

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012882
Clayton/Fulton Counties
GDOT District 7 - Metro Atlanta
Global Gateway Connector
Pedestrian Facility

OFFICE Design Policy & Support

DATE October 23, 2014

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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Bobby Hilliard, Program Control Administrator
Albert Shelby, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau
Katelyn Digioia, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Elaine Armster, Project Manager
BOARD MEMBER - 5th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Enhancement P.I. Number: 0012882
 GDOT District: 5 County: Fulton/Clayton
 Federal Route Number: None State Route Number: 6
 Project Number: _____

Evaluate the proposed Concept Bridge Designs and multi-use path location options for connecting downtown College Park to the Georgia International Convention Center (GICC). This multi-use path will ultimately connect to the recently completed Phoenix Trail which will provide a broader access to adjacent communities. The objective is to receive concept design approval from the City and other Government agencies, once approved; applications will be submitted so the next round of funding may be approved for this project.

Submitted for approval:

Kalin Lewis, PRIME ENGINEERING, INC.
 Consultant Design & Firm or GDOT Concept/Design Phase Office Head & Office DATE 07/11/2014

Jackson C Myers, CITY OF COLLEGE PARK
 Local Government Sponsor DATE 09/11/14

Albert Shelby
 State Program Delivery Engineer DATE 7/31/14

Charlie Ante
 GDOT Project Manager DATE 07/31/14

* Recommendation on file
 Recommendation for approval:

* Hiral Patel/KLP DATE 8-9-2014
 State Environmental Administrator

* Kathy Zahul/KLP DATE 8-13-2014
 State Traffic Engineer

* Ben Rabun/KLP DATE 8-11-2014
 State Bridge 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/or the State Transportation Improvement Program (STIP).

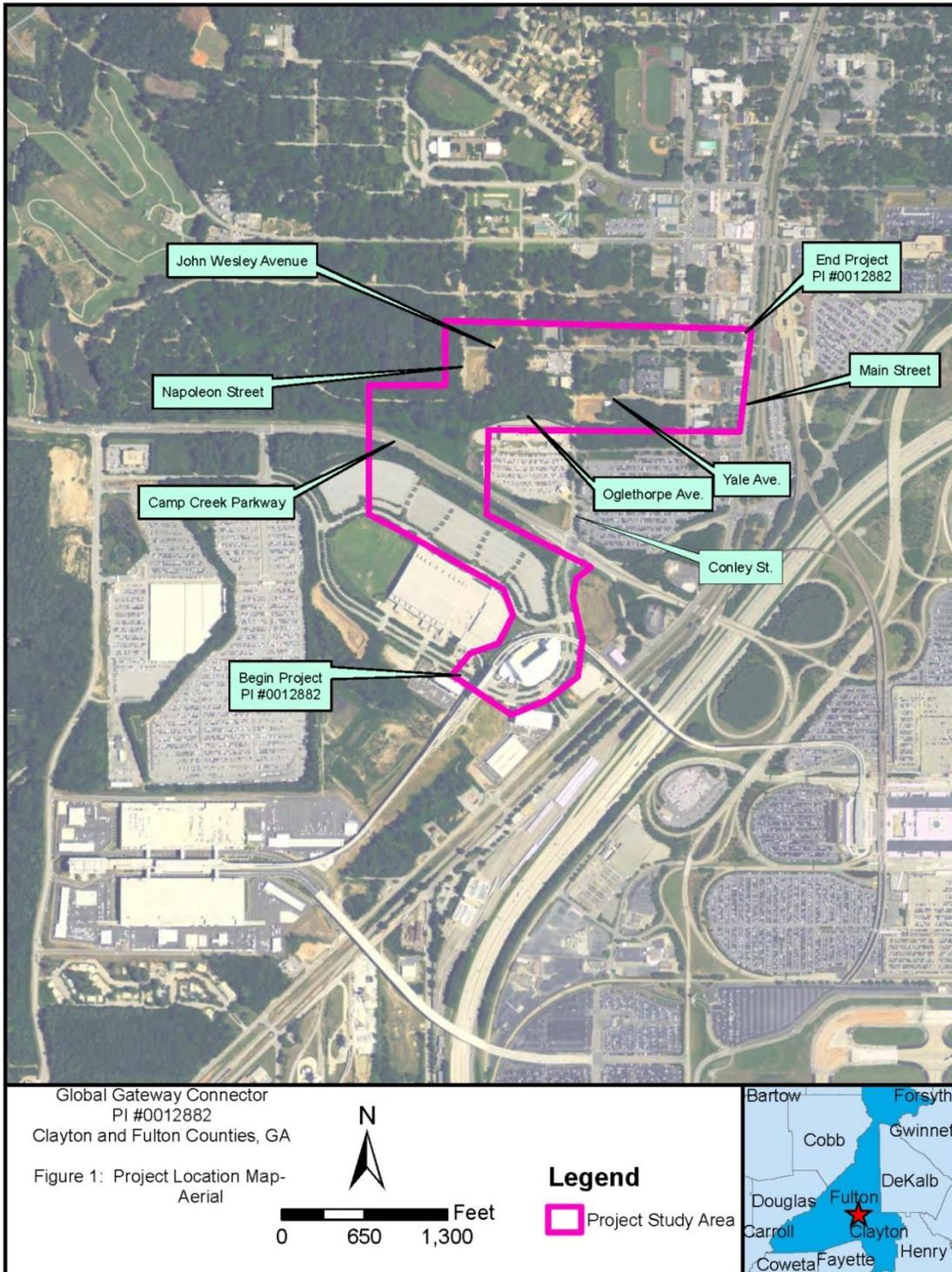
Cynthia D. Noyke DATE 9-4-14
 State Transportation Planning Administrator

Approval:

Concur: She Brown DATE 10/14/14
 GDOT Director of Engineering

Approve: Bill R Millington DATE 10/20/14
 GDOT Chief Engineer

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

A **footbridge** or **pedestrian bridge** is a bridge designed for pedestrians and in some cases cyclists, animal traffic and horse riders, rather than vehicular traffic. Footbridges compliment the environment and can be used decoratively to visually link two distinct areas or to signal a transition into a new district/area. The proposed College Park pedestrian bridge will be functional and can also be a beautiful work of art and sculpture. The pedestrian bridge will enhance the community's access to Fulton County medical clinics, schools and markets, which would otherwise be unreachable when crossing Camp Creek Parkway traffic. The pedestrian bridge/path will also connect downtown MARTA and other businesses to the Georgia International Convention Center (GICC), resulting in a great benefit to the City of College Park.

In addition, the new pedestrian bridge across Camp Creek Parkway has been designed to enhance the vehicular traffic's sense of arrival to downtown College Park. This proposed bridge consists of a spectacular arch bridge, which will be cable supported. The bridge has an astounding appearance which will grab the attention of everyone traveling on Camp Creek Parkway.

Existing conditions:

The project is located on the existing Georgia International Convention Center (GICC) property between the project starting point and Camp Creek Parkway. North of Camp Creek Parkway the project is located on mostly vacant land until the project end at West Main Street. This area of College Park was a former residential area that was purchased and cleared by the Federal Aviation Administration (FAA) in the late 20th century as noise abatement associated with the nearby Hartsfield-Jackson Atlanta International Airport.

The project will be located for the most part along local two lane streets. It will cross over Camp Creek Parkway (S.R. 6), which is a four lane divided arterial road with an Average Annual Daily Trip of 34,280 cars. The project will end at West Main Street (U.S. 29), which is a two lane collector road with an Average Annual Daily Trip of 11,370 cars.

Two (2) major pipelines are located within the project area. Colonial and Plantation Pipelines have parallel 12-inch jet fuel lines located within the old right-of-way of Oxford Avenue. The lines proceed from the west along Camp Creek Parkway, following the old abandoned road bed of Oxford Avenue through its intersection with Napoleon Street, through the Park N' Ticket site to Conley Street, and then continue within the road bed of Oxford Avenue east of Conley Street to Hartsfield-Jackson Atlanta International Airport.

There are some community resources located on the eastern edge of the project. The resources include the College Park Health Center, which is a public facility run by the Fulton County Health Department, and the Odyssey Family Counseling Center, which is a local non-profit facility that provides mental health and substance abuse services to low-income families.

There are six bodies of water located within project site. Two perennial streams, one intermittent stream, one stormwater ditch, one wetland, and one open body of water. The open body of water is located within the existing GICC detention pond between Camp Creek Parkway and the GICC. The other bodies of water are located between Camp Creek Parkway and Oglethorpe Avenue to the north, and between Rhodes Street to the west and Victoria Street to the east.

Other projects in the area:

The Phoenix Trail Project, PI# 762525, from Sullivan Road to West Point Avenue, is located within a half (1/2) mile of the proposed project and was completed in May of 2014.

Main Street Streetscape Project, PI# 0002314, is located along Main Street for approximately 400 feet from Harvard Avenue to Princeton Avenue. Construction is to commence in December of 2014 and be completed by June 2015.

Description of the proposed project:

The project is located within the city limits of College Park, Georgia. The project starts in Clayton County and ends in Fulton County and is approximately 1.20 miles long.

The project generally encompasses the use of abandoned road beds, existing sidewalks, and a convention center to create a 10-foot wide pedestrian/bicycle trail starting at Convention Center Concourse between the ATL Skytrain (an Automated People Mover) and the SpringHill Suites Atlanta Airport Gateway Hotel at the Georgia International Convention Center (GICC) and ultimately ending at the intersection of John Wesley Avenue and West Main Street in downtown College Park.

The trail will begin at grade from Convention Center Concourse and will cross the street and traverse to the north between the GICC and the Atlanta Airport Marriott Gateway Hotel to the front of the GICC and north across its parking lot utilizing an existing pedestrian pathway. The trail will then run between the existing GICC parking lot and existing detention pond west along Camp Creek Parkway. It will then ramp down to a single span prefabricated pedestrian bridge structure to cross Camp Creek Parkway and continue along Napoleon Street.

Once across Camp Creek Parkway the trail will remain elevated along Napoleon Street, and a precast concrete girder bridge with cast in place concrete deck will be used to cross the abandoned right-of-way of Oxford Avenue. Within this right-of-way are two (2) 12-inch diameter jet fuel pipelines owned by Colonial and Plantation Pipeline Companies. Once across the old abandoned right-of-way, the trail will ramp back down to grade at the intersection of Napoleon Street and Yale Avenue.

The trail will continue along the south side of Yale Avenue east from Napoleon Street to Conley Street. The trail will switch to the north side of Yale Avenue east from Conley Street to Victoria Street. It will then turn north on Victoria Street and continue along the west side of Victoria Street until John Wesley Avenue. The trail will continue east along John Wesley Avenue on the north side of the road until

terminating at West Main Street, the end of the project. The end point of the project is across the street from the College Park MARTA Station.

Utilizing existing developed areas and abandoned roadways where feasible allows the minimization of environmental disturbance associated with the construction of new foundations and avoids constructing within existing creek beds within site. This approach will also allow for faster installation, which will significantly shorten the construction time and cost.

The project beginning is located adjacent to the ATL Skytrain, an automated people mover (APM) that provides access from Hartsfield-Jackson Atlanta International Airport to the GICC and the Rental Car Center, and ultimately ends within walking distance of the College Park MARTA Station. The project beginning is also located within one half (1/2) mile of the recently completed Phoenix Trail. The City will need to complete the gap between the two trails or have developers complete it for the trails to connect. The transportation facilities located at both ends of this project will allow accessibility to users outside the neighboring community.

MPO: Atlanta TMA

TIP # FS-280

TIA Regional Commission: Atlanta Regional Commission

RC Project ID FS-280

Congressional District(s): 5

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A

Current Year (20WW): N/A Open Year (20XX): N/A

Design Year (20YY): N/A

Traffic Projections Performed by: N/A. Traffic on trail will be limited to bicycle and pedestrian traffic.

Functional Classification (Mainline): Not Applicable

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

DESIGN AND STRUCTURAL

Description of Proposed Project:

The project is located within the city limits of College Park, Georgia. The project starts in Clayton County and ends in Fulton County, and is approximately 1.20 miles long.

The project generally encompasses the use of abandoned road beds, existing sidewalks, and a convention center to create a 10-foot wide pedestrian/bicycle trail starting at Convention Center Concourse between the ATL Sky trail (an Automated People Mover) and the Springhill Suites Atlanta Airport Gateway Hotel at the Georgia International Convention Center (GICC), and ultimately ending at the intersection John Wesley Avenue and West Main Street in downtown College Park.

Major Structures:

Structure ID	Existing	Proposed
Bridge #1 (Camp Creek Parkway Pedestrian Bridge)		Pre-fabricated Arch suspension Bridge. 12-foot wide by 200-foot long single span. Concrete bridge deck supported by a concrete end bents with MSE Walls.
Bridge #2 (Oxford Avenue at Napoleon Street Bridge)		Pre-cast concrete girder pedestrian bridge structure with cast in place deck. 12-foot wide by 50-foot long single span. Concrete bridge deck supported by end bents with MSE Walls.
MSE Ramp #1		10-foot wide MSE Ramp from the GICC complex down to End Bent #1 of Bridge #1.
MSE Ramp #2		10-foot wide MSE Ramp from End Bent #2 of Bridge #1 to End Bent #1 of Bridge #2.
MSE Ramp #3		10-foot wide MSE Ramp from End Bent #2 of Bridge #2 to grade at the intersection of Napoleon Street and Yale Avenue.

Mainline Design Features: Global Gateway Connector Bridge and Trail

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes		1	1
- Lane Width(s)		10-14 feet	10-feet
- Outside Shoulder or Border Area Width		2-5 feet	5-feet
- Outside Shoulder Slope		2:1 or less	4:1
- Inside Shoulder Width		2-feet	2 to 5-feet
- Sidewalks		5-feet	10-feet
Posted Speed			18 - 14 MPH
Design Speed		18 - 14 MPH	18 - 14 MPH
Min Horizontal Curve Radius		36-feet	36-feet
Cross Slope		2-percent	2 percent
Maximum Grade		8-percent	5-percent
Pavement Type		Concrete	Concrete

*According to current GDOT design policy if applicable

Major Interchanges/Intersections:

There are two (2) major intersections for this project. The project end point is at the intersection of John Wesley Avenue and West Main Street (U.S. 29). The trail intersects with Camp Creek Parkway less than one half (1/2) mile along the alignment. At this intersection the trail is an elevated bridge crossing Camp Creek Parkway.

Lighting required: No Yes

The only lighting to be provided on this project is to illuminate the pedestrian bridge. The multi-use trail will be a dawn to dusk trail.

Transportation Management Plan [TMP] Required: No Yes
If Yes: Project classified as: Non-Significant Significant
TMP Components Anticipated: TTC TO PI

The project will need a Temporary Traffic Control Plan on Camp Creek Parkway (S.R. 6) for the placement of the pedestrian bridge across the roadway.

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: No Design Exceptions Anticipated.

Design Variances to GDOT Standard Criteria anticipated: No Design Variances Anticipated.

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: Local will notify CSX Railroad of the project. The project end point is located within 200 feet of a CSX Right-of-Way.

Utility Involvements: Plantation and Colonial Pipelines will be involved in the project. The proposed alignment crosses over two (2) existing 12-inch jet fuel pipelines.

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

Right-of-Way: N/A Existing width: Varies Proposed width: N/A
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Temporary construction easements may be necessary in certain areas for slope grading. No permanent Right-of-Way purchase is anticipated at this time. All land where the trail is located is owned by the City of College Park, or under contract for purchase.

Anticipated number of impacted parcels:	0
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

MS4 Compliance – Is the project located in an MS4 area? No Yes

This project is located within the City of College Park, which is its own MS4. Stormwater detention for this project will be provided through three different stormwater detention ponds throughout the project area. The first detention pond is located within the GICC property between the GICC parking lot and Camp Creek Parkway at Conley Street. The second pond is a regional stormwater detention pond that was constructed east of Conley Street between Oglethorpe Avenue and Yale Avenue. The third regional stormwater detention pond is located northwest of the intersection of Yale Avenue and Victoria Street.

Water Quality for this project will be provided within the three existing ponds and through existing Filterra curb inlets. These inlets use bio-filtration enhanced with pre-filter chambers to capture and immobilize pollutants of concerns, such as: TSS, oil/grease, nutrients, metals, and trash/debris. These Filterra curb inlets are located along the project alignment north of Camp Creek Parkway.

Environmental Permits, Variances, Commitments, and Coordination anticipated:

The proposed project is expected to be processed as a Categorical Exclusion. If the project causes impacts to the identified waters, these impacts would be expected to be fairly minimal and would be processed under a Nationwide permit from the USACE. In addition, a stream buffer variance could be required from the Georgia EPD.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
Is the project located in an Ozone Non-attainment area? No Yes
Is a Carbon Monoxide hotspot analysis required? No Yes
All three items are not applicable. Bicycle and Pedestrian Traffic Only. No increase in emissions; marginal positive improvement expected.

NEPA/GEPA Comments & Information:

There are several community facilities located within the project corridor. The Fulton County Health Department is located southwest of the intersection of John Wesley Avenue and College Street. The Odyssey Family Counseling Center, which serves a low-income community, is located at the northwest intersection of John Wesley Avenue and College Street.

There is one historic resource located within the project corridor. The eastern terminus of the project is located within the National Register listed College Park Historic District. It is not anticipated that the project would have an adverse effect to this resource.

The project contains potential habitat for the Northern long-eared bat and the Georgia Aster, which are Threatened and Endangered Species. Further studies will be required to determine if these species are located in the project area. Jurisdictional Waters of the US and state buffered water

are located within the project area. It is not anticipated that the project would have an adverse effect to these resources.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings

A project kick-off meeting was held on February 19, 2014 at the Georgia International Convention Center (GICC), with the following people present: Jackson Myers, City of College Park, Carleton Fisher, Georgia Department of Transportation (GDOT), Mercedes Miller, GICC, Denise Cole GICC, Paul Free, STV Whitehead, Margie Pozen, STV Whitehead, Erin Murphy, GT Hill Planners, Eddie Moultrie, Prime Engineering, Kalyn Lewis, Prime Engineering, and Rob MacPherson, Prime Engineering. Meeting minutes are provided in Attachment 5.

Two Stakeholders meetings were held on March 10, 2014 and April 22, 2014 at the Georgia International Convention Center (GICC). The stakeholder from the following groups attended: the City of College Park, Georgia International Convention Center, College Park Real Estate, College Park Main Street Association, Atlanta Regional Commission (ARC), and several local stakeholders. Meeting minutes are provided in Attachment 5.

A Public Interest Open House (PIOH) was held on June 16, 2014 at College Park City Hall. Stakeholders from the following groups attended: City of College Park, Atlanta Regional Commission (ARC), Georgia Department of Transportation, and several local stakeholders. The project was also presented to College Park City Council on June 16, 2014

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Prime Engineering, Inc.
Design	Prime Engineering, Inc.
Right-of-Way Acquisition	City of College Park
Utility Relocation	City of College Park
Letting to Contract	Not a Let project
Construction Supervision	City of College Park, Prime Engineering, Inc.
Providing Material Pits	City of College Park
Providing Detours	GDOT/City of College Park
Environmental Studies, Documents, and Permits	Prime Engineering, Inc.
Environmental Mitigation	City of College Park
Construction Inspection & Materials Testing	City of College Park
Railroad Coordination to Railroad Involvement	City of College Park

Other coordination to date: None at this time.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT/City of College Park	City of College Park	City of College Park	City of College Park	GDOT/City of College Park	
\$ Amount	\$250,000.00	\$0	\$50,000.00	\$6,537,736.7	\$0	\$6,837,735.7
Date of Estimate	9/16/2014	9/16/2014	9/16/2014	9/16/2014	9/16/2014	

*CST Cost includes: Construction, Engineering and Inspection, Easement allowance, Mobilization, MOT, Contractor overhead and profit, and Contingency.

*Reimbursable Utility: This is an allowance for unforeseen utility locations at this time.

ALTERNATIVES DISCUSSION

Preferred Alternative: The chosen bridge and alignment starts at Convention Center Concourse between the ATL Sky trail (an Automated People Mover) and the Springhill Suites Atlanta Airport Gateway Hotel at the Georgia International Convention Center (GICC). It then navigates through the GICC property and crosses over Camp Creek Parkway utilizing the abandoned roadway of Napoleon Streets, and Yale Avenue until the intersection of Yale Avenue and Conley Street. From this intersection it continues east on the north side of Yale Avenue and then turns north on the west side of Victoria Street, and finally turns east on the north side of John Wesley Avenue and ends at its intersection with West Main Street in downtown College Park

Estimated Property Impacts:	0	Estimated Total Cost:	\$6,837,735.7
Estimated ROW Cost:	0	Estimated CST Time:	12 months

Rationale: This alternative was chosen because it is the preferred route chosen by the stake holders of the City of College Park. It utilizes abandoned roads and for the most part land already owned by the City, there for right-of-way purchase will be minimal.

No-Build Alternative: This option looked at locating the multiuse trail along the east and west side of Convention Center Concourse, and then traversing along the back of the existing GICC parking lot for approximately 200 feet. The multi-use trail would then cross over the exiting GICC detention pond and Camp Creek Parkway before ramping back down with a circular ramp between the Park’N Ticket and Camp Creek Parkway. The trail would then continue along the east side of Conley Street to Yale Avenue. From this intersection it continues east on the north side of Yale Avenue and then turns north on the west side of Victoria Street, and finally turns east on the north side of John Wesley Avenue and ends at its intersection with West Main Street in downtown College Park

Estimated Property Impacts:	5	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A

Rationale: This alternative was not chosen due to stake holder feedback and constructability issues. The bridge would need to be constructed across an existing detention pond, and then set on the north side of Camp Creek Parkway in a very confined area. In order to ramp back down to grade a circular ramp would be necessary, and Right of Way would need to be purchased to construct the ramp. Right of Way will also need to be purchased to construct the multi-use trail on the west side of Conley Street. Conley Street is not ideal for a trail as well, due to its steep slopes and higher traffic volume. *No cost estimate derived for this option.*

Alternative 1: The option starts at Convention Center Concourse between the ATL Sky trail (an Automated People Mover) and the Springhill Suites Atlanta Airport Gateway Hotel at the Georgia International Convention Center (GICC). It then navigates through the GICC property to the rear of the parking lot along Camp Creek Parkway. It then parallels the parking lot for approximately 1,500 feet, then turns north and crosses over Camp Creek Parkway and an existing creek to the Yale Avenue, which is currently abandoned. It will then continue along the south side of Yale Avenue to Conley Street. From this intersection it continues east on the north side of Yale Avenue and then turns north on the west side of Victoria Street, and finally turns east on the north side of John Wesley Avenue and ends at its intersection with West Main Street in downtown College Park

Estimated Property Impacts:	2	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A

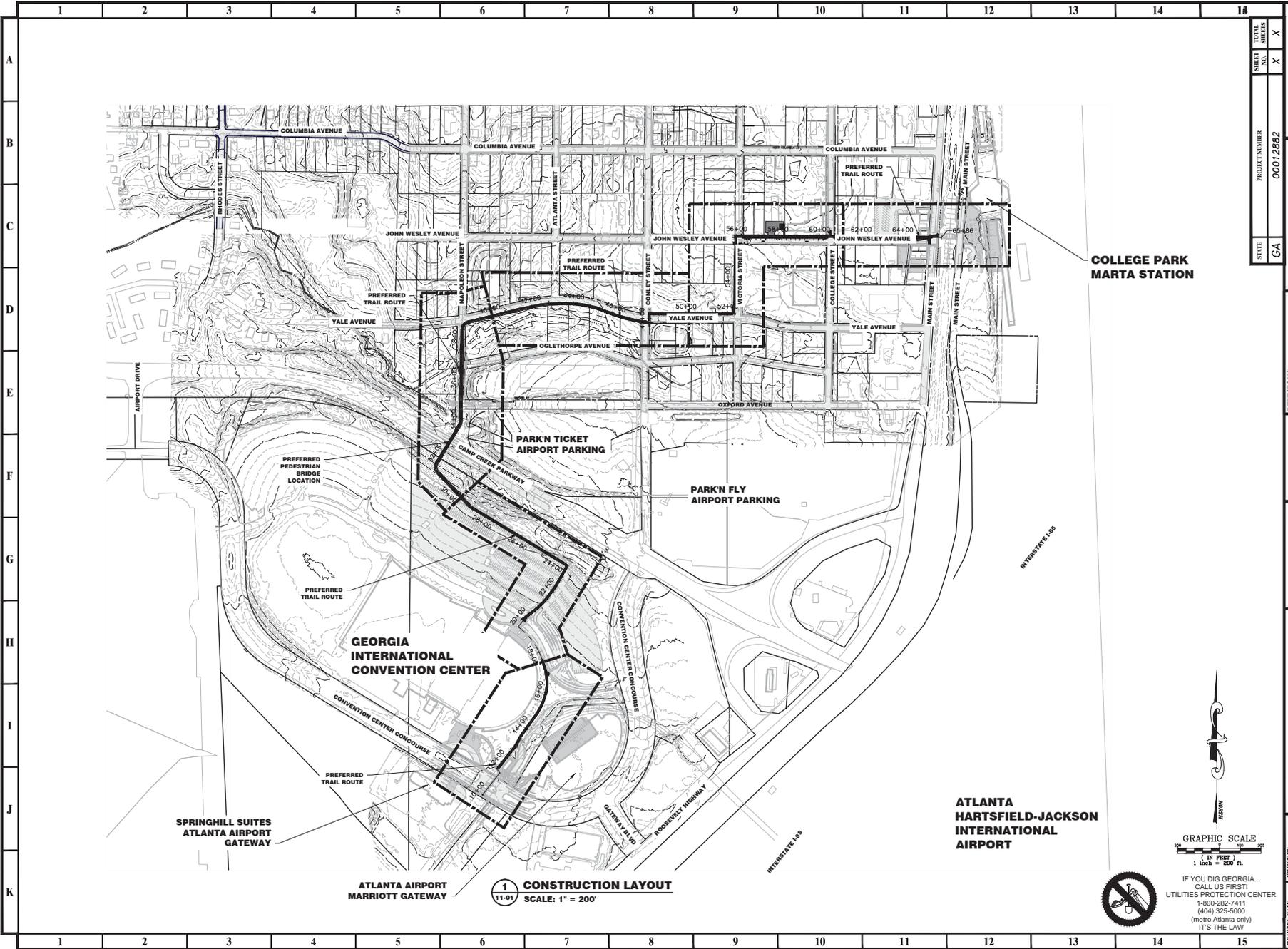
Rationale: This alternative was not chosen due to stakeholder feedback. No cost estimate was developed for this alternative. The stake holders felt the alignment took the trail too far west from downtown, and that people would not use the trail because of this. The bridge crossing would also be difficult due to the distance required to span Camp Creek Parkway and the existing State Water.

Comments/Additional Information: Alternatives were looked at for this project in relation to the bridge design and location across Camp Creek Parkway as well as the trail alignment. The preferred alignment was chosen through several stake holder meeting with the City of College Park and their residents.

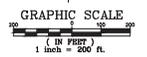
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
 2. Typical Sections
 3. Cost Estimates
 4. Meeting Minutes
 5. Preliminary Environmental Analysis Report
- KPB. lighting letter*

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1
11-01
CONSTRUCTION LAYOUT
SCALE: 1" = 200'



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DRAWING SCALE 1" = 200'		DESIGNED BY KLL	
PROJECT NUMBER 2025-0025		CHECKED BY RRM	
DRAWING NUMBER 11-01		DRAWING TITLE CONSTRUCTION LAYOUT	

STATE GA	PROJECT NUMBER 00012682
SUBJECT X	TOTAL SHEETS X

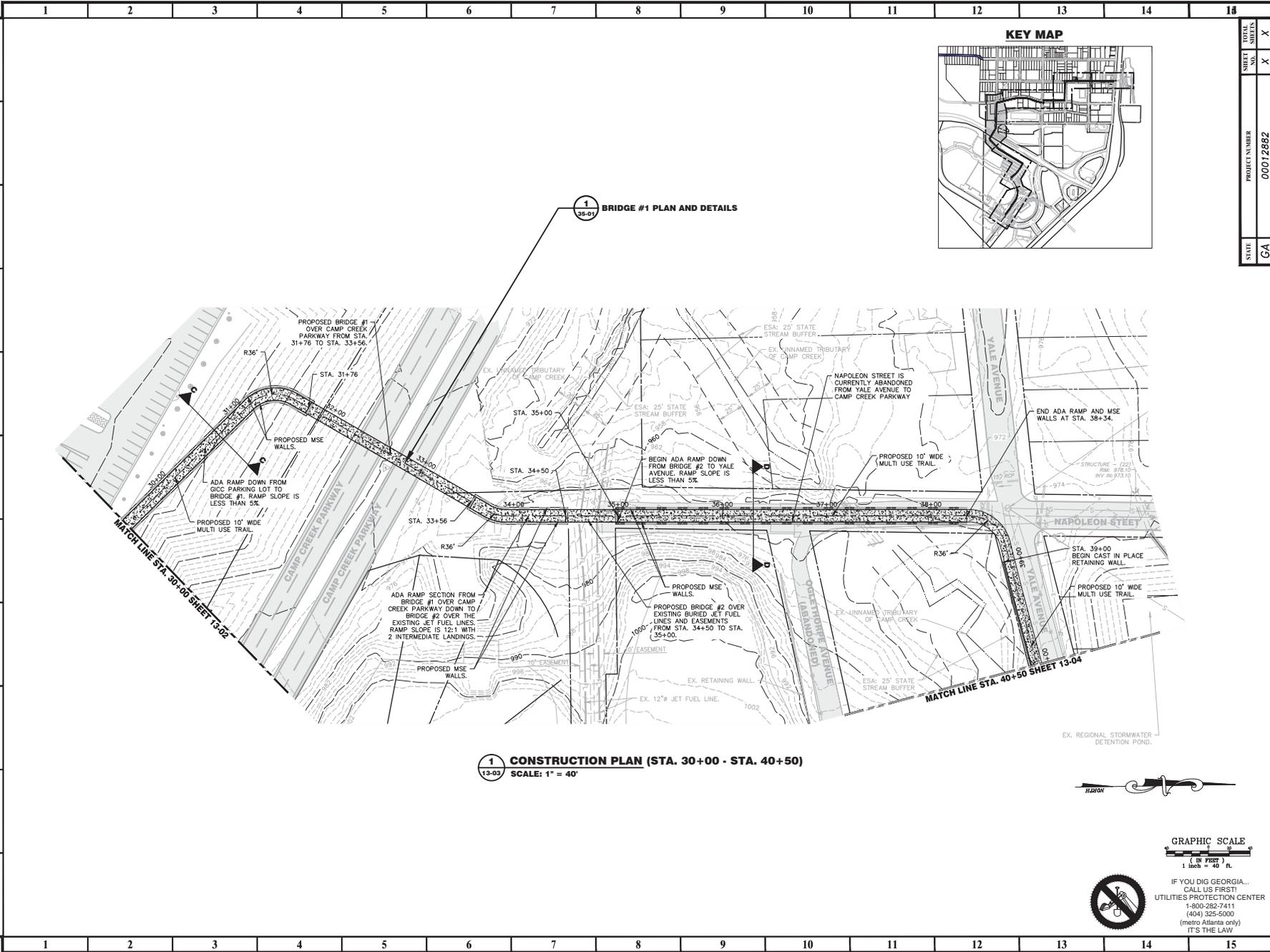
PROJ/FACILITY GLOBAL GATEWAY CONNECTOR BRIDGE PROJECT	PREPARED FOR: CITY OF COLLEGE PARK
ENGINEERING INCORPORATED	3715 NORTHSIDE PARKWAY NW ANNORISBREEK SUITE 220 ATLANTA, GEORGIA 30327 404-442-8710

REVISIONS	NO.	DATE	DESCRIPTION

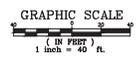
SEAL

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13-03-0025 - 0025 - comp-global_gateway_connector_bridges_13-03_2025-0025.dwg Mon, 09/16/24 10:16 AM



1 CONSTRUCTION PLAN (STA. 30+00 - STA. 40+50)
 13-03 SCALE: 1" = 40'



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STATE GA	PROJECT NUMBER 00012682	TOTAL SHEETS X	SHEET NO. X
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PROJECT: **GLOBAL GATEWAY CONNECTOR BRIDGE PROJECT**

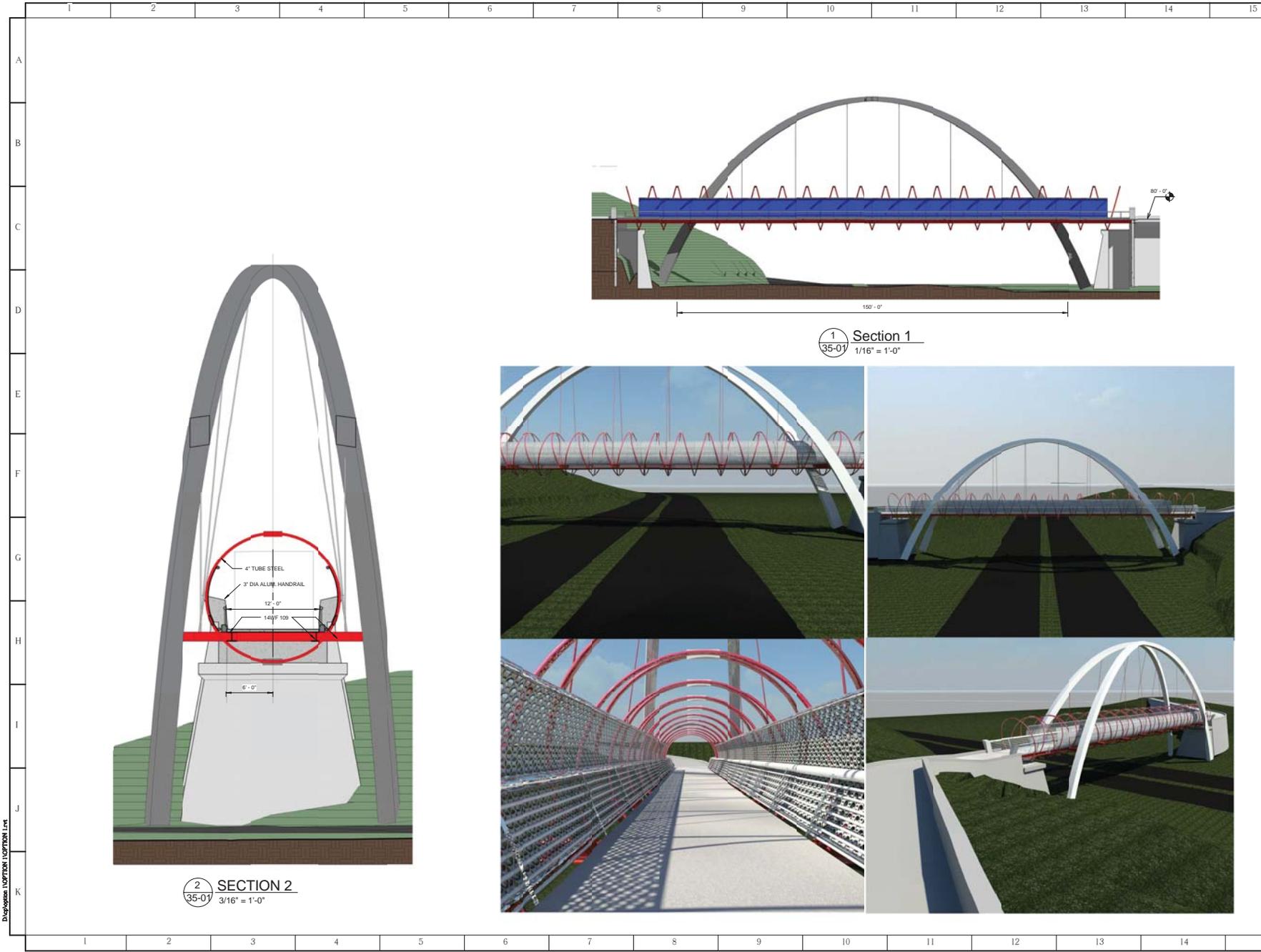
PREPARED FOR: **CITY OF COLLEGE PARK**

PRIME ENGINEERING INCORPORATED
 3715 NORTHSIDE PARKWAY NW
 ANNORIS CREEK SUITE 200
 ATLANTA, GEORGIA 30329
 404-442-7100

NO.	DATE	DESCRIPTION

SEAL: _____ DATE: _____

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1 Section 1
35-01 1/16" = 1'-0"

2 SECTION 2
35-01 3/16" = 1'-0"

STATE	PROJECT NUMBER	TOTAL SHEETS
GA	001888	

PRIME ENGINEERING INCORPORATED
 1714 NORTHSIDE PARKWAY NW
 ANNANDALE, GA 30027
 404-435-7100

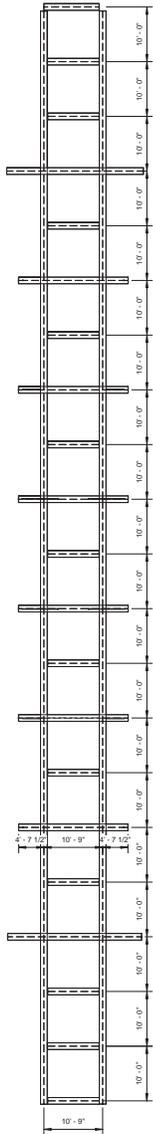
PROJECT: GLOBAL GATEWAY CONNECTOR BRIDGE
 PREPARED FOR: CITY OF COLLEGE PARK

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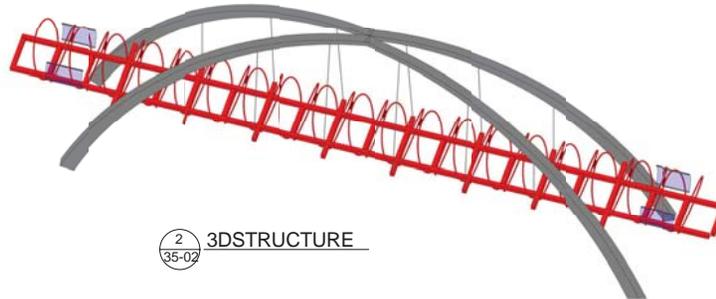
DRAWING TITLE
CAMP CREEK PARKWAY BRIDGE LAYOUT

DRAWING DATE	DRAWN BY	DESIGNED BY	CHECKED BY
6/26/2014	Author	Designer	Checker
DRAWING SCALE	PROJECT NUMBER	DRAWING NUMBER	PROJECT STATUS
As indicated	8669	35-01	



1
35-02
STRUCT PLAN
3/32" = 1'-0"

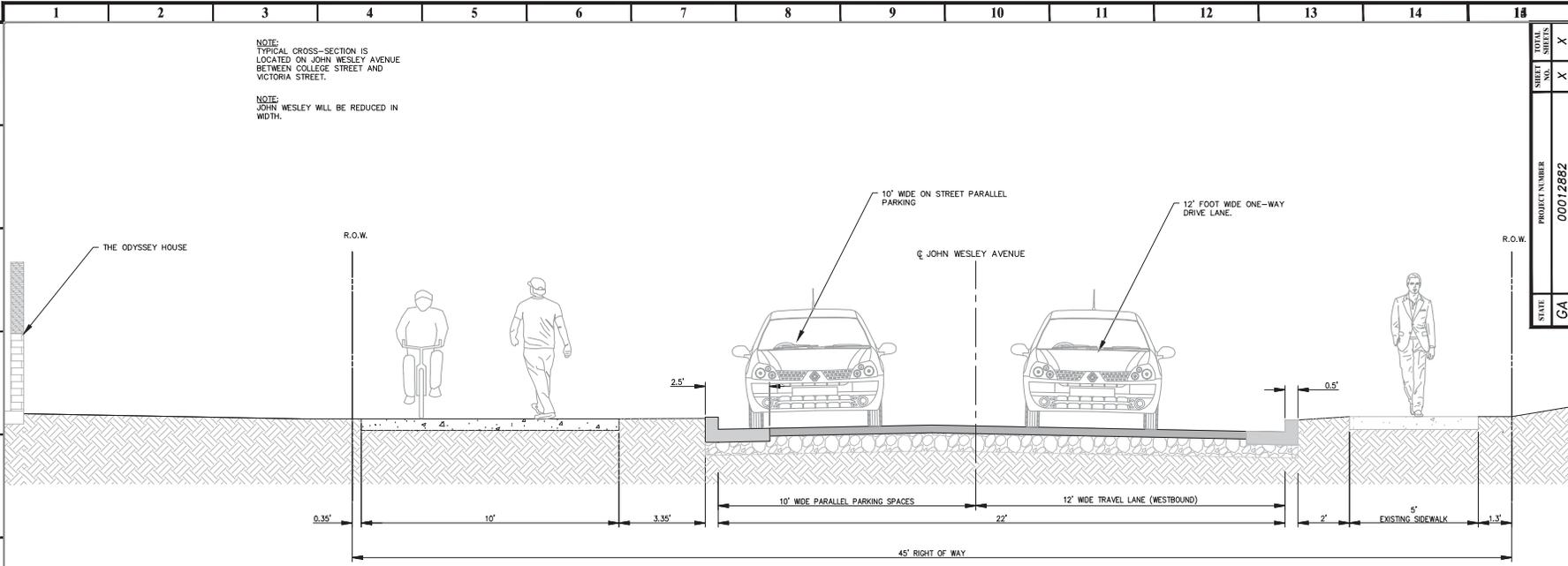
STRUCTURAL FRAMING SCHEDULE									
Family and Type	Count	Length	Cut Length	Volume	Tonnage (Tons)	Girder Weight	Joist Weight	Joist Weight (Tons)	Girder Weight (Tons)
HSS-Round Structural Tubing: HSS1.660X0.140									
HSS-Round Structural Tubing: HSS1.660X0.140	12	423' - 4 87/256'	422' - 10 165/256'	2 CF	0.450377			0	0
HSS-Round Structural Tubing: HSS1.660X0.140									
HSS-Round Structural Tubing: HSS1.660X0.140	12	423' - 4 87/256'	422' - 10 165/256'	2 CF	0.450377			0	0
HSS-Round Structural Tubing: HSS4X0.125									
HSS-Round Structural Tubing: HSS4X0.125	38	2052' - 0"	2052' - 0"	20 CF	4.939838			0	0
HSS-Round Structural Tubing: HSS4X0.125	38	2052' - 0"	2052' - 0"	20 CF	4.939838			0	0
W-Wide Flange: W14X109									
W-Wide Flange: W14X109	23	697' - 8 5/128"	692' - 5 157/256"	153 CF	37.367023			0	0
W-Wide Flange: W14X109									
W-Wide Flange: W14X109	23	697' - 8 5/128"	692' - 5 157/256"	153 CF	37.367023			0	0
Grand total: 73	73	3173' - 0 97/256"	3167' - 4 67/256"	175 CF	42.757238			0	0



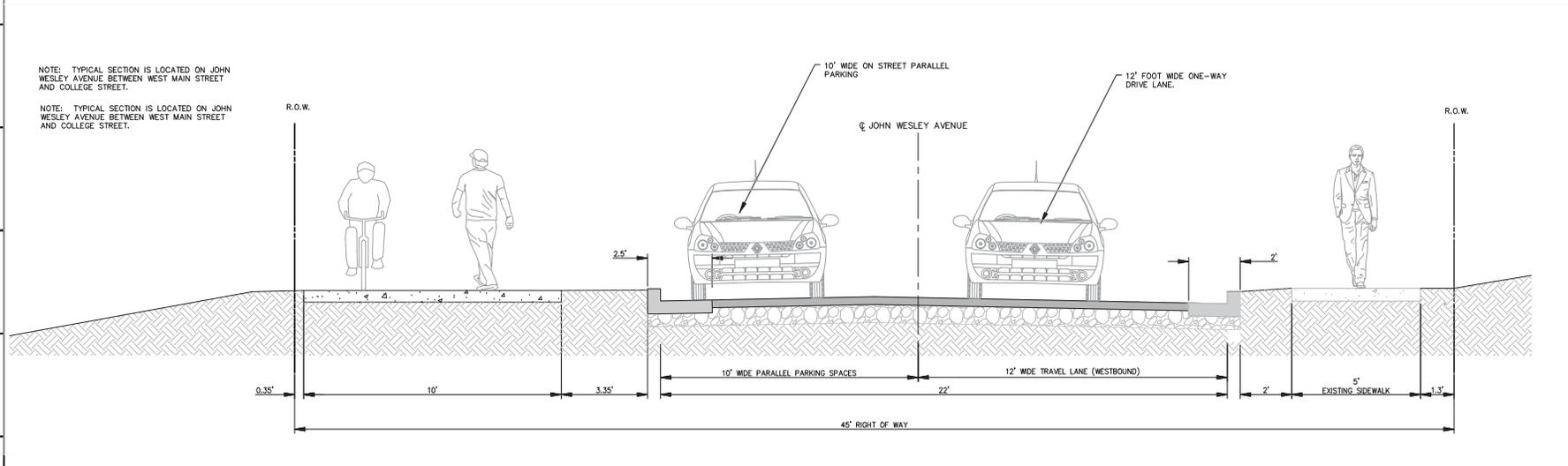
2
35-02
3DSTRUCTURE

DRAWING DATE 6/25/2014		DRAWN BY Auror		DESIGNED BY Designer		PROJECT NUMBER 8869		DRAWING NUMBER 35-02		PROJECT STATUS	
DRAWING SCALE 3/32" = 1'-0"		CHECKED BY Checker		DRAWING TITLE CAMP CREEK PARKWAY BRIDGE STRUCTURE		DRAWING NUMBER 001888		PROJECT NUMBER 001888		TOTAL SHEETS 1	
STATE GA		PROJECT NUMBER 001888		PROJECT GLOBAL GATEWAY CONNECTOR BRIDGE PROJECT		SEAL		DATE		 1714 NORFOLK DRIVE, SUITE 200 ATLANTA, GEORGIA 30329 404-435-7100	
DATE		PROJECT		PREPARED FOR CITY OF COLLEGE PARK		SEAL		DATE		2014 PRIME ENGINEERING, INCORPORATED and its personnel shall be held on the original drawing the dimensions of which are 24 by 36 inches. Any reproduction of this drawing without the written consent of PRIME ENGINEERING, INCORPORATED are hereby changed by the scale of the drawing. All dimensions are to corresponding dimensions of the original drawing. This drawing is the property of PRIME ENGINEERING, INCORPORATED and is not to be reproduced, copied, or used in any part, in whole or in part, for any other project, without the written consent of PRIME ENGINEERING, INCORPORATED.	

RL_2025-0025_corp-global_gateway_conn_west_bridg3_3_engineering\Drawings\5-04_2025-0025.dwg Mon, 09/15/24 10:11 AM



1 TYPICAL CROSS SECTION H-H
 SCALE: 1" = 2'



2 TYPICAL CROSS SECTION I-I
 SCALE: 1" = 2'

STATE	GA	PROJECT NUMBER	00012682
SUBJECT	X	TOTAL SHEETS	X

PRIME ENGINEERING INCORPORATED
 3715 NORTHSIDE PARKWAY NW
 300 NORTH DEKALB COUNTY
 ATLANTA, GEORGIA 30327
 404-442-7100

PROJECT: GLOBAL GATEWAY CONNECTOR BRIDGE PROJECT
 PREPARED FOR: CITY OF COLLEGE PARK

NO.	DATE	DESCRIPTION

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TYPICAL SECTIONS

DRAWING DATE	09/15/2024	DRAWN BY	ALL
DRAWING SCALE	1" = 2'	DESIGNED BY	ALL
PROJECT NUMBER	2025-0025	CHECKED BY	RRM
DRAWING NUMBER	5-04		

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No.

OFFICE

PROJECT DESCRIPTION

DATE

From:

To: Lisa L. Myers, State Project Review Engineer

Subject: **REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	4,280,399.01	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	214,019.95	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	449,441.90	Base Estimate (A) + E & I (B) x	10 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	0.00	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	4,943,860.86	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Local Owner	\$ 50,000.00
TOTAL	\$ 50,000.00

ATTACHMENTS:

Detailed Cost Estimate Printout

**ATTACHMENT "3"
COST ESTIMATE**

City of College Park
P.I. Number 00012882 - Global Gateway Connector
STATEMENT OF PROBABLE CONSTRUCTION COSTS- 09/16/14

Item	Drawing 13-01	Drawing 13-02	Drawing 13-03	Drawing 13-04	Drawing 13-05	Drawing 13-06	Quantity (Sum Dwg. 1-6)	Unit	Unit Price	Subtotal	Category Total
Traffic/Erosion Control											
150-1000 TRAFFIC CONTROL -	-	-	-	-	-	-	1	LS	\$20,000.00	\$20,000.00	
163-0232 TEMPORARY GRASSING	0.2	0.3	0.3	0.35	0.6	0.25	2	AC	\$2,500.00	\$5,000.00	
163-0240 MULCH	0.2	0.3	0.3	0.35	0.6	0.25	2	AC	\$600.00	\$1,200.00	
163-0300 CONSTRUCTION EXIT	1	2	-	-	-	-	3	EA	\$3,750.00	\$11,250.00	
163-0550 CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	8	5	4	20	17	4	58	EA	\$160.00	\$9,280.00	
165-0030 MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1175	1650	3910	1650	880	360	9,625	LF	\$0.70	\$6,737.50	
165-0101 MAINTENANCE OF CONSTRUCTION EXIT	1	2	-	-	-	-	3	EA	\$475.00	\$1,425.00	
165-105 MAINTENANCE OF INLET SEDIMENT TRAP	8	5	4	20	17	4	58	EA	\$100.00	\$5,800.00	
167-1000 WATER QUALITY MONITORING AND SAMPLING	1	1	2	2	1	1	8	EA	\$525.00	\$4,200.00	
167-1500 WATER QUALITY INSPECTIONS	-	-	6	6	-	-	12	MO	\$1,360.00	\$16,320.00	
171-0030 TEMPORARY SILT FENCE, TYPE C	1175	1650	3910	1650	880	360	9,625	LF	\$3.00	\$28,875.00	
	1175	1650	3910	1650	880	360	9,625	LF	\$4.00	\$38,500.00	
Subtotal Traffic/Erosion Control											\$148,587.50
Crg/Grbbg/Excav/Bfill											
201-1500 CLEARING & GRUBBING -	0.2	0.3	0.3	0.35	0.6	0.25	2.0	AC	\$4,500.00	\$9,000.00	
210-0100 GRADING COMPLETE -	-	-	-	-	-	-	1	LS	\$55,230.00	\$55,230.00	
Subtotal Crg/Grbbg/Excav/Bfill											\$64,230.00
SubBase											
310-5060 GR AGGR BASE CRS, 6 INCH, INCL MATL	750	775	220	1200	150	520	3,615.0	SY	\$11.00	\$39,765.00	
Subtotal SubBase											\$39,765.00
Paving											
402-3113 RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	-	-	-	-	140.00	110.00	250	TON	\$66.00	\$16,500.00	
413-1000 BITUM TACK COAT	-	3	-	4	8	2	4,000	GAL	\$4.75	\$19,000.00	
432-0206 ADA HANDICAP RAMPS	-	-	-	-	1600.00	1200.00	2,800	SY	\$5.00	\$14,000.00	
441-0016 MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	-	-	-	-	20	30	50	SY	\$45.00	\$2,250.00	
441-0106 DRIVEWAY CONCRETE, 6 IN TK	-	-	-	-	1300.00	510.00	4,755	SY	\$43.00	\$204,465.00	
441-0106 CONC SIDEWALK, 6 IN	750.00	775.00	220.00	1200.00	850	400	2,210	LS	\$14.00	\$30,940.00	
441-5002 CONCRETE HEADER CURB, 6 IN, TP 2	-	-	150	810	220	-	770	LS	\$17.50	\$13,475.00	
441-5012 CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	-	-	-	-	9500.00	-	9,500	SF	\$8.00	\$76,000.00	
WIDEN EXIST. BRICK SIDEWALK	-	-	-	-	-	-	60	TON	\$38.00	\$2,280.00	
GRAVEL PAVING	-	-	-	-	-	-	-	-	-	-	
Subtotal Paving											\$391,660.00
Concrete/Bridges											
520-1125 CAST IN PLACE RETAINING WALL	-	-	150	250	-	-	400	LF	\$300.00	\$120,000.00	
500-3002 ARCH BRIDGE WITH CIRULAR CANOPY	-	-	1,440	-	-	-	1,440	LF	\$40.87	\$58,852.80	
511-1000 PILING IN PLACE, STEEL H, HP 12 X53	-	-	20,000	-	-	-	60	CY	\$538.12	\$32,287.20	
500-1006 CLASS AA CONCRETE	-	-	-	-	-	-	20,000	LB	\$0.78	\$15,600.00	
511-1000 BAR REINF STEEL	-	-	-	-	-	-	-	-	-	-	
500-1006 SUPERSTR CONCRETE CL AA	-	-	59	-	-	-	59	CY	\$746.38	\$44,036.42	
511-1000 SUPERSTR REINF STEEL	-	-	15,000	-	-	-	15,000	LB	\$0.83	\$12,450.00	
FLOOR STRUCTURAL STEEL (BRIDGE SUPERSTRUCTURE)	-	-	70,600	-	-	-	70,600	LB	\$3.50	\$247,100.00	
ARCH STRUCTURAL STEEL (BRIDGE ARCH)	-	-	144,000	-	-	-	144,000	LB	\$6.00	\$864,000.00	
ARCH ARCH HANGER - GALVANIZED STRAND, 1-1/2" DIA	-	-	500	-	-	-	500	LF	\$150.00	\$75,000.00	
RAILING BRIDGE HANDRAIL	-	-	400	-	-	-	400	LF	\$5.00	\$2,000.00	

**ATTACHMENT "3"
COST ESTIMATE**



City of College Park
P.I. Number 00012882 - Global Gateway Connector
STATEMENT OF PROBABLE CONSTRUCTION COSTS- 09/16/14

Item	Drawing 13-01	Drawing 13-02	Drawing 13-03	Drawing 13-04	Drawing 13-05	Drawing 13-06	Quantity (Sum Dwg. 1-6)	Unit	Unit Price	Subtotal	Category Total
RAILING STRUCTURAL STEEL (BRIDGE CANOPY)	-	-	27,500	-	-	-	27,500	LB	\$8.50	\$233,750.00	
RAILING FENCE MESH	-	-	3,000	-	-	-	3,000	SF	\$10.00	\$30,000.00	
MISC ELASTOMERIC BEARINGS	-	-	8	-	-	-	8	EA	\$1,500.00	\$12,000.00	
461-4000 SEALING BRIDGE JOINTS	-	-	25	-	-	-	25	LF	\$30.87	\$771.75	
LIGHTING TOWER/CABLES LIGHTING	-	-	1	-	-	-	1	LS	\$75,000.00	\$75,000.00	
BRIDGE JUMP SPAN OVER JET FUEL LINES	-	-	463	-	-	-	463	LF	\$155.00	\$71,765.00	
506-2 BRIDGE DRAINAGE PIPE	-	-	75	-	-	-	75	LF	\$172.38	\$12,928.50	
506-3 BRIDGE DRAINS	-	-	4	-	-	-	4	EA	\$1,461.20	\$5,844.80	
515-2321 PEDESTRIAN/BICYCLE RAILING, ALUM. 42"	-	-	1,552	-	-	-	1,552	LF	\$63.00	\$97,776.00	
522-1 CONCRETE SIDEWALK, 4" THICK	-	-	831	-	-	-	831	SY	\$29.73	\$24,705.63	
627-1000 MSE WALL FACE, 0-10 FT HT	-	-	5,585	-	-	-	5,585	SF	\$52.30	\$292,095.50	
627-1010 MSE WALL FACE, 10-20 FT HT	-	-	8,410	-	-	-	8,410	SF	\$51.90	\$436,479.00	
627-1020 MSE WALL FACE, 20-30 FT HT	-	-	4,761	-	-	-	4,761	SF	\$52.40	\$249,476.40	
627-1100 COPING A	-	-	147	-	-	-	147	LF	\$86.57	\$12,725.79	
627-1120 COPING B	-	-	1,496	-	-	-	1,496	LF	\$211.43	\$316,299.28	
627-1180 ADDITIONAL MSE BACKFILL	-	-	0	-	-	-	0	CY	\$36.54	\$0.00	
433-1000 APPROACH SLABS	-	-	124	-	-	-	124	CY	\$155.31	\$19,256.44	
Subtotal Concrete/Bridges										\$3,362,202.51	
Demolition											
610-0300 REM FENCE -	-	-	600	-	-	-	600	LF	\$5.00	\$3,000.00	
610-0355 REM CONC CURB & GUTTER ALL SIZES	-	-	850	250	550	-	800	LF	\$7.00	\$5,600.00	
610-0400 REM CONC HDR CURB ALL SIZES	-	-	35.00	-	850	300	1,150	LF	\$6.00	\$6,900.00	
610-2586 REM ASPH PAVT INCL BASE	-	-	-	-	250.00	220.00	505	SY	\$12.00	\$6,060.00	
610-2700 REM CONCRETE	450	20	-	-	-	-	470	SY	\$20.00	\$9,400.00	
Subtotal Demolition										\$30,960.00	
Barriers/Walls/Signs/Guardrails/Fences											
611-4890 RESET FENCE - EXISTING DETENTION POND	-	-	560	-	-	-	560	LF	\$25.00	\$14,000.00	
Subtotal Barriers/Walls/Signs/Guardrails/Fences										\$14,000.00	
Electrical/Signals/Markings/Signage											
653-0120 THERMOPLASTIC PAVT MARKING, ARROW, TP 2	-	-	-	-	2	-	2	EA	\$75.00	\$150.00	
653-0130 THERMOPLASTIC PAVT MARKING, ARROW, TP 3	-	-	-	-	3	-	3	EA	\$100.00	\$300.00	
653-0140 THERMOPLASTIC PAVT MARKING, ARROW, TP 4	-	-	-	-	5	3	8	EA	\$375.00	\$3,000.00	
653-1502 THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	-	-	-	-	200	-	200	LF	\$0.57	\$114.00	
653-1704 THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	-	-	-	-	100	-	100	LF	\$5.00	\$500.00	
653-1804 THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	-	-	-	120	-	-	500	LF	\$2.00	\$1,000.00	
ADA PARKING SYMBOL	-	-	-	-	3	-	3	EA	\$300.00	\$900.00	
"STOP" SIGN WITH POST	-	-	-	-	4	-	4	EA	\$350.00	\$1,400.00	
"NO RIGHT TURN" SIGN WITH POST	-	-	-	-	3	-	3	EA	\$350.00	\$1,050.00	
"NO LEFT TURN" SIGN WITH POST	-	-	-	-	2	-	2	EA	\$350.00	\$700.00	
"LEFT TURN ONLY" SIGN WITH POST	-	-	-	-	2	-	2	EA	\$350.00	\$700.00	
"RIGHT TURN ONLY" SIGN WITH POST	-	-	-	-	3	-	3	EA	\$350.00	\$1,050.00	
"LEFT/STRAIGHT OPTIONAL LANE" SIGN WITH POST	-	-	-	-	2	-	2	EA	\$700.00	\$1,400.00	
"RIGHT/STRAIGHT OPTIONAL LANE" SIGN WITH POST	-	-	-	-	2	-	2	EA	\$700.00	\$1,400.00	
"DO NOT ENTER" SIGN WITH POST	-	-	-	-	5	-	5	EA	\$350.00	\$1,750.00	
"ONE-WAY ONLY" SIGN WITH POST	-	-	-	-	3	-	3	EA	\$350.00	\$1,050.00	
Subtotal Electrical/Signals/Markings										\$15,064.00	

**ATTACHMENT "3"
COST ESTIMATE**



City of College Park
 P.I. Number 00012882 - Global Gateway Connector
 STATEMENT OF PROBABLE CONSTRUCTION COSTS- 09/16/14

Item	Drawing 13-01	Drawing 13-02	Drawing 13-03	Drawing 13-04	Drawing 13-05	Drawing 13-06	Quantity (Sum Dwg. 1-6)	Unit	Unit Price	Subtotal	Category Total
Lighting/Electrical											
RELOCATE EXISTING LIGHT POLES	2	-	-	-	-	-	2	EA	\$1,500.00	\$3,000.00	
LIGHTING ALLOWANCE							1	LS	\$75,000.00	\$75,000.00	\$78,000.00
Subtotal Lighting/Electrical											
Landscaping											
700-5910 PERMANENT GRASSING	0.2	0.3	0.3	0.35	0.6	0.25	2.0	AC	\$2,615.00	\$5,230.00	
LANDSCAPE ALLOWANCE							1	LS	\$100,000.00	\$100,000.00	\$105,230.00
Subtotal Landscaping											
Miscellaneous											
900-0526 BOLLARDS (REMOVABLE)		1	1				2	EA	\$550.00	\$1,100.00	
TRASH RECEPTACLES	1	1	1	1	1	1	6	EA	\$425.00	\$2,550.00	
6' LONG BENCHES	1	1	1	1	1	1	6	EA	\$1,175.00	\$7,050.00	
BLUE LIGHT EMERGENCY PHONE TOWER	1		1	1	1		4	EA	\$5,000.00	\$20,000.00	\$30,700.00
Subtotal Misc											
General Conditions											
SUBTOTAL										\$4,280,399.01	

GROSS TOTAL
 \$4,280,399.01
 10% E&I (Engineering and Inspection) \$214,019.95
 SUBTOTAL \$4,494,418.96
 10% CONTINGENCY \$449,441.90
 Reimbursable Utilities \$50,000.00
 Right-of-Way \$0.00

STATEMENT OF PROBABLE CONSTRUCTION COST

\$4,943,860.86

MEETING MINUTES

To: Jackson Myers

From: Kalyn Lewis

Date: March 10, 2014

Location: Georgia International Convention Center
2000 Convention Center Concourse
College Park, Georgia 30337

Re: Project Kick Off Meeting
Global Gateway Connector Pedestrian Bridge

Attending: Jackson Myers, City of College Park
Mercedes Miller, Georgia International Convention Center (GICC)
Denise Cole, Georgia International Convention Center (GICC)
Carleton Fisher, Georgia Department of Transportation (GDOT)
Paul Free, STV Whitehead
Margie Pozin, STV Whitehead
Erin Murphy, GT Hill Planners
Eddie Moultrie, Prime Engineering
Kalyn Lewis, Prime Engineering
Rob MacPherson, Prime Engineering

cc: File (2025-0025)

On *Wednesday, February 19, 2014* a *Kick-Off Meeting* was held at *2000 Convention Center Concourse, Georgia International Convention Center*. The purpose of the meeting was to *initiate the first phase of the Global Gateway Connector Pedestrian Bridge Project*. The following meeting minutes were taken from the notes of *Kalyn Lewis, Prime Engineering*. If there should be any misunderstandings, please do not hesitate to contact me. If any person has comments or if changes are required, please inform the author in writing. Items are discussed as follows:

- I) Introductions – Introductions of the City staff and consultant team were introduced and their roles were identified as follows:
 - a) City of College Park
 - i) Jackson Myers, City Engineer
 - ii) William Moore, Engineering Director
 - b) Georgia International Convention Center
 - i) Mercedes Miller
 - ii) Denise Cole
 - c) Georgia Department of Transportation
 - i) Carlton Fisher, Project Manager
 - d) Prime Engineering & Sub-Consultants
 - i) Tom Gambino, Principal-in-Charge
 - ii) Rob MacPherson, Project Manager

- iii) Kalyn Lewis, Lead Design Engineer
 - iv) Eddie Moultrie, Lead Design Architect
 - v) Erin Murphy, G Todd Hill Planners, Environmental Consultant/ PR Consultant
 - vi) Margie Pozan, STV Whitehead, Project Manager Structural Consultant
 - vii) Paul Free, STV Whitehead, Lead Design Engineer Structural Consultant
- II) **Project Description**
Design of a Global Gateway Connector Bridge and multiuse trail to connect the Georgia International Convention Center and Atlanta Hartsfield-Jackson International Airport to Downtown College Park and the College Park MARTA Station.
- III) **Stakeholders**
 - a) City of College Park
 - b) GDOT
 - c) Georgia International Convention Center (GICC)
 - d) Others?
- IV) **Approved Scope**
Prime has been authorized by the City to proceed with the Concept Development Phases of the project. The approved phases are the Concept Design, Environmental Documents, Structural Design and Aesthetics Evaluation Study, and Preparation of GDOT Project Development Documents as outlined in the Prime Engineering Scope of Services.
- V) **Approved Budget**
The approved budget is as outlined in the contract between Prime Engineering and the City. Invoices will be submitted the first week of each month.
- VI) **Schedule**
The overall project (Master) schedule was submitted with the Project Management Plan. The Concept Design Project schedule is more aggressive than the schedule estimated by GDOT.
- VII) **Concepts for Multi Use Trail**
The 10-foot wide multiuse trail will start at the People Mover Station on the GICC property and end at the intersection of Main Street and John Wesley Avenue in downtown College Park. Prime will explore the best option for the path.
- VIII) **Concepts for Pedestrian Bridge**
Two concepts were presented for the Pedestrian Bridge across Camp Creek Parkway. A Total of three (3) bridge concept designs and cost estimates will be completed for this phase. The future road widening of Camp Creek Parkway from 4 lanes to 6 lanes will be taken into consideration for the design.
- IX) **Next Steps**
The environmental data collection has begun for the project area.

END OF MEETING MINUTES

MEETING MINUTES

To: Jackson Myers

From: Kalyn Lewis

Date: March 12, 2014

Location: Georgia International Convention Center
2000 Convention Center Concourse
Atlanta, GA 30337

Re: Stakeholder Meeting #1
Global Gateway Connector
GDOT Project PI #0012882
College Park, Georgia

Attending: Jackson Myers, City of College Park
William Moore, City of College Park
Gerald Walker, City of College Park
Mercedes Miller, Georgia International Convention Center (GICC)
Tom Carpenter, College Park Real Estate
Coco Bright, College Park Main Street Association
Randall Zaic, Local Stakeholder
Bob Johnson, Local Stakeholder
Michael Moore, Local Stakeholder
Chris Gray, Local Stakeholder
Rob MacPherson, Prime Engineering
Kalyn Lewis, Prime Engineering
Ed Moultrie, Prime Engineering
Margie Pozin, STV Incorporated
Erin Murphy, GT Hill Planners

cc: Carleton Fisher, Georgia Department of Transportation
Paul Free, STV Incorporated
File (2025-0025)

On **Monday, March 10, 2014, 6pm to 8pm**, the **First Stake Holders Meeting** was held at **2000 Convention Center Concourse, Georgia International Convention Center**. The purpose of the meeting was to **initiate the first round of public stakeholders involvement in the first phase of the Global Gateway Connector Pedestrian Bridge Project**. The following meeting minutes were taken from the notes of *Erin Murphy, GT Hill Planners*. If there should be any misunderstandings, please do not hesitate to contact me. If any person has comments or if changes are required, please inform the author in writing. Items are discussed as follows:

1. Introduction:

- Jackson Myers introduced the project to the group with some background information on the grant acquisition process.

- Rob MacPherson led the group in introductions.
- Rob MacPherson explained the Transportation Alternatives Program (TAP) grant that is funding this project versus other grant programs, such as Transportation Enhancement (TE) grants, Livable Centers Initiative (LCI) studies, Transit Oriented Development (TOD) studies.
- The current funding is for concept design plans. The project has an aggressive schedule in order to push the project towards the next phase of funding.
- An important goal of the project is to create a sense of place, to create a feeling of arrival for College Park.
- Erin Murphy provided a brief explanation of the environmental process for the current phase of the project, which includes conducting a Phase I Ecology Survey, a Phase I Historic Resource Survey, and a screening to identify environmental resources that could be impacted by the proposed project. This allows the design team to work around the resources or plan for impacts.
- Rob MacPherson added to the environmental discussion that there are known streams in the project area north of Camp Creek Parkway.

2. Concept Routes:

- Kalyn Lewis lead a discussion regarding the potential routes for the multiuse trail and bridge.
- Concept A allows for more options with avoiding the creek. It reduces the amount of required elevation change, but it is also the longest route.
- Concept B does require a big elevation change, but because Napoleon Street is abandoned, the elevation change can be accommodated by a long, gradual ramp that would be ADA compliant.
- Concept C would require a major elevation change that could create the need for a very large “ramp farm” or tower to accommodate the elevation change from the bridge in an ADA compliant manner. In addition, Concept C could have issues with ROW acquisition in the narrow corridor and the existing topography could create issues.
- Kalyn Lewis further explained that the concept routes along Yale Avenue or John Wesley Avenue were largely selected based on the location of existing utilities.

3. Concept Route Discussion:

- Randall Zaic stated that Concept B is longer than Concept C, and that people might not want to walk further than necessary.
- Rob MacPherson explained that although the Conley Route (Concept C) is the shortest, part of the goals of the project is also to create a multiuse trail that would facilitate the future needs of the City, especially as development occurs in the area west of Main Street.
- Tom Carpenter requested more information on how the project would work with future development, which Rob MacPherson explained was an important concern. The route along Yale Avenue is believed to have less potential to conflict with future development.
- Mercedes Miller stated that the location of the multiuse trail in the area of the GICC needs to be sure to accommodate existing and future parking areas, as well as an expansion of the GICC complex.
- Randall Zaic asked about the width of the bridge, which Rob MacPherson explained would be 14 feet to accommodate any planned future use, such as golf carts.
- The group discussed routing options in the immediate area of the GICC. William Moore brought up an option to continue the proposed route between the GICC and the Marriott up to the front door of the GICC. The group consensus was that people already cut through this route and that people

- generally prefer the shortest route. The path could then be brought straight across the parking lot to create a fairly direct route from the automatic people mover.
- Tom Carpenter brought up safety issues. The group acknowledged that there could be safety issues in the area to the west of Main Street due to its undeveloped nature.
 - Rob MacPherson explained that lighting would be provided along the entire length of the trail to reduce safety concerns.
 - The group discussed pros/cons for Concept C (Conley Street):
 - Shortest Distance
 - Tight ROW
 - Poor sight distance, topography could create ADA issues
 - Fast speeds along Conley Street
 - Bridge must be 17'8" above Camp Creek Parkway, which would create a "ramp farm" situation to get back down to street level in the tight ROW.
 - The group discussed pros/cons for Concept B (Napoleon Street):
 - Bridge can be accessed from a nice, gradual slope from the GICC parking lot.
 - The slope down from the bridge can be run out along abandoned Napoleon Street to create a nice, gradual slope.
 - Would need to address potential impacts to existing Waters of the State and to existing gas pipelines.
 - The group discussed pros/cons for Concept A (Far Route):
 - Farthest route, a bit indirect
 - Would provide good service to future development in the area
 - It would be a challenge to accommodate the topography and create the appropriate slope for ADA compliance to line up with Yale Avenue.
 - Would be located higher, which would provide good visibility for the visual statement of the bridge.
 - The group discussed issues with the routing between Camp Creek Parkway and Main Street:
 - Going up to John Wesley Avenue would create a situation where people would have to walk downhill, then uphill to access the same location.
 - Discussion was held regarding creating more amenities along the route in order to provide attractions that would interest people along the route. The stormwater detention facility could potentially become a permanent amenity pond with additional work to the feature. In addition, the creek could become a nice amenity.
 - The group discussed future development in the area that would be served by the trail, and that the trail and economic development go hand-in-hand to create an overall package for the City of College Park.
 - Tom Carpenter suggested that walking along Main Street from Yale Avenue to John Wesley Avenue was not attractive. William Moore suggested an alternative route up Victoria Street.
 - Randall Zaic suggested that the City would probably help facilitate moving the impound lot and city parking lots in the project area to make more attractive.
 - **General agreement was reached by the group that the preferred multiuse trail alignment would route between the GICC and the Marriott, across the parking lot, and cross Camp Creek Parkway via Napoleon Street (Concept B). The multiuse trail would proceed along Yale Avenue towards Main Street with potential alignment shifts from Yale Avenue to John Wesley Avenue at Victoria Street.**

4. Bridge Options and Discussion:

- Ed Moultrie explained the various bridge concepts including:
 - Arch option
- Group thought it really created a sense of arrival
- Group wondered if GDOT would provide sufficient funding for the “extra” design features.
- William Moore thought it might look good to flatten the arch a bit.
- Randall Zaic thought a buttress feature or another architectural feature might look nice at the bridge abutments.
 - Straight tube option
- Least liked by the group
 - Truss Bridge option
 - Canopy option
- Group liked how canopy matched the GICC but felt it overall did not create a “sense of place”
- The major bridge constraints were discussed which included the following:
 - Need to span ROW to ROW to accommodate any future widening of Camp Creek Parkway
 - Required 17’8” clearance
 - Requirement for debris/person barrier along the sides of the bridge.
 - Determination to use an open bridge structure with minimal roofing in order to discourage the facility from unauthorized uses. Also, open areas feel more inviting and safe.
 - William Moore discussed that it might be a good idea to completely span the gas pipelines.
- **Overall, the group decided to eliminate Option #2 (Straight Tube) from further consideration.**
- The group discussed the need to coordinate the final bridge height and construction cranes with the FAA.

END OF MEETING MINUTES

MEETING MINUTES

To: Jackson Myers

From: Kalyn Lewis

Date: April 28, 2014

Location: Georgia International Convention Center
2000 Convention Center Concourse
Atlanta, GA 30337

Re: Stakeholder Meeting #2
Global Gateway Connector
GDOT Project PI #0012882
College Park, Georgia

Attending: Jackson Myers, City of College Park
William Moore, City of College Park
Artie Jones III, City of College Park
Jean Hee Barrett, Atlanta Regional Commission
Mercedes Miller, Georgia International Convention Center (GICC)
Tom Carpenter, College Park Real Estate
Coco Bright, College Park Main Street Association
Bob Johnson, Local Stakeholder
Margie Pozin, STV Incorporated
Erin Murphy, GT Hill Planners
Ed Moultrie, Prime Engineering
Rob MacPherson, Prime Engineering
Kalyn Lewis, Prime Engineering

cc: Elaine Armster, Georgia Department of Transportation
Paul Free, STV Incorporated
File (2025-0025)

On **Tuesday, April 22, 2014, 6pm to 8pm**, the **Second Stake Holders Meeting** was held at **2000 Convention Center Concourse, Georgia International Convention Center**. The purpose of the meeting was to **initiate the Second round of public stakeholders involvement in the first phase of the Global Gateway Connector Pedestrian Bridge Project**. The following meeting minutes were taken from the notes of *Erin Murphy, GT Hill Planners*. If there should be any misunderstandings, please do not hesitate to contact me. If any person has comments or if changes are required, please inform the author in writing. Items are discussed as follows:

1. Introduction:

- Rob MacPherson led the group in introductions.
- Rob MacPherson provided a summary of background information regarding the project goal of improving connectivity between the GICC and downtown College Park.

- Rob MacPherson reviewed the previous stakeholder meeting, discussing the concept routes that were evaluated in Stakeholder Meeting #1.
- The pros and cons of the various concept routes were reviewed to remind the group of the reasons behind the determination of the preferred route (ie, along the façade of the GICC, crossing at Napoleon Street, along Yale Avenue to Victoria Street, and up Victoria Street to John Wesley Avenue and Main Street).
- Jackson Myers discussed the new Renaissance Hotel planned for the GICC complex, and that the new hotel will be required to construct 10-foot sidewalks in order to tie into the proposed multiuse trail.

2. Concept Refinement:

- Kalyn Lewis led the discussion of the further development of the preferred concept that has taken place since Stakeholder Meeting #1.
- The termini location at the GICC will be further developed in coordination with development plans for the Renaissance Hotel to make sure it functions with their 10-foot sidewalk. The goal will be to reduce street crossings as much as possible.
- ADA ramps will be utilized throughout the design, most notably for the bridge access.
- The bridge structure will require a smaller bridge structure to the north of Camp Creek Parkway to span existing Colonial and Plantation Pipelines. Both pipelines service the airport and require that the pipeline companies maintain access for maintenance.
- The second bridge will have a very minimal, simple design in order to not detract from the main “gateway” bridge structure over Camp Creek Parkway.
- Both the main bridge and the secondary bridge will be accessed via raised abutments which will be constructed using Mechanically Stabilized Earth (MSE) walls. It is proposed to use a rock face on the MSE walls.
- The bridges and access ramps will end up with an overall slope of 4.75°. This will prevent the design from being required to use periodic flat landings (required at 5° slope).
- The trail will return to the existing grade by the time it reaches Yale Avenue.
- As described by Rob MacPherson, a 4.75° slope is very gradual slope, which will facilitate the use of the trail/bridge by a wide range of cyclists and pedestrians.
- The concept design calls for running the trail through the middle of Yale Avenue from Napoleon Street to Conley Street, and taking up the pavement to facilitate stormwater management and create an attractive trail area.
- The trail would shift to the north side of Yale Avenue past Conley Street, follow the west side of Victoria Street to John Wesley Avenue, and run along the north side of John Wesley Avenue to Main Street. This route would minimize street crossings and minimize impacts to existing utilities.
- William Moore commented that it might better facilitate the further planned development of the area to keep the entire route along Yale Avenue on the south side of the street. In discussion, the group agreed that this would probably better service planned future development.
- Rob MacPherson explained that the use of one-way streets in the area could be a good option to lessen the impacts and reduce right-of-way (ROW) costs for the project development.
- William Moore supported the idea of one-way streets and suggested that a one-way street network in the area could facilitate the proposed project as well as future development.
- Jean Barrett explained to the group that ROW issues should be seriously considered in the concept development phase of the project. The acquisition of ROW will have significant impacts on the cost and schedule for the project.

- Rob MacPherson stated that the project designers are hoping to keep the project limits within the existing ROW or on property already owned by the City of College Park or its Business and Industrial Development Authority (BIDA).
- If a one-way option is utilized on John Wesley Avenue, the ROW could accommodate the trail, existing on-street handicapped parking, and a single travel lane.
- Coco Bright commented that the Odyssey House and the Fulton County Health facility on John Wesley Avenue are very important community facilities. The group discussed the importance of the on-street handicapped parking on John Wesley Avenue. Although other handicapped parking is available within the parking lot, the parking along John Wesley Avenue is much closer to the main door of the Odyssey House and provides access to the upper and lower levels of the building. Therefore, the group determined that maintaining this parking was important to maintaining access to this important community facility.
- Erin Murphy commented that the one-way option on John Wesley Avenue would be a good minimization effort that should prevent impacts to the National Register-listed College Park Historic District.
- Jackson Myers commented on the importance of providing adequate access for fire trucks with the one-way street option. Rob MacPherson indicated that the project team will coordinate with the fire department to ensure that the access meets their needs.
- Bob Johnson commented that he likes the one-way option. He believes that it will work well with future development. He commented that it is very important to facilitate pedestrian movement in this area to support planned future development.
- **Overall, the group expressed support for the one-way option on John Wesley Avenue and stressed the importance of maintaining the ADA on-street parking near the Odyssey House.**
- Further discussion was held regarding the proposed removal of pavement on Yale Avenue, west of Conley Street. William Moore suggested that the trail could be moved to the south side of Yale Avenue, and the street could also be made one-way. Although the street would remain closed for the present, the maintenance of a travel lane in this area could be useful to facilitate further development.
- **The group agreed in discussion that maintaining a closed travel lane along Yale Avenue and moving the trail to the south side of the street should be explored further in order to keep all options open for future development activities.**
- The group discussed timing of the project. Rob MacPherson explained that the City will have to request additional funds from GDOT in order to move the project forward.

3. Bridge Concepts:

- Rob MacPherson summarized the bridge concepts reviewed during Stakeholder Meeting #1, and reminded the group that Option #2 had been eliminated from further consideration as a result of the discussion during Stakeholder Meeting #1.
- Rob MacPherson explained to the group that the proposed bridge has three major considerations:
 - The bridge should have a distinctive design to serve as a “gateway” feature into College Park.
 - The bridge must be structurally sound.
 - The bridge design should minimize costs as much as possible.
- As a result of evaluating the remaining concepts against these criteria, a 5th concept has emerged for discussion.
- Ed Moultrie led the group in discussion of the 4 concepts under consideration

4. Bridge Option #1

- Since the previous meeting, changes have been made to Option #1. The bridge would now be a true suspension bridge (rather than just cosmetic arches) as this actually reduces its cost.
- The handrail on the bridge has been changed (which applies to all concepts). The bowed handrail has been altered to a straight handrail with a concrete curb. This change will facilitate drainage of stormwater on the bridge and also provide a safety feature that would accommodate any future golf cart traffic on the bridge.

5. Bridge Option #2

- Eliminated from further consideration during Stakeholder Meeting #1.

6. Bridge Option #3

- This option is the “train” truss bridge option.
- The handrail has also been altered on this option.

7. Bridge Option #4

- Option #4 is the option that utilizes a similar roof structure as the GICC
- The handrail has also been altered on this option.
- **In discussion, the group decided to eliminate this option from further consideration as the design does not make the “gateway” statement, which is an important component of the project purpose.**

8. Bridge Option #5 (NEW)

- Option #5 developed out of attempts to reduce the costs of Option #1.
- Option #5 would use a central column located in the median of Camp Creek Parkway to hang a suspension bridge that would have a similar “tube” design to Option #1.
- Option #5 would lack the distinctive arches of Option #1
- Tom Carpenter asked about the height of Option #5 and whether it would be too tall to meet FAA requirements. Rob MacPherson explained that it is the same height as Option #1 and would meet FAA requirements, especially since it is located within a depressed area.

9. Conclusions/Next Steps

- Bob Johnson questioned the price difference between the different bridge concepts.
- Rob MacPherson provided the following preliminary cost estimates:
 - Option #1- \$4.9 million
 - Option #3- \$4.2 million
 - Option #4- \$3.8 million
 - Option #5- \$4.3 million
- **Overall, the group concurred in discussion that Option #1 is the preferred option because the bridge aesthetic best meets the project goal of providing a “gateway” feature for College Park.**

- Further discussion ensued regarding the spanning of Camp Creek Parkway. The existing ROW of Camp Creek Parkway is difficult to determine due to poor records. However, the proposed 150-foot span of the bridge should be more than adequate to accommodate any future widening of Camp Creek Parkway.
- Margie Pozin further explained that GDOT would be responsible for the installation of guardrails or other safety features required to accommodate the clear zone for any future widening of Camp Creek Parkway.
- Ed Moultrie discussed lighting proposed for the bridge, which would be designed to illuminate it with a signature “gateway” look while also meeting FAA guidelines due to being located within a flight path.
- Following the conclusion of the discussion of the concept designs, Erin Murphy provided a brief update on the progress of the environmental studies.
- Jean Barrett encouraged the group to apply for future funding to move the project forward.
- Rob MacPherson updated the group on next steps, which include moving the design forward, holding another stakeholder meeting, and presenting the project to City Council.

END OF MEETING MINUTES



GT HILL PLANNERS

Preliminary Environmental Analysis Report

Global Gateway Connector

PI #0012882

City of College Park

Clayton and Fulton Counties, GA

Prepared for:

Prime Engineering

3715 Northside Parkway NW

Building 300, Suite 200

Atlanta, GA 30327

Prepared by:

GT Hill Planners

270 Peachtree Street, Suite 1500

Atlanta, GA 30303

Date: June 2014

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Appendix A- Public Involvement Materials

Appendix B- Historic Resource Survey

Appendix C- Ecology Resource Survey Report

Section 1: Introduction

This Preliminary Environmental Analysis Report (PEAR) has been prepared to identify and document potential environmental issues that would be further evaluated in the design phase of the project as part of the environmental document.

1.1 Proposed Project

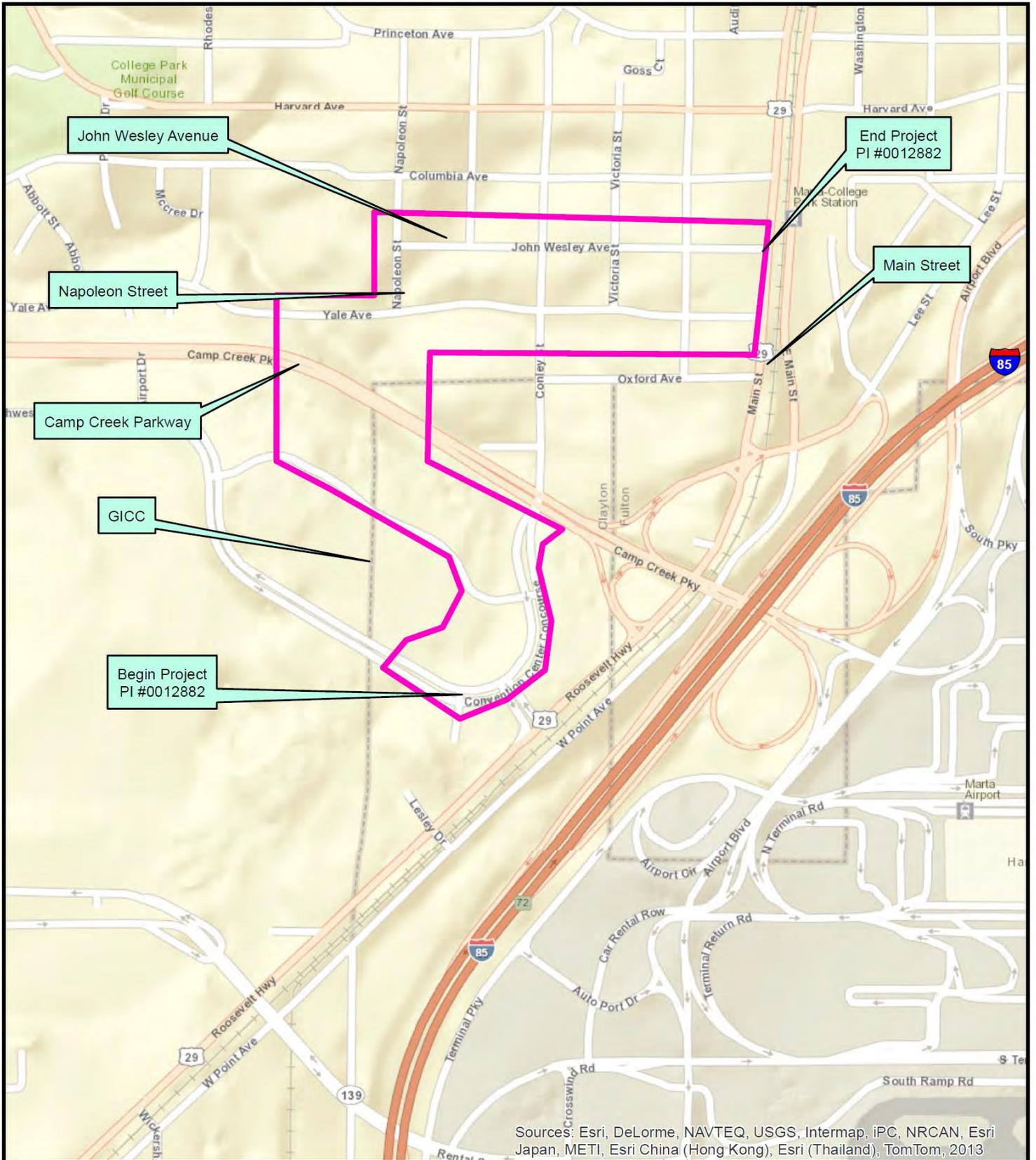
The proposed project would construct a new pedestrian bridge across Camp Creek Parkway to connect the Georgia International Convention Center (GICC) with the downtown College Park area (see Figure 1: Project Location Map). The bridge, which would be approximately 200 feet long, would be constructed at a location between Conley Street and Airport Drive. In addition, the proposed project would also construct a multiuse trail to connect the proposed bridge to the GICC and downtown College Park. The project would be constructed in through an area that is largely owned by the City of College Park. The project is in a preliminary planning stage, and the amount of proposed right-of-way (ROW) has yet to be determined.

1.2 Scope of the Evaluation

Field surveys were conducted within the project area on April 11 and April 23, 2014 to investigate potential environmental resources that could be affected by the proposed project within the preliminary study area. Detailed descriptions of the findings of the field visit can be found in Section II. Records research was also conducted to identify other environmental resources that could be located within the study area. The records research conducted consisted of the following:

- A review of existing and future land use information within the *College Park Comprehensive Plan 2011*;
- Demographic data available from the US Census,
- A review of the files of the Georgia SHPO, including National Register files, the DNR Clayton and Fulton County Surveys, and the Georgia Historic Bridge Survey;
- The records of the Georgia Archaeological Site File;
- Current and historic aerial photography, current and historic mapping including USGS topographic maps;
- Online databases with protected species information including the Information, Planning, and Conservation System hosted by the US Fish and Wildlife Services and the Georgia Rare Species and Natural Community Data provided by the Georgia Department of Natural Resources Wildlife Resources Division; and
- Databases of state and federal records related to hazardous materials.

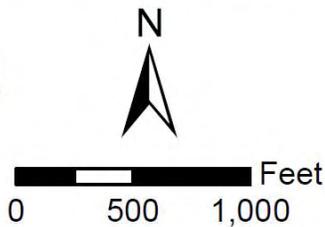
In addition to the preliminary identification and evaluation of environmental resources conducted through the screening and records review, a detailed survey of the project study area was conducted for ecological and historic resources. A summary of the findings of these efforts are included in Section II, and the full reports are included in Appendix B and Appendix C, respectively. Although these survey efforts and reports have been prepared according to the standards of the Georgia Department of Transportation, no agency coordination has occurred and this coordination would be required prior to the acquisition of ROW or project construction.



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Global Gateway Connector
PI #0012882
Clayton and Fulton Counties, GA

Figure 1: Project Location Map



Legend

 Project Study Area



During the preparation of this PEAR, every effort was made to thoroughly investigate the study area and to present the most accurate information possible regarding environmental resources. However, due to the preliminary nature of this effort, the information presented herein may be incomplete. This report does not constitute a legally sufficient analysis of environmental impacts as mandated for federally-funded projects by the National Environmental Policy Act of 1969 (42 United States Code [U.S.C.] § 4321-4361) and other laws. Sufficient environmental documentation would require detailed analysis of the proposed project concept, as well as coordination with federal and state agencies, which have not been conducted as a part of this effort.

Section 2: Findings

2.1 Land Use

The land use in the project area largely consists of vacant land located between downtown College Park and the GICC complex just south of Camp Creek Parkway. The formerly residential area was purchased and cleared by the Federal Aviation Administration (FAA) in the late 20th century as noise abatement associated with the nearby Hartsfield-Jackson Atlanta International Airport. Due to noise levels in the area, the land has been determined to be unsuitable for residential use, and the *College Park Comprehensive Plan 2011* envisions the redevelopment of this area as an extension of the central business district and the hospitality district surrounding the GICC. The redevelopment proposed in this area includes retail, offices, hotels, and restaurants that support downtown business functions, as well as convention and tourism traffic.

The proposed bridge would support the proposed redevelopment of the area for use by retail, offices, hotels, and restaurants by improving accessibility and connectivity for pedestrians and cyclists in the area. The proposed project does not have the potential to have an adverse impact on the existing or proposed land use in the project area.

2.2 Community Facilities

Although the project is located in a largely vacant area associated with an FAA noise abatement program, there are some important community resources located on the eastern edge of the project. These resources include the College Park Health Center, which is a public facility run by the Fulton County Health Department, and Odyssey Family Counseling Center, which is a local non-profit facility providing mental health and substance abuse services to low-income families. The proposed bridge and multiuse trail would improve accessibility and connectivity for people accessing these facilities in downtown College Park.

Through outreach with stakeholders, the existing on-street handicap-accessible parking on John Wesley Avenue has been identified as an important community resource. This parking provides much better access to people with disabilities accessing the Odyssey Family Counseling Center than the parking available in the associated parking lot. Project planners should avoid any impacts to these parking facilities or relocate them into an off-street location with similar accessibility to the main floor.

Although the project study area is largely vacant due to the FAA abatement program, both of these facilities provide services to low-income residents in the surrounding communities and avoiding impacts to these resources should be a future project goal to prevent any disproportionate impact on minority and/or low-income communities.

2.3 Historic Resources

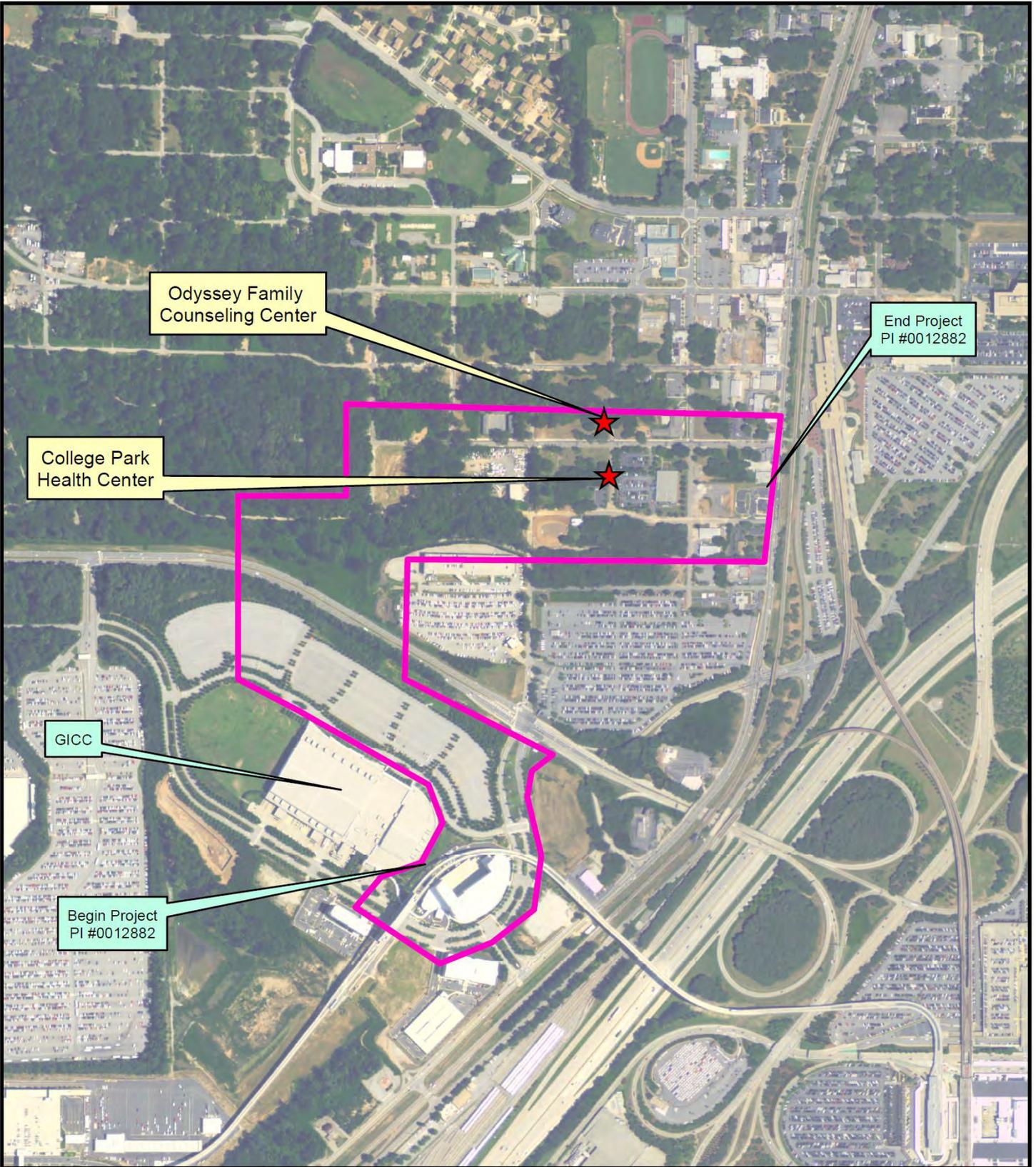
The project was surveyed for historic resources in compliance with Section 106 of the National Historic Preservation Act. This effort included a review of the files of the Georgia SHPO, National Register files, the DNR Clayton and Fulton County Surveys, current and historic aerial photography, historic mapping, the Georgia Historic Bridge Survey, and a field survey.

As a result of this effort, two properties 50 years old or older were identified within the proposed project area. Property 1 is a brick duplex house with no style constructed before 1955. The deteriorated and altered building is not considered to be eligible for listing in the National Register. The College Park Historic District is listed on the National Register, and in the project area, the district extends down Main Street to the intersection with Yale Avenue. The proposed multiuse trail connecting the bridge to downtown College Park will need to be designed to minimize impacts to the College Park Historic District.

2.4 Archaeological Resources

The records of the Georgia Archaeological Site File (GASF) were checked, and three previous surveys have been conducted within the project area. No archaeological resources were identified as a result of these previous survey efforts, and no archaeological resources have been identified within a 1km radius of the project study area.

The project study area was evaluated by a qualified archaeologist, and the area is believed to be unlikely to contain any archaeological resources that would be considered to be eligible for listing in the National Register due to the extensive disturbance of the area as a result of urban development during the 20th century and the demolition of this urbanized area in the late 20th century.



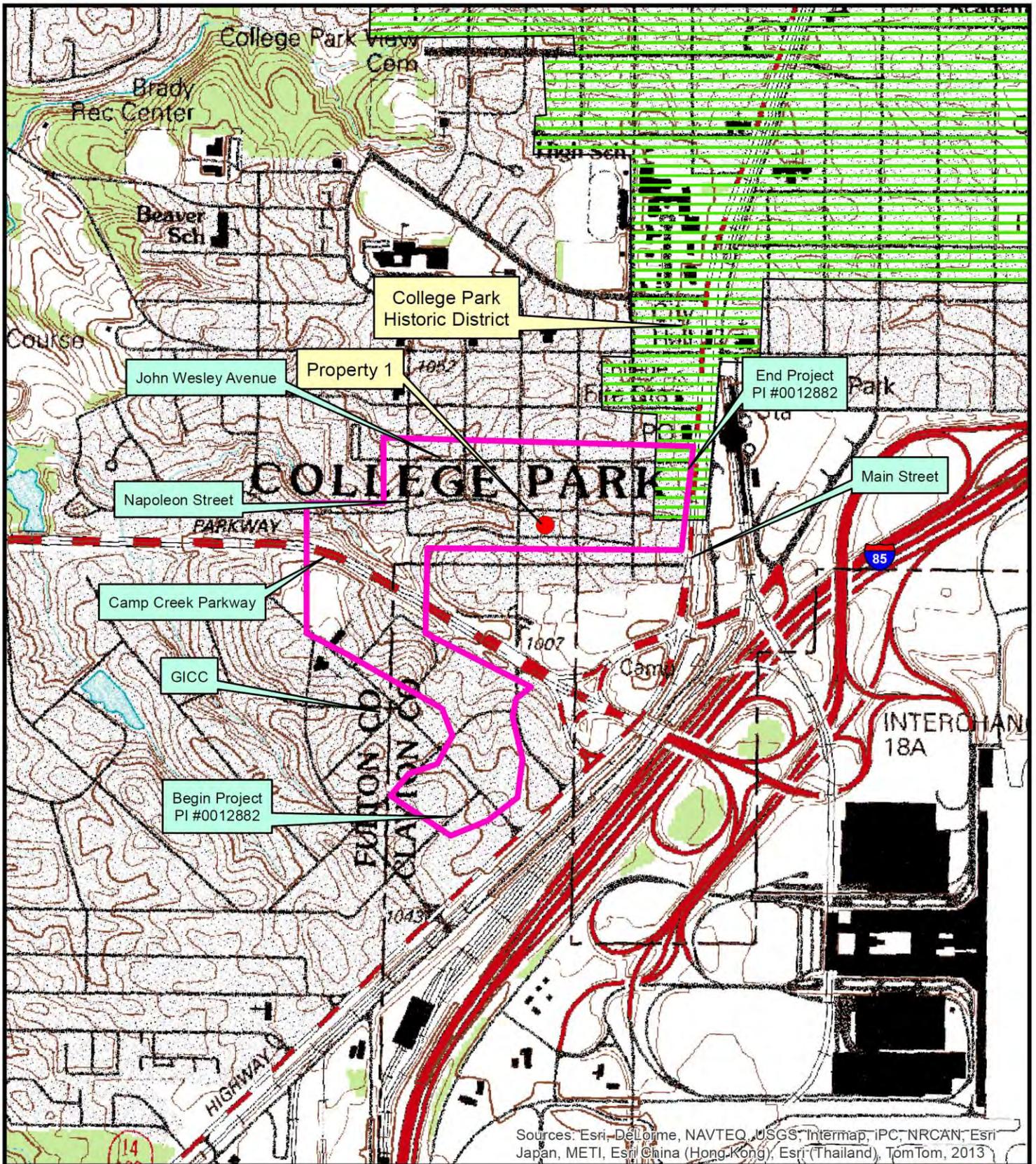
Global Gateway Connector
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 Clayton and Fulton Counties, GA

Figure 2: Community Facilities

0 500 1,000 Feet

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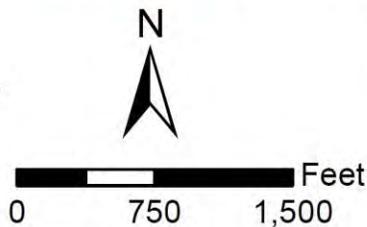
- ★ Community Facilities
- Project Study Area



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong-Kong), Esri (Thailand), TomTom, 2013

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 Clayton and Fulton Counties, GA

Figure 3: Historic Resources



Legend

- Project Study Area
- Not Eligible
- Eligible



2.5 Ecological Resources

Threatened and Endangered Species

Methodology for determining the presence of state and/or federally listed species and/or their suitable habitat was based on a review of known county occurrences, early coordination conducted with GADNR, and available life history data from multiple sources including the United States Fish and Wildlife Service IPaC, and the rare species profiles available on the Georgia Department of Natural Resources Wildlife Resources Division (GADNR WRD) web page. Additional life history information on state and/or federally listed species was obtained from other web-based sources and printed publications.

Table 1: Listed Threatened and Endangered Species for Clayton and Fulton Counties, Georgia

Common Name	Scientific Name	Federal Status	Suitable Habitat
Gulf moccasinshell	<i>Medionidus penicillatus</i>	Endangered	No
Oval pigtoe	<i>Pleurobema pyriforme</i>	Endangered	No
Purple bankclimber	<i>Elliptoideus sloatianus</i>	Threatened	No
Shinyrayed pocketbook	<i>Lampsilis subangulata</i>	Endangered	No
Cherokee darter	<i>Etheostoma scotti</i>	Threatened	No
Black-spored quillwort	<i>Isoetes melanospora</i>	Endangered	No
Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed Endangered	Yes
Georgia Aster	<i>Symphyotrichum georgianum</i>	Candidate	Yes

Although the project area does include waters, none of the waters in the project area appear to have the potential to serve as suitable habitat for any of the listed aquatic species. The project area does include large trees with potential to serve as habitat for the northern long-eared bat and infrequently maintained roadway ROW with potential to serve as habitat for Georgia aster. Therefore, further studies would be required to determine if these species are present in the project area and if the proposed project would impact these species.

Migratory Birds

As directed under Executive Order 13186, in furtherance of the Migratory Bird Treaty Act (16 U.S.C. 703-711), actions must be taken to avoid or minimize impacts to migratory bird resources and to prevent or abate the detrimental alteration of the environment for the benefit of migratory birds, as practicable. The Migratory Bird Treaty Act protects over 1,500 migratory bird species (see 50 C.F.R. 10.13, List of Migratory Birds) in the US and its territories.

The Georgia Department of Transportation (GDOT) assesses potential impacts to migratory birds that may result from the fragmentation of contiguous habitat. In these areas, the communities surrounding tracts of habitats that might be impacted and the existing disturbances to these communities are evaluated. Soil disturbances and the disturbance to the vegetative communities could attract predators, nest parasites, and invasive plant species into areas adjacent to the proposed project, thus available foraging and nesting habitats for bird species requiring large tracts and other vegetative communities are surveyed for potential impacts. In addition, for projects where

rock overhangs occur, or where bridges, culverts, and/or pipes exist, which may be reconstructed or demolished, the GDOT surveys for the nests of birds such as barn swallow (*Hirundo rustica*), cliff swallow (*H. pyrrhonota*), and eastern phoebe (*Sayornis phoebe*).

A field survey was conducted on April 11 and 23, 2014 to identify migratory birds or habitat that would support migratory bird species. The project area does include concrete culverts larger than 3 feet that were examined during the field survey, and no migratory bird nests or evidence of roosting or nesting were observed. If the proposed project requires work on these culverts that have the potential to serve as migratory bird habitat, work will be required to take place outside of the nesting season and/or additional surveys will be required to ensure that the culverts remain free of migratory birds.

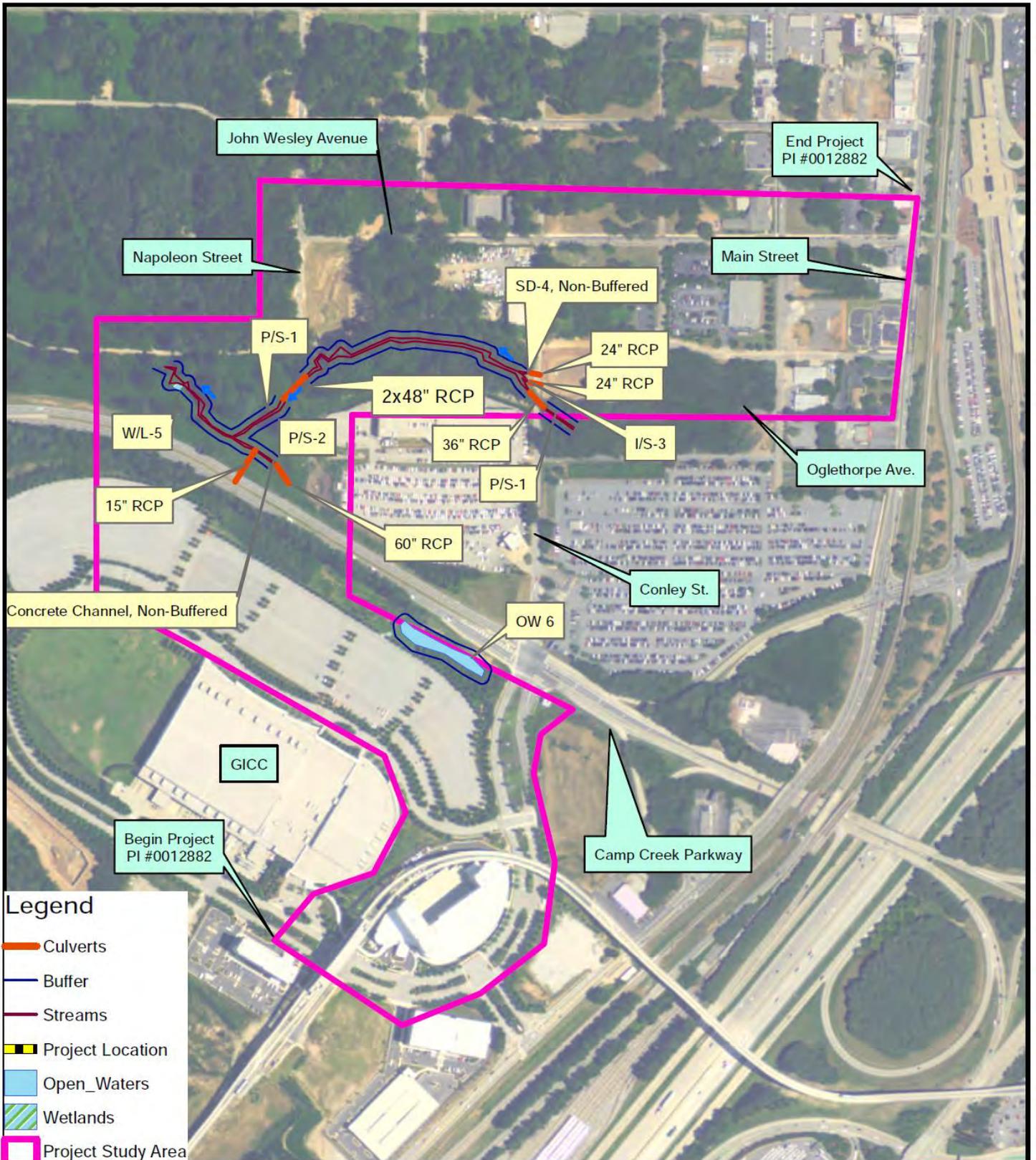
Waters of the US and State Waters

Jurisdictional Waters of the U.S. are defined by 33 CFR Part 328.3(b) and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (USACE).

Prior to conducting field surveys, USFWS National Wetland Inventory (NWI) mapping, Natural Resource Conservation Service (NRCS) soil survey mapping, and United States Geological Survey (USGS) topographic mapping were reviewed in order to identify areas where state and/or federal waters may be present. Methodology for state and federal waters field determinations was based on guidance from the following resources: 1987 Corps of Engineers Wetlands Delineation Manual (including updates from 1991, 1992, and 1997), July 2010 Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region, North Carolina Division of Water Quality Methodology for Identification of Intermittent and Perennial Streams and Their Origins (Version 4.11), and the GA EPD Field Guide for Determining the Presence of State Waters that Require a Buffer.

Field survey of the corridor was completed on April 11 and April 23, 2014. Two perennial streams, an intermittent stream, a stormwater ditch, a wetland, and an open water were identified in the study area.

Perennial Stream 1 (PS 1) enters the project in the central portion of the study area through a 30-inch reinforced concrete pipe (RCP) culvert that under Conley Street and Oglethorpe Avenue. PS 1 trends in a westerly direction between Oglethorpe and Yale Avenues. PS 1 continues under Napoleon Street via a double 48-inch RCP and continues in a westerly direction, joining with Perennial Stream 2. The wetted depth of the stream varies from 2 - 18 inches and the width varies from 1 – 12 feet. Top of bank width varies from 2 – 15 feet. Substrates within the stream vary and are comprised of mud, sand, gravel, cobbles and bedrock shoals. The stream pathway is moderately to strongly sinuous. This stream is a tributary to South Fork Camp Creek to the west-northwest approximately 0.8 mile downstream of the survey area. South Fork Camp Creek is identified on the 2012 303d list impacted for fecal coliform bacteria fecal coliform bacteria (not biota). PS 1 is a federally jurisdictional and state buffered water.

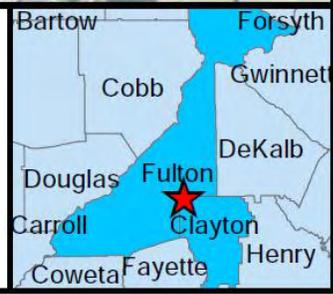
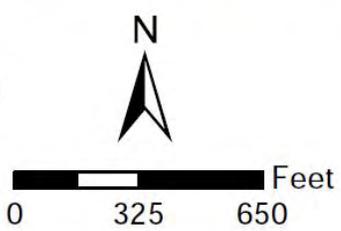


Legend

- Culverts
- Buffer
- Streams
- Project Location
- Open_Waters
- Wetlands
- Project Study Area

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Figure 4: Waters Map



Source: ESRI Basemaps

Perennial Stream 2 (PS 2) enters the project area from a 60-inch RCP under Camp Creek Parkway, west of Napoleon Street. The culvert discharges into a concrete lined ditch, which continues for approximately 100 feet to the northwest. The stream continues is a natural channel to the confluence with PS 1. The wetted depth of the stream varies from 4 – 15 inches and the width varies from 4 – 8 feet. Top of bank width varies from 6 – 12 feet. Substrates within the stream vary and are comprised of mud, sand, gravel and cobbles. Sinuosity within the stream is nearly absent. PS 2 is a federally jurisdictional and state buffered water downstream of the concrete channel described above.

Intermittent Stream 3 (IS 3) enters the project from a 24-inch RCP under Conley Street, north of Oglethorpe Avenue. IS 3 continues approximately 40 feet to its confluence with PS-1. The wetted depth of the stream varies from 2 – 6 inches and the width varies from 1 – 3 feet. Top of bank width varies from 2 – 4 feet. Substrates within the stream consist mainly of silt and mud. Sinuosity within the stream is nearly absent. IS 3 is a federally jurisdictional water state buffered water downstream of the concrete channel described above.

Stormwater Ditch 4 (SD 4) enters the project from a 24-inch RCP under Conley Street, north of IS 3; the culvert originates at the adjacent stormwater facility. The channel continues approximately 50 feet to its confluence with PS 1. The channel width is approximately 6 – 10 feet in width. No flow was observed during the field investigation. Substrate within the channel consists of riprap. Sinuosity within the channel is nearly absent. SD 4 is neither a federally jurisdictional nor a state buffered water.

Wetland 5 (W/L 5) is a small streamside emergent wetland proximate to PS 1, west of Napoleon Avenue. The wetland exhibited surface water and a high water table. Vegetation was indicative of wetland conditions and included boxelder, Chinese privet, red maple (*Acer rubrum*) and Japanese knotweed (*Fallopia japonica*). The Sandy Redox (S5) hydric soil indicator was identified. W/L 5 is not listed in the National Wetlands Inventory database.

Open Water 6 (OW 6) is a detention pond with a semi-permanent pool that ranges in area depending on recent rainfall. The pond exhibits wretched vegetation and intermittent outflow. The pond is located just north of the GICC along Camp Creek Parkway. OW 6 is not federally jurisdictional, though it is a state buffered water.

2.6 Air Quality

The proposed project is not anticipated to have the potential to impact air quality. The proposed project is located in an area of non-attainment for both ozone and PM 2.5. However, due to the nature of the project, the project is anticipated to be determined to be exempt from PM 2.5 hot spot requirements. In addition, the project is not anticipated to require an analysis of Carbon Monoxide (CO) concentrations due to the project type, nor is the project anticipated to have the potential for an impact to Mobile Source Air Toxics (MSATs).

The project is expected to require interagency approval of the PM 2.5 hot spot exemption, and the air quality analysis would be completed without requiring any modeling of CO levels.

2.7 Noise Levels

The construction of a pedestrian bridge and a pedestrian multiuse trail does not have the potential to increase noise levels. The project would not add capacity to any roadway or cause a substantial alteration of the horizontal or vertical alignment of any roadway. The project is expected to be approved as a Type III project with no potential to cause noise impacts.

2.8 Hazardous Materials

Hazardous waste materials and contamination concerns such as underground storage tanks (USTs) fall under the jurisdiction of the Comprehensive Environmental Response, Liability, and Recovery Act (CERCLA) of 1980 (42 U.S.C. 9601-9675), commonly referred to as Superfund. The act was amended in 1986 by the Superfund Amendments and Reauthorization Act.

The project study area was evaluated using available state and federal records. A full Phase I Environmental Site Assessments was not completed for properties within the project study area. As a result of this effort, the following hazardous materials sites were identified:

Table 2: Hazardous Materials/USTs in the Project Area

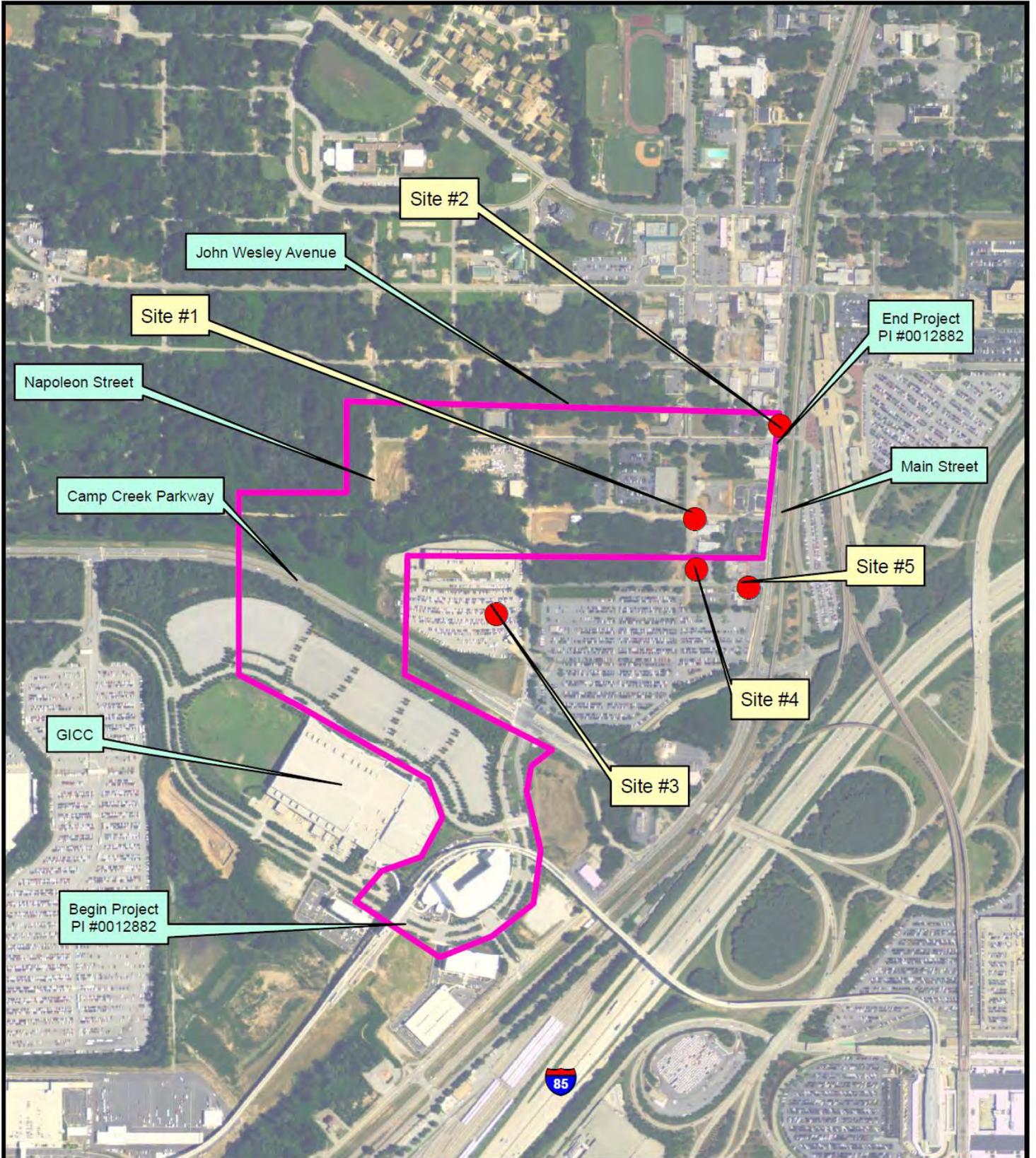
Site	Site Name	Address	Type	Status
Site #1	Gas Station	3856 College Street	UST	UST- Removed
Site #2	Sno-Clean Laundry	3810 Main Street	Dry Cleaners	Closed
Site #3	Park N'Fly	3590 Conley Street	LUST, UST	LUST- NFA
Site #4	College Park Body and Paint	3894 College Street	RCRA	No violations
Site #5	Enterprise Rent-a-Car	3907 Main Street	LUST, UST	LUST- NFA UST- Removed

Should the project require the acquisition of ROW from any of these sites, additional testing may be necessary.

2.9 Public Involvement

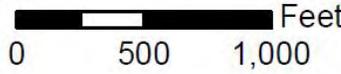
Public involvement has been undertaken from the earliest phases of this project in order to identify potential environmental resources within the project area and to incorporate public comment into the development of project concepts.

These public involvement activities have included two stakeholder meetings with representatives from the City, the local business community, and the College Park Main Street Association. These



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Figure 5: Hazardous Materials Site



Legend

- Hazardous Materials Site
- Project Study Area



stakeholder meetings were held on March 10, 2014 and April 22, 2014 at the GICC. Through these stakeholder meetings, the public has had the opportunity to provide input on the development of four concepts for the bridge design and multiuse trail location. The primary concerns identified through these stakeholder meetings were the identification of the best route for the multiuse trail and the selection of a bridge design that serves as an effective “gateway” statement for the College Park community. The conceptual plans under development have been modified based upon these comments, including the location of the multiuse trail and the elimination of some bridge designs. See Appendix A for more information regarding these stakeholder meetings and comments received from these meetings.

In addition, a Public Information Open House (PIOH) was held on June 16, 2014 from 5:00pm to 7:00pm at College Park City Hall, 3667 Main Street, College Park, Georgia 30337. The meeting was advertised by an advertisement placed in the *South Fulton Neighbor* on May 28, 2014 and June 11, 2014. In addition, the meeting was advertised on the home page of the City of College Park website from May 23, 2014 to June 16, 2014. A total of 15 people attended the meeting. No comments were received during the meeting or during the 10-day comment period that followed the meeting. During the meeting, informal verbal comments were received from attendees that expressed general support for the project.

Section 3: Conclusions

As a result of the environmental investigations, the following environmental constraints have been identified within the project area:

- Community Facilities- The on-street handicapped parking spaces located on John Wesley Avenue are an important part of the Odyssey Family Counseling Center, which serves a low-income community. The proposed project should avoid any impacts to these parking spaces.
- Historic Resources- The eastern terminus of the project is located within the National Register-listed College Park Historic District. The proposed project should avoid or minimize any impacts to the district.
- Threatened and Endangered Species- The project area contains potential habitat for the Northern long-eared bat and the Georgia Aster. Further studies will be required to determine if these species are located in the project area.
 - Bat studies must be undertaken during the summer roosting season (May 15 – August 15), and this constraint should be identified in the future project schedule.
 - Surveys for the Georgia aster must be undertaken from late September to mid November, and this constraint should be identified in the future project schedule.
- Waters- Jurisdictional Waters of the US and state-buffered waters are located within the project area. The proposed project should be designed to avoid or minimize impacts to these waters.
- NEPA Documentation and Permits- The proposed project would be expected to be processed as a Categorical Exclusion. If the project causes impacts to the identified waters,

these impacts would be expected to be fairly minimal and would be processed under a Nationwide permit from the USACE. In addition, a stream buffer variance could be required from the Georgia EPD.



CITY OF COLLEGE PARK

P. O. BOX 87137 • COLLEGE PARK, GA. 30337 • 404/767-1537

Date: September 30, 2014

Elaine E. Armster
Special Projects Chief
Office of Program Delivery - 25th FL
Georgia Department of Transportation One Georgia Center
600 W. Peachtree Street N.W.
Atlanta, Georgia 30308

Re: PI # 0012882 - Limited Scope Concept Report
College Park, Georgia

Subject: Lighting Agreement between College Park and Georgia Department of Transportation

Dear Elaine E. Armster:

City of College Park would be willing to sign a lighting agreement if it becomes apparent during the PE phase that a lighting agreement is necessary. Additionally, this letter of commitment assures that the City of College Park will provide energy, operation and maintenance of the lighting system.

Should you require additional information please contact Jackson Myers at (678) 794-4834.

Sincerely,

Authorized Representative
Title: City Engineer/Project Manager