ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0008256
CSNHS-0008-00(256)
GDOT District 7 - Metro Atlanta
GDOT District 6 - Cartersville
Cobb & Cherokee Counties
Northwest Corridor – I-75/I-575 Managed Lanes

OFFICE Design Policy & Support

DATE September 15, 2011

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
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Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bryant Poole, District 7 Engineer
Scott Lee, District 7 Preconstruction Engineer
Jonathan Walker, District 7 Utilities Engineer
Kent Sager, District 6 Engineer
DeWayne Comer, District 6 Preconstruction Engineer
Kerry Bonner, District 6 Utilities Engineer
John Hancock, Project Manager
Rodney Barry, Federal Highway Administration
BOARD MEMBER - 6th Congressional District
BOARD MEMBER - 11th Congressional District
BOARD MEMBER - 13th Congressional District

NWCP

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSNHS-0008-00(256)
County: Cobb and Cherokee
P.I. Number: 0008256

Federal Route Numbers: I-75 & I-575
State Route Numbers: SR 401 & SR 5 / SR 417

Northwest Corridor (I-75 and I-575) Managed Lanes
at Akers Mill Road to Hickory Grove Road on I-75 and from I-75 to Sixes Road on I-575

Submitted for approval:

DATE June 1, 2011 — Project Concept Report prepared by Parsons Brinckerhoff, Inc.

DATE 6/14/2011 — State Innovative Program Delivery Engineer

DATE 06/13/2011 — Project Manager

Recommendation for approval:

DATE _____ — Program Control Administrator

DATE 7-5-2011 — GLENN BOWMAN/EKP# — State Environmental Administrator

DATE 7-14-2011 — KATHY ZAHUL/EKP# — State Traffic Engineer

DATE 7-22-2011 — RON WISHON/EKP# — Project Review Engineer

DATE _____ — State Utilities Engineer

DATE 7-7-2011 — KENT SAGER/EKP# — District Engineer / District Utilities Engineer

DATE 7-29-2011 — BEN RABUN/EKP# — State Bridge Design Engineer

DATE _____ — State Transportation Financial Management Administrator

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

DATE 7-6-11 — State Transportation Planning Administrator $

$ - Please see ATTACHED MEMO, FROM PLANNING

- RECOMMENDATION ON FILE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI 0008256 – Northwest Corridor **OFFICE** Planning
DATE July 6, 2011

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

SUBJECT PI 0008256, Managed Lanes on I-75 from Akers Mill Rd to North of Hickory Grove Road, Managed Lanes on I-575 from I-75 to Sixes Road and Managed Lane System to System at I-75/I-575, Cobb and Cherokee Counties

In the Atlanta Regional Commission's current FY 08-12 Transportation Improvement Program (TIP) PI 0008256 is not included. However, in the Atlanta Regional Commission's DRAFT FY 12-17 TIP, PI 0008256 is included. The project is also contained in ARC's DRAFT RTP's (PLAN2040) travel demand model. At the time of this memo, the Atlanta Regional Commission's FY 12-17 TIP is still in DRAFT form. The FY 12-17 TIP is anticipated to be adopted and approved sometime in September of 2011.

If you have any questions, please call Kyle Mote at (404) 631-1811.

CVD:KBM

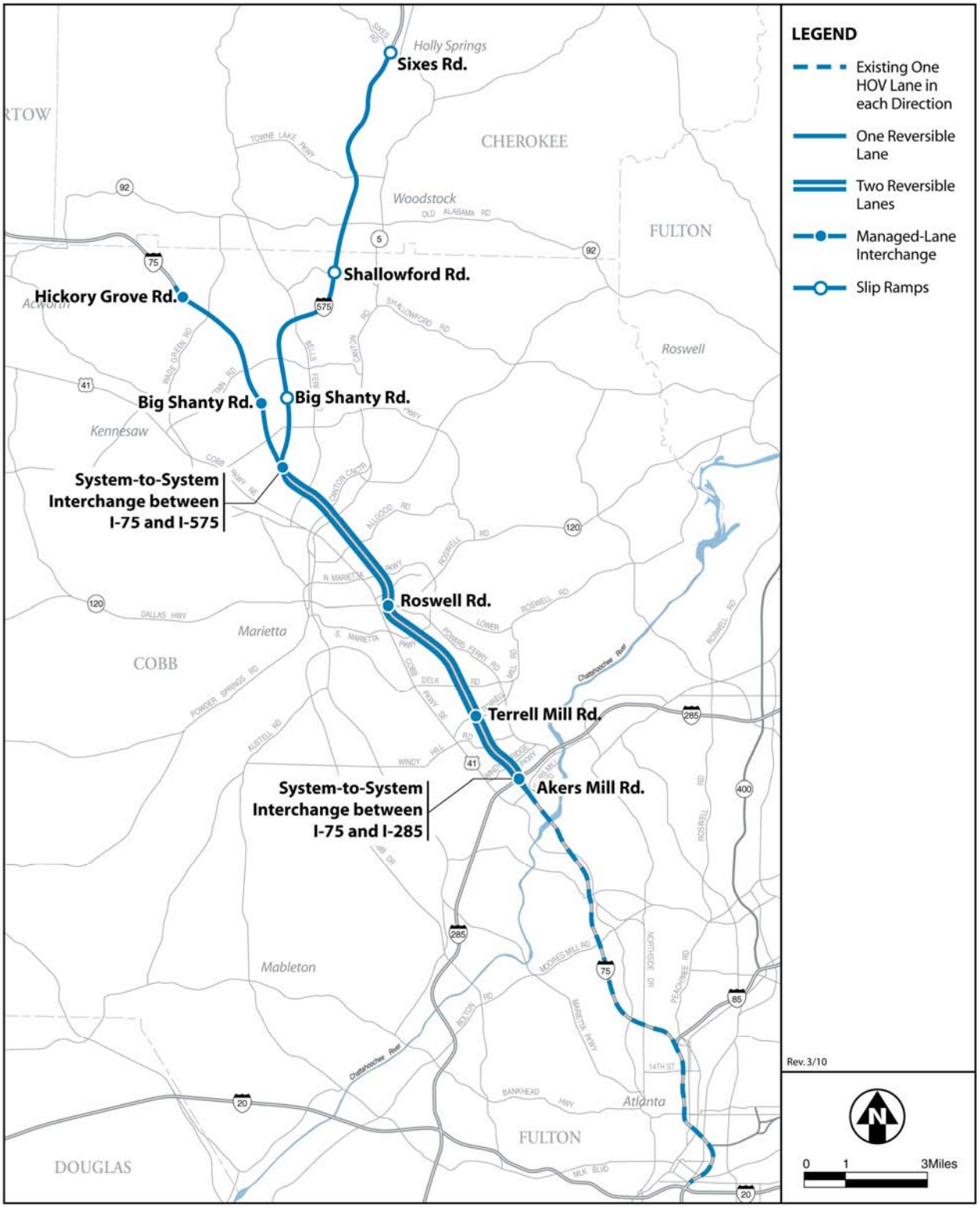


Figure 1 - Location Map

Project: CSNHS-0008-00(256), P.I. Number 0008256

Description: Managed Lanes on I-75 from Akers Mill Road (M.P. 258.5) to north of Hickory Grove Road (M.P. 275), Managed Lane on I-575 from I-75 (M.P. 0.0) to Sixes Road (M.P. 11) and Managed Lane System to System Interchange at I-75/I-575

Need and Purpose:
Transportation improvements are proposed for the Northwest Corridor to meet long-term regional transportation needs. Urban development in Cobb and Cherokee counties over the past decades has substantially increased congestion on both I-75 and I-575. Mobility has increasingly become difficult and time consuming for commuters and interstate travelers using I-75 and I-575 within the Northwest Corridor. The congestion equally affects single-occupancy vehicles (SOVs), HOVs, buses, and commercial vehicles. In addition, the availability of undeveloped land in the project study area and pressures for continued urbanization are projected to result in substantial increases in both population and employment, which would lead to even worse traffic congestion.

To address these concerns, the purpose of the Northwest Corridor Project is to address the following needs:

- Need to reduce congestion by increasing transportation system capacity
- Need to improve mobility by reducing travel time and increasing reliability
- Need to improve access by improving connectivity between regional activity centers
- Need to improve safety by reducing existing roadway design deficiencies
- Need to reduce vehicle emissions by improving vehicular travel efficiency and increasing the proportion of high-capacity vehicles

Project goals were developed for the Northwest Corridor Project based on the transportation needs of the study area and were used to identify the alternatives to be considered. The goals address project effectiveness, environmental impacts, equity, cost-effectiveness, and financial feasibility. The project goals are as follows:

- Improve transportation effectiveness of I-75 and I-575 to additional travel and to contribute to the improved performance of the regional system
- Provide additional transportation choices or options that increase the capacity of I-75 and I-575
- Improve the quality of life by improving mobility and minimizing effects to both natural resources and the built environment
- Improve transportation equity by providing an equitable distribution of benefits and impacts to all populations
- Provide cost-effective and affordable transportation improvements

Description of the proposed project:
Generally, the Project will construct reversible managed lane facilities on I-75 from Akers Mill Road to north of Hickory Grove Road and on I-575 from I-75 to Sixes Road. Traveling north on I-75 from Atlanta the existing HOV lanes end at Akers Mill Road. The project will extend the existing bidirectional HOV lanes (a separate northbound lane and a separate southbound lane) from Akers Mill Road to south of Windy Hill Road. At this point the proposed lanes to/from I-75 inside of I-285 will join the proposed lanes to/from I-285. From south of Windy Hill Road

north to I-575, the project consists of two reversible managed lanes located on the west side of the existing interstate. These new lanes will generally be elevated - going over the existing interchanges. A single reversible managed lane will continue north of the I-75/I-575 interchange to north of Hickory Grove Road. Similarly, a single managed lane will continue north on I-575 from the I-75 interchange to south of Sixes Road. These single lanes will be located at-grade in the existing medians of I-75 and I-575.

Inside I-285 the proposed reversible managed lanes will provide a connection to the existing HOV system. At I-285 eastbound and westbound the managed lanes will connect to the existing general purpose lanes and they will be located to facilitate connection to the proposed managed lane systems on I-285 eastbound and westbound.

The proposed lanes are reversible in that they will operate in the southbound direction in the AM peak period and in the northbound direction the remainder of each day. There will be two short periods (lasting approximately one hour each) during the very early morning and again in the late morning when the entire system will be closed in order to reverse direction of operations safely.

The proposed lanes are managed in that a variable-priced tolling system will be used to regulate the number of vehicles that enter the facility. If too many cars begin to enter the system, the posted toll rate will increase to discourage some additional vehicles from entering the system. If the new lanes are underutilized, the toll rate will be lowered to encourage additional vehicles to enter the system. Tolls will be collected electronically. No toll plazas will be constructed.

The proposed lanes will primarily serve passenger cars and transit vehicles. Medium truck and heavy trucks will be prohibited from using the lanes. Light trucks and vehicles up to six (6) wheels and two (2) axles will be permitted. The reversible managed lanes will be barrier-separated from the adjacent general purpose lanes.

On I-75 access will be provided to/from the proposed facility with new managed lane interchanges. Reversible ramps will provide access to existing cross streets that are not currently interchanges with I-75. These locations are Terrell Mill Road, SR 3 Conn/Roswell Road, Big Shanty Road extension and Hickory Grove Road.

On I-575 access to/from the proposed facility will be provided by a system of slip ramps. The southbound slip ramps will allow vehicles in the general purpose lanes to enter the reversible managed lane in the AM peak period. The northbound slip ramps will be open the remainder of the day and allow vehicles in the managed lanes to exit to the general purpose system. In the southbound direction, the slip ramps will be located south of Barrett Parkway (though traffic entering I-575 southbound from Barrett Parkway would not be able to access the managed lane), south of Shallowford Road and south of Sixes Road. In the northbound direction, the slip ramps will be located south of Big Shanty Road, north of Shallowford Road and south of Sixes Road.

For the managed lane interchanges and the slip ramp accesses, mechanical arms and/or barriers would prevent contra-flow traffic from accessing the managed-lane system. These barriers would be raised and lowered manually, and would be observable through the real-time video cameras.

Is the project located in a PM 2.5 Non-attainment area? __X__Yes _____No

Is the project located in an Ozone Non-attainment area? __X__Yes _____No
The proposed project is Project AR-930 in the RTP. The physical layout is the same as in ARC's model. It is listed in the RTP as model year 2020.

PDP Classification: Major (X), Minor ( )

Federal Oversight: Full Oversight (X), Exempt ( ), State Funded ( ), Other ( )

Note: FHWA rules for major projects will be followed including Cost Estimate Review, Financial Plan and Project Management Plan. In addition an Interchange Modification Report / Interchange Justification Report (IMR/IJR) was required. FHWA deemed the IMR/IJR acceptable on June 8, 2011 (attached). Final approval may be given upon completion of the environmental process.

Functional Classification: I-75 (SR 401)..……..Interstate Principal Arterial
I-575 (SR 5 / SR 417)……..…….....Interstate Principal Arterial

U. S. Route Numbers: I-75 & I-575 **State Route Numbers:** 401 (I-75) & 5 / 417 (I-575)

Managed Lane Traffic (AADT):

Roadway	Base Year: (2015)	Design Year: (2035)
I-75 (SR 401)	23,000	40,000
I-575 (SR 5 / SR 417)	5,000	14,000

General Purpose Lanes Traffic (AADT):

Roadway	Base Year: (2015)	Design Year: (2035)
I-75 (SR 401)	291,000	301,000
I-575 (SR 5 / SR 417)	92,000	140,000

2035 traffic volume for I-575 assumes the proposed third general purpose lane is open to traffic.

Existing design features:
Typical Sections:

I-75	Northbound	Southbound
North of Cumberland Boulevard	4 lanes (+ 1 HOV)	4 lanes (+ 1 HOV)
North of I-285	7 lanes	6 lanes
North of Windy Hill	8 lanes	7 lanes
North of Delk Road	7 lanes	6 lanes
North of South Marietta Parkway	5 lanes	5 lanes
North of North Marietta Parkway	5 lanes	5 lanes
North of Canton Connector	6 lanes	6 lanes
North of I-575	4 lanes	4 lanes
North of Barrett Parkway	3 lanes	3 lanes
North of Chastain Road	3 lanes	3 lanes
North of Wade Green Road	3 lanes	3 lanes

I-575	Northbound	Southbound
North of Barrett Parkway	2 lanes	2 lanes
North of Chastain Road	3 lanes	3 lanes
North of Bells Ferry Road	2 lanes	2 lanes
North of SR 92	3 lanes	3 lanes
North of Towne Lake Parkway	3 lanes	3 lanes
North of Ridgewalk Parkway	2 lanes	2 lanes

The third lane between Towne Lake Parkway and Ridgewalk Parkway is under construction as part of the Ridgewalk Parkway interchange project.

Roadway	Posted Speed	Min. curve radius	Max. Grade	Max. SE
I-75				
North of Terrell Mill Road	65 mph	1910’	3.4%	8.0%
South of Terrell Mill Road	55 mph	2865’	4.0%	6.2%
I-575	65 mph	2865’	2.9%	5.9%

Width of existing R/W:

Along I-75 @ Akers Mill Road	560’ +/-
Along I-75 @ Windy Hill Road	Varies 450’ - 900’
Along I-75 @ Terrell Mill Road	450’ +/-
Along I-75 @ Delk Road	Varies 370’ - 1000’
Along I-75 @ South Marietta Parkway	Varies 400’ - 1000’
Along I-75 @ Banberry Road	350’ +/-
Along I-75 @ Roswell Road	300’ +/-
Along I-75 @ Gresham Road	Varies 350’ - 400’
Along I-75 @ North Marietta Parkway	Varies 400’ - 800’
Along I-75 @ Allgood Road	370’ +/-
Along I-75 @ Canton Road Connector	Varies 400’ - 2600’
Along I-75 @ Bells Ferry Road	Varies 350’ - 500’
Along I-75 @ I-575	Varies 500’ - 750’
Along I-75 @ Barrett Parkway	Varies 450’ - 1200’
Along I-75 @ Big Shanty Extension	650’ +/-
Along I-75 @ Chastain Road	Varies 550’ - 1100’
Along I-75 @ Wade Green Road	Varies 550’ - 1050’
Along I-75 @ Hickory Grove Road	550’ +/-
Along I-575 @ Barrett Parkway	Varies 600’ - 1050’
Along I-575 @ Big Shanty Road	400’ +/-
Along I-575 @ Chastain Road	Varies 400’ - 1200’
Along I-575 @ Bells Ferry Road	Varies 500’ - 1050’
Along I-575 @ S.R. 92	Varies 400’ - 1100’
Along I-575 @ Towne Lake Parkway	Varies 450’ - 1150’
Along I-575 @ Sixes Road	Varies 400’ - 1050’

Major structures (existing, to be modified):

I-285 Bridges	Structure I.D.	Suff. Rating	Length	Width
I-285 WB over Ramp I-285 WB to I-75 SB	067-0100-0	84.38	212’	113.7’
I-285 over South Cobb Parkway	067-0099-0	64.86	240’	149.3’

I-75 Bridges	Structure I.D.	Suff. Rating	Length	Width
I-75 over I-285 EB C-D	067-0066-0	84.00	170’	164.0’
Gresham Road over I-75	067-0211-0	84.83	368’	66.2’
I-75 over Sope Creek	067-0075-0	85.00	27’	0.0’
I-75 NB over Ernest Barrett Parkway	067-0081-0	79.45	230’	56.4’
I-75 NB over Noonday Creek	067-0083-0	86.30	245’	61.3’
I-75 NB over Frey Road	067-0085-0	70.41	321’	63.2’

I-575 Bridges	Structure I.D.	Suff. Rating	Length	Width
I-575 NB over Barrett Pkwy.	067-0111-0	75.71	209’	43.7’
I-575 NB over Noonday Creek	067-0113-0	84.08	170’	43.7’
I-575 SB over Noonday Creek	067-0114-0	84.08	170’	43.7’
I-575 NB over Big Shanty Road	067-0115-0	92.15	157’	43.7’
I-575 NB over Bells Ferry Road	067-0117-0	90.91	282’	43.7’
I-575 NB over Hawkins Store Road	067-0119-0	91.77	185’	43.7’
I-575 NB over Noonday Creek	057-0040-0	91.23	210’	66.4’
I-575 NB over Towne Lake Parkway	057-0042-0	82.44	183’	45.2’
I-575 NB over Little River	057-0044-0	92.79	534’	45.2’

Major existing interchanges

I-75	Mile Point References
Akers Mill Road (HOV)	MP 258.5
Interstate 285	MP 259
Windy Hill Road	MP 260
Delk Road	MP 261
South Marietta Parkway	MP 263
North Marietta Parkway	MP 265
Canton Road Connector	MP 267
I-75 @ I-575	MP 268
Barrett Parkway	MP 269
Chastain Road	MP 271
Wade Green Road	MP 273

I-575	Mile Point References
I-575 @ I-75	MP 0
Barrett Parkway	MP 1
Chastain Road	MP 3
Bells Ferry Road	MP 4
East Alabama Road/S.R. 92	MP 7
Towne Lake Parkway	MP 8
Ridgewalk Parkway (under construction)	MP 10
Sixes Road	MP 11

Proposed Design Features:

Typical sections:

I-285 (S.R. 407) – Approximately 1000 feet west of South Cobb Parkway through the I-75 / I-285 interchange to approximately 2500 feet east of Cumberland Boulevard: The project includes ramp connections between the new managed lanes on I-75 and the general purpose lanes on I-285. On the west side of the I-75 / I-285 interchange the connection will be provided by a reversible ramp in the median of I-285. Some reconstruction of the existing I-285 mainline is required in this section to construct this ramp. On the east side of the I-75 / I-285 interchange there will be a separate ramp for the I-75 southbound managed lanes to the I-285 eastbound general purpose lanes for use in the AM peak period and a separate ramp for the I-285 westbound general purpose lanes to the I-75 northbound managed lanes for use in the remainder of the day. Some reconstruction of the existing collector-distributor lanes along I-285 is required to construct these ramps.

I-75 (S.R. 401) - Akers Mill Road to approximately 3000 feet south of Windy Hill Road: The project will extend the existing bidirectional HOV lanes (a separate northbound lane and a separate southbound lane) in the median of I-75 from Akers Mill Road to approximately 3000' south of Windy Hill Road. At this point the bidirectional system ends and the reversible, managed lane section of the project begins.

I-75 (S.R. 401) - Approximately 3000 feet south of Windy Hill Road to approximately 200 feet north of Windy Hill Road: A reversible managed lane access ramp to/from I-75 inside of I-285 will fly up and over the southbound I-75 general purpose lanes and will join on the west side of I-75 with the proposed managed lanes to/from I-285 to form a two-lane reversible managed lane system continuing north. Some reconstruction of the existing mainline is required in this section to construct the access ramp to/from the proposed reversible managed lanes.

I-75 (S.R. 401) - Windy Hill Road to the I-75/I-575 Interchange: The reversible managed lane system is to be added to the outside of the general purpose lanes on the west side of I-75 using a series of flyover bridges to avoid existing interchanges, etc. Between the flyovers, the proposed managed lane system will be on walls. The two reversible managed lanes will each be 12' wide with a 10' wide shoulder on the west side and a 2' wide shoulder on the east side. In certain horizontal curves the 2' shoulder will widen to provide stopping sight distance. The existing pavement on I-75 will remain as it currently exists with the exception of some mainline reconstruction at the I-575 interchange to transition the managed lanes from the west side of the I-75 into the median of I-75.

I-75 (S.R. 401) - I-75/I-575 Interchange to north of Hickory Grove Road: The existing pavement will be retained as it currently exists on I-75 and a single 12' wide barrier-separated reversible managed lane will be added in the median of I-75. A 10' wide shoulder will be provided on the west side and a 4' wide shoulder will be provided on the east side. In certain horizontal curves the 4' shoulder will widen to provide stopping sight distance.

I-575 (S.R. 5 / S.R. 417): The existing northbound and southbound general purpose travel lanes will be retained. A single 12' wide barrier-separated reversible managed lane will be added in the median of I-575. A 10' wide shoulder will be provided on the west side and a 4' wide shoulder will be provided on the east side. In certain horizontal curves the 4' shoulder will widen to provide stopping sight distance. Slip ramp access between the Managed Lane system and the general purpose lanes will be included at three locations in each direction.

Entrance and Exit Ramps: Ramps will have a 16' wide travel lane with a 10' wide shoulder on one side and a 4' wide shoulder on the other side.

Roadway	Design Speed	Min. curve radius	Max. Grade	Max. Grade Allowable
I-285	55 mph	1060'	2.7%	6.0%
I-75 south of I-575	55 mph	1060'	6.0%	6.0%
I-75/I-575 Interchange	55 mph	1060'	6.0%	6.0%
I-75 north of I-575	65 mph	1660'	3.3%	5.0%
I-575	65 mph	1660'	3.0%	5.0%
Ramps	45-55 mph	587'-960'	6.0%	6.0%

Proposed Maximum grade side roads 3.4% Maximum Allowable 7%-10%
Proposed Maximum grade driveway: N/A
Proposed Maximum superelevation rate: 6% mainline; 8% ramps

Proposed Right-of-Way:

Width:

Along I-75 - south of I-575	Varies - additional 0 ft. to 82 ft.
Along I-75 - I-575 Interchange	No change
Along I-75 - north of I-575	No change
Along I-575	No change

Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
Type of access control: Full (X), Partial ( ), By Permit ( ), Other ( )

Number of parcels: 76 total

Number of displacements:
- Business: 13
- Residences: 6
- Mobile homes: 0
- Other: 0

Structures:

Bridges on I-285:

#	Description	Length	Width
5	I-285 over South Cobb Parkway (widen both sides)	250	9'+18'
9	I-285 WB over Ramp I-285 WB to I-75 SB (widen)	203.7'	59.36'

Bridges on I-75:

#	Description	Length	Width
1	I-75 over I-285 EB C-D (widen both sides)	171’	8’ + 8’
2A	Reversible ramp I-75 ML to/from I-285 W	870’	47’
2B	Ramp I-75 ML SB to I-285 EB	2805’	35’
2C	Ramp I-75 ML SB to I-285 EB	280’	47’
7	Ramp from I-285 to I-75 ML NB	2650’	35.25’
7A	Ramp from I-285 to I-75 ML NB	347.6’	35’
12	Reversible ML ramp over I-75 southbound	944.63’	37’
13	I-75 reversible ML over Windy Hill Road	3060’	45’
13A	I-75 reversible ML	334’	71.64’
14	I-75 reversible ML over Terrell Mill Road	280’	41’
15	I-75 reversible ML over Delk Road	3160’	41’
16	I-75 reversible ML over Rottenwood Creek	1260’	41’
	I-75 reversible ML over Hope Creek	3550’	41’
	I-75 reversible ML under S. Marietta Pkwy exit from I-75	450’	44’
18A	I-75 reversible ML	420’	41’
18	I-75 reversible ML over Banberry Road	175’	41’
19	I-75 reversible ML over Roswell Road	920’	41’
	Gresham Road over I-75 reversible ML	80’	66.42’
	I-75 reversible ML over N. Marietta Pkwy entrance to I-75	1180’	41’
19B	I-75 reversible ML over N. Marietta Parkway	140’	41’
19C	I-75 reversible ML over Barnes Mill Road	530’	41’
24A	I-75 reversible ML over Elizabeth Branch	53.68’	41’
25	I-75 reversible ML over Canton Connector	5080’	41’
26	I-75 reversible ML over Dickson Road	1897’	49’
29	I-75 reversible ML over I-75 southbound	1130’	49’
30	I-75 reversible ML over Barrett Parkway (widen)	228’	32.48’
31	I-75 reversible ML over Noonday Creek	242.25’	52.39’
32	I-75 reversible ML over Big Shanty Connector	202.67’	23.75’
33	I-75 reversible ML over Frey Road	341.50’	26.91’
34A	Hickory Grove Road over I-75	210’	71.25’
34B	Hickory Grove Road over I-75	210’	59.25’

Bridges on I-575:

#	Description	Length	Width
28	I-575 reversible ML over I-75 northbound	640’	37’
	I-575 reversible ML over Barrett Parkway (widen)	209’	31.5’
	I-575 reversible ML over Noonday Creek (widen)	170’	53.67’
	I-575 reversible ML over Big Shanty Road (widen)	157’	41.67’
	I-575 reversible ML over Bells Ferry Road (widen)	280’	28.75’
	I-575 reversible ML over Hawkins Store (widen)	180’	41’
	I-575 reversible ML over tributary (widen)	207.25	29.62’
	I-575 reversible ML over Towne Lake (widen)	183’	29.62’
	I-575 northbound ML over Little River (widen)	528’	19.63’

Bridge Culverts:

The existing triple 5' x 7' bridge culvert carrying Sope Creek under I-75 between North Marietta Parkway and Allgood Road will be modified. Approximately 70' of the upstream end of the bridge culvert will be replaced with a new length of culvert designed to support the additional weight of the earthen fill associated with the proposed managed lanes at this crossing. The upstream wingwalls and parapet will also be replaced. The modification will not extend the bridge culvert.

Retaining walls:

Reinforced Earth Walls will be constructed at numerous locations along the Project.

Major intersections and interchanges:

Interchanges for managed lane access will be added on I-75 at the following locations:

- Terrell Mill Road
- SR 3 Conn/Roswell Road
- Big Shanty Road
- Hickory Grove Road (south facing ramp only)

No Interchanges for Managed Lane System access will be added on I-575, instead slip ramp access between the managed lane system and the general purpose lanes will be provided at three locations for each direction of operation:

- south of Big Shanty Road
- near Shallowford Road
- south of Sixes Road

Transportation Management Plan Anticipated: Yes (X) No ( )

Design Exceptions to controlling criteria anticipated:

	YES	NO	UNDETERMINED
HORIZONTAL ALIGNMENT:	( )	(X)	( )
LANE WIDTH:	(X)	( )	( )
SHOULDER WIDTH:	(X)	( )	( )
VERTICAL GRADES:	( )	(X)	( )
CROSS SLOPES:	( )	(X)	( )
STOPPING SIGHT DISTANCE:	( )	(X)	( )
SUPERELEVATION RATES:	( )	(X)	( )
VERTICAL ALIGNMENT:	( )	(X)	( )
SPEED DESIGN:	( )	(X)	( )
VERTICAL CLEARANCE:	( )	(X)	( )
BRIDGE WIDTH:	( )	(X)	( )
BRIDGE STRUCTURAL CAPACITY:	( )	(X)	( )
LATERAL OFFSET TO OBSTRUCTION:	( )	(X)	( )

Lane width

- I-75 general purpose travel lanes to be reduced to 11’ under I-285 mainline bridge and I-285 westbound collector-distributor bridge
- I-75 general purpose travel lanes to be maintained at 11’ under Windy Hill Road bridge

Shoulder width

- I-75 lanes to have reduced shoulders under existing bridges:
  - I-285 over I-75
    - I-75 NB HOV Lane, 2’ inside shoulder
    - I-75 NB General Purpose Lanes, 5’-2” outside shoulder
    - I- 75 SB HOV Lane, 2’ inside shoulder
  - I-285 westbound C-D over I-75
    - I-75 NB HOV Lane, 2’ inside shoulder
    - I-75 NB GP Exit to I-285 Westbound, 4’-9” outside shoulder
    - I- 75 SB HOV Lane, 2’ inside shoulder
    - I-75 SB General Purpose Lanes, 3’-1” outside shoulder
  - Windy Hill Rd over I-75
    - I-75 NB General Purpose Lanes, 5’ inside shoulder
    - I-75 SB General Purpose Lanes, 6’-3” inside shoulder
    - I-75 SB General Purpose Lanes, 4’-4” outside shoulder
  - I-575 over I-75
    - I-75 NB General Purpose Lanes, 10’ outside shoulder
    - I-75 SB General Purpose Lanes, 6’-6” outside shoulder
  - Chastain Rd over I-75
    - I-75 Reversible Managed Lane, 4’ western shoulder
- I-575 lanes to have reduced shoulders under existing bridges:
  - Shallowford Road over I-575
    - I-575 SB GP Lanes, 2’ inside shoulder
  - Ridgewalk Parkway over I-575
    - I-575 SB GP Lanes, 2’ inside shoulder
- I-575 reversible managed lane to have reduced shoulders under existing bridges:
  - Chastain Road, 2.0’ inside shoulder
  - North Booth Road, 2.0’ inside shoulder
  - SR 92, 4’ inside shoulder
  - Dupree Road, 4.6’ inside shoulder
  - Ridgewalk Parkway, 8.0’ outside shoulder
- I-75 reversible managed lanes to have reduced shoulders – the two lane section to have a 10’ western shoulder and a 2’ eastern shoulder; the one lane section to have a 10’ western shoulder and 4’ eastern shoulder (rather than 10’ and 10’ for the two lane section and 5’ and 5’ for the one lane section).
- I-575 reversible managed lane to have reduced shoulders a 10’ western shoulder and a 4’ eastern shoulder (rather than 5’ and 5’)

- I-285, I-75 and I-575 general purpose travel lanes to have reduced shoulders:
  I-285 WB GP Lanes (MP 19.4 to 20.2), 6.5' to 8' inside shoulder
  I-285 EB GP Lanes (MP 19.4 to 20.2), 6.5' to 8' inside shoulder
  I-75 NB GP Lanes (MP 259 to 260), 5' inside shoulder
  I-75 SB GP Lanes (MP 259 to 260), 6' inside shoulder
  I-75 NB GP Lanes (MP 267.8 to 274.6), 8' inside shoulder
  I-75 SB GP Lanes (MP 267.8 to 269), 8' inside shoulder
  I-575 NB GP Lanes (MP 0 to 10.3), 2' and varies inside shoulder
  I-575 SB GP Lanes (MP 0 to 10.3), 2' and varies inside shoulder

Design Variances:

Access Control

- SR 3 Conn/Roswell Road – west of the new managed lane interchange only 100' of access control will be provided on both north and south sides of SR 3 Conn/Roswell Road to avoid economic impacts to the existing businesses along this corridor.

Environmental concerns:

Noise

Along I-75, preliminary noise analysis indicated that road traffic noise would affect approximately 1449 Category B sites, 467 Category C sites and 49 Category E sites. Along I-575, preliminary noise analysis indicated that road traffic noise would affect 141 Category B sites, 6 Category C sites and 1 Category E site.

Section 404

Wetland impacts are 0.3 acres. Stream impacts are approximately 3,025 linear feet. These impacts will require a Section 404 Individual Permit and an NPDES Permit under the Federal Water Pollution Control Act.

Parklands and Other Section 4(f) Properties

Temporary impacts would occur on the Bob Callan Trail during construction of I-285 bridges, but no permanent adverse impacts are anticipated. Construction of the proposed bridge widening would occur at night when the trail is closed. The trail would remain open during the day.

TVA

There are no issues related to the jurisdiction of the Tennessee Valley Authority. The Coosa and Chattahoochee River Basins, in which the project lies, abut the Tennessee River Valley, but are not within TVA jurisdiction.

Water Quality

All the major streams crossed by the proposed project have been significantly degraded by the effects of urbanization, including non-point source pollution and altered hydrology. The four major streams within the survey corridor are currently on the state 303(d) list for impaired waters: Rottenwood Creek, Sope Creek, Noonday Creek and the Little River. Although the project might produce some sedimentation during

construction, impacts would be temporary and would not result in long-term affects to streams.

Hazardous Wastes/USTs

There are no National Priority List sites on either corridor. However, there are a number of other hazardous material concerns throughout. Some of these sites are historical spill records. Others are Underground Storage Tanks (USTs) under management or Leaking Underground Storage Tanks (LUSTs) under remediation. Additional sites represent small quantity generators, larger industrial sites, or a wastewater recycling facility. There are 11 medium-rated sites along I-75. Of these 11, 8 sites could potentially be affected by the potential right-of-way purchase and construction easements.

Historical Resources

No National Register of Historic Places (NRHP) -listed or –eligible historic resources were identified within the project's area of potential effect (APE).

Archeological Resources

There are no archaeological sites that have been identified within the corridor for the design.

Cemeteries

The Tucker Cemetery site is located on the south side of Gresham Road on the east side of I-75 immediately adjacent to the existing right-of-way. The Old Gresham Cemetery site is located between Barnes Mill Road and Bankston Road on the east side of I-75 near North Marietta Parkway. The Project was designed on the west side of I-75 in part to avoid impacting these cemeteries.

Relocation

The proposed improvements will displace two (2) owner-occupied single family residences and four (4) tenant-occupied single family homes. The proposed improvements will impact seven (7) commercial properties including an auto towing service, a used car sales facility, two fast food restaurants, a trailer sales outlet, a tractor trailer parking lot and a multi-tenant office building containing six tenants. Displacement of all of these businesses will affect an estimated thirty-three (33) employees.

Threatened and Endangered Species

Field surveys were conducted to determine the presence or absence of protected species recorded from the counties and region of the study corridor. The project would have "no adverse affect" on Georgia aster, Michaux's sumac, monkeyface orchid, open-ground whitlow grass, Indian olive, bay star vine, Etowah darter, amber darter, gulf moccasinshell, and delicate spike mussel. The project "may affect - not likely to adversely affect" the Cherokee Darter. The project would have "no significant adverse affect" to the Chattahoochee crayfish and lined chub.

Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes ( ) No (X)
- Categorical exclusion anticipated ( ).
- Environmental Assessment/Finding of No Significant Impact anticipated ( ).
- Environmental Impact Statement (EIS) (X).

Utility involvements:

- Protection for existing 36" and 40" petroleum pipe lines crossing I-75 near Windy Ridge Parkway bridge over I-75
- Relocation of existing sanitary sewer lines and the protection of existing crossings under I-75 and I-575 at approximately 14 locations.
- Impacts to the existing power transmission towers west of I-75 and north of North Marietta Parkway.
- Protection of the existing power transmission towers west of the I-75/I-575 Interchange.
- Protection of existing water main crossings under I-75 and I-575 at approximately 10 locations.
- Protection of existing major gas lines crossings under I-75 and I-575 at approximately 6 locations.
- Numerous relocations of existing electrical lines within the project corridor.
- Crossing over Georgia Northeastern Railroad on structure.

VE Study Anticipated Yes (X) No ( ) Completed (December 7-11, 2009)
FHWA approved the Implementation of Value Engineering Study Alternatives on 6/17/10 (attached)

Benefit/Cost Ratio: 5.55

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT
$ Amount	$36,956,676	$16,800,000	$30,666,144	$841,790,964	$81,140

Project Activities Responsibilities:

- Preliminary Design: GDOT Office of Innovative Program Delivery
- Final Design: Developer / GDOT Office of Innovative Program Delivery
- Right-of-Way Acquisition: Developer / GDOT District 7 R/W Office
- Right-of-Way funding (real property): Developer / GDOT
- Relocation of Utilities: Developer / GDOT District 6 Utilities Office
- Letting to contract: GDOT Division of P3
- Supervision of construction: GDOT Office of Innovative Program Delivery
- Providing material pits: Developer / GDOT District Materials Office
- Providing detours: Developer / GDOT Office of Traffic Operations

- Environmental Studies/ Documents/Permits: GDOT / GDOT Office of Innovative Program Delivery
- Environmental Mitigation: Developer / GDOT (Office specified on the "green sheets" for the project)

Coordination:

- Initial Concept Meeting date and brief summary: N/A
- Concept meeting date and brief summary: November 2, 2010. Minutes attached.
- P A R meetings, dates and results: February 5, 2005; June 14, 2011
- FEMA, USCG and/or TVA: N/A
- Public involvement: Public Hearing Open Houses were held on October 21, 2010 and October 26, 2010.
- Local government comments: Cobb County Board of Commissioners Vice Chairman's letter of April 27, 2010 stated "we are in agreement with your approach for a reversible managed lane facility..."
- Other projects in the area: Big Shanty Extension under I-75 (CSSTP-0006-00(870), (869) & (861), Cobb County); Ridgewalk Parkway at I-575 Interchange (CSNHS-0006-00(043), Cherokee County; Sixes Road at I-575 bridge widening (CSSTP-0006-00(41), Cherokee County).
- Railroads: Georgia Northeastern Railroad
- Other coordination to date: Agencies briefing was held January 27, 2010. Attendees included representatives from FHWA, USEPA, SRTA, GA EPD, Cobb County DOT, Cherokee County DOT, Fulton County, ARC, MARTA, Cumberland CID, Town Center CID, City of Marietta and City of Atlanta.

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: Begin: March 2009 End: December 2011
- Time to complete right-of-way plans: Begin: May 2012 End: Anticipate Phase Approach – February 2013
- Time to complete the Section 404 Permit: Dependent on Developer's Phased Design and Construction Schedule*
- Time to complete final construction plans: Dependent on Developer's Phased Design and Construction Schedule*
- Time to complete to purchase right-of-way: Begin: May 2012 End: October 2013
- List other major items that will affect the project schedule:
    - Management Plans: Begin: May 2012 End: February 2013
    - Financial Close: August 2012

* Project is being delivered by design-build methodology

Other Alternates Considered:

In addition to the no-build and reversible managed lane alternates, additional alternates were considered:

1. **Conversion Alternative**
   Under this alternative the managed lanes would be located in the median between the existing northbound and southbound lanes. The interior existing general purpose lane would be converted to a managed lane and one additional managed lane would be added in each direction on I-75 south of the I-575 Interchange. North of the I-75/I-575 interchange, one managed lane would be added in each direction. The constructions costs would be significantly higher than the reversible system and the reduction of an existing free general purpose lane was undesirable.

2. **Bi-directional Managed Lane system**
   This alternative would consist of a two-lane bi-directional managed lane system between I-285 and I-575, and a single bi-directional managed lane system northwards to Hickory Grove Road and Sixes Road. While the alternative would provide definite benefits in both directions, the off-peak direction managed lanes would generally be LOS A or LOS B, thus indicating unused capacity even in design year 2035. The constructions costs would be significantly higher than the reversible system.

3. **Three-lane At-Grade Managed Lane system**
   This alternative would consist of three reversible lanes at-grade in the median between I-285 and I-575, two reversible lanes on both I-75 and I-575 north to Big Shanty Road, and a single reversible lane further north to Hickory Grove Road on I-75 and Sixes Road on I-575. The constructions costs would be significantly higher than the reversible system.

4. **Other Alternatives considered in the Alternatives Analysis / Draft Environmental Impact Statement (AA/DEIS)**
   In the AA/DEIS (2007) four alternatives were evaluated in detail. All four included two HOV lanes in each direction on I-75 between I-285 and I-575 and one HOV lane in each direction on I-75 and I-575 from the I-75/I-575 interchange north to Hickory Grove Road and Sixes Road respectively. All four alternatives also included two truck only lanes (TOL) on I-75 between I-285 and Hickory Grove Road. The possibility of tolling the HOV lanes and TOL lanes was presented as an option for all four alternatives. The differences in the four alternatives were in their levels of transit investment. They four alternatives were:
   HOV/TOL
   HOV/TOL/Transportation System Management (TSM)
   HOV/TOL/Bus Rapid Transit (BRT)
   HOV/TOL/Reduced BRT
   Their estimated construction costs ranged from $3.52B to $4.07B. Based on public comments and reconsideration of the financial feasibility these alternates were refined to become the proposed project.

Comments:

Attachments:

1. Cost Estimate
2. Typical Sections
3. Accident Summaries
4. Traffic Diagrams
5. Capacity Analysis Summary
6. Bridge Inventory
7. Minutes of Concept meetings
8. Correspondence that shows support or objection to the concept
9. Conforming plan's network schematics showing thru lanes. (This attachment is required for non-attainment areas only).
10. Benefit Cost Analysis
11. IMR/IJR letter
12. VE Implementation letter
13. Concept Layout

Full Oversight Projects:

Concur: _____
Director of Engineering

Approve: _____ 9/13/2011
for Division Administrator, FHWA

Approve: _____ Date: 9/13/2011
Chief Engineer

ATTACHMENT #1

Items	2013
Traffic Control	$57,026,530
Clearing, Grubbing & Demolition	$11,539,567
Grading & Support of Excavation	$4,719,570
MSE Walls & One-Sided Walls	$142,732,296
Drainage & Box Culverts	$6,789,583
Paving	$84,586,714
Bridges & Approach Slabs	$393,671,239
Traffic Barrier	$26,653,707
Erosion Control	$5,737,147
Flatwork	$9,166,285
Fence & Guardrail	$658,704
Signage & Pavement Markings	$8,802,351
Lighting & Signals	$5,753,697
Toll Facilities & ITS	$44,441,994
Sound Wall	$18,980,093
Subtotal	$821,259,477
Mobilization	$41,062,974
Final Design	$36,956,676
Utilities & Relocation	$30,666,140
Right of Way	$16,800,000
Insurance	$23,686,400
CEI/CM	$20,531,487
Subtotal	$169,703,677
Total	$990,963,155

September 2010

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH000-0073-03(242) & NH000-0575-01(028) OFFICE Cartersville
P3 Projects in Cobb/Cherokee Counties
P.I. No. 714130- & 713640- DATE August 12, 2010

FROM Kerry D. Bonner
District Utilities Engineer

TO Darryl VanMeter, P.E., Transportation Engineer Administrator
ATTN John Hancock, P.E., Office of Innovative Program Delivery

SUBJECT UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits. These are the utility companies for which we have received and executed MOUs for.

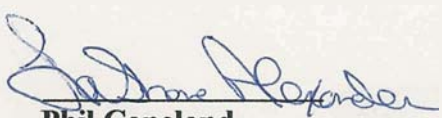
FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AGL Networks		
American Fiber Systems		
Atlanta Gas Light Company		$ 500,000.00
AT&T – Georgia		$ 1,200,000.00
Cherokee County Water & Sewer		$ 600,000.00
Cobb County DOT		$ 500,000.00
Cobb County Water System		$ 500,000.00
Cobb EMC		
Cobb County Marietta Water Auth.		$10,400,000.00
Colonia Pipeline		
Comcast Communications		$ 500,000.00
Georgia Power Co. – Dist.		$ 2,000.000.00
Georgia Power Co. – Trans.		$10,000,000.00
Georgia Transmission Corporation		$ 466,144.00
Level 3 Communications		
MEAG Power		$ 4,000,000.00
Marietta Power		
Marietta Water		
Verizon Business		
Totals		$ 30,666,144.00

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: Jeff Baker, P. E., State Utilities Engineer
Angela Robinson, Office of Financial Management
Lisa Wesley, Area Engineer
File/Estimating Book

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: August 9, 2010

Project: CSNHS-0008-00(256) Cobb/ Cherokee	**P.I. Number:** 0008256
Project: NH000-0073-03(242) Cobb/ Cherokee	**P.I. Number:** 714130
Project: NH000-0575-00(028) Cobb/ Cherokee	**P.I. Number:** 713640
Project: NHS00-0001-00(760) Cobb/ Cherokee	**P.I. Number:** 0001760
Project: MSL00-0003-00(433) Cobb/ Cherokee	**P.I. Number:** 0003433

Existing/Required R/W: Varies/Varies
No. Parcels: 75
Project Termini : West by Northwest P3 Project
Project Description: I-75/ I-575 Reversible Lanes

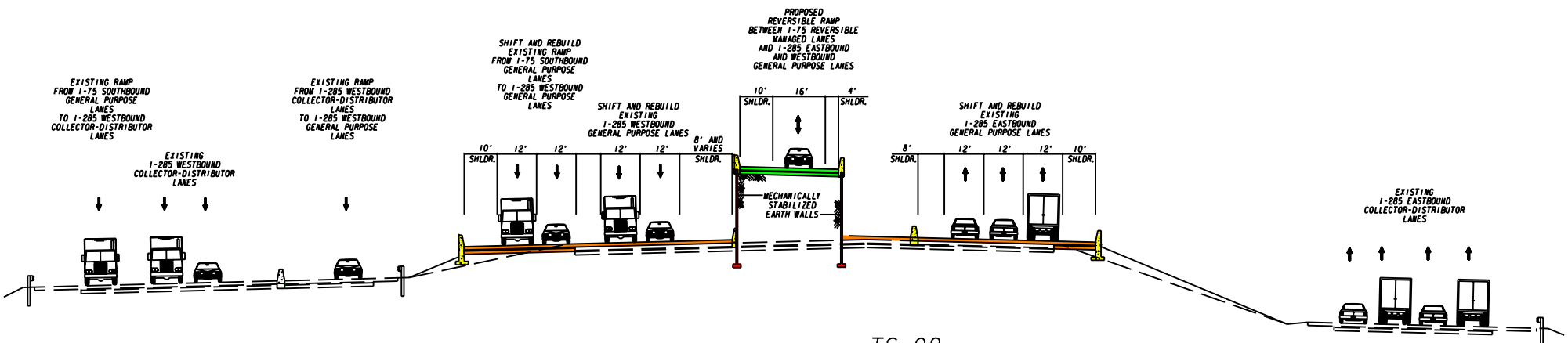
Land:	
Required R/W: 10.90 acres @ $275,000/acre	$2,997,500
R/W Easement: 3.95 acres @ $275,000/acre @ 50%	$ 543,125
	$ 3,540,625
Improvements : paving, signs houses, landscaping, bldgs, misc. site improvements	2,500,000
Relocation: Commercial (6) **25,000**	150,000
Residential (7) 40,000	280,000
Damage : Proximity(1)	300,000
Consequential	
Cost to Cure	
Net Cost	$ 6,770,625

Net Cost		$ 6,770,625
Scheduling Contingency	55 %	3,723,843
Adm/Court Cost	60 %	6,296,681
		$ 16,791,150

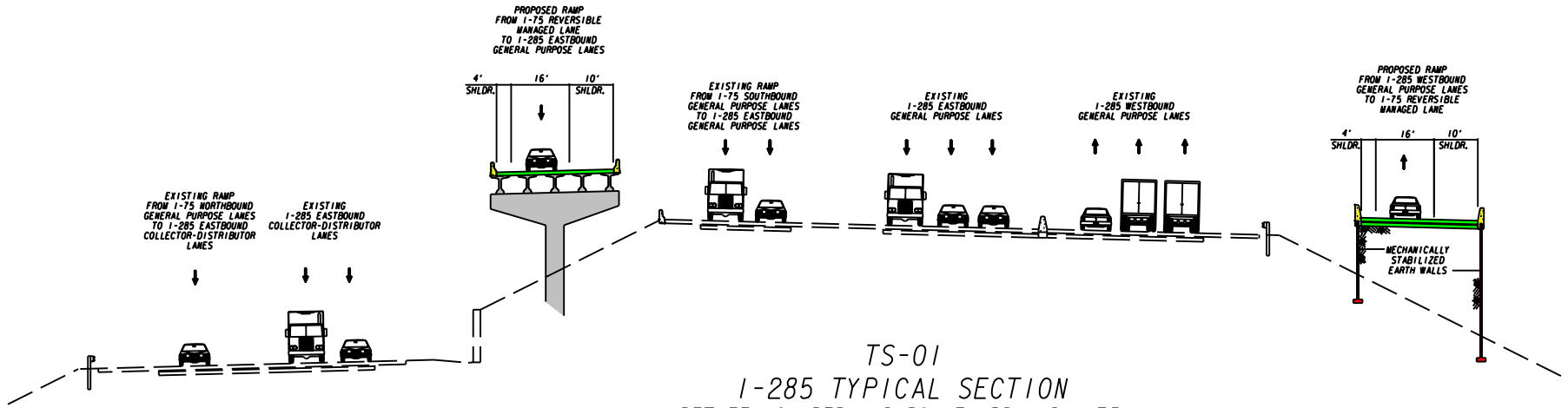
Total Cost $16,800,000

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

ATTACHMENT #2

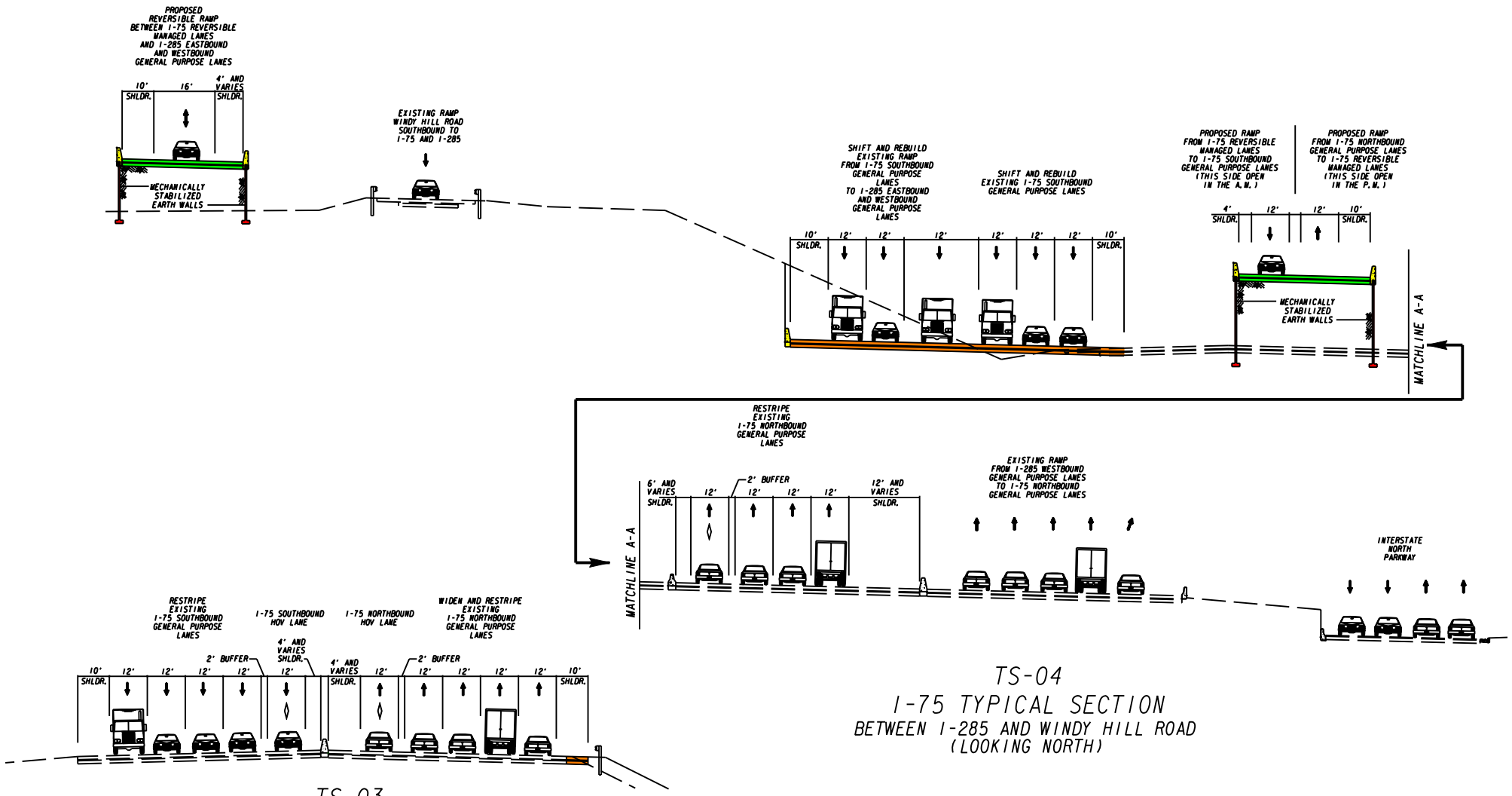


TS-02
I-285 TYPICAL SECTION
BETWEEN US 41 AND I-75
(LOOKING EAST)



TS-01
I-285 TYPICAL SECTION
BETWEEN CUMBERLAND BOULEVARD AND I-75
(LOOKING WEST)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN



TS-04

I-75 TYPICAL SECTION

BETWEEN I-285 AND WINDY HILL ROAD

(LOOKING NORTH)

TS-03

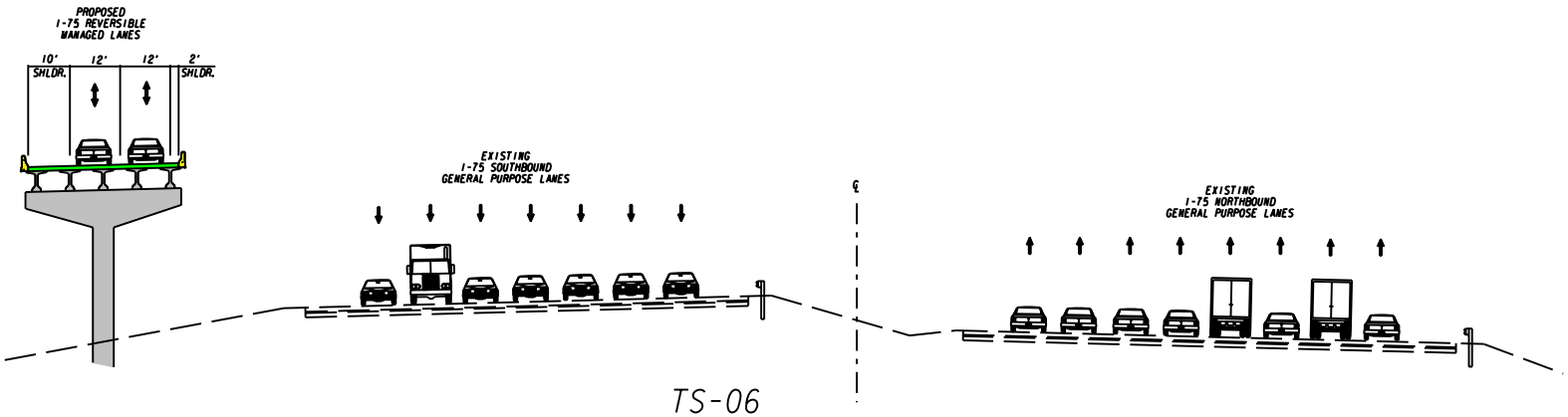
I-75 TYPICAL SECTION

BETWEEN AKERS MILL ROAD AND I-285

(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ON BRIDGE

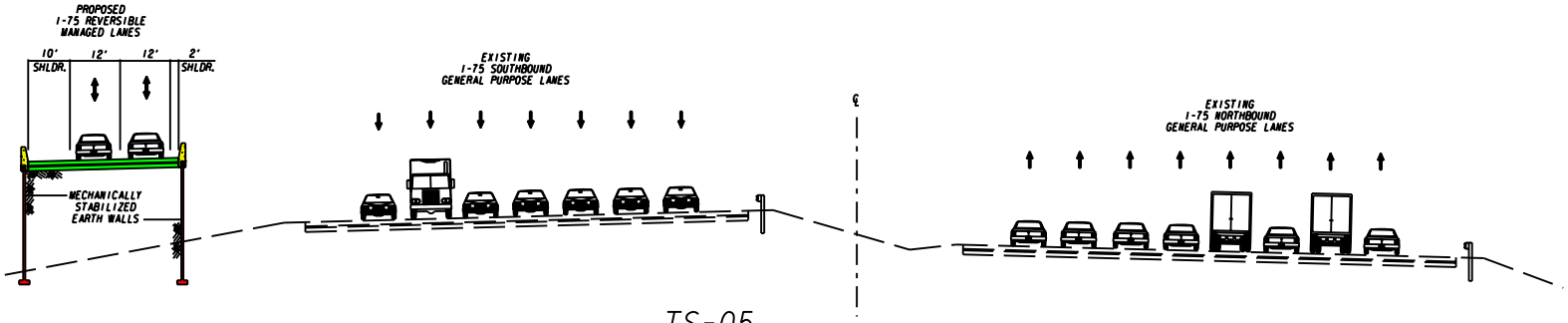


TS-06

I-75 TYPICAL SECTION

BETWEEN WINDY HILL ROAD AND DELK ROAD
(LOOKING NORTH)

ON WALLS



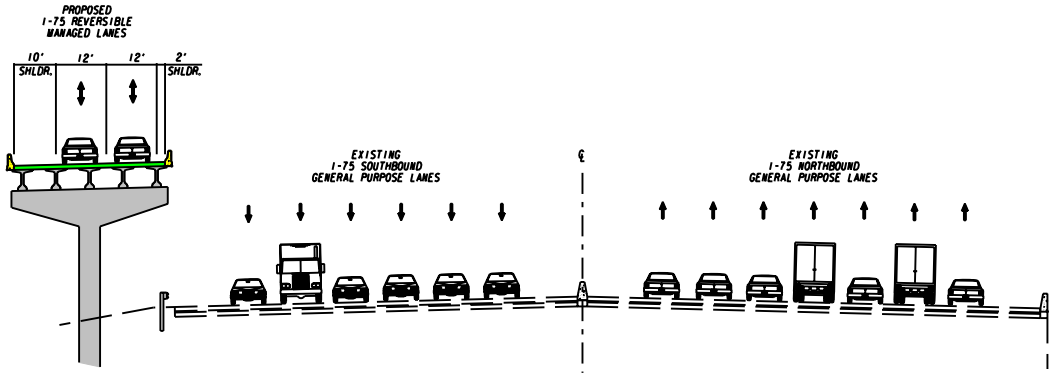
TS-05

I-75 TYPICAL SECTION

BETWEEN WINDY HILL ROAD AND DELK ROAD
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ON BRIDGE

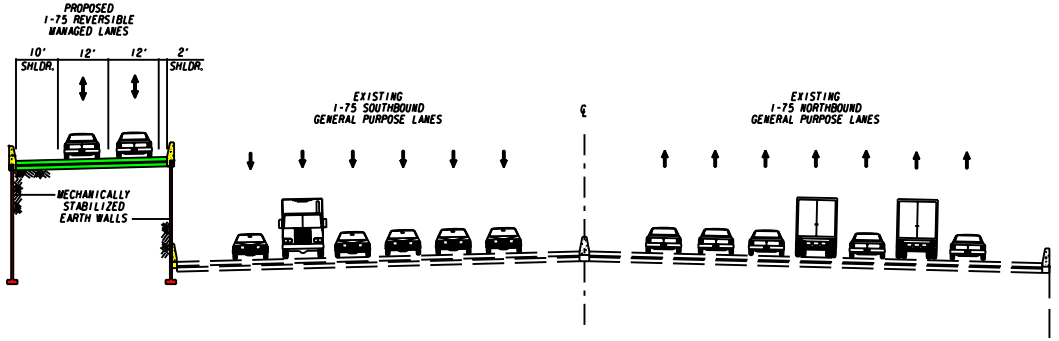


TS-08

I-75 TYPICAL SECTION

BETWEEN DELK ROAD AND SOUTH 120 LOOP
(LOOKING NORTH)

ON WALLS



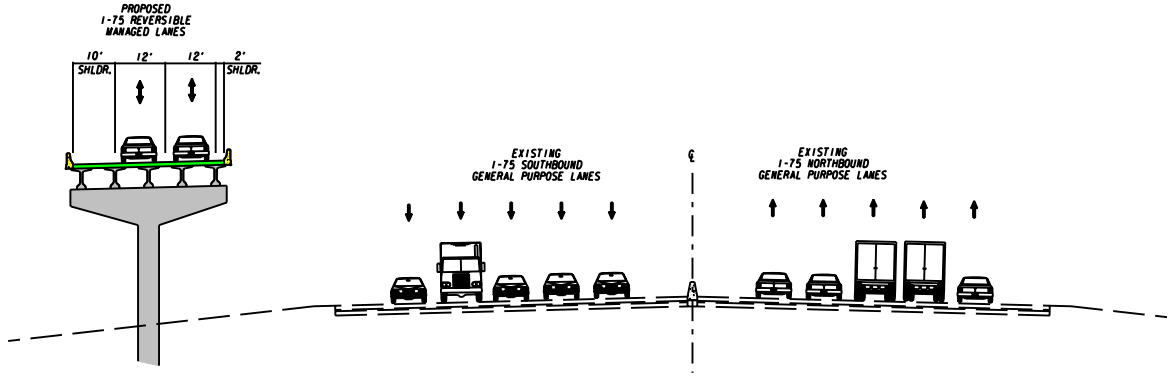
TS-07

I-75 TYPICAL SECTION

BETWEEN DELK ROAD AND SOUTH 120 LOOP
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ON BRIDGE

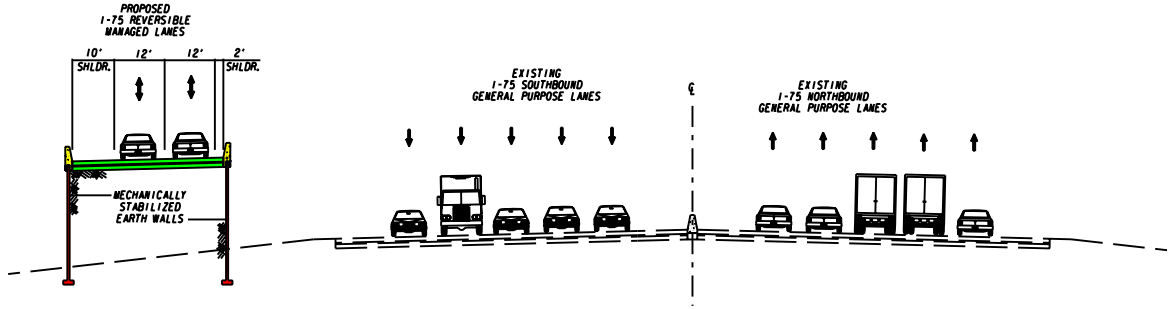


TS-10

I-75 TYPICAL SECTION

BETWEEN SOUTH 120 LOOP AND NORTH 120 LOOP
(LOOKING NORTH)

ON WALLS



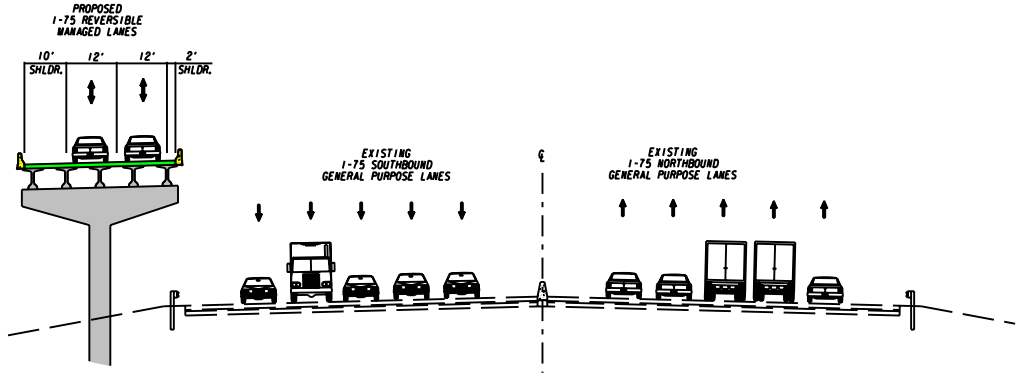
TS-09

I-75 TYPICAL SECTION

BETWEEN SOUTH 120 LOOP AND NORTH 120 LOOP
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ON BRIDGE

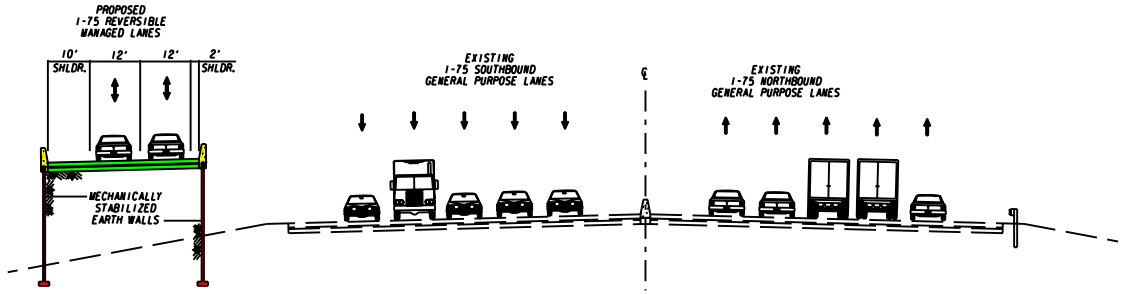


TS-12

I-75 TYPICAL SECTION

BETWEEN NORTH 120 LOOP AND CANTON CONNECTOR
(LOOKING NORTH)

ON WALLS



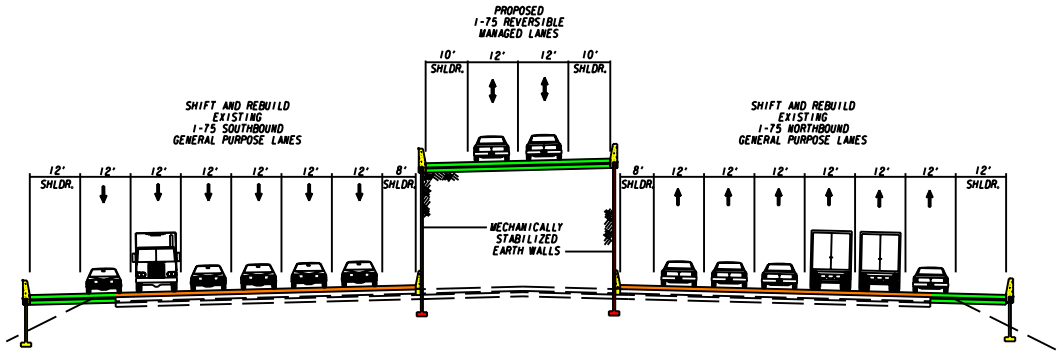
TS-11

I-75 TYPICAL SECTION

BETWEEN NORTH 120 LOOP AND CANTON CONNECTOR
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ON WALLS

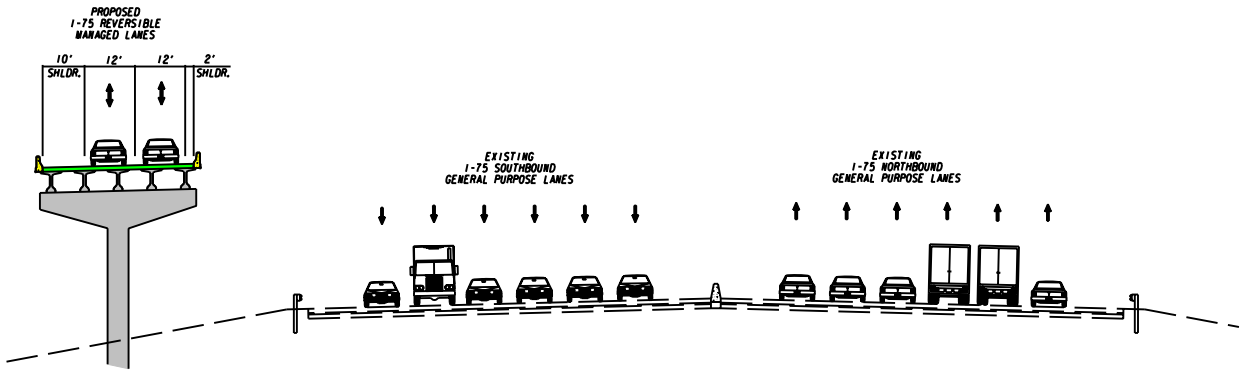


TS-14

I-75 TYPICAL SECTION

BETWEEN CANTON CONNECTOR AND I-575
(LOOKING NORTH)

ON BRIDGE

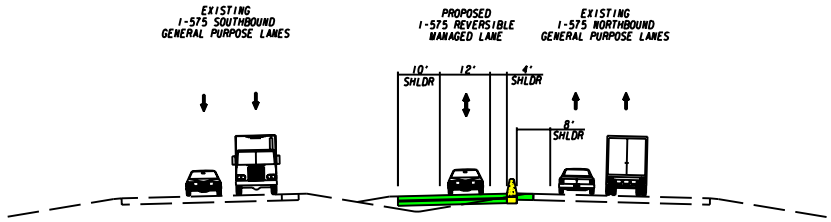


TS-13

I-75 TYPICAL SECTION

BETWEEN CANTON CONNECTOR AND I-575
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES
AND WILL BE ESTABLISHED DURING DESIGN

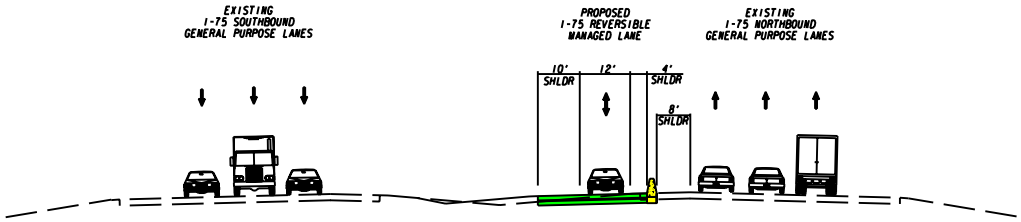


TS-16

I-575 TYPICAL SECTION

NORTH OF I-75

(LOOKING NORTH)



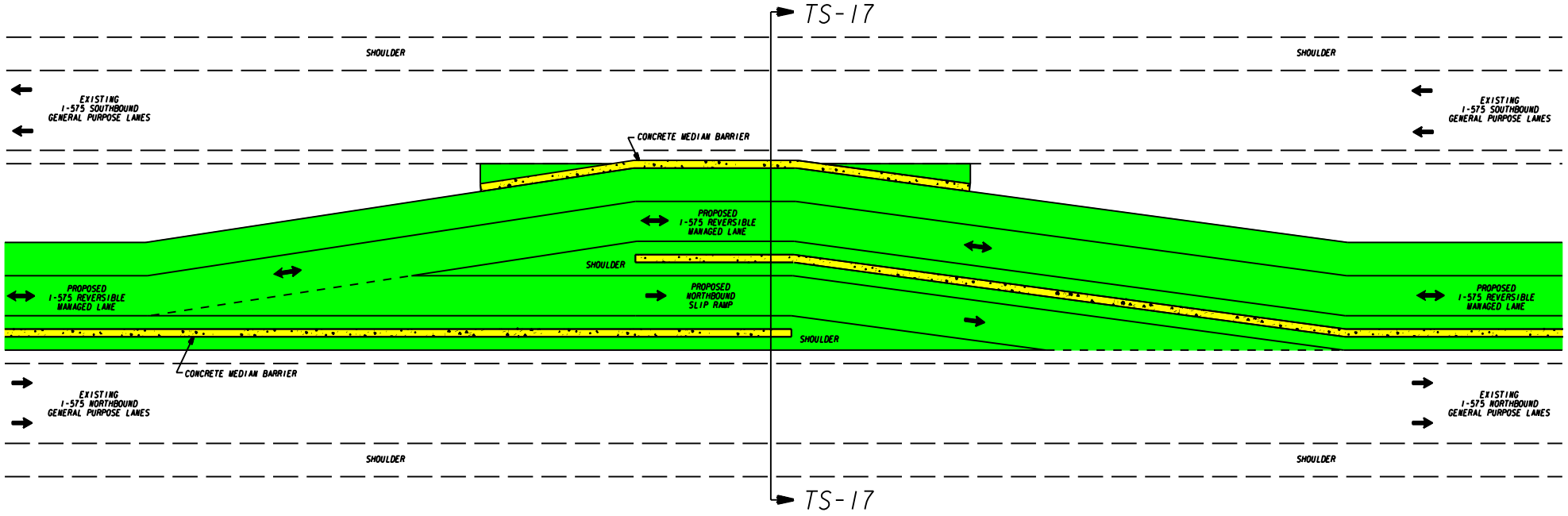
TS-15

I-75 TYPICAL SECTION

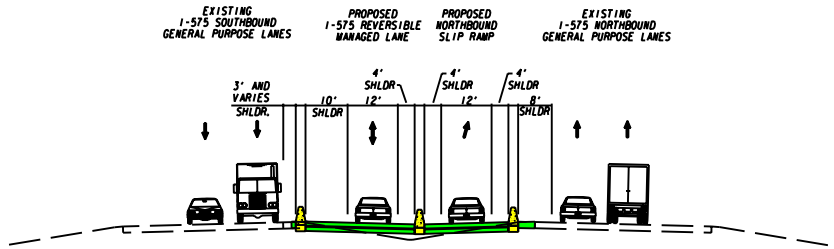
NORTH OF I-575

(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN



I-575
NORTHBOUND SLIP RAMP - SCHEMATIC



TS-17
I-575 TYPICAL SECTION
NORTHBOUND SLIP RAMP
(LOOKING NORTH)

NOTE: ALL DIMENSIONS ARE APPROXIMATE FOR STUDY PURPOSES AND WILL BE ESTABLISHED DURING DESIGN

ATTACHMENT #3

Average Crash Rates by Segment for I-75 (January 2006 to December 2008)

Segment Data			Crash Rates (Crashes per 100 mvm)				
I-75 Segment	**Average ADT (vpd) 2006-2008**	**Segment Length (miles)**	**Total Crashes**	**Injuries**	**Injury Crashes**	**Fatalities**	**Fatal Crashes**
2008 Urban Interstates – Georgia Statewide Averages.			*187.0*	*63.0*	*43.0*	*0.62*	*0.56*
From Cumberland Boulevard to I-285	170,500	1.11	172.7	37.6	29.4	0.00	0.00
From I-285 to Windy Hill Road	272,400	1.09	132.9	38.4	26.1	0.00	0.00
From Windy Hill Road to Delk Road	304,100	1.59	142.4	37.4	24.4	0.38	0.19
From Delk Road to S Marietta Pkwy	277,400	1.72	118.3	30.4	22.8	0.00	0.00
From S Marietta Pkwy to N Marietta Pkwy	241,500	1.74	121.9	35.6	23.0	0.43	0.43
From N Marietta Pkwy to Canton Road	242,200	1.83	111.5	28.6	17.9	0.62	0.41
From Canton Road to I-575	237,000	1.74	123.4	35.4	24.6	0.44	0.44
From I-575 to Barrett Pkwy	160,800	0.82	157.9	42.2	32.5	**0.69**	**0.69**
From Barrett Pkwy to Chastain Road	138,300	1.72	182.7	53.4	34.9	**1.15**	**1.15**
From Chastain Road to Wade Green Road	131,500	1.78	**197.9**	44.5	31.6	0.00	0.00
From Wade Green Rd to Hickory Grove Road	106,200	1.18	**226.6**	**72.1**	**46.6**	0.00	0.00
I-75 Corridor Total		*16.32*	*141.4*	*38.0*	*26.0*	*0.34*	*0.29*

Notes:

1. ADT = Average Daily Traffic
2. mvm = million vehicle miles
3. Rates shown in bold exceed the 2008 statewide average for Urban Interstates.

Source: GDOT Office of Traffic Safety and Design, 2006-2008.

Average Crash Rates by Segment for I-575 (January 2006 to December 2008)

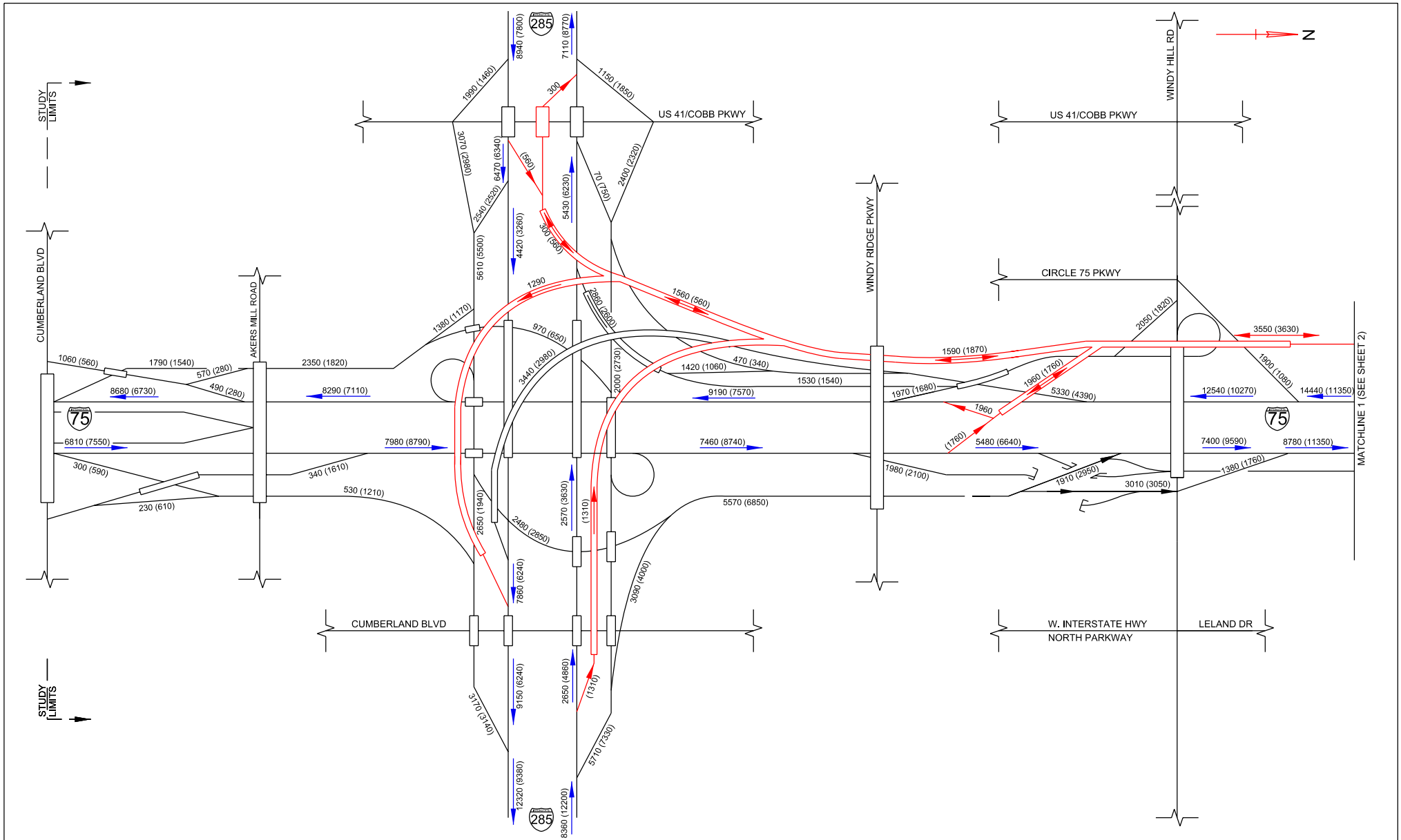
Segment Data			Crash Rates (Crashes per 100 mvm)				
I-575 Segment	**Average ADT (vpd) 2006-2008**	**Segment Length (miles)**	**Total Crashes**	**Injuries**	**Injury Crashes**	**Fatalities**	**Fatal Crashes**
2008 Urban Interstates – Georgia Statewide Averages			*187*	*63*	*43*	*0.62*	*0.56*
From I-75 to Barrett Pkwy	73,200	1.22	**194.4**	59.3	34.8	1.02	1.02
From Barrett Pkwy to Chastain Road	78,600	1.65	152.1	40.8	31.7	**1.41**	**0.70**
From Chastain Road to Bells Ferry Road	94,800	1.01	103.0	41.0	26.7	**5.72**	**2.86**
From Bells Ferry Road to SR-92	83,800	3.00	103.1	26.1	18.5	**0.73**	**0.73**
From SR-92 to Towne Lake Pkwy	90,400	1.21	170.4	35.9	26.7	**0.84**	**0.84**
From Towne Lake Pkwy to Sixes Road	72,100	3.29	88.6	28.9	22.7	**0.77**	**0.77**
I-575 Corridor Total		*11.43*	*123.3*	*34.9*	*24.9*	***1.40***	***1.00***

Notes:

1. ADT = Average Daily Traffic
2. mvm = million vehicle miles
3. Rates shown in bold exceed the 2008 statewide average for Urban Interstates.

Source: GDOT Office of Traffic Safety and Design, 2006-2008.

ATTACHMENT #4

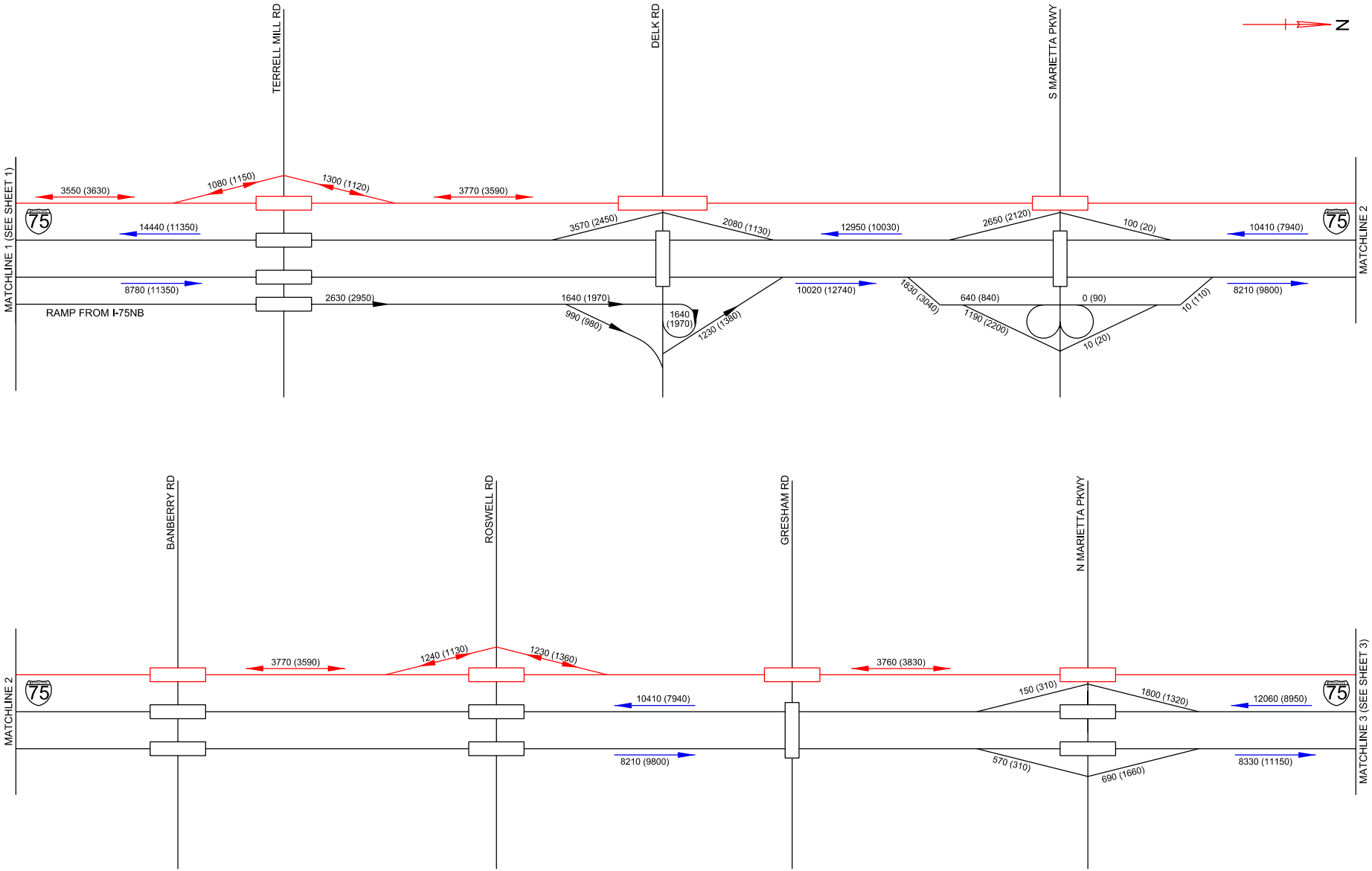


LEGEND
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME
RAMP/ARTERIAL DIRECTIONAL VOLUME

I-75/I-285
CUMBERLAND BLVD THROUGH WINDY HILL

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia

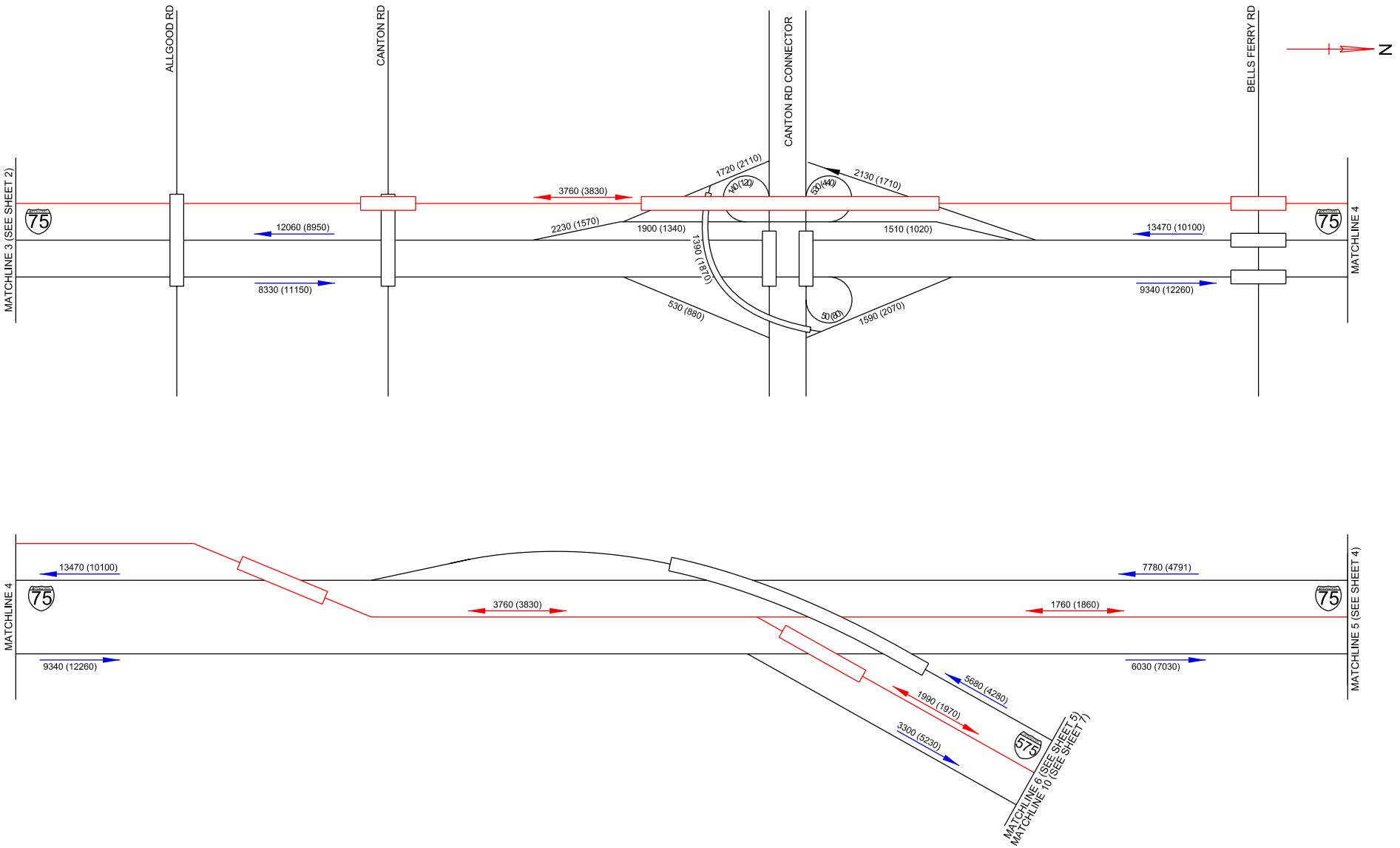


LEGEND
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME
RAMP/ARTERIAL DIRECTIONAL VOLUME

I-75
WINDY HILL THROUGH ALLGOOD ROAD

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia

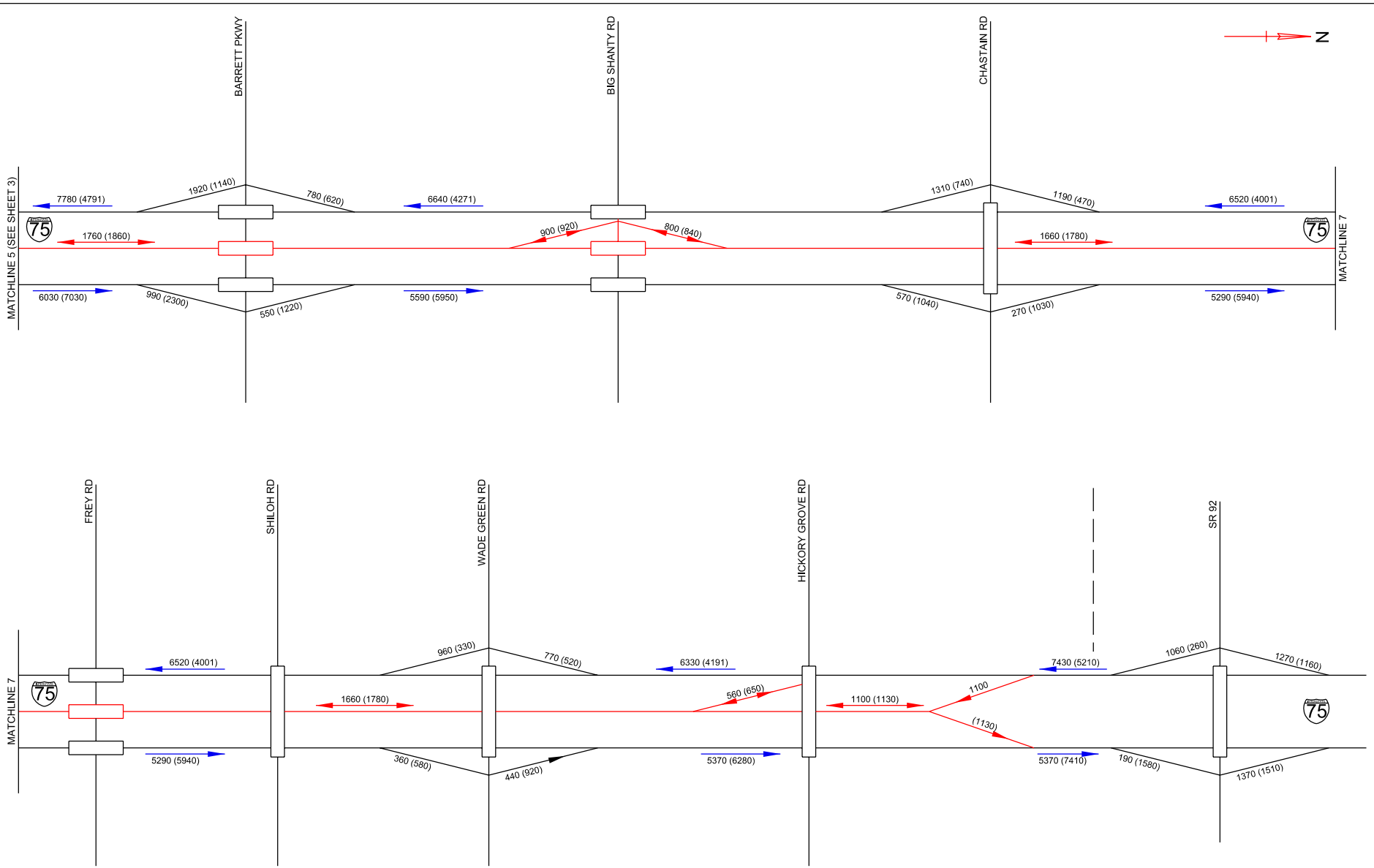


LEGEND
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME
RAMP/ARTERIAL DIRECTIONAL VOLUME

I-75
ALLGOOD ROAD THROUGH I-75/I-575 SPLIT

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

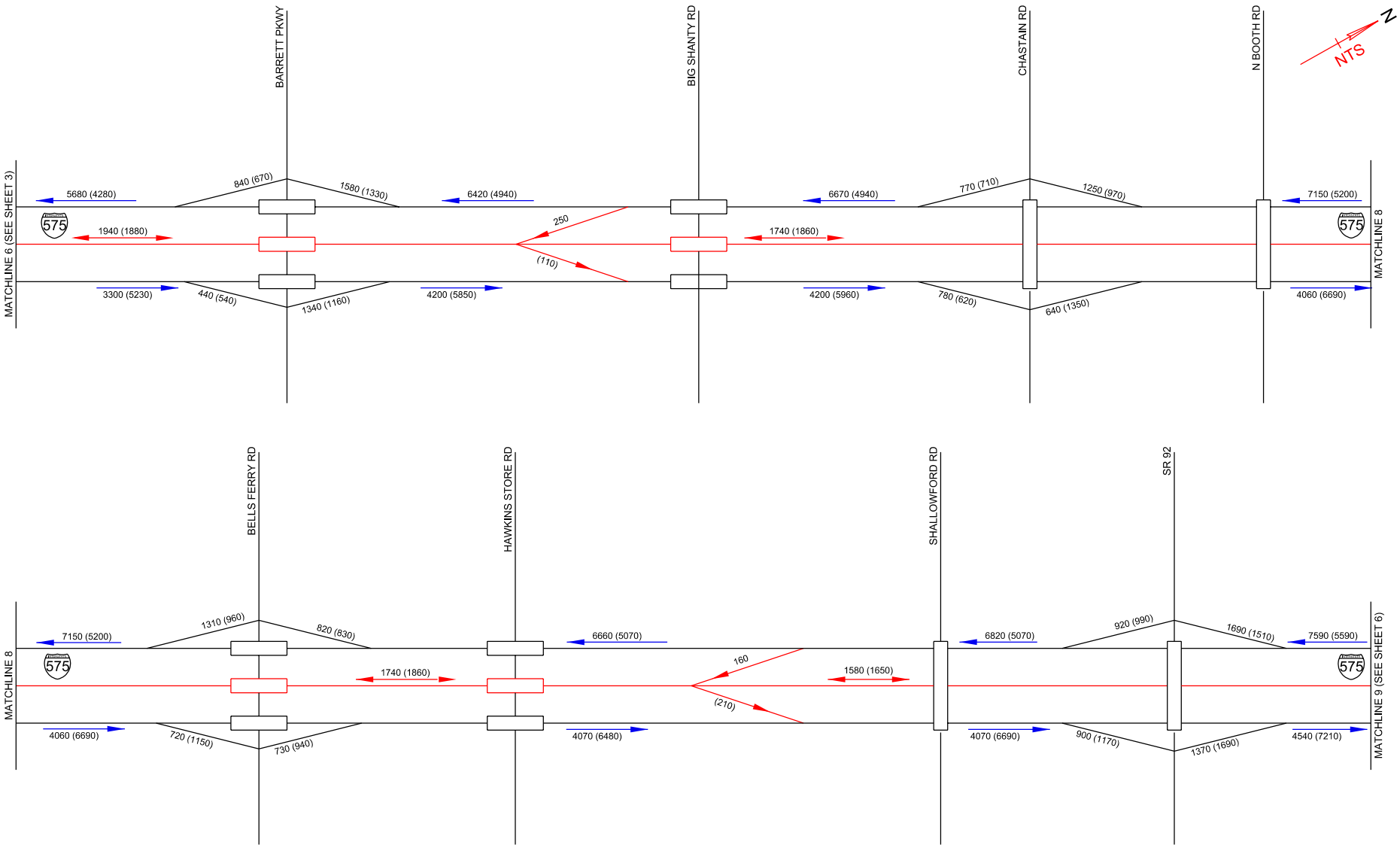
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUME

I-75 NORTH
BARRETT PARKWAY THROUGH HICKORY GROVE RD

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

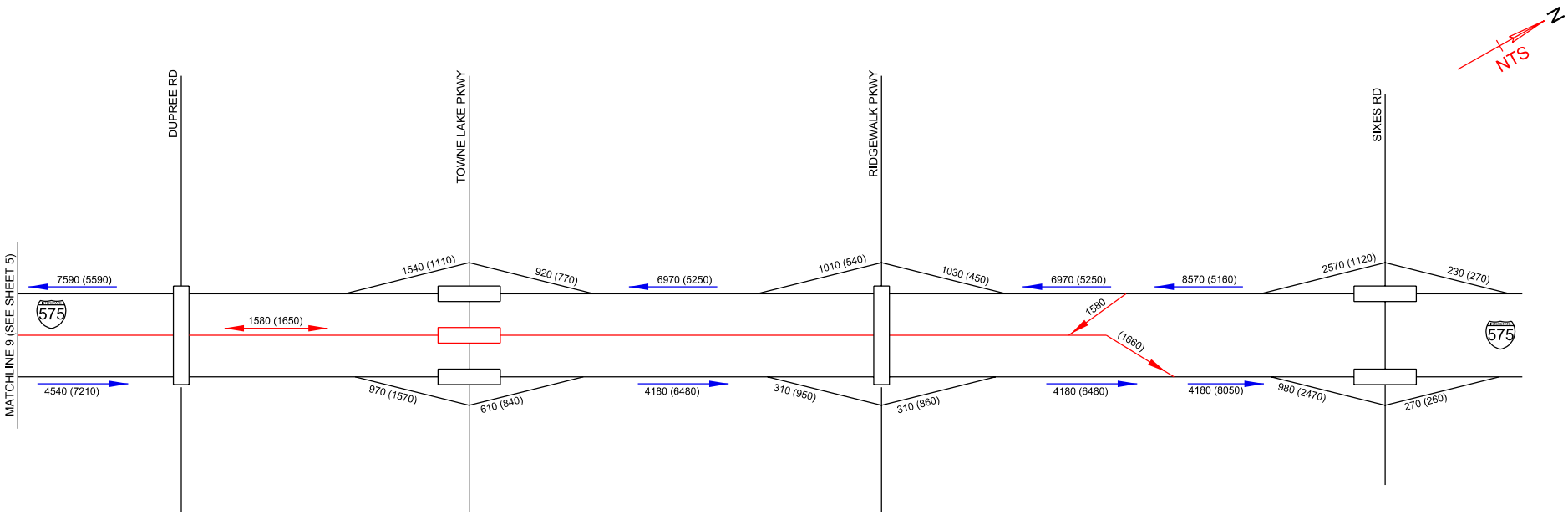
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUME

I-575 NORTH
BARRETT PARKWAY THROUGH SR 92

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



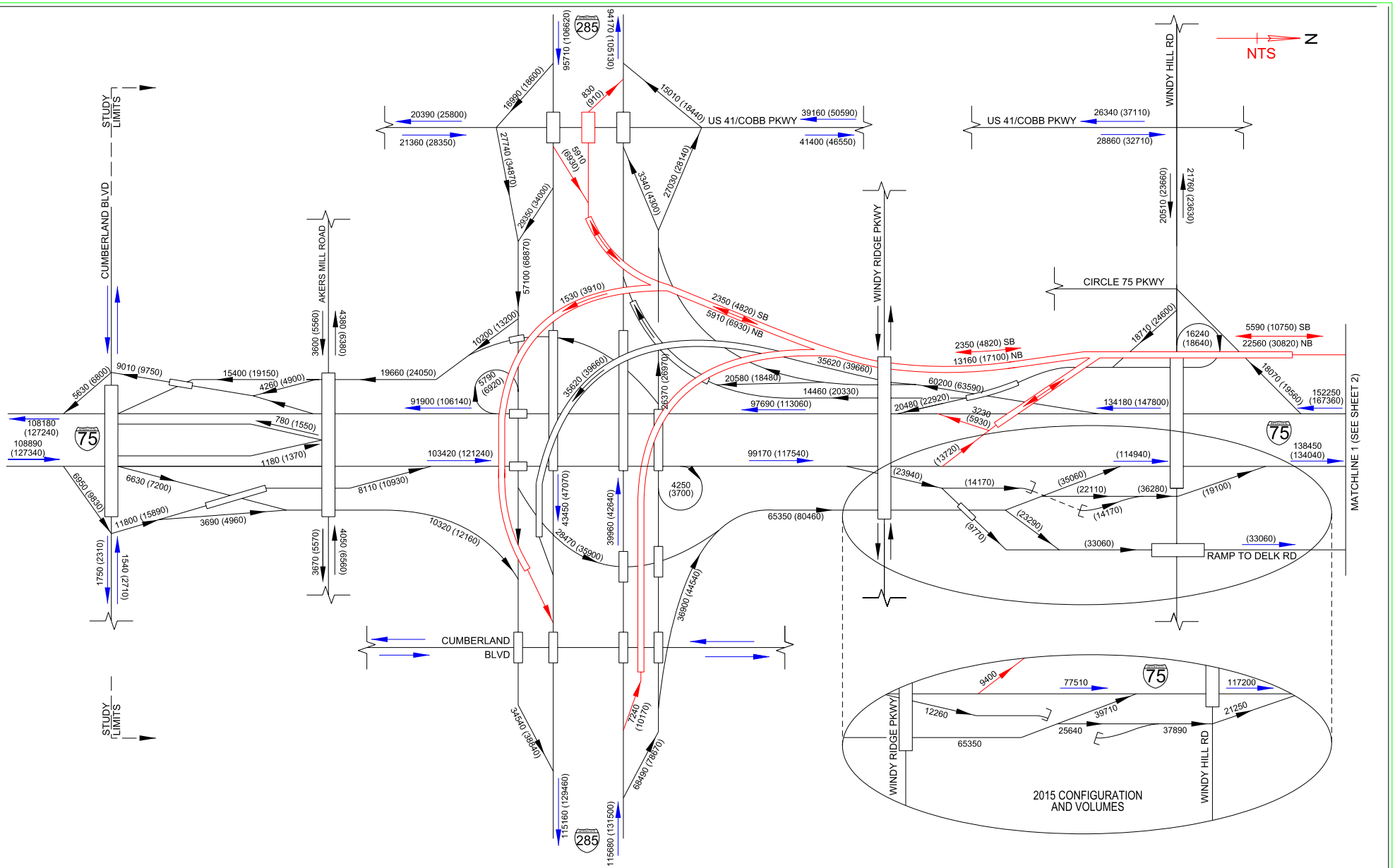
LEGEND
XXX = AM PEAK HOUR VOLUME
(XXX) = PM PEAK HOUR VOLUME
RAMP/ARTERIAL DIRECTIONAL VOLUME

I-575 NORTH
SR 92 THROUGH SIXES ROAD

2035 BUILD
MAINLINE AND RAMP
PEAK HOUR VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia

SHEET 6 OF 6



LEGEND

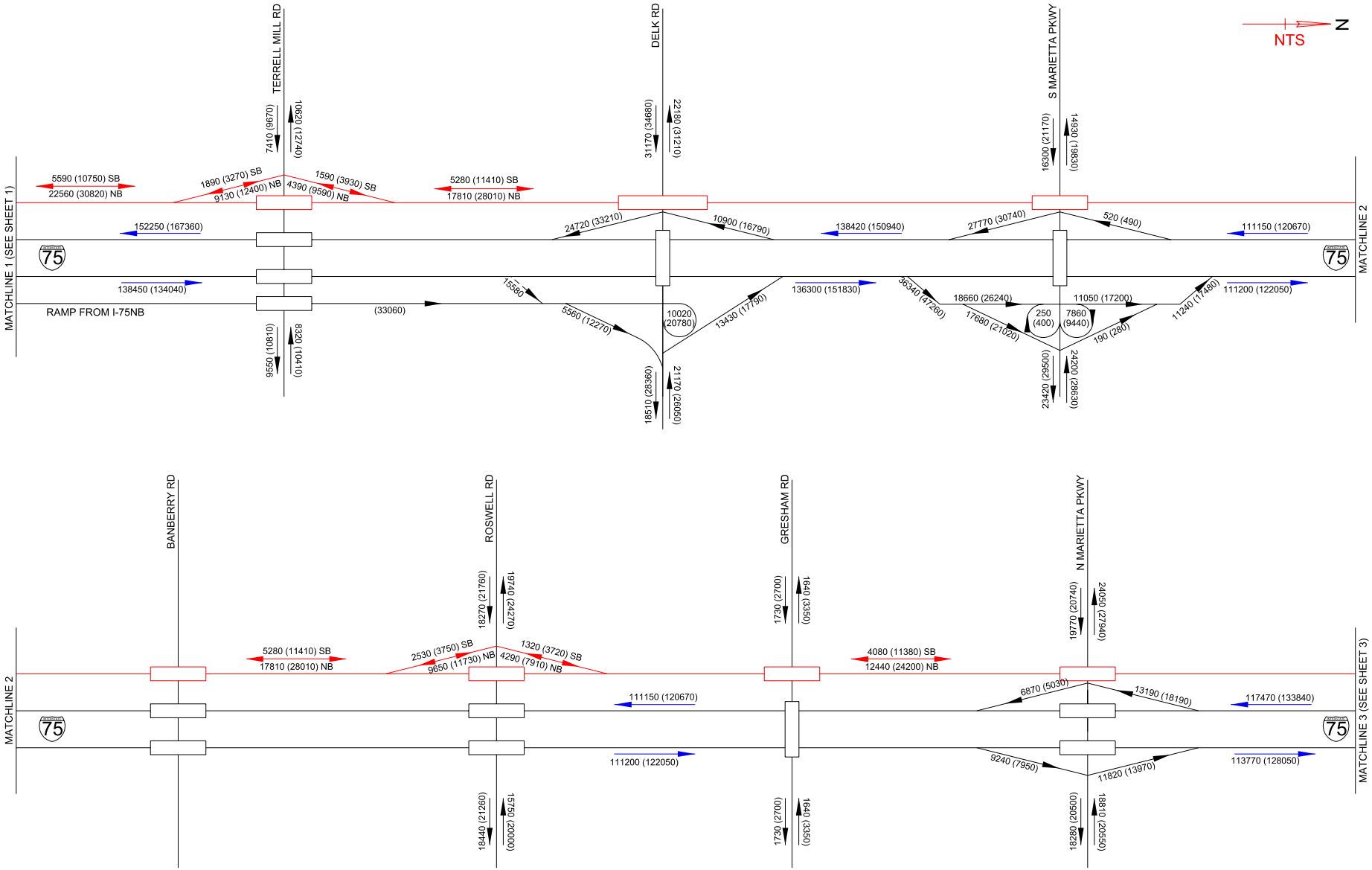
XXX = 2015 DAILY HOUR VOLUME
(XXX) = 2035 DAILY HOUR VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUMES
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-75/I-285
CUMBERLAND BLVD THROUGH WINDY HILL

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

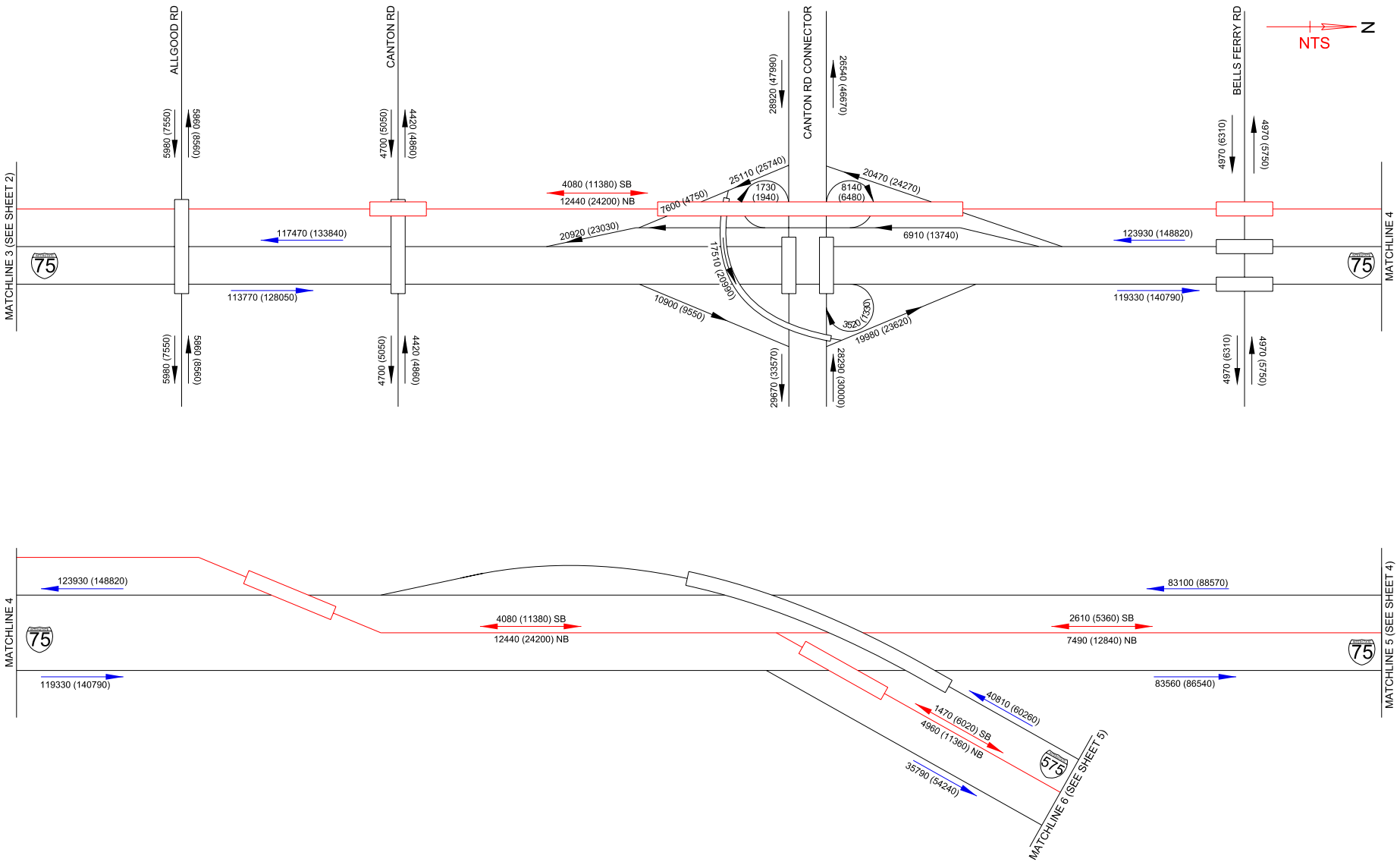
XXX = 2015 DAILY VOLUME
(XXX) = 2035 DAILY VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUMES
RAMP ELIMINATED BETWEEN 2015 AND 2035
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-75
WINDY HILL THROUGH N. MARIETTA PKWY

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

XXX = 2015 DAILY VOLUME
(XXX) = 2035 DAILY VOLUME

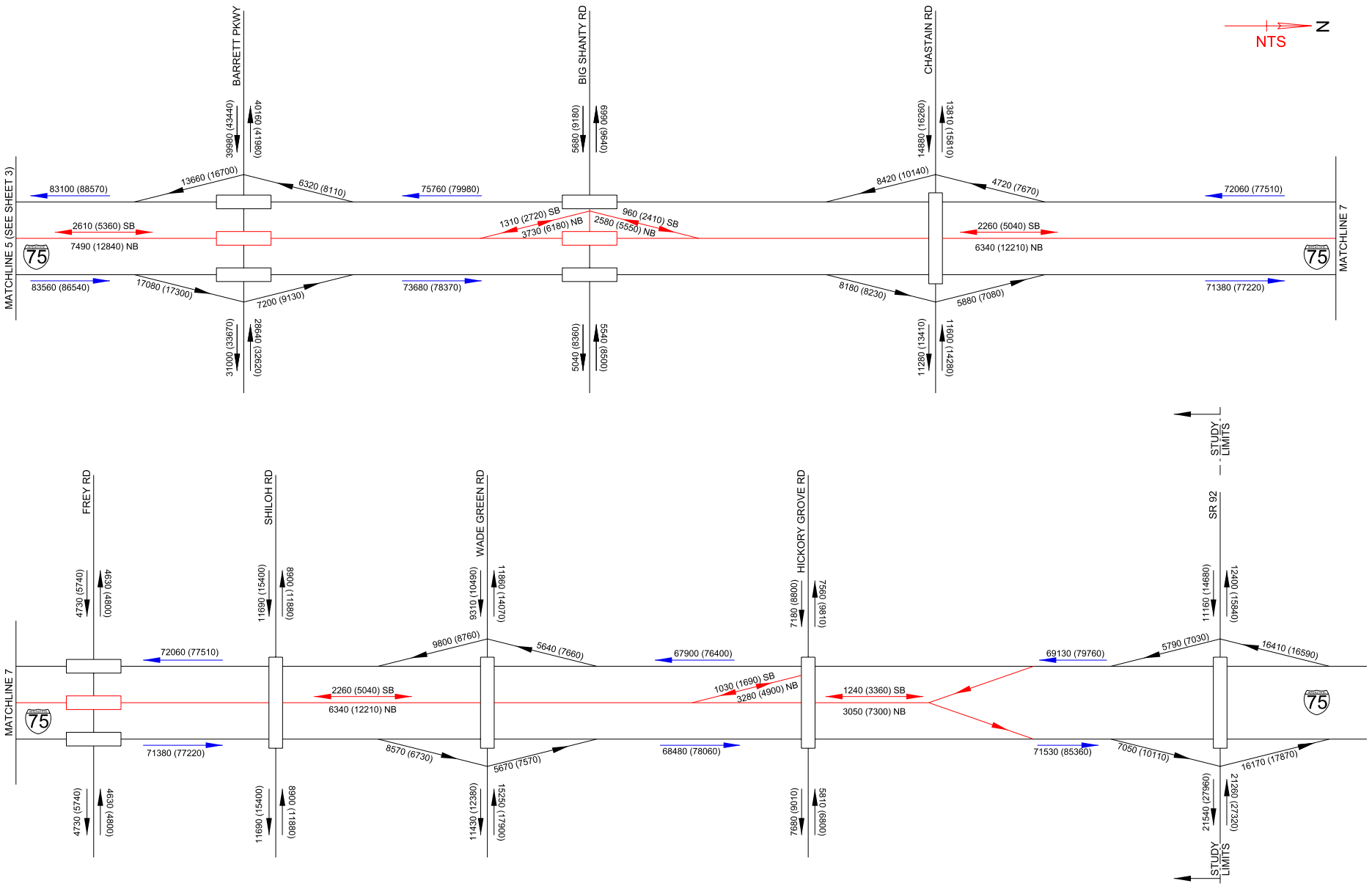
RAMP/ARTERIAL DIRECTIONAL VOLUMES
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-75
ALLGOOD ROAD THROUGH I-75/I-575 SPLIT

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia

SHEET 3 OF 6



LEGEND

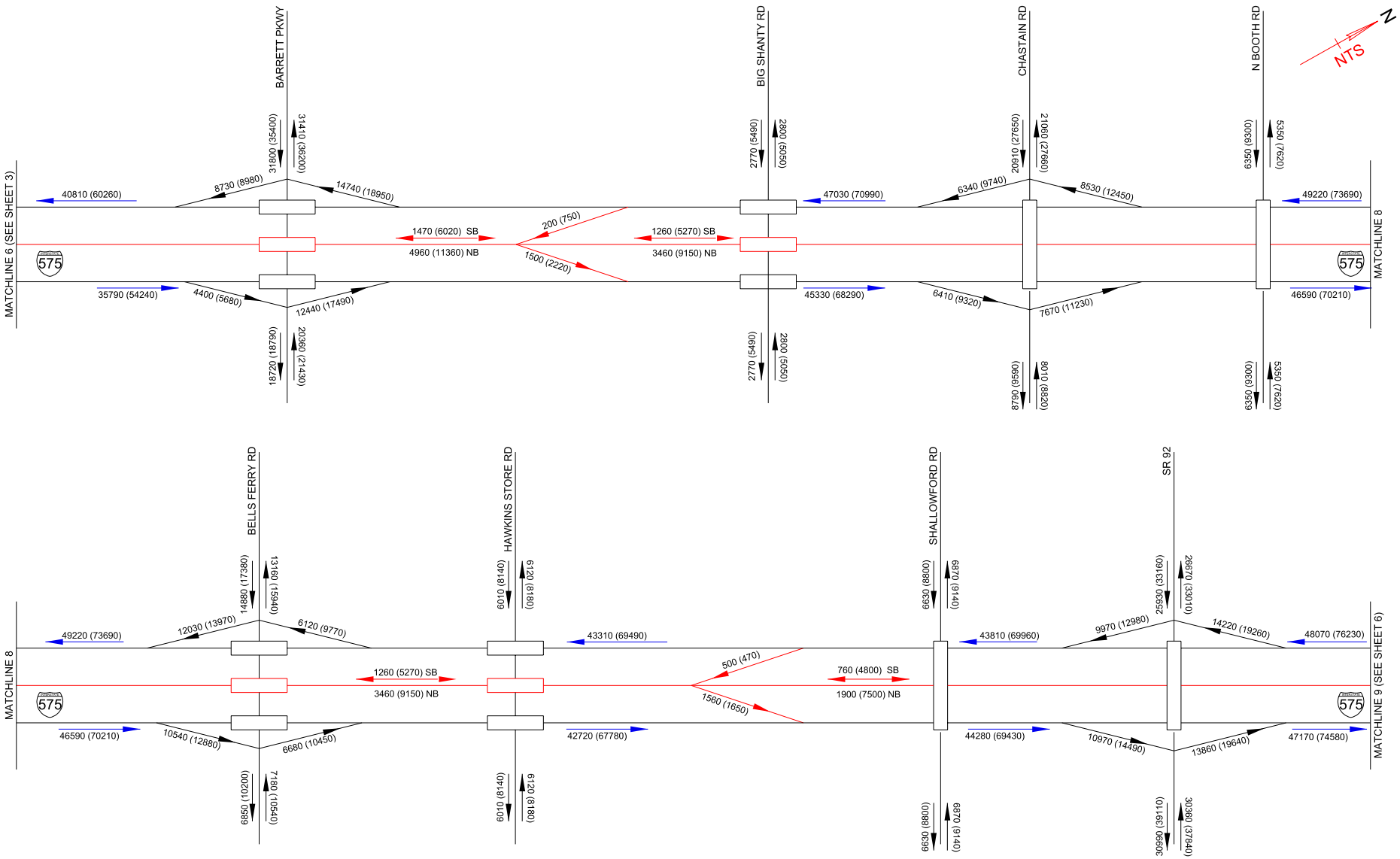
XXX = 2015 DAILY VOLUME
(XXX) = 2035 DAILY VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUMES
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-75 NORTH
BARRETT PARKWAY THROUGH HICKORY GROVE RD

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

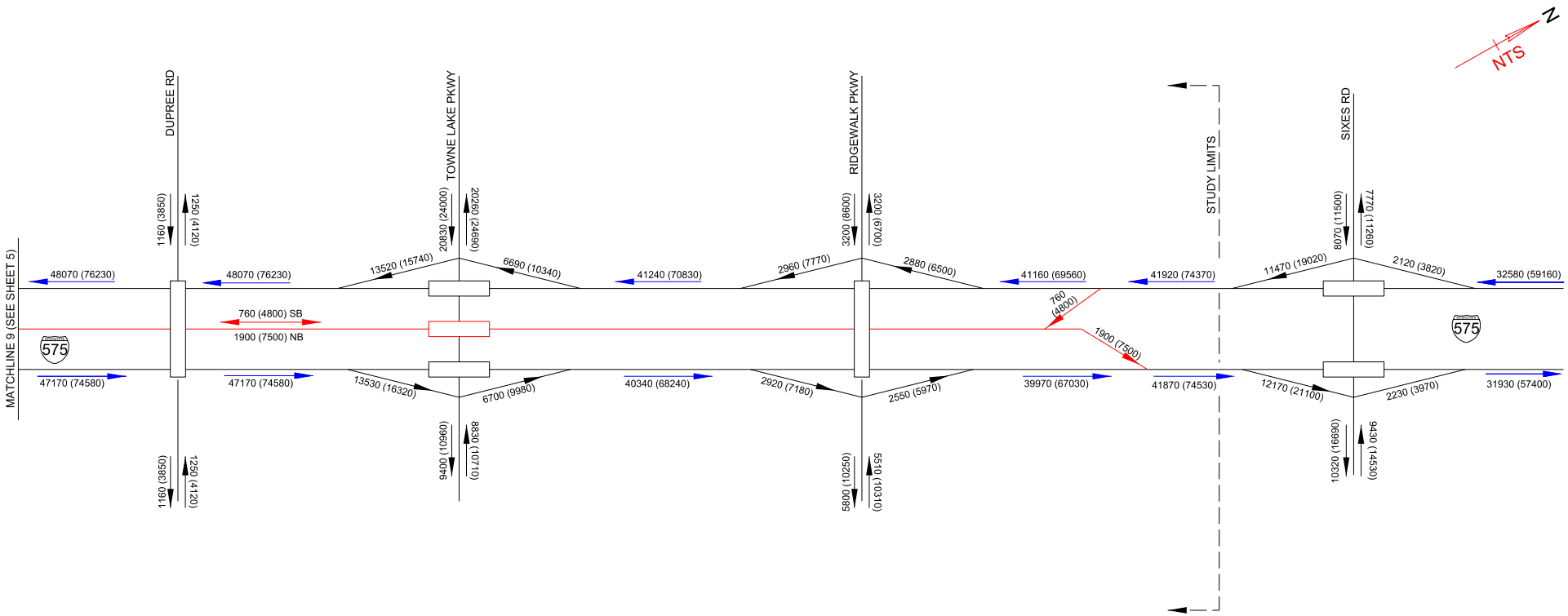
XXX = 2015 DAILY VOLUME
(XXX) = 2035 DAILY VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUMES
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-575 NORTH
BARRETT PARKWAY THROUGH SR 92

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia



LEGEND

XXX = 2015 DAILY VOLUME
(XXX) = 2035 DAILY VOLUME

RAMP/ARTERIAL DIRECTIONAL VOLUMES
MAINLINE DIRECTIONAL VOLUMES
MANAGED LANES DIRECTIONAL VOLUMES

I-575 NORTH
SR 92 THROUGH SIXES ROAD

2015 AND 2035 BUILD
MAINLINE, RAMP AND CROSS STREETS
DAILY VOLUMES

PARSONS BRINCKERHOFF
Atlanta, Georgia

SHEET 6 OF 6

ATTACHMENT #5

2015 and 2035 No Build Alternative LOS for I-75 General-Purpose Lanes

Segment	Southbound					Northbound				
	# of Lanes GP / ML	GP Lanes		Managed Lanes		# of Lanes GP / ML	GP Lanes		Managed Lanes	
		2015	2035	2015	2035		2015	2035	2015	2035
AM Peak										
N of Hickory Grove Rd	3 / 0	F	F	n/a	n/a	3 / 0	C	E	n/a	n/a
S of Hickory Grove Rd	3 / 0	F	F	n/a	n/a	3 / 0	C	E	n/a	n/a
S of Big Shanty Rd	3 / 0	F	E	n/a	n/a	3 / 0	D	D	n/a	n/a
S of I-575	6 / 0	E	F	n/a	n/a	6 / 0	C	D	n/a	n/a
S of Allgood Rd	5 / 0	E	F	n/a	n/a	5 / 0	C	D	n/a	n/a
S of Roswell Rd	5 / 0	E	F	n/a	n/a	5 / 0	D	D	n/a	n/a
S of Terrell Mill Rd	7 / 0	E	F	n/a	n/a	8 / 0	C	D	n/a	n/a
S of I-285	5 / 0	F	F	n/a	n/a	5 / 0	C	D	n/a	n/a
S of Akers Mill Rd	4 / 1	E	F	A/B	A/B	4 / 1	D	D	A/B	A/B
PM Peak										
N of Hickory Grove Rd	3 / 0	E	F	n/a	n/a	3 / 0	F	F	n/a	n/a
S of Hickory Grove Rd	3 / 0	E	F	n/a	n/a	3 / 0	F	F	n/a	n/a
S of Big Shanty Rd	3 / 0	F	C	n/a	n/a	3 / 0	F	D	n/a	n/a
S of I-575	6 / 0	D	D	n/a	n/a	6 / 0	E	F	n/a	n/a
S of Allgood Rd	5 / 0	E	E	n/a	n/a	5 / 0	F	F	n/a	n/a
S of Roswell Rd	5 / 0	E	D	n/a	n/a	5 / 0	F	E	n/a	n/a
S of Terrell Mill Rd	7 / 0	E	D	n/a	n/a	8 / 0	E	F	n/a	n/a
S of I-285	5 / 0	E	D	n/a	n/a	5 / 0	F	E	n/a	n/a
S of Akers Mill Rd	4 / 1	E	D	A/B	A/B	4 / 1	E	E	D	E

Source: ARC, 2008; Parsons Brinckerhoff, 2010.

2015 and 2035 No Build Alternative LOS for I-575 General-Purpose Lanes

Segment	Southbound					Northbound				
	# of Lanes GP / ML	GP Lanes		Managed Lanes		# of Lanes GP / ML	GP Lanes		Managed Lanes	
		2015	2035	2015	2035		2015	2035	2015	2035
AM Peak										
N of Sixes Rd	2 (3) / 0	C	F	n/a	n/a	2 (3) / 0	A/B	C	n/a	n/a
S of Sixes Rd	2 (3) / 0	E	F	n/a	n/a	2 (3) / 0	C	C	n/a	n/a
S of Towne Lake Pkwy	3 (4) / 0	F	F	n/a	n/a	3 (4) / 0	C	D	n/a	n/a
S of SR 92	2 (3) / 0	E	F	n/a	n/a	2 (3) / 0	C	C	n/a	n/a
S of Bells Ferry Rd	3 (4) / 0	D	F	n/a	n/a	3 (4) / 0	A/B	C	n/a	n/a
S of Big Shanty Rd	2 (3) / 0	D	E	n/a	n/a	2 (3) / 0	C	C	n/a	n/a
S of Barrett Pkwy	2 (3) / 0	E	D	n/a	n/a	2 (3) / 0	C	C	n/a	n/a
PM Peak										
N of Sixes Rd	2 (3) / 0	D	D	n/a	n/a	2 (3) / 0	D	E	n/a	n/a
S of Sixes Rd	2 (3) / 0	D	D	n/a	n/a	2 (3) / 0	F	F	n/a	n/a
S of Towne Lake Pkwy	3 (4) / 0	E	D	n/a	n/a	3 (4) / 0	F	F	n/a	n/a
S of SR 92	2 (3) / 0	E	D	n/a	n/a	2 (3) / 0	F	F	n/a	n/a
S of Bells Ferry Rd	3 (4) / 0	C	D	n/a	n/a	3 (4) / 0	E	F	n/a	n/a
S of Big Shanty Rd	2 (3) / 0	E	C	n/a	n/a	2 (3) / 0	F	F	n/a	n/a
S of Barrett Pkwy	2 (3) / 0	D	C	n/a	n/a	2 (3) / 0	F	D	n/a	n/a

Source: ARC, 2008; Parsons Brinckerhoff, 2010.
Notes: GP lane = general-purpose lane; LOS = level of service; and ML = managed lane.
# of Lanes GP / ML depicts X (Y) / Z where X = GP lanes in 2015; Y = GP lanes in 2035 and Z = managed lanes in 2015 and 2035.
The LOS in the tables above is output from the travel demand model.

2015 and 2035 Build Alternative LOS for I-75 Managed and General-Purpose Lanes

Segment	Southbound					Northbound				
	# of Lanes GP / ML	GP Lanes		Managed Lanes		# of Lanes GP / ML	GP Lanes		Managed Lanes	
		2015	2035	2015	2035		2015	2035	2015	2035
AM Peak										
N of Hickory Grove Rd	3 / 0	E	F	n/a	n/a	3 / 0	C	E	n/a	n/a
S of Hickory Grove Rd	3 / 1	E	F	A	C	3 / 0	C	E	n/a	n/a
S of Big Shanty Rd	3 / 1	D	F	B	D	3 / 0	D	E	n/a	n/a
S of I-575	6 / 2	E	F	B	D	6 / 0	D	D	n/a	n/a
S of Allgood Rd	5 / 2	D	F	B	D	5 / 0	D	D	n/a	n/a
S of Roswell Rd	5 / 2	E	E	B	D	5 / 0	D	D	n/a	n/a
S of Terrell Mill Rd	7 / 2	E	F	C	D	8 / 0	D	D	n/a	n/a
S of I-285	5 / 1	D	D	B	C	5 / 0	C	C	n/a	n/a
S of Akers Mill Rd	4 / 1	D	D	B	C	4 / 1	C	C	B	B
PM Peak										
N of Hickory Grove Rd	3 / 0	C	E	n/a	n/a	3 / 0	D	F	n/a	n/a
S of Hickory Grove Rd	3 / 0	C	E	n/a	n/a	3 / 1	C	F	B	D
S of Big Shanty Rd	3 / 0	D	E	n/a	n/a	3 / 1	C	E	C	D
S of I-575	6 / 0	D	D	n/a	n/a	6 / 2	D	E	C	D
S of Allgood Rd	5 / 0	C	D	n/a	n/a	5 / 2	D	F	C	D
S of Roswell Rd	5 / 0	D	D	n/a	n/a	5 / 2	C	D	C	D
S of Terrell Mill Rd	7 / 0	D	D	n/a	n/a	8 / 2	D	D	C	D
S of I-285	5 / 0	D	D	n/a	n/a	5 / 1	C	C	B	C
S of Akers Mill Rd	4 / 1	C	C	B	B	4 / 1	C	C	B	B

Source: ARC, 2008; Parsons Brinckerhoff, 2010.

2015 and 2035 Build Alternative LOS for I-575 Managed and General-Purpose Lanes

Segment	Southbound					Northbound				
	# of Lanes GP / ML	GP Lanes		Managed Lanes		# of Lanes GP / ML	GP Lanes		Managed Lanes	
		2015	2035	2015	2035		2015	2035	2015	2035
AM Peak										
N of Sixes Rd	2 (3) / 0	C	E	n/a	n/a	2 (3) / 0	B	C	n/a	n/a
S of Sixes Rd	2 (3) / 1	D	E	A	C	2 (3) / 0	B	C	n / a	n/a
S of Towne Lake Pkwy	3 (4) / 1	C	D	A	C	3 (4) / 0	B	C	n / a	n/a
S of SR 92	2 (3) / 1	D	E	A	C	2 (3) / 0	C	D	n / a	n/a
S of Bells Ferry Rd	3 (4) / 1	D	D	A	C	3 (4) / 0	B	C	n / a	n/a
S of Big Shanty Rd	2 (3) / 1	D	E	A	C	2 (3) / 0	C	C	n / a	n/a
S of Barrett Pkwy	2 (3) / 1	C	D	A	D	2 (3) / 0	B	C	n / a	n/a
PM Peak										
N of Sixes Rd	2 (3) / 0	C	D	n/a	n/a	2 (3) / 0	C	E	n/a	n/a
S of Sixes Rd	2 (3) / 0	C	D	n/a	n/a	2 (3) / 1	C	E	A	C
S of Towne Lake Pkwy	3 (4) / 0	C	C	n/a	n/a	3 (4) / 1	D	D	A	C
S of SR 92	2 (3) / 0	C	D	n/a	n/a	2 (3) / 1	D	F	B	C
S of Bells Ferry Rd	3 (4) / 0	C	D	n/a	n/a	3 (4) / 1	D	E	B	D
S of Big Shanty Rd	2 (3) / 0	C	D	n/a	n/a	2 (3) / 1	D	E	B	D
S of Barrett Pkwy	2 (3) / 0	C	C	n/a	n/a	2 (3) / 1	C	D	B	D

Source: ARC, 2008; Parsons Brinckerhoff, 2010.
Notes: GP lane = general-purpose lane; LOS = level of service; and ML = managed lane.
# of Lanes GP / ML depicts X (Y) / Z where X = GP lanes in 2015; Y = GP lanes in 2035 and Z = managed lanes in 2015 and 2035.
The LOS in the tables above is output from the travel demand model. In reality the LOS for the managed lanes will be managed by a variable toll rate.

ATTACHMENT #6

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0100-0 **Cobb** **SUFF. RATING:** 84.38

Location & Geography

Structure ID:	067-0100-0
200 Brdge Information:	07
*6A Feature Int:	RMP I-285 CCBL TO I-75S
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	6.7 MI SE OF MARIETTA
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 07/10/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 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 53.354 HMMS Prefix:SR
*17 Longtitude:	84 - 27.7617 HMMS Suffix:00 MP:20.04
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	2
12 Base Highway Network:	1
13A LRS Inventory Route:	671040700
13B Sub Inventory Route:	2
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	006.11
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00407D-020.04C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	1 No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1978
106 Year Reconsrtucted:	0000
33 Bridge Medium:	3
34 Skew:	30
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	8
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	003
44 Structure Type Appr:	1 01
46 No Spans Appr:	0002
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	1
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	23
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0100-0

Programming Data

201 Project No: I-IR-285-1 (135) 86
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 220860 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00407D-020.04C

Measurements:

*29ADT 147240 Year:2007
109%Trucks: 0
* 28 Lanes On: 05 Under:02
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0123
* 49 Structure Length: 212
51 Br. Rwdy. Width 107.60
52 Deck Width: 113.70
* 47 Tot. Horiz. Cl: 54

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 107
*229 Shoulder Width:
Rear Lt: 6.50 Type:3 Rt:11.00
Fwd. Lt: 6.50 Type:3 Rt:23.00

Permanent Width:
Rear: 36.00 Type:3
24.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 12 12
56 Lateral Undercl. Lt: 7.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.50
Deck Thick Approach: 12.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:1998Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 35
64 Operating Type: 2 Rating: 35
231Calculated 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: 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: 9
69 UnderClr. Horz/Vert: 4
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0099-0 **Cobb** **SUFF. RATING:** 64.86

Location & Geography

Structure ID:	067-0099-0
200 Brdge Information:	06
*6A Feature Int:	SR 3 (US 41)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00407
*7B Facility Carried:	I-285
9 Location:	3.1 MI EAST OF SMYRNA
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 07/14/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 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 53.0695 HMMS Prefix:SR
*17 Longtitude:	84 - 28.2022 HMMS Suffix:00 MP:19.51
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671040700
13B Sub Inventory Route:	1
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	005.59
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00407D-019.51C

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	1 No: 02851
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1963
106 Year Reconsrtucted:	1986
33 Bridge Medium:	3
34 Skew:	20
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	E
259 Pile Encasement	3
*43 Structure Type Main:	3 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	21
Telephone:	24
Sewer:	00
247 Lighting Street:	1
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0099-0

Programming Data

201 Project No: IR-75-3 (143) CT.10
202 Plans Available: 4
249 Prop Proj No: NHS-M002-00(136)
250 Approval Status: 0000
251 PI Number: M002136
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: 0000
114Furure ADT: 220860 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00407D-019.51C

Measurements:

*29ADT 147240 Year:2007
109%Trucks: 0
* 28 Lanes On: 08 Under:10
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0081
* 49 Structure Length: 240
51 Br. Rwdy. Width 142.30
52 Deck Width: 149.30
* 47 Tot. Horiz. Cl: 74

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 132
*229 Shoulder Width:
Rear Lt: 6.00 Type:2 Rt:12.00
Fwd. Lt: 6.00 Type:2 Rt:12.00

Permanent Width:
Rear: 48.00 Type:2
48.00 Type:2
Intersaction Rear: 1 Fwd: 1
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 7 7
56 Lateral Undercl. Lt: 7.50
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.50
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:1998Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 21
64 Operating Type: 2 Rating: 21
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 23 0
Type 3: 21 0
Type 3s2: 29 0
Timber: 27 0
Piggyback: 31 0
261 H Inventory Rating: 20
262 H Operating Rating 34
67 Structural Evaluation: 4
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: 9
69 UnderClr. Horz/Vert: 4
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0066-0 **Cobb** **SUFF. RATING:** 84.00

Location & Geography

Structure ID:	067-0066-0
200 Brdge Information:	04
*6A Feature Int:	I-285 RAMP CBL CD
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75
9 Location:	6.7 MI SE OF MARIETTA
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 07/28/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00075
Direction:	0
*16 Latitude:	33 53.3825 HMMS Prefix:SR
*17 Longtitude:	84 -27.6163 HMMS Suffix:00
98 Border Bridge:	000%Shared:00 MP:258.79
99 ID Number:	000000000000000
*100 STRAHNET:	2
12 Base Highway Network:	1
13A LRS Inventory Route:	671040100
13B Sub Inventory Route:	2
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	001.16
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00401D-258.79N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00753
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	04
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1963
106 Year Reconsrtucted:	1997
33 Bridge Medium:	3
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	4 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 Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	03
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	1
241 Bridge Median Height:	5
* Bridge Median Width:	3
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	55
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	24
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0066-0

Programming Data

201 Project No:	I-FI-75-3 (66) 273 CT.2
202 Plans Available:	4
249 Prop Proj No:	CSNHS-M002-00(662)
250 Approval Status:	0000
251 PI Number:	M002662
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:	0000
114Furure ADT:	274365 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	4
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current 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 ID No:	067-00401D-258.79N

Measurements:

*29ADT	182910 Year:2007
109%Trucks:	0
* 28 Lanes On:	08 Under:04
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0078
* 49 Structure Length:	170
51 Br. Rwdy. Width	158.00
52 Deck Width:	164.00
* 47 Tot. Horiz. Cl:	81
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	156
*229 Shoulder Width:	
Rear Lt:	6.00 Type:2 Rt:13.00
Fwd. Lt:	6.00 Type:2 Rt:11.00
Permanent Width:	
Rear:	60.00 Type:2
	60.00 Type:2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 9 9
56 Lateral Undercl. Lt:	12.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1995Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 36
231Calculated 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:	6
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	5
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

Processed Date:8/3/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0211-0 **Cobb** **SUFF. RATING:** 84.83

Location & Geography

Structure ID:	067-0211-0
200 Brdge Information:	06
*6A Feature Int:	I-75
*6B Critical Bridge:	0
*7A Route No Carried:	CR01253
*7B Facility Carried:	GRESHAM ROAD
9 Location:	IN EAST MARIETTA
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 03/18/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	49756
*5 Inventory Route(O/U):	1
Type:	5
Designation:	1
Number:	01253
Direction:	0
*16 Latitude:	33 57.3178 HMMS Prefix:0
*17 Longtitude:	84 -30.9887 HMMS Suffix:0 MP:0.00
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	672125300
13B Sub Inventory Route:	0
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	000.31
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-01253X-000.31E

*104 Highway System:	0
*26 Functional Classification:	19
*204 Federal Route Type:	0 No: 00000
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	05
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1990
106 Year Reconsrtucted:	0000
33 Bridge Medium:	0
34 Skew:	24
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	5
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	3
Height:	2
Width:	1
238 Curb Height:	1
Curb Material:	1
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	2
Fwrd:	1
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	35
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	22
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:8/3/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0211-0

Programming Data

201 Project No:	IR-75-3 (170) CT.4
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	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:	0000
114Furure ADT:	002850 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	4
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current 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 ID No:	067-01253X-000.31E

Measurements:

*29ADT	001900 Year:2007
109%Trucks:	0
* 28 Lanes On:	04 Under:10
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0128
* 49 Structure Length:	368
51 Br. Rwdy. Width	51.70
52 Deck Width:	66.20
* 47 Tot. Horiz. Cl:	52
50 Curb / Sidewalk Width	6.00 / 6.00
32 Approach Rdwy. Width	052
*229 Shoulder Width:	
Rear Lt:	2.00 Type:1 Rt:2.00
Fwd. Lt:	2.00 Type:1 Rt:2.00
Permanent Width:	
Rear:	48.00 Type:1
	48.00 Type:2
Intersaction Rear:	1 Fwd: 1
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 34 34
56 Lateral Undercl. Lt:	8.70
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 34
64 Operating Type:	2 Rating: 34
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	32 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	00 0
261 H Inventory Rating:	20
262 H Operating Rating	58
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:	4
69 UnderClr. Horz/Vert:	9
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

Processed Date:8/3/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0075-0 **Cobb** **SUFF. RATING:** 85.00

Location & Geography

Structure ID:	067-0075-0
200 Brdge Information:	04
*6A Feature Int:	SOPE CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75
9 Location:	IN NORTH EAST MARIETTA
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 06/16/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	49756
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00075
Direction:	0
*16 Latitude:	33 58.0712 HMMS Prefix:SR
*17 Longtitude:	84 -31.5418 HMMS Suffix:00
98 Border Bridge:	000%Shared:00 MP:265.60
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671040100
13B Sub Inventory Route:	1
101 parellel Structure:	N
*102 Direction of Traffic:	2
*264 Road Inventory Mile Post:	007.97
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00401D-265.60N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00753
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	05
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1967
106 Year Reconsrtucted:	1989
33 Bridge Medium:	3
34 Skew:	30
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	Q
259 Pile Encasement	3
*43 Structure Type Main:	1 19
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:	N
108 Wearing Structure Type:	N
Membrane Type:	N
Deck Protection:	N

Signs & Attachments

225 Expansion Joint Type:	00
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	0 0
*240 Medium Barrier Rail:	1
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	6
Oppo. Fwrd:	6
244 Aproach Slab	0
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:067-0075-0

Programming Data

201 Project No: I-75-3 (22) 278 CT.1
202 Plans Available: 1
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 384810 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000105
113 Scour Critical 8
216Water Depth: 01.6 Br.Height:04.9
222Slope Protection: 0
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current Cover: 30
Type: 1
No. Barrels: 3
* Width: 7.00 Height:5.00
* Length: 404 Apron:1
265 U/W Insp. Area 0 Diver:ZZZ
Location ID No: 067-00401D-265.60N

Measurements:

*29ADT 256540 Year:2007
109%Trucks: 0
* 28 Lanes On: 10 Under:00
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0008
* 49 Structure Length: 27
51 Br. Rwdy. Width 0.00
52 Deck Width: 0.00
* 47 Tot. Horiz. Cl: 80
50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 156
*229 Shoulder Width:
Rear Lt: 6.00 Type:2 Rt:12.00
Fwd. Lt: 6.00 Type:2 Rt:12.00
Permanent Width:
Rear: 60.00 Type:2
60.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 0 0
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 0.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 5
63 Operating Rating Method: 5
66 Inventory Type: 2 Rating: 99
64 Operating Type: 2 Rating: 99
231Calculated 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: 6
58 Deck Condition: N
59 Superstructure Condition: N
* 227 Collision Damage: 0
60A Substructure Condition: N
60B Scour Condition: 5
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: 6

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0081-0 **Cobb** **SUFF. RATING:** 79.45

Location & Geography

Structure ID:	067-0081-0
200 Brdge Information:	06
*6A Feature Int:	SR 5C ERNEST BARRETT
*6B Critical Bridge:	PKY 0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75 (NBL)
9 Location:	2.9 MILES SE OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 03/11/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00075
Direction:	0
*16 Latitude:	- 34 00.5987 HMMS Prefix:SR
*17 Longtitude:	84 - 34.0448 HMMS Suffix:00
98 Border Bridge:	MP:269.45 000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671040100
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	011.82
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	SGM
* Location ID No:	067-00401D-269.45N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00007
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	00
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1973
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	35
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	E
259 Pile Encasement	3
*43 Structure Type Main:	4 02
45 No.Spans Main:	002
44 Structure Type Appr:	1 01
46 No Spans Appr:	0002
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	2
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	22
Telephone:	00
Sewer:	00
247 Lighting Street:	1
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Bridge Inventory Data Listing

Structure ID:067-0081-0

Programming Data

201 Project No: I-75-3 (35) 280
202 Plans Available: 0
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 216240 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00401D-269.45N

Measurements:

*29ADT 144160 Year:2007
109%Trucks: 0
* 28 Lanes On: 03 Under:08
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0088
* 49 Structure Length: 230
51 Br. Rwdy. Width 52.90
52 Deck Width: 56.40
* 47 Tot. Horiz. Cl: 53

50 Curb / Sidewalk Width 0.50 / 0.50
32 Approach Rdwy. Width 050
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 36.00 Type:2
36.00 Type:1
Intersaction Rear: 1 Fwd: 1
36Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 9 9
56 Lateral Undercl. Lt: 2.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.50
Deck Thick Approach: 12.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:1999Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 22
64 Operating Type: 2 Rating: 22
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 29 0
Type 3: 28 0
Type 3s2: 31 0
Timber: 30 0
Piggyback: 32 0
261 H Inventory Rating: 27
262 H Operating Rating 45
67 Structural Evaluation: 5
58 Deck Condition: 6
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition N
71 Waterway Adequacy: N
61 Channel Protection Cond.: N
68 Deck Geometry: 6
69 UnderClr. Horz/Vert: 4
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0083-0 **Cobb** **SUFF. RATING:** 86.30

Location & Geography

Structure ID:	067-0083-0
200 Brdge Information:	06
*6A Feature Int:	NOONDAY CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75 (NBL)
9 Location:	2.5 MI E OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 04/08/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00075
Direction:	0
*16 Latitude:	- 34 01.2600 HMMS Prefix:SR
*17 Longtitude:	84 - 34.2010 HMMS Suffix:00
98 Border Bridge:	MP:270.25 000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671040100
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	012.62
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00401D-270.25N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00007
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1975
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	15
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	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	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	3
Height:	2
Width:	1
238 Curb Height:	0
Curb Material:	0
239 Handrail	7 7
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	2
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	0.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	22
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0083-0

Programming Data

201 Project No:	I-75-3 (40) 284 CT.5
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	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:	0000
114Furure ADT:	216240 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00011
Area of Opening:	000975
113 Scour Critical	5
216Water Depth:	02.2 Br.Height:30.8
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current 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 ID No:	067-00401D-270.25N

Measurements:

*29ADT	144160 Year:2007
109%Trucks:	0
* 28 Lanes On:	03 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0082
* 49 Structure Length:	245
51 Br. Rwdy. Width	58.90
52 Deck Width:	61.30
* 47 Tot. Horiz. Cl:	59
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	060
*229 Shoulder Width:	
Rear Lt:	14.00 Type:1 Rt:10.00
Fwd. Lt:	14.00 Type:1 Rt:10.00
Permanent Width:	
Rear:	36.00 Type:1
	36.00 Type:1
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:1994Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 34
64 Operating Type:	2 Rating: 34
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	30 0
Type 3:	33 0
Type 3s2:	40 0
Timber:	37 0
Piggyback:	40 0
261 H Inventory Rating:	37
262 H Operating Rating	63
67 Structural Evaluation:	7
58 Deck Condition:	7
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	8
60C Underwater Condition	N
71 Waterway Adequacy:	9
61 Channel Protection Cond.:	8
68 Deck Geometry:	7
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0085-0 **Cobb** **SUFF. RATING:** 70.41

Location & Geography

Structure ID:	067-0085-0
200 Brdge Information:	06
*6A Feature Int:	CR 160 STEVE FREY ROAD
*6B Critical Bridge:	0
*7A Route No Carried:	SR00401
*7B Facility Carried:	I-75 (NBL)
9 Location:	2.4 MI NE OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 03/19/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00075
Direction:	0
*16 Latitude:	34 02.5890 HMMS Prefix:SR
*17 Longtitude:	84 -34.8770 HMMS Suffix:00
98 Border Bridge:	000%Shared:00 MP:271.97
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671040100
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	014.34
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00401D-271.97N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	1 No: 00007
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1976
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	60
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
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	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	3
Height:	2
Width:	2
238 Curb Height:	0
Curb Material:	0
239 Handrail	7 7
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	2
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	22
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0085-0

Programming Data

201 Project No: I-75-3 (40) 284 CT.5
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 206940 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00401D-271.97N

Measurements:

*29ADT 137960 Year:2007
109%Trucks: 0
* 28 Lanes On: 03 Under:04
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0123
* 49 Structure Length: 321
51 Br. Rwdy. Width 60.20
52 Deck Width: 63.20
* 47 Tot. Horiz. Cl: 60

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 056
*229 Shoulder Width:
Rear Lt: 10.00 Type:2 Rt:10.00
Fwd. Lt: 10.00 Type:2 Rt:10.00

Permanent Width:
Rear: 36.00 Type:2
36.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 10 10
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.50
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:1995Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 23
64 Operating Type: 2 Rating: 23
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 33 0
Type 3s2: 38 0
Timber: 36 0
Piggyback: 39 0
261 H Inventory Rating: 32
262 H Operating Rating 54
67 Structural Evaluation: 5
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: 5
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0111-0 **Cobb** **SUFF. RATING:** 75.71

Location & Geography

Structure ID:	067-0111-0
200 Brdge Information:	06
*6A Feature Int:	SR 5C ERNEST BARRETT
*6B Critical Bridge:	PKY 0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	3 MI E OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 03/11/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	- 34 00.8560 HMMS Prefix:SR
*17 Longtitude:	84 - 33.5172 HMMS Suffix:00 MP:1.17
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	018.08
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-001.22N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00057
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1979
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	02
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	5 05
45 No.Spans Main:	004
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:	2
108 Wearing Structure Type:	6
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0111-0

Programming Data

201 Project No: I-575-1 (2) 00 CT.2
202 Plans Available: 0
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 110025 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00417D-001.22N

Measurements:

*29ADT 073350 Year:2007
109%Trucks: 0
* 28 Lanes On: 02 Under:06
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0065
* 49 Structure Length: 209
51 Br. Rwdy. Width 40.50
52 Deck Width: 43.70
* 47 Tot. Horiz. Cl: 41

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 14 14
56 Lateral Undercl. Lt: 7.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 5.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 5.00

212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 22
64 Operating Type: 2 Rating: 22
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 26 0
Type 3s2: 40 0
Timber: 36 0
Piggyback: 40 0
261 H Inventory Rating: 20
262 H Operating Rating 34
67 Structural Evaluation: 5
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: 7
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 Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0113-0 **Cobb** **SUFF. RATING:** 84.08

Location & Geography

Structure ID:	067-0113-0
200 Brdge Information:	06
*6A Feature Int:	NOONDAY CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	3 MI E OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 05/01/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	- 34 01.4850 HMMS Prefix:SR
*17 Longtitude:	84 - 33.5770 HMMS Suffix:00 MP:1.93
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	018.84
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-001.98N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00057
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1980
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 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 Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	6
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	32
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0113-0

Programming Data

201 Project No:	I-575-1 (2) 00 CT.1
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	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:	0000
114Furure ADT:	117060 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	5
216Water Depth:	01.2 Br.Height:30.6
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current 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 ID No:	067-00417D-001.98N

Measurements:

*29ADT	078040 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0070
* 49 Structure Length:	170
51 Br. Rwdy. Width	40.50
52 Deck Width:	43.70
* 47 Tot. Horiz. Cl:	41
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	038
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:10.00
Fwd. Lt:	4.00 Type:2 Rt:10.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	6.90
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	1
63 Operating Rating Method:	1
66 Inventory Type:	2 Rating: 27
64 Operating Type:	2 Rating: 27
231Calculated Loads:	
H-Modified:	21 0
HS-Modified:	29 0
Type 3:	26 0
Type 3s2:	40 0
Timber:	31 0
Piggyback:	40 0
261 H Inventory Rating:	21
262 H Operating Rating	56
67 Structural Evaluation:	6
58 Deck Condition:	6
59 Superstructure Condition:	8
* 227 Collision Damage:	0
60A Substructure Condition:	7
60B Scour Condition:	8
60C Underwater Condition	N
71 Waterway Adequacy:	9
61 Channel Protection Cond.:	8
68 Deck Geometry:	7
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0114-0 **Cobb** **SUFF. RATING:** 84.08

Location & Geography

Structure ID:	067-0114-0
200 Brdge Information:	06
*6A Feature Int:	NOONDAY CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (SBL)
9 Location:	3 MI E OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 05/01/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	- 34 01.4790 HMMS Prefix:SR
*17 Longtitude:	84 - 33.5970 HMMS Suffix:00 MP:1.94
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	L
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	018.85
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-001.99N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00057
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1980
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 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 Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	31
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0114-0

Programming Data

201 Project No: I-575-1 (2) 00 CT.1
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 117060 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical 5
216Water Depth: 01.0 Br.Height:31.0
222Slope Protection: 1
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00417D-001.99N

Measurements:

*29ADT 078040 Year:2007
109%Trucks: 0
* 28 Lanes On: 02 Under:00
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0070
* 49 Structure Length: 170
51 Br. Rwdy. Width 40.50
52 Deck Width: 43.70
* 47 Tot. Horiz. Cl: 41

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 0 0
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 6.90
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 27
64 Operating Type: 2 Rating: 27
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 28 0
Type 3: 25 0
Type 3s2: 40 0
Timber: 31 0
Piggyback: 40 0
261 H Inventory Rating: 21
262 H Operating Rating 56
67 Structural Evaluation: 6
58 Deck Condition: 7
59 Superstructure Condition: 8
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: 8
60C Underwater Condition N
71 Waterway Adequacy: 9
61 Channel Protection Cond.: 8
68 Deck Geometry: 7
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0115-0 **Cobb** **SUFF. RATING:** 92.15

Location & Geography

Structure ID:	067-0115-0
200 Brdge Information:	06
*6A Feature Int:	CR 171 BIG SHANTY ROAD
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	3 MI E OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 03/11/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 01.7522 HMMS Prefix:SR
*17 Longtitude:	84 - 33.637 HMMS Suffix:00 MP:2.23
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	019.14
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-002.28N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 00057
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1980
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	20
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	5
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
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 Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0115-0

Programming Data

201 Project No: I-575-1 (2) 00 CT.1
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 117060 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00417D-002.28N

Measurements:

*29ADT 078040 Year:2007
109%Trucks: 0
* 28 Lanes On: 02 Under:02
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0080
* 49 Structure Length: 157
51 Br. Rwdy. Width 40.50
52 Deck Width: 43.70
* 47 Tot. Horiz. Cl: 41

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 0 Fwd: 0
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 12 12
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.60
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:1998Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 45
64 Operating Type: 2 Rating: 45
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 33 0
Type 3s2: 40 0
Timber: 37 0
Piggyback: 40 0
261 H Inventory Rating: 33
262 H Operating Rating 55
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: 7
69 UnderClr. Horz/Vert: 7
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0117-0 **Cobb** **SUFF. RATING:** 90.91

Location & Geography

Structure ID:	067-0117-0
200 Brdge Information:	07
*6A Feature Int:	M-9020 BELLS FERRY ROAD
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	4 MI NE OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 06/09/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 03.1320 HMMS Prefix:SR
*17 Longtitude:	84 - 33.3660 HMMS Suffix:00 MP:4.02
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	020.88
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-004.02N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 05751
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1980
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	20
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	6 06
45 No.Spans Main:	002
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0117-0

Programming Data

201 Project No: I-575-1 (2) 00 CT.2
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 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: 0000
114Furure ADT: 141750 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 067-00417D-004.02N

Measurements:

*29ADT 094500 Year:2007
109%Trucks: 0
* 28 Lanes On: 02 Under:04
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0141
* 49 Structure Length: 282
51 Br. Rwdy. Width 40.50
52 Deck Width: 43.70
* 47 Tot. Horiz. Cl: 41

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 1 Fwd: 1
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 18 18
56 Lateral Undercl. Lt: 6.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.50
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 2
63 Operating Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 36
231Calculated 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: 7
* 227 Collision Damage: 1
60A Substructure Condition: 8
60B Scour Condition: N
60C Underwater Condition N
71 Waterway Adequacy: N
61 Channel Protection Cond.: N
68 Deck Geometry: 7
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 Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:067-0119-0 **Cobb** **SUFF. RATING:** 91.77

Location & Geography

Structure ID:	067-0119-0
200 Brdge Information:	07
*6A Feature Int:	CR 646 HAWKINS STORE
*6B Critical Bridge:	RD 0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	5 MI NE OF KENNESAW
2 Dot District:	7
207 Year Photo:	2009
*91 Inspection Frequency:	24 Date: 07/29/2009
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 03.4482 HMMS Prefix:SR
*17 Longtitude:	84 -32.5817 HMMS Suffix:00 MP:4.87
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	671041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	021.78
*208 Inspection Area:	7 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	067-00417D-004.92N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 05751
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	11
27 Year Constructed:	1980
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	30
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	5 06
45 No.Spans Main:	001
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	0

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	01

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:067-0119-0

Programming Data

201 Project No:	I-575-1 (2) 00 CT.1
202 Plans Available:	4
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	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:	0000
114Furure ADT:	124605 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	4
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current 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 ID No:	067-00417D-004.92N

Measurements:

*29ADT	083070 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:02
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0185
* 49 Structure Length:	185
51 Br. Rwdy. Width	40.50
52 Deck Width:	43.70
* 47 Tot. Horiz. Cl:	41
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	038
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:10.00
Fwd. Lt:	4.00 Type:2 Rt:10.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 21 21
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 36
231Calculated 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:	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:	7
69 UnderClr. Horz/Vert:	9
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:057-0040-0 **Cherokee** **SUFF. RATING:** 91.23

Location & Geography

Structure ID:	057-0040-0
200 Brdge Information:	06
*6A Feature Int:	NOONDAY CREEK
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	0.6 MI W OF WOODSTOCK
2 Dot District:	6
207 Year Photo:	2010
*91 Inspection Frequency:	24 Date: 05/06/2010
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 05.9626 HMMS Prefix:SR
*17 Longtitude:	84 -31.8140 HMMS Suffix:00 MP:24.79
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	571041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	001.71
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	057-00417D-007.93N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 05751
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1982
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	45
35 Structure Flared:	1
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	J
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	5
Membrane Type:	0
Deck Protection:	1

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	5
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	02

Processed Date:7/11/2011

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:057-0040-0

Programming Data

201 Project No: I-575-1 (6) 07 CT.5
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 0000000
252 Contract Date: 02/01/1901
260 Seismic No: 00011
75 Type Work: 00 0
94 Bridge Imp: Cost: $0
95 Roadway Imp. Cost: 0
96 Total Imp Cost: 0
76 Imp Length: 000000
97 Imp Year: 0000
114Furure ADT: 135405 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0883.8 Freq:050
Avg Streambed Elev: 0867.5
Drainage Area: 00043
Area of Opening: 001510
113 Scour Critical 5
216Water Depth: 2.8 Br.Height:27.2
222Slope Protection: 1
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 057-00417D-007.93N

Measurements:

*29ADT 090270 Year:2007
109%Trucks: 0
* 28 Lanes On: 03 Under:00
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0070
* 49 Structure Length: 210
51 Br. Rwdy. Width 63.20
52 Deck Width: 66.40
* 47 Tot. Horiz. Cl: 63

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 0 Fwd: 1
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 0 0
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 8.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.30

212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 44
64 Operating Type: 2 Rating: 44
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 33 0
Type 3s2: 40 0
Timber: 37 0
Piggyback: 40 0
261 H Inventory Rating: 35
262 H Operating Rating 66
67 Structural Evaluation: 7
58 Deck Condition: 7
59 Superstructure Condition: 8
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: 7
60C Underwater Condition N
71 Waterway Adequacy: 9
61 Channel Protection Cond.: 7
68 Deck Geometry: 9
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:057-0042-0 **Cherokee** **SUFF. RATING:** 82.44

Location & Geography

Structure ID:	057-0042-0
200 Brdge Information:	06
*6A Feature Int:	CR 416 TOWN LAKE PKWY
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	.7 MI W OF WOODSTOCK
2 Dot District:	6
207 Year Photo:	2010
*91 Inspection Frequency:	24 Date: 05/06/2010
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 06.1499 HMMS Prefix:SR
*17 Longtitude:	84 -31.8342 HMMS Suffix:00 MP:25.00
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	571041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	001.92
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	057-00417D-008.14N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	I No: 05751
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	0
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1982
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	08
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	O
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	003
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	1

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	02

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:057-0042-0

Programming Data

201 Project No: I-575-1 (6) 07 CT.5
202 Plans Available: 4
249 Prop Proj No: 000000000000000000000000
250 Approval Status: 0000
251 PI Number: 0000000
252 Contract Date: 02/01/1901
260 Seismic No: 00010
75 Type Work: 00 0
94 Bridge Imp: Cost: $0
95 Roadway Imp. Cost: 0
96 Total Imp Cost: 0
76 Imp Length: 000000
97 Imp Year: 0000
114Furure ADT: 135405 Year:2027

Hydralic Data

215Waterway Data:
High Water Elev: 0000.0 Year:1900
Flood Elev: 0000.0 Freq:00
Avg Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical N
216Water Depth: 00.0 Br.Height:00.0
222Slope Protection: 4
221Slope Protection 0 Fwd:0
219Fender System 0
220Dolphin: 0
223Current 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 ID No: 057-00417D-008.14N

Measurements:

*29ADT 090270 Year:2007
109%Trucks: 0
* 28 Lanes On: 02 Under:06
210 No. Tracks On: 00 Under:00
* 48 Max. Span Length 0088
* 49 Structure Length: 183
51 Br. Rwdy. Width 42.00
52 Deck Width: 45.20
* 47 Tot. Horiz. Cl: 42

50 Curb / Sidewalk Width 0.00 / 0.00
32 Approach Rdwy. Width 038
*229 Shoulder Width:
Rear Lt: 4.00 Type:2 Rt:10.00
Fwd. Lt: 4.00 Type:2 Rt:10.00

Permanent Width:
Rear: 24.00 Type:2
24.00 Type:2
Intersaction Rear: 1 Fwd: 1
36Safety Features Br. Rail: 1
Transition: 1
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl. Over: 99' 99 "
Under:
*228 Minimum 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 6 6
56 Lateral Undercl. Lt: 0.00
*10 Max Min Vert Cl: 99' 99" Dir:0
39 Nav Vert Cl: 000 Horiz:0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main 7.60
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00

212 Year Last Painted: Sup:0000Sub:0000

65 Inventory Rating Mathod: 1
63 Operating Rating Method: 1
66 Inventory Type: 2 Rating: 30
64 Operating Type: 2 Rating: 30
231Calculated Loads:
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 32 0
Type 3s2: 40 0
Timber: 37 0
Piggyback: 40 0
261 H Inventory Rating: 30
262 H Operating Rating 51
67 Structural Evaluation: 6
58 Deck Condition: 8
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: 8
69 UnderClr. Horz/Vert: 2
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required 5
41 Struct Open, Posted, CL: A
* 103 Temporary Structure: 0
232 Posted Loads
H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3s2: 00
Timber: 00
Piggyback 00
253 Notification Date: 02/01/1901
258 Fed Notify Date: 2/1/1901 12:00:00AM

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:057-0044-0 **Cherokee** **SUFF. RATING:** 92.79

Location & Geography

Structure ID:	057-0044-0
200 Brdge Information:	01
*6A Feature Int:	LITTLE RIVER
*6B Critical Bridge:	0
*7A Route No Carried:	SR00417
*7B Facility Carried:	I-575 (NBL)
9 Location:	2.2 MI N OF WOODSTOCK
2 Dot District:	6
207 Year Photo:	2010
*91 Inspection Frequency:	24 Date: 04/15/2010
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	1 Date: 10/25/2006
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	00000
*5 Inventory Route(O/U):	1
Type:	1
Designation:	1
Number:	00575
Direction:	0
*16 Latitude:	34 8.0447 HMMS Prefix:SR
*17 Longtitude:	84 -31.4787 HMMS Suffix:00 MP:27.30
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	1
12 Base Highway Network:	1
13A LRS Inventory Route:	571041700
13B Sub Inventory Route:	1
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	004.22
*208 Inspection Area:	6 Initials: EFP
Engineer's Initials:	sgm
* Location ID No:	057-00417D-010.44N

*104 Highway System:	1
*26 Functional Classification:	11
*204 Federal Route Type:	1 No: 05751
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	06
27 Year Constructed:	1982
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	00
35 Structure Flared:	0
38 Navigation Control:	0
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	5
214 Movable Bridge:	0
203 Type Bridge:	A
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	006
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	1 Vert: 1
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	1
Membrane Type:	0
Deck Protection:	1

Signs & Attachments

225 Expansion Joint Type:	15
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	0
Curb Material:	0
239 Handrail	9 9
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	6
Fwrd:	0
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	02

Processed Date:7/11/2011

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:057-0044-0

Programming Data

201 Project No:	I-575-1 (6) 07 CT.1
202 Plans Available:	0
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00012
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	0000
114Furure ADT:	104145 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0862.1 Year:1973
Flood Elev:	0861.1 Freq:050
Avg Streambed Elev:	0830.0
Drainage Area:	00139
Area of Opening:	005500
113 Scour Critical	5
216Water Depth:	6.3 Br.Height:55.6
222Slope Protection:	1
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	1 Diver:RMO
Location ID No:	057-00417D-010.44N

Measurements:

*29ADT	069430 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:00
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0089
* 49 Structure Length:	534
51 Br. Rwdy. Width	42.00
52 Deck Width:	45.20
* 47 Tot. Horiz. Cl:	42
50 Curb / Sidewalk Width	0.00 / 0.00
32 Approach Rdwy. Width	038
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:10.00
Fwd. Lt:	4.00 Type:2 Rt:10.00
Permanent Width:	
Rear:	24.00 Type:2
	24.00 Type:2
Intersaction Rear:	0 Fwd: 0
36Safety Features Br. Rail:	1
Transition:	1
App. G. Rail:	1
App. Rail End:	1
53 Minimum Cl. Over:	99' 99 "
Under:	
*228 Minimum 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 0 0
56 Lateral Undercl. Lt:	0.00
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	7.50
Deck Thick Approach:	0.00
246 Overlay Thickness:	0.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 36
64 Operating Type:	2 Rating: 36
231Calculated 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:	7
60C Underwater Condition	7
71 Waterway Adequacy:	8
61 Channel Protection Cond.:	8
68 Deck Geometry:	8
69 UnderClr. Horz/Vert:	N
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

ATTACHMENT #7

Northwest Corridor Project
Agency Briefing Meeting

January 27, 2010 1:00 – 3:00PM
Cobb Chamber of Commerce

Attendees:

Malaika Rivers, Cumberland CID
Antonio Valenzuela, Fulton County
Lanie Shipp, Town Center CID
Jason Morgan, MARTA
Kirk Mason, Town Center Mall
Richard Land, Allied Barton Security
Jim Sommerville, GA EPD
Chetna Dixon, FHWA
Mindy Roberson, FHWA
Ben West, US EPA
Claudia Bilotto, HNTB
Dan Dobry, Croy Engineering
Skip Spann, Kennesaw State University
Terri Slack, SRTA
Russ Williams, Hayslett Group
Katie Little, Hayslett Group
David Jackson, Cobb County DOT
Geoff Morton, Cherokee County DOT
Shelley Peart, City of Atlanta
Challa Bonja, City of Marietta
Dahshi Marshall, ARC
Crystal Paulk-Buchanan, GDOT
John Hancock, GDOT
Keisha Jackson, GDOT
Darryl VanMeter, GDOT
Roger Palmer, PB
Robert Moses, PB
Jonathan Reid, PB
Curtis Dirton, PB
Leah Vaughan, SCI
Kristine Hansen-Dederick, SCI

Meeting Handouts:

Project Fact Sheet
Newsletter
Purpose and Need
P3 Fact Sheet
Copy of the Presentation

1. Darryl VanMeter called the meeting to order. He welcomed everyone, thanked them for coming, and asked the attendees to introduce themselves. He then turned the meeting over to Mr. Palmer.

2. Roger Palmer reviewed the meeting handouts and moved directly into the presentation. He talked through the agenda, project history, changes in the project since the publication of the DEIS, adjustment of the project alternatives, measure of effectiveness, environmental impacts, conclusions and next steps. Mr. Palmer concluded the presentation with a discussion of the project delivery mechanism, the Public Private Partnership Program, or P3, and where to obtain more information. He then opened the meeting up to questions.

3. Mr. VanMeter expanded on P3, stating that with the program, the State is shifting away from unsolicited to solicited proposals. He reiterated that although an RFQ for delivery of the Northwest Corridor Project will be out soon, NEPA will still decide the shape of the project. The RFQ does not mean that the “no build” alternative is off the table. Mr. VanMeter also

explained that in addition to the final design and build of the project, the P3 team will be responsible for operation and maintenance of the system.

4. Ben West asked about the inputs for the managed lanes model, specifically if HOV 2+ had been looked at. The team responded that in the DEIS, HOV 2, 3, and express tolling had been evaluated. Moving forward with the current alternatives, HOV 3+ is the starting point for modeling since the system modeled at capacity with HOV 2, failing even before the design year.

5. Mr. West asked why Bus Rapid Transit (BRT) was dismissed as an alternative since the original project started off as a transit initiative. The project team responded that the Federal Transit Administrative was skeptical of the ridership numbers of the BRT system, and did not view project as viable or competitive for funding, despite multiple attempts by the team to prove otherwise. All efforts are documented in the DEIS, as well as communications from FTA of their concerns. GRTA was the lead agency in the interaction with FTA.

6. Dahshi Marshall stated that currently there is no BRT in the region's long range Aspirations Plan vision. Express Bus operating in managed lanes and Concept 3, the regional transit plan, will be modeled in the update of the regional transportation plan, Plan 2040. Concept 3 calls for light rail in the I-75 corridor. Mr. VanMeter added that the current alternatives for the Northwest Corridor Project do not preclude the addition of light rail in the future and that the operation of Express Bus in the project's managed lanes will offer a baseline of transit ridership to help build the case for future rail investment.

7. David Jackson asked where the managed lanes access points are proposed. Mr. Palmer responded at Terrill Mill, Roswell Rd, Big Shanty and at the system endpoints I-285 and Hickory Grove Rd.

8. Mr. West asked how the project will transition to I-285. Mr.VanMeter responded that the team will coordinate with the revive285 project to make sure the transition is as seamless as possible.

9. Malaika Rivers asked if the P3 RFQ was still on track to be released in February. Mr. VanMeter confirmed the date was correct and stated to the attendees that Ms. Rivers is a champion of the project.

10. Antonio Valenzuela asked for more information on the P3 Program. Mr. VanMeter explained that the intent of the initiative is to attract private capitol and leverage our existing funds. Private companies also bring innovation to the table. As a return for the investment, there is an opportunity for the concessioner to operate and maintain the system. He again stated that the environmental process will define the scope of the project. The P3 team's role is implementation.

11. Mr. Jackson provided the comment that Cobb County voters will support the project as long as it works. Citizens are frustrated with I-75 and that nothing has been done to improve it. He stated that the County DOT will assist in any way to get the project delivered. He added that the project team will have to do some work to combat the "Lexus Lanes" moniker for the managed lanes.

12. Shelley Peart asked if existing roadway design deficiencies in the corridor will be addressed. The project team responded that since the managed lanes system will be separate, only those deficiencies present where the added system touch the existing roadway will be addressed.

13. Ms. Peart asked what uses are allowed for the toll funds. Mr. VanMeter explained that the concessioner will operate and collect the tolls directly in accordance with the terms of their contract. The allowable uses will follow FHWA guidance and be in compliance with regional and federal policies.

14. Mr. West stated that is unlikely that the tolls will cover the capitol costs of the lanes, he is not aware of any other project making money. Terry Slack stated that projects in Minnesota and Denver have actually just begun to operate in the black.

15. Mr. Jackson asked who is responsible for covering the losses if the tolls do not cover costs. Mr. VanMeter replied that it depends on the project and the terms of the contract.

16. Russ Williams stated that under this model, the tolls will not go away and that presents a need for a change in mindset. The tolls are a management technique to ensure that mobility remains in the lanes, providing a reliable option for the motorists.

17. Challa Bonja asked if impacts to traffic on cross-streets and surrounding areas will be analyzed. Mr. Palmer responded in the affirmative.

18. Mr. VanMeter stated that in addressing the Lexus Lanes comment, research shows that users span across all income levels and that most users drive Ford's. On SR91 in California, research shows 90% of the users use it 10% of the time. It is an option for motorists to use when they decide their time is more valuable than the toll.

19. Ms. Rivers stated for the public record that she is pleased to see the Department taking steps to put forth a real solution for the corridor and that it does not preclude future transit, especially light rail. The Cumberland CID is very interested in seeing light rail in the corridor. It is important for connectivity and economic development. She stated that she is further pleased to see the Department aggressively pursuing P3 to facilitate change in this corridor.

20. Lanie Shipp stated that she and the Town Center CID echoed Ms. Rivers' statements. She added that connectivity is so important for the region and the State.

21. Mr. West asked if any other public outreach will take place besides the public hearing in June. The project team responded that the outreach program includes a project website with a comment mechanism, a hotline, newsletters, project kiosks, and targeted outreach to low-income and minority populations. Mr. Williams and Mr. VanMeter added that there will also be public comment periods and hearings held in association with the P3 procurement process.

22. Mr. VanMeter asked for further questions. With none, he thanked everyone again for coming and concluded the meeting.

Parsons Brinckerhoff

3340 Peachtree Road, NE
Suite 2400, Tower Place 100
Atlanta, GA 30326-1001
404-237-2115
Fax 404-237-3015

Memorandum of Meeting

Date of Meeting: November 2, 2010

Subject: Northwest Corridor Project (I-75/I-575)
Concept Team Meeting

Meeting Location: Georgia Department of Transportation
Conference Room 409

Attendees: Darryl VanMeter, GDOT Office of Innovative Program Delivery
Robert Moses, Parsons Brinckerhoff
Troy Byers, GDOT Office of Right of Way
Roger Palmer, Parsons Brinckerhoff
Matthew Fowler, GDOT Office of Planning
Tom McQueen, GDOT Office of Planning
Kaycee Mertz, GDOT Office of Planning
Neoma Cole, GDOT Geotechnical Bureau
Mike Dover, GDOT Office of Innovative Program Delivery
Keisha Jackson, GDOT Office of Environmental Services
John Hancock, GDOT Office of Innovative Program Delivery
Brian Sapp, HNTB
Jan Phelps, GDOT Subsurface Utilities Engineering
Jun Birnkammer, GDOT Office of Utilities
Andrew Hoenig, GDOT Office of Utilities
Lee Upkins, GDOT Office of Utilities
Ron Wishon, GDOT Office of Engineering Services
Ammon Heier, FHWA
Chetna Dixon, FHWA
Mindy Roberson, FHWA
Angel Correa, FHWA
Jeff Woodward, GDOT Office of Construction
Eric Pitts, GDOT Office of Maintenance
Crew Heimer, GRTA
Bryant Poole, GDOT District 7
Loren Bartlett, GDOT Office of Utilities
Richard Crowley, GDOT Office of Utilities
Paul Liles, GDOT Office of Bridge Design
Kathy Zahul, GDOT

Discussion:

1. Darryl introduced the project to the attendees and explained that the concept in the Concept Report was presented at Public Hearings in Cobb and Cherokee Counties in October 2010. Darryl explained that the project will be delivered through a Public Private Partnership (P3). This project concept will still serve as the basis for the project.
2. Robert reviewed the project concept materials. In supplement to the report that was attached to the meeting invitation, traffic diagrams and 400-scale project layout sheets were provided to attendees at the meeting.
3. Robert then walked the attendees through the information in the Project Concept Report, describing the project limits, number of lanes, new access points and that the system will be operated as reversible, managed lanes. The lanes will be managed through the use of variable tolling.
4. Darryl described how the current project is scaled-down from earlier concepts though the Need and Purpose is the same as for earlier concepts. Darryl noted that no north-facing ramps are being added at Akers Mill Road.
5. Robert noted that between I-285 and I-575 the lanes are proposed to the west of existing I-75, largely within existing Right of Way, and generally elevated – to go up and over existing crossroads such as Windy Hill Road. The connections to I-285 east and west have been coordinated with the early geometric planning on future projects ("revive285" and the I-285 "western wall").
6. Robert noted that the increase in General Purpose lane traffic on I-575 between 2015 and 2035 (from 92,000 AADT to 140,000 AADT) is because the 2035 volume assumes the third general purpose lane is built on I-575.
7. Robert noted the typical section for the two-lane portion of the project has a proposed 2' wide shoulder on the east side. In locations with relatively tight horizontal curves, the shoulder width would increase to provide stopping sight distance. Darryl noted that 2' shoulder width is the minimum allowed for managed lanes.
8. Robert noted that usage of the proposed lanes would be limited to passenger vehicles, transit vehicles and light trucks (up to two axles, six wheels). Larger trucks would be prohibited from the new lanes.
9. Darryl noted that the managed lanes will be barrier-separated.
10. Robert noted that the design speed for the managed lanes is 55 mph. Mindy said that FHWA has concerns with a 55 mph speed design for the managed lanes when the general purpose lanes are posted at 65 mph for most of the corridor. Darryl noted that a change to

65 mph would affect the horizontal alignment in certain curves to maintain stopping sight distance. Robert noted that the vertical alignment (grades and lengths of vertical curves) would also be impacted by a change to 65 mph. It was agreed to discuss this issue in later, smaller meetings.

11. Darryl noted that GDOT policy for maximum superelevation is 6% for freeways in urban areas with 8% used for freeway ramps. This will be corrected in the Project Concept Report.
12. Robert noted that the amount of Right of Way required for the project is relatively small. Only 12 displacements are anticipated. Darryl noted that Right of Way is only 3% of the total estimated project cost.
13. Robert noted that the number and lengths of the proposed bridges are significant. Two proposed bridges would be over 5000' long. Darryl noted that the bridges and the retaining walls together make up more than half of the estimated construction costs.
14. Robert reviewed the design exceptions and the design variances. Paul confirmed that the listed design variance (16.5' vertical bridge clearance) would meet Department policy and would not need a design variance. Additional clearance cannot be provided at this location without impacting an existing power transmission line. The cost to raise the power line was estimated at $2M.
15. Mindy asked about OSHA requirements regarding construction cranes near power lines. Did the constructability review address? John said that it did.
16. Robert said that noise is a key environmental concern. Hundreds of homes are located along the corridor. Robert noted that even though the new lanes between I-285 and I-575 are proposed on the west side of I-75, noise walls appear to be justified in some locations on the east side as well.
17. Robert noted that the layout drawings provided today do not include the recommended changes from the Value Engineering Study. The drawings are being updated to show these changes. They will be presented in the Final Environmental Impact Statement and will be included in the Project Concept Report before it is distributed for signatures.
18. Mindy asked that the Project Activities Responsibilities section be coordinated with the environmental "green sheet" commitments in the environmental document.
19. Darryl explained that the State Road and Tollway Authority (SRTA) has the legal authority to toll, so the P3 Developer will operate under a sublease agreement with SRTA.
20. Mindy asked that it be included that an IMR/IJR is required for the project.

21. Mindy asked that the AA/DEIS alternatives be added by reference to the 'Other Alternates Considered" section.
22. Darryl mentioned that a project animation describing the project is available on the GDOT FTP site under PI # 0008256.
23. Robert noted that the tolling will be done electronically – no toll booths or plazas.
24. Tom suggested that in the Capacity Analysis Summary (Attachment #5) Level of Service be footnoted to explain that the LOS can be managed by the toll rate. The travel demand modeling gives LOS D for some segments, but in reality the lanes will more likely be operated at LOS C.

The foregoing is my understanding of the topics discussed.

Sincerely,
PARSONS BRINCKERHOFF

Robert R. Moses, P.E.

ATTACHMENT #8

COBB COUNTY
BOARD OF COMMISSIONERS
100 Cherokee Street, Suite 300
Marietta, Georgia 30090-7000
(770) 528-3312 • fax: (770) 528-2606

G. Woody Thompson, Jr.
Commissioner, District 4

April 27, 2010

Vance C. Smith, Jr.
Commissioner
Georgia Department of Transportation
600 West Peachtree Street, NW
Atlanta, Georgia 30308

Dear Commissioner Smith:

Thank you for your response on April 14th to our letter and comments regarding the Northwest Corridor Project (I-75/I-575). We are in agreement with your approach for a reversible managed lane facility consistent with the recently adopted Managed Lane Systems Plan as that yielding the greatest benefits in the most cost effective manner. We look forward to our continued coordination as project development progresses.

Additionally, we appreciate your recognition of the US 41 corridor as one with great potential for light rail investment. Our development of this corridor as a light rail project envisions connectivity with I-75, Express Bus, MARTA, other future potential light rail investment and the downtown area through a multi-modal station in the Cumberland Galleria area. As you are aware, we are starting planning, as suggested in your letter, for the US 41 corridor from Cumberland to Kennesaw State with a Visions Tour on May 4th. We look forward to the participation of GDOT staff at that event.

Again, thank you for your response to our letter. We appreciate the long time partnership that exists between GDOT and Cobb County. We look forward to the successful implementation of the Northwest Corridor Project.

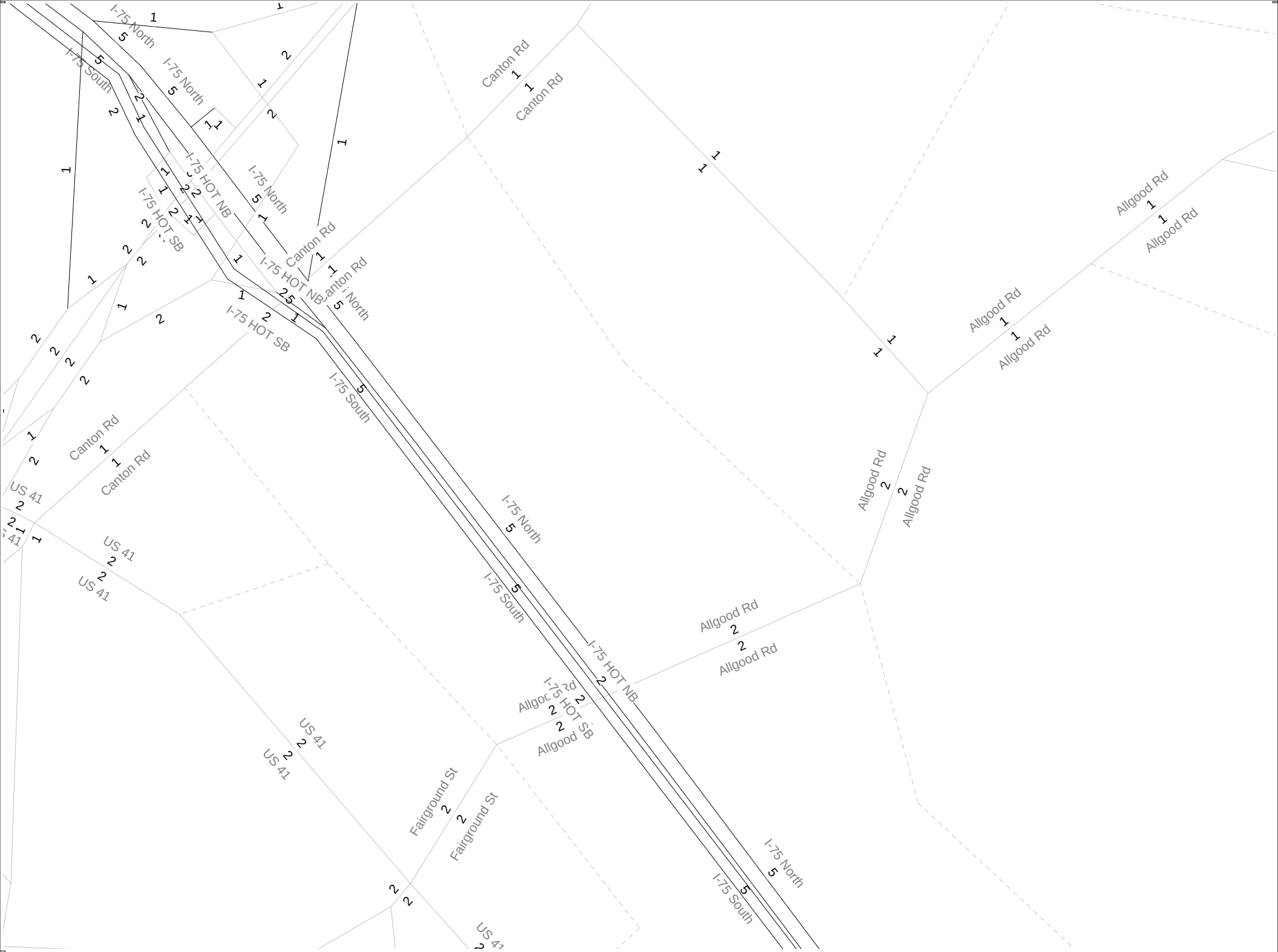
Sincerely,

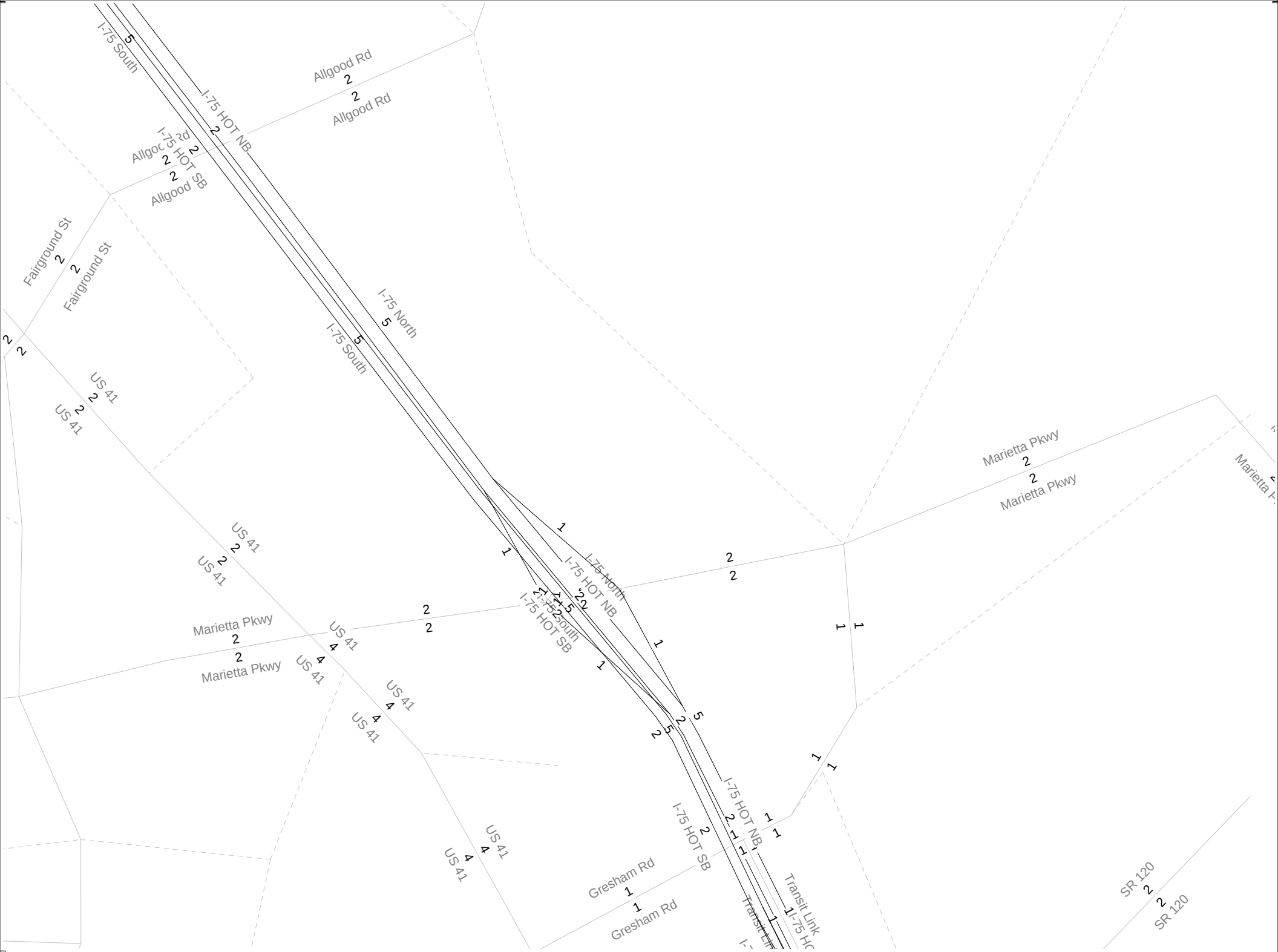
GW Thompson

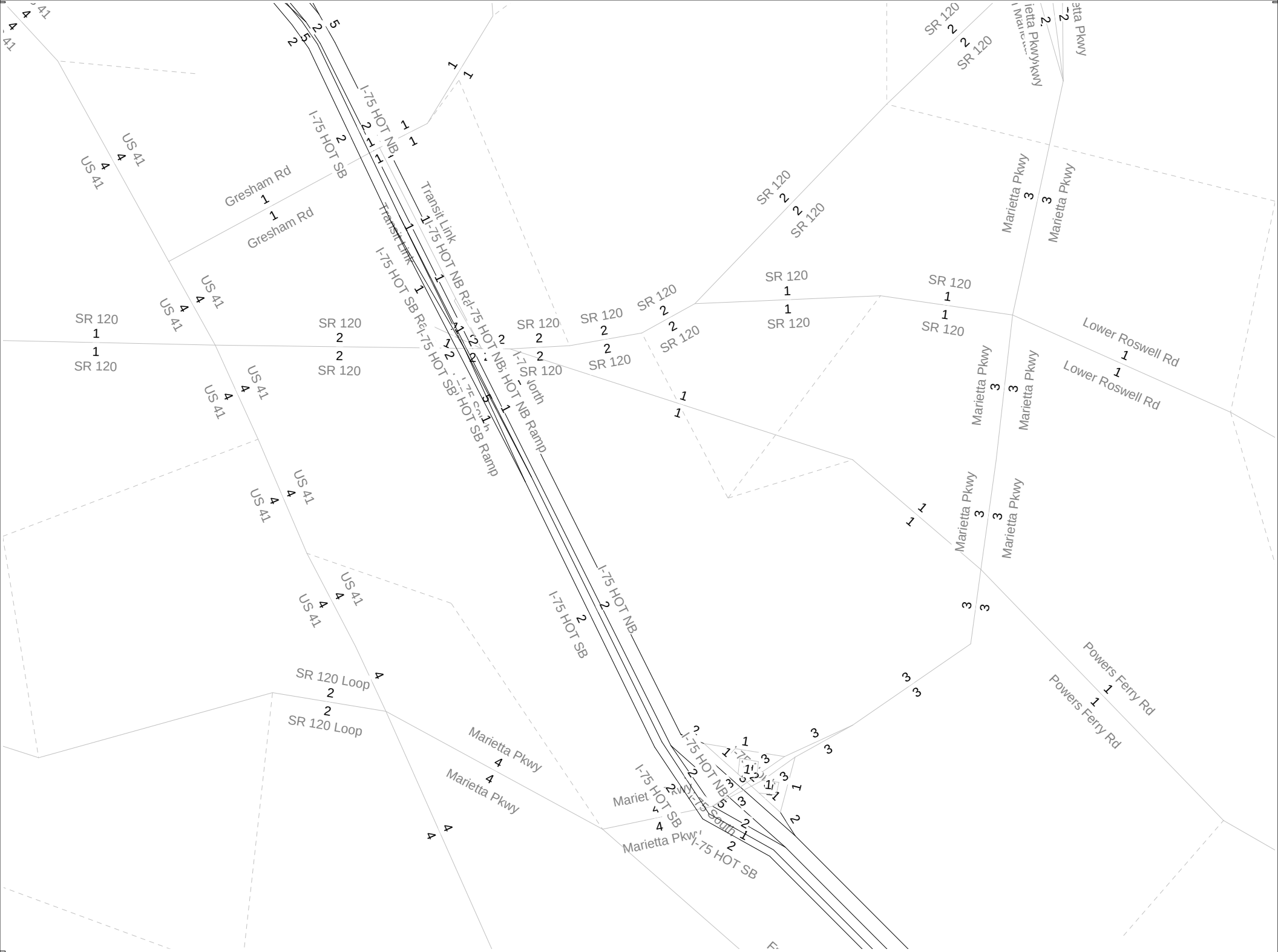
G. Woody Thompson, Jr.
Vice Chairman

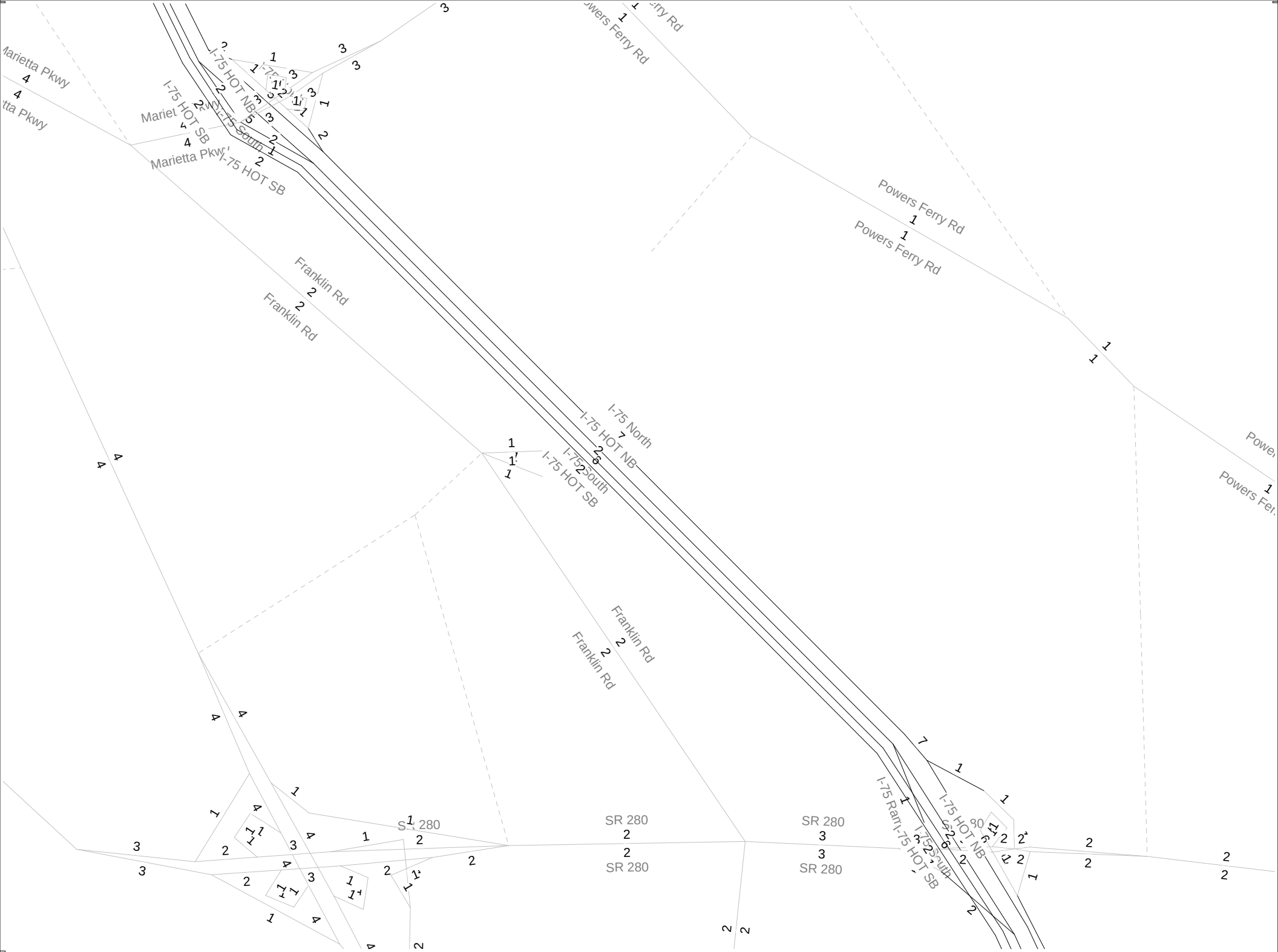
c: Faye DiMassimo

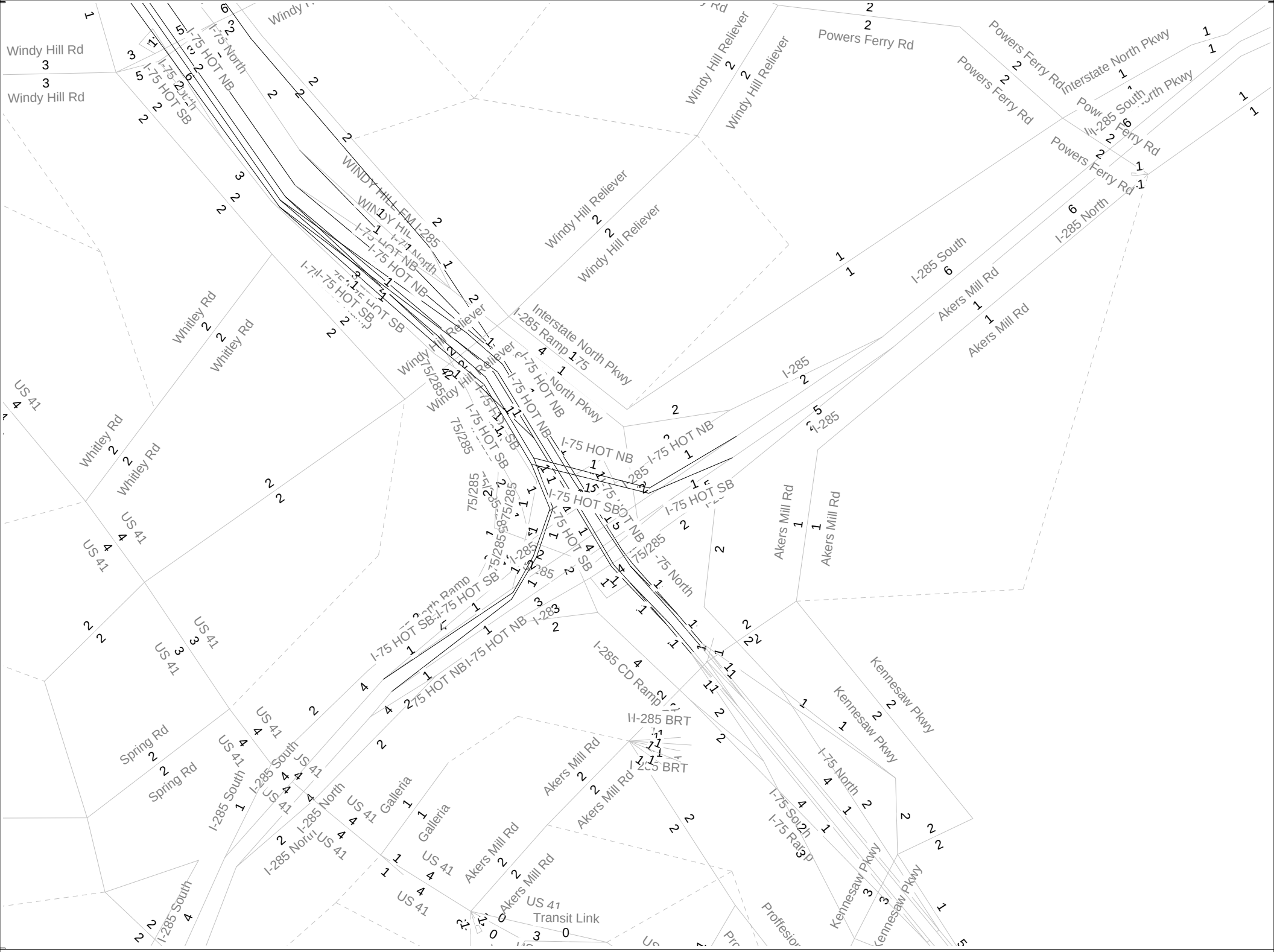
ATTACHMENT #9

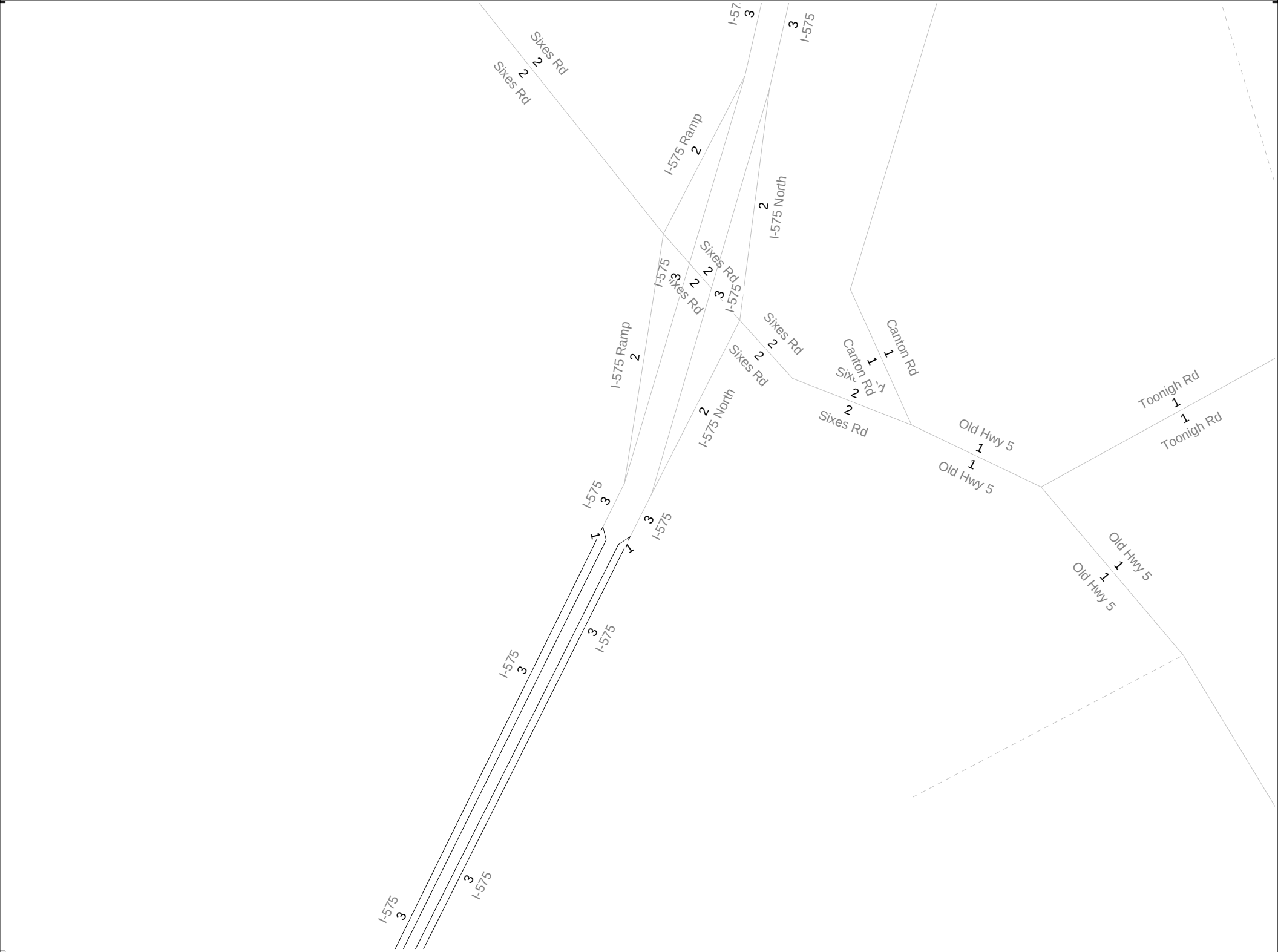


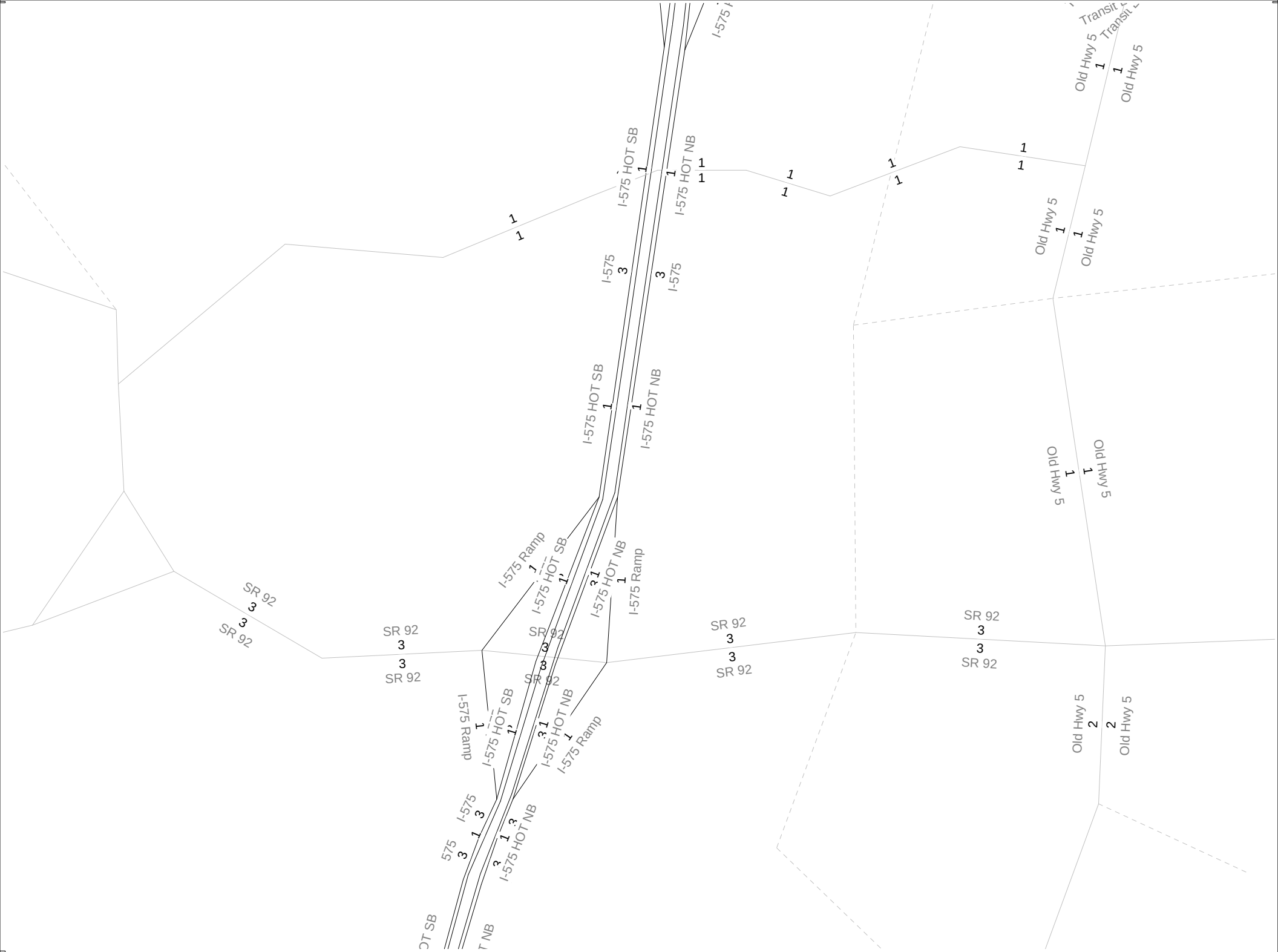












ATTACHMENT #10

BUILD Alternative

General Purpose Lanes

Benefit Cost Analysis Work Sheet
CONGESTION Projects

CSNHS-0008-00(256)
0008256
Cobb and Cherokee Counties

I-75 / I-575 Northwest Corridor Project - General Purpose Lanes

Congestion Benefit = Tb + CMb + Fb	
Person Time Savings Benefit (Tb)	
*Db (hrs)	0.23
ADT	301,000.00
Tb ($s)	$2,379,781,250.00
Commercial or Truck Time Savings Benefit (CMb)	
Db (hrs)	0.23
% Truck Traffic	0.081
ADT	301,000.00
CMb	$1,018,485,798.75
Fuel Savings Benefit (Fb)	
ADT	301,000.00
Fb ($s)	$829,317,708.33
Total Congestion Benefit	**$4,227,584,757.08**
Total Project Cost	**$0.00**
B/C Ratio	**N/A**

Managed Lanes

Benefit Cost Analysis Work Sheet
CONGESTION Projects

CSNHS-0008-00(256)
0008256
Cobb and Cherokee Counties

I-75 / I-575 Northwest Corridor Project - Managed Lanes

Congestion Benefit = Tb + CMb + Fb	
Person Time Savings Benefit (Tb)	
*Db (hrs)	0.686666667
ADT	40,000.00
Tb ($s)	$944,166,666.67
Commercial or Truck Time Savings Benefit (CMb)	
Db (hrs)	0.686666667
% Truck Traffic	0
ADT	40,000.00
CMb	$0.00
Fuel Savings Benefit (Fb)	
ADT	40,000.00
Fb ($s)	$329,027,777.78
Total Congestion Benefit	**$1,273,194,444.44**
Total Project Cost	**$990,963,155.00**
B/C Ratio	**1.28**

Total Congestion Benefit	**$5,500,779,201.53**
Total Project Cost	**$990,963,155.00**
B/C Ratio	**5.55**

*Reduction in delay or Delay Benefit (D_b) can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

ATTACHMENT #11

U.S. Department of Transportation
Federal Highway Administration

Georgia Division

61 Forsyth Street SW
Atlanta, Georgia 30303
404-562-3630
404-562-3703
GA.fhwa@dot.gov

June 8, 2011

In Reply Refer To:
HPE-GA

Mr. Vance C. Smith, Commissioner
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308

Dear Mr. Smith:

The IMR/IJR/SA for the proposed Northwest Corridor Project [Federal Project CSNHS-0008-00(256)] has been reviewed. The project will involve the construction of reversible managed lanes along I-75 and I-575 in Cobb and Cherokee Counties. The project will include the construction of four new managed lane interchanges at Terrell Mill, Roswell, Big Shanty, and Hickory Grove Roads on I-75. Access along I-575 will be provided through three transfer ramps along the median.

Based on an operation and engineering review, the proposed modifications are acceptable. If there are no major changes to the proposed design, final approval may be given upon completion of the environmental process. This approval is subject to reevaluation if significant changes occur in the final design or if the construction is delayed (as specified in 23 CFR 771.129).

If you have any questions regarding these comments please contact Melinda Roberson at (404)562-3652.

Sincerely,

Rodney N. Barry, P.E.
Division Administrator

Cc: Darryl VanMeter, GDOT Office of Innovative Program Delivery
Kaycee Mertz, Office of Planning

ATTACHMENT #12

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NH000-0073-03(242) Cobb Cherokee **OFFICE:** Engineering Services
NH000-0575-01(028) CSNHS-0008-00(256)
NHS00-0001-00(919) CSNHS-0006-00(417)(418)(419)
P.I. Nos.: 714130/713640/0008256/0001919/0006417/0006418/0006419
I-75 and I-575 HOV Lanes **DATE:** May 21, 2010

FROM: Ronald E. Wishon, State Project Review Engineer REW

TO: Darryl D. VanMeter, PE, State Innovative Program Delivery Engineer
Attn.: John Hancock, PE

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held December 7-11, 2009. Responses were received on March 17, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. While some alternatives are recommended not to be implemented, the VE process will be continued and expanded through the P3 procurement process. It is anticipated that the short listed P3 proposers will have the opportunity to offer additional VE solutions as part of the Alternative Technical Concept (ATC) portion of the procurement.

FHWA reviewed the initial responses and requested that the Project Manager reconsider recommendation G-6. Based on traffic forecasts and further review it was determined that G-6 could be implemented. This satisfactorily addressed FHWA's concerns.

ALT #	Description	Potential Savings/LCC	Implement	Comments
B-2	Take the managed lanes under Gresham Road and eliminate part of Bridge 19	$17,235,000	Yes	The total present worth life cycle cost savings appear to justify implementation of this recommendation. Since this is a P3 project, the proposers will weigh the risks and potential offsetting costs of assuming operations and maintenance of the existing bridge that will be impacted by this alternative against the original cost without those risks.

B-3	Increase the span lengths for Bridge 13 and use spliced, precast, prestressed concrete girders to reduce the number of intermediate bents	$2,673,000	Yes	The proposers will verify if the total savings outweigh the risk.
B-5	Straighten the managed lanes alignment at South Marietta Parkway and place them at-grade to go under the South Marietta Parkway bridge; use braided ramp bridges	$6,679,000	Yes	Cost savings and conventional construction techniques appear to justify this alternative. The P3 proposers will consider the risk and cost of maintaining and operating the South Marietta Parkway bridge while constructing the mainline underneath.
B-6	Run the managed lanes under Windy Hill Parkway and delete Bridge 4	$35,283,000	Yes	There will be similar risk exposure as with B-2 and B-5, but the total savings should far outweigh the risk.
B-13	Eliminate Bridge 16 on I-75 by mitigating wetlands and extending box culverts	$3,906,000	No	The environmental document, including the special studies and impacts, is currently underway. Acceptance of this recommendation could cause potential impacts and delays to the environmental document which would subsequently delay the project procurement and financial close.
B-15	Use MSE abutments in lieu of end spans at the Hickory Grove Road bridges over I-75	$2,165,000	No	The area that would otherwise be underneath the end span will more readily accommodate future widening of I-75.

B-17	Use a larger radius for Bridge 7 over I-285 and shorten the bridge	$2,148,000	Yes	A revised, longer radius alignment is better from an operational standpoint, and a shorter overall length of bridge justifies consideration of this alternative by P3 proposers. If non-conventional construction is required to construct longer, skewed spans across I-285 and I-285 WB ramp, proposers may determine that the original design is more cost effective.
B-18	Shorten Bridge 2B over I-285 by moving the curve to the north	$804,000	Yes	Based on the generally congested nature of the alignment footprint, some tweaking of the original design alignment may be justified by the P3 proposer.
W-1	At Big Shanty Road and I-75, move the entry and exit ramps to the reversible lane to the center of the median and delete the retaining wall	$5,109,000	Yes	This will be done.
W-2	Adjust the reversible lane profile between South Marietta Parkway and Banberry Road to reduce the extent of the retaining walls	$2,298.000	Yes	This will be done.
W-3	Adjust the reversible lane profile from Sta. 406+70 to Sta. 418+55 to reduce MSE walls	$3,276,000	Yes	This will be done.
575-1	Move slip ramp (HOT Lane) at Hawkins Store Road to the north and off of the bridge over Hawkins Store Road	$567,000	No	The environmental document is currently underway. The locations and types of access points (slip ramps or interchanges) that will be provided have not yet been finalized. These access locations, including traffic impacts, will be studied as part of the SDEIS and FEIS process.

575-2	End the project just south of the Little River Bridge by shifting the slip ramp to the south	$3,642,000	No	The environmental document is currently underway. The locations and types of access points (slip ramps or interchanges) that will be provided have not yet been finalized. These access locations, including traffic impacts, will be studied as part of the Supplemental Draft Environmental Impact Study (SDEIS) and Final Environmental Impact Study (FEIS) process.
P-1	Where there are two managed lanes on I-75, use an 11 ft wide lane adjacent to the 10 ft wide shoulder	$9,190,000	No	The project is anticipated to be a P3 which will involve priced managed lanes, essentially a premium facility. Retaining the currently proposed 12 ft lanes would enhance driver comfort, improve incident management and theoretically increase facility capacity. Since revenue generation is critical in a P3 project, additional capacity, improved incident management and increased driver comfort would result in additional patronage. Similarly, 12 ft lanes would be more likely to minimize cross-lane reads with the electronic toll collection systems.
P-3	Underneath the concrete pavement, use 3 in of soil cement base in lieu of asphaltic concrete base for the entire length of the project	$8,567,000	No	This is a P3 project and it will include performance specifications. Lifecycle costs will be an important consideration in the overall project and long term operations and maintenance of the facility, as the concessionaire will be responsible for the operation and maintenance of the facility over a 50-year period. As such, the pavement design could vary depending on the selected team's proposal resulting from the performance specs and lifecycle considerations.

P-4	Underneath the concrete pavement, delete the 3 in asphaltic concrete base for the entire length of the project	$10,192,000	No	See response to P-3.
G-2	Where possible provide a 4 ft wide shoulder and a 12 ft wide lane in lieu of two 10 ft wide shoulders	Design Suggestion	No	The standard shoulders on this project are 2 ft and 10 ft. Shoulder widths were increased in some areas due to sight distance.
G-3	From the merge point of Ramp C and the two managed lanes on Bridge 2A to where Ramp H merges in, provide a three lane section that reduces to two lanes	Design Suggestion	No	Implementing this recommendation would result in an increase in the project cost. Implementing the change could increase the operational complexity by introducing more complex weaving.
G-4	Cross managed lanes to east side of I-75 beginning south of North Marietta Parkway	$23,000,000	No	Based on public input, it is recommended that the east side of I-75 be preserved for future expansion or transit. The cost of realigning the bridge due to this potential future project would not offset the cost savings projected by the VE Team. Implementation of this recommendation could delay approval of the environmental document.
G-5	Cross managed lanes to east side of I-75 beginning south of North Marietta Parkway and add access lanes at Bells Ferry Road	$22,000,000	No	Based on public input, it is recommended that the east side of I-75 be preserved for future expansion or transit. Implementation of this recommendation could delay approval of the environmental document.
G-6	From the merge point of Ramp C and the two managed lanes on Bridge 2A to where Ramp H merges in, provide a two lane section that reduces to one lane and then expands to two lanes	$6,604,000	Yes	The original responses (attached) indicate this recommendation will not be implemented; however, at the request of FHWA, the Project Manager has reviewed the recommendation. The Project Manager has determined no negative traffic impacts would result from the implementation of this recommendation.

Approved: _____ **Date:** 6/1/10
Gerald M. Ross, PE, Chief Engineer

Approved: _____ **Date:** 6/17/10
Rodney Barry, PE, FHWA Division Administrator

REW/LLM
Attachments
c: R. Wayne Fedora/Aric Mance/Mindy Roberson/Chetna Dixon - FHWA
Ben Buchan
Darryl Van Meter/Mike Dover/John Hancock
Paul Liles/Bill Duvall/Bill Ingalsbe
Keisha Jackson
Patrick Bowers/Kenny Beckworth
Mickey McGee
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH000-0073-03(242); NH000-0575-01(028); **OFFICE** Innovative Program Delivery
CSNHS-0008-00(256), NHS00-0001-00(919)
CSNHS-0006-00(417)(418)(419)
P.I. Nos.: 714130, 0008256, 713640, 0001919; 0006417, 0006418, 0006419

I-75 & I-575 HOV Lanes, Cobb and Cherokee **DATE** March 16, 2010

FROM Darryl D. VanMeter, P.E., State Innovative Program Delivery Engineer

TO Ronald E. Wishon, State Project Review Engineer

SUBJECT Value Engineering Final Report Response

Please find below the Reponses to the Value Engineering Final Report. While some are recommended not to be implemented, the VE process will be continued and expanded through the project P3 procurement process. It is anticipated that short listed P3 proposers will have the opportunity to offer additional VE solutions as part of the Alternative Technical Concept (ATC) portion of the procurement.

VE Recommendation B-2: ***Take the managed lanes under Gresham Road and eliminate part of Bridge No. 19.***

Response: Implement

Total PW LCC savings appear to justify implementation of this recommendation. However, since this is a P3 project, the proposer will need to weigh the risks and potential offsetting costs of assuming operations and maintenance of the existing bridge, which will be impacted by this alternative, against the original cost without those risks.

VE Recommendation B-3: ***Increase the span lengths for Bridge No. 13 and use spliced precast, prestressed concrete girders to reduce the number of intermediate bents.***

Response: Implement

Total estimated savings of this alternative is approximately 5% of the original cost. There will be risk exposure with this type of construction and the proposer will need to verify if the total savings will outweigh the risk.

VE Recommendation B-5: ***Straighten the manage lanes alignment at South Marietta Parkway and place them at grade to go under the South Marietta Parkway Bridge. Use braided bridges for the ramps to go over the managed lanes.***

Response: Implement

Cost savings and conventional construction techniques appear to justify this alternative. As with Alt. No. B-2, however, P3 proposers should consider the risk and cost of maintaining and operating the South Marietta Parkway Bridge while constructing ML underneath.

VE Recommendation B-6: ***Run the managed lanes under the Windy Ridge Parkway Bridge and delete Bridge No. 4.***

Response: Implement

An estimated cost savings of nearly 60% of the original design was generated primarily through profile adjustments, costs of which are fairly straightforward to compute except for the redesign effort. There will be similar risk exposure as with B-2 and B-5, but the total savings should far outweigh the risk.

VE Recommendation B-13: ***Eliminate Bridge No. 16 north of Rottenwood Creek on I-75 by mitigating the wetland area and extending box culverts.***

Response: Do Not Implement

The environmental document, including the special studies and impacts, is underway. Due to the potential impacts and delays to the environmental document and subsequently the project procurement and financial close, it is recommended not to implement this recommendation.

VE Recommendation B-15: ***Use mechanically stabilized embankment abutments in lieu of end spans at the Hickory Grove Road bridges over I-75.***

Response: Do Not Implement

The area that would otherwise be underneath the end span will more readily accommodate future widening of I-75 to that side.

VE Recommendation B-17: ***Use a larger radius for Bridge No. 7 over I-285 and shorten the bridge by cutting across the interchange further north.***

Response: Implement (Study)

Revised, longer radius alignment is better from an operational standpoint, and shorter overall length of bridge justifies consideration of this alternative by P3 proposers. However, if non-conventional construction is required to construct longer, skewed spans across I-285 and I-285 WB Ramp, the original design may turn out to be more cost effective.

VE Recommendation B-18: ***Shorten Bridge No. 2B over I-285 by moving the curved bridge alignment north.***

Response: Implement (Study)

Estimated cost savings is marginal. However, based on the generally congested nature of the alignment footprint, some tweaking of the original design alignment may be justified by the P3 proposer.

VE Recommendation W-1: ***At Big Shanty Road and I-75, move the entry and exit ramps to the reversible lane to the center of the median and delete the retaining wall.***

Response: Implement

VE Recommendation W-2: ***Adjust the reversible lanes profile between South Marietta Parkway and Banberry Road to reduce the extent of the retaining walls.***

Response: Implement

VE Recommendation W-3: ***Adjust the reversible lanes profiles between Sta. 406+00 and Sta. 419+00 to reduce the extent of the retaining walls.***

Response: Implement

VE Recommendation 575-1: ***Move slip ramp (hot lane) at Hawkins Store Road to the north and off of the bridge over Hawkins Store Road.***

Response: Do Not Implement

The environmental document is currently underway. The locations and types of access points (slip ramps or interchanges) that will be provided have not yet been finalized. These access locations, including traffic impacts, are included and will be studied as part of the SDEIS and FEIS process.

***VE Recommendation 575-2:* End the project on I-575 just south of the Little River Bridge by shifting the slip ramp to the south.**

Response: Do Not Implement

The environmental document is currently underway. The locations and types of access points (slip ramps or interchanges) that will be provided have not yet been finalized. These access locations, including traffic impacts, are included and will be studied as part of the SDEIS and FEIS process.

***VE Recommendation P-1:* On the two-lane managed lanes section of I-75 use 11-ft. wide lanes adjacent to the 10-ft. wide shoulders.**

Response: Do Not Implement

The project is anticipated to be a P3 which will involve priced managed lanes, essentially a premium facility. Retaining the currently proposed 12 ft lanes would enhance driver comfort, incident management and theoretical facility capacity. Since revenue generation is critical in a P3 project, additional capacity, incident management and comfort would result in additional patronage. Similarly, 12 ft lanes would be more likely to minimize cross-lane reads with the electronic toll collection systems. Likewise, retaining 12 ft lanes would allow for lane width continuity within the facility and at the interfaces with existing facilities.

***VE Recommendation P-3:* Underneath the concrete pavement, use 3 in. of soil-cement base in lieu of asphaltic concrete base the length of the project.**

Response: Do Not Implement

The project is a P3 project and will include performance specifications. Lifecycle costs will be an important consideration in the overall project and long term operations and maintenance of the facility, as the concessionaire will be responsible for the operations and maintenance of the facility over a 50-year period. As such, the pavement design could vary depending on the selected team's proposal resulting from the performance specs and lifecycle considerations.

***VE Recommendation P-4:* Underneath the concrete pavement, delete the 3-in. thick asphaltic concrete base throughout the project.**

Response: Do Not Implement

The project is a P3 project and will include performance specifications. Lifecycle costs will be an important consideration in the overall project and long term operations and maintenance of the facility, as the concessionaire will be responsible for the operations and maintenance of the facility over a 50-year period. As such, the pavement design could vary depending on the selected team's proposal resulting from the performance specs and lifecycle considerations.

***VE Recommendation G-2:* Where possible provide a 4-ft. wide shoulder and a 12-ft. wide shoulder in lieu of two, 10-ft. wide shoulders.**

Response: Do Not Implement

The standard shoulders on this project are 2' and 10'. Shoulder widths were increased in some areas due to sight distance.

VE Recommendation G-3: ***From the merge point of Ramp C and the two managed lanes on Bridge No. 2A to where the Ramp H merges in, provide a three-lane section that reduces to two lanes.***

Response: Do Not Implement

Implementing this recommendation would result in an increase in the project cost. Implementing the change could increase the operational complexity by introducing more complex weaving.

VE Recommendation G-4: ***Cross the managed lanes from the west side of I-75 to the east side of I-75 beginning south of North Marietta Parkway.***

Response: Do Not Implement

Based on public input to date, it is recommended the east side of I-75 be preserved for future expansion or transit. The cost of realigning the bridge due to this potential future project would not offset the cost that would be saved. The environmental document, including the special studies and impacts, is underway. Due to the potential impacts and delays to the environmental document and the sentiment of public opinion that has been gathered, it is recommended not to implement.

VE Recommendation G-5: ***Cross managed lanes to east side of I-75 beginning south of North Marietta Parkway and add access lanes at Bells Ferry Road.***

Response: Do Not Implement

Based on public and political response, it is recommended the east side of I-75 be preserved for future expansion or transit. The environmental document, including the special studies and impacts, is underway. Due to the potential impacts and delays to the environmental document, it is recommended not to implement this recommendation.

VE Recommendation G-6: ***From the merge point of Ramp C and the two managed lanes on Bridge No. 2A to where Ramp H merges in, provide a two-lane section that reduces to one lane and then expands to two lanes.***

Response: Do Not Implement

This recommendation would require additional traffic work to be completed to determine the impacts of the lane reduction and could result in project delay by impacting the overall project schedule.

If there are any questions, please contact John Hancock at 404-631-1711.

DVM:JDH

Myers, Lisa

From: Hancock, John
Sent: Wednesday, May 19, 2010 1:22 PM
To: Myers, Lisa
Cc: VanMeter, Darryl; Dover, Mike
Subject: FW: VE Study responses for I-75 and I-575 HOV Lanes Cobb Cherokee

Lisa,
Item G-6 has been reviewed by our consultants. It is recommend that this item be implemented. Darryl concurs with this recommendation.

John D. Hancock, P.E.
Office of Innovative Program Delivery
Phone: 404-631-1711 | Fax: 404-631-1947 | jhancock@dot.ga.gov

From: Laurie Reed [mailto:LLReed@HNTB.com]
Sent: Wednesday, May 19, 2010 12:55 PM
To: Hancock, John
Subject: RE: VE Study responses for I-75 and I-575 HOV Lanes Cobb Cherokee

How about this?

After further review and evaluation by the environmental team, it is recommended G-6 be implemented. Based on the traffic forecasts and review, no negative traffic impacts would result from its implementation. Any managed lane capacity deficiencies that could potentially be identified would at the Ramp H split and would not be impacted by this recommendation. The whole corridor is currently being modeled in VISSIM and this recommendation will be included in the analysis.

From: Hancock, John [mailto:jhancock@dot.ga.gov]
Sent: Friday, April 30, 2010 3:00 PM
To: Tim Heilmeier; Laurie Reed
Subject: Fw: VE Study responses for I-75 and I-575 HOV Lanes Cobb Cherokee

Any comment on FHWA G-6 comment?

John Hancock
Georgia Department of Transportation
Office of Innovative Program Delivery
404-631-1711

11/30/2009
USER: 22962

W:\TransDesign\IPLOT\colortables\Occ600.tbl
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D:\175\dgn\714130cv01.dgn(0-61, 64, 65)
GRACON

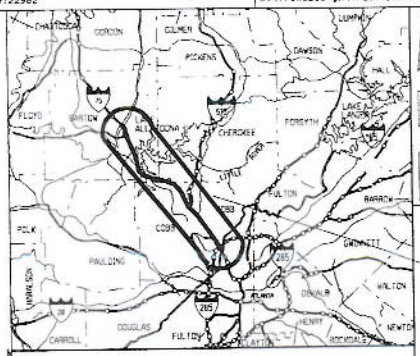
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	NH000-0073-03(242)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED

I-75 REVERSIBLE LANES
NH000-0073-03(242)
COBB COUNTY

FEDERAL AID PROJECT



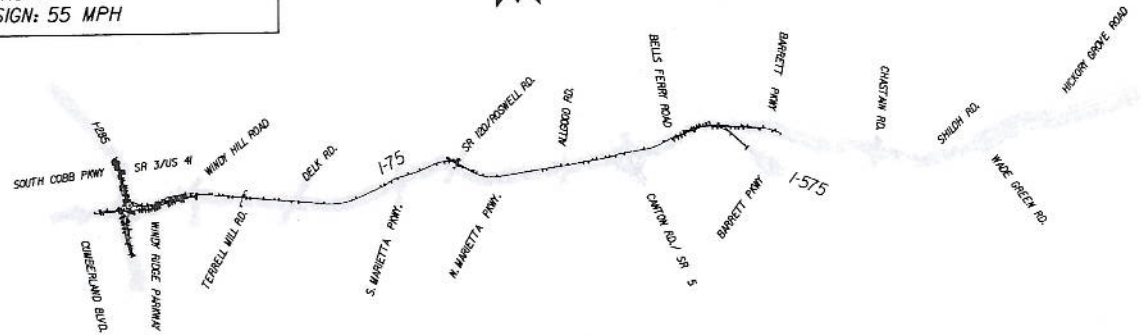
LOCATION SKETCH

FEDERAL ROUTE • I-75
STATE ROUTE • 417
P.I.NO. 714130

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

DESIGN DATA:
TRAFFIC A.D.T.:
TRAFFIC A.D.T.:
TRAFFIC D.H.V.:
DIRECTIONAL DIST:
% TRUCKS:
24 HR. TRUCKS %:
SPEED DESIGN: 55 MPH

Note 1:
Georgia Department of Transportation (GDOT) terminated Contract Number TOURDPP160072 for its convenience prior to the completion of all work under that contract and directed that the work with respect to these drawings be discontinued.
(a) Each drawing with this Note 1 referenced was not complete and/or has not been fully verified or checked. Each such drawing is a work-in-progress and is presented only as such.
(b) Any user is cautioned that the use of any such drawing and any related information or calculations, without access to pertinent factors and without proper regard for their purpose, could lead to erroneous conclusions.
(c) If any such drawing or any information contained therein is used in future work efforts or any follow on design work activity, a complete confirmation of the information contained herein should be performed prior to any such use.
(d) GTP has no responsibility for the use of this information not under its direct control.



SET 1 OF 3

PREPARED BY: _____
DESIGN

RECOMMENDED FOR SUBMISSION BY: _____
DESIGN

SUBMITTED BY: _____
STATE DESIGN ENGINEER

DATE _____ CHIEF ENGINEER

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1994 (NAD 1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

PBS&J

GTP GEORGIA TRANSPORTATION PARTNERS

SCALE IN FEET
0 5000 10000 20000

LENGTH OF PROJECT	COUNTY No. 067/057 Project No.
	MILES
NET LENGTH OF ROADWAY	
NET LENGTH OF BRIDGES	
NET LENGTH OF PROJECT	
NET LENGTH OF EXCEPTIONS	
GROSS LENGTH OF PROJECT	

LOCATION & DESIGN APPROVAL DATE:

FUNCTIONAL CLASS:
INTERSTATE PRINCIPAL ARTERIAL

THIS PROJECT IS 100% IN COBB COUNTY AND IS:
% IN CONG. DIST. NO. 11 ,
% IN CONG. DIST. NO. 6

PROJECT DESIGNATION: EXEMPT

DESIGNED IN ENGLISH UNITS.

PLANS COMPLETED

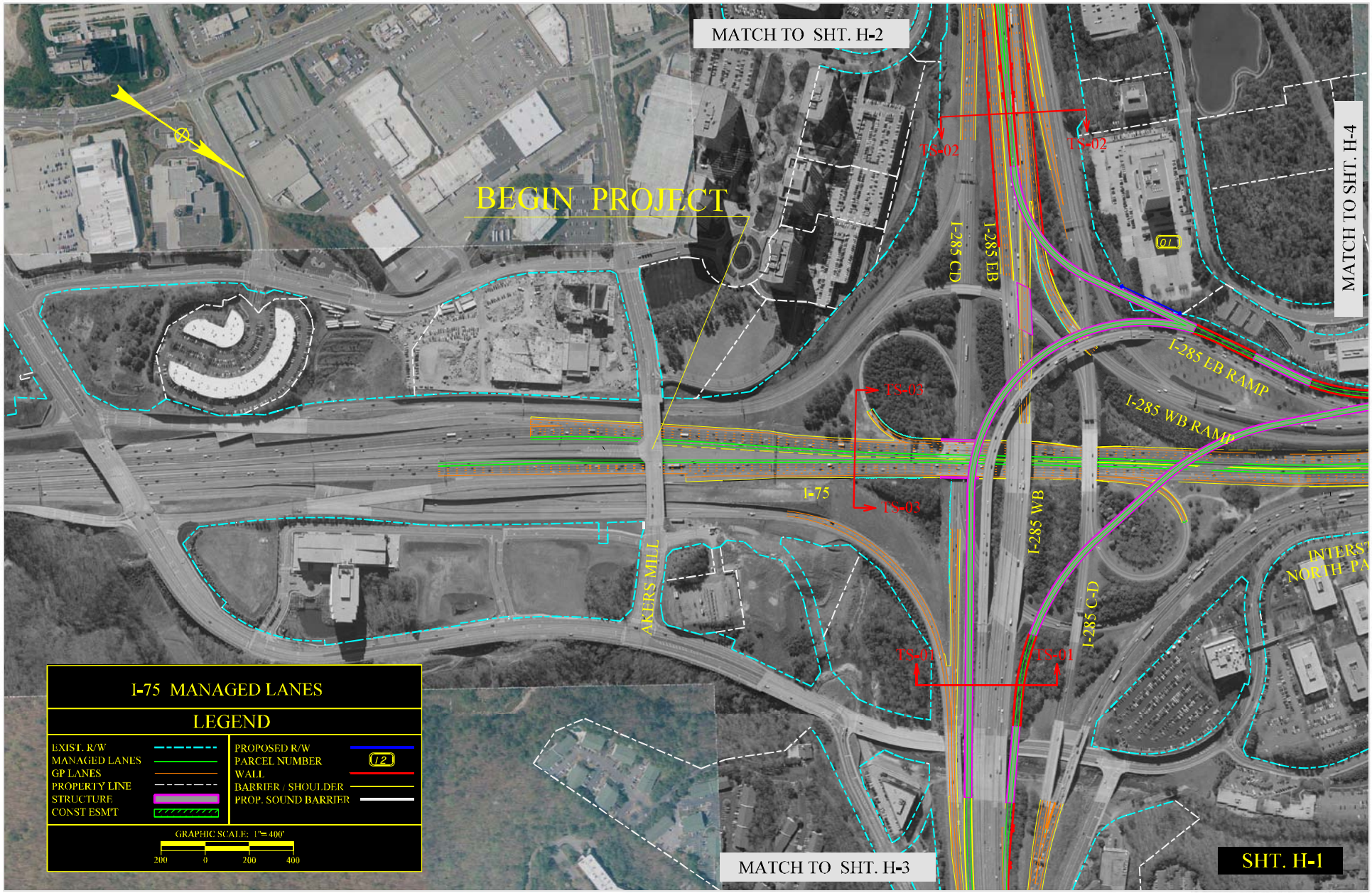
REVISIONS:

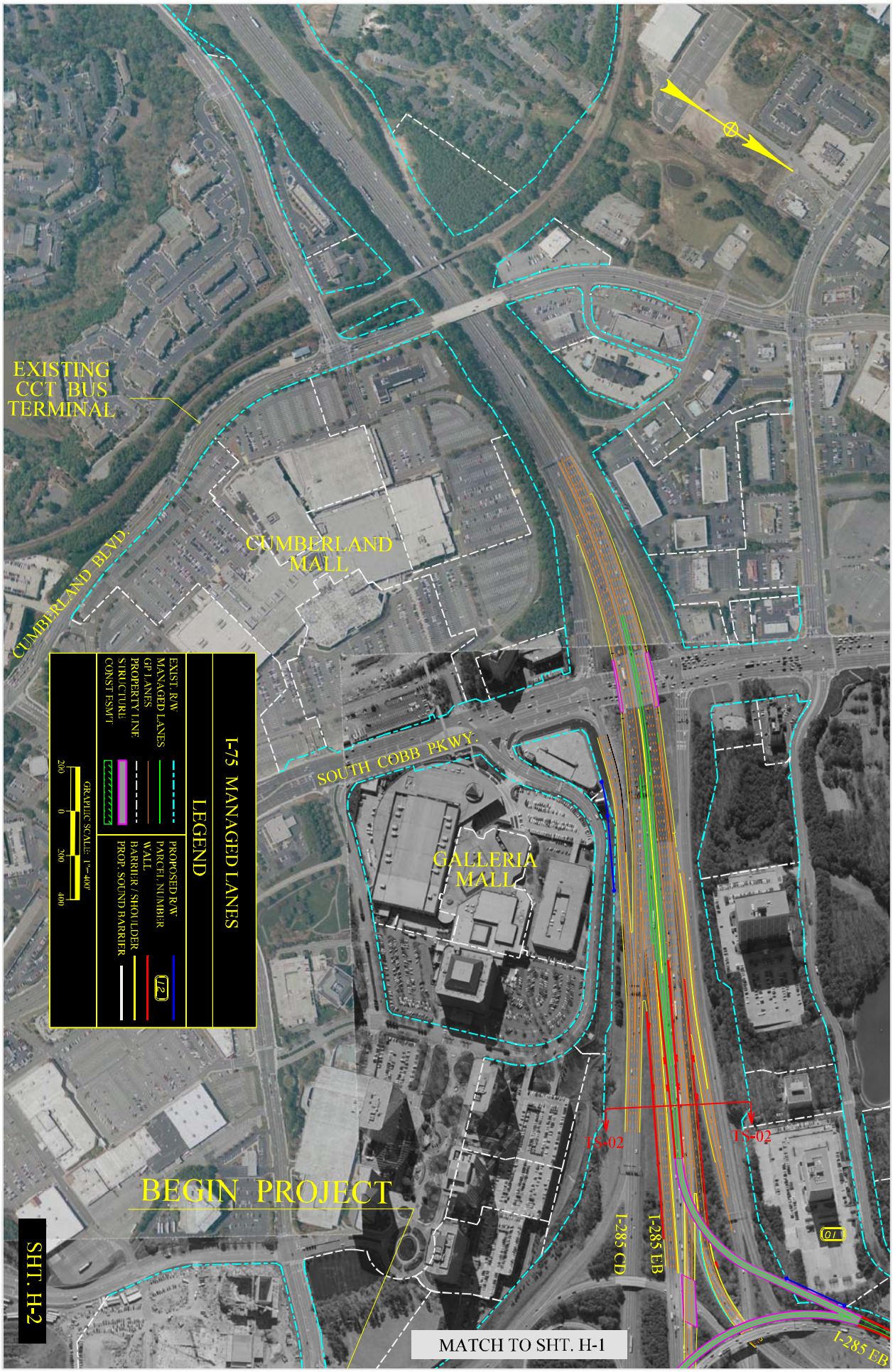
REV		
C	11/30/09	PLOTTED PER GDOT'S TERMINATION FOR CONVENIENCE DIRECTION

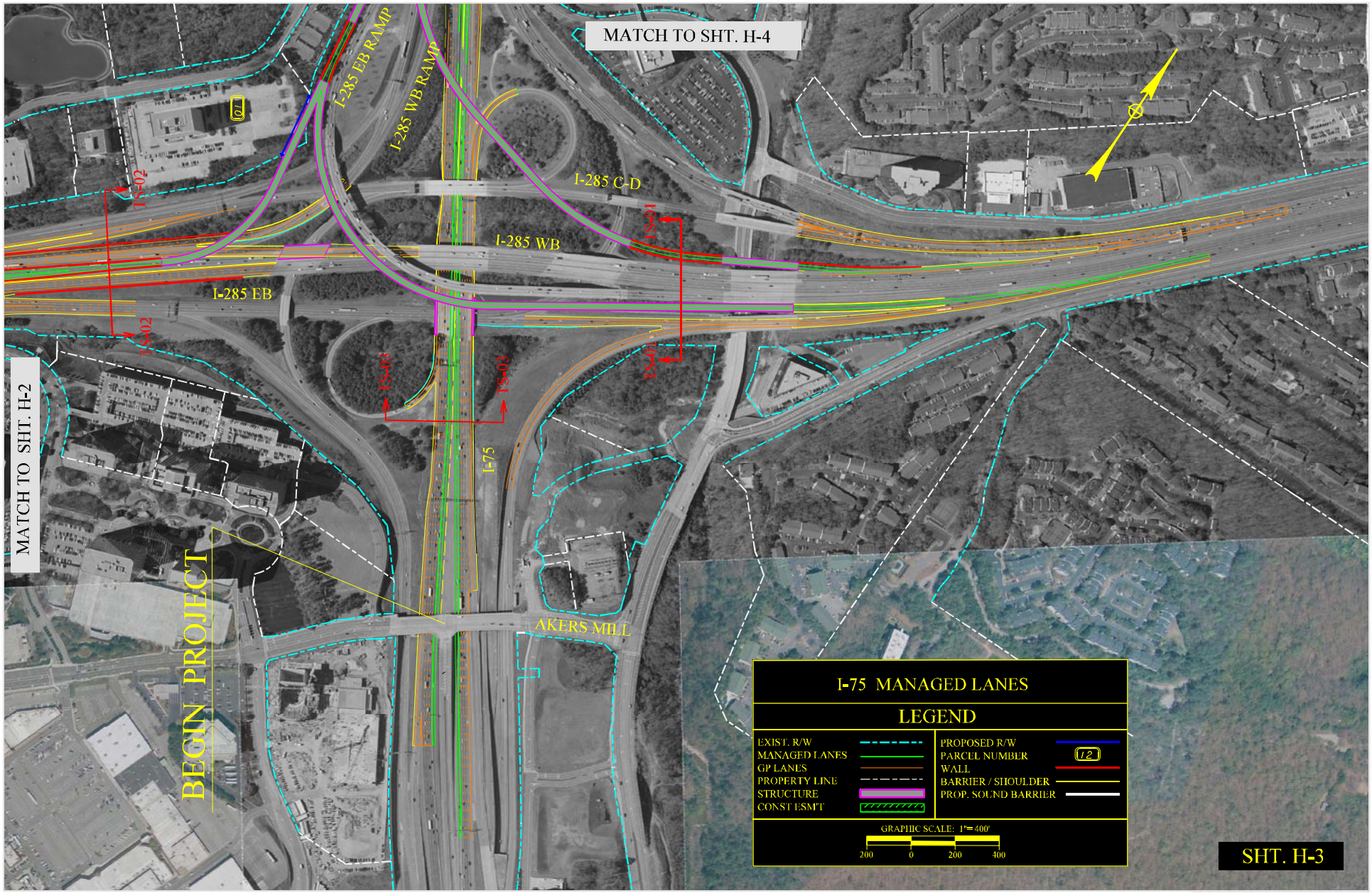
DRAWING NO. 1-01

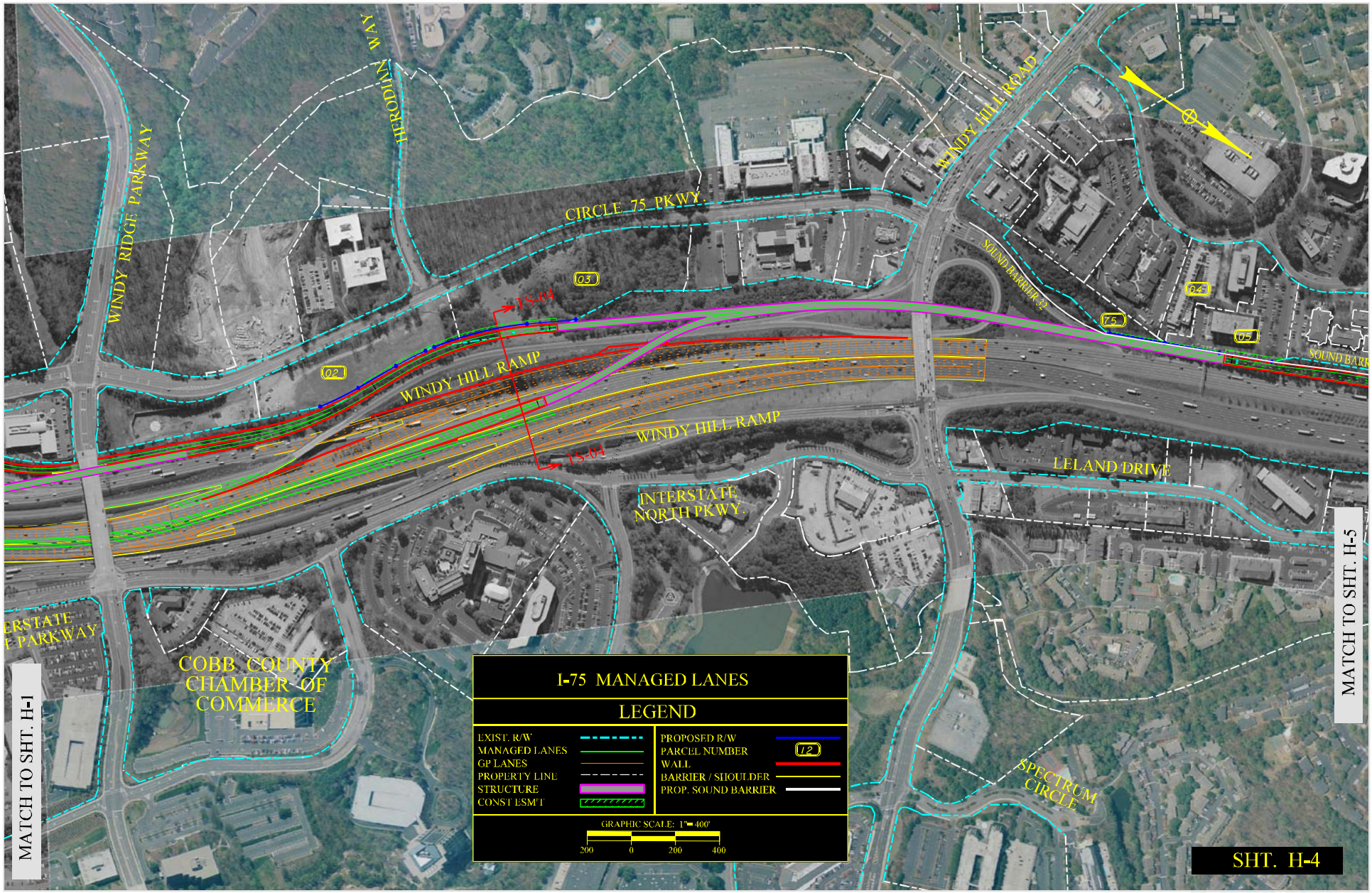
THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY WAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

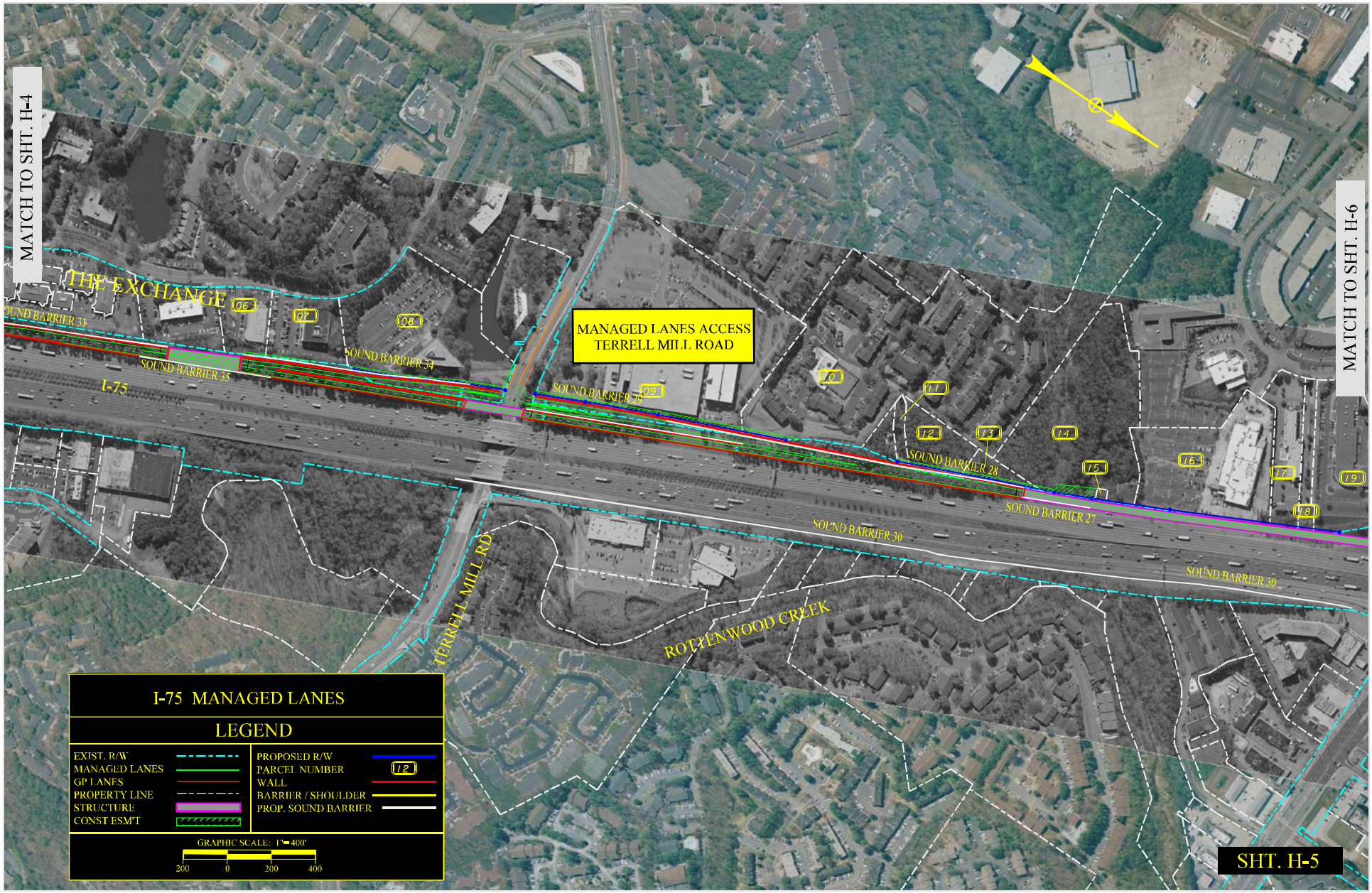
ATTACHMENT #13

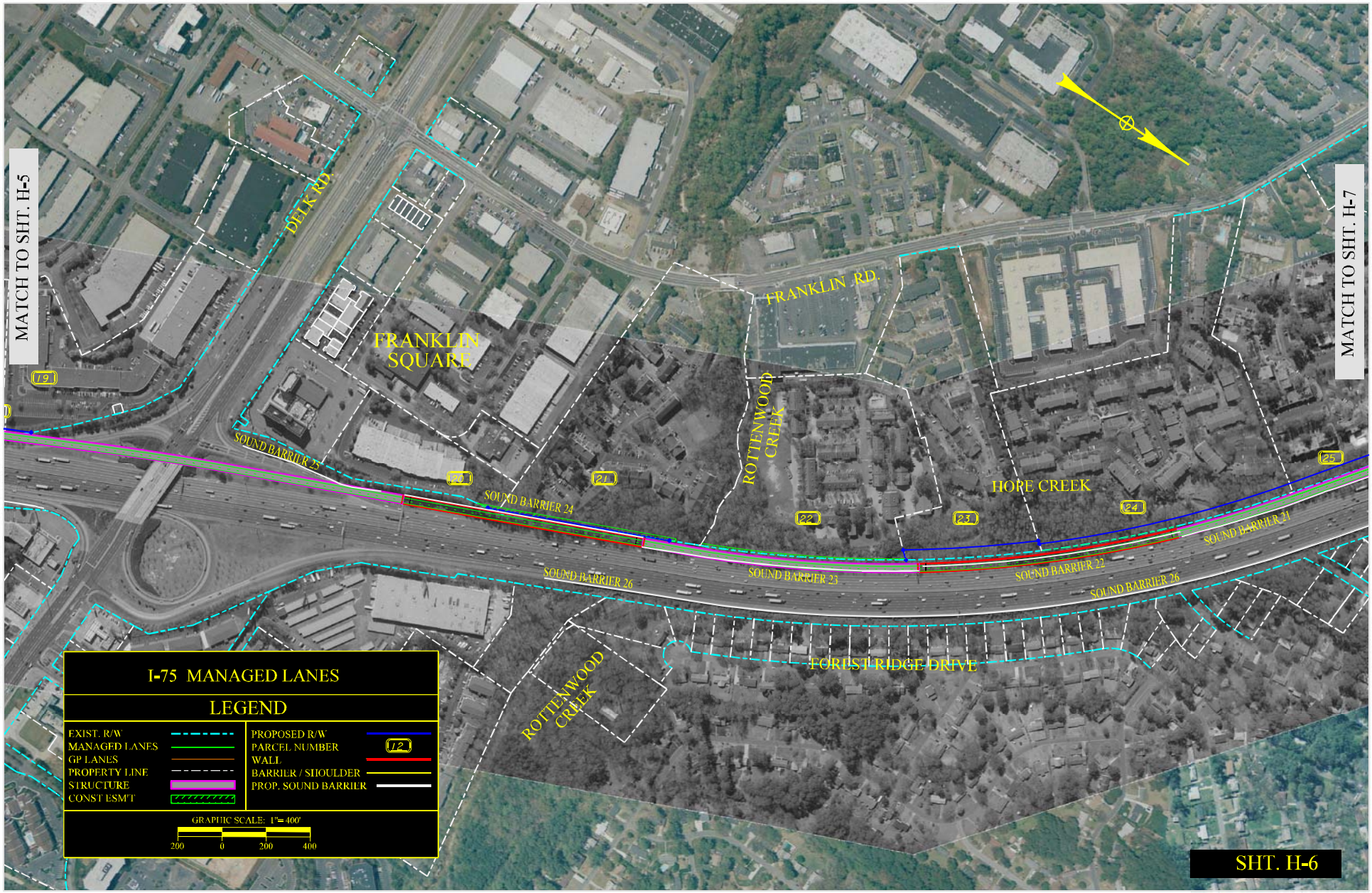

MATCH TO SHT. H-2
BEGIN PROJECT
MATCH TO SHT. H-4
TS-02
TS-02
I-285 CD
I-285 EB
I-285 EB RAMP
I-285 WB RAMP
TS-03
TS-03
I-75
I-285 WB
AKERS MILL
I-285 C-D
TS-01
TS-01
MATCH TO SHT. H-3
SHT. H-1
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400

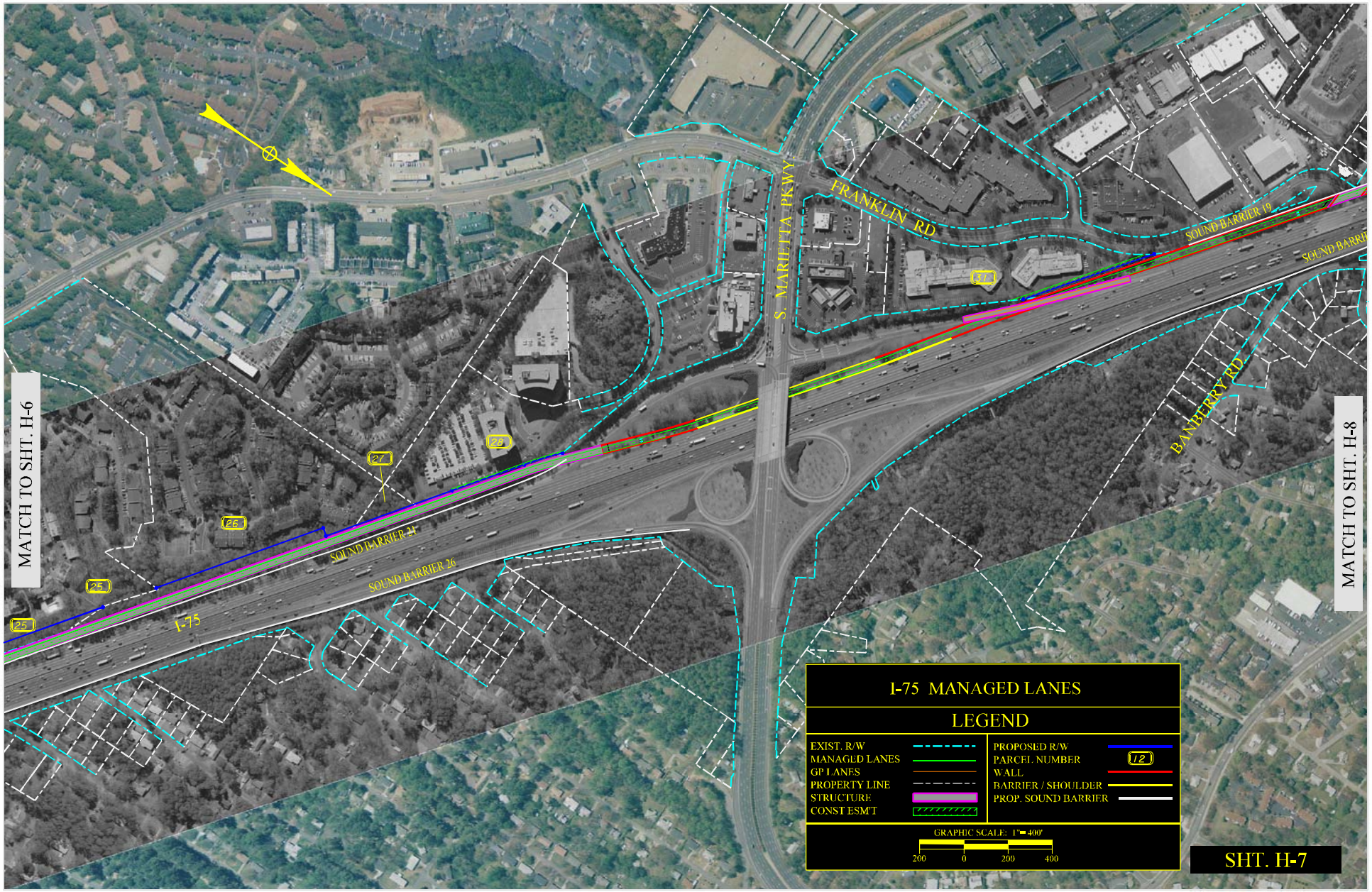

EXISTING CCT BUS TERMINAL
CUMBERLAND BLVD.
CUMBERLAND MALL
SOUTH COBB PKWY.
GALLERIA MALL
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
72
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"=400'
200
0
200
400
TS-02
TS-02
I-285 CD
I-285 EB
I-285 EB
01
BEGIN PROJECT
MATCH TO SHT. H-1
SHT. H-2

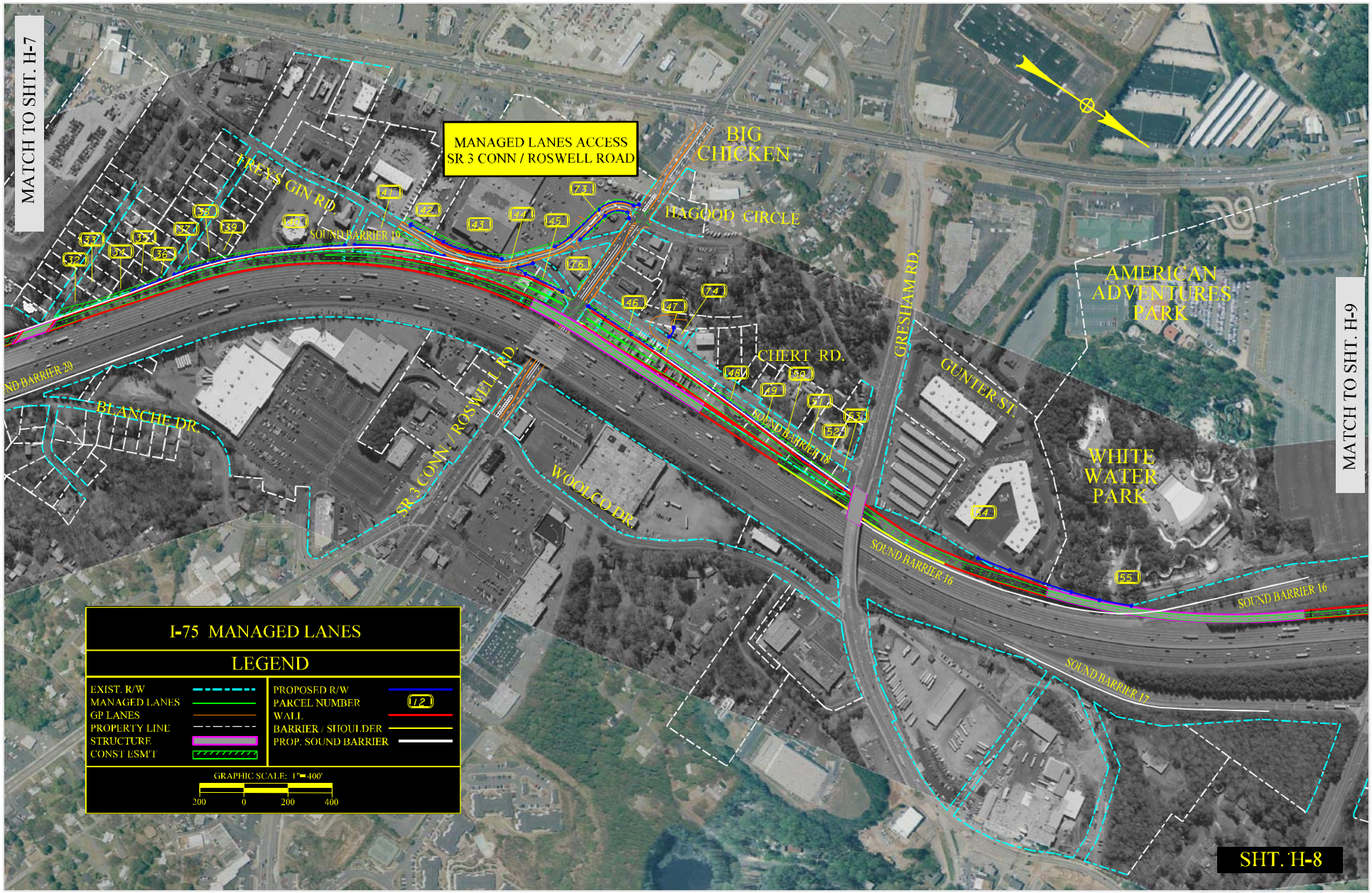

MATCH TO SHT. H-4
I-285 EB RAMP
I-285 WB RAMP
I-285 C-D
I-285 WB
I-285 EB
I-75
AKERS MILL
BEGIN PROJECT
MATCH TO SHT. H-2
T-02
T-02
T-03
T-03
TS-03
TS-03
61
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"=400'
200
0
200
400
SHT. H-3

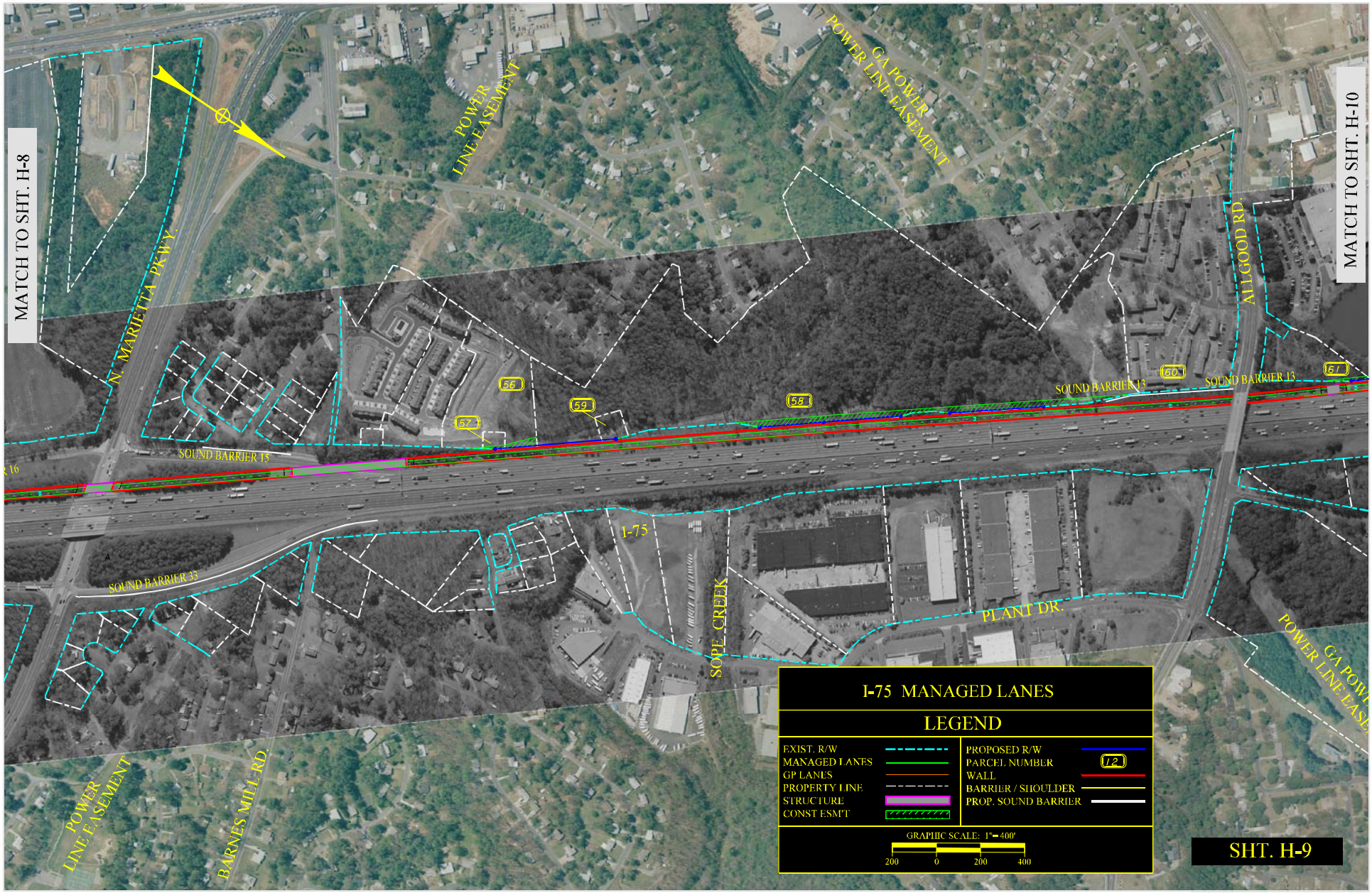

WINDY RIDGE PARKWAY
HERODIAN WAY
CIRCLE 75 PKWY.
WINDY HILL ROAD
SOUND BARRIER 32
WINDY HILL RAMP
WINDY HILL RAMP
INTERSTATE NORTH PKWY.
LELAND DRIVE
SPECTRUM CIRCLE
COBB COUNTY CHAMBER OF COMMERCE
MATCH TO SHT. H-1
MATCH TO SHT. H-5
SHT. H-4
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200 0 200 400

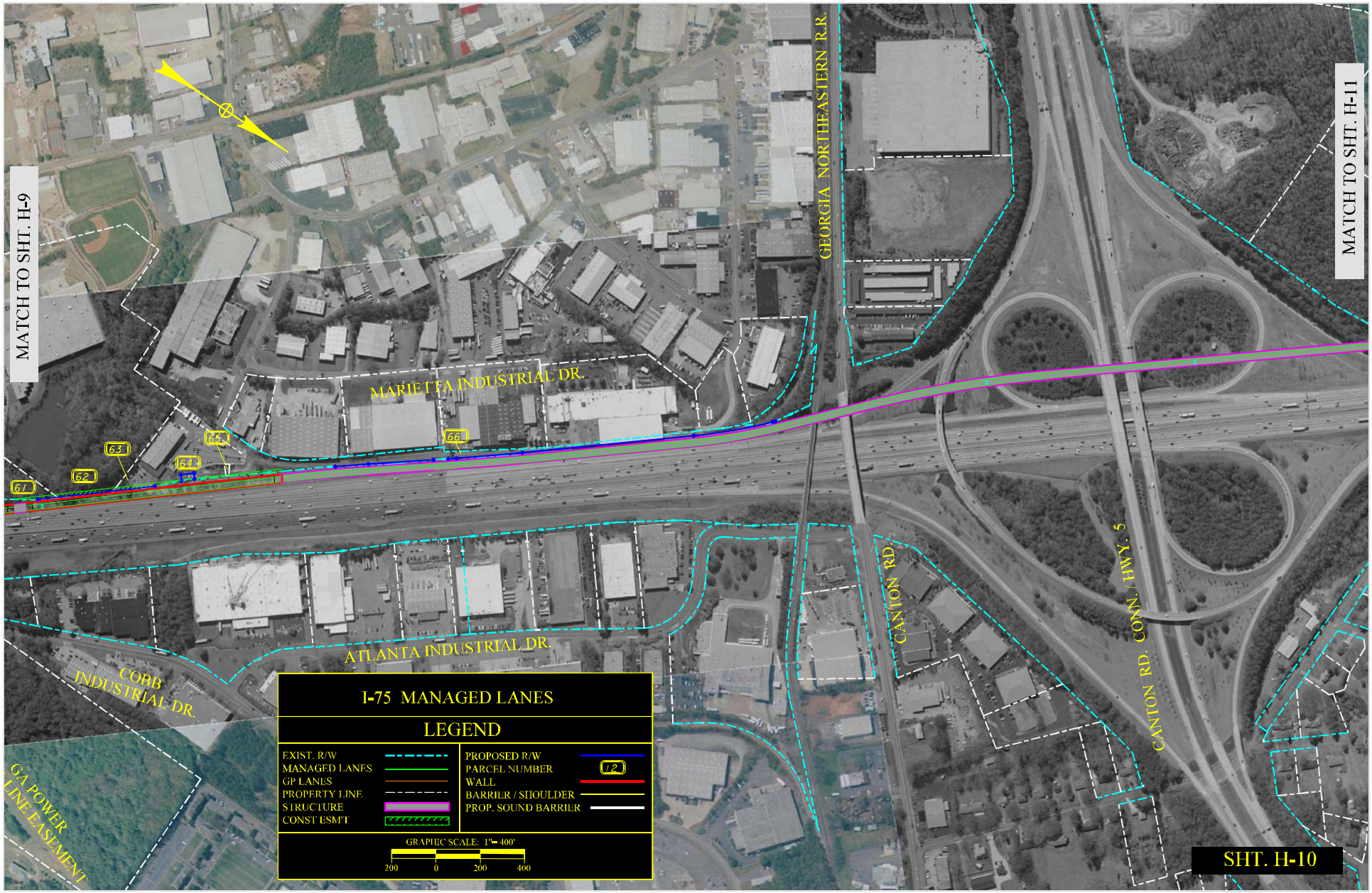

MATCH TO SHT. H-4
MATCH TO SHT. H-6
THE EXCHANGE
SOUND BARRIER 31
SOUND BARRIER 35
SOUND BARRIER 34
I-75
MANAGED LANES ACCESS
TERRELL MILL ROAD
SOUND BARRIER 33
SOUND BARRIER 28
SOUND BARRIER 27
SOUND BARRIER 30
SOUND BARRIER 29
TERRELL MILL RD.
ROTTENWOOD CREEK
06
07
08
09
10
11
12
13
14
15
16
17
18
19
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-5

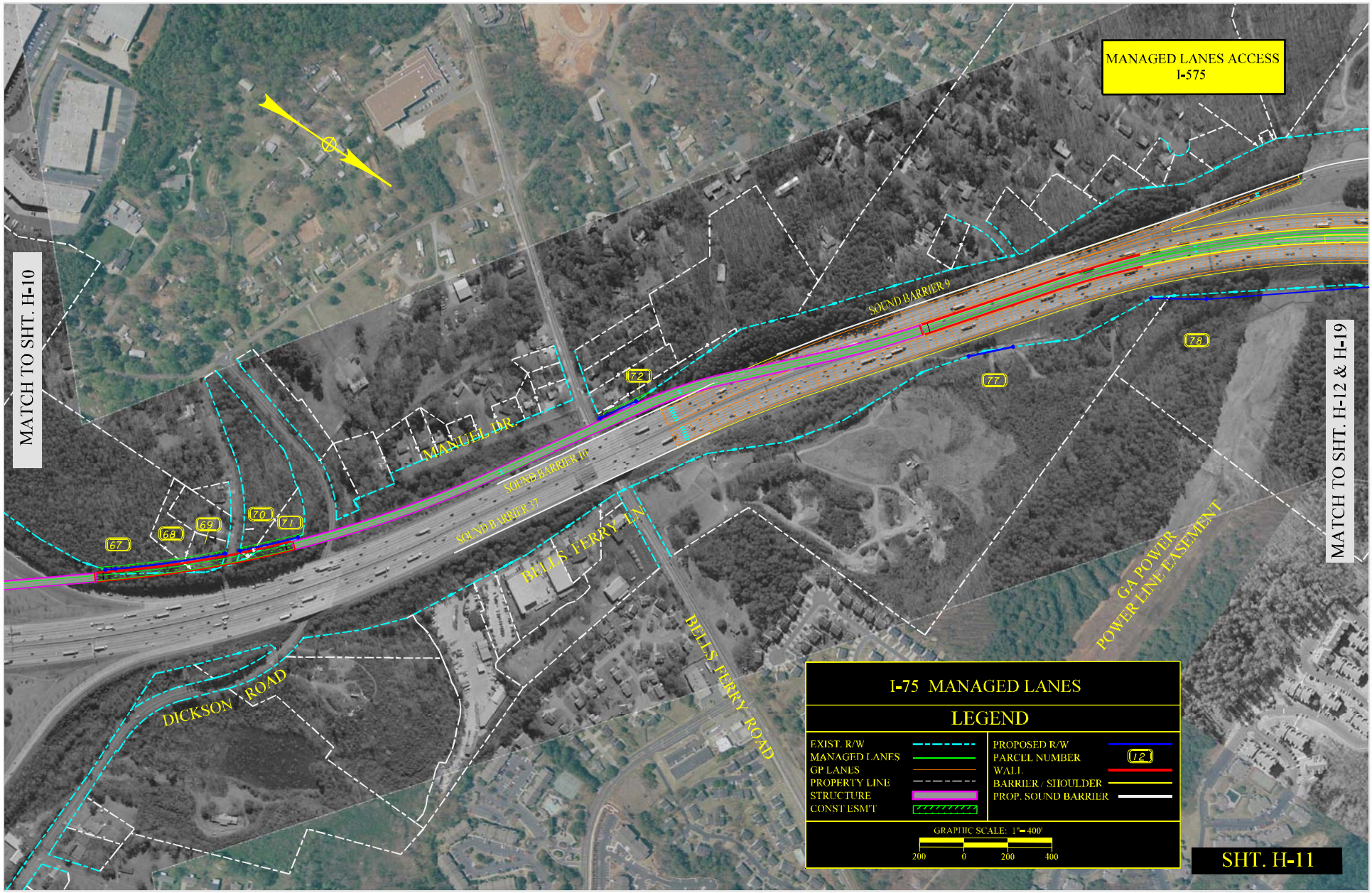

MATCH TO SHT. H-5
MATCH TO SHT. H-7
DELK RD
FRANKLIN SQUARE
FRANKLIN RD.
ROTTENWOOD CREEK
HORE CREEK
SOUND BARRIER 25
SOUND BARRIER 24
SOUND BARRIER 26
SOUND BARRIER 23
SOUND BARRIER 22
SOUND BARRIER 21
FOREST RIDGE DRIVE
19
20
21
22
23
24
25
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200 0 200 400
SHT. H-6

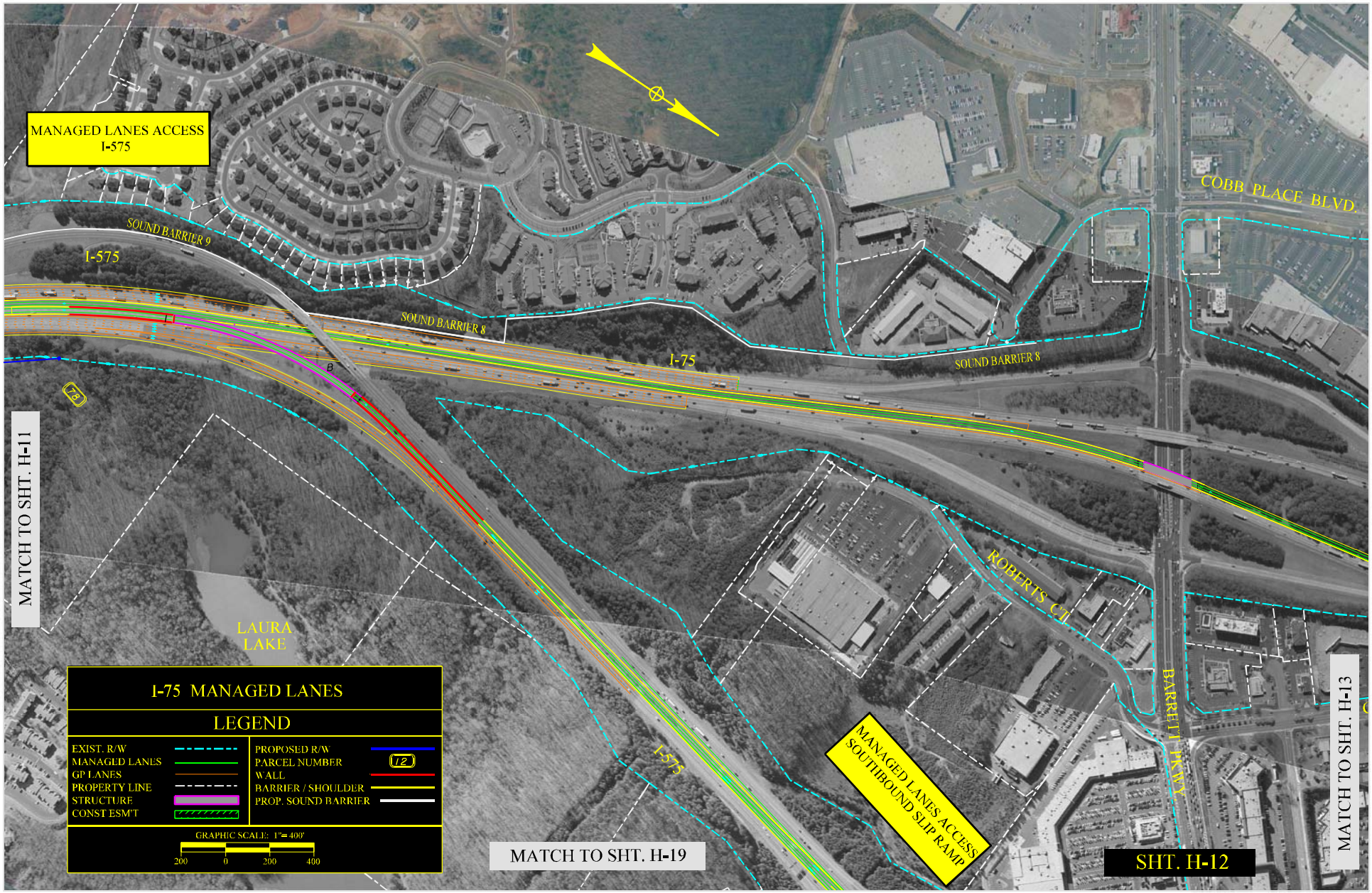

MATCH TO SHT. H-6
MATCH TO SHT. H-8
S. MARIETTA PKWY
FRANKLIN RD
BANBERRY RD
SOUND BARRIER 10
SOUND BARRIER 27
SOUND BARRIER 26
I-75
25
26
27
28
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-7

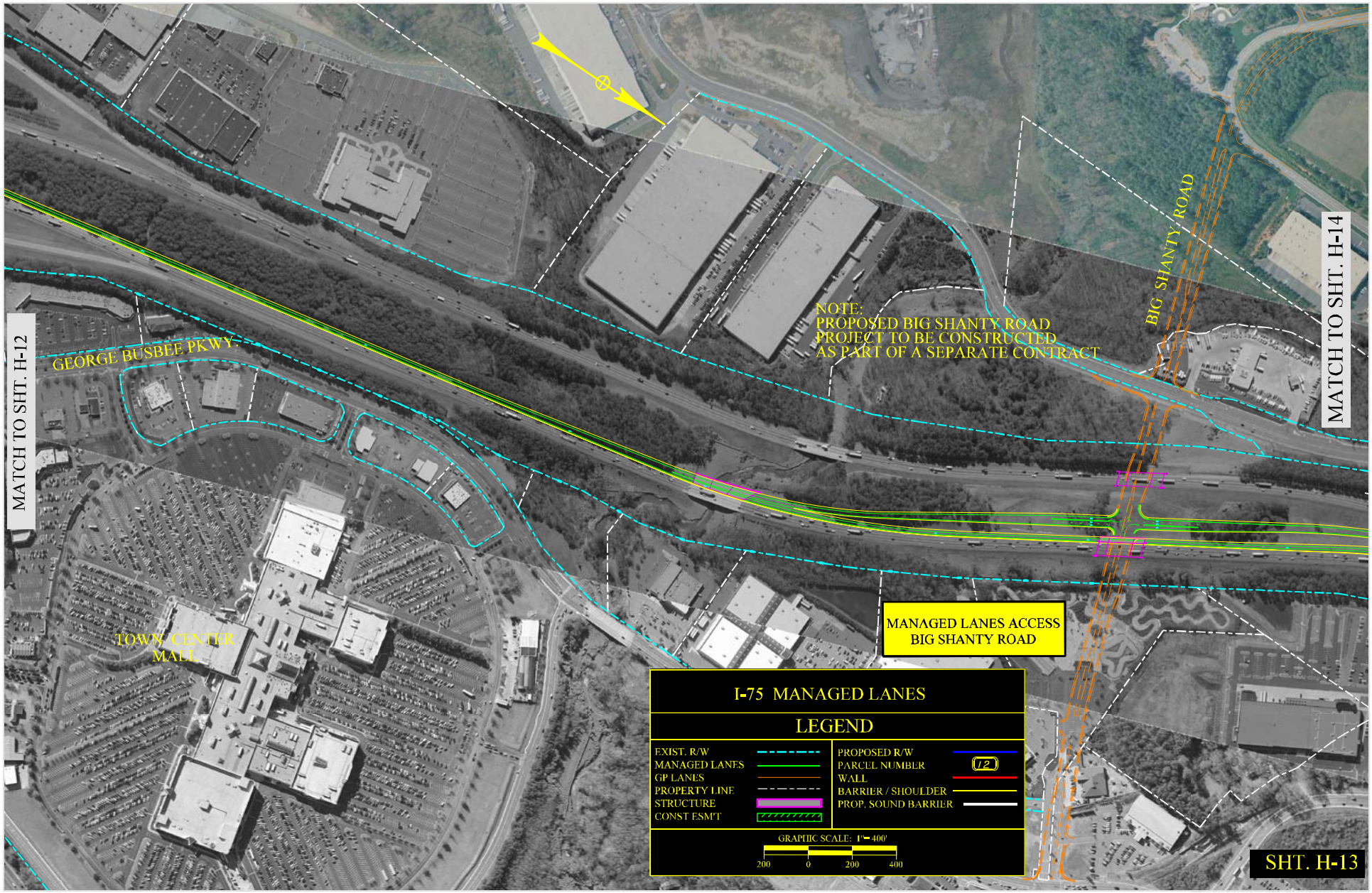

MATCH TO SHT. H-7
MANAGED LANES ACCESS
SR 3 CONN / ROSWELL ROAD
BIG CHICKEN
HAGOOD CIRCLE
TREYS GIN RD.
SOUND BARRIER 19
SOUND BARRIER 20
BLANCHE DR.
SR 3 CONN / ROSWELL RD.
WOOLCO DR.
CHERT RD.
GRESHAM RD.
GUNTER ST.
SOUND BARRIER 18
AMERICAN ADVENTURES PARK
WHITE WATER PARK
SOUND BARRIER 16
SOUND BARRIER 17
MATCH TO SHT. H-9
SHT. H-8
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"=400'
200 0 200 400

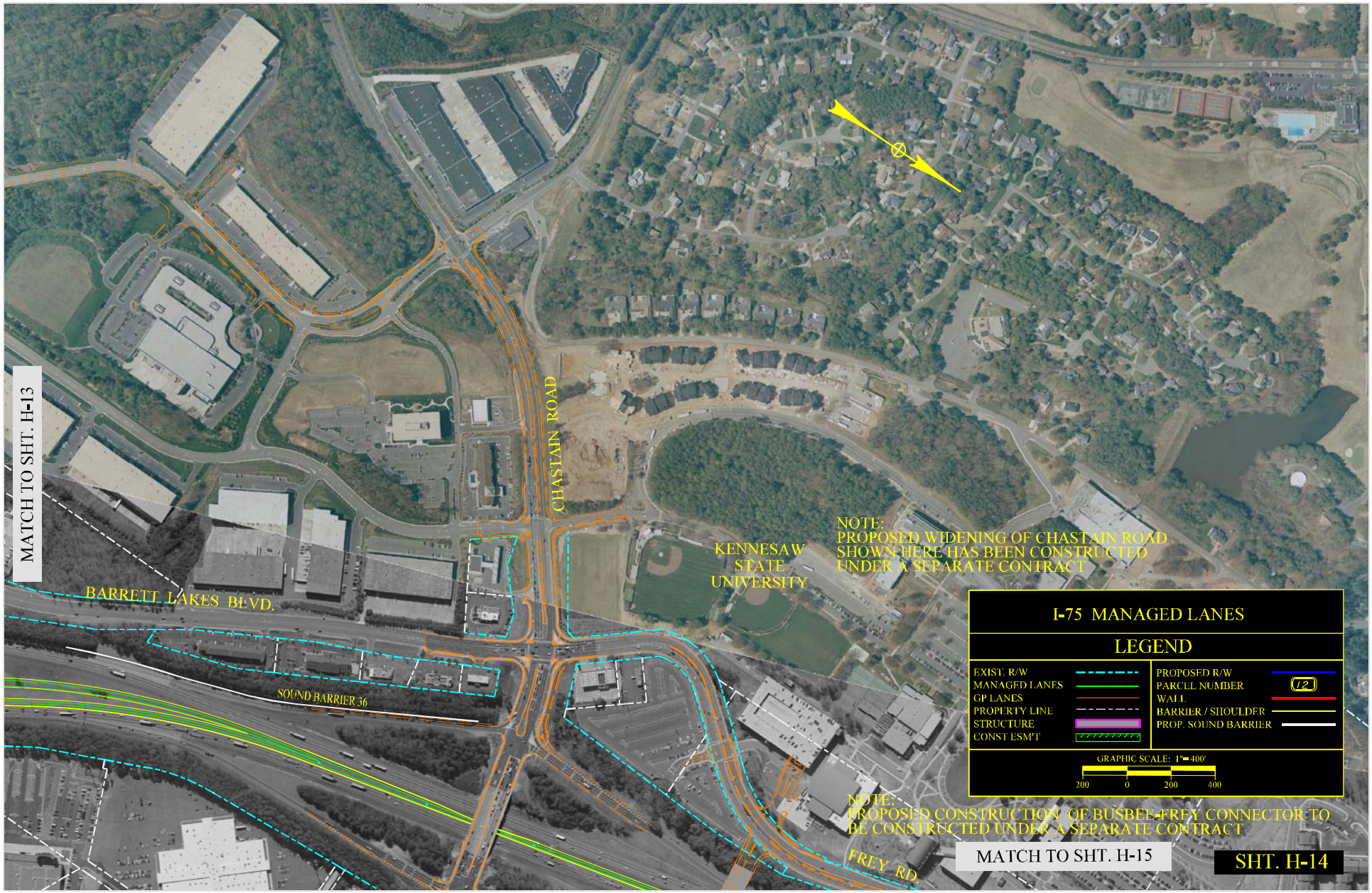

MATCH TO SHT. H-8
MATCH TO SHT. H-10
N. MARIETTA PKWY.
POWER LINE EASEMENT
GA POWER LINE EASEMENT
ALLGOOD RD.
SOUND BARRIER 13
SOUND BARRIER 15
SOUND BARRIER 35
I-75
SOPE CREEK
PLANT DR.
BARNES MILL RD.
POWER LINE EASEMENT
GA POWER LINE EASE
56
57
58
59
60
61
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1" = 400'
200
0
200
400
SHT. H-9

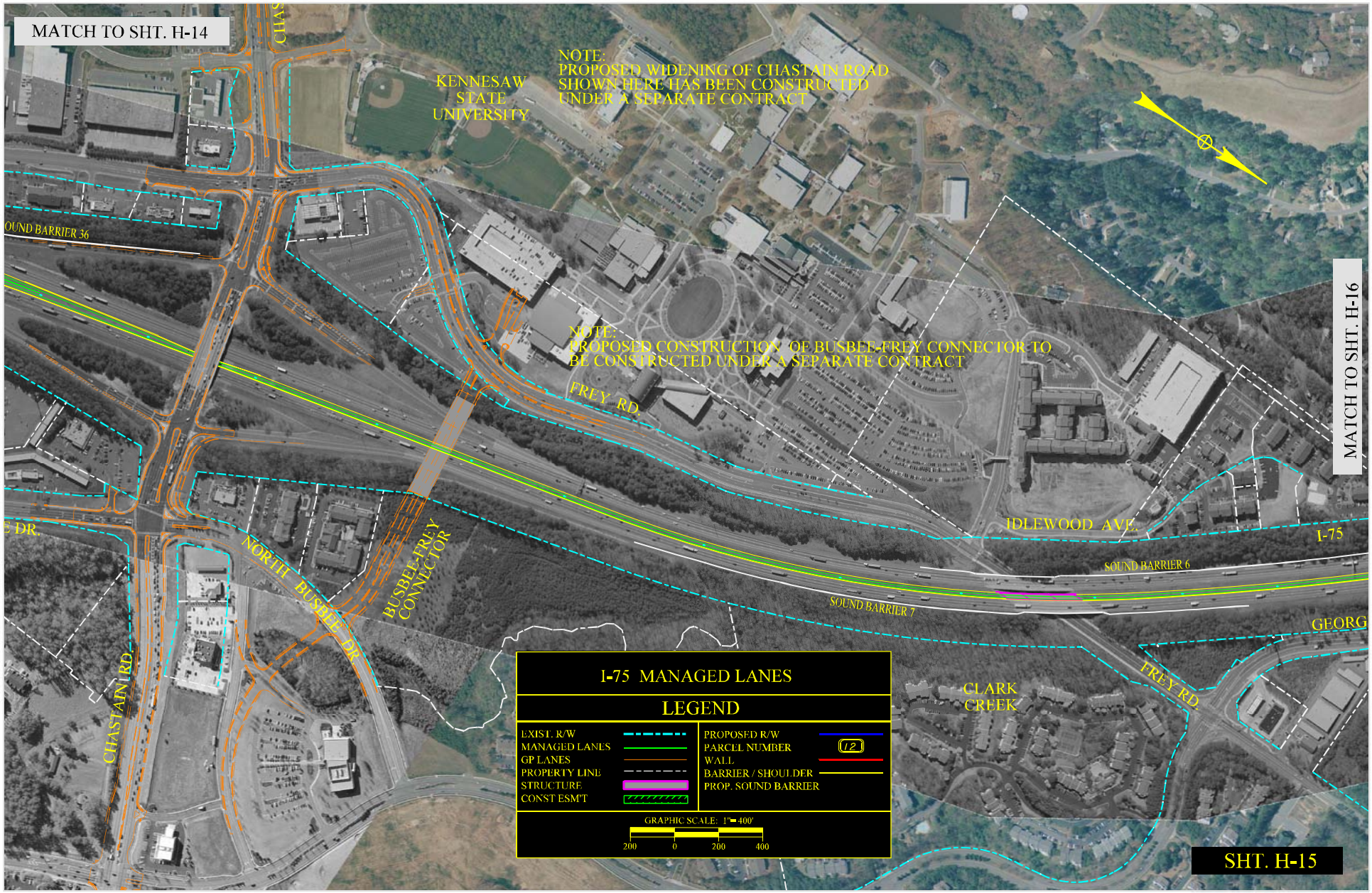

MATCH TO SHT. H-9
MATCH TO SHT. H-11
GEORGIA NORTHEASTERN R.R.
MARIETTA INDUSTRIAL DR.
ATLANTA INDUSTRIAL DR.
COBB INDUSTRIAL DR.
GA POWER LINE EASEMENT
CANTON RD.
CANTON RD. CONN. / HWY. 5
61
62
63
64
65
66
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-10

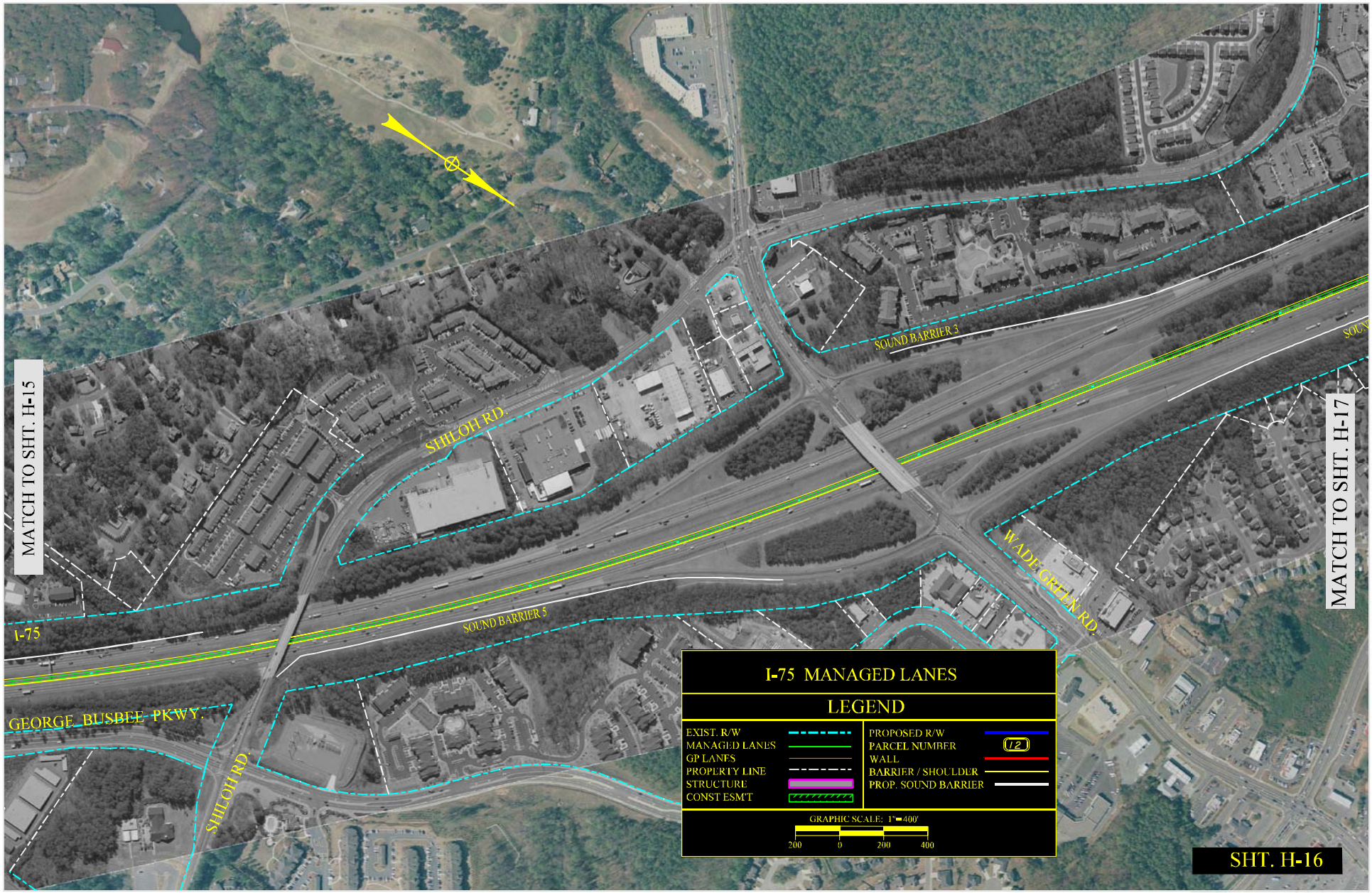

MANAGED LANES ACCESS
I-575
MATCH TO SHT. H-10
MATCH TO SHT. H-12 & H-19
SOUND BARRIER 9
SOUND BARRIER 10
SOUND BARRIER 37
MANUEL DR.
BELLS FERRY LN.
BELLS FERRY ROAD
DICKSON ROAD
GA POWER
POWER LINE EASEMENT
67
68
69
70
71
72
77
78
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200 0 200 400
SHT. H-11

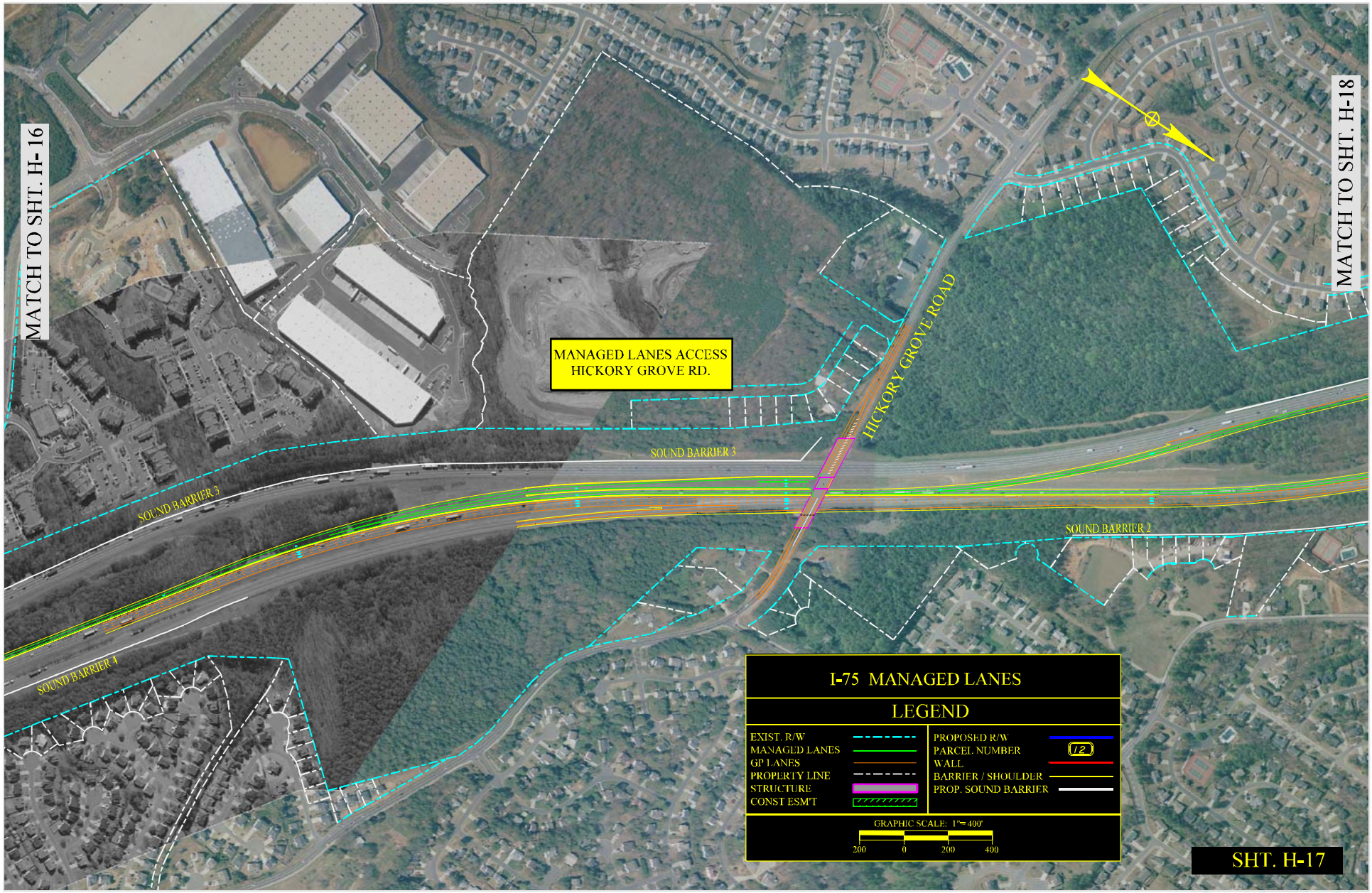

MANAGED LANES ACCESS
I-575
COBB PLACE BLVD.
SOUND BARRIER 9
I-575
SOUND BARRIER 8
I-75
SOUND BARRIER 8
MATCH TO SHT. H-11
LAURA
LAKE
ROBERTS CT.
BARRETT PKWY.
MANAGED LANES ACCESS
SOUTHBOUND SLIP RAMP
I-575
MATCH TO SHT. H-19
SHT. H-12
MATCH TO SHT. H-13
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400

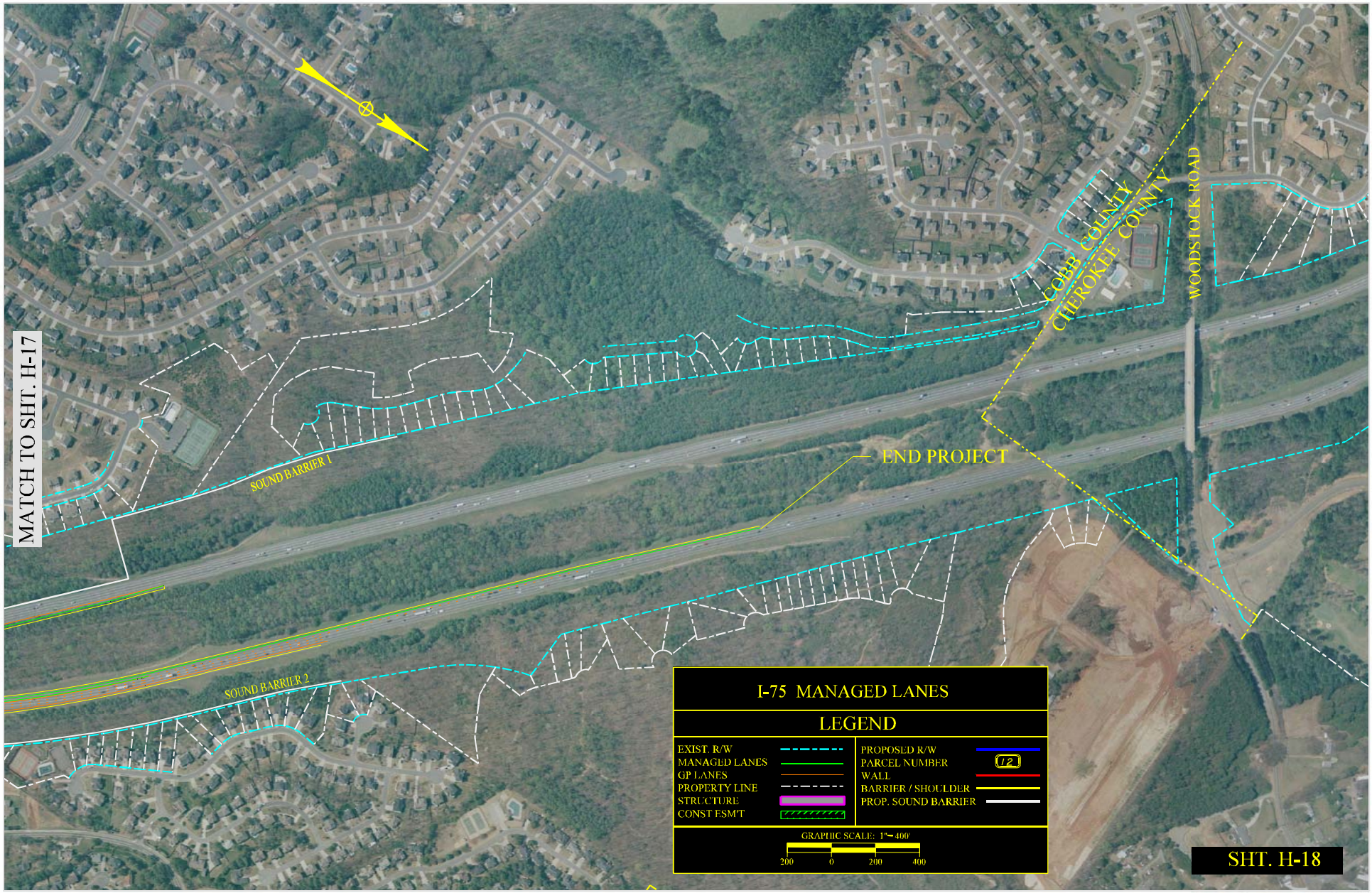

MATCH TO SHT. H-12
GEORGE BUSBEE PKWY.
TOWN CENTER MALL
NOTE:
PROPOSED BIG SHANTY ROAD
PROJECT TO BE CONSTRUCTED
AS PART OF A SEPARATE CONTRACT
BIG SHANTY ROAD
MATCH TO SHT. H-14
MANAGED LANES ACCESS
BIG SHANTY ROAD
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1" = 400'
200 0 200 400
SHT. H-13

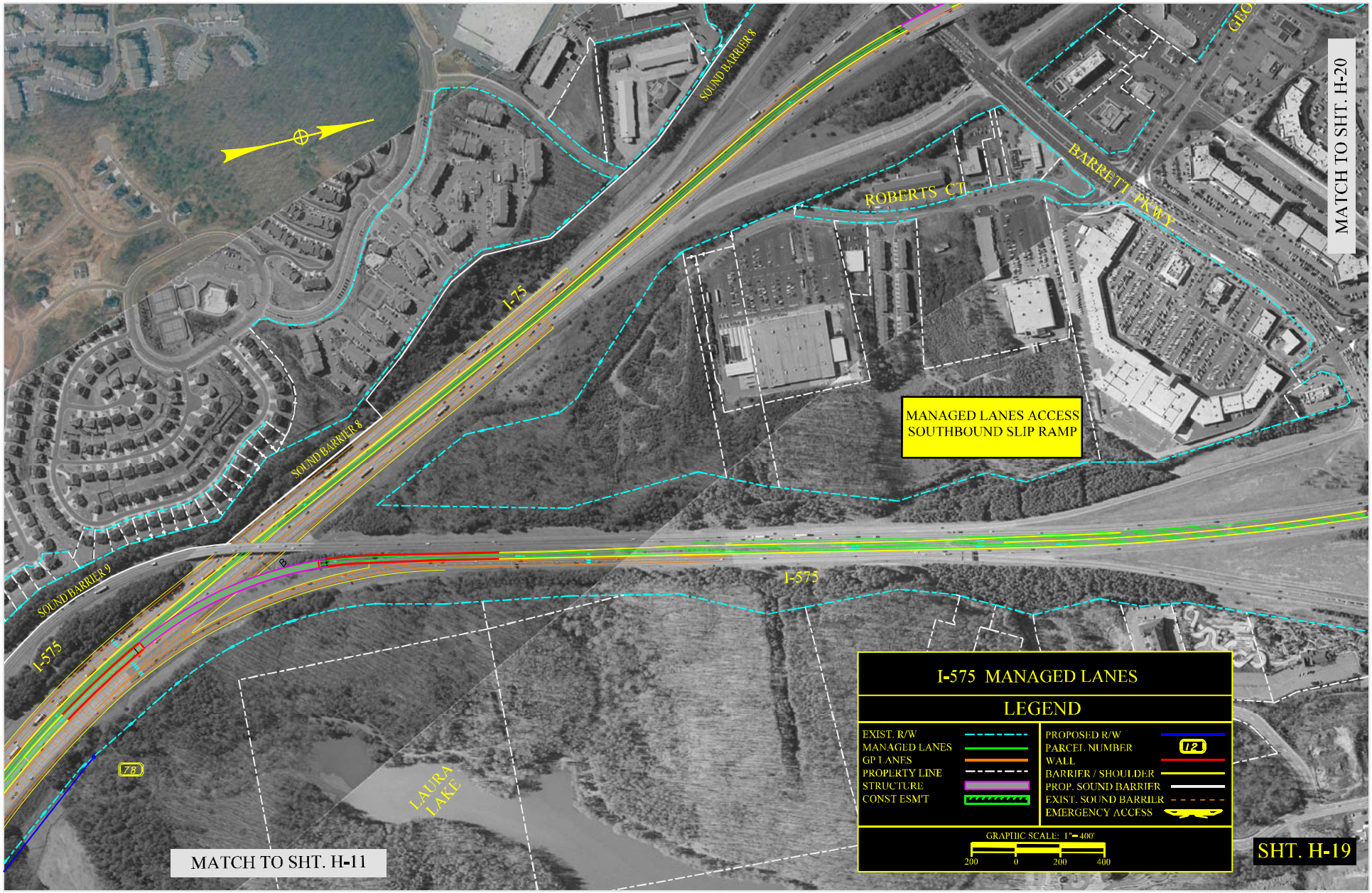

MATCH TO SHT. H-13
CHASTAIN ROAD
BARRETT LAKES BLVD.
SOUND BARRIER 36
KENNESAW STATE UNIVERSITY
NOTE:
PROPOSED WIDENING OF CHASTAIN ROAD SHOWN HERE HAS BEEN CONSTRUCTED UNDER A SEPARATE CONTRACT
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200 0 200 400
NOTE:
PROPOSED CONSTRUCTION OF BUSBEE-FREY CONNECTOR TO BE CONSTRUCTED UNDER A SEPARATE CONTRACT
FREY RD
MATCH TO SHT. H-15
SHT. H-14

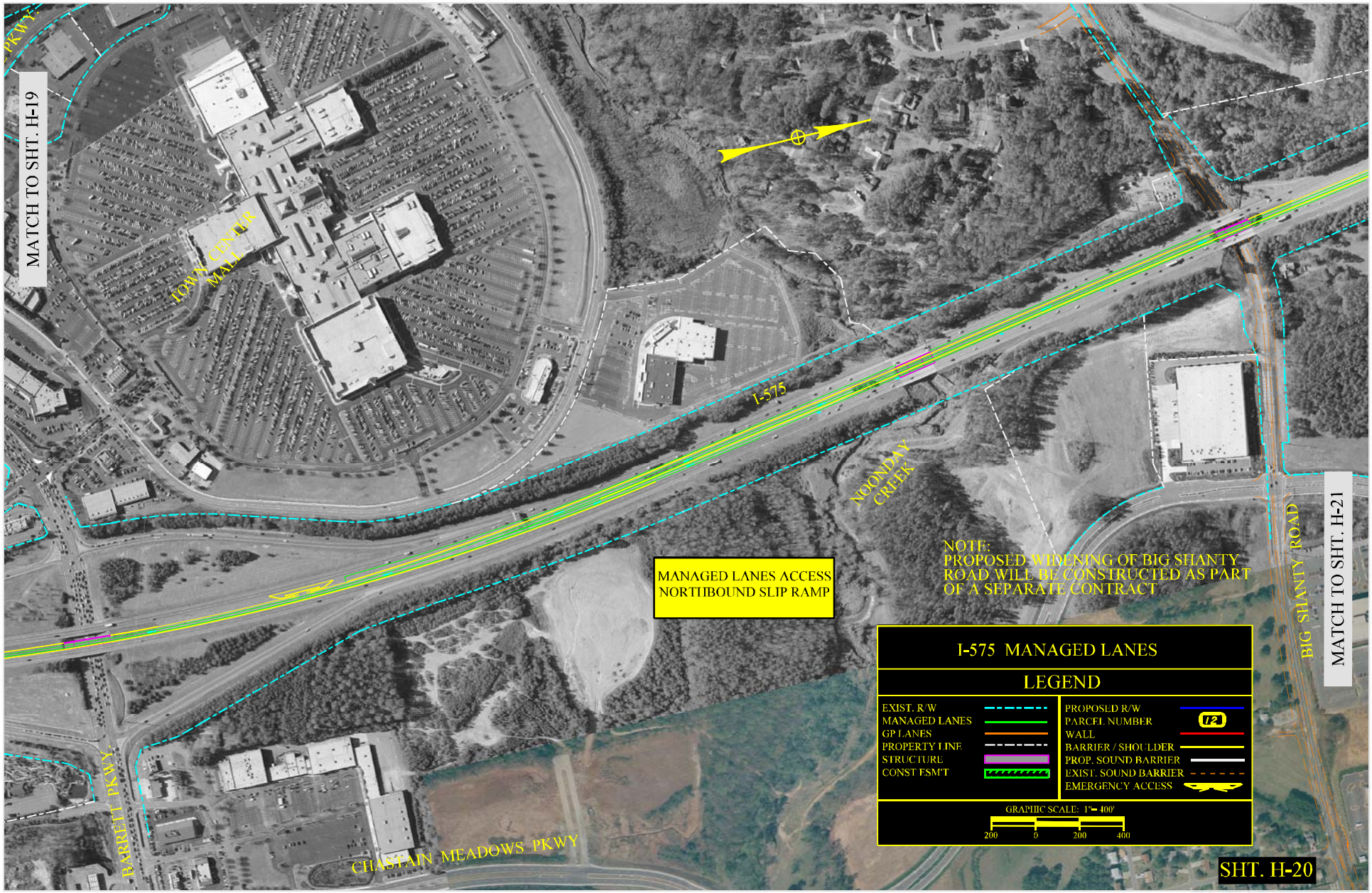

MATCH TO SHT. H-14
NOTE:
PROPOSED WIDENING OF CHASTAIN ROAD
SHOWN HERE HAS BEEN CONSTRUCTED
UNDER A SEPARATE CONTRACT
KENNESAW
STATE
UNIVERSITY
OUND BARRIER 36
NOTE:
PROPOSED CONSTRUCTION OF BUSBEE-FREY CONNECTOR TO
BE CONSTRUCTED UNDER A SEPARATE CONTRACT
FREY RD.
MATCH TO SHT. H-16
IDLEWOOD AVE.
I-75
SOUND BARRIER 6
SOUND BARRIER 7
NORTH BUSBEE DR.
BUSBEE-FREY
CONNECTOR
CHASTAIN RD.
CLARK
CREEK
FREY RD.
GEORG
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"=400'
200 0 200 400
SHT. H-15

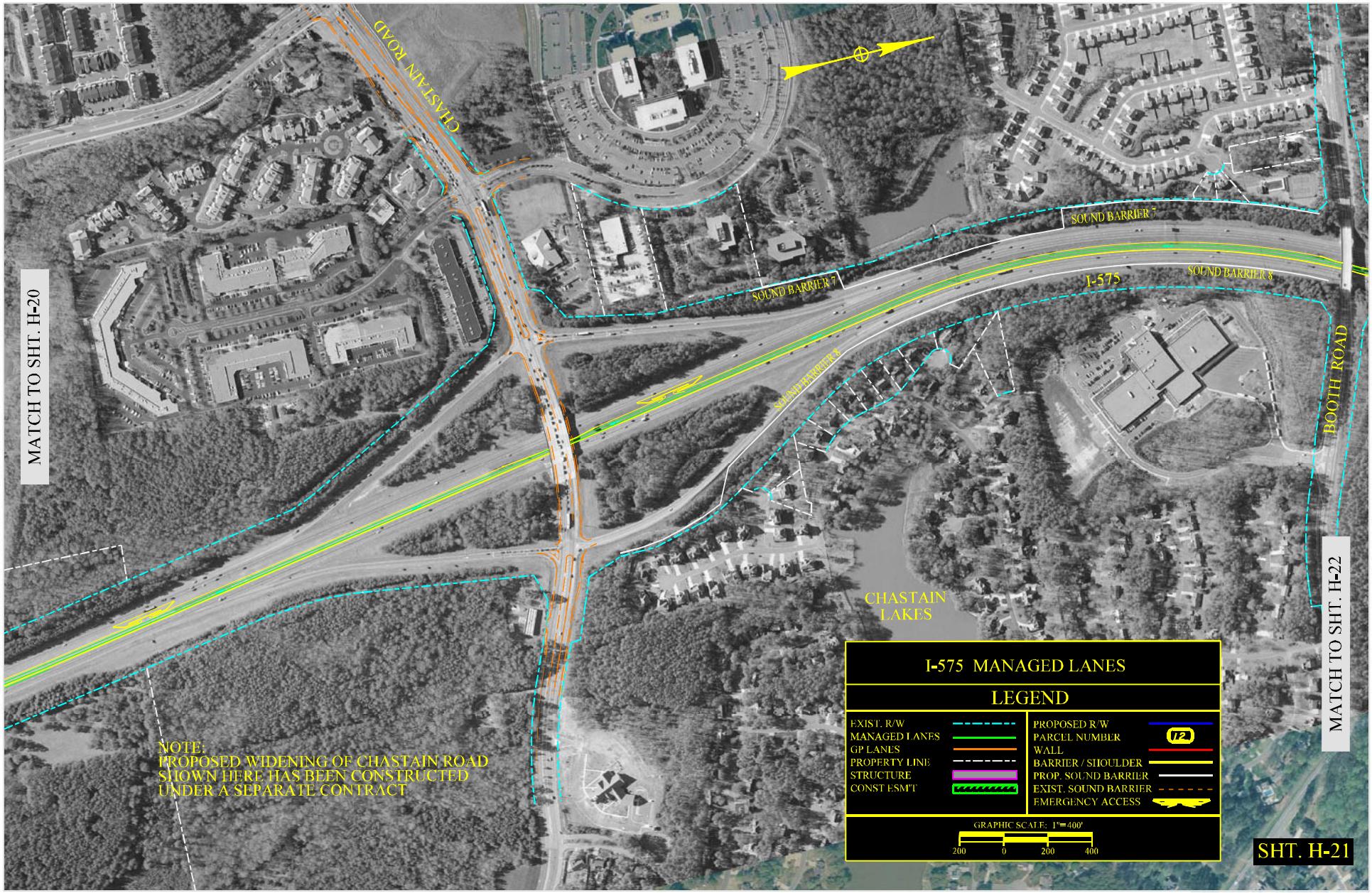

MATCH TO SHT. H-15
MATCH TO SHT. H-17
SHILOH RD.
SOUND BARRIER 3
SOUND BARRIER 5
WADE GREEN RD.
I-75
GEORGE BUSBEE PKWY.
SHILOH RD.
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"=400'
200
0
200
400
SHT. H-16

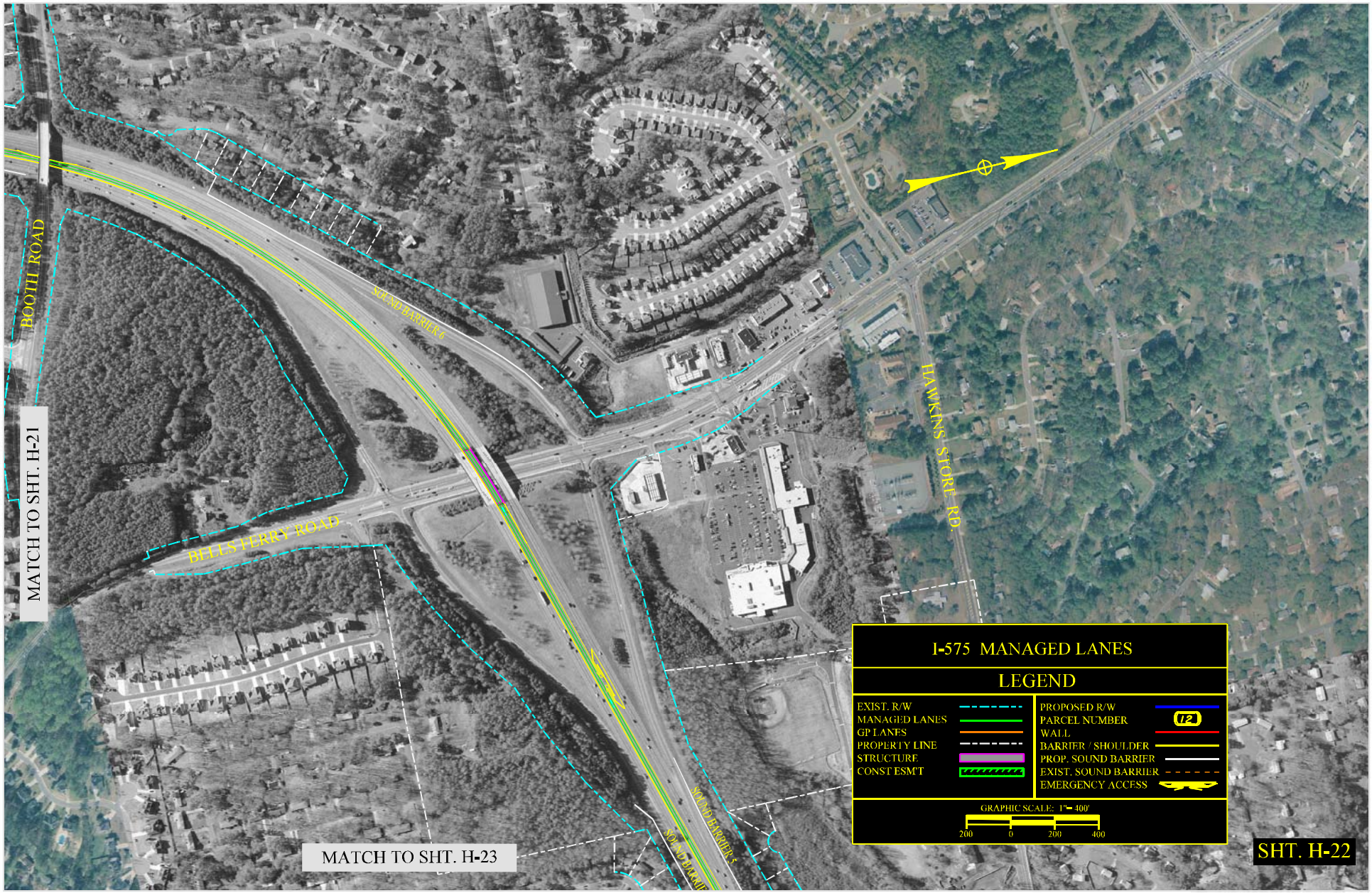

MATCH TO SHT. H- 16
MATCH TO SHT. H-18
MANAGED LANES ACCESS
HICKORY GROVE RD.
HICKORY GROVE ROAD
SOUND BARRIER 3
SOUND BARRIER 3
SOUND BARRIER 2
SOUND BARRIER 4
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-17

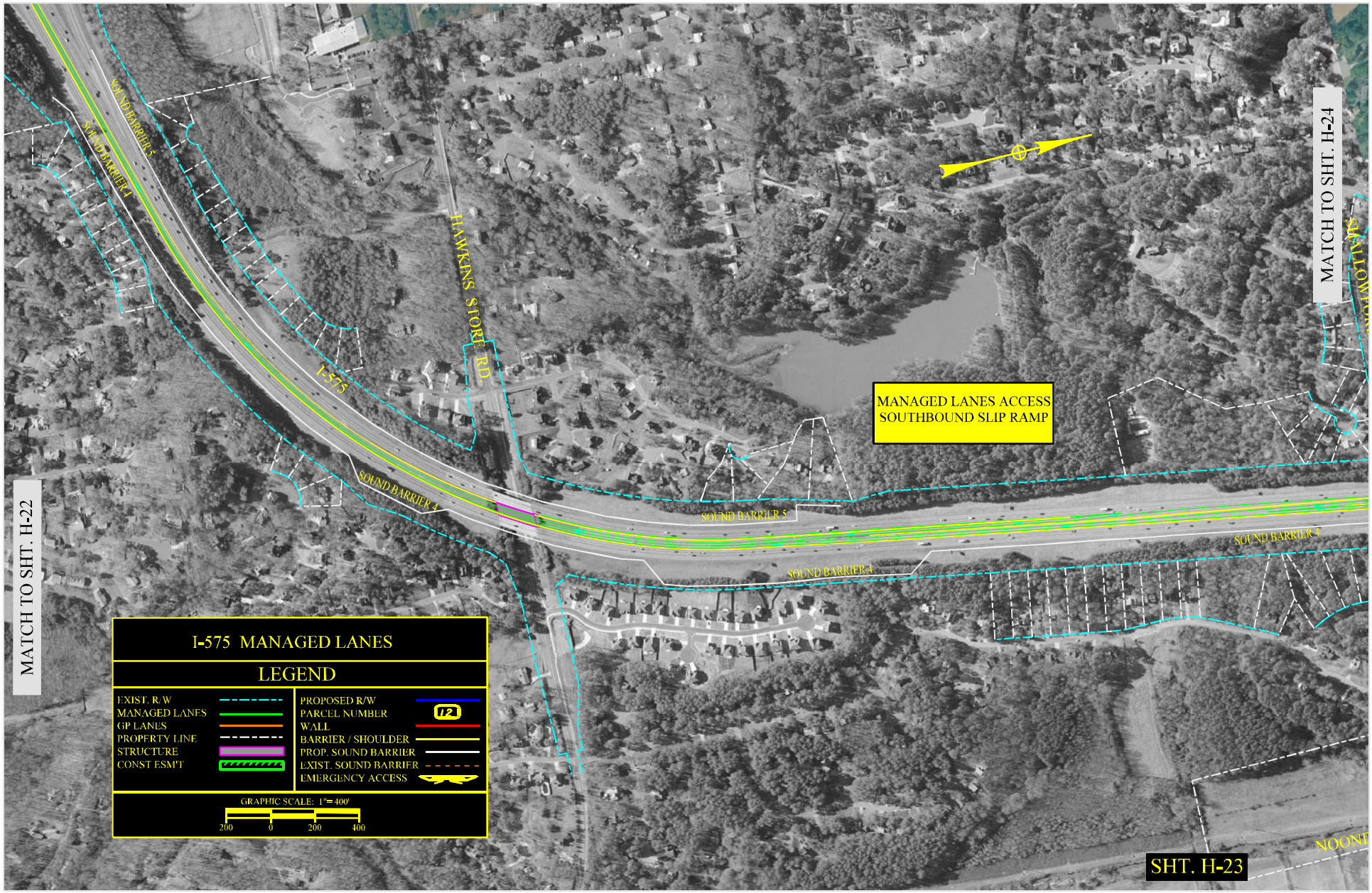

MATCH TO SHT. H-17
SOUND BARRIER 1
SOUND BARRIER 2
END PROJECT
COBB COUNTY
CHEROKEE COUNTY
WOODSTOCK ROAD
I-75 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-18

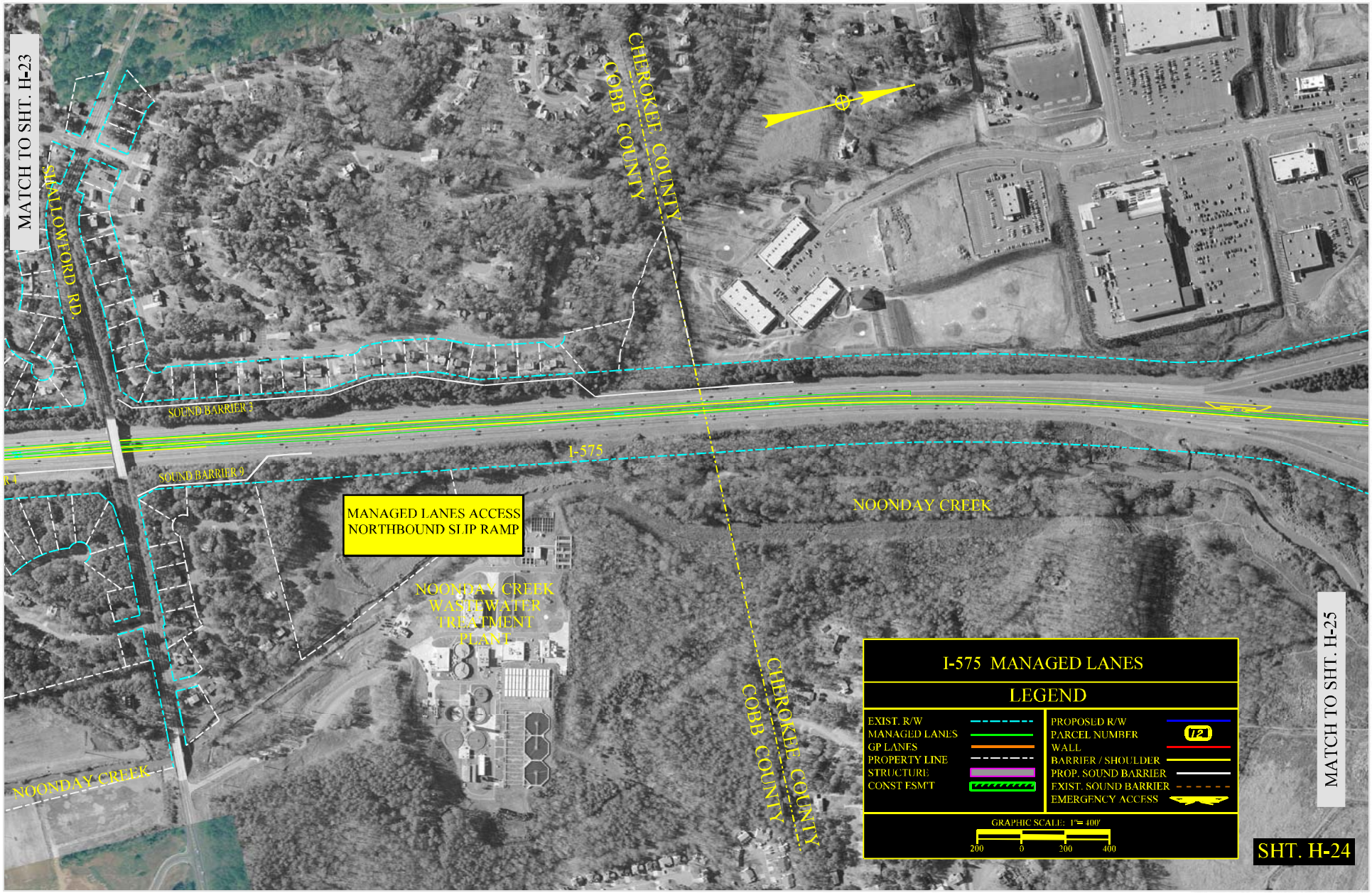

MATCH TO SHT. H-20
SOUND BARRIER 8
ROBERTS CT
BARRETT PKWY
I-75
SOUND BARRIER 8
MANAGED LANES ACCESS
SOUTHBOUND SLIP RAMP
SOUND BARRIER 9
I-575
I-575
LAURA
LAKE
MATCH TO SHT. H-11
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200 0 200 400
SHT. H-19


MATCH TO SHT. H-19
TOWN CENTER MALL
I-575
NOONDAY CREEK
MANAGED LANES ACCESS NORTHBOUND SLIP RAMP
NOTE:
PROPOSED WIDENING OF BIG SHANTY ROAD WILL BE CONSTRUCTED AS PART OF A SEPARATE CONTRACT.
BIG SHANTY ROAD
MATCH TO SHT. H-21
BARRETT PKWY.
CHASTAIN MEADOWS PKWY
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200 0 200 400
SHT. H-20

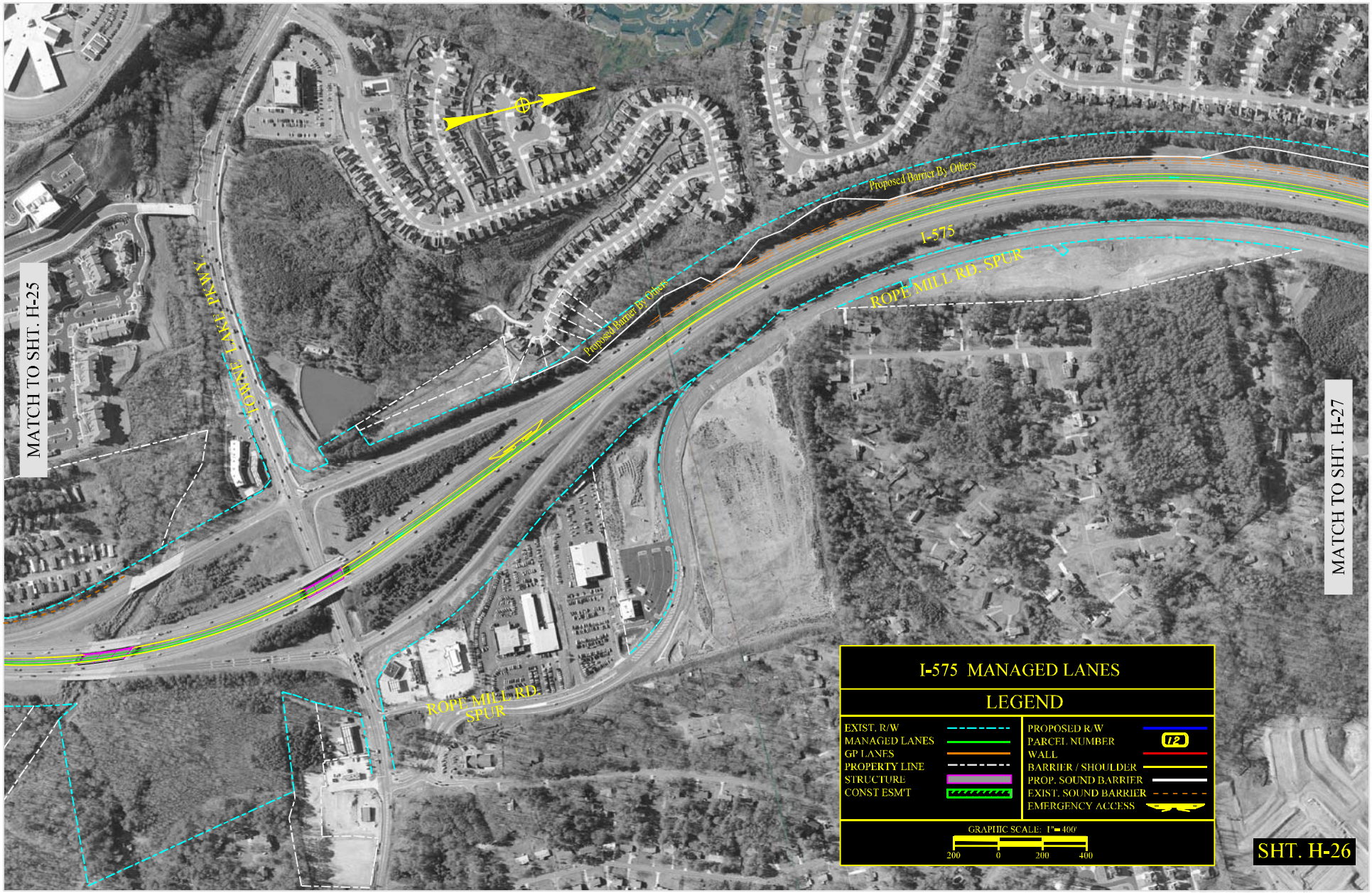

CHASTAIN ROAD
SOUND BARRIER 7
SOUND BARRIER 7
I-575
SOUND BARRIER 8
SOUND BARRIER 8
BOOTH ROAD
MATCH TO SHT. H-20
MATCH TO SHT. H-22
CHASTAIN LAKES
NOTE:
PROPOSED WIDENING OF CHASTAIN ROAD SHOWN HERE HAS BEEN CONSTRUCTED UNDER A SEPARATE CONTRACT
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"=400'
200
0
200
400
SHT. H-21

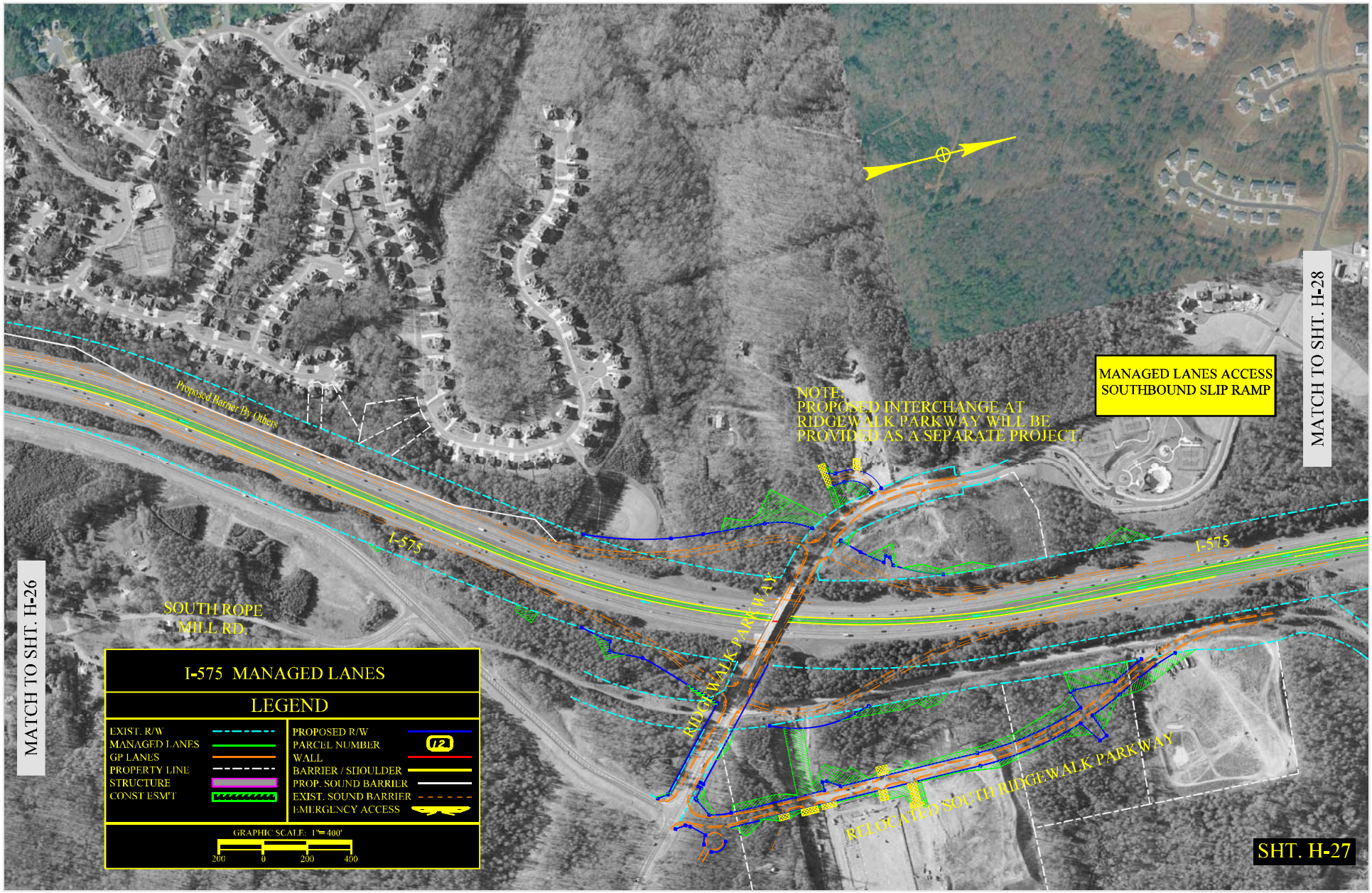

BOOTH ROAD
SOUND BARRIER 6
BELLS FERRY ROAD
HAWKINS STORE RD.
SOUND BARRIER 5
MATCH TO SHT. H-21
MATCH TO SHT. H-23
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-22

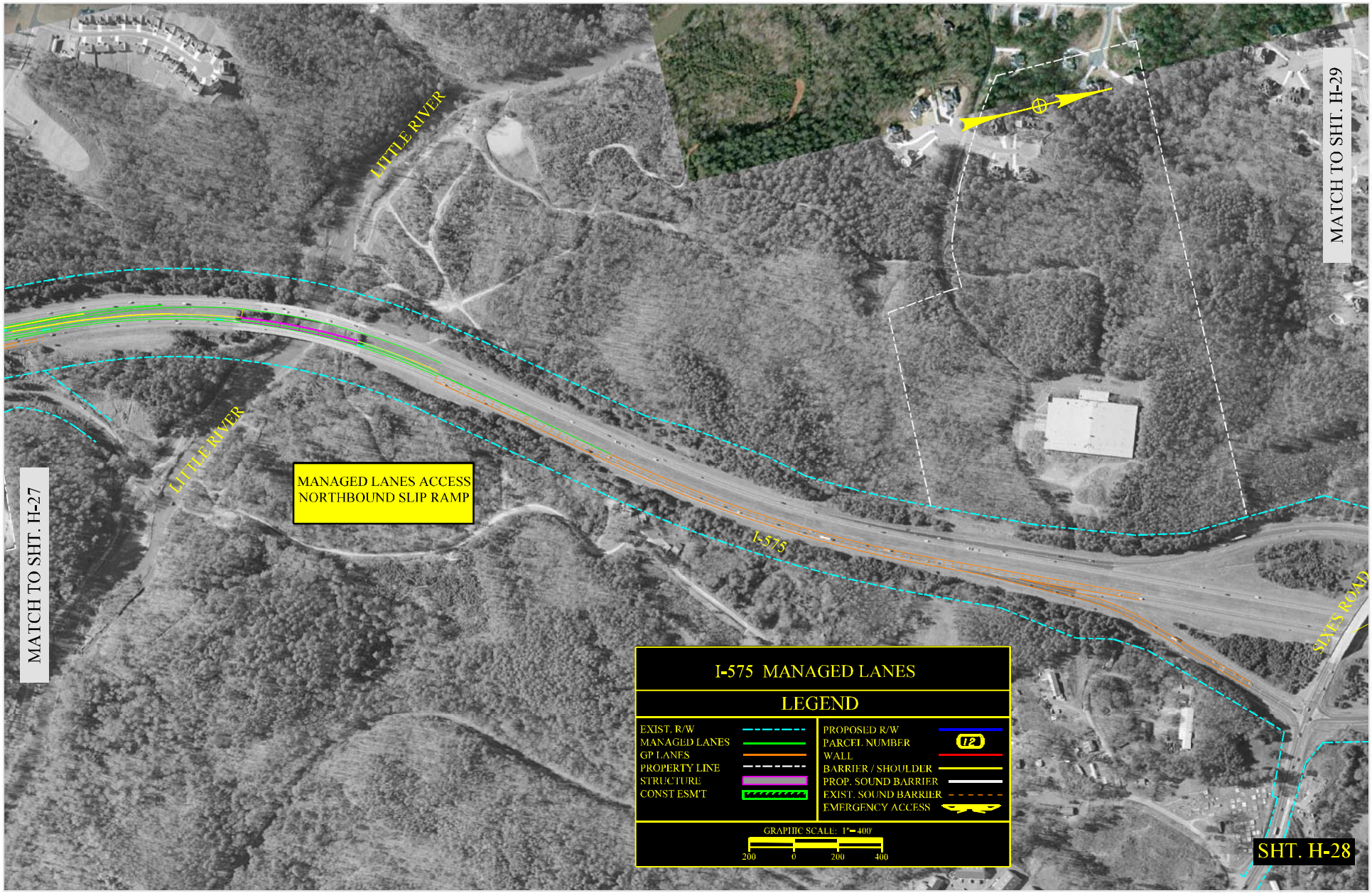

MATCH TO SHT. H-22
MATCH TO SHT. H-24
I-575
HAWKINS STORE RD.
MANAGED LANES ACCESS
SOUTHBOUND SLIP RAMP
SOUND BARRIER 4
SOUND BARRIER 5
SOUND BARRIER 1
SOUND BARRIER 2
SOUND BARRIER 3
SOUND BARRIER 4
SOUND BARRIER 5
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200 0 200 400
SHT. H-23

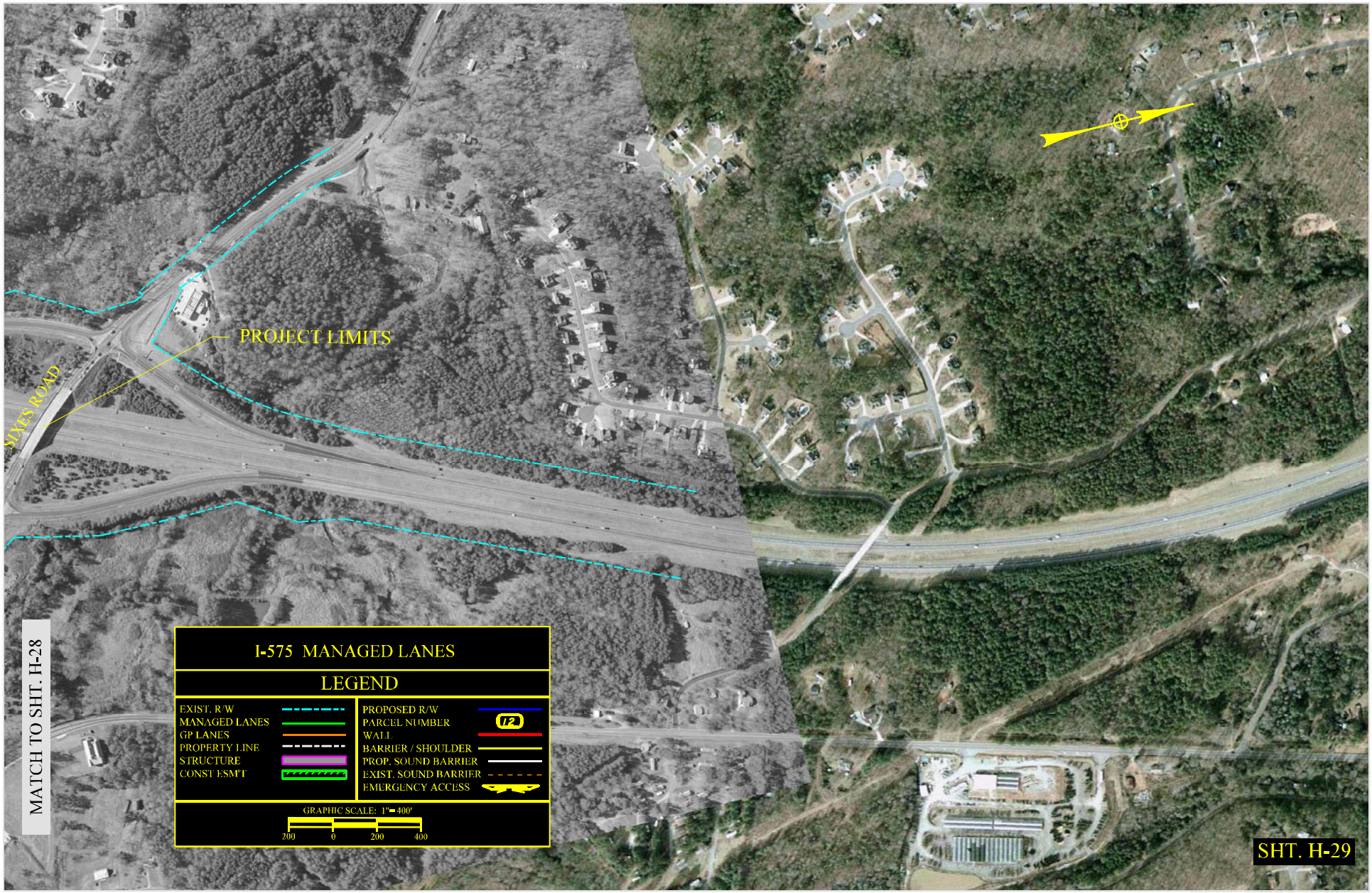

MATCH TO SHT. H-23
SWALLOWFORD RD.
CHEROKEE COUNTY
COBB COUNTY
SOUND BARRIER 3
I-575
SOUND BARRIER 9
MANAGED LANES ACCESS
NORTHBOUND SLIP RAMP
NOONDAY CREEK
NOONDAY CREEK
WASTEWATER
TREATMENT
PLANT
NOONDAY CREEK
CHEROKEE COUNTY
COBB COUNTY
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400
MATCH TO SHT. H-25
SHT. H-24


E. ALABAMA RD. (SR 92)
I-575
SOUND BARRIER 2
DUPREE ROAD
SOUND BARRIER 1
MATCH TO SHT. H-24
MATCH TO SHT. H-26
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-25


MATCH TO SHT. H-25
MATCH TO SHT. H-27
Proposed Barrier By Others
Proposed Barrier By Others
I-575
ROPE MILL RD. SPUR
TOWNE LAKE PKWY.
ROPE MILL RD. SPUR
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESMT
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-26


MATCH TO SHT. H-26
MATCH TO SHT. H-28
MANAGED LANES ACCESS
SOUTHBOUND SLIP RAMP
NOTE:
PROPOSED INTERCHANGE AT
RIDGEWALK PARKWAY WILL BE
PROVIDED AS A SEPARATE PROJECT.
Proposed Barrier By Others
I-575
I-575
SOUTH ROPE
MILL RD.
RIDGEWALK PARKWAY
RELOCATED SOUTH RIDGEWALK PARKWAY
SHT. H-27
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400


LITTLE RIVER
LITTLE RIVER
MANAGED LANES ACCESS
NORTHBOUND SLIP RAMP
I-575
SYKES ROAD
MATCH TO SHT. H-27
MATCH TO SHT. H-29
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"= 400'
200
0
200
400
SHT. H-28


PROJECT LIMITS
SIXES ROAD
MATCH TO SHT. H-28
I-575 MANAGED LANES
LEGEND
EXIST. R/W
MANAGED LANES
GP LANES
PROPERTY LINE
STRUCTURE
CONST ESM'T
PROPOSED R/W
PARCEL NUMBER
12
WALL
BARRIER / SHOULDER
PROP. SOUND BARRIER
EXIST. SOUND BARRIER
EMERGENCY ACCESS
GRAPHIC SCALE: 1"=400'
200 0 200 400
SHT. H-29