

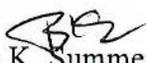
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0001-00(817), STP-9010(2)
NHIM-285-1(288) Clayton
P.I. Nos. 0001817, 752180, & 712430
I-285 @ Conley Road

OFFICE: Engineering Services

DATE: June 28, 2006

FROM:  Brian K. Summers, PE, Project Review Engineer

TO: Ben Buchan, PE, State Urban Design Engineer

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY
ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
NEW ALIGNMENT				
1*	Keep the horizontal alignment of C.W. Grant Parkway at the intersection of Old Dixie Highway and Old Dixie Road.	\$2,159,985	Yes	This will be done
2*	Eliminate the realignment of Old Dixie Road and carry Conley Road under the Railroad and Old Dixie Highway.	\$6,630,621	No	Due to the high volume of east bound and west bound turning movements a direct connection to Conley Road is warranted from Relocated Old Dixie Road.
3*	Maintain the existing Conley Road Alignment and carry Conley Road over the Railroad, Old Dixie Road, and Old Dixie Highway and connect to C.W. Grant Parkway.	\$5,617,206	No	This VE Recommendation does not allow for future redevelopment plans that are proposed by locals. The local governments involved in the Public Involvement Process do not support this VE Recommendation.

STP-0001-00(817), STP-9010 92) & NHIM-285-1(288) Clayton
P.I. Nos. 0001817, 752180, & 712430
Implementation of Value Engineering Study Alternatives
Page 2.

ALT #	Description	Potential Savings/LCC	Implement	Comments
CURRENT ALIGNMENT				
1	Use Grassed Median in lieu of a Concrete Median	\$602,356	Yes	Contingent on a signed Maintenance Agreement with Clayton Co.
2	Eliminate the proposed Old Dixie Highway Bridge and provide twin connectors to connect C.W. Grant Parkway to Old Dixie Highway north and south of the C.W. Grant Parkway	\$427,999	No	Results in more impacts to historic property in the SW quadrant of the intersection of Old Dixie Highway with C.W. Grant Parkway. There would be an undesirable horizontal alignment on the NW and SW Connectors.
3** Alt. 1	Use Soil Nail Walls at both the Railroad and Old Dixie Highway Bridges	\$273,855	Defer	The final type of wall will be determined during the Geotechnical investigations.
3** Alt 2	Use MSE Walls at both the Railroad and Old Dixie Highway Bridges	\$391,225	Defer	The final type of wall will be determined during the Geotechnical investigations.
3** Alt 3	Use Reinforced Concrete Cast-In-Place Retaining Walls at both the Railroad and Old Dixie Highway Bridges.	-\$329,495 Cost Increase	Defer	The final type of wall will be determined during the Geotechnical investigations.
4	Use MSE Vertical Abutments and a two span bridge for the Conley Road Bridge over I-285.	\$258,246	No	Would not allow for future expansion of I-285.
5*** Alt. 1	Eliminate the MSE Walls on Conley Road and use 1:1 cut slopes.	\$2,098,702	Defer	The decision to use 1:1 slopes will be determined during the Geotechnical investigations
5*** Alt. 2	Use Soil Nail Walls in lieu of the MSE Walls on Conley Road.	\$327,250	Defer	The final type of wall will be determined during the Geotechnical investigations

NOTE: The Project Manager should follow up on the VE Recommendations marked as "Defer". Once the decision has been made, this information should be communicated to Lisa Myers in Engineering Services so our records can be updated.

STP-0001-00(817), STP-9010 92) & NHIM-285-1(288) Clayton
P.I. Nos. 0001817, 752180, & 712430
Implementation of Value Engineering Study Alternatives
Page 3.

* Note: VE Alternates Nos. 1, 2, & 3 are mutually exclusive. All three can not be implemented at the same time since they are 3 separate scenarios for the proposed alignment.

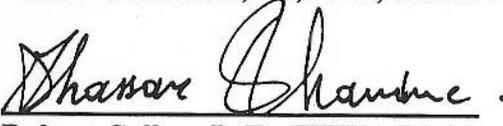
** Note: VE Alternates Nos. 3A-1, 3A-2 & 3A-3 are mutually exclusive. All three can not be implemented at the same time since they are 3 separate scenarios for the proposed bridge.

*** Note: VE Alternates Nos. 5A-1 and 5A-2 are mutually exclusive. All three can not be implemented at the same time since they are 2 separate scenarios for the proposed walls/cut slopes.

A meeting was held on April 20, 2006 to discuss the above recommendations. Wayne Fedora of FHWA, Glenn Bowman, Jan Hilliard, and Kurt Ziegler of Urban Design, and Ron Wishon of Engineering Services were in attendance.

The results above reflect the consensus of those in attendance and those who provided input.

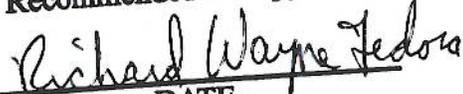
Approved:  Date: 7/5/06
David E. Studstill, Jr., P. E., Chief Engineer

Approved:  Date: 8/22/06
For: Robert Callan, P. E., FHWA Division Administrator

BKS/REW

Attachments

- c: Gus Shanine, FHWA
- R. Wayne Fedora, FHWA
- Glenn Bowman, Jan Hilliard, Kurt Ziegler
- Bill Ingalsbe
- John Rosslow
- Mike Murdoch
- Stevie Berryman
- Mickey McGee, Michael Lankford
- David Zoeckler
- James Magnus
- Lisa Myers

Recommended for Approval

DATE 8/22/2006

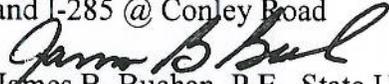
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-9010(2), STP-0001-00(817),
and NH-IM-285-1(288), Clayton County
PI No's 0001817, 752180, and 712430
Conley Road/C.W. Grant Parkway Ext from
SR 3/Old Dixie to SR 54, C.W. Grant Parkway
Grade Separation at Norfolk Southern RR,
and I-285 @ Conley Road

OFFICE Urban Design

DATE April 3, 2006

FROM 
James B. Buchan, P.E., State Urban Design Engineer

TO Brian Summers, P.E., State Project Review Engineer

SUBJECT Value Engineering Study Responses

This Office has reviewed the alternatives presented in the Value Engineering Report prepared for the above referenced project. Responses to each alternative are presented below:

I. NEW ALIGNMENT

VE Alternate No. 1: Keep the horizontal alignment of C.W. Grant Parkway at the intersection of Old Dixie Highway and Old Dixie Road.

Response: Possible – The final alignment will take into account the area topography, stage construction, and existing right of way to ensure the best overall fit possible. Once surveys are complete for the area, these determinations can be made.

VE Alternate No. 2: Eliminate the realignment of Old Dixie Road.

Response: This office does not support this alternate. Without the realignment of Old Dixie Road, the high volume of east and west bound turning movements from Old Dixie Road would only have access to realigned Conley Road via a connecting ramp between the two roads. This route is more circuitous and requires an additional signalized intersection. In addition, the proposed realignment will save significant business relocations and other associated right of way costs.

VE Alternate No. 3: Reconstruct Conley Road on the existing Conley Road alignment carrying it over Old Dixie Road, the Norfolk Southern Railroad, and Old Dixie Highway to tie into C.W. Grant Parkway.

Response: This office does not recommend this alternate. The Need and Purpose Statement includes improving the transportation infrastructure, while not precluding future redevelopment in the Mountain View Area. After presenting this alternate to the stakeholders and receiving their input, it was concluded that this alignment would preclude the Clayton County Redevelopment Plan for the area. (See the attached responses from area stakeholders.)

II. CURRENT ALIGNMENT

Alternate A: Raised grassed median.

Response: The Office of Urban Design recommends this alternate. We will show a grassed median in lieu of the concrete pavement if Clayton County agrees by contract to be responsible for maintaining the grass strip.

Alternate B: Eliminate the proposed Old Dixie Highway Bridge and provide twin connectors to connect C.W. Grant Parkway to Old Dixie Highway north and south of C.W. Grant Parkway.

Response: The Office of Urban Design does not recommend this alternative. It was considered and would likely impact a historic property in the south west quadrant of the intersection of Old Dixie Highway and C.W. Grant Parkway. The curvature of such an alternative would also be highly undesirable.

Alternate C-1: Use soil nail wall abutments for both the Old Dixie Highway and Norfolk Southern bridges.

Response: This office recommends that this alternate be further studied through the normal design process. The type of abutments will be determined by local constraints such as staging issues and the railroad needs and desires.

Alternate C-2: Use MSE wall vertical abutments for both the Old Dixie Highway and Norfolk Southern bridges.

Response: This office recommends that this alternate be further studied through the normal design process. The type of abutments will be determined by local constraints such as staging issues and the railroad needs and desires.

Alternate C-3: Use reinforced concrete cast in place abutments for both the Old Dixie Highway and Norfolk Southern bridges.

Response: This office recommends that this alternate be further studied through the normal design process. The type of abutments will be determined by local constraints such as staging issues and the railroad needs and desires.

Alternate D: Use MSE abutments for the Conley Road Bridge over I-285.

Response: This appears to be a good location for the use of MSE abutments because both ends of the bridge will be in cut sections. This alternative would eliminate much of the excavation in these areas.

Alternate E-1: Use 1:1 side slopes through the grade separation in lieu of walls.

Response: The type of construction through the grade separation will be determined by area conditions once the underlying geology is better understood.

Alternate E-2: Use soil nail walls through the grade separation.

Response: Possible – The type of wall construction through the grade separation will be determined by area conditions once the underlying geology is better understood.

If you have any questions, please contact Jan Hilliard or Kurt Ziegler at (404) 656-5441.

Attachments:

1. Letter from Clayton County Board of Commissioners
2. Letter from the Development Authority of Clayton County
3. Letter from MARTA

JBB: KAZ

IN BELL
AIRMAN
A BURTON GRAY
OMMISSIONER
ARLEY GRISWELL
COMMISSIONER
CARL RHODENIZER
COMMISSIONER
WOLE RALPH
COMMISSIONER

Clayton County Commissioners

112 SMITH STREET
JONESBORO, GEORGIA 30236
PHONE: (770) 477-3308
FAX: (770) 477-3217
www.co.clayton.ga.us



February 16, 2006

Mr. James B. Buchan, P.E.
State Urban Design Engineer
Department of Transportation
State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

RICHARDSON _____
VanMETER _____
OTHER _____
GROUP _____
FILE # 000187 Clayton
ST-0001-00 (817)



Dear Mr. Buchan:

Please accept this letter as an official response from the Clayton County Board of Commissioners regarding the Value Engineering (VE) Study for the C.W. Grant Parkway Grade Separation at Norfolk Southern Railroad.

While we understand the requirement to study alternatives for a project of this magnitude, we are concerned that the planning dedicated to the study and recommendation does not seriously consider the planning that has occurred in this area since the abandonment of the City of Mountain View due to expansion of the Hartsfield-Jackson Atlanta International Airport. We ask you to consider the following studies and approved plans that have been funded and completed since 1983.

In response to the dramatic changes in the area, a Mountain View Redevelopment Plan was developed and adopted by the Clayton County Board of Commissioners in April of 1983. This plan served as the initial direction for the redevelopment of the area east of the airport. An amendment to the plan in November of 1990 was adopted to extend the area covered to include the East Mountain View and Ballard Road areas. Results of these continuing planning efforts can be seen in the successful development of the Atlanta Tradeport and the Southpoint development at Ballard Road in Forest Park.

It is the intent of the Mountain View Redevelopment Plan for East Mountain View to achieve the following objectives:

- To eliminate the substandard housing and commercial properties as well as other blighting conditions in the Redevelopment area.
 - To reassemble land into parcels which may facilitate the development of compatible land uses.
 - To provide for the appropriate transportation infrastructure in order to facilitate and accommodate redevelopment.
 - To provide adequate utilities for redevelopment land uses.
 - To eliminate undesirable and incompatible land uses.
-
- To remain current in reflecting the necessary conditions for redevelopment by changing to meet new needs created by changing markets or building technologies.

- To plan for land uses that are consistent with the Hartsfield-Jackson Atlanta International Airport's physical and economic environment.
- To accommodate certain public facilities, such as the proposed Southern Crescent Transportation Service Center and a new Clayton County Fire Station.

The adopted redevelopment plan also states that, in order to maximize the redevelopment potential of the East Mountain View area, several improvements should be considered, including improvements to the existing roadway network. In its present condition, the area's roadway network is substandard and is not adequate for the traffic conditions that commercial and industrial development would generate. To facilitate redevelopment, the roadway system should be well connected to the area's prominent assets: Hartsfield-Jackson Atlanta International Airport and Interstate 285.

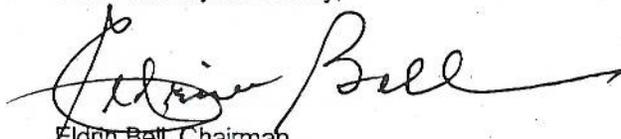
The Land Use Redevelopment Plan Concept includes the East Mountain View and Atlanta Tradeport areas. The proposed land use in this area describes a community of commerce that will develop and thrive within its airport-area context. The core area will be organized along C.W. Grant Parkway, extending into East Mountain View, and will include a mixture of office, service commercial, public and business park development. To the north and south of this mixed-use office and commercial corridor, districts of light industrial and business distribution uses are planned to meet area needs such as that for air cargo related facilities.

The Southern Crescent Transportation Service Center (SCTSC) Feasibility Study is another study commissioned by the Clayton County Board of Commissioners to determine the feasibility of locating an intermodal transportation center in the northern portion of Clayton County, to the east of the Atlanta Airport. The results of the SCTSC study are positive regarding the feasibility of developing an intermodal passenger facility in the Mountain View area. The study recommends siting the SCTSC in the area of the intersection of C.W. Grant Parkway and Old Dixie Highway. Development is projected to occur across several phases, with each phase increasing the level of transportation service. The SCTSC will serve bus and airport shuttle services, and also provide service into a commuter rail station and a MARTA Rail Station. While the development of services will occur in phases, the planning for all of these services needs to be incorporated into the SCTSC.

In closing, we ask that all of the components of redevelopment that have been addressed in previous studies be addressed in the VE Study as well. Based on the planning that has occurred thus far, the VE recommended alternative does not allow for redevelopment of the area as approved by the Clayton County Board of Commissioners.

We ask for your serious consideration of the desires of the local community.

Yours for Clayton County,



Eldrin Bell, Chairman
Clayton County Board of Commissioners

Copy: Vice-Chairman Griswell
Commissioner Gray
Commissioner Ralph
Commissioner Rhodenizer

BUCHAN
ROWMAN
RICHARDSON
VanMETER
OTHER
GROUPS
FILE

DEVELOPMENT AUTHORITY OF CLAYTON COUNTY

February 6, 2006



Mr. James B. Buchan, P.E.
State Urban Design Engineer
Department of Transportation
State of Georgia
#2 Capitol Square, S.W.
Atlanta, Ga. 30334-1002

BUCHAN
ROWMAN Jan (Kart)
RICHARDSON
VanMETER
OTHER
GROUPS
FILE Please prepare responses
by 2-24-06

Re: C.W. Grant Parkway, Grade Separation
STP-0001-00(817) Clayton County
P.I. No. 0001817

Dear Mr. Buchan,

The Redevelopment Authority of Clayton County thanks you for your letter of January 30, 2006 and appreciates the opportunity to respond to your request for evaluation of the alternatives being considered for the C.W. Grant Parkway grade separation at Norfolk Southern Railroad in Mountain View.

The Redevelopment Authority of Clayton County has been involved in the planning process of the extension of C.W. Grant Parkway, grade separation at the Norfolk Southern Railroad, and realignment of US 19/41 (Old Dixie Road) since its inception through the Clayton County Transportation and Development Department. In fact, the original plan for this project, the "Proposed Project", was designed by Mr. Kurt Ziegler with the cooperation of Clayton County.

Before evaluating the two specific alternatives now being considered, we would like to comment on the Value Engineering (VE) Study's Alternative Number 1 and Alternative Number 2. Both of these Alternatives generally follow the concept comprising the "As Proposed" or original alternative. Both of these alternatives indicate cost savings compared to the original alternative and differ primarily with two proposed alignments of Old Dixie Road. Alternative Number 1 would be satisfactory to the Redevelopment Authority. Alternative Number 2, which retains the primary concept of the "under alternative", is not satisfactory to the Redevelopment Authority but is preferred to the VE Alternative Number 3.

In order to clearly differentiate between the two alternatives we are being asked to evaluate, we will refer to them throughout this report as the "Proposed Project" and "VE Alternative Number 3". We will divide our evaluation into three major categories:

- (1) Traffic Engineering Concerns
- (2) Multimodal Transportation Concerns
- (3) Redevelopment Plan Concerns

Our evaluation of traffic engineering issues include grade separation, safety, movement of traffic, and costs.

It is obvious that both alternatives solve the problem of the grade crossing at C.W. Grant Parkway at the Norfolk Southern Railroad. The difference is that the Proposed Project calls for an under grade separation while the VE Alternative #3 recommends an over grade separation. While we believe that the under separation is preferred for several reasons to be discussed later, we would point out that from a cost evaluation the two alternatives are almost equal in cost. (Notice that VE Alternative #2, the under separation, results in greater cost savings than VE Alternative #3, the over separation.)

The issue of safety would seem to be equal with both alternatives. However, the under alternative would pose less elevation changes (height of climb and descent from grade) than the over alternative. The primary safety concern to the Redevelopment Authority is the difference between the two proposals as they relate to Old Dixie Road. The Proposed Project calls for realigning Old Dixie Road to the east and expanding it to four lanes while the VE Alternative #3 leaves Old Dixie Road as a two lane road on its present right of way. In our opinion, restriction from four lanes both north and south of Mountain View to two lanes through the project site is not as safe as the Proposed Project.

The movement of traffic is critical to the Redevelopment Authority. We would hope that this project is being built for the future, not just the present. We have already discussed the issue of how the alignment differences and capacity of Old Dixie Road affects safety. We believe that this deficiency in the VE Alternative #3 has an even greater effect upon the ability to move traffic north and south through Mountain View. We know that a new International Terminal will be opened onto C.W. Grant Parkway in about 2010 requiring additional parking for 9,000 vehicles plus the transient traffic and rental cars. We know that the addition of a Commuter Rail Station and possibly a MARTA station will increase traffic north and south. We also know that the economic redevelopment of Mountain View will increase traffic north and south through this area. In our opinion only the realignment of Old Dixie Road and its expansion to four lanes as provided in the Proposed Project will adequately deal with movement of traffic in Mountain View.

The obvious focus of the VE Study was cost. The VE Study estimates the cost difference between the Proposed Project and VE Alternative #3 at \$ 5,617,206 (\$27,572,952 vs \$ 21,955,546). However, excluding right of way costs, the Proposed Project costs are actually less than the VE Alternative #3 costs (\$ 5,072,752 vs \$ 5,447,777)! The interesting point here is that Clayton County will be responsible for right of way costs and Clayton County strongly prefers the Proposed Project. Note: The primary difference

in cost is not the over grade vs the under grade concept but the cost of realigning Old Dixie Road as a four lane road vs leaving the present configuration as a two lane road.

In summary, we believe that the evaluation of traffic engineering concerns clearly shows that the Proposed Project is superior to the VE Alternative #3 in safety, movement of traffic, and costs.

The second category of our evaluation is multimodal transportation concerns. This project is unique in that it is closely connected with three important related transportation systems: (1) aviation, (2) MARTA, and (3) Commuter Rail.

Atlanta Hartsfield, Jackson International Airport is located about one mile from the current intersection of C.W. Grant Parkway and Old Dixie Road. Planning for this project must take into consideration the present and future needs of the world's busiest airport. We know that the new International Terminal (east side terminal) will open directly into C.W. Grant Parkway. In addition to transient traffic and rental cars this facility will require parking for 9,000 vehicles and a quick, direct access to the new terminal. The Redevelopment Authority has been cooperating with the airport for more than three years on this issue. One of the primary elements of the Proposed Project is a plan for parking decks with a capacity of 9,000 vehicles located between the west side of the realigned Old Dixie Road and the Norfolk Southern Railroad (see enclosure). The Proposed Project allows for easy access and egress both north and south via C.W. Grant Parkway and the realigned Old Dixie Road. The slope of this property allows for multiple parking decks without violating departure or arrival airspace. These plans also provide for an automatic people mover (APM) to transport passengers quickly to and from the International Terminal. In addition plans call for a MARTA and C-Tran bus transfer station with connection with the APM. While Mr. Ziegler did not mention this issue in his briefing of January 19th, our evaluation of the VE Alternative #3 does not provide a satisfactory solution to problems posed by the new International Terminal.

An essential element in the transportation plan for the Main Terminal (west side terminal) at Hartsfield, Jackson International Airport is access by MARTA rail. Although MARTA does not currently have a plan for similar access to the International Terminal, it has indicated an interest in such a line. The Redevelopment Authority believes that any alternative for transportation in Mountain View must provide for possible future access by MARTA rail. This is specifically provided for at the multimodal station in the Proposed Project. We understand from statements made at the January 19th meeting that the VE Alternative #3 would not allow MARTA access along the railroad right of way. We believe that this would be short-sighted planning unacceptable to the Redevelopment Authority.

The third element of the multimodal transportation system is Commuter Rail. The Commuter Rail has been approved by Clayton County and the cities of Forest Park, Morrow, Jonesboro, and Lovejoy. This includes monetary commitments for long-term operations. Future plans call for the multimodal station at Mountain View to be an important stop on that route. The plans for the Proposed Project have always provided for that station at the intersection of C.W. Grant Parkway connecting the APM to the International Terminal. This issue was also not addressed by Mr. Ziegler in his presentation on January 19th and our evaluation of VE Alternative #3 does not provide a plausible solution to this problem.

The third category of our evaluation is economic development. Although we realize that economic development by itself is not justification for a particular configuration decision, we believe that since the project will be built for other reasons, that economic development should be considered as an important factor, especially for this project. (The primary purpose of the 17th Street bridge across I-75/85 in Atlanta was to access the redevelopment in "Atlantic Station". To the Redevelopment Authority of Clayton County the Proposed Project is our "17th Street bridge" and Mountain View is our "Atlantic Station".)

The Mountain View Redevelopment Plan (see enclosure) has been an essential project of the Redevelopment Authority for nearly a decade. We have spent nearly \$300,000 of our own funds to promote this vital area. Our vision is to transform an old, abandoned 600 acre city, undeveloped, and frequently used as an illegal dumping ground but located a mile to the east of the world's busiest airport, into a thriving metropolitan mixed-use community and regional transportation center.

The Redevelopment Authority currently has an option on about 100 acres in Mountain View and a contract with the development company Childress Klein to purchase and develop the property. Childress Klein has studied both the Proposed Project and the VE Alternative #3. They have indicated to us that they strongly favor the Proposed Project for several economic reasons. (Note: We believe that they plan on responding to your invitation to comment separately.)

The Proposed Project complies with the revised redevelopment plan of 2003 (see enclosure). This plan divides the redevelopment property to allow a corridor of stepped-down, mid-rise, and commercial retail development. The VE Alternative #3 diverts the corridor to the north up against industrial property eliminating the option of good visibility for office, hotel, commercial retail, and other hospitality-related business.

The Proposed Project provides for a smoother traffic flow both east and west as well as easy access via the repositioned Old Dixie Road from the north and south. The Proposed Project also interacts smoothly with the multimodal station and passenger parking decks to allow transition and access to these forms of transit. The VE Alternative

#3 eliminates the transition from C.W. Grant Parkway onto Old Dixie Road and leaves Old Dixie Road as an inefficient, two lane road.

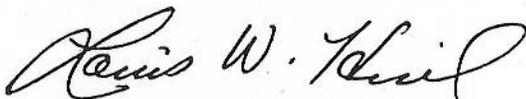
The Mountain View Redevelopment Plan provides for a four-lane extension of Conley Road (C.W. Grant Parkway), east to Highway 54 (Jonesboro Road), US 42 (Moreland Avenue), and I-675. This will eventually provide easy access to Fort Gillem and offer another access to the airport from the south and east. Although both alternatives would accommodate this future expansion, the Proposed Project offers a much better transition to this corridor from both the airport and Old Dixie Road.

The Redevelopment Authority of Clayton County realizes that this is a very important project. Time and space to not allow a more detailed discussion of our position. We have enclosed some documents and plans which detail some of our concerns. We strongly believe that the Proposed Project is superior and preferred over the VE Alternative #3 in the categories of traffic engineering, multimodal transportation, and economic development.

Thank you again for inviting us to comment on this project. We hope that you will consider our position and decide that the original Proposed Project is the best configuration.

If you have any further questions please contact Ms. Robin Roberts, Director of Economic Development at (770) 473-5878.

Sincerely,



Louis "Lou" Hisel, Chairman
Development Authority of Clayton County
Redevelopment Authority of Clayton County
Urban Redevelopment Agency of Clayton County

enclosures

NAME _____
ADDRESS _____
CITY _____
STATE _____
ZIP _____
PHONE _____
FAX _____
E-MAIL _____
P.L.# 000187



February 17, 2006



James B. Buchan
State Urban Design Engineer
Georgia Department of Transportation
Number 2 Capitol Square, S.W.
Atlanta, Georgia 30334

**Subject: Preferred Value Engineering Alternative for the Charles W. Grant Parkway /
CR 1516 Grade Separation at the Norfolk Southern Railroad, STP-001-00 (817),
Clayton County**

Dear Mr. Buchan:

At the request of Clayton County officials, Metropolitan Atlanta Rapid Transit Authority (MARTA) is planning for the future southerly extension of the MARTA rail line from Hapeville to the Southern Crescent Transportation Service Center (SCTSC) and south to the Southlake Mall area. This planning effort is to identify corridor constraint, impacts, and opportunities to assure that such an extension is not precluded when the decision is made to implement an extension to the Hapeville line.

1. The southerly extension from Hapeville follows the eastern side of Old Dixie Road (US 19/41) from I-75 to just north of I-285. The line would be on aerial structure throughout the area. A line extension meeting the design and operational assumptions, listing attached, can be developed. However, vertical alignment details and constructability constraints need to be examined further in several locations where the required 14' vertical rail line clearance (from the top of rail) matches the elevation of the airport approach surface.
2. The Georgia Department of Transportation preferred value engineering (VE) concept for an overhead railroad grade separation does have direct adverse impact the provision of a future MARTA rail line in the area through increased cost of some \$17 million without Real Estate consideration. Increased right-of-way costs in the range of one million to several millions of dollars will be incurred due to the change in roadway configuration. The increased construction related costs are primarily attributed to the following:
 - a. Increasing the height of structure for the line to pass over the CW Grant Parkway / Conley Road extension will add to structural construction costs.
 - b. More expensive construction procedures and technologies, such as cast-in-place trapezoidal box structures, will have to be used in the areas where severely restricted workspace between the airport runway clearance slope and the proposed structure are present.

- c. The increased structural height in combination with the confining airport clearance constraints requires that the station platform extend across the Old Dixie Road – Conley Road Connector adding to station costs.
 - d. The requirement that the station platform be on a grade due to confining airport clearance constraints requires that additional space within the parking structure be used for the MARTA station. This requirement contributes to increased engineering and construction costs. The additional parking structure costs to replace the additional space required for the MARTA station are not identified herein.
3. The VE roadway concept, when compared to the original concept, will have associated and generally non-quantitative adverse impacts. Additional costs for the Southern Crescent Transportation Service Center (SCTSC) / parking structure caused by the concept change are not identified in MARTA costs contained herein. The more prominent impacts include:
- a. The functionality of the SCTSC will be compromised by being less centrally aligned with the roadway connections to the major arterials and interstate roadways serving the area, thus affecting signage, fuel usage, and driver convenience.
 - b. The internal operation of the SCTSC is less efficient due to the less centrally located vertical circulation core within the parking structure, requiring substantially greater walking distances for most patrons using the parking deck facility.
 - c. The connection between the SCTSC and the Hartsfield–Jackson Atlanta International Airport (HJAIA) international terminal is potentially more circuitous than that of the original project concept. This realigned connection also increases the operations cost for the people moving system and requires greater circulation space within the parking structure.
 - d. The change in access to the SCTSC necessitates that the internal circulation be more complex and requires more parking deck ground floor space to accommodate taxi, and local and regional bus movements.
 - e. The VE roadway concept realigns the MARTA line to the east side of Old Dixie Road and will place the aerial MARTA structure between the major north–south arterial and the proposed new development of the former Mountain View property. The MARTA structure piers will compromise the view of the development from the roadway.
-

James B. Buchan
Georgia Department of Transportation
February 17, 2006
Page 3

- f. Aesthetics of the SCTSC will be compromised. Alignment constraints require that a portion of the MARTA station platform be located outside the SCTSC structure while a portion of the double crossover track be located inside the structure.

Thank you for the opportunity to comment on the planning efforts for the Preferred VE Alternative for the Charles W. Grant Parkway Grade Separation Project. We seek your support in assuring that Clayton County's desire for the future extension of MARTA rail service is not precluded by this or other projects in the corridor. Our staff remains available should there be any questions on maintaining cost effective extension options for the Hapeville line extension.

Sincerely,



Edward E. Campbell, P.E.
Director of Engineering

Attachment

EEC/UL:mj

cc: Carl Rhodenizer, Clayton County Commissioner
Hal Wilson, Director of Intermodal Programs
Louis Hisel, Clayton County Development Authority
Shelley Lamar, Hartsfield-Jackson Atlanta International Airport

Assumptions for developing a line extension to serve the proposed Southern Crescent Transportation Service Center

1. The Hartsfield–Jackson Atlanta International Airport (HJIA) parking structure will be located within the area defined by Old Dixie Road on the west, the CW Grant Parkway / Conley Road Extension on the north and the Old Dixie Road – Conley Road Connector to the east and south.
 2. The Southern Crescent Transportation Service Center (SCTSC) will be located in the west end of the airport parking deck site adjacent to Old Dixie Road. A pedestrian connection between the SCTSC and the commuter rail platform can be made with a bridge over Old Dixie Road and the eastern most Norfolk Southern track (Brewery Lead / Forest Park Yard connecting track). Commuter and local bus access to the SCTSC will be from Old Dixie Road and Old Dixie Road – Conley Road Connector.
 3. That at some future date MARTA will expand its rail system south into Clayton County.
 4. The MARTA rail line will consist of two tracks having a minimum of 14'–9" foot centers and a desirable design speed of 70 miles per hour (mph). The track would have greater separation approaching the station with 40'–0" track centers assumed to accommodate a center platform.
 5. The MARTA rail line will be on aerial structure through the corridor. The line will remain on aerial structure approaching the SCTSC and pass over the CW Grant Parkway / Conley Road extension. The location of the MARTA rail line, south track, was established some 125 feet east of the existing Norfolk Southern right-of-way to facilitate the widening of Old Dixie Road to a four lane urban section with a 20 foot-wide raised median. North of the new CW Grant Parkway / Conley Road overpass additional space for power transmission lines will be required.
 6. The minimum MARTA profile grade line (PGL) separation from the CW Grant Parkway / Conley Road extension profile grade is based on a 7'–0" depth of MARTA structure, a 6 percent roadway super elevation and a 16'–6" roadway clearance for a county roadway.
 7. The MARTA alignment parallels the east side of Old Dixie Road (US 19/41) with sufficient offset to accommodate widening outside the Norfolk Southern right-of-way. For concept development the rail line is located off the future highway right-of-way.
 8. Initial HJIA planning envisions the use of shuttle buses to connect the parking structure / SCTSC with the new international terminal via CW Grant Parkway. Long-range plans envision the use of an automated people mover (APM) to replace the shuttle bus service. An APM can access the SCTSC by passing over Old Dixie Highway, the Norfolk Southern rail line and over Old Dixie Road while passing under the MARTA line within the parking structure.
 9. The MARTA track through the station will be on a vertical and horizontal tangent for the length of the 600-foot long platform and for 75 feet of each approach. The vertical and horizontal tangent section would also extend through the adjacent 375 foot-long double crossover.
-

10. The SCTSC MARTA station could be an end of the line station for some period of time; therefore, the double crossover will be located on the north approach.
11. The maximum PGL on the MARTA rail line extension is 3.0 percent.
12. The MARTA rail line extension PGL through the station can have a maximum slope of 1.0 percent.
13. Formula for the minimum length of vertical curve are:

$$\text{CREST} \quad L = \frac{AV^2}{30}$$

$$\text{SAG} \quad L = \frac{AV^2}{60}$$

L length (ft), A algebraic difference in grades (percent), V design speed (mph)

14. The southerly extension of the MARTA line from the SCTSC has two options. One alignment follows the Norfolk Southern rail corridor with stations in Forest Park, Morrow, and adjacent to I-75 in the South Lake area. This alignment has the option of serving Forest Park and / or the anticipated new development on Fort Gillem. The second alignment turns westward, serving a station at the Georgia State Farmer's Market, a station on I-75 between the Old Dixie Road and Forest Parkway interchanges, and at I-75 in the South Lake area. SCTSC development should not preclude the implementation of either of these extension options.
 15. The minimum clearance distance between the PGL and airfield clearance plane is 14'-0" based on MARTA criteria for direct-fixation track.
 16. The minimum vertical clearance for structures over Norfolk Southern rail lines is 23'-0".
 17. The HJAIA airfield surface clearance requirements were provided by HJAIA staff via e-mail on February 6, 2006.
 18. MARTA required right-of-way is 5' from edge of structure.
 19. Old Dixie Road will be widened prior to MARTA construction. MARTA will require additional right-of-way east of widened section. MARTA will not require right-of-way between CW Grant Parkway / Conley Road extension and the Old Dixie Road - Conley Road Connector.
-

Hilliard, Jan

From: Myers, Lisa
Sent: Tuesday, November 01, 2005 8:48 AM
To: 'Fedora, R.Wayne'; Ingalsbe, Bill; Rosslow, John C.; Buchan, Ben; Hilliard, Jan; Ziegler, Kurt A.; Murdoch, Michael; Condit, Paul; Berryman, Stevie; McGee, James Mickey; Lankford, Michael; Zoekler, David; Magnus, James
Subject: VE Study Report for STP-0001-00(817), STP-9010(2), NH-IM-285-2(288) Clayton
Attachments: CONLEY ROAD.pdf; approvedvestudydistribution.doc

Attached is the VE Study report for the above projects. The Project Manager should respond to the recommendations within three months.

Thanks for your participation in the VE Process.

Lisa Myers

Design Review Engineer Manager/VE Coordinator

*GA DOT - Engineering Services
2 Capitol Square Room 266
Atlanta, GA 30334*

404-651-7468

Ziegler, Kurt A.

From: Myers, Lisa
Sent: Monday, November 14, 2005 6:49 AM
To: Ziegler, Kurt A.
Subject: FW: Ventry WO #18 - VE Study on STP-001-00(817), STP-9010-(2) and NH-IM285-1

Here is what I got back from Ventry. I am going to get them to revise the report.

Lisa Myers

Design Review Engineer Manager/VE Coordinator

*GA DOT - Engineering Services
2 Capitol Square Room 266
Atlanta, GA 30334*

404-651-7468

From: thartley09@aol.com [mailto:thartley09@aol.com]
Sent: Wednesday, November 09, 2005 6:20 PM
To: Myers, Lisa
Cc: delores@ventryengineering.com
Subject: Ventry WO #18 - VE Study on STP-001-00(817), STP-9010-(2) and NH-IM285-1

- 1. Right of Way Unit Cost:** The Right of Way unit cost is explained in the "AS Proposed" write up. The total cost of the the Right of Way divided by the total acres, which was rounded down to \$750.000/AC based on some of the land did not require relocation or purchasing a building. Our unit price was OK'ed, by Jerry Milligan from Right of Way.
 - 2. Different Quantities:** These quantities were estimated using the length of the segments we were looking at and multiplied by the width of the roadway. I noticed the Base & Paving were different quantities and after looking at the spread sheet, I found an error, so all the Base & Paving should be 24,741 square yards. If there are others please let me know.
- On a 3 day study with only a couple of hours to review and decipher what we have and what the project intent is, sometime things get overlooked and attention to detail sometimes goes by the way side.