufficient to address environmental matters on a broad scope, has independent utility and would not restrict consideration of alternatives for reasonably foreseeable transportation improvements. The I-75 corridor currently operates at LOS F in the project area and the bottleneck caused by the weave section between Forest Parkway and I-285 will result in more sections of the mainline failing in the future. Implementation of the proposed project would not worsen the LOS on I-75 in this area. In fact, the operational analysis showed the elimination of the weave section between Forest Parkway and I-285 would improve LOS in most instances along this section of I-75 and no sections of the mainline had a LOS F even out to 2040.

Based on the evaluation of existing and future traffic volumes, LOS analysis, and crash analysis, there is a clear need for operational improvements within the project corridor. The intent of this project is to address the freeway weave issue, which will ultimately reduce crash frequency and improve operations along northbound I-75 with the installation of a Collector-Distributor (C-D) system and braided ramp between the Forest Parkway entrance ramps and the I-285 exit ramps.

The purpose of this project is to:

a) Eliminate the freeway weave and free up existing capacity that is not being fully utilized
b) Address conflicting vehicle movements and stop-and-go traffic conditions to reduce crash frequency in the corridor.

c) Reduce vehicular delays and improve mobility

Existing conditions

Existing SR 401 (I-75) is an eight-lane facility south of Forest Parkway and a nine-lane facility (four southbound, five northbound) north of Forest Parkway in Clayton County. I-75 and Forest Parkway intersect as a grade-separated partial cloverleaf interchange configuration with an eastbound flyover ramp from Forest Parkway to northbound I-75. A southbound to eastbound loop ramp is located in the southwest quadrant of the interchange.

North of Forest Parkway, I-75 intersects SR 407 (I-285) as a grade-separated partial cloverleaf interchange configuration with flyover ramps and a collector-distributor (C-D) system along I-285. A southbound to eastbound loop ramp is located in the southwest quadrant and a northbound to westbound 2-lane loop ramp is located in the northeast quadrant of the interchange. Flyovers exist from eastbound I-285 C-D to northbound I-75 and from westbound I-285 C-D to southbound I-75.

Adjacent to SR 401/I-75 northbound there is a two-way frontage road, one lane in each direction, that extends from Forest Parkway to just north of Lake Mirror Road. The northbound side of the Frontage Road has an urban shoulder, however no sidewalk is present.

Clayton County has an existing 16" sanitary sewer force main and a 24"water main within the project limits.

Other projects in the area:

1. Clayton County, P.I. No. 0012759, **I-75 SB CD System from I-285 to SR331**, CL-AR-179
2. STP00-0074-02(023), Clayton County, P.I. No. 721550, **SR 85 FM Adams Dr to I-75S - Incl. interchange @ Forest Pkwy**, CL-014
3. STP00-0001-00(817), Clayton County, P.I. No. 0001817, **CR 1516/CW Grant Pkwy grade separation @ Norfolk Southern Railroad**, CL-260
4. CSNHS-0007-00(271), Clayton County, P.I. No. 0007271, **I-75/Aviation Blvd./I-285 Interchange Reconstruction Phases I-III,** ASP-AR-300A, B & C
5. NHS00-0001-00(759), Clayton County, P.I. No. 0001759, **I-75 S Managed Lanes FM CW Grant Pkwy to SR 138,** AR-ML-610
6. Multi-County**, I-75 S Managed Lanes FM SR 166 to CW Grant Pkwy,** AR-ML-600
7. SPR00-0008-00(242), Clayton County, P.I. No. 0008242, **I-75 South HOT/TOT Study**
8. MSL00-0004-00(952), Clayton County, P.I. No. 0004952, **Hartsfield Airport: Consolidated Rental Car Facilities-CONRAC**
9. Clayton County, P.I. No. 0011842, **SR 85 @ SR 331**
10. Clayton County, P.I. No. 0009723, **I-75 NB @ SR 3/US 41**

MPO: Atlanta Regional Commission (ARC) MPO Project ID CL-AR-181

Regional Commission: Atlanta Regional Commission RC Project ID CL-AR-181

Congressional District(s): 5

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: ADT

Current Year (2011): 189,700 Open Year (2020): 200,400 Design Year (2040): 232,040
Traffic Projections Performed by: Atkins

Functional Classification (Mainline): Urban Interstate Prinicipal Arterial

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

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

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

Pavement Evaluation and Recommendations

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

DESIGN AND STRUCTURAL

Description of the proposed project: The proposed project would begin along I-75 at Forest Parkway Interchange and extend approximately 2.0 miles to I-75 at I-285 Interchange. The southern terminus of the project is determined by the I-75 at Forest Parkway Interchange southern most entrance and exit ramps (M.L. 8.6). The northern terminus is determined by the I-75 at I-285 Interchange northern most entrance and exit ramps (M.L. 10.6). Multiple improvements are included under the proposed project. These improvements include reconfiguration of the Forest Parkway at I-75 Interchange ramps and the I-285 at I-75 Interchange ramps, operational improvements to the I-75 corridor between Forest Parkway and I-285, and reconfiguration of the Frontage Road along the east side of I-75.

The operational issues described in the previous sections illustrate a need within this corridor for operational type improvements as proposed by this project. More specifically, this proposed project would include the development of a C-D roadway adjacent to northbound I-75 that would service the I-75 at I-285 interchange. The C-D would alleviate the existing weave issues associated with the I-75 on-ramps from Forest Parkway and the I-75 off-ramps to I-285 with the development of a braided ramp. The C-D would begin north of Forest Parkway and pass under the realigned I-75 on-ramp from Forest Parkway. The C-D would then merge with a transfer ramp from Forest Parkway and continue north for approximately 1600 feet before diverging prior to the I-285 at I-75 interchange. After diverging, two lanes would continue eastbound connecting with the existing I-285 collector-distributor lanes and two lanes would continue north passing under the existing end spans of the I-285 bridges. The northbound lanes would form a new loop ramp before merging with the existing westbound I-285 collector-distributor.

Additional improvements are proposed for the Forest Parkway at I-75 interchange ramps servicing northbound I-75. The existing northbound ramps would be modified to merge for approximately 800 feet before diverging, with a one-lane ramp connecting to northbound I-75 and a one-lane ramp merging with the proposed C-D. To accommodate the proposed improvements, a new bridge would need to be constructed for the ramp to northbound I-75 where it forms a braid with the C-D.

The project PI 713210 is currently listed within the Atlanta Regional Commission's Transportation Improvement Program (TIP) with ROW proposed and approved for TIP CL-AR-181 in fiscal year 2016. Construction is funded in fiscal year 2017.

Major Structures:

Structure	Existing	Proposed
ID 063-0028-0	46’ x 250’ bridge with 3 – 12’ lanes and 2’ shoulders on both sides. Sufficiency Rating of 72.15.	No Change
ID 063-0029-0	46’ x 250’ bridge with 3 – 12’ lanes and 2’ shoulders on both sides. Sufficiency Rating of 72.18.	No Change
ID 063-0040-0	31.7’ x 356’ bridge with 1 – 16’ lane and 6’ shoulders on both sides. Sufficiency Rating of 94.97.	No Change
ID 063-0046-0	59’ x 325’ bridge with 3 – 12’ lanes and 10’ shoulders on both sides. Sufficiency Rating of 87.52.	No Change
ID 063-0047-0	59’ x 311’ bridge with 3 – 12’ lanes and 10’ shoulders on both sides. Sufficiency Rating of 91.46.	No Change
ID 063-0101-0	33’ x 311’ bridge with 1 – 16’ lane and 6’ shoulder on the inside and 8’ shoulder on the outside. Sufficiency Rating of 95.98.	No Change
ID 063-0102-0	33’ x 324’ bridge with 2 – 12’ lanes and 4’ shoulders on both sides. Sufficiency Rating of 74.35.	No Change
ID 063-0104-0	132’ x 368’ bridge with 6 – 12’ lanes, raised median and 12’ shoulders on both sides. Sufficiency Rating of 85.38.	No Change
Retaining wall No. 1	N/A	2860’ x 10’ retaining wall on left side of ramp from Forest Parkway to I-75
Retaining wall No. 2	N/A	1125’ x 10’ retaining wall on right side of ramp from Forest Parkway to I-75
Retaining wall No. 3	N/A	440’ x 20’ retaining wall at braided ramp (both sides)
Retaining wall No. 4	N/A	2300’ x 10’ retaining wall between proposed Collector-Distributor and the realigned Frontage Rd
Retaining wall No. 5	N/A	1200’ x 10’ retaining wall along ramp to eastbound I-285
Retaining wall No. 6	N/A	600’ x 10’ retaining wall between relocated loop ramp and westbound I-285 ramp to northbound I-75
Retaining wall No. 7	N/A	800’ x 15’ tie-back wall under the existing end spans of the I-285 bridges
Retaining wall No. 8	N/A	400’ x 10’ retaining wall between ramp from Forest Pkwy to I-75 and realigned Frontage Rd

New Braided Ramp Bridge	N/A	790’ x 45’-0” concrete bridge for the braided ramp from Forest Parkway over I-75 Collector-Distributor

Mainline Design Features: I-75 (SR 401)

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**4 (1 direction)**	**4 (1 direction)**	**4 (1 direction)**
- **Lane Width(s)**	**11’ – 12’**	**12’**	**12’**
- **Median Width & Type**	**13.5’ Continuous Barrier**	**28’ – 30’ Continuous Barrier**	**13.5’ Continuous Barrier**
- **Outside Shoulder or Border Area Width**	**12’ Paved 14’ Overall**	**12’ Paved 14’ Overall**	**12’ Paved 14’ Overall**
- **Outside Shoulder Slope**	**6.0%**	**6.0%**	**6.0%**
- **Inside Shoulder Width**	**5.5’ Paved**	**10’ Paved 12’ Overall**	**5.5’ Paved**
- **Sidewalks**	**None**	**None**	**None**
- **Auxiliary Lanes**	**None**	**None**	**None**
- **Bike Lanes**	**None**	**None**	**None**
Posted Speed	**55 MPH**		**55 MPH**
Design Speed	**65 MPH**	**65 MPH**	**65 MPH**
Min Horizontal Curve Radius	**3250’**	**1660’**	**3250’**
Maximum Superelevation Rate	**0.06**	**0.06**	**0.06**
Maximum Grade	**2.90%**	**4.00%**	**2.90%**
Access Control	**Full Control**	**Full Control**	**Full Control**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**
Pavement Type	**Flexible**		**Flexible**

*According to current GDOT design policy if applicable

Side Road Design Features: One Lane Ramps

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**1**	**1**	**1**
- **Lane Width(s)**	**16’**	**16’**	**16’**
- **Median Width & Type**	**None**	**None**	**None**
- **Outside Shoulder or Border Area Width**	**10’ Paved 12’ Overall**	**10’ Paved 12’ Overall**	**10’ Paved 12’ Overall**
- **Outside Shoulder Slope**	**4.0%**	**4.0%**	**4.0%**
- **Inside Shoulder Width**	**4’ Paved 8’ Overall**	**4’ Paved 8’ Overall**	**4’ Paved 8’ Overall**
- **Sidewalks**	**None**	**None**	**None**
- **Auxiliary Lanes**	**None**	**None**	**None**
- **Bike Lanes**	**None**	**None**	**None**
Posted Speed	**N/A**		**N/A**
Design Speed	**35-55 MPH**	**35 MPH Min.**	**35-55 MPH**
Min Horizontal Curve Radius	**450’**	**314’**	**450’**

Maximum Superelevation Rate	**0.08**	**0.08**	**0.08**
Maximum Grade	**5.00%**	**6.00%**	**6.00%**
Access Control	**Full Control**	**Full Control**	**Full Control**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**
Pavement Type	**Flexible**		**Flexible**

*According to current GDOT design policy if applicable

Side Road Design Features: Two Lane Ramps

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**2**	**2**	**2**
- **Lane Width(s)**	**12'**	**12'**	**12'**
- **Median Width & Type**	**None**	**None**	**None**
- **Outside Shoulder or Border Area Width**	**10' Paved 12' Overall**	**10' Paved 12' Overall**	**10' Paved 12' Overall**
- **Outside Shoulder Slope**	**4.0%**	**4.0%**	**4.0%**
- **Inside Shoulder Width**	**4' Paved 8' Overall**	**4' Paved 8' Overall**	**4' Paved 8' Overall**
- **Sidewalks**	**None**	**None**	**None**
- **Auxiliary Lanes**	**None**	**None**	**None**
- **Bike Lanes**	**None**	**None**	**None**
Posted Speed	**N/A**		**N/A**
Design Speed	**35-55 MPH**	**35 MPH Min.**	**35-55 MPH**
Min Horizontal Curve Radius	**660'**	**314'**	**600'**
Maximum Superelevation Rate	**0.08**	**0.08**	**0.08**
Maximum Grade	**5.00%**	**6.00%**	**6.00%**
Access Control	**Full Control**	**Full Control**	**Full Control**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**
Pavement Type	**Flexible**		**Flexible**

*According to current GDOT design policy if applicable

Side Road Design Features: Two Lane Loop Ramps

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**2**	**2**	**2**
- **Lane Width(s)**	**12'**	**12'**	**12'**
- **Median Width & Type**	**None**	**None**	**None**
- **Outside Shoulder or Border Area Width**	**10' Paved 12' Overall**	**10' Paved 12' Overall**	**10' Paved 12' Overall**
- **Outside Shoulder Slope**	**4.0%**	**4.0%**	**4.0%**
- **Inside Shoulder Width**	**4' Paved 8' Overall**	**4' Paved 8' Overall**	**4' Paved 8' Overall**
- **Sidewalks**	**None**	**None**	**None**
- **Auxiliary Lanes**	**None**	**None**	**None**
- **Bike Lanes**	**None**	**None**	**None**
Posted Speed	**N/A**		**N/A**
Design Speed	**30 MPH**	**35 MPH Min.**	**30 MPH**
Min Horizontal Curve Radius	**200'**	**292'**	**205' Min.**
Maximum Superelevation Rate	**0.10**	**0.10**	**0.10**
Maximum Grade	**5.00%**	**6.00%**	**3.83%**

Access Control	**Full Control**	**Full Control**	**Full Control**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**
Pavement Type	**Flexible**		**Flexible**

*According to current GDOT design policy if applicable

Side Road Design Features: East Frontage Road

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**2 (both directions)**	**2 (both directions)**	**2 (both directions)**
- **Lane Width(s)**	**12'**	**12'**	**12'**
- **Median Width & Type**	**None**	**None**	**None**
- **Outside Shoulder or Border Area Width**	**4' Paved 6' Overall**	**2' Paved 8' Overall**	**2' Paved 8' Overall**
- **Outside Shoulder Slope**	**6.0%**	**6.0%**	**6.0%**
- **Inside Shoulder Width**	**None**	**None**	**None**
- **Sidewalks**	**5' east side only**	**5'**	**5' east side only**
- **Auxiliary Lanes**	**None**	**None**	**None**
- **Bike Lanes**	**None**	**4'**	**None**
Posted Speed	**30 MPH**		**25-30 MPH**
Design Speed	**30-35 MPH**	**35 MPH**	**25-35 MPH**
Min Horizontal Curve Radius	**160'**	**371'**	**210'**
Maximum Superelevation Rate	**0.04**	**0.04**	**0.04**
Maximum Grade	**6.00%**	**11.00%**	**4.50%**
Access Control	**Permitted**	**Permitted**	**Permitted**
Design Vehicle	**SU**	**SU**	**SU**
Pavement Type	**Flexible**		**Flexible**

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: Forest Parkway Interchange, Forest Parkway at SR 85 intersection (signalized), Forest Parkway at Frontage Road intersection (signalized), and I-285 interchange.

Lighting required: ☐ No ☒ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

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	Undeter-mined	Yes	Appvl Date (if applicable)
1. Design Speed	☒	☐	☐	
2. Lane Width	☒	☐	☐	
3. Shoulder Width	☐	☐	☒	12/20/2012
4. Bridge Width	☒	☐	☐	

5. Horizontal Alignment	☒	☐	☐	
6. Superelevation	☒	☐	☐	
7. Vertical Alignment	☒	☐	☐	
8. Grade	☒	☐	☐	
9. Stopping Sight Distance	☒	☐	☐	
10. Cross Slope	☒	☐	☐	
11. Vertical Clearance	☒	☐	☐	
12. Lateral Offset to Obstruction	☒	☐	☐	
13. Bridge Structural Capacity	☒	☐	☐	

The proposed design will require a reduced shoulder width along the C-D ramp to I-285 westbound within existing bridge end span. The existing bridges for I-285 over I-75 do not allow enough lateral clearance between bridge bents to accommodate the necessary shoulder widths as specified by AASHTO. According to 2011 AASHTO, page 10-102, paved shoulders on ramps should have a lateral clearance on the right outside of the edge of the traveled way of at least 6 ft. The proposed lateral clearance on the outside is 4'-9 ½" from edge of traveled way to face of barrier using the tie-back wall retrofit construction shown in Attachment 2 – Typical Sections.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	☒	☐	☐	
2. Intersection Sight Distance	DP&S	☒	☐	☐	
3. Intersection Skew Angle	DP&S	☒	☐	☐	
4. Lateral Offset to Obstruction	DP&S	☒	☐	☐	
5. Rumble Strips	DP&S	☒	☐	☐	
6. Safety Edge	DP&S	☒	☐	☐	
7. Median Usage	DP&S	☒	☐	☐	
8. Roundabout Illumination Levels	DP&S	☒	☐	☐	
9. Complete Streets	DP&S	☒	☐	☐	
10. ADA & PROWAG	DP&S	☒	☐	☐	
11. GDOT Construction Standards	DP&S	☒	☐	☐	
12. GDOT Drainage Manual	DP&S	☒	☐	☐	
13. GDOT Bridge & Structural Manual	Bridges	☒	☐	☐	

VE Study anticipated: ☐ No ☒ Yes ☐ Completed – Date: 8/25/2011
See Attachment 9 for VE Implementation letter.

UTILITY AND PROPERTY

Temporary State Route needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: Not Applicable

Utility Involvements: Anticipated impacts to existing water & sewer (Clayton County Water Authority), gas (Atlanta Gas Light), power (Georgia Power), lighting and ATMS systems (GDOT).

SUE Required: ☐ No ☒ Yes ☐ Undetermined
SUE plans approved 3/21/12

County: Clayton

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

Right-of-Way (ROW): Existing width: 300 ft Proposed width: 300 ft

Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined

Easements anticipated: ☐ None ☐ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:	15
Displacements anticipated: Businesses:	1
Residences:	0
Other:	0
Total Displacements:	1

Location and Design approval: ☐ Not Required ☒ Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: There are no potential project impacts that require Context Sensitive Solutions.

Context Sensitive Solutions Proposed: Not Applicable

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☒ CE ☐ EA/FONSI ☐ EIS

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

The GDOT MS4 permit requires proposed developments to provide best management practices (BMPs) for water quality treatment and to mitigate increased stormwater flow rates if necessary and when feasible. There is one primary outfall that receives runoff from the project site, however this outfall structure also gets substantial offsite watershed from the Farmer's Market. An assessment of the site indicates that the outfall will have an increase in flow rates due to the proposed roadway improvements; therefore, post-construction BMPs will need to be considered to mitigate the increased flows at these outfalls. Water quality treatment was considered for the entire project site disturbed area and an enhanced swale is proposed adjacent to the primary outfall.

A review of the site to determine the feasibility of providing post-construction BMPs found limited opportunities for post-construction stormwater management. The site area has limiting factors such as steep slopes, close proximity to a limited access facility and potential displacements that will not allow for the installation of post-construction BMPs without displacements. The acquisition of additional right-of-way will have cost implications and delay the project delivery by several months, which exceeds the infeasibility criteria included in the GDOT MS4 permit.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☐	☒	
4. Tennessee Valley Authority Permit	☒	☐	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☒	☐	

7. NPDES	☐	☒	
8. FEMA	☒	☐	
9. Cemetery Permit	☒	☐	
10. Other Permits	☒	☐	
11. Other Commitments	☒	☐	
12. Other Coordination	☒	☐	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: The Categorical Exclusion is in progress. The Atlanta State Farmer's Market is located in the project corridor at 16 Forest Parkway and is eligible for listing on the NRHP (potential 4f).

Ecology: The ecology survey has been conducted. The ERSR/AOE has been submitted and is pending approval.

History: The history survey/assessment has been submitted and received SHPO concurrence on September 14, 2012. The Atlanta State Farmer's Market is a known NRHP eligible resource in the area with no adverse effect anticipated.

Archeology: The archeology survey/assessment is complete. No resources have been identified due to the nature of the land use in the project area.

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

The proposed project concept matches the conforming plan's model description. The proposed changes are scheduled to be open to traffic in 2020.

Noise Effects: The proposed project is a Type I project and will require a noise impact assessment. The noise impact assessment was approved on November 5, 2012.

Public Involvement: A Public Information Open House was held on February 21, 2012 from 5-7 pm at Hapeville Elementary School. In addition, public outreach to business owners in the area was conducted via newsletter. Project details are posted on the GDOT project website.

Major stakeholders: Stakeholders have been identified as business owners in the project area. In an attempt to inform them of the project and request their input, a newsletter was sent to the businesses and business owners in the project corridor in January 2012.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The existing frontage road from Forest Parkway to south of I-285 currently services several commercial properties. The proposed improvements would include relocating the frontage road to the east of existing to accommodate the C-D. The placement of the proposed frontage road could potentially complicate staging as it will place the construction zone between the existing road and the businesses. Access will need to be maintained to several driveways during construction at all times.

County: Clayton

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: Not Applicable

Concept Meeting: A Concept Team Meeting was held on May 11, 2011. See Attachment 9 for a summary of the meeting.

Other coordination to date: None.

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

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT Office	GDOT Office	GDOT Office	GDOT Office	N/A	
$ Amount	$1.5M	$4,393,000	$232,800	$36,568,943	$146,820	$42,841,563
Date of Estimate	10/19/2010	3/12/2014	3/3/2014	10/3/2013	3/12/2014	

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: I-285 Loop Ramp from C-D

Estimated Property Impacts:	**15 Parcels**	**Estimated Total Cost:**	**$42,841,563**
Estimated ROW Cost:	**$4,393,000**	**Estimated CST Time:**	**24 months**

Rationale: This alternative would include the development of a C-D roadway adjacent to northbound I-75 that would service the I-75 at I-285 interchange. The C-D would alleviate the existing weave issues associated with the I-75 on-ramps from Forest Parkway and the I-75 off-ramps to I-285 with the development of a braided ramp. This alternative also proposes the use of a loop ramp for the northbound to westbound I-285 movement. This is accomplished by utilizing the end spans of the existing I-285 bridges. This alternative provides significant operational benefits and maintains a reduced construction cost when compared to Alternative 2, which has similar operational benefits.

No-Build Alternative: No-Build			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: Eliminated due to LOS F for current and future traffic. This alternative does not address the operational deficiencies along I-75 nor does it reduce vehicular delays or improve mobility.			

Alternative 2: I-285 Flyover from C-D			
Estimated Property Impacts:	**15 Parcels**	**Estimated Total Cost:**	**$54,167,579**
Estimated ROW Cost:	**$4,393,000**	**Estimated CST Time:**	**24 months**
Rationale: This alternative is similar to the proposed alternative with exception to a flyover at the I-75/I-285 interchange in lieu of a loop ramp. The flyover would allow for increased speeds which would result in less travel time when compared with the proposed alternative. However, the addition of a new steel bridge and the necessary ramp realignment downstream of the flyover resulted in a significant construction cost increase. As a result, this alternative was not selected as the preferred.			

Alternative 3: I-285 Flyover from C-D, C-D Diverge South of Forest Parkway			
Estimated Property Impacts:	**15 Parcels**	**Estimated Total Cost:**	**$59,298,599**
Estimated ROW Cost:	**$4,393,000**	**Estimated CST Time:**	**30 months**
Rationale: This alternative is similar to Alternative 2 with exception of the C-D beginning south of Forest Parkway. This alternative would eliminate the need for a braided ramp, but would require the reconstruction of the bridges at Forest Parkway. The addition of new steel bridges and the necessary ramp realignment downstream of the flyover resulted in a significant construction cost increase. As a result, this alternative was not selected as the preferred.			

Comments: An Interchange Modification Report (IMR) was prepared for this project as a result of the proposed improvements to the I-75/I-285 interchange and is provided under separate cover.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Completed Fuel & Asphalt Price Adjustment forms
    c. Right-of-Way
    d. Utilities
    e. Environmental Mitigation
4. Crash summaries
5. Traffic diagrams
6. Bridge inventory
7. Conforming plan's network schematics showing thru lanes.
8. Minutes of Concept meetings
9. Other items referred to in the body of the report: VE Implementation Letter, PIOH Results Summary

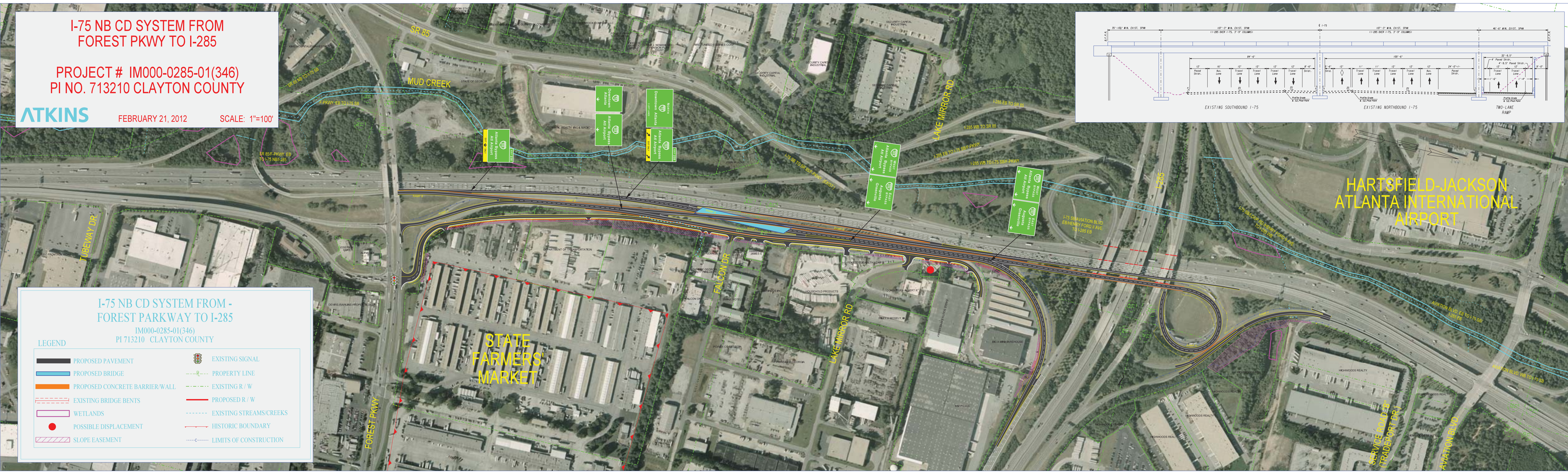
APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 8-11-14
Chief Engineer Date

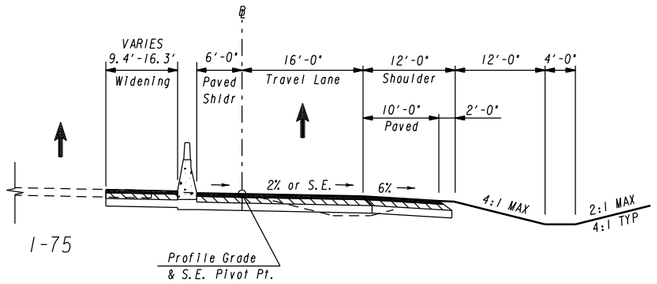
ATTACHMENT 1

Concept Layout

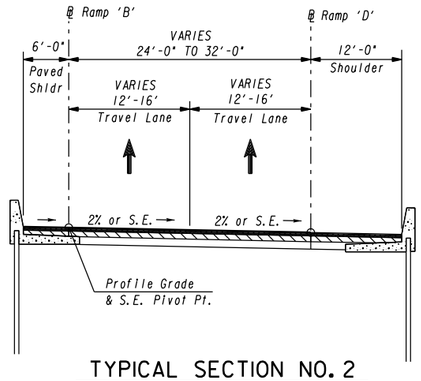

I-75 NB CD SYSTEM FROM
FOREST PKWY TO I-285
PROJECT # IM000-0285-01(346)
PI NO. 713210 CLAYTON COUNTY
ATKINS
FEBRUARY 21, 2012
SCALE: 1"=100'
SR 85
MUD CREEK
SR 85 NB TO I-75 SB
F-PKWY. EB TO I-75 SB
SR 85/F-PKWY. EB TO I-75 NB/I-285
TUBEWAY DR.
FOREST PKWY.
FALCON DR
LAKE MIRROR RD
STATE FARMERS' MARKET
RAMP A
RAMP B
RAMP C
RAMP D
RAMP E
RAMP F
I-285 EB TO SR 85
I-285 WB TO SR 85
I-285 EB TO I-75 SB/F-PKWY
I-285 WB TO I-75 SB/F-PKWY
I-75 SB TO SR 85/F-PKWY. (EXIST.)
I-285
I-75 SB/AVIATION BLVD EB/HENRY FORD II AVE. TO I-285 EB
I-75 SB/LOOP RD./HENRY FORD II AVE TO I-285 WB
AVIATION BLVD. EB TO I-75 SB/ I-285 EB
AVIATION BLVD. WB TO I-75 SB
SERVICE ROAD "B" (TRADEPORT DR.)
AVIATION BLVD.
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
Downtown Atlanta
NORTH 75 Downtown Atlanta
285 Atlanta Bypass Atl Airport
EXIT ONLY
EXIT 238
WEST BYPASS 285 Atlanta Bypass Atl Airport
EAST BYPASS 285 Augusta Greenville
35'-10⅛" MIN. EXIST. SPAN
107'-3" MIN. EXIST. SPAN (I-285 OVER I-75, 3'-9" COLUMNS)
46'-6" MIN. EXIST. SPAN
℄ I-75
B.F.P.R.
84'-6"
100'-6"
32'-9.5"
12' Paved Shldr.
16' Aux. Lane
12' Travel Lane
8'-6" Shldr.
5'-6" Shld.
11' Travel Lane
12' Aux. Lane
24'-0"+/- Paved Shldr.
4' Paved Shldr.
4'-9.5" Paved Shldr.
1'-6"
1'-4"
9'-0"
2%
Profile Grade & S.E. Pivot Point
EXISTING SOUTHBOUND I-75
EXISTING NORTHBOUND I-75
TWO-LANE RAMP
I-75 NB CD SYSTEM FROM - FOREST PARKWAY TO I-285
IM000-0285-01(346)
PI 713210 CLAYTON COUNTY
LEGEND
PROPOSED PAVEMENT
PROPOSED BRIDGE
PROPOSED CONCRETE BARRIER/WALL
EXISTING BRIDGE BENTS
WETLANDS
POSSIBLE DISPLACEMENT
SLOPE EASEMENT
EXISTING SIGNAL
PROPERTY LINE
EXISTING R / W
PROPOSED R / W
EXISTING STREAMS/CREEKS
HISTORIC BOUNDARY
LIMITS OF CONSTRUCTION

ATTACHMENT 2

Typical Sections



TYPICAL SECTION NO. 1
ONE LANE RAMP



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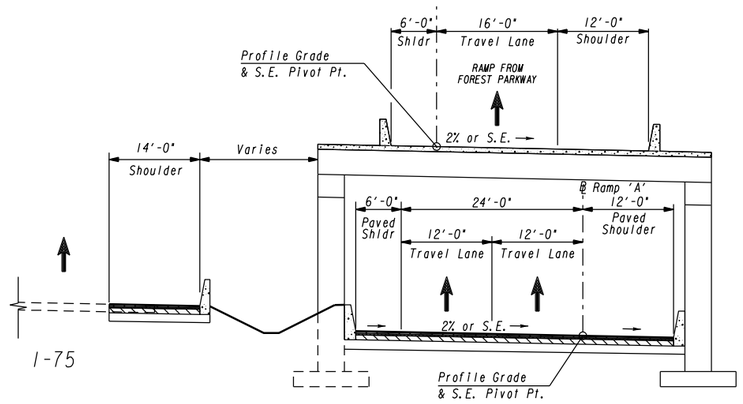
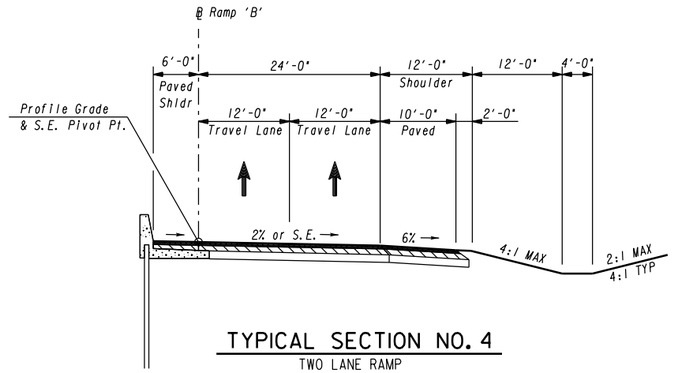
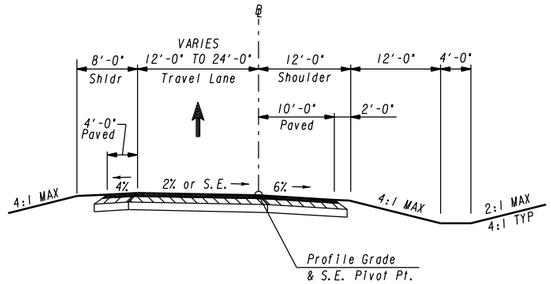
TWO LANE RAMP



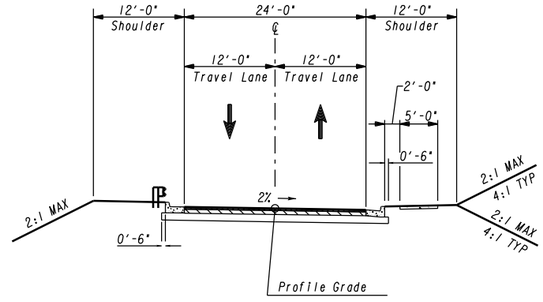
TYPICAL SECTION NO. 3
TWO LANE RAMP BRIDGE



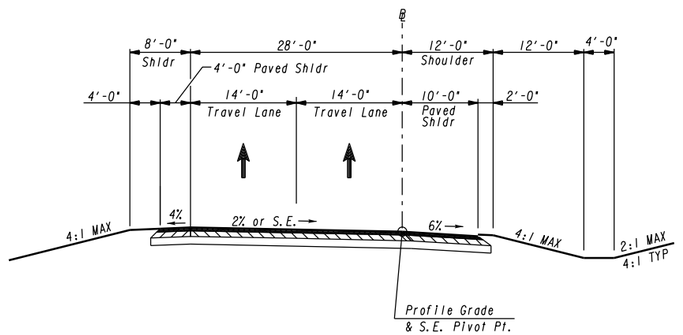
TYPICAL SECTION NO. 4
TWO LANE RAMP



TYPICAL SECTION NO. 5
ONE LANE RAMP



TYPICAL SECTION NO. 6
FRONTAGE ROAD



TYPICAL SECTION NO. 7
TWO LANE RAMP

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6'	0-6'
3:1	--	--
*2:1	OVER 6'	OVER 6'

*GUARDRAIL REQUIRED ON FILL SLOPES

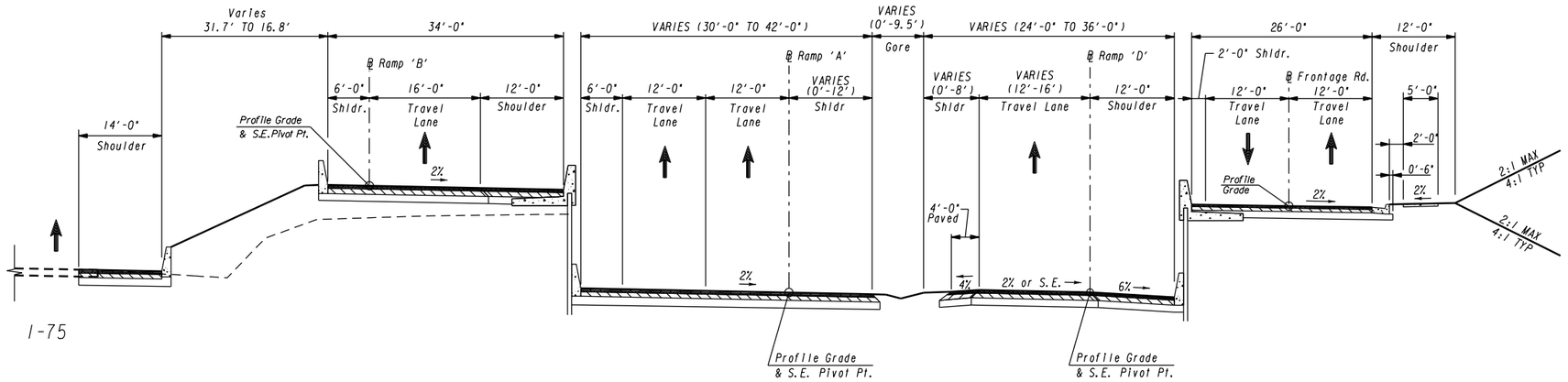
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

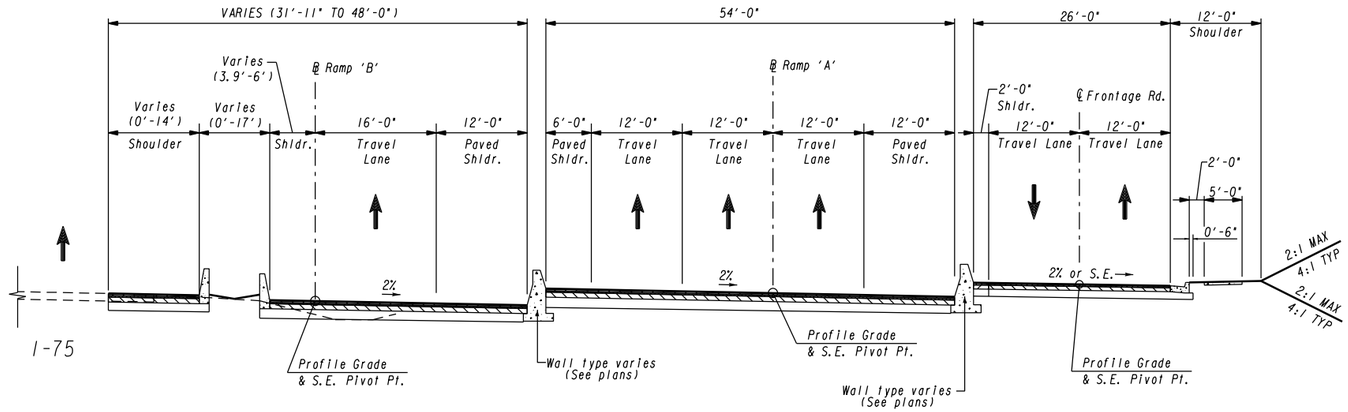
TYPICAL SECTIONS

I-75 NB CD FROM FOREST PKWY TO I-285

DRAWING NO. 05-001



TYPICAL SECTION NO. 8
NORTHBOUND COLLECTOR-DISTRIBUTOR



TYPICAL SECTION NO. 9
NORTHBOUND COLLECTOR-DISTRIBUTOR

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6'	0-6'
3:1	--	--
*2:1	OVER 6'	OVER 6'

*GUARDRAIL REQUIRED ON FILL SLOPES

ATKINS

SCALE IN FEET
0 10 20 40

REVISION DATES		

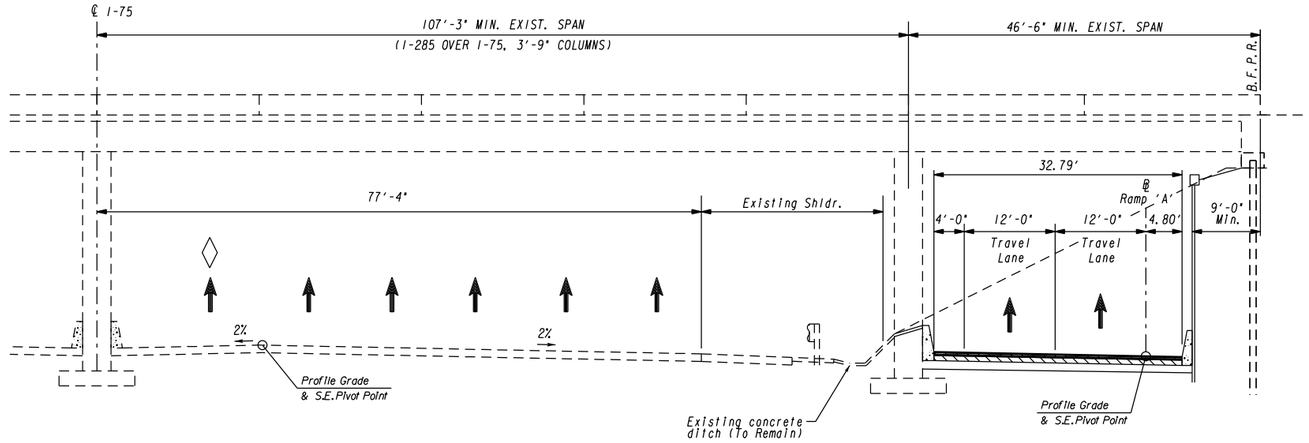
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

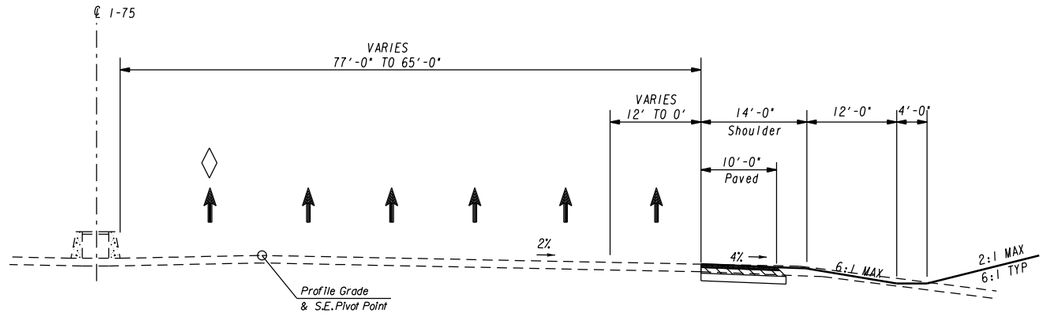
I-75 NB CD FROM FOREST PKWY TO I-285

DRAWING No. 05-002

6/20/2011 GPLN



TYPICAL SECTION NO. 10
BRIDGE OVER I-75 NB



TYPICAL SECTION NO. 11
NORTHBOUND I-75

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6'	0-6'
3:1	--	--
*2:1	OVER 6'	OVER 6'

*GUARDRAIL REQUIRED ON FILL SLOPES

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TYPICAL SECTIONS

I-75 NB CD FROM FOREST PKWY TO I-285

DRAWING No. 05-003

6/20/2011 GPLN

ATTACHMENT 3

Detailed Cost Estimates

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 30,728,381.66	Base Estimate From CES		
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 1,536,419.08	Base Estimate (A) x	**5**	%
C.	**CONTINGENCY:**	$ 3,226,480.07	Base Estimate (A) + E & I (B) x	**10**	%
			See % Table in "Risk Based Cost Estimation" Memo		
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 1,077,662.73	Total From Liquid AC Spreadsheet		
E.	**CONSTRUCTION TOTAL:**	$ **36,568,943.55**	(A + B + C + D = E)		

	-

JOB ESTIMATE REPORT

JOB NUMBER : 713210 SPEC YEAR: 01
DESCRIPTION: I-75 NB CD SYSTEM FROM FOREST PKWY TO I-285

COST GROUPS FOR JOB 713210

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
STRO	STRUCTURES, OTHER (SF)	50826.000	85.00000	4320210.00	Y
DRNGLF	DRAINAGE (LF)	1.000	1000000.00000	1000000.00	Y
TRFT	TRAFFIC CONTROL-TEMPORARY (LS)	1.000	2000000.00000	2000000.00	Y
SGNL	TRAFFIC SIGNALS (LS)	1.000	700000.00000	700000.00	Y
EROC	EROSION CONTROL (SY)	1.000	1300000.00000	1300000.00	Y
LTNG	LIGHTING (EA)	1.000	1200000.00000	1200000.00	Y
PVMKPCTO	PAVEMENT MARKING (PERCENT OF JOB)	117544.246	0.50000	58772.12	Y
SIGNPCTO	SIGNS (PERCENT OF JOB)	117544.246	10.00000	1175442.46	Y
BASE	BASE/AGGREGATE (TN)				Y
CONC	CONCRETE (SY)				Y
WALL	WALLS (SF)				Y
ACTIVE COST GROUP TOTAL				11754424.58	
INFLATED COST GROUP TOTAL				11754424.58	

ITEMS FOR JOB 713210

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0002	201-1500		LS	CLEARING & GRUBBING - APPROX. 10% OF TOTAL	1.000	3000000.00	3000000.00
0005	205-0001		CY	UNCLASS EXCAV	170000.000	3.36	572660.30
0009	206-0002		CY	BORROW EXCAV, INCL MATL	148000.000	3.86	571445.76
0014	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	3723.000	56.09	208834.87
0015	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	34681.000	56.09	1945367.23
0019	402-3100		TN	REC AC 9.5 MM SP,TPI,GP1ORBL1,INCL BM&HL	1035.000	77.67	80393.89
0020	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	7993.000	59.75	477650.33
0024	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1692.000	61.37	103848.67
0025	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	8162.000	61.37	500953.20
0030	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	4764.000	10.87	51825.94
0035	310-5120		SY	GR AGGR BS CRS 12IN INCL MATL	71012.000	16.32	1159231.13
0036	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	1650.000	12.35	20388.74
0037	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	20668.000	15.12	312648.56
0038	402-3600		TN	RECY AC 12.5,SMA,GP2 ON,INCLP-,BM&HL	5177.000	112.98	584916.87
0045	621-6003		LF	CONC BARRIER, TP S-3	4105.000	223.30	916686.40
0050	627-1010		SF	MSE WALL FACE, 10 - 20 FT HT, WALL NO - ALL WALLS (8 TOTAL)	161745.000	37.16	6011387.17
0055	627-1120		LF	COPING B, WALL NO - 8 WALLS	10900.000	209.18	2280092.41
0058	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	10.000	1815.24	18152.46
0059	641-1200		LF	GUARDRAIL, TP W	7300.000	15.08	110107.29

JOB ESTIMATE REPORT

0060	441-0104	SY	CONC SIDEWALK, 4 IN	2300.000	20.59	47365.86

ITEM TOTAL	18973957.07
INFLATED ITEM TOTAL	18973957.07

TOTALS FOR JOB 713210

ESTIMATED COST:	30728381.66
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	30728381.66

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date:	3/12/2014	Project:	713210
Revised:		County:	Clayton
		PI:	713210

Description: I-75 NB CD System from Forest Parkway to I-285

Project Termini: I-75 NB CD System from Forest Parkway to I-285

Existing ROW: Varies

Parcels: 15

Required ROW: Varies

Land and Improvements		$4,030,125.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$1,400,000.00*	
Trade Fixtures	*$0.00*	
Improvements	*$0.00*	
Valuation Services		$37,500.00
Legal Services		$122,625.00
Relocation		$45,000.00
Demolition		$25,000.00
Administrative		$132,500.00
TOTAL ESTIMATED COSTS		$4,392,750.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$4,393,000.00***

Preparation Credits	Hours	Signature

Prepared By: Deshone Alexander CG#: 286999 03/12/2014 (DATE)

Approved By: Deshone Alexander CG#: 286999 03/12/2014 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTER-DEPARTMENT CORRESPONDENCE

FROM: Patrick Allen, P.E.
District Utilities Engineer

DATE: March 3, 2014

TO: Kimberly Nesbitt, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE P.I. #713210

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
Atlanta Gas Light Company	$0.00	$101,250.00	$101,250.00
AT&T Formerly BellSouth	$0.00	$1,218,400.00	$1,218,400.00
Clayton County Water & Sewer Auth. (water)	$0.00	$82,550.00	$82,550.00
Clayton County Water & Sewer Auth. (sewer)	$56,800.00	$63,200.00	$120,000.00
Comcast of Georiga, Inc.	$0.00	$50,400.00	$50,400.00
Georgia Power Distribution Company	$176,000.00	$0.00	$176,000.00
Georgia Power Transmission Company	$0.00	$0.00	$0.00
Zayo Fiber Soulutions	$0.00	$50,400.00	$50,400.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
			$0.00
TOTAL	$232,800.00	$1,566,200.00	$1,799,000.00

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 Yulonda Pride-Foster at 770-986-1117

RSB/PA/SW/YPF

Cc: Michael J. Bolden, State Utilities Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #713210, Clayton County **OFFICE** Environmental Services

DATE March 12, 2014

Hiral Patel/sc

FROM Hiral Patel, P.E., State Environmental Administrator

TO Kimberly Nesbitt, Project Manager

SUBJECT Preliminary Mitigation Cost Estimate

As requested by your office, we are furnishing you with a preliminary cost estimate for the subject project. This project will construct a CD system along Interstate 75 from Forest Parkway to Interstate 285 in Clayton County. Based on the latest Ecology Report, the project will require 2447 stream credits from a bank with a primary service area that includes HUC 03130005. The estimated mitigation cost for these impacts is $146,820.

DISCLAIMER: This information is based on the current project alignment and project impacts. Changes in impacts that might require more or fewer would change the estimated costs provided above.

If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

HP/HDC/lmw

cc: General File

PROJ. NO.	IM000-0285-01(346)	CALL NO.
P.I. NO.	713210	
DATE	10/3/2013	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-13	$ 3.254
DIESEL		$ 3.869
LIQUID AC		$ 568.00

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)				**1064488.8**	**$ 1,064,488.80**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	908.80	
Monthly Asphalt Cement Price month project let (APL)			$	568.00	
Total Monthly Tonnage of asphalt cement (TMT)				3123.5	

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	13170	5.0%	658.5
9.5 mm SP	1040	5.0%	52
25 mm SP	38400	5.0%	1920
19 mm SP	9860	5.0%	493
	62470		**3123.5**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**13,173.93**	**$ 13,173.93**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	908.80	
Monthly Asphalt Cement Price month project let (APL)			$	568.00	
Total Monthly Tonnage of asphalt cement (TMT)				38.6559083	

Bitum Tack Gals	gals/ton	tons
9000	232.8234	38.6559083

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	908.80	
Monthly Asphalt Cement Price month project let (APL)			$	568.00	
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	**$ 1,077,662.73**

ATTACHMENT 4

Crash Summaries

QUERY SUMMARY

For Year(s): 2007,2008,2009

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents *	No. Injuries	No. Fatalities
2007	Clayton	State Route	40100	8.66	10.76	192	64	0
					2007 SubTotal	192	64	0
2008	Clayton	State Route	40100	8.66	10.76	165	57	0
					2008 SubTotal	165	57	0
2009	Clayton	State Route	40100	8.66	10.76	144	50	1
					2009 SubTotal	144	50	1
					All Year(s)Total	**501**	**171**	**1**

* Number of accidents shown is for northbound I-75 only

ACCIDENT RATE CALCULATION for year(s)2007,2008,2009

Accident Data Information System

ACCIDENT RATE CALCULATION 2007

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT *	Distance	Vehicle Miles
2007	Clayton	1	40100	8.66	9.71	115,440	1.05	121,212
2007	Clayton	1	40100	9.72	10.25	65,770	0.53	34,858
2007	Clayton	1	40100	10.26	10.76	71,330	0.50	35,665
Total Vehicle Miles: 191735	Total Accidents: 192	Accident Rate: 274	Statewide Accident Rate: 186					
Average AADT: 92180	Total Injuries: 64	Injury Rate: 91	Statewide Injury Rate: 63					
Length In Miles: 2.08	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 0.58					

* ADT shown is for northbound I-75 only.

NOTE: Rates are per 100 Million Vehicle Miles. Accident and injury rates were calculated using values for northbound I-75 only.

ACCIDENT RATE CALCULATION 2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT *	Distance	Vehicle Miles
2008	Clayton	1	40100	8.66	9.71	100,755	1.05	105,793
2008	Clayton	1	40100	9.72	10.25	62,110	0.53	32,918
2008	Clayton	1	40100	10.26	10.76	68,470	0.50	34,235
Total Vehicle Miles: 172946	Total Accidents: 165	Accident Rate: 261	Statewide Accident Rate: 187					
Average AADT: 83147	Total Injuries: 57	Injury Rate: 90	Statewide Injury Rate: 63					
Length In Miles: 2.08	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 0.62					

* ADT shown is for northbound I-75 only.

NOTE: Rates are per 100 Million Vehicle Miles. Accident and injury rates were calculated using values for northbound I-75 only.

ACCIDENT RATE CALCULATION 2009

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT *	Distance	Vehicle Miles
2009	Clayton	1	40100	8.66	9.71	110,080	1.05	115,584
2009	Clayton	1	40100	9.72	10.25	65,350	0.53	34,636
2009	Clayton	1	40100	10.26	10.76	69,735	0.50	34,868
Total Vehicle Miles: 185087	Total Accidents: 144	Accident Rate: 213	Statewide Accident Rate: 189					
Average AADT: 88984	Total Injuries: 50	Injury Rate: 74	Statewide Injury Rate: 66					
Length In Miles: 2.08	Total Fatalities: 1	Fatality Rate: 1.48	Statewide Fatality Rate: 0.51					

* ADT shown is for northbound I-75 only.

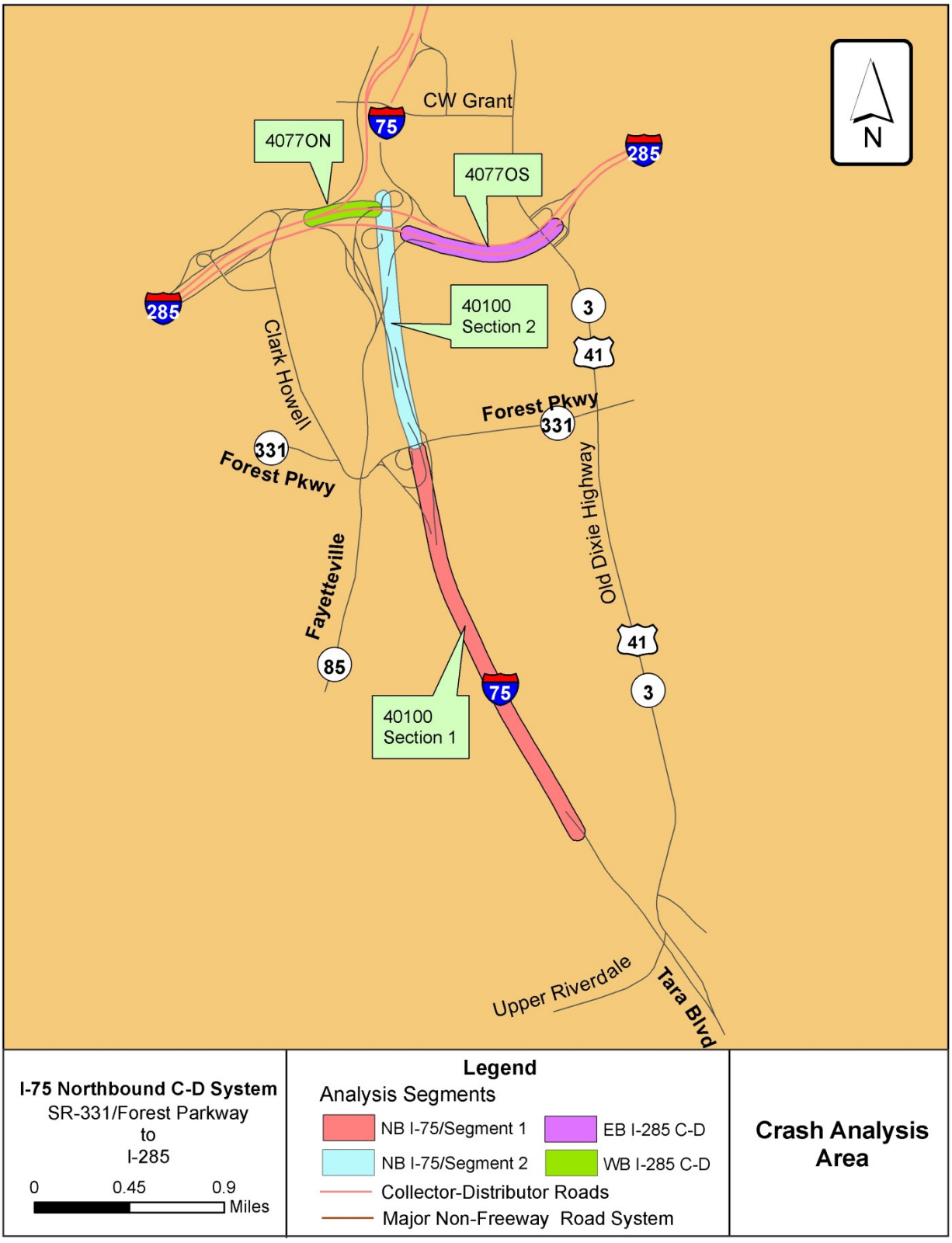
NOTE: Rates are per 100 Million Vehicle Miles. Accident and injury rates were calculated using values for northbound I-75 only.

Crash Analysis

Vehicle crash data for three consecutive years, 2007 to 2009, was examined to determine if how accident rates experienced inside the project area compare with statewide crash rate averages. Other vehicle accident attributes were tabulated, such as: vehicle type, time-of-day, severity and crash type patterns to better describe existing conditions and supply background that could be used to develop feasible improvement alternatives that address safety considerations. Crash data was examined for a subarea of the study's overall analysis area. The critical analysis area for crash data is illustrated by map in Figure 1.1. Moreover, the crash analysis study area was subdivided into four sections in an effort to understand how accident patterns vary within the analysis area. These four sections area:

1. Northbound I-75 (Segment 1) from Tara Boulevard to SR-331/Forest Parkway;
2. Northbound I-75 (Segment 2) from SR-331/Forest Parkway to the exit loop ramp to westbound I-285;
3. Eastbound I-285 Collector-Distributor (C-D) from I-75 to US-41/Old Dixie Highway; and,
4. Westbound I-285 Collector-Distributor (C-D) from I-75 to exit ramp to Lake Mirror Road.

Figure 1.1: Crash Analysis Area



A profile of vehicle crashes that occurred inside the critical analysis area is presented in Table 1.2 broken down by the four analysis sections. A total of 591 crashes, involving autos and trucks, occurred on these sections of northbound I-75 and the I-285 collector-distributor from 2007 through 2009 according to the crash record database compiled by GDOT's Accident Reporting Unit. Injury and fatal accidents amounted to 149 or 25% of the total. Most of these motor vehicle crashes, 348 or 59%, occurred on the northbound section of I-75 between Forest Parkway and I-285. This section is coincident with the location of traffic bottlenecks in the analysis area.

Table 1.2: Summary by Analysis Segment

Analysis Segment	Total Vehicles				Trucks			
	No. Total Crashes	No. Injury Crashes	No. Fatal Crashes	Daily VMT (1,000's)	No. Total Crashes	No. Injury Crashes	No. Fatal Crashes	Daily VMTT (1,000's)
Tara Blvd. to Forest Pkwy.	161	40	1	162.9	25	6	0	19.5
Forest Pkwy. to I-285	348	85	1	110.9	62	10	0	13.3
Eastbound I-285 C-D	26	7	0	16.1	5	2	0	2.9
Westbound I-285 C-D	56	15	0	16.1	10	1	0	2.9
Total	**591**	**147**	**2**	**306**	**102**	**19**	**0**	**38.6**

Sources: 2007-2009 Crashes from GDOT's Crash Reporting Unit
DVMT and DVMTT estimates by Atkins

Two fatal crashes occurred during the 2007 to 2009 time frame. None of the vehicles involved in the collisions were large trucks. One of the fatal accidents occurred on I-75 between Tara Boulevard and Forest Parkway while the other was located on I-75 between Forest Parkway and I-285.

'*Daily Vehicle Miles of Travel*' (DVMT) is an important crash analysis variable that is intended to represent the degree of exposure vehicles have to colliding with another vehicle. As exposure increases, so do the chances that more collisions between two or more vehicles will happen. Since traffic volumes vary significantly from one roadway section to another, DVMT is used along with the crash frequency statistics to compute crash rates which are then used to identify roadway sections with a relatively high number of accidents after adjusting for different levels of exposure.

Most records that were tabulated in the crash analysis occurred on freeway mainlines. However, 212 or nearly 36% of the 591 crash records were tagged as having an association with a freeway ramp. Many of the ramp accidents were located in a freeway ramp gore, deceleration lane or acceleration lane near the freeway or C-D's mainline.

From 2007 to 2009 there were 102 crashes, accounting for 17% of all accidents, where at least one of the vehicles involved was identified as a large truck, single unit truck or single unit vehicle plus trailer. In this application, the truck vehicle type did not include pick-up trucks, sport utility vehicles or vans. There were only 19 injury crashes involving trucks on these critical sections of the road system. The percentage of injury accidents for trucks was 19% which was below the 25% rate computed for all vehicles. There were 62 truck accidents on the section of I-75 from Forest Parkway to I-285, accounting for almost 61% of all truck accidents that occurred on the critical analysis network.

Crash Rates

Crash rate tables for total vehicles and trucks are reported in Table 1.3 and Table 1.4, respectively, for the 2007 to 2009 time period. The unit of analysis for these crash rates is "*the number of crashes per 100 million vehicle miles of travel*". For a point of comparison, average total vehicle crash rates for the entire Urban Interstate system in Georgia are also shown in the Table 1.3. GDOT's annualized system-wide crash rates for 2007, 2008 and 2009 were averaged into a single crash rate statistic representing the 2007 to 2009 time frame.

The estimated total vehicle crash rate for the entire critical analysis area of 208 crashes per 100 million vehicle miles of travel is slightly above the statewide average for Urban Interstates which is 187 crashes per 100 million vehicle miles of travel. Inside the critical analysis area, however, computed crash rates for two of the four sections are substantially higher than the statewide average while the other two are substantially below. The two sections with rates exceeding the statewide average are:

- I-75 from Forest Parkway to I-285 where the computed rate is 337 accidents per 100 million VMT; and,
- Westbound I-285 C-D from I-75 to Lake Mirror Road where the computed rate is 374 accidents per 100 million VMT.

A design characteristic that each of these sections has in common is consecutive entrance freeway ramps.

Table 1.3: All Vehicle Crash Rates By Segment (Crashes Per 100 million VMT)

Analysis Segment	Annual VMT (in 1,000's)	Total Crashes		Injury Crashes		Fatal Crashes	
		IMR	Statewide	IMR	Statewide	IMR	Statewide
Tara Blvd. to Forest Pkwy. (1.94 miles)	50,499	106	187	26	44	0.66	0.57
Forest Pkwy. to I-285 (1.23 miles)	34,379	337	187	82	44	0.97	0.57
Eastbound I-285 C-D (0.80 miles)	4,991	174	187	47	44	0	0.57
Westbound I-285 C-D (0.65 miles)	4,991	374	187	100	44	0	0.57
Total	**94,860**	**208**	**187**	**52**	**44**	**0.70**	**0.57**

Sources: GDOT crash database from Crash Reporting Unit,
GDOT Statewide Mileage, Travel & Accident Summary Tables, 2007-2009,
Atkins

Essentially the same crash rate relationships were computed for injury crashes as for total crashes. Overall, the injury crash rate for all four sections combined was 52 accidents per 100 million VMT which was slightly above the statewide average of 44 crashes. The same two freeway sections that exhibited significantly higher total crash rates in comparison with the statewide average total crash rate showed much higher rates for injury crashes. The injury accident rate for the I-75 section from Forest Parkway to I-285 was 82 crashes per 100 million VMT in comparison with the statewide average of 44 crashes. On the westbound I-285 C-D, the computed injury crash rate was 100 crashes per 100 million VMT which significantly exceeded the statewide average of 44 crashes. Overall, the fatal crash rate for freeway sections in the critical analysis area was similar to the statewide average. Recognizing normal variability in fatal crash rates by freeway segments, the segment-level fatal crash rates were consistent with the statewide average for fatal crashes.

Truck crash rates on the four critical analysis segments are presented in Table 1.4 representing a yearly average for the 2007-2009 period. GDOT does not regularly compute statewide accident rates for trucks. As such, there are no benchmark truck rates for the statewide Urban Interstate system included in the table. Nevertheless, the truck rates show that the average crash rate for all critical analysis segments is 284 crashes per 100 million truck miles of travel. It also indicates that the highest crash rate for trucks, 414 accidents per 100 million truck miles of travel occurs on the I-75 section from Forest Parkway to I-285.

Table 1.4: Truck Crash Rates By Segment (Crashes Per 100 million VMTT)

Analysis Segment	Annual VMTT (1,000's)	Total Crash Rate	Injury Crash Rate	Fatal Crash Rate
Tara Blvd. to Forest Pkwy. (1.94 miles)	7,314	114	27	0.00
Forest Pkwy. to I-285 (1.23 miles)	4,988	414	67	0.00
Eastbound I-285 C-D (0.80 miles)	1,089	153	61	0.00
Westbound I-285 C-D (0.65 miles)	1,089	306	31	0.00
Total	**14,963**	**284**	**42**	**0.00**

Sources: GDOT crash database from Crash Reporting Unit, 2007-2009
Atkins

Crashes By Time-of-Day

Using GDOT's 2007-2009 crash database, total crash frequencies and distributions are tabulated in this section for 'Day-of-Week' and 'Hour-of-Day' to examine temporal patterns occurring on each of the critical sections of the study area. 'Day-of-Week' statistics are presented in Table 1.5. For the critical analysis as a whole, temporal crash patterns follow an intuitive pattern with 81% occurring Monday through Friday. On weekdays, the share of accidents ranges from 14% to 21%.

The 'Day-of-Week' distribution of crashes on the mainline sections of I-75 exhibits a standard pattern. On the section from Tara Boulevard to Forest Parkway, the 27% share of crashes that occurs on Tuesdays and the 11% share taking place on Wednesdays are the maximum and minimum shares, respectively. On I-285, the share of crashes taking place during weekend days on the westbound C-D is different from the share observed on the mainline sections. On Saturdays and Sundays, each of these days experienced 18% of the total weekly accidents that occurred on the section.

Table 1.5: Total Crash Distribution by Day-of-Week

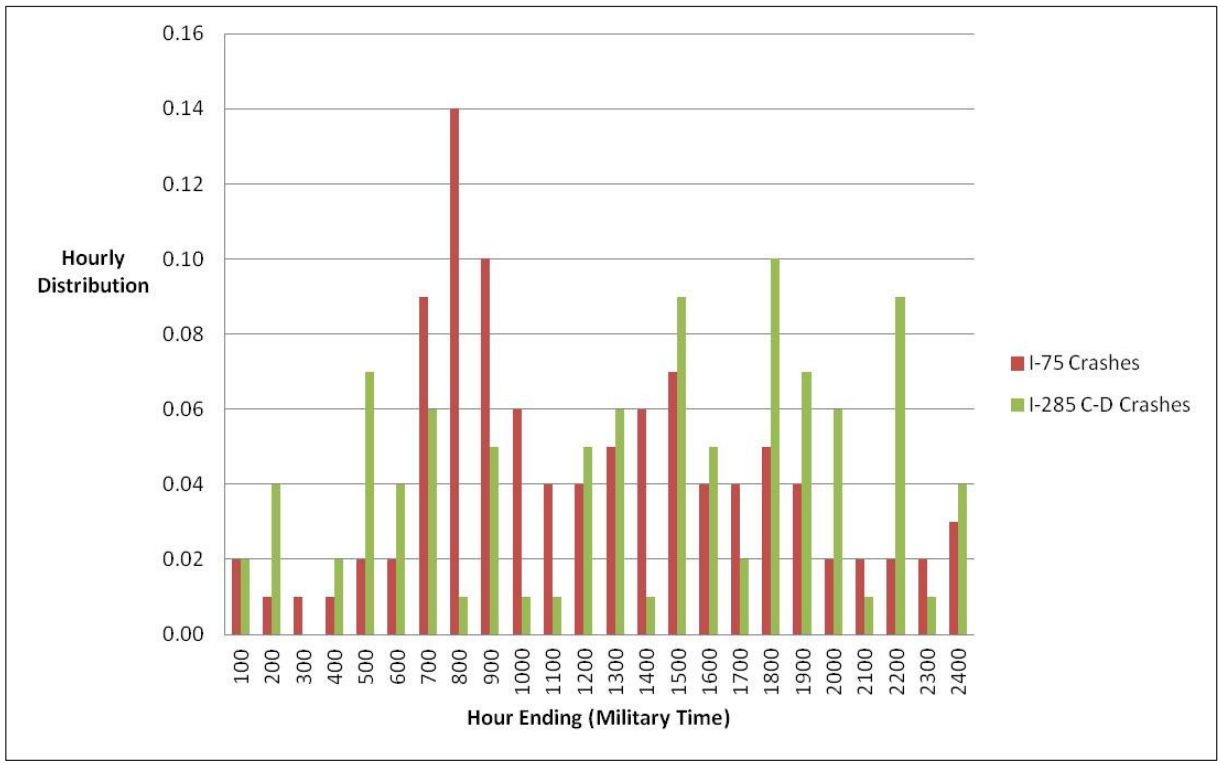
Analysis Segment	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Tara Blvd. to Forest Pkwy.	(11) 7%	(28) 17%	(43) 27%	(17) 11%	(28) 17%	(24) 15%	(10) 6%
Forest Pkwy. to I-285	(29) 8%	(41) 12%	(63) 18%	(61) 18%	(66) 19%	(51) 15%	(37) 11%
Eastbound I-285 C-D	(3) 12%	(6) 23%	(7) 27%	(3) 12%	(1) 4%	(3) 12%	(3) 12%
Westbound I-285 C-D	(10) 18%	(6) 11%	(9) 16%	(7) 13%	(7) 13%	(7) 13%	(10) 18%
Total	(53) 9%	(81) 14%	(122) 21%	(88) 15%	(102) 17%	(85) 14%	(60) 10%

Sources: GDOT crash database from Crash Reporting Unit, 2007-2009
Atkins

The daily distribution of total crashes by 'Hour-of-Day' reveals a pattern that is almost identical to traffic volumes by hour-of-day. This pattern is in line with the assertion that crash frequency is correlated to the level of exposure. 'Hour-of-Day' accident patterns are displayed in a bar chart format in Figure 1.6 for the I-75 sections and I-285 sections, separately. On I-75, traffic peaks during the morning commute hours. The bar denoting the share of crashes occurring between 7:00 and 8:00 AM approaches 14% which coincides with the peak hour for traffic on northbound I-75. There is a less pronounced peak of crashes that occurs on northbound I-75 during the 2:00 to 3:00 PM hour as well.

The frequency chart of crashes occurring on the I-285 collector-distributor facility does not follow as distinct a pattern mirroring traffic volumes for the entire day as on I-75. This is due, in part, to a smaller sample size of crashes that occur on the C-D facility. Nevertheless, the share of crashes peaks at 10% between 5:00 and 6:00 PM which coincides with the weekday peak hour of traffic. An unusually large percentage of daily crashes, 9%, take place from 9:00 to 10:00 PM on the C-D facility.

Figure 1.6: Distribution of Total Crashes By Time-of-Day



Sources: GDOT crash database from Crash Reporting Unit, 2007-2009
Atkins

Crashes By Type

Rear-end type collisions accounted for 35% of total accidents while the share of side-swipes comprised 28% of total crashes. Frequency and percentage shares of crashes by collision-type are presented in Table 1.7 for the entire critical analysis network and each of the crash analysis segments. Rear-end type crashes are correlated with the presence of congestion and unstable traffic flow. Side-swipe type crashes are associated with weaving movements and changing lane maneuvers.

The distribution of accident types is consistent with the existing conditions' traffic analysis when examined by freeway segment. The shares of rear-end and side-swipe type crashes on the section of northbound I-75 from Forest Parkway to I-285 are 34% for each accident type. Together these shares comprise 68% of total accidents at this location. This kind of crash distribution indicates that there is a presence of unstable traffic flow and weaving movements.

Table 1.7: Distribution of Crashes By Type

Analysis Segment	Head On	Angle	Rear-End	Side-swipe	Non-Vehicular
Tara Blvd. to Forest Pkwy.	(2) 1%	(28) 17%	(70) 43%	(34) 21%	(27) 17%
Forest Pkwy. to I-285	(3) 1%	(36) 10%	(119) 34%	(120) 34%	(70) 20%
Eastbound I-285 C-D	(0) 0%	(5) 19%	(7) 27%	(5) 19%	(9) 35%
Westbound I-285 C-D	(1) 2%	(10) 18%	(9) 16%	(9) 16%	(27) 48%
Total	(6) 1%	(79) 13%	(205) 35%	(168) 28%	(133) 23%

Sources: GDOT crash database from Crash Reporting Unit, 2007-2009
Atkins

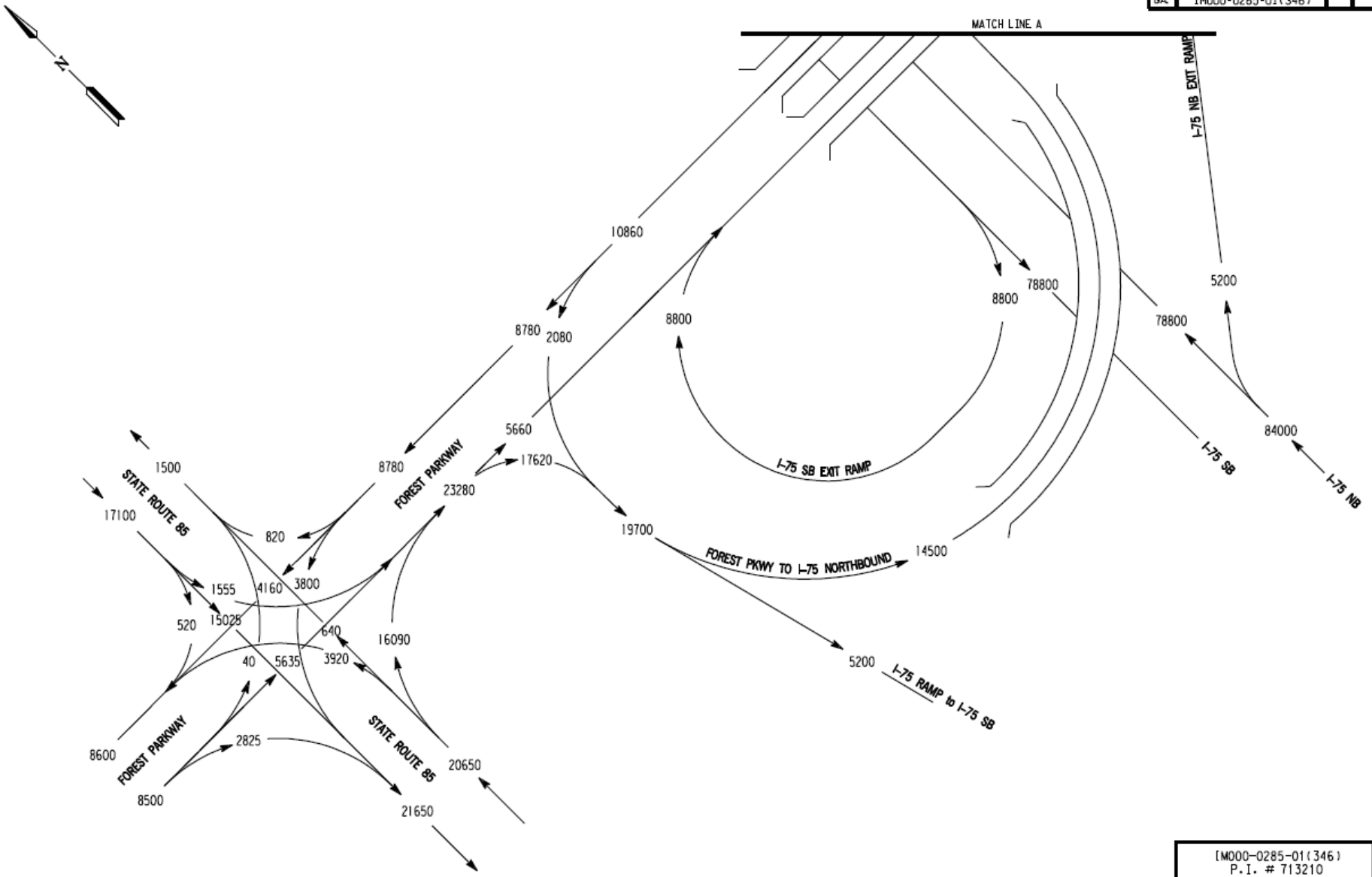
On the next section of I-75, from Tara Boulevard to Forest Parkway, rear-end type crashes account for 43% and side-swipes 21% of total crashes at that location. This particular mix of crash types suggests that unstable traffic flow is the primary causation of crashes as opposed to weaving or lane changing vehicle maneuvers.

On the eastbound and westbound C-D roads, single vehicular crash types labeled 'Non-Vehicular' in the table, are most common. On the eastbound C-D, 35% of total crashes do not involve a collision between two vehicles. Most crashes in this type category involve with a median barrier or guardrail. On the westbound I-285 C-D the Non-Vehicular crash type category comprises 48% of total crashes.

ATTACHMENT 5

Traffic Diagrams

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

EXISTING 2011 ADT

ATKINS

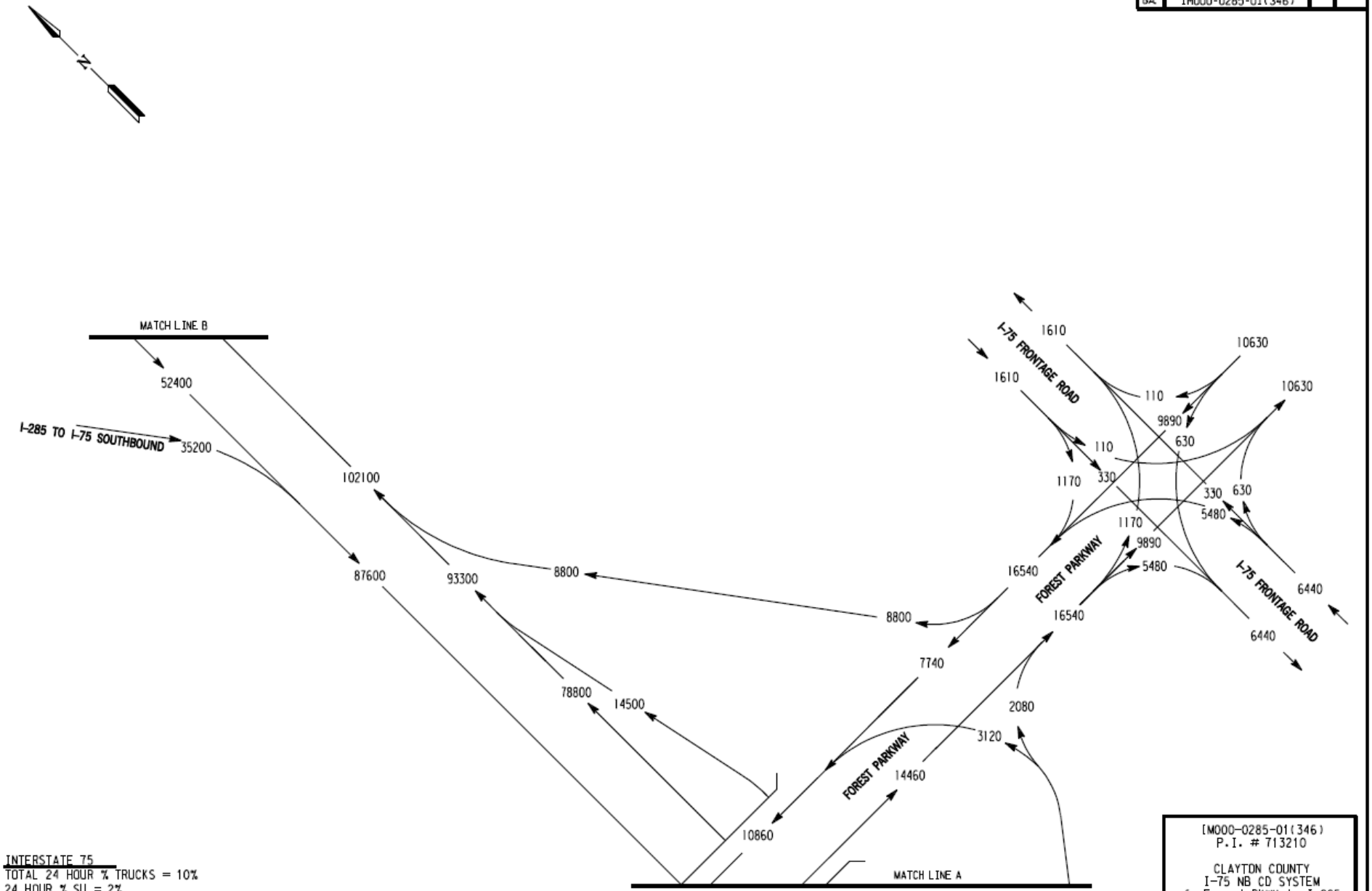
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-01

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

EXISTING 2011 ADT

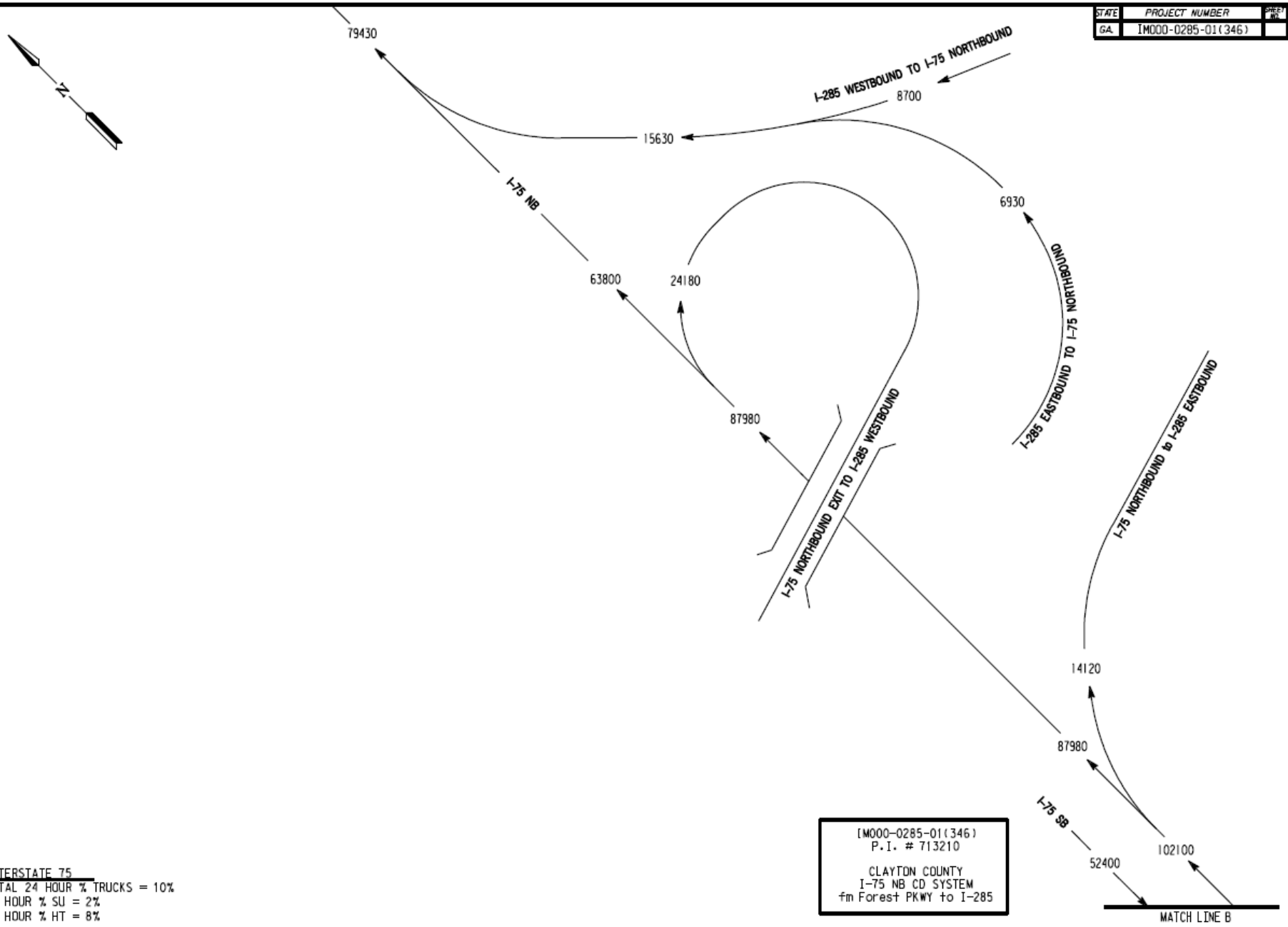
ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-02



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

EXISTING 2011 ADT

ATKINS

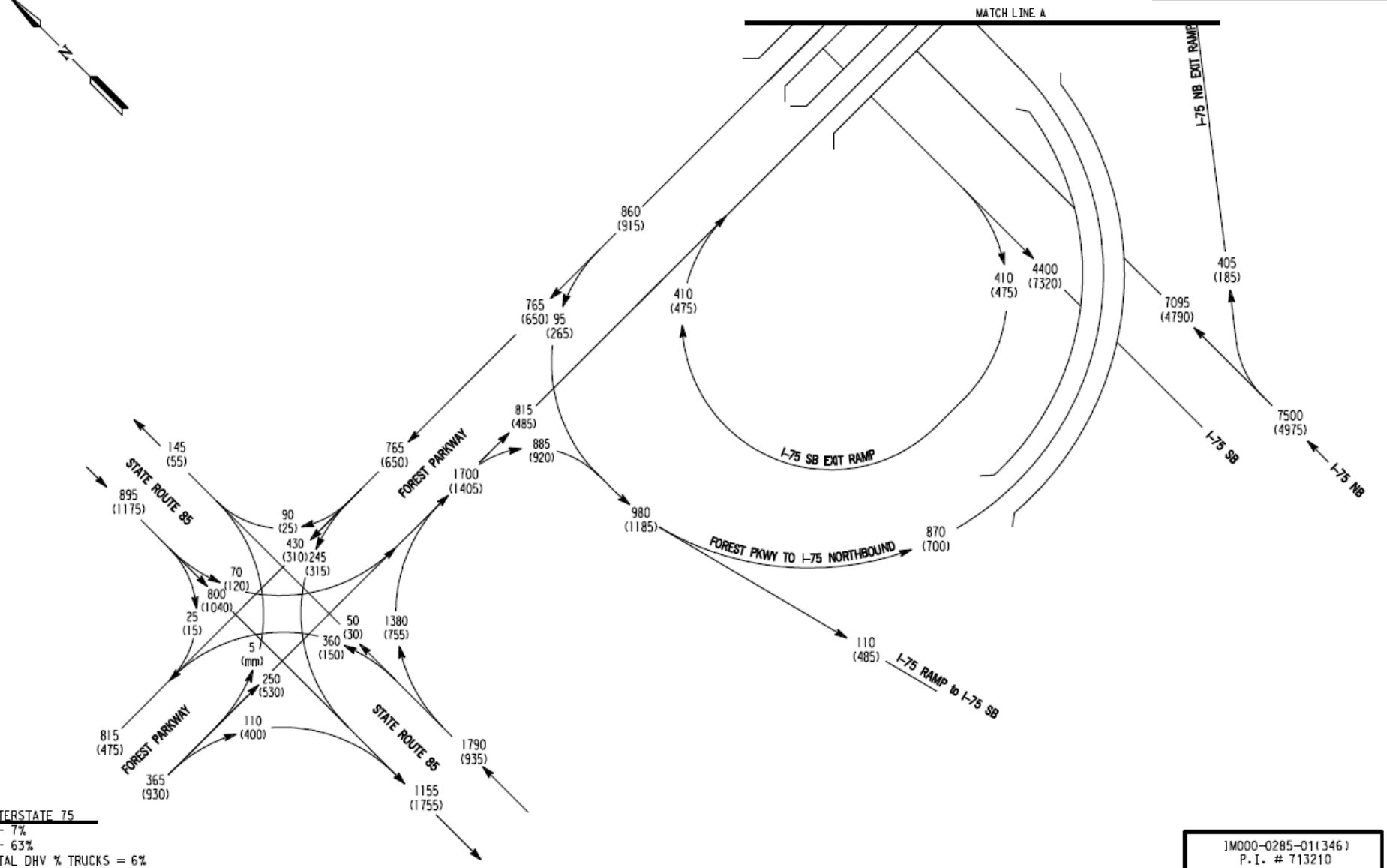
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-03

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K = 7%
D = 63%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 = 2011 AM DHV TRAFFIC VOLUMES
(0000) = 2011 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

EXISTING 2011 DHV

ATKINS

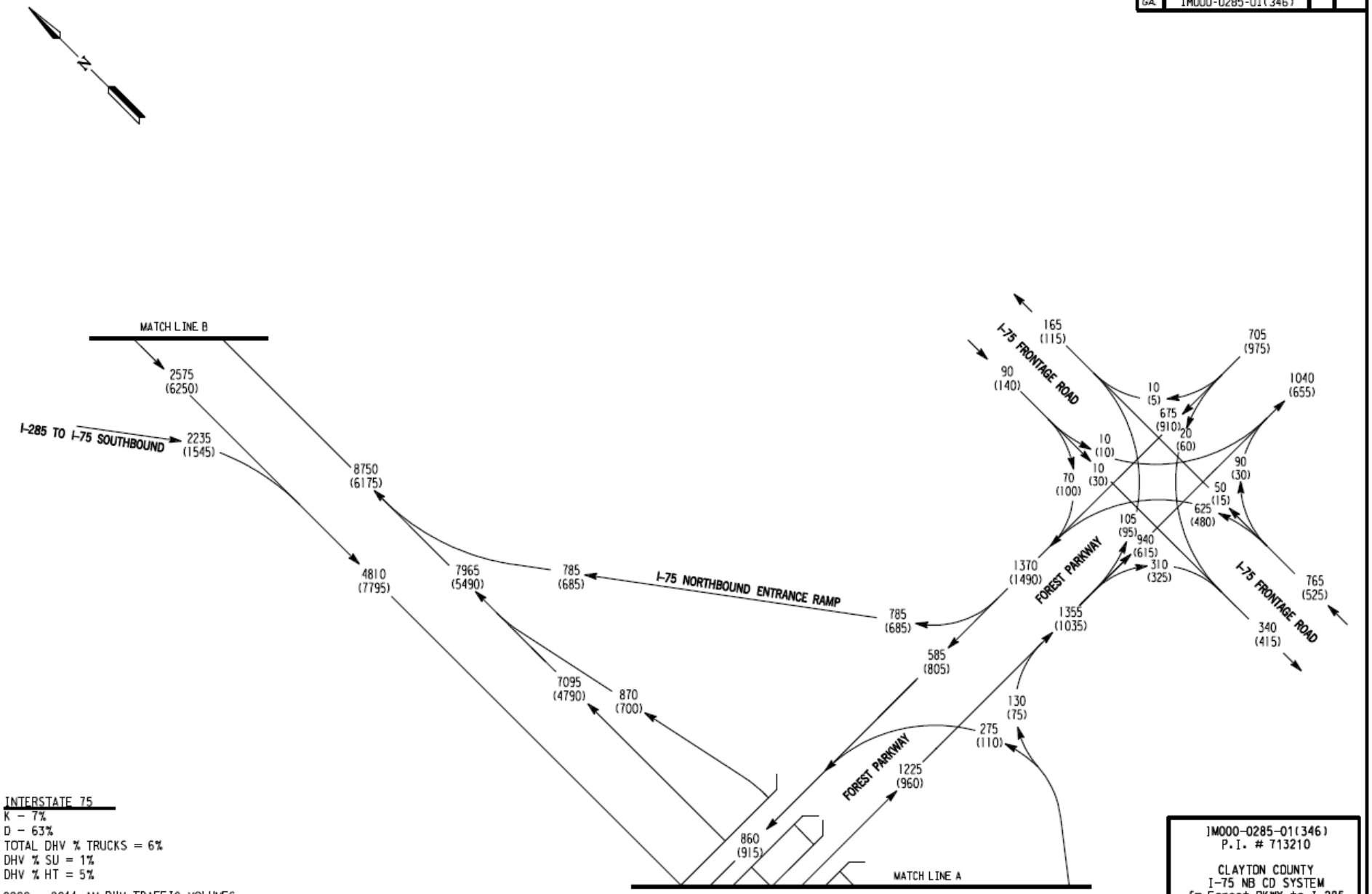
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-04

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 7%
D - 63%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2011 AM DHV TRAFFIC VOLUMES
(0000) - 2011 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

EXISTING 2011 DHV

ATKINS

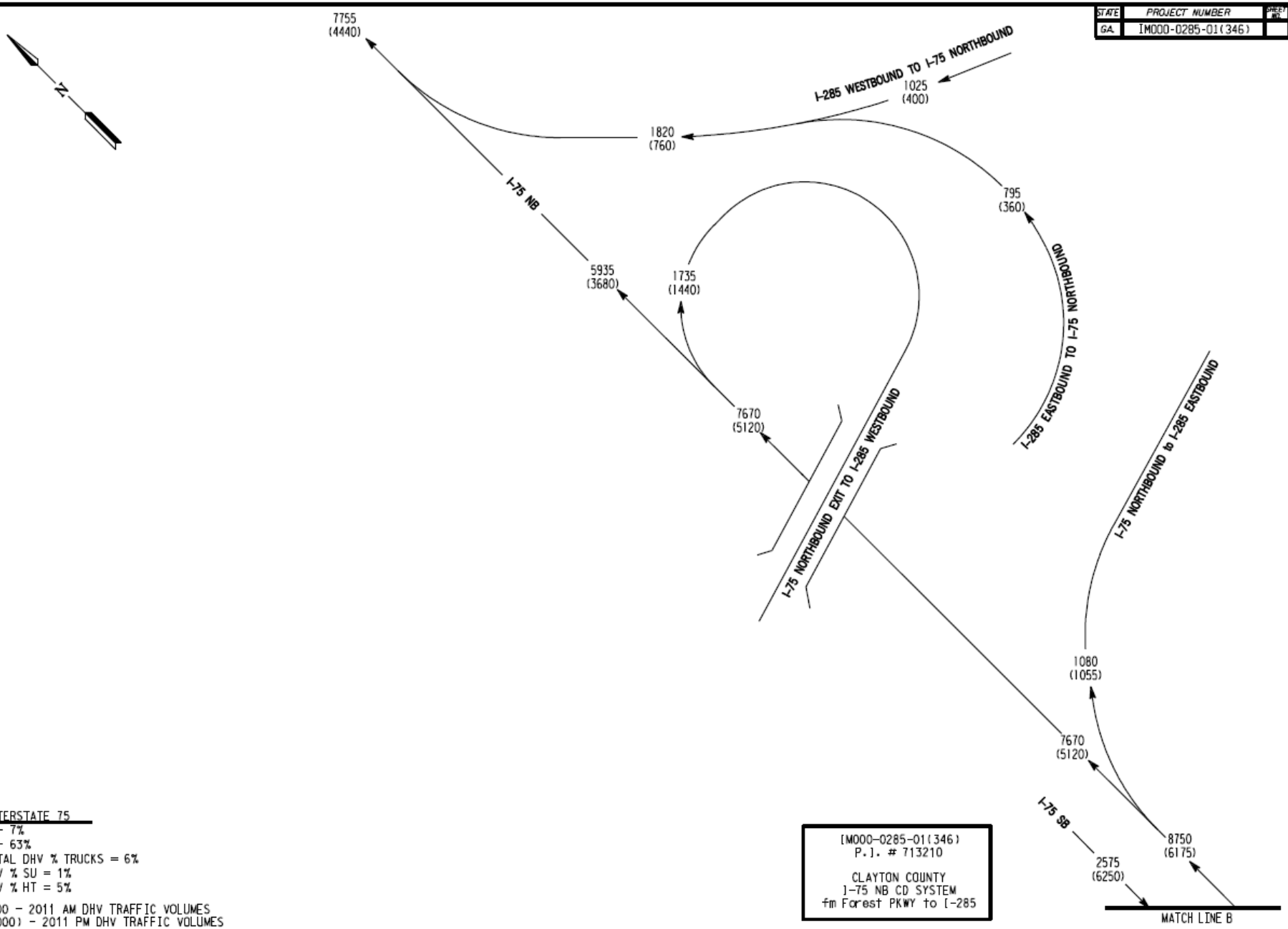
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-05

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 7%
D - 63%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2011 AM DHV TRAFFIC VOLUMES
(0000) - 2011 PM DHV TRAFFIC VOLUMES

[M000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

EXISTING 2011 DHV

ATKINS

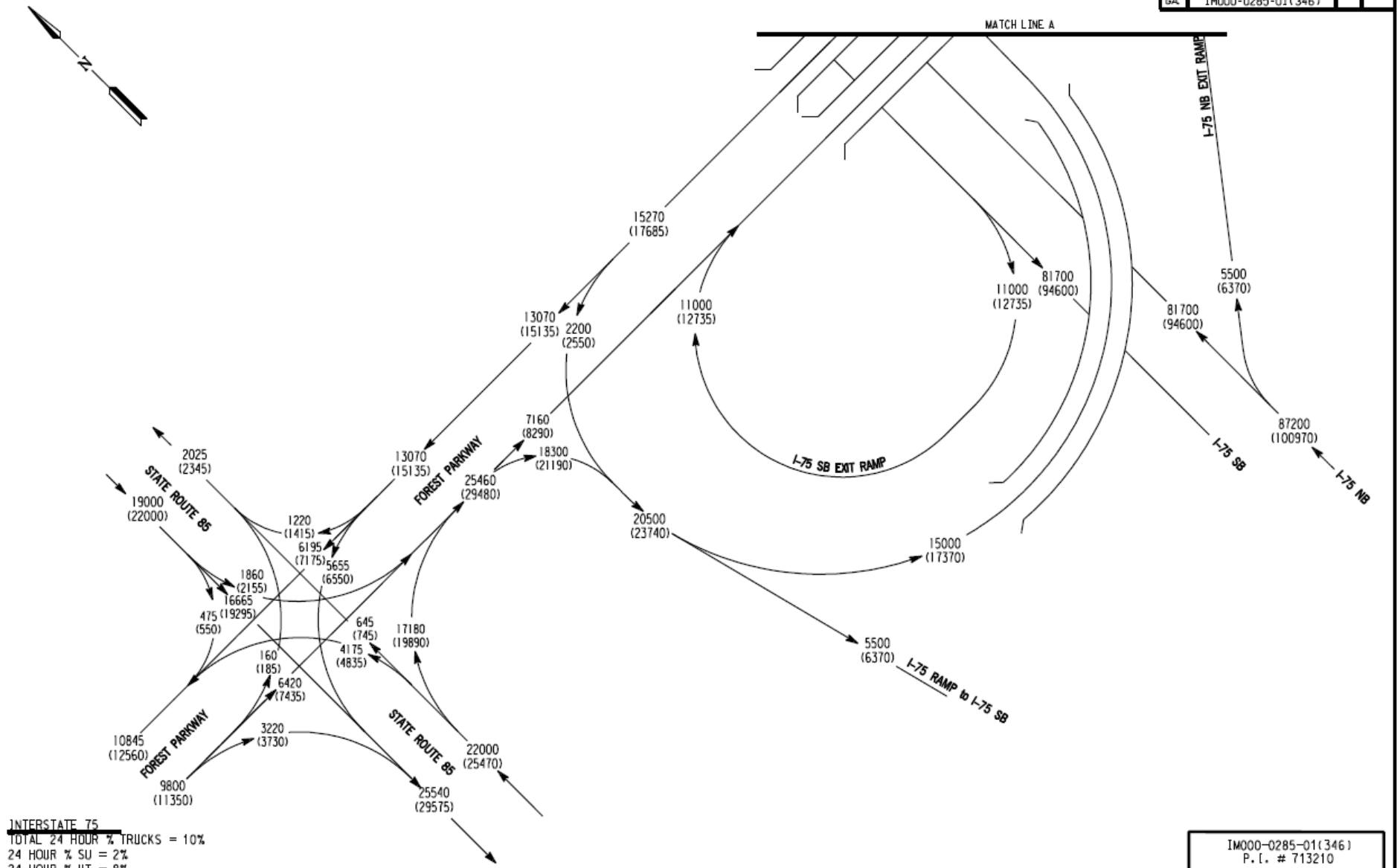
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-06

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 NO-BUILD ADT VOLUMES
(0000) - 2040 NO-BUILD ADT VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE NO-BUILD ADT

ATKINS

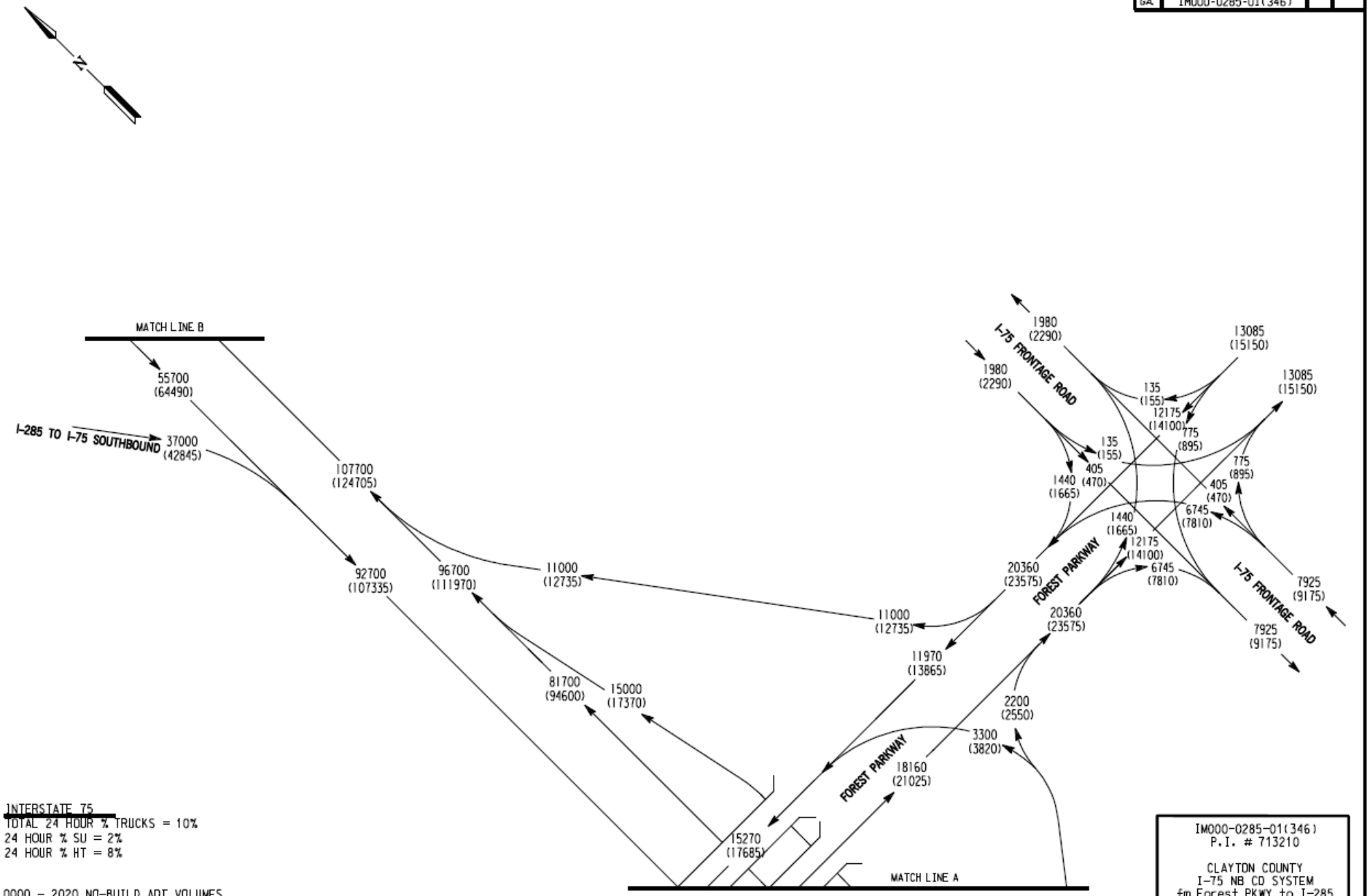
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-07

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 NO-BUILD ADT VOLUMES
(0000) - 2040 NO-BUILD ADT VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE NO-BUILD ADT

ATKINS

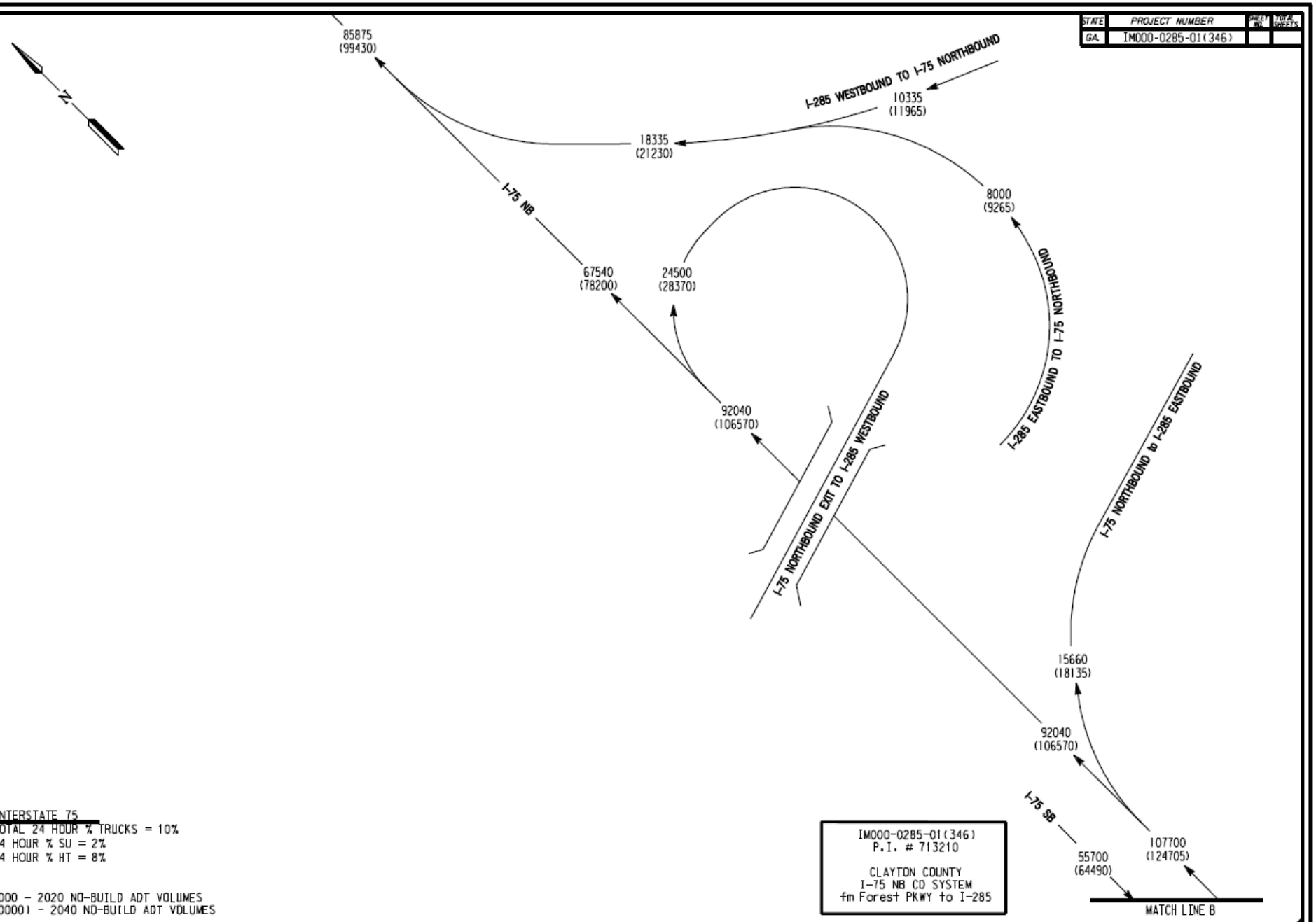
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-08

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 NO-BUILD ADT VOLUMES
(0000) - 2040 NO-BUILD ADT VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE NO-BUILD ADT

ATKINS

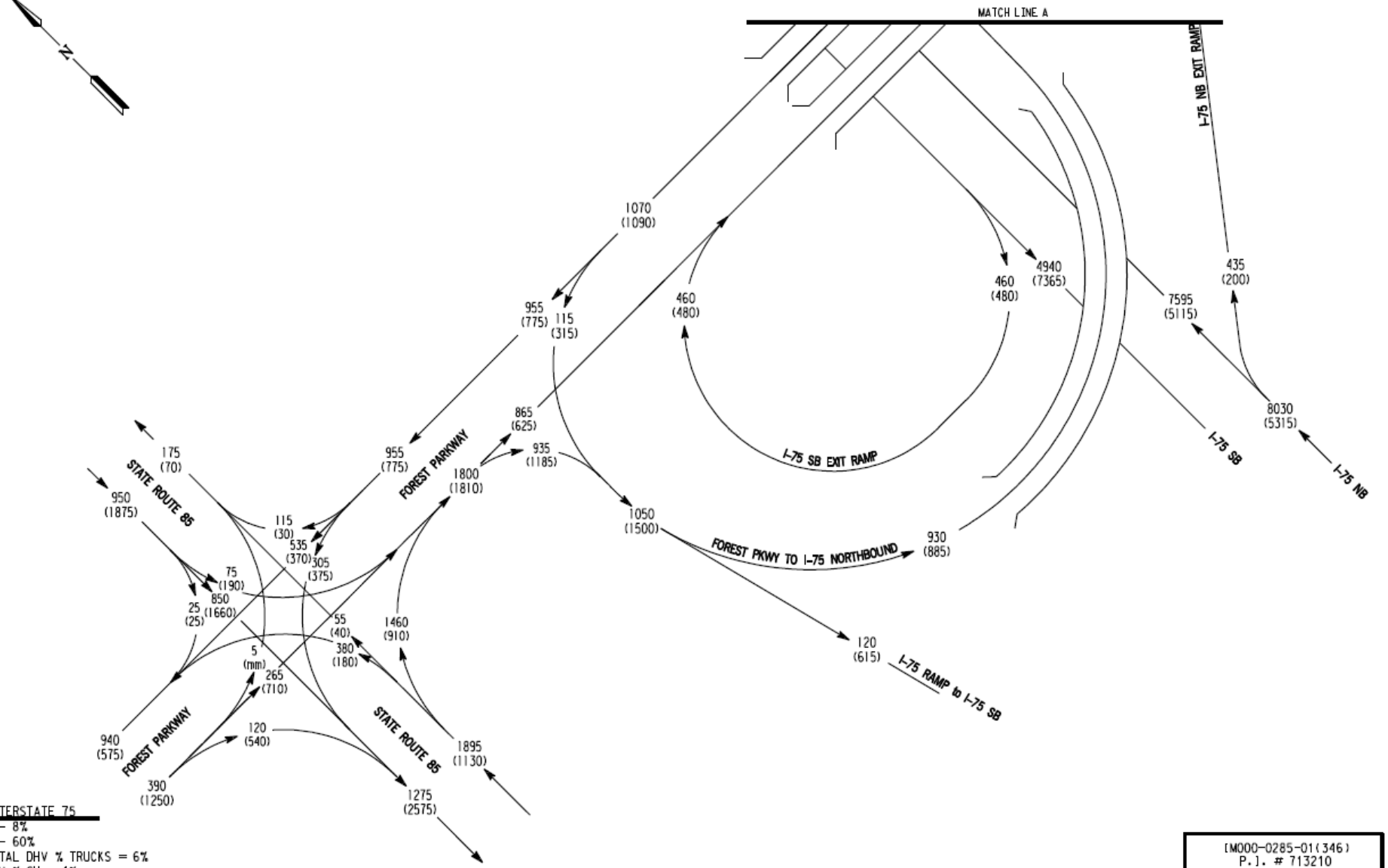
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-09

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2020 AM DHV TRAFFIC VOLUMES
(0000) - 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2020 NO-BUILD DHV

ATKINS

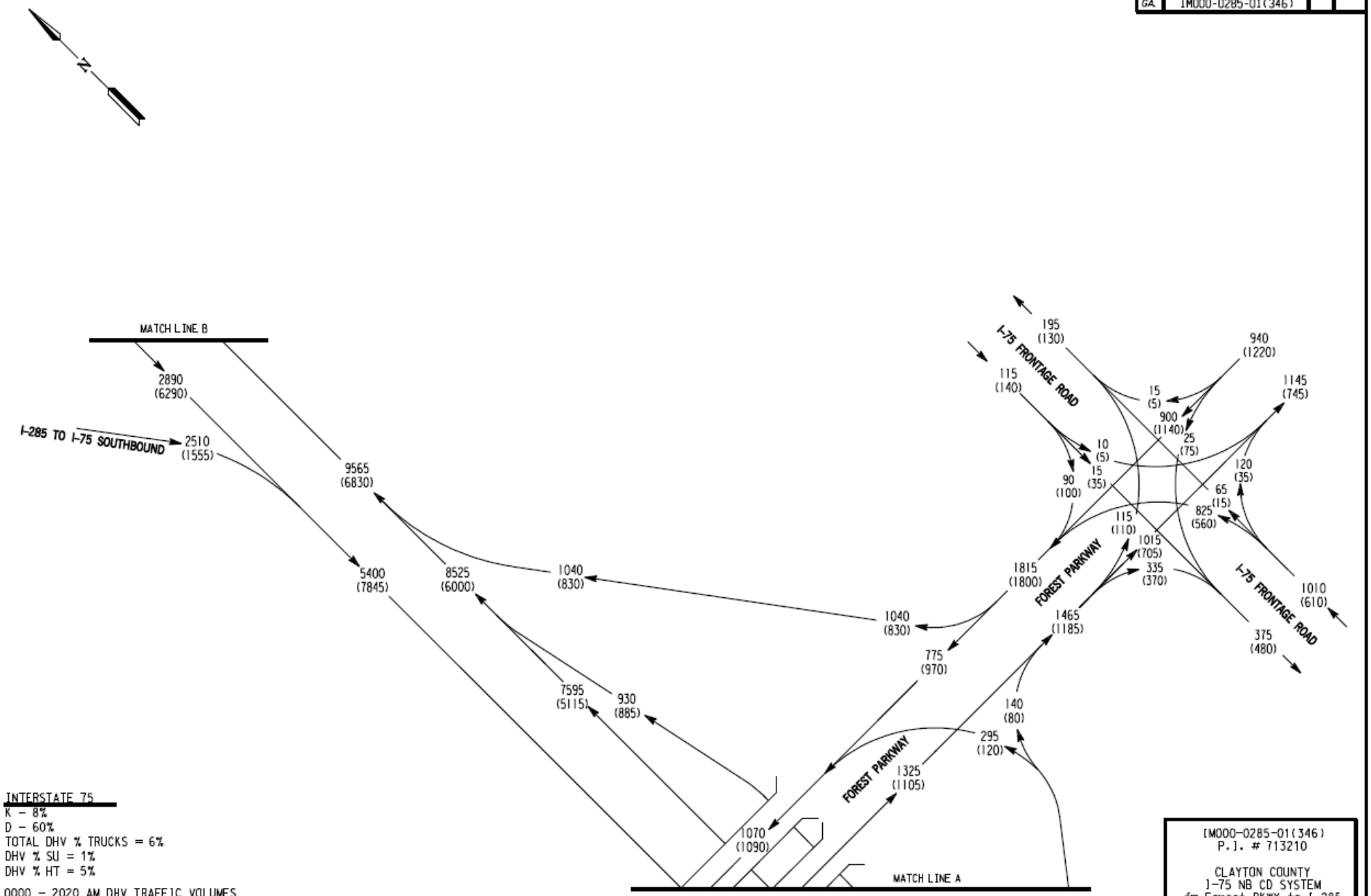
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-10

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2020 AM DHV TRAFFIC VOLUMES
(0000) - 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2020 NO-BUILD DHV

ATKINS

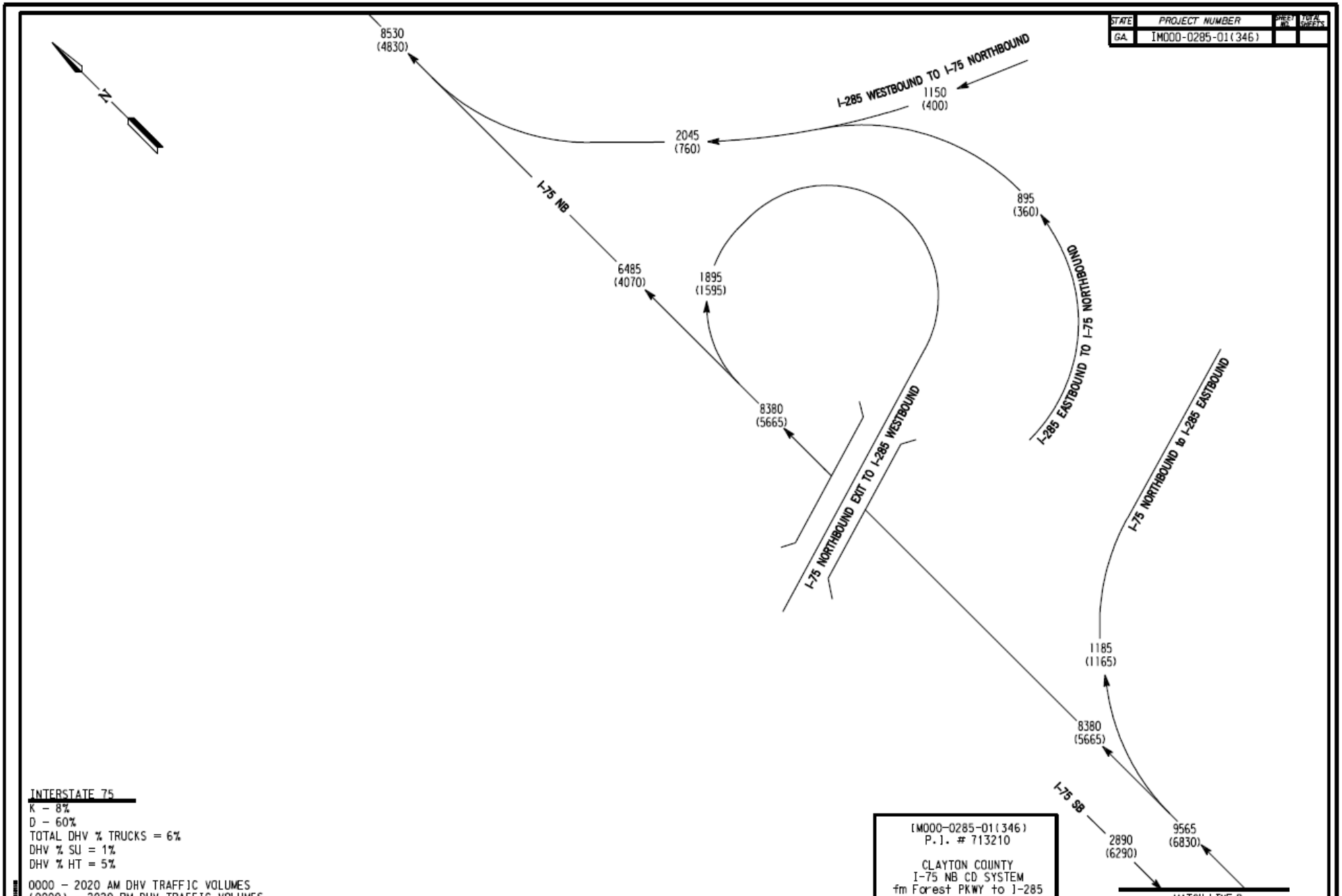
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-11

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2020 AM DHV TRAFFIC VOLUMES
(0000) - 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2020 NO-BUILD DHV

ATKINS

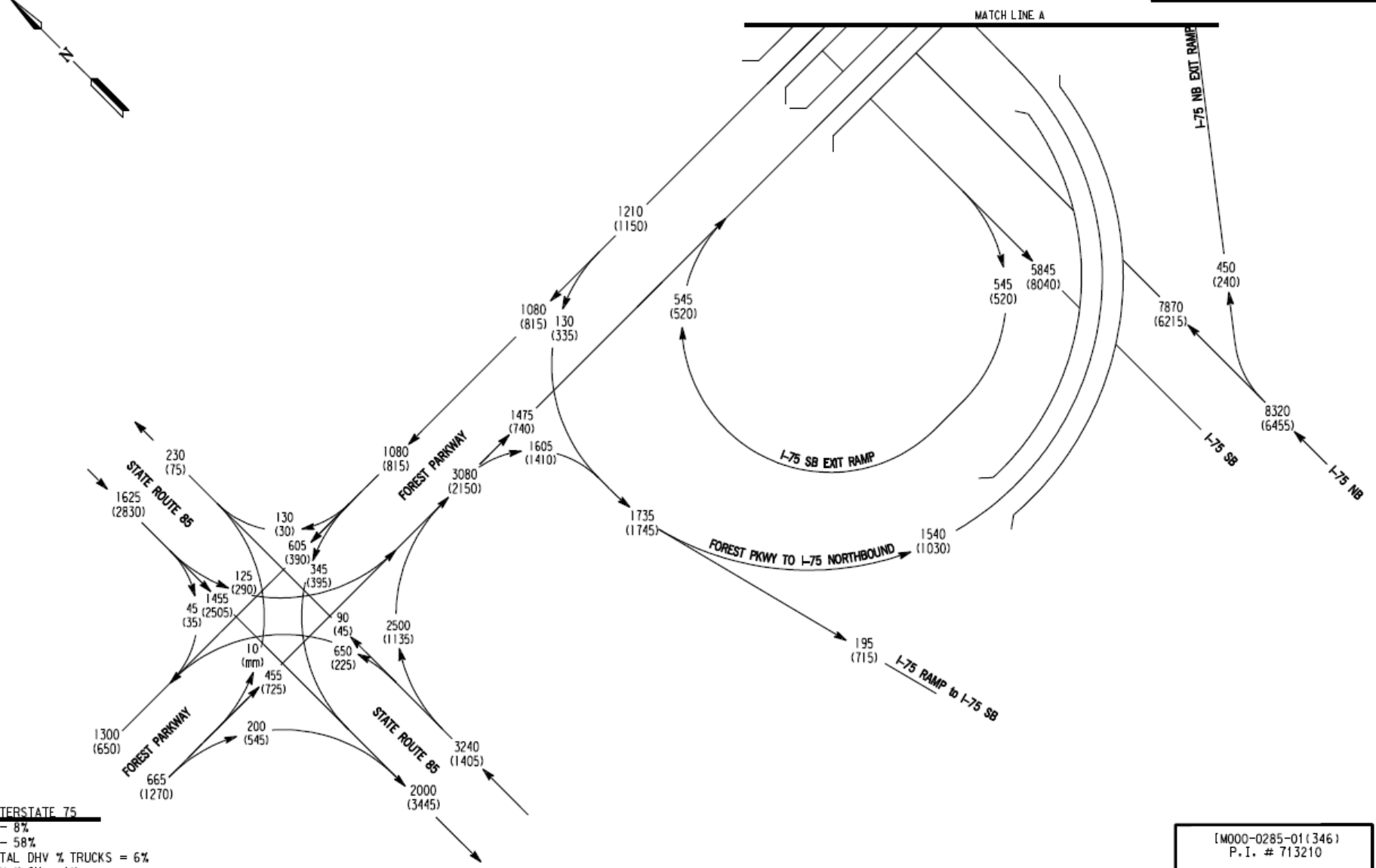
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-12

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 58%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 NO-BUILD DHV

ATKINS

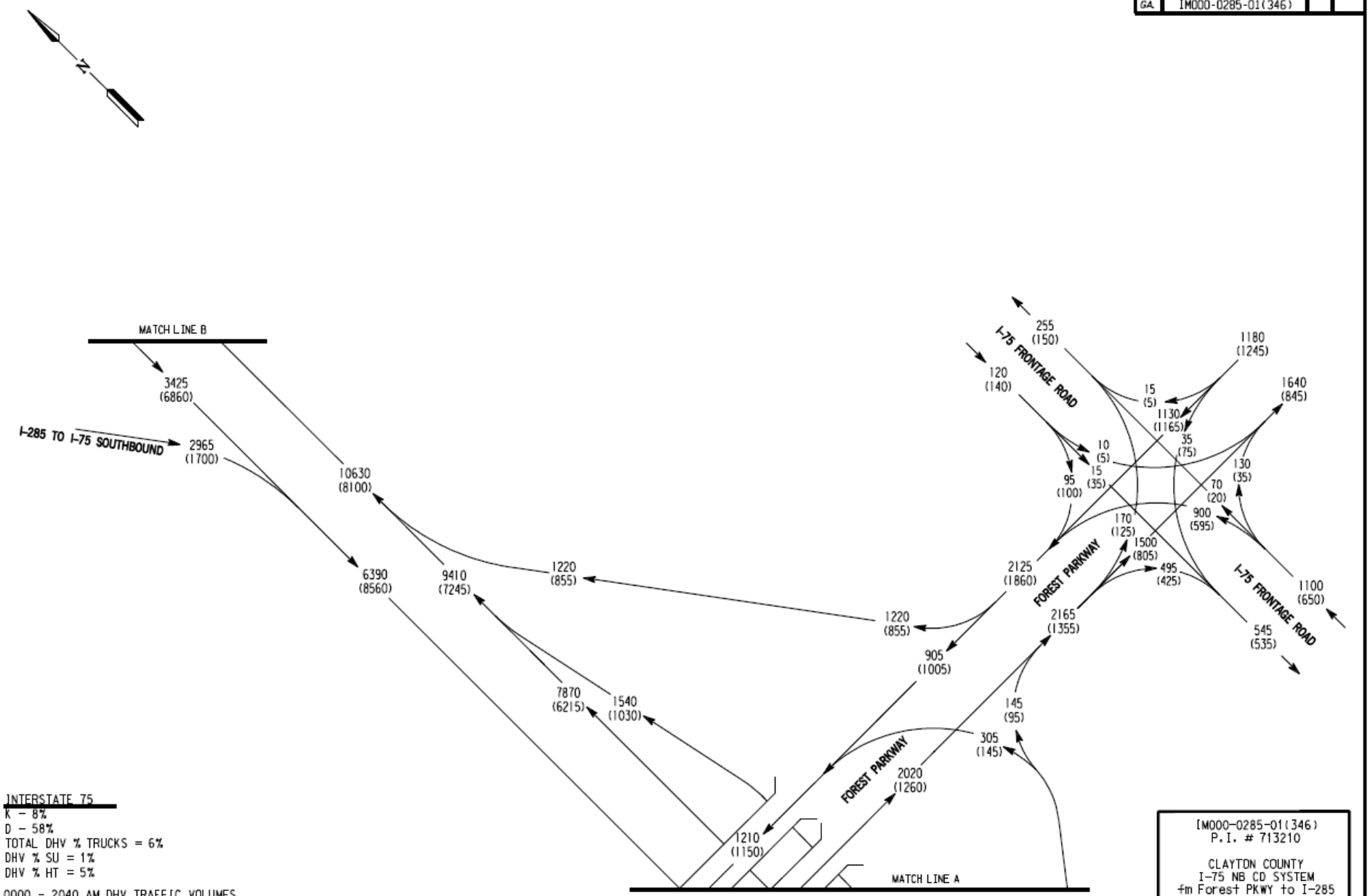
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-13

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 58%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 NO-BUILD DHV

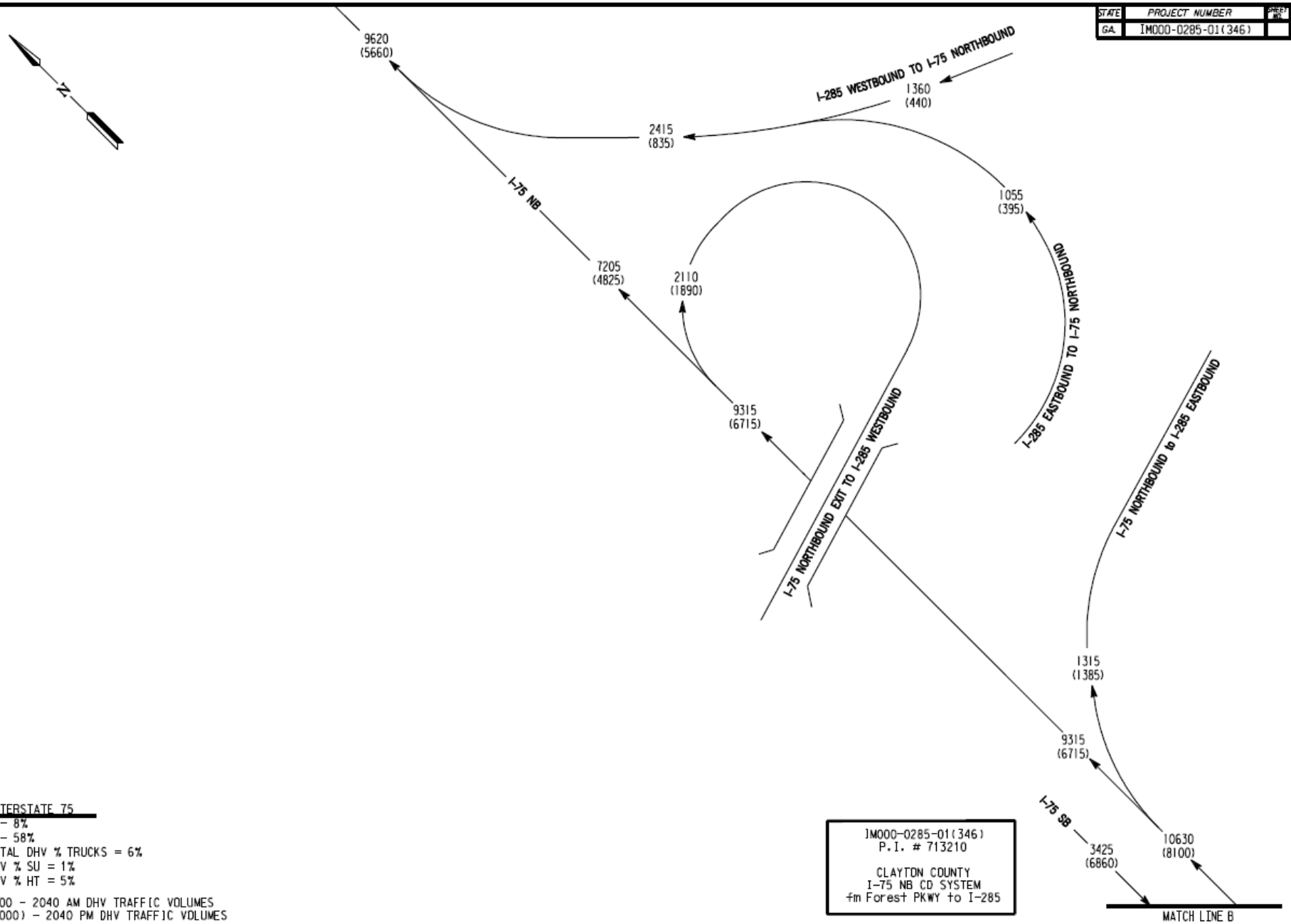
ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-14



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		

INTERSTATE 75
K - 8%
D - 58%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 NO-BUILD DHV

ATKINS

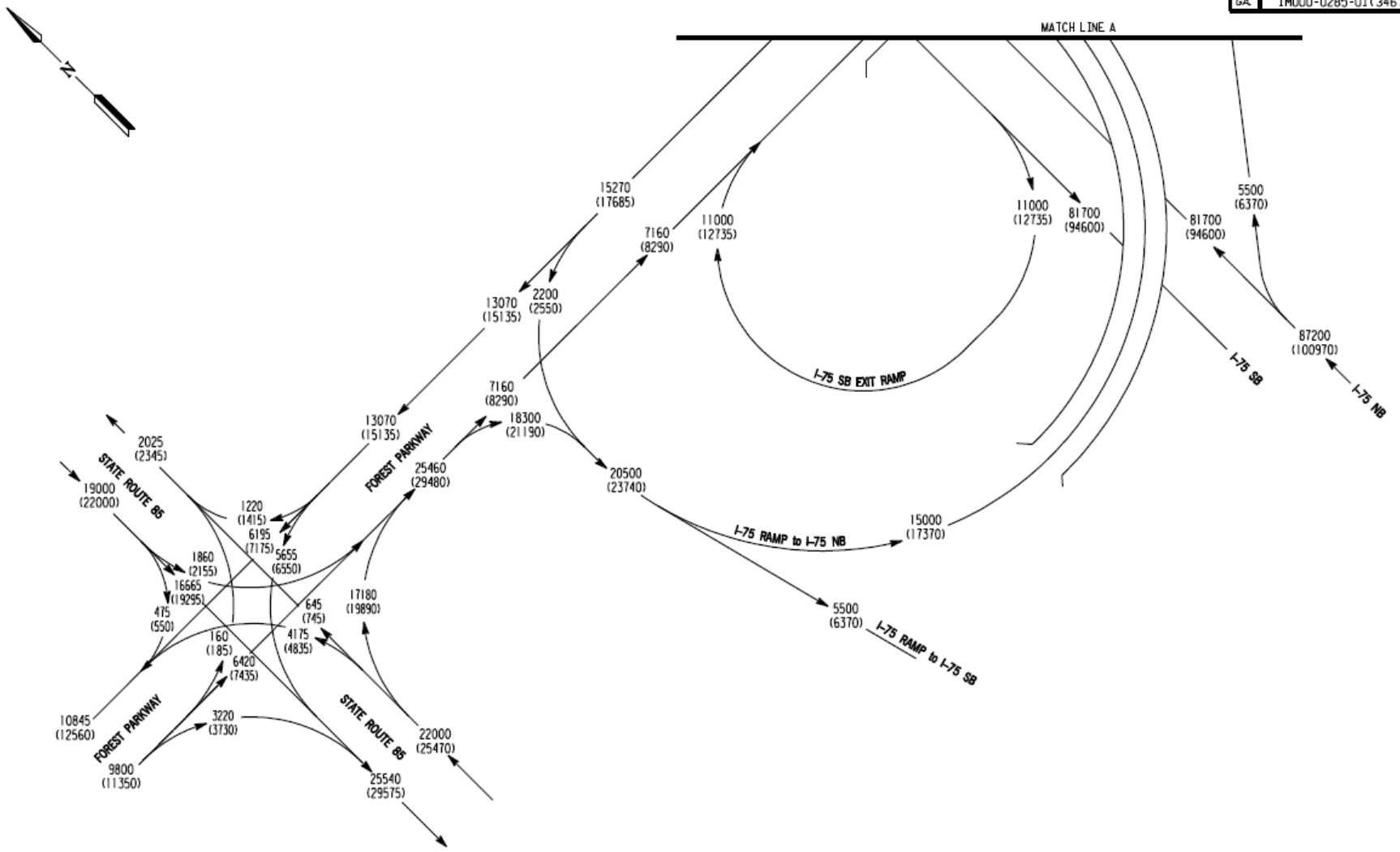
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-15

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 BUILD ADT VOLUMES
(0000) - 2040 BUILD ADT VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE BUILD ADT

ATKINS

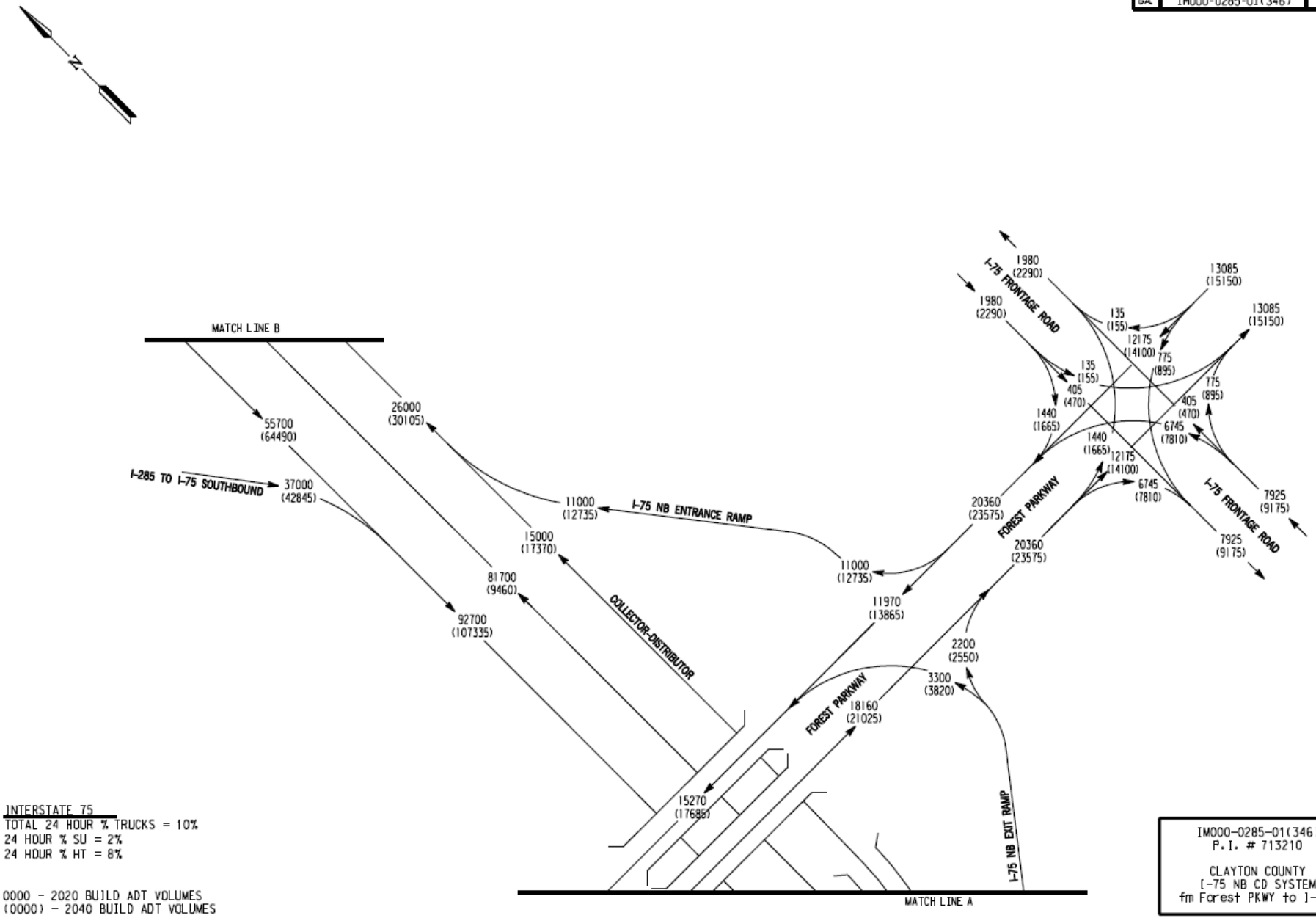
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-16

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 BUILD ADT VOLUMES
(0000) - 2040 BUILD ADT VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE BUILD ADT

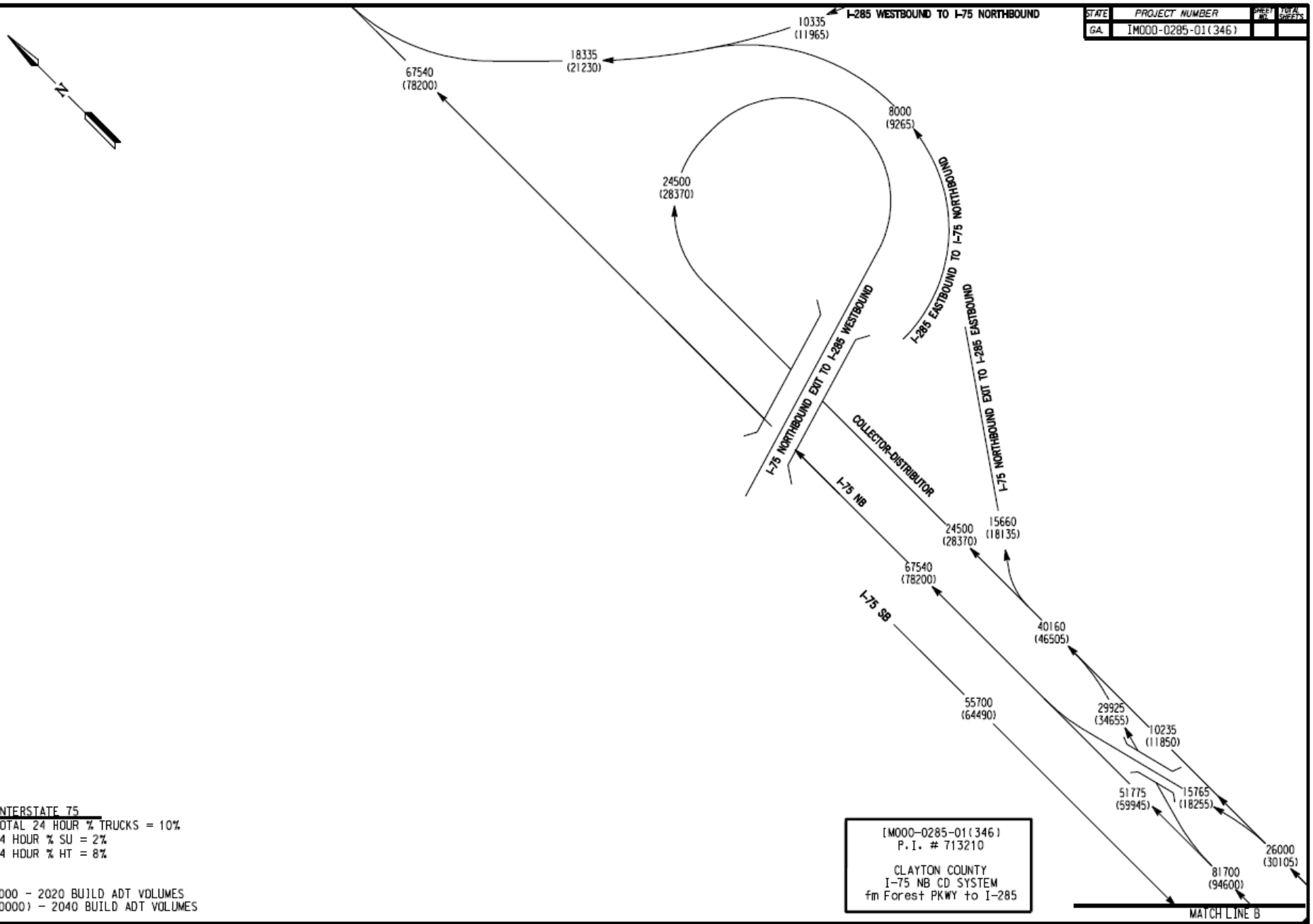
ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-17



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	IM000-0285-01(346)		

INTERSTATE 75
TOTAL 24 HOUR % TRUCKS = 10%
24 HOUR % SU = 2%
24 HOUR % HT = 8%

0000 - 2020 BUILD ADT VOLUMES
(0000) - 2040 BUILD ADT VOLUMES

[M000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE BUILD ADT

ATKINS

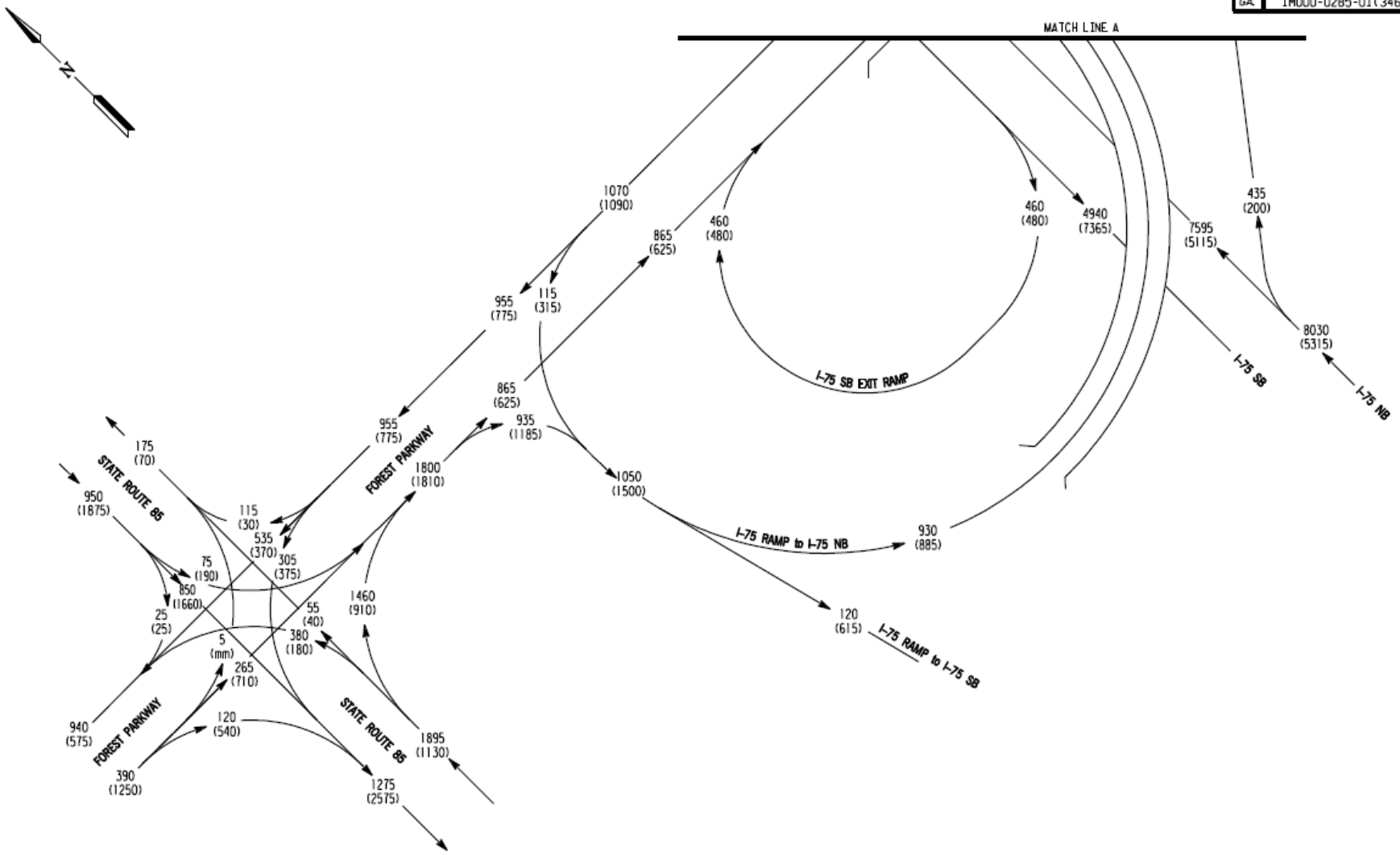
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-18

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2020 AM DHV TRAFFIC VOLUMES
(0000) - 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2020 BUILD DHV

ATKINS

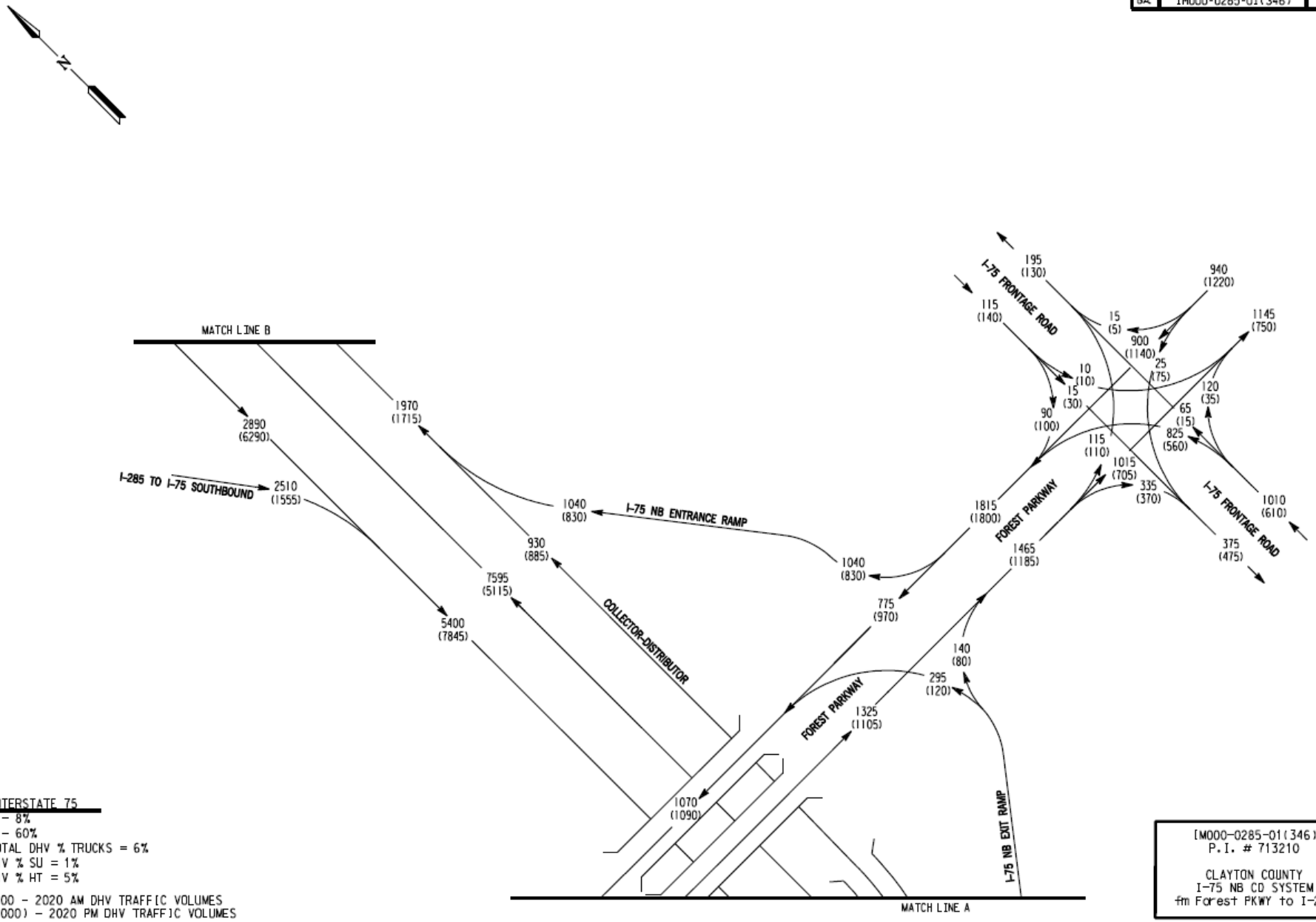
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-19

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2020 AM DHV TRAFFIC VOLUMES
(0000) - 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2020 BUILD DHV

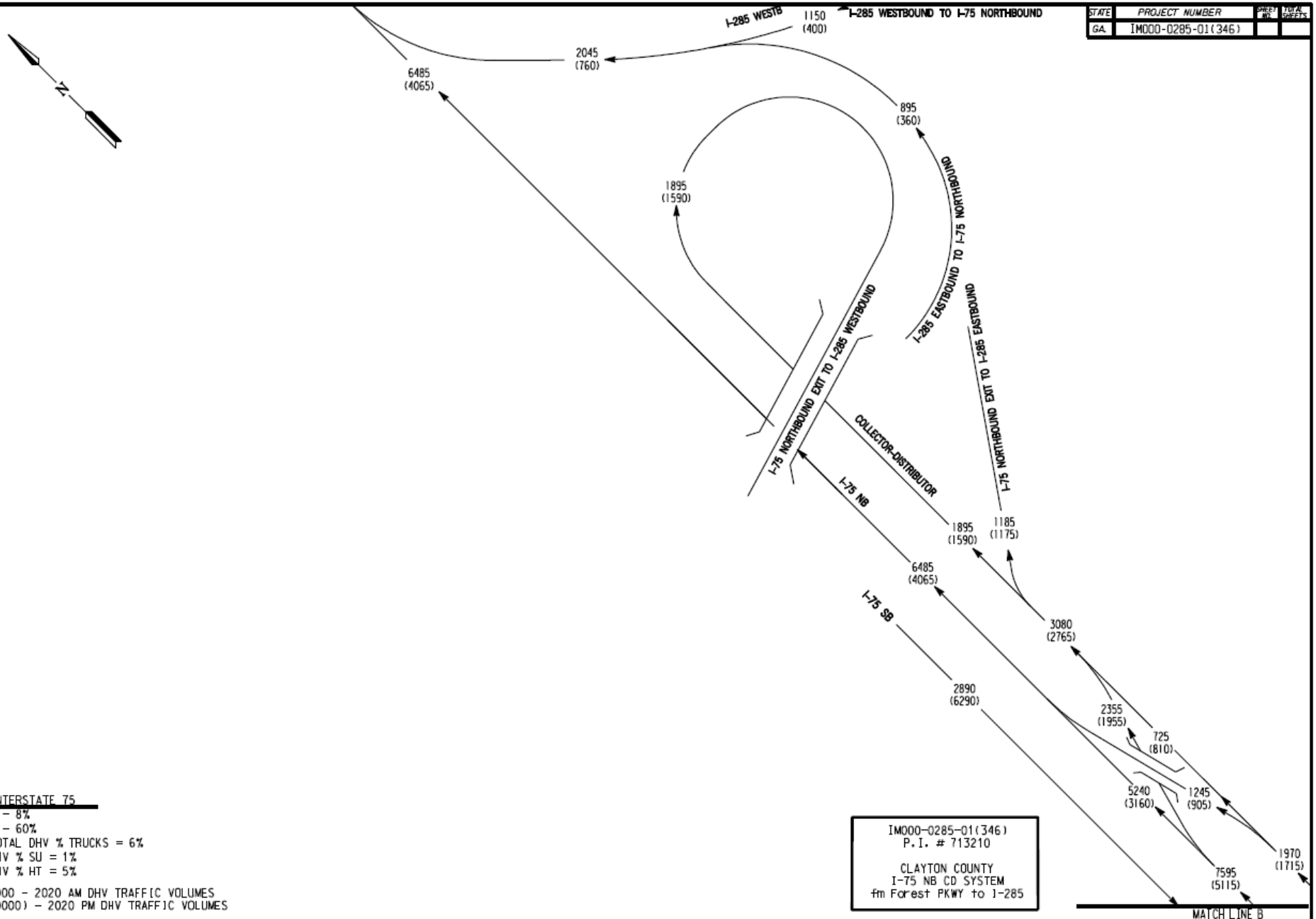
ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-20



INTERSTATE 75
K – 8%
D – 60%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 – 2020 AM DHV TRAFFIC VOLUMES
(0000) – 2020 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		

FUTURE 2020 BUILD DHV

ATKINS

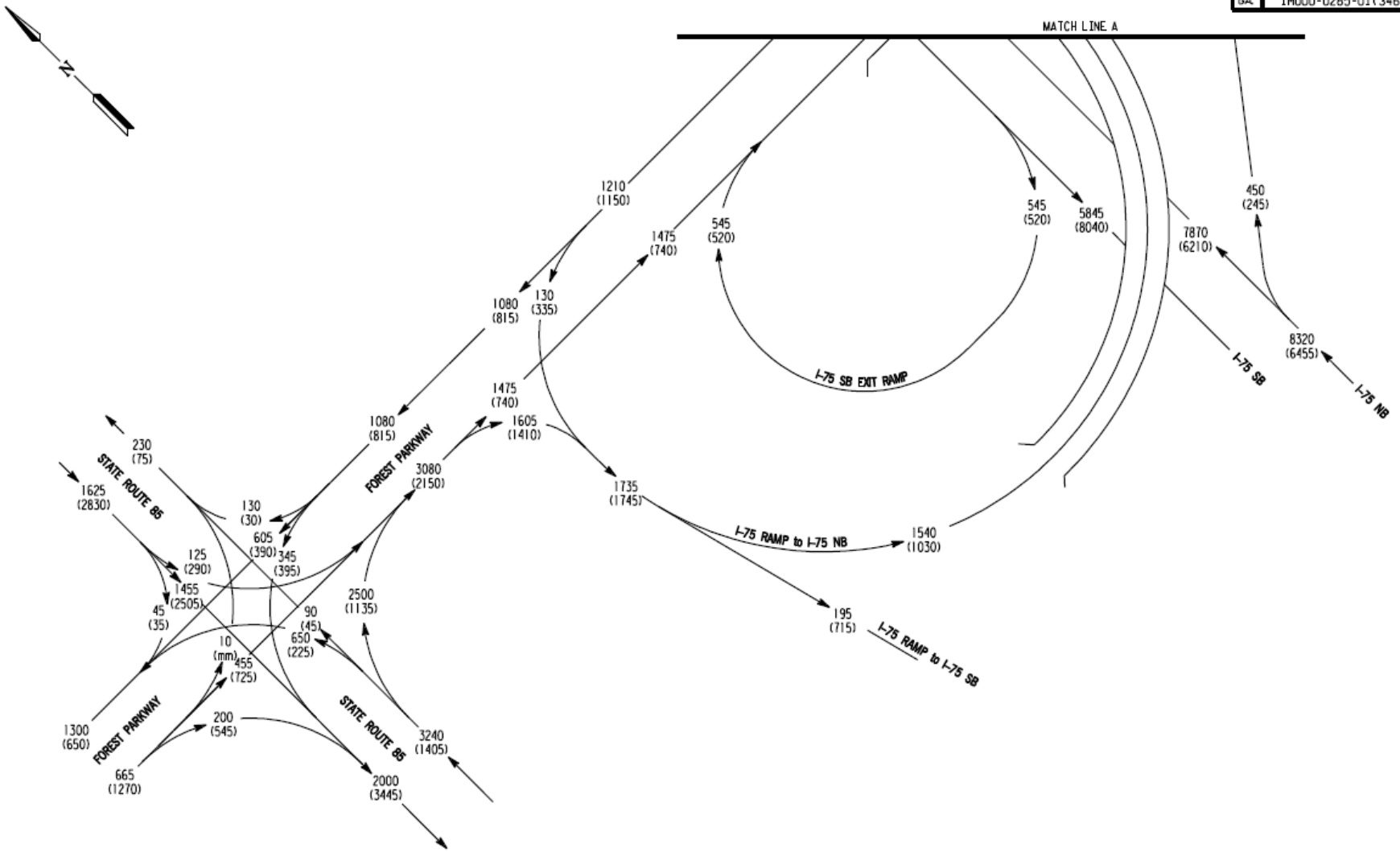
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-21

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 58%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 BUILD DHV

ATKINS

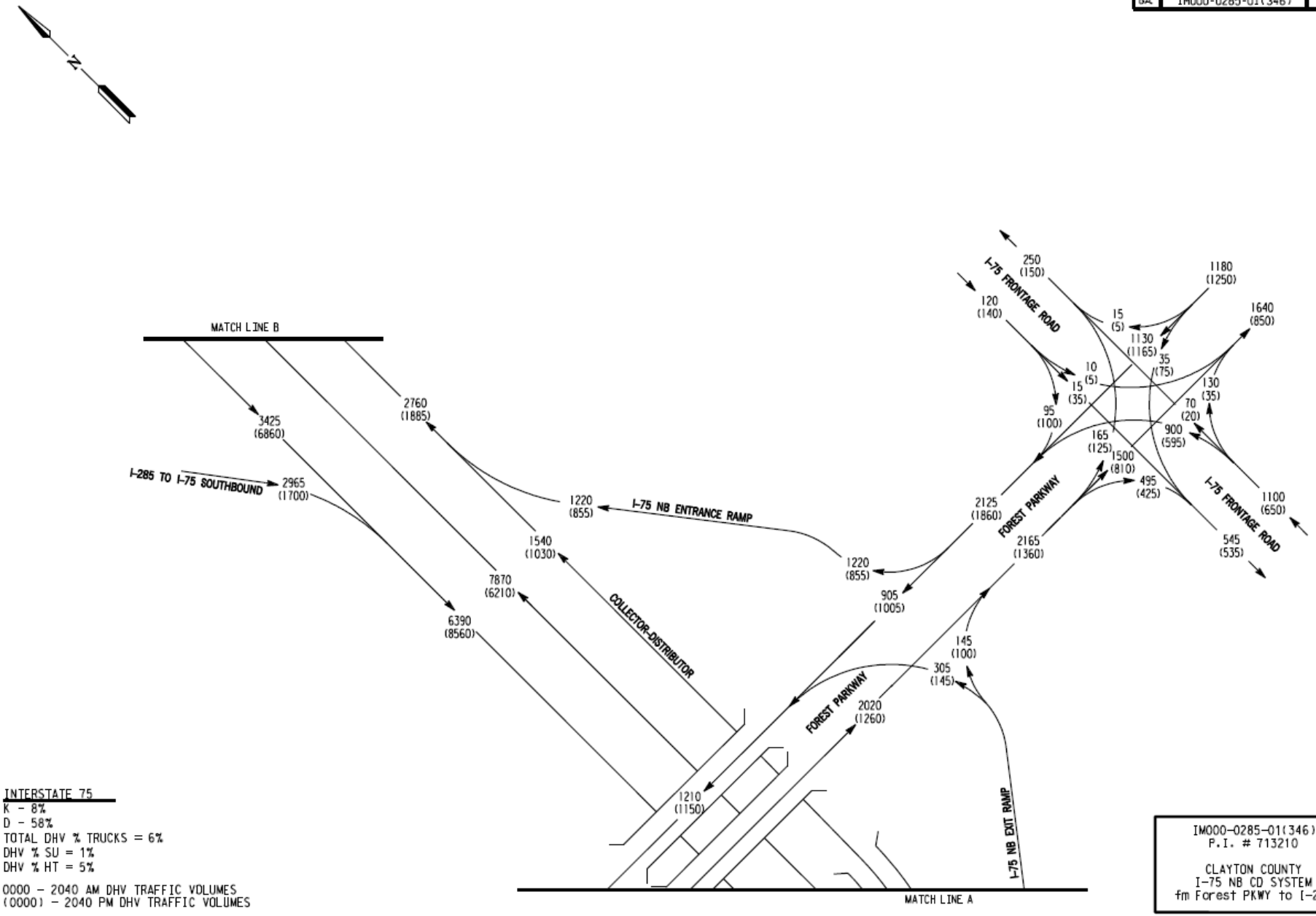
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-22

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		



INTERSTATE 75
K - 8%
D - 58%
TOTAL DHV % TRUCKS = 6%
DHV % SU = 1%
DHV % HT = 5%

0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 BUILD DHV

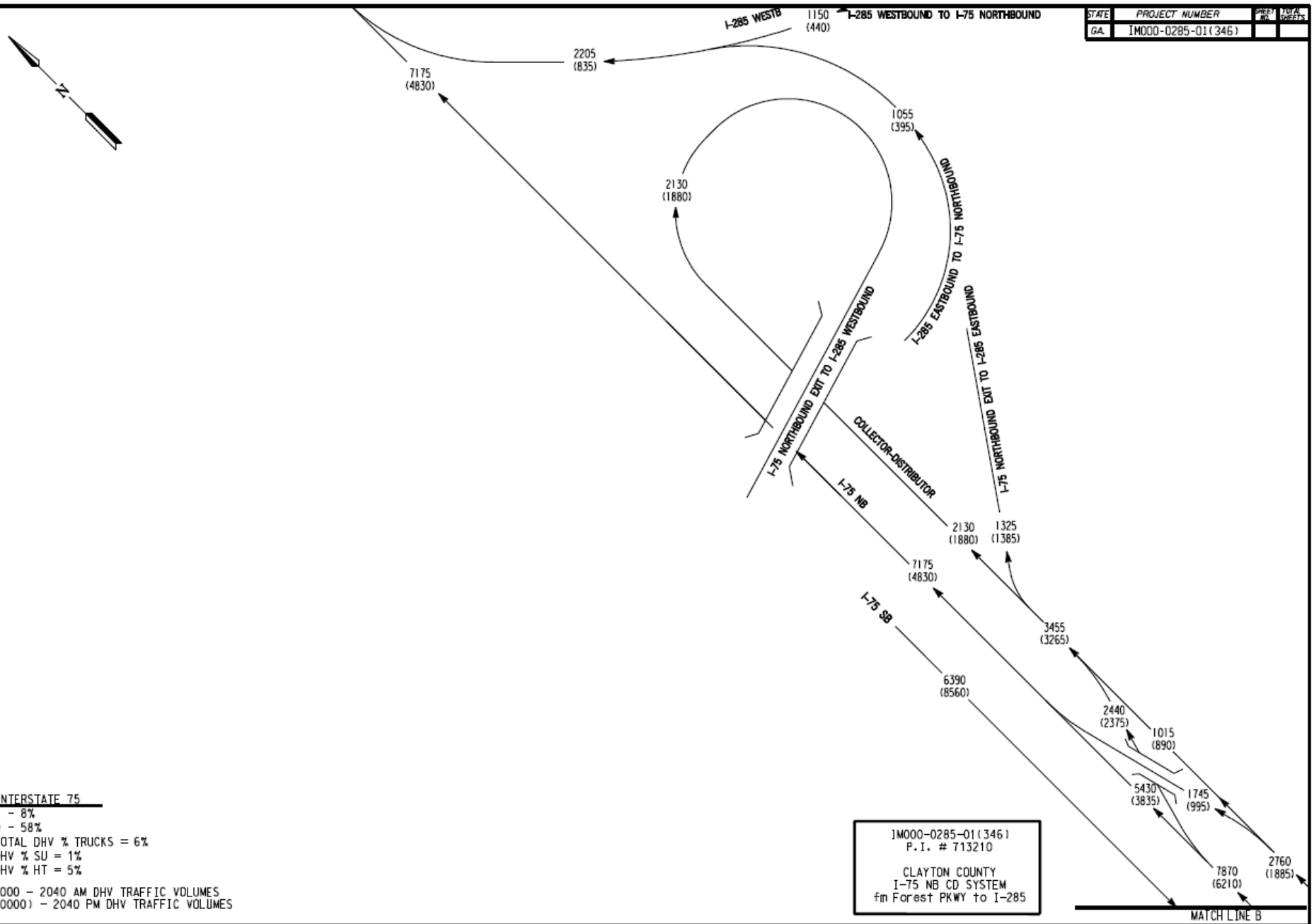
ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-23



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM000-0285-01(346)		

INTERSTATE 75
K - 8%
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TOTAL DHV % TRUCKS = 6%
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0000 - 2040 AM DHV TRAFFIC VOLUMES
(0000) - 2040 PM DHV TRAFFIC VOLUMES

IM000-0285-01(346)
P.I. # 713210

CLAYTON COUNTY
I-75 NB CD SYSTEM
fm Forest PKWY to I-285

FUTURE 2040 BUILD DHV

ATKINS

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA
DEPARTMENT
OF
TRANSPORTATION
OFFICE OF
PROGRAM DELIVERY

GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT IM000-0285-01(346)
I-75 NB CD SYTEM
fm FOREST PKWY to I-285

DRAWING NO.
10-24

ATTACHMENT 6

Bridge Inventory

Processed Date:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0028-0 **Clayton** **SUFF. RATING:** 72.15

Location & Geography

Structure ID:	063-0028-0
200 Brdge Information:	06
*6A Feature Int:	I-75 AND (1) RAMP
*6B Critical Bridge:	0
*7A Route No Carried:	SR00331
*7B Facility Carried:	SR 331 (EBL)
9 Location:	1 MI S OF I-285
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 04/29/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00331
Direction:	0
*16 Latitude:	33 - 37.0455 HMMS Prefix:SR
*17 Longtitude:	84 - 23.9082 HMMS Suffix:00
	MP: 0.26
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	631033100
13B Sub Inventory Route:	1
*101 Parallel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.27
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00331D-000.26E

*104 Highway System:	1
*26 Functional Classification:	14
*204 Federal Route Type:	F No: 09103
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1959
106 Year Reconsrtucted:	0000
33 Bridge Median	1
34 Skew:	05
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	1
Curb Material:	1
239 Handrail	7 7
*240 Median Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	1
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	40
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0028-0

Programming Data

201 Project No:	I-401-2 (4)
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	34 1
94 Bridge Imp: Cost:	$141
95 Roadway Imp. Cost:	$97
96 Total Imp Cost:	$344
76 Imp Length:	000461
97 Imp Year:	1990
114 Furure ADT:	025290 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:	063-00331D-000.26E

Measurements:

*29 ADT	016860 Year:2012
109 %Trucks:	1
* 28 Lanes On:	03 Under:09
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0068
* 49 Structure Length:	250
51 Br. Rwdy. Width	40.00
52 Deck Width:	46.00
* 47 Tot. Horiz. Cl:	40
50 Curb / Sidewalk Width	2.00 / 2.00
32 Approach Rdwy. Width	036
*229 Shoulder Width:	
Rear Lt:	6.00 Type:4 Rt:6.00
Fwd. Lt:	2.00 Type:1 Rt:2.00
Pavement Width:	
Rear:	36.00 Type: 2
	36.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under: H	18' 06"
*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 5.20
56 Lateral Undercl. Lt:	3.80
*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:	6.00 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 30
64 Operating Type:	2 Rating: 50
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	31 0
Type 3s2:	39 0
Timber:	35 0
Piggyback:	40 0
261 H Inventory Rating:	30
262 H Operating Rating	50
67 Structural Evaluation:	6
58 Deck Condition:	5
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:	4
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

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

Processed Date:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0029-0 **Clayton** **SUFF. RATING:** 72.18

Location & Geography

Structure ID:	063-0029-0
200 Brdge Information:	06
*6A Feature Int:	I-75 AND (1) RAMP
*6B Critical Bridge:	0
*7A Route No Carried:	SR00331
*7B Facility Carried:	SR 331 (WBL)
9 Location:	1 MI S OF I-285
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 04/29/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	3
Designation:	1
Number:	00331
Direction:	0
*16 Latitude:	33 - 37.059 HMMS Prefix:SR
*17 Longtitude:	84 - 23.9055 HMMS Suffix:00
	MP: 0.27
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	631033100
13B Sub Inventory Route:	1
*101 Parallel Structure:	L
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.28
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00331D-000.27E

*104 Highway System:	1
*26 Functional Classification:	14
*204 Federal Route Type:	F No: 09103
105 Federal Lands Highway:	0
*110 Truck Route:	0
206 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1959
106 Year Reconsrtucted:	0000
33 Bridge Median	1
34 Skew:	05
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0.00
Width:	0.00
238 Curb Height:	1
Curb Material:	1
239 Handrail	7 7
*240 Median Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	1
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	40
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0029-0

Programming Data

201 Project No:	I-401-2 (4)
202 Plans Available:	4
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	34 1
94 Bridge Imp: Cost:	$64
95 Roadway Imp. Cost:	$69
96 Total Imp Cost:	$229
76 Imp Length:	000461
97 Imp Year:	1990
114 Furure ADT:	025290 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:	063-00331D-000.27E

Measurements:

*29 ADT	016860 Year:2012
109 %Trucks:	1
* 28 Lanes On:	03 Under:09
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0068
* 49 Structure Length:	250
51 Br. Rwdy. Width	40.00
52 Deck Width:	46.00
* 47 Tot. Horiz. Cl:	40
50 Curb / Sidewalk Width	2.00 / 2.00
32 Approach Rdwy. Width	024
*229 Shoulder Width:	
Rear Lt:	8.00 Type:5 Rt:2.00
Fwd. Lt:	2.00 Type:5 Rt:8.00
Pavement Width:	
Rear:	36.00 Type: 2
	24.00 Type: 2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99 "
Under: H	17' 11"
*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 5.20
56 Lateral Undercl. Lt:	3.50
*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:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 30
64 Operating Type:	2 Rating: 51
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	31 0
Type 3s2:	39 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	30
262 H Operating Rating	50
67 Structural Evaluation:	6
58 Deck Condition:	6
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

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

Processed Date:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0040-0 **Clayton** **SUFF. RATING:** 94.97

Location & Geography

Structure ID:	063-0040-0
200 Brdge Information:	07
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I- 75 (NBL) ON RAMP
9 Location:	0.2 MI S OF SR 331
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 05/22/2013
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:	30536
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00075
Direction:	0
*16 Latitude:	33 - 36.8932 HMMS Prefix:RP
*17 Longtitude:	84 - 23.8625 HMMS Suffix:309
	MP: 0.00
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	636401309
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.09
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00401R-237.00N

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 00752
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:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1977
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	99
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:	O - 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	1 Vert: 1.00
111 Pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	01
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:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0040-0

Programming Data

201 Project No:	IUI-75-2 (77) 235 CT.1
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	020550 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:	0
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:	063-00401R-237.00N

Measurements:

*29 ADT	013700 Year:2012
109 %Trucks:	1
* 28 Lanes On:	01 Under:08
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0132
* 49 Structure Length:	356
51 Br. Rwdy. Width	28.50
52 Deck Width:	31.70
* 47 Tot. Horiz. Cl:	29
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	028
*229 Shoulder Width:	
Rear Lt:	2.00 Type:2 Rt:6.00
Fwd. Lt:	6.00 Type:2 Rt:6.00
Pavement Width:	
Rear:	20.00 Type: 2
	16.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	2
App. Rail End:	2
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 11.50
56 Lateral Undercl. Lt:	4.80
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	8.50 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1996 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 51
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	33 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	29
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	6
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:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0046-0 **Clayton** **SUFF. RATING:** 87.52

Location & Geography

Structure ID:	063-0046-0
200 Brdge Information:	02
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285 (WBL RAMP)
9 Location:	0.05 MI SE OF ATL AIRPORT
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/24/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00285
Direction:	0
*16 Latitude:	33 - 38.0197 HMMS Prefix:RP
*17 Longtitude:	84 - 24.0613 HMMS Suffix:165
	MP: 0.00
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	6394077
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.83
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00407R-057.52C

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 02851
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:	03
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1986
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	12
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
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:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	06
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:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	5
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	1
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0046-0

Programming Data

201 Project No:	ACI-B-FI-285-1 (207) CT.5
202 Plans Available:	1
249 Prop Proj No:	00000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	062445 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:	0
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:	063-00407R-057.52C

Measurements:

*29 ADT	041630 Year:2012
109 %Trucks:	1
* 28 Lanes On:	02 Under:11
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0113
* 49 Structure Length:	325
51 Br. Rwdy. Width	56.00
52 Deck Width:	59.20
* 47 Tot. Horiz. Cl:	56
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	046
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:12.00
Fwd. Lt:	6.00 Type:2 Rt:12.00
Pavement Width:	
Rear:	28.00 Type: 2
	28.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 02"
*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 25.30
56 Lateral Undercl. Lt:	4.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	7.50 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 41
64 Operating Type:	2 Rating: 69
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	27
262 H Operating Rating	67
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 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:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0047-0 **Clayton** **SUFF. RATING:** 91.46

Location & Geography

Structure ID:	063-0047-0
200 Brdge Information:	02
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285 (EBL RAMP)
9 Location:	0.05 MI SE OF ATL AIRPORT
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/24/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00285
Direction:	0
*16 Latitude:	33 - 37.9460 HMMS Prefix:RP
*17 Longtitude:	84 - 24.0470 HMMS Suffix:00
	MP: 57.55
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	6394077
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.71
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00407R-057.55C

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 02851
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:	03
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1985
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	15
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
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:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	06
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:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	0
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	1
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0047-0

Programming Data

201 Project No:	ACI-B-FI-285-1 (207) CT.5
202 Plans Available:	1
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	030270 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:	0
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:	063-00407R-057.55C

Measurements:

*29 ADT	020180 Year:2012
109 %Trucks:	1
* 28 Lanes On:	03 Under:11
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0113
* 49 Structure Length:	311
51 Br. Rwdy. Width	56.00
52 Deck Width:	59.00
* 47 Tot. Horiz. Cl:	56
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	054
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:14.00
Fwd. Lt:	4.00 Type:2 Rt:14.00
Pavement Width:	
Rear:	36.00 Type: 2
	36.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	2
App. Rail End:	2
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 27.50
56 Lateral Undercl. Lt:	4.80
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	7.50 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 45
64 Operating Type:	2 Rating: 93
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	29
262 H Operating Rating	71
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	6
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:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0101-0 **Clayton** **SUFF. RATING:** 95.98

Location & Geography

Structure ID:	063-0101-0
200 Brdge Information:	07
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75 RAMP
9 Location:	0.05 MI SE OF ATL AIRPORT
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/24/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00075
Direction:	0
*16 Latitude:	33 - 37.9378 HMMS Prefix:RP
*17 Longtitude:	84 - 24.0558 HMMS Suffix:320
	MP: 0.00
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	636401320
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.26
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00401R-238.19N

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 00752
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:	04
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1985
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	14
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
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:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
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:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	5
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	35
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0101-0

Programming Data

201 Project No:	I-FI-285-1(119)69
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	010110 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:	063-00401R-238.19N

Measurements:

*29 ADT	006740 Year:2012
109 %Trucks:	1
* 28 Lanes On:	01 Under:10
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0113
* 49 Structure Length:	311
51 Br. Rwdy. Width	30.00
52 Deck Width:	33.20
* 47 Tot. Horiz. Cl:	30
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	029
*229 Shoulder Width:	
Rear Lt:	7.00 Type:2 Rt:6.00
Fwd. Lt:	6.00 Type:2 Rt:8.00
Pavement Width:	
Rear:	16.00 Type: 2
	16.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	16' 10"
*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 25.90
56 Lateral Undercl. Lt:	8.20
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	7.50 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 46
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	30 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	23
262 H Operating Rating	39
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	7
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:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0102-0 **Clayton** **SUFF. RATING:** 74.35

Location & Geography

Structure ID:	063-0102-0
200 Brdge Information:	06
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75 (NBL RAMP)
9 Location:	0.04 MI SE OF ATL AIRPORT
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/24/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	7
Number:	00075
Direction:	0
*16 Latitude:	33 - 38.0282 HMMS Prefix:RP
*17 Longtitude:	84 - 24.0585 HMMS Suffix:00
	MP: 238.33
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	636401321
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	000.19
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00401R-238.33N

*104 Highway System:	1
*26 Functional Classification:	19
*204 Federal Route Type:	I No: 00752
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:	03
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1985
106 Year Reconsrtucted:	0000
33 Bridge Median	0
34 Skew:	09
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
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:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	06
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:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	25
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0102-0

Programming Data

201 Project No:	I-FI-285-1 (119) 69
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	041400 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:	0
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:	063-00401R-238.33N

Measurements:

*29 ADT	027600 Year:2012
109 %Trucks:	1
* 28 Lanes On:	02 Under:11
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0113
* 49 Structure Length:	324
51 Br. Rwdy. Width	30.00
52 Deck Width:	33.20
* 47 Tot. Horiz. Cl:	30
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	030
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:5.00
Fwd. Lt:	4.00 Type:2 Rt:3.00
Pavement Width:	
Rear:	36.00 Type: 2
	23.00 Type: 2
Intersaction Rear:	0 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	2
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	18' 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 23.80
56 Lateral Undercl. Lt:	4.20
*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:	7.10 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 59
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	31 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	23
262 H Operating Rating	43
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	5
69 UnderClr. Horz/Vert:	9
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:4/28/2014

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:063-0104-0 **Clayton** **SUFF. RATING:** 85.38

Location & Geography

Structure ID:	063-0104-0
200 Brdge Information:	07
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	0.5 MI SE OF ATL AIRPORT
2 Dot District:	7
207 Year Photo:	2013
*91 Inspection Frequency:	24 Date: 06/24/2013
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:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00285
Direction:	0
*16 Latitude:	33 - 37.9858 HMMS Prefix:SR
*17 Longtitude:	84 - 24.0542 HMMS Suffix:00
	MP: 57.53
98 Border Bridge:	000 % Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	631040700
13B Sub Inventory Route:	1
*101 Parallel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	002.30
*208 Inspection Area:	03 Initials: WBP
Engineer's Initials:	JTB
* Location ID No:	063-00407D-057.53C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 02851
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:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	5
27 Year Constructed:	1985
106 Year Reconsrtucted:	0000
33 Bridge Median	3
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O - O - O - O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
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:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	06
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:	5
* Bridge Median Width:	3
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:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:063-0104-0

Programming Data

201 Project No:	I-FI-285-1 (119) 69
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	$0
96 Total Imp Cost:	$0
76 Imp Length:	000000
97 Imp Year:	0000
114 Furure ADT:	117405 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:	0
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:	063-00407D-057.53C

Measurements:

*29 ADT	078270 Year:2012
109 %Trucks:	1
* 28 Lanes On:	06 Under:11
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0110
* 49 Structure Length:	368
51 Br. Rwdy. Width	126.00
52 Deck Width:	131.70
* 47 Tot. Horiz. Cl:	63
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	126
*229 Shoulder Width:	
Rear Lt:	13.0(Type:2 Rt:14.00
Fwd. Lt:	13.00Type:2 Rt:14.00
Pavement Width:	
Rear:	36.00 Type: 2
	36.00 Type: 2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under: H	29' 08"
*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 20.40
56 Lateral Undercl. Lt:	4.70
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main Deck Thick Approach:	7.50 0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000 Sub:0000

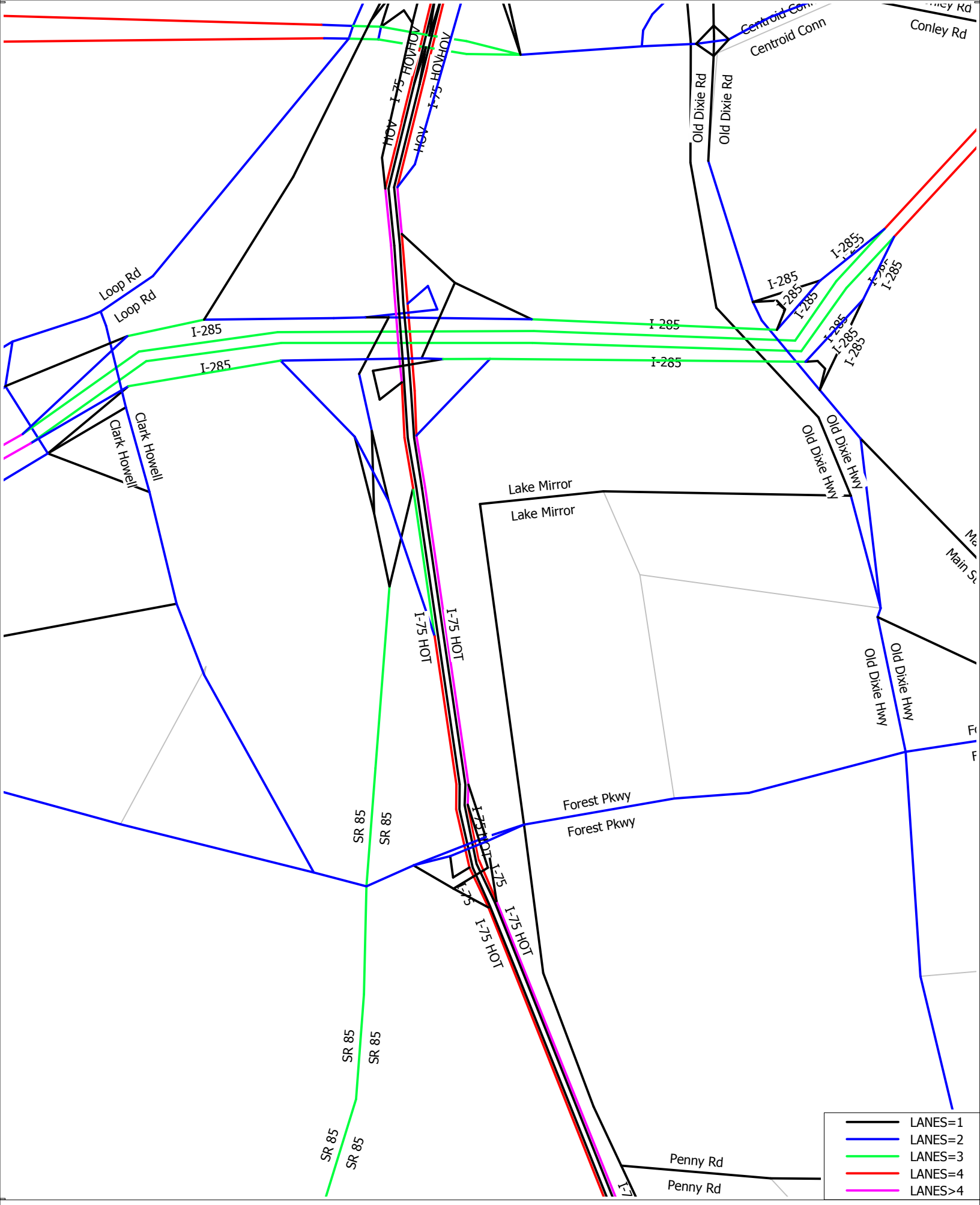
65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 28
64 Operating Type:	2 Rating: 99
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	33 0
Piggyback:	40 0
261 H Inventory Rating:	20
262 H Operating Rating	28
67 Structural Evaluation:	6
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	9
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

ATTACHMENT 7

Conforming plan's network schematic



ARC 2040 Plan2040

ATTACHMENT 8

Concept Team Meeting Minutes

Atkins North America, Inc.
Transportation Design
1600 RiverEdge Pkwy, N.W., Suite 600
Atlanta, GA 30328
Phone 770/933-0280 Fax 770/933-1920

MEETING MINUTES

TO: *Attendees*

FROM: *Scott M. Dubord*

CC: *File*

SUBJ: ***I-75 N to I-285 W Ramp and CD fm Forest Pkwy to I-285***
IM000-0285-01(346), PI No. 713210
Concept Team Meeting

DATE: *May 24, 2011*

A meeting was held on May 11, 2011 at 9:00 AM in the OES Large Conference Room on the 16th floor of GDOT's general office at One Georgia Center. The following is a list of attendees:

Scott Dubord	**Atkins - Hwy**	**Keith Rohling**	**Clayton County**
Ron Morris	**Atkins – Hwy**		
Albert Shelby	**GDOT-OPD**	**Rob Lewis**	**HNTB (for GDOT-OIPD)**
Jonathan Cox	**GDOT-OES**	**Jason Crowe**	**GDOT-Planning**
Kenneth Franks	**GDOT-ODP&S**		

The meeting was held as the official Concept Team Meeting (CTM) for the I-75 project, PI No. 713210 in Clayton County. Atkins is the prime design consultant for DOT. Below is a summary of the topics discussed:

- Albert Shelby welcomed the attendees and noted the pertinent project number, PI No. and current programmed dates (R/W: FY '13, Constr.: FY '15) for the record. He also added that this project was a potential candidate for design-build.
- Scott Dubord with Atkins presented the project concept layout, noting that the NB CD project was identified as an interim operational improvement and accident reduction project (designed to eliminate the weave between exiting I-285 traffic and entering Forest Parkway traffic along I-75) from the original I-75 S Managed Lanes project being managed now by the Office of Innovative Program Delivery. The footprint for the project was laid out so as not preclude the future master plan for the corridor.
- *General Comments on the Draft Concept Report*
    - Atkins to correct the number of commercial displacements (reported as 11, actually just 1)
    - Atkins to do a more in-depth analysis of the accident data in the weave section, citing examples by location and accident type, paying particular attention to the sideswipe incidents to help strengthen the case for the project. Mr. Rohling with Clayton Co noted that another primary pinch-point where accidents frequently occur is at the NB to WB loop ramp merge with WB I-285 CD Road traffic. Atkins noted that this area was addressed in the overall master plan for the Managed Lanes project. It will be investigated for this project as well.
- *Environmental Comments*

  - CE is anticipated for this project, OES to verify this assumption with FHWA at next monthly meeting.
  - OES suggests implementing creative Public Involvement strategies to increase participation, given that it is an interstate project with primarily commuter benefit.
  - The corridor will most likely have parcels that will be eligible for sound barriers. Businesses may ultimately refuse, but the analysis will be done
- *Design Policy comments*
  - Remove "safety" from the Need and Purpose and the Description. Focus needs to be on accident reduction due to operational improvements/eliminating the weave
  - Pg8: Proposed Design Feature: 8ft rural shoulder described for the frontage road but 10ft shown on the attached typical section.
  - Pg9: Design Exceptions: Check to make sure that the shoulders on the C-D under the bridge meet current standards.
  - Pg10: B/C - Include a B/C ratio and attach the worksheet. Quantify time savings? Atkins traffic team to include this with their analysis.
  - Pg10: Construction Cost - Use 5% E&I instead of 10% E&C.
  - Pg11: Scheduling - Use the current scheduling format provided in the PDP (found on the ROADS webpage). This should include begin & end dates by month and year.
  - Pg12: Remove the FHWA signature line (project no longer full oversight, however an IMR will still be required)
  - Right of Way estimate: Check to see if the right of way is for the correct alternate.
  - Value Engineering study will be required and should be scheduled ASAP. Please provide cross-sections for the VE team.
- *Office of Planning Comments*
  - Need & Purpose has been previously reviewed and approved by Planning (approved 11/18/10)
  - Asked to remove discussions regarding delay
- *Innovation Program Delivery Comments*
  - Atkins to provide a detailed schedule of environmental activities
  - Provide an updated reimbursable utilities estimate and schedule. Are non-reimbursable utility issues anticipated? This may require input from the Utilities office. (GDOT-SUE to assign Quality Level B SUE work as a task order ASAP; Atkins previously provided Quality Level D SUE for the Managed Lanes project in 2008.)

ACTION ITEMS:

- Atkins to provide schedule
- Atkins to begin traffic analyses and IMR
- Atkins to revise Concept Report and appropriate attachments as per comments noted above
- GDOT-OES to confirm CE versus EA
- GDOT to request VE Study
- GDOT to request SUE Quality Level B work

This document represents Atkins' interpretation of the meeting. Please contact the project manager if you have any questions.

Sincerely,

Scott M. Dubord, P.E.
Atkins

ATTACHMENT 9

VE Implementation Letter

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: IM000-0285-01(346) Clayton
PI No.: 713210
I-75 NB C-D from Forest Pkwy to I-285

OFFICE: Engineering Services

DATE: January 31, 2012

FROM: Lisa L. Myers, Acting State Project Review Engineer

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Albert Shelby

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 22 – 25, 2011. Responses were received on January 31, 2012. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
B-1	Use alternate beam type/ spacing for bridge structure	$127,850	No	The use of Florida I-beams as proposed by the VE Team instead of the AASHTO Type III beams in the original design, and the proposed beam spacing, has not been approved by the GDOT Office of Bridge Design. The use of the Florida I-beams would require fabricators to have appropriate beds, forms and bulk-heads and would not allow for competitive bids for those who are not set up for this work in Georgia.
B-4	Place bridge deck for vehicle travel way only	$468,233	No	Experience with braided ramps shows that eliminating the deck in areas outside of the travel way results in severe distraction to drivers due to shadow and sunlight glare. The proposed bridge will have reinforced concrete piers on opposing sides for light and ventilation.
B-6	Reduce height and length of wall between frontage road and farmer's market	$201,580	No	Since R-16 will be implemented, B-6 no longer applies.

B-6.1	Eliminate wall along frontage road where rock outcrops are present	$638,000	No	Since R-16 will be implemented, B-6.1 no longer applies.
R-1	Eliminate entrance Ramp C from Forest Parkway to I-75 N. Widen flyover loop entrance ramp to 2 lanes from Forest Parkway to I-75. Do not construct C-D system	$33,279,420	No	A comparison was made between the no-build, build, VE Alternate R1.0, and VE Alternate R1.1 using 2010 LOS for I-75 NB for the AM peak hour. The 2010 AM peak hour was selected because it is the critical time period for the NB movements on I-75. It was concluded that if the VE alternates could not provide significant improvements for this existing condition that they would not address future traffic. As noted in the attached tables, both VE alternates still have sections of NB I-75 operating at LOS F. Based on the system operating characteristics it is evident that neither VE alternate provides the level of improvements associated with the proposed build alternate.
R-1.1	Eliminate/Remove loop entrance ramp west of I-75 from Forest Parkway to I-75N. Widen Ramp C entrance ramp to 2 lanes from Forest Parkway to I-75. Do not construct C-D system.	$34,318,994	No	See response for R-1.
R-2	Build NB C-D managed lane to project NHS-0001-00(759) limits and include new Forest Parkway bridges over I-75	($4,105,401) Cost Increase	No	Due to budgetary constraints within the Department, it is cost-prohibitive to construct the complete future build-out along this corridor at this time. The actual costs associated with constructing the CD system as proposed under PI 0001759 is considerably greater than what was described in the VE Study report.

R-3	Eliminate new frontage road from Forest Parkway to Falcon Drive	$1,708,453	No	Traffic counts show an extremely high rate of truck traffic through this Frontage Road corridor (23%). Based on these counts, it is recommended that the Frontage Road remain rather than force local traffic to use the small existing roadway network to access the businesses in and around the Farmer's Market.
R-5	Eliminate sidewalk at frontage road	$77,085	No	While the existing Frontage Road does not have a sidewalk, inspection of the site shows evidence of extensive foot traffic through the corridor.
R-6	Reduce the width of the travel lanes on the 2-lane frontage road from 12 ft to 11 ft	$53,957	No	Traffic counts show an extremely high rate of truck traffic through this Frontage Road corridor (23%). Based on these counts it is recommended that the Frontage Road lanes remain 12 feet and that the access radii continue to be designed to accommodate WB-50 vehicles.
R-8	Move the frontage road toward I-75 adjacent to Ramp C	$1,064,250	No	The location of the Frontage Road was set based on the future footprint for the managed lanes along I-75. Shifting the alignment closer to Ramp C would require reconstruction of the Frontage Road again in addition to acquiring ROW when the managed lanes are constructed in the future.
R-9	Reduce the design speed of Loop Ramp A from I-75 N to I-285 W to 25 mph to avoid the need to reconstruct Ramp F	$705,930	No	Horizontally and vertically, a 175 ft radius (25 mph design speed) can be accommodated without impacting Ramp F. However, there is a design and operational issue since the proposed radius and design speed do not meet minimum GDOT guidelines (35 mph design speed, 292 ft radius) and will utilize a radius less than existing (200 ft) for a loop ramp with a recorded history of truck over-turns.

R-10	Reduce paved shoulders for Ramps and C-D to AASHTO minimum of 4 ft wide inside and 10 ft wide outside	$406,200	Yes	Since barrier is required along the majority of areas, an additional 2 ft will be required in addition to the 10 ft useable shoulder. OMR determined that the reduction in shoulder width would not have a negative impact on the pavement performance as long as full depth pavement was utilized in the shoulder.
R-11	Reduce the width of the paved shoulder on the frontage road to 2 ft	$53,957	Yes	OMR determined that the reduction in shoulder width would not have a negative impact on the pavement performance as long as full depth pavement was utilized in the shoulder.
R-12	Reduce the width of the paved shoulder along I-75 NB under the I-285 bridge to 12 ft	Proposed = $31,368 Actual = $79,936	Yes, with modifications	The existing condition along I-75 through this area will be maintained with no additional shoulder construction required.
R-13	Eliminate the sound barrier walls per NEPA environmental assessment	$1,650,000	Yes	Since it appears that most of the land use in the project area is commercial/industrial and GDOT does not typically abate for these land uses, sound walls will most likely not be required. This will be verified when the official noise study has been completed.
R-15	Increase profile grade of Ramp B after the bridge to tie to I-75 sooner and to reduce the wall height between Ramp A and Ramp B and reduce wall height between Ramp B and I-75	$734,386	Yes, partially	It is possible to increase the profile for Ramp B to minimize wall height; however, the vertical curve lengths and grades recommended in the VE Study do not meet the required K values for a design speed of 55 mph on the ramp. Therefore, the optimal downgrade to use is 3.5% with a 500 ft crest vertical curve and a 800 ft sag vertical curve. The profile can also be revised slightly to minimize excess vertical clearance over Ramp A. Cost savings for this modification is not significantly different from what was proposed by the VE Study.

R-16	Revise the frontage road profile from Sta. 17+00 to Sta. 27+00 to follow existing grade and eliminate the wall between the frontage road and the farmer's market	Proposed = $1,047,378 Actual = $914,548	Yes	It is possible to revise the Frontage Road profile between Sta. 17+00 and Sta. 27+00 to follow the existing grade; however, the wall between Ramp C and the Frontage Road must be extended 200 feet due to the raised grade along the Frontage Road. This will add approximately 2000 SF of MSE wall at a cost of $132,830. The savings have been adjusted to accommodate this added cost.
R-17	Realign Ramp E (I-75 N to I-285 E) to tie to the existing ramp sooner and eliminate a wall and reduce work on ramp	$390,334	No	It is not feasible to realign Ramp E to tie to existing. The profile for Ramp E cannot be raised to match the existing pavement until approximately Sta. 513+00. The proposed profile utilizes a 6% grade and a design speed of 45 mph.
R-20	Use asphalt shoulders in lieu of full depth PCC for ramps and C-D	$1,301,230	No	OMR recommends that all shoulders be designed full depth to match the mainline for ease of construction and long term maintenance. If a 13 foot wide outside lane is used, then asphalt shoulders may be used as another alternate shoulder type to PCC. Requiring asphalt instead of PCC reduces the Contractors options.
R-21	Use reduced depth asphalt shoulders in lieu of full depths shoulders for the frontage road	$46,894	No	OMR recommends that all shoulders be designed full depth to match the mainline. Full depth shoulder construction, to match the mainline pavement type, allows for more efficient construction. If minimal (2 ft) shoulder widths are used as proposed in recommendation R-11, this is the only proper way to construct a shoulder.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 2/2/12

Gerald M. Ross, PE, Chief Engineer

LLM
Attachments
c: Russell McMurry
Bobby Hilliard/Stanley Hill/Albert Shelby
Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
Jonathan Cox
Lee Upkins
Ken Werho
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM000-0285-01(346), Clayton County
P.I. No. 713210
I-75 north to I-285 west ramp and CD with Forest Parkway

OFFICE Program Delivery

DATE January 24, 2012

FROM S.H. for Bobby K. Hilliard, PE, State Program Delivery Engineer

TO Lisa Myers, Interim State Review Engineer

SUBJECT **Value Engineering Study Report Responses *(Revised)***

The Office of Program Delivery has received the Value Engineering Final Report dated August 25, 2011. The attached responses from the consultant of record, Atkins, are responsive to these alternatives and have the concurrence of the Offices of Bridge Design and OMR.

If there are any questions or concerns, please contact the project manager, Albert Shelby, at 404-631-1758.

S.H
BKH:SH:avs
Attachments

C: Russell McMurray, Director of Engineering

ATKINS

January 13, 2012

Bobby K. Hilliard, State Program Delivery Engineer
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, N.W.
Atlanta, Georgia 30308

Attention: Albert Shelby

RE: I-75 NB C-D System from Forest Parkway to I-285
IM000-0285-01(346), Clayton County
P.I. No. 713210
Value Engineering Study Responses

Dear Mr. Hilliard:

Reference is made to the recommendations that were contained in the Value Engineering Study Final Report issued August 25, 2011 for the above referenced project. Our responses and recommendations are as follows:

1. **Value Engineering Alternative No. B1.0** – Use Alternate Beam Type/Spacing for Bridge Structure. **(Cost savings: $127,850)**

Recommendation
Approval of the VE Alternative No. B1.0 is not recommended.

- *We agree there may be cost savings with utilizing the Florida I-beams versus the AASHTO Type III beams, but the use of Florida I-beam and the proposed beam spacing has not been approved by GDOT Office of Bridge Design. The use of the Florida I-beams would require fabricators to have appropriate beds, forms and bulk-heads and would not allow competitive bids for those who are not set up for this work in Georgia. The Bridge Office has reviewed the above and concurs with this response.*

2. **Value Engineering Alternative No. B4.0** – Place bridge deck for vehicle travel way only. **(Cost savings: $468,233)**

Recommendation
Approval of the VE Alternative No. B4.0 is not recommended.

- *Experience with braided ramp bridges shows that eliminating the deck in areas outside of the travel way results in severe distraction to drivers due to shadow*

and sunlight glare. The proposed bridge will have reinforced concrete piers on opposing sides for light and ventilation.

3. **Value Engineering Alternative No. B6.0** – Reduce height and length of wall between Frontage Road and Farmers Market. **(Cost savings: $201,580)**

Recommendation
Approval of the VE Alternative No. B6.0 is not recommended.

- *Due to the acceptance of VE Alternative R 16.0, the Frontage Road profile will be revised and this wall will be eliminated.*

4. **Value Engineering Alternative No. B6.1** – Eliminate wall along Frontage Road where rock outcrops are present. **(Cost savings: $638,000)**

Recommendation
Approval of the VE Alternative No. B6.1 is not recommended.

- *Due to the acceptance of VE Alternative R 16.0, the Frontage Road profile will be revised and this wall will be eliminated.*

5. **Value Engineering Alternative No. R1.0** – Eliminate entrance Ramp C from Forest Parkway to I-75 N. Widen flyover loop entrance ramp to 2 lanes from Forest Parkway to I-75. Do not construct C-D system. **(Cost savings: $33,279,420)**

Recommendation
Approval of the VE Alternative No. R1.0 is not recommended.

- *A comparison was made between the no-build, build, value engineering alternate R1.0, value engineering alternate R1.1 using 2010 level of service for I-75 northbound for the 2010 AM peak hour. The 2010 AM peak hour was selected because it is the critical time period for the northbound movements on I-75. It was concluded that if the value engineering alternate could not provide significant improvements for this existing condition that they would not address future traffic conditions.*

  These levels of service were developed using a CORSIM model for the northbound freeway segments from south of the Forest Parkway interchange through the I-75 northbound to I-285 westbound exit ramp. This CORSIM network also included the ramp intersections on Forest Parkway. These levels of service for I-75 northbound are shown in Tables 1 through 4. As can be seen in Tables 3 and 4 the value engineering alternates provide only a limited measure of

improvement over the existing no-build condition. Both value engineering alternates still have sections of northbound I-75 operating at Level of Service F.

Table 5 provides a comparison of the proposed build alternate and the value engineering alternates. As can be seen in Table 5 both the value engineering alternates have substantial more vehicle hours of travel (77.1% and 43.9%) and vehicle hours of delay (793.7% and 444.8%). The value engineering alternates also have substantial lower speeds (-39.2% and -26.6%).

Based upon system operating characteristics it is evident that neither of the alternates provides the level of improvements associated with the proposed build alternate.

6. **Value Engineering Alternative No. R1.1** – Eliminate/Remove loop entrance ramp west of I-75 from Forest Parkway to I-75N. Widen Ramp C entrance ramp to 2 lanes from Forest Parkway to I-75. Do not construct C-D system. **(Cost savings: $34,318,994)**

Recommendation

Approval of the VE Alternative No. R1.1 is not recommended.

- *A comparison was made between the no-build, build, value engineering alternate R1.0, value engineering alternate R1.1 using 2010 level of service for I-75 northbound for the 2010 AM peak hour. The 2010 AM peak hour was selected because it is the critical time period for the northbound movements on I-75. It was concluded that if the value engineering alternate could not provide significant improvements for this existing condition that they would not address future traffic conditions.*

  These levels of service were developed using a CORSIM model for the northbound freeway segments from south of the Forest Parkway interchange through the I-75 northbound to I-285 westbound exit ramp. This CORSIM network also included the ramp intersections on Forest Parkway. These levels of service for I-75 northbound are shown in Tables 1 through 4. As can be seen in Tables 3 and 4 the value engineering alternates provide only a limited measure of improvement over the existing no-build condition. Both value engineering alternates still have sections of northbound I-75 operating at Level of Service F.

  Table 5 provides a comparison of the proposed build alternate and the value engineering alternates. As can be seen in Table 5 both the value engineering alternates have substantial more vehicle hours of travel (77.1% and 43.9%) and vehicle hours of delay (793.7% and 444.8%). The value engineering alternates also have substantial lower speeds (-39.2% and -26.6%).

Based upon system operating characteristics it is evident that neither of the alternates provide the level of improvements associated with the proposed build alternate.

7. **Value Engineering Alternative No. R2.0** – Build out Northbound C-D Managed Lane Project (NHS-0001-00(759), PI No. 0001759) to include new Forest Parkway Bridges over I-75. **(Cost savings: ($4,105,401))**

Recommendation
Approval of the VE Alternative No. R2.0 is not recommended.

- *Due to budgetary constraints within the Department, it is cost-prohibitive to construct the complete future build-out along this corridor at this time.*
- *The actual costs associated with constructing the CD system as proposed under the PI 0001759 concept is considerably greater than what is described in VE report. The future CD system proposes a diverge from I-75 NB, south of the existing Forest Pkwy bridge structures, requiring the replacement of all three existing bridge structures in the Forest Pkwy/I-75 interchange. This was accounted for in the estimate but the length and width of each facility was miss-represented. The twin bridges at Forest Pkwy will be approximately 444' x 54' and the 2-lane EB flyover bridge will closer to 1370' x 36'. This will increase the cost of this concept by more than $2 million.*

8. **Value Engineering Alternative No. R3.0** – Eliminate New Frontage Road from Forest Parkway to Falcon Drive. **(Cost savings: $1,708,453)**

Recommendation
Approval of the VE Alternative No. R3.0 is not recommended.

- *Traffic counts that were ordered as part of the on-going IMR preparation shows an extremely high rate of truck traffic through this Frontage Road corridor (23% during the 24hr period recorded). Based on this information, it is recommended that the Frontage Road remain rather than force local traffic to use the small existing roadway network to access these businesses in and around Farmer's Market.*

9. **Value Engineering Alternative No. R5.0** – Eliminate sidewalk at Frontage Road. **(Cost savings: $77,085)**

Recommendation
Approval of the VE Alternative No. R5.0 is not recommended.

- *While the existing Frontage Road does not have a sidewalk, inspection of the site shows evidence of extensive foot traffic through the corridor. Recommend retaining proposed sidewalk in the design.*

10. **Value Engineering Alternative No. R6.0** – Reduce the width of the travel lanes on the 2-lane Frontage Road from 12' to 11'. **(Cost savings: $53,957)**

Recommendation
Approval of the VE Alternative No. R6.0 is not recommended.

- *Traffic counts that were ordered as part of the on-going IMR preparation shows an extremely high rate of truck traffic through this Frontage Road corridor (23% during the 24hr period recorded). Based on this information, it is recommended that the Frontage Road remain 12' and that the access radii at the intersection with Forest Parkway continue to be designed to accommodate WB-50 vehicles.*

11. **Value Engineering Alternative No. R8.0** – Move the Frontage Road toward I-75 adjacent to Ramp C. **(Cost savings: $1,064,250)**

Recommendation
Approval of the VE Alternative No. R8.0 is not recommended.

- *The location of the Frontage Rd alignment was set based on the future footprint for the Managed lanes along I-75. Shifting the alignment closer to Ramp C would require reconstructing the Frontage Rd again in addition to acquiring R/W when the Managed lanes are constructed in the future.*

12. **Value Engineering Alternative No. R9.0** – Reduce design speed of Loop Ramp 'A' from I-75N to I-285W to 25 mph to avoid need to reconstruct Ramp 'F'. **(Cost savings: $705,930)**

Recommendation
Approval of the VE Alternative No. R9.0 is not recommended.

- *Geometrically speaking (horizontally and vertically), a 175' radius (25 mph design speed) can be accommodated without impacting Ramp F. However, there is a design and operational issue since the proposed radius and design speed does not meet minimum GDOT guidelines (35 mph design speed, 292' radius) and will be utilizing a radius less than existing (200') for a loop ramp with a recorded history of truck over-turns.*

13. **Value Engineering Alternative No. R10.0** – Reduce Paved Shoulders for Ramps and C-D to AASHTO Minimum of 4 ft Wide Inside and 10 ft Wide Outside. **(Cost savings: $406,200)**

Recommendation
Approval of the VE Alternative No. R10.0 is recommended.

- *Since barrier is required along the majority of these areas, an additional 2' will be required in addition to the 10' usable shoulder.*
- *The Office of Materials & Research pavement group felt that a reduction in the shoulder width would not have a negative impact on the pavement performance as long as full depth pavement was utilized in the shoulder*

14. **Value Engineering Alternative No. R11.0** – Reduce the width of the paved shoulder on the Frontage Road to 2'. **(Cost savings: $53,957)**

Recommendation
Approval of the VE Alternative No. R11.0 is recommended.

- *The Office of Materials & Research pavement group felt that a reduction in the shoulder width would not have a negative impact on the pavement performance as long as full depth pavement was utilized in the shoulder*

15. **Value Engineering Alternative No. R12.0** – Reduce Paved Shoulder Width along I-75 NB under I-285 Bridge to 12'. **(Cost savings: $31,368)**

Recommendation
VE Alternative No. R12.0 will be implemented, with modifications. The existing condition along I-75 through this area will be maintained with no additional shoulder construction required. Cost savings will increase to $79,936.

16. **Value Engineering Alternative No. R13.0** – Eliminate Sound Barrier Walls per NEPA Environmental Assessment. **(Cost savings: $1,650,000)**

Recommendation
Approval of the VE Alternative No. R13.0 is recommended.

- *Since it appears most, if not all, of the land use in the project area is commercial/industrial and GDOT does not typically abate for these land uses, sound walls will most likely not be required. However, the official noise study has not been completed to definitively verify this.*

17. **Value Engineering Alternative No. R15.0** – Increase profile grade of Ramp 'B' after the bridge to tie to I-75 sooner and to reduce the wall height between Ramp 'A' and Ramp 'B' and reduce wall height between Ramp 'B' and I-75. **(Cost savings: $734,386)**

Recommendation
Approval of the VE Alternative No. R15.0 is recommended.

- *It is feasible to increase the profile grade for Ramp B to minimize wall height. However, the vertical curve lengths and grades recommended in the VE do not meet the required K value for a DS of 55mph on the ramp. Therefore, the optimal downgrade to use is 3.5% with a 500' crest VC and a 800' sag VC. The profile can also be revised slightly to minimize excess vertical clearance over Ramp A. Cost savings for this modification is not significant from those proposed in the VE study.*

18. **Value Engineering Alternative No. R16.0** – Revise the Frontage Road profile from STA 17+00 to STA 27+00 to follow existing grade and eliminate wall between Frontage Road and the Farmers Market. **(Cost savings: $1,047,378)**

Recommendation
Approval of the VE Alternative No. R16.0 is recommended.

- *It is feasible to revise the Frontage Rd profile between Sta. 17+00 and Sta. 27+00 to follow existing grade. However, the wall between Ramp C and the Frontage Road will need to be extended approximately 200' due to the raised grade along the Frontage Rd. This will add approximately 2000 SF of MSE wall at a cost of $132,830. This will reduce the overall cost savings to $914,548.*

19. **Value Engineering Alternative No. R17.0** – Realign Ramp 'E' (I-75N to I-285E) to tie to the existing ramp sooner and eliminate a wall and reduce rework on ramp. **(Cost savings: $390,334)**

Recommendation
Approval of the VE Alternative No. R17.0 is <u>not</u> recommended.

- *It is not feasible to realign Ramp E to tie to existing. The profile for Ramp E cannot be raised to match existing pavement until approximately Sta. 513+00. The proposed profile utilizes a 6% grade and a DS of 45mph. In addition, Ramp E will still require widening to the outside since it is currently a one lane ramp. The proposed design requires the ramp be widened to two lanes.*

20. **Value Engineering Alternative No. R20.0** – Use asphalt shoulders in lieu of full depth PCC for ramps and collector-distributor. **(Cost savings: $1,301,230)**

Recommendation
Approval of the VE Alternative No. R20.0 is not recommended.

- *OMR does not recommend approval of VE Alternative No. R20.0. OMR recommends that all shoulders be designed full depth to match the mainline for ease of construction and long term maintenance concerns. If a 13 ft wide outside lane is used, then asphalt shoulder may be used as another alternate shoulder type to PCC. Requiring asphalt instead of PCC reduces the Contractors options.*

21. **Value Engineering Alternative No. R21.0** – Use reduced depth asphalt shoulders in lieu of full depth for Frontage Road. **(Cost savings: $46,894)**

Recommendation
Approval of the VE Alternative No. R21.0 is not recommended.

- *OMR does not recommend approval of VE Alternative No. R21.0. OMR recommends full depth shoulder pavement construction as a Pavement Design recommendation. Full depth shoulder construction, to match the mainline pavement type, allows for a more efficient construction. If minimal (2 ft) shoulder widths are used as proposed in R11.0 it is really the only way to properly construct the shoulder.*

If you have any questions or comments, please contact me at (770) 933-0280.

Sincerely,

ATKINS

Scott M. Dubord, P.E.
Project Manager

cc: File (100020872)

Shelby, Albert

From: DuVall, Bill
Sent: Wednesday, December 14, 2011 9:04 AM
To: Dubord, Scott M
Cc: Brown, Barry L; Myers, Lisa; Shelby, Albert
Subject: RE: Two issues

Categories: 713210 - 285@75 ramp

Scott,

Please modify your original response to include a statement that use of the Florida I-beams would require fabricators to have appropriate beds, forms and bulk-heads and would not allow competitive bids for those who are not set up for this work in Georgia. Include that the Bridge Office concurs with this response.

As to the other question below, WFI are generally not needed for standard walls. Tom Scruggs said that if the walls get over 8 feet in height then they consider doing borings.

Bill

Bill DuVall
Bridge Design
(404) 631-1883

From: Dubord, Scott M [mailto:Scott.Dubord@atkinsglobal.com]
Sent: Wednesday, December 14, 2011 7:21 AM
To: DuVall, Bill
Cc: Brown, Barry L
Subject: Two issues

Bill,

I've got a couple issues on two of my project s with GDOT that I'd like your input on. The first is the I-75 NB CD project (PI 713210) that Barry and I called you about the other day...it's the job where the VE team recommended the use of Florida I-beams to reduce cost. I didn't get into a lot of the specifics that we talked about (concerns that cost savings might be skewed since the project is in the Metro and not near FL; certain contractors might have a competitive advantage, etc.) in my formal response, but I did note that we talked/coordinated. I think Engineering services might want a more formal (letter...see attached comments for her specific request) response from your office to either specify your opinions or just document that we did indeed coordinate. Is that something you can prepare for us?

The second is regarding I-285 @Atlanta Rd (PI 752300). I have a meeting with my geotech sub today and I want to be able to answer this question for him: Does your office require WFIs for GDOT Standard side barriers? Or, does the answer depend on the height of the wall?

Let me know. Thanks in advance for your help.

Scott M. Dubord, P.E.
Project Manager, Roadway Design

ATKINS

1600 RiverEdge Parkway, Suite 600, Atlanta, Georgia, 30328
Tel: +1 (770) 933 0280 | Fax: +1 (770) 933 1920 | Direct: +1 (678) 247 2426 |

Shelby, Albert

From: Jubran, Abdallah (AJ)
Sent: Thursday, January 12, 2012 6:34 PM
To: Shelby, Albert
Cc: Scruggs, Thomas; Myers, Lisa; Jubran, Abdallah (AJ)
Subject: RE: VE Study responses for PI No. 731210
Attachments: VE Responses - PI 713210 OMR to Albert.docx

Albert,

Attached are OMRs responses to the VE study. Thanks. A J

From: Shelby, Albert
Sent: Tuesday, January 03, 2012 3:33 PM
To: Jubran, Abdallah (AJ)
Cc: Scruggs, Thomas; Myers, Lisa
Subject: FW: VE Study responses for PI No. 731210

Good afternoon AJ,

Can we get a response on the below? We need an answer to submit the VE responses.

Thanks,

Albert V. Shelby, III
Senior Project Manager
Office of Program Delivery
One Georgia Center
600 West Peachtree Street, Floor 25
Atlanta, GA 30308
☎ (404) 631-1758 (Office cubicle #2542)
(404) 354-0513 (blackberry)
ashelby@dot.ga.gov

From: Dubord, Scott M [mailto:Scott.Dubord@atkinsglobal.com]
Sent: Saturday, December 17, 2011 12:23 PM
To: Jubran, Abdallah (AJ)
Cc: Shelby, Albert; Morris, Ron H; Kunkle, Jason E
Subject: VE Study responses for PI No. 731210

AJ,

I've been asked by my GDOT PM Albert Shelby as well as Lisa Myers with Engineering Services to discuss with you some specific VE recommendations regarding reduced shoulder paving widths. Specifically, bullets 13, 14, 20 & 21 (R10 & R11, R20 & R21) in the attached report. Lisa mentioned in her attached e-mail that your office has been voicing concerns about paved shoulder reductions affecting the structural integrity of the pavement.

Would you please review the recommendations listed above and our subsequent responses and see if you have any issues with them or additional comments that we can use to supplement the response.

FYI, this project proposes to add a CD (and braided ramp) from Forest PKWY to I-285 along NB I-75 to relieve some of the weaving friction that occurs today between traffic coming onto I-75 from Forest Pkwy and I-75 NB traffic wanting to exit to I-285 both east and west.

Thanks in advance for your help. Let me know if you need any additional clarification.

Scott M. Dubord, P.E.
Project Manager, Roadway Design

ATKINS

1600 RiverEdge Parkway, Suite 600, Atlanta, Georgia, 30328
Tel: +1 (770) 933 0280 | Fax: +1 (770) 933 1920 | Direct: +1 (678) 247 2426 |
Email: scott.dubord@atkinsglobal.com | Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

Recommendation
Approval of the VE Alternative No. R6.0 is not recommended.

- *Traffic counts that were ordered as part of the on-going IMR preparation shows an extremely high rate of truck traffic through this Frontage Road corridor (23% during the 24hr period recorded). Based on this information, it is recommended that the Frontage Road remain 12' and that the access radii at the intersection with Forest Parkway continue to be designed to accommodate WB-50 vehicles.*

11. **Value Engineering Alternative No. R8.0** – Move the Frontage Road toward I-75 adjacent to Ramp C. **(Cost savings: $1,064,250)**

Recommendation
Approval of the VE Alternative No. R8.0 is not recommended.

- *The location of the Frontage Rd alignment was set based on the future footprint for the Managed lanes along I-75. Shifting the alignment closer to Ramp C would require reconstructing the Frontage Rd again in addition to acquiring R/W when the Managed lanes are constructed in the future.*

12. **Value Engineering Alternative No. R9.0** – Reduce design speed of Loop Ramp 'A' from I-75N to I-285W to 25 mph to avoid need to reconstruct Ramp 'F'. **(Cost savings: $705,930)**

Recommendation
Approval of the VE Alternative No. R9.0 is not recommended.

- *Geometrically speaking (horizontally and vertically), a 175' radius (25 mph design speed) can be accommodated without impacting Ramp F. However, there is a design and operational issue since the proposed radius and design speed does not meet minimum GDOT guidelines (35 mph design speed, 292' radius) and will be utilizing a radius less than existing (200') for a loop ramp with a recorded history of truck over-turns.*

13. **Value Engineering Alternative No. R10.0** – Reduce Paved Shoulders for Ramps and C-D to AASHTO Minimum of 4 ft Wide Inside and 10 ft Wide Outside. **(Cost savings: $406,200)**

Recommendation
Approval of the VE Alternative No. R10.0 is recommended.

- *Since barrier is required along the majority of these areas, an additional 2' will be required in addition to the 10' usable shoulder. Therefore there will be no significant savings.*

OMR Response: Shoulder width is a Geometric Design issue not a Pavement Design issue. OMR recommends full depth shoulder pavements as a Pavement Design recommendation to match the mainline for ease of construction and long term maintenance concerns.

14. **Value Engineering Alternative No. R11.0** – Reduce the width of the paved shoulder on the Frontage Road to 2'. **(Cost savings: $53,957)**

Recommendation
Approval of the VE Alternative No. R11.0 is recommended.

OMR Response: Shoulder width is a Geometric Design issue not a Pavement Design issue. OMR recommends full depth shoulder pavements as a Pavement Design recommendation to match the mainline for ease of construction and long term maintenance concerns.

15. **Value Engineering Alternative No. R12.0** – Reduce Paved Shoulder Width along I-75 NB under I-285 Bridge to 12'. **(Cost savings: $31,368)**

Recommendation
VE Alternative No. R12.0 will be implemented, with modifications. The existing condition along I-75 through this area will be maintained with no additional shoulder construction required. Cost savings will increase to $79,936.

16. **Value Engineering Alternative No. R13.0** – Eliminate Sound Barrier Walls per NEPA Environmental Assessment. **(Cost savings: $1,650,000)**

Recommendation
Approval of the VE Alternative No. R13.0 is recommended.

- *Since it appears most, if not all, of the land use in the project area is commercial/industrial and GDOT does not typically abate for these land uses, sound walls will most likely not be required. However, the official noise study has not been completed to definitively verify this.*

17. **Value Engineering Alternative No. R15.0** – Increase profile grade of Ramp 'B' after the bridge to tie to I-75 sooner and to reduce the wall height between Ramp 'A' and Ramp 'B' and reduce wall height between Ramp 'B' and I-75. **(Cost savings: $734,386)**

Recommendation
Approval of the VE Alternative No. R15.0 is recommended.

- *It is feasible to increase the profile grade for Ramp B to minimize wall height. However, the vertical curve lengths and grades recommended in the VE do not meet the required K value for a DS of 55mph on the ramp. Therefore, the optimal downgrade to use is 3.5% with a 500' crest VC and a 800' sag VC. The profile can also be revised slightly to minimize excess vertical clearance over Ramp A. Cost savings for this modification is not significant from those proposed in the VE study.*

18. **Value Engineering Alternative No. R16.0** – Revise the Frontage Road profile from STA 17+00 to STA 27+00 to follow existing grade and eliminate wall between Frontage Road and the Farmers Market. **(Cost savings: $1,047,378)**

Recommendation
Approval of the VE Alternative No. R16.0 is recommended.

- *It is feasible to revise the Frontage Rd profile between Sta. 17+00 and Sta. 27+00 to follow existing grade. However, the wall between Ramp C and the Frontage Road will need to be extended approximately 200' due to the raised grade along the Frontage Rd. This will add approximately 2000 SF of MSE wall at a cost of $132,830. This will reduce the overall cost savings to $914,548.*

19. **Value Engineering Alternative No. R17.0** – Realign Ramp 'E' (I-75N to I-285E) to tie to the existing ramp sooner and eliminate a wall and reduce rework on ramp. **(Cost savings: $390,334)**

Recommendation
Approval of the VE Alternative No. R17.0 is not recommended.

- *It is not feasible to realign Ramp E to tie to existing. The profile for Ramp E cannot be raised to match existing pavement until approximately Sta. 513+00. The proposed profile utilizes a 6% grade and a DS of 45mph. In addition, Ramp E will still require widening to the outside since it is currently a one lane ramp. The proposed design requires the ramp be widened to two lanes.*

20. **Value Engineering Alternative No. R20.0** – Use asphalt shoulders in lieu of full depth PCC for ramps and collector-distributor. **(Cost savings: $1,301,230)**

Recommendation
Approval of the VE Alternative No. R20.0 is recommended, pending formal approval of the pavement section by GDOT-OMR

OMR Response: OMR does not recommend approval of VE Alternative No. R20.0. OMR recommends that all shoulders be designed full depth to match the mainline for ease of construction and long term maintenance concerns. If a 13 ft wide outside lane is

used, then asphalt shoulder may be used as another alternate shoulder type to PCC. Requiring asphalt instead of PCC reduces the Contractors options.

21. **Value Engineering Alternative No. R21.0** – Use reduced depth asphalt shoulders in lieu of full depth for Frontage Road. **(Cost savings: $46,894)**

Recommendation
Approval of the VE Alternative No. R21.0 is recommended, pending formal approval of the pavement section by GDOT-OMR

OMR Response: OMR does not recommend approval of VE Alternative No. R21.0. OMR recommends full depth shoulder pavement construction as a Pavement Design recommendation. Full depth shoulder construction, to match the mainline pavement type, allows for a more efficient construction. If minimal (2 ft) shoulder widths are used as proposed in R11 it is really the only way to properly construct the shoulder.

If you have any questions or comments, please contact me at (770) 933-0280.

Sincerely,

ATKINS

Scott M. Dubord, P.E.
Project Manager

cc: File (100020872)

Table 1
2010 AM Peak Hour – Existing Conditions

Section	Direction	Type Section	CORSIM Nodes		2010 Volumes		Density (Veh./Lane/Mi.)	LOS
			A	B	Design	CORSIM		
I-5 Northbound South of Forest Parkway	Northbound	Basic	20	18	8,000	8,000	32.80	D
I-75 Northbound South of Forest Parkway Exit Ramp	Northbound	Merge/Diverge	18	19	8,000	8,000	38.43	E
I-75 Northbound Between Forest Pkwy Exit Ramp and Forest Pkwy EB Entrance Ramp	Northbound	Basic	19	21	7,540	7,449	79.60	F
I-75 Northbound North of EB Forest Pkwy Entrance Ramp	Northbound	Merge/Diverge	21	22	9,370	9,055	101.27	F
I-75 Northbound Between WB Forest Pkwy Entrance Ramp and EB Forest Pkwy Entrance Ramp	Northbound	Basic	22	49	9,370	8,997	49.60	F
I-75 Northbound Betweeen WB Forest Parkway Entrance and I-285 EB Exit Ramp	Northbound	Weaving	49	29	10,590	10,192	57.96	F
I-75 Northbound South of I-285 WB Exit Ramp Ramp	Northbound	Merge/Diverge	29	24	9,690	9,230	37.55	E
I-75 Northbound North of I-285 WB Exit Ramp Ramp	Northbound	Basic	24	30	7,920	7,477	31.90	D

Table 2
2010 AM Peak Hour – Proposed Build Alternate

Section	Direction	Type Section	CORSIM Nodes		2010 Volumes		Density (Veh./Lane/Mi.)	LOS
			A	B	Design	CORSIM		
I-5 Northbound South of Forest Parkway	Northbound	Basic	20	18	8,000	8,000	33.00	D
I-75 Northbound South of Forest Parkway Exit Ramp	Northbound	Merge/Diverge	18	19	8,000	7,995	33.16	D
I-75 Northbound Between Forest Parkway and I-285 Exit Ramp	Northbound	Basic	19	21	7,540	7,529	32.70	D
I-75 Northbound South of I-285 Exit Ramp	Northbound	Merge/Diverge	21	22	7,540	7,526	32.16	D
I-75 Northbound Between I-285 Exit Ramp and Forest Parkway Entrance Ramp	Northbound	Basic	49	23	5,820	5,835	23.60	C
I-75 Northbound North of Forest Parkway Entrance Ramp	Northbound	Merge/Diverge	29	24	7,930	7,983	41.23	E
I-75 Northbound North of Forest Parkway Entrance Ramp	Northbound	Basic	24	30	7,930	7,975	38.20	E
Weaving Section Between Forest Parkway and I-285 Eastbound and Westbound Exit Ramps	Northbound	C/D Weave	33	34	2,670	2,592	18.57	B

Table 3
2010 AM Peak Hour – Value Engineering Alternate 1

Section	Direction	Type Section	CORSIM Nodes		2010 Volumes		Density (Veh./Lane/Mi.)	LOS
			A	B	Design	CORSIM		
I-5 Northbound South of Forest Parkway	Northbound	Basic	20	18	8,000	7,998	33.00	D
I-75 Northbound South of Forest Parkway Exit Ramp	Northbound	Merge/Diverge	18	19	8,000	7,996	33.60	D
I-75 Northbound Between Forest Pkwy Exit Ramp and Forest Pkwy EB Entrance Ramp	Northbound	Basic	19	21	7,540	7,479	64.30	F
I-75 Northbound North of EB Forest Pkwy Entrance Ramp	Northbound	Merge/Diverge	21	22	10,590	10,207	95.77	F
I-75 Northbound Between WB Forest Pkwy Entrance Ramp and EB Forest Pkwy Entrance Ramp	Northbound	Basic	22	49	10,590	10,095	96.90	F
I-75 Northbound Betweeen WB Forest Parkway Entrance and I-285 EB Exit Ramp	Northbound	Weaving	49	29	10,590	9,996	86.34	F
I-75 Northbound South of I-285 WB Exit Ramp Ramp	Northbound	Merge/Diverge	29	24	9,690	9,050	33.99	D
I-75 Northbound North of I-285 WB Exit Ramp Ramp	Northbound	Basic	24	30	7,920	7,383	31.00	D

Table 4
2010 AM Peak Hour – Value Engineering Alternate 4

Section	Direction	Type Section	CORSIM Nodes		2010 Volumes		Density (Veh./Lane/Mi.)	LOS
			A	B	Design	CORSIM		
I-5 Northbound South of Forest Parkway	Northbound	Basic	20	18	8,000	8,000	33.00	D
I-75 Northbound South of Forest Parkway Exit Ramp	Northbound	Merge/Diverge	18	19	8,000	8,001	32.80	D
I-75 Northbound Between Forest Pkwy Exit Ramp and Forest Pkwy EB Entrance Ramp	Northbound	Basic	19	21	7,540	7,528	31.00	D
I-75 Northbound North of EB Forest Pkwy Entrance Ramp	Northbound	Basic	21	22	10,590	7,527	41.50	E
I-75 Northbound Between WB Forest Pkwy Entrance Ramp and EB Forest Pkwy Entrance Ramp	Northbound	Basic	22	49	10,590	7,463	78.90	F
I-75 Northbound Betweeen WB Forest Parkway Entrance and I-285 EB Exit Ramp	Northbound	Weaving	49	29	10,590	10,309	120.51	F
I-75 Northbound South of I-285 WB Exit Ramp Ramp	Northbound	Merge/Diverge	29	24	9,690	9,232	37.21	E
I-75 Northbound North of I-285 WB Exit Ramp Ramp	Northbound	Basic	24	30	7,920	7,516	31.80	D

Table 5
Freeway Network CORSIM Statistics

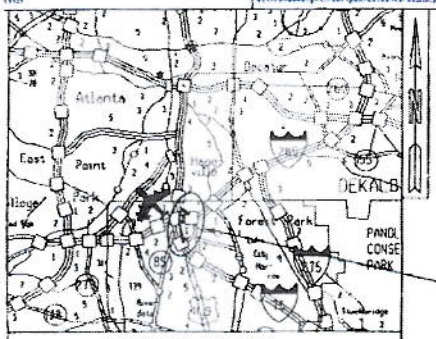
Alternate	Vehicle Miles of Travel	% Difference vs. Proposed	Vehicle Hours of Travel	% Difference vs. Proposed	Vehicle Hours of Delay	% Difference vs. Proposed	Average Speed	% Difference vs. Proposed
Proposed Build	24,691.0	N/A	421.6	N/A	36.8	N/A	58.6	N/A
VE Alternate 1	26,590.9	7.7%	746.5	77.1%	328.9	793.7%	35.6	-39.2%
VE Alternate 2	26,078.2	5.6%	606.6	43.9%	200.5	444.8%	43.0	-26.6%

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
I-75 NB CD SYSTEM FROM FOREST PKWY TO I-285

FEDERAL AID PROJECT
IM000-0285-01(346)
Clayton County

FEDERAL ROUTE # 75, 285
STATE ROUTE #331, 401, 407
P.I. NO. 713210



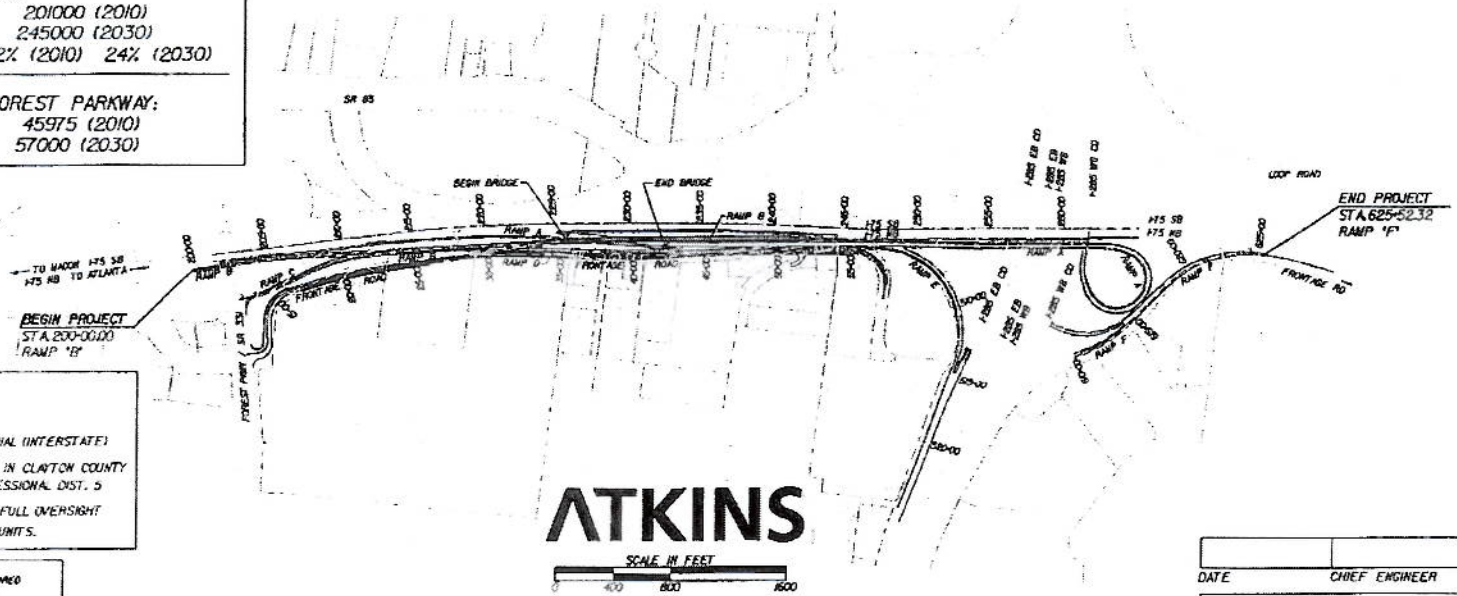
LOCATION SKETCH

PROJECT IM000-0285-01(346)
CLAYTON COUNTY

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

DESIGN DATA I-75:
TRAFFIC A.D.T.: 201000 (2010)
TRAFFIC A.D.T.: 245000 (2030)
% TRUCKS: 22% (2010) 24% (2030)

DESIGN DATA FOREST PARKWAY:
TRAFFIC A.D.T.: 45975 (2010)
TRAFFIC A.D.T.: 57000 (2030)



LOCATION & DESIGN APPROVAL DATE: N/A

FUNCTIONAL CLASS:
PRINCIPAL URBAN ARTERIAL (INTERSTATE)

THIS PROJECT IS 100% IN CLAYTON COUNTY AND IS 100% IN CONGRESSIONAL DIST. 5

PROJECT DESIGNATION: FULL OVERSIGHT

DESIGNED IN ENGLISH UNITS.

ATKINS

SCALE IN FEET
0 400 800 1600

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 108.04, 108.05, AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF PROJECT	COUNTY No. 063 Project No. IM000-0285-01(346)			
CLAYTON COUNTY	I-75 MILES	I-285 MILES	RAMPS A-F MILES	FRONTAGE RD. MILES
NET LENGTH OF ROADWAY	1.189	0.249	3.079	0.920
NET LENGTH OF BRIDGES	0.000	0.000	0.132	0.000
NET LENGTH OF PROJECT	1.189	0.249	3.211	0.920
NET LENGTH OF EXCEPTIONS	0.000	0.000	0.000	0.000
GROSS LENGTH OF PROJECT	1.189	0.249	3.211	0.920

DATE CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

PRECONSTRUCTION STATUS REPORT FOR PI:713210-

PROJ ID : 713210-
COUNTY : Clayton
LENGTH (MI) 1.47
PROJ NO.: IM000-0285-01(346)
PROJ MGR: Shelby, Albert
AOHD Initials: SSH
OFFICE : Program Delivery
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: Post Buckley Schuh and Jernigan, Inc

I-285 EAST TO I-75 SOUTH RAMP ALIGNMENT

MPO: Atlanta TMA
TIP #: CL-AR-179
MODEL YR : 2016
TYPE WORK: Ramp
CONCEPT: C-D SYSTEM
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 7
CONG. DIST: 5
BIKE: N
MEASURE: E
NEEDS SCORE: 08
BRIDGE SUFF:

MGMT LET DATE :
MGMT ROW DATE : 11/15/2012
BASELINE LET DATE:
SCHED LET DATE :
WHO LETS?: GDOT Let
LET WITH :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
	12/22/2011		3/9/2012	Concept Development	4/3/2011		25
				Concept Meeting	5/11/2011	5/11/2011	100
12/8/2011	12/8/2011	2/24/2012	2/24/2012	PM Submit Concept Report			0
12/9/2011	12/22/2011	2/27/2012	3/9/2012	Concept Report Review and Comments			0
12/22/2011	**12/22/2011**	**3/9/2012**	**3/9/2012**	**Management Concept Approval Complete**			**0**
	12/8/2011		2/24/2012	Value Engineering Study	5/11/2011		83
1/6/2012	1/6/2012	3/26/2012	3/26/2012	Public Information Open House Held			0
12/23/2011	5/31/2012	3/12/2012	8/17/2012	**Environmental Approval**			0
2/10/2012	3/1/2012	4/30/2012	5/18/2012	Mapping			0
3/5/2012	3/30/2012	5/22/2012	6/18/2012	Field Surveys/SDE			0
4/3/2012	**8/6/2012**	**6/20/2012**	**10/23/2012**	**Preliminary Plans**			**0**
12/23/2011	5/3/2012	3/12/2012	7/20/2012	Underground Storage Tanks			0
9/4/2012	9/4/2012	11/21/2012	11/21/2012	PFPR Inspection			0
9/5/2012	9/25/2012	11/22/2012	12/12/2012	R/W Plans Preparation			0
9/26/2012	**11/6/2012**	**12/13/2012**	**1/23/2013**	**R/W Plans Final Approval**			**0**

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1995	1995	1,717,496.58	04M	AUTHORIZED	1/24/1995
ROW	2013	2013	1,556,010.52	L010	PRECST	
CST	2015	2015	4,501,015.00	L010	PRECST	

Cost Estimate Amount

Activity	Amount	Date
PE	$1,717,496.58	
ROW	$1,302,000.00	11/19/2003
CST	$3,620,000.00	3/3/2004

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	04M
ROW	1,556,010.52	L010
CST	4,501,015.00	L010

PDD: AQE. 6/27/00 let W/712425.
Bridge: BRIDGE REQUIRED
EIS: CE\NotApvd\NoSchedule\Cox 07.14.11
LGPA: CLAYTON REFUSED UTILITIES 10-14-96|RESCISSION LETTER SENT TO CLAYTON 10-28-05.
Planning: Work Zone Safety project considered significant; Transportation Management Plan (TMP) required
Programming: PR2/P=2-3-95|#1 3-15-2000|#2 4-01|CHANGED TO EXEMPT PER FHWA 12-20-2010|#3 3-2011|#4 6-2011
Railroad: NO
Traffic Op: SEND PLANS FOR REVIEW 12-13-07
UST: MC
Utility: YPF: need plans 03/10;SUE
EMG: M1528/3021 (H85(94)-W/V88);(M/E CONVERTED 5/99)
Engr Services: VE Report Dist. 9/12/11

District Comments

Concept taken from PI 0001759 master plan. Master IDIQ contract executed 10-19-10 and NTP for task order #1 4/7/11. Concept Team Mtg held 5/11/11. VE study held Aug. 22-25, 2011. Responses submitted 1-24-12 after coordination with Bridge & OMR. Concept Report to be finalized after VE approved. (1-24-12)

Estimate: $4,686,192.00 ROW, $32,879,076.00 CST

Prel. Parcel CT: 3
Total Parcel in ROW System:
Cond. Filed:
Acquired by: DOT
DEEDS CT:
Under Review:
Options - Pending:
Relocations:
Acquisition MGR:
Released:
Condemnations- Pend:
Acquired:
R/W Cert Date: