

MARTA and GDOT Propose Transit Stations and Express Lanes Along 400



Georgia Department of Transportation and MARTA are considering constructing bus rapid transit stations and express lanes along Ga. 400.

Alpharetta City Council discussed the transit

station and express lanes with GDOT and MARTA at a June 17 meeting.

The route would stretch 12 miles from Windward Parkway to the North Springs MARTA station, where it would meet the existing MARTA heavy rail. Potential station locations include Windward Parkway, Old Milton Parkway, North Point Mall, Holcomb Bridge Road and North Springs.

North Fulton currently only has 11 local bus routes, compared to south Fulton's 22 bus routes. According to Fulton County's Master Transit Plan, around 30 percent of Fulton residents use public transit for a majority of major trips. Around 6 million north Fulton residents use the MARTA rail annually, and 3.6 million use the buses annually.

The minimum wait time between buses is estimated to be around 10 minutes.

The total cost of the bus transit project would be between \$312 million to \$414 million. Georgia's former governor Nathan Deal dedicated \$100 million to the project as an obligation bond, but the county is working with MARTA to find funding for the

remaining costs.

A possible federal source may provide an additional \$100 million, but there would still be between \$100 to \$214 million needed, most likely from T-SPLOST.

For now, the bus rapid transit is still in the environmental review and conceptual design stages.

The proposed express lanes along 400 were proposed by GDOT. The Georgia 400 Mansell Road bridge will be widened to accommodate two express lanes in each direction, with a partial reconstruction of the ramps. Encore Parkway bridge will be retained and will not be reconstructed for express lanes. Hanes Bridge Road over 400 will also be retained and have partial ramp reconstruction.

Kimball Bridge Road over 400 will not have an express lane, but the bridge will be replaced to accommodate an at-grade bus rapid transit inline station south of Old Milton Parkway. The project will be funded by the Transit Bond.

Webb Bridge Road will also be replaced because the width does not currently allow for an express lane. The road is the recommend access point from an express lane to Alpharetta.

The proposed express lanes and transit station have not been finalized and are still in the early planning stages. A yes or no decision on the project will not be made until November 2020.

To Read More:

https://www.mdjonline.com/neighbor_newspapers/north_fulton/news/marta-and-gdot-propose-transit-stations-and-express-lanes-along/article_967207e4-91de-11e9-9f86-4b1ed8c950cf.html

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The Construction Estimating Institute (CEI) works with GDOT as the statewide provider of the federally fund Disadvantaged Business Enterprises (DBE) Supportive Services Program.

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The Jobsite's Invisible Injury

How to protect your workforce against noise-induced hearing loss



According to the Occupational Safety and Health Administration (OSHA), in 2017, employers were required to pay more than \$1.5 million in

penalties for not adequately protecting workers from noise exposure; an estimated \$242 million is spent annually on workers' compensation for hearing loss disability; and noise-induced hearing loss (NIHL) affects nearly one in four adults in the United States. NIHL is preventable, but the effect is permanent and can seriously impair a worker's quality of life.

Thousands of construction workers suffer hearing loss from excessive noise exposure on the job every year. According to a study spanning a decade of research by CPWR – The Center for Construction Research and Training, construction accounted for the second-highest prevalence of workers with a hearing impairment, with at least one in five reporting hearing trouble.

Despite having the duty of protecting employees from workplace hazards that can cause injury or illness, industry employers have no obligation to test workers' hearing via audiometric testing, even if noise exposure levels exceed OSHA's permissible exposure limit (PEL). For this reason, hearing loss is rarely recognized as an "occupational disease" in construction.

As such, the Bureau of Labor Statistics (BLS) states that hearing loss is underreported, making hearing loss data for the construction sector unable to be compared with data

for general industry. However, the repercussions for the employer who does not seriously consider the auditory welfare of their workforce can be significant, leading to huge payouts in compensation benefits to employees. Measuring jobsite noise exposure levels provides concrete data and pinpoints avenues for improving noisy working conditions.

Noise Monitoring

OSHA sets the legal limits on noise exposure in the workplace based on a worker's time-weighted average over an 8-hour day. The maximum permissible exposure limit to noise is 90 decibels during the 8-hour day, minimizing the risk of occupational NIHL.

Conversely, the National Institute for Occupational Safety and Health (NIOSH) recommends that all worker exposure to noise should be controlled below or equivalent to the level of 85 decibels for 8 hours. Although NIOSH recommendations are designed to represent a best scientific practice concerning noise exposure, OSHA's exposure limit is regulatory and is the law that must be complied with.

OSHA standards specify a maximum allowable daily noise dose, expressed in percentages. (i.e., A person exposed to 90 decibels over an 8-hour work shift, will reach 100% of their daily noise dose.) The noise dose is based on both the sound exposure level and sound duration. For each increase of 5 decibels in noise levels, the amount of time the worker is exposed should be cut in half.

By contrast, NIOSH recommends a 3-decibel exchange rate that results in shorter allowable exposures at higher noise levels.

To Read More: <https://www.constructionbusinessowner.com/safety/jobsite's-invisible-injury>

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