

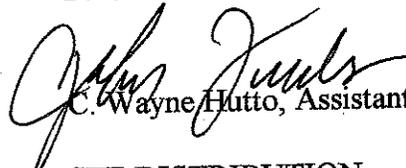
ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-285-1(375) Fulton County **OFFICE** Preconstruction
P. I. No. 713690 **DATE** June 6, 2002

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:

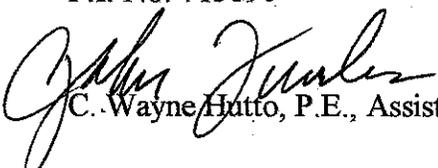
David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Ben Buchan
Joe Palladi
Steve Henry
BOARD MEMBER
FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-285-1(375) Fulton County **OFFICE** Preconstruction
P.I. No. 713690

DATE April 25, 2002

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 D.L. Hollowell Parkway. The existing diamond interchange configuration will be retained. The reconstruction includes widening D.L. Hollowell Parkway and the freeway ramps for additional turn lanes, relocating Bolton Road and Harwell Road away from the interchange, implementing cul-de-sacs, and replacing the D.L. Hollowell Parkway bridge over I-285. 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. D. L. Hollowell Parkway is currently a five lane urban roadway, two lanes in each direction with a flush median, and no sidewalks. The posted speed is 45 MPH. I-285 consists of eight lanes, four in each direction, and 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 D.L. Hollowell Parkway and its interchange with I-285. Traffic estimates are as follows:

| <u>ROUTE</u> | <u>2003 ADT</u> | <u>2023 ADT</u> |
|------------------------|-----------------|-----------------|
| D.L. Hollowell Parkway | 37,200 | 50,300 |
| I-285 | 176,600 | 264,400 |

D.L. Hollowell Parkway is experiencing an accident rate that is nearly 3.5 times the statewide average, and traffic is currently operating at an unacceptable level-of service (LOS) in and around the interchange area during peak periods. Traffic congestion on the Parkway has been observed spilling back onto I-285 creating hazardous conditions on the freeway.

The proposed construction will widen D.L. Hollowell Parkway to provide two, 12' travel lanes and one 4' bike lane in each direction separated by a variable width raised grass median (20'-56') with right turn lanes and 5' sidewalk (6' on bridge) 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 southbound on ramps will be widened to two lanes at D.L. Hollowell Parkway tapering to one lane onto I-285. An auxilliary lane will extend northbound along I-285 to Bolton Road. Both the northbound and southbound ramps are proposed to include optional exit lanes, two lane exits. The existing bridge on D.L. Hollowell

Frank L. Danchetz
Page 2

NH-IM-285-1(375) Fulton
April 25, 2002

Parkway over I-285 will be replaced with a new 435' x 153' bridge with horizontal clearances that will not preclude future improvements to I-285. No changes are proposed to the existing I-285 roadway, however, a design exception for the retained substandard inside shoulder width will be required.

South Bolton Road is proposed to be relocated to the west to intersect with Fulton Industrial Boulevard. Remaining sections of north and south Bolton Road are proposed to be cul-de-saced due to the close proximity of existing Bolton Road to the southbound ramp intersection. Existing Harwell Road is also proposed to be relocated east along D.L. Hollowell Parkway and aligned with Watts Road, due to the close proximity of existing Harwell Road to the northbound ramp intersection. The remaining section of Harwell Road will be cul-de-saced near D.L. Hollowell Parkway.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion will be prepared; 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) | \$22,500,000 | \$18,700,000 | 2003 | FY-05 |
| Right-of-Way | \$12,528,000 | \$ 1,500,000 | | |
| Utilities* | ----- | ----- | | |

*City of Atlanta refused LGPA for utilities 9-19-01.

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 Robert M. Callan
for: Robert M. Callan, P.E., Division Administrator, FHWA

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

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-IM-285-1(375), Fulton County
P.I. No. 713690

Office: Traffic Safety & Design
Atlanta, Georgia
Date: April 18, 2002

From: *PMA/sz* Phillip M. Allen, State Traffic Safety and Design Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed widening and reconstruction of the I-285 Interchange at SR 8 / US 78 / US 278 in Fulton County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keeper, State Environment/Location Engineer
Joseph Palladi, State Urban Design Engineer
Attention: Mike Lobdell
Michael Malcom, District Preconstruction Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Chuck Hasty, TMC
General Files
Office Files

APR 23 2002

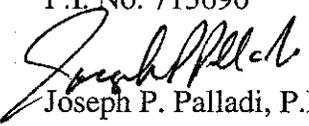
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-IM-285-1(375), Fulton County
I-285 @ SR 8/US 78/US 278/D.L. Hollowell Pkwy.
P.L. No. 713690

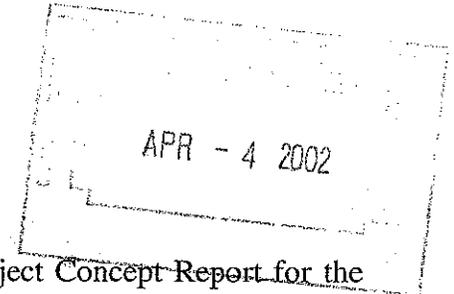
OFFICE Urban Design

DATE March 5, 2002

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

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

SUBJECT **Project Concept Report Submittal for Approval**



Transmitted herewith for your review and approval is the Project Concept Report for the proposed widening and reconstruction of the I-285 Interchange at SR8/US 78/US 278/DL Hollowell Parkway located west of Atlanta.

Please take the necessary steps to process this document through the Department's Project Development Process.

If you have any questions concerning this report, please contact Glenn Bowman or Nicoe Alexander at 404-656-5436.

JPP
JPP:JNA

Distribution:

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

Project Concept Report page 2
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

NEED AND PURPOSE
PROJECT NH-IM-1(375), Fulton County
PI No. 713690
ARC ID # AT-AR 214
I-285 @ D.L. Hollowell Pkwy. Interchange Reconstruction

Background

The Atlanta Regional Commission (ARC) adopted the 2025 Transportation Plan for the 13-county Atlanta Metropolitan area in April 2000. The Plan addresses travel needs through the year 2025. The Regional Transportation Plan is the direct result of a comprehensive, cooperative, and continuous planning process conducted by ARC, local governments and the Georgia Department of Transportation in cooperation with the Federal Highway and Federal Transit Administrations. The project (AT AR 214) is included in the approved State Transportation Improvement Program (FY 2002-2004) and the Transportation Improvement Program (FY 2002-2004) of the adopted Atlanta Regional Transportation Plan. This project was first identified in year 1992 for improvement, and approved by the S.H.I.P. committee, now the PNRG committee, in 1993 to go forward with submitting it through the planning process to have it placed in the Atlanta Regional Transportation Improvement Program. This project will also be coordinated with three other projects defined in the Regional Transportation Plan (AT 001-750780-Network Year 2010), (AR 336C-Network Year 2020) and (AT-AR 178-Network Year 2003). These projects are the widening of D.L. Hollowell Parkway from Harwell Road near I-285 to SR 280/H.E. Holmes Drive from two to four lanes, adding HOV lanes (as per the HOV Planning Study) on I-285 from I-20W to I-75N, and the addition of collector-distributor lanes along I-285 between D.L. Hollowell and I-20, respectively. ARC's Regional Transportation Plan shows H.E. Holmes being widened from two to four lanes (AT-005-Network Year 2010).

Travel Demand and Operational Characteristics

The need for the project is to improve traffic safety and operations in the I-285 interchange area and improve peak period traffic flows. Traffic on D.L. Hollowell Parkway west of I-285 is over 35,000 vehicles per day and east of I-285 is over 17,000 vehicles per day, while traffic on I-285 approaching the interchange averages over 150,000 per day. The percentage of trucks on D.L. Hollowell Parkway is 12 percent. The project will promote energy conservation through efficient movement of traffic that would otherwise be idled or delayed without the interchange improvements.

Project Concept Report page 3
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

Safety

The 1995, 1996 and 1997 accident rates along this section of D.L. Hollowell Parkway were 3.5 times the statewide average for a road of this type (urban principal arterial, non-NHS). There was one traffic fatality in each of the three years studied for this section of road. There has been an increase in residential developments and commercial businesses in the area which has led to increases in traffic volumes and congestion.

Need and Purpose

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. This project will improve access and mobility, and break up the platoons, thereby reducing vehicle delays and improve safety. Without improvements, the corridor likely will continue to experience accident rates in excess of the statewide average. The project will provide local and through traffic with a facility that will better serve current and future travel demand and provide the public with a safer driving environment.

This project is consistent with the Department's commitment to a safe, efficient and sustainable transportation system for all users while supporting economic development, environmental sensitivity, and an improved quality of life for all.

Project Concept Report page 4
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

Description of the proposed project: The project proposes to reconstruct I-285 at S.R.8/D.L. Hollowell Parkway interchange located in Fulton County. The project begins along D.L. Hollowell Parkway at MP 0.64, approximately 1000 feet west of Fulton Industrial Boulevard, and ends at MP 1.65, approximately 1000 feet east of relocated Harwell Road. The reconstruction includes widening D.L. Hollowell Parkway and the freeway ramps for additional turn lanes, relocating Bolton Road and Harwell Road away from the interchange and implementing cul-de-sacs, and replacing the D.L. Hollowell Parkway bridge over I-285. D. L. Hollowell Parkway is currently a four-lane roadway with a two-way center-turn lane and it is proposed to be widened to a four-lane roadway with a variable width (20'-56') raised median. 4-foot bike lanes and 5-6 -foot sidewalks are also proposed to be added to both sides of D.L. Hollowell Parkway. The existing single-lane tapered exit ramps from I-285 (northbound and southbound) to D.L. Hollowell Parkway are proposed to be widened to two-lane exit ramps. The northbound entrance ramp of the interchange would taper to a single auxiliary lane extending north along I-285 and would exit at Bolton Road. The southbound exit ramp would taper onto I-285 similar to its present configuration. South Bolton Road is proposed to be relocated to the west to intersect with Fulton Industrial Boulevard. Remaining sections of North and South Bolton Road are proposed to be cul-de-saced due to the close proximity of existing Bolton Road to the southbound ramp intersection. Existing Harwell Road is also proposed to be relocated east along D.L. Hollowell Parkway and aligned with Watts Road, due to the close proximity of existing Harwell Road to the northbound ramp intersection. The remaining section of Harwell Road would be cul-de-saced near D.L. Hollowell Parkway, the D.L. Hollowell Parkway bridge over I-285 would be replaced, and the I-285 entrance ramps would be widened to receive the turning traffic from D.L. Hollowell Parkway. See the attached concept layout.

Is the project located in a Non-attainment area?YesNo.

This project is located fully in the non-attainment area of metropolitan Atlanta. The 2025 ARC model plot for this interchange is attached and the proposed project conforms to the laneage contained in the model for the roadways being improved. The project proposes to add a raised median, turn lanes, sidewalks and bike lanes on both sides of D.L. Hollowell Parkway, and turn lanes will be lengthened and side streets relocated to improve safety and operations.

PDP Classification: Major Project on Existing Location

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

Functional Classification: Urban Principal Arterial (D.L. Hollowell Parkway)

Urban Interstate (I-285)

Project Concept Report page 5
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

U.S. Routes: US 78/US 278/D.L. Hollowell Parkway

State Routes: SR 8/D.L. Hollowell Parkway & SR 407/Interstate 285

Traffic (two-way ADT):

| | | |
|---------------------|------------------------------|-----------------------------|
| S.R.8 | Current Year: (2003) 37,200 | Design Year: (2023) 50,300 |
| I-285/SR 407 | Current Year: (2003) 176,600 | Design Year: (2023) 264,400 |

Existing design features:

- Typical Section:
 - D.L. Hollowell Parkway is a 5-lane urban roadway with 2-lanes in each direction, a two-way left turn lane, 12-foot shoulders and no sidewalks.
 - I-285 is a 8-lane freeway with a concrete median barrier 6-foot paved inside shoulder and 12-foot paved outside shoulder.
 - The entrance ramps to I-285 consist of two-lanes tapering to one lane before merging onto I-285.
 - The Exit ramps are single lane exits tapering out to 3 lanes (dual left turns and single right turn lanes).
- Posted speed: D.L. Hollowell Parkway = 45 mph
- Posted speed: I-285 = 55 mph
- Maximum degree of curvature: D.L. Hollowell Parkway - 11° / I-285 - 3°
- Maximum grade: D.L. Hollowell Parkway - 4.8% / I-285 - 4%
- Width of right of way: D.L. Hollowell Parkway - 80 ft.
- Width of right of way: I-285 - 300 ft
- Major structures: Bridge on D.L. Hollowell Parkway over I-285
Length = 214'; Width = 76' ; Sufficient Rating = 89.7
- Major interchanges or intersections along the project:
 - Fulton Industrial Boulevard
 - Bolton Road
 - I-285 / S.R. 407
 - Harwell Road
- Length of project is 1.01 mile from mile log 0.64 to mile log 1.65.

Project Concept Report page 6
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

Proposed Design Features:

- Proposed typical section(s).

D.L. Hollowell Parkway is proposed to be a 4-lane urban roadway with 20'-56' raised median with dual left-turn lanes in each direction on the bridge, curb and gutter with 5'-6' sidewalk and 4' bike lanes.

On I-285 the existing typical section will be retained. A design exception will be required to retain the existing 6-foot inside shoulder.

The 2-lane off-ramps will provide dual left-turn lanes and dual right-turn lanes at the intersections with D.L. Hollowell Parkway. The southbound entrance ramp will taper to one lane that merges onto I-285. An auxiliary lane will extend northbound along I-285 to Bolton Road.

- Proposed Design Speed D.L. Hollowell Pkwy = 45 mph
- Proposed Design Speed I-285 = 55 mph
- Proposed Maximum grade D.L. Hollowell Pkwy = 4.8% Maximum grade allowable = 6 %.
- Proposed Maximum grade I-285 = 3 % Maximum grade allowable = 4 %.
- Proposed Maximum degree of curve D.L. Hollowell Pkwy 5°.
- Maximum degree of curve allowable D.L. Hollowell Pkwy 8° 7'.
- Proposed Maximum degree of curve I-285 3°.
- Maximum degree allowable I-285 4°.
- Right of way
 - Width - Varies from 140'-185'.
 - Easements: Temporary (), Permanent (X), Utility (X), Other ().
 - Type of access control: Full Along I-285; By Permit on with D.L. Hollowell Parkway and Fulton Industrial Blvd.
 - Approximate Number of parcels: 27
 - Number of displacements:
 - Business: 9
 - Residential: 0
- Structures:
 - D.L. Hollowell Parkway bridge over I-285. The proposed bridge is 153 feet wide and 435 feet long. Horizontal and vertical clearances will be provided to not preclude future improvements to I-285.
 - A Retaining wall will likely be required to relocate Bolton Road into Fulton Industrial Boulevard to minimize impacts to adjacent businesses.

Project Concept Report page 7
 Project Number: NH-IM-285-1(375)
 P. I. Number: 713690
 County: Fulton

- Traffic control during construction: Traffic will be maintained through staged construction. Temporary lane closures may be required. Part of the new bridge will be constructed to the south of the existing bridge while traffic is maintained on the existing structure. Once the south side of the proposed bridge is completed the traffic will operate on the proposed bridge while the existing bridge is removed and the proposed bridge is completed.
- Design Exceptions to controlling criteria anticipated:

| CONTROLLING CRITERIA | UNDETERMINED | YES | NO |
|----------------------------|-----------------------|----------------------------------|----------------------------------|
| HORIZONTAL ALIGNMENT | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| ROADWAY WIDTH | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| *SHOULDER WIDTH | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| VERTICAL GRADES | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| CROSS SLOPES | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| STOPPING SIGHT DISTANCE | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| SUPERELEVATION RATES | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| HORIZONTAL CLEARANCE | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| SPEED DESIGN | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| VERTICAL CLEARANCE | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| BRIDGE WIDTH | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| BRIDGE STRUCTURAL CAPACITY | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

* Retain existing shoulder on I-285

- Design Variances: None Anticipated
- Environmental concerns: Nation wide 404 permit
4(f) – Due to concerns with Parks, Cemetery and Historical District
- Expected level of environmental analysis: CE
- Are Time Savings Procedures appropriate? Yes (), No (X)

Project responsibilities:

- Design, Urban Design
- Right of Way Acquisition, GDOT District 7 Right of Way
- Relocation of Utilities, City of Atlanta
- Letting to contract, Contracts
- Supervision of construction, District 7 Construction
- Providing detours – N/A

Project Concept Report page 8
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

Coordination

- Initial Concept Meeting held on February 27, 2001. Minutes attached.
- Preliminary concept displays were shown at a Town Hall Meeting on July 27, 2000.
- Public Information Meeting held on April 17, 2001 with project STP-003-1 (24).
- Concept Team Meeting held on August 24, 2001. Minutes attached.
- Town Hall Meeting Presentation on September 13, 2001 with local Councilwoman. Minutes attached.
- Other projects in the area.

IM-285-1(350), P.I. 713330
I-285 South to I-20 West Interchange
Reconstruction/Widen & CD
Fulton Co., Let Date = FY '06

STP-003-1(24), P.I. 750780
D.L. Hollowell Parkway from Harwell Road to
HE Holmes Drive
Fulton Co. Let Date = FY '08

MLP-70(25), P.I. 751710
Fulton Ind. Blvd. from Interchange Drive
to D.L. Hollowell Parkway/S.R. 8
Fulton Co., Let Date = FY '04

NH-IM-20-1(83), P.I. 713630
HOV Lanes I-20 FM Fulton Industrial Blvd.
East to I-285
Let Date = Tentative - Urban Planning Study

ARC Project AR-336 C
I-285 HOV from I-20 W to I-75 N

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 6 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.
- Estimated construction time: 24 Months

Project Concept Report page 9
Project Number: NH-IM-285-1(375)
P. I. Number: 713690
County: Fulton

Other alternates considered: A split-diamond configuration with Bolton Road and D.L. Hollowell Parkway was considered. Citizens in the area are not supportive of additional access from I-285 to Bolton road. Also, the construction of access to Bolton road from I-285 southbound would be difficult due to the nearby creek and commercial building. Different configurations of loop ramps were considered at Bolton Road and D.L. Hollowell Parkway, but community impacts appeared too excessive for this built-up urban environment.

COMMENTS: Subsequent to the Concept Team Meeting, the Office of Urban Design conducted a study of the North Bolton Road/Fulton Ind. Boulevard intersection which has an existing skew angle of 40°. A need was identified to improve the existing alignment due to the high occurrence and type (angle intersecting) of accidents at the present intersection. A Section 4(f) permit may be required for this project to correct this skewed intersection. Approximately 0.18 acres of the park will be needed for right of way. An alternative to avoid the park involved displacing 3 homes within the English Park Historic District and it is believed the proposed concept minimizes the environmental impacts. See the attached concept layout.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Sketch location map
3. Typical sections
4. Traffic Data
5. Accident summaries
6. Capacity analysis
7. Bridge inventory
8. Initial concept meeting minutes
9. Concept Team Meeting minutes
10. Town Hall Meeting minutes
11. Conforming plan's network schematics showing thru lanes
12. Concept layout drawing
13. Letter from Atlanta Urban Design Commission
14. Response of OEL to letter from Atlanta UDC

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE: 03/07/02

PREPARED BY: David Acree

PROJECT NO: NH-IM-285-1(375)

UPDATED BY: Glenn Bowman

FILE NAME: 713690ECE

P.I. NO: 713690

MILEAGE: 1.0 miles

PROJECT DESCRIPTION/CONCEPT: I-285 @ D.L. Hollowell Parkway

EXISTING ROADWAY:

TRAFFIC: CURRENT ADT
37,200

PROJECTED ADT
50,300

() PROGRAMMING PROCESS

(x) CONCEPT DEVELOPMENT

() DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY \$12,522,500.00

SUBTOTAL \$12,522,500.00

B. UTILITIES \$0.00

SUBTOTAL \$0.00

C. CLEARING AND GRUBBING \$0.00

SUBTOTAL \$0.00

D. EARTHWORK

Grading Complete Lump Sum \$1,000,000.00

Embankment

In-Place Embankment cubic yards @ \$6.00 \$0.00

Borrow Incl Haul cubic yards @ \$6.00 \$0.00

Excavation

Soil 0 cubic yards @ \$6.00 \$0.00

Rock 0 cubic yards @ \$10.00 \$0.00

Miscellaneous

Wick Drains 0 linear feet @ \$1.00 \$0.00

Filter Fabric 0 square yards @ \$7.00 \$0.00

Channel Excavation 0 cubic yards @ \$6.75 \$0.00

Drill Holes 0 linear feet @ \$2.00 \$0.00

SUBTOTAL \$1,000,000.00

E. BASE AND PAVING

| | | | |
|-----------------------|-----------------|-----------------|-----------------------|
| <u>Aggregate Base</u> | | | |
| Graded Aggregate | 33,600 tons @ | \$15.00 | \$504,000.00 |
| <u>Asphalt Paving</u> | | | |
| 9.5 mm Superpave | 6,400 tons @ | \$40.00 | \$256,000.00 |
| 19 mm Superpave | 12,820 tons @ | \$40.00 | \$512,800.00 |
| 25 mm Superpave | 17,090 tons @ | \$38.00 | \$649,420.00 |
| Leveling | 3885 tons @ | \$42.00 | \$163,170.00 |
| Tack Coat | 2,720 gallons @ | \$1.00 | \$2,720.00 |
| Concrete on I-285 | 12,200 yards @ | \$55.00 | \$671,000.00 |
| | | SUBTOTAL | \$2,759,110.00 |

F. DRAINAGE

| | | | |
|----------------------------|-----------------|-----------------|-----------------------|
| <u>Cross Drain System</u> | | | |
| ALL Sizes | 0 linear feet @ | \$30.00 | \$0.00 |
| Underdrain | 0 linear feet @ | \$10.00 | \$0.00 |
| 24" Conc. Pipe | 0 linear feet @ | \$36.41 | \$0.00 |
| 30" Conc. Pipe | 0 linear feet @ | \$43.50 | \$0.00 |
| 36" Conc. Pipe | 0 linear feet @ | \$53.22 | \$0.00 |
| 42" Conc. Pipe | 0 linear feet @ | \$63.10 | \$0.00 |
| 48" Conc. Pipe | 0 linear feet @ | \$72.84 | \$0.00 |
| 15" F.E.S. | 0 each @ | \$289.01 | \$0.00 |
| 18" F.E.S. | 0 each @ | \$374.83 | \$0.00 |
| 24" F.E.S. | 0 each @ | \$390.96 | \$0.00 |
| 30" F.E.S. | 0 each @ | \$519.30 | \$0.00 |
| 36" F.E.S. | 0 each @ | \$628.51 | \$0.00 |
| 42" F.E.S. | 0 each @ | \$752.59 | \$0.00 |
| F.E.S. ALL Sizes | 0 each @ | \$370.00 | \$0.00 |
| <u>Longitudinal System</u> | | | |
| 18" Conc. Pipe | 0 linear feet @ | \$18.59 | \$0.00 |
| 24" Conc. Pipe | 0 linear feet @ | \$31.00 | \$0.00 |
| 30" Conc. Pipe | 0 linear feet @ | \$45.00 | \$0.00 |
| <u>Drainage Structures</u> | | | |
| Catch Basins | 0 each @ | \$1,500.00 | \$0.00 |
| Drop Inlets | 0 each @ | \$700.00 | \$0.00 |
| Manholes | 0 each @ | \$1,229.49 | \$0.00 |
| <u>Drainage Lump Sum</u> | | | |
| Lump sum | lumpsum | | \$1,000,000.00 |
| | | SUBTOTAL | \$1,000,000.00 |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE District Seven Utilities
DATE September 6, 2001

FROM Darlene J. Parker, Assistant District Utilities Engineer

TO Richard Acree, Urban Design

SUBJECT Preliminary Utility Cost Estimate
I-285 at Bankhead Highway/SR 8/US 78-278

As per your request, a field inspection was conducted on the above referenced project. The following companies have facilities that occupy the public right-of-way and should be relocated at **no cost** to the Department of Transportation:

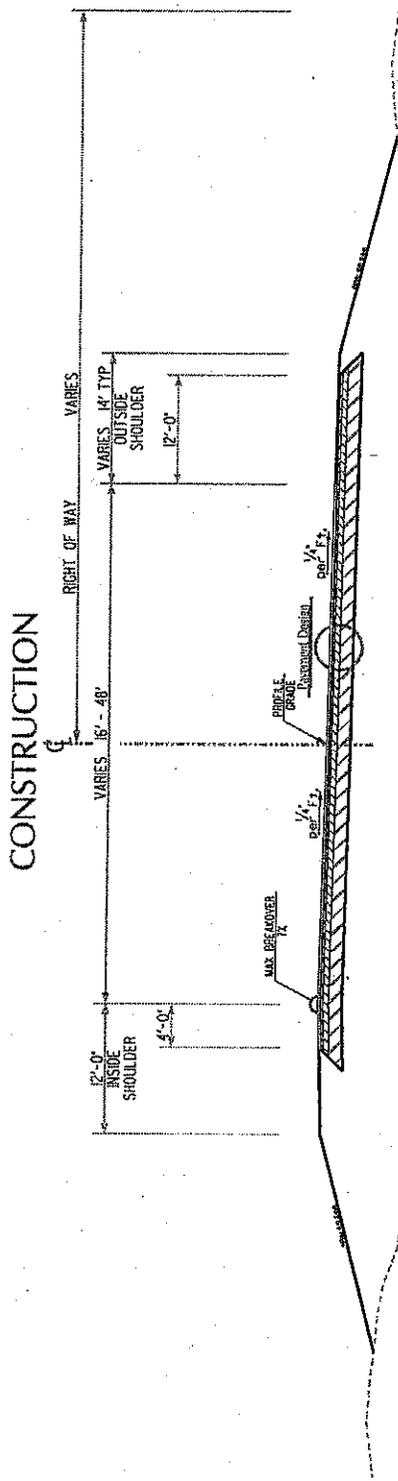
Atlanta Gas Light Company
AT&T Broadband
BellSouth Telecommunications
City of Atlanta Public Works
United Water Services Atlanta
Fulton County Public Works
Georgia Power Company (Distribution)

There were utilities observed that could potentially have prior rights. Therefore, there are no reimbursable utilities at this time. Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available. If you have any questions, please contact Mr. Clyde Cunningham at (770) 986-1090.

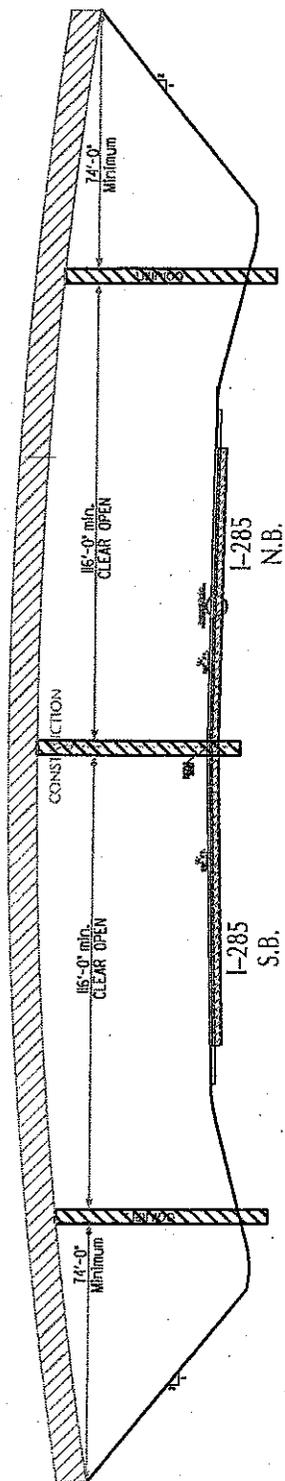
STH:DJP:CAC

c: Jeff Baker, P.E.
File

TYPICAL SECTIONS



—≡ TYPICAL SECTION ≡—
 Ramp Section



—≡ TYPICAL SECTION ≡—
 I-285 @ Bridge Overpass

NOT TO SCALE

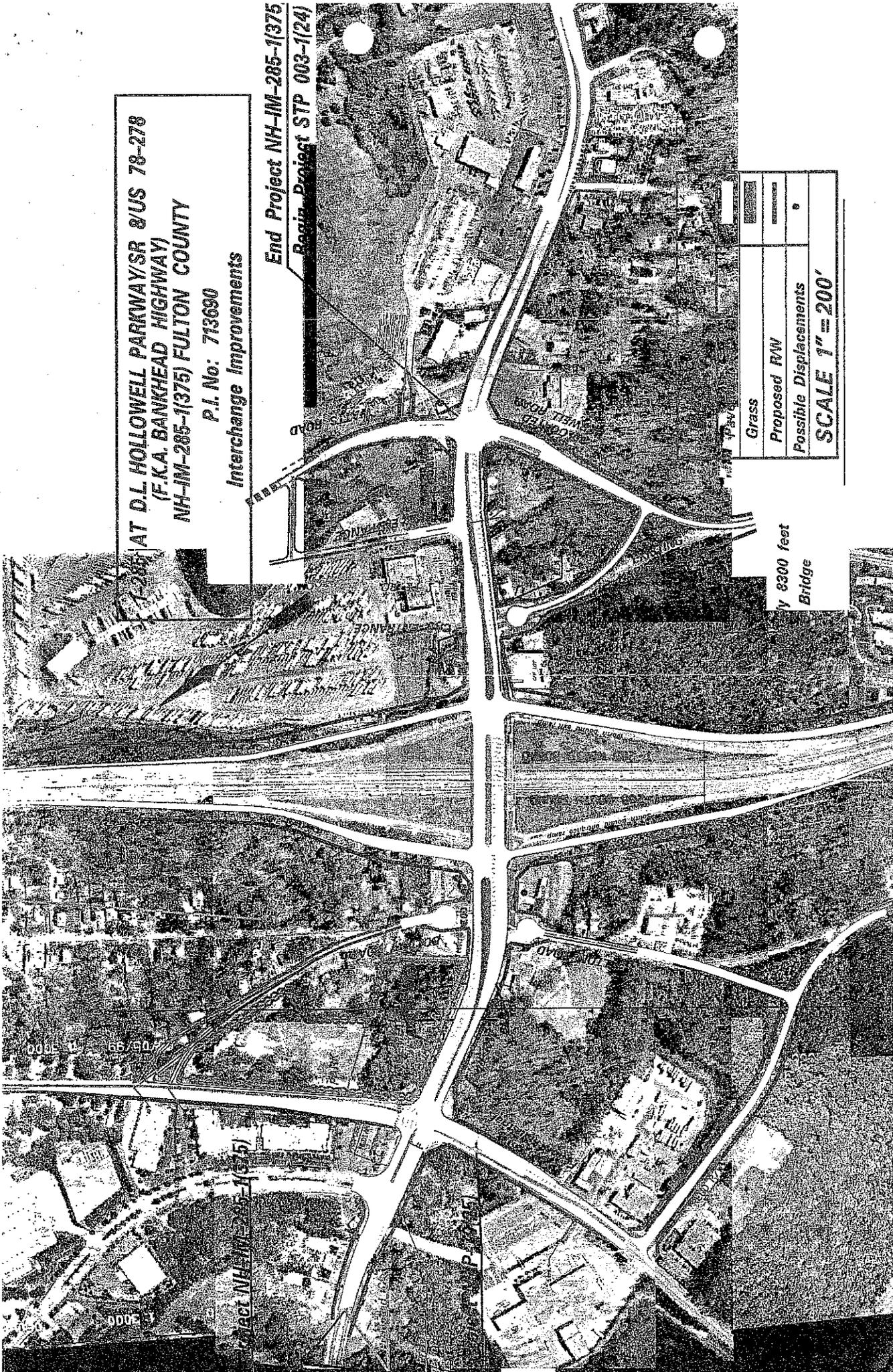
AT D.L. HOLLOWELL PARKWAY/SR 8/US 78-278
(F.K.A. BANKHEAD HIGHWAY)
NH-IM-285-1(375) FULTON COUNTY

P.I. No: 713690

Interchange Improvements

End Project NH-IM-285-1(375)

Begin Project STP 003-1(24)

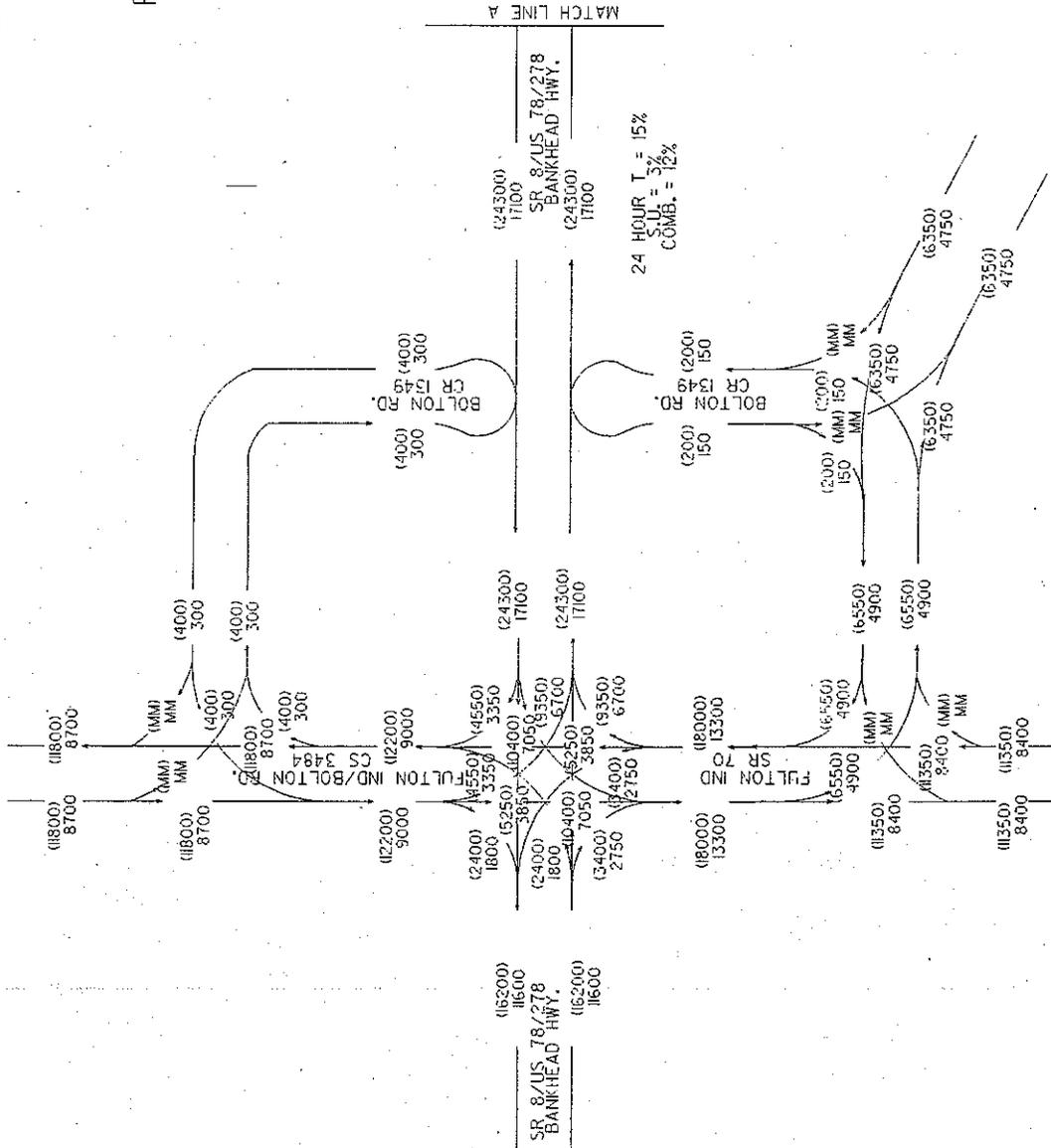


| | |
|------------------------|--|
| Grass | |
| Proposed RW | |
| Possible Displacements | |
| SCALE 1"=200' | |

8300 feet
Bridge

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

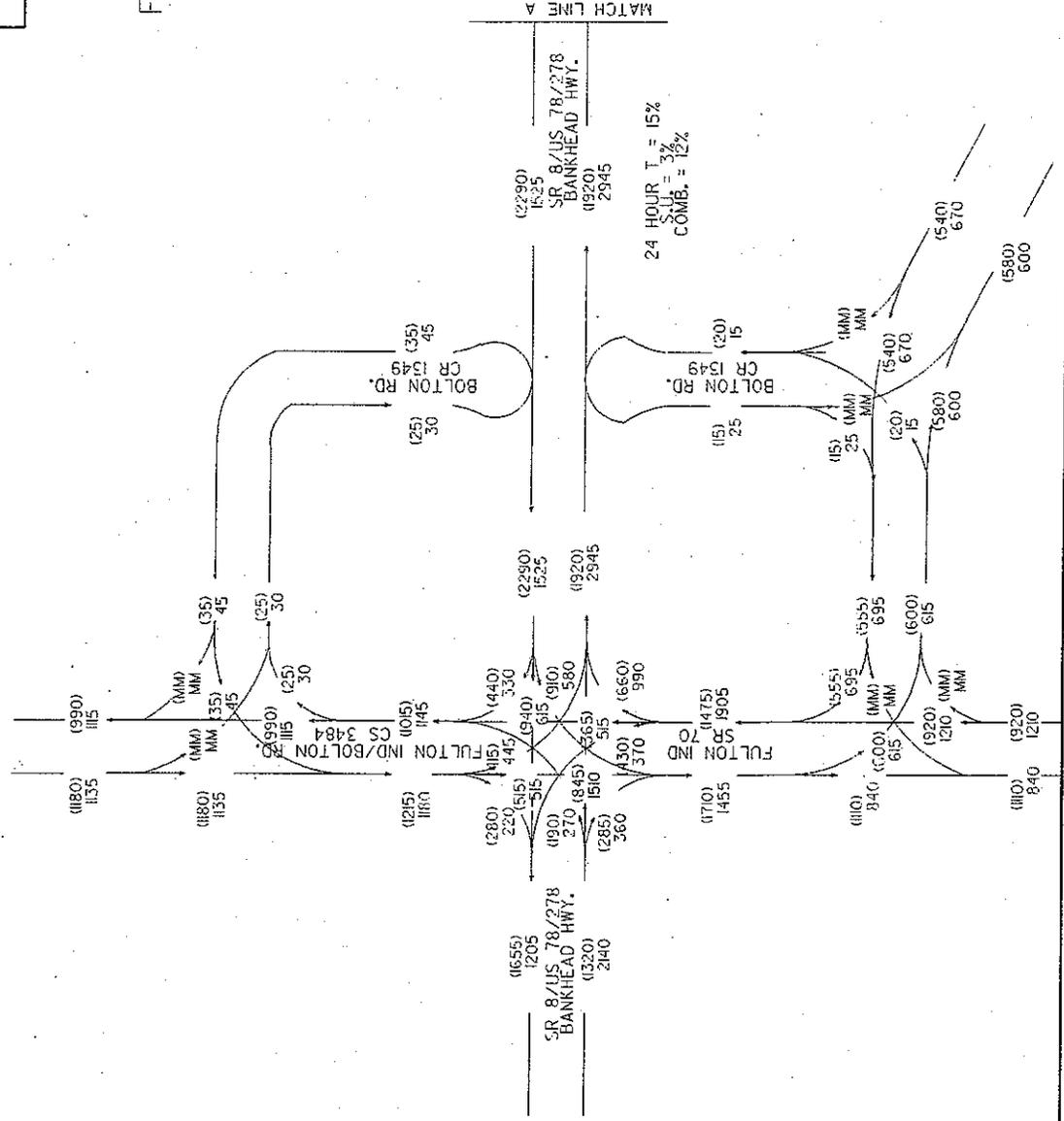
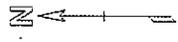
FULTON COUNTY



AEE
(12/01)

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

FULTON COUNTY



NH-M-285-(375)
P.L. # 715690
BANKHEAD HWY.
SR 8/US 78,278
FULTON COUNTY
2026 AM DHV = 000
2026 PM DHV = 000
ATE
27%

ACCIDENT HISTORY

The following is a summary of the accident data available for S.R. 407 (I-285) only not including ramp accidents:

| | <u>1995</u> | <u>1996</u> | <u>1997</u> |
|----------------|-------------|-------------|-------------|
| Accident Rate: | 181 | 234 | 171 |
| Injury Rate: | 114 | 121 | 109 |
| Fatality Rate: | 0 | 3.74 | 0 |

Statewide Average for Urban Interstate (rates are per 100 million vehicle miles of travel):

| | | | |
|----------------|------|------|------|
| Accident Rate: | 130 | 138 | 130 |
| Injury Rate: | 59 | 63 | 56 |
| Fatality Rate: | 0.62 | 0.61 | 0.64 |

The following is a summary of the accident data available for S.R. 8 (D.L. Hollowell Parkway) and ramp accidents from S.R. 407 (I-285):

| | <u>1995</u> | <u>1996</u> | <u>1997</u> |
|----------------|-------------|-------------|-------------|
| Accident Rate: | 3163 | 2945 | 2411 |
| Injury Rate: | 2329 | 2323 | 1057 |
| Fatality Rate: | 24.52 | 20.74 | 18.55 |

Statewide Average for Urban Principle Arterials (rates are per 100 million vehicle miles of travel):

| | | | |
|----------------|------|------|------|
| Accident Rate: | 663 | 671 | 663 |
| Injury Rate: | 298 | 316 | 298 |
| Fatality Rate: | 1.71 | 1.59 | 1.71 |

The accident rates for I-285 in the project area are approximately 1.4 times higher than the statewide average. The accident rates for D.L. Hollowell Parkway are approximately 3.5-4.5 times higher than the statewide averages.

Traffic Analysis

The I-285 / D.L. Hollowell Interchange has been analyzed using the 1994 Highway Capacity Manual. Highway Capacity Software, Synchro and Corsim were used as computer aids during the traffic study. Synchro and Corsim were used to create a simulation model of the interchange. Synchro was used to calculate signal timing.

A traffic study was performed to determine the ultimate concept that would achieve the desired safety improvements while balancing the operational level of service needs for D.L. Hollowell Parkway and the I-285 interchange. During the study, it became evident that the I-285/I-20 interchange south of the subject interchange needs additional improvements beyond those contained in the present ARC RTP. Additional studies (HOV and SOV) are ongoing along the I-285 and I-20 corridors. However, it is still necessary to move forward with the interchange improvement project before these studies are completed due to the existing high accident rates in the area. Traffic planning analyses were made and layouts developed so as not to preclude future improvements to I-285 to the extent possible (including improvements coded in the current RTP). —

The existing traffic conditions and recent accident data support the need for improvement to the D.L. Hollowell Parkway interchange and the improvements are expected to address traffic safety and operational concerns. However, if traffic volumes increase as expected, the desired level of service may not be obtained on D.L. Hollowell Parkway without additional through capacity.

The following is a summary of the Level of Service on D.L. Hollowell Parkway.

| Streets intersecting D.L. Hollowell | Open Year Traffic volumes | |
|-------------------------------------|---------------------------|-------|
| | Overall L.O.S | |
| | No build | Build |
| Fulton Ind. Blvd. | F | E |
| East Ramp | F | C |
| West Ramp | F | C |
| Harwell | F | C |

| Streets intersecting D.L. Hollowell | Design Year Traffic volumes | |
|-------------------------------------|-----------------------------|-------|
| | Overall L.O.S | |
| | No build | Build |
| Fulton Ind. Blvd. | F | F |
| East Ramp | F | F |
| West Ramp | F | F |
| Harwell | F | D |

By adding an additional through lane in each direction on D.L. Hollowell Parkway from Fulton Industrial Boulevard through the interchange and free-flow right-turn lanes at Fulton Industrial Boulevard and at the ramps, a level of service of D or better can be obtained. However, the free-flow turns were not considered feasible due to the number

of pedestrians in the area and the third through lane does not match the current laneage coded in the ARC model.

In addition to high traffic volumes, the closely spaced intersection on both sides of the interchange add to delay, congestion and safety problems. Relocating Bolton Road and Harwell Road away from the interchange, the addition of a raised median and adding turning lanes, bike lanes and sidewalks will greatly improve overall safety and operations in the area. The bridge will be constructed to allow traffic to back up beyond the opposite ramps and provide adequate storage. The width of the bridge will not preclude a future additional through lane and the bridge spans will be long enough to accommodate future I-285 HOV and SOV needs well into the future.

The reconstruction of the ramps from D.L. Hollowell Parkway will be designed not to preclude future improvements identified. The proposed concept includes 2-lane entrance and exit ramps. (The entrance ramps receive the dual left-turns from D.L Hollowell Parkway and taper down to either one auxiliary lane NB which will be extended to the adjacent interchange, or taper to the freeway as per the RTP model.) Due to high I-285 traffic volumes, it is not possible to achieve an acceptable level of service for the ramp merge area without capacity improvements to I-285. However, the longer exit ramps are expected to improve traffic flow on I-285 by reducing the potential of traffic backups from D.L. Hollowell Parkway onto the freeway. Additionally, traffic analysis shows that if future collector distributor lanes are constructed in the future (as modeled by the ARC plan) an acceptable level of service can be reached with only minor modifications to the proposed ramp configurations.

Location & Geography

* Structure I.D. No.: 121-0019-0
 * 200 Bridge Information: 04
 * 6A Feature Int.: I-285
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00008
 * 7B Facility Carried: BANKHEAD HIGHWAY
 * 9 Location: JCT I-285 AND US 78
 * 2 DOT District: 7
 * 207 Year Photo: 1999
 * 91 Inspection Frequency: 24 Date: 07/01/1999
 * 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: 2
 * Designator: 1
 * Number: 00078
 * Direction: 0
 * 16 Latitude: 33-47.2
 * 17 Longitude: 84 -29.6
 * 98 Border Bridge: 000 %Shared: 00
 * 99 ID Number: 0000000000000000
 * 100 Defense Highway: 2
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 001.09
 * 208 Inspection Area: 07 Initials: DAS
 * Location I.D. No: 121-00008D-001.11E
 * XReferen I.D. No: 000-000000-000.000

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 14
 * 204 Federal Route Type: F No: 003-1
 * 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: 1987
 * 33 Bridge Median: 0
 * 34 Skew: 00
 * 35 Structure Flared: 0
 * 38 Navigation Control: N
 * 213 Special Steel Design: 0
 * 267 Type of Paint: 1
 * 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: 3 3
 * 46 No. Spans Appr: 0002
 * 226 Bridge Curve Horz: 0 Vert: 0
 * 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: 3
 * Height: 1.6
 * Width: 1
 * 238 Curb: 0.61
 * 239 Handrail: 7.7
 * 240 Median Barrier Rail: 0
 * 241 Bridge Median Height: 0
 * Width: 0
 * 230 Guardrail Loc Dir Rear: 3
 * Fwrd: 3
 * Oppo Dir Rear: 0
 * Fwrd: 0
 * 244 Approach Slab: 3
 * 224 Retaining Wall: 0
 * 233 Posted Speed Limit: 45
 * 236 Warning Sign: 0
 * 234 Delineator: 0
 * 235 Hazard Boards: 0
 * 237 Utilities Gas: 23
 * Water: 21
 * Electric: 23
 * Telephone: 23
 * Sewer: 00
 * 247 Lighting Street: 0
 * Navigation: 0
 * Aerial: 0
 * 248 County Continuity No: 04

Programming Data

201 Project No: IR-285-1 (241)
 202 Plans Available: 1
 249 Prop. Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 P.I. No: 0000000
 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: 34200 Year: 2015

Measurements

* 29 ADT: 022800 Year: 1995
 109 % Trucks: 4
 * 28 Lanes On: 06 Under: 08
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0070
 * 49 Structure Length: 214
 51 Br. Rdwy. Width: 76.0
 52 Deck Width: 86.3
 * 47 Tot. Horz. Cl: 76.0
 50 Curb/Sdewlk Width: 4.0/6.0
 32 Approach Rdwy Width: 076
 * 229 Shlder Width:
 Rear Lt: 2.0 Type: 1 Rt: 2.0
 Fwd Lt: 2.0 Type: 1 Rt: 2.0
 Pvmnt Width:
 Rear: 72.0 Type: 2
 Fwd: 72.0 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: H 16' 06"
 * 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: 4.6
 * 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: 7.5
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 1987 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 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: 121-00008D-001.11E
 * 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: 1
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 5
 69 UnderClr. Horz/Vert: 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

Structure ID: 121-0019-0

Fulton Area 7 County

Location & Geography

Signs & Attachments

Ratings

- * Structure I.D. No.: 121-0019-0-A
- * 6A Feature Int.: SR 8(US 78)BANKHEAD HWY.
- * 6B Critical Bridge: 0
- * 7A Route Number Carried: SR00407
- * 7B Facility Carried: I-285
- * 9 Location: JCT I-285 AND US 78

- * 240 Median Barrier Rail: 1
- * 230 Guardrail Loc Dir Rear: 6
- Fwrd: 6
- Oppo Dir Rear: 8
- Fwrd: 4

* 227 Collision Damage: 1

- * 91 Inspection Frequency: 00
- * 4 Place Code: 04000
- Date: 0000

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

Measurements

- * 29 ADT: 138100
- Year: 1995
- * 28 Lanes On: 06
- Under: 08
- * 48 Max. Span Length: 0070
- * 49 Structure Length: 214

Posting Data

* 103 Temporary Structure: 0

- * 16 Latitude: 33.47.2
- * 17 Longitude: 33.29.6

- * 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: 0
- * 20 Toll: 3
- * 21 Maintenance: 01
- * 22 Owner: 01

- * 47 Tot. Horz. Cl: 63
- * 229 Shlder Width:
 - Rear Lt: 4.6
 - Type: 2
 - Rt: 10.0
 - Fwrd Lt: 4.8
 - Type: 2
 - Rt: 10.0
- Pvment Width:
 - Rear: 48.0
 - Type: 1
 - Fwrd: 48.0
 - Type: 1
- Intersection Rear: 1
- Fwrd: 1

- * 228 Min. Vert. Cl
 - Act. Odm. Dir: 16' 08"
 - Oppo. Dir: 16' 06"
 - Posted Odm. Dir: 00' 00"
 - Oppo. Dir: 00' 00"

- * 27 Year Constructed: 1964

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

- * 10 Max Min Vert Cl: 17' 04"
- Dir: 1

- * Location I.D. No: 121-00407D-012.16C
- * XReferen I.D. No:

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

* 248 County Continuity No: 00

GEORGIA DEPARTMENT OF TRANSPORTATION

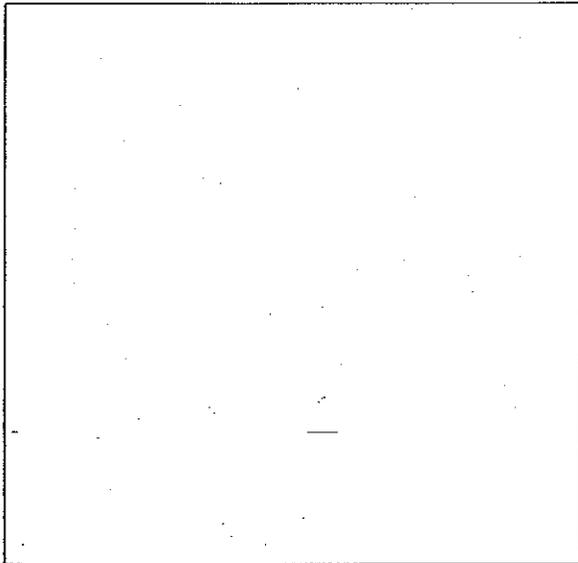
Collision Report

District: 7
Bridge Inspector: DAS
Location ID: 121-00008D-001.11E
Structure ID: 121-0019-0

Inspection Date: 07/01/99
Over: I-285
County: Fulton Area 7
Skew: 00

Inspection Area: 07

Initial Report Date: 07/01/1999



| STEEL Beams | |
|--------------------------|---|
| Span # with Beam Damage | 2 |
| Total # of Beams in Span | 0 |
| # of Damaged Beams | 0 |

| | |
|-----------------|--------|
| Minimum VC | 16' 6" |
| Actual VC (POI) | 16' 7" |
| Posted VC | 0' 0" |

POI → Point of Impact
VC → Vertical Clearance

Initial report, Damage was present prior to last inspection.

Damage Location in Span
CCBL lane #4.

Damage in Detail I-Localized damage, nicks, burs, minor knots.
Utility hanger broke loose from beam #1 and bent.

Repairs
None

*** Repairs are not Required ***

Additional Comments
None

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 7
 Bridge Inspector: DAS
 Location ID: 121-00008D-001.11E
 Structure ID: 121-0019-0

Inspection Date: 07/01/99
 Over: I-285
 County: Fulton Area 7
 Road Name: BANKHEAD HIGHWAY
EVALUATION & DEFICIENCIES

Inspection Area: 07
 Bridge Status: 04

SubStructure: **Year Painted: 0000**
 Abutment #1 and #5 are concrete caps with minor cracks. Bent #2, #3, and #4 are concrete caps and columns. Due to heavy traffic volume and speed of traffic, ladder was not used. Binocular was used to examine bent #2 and #3 from the abutments ends.

SuperStructure: **Year Painted: 1987**
 * 4 span steel multi-beam (span #2 and #3 continuous) with very minor corrosion. Taper ends on cover welded plates. Minor damage to utility hanger in span #2 between beam #1 and #2. Due to volume and speed of traffic, ladder was not used to examine beams. Binocular was used to examine beams from each bents.

Deck:
 * 7.5" concrete deck with minor cracks. Gland joints at bent #2 and #4 are in good condition. Remaining silicone joints failed in spots and leaking.
 — Minor cracks in both approach slabs and asphalt raving at approach slab ends. Stay in place metal deck forms on widen section.

General:
 Built in 1964 and Widen in 1987. HS20 + M design Project #: IR - 285 - 1 (241)
 This bridge is in overall good condition.

Condition Rating

| Component | Material | Rating |
|----------------|----------|--------|
| Substructure | Concrete | 7 |
| Superstructure | Steel | 7 |
| Deck | Concrete | 7 |

Temp Shored: No

| Truck Type | Gross/H-Mod | HMod | Tand | 3-S-2 | Log | Piggy |
|--------------------|-------------|------|------|-------|-----|-------|
| Calculated Posting | 20 | 25 | 28 | 40 | 36 | 00 |
| Posting Required | | | | | | |
| Existing Posting | 00 | 00 | 00 | 00 | 00 | 00 |

*** School Bus Route ***

Structure Does Not Require Posting

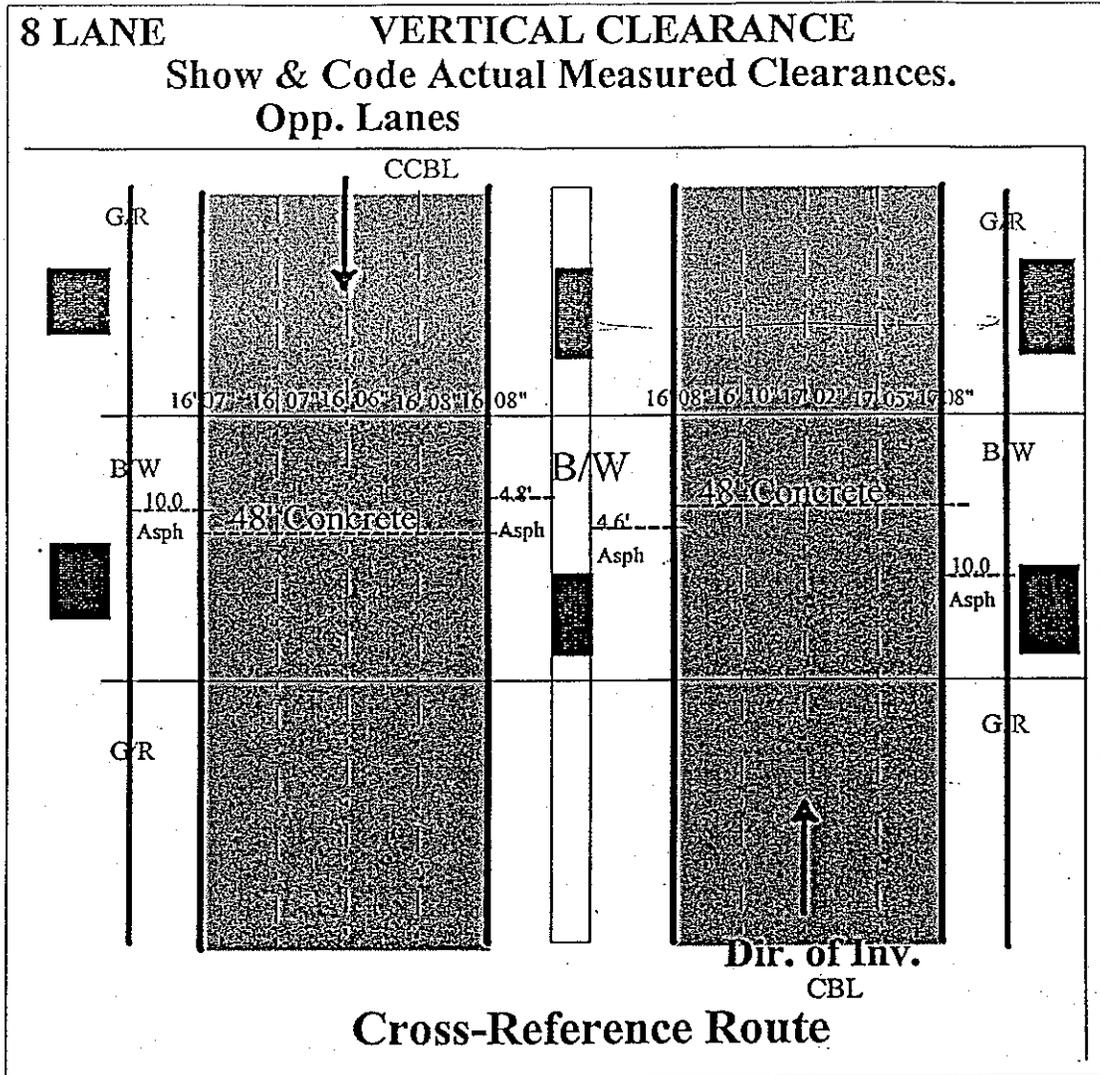
GEORGIA DEPARTMENT OF TRANSPORTATION

Vertical Clearance Report

District: 7
 Bridge Inspector: DAS
 Location ID: 121-00008D-001.11E
 Structure ID: 121-0019-0

Inspection Date: 07/01/99
 Over: I-285
 County: Fulton Area 7
 Skew: 00

Inspection Area: 07



XRef ID: 121-0019-0-A

Min. Clearance Over: 99-99
 Act Min Vert. Odom: 16- 8
 Act Min Vert. Opp: 16- 6
 Max Min Vert. Clear: 17- 4

Min. Clearance Under: 16- 6
 Post Min Vert Odom: 0- 0
 Post Min Vert. Opp: 0- 0
 Direction: 1

Clearance Type: H

Lat Under Clear Right: 10.0

Left: 4.6

Lateral Type: 4

Ratings-Under Cl Horz/Vert: 4

Total Horizontal Clearance (ft): 63.0

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1(24) & NH-IM-285-1(375), Fulton County
Widening and Reconstruction of DL Hollowell Pkwy
SR 8 from West of Harwell Rd. to East of Hightower Rd.
I-285 at DL Hollowell Parkway/SR8 / US 78-278
P.I. No. 750780 & 713690

OFFICE Urban Design

DATE February 27, 2001

FROM Robert Holmes, Civil Engineering Technologist

TO The File

SUBJECT Initial Concept Meeting Minutes

An initial concept meeting was held in the Urban Design Conference Room on February 27, 2001 at 1:00 PM for the Widening and Reconstruction of DL Hollowell Parkway SR 8 from West of Harwell Rd. to East of Hightower Rd and interchange improvements for I-285 at DL Hollowell Parkway/SR8 / US 78-278. All persons in attendance are listed under the attached attendance sheet.

Mike Lobdell (GDOT-Urban Design)

- Welcome and Introduction
- Purpose of meeting
Pre-concept meeting to define Need and Purpose and to identify specific features to be considered for inclusion in the concept.
- Need And Purpose
The need for the widening and reconstruction project will be to increase operational capacity and address accident reduction on DL Hollowell Parkway, and at intersecting streets. The purpose of this project will be to correct roadway deficiency, increase operational capacity, serve the transportation demand generated by the increase in through and turning traffic, improve the safety of the roadway and address the large percent of trucks by office complex.

The need for the I-285 at DL Hollowell Interchange will be to improve traffic safety and operations in the I285 interchange area and improve peak period traffic flows. The purpose of the 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.

- Accident Data

Accidents are nearly 3.5 times the statewide average for DL Hollowell Parkway in the interchange area.

- Traffic Projections and preventing queues

Provide adequate storage to prevent queuing onto the interstate and into through Lanes along the corridor..

David Acree (GDOT-Urban Design)

- Description of Project and Alternatives

The proposed project would widen and reconstruct DL Hollowell from Harwell Rd. near I-285 to HE Holmes. DL Hollowell at this location exists as a two-lane road with no turn lanes. The project would widen the road to four lanes with turn lanes and a raised median at the intersection with HE Holmes.

The proposed interchange project would reconstruct and rehabilitate the interchange At I-285 and DL Hollowell Parkway. The existing interchange is incurring operational problems due to growth in traffic caused by commercial developments, tractor-trailer trucks, turning and through work trips.

Bolton Rd is prepared to be a cul-de-sac because of the inadequate distance its intersection lies from the southbound exit ramp. It was suggested by the City of Atlanta that the north end of Bolton Road not be cul-de-sac, but looked into making it a right in and right out. Also discussed was how to tie in relocated Bolton Road into Fulton Industrial Blvd. / SR 70.

- Questions

Why was Bolton Rd. Cul-de-sac? *Response – Bolton Road is being cul-de-sac because of its distance away from the southbound exit ramp. The intersection at Bolton Rd. and DL Hollowell would cause major problems for vehicles having to cross two lanes of traffic to proceed northbound on I-285.*

How would this project handle traffic from tractor-trailers leaving and entering truck stop? *Response – This project would give the trucks a turning lane, which does not exist now. This turning lane will decrease the backup onto the interchange.*

Has there been any changes to the project? *Response – The widening project has not change but the adjacent interchange project is now in its concept phase..*

- Description of nearby projects

Proposed footprint of I-285 @ I-20 Interchange with CD ramps.

The proposed CD ramps begin south of DL Hollowell to I-20 and from north of I-20 to DL Hollowell

Proposed I-285 HOV.

The proposed I-285 HOV consists of a 26 foot barrier separated HOV lane and matches the 2025 Regional Transportation Plans.

Mike Lobdell (GDOT-Urban Design)

- Examine Environmental Scope

Level of environmental Analysis for interchange and widening of road.

A Categorical Exclusion (C.E.) was approved for the widening project in 1991. The C.E. will have to be re-evaluated because of the time elapsed. An E.A. may be requested due to historical and UST locations.

Noted Environmental Concerns.

Historic buildings: There are 5 potential historical sites. Need an analysis done.

Graveyard: A historical graveyard is located on the north side of DL Hollowell Rd. between Bolton Rd. and Fulton Industrial Rd.

- UST's

There are 12 possible UST's.

- Comments

- Joe Palladi requested that the environmental work for both projects be done by one office, either District 7 or O.E.L.
- Joe Palladi recommended that the City of Atlanta include DL Hollowell from Harwell Rd. to the intersecting area in the Bike Plan.

- Discuss Public Involvement Strategies

The PIM is prepared for April 17 @ Archer High School from 4-7 PM.

Note: If there are any corrections or additions needed to these meeting notes, please contact Mike Lobdell or Robert Holmes at 404-656-5441 within 10 calendar days. If no comments are received, the minutes will be considered to be acceptable to the attendees.

RJH

Cc: Joe Palladi/Urban Design, Ben Buchan/Urban Design, Glenn Bowman/Urban Design, Mike Lobdell/Urban Design, Robert Holmes/Urban Design, David Acree/Urban Design; Eleanor Smith, Brook Martin/Traffic Operations; Jeff Carroll/Planning, Frances Anglin/District 7; Keisha Jackson/GDOT; Harry Boxler/COA, Rick White/COA, Santana Herrera/COA, Deon Franklin/COA; Walter Boyd/FHWA

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING - I-285 @ D.L. HALLOWELL (BANKHEAD)
 LOCATION: URBAN DESIGN CONF. ROOM
 DATE: 8/24/01 TIME: 10:00 AM
 MODERATOR: MIKE LOBDELL

| NAME | ORGANIZATION | PHONE NO. | E-MAIL ADDRESS |
|------------------------|---|--------------|-----------------------------------|
| 1. • GLENN BOWMAN | URBAN DZN | 656-5441 | GLENN.BOWMAN@DOT.STATE.GA.US |
| 2. • ELEANOR SMITH | T/O D7 | 7-986-1118 | ekonor.smith@dot.state.ga.us |
| 3. Shannon Davis | Infrastructure Planning | 4-853-7532 | |
| 4. • Shannon Zimmerman | Ecologist DEL | 4-699-4429 | shannon.zimmerman@dot.state.ga.us |
| 5. FELICIA MOORE | ^{ATLANTA} City Council, Dist 9 | 4/330-6044 | fmoore@ci.atlanta.ga.us |
| 6. Katie Mullins | Programming | 4-651-7043 | Katie.mullins@dot.state.ga.us |
| 7. Robert Crawford | GDOT - Dist. 7 Preconst | 7/986-1050 | robert.crawford@dot.state.ga.us |
| 8. • MIKE MALOM | GDOT - DT - PRECONST | 7-986-1050 | MICHAEL.MALOM@DOT.STATE.GA.US |
| 9. David Mulling | GDOT - Eng. Services | 6-6846 | david.mulling@dot.state.ga.us |
| 10. Karswello Monroe | GDOT Communications | 36454 | karswello.kiken@dot.state.ga.us |
| 11. JEFF CARROLL | GDOT PLANNING | 4/657-6689 | jeff.carroll@dot.state.ga.us |
| 12. WALTER BOYD | USDOT - FHWA | 4-562-3651 | walter.boyd@fhwa.dot.gov |
| 13. • GIRARD SAMPSON | URBAN DESIGN | 4-656-5441 | GIRARD.SAMPSON@DOT.STATE.GA.US |
| 14. KESHA JACKSON | GDOT - DEL | 4-699-6866 | kesha.jackson@dot.state.ga.us |
| 15. • Mike Lobdell | GDOT - Urban | 4/656-5441 | mike.lobdell@dot.state.ga.us |
| 16. • David Acree | " | " | richard.acree |
| 17. • Girard Sampson | " | " | girard.sampson |
| 18. • Joe Palladi | " | 4/656-5436 | |
| 19. Peter Tinubu | United Water Services Atlanta | 404-235-2064 | ptinubu@atlanta.uw-services.com |
| 20. | | | |

Concept Team Meeting Minutes

Project: NH-IM-285-1(375), Fulton County
I-285 at DL Hollowell Parkway/SR8 / US 78-278
P.I. No. 713690

Date: August 24, 2001

By: Girard Sampson, Civil Engineering Technologist

A Concept Team Meeting was held in the Urban Design Conference Room on August 24, 2001 at 10:00 AM for the interchange improvements at I-285 and D.L. Hollowell Parkway/SR8 / US 78-278. All persons in attendance are listed on the attached attendance sheet.

Mike Lobdell (GDOT-Urban Design) began the meeting with the welcome and self-introductions of the meeting attendees. He then summarized the project need and purpose that was contained in the draft Concept Report as follows:

- The needs identified for the project include the fact that D.L. Hollowell Parkway (the Parkway) is experiencing an accident rate that is nearly 3.5 times the statewide average, and traffic is currently operating at an unacceptable LOS in and around the interchange area during peak periods. Traffic congestion on the Parkway has been observed spilling back onto I-285 creating hazardous conditions on the freeway.
- The purpose of the project is to correct roadway deficiencies, improve the traffic safety of the roadway and interchange, serve the transportation demand generated by the increase in through and turning traffic, and to provide adequate vehicular storage to prevent queuing onto the interstate and into through lanes along the corridor. Additional benefits from the project will include improved accommodations for pedestrian and bicycle traffic.

Mike then discussed the level of environmental analysis and he stated that an Environmental Assessment is currently anticipated for the interchange project. He then noted the following environmental concerns that have been identified:

- **Historic Resources:** There are 5 potential historical sites further analysis is needed. There is a potential historic district north of Bolton Road and the Parkway.
- **Cemetery:** A historical graveyard is located on the north side of the Parkway and that the alignment was shifted to avoid any impacts to the site.
- **Park:** The skew of the intersection at Fulton Industrial Boulevard (FIB) & Bolton Road was recently questioned and possible design options will be discussed later. One alternative identified may involve some impacts to the public park located in the

northwest quadrant of the FIB/Parkway intersection and would require 4f documentation.

- Underground Storage Tanks: There are five possible UST sites identified within the project limits.

Comments

- Keisha Jackson (O.E.L.) noted that a 4f will be required if the park property is taken. The houses near the intersection of Bolton Road & FIB are in a possible historic district. Impacts to the historic district/homes or the park are likely if the Bolton Road/FIB intersection is realigned to improve the skew.
- Dist. Utilities – Plans are needed early to perform UST investigations early during the project development.

David Acree (GDOT-Urban Design) proceeded to give a description of the proposed project design and alternatives that were studied: _____

The alignment of the Parkway was explained including its typical section as follows: two through lanes and 4' bike lanes in each direction with a variable width (20'-54') raised median with urban shoulders and sidewalk on both sides.

Bolton Road is proposed to be a cul-de-sac on both sides of the Parkway because of the inadequate distance between the current intersection and the southbound ramps. Bolton Road south of the Parkway would be realigned to the west to intersect FIB approximately 1000' south of the Parkway. This location corresponds to the first median opening proposed on project MLP-70(25). The existing Bolton Road intersection north of the Parkway needed to be studied further due to the skew/sight distance issues. Three alternatives have been identified 1) Leave the intersection at its current skew angle thereby not impacting adjacent properties which would require a design exception; 2) Realign Bolton Road to the north and improve the intersection which potentially impacts a historic district; 3) Realign Bolton Road to the south and improve the intersection which potentially impacts a public park. (It was also suggested by the City of Atlanta that Bolton Road not be made into a cul-de-sac north of the parkway, but to look at possibly making it right-in, right-out only. This was not seen as a feasible alternative since the intersection will be affected-and must therefore be addressed-by the improvements at the FIB/Parkway intersection.)

Harwell Road is also proposed to be relocated to align across from relocated Watts Road since the existing Harwell Road/Parkway intersection is located too close to the northbound ramps for safe and efficient operations. Existing Harwell Road would become a cul-de-sac and local access would be provided via a connection to Relocated Harwell Road.

The ramp configurations (that would remain in the diamond configuration) and the levels of service were explained. David noted that the project layout had been discussed with the Office of Planning and that they confirmed that it matches what is the modeled Atlanta RTP.

Comments

Felecia Moore (Atl. City Council, Dist. 9) - Will there be an additional lane from Bolton Road all the way to the Parkway?

Response - Both the entrance & exit ramp will have an auxiliary lane from the Parkway to Bolton Road.

Are there any improvements at the Bolton Road intersection at the northbound ramp? Sight distance is limited due to the skew angle from the I-285 exit ramp.

Response - Such an improvement is beyond the scope of this project to improve the I-285/Parkway interchange. There is no project programmed for that location and it is not addressed in RTP/TIP.

Can trucks have an exclusive, dedicated exit from I-285 into the truck stop?

Response - Exclusive interstate access is not allowed. FWHA will not permit an exit for use by a single property owner.

Why cul-de-sac a street?

Response - To increase the distance between intersections in order to improve the safety and operation of the interchange. Bolton Road and Harwell Road are located too close to the ramp intersections to get good traffic progression through the area which causes extreme congestion. This congestion spills back onto the freeway thereby increasing the accident potential.

What is the purpose of the raised median? *Response - A raised median defines a lane, improves safety. It removes points of conflict into random driveways, it serves as a refuge for pedestrians, and channels traffic.*

Will there be a grassed median?

Response - Yes, if the local government (City of Atlanta) agrees to maintain it.

Why cul-de-sac Bolton Road on the south side and will future land development projects be able to attain access to the surrounding land?

Response - Limited access will be required from for approximately 300 feet away from the interchange ramps. Beyond this point, property owners would have to apply for a driveway permit through GDOT's normal permitting process.

People in the project area have been receiving survey notices and have asked questions about their role in this project's progress. They have been contacting Felicia Moore's office about the project. A meeting is planned for September 13th. Will DOT attend to explain the project and the process?

Response - Yes. [Note: The meeting was held and approximately 80 citizens attended the information session. GDOT representatives explained the project and answered general comments and concerns.]

Mike Lobdell described the current project schedule as follows:

- Right of Way is programmed for FY 2002, which appears very optimistic. This should be moved to no sooner than FY 2003
- Construction is programmed for FY 2005.
- ARC network year is 2003. Walter Boyd noted the discrepancy between the programmed years and the modeled years and the Offices of Planning and Programming were requested to work together to resolve this issue.

Mike then described other projects identified in the area:

- Widening D.L. Hollowell from relocated Harwell Rd. to James Jackson Pkwy., Project STP-003-1(24), FY 2008, is being designed with this project.
- FIB widening from Interchange Drive to the Parkway, Project MLP-70(25) – Final plans nearly complete, FY 2003 construction.
- I-285 South to I-20 West Ramp with CD lanes, Project IM-285-1(350), FY 2008 construction
- I-285/I-20 West Interchange, Project IM-0000-00(379), long range
- I-20 HOV, Project NHS-0001-00-(760), long range

The cost estimates for the project were stated as follows:

- | | |
|----------------|----------------|
| - Construction | \$18.7 million |
| - Right of Way | \$12.5 million |
| - Utilities | not available |

Mike discussed the public involvement activities that had taken place to date:

- A Town Hall Meeting was held on July 27, 2000. Urban design personnel attended. Felicia Moore of the Atlanta City Council organized the meeting. The meeting was held to discuss the "Northeast Atlanta Framework Plan" proposed by the City of Atlanta. Urban Design personnel explained the planned projects in the area and answered questions about the projects. Major concerns mentioned at the meeting were the high percentage of truck traffic, corridor aesthetics, conflicting land uses, and traffic congestion.
- A Public Information Meeting was held on April 27, 2001 in order to discuss the interchange project and the adjacent road widening project on the Parkway. 74 people attended. 47 of those attended left comments. 7 opposed, 21 were in support, 8 were uncommitted, and 11 were conditional. Major concerns noted at the meeting included
 1. Relocating Harwell Road.
 2. Raised median/reduced access to businesses on the Parkway
 3. Project is taking too long
 4. High percentage of truck traffic especially around Petro
 5. Too much traffic
 6. Too much crime

Comments

- Planning & Programming - We need to move the R/W dates as discussed. Construction in 2004 needs to be moved to 2005 in TII

- Assistant District Engineer – No grassed medians and no beauty strip for the sidewalk. There are currently not enough personnel in place to maintain it. It can be done only if someone agrees to maintain it.
- Joe Palladi stated that GDOT we would seek an agreement with the City of Atlanta to maintain the grass.
- Felicia Moore (Atl. City Council, Dist. 9) – The city & business owners are willing to make arrangements for the grassed section to be maintained. We would also like to see small shrubbery and perhaps lighting in the area.
- Glenn – We need the utility cost estimates as soon as possible to include in the final concept report.

Questions

Assistant District Engineer – Is the new bridge to be constructed to the north or south of the existing bridge?

Response – To the north and the description in the draft Concept Report needs to be corrected.

Office of Eng. Services – What is the relationship between this project and the STP Project? Can we coordinate R/W purchases? Are there any conflicts with existing utilities?

Response - The adjacent widening project is being designed to coordinate with the interchange improvement project. The design will attempt to coordinate right of way needs on overlapping properties wherever possible.

Katie Mullins (Programming) – Do the two projects need to be twinned together? Why? Is there funding?

Response – No the projects do not need to be twinned together since they are independent projects, but it would be advantageous to get them as close together as possible in time so that construction in the area is not prolonged.

Office of Eng. Services – What is the R/W cost based on? Please provide a quantity based estimate for earthwork; \$1,000,000 where is it coming from?

FHWA – Who owns the park?

Response – The City of Atlanta.

Is it difficult to acquire park property?

Response – Yes. It must be shown that there are no feasible or prudent alternatives to avoid this action. Concerning the intersection of north Bolton Road at FIB, additional studies will need to be undertaken including investigating accident and traffic data to determine the most appropriate course of action.

Felicia Moore – Children do walk into the park from Bankhead Courts. We would like to have sidewalks surrounding the park.

Response – Sidewalks will be constructed wherever curb and gutter is proposed. Curb and gutter is planned for this entire area.

FHWA – In the design year 2023, the hourly design traffic is 1800 vph entering I-285 that will undoubtedly cause the freeway LOS to drop. Are there provisions in this project to address this problem?

Response – While the capacity problems on I-285 are acknowledged, that need is not identified as a part of the need and purpose of this interchange improvement project. Additional projects have been identified in the Atlanta TIP/RTP to address this issue.

FHWA – With the higher flow rates from the Parkway down the entrance ramps cause the I-285 LOS to suffer? Won't the failure hours of the interstate get longer when you put extra capacity on the ramps to the interstate? It is recommended to perform an analysis of the entrance ramps for say 2005 & 2010 to determine the impacts until the other I-285 projects get completed.

Response – While flow rates down the entrance ramps will likely increase, I-285 is currently over capacity during peak periods in any event and the ramp will effectively be metered at the gore point for that reason. The entrance ramp is being designed as a one lane tapered entrance onto I-285 which should help meter traffic during the off peak hours until the necessary improvements are made to I-285.

Will the bridge provide for all future CD and HOV lanes?

Response - Yes, ramps are positioned and the final bridge span arrangement will be designed so as not to preclude foreseeable future improvements to I-285.

The meeting was adjourned at 11:10 AM.

I-285 @ Bankhead Hwy 2005

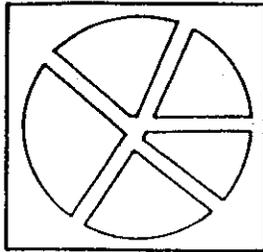


Fulton County PI #713690 February 2002

I-285 @ Bankhead Hwy 2016



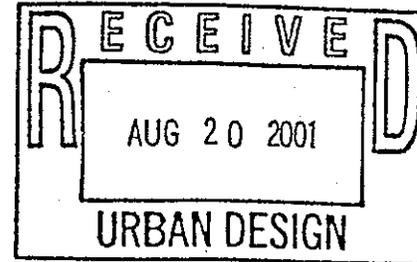
Fulton County PI #713690 February 2002



ATLANTA
URBAN DESIGN
COMMISSION

ATLANTA CITY HALL
55 TRINITY AVENUE, SW
SUITE 3400
ATLANTA, GEORGIA 30335-0331
(404) 330-6200

PALLADI _____
BUCHAN Bleuer
ALEXANDER _____
OTHER _____
GROUPS _____
FILE _____



Joseph Palladi
Chief Urban Design Engineer
Georgia Department of Transportation
#2 Capitol Square
Atlanta, GA 30334

August 16, 2001

RE: Reconstruction of I-285 at D.L. Hollowell/SR 8/US 78-278, Fulton County
[GDOT Project NH-IM-286-1(375), P.I. #713690]
Reconstruction of D.L. Hollowell Parkway from Harwell Road to James Jackson
Parkway/H.E. Holmes Drive
[GDOT Project STP-003-1(24), P.I. #750780]

Dear Mr. Palladi:

On June 1, 2001, the Atlanta Urban Design Commission (AUDC) received a notification letter from the Georgia Department of Transportation (GaDOT), dated May 21, 2001, regarding the above noted projects. The AUDC staff has reviewed the descriptions of the projects, as well as the description of the environmental review process. Earlier this month, we have contacted Michelle Kullen of Edwards-Pitman Environmental, Inc. via email to reaffirm our status as a consulting party. As such, we should receive all pertinent project documentation, including but not limited to: identification and evaluation report for historic resources; "Assessment of Effects" report for historic resources; and schematic design documents, when prepared. In addition, I have spoken with Mike Lobdell of your office about the general design and alignment of the projects.

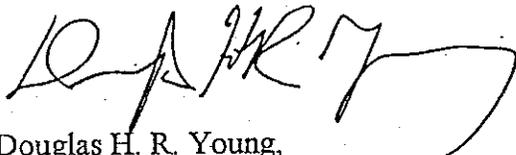
At this stage of the process, the AUDC staff does have several comments related to the design of the projects themselves:

1. The cul-de-sacing of Harwell Road (on the south side of Bankhead Highway) and Bolton Road (on both sides of Bankhead Highway) will create "left over" spaces between the remaining roadway segments and Bankhead Highway. The changes to the roadway would most likely increase traffic flow and speed, and turning movements could be executed better on Bankhead Highway. However, the left over spaces themselves might not be as useful and functional to the immediately surrounding neighborhoods or businesses as the current intersections. Further, these "left over" spaces might detract from their surroundings due to poor maintenance by local and/or state agencies and a sense of abandonment; i.e. nobody is accountable for the area.
2. Bolton Road is an old and historically significant roadway in the City of Atlanta due to its location and its role in the area's transportation history. It (along with other roads such as

Cascade Road, Campbellton Road, and Fairburn Road) were the early connections between then separate and distinct settlements, towns, and now-defunct counties. While the properties along it may have significantly changed and are generally not from the time period of the establishment of the roadway, the roadway itself is evidence of the history of the area. The parsing of it into sections reduces the sense of connection/linkage between destinations and reduces its role as a historic transportation corridor for the area.

As the projects progress, we look forward to receiving the various documents and reports noted above. Please contact our office if you have any questions about our involvement in these projects.

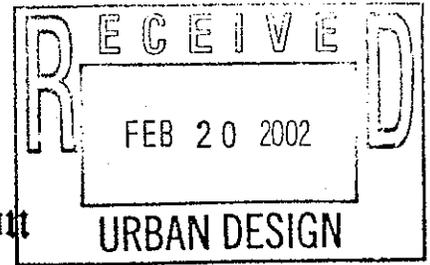
Sincerely,



Douglas H. R. Young,
Historic Preservation Planner, AUDC

Cc: Michelle Kullen, Edwards-Pitman Environmental, Inc.
Michael Dobbins, Commissioner, DPDNC, City of Atlanta
Robert Gray, Director, BOP, City of Atlanta
Karen Huebner, AUDC
File

PALLADI _____
BOWMAN ✓ *288* _____
ALEXANDER _____
OTHER _____
GROUPS _____
FILE _____



Department of Transportation
State of Georgia
Office of Environment/Location
3993 Aviation Circle
Atlanta, Georgia 30336-1593

February 19, 2002

Douglas H. R. Young, Historic Preservation Planner
Atlanta Urban Design Commission
City of Atlanta
55 Trinity Avenue Southwest
Suite 3400
Atlanta, Georgia 30335-0331

Subject: GDOT Projects NH-IM-285-1(375), PI #713690 & STP-003-1(24), PI #750780, Fulton County, Georgia

Dear Mr. Young:

Thank you for your letter of August 16, 2001, responding to the Notification for the above subject projects. The Department has looked into your concerns regarding Bolton Road as a historic resource and we have discussed these concerns with staff of the Historic Preservation Division (HPD), Georgia Department of Natural Resources. Based on our conversations with HPD, we have come to the initial conclusion that this road should not be considered eligible for the National Register of Historic Places. Due to the numerous modern intrusions which have occurred along the corridor and changes to the road itself, Bolton Road is no longer able to convey its historic setting and significance as a historic transportation corridor. This issue, however, will be given further consideration when the final project concept is evaluated for historic properties and potential project effects.

If you would like to discuss this issue further, please contact Phillip Mark (404-699-4431 or phillip.mark@dot.state.ga.us) or Rowe Bowen (404-699-4405 or rowe.bowen@dot.state.ga.us) of the Office of Environment and Location. We appreciate your assistance in this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Harvey D. Keepler".

Harvey D. Keepler
State Environmental/Location Engineer

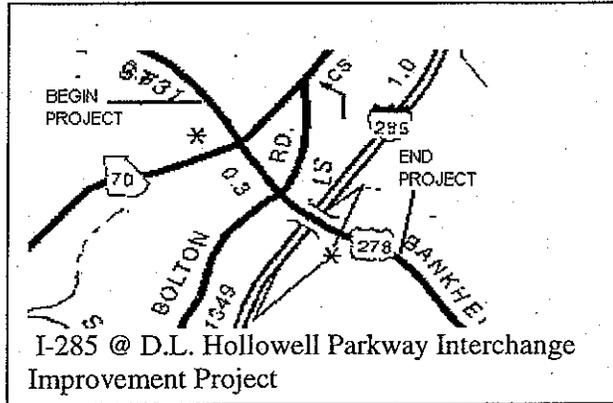
HDK/PM

cc: Larry R. Dreihaup, P.E., FHWA, (Attn: David Grachen)
Thomas L. Turner, P.E., GDOT
Joseph Palladi, GDOT Chief Urban Design Engineer (Attn: Glenn Bowman)
Keisha Jackson, GDOT NEPA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design
Project NH-IM-285-1(375)
Fulton County
P.I. No. 713690

U.S. Routes: US 78/US 278/D.L. Hollowell Parkway
State Routes: SR 8/D.L. Hollowell Parkway & SR 407/Interstate 285



Recommendation for approval:

DATE
Project Manager

DATE 3/5/02
Office Head

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 _____
Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety and Design Engineer

DATE _____
District Engineer

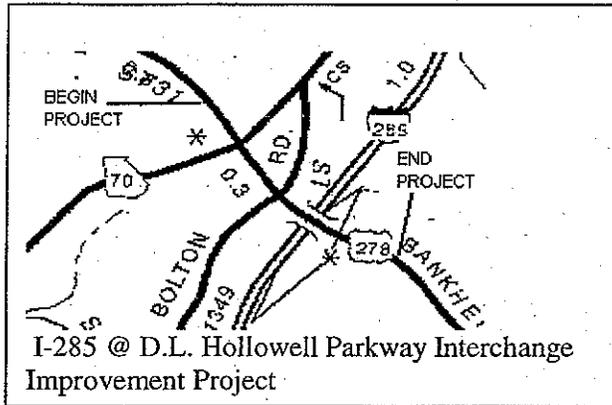
DATE _____
Project Review Engineer

DATE 4/11/02
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design
Project NH-IM-285-1(375)
Fulton County
P.I. No. 713690

U.S. Routes: US 78/US 278/D.L. Hollowell Parkway
State Routes: SR 8/D.L. Hollowell Parkway & SR 407/Interstate 285



Recommendation for approval:

DATE
Project Manager

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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 _____
Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE 4-18-02
Phillip M. Allen
State Traffic Safety and Design Engineer

DATE _____
District Engineer

DATE _____
Project Review Engineer

DATE _____
State Bridge Design Engineer