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 **Cascade Road / I-285**
Interchange Modification Study
Stakeholder Meeting #2 – September 22, 2015 



 **Agenda – Stakeholder Meeting**

- Introduction
- Overview of work since public meeting
- Review of alternatives being considered
- Next steps and upcoming meetings
- Closing remarks





Introductions



- Fulton County staff
 - Antonio Valenzuela, Assistant Director
 - Roussan Francois, Public Involvement Coordinator
- Ayres Associates staff
 - John Davis, P.E., PTOE
 - Dori Sabeh, P.E.

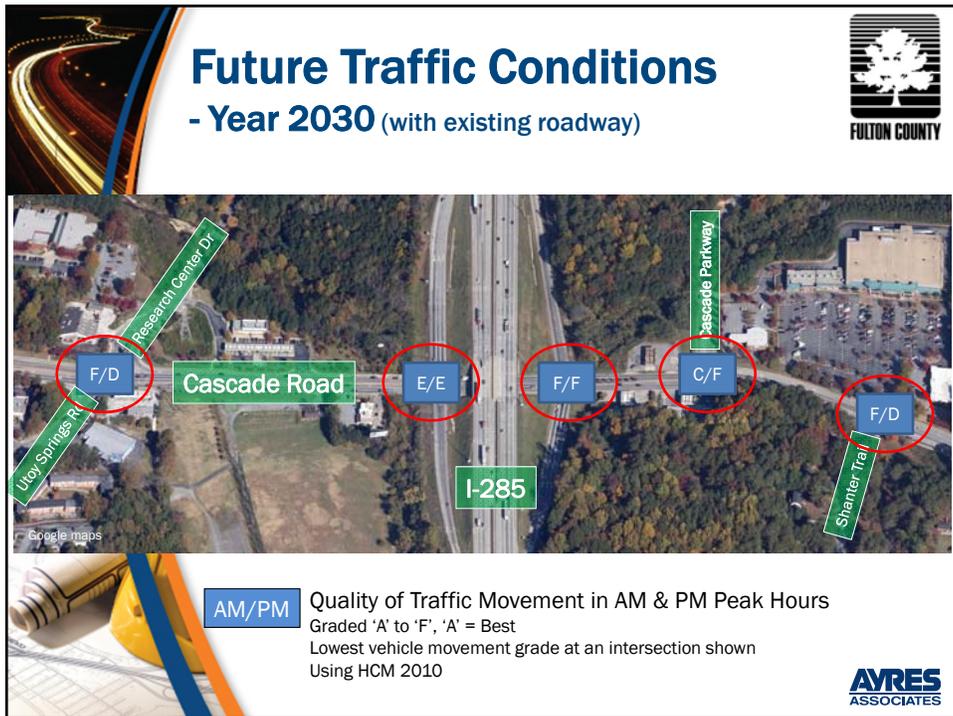
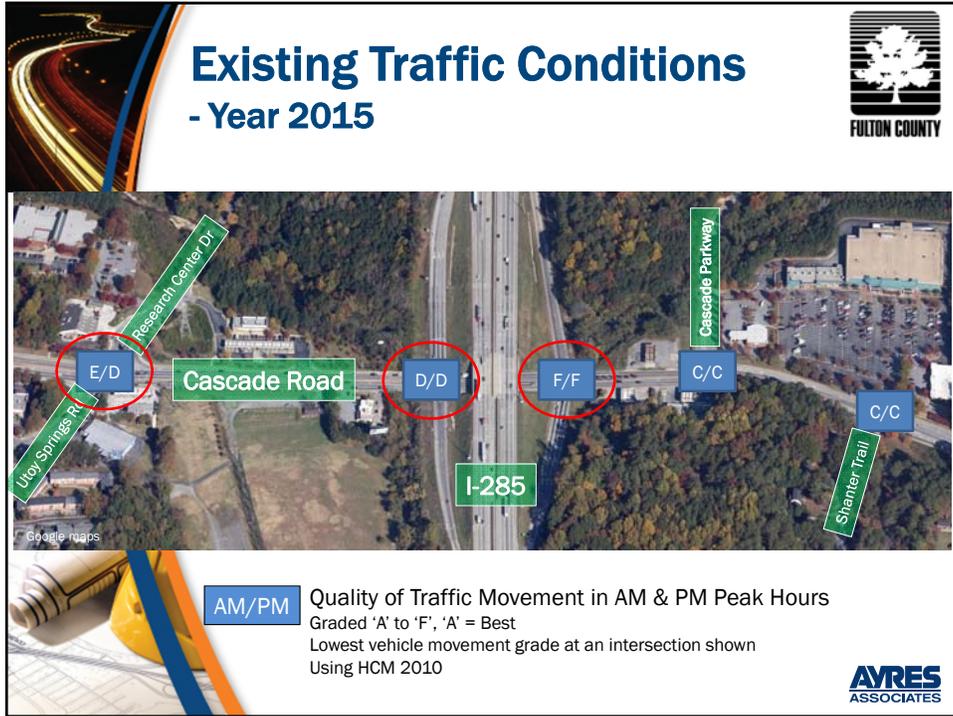


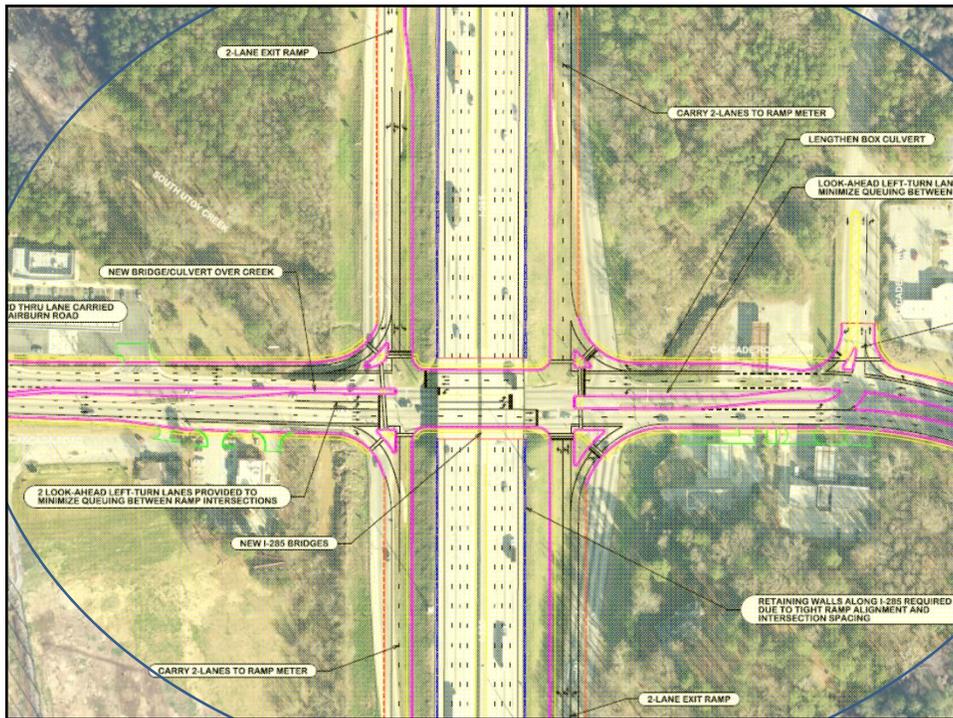
Work since public meeting

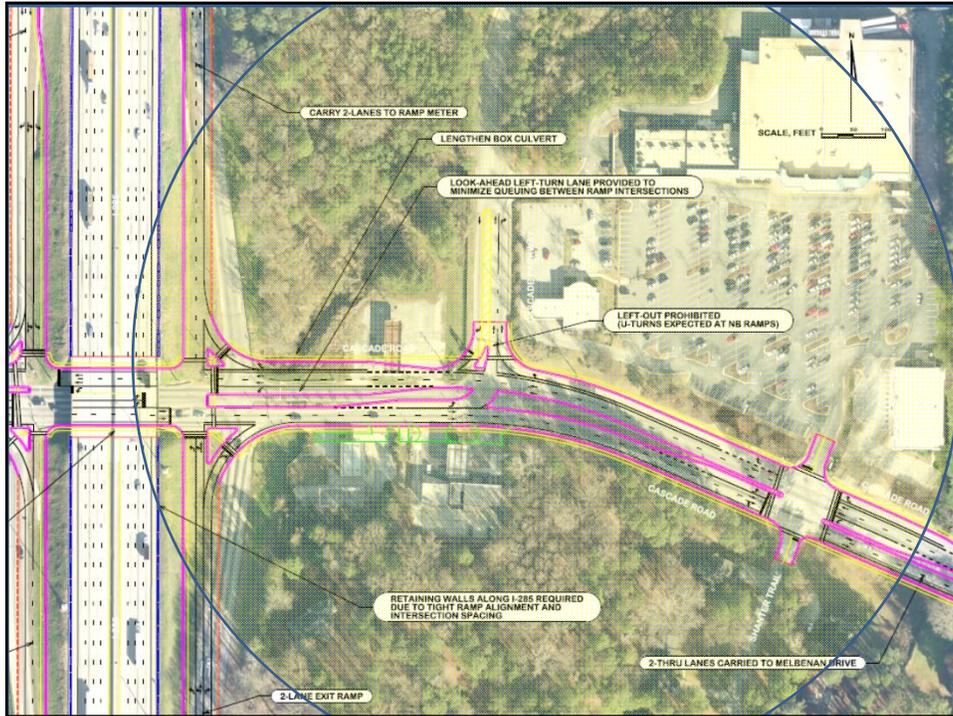


- Reviewed public comments
- Met with GDOT staff
 - Anticipated GDOT bridge replacement at interchange
 - Implications of FHWA and GDOT requirement on proposed alternatives
- Refined traffic forecasts based on capacity constraints of adjacent roadway
 - 0.5% growth over next 15 years - 2030
- Revised geometry for each alternative based on revised traffic forecasts









Future Traffic Conditions

- Year 2030 (with Tight Diamond)



Utoy Springs Rd

Research Center Dr

Cascade Road

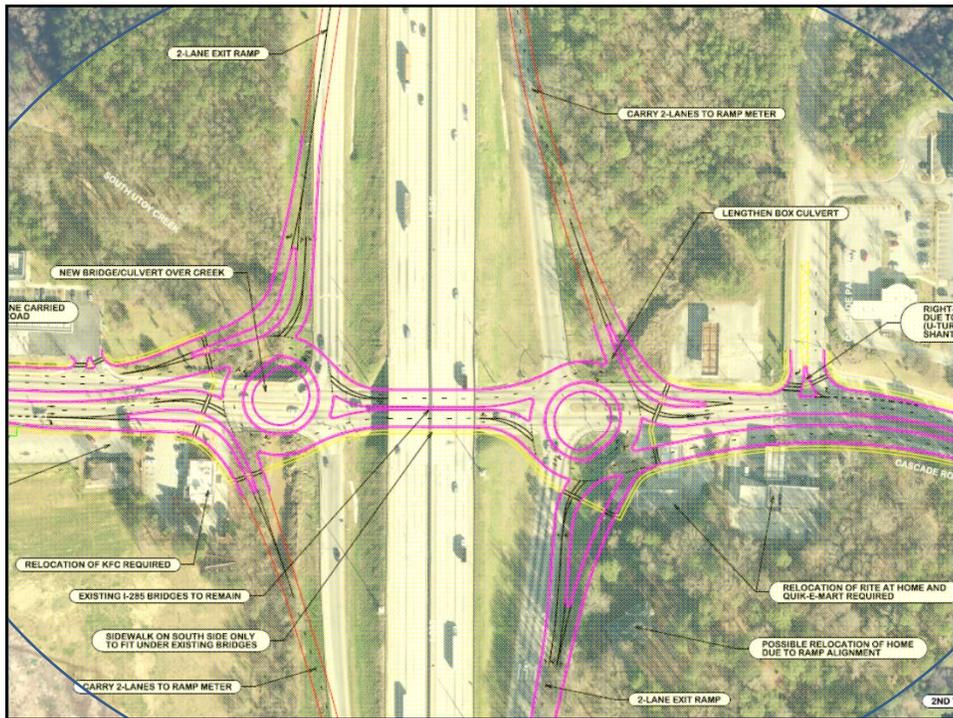
Cascade Parkway

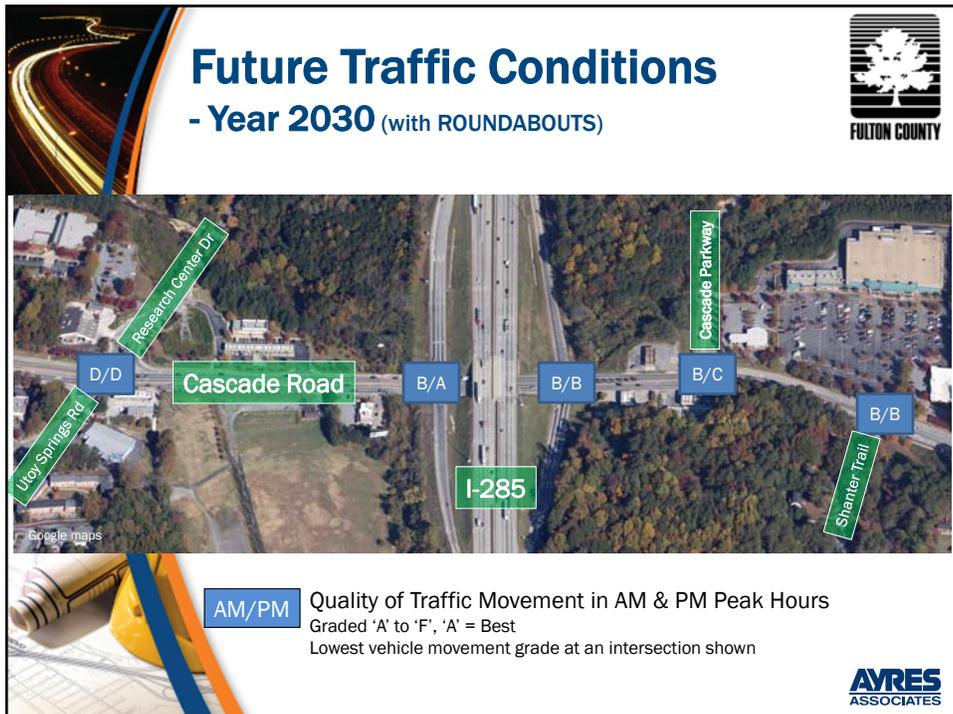
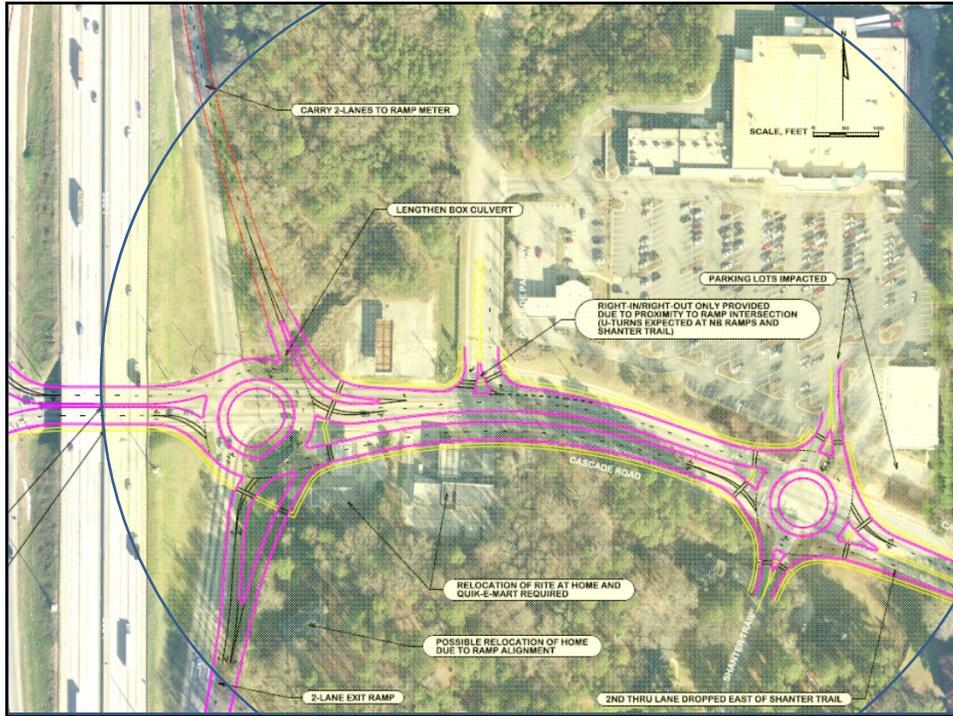
Shafter Trail

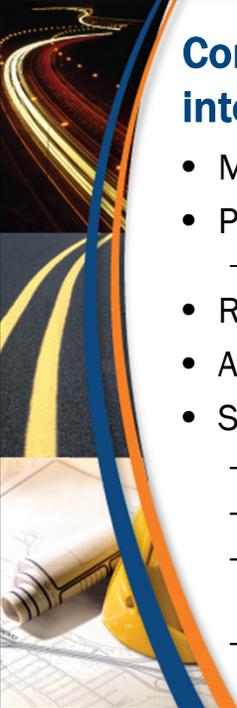
I-285

AM/PM Quality of Traffic Movement in AM & PM Peak Hours
Graded 'A' to 'F', 'A' = Best
Lowest vehicle movement grade at an intersection shown









Conventional diamond interchange with roundabouts



- Microsimulation 
- Probable costs of \$18.2 million
 - Does not include any costs for Relocations or Real Estate
- Real estate acquisition and 3 relocations
- Anticipated construction time – 2.5 years
- Significant issues
 - Maintains existing I-285 bridges
 - Relocations and right-of-way impacts
 - Multi-cell box culvert for South Utoy Creek under Cascade Road
 - Impacts to I-285 ramp alignments

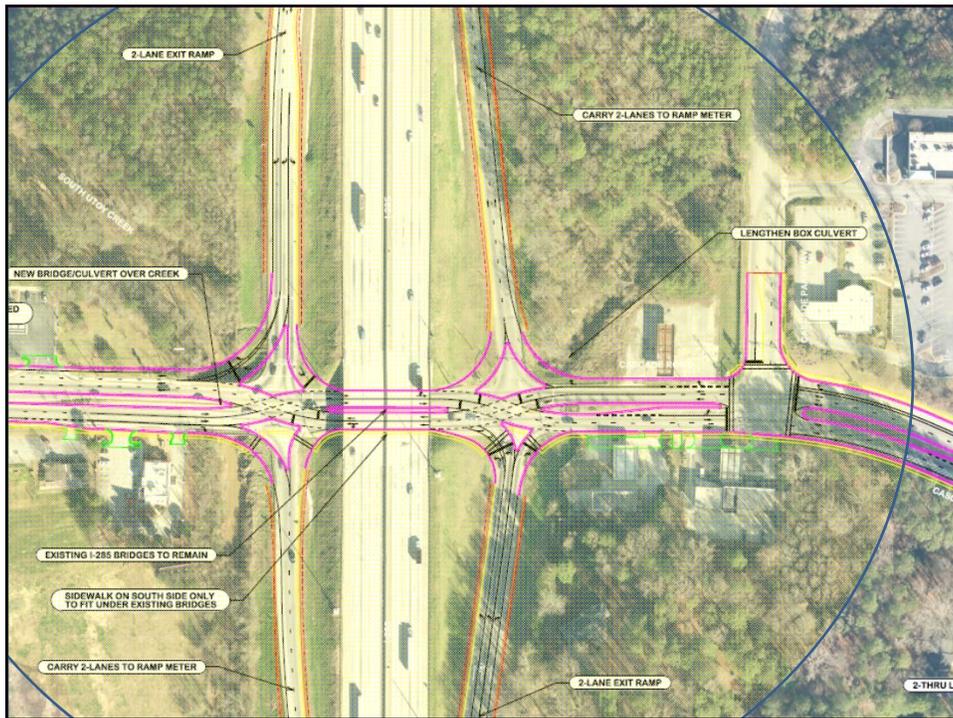


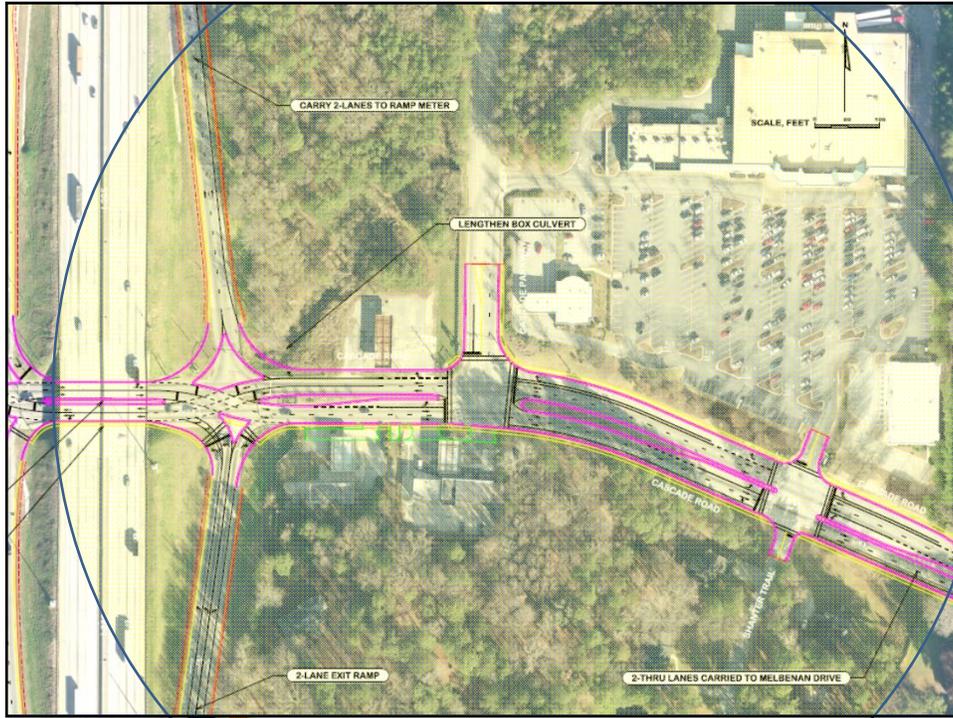

Diverging diamond interchange (DDI) with traffic signals




DDI with 350 feet between I-285 ramp intersections







Future Traffic Conditions

- Year 2030 (with DIVERGING DIAMOND INTERCHANGE)

Utov Springs Rd

Research Center Dr

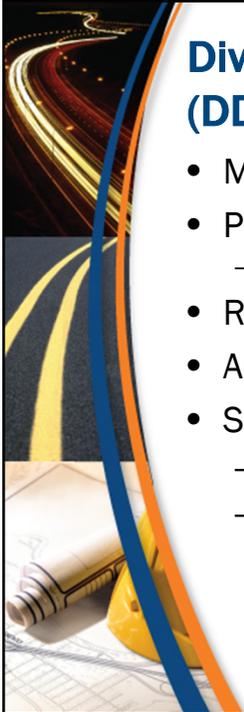
Cascade Road

I-285

Cascade Parkway

Shanter Trail

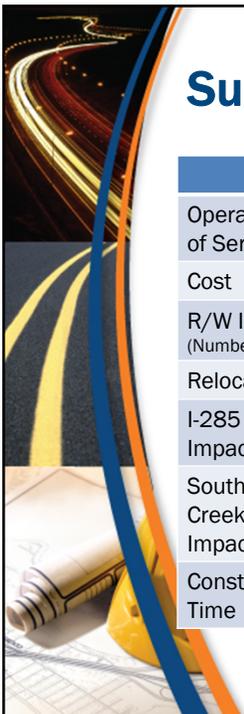
AM/PM Quality of Traffic Movement in AM & PM Peak Hours
Graded 'A' to 'F', 'A' = Best
Lowest vehicle movement grade at an intersection shown



Diverging diamond interchange (DDI) with traffic signals



- Microsimulation 
- Probable costs of \$17.7 million
 - Does not include any costs for Relocations or Real Estate
- Real estate acquisition and no relocations
- Anticipated construction time – 2 years
- Significant issues
 - Maintains existing I-285 bridges
 - Widening of bridge over South Utoy Creek

Summary



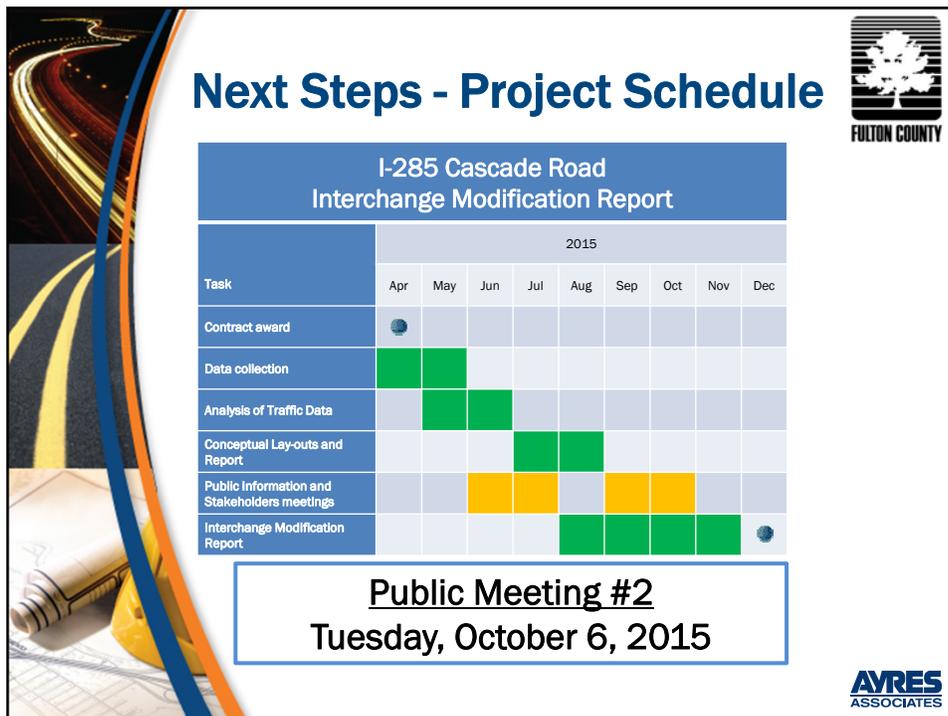
	Signals	Roundabouts	DDI
Operations Level of Service	D	B	C
Cost	\$25.9 million	\$18.2 million	\$17.7 million
R/W Impacts (Number of parcels)	20	23	20
Relocations	0	3	0
I-285 Bridge Impacts	New	Existing	Existing
South Utoy Creek Crossing Impacts	Minor bridge widening	Significant multi-cell box culvert	Minor bridge widening
Construction Time	3 years	2.5 years	2 years



Issues and Suggestions from Stakeholders Meeting



Keywords	Comment	Keywords	Comment
Access	Alternative ramp access to Research Center Dr (from I-285)(HD)	Roadway	Increase storage on ramps (HD)
Access	Explore creating parallel corridors (to Cascade and I-285)(HD)	Roadway	What will the new interchange look like?
Access	Alternate access from ramps (from I-285) to Research Center	Roadway	Bow tie effect under I-285) bridge
Congestion	Traffic light synchronizing	Roadway	Widen Cascade under I-285
Congestion	Widening of Cascade Road to increase flow	Roadway	Create FULL SIGNALIZED intersection of Cascade Parkway and Cascade Road
Congestion	Synchronize of traffic signals at Cascade and entry into 285 north	Roadway	Two lanes needed (on Cascade Road for eastbound between Cascade Pkwy and Shanter Trail)
Congestion	Bottlenecking on certain days of week and times of day	Roadway	Widening
Congestion	Synchronized traffic lights	Roadway	2 dedicated turning lanes, 2 straight lanes on Cascade (at northbound I-285 ramp terminal)
Landscape	At I-285 Ramps - tear down the plants, need a better structure to reduce erosion and for safe maintenance. Can they (slopes) be terraced?	Safety	Raise medians to reduce (pedestrian) crossing through plants (between Utoy Springs Rd and South Utoy Creek)
Lighting	Street lighting similar to Danforth	Safety	Pedestrian issues - strategize cross walk safety fencing (Research Center Drive Intersection)
Lighting	LED lighting for light poles	Safety	Need for pedestrian friendly areas as part of plans (i.e. sidewalks, bike paths)
Study scope	Expand scope to include Fairburn intersection (HD)	Safety	Pedestrian safety issues
Utilities	Underground wiring - Utilities - removal of poles to underground	Safety	Bicycling friendly
		Safety	Sidewalks





Closing Remarks

- Please return comment forms
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- Next Public Meeting
 - Tuesday, October 6, 2015

