



Project Concept Report

Project Type:	Pedestrian/Bicycle improvement project.	P.I. Number:	N/A
GDOT District:	District 7	County:	Douglas County
Federal Route Number:	US 78	State Route Number:	SR 92
Project Number:	N/A		

Once SR 92 bypass is open to the public, it is the City of Douglasville's understanding the roadway segment from Hospital Blvd. to Veterans Memorial Highway, approximately 0.78 of a mile, will be deeded over to the City of Douglasville and will become an off-system transportation facility, or local road. This project's need and purpose is to convert the existing 5-lane section within the described project limits into a 2-lane roadway section with new and improved bike and pedestrian facilities. Additionally, this project proposes a new shared path offset from Veteran's Parkway starting at Fairburn Road and heading easterly for approximately 0.61 of a mile to tie into the new shared use path constructed as part of the SR 92 bypass project.

Submitted for approval:

AECOM	01/30/2020
_____ Consultant Designer & Firm	_____ Date
_____ City of Douglasville	_____ Date
_____ Local Government Sponsor	_____ Date
_____ State Program Delivery Administrator	_____ Date
_____ GDOT Project Manager	_____ Date

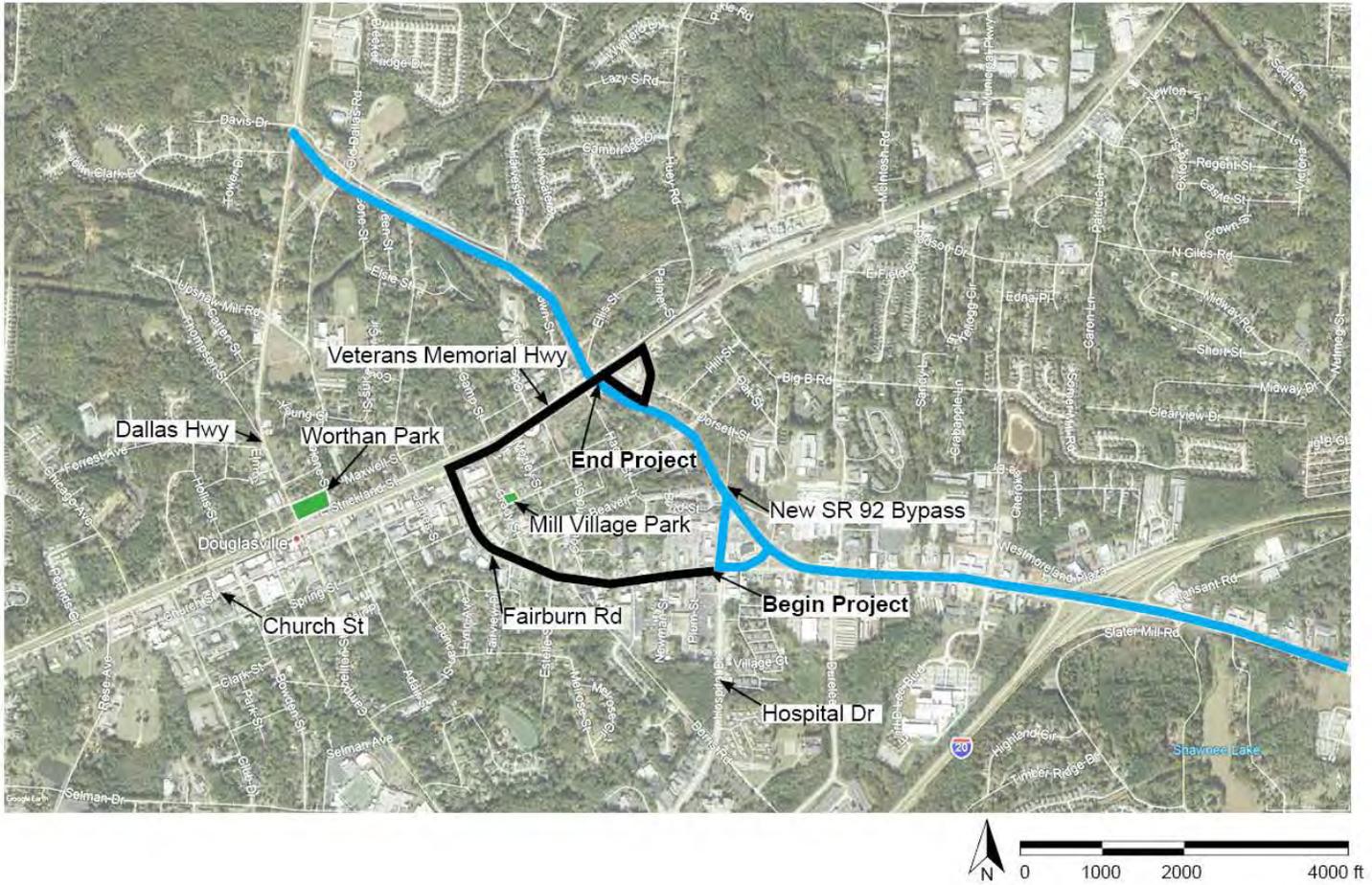
Recommendation for approval:

_____ State Environmental Administrator	_____ Date
_____ State Traffic Engineer	_____ Date
_____ Project Review Engineer	_____ Date
_____ State Utilities Engineer	_____ Date
_____ District Engineer	_____ Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

_____ State Transportation Planning Administrator	_____ Date
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PROJECT LOCATION MAP



SR 92 Fairburn/Dallas Hwy
City of Douglasville

PLANNING AND BACKGROUND

Prepared By: AECOM **Date:** 1/29/2020

Project Justification Statement:

The project justification statement has been prepared by AECOM. The section of State Route (SR) 92 / Fairburn Road from Hospital Drive to Veterans Memorial Highway will be removed from GDOT's state route network at the completion of the on-going SR 92 relocation project. A significant amount of traffic will then be diverted from this corridor and onto the new SR92 alignment. AECOM understands that the City would like to perform a road diet from five to two lanes and install improved pedestrian and bicycle facilities. This section of the corridor lacks continuous sidewalks and bicycle facilities on both sides of the road. Retail stores, restaurants, community parks, as well as the area's only major grocery store are located on this section of Fairburn Rd. The primary need of the proposed improvements is to provide a multi-modal transportation corridor with a landscape gateway feature and mixed-use activity with context sensitive cross sections on Fairburn Road from Veterans Memorial Drive to the new SR 92. Landscaping and site furniture are also proposed to extend downtown Douglasville's feel and vernacular and introduce a new gateway feature upon arrival into the city.

The northern area of the project corridor includes the existing Norfolk Southern Railroad. Several neighborhoods are located along Fairburn Road, which currently lacks connectivity to many of these facilities. Pedestrian activity and the need for pedestrian improvements along the corridor are evident by the density of commercial and service uses, as well as the presence of worn paths in the sidewalk gaps. The proposed improvements along this corridor will accommodate active transportation modes by providing dedicated space for non-motorized users to operate.

The need for the development of pedestrian and bicycle connectivity in the City of Douglasville was identified in both the Pedestrian and Bicycle Network Plan as well as the City of Douglasville Master Plan.

The non-motorized facilities that are currently present introduce a high number of potential conflict points between pedestrian and bicycle traffic and motor vehicle traffic, particularly on the eastern side of the road. Therefore, on-street parking and at-grade crossings in select locations are proposed to minimize these potential conflict points.

Existing Conditions:

Fairburn Road is an important link between downtown Douglasville and the new SR 92 between Hospital Drive and Veterans Memorial Highway. The corridor currently has two lanes in each direction with a flush median two-way left turn lane (TWLTL). Dedicated right turn lanes to commercial developments exist in several locations. Lane widths vary between 10 and 12 feet. There are two signalized intersections at Hospital Dr and Veterans Memorial Highway, and there are no bridges or major culverts or walls on the project.

Fairburn Road is currently classified as an urban minor arterial street. The curb and gutter runs along both sides throughout, the curbing on either side varies between curb and gutter, header curb, rolled curb and no curb. The pedestrian environment is characterized by no true pedestrian crossings and inconsistent sidewalk coverage only on the south side. There are currently no true bike lanes along the corridor.

Other projects in the area:

- Project DO-282C (PI#720790-) - Metro Arterial Connector – SR 92 Realignment Phase III(GDOT);
- Project DO-282B (PI#0006901) - Metro Arterial Connector – SR 92 Realignment Phase II. From SR 92 (Fairburn Road) south of Hospital Drive to US 78 (Broad Street) (GDOT);
- Project DO-282A (PI#0006900) - Metro Arterial Connector – SR 92 Realignment Phase I – Underpass. At US 78(Broad Street) and NS Rail Line (GDOT);
- City of Douglasville- Pedestrian & Bicycle Network Study (City of Douglasville);
- PI 0012877 – Chattahoochee Hill County Greenway (Douglas County);
- PI 721770 SR 166 FM Old Lower River Road/Douglas to SR 70/Fulton) (GDOT);
- PI 0015072 CR 816/RIVERSIDE PKWY @ SWEETWATER CREEK IN DOUGLASVILLE- Bridge Rehabilitation Project (City of Douglasville);
- Dallas Highway LCI Study (City of Douglasville);
- I-20 @ SR 92 Interchange Enhancements (City of Douglasville);
- I-20 @ Chapel Hill Interchange (City of Douglasville)

MPO: Atlanta TMA

Congressional District(s): 13

Federal Oversight: PoDI Exempt State Funded Other.

Project is currently locally funded, but it is City's intent to pursue federal or state funding.

Projected Traffic: 24 HR T: 1.78 % Current Year (2019): 15997
Open Year (20xx): _____ Design Year (2037): 21600

Traffic Projections Performed by: AECOM

Date approved by the GDOT Office of Planning: N/A

The data has not yet been approved but will be submitted to GDOT once the project is in the TIP.

AASHTO Functional Classification (Mainline): Minor Arterial

AASHTO Context Classification (Mainline): Urban

AASHTO Project Type (Mainline): Construction on existing roads

Is the project located on an NHS roadway? No Yes

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

Warrants met: None Bicycle Pedestrian Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

The project proposes a lane diet as a significant amount of traffic will be diverted from this corridor once the new SR92 opens. Resurfacing of the existing pavement is anticipated. Full depth reconstruction is unlikely.

Is the project located on a Special Roadway or Network? No Yes

Is the project located on or intersect an RTOP corridor? No Yes

Is Federal Aviation Administration coordination anticipated? No Yes

DESIGN AND STRUCTURAL

Description of the proposed project:

Once SR 92 bypass is open to the public, it is the City of Douglasville’s understanding the roadway segment from Hospital Blvd to Veterans Memorial Highway, approximately 0.78 mile, will be deeded over to the City of Douglasville and will become an off-system transportation facility, or local road. This portion of Fairburn Road therefore has the potential to create a new and unique ‘Gateway’ into town through streetscape improvements including street trees, site furniture, specialty paving and pedestrian scale decorative lighting. This project’s need and purpose is to convert the existing 5-lane section within the described project limits into a 2-lane roadway section with new and improved bike and pedestrian facilities: the proposed 2 to 3-lane typical section with on street parking, protected/buffered dedicated bike lanes, a furniture zone and sidewalks on both sides of the street. Additionally, this project proposes a new shared path offset from Veteran’s Parkway starting at Fairburn Road and heading easterly for approximately 0.61 mile to tie into the new shared use path constructed as part of the SR 92 bypass project. The shared use path along the southern side of Veterans Memorial Highway will be offset from the travel lane approximately 5’ and will be 10’ in width.

Accelerated Bridge Construction (ABC) techniques anticipated: No Yes

Mainline Design Features:

Fairburn Rd	Functional Classification: <i>Minor Arterial</i>		
Feature	Existing	*Policy	Proposed
Typical Section:			
- Number of Lanes	5 or 6		2 or 4
- Lane Width(s) (-ft)	10’ to 12’	10’ to 12’	11’
- Median Width (-ft) & Type	16’ flush	16’ flush	None
- Shoulder Width (-ft) (Outside)	N/A	N/A	N/A
- Border Area Width (-ft)	Varies	16’ Urban	Varies
- Cross Slope (%)	2%	2%	2%
- Outside Shoulder Slope (%)	N/A	N/A	N/A
- Inside Shoulder Width (-ft)	N/A	N/A	N/A
- Sidewalks (-ft)	5’-0”	5’-0”	10’-0”
- Auxiliary Lanes (#lanes/-ft width)			
- Bike Accommodations	none	N/A	5’-0” bike lane
Posted Speed (mph)	35 mph	35 mph	25 mph
Design Speed (mph)	35 mph	35 mph	35 mph
Minimum Horizontal Curve Radius (-ft)	400’	For 35 mph---371’	400’
Maximum Superelevation Rate (%)	4% max	Urban---4% max	4% max
Maximum Grade (%)	7%	7%	7%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	WB-40	WB-40 or BUS-40	WB-40 or BUS-40
Check Vehicle			
Pavement Type	Asphalt	Asphalt	Asphalt

*According to current GDOT Design Policy if applicable

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

FHWA or GDOT Controlling Criteria	No	Undetermined	Yes	DE or DV	Approval Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2. Design Loading Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4. Horizontal Curve Radius	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. Maximum Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7. Superelevation Rate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	No	Undetermined	Yes	Approval Date (if applicable)
1. Access Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Sight Distance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Intersection Skew Angle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tangent Lengths on Reverse Curves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Rumble Strips	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Safety Edge	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Median Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination Levels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Complete Streets Warrants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. ADA Requirements in PROWAG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Construction Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14. GDOT Drainage Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Grady Street might not meet the GDOT's intersection sight distance and intersection skew angle standard criteria.

VE Study anticipated: No Yes Completed: *Date*

Lighting Required: No Yes

Lighting is not required per GDOT policy; however, the City would like to provide pedestrian-scale lighting along the corridor.

Off-site Detours Anticipated: No Undetermined Yes

If yes: Roadway type to be closed: Local Road State Route
 Detour Route selected: Local Road State Route
 District Concurrence w/Detour Route: No/Pending Received *Date*

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

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: I20/SR 92-Fairburn Rd Interchange is located approximately 0.75 of a mile east of the project beginning. The new SR 92 Bypass intersects with Fairburn Rd approximately 1000' east of the eastern most project limits. Fairburn Rd and Veterans Memorial Highway, SR 8, intersection is located within the project limits.

Intersection Control Evaluation (ICE) Required: No Yes

Roundabout Concept Validation Required: No Yes Completed *Date*

UTILITY AND PROPERTY

Railroad Involvement: Impacts to the railroad right of way are not anticipated; however, the project is adjacent (w/in 500') of a major railroad, run by **Norfolk Southern Railroad**, at Veterans Memorial Highway.

Utility Involvements: Atlanta Gas Light, BellSouth Telecommunication, Douglasville-Douglas County Water & Sewer Authority, MCI Communications, Georgia Power Transmission, Georgia Power Company (2), Douglas County DOT, Austell Gas System, Comcast Communication, Greystone Power Corporation, Quest, Verizon, Norfolk Southern Railroad.

SUE Required: No Yes Undetermined

SUE is not required; however, the City may voluntarily conduct SUE to protect their own interests.

Public Interest Determination Policy and Procedure recommended: No Yes

Right-of-Way (ROW): Existing width: 100ft. Proposed width: 100+/- ft.

The lane diet is proposed, and the majority of the construction is anticipated to occur within the existing right of way.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent * Utility Other

** Permanent easements include the right to place utilities.*

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

Location and Design approval: Not Required Required

Impacts to USACE property anticipated: No Yes Undetermined

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: NEPA ~ CE

The project is not currently in the TIP; it is anticipated that a CE should satisfy the requirement.

Level of Environmental Analysis:

- The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

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

If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? No Yes

Is Non-MS4 water quality mitigation anticipated? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/NPS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. USACE Real Estate Outgrant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed *Date*

Environmental Comments and Information:

NEPA/GEPA: As a pedestrian/bicycle improvement project, this project should qualify as a categorical exclusion. Permitting for Jurisdictional Waters of the US will not be necessary; neither will a buffer variance.

Ecology: No Formal Section 7 coordination or biological assessment will be required. An aquatic species survey will not be needed. The corridor will not contain suitable habitat for endangered bats.

History: Historic resources and public recreational resource will be avoided such that an Individual Section 4(f) evaluation will not be needed.

Archeology: The Phase I survey for archaeology will not be needed at this time, it is anticipated that no archaeological investigations of cemeteries will be required.

Air Quality:

Is the project located in an Ozone Non-attainment area? No Yes

Is a Carbon Monoxide hotspot analysis required? No Yes

The project will comply with the Atlanta Metropolitan Planning Organization (AMPO)/Atlanta Regional Commission (ARC) regarding transportation planning and clean-air standards.

Noise Effects: None anticipated due to the minor changes in roadway geometry.

Public Involvement:

- The City advertised and held a Public Information Open House on September 18th, 2019 from 4:30pm to 8:00pm to obtain public comment.

Major stakeholders:

- City of Douglasville
- Travelling Public
- Norfolk Southern Railroad
- Commercial and residential property owners

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Concept Team Meeting: The project will have a Concept Team Meeting later when it is put in the TIP.

Other coordination to date:

- Work Session with City – January 8, 2019
- Initial Team Meeting was held on 01/18/2019. The purpose of this meeting was to discuss the Fairburn Rd Multi-modal corridor concept design with the City of Douglasville to ensure that the final conceptual cross-section will be chosen at the meeting. The design is currently in the initial phase wherein AECOM is proposing 12 potential cross-sections and creating concept design of the proposed facilities.
- Cross-project Coordination meeting with City and APD/Toole team at City office- January 31, 2019
- Cross-project Coordination meeting with APD/Toole team per City direction at AECOM- February 7, 2019
- Participated in work session with City Staff on May 3rd
- Attend and present current concept layout for review and comment to City Council and Mayor on June 3, 2019
- Prepare for and present an update for Mayor, Council, Staff Review, August 5th.
- The City advertised and held a Public Information Open House on September 18th, 2019 from 4:30pm to 8:00pm to obtain public comment.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Douglasville, AECOM
Design	AECOM
Right-of-Way Acquisition	City of Douglasville
Utility Coordination (Preconstruction)	City of Douglasville
Utility Relocation (Construction)	Utility Owners
Letting to Contract	City of Douglasville
Construction Supervision	City of Douglasville
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	TBD
Environmental Mitigation	TBD
Construction Inspection & Materials Testing	TBD

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	TBD	TBD	TBD	TBD	01/17/2020	TBD
Funded By:	City of Douglasville	City of Douglasville	City of Douglasville	City of Douglasville	City of Douglasville	City of Douglasville
Programmed Cost:	TBD	TBD	TBD	TBD	TBD	TBD
Estimated Cost:	TBD	TBD	TBD	TBD	11,214,668.24	TBD
Total Cost Difference:	TBD	TBD	TBD	TBD	TBD	TBD

*CST Cost includes: Construction, 15% O & P, 20% Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Alternative "L"			
Estimated Property Impacts:		Estimated Total Cost:	11,214,668.24
Estimated ROW Cost:		Estimated CST Time:	01/17/2020
Rationale: Alternative "L" provides a multi-modal transportation corridor with gateway feature and mixed-use activity with context sensitive cross sections on the Fairburn Road corridor from Hospital Dr to Veterans Memorial Highway. Landscaping and site furniture are also proposed to extend downtown Douglasville's feel and vernacular and introduce a new gateway feature upon arrival into the city.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	01/17/2020
<p>Rationale: Fairburn Road is an important link between downtown Douglasville and the new SR 92. The corridor currently fluctuates through several different cross-sectional configurations between Cotillion Drive and Peeler Road including 5, 6, and 7-lane sections (with auxiliary lanes frequently added and dropped). Lane widths vary between 10 and 12 feet throughout the corridor. Pedestrian facilities only exist on southern side of Fairburn Road and are interrupted by numerous curb cuts. Pedestrian facilities are disconnected and non-existent in many places. Bicycle facilities currently do not exist.</p>			

Alternative A to K:			
Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	
<p>Rationale: Alternative "A" --- Median maintenance will be a concern for the City, and it would be preferable to have sidewalk next to the building frontage in the urban area; Alternative "B" ---No road diets are performed, and no bicycle facilities are provided; Alternative "C" --- No road diets are performed, and no bicycle facilities are provided; Alternative "D" ---No on-street parking are provided in the commercial area; Alternative "E" ---No on-street parking are provided in the commercial area; Alternative "F" ---City is not ready to have multi-use facilities in the middle; Alternative "G" ---No protection/buffer between cyclist and car, may cause safety issue; Alternative "H" ---No protection/buffer between cyclist and car, may cause safety issue, and it would be preferable to have sidewalk next to the building frontage in the urban area; Alternative "I" ---No protection/buffer between cyclist and car, may cause safety issue, and it would be preferable to have sidewalk next to the building frontage in the urban area; Alternative "J" ---No protection/buffer between cyclist and car, may cause safety issue, and road diet are not performed on this alternative; Alternative "K" --- off-balanced layout is less preferable</p>			

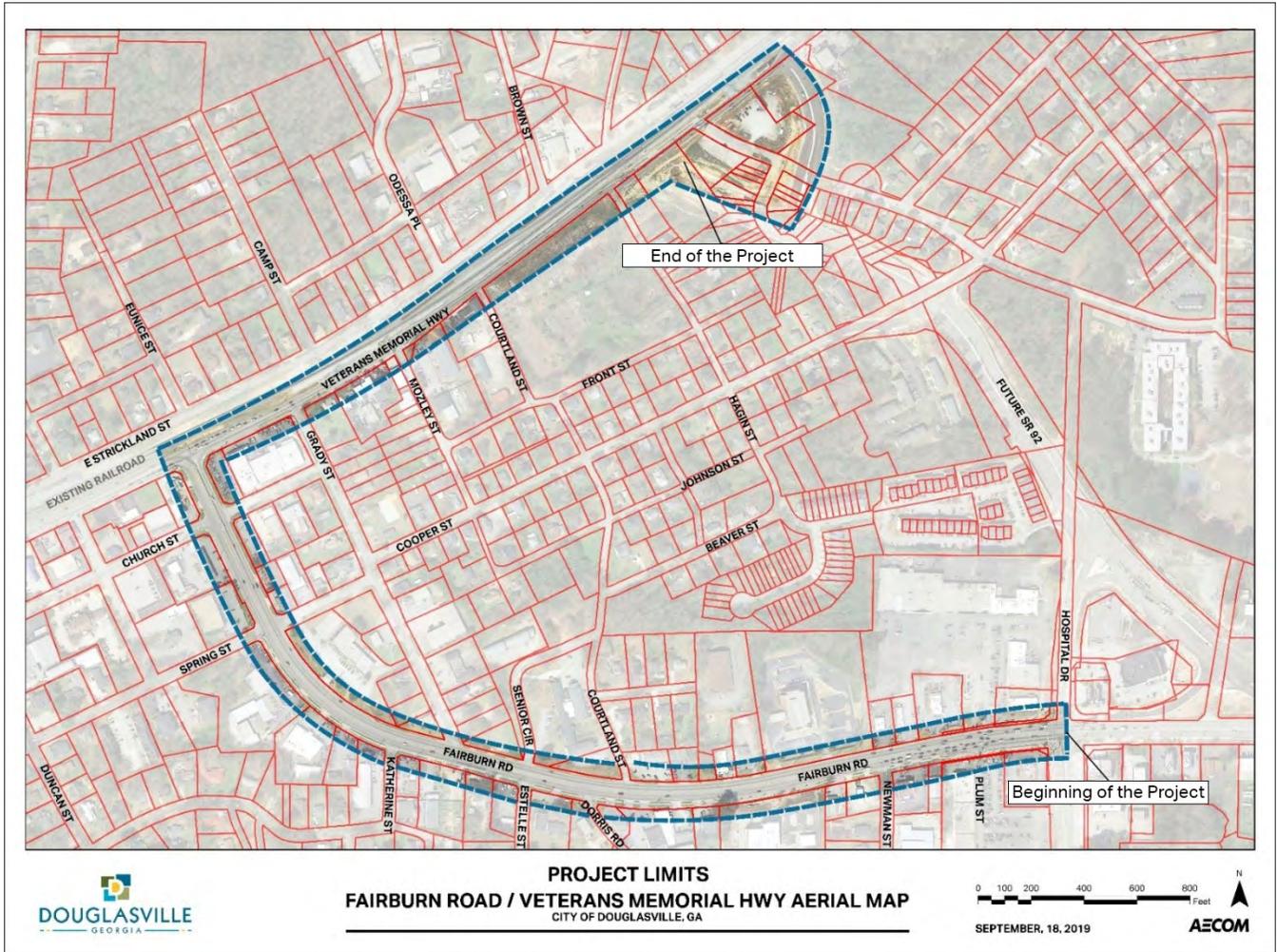
Comments: Please refer to attachment 2 "Typical Sections" for detailed cross section layout.

LIST OF ATTACHMENTS/SUPPORTING DATA

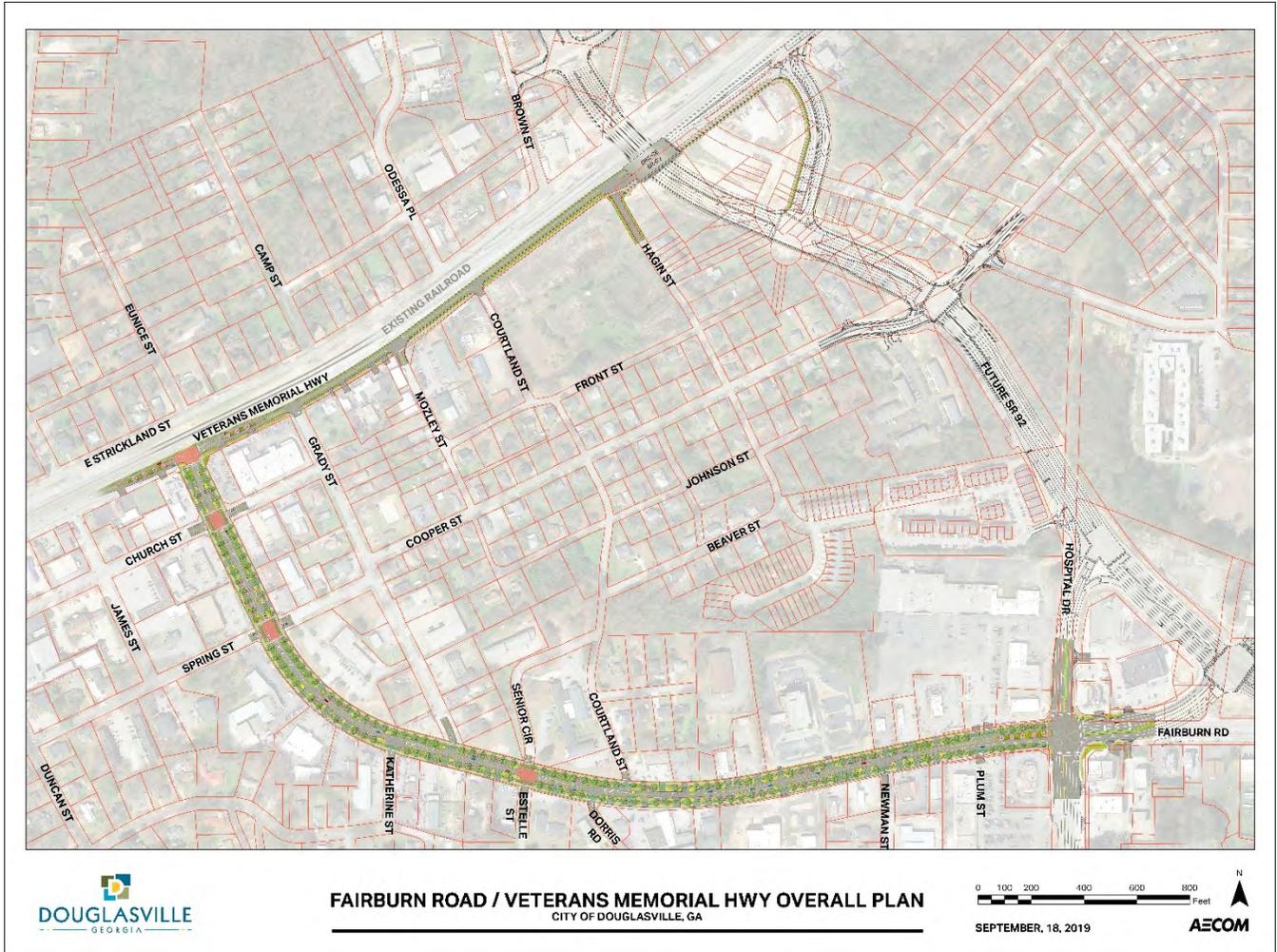
1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates
4. Design Traffic Diagrams
5. Minutes of Initial Team Meeting
6. Minutes of any meetings that shows support or objection to the concept

1. Concept Layout

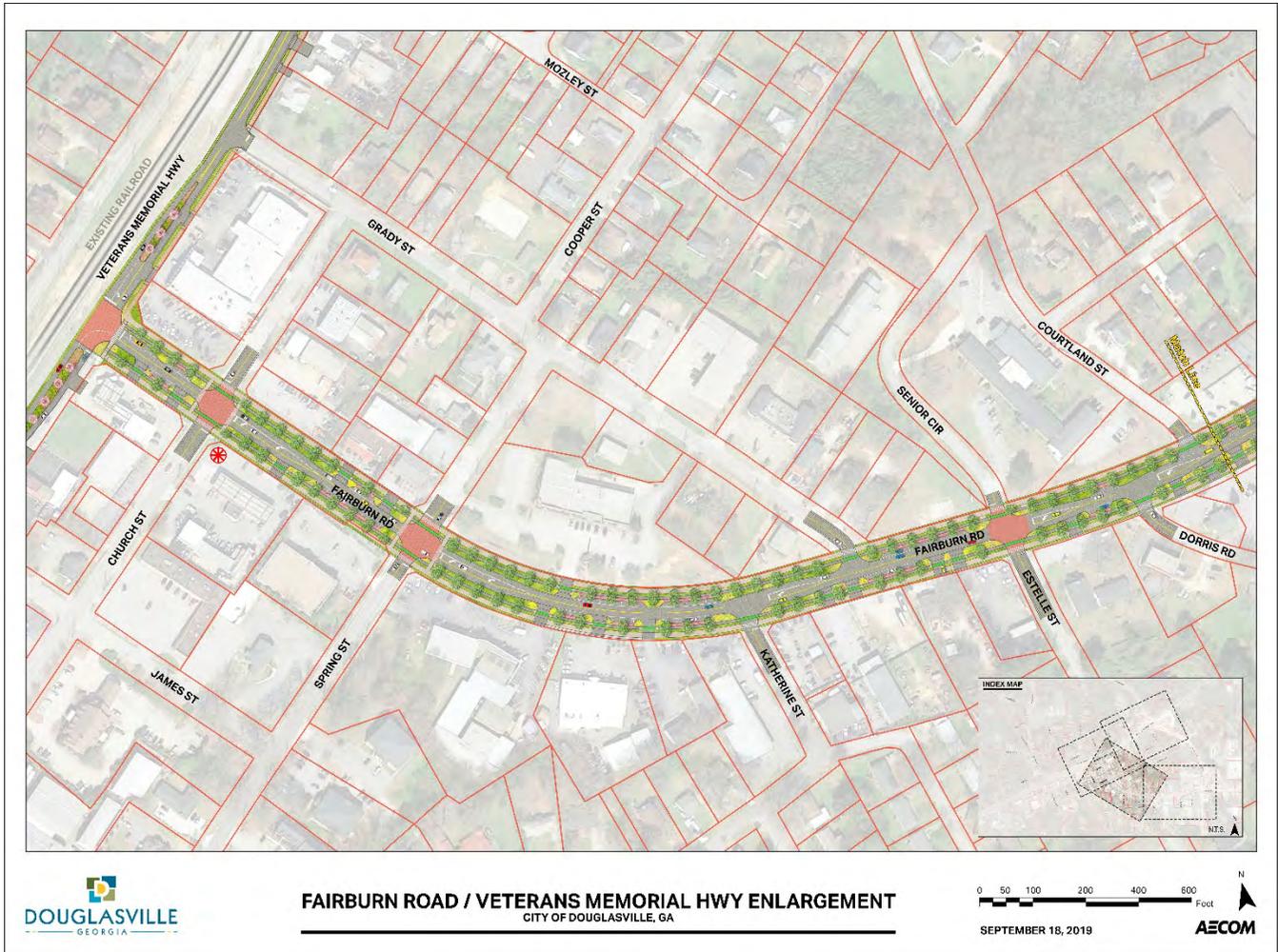
Project Limits



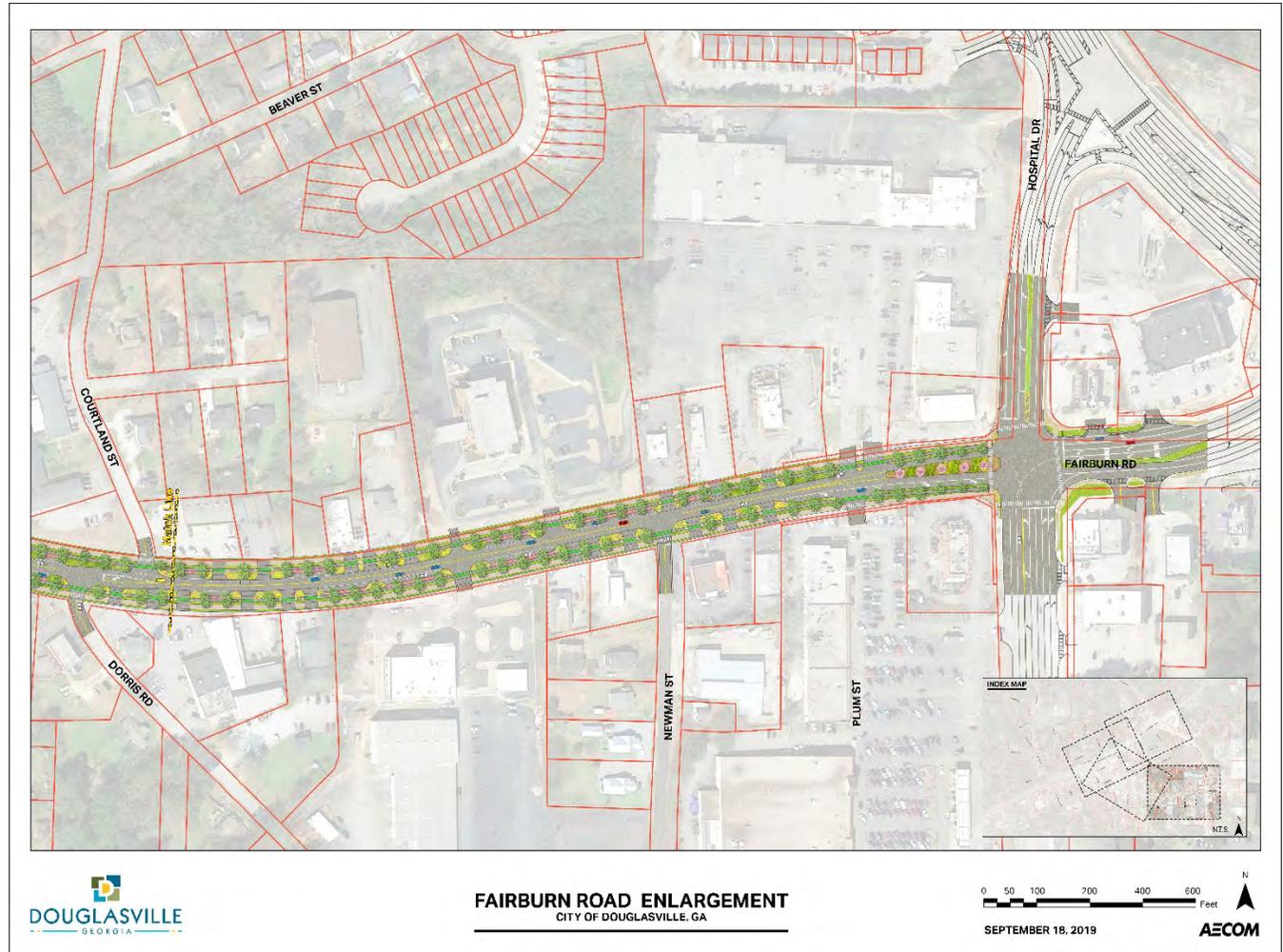
Concept Plan



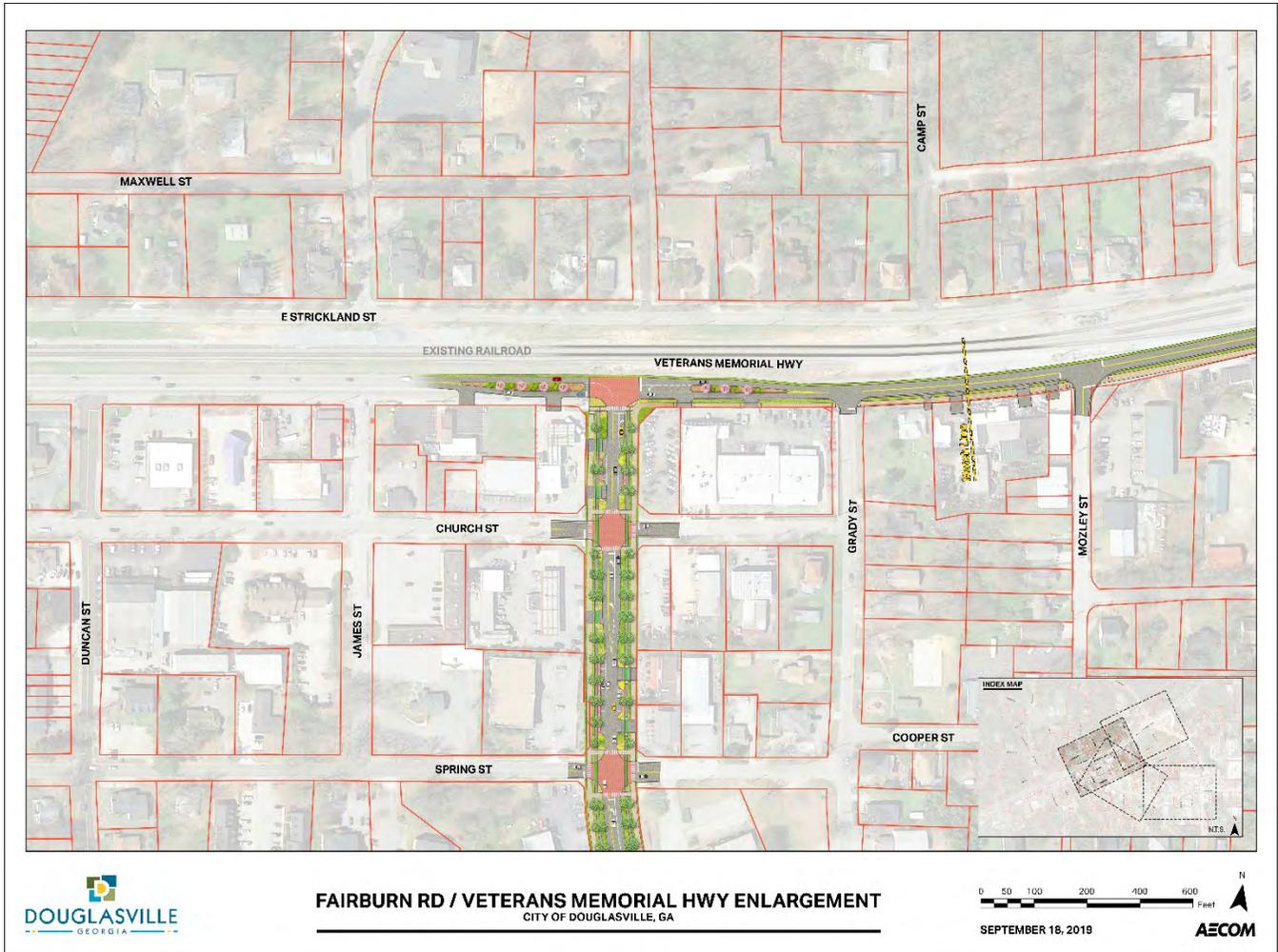
Enlargement 4-1 _West Fairburn RD



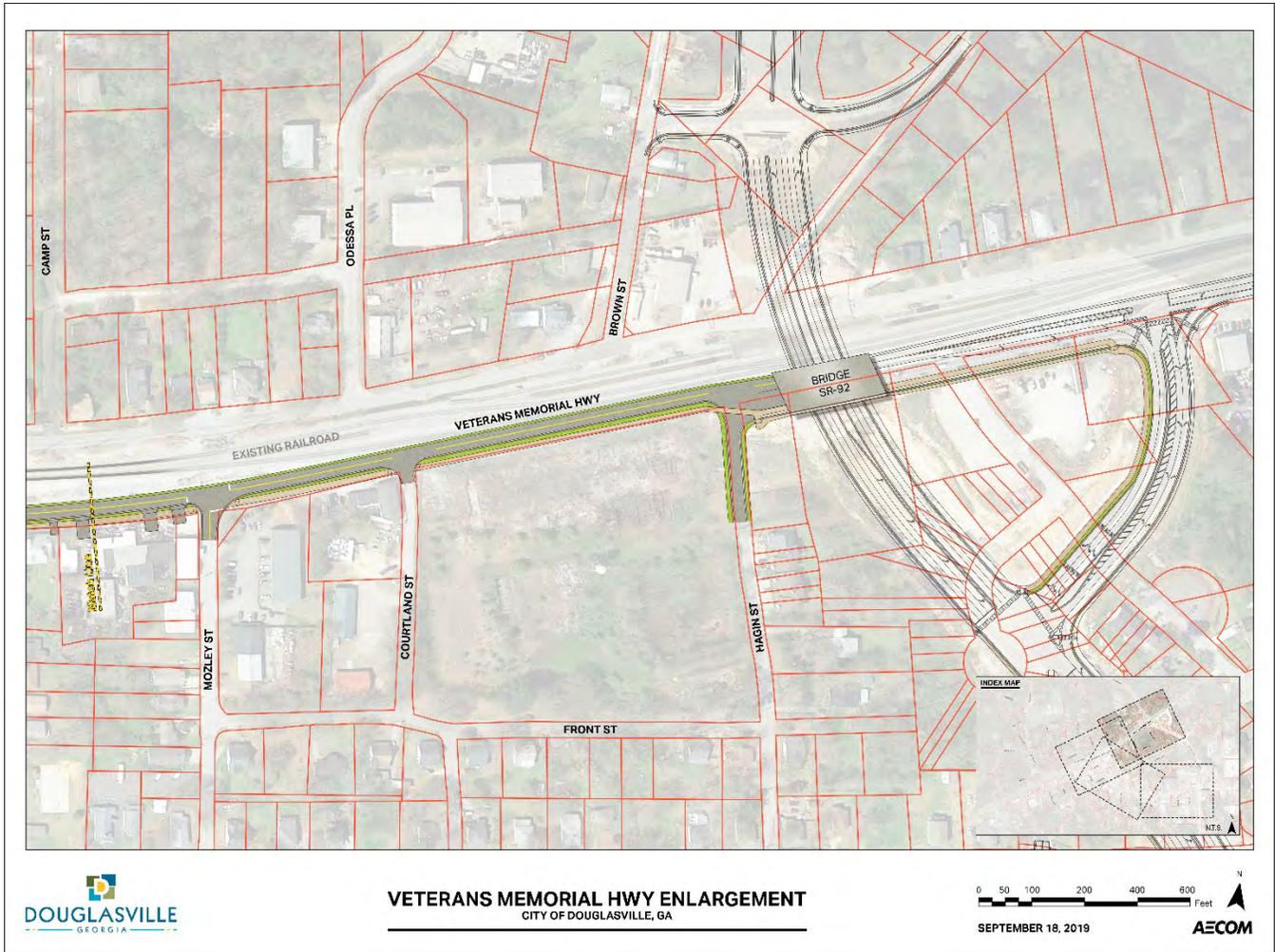
Enlargement 4-2_East Fairburn RD



Enlargement 4-3_ West Veteran Memorial Hwy

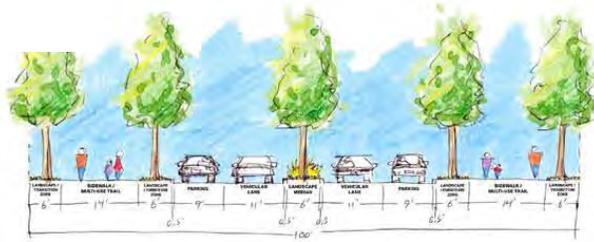


Enlargement 4-4_ East Veteran Memorial Hwy

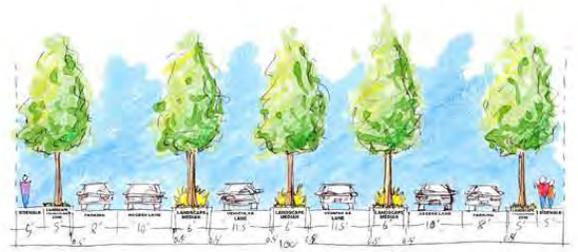


2. Typical Sections

Conceptual Typical Sections



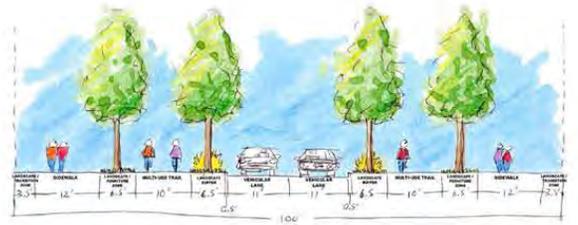
CONCEPTUAL TYPICAL SECTION A



CONCEPTUAL TYPICAL SECTION B



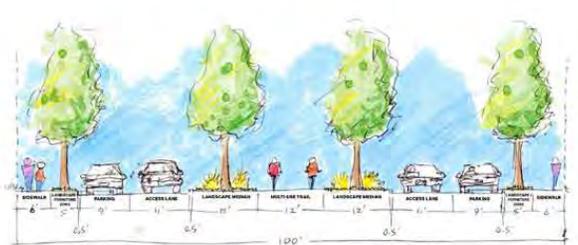
CONCEPTUAL TYPICAL SECTION C



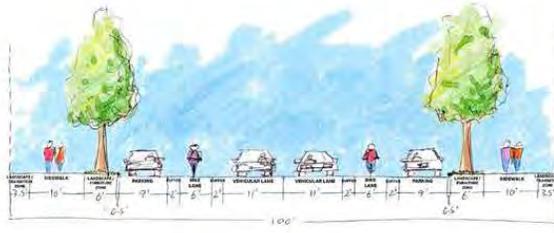
CONCEPTUAL TYPICAL SECTION D



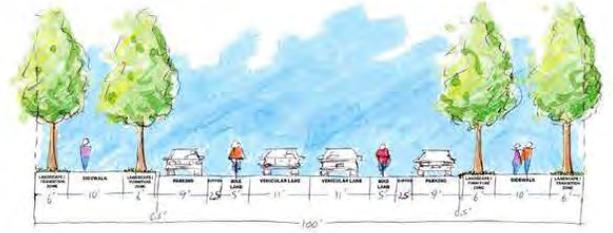
CONCEPTUAL TYPICAL SECTION E



CONCEPTUAL TYPICAL SECTION F



CONCEPTUAL TYPICAL SECTION G



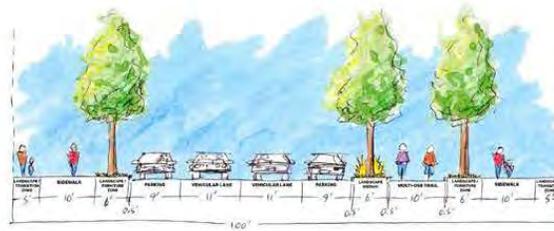
CONCEPTUAL TYPICAL SECTION H



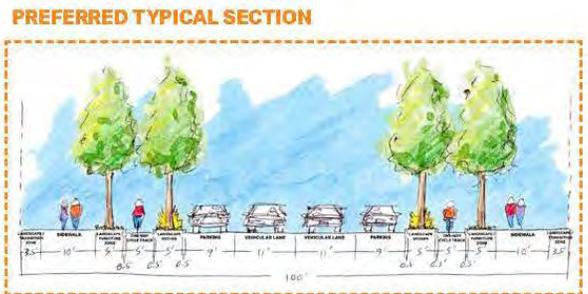
CONCEPTUAL TYPICAL SECTION I



CONCEPTUAL TYPICAL SECTION J

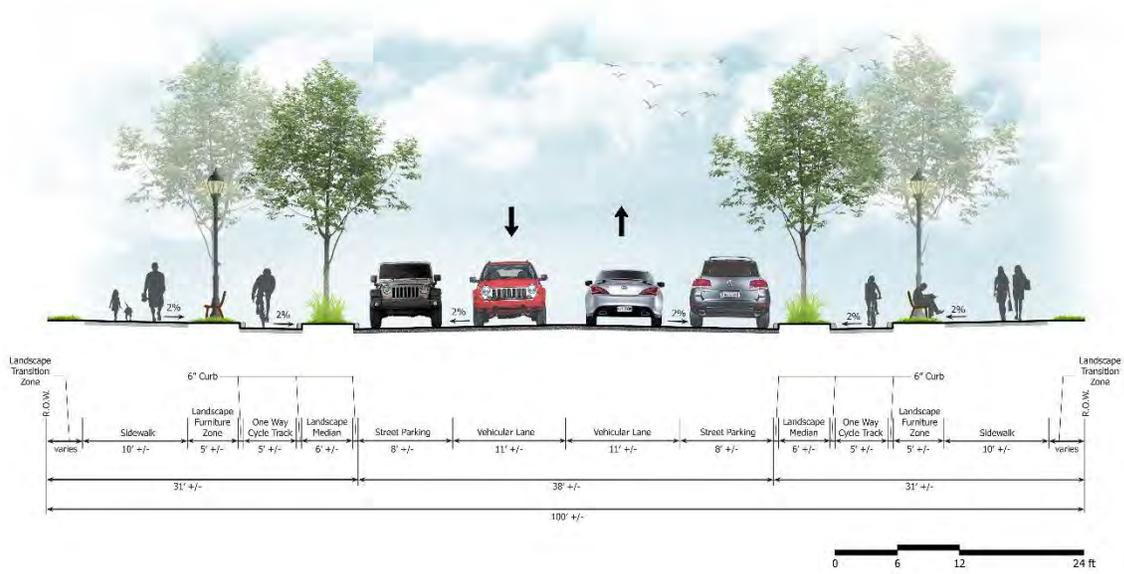


CONCEPTUAL TYPICAL SECTION K

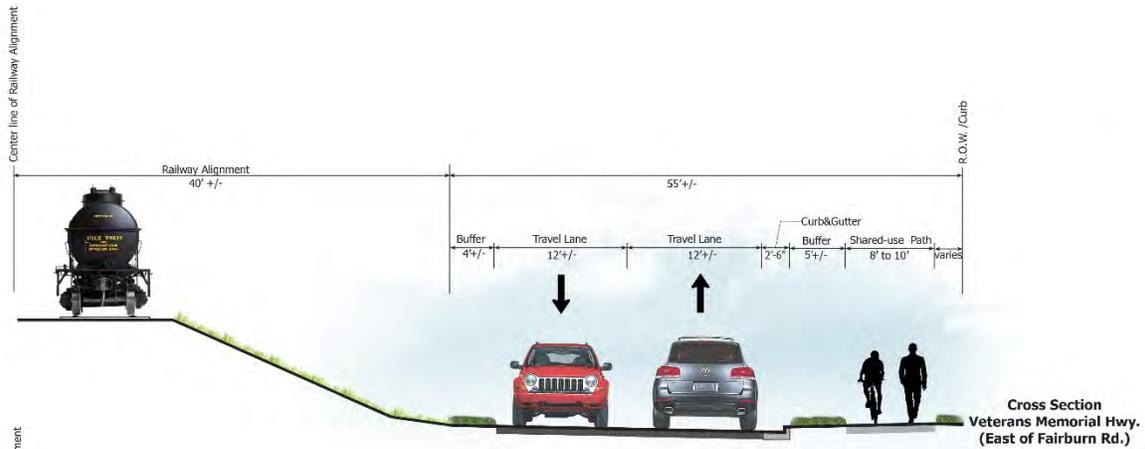


CONCEPTUAL TYPICAL SECTION L

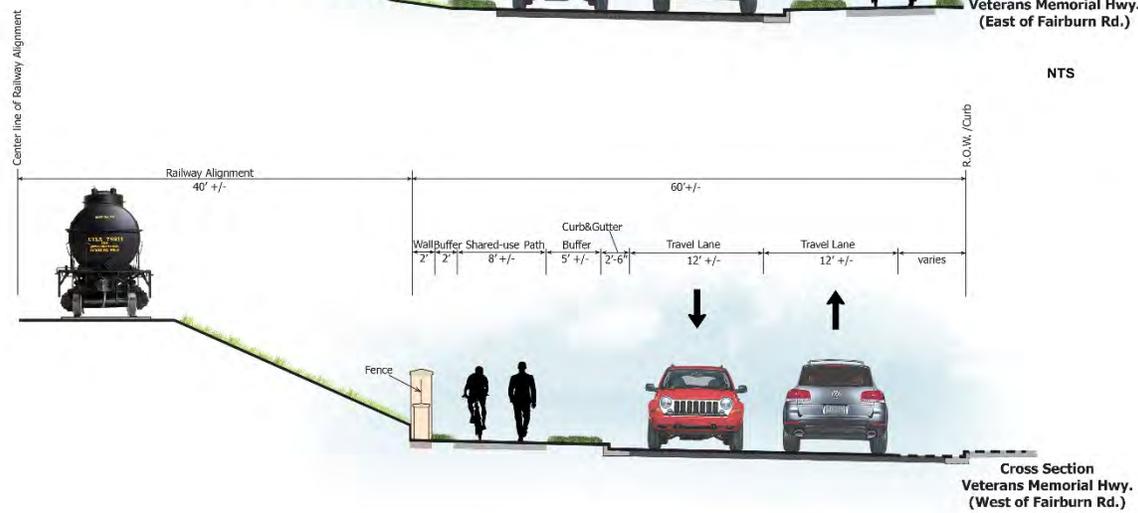
Typical Section at Fairburn Rd



Typical Sections at Veterans Memorial Hwy



NTS



NTS

3. Detailed Cost Estimate

Detailed Cost Estimate_Fairburn Rd (From Veterans Memorial Hwy to Hospital Dr)

JOB #: 60593737 PROJECT #: COUNTY: DOUGLAS
 P.I. # DESCRIPTION: SR 92 StreetScape_Fairburn Rd

ROADWAY							
Line #	Item #	Quantity	Units	Unit Price	Item Description	Total Cost	
	150-1000	1.00	LS	\$ 369,252.83	TRAFFIC CONTROL - PI 0009835	\$369,252.83	
	163-0232	2.00	AC	\$ 1,000.00	TEMPORARY GRASSING	\$2,000.00	
	163-0240	10.00	TN	\$ 250.00	MULCH	\$2,500.00	
	163-0300	2.00	EA	\$ 1,900.00	CONSTRUCTION EXIT	\$3,800.00	
	165-0030	9000.00	LF	\$ 0.90	MAINT OF TEMP SILT FENCE, TP C	\$8,100.00	
	165-0101	2.00	EA	\$ 720.00	MAINT OF CONST EXIT	\$1,440.00	
	167-1000	2.00	EA	\$ 500.00	WATER QUALITY MONITORING AND SAMPLING	\$1,000.00	
	167-1500	12.00	MO	\$ 800.00	WATER QUALITY INSPECTIONS	\$9,600.00	
	171-0030	9000.00	LF	\$ 3.50	TEMPORARY SILT FENCE, TYPE C	\$31,500.00	
	210-0100	1.00	LS	\$ 1,176,800.00	GRADING COMPLETE - PI 0009835	\$1,176,800.00	
	310-1101	7321.00	TN	\$ 35.00	GR AGGR BASE CRS, INCL MATL	\$256,235.00	
	402-3121	2072.81	TN	\$ 89.00	RECYL AC 25MM SP,GP1/2,BM&HL	\$184,480.09	
	402-3130	777.30	TN	\$ 115.00	RECYL AC 12.5MM SP,GP2,BM&HL	\$89,389.50	
	402-3190	1623.15	TN	\$ 90.00	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$146,083.50	
	413-0750	768.00	GL	\$ 3.00	TACK COAT	\$2,304.00	
	432-5010	51819.40	SY	\$ 4.30	MILL ASPH CONC PVMT,VARB DEPTH	\$222,823.42	
	441-6222	4604.00	LF	\$ 18.00	CONC CURB & GUTTER/ 8X30TP2	\$82,872.00	
	550-1240	11145.00	LF	\$ 71.00	STM DR PIPE 24,H 10-15	\$791,295.00	
	611-8050	18.00	EA	\$ 1,600.00	Adjust Manhole to Grade	\$28,800.00	
	643-8200	1000.00	LF	\$ 2.40	BARRIER FENCE (ORANGE), 4 FT	\$2,400.00	
	653-0110	12.00	EA	\$ 100.00	THERM PVMT MARK, ARROW, TP 1	\$1,200.00	
	653-2501	1.70	LM	\$ 2,100.00	THERMO SOLID TRAF ST, 5 IN, WH	\$3,570.00	
	653-2562	1.70	LM	\$ 2,100.00	THERMO SOLID TRAF ST, 5 IN YE	\$3,570.00	
	668-1100	42.00	EA	\$ 2,900.00	CATCH BASIN, GP 1	\$121,800.00	
	668-2100	9.00	EA	\$ 3,200.00	DROP INLET, GP 1	\$28,800.00	
	700-6910	2.00	AC	\$ 1,250.00	PERMANENT GRASSING	\$2,500.00	
	700-7000	8.00	TN	\$ 150.00	AGRICULTURAL LIME	\$1,200.00	
	700-8000	8.00	TN	\$ 700.00	FERTILIZER MIXED GRADE	\$5,600.00	
	700-8100	500.00	LB	\$ 4.20	FERTILIZER NITROGEN CONTENT	\$2,100.00	
SUB TOTAL						\$9,583,015.34	

STREETSCAPE							
Line #	Item #	Quantity	Units	Unit Price	Item Description	Total Cost	
	402-3190	365	TN	\$ 90.00	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$ 32,850.00	
	413-0750	293	GL	\$ 3.00	TACK COAT	\$ 879.00	
	310-1101	3254	TN	\$ 35.00	GR AGGR BASE CRS, INCL MATL	\$ 113,890.00	
	441-5002	13284	LF	\$ 22.30	CONC HEADER CURB, 6, TP 2	\$ 298,890.00	
	900-0039	6823	SF	\$ 15.50	BRICK PAVER	\$ 105,756.50	
	900-0045	759	SY	\$ 7.50	MORTAR SET BED BRICK PAVERS, 1 1/2"	\$ 5,692.50	
	441-0105	7316	SY	\$ 49.50	CONC SIDEWALK, 5 IN.	\$ 362,142.00	
	441-0108	541	SY	\$ 70.00	CONC SIDEWALK, 8 IN.	\$ 37,870.00	
	681-4120	200	EA	\$ 6,800.00	LT STD, 12' MH, POST TOP	\$ 1,360,000.00	
	700-9300	12267	SY	\$ 20.00	CYNODON DACTYLON 'TIFTON 10'	\$ 245,340.00	
	702-9025	12267	SY	\$ 7.92	LANDSCAPE MULCH	\$ 97,154.64	
	708-1000	1363	CY	\$ 50.00	PLANT TOPSOIL (4 in depth)	\$ 68,150.00	
SUB TOTAL						\$2,728,614.64	

ALLOWANCES -% of TOTAL CONSTRUCTION			
Erosion Control		0.30%	\$ 18,934.89
Traffic Striping		0.10%	\$ 6,311.63
Drainage		1.50%	\$ 94,674.45
Misc.		1.00%	\$ 63,116.30
Utilities		7.00%	\$ 441,814.10
SUB TOTAL			\$624,851.37

			O&P 15%	\$ 1,040,472.20
			CONTINGENCY 20%	\$ 1,387,296.27
			TOTAL	\$9,364,249.81

ALTERNATES							
Line #	Item #	Quantity	Units	Unit Price	Item Description	Total Cost	
		271	EA	\$ 750.00	TREES	\$ 203,250.00	
		28683	EA	\$ 5.00	GROUNDCOVER	\$ 143,415.00	
	754-5000	28	EA	\$ 2,500.00	6' BENCH	\$ 70,000.00	
	754-6000	10	EA	\$ 1,200.00	BICYCLE RACK	\$ 12,000.00	
	754-4000	16	EA	\$ 2,200.00	WASTE RECEPTACLE UNIT	\$ 35,200.00	
		1	LS	\$ 40,000.00	GATEWAY FEATURE	\$ 40,000.00	
	643-8405	1110	LF	\$ 45.00	FENCE, SPECIAL DESIGN -	\$ 49,950.00	
	670-1590	5094	LF	\$ 75.00	CONCRETE CAP	\$ 382,050.00	
	500-3201	849	CY	\$ 395.00	CLASS B CONCRETE, RETAINING WALL	\$ 335,355.00	
	999-9500	15281	SF	\$ 50.00	GRANITE FACING	\$ 764,050.00	

NOTE:
 # Engineering, Inspection and Design Costs are not included in total costs.
 # Project Management Costs are not included in the total costs.
 # All Items Quantities are based on concept plans.
 # Cost Estimate does not include property acquisitions or utility relocation costs.

Detailed Cost Estimate_Veterans Memorial Hwy (From Fairburn Rd to Prop. SR 92)

JOB #:	60593737	PROJECT #:	
P.I. #		COUNTY:	DOUGLAS

DESCRIPTION: **SR 92 StreetScape_ East of Veterans Memorial Hwy**

ROADWAY& STREETScape					
Item #	Quantity	Units	Unit Price	Item Description	Total Cost
150-1000	1	LS	\$ 35,614.23	TRAFFIC CONTROL	\$35,614.23
163-0300	2	EA	\$ 1,900.00	CONSTRUCTION EXIT	\$3,800.00
165-0101	2	EA	\$ 800.00	MAINT OF CONST EXIT	\$1,600.00
167-1000	2	EA	\$ 500.00	WATER QUALITY MONITORING AND	\$1,000.00
167-1500	18	MO	\$ 800.00	WATER QUALITY INSPECTIONS	\$14,400.00
210-0100	1	LS	\$ 182,700.00	GRADING COMPLETE - PI 0009835	\$182,700.00
310-1101	745	TN	\$ 35.00	GR AGGR BASE CRS, INCL MATL	\$26,075.00
441-0108	2402	SY	\$ 55.00	Conc Sidewalk, 8"	\$132,097.78
441-6222	6205	LF	\$ 18.00	CONC CURB & GUTTER/ 8X30TP2	\$111,690.00
681-4120	81	EA	\$ 6,800.00	LT STD, 12' MH, POST TOP	\$ 550,800.00
700-9300	1735	SY	\$ 20.00	CYNODON DACTYLON 'TIFTON 10'	\$ 34,700.00
702-9025	1735	SY	\$ 7.92	LANDSCAPE MULCH	\$ 13,741.20
708-1000	193	CY	\$ 50.00	PLANT TOPSOIL (4 in depth)	\$ 9,650.00
SUB TOTAL					\$ 1,117,868.21

Allowances -% of Total Construction			
Erosion Control	8%	0.75%	\$8,384.01
Traffic Striping	2%	0.20%	\$2,235.74
Drainage	8%	8.00%	\$89,429.46
Misc	1%	1.00%	\$11,178.68
Utilities	10%	10.00%	\$111,786.82
SUB TOTAL			\$223,014.71

O&P	15%	\$	201,132.44
CONTINGENCY	20%	\$	308,403.07
TOTAL			\$ 1,850,418.43

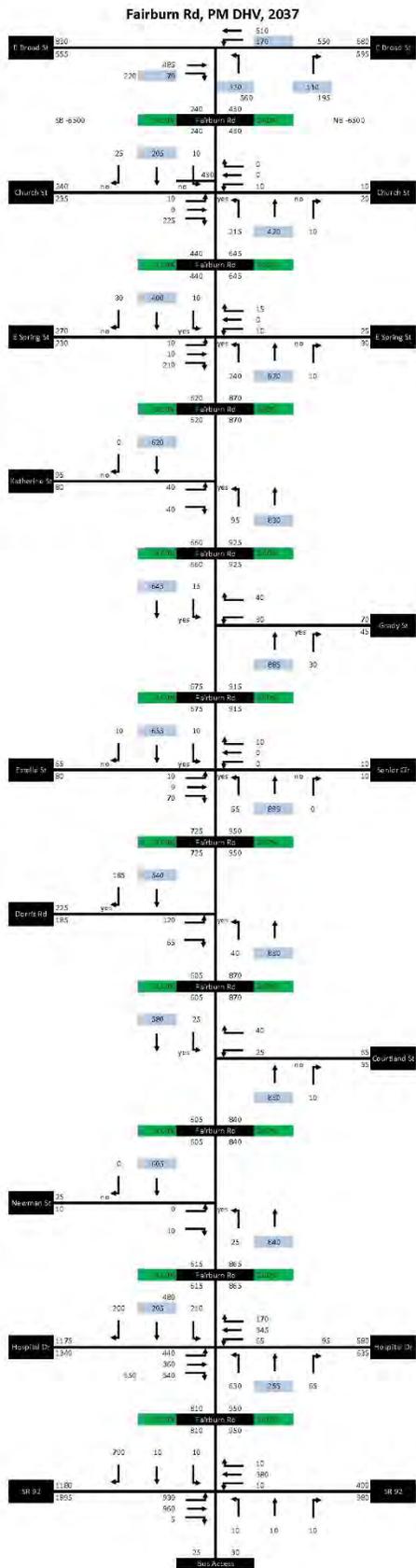
Notes:
 Project Management Costs are not included in the total
 Engineering, Inspection and Design Costs are not included in total cost
 All Items Quantities are based on concept plans

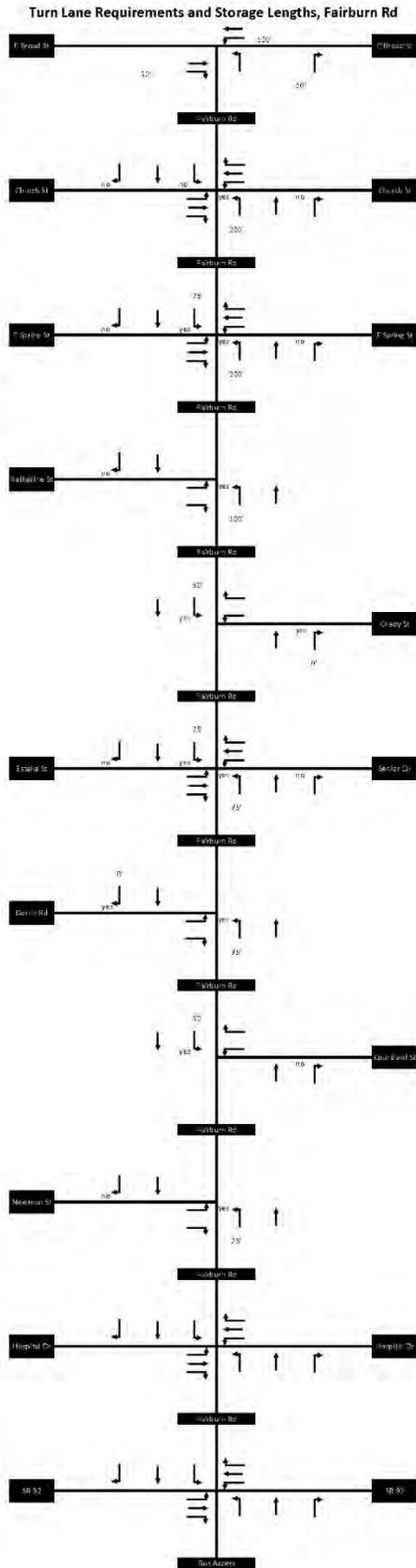
4. Design Traffic Diagrams

Traffic Forecast

This forecasting estimation was performed by assuming that the side street and mainline left turn and right turn traffic remained the same in the no-build and build condition. The through-traffic along these corridors was then adjusted based on the diversion the forecast assumed would go onto the new bypass in the build scenario. However, when comparing the traffic diversions assumed for the 2010 forecast and the 2011 forecast, they were found drastically different.

The 2010 forecast approximated 63% of the SR 92 traffic would divert from the existing SR 92 route onto the new bypass and the 2011 forecast approximated only a 40% diversion. This difference in diversion makes a large difference in the projected volumes on Fairburn Rd in the build. Because of the drastic changes to the area being constructed as part of the SR 92 bypass and widening project, including closing and re-locating some of the railroad crossings in downtown Douglasville. AECOM in agreement with the City of Douglasville chose to utilize a diversion closer to the assumptions contained within the 2010 forecast. The resulting forecast used for this project can be found below.





5. Minutes of Initial Team Meeting



City of Douglasville, GA

Subject: Project Concept Meeting

Meeting Location-

City of Douglasville City Hall
6695 Church St, Douglasville, GA 30134

Attendees:

- Marcia Hampton – City Manager;
- Michelle Wright – Director of Planning, City of Douglasville;
- Melissa Dickinson- Public Services, City of Douglasville;
- Greg Roberts - Public Services Director, City of Douglasville;
- Marcus Thompson - City of Douglasville;
- Steve Tiedemann – AECOM;
- Mickey O’Brien - AECOM;
- John Hightower - AECOM

The purpose of this meeting was to discuss the Fairburn Rd Multi-modal corridor concept design with the City of Douglasville to ensure that the final conceptual cross-section will be chosen at the meeting. The design is currently in the initial phase wherein AECOM is proposing 12 potential cross-sections and creating concept design of the proposed facilities.

• **Design:**

At the completion of the on-going SR 92 relocation project, a significant amount of traffic will be diverted from this corridor and onto the new SR 92. Retails, restaurants, community parks, as well as the area’s only major grocery store are currently located on this segment of Fairburn Rd. AECOM understands that it would be a great opportunity for the City to perform a road diet from four to two lanes and install improved pedestrian and bicycle facilities. With that in mind, AECOM presented **12 potential cross-sections** to provide a multi-modal transportation corridor with gateway feature and mixed-use activity with context sensitive cross sections on the Fairburn Road corridor from Hospital Dr to Veterans Memorial Highway. Landscaping and site furniture are also proposed to extend downtown Douglasville’s feel and vernacular and introduce a new gateway feature upon arrival into the city. Meeting attendees discussed every single option, and reached a consensus on the **Option L:**



Project Concept Meeting – Fairburn Rd
01/18/2019



CONCEPTUAL TYPICAL SECTION A



CONCEPTUAL TYPICAL SECTION B



CONCEPTUAL TYPICAL SECTION C



CONCEPTUAL TYPICAL SECTION D



CONCEPTUAL TYPICAL SECTION E



CONCEPTUAL TYPICAL SECTION F



Project Concept Meeting – Fairburn Rd
01/18/2019



CONCEPTUAL TYPICAL SECTION G



CONCEPTUAL TYPICAL SECTION H



CONCEPTUAL TYPICAL SECTION I



CONCEPTUAL TYPICAL SECTION J



CONCEPTUAL TYPICAL SECTION K



CONCEPTUAL TYPICAL SECTION L

AECOM Action Items:

- AECOM to prepare Base Map for conceptual layout.
- AECOM to prepare conceptual layout of complete street based on Cross section Option L and put the design in CAD.
- AECOM to prepare cost estimation for the conceptual layout.
- AECOM to prepare exhibits for the PIOH.



Project Concept Meeting – Fairburn Rd
01/18/2019

Disclaimer:

These notes were taken from short hand notes and from memory and do not contain or are intended to state direct quotes and may contain discrepancies. Therefore, the notes are intended to give an overview of discussion topics provided during the meeting related to the referenced project.

6. Minutes of Other Meetings



Fairburn Road/SR 92 Complete Street

Progress Report – January – March 2019

Summary of Tasks Completed:

- Conduct site visit 1
- Conduct research
- Preparation for work session including conceptual typical cross sections
- Work Session with City – January 8, 2019
- Evaluate traffic analysis for complete street conversion
- Base Map Preparation
- Design of conceptual layout of complete street in CAD (ongoing)
- Cross-project Coordination meeting with City and APD/Toole team at City office- January 31, 2019
- Cross-project Coordination meeting with APD/Toole team per City direction at AECOM- February 7, 2019



Fairburn Road/SR 92 Complete Street

Progress Report – January – March 2019

Summary of Tasks Completed:

- Conduct site visit 1
- Conduct research
- Preparation for work session including conceptual typical cross sections
- Work Session with City – January 8, 2019
- Evaluate traffic analysis for complete street conversion
- Base Map Preparation
- Design of conceptual layout of complete street in CAD (ongoing)
- Cross-project Coordination meeting with City and APD/Toole team at City office- January 31, 2019
- Cross-project Coordination meeting with APD/Toole team per City direction at AECOM- February 7, 2019



Fairburn Road/SR 92 Complete Street

Progress Report – March_April 2019

Summary of Tasks Completed:

- Evaluate traffic analysis for complete street conversion (ongoing)
- Design of conceptual layout of complete street in CAD (ongoing)
- Cross-project Coordination meeting with City and APD/Toole team (ongoing)
- Develop Opportunities and Constraints
- Develop Phasing Plan – (ongoing)



Fairburn Road/SR 92 Complete Street

Progress Report – April/May 2019, V4

Summary of Tasks Completed:

- Evaluate traffic analysis for complete street conversion (complete).
- Design of conceptual layout of complete street in CAD (ongoing).
- Developed profile of Fairburn Road within project limits.
- Cross-project Coordination meeting with City and APD/Toole team/Dallas Highway (ongoing).
- Conduct site visit.
- Evaluate curb cut consolidation with project team.
- Prepare for work session #2 with the City.
- Attend and present current concept layout for review and comment.



Fairburn Road/SR 92 Complete Street

Progress Report – May/June 2019, V5

Summary of Tasks Completed:

- Participated in work session with City Staff on May 3rd
- Conduct site visit.
- Prepared illustrative rendering for plan view concept
- Prepared perspective rendering of proposed condition.
- Prepared an opportunities and constraints.
- Present future bldg. locations in relationship to complete street conversion.
- Attend and present current concept layout for review and comment to City Council and Mayor on June 3, 2019.



Fairburn Road/SR 92 Complete Street

Progress Report – June/July 2019, V6

Summary of Tasks Completed:

- Ongoing concept development for Veterans Memorial Drive Multi-Modal Connectivity
- Ongoing refinement to Fairburn Road Concept
- Prepare cost estimate for Fairburn Road Segment, ongoing
- Begin document preparation.
- Provide review and comments of Dallas Hwy. LCI draft.



Fairburn Road/SR 92 Complete Street

Progress Report – July/August 2019, V7

Summary of Tasks Completed:

- Ongoing concept development for Veterans Memorial Drive Multi-Modal Connectivity
- Ongoing refinement to Fairburn Road Concept
- Prepare cost estimate for Fairburn Road Segment, ongoing
- Prepare cost estimate for Veteran's Memorial Drive Multi-Modal Segment to the West.
- Prepare cost estimate for Veteran's Memorial Drive Multi-Modal Segment to the East.
- Ongoing evaluation of railroad crossing.
- Norfolk Southern Railroad Coordination.
- Prepare for and present an update for Mayor, Council, Staff Review, August 5th.
- Document preparation ongoing.



Fairburn Road/SR 92 Complete Street

Progress Report – August/September 2019, V8

Summary of Tasks Completed:

- Ongoing concept development for Veterans Memorial Drive Multi-Modal Connectivity
- Ongoing refinement to Fairburn Road Concept
- Church Street Analysis - ongoing
- Design and Document preparation - ongoing



Fairburn Road/SR 92 Complete Street

Progress Report – September Through October 2019, V9

Summary of Tasks Completed:

- PIOH preparation of exhibits and attendance of event with staff.
- Concept document preparation - ongoing
- Design and Document preparation - ongoing



Fairburn Road/SR 92 Complete Street
Progress Report – October Through November 2019, V10

Summary of Tasks Completed:

- GDOT Draft Concept Document preparation - ongoing
- Design and Document preparation - ongoing



Fairburn Road/SR 92 Complete Street

Progress Report – November Through December 2019, V11

Summary of Tasks Completed:

- GDOT Draft Concept Document preparation - ongoing
- Design Document preparation - ongoing

APPROVALS

Concur: _____
Director of Engineering Date

Approve: _____
Chief Engineer Date