

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

Project Type: Widening P.I. Number: 722030
 GDOT District: 7 County: Clayton
 Federal Route Number: 19 / 41 State Route Number: 3
 Project Number: NH000-0001-04(060)

SR 3/US 19/41 FM TARA RD NORTH TO CR 1337/FLINT RIVER RD

Submitted for approval:

<u>C. Andy Long</u> State Roadway Design Engineer	<u>7/30/13</u> DATE
<u>N/A</u> Local Government (if applicable)	<u>N/A</u> DATE
<u>Bennett Rice</u> State Program Delivery Engineer	<u>7/31/2013</u> DATE
<u>Lee P. Mugh</u> GDOT Project Manager	<u>7/30/2013</u> DATE

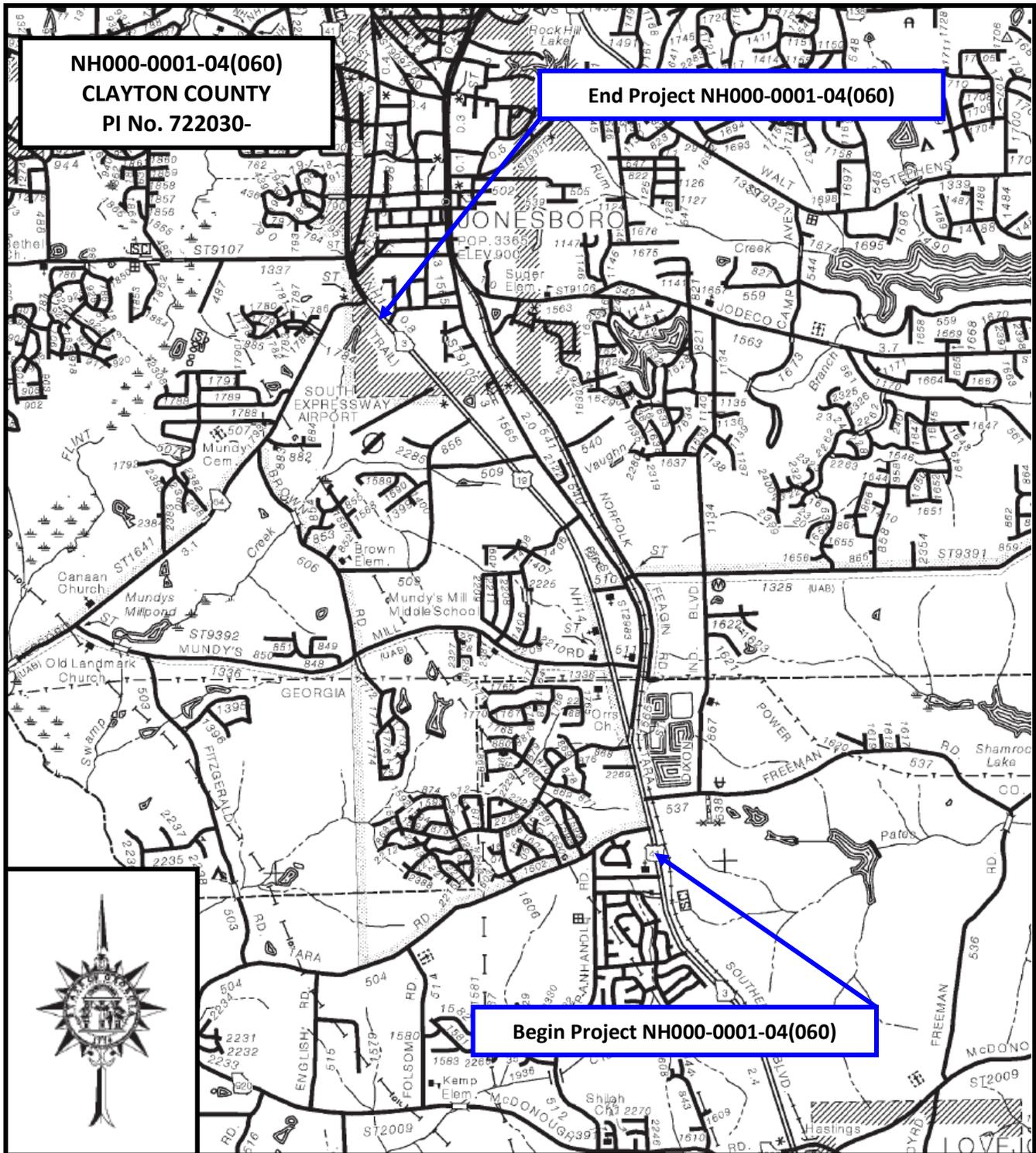
** Recommendations on file*
Recommendation for approval:

Program Control Administrator	DATE
<i>* Glenn Bowman/KLP</i>	<u>8-15-13</u>
State Environmental Administrator	DATE
<i>* Lisa Myers/KLP</i>	<u>8-5-13</u>
Project Review Engineer	DATE
<i>* Jun Birnkammer/KLP</i>	<u>8-9-13</u>
for State Utilities Engineer	DATE
District 7 Engineer	DATE
<i>* Kathy Zahul/KLP</i>	<u>8-27-13</u>
State Transportation Financial Management Administrator	DATE

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

<u>Cindy VanDyke</u>	<u>8/8/13</u>
State Transportation Planning Administrator	DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

There is a need to reduce the frequency and severity of crashes along SR 3/US 19/US 41/Tara Boulevard from Mt. Zion Road to McDonough Road where the crash and injury rates were above the statewide average between the years 2006 and 2008.

There is also a need to improve the capacity and/or operations of SR3/US19/US 41/Tara Boulevard corridor from Mt. Zion Road to McDonough Road where level of service (LOS) is anticipated to range between 'D' and 'F' in the future year conditions (2039).

Please see the attached Project Justification Statement for more information.

Description of the proposed project:

Project NH000-0001-04(060) consists of the widening and reconstruction of 3.32 miles of the US 19/41/SR 3 existing 4-lane rural section into a 6-lane urban section. The project begins approximately 1355' south of the Tara Road intersection just south of CR 54/ and ends before the intersection of SR 54 at US 19/41/SR 3. The project lies entirely within Clayton County beginning approximately 2 miles north of Lovejoy and ending in Jonesboro. The project extends the existing 6-lane section from just south of SR 54 southward until Tara Road where the traffic volumes decrease by 15 percent.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: Atlanta Regional Commission (ARC)

MPO Project ID CL-AR-247

Regional Commission: Atlanta Regional Commission

RC Project ID N/A

Congressional District(s): 13

Projected Traffic: ADT

Current Year (2011): 60,400 Open Year (2019): 65,400 Design Year (2039): 88,100
Traffic Projections Performed by: GDOT Office or Planning

Functional Classification (Mainline): Urban Principal Arterial

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

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

The SR 3/US 19/41/Tara Boulevard corridor is identified on the Georgia Official Bicycle Map (2010) from SR 138 in Jonesboro to Griffin.

Context Sensitive Solutions:

The SR 3/US 19/41/Tara Boulevard corridor typical section will include a 10' shared use path adjacent to the southbound lanes from Tara Road to Post Way. The 10' shared use path will transition to a 5' sidewalk north of the intersection with Post Way and will tie to the sidewalk at SR 54 being constructed under PI 721440.

In addition, the typical section will include a 5' sidewalk adjacent to the northbound lanes from South Main Street to South Avenue.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *SR 3 / US 19/41 / Tara Boulevard*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	n/a	6
- Lane Width(s)	12 ft	12 ft	12 ft
- Median Width & Type	32 ft Depressed	24 ft Raised	32 ft Depressed
- Outside Shoulder or Border Area Width	10 ft / Rural	16 ft / Urban	16 ft / Urban & 8 ft Paved Buffer
- Outside Shoulder Slope	4:1	2:1	2:1 Max/4:1 Min
- Inside Shoulder Width	n/a	4 ft / Urban	2 ft / Rural
- Sidewalks	n/a	5 ft	10 ft Shared Use Path -SB 5 ft - NB
- Auxiliary Lanes	12 ft LT & RT	11 ft LT & RT	12 ft LT & RT
- Bike Lanes	n/a	4 ft	10 ft Shared Use Path (SB Lanes Only)
Posted Speed	45 mph (North of Post Way) 55 mph (South of Post Way)		45 mph (North of Post Way) 55 mph (South of Post Way)
Design Speed	55 mph	45 / 55 mph	45 / 55 mph
Min Horizontal Curve Radius	3820 ft ¹	643 / 1061 ft	3820 ft

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Superelevation Rate	7.0% ¹	4.0%	4.0%
Grade	3.79% ¹	5.0%	5.0%
Access Control	Permitted	Permitted	Permitted
Right-of-Way Width	190 ft	n/a	Maintain Existing ²
Design Vehicle	Not Available	WB-40 or WB-62	WB-62

*According to current GDOT design policy if applicable

- Existing criteria pre-dates AASHTO design policy.
- Additional R/W may be required at the intersections to accommodate miters and the right-turn auxiliary lanes.

Side Road Design Features:

Side Road	Posted Speed	Design Speed	Functional Classification	Average Lane Width ¹
Tara Road (CR 504)	45 mph	45 mph	Urban Local Road	12'
Freeman Road (CR 537)	40 mph	n/a	Urban Local Road	10'
Iris Walk (CR 336)	25 mph	25 mph	Urban Local Road	12'
Commercial Court (CR 2269)	25 mph	25 mph	Urban Local Road	12'
South Main Street (CR 1565)	45 mph	45 mph	Urban Minor Arterial	10'
Iron Gate Boulevard (CR 868)	30 mph	35 mph	Urban Local Road	12'
Fender Court (CR 3356)	25 mph	25 mph	Urban Local Road	12'
Mundy's Mill Road (CR 1336)	40 mph	45 mph	Urban Collector	11'
Mundy's Mill Road (CR 511)	25 mph	25 mph	Urban Local Road	11'
Silverstone Drive (CR 3357)	25 mph	25 mph	Urban Local Road	12'
Betty Talmadge Avenue (CR 510)	25 mph	25 mph	Urban Local Road	9'
Winding Way Lane (CR 1406)	25 mph	25 mph	Urban Local Road	12'
American Legion Boulevard	-	25 mph	Urban Local Road	-
Old Poston Road (CR 509)	40 mph	45 mph	Urban Local Road	12
Poston Road (CR 856)	40 mph	45 mph	Urban Local Road	12
Post Way	-	25 mph	Urban Local Road	-
South Avenue (CS 54005)	25 mph	25 mph	Urban Local Street	12

Table information compiled from GDOT Transportation Data Viewer application.

- Lane widths identified as greater than 12' were defaulted to 12'.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	n/a	2
- Lane Width(s)	See Table Above	10'-12'	10'/11'/12'
- Median Width & Type	n/a	n/a	n/a
- Outside Shoulder or	n/a	Urban Local Road/Street	Urban Local Road/Street

County: Clayton

Border Area Width		(ADT < 400) = 2' Graded Urban Local Road/Street (400 ≤ ADT < 1500) = 5' Graded Urban Local Road/Street (1500 ≤ ADT < 2000) = 6' Graded Urban Local Road/Street (ADT > 2000) = 8' Graded / 2' Paved Urban Collector & Minor Arterial (ADT > 2000) = 8' Graded / 4' Paved	(ADT < 400) = 2' Graded Urban Local Road/Street (400 ≤ ADT < 1500) = 5' Graded Urban Local Road/Street (1500 ≤ ADT < 2000) = 6' Graded Urban Local Road/Street (ADT > 2000) = 8' Graded / 2' Paved Urban Collector & Minor Arterial (ADT > 2000) = 8' Graded / 4' Paved
- Outside Shoulder Slope	n/a	6%	6%
- Inside Shoulder Width	n/a	n/a	n/a
- Sidewalks	n/a	n/a	n/a
- Auxiliary Lanes	12 ft LT & RT	11 ft LT & RT	12 ft LT & RT
- Bike Lanes	n/a	n/a	n/a
Posted Speed	See Table Above		See Table Above
Design Speed	n/a	35 mph	See Table Above
Min Horizontal Curve Radius	n/a	25 mph = 154' 35 mph = 371' 45 mph = 711'	25 mph = 154' 35 mph = 371' 45 mph = 711'
Superelevation Rate	n/a	6.0%	6.0%
Grade¹	n/a	Urban Local Road/Street = 9-11% Urban Collector = 9% Urban Minor Arterial = 7%	Urban Local Road/Street = 9-11% Urban Collector = 9% Urban Minor Arterial = 7%
Access Control	Permitted	Permitted	Permitted
Right-of-Way Width	Varies	n/a	Maintain Existing
Design Vehicle	n/a	Urban Local Road/Street = SU or P Urban Collector = BUS-40 or SU Urban Minor Arterial = WB-40 or BUS-40	Urban Local Road/Street = SU or P Urban Collector = BUS-40 or SU Urban Minor Arterial = WB-40 or BUS-40
1. Design maximum vertical grades are based on Rolling Terrain.			

Major Structures:

- None

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Major Interchanges/Intersections:

- Intersection of Tara Road and Tara Boulevard (SR 3/ US 19/41)
- Intersection of S. Main Street and Tara Boulevard (SR 3/ US 19/41)

Utility Involvements:

- Atlanta Gas Light Company
- AT&T Formerly Bellsouth
- Comcast of Georgia, Inc.
- Clayton County Water & Sewer Authority
- Georgia Power Company Distribution
- Georgia Power Company Transmission

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes
A PID will be performed after the 1st submission SUE is completed.

SUE Required: No Yes

Railroad Involvement:

Central of Georgia Railroad Company owns the railroad line that runs parallel to the project from the southern termini to the intersection of SR 3/ US 19/41/ Tara Boulevard and South Main Street, where the railroad diverges from the alignment of SR3/ US 19/41. There is an at-grade crossing with Freeman Road that is also in close proximity to the intersection of Freeman Road and SR 3/ US 19/41 that may require railroad improvements. Also SR3/US19/41 may require parallel encroachment on railroad property. Coordination with the railroad will be required.

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

Warrants met: None Bicycle Pedestrian Transit

Bicycle Warrants:

The SR 3/ US 19/41 corridor is identified on the Georgia Official Bike Map (2010) from SR 138 in Jonesboro to Griffin. The Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) also identified SR 3/ US 19/41 as a Bike Study Corridor in the Regional Strategic Transportation System from SR 138 south to Griffin.

Pedestrian Warrants:

There is evidence of pedestrian traffic along both the southbound and northbound shoulders of SR 3 / US 19/41 via worn paths. In addition, the Tara Boulevard - US 19/41 Multimodal Corridor Study (2007) recommends sidewalk improvements within the corridor.

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Transit Warrants:

The SR 3 / US 19/41 corridor serves as route for the Georgia Regional Transit Authority (GRTA) Express Bus Service. The Jonesboro Park and Ride Station is located at 8488 Tara Boulevard and is approximately 0.70 miles north of the project limits.

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other
Check all easement types that apply.

Anticipated number of impacted parcels:	139
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Undetermined Yes

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

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter -mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-mined	Yes	Appvl Date (if applicable)
1. Access Control - Median Opening Spacing	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Median Usage & Width	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Bike, Pedestrian & Transit Accommodations	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Georgia Standard Drawings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. GDOT Bridge & Structural Manual	Bridge Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

A design variance will be required for the intersection skew angle on the EB approach of Old Poston Road at Tara Boulevard. The existing skew angle is 57°40'21.1", which is substandard for both AASHTO and GDOT Design Policies. The project proposes to realign the EB approach to align with the existing WB approach creating the common skew angle of 60°51'53.4" for both approaches. This will satisfy the minimum 60° skew angle set by AASHTO design policy, but will require a design variance as it does not meet the minimum 70° skew angle set by GDOT policy.

VE Study anticipated: No Yes Completed – Date: 2/27/2013

Please see attachments for a copy of the VE Implementation letter.

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes

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

Is a Carbon Monoxide hotspot analysis required? No Yes

The proposed widening from four to six lanes for PI #722030 is included in the ARC 2012 – 2017 Transportation Improvement Program and is noted as being in the Region’s Air Quality Conformance Analysis in the network year 2030.

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

There are approximately 12 existing outfalls within the project corridor, which will be analyzed to determine appropriate mitigation measures for MS4 compliance.

Environmental Permits/Variations/Commitments/Coordination anticipated: *List all anticipated permits, variances, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

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

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA:

An Environmental Assessment (EA) is proposed to be completed for this project. There are no anticipated NEPA risks or 4(f) impacts associated with this project.

Ecology:

An Ecology Resource Survey Report has been completed. A total of 19 streams, 2 wetlands, and 4 open waters were identified. No habitat for protected species was found within the project survey limits.

History:

A History Resource Survey Report has been completed. There are two resources determined eligible for listing on the National Register of Historic Places: South Jonesboro Historic District and the Central of Georgia Railway corridor. SHPO has concurred with these findings. An Assessment of Effects will be prepared once the concept is approved, but adverse impacts are anticipated to these two resources.

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Archeology:

Archaeological field surveys have been completed and no sites eligible for listing on the National Register of Historic Places was identified within the project limits. These findings will require approval by GDOT and concurrence by SHPO.

Air & Noise:

A Type I Noise Impact Assessment in accordance with current GDOT Noise Policy (effective July 2011) will be prepared. The noise assessment will include noise barrier analysis for abatement of noise impacts, if applicable. An Air Assessment Report will be prepared for the project. The project is within nonattainment areas for PM_{2.5} and ozone. The assessment will include a Letter of Determination for PM 2.5, analysis of project impacts to PM 2.5, carbon monoxide, Mobile Source Air Toxics, and ozone.

Public Involvement:

A Public Information Open House (PIOH) was held October 18, 2012 at Mundy's Mill Middle School in Jonesboro, Georgia. A total of 41 people attended the PIOH and there were 12 comments registered. The summary of comments is as follows:

Number Opposed	1
Number in Support	7
Uncommitted	3
Conditional	1

Comments provided by respondents included concerns about the use of tax money on the project, property impacts, the need for additional traffic lights at Freeman Road, Iris walk, and Betty Talmadge Boulevard, and concerns about pedestrian safety, including a need for crosswalks with signals and lighting along the corridor.

Upon approval of the Draft EA, a Public Hearing Open House will be held.

Major stakeholders:

In addition to the traveling public, major stakeholders include property owners along the corridor and Clayton County.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

- The existing signalized intersections along the project corridor are coordinated with the use of pavement loops. It was noted during the Initial Concept meeting that the signals may need to

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be upgraded with the use of camera detection prior to any obliteration of the existing pavement or widening so that signal coordination could be maintained during construction. This would allow a minimum number of signals to be down at any given time.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – Office of Roadway Design
Design	GDOT – Office of Roadway Design
Right-of-Way Acquisition	GDOT – Office of Right-of-Way
Utility Relocation	GDOT
Letting to Contract	GDOT – Office of Bidding Administration
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	N/A
Environmental Studies, Documents, and Permits	McGee Partners / KEA Group
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting:

The Initial Concept Team Meeting was held October 27, 2011 at the District Seven main office.

Concept Meeting:

The Concept Team Meeting was held February 9, 2012 at the District Seven main office. The minutes have been provided as an attachment.

Other projects in the area:

- PI 721440 – SR 54 from McDonough Road/Fayette NE to SR 3/ US 19/41 in Clayton. The project will provide capacity improvements by widening the roadway from two to four lanes.

Other coordination to date:

A stakeholder's meeting was held with Clayton County on March 21, 2012.

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Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$4,182,000	\$9,414,000.00	\$0.00 (util) \$68,500 (Rail)	\$15,355,000 15,354,640	\$380,000 \$381,630	\$29,449,400 \$29,400,770
Date of Estimate	2011	9/19/2013	11/4/2013	1/13/2014	8/29/2013	

KP

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: The project would begin approximately 1355' south of the Tara Road intersection and would proceed north to end before the intersection of SR 54 at US 19/41/SR 3. The project would widen the existing 4-lane section of SR 3/ US 19/41/ Tara Boulevard to a 6-lane urban section while maintaining the existing 32' depressed median throughout the majority of the corridor. The two existing 12' travel lanes in each direction will be maintained, and widening for an additional 12' lane in each direction will occur. An 8' paved buffer and 16' urban shoulder will be implemented along both directions of travel, with the exception of the portion of the northbound lanes adjacent to the railroad from Tara Road to South Main Street. The design speed will be maintained at 55 mph and a 10' shared use path will be provided along the western side of the corridor. A 5' sidewalk would be provided along the eastern side of the corridor.

Estimated Property Impacts:	139	Estimated Total Cost:	\$29,449,400
Estimated ROW Cost:	\$9,484,000	Estimated CST Time:	Unknown

Rationale: This alternative represents the implementation of the Value Engineering recommendations. The alternative adequately addresses the need for capacity improvements along the corridor while also providing pedestrian and bicycle accommodations.

No-Build Alternative: Retain the existing 4-lane section of SR 3/ US 19/41/ Tara Boulevard.

Estimated Property Impacts:	0	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 Months

Rationale: Portions of SR 3 / US 19/41/ Tara Boulevard would function at Level of Service E in the design year 2039 should the roadway not be widened. In addition, the majority of the signalized and un-signalized intersections within the project corridor will function at Level of Service E or worse. Please see attached capacity analysis.

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Alternative 1: The project would begin approximately 1355' south of the Tara Road intersection and would proceed north to end before the intersection of SR 54 at US 19/41/SR 3. The project would widen the existing 4-lane section of SR 3/ US 19/41/ Tara Boulevard to a 6-lane urban section with a 24' raised median. A 12' urban shoulder would be implemented for both directions of travel, and 4' bicycle lanes would be provided in each direction of travel. The design speed would be lowered to 45 mph and a pedestrian sidewalk would only be provided along the western side of SR 3/ US 19/41/ Tara Boulevard.

Estimated Property Impacts:	139	Estimated Total Cost:	\$22,702,000
Estimated ROW Cost:	Unknown	Estimated CST Time:	Unknown

Rationale: All current 6-lane sections within this corridor are posted at 45 mph. However, spot speed studies within the corridor indicate that speeds are above 60 mph. In addition, public feedback from the Public Information Open House called for pedestrian facilities along both directions of travel.

APPROVALS

Concur: *Alex Bonner*^{*}
 Director of Engineering

Approve: *Melinda M. B...*
 Division Administrator, FHWA

3/5/14
 Date

Approve: *Bill L. W...*
 Chief Engineer

3-17-14
 Date

*USE OF V-CUTTER ON OUTSIDE SHOULDERS IS ~~RECOMMENDED~~ RECOMMENDED ON HIGH SPEED (>45 MPH) SECTION.

Alex Bonner

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List of Attachments

Attachment	Description	Number of Sheets
1	Project Justification Statement	6
2a	Preferred Alternate Typical Section	1
2b	Alternate #1 Typical Section	1
3a	Construction Cost Estimate	3
3b	Asphalt Fuel Index Adjustment	2
3c	Right Of Way Cost Estimate	1
3d	Utilities Cost Estimate	1
3e	Preliminary Railroad Cost Estimate	1
3f	Environmental Mitigation Cost Estimate	1
4	Crash Summaries	2
5	Traffic Diagrams	14
6a	TE Study / Signal Warrant Analysis (Freeman Road)	7
6b	TE Study / Signal Warrant Analysis (Silver Stone Drive/Betty Talmadge Avenue)	6
6c	TE Study / Signal Warrant Analysis (Old Poston Road)	7
6d	TE Study / Signal Warrant Analysis (Winding Way Lane/American Legion Boulevard)	5
7	Capacity Analysis Summary	1
8	Preliminary Pavement Type Selection Report	7
9	Conforming plan's network schematics showing thru lanes	1
10	Highway Safety Manual Crash Reduction Factor Calculations	1
11	Implementation of Value Engineering Study Alternatives	3
12	Concept Meeting Minutes	4
13	Public Information Open House Summary	1

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

OFFICE: Planning

DATE: August 18, 2011

FROM 
Cynthia L. VanDyke, State Transportation Planning Administrator

TO Bobby Hilliard, State Program Delivery Engineer

SUBJECT Project Justification Statement – P.I. No. 722030 in Clayton County

Regarding the need and purpose request for Project ID No. 722030, the Office of Planning has prepared a Project Justification Statement for this project. The analysis finds that there is a need to improve the capacity and/or operational conditions and to reduce the frequency and severity of crashes along SR 3/US 19/US 41/Tara Blvd between Mt. Zion Road and McDonough Road. Therefore, the Office of Planning is of the opinion that Mt. Zion Road could serve as the northern terminus and that McDonough Road could serve as the southern terminus.

Note that that final determination of logical termini is dependent on OES coordination with FHWA. If you have any questions, please contact Jason Crane at 404-631-1774 or jcrane@dot.ga.gov.

CLV:jfc

Enclosure

Existing Conditions

The SR 3/US 19/US 41/Tara Boulevard corridor is a six lane facility with a landscaped median between Mt. Zion Road and SR 54/Fayetteville Road. From SR 54/Fayetteville Road to McDonough Road, the corridor becomes a four lane facility with a landscaped median. North of Mt Zion Road, SR 3/US 19/US 41/ Tara Boulevard becomes an eight lane facility with a median and turn lanes. South of McDonough Road, SR 3/US 19/US 41/ Tara Blvd continues as a five lane facility with a landscaped median. Along the corridor, the posted speed limit is 45 mph between I-75 at Upper Riverdale Road and SR 54/Fayetteville Road. South of SR 54/Fayetteville Road, the speed limit is 55 mph. The corridor is functionally classified as an urban principal arterial. This corridor is also identified as a truck route and is on the National Highway System (NHS)¹. The truck percentage along this route is estimated to be between 7 and 8%².

Land Use

Land use along SR 3/US 19/US 41/ Tara Boulevard in Clayton County (from Mt Zion Road to McDonough Road) consists primarily of commercial and industrial developments. Undeveloped properties along the corridor are sparse north of Tara Road. South of Tara Road, there are vacant parcels adjacent to the corridor. Intersecting roadways service residential neighborhoods, industrial developments and connectivity to other cities and counties in the region.

Existing and Projected Traffic Volumes

Current traffic (2011) along Tara Boulevard ranges between 40,500 and 69,460 vehicles per day (VPD) between Mt Zion Road and McDonough Road with a Level of Service (LOS) ranging between 'C' and 'D' (See Table 1 for details of traffic volume and corridor LOS). The Future year (2039) traffic is estimated to range between 57,400 and 91,777 vehicles per day (VPD) between Mt. Zion Road and McDonough Road with a LOS ranging between 'D' and 'F'. Future traffic (2039) conditions are anticipated to be LOS 'B' along SR 3/US 19/US 41/Old Dixie Hwy north of Mt. Zion Road (where SR 3/US 19/US 41/ Tara Boulevard continues north as an eight lane facility). South of McDonough Road, future traffic (2039) conditions are anticipated to be LOS 'C' or better (where SR 3/US 19/US 41/ Tara Boulevard continues south as a five lane facility).

Based on this traffic analysis, capacity and/or operational needs exist along the SR 3/US 19/US 41/Tara Boulevard corridor from Mt. Zion Road to McDonough Road where LOS is anticipated to vary between 'D' and 'F' in the future year (2039) conditions.

¹ The section of Tara Blvd from SR 3/US 41/Old Dixie Hwy to Upper Riverdale Rd is not classified as a truck route and is not on the NHS.

² Truck Percentage based on design traffic approved by Planning in June 2011 for PI no. 722030.

Table 1: Corridor Traffic Volumes and LOS³

Corridor:	No. of lanes	2011 AADT/LOS	2019 AADT/LOS	2039 AADT/LOS
SR 3/US 19/ US 41/Old Dixie Rd (Upper Riverdale Rd to Tara Blvd)	4 (no median)	15,920/A	17,239/A	21,035/B
Tara Blvd (Upper Riverdale Rd to SR 3/US 19/ US 41/Old Dixie Rd)	3 → 4 SB / 3 → 2 NB (landscaped median)	46,900/C	50,786/C	61,969/C
SR 3/US 19/ US 41/Tara Blvd (Old Dixie Rd/Tara Blvd to Mt. Zion Rd)	4 → 3 SB / 4 NB (median and turn lanes)	66,710/B	72,237/B	88,143/B
SR 3/US 19/ US 41/Tara Blvd (Mt. Zion Rd to Battlecreek Rd)	6 (landscaped median)	69,460/D	75,215/D	91,777/F
SR 3/US 19/ US 41/Tara Blvd (Battlecreek Rd to SR 138/North Ave)	6 (landscaped median)	56,880/C	61,593/C	75,155/D
SR 3/US 19/ US 41/Tara Blvd (SR 138/North Ave to Flint River Rd)	6 (landscaped median)	57,700/C	62,500/C	76,200/D
SR 3/US 19/ US 41/Tara Blvd (Flint River Rd to SR 54/Fayetteville Rd)	6 (landscaped median)	60,400/C	65,400/D	79,800/D
SR 3/US 19/ US 41/Tara Blvd (SR 54/Fayetteville Rd to Poston Rd)	4 (landscaped median)	46,400/D	50,200/D	61,300/F
SR 3/US 19/ US 41/Tara Blvd (Poston Rd to Mundy's Mill Rd)	4 (landscaped median)	43,400/D	46,900/D	57,400/E
SR 3/US 19/ US 41/Tara Blvd (Mundy's Mill Rd to Tara Rd)	4 (landscaped median)	47,000/D	50,900/D	62,100/F
SR 3/US 19/ US 41/Tara Blvd (Tara Rd to McDonough Rd)	4 (landscaped median)	40,500/C	43,800/D	53,400/D
SR 3/US 19/ US 41/Tara Blvd (McDonough Rd to SR 81/Lovejoy Rd)	2 SB/3 NB (landscaped median)	25,950/B	28,000/B	34,288/C
SR 3/US 19/ US 41/Tara Blvd (SR 81/Lovejoy Rd to Richard Petty Blvd/Woolsey Rd)	2 SB/3 NB (landscaped median)	21,490/B	23,271/B	28,395/B
SR 3/US 19/ US 41/Tara Blvd (Richard Petty Blvd/Woolsey Rd to Richard Petty Blvd, south of SR 20)	3 SB/2 NB (landscaped median)	21,600/B	23,390/B	28,540/B

³ Traffic volumes between SR 138/North Avenue to McDonough Road are based on design traffic approved by Planning in June 2011 for PI no. 722030 and represent a growth rate of approximately 1% per year. Corridor segments north and south of the segments with design traffic are based on current Road Classification (RC) counts with a growth rate of 1% applied to be consistent with the methodology used for the design traffic.

Crash Data

In comparison to the statewide average for similar facility types, the crash and injury rates along SR 3/US 19/US 41/ Tara Boulevard from I-75 to McDonough Road was higher than the statewide average in all three analysis years, 2006, 2007 and 2008 (see Table 2 for more details). The fatality rate was higher than the statewide average in 2006 and 2007. Of the crash types, approximately 58% were rear end collisions, 20% were angle collisions, 12% were sideswipes from the same direction, 8% were collisions that were not with another vehicle⁴, 1% were sideswipes from the opposite direction and 1% were head on collisions.

As the crash and injury rates were above the statewide average in all three analysis years, there is a need to reduce the frequency and severity of crashes along 3/US 19/US 41/ Tara Boulevard from I-75 to McDonough Road.

**Table 2: Crashes and Crash Rates for SR 3/US 19/US 41/Tara Boulevard⁵
During the Years 2006, 2007 and 2008**

Year	2006		2007		2008	
	Corridor	Statewide	Corridor	Statewide	Corridor	Statewide
Crashes	1,270		2,268		1,097	
Crash Rate	715	298	1,237	445	598	430
Injuries	523		948		430	
Injury Rate	294	77	517	113	234	108
Fatalities	10		8		0	
Fatality Rate	5.63	1.19	4.36	1.42	0.00	1.31

Project Linkage

Currently, there are several projects programmed in the vicinity of the SR 3/US 19/US 41/Tara Boulevard corridor.

- Project ID No. 0004401 (CR 504/Tara Road from SR 92/McDonough Rd to Panhandle Rd - GRTA) will provide capacity improvements (two to three lanes).
- Project ID No. 721440 (SR 54 from McDonough Rd/Fayette NE to SR 3/US 19/US 41/Clayton) will provide capacity improvements (two to four lanes).
- Project ID No. 751775 (Battle Creek Rd from Valley Hill Rd to South Lake Pkwy) will provide capacity improvements (two to four lanes).

Planning Study Recommendations

There are several improvements identified in a transportation planning document in the area, not currently programmed. The Tara Boulevard – US 19/41 Multimodal Corridor Study (2007) was prepared by the Atlanta Regional Commission. The study included recommendations within and in proximity to the analyzed corridor:

- Roadway Improvements:

⁴ Collisions that were not with another vehicle in the analysis area included crashes with deer, ditches, trees, pedestrians, embankments and fixed objects along the roadway.

⁵ Crash data was collected for SR 3/Tara Blvd from MP 1.41 to MP 11.25.

- US 19/41 (Tara Boulevard) from SR 54/Fayetteville Road to I-75 – Provide four lane grade-separated, limited access highway and two lane parallel service roads
- US 19/41 (Tara Boulevard) from SR 20 to SR 81 – Widen to six lanes
- Intersection Safety Improvements:
 - US 19/41 (Tara Boulevard) at McDonough Road – Intersection Safety Improvement
 - US 19/41 (Tara Boulevard) at SR 138 – Intersection Safety Improvement
 - US 19/41 (Tara Boulevard) at North Avenue – Intersection Safety Improvement
- Bicycle and Pedestrian Improvements:
 - US 19/41 (Tara Boulevard) from I-75 South to SR 54 (Fayetteville Road) – Bike Lanes and Sidewalks on Tara Blvd parallel service roads
 - Multi-Use Trail adjacent to railroad line from SR 16 to existing Jester’s Creek Trail
 - Sidewalks on both sides of US 19/41 (Tara Boulevard) within Jonesboro, Lovejoy, Hampton and Griffin as well as within unincorporated Clayton County.

Bicycle and Pedestrian Facilities:

The SR 3/US 19/US 41/Tara Boulevard corridor is identified on the Georgia Official Bike Map (2010) from SR 138 in Jonesboro to Griffin. The Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) also identified SR 3/US 19/US 41/Tara Boulevard as a Bike Study Corridor in the Regional Strategic Transportation System from SR 138 south to Griffin. Additionally, The Tara Boulevard – US 19/41 Multimodal Corridor Study (2007) recommends sidewalk improvements within the corridor (See ‘Planning Study Recommendations’ section for more details).

Project Justification

There is a need to reduce the frequency and severity of crashes along SR 3/US 19/US 41/Tara Boulevard from Mt. Zion Road to McDonough Road where the crash and injury rates were above the statewide average between the years 2006 and 2008.

There is also a need to improve the capacity and/or operations of SR 3/US 19/US 41/Tara Boulevard corridor from Mt. Zion Road to McDonough Road where level of service (LOS) is anticipated to range between ‘D’ and ‘F’ in the future year conditions (2039).

Logical Termini

The need for improvements exists between Mt. Zion Road and McDonough Road where capacity and operational needs are anticipated in future conditions (2039) and where there is a need to reduce the frequency and severity of crashes. The Office of Planning is of the opinion that Mt. Zion Road could serve as the northern terminus and that McDonough Road could serve as the southern terminus. At the northern terminus (north of Mt. Zion Road) Tara Boulevard becomes an eight lane facility and LOS is anticipated to be an acceptable ‘B’ in future conditions (2039). South of McDonough Road, LOS is anticipated to be an acceptable ‘C’ in future conditions (2039).

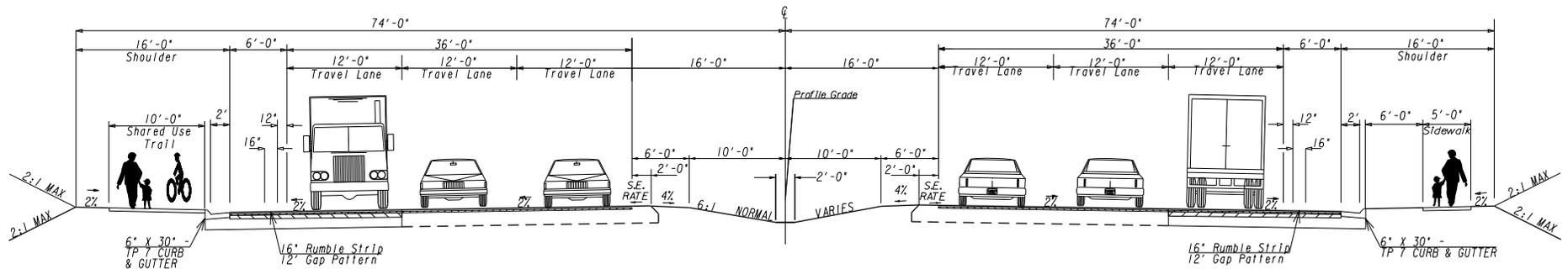
Final determination of logical termini is dependent on OES coordination with FHWA.

8/30/2013 USER:amull171e	3:44:57 PM G:\PLOT\VB gplotborder-VB1-PO_1b1	M:\1722030- US19 & 41 SR3 Tara Blvd\GWIN\22030TIPS-Preferred Alternate.dgn	STATE GA	PROJECT NUMBER NH000-0001-04(060)	SHEET NO.	TOTAL SHEETS
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Concept Report

SR 3/US 19/41

NH000-0001-04(060) / PI 722030 / Clayton County



Preferred Alternate

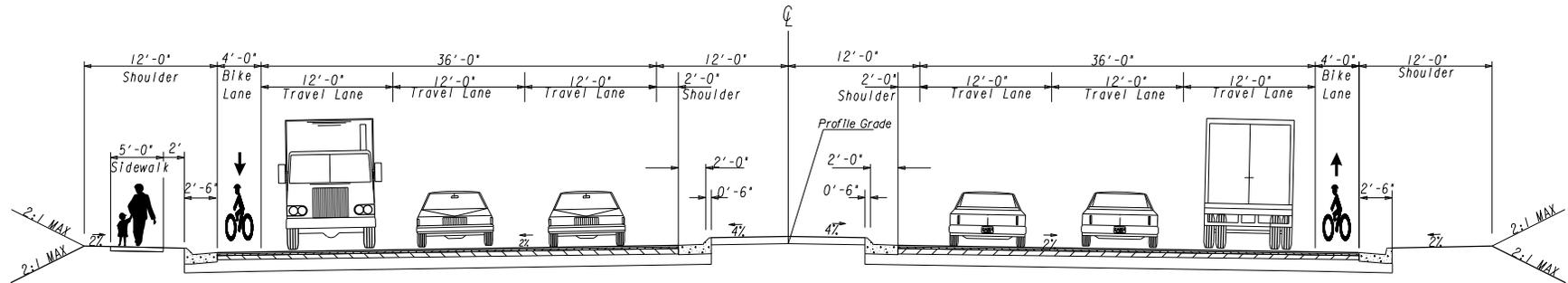
Design Speed = 55 MPH

From South Main Street to South Avenue

GEORGIA DEPARTMENT OF TRANSPORTATION	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
		OFFICE: ROADWAY DESIGN
		TYPICAL SECTIONS
		SR SR 3 / US 41 Tara Boulevard
		DRAWING No. 05-001

8/30/2013 USER:cmouffre	3:46:57 PM OPLOT-V8 gplotborder-V81-P0.fpl	M:\V22030- US19 & 41 SR3 Tora Blvd\DW\22030TIPS - Bogus.dgn	STATE GA	PROJECT NUMBER NH000-0001-04(060)	SHEET NO.	TOTAL SHEETS
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Concept Report Typical Section SR 3/US 19/41 NH000-0001-04(060) / PI 722030 / Clayton County



Alternate # 1 (Design Speed = 45 mph)

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS

DRAWING No.
05-002

DETAILED COST ESTIMATE



Job: 722030-

JOB NUMBER 722030-

FED/STATE PROJECT NUMBER NH000-0001-04(060)

SPEC YEAR: 01

DESCRIPTION: SR 3/US 19/41 FM TARA RD. TO NORTH CR 1337/FLINT RIVER RD.

ITEMS FOR JOB 722030-

0010 - ROADWAY ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0280	150-1000	1.000	LS	\$200,000.00000	TRAFFIC CONTROL - NH000-0001-04(060)	\$200,000.00
0475	153-1300	1.000	EA	\$78,024.73292	FIELD ENGINEERS OFFICE TP 3	\$78,024.73
0285	201-1500	1.000	LS	\$250,000.00000	CLEARING & GRUBBING - NH000-0001-04(060)	\$250,000.00
0290	205-0001	64344.000	CY	\$7.77074	UNCLASS EXCAV	\$500,000.49
0295	206-0002	42893.000	CY	\$11.65692	BORROW EXCAV, INCL MATL	\$500,000.27
0390	310-1101	76487.000	TN	\$12.91739	GR AGGR BASE CRS, INCL MATL	\$988,012.41
0450	318-3000	1000.000	TN	\$4.32410	AGGR SURF CRS	\$4,324.10
0395	400-3206	12054.000	TN	\$36.41348	ASPH CONC 12.5 MM OGFC, GP 2, INCL PMBM&HL	\$438,928.09
0400	400-3604	18533.000	TN	\$103.70000	ASPH CONC 12.5 MM SMA, GP2, INCL P-MBM&HL	\$1,921,872.10
0480	402-3103	1299.000	TN	\$73.16694	REC AC 9.5 MM SP, TPII, GP2, INCL BM & H L	\$95,043.86
0405	402-3113	495.000	TN	\$78.91000	RECYL AC 12.5MM SP, GP1/2, BM&HL	\$39,060.45
0410	402-3121	44333.000	TN	\$67.82363	RECYL AC 25MM SP, GP1/2, BM&HL	\$3,006,824.99
0415	402-3190	13826.000	TN	\$69.51796	RECYL AC 19 MM SP, GP 1 OR 2 ,INC BM&HL	\$961,155.31
0420	413-1000	55198.000	GL	\$4.69953	BITUM TACK COAT	\$259,404.66
0425	432-0206	128711.000	SY	\$2.85293	MILL ASPH CONC PVMT/ 1.50" DEP	\$367,203.47
0300	441-0104	16770.000	SY	\$24.69598	CONC SIDEWALK, 4 IN	\$414,151.58
0430	441-6012	6679.000	LF	\$31.88381	CONC CURB & GUTTER/ 6"X24"TP2	\$212,951.97
0305	500-3101	210.000	CY	\$475.68933	CLASS A CONCRETE	\$99,894.76
0455	500-3101	172.000	CY	\$475.68933	CLASS A CONCRETE GRAVITY WALL	\$81,818.56
0310	511-1000	22107.000	LB	\$0.89584	BAR REINF STEEL	\$19,804.33
0315	550-1180	12557.000	LF	\$3.17426	STM DR PIPE 18", H 1-10	\$39,859.18
0320	550-1240	10199.000	LF	\$8.06510	STM DR PIPE 24", H 1-10	\$82,255.95
0325	550-1300	371.000	LF	\$6.99696	STM DR PIPE 30", H 1-10	\$2,595.87
0330	550-1420	573.000	LF	\$92.22569	STM DR PIPE 42", H 1-10	\$52,845.32
0335	550-1481	585.000	LF	\$86.76413	STM DR PIPE 48", H 10-15	\$50,757.02
0340	550-2240	342.000	LF	\$32.34478	SIDE DR PIPE 24", H 1-10	\$11,061.91
0345	550-4118	46.000	EA	\$294.70281	FLARED END SECT 18 IN, SIDE DR	\$13,556.33
0350	550-4124	172.000	EA	\$381.44725	FLARED END SECT 24 IN, SIDE DR	\$65,608.93
0355	550-4218	37.000	EA	\$443.37932	FLARED END SECT 18 IN, ST DR	\$16,405.03
0360	550-4224	12.000	EA	\$600.28507	FLARED END SECT 24 IN, ST DR	\$7,203.42
0365	550-4230	6.000	EA	\$715.35824	FLARED END SECT 30 IN, ST DR	\$4,292.15
0370	550-4236	10.000	EA	\$928.83694	FLARED END SECT 36 IN, ST DR	\$9,288.37
0375	550-4242	8.000	EA	\$1,410.08647	FLARED END SECT 42 IN, ST DR	\$11,280.69
0440	603-2024	500.000	SY	\$92.28985	STN DUMPED RIP RAP, TP 1, 24"	\$46,144.93
0435	603-2181	1000.000	SY	\$88.57232	STN DUMPED RIP RAP, TP 3, 18"	\$88,572.32
0460	641-1200	5820.000	LF	\$27.80049	GUARDRAIL, TP W	\$161,798.85
0470	641-5001	16.000	EA	\$611.57756	GUARDRAIL ANCHORAGE, TP 1	\$9,785.24
0465	641-5012	16.000	EA	\$1,844.51940	GUARDRAIL ANCHORAGE, TP 12	\$29,512.31
0380	668-1100	130.000	EA	\$2,230.78963	CATCH BASIN, GP 1	\$290,002.65
0385	668-2100	32.000	EA	\$1,773.22970	DROP INLET, GP 1	\$56,743.35
SUBTOTAL FOR ROADWAY ITEMS:						\$11,488,045.95

DETAILED COST ESTIMATE



Job: 722030-

0020 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0150	163-0240	922.000	TN	\$141.27800	MULCH	\$130,258.32
0155	167-1000	2.000	EA	\$152.33055	WATER QUALITY MONITORING AND SAMPLING	\$304.66
0160	167-1500	30.000	MO	\$395.11866	WATER QUALITY INSPECTIONS	\$11,853.56
0165	700-6910	56.000	AC	\$623.79194	PERMANENT GRASSING	\$34,932.35
0170	700-7000	112.000	TN	\$54.39868	AGRICULTURAL LIME	\$6,092.65
0175	700-8000	8.000	TN	\$494.89108	FERTILIZER MIXED GRADE	\$3,959.13
0180	700-8100	22400.000	LB	\$4.88440	FERTILIZER NITROGEN CONTENT	\$109,410.56
0185	710-9000	9072.000	SY	\$0.31562	PERM SOIL REINFORCING MAT	\$2,863.30
0190	716-2000	148169.000	SY	\$0.21200	EROSION CONTROL MATS, SLOPES	\$31,411.83
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$331,086.36

0030 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0205	163-0232	28.000	AC	\$438.47178	TEMPORARY GRASSING	\$12,277.21
0200	163-0300	11.000	EA	\$1,124.17641	CONSTRUCTION EXIT	\$12,365.94
0210	163-0503	11.000	EA	\$397.01852	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	\$4,367.20
0215	163-0520	84.000	LF	\$5.33978	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$448.54
0220	163-0527	15.000	EA	\$250.00000	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$3,750.00
0225	163-0528	8640.000	LF	\$3.00000	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$25,920.00
0230	163-0550	243.000	EA	\$128.60962	CONS & REM INLET SEDIMENT TRAP	\$31,252.14
0235	165-0010	12170.000	LF	\$4.05448	MAINT OF TEMP SILT FENCE, TP A	\$49,343.02
0240	165-0030	810.000	LF	\$2.52183	MAINT OF TEMP SILT FENCE, TP C	\$2,042.68
0245	165-0041	4320.000	LF	\$1.00000	MAINT OF CHECK DAMS - ALL TYPES	\$4,320.00
0250	165-0087	11.000	EA	\$88.86807	MAINT OF SILT CONTROL GATE, TP 3	\$977.55
0255	165-0101	11.000	EA	\$483.25407	MAINT OF CONST EXIT	\$5,315.79
0260	165-0105	243.000	EA	\$27.72138	MAINT OF INLET SEDIMENT TRAP	\$6,736.30
0265	171-0010	24340.000	LF	\$0.07935	TEMPORARY SILT FENCE, TYPE A	\$1,931.38
0270	171-0030	1619.000	LF	\$4.12582	TEMPORARY SILT FENCE, TYPE C	\$6,679.70
0275	643-8200	1000.000	LF	\$59.82374	BARRIER FENCE (ORANGE), 4 FT	\$59,823.74
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$227,551.19

0040 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0195	001-0000	1.000	\$	\$105,000.00000	MISC ITEMS SIGNING & MARKING	\$105,000.00
SUBTOTAL FOR SIGNING AND MARKING:						\$105,000.00

0050 - TRAFFIC SIGNALS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	001-0000	1.000	\$	\$70,000.00000	MISC ITEMS TRAFFIC SIGNAL - TARA RD.	\$70,000.00
0010	001-0000	1.000	\$	\$70,000.00000	MISC ITEMS TRAFFIC SIGNAL - S. MAIN ST.	\$70,000.00
0015	001-0000	1.000	\$	\$70,000.00000	MISC ITEMS TRAFFIC SIGNAL - MUNDY'S MILL RD.	\$70,000.00
0020	001-0000	1.000	\$	\$70,000.00000	MISC ITEMS TRAFFIC SIGNAL - POSTON RD.	\$70,000.00
0025	001-0000	1.000	\$	\$70,000.00000	MISC ITEMS TRAFFIC SIGNAL - POST WAY	\$70,000.00
SUBTOTAL FOR TRAFFIC SIGNALS:						\$350,000.00

COST GROUP FOR JOB 722030-

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	LS	NORM	1.000	\$600,000.00	MISC	MISCELLANEOUS (LS)	\$600,000.00
SUBTOTAL:							\$600,000.00

TOTALS FOR JOB 722030-

DETAILED COST ESTIMATE



Job: 722030-

ITEMS COST:	\$12,501,683.50
COST GROUP COST:	\$600,000.00
ESTIMATED COST:	\$13,101,683.50
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$13,756,767.68

PROJ. NO.

NH000-0001-04(060)

CALL NO.

P.I. NO.

722030

DATE

1/13/2014

INDEX (TYPE)

REG. UNLEADED

Dec-13

\$ 3.241

DIESEL

\$ 3.823

LIQUID AC

\$ 559.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)

1518355.8

\$

1,518,355.80

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 894.40

Monthly Asphalt Cement Price month project let (APL)

\$ 559.00

Total Monthly Tonnage of asphalt cement (TMT)

4527

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC	12054	5.0%	602.7
12.5 mm	19028	5.0%	951.4
9.5 mm SP	1299	5.0%	64.95
25 mm SP	44333	5.0%	2216.65
19 mm SP	13826	5.0%	691.3
	90540		4527

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 79,516.96

\$

79,516.96

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 894.40

Monthly Asphalt Cement Price month project let (APL)

\$ 559.00

Total Monthly Tonnage of asphalt cement (TMT)

237.0809807

Bitum Tack

Gals	gals/ton	tons
55198	232.8234	237.080981

PROJ. NO.

NH000-0001-04(060)

CALL NO.

P.I. NO.

722030

DATE

1/13/2014

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	894.40		
Monthly Asphalt Cement Price month project let (APL)					\$	559.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT							\$	1,597,872.76
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**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 9/19/2013 Project: NH000-0001-04(060)
 Revised: County: Clayton
 PI: 722030

Description: SR 3 US 19/41 FM Tara Rd N to CR 1337/Flint River Rd
 Project Termini: SR 3 US 19/41 FM Tara Rd N to CR 1337/Flint River Rd

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 139

Land and Improvements _____ \$6,026,025.00

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$1,625,000.00

Valuation Services _____ \$300,625.00

Legal Services _____ \$881,325.00

Relocation _____ \$973,000.00

Demolition _____ \$25,000.00

Administrative _____ \$1,208,000.00

TOTAL ESTIMATED COSTS _____ \$9,413,975.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$9,414,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathone Alexander CG#: 286999 09/19/2018:)
 Approved By: Dathone Alexander CG#: 286999 09/19/2018:)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH000-0001-04(060) Clayton County
SR 3/US 19/41 FM TARA RD NORTH TO
TO CR 1337/FLINT RIVER RD
P.I. No. 722030

OFFICE District 7
Chamblee

DATE November 04, 2013

FROM 
Patrick Allen, P.E.
District Utilities Engineer

TO Robert P. Murphy, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Preliminary Utility Cost Estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL
Atlanta Gas Light Company	\$2,486,700.00	\$000,000.00	
AT&T Formerly BellSouth	\$1,833,087.00	\$000,000.00	
Comcast of Georgia, Inc.	\$ 47,400.00	\$000,000.00	
Clayton County Water & Sewer Authority	\$2,681,460.00	\$000,000.00	
Georgia Power Company Distribution	\$2,200,000.00	\$000,000.00	
Georgia Power Company Transmission	\$ 000,000.00	\$000,000.00	
Totals:	\$9,248,647.00	\$000,000.00	<u>\$9,248,647.00</u>

This estimate is provided if we avoid transmission which is a reimbursable utility. Transmission relocation costs are NOT included in the estimate above.

If you have any questions, please contact Yulonda Pride-Foster, Metro Utilities Engineer at 770-986-1117.

PAYPF

C: Mike Bolden, State Utilities Engineer

US 41 Clayton County Resource Estimated Impacts				
Resource	Stream Impact (ft)	Pond Impact (ac)	Total Buffer Impacts (ac)	
NBSW1	17	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
OW2	0	0.0159	0.0869	
OW3	0	0.0000	0.0000	No impact
NBSW3A	0	0.0000	0.0000	No impact
IS4	66	0.0000	0.0998	
E5A	46	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
IS5B	0	0.0000	0.0002	No impact
E6	13	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
OW7	0	0.0041	0.0000	
E8	0	0.0000	0.0000	No impact
E9A	35	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
IS9B	10	0.0000	0.0142	
E9C	29	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
IS10	215	0.0000	0.2127	
E11	0	0.0000	0.0000	No impact
E12	31	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
E13	132	0.0000	0.0000	Don't calculate impacts to non-intermittent or perennial
W/L14	0	0.0000	0.0000	No impact
IS15	0	0.0000	0.0000	No impact
PS16	136	0.0000	0.1101	
OW17	0	0.0028	0.0000	
PS18	39	0.0000	0.0483	
E19A	0	0.0000	0.0000	No impact
IS19B	11	0.0000	0.0131	
W/L20	0	0.0000	0.0000	No impact
TOTAL	780	0.0229	0.5852	

Minimum estimate $6.5 \times 780 = 5070$ stream credits $\times \$75/\text{credit} = \$380,250$

Minimum open water (wetland) estimate $8 \times 0.023 = 0.184$ wetland credits $\times \$7,500/\text{credit} = \$1,380$

Buffer impacts considered negligible

Total = \$381,630

These are approximate impacts conservatively based on conceptual information that will be revised as more design is completed.

Crash Summaries

PI Number:	722030
Project Number:	NH000-0001-04(060)
Description:	SR 3 / US 19/41 from just South of Tara Road to South of SR 54
Designer:	Joshua Taylor
Date:	10/25/2012
Notes:	

Roadway Mileage Information:	Roadway	Begin Milelog	End Milelog
	SR 3 / US 41	3.33	6.86

Note: The following information is compiled using the Georgia Department of Transportation's Accident Data Information System version 1.1. Refer to the following link:

http://tomcat1/GDOT_Ver1.1/GDOT_IntroPage.cfm

Collision Types, Weather Conditions & Pavement Surface Conditions:

	2006		2007		2008		2009		Total	
	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes	Actual Number of Crashes	Percentage of Total Crashes
Number of Collisions	321	100.0%	306	100.0%	314	100.0%	243	100.0%	1184	100.0%
Severity of Collision										
Property	178	55.5%	200	65.4%	165	52.5%	114	46.9%	657	55.5%
Fatality	3	0.9%	1	0.3%	0	0.0%	2	0.8%	6	0.5%
Injury	140	43.6%	105	34.3%	149	47.5%	127	52.3%	521	44.0%
Type of Collision										
Angle	72	22.4%	44	14.4%	49	15.6%	48	19.8%	213	18.0%
Head On	2	0.6%	3	1.0%	6	1.9%	4	1.6%	15	1.3%
Not A Collision With A Motor Vehicle	20	6.2%	21	6.9%	33	10.5%	19	7.8%	93	7.9%
Rear End	199	62.0%	209	68.3%	190	60.5%	151	62.1%	749	63.3%
Sideswipe - Opposite Direction	3	0.9%	2	0.7%	1	0.3%	0	0.0%	6	0.5%
Sideswipe - Same Direction	25	7.8%	27	8.8%	35	11.1%	21	8.6%	108	9.1%
Harmful Event										
Animal	0	0.0%	1	0.3%	3	1.0%	1	0.4%	5	0.4%
Bridge Parapet End	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bridge Pier/Abutment	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bridge Rail	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Culvert	0	0.0%	1	0.3%	0	0.0%	0	0.0%	1	0.1%
Curb	2	0.6%	2	0.7%	0	0.0%	3	1.2%	7	0.6%
Deer	5	1.6%	5	1.6%	10	3.2%	3	1.2%	23	1.9%
Ditch	3	0.9%	1	0.3%	3	1.0%	3	1.2%	10	0.8%
Embankment	0	0.0%	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Fence	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Fire/Explosion	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Guardrail End	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Guardrail Face	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Highway Traffic Sign Post	0	0.0%	2	0.7%	1	0.3%	0	0.0%	3	0.3%
Immersion	1	0.3%	1	0.3%	4	1.3%	1	0.4%	7	0.6%
Impact Attenuate	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Jackknife	0	0.0%	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Luminaire Light Support	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mailbox	0	0.0%	1	0.3%	1	0.3%	0	0.0%	2	0.2%
Median Barrier	1	0.3%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Motor Vehicle in Motion	300	93.5%	284	92.8%	272	86.6%	221	90.9%	1077	91.0%
Motor Vehicle in Motion - In Other Roadway	0	0.0%	1	0.3%	1	0.3%	0	0.0%	2	0.2%
Other Fixed Object	1	0.3%	1	0.3%	4	1.3%	2	0.8%	8	0.7%
Other Non-Collision	2	0.6%	0	0.0%	3	1.0%	5	2.1%	10	0.8%
Other Object (Not Fixed)	0	0.0%	1	0.3%	4	1.3%	1	0.4%	6	0.5%
Other Post	1	0.3%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Overhead Sign Support	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Overturn	3	0.9%	1	0.3%	2	0.6%	2	0.8%	8	0.7%
Parked Motor Vehicle	1	0.3%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Pedalcycle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedestrian	0	0.0%	3	1.0%	1	0.3%	0	0.0%	4	0.3%
Railway Train	0	0.0%	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Tree	1	0.3%	1	0.3%	2	0.6%	0	0.0%	4	0.3%
Utility Pole	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Direction of Travel										
N	122	38.0%	115	37.6%	113	36.0%	87	35.8%	437	36.9%
S	114	35.5%	116	37.9%	133	42.4%	84	34.6%	447	37.8%
E	47	14.6%	36	11.8%	44	14.0%	41	16.9%	168	14.2%
W	38	11.8%	39	12.7%	24	7.6%	31	12.8%	132	11.1%
Light Condition										
Dark-Lighted	47	14.6%	47	15.4%	29	9.2%	25	10.3%	148	12.5%
Dark-Not Lighted	34	10.6%	39	12.7%	48	15.3%	29	11.9%	150	12.7%
Dawn	7	2.2%	9	2.9%	12	3.8%	8	3.3%	36	3.0%
Daylight	223	69.5%	206	67.3%	217	69.1%	179	73.7%	825	69.7%
Dusk	10	3.1%	5	1.6%	8	2.5%	2	0.8%	25	2.1%
Surface Condition										
Wet	54	16.8%	63	20.6%	38	12.1%	51	21.0%	206	17.4%
Dry	267	83.2%	243	79.4%	274	87.3%	191	78.6%	975	82.3%
Snowy	0	0.0%	0	0.0%	0	0.0%	1	0.4%	1	0.1%
Other	0	0.0%	0	0.0%	1	0.3%	0	0.0%	1	0.1%

Crash Summaries

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Description:	SR 3 / US 19/41 from just South of Tara Road to South of SR 54
Designer:	Joshua Taylor
Date:	10/25/2012
Notes:	

Accident Rates:

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2006	Clayton	1	300	3.33	3.9	38150	0.57	21746	0.57
2006	Clayton	1	300	3.9	5.78	38630	1.88	72624	1.88
2006	Clayton	1	300	5.78	6.62	44700	0.84	37548	0.84
2006	Clayton	1	300	6.62	6.86	56110	0.24	13466	0.24

Total Vehicle Miles =	145384 vehicle-miles
Average ADT =	145384 vehicle/day
Total Length in Miles =	3.53 mile(s)
Total Accidents =	321 accident(s)
Total Injuries =	140 accident(s)
Total Fatalities =	3 accident(s)
Accident Rate * = [321 accidents / (145384 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	605
Injury Rate * = [140 accidents / (145384 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	264
Fatality Rate * = [3 accidents / (145384 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	5.65

* Rates are per 100 million vehicle-miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2007	Clayton	1	300	3.33	3.9	39180	0.57	22333	0.57
2007	Clayton	1	300	3.9	5.78	45630	1.88	85784	1.88
2007	Clayton	1	300	5.78	6.62	45970	0.84	38615	0.84
2007	Clayton	1	300	6.62	6.86	56170	0.24	13481	0.24

Total Vehicle Miles =	160213 vehicle-miles
Average ADT =	160213 vehicle/day
Total Length in Miles =	3.53 mile(s)
Total Accidents =	306 accident(s)
Total Injuries =	105 accident(s)
Total Fatalities =	1 accident(s)
Accident Rate = [306 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	523
Injury Rate = [105 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	180
Fatality Rate = [1 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	1.71

* Rates are per 100 million vehicle-miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2008	Clayton	1	300	3.33	3.9	39180	0.57	22333	0.57
2008	Clayton	1	300	3.9	5.78	45630	1.88	85784	1.88
2008	Clayton	1	300	5.78	6.62	45970	0.84	38615	0.84
2008	Clayton	1	300	6.62	6.86	56170	0.24	13481	0.24

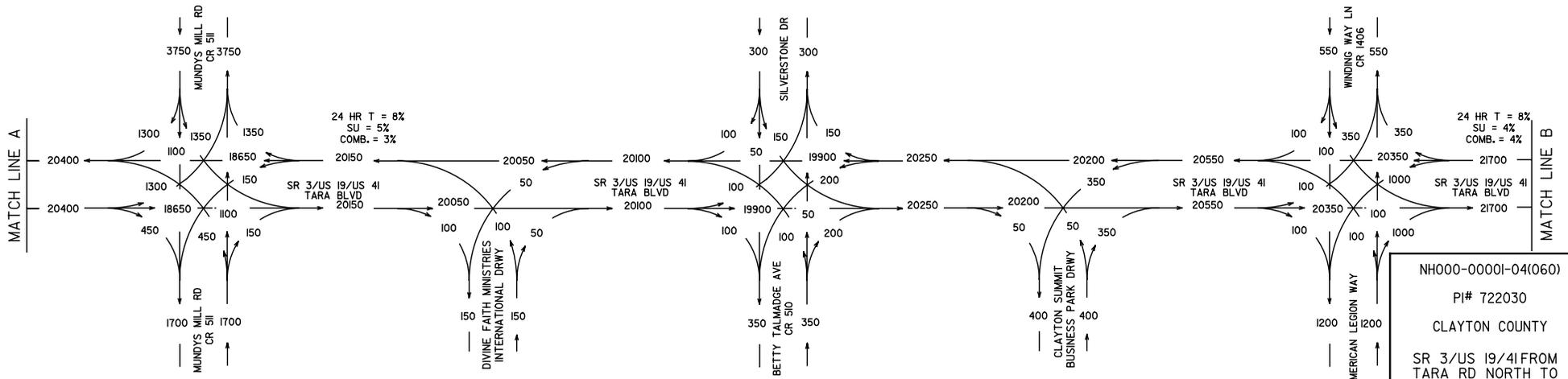
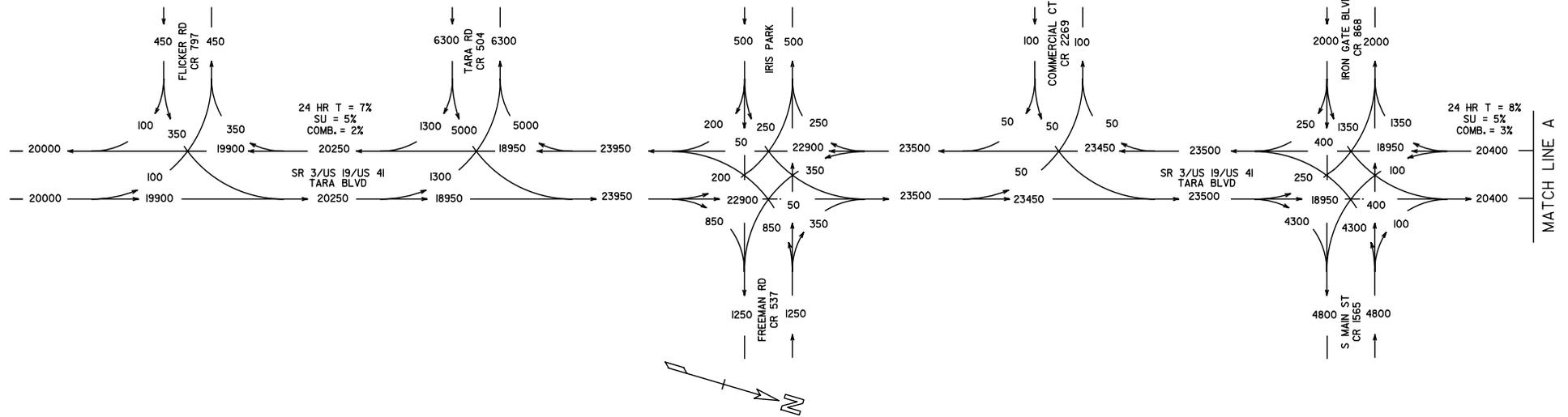
Total Vehicle Miles =	160213 vehicle-miles
Average ADT =	160213 vehicle/day
Total Length in Miles =	3.53 mile(s)
Total Accidents =	314 accident(s)
Total Injuries =	149 accident(s)
Total Fatalities =	0 accident(s)
Accident Rate = [314 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	537
Injury Rate = [149 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	255
Fatality Rate = [0 accidents / (160213 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	0.00

* Rates are per 100 million vehicle-miles

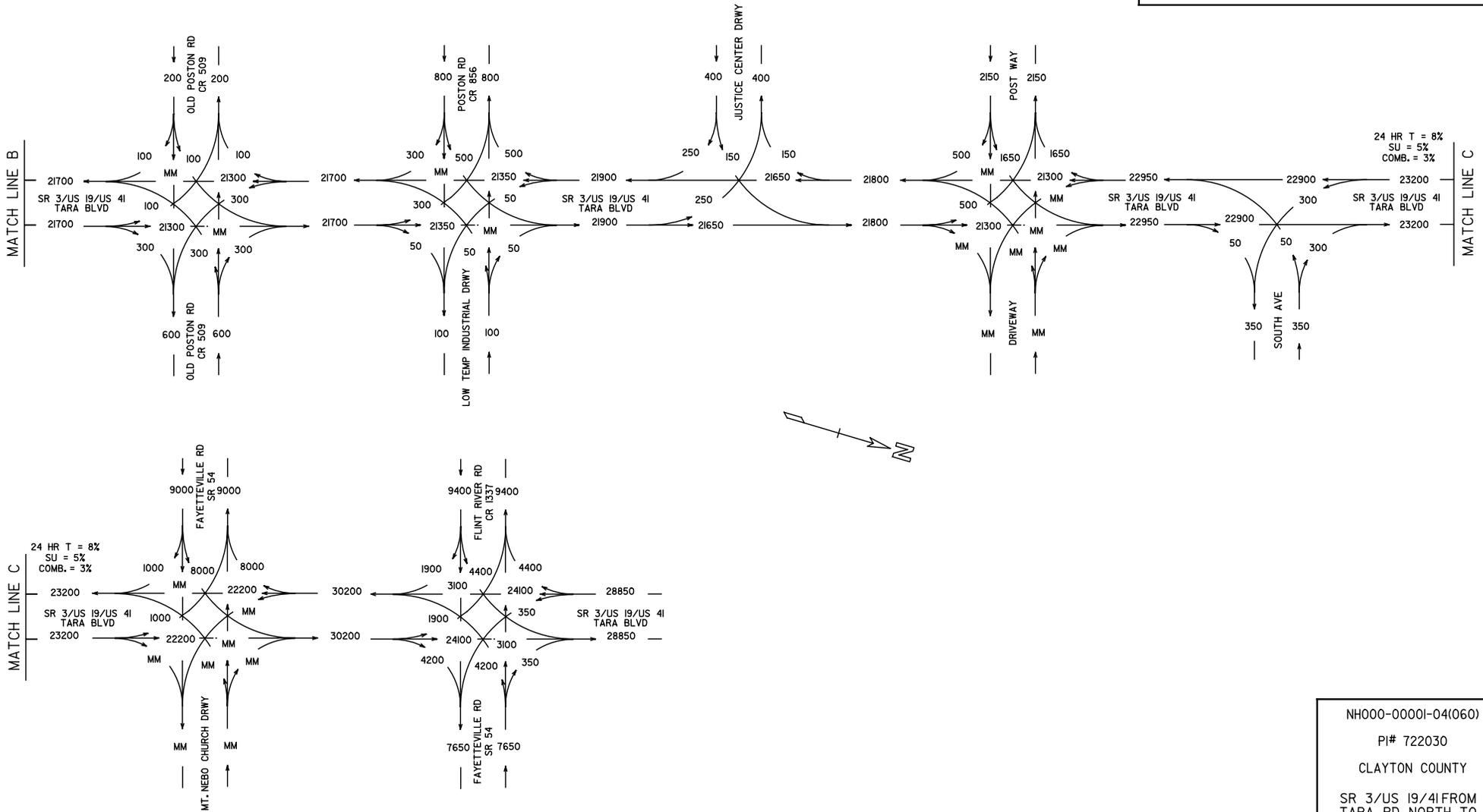
Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles	Segment Length
2009	Clayton	1	300	3.33	3.9	38005	0.57	21663	0.57
2009	Clayton	1	300	3.9	5.78	44261	1.88	83211	1.88
2009	Clayton	1	300	5.78	6.62	44591	0.84	37456	0.84
2009	Clayton	1	300	6.62	6.86	54485	0.24	13076	0.24

Total Vehicle Miles =	155406 vehicle-miles
Average ADT =	155406 vehicle/day
Total Length in Miles =	3.53 mile(s)
Total Accidents =	243 accident(s)
Total Injuries =	127 accident(s)
Total Fatalities =	2 accident(s)
Accident Rate = [243 accidents / (155406 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	428
Injury Rate = [127 accidents / (155406 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	224
Fatality Rate = [2 accidents / (155406 vehicle-miles x 365 days)] x 100000000 vehicle-miles =	3.53

* Rates are per 100 million vehicle-miles



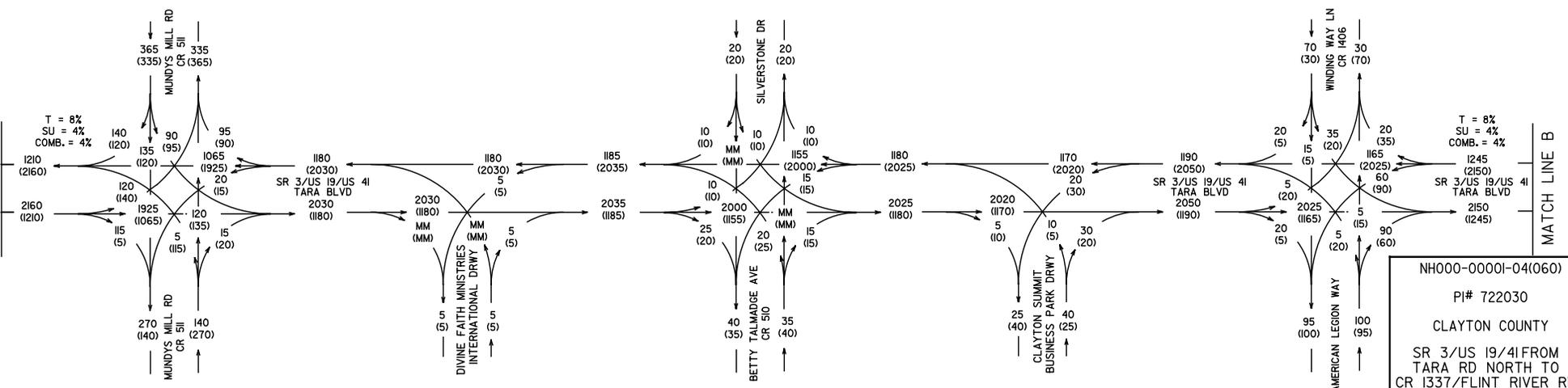
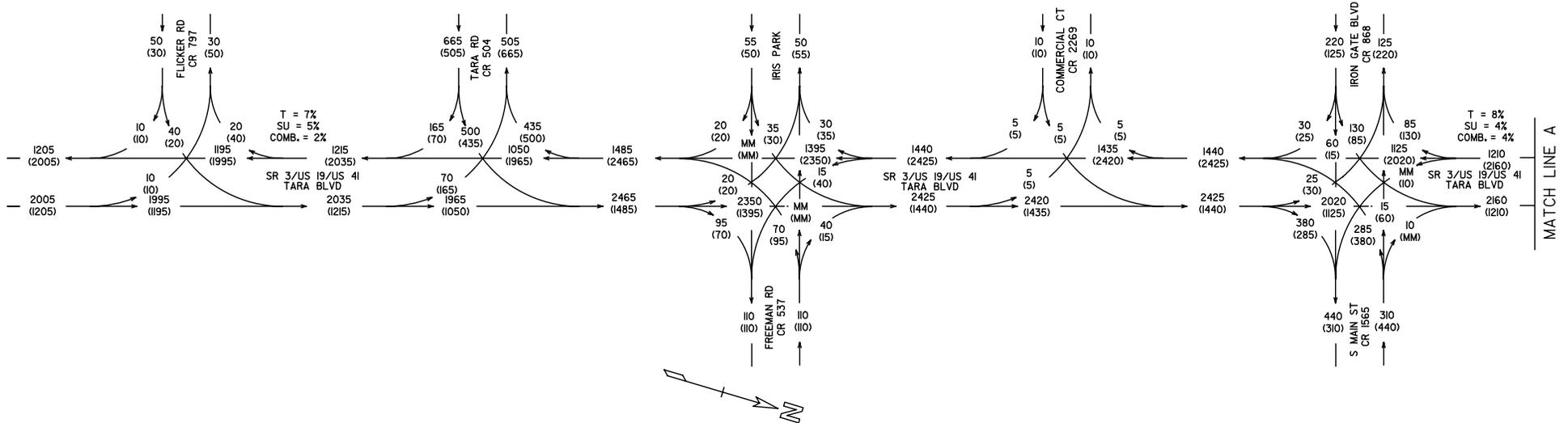
NH000-00001-04(060)
 PI# 722030
 CLAYTON COUNTY
 SR 3/US 19/41 FROM
 TARA RD NORTH TO
 CR 1337/FLINT RIVER RD



24 HR T = 8%
SU = 5%
COMB. = 3%

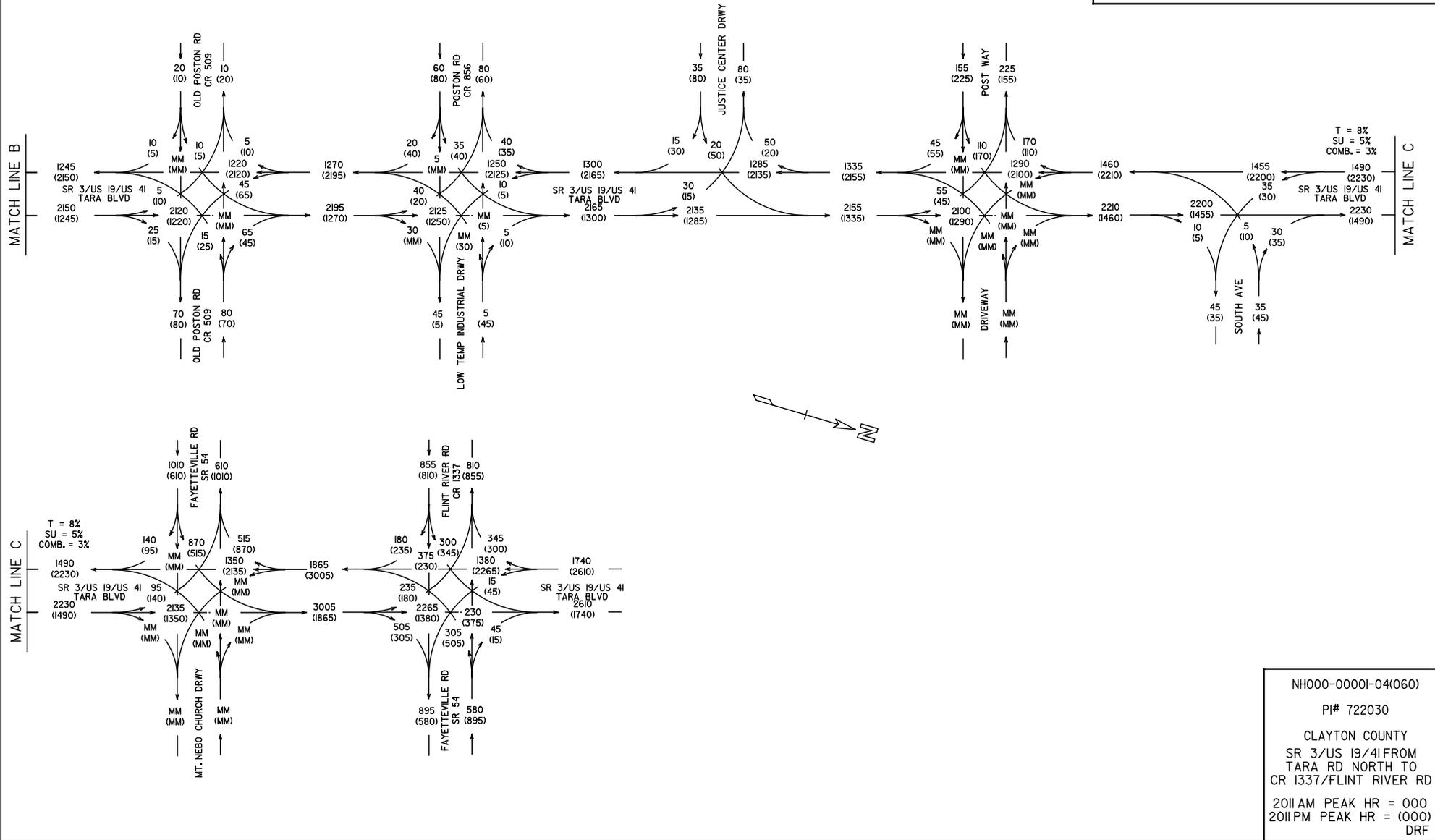
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SU = 5%
COMB. = 3%

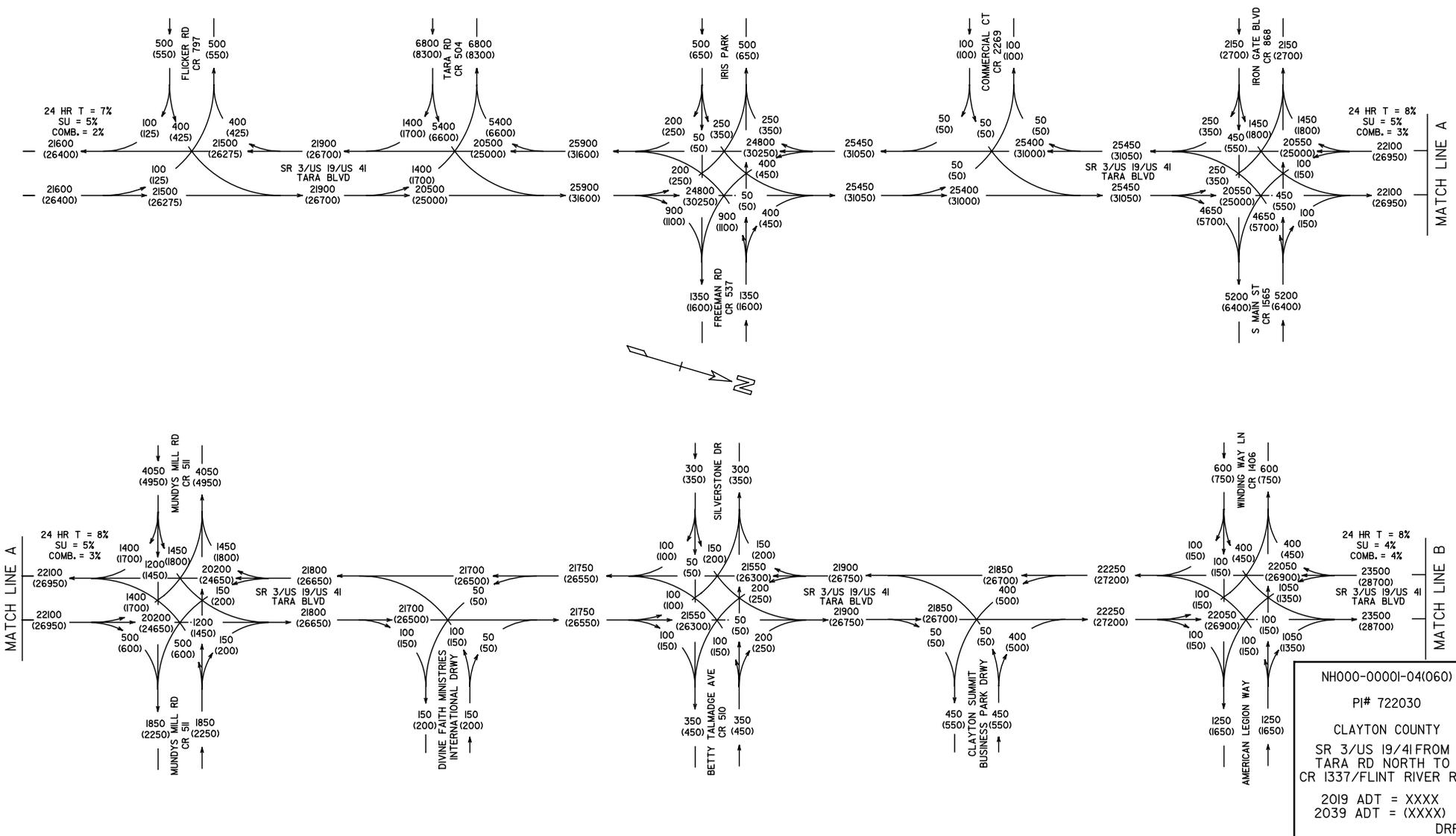
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 2011 ADT DRF



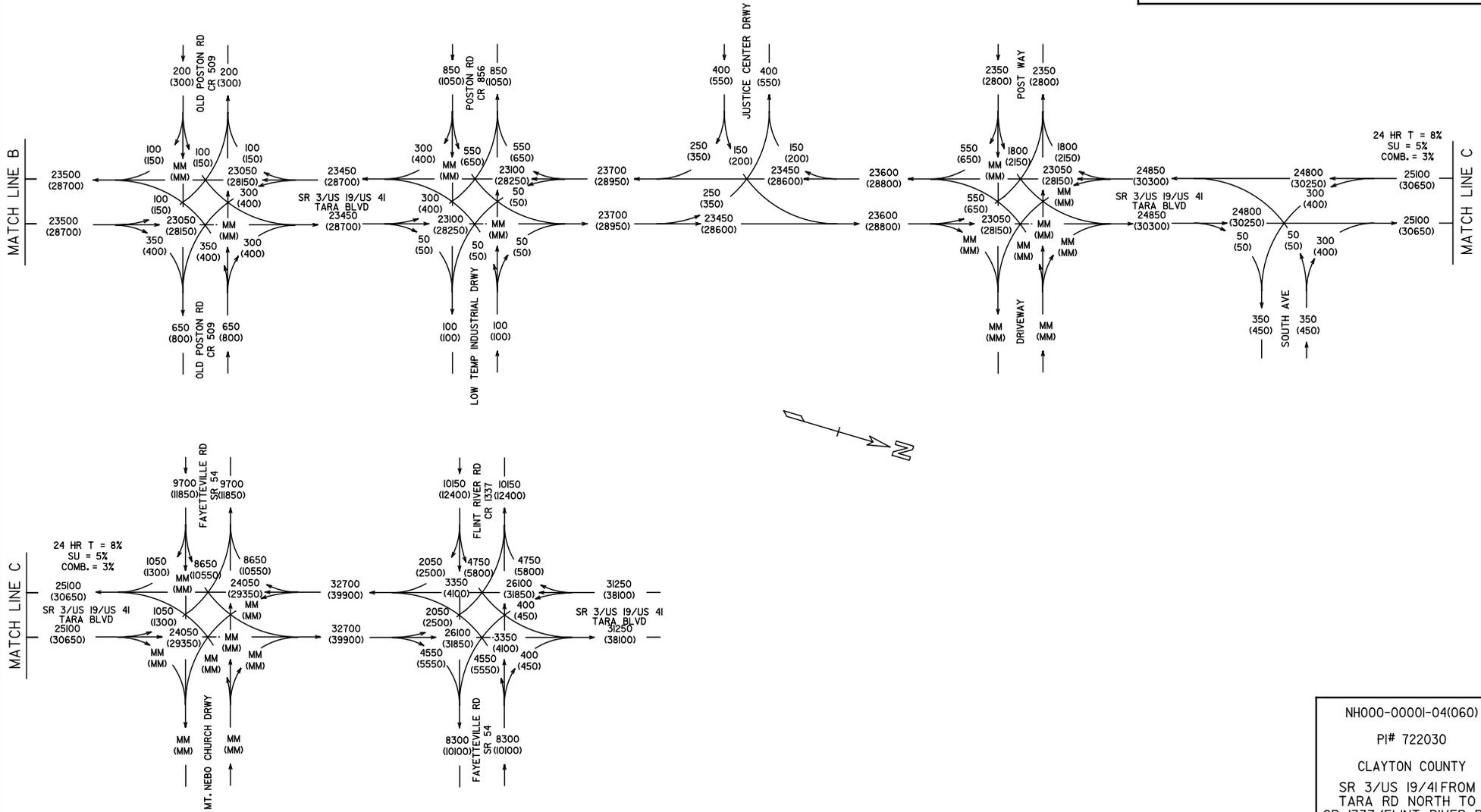
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PI# 722030
CLAYTON COUNTY
SR 3/US 19/41 FROM
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2011 AM PEAK HR = 000
2011 PM PEAK HR = (000)
DRF

2011 PEAK HOUR VOLUME





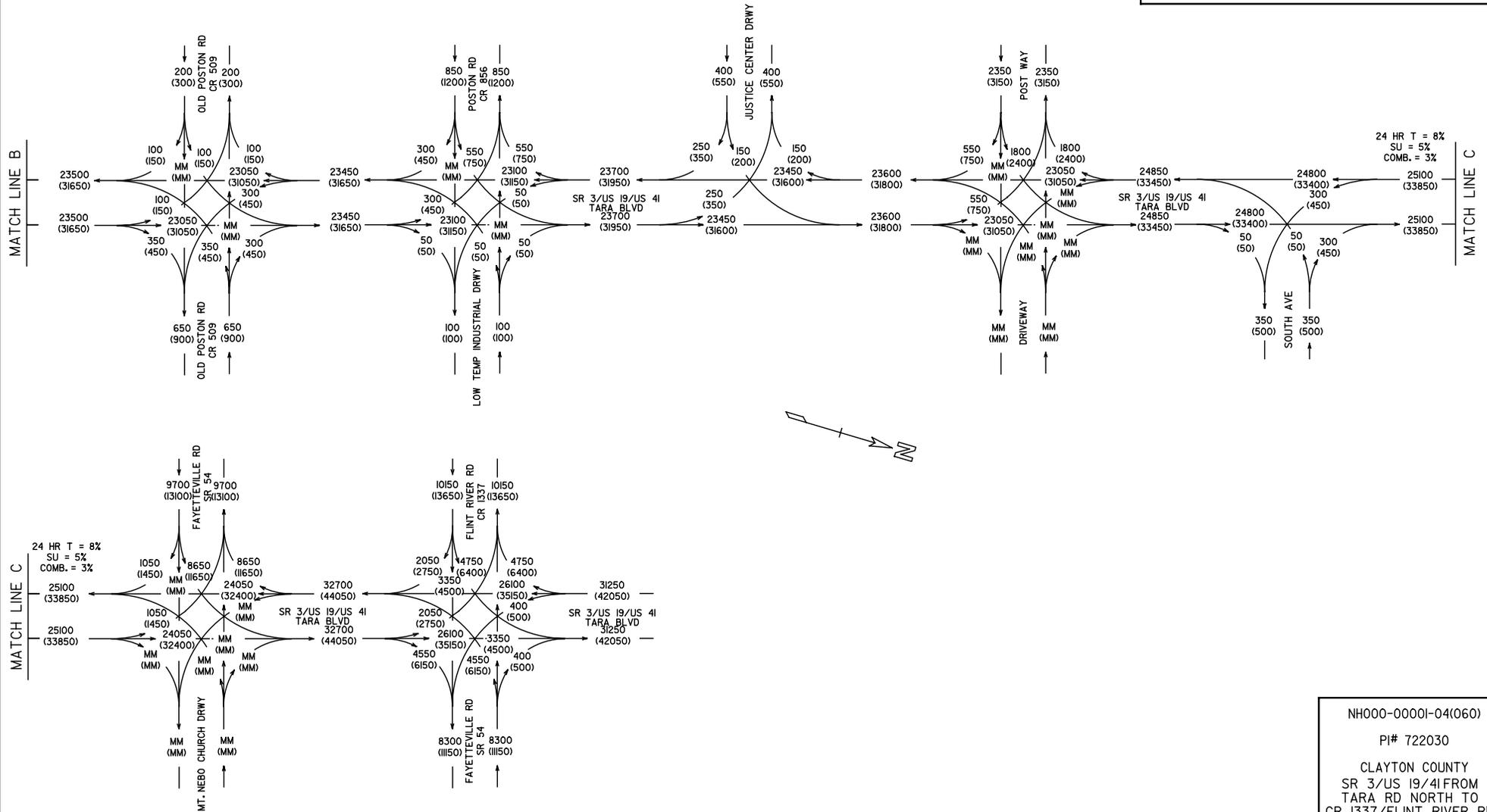
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PI# 722030
CLAYTON COUNTY
SR 3/US 19/41 FROM
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2019 ADT = XXXX
2039 ADT = (XXXX)
DRF



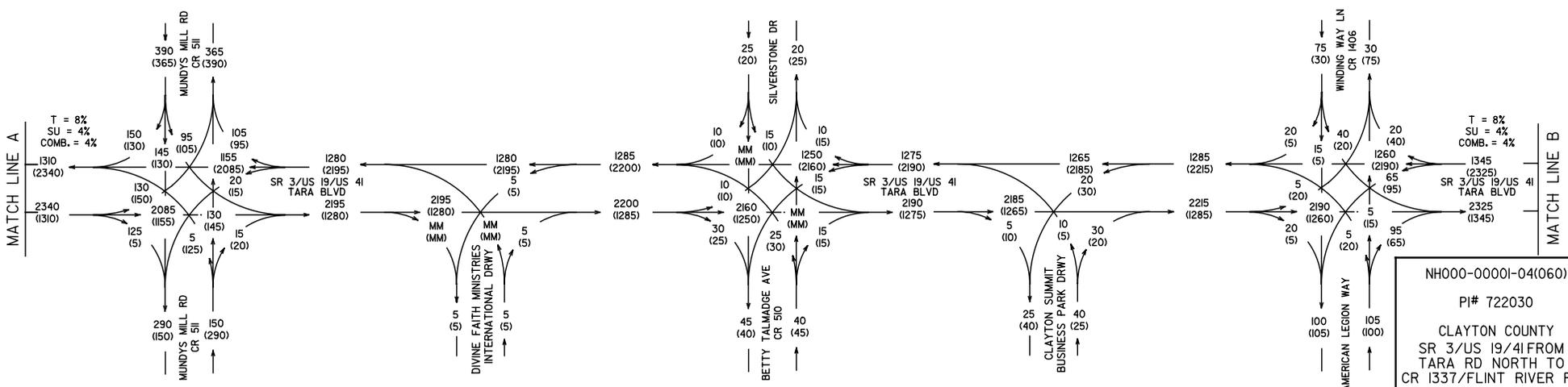
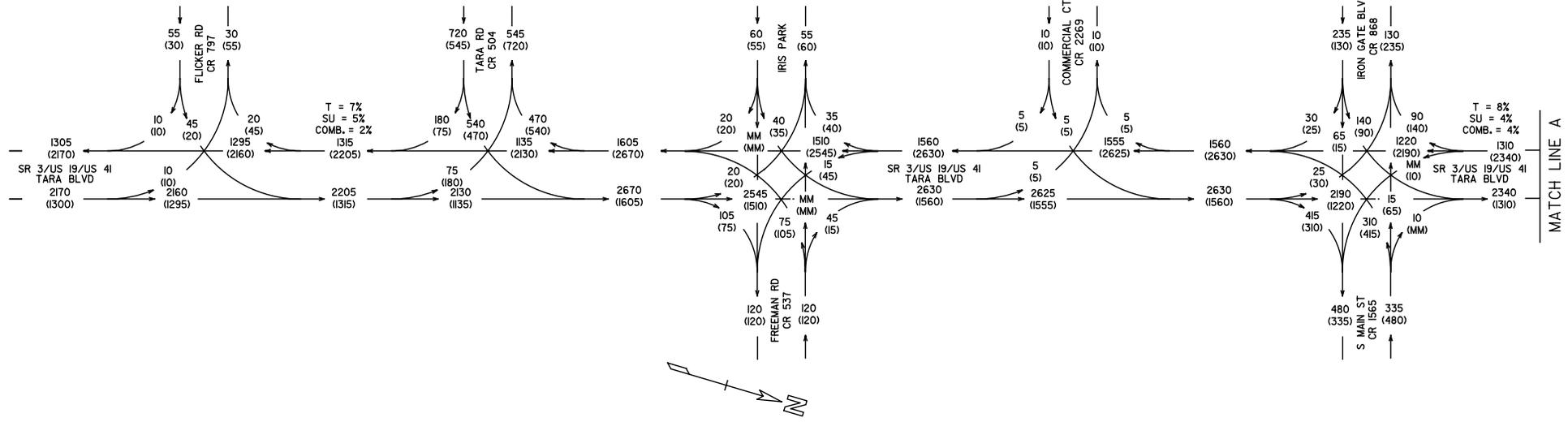
24 HR T = 8%
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SU = 5%
COMB. = 3%

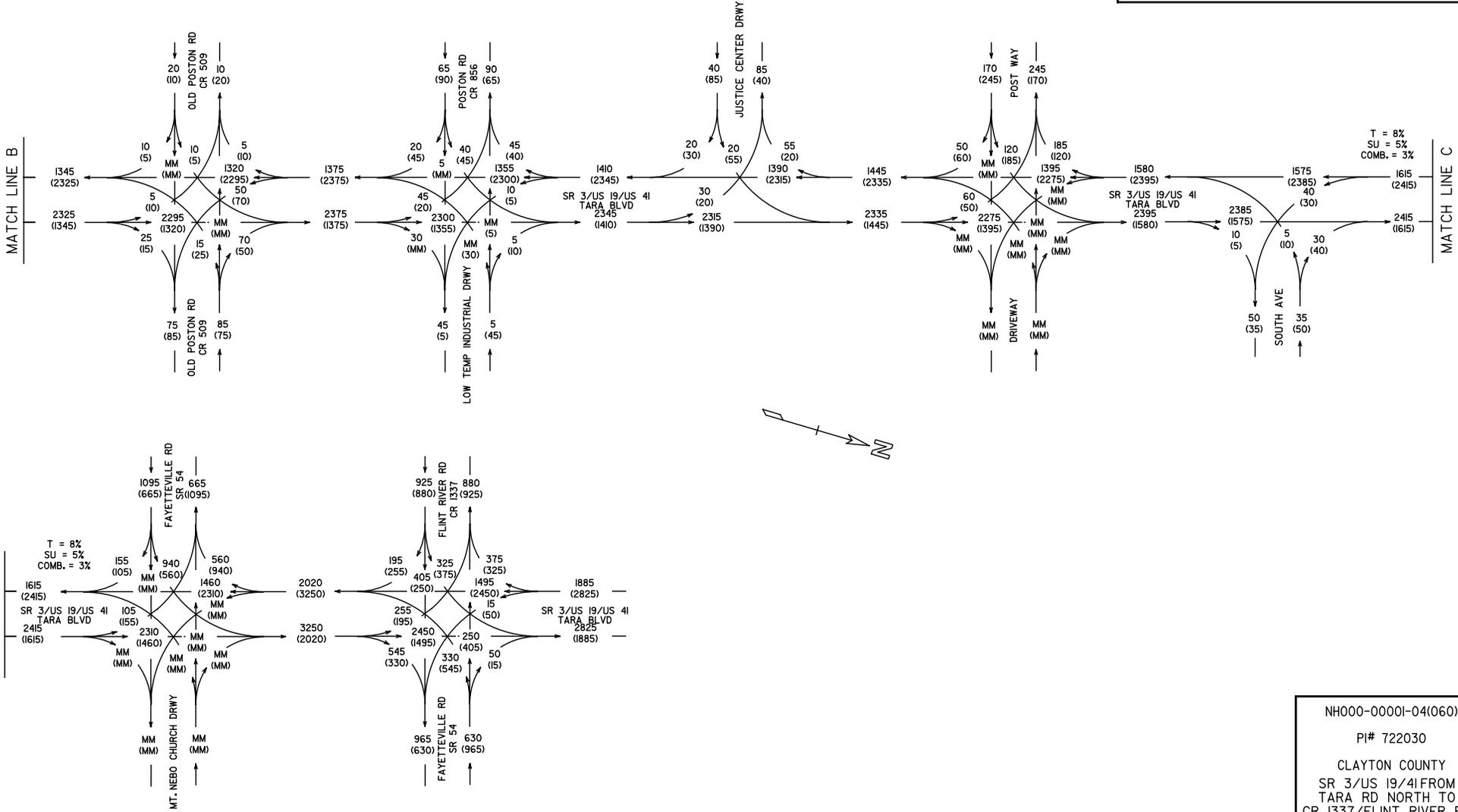
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 SR 3/US 19/41 FROM
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 2019 ADT = XXXX
 2039 ADT = (XXXX)
 DRF



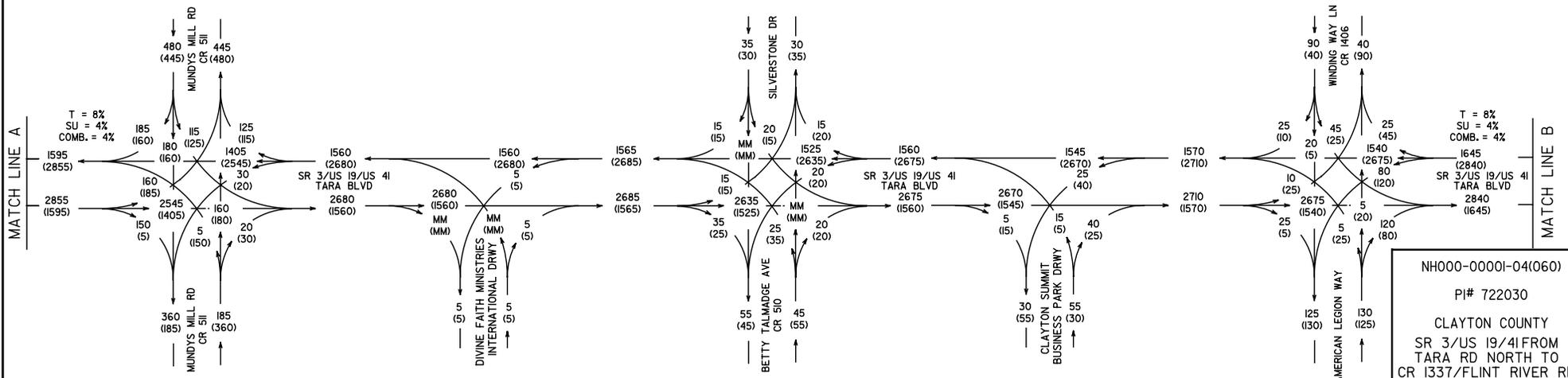
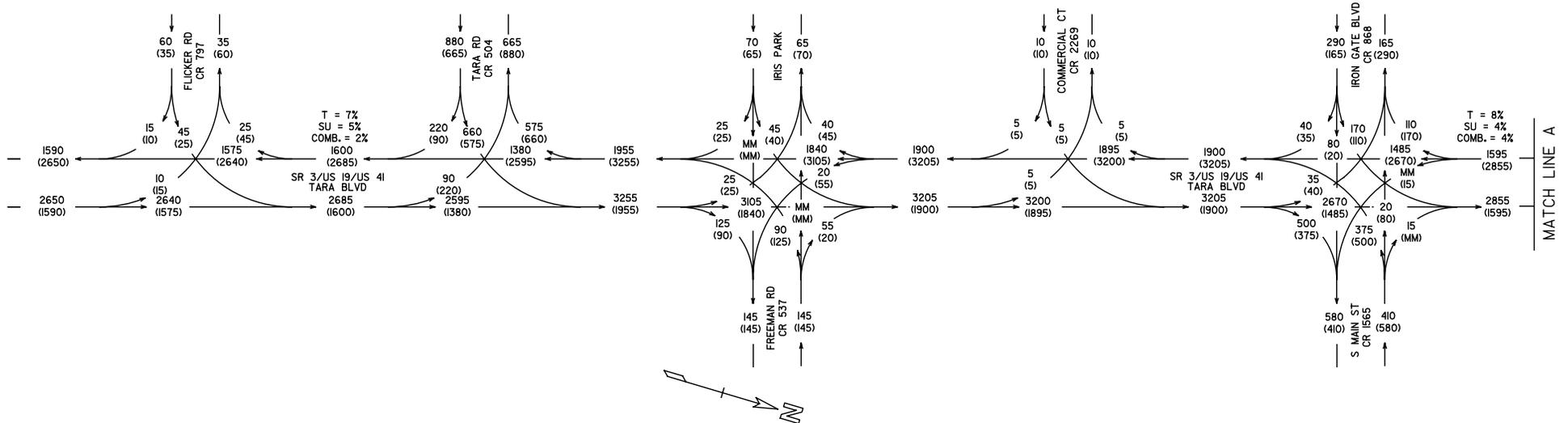
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 2019 ADT = XXXX
 2039 ADT = (XXXX)
 DRF



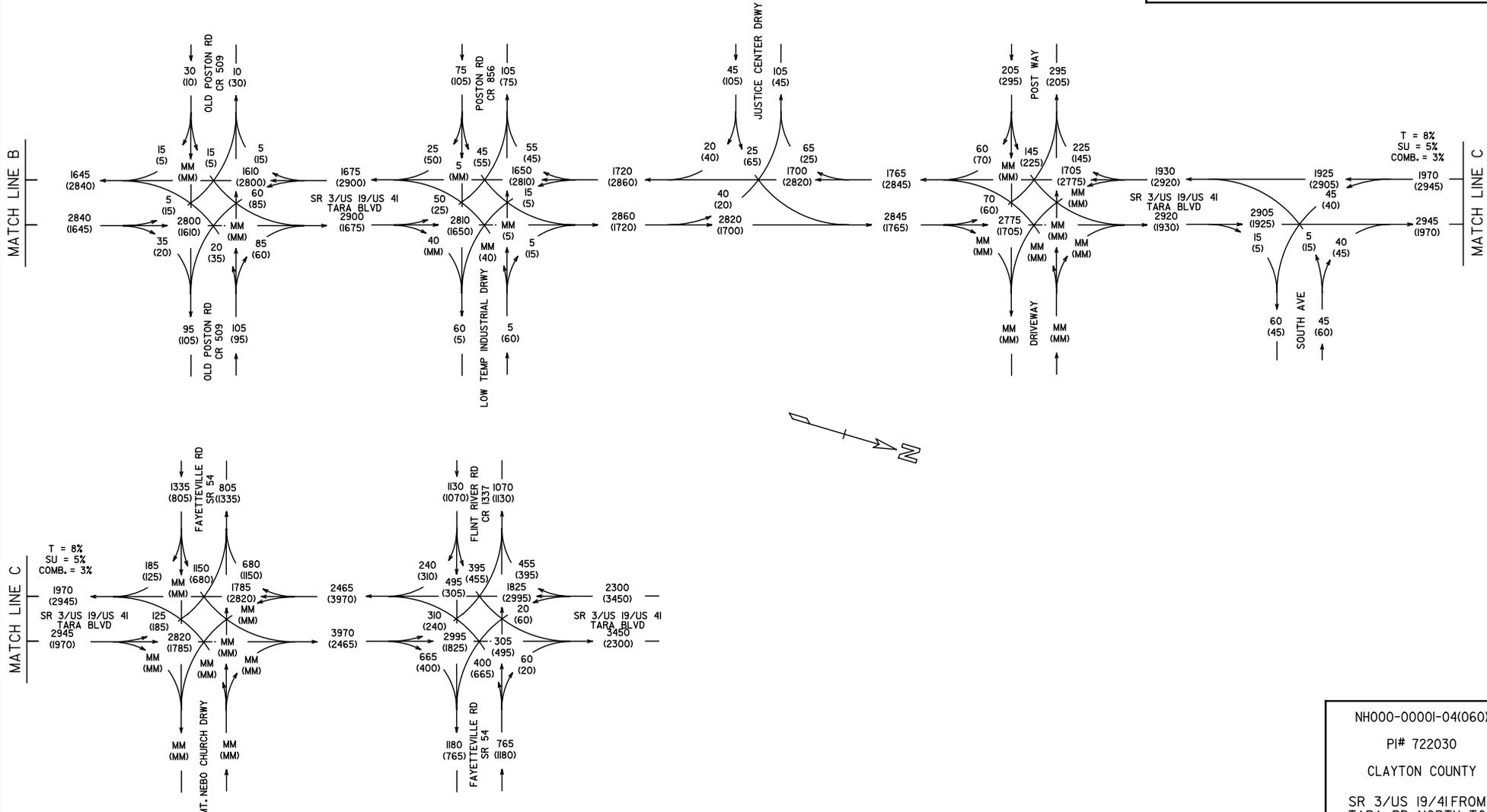
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 PI# 722030
 CLAYTON COUNTY
 SR 3/US 19/41 FROM
 TARA RD NORTH TO
 CR 1337/FLINT RIVER RD
 2019 AM DHV = 000
 2019 PM DHV = (000)
 DRF



NH000-00001-04(060)
PI# 722030
CLAYTON COUNTY
SR 3/US 19/41 FROM
TARA RD NORTH TO
CR 1337/FLINT RIVER RD
2019 AM DHV = 000
2019 PM DHV = (000)
DRF



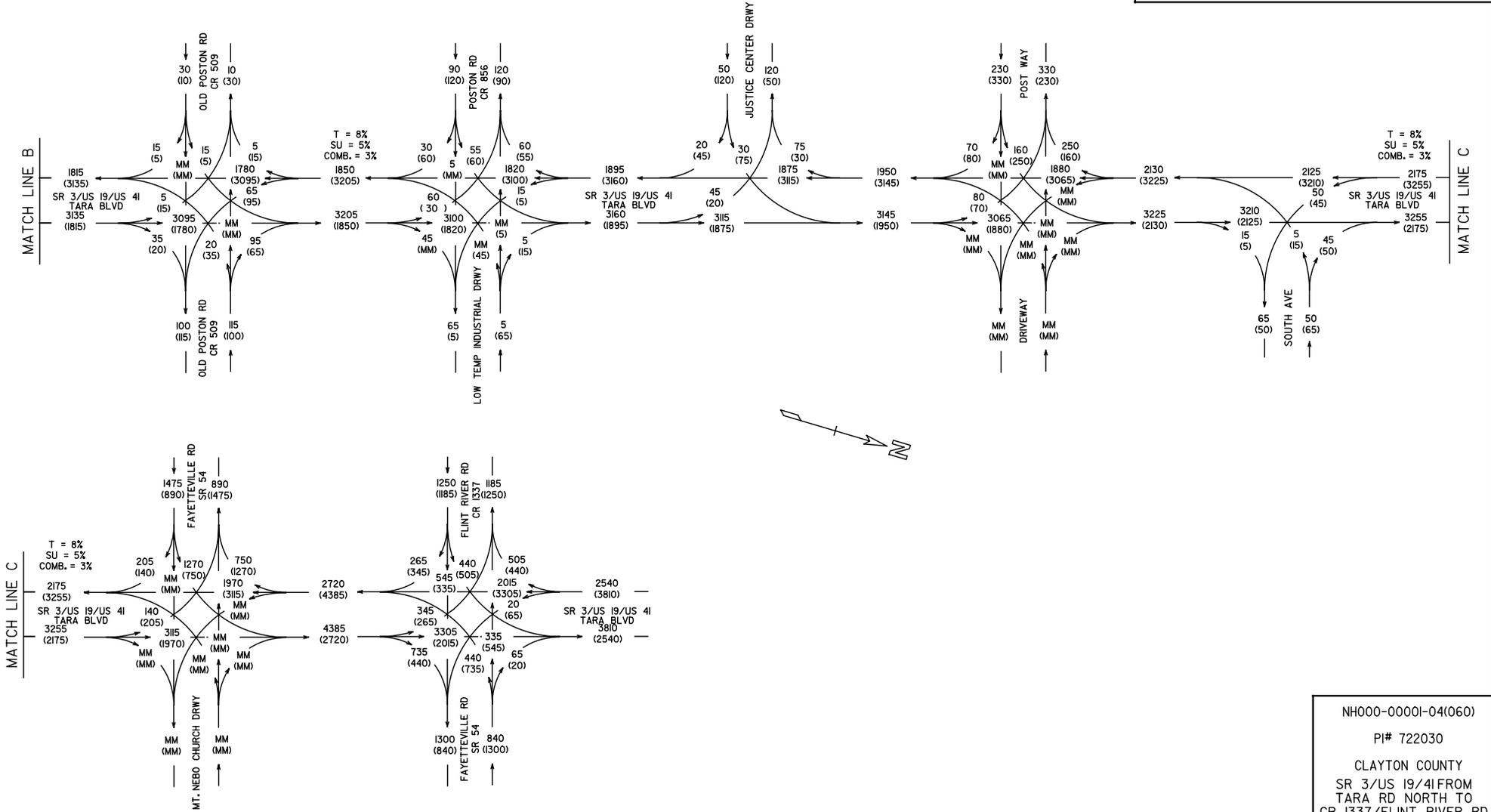
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 CLAYTON COUNTY
 SR 3/US 19/41 FROM
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 2039 AM DHV = 000
 2039 PM DHV = (000)
 DRF



T = 8%
SU = 5%
COMB. = 3%

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SU = 5%
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2039 PM DHV = (000)
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2039 AM DHV = 000
2039 PM DHV = (000)
DRF

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TRAFFIC ENGINEERING REPORT

For the intersection of:
STATE ROUTE US 19/41/SR 3 TARA BLVD. AT FREEMAN ROAD

County of Clayton
At Mile log: 3.51



Report prepared by:
Alania Stewart
Traffic Operations Engineer
5025 New Peachtree Rd
Chamblee, GA 30341

Telephone Number: (770)986-1773
E-mail Address: alstewart@dot.ga.gov

Date prepared: **04/12/12**

LOCATION:

This study was performed at the intersection of State Route US 19/41/SR 3 Tara Blvd. at Freeman Rd. in Clayton County.

REASON FOR INVESTIGATION:

This traffic study was requested by a concerned citizen who had a dilemma in entering onto Tara Blvd. from Freeman Road due to high traffic volume and potential near-missed accidents.

DESCRIPTION OF THE INTERSECTION:

- US 19/ 41/ State Route 3/Tara Blvd. is a four lane roadway with a divided grass median and left turn lanes in each approach on Tara Blvd. at Freeman Road. State Route 3 is classified as a Principal Arterial which runs North/South in Clayton County and connects the cities of Love Joy, Hampton and Griffin, Georgia. The current AADT for Tara Blvd. is 39180. This corridor serves a significant amount of commuters during the weekdays, both AM and PM peak period, as well as during NASCAR Racing Events. The nearest signalized intersection is approximately 830 feet in the southbound direction.
- Freeman Road is a two lane local road with an AADT of 1900 that serves the residents of The Garden of Love Joy Town Homes and Shoppes of Love Joy Strip Mall with approximately fourteen businesses to serve the neighboring forty-six town house development.

PEAK HOUR VOLUMES: the table below gives the peak hour volumes movement and direction. These peak hour counts are found by using the peak hour four fifteen minute consecutive intervals within the three hour period.

US 19/41/SR 3/TARA BLVD.							
TIME	SOUTHBOUND			NORTHBOUND			
	THRU	LEFT	RIGHT	THRU	RIGHT	LEFT	
6:00AM-7:00AM	676	24	2	2321	61	2	
7:00AM-8:00AM	1024	17	8	2555	143	6	
8:00AM-9:00AM	726	38	10	1766	83	15	
11:00AM-12:00PM	1024	27	27	1162	34	26	
12:00PM-1:00PM	1033	48	25	1136	61	35	
3:00PM-4:00PM	1515	55	24	1254	84	43	
4:00PM-5:00PM	1657	84	29	1162	79	20	

5:00PM-6:00PM	1972	73	32		1240	100	32
TOTAL	9627	366	157		12596	645	179

FREEMAN ROAD							
TIME	WESTBOUND			EASTBOUND			
	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	
6:00AM-7:00AM	0	29	33	0	12	6	
7:00AM-8:00AM	0	37	67	0	5	9	
8:00AM-9:00AM	5	39	36	0	2	5	
11:00AM-12:00PM	1	31	17	0	10	28	
12:00PM-1:00PM	0	49	17	3	10	26	
3:00PM-4:00PM	2	74	38	2	11	31	
4:00PM-5:00PM	2	65	36	3	5	34	
5:00PM-6:00PM	0	62	56	3	14	22	
TOTAL	10	386	300	11	69	161	

SIGNAL WARRANT ANALYSIS:

70 % right-turn reduction was applied to the mainline volumes for the calculations. This location meet signal warrants for a stop and go signal.

EXISTING TRAFFIC CONTROL:

- US 19/41/State Route 3 is currently free-flowing at this intersection
- Freeman Road is stop-condition at this intersection

VEHICLE SPEEDS: The District 7 completed a speed study for this section of roadway.

- The posted speed limit on US 19/41/SR 3 is 55 MPH.
- The posted speed limit on Freeman Road is 40 MPH.
- The 85th percentile in this area is 63 MPH.

PEDESTRIAN MOVEMENTS:

There were minimal pedestrians visible during the traffic counts or during any of the other site visits. There is an existing crosswalk at the intersection with ADA ramps; however, there are no existing sidewalks along Tara Blvd for pedestrians or on the side streets.

PARKING:

There was no parking observed or expected at the intersection.

CRASHES HISTORY:

See below Crash History in **Clayton County (M.P. 0.00 to M.P. 3.51)**

There were a total of 72 crashes with 47 injuries and 0 fatalities that occurred during the 4 year crash history reviewed within the intersection. Below is a list of the type crashes that have occurred. For the years 2006-2009, there were 72 crashes at this intersection (see below crash list). Of the 72 reported crashes, it is estimated that at least 34 of the crashes could be correctable by signalization.

Year of Crashes					Total	Injuries	Fatalities
	Rear-End	Side-Swipe	Angle	Head-on			
2006	4	0	8	0	12	6	0
2007	6	2	11	0	19	10	0
2008	9	3	9	0	24	22	0
2009	6	2	6	0	17	8	0
Total	25	7	34	0	72	47	0

SIGNAL WARRANT ANALYSIS:

Warrant Summary

Warrant 1 - Eight Hour Vehicular Volumes **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume**Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic**Not Satisfied**

Required volumes reached for 3 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants**Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes **Not Satisfied**

Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour **Satisfied**

Warrant 3A - Peak Hour Delay**Not Satisfied**

Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 3B - Peak Hour Volumes**Satisfied**

Volumes exceed minimums for at least one hour.

- Warrant 4 - Pedestrian Volumes** **Not Satisfied**
 Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)
- Warrant 5 - School Crossing** **Not Satisfied**
 Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).
- Warrant 6 - Coordinated Signal System** **Not Satisfied**
 No adjacent coordinated signals are present
- Warrant 7 - Crash Experience** **Not Satisfied**
 Number of accidents (5) meet minimum (5) but volumes do not.
- Warrant 8 - Roadway Network** **Satisfied**

After reviewing the warrant criteria for the above intersection it was determined that the minor street traffic suffers excessive delay entering or crossing the major street during one hour of the day. The signal warrant analysis was performed using the seventy percent right-turn reduction volume criteria of Table 4C-1. Warrant 1, of the Manual on Uniform Traffic Control Devices states that it may be used when the major street speed exceeds 40 MPH and the existing posted speed limit along is 55MPH and the 85th percentile is 63MPH. Therefore, the 70% right-turn reduction was use the satisfied the signal warrants.

SIGHT DISTANCE:

Intersection sight distance (ISD) was found to be adequate from Tara Blvd. in the north and southbound approaches. Sight distance to the left (SDL) and sight distance to the right (SDR) was above the standards set for ISD in the 2004 GDOT Driveway Manual. The results are summarized in the table below.

Intersecting Road	Arterial Speed (mph)	Existing SDL (ft.)	Required SDL (ft.)	Existing SDR (ft.)	Required SDR (ft.)
Tara Blvd. at Freeman Rd.	55	1848	730	1584	770

Tara Blvd. Looking in the Northbound Direction



Tara Blvd. Looking in the Southbound Direction



CONCLUSIONS:

This intersection was evaluated for a stop-and-go traffic signal. The intersection met three of the eight signal warrant analysis and based on the traffic volumes reached from the seventy percentile right-turn table in the Manual on Uniform Traffic Devices it was determined that warrants three and eight were satisfied at this intersection. In addition, an upcoming project that is set to let in the year 2013 which will widen SR 3 from four to six lanes. It was observed that motorists use the middle of the intersection for storage to make two-stage left turns. These maneuvers have increased the angle crashes and could rise significantly with the additional travel lanes on SR 3. The District Traffic Operations Office has visited this intersection on several different occasions, due to a number of complaints from citizens and business owners in this area requesting operational improvements. During the site reviews of this location it was determined the adequate signage does exist on Tara Boulevard, however on Freeman Road vehicles utilize the striped gore area as thru-lane/ left turn traveling eastbound. It was also observed that several cars were blocking the intersection trying to maneuver left turns at the intersection creating near-miss accidents. Furthermore, signaling this intersection would improve left turn operation and safety.

RECOMMENDATION:

Option 1:

The District Seven Traffic Operations recommends signaling this intersection.

Option 2:

The District Seven Traffic Operations recommends the closure of the median or make it a directional median opening at this intersection to reduce angle accidents.

PREPARED BY: _____ DATE: _____
District Traffic Operations Engineer

RECOMMENDED BY: _____ DATE: _____
District Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
State Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
Director of Operations

Traffic Engineering Report Appendix

- Traffic Count Summary Sheets
- Accident diagram
- Signal Warrant Analysis Summary

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

SR 3 / Tara Blvd.
Clayton County, Georgia
Mile log: 4.67 – 4.77



Report prepared by:
Patrick S. Werho
Traffic Operations Engineer
5025 New Peachtree Rd
Chamblee, GA 30341
Telephone Number: (770)986-1773
E-mail Address: pwerho@dot.ga.gov

Date prepared: 4/4/2012

LOCATION:

This study was conducted for the intersection of State Route 3 Tara Boulevard and County Roads Silver Stone Drive and Betty Talmadge Ave.

REASON FOR INVESTIGATION:

This traffic study was requested by concerned citizens, stating that there are safety concerns at the intersection of State Route 3 Tara Boulevard at Silver Stone Drive and Betty Talmadge Ave.

DESCRIPTION OF THE STATE ROUTE:

State Route 3 is a four lane road that is classified as an Urban Principal Arterial. State Route 3 has 12 foot wide travel lanes with left and right turn lanes and a grass median. The Urban Principal Arterial runs North /South in Clayton County. The current AADT obtained from the Department Road Information System for State Route 3 is 46,250 between Mile log 4.67 to 4.77. The nearest signalized intersection is approximately 2222 feet south of Silver Stone Drive and Betty Talmadge Ave.

Silver Stone Drive is a two lane, no outlet County Road with 11 foot wide travel lanes.

Betty Talmadge Ave is a two lane, County Road with 9.5 foot wide travel lanes and used as a cut-thru road from South Main Street/Noah's Ark Road.

TRAFFIC VOLUMES:

The traffic volumes were taken for an eight hour period, movement and direction. These peak hour counts are found by using the peak hour four fifteen minute consecutive intervals within the two hour period. No Pedestrian traffic was present; two Pedestrians did place signs on the Right of Way.

SIGNAL WARRANT ANALYSIS

Based on the compiled information this intersection did not meet any of the Nine Signal Warrants.

CRASH DATA

Crash data was evaluated for the years of 2006 thru 2009, SR 3 at Silver Stone Drive and Betty Talmadge Ave.

SR 3 at Silver Stone Drive and Betty Talmadge Ave., Angle Crashes:

2006 mile log 4.67 to 4.77 Two Crashes Two Injuries.

2007 mile log 4.67 to 4.77 Two Crashes Two Injuries.

2008 mile log 4.67 to 4.77 Zero Crashes Zero Injuries.

2009 mile log 4.67 to 4.77 Zero Crashes Zero Injuries.

SIGHT DISTANCE:

Intersection Sight Distance (ISD) was measured from Silver Stone Drive and Betty Talmadge Ave. Sight distance to the left (SDL) and sight distance to the right (SDR) is illustrated the standards set for ISD in the 2004 GDOT Driveway Manual. The results are summarized in the table below.

Intersecting Road	Arterial Speed (mph)	Existing SDL (ft.)	Required SDL (ft.)	Existing SDR (ft.)	Required SDR (ft.)
Silver Stone Drive	55	903	650	900+	685
BettyTalmadge	55	847	650	800+	685

CONCLUSIONS:

The intersection of SR 3 at Silver Stone Drive and Betty Talmadge Ave was evaluated for safety and operational improvements. We observed a high amount of vehicles using Betty Talmadge Ave as a “cut-thru” road from South Main Street This Intersection has no street lighting. Based on compiled information this intersection does meet for a Signalized intersection.

RECOMMENDATION:

The District Seven Office of Traffic Operations recommends no improvements at this time.

PREPARED BY: _____ DATE: _____
District Traffic Operations Engineer

RECOMMENDED BY: _____ DATE: _____
District Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
State Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
Director of Operations

Traffic Engineering Report Appendix

- Crash Diagram
- Crash Data 2006-2009
- Signal Warrant Analysis

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TRAFFIC ENGINEERING REPORT
For State Route 3 - Tara Blvd (MP 5.48 – 5.78)
@ Old Poston Road (MP 1.37 – 1.53)
City of Jonesboro
Clayton County, Georgia



Location:

The intersection at State Route 3 (Tara Blvd.) at Old Poston Road is located in the City of Jonesboro in Clayton County.

Reason for the Investigation:

A traffic engineering study was recommended by the citizens of Jonesboro for the evaluation of operational deficiencies for a traffic signal at the intersection of SR 166 (Duncan Memorial Hwy) at Post Road.

Description of Intersection:

State Route 3 (Tara Blvd.) @ Old Poston Road is a four way stop controlled intersection. Pedestrian facilities are not present at the intersection. There are not any street lights that are directly facing the intersection. Two power poles are present, one located in the south-west and one located in the south-east quadrants of the intersection. The nearest signalized intersection is about 1550 feet north at the intersection of State Route 3 (Tara Blvd.) and Poston Road.

State Route 3 (Tara Blvd.) is a four lane roadway that is classified as an Urban Principal Arterial. State Route 3 has 12 ft wide travel lanes with left and right turn lanes, a grassed median and grass shoulders. The Urban Principal Arterial runs north-south in Clayton County. The current AADT obtained from the Department Road Information System for State Route 3 is 46,250 between Milelog 5.48 and Milelog 5.78. The posted speed limit is 55 miles per hour (MPH).

Old Poston Road is a two lane county road that is classified as an Urban Local. Old Poston Road has 11 ft wide travel lanes with grassed shoulders. The Urban Local runs east-west in Clayton County. The current AADT obtained from the Department Road Information System for Old Poston Road is 2,202 between Milelog 1.37 and Milelog 1.53. The posted speed limit is 40 MPH.

Traffic Volumes in vehicles per day (vpd):

Latest year percent trucks: 0%

Latest year 24 hour percent trucks: 0%

Year	SR 3 @ MP 5.48 Count Station (vpd)	Old Poston Road @ MP 1.37 Count Station (vpd)
2011 (Current AADT)	46200	2202
2010 (Previous AADT)	46190	1623

Peak Hour Traffic Volume (vehicles only)

The traffic volumes were taken for an eight hour period; movement and direction. Peak hour counts are found by using any four consecutive 15-minute intervals during the two or three hour count periods. Pedestrian traffic was present.

Time	SR 3 (Tara Blvd) (from N)	Old Poston Road (from E)	SR 3 (Tara Blvd) (from S)	Old Poston Road (from W)
5:00 PM – 6:00 PM	2044	59	1155	9
	Right Thru Left	Right Thru Left	Right Thru Left	Right Thru Left
	0 1987 57	51 4 4	1 1148 6	7 2 0

All morning and evening turning movement counts are attached.

Pedestrian Movements:

Four pedestrians were visible during the traffic counts. Two pedestrians were traveling southbound and two pedestrians were traveling northbound across the intersection. There are no crosswalks or other pedestrian facilities present at this intersection.

Other modes of transportation present:

Other modes of transportation such as public transit and bicycle facilities (bike lanes) were not present.

Delay:

Observation during peak traffic periods revealed motorists on the side street experienced a minimal delay.

Parking:

There was no parking observed or expected at the intersection.

Existing Traffic Control:

- State Route 3 EB is currently a Stop Condition at this intersection.
- State Route 166 WB is currently a Stop Condition with a Right Turn Yield Condition at this intersection.
- Post Road NB is currently a Stop Condition at this intersection.
- Post Road SB is currently a Stop Condition at this intersection.

Signal Warrant Analysis

A traffic signal warrant analysis was performed for SR 3 at Old Poston Road. Eight signal warrant analysis were performed for this intersection. The intersection failed to meet the requirements for all eight signal warrants. A summary of the analysis is shown in the chart below.

Warrants	Satisfied	Not Satisfied
Warrant 1 – Eight Hour Vehicular Volumes Warrant 1A - Minimum Vehicular Volume Warrant 1B – Interruption of Continuous Traffic Warrant 1 A & B – Combination of Warrants		✓ ✓ ✓ ✓
Warrant 2 – Four Hour Vehicular Volumes		✓
Warrant 3 – Peak Hour Warrant 3A - Peak Hour Delay Warrant 3B – Peak Hour Volumes		✓ ✓ ✓
Warrant 4 – Pedestrian Volumes		✓
Warrant 5 – School Crossing		✓
Warrant 6 – Coordinated Signal System		✓
Warrant 7 – Crash Experience		✓
Warrant 8 – Roadway Network		✓

*Full Signal Warrant Analysis is attached.

Accident History:

Crash reports for this intersection indicate 17 crashes have occurred between 2005 and 2009. The collisions are mostly “rear-end” collisions located on the roadway. Most of these collisions occurred during daylight and dry conditions. The number of collisions and the location of impacts are shown in the tables below.

Year	Collision Summary					
	Beg MP	End MP	Number of Accidents	Number of Vehicles	Number of Injuries	Number of Fatalities
2005	5.48	5.78	6	11	2	0
2006	5.48	5.78	5	10	5	1
2007	5.48	5.78	4	10	1	0
2008	5.48	5.78	1	2	0	0
2009	5.48	5.78	1	2	5	0
Total	-	-	17	35	15	1

Year	Type of Collisions					
	Angle	Not with Vehicle	Head-On	Rear-End	Sideswipe (same direction)	Sideswipe (opp direction)
2005	2	1	0	3	0	0
2006	3	1	0	1	0	0
2007	0	0	1	3	0	0
2008	1	0	0	0	0	0
2009	0	0	0	1	0	0
Total	6	2	1	8	0	0

Accident History (continued):

Location of Impacts					
Gore	Median	Off Roadway	On Roadway	On Shoulder	Ramp
0	0	1	16	0	0

The Crash Data (2005 to 2009) and Collision Diagram are attached.

Sight Distance:

The intersection sight distance meets AASHTO standards for the following sight distances: State Route 3 SB (looking left); Old Poston Road EB and Old Poston Road WB (looking left and right). The sight distances for State Route 3 NB (looking left and right) and State Route 3 SB (looking right) did not meet the intersection sight distance criteria. The sight distances on State Route 3 NB (looking left and right) and State Route 3 NB (looking right) is obstructed by the elevation (hill-top) of the roadway on Old Poston Road. The results are summarized in the table below.

The results are summarized in the table below.

Intersecting Road	Arterial Speed (mph)	Existing SDL (ft.)	Required SDL (ft.)	Existing SDR (ft.)	Required SDR (ft.)
SR 3 NB (Tara Blvd.)	55	429	650	590	685
SR 3 SB (Tara Blvd.)	55	900	650	465	685
Old Poston Road EB	40	1400	445	690	445
Old Poston Road WB	40	597	445	1500	445

Conclusion:

The intersection of State Route 3 at Old Poston Road was evaluated for a signal for safety and operational improvements. Based on the compiled information, this intersection does not meet for a signalized intersection.

Recommendation:

The District Seven Office of Traffic Operations recommends that the intersection at State Route 3 and Old Poston Road to remain as is. However, a request for another review of the intersection may be submitted for another operational study in 2 years.

If the community wants to address the sight distances that did not meet the intersection sight distance criteria, a request can be submitted to Clayton County Department of Transportation for further review.

PREPARED BY: _____ DATE: _____
District Traffic Operations Manager

RECOMMENDED BY: _____ DATE: _____
District Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
State Traffic Operations Engineer

APPROVED BY: _____ DATE: _____
Director of Operations

cc: file

Traffic Engineering Report Appendix

- Traffic Counts
- Crash Data 2005-2009
- Signal Warrant Analysis
- Collision Diagram
- Location Map

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

SR 3 / Tara Blvd.
Clayton County, Georgia
Mile log: 5.02-5.06



Report prepared by:
Ashley Ikpelue
Traffic Operations Engineer
5025 New Peachtree Rd
Chamblee, GA 30341
Telephone Number: (770)986-1773
E-mail Address: aikpelue@dot.ga.gov

Date prepared: 4/27/2012

LOCATION:

This study was conducted for the intersection of State Route 3 Tara Boulevard and County Roads Winding Way Lane and American Legion Boulevard.

REASON FOR INVESTIGATION:

This traffic study was requested by concerned citizens, stating that there are safety concerns at the intersection of State Route 3 Tara Boulevard at Winding Way Lane and American Legion Boulevard.

DESCRIPTION OF THE STATE ROUTE:

State Route 3 is a four lane road that is classified as an Urban Principal Arterial. State Route 3 has 12 foot wide travel lanes with left and right turn lanes and a grass median. The Urban Principal Arterial runs North /South in Clayton County. The current AADT obtained from the Department Road Information System for State Route 3 is 46,250 between Mile log 5.02 to 5.06. The nearest signalized intersection is approximately 0.76 miles north of State Route 3 and Winding Way Lane/American Legion Blvd.

American Legion Blvd is a two lane, County Road with 10 foot wide travel lanes. The current AADT is 2,202.

Winding Way Lane is a two lane, County Road with 12 foot wide travel lanes. The current AADT is 2,202.

TRAFFIC VOLUMES:

The traffic volumes were taken for an eight hour period, movement and direction. These peak hour counts are found by using the peak hour four fifteen minute consecutive intervals within the two hour period. No Pedestrian traffic was present during our counts.

SIGNAL WARRANT ANALYSIS

Based on the compiled information this intersection did not satisfy any of the nine signal warrants.

CRASH DATA

Crash data was evaluated for the years of 2005 thru 2009, SR 3 at Winding Way Lane and American Legion Blvd.

SR 3 at Winding Way Lane and American Legion Blvd (mile log 5.02 to 5.06)

Angle Crashes:

2005: Two crashes; one injury

2006: Three crashes; two injuries.

2007: One crash; two Injuries.

2008: Two crashes; two injuries

2009: Five crashes; four injuries

SIGHT DISTANCE:

Intersection Sight Distance (ISD) was measured from Winding Way Lane and American Legion Blvd. Sight distance to the left (SDL) and sight distance to the right (SDR) is illustrated the standards set for ISD in the 2004 GDOT Driveway Manual. The results are summarized in the table below.

Intersecting Road	Arterial Speed (mph)	Existing SDL (ft.)	Required SDL (ft.)	Existing SDR (ft.)	Required SDR (ft.)
Winding Way Lane	55	600	650	1,040	685
American Legion Blvd	55	1,458	650	1,240	685

CONCLUSIONS:

The intersection of SR 3 at Winding Way Lane and American Legion Blvd was evaluated for a signal.

Based on compiled information, this intersection does not meet for a stop and go signal.

RECOMMENDATION:

The District Seven Office of Traffic Operations recommends vegetation removal to improve sight distance to the left and right sides of Winding Way Lane.

PREPARED BY: _____ DATE: _____
District Traffic Operations Engineer

RECOMMENDED BY: _____ DATE: _____
District Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
State Traffic Engineer

RECOMMENDED BY: _____ DATE: _____
Director of Operations

Traffic Engineering Report Appendix

- Crash Diagram
- Crash Data 2005-2009
- Signal Warrant Analysis
- Traffic Counts

Attachment 7 - Capacity Analysis Summary

Multilane Segment Analysis

Roadway Segment	2011 Existing Conditions				2019 No Build Condition ¹				2019 Build Condition ²				2039 No Build Condition ¹				2039 Build Condition ²			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS
Flicker Road to Tara Road	20.4	C	20.4	C	22.1	C	22.1	C	22.1	C	22.1	C	27.3	D	27.3	D	27.3	D	27.3	D
Tara Road to Freeman Road	27.0	D	27.0	D	27.1	D	27.1	D	19.4	C	19.4	C	34.4	D	34.4	D	23.7	C	23.7	C
Freeman Road to Commercial Court	26.6	D	29.2	D	26.6	D	29.1	D	19.1	C	21.1	C	33.7	D	36.9	E	23.3	C	25.7	C
Commercial Court to S. Main Street/Iron Gate Boulevard	26.6	D	26.6	D	26.6	D	26.6	D	19.1	C	19.1	C	33.7	D	33.7	D	23.3	C	23.3	C
S. Main Street/Iron Gate Boulevard to Mundy's Mill Road	25.9	C	25.9	C	25.6	C	25.6	C	18.7	C	18.7	C	32.0	D	32.0	D	22.9	C	22.9	C
Mundy's Mill Road to Divine Faith Ministries International Driveway	22.2	C	22.2	C	22.0	C	22.0	C	16.0	B	16.0	B	27.2	D	27.2	D	19.5	C	19.5	C
Divine Faith Ministries International Driveway to Betty Talmadge Avenue/Silverstone Drive	24.4	C	22.2	C	24.0	C	22.0	C	17.6	B	16.0	B	29.8	D	27.3	D	21.5	C	19.5	C
Betty Talmadge Avenue/Silverstone Drive to Clayton Summit Business Park Driveway	22.1	C	22.1	C	21.9	C	21.9	C	15.9	B	15.9	B	27.2	D	27.2	D	19.5	C	19.5	C
Clayton Summit Business Park Driveway to American Legion Way/Winding Way Lane	22.4	C	22.4	C	22.2	C	22.2	C	16.1	B	16.1	B	27.6	D	27.6	D	19.7	C	19.7	C
American Legion Way/Winding Way Lane to Old Poston Road	23.8	C	23.8	C	23.6	C	23.6	C	17.2	B	17.2	B	29.6	D	29.6	D	21.0	C	21.0	C
Old Poston Road to Justice Center Driveway	24.3	C	24.3	C	24.1	C	24.1	C	17.5	B	17.5	B	30.3	D	30.3	D	21.4	C	21.4	C
Justice Center Driveway to Poston Road/Low Temp Industrial Driveway	24.0	C	24.0	C	23.8	C	23.8	C	17.3	B	17.3	B	29.8	D	29.8	D	21.1	C	21.1	C
Poston Road/Low Temp Industrial Driveway to Post Way	23.8	C	23.8	C	23.7	C	23.7	C	17.2	B	17.2	B	29.6	D	29.6	D	21.0	C	21.0	C
Post Way to South Avenue	24.5	C	26.9	D	24.4	C	26.6	D	17.7	B	19.4	C	30.6	D	33.5	D	21.5	C	23.7	C
South Avenue to Fayetteville Road/Mt. Nebo Church Driveway	30.2	D	27.1	D	32.8	D	29.5	D	21.8	C	19.6	C	41.7	E	37.3	E	26.6	D	23.9	C
Fayetteville Road/Mt. Nebo Church Driveway to Flint River Road/Fayetteville Road	24.4	C	24.4	C	26.4	D	26.4	D	26.4	D	26.4	D	32.8	D	32.8	D	32.8	D	32.8	D
Flint River Road/Fayetteville Road to Robert E. Lee Parkway	21.2	C	23.5	C	22.9	C	25.5	C	22.9	C	25.5	C	31.3	D	34.8	D	31.3	D	34.8	D

NOTES: 1. No Build Conditions reflect a 4-lane roadway from Tara Road to SR 54/Fayetteville Road.

2. Build Conditions reflect a 6-lane roadway from Tara Road to SR 54/Fayetteville Road.

* LOS and density are indicative of the highest directional volume. North for the AM time period and South for the PM time period

Intersection Analysis

Intersection	Type of Intersection	2011 Existing Conditions				2019 No Build Condition				2019 Build Condition				2039 No Build Condition				2039 Build Condition			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flicker Rd and Tara Boulevard	Unsignalized					48.5	F	76	F	48.5	F	83.9	F	-	F	510.5	F	-	F	510.5	F
Tara Road and Tara Boulevard	Signalized					28.7	C	47.8	D	21	C	32.1	C	65	E	103.9	F	39.3	D	60.9	E
Freeman Road/Iris Park and Tara Boulevard	Unsignalized					1387.5	F	910.4	F	1668.3	F	1462.9	F	-	F	-	F	-	F	-	F
Iron Gate Boulevard/S. Main Street and Tara Boulevard	Signalized					39.6	D	36	D	33.4	C	28.6	C	67.4	E	80.1	F	43.4	D	43.1	D
Mundy's Mill Road and Tara Boulevard	Signalized					17.9	B	39.5	D	15.6	B	26.4	C	50	D	90	F	21.8	C	46.2	D
Betty Talmadge Avenue/Silverstone Drive and Tara Boulevard	Unsignalized					146.1	F	61.7	F	160.9	F	73.6	F	396.9	F	219.5	F	-	F	-	F
Winding Way Lane and Tara Boulevard	Unsignalized					27.8	D	168	F	69.5	F	348.9	F	69.1	F	23.1	C	586.6	F	115.9	F
Old Poston Road and Tara Boulevard	Unsignalized					-	F	52.3	F	430.3	F	80.6	F	-	F	-	F	-	F	-	F
Poston Road and Tara Boulevard	Signalized					8.6	A	9	A	5	A	6.8	A	21.3	C	26.1	C	8.3	A	8	A
Post Way and Tara Boulevard	Signalized					38.6	D	64.2	E	31.7	C	51.2	D	80	F	130.4	F	41	D	77.4	E
South Avenue and Tara Boulevard	Unsignalized					43.1	E	23.6	C	121.1	F	30.5	D	101.2	F	47.7	E	-	F	137.8	F
Fayetteville Road (SR 54) and Tara Boulevard	Signalized					310.5	F	163	F	309.8	F	162.7	F	395.8	F	190.1	F	44.3	F	202.8	F
Flint River Road/Fayetteville Road and Tara Boulevard	Signalized					55.5	E	91.7	F	57.8	E	91.9	F	99.9	F	161.9	F	132.1	F	207.1	F

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI No. 722030 Clayton County

OFFICE Materials
Forest Park, GA

SR 3/US 19/41 from Tara Road to
Flint River Road

DATE February 15, 2013

FROM *G.E.F. Fok*
Charles A. Hasty, P. E., State Materials Engineer

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Robert Murphy, Project Manager

SUBJECT Life Cycle Cost Analysis and Pavement Type Selection Recommendation
SR 3/US 19/41 from Tara Road to Flint River Road

The Office of Materials (OM) has completed the Life Cycle Cost Analysis and Pavement Type Selection (PTS) Recommendation for the above referenced project.

Project Description and Location

The project is for the construction of SR 3/US 19/41 from Tara Road to Flint River Road. Total length of the project is 3.5 miles. This project is located in Clayton County.

Pavement Design Alternatives Considered

The LCCA analyzed the costs of the project by comparing two alternative pavement types. Alternative 'A' uses full-depth Hot Mix Asphalt (HMA) pavement, while Alternative 'B' uses full-depth Portland Cement Concrete (PCC) pavement.

Pavement Type Recommendation

The PTS concludes that there is no preferred alternative, considering the economics of construction costs, maintenance costs, pavement performance and other factors over the analysis period. This project is a candidate for alternate bidding.

The alternates are listed in Table 1.

Table 1: Pavement Design Alternatives

Design Alternates	Profile	Surface	Intermediate (Binder)	Base	Subbase
Alternate A, (Full-Depth HMA)	Mainline	12.5 mm Superpave (1.50")	19 mm Superpave (2.00")	25 mm Superpave (9.00")	Graded Aggregate Base (14.00")
Alternate B, (Full-Depth PCC)	Mainline	PCC (12.00")	19 mm Superpave (0.00)	---	Graded Aggregate Base (10.00")

The LCCA is based on the following:

- Staging costs and durations for staging were *not* considered.
- Discount Rate of 3 %.
- The analysis periods were 40 years and 50 years. Recommendations were based on the 40-year analysis.
- The service life prior to first major maintenance activities were as follows:
 - 10 years for Asphaltic Concrete Pavements (AC)
 - 20 years for Portland Cement Concrete Pavements (PCC)
- Deterministic approach to LCCA is based on the guidelines in the following document:
 - Federal Highway Administration Publication No. FHWA-SA-98-079, "Life-Cycle Cost Analysis in Pavement Design."
- Average Plant Production rates were determined from historical project information within the Georgia Department of Transportation. They are:
 - Asphalt Concrete plant production rate of 200 tons per hour.
 - Ready Mix Concrete plant production rate of 6000 square yards per day in addition to the following:
 - A 4000 linear feet of paving for a 12-foot wide lane
 - A 2500 linear feet of paving for a 24-foot wide lane

Tables 2 and 3 summarize the total Agency Costs and User Costs respectively.

Table 2: Agency Costs

Design Alternates	Agency Costs		Total Costs
	Initial Agency Costs (A)	Future Maintenance Costs (B)	(A)+ (B)
Alternate A, Full-Depth HMA	\$4,302,468	\$2,231,338	\$6,533,806
Alternate B, Full-Depth PCC	\$3,665,775	\$3,250,547	\$6,916,322

Table 3: User Costs

Design Alternates	User Costs		Total Costs
	Initial User * Costs (A)	Future User Costs (B)	(A) + (B)
Alternate A, Full-Depth HMA	0	\$169,279	\$169,279
Alternate B, Full-Depth PCC	0	\$83,587	\$83,587

** For analysis purposes the initial user cost has been set at zero because both pavement alternatives will have comparable impact.*

Table 4 summarizes the Total Scores and Ranking from the Decision Matrix. The scores were determined from the LCCA using a 40-year Analysis Period.

Table 4: Total Score

Design Alternates	Rank	Total Score
Alternate B, Full-Depth PCC	1	89.6
Alternate A, Full-Depth HMA	2	86.1

The detailed analysis is on file and available on request. If additional information is needed, please contact Adebola Adelokun at (404) 608-4773.

CAH: AAA

Attachments

1. Flexible Pavement Design
2. Rigid Pavement Design
3. Decision Matrix

Copy: file

Flexible Pavement Design Analysis

PI Number	0722030	County(s)	Clayton
Project Number	0722030	Design Name	SR 3/Tara Blvd
Project Description	SR 3/US 19/41 From Tara Road To Flint River Road		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2019	Initial AADT, VPD	32,700	24 Hour Truck %	8.00	Lanes in one direction	3
Final Design Year	2039	Final AADT, VPD	44,050	SU Truck %	5.00	Curb & Gutter/Barrier	No
		Mean AADT, VPD	38,375	MU Truck %	3.00		

Design Data					
Lane Distribution Factor (%)	80.00	Soil Support Value	2.50	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.60	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	1.17	Calculated 18-KIP ESAL	0.81
Non-Standard Value Comment	Mainline is under Primary System/US Route so recommended ESAL factor of 1.17 is used.				

Design Loading (User Provided 18-KIP ESAL Factor)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
38,375	80.00	24 Hour Truck	8.00	1.17	2,874
Total Design Period ESALs					20,980,200

Proposed Flexible Pavement Structure				
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value
Course 1	12.5 mm Superpave, Polymer Modified	1.50	0.4400	0.66
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.00	0.4400	0.44
		8.00	0.3000	2.40
Course 4	Graded Aggregate Base	14.00	0.1600	2.24
Required SN	6.87	Proposed pavement is 3.66% Underdesigned		Proposed SN
				6.62

Design Remarks	FULL DEPTH DESIGN FOR MAINLINE
-----------------------	--------------------------------

Prepared By _____ Adebola Adelokun, Pavement Design Engineer _____ 2/13/2013 10:45 AM
Date

Recommended By _____
Date

Office Head
Date

Approved By _____
Chief Engineer
Date

Rigid Pavement Design Analysis
Based on AASHO Interim Guide for Design of Pavement Structures

P.I. No.	722030	Project No.	NH000-0001-04(60)	County	Clayton
Description	SR 3/US 19/41 from Tara Road to Flint River Road	Location	-	Type Section	JPCP
Begin Project	-	End Project	-	Project Length	-

Traffic Data

Begin Design Year	2019	Begin one way AADT, VPD	32700
End Design Year	2039	Ending one way AADT, VPD	44050
Total Truck %	8	Mean one way AADT, VPD	38375

Design Loading

Mean one way AADT		LDL		Volume, %		ESAL Factor	
38375	*	80	*	92	Vehicles	*	113
38375	*	80	*	5	SU	*	768
38375	*	80	*	3	MU	*	2,469
Total Design Period ESALs						=	
Total Daily ESAL's						24,455,000	

Design Data

Terminal Serviceability, (Pt)	2.5	Working Stress	450 psi	Soil Support Value	2.5
Subgrade Modulus, k	130	Subbase Modulus, k ₁	195	Subbase Modulus, k ₂	195
Trial Depth of PCC Pavement, inches		12.00	Calculated Stress from Equation, psi		427.0
% Understressed	5.1	% Overdesigned	5.4	Balanced Thickness	11.7

Recommended Rigid Pavement Structure

12 inches Plain Portland Cement with 1.5 inch diameter dowel bars
 0 inches of 19 mm Superpave Asphaltic Concrete Interlayer
 10 inches Graded Aggregate Base

Prepared By	Adebola Adelokun	Date	9/25/2012
Recommended By	Office Head / District Engineer	Date	
Approved By	State Pavement Engineer	Date	

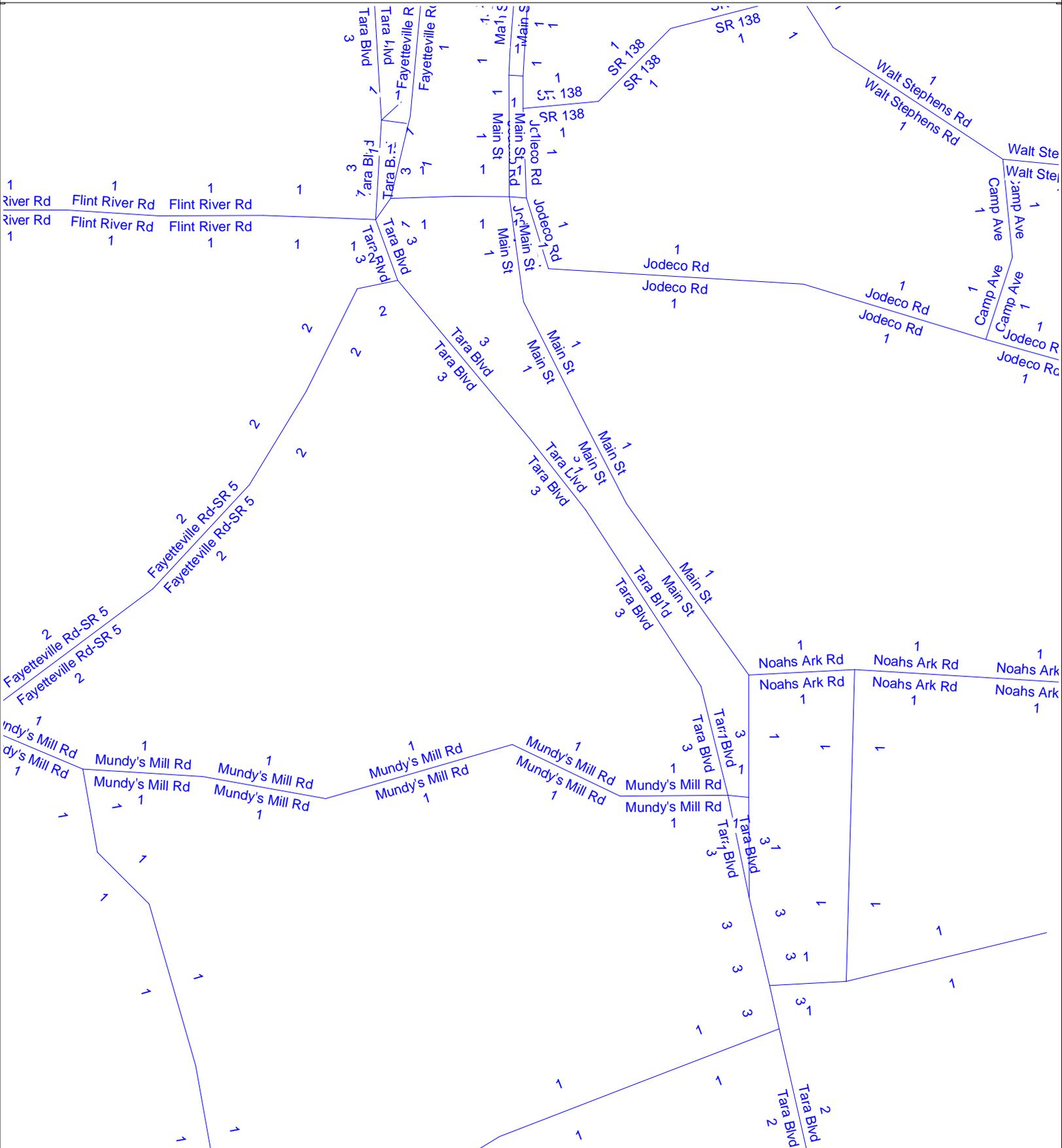
DECISION MATRIX

	DECISION FACTOR										Total Score	Rank	
	Initial Construction Agency Costs	Maintenance Costs (normal / discounted)	Annualized Agency Costs (LCC)	Annualized User Costs (LCC)	Salvage Value	Expected Life (Rehabilitation Frequency)	Construction (production rate - initial days)	Ease of Repairing / Maintaining (production rate - rehab days)	Constructibility / Traffic Control (Lifts)	Proven Design in Agency			
Relative Importance	50%	25%	5%	5%	2%	2%	2%	2%	2%	5%			
ALTERNATIVE A-HMA Full Depth Mainline	0.85 42.6	1.00 25.0	1.00 5.0	0.49 2.5	0.00 0.0	0.50 1.0	1.00 2.0	0.50 1.0	1.00 2.0	1.00 5.0	1.00 5.0	86.1	2
ALTERNATIVE B-PCC Full Depth Mainline	1.00 50.0	0.89 17.2	0.94 4.7	1.00 5.0	0.00 0.0	1.00 2.0	0.87 1.7	1.00 2.0	1.00 2.0	1.00 5.0	1.00 5.0	89.6	1

ARC Plan 2040 - Clayton County

Total 2030 Network Schematic

PI 722030



Attachment 11: Highway Safety Manual Crash Reduction Factor Calculations

Proposed Concept for a Urban Six Lane Divided Roadway

The Highway Safety Manual (HSM) has been referenced for the availability of a Predictive Method analysis using a Safety Performance Function (SPF) with associated Crash Modification Factors (CMF). The concept for the roadway on this project is classified by the HSM as an Urban Multilane (Six Lane) Divided roadway. There is no HSM SPF for this facility type thus a HSM Predictive Method analysis is of no value.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NH000-0001-04(060) Clayton **OFFICE:** Engineering Services
P.I. No.: 722030-
SR3/US19/41 Widening **DATE:** February 27, 2013

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Genetha Rice-Singleton, State Program Delivery Engineer
Attn.: Robert Murphy

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 30 – May 3, 2012. The attached revised responses were received on February 27, 2013. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception (DE) and/or Design Variance (DV), the DE or DV must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
A-2	Develop a 10' wide multi-use path on the west side instead of using bike lanes in the road. Also, replace curb & gutter with a rural ditch.	Proposed = \$2,037,000 Actual = \$0	Yes, with modifications	A 14' shoulder with an 8' paved buffer will be implemented along the west side of SR 3. The urban shoulder will encompass a 10' shared use path and will eliminate the on-road bike lanes as requested by FHWA. Partial implementation of A-5 necessitates an 8' buffer from the travel way to the face of curb for all roadway segments designed at 55 mph. Therefore, no actual savings will be reported for this partial implementation.
A-3	Retain and re-use the existing pavement instead of full depth replacement.	\$4,834,000	Yes	This will be done.
A-5	Reduce speed design from 55 mph to 45 mph to allow for more flexibility in the design elements.	Proposed = \$1,390,000 Actual = \$0	Yes, with modifications	A 55 mph speed design will be implemented along the corridor up to Justice Blvd. However, due to the transitional nature of the roadway at this location (from Justice Blvd. to SR 54) a 45 mph speed design will be implemented approximately 2000' south of the SR 54 intersection

				improvement project (PI# 721440-) which also has a 45 mph design. Partially implementing A-10 will negate the use of a 20' raised median and by maintaining the existing 32' depressed median the need for the additional 2' inside shoulder width is also eliminated. The use of 12.5 mm Superpave in lieu of OGFC and SMA will not be implemented. Therefore, according to the revised calculations no actual savings can be reported for this partial implementation.
A-10	Retain and re-use the existing 32' wide median and construct the widening to the outside.	Proposed = \$1,340,000 Actual = \$1,259,000	Yes, with modifications	The existing 32' median will be maintained and the roadway will be widened to the outside of the existing two 12' lanes except in the area where the mainline is parallel to the Central Georgia Railroad. Impacts to the railroad in this area will be avoided by either design changes to the typical section or by an alignment shift. Additional R/W impacts are the intersections will be avoided by eliminating the 8' buffer adjacent to the auxiliary turn lanes.
B-1	Narrow the required R/W template.	\$8,535,000	Yes	This will be done.
D-2	Use a flush, grassed median with cable barrier instead of the raised concrete median with Type 7 curb.	\$383,000	No	D-2 will not be implemented because A-10 was selected and use of an 18' flush grass median with cable barrier will not be required.

An implementation meeting was held on October 25, 2012. Alvin Gutierrez, Mindy Roberson, and Carlos Figueroa with FHWA, Joshua Taylor, Darrell Richardson, Albert Welch, and Andy Casey with Roadway Design, and Matt Sanders of Engineering Services were all in attendance.

The Office of Engineering Services concurs with the Project Manager's revised responses.

Approved: *Russell R McMurry* Date: 3/1/13
Russell McMurry, P.E., Chief Engineer

Approved: *Melinda M Rob* Date: 3/19/13
for Rodney Barry, P.E., FHWA Division Administrator

LLM/RLR/MJS

Attachments

c: Melinda Roberson/Carlos Figueroa/Alvin Gutierrez/Cody Wilbers - FHWA
Genetha Rice-Singleton/Albert Shelby/Robert Murphy
Andy Casey/Darrell Richardson/Joshua Taylor/Albert (Butch) Welch
Keisha Jackson
Lee Upkins
Ken Werho
Robert Reid Jr./Matt Sanders

CONCEPT TEAM MEETING MINUTES
Clayton County
P.I. 722030
SR 3/US 19/41 fm Tara Rd north to CR 1337/Flint River Rd
February 9, 2012

Meeting Agenda

Introductions:

1. **Robert Murphy PM** *began the meeting with introductions*
 - a. **Project Justification Statement**-*read by Robert Murphy then gave a brief description of the project and project limits. Mr. Murphy also informed the team of the current project schedule and upcoming baseline milestones.*
 - b. **Logical Termini**-*David Zoekler with Engineering Services wanted to know why the limits did not extend to McDonough Road which is a much bigger intersection with more traffic. It was noted that there was a significant drop in traffic at Tara Road. Robert Murphy indicated to the team that there are no plans to extend the project limits to McDonough Road.*
 - c. **Public Involvement**- *a PIOH and PHOH will be required. It was suggested that officials from the Atlanta Motor Speedway be contacted to participate in the PIOH. Mr. Murphy indicated that he would contact Clayton County and schedule a stakeholders meeting.*
 - d. **Landscaping requirements**-*the median is currently grassed and landscaping is not proposed. Mr. Murphy indicated that there is no agreement with the Local Government to provide landscaping for this project.*
 - e. **Interface with other Projects in the area**- *Design recommended reducing the project termini to tie into proposed project, PI 721440, which includes improvements to the intersection of SR 54 and SR3/US 19/41. This project is in final design and proposes triple lefts onto SR 3/US 19/41 northbound.*
 - f. **Railroad Coordination with Central of Ga. Railroad Co.**-*Railroad coordination will be required. Richard Crowley noted the following items need to be considered:*
 - The railroad may request a future track on the west side.*
 - Wall may be required to protect future track.*
 - Railroad will want a crossing closure. The closure does not have to be on this project.*
 - A 3 day closure will be required for upgrading crossing at Freeman Road. It was noted that public involvement for the crossing can be included in the PIOH.*
 - Permanent easement will be required for the existing right turn bay within the railroad R/W at the intersection of Freeman Road and SR 3.*

- g. Right of Way Requirement/Relocates/est. Cost/GDOT Responsibility- Mrs. Sherry Phillips** with District 7 R/W Indicated that *the preliminary ROW cost estimate will need to be updated since the parcel count has changed from 140 to 184. Design team also indicated that they will look at all options available so impacts can be minimized.*
- 2. Design Team Member /Theresa Holder P.E./Fletcher Miller/Josh Taylor**

 - a. Design Criteria Proposed**—Joshua Taylor provided an overview of the proposed project. *The preferred alternative would widen the corridor from 4 to 6 lanes with a 24' raised median, bike lanes, and urban shoulders. The design speed would be lowered to 45 mph and sidewalk would only be provided on the western side of the corridor. This alternate was preferred because it reduces the project footprint. It was also noted in the ICTM that several pedestrian fatalities have occurred along the corridor. The second alternative would provide the same typical section with the addition of an extra 10 feet of pavement between the edge of travel and curb and gutter to accommodate pedestrians and a 55mph design speed. This alternate will increase the project footprint.*

Open Comments:

- a. Planning:** *VICKI GAVALAS indicated that she will attend the stakeholders meeting with Clayton County*
- b. District 7 Traffic Operations:** *Alania Stewart noted that the 85% percentile speed along the corridor was 68 mph. Traffic counts were recently taken at Freeman Road intersection due to complaints received from citizens. A traffic signal was not warranted at the intersection. She does not recommend lowering the speed limit. Mr. Murphy requested District 7 to perform signal warrant analysis for all unsignalized intersections within project limits.*
- c. Environmental:** *Mrs. Lenor Bromberg Associate Vice President with Kennedy Eng. Associates Group informed the team of all environmental activities such as Ecology and History surveys are complete and have been submitted to GDOT for review. There is a cemetery at Tara Road and an Old Battlefield located ½ mile south of project termini. Several streams are located along the corridor that will require stream buffer variances. Full air quality and noise modeling will be required. USTs are expected. Environmental approval is expected in 08/2013.*
- d. District 7 Preconstruction:** *Scott Lee noted that the description should be changed since it includes reducing the frequency and severity of crashes. Lowering the speed limit may increase the crashes along the corridor.*
- e. Utilities:** *Yulonda Pride-Foster noted that GDOT will be responsible for reimbursable utilities since a PFA is not applicable. It is anticipated that significant utility*

reimbursement will be required near the railroad property. She will complete the PID and utility cost estimate prior to submission of the concept report.

Georgia Power representative, stated that GP has two transmission crossings along the corridor, one south of Mundy's Mill Road and one at Old Poston Road. 95% of the lines are overhead. Georgia Power has lines along the west side of Tara Blvd. from Tara road to S. Main Street. Yulonda

Pride-Foster noted that GDOT will need to reimburse GA Power if we impact their lines.

Jun Birnkammer noted that Quad Level B SUE will be performed. SUE will also need to pick up all the utilities along the railroad property. There are 7 of 9 documented utility owners.

f. Survey: *Carlos Dizon noted that an additional 1600 feet of survey was requested by design. Survey is 30% complete and design can tentatively expect the DTM in April 2012. It was recommended that survey pick up the railroad track centerline along the corridor as well.*

g. Construction: *No personnel present*

h. County: *No personnel present*

Attendees include:

<i>Robert Murphy P.M.</i>	<i>Program Delivery</i>
<i>Theresa Holder P.E.</i>	<i>Roadway Design</i>
<i>Bobby Plunkett</i>	<i>Ga. Power Company</i>
<i>Yulounda Pride Foster</i>	<i>District 7 Utilities</i>
<i>Keisha Jackson</i>	<i>GDOT OES</i>
<i>Funmi Adesesan</i>	<i>GDOT OES</i>
<i>Jill Franks</i>	<i>GDOT R/R Utilities</i>
<i>Richard Crowley</i>	<i>GDOT R/R Utilities</i>
<i>Raymond Chandler</i>	<i>GDOT Utilities/SUE</i>
<i>Jun Birnkammer</i>	<i>GDOT Utilities/SUE</i>
<i>David Zoekler</i>	<i>Engineering Services</i>
<i>Jan Phelps</i>	<i>GDOT Utilities/SUE</i>
<i>Steven Boockholdt</i>	<i>Roadway Design</i>
<i>Joshua Taylor</i>	<i>Roadway Design</i>
<i>Fletcher Miller</i>	<i>Roadway Design</i>
<i>Latonya White</i>	<i>District 7 R/W</i>
<i>LaKeisha Brooks</i>	<i>District 7 R/W</i>
<i>Janet Barksdale</i>	<i>District 7 R/W</i>
<i>Lenor Bromberg</i>	<i>Kennedy Engineering Group</i>
<i>Tommy Crochet</i>	<i>McGee Partners Inc.</i>
<i>Jonathan Walker</i>	<i>District 7 Utilities</i>
<i>Alania Stewart</i>	<i>District 7 Traffic Operations</i>
<i>Scott Lee</i>	<i>District 7 Preconstruction</i>
<i>Vicki Gavalas</i>	<i>District 7 Planning</i>
<i>Carlos Dizon</i>	<i>District 7 Survey</i>
<i>Sherry Phillips</i>	<i>District 7 R/W</i>

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 722030 OFFICE: Environmental Services
DATE: October 19, 2012

FROM:  Glenn Bowman, P.E., State Environmental Administrator
TO: Distribution Below
SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: NH000-0001-04(060), Clayton County

PROJECT DESCRIPTION: The proposed project would widen and reconstruct US 19/41/SR 3/Tara Boulevard from just south of Tara Road to CR 1337/Flint River Road. The proposed construction will provide additional capacity to accommodate the increased peak hour travel along this facility. The proposed project is approximately 3.5 miles long.

DATE: October 18, 2012

NUMBER IN ATTENDANCE: 41

FOR: 6

CONDITIONAL: 1

UNCOMMITTED: 2

AGAINST: 1

OFFICIALS IN ATTENDANCE: 1 (Shana Rooks, County Commissioner-elect)

ADDITIONAL COMMENTS: Two comments were given to court reporter.

PREPARED BY: Christine Quinn, KEA Group

TELEPHONE No.: (678) 904-8591 Ext 29

Cc: Gerald M. Ross, P.E
Rachel Brown
Robert Murphy
Genetha Rice-Singleton
Scott Lee
Phil Copeland
Vicki Gavalas