COUNTY DEPARTMENT AGENDA REQUEST

Department:	Public Works	Presenter(s):	Phil Mallon
Meeting Date:	Wednesday, February 2, 2011	Type of Request:	New Business

Wording for the Agenda:

Update on the proposed Interchange Modification Report (IMR) for I-85 at SR 74.

Background/History/Details:

In July 2008 the Board of Commissioners designated $40,000 of SPLOST funds to be used to assist in the development of a study to improve traffic flow at the interchange of I-85 and SR 74. Since then, the City of Fairburn and the South Fulton Community Improvement District have completed a Feasibility Review (attached) and subsequently received approval from the GDOT to prepare an IMR.

The City of Fairburn has recently prepared a Request for Proposals (RFP) and plans to solicit proposals in February or March of this year. Staff has reviewed the RFP and provided comments to Fairburn. County staff will be included in the proposal review team.

Provided as back-up to this agenda request are the following items:

1) The December 18, 2009 Feasibility Review for I-85 IMR;
2) A preliminary project schedule; and
3) A copy of BOC meeting minutes from July 24, 2008.

What action are you seeking from the Board of Commissioners?

None. The presentation is for informational purposes only.

If this item requires funding, please describe:

Funding has already been allocated for the report

Has this issue come before the Commissioners in the past?	Yes	If so, when?	July 24, 2008
Do you need audio-visual for the presentation?	No	Back-up Material Submitted?	Yes

STAFF USE ONLY

Approved by Finance	Not Applicable	Reviewed by Legal	Yes
Approved by Purchasing	Not Applicable	Approved by County Clerk	Yes
Administrator's Approval	Yes		

Staff Notes:

FEASIBILITY REVIEW FOR I-85 INTERCHANGE MODIFICATION REPORT

EXIT 61 – SENOIA ROAD (SR 74)
FULTON COUNTY, GEORGIA

IMR Sponser: City of Fairburn
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Fairburn, GA 30213
Contact: Troy Besseche, PE
Title: City Engineer
Phone: 770-683-4286
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Heath & Lineback Engineers, Inc.

December 18, 2009

A & R Project # 09-046

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INTRODUCTION

City of Fairburn together with other partners has sponsored this feasibility report for the modification of the interchange located at Exit 61 (Senoia Road – SR 74) on Interstate 85. "Anyone who has driven Senoia Road (SR 74) during rush hour can understand why this is one of the South Fulton Community Improvement District's top priorities," as pointed out in a 2009 South Fulton CID news letter. The Congestion Relief Accord, an inter-governmental Memorandum of Understanding was signed by representatives from Fulton and Coweta counties, City of Peachtree City, City of Senoia, City of Union City and the City of Fairburn as well as the South Fulton Community Improvement District (CID). The Congestion Relief Accord identifies this project as a top priority.

The Tri County Alliance (TCA) has joined together to fund an Interchange Modification Report (IMR) for the interchange on I-85 at SR 74 (Senoia Road) in Fulton County, within the city limits of Fairburn. As part of its interchange policy, the Georgia Department of Transportation (GDOT) requires that the Sponsor produce a Feasibility Review for an IMR. The following documentation outlines the GDOT requirements in terms of justification to begin the IMR for this interchange. It should be noted that the SR 74 interchange upgrade is listed under the ARC Envision 6 Regional Transportation Plan as a long term project (FS-AR-182). This project also has been issued a GDOT project ID (PI 0007841) and number (Project No. CSNHS-0007-00(841)). More information is available in the Appendix.

For the purposes of this study, I-85 towards Atlanta will be referred to as I-85 North, and I-85 towards Newnan will be referred to as I-85 South. The proposed interchange modification is located at Exit 61 off of Interstate 85 in Fairburn, GA. The location of the interchange is shown in Figure 1, below.

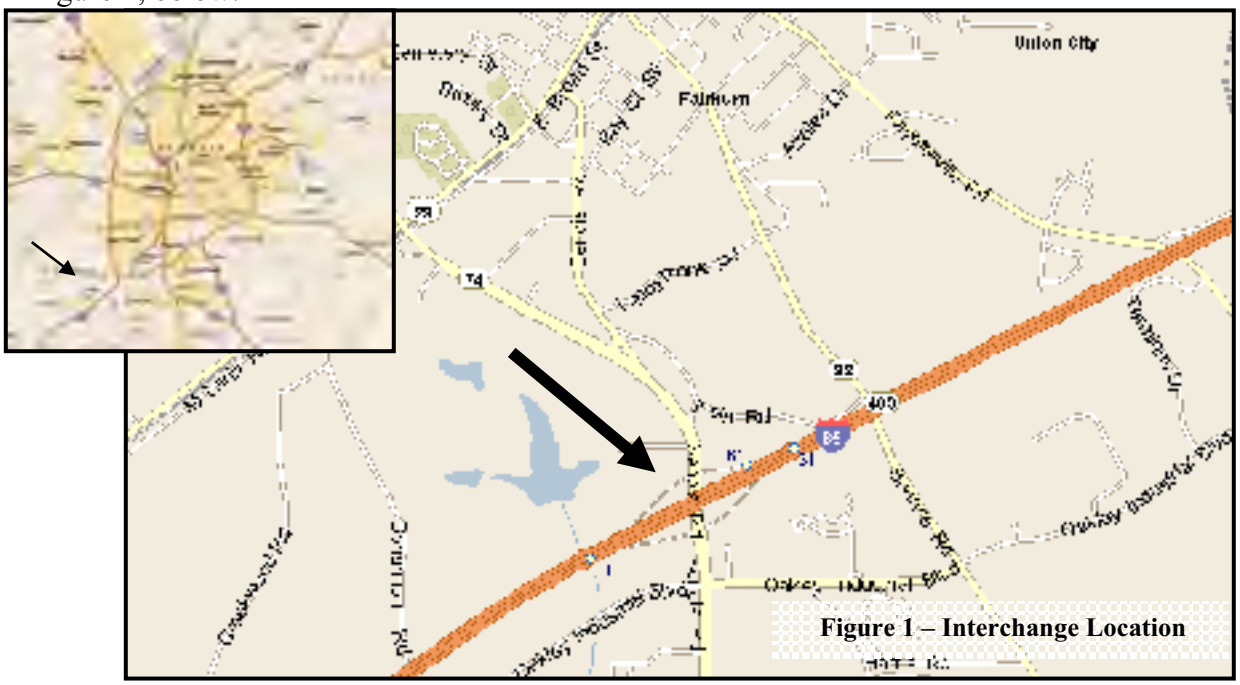


Figure 1 – Interchange Location

A.1. Review and Written Analysis of Spacing Requirements

The SR 74 interchange is located south of the I-285 perimeter, outside of the Atlanta Urbanized Area, in what is considered a suburban area according to the Atlanta Regional Commission's Unified Growth Map. The requirements set by GDOT for interchange spacing in suburban areas are a minimum spacing of 2 miles with an average spacing of 4 miles. This interchange and the interchanges located to the north and south of this interchange consist of:

- Exit 68, I-285, located approximately 3.0 miles to the north of exit 66
- Exit 66, Flat Shoals Road, located approximately 1.7 miles north of Exit 64
- Exit 64, Jonesboro Road (SR 138), located approximately 2.9 miles to the north of Exit 61
- **Exit 61, Senoia Road (SR 74) – STUDY INTERCHANGE**
- Exit 56, Collinsworth Road, located approximately 5.0 miles to the south of Exit 61
- Exit 51, Sharpsburg McCollum Road, located approximately 5.1 miles to the south of Exit 56

Thus, the minimum spacing is 2.9 miles and the average spacing is approximately 4 miles for the two adjacent intersections (Exit 56 and 64). Thus, the GDOT requirements are met. Since this Feasibility Review is for the modification of an existing interchange, it is anticipated that the there will be no change in the existing interchange spacing along I-85.

A.2. Written Statement Defining Consideration of the Modification as Needed

A. Need for the Proposed Interchange Modification

At this interchange I-85 runs East-West and SR 74 runs North-South. For the purposes of this study, however, I-85 towards Atlanta (eastbound at the interchange) will be referred to as I-85 North and I-85 towards Newnan (westbound at the interchange) will be referred to as I-85 South. Senoia Road will be referred to as northbound and southbound due to its cardinal orientation.

An aerial of the existing interchange is shown in Figure 2. There are two bridges that pass over I-85 on SR 74, one for northbound traffic on SR 74 and one for southbound traffic. SR 74 has two through traffic lanes in both the northbound and southbound directions at the interchange.

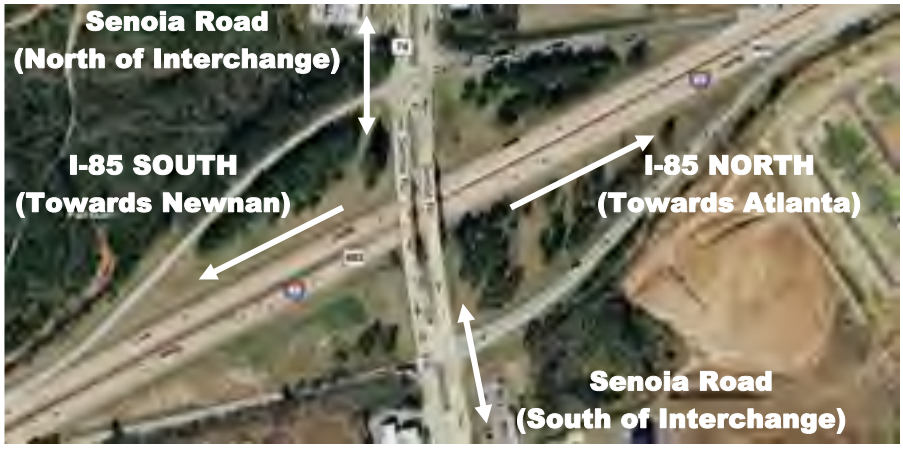


Figure 2 – Aerial Image

Daily volumes gathered from GDOT show that traffic on I-85 decreases / increases by 30% after crossing the SR 74 interchange. In the AM peak hour, the larger movement at the study intersection is from SR 74 (south of the interchange) onto I-85 North. In the PM peak hour, most traffic at the interchange turns from I-85 South to go south onto SR 74.

The I-85 South off-ramp (located north of the bridges) has two dedicated left turn lanes and one dedicated right turn lane for traffic exiting I-85 South, and there is one northbound left lane for traffic entering onto I-85 South. Also, there was a recent addition of a southbound right turn lane at this intersection. It should be noted that there is a very limited amount of storage available for the northbound left turn movement onto I-85 South.

The I-85 North off-ramp (located south of the bridges) has one lane exiting the I-85 North, and there is one southbound left and northbound right turn lane for traffic entering onto I -85 North. It should be noted that there is a very limited amount of storage available for the southbound left turn movement onto I-85 North.

For vehicles traveling on I-85 South, there is a ~1500' single exit only lane. This lane opens up to two ~700' exit only lanes. The off-ramp is 900' long with two left turn lanes and one right turn lane. It has been observed that as the exit only lane opens to two lanes, drivers traveling in the right through lane on I-85 South try to find gaps to exit, causing back-ups in the through traffic. At least one fatality can be attributed at this location to these driver behaviors and lane configurations. The current configuration at the I-85 / SR 74 interchange is not adequate and needs modification for the reasons documented below.

Population growth in area

According to US Census Bureau data, the City of Fairburn has had robust population growth since the early 1990s. From 1990 to 2000 the population has increased by 36%. Since 2000, the population of Fairburn has nearly doubled.

Peak Hour Delays at Interchange

A traffic model prepared in 2006 for a mixed use development on Senoia Road (DRI #976) showed that there is significant congestion at the interchange. Level of service (LOS) is defined by the Highway Capacity Manual in terms of the amount of control delay, including initial deceleration delay, queue move up time, stopped delay and final acceleration delay. The model prepared for DRI#976 demonstrated that the I-85 ramps approaches will operate at LOS F during the peak hours for the 2008 Base Condition. Another recent study, for the installation of a southbound right turn lane from SR 74 to I-85 South, showed the LOS at the I-85 South off-ramp to be F for the year 2006.

Queues at Interchange and Adjacent Interchanges

Queue lengths at the interchange were also analyzed for the 2008 Base Condition as part of a regional impact study (DRI #976) in the area. The northbound and southbound left turn lanes to enter onto I-85 North and South are severely undersized. The left turn lane storage for vehicles entering I-85 north is nearly 150 feet while the calculated queue length is over 300 feet in the peak hour. The left turn lane storage for vehicles entering I-85 south is approximately 100 feet while the queue length is approximately 400 feet in the peak hour. These items have been addressed in concept drawings in a later section of this report.

Through field observations, the northbound and southbound off-ramp queues are considerably long in peak hours. These deficiencies will continue to worsen as volumes increase along with travel demand in the area, and the congestion situation will only continue to worsen with new development in the area.

Pending Development

Aside from existing congestion, pending development in the region further presses the need for the study interchange to be improved. The South Park Mixed-Use Development (931 Residential Units – attached, 350 Multi Family Units, 290,000 sf Commercial) is located 0.35 miles east of the interchange and is at 50-60% buildout. The South Park Expansion (1,565,000 sf industrial) is located approximately 0.75 miles east of the study interchange and is at 50% completion. The Oakley Township Expansion (807 Residential Units detached) is located 2 miles east of interchange and is at approximately 45% buildout. The Fairburn Renaissance Mixed-Use Development (201 Residential Units attached, 796,008 sf Commercial, 29,600 sf Office) is located ½ mile south of the interchange and is at approximately 65% buildout. Finally, the

Bohannon Road Industrial Development (1,820,000 sf) is located 1 mile down I-85 South from the interchange and is not yet developed. The combined projected traffic for all of the DRI developments mentioned above adds over 6,500 additional vehicles to the peak hour.

Local Commitments that Support the Need and Purpose

The members of the South Fulton Community Improvement District (SFCID) and the Tri-County Alliance (TCA) have signed an MOU titled the "Congestion Relief Accord", an inter-governmental Memorandum of Understanding that identifies this project as a top priority. The jurisdictions involved include Fulton, Fayette, and Coweta Counties, City of Fairburn, City of Peachtree City, City of Senoia, City of Union City, Town of Tyrone, and the City of Palmetto.

The Tri County Alliance (TCA) is a forum of government and community members from South Fulton, Fayette and Coweta counties working together to discuss and promote access and mobility solutions on regionally significant corridors in the tri-county area. Collaborating with regional and state partners, the Alliance leverages resources and experiences to preserve and improve transportation, economic development and quality of life for the South Fulton, Fayette and Coweta communities.

The South Fulton Community Improvement District is a self taxing group of property owners working together to facilitate business and community development. In partnership with government officials, business professionals and members of the surrounding community the CID is investing in area wide access and mobility improvements.

Numerous projects have been completed on the SR 74 corridor to help improve traffic operations at the interchange. There was a recent addition of a southbound right turn lane from SR 74 onto I-85 South. Another effort was made in improving the intersection of Oakley Industrial Blvd / SR 74, in which a median opening just south of the interchange would be closed. This project is currently being pursued by the City and is currently programmed as an operational improvement. There have also been signal timing improvements performed by the GDOT district office in this area. Also, there is an ongoing project on I-85 in the area.

Population growth, existing deficiencies in the LOS of the interchange, long queues at the interchange (especially for the I-85 South off-ramp in the PM peak hour), additional traffic expected from numerous developments in the area, and the limited capability of past projects to significantly improve the interchange show the need for an interchange modification study to be performed.

B. Existing Infrastructure

Environmental Scan

City Lake (in City Lake Park) is located approximately 1,000 feet north of I-85 in the vicinity, west of the interchange. This Lake feeds Line Creek which currently flows underneath I-85, approximately 1,800 feet west of Senoia Road. Line Creek is considered inland forest wetland area outside of where it crosses I-85. Portions of the creek have been channelized in the vicinity of I-85 as either part of the original construction of the interstate or a part of a subsequent widening.

Water, Sewer, Utilities

Fairburn has water and sanitary sewer lines within the vicinity of the interchange. Natural gas, telephone, and water utilities traverse the westbound lanes on the bridge at the interchange. The City of Atlanta also has transmission and distribution level water mains along SR 74.

Schools

Landmark Christian School is located approximately 1.3 miles to the north of the interchange, and The Bedford School is located approximately 1.25 miles south of the interchange.

Roads

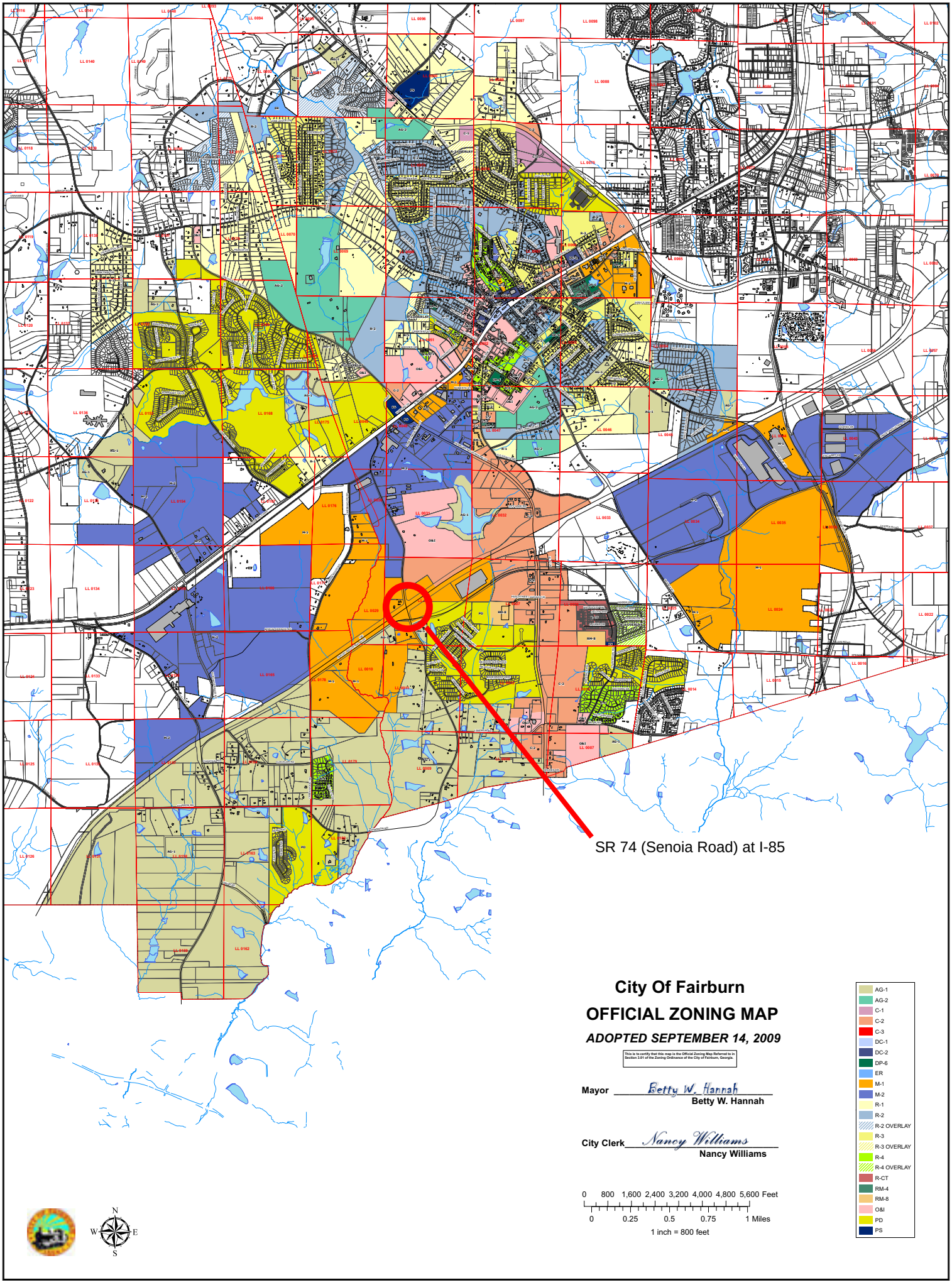
Existing major roads in the interchange area are Senoia Rd (SR 74), the mainline facility crossing over I-85, Oakley Industrial Blvd, approximately 825 feet south of the northbound off ramp, Roosevelt Hwy (US 29), located approximately 1.15 miles north of the southbound off ramp, and Spence Rd (SR 92), located approximately 3,000 feet east.

Historical Structures

According to the National Register of Historic Places, no historic structures are within the vicinity of what any improvement project would extend for this interchange.

C. Current Land-Use / Zoning and Existing / Pending Development

The City of Fairburn's official zoning map is shown in Figure 2. This document was adopted September 14, 2009.


SR 74 (Senoia Road) at I-85
City Of Fairburn
OFFICIAL ZONING MAP
ADOPTED SEPTEMBER 14, 2009
This is to certify that this map is the Official Zoning Map Referred to in Section 3.01 of the Zoning Ordinance of the City of Fairburn, Georgia.
Mayor Betty W. Hannah
Betty W. Hannah
City Clerk Nancy Williams
Nancy Williams
0 800 1,600 2,400 3,200 4,000 4,800 5,600 Feet
0 0.25 0.5 0.75 1 Miles
1 inch = 800 feet
AG-1
AG-2
C-1
C-2
C-3
DC-1
DC-2
DP-6
ER
M-1
M-2
R-1
R-2
R-2 OVERLAY
R-3
R-3 OVERLAY
R-4
R-4 OVERLAY
R-CT
RM-4
RM-8
O&I
PD
PS
N
W
E
S

The area immediately surrounding the interchange is zoned C-2 "Highway Commercial District". This zoning encompasses the interchange and most of SR 74. The purpose of the highway commercial district is to serve the retail and commercial needs of commuters and the traveling public. It is recognized that the automobile is the principal means of transit for shoppers in this district.

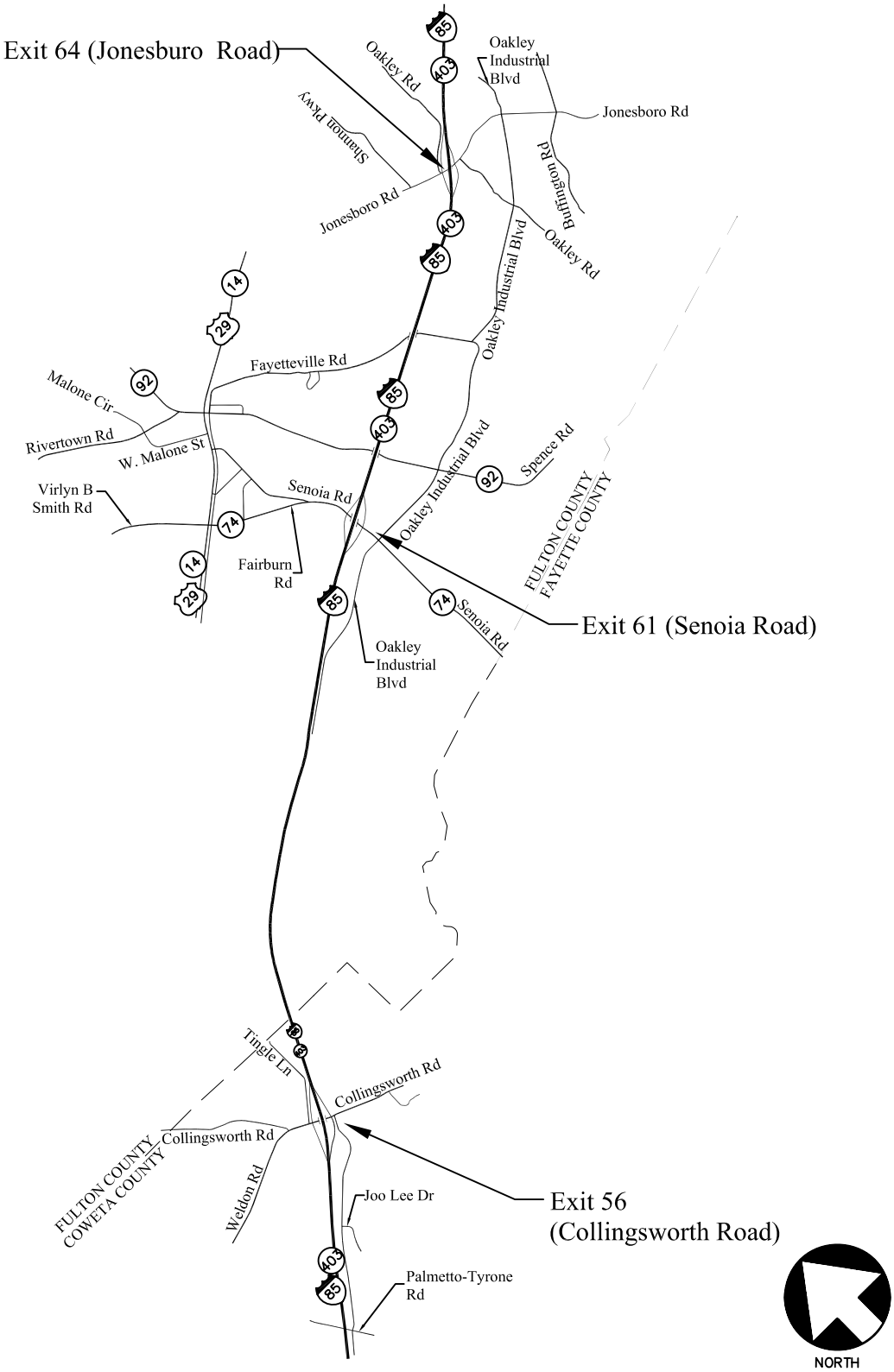
In some areas south of the interchange, to the east and west of the C-2 zoned areas of SR 74, the zoning is PD "Planned Development". The PD district encourages large scale, unified development of compatible land uses, accessed by intermodal transportation systems. The existing and proposed developments in this area tend to encompass large residential components. As you get further from the interchange the zoning gradually becomes more residential and eventually agricultural.

Areas northwest of the interchange primarily constitute industrial and office park land, and areas north and northeast are largely residential as you approach the center of the City of Fairburn.

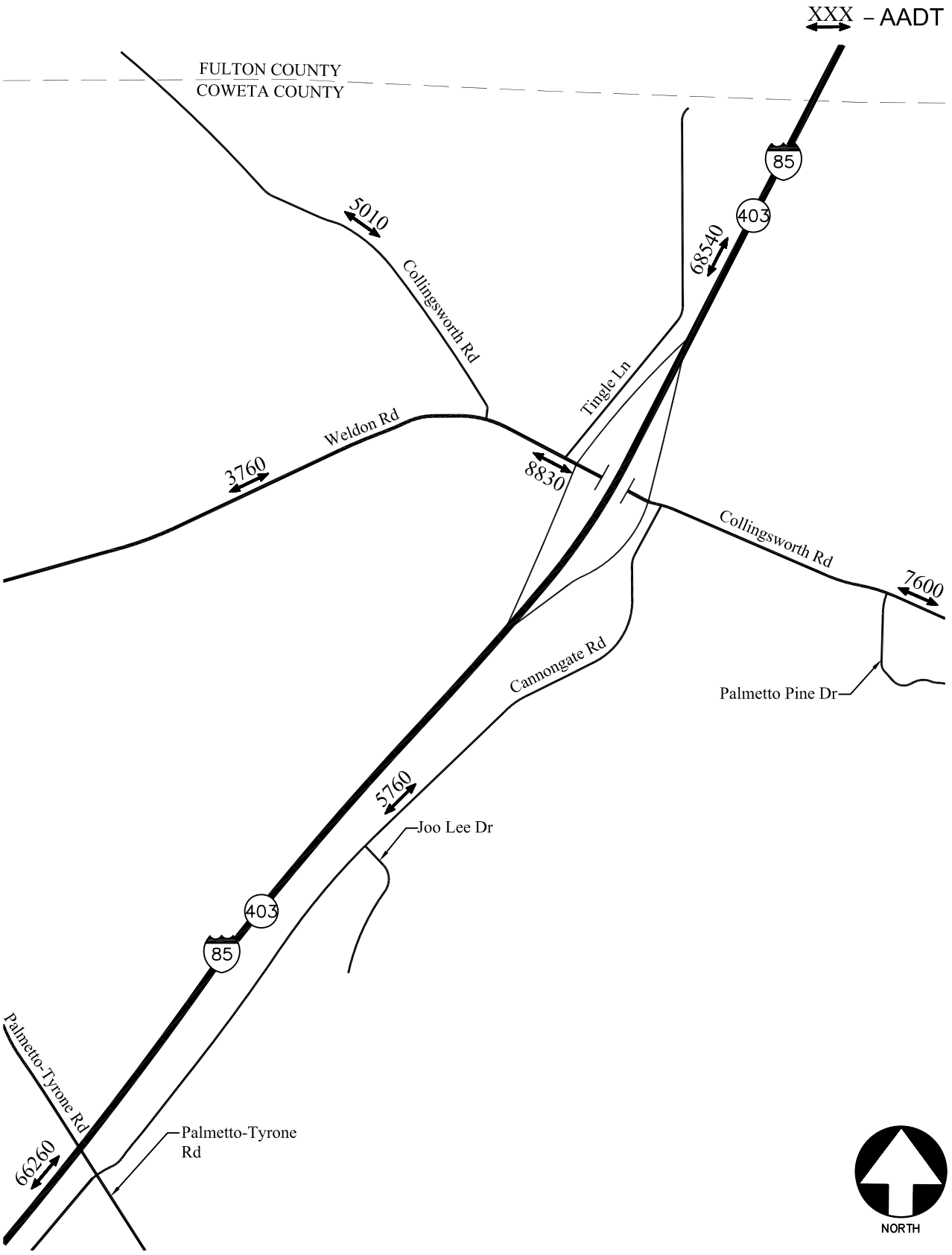
Within the next five years the South Park Mixed-Use Development (931 Residential Units – attached, 350 Multi Family Units, 290,000 sf Commercial), South Park Expansion (1,565,000 sf industrial), Oakley Township Expansion (807 Residential Units detached), and Fairburn Renaissance Mixed-Use Development (201 Residential Units attached, 796,008 sf Commercial, 29,600 sf Office) will be built out. Also, the Bohannon Road Industrial Development (1,820,000 sf) be will under construction or completed. Once all of the DRI developments mentioned above are completed, they will add over 6,500 additional vehicles to the peak hour.

D. Existing and Forecast Traffic Volumes

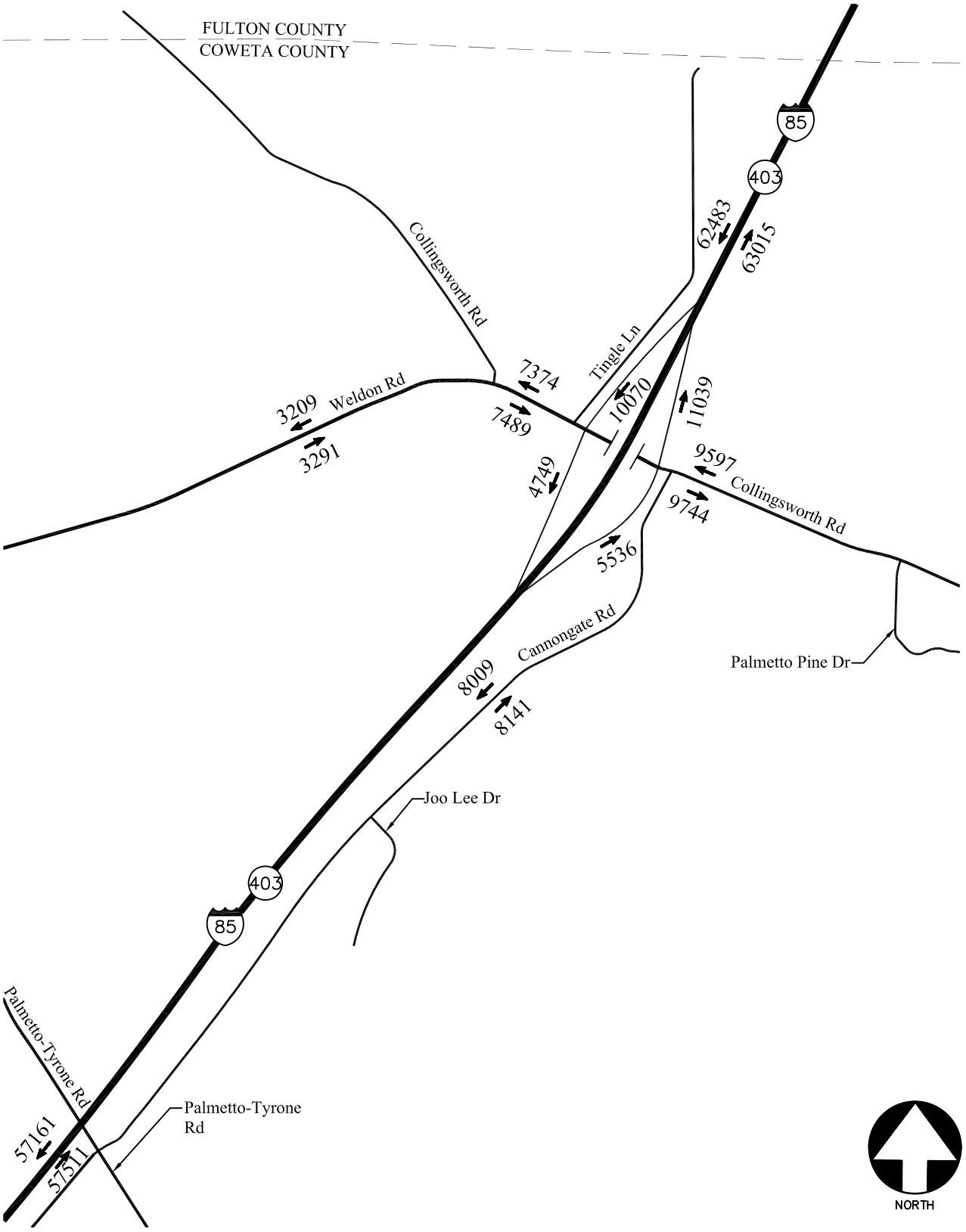
2008 volumes were obtained through GDOT's Transportation Explorer and Forecast 2030 traffic volumes were provided by the Atlanta Regional Commission (ARC) for the study interchange and the two adjacent interchanges. An overall map of the study interchange (Exit 61) and the two adjacent interchanges (Exit 56 and Exit 64) are shown in Figure 4. The volumes for I-85 Exits 56, 61, and 64 are shown in Figures 5-10.



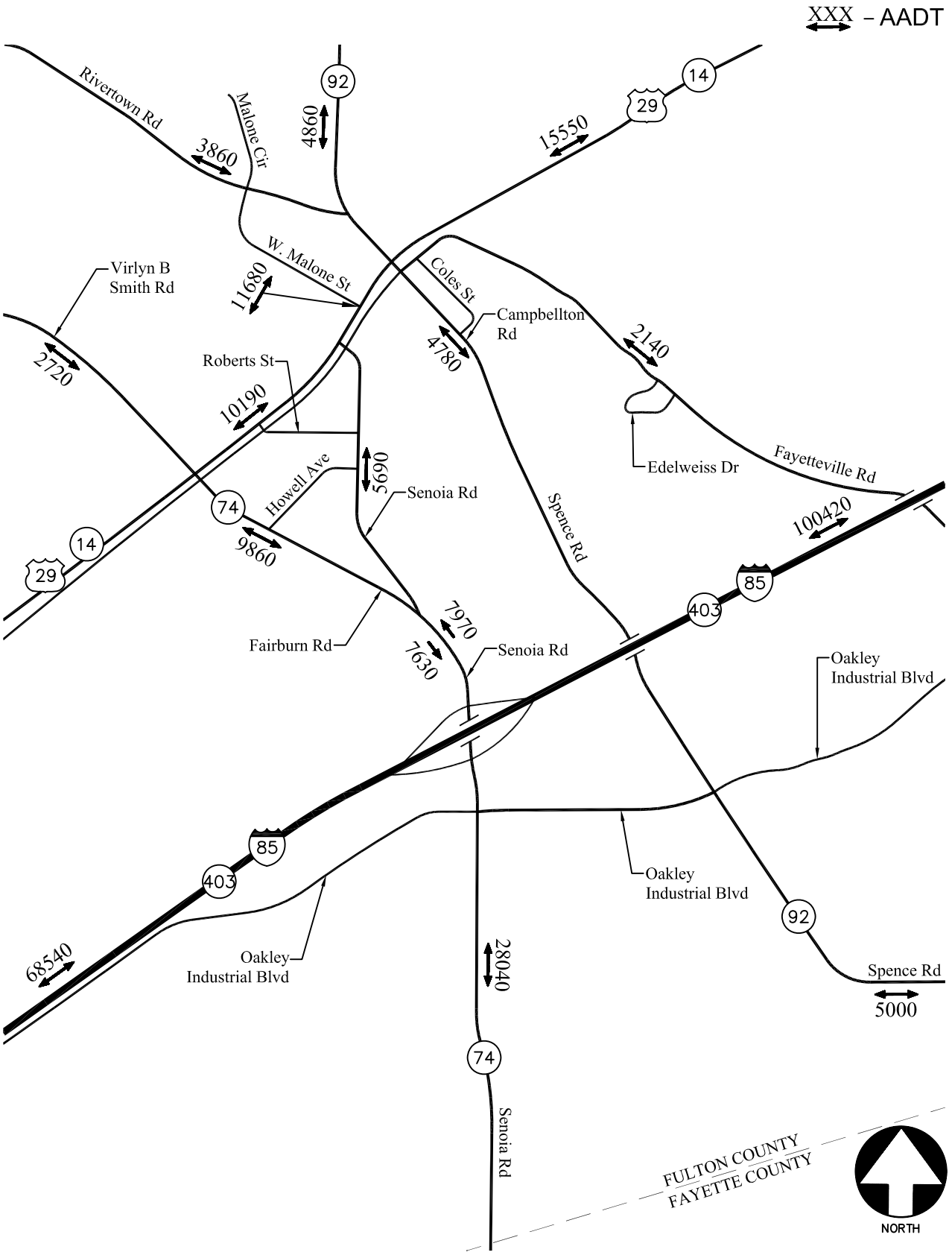
I-85 Interchanges Figure 4



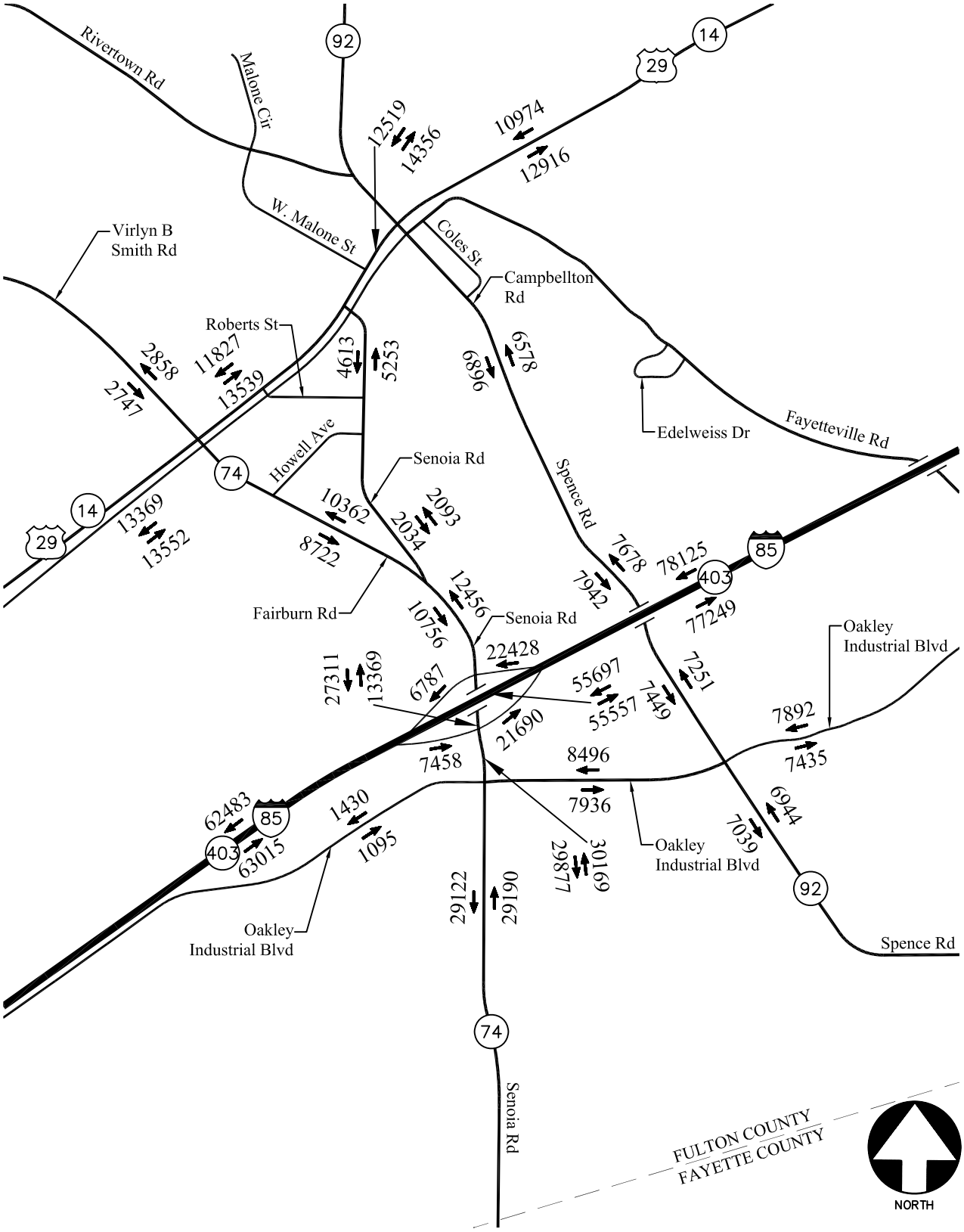
I-85 at Collingsworth Road - 2008 Volumes Figure 5



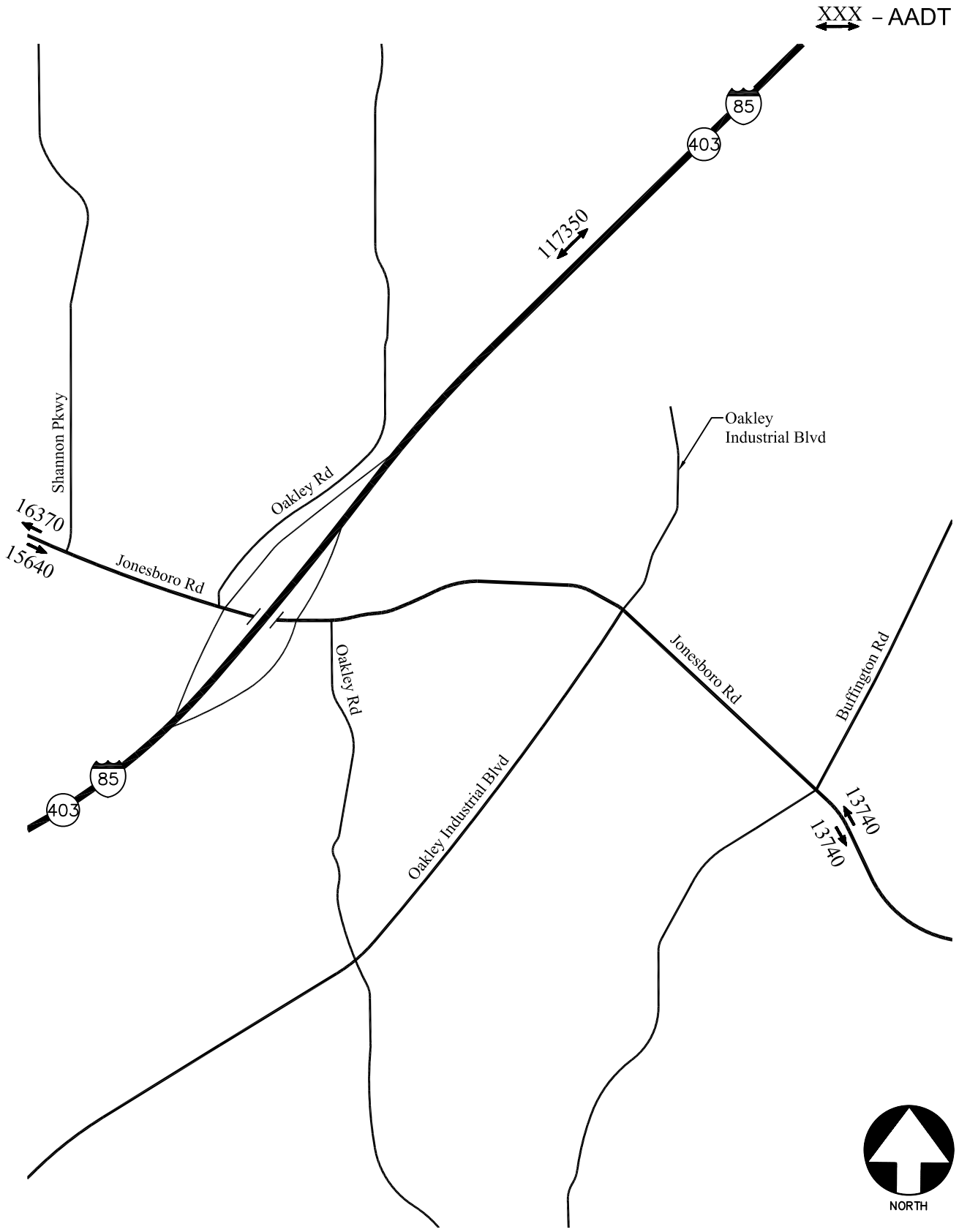
I-85 at Collingsworth Road - 2030 Volumes Figure 6



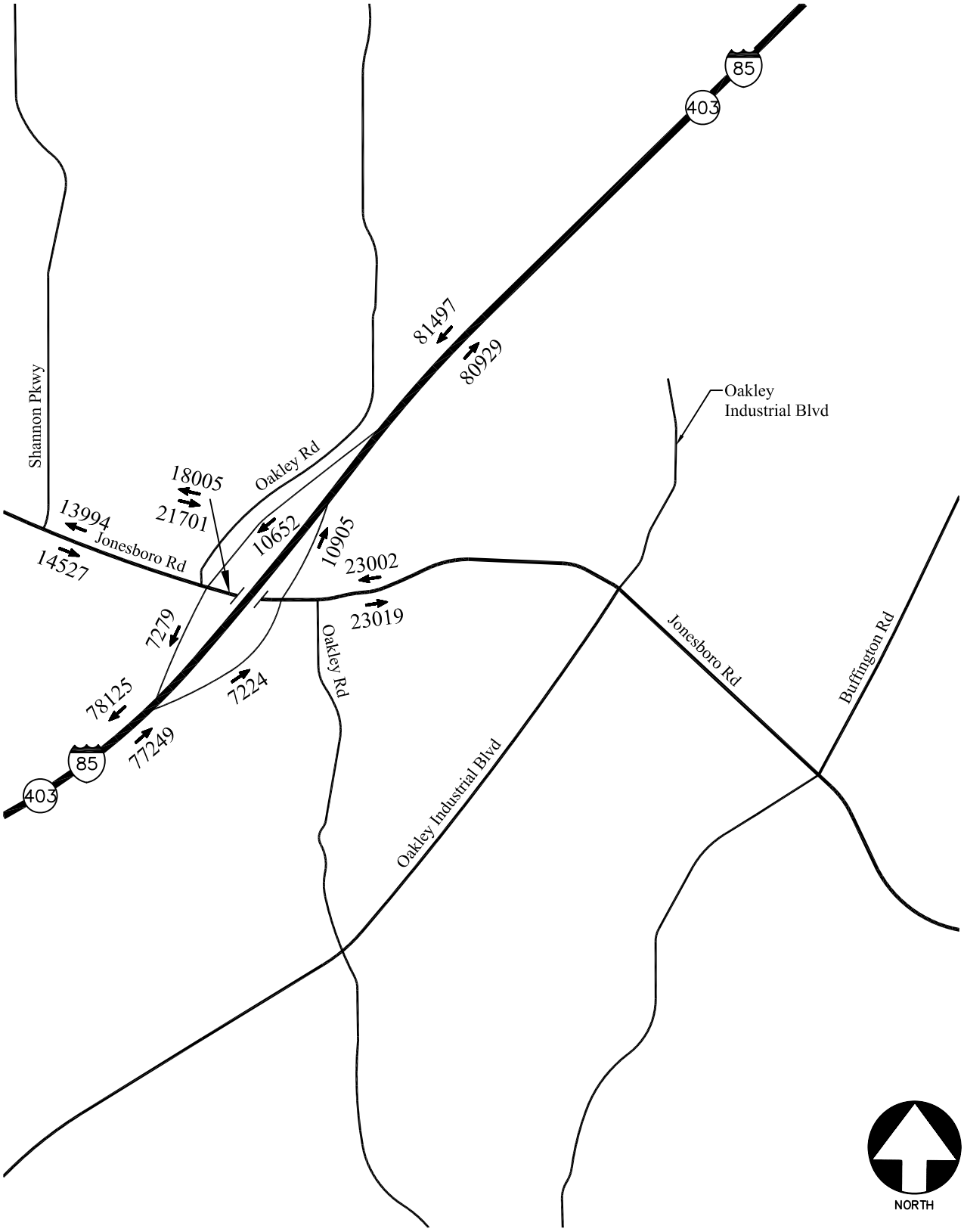
I-85 at SR 74 (Senoia Road) - 2008 Volumes Figure 7



I-85 at SR 74 (Senoia Road) - 2030 Volumes Figure 8



I-85 at Jonesboro Road - 2008 Volumes Figure 9



I-85 at Jonesboro Road - 2030 Volumes Figure 10

Daily volumes gathered from GDOT show that traffic on I-85 decreases / increases by 30% after crossing the SR 74 interchange. In the AM peak hour, the larger movement at the study intersection is from SR 74 (south of the interchange) onto I-85 North. In the PM peak hour, most traffic at the interchange turns from I-85 South to go south onto SR 74. In the future 2030 volumes, provided by ARC, the I-85 South off ramp is projected to have 22,428 vehicles per day, and the I-85 North on-ramp is projected to have 21,690 vehicles per day.

A majority of the traffic at the SR 74 interchange is coming from and going to SR 74 south of the interchange (60%–70%). The projected volumes provided by ARC show that the 2030 bi-directional ADT volumes immediately north of the interchange on SR 74 are going to increase by 50% to total over 23,000 vehicles per day. Immediately south of the interchange, the bi-directional ADT volumes are expected to more than double to over 58,000 vehicles. Therefore, the interchange is anticipated to have a demand in year 2030 that exceeds 70,000 vehicles per day.

Furthermore, according to the Fairburn Renaissance DRI study, it is recommended that the bridge over I-85 be widened from two lanes to three lanes on the southbound side as a result of background traffic growth. The study goes on further to recommend that additional northbound left and southbound right turn lanes be added on SR 74 at the southbound ramp and an additional left turn lane for the I-85 South off-ramp.

The Bohannon Industrial DRI recommends that a southbound left-turn lane, eastbound through lane, eastbound right-turn lane, and a westbound left-turn lane be added to the ramps to / from southbound I-85 at SR 74. An eastbound through lane and a receiving lane are also recommended for the ramps to / from northbound I-85 at SR 74.

The interchange to the north, Jonesboro Road (Exit 64), is projected to have an ADT count of over 28,000 to the west of the interchange and 46,000 to the east by the year 2030. I-85 at Collinsworth Road, the interchange to the south (Exit 56), is expected to have an ADT count of 19,000 to the west and almost 15,000 to the east by the year 2030.

E. Other Information

The SR 74 interchange upgrade is listed under the ARC Envision 6 Regional Transportation Plan as a long term project (FS-AR-182). This project also has been issued a GDOT project ID (PI 0007841) and number (Project No. CSNHS-0007-00(841)). More information is available in the Appendix.

SR 74 (Senoia Road) is a principle arterial that connects to several towns such as Fairburn, Tyrone, Peachtree City, and Senoia. It should also be noted that, this section of SR 74 has a significantly high percentage of trucks due to the presence of industrial facilities in the area such as truck stops on Oakley Industrial Blvd and the CSX terminal. Two sections designated as "Freight Areas" in the ARC Unified Growth Map in close proximity to the interchange. CSX

built a 24-hour terminal in Fairburn that opened June 1999. Fairburn performed more than 141,000 lifts in 2003 and ranks as the 9th largest terminal in terms of lift volume. The importance of this area from a freight mobility standpoint is clear.

CONCEPT DRAWINGS

Three concept drawings have been completed by Heath & Lineback Engineers, Inc. for the I-85 interchange at Senoia Road. The observations that were used to create these options are the same as those mentioned in this report, such as:

- Traffic predominantly enters the interchange from the northeast and distributes northwest and southeast along SR 74.
- The heavier movement is to/from the southeast.
- The two parallel bridges carrying SR 74 over 1-85 are in good condition with high sufficiency ratings. They will require widening.
- The existing rural diamond type interchange exists with substandard ramp head separation (1000 feet min required)
- Left turn lanes on SR 74 exist with severely substandard storage capacity

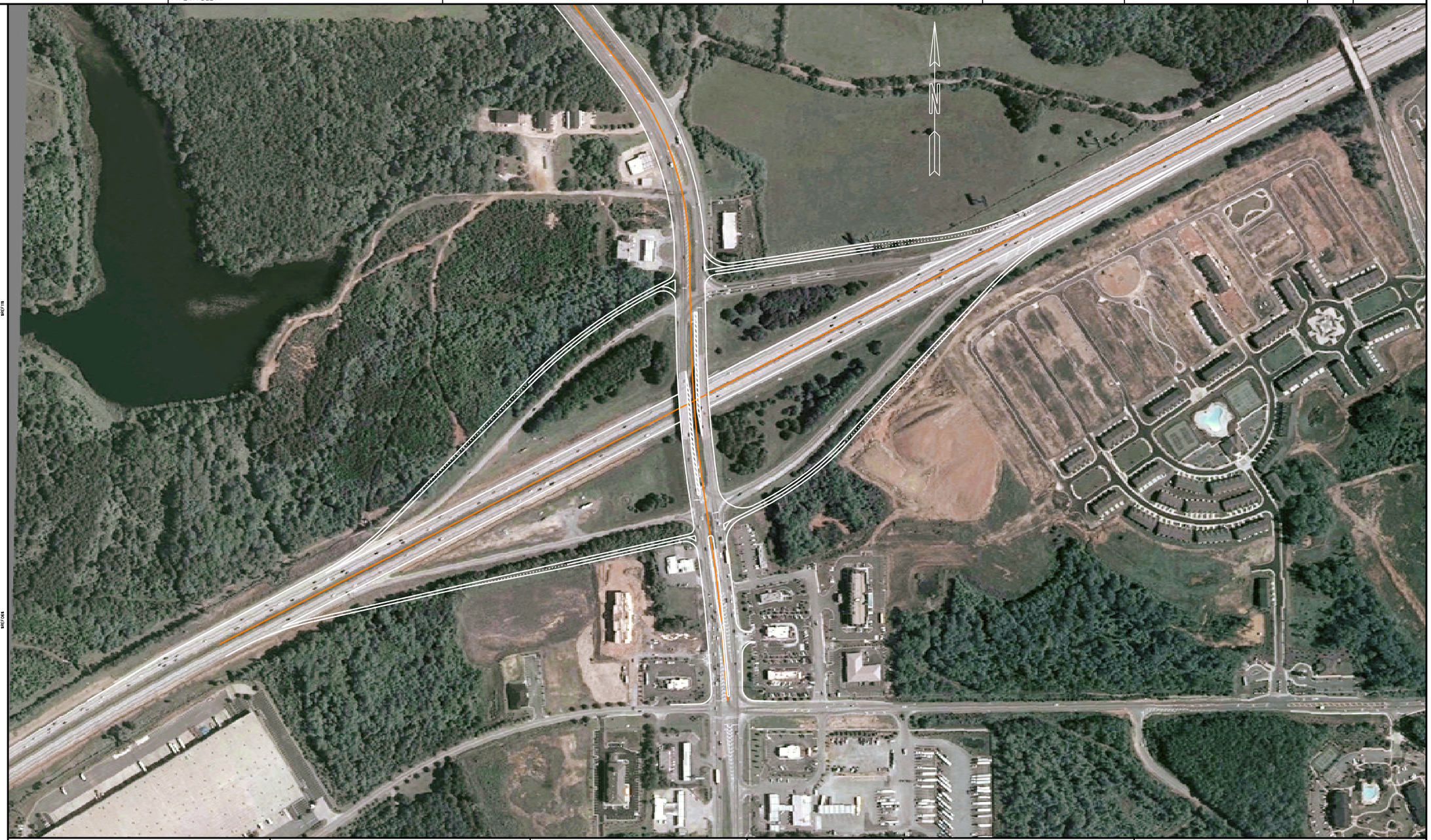
Concept 1 – Improved Diamond Interchange

This concept shows an improvement in the ramp head separation as well as lengthening the storage for the left turn movements onto the onramps. This concept is shown in Figure 11 on the next page.

- Reconstructing all ramps to achieve 1000 feet of separation
- Widen bridges to extend and add left turns
- Improve access control along SR 74 to facilitate traffic exiting and entering interstate

This concept will improve the heavy movement from Senoia Road onto I-85 by increasing the storage capacity of the left turn lanes on the bridge. General capacity of the bridge will also be increased by reconstruction the ramps to achieve the standard 1000 feet of separation for rural interchanges.

DATETIME$$$	TIME$$$	PRF	DGN	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$					



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2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

UPGRADED DIAMOND

SR 74 @ I-85
INTERCHANGE

DRAWING No.
1-02

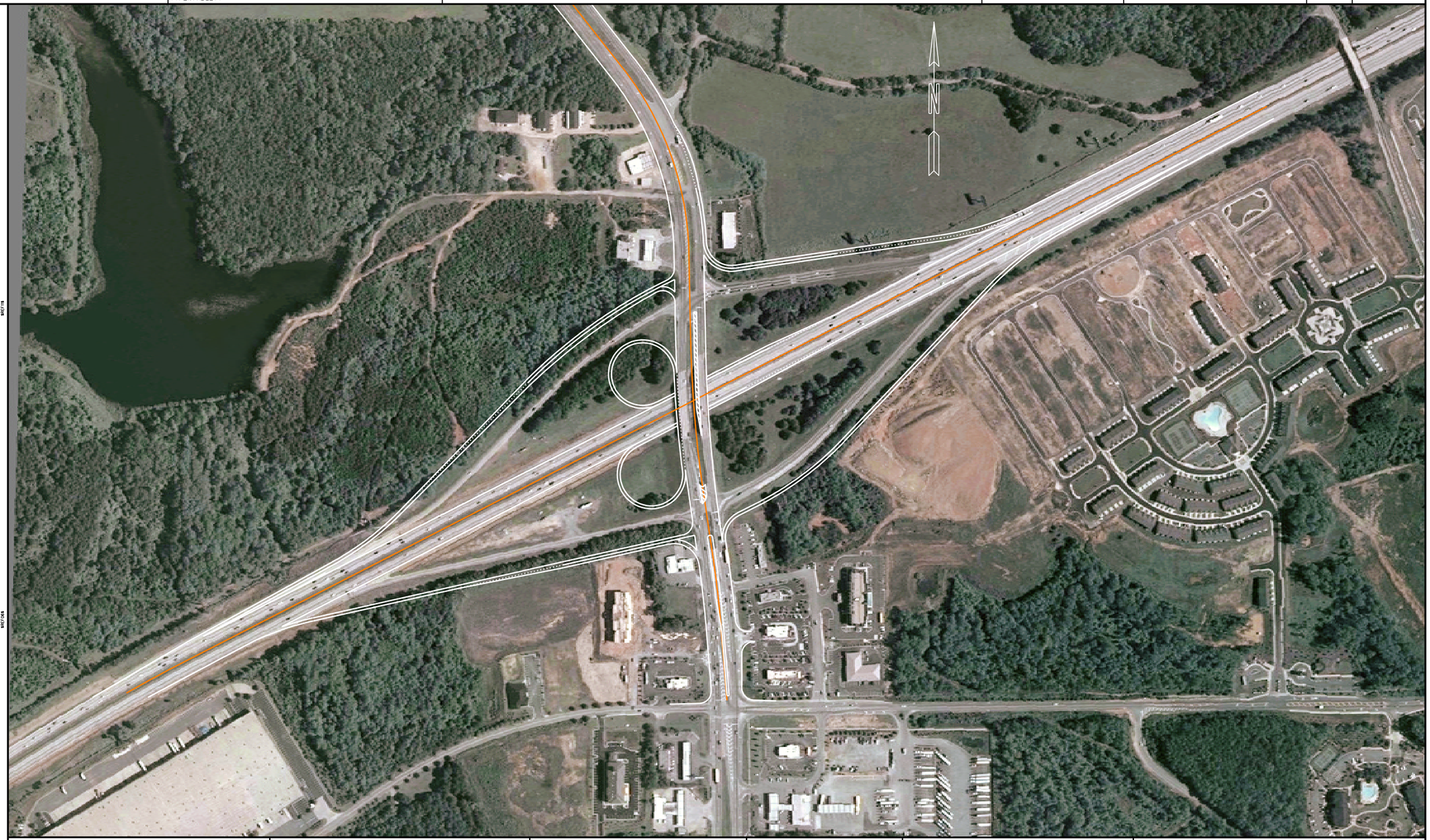
Concept 2 – Partial Clover (2 Loops)

This concept shows an improvement in the ramp head separation as well as lengthening the storage for the left turn movements onto the onramps. Additionally, the intersection is configured so that the southbound traffic on Senoia Road has a free flow movement onto I-85 North. Also the traffic exiting from I-85 South to Senoia Road will also have a free flow movement. This concept is shown in Figure 12 on the next page.

- Construct 25 mph loop - southbound 1-85 exits free flow to southeast on SR74
- Construct 25 mph loop - southeast SR 74 enters free flow to northbound 1-85
- Reconstruct diamond type ramps as necessary to fit loop ramps
- Widen bridges to accommodate exist only lanes entering loop and extend/add left turn lanes for entering southbound 1-85
- Loop design is controlled by weaving length required on SR 74
- Improve access control along SR 74 to facilitate traffic exiting and entering interstate.

This concept will improve the heavy movement from Senoia Road onto I-85 by increasing the storage capacity of the left turn lanes on the bridge. The heavy movement from I-85 North to South on Senoia Road will also be greatly improved through the addition of a free flow movement provided by the partial clover. Another free flow movement will be added for vehicles entering I-85 North from the Senoia Road north of the interchange, though this is not as critical of a movement as the one from I-85 North to Senoia Road south of the interchange. General capacity of the bridge will also be increased by reconstruction the ramps to achieve the standard 1000 feet of separation for rural interchanges.

DATETIME$$$	TIME$$$	PRF	DGN	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$					



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2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

PARTIAL CLOVERLEAF (25 MPH)

SR 74 @ I-85
INTERCHANGE

DRAWING No.
1-01

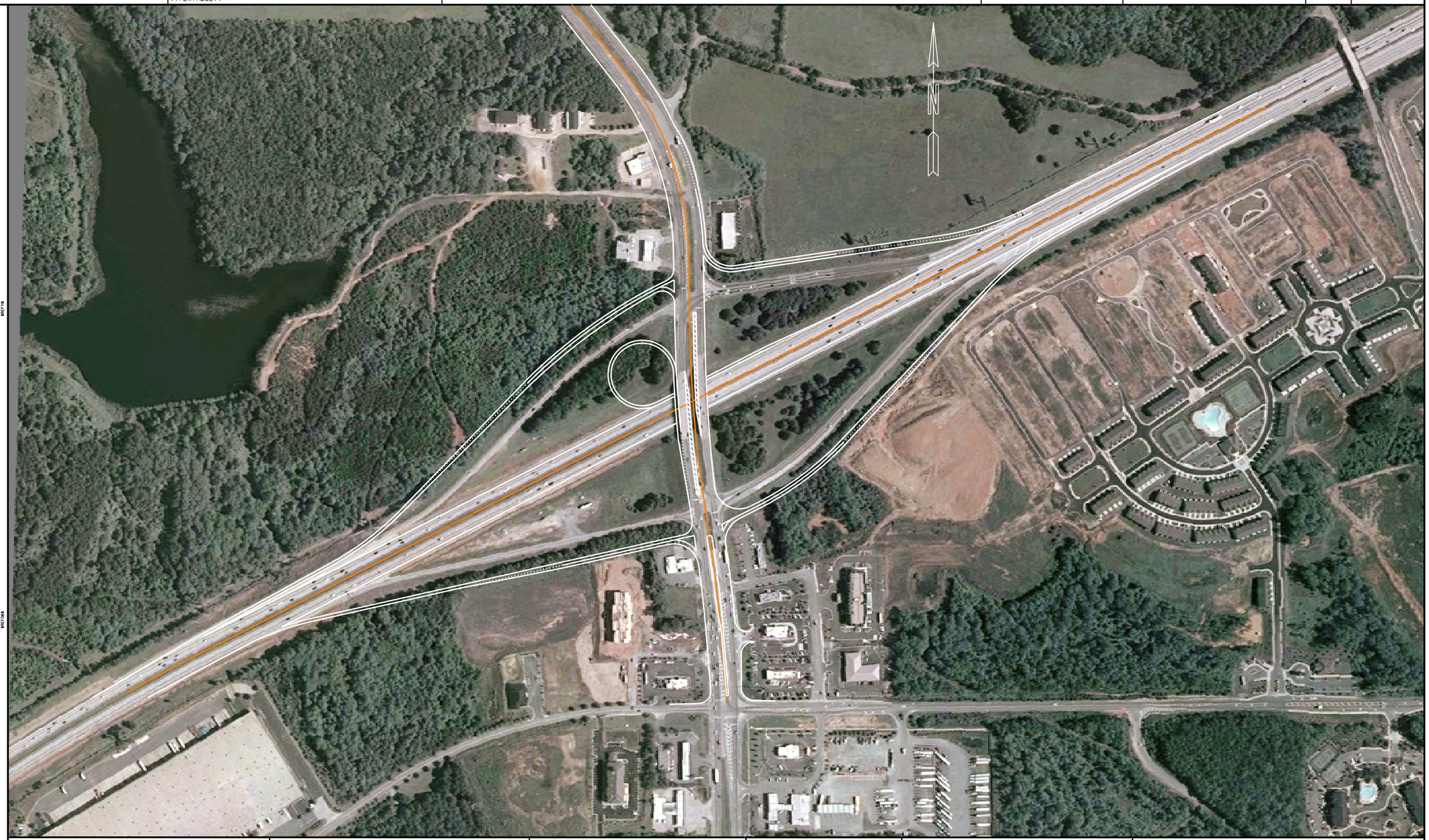
Concept 3 – Partial Clover (1 Loop)

This concept shows an improvement in the ramp head separation as well as lengthening the storage for the left turn movements onto the onramps. Additionally, the intersection is configured so that the traffic exiting from I-85 South to Senoia Road will also have a free flow movement. This concept is shown in Figure 13 on the next page.

- Construct 25 mph loop - southbound 1-85 exits free flow to southeast on SR74
- Reconstruct diamond type ramps as necessary to fit loop ramps
- Widen bridges to accommodate exist only lanes entering loop and extend/add left turn lanes for entering southbound 1-85
- Improve access control along SR 74 to facilitate traffic exiting and entering interstate.

This concept will improve the heavy movement from Senoia Road onto I-85 by increasing the storage capacity of the left turn lanes on the bridge. The heavy movement from I-85 North to South on Senoia Road will also be greatly improved through the addition of a free flow movement provided by the partial clover. General capacity of the bridge will also be increased by reconstruction the ramps to achieve the standard 1000 feet of separation for rural interchanges.

DATETIME$$$	TIME$$$	PRF	DGN	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$					



A&R ENGINEERING INC.
216 KINGSTON COURT, SUITE O
MARIETTA, GA 30067
TEL: 770-690-9255 FAX: 770-690-9210
WWW.ARENG.COM

Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

PARTIAL CLOVERLEAF (25 MPH) ONE LOOP

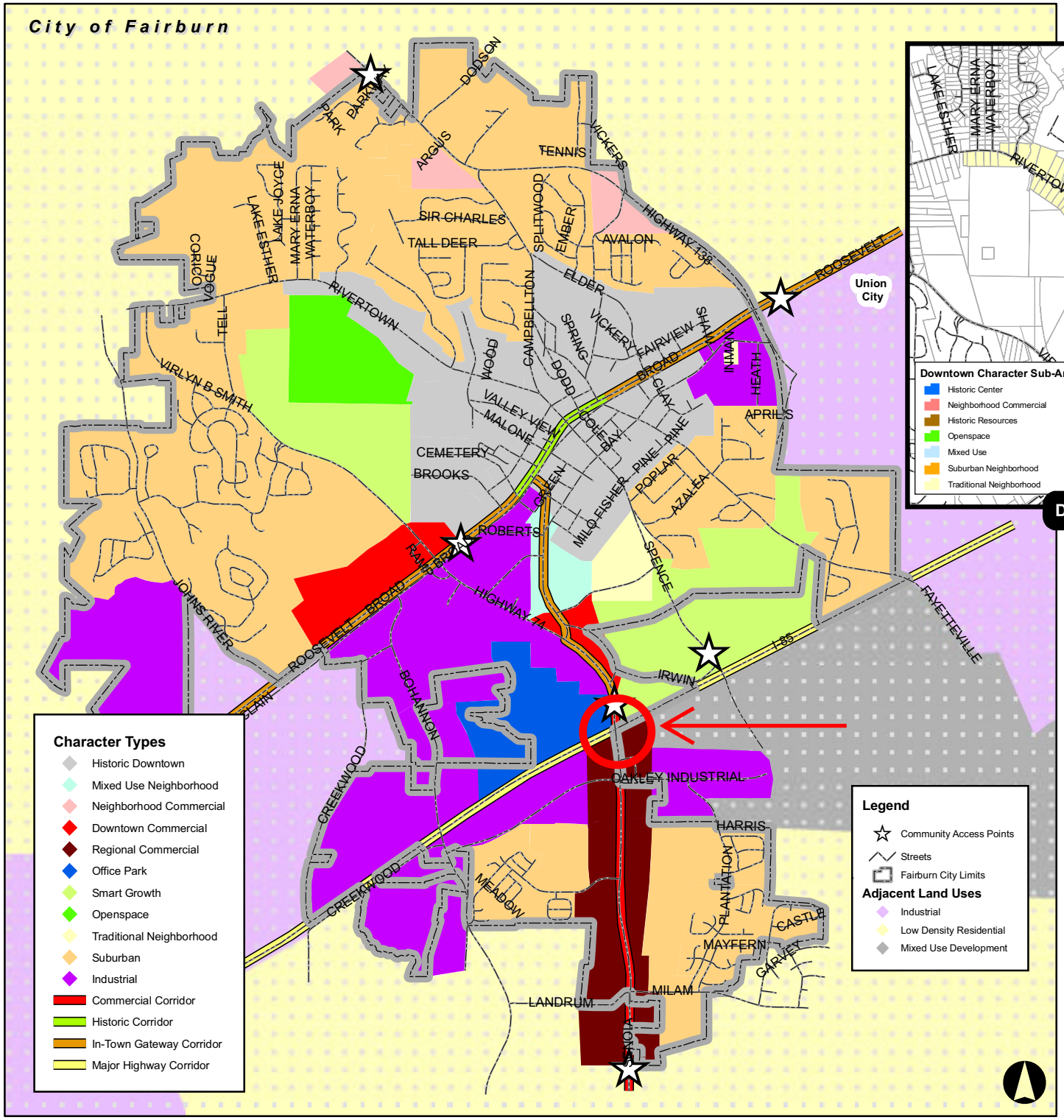
SR 74 @ I-85
INTERCHANGE

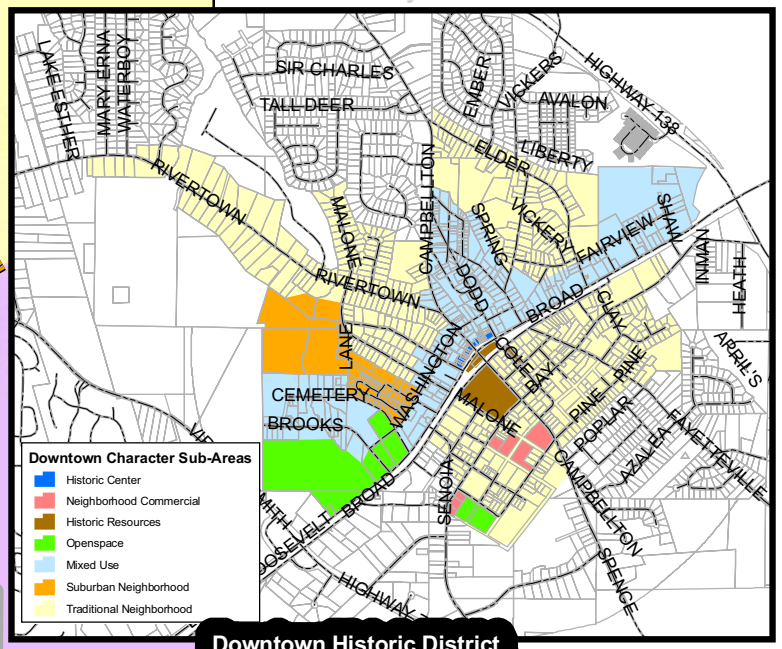
DRAWING No.
1-03

Appendix

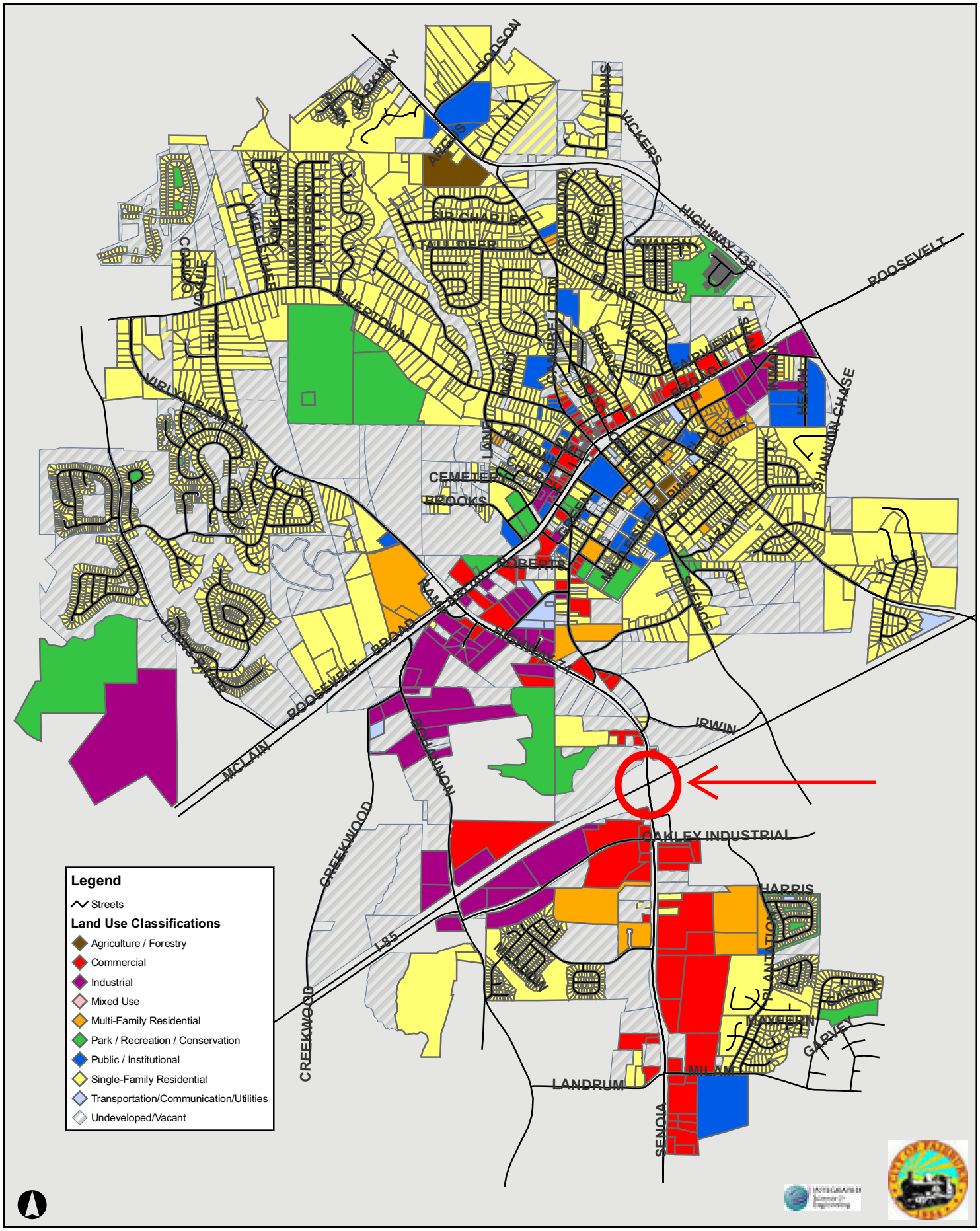
City of Fairburn

Community Character Areas





Downtown Historic District Sub-Areas


Legend
Streets
Land Use Classifications
Agriculture / Forestry
Commercial
Industrial
Mixed Use
Multi-Family Residential
Park / Recreation / Conservation
Public / Institutional
Single-Family Residential
Transportation/Communication/Utilities
Undeveloped/Vacant
ROOSEVELT
HIGHWAY 138
SHANNON CHASE
BROADWAY
ROBERTS
IRWIN
OAKLEY INDUSTRIAL
HARRIS
PLANTATION
MAYFERN
GARVEY
MILAN
LANDRUM
SENOIA
CREEKWOOD
I-85
MCLAIN
SCHANNON
CEMETERY
BROOKS
SIR CHARLES
TALLDEER
AVALON
HICKERS
TENNIS
ARCHIVES
DODSON
WILLOWBROOK
WALTON
WHITE OAK
MARY PARK
LAKEWOOD
COPPER
VIRGINIA SMITH
OLIVE
BRANCH
FAIRVIEW
HEATH
HUMAN
POPLAR
ALLEN
BRANCH
LANE
ROAD
CAMPBELLTON
FOREST
PARK
CITY OF FAIRBURN

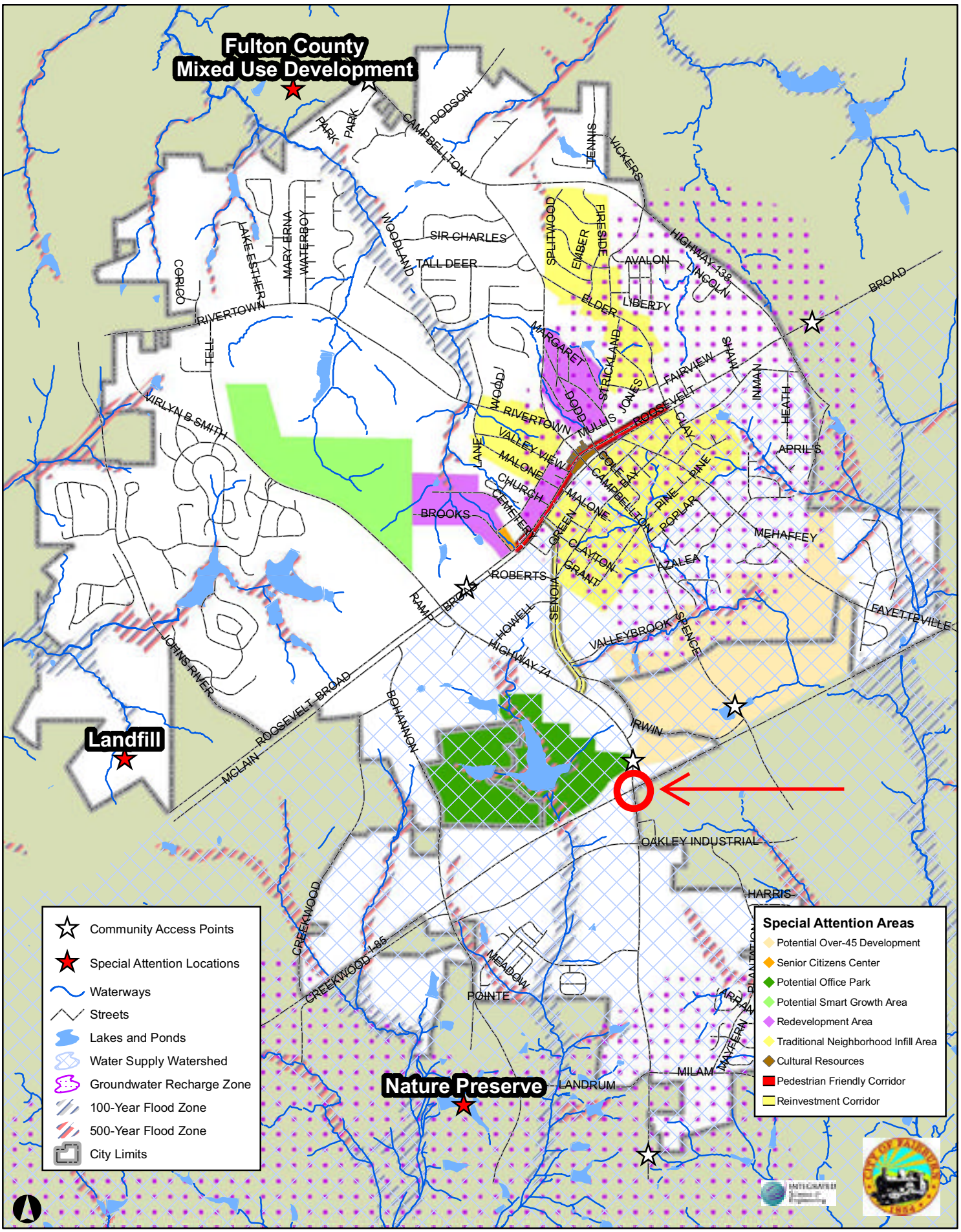

Fulton County
Mixed Use Development
Landfill
Nature Preserve
DODSON
CAMPBELLTON
PARK
PARK
TENNIS
VICKERS
SIR CHARLES
TALL DEER
WOODLAND
LAKE ESTHER
MARY ERNA
WATERBOY
CORIGO
RIVERTOWN
TELL
VIRLYN B SMITH
SPLITWOOD
EMBER
FIRESIDE
AVALON
HIGHWAY 138
LINCOLN
BROAD
ELDER
LIBERTY
MARGARET
STRICKLAND
DODD
JONES
FAIRVIEW
SHAW
INMAN
HEATH
ROOSEVELT
MULLIS
CLAY
APRIL S
RIVERTOWN
VALLEY VIEW
MALONE
LANE
CHURCH
CEMETERY
COLE BAY
CAMPBELLTON
PINE
POPLAR
MEHAFFEY
BROOKS
GREEN
CLAYTON
GRANT
AZALEA
ROBERTS
RAMP
BROAD
SENOIA
HOWELL
HIGHWAY 74
VALLEYBROOK
SPENCE
FAYETTEVILLE
JOHNS RIVER
ROOSEVELT
BROAD
BOHANNON
IRWIN
MCLAIN
OAKLEY INDUSTRIAL
HARRIS
CREEKWOOD
CREEKWOOD
I-85
MEADOW
POINTE
PLANTATION
ARRAN
WAYFERN
MILAM
LANDRUM
Community Access Points
Special Attention Locations
Waterways
Streets
Lakes and Ponds
Water Supply Watershed
Groundwater Recharge Zone
100-Year Flood Zone
500-Year Flood Zone
City Limits
Special Attention Areas
Potential Over-45 Development
Senior Citizens Center
Potential Office Park
Potential Smart Growth Area
Redevelopment Area
Traditional Neighborhood Infill Area
Cultural Resources
Pedestrian Friendly Corridor
Reinvestment Corridor

Figure 7 Water System

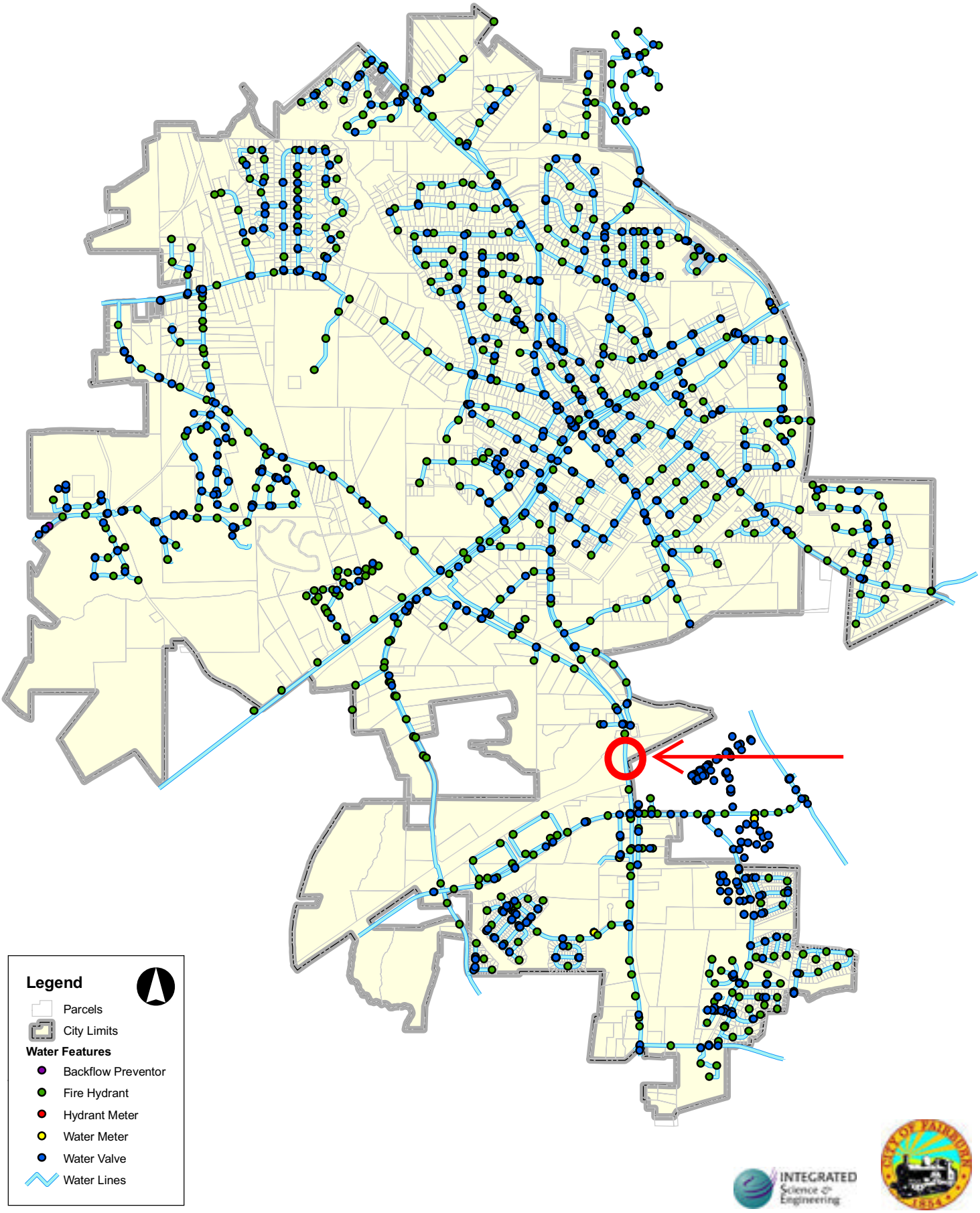
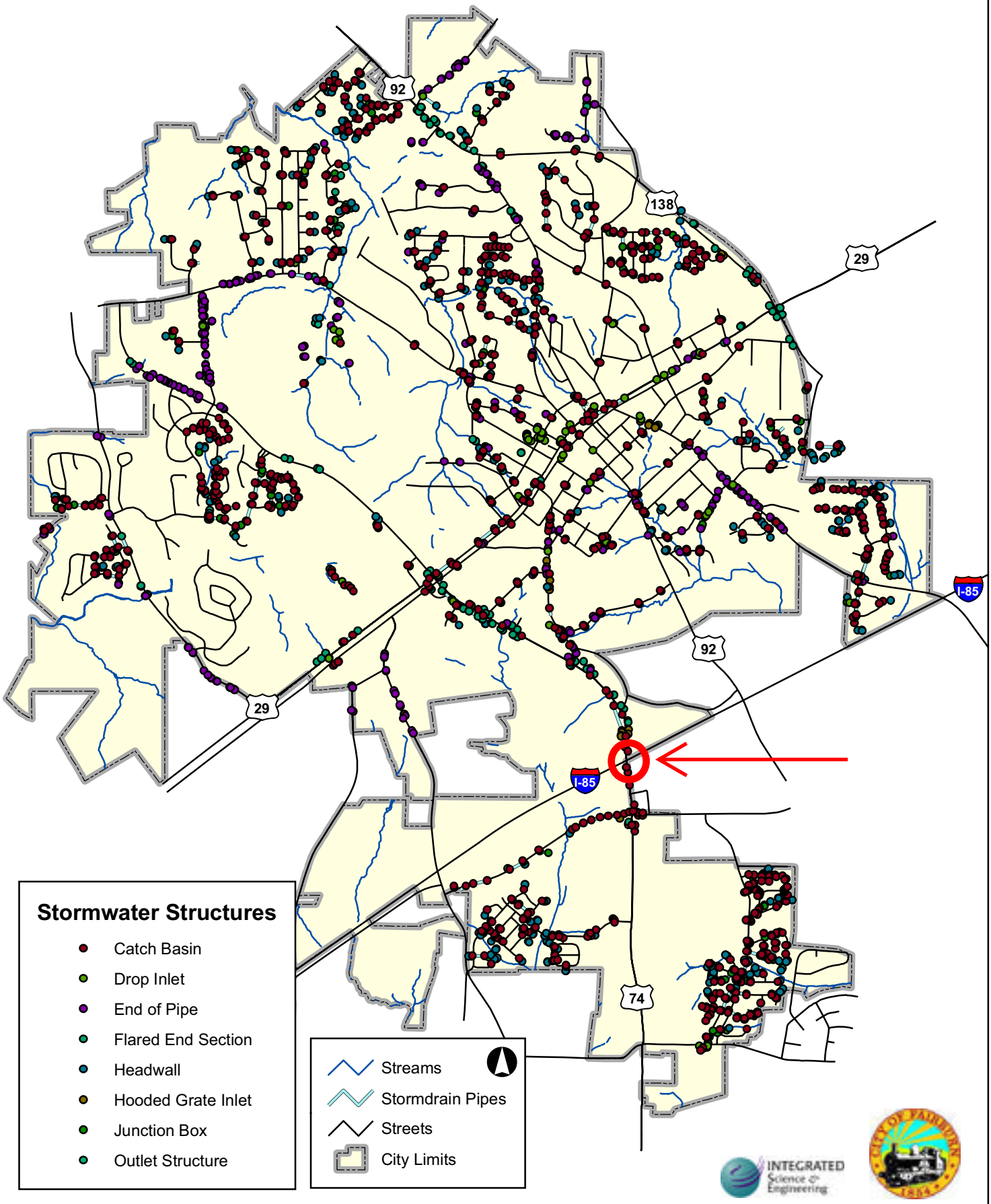


Figure 8 Sanitary Sewer System

Figure 9 Stormwater System



GRTA DRI Final Reports

data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FA-257	COASTLINE ROAD	Bridge Upgrade	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025
FA-106	SR 846 (COLLINSWORTH ROAD / PALMETTO ROAD)	Roadway Capacity	2030
FA-263	SR 74 CORRIDOR STUDY	Study	2015
FA-264	SANDY CREEK ROAD EXTENSION	Roadway Capacity	2025
FS-086	I-85 SOUTH FRONTAGE ROAD ALONG WEST SIDE	Roadway Capacity	2030
FS-202B,C,D	OAKLEY INDUSTRIAL BOULEVARD EXTENSION	Roadway Capacity	2020
FS-AR-182	I-85 SOUTH	Interchange Upgrade	2025

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Fairburn Renaissance Center Mixed-Use Development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 74 at Senoia Road

- Signalize this intersection.

SR 74 at I-85 Southbound

- Add an additional westbound left turn lane creating triple left turn lanes on I-85 southbound ramp.
- The bridge over I-85 should be widened from two lanes to three lanes on the southbound side.
- The southbound side should include triple through lanes for receiving the westbound left turners from the I-85 ramp.
- The additional southbound through lane on SR 74 should be extended to Oakley Industrial Boulevard to the South.

SR 74 at Meadow Glen Parkway

- Signalize this intersection.

SR 74 at Sandy Creek Road

- Signalize this intersection.
- Add separate westbound left and right turn lanes.

SR 92 at Westbridge Road

- Add a canalized dedicated southbound right-turn lane on Westbridge Road.
- Add 200 feet of acceleration lane receiving the southbound right turners on SR 92 westbound.
- Add a dedicated eastbound left-turn lane and a westbound right-turn lane.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

US 74 at Senoia Road

- Signalize this intersection.

SR 74 at I-85 Southbound Ramp

- Add an additional westbound left-turn lane making triple left turn lanes on the I-85 Southbound Ramp as per Georgia DOT standards.
- Add an additional northbound left-turn lane on SR 74.
- Add a southbound right-turn lane on SR 74.

SR 74 at Milam Road/Landrum Road

- Add a dedicated westbound right-turn lane on Milam Road.

SR 74 Sandy Creek Road

- Signalize this intersection.

SR 74 at Palmetto Tyrone Road.

- Add a dedicated eastbound and westbound left-turn lane on Palmetto Tyrone Road.

SR 92 at Westbridge Road

- Add a canalized dedicated southbound right-turn lane on Westbridge Road.
- Add a dedicated eastbound left-turn lane and a westbound right-turn lane.

SR 74 at Harris Road Extension

- Add a median break at this intersection.
- Signalize this intersection.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025
FA-263	SR 74 CORRIDOR STUDY	Study	2015
FS-202B, C, D	OAKLEY INDUSTRIAL BOULEVARD	Roadway Capacity	2020
FS-086	I-85 SOUTH FRONTAGE ROAD ALONG WEST SIDE	Roadway Capacity	2030
FS-AR-182	I-85 SOUTH	Interchange Upgrade	2025

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Bohannon Light Industrial.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Ramps to and from southbound I-85 at SR 74

- Add a southbound left-turn lane.
- Add an eastbound through lane and an eastbound right-turn lane.
- Add a westbound left-turn lane to operate with protected only phasing, along with a receiving lane.

Ramps to and from northbound I-85 at SR 74

- Add an eastbound through lane and a receiving lane.

SR 74 at Oakley Industrial Boulevard

- Add an eastbound through lane along with a receiving lane.
- Add a northbound left-turn lane to operate with protected plus permissive phasing.
- Add a southbound left-turn lane to operate with protected plus permissive phasing.

ARC Envision 6 RTP Listing

FS-217

TBD

Programmed

CAMPBELLTON ROAD INTERSECTION IMPROVEMENT

AT NEW HOPE ROAD / BOAT ROACK ROAD

Jurisdiction: Fulton (South)

Sponsor: Fulton County

Service Type: **Roadway Operational Upgrades**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **2020**

Open Year: 2013

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2010	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$350,000	$0,000	**$350,000**
ROW		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$500,000	$0,000	**$500,000**
CST		2012	STP - Urban (>200K) (ARC)	$1,312,000	$0,000	$2,188,000	$0,000	**$3,500,000**
				$1,312,000	**$0,000**	**$3,038,000**	**$0,000**	**$4,350,000**

FS-AR-180

0006273

Programmed

VIRGINIA AVENUE PEDESTRIAN IMPROVEMENTS

FROM HAPEVILLE CITY LIMITS (WESTERN) TO DOUG DAVIS DRIVE

Jurisdiction: Fulton (South)

Sponsor: City of Hapeville

Service Type: **Pedestrian Facility**

Existing	Planned	Length (mi.)
N/A	N/A	0.6

Network Year: **2020**

Open Year: 2011

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE-LCI	AUTH	2004	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW-LCI	AUTH	2006	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST-LCI		2010	STP-Urban Setaside for LCI Projects	$1,346,400	$0,000	$336,600	$0,000	**$1,683,000**
				$1,346,400	**$0,000**	**$336,600**	**$0,000**	**$1,683,000**

FS-AR-182

0007841

Long Range

I-85 SOUTH

AT SR 74 (SENOIA ROAD)

Jurisdiction: Fulton (South)

Sponsor: GDOT

Service Type: **Interchange Upgrade**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: **2030**

Open Year: 2030

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2021-2030	General Federal Aid - 2014-2030	$800,000	$200,000	$0,000	$0,000	**$1,000,000**
CST		LR 2021-2030	General Federal Aid - 2014-2030	$16,000,000	$4,000,000	$0,000	$0,000	**$20,000,000**
				$16,800,000	**$4,200,000**	**$0,000**	**$0,000**	**$21,000,000**

GDOT Preconstruction Status Report

PRECONSTRUCTION STATUS REPORT FOR PI:0007841

PROJ ID :	0007841	**I-85 @ SR 74/SENOIA ROAD**				**MGMT LET DATE :**	
COUNTY :	Fulton					**MGMT ROW DATE :**	
LENGTH (MI) :	0.40	**MPO:**	Atlanta TMA	**DOT DIST:**	7		
PROJ NO.:	CSNHS-0007-00(841)	**TIP #:**	FS-AR-182	**CONG. DIST:**	13	**SCHED LET DATE :**	
PROJ MGR:	Hilliard, Jan	**MODEL YR :**	2030	**BIKE:**	N	**WHO LETS?:**	GDOT Let
OFFICE :	Urban Design	**TYPE WORK:**	Interchange	**MEASURE:**		**LET WITH :**	
CONSULTANT:	No Consultant, GDOT In-House Design	**CONCEPT:**		**NEEDS SCORE:**			
SPONSOR :	GDOT	**PROG TYPE:**	Reconstruction/Rehabilitation	**BRIDGE SUFF:**			
DESIGN FIRM:	A&R Engineering, Inc.	**BOND PROJ :**					

SCHED START	*SCHED FINISH*	*ACTIVITY*	*ACTUAL START*	*ACTUAL FINISH*	*%*

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	LR	2016	1,144,787.86	L050	PRECST	
ROW	NONE	2019	14,118,198.08	L050	PRECST	
UTL	NONE	2020	709,546.50	L050	PRECST	
CST	LR	LR	16,565,438.10	L050	PRECST	

PE Cost Est Amt:	813,579.36	Date:	5/6/2009
ROW Cost Est Amt:	7,176,976.00	Date:	11/20/2008
Utility Cost Est Amt:	435,600.00	Date:	9/30/2008
CST Cost Est Amt:	10,169,742.00	Date:	5/6/2009

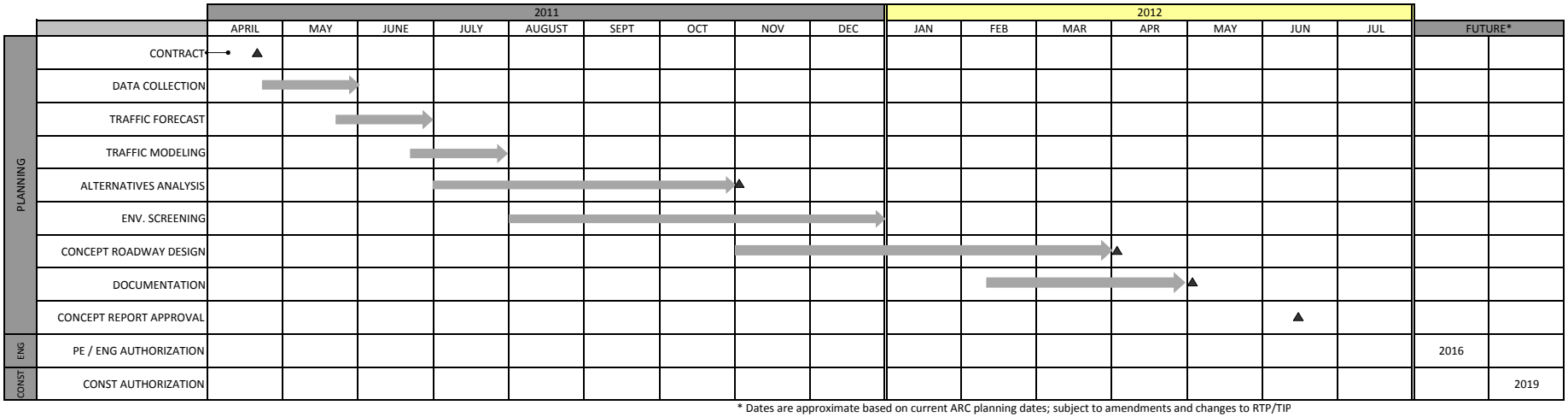
STIP AMOUNTS

Phase	Cost	Fund
PE	0.00	L050
ROW	0.00	L050
UTL	0.00	L050
CST	0.00	L050

LGPA:	NOTIFICATION NEEDED
Planning:	Work Zone Safety: project considered significant; Transportation Management Plan (TMP) required
Utility:	YPF: Need Plans 08/07
EMG:	RECST/REHAB (INTERCHANGE)

District Comments

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



* Dates are approximate based on current ARC planning dates; subject to amendments and changes to RTP/TIP

Cancellation of the August 6, 2008 Workshop Meeting: Executive Assistant Carol Chandler announced the deadline for submitting agenda requests for the Wednesday, August 6, 2008 Workshop Meeting has closed and there was very little to prepare for that meeting. She asked the Board to consider cancelling the Workshop meeting. Commissioner Maxwell noted he had placed an item for discussion on that meeting but had no objection to placing it on the next available Workshop meeting. Commissioner Frady moved to cancel the Wednesday Workshop Meeting to be held on August 6, 2008. Commissioner Horgan seconded the motion. No discussion followed. The motion passed unanimously.

BOARD REPORTS

Intersection Study with Tri-County Alliance: Chairman Smith reminded the Commissioners that the Board had received a request several months ago from Tri-County Alliance to participate in a study for the interchange at Interstate Highway 85 and State Route 74 with the purpose to alleviate traffic that is mostly generated from Fayette County commuters who are driving north to work. He reported that approximately $75,000 is in the County's SPLOST budget that has been designated for a traffic study of State Route 74. He said Tri-County's study would cost approximately $100,000 and that the South Fulton Community CID had already pledged $50,000 of that cost. He said he was comfortable recommending, based on his understanding of the money set aside in SPLOST, that the County designate $40,000 in order to participate in the intersection improvement study. He then asked the Board to commit $40,000 from SPLOST funds made payable to Tri-County Alliance upon the condition that Tri-County secures the remaining $10,000 in order to fund the intersection improvement study. Commissioner Frady moved to approve $40,000 of SPLOST funds be made payable to Tri-County Alliance upon Tri-County Alliance's commitment to secure the remaining $10,000 needed to study the intersection of Interstate Highway 85 and State Route 74. Commissioner Horgan seconded the motion. Chairman Smith commented that, while the intersection is not physically located in Fayette County, this study could have a tremendous impact on the transportation corridor within the County as well as for Fayette County commuters. The motion passed unanimously.

EXECUTIVE SESSION

An Executive Session was held in the Commissioners' Conference Room at 6:00 p.m. and adjourned at 7:00 p.m. Notice of the early Executive Session was posted prior to the meeting. During the Executive Session, the Board discussed litigation and real estate acquisition items.

Executive Session Affidavit: County Attorney Scott Bennett said the customary motion had not been made concerning the Executive Session Affidavit. Commissioner Frady moved to authorize the Chairman to sign the Executive Session Affidavit stating the Board talked about real estate acquisition and litigation items. Commissioner Horgan seconded the motion. No discussion followed. The motion passed unanimously. A copy of the Executive Session Affidavit, identified as "Attachment 24", follows these minutes and is made an official part hereof.