

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM-285-1(354) DeKalb County **OFFICE** Preconstruction
P. I. No. 713290
DATE September 13, 2001
CWHutto
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Jimmy Chambers
Joe Palladi
Steve Henry
BOARD MEMBER
FHWA



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Georgia Division
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303
August 28, 2001**

**IN REPLY REFER TO
HTM-GA**

**Mr. J. Tom Coleman, Jr.
Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002**

Attn: Wayne Hutto, Preconstruction Division

Subject: IM-285-1(345), IM-285-1(352), IM-285-1(354), and HPP-0000-00(949) Concept Reports

Dear Mr. Coleman:

The subject concept reports are for I-285 Interchanges at Bouldercrest Road, Jonesboro Road, Flat Shoals Road, and a bridge only for Perimeter Center Parkway. We are approving these concept reports under the following condition:

As discussed with your Urban Design Staff, design of these interchanges needs to be coordinated with any future improvements on I-285, including HOV lanes. Therefore, the design of these interchanges should not preclude the future HOV typical section(s) that, we understand, have yet to be determined. Also, as with all projects in the concept stage, the final design will also be dependent on the NEPA process.

If you have any questions, please contact Walter Boyd at (404) 562-3651.

Sincerely,

**sn, Larry R. Dreihaup, P.E.
Division Administrator**

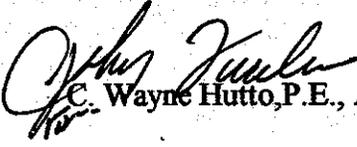
**Enclosures
cc: Joe Palladi, Urban Design**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-285-1(354) DeKalb County **OFFICE** Preconstruction
P.I. No. 713290

DATE July 19, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the reconstruction and rehabilitation of the interchange at I-285 at SR 155/Flat Shoals Road. The existing diamond interchange configuration will be retained. This project also includes widening SR 155/Flat Shoals Road from just west of Panthersville Road (MP 8.06) to just east of Clifton Springs Road (MP 7.05). On I-285, the project extends from just west of the Panthersville Road bridge over I-285 (MP 48.81) to just east of the I-285 bridge over Shoal Creek (MP 47.86). The existing interchange is incurring operational problems due to growth in traffic caused by commercial developments, tractor trailer trucks turning in the interchange area and through work trips. State Route 155/Flat Shoals Road is currently a five lane urban roadway including a two way left turn lane. The posted speed is 45 MPH. I-285 consists of eight lanes, four in each direction, and has a posted speed limit of 55 MPH. The combination of commercial services, employment opportunities and transportation access between I-285 and I-20 has generated traffic demand well above the capacity of Flat Shoals Road and its interchange with I-285. Traffic estimates are as follows:

<u>Route</u>	<u>2006 ADT</u>	<u>2026 ADT</u>
Flat Shoals Road	40,075	59,580
I-285	147,210	214,135

For years 1995, 1996, and 1997, there were a total of 316 accidents, 132 injuries, and 1 fatality along Flat Shoals Road within the project area. During that time period, there were also 122 accidents, 78 injuries, and no fatalities along I-285 within the project area.

The proposed construction will widen SR 155 to provide two to three, 12' travel lanes and one 4' bike lane in each direction, separated by a variable width raised grass median (20'-56') with 12' curb and gutter shoulders and 5' sidewalk on both sides. Dual left turn lanes will be provided onto both interstate ramps. The off ramps will be configured to provide dual left turn lanes and dual right turn lanes at the ramp termini. The on ramps will be widened to two lanes at Flat Shoals Road tapering back to one lane before tapering onto I-285. Both the eastbound and westbound ramps are proposed to include optional exit lanes, two lane exits. The existing bridge on Flat Shoals Road over I-285 will be replaced with a new 344' x 156' bridge with horizontal clearances

IM-NH-285-1(354) DeKalb

July 19, 2001

that will not preclude future improvements to I-285. The existing bridge on I-285 over Shoal Creek will be widened to allow for additional length of on/off ramps. No changes are proposed to the existing I-285 roadway, however, a design exception for the retained substandard inside shoulder width will be required. The Panthersville Road Bridge will be replaced to provide for future expansion of I-285, to raise it from the current insufficient vertical clearance and to provide sufficient horizontal clearance. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; possible Section 4(f) impact; possible UST and hazardous waste sites impacted; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$13,101,000	\$17,640,000	2004	03-07
Right-of-Way	\$ 7,020,000	\$ 1, 150,000		
Utilities*	\$ 189,000	----		

*LGPA to be sent.

The proposed project will improve traffic safety and operations in the I-285 interchange area and improve peak period traffic flow. This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR Thomas L. Turner
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE Larry R. Dreihaup
Larry R. Dreihaup, Division Administrator, FHWA

APPROVE Frank L. Danchetz
Frank L. Danchetz, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: IM-NH-285-1⁽³⁵⁴⁾~~(35)~~ DeKalb
P.I. Number 713290-

OFFICE: Engineering Services

DATE: July 10, 2001

FROM: David Mulling, ^{DM} Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted July 5, 2001 by the letter from Joseph P. Palladi dated June 29, 2001, and have no comment.

The costs for the project are:

Construction	\$10,827,000
Inflation	\$ 1,083,000
E&C	\$ 1,191,000
Reimbursable Utilities	\$ 189,000
Right of Way	\$ 7,020,000

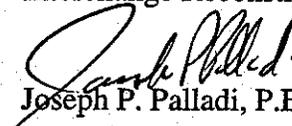
DTM

c: Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-285-1⁽²⁵⁴⁾₍₃₅₎, DeKalb County **OFFICE** Urban Design
P.I. No. 713290
I-285 @ S.R. 155/Flat Shoals Road
Interchange Reconstruction **DATE** June 29, 2001

FROM 
Joseph P. Palladi, P.E., State Urban Design Engineer

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

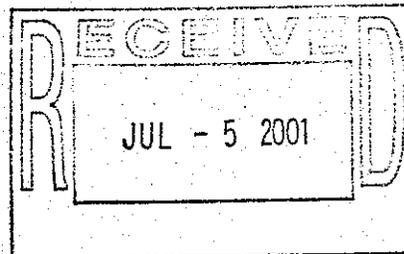
The attached Concept Report is the second submittal for this project. The original Concept Report did not conform to the Atlanta Regional Transportation Plan (RTP) model and, as a result, was returned for further study. Since that time, additional analyses have been performed and it has been determined that the proposed concept presented herein conforms to that which is contained in the RTP and satisfies the identified need and purpose of the project.

If you have any questions concerning this report, please call Glenn Bowman or Mike Lobdell at 404-656-5441.


JPP:MAL
Attachment

Distribution w/attachment:

David Mulling, P.E.
Harvey D. Keeper
Marion Waters, P.E.
Marta V. Rosen
Herman Griffin, P.E.
Steve Henry
Paul Liles, P.E.



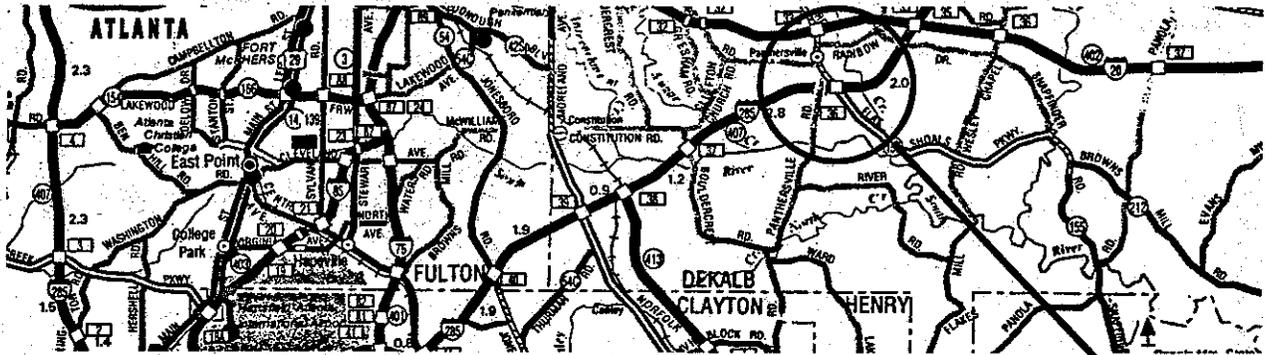
SCORING RESULTS AS PER MOG 2440-2

Project Number: IM-NH-285-1(25)(354)		County: DEKALB		PI No.: 713290-	
Report Date: 6/29/01		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant: ARCADIS Geraghty & Miller			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input checked="" type="checkbox"/> Interchange <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100%				
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: IM-NH-285-1(354)
 County: DeKalb
 P. I. Number: 713290
 U.S. Route Number: N/A
 State Route Number: SR 155 (Flat Shoals Road) SR 407 (I-285)



Project Description: I-285 @ SR 155/Flat Shoals Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
 Project Manager

DATE 7/3/01

Joseph P. Alford
 State Urban Design Engineer

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).

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Engineering Administrator

DATE _____

 State Environmental/Location Engineer

DATE _____

 State Traffic Operations Engineer

DATE _____

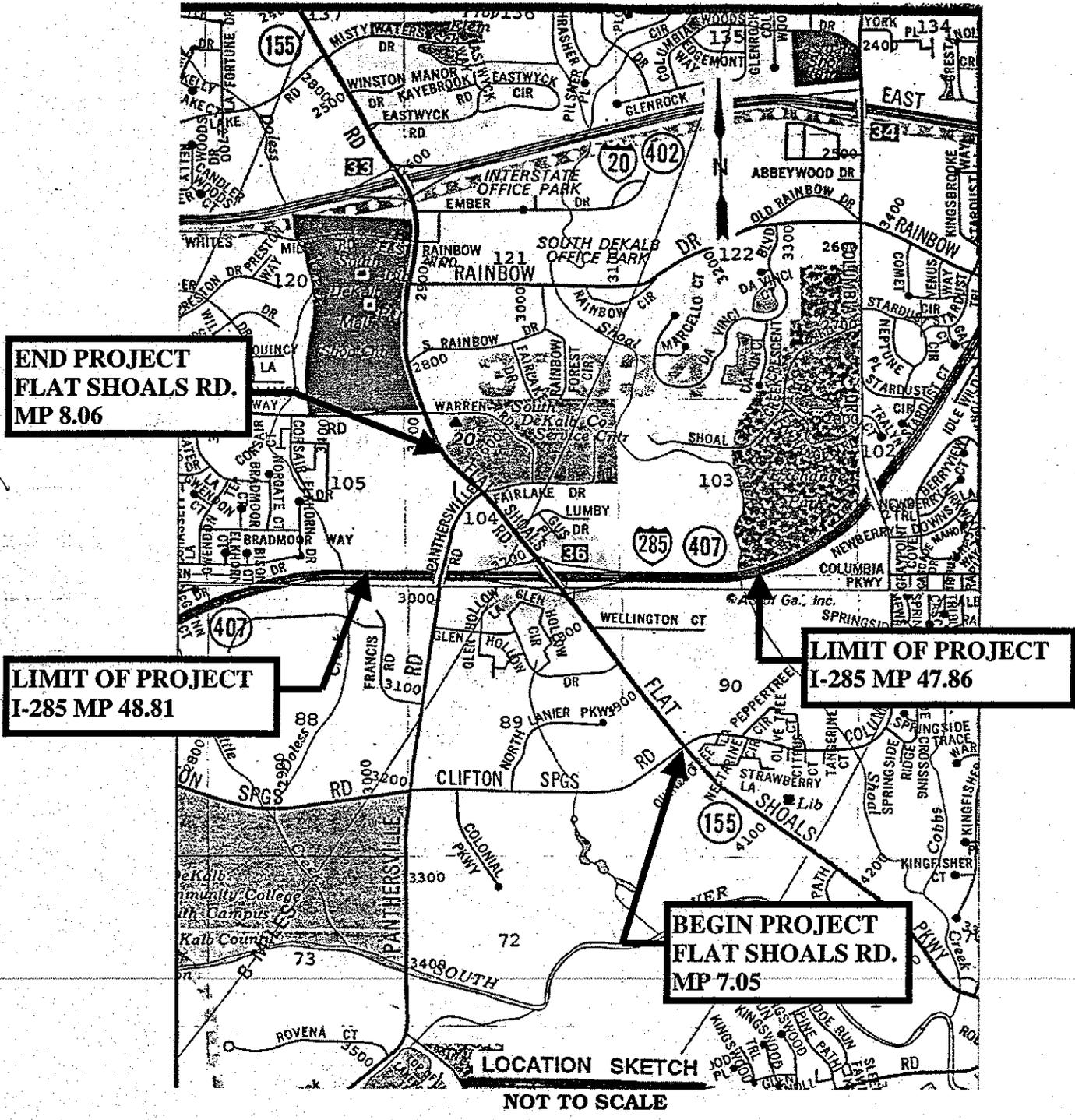
 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer



I-285 @ SR 155/FLAT SHOALS ROAD

IM-NH-285-1(354)

DEKALB COUNTY

P.L.NO.: 713290



SCALE: 1"=300'

Need and Purpose: The proposed project would reconstruct and rehabilitate the existing interchange at I-285 and S.R. 155/Flat Shoals Road. The existing interchange is incurring operational problems due to growth in traffic caused by commercial developments, tractor-trailer trucks turning in the interchange area, and through work trips. The land use in the corridor is made up of commercial, industrial park and residential development. This project was first identified in year 1992 for improvement, and approved by the S.H.I.P. committee in 1993 to go forward with submitting it through the planning process to have it placed in the Atlanta Regional Transportation Plan.

The need for the project is to improve traffic safety and operations in the I-285 interchange area and improve peak period traffic flows. The combination of commercial services, employment opportunities and transportation access between I-285 and I-20 has generated traffic demand well above the capacity of Flat Shoals Road and its interchange with I-285. By 2006, traffic on Flat Shoals Road is expected to be 40,075 vehicles per day north of I-285, and traffic on I-285 east of the interchange is expected to be 147,210 vehicles per day. By 2026, traffic on Flat Shoals Road is expected to be 59,580 vehicles per day north of I-285, and traffic on I-285 east of the interchange is expected to be 214,135 vehicles per day. The project will promote energy conservation through efficient movement of traffic that would otherwise be idled or delayed without the interchange improvements.

The purpose of this project is to correct roadway deficiencies, improve traffic safety and operations, serve the transportation demand generated by the increase in traffic, and improve the safety of the roadways and interchange.

The project (DK AR 206) is included in the approved State Transportation Improvement Program (FY 2001-2003) and the Transportation Improvement Program (FY 2001-2003) of the adopted Atlanta Regional Transportation Plan (FY 2001-2025).

Description of the proposed project: This project consists of the reconstruction of the I-285/Flat Shoals Road Interchange in DeKalb County. The I-285/Flat Shoals Road interchange will retain the existing diamond configuration. *Project Length* → The project extends from the Clifton Springs Road intersection (MP 7.05) to just north of the Panthersville Road/Fairlake Drive intersection (MP 8.06). On I-285, the project extends from the just west of the Panthersville Road bridge over I-285 (MP 48.81) to just east of the I-285 bridge over Shoal Creek (MP 47.86).

Flat Shoals Road will be widened to provide for two to three travel lanes and one 4' bike lane in each direction with dual left-turn and single right turn lanes approaching the I-285 entrance ramps. Additional turn lanes will be provided along Flat Shoals Road as required. The Flat Shoals Road bridge over I-285 will be replaced and a variable width raised grass median will be constructed from the Clifton Springs Road intersection to the Panthersville Road intersection. The entrance ramps will be lengthened and widened to two lanes to receive the turning traffic, taper to one lane, and then taper onto I-285. The exit ramps will be lengthened and widened from the exit tapers on I-285 to accommodate adequate storage and deceleration for dual left-turn and dual right-turn lanes approaching Flat Shoals Road.

The Panthersville Road bridge over I-285 will be replaced due to insufficient horizontal clearance for the widened/lengthened on/off ramps to Flat Shoals Road, and the existing I-285 bridge over Shoal Creek will also be widened to accommodate the widened/lengthened on/off ramps.

The termini along Flat Shoals Road are determined as follows: The southern terminus is dictated by the need to accommodate safe tapers from a six-lane roadway to a four-lane roadway, and the need to install a raised median from the interchange to Clifton Springs Road. (Flat Shoals Road is a median divided roadway south of Clifton Springs Road.) The northern terminus is dictated by the need to accommodate safe tapers from a six-lane roadway to a four-lane roadway.

The termini along I-285 are determined by the lengthened/widened ramps and to accommodate safe tapers, as well as adequate acceleration, deceleration, signing, and storage distances for vehicles entering/exiting the freeway.

This concept will satisfy the project Need and Purpose by improving safety and traffic operations in the I-285 interchange area and serve the transportation demand generated by the increase in through and turning movements. Energy conservation would also be improved because of the more efficient movement of traffic.

The project length is approximately 1.0 mile along Flat Shoals Road, and approximately 0.95 mile along I-285.

Is the project located in a Non-attainment area? X Yes No. The proposed project concept conforms to the current RTP model. The RTP model and the concept provide for two lanes in each direction on Flat Shoals Road beyond the interchange, and three lanes in each direction within the limits of the interchange area. The RTP model and the proposed project concept maintain two travel lanes in each direction on Panthersville Road and four travel lanes in each direction on I-285. (See attached RTP model plot.)

PDP Classification: Major Project on existing location.

Project Designation: Full Oversight (X), Exempt(), State Funded(), or Other ()

Functional Classification: URBAN PRINCIPAL ARTERIAL (Flat Shoals Road)
 URBAN INTERSTATE (I-285)

U. S. Route Number(s): N/A **State Route Number(s):** S.R. 155

Proposed Design Features:

Flat Shoals Road

- Proposed typical section: Two to three 12' travel lanes and one 4' bike lane in each direction separated by a variable width raised grass median (20'-56') with 12' curb and gutter shoulders and 5' sidewalk on both sides.
- Proposed Design Speed: 45 mph
- Proposed Maximum grade: 3.14 % Maximum grade allowable: 6.0 %
- Proposed Maximum degree of curve: 0.85 Maximum curvature allowable: 7.50
- Right of way
 - Width 120 – 200 ft.
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().

Ramps

- Proposed typical sections: The proposed ramps are variable width (16' single lane and 12' multi-lanes up to 48' wide) with 12' wide (10' paved) outside shoulders and 8' wide (6' paved) inside shoulders. The off-ramps will be configured to provide dual left-turn lanes and dual right-turn lanes at the ramp termini. The on-ramps will be widened to two lanes at Flat Shoals Road tapering back to one lane before tapering into I-285. Parallel deceleration lanes are also proposed along I-285 to allow for 2-lane exits.
- Proposed Design Speed: 35-45 mph
- Proposed Maximum grade: 6 % Maximum grade allowable: 7.0 %
- Proposed Maximum degree of curve: 3 Maximum curvature allowable:
- Type of access control: Full (X), Partial (), By Permit (), Other ()

I-285

- Proposed typical section: Retain existing typical section. No improvements proposed to I-285 mainline roadway except at ramp tapers.

Panthersville Road

- Proposed typical section: Two 12' travel lanes and one 4' bike lane in each direction, no median, with 12' curb and gutter shoulders and 5' sidewalk on both sides.
- Design Speed: 45 mph
- Maximum grade: 2% Maximum grade allowable: 8%
- Maximum degree of curvature: 4.5 Maximum curvature allowable: 7.5
- Width of right of way: 80' min.

Major Structures:

- Bridges:
 - New Flat Shoals Road bridge over I-285 (344' long x 156' wide)
 - Widen I-285 bridge over Shoal Creek by 15' on the north side and 35' on the south side to allow for additional length/width of on/off ramps
 - New Panthersville Road bridge over I-285, (300' long x 76' wide).
- Estimated retaining walls:
 - Ramps: 2450 ft by 12 ft high at the eastbound ramps
 - Bridge abutments: 670 ft by 12 ft high

- Number of parcels affected: 22 Number of displacements:
 - Business: 5
 - Residences: 0
 - Mobile homes: 0
 - Other:
- Major intersections and interchanges:
 1. I-285/Flat Shoals Road interchange
 2. Flat Shoals Road/Panthersville Road intersection
 3. Flat Shoals Road/I-285 eastbound and westbound ramp intersections
 4. Flat Shoals Road/Clifton Springs Road intersection
- Traffic control during construction: Maintain existing number of travel and turn lanes during construction. Some temporary lane closures and on-site detours may be required during the staged construction. It is envisioned that the east side of new Flat Shoals Road Bridge will be constructed while maintaining traffic on the existing bridge. Once the eastern half of the bridge is open to traffic, the existing number of lanes can be shifted on the newly constructed portion-avoiding the need to split traffic, and the remainder of the bridge can be completed. The Panthersville Road bridge can be reconstructed in a likewise manner.

• Design Exceptions to controlling criteria anticipated:

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

*A design exception will be required to retain the existing 6'-9" inside shoulder width on I-285. No improvements are proposed to mainline I-285 as a part of this project.

- Design Variances: None Anticipated
- Environmental concerns: (See attached Environmental Scan.)
 - USCOE 404 permit is anticipated at Shoal Creek.
 - 4f – Historic property in northeast quadrant of Flat Shoals Road and Columbia Drive. No right of way acquisition is proposed from this property:
 - UNDERGROUND STORAGE TANKS: Possible locations include Marathon Gas, Phillips 66 Gas, A Tire and Detail Service (old gasoline station), QT Gas, An Auto-Service Center (old gasoline station), Citgo Gas, Conaco Gas, Federal Rent-a-Car, and Shell Gas.
 - HAZARDOUS WASTE SITES: Possible locations include the above mentioned possible underground storage tank locations and the Dry Cleaners located on Flat

Shoals Road.

- **Anticipated Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvements:** Bell South Telecommunications, Atlanta Gas Light Company, Georgia Power Co., Dekalb County Water and Sewer Co., Media One of Colorado, Inc.

Project responsibilities:

- Design - Office of Consultant Design
- R/W Acquisition - Office of Right of Way
- Relocation of Utilities - Unknown; DeKalb County requested to fund utility relocations
- Letting to contract - Office of Contracts Administration
- Supervision of construction - Dist 7 Construction
- Providing materials pit - Not required; will use Grading Complete
- Providing detours - Not anticipated; will be staged under traffic

Coordination

- A Concept Team Meeting was held on 2/24/00. See the attached minutes.
- P. A. R. is not anticipated for this project.
- FEMA – No-Rise certifications are anticipated.
- Public involvement. A public information meeting was held 4/26/01. Approximately 20 people attended the meeting.
- Local government comments. See attached Concept Team Meeting minutes. Dekalb County was requested to fund utility relocation costs on 10/7/99. A signed LGPA has not been returned from the County.
- Other projects in the area.
 - IM-NH-285-1(352), P.I. No. 713300, I-285 @ Bouldercrest Road is proposed for FY '03 const.
 - CM-285-1(360) & (379), # 713410 & 713373, ATMS projects on I-285 has been let in the May 2001 & June 2001 lettings, respectively.
 - NH-IM-20-2(166), #713610, I-20 FM I-285 to Evans Mill Rd. is a Long Range project
 - HPP-9014(25), PI #753170 Pedestrian and Landscape Enhancements along Candler Rd from Memorial Drive to I-285.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 12 Months.

- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 12 Months.
- Time to complete to purchase right of way: 18 Months.

Other alternates considered:

No Build

- a) Single Point Urban Interchange: The SPUI was modeled under the same scenario as presented in this report and compared to the proposed compressed diamond alternative. The SPUI experienced a LOS = F with 83 sec/veh overall interchange delay in the year 2026 as compared to a LOS = D with 32 sec/veh delay by the proposed alternative. It was found that from a traffic delay standpoint and from a bridge construction cost standpoint, the compressed diamond alternative would be the preferred alternative.
- b) Six-lane Flat Shoals Road from Panthersville Road to Clifton Springs Road.

Comments:

- The proposed concept offers improved safety due to the increased storage and turning length of the ramps, increased sight distance to exits, and additional signage distances for lane assignments. The inclusion of a raised median on Flat Shoals Road should also help to reduce the accident rate within the interchange area.
- Design exceptions will be required to retain the existing 6'-9" inside shoulders on I-285. It is recommended that this feature be retained under this project and addressed under future improvement projects to I-285.
- The proposed concept does not preclude the possibility for future I-285 improvements. The new bridges for Flat Shoals Road and Panthersville Road will not preclude two additional lanes (1 HOV and 1 general-use lane) from being added to I-285 in the foreseeable future. See discussion below.
- Based on the traffic studies performed, the proposed concept satisfies the 20-year design traffic needs for the ramp intersections, along Flat Shoals Road in the interchange area, and along the basic ramp sections. (The westbound I-285 ramp at Flat Shoals Road operates at LOS E in the PM peak hour in 2026). However, freeway analysis for the I-285 section near the Flat Shoals Road/I-285 interchange predicts unacceptable levels of service for all sections of I-285, east and westbound with the existing number of lanes by the year 2015. Based on these results, the following improvements are recommended:
 1. Widen I-285 to 5 travel lanes in each direction. This would improve the future year (2026) Level of Service to E upstream and downstream of the ramps and Level Of Service D between the ramps.
 2. Add HOV lanes to I-285 to reduce trips and improve the level of service in the I-285 corridor.

By copy of the approved Concept Report, the Office of Planning is requested to take the necessary steps to include the above I-285 improvements in the Regional Transportation Plan for implementation prior to 2015.

Attachments: Cost Estimates; Project Layout; Typical Sections; Environmental Screening; Minutes of Concept meeting; Accident summaries; Traffic diagrams; Capacity analysis; Bridge inventories; Conforming plan's network schematics showing thru lanes

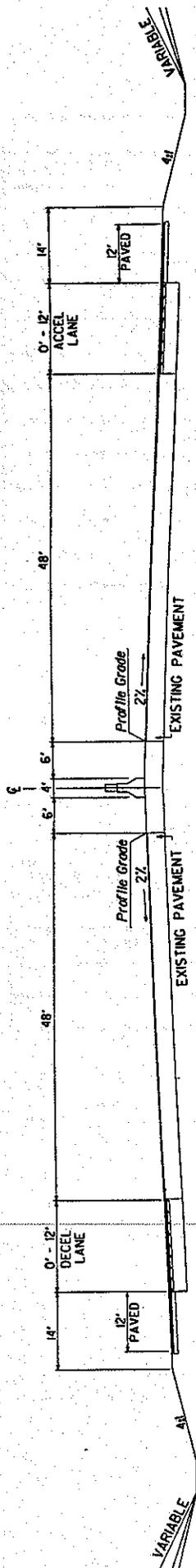
PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$2,113,312
2. DISPLACEMENTS; RES: 0, BUS: 5, M.H.: 0	\$1,600,000
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$3,307,448
SUBTOTAL: A	\$7,020,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$0
3. SERVICES	\$189,000
SUBTOTAL: B	\$189,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. 344' x 160' New Bridge (\$45 / sq. ft.)	\$2,500,000
b. 130' x 50' Addition to Shoal Creek Bridge (\$70 / sq. ft.)	\$455,000
a. 300' x 96' New Panthersville Road Bridge (\$45 / sq. ft.)	\$1,300,000
SUBTOTAL: C-1	\$4,255,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified 132,000 cu. yds. (\$5 / cu. yd)	\$660,000
b. DRAINAGE - 1.5 miles (\$250,000 / mile)	\$375,000
SUBTOTAL: C-2	\$1,035,000
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (80,000 SY @ \$12 / SY)	\$960,000
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (19000 tons x \$40)	\$760,000
2. Asph Conc, 2" superpave binder (14100 tons x \$40)	\$400,000
3. Asph Conc, 1 1/2" superpave surface (11000 tons x \$40)	\$322,000
SUBTOTAL: C-3.b	\$1,482,000
c. BITUMINOUS TACK COAT - (5500 gal x \$1)	\$5,500
d. Milling, Asph Conc, 1 1/2" (12000 SY x \$1.50)	\$18,000
SUBTOTAL: C-3	\$2,465,500
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$300,000

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY:	\$7,020,000
B. REIMBURSABLE UTILITIES:	\$189,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$4,255,000
2. GRADING AND DRAINAGE	\$1,035,000
3. BASE AND PAVING	\$2,465,500
4. LUMP ITEMS	\$1,055,000
5. MISCELLANEOUS	\$2,016,045
SUBTOTAL CONSTRUCTION COST	\$10,826,545
E. & C. (10%)	\$1,082,655
INFLATION (5% PER YEAR)	\$1,220,693
NUMBER OF YEARS: 2	
TOTAL CONSTRUCTION COST	\$13,130,000

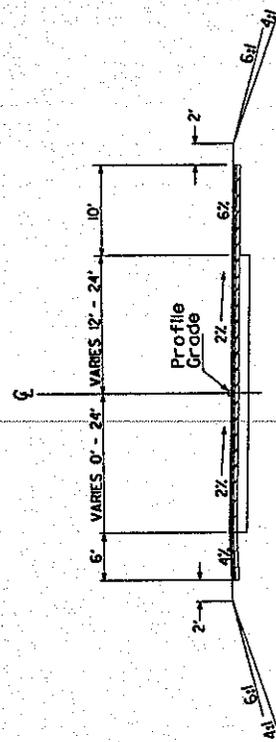
ESTIMATED COST			
CONSTRUCTION:	\$10,826,545	RIGHT-OF-WAY:	\$7,020,000
E & C (10%):	\$1,082,655	ACQUIRED BY:	GDOT
INFLATION (5%, 2yrs):	\$1,220,693	UTILITIES:	\$189,000
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:	\$13,130,000		

PROPOSED TYPICAL SECTION

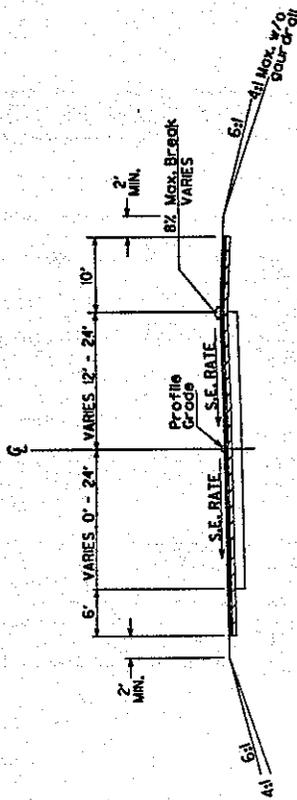
TYPICAL SECTION - I-285



TYPICAL SECTION - ENTRANCE & EXIT RAMP
TANGENT SECTION

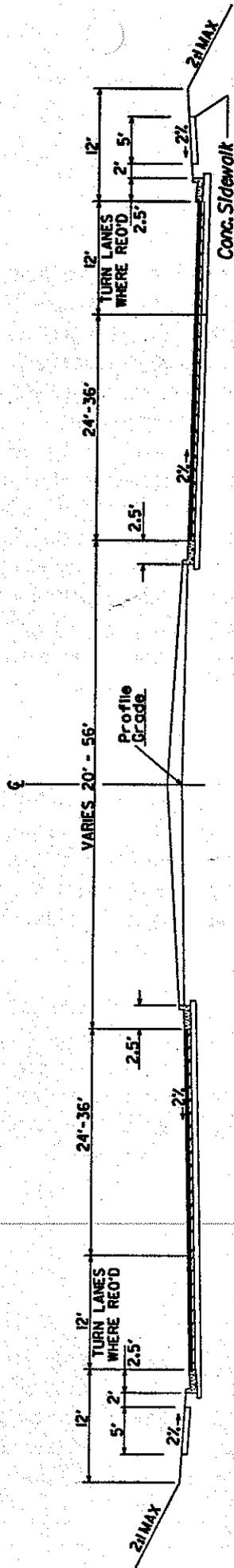


TYPICAL SECTION - ENTRANCE & EXIT RAMP
SUPERELEVATED SECTION

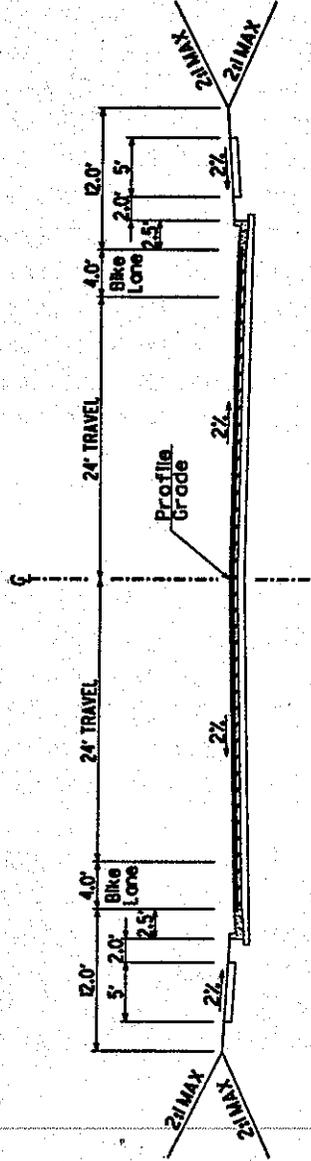


PROPOSED TYPICAL SECTION

FLAT SHOALS ROAD



PANTHERSVILLE ROAD



Project Concept Report page 13
Project Number: IM-NH-285-1(354)
P. I. Number: 713290
County: DEKALB COUNTY
ENVIRONMENTAL SCAN:

Historic Properties

A check of maps in the Georgia Historic Preservation Division revealed one historic property eligible for the National Register of Historic Places in the project area. The property is at 3930 Flat Shoals Road (tax id # 15-0090-003-001) and consists of a circa 1920 house (or earlier) and associated outbuildings on a 10.58 acre property. The property is located at the intersection of Flat Shoals Road and Clifton Springs Road. David Cullison - DeKalb County Planning Department (10/29/99) stated that the properties to the east of the house are part of the original property and they should be considered as one unit in regards to the historic designation. He said the house and barn are unique in the area and it is his intention to pursue a National Register designation. It is recommended that widening along Flat Shoals Road not impact the property associated with this house. There are minimal impacts proposed to the property at this time. Any future widening should end prior to the northern edge of the property or the road should be widened along the western edge. Any impacts to this property will require review by the Georgia Historic Preservation Office, under section 106 of the Historic Preservation Act. In addition, impacts to historic properties are prohibited by section 4(f) of the Department of Transportation Act unless no prudent and feasible alternatives exist.

Jurisdictional Wetlands and Surface Waters

National Wetlands Inventory (NWI) Map - Southwest Atlanta indicated wetlands in the project area associated with Shoal Creek. The creek runs under I-285 in the eastern portion of the project area. Access to Shoal Creek near I-285 was restricted by six foot chain-link fences topped with barbed wire. No wetlands were observed from the top of the I-285 bridge. Due to the lack of access, observations from the bridge could not be confirmed on the ground. Based on limited observations wetlands are not believed to exist associated with Shoals Creek near I-285.

There is one perennial stream in the project area subject to US Army Corps of Engineers (USCOE) jurisdiction. Shoals Creek runs under I-285 in the eastern portion of the project area. The creek is 15 to 20 feet wide with steep banks. The creek appears channelized in the project area. Proposed widening of the I-285 bridges for the interchange improvements will impact this creek. A section 404 permit would, therefore be required. All other drainage ways in the project area are stormwater channels and are not subject to regulation.

Residential and Business Impacts

Two residential areas are likely to be impacted by the proposed interchange improvements. The first is Wellington Court Apartments, located in the southeastern quadrant of the existing interchange. Wellington Court Apartments appears to consist of a predominately minority community. Five of the garden-style buildings in the complex will be 15 to 20 feet from a proposed retaining wall for the new access ramps. Three of the buildings appear to be townhouse apartments, with each building

containing eight to ten units. The remaining two buildings appear to be studio-style apartments with fifteen to twenty-five units in each building.

The second residential community is the Clifton Apartments complex, located in the southwestern quadrant of the existing interchange. The community is a gated complex containing garden-style apartment buildings, with fifteen to twenty-five units per building. Tax maps indicate that the complex is owned by the Atlanta Affordable Housing Fund Limited. Clifton Apartments appears to consist of a predominately minority community. Two apartment buildings and the club-house/pool will be 15 to 20 feet from a proposed retaining wall for the new access ramps. The two apartment buildings appear to be studio-style apartments with thirty units in each building.

Both residential communities are likely to have adverse noise impacts due to the close proximity of the expanded access ramps and removal of the vegetated buffer. A detailed noise study will be needed to analyze and address the potential adverse noise impacts to both residential communities. Noise walls may be required to mitigate the potential noise impacts. Also, a community impact analysis addressing environmental justice including, disproportionate and adverse impacts to minority communities should be included in the environmental document.

Five business including Dairy Queen, Marathon gas station, Phillips 66 gas station, Satec Dry Cleaners, and A's Tire and Detailing Service will be displaced by the proposed improvements. All of the displaced businesses are located on the eastern side of Flat Shoals Road. As many as 17 other business that front Flat Shoals Road in the project area will be subject to minor impacts as new right-of-way for widening may eliminate parking area.

Environmental Hazards

Existing potential environmental hazard sites observed in the project area include six gasoline stations, three auto repair centers (all appearing to be old gasoline stations), and a dry-cleaners. Along the east side of Flat Shoals Road from the north the business are: Marathon Gas, Phillips 66, a dry-cleaners, and A Tire and Detail Service (at an old gas station). Along the west side of Flat Shoals Road from the south the business are: QT Gas, a auto-service center (at an old gas station), Citgo, Conaco, Federal Rent-a-Car (at an old gas station), and Shell. Domestic trash and a few tires were observed in wooded areas in the project area, but no large concentration of debris or hazardous materials was visible.

Protected Species

There are five federally protected species known from DeKalb County, Georgia including the grey bat (*Myotis grisescens*), red-cockaded woodpecker (*Picoides borealis*), and black-spored quillwort (*Isoetes melanospora*) listed as endangered, and bald eagle (*Haliaeetus leucocephalus*) and little amphianthus (*Amphianthus pusillus*) listed as threatened. There is no available habitat for any of the federally protected species in the project area, based on field observations.

There are six federal species of management concern known from DeKalb County. There is habitat available in the project vicinity for one of these species, the Appalachian Bewick's wren (*Thyromanes bewickii*). This wren utilizes overgrown fields, thickets and brushy areas interspersed with open regions. The new location ramps will impact this wren's potential habitat. There are four state protected species known from DeKalb County. There is habitat available for three of the species in the project vicinity. The woodlands in the area are potential habitat for Indian olive (*Nestronia umbellula*), bay star-vine (*Schisandra glabra*) and Piedmont barren strawberry (*Waldsteinia lobata*).

Conclusions and Recommendations

A Categorical Exclusion (CE) should cover the requirements for this project to comply with the National Environmental Policy Act (NEPA). The document should carefully address community impacts analyzing for environmental justice including disproportionate and adverse impacts to the minority communities, and include a detailed noise analysis. Impacts to the historic property will require review by the Georgia Historic Preservation Division.

MEETING REPORT

Participants:
See Attached Sign-in Sheet

Copies:
Participants

Place/date of meeting:
Georgia Department of Transportation
February 24, 2000

Minutes by:
Courtney Lane

ARCADIS Geraghty & Miller, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

Subject:
Concept Team Meeting for NH-IM-254-1(354)

ARCADIS Geraghty & Miller Project No.:
GA062571

TRANSPORTATION

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

The meeting commenced at 10:00 a.m. Marwan Abboud and Jess Billmeyer with ARCADIS Geraghty & Miller chaired the meeting and highlighted the main elements of the draft concept report. Copies of the draft concept report were made available to all team members, and a plot of the preferred concept was displayed. Following are the meeting minutes of key issues and decisions that were addressed by the various members of the team.

1. Bill Hoover, with GDOT Environmental Location, commented that the parcel labeled as a possible historic property is eligible for historic designation. Impacts should be minimized as much as reasonably possible, but the layout as shown does not appear to adversely affect the property. He also stated that there are remnants of an old chimney on the property that would need an archaeological inspection.
2. Greg Hood, with GDOT Environmental Location, commented about Georgia Regional Hospital's concerns about the noise levels at their facility located in proximity to the eastbound exit ramp. Joe Palladi, with GDOT Urban Design, recommended that noise walls be added to the concept report. Type 1 noise barriers 12 feet in height should be added to both the north and south sides of I-285. The noise walls will be included in the cost estimate at a lump sum cost of \$15/square foot.
3. Katie Mullins, with GDOT Programming, stated that the planned let date for the project is July 2003 with right-of-way acquisition in 2001 and construction beginning in 2004.
4. Darlene Parker, with GDOT Utilities, stated that no major utility conflicts are anticipated. She also stated that estimates have not yet been received from the utility companies.
5. It was discussed that the intersection of Panthersville Road and Flat Shoals Road, as well as the intersection of Clifton Springs Road with Flat Shoals Road, will have a Level of Service equal to F in the year 2026. However, since these intersections were not found to influence the operation of the interchange, improvement to these intersections could not be included in this interchange improvement project. Joe Palladi, with GDOT Urban Design, stated that DeKalb County should include plans for these intersection improvement projects in the DeKalb County program.
6. John Gurbal, with DeKalb County R&D, said that the Candler Road Streetscapes project is another project in this area. This project encompasses adding landscaped medians to Candler Road. During the design phase, coordination should be made between the two projects.

7. Because of pedestrian & bicycle use in the area and for safety reasons, DOT recommended removing the free-flow right turn from the I-285 eastbound exit ramp to southbound on Flat Shoals Road regardless of the impacts to the off-ramp.
8. John Little, with DeKalb Water and Sewer, said that he does not foresee any major impacts to the water and sewer lines. There is a 24-inch main water line that runs under the Panthersville Road Bridge, as well as an 8-inch main running along the west side of Flat Shoals Road and a 12-inch main on the Flat Shoals Road Bridge, that would need to be accounted for during design.
9. Because of safety issues, GDOT recommended replacing the Panthersville Road Bridge. If the existing bridge is utilized, it will be necessary to punch through the end spans and raise the bridge. The bridge would need to be raised because it currently has an insufficient vertical clearance of 15 feet, 8 inches. There also is a lot of concern about sending the ramps through the end spans because of insufficient horizontal clearance. These improvements would also preclude future I-285 improvements, and the Panthersville Road Bridge would need to be replaced if future improvements were made to I-285. ARCADIS Geraghty & Miller will adjust the cost estimate to reflect a new Panthersville Road Bridge. The new bridge will provide for four lanes, a raised median, and bike lanes and will not preclude future I-285 improvements. A project to improve Panthersville Road needs to be programmed.
10. Walter Boyd, with FHWA, stated that the design exception required for the inside shoulder widths on I-285 is acceptable and that these improvements should be part of another project.
11. Joe Palladi, GDOT Urban Design, requested that the AQE alternative and cost estimate be included in the project concept report for comparison.
12. The concept drawings will be revised to show Columbia Drive, in accordance with Mr. Brad Hubbert's comment.
13. Brad Hubbert commented that access to the hotels, in the northeast quadrant of the interchange, would be mixed with truck traffic on Fairlake Drive. Joe Palladi responded that alternate access to the hotels would be provided through a right in/right out access. Vehicles could turn right on to Flat Shoals and make a U-turn at Panthersville Road. The intersection of Flat Shoals Road and Panthersville Road does not affect the operations of the interchange. Therefore, improvements to the Flat Shoals/Panthersville intersection need to be included in a separate project.
14. John Gurbal with Dekalb County commented that it would be desirable to line up the apartment complex driveways with each other at a median opening. Joe Palladi said to leave the concept as shown and this issue would be discussed in the design phase.
15. Marwan Abboud with ARCADIS Geraghty & Miller recommended that conduit be accounted for in this project for future fiber optic interconnection of the signals.
16. Brad Hubbert commented that improvements to Panthersville Road would alleviate traffic on Flat Shoals Road. He suggested a split diamond configuration. Joe Palladi said a split diamond alternative would result in major impacts, especially to Georgia Regional Hospital.
17. Ken Estes with GDOT Traffic Operations commented that all intersections should have right-turn lanes. There was a discussion about extending the free-flow right-turn lane from the eastbound ramp to the apartment complex driveway. The free-flow right-turn lane conflicts with pedestrian and bicycle traffic. The decision was made to remove the free-flow right lane from the ramp. A right-turn lane will be provided to the apartment complex as part of the design.
18. Control of access will be determined during the right-of-way phase.
19. Walter Boyd stated that an interchange modification report would not be required for the recommended concept.
20. Walter Boyd stated that the intersections of Panthersville Road and Flat Shoals Road, and the intersection of Clifton Springs Road and Flat Shoals Road, should not be included in this project.
21. Joe Palladi stated that the new Flat Shoals Road and Panthersville Road bridges would provide a full clear zone from the edge of pavement to the column.

ACCIDENT HISTORY

FLAT SHOALS ROAD

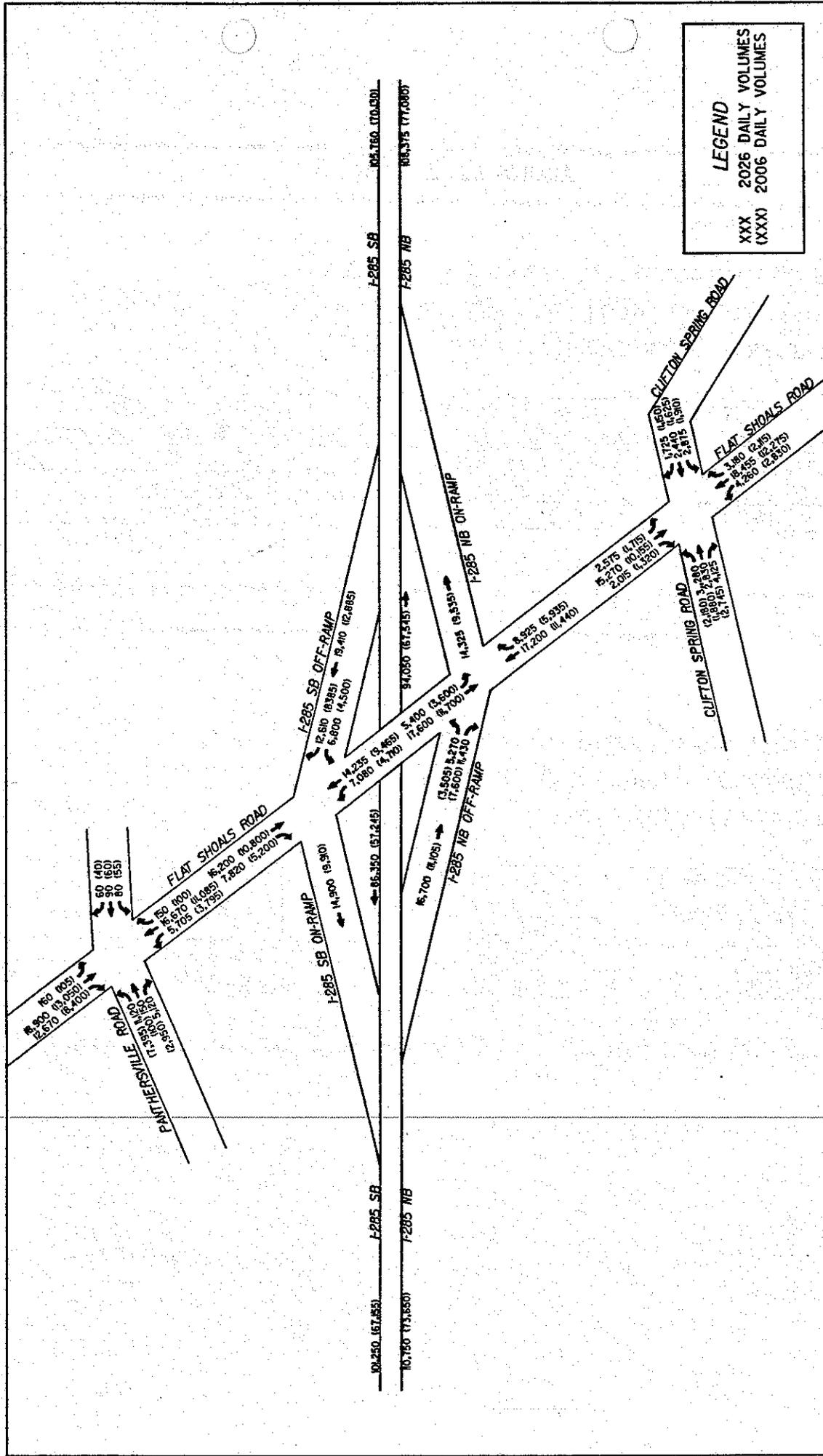
TOTAL NUMBER OF ACCIDENTS (1995-1997): 316
TOTAL NUMBER OF INJURIES (1995-1997): 132
TOTAL NUMBER OF FATALITIES (1995-1997): 1

	ACCIDENT RATE Flat Shoals (Statewide)	INJURY RATE Flat Shoals (Statewide)	FATALITY RATE Flat Shoals (Statewide)
1995	2042 (549)	803 (263)	0.00 (1.39)
1996	2621 (525)	1094 (246)	22.79 (1.56)
1997	2641 (549)	1155 (249)	0.00 (1.41)

I-285

TOTAL NUMBER OF ACCIDENTS (1995-1997): 133
TOTAL NUMBER OF INJURIES (1995-1997): 78
TOTAL NUMBER OF FATALITIES (1995-1997): 0

	ACCIDENT RATE I-285 (Statewide)	INJURY RATE I-285 (Statewide)	FATALITY RATE I-285 (Statewide)
1995	232 (130)	167 (59)	0.00 (0.62)
1996	232 (138)	145 (63)	0.00 (0.61)
1997	254 (130)	108 (56)	0.00 (0.64)

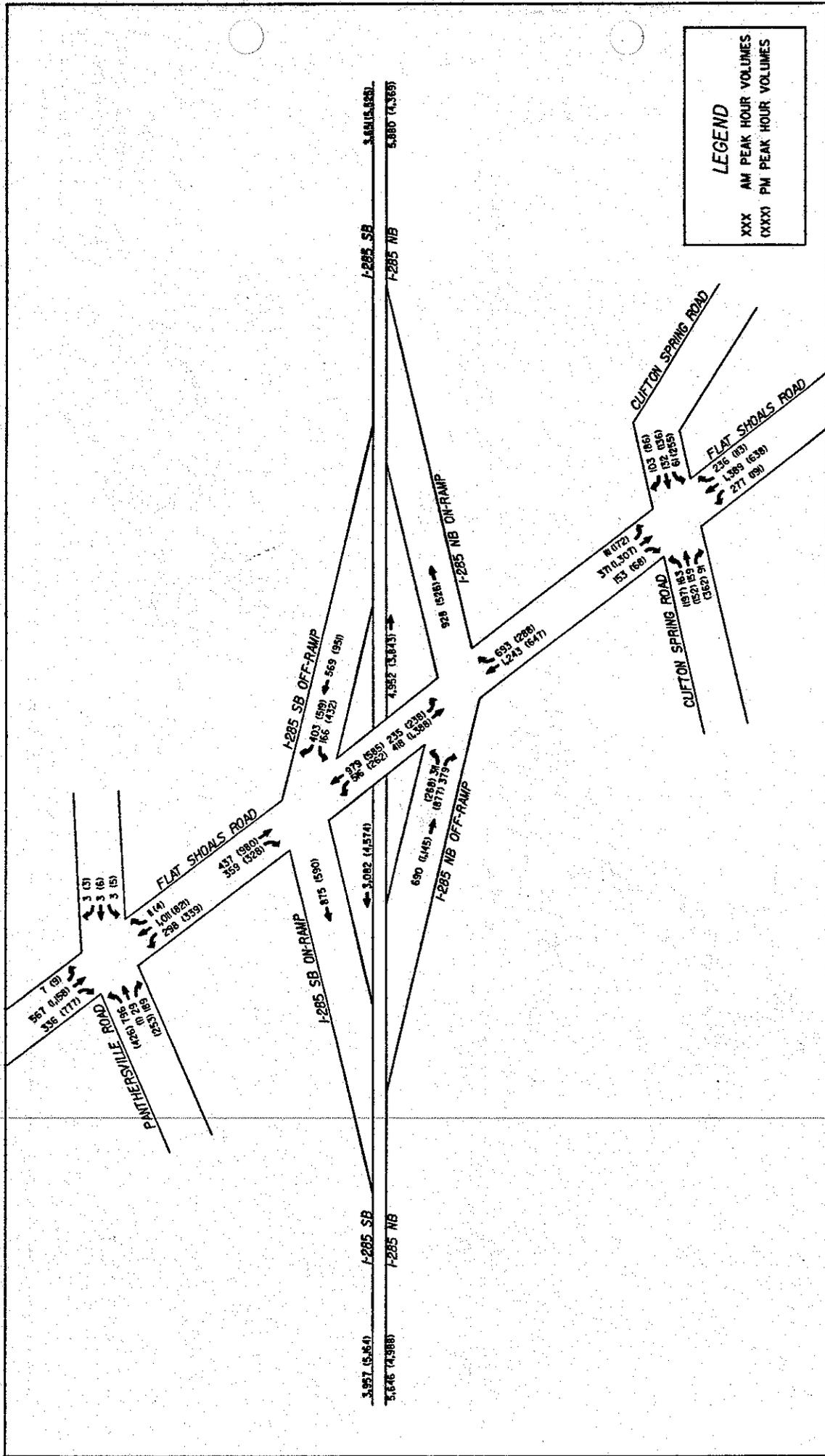


YEAR 2026 AND 2006 DAILY AVERAGE TRAFFIC VOLUME

I-285 AT FLAT SHOALS ROAD



ARCADIS GERAGHTY & MILLER

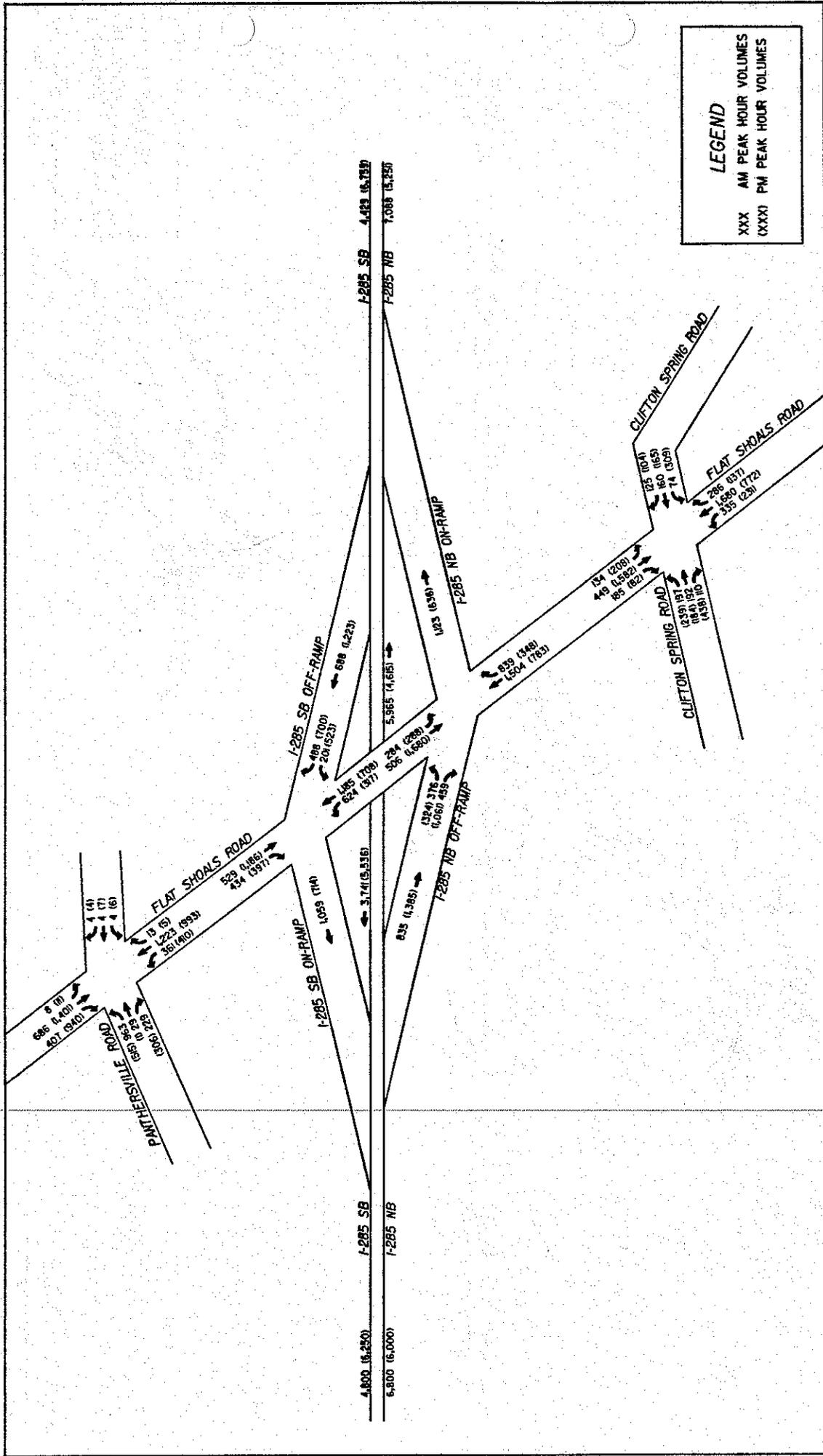


EXISTING PEAK HOUR TRAFFIC VOLUME

I-285 AT FLAT SHOALS ROAD



ARCADIS GERAGHTY & MILLER



YEAR 2006 PEAK HOUR TRAFFIC VOLUME

I-285 AT FLAT SHOALS ROAD



ARCADIS GERAGHTY & MILLER

NO-BUILD

Intersection with Atlanta Flat Shoals Road		Existing Operation		2006 No-build		2026 No-build	
		AM	PM	AM	PM	AM	PM
I-285 WB Ramps	LOS	B	B	D	D	F	F
	Delay	13.2	17.1	39.3	35.9	136.7	201.5
I-285 EB Ramps	LOS	B	F	D	F	F	F
	Delay	16.6	96.6	54.8	203.5	237.1	454.3

Delay = seconds per vehicle (intersection total delay)

PREFERRED ALTERNATIVE (INTERSECTION TOTAL DELAY)

Compressed Urban Diamond Interchange		2006		2026	
		AM	PM	AM	PM
I-285 WB Ramp Intersection	LOS	B	B	C	E*
	Delay	14	18	31	72
I-285 EB Ramp Intersection	LOS	B	B	D	D
	Delay	17	17	53	36

*Southbound Flat Shoals Road operates at LOS F (90.4 sec. Delay)

4: I-285 SB Off-Ramp & Flat Shoals Road Intersection Performance

	WB	SE	NW	Total
Delay / Veh (s)	61.5	32.6	16.8	31.7
St Del/Veh (s)	56.3	24.8	10.5	25.2

6: I-285 NB Off-Ramp & Flat Shoals Road Intersection Performance

	EB	SE	NW	Total
Delay / Veh (s)	45.0	75.8	46.0	52.9
St Del/Veh (s)	43.7	68.4	26.6	39.2

13: I-285 SB & I-285 SB Off-Ramp Intersection Performance

	WB	SW	Total
Delay / Veh (s)	271.0	15.0	202.7
St Del/Veh (s)	235.1	1.6	172.9

23: I-285 NB & I-285 NB Off-Ramp Intersection Performance

	EB	Total
Delay / Veh (s)	5.0	5.0
St Del/Veh (s)	0.0	0.0

26: I-285 NB & I-285 NB Off-Ramp Intersection Performance

	EB	NE	Total
Delay / Veh (s)	65.1	12.4	52.6
St Del/Veh (s)	27.0	2.4	21.2

Total Network Performance

	All
Delay / Veh (s)	357.7
St Del/Veh (s)	293.3

Intersection: 4: I-285 SB Off-Ramp & Flat Shoals Road

Movement	WB	WB	WB	WB	SE	SE	NW	NW	NW	NW
Directions Served	L	L	R	R	T	T	L	L	T	T
Maximum Queue (ft)	190	228	357	381	387	410	323	272	192	241
Average Queue (ft)	107	124	233	219	283	298	245	199	126	158
95th Queue (ft)	156	189	330	348	402	436	394	329	220	273
Link Distance (ft)					477	477	419	419	419	419
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	1000	1000		1000						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: I-285 NB Off-Ramp & Flat Shoals Road

Movement	EB	EB	EB	EB	SE	SE	SE	SE	NW	NW	NW	B44
Directions Served	L	L	R	R	L	L	T	T	T	T	R	T
Maximum Queue (ft)	177	188	181	131	402	370	183	185	838	837	644	711
Average Queue (ft)	123	125	64	45	290	277	113	135	751	767	205	350
95th Queue (ft)	185	191	160	128	429	406	198	231	974	905	650	875
Link Distance (ft)	220	220	220	220	419	419	419	419	766	766	766	696
Upstream Blk Time (%)					0.00				0.14	0.15		0.05
Queuing Penalty (veh)					0				0	0		0
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 6: I-285 NB Off-Ramp & Flat Shoals Road

Movement	B44
Directions Served	T
Maximum Queue (ft)	711
Average Queue (ft)	357
95th Queue (ft)	876
Link Distance (ft)	696
Upstream Blk Time (%)	0.10
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: I-285 SB Off-Ramp & I-285 SB

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: I-285 SB & I-285 SB Off-Ramp

Movement	WB	WB	WB	SW	B41	B41
Directions Served	T	T	T	R	T	
Maximum Queue (ft)	957	957	957	543	834	686
Average Queue (ft)	858	809	841	212	499	176
95th Queue (ft)	1192	1354	1244	521	1030	638
Link Distance (ft)				664	857	857
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 23: I-285 NB & I-285 NB Off-Ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: I-285 NB & I-285 NB Off-Ramp

Movement	EB	EB	EB	NE	B40	B40	B39	B39	B39
Directions Served	T	T	T	R	T		T	T	
Maximum Queue (ft)	2297	2174	2167	654	595	563	438	481	488
Average Queue (ft)	577	597	620	186	85	80	122	132	137
95th Queue (ft)	1811	1733	1717	556	429	405	442	477	495
Link Distance (ft)	4050	4050	4050	629	918	918	448	448	448
Upstream Blk Time (%)				0.01			0.00	0.01	0.00
Queuing Penalty (veh)				13			1	4	3
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

4: I-285 SB Off-Ramp & Flat Shoals Road Intersection Performance

	WB	SE	NW	Total
Delay / Veh (s)	51.2	90.4	53.0	71.9
St Del/Veh (s)	39.0	63.6	45.3	53.5

6: I-285 NB Off-Ramp & Flat Shoals Road Intersection Performance

	EB	SE	NW	Total
Delay / Veh (s)	57.0	20.3	40.7	36.0
St Del/Veh (s)	50.2	12.9	31.3	28.1

9: I-285 SB Off-Ramp & I-285 SB Intersection Performance

	SW	Total
Delay / Veh (s)	4.2	4.2
St Del/Veh (s)	0.0	0.0

13: I-285 SB & I-285 SB Off-Ramp Intersection Performance

	WB	SW	Total
Delay / Veh (s)	6.3	69.5	22.1
St Del/Veh (s)	0.0	56.8	14.2

23: I-285 NB & I-285 NB Off-Ramp Intersection Performance

	EB	Total
Delay / Veh (s)	3.1	3.1
St Del/Veh (s)	0.0	0.0

26: I-285 NB & I-285 NB Off-Ramp Intersection Performance

	EB	NE	Total
Delay / Veh (s)	12.6	2.8	10.7
St Del/Veh (s)	0.0	0.0	0.0

Total Network Performance

	All
Delay / Veh (s)	392.1
St Del/Veh (s)	351.3

Intersection: 4: I-285 SB Off-Ramp & Flat Shoals Road

Movement	WB	WB	WB	WB	SE	SE	SE	NW	NW	NW	NW
Directions Served	L	L	R	R	T	T	R	L	L	T	T
Maximum Queue (ft)	183	205	159	146	1616	1623	1537	359	328	178	180
Average Queue (ft)	149	164	99	68	1092	1146	547	341	300	86	108
95th Queue (ft)	214	212	168	138	1472	1523	1597	364	353	175	199
Link Distance (ft)			2117		1608	1608	1608	417	417	417	417
Upstream Blk Time (%)					0.01	0.01					
Queuing Penalty (veh)					0	0					
Storage Bay Dist (ft)	1000	1000		1000							
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 6: I-285 NB Off-Ramp & Flat Shoals Road

Movement	EB	EB	EB	EB	SE	SE	SE	SE	NW	NW	B8	B8
Directions Served	L	L	R	R	L	L	T	T	T	T	T	T
Maximum Queue (ft)	184	365	468	460	223	211	347	286	525	512	49	20
Average Queue (ft)	92	144	304	289	136	128	223	207	432	401	7	3
95th Queue (ft)	175	311	444	432	269	251	385	308	562	558	36	15
Link Distance (ft)	654	654	654	654	417	417	417	417	455	455	255	255
Upstream Blk Time (%)									0.07	0.06		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: Bend #8

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: I-285 SB Off-Ramp & I-285 SB

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13: I-285 SB & I-285 SB Off-Ramp

Movement	SW	B41	B43	B43	B43
Directions Served	R	T	T	T	
Maximum Queue (ft)	498	648	542	530	585
Average Queue (ft)	135	182	77	76	84
95th Queue (ft)	469	657	390	382	421
Link Distance (ft)	664	857	516	516	516
Upstream Blk Time (%)			0.01	0.00	0.01
Queuing Penalty (veh)			2	1	3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 23: I-285 NB & I-285 NB Off-Ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: I-285 NB & I-285 NB Off-Ramp

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: Bend #32

Movement	WB	WB	WB	WB
Directions Served	T	T	T	
Maximum Queue (ft)	462	486	689	853
Average Queue (ft)	66	408	514	598
95th Queue (ft)	333	683	870	1046
Link Distance (ft)	471	471	471	471
Upstream Blk Time (%)	0.00	0.03	0.22	0.16
Queuing Penalty (veh)	3	56	415	301
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: Bend #33

Movement	EB	EB	EB
Directions Served	T	T	
Maximum Queue (ft)	421	528	438
Average Queue (ft)	228	269	119
95th Queue (ft)	554	657	430
Link Distance (ft)	408	408	408
Upstream Blk Time (%)	0.01	0.03	0.01
Queuing Penalty (veh)	11	51	13
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 856

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure I. J89-0042-0
 Location & Geography

DeKalb County

SUFF. RA. J: 86.0

Signs & Attachments

* Structure I.D. No.: 089-0042-0
 200 Bridge Information: 07

* 6A Feature Int.: I-285 (SR 407)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00155
 * 7B Facility Carried: FLAT SHOALS ROAD
 * 9 Location: JCT SR 155 & I-285
 2 DOT District: 7
 207 Year Photo: 1998

* 91 Inspection Frequency: 24 Date: 04/01/1998
 92A Fract Crit Insp Freq: 0 00 Date: 0000
 92B Underwater Insp Freq: 0 00 Date: 0000
 92C Other Sp. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1
 Type: 3
 Designator: 1
 Number: 00155
 Direction: 0

* 16 Latitude: 33-41.9
 * 17 Longitude: 84-16.0

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 007.55

* 208 Inspection Area: 07 Initials: DAS

* Location I.D. No: 089-00155D-007.55N
 * XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: M No: 09090
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum: 0
 * 19 Bypass Length: 3
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 11
 * 27 Year Constructed: 1967
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 45
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 2

* 42 Type Service On: 5 Under: 1
 214 Movable Bridge: 00 Z-O-M-O
 203 Type Bridge: 3
 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 45 No. Spans Main: 004
 44 Structure Type Appr: 0 0
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1

108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 8

* 223 Expansion Joint Type: 04
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb: 0.81
 239 Handrail: 77
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0
 Width: 0
 * 230 Guardrail Loc Dir Rear: 3
 Fwr: 3
 Oppo Dir Rear: 0
 Fwr: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 0
 237 Utilities Gas: 22
 Water: 21
 Electric: 00
 Telephone: 21
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No: 00

Report Date: 09/01/1999

SIA - 1

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure L. 089-0042-0

DeKalb County

SUFF. RA. CG: 86.0

Programming Data

201 Project No: I-285-1 (42) 117 CT.3
 202 Plans Available: 2
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 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 Future ADT: 049500 Year: 2017

Measurements

* 29 ADT: 033000 Year: 1997
 109 % Trucks: 9
 * 28 Lanes On: 05 Under: 08
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0090
 * 49 Structure Length: 303
 51 Br. Rdwy. Width: 60.0
 52 Deck Width: 72.5
 * 47 Tot. Horz. Cl: 60.0
 50 Curb/Sdewlk Width: 5.0/5.0
 32 Approach Rdwy Width: 060
 * 229 Shlder Width:

Rear Lt: 2.0 Type: 1 Rt: 2.0
 Fwrd Lt: 2.0 Type: 1 Rt: 2.0
 Pvmnt Width:
 Rear: 56.0 Type: 2
 Fwrd: 56.0 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under: H 16' 01"
 * 228 Min. Vert. Cl

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 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
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0

261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 7
 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: 3
 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: 0000
 253 Fed Notify Date: 0000 0

* Location I.D. No: 089-00155D-007.55N
 * XReferen I.D. No: 000-000000-000.000

Report Date: 09/01/1999

Cross Reference Report

DeKalb County

Signs & Attachments

Ratings

Structure Id., 089-0042-0
Location & Geography

* Structure I.D. No.: 089-0042-0-A
* 6A Feature Int.: SR 155 FLAT SHOALS ROAD
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285
* 9 Location: JCT SR 155 & I-285

* 91 Inspection Frequency: 00 Date: 0000
* 4 Place Code: 00000

* 5 Inventory Route (O/U): 2
Type: 1
Designator: 1
Number: 00285
Direction: 0

* 16 Latitude: 33.41.9
* 17 Longitude: 33.16.0

* 100 Defense Highway: 1
* 101 Parallel Structure: N
* 102 Direction of Traffic: 2
* 104 Highway System: 1
* 26 Functional Classification: 11
* 204 Federal Route Type: 1 No: 285-1
* 110 Truck Route: 1
* 19 Bypass Length: 1
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01

* 27 Year Constructed: 1967

* 42 Type Service On: 5
Under: 1
* 43 Structure Type Main: 4 02

* Location I.D. No: 089-00407D-047.90C
* XReferen I.D. No:

* 240 Median Barrier Rail: 1 * 227 Collision Damage: 0
* 230 Guardrail Loc Dir Rear: 6
Fwrd: 4
Oppo Dir Rear: 6
Fwrd: 4

Measurements

* 29 ADT: 106900 Year: 1997
* 28 Lanes On: 05 Under: 08
* 48 Max. Span Length: 0088
* 49 Structure Length: 303
* 47 Tot. Horz. Cl: 63

* 229 Shlder Width:
Rear Lt: 4.6 Type: 2 Rt: 10.0
Fwrd Lt: 5.0 Type: 2 Rt: 10.0
Pvment Width:
Rear: 48.0 Type: 2
Fwrd: 48.0 Type: 2
Intersection Rear: 1 Fwrd: 1

* 228 Min. Vert. Cl
Act. Odm. Dir: 17' 01"
Oppo. Dir: 16' 01"
Posted Odm. Dir: 00' 00"
Oppo. Dir: 00' 00"

* 10 Max Min Vert Cl: 17' 04" Dir: 4

* 208 Inspection Area: 07 Initials: DAS
* 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

* 103 Temporary Structure: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure I.D.: 089-0146-0
 Location & Geography

DeKalb County

SUFF. RA. :IG: 81.1

Signs & Attachments

* Structure I.D. No.: 089-0146-0
 * 200 Bridge Information: 07
 * 6A Feature Int.: I-285 (SR 407)
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR05168
 * 7B Facility Carried: PANTHERSVILLE ROAD
 * 9 Location: 3 MI W OF SR 155
 * 2 DOT District: 7
 * 207 Year Photo: 1998
 * 91 Inspection Frequency: 24 Date: 04/01/1998
 * 92A Fract Crit Insp Freq: 0 00 Date: 0000
 * 92B Underwater Insp Freq: 0 00 Date: 0000
 * 92C Other Spc. Insp Freq: 0 00 Date: 0000
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 5
 Designator: 1
 Number: 09091
 Direction: 0
 * 16 Latitude: 33-41.9
 * 17 Longitude: 84-16.2
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000
 * 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 000.21
 * 208 Inspection Area: 07 Initials: DAS
 * Location I.D. No: 089-09091M-006.34N
 * XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 0
 * 26 Functional Classification: 16
 * 204 Federal Route Type: M No: 09091
 * 110 Truck Route: 0
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0.00
 * 218 Datum: 0
 * 19 Bypass Length: 1
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 * 37 Historical Significance: 5
 * 205 Congressional District: 11
 * 27 Year Constructed: 1967
 * 106 Year Reconstructed: 1984
 * 33 Bridge Median: 0
 * 34 Skew: 10
 * 35 Structure Flared: 0
 * 38 Navigation Control: N
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 2
 * 42 Type Service On: 5
 Under: 1
 * 214 Movable Bridge: 00
 * 203 Type Bridge: Z-O-M-O
 * 259 Pile Encasement: 3
 * 43 Structure Type Main: 4 02
 * 45 No. Spans Main: 004
 * 44 Structure Type Appr: 0 0
 * 46 No. Spans Appr: 0000
 * 226 Bridge Curve Horz: 0 Vert: 0
 * 111 Pier Protection: 0
 * 107 Deck Structure Type: 1
 * 108 Wearing Surface Type: 6
 Membrane: 1
 Protection: 8

* 223 Expansion Joint Type: 06
 * 242 Deck Drains: 0
 * 243 Parapet Location: 3
 Height: 2.2
 Width: 1.1
 * 238 Curb: 0.51
 * 239 Handrail: 7.7
 * 240 Median Barrier Rail: 0
 * 241 Bridge Median Height: 0
 Width: 0
 * 230 Guardrail Loc Dir Rear: 3
 Fwr: 3
 Oppo Dir Rear: 0
 Fwr: 0
 * 244 Approach Slab: 3
 * 224 Retaining Wall: 0
 * 233 Posted Speed Limit: 45
 * 236 Warning Sign: 0
 * 234 Delineator: 0
 * 235 Hazard Boards: 1
 * 237 Utilities Gas: 21
 Water: 23
 Electric: 00
 Telephone: 23
 Sewer: 00
 * 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 * 248 County Continuity No: 00

Report Date: 09/01/1999

SIA - 1

Cross Reference Report

DeKalb County

Signs & Attachments

Ratings

Structure I.D.: 089-0146-0 Location & Geography

- * Structure I.D. No.: 089-0146-0-A
- * 6A Feature Int.: M-9091 PANTHERSVILLE RD.
- * 6B Critical Bridge: 0
- * 7A Route Number Carried: SR00407
- * 7B Facility Carried: I-285
- * 9 Location: .3 MI W OF SR 155

* 91 Inspection Frequency: 00 Date: 0000
* 4 Place Code: 00000

* 5 Inventory Route (O/U): 2
Type: 1
Designator: 1
Number: 00285
Direction: 0

* 16 Latitude: 33.41.9
* 17 Longitude: 33.16.2

* 100 Defense Highway: 1
* 101 Parallel Structure: N
* 102 Direction of Traffic: 2
* 104 Highway System: 1
* 26 Functional Classification: 11
* 204 Federal Route Type: 1 No: 285-1
* 110 Truck Route: 1
* 19 Bypass Length: 4
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01

* 27 Year Constructed: 1967

* 42 Type Service On: 5
Under: 1
* 43 Structure Type Main: 4 02

* Location I.D. No: 089-00407D-048.56C
* XReferen I.D. No:

- * 240 Median Barrier Rail: 1
- * 230 Guardrail Loc Dir Rear: 6
Fwr: 4
Oppo Dir Rear: 6
Fwr: 4

Measurements

* 29 ADT: 106900 Year: 1997

* 28 Lanes On: 04 Under: 09

* 48 Max. Span Length: 0089
* 49 Structure Length: 264

* 47 Tot. Horz. Cl: 76

* 229 Shldr Width:
Rear Lt: 4.5 Type: 2 Rt: 10.0
Fwr Lt: 5.0 Type: 2 Rt: 10.0
Pvment Width:
Rear: 60.0 Type: 2
Fwr: 48.0 Type: 2
Intersection Rear: 1 Fwr: 1

* 228 Min. Vert. Cl
Act. Odm. Dir: 16' 05"
Oppo. Dir: 15' 08"
Posted Odm. Dir: 00' 00"
Oppo. Dir: 00' 00"

* 10 Max Min Vert Cl: 16' 08" Dir: 4

* 208 Inspection Area: 07 Initials: DAS
* 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

* 103 Temporary Structure: 0

* 227 Collision Damage: 2

Report Date: 09/01/1999

XRef-1

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure L., 089-0146-0

DeKalb County

SUFF. RA. .G: 81.1

Programming Data

201 Project No: M-9091 (1) CT.2
 202 Plans Available: 2
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 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 Future ADT: 018450 Year: 2017

Measurements

* 29 ADT: 012300 Year: 1997
 109 % Trucks: 9
 * 28 Lanes On: 04 Under: 09
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0082
 * 49 Structure Length: 264
 51 Br. Rdwy. Width: 52.0
 52 Deck Width: 66.2
 * 47 Tot. Horz. Cl: 52.0
 50 Curb/Sdewlk Width: 6.0/6.0
 32 Approach Rdwy Width: 048
 * 229 Shlder Width:

Rear Lt: 8.0 Type: 5 Rt: 8.0
 Fwd Lt: 2.0 Type: 1 Rt: 2.0
 Pvmnt Width:
 Rear: 48.0 Type: 2
 Fwd: 48.0 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under: H 15' 08"
 * 228 Min. Vert. Cl

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 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
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No: 089-09091M-006.34N
 * XReferen I.D. No: 000-000000-000.000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28

67 Structural Evaluation: 6
 58 Deck Condition: 7
 59 Superstructure Condition: 6
 * 227 Collision Damage: 2
 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: 8
 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: 0000
 253 Fed Notify Date: 0000 0

Report Date: 09/01/1999

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure I.D.: 089-0098-0

DeKalb County

SUFF. RA. NO: 74.9

Location & Geography

* Structure I.D. No.: 089-0098-0
 * 200 Bridge Information: 07
 * 6A Feature Int.: SHOAL CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00407
 * 7B Facility Carried: I-285
 * 9 Location: 1.55 MI S OF I-20
 * 2 DOT District: 7
 * 207 Year Photo: 1998

* 91 Inspection Frequency: 24 Date: 05/01/1998
 * 92A Fract Crit Insp Freq: 0 00 Date: 0000
 * 92B Underwater Insp Freq: 0 00 Date: 0000
 * 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1
 Type: 1
 Designator: 1
 Number: 00285
 Direction: 0

* 16 Latitude: 33-41.9
 * 17 Longitude: 84 -15.5

* 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000

* 100 Defense Highway: 1
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 020.34

* 208 Inspection Area: 07 Initials: DAS
 * Location I.D. No: 089-00407D-047.81C
 * XReferen I.D. No: 000-000000-000.000

Signs & Attachments

* 104 Highway System: 1
 * 26 Functional Classification: 11
 * 204 Federal Route Type: 1 No: 285-1
 * 110 Truck Route: 1
 * 206 School Bus Route: 1
 * 217 Benchmark Elevation: 0.00
 * 218 Datum: 0
 * 19 Bypass Length: 15
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 * 37 Historical Significance: 5
 * 205 Congressional District: 11
 * 27 Year Constructed: 1966
 * 106 Year Reconstructed: 1979
 * 33 Bridge Median: 3
 * 34 Skew: 30
 * 35 Structure Flared: 0
 * 38 Navigation Control: 0
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 1
 * 42 Type Service On: 1 Under: 5
 * 214 Movable Bridge: 00
 * 203 Type Bridge: A-O-M-O
 * 239 Pile Encasement: 3
 * 43 Structure Type Main: 3 02
 * 45 No. Spans Main: 003
 * 44 Structure Type Appr: 0 0
 * 46 No. Spans Appr: 0000
 * 226 Bridge Curve Horz: 1 Vert: 0
 * 111 Pier Protection: 0
 * 107 Deck Structure Type: 1
 * 108 Wearing Surface Type: 6 Membrane: 1 Protection: 8
 * 223 Expansion Joint Type: 02
 * 242 Deck Drains: 1
 * 243 Parapet Location: 3 Height: 1.5 Width: 1.1
 * 238 Curb: 0.0 0
 * 239 Handrail: 7 7
 * 240 Median Barrier Rail: 1
 * 241 Bridge Median Height: 0 Width: 0
 * 230 Guardrail Loc Dir Rear: 6 Fwrd: 6
 * Oppo Dir Rear: 6 Fwrd: 6
 * 244 Approach Slab: 3
 * 224 Retaining Wall: 0
 * 233 Posted Speed Limit: 55
 * 236 Warning Sign: 0
 * 234 Delineator: 1
 * 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 GEORGIA DEPARTMENT OF TRANSPORTATION

Structure I.D. 089-0098-0

DeKalb County

SUFF. RA. G: 74.9

Programming Data

201 Project No: I-FI-285-1 (138) 126 CT.2
 202 Plans Available: 2
 249 Prop. Proj No: 2
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 000000
 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 Future ADT: 171150 Year: 2018

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: 5
 216 Water Depth: 01.0 Br Height: 41.0
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No: 089-00407D-047.81C
 * XReferen I.D. No: 000-000000-000.000

Measurements

* 29 ADT: 114100 Year: 1998
 109 % Trucks: 12
 * 28 Lanes On: 08 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0068
 * 49 Structure Length: 202
 51 Br. Rdwy. Width: 132.6
 52 Deck Width: 135.0
 * 47 Tot. Horz. Cl: 64.8
 50 Curb/Sdewlk Width: 0.0/0.0
 32 Approach Rdwy Width: 128
 * 229 Shlder Width:

Rear Lt: 6.0 Type: 2 Rt: 10.0
 Fwd Lt: 6.0 Type: 2 Rt: 10.0
 Pvmnt Width:
 Rear: 48.0 Type: 2
 Fwd: 48.0 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under: N 00' 00"
 * 228 Min. Vert. Cl

Act. Odm. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: N 99.9
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.0
 Deck Thick Approach: -0.0
 246 Overlay Thickness: 2.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 1966 Sub: 0000

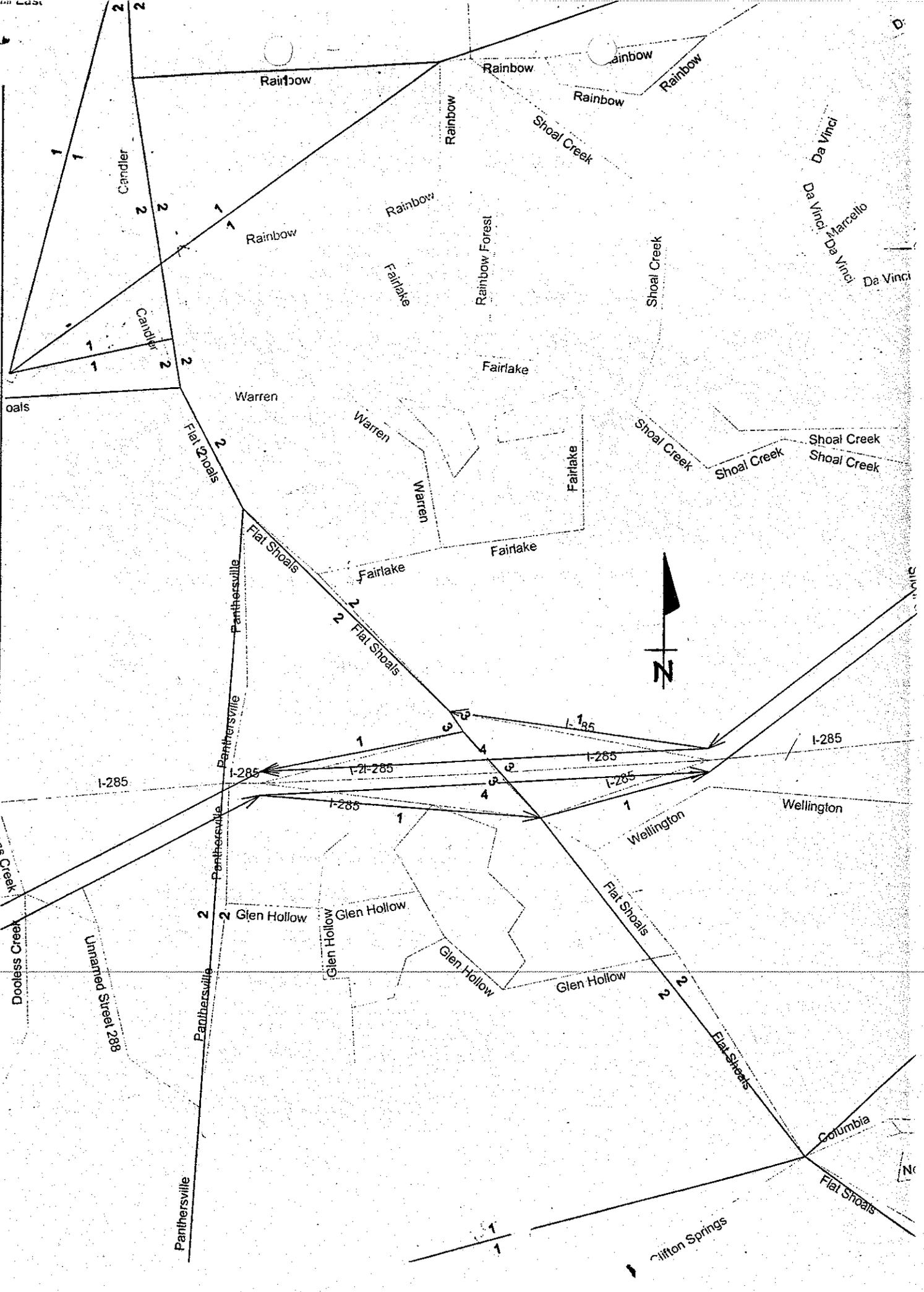
Ratings

66 Inventory Type: 2 Rating: 25
 64 Operating Type: 2 Rating: 42
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3S2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 5
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 7
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 8
 68 Deck Geometry: 9
 69 Undercl. Horz/Vert: N
 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: 0000
 253 Fed Notify Date: 0000 0

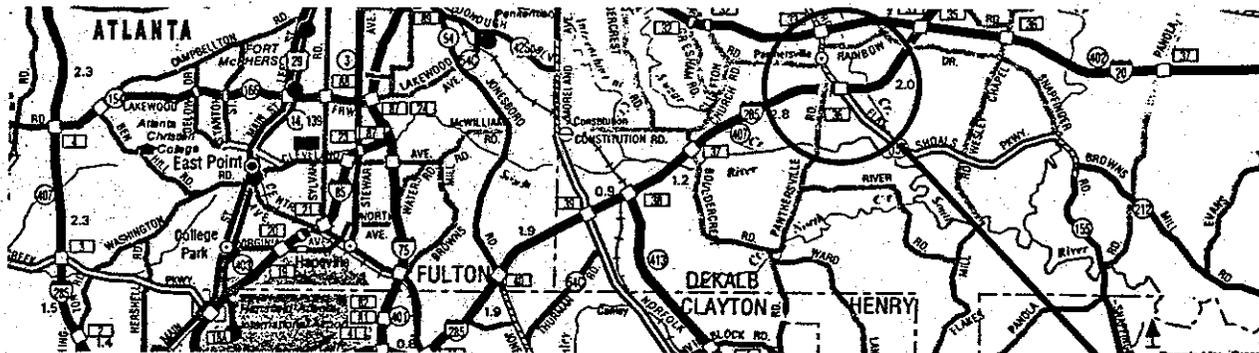
DK-AR 206: I-285 from Bouldercrest to I-20 -- 2025 Network



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: IM-NH-285-1(354)
County: DeKalb
P. I. Number: 713290
U.S. Route Number: N/A
State Route Number: SR 155 (Flat Shoals Road) SR 407 (I-285)



Project Description: I-285 @ SR 155/Flat Shoals Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
Project Manager

DATE 7/3/01

Joseph P. Pineda
State Urban Design Engineer

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).

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Engineering Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

District Engineer

DATE 7/10/01

O. J. Muley
Project Review Engineer

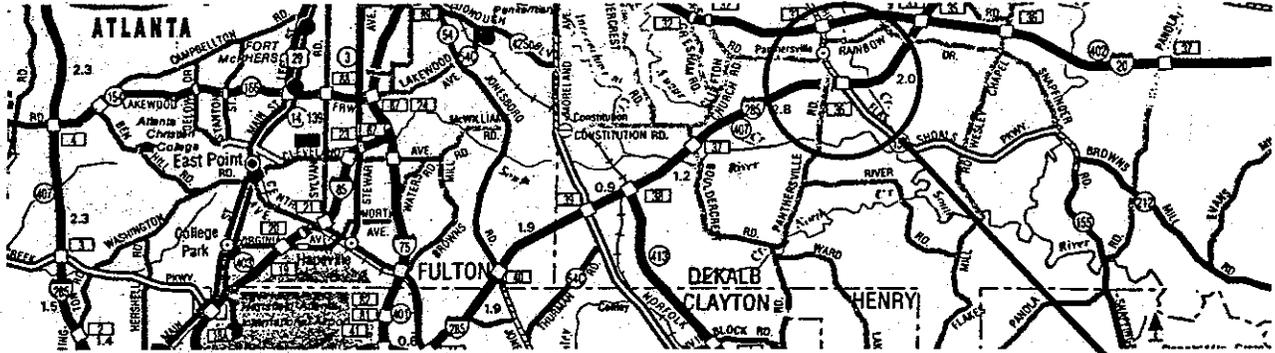
DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: IM-NH-285-1(354)
County: DeKalb
P. I. Number: 713290
U.S. Route Number: N/A
State Route Number: SR 155 (Flat Shoals Road) SR 407 (I-285)



Project Description: I-285 @ SR 155/Flat Shoals Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
Project Manager

DATE 7/3/01

Joseph P. Paddock
State Urban Design Engineer

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).

DATE 7/10/01

Michael V. R. ...
State Transportation Planning Administrator

DATE _____

State Transportation Engineering Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

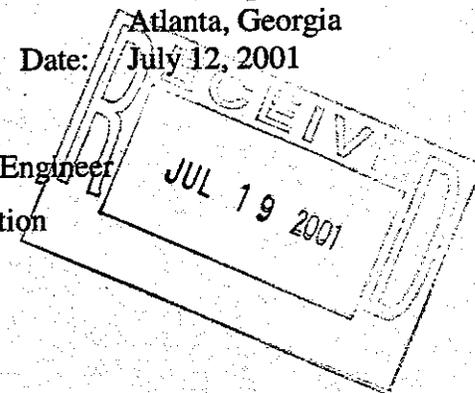
File: IM-NH-285-1 (354) / DeKalb County
P.I. No. 713290

Office: Traffic Operations
Atlanta, Georgia
Date: July 12, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the reconstruction of the I-285/SR 155 interchange in DeKalb County. The project length is 1.00 mile.

SR 155/Flat Shoals Road is an existing 5-lane roadway with a two-way center turn lane and a current AADT of 40,075 vehicles. The posted speed limit is 45mph.

This concept proposes to widen SR 155 to a 6-lane roadway with a variable width raised grass median (20-foot to 56-foot), a 4-foot bicycle lane, 12-foot shoulders and 5-foot sidewalks with curb & gutter. Panthersville Road will be upgraded to include 5-foot sidewalks, curb & gutter and turn lanes. The bridge over I-285 on SR 155 will be replaced. The Panthersville Road bridge over I-285 will also be replaced to accommodate the lengthened eastbound and westbound ramps to SR 155.

We request conduit be installed on the SR 155 bridge as part of this project. The conduit will be used to interconnect the signals at the interchange and for other Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and traffic operations within this area, therefore with the recommended statement find this report satisfactory for approval.

MGW/BM

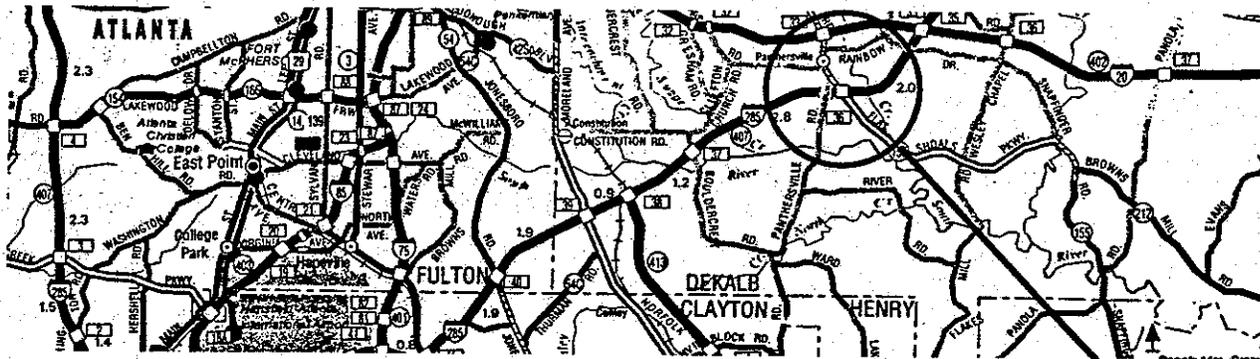
Attachment (Signature Page)

**Cc: Harvey Keeper, State Environment/Location Engineer
Joseph Palladi, State Urban Design Engineer
Stephen Henry, District Engineer-Chamblee
 Attention: Yancy Bachmann, District Traffic Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Paul Liles, State Bridge Design Engineer
Chuck Hasty, TMC
General Files**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: IM-NH-285-1(354)
 County: DeKalb
 P. I. Number: 713290
 U.S. Route Number: N/A
 State Route Number: SR 155 (Flat Shoals Road) SR 407 (I-285)



Project Description: I-285 @ SR 155/Flat Shoals Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
 Project Manager

DATE 7/3/01

Joseph P. DeLoach
 State Urban Design Engineer

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).

DATE _____

 State Transportation Planning Administrator

DATE _____

 State Transportation Engineering Administrator

DATE _____

 State Environmental/Location Engineer

DATE 7/16/01

Marcia Shuler
 State Traffic Operations Engineer

DATE _____

 District Engineer

DATE _____

 Project Review Engineer

DATE _____

 State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Urban Design

PROJECT CONCEPT REPORT

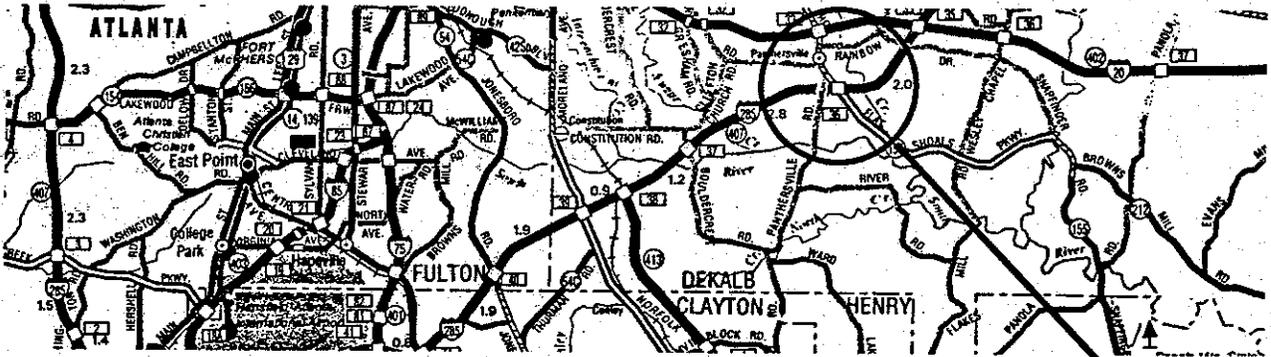
Project Number: IM-NH-285-1(354)

County: DeKalb

P. I. Number: 713290

U.S. Route Number: N/A

State Route Number: SR 155 (Flat Shoals Road) SR 407 (I-285)



Project Description: I-285 @ SR 155/Flat Shoals Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
Project Manager

DATE 7/3/01

Joseph P. Pled
State Urban Design Engineer

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).

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Engineering Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE _____

District Engineer

DATE _____

DATE 7/21/01

Paul V. Tellez Jr.
Project Review Engineer
State Bridge and Structural Design Engineer