

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0002638, Henry County **OFFICE** Preconstruction
STP-0002-00(638)
Eagles Landing Parkway Widening **DATE** October 17, 2005

FROM *Cyber News*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

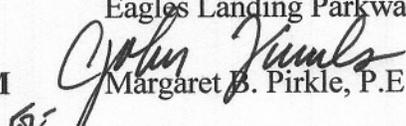
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0002638, Henry County **OFFICE** Preconstruction
STP-0002-00(638)
Eagles Landing Parkway Widening **DATE** October 12, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Eagles Landing Parkway from Eagles Point Parkway through the intersection with SR 42/US 23 to 700' east of Talon Place for a total of 2.59 miles. Eagles Landing Parkway, currently an urban, two-lane, minor arterial connecting I-75 with SR 42/US 23 where it changes names to East Lake Parkway, was constructed when surrounding area was primarily rural in nature with only agricultural land uses nearby. Since that time, Atlanta, Henry County and the City of Stockbridge have experienced significant growth. Soaring residential, commercial, and industrial growth has occurred all along the Eagles Landing Parkway corridor and is concentrated in the areas adjacent to I-75. Consequently, the current travel demand exerted on the facility results in a failing level of service (LOS) at many intersections along the corridor. The purpose of this project is to provide the desperately needed capacity and operational improvements including pedestrian access and improved east-west connectivity.

This four lane widening project will connect a six lane section of Eagles Landing Parkway that is currently under construction, Project No. NH-IM-75-2(212), on the west end of the project that is currently under design. East Lake Parkway, Phase II, project number MSL-00004-00(645), is also a four lane, new location project that will extend to SR 155. The proposed widening of Eagles Landing Parkway is a critical piece of a four lane facility that will connect I-75 with SR 155 in Henry County, providing a desperately needed east-west connection.

The proposed construction will continue the six lane footprint by constructing a four lane roadway with a 44' depressed grassed median. After the intersection with SR 42/US 23, the typical section will transition to four lanes with a 20' raised median, which matches the configuration of Phase I of East Lake Parkway Extension at the proposed project's eastern terminus. The traffic analysis for this project indicates that a six lane facility will be required to accommodate projected traffic in the middle range of this project's design life. Therefore, the six lane footprint will be established by reconstructing the existing two lane facility as a four lane roadway with a 44' wide depressed median. Once the need for the six lane facility is realized, this configuration will permit replacing the 44' wide median with two additional lanes and a 20' wide

David Studstill

Page 2

P. I. No. 0002638, Henry

October 12, 2005

raised median without impacting intersecting roadways, drainage structures, outside shoulders and driveways. The project will also include 4' bike lanes, curb and gutter, and 5' sidewalks. Both the existing bridge over the Norfolk Southern Railroad and over Pates Creek will be replaced with six lane bridges as part of the proposed project.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion be prepared; a public information open house was held March 24, 2005; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$15,867,000	\$8,256,000	RRB	2007
Right-of-Way & Utilities*	Local	Local	Local	

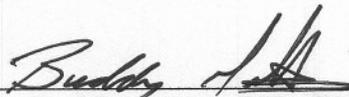
*Henry County signed PMA on 10-7-03 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

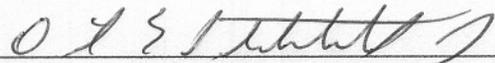
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-0002-00(638) Henry
P.I. Nos. 0002638
Eagle's Landing Parkway

OFFICE: Engineering Services

DATE: September 26, 2005

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted September 21, 2005 from James B. Buchan, and have no comments.

The costs for this project are:

Construction	\$14,423,979
Inflation	\$0.00
E & C	\$1,442,398
Reimbursable Utilities	\$468,000
Right of Way	\$9,975,320

REW

c: Ben Buchan, Attn.: Jan Hilliard

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0002-00(638)		County: Henry		PI No.: 0002638	
Report Date: September 21, 2005		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: McGee Partners			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Urban Design

PROJECT CONCEPT REPORT

Eagle's Landing Parkway from Eagle's Pointe Parkway to SR42/US23

Project Number: STP-0002-00(638)

County: Henry

P. I. Number: 0002638

Federal Route Number: N/A

State Route Number: N/A

See page 2 for location sketch

Recommendation for approval:

DATE 9/20/05

DATE 9/21/05

Jan C. Hilliard
Project Manager
James B. Bucha
State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

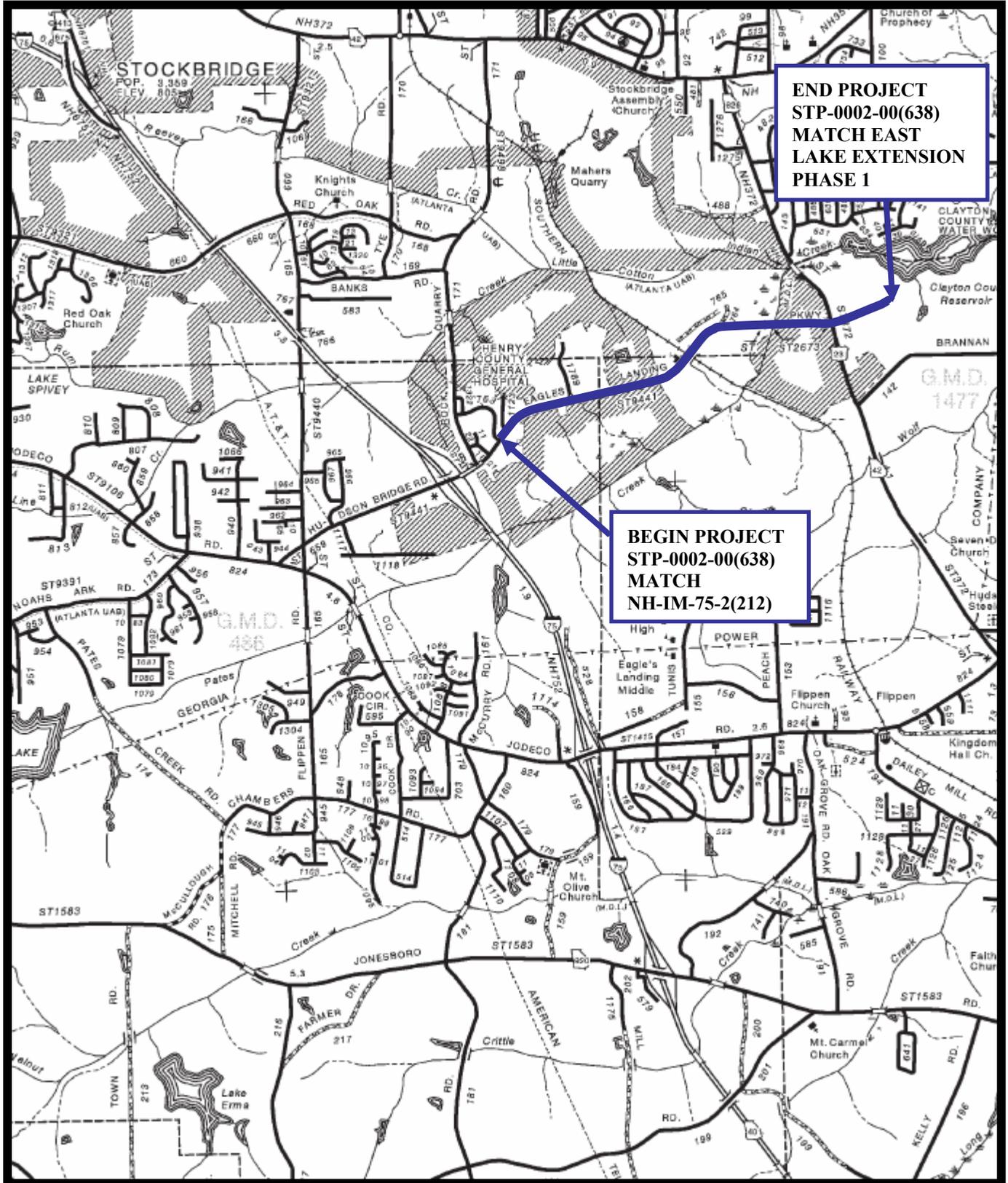
DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

Project Location



Need and Purpose:

Eagle’s Landing Parkway, currently an urban, two-lane, minor arterial connecting I-75 with SR42/US23 where it changes names to East Lake Parkway, was constructed when the surrounding area was primarily rural in nature with only agricultural land uses nearby. Since that time, Atlanta, Henry County and the City of Stockbridge have experienced significant growth. Soaring residential, commercial and industrial growth has occurred all along the Eagle’s Landing Parkway corridor and is concentrated in the areas adjacent to I-75. Consequently, the current travel demand exerted on the facility results in a failing level of service (LOS) at many intersections along the corridor, not to mention the projected future traffic demands. To illustrate this, existing traffic volumes for the corridor were increased to account for background and specific site development traffic growth to obtain 2028 design year peak hour traffic volumes. These volumes were used to analyze critical intersections for both the “Build” and “No Build” scenario for the 2028 design year. The following table illustrates the results of the “No Build” scenario analysis for the year 2028:

INTERSECTION	AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)
Eagle’s Landing Parkway at Country Club Drive	F	171	F	196
Eagle’s Landing Parkway at SR42/US23	F	233	F	257

Eagle’s Landing Parkway is in immediate need of additional capacity and operational improvements in order to effectively serve various residential developments, the Henry Medical Center, many commercial businesses, and, with improved east-west connectivity, the eastern region of Henry County now and into the future.

The purpose of the Eagle’s Landing Parkway Widening Project is to provide the desperately needed capacity and operational improvements including pedestrian access and improved east-west connectivity. In the interest of providing additional capacity, this project proposes to widen the existing 2-lane facility to a 4-lane roadway with a 44-foot wide depressed median. From an operations standpoint, the project will improve all major intersections with updated pedestrian and vehicular traffic control devices. Further, the introduction of the median will improve traffic operations and safety by eliminating points of conflicting traffic movements along the corridor. Sidewalks and bike lanes will also be added to meet the increasing demand of pedestrian and bicycle traffic. Finally, this 4-lane widening project will connect a 6-lane section of Eagle’s Landing Parkway that is currently under construction, Project No. NH-IM-75-2(212), on the west end of the project with East Lake Parkway – Phase I to the east. East Lake Parkway – Phase I, is a 4-lane, new location project that is currently under design. East Lake Parkway – Phase II, Project No. MSL-0004-00-(645), is also a 4-lane, new location project that will extend to SR155. The proposed widening of Eagle’s Landing Parkway is a crucial piece of a 4-lane facility that will connect I-75 with SR155 in eastern Henry County providing a desperately needed east-west connection.

A secondary purpose of this project is to fulfill the Atlanta Regional Commission’s (ARC) Regional Transportation Plan (RTP) and FY2005-2010 Transportation Improvement Program (TIP) for the Atlanta Region. This project was identified through the planning process and

incorporated into the TIP as projects HE-132B1 and HE-132B2: Eagle's Landing Pkwy from Eagle's Pointe Parkway to SR42/US23. The TIP and the Department's construction work program also include a number of other projects located in the immediate vicinity, some of which connect to Eagle's Landing Parkway. These projects include HE-AR 215: I-75/Eagle's Landing Parkway interchange improvements, Project No. NH-IM-75-2(212); HE-161A: Rock Quarry Road from Eagle's Landing Parkway to Red Oak Road, Project No. MSL-0004-00(432); HE-AR 216: I-75/Jodeco Road interchange improvements, Project No. NH-IM-75-2(213); HE-103B: East Lake Road Extension - Phase II, Project No. MSL-0004-00-(645); and HE-AR 224: Patrick Henry Parkway Extension, Project No. MSL-0004-00(43). Other locally funded projects included in the TIP are HE-132A: Hudson Bridge Road from Jodeco Road to I-75 South; HE-103A: East Lake Road Extension Phases I. Related long-range projects included in the RTP are HE-132C: the widening of Eagle's Landing Parkway from 4-lanes to 6-lanes; HE-AR 213: I-75 at Eagle's Landing, Park/Ride Lot; HE-107: SR 42/US 23 from Downtown McDonough to SR 138; HE-161B: Rock Quarry Road from Red Oak Road SR 42/US 23; and HE-109: Rock Quarry Road Extension from SR 42/US 23 to Old Conyers Road.

Description of the proposed project:

This project proposes to continue the widening of Eagle's Landing Parkway from Eagle's Pointe Parkway through the intersection with SR42/US23 to 700 feet east of Talon Place. The widening of Eagle's Landing Parkway west of Eagle's Pointe Parkway is currently under construction as part of NH-IM-75-2(212), which is an interchange project that was let for construction in December 2003. Project No. STP-0002-00(638) will continue the 6-lane footprint by constructing a 4-lane roadway with a 44' depressed median. After the intersection with SR42/US23, the 6-lane wide section will be reduced to 4-lanes with a 20' raised median, which matches the configuration of Phase 1 of East Lake Parkway Extension at the proposed project's eastern terminus.

The traffic analysis for this project indicates that a 6-lane facility will be required to accommodate projected traffic in the middle range of this project's design life. Therefore, the 6-lane footprint will be established by reconstructing the existing 2-lane facility as a 4-lane roadway with a 44' wide depressed median. Once the need for the 6-lane facility is realized, this configuration will permit replacing the 44' wide median with 2 additional lanes and a 20' wide raised median without impacting intersecting roadways, drainage structures, outside shoulders, and driveways. The project will also include 4' bike lanes, curb and gutter, and 5' sidewalks. Both the existing bridge over the Norfolk Southern Railroad and that over Pates Creek will be replaced with 6-lane bridges as part of the proposed project. Left and right turn lanes and intersection improvements will be included where warranted at all intersections, as well as all applicable ADA compliant pedestrian facilities. The total length of the proposed project is approximately 2.59 miles.

Is the project located in a Non-attainment area? X Yes _____ No

PDP Classification: Major X Minor _____
Federal Oversight: Full Oversight (), Exempt (**X**), State Funded (), or Other ()

Functional Classification:

West of Pates Creek: Minor Arterial
 East of Pates Creek: Major Collector

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT):

ROAD	OPENING YEAR (2008)	DESIGN YEAR (2028)
Eagle's Landing Parkway	32,000	54,150
SR42/US23	30,800	53,800
East Lake Parkway	18,200	31,800

Crash Data:

EAGLE'S LANDING PARKWAY (MP 1.50 – 3.66)								
Year	ADT	Crashes		Injuries		Fatalities		Statewide Average Crash Rate
		Number	Rate	Number	Rate	Number	Rate	
2000	17,500	57	448	17	134	0	0	660
2001	20,600	28	187	5	33	0	0	564
2002	21,116	36	235	18	117	0	0	568
Average	19,739	40	290	13	95	0	0	N/A

Existing design features:

- Typical Section:
 - Two 12' lanes
 - Graded shoulders
 - Turn lanes and curb & gutter in recently developed areas
- Posted speed: 45 mph
- Minimum curve radius: 1200'
- Maximum superelevation rate for curve: 8.80%
- Maximum grade: 5.80%
- Width of right of way: 200'
- Major structures:
 1. Bridge over Norfolk Southern Railroad:
 - Structure ID: 151-0073-0
 - 177' x 46.5' Two-lane bridge
 - Suff. Rating: 83.92
 2. Bridge over Pates Creek
 - Structure ID: 151-0074-0
 - 184' x 44.8' Two-lane bridge
 - Suff. Rating: 35.79
- Major interchanges or intersections along the project:
 1. Country Club Drive intersection
 2. SR42/US23 intersection
 3. Talon Place intersection

- Existing length of roadway segment and the begin and end mile logs for each county segment: Beginning mile log 1.50, End mile log 4.09; Total project length 2.59 miles

Proposed Design Features:

- Proposed typical section:
 - Four 12' lanes
 - 44' depressed median
 - 4' bike lanes
 - 16' urban shoulders with 30" curb & gutter and 5' sidewalks
 - Left and right turn lanes provided where warranted
- Proposed Mainline Design Speed: 45 mph
- Proposed Maximum Mainline grade: 5.24% Maximum grade allowable: 7.0%
- Proposed Maximum Side Road grade: 8.25% Maximum grade allowable: 11.0%
- Proposed Maximum grade driveway:
 - Commercial: 11.0%
 - Residential: 15.0%
- Proposed Minimum curve radius: 1100' Minimum radius allowable: 730'
- Proposed Maximum superelevation rate for curves: 4.0%
- Right of way
 - Width: 200' (Minimum)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 35 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges:
 - 160'x100' bridge over single-track railroad
 - 180'x100' bridge over Pates Creek
 - Retaining walls: Gravity Walls and Cantilever Walls
- Major intersections and interchanges:
 - Country Club Drive intersection
 - US23/SR42 intersection
 - Talon Place intersection
- Traffic control during construction:
 - Desirably, construction staging must provide for a minimum of 2 11' lanes at all times
 - Temporary lane closures may be required during off-peak hours

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: None anticipated
- Environmental concerns: None anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements:
 - Atlanta Gas Light
 - Bellsouth Telecommunications
 - Charter Communications
 - Georgia Power Company
 - Henry County Water and Sewer Authority
 - Norfolk Southern Railroad

Project responsibilities:

- Design: Henry County – McGee Partners, Inc
- Right of Way Acquisition: Henry County
- Relocation of Utilities: Henry County
- Letting to contract: Henry County
- Supervision of construction: Henry County
- Providing material pits: N/A
- Providing detours: N/A
- On-site construction staging: Construction Contractor

Coordination

- Initial Concept Team Meeting – April 14, 2004 – Minutes Attached
- Funding coordination meeting with ARC – Summary Attached.
- Concept Team Meeting – February 11, 2005 – Minutes Attached
- P. A. R. meetings, dates and results: N/A
- FEMA, USCG, and/or TVA
- Public involvement:
 - A public information open house was held on March 24, 2005
 - Eagle's Landing Community Association – Summary Attached
 - A public hearing is not required
- Local government comments: Henry County is responsible for PE, reimbursable utility relocation and R/W acquisition
- Other projects in the area:
 - Eagle's Landing Interchange – NH-IM-75-2(212), PI No. 312150
 - Patrick Henry Parkway Extension – MSL-0004-00(431), PI No. 0004431
 - East Lake Road Extension – MSL-0004-00(645), PI No. 0004645
- Railroad
 - Railroad Coordination required with Norfolk Southern
 - Initial Coordination indicates the desire for a second track
- Other coordination to date:
 - A project kick-off meeting was held on January 5, 2004

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months
- Time to complete preliminary construction plans: 9 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: 6 Months
- Time to complete final construction plans: 9 Months
- Time to purchase right of way: 9 Months
- Time to complete Norfolk Southern railroad agreement: 12 Months

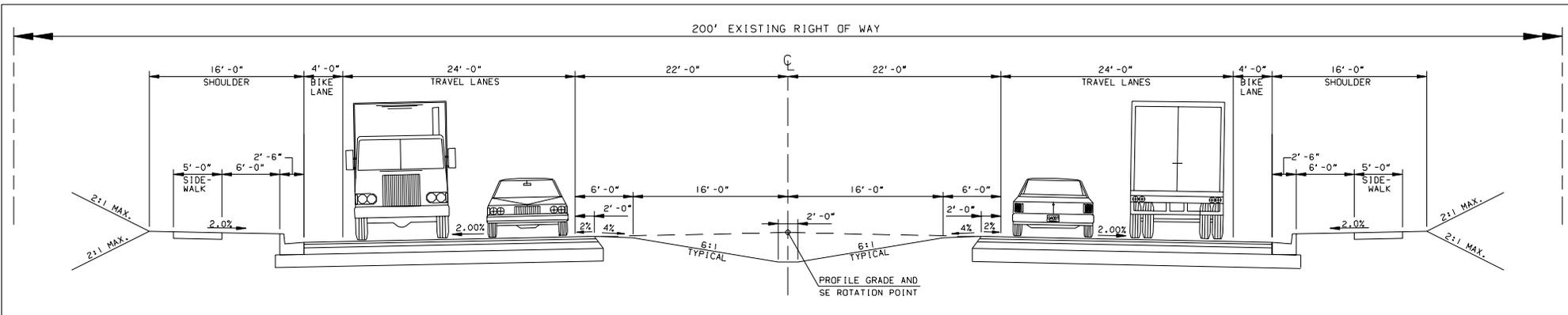
Other alternates considered:

- **No Build:** This alternate does not meet the operation and capacity requirements of this corridor.
- **4-Lane with 20' Raised Median:** The typical section for this alternate included a 4-lane facility with a 20' raised median. The traffic study for this corridor indicates that a 6-lane facility will be required in the middle range of this project's design life. Widening this alternate to 6 lanes in the future would require constructing additional lanes to the outside. This would require the reconstruction of all shoulders, drainage structures, intersections and driveways which would significantly increase the overall cost of construction and disruptions to commuters and local businesses. Therefore, this alternate was not selected.

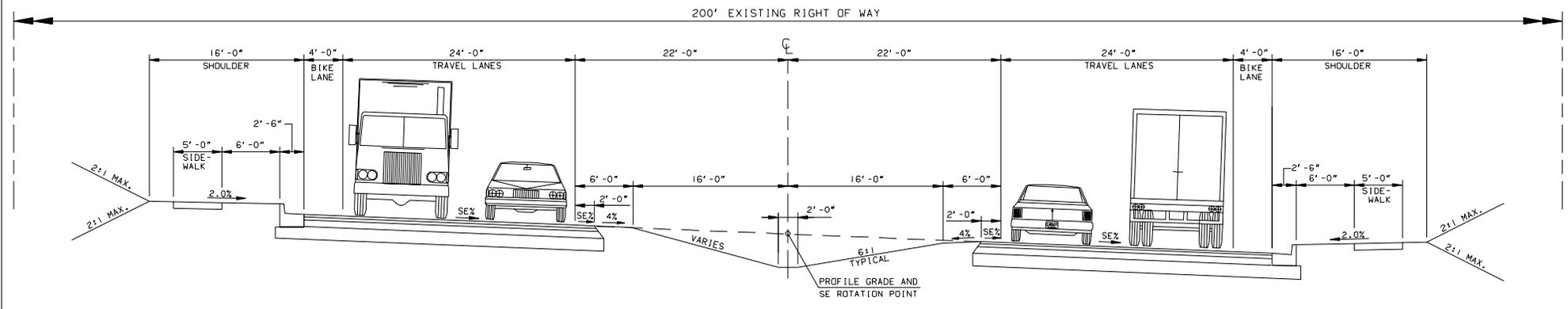
Comments:

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Typical sections
3. Capacity analysis
4. Bridge Inventories
5. Minutes of Initial Concept Team Meeting
6. Minutes of Concept Team Meeting
7. Miscellaneous coordination meeting minutes
 - a. ARC – Request for Project Funding Modifications
 - b. Eagle’s Landing Community Association
8. Public Information Open House hand-out
9. LGPA
10. Conforming plan’s network schematics showing thru lanes
11. Concept Layout – Scale: 1”=200’



TYPICAL SECTION NO. 1A
 EAGLE'S LANDING PARKWAY
 4-LANE TANGENT SECTION



TYPICAL SECTION NO. 1B
 EAGLE'S LANDING PARKWAY
 4-LANE SUPERELEVATION SECTION

CONCEPTUAL TYPICAL SECTIONS
 EAGLE'S LANDING PARKWAY

PROJECT NO. STP-0002-00(638)
 PI NO. 0002638
 HENRY COUNTY, GEORGIA

JULY 2005

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-002-00(638) - Eagle's Landing Parkway

COUNTY: Henry

DATE: July 2005

EST LET DATE: September 2006

PREPARED BY: McGee Partners

PROJ LENGTH: 2.4 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST			
A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT)			9,975,320
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0			-
3. OTHER COST (ADM./COST, INFLATION)			-
SUBTOTAL: A			9,975,320
B. REIMBURSABLE UTILITIES:			
1. RAILROAD			-
2. TRANSMISSION LINES			-
3. SERVICES			468,000
SUBTOTAL: B			468,000
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. BRIDGES			
Grade Separations (1)	2 - 44' x 240' Over NS Railroad		1,704,960
Stream Crossings (1)	2 - 44' x 300' Over Pates Creek		1,776,000
SUBTOTAL: C-1.a			3,480,960
b. OTHER			
Walls			134,750
Box Culverts			-
Bridge Culverts (0)			-
SUBTOTAL: C-1.b			134,750
SUBTOTAL: C-1			3,615,710
2. GRADING AND DRAINAGE:			
a. EARTHWORK			
In Place Embankment	160,902	CY @ \$9.01	1,449,727
b. DRAINAGE			
1) Cross Drain Pipe			385,422
2) Curb and Gutter			712,583
3) Longitudinal System (incl. catch basins)			539,591
SUBTOTAL: C-2.b			1,637,595
SUBTOTAL: C-2			3,087,322

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-002-00(638) - Eagle's Landing Parkway

COUNTY: Henry

DATE: July 2005

EST LET DATE: September 2006

PREPARED BY: McGee Partners

PROJ LENGTH: 2.4 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST			
3. BASE AND PAVING:			
a. AGGREGATE BASE	107,226	-	1,769,233
b. ASPHALT PAVING (Mainline & Cross-Roads):			
Drainage - Type D	-	-	-
Surface - SMA	-	-	-
Surface - Superpave	12,262	-	576,310
Binder - SMA	-	-	-
Binder - Superpave	23,282	-	1,094,264
Base - Superpave	32,698	-	1,504,122
Pavement Reinf. Fabric Strips	2,000	-	8,440
SUBTOTAL: C-3.b			3,183,136
c. CONCRETE PAVING	3,000	-	160,110
d. OTHER (Leveling, Tack Coat, Milling)			12,921
SUBTOTAL: C-3			5,125,400
4. LUMP ITEMS			
a. GRASSING			52,534
b. CLEARING AND GRUBBING			500,000
c. LANDSCAPING			-
d. EROSION CONTROL			280,713
e. TRAFFIC CONTROL			500,000
SUBTOTAL: C-4			1,333,247

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-002-00(638) - Eagle's Landing Parkway

COUNTY: Henry

DATE: July 2005

EST LET DATE: September 2006

PREPARED BY: McGee Partners

PROJ LENGTH: 2.4 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST	
5. MISCELLANEOUS:	
a. LIGHTING	-
High Mast - Interchange	-
Street Lighting	-
SUBTOTAL: C-5.a	
b. SIGNING - MARKING - SIGNALIZATION	430,375
c. GUARDRAIL	
Single-Faced	69,180
Double-Faced	-
Anchors	11,027
SUBTOTAL: C-5.c	
d. SIDEWALK / TRAIL	579,232
e. MEDIAN / SIDE BARRIER	- - LF @ \$66.53
f. MOVABLE BARRIER SECTION	-
g. ACCESS FENCE	-
h. BRIDGE JACKING	-
i. APPROACH SLABS	172,485
j. REMOVAL	
Concrete Paving	-
Bridges	-
SUBTOTAL: C-5.j	
k. ATMS Conduit	- - LF @ \$37.78
l. OTHER	-
SUBTOTAL: C-5	
1,262,300	
6. SPECIAL FEATURES	
SUBTOTAL: C-6	
-	

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-002-00(638) - Eagle's Landing Parkway

COUNTY: Henry

DATE: July 2005

EST LET DATE: September 2006

PREPARED BY: McGee Partners

PROJ LENGTH: 2.4 Miles

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST	
SUMMARY	
A. RIGHT-OF-WAY	9,975,320
B. REIMBURSABLE UTILITIES	468,000
C. CONSTRUCTION	
1. MAJOR STRUCTURES	3,615,710
2. GRADING AND DRAINAGE	3,087,322
3. BASE AND PAVING	5,125,400
4. LUMP ITEMS	1,333,247
5. MISCELLANEOUS	1,262,300
6. SPECIAL FEATURES	-
SUBTOTAL CONSTRUCTION COST	14,423,979
E. & C. (10%)	1,442,398
TOTAL CONSTRUCTION COST	15,866,377
GRAND TOTAL PROJECT COST	26,309,697

Preliminary Right of Way Cost Estimate

Date: April 27, 2005
Project: STP-0002-00 (638)
Existing/Required R/W: 200ft/200ft (min)
Project Termini: Eagles's Pointe Parkway to SR 42/US 23
Project Description: Eagles Landing Parkway

P.L. Number: 0002638
No. Parcels: 63

Land:

Residential	3269 sf @ \$ 3.22/ sf	= \$ 10,526	
Commercial	150,015 sf @ \$ 5.00/ sf	= \$ 750,075	
	2398 sf @ \$ 6/ sf	= \$ 14,388	
	9175 sf @ \$12/ sf	= <u>\$ 110,100</u>	
			\$ 885,089

Permanent Easements

Wetland	60,965 sf @ \$ 1.50/ sf x 50%	= \$45,723	
Railroad	53,426 sf @ \$ 2.00/ sf x 50%	= \$53,426	
Residential	7,248 sf @ \$ 3.22/ sf x 50%	= \$11,670	
Commercial	217,578 sf @ \$ 5.00/ sf x 50%	= \$543,945	
Commercial	31,283 sf @ \$6.00/sf x 50%	= \$ 93,849	
Commercial	25,843 sf @ \$ 8.00/sf x 50%	= \$103,372	
Commercial	76,667 sf @ \$12.00/sf x 50%	= <u>\$460,004</u>	
			\$ 1,311,987

Improvements:

\$422,000

Relocation: n/a discussed with project manager

0 Commercial @ \$25,000 / parcel = \$ -0-

0 Residential @ \$20,000 / parcel = \$ -0-

\$ -0-

Damages:

Proximity - 0 Parcels \$

Consequential - 0 Parcels \$

Cost To Cure - 4 Parcels \$ 254,000

\$ 254,000

\$2,873,076

Net Cost		\$	2,873,076
Scheduling Contingency	55 %	\$	1,580,191
Adm/Court Cost	60 %	\$	2,671,960
Inflation Factor	40 %	\$	<u>2,850,091</u>
		\$	9,975,320

Total Cost \$ 9,975,320

Prepared By: Ray Crutchfield
Ray Crutchfield

Approved: [Signature]
/GDOT R/W

Henry County Land Sales

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/SF</u>	<u>Sales price</u>
Commercial	1.31	\$ 11.53	\$ 660,000
	3.84	\$ 7.91	\$ 1,325,000
	4.36	\$ 6.04	\$ 1,150,000
	2.29	\$ 4.28	\$ 427,500
	3.10	\$ 2.96	\$ 400,000
	36.685	\$ 1.25	\$ 2,009,200
	25.03	\$ 1.28	\$ 1,400,000
Residential	3.10	\$ 3.16	\$ 427,000
	0.674	\$ 1.53	\$ 45,000
	0.344	\$ 1.82	\$ 27,300

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP-0002-00(638), Henry County, P.I. # 0002638** OFFICE Thomaston
Eagle's Landing Parkway from SR-42 to Jodeco Road
DATE July 12, 2005

FROM Thomas B. Howell, P.E., District Engineer

TO Ben Buchan, P.E., State Urban Design Engineer
Attn: Jan Hilliard

SUBJECT **UTILITY COST ESTIMATE**

The following is a utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Atlanta Gas Light	Private	Nat Gas	0	1,316,350
BellSouth	Private	Tel Comm	300,000	432,000
Charter Communications	Private	TV	0	105,500
Georgia Power (Distribution)	Private	Electric	* 168,000	168,000
Georgia Power (Transmission)	Private	Electric	No Facilities	
Henry County Water & Sewer	Public	Water	0	298,795
Clayton County Water	Public	Water	0	** 1,100,000
TOTAL PROJECT COST			\$468,000	\$3,420,645

* Estimated to have prior rights and easements.

** Advised they have no monies

If you have any questions, please call Glenn A. Williams at 706-646-6549.

KMG:GAW:pls

cc: Elaine Jackson, Secretary to Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Brent D'Angelo, P.E., Asst. State Utilities Engineer (*via: e-mail*)
Terry Brigman, State Utilities Preconstruction Engineer (*via: e-mail*)
Terry McMickle, Henry County Engineer (*via: e-mail*)

McGee Partners, Inc.

1990 Lakeside Parkway
Suite 240
Tucker, Georgia 30084
T 770.938.6400
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Meeting Minutes

Date: April 14, 2004 Time: 1:30 pm

Location: GDOT Urban Design Conference Room
Hudson Bridge Road/CR 659 – Eagle’s Landing Parkway from Jodeco Road to
Subject: SR42 - Initial Concept Meeting

Project No: STP-0002-00(638) PI No. 0002638, Henry County MPI: 3002005

Recorded By: Sharron Mathews

Attendees: See attached Record of Attendees

Jan Hilliard of GDOT Office of Urban Design began the meeting and asked everyone to introduce themselves. After a description of the project was given by Chris Marsengill, each topic on the agenda was discussed.

Need and Purpose, presented by Chris Marsengill of McGee Partners, Inc.:

- Project is widening of Eagle’s Landing Parkway (ELP) from a 2-Lane facility to a 4-Lane facility with a raised median in order to provide greater traffic capacity while providing safety enhancements.
- Project begins at Jodeco Road/Hudson Bridge Road intersection and ends at US23/SR42
- ELP/I-75 interchange project (currently under construction) lies within limits of this project
 - An exception begins on the east side on the interchange project 1200’ west of the southbound ramps and ends at Village center Parkway to the west
 - Project will overlap interchange project to complete raised median and final pavement markings
- Project extends through the intersection of ELP and SR42 to Talon Place in order to optimize the SR42 intersection and tie to Phase I of the East Lake Road Extension
- Project Structures Include:
 - Bridge widening over Norfolk of Southern Railroad
 - Bridge widening/rehab (possibly replacement) over Pates Creek

Traffic Engineering Issues, presented by Richard Fangmann of Day Wilburn Associates, Inc.:

- STIP Project Definition: 3.66 miles of widening from 2-Lane to 4-Lane

Meeting Minutes

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

- Planning Concept/N&P:
 - Improve operation and safety (see Crash Report - Table 1 in DWA handout)
 - Increase capacity
- No ATMS features have been included in this project
- Interchange project does not include ATMS cameras
- Fiber optic cable project along I-75 ends before ELP
- General traffic notes:
 - Traffic projections are based on a 3% growth rate; historic growth rate has been as high as 10%. The historic growth rate will crest within project design life
 - Close attention should be paid to a retail center (Wal-Mart) planned for construction west of the I-75/ELP interchange. The concept plans for the retail center include a signalized, 5-lane main entrance and a 3-lane secondary entrance
 - The retail center was included in traffic study projections
- Overall design year (2028) LOS E
- Opening year (2008) critical intersection analysis:
 - See Table 5 & 6 in DWA handout
 - ELP 4-lane section with raised median
 - ELP at Country Club Drive
 - AM LOS B
 - PM LOS C
 - ELP at SR42
 - AM & PM LOS D
 - Assumes no widening of SR42
 - Hudson Bridge Road at Flippen Road
 - AM & PM LOS C
 - Hudson Bridge Road at Jodeco Road
 - AM & PM LOS B
 - Flippen Road at Jodeco Road
 - AM & PM LOS C
- Design year (2028) critical intersection analysis:
 - ELP at Country Club Drive
 - AM LOS E
 - PM LOS F
 - ELP at SR42
 - AM LOS F
 - PM LOS F
 - LOS E if SR42 is widened to 4 lanes under a separate project
 - Hudson Bridge Road at Flippen Road
 - AM LOS F
 - PM LOS F
 - Hudson Bridge Road at Jodeco Road

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

- AM LOS E
 - PM LOS D
- Flippen Road at Jodeco Road
 - AM LOS F
 - PM LOS F
- There are no mass-transit facilities or routes currently planned for this corridor as part of this or any other project
- Access management strategies:
 - Effective strategies are critical along this corridor since traffic projections are close to capacity
 - GDOT median opening spacing guidance (660' minimum) will be followed
- Turn Lane Guidance:
 - Dual left turn lanes are recommended for turning volumes greater than 300 vpd
 - Right turn lanes are recommended for turning volumes greater than 150 vpd
 - 100' tapers and a minimum 175' storage length is recommended

Traffic Engineering Issues – Discussion:

- Critical intersection analysis indicates that traffic will exceed intersection capacity of the 4-lane facility during the second half of the project design life. By the 2028 design year, a 6-lane facility may be required. However, the ARC RTP model includes only a 4-lane facility. Further, budgetary constraints prevent the construction of a 6-lane facility at this time. Therefore, this project will be designed as 4-lane facility with provisions to widen to 6 lanes where prudent and practical.
- The conceptual layout presented by Chris Marsengill depicts intersection layouts with turn lane configurations required/suggested to meet the projected design year traffic projections. Further concept development will solidify the intersection layouts and transitions to the unimproved side roads through close coordination with the traffic engineers.
- Project corridor consists of commercial, light industrial and residential development
- There are large residential developments beyond the east and west project termini
- There is a large volume of truck traffic east of the I75 interchange
- The Phases 1 & 2 of the East Lake Extension project will extend this corridor to SR155
- Existing signalized intersections:
 - Jodeco Road at Flippen Road
 - Hudson Bridge Road at Flippen Road
 - I-75 ramps
 - Hospital Drive (included in interchange project),
 - Country Club Drive
 - SR42
- Proposed new signal locations:

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

- Jodeco Road at Hudson Bridge Road (warranted)
- Proposed Retail Area (Wal-Mart) entrance (pending approval)

Environmental Issues:

- A categorical exclusion will be prepared for this project
- The Norfolk Southern Railroad is the only historic resource along this corridor. The project will bridge the railroad and will therefore have no adverse impact to this resource.
- A large wetland area is located south of the existing ELP on the eastern end of the project. Wetlands impacts will be minimized by widening ELP to the north in this area.

Public Involvement Issues:

- A public involvement meeting is required
- Henry County will advertise the public involvement meeting and invite local businesses and residents alike
- City of Stockbridge officials will be invited to all further coordination meetings.

Design Issues:

- A 45 mph design speed will be used
- The bike lanes constructed in the interchange project will be extended to Flippen Road to the west and 780' west of Country Club Drive to the east. On the east, a 10' sidewalk will be constructed on the south side of the alignment from the proposed end of the bike lanes to SR 42.
- The horizontal alignment has been set to avoid unnecessary adverse impacts to the community and environment.
- Railroad Bridge
 - The railroad bridge is in a normal crown section and will therefore be widened symmetrically
 - The profile of the bridge will be adjusted to accommodate a 6-lane section in order to prevent the need to jack the bridge in the future
- Pates Creek Bridge
 - The bridge over Pates Creek is adjacent to a wetland area, which lies primarily to the south of the existing alignment. Therefore, ELP and the Pates Creek Bridge will be widened to the north in the vicinity of the wetlands.
 - The profile of the bridge will be set such that it can be widened from 4 to 6 lanes and still provide the required hydraulic opening
- A depressed median design alternative was suggested and will be considered to better accommodate future widening to a 6-lane facility
- No major grade/profile changes are anticipated

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

Proposed Typical Section:

- The proposed typical section consists of 4 12' basic lanes with a 20' raised median and 16' shoulders with curb & gutter & 5' sidewalks
- Bike lanes are proposed on Hudson Bridge Road/Eagle's Landing Parkway from Flippen Road to 780' west of Country Club Drive where the southern sidewalk will be widened to 10' to accommodate bicycles and pedestrians

Structures:

- A wall may be required to retain the approach to the railroad bridge on the northwest side of the alignment in order to minimize impacts to an adjacent business and parking area
- Existing structures include:
 - 2-lane bridge over Norfolk Southern Railroad
 - 2-lane bridge over Pates Creek
 - Retaining wall between Eagle's Landing Parkway and The Villages at Eagles Landing appears to be outside of the proposed construction area. Brick and iron fence constructed in this same area may have been constructed on the existing right of way.
- Bridge Design, presented by Masood Shabazaz of Heath and Lineback, Inc:
 - Bridge over Norfolk Southern Railroad
 - Existing 3-span structure spans a single railroad track
 - If no provisions are required for an additional track, the existing bridge will be widened symmetrically and jacked to provide clearance
 - Clearance will be set based on the low chord of a future 6-lane bridge
 - An alternate design will be required if the proposed bridge must accommodate a second track
 - Bridge over Pates Creek
 - Existing 5-span bridge with a sufficiency rating of 39 (GDOT recommends replacing structures with rating less than 50)
 - Bridge will be widened to north side to minimize wetlands impact
 - Recent FEMA updates have increased design flows by 40% in this area. The proposed hydraulic opening will be based on the updated flows and the low chord of the future 6-lane bridge.
- Project will coordinate with other Henry County SPLOST projects including East Lake Projects Phases 1 and 2, which will Eagles Landing to SR155, and the Patrick Henry Parkway, which will parallel I-75 on the east from Eagle's Landing Parkway to Jodeco Road.
- Existing right-of-way width is 200'
 - Major right-of-way acquisition is not anticipated for this project.
 - Henry County notes that all right-of-way shall be acquired in accordance with Federal Regulations.

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

Surveying Issues:

- GDOT Office of Urban Design indicated that the survey control provided for the Interchange project may be flawed. Since the project control for this project was coordinated with the interchange project, additional coordination is required with OEL to discuss deficiencies in the existing control and insure proper coordination with the interchange project as well as true vertical and horizontal control.
- Due to the urban nature of this area, the project corridor will be field-run; no aerial mapping will be done

Utilities Investigation Issues:

- Brent D'Angelo, indicated that GDOT will be conducting a SUE investigation for this project since state funds are allocated for construction
 - Level B investigation will be conducted, which provides horizontal location of utilities, can be provided for design use
 - Level A may be requested at potential conflict locations
 - Requested that the survey control package and mapping from which to conduct this investigation be supplied once the control issue has been resolved with OEL
- Henry County Water & Sewerage Department representative provided the following information:
 - Henry County Water & Sewerage Department provides the water and sewer services to all properties adjacent to this project and expects the utility impacts of this project to be minor
 - 16" DIP from Country Club Drive to SR42
 - 5' inside southern right of way line from Country Club Drive to rail road
 - Crosses from north to south under the eastern railroad bridge end fill
 - Crosses railroad on private easement
 - 5' inside northern right of way line from railroad to SR42
 - 10" FM & 16" DIP along west side of SR42 that turns west at East Lake Parkway, 5' inside the right of way
 - 12" DIP along Flippen Road western right of way line
 - Abandoned 12" AC line from Flippen Road to I-75 interchange, 5' inside southern right of way line, GDOT special provision will be required if contractor must remove and dispose of the AC line as part of this project
 - Private FM ties to County FM at SR42 and ELP on private easement
- Clayton County Water representative provided the following information:
 - Clayton County has a 24" main in the project area outside of the proposed corridor.
 - Clayton County will provide assistance (spot digs) to assist in any way with utility investigation.

Henry County

April 14, 2004

Hudson Bridge Road/CR 659 – Eagles Landing Parkway from Jodeco Road to SR42

- Georgia Power representative provided the following information:
 - GA Power transmission line running north-south between SR42 and Talon Place that should not be impacted by this project.
 - Overhead, single-circuit distribution line on the south side of the project from the beginning to the hospital, where it crosses to the north side and continues to SR 42
- BellSouth lines are concurrent with GA Power poles
- BellSouth also has underground facilities along the corridor
- Cable TV lines are concurrent with GA Power poles.
- GA Power may have prior rights along ELP and Hudson Bridge Road.
- No utilities are suspended from the railroad bridge.
- Gas line may be present on the Pates Creek Bridge.
- AT&T has a crossing on the project
- Joint-use signal poles were recommended

Schedule, Coordination & Reviews:

- The project enters City of Stockbridge city limits and the City will be included in future coordination
- Consultant's anticipated schedule
 - PFPR September 2004
 - Approved right of way plans January 2005
 - FFPR July 2005
 - Final plans November 2005

Final Comments:

- FHWA may question effectiveness in addressing N&P with a design year LOS F at critical intersections. It may be necessary to widen corridor to 6 lanes during the design life of the project. Reasons for only constructing 4-lane must be well documented and provisions for widening to 6-lane must be made where possible.
- Phased implementation of 6-lane would require RTP & TIP amendment
- FHWA will be invited to final concept meeting to ensure proper involvement
- Conceptual plans for Wal-Mart site were presented to consultant
- Current Funding
 - \$5.5 million GRTA Bond
 - \$3.5 million Henry County SPLOST
- GDOT indicated that FHWA may assist with right of way acquisition funding due to proximity to I-75 interchange (precedent has been set on other similar projects).

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING FOR STA-0002-00(638) Henry Co. P.I. No. 0002658

LOCATION: URBAN DESIGN CONFERENCE ROOM NO. 352

DATE: April 14, 2004 TIME: 1:30 PM

MODERATOR: _____

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>(DOT employees do not list e-mail)</small>
1. Randy Jones	Georgia Power Co.	678-432-2069	rmjones@Southco.com
2. Keith Watkins	Clayton Co. Water	770-960-5204	kwatkins@ccwa1.com
3. Jennifer Mathis	GDOT/OEL	404-699-6882	jennifer.mathis@dot.state.ga.us
4. Masood Shabazz	HEATH & LINEBACK ENGRS.	770-424-1668	mshabazz@heath-lineback.com
5. ALLEN KRIVSKY	HEATH & LINEBACK ENG.	770-424-1668 770-938	akrivsky@heath-lineback.com
6. Sharron Mathews	McGee Partners, Inc	6400	smathews@mcgeepartners.com
7. Jun Birnkammer	GDOT	404-635-8744	jun.birnkammer@dot.ga.gov
8. Brent O'Angelo	GDOT-Ut's	4-635-8055	
9. Tommy Crochet	McGee Partners	770-938-6400	tcrochet@mcgeepartners.com
10. STAN PETOSKI	GDOT - T&D	4/635-8126	
11. Terry L. McMickle	Henry County SPLIST	770/898-7676	tmcmickle@co.henry.ga.gov
12. Lynn Blodzow	Henry County Splist	770/898-7676	
13. CHRIS MARSENGILL	McGEE PARTNERS	7-938-6400	cmarsengill@mcgeepartners.com
14. JOHN MORETTO	GDOT TRAFFICOPS	706-646-6563	
15. DAVID MILLEN	GDOT PREST. ENG.	706-646-6594	david.millen@dot.state.ga.us
16. Marc Mastonardi	GDOT - Area Engineer	770-228-2337	
17. Debra Benton	GDOT - Environmental	706-646-6597	
18. Lamar Pruitt	GDOT - Construction	706-646-6569	
19. TOM DILLON	GDOT Planning/Prog.	706-646-6317	
20. JANC HILLIARD	GDOT - URBAN DESIGN	404-656-5441	

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL CONCEPT TEAM MEETING FOR STP-002-00(638) Henry Co. P.I. NO 0002038

LOCATION: URBAN DESIGN CONFERENCE ROOM NO. 352

DATE: APRIL 14, 2004 TIME: 1:30 PM

MODERATOR: _____

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>(DOT employees do not list e-mail)</small>
1. <u>KERRY GORE</u>	<u>D.O.T-UTILITIES</u>	<u>706-646-6552</u>	
2. <u>Kevin M. Bailey</u>	<u>DOT. - URBAN DESIGN</u>		
3. <u>GLENN A. WILLIAMS</u>	<u>DOT-UTILITIES</u>	<u>706 646 6549</u>	
4. <u>RON WISHON</u>	<u>DOT-ENG SVCS.</u>	<u>(404) 651-7470</u>	
5. <u>David Smith</u>	<u>Ecological Solutions</u>	<u>770-998-7648</u>	<u>davidsmith@ecologicalsolutions.com</u>
6. <u>Jaryl Cranford</u>	<u>DOT-Planning</u>	<u>404-656-5360</u>	
7. <u>Rick Day</u>	<u>Day Wilburn Assoc.</u>	<u>404-249-7550</u>	<u>rday@daywilburn.com</u>
8. <u>DOUG BAILEY</u>	<u>HENRY Co. WATER</u>	<u>7-914-3688</u>	<u>doug-bailey@HCOUSA.com</u>
9. <u>TONY CARNELL</u>	<u>"</u>	<u>"</u>	<u>TONY_CARNELL@HCL.com</u>
10. <u>Lamar M. Pruitt, Sr.</u>	<u>GDOT-Const</u>	<u>706 646-6569</u>	<u>lamar.pruitt@dot.ga.gov</u>
11. <u>Audrey D. Gooch</u>	<u>GDOT-Local Govt/Comm</u>	<u>706-646-6602</u>	<u>agooch@dot.ga.gov</u>
12. <u>Anna Diaz</u>	<u>DWA</u>	<u>404-249-7550</u>	<u>adiaz@daywilburn.com</u>
13. <u>Rick Fayman</u>	<u>DWA</u>	<u>404-249-7550</u>	<u>rfayman@daywilburn.com</u>
14. <u>Mike Lobdell</u>	<u>GDOT</u>	<u>4/656-5441</u>	
15.			
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19.			
20.			

McGee Partners, Inc.

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Meeting Minutes

Date: February 11, 2005 Time: 1:30 pm

Location: GDOT Urban Design Conference Room
Eagle's Landing Parkway from Eagle's Pointe Parkway to SR 42/US 23

Subject: Concept Team Meeting

Project No: STP-0002-00(638) PI No. 0002638, Henry County MPI: 3002005

Recorded By: Chris Marsengill

Attendees: See attached Record of Attendees

Jan Hilliard of GDOT Office of Urban Design began the meeting and asked everyone to introduce themselves.

Project Description:

Chris Marsengill gave a project update including changes made to the project concept since the Initial Concept Team Meeting:

- The project consists of widening Eagle's Landing Parkway (ELP) from 2 lanes to 4 lanes with a 44-foot wide depressed median from Eagle's Pointe Parkway to SR 42/US 23.
- The western terminus of the project will connect to the 6-lane ELP/I75 interchange project and the eastern terminus will connect to the 4-lane East Lake Road project.
- The project will overlap the ELP/I-75 interchange project (currently under construction) in order to complete the raised median and final pavement markings that were omitted from the interchange project in order to provide a temporary tie to the existing 2-lane facility at that project's eastern terminus.
- The purpose of this project is to provide additional traffic capacity and safety along this corridor.
- The Hudson Bridge Road portion of the original project is now a separate project; ELP project now begins at Eagle's Pointe Parkway and ends 700 feet east of the intersection with Talon Place.
- The Q23 funds originally designated for Hudson Bridge Road have been shifted to ELP; Hudson Bridge Road will be constructed with local funds.
- Traffic projections indicate the need for a 6-lane facility in 2023, but the TIP only includes a 4-lane widening project for ELP. A 4-lane to 6-lane widening project has been

Henry County

February 22, 2005

Eagles Landing Parkway from Eagle's Pointe Parkway to SR 42/US 23

added to the RTP through coordination with ARC in order to accommodate projected traffic demands and satisfy need and purpose.

- This project's typical section consists of 4 lanes with a 44-foot wide depressed median to accommodate future widening to the center.
- TIP project description and funding fields have been revised through coordination with ARC & GRTA.
- GDOT work program project definition has not been updated to match the TIP.
- Proposed Structures:
 - Two bridge replacements will be required, one over the Norfolk of Southern Railroad and one over Pates Creek.
 - Current concept proposes two 2-lane bridges (twins) at each location in the opening and year and widening to 6-lanes in future.
 - Ben Buchan and Glenn Bowman agreed that additional state funding should be sought to allow construction of 6-lane bridges for the opening year instead of twins in order to eliminate cost of future widening.

Traffic Engineering Issues:

Richard Fangmann reported on the status of the traffic analysis:

- Projections are based on 3% growth rate
- The Wal-Mart retail center on the west side of I-75 has been included in the projections.
- Projections have been submitted to OEL and approved.
- Critical intersection analysis:
 - 2008 analysis based on 4-lane facility
 - 2023 is "widening year"
 - 2028 analysis based on 6-lane facility
 - Eagle's Landing at SR 42/US 23
 - LOS D with 4-lane facility through 2022
 - LOS F with 6-lane facility in 2028; improving the LOS will require a major 6-lane widening project along SR 42/US 23.
- Crash data does not indicate that the existing facility is deficient from a safety standpoint. However, safety will be an issue when the projected volumes are realized if no improvements are made.
- Opening and design year traffic exceed GDOT minimums for raised median implementation.
- The following unsignalized intersections may warrant a traffic signal during the life of the project:
 - Village Center Parkway
 - Trade Center Parkway
 - Talon Place
- ATMS/ITS

Henry County

February 22, 2005

Eagles Landing Parkway from Eagle's Pointe Parkway to SR 42/US 23

- No ATMS features are included in this project.
- The I-75 interchange project does not include ATMS.
- The fiber optic cable project along I-75 ends before ELP.
- John Moretto stated that the future efficiency of this high-volume corridor could be greatly improved by the implementation of ATMS/ITS features and research of potential funding to add these features should be conducted.
- There are no mass transit facilities or routes currently planned for this corridor as part of this or any other project.
- Access management strategies:
 - Effective strategies are critical along this corridor since traffic projections are close to capacity.
 - GDOT median opening spacing guidance (660-foot minimum) will be followed.
 - Driveway locations and configurations will be closely reviewed with District 3 Traffic Operations personnel after the PIOH.
 - Ben Buchan advised that median openings should only be shown at public roads on the PIOH displays. The current concept display shows two that are not at public roads.

Environmental Issues:

- History Study is complete and SHPO has concurred with our finding of no eligible resources.
- Archeology Study is complete and SHPO has concurred with our finding of no eligible resources.
- A Section 404 permit will be required.
- Ecology:
 - The horizontal alignment has been shifted to the north through the wetlands area in order to minimize impacts to higher-quality wetlands on the south side of ELP. This may increase the impacts to existing utilities.
 - Wetland impacts have been quantified for the ecology report; however, impacts must be reassessed based on the addition of bike lanes.
 - Easements through wetlands presented as temporary in the concept layout may be revised to permanent, and possibly widened, based on required utility relocations (SUE investigation underway).
- Pates Creek lies within a 100-Yr. FEMA floodplain boundary. Therefore, FEMA coordination will be required. Heath & Lineback will conduct this coordination as part of the Hydraulic & Hydrological study required at this location.

Public Involvement Issues:

- A meeting was held with the Eagle's Landing Community Association to introduce the project concept to representatives from Eagle's Landing Country Club, Windsong Plantation, The Villages at Eagle's Landing, and Parkside at Eagle's Landing.

Henry County

February 22, 2005

Eagles Landing Parkway from Eagle's Pointe Parkway to SR 42/US 23

- No further stakeholder meetings are planned for neighborhoods, neighborhood associations, business owners, or elected officials.
- A PIOH is scheduled for March 24, 2005 from 5:00 PM to 7:00 PM. The meeting location was originally planned for the Henry County Administrative Complex but has since been changed to the Merle Manders Conference Center in Stockbridge.
- Community concerns received from the Eagle's Landing Community Association and member neighborhoods include:
 - Relocation of the fence along the south side of ELP from Country Club Drive east to the end of The Villages subdivision will be required.
 - The Villages is a gated community and the fence was constructed 40 feet inside the existing right of way.
 - Some property owners may be under the impression that their property extends to the existing fence.
 - The retaining wall located along the right of way line on the south side of ELP from Killarny Drive east to end of The Villages subdivision will not be impacted.
 - Windsong Plantation has submitted a letter to Henry County regarding the relocation of their sign currently located in the median of Country Club Drive on the north side of ELP.
 - The Villages subdivision has also submitted a letter to Henry County stating their objection to the proposed edge of pavement location in relation to the homes that back up to the existing right of way. They are also concerned about increased traffic and noise levels. The subdivision also desires the construction of noise walls and has hired an engineer to guide them in further coordination.

Design Issues:

- The design speed is 45 mph
- Access control is "By Permit"
- The concept typical section includes four 12-foot travel lanes and a 44-foot wide depressed median. A 20-foot wide raised median was considered, but the 44-foot depressed median better suites the need for widening to the center during the project's design life.
- The 44-foot wide median will also ease construction staging. A minimum of two 11-foot travel lanes will be maintained in each direction during construction. Generally, a 16-foot wide shoulder with 4:1 slopes is proposed. However, an 18-foot wide shoulder with 2:1 slopes may be used in some areas. GDOT representatives stated that this configuration is acceptable if it meets the *Roadside Design Guide* clear zone requirements.
- Bike lanes/Multi-use Trail:
 - The concept layout includes extending the 4-foot wide bike lanes constructed in the interchange project to Country Club Drive and a 10-foot wide multi-use trail on the south side of the alignment from the proposed end of the bike lanes to SR 42.

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- GDOT representatives discouraged combining pedestrian and bicycle traffic on multi-use trails; they also discouraged transitioning between multiple types of facilities along the same corridor. The adjoining project to the west and to the adjoining project to the east includes bike lanes. This issue will be further researched McGee Partners.
- Required utility relocations will be increased due to the following:
 - Widening the median from 20 feet to 44 feet
 - Adding 4 feet of pavement to both sides of ELP to include bike lanes
 - Shifting the alignment to the north from Country Club Drive to the eastern end of the Villages subdivision in order to minimize property impacts
 - Shifting the alignment to the north through the wetlands area in order to minimize impacts to higher-quality wetlands on the south side of ELP
- Bridge over Norfolk Southern Railroad:
 - Bridge has an acceptable sufficiency rating.
 - However, the bridge will be replaced due to the following:
 - Widening will require substantial bridge jacking in order to provide vertical clearance.
 - Norfolk Southern is planning for an additional track, therefore, bridge bents must be relocated to provide desired opening and horizontal clearance.
 - Also see page 2 "Proposed Structures"
- Bridge over Pates Creek:
 - Bridge has an unacceptable sufficiency rating and must be replaced.
 - The bridge profile must be raised in order to provide an opening for flows substantially higher (40%) than those upon which the original design was based.
 - Also see page 2 "Proposed Structures"
- Project has been coordinated with the I-75/ELP interchange project to the west and East Lake Parkway Phase 1 to the east. Traffic projections have been coordinated with these projects as well as East Lake Parkway Phase 2, which will extend ELP to SR155, and the Patrick Henry Parkway, which will parallel I-75 on the east from ELP to Jodeco Road.

Right of Way Issues:

- The existing right of way is 200 feet wide
- Major right-of-way acquisition is not anticipated for this project.
- Henry County notes that all right-of-way shall be acquired in accordance with Federal Regulations.
- Some construction easements currently shown as temporary may be changed to permanent in order to accommodate required utility relocations
- Henry County will revise the right of way estimate based on additional pavement width, median widening, and utility easements; they will submit the estimate to GDOT for review and approval.

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- Commercial signs have been surveyed and any required commercial sign relocations will be documented in the right of way plans.
- At the Initial Concept Team Meeting, GDOT indicated that FHWA may assist with right of way acquisition funding due to proximity to I-75 interchange (precedent has been set on other similar projects). Additional research is required.

Surveying Issues:

- Survey control issue discussed in the Initial Concept Team Meeting has been resolved through coordination with John Hart.
- Due to the urban nature of this area, the project corridor was field-run; survey is complete.

Utilities Investigation Issues:

- At the Initial Concept Team Meeting, Brent D'Angelo, indicated that GDOT will be conducting a SUE investigation for this project since state funds are allocated for construction.
 - Level B investigation will be conducted, which provides horizontal location of utilities. This information can be provided for design use.
 - Level A may be requested at potential conflict locations.
 - Requested copies of the survey control package and mapping once the control issue has been resolved with OEL.
 - Further coordination with the Office of Utilities is required to initiate SUE investigation.
- Kerry Gore stated that Georgia Power may claim prior rights along this corridor as they did on the I75/ELP interchange project. This fact, along with increased utility impacts discussed in "Design Issues," will require an updated utility relocation estimate from Henry County. Henry County will coordinate this effort with GDOT and will provide the estimate to GDOT for review and approval.
- Kerry Gore also cautioned that clearing for utility relocation should be considered when discussing conservation of existing vegetation with the community.
- Kerry Gore stated that utility easements should be provided such that utility relocations required adjacent to retaining walls can be relocated 20 feet from existing or proposed walls.
- The concept layout does not reveal the need to relocate any aspect of the transmission line crossing the alignment east of SR 42. Georgia Power cautioned that vertical clearance should be considered as well as horizontal, and roadway elevation should be raised no more than 2 feet (approximate).
- The locations of several existing utilities that may conflict with the project design were discussed. These utilities will be investigated by the SUE, and avoidance and/or relocation will be addressed in the project design.

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- An existing facilities map was provided by Doug Bailey of the Henry County Water and Sewerage Authority.

Geotechnical Issues:

- United Consulting will be conducting geotechnical studies
- Notice to proceed will be issued once revisions discussed at this meeting have been incorporated.

Schedule, Coordination & Reviews:

- Consultant's anticipated schedule is as follows:
 - Environmental Document Approval August 2005
 - PFPR August 2005
 - Approved right of way plans November 2005
 - FFPR April 2006
 - Let September 2006

Other Comments:

- Pedestrian crossings need to be addressed.
- Any at grade RR crossings within 200' of a public road must be clearly marked and resigned. There are no such crossings within the limits of this project.

Action Items:

1. GDOT work program project definition has not been updated to match the TIP.
Status: Unknown.
2. Research of potential funding to add ATMS/ITS features to this corridor.
Status: Unknown.
3. Additional state funding should be sought to allow construction of 6-lane bridges for the opening year instead of twins in order to eliminate cost of future widening.
Status: Office of Urban Design is preparing request for additional bridge funding.
4. Remove all median openings shown at non-public roads on the concept layout.
Status: Concept layout revised.
5. Add 4-foot wide bike lanes on both sides of ELP and eliminate the 10-foot wide multi-use trail.
Status: Concept layout revised.
6. Further coordination with the Office of Utilities is required to initiate SUE investigation.
Status: Requested information provided to Office of Utilities February 15, 2005.
7. Henry County will revise both the right of way estimate and the utility estimate and will submit both estimates to GDOT for review and approval.
Status: Waiting on revised concept layout based on issues discussed at this meeting.
8. Pedestrian crossings need to be addressed.
Status: Crosswalks have been added to the concept layout.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Urban Design

PROJECT CONCEPT REPORT

Eagle's Landing Parkway from Eagle's Pointe Parkway to SR42/US23

Project Number: STP-0002-00(638)

County: Henry

P. I. Number: 0002638

Federal Route Number: N/A

State Route Number: N/A

See page 2 for location sketch

Recommendation for approval:

DATE 9/20/05

DATE 9/21/05

Jan C. Hilliard
Project Manager
James B. Bucha
State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE 9/26/05

Bruce K. Sumner R.E.W.
Project Review Engineer

DATE _____

State Bridge Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Urban Design

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Keith Spivey
State Traffic Safety and Design Engineer

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District Engineer

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Project Review Engineer

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