

SKANSKA

Ronald Reagan Parkway Extension: Citizens Advisory Group Meeting #2

January 25, 2010

Feasibility Study Key Factors

- **Key factors to determine feasibility**
 - Determine feasible corridors/routes
 - Evaluate potential environmental impacts
 - Determine feasible connection to I-85
 - Analyze impact to current traffic
 - Determine relative construction cost
 - Develop potential typical sections and analyze constructability
 - Determine feasible financial plan
 - Base assumption is no public funding at this time
 - Assess users willingness to pay tolls and value of time
 - Assess availability and cost of alternative funding sources
- **Need CAG input on evaluation factors**

Potential RRP Typical Sections and Access Points

- Two types of corridors
- Typical Sections
 - Elevated along existing ROW
 - Elevated/at-grade along existing ROW
 - Elevated/at-grade through undeveloped land/greenspace
- Access Points
 - Access to the west of I-85
 - Intermediate access

Evaluation Criteria

- **Feasibility criteria for corridor evaluation includes additional factors to those specified by CAG or NEPA**
- **Categories of evaluation criteria include**
 - **Environmental**
 - **Design/Construction**
 - **Financial**
 - **Public acceptance** - includes input from CAG and other stakeholders

Environmental Factors

- Natural resource impacts (includes wetlands and endangered species)
- Displacements
 - Residential
 - Business
- Social, historical and cultural impacts
- Construction impacts/disruption
- Noise and air quality impacts

Mitigation Concepts

- All stakeholders needs/concerns must be addressed
- Potential Mitigation Concepts
 - Traffic management/public outreach during construction
 - Noise and pollution controls during construction
 - Mandatory relocation assistance for displacements
 - Integration of recreation facilities
 - Aesthetics & landscaping
 - Berms and noise walls
 - Wetland mitigation banks
- Not able to define specific concepts until preferred route is identified during NEPA

Impacts/Mitigation Costs

- Environmental impacts and mitigation have costs that must be considered in a feasibility analysis

Design/Construction Factors

- Design feasibility
- Constructability
- Impacts to traffic patterns and connection to existing roadway system
- Relative cost of different corridors

Traffic Impacts

– Connection to I-85

- What type of facility are we connecting to?
 - Discuss GDOT/SRTA HOV to HOT conversion project
 - Consideration of other projects in the corridor
 - Analyze existing traffic patterns
- Where should we make the connection?
 - At an existing interchange?
 - At a new location?
 - What about connection directly to the HOT lanes?
- Are there future considerations to account for?
 - GDOT request to not preclude connection to NB I-85
 - Ultimate HOT lanes configuration is 2+2
 - Further study and analysis will be needed

Traffic Impacts

- **Existing roadway network**
 - What are the benefits/impacts to the existing network?
 - What will happen to traffic if the RRP extension is built?
Does this change depending on corridor selected?
- **Specific impacts during construction**
 - Phasing of existing roadway re-construction

Relative Cost

- **Why do we care about cost?**
- **Cost must be considered in determining feasibility, but not the only factor**
- **Level of toll rates directly relates to cost**
- **What factors drive cost?**
 - Elevated or at-grade
 - Number of existing streets to cross and/or modify
 - Length and number of lanes
 - Complexity of interchange at I-85
 - Amount of right-of-way to be acquired
 - Environmental impacts/mitigation

Financial Factors

- Availability of funding
- Cost of funding
- Toll feasibility
- Type of payment mechanism