DEPARTMENT OF TRANSPORTATION

1890 County Services Parkway
Marietta, Georgia 30008-4014
Phone: (770) 528-1600 Fax: (770) 528-1601

December 2, 2010

Thank you for attending the public information/detour open house for STP00-0222-01(001), P.I. No. 752300, the proposed I-285 at Atlanta Road Interchange Improvements project. In this handout package you will find a project description, a description of the proposed detour route, project location map, detour map and comment card. It should be noted that the project has been revised since the previous public information meeting. A description of the project and all revisions are outlined in the attached handout.

As you enter the room, you will notice displays of the proposed project and the proposed detour route. Cobb County Department of Transportation representatives, who can be identified by the nametags, are available to discuss the project and detour route as well as answer any questions you may have associated with the project. Please take this opportunity to discuss the proposed project/detour route with a Department representative. There will be no formal presentation.

You may complete a comment card and deposit it into the box provided here or send in written comments about the project/detour route until December 16, 2010. Written comments should be sent to Mr. Bryan Ricks, District 2 Engineer, Cobb County Department of Transportation, 1890 County Services Parkway, Marietta, Georgia 30008. Comments can also be made via the web at ***www.dot.ga.gov***. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays will be available for review for ten days after the public information/detour open house at the Cobb County Department of Transportation located at 1890 County Services Parkway, Marietta, Georgia 30008 and the Georgia Department of Transportation District 7 Area 2 office located at 1269 Kennestone Circle, Marietta, Georgia 30066. The displays can also be viewed at the Cobb County Department of Transportation website at http://dot.cobbcountyga.gov/public-meeting.htm as well as the Georgia Department of Transportation Public Outreach website mentioned previously. A copy of all comments received will be available for public review at the Cobb County Department of Transportation and at the Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308, as soon as compilation is completed.

Again, thank you for attending this public information/detour open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Mr. Bryan Ricks, P.E., Cobb County District 2 Engineer at 770-528-4361 or Mr. Larry Bowman at 404-631-1362 of the Office of Environmental Services.

Sincerely,

Faye DiMassimo, Director
Cobb County Department of Transportation

BR/sds
Attachments

Interstate 285 at Atlanta Road Interchange Improvements
STP00-0222-01(001), P.I. No. 752300
Cobb County, Georgia

PROJECT DESCRIPTION

The proposed project would replace the existing twin bridges over I-285 with a single, four-span bridge at approximately the same location. A previous design, displayed at the public information open house on March 8, 2007, proposed a two-lane loop ramp that would have required building a new bridge over the CSX Railroad line. The current design utilizes a tight urban diamond interchange that does not involve the CSX Railroad line (refer to the attached Project Location Map).

The new bridge would include a number of additions to improve traffic operations at the interchange. Double left-turn lanes would be constructed eastbound onto the I-285 northbound entrance ramp. To accommodate the dual left turns, the northbound entrance ramp would be realigned and modified from a single lane ramp to a two lane ramp. The southbound entrance ramp would be widened to allow for two lanes before merging into a single lane at the I-285 entrance. The I-285 southbound exit ramp would also be widened to accommodate dual left-turn and dual right-turn movements. Additional improvements include the construction of a westbound deceleration lane and a third westbound lane to serve as a free flow right-turn lane from the I-285 southbound off ramp to Pine Street. Twelve-foot urban shoulders would be constructed to include a 5-foot sidewalk, and a bicycle lane would be added from Pine Street to Brownwood Lane.

The new bridge would be 167 feet longer than the existing structures to accommodate the future expansion of I-285. The longer bridge assumes that I-285 will be expanded to include 10 general purpose lanes (five in each direction) and 10 lanes of collector-distributor roads (five in each direction).

Although the full expansion of I-285 would occur in the future, southbound and northbound auxiliary lanes (one in each direction) would be constructed between Atlanta Road and Paces Ferry Road as part of this project. To accommodate the auxiliary lanes and to accommodate the future addition of general purpose lanes along I-285, the existing Orchard Road (CR 1921) bridge over I-285 would be reconstructed adjacent to its present location.

Noise Barriers

Two methods are used for predicting a noise impact. The first is a comparison of predicted noise levels with the noise abatement criteria established by 23 CFR Part 772. A 67 dBA Leq criterion has been established for schools, libraries, residences, churches, playgrounds and recreational areas and a 72 dBA Leq criterion has been established for commercial activities. Any predicted noise level that approaches or exceeds the applicable noise abatement criterion is considered an impact. For the purposes of this study, approach means within 1 dBA of the noise abatement criterion. In accordance with 23 CFR 772, noise abatement measures for reducing or eliminating noise impacts along the proposed corridor were evaluated for all noise

sensitive sites which exceeds the noise abatement criteria. Noise barriers as a form of abatement were found to be appropriate for the project and are discussed below.

Barrier 1 would be located along the southbound lanes of I-285 between Paces Ferry Road and Orchard Road. Barrier 1 would begin on the entrance ramp from Paces Ferry Road to I-285 southbound. The barrier would be located just inside the existing right-of-way or in some areas, on the proposed retaining walls. Barrier 1 would have an approximate length of 2,778 feet and would have heights varying between nine and 20 feet. Barrier 1 would adequately abate 15 impacted receivers and benefit two.

Barrier 2 would be located along the southbound lanes of I-285 between Orchard Road and Cumberland Parkway SE. Barrier 2 would begin just south of the Orchard Road overpass and continue southward for approximately 2,314 feet to the Cumberland Parkway overpass. The barrier would be located just inside the existing right-of-way or in some areas, on the proposed retaining walls. The barrier would have heights varying between 14 and 24 feet. Barrier 2 would adequately abate 29 impacted receivers and benefit seven.

Barrier 3 would be located along the southbound lanes of I-285 and would begin approximately 515 feet south of the Cumberland Parkway overpass. The barrier would continue southward for approximately 812 feet and be located just inside the existing right-of-way or in some areas, on the proposed retaining walls. Barrier 3 would have heights varying between 14 and 22 feet and would adequately abate three impacted structures (representing 14 impacted receivers) and benefit one.

Barrier 4 was analyzed along the Atlanta Road on-ramp to I-285 northbound. The barrier length would be approximately 1,307 feet with heights varying between nine and 19 feet. The barrier would be located on proposed retaining walls would adequately abate two structures (representing four impacted receivers) and benefit another structure (representing four receivers).

Barrier 5 was analyzed along the northbound lanes of I-285 and begins just north of the Cumberland Parkway overpass. The barrier length would be approximately 2,195 feet with heights varying between 11 and 16 feet. The barrier would be located just inside the existing right-of-way or in some areas on proposed retaining walls and would adequately abate four structures (representing 16 impacted receivers) and benefit one structure (representing four units).

Barrier 6 was analyzed along the northbound lanes of I-285 and begins just north of the Orchard Road overpass. The barrier length would be approximately 2,658 feet with heights varying between 10 and 24 feet. The barrier would be located just inside the existing right-of-way or in some areas on proposed retaining walls and would adequately abate three structures (representing 18 impacted receivers) and benefit five structures (representing 22 receivers).

Barrier 7 would be located on the entrance ramp to I-285 southbound from Atlanta Road and would be approximately 500 feet with heights varying from six to 12 feet. The barrier would be located on a proposed retaining wall and would adequately abate one impacted structure (representing 10 units).

Detour Description

A detour route would be utilized while the Orchard Road bridge over I-285 is being reconstructed. Only the Orchard Road bridge over I-285 would be closed. Beginning approximately at Orchard Road and Cumberland Parkway, the detour would follow Cumberland Parkway north for approximately 0.85 mile to its intersection with Paces Ferry Road. At Paces Ferry Road the detour would turn west traveling approximately 0.58 mile on Paces Ferry Road over I-285 to Orchard Road. Orchard Road would remain open to local traffic to approximately Gateswalk Drive; thus, the detour on Orchard Road to the bridge over I-285 is approximately 0.47 mile. The total length of the proposed detour is approximately 1.90 miles. Refer to the attached map, as well as the project displays, for the route of the proposed detour.