

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM-285-1(345) Fulton-Clayton Counties **OFFICE** Preconstruction
P. I. No. 713310
CWHutto **DATE** September 13, 2001
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,

fn,

Larry R. Dreihaup, P.E.
Division Administrator

Enclosures

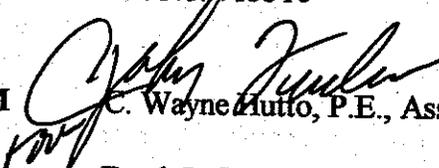
cc: Joe Palladi, Urban Design

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-285-1(345) Fulton-Clayton Counties **OFFICE** Preconstruction
P.I. No. 713310

DATE July 25, 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 Jonesboro Road/SR 54 interchange over I-285. The limits of the project begin in Clayton County (MP 13.35), 590' south of the intersection of Jonesboro Road at Old Conley Road and extends northward along Jonesboro Road into Fulton County to approximately 1,300' north of the westbound I-285 ramp intersections (MP 0.61). The existing interchange is incurring operational problems due to growth in traffic caused by commercial developments, tractor-trailer trucks, and turning and through work trips. State Route 54/Jonesboro Road is an urban four lane roadway with a 12' flush median. Travel lanes vary between 9.4' and 12.4' across the I-285 bridge. The left turn lanes on the bridge are separated by a 4' wide raised concrete median. The posted speed limit is 45 MPH. Accident analysis for 1995 to 1997 data years average is three times higher than the statewide average for a facility of this type. I-285 consists of eight lanes, four in each direction, and has a posted speed limit of 55 MPH. Traffic estimates are as follows:

<u>ROUTE</u>	<u>2000 ADT</u>	<u>2020 ADT</u>
Jonesboro Road	36,250	65,300
I-285	112,250	201,900

The proposed construction will widen SR 54/Jonesboro Road to provide three, 12' through lanes and one 4' bike lane in each direction, separated by a variable width (20' to 44') raised grassed median with 12' curb and gutter shoulders and 5' sidewalk on both sides. Nine lanes will be required across the proposed bridge (3 northbound through lanes, 2 northbound left turn lanes, 1 southbound left turn lane, and 3 southbound through lanes) with left turn lanes separated by a 8' raised concrete median. The ramps will be reconstructed/realigned and vary in width from 16' to 48' to accommodate turning lanes at the ramp termini. The existing bridge on Jonesboro Road over I-285 will be replaced with a new 317' x 140' bridge with horizontal clearances that will not preclude future improvements to I-285. No changes are proposed for the existing I-285 roadway; however, a design exception will be required to retain the existing inside shoulder width. Traffic will be maintained via staged construction.

Frank L. Danchetz
Page 2

IM-NH-285-1(345) Fulton-Clayton
July 25, 2001

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; possible UST and hazardous waste sites impacted; a public information meeting has been 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)	\$9,702,000	\$8,000,000	2008	FY-08
Right-of-Way	\$1,025,000	\$1,025,000		
Utilities*	LGPA	LGPA		

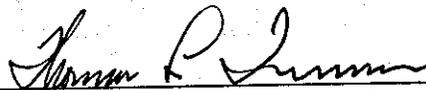
*Fulton County signed LGPA for utilities 11-20-96.

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

CWH:JDQ/cj

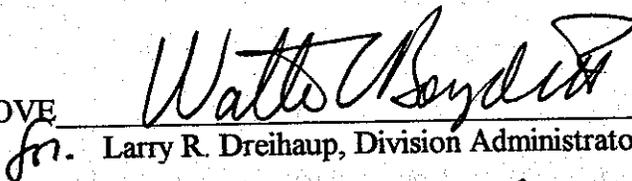
Attachment

CONCUR



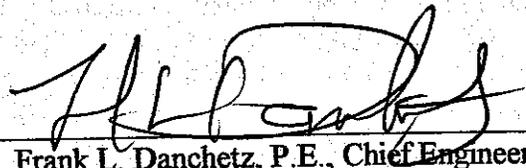
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE



for. Larry R. Dreihaup, Division Administrator, FHWA

APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: IM-NH-285-1(345) Clayton-Fulton **OFFICE:** Engineering Services
P.I. Number 713310- **DATE:** July 11, 2001

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

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted July 10, 2001 by the letter from Joseph P. Palladi dated June 29, 2001, and have the following comments:

1. In order for the concept cost estimate to be verified the estimated quantities for the items of work need to be provided.

The costs for the project are:

Construction	\$6,582,000
Inflation	\$2,238,000
E&C	\$ 882,000
Reimbursable Utilities	\$ 203,000
Right of Way	\$1,182,000

DTM

c: Joe Palladi

SCORING RESULTS AS PER MOG 2440-2

Project Number: IM-NH-285-1(345)		County: CLAYTON		PI No.: 713310-	
Report Date: 6/29/01		Concept By:			
		DOT Office: Urban Design			
<input checked="" type="checkbox"/> CONCEPT					
		Consultant: Parsons Brinckerhoff			
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 <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	90%	Need to provide estimated quantities for items of work in the concept estimate			
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-285-1 (345), Clayton/Fulton County **OFFICE** Urban Design
P.I. No. 713310
I-285/Jonesboro 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:TLB 
Attachments

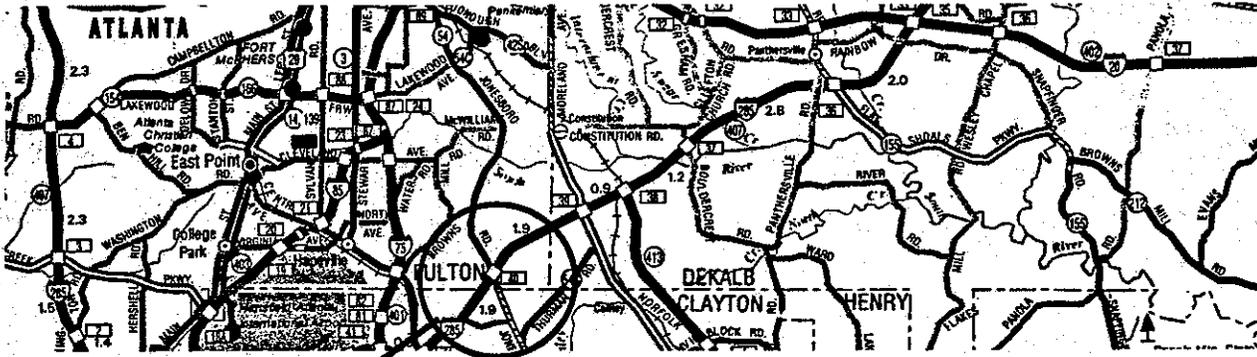
Distribution w/attachment:

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: IM-NH-285-1(345)
 County: Fulton & Clayton
 P. I. Number: 713310
 U.S. Route Number: N/A
 State Route Number: SR 54 (Jonesboro Road); SR 407 (I-285)



I-285 @ SR 54/Jonesboro Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
 Project Manager

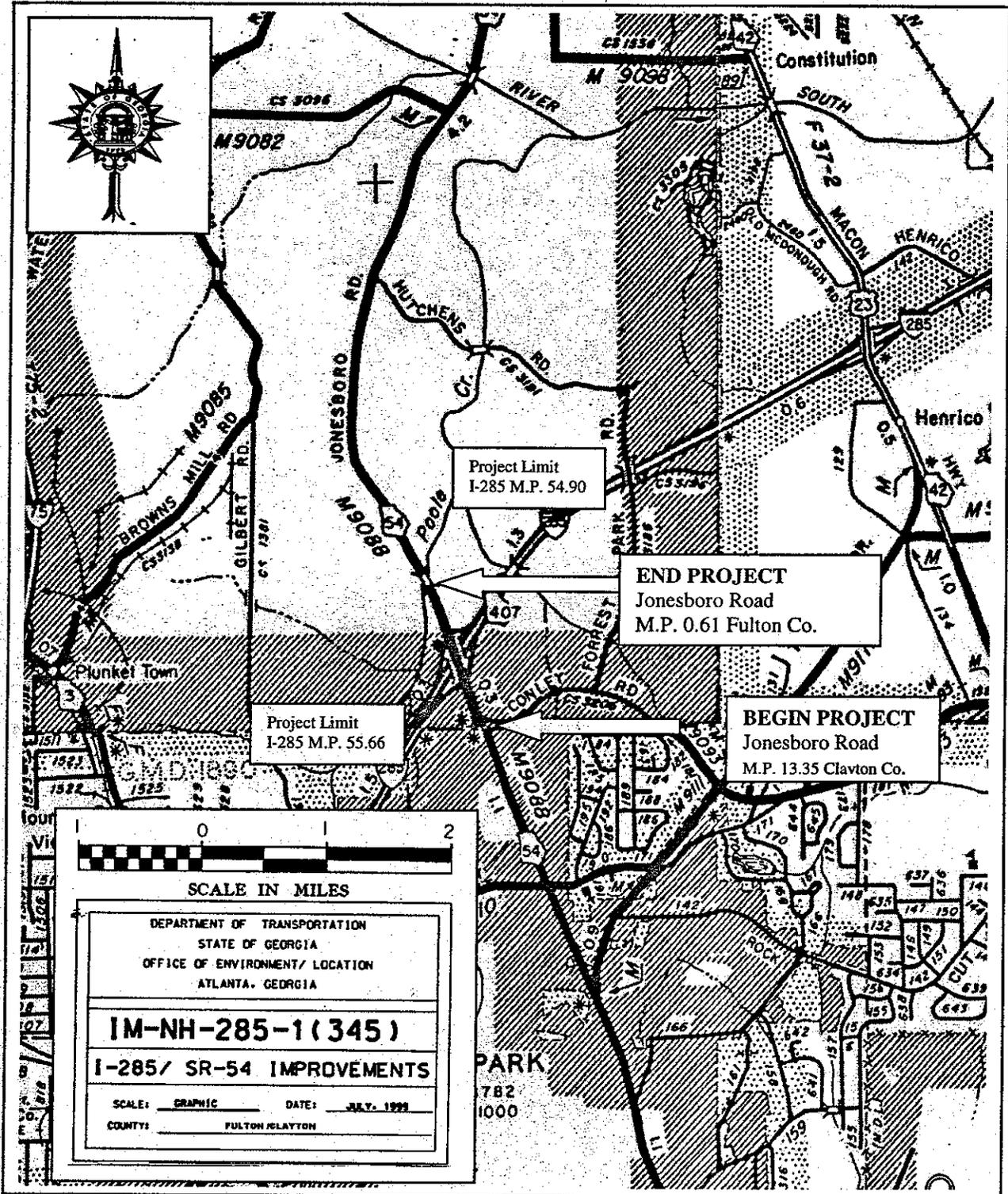
DATE 7/9/01

Joseph P. Felsted
 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 |

PROJECT LOCATION MAP - Project No. IM-NH-285-1 (345)



Need and Purpose: The proposed project would reconstruct and rehabilitate the interchange at I-285 and SR 54 / Jonesboro Road. The improvements should include left turn lanes from Jonesboro road onto the on ramps and auxiliary lanes approaching and leaving the off and on ramps. The existing interchange is incurring operational problems due to growth in traffic caused by commercial and residential development, tractor-trailer trucks, and turning and through work trips. The land use in the corridor is mainly made up of strip commercial and industrial parks. 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 needs identified include high accident rates in the area, peak period traffic congestion, and poor operations. Base year (2000) traffic is 36,250 vehicles per day (VPD) on Jonesboro Road and 112,250 VPD on I-285, and by the design year (2020) traffic is expected to be 65,300 VPD on Jonesboro Road and 201,900 VPD on I-285. 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 through and turning traffic, and improve the safety of the roadway and interchange.

The project (AT AR 204A) is included in the approved State Transportation Improvement Program (FY 2001-2003) and the Atlanta Transportation Improvement Program (FY 2001-2003) of the adopted Atlanta Regional Transportation Plan (FY 2001-2025).

Description of the proposed project: This project provides for the reconstruction of the Jonesboro Road/S.R.54 interchange at I-285 in Clayton and Fulton Counties. The limits of the project begin in Clayton County (MP 13.35) 590 feet south of the intersection of Jonesboro Road at Old Conley Road and extend northward along Jonesboro Road into Fulton County to approximately 1300 feet north of the west bound ramp intersections (MP 0.61).

Jonesboro Road will be widened to provide for three travel lanes and one bike lane in each direction beginning at the Jonesboro Road/Old Conley Road intersection and ending at approximately the GC Acquisition Corporation entrance. The travel lanes will be separated by a raised grass median with curb and gutter shoulders and sidewalk on both sides. Beyond these limits, Jonesboro Road will transition back to the existing roadway that consists of two travel lanes in each direction separated by a two-way center-turn lane. The existing Jonesboro Road bridge over I-285 will be replaced and the entrance and exit ramps will be widened and lengthened to improve storage, signage, and acceleration/deceleration distances. Additional turn lanes will also be provided as shown on the attached Interchange Layout.

The existing traffic signals at the ramp intersections, the Old Conley Road/Home Depot driveway/Jonesboro Road intersection, and the Ruskin Drive/Jonesboro Road intersection will be upgraded.

The termini along Jonesboro Road are determined by the safe taper rate to transition from the existing roadway section to the proposed roadway section as described above. The termini along I-285 are determined by the proposed length of the improved entrance and exit ramps.

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 0.71 miles along S.R. 54/Jonesboro Road and 0.76 miles along I-285.

Is the project located in a Non-attainment area? Yes. The Project is part of the approved Atlanta Regional Transportation Plan (RTP). The RTP has been coded on Jonesboro Road for three lanes in each direction between Old Conley Road and the northern project limits. The RTP model and this concept retain I-285 as four travel lanes in each direction. This project conforms to the RTP coding.

PDP Classification: Major Project on Existing Location.

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

Functional Classification: Urban Minor Arterial (Jonesboro Road) and Urban Interstate (I-285)

U. S. Route Number(s): N/A **State Route Number(s):** SR 54 (Jonesboro Road)
SR 407 (I-285)

Traffic (AADT):

Base Year: (2000)	36,250 (Jonesboro Road)	112,250 (I-285)
Design Year: (2020)	65,300 (Jonesboro Road)	201,900 (I-285)

Existing design features:

Jonesboro Road

- **Typical Section:** Jonesboro Road currently has two 12-foot lanes in each direction divided by a 12-foot two-way center-turn lane. The travel lane widths vary between 9.4 to 12.4 feet across the I-285 bridge. The existing curb and gutter shoulders are 12 feet wide with no sidewalks. The left-turn lanes across the bridge are separated by a 4-foot wide, 6-inch high concrete median. This raised median is constructed with a joint down

the middle with each 2-foot section being an integral part of the poured bridge deck..

- Posted speed :45 mph Maximum degree of curvature: 3.0 Deg.
- Maximum grade Jonesboro Road: 4.5%
- Maximum grade Side Street: 3.4%
- Width of right of way: Varies 90ft. typ.
- Major structures: The Jonesboro Road/S.R. 54 overpass bridge crossing the I-285 mainline; Structure I.D.# 121-0052-0; Sufficiency Rating 86.8 (Length-301.5' X Width-80').
- Major interchanges or intersections along the project: There are four signalized intersections on this project. Jonesboro Road intersects with Ruskin Drive, Old Conley Road/Home Depot driveway, I-285 eastbound, and I-285 westbound.
- Approximately 0.61 miles of the project is located within Fulton County and 0.10 miles in Clayton County.

Ramps

- Typical Section: Entrance ramps consist of one 16-foot lane with 6-foot inside (4-foot paved) and 8-foot outside (6-foot paved) shoulders that taper into the existing I-285 mainline. Exit ramps consist of one-lane tapered exits that widen to three 12-foot lanes at the ramp termini (dual left-turn lanes and single right-turn lanes) with 6-foot inside (4-foot paved) and 8-foot outside (6-foot paved) shoulders.
- Maximum degree of curvature: 5.0 Deg.
- Maximum grade: 4.7%
- Width of right of way: Varies 70-90 ft.

I-285

- Typical Section: I-285 consists of four 12-foot wide concrete pavement travel lanes in each direction (with asphalt concrete overlay) that are separated by a concrete median barrier with 6-foot 9-inch wide paved inside shoulders. The outside shoulders are 12 feet wide (10-foot paved).
- Maximum degree of curvature: Tangent
- Maximum grade: 1.0%
- Width of right of way: Varies 300-ft. typ.

Proposed Design Features:

Jonesboro Road

- Proposed typical section: Jonesboro Road is proposed to be widened to provide three 12-foot wide through lanes in each direction separated by a variable width (20-foot to 44-foot) raised grass median. The design proposes to utilize 12-foot wide outside shoulders with curb and gutter and 5-foot wide concrete sidewalks on both sides of the road. A 4-foot wide bicycle lane would also be constructed between the outside edge of the outside travel lane and the curb or right-turn lane. See the attached Interchange Layout.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 4.5% Maximum grade allowable: 6%.

lanes on Jonesboro Road as presently proposed. This alternate was rejected since the traffic analysis indicates that the Jonesboro Road/westbound ramp intersection is projected to begin operating at LOS "E" by the year 2008, and the Jonesboro Road/eastbound ramp intersection is projected to begin operating at LOS "E" by the year 2014.

3. **REALIGNMENT OF JONESBORO ROAD:** The realignment of Jonesboro Road was also examined in order to improve the skew angle of the existing crossing of I-285 (50 degrees). Because of the surrounding development, it was determined that the costs outweighed the benefits of such a design. It was also determined that the ramps' approaches could be realigned to achieve the desired improvements as proposed in the preferred alternative.

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 Jonesboro 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 design year traffic for this project has been projected to the year 2020. During the concept validation phase, these traffic projections should be updated to more closely reflect the open year date plus 20 years. Such changes to the projected traffic volumes are expected to be minor and would not substantially change the concept proposed herein.
- The proposed concept does not preclude the possibility for future I-285 improvements. The new bridge for Jonesboro Road does 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 Jonesboro Road in the interchange area, and along the basic ramp sections. However, freeway analysis for the I-285 section near the Jonesboro 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 2018. Based on these results, the following improvements are recommended:
 1. Widen I-285 to 5 travel lanes in each direction.
 2. Add one HOV lane in each direction to reduce the number of trips and improve the level of service further on I-285.

By copy of the approved Concept Report, the Office of Planning is requested to take the necessary steps to include the above recommended I-285 improvements in the Regional Transportation Plan for implementation prior to 2018.

Cost Estimates; Project Layout; Typical Sections; Minutes of Concept meeting; Accident summaries; Traffic diagrams; Capacity analysis; Bridge inventories; Letters to Local Governments; Conforming plan's network schematics showing through lanes

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE:	06/27/01	PREPARED BY:	Parsons Brinckerhoff
PROJECT NO.:	IM-NH-285-1(345)	Revisions:	Teresa Lannon
P.I. NO.:	713310	FILE NAME:	costestimate
PROJECT DESCRIPTION/CONCEPT:	I-285 At Jonesboro Road	MILEAGE:	0.661 miles

- () PROGRAMMING PROCESS
(X) CONCEPT DEVELOPMENT
() DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY	0 lump sum			\$0.00
			SUBTOTAL	<u>\$1,181,920.00</u>
B. UTILITIES	lump sum			\$0.00
			SUBTOTAL	<u>\$203,000.00</u>
C. CLEARING & GRUBBING	0 ac @	\$7,413.00	\$0.00	\$0.00
<u>Removal</u>				
Rem Wood Fence	0 lf @	\$7.38		\$0.00
Rem Conc Median	0 m2 @	\$5.98		\$0.00
Rem Curb & Gutter	0 lf @	\$50.00		\$0.00
Rem Asphalt Pvmt	0 m2 @	\$2.55		\$0.00
Rem Conc Paving	0 m2 @	\$17.05		\$0.00
			SUBTOTAL	<u>\$0.00</u>
D. EARTHWORK				
<u>Embankment</u>				
In-Place Embankment	0 yd^3 @	\$6.33		\$0.00
Borrow Incl Haul	0 yd^3 @	\$10.54		\$0.00
Per Mile cost	0 yd^3 @	\$8.00		\$0.00
Grading Complete	0 lump sum			\$500,000.00
<u>Excavation</u>				
Soil	0 yd^3 @	\$7.00		\$0.00
Rock	0 yd^3 @	\$13.00		\$0.00
			SUBTOTAL	<u>\$500,000.00</u>
E. BASE & PAVING				
<u>Aggregate Base</u>				
Graded Aggregate	0 ton @	\$17.05		\$0.00
<u>Asphalt Paving</u>				
Asph Conc 12.5 mm superpave	0 ton @	\$41.99		\$0.00
Asph Conc 19 mm superpave	0 ton @	\$36.98		\$0.00
Asph Conc 25 mm superpave	0 ton @	\$33.17		\$0.00
Leveling	0 ton @	\$38.57		\$0.00
Tack Coat	0 gal @	\$0.35		\$0.00
Milling	0 sy @	\$1.65		\$0.00
Agg Surface Course	0 ton @	\$16.35		\$0.00
Pvmt Reinf Fabric Strips	0 lf @	\$2.31		\$0.00
			SUBTOTAL	<u>\$1,416,203.00</u>

F. DRAINAGE

1.2 m Ditches

Paved, Conc.		0 sy @	\$28.67	\$0.00
Riprap (300 mm)		0 sy @	\$27.50	\$0.00
Conc Spillway, TP 3		0 EA @	\$1,145.37	\$0.00
Catch Basin		0 EA @	\$1,555.94	\$0.00
additional depth		0 lf @	\$159.93	\$0.00
Drop Inlet		0 EA @	\$1,316.80	\$0.00
additional depth		0 lf @	\$189.71	\$0.00
Junction Box		0 EA @	\$1,233.67	\$0.00
Manhole, CO		0 EA @	\$1,369.00	\$0.00
additional depth		0 lf @	\$164.14	\$0.00
Sediment Basin		0 EA @	\$8,655.48	\$0.00

Storm Drains

15 IN	H 1-10	0 lf @	\$27.41	\$0.00
15 IN	H 10-15	0 lf @	\$21.55	\$0.00
18 IN	H 1-10	0 lf @	\$26.13	\$0.00
18 IN	H 10-15	0 lf @	\$34.22	\$0.00
18 IN	H 15-20	0 lf @	\$31.32	\$0.00
18 IN	H 20-25	0 lf @	\$41.46	\$0.00
18 IN	H 30-35	0 lf @	\$27.10	\$0.00
24 IN	H 1-10	0 lf @	\$34.14	\$0.00
24 IN	H 10-15	0 lf @	\$34.14	\$0.00
24 IN	H 15-20	0 lf @	\$34.61	\$0.00
30 IN	H 1-10	0 lf @	\$45.17	\$0.00
36 IN	H 1-10	0 lf @	\$52.50	\$0.00
42 IN	H 1-10	0 lf @	\$67.48	\$0.00
48 IN	H 1-10	0 lf @	\$85.94	\$0.00

UNDDR Pipe w/ Aggr	6 IN	0 lf @	\$9.79	\$0.00
Capping Minor Struct.		0 EA @	\$644.81	\$0.00

FES-15 IN		0 EA @	\$322.01	\$0.00
FES-18 IN		0 EA @	\$390.09	\$0.00
FES-24 IN		0 EA @	\$478.97	\$0.00
FES-30 IN		0 EA @	\$589.21	\$0.00
FES-36 IN		0 EA @	\$715.55	\$0.00
FES-42 IN		0 EA @	\$984.89	\$0.00

SUBTOTAL \$417,302.00

G. CONCRETE WORK

Driveway Conc	8 IN	0 SY @	\$33.97	\$0.00
Indentation Rumble Strips		0 MI @	\$415.13	\$0.00
Minor Retaining Wall	cl. B conc	0 CY @	\$416.31	\$0.00
Class B Conc.(Base or Pvmt)		0 CY @	\$476.70	\$0.00
Approach Slabs		0 m2 @	\$120.58	\$0.00
Median Barrier		0 lf @	\$104.00	\$0.00
Barrier, Type 25S		0 lf @	\$284.85	\$0.00
Barrier, Type S-2		0 lf @	\$57.76	\$0.00
Barrier, Type S-3		0 lf @	\$168.30	\$0.00
Barrier, Type 7-TS		0 lf @	\$124.19	\$0.00
Barrier, Type 2-SA		0 lf @	\$292.12	\$0.00
Barrier, Precast	Meth. 2	0 lf @	\$23.53	\$0.00
Header Curb, Type 2	6 IN	0 lf @	\$12.55	\$0.00
Curb & Gutter (TP 2)		0 lf @	\$11.79	\$0.00
Curb & Gutter (TP 7)		0 lf @	\$10.19	\$0.00
V Gutter		0 lf @	\$13.45	\$0.00
Sidewalk 4 IN		0 SY @	\$27.19	\$0.00
4 IN Conc Median		0 SY @	\$27.60	\$0.00
6 IN Conc Median		0 SY @	\$37.23	\$0.00

SUBTOTAL \$80,960.00

H. TRAFFIC CONTROL 0 lump sum \$0.00

SUBTOTAL \$500,000.00

I. EROSION CONTROL 0.00 lump sum \$500,000.00 \$0.00

SUBTOTAL \$150,000.00

J. GUARDRAIL

W-Beam Rail	0 lf @	\$10.93	\$0.00
T-Beam Rail	0 lf @	\$38.15	\$0.00
Type 1 Anchors	0 EA	\$417.05	\$0.00
Type 12 Anchors	0 EA	\$1,613.35	\$0.00
Attenuators sand	0 EA	\$13,224.00	\$0.00

SUBTOTAL \$21,400.00

K. SIGNS, STRIPING, SIGNALS, LIGHTING

1 lump sum \$0.00 \$0.00

SUBTOTAL \$560,000.00

L. GRASSING/LANDSCAPING

Use Grassing Complete (greater than 15 acres)

Turf establishment, TP B	0 ac @	\$1,946.88	\$0.00
Additional grassing	0 LB. @	\$2.12	\$0.00
Agricultural Lime	0 tons @	\$74.56	\$0.00
Fertilizer Mixed Grade	0 tons @	\$233.55	\$0.00
Fertilizer Nitrogen Content	0 lbs @	\$1.26	\$0.00

SUBTOTAL \$10,000.00

M. MISCELLANEOUS

Field Engineer Office Type 3	0 EA @	\$44,048.92	\$0.00
Fencing (chain link)	0 lf @	\$18.95	\$0.00
Right-of-Way Markers	0 EA @	\$70.57	\$0.00

SUBTOTAL \$0.00

N. MAJOR STRUCTURES

Bridges	0 SF @	\$50.00	\$2,925,910.00
Retaining Walls	0 SY @	\$0.00	\$0.00

Box Culverts

Concrete	0 CY @	\$430.00	\$0.00
Bar Reinf. Steel	0 LB. @	\$0.64	\$0.00

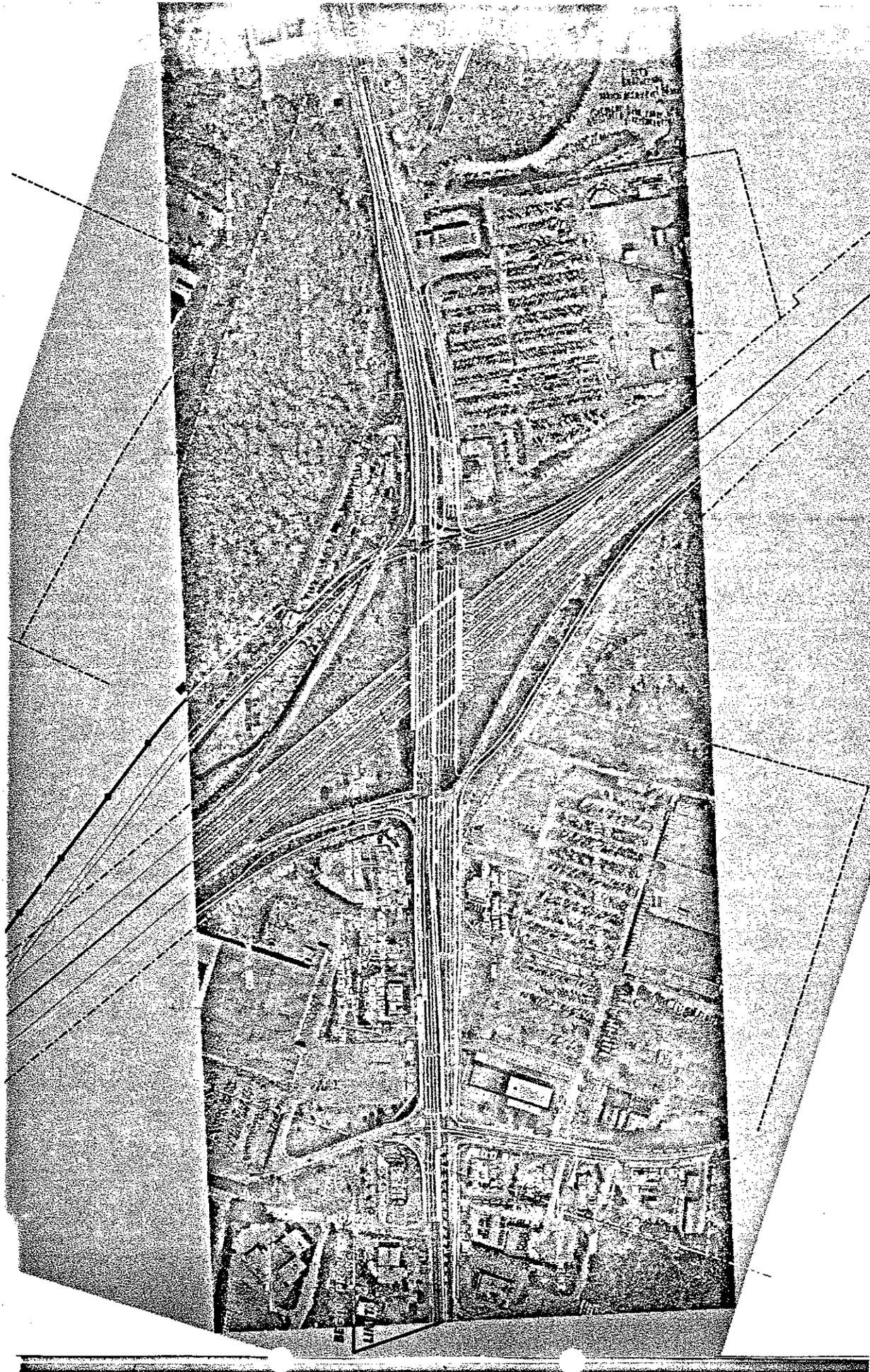
SUBTOTAL \$2,925,910.00

ESTIMATE SUMMARY

A. Right of Way	\$1,181,920.00
B. Reimbursable Utilities	\$203,000.00

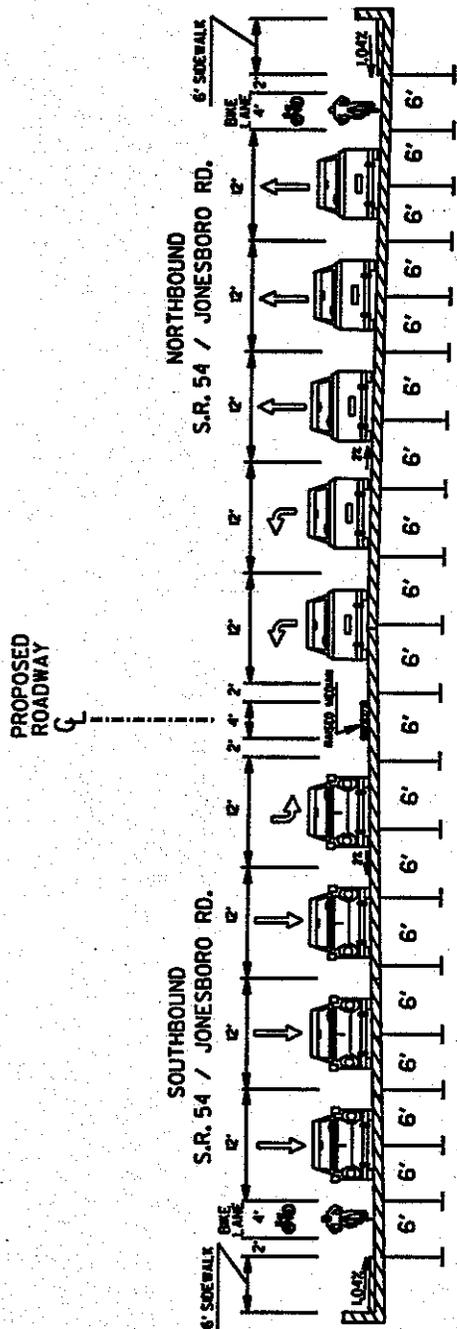
CONSTRUCTION COST SUMMARY

C. Clearing & Grubbing	\$0.00
D. Earthwork	\$500,000.00
E. Base & Paving	\$1,416,203.00
F. Drainage	\$417,302.00
G. Concrete Work	\$80,960.00
H. Traffic Control	\$500,000.00
I. Erosion Control	\$150,000.00
J. Guardrail	\$21,400.00
K. Signs, Striping, Signals, Lighting	\$560,000.00
L. Grassing/Landscaping	\$10,000.00
M. Miscellaneous	\$0.00
ROADWAY SUBTOTAL	\$3,655,865.00
N. Major Structures	\$2,925,910.00
CONSTRUCTION TOTAL	\$6,581,775.00
6 year inflation @ 5%	\$2,238,432.99
10% E & C	\$882,020.80
CONSTRUCTION ESTIMATE SUBTOTAL	\$9,702,228.78
TOTAL CONSTRUCTION ESTIMATE	\$9,702,228.78

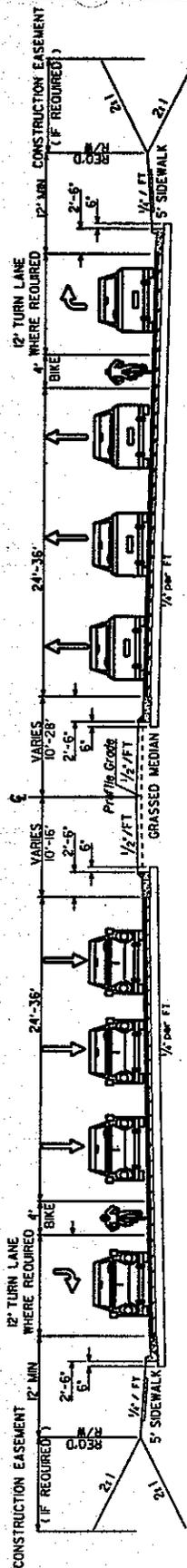


TYPICAL SECTION # 2

PROPOSED JONESBORO ROAD BRIDGE OVER I-285 LOOKING NORTH



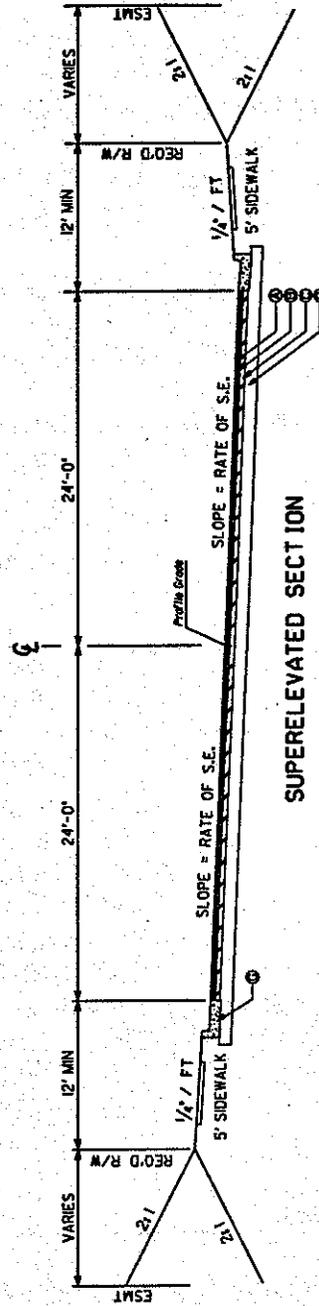
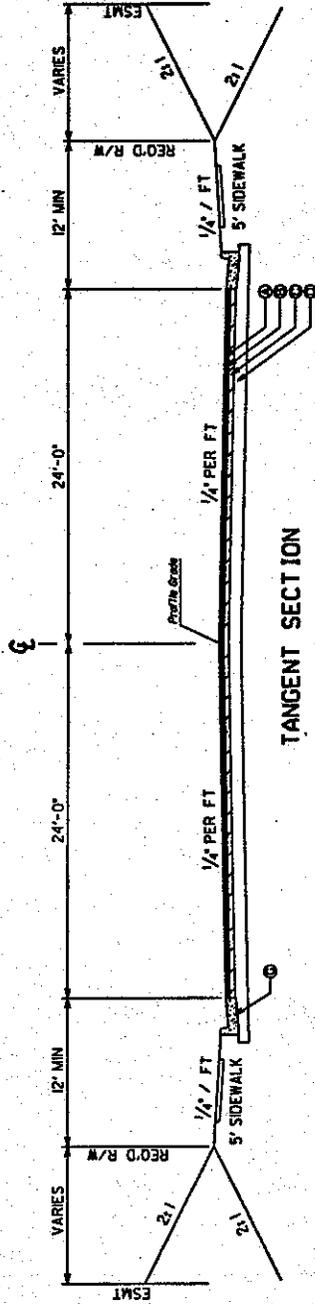
JONESBORO ROAD TANGENT SECTION LOOKING NORTH



Project No: IM-NH-285-1(345)
County: FULTON/CLAYTON

TYPICAL SECTION # 3

OLD CONLEY ROAD





**PROJECT MEMORANDUM
IM-NH-285-1(345) FULTON/
CLAYTON COUNTIES**

Memorandum of Meeting

Date: January 7, 2000

Date of Meeting: September 9, 1999

Project: IM_NH_285-1(354), PI No. 713310
PBQD Project No. 15846A Work Order #24

Purpose of Meeting: <Concept Team Meeting>

Meeting Location: <GDOT Road Design Conference Room 10:00 am.>

Attendees: Jim Graybeal, PB
Geoffrey P. Donald, PB
Daveitta Jenkins, GDOT
Glenn Bowman, GDOT
Ben Buchan, GDOT
Frances C. Anglin, GDOT
Robert Crawford, GDOT
Clyde Cunningham, GDOT
Jerry Wylie, GA. Power Co.
Frank Stone, Bell South
Donald Mills, GDOT
Ken Estes, GDOT
Walter Boyd, FHWA
David Mulling, GDOT
Richard Schneider, GDOT
Joe Palladi, GDOT
Keith Strickland, Greenhorne & O'Mara, Inc.

Distribution: Attendees
Dom Saulino, PB.
Terry Kazmerzak, PB
Roger Palmer, PB
Herman Griffin, GDOT Programming

Discussion:

1. Introductions were presented by Daveitta Jenkins and she turned the discussion over to Jim Graybeal.
2. Jim gave a brief overview of the project:

- Informed everyone that minutes will be forwarded via e-mail and to please leave a business card with e-mail address.
- Informed everyone that PB (Parsons Brinckerhoff) was charged to prepare the concept plans for this job under a work order agreement task number 24. Greenhome & O'Mara, Inc, a sub to PB was responsible for preparing the traffic analysis.
- Made reference that the project extends into Clayton County to transition the project back to existing. Questioned whether the project number and PI number had to be changed to account for Clayton County.

Comment: By copy of these minutes, the Office of Programming is advised that the project extends approximately 0.2 miles into Clayton County and the necessary steps should be taken to update the Department's Construction work Program

- Project description was read and the Air Quality layout on the board was discussed key points are as following:
 - ◆ Transition begins at Ruskin Drive just south of Old Conley Road.
 - ◆ Add free flow right turn lane from Old Conley Road extending north to merge with right turn movements to I-285 eastbound ramp. Add double left onto Old Conley Road from SR-54 southbound.
 - ◆ Add raised median from Conley Road to north terminus of project that is 660 feet north of intersection of I-285 westbound ramps .
 - ◆ Add 6th lane across east side of existing bridge to introduce adding second left-turn lane on northbound SR-54 to westbound I-285.
 - ◆ Left-turn lane lengthened SB SR-54 to EB I-285.
 - ◆ Existing bridge widened to add bike lanes, additional turn lane, sidewalk and railings.
 - ◆ Add free-flow right-turn lane from I-285 eastbound ramp extending southward on SR-54 to the entrance at Home Depot.
- Differences between AQE vs. Non-constrained alternatives were discussed.
 - ◆ Add third lane on northbound SR-54 approach just prior to the intersection with I-285 eastbound ramps, becomes additional storage for double left-turn movement.
 - ◆ Add third through lane on southbound SR-54 just prior to the intersection with I-285 westbound ramps. Third lane continues across I-285 merging with the right-turn movements from the eastbound exit traffic.

- ◆ Wider bridge required for "non-constrained" option on west side. Bridge jacking may be required for both options.
- Maintenance of traffic issues.
 - ◆ Single lane across bridge during bridge shoulder and rail removal.
 - ◆ Business entrance interruptions.
 - ◆ Minor interruptions during bridge jacking operations.
- Other issues
 - ◆ 20 parcels affected with strip takings, damages to parking and one business losing one entrance driveway.

Open Floor Comments:

Question: Has PB done utility plan investigations.

Answer: Not yet, PB will review and advise.

Question: Traffic counts don't match the numbers in the need and purpose statement.

Answer: GDOT provided the traffic counts to PB, originally the traffic was projected with a 3.5% annual growth rate, it was decided that the growth rate was too high and later reduced to 2.0%. The numbers shown in the concept report are one-way traffic counts. PB will revise the numbers to show two-way traffic counts.

Question: Is the free right turn lane from Old Conley to EB entrance "exempt"?

Answer: No

Question: Are all lanes 12-foot wide, the typical section provided is confusing, please provide 2 different sections.

Answer: Yes all lanes are 12 feet, PB will revise typical section.

Question: Should we jack the bridge now? Should we build the bridge for future expansion? There was some discussion on a need to use 15-foot lanes for left turns from the ramps on SR-54. This would increase the proposed bridge width an additional six feet on each side. Look to see if there is ample distance for signage for

left turns from SR-54 to ramps. Check the existing bridge plans to see if the existing median is a integral part of the bridge deck.

Answer: GDOT's current practice is to build bridges for the width needed to accomplish the Need and Purpose of the project. PB will study whether the "exempt" project satisfies that need.

Question: What year will the A.Q.E. fail?

Answer: PB did not determine the life expectancy of the A.Q.E. alternative, PB will study this and advise.

Question: It looks like the geometry will allow for some realignment, has PB looked at the impacts of realigning SR-54, to possibly allow all the bridge widening to take place on one side?

Answer: PB has not studied this alternative, PB can study this alternative.

Question: Were limited access issues addressed? 100 feet is a minimum and 300 feet is the desirable distance from the ramp radii to the end of limit of access.

Answer: PB did look at limited access issues. Three quadrants were satisfied, the northeast quad satisfied the minimum requirement, and one driveway entrance was damaged.

Question: Does the future free-flow right-turn traffic conflict with businesses on the SW side. Need to check the distance and level of service for the weave/merge and diverge for free-flow rights.

Answer: PB has looked into this and found that there is a weave/merge issue, a solution would be to add second right-turn lane on EB exit ramp and signalize the right-turn movement to free up some clear time. PB will study further and advise.

Concept Report Review:

- Add Clayton County to project number.
- Add bike lane and sidewalk/shoulder widths to description.
- Revise traffic counts to show two-way ADT, provide traffic diagrams with the final report.

- Notify planning to update need and purpose statement (traffic).
- Remove speculative statements and just show actual accident rate numbers and State averages.
- Add existing bridge substructure description and bridge I.D. number.
- Move headings in proposed roadway statistics, change north to east and south to west.
- Revisit ROW cost estimate since the numbers look low, send ROW plots for their review.
- Remove Public Hearing requirement.
- Show lane closure on bridge required under traffic control during construction
- Show Categorical Exclusion for level of environmental involvement.
- Add the design exception chart and revisit vertical clearance issue.
- Show 10 as listed under hazardous sites. Identify the sites in the final report.
- Add description and "why statement" under alternatives considered.
- Fill in cost estimate blocks show total construction cost and total project cost.

CORSIM Demonstration:

Note: CORSIM model does not depict raised median concept.

Summary and Closing Statements:

Traffic:

- Remove signal timing statements in Accident Analysis.
- Is there a shared right turn and through lane at Home Depot entrance? No.
- CORSIM model does not depict raised median concept.
- Are we sure storage on the off ramps are ok? The existing off ramps have been analyzed with respect to traffic signal queues and the needed deceleration distance for exiting traffic. Both off ramps provide sufficient length.
- Is the "Non-constrained" layout justifiable? PB will study further and advise.
- Can we justify 30-foot openings for dual left turns? PB will advise.

Engineering Services:

- Remove raised median and replace with integral curb on the bridge.
- Question the possibility of rebuilding the existing bridge for the ultimate build-out due to the existing median on the bridge deck and the center joint separating the bridges.

Planning:

- Need to get auxiliary/ turn lane issues resolved.
- Questioned if the project should be full over-sight vs. exempt.

District7 Scheduling

- Is project in long range planning (STIP)? Yes.

District7 Environmental

- Need layouts for UST's, etc.
- Need cultural resources located on layout. Jurisdictional wetlands are shown, please avoid. Mentioned cemetery in environmental report but could not find it on the display.

GA Power:

- Distribution line only on west side of Jonesboro Road and along south side of Old Conley Road, both reimbursable.
- District Utilities:
- GA Power is the only reimbursable.

Planning:

- "Non-Constrained" plan is not represented in RTP.

Design:

- Median location? Need to control the northern most intersection shown on the display with the raised median.
- Carry median to driveway on north and provide for U-turns.

FHWA:

- A copy of the concept layout is needed and the final project will be evaluated to determine if it is "exempt".
- Consider ADA and pedestrian movements, i.e., sidewalks, wheel chair ramp curb cuts, etc.

Traffic Operations:

- Need to provide conduit for future ATMS projects along with pull boxes.

Action Items:

PB to Provide

- Revisit traffic analysis.
- Recommend most feasible and prudent alternative.
- Revise Concept report.
- Provide layouts to ROW and District Environmental.
- PB will look at alternative alignment.

GDOT to Provide:

- Revise Need and Purpose Statement.
- Contact Office of Programming for project number change.
- Revisit traffic numbers.

The meeting was adjourned at 12:00 p.m.

If any of the above minutes are not satisfactory to any of the meeting attendees, please notify Jim Graybeal at graybeal@pbworld.com before October 27, 1999. The minutes will be revised if necessary and distributed with the final concept report.

COUNTY	ROUTE NUMBER	ROUTE SUFFIX	LOW MILELOG	HIGH MILELOG	ADT	DIST	VEHICLE MILES
063	0054	00	13.40	13.45	20300	0.05	1015
121	0054	00	00.00	00.26	32300	0.26	8398
121	0054	00	00.26	00.84	18600	0.58	10788

TOTAL VEHICLE MILES: 20201
 AVERAGE ADT: 22698
 LENGTH IN MILES: .89

TOTAL ACCIDENTS: 129 ACCIDENT RATE: 1750
 TOTAL INJURIES: 69 INJURY RATE: 936
 TOTAL FATALITIES: 0 FATALITY RATE: 0.00

NOTE - RATES ARE PER 100 MILLION VEHICLE MILES.

YEAR OF DATA: 1995

1995 Statewide Rate - Urban Minor Arterial

<u>Acc Rate</u>	<u>Inj Rate</u>	<u>Fat Rate</u>
549	263	1.39

COUNTY	ROUTE NUMBER	ROUTE SUFFIX	LOW MILELOG	HIGH MILELOG	ADT	DIST	VEHICLE MILES
063	0054	00	13.40	13.45	22300	0.05	1115
121	0054	00	00.00	00.26	30100	0.26	7826
121	0054	00	00.26	00.84	19600	0.58	11368

TOTAL VEHICLE MILES: 20309
 AVERAGE ADT: 22819
 LENGTH IN MILES: .89

TOTAL ACCIDENTS: 126 ACCIDENT RATE: 1700
 TOTAL INJURIES: 92 INJURY RATE: 1241
 TOTAL FATALITIES: 1 FATALITY RATE: 13.49

NOTE - RATES ARE PER 100 MILLION VEHICLE MILES.

YEAR OF DATA: 1996

1996 Statewide Rate - Urban Minor Arterial

<u>Acc Rate</u>	<u>Inj. Rate</u>	<u>Fat Rate</u>
525	246	1.56

Rates for 1997
 S.R. 54, From Clayton Co., MLS 13.40 - 13.45
 to Fulton Co., MLS 0.0 - 0.84

COUNTY	ROUTE NUMBER	ROUTE SUFFIX	LOW MILELOG	HIGH MILELOG	ADT	DIST	VEHICLE MILES
063	0054	00	13.40	13.45	22100	0.05	1105
121	0054	00	00.00	00.26	28600	0.26	7436
121	0054	00	00.26	00.84	18300	0.58	10614

TOTAL VEHICLE MILES: 19155
 AVERAGE ADT: 21522
 LENGTH IN MILES: .89

TOTAL ACCIDENTS: 107 ACCIDENT RATE: 1530
 TOTAL INJURIES: 76 INJURY RATE: 1087
 TOTAL FATALITIES: 0 FATALITY RATE: 0.00

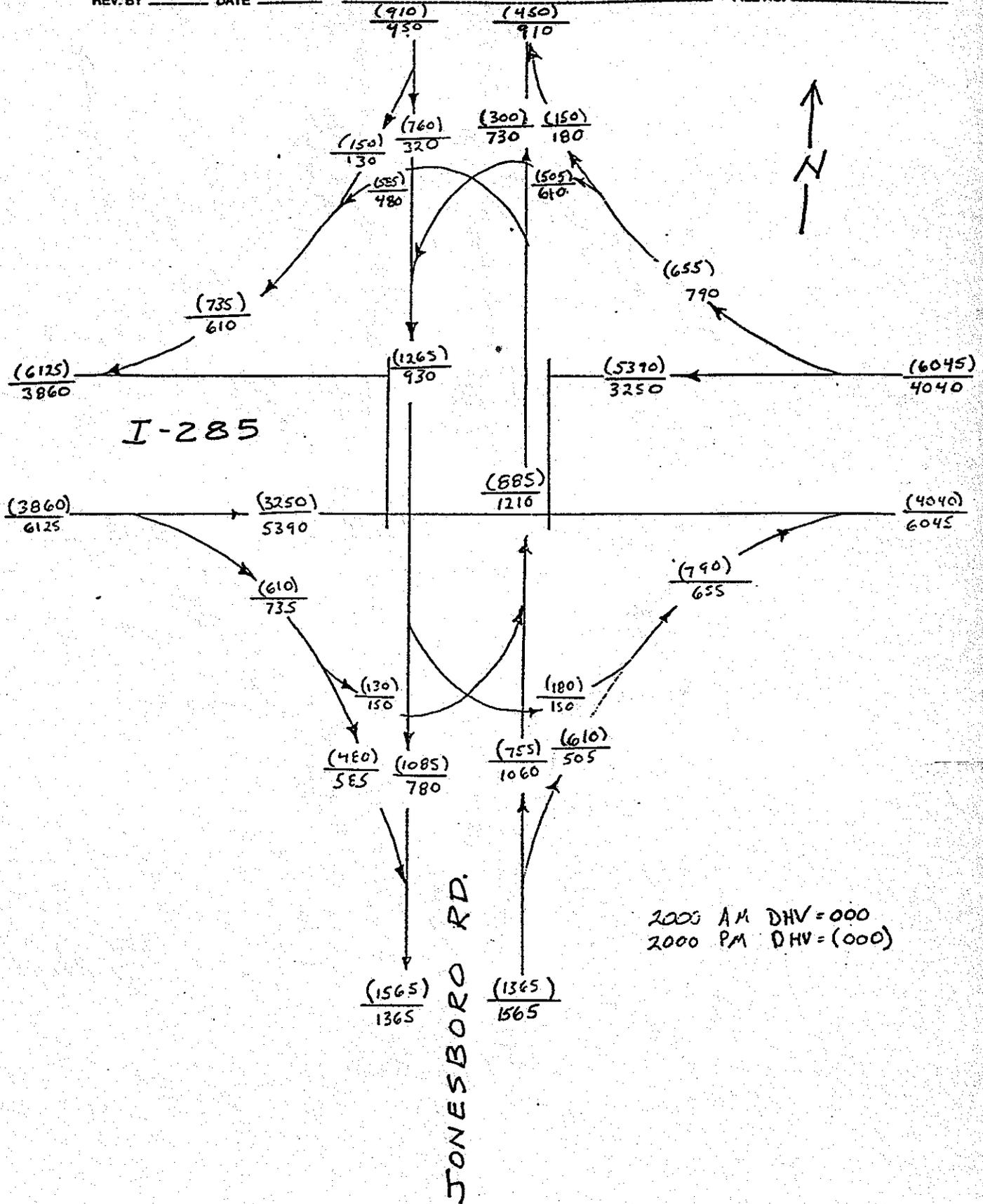
NOTE - RATES ARE PER 100 MILLION VEHICLE MILES.

YEAR OF DATA: 1997

1997 Statewide Rate - Urban Minor Arterial

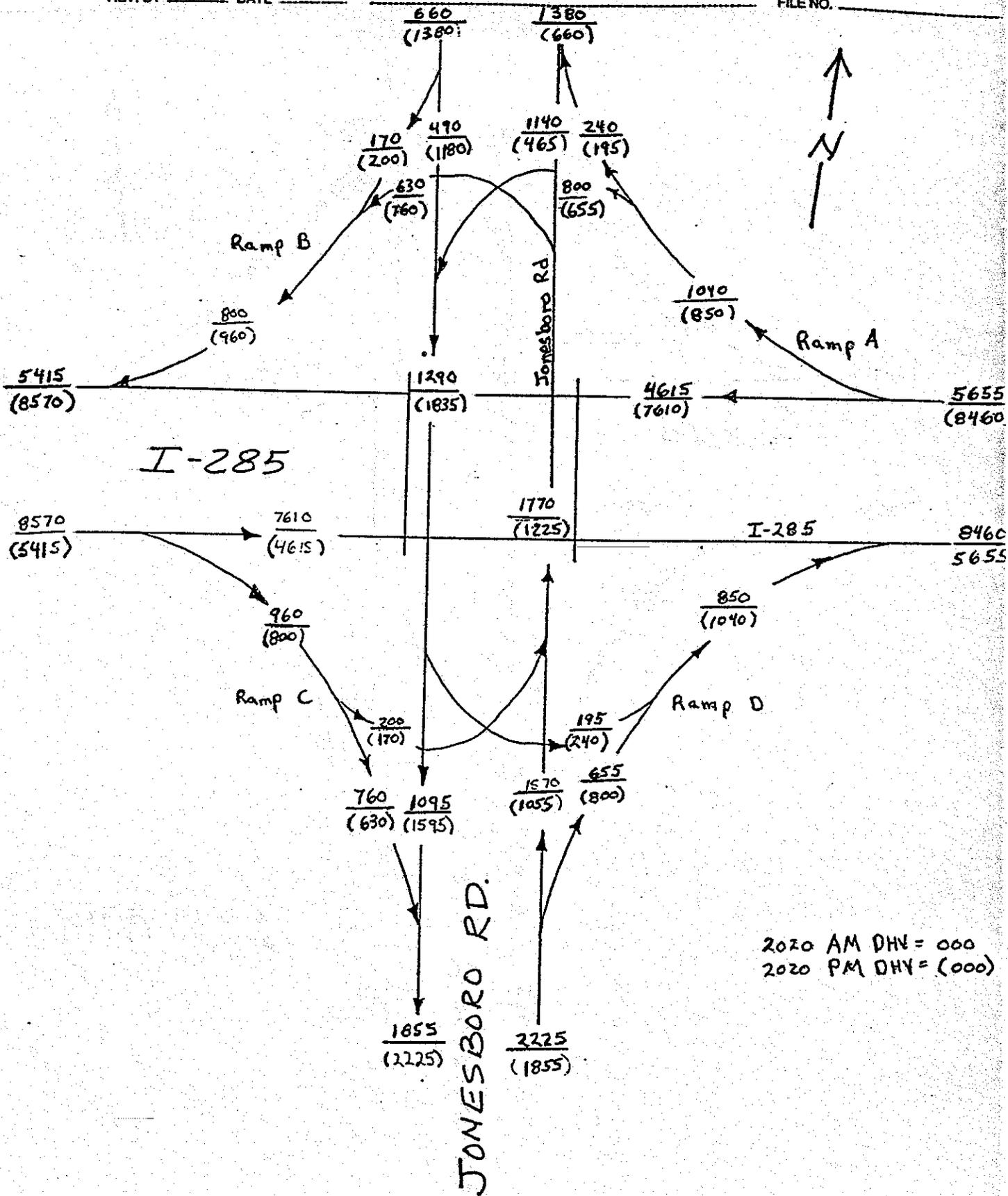
<u>Acc Rate</u>	<u>Inj Rate</u>	<u>Fct. Rate</u>
549	249	1.41

BY _____ DATE _____ SUBJECT 2000 DHV SHEET NO. _____ OF _____
 CHKD. BY _____ DATE _____ JOB NO. W0 24
 REV. BY _____ DATE _____ FILE NO. _____



BY _____ DATE _____ SUBJECT Revised 2020
 CHKD. BY _____ DATE _____ Traffic Numbers
 REV. BY _____ DATE _____

SHEET NO. _____ OF _____
 JOB NO. W0 24
 FILE NO. _____



HCS: Signalized Intersections Release 3.1c

Inter: JONESBORO RD / I-285 WB RAMPS
 Analyst: STACEY H BAILEY
 Date: 5/26/99
 E/W St: I-285 WB RAMPS

City/St: ATLANTA, GEORGIA
 Proj #: PI # 713310 - WO 24
 Period: AM PEAK HOUR, YEAR 2020, IMP
 N/S St: JONESBORO RD.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				800		240	630	1140			490	170
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol						12						9

Duration 1.00 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru					Thru	A	A	
Right					Right			
Peds					Peds	X	X	
WB Left		A			SB Left			
Thru					Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right			
Green		24.0				18.0	20.0	
Yellow		3.5				3.5	3.5	
All Red		2.0				2.0	2.0	
Cycle Length:	78.5 secs							

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	1029	3367	0.86	0.306	34.2	C	31.9	C
R	475	1553	0.53	0.306	23.8	C		
Northbound								
L	772	3367	0.91	0.229	47.0	D		
T	2764	4988	0.46	0.554	10.6	B	23.5	C

Southbound

T	1271	4988	0.43	0.255	24.7	C	20.1	C
R	979	1553	0.18	0.631	6.1	A		
Intersection Delay = 25.4 (sec/veh) Intersection LOS = C								

HCS: Signalized Intersections Release 3.1c

Inter: JONESBORO RD / I-285 WB RAMPS City/St: ATLANTA, GEORGIA
 Analyst: STACEY H BAILEY Proj #: PI # 713310 - WO 24
 Date: 5/26/99 Period: PM PEAK HOUR, YEAR 2020, IMP
 E/W St: I-285 WB RAMPS N/S St: JONESBORO RD.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	1	2	3	0	0	3	1
LGConfig				L		R	L	T			T	R
Volume				655		195	760	465		1180	200	
Lane Width				12.0		12.0	12.0	12.0		12.0	12.0	
RTOR Vol						10						10

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru					Thru	A	A	
Right					Right			
Peds					Peds	X	X	
WB Left	A				SB Left			
Thru					Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right	P				WB Right			
Green	26.0					26.0	26.0	
Yellow	3.5					3.5	3.5	
All Red	2.0					2.0	2.0	
Cycle Length:	94.5	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c g/C		Lane Group Delay LOS		Approach Delay LOS	
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Eastbound

Westbound

L	926	3367	0.79	0.275	36.4	D	34.9	C
R	427	1553	0.48	0.275	29.5	C		
Northbound								
L	926	3367	0.91	0.275	48.8	D		
T	3035	4988	0.17	0.608	8.1	A	33.4	C

Southbound

T	1372	4988	0.96	0.275	54.5	D	48.1	D
R	945	1553	0.22	0.608	8.5	A		

Intersection Delay = 39.6 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

Inter: JONESBORO RD. / I-285 EB RAMPS City/St: ATLANTA, GEORGIA
 Analyst: STACEY H BAILEY Proj #: PI # 713310 - WO 24
 Date: 4/8/99 Period: AM PK HR, YEAR 2020, NO EB RT
 E/W St: I-285 EB RAMPS N/S St: JONESBORO RD.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	3	1		1	3	0
LGConfig	L		R				T	R		L	T	
Volume	200		760				1570	655		195	1095	
Lane Width	12.0		12.0				12.0	12.0		12.0	12.0	
RTOR Vol			38					33				

Duration 1.00 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A							
Thru						A		
Right	A					A		
Peds						X		
WB Left					A			
Thru					A	P		
Right								
Peds								
NB Right	P							
SB Right								
Green	35.0				18.0	40.0		
Yellow	3.5				3.5	3.5		
All Red	2.0				2.0	2.0		
Cycle Length:	109.5	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	1076	3367	0.21	0.320	27.2	C	48.0	D
R	874	2733	0.92	0.320	53.7	D		
Westbound								
Northbound								
T	1822	4988	0.96	0.365	50.8	D	38.6	D
R	1142	1553	0.61	0.735	7.8	A		
Southbound								
L	285	1736	0.76	0.164	56.0	E		
T	2893	4988	0.42	0.580	12.9	B	19.4	B

Intersection Delay = 34.9 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

Inter: JONESBORO RD. / I-285 EB RAMPS City/St: ATLANTA, GEORGIA
 Analyst: STACEY H BAILEY Proj #: PI # 713310 - WO 24
 Date: 4/8/99 Period: PM, YR 2020, NO EB RT
 E/W St: I-285 EB RAMPS N/S St: JONESBORO RD.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	3	1		1	3	0
LGConfig	L		R				T	R		L	T	
Volume	170		630				1055	800		240	1595	
Lane Width	12.0		12.0				12.0	12.0		12.0	12.0	
RTOR Vol			0					40				

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A						
Thru						A		
Right		A				A		
Peds						X		
WB Left					SB Left	A		
Thru					Thru	A	A	
Right					Right			
Peds					Peds			
NB Right		P			EB Right			
SB Right					WB Right			
Green		23.0				16.0	20.0	
Yellow		3.5				3.5	3.5	
All Red		2.0				2.0	2.0	
Cycle Length:	75.5		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	1026	3367	0.18	0.305	19.4	B	30.0	C
R	833	2733	0.84	0.305	32.8	C		
Westbound								
Northbound								
T	1321	4988	0.89	0.265	35.1	D	27.9	C
R	998	1553	0.85	0.642	17.9	B		
Southbound								
L	368	1736	0.73	0.212	35.0-	C		
T	2742	4988	0.65	0.550	12.4	B	15.4	B

Intersection Delay = 23.1 (sec/veh) Intersection LOS = C

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Struc. ID: 121-0052-0

Fulton Area 7 County

SUFF. RATING: 86.8

Location & Geography

Signs & Attachments

- * Structure I.D. No.: 121-0052-0
- * 200 Bridge Information: 07
- * 6A Feature Int.: I-285
- * 6B Critical Bridge: 0
- * 7A Route Number Carried: SR00054
- * 7B Facility Carried: JONESBORO ROAD
- * 9 Location: JCT I-285 & SR 54
- * 2 DOT District: 7
- * 207 Year Photo: 1999
- * 91 Inspection Frequency: 24 Date: 02/01/1999
- * 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: 04000
- * 5 Inventory Route (O/U): 1
- Type: 3
- Designator: 1
- Number: 00054
- Direction: 0
- * 16 Latitude: 33-39.1
- * 17 Longitude: 84-22.0
- 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: 000.26
- * 208 Inspection Area: 07 Initials: DAS
- * Location I.D. No: 121-00054D-000.27E
- * XReferen I.D. No: 000-000000-000.000
- * 104 Highway System: 0
- * 26 Functional Classification: 16
- * 204 Federal Route Type: M No: 09088
- * 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: 05
- * 27 Year Constructed: 1964
- 106 Year Reconstructed: 0000
- 33 Bridge Median: 3
- 34 Skew: 40
- 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: 002
- 44 Structure Type Appr: 4 4
- 46 No. Spans Appr: 0002
- 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: 06
- 242 Deck Drains: 0
- 243 Parapet Location: 3 Height: 1.3 Width: 1
- 238 Curb: 1.2 1
- 239 Handrail: 7 7
- * 240 Median Barrier Rail: 0
- 241 Bridge Median Height: 0.7 Width: 3.8
- * 230 Guardrail Loc Dir Rear: 2 Fwrd: 2
- Oppo Dir Rear: 2 Fwrd: 2
- 244 Approach Slab: 3
- 224 Retaining Wall: 0
- 233 Posted Speed Limit: 45
- 236 Warning Sign: 0
- 234 Delineator: 1
- 235 Hazard Boards: 1
- 237 Utilities Gas: 22 Water: 21 Electric: 00 Telephone: 22 Sewer: 00
- 247 Lighting Street: 0 Navigation: 0 Aerial: 0
- * 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0052-0

Fulton Area 7 County

SUFF. RATING: 86.8

Programming Data

201 Project No: 1-285-1 (29) 123
 202 Plans Available: 1
 249 Prop. Proj No: 00000000000000000000000000000000
 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: 44550 Year: 2015

Measurements

* 29 ADT: 029700 Year: 1995
 * 109 % Trucks: 4
 * 28 Lanes On: 05 Under: 08
 * 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0088
 * 49 Structure Length: 302
 51 Br. Rdwy. Width: 64.0
 52 Deck Width: 80.0
 * 47 Tot. Horz. Cl: 35.0
 50 Curb/Sdewik Width: 5.2/5.2
 32 Approach Rdwy Width: 056
 * 229 Shlder Width:

Rear Lt: 2.0 Type: 1 Rt: 2.0
 Fwrd Lt: 2.0 Type: 1 Rt: 2.0
 Pvmnt Width:
 Rear: 24.0 Type: 2
 Fwrd: 24.0 Type: 2
 Intersection Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 2
 Transition: 0
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: H 16' 03"
 * 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: H 10.0
 56 Lateral Undercl. Lt: 4.0
 * 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: 7.5
 Deck Thick Approach: 7.5
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 1995 Sub: 0000

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
 * Location I.D. No: 121-00054D-000.27E
 * 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: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 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: 2
 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

Cross Reference Report

Fulton Area 7 County

Structure ID: 121-0052-0

Location & Geography

* Structure I.D. No.: 121-0052-0-A
 * 6A Feature Int.: SR 54 JONESBORO ROAD
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00407
 * 7B Facility Carried: 1-285
 * 9 Location: JCT 1-285 & SR 54
 * 91 Inspection Frequency: 00 Date: 0000
 * 4 Place Code: 04000

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

* 16 Latitude: 33.39.1
 * 17 Longitude: 33.22.0

* 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: 3
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01

* 27 Year Constructed: 1964

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

* Location I.D. No: 121-00407D-054.87C
 * XReferen I.D. No:

Signs & Attachments

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

Ratings

* 227 Collision Damage: 2

Measurements

* 29 ADT: 103100 Year: 1995
 * 28 Lanes On: 05 Under: 08

* 48 Max. Span Length: 0088
 * 49 Structure Length: 302

* 47 Tot. Horz. Cl: 61

Posting Data

* 229 Shlder Width:
 Rear Lt: 4.0 Type: 2 Rt: 10.0
 Fwr Lt: 4.0 Type: 2 Rt: 10.0
 Pymnt Width:
 Rear: 48.0 Type: 2
 Fwr: 48.0 Type: 2
 Intersection Rear: 1 Fwr: 1

* 228 Min. Vert. Cl
 Act. Odm. Dir: 16' 03"
 Oppo. Dir: 17' 05"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"

* 10 Max Min Vert Cl: 17' 07" Dir: 3

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

* 248 County Continuity No: 00



F

WAYNE SHACKELFORD
COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

Department of Transportation
State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

April 17, 1996

G. CHARLES LEWIS
DEPUTY COMMISSIONER

JAMES R. MARTIN
TREASURER

The Honorable Charles "Chuck" Hall
Mayor, City of FOREST PARK
745 Forest Parkway
Forest Park, Ga. 30050

Dear Mayor Hall:

SUBJECT: LOCAL GOVERNMENT PROJECT AGREEMENT
Project No. IM-NH-285-1(345) FULTON CO., PI # 713310

The Office of Programming has added the following project to the Department's Construction Work Program for:

RECST/REHAB / INTERCHANGE
I-285 @ SR 54/JONESBORO RD; & 71Y310

The City of FOREST PARK is requested to indicate support of this project by executing the attached Local Government Project Agreement and returning it to this Office.

Any project not contained in the Transportation Improvement Plan (TIP) for your area and/or the Statewide Transportation Improvement Plan (STIP) will be submitted for addition. This action is required by federal law in the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA also requires that the cost of the projects in the TIP/STIP be balanced with available federal funds.

If you choose not to commit to this project it may be delayed until additional funding can be found. If you commit but later are unable to keep this commitment or if you do not respond, this project will be delayed until it can be rescheduled in the TIP/STIP. The longer you wait to commit, the longer the project will be delayed. The new federal law requires long range planning.

If you have any questions, feel free to call me at (404) 656-5320 or Mitch Fowler, District Engineer in Chamblee at your convenience.

Sincerely yours,

Herman T. Griffin, P. E.

State Transportation Programming Engineer

HTG/cs
Attachment
cc: Mitch Fowler
Chamblee District





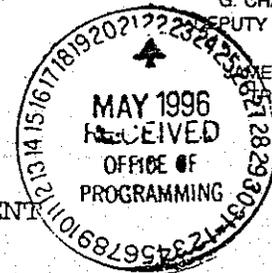
ORIGINAL
GENERAL FILES

WAYNE SHACKELFORD
COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

Department of Transportation
State of Georgia

#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002
April 17, 1996



G. CHARLES LEWIS
DEPUTY COMMISSIONER

JAMES R. MARTIN
TREASURER

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the City of FOREST PARK agrees to provide or perform the following at no cost to the Georgia D.O.T. for project IM-NH-285-1(345), PI # 713310, FULTON County:

RECST/REHAB / INTERCHANGE
I-285 @ SR 54/JONESBORO RD; & 71Y310

Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.

Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.

Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.

Furnish detours, local borrow & waste pits as needed.

We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

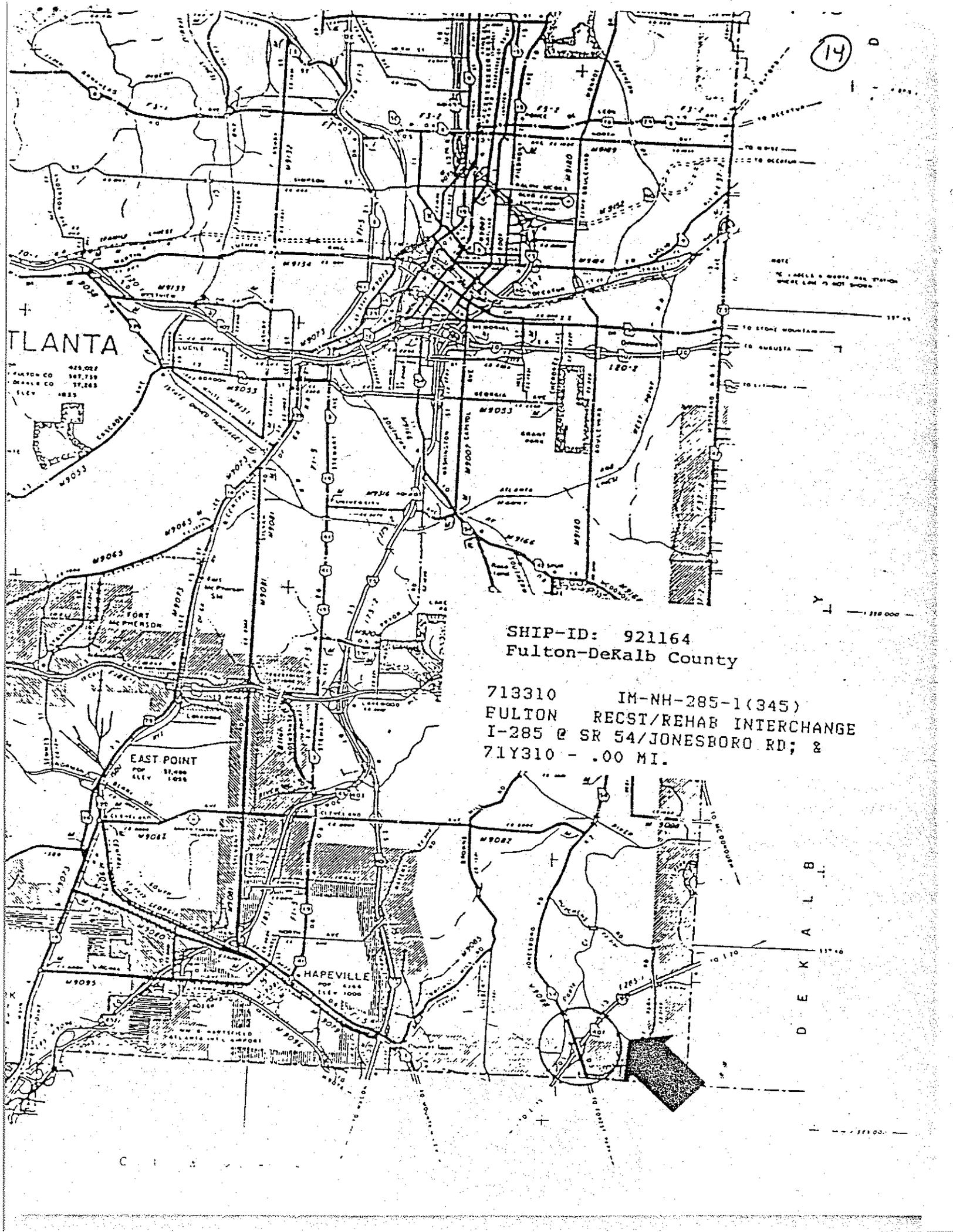
NOTE: A similar agreement has been sent to County of Fulton.

This 6th day of May, 1996

APPROVED Charles "Chuck" Hall
Charles "Chuck" Hall City/County Official
Mayor, City of Forest Park, Georgia



14



ATLANTA

FULTON CO 429,027
 DEKALB CO 367,739
 1885

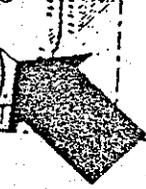
EAST POINT
 pop 37,400
 elev 1098

Hapeville
 pop 4266
 elev 1000

SHIP-ID: 921164
 Fulton-DeKalb County

713310 IM-NH-285-1(345)
 FULTON RECST/REHAB INTERCHANGE
 I-285 @ SR 54/JONESBORO RD; &
 71Y310 - .00 MI.

D E K A L B





Department of Transportation
State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002
April 17, 1996

WAYNE SHACKELFORD
COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

G. CHARLES LEWIS
DEPUTY COMMISSIONER

JAMES R. MARTIN
TREASURER

Mr. Mitch Skandalakis
Commission Chairman, County of FULTON
141 Pryor Street, S.W. Ste 10032
Atlanta, Ga. 30303

Dear Commission Chairman Skandalakis:

SUBJECT: LOCAL GOVERNMENT PROJECT AGREEMENT
Project No. IM-NH-285-1(345) FULTON CO., PI # 713310

The Office of Programming has added the following project to the Department's Construction Work Program for:

RECST/REHAB / INTERCHANGE
I-285 @ SR 54/JONESBORO RD; & 71Y310

The County of FULTON is requested to indicate support of this project by executing the attached Local Government Project Agreement and returning it to this Office.

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If you choose not to commit to this project it may be delayed until additional funding can be found. If you commit but later are unable to keep this commitment or if you do not respond, this project will be delayed until it can be re-scheduled in the TIP/STIP. The longer you wait to commit, the longer the project will be delayed. The new federal law requires long range planning.

If you have any questions, feel free to call me at (404) 656-5320 or Mitch Fowler, District Engineer in Chamblee at your convenience.

Sincerely yours

Herman T. Griffin, P. E.
State Transportation Programming Engineer

HTG/cs
Attachment
cc: Nayef Haddad
DOT Liaison





ORIGINAL
GENERAL FILES

WAYNE SHACKELFORD
COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

Department of Transportation
State of Georgia

#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002
April 17, 1996

G. CHARLES LEWIS
DEPUTY COMMISSIONER

JAMES R. MARTIN
TREASURER

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the County of FULTON agrees to provide or perform the following at no cost to the Georgia D.O.T. for project IM-NH-285-1(345), PI # 713310, FULTON County:

RECST/REHAB / INTERCHANGE
I-285 @ SR 54/JONESBORO RD; & 71Y310

[] Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.

[X] Make all Fulton County owned utilities relocation, adjustments or betterments of Fulton County owned utilities that are in conflict with construction of this project.

[] Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.

[] Furnish detours, local borrow & waste pits as needed.

[] We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

NOTE: A similar agreement has been sent to City of Forest Park.

This 20th day of November, 1996

APPROVED [Signature]

City/County Official

WITNESS: [Signature]

APPROVED AS TO FORM:
[Signature]
Susan B. Forsling
County Attorney



FILED 1218 ... 11 20 96



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

April 17, 1996

WAYNE SHACKELFORD
COMMISSIONER

FRANK DANCHETZ
CHIEF ENGINEER

G. CHARLES LEWIS
DEPUTY COMMISSIONER

JAMES R. MARTIN
TREASURER

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the County of FULTON agrees to provide or perform the following at no cost to the Georgia D.O.T. for project IM-NH-285-1(345), PI # 713310, FULTON County:

RECST/REHAB / INTERCHANGE.
I-285 @ SR 54/JONESBORO RD; & 71Y310

[] Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.

[X] Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.

[X] Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.

[] Furnish detours, local borrow & waste pits as needed.

[] We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

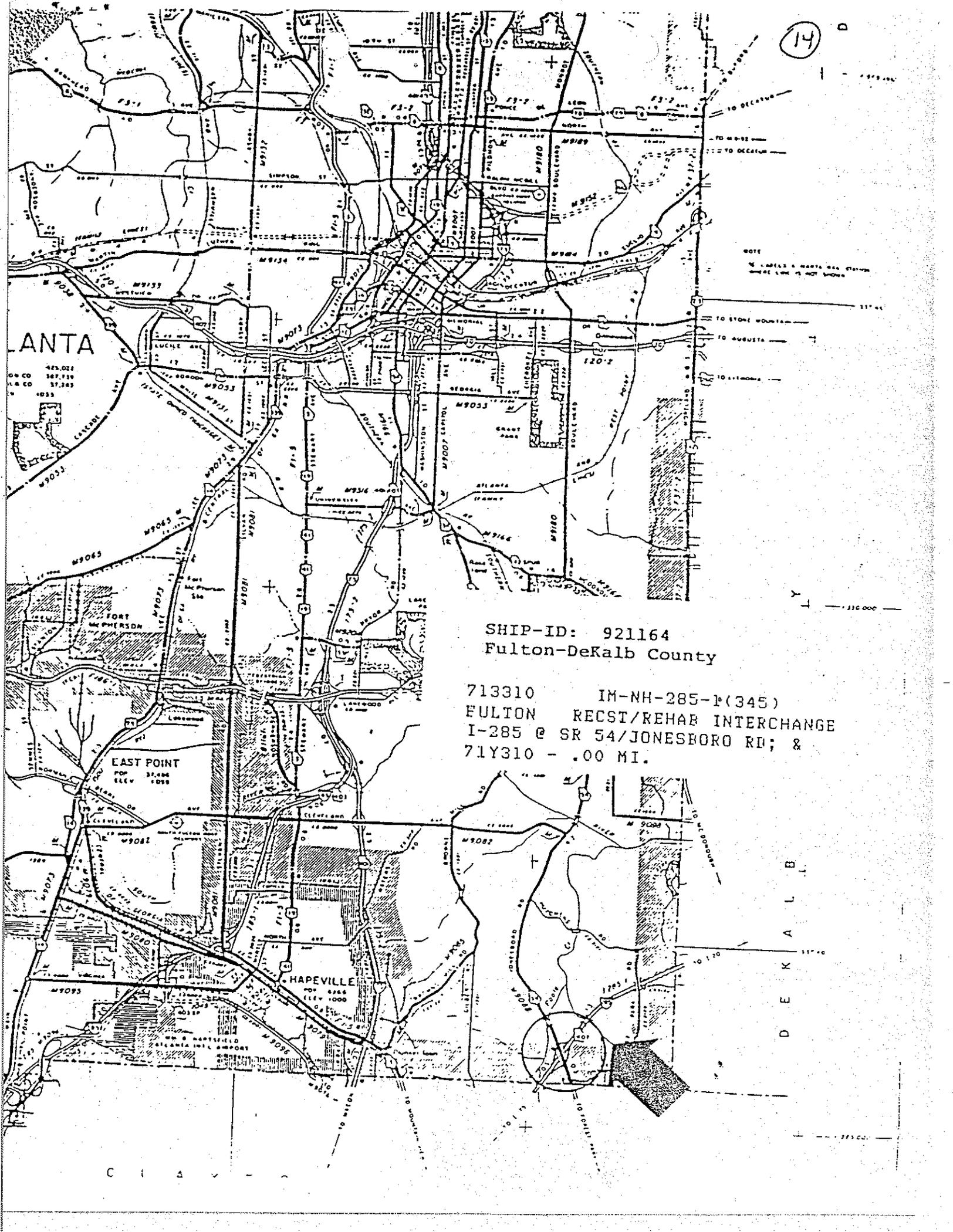
NOTE: A similar agreement has been sent to City of Forest Park.

This _____ day of _____, 19_____

APPROVED _____
City/County Official

VOID





ANTATTA

425,022
M CO 187,739
L & CO 37,249
1935

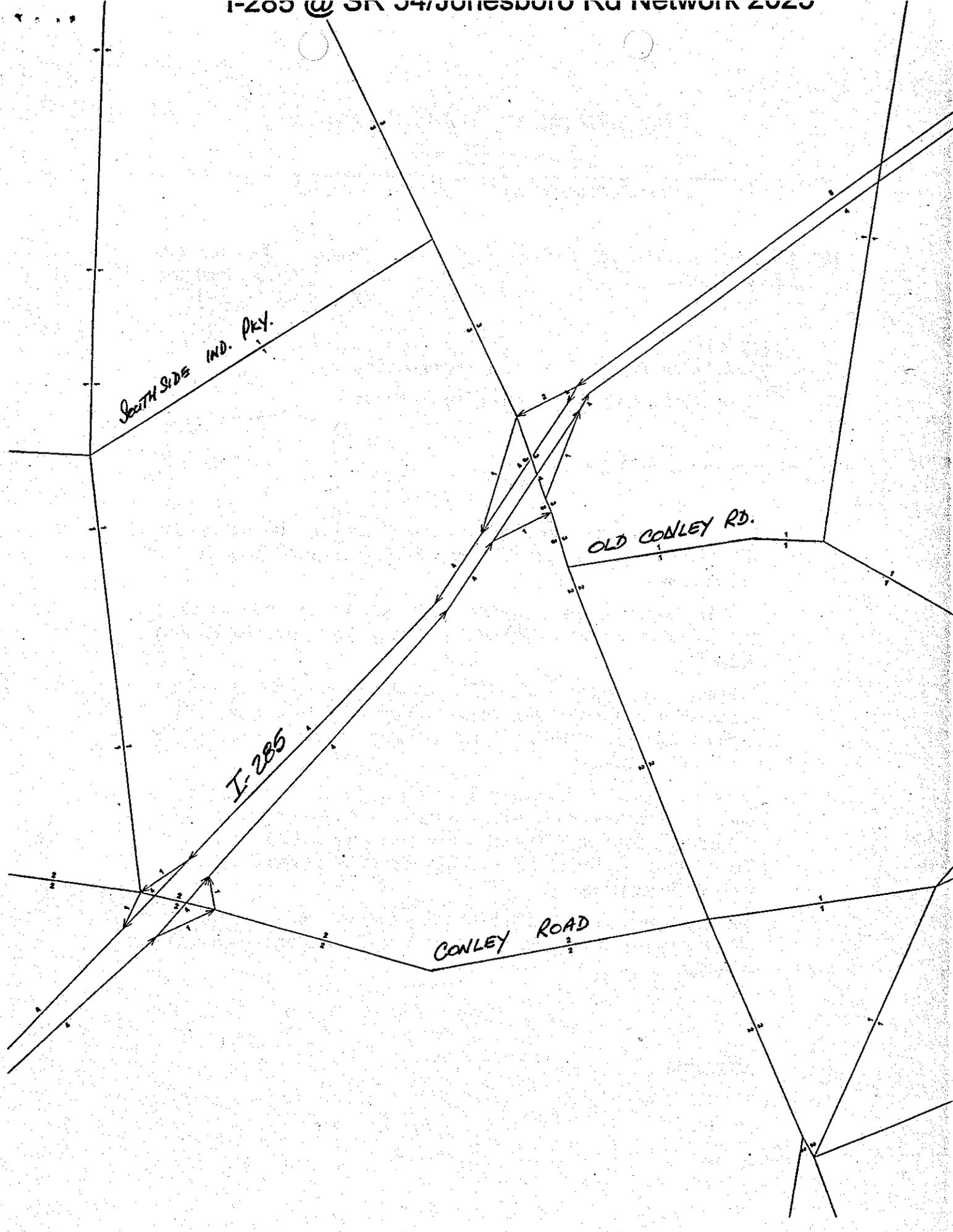
EAST POINT
POP 32,400
ELEV 1099

HAPVILLE
POP 8264
ELEV 1000

SHIP-ID: 921164
Fulton-DeKalb County

713310 IM-NH-285-P(345)
FULTON RECST/REHAB INTERCHANGE
I-285 @ SR 54/JONESBORO RD; &
71Y310 - .00 MI.

D E K A L B



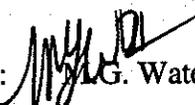
Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: IM-NH-285-1 (345) / Clayton/Fulton County
P.I. No. 713310

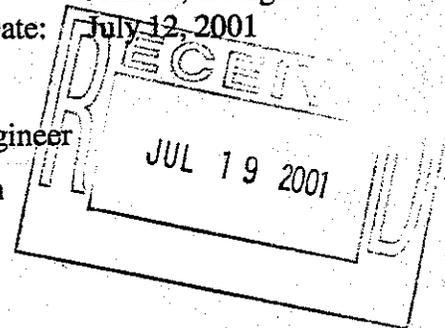
Office: Traffic Operations
Atlanta, Georgia

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 54 interchange in Clayton and Fulton Counties. The project length is 0.71 miles.

SR 54/Jonesboro Road is an existing 5-lane roadway with a two-way center turn lane and a current AADT of 36,250 vehicles. The posted speed limit is 45mph.

This concept proposes to widen SR 54 to a 6-lane roadway with a variable width raised grass median (20-foot to 44-foot), a 4-foot bicycle lane, 12-foot shoulders and 5-foot sidewalks with curb & gutter. The bridge over I-285 on SR 54 will be replaced.

We request conduit be installed on the 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

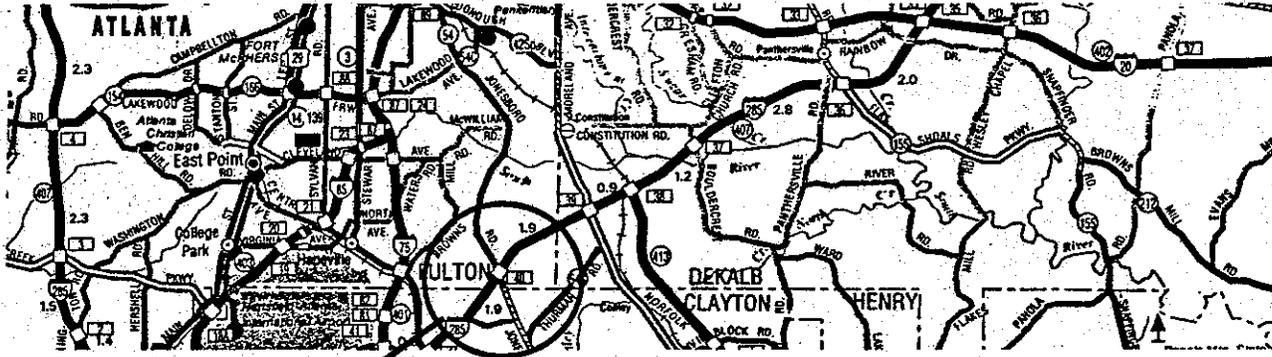
Attachment (Signature Page)

**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(345)
County: Fulton & Clayton
P. I. Number: 713310
U.S. Route Number: N/A
State Route Number: SR 54 (Jonesboro Road); SR 407 (I-285)



I-285 @ SR 54/Jonesboro Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

Allen Brown
Project Manager

DATE 7/9/01

Joseph P. Feldek
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 _____

Ch. J. Maliej
District Engineer
Project Review Engineer

DATE 7/10/01

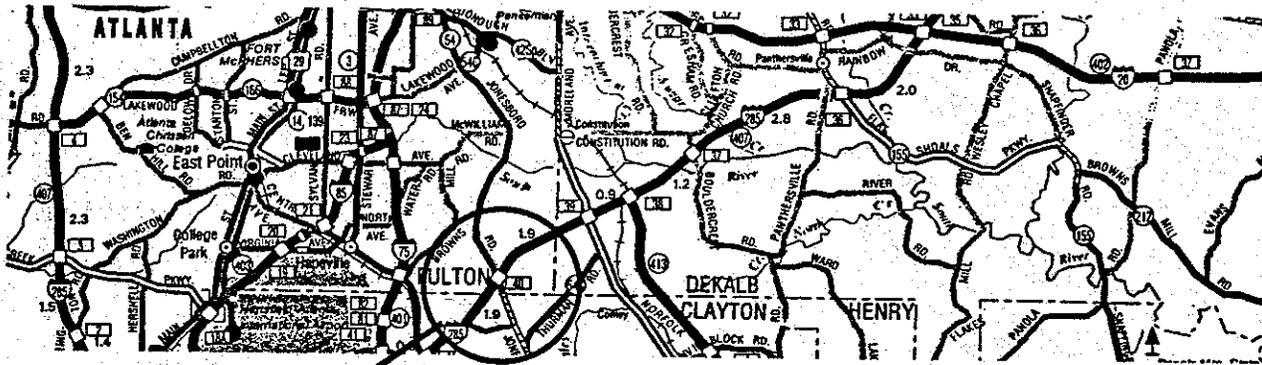
DATE _____

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(345)
County: Fulton & Clayton
P. I. Number: 713310
U.S. Route Number: N/A
State Route Number: SR 54 (Jonesboro Road); SR 407 (I-285)



I-285 @ SR 54/Jonesboro Road Interchange Reconstruction

Recommendation for approval:

DATE 7/3/01

DATE 7/9/01

Allen Brown
Project Manager
Joseph P. Pelled
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 7-28-01

Mark V. Rosen
State Transportation Planning Administrator

State Transportation Engineering Administrator

State Environmental/Location Engineer

State Traffic Operations Engineer

District Engineer

Project Review Engineer

State Bridge and Structural Design Engineer

DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____