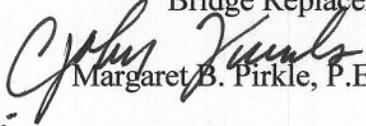


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 742920, Forsyth-Fulton-Gwinnett **OFFICE** Preconstruction
STP-2564(4)
McGinnis Ferry Road Widening and
Bridge Replacement **DATE** September 13, 2005

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

TO *ra* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

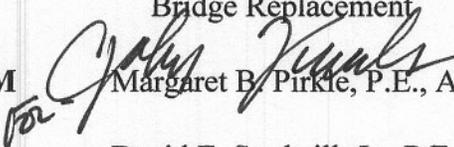
DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Brent Story
Russell McMurry
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 742920, ^{FORSYTH-}Fulton-Gwinnett Counties **OFFICE** Preconstruction
STP-2564(4)
McGinnis Ferry Road Widening and
Bridge Replacement **DATE** September 1, 2005

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

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

SUBJECT PROJECT CONCEPT REPORT

This project will replace the McGinnis Ferry Road bridge over the Chattahoochee River along the border of Fulton and Gwinnett counties. This section of McGinnis Ferry Road is currently a two lane rural roadway with 12' lanes in each direction with varying width shoulders. The existing bridge over the Chattahoochee River includes two, 12' lanes with no sidewalk. McGinnis Ferry Road widens to a four lane urban section approximately 1100' east of the river before intersecting with Peachtree Industrial Boulevard. The purpose of this project is to improve east-west connectivity between these counties by providing a four lane bridge to connect with the existing four lane section in Gwinnett County and the proposed four lane section in Forsyth and Fulton Counties (MSL-0004-00(429), P.I. No. 0004429). Traffic volumes on McGinnis Ferry Road are approaching capacity during peak hours. The existing two lane facility currently operates at level of service "F." Widening McGinnis Ferry Road to six lanes will improve LOS to "C." However, this project is being initially constructed as a four lane section that can be easily converted to a six lane section when volumes warrant. The existing vertical geometry of McGinnis Ferry Road on the east side of the Chattahoochee River (Gwinnett County) is inadequate and does not meet the design requirements for a speed of 45 MPH. The existing sag vertical curve has a K value of 31.55, which only meets design requirements for a speed of 25 MPH. Also, there is insufficient tangent length between the bridge and the existing horizontal curve immediately east of the bridge. The proposed project will improve the horizontal and vertical geometry and superelevation of McGinnis Ferry Road.

The proposed project will reconstruct the existing two lane McGinnis Ferry Road bridge to accommodate four lanes. The proposed urban roadway section will include four, 12' lanes, a 44' median, a 5' sidewalk on the south side, and a 6' sidewalk on the north side. McGinnis Ferry Road is listed on the Georgia Bicycle and Pedestrian Plan as Route 70 (see attached route plan). The eastbound shoulder will be 12' wide and the westbound shoulder will be 16' wide, both including curb and gutter. The 44' median will include 24' of striped-out pavement and a 20' raised median. The additional pavement within the median will be necessary for maintenance of traffic during stage construction. Due to inadequate geometry on the east side approach, the bridge over the Chattahoochee River will need to be removed and reconstructed. The proposed bridge is approximately 310' long and 119' wide, with a 10' sidewalk on both the north and south sides.

David Studstill

Page 2

P. I. No. 742920, Forsyth-Fulton-Gwinnett
September 1, 2005

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a Section 4f analysis will be required; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$5,754,000	\$2,000,000	Q23	2007
Right-of-Way & Utilities*	Local	Local		

*PMA to Forsyth-Gwinnett pending signatures from Fulton 8/04.

I recommend this project concept be approved and constructed concurrently with project MSL-0004-00(429), P.I. No. 0004429.

MBP:JDQ/cj

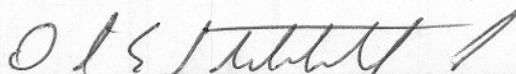
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

DRAFT PROJECT CONCEPT REPORT

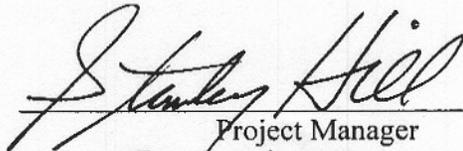
Project Number: STP-2564(4)
County: Forsyth, Fulton and Gwinnett
P. I. Number: 742920

Federal Route Number: N/A
State Route Number: N/A

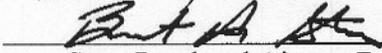
*See project location sketch on page 2
McGinnis Ferry Road Widening & Bridge Replacement*

Recommendation for approval:

DATE 8/17/05


Project Manager

DATE 8/17/05


State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 8-23-05


State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

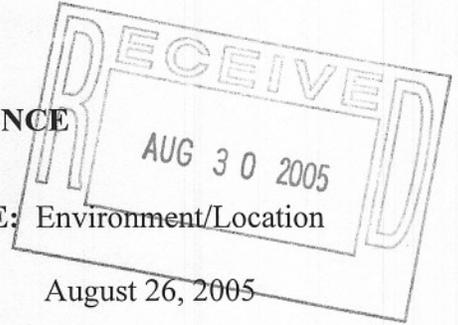
Project Review Engineer

DATE _____

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE: P.I. No. 742920

OFFICE: Environment/Location

A handwritten signature in black ink, appearing to read "Harvey D. Keeper". The signature is fluid and cursive.

DATE: August 26, 2005

FROM: Harvey D. Keeper, State Environmental/Location Engineer

TO: Margaret B. Pirkle, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
STP-2564(4) / Forsyth, Gwinnett, and Fulton Cos.
CR 1319 / McGinnis Ferry Rd. @ Chattahoochee River**

The above subject concept report has been reviewed. The environmental document will also include P.I. No. 0004429 for logical termini reasons. Under public involvement on page 10, at a minimum we will be required to hold a Public Hearing. A PIOH to be scheduled for October. The EA will require a PHOH.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: Brian Summers, Project Review Engineer
Brent A. Story, P.E., State Road & Airport Design Engineer
Keith Golden, State Traffic Safety and Design Engineer
Joseph Palladi, State Transportation Planning Administrator
Jamie Simpson, Office of Financial Management Administrator
Paul Liles, State Bridge and Structural Engineer
Russell McMurry, District 1 Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

DRAFT PROJECT CONCEPT REPORT

Project Number: STP-2564(4)
County: Forsyth, Fulton and Gwinnett
P. I. Number: 742920

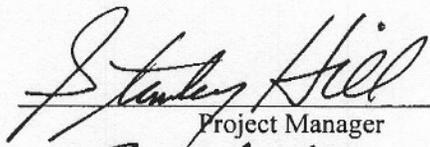
Federal Route Number: N/A
State Route Number: N/A

*See project location sketch on page 2
McGinnis Ferry Road Widening & Bridge Replacement*

Recommendation for approval:

DATE 8/17/05

DATE 8/17/05


Project Manager


State Road and Airport Design Engineer

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

DATE _____

DATE _____

DATE 8/24/05

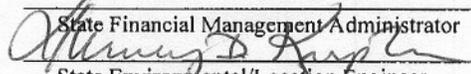
DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator


State Financial Management Administrator
State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-2564 (4), Forsyth, Gwinnett, Fulton
PI 742920
CR 1319/McGinnis Ferry Rd
@ Chattahoochee River/Forsyth, Gwinnett, Fulton

OFFICE Road Design
DATE August 16, 2005

FROM Brent A. Story, P.E., State Road and Airport Design Engineer
BAS

TO Margaret Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions concerning this matter, please call Stanley Hill or Vinesha C. Pegram at (404) 463-2988.

BAS:SH:VCP:ss

cc: Bryan Summers, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Joseph Palladi, State Transportation Planning Administrator
Jamie Simpson, Office of Financial Management Administrator
Paul Liles, State Bridge and Structural Engineer
Russell McMurry, District 1 Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Road and Airport Design

DRAFT PROJECT CONCEPT REPORT

Project Number: STP-2564(4)
County: Forsyth, Fulton and Gwinnett
P. I. Number: 742920

Federal Route Number: N/A
State Route Number: N/A

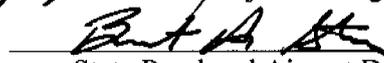
*See project location sketch on page 2
McGinnis Ferry Road Widening & Bridge Replacement*

Recommendation for approval:

DATE 8/17/05


Project Manager

DATE 8/17/05


State Road and Airport Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

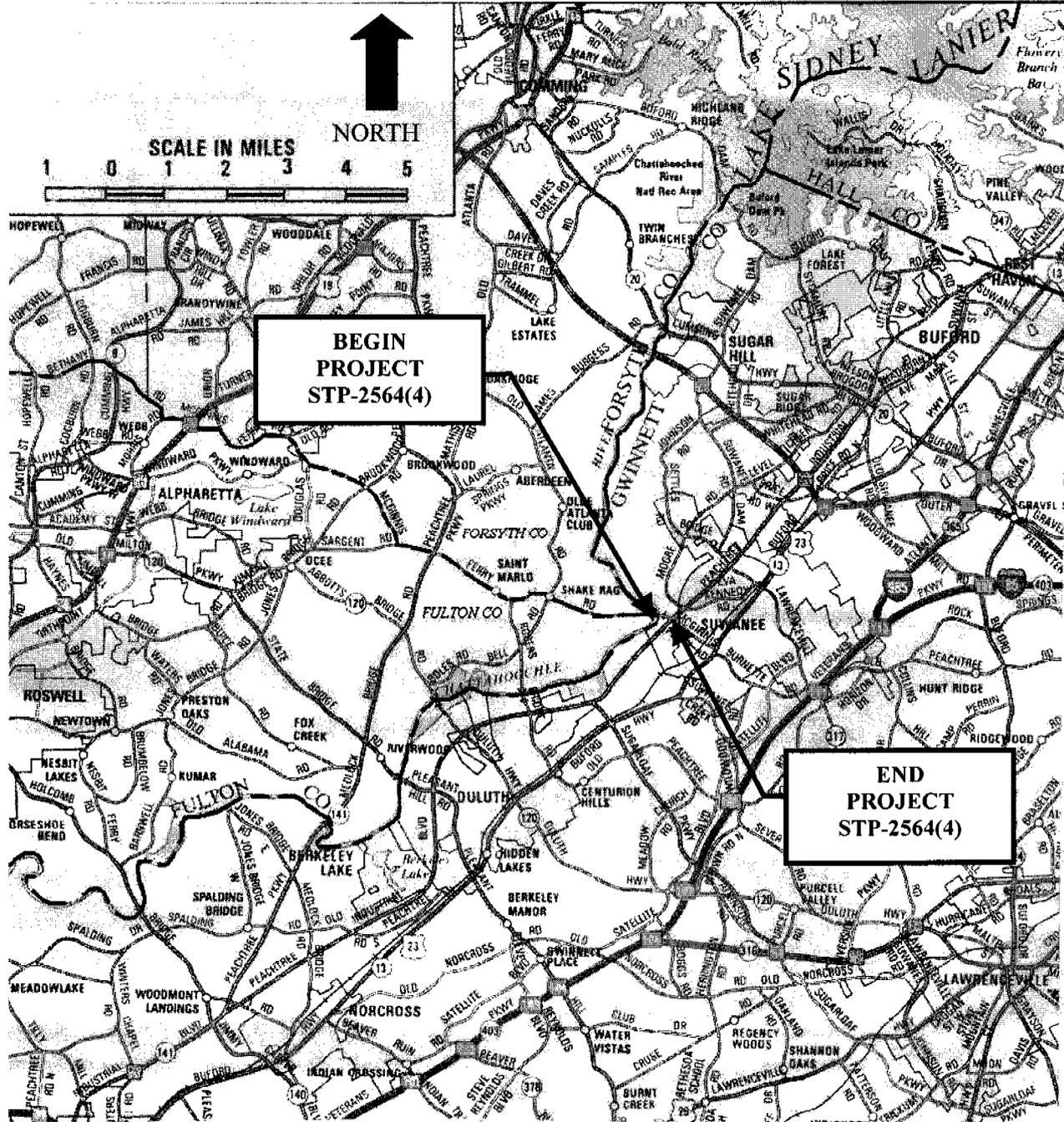
DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

Project Location Map



Need & Purpose:

The proposed project would reconstruct and widen the McGinnis Ferry Road Bridge over the Chattahoochee River along the border of Gwinnett, Fulton and Forsyth Counties. The Chattahoochee River is the county line between Forsyth, Fulton and Gwinnett Counties, and west of the river, McGinnis Ferry Road is the divider between Forsyth and Fulton Counties. The purpose of the project is to improve east-west connectivity between these three counties by widening the bridge to four lanes to connect with the existing 4-lane section in Gwinnett County and the proposed 4-lane section in Forsyth and Fulton Counties. With McGinnis Ferry Road experiencing high traffic volumes today, the widening of this bridge would reduce congestion and improve safety on this important east-west arterial.

The existing vertical geometry of McGinnis Ferry Road on the east side of the Chattahoochee River (Gwinnett County) is inadequate, and does not meet the design requirements for a speed of 45 mph. The existing sag vertical curve has a K value of 31.55, which only meets design requirements for a speed of 25 mph. Also, there is insufficient tangent length between the bridge and the existing horizontal curve immediately east of the bridge. The proposed project will improve the horizontal and vertical geometry and superelevation of McGinnis Ferry Road. The need for this project is to reduce congestion and improve safety at the intersection of the McGinnis Ferry Road and Peachtree Industrial Boulevard as vehicles are backed up at the bridge where a bottleneck is created by a reduction of traffic lanes.

Planning Background and Project History:

Forsyth County's Major Transportation Plan (MTP) 2002 Update describes McGinnis Ferry Road as having the potential to become a major east-west corridor connecting GA 400 to I-85. McGinnis Ferry Road is currently a four-lane divided facility from Peachtree Industrial Boulevard to Satellite Boulevard in Gwinnett County. The report recommends that McGinnis Ferry Road be classified as a major arterial within the limits of the reference project, although the road is currently listed as an urban minor arterial.

This project is included in the Atlanta Regional Commission's 2030 Regional Transportation Plan. The conforming model includes a four-lane section on McGinnis Ferry Road. The project is listed as FN-233C in the draft 2005-2010 TIP, which is anticipated to be adopted in December 2004. The listing shows construction programmed for 2007.

Land Use Trends Impacting Transportation:

The existing and future land use plans (including Forsyth, Fulton and Gwinnett Counties) for the McGinnis Ferry Road corridor from GA400 to I-85 reflect a change from low-density residential to a mixture of medium-density residential, commercial and industrial land use. In review of the Future Land Use Map of Forsyth County (2004-2025), North Fulton Planning Area 2015 Land Use Plan, and the Gwinnett County 2020 Land Use Plan Maps, the McGinnis Ferry Road corridor from GA400 to I-85 is proposed to have a diverse mixture of industrial, commercial, business parks, low-density residential, medium-density residential and parks and recreation areas. This zoning will support continued development (residential and commercial) along the McGinnis Ferry Road corridor in each of the counties referenced above.

Project Concept Report page 4
 Project Number: STP-2564(4)
 P.I. Number: 742920
 County: Forsyth, Fulton and Gwinnett

Current traffic volumes within the project corridor are comparable to other major arterial river crossings in the region (see the table below).

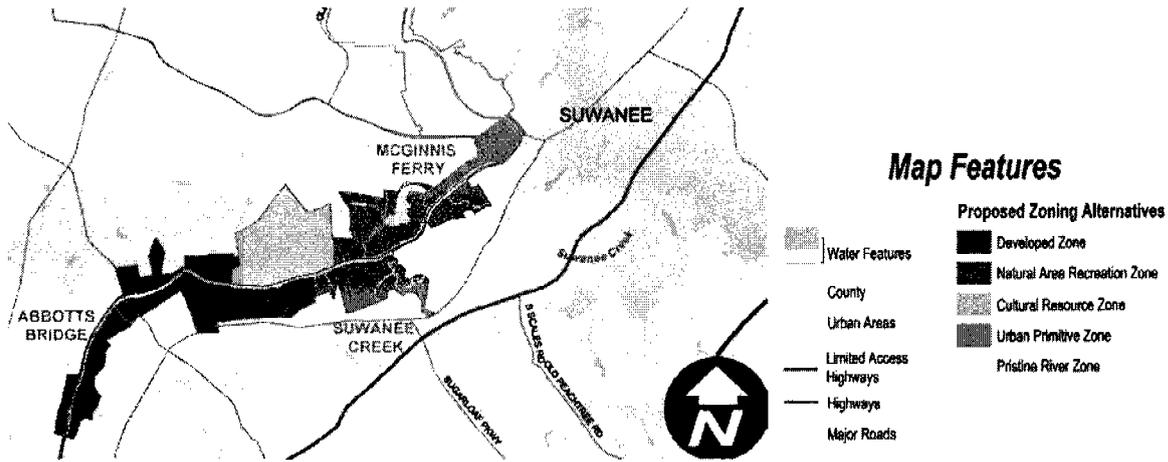
Chattahoochee River Crossings	Traffic Volumes 2004 AADT	Functional Classification	Roadside Land Use
McGinnis Ferry Rd @ Chattahoochee River	21,660	Major Arterial	Large commercial development tracts and residential subdivisions
SR 20 @ Chattahoochee River	22,460	Major Arterial	
SR 120 @ Chattahoochee River	20,480	Major Arterial	
State Bridge Rd/Pleasant Hill Rd @ Chattahoochee River	26,380	Major Arterial	

The SR 20 and SR 120 bridges over the Chattahoochee River are both currently two lanes wide, but are proposed to be widened under projects BRST-054-1(63), P.I. No. 132985, and STP-189-1(10), P.I. No. 721000, respectively. The State Bridge Road/ Pleasant Hill Road over the Chattahoochee River is currently a 4-lane bridge.

Project Description:

The proposed project would reconstruct the existing two-lane McGinnis Ferry Road Bridge to accommodate four lanes. The proposed urban roadway section would include four 12-foot lanes, a 44-foot median, a 5-foot sidewalk on the south side, and a 6-foot sidewalk on the north side. McGinnis Ferry Road is listed on the Georgia Bicycle and Pedestrian Plan as Route 70 (see attached route plan). The eastbound shoulder width will be 12 feet wide including curb and gutter and the westbound shoulder will be 16 feet wide including curb and gutter. The 44-foot median will include 24 feet of striped-out pavement and a 20-foot raised median. The additional pavement within the median will be necessary for maintenance of traffic during stage construction. Due to inadequate geometry on the east-side approach, the bridge over the Chattahoochee River will need to be removed and reconstructed. The proposed bridge is approximately 310 feet long and 119 feet wide, with a 10-foot sidewalk on both the north and south sides.

Special considerations may be necessary for a multi-use riverside trail that is being developed by the National Park Service (NPS). The NPS would like to develop a multi-use trail along the west bank of the Chattahoochee River in the future. The trail would be used by pedestrians and provide access to future park facilities. The preferred alternative for the multi-use trail (see below) was selected in May 2005. Early coordination with NPS has been done (see the attached meeting minutes summary) and additional coordination will continue as both projects progress. For more information regarding the future Chattahoochee River National Recreation Area, please see the NPS website at <http://www.nps.gov/chat/gmp.htm>.



Logical Termini:

The logical western terminus of the proposed McGinnis Ferry Road Bridge project would occur at the end of the proposed McGinnis Ferry Road widening project (MSL-0004-00(429), P.I. # 0004429), which would upgrade McGinnis Ferry Road to a four-lane facility west of the bridge. The logical eastern terminus of the proposed project is located at the existing four-lane section in Gwinnett County that begins approximately 400 feet west of Peachtree Industrial Boulevard.

Traffic Volumes and Levels of Service:

Projected traffic volumes for McGinnis Ferry Road are shown in the table below. Traffic growth rates are based on historical GDOT traffic counts and Forsyth County’s Major Transportation Plan (MTP) 2002 Update. The Forsyth County plan models traffic growth on McGinnis Ferry Road based on ongoing development and socioeconomic trends. Overall, traffic is expected to increase by 110% between 2004 and 2027, representing a 3.2% average annual growth rate.

McGinnis Ferry @ Chattahoochee River	2004 AADT	Percent Increase	2007 AADT	Percent Increase	2027 AADT
	26,500	10%	29,200	87%	54,600

Traffic volumes on McGinnis Ferry Road are approaching capacity during peak hours. As shown below, the existing two-lane section currently operates at LOS F. Widening McGinnis Ferry Road to six lanes would improve operations to LOS C. However, the project is being initially constructed as a 4-lane section that can be easily converted to a 6-lane section when traffic volumes warrant.

Analysis Year	2004 Existing	2027 No Build	2027 Build	2027 Build
Number of Lanes	2 lanes	2 lanes	4 lanes	6 lanes
LOS	F	F	E	C

Safety Improvements:

An inventory of crash data from 2000 to 2002 is provided in the table below. The table lists the total number of accidents and injuries coded to McGinnis Ferry Road within the proposed project

termini. No fatalities were recorded during this time period. Accordingly, the accident and injury rates were calculated and shown beside the statewide rates for a rural major collector, the assigned functional class of McGinnis Ferry Road for the accident analysis years. The accident and injury rates provided are in units of 100 million vehicle miles.

History of Crash Data

Year	No. Of Accidents	Accident Rate	Statewide Rate	No. Of Injuries	Injury Rate	Statewide Rate
2000	11	171	188	0	0	97
2001	5	84	185	2	33	98
2002	25	424	195	1	17	104

The results indicate that McGinnis Ferry Road currently operates at below average accident and injury rates as compared to similar facilities statewide in the years 2000 and 2001. However, in the year 2002, accidents doubled on this short segment of McGinnis Ferry Road and exceeded the statewide accident rate. In 2002, 76% of the traffic accidents occurred at the intersection of McGinnis Ferry Road and Chattahoochee Run Drive. This intersection is located in Gwinnett County approximately 280 feet east of the existing bridge. Inadequate geometry on the existing roadway on approaches to the Chattahoochee River Bridge is the probable cause of this safety problem. The existing vertical geometry of McGinnis Ferry Road on the east side of the Chattahoochee River (Gwinnett County) only meets 25 mph per the American Association of State Highway and Transportation Officials (AASHTO's) "Policy on Geometric Design of Highways and Streets – 2004" (green book). The proposed project will improve the horizontal and vertical geometry of McGinnis Ferry Road. These geometric improvements along with the proposed 44-foot median will help to reduce the risk of accidents as the traffic volumes increase over the design life of the project.

Other Projects in the Area:

- GDOT Project MSL-0004-00(429), P.I. No. 0004429 – Widening and reconstructing McGinnis Ferry Road in Forsyth County from a two-lane road to a four-lane section with a 44-foot wide grassed median with curb and gutter from Sargent Road to Johns Creek Parkway (West), a six-lane section with a 20-foot wide raised median with curb and gutter from Johns Creek Parkway (West) to Johns Creek Parkway (East), and a four-lane section with a 44-foot wide grassed median with curb and gutter from Johns Creek Parkway (East) to the Chattahoochee River.
- GDOT Project STP-104-1(39), P.I. No. 121980 – Widening and reconstruction of SR 141 from Granite Lane to SR 9/Bethelview Road, Forsyth County. Project proposes a 4-lane, divided, rural section with a 44' depressed median.

Project Concept Report page 7
Project Number: STP-2564(4)
P.I. Number: 742920
County: Forsyth, Fulton and Gwinnett

Description of the proposed project:

Project STP-2564(4), P.I. Number 742920 consists of the widening and reconstruction of the McGinnis Ferry Road Bridge over the Chattahoochee River. The project is located on a common boundary between Gwinnett, Fulton, and Forsyth Counties. The proposed project would reconstruct the existing two-lane McGinnis Ferry Road Bridge to accommodate four lanes. The proposed urban roadway section would include four 12-foot lanes, a 44-foot median, a 5-foot sidewalk on the south side, and a 6-foot sidewalk on the north side. The eastbound shoulder width will be 12 feet wide including curb and gutter and the westbound shoulder will be 16 feet wide including curb and gutter. The 44-foot median will include 24 feet of striped-out pavement and a 20' raised median. The additional pavement within the median will be necessary for maintenance of traffic during stage construction. Due to inadequate geometry on the east-side approach, the bridge over the Chattahoochee River will need to be removed and reconstructed. The proposed bridge is approximately 310 feet long and 119 feet wide.

The National Park Service is planning a future multiuse trail along the west bank of the Chattahoochee River. The trail would be used by pedestrians and provide access to future park facilities. Special design considerations may be necessary for the proposed bridge in order to accommodate the future trail.

The proposed project will be designed using the 2004 American Association of State Highway and Transportation Officials (AASHTO).

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

The conforming plan's model description is to reconstruct McGinnis Ferry Road from Peachtree Industrial Boulevard to the Chattahoochee River from two through lanes to four through lanes. The conforming plan also calls for the reconstruction of the Chattahoochee River Bridge to provide four through lanes. Reconstruction of McGinnis Ferry Road up to Sargent Road will be completed under a separate project, MSL-0004-00(429).

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: Major Arterial _____

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

State Route Number(s): N/A _____

Traffic (AADT):

Current Year: (2007) 29,200 Design Year: (2027) 54,800

Existing design features:

- Typical Section: This section of McGinnis Ferry Road is currently a 2-lane, rural roadway with 12-foot lanes in each direction and varying width shoulders. The existing bridge over the Chattahoochee River includes two 12-foot lanes with no sidewalks. McGinnis Ferry Road widens to a 4-lane urban section approximately 1100 feet east of the river before intersecting with Peachtree Industrial Boulevard.
- Posted speed 45 mph Mainline

25 mph Chattahoochee Run Drive

- Minimum radius for curve: 711'
- Maximum super-elevation rate for curve: 6.00%
- Maximum grade: 7.0 %
- Width of right of way: 60-80 ft.
- Major structures: McGinnis Ferry Bridge over Chattahoochee River. Length = 252', Width = 32', Sufficiency Rating = 65.00, Serial Number = 121-0289-0, ID Number = 121-02564F-012.08E.
- Major interchanges or intersections along the project: Peachtree Industrial Boulevard
- Existing length of roadway segment is approximately 0.73 miles:
 - Begin project: Fulton County milepost 9.31
Forsyth County milepost 11.50

 - County line: Fulton County milepost 9.81
Forsyth County milepost 12.00
Gwinnett County milepost 0.00

 - End project: Gwinnett County milepost 0.23

Proposed Design Features:

- Proposed typical section: The proposed typical section requires a right-of-way width of 120 feet. It includes two 12-foot travel lanes in each direction, with a 44-foot median and urban shoulders. The eastbound shoulder will be 12 feet wide including curb and gutter and a 5-foot wide sidewalk. The westbound shoulder will be 16 feet wide including curb and gutter and a 6-foot wide sidewalk.
- Proposed Design Speed: Mainline 45 mph
Chattahoochee Run Drive 25 mph
- Proposed Maximum grade Mainline 5.23 %
Maximum grade allowable 7.0 %.
- Proposed Maximum grade Side Street 7.0 %
Maximum grade allowable 7.0 %.
- Proposed Maximum grade commercial driveway: 11 % residential driveway: 15 %
- Proposed Minimum radius for curve 1400' Minimum radius allowable 711'
- Proposed Maximum superelevation rate for curve: 4.00% (2004 AASHTO e-max)

- Right of way
 - Width 120-160 feet
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 7 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges: A new bridge over the Chattahoochee River is proposed as part of this

project. It will replace the existing bridge and consist of two 12-foot lanes in each direction, a 44-foot median, a 10-foot sidewalk on the eastbound shoulder and a 10-foot sidewalk on the westbound shoulder.

Bridge Type: PSC Beam
 No. of spans: 3
 Length: 310'
 Maximum Span: 150'
 Deck Structure Width: 119'
 Roadway Width: 92'

* See attached typical section.

- o Retaining walls: Temporary shoring will be necessary during stage construction of the bridge.
- Major interchanges or intersections along the project: Peachtree Industrial Boulevard.
- Minor interchanges or intersections along the project: Chattahoochee Run Drive, current and design speed is 25mph.
- Traffic control during construction: Traffic control will consist of staged construction and will allow for the roadway to remain open during construction. The construction will be divided into two phases that will allow for partial width construction of the proposed bridge. Minor detours may be required to provide access to properties with frontage and current access to McGinnis Ferry Road. Access will be maintained during all construction phases of the project.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(x)
ROADWAY WIDTH:	()	()	(x)
SHOULDER WIDTH:	()	()	(x)
VERTICAL GRADES:	()	()	(x)
CROSS SLOPES:	()	()	(x)
STOPPING SIGHT DISTANCE:	()	()	(x)
SUPERELEVATION RATES:	()	()	(x)
HORIZONTAL CLEARANCE:	()	()	(x)
SPEED DESIGN:	()	()	(x)
VERTICAL CLEARANCE:	()	()	(x)
BRIDGE WIDTH:	()	()	(x)
BRIDGE STRUCTURAL CAPACITY:	()	()	(x)
- Design Variances: None
- Environmental concerns: An environmental screening was performed for the project. The Chattahoochee River is the primary environmental concern. The US Army Corp of Engineers will be consulted as the bridge is designed and permitted. There are no potentially historic structures along the project length although several archaeological sites were identified on the western side of the Chattahoochee River. Only one of these archaeological sites was recommended as eligible for inclusion in the National Register

of Historic Places. A Finding of No Adverse Effect was concluded for this site due to this project. These archaeological resources will be further studied as part of the ongoing Environmental Assessment (EA). The Chattahoochee River National Recreation Area (CRNRA) will also be impacted slightly by this project. This impact will require a Section 4F analysis. No low income or minority communities and/or populations were identified in the project area.

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Communications, Power, Gas, Water, and Cable

Project responsibilities:

- Design: Forsyth County
- Right of Way Acquisition: Forsyth County
- Relocation of Utilities: Forsyth County
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor (if required)
- Providing detours: GDOT

Coordination

- Initial Concept Meeting – TBA
- Concept Meeting – TBA
- P. A. R. meetings, dates and results. TBA
- FEMA, USCG, and/or TVA. – None so far (will occur before final concept report)
- Public involvement. TBA
- Local government comments. N/A
- Other projects in the area. N/A
- Other coordination to date. N/A
- Railroads – N/A

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 1 Month.
- Time to complete the Section 404 Permit: 4 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 6 Months.

Project Concept Report page 11
Project Number: STP-2564(4)
P.I. Number: 742920
County: Forsyth, Fulton and Gwinnett

Other alternate considered:

No Build: No action would be taken to improve the existing roadway. This is not a prudent alternative because it would not alleviate the traffic problem in the project area. Increased traffic flows in the area have caused traffic and operational problems. The Average Daily Traffic (ADT) along McGinnis Ferry Road is over 26,500 vehicles per day currently and is projected to be 54,600 by the year 2027. The existing facility is inadequate to handle either the existing or the projected (year 2027) traffic volumes.

Comments: None

Project Concept Report page 12
Project Number: STP-2564(4)
P.I. Number: 742920
County: Forsyth, Fulton and Gwinnett

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. Capacity analysis,
6. Bridge inventory,
7. Minutes of Initial Concept and Concept meetings,
8. Minutes of any meetings that show support or objection to the concept,
9. LGPA's or PMA's,
10. Location and Design Notice (On Minor Projects),
11. Conforming plan's network schematics showing thru lanes, (Note: This attachment is required for non-attainment areas only.), and
12. Other items referred to in the body of the report.

Project Concept Report page 13
 Project Number: STP-2564(4)
 P.I. Number: 742920
 County: Forsyth, Fulton and Gwinnett

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

McGinnis Ferry Road Widening and Bridge Replacement
PROJECT STP-2564(4)
P.I. 742920

SUMMARY OF PROJECT COSTS

Non-Construction Costs

A.	Right of Way	\$828,703
B.	Reimbursable Items (Utilities, etc.)	\$2,307,519
	Non-Construction Subtotal	<u>\$3,136,222</u>

Construction Costs

C.	Bridges	\$2,519,215
D.	Walls	\$14,438
E.	Base and Paving	\$865,261
F.	Earthwork	\$250,000
G.	Drainage	\$242,754
H.	Concrete Work	\$319,877
I.	Signing, Striping, and Lighting	\$33,500
J.	Roadside Features (guardrail, etc.)	\$50,384
K.	Clearing	\$42,600
L.	Erosion Control & Landscaping	\$133,955
M.	Traffic Control & Mobilization	\$225,900
N.	Miscellaneous Items	\$46,000

Construction Subtotal	<u>\$4,743,884</u>
Inflation (2 years @ 5%)	\$486,249
10% E&C	\$523,014
Construction Subtotal	<u>\$5,753,147</u>

Total Cost **\$8,889,369**

McGinnis Ferry Road Widening and Bridge Replacement
 PROJECT STP-2564(4)
 P.I. 742920

ITEMIZED PROJECT COSTS

NON-CONSTRUCTION COSTS

A. Right of Way				\$828,703
B. Reimbursable Items				
1 Transmission Poles and Lines			\$2,132,519	
2 Miscellaneous Utilities, \$250,000 per mile			\$175,000	
		Subtotal		<u>\$2,307,519</u>
		Non-Construction Total		\$3,136,222

CONSTRUCTION COSTS

C. Bridges / Major Structures				
1 New Bridge at Chattahoochee River (36890 SF @ \$65/SF)			\$2,397,850	
2 Existing Bridge Removal over Chattahoochee River (8091 SF @ \$15/SF)			\$121,365	
		Subtotal		<u>\$2,519,215</u>
D. Walls				
1 Temporary Shoring, East Bridge Embankment (350 X 2.75)	963 SF @	\$15.00	\$14,438	
		Subtotal		<u>\$14,438</u>
E. Base & Paving				
1 Recycled Asphalt Concrete 12.5 mm Superpave (165#/SY)	3,064 TON @	\$40.52	\$124,154	
2 Recycled Asphalt Concrete 19.0 mm Superpave (220#/SY)	4,086 TON @	\$40.09	\$163,808	
3 Recycled Asphalt Concrete 25.0 mm Superpave (330#/SY)	6,129 TON @	\$38.70	\$237,193	
4 Graded Aggregate Base	25,627 TON @	\$13.10	\$335,714	
5 Asphaltic Leveling	42 TON @	\$39.05	\$1,641	
6 Tack Coat	3,023 GAL. @	\$0.91	\$2,751	
		Subtotal		<u>\$865,261</u>
F. Earthwork				
1 In-Place Embankment	50,000 CY @	\$5.00		\$250,000
G. Drainage				
1 Catch Basins	24 EA @	\$1,735.86	\$41,661	
2 Drop Inlets	4 EA @	\$1,747.88	\$6,992	
3 Flared End Sections	6 EA @	\$536.26	\$3,218	
4 18" RCP	924 LF @	\$28.40	\$26,242	
5 30" RCP	1,390 LF @	\$41.31	\$57,421	
6 36" RCP	1,916 LF @	\$55.96	\$107,220	
		Subtotal		<u>\$242,754</u>
H. Concrete Work				
1 Concrete Median Paving, 4"	450 SY @	\$22.75	\$10,238	
2 Curb & Gutter	12600 LF @	\$10.75	\$135,449	
3 Concrete Sidewalk, 4"	4196 SY @	\$21.48	\$90,131	
4 Concrete Approach Slabs, 30'	804 SY @	\$104.55	\$84,059	
		Subtotal		<u>\$319,877</u>
I. Signing, Striping, and Lighting				
1 Signs			\$3,500	
2 Striping			\$30,000	
		Subtotal		<u>\$33,500</u>

McGinnis Ferry Road Widening and Bridge Replacement
 PROJECT STP-2564(4)
 P.I. 742920

ITEMIZED PROJECT COSTS

J. Roadside Features				
1	Guardrail, Type W	2334 LF @	\$11.54	\$26,935
2	Guardrail, Type T	158 LF @	\$22.72	\$3,590
3	Temporary Concrete Barrier	350 LF @	\$46.50	\$16,275
4	Anchors TP 12	2 EA @	\$1,376.99	\$2,754
5	Anchors TP 1	2 EA @	\$414.83	\$830
			Subtotal	\$50,384
K. Clearing				
1	Clearing & Grubbing	4.3 Acre @	\$10,000.00	\$42,600
			Subtotal	\$42,600
L. Erosion Control & Landscaping				
1	Temporary Grassing	4.3 Acre @	\$477.72	\$2,054
2	Mulch	250 TN @	\$199.33	\$49,833
3	Construction Exit	2 EA @	\$1,119.64	\$2,239
4	Construct and Remove Silt Control Gate, Type 1	1 EA @	\$676.42	\$676
5	Construct and Remove Silt Control Gate, Type 3	1 EA @	\$470.28	\$470
6	Construct and Remove Silt Control Gate, Type 4	1 EA @	\$154.91	\$155
7	Construct and Remove Temporary Ditch Checks	5 EA @	\$144.67	\$723
8	Construct and Remove Baled Straw Erosion Check	100 LF @	\$2.36	\$236
9	Construct and Remove Inlet Sediment Trap	20 EA @	\$177.83	\$3,557
10	Construct, Maintain & Remove Temporary Pipe Slope Drain	200 LF @	\$20.00	\$4,000
11	Maintenance of Temporary Silt Fence, Type A	4,250 LF @	\$0.90	\$3,825
12	Maintenance of Temporary Silt Fence, Type C	1200 LF @	\$1.18	\$1,416
13	Maintenance of Erosion Control Checkdams/Ditch Checks	15 EA @	\$57.38	\$861
14	Maintenance of Baled Straw Erosion Check	100 LF @	\$1.28	\$128
15	Maintenance of Silt Control Gate, Type 1	1 EA @	\$296.69	\$297
16	Maintenance of Silt Control Gate, Type 3	1 EA @	\$160.72	\$161
17	Maintenance of Silt Control Gate, Type 4	1 EA @	\$63.87	\$64
18	Maintenance of Construction Exit	2 EA @	\$357.87	\$716
19	Maintenance of Inlet Sediment Trap	20 EA @	\$81.46	\$1,629
20	Water Quality Monitoring & Sampling	1 EA @	\$2,021.32	\$2,021
21	Water Quality Inspections	12 MO @	\$823.04	\$9,876
22	Temporary Silt Fence, Type A	8500 LF @	\$1.82	\$15,470
23	Temporary Silt Fence, Type C	100 LF @	\$3.10	\$310
24	Standard Dumped Rip Rap, Type 1, 12 in.	150 SY @	\$27.90	\$4,185
25	Plastic Filter Fabric	150 SY @	\$3.92	\$588
26	Permanent Grassing	4.3 Acre @	\$763.82	\$3,284
27	Agricultural Lime	15 TN @	\$56.37	\$846
28	Liquid Lime	12 GAL @	\$18.81	\$226
29	Fertilizer Mixed Grade	1 TN @	\$249.21	\$249
30	Fertilizer Nitrogen Content	220 LB @	\$1.43	\$315
31	Permanent Soil Reinforcing Mat	320 SY @	\$4.32	\$1,382
32	Erosion Control Mats, Slopes	3200 SY @	\$1.13	\$3,616
33	Sediment Basins	3.0 EA @	\$6,182.13	\$18,547
			Subtotal	\$133,955
M. Traffic Control & Mobilization			Lump Sum	\$225,900
N. Miscellaneous Items				
1	Field Office	1 EA @	\$46,000.00	\$46,000
			Construction Subtotal	\$4,743,884
Two years of inflation @ 5%				\$486,249
10% E&C				\$523,014
			Construction Total	\$5,753,147

Conceptual Right-of-Way Cost Estimate

Donald Brown
Right-of-Way Administrator

Date: December 8, 2004
Project: STP-2564(4) **P.I. Number:** 742920
Existing/Required R/W: 60'-80'/120'-160' **No. Parcels:** 7
Project Termini: McGinnis Ferry Road from end of the four lane construction proposed by project MSL-0004-00(429) (approximately 0.5 miles west of the Chattahoochee River) to Peachtree Industrial Boulevard
Project Description: McGinnis Ferry Road Widening and Bridge Replacement

Land:

Commercial - Gwinnett					
20,310 SF x \$8.00 / SF	=	\$	162,480		
			Total Commercial Land		\$162,480
Residential - Gwinnett					
258 SF x \$2.00 / SF	=	\$	516		
			Total Residential Land		\$ 516
			Total Land		\$162,996

Easements:

Commercial - Gwinnett					
39,665 SF x \$4.00 / SF	=	\$	158,660		
			Total Commercial Easements		\$158,660
Residential - Gwinnett					
3,325 SF x \$1.00 / SF	=	\$	3,325		
			Total Residential Easements		\$ 3,325
			Total Easements		\$161,985

\$ 324,981 *

Improvements:

\$ 0

Relocation:

\$ 0

Damages:

Proximity – 0 Parcels	=	\$	0		
Consequential – 0 Parcels	=	\$	0		
Cost To Cure – 0 Parcel	=	\$	0		
					\$ 0

Net Cost of Right-of-Way					
Scheduling Contingency		55%			\$ 178,740
Adm./Court Cost.		60%			\$ 194,989
Inflation Factor		40%			\$ 129,993
					\$ 828,703

Total Cost **\$828,703**

* NOTES:

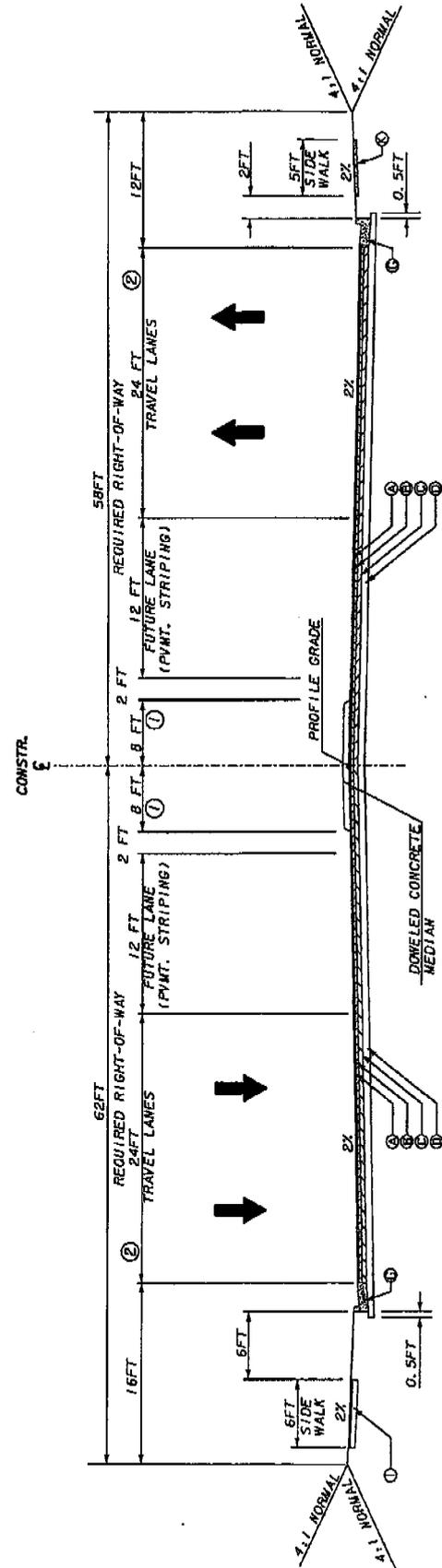
1) Land acquisition estimate is contingent on donation agreement from Forsyth County. Per this agreement, the following has been assumed with this estimate:

- Parcel to be donated: **Forsyth County Property (Begin to STA. 434+00, Left)**
- Required Right-of-Way to be donated: **9.32 acres**
- Construction Easement to be donated: **3.13 acres**

Prepared by: _____
Moreland Altobelli Associates, Inc.

Approved: _____
GDOT R/W

TYPICAL SECTION #1 MCGINNIS FERRY ROAD N. T. S



- PROPOSED PAVEMENT FOR ESTIMATING PURPOSES ONLY
- (A) 12.5 mm SUPERPAVE ASPHALTIC CONCRETE (165 LB/YD)
 - (B) 19.0 mm SUPERPAVE ASPHALTIC CONCRETE (220 LB/YD)
 - (C) 25.0 mm SUPERPAVE ASPHALTIC CONCRETE (330 LB/YD)
 - (D) 12" GRADED AGGREGATE BASE COURSE
 - (E) ASPHALTIC CONCRETE LEVELING
 - (F) 8" x 30' CONCRETE CURB & GUTTER, TYPE 2
 - (G) 6" CONCRETE SIDEWALK
 - (H) 4" CONCRETE SIDEWALK

- ① ADDITIONAL 12' LEFT TURN LANES WHERE REQUIRED.
- ② ADDITIONAL 12' RIGHT TURN LANES WHERE REQUIRED.

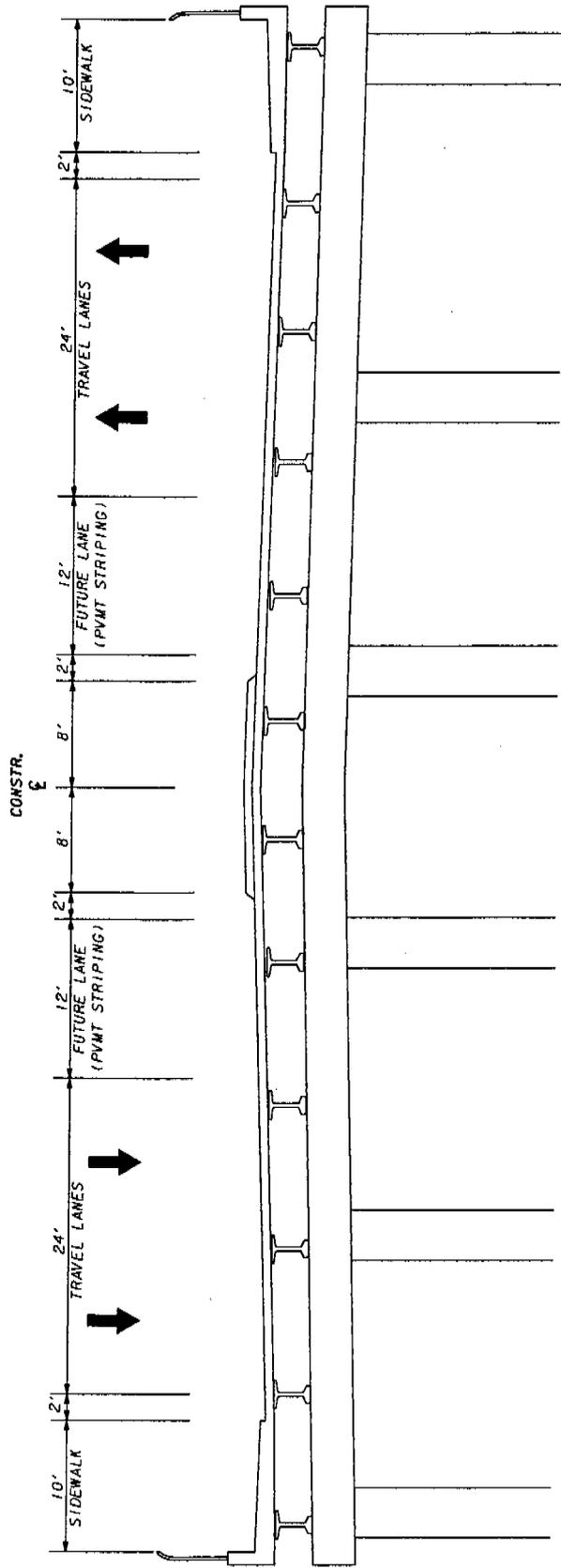
DATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS

DATE	BY	CHKD BY	DATE

MA
 State of Georgia
 Department of Transportation
 2011 State Road
 Marietta, Georgia 30067
 (770) 429-3931

MCGINNIS FERRY ROAD
 TYPICAL SECTION
 STP-2564(4) - P. 1. NUMBER 742920

TYPICAL SECTION #2
 MCGINNIS FERRY ROAD
 BRIDGE OVER CHATTAHOOCHEE RIVER
 N. T. S



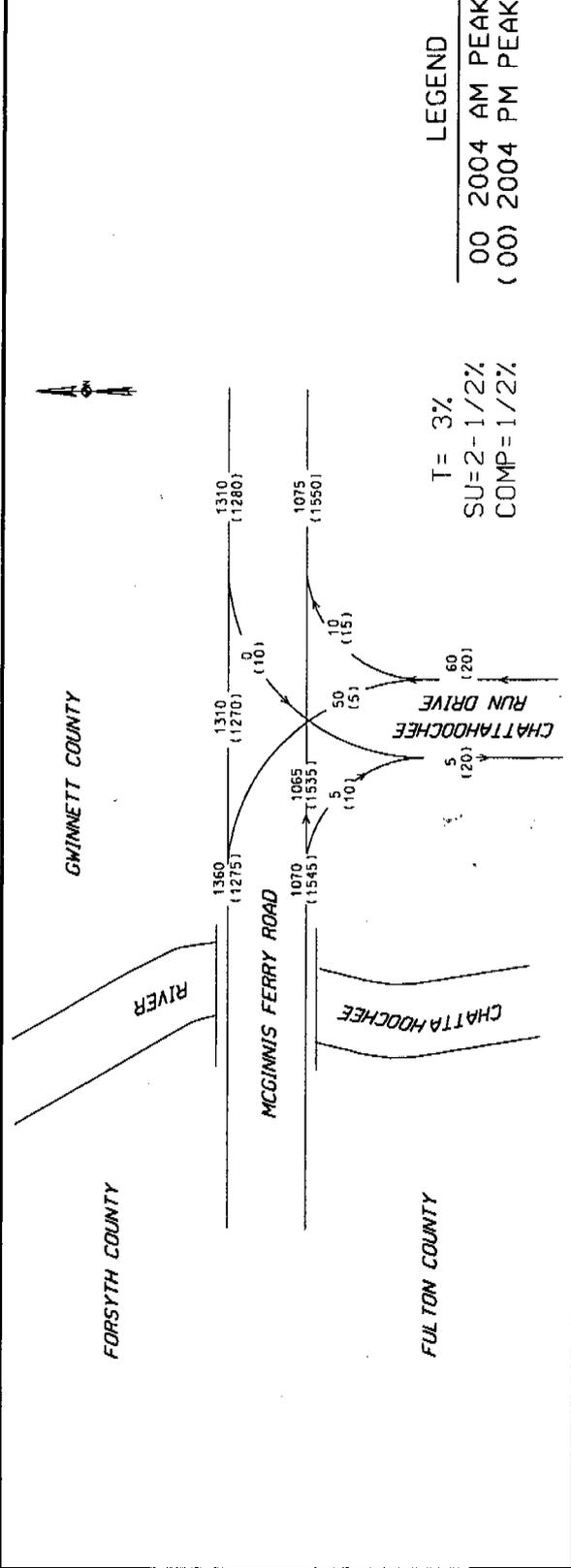
CONSTR.
 E

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS

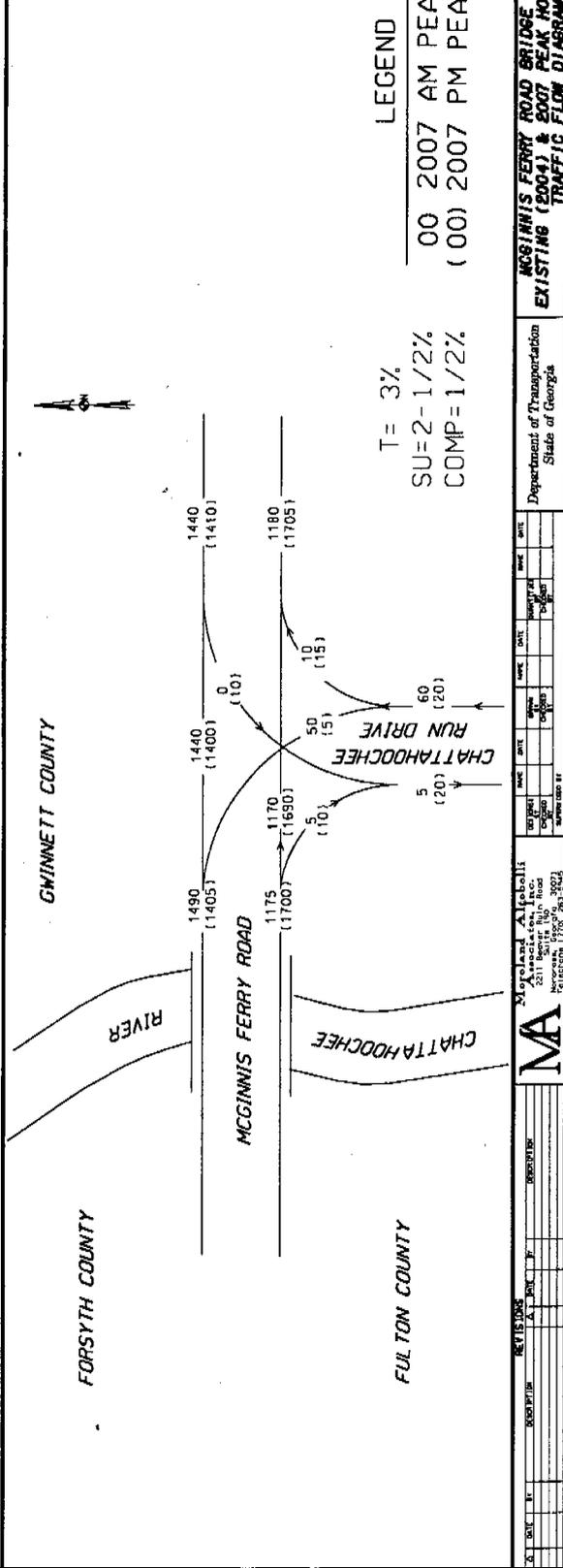
REV IS DOWNS		DATE	BY	DESCRIPTION
				
McFarland A. Jabelli Transportation Inc. 2015 Peachtree Industrial Blvd. Suite 100 Atlanta, Georgia 30329 Telephone: (404) 267-2244				
Department of Transportation State of Georgia			MCGINNIS FERRY ROAD BRIDGE TYPICAL SECTION STP-256(4) P. I. NUMBER 742320	

...lconcept\742920typ_bridge.dgn Jul. 21, 2005 11:41:50

DATE	PROJECT NUMBER	SCALE	DATE



DATE	PROJECT NUMBER	SCALE	DATE



NO. OF SHEETS	SHEET NO.	DATE	BY	CHKD.	APP'D.

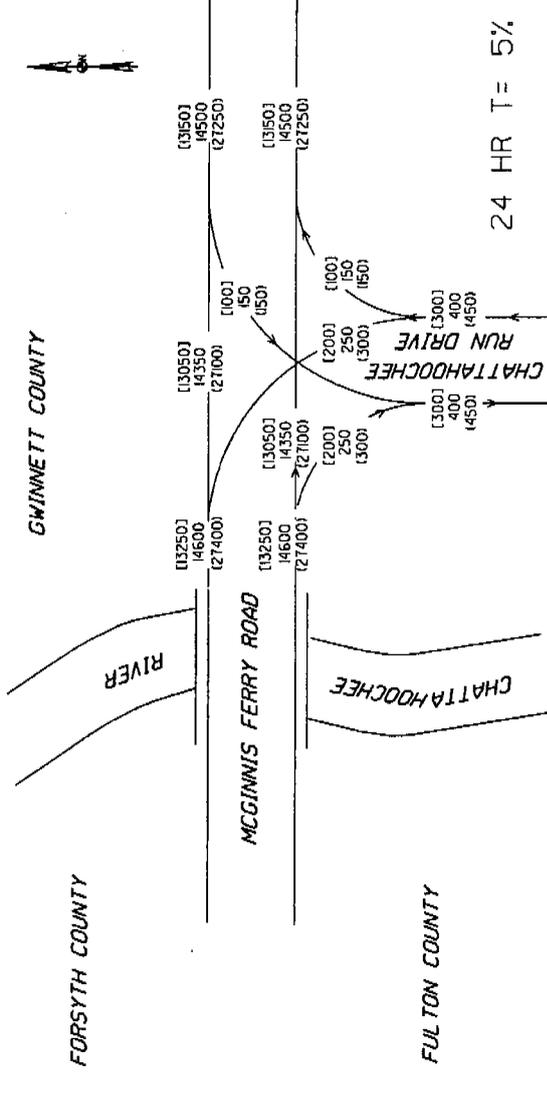
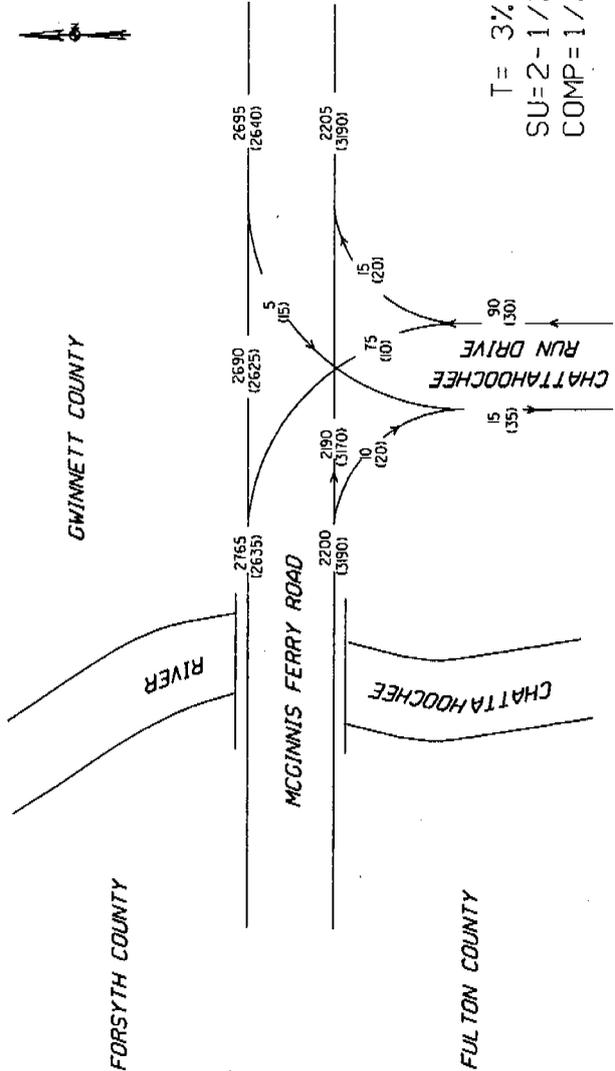
PROJECT: MCCINNIS FERRY ROAD BRIDGE PROJECT
 EXISTING (2004) & 2007 PEAK HOUR TRAFFIC
 TRAFFIC FLOW DIAGRAM

Department of Transportation
 State of Georgia

2100 Peachtree Lakeside
 2511 Peachtree Lake Road
 Marietta, Georgia 30066-3622

MA
 11:22:54

DATE	PROJECT NUMBER	TOTAL SHEETS



DATE	DESCRIPTION	BY	CHK	DATE	BY	CHK																

Moreland, A. Inc.
 Associates, Inc.
 1000 Peachtree Street, N.E.
 Atlanta, Georgia 30309
 Phone: 404.525.1100
 Fax: 404.525.1101

Department of Transportation
 State of Georgia

MCCINNIS FERRY ROAD BRIDGE PROJECT
 YEAR 2007 PEAK HOUR TRAFFIC
 2004/2007/2007 AVERAGE DAILY TRAFFIC

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Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 11/2/2004
 Analysis Time Period PM Peak Hour
 Highway McGinnis Ferry Road
 From/To Bridge over Chattahoochee River
 Jurisdiction Forsyth/Fulton/Gwinnett
 Analysis Year 2004
 Description Widening of McGinnis Ferry Road Bridge

Input Data

Highway class Class 1
 Shoulder width 2.0 ft Peak-hour factor, PHF 0.92
 Lane width 12.0 ft % Trucks and buses 3 %
 Segment length 0.7 mi % Recreational vehicles 0 %
 Terrain type Rolling % No-passing zones 0 %
 Grade: Length mi Access points/mi 3 /mi
 Up/down %
 Two-way hourly volume, V 2820 veh/h
 Directional split 55 / 45 %

Average Travel Speed

Grade adjustment factor, fG 0.99
 PCE for trucks, ET 1.5
 PCE for RVs, ER 1.1
 Heavy-vehicle adjustment factor, 0.985
 Two-way flow rate, (note-1) vp 3143 pc/h
 Highest directional split proportion (note-2) 1729 pc/h
 Free-Flow Speed from Field Measurement:
 Field measured speed, SFM - mi/h
 Observed volume, VF - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed, BFFS 60.0 mi/h
 Adj. for lane and shoulder width, fLS 2.6 mi/h
 Adj. for access points, fA 0.8 mi/h
 Free-flow speed, FFS 56.7 mi/h
 Adjustment for no-passing zones, fnp 0.0 mi/h
 Average travel speed, ATS 32.3 mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG 1.00
 PCE for trucks, ET 1.0
 PCE for RVs, ER 1.0
 Heavy-vehicle adjustment factor, fhv 1.000
 Two-way flow rate, (note-1) vp 3065 pc/h
 Highest directional split proportion (note-2) 1686
 Base percent time-spent-following, BPTSF 93.2 %
 Adj. for directional distribution and no-passing zones, fd/np 0.0
 Percent time-spent-following, PTSF 93.2 %

Level of Service and Other Performance Measures

Level of service, LOS F
 Volume to capacity ratio, v/c 0.98
 Peak 15-min vehicle-miles of travel, VMT15 536 veh-mi
 Peak-hour vehicle-miles of travel, VMT60 1974 veh-mi
 Peak 15-min total travel time, TT15 16.6 veh-h

Notes:

1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

Two-Way Two-Lane Highway Segment Analysis

Analyst MAAI
 Agency/Co. GDOT
 Date Performed 11/2/2004
 Analysis Time Period PM Peak Hour
 Highway McGinnis Ferry Road
 From/To Bridge over Chattahoochee River
 Jurisdiction Forsyth/Fulton/Gwinnett
 Analysis Year 2007
 Description Widening of McGinnis Ferry Road Bridge

Input Data

Highway class	Class 1				
Shoulder width	2.0	ft	Peak-hour factor, PHF	0.92	
Lane width	12.0	ft	% Trucks and buses	3	%
Segment length	0.7	mi	% Recreational vehicles	0	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	3	/mi
Up/down		%			
Two-way hourly volume, V	3105	veh/h			
Directional split	55 / 45	%			

Average Travel Speed

Grade adjustment factor, fG	0.99	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.985	
Two-way flow rate, (note-1) vp	3460	pc/h
Highest directional split proportion (note-2)	1903	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	2.6	mi/h
Adj. for access points, fA	0.8	mi/h
Free-flow speed, FFS	56.7	mi/h
Adjustment for no-passing zones, fnp		mi/h
Average travel speed, ATS		mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate, (note-1) vp	3375	pc/h
Highest directional split proportion (note-2)	1856	
Base percent time-spent-following, BPTSF	94.9	%
Adj. for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	94.9	%

Level of Service and Other Performance Measures

Level of service, LOS	F	
Volume to capacity ratio, v/c	1.08	
Peak 15-min vehicle-miles of travel, VMT15	591	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2173	veh-mi
Peak 15-min total travel time, TT15		veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS2000: Multilane Highways Release 4.1d

PLANNING ANALYSIS

Analyst: MAAI
 Agency/Co: GDOT
 Date: 11/2/2004
 Analysis Period:
 Highway: McGinnis Ferry Road
 From/To: Bridge over Chattahoochee River
 Jurisdiction: Forsyth/Fulton/Gwinnett
 Analysis Year: 2027
 Project ID: Widening of McGinnis Ferry Road Bridge

INPUT DATA

Total AADT volume, AADT.	54800	vpd
Proportion AADT during peak hour, K	0.11	
Percent peak-hour traffic in heaviest direction, D	55	%
Trucks	5	%
Terrain type	Rolling	
Base free-flow speed, BFFS	60.0	mph

ANALYSIS

DDHV = AADT x D x K
 DDHV = 54800 x 0.55 x 0.11 = 3315

Volume for :			LOS
4-lane highway = 3315	vph/2 lanes = 1657	vphpl	E
6-lane highway = 3315	vph/3 lanes = 1105	vphpl	C

LEVEL OF SERVICE

	LOS	Free-Flow Speed = 60 mph					Free-Flow Speed = 50 mph				
		Percent Trucks					Percent Trucks				
		0	5	10	15	20	0	5	10	15	20
Terrain Level	A	560	550	530	520	510	440	430	420	410	400
	B	920	900	870	850	840	710	700	680	660	650
	C	1310	1280	1250	1220	1190	1030	1000	980	960	940
	D	1680	1640	1600	1570	1530	1350	1320	1290	1260	1230
	E	1870	1820	1780	1740	1700	1610	1570	1530	1500	1460
Rolling	A	560	520	490	460	430	440	410	380	360	340
	B	920	850	800	750	710	710	660	620	580	550
	C	1310	1220	1140	1070	1010	1030	960	900	840	790
	D	1680	1570	1470	1380	1300	1350	1260	1180	1100	1040
	E	1870	1740	1620	1520	1440	1610	1500	1400	1310	1240
Mountain	A	560	480	420	370	330	440	370	320	290	260
	B	920	780	680	600	540	710	610	530	470	420
	C	1310	1120	970	860	770	1030	880	760	680	610
	D	1680	1430	1250	1100	990	1350	1150	1000	890	800
	E	1870	1590	1380	1220	1100	1610	1370	1190	1050	950

Assumptions: highway with 60 mi/h FFS has 8 access points/mi; highway with 50 mi/h FFS has 25 access points/mi; lane width = 12 ft; shoulder width > 6 ft; divided highway; PHF = 0.88; all heavy vehicles are trucks and regular commuters

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0289-0

Fulton Area 9

SUFF. RATING

65.00

Programming Data

201 Project No.: S-2564 (1)
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1991
 260 Setsmic No.: 000000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 033750 Year: 2021

Measurements

* 29 ADT: 022500 Year: 2001
 * 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0085
 * 49 Structure Length: 274
 51 Br. Rwdy. Width: 28.00
 52 Deck Width: 34.50
 * 47 Tot. Horz. Cl: 28.00
 50 Curb/Sidewlk Width: 2.00/2.00
 32 Approach Rdwy Width: 021
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:
 Rear: 21.00 Type: 2
 Fwd: 21.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail:
 Transition:
 App. G. Rail: 3
 App. Rail End: 3
 53 Minimum Cl. Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm. Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1965 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28
 67 Structural Evaluation: 6
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 6
 60C Underwater Condition: 5
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 7
 68 Deck Geometry: 4
 69 UnderCir. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

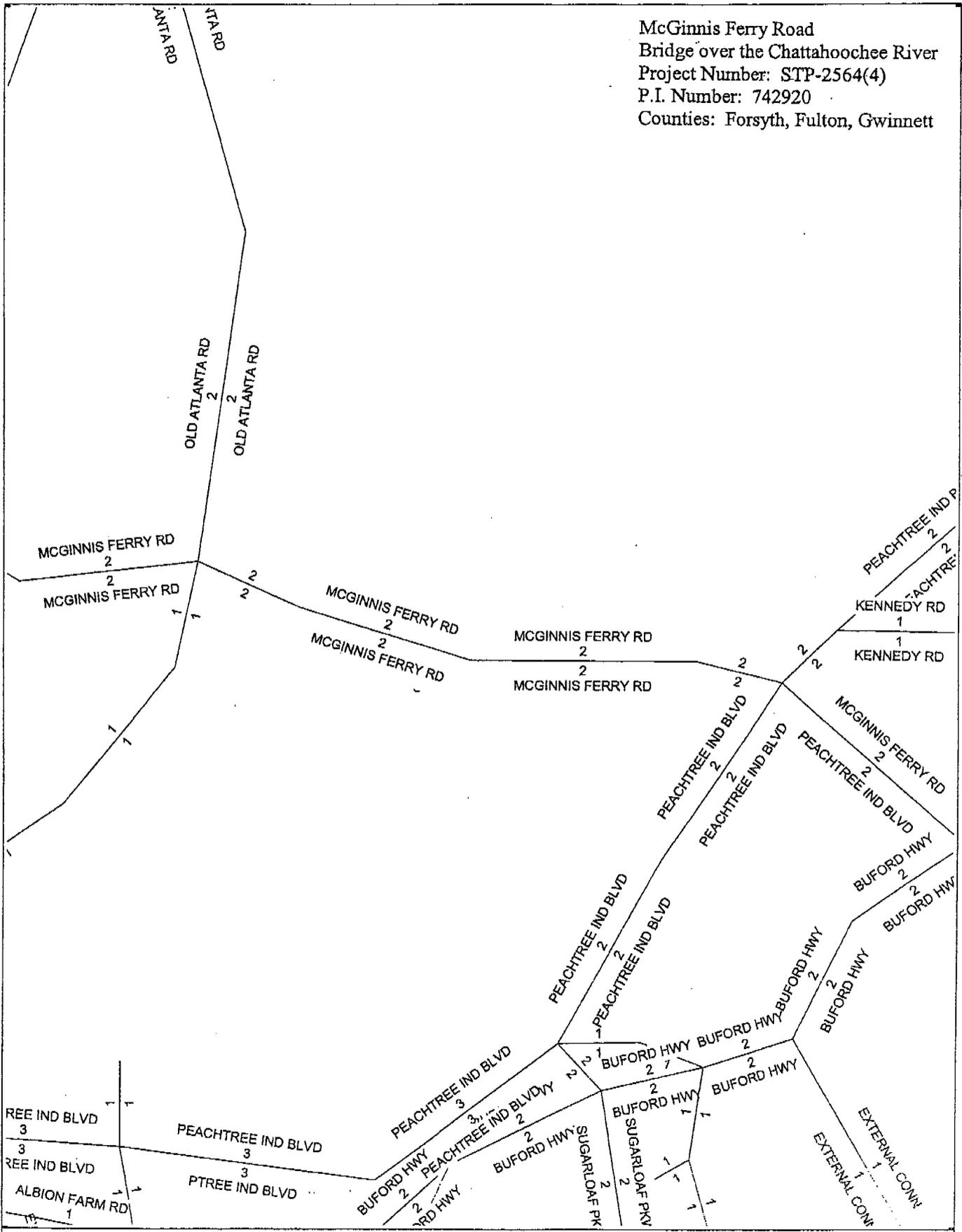
Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 13.0 Br. Height: 37.2
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover:
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 1 Diver: RM
 * Location I.D. No.: 121-02564F-012.08E

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Load -Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

McGinnis Ferry Road
 Bridge over the Chattahoochee River
 Project Number: STP-2564(4)
 P.I. Number: 742920
 Counties: Forsyth, Fulton, Gwinnett



**Georgia Bicycle and Pedestrian Plan - Statewide Route Network
Northern Crescent Corridor Description (Route 70 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Cobb	Lemon St.		Begin at Main St. / March to Sea Route		Acworth		7	No
Cobb	Lemon St.	0.1	Southeast Dr.	Turn right		Seaboard RR	7	No
Cobb	Southside / Hick Grove Rd. (CR42)	3.2	Baker Rd. (CR110)	Continue straight			7	No
Cobb	Hickory Grove Rd. (CR4399)	1.0	I-75	Cross over I-75		I-75	7	No
Cobb	Wade Green Rd. (CR4398)	1.0	Wade Green Rd. (CR4398)	Turn right			7	No
Cobb	Wade Green Rd. (CR4398)	0.6	I-75	Cross over I-75		I-75	7	No
Cobb	Wade Green Rd. (CR4398)	0.3	Shiloh Rd. (CR149)	Turn left			7	No
Cobb	Shiloh Rd. (CR149)	0.5	I-75	Cross over I-75		I-75	7	No
Cobb	Shiloh Rd. (CR149)	0.8	Wooden Lake Rd. (CR4400)	Continue straight			7	No
Cobb	Shiloh Rd. (CR149)	1.2	Bells Ferry Rd. (CR2845)	Continue straight			7	No
Cobb	Shallowford Rd. (CR3318)	1.3	I-575	Cross over I-575		I-575	7	No
Cobb	Shallowford Rd. (CR3318)	1.3	GA754 (Canton Rd.)	Continue straight		Nonday Creek	7	No
Cobb	Jannerson Rd. (CR4401)	2.3	Trickum Rd. / Cherokee County line	Turn left		Rubees Creek	7	No
Cherokee	Trickum Rd. (CR387)	0.9	GA92	Turn right			6	No
Cherokee	GA92	2.2	Wiley Bridge Rd. (CR398)	Turn left			6	Yes
Cherokee	Wiley Bridge Rd. (CR398)	1.5	Cox Rd. (CR396)	Turn left			6	No
Cherokee	Cox Rd. (CR396)	0.7	Cox Rd. (CR396) bears left	Bear left		Rocky Creek	6	No
Cherokee	Cox Rd. (CR396)	0.2	Fulton County line	Continue straight			6	No
Fulton	Cox Rd. (CR396)	3.0	Etris Rd. (CR57)	Turn right			7	No
Fulton	Etris Rd. (CR57)	0.4	Cagle Rd. (CR46)	Turn left			7	No
Fulton	Etris Rd. (CR57)	0.6	GA140 (Arnold Mill Rd.)	Turn right			7	No
Fulton	GA140 (Arnold Mill Rd.)	0.1	Green Rd. (CR50)	Turn left			7	Yes
Fulton	Green Rd. (CR50)	0.4	GA372 (Birmingham Hwy.)	Turn left			7	No
Fulton	GA372 (Birmingham Hwy.)	0.7	GA372 (Birmingham Hwy.) (turns to left)	Continue straight			7	Yes
Fulton	Wayfield Rd. (CR1324)	1.0	Bethany Rd. (CR1324)	Continue straight			7	No
Fulton	Wayfield Rd. (CR1324)	2.1	Main St. (CR1323)	Turn right			7	No
Fulton	Main St. (CR1323)	0.3	Academy St. (CR70)	Turn left	Alpharetta		7	No
Fulton	Academy St. (CR70)	1.6	US19 / GA400	Cross over GA400		US19/GA400	7	No
Fulton	Webb Bridge Rd. (CR70)	0.4	North Pointe Pkwy.	Continue straight			7	No
Fulton	Webb Bridge Rd. (CR70)	2.8	GA120 (Kimball Bridge Rd.)	Bear left		Big Creek	7	No
Fulton	GA120 (Kimball Bridge Rd.)	0.4	Jones Bridge Rd. (CR65)	Turn left			7	Yes
Fulton	Jones Bridge Rd. (CR65)	0.5	Sargent Rd. (CR68)	Turn right			7	No
Fulton	Sargent Rd. (CR68)	1.5	McGinnis Ferry Rd. (CR1319)	Continue straight		Johns Creek	7	No
Fulton	McGinnis Ferry Rd. (CR1319)	0.7	GA141 (Medlock Bridge Rd.)	Continue straight		Chattahoochee River	7	No
Fulton	McGinnis Ferry Rd. (CR1319)	4.5	Chattahoochee River / Gwinnett Co. line	Continue straight			7	No
Gwinnett	McGinnis Ferry Rd. (CR1319)	0.3	Peachtree Industrial Blvd. (CR1954)	Turn left			1	No
Gwinnett	Peachtree Ind. Blvd. (CR1954)	1.4	GA317 (Suwanee Dam Rd.)	Turn right	Suwanee	Southern RR	1	Yes
Gwinnett	GA317 (Suwanee Dam Rd.)	0.7	US29 (Buford Highway)	Continue straight		Suwanee Creek, I-85	1	Yes
Gwinnett	GA317 (Suwanee Dam Rd.)	2.3	I-85	Cross over I-85			1	Yes
Gwinnett	GA317 (Suwanee Dam Rd.)	0.3	Horizon Dr. (CR3761)	Turn left			1	Yes
Gwinnett	Horizon Dr. (CR3761)	0.1	Old Peachtree Rd. (CR14)	Turn left			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.9	Horizon Dr. (CR3761)	Continue straight			1	No
Gwinnett	Old Peachtree Rd. (CR14)	0.7	Collins Hill Rd. (CR104)	Turn right			1	No
Gwinnett	Collins Hill Rd. (CR104)	2.6	Russell Rd. (CR108)	Continue straight		Little Suwanee Creek	1	No
Gwinnett	Collins Hill Rd. (CR104)	2.3	GA316	Continue straight		Yellow River	1	No
Gwinnett	Collins Hill Rd. (CR104)	0.5	Hurricane Shoals Rd. (CR173)	Turn left			1	No
Gwinnett	Collins Hill Rd. (CR104)	0.4	GA20 (Buford Dr.)	Turn right			1	No
Gwinnett	Hurricane Shoals Rd. (CR173)	1.1	US29 SB (Pike St.)	Turn right		Seaboard RR overpass	1	Yes
Gwinnett	US29 SB (Pike St.)	0.1	GA20 EB (Perry St.)	Turn left	Lawrenceville		1	Yes
Gwinnett	US29 SB (Pike St.)	0.1	US29 NB (Crogan St.)	Turn left			1	Yes
Gwinnett	US29 NB (Crogan St.)	0.1	Jackson St. (CR1949)	Turn right			1	Yes

**Georgia Bicycle and Pedestrian Plan - Statewide Route Network
Northern Crescent Corridor Description (Route 70 West to East)**

County	Facility	Distance	Reference Point	Direction	Community	Notes / Major Features	District	State System
Gwinnett (2)	US29 SB (Pike St.)	0.1	GA20 (Bayford Dr.)	Turn right			1	Yes
Gwinnett (2)	McArthur St.	0.1	US29 SB (Pike St.)	Turn left			1	No
Gwinnett (2)	US29 NB (Cypress St.)	0.1	McArthur St.	Turn left			1	Yes
Gwinnett (2)	Jackson St. (CR1946)	0.3	US29 NB (Cypress St.)	Turn right	Lawrenceville		1	Yes
Gwinnett	Jackson St. (CR1946)	0.5	GA124	Continue straight			1	No
Gwinnett	New Hope Rd. (CR1946)	2.2	Chandler Rd.	Turn right			1	No
Gwinnett	Chandler Rd.	1.8	Grayson - New Hope Rd. (CR289)	Turn right			1	No
Gwinnett	Grayson - New Hope Rd. (CR289)	1.9	GA20	Continue straight	Grayson		1	No
Gwinnett	GA84	1.5	Pinehurst Rd. (CR329)	Turn right			1	Yes
Gwinnett	Pinehurst Rd. (CR329)	2.9	GA124	Turn left			1	No
Gwinnett	GA124	0.3	Dogwood Rd. / March to Sea Route	End of route	Shellville	Big Haynes Creek	1	Yes
TOTALS		96.1						

(1) Southbound direction of one-way street pair used through Lawrenceville.

(2) Northbound direction of one-way street pair used through Lawrenceville.





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MEETING MINUTES

Project: McGinnis Ferry Bridge Project
STP-2564(4)- Forsyth County, P.I. 742920

Meeting: Concept Team Meeting

Location: GDOT – Gainesville District Office

Prepared By: Brad Hale

Prepared On: January 25, 2005

Meeting Date	01/25/05
MA Project No.	FOR052
CC:	File FOR052 Jason McCook Jimmy Vaughan

ATTENDEES	ORGANIZATION	PHONE
Jimmy Vaughan	MAAI	770-781-5507
Brad Hale	MAAI	770-263-5945
Patrick Smeeton	MAAI	770-263-5945
Dan Everitt	Georgia Power	404-506-2889
Ernest Slaughter	Fulton County	404-730-8325
Dean Williamson	Georgia Dept. of Transportation	770-378-5428
Serge Gagnon	Sawnee EMC	678-455-1347
Brian Allen	Gwinnett County Dept. of Transportation	770-822-7417
Jason McCook	Georgia Dept. of Transportation	404-656-5406
Jennifer Fulbright	Georgia Dept. of Transportation	770-532-5582
Russell McMurry	Georgia Dept. of Transportation	770-532-5526
Jason Crane	Georgia Dept. of Transportation	770-463-0010
Brent Cook	Georgia Dept. of Transportation	770-532-5563
Neil Kantner	Georgia Dept. of Transportation	770-532-5530
Mike Wilson	AGL Resources	404-584-4677
Alan Chapman	Gwinnett County Dept. of Transportation	770-822-7485
Robby Oliver	Georgia Dept. of Transportation Utilities	770-532-5510

Items Discussed

The purpose of the meeting was to discuss the concept layout and draft concept report for the above referenced project. Mr. Jason McCook opened the meeting by discussing each element in the draft concept report. Mr. Brad Hale then gave a brief presentation with a layout of the preferred concept alternative. Following Mr. Hale's presentation, the following key issues were discussed:

- Mr. Ernest Slaughter (Fulton Co.) asked if the sidewalk on the south side of the project could be changed from 5' to 10' wide. Mr. Jason McCook responded that this could be considered.
- Mr. Dan Everitt (Georgia Power) stated that the cost of utility relocation would be approximately \$250,000 per tower.
- Mr. Mike Wilson (AGL Resources) noted that there is a gas line on the existing bridge
- Mr. Ernest Slaughter (Fulton Co.) stated that the Project Management Agreement (PMA) has not been signed and that Fulton County was concerned about the utility cost.



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MEETING MINUTES

- Mr. Jason McCook (GDOT) asked if a Practical Agreement Report (PAR) for park impacts was required for this project. Mr. Pat Smeeton (MA) stated that at this time it is not known. Mr. McCook also requested that the utility companies send estimates to the Georgia Department of Transportation District Utility Engineer and copy it to Jimmy Vaughan, Forsyth County and Moreland Altobelli Associates, Inc.
- An alternative to widen McGinnis Ferry Rd entirely on the south side to avoid and/or minimize utility cost was briefly discussed. Mr. Brad Hale (MA) noted that this would adversely impact the U.S. Park Service property and residential property on Chattahoochee Run Drive.

The meeting closed with the following action items.

- 1) Revisit utility estimate (MA, GA Power, GA Transmission).
- 2) Investigate alternatives to minimize utility impacts (MA).
- 3) Consider 10' sidewalk / multi-use path on south side of project (GDOT).



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MEETING MINUTES

McGinnis Ferry Road Bridge Replacement Project STP-2564(4), P.I. Number 742920

August 2, 2004

Participants

National Park Service
(NPS)

Kevin G. Cheri, Superintendent
Scott Pfeninger, Chief Ranger
David Ek, Supervisory Resource Mgmt. Specialist
Richard Lutz, Facility Manager (RL)

MAAI

Brad Hale, Design Manager
Patrick Smeeton, Mgr. Transportation/Env. Services
Nina Manavi, Engineer
Melanie Nable, Env./Historian
Kevin Skinner, Engineer

Meeting was called to discuss the following:

- Impacts to NPS lands from the McGinnis Ferry Road Widening Project (PI 0004429) and the McGinnis Ferry Road Bridge Replacement Project (PI 742920).
- Proposed NPS Trail project in the area of the Chattahoochee River at McGinnis Ferry Road

Reference

GDOT Project PI 0004429 (GEPA) Project Description:

The project begins approximately 1,000 feet north of the McGinnis Ferry Road/Sargent Road intersection and proceeds easterly ending approximately 50 feet west of the Chattahoochee River bridge. The project length is approximately 5.27 miles. The proposed project would reconstruct McGinnis Ferry Road in three sections. The first, a four-lane section with a 44-foot wide grassed median with curb and gutter on the outside, would start at the beginning of the project and proceed to the Johns Creek Parkway (West) intersection. The second, a six-lane section with a 20-foot wide raised median with curb and gutter on the outside, would begin at Johns Creek Parkway (West) and continue to the Johns Creek Parkway (East) intersection. The third, a four-lane section with a 44-foot wide grassed median with curb and gutter on the outside, would begin at Johns Creek Parkway (East) and continue to the end of the project.

GDOT Project PI 742920 Proposed Project Description:

The proposed project would reconstruct the existing McGinnis Ferry Road Bridge to accommodate four lanes. The existing bridge currently consists of two lanes. The project would connect the four-lane section proposed by project MSL-0004-00(429) (McGinnis Ferry Road widening from Sargent Road to the Chattahoochee River in Fulton and Forsyth Counties) with the existing four lane section in Gwinnett County that begins approximately 400 feet west of Peachtree Industrial Boulevard. The proposed roadway section for the approach on either side of the bridge is a 4-lane, divided, urban section with an approximately 44-foot depressed median. The proposed project would construct two parallel bridges in place of the existing



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MEETING MINUTES

bridge to accommodate the median. The proposed bridges would be approximately 252 feet in length. The total project length would be approximately 3,372 feet.

Meeting Overview

Pat Smeeton outlined the projects, including that no coordination was done with the NPS for the road widening project.

Introductions were made.

Brad Hale went through the projects in depth. It was noted that:

- The widening project was from the Chattahoochee River to Sargent Road.
- McGinnis Ferry Road acts as the County line between Forsyth and Fulton Counties. [The Chattahoochee River is also the County line between Forsyth and Gwinnett and Fulton and Gwinnett Counties].
- Currently the road widening project is designed so that the road tapers from 4 lanes to 2 lanes at the bridge over the Chattahoochee River; however, the bridge replacement project would provide 4 lanes to meet the road widening project in Forsyth and the existing 4-lane section in Gwinnett.
- The bridge will be completely reconstructed including the vertical and horizontal alignment at the Gwinnett approach. The large median would allow for additional lanes should they be necessary; therefore, any impacts to the river would happen only with initial construction.
- The alignment of the bridge project is underway; however, MAAI wants to work with NPS to accommodate the proposed trail project, for instance, through increasing the span of the bridge to accommodate the trail underneath.
- Current alignment of the bridge project does not require any ROW on the south side of McGinnis Ferry Road.
- The approaches to the bridge would not be within the area of the high-tension lines. The utility poles will not be impacted or moved.
- For the road widening, there is currently a shoulder/slope easement needed, but MAAI is looking at the alignment to determine if we can shift so that we wouldn't need this at all.
- There is room for the trail below the bridge on the west bank, as this area is fairly flat. Also, the design might be able to cut the slope back to make more room for the trail.
- MAAI would like any plans for the trail area, including the proposed width.
- The bridge project will provide driveway access for utility area. We can look at adding a median opening for the trail/boat access parking area, especially since the opening that may be provided in Gwinnett County for a subdivision appears to be at least 800 feet away.

NPS representatives noted that:

- A conservation easement exists between NPS lands and the subdivision on the west.
- NPS is working with Forsyth County to develop a trail system, with boat access and a parking area at the Chattahoochee, just north of McGinnis Ferry Road. Ultimately, NPS would like to own this land so that they can maintain the trail.



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MEETING MINUTES

-For continuity the goal is to provide a trail system that would connect all of the units of the Chattahoochee River National Recreation Area (CRNRA). The trail would be on one side of the river, except in areas where NPS owns lands on both sides. In those locations they would determine if trails are needed on both sides of the river.

-Thus far, the trail plans are only conceptual. They have been working with Bron Cleveland.

-There are archaeological sites in both Forsyth and Fulton Counties, on either side of McGinnis Ferry Road.

Brad requested a letter from NPS, stating that the trail, boat access area, and parking lot are at a conceptual stage, which can be given to Forsyth County, GDOT, and FHWA.

Richard Lutz asked if the McGinnis Ferry Road projects would provide pedestrian access as people are currently using the area below the bridge for boat access. People have been very vocal about keeping this area accessible (when this access has been blocked they have contacted their Congressmen).

Brad Hale stated that the bridge project is proposing a 6-foot wide sidewalk on the north of McGinnis Ferry Road, and a 5-foot sidewalk to the south.

Superintendent Cheri asked about a deceleration lane for the future boat access, since people would be making turns with boats on trailers.

It was determined that the trail/boat access road could not loop around as it does at the Paces Mill Unit on SR 41 in Cobb County, because the proposed bridge design would not allow for that. It would be up to GDOT regarding adding a deceleration lane, since the NPS trail/boat access area is only proposed at this stage; however, it was agreed it would make sense to include it in the current design.

Brad Hale and Pat Smeeton noted that the timeframe for the bridge project is for construction to begin in 2007. We are in the early phase, and still need to have meetings with GDOT; an approved Concept Report; and an approved environmental assessment, which would include both a public involvement open house and a public hearing. ROW cannot be purchased until environmental clearance is received.

Scott Pfeninger asked how far along the road-widening project was, and if the road widening and the bridge would be constructed together. Brad stated that construction of the road widening was scheduled for 2005, but they have to purchase ROW from 100 parcels. Some of the land is being donated, but most will have to be purchased. Forsyth County would like both projects to be built together but currently that won't be possible. The goal is that the bridge project would be ready for construction before the road widening is completed. Also, the bridge would not be closed during construction; instead the new bridge would be built as a parallel bridge.