ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE IM-NH-285-1(388) DeKalb-Fulton Counties
P. I. No. 714000

OFFICE Preconstruction

DATE October 10, 2002

FROM For Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: IM-NH-285-1(388) DeKalb-Fulton Counties
P.I. No. 714000

OFFICE Preconstruction

DATE August 9, 2002

FROM Margaret B. Pirkle, 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 of I-285 at Ashford-Dunwoody Road. These improvements extend along I-285 from SR 400 east to North Shallowford Road for a total of 3.06 miles. The Ashford-Dunwoody Road interchange serves as the primary access to the highly developed Perimeter Center area. This area includes mostly high density office, commercial and retail developments, anchored by Perimeter Mall. This interchange also serves as the primary access to the residential areas south of Perimeter Mall. Two intersections along Ashford-Dunwoody Road, within the project limits, currently are operating at an unacceptable Level of Service (LOS) (Ashford-Dunwoody Road at eastbound I-285 ramp termini, and Ashford-Dunwooody Road at westbound I-285 ramp termini). These movements total almost 3,800 vehicles in the present peak hour. The existing partial cloverleaf interchange configuration requires vehicles making both these movements to queue in the two southbound right lanes of Ashford-Dunwoody Road. Because of the large number of vehicles trying to occupy these lanes, the traffic is backing up through the Ashford-Dunwoody Road at Hammond Drive intersection, and contributes to the operational problems on both Ashford-Dunwoody Road and Hammond Drive. The current average daily volume of traffic for Ashford-Dunwoody Road within the project area is 83,000. The accident rates for Ashford-Dunwoody Road, to the south and north of I-285, exceed the statewide average for urban principal arterials.

The proposed construction will convert the existing partial cloverleaf interchange to a "tight diamond" configuration that includes the elimination of the existing loop ramp from Ashford-Dunwoody Road southbound to I-285 eastbound. The I-285 eastbound on and off ramps will be reconstructed with the addition of required turn lanes and the extension of existing turn lanes as necessary.

Proposed improvements to the westbound I-285 on and off ramps at Ashford-Dunwoody Road include extending the ramps and adding required turn lanes as necessary. Ramp braids are also proposed: the first is between the I-285 westbound off ramp to Ashford-Dunwoody Road and Peachtree-Dunwoody Road (Ramp 1) and the I-285 westbound off ramp to SR 400 (Ramp 2). The construction of tunnel bridges at these ramp braids is proposed. Reconstruction of the existing I-285 westbound on ramp from Chamblee-Dunwoody Road, the existing I-285 westbound off ramp to SR 400, and the existing I-285 westbound off ramp to Peachtree-Dunwoody Road will be necessary as part of this project.

The proposed project will allow the Ashford-Dunwoody Road interchange to operate at an acceptable LOS until year 2010. Projected volumes will necessitate further improvements to access for this area in order for the interchange to continue to operate acceptably after 2010. There are two currently programmed projects that could provide these improvements. An interchange at SR 400 and Hammond Drive is planned as part of the SR 400 at Hammond Drive project (NH-056-1(52), P.I. No. 721850). A project to study an additional access point at Perimeter Center Parkway East, between Ashford-Dunwoody Road and Chamblee-Dunwoody Road, is also currently planned.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN

Project number: IM-NH-285-1(388)
County: DeKalb
P.I. Number: 714000
US Route Number: I-285
State Route Number: SR 407

RECOMMENDATION FOR APPROVAL:

7/16/02. — DATE — Gaetha Rice-Singleton — PROJECT MANAGER

7/16/02 — DATE — Joseph P. Bedi — STATE URBAN DESIGN ENGINEER

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

7/30/02 — DATE — Marta V. Rosen /cfc — STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE — FINANCIAL MANAGEMENT ADMINISTRATOR

DATE — STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE — STATE TRAFFIC SAFETY & DESIGN ENGINEER

DATE — DISTRICT ENGINEER

DATE — PROJECT REVIEW ENGINEER

DATE — BRIDGE DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN

Project number: IM-NH-285-1(388)
County: DeKalb
P.I. Number: 714000
US Route Number: I-285
State Route Number: SR 407

RECOMMENDATION FOR APPROVAL:

7/16/02.
DATE — PROJECT MANAGER

7/16/02
DATE — STATE URBAN DESIGN ENGINEER

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

DATE — STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE — FINANCIAL MANAGEMENT ADMINISTRATOR

7/23/02
DATE — STATE ENVIRONMENTAL / LOCATION ENGINEER

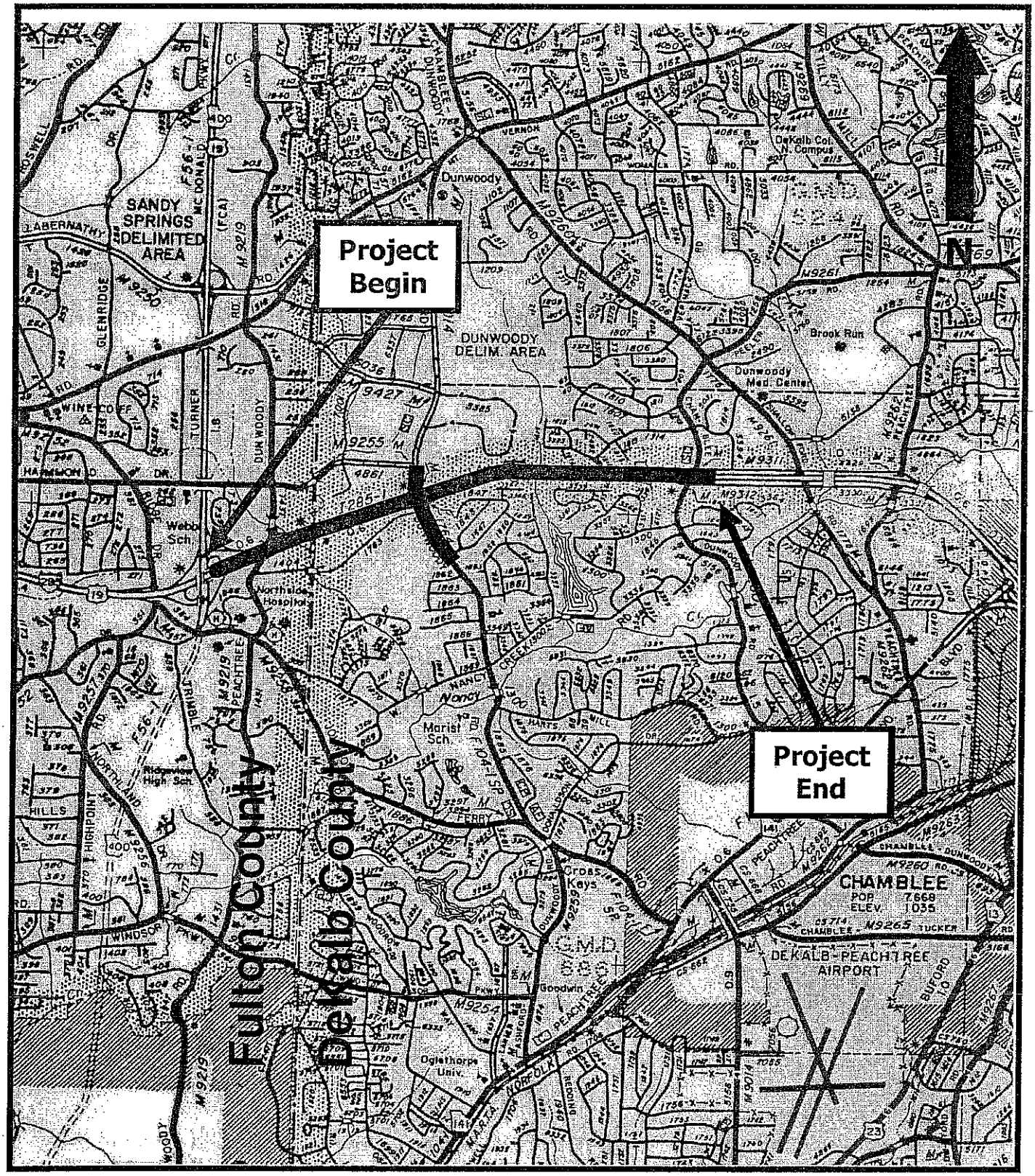
DATE — STATE TRAFFIC SAFETY & DESIGN ENGINEER

DATE — DISTRICT ENGINEER

DATE — PROJECT REVIEW ENGINEER

DATE — BRIDGE DESIGN ENGINEER

PROJECT LOCATION MAP



I-285 at Ashford Dunwoody Road Interchange
Project No.: IM-NH-285-1(388)
P.I. No.: 714000

NEED & PURPOSE STATEMENT

IM-NH-285-1(388), P.I. No. 714000, DeKalb County

I-285 AT ASHFORD DUNWOODY ROAD INTERCHANGE IMPROVEMENTS

The primary need for the project is to provide safety and operational improvements to the existing partial cloverleaf interchange of Interstate 285 at Ashford-Dunwoody Road. The Ashford-Dunwoody Road improvements include widening the Ashford-Dunwoody Road bridge over I-285 from four to eight through lanes, adding three southbound left turn lanes at the I-285 eastbound ramp intersection and two left turn lanes northbound at the I-285 westbound ramp intersection. The four northbound through lanes on the bridge would match the existing through lane configuration on Ashford-Dunwoody Road north of the I-285 interchange. Two of the southbound through lanes on the bridge will serve as extensions to right turn only lanes for the intersections immediately south of I-285, i.e., Lake Hearn Drive (300 feet) and Perimeter Summit Parkway (1,200 feet). In addition, the ramps to and from Ashford Dunwoody Road and the access to these ramps would be improved. These improvements are included in the current Atlanta Regional Transportation Plan (RTP), and the Atlanta Region Transportation Improvement Program (TIP).

The current average daily volume of traffic for Ashford Dunwoody Road within the project area is 83,800. The accident rates for Ashford Dunwoody Road, to the south and to the north of I-285, exceed the statewide average for urban principal arterials. (See attached accident data)

There are two intersections along Ashford Dunwoody Road, within the project limits, currently operating at an unacceptable level of service. These intersections are:

- Ashford-Dunwoody Road @ EB I-285 ramp termini
- Ashford-Dunwoody Road @ WB I-285 ramp termini

The two largest movements in the design hour are Ashford-Dunwoody southbound to I-285 westbound and Ashford-Dunwoody southbound to I-285 eastbound. Together, these movements total almost 3,800 vehicles in the present peak hour. The existing partial cloverleaf interchange configuration requires vehicles making both these movements to queue in the two southbound right lanes of Ashford-Dunwoody Road. Because of the large number of vehicles trying to occupy these lanes, the traffic is backing up through the Ashford-Dunwoody Road at Hammond Drive intersection, and contributes to the operational problems on both Ashford Dunwoody Road and Hammond Drive.

The proposed design would convert the existing partial cloverleaf interchange to a "tight diamond" configuration. This proposed design would separate the two movements

Y @ I-285
DESIGN
LEGEND
PROPOSED RETAINING WALL
EXISTING R/W - PROPERTY LINE
REQUIRED R/W
PROPOSED CONSTRUCTION ASHFORD DUNWOODY INTERCHANGE
PROPOSED CONSTRUCTION PERIMETER CENTER PKWY EXTENSION
PROPOSED BRIDGE
PROPOSED RAISED MEDIAN
REMOVE EXISTING PAVEMENT
POTENTIAL RESIDENTIAL DISPLACEMENT
POTENTIAL MULTI-FAMILY DISPLACEMENT
DIAMOND DRIVE
GA 400 NB
PEACHTREE DUNWOODY RD
HOOSIER FORT RD
I-285 NB
I-285 SB

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN

Project number: IM-NH-285-1(388)
County: DeKalb
P.I. Number: 714000
US Route Number: I-285
State Route Number: SR 407

RECOMMENDATION FOR APPROVAL:

7/16/02.
DATE — PROJECT MANAGER

7/16/02
DATE — STATE URBAN DESIGN ENGINEER

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

DATE — STATE TRANSPORTATION PLANNING ADMINISTRATOR

7/18/02
DATE — FINANCIAL MANAGEMENT ADMINISTRATOR

DATE — STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE — STATE TRAFFIC SAFETY & DESIGN ENGINEER

DATE — DISTRICT ENGINEER

DATE — PROJECT REVIEW ENGINEER

DATE — BRIDGE DESIGN ENGINEER

IM-NH-285-1(388) DeKalb-Fulton
August 9, 2002

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment is anticipated; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$ 74,609,000	$42,000,000	2004	FY-05
Right-of-Way	$108,000,000	-----		
Utilities*	$ 2,000,000			

*LGPA sent 9-10-99 requesting DeKalb County be responsible for PE and utility costs.

This project will be designed to accommodate the construction of adjacent HOV lanes along I-285. This project will also be designed so as not to preclude the construction of a fully directional, system to system HOV and SOV interchange with GA 400, which may or may not include an HOV interchange at the proposed Perimeter Center Parkway bridge over I-285. This project is in the STIP. I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

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

APPROVE _____ *
Robert M. Callan, P.E., Division Administrator, FHWA

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

* 1. APPROVAL TO ADVANCE CONCEPT. PREFERRED ALTERNATIVE DEPENDENT UPON ENVIRONMENTAL DOCUMENT, IMR, AND VE STUDY.

2. PROVISIONS FOR HOV ON I-285 SHOULD CORRESPOND WITH HOV PLANNING STUDY. THIS CONCEPT APPEARS TO PROVIDE ONLY FOR CONCURRENT FLOW LANES.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN

Project number: IM-NH-285-1(388)
County: DeKalb
P.I. Number: 714000
US Route Number: I-285
State Route Number: SR 407

RECOMMENDATION FOR APPROVAL:

7/16/02. — DATE — PROJECT MANAGER

7/16/02 — DATE — STATE URBAN DESIGN ENGINEER

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

DATE — STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE — FINANCIAL MANAGEMENT ADMINISTRATOR

DATE — STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE — STATE TRAFFIC SAFETY & DESIGN ENGINEER

DATE — DISTRICT ENGINEER

DATE — PROJECT REVIEW ENGINEER

DATE — BRIDGE DESIGN ENGINEER

allowing vehicles to move along Ashford-Dunwoody Road through the interchange more efficiently. Both of the ramp termini intersections will operate at acceptable levels of service with the proposed improvements, and operations outside project limits at the Hammond Drive intersection will also be improved.

Improvements along Ashford Dunwoody Road are necessary to provide acceptable levels of service at the interchange with I-285; however, access to I-285 must be considered as well. Because of the close proximity of the existing Chamblee Dunwoody, Peachtree Dunwoody and SR 400 interchanges, insufficient weaving lengths on I-285 causes traffic to back up in the right lanes of the interstate creating a potential safety problem.

This situation makes access from Ashford-Dunwoody Road to I-285 difficult, and entrance ramps to I-285 back up as a result. There are two ramp braids proposed as part of this project to solve the existing weaving problems on I-285. The first ramp braid is between the exit westbound ramp to Ashford-Dunwoody Road/Peachtree-Dunwoody Road and the westbound entrance ramp from Chamblee-Dunwoody Road. The second ramp braid is between the westbound exit ramp to SR 400 and the westbound entrance ramp from Ashford-Dunwoody Road. The combination of these two ramp braids alleviates weaving problems that currently cause operational and safety problems along I-285 for the two-mile stretch between Chamblee-Dunwoody Road and SR 400.

The current one-way average daily volume of traffic for I-285 WB within the project area is 107,400. The accident rate for I-285 between Peachtree Dunwoody Road and Chamblee Dunwoody Road exceeds the statewide average for urban interstates. (See attached accident data)

The proposed project will allow the Ashford-Dunwoody Road interchange to operate at an acceptable level of service until year 2010. Projected volumes will necessitate further improvements to access for this area in order for the interchange to continue to operate acceptably after 2010. There are two currently programmed projects that could provide these improvements. An interchange at SR 400 and Hammond Drive is planned as part of the SR 400 @ Hammond Drive project (Project No.NH-056-1(52), P.I. No. 721850). This interchange would provide access to and from the north, along SR 400, thus providing an alternative to vehicles that must now use the Ashford-Dunwoody interchange to and from the north along SR 400. This alternative access would decrease volumes from I-285 eastbound to Ashford-Dunwoody Road northbound, and Ashford-Dunwoody Road southbound to I-285 westbound.

A project to study an additional access point at Perimeter Center Parkway East, between Ashford-Dunwoody Road and Chamblee-Dunwoody Road, is also currently planned. It is recommended that as part of that project, access to Perimeter Center, to and from the east along I-285 be addressed. If this new access is provided, in conjunction with proposed improvements at SR 400 at Hammond Drive and I-285 at Ashford-Dunwoody, the operations in the area would be greatly improved. The Ashford-Dunwoody Road

interchange project provides a connecting link to a system that allows this interchange to operate at acceptable levels of service in the design year 2025.

The Ashford-Dunwoody Road interchange serves as the primary access to the highly developed Perimeter Center area. This area includes mostly high-density office, commercial and retail developments, anchored by Perimeter Mall. The interchange also serves as the primary access to the residential areas south of Perimeter Center.

A transit study, which provides internal circulation to the numerous shops, restaurants and office buildings in the area, and would tie to the existing Dunwoody MARTA station is currently under way for the Perimeter Center area. This system, in combination with MARTA, will provide alternatives to vehicle travel within Perimeter Center. The Ashford-Dunwoody Road interchange will provide the primary access to and from the Dunwoody MARTA station.

HOV lanes are currently included in the RTP for I-285. The I-285 at Ashford Dunwoody Road interchange project makes accommodations for future HOV lanes to be constructed adjacent to existing basic lanes. Furthermore, the project facilitates HOV by including aspects such as the reconstruction of the Ashford-Dunwoody Road and Chamblee-Dunwoody Road bridges over I-285, which would otherwise be necessary as part of the HOV project. Because this project provides improved access to MARTA, and facilitates implementation of HOV along I-285, it will serve to complement mass transit for the region.

PROJECT LOCATION AND DESCRIPTION

The proposed project consists of improvements to the interchange of Interstate 285 at Ashford Dunwoody Road. These improvements extend along I-285 from SR 400 east to North Shallowford Road, a distance of approximately 3.06 miles. The project begins at mile log 27.05 in Fulton County, continues to mile log 27.60 at the Fulton/DeKalb County line, and extends from mile log 0.00 to mile log 2.51 in DeKalb County.

Proposed improvements to the westbound I-285 on and off ramps at Ashford Dunwoody Road include extending the ramps, adding required turn lanes, and extending existing turn lanes as necessary. Ramp braids are also proposed, the first of which is between the I-285 westbound off ramp to Ashford Dunwoody Road and Peachtree Dunwoody Road (Ramp 1) and the I-285 westbound on ramp from Chamblee Dunwoody Road (Ramp 3). The second ramp braid is between the I-285 westbound on ramp from Ashford Dunwoody Road (Ramp 1) and the I-285 westbound off ramp to SR 400 (Ramp 2). The construction of tunnel bridges at these ramp braids is proposed. Reconstruction of the existing I-285 westbound on ramp from Chamblee Dunwoody Road, the existing I-285 westbound off ramp to SR 400 and the existing I-285 westbound off ramp to Peachtree Dunwoody Road will be necessary as part of this project.

The proposed interchange is an urban tight diamond configuration that includes the elimination of the existing loop ramp from Ashford Dunwoody Road southbound to I-285 eastbound. The I-285 eastbound on and off ramps will be reconstructed with the additions of required turn lanes and the extensions of existing turn lanes as necessary.

Improvements to Ashford Dunwoody Road are also proposed from south of Perimeter Summit Drive to Hammond Drive, a distance of approximately 0.59 miles, beginning at mile log 0.54 in DeKalb County. These improvements include widening Ashford Dunwoody Road from four to eight through lanes, adding turn lanes, and extending existing turn lanes as necessary. The Ashford Dunwoody Road bridge over I-285 will be reconstructed as part of these improvements.

The proposed project provides safety and operational improvements for the interchange of Interstate 285 at Ashford Dunwoody Road by improving the operational efficiency of Ashford Dunwoody Road and providing improved access to Interstate 285. The access to the interstate will be significantly upgraded by eliminating the weaving sections between the closely spaced interchanges that exist in this area.

Is the project located in a Non-attainment area: _x_ Yes __ No

The proposed project reconfigures the Ashford Dunwoody Road / I-285 interchange. The project begins at Hammond Drive and continues south along Ashford Dunwoody Road to south of Perimeter Summit Parkway. Ashford Dunwoody Road is proposed to be widened to four lanes in each direction across the bridge with adequate turning lanes and storage across the bridge. The interchange entrance and exit ramps at the interchange are being lengthened and reconfigured to improve traffic flow and safety. The estimated open to traffic year for this project is 2007.

PDP CLASSIFICATION: I-285 - Urban Principal
Ashford Dunwoody Rd – Urban Principal

FULL OVERSIGHT (X) EXEMPT ( ) SF ( ) OTHER ( )

FUNCTIONAL CLASSIFICATION: I-285 – Interstate
Ashford Dunwoody Rd - Arterial

U.S. ROUTE NUMBER: I-285 **STATE ROUTE NUMBER:** SR 407 (I-285)

TRAFFIC (AADT): (See attached diagrams)

Roadway	Base Year 2005	Design Year 2025
Interstate 285 WB (one-way)	107,400	122,600
Ashford Dunwoody Road (two-way)	83,800	82,600

EXISTING DESIGN FEATURES:

TYPICAL SECTION: I-285 - Five - 11' to 12' basic lanes in each direction with barrier wall in the median. Shoulders vary in width with 6' paved shoulders on the inside and 10' paved shoulders to the outside in most locations.

Ashford Dunwoody Road - Varies from 2 to 4 – 12' through lanes in each direction with 12' right and left turn lanes at intersections. Shoulders consist of curb and gutter with sidewalks in most locations.

	POSTED SPEED:	MIN. RADIUS OF CURVE:	MAX GRADE:
I-285	55 MPH	5729.58'	3.0%
Ashford Dunwoody Rd	35 MPH	1637.02'	7.2%

RIGHT OF WAY WIDTH: I-285 Varies (300' Typ.)
Ashford Dunwoody Road Varies (60' to 170')

EXISTING MAJOR STRUCTURES:

1. Bridge – I-285 over Peachtree Dunwoody Road
2. Bridge – Ashford Dunwoody Road over I-285
3. Bridge – Chamblee Dunwoody Road over I-285
4. Box Culverts:
   DBL 8'x 8' – I-285 approx. 1030' east of Peachtree Dunwoody Road
   DBL 8'x 8' – I-285 approx. 1500' east of Peachtree Dunwoody Road
   6' x 6' – I-285 approx. 2700' east of Ashford Dunwoody Road
   DBL 10'x 7' – I-285 approx. 3300' east of Ashford Dunwoody Road
   5'x 4' – I-285 approx. 1500' west of Chamblee Dunwoody Road

MAJOR INTERCHANGES:

1. Peachtree Dunwoody Road @ I-285
2. Ashford Dunwoody Road @ I-285
3. Chamblee Dunwoody Road @ I-285

EXISTING LENGTH:

I-285 – The project begins at mile log 27.05 in Fulton County, continues to mile log 27.60 at the Fulton/DeKalb County line, and extends from mile log 0.00 to mile log 2.51 in DeKalb County.

Ashford Dunwoody Road – Approximately 0.59 miles long. Beginning at mile log 0.54 in DeKalb County

PROPOSED DESIGN FEATURES

PROPOSED TYPICAL SECTION:

I-285 – Existing lane widths and configurations to remain undisturbed. The outside shoulder on the north side to be reconstructed to maintain 14' clear width. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheet 1 of 6)

Ashford Dunwoody Road – The proposed typical section consists of 2 to 4 12' through lanes and 12' turn lanes at intersections. Proposed shoulders are 12' in width, including curb and gutter and sidewalk.

Dedicated right turn lanes are included for Hammond Drive EB to I-285 WB and I-285 EB to Lake Hearn Drive WB. A 4' wide raised concrete island with 2' offsets to travel lanes separates the 12' dedicated turn lanes from mainline pavement. (See attached typical sections, sheet 2 of 6)

Exit ramp from I-285 WB to Ashford Dunwoody Road & Peachtree Dunwoody Road (Ramp 1) – The proposed ramp section consists of 2 – 12' through lanes in most locations with turn lanes at intersections. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheet 3 of 6)

Exit ramp from I-285 WB to GA 400 (Ramp 2) – The proposed ramp section varies from 2 to 3 – 12' through lanes in most locations. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheets 3, 4 & 5 of 6)

Entrance ramp from Chamblee Dunwoody Road to I-285 WB (Ramp 3) – The proposed ramp section varies from 2 to 3 - 12' through lanes. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheets 3, 4 & 5 of 6)

Ramps 4, 5 & 6 – The proposed ramp section consists of 1 – 16' lane, 8' inside shoulders with 6' paved, and 10' outside shoulders with 8' paved. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheet 6 of 6)

Exit ramp to Peachtree Dunwoody Road (Ramp 7) – The proposed ramp section varies from 1 – 16' lane to 3 – 12' right and left turn lanes at the Peachtree Dunwoody Road intersection. Inside shoulders are 10' total width with 8' paved, and outside shoulders are 12' total width with 10' paved. Guardrail, side barriers and "v" gutter to be constructed where appropriate. (See attached typical sections, sheets 4, 5 & 6 of 6)

__ PROPOSED DESIGN SPEED: I-285 – 55 MPH
Ashford Dunwoody Road – 35 MPH
Ramps – 45 MPH

	PROPOSED MAX GRADE:	MAX. GRADE ALLOWABLE:
I-285	3.0%	5.0%
Ashford Dunwoody Rd	7.2%	8.0%
Ramp 1 (285 WB to A/D & P/D)	4.9%	5.0%
Ramp 2 (285 WB to SR 400)	3.3%	5.0%
Ramp 3 (C/D to 285 WB, A/D & P/D)	3.7%	7.0%
Ramp 4 (C/D to A/D & P/D)	2.7%	7.0%
Ramp 5 (285 WB & C/D to P/D)	3.9%	7.0%
Ramp 6 (A/D to SR 400)	1.9%	7.0%
Ramp 7 (285 WB & C/D to P/D)	4.1%	7.0%

	PROPOSED DEGREE OF CURVE:	MAX. DEGREE ALLOWABLE:
I-285	01° 00'	06° 00'
Ashford Dunwoody Rd	04° 30'	13° 00'
Ramp 1 (285 WB to A/D & P/D)	03° 00'	09° 00'
Ramp 2 (285 WB to SR 400)	07° 30'	09° 00'
Ramp 3 (C/D to 285 WB, A/D & P/D)	01° 00'	09° 00'
Ramp 4 (C/D to A/D & P/D)	N/A	09° 00'
Ramp 5 (285 WB & C/D to P/D)	03° 45'	09° 00'
Ramp 6 (A/D to SR 400)	02° 00'	09° 00'
Ramp 7 (285 WB & C/D to P/D)	02° 15'	09° 00'

PROPOSED RIGHT-OF-WAY :

- WIDTH: I-285 – Varies (300' typ.)
  Ashford Dunwoody Road – Varies (60' min, 200' max)
  Ramps – Varies (20' from outside eop typ.)

- EASEMENTS: TEMPORARY ( ) PERMANENT (X) UTILITY (X) OTHER ( )

- TYPE OF ACCESS CONTROL:
  I-285 – Limited
  Ashford Dunwoody Road – By County permit
  Ramps – Limited

- NUMBER OF PARCELS: 41

- NUMBER OF DISPLACEMENTS: Business 0
  Residence 8
  Multi-family homes 26

PROPOSED STRUCTURES

1. Bridge Widening – I-285 over Peachtree Dunwoody Road
2. Bridge Reconstruction – Ashford Dunwoody Road over I-285
3. Bridge Reconstruction – Chamblee Dunwoody Road over I-285
4. Box Culverts Extensions:
   DBL 8'x 8' – I-285 approx. 1030' east of Peachtree Dunwoody Road
   DBL 8'x 8' – I-285 approx. 1500' east of Peachtree Dunwoody Road
   6' x 6' – I-285 approx. 2700' east of Ashford Dunwoody Road
   DBL 10'x 7' – I-285 approx. 3300' east of Ashford Dunwoody Road
   5'x 4' – I-285 approx. 1500' west of Chamblee Dunwoody Road
5. Various Retaining walls – MSE walls will be appropriate in most locations, with tie-back walls considered only where excavation is not feasible due to existing development.

MAJOR INTERCHANGES:

1. Peachtree Dunwoody Road @ I-285
2. Ashford Dunwoody Road @ I-285
3. Chamblee Dunwoody Road @ I-285

TRAFFIC CONTROL DURING CONSTRUCTION: I-285, Ashford Dunwoody Road and Chamblee Dunwoody Road to remain open during construction. Bridges at Ashford Dunwoody Road and Chamblee Dunwoody Road to be staged such that traffic operations are continued throughout construction.

DESIGN EXCEPTIONS REQUIRED FOR CONTROLLING CRITERIA

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	( )	( )	(X)
ROADWAY WIDTH	( )	( )	(X)
SHOULDER WIDTH	( )	( )	(X)
VERTICAL GRADES	( )	( )	(X)
CROSS SLOPES	( )	( )	(X)
STOPPING SIGHT DISTANCE	( )	( )	(X)
SUPERELEVATION RATES	( )	( )	(X)
HORIZONTAL CLEARANCE	( )	( )	(X)
SPEED DESIGN	( )	( )	(X)
VERTICAL CLEARANCE	( )	( )	(X)
BRIDGE WIDTH	( )	( )	(X)
BRIDGES STRUCTURAL CAPACITY	( )	( )	(X)

ENVIRONMENTAL CONCERNS:

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): COE 404 (Individual)

PROBABLE LOCATION OF UST'S: None known

PROBABLE LOCATION OF HAZARDOUS WASTE: None known

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment Anticipated

TIME SAVINGS PROCEDURES APPROPRIATE?: ____ YES X NO

UTILITY INVOLVEMENTS: Communications, Power (transmission & distribution), gas, H20 & Sewer

Project Responsibilities:

- Design, GDOT
- Right of Way Acquisition, GDOT
- Relocation of Utilities, DeKalb County
- Letting to contract, GDOT
- Supervision of construction, GDOT

COORDINATION:

INITIAL CONCEPT MEETINGS: None Held

CONCEPT TEAM MEETING DATE: October 3, 2001

P.A.R. MEETING: Currently Unscheduled

CONFORMS TO TIP/STIP? Yes MEETS LOGICAL TERMINI REQUIREMENTS? Yes

PUBLIC INVOLVEMENT: Public Hearing Required

OTHER PROJECTS IN THE AREA:

1. I-285/ SR 400 Interchange Reconstruction & HOV System- Project No. NHS-000-00(784), P.I. No. 0000784
2. SR 400 @ Hammond/ Abernathy Road to North of Spalding Drive, Including CD System – Project No. NH-056-1(52), P.I. No. 721850
3. Pedestrian Intersection Improvements – Project No. STP-0000-00(178), P.I. No. 0000178
4. Perimeter Center Parkway Ext. – Project No. HPP-0000-00(949), P.I. No. 0000949
5. Ashford Dunwoody Road @ Nancy Creek – Project No. BRFLB-104-1(37), P.I. No. 721405
6. Perimeter Area Sidewalks – Project No. CM-7626-00(110), P.I. No. 762611
7. Perimeter Center East Slip Ramp Study – ARC No. DK 272

SCHEDULING:

TIME TO COMPLETE ENVIRONMENTAL: (MONTHS) 12

TIME TO COMPLETE PRELIMINARY CONSTRUCTION PLANS: (MONTHS) 10

TIME TO COMPLETE RIGHT-OF-WAY PLANS: (MONTHS) 5

TIME TO COMPLETE 404-PERMIT PROCESS: (MONTHS) 6

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: (MONTHS) 12

TIME TO COMPLETE PURCHASE OF RIGHT OF WAY: (MONTHS) 18

OTHER MAJOR ITEMS THAT WILL AFFECT THE PROJECT SCHEDULE: (MONTHS) _____

SCHEDULING CONSIDERATIONS: Project to be coordinated with project HPP-0000-00(949), which will act to relieve traffic at Ashford Dunwoody Road during bridge reconstruction.

OTHER ALTERNATIVES CONSIDERED

No-build Alternative

This alternative would consist of no improvements to Ashford Dunwoody Road or ramps along I-285. This alternative was not chosen because it does not improve the safety or operations identified as goals of this project.

Interchange Construction without Ramp Improvements

This alternative consists of the improvements to the Ashford Dunwoody Road at I-285 interchange without ramp extensions or ramp braids. Ashford Dunwoody Road would be widened to eight lanes with the addition of necessary turn lanes, as included in the proposed alternative.

This alternative was not chosen because it does not improve access to and from I-285, nor does it address the weaving issues along I-285:

Ashford Dunwoody Road Interchange Alternatives

Several alternatives were considered for the interchange configuration of Ashford Dunwoody Road at I-285. The following alternatives were assumed to include the ramp extensions and ramp braids that are included in the proposed design.

Alternative 2

This alternative is similar to the proposed compressed diamond interchange configuration with the exception that dual left turn lanes are substituted for the proposed triple left turn lanes. These turn lanes are substituted for the EB I-285 to NB Ashford Dunwoody Road and SB Ashford Dunwoody Road to EB I-285 movements. (See attached concept drawing)

This alternative was analyzed because it utilized the more conventional dual left turn lane configuration, eliminating possible confusion caused by triple left turn lanes. This alternative would also result in decreased construction costs from the reduction in pavement width and bridge width.

This alternative was found to operate at an acceptable level in the project year 2005. By the design year 2025 however, the number of left turning vehicles at the above mentioned locations exceeds the volume that dual lefts can accommodate. This alternative does not operate at an acceptable level in the design year 2025 (See attached capacity analysis). For this reason, this alternative was not chosen.

Alternative 3

This alternative is similar to the existing interchange configuration in that the loop ramp from Ashford Dunwoody Road SB to I-285 EB would remain, but would be widened to two lanes. Ashford Dunwoody Road would be widened to eight lanes and the intersection of Ashford Dunwoody Road and the WB ramp termini would be improved, similar to the proposed alternative. (See attached concept drawing)

The advantage of this alternative is that the SB Ashford Dunwoody Road to I-285 EB movement would remain a free flow condition as exists with the existing loop ramp. The addition of a second lane to this loop ramp would attempt to handle the increased volumes that will be experienced by the design year 2025.

Although alternative 3 will operate at an acceptable level in the project year 2005, level of service does begin to deteriorate. This alternative does not achieve the level of operational improvements that the proposed alternative does. Furthermore, this alternative does not provide improvements to the intersection of Ashford Dunwoody Road at Hammond Drive. The heavy movements of SB Ashford Dunwoody Road to WB I-285 and SB Ashford Dunwoody Road to EB I-285 movements would remain queued in the lanes along the right side of Ashford Dunwoody Road. Vehicles making these movements currently back up through the Hammond Drive intersection.

One of the criteria for this project is not to preclude proposed projects in the area, including the system to system HOV interchange at I-285/ GA 400. In order for the two lane loop ramp alternative to accommodate this project, it is necessary to shift the loop ramp south to allow for the extended ramps along the south of I-285, that would be part of the HOV interchange project. Due to shifting this loop ramp and the increased radius made necessary by the addition of one lane, this alternative would result in extensive damages to existing developments along Lake Hearn Drive. Right of way costs of this alternative would be greatly increased.

This alternative was not chosen because of the decreased level of service, and increased costs of right-of-way.

Alternative 4

This alternative involves the construction of a single point interchange configuration along with the widening of Ashford Dunwoody Road and the addition of necessary turn lanes. This alternative would combine the two intersections included in the proposed tight diamond configuration into one single intersection. (See attached concept drawing)

In order for a single point interchange to operate effectively, it is desirable that opposing turning movements be balanced. Opposing turning movements at this location are not

balanced. Furthermore, because of the proposed width of Ashford Dunwoody Road and the number of turn lanes required at the intersection, a large delay between signal phases is necessary to clear traffic out of the intersection.

A capacity analysis was performed for this alternative in the project year 2005. This analysis shows that the intersections of the I-285 EB and WB ramps will operate at an unacceptable level. This alternative was not chosen because it does not achieve the necessary operational improvements.

Alternative 5

This alternative involves the construction of fly-over ramps for NB Ashford Dunwoody Road to WB I-285 and SB Ashford Dunwoody Road to EB I-285. Widening of Ashford Dunwoody Road to eight lanes would also be included as part of this alternative.

This alternative was considered because it offered decreased right of way impacts to the NE quadrant of the interchange. Right of way impacts of this alternative as a whole are approximately the same as the proposed tight diamond alternative.

Another possible advantage of this alternative is that it would eliminate delays at signals by providing a free flow condition along the fly over ramps.

The vertical alignments for the fly over ramps would require steep grades because of the vertical constraints posed by existing and proposed bridges in the area. The steep grades in combination with the sharp horizontal curves at the interchange would result in an undesirable condition.

The addition of the two bridge structures alone would result in increased construction costs for this alternative. The construction of the bridges would also involve complicated staging along I-285, driving up construction costs further.

Another disadvantage to this alternative is that it does not improve the intersection of Ashford Dunwoody Road at Hammond Drive. The heavy movements of SB Ashford Dunwoody Road to WB I-285 and SB Ashford Dunwoody Road to EB I-285 movements would remain queued in the lanes along the right side of Ashford Dunwoody Road. Vehicles making these movements currently back up through the Hammond Drive intersection. This condition would be made worse because these movements would be required to exit at the same location under this alternative as opposed to the approximate 500 foot separation that currently exists.

This alternative was not chosen because of safety concerns arising from undesirable geometry, increased construction costs, and negative impacts to the already congested Ashford Dunwoody Road at Hammond Drive intersection. These issues were considered fatal flaws, and therefore capacity analyses were not done for this alternative.

COMMENTS: This project will be designed to accommodate the construction of adjacent HOV lanes along I-285 (See attached future HOV construction detail). Ramp profiles are to be designed for future physical noses where widening for HOV lanes occurs. The project will also be designed so as not to preclude the construction of a fully directional, system to system HOV and SOV interchange with GA400, which may or may not include an HOV interchange at the proposed Perimeter Center Pkwy bridge over I-285.

Although it is not included as a construction project in the current regional Transportation Plan, there is a study included for a project at I-285 and Perimeter Center East. It is recommended that this study address traffic alleviation for the Ashford Dunwoody Road at I-285 interchange. In particular, the movements from I-285 WB to Ashford Dunwoody Road NB in the AM, and Ashford Dunwoody Road SB to I-285 EB in the PM should be accommodated by a project at Perimeter Center East.

ATTACHMENTS: Location Sketch, Future HOV Construction Detail, Typical Sections, Average Daily Traffic Diagrams, Accident History Table, Other Alternatives Considered Drawings, Level of Service Tables, Construction Cost Estimate, Right-of-way Cost Estimate, Concept Team Meeting minutes, Bridge Inventory Data, Scoring Sheet

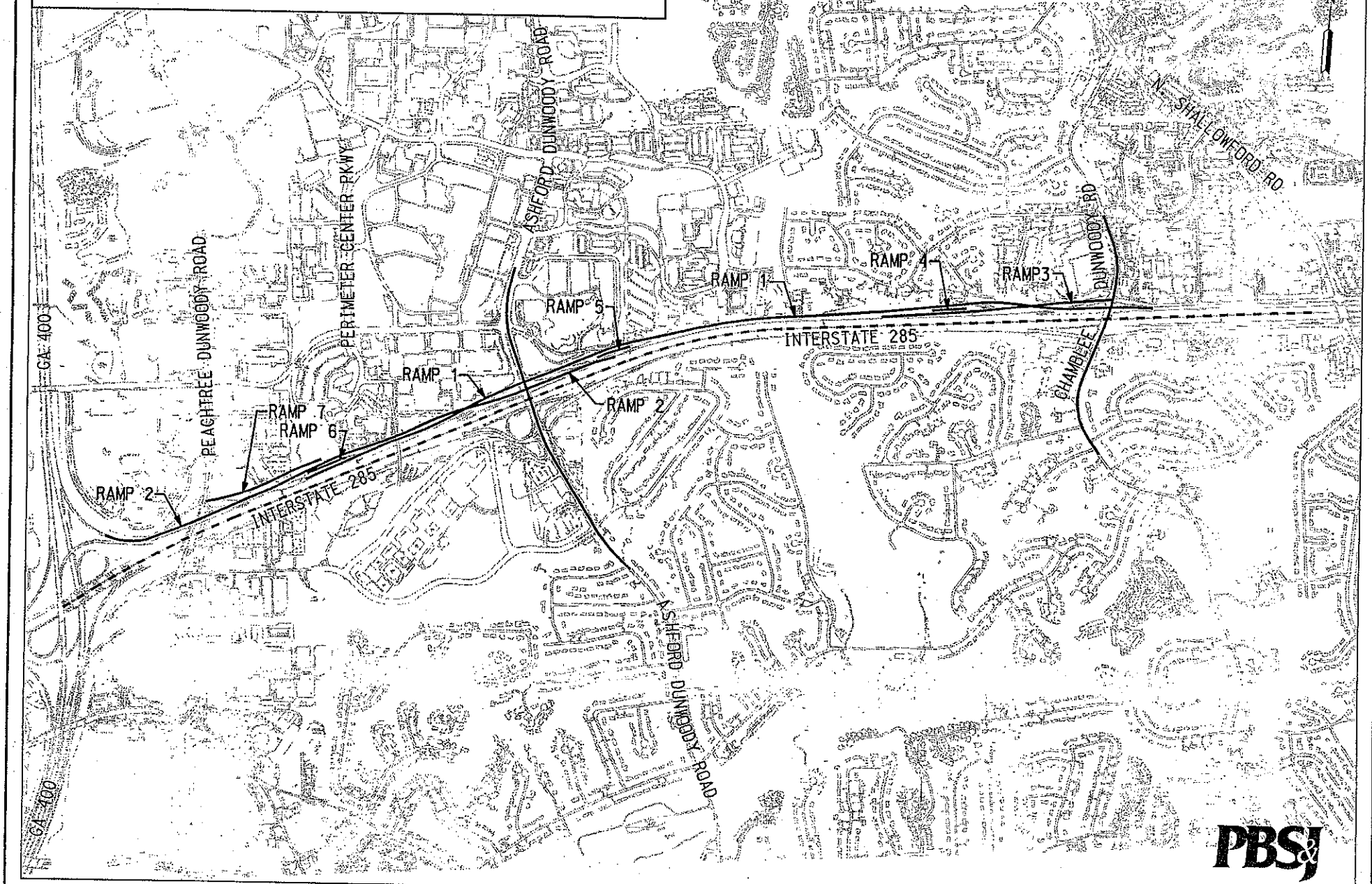
APPROVALS:

Concur: _____
Director of Preconstruction

Approve: _____
Division Administrator, FHWA

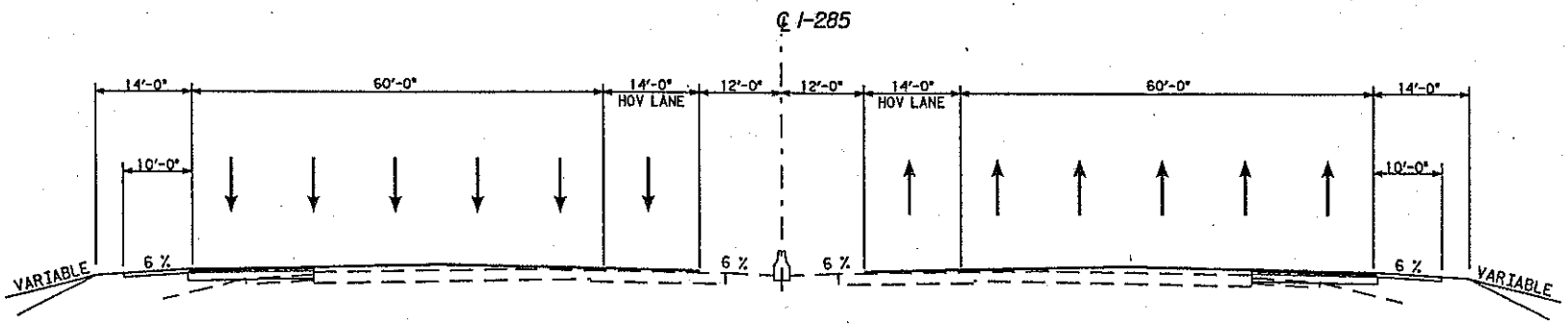
Approve: _____
Chief Engineer

I-285 AT ASHFORD DUNWOODY ROAD INTERCHANGE IMPROVEMENTS



PBSJ

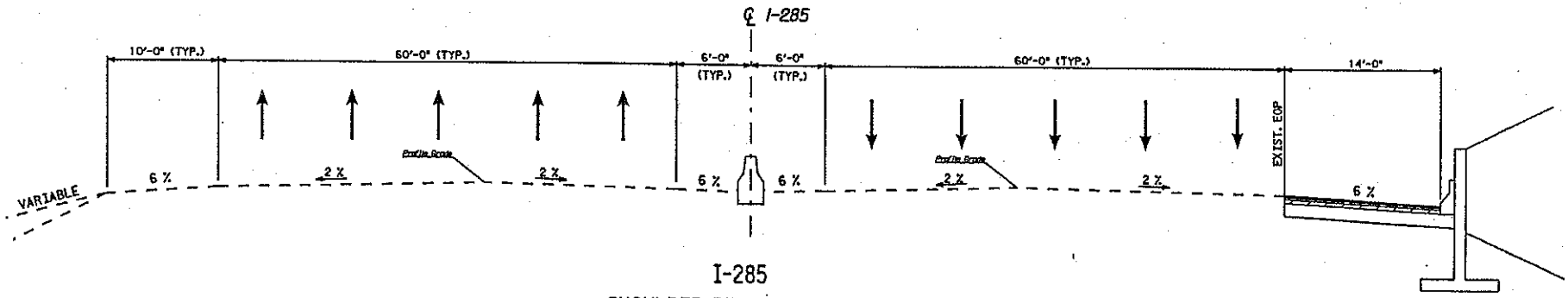
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IH-NH-285-1(388)	1	1



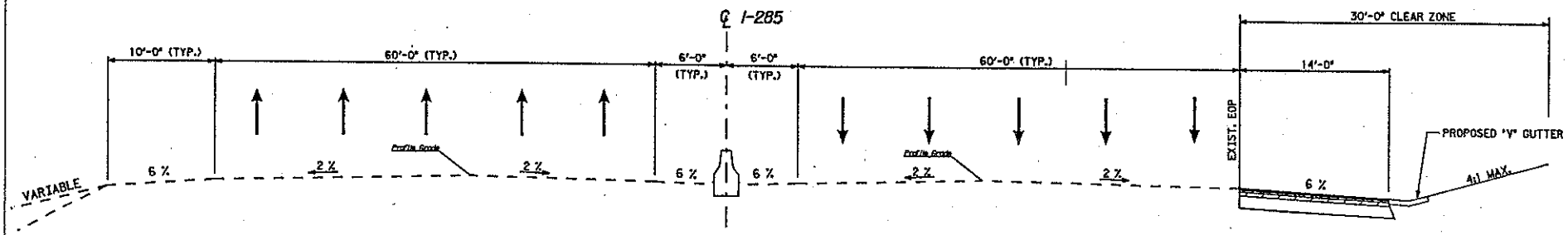
FUTURE HOV CONSTRUCTION DETAIL

NOT TO SCALE

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IN-NH-285-1(388)	1	6



I-285
SHOULDER RECONSTRUCTION



I-285
SHOULDER RECONSTRUCTION

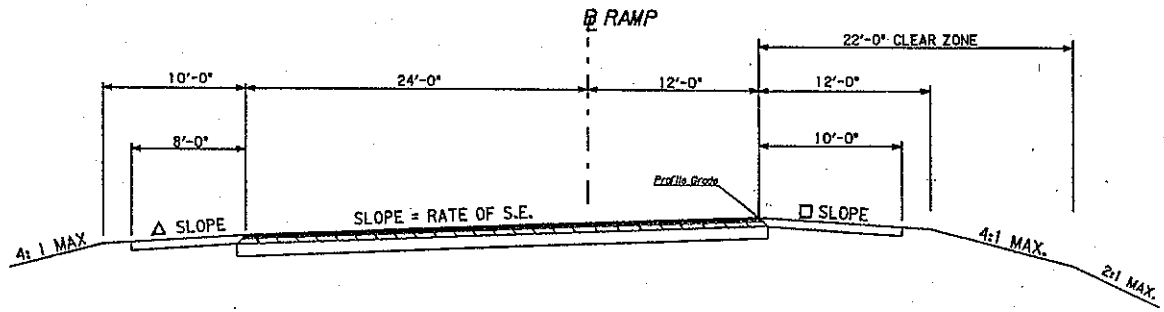
SHEET 1 OF 6

TYPICAL SECTIONS

I-285
TYPICAL SECTIONS

NOT TO SCALE

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM-NH-285-1(368)	5	6

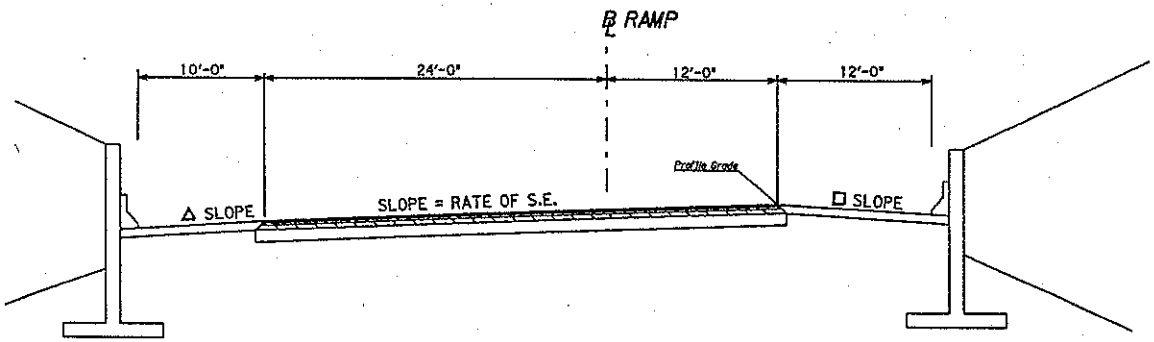


SUPERELEVATED SECTION
THREE - LANE RAMP

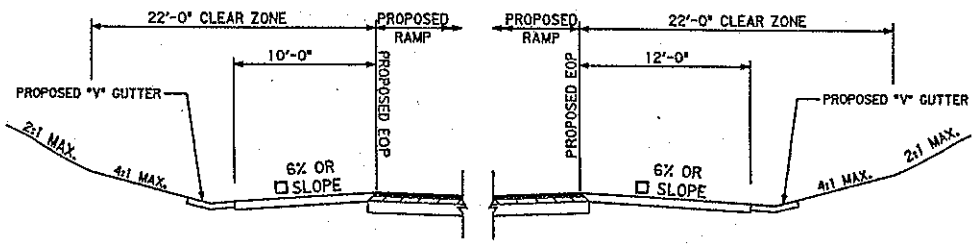
△SLOPE 6 % OR RATE OF S.E. WHICHEVER IS GREATER

□SLOPE AS FOLLOWS:
S.E. RATE OF 0.098ft/ft OR LESS USE 0.131ft/ft
S.E. RATE OF 0.131ft/ft, USE 0.098ft/ft
S.E. RATE OF 0.164ft/ft, USE 0.065ft/ft
S.E. RATE OF 0.196ft/ft, USE 0.032ft/ft
S.E. RATE OF 0.264ft/ft, USE +0.032ft/ft

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.230ft/ft



SUPERELEVATED SECTION W/ WALLS
THREE - LANE RAMP



SHOULDER DETAILS FOR
"V" GUTTER LOCATIONS

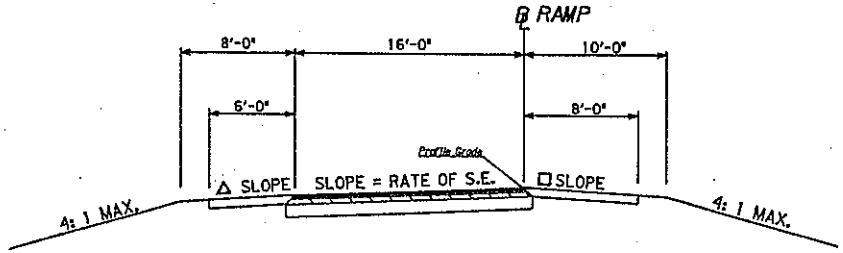
SHEET 5 OF 6

TYPICAL SECTIONS

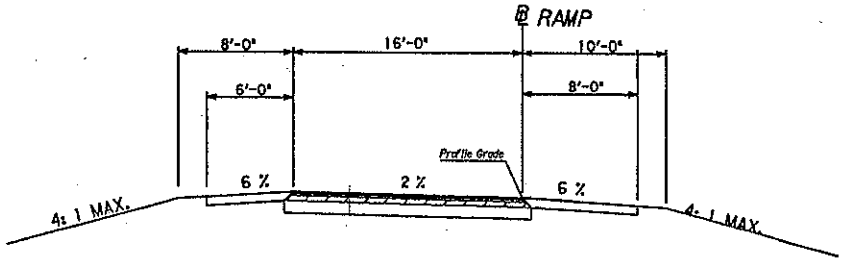
THREE LANE RAMP
SUPERELEVATED SECTIONS

NOT TO SCALE

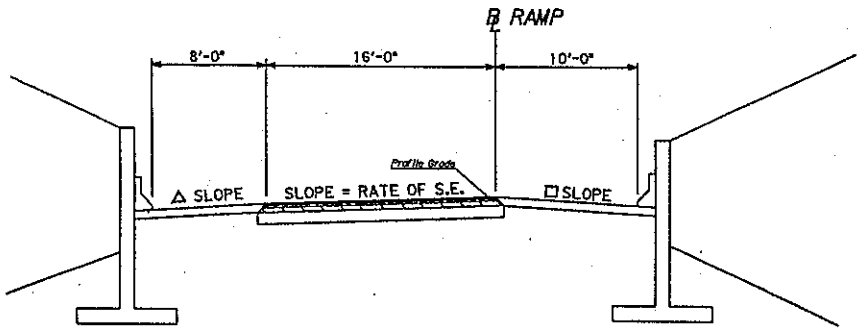
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	IM-NM-285-1(388)	6	6



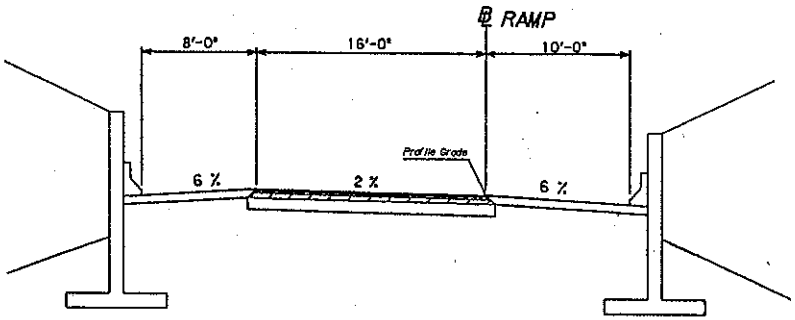
SUPERELEVATED SECTION
ONE - LANE RAMP



TANGENT SECTION
ONE - LANE RAMP



SUPERELEVATED SECTION W/ WALLS
ONE - LANE RAMP



TANGENT SECTION W/ WALLS
ONE - LANE RAMP

△SLOPE 6 % OR RATE OF S.E. WHICHEVER IS GREATER

□SLOPE AS FOLLOWS:
S.E. RATE OF 0.098ft/ft OR LESS USE 0.131ft/ft
S.E. RATE OF 0.131ft/ft, USE 0.098ft/ft
S.E. RATE OF 0.164ft/ft, USE 0.065ft/ft
S.E. RATE OF 0.196ft/ft, USE 0.032ft/ft
S.E. RATE OF 0.264ft/ft, USE +0.032ft/ft

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.230ft/ft

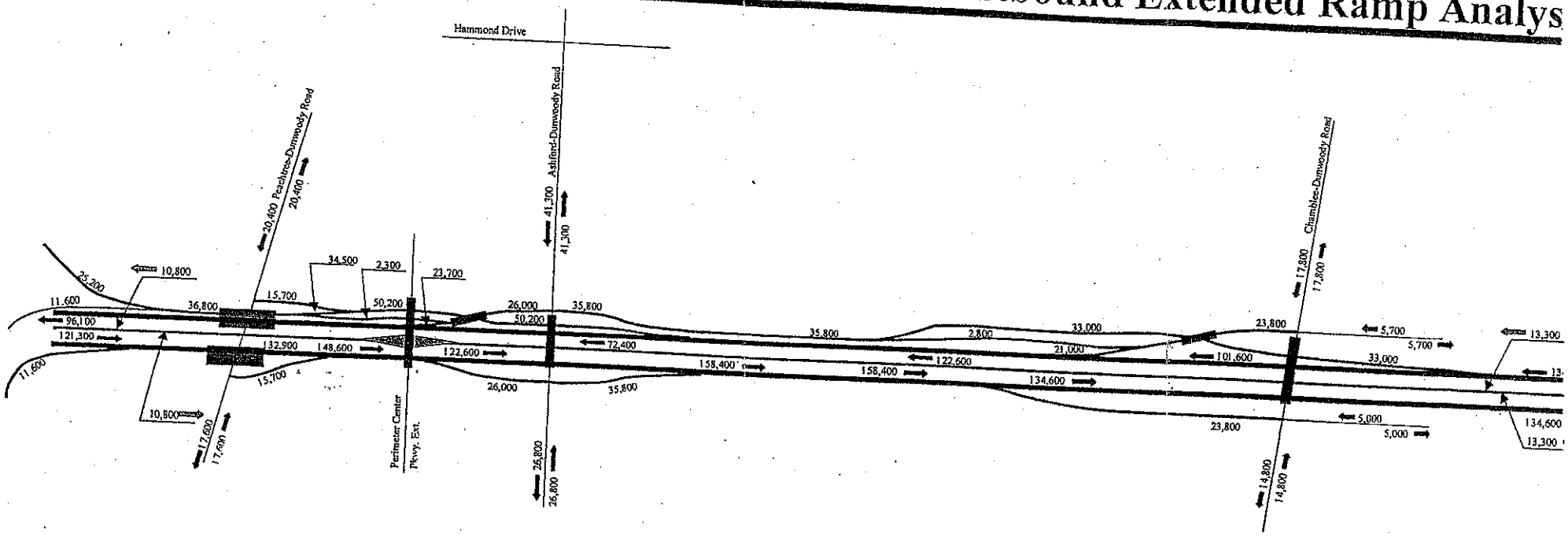
SHEET 6 OF 6

TYPICAL SECTIONS

ONE LANE RAMP
TYPICAL SECTIONS

NOT TO SCALE

I-285/Ashford-Dunwoody Road Interchange and Westbound Extended Ramp Analys



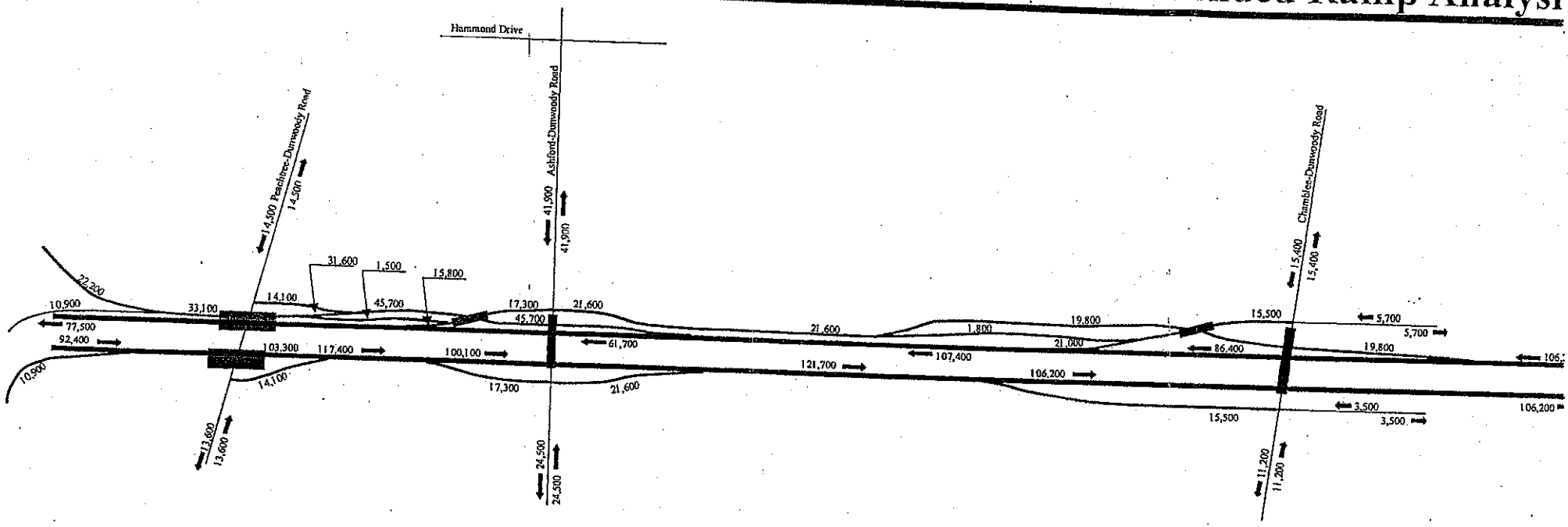
PROPOSED IMPROVEMENTS

2025 ADT VOLUMES

LEGEND

- Main Line
- HOV Lanes
- Ramps
- Cross Streets
- 9,999 2025 ADT Volumes

I-285/Ashford-Dunwoody Road Interchange and Westbound Extended Ramp Analysi



PROPOSED IMPROVEMENTS

2000 ADT VOLUMES

LEGEND

- Main Line
- Ramps
- Cross Streets
- 9,999 2025 ADT Volumes

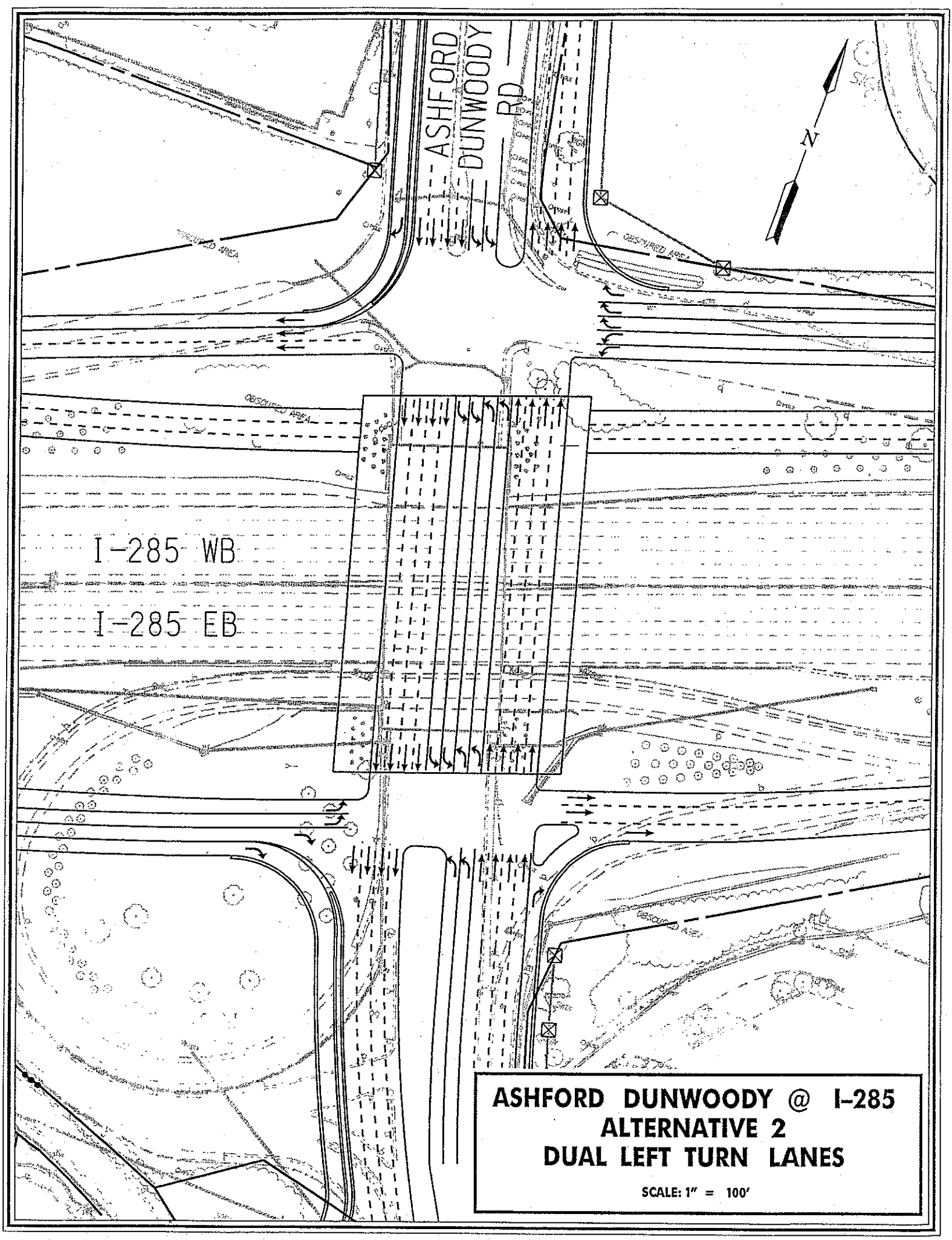
I-285 @ ASHFORD DUNWOODY ROAD
PROJECT NO. IM-NH-285-1(388)
ACCIDENT HISTORY

Location	Accident Rate/ Statewide Average	Injury Rate/ Statewide Average	Fatalities ('97 - '99)
Ashford Dunwoody Road (Perimeter Summit Parkway to I-285 EB Ramp Termini)	886/663	230/298	0
Ashford Dunwoody Road (WB Ramp Termini to Hammond Drive)	1335/663	291/298	0
I-285 WB (DeKalb County Line to Chamblee Dunwoody Road)	200/162	46/65	0

Intersection	# of Accidents ('97 - '99)	Injuries ('97 - '99)	Fatalities ('97 - '99)
Ashford Dunwoody Road at I-285 EB Ramp Termini	119	34	0
Ashford Dunwoody Road at I-285 WB Ramp Termini	144	33	0

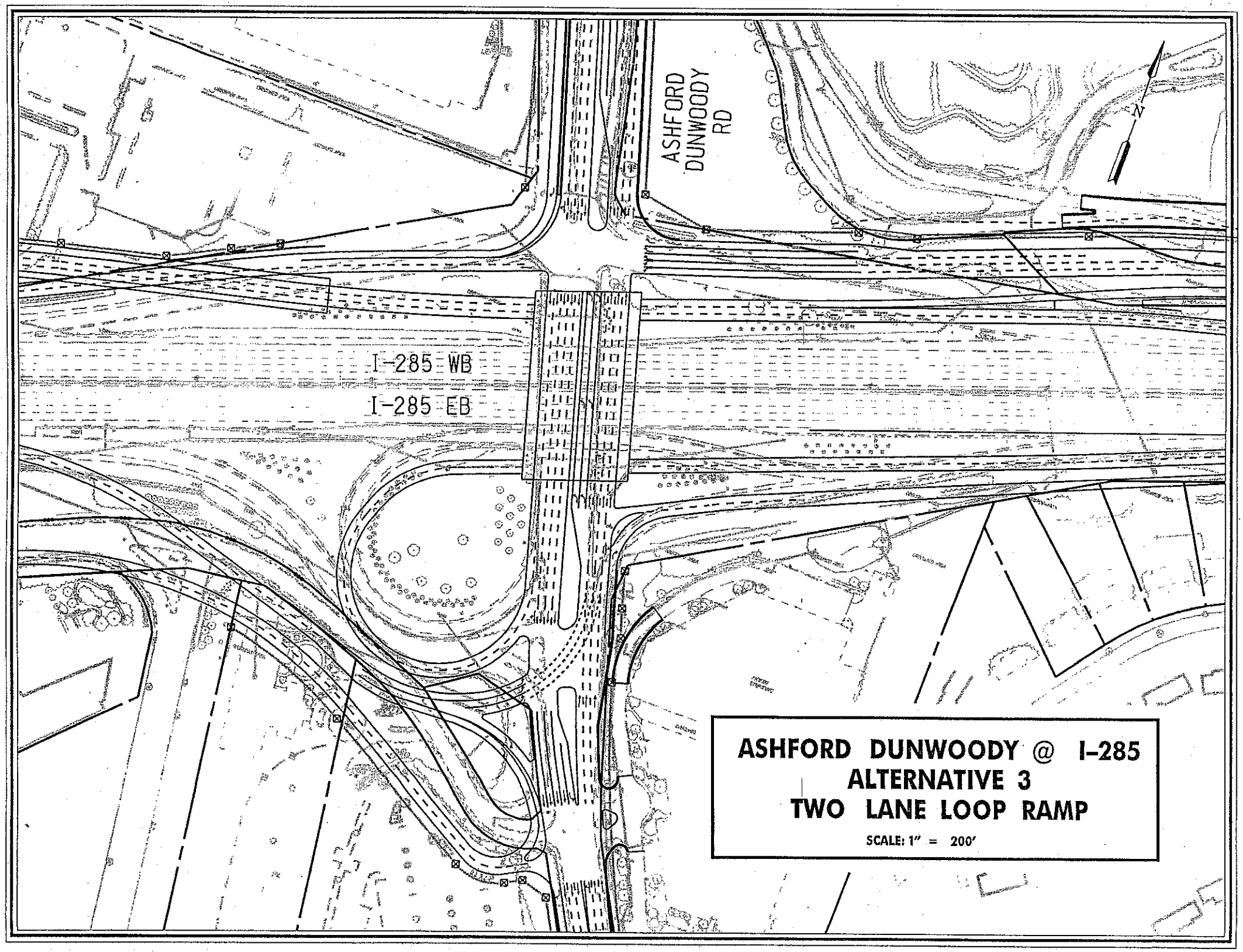
* Accident and Injury Rates are per 100 million vehicle miles.

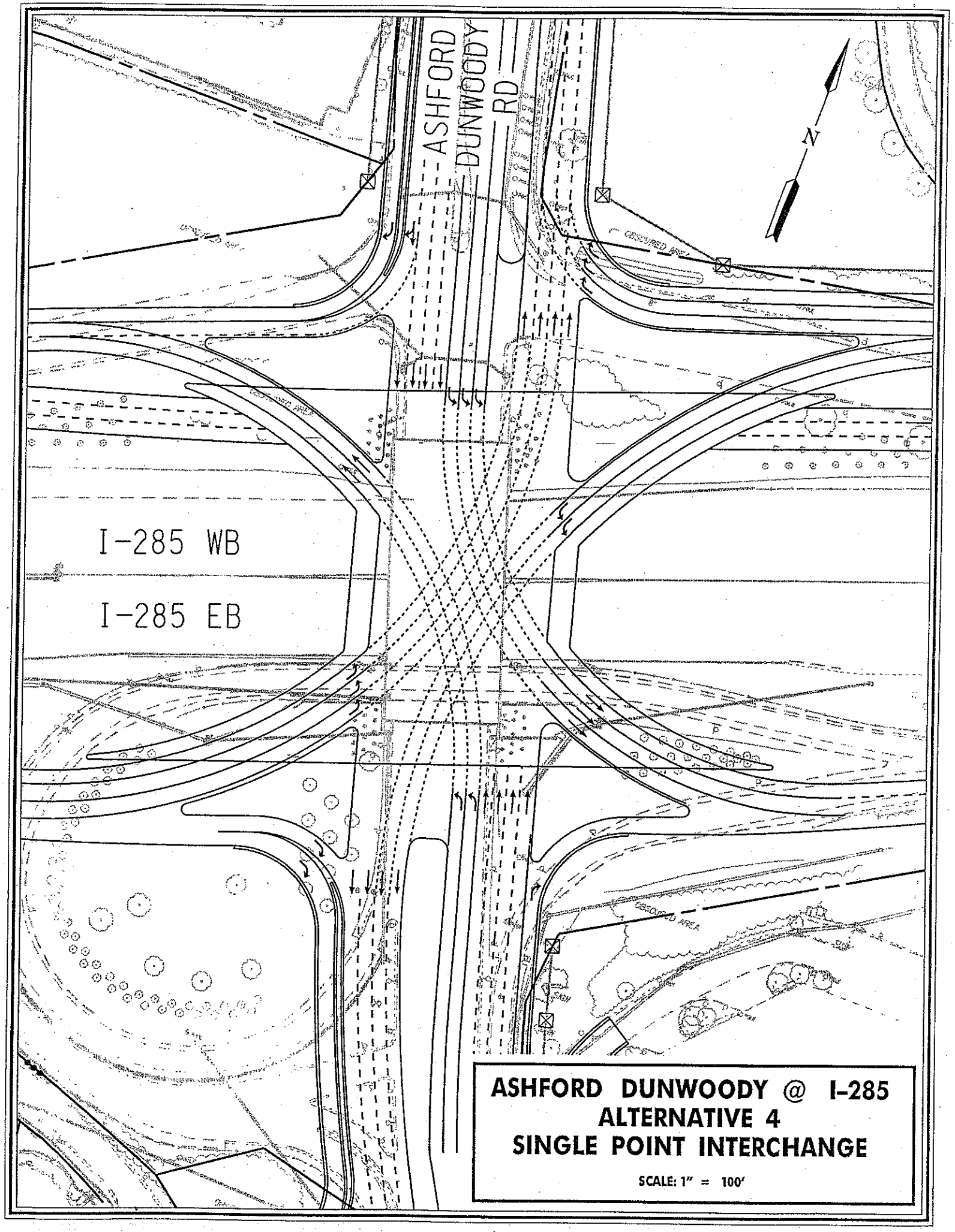
August 8, 2001



ASHFORD DUNWOODY @ I-285
ALTERNATIVE 2
DUAL LEFT TURN LANES

SCALE: 1" = 100'


ASHFORD DUNWOODY RD
I-285 WB
I-285 EB
N
ASHFORD DUNWOODY @ I-285
ALTERNATIVE 3
TWO LANE LOOP RAMP
SCALE: 1" = 200'

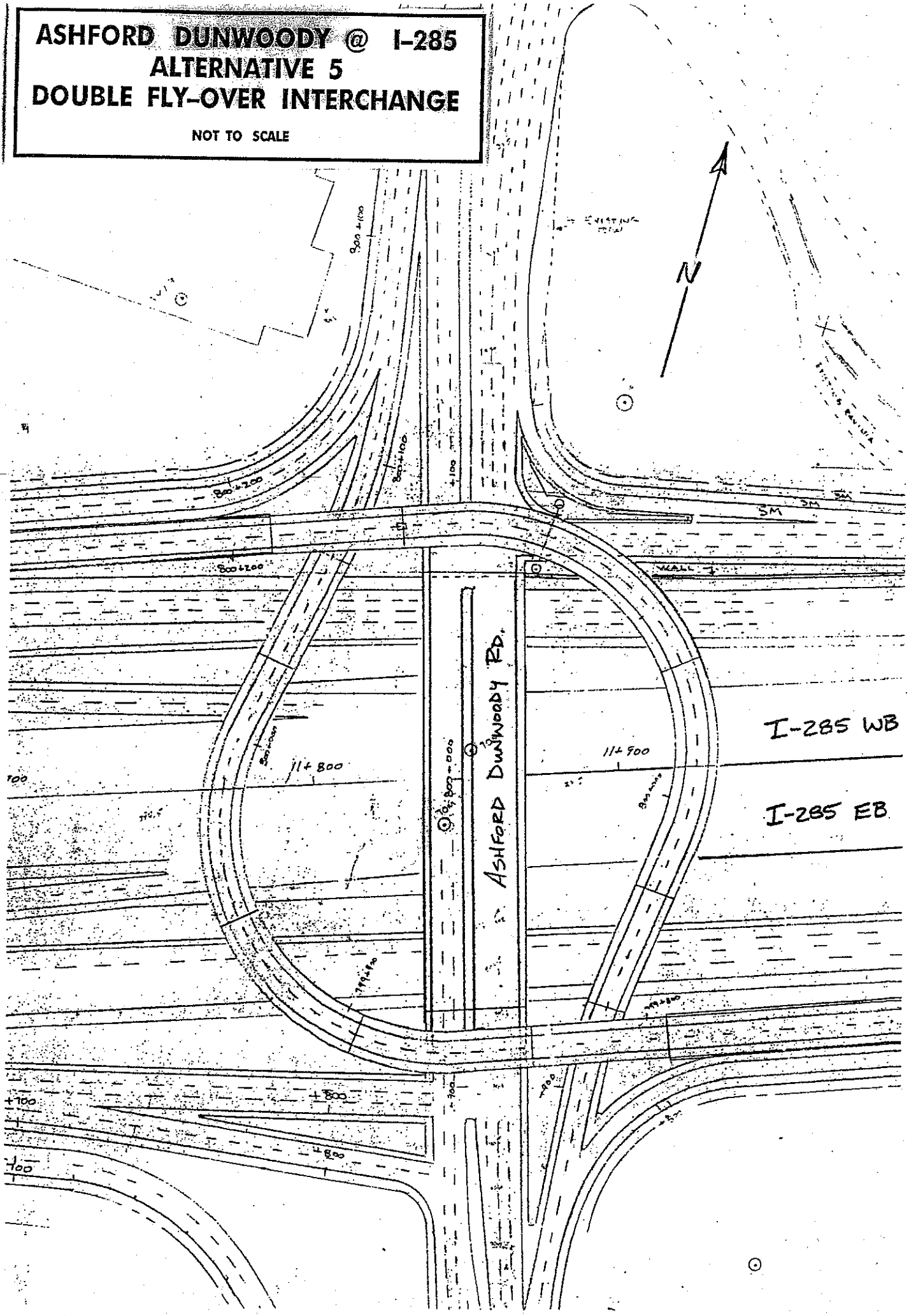


ASHFORD DUNWOODY @ I-285
ALTERNATIVE 4
SINGLE POINT INTERCHANGE

SCALE: 1" = 100'

ASHFORD DUNWOODY @ I-285
ALTERNATIVE 5
DOUBLE FLY-OVER INTERCHANGE

NOT TO SCALE



Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	740	742	19.0	B
				OVERALL	740	742	6.5	A
	Southbound	46	44	Thru	760	755	6.5	A
				OVERALL	760	755	6.5	A
	Westbound	7006	44	Left	820	923	64.2	E
		7006	44	Right	1230	1374	11.7	B
				OVERALL	2050	2297	32.8	C
	Intersection Total				3550	3794	22.4	C
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	740	757	21.3	C
		47	45	Right	210	197	5.3	A
				OVERALL	950	954	18.0	B
	Southbound	44	45	Left	280	333	22.5	C
		44	45	Thru	1300	1321	3.3	A
				OVERALL	1580	1654	7.2	A
	Intersection Total				2530	2608	11.1	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	410	411	10.2	B
		59	57	Thru	1500	1282	28.7	C
				OVERALL	1910	1693	24.2	C
	Southbound	69	57	Thru	950	927	71.3	E
		69	57	Right	420	408	45.7	D
				OVERALL	1370	1335	63.5	E
	Westbound	28	57	Left	510	485	45.6	D
		28	57	Right	1990	1836	10.4	B
				OVERALL	2500	2321	17.8	B
	Intersection Total				3870	3656	34.5	C
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	730	749	33.5	C
		30	59	Right	210	198	4.3	A
				OVERALL	940	947	27.4	C
	Southbound	57	59	Left	350	366	54.3	D
		57	59	Thru	1020	1059	17.8	B
				OVERALL	1370	1425	27.2	C
	Eastbound	60	59	Left	1180	922	37.1	D
		60	59	Right	780	665	7.5	A
				OVERALL	1960	1587	24.7	C
	Intersection Total				3330	3012	26.0	C

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	1030	962	6.8	A
		7	6	Thru	550	771	27.9	C
		7	6	Right	60	55	24.9	C
				OVERALL	1640	1788	16.5	B
	Southbound	12	6	Left	140	119	27.8	C
		12	6	Thru	400	391	25.9	C
		12	6	Right	680	715	12.3	B
				OVERALL	1220	1225	18.1	B
	Westbound	8	6	Left	90	93	55.7	E
		8	6	Thru	190	186	55.6	E
		8	6	Right	120	123	10.1	B
				OVERALL	400	402	41.7	D
	Intersection Total				3260	3415	20.0	B
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	983	45.3	D
		13	7	Right	80	76	6	A
				OVERALL	1080	1059	42.5	D
	Southbound	6	7	Left	130	127	77.6	E
		6	7	Thru	360	348	49.4	D
				OVERALL	490	475	56.9	E
	Eastbound	11	7	Left	640	658	43	D
		11	7	Thru	140	147	45.1	D
		11	7	Right	310	320	8.8	A
				OVERALL	1090	1125	33.5	C
	Westbound	9	7	Left	120	108	60.6	E
		9	7	Right	130	144	4.8	A
				OVERALL	250	252	28.7	C
	Intersection Total				2910	2911	40.2	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	1080	884	86.9	F
		69	31	Thru	1930	1772	36.3	D
		69	31	Right	480	465	17.4	B
				OVERALL	3490	3121	47.8	D
	Southbound	55	31	Left	40	43	47.3	D
		55	31	Thru	1100	1131	27.2	C
		55	31	Right	190	177	10.3	B
				OVERALL	1330	1351	25.6	C
	Eastbound	53	31	Left	240	230	58.5	E
		53	31	Thru	100	95	58.2	E
		53	31	Right	100	107	4.3	A
				OVERALL	440	432	45.0	D
	Westbound	56	31	Left	80	86	58.6	E
		56	31	Thru	30	28	61.9	E
		56	31	Right	40	32	27.4	C
				OVERALL	150	146	52.4	D
	Intersection Total				5410	5050	41.8	D

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	800	830	22.2	C
				OVERALL	800	830	9.5	A
	Southbound	46	44	Thru	1580	1539	9.5	A
				OVERALL	1580	1539	9.5	A
	Westbound	7006	44	Left	220	252	45.2	D
		7006	44	Right	300	368	6.4	A
				OVERALL	520	620	22.2	C
	Intersection Total				2900	2989	12.1	B
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	800	815	20.9	C
		47	45	Right	770	754	10	A
				OVERALL	1570	1569	15.7	B
	Southbound	44	45	Left	880	915	24.1	C
		44	45	Thru	880	878	2.1	A
				OVERALL	1760	1793	13.3	B
	Intersection Total				3330	3362	14.4	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	450	472	4.4	A
		59	57	Thru	1670	1580	10.6	B
				OVERALL	2120	2052	9.2	A
	Southbound	69	57	Thru	2210	2215	45.5	D
		69	57	Right	1040	984	47.5	D
				OVERALL	3250	3199	46.1	D
	Westbound	28	57	Left	150	166	53.6	D
		28	57	Right	980	937	9.4	A
				OVERALL	1130	1103	16.1	B
	Intersection Total				4380	4302	38.4	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	1280	1292	44.4	D
		30	59	Right	910	907	9.5	A
				OVERALL	2190	2199	30.0	C
	Southbound	57	59	Left	1000	984	25.6	C
		57	59	Thru	1360	1391	4.9	A
				OVERALL	2360	2375	13.5	B
	Eastbound	60	59	Left	840	786	45.8	D
		60	59	Right	370	396	8.1	A
				OVERALL	1210	1182	33.2	C
	Intersection Total				3570	3557	22.0	C

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	500	566	25.2	C
		7	6	Thru	1570	1435	24.6	C
		7	6	Right	150	168	24.1	C
				OVERALL	2220	2169	24.7	C
	Southbound	12	6	Left	150	151	32.3	C
		12	6	Thru	860	842	29.5	C
		12	6	Right	400	401	7.2	A
				OVERALL	1410	1394	23.4	C
	Westbound	8	6	Left	150	149	55.8	E
		8	6	Thru	200	202	54.9	D
		8	6	Right	100	104	9.6	A
				OVERALL	450	455	44.8	D
	Intersection Total				4080	4018	26.5	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	1008	43.5	D
		13	7	Right	150	152	6.3	A
				OVERALL	1150	1160	38.6	D
	Southbound	6	7	Left	150	146	76	E
		6	7	Thru	860	870	56.6	E
				OVERALL	1010	1016	59.4	E
	Eastbound	11	7	Left	1000	922	54	D
		11	7	Thru	220	205	59.3	E
		11	7	Right	480	448	16.2	B
				OVERALL	1700	1575	43.9	D
	Westbound	9	7	Left	180	156	60.8	E
		9	7	Right	220	244	5.3	A
				OVERALL	400	400	26.9	C
	Intersection Total				4260	4151	44.6	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	780	667	76.0	E
		69	31	Thru	1740	1658	40.4	D
		69	31	Right	120	166	19.6	B
				OVERALL	2640	2491	48.5	D
	Southbound	55	31	Left	30	25	44.1	D
		55	31	Thru	2310	2313	40	D
		55	31	Right	120	128	15.9	B
				OVERALL	2460	2466	38.8	D
	Eastbound	53	31	Left	270	267	46.4	D
		53	31	Thru	60	66	56.2	E
		53	31	Right	340	337	4.1	A
				OVERALL	670	670	26.1	C
	Westbound	56	31	Left	600	607	53.4	D
		56	31	Thru	90	95	60.1	E
		56	31	Right	40	35	37.3	D
				OVERALL	730	737	53.5	D
	Intersection Total				6500	6364	43.0	D

Alternate 2
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept
Dual SB Left Turn Lanes From Ashford-Dunwoody Road To I-285

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	740	742	19.0	B
				OVERALL	740	742	6.5	A
	Southbound	46	44	Thru	760	755	6.5	A
				OVERALL	760	755	6.5	A
	Westbound	7006	44	Left	820	912	56.5	E
		7006	44	Right	1230	1287	12	B
				OVERALL	2050	2199	30.5	C
	Intersection Total				3550	3696	20.8	C
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	740	757	21.3	C
		47	45	Right	210	197	5.3	A
				OVERALL	950	954	18.0	B
	Southbound	44	45	Left	280	334	22.4	C
		44	45	Thru	1300	1311	3.3	A
				OVERALL	1580	1645	7.2	A
	Intersection Total				2530	2599	11.1	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	410	409	10.0	A
		59	57	Thru	1500	1500	27.3	C
				OVERALL	1910	1909	23.6	C
	Southbound	69	57	Thru	950	926	70.1	E
		69	57	Right	420	404	40.0	D
				OVERALL	1370	1330	61.0	E
	Westbound	28	57	Left	510	504	44.9	D
		28	57	Right	1990	1887	14.6	B
				OVERALL	2500	2391	21.0	C
	Intersection Total				3870	3721	35.3	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	730	749	33.5	C
		30	59	Right	210	198	4.3	A
				OVERALL	940	947	27.4	C
	Southbound	57	59	Left	350	361	47.5	D
		57	59	Thru	1020	1084	15.2	B
				OVERALL	1370	1445	23.3	C
	Eastbound	60	59	Left	1180	1130	49.7	D
		60	59	Right	780	861	12.8	B
				OVERALL	1960	1991	33.7	C
	Intersection Total				3330	3436	39.1	D

Alternate 2
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept
Dual SB Left Turn Lanes From Ashford-Dunwoody Road To I-285

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	1030	959	6.9	A
		7	6	Thru	550	1080	32.9	C
		7	6	Right	60	72	33.4	C
				OVERALL	1640	2111	21.1	C
	Southbound	12	6	Left	140	119	27.5	C
		12	6	Thru	400	391	25.9	C
		12	6	Right	680	714	12.2	B
				OVERALL	1220	1224	18.1	B
	Westbound	8	6	Left	90	93	55.7	E
		8	6	Thru	190	186	55.6	E
		8	6	Right	120	122	11.3	B
				OVERALL	400	401	42.1	D
	Intersection Total				3260	3736	22.4	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	983	45.6	D
		13	7	Right	80	76	6.8	A
				OVERALL	1080	1059	42.8	D
	Southbound	6	7	Left	130	127	76.8	E
		6	7	Thru	360	348	49.5	D
				OVERALL	490	475	56.8	E
	Eastbound	11	7	Left	640	1001	107.9	F
		11	7	Thru	140	215	109.8	F
		11	7	Right	310	478	20	B
				OVERALL	1090	1694	83.3	F
	Westbound	9	7	Left	120	108	60.6	E
		9	7	Right	130	144	5	A
				OVERALL	250	252	28.8	C
	Intersection Total				2910	3480	63.4	E
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	1080	905	107.1	F
		69	31	Thru	1930	2015	32.3	C
		69	31	Right	480	503	18.4	B
				OVERALL	3490	3423	50.0	D
	Southbound	55	31	Left	40	43	47.4	D
		55	31	Thru	1100	1131	27.8	C
		55	31	Right	190	177	10.4	B
				OVERALL	1330	1351	26.1	C
	Eastbound	53	31	Left	240	229	59.7	E
		53	31	Thru	100	95	58.1	E
		53	31	Right	100	107	4.3	A
				OVERALL	440	431	45.6	D
	Westbound	56	31	Left	80	86	59.9	E
		56	31	Thru	30	28	61.7	E
		56	31	Right	40	32	27.2	C
				OVERALL	150	146	53.1	D
	Intersection Total				5410	5351	43.7	D

Alternate 2
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept
Dual SB Left Turn Lanes From Ashford-Dunwoody Road To I-285

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	800	822	21.9	C
				OVERALL	800	822	9.0	A
	Southbound	46	44	Thru	1580	1549	9.0	A
				OVERALL	1580	1549	9.0	A
	Westbound	7006	44	Left	220	268	46.3	D
		7006	44	Right	300	396	6.6	A
				OVERALL	520	664	22.6	C
	Intersection Total				2900	3035	12.0	B
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	800	822	21.3	C
		47	45	Right	770	752	9.9	A
				OVERALL	1570	1574	15.9	B
	Southbound	44	45	Left	880	919	23.7	C
		44	45	Thru	880	891	1.9	A
				OVERALL	1760	1810	13.0	B
	Intersection Total				3330	3384	14.3	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	450	447	5.7	A
		59	57	Thru	1670	1431	8.9	A
				OVERALL	2120	1878	8.1	A
	Southbound	69	57	Thru	2210	2249	46.6	D
		69	57	Right	1040	975	46.8	D
				OVERALL	3250	3224	46.7	D
	Westbound	28	57	Left	150	168	54.1	D
		28	57	Right	980	942	9.0	A
				OVERALL	1130	1110	15.8	B
	Intersection Total				4380	4334	38.8	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	1280	1244	44.0	D
		30	59	Right	910	904	9.2	A
				OVERALL	2190	2148	29.4	C
	Southbound	57	59	Left	1000	1008	16.9	B
		57	59	Thru	1360	1407	4.8	A
				OVERALL	2360	2415	9.9	A
	Eastbound	60	59	Left	840	629	60.4	E
		60	59	Right	370	404	8.4	A
				OVERALL	1210	1033	40.1	D
	Intersection Total				3570	3448	24.0	C

Alternate 2
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept
Dual SB Left Turn Lanes From Ashford-Dunwoody Road To I-285

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	500	555	25.9	C
		7	6	Thru	1570	1434	23.4	C
		7	6	Right	150	168	23.3	C
				OVERALL	2220	2157	24.0	C
	Southbound	12	6	Left	150	152	32	C
		12	6	Thru	860	866	29.9	C
		12	6	Right	400	402	7.2	A
				OVERALL	1410	1420	23.7	C
	Westbound	8	6	Left	150	144	53.1	D
		8	6	Thru	200	195	56	E
		8	6	Right	100	103	11.7	B
				OVERALL	450	442	44.7	D
	Intersection Total				4080	4019	26.2	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	997	43.4	D
		13	7	Right	150	149	6.8	A
				OVERALL	1150	1146	38.6	D
	Southbound	6	7	Left	150	139	73.9	E
		6	7	Thru	860	868	57.6	E
				OVERALL	1010	1007	59.8	E
	Eastbound	11	7	Left	1000	907	49.4	D
		11	7	Thru	220	207	50.7	D
		11	7	Right	480	443	15.3	B
				OVERALL	1700	1557	39.9	D
	Westbound	9	7	Left	180	148	66.7	E
		9	7	Right	220	242	5.1	A
				OVERALL	400	390	28.5	C
	Intersection Total				4260	4100	43.4	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	780	673	73.8	E
		69	31	Thru	1740	1573	41.6	D
		69	31	Right	120	150	17.6	B
				OVERALL	2640	2396	49.1	D
	Southbound	55	31	Left	30	25	44	D
		55	31	Thru	2310	2296	40.3	D
		55	31	Right	120	126	15.7	B
				OVERALL	2460	2447	39.1	D
	Eastbound	53	31	Left	270	257	45.6	D
		53	31	Thru	60	66	55.6	E
		53	31	Right	340	337	4.1	A
				OVERALL	670	660	25.4	C
	Westbound	56	31	Left	600	594	51.8	D
		56	31	Thru	90	95	59.2	E
		56	31	Right	40	34	36.3	D
				OVERALL	730	723	52.0	D
	Intersection Total				6500	6226	43.0	D

Alternate 3

Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service

With SB Ashford-Dunwoody To EB I-285 Loop Ramp Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	740	753	19.6	B
				OVERALL	740	753	6.6	A
	Southbound	46	44	Thru	760	755	6.6	A
				OVERALL	760	755	6.6	A
	Westbound	7006	44	Left	820	863	58.1	E
		7006	44	Right	1230	1331	11.9	B
				OVERALL	2050	2194	30.1	C
	Intersection Total				3550	3702	20.5	C
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	740	765	21.9	C
		47	45	Right	210	190	5.7	A
				OVERALL	950	955	18.7	B
	Southbound	44	45	Left	280	341	21.1	C
		44	45	Thru	1300	1268	3.3	A
				OVERALL	1580	1609	7.1	A
	Intersection Total				2530	2564	11.4	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	410	405	27.9	C
		59	57	Thru	1500	1481	21.0	C
				OVERALL	1910	1886	22.5	C
	Southbound	69	57	Thru	950	936	71.3	E
		69	57	Right	420	394	74.5	E
				OVERALL	1370	1330	72.2	E
	Westbound	28	57	Left	510	512	47.7	D
		28	57	Right	1990	1938	14.8	B
				OVERALL	2500	2450	21.7	C
	Intersection Total				3870	3780	39.5	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	730	752	11.1	B
		30	59	Right	210	196	2.5	A
				OVERALL	940	948	9.3	A
	Southbound	57	59	Thru	1020	1147	12.5	B
		57	59	Right	350	318	5.9	A
				OVERALL	1370	1465	11.1	B
	Eastbound	60	59	Left	1180	1110	66	E
		60	59	Right	780	861	15.2	B
				OVERALL	1960	1971	43.8	D
	Intersection Total				3330	3436	50.3	D

Alternate 3
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With SB Ashford-Dunwoody To EB I-285 Loop Ramp Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	1030	975	6.7	A
		7	6	Thru	550	752	27	C
		7	6	Right	60	57	20.3	C
				OVERALL	1640	1784	15.7	B
	Southbound	12	6	Left	140	124	29	C
		12	6	Thru	400	390	25.8	C
		12	6	Right	680	712	11.6	B
				OVERALL	1220	1226	17.9	B
	Westbound	8	6	Left	90	92	53.9	D
		8	6	Thru	190	180	55.1	E
		8	6	Right	120	124	9	A
				OVERALL	400	396	40.4	D
	Intersection Total				3260	3406	19.3	B
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	994	44.6	D
		13	7	Right	80	77	5.9	A
				OVERALL	1080	1071	41.8	D
	Southbound	6	7	Left	130	129	78.4	E
		6	7	Thru	360	338	49.1	D
				OVERALL	490	467	57.2	E
	Eastbound	11	7	Left	640	640	41.3	D
		11	7	Thru	140	142	37.9	D
		11	7	Right	310	315	8.2	A
				OVERALL	1090	1097	31.4	C
	Westbound	9	7	Left	120	102	58.6	E
		9	7	Right	130	146	4.9	A
				OVERALL	250	248	27.0	C
	Intersection Total				2910	2883	39.1	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	1080	934	93.0	F
		69	31	Thru	1930	2000	31.5	C
		69	31	Right	480	478	9.8	A
				OVERALL	3490	3412	45.3	D
	Southbound	55	31	Left	40	44	49.8	D
		55	31	Thru	1100	1123	27.2	C
		55	31	Right	190	180	9.8	A
				OVERALL	1330	1347	25.6	C
	Eastbound	53	31	Left	240	229	59.3	E
		53	31	Thru	100	100	57.5	E
		53	31	Right	100	109	4.3	A
				OVERALL	440	438	45.2	D
	Westbound	56	31	Left	80	85	59	E
		56	31	Thru	30	28	62.7	E
		56	31	Right	40	33	26.9	C
				OVERALL	150	146	52.5	D
	Intersection Total				5410	5343	40.5	D

Alternate 3
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With SB Ashford-Dunwoody To EB I-285 Loop Ramp Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	800	822	22.2	C
				OVERALL	800	822	9.1	A
	Southbound	46	44	Thru	1580	1550	9.1	A
				OVERALL	1580	1550	9.1	A
	Westbound	7006	44	Left	220	285	43.6	D
		7006	44	Right	300	351	5.6	A
				OVERALL	520	636	22.6	C
	Intersection Total				2900	3008	12.0	B
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	800	822	21.3	C
		47	45	Right	770	752	10	A
				OVERALL	1570	1574	15.9	B
	Southbound	44	45	Left	880	926	23.5	C
		44	45	Thru	880	902	2.1	A
				OVERALL	1760	1828	12.9	B
	Intersection Total				3330	3402	14.3	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	450	440	50.5	D
		59	57	Thru	1670	1651	12.9	B
				OVERALL	2120	2091	20.8	C
	Southbound	69	57	Thru	2210	2214	38.8	D
		69	57	Right	1040	894	72.4	E
				OVERALL	3250	3108	48.5	D
	Westbound	28	57	Left	150	170	52.4	D
		28	57	Right	980	966	7.2	A
				OVERALL	1130	1136	14.0	B
	Intersection Total				4380	4244	39.2	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	1280	1291	6.9	A
		30	59	Right	910	896	4.1	A
				OVERALL	2190	2187	5.8	A
	Southbound	57	59	Thru	1360	1388	4.1	A
		57	59	Right	1000	985	6.9	A
				OVERALL	2360	2373	5.3	A
	Eastbound	60	59	Left	840	798	51.8	D
		60	59	Right	370	423	7.7	A
				OVERALL	1210	1221	36.5	D
	Intersection Total				5760	5781	15.4	B

Alternate 3
Ashford-Dunwoody Road/I-285 Interchange
2000 PM Peak Hour Intersection Level of Service
With SB Ashford-Dunwoody To EB I-285 Loop Ramp Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes PM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	500	557	23.8	C
		7	6	Thru	1570	1440	24.2	C
		7	6	Right	150	167	25.6	C
				OVERALL	2220	2164	24.2	C
	Southbound	12	6	Left	150	152	32	C
		12	6	Thru	860	866	30	C
		12	6	Right	400	402	7.2	A
				OVERALL	1410	1420	23.8	C
	Westbound	8	6	Left	150	144	53.1	D
		8	6	Thru	200	195	56	E
		8	6	Right	100	103	11.8	B
				OVERALL	450	442	44.8	D
	Intersection Total				4080	4026	26.3	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	994	43.6	D
		13	7	Right	150	149	7.1	A
				OVERALL	1150	1143	38.8	D
	Southbound	6	7	Left	150	142	72.4	E
		6	7	Thru	860	866	57.1	E
				OVERALL	1010	1008	59.3	E
	Eastbound	11	7	Left	1000	907	56.5	E
		11	7	Thru	220	209	62.2	E
		11	7	Right	480	450	14.2	B
				OVERALL	1700	1566	45.1	D
	Westbound	9	7	Left	180	148	66.7	E
		9	7	Right	220	242	5.5	A
				OVERALL	400	390	28.7	C
	Intersection Total				4260	4107	45.3	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	780	720	73.9	E
		69	31	Thru	1740	1751	27.2	C
		69	31	Right	120	123	7.2	A
				OVERALL	2640	2594	39.2	D
	Southbound	55	31	Left	30	25	64.8	E
		55	31	Thru	2310	2239	51.3	D
		55	31	Right	120	122	20	B
				OVERALL	2460	2386	49.8	D
	Eastbound	53	31	Left	270	226	55.4	E
		53	31	Thru	60	37	98.4	F
		53	31	Right	340	313	27.3	C
				OVERALL	670	576	42.9	D
	Westbound	56	31	Left	600	580	77.5	E
		56	31	Thru	90	95	72.7	E
		56	31	Right	40	34	41.9	D
				OVERALL	730	709	75.1	E
	Intersection Total				6500	6265	47.7	D

Alternate 4
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Single Point Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	740	742	19.0	B
				OVERALL	740	742	6.5	A
	Southbound	46	44	Thru	760	755	6.5	A
				OVERALL	760	755	6.5	A
	Westbound	7006	44	Left	820	896	60.2	E
		7006	44	Right	1230	1410	12.8	B
				OVERALL	2050	2306	31.2	C
	Intersection Total				3550	3803	21.5	C
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	740	757	21.3	C
		47	45	Right	210	197	5.3	A
				OVERALL	950	954	18.0	B
	Southbound	44	45	Left	280	333	22.5	C
		44	45	Thru	1330	1296	3.2	A
				OVERALL	1610	1629	7.1	A
	Intersection Total				2560	2583	11.2	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Southbound	69	67	Left	350	363	69.0	E
		69	67	Thru	400	563	93.1	F
		69	67	Right	420	400	14.3	B
				OVERALL	1170	1326	62.7	E
	Westbound	28	61	Left	510	442	44.6	D
		28	65	Right	1990	1735	63.4	E
				OVERALL	2500	2177	59.6	E
	Intersection Total				3670	3503	60.8	E
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	57	Left	410	432	90.4	F
		30	57	Thru	320	300	56.1	E
		30	57	Right	210	210	4.6	A
				OVERALL	940	942	60.3	E
	Eastbound	60	61	Left	1180	1223	79.7	E
		60	59	Right	780	703	4.1	A
				OVERALL	1960	1926	52.1	D
	Intersection Total				2900	2868	70.0	E

Alternate 4
Ashford-Dunwoody Road/I-285 Interchange
2000 AM Peak Hour Intersection Level of Service
With Single Point Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2000 Volumes AM PK	2000 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	1030	961	6.7	A
		7	6	Thru	550	703	25.9	C
		7	6	Right	60	55	23.2	C
				OVERALL	1640	1719	15.1	B
	Southbound	12	6	Left	140	119	27.8	C
		12	6	Thru	400	391	25.9	C
		12	6	Right	680	715	12.3	B
				OVERALL	1220	1225	18.1	B
	Westbound	8	6	Left	90	93	55.7	E
		8	6	Thru	190	186	55.6	E
		8	6	Right	120	121	8.1	A
				OVERALL	400	400	41.3	D
	Intersection Total				3260	3344	19.3	B
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1000	983	45.2	D
		13	7	Right	80	76	5.7	A
				OVERALL	1080	1059	42.4	D
	Southbound	6	7	Left	130	126	78.5	E
		6	7	Thru	360	348	49.5	D
				OVERALL	490	474	57.2	E
	Eastbound	11	7	Left	640	600	42.8	D
		11	7	Thru	140	139	44.5	D
		11	7	Right	310	296	8.8	A
				OVERALL	1090	1035	33.3	C
	Westbound	9	7	Left	120	108	60.6	E
		9	7	Right	130	144	4.8	A
				OVERALL	250	252	28.7	C
	Intersection Total				2910	2820	40.3	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	1080	953	41.9	D
		69	31	Thru	1930	1863	24.8	C
		69	31	Right	480	461	14.9	B
				OVERALL	3490	3277	28.4	C
	Southbound	55	31	Left	40	44	20.8	C
		55	31	Thru	1100	1131	35.2	D
		55	31	Right	190	177	11	B
				OVERALL	1330	1352	31.6	C
	Eastbound	53	31	Left	240	229	57.8	E
		53	31	Thru	100	95	58.2	E
		53	31	Right	100	107	4.3	A
				OVERALL	440	431	44.6	D
	Westbound	56	31	Left	80	86	56.4	E
		56	31	Thru	30	28	61.9	E
		56	31	Right	40	32	29.5	C
				OVERALL	150	146	51.6	D
	Intersection Total				5410	5206	31.2	C

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2025 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2025 Volumes AM PK	2025 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	1190	1183	30.8	C
				OVERALL	1190	1183	8.6	A
	Southbound	46	44	Thru	1500	1496	8.6	A
				OVERALL	1500	1496	8.6	A
	Westbound	7006	44	Left	660	726	52.2	D
		7006	44	Right	990	1087	16.3	B
				OVERALL	1650	1813	30.7	C
	Intersection Total				4340	4492	17.5	B
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	1190	1207	23.5	C
		47	45	Right	500	491	11.3	B
				OVERALL	1690	1698	20.0	B
	Southbound	44	45	Left	680	693	21.1	C
		44	45	Thru	1480	1529	3.9	A
				OVERALL	2160	2222	9.3	A
	Intersection Total				3850	3920	13.9	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	750	620	100.0	F
		59	57	Thru	2160	2329	34.5	C
				OVERALL	2910	2949	48.3	D
	Southbound	69	57	Thru	2130	2188	54.4	D
		69	57	Right	680	693	14.7	B
				OVERALL	2810	2881	44.9	D
	Westbound	28	57	Left	890	961	86.7	F
		28	57	Right	2060	2062	74.6	E
				OVERALL	2950	3023	78.4	E
	Intersection Total				5760	5904	62.1	E
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	1200	1205	43.3	D
		30	59	Right	300	305	4.8	A
				OVERALL	1500	1510	35.5	D
	Southbound	57	59	Left	840	827	88.4	F
		57	59	Thru	2180	2339	14.3	B
				OVERALL	3020	3166	33.7	C
	Eastbound	60	59	Left	1710	1742	63.0	E
		60	59	Right	1140	1209	32.3	C
				OVERALL	2850	2951	50.4	D
	Intersection Total				5870	6117	48.7	D

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2025 AM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2025 Volumes AM PK	2025 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	930	926	11.3	B
		7	6	Thru	1550	1398	17	B
		7	6	Right	100	115	11.0	B
				OVERALL	2580	2439	14.6	B
	Southbound	12	6	Left	250	221	40.6	D
		12	6	Thru	600	622	30.4	C
		12	6	Right	610	628	11.7	B
				OVERALL	1460	1471	23.9	C
	Westbound	8	6	Left	150	144	53.2	D
		8	6	Thru	320	307	50.6	D
		8	6	Right	200	214	17.8	B
				OVERALL	670	665	40.6	D
	Intersection Total				4710	4575	21.4	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1500	1517	154	F
		13	7	Right	200	117	59.4	E
				OVERALL	1700	1634	147.2	F
	Southbound	6	7	Left	200	312	99.6	F
		6	7	Thru	550	441	56.2	E
				OVERALL	750	753	74.2	E
	Eastbound	11	7	Left	880	684	33.8	C
		11	7	Thru	200	405	35.3	D
		11	7	Right	420	363	12.6	B
				OVERALL	1500	1452	28.9	C
	Westbound	9	7	Left	200	171	66.0	E
		9	7	Right	200	224	11.8	B
				OVERALL	400	395	35.3	D
	Intersection Total				4350	4234	83.2	F
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	1310	1243	48.2	D
		69	31	Thru	2330	2529	21.9	C
		69	31	Right	580	614	19.9	B
				OVERALL	4220	4386	29.1	C
	Southbound	55	31	Left	40	29	28.5	C
		55	31	Thru	2450	2448	58	E
		55	31	Right	420	418	28.1	C
				OVERALL	2910	2895	53.4	D
	Eastbound	53	31	Left	490	481	86.5	F
		53	31	Thru	100	90	60.6	E
		53	31	Right	200	212	13.8	B
				OVERALL	790	783	63.8	E
	Westbound	56	31	Left	180	188	43.2	D
		56	31	Thru	60	53	63.8	E
		56	31	Right	90	86	35.1	D
				OVERALL	330	327	44.4	D
	Intersection Total				8250	8391	41.3	D

Alternate 1 (Proposed)
Ashford-Dunwoody Road/I-285 Interchange
2025 PM Peak Hour Intersection Level of Service
With Compressed Diamond Interchange Concept

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2025 Volumes PM PK	2025 Volumes CORSIM	Delay (Sec/Veh)	LOS
Peachtree-Dunwoody Rd. I-285 WB Exit Ramp	Northbound	45	44	Thru	1150	1183	29.6	C
				OVERALL	1150	1183	9.3	A
	Southbound	46	44	Thru	1580	1584	9.3	A
				OVERALL	1580	1584	9.3	A
	Westbound	7006	44	Left	380	439	45.7	D
		7006	44	Right	1330	1573	30.4	C
				OVERALL	1710	2012	33.7	C
	Intersection Total				4440	4779	19.6	B
Peachtree-Dunwoody Rd. I-285 EB Entrance Ramp	Northbound	47	45	Thru	1150	1165	22	C
		47	45	Right	870	840	15.6	B
				OVERALL	2020	2005	19.3	B
	Southbound	44	45	Left	980	1041	23.2	C
		44	45	Thru	980	987	2.3	A
				OVERALL	1960	2028	13.0	B
	Intersection Total				3980	4033	16.2	B
Ashford-Dunwoody Rd. I-285 WB Ramps	Northbound	59	57	Left	1110	1006	17.1	B
		59	57	Thru	1740	1606	12.0	B
				OVERALL	2850	2612	14.0	B
	Southbound	69	57	Thru	3230	3182	38.5	D
		69	57	Right	1050	1090	16.3	B
				OVERALL	4280	4272	32.8	C
	Westbound	28	57	Left	480	397	113.7	F
		28	57	Right	660	750	14.3	B
				OVERALL	1140	1147	48.7	D
	Intersection Total				5420	5419	36.2	D
Ashford-Dunwoody Rd. I-285 EB Ramps	Northbound	30	59	Thru	1870	1689	92.7	F
		30	59	Right	490	456	13.4	B
				OVERALL	2360	2145	75.8	E
	Southbound	57	59	Left	1960	1856	39.6	D
		57	59	Thru	1750	1736	11.6	B
				OVERALL	3710	3592	26.1	C
	Eastbound	60	59	Left	980	896	62.1	E
		60	59	Right	750	785	17.3	B
				OVERALL	1730	1681	41.2	D
	Intersection Total				5440	5273	26.3	C

Alternate 2

Ashford-Dunwoody Road/I-285 Interchange
2025 PM Peak Hour Intersection Level of Service

Dual Left Turn Lanes Ashford Dunwoody Road SB To I-285 EB

Intersection	Approach	CORSIM Nodes A	CORSIM Nodes B	Movement	2025 Volumes PM PK	2025 Volumes CORSIM	Delay (Sec/Veh)	LOS
Chamblee-Dunwoody Rd. I-285 WB Ramp	Northbound	7	6	Left	1000	974	11.9	B
		7	6	Thru	1300	1243	21.9	C
		7	6	Right	130	135	12.1	B
				OVERALL	2430	2352	17.2	B
	Southbound	12	6	Left	350	337	45.1	D
		12	6	Thru	550	547	29.5	C
		12	6	Right	790	786	19.7	B
				OVERALL	1690	1670	28.0	C
	Westbound	8	6	Left	200	213	62.6	E
		8	6	Thru	700	682	76.1	E
		8	6	Right	300	303	15.9	B
				OVERALL	1200	1198	58.5	E
	Intersection Total				5320	5220	30.1	C
Chamblee-Dunwoody Rd. I-285 EB Ramps	Northbound	13	7	Thru	1400	1412	64.2	E
		13	7	Right	100	105	15.6	B
				OVERALL	1500	1517	60.8	E
	Southbound	6	7	Left	350	317	94.2	F
		6	7	Thru	400	452	53	D
				OVERALL	750	769	70.0	E
	Eastbound	11	7	Left	900	808	38	D
		11	7	Thru	500	476	46.6	D
		11	7	Right	400	418	17	B
				OVERALL	1800	1702	35.2	D
	Westbound	9	7	Left	130	116	61.2	E
		9	7	Right	130	147	9.9	A
				OVERALL	260	263	32.5	C
	Intersection Total				4310	4251	50.5	D
Ashford-Dunwoody Rd. Hammond Dr.	Northbound	69	31	Left	880	811	57.1	E
		69	31	Thru	1330	1380	32.6	C
		69	31	Right	190	215	13.5	B
				OVERALL	2400	2406	39.2	D
	Southbound	55	31	Left	60	33	159.2	F
		55	31	Thru	3610	3289	149.8	F
		55	31	Right	630	590	102	F
				OVERALL	4300	3912	142.7	F
	Eastbound	53	31	Left	490	215	361.9	F
		53	31	Thru	150	62	1028.1	F
		53	31	Right	400	247	278.4	F
				OVERALL	1040	524	401.4	F
	Westbound	56	31	Left	270	294	76.7	E
		56	31	Thru	90	72	82.9	F
		56	31	Right	140	131	47.7	D
				OVERALL	500	497	70.0	E
	Intersection Total				8240	7339	122.3	F

ESTIMATE SUMMARY

RIGHT-OF-WAY	$ 107,736,290.00
REIMBURSABLE UTILITIES	$ 2,000,000.00

CONSTRUCTION COST SUMMARY

CLEARING AND GRUBBING	$ 1,125,000.00
EARTHWORK	$ 8,877,000.00
BASE AND PAVING	$ 10,901,000.00
DRAINAGE	$ 961,000.00
CONCRETE WORK	$ 3,815,000.00
TRAFFIC CONTROL	$ 3,138,000.00
EROSION CONTROL	$ 450,000.00
GUARDRAIL	$ 167,000.00
SIGN/ STRIPE/ SIGNAL	$ 1,891,000.00
LANDSCAPING/ GRASSING	$ 105,000.00
MISCELLANEOUS	$ 354,000.00
SUBTOTAL ROADWAY ITEMS	$ 31,784,000.00
MAJOR STRUCTURES	$ 24,930,000.00
TOTAL CONSTRUCTION ESTIMATES	$ 56,714,000.00
5 % INFLATION FOR 4 YRS	$ 12,223,000.00
10 % E&C	$ 5,672,000.00
TOTAL	$ 74,609,000.00

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE: January 30, 2002 PREPARED BY: PBS&J

PROJECT NO.: IM-NH-285-1(388)

P.I. NO.: 714000- MILEAGE: 3.06 miles

PROJECT DESCRIPTION: Reconstruction of the interchange of Ashford Dunwoody Road at I-285, and the associated ramps at Chamblee Dunwoody Road, Peachtree Dunwoody Road and GA 400

EXISTING ROADWAY (If Applicable): I-285

TRAFFIC: Existing: 107,400 (2000) Design: 122,600 (2025)

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT

( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements) $

SUBTOTAL $ 107,736,290.00

B. REIMBURSABLE UTILITIES

1. SERVICES $

SUBTOTAL $ 2,000,000.00

C. MAJOR STRUCTURES

1. BRIDGES

Bridge – I-285 over Peachtree Dunwoody Road 11,000 SF x $60/SF	$ 660,000.00
Bridge – Ashford Dunwoody Road over I-285 66,300 SF x $80/SF	$ 5,304,000.00
Bridge – Chamblee Dunwoody Road over I-285 36,700 SF x $80/SF	$ 2,936,000.00
Bridge – Exit to Ashford Dunwoody over Entrance from Chamblee Dunwoody tunnel bridge 30,000 SF x $55/SF	$ 1,650,000.00
Bridge – Exit to GA 400 over Entrance from Ashford Dunwoody tunnel bridge 33,000 SF x $55/SF	$ 1,815,000.00

2. CULVERTS

Miscellaneous culvert extensions $ 365,000.00

3. MISCELLANEOUS

Retaining Walls – 305,000 SF @ $40/SF $ 12,200,000.00

SUBTOTAL $ 24,930,000.00

D. GRADING AND EARTHWORK

1. BORROW: 552,400.00 cu. yds. @ $ 7.00 $ 3,866,800.00

2. EXCAVATION:

SOIL: 891,000.00 cu. yds. @ $ 4.50 $ 4,009,500.00

ROCK: 100,000 cu. yds. @ $ 10.00 $ 1,000,000.00

SUBTOTAL $ 8,876,300.00

E. DRAINAGE

1. STORM DRAIN PIPE

13,000 lf of 18" dia @ $ 28.85	$	375,050.00
4,600 lf of 24" dia @ $ 35.00	$	161,000.00
2,100 lf of 30" dia @ $ 45.00	$	94,500.00
350 lf of 36" dia @ $ 50.00	$	17,500.00
5 FES 24" dia @ $ 481.00	$	2,405.00

2. SIDE DRAIN PIPE

_____ lf of ____ dia @ $ _____	$	
_____ lf of ____ dia @ $ _____	$	
_____ FES ____ dia @ $ _____	$	
_____ FES ____ dia @ $ _____	$	

3. MINOR STRUCTURES

40 ea. Catch basin @ $ 1750.00	$	70,000.00
30 lf. Manhole @ $ 1750.00	$	52,500.00
75 ea. Drop Inlet @ $ 1700.00	$	127,500.00

4. MISCELLANEOUS

10,000 lf 6" dia. Under Drain Pipe @ $ 6.00 $ 60,000.00

SUBTOTAL $ 960,455.00

F. BASE AND PAVING

1. AGGEGATE BASE

150,000 tons @ 15.51 $ 2,326,500.00

2. ASPHALT PAVING

13,950	tons of	12.5 mm Superpave	@ $ 42.00	$ 585,900.00
15,300	tons of	19 mm Superpave	@ $ 35.00	$ 535,500.00
45,700	tons of	25 mm Superpave	@ $ 37.00	$ 1,690,900.00
1,500	tons of	LEVELING	@ $ 38.00	$ 57,000.00
10,800	gals of	TACK COAT	@ $ 1.00	$ 10,800.00

3. CONCRETE PAVING

73,000	SY of	12" PC Conc. Pvmnt	@ $ 58.00	$ 4,234,000.00
73,000	SY of	PC Conc. Subbase	@ $ 20.00	$ 1,460,000.00

4. MISCELLANEOUS

$

SUBTOTAL $ 10,900,600.00

G. CONCRETE WORK

1. CURB AND GUTTER

20,000 lf @ $ 10.00 $ 200,000.00

2. SIDEWALKS

9,300 sy @ $ 22.00 $ 204,600.00

3. MISCELLANEOUS

725 sy – Concrete Median @ $28.00/ft	$ 20,300.00
31,000 lf – Concrete Side Barrier @ $60.00/ft	$ 1,860,000.00
6000 sy – Concrete Approach Slab @ $95.00/ft	$ 570,000.00
Noise Walls 60,000 sf @ $16.00/sf	$ 960,000.00

SUBTOTAL $ 3,814,900.00

H. SIGN/ STRIPE/ SIGNAL

10,000 lf Striping 5" Solid Yellow @ 0.20	$ 2,000.00
70,000 lf Striping 5" Solid White @ 0.20	$ 14,000.00
500 lf Striping - 24" Solid White @ 3.30	$ 1,650.00
40,000 lf Striping - Skip White @ 0.10	$ 4,000.00
40 ea. - Arrow @ 52.00	$ 2,080.00
20 ea. – Word @ 80.00	$ 1,600.00
13,000 sy Striping - White @ 5.00	$ 65,000.00
2,500 ft Interconnect conduit and wire @ 40.00	$ 100,000.00
4 – Traffic Signals @ 75,000.00	$ 300,000.00
Highway signs – Lump	$ 1,400,000.00

SUBTOTAL $ 1,890,330.00

I. GUARDRAIL

13,000 lf Ty W @ $ 12.00	$ 156,000.00
lf Ty ___ @ $	$
6 Anchors Ty 12 @ $ 1,500.00	$ 9,000.00
4 Anchors Ty 1 @ $ 450.00	$ 1,800.00

SUBTOTAL $ 166,800.00

J. TRAFFIC CONTROL

1. TEMPORARY BARRIER

3,500 lf Ty Method 3 @ $ 25.00 $ 87,500.00

2. SIGN/LIGHT/ BARRICADES/ ETC.
Barrels, signs and lighting $ 50,000.00

3. TRAFFIC CONTROL – LUMP $ 3,000,000.00

SUBTOTAL $ 3,137,500.00

K. LUMP ITEMS

1. CLEARING AND GRUBBING
45 Acres @ $ 25,000.00 $ 1,125,000.00

2. LANDSCAPE/ GRASSING

15 Acres @ $7000.00		$ 105,000.00
3. EROSION CONTROL		
45 Acres @ 10,000.00		$ 450,000.00
	SUBTOTAL	$ 1,680,000.00

L. MISCELLANEOUS

1. FENCING		
15,000 lf @ $ $15/ ft		$ 225,000.00
2. OTHER/ SPECIAL FEATURES		
50 Right-of-Way markers @ $75.00		$ 3,750.00
2000 sy of Rip-Rap @ $35.00		$ 70,000.00
Field Engineers Office - Lump		$ 35,000.00
Wetland Mitigation - Lump		$ 20,000.00
	SUBTOTAL	$ 353,750.00

Right of Way Cost Breakdown Sheet

Project: **IM-NH-285-1(388)**
P.I. No: 714000
No. of Parcels: 65
Project Description: Ashford Dunwoody Road @ Interstate 285

Date:

Land: (Set Up Value Ranges)		
	Office/Commercial 844,140 S.F. @ $20.00/SF =	$ 16,882,800.00
	Residential 457,380.00 S.F. @ $12.00/SF =	$ 5,488,560.00
Improvements:	Nine Single Family Residence, 26 Multifamily Townhouses, One Service Station, curbing, paving, signs, fencing and site Improvements	$ 15,000,000.00
Relocation:	Residential 35 @ $ 25,000.00 = $875,000.00 Business 4 @ $ 20,000.00 = $ 80,000.00	
		$ 955,000.00
Damages:	Proximity 3 parcels = $ 150,000.00 Consequential Damages = $500,000.00 Cost to Cure 6 parcels = $1,000,000.00	
		$ 1,650,000.00
	Estimated Cost of Right of Way	**$ 39,976,360.00**

Net Cost	**$ 39,976,360**
Time Lag Adjustment	**$ 39,976,360**
Adm./Court Cost	**$ 17,989,362**
Inflation Factor (10%)	**$ 9,794,208**

Total Cost $ 107,736,290

Prepared by: Thomas H. Terrell, Jr.
Thomas H. Terrell, Jr. Terrell, Hundley & Carroll Right of Way Services, Inc.

Reviewed by: _____ Title R/W Cost Estimator
Richard C. Ford, Georgia Department of Transportation

DeKalb County Land Sales

Highest & Best Use	Size	Value/ac.	Value/SF.	Sales Price
OIC	18.10	$1,042,818	23.94	$ 18,875,000
	1.209	$ 669,975	13.91	$ 810,000
	.390	$ 522,916	19.13	$ 325,500
	5.690	$ 629,174	14.44	$ 3,580,000
Residential Land	1.027	$ 389,484	8.94	$ 400,000
	2.310	$ 541,149	12.42	$ 1,250,000
	.510	$135,870.00	18.56	$ 412,300
Residential Houses	$299,500.00			
	$295,000.00			
	$315,000.00			

CONCEPT TEAM MEETING MINUTES
I-285 at Ashford-Dunwoody Road Interchange Improvements
IM-NH-285-1 (388), P.I. No. 714000, Dekalb County

Date of Meeting: October 3, 2001
Location: GDOT Urban Design
Attendees: See Attached Sign-in Sheet

- Darrell Richardson of GDOT Urban Design, GDOT Project Manager, opened the meeting.

- Taylor Wright, PBS&J gave a project description including an overview of the Need and Purpose Statement. (See attached meeting agenda)

- Joe Palladi of GDOT Urban Design requested that ramp shoulder widths for the minor ramps be re-addressed. He suggested that 8' inside and 10' outside total width shoulders be used.

- It was determined that the draft Need and Purpose Statement has been reviewed by GDOT Planning.

- Darrell Richardson suggested a separate bridge over Peachtree-Dunwoody Road rather than widening in order to provide for future improvements to Peachtree-Dunwoody Road. It was discussed that if the proposed system to system HOV interchange at SR 400 were to be constructed, the bridge over Peachtree Dunwoody Road must be at a considerably higher elevation than I-285. Staging of this possible future bridge should be considered when designing the proposed crossing of Peachtree Dunwoody Road.

- David Mulling of GDOT Engineering Services requested a value engineering study be held before concept approval. GDOT will conduct this study soon, using one of the two value-engineering consultants that are on stand-by.

- Joe Palladi stated that he is trying to get P.E. money to study the I-285/GA 400system to system interchange improvements, including general purpose and HOV.

- Brook Martin of GDOT Traffic Safety & Design questioned the need for triple left turns stating that they are not desirable. He requested that a capacity analysis be included in the concept report including an analysis of double left turns in lieu of triple lefts as an alternate. PBS&J stated that double left turns had been analyzed, but the volume of left turning vehicles necessitated triple left turns.

- Sev Burkhalter of Bell South stated that major fiber optic lines run along Ashford-Dunwoody Road including the bridge over I-285.

- Don Mills of GDOT Planning asked if the need and purpose included an additional access point for I-285 between Chamblee Dunwoody Road and Ashford Dunwoody Road. The answer was that the programmed study – Perimeter Center East Slip Ramp Study (ARC No. DK 272) – was mentioned in the Need and Purpose statement, but only in reference to future projects.

- Don Mills asked if the new cost estimates are in the TIP update – Answer is yes.

- The concept submittal deadline for the interim update of the 2025 model is October 19. This update is anticipated to be approved in December 2002. The 2030 RFP update is expected to be approved in December 2003.

- David Grachen emphasized that for the environmental document, noise impacts should include noises associated with off peak construction. Also, written comments from public information meetings should be included in the environmental document.

- Walter Boyd stressed the need to include the traffic analysis in the Interchange Modification Report (IMR). IMR should demonstrate how triple lefts affect operation of the interstate as compared to the existing loop ramp.

- Protective buying of right of way was discussed. The townhouse apartment complex adjacent to the Georgetown neighborhood would probably be eligible for protective buy pending an approved environmental document relating to the parcel. David Grachen agreed to investigate the possibility of an advanced acquisition of this property.

- There was discussion about the effectiveness of the proposed compressed diamond interchange. Yancy Bachmann of GDOT District 7 Traffic Operations questioned whether a single point interchange was considered. GDOT and PBS&J stated that the single point alternative was considered, but would not be the solution due to unbalanced turning movements. Joe Palladi requested that this alternative be added to the concept report under the alternatives considered section.

- Walter Boyd asked that an alternate interchange be evaluated which utilizes the existing loop to eliminate need for triple lefts. A two lane loop ramp should be analyzed and added to alternatives considered.

- Darrell Richardson suggested an advisory public information meeting after concept approval or sooner. DeKalb County stated that they were in favor of holding public involvement meetings for this project.

Design criteria-

- Speed Design - Ashford Dunwoody Road – 35 MPH
  Interstate 285 – 55 MPH
  Ramps – 45 MPH

- Minimum Degree of curve –

	PROPOSED DEGREE OF CURVE:	MAX. DEGREE ALLOWABLE:
I-285	01° 00'	06° 00'
Ashford Dunwoody Rd	04° 30'	13° 00'
Ramp 1 (285 WB to A/D & P/D)	03° 00'	09° 00'
Ramp 2 (285 WB to SR 400)	07° 30'	09° 00'
Ramp 3 (C/D to 285 WB, A/D & P/D)	01° 00'	09° 00'
Ramp 4 (C/D to A/D & P/D)	N/A	09° 00'
Ramp 5 (285 WB & C/D to P/D)	03° 45'	09° 00'
Ramp 6 (A/D to SR 400)	02° 00'	09° 00'
Ramp 7 (285 WB & C/D to P/D)	02° 15'	09° 00'

- Maximum Grades –

	EXISTING MAX. GRADE:	PROPOSED MAX GRADE:
I-285	3.0%	3.0%
Ashford Dunwoody Rd	7.2%	7.2%
Ramp 1 (285 WB to A/D & P/D)	N/A	4.9%
Ramp 2 (285 WB to SR 400)	N/A	3.3%
Ramp 3 (C/D to 285 WB, A/D & P/D)	N/A	3.7%
Ramp 4 (C/D to A/D & P/D)	N/A	2.7%
Ramp 5 (285 WB & C/D to P/D)	N/A	3.9%
Ramp 6 (A/D to SR 400)	N/A	1.9%
Ramp 7 (285 WB & C/D to P/D)	N/A	4.1%

- Access Control – Ashford Dunwoody Road - By County Permit
  Interstate 285 – Limited

- Clear Zone Requirements – Ashford Dunwoody Road (Urban Section) – 12' shoulder width
  Interstate 285 (graded shoulders) – 26' (Cut), 38' (Fill)

- Drainage – Ashford Dunwoody Road - Urban longitudinal system
  Interstate 285 – grate inlets in combination w/ v-gutter in most locations

- Major Structures –

1. Bridge Widening – I-285 over Peachtree Dunwoody Road
2. Bridge Reconstruction – Ashford Dunwoody Road over I-285
3. Bridge Reconstruction – Chamblee Dunwoody Road over I-285
4. Box Culverts Extensions:
   DBL 8'x 8' – I-285 approx. 1030' east of Peachtree Dunwoody Road
   DBL 8'x 8' – I-285 approx. 1500' east of Peachtree Dunwoody Road
   6' x 6' – I-285 approx. 2700' east of Ashford Dunwoody Road
   DBL 10'x 7' – I-285 approx. 3300' east of Ashford Dunwoody Road
   5'x 4' – I-285 approx. 1500' west of Chamblee Dunwoody Road
5. Various Retaining walls – MSE walls will be appropriate in most locations, with tie-back walls considered only where excavation is not feasible due to existing development.

- Design Exceptions & Variances – None anticipated

- Project costs – approx. $75 Million

- Right of Way costs – approx. $108 Million

- Number of displacements -
  Business - 0
  Residential – 8
  Multi-family – 2

- Stage construction – I-285 to remain open to traffic during construction
  Ashford Dunwoody Road – some ramp detours required

- Erosion Control – no major problems anticipated, streams and ponds to require special attention, must follow current NPDES requirements

- Alternates considered –

1. Double Fly-over Ramps to I-285 EB & WB was not chosen due to geometric deficiencies, and because it did not address access or weaving concerns at I-285.
2. Construction of the interchange improvements without ramp extensions or braids was not chosen because it did not address access or weaving concerns at I-285, and made weaving lengths shorter.
3. No-build

- Environmental Analysis – Environmental Assessment anticipated
  Historic areas – None known
  Hazardous waste – None Known
  UST's – None Known
  Permits required – COE 404 (individual)

- Utilities on project – Communications, Power (transmission & distribution), gas, H2O & Sewer

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0071-0 **DeKalb** SUFF. RATING 70.00

Location & Geography

*	Structure I.D.No:	089-0071-0
	200 Bridge Information	07
*	6A Feature Int:	NORTH FORK NANCY CREEK
*	6B Critical Bridge:	0
*	7A Route Number Carried:	SR00407
*	7B Facility Carried:	I-285
*	9 Location:	1.3 MI E OF FULTON CO LN
	2 DOT District:	7
	207 Year Photo:	1998
*	91 Inspection Frequency:	24 Date: 06/02/2000
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901
	92B Underwater Insp Freq:	00 Date: 02/01/1901
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901
*	4 Place Code:	00000
*	5 Inventory Route (O/U):	1
	Type:	1
	Designation:	1
	Number:	00285
	Direction:	0
*	16 Latitude: 33-55.2	MMS Prefix: SR
*	17 Longitude 84-19.7	MMS Suffix: 00 MP: 27.90
	98 Border Bridge: 000	%Shared: 00
	99 ID Number:	000000000000000
*	100 STRAHNET: 1	
	12 Base Highway Network:	0
	13A LRS Inventory Route:	
	13B Sub Inventory Route:	
*	101 Parallel Structure:	N
*	102 Direction of Traffic	2
*	264 Road Inventory Mile Post:	001.10
*	208 Inspection Area: 07	Initials: DAS
	Engineer's Initial:	

* Location I.D. No.: 089-00407D-027.90C

*	104 Highway System:	1	
*	26 Functional Classification:	11	
*	204 Federal Route Type:	I	No.: 285-1
	105 Federal Lands Highway:		
*	110 Truck Route:	1	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0000.00	
	218 Datum:	0	
*	19 Bypass Length:	02	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	6	
	37 Historical Significance:	5	
	205 Congressional District:	04	
	27 Year Constructed:	1960	
	106 Year Reconstructed:	1975	
	33 Bridge Median:	3	
	34 Skew:	00	
	35 Structred Flared:	0	
	38 Navigation Control:	0	
	213 Special Steel Design:	0	
	267 Type of Paint:	0	
*	42 Type of Service on:	1	
		5	
	214 Movable Bridge:	0	
	203 Type Bridge:	Q	
	259 Pile Encasement:	3	
*	43 Structure Type Main:	1	19
	45 No. Spans Main:	002	
	44 Structure Type Appr:	0	00
	46 No. Spans Appr:	0000	
	226 Bridge Curve Horz:	0	Vert: 0
	111 Pier Protection:	0	
	107 Deck Structure Type:	N	
	108 Wearing Surface Type:	N	
	M	N	
	F	N	

Signs & Attachments

	225 Expansion Joint Type:	00	
	242 Deck Drains:	0	
	243 Parapet Location:	0	
	Height:		0.00
	Width:		0.00
	238 Curb:		0.00 0
	239 Handrail:	0	0
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	230 Guardrail Loc Dir Rear:	6	
	Fwrd:	6	
	Oppo Dir Rear:	6	
	Fwrd:	6	
	244 Approach Slab:	0	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	55	
	236 Warning Sign:	0	
	234 Delineator:	1	
	235 Hazard Boards:	0	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	00	
	S	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0071-0 DeKalb SUFF. RATING 70.00

Programming Data

201 Project No.: I-285-1 (17) 94 CT.1
202 Plans Available: 1
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 00 0
94 Bridge Imp. Cost: $ 0
95 Roadway Imp. Cost: $ 0
96 Total Imp Cost: $ 0
76 Imp. Length: 000000
97 Imp. Year: 1900
114 Future ADT: 391650 Year: 2019

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000180
113 Scour Critical: 8
216 Water Depth: 01.1 Br. Height: 05.7
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 12
Type: 1
No. Barrels: 2
Width: 10.00 Height: 7.00
Length: 244 Apron: 3
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 089-00407D-027.90C

Measurements

* 29 ADT: 261100 Year: 1999
109 % Trucks: 12
* 28 Lanes On: 12 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0010
* 49 Structure Length: 21
51 Br. Rwdy. Width: 0.00
52 Deck Width: 0.00
* 47 Tot. Horz. Cl: 91.00
50 Curb/Sdewlk Width 0.00/0.00
32 Approach Rdwy Width: 144
* 229 Shoulder Width:
Rear Lt: 4.80 Type: 3 Rt: 14.40
Fwrd Lt: 4.80 Type: 2 Rt: 14.60
Pavement Width:
Rear: 72.00 Type: 2
Fwrd: 72.00 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: N 99.90
56 Lateral Undercl. Lt: 0.00
* 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: 0.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 99
64 Operating Type: 2 Rating: 99
231 Calculated Loads
H-Modified: 00 0
HS-Modified: 00 0
Type 3: 00 0
Type 3s2: 00 0
Timber: 00 0
Piggyback: 00 0
261 H Inventory Rating: 20
262 H Operating Rating: 34
67 Structural Evaluation: 7
58 Deck Condition: N
59 Superstructure Condition: N
* 227 Collision Damage: 0
60A Substructure Condition: N
60B Scour Condition: 8
60C Underwater Condition: N
71 Waterway Adequacy: 9
61 Channel Protection Cond: 8
68 Deck Geometry: N
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: 7

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 **DeKalb** SUFF. RATING 82.00

Location & Geography

*	Structure I.D.No:	089-0141-0
	200 Bridge Information	07
*	6A Feature Int:	I-285- I-285 RAMP
*	6B Critical Bridge:	0
*	7A Route Number Carried:	CR01764
*	7B Facility Carried:	ASHFORD-DUNWOODY
*	9 Location:	.7 MI E OF FULTON CO LINE
	2 DOT District:	7
	207 Year Photo:	1998
*	91 Inspection Frequency:	24 Date: 06/05/2000
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901
	92B Underwater Insp Freq:	00 Date: 02/01/1901
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901
*	4 Place Code:	00000
*	5 Inventory Route (O/U):	1
	Type:	5
	Designation:	1
	Number:	09014
	Direction:	0
*	16 Latitude: 33-55.0	MMS Prefix:
*	17 Longitude 84-20.3	MMS Suffix: MP:
	98 Border Bridge: 000	%Shared: 00
	99 ID Number:	000000000000000
*	100 STRAHNET:	0
	12 Base Highway Network:	0
	13A LRS Inventory Route:	
	13B Sub Inventory Route:	
*	101 Parallel Structure:	N
*	102 Direction of Traffic	2
*	264 Road Inventory Mile Post:	000.93
*	208 Inspection Area: 07	Initials: DAS
	Engineer's Initial:	

* Location I.D. No.: 089-09014M-004.90N

*	104	Highway System:	0
*	26	Functional Classification:	16
*	204	Federal Route Type:	M No.: 09014
	105	Federal Lands Highway:	
*	110	Truck Route:	0
	206	School Bus Route:	1
	217	Benchmark Elevation:	0000.00
	218	Datum:	0
*	19	Bypass Length:	03
*	20	Toll:	3
*	21	Maintenance:	01
*	22	Owner:	01
*	31	Design Load:	6
	37	Historical Significance:	5
	205	Congressional District:	04
	27	Year Constructed:	1961
	106	Year Reconstructed:	1982
	33	Bridge Median:	0
	34	Skew:	00
	35	Structred Flared:	0
	38	Navigation Control:	N
	213	Special Steel Design:	0
	267	Type of Paint:	1
*	42	Type of Service on:	5
			1
	214	Movable Bridge:	0
	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 02
	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:	6
		Me	0
		F	0

Signs & Attachments

	225	Expansion Joint Type:	07
	242	Deck Drains:	0
	243	Parapet Location:	3
		Height:	2.20
		Width:	1.10
	238	Curb:	0.80 1
	239	Handrail:	7 7
*	240	Median Barrier Rail:	0
	241	Bridge Median Height:	0.00
		Width:	0.00
*	230	Guardrail Loc Dir Rear:	2
		Fwrd:	1
		Oppo Dir Rear:	0
		Fwrd:	0
	244	Approach Slab:	3
	224	Retaining Wall:	0
	233	Posted Speed Limit:	35
	236	Warning Sign:	0
	234	Delineator:	0
	235	Hazard Boards:	0
	237	Utilities Gas:	22
		W	00
		Ele	24
		Telephone:	22
		Se	00
	247	Lighting Street:	0
		Naviagtion:	0
		Aerial:	0
*	248	County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 **DeKalb** SUFF. RATING 82.00

Programming Data

201 Project No.: IR-M-285-1 (211)
202 Plans Available: 1
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 00 0
94 Bridge Imp. Cost: $ 0
95 Roadway Imp. Cost: $ 0
96 Total Imp Cost: $ 0
76 Imp. Length: 000000
97 Imp. Year: 1900
114 Future ADT: 097350 Year: 2019

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
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: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 089-09014M-004.90N

Measurements

* 29 ADT: 064900 Year: 1999
109 % Trucks: 7
* 28 Lanes On: 07 Under: 11
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0070
* 49 Structure Length: 244
51 Br. Rwdy. Width: 88.00
52 Deck Width: 102.40
* 47 Tot. Horz. Cl: 88.00
50 Curb/Sdewlk Width 6.00/6.00
32 Approach Rdwy Width: 088
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 1 Rt: 2.00
Fwrd Lt: 2.00 Type: 1 Rt: 2.00
Pavement Width:
Rear: 84.00 Type: 2
Fwrd: 84.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: H 16 ' 07 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: H 0.30
56 Lateral Undercl. Lt: 5.60
* 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: 7.00
Deck Thick Approach: 7.00
246 Overlay Thickness: 2.00
212 Year Last Painted: Sup: 1982 Sub: 0000

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 50
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 Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 **DeKalb** SUFF. RATING 82.00

Location & Geography

* Structure I.D.No: 089-0141-0
* 6A Feature Int: M-9014 ASHFORD-DUNWOOD
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285
* 9 Location: .7 MI E OF FULTON CO LINE
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): A
Type: 1
Designation: 1
Number: 00285
Direction: 0
* 16 Latitude: 33-55.0 HMMS Prefix:
* 17 Longitud 084-20.3 HMMS Suffix: MP:
* 100 STRAHNET: 1
12 Base Highway Network: 0
13A LRS Inventory Route:
13B Sub Inventory Route:
* 101 Parallel Structure: N
* 102 Direction of Traffic 2
* 104 Highway System: 1
* 26 Functional Classification: 11
* 204 Federal Route Type: I No.: 285-1
105 Federal Lands Highway:
* 110 Truck Route: 1
* 19 Bypass Length: 01
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
27 Year Constructed: 1961
* 42 Type of Service on: 5 Under: 1
* 43 Structure Type Main: 4 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 089-00407D-027.25C
* XReference I.D. No 089-09014M-004.90N

Signs & Attachments

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

Measurements

* 29 ADT: 261100 Year: 1999
* 28 Lanes On: 07 Under: 10
* 48 Max. Span Length: 0070
* 49 Structure Length: 244
* 47 Tot. Horz. Cl: 66.50
* 229 Shoulder Width:
Rear Lt: 6.20 Type: 2 Rt: 0.30
Fwrd Lt: 5.60 Type: 2 Rt: 0.90
Pavement Width:
Rear: 60.00 Type: 2
Fwrd: 60.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: H 99 ' 99 "

* 228 Min. Vertical Cl
Act. Odm Dir: 17 ' 02 "
Oppo. Dir: 16 ' 07 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 17 ' 11 " Dir: 2

Ratings

* 227 Collision Damage: 1

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 **DeKalb** SUFF. RATING 82.00

Location & Geography

* Structure I.D.No: 089-0141-0
* 6A Feature Int: M-9014 ASHFORD-DUNWOOD
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285 RAMP
* 9 Location: .7 MI E OF FULTON CO LINE
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): B
  - Type: 1
  - Designation: 7
  - Number: 00285
  - Direction: 0
* 16 Latitude: 33-55.0 HMMS Prefix:
* 17 Longitud 084-20.3 HMMS Suffix: MP:
* 100 STRAHNET: 0
  - 12 Base Highway Network: 0
  - 13A LRS Inventory Route:
  - 13B Sub Inventory Route:
* 101 Parallel Structure: N
* 102 Direction of Traffic 1
* 104 Highway System: 0
* 26 Functional Classification: 19
* 204 Federal Route Type: I No.: 285-1
  - 105 Federal Lands Highway:
* 110 Truck Route: 0
* 19 Bypass Length: 03
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
  - 27 Year Constructed: 1961
* 42 Type of Service on: 5 Under: 1
* 43 Structure Type Main: 4 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 089-00407R-027.25C
* XReference I.D. No 089-09014M-004.90N

Signs & Attachments

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

Measurements

* 29 ADT: 261100 Year: 1999
* 28 Lanes On: 07 Under: 10
* 48 Max. Span Length: 0070
* 49 Structure Length: 244
* 47 Tot. Horz. Cl: 66.50
* 229 Shoulder Width:
  - Rear Lt: 6.20 Type: 2 Rt: 0.30
  - Fwrd Lt: 5.60 Type: 2 Rt: 0.90
  - Pavement Width:
  - Rear: 60.00 Type: 2
  - Fwrd: 60.00 Type: 2
  - Intersection Rear: 1 Fwrd: 1
  - 36 Safety Features Br. Rail: 1
  - Transition: 1
  - App. G. Rail: 1
  - App. Rail End: 1
  - 53 Minimum Cl.Over: H 99 ' 99 "
* 228 Min. Vertical Cl
  - Act. Odm Dir: 17 ' 02 "
  - Oppo. Dir: 16 ' 07 "
  - Posted Odm. Dir: 00 ' 00 "
  - Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 17 ' 11 " Dir: 2

Ratings

* 227 Collision Damage: 1

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 **DeKalb** SUFF. RATING 82.00

Location & Geography

* Structure I.D.No: 089-0141-0
* 6A Feature Int: M-9014 ASHFORD-DUNWOOD
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285
* 9 Location: .7 MI E OF FULTON CO LINE
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): A
  - Type: 1
  - Designation: 1
  - Number: 00285
  - Direction: 0
* 16 Latitude: 33-55.0 HMMS Prefix:
* 17 Longitud 084-20.3 HMMS Suffix: MP:
* 100 STRAHNET: 1
  - 12 Base Highway Network: 0
  - 13A LRS Inventory Route:
  - 13B Sub Inventory Route:
* 101 Parallel Structure: N
* 102 Direction of Traffic 2
* 104 Highway System: 1
* 26 Functional Classification: 11
* 204 Federal Route Type: I No.: 285-1
  - 105 Federal Lands Highway:
* 110 Truck Route: 1
* 19 Bypass Length: 01
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
  - 27 Year Constructed: 1961
* 42 Type of Service on: 5 Under: 1
* 43 Structure Type Main: 4 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 089-00407D-027.25C
* XReference I.D. No 089-09014M-004.90N

Signs & Attachments

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

Measurements

* 29 ADT: 261100 Year: 1999
* 28 Lanes On: 07 Under: 10
* 48 Max. Span Length: 0070
* 49 Structure Length: 244
* 47 Tot. Horz. Cl: 66.50
* 229 Shoulder Width:
  - Rear Lt: 6.20 Type: 2 Rt: 0.30
  - Fwrd Lt: 5.60 Type: 2 Rt: 0.90
  - Pavement Width:
  - Rear: 60.00 Type: 2
  - Fwrd: 60.00 Type: 2
  - Intersection Rear: 1 Fwrd: 1
  - 36 Safety Features Br. Rail: 1
  - Transition: 1
  - App. G. Rail: 1
  - App. Rail End: 1
  - 53 Minimum Cl.Over: H 99 ' 99 "
* 228 Min. Vertical Cl
  - Act. Odm Dir: 17 ' 02 "
  - Oppo. Dir: 16 ' 07 "
  - Posted Odm. Dir: 00 ' 00 "
  - Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 17 ' 11 " Dir: 2

Ratings

* 227 Collision Damage: 1

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0141-0 | **DeKalb** | SUFF. RATING 82.00

Location & Geography

* Structure I.D.No: 089-0141-0
* 6A Feature Int: M-9014 ASHFORD-DUNWOOD
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285 RAMP
* 9 Location: .7 MI E OF FULTON CO LINE
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): B
Type: 1
Designation: 7
Number: 00285
Direction: 0
* 16 Latitude: 33-55.0 HMMS Prefix:
* 17 Longitud 084-20.3 HMMS Suffix: MP:
* 100 STRAHNET: 0
12 Base Highway Network: 0
13A LRS Inventory Route:
13B Sub Inventory Route:
* 101 Parallel Structure: N
* 102 Direction of Traffic 1
* 104 Highway System: 0
* 26 Functional Classification: 19
* 204 Federal Route Type: I No.: 285-1
105 Federal Lands Highway:
* 110 Truck Route: 0
* 19 Bypass Length: 03
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
27 Year Constructed: 1961
* 42 Type of Service on: 5 Under: 1
* 43 Structure Type Main: 4 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 089-00407R-027.25C
* XReference I.D. No 089-09014M-004.90N

Signs & Attachments

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

Measurements

* 29 ADT: 261100 Year: 1999
* 28 Lanes On: 07 Under: 10
* 48 Max. Span Length: 0070
* 49 Structure Length: 244
* 47 Tot. Horz. Cl: 66.50
* 229 Shoulder Width:
Rear Lt: 6.20 Type: 2 Rt: 0.30
Fwrd Lt: 5.60 Type: 2 Rt: 0.90
Pavement Width:
Rear: 60.00 Type: 2
Fwrd: 60.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: H 99 ' 99 "

* 228 Min. Vertical Cl
Act. Odm Dir: 17 ' 02 "
Oppo. Dir: 16 ' 07 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 17 ' 11 " Dir: 2

Ratings

* 227 Collision Damage: 1

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0194-0 **DeKalb** SUFF. RATING 85.40

Location & Geography

*	Structure I.D.No:	089-0194-0	
	200 Bridge Information	07	
*	6A Feature Int:	I-285 (SR 407)	
*	6B Critical Bridge:	0	
*	7A Route Number Carried:	CR05156	
*	7B Facility Carried:	CHAM. DUNWOODY RD.	
*	9 Location:	2 MI N OF JCT SR 141	
	2 DOT District:	7	
	207 Year Photo:	1998	
*	91 Inspection Frequency:	24	Date: 06/07/2000
	92A Fract Crit Insp Freq:	00	Date: 02/01/1901
	92B Underwater Insp Freq:	00	Date: 02/01/1901
	92C Other Spc. Insp Freq:	00	Date: 02/01/1901
*	4 Place Code:	00000	
*	5 Inventory Route (O/U):	1	
	Type:	5	
	Designation:	1	
	Number:	09260	
	Direction:	0	
*	16 Latitude: 33-50.2	MMS Prefix:	
*	17 Longitude 84-18.8	MMS Suffix:	MP:
	98 Border Bridge: 000	%Shared: 00	
	99 ID Number:	000000000000000	
*	100 STRAHNET: 0		
	12 Base Highway Network:	0	
	13A LRS Inventory Route:		
	13B Sub Inventory Route:		
*	101 Parallel Structure:	N	
*	102 Direction of Traffic	2	
*	264 Road Inventory Mile Post:	005.06	
*	208 Inspection Area: 07	Initials: DAS	
	Engineer's Initial:		

*	104 Highway System:	0	
*	26 Functional Classification:	16	
*	204 Federal Route Type:	M	No.: 09260
	105 Federal Lands Highway:		
*	110 Truck Route:	0	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0000.00	
	218 Datum:	0	
*	19 Bypass Length:	06	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	6	
	37 Historical Significance:	5	
	205 Congressional District:	04	
	27 Year Constructed:	1961	
	106 Year Reconstructed:	1980	
	33 Bridge Median:	0	
	34 Skew:	22	
	35 Structred Flared:	0	
	38 Navigation Control:	N	
	213 Special Steel Design:	0	
	267 Type of Paint:	1	
*	42 Type of Service on:	5	
		1	
	214 Movable Bridge:	0	
	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 02	
	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:	6	
	M	0	
	F	0	

Signs & Attachments

	225 Expansion Joint Type:	07	
	242 Deck Drains:	0	
	243 Parapet Location:	3	
	Height:		1.80
	Width:		1.10
	238 Curb:		0.50 I
	239 Handrail:	7	7
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	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	
	W	23	
	Ele	21	
	Telephone:	23	
	Se	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

* Location I.D. No.: 089-09260M-004.85N

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0194-0 DeKalb SUFF. RATING 85.40

Programming Data

201 Project No.: M-9260 (1)
202 Plans Available: 1
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 00 0
94 Bridge Imp. Cost: $ 0
95 Roadway Imp. Cost: $ 0
96 Total Imp Cost: $ 0
76 Imp. Length: 000000
97 Imp. Year: 1900
114 Future ADT: 041100 Year: 2019

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
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: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 089-09260M-004.85N

Measurements

* 29 ADT: 027400 Year: 1999
109 % Trucks: 9
* 28 Lanes On: 05 Under: 10
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0075
* 49 Structure Length: 273
51 Br. Rwdy. Width: 64.00
52 Deck Width: 75.40
* 47 Tot. Horz. Cl: 64.00
50 Curb/Sdewlk Width 4.50/4.50
32 Approach Rdwy Width: 064
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 1 Rt: 2.00
Fwrd Lt: 2.00 Type: 1 Rt: 2.00
Pavement Width:
Rear: 60.00 Type: 2
Fwrd: 60.00 Type: 2
Intersection Rear: 1 Fwrd: 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 20 ' 01 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: H 0.80
56 Lateral Undercl. Lt: 5.00
* 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: 6.80
Deck Thick Approach: 6.80
246 Overlay Thickness: 1.50
212 Year Last Painted: Sup: 1980 Sub: 0000

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 50
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: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 4
69 UnderClr. Horz/Vert: 6
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0194-0 | DeKalb | SUFF. RATING 85.40

Location & Geography

* Structure I.D.No: 089-0194-0
* 6A Feature Int: M-9260 CHAM. DUNWOODY R
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00407
* 7B Facility Carried: I-285
* 9 Location: 2 MI N OF JCT SR 141
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): 2
  - Type: 1
  - Designation: 1
  - Number: 00285
  - Direction: 0
* 16 Latitude: 33-50.2 HMMS Prefix:
* 17 Longitud 084-18.8 HMMS Suffix: MP:
* 100 STRAHNET: 1
  - 12 Base Highway Network: 0
  - 13A LRS Inventory Route:
  - 13B Sub Inventory Route:
* 101 Parallel Structure: N
* 102 Direction of Traffic 2
* 104 Highway System: 1
* 26 Functional Classification: 11
* 204 Federal Route Type: I No.: 285-1
  - 105 Federal Lands Highway:
* 110 Truck Route: 1
* 19 Bypass Length: 01
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
  - 27 Year Constructed: 1961
* 42 Type of Service on: 5 Under: 1
* 43 Structure Type Main: 4 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 089-00407D-028.65C
* XReference I.D. No 089-09260M-004.85N

Signs & Attachments

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

Measurements

* 29 ADT: 238800 Year: 1999
* 28 Lanes On: 05 Under: 10
* 48 Max. Span Length: 0075
* 49 Structure Length: 273
* 47 Tot. Horz. Cl: 66.50
* 229 Shoulder Width:
  - Rear Lt: 5.00 Type: 2 Rt: 1.20
  - Fwrd Lt: 5.00 Type: 2 Rt: 0.80
  - Pavement Width:
  - Rear: 60.00 Type: 2
  - Fwrd: 60.00 Type: 2
  - Intersection Rear: 0 Fwrd: 0
  - 36 Safety Features Br. Rail: 2
  - Transition: 2
  - App. G. Rail: 2
  - App. Rail End: 2
  - 53 Minimum Cl.Over: H 99 ' 99 "
* 228 Min. Vertical Cl
  - Act. Odm Dir: 20 ' 05 "
  - Oppo. Dir: 20 ' 01 "
  - Posted Odm. Dir: 00 ' 00 "
  - Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 20 ' 11 " Dir: 1

Ratings

* 227 Collision Damage: 0

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0248-0 **Fulton Area 7** SUFF. RATING 77.89

Location & Geography

*	Structure I.D.No:	121-0248-0	
	200 Bridge Information	04	
*	6A Feature Int:	M-9219 PTREE DUNWOODY R	
*	6B Critical Bridge:	0	
*	7A Route Number Carried:	SR00407	
*	7B Facility Carried:	I-285	
*	9 Location:	NORTH FULTON COUNTY	
	2 DOT District:	7	
	207 Year Photo:	1999	
*	91 Inspection Frequency:	24	Date: 10/01/2001
	92A Fract Crit Insp Freq:	00	Date: 02/01/1901
	92B Underwater Insp Freq:	00	Date: 02/01/1901
	92C Other Spc. Insp Freq:	00	Date: 02/01/1901
*	4 Place Code:	00000	
*	5 Inventory Route (O/U):	1	
	Type:	1	
	Designation:	1	
	Number:	00285	
	Direction:	0	
*	16 Latitude: 33-54.8	MMS Prefix: SR	
*	17 Longitude 84-21.2	MMS Suffix: 407	MP: 26.40
	98 Border Bridge:	000	%Shared: 00
	99 ID Number:	000000000000000	
*	100 STRAHNET:	1	
	12 Base Highway Network:	1	
	13A LRS Inventory Route:	1211040700	
	13B Sub Inventory Route:	0	
*	101 Parallel Structure:	N	
*	102 Direction of Traffic	2	
*	264 Road Inventory Mile Post:	027.32	
*	208 Inspection Area:	07	Initials: DAS
	Engineer's Initial:	ksb	

* Location I.D. No.: 121-00407D-026.40C

*	104 Highway System:	1	
*	26 Functional Classification:	11	
*	204 Federal Route Type:	I	No.: 02851
	105 Federal Lands Highway:	0	
*	110 Truck Route:	1	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0000.00	
	218 Datum:	0	
*	19 Bypass Length:	01	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	6	
	37 Historical Significance:	5	
	205 Congressional District:	05	
	27 Year Constructed:	1961	
	106 Year Reconstructed:	1996	
	33 Bridge Median:	3	
	34 Skew:	35	
	35 Structred Flared:	1	
	38 Navigation Control:	N	
	213 Special Steel Design:	0	
	267 Type of Paint:	5	
*	42 Type of Service on:	1	
		1	
	214 Movable Bridge:	0	
	203 Type Bridge:	Z-O-M-O	
	259 Pile Encasement:	3	
*	43 Structure Type Main:	3	02
	45 No. Spans Main:	003	
	44 Structure Type Appr:	0	00
	46 No. Spans Appr:	0000	
	226 Bridge Curve Horz:	0	Vert: 0
	111 Pier Protection:	0	
	107 Deck Structure Type:	1	
	108 Wearing Surface Type:	1	
	M	0	
	F	8	

Signs & Attachments

	225 Expansion Joint Type:	11	
	242 Deck Drains:	0	
	243 Parapet Location:	0	
	Height:		0.00
	Width:		0.00
	238 Curb:		1.20 1
	239 Handrail:	1	1
*	240 Median Barrier Rail:	1	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	230 Guardrail Loc Dir Rear:	6	
	Fwrd:	6	
	Oppo Dir Rear:	6	
	Fwrd:	6	
	244 Approach Slab:	3	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	55	
	236 Warning Sign:	0	
	234 Delineator:	1	
	235 Hazard Boards:	0	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	22	
	Se	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0248-0

Fulton Area 7

SUFF. RATING 77.89

Programming Data

201 Project No.: I-FI-285-1 (84) 88 CT.3
202 Plans Available: 1
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 34 1
94 Bridge Imp. Cost: $ 10
95 Roadway Imp. Cost: $ 10
96 Total Imp Cost: $ 20
76 Imp. Length: 000209
97 Imp. Year: 1990
114 Future ADT: 379800 Year: 2020

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
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: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 121-00407D-026.40C

Measurements

* 29 ADT: 253200 Year: 2000
109 % Trucks: 6
* 28 Lanes On: 13 Under: 05
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0102
* 49 Structure Length: 210
51 Br. Rwdy. Width: 202.50
52 Deck Width: 208.50
* 47 Tot. Horz. Cl: 99.90
50 Curb/Sdewlk Width 0.00/0.00
32 Approach Rdwy Width: 162
* 229 Shoulder Width:
Rear Lt: 6.00 Type: 2 Rt: 12.00
Fwrd Lt: 6.00 Type: 2 Rt: 8.50
Pavement Width:
Rear: 76.00 Type: 2
Fwrd: 84.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: H 17 ' 01 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: H 2.00
56 Lateral Undercl. Lt: 2.00
* 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: 7.50
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 1995 Sub: 1900

Ratings

65 Inventory Rating Method: 1
63 Inventory Rating Method: 1
66 Inventory Type: 2 Rating: 31
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: 40 0
261 H Inventory Rating: 20
262 H Operating Rating: 28
67 Structural Evaluation: 7
58 Deck Condition: 7
59 Superstructure Condition: 8
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 9
69 UnderClr. Horz/Vert: 3
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 Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0248-0 **Fulton Area 7** SUFF. RATING 77.89

Location & Geography

* Structure I.D.No: 121-0248-0
* 6A Feature Int: I-285 (SR 407)
* 6B Critical Bridge: 0
* 7A Route Number Carried: CR01431
* 7B Facility Carried: P'TREE DUNWOODY RD
* 9 Location: .3 MI E OF SR 400
* 91 Inspection Frequency: 00 Date: 02/01/1901
* 4 Place Code: 00000
* 5 Inventory Route (O/U): 2
Type: 5
Designation: 1
Number: 09219
Direction: 0
* 16 Latitude: 33-54.8 HMMS Prefix:
* 17 Longitud 084-21.2 HMMS Suffix: MP:
* 100 STRAHNET: 0
12 Base Highway Network: 1
13A LRS Inventory Route: 1211094700
13B Sub Inventory Route: 0
* 101 Parallel Structure: N
* 102 Direction of Traffic 2
* 104 Highway System: 0
* 26 Functional Classification: 16
* 204 Federal Route Type: M No.: 09219
105 Federal Lands Highway: 0
* 110 Truck Route: 0
* 19 Bypass Length: 00
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
27 Year Constructed: 1961
* 42 Type of Service on: 1 Under: 1
* 43 Structure Type Main: 3 02
* 208 Inspection Area: 07 Initials: DAS
* Location I.D. No.: 121-09219M-005.20N
* XReference I.D. No 121-00407D-026.40C

Signs & Attachments

* 240 Median Barrier Rail: 0
* 230 Guardrail Loc Dir Rear: 0
Fwrd: 0
Oppo Dir Rear: 0
Fwrd: 0

Measurements

* 29 ADT: 034120 Year: 1998
* 28 Lanes On: 13 Under: 05
* 48 Max. Span Length: 0102
* 49 Structure Length: 210
* 47 Tot. Horz. Cl: 60.00
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 2 Rt: 2.00
Fwrd Lt: 2.00 Type: 2 Rt: 2.00
Pavement Width:
Rear: 56.00 Type: 2
Fwrd: 56.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: H 99 ' 99 "

* 228 Min. Vertical Cl
Act. Odm Dir: 17 ' 01 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
* 10 Max Min Vert Cl: 17 ' 07 " Dir: 1

Ratings

* 227 Collision Damage: 0

Posting Data

* 103 Temporary Structure: 0
* 248 County Continuity No.: 00

Hydraulic Data

* 265 U/W Insp. Are 0 Diver: ZZZ