

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. 0001817, 752180-, 712430-, Clayton County **OFFICE** Preconstruction
STP-0001-00(817), STP-9010(2), NH-IM-285-1(288)
C.W. Grant Parkway Grade Separation at Norfolk-Southern
Conley Road Widening and Conley Road Bridge **DATE** December 12, 2006

FROM *John Vandy*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

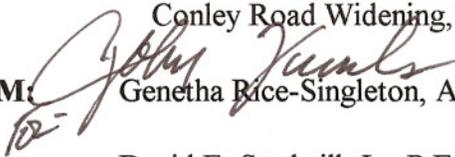
DISTRIBUTION:

- Brian Summers
- Harvey Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Ben Buchan
- Bryant Poole
- BOARD MEMBER
- FHWA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 0001817, 752180-, 712430-, Clayton County **OFFICE:** Preconstruction
STP-0001-00(817), STP-9010(2), NH-IM-285-1(288)
C.W. Grant Parkway Grade Separation at Norfolk-Southern,
Conley Road Widening, and Conley Road Bridge **DATE:** October 19, 2006

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

These combined projects consist of the Conley Road/C.W. Grant Parkway extension from SR 3/Old Dixie Road to SR 54, C.W. Grant Parkway grade separation at Norfolk Southern Railroad, and to reconstruct the bridge at I-285 and Conley Road. The projects will be done in two phases.

The first phase to be constructed will be P.I. No. 0001817, which proposes to grade separate C.W. Grant Parkway with widened and realigned Conley Road under the Norfolk Southern Railroad and Old Dixie Highway. This phase also proposes to relocate and widen Old Dixie Road to the east approximately 600'. The length of phase 1 is 1.13 miles. Project P.I. no. 712430- proposes to reconstruct the bridge at I-285 and Conley Road and will be done during the second phase (P.I. No. 752180-), which will encompass the remaining widening portion of Conley Road east to Jonesboro Road. The length of phase 2 is 1.13 miles. Future traffic projections reveal that traffic will continue to increase on already congested roadways. Crash data also illustrates that along Conley Road and C.W. Grant Parkway, crash rates exceed the statewide average. Clayton County officials have expressed their desire to the Department to improve the transportation infrastructure in this area. The proposed improvements will provide better access to and from Hartsfield-Jackson International Airport, thereby providing transportation system linkage and access to the future redevelopment of the Mountain View area. The projects will provide additional mobility, operational benefits as well as provide the public with a safer driving environment.

Construction is proposed as follows:

Phase 1, STP-0001-00(817), P.I. No. 0001817

Conley Road is proposed to be relocated south on new location to align with C.W. Grant Parkway. C.W. Grant Parkway, C.W. Grant Parkway/Conley Road is proposed as a four lane roadway with two, 12' lanes in each direction, turn lanes, a 20' wide raised median, 16' shoulders with 5' sidewalks, and curb and gutter for the entire length. A new connection from C.W. Grant Parkway to Old Dixie Highway is proposed via a four lane roadway with two, 12' lanes in each direction, 16' shoulders with 5' sidewalks, and curb and gutter for the entire length. State Route

P. I. Nos. 0001817, 752180-, 71243-, Clayton
October 19, 2006

3/Old Dixie Highway is proposed as a four lane roadway connecting four lane sections on the north and south with 12' lanes, turn lanes, a 20' raised median, 16' shoulders with 5' sidewalks, and curb and gutter for the entire length.

Phase 2, STP-9010(2), P.I. No. 752180 and NH-IM-285-1(288), P.I. No. 712430-

This project will widen Conley Road to a four lane roadway with two, 12' lanes in each direction, a 20' wide raised median, 16' shoulders with 5' sidewalks, and curb and gutter on both sides for the entire length. The bridge over I-285 will be reconstructed to accommodate the new lanes on Conley Road and clearances to accommodate the widening of I-285 to provide barrier separated HOV and TOT lanes.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

STP-0001-00(817)

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation:	\$29,820,000	\$27,488,000	RRB/L240	2009
Right-of-Way	\$17,649,000	\$17,649,000	RRB/L240	2007
Utilities*	\$15,400,000			

*Clayton County signed LGPA for right-of-way and utilities on 1-9-06.

STP-9010(2)

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation:	\$7,200,000	\$6,133,000	Local	Local
Right-of-Way & Utilities*	Local	Local	Local	Local

*Clayton County signed LGPA for right-of-way, utilities, and construction on 12-3-03.

NH-IM-285-1(288)

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation:	\$1,958,000	\$1,958,000	L050	Local
Right-of-Way & Utilities*	Local	Local	Local	Local

*with 752180-

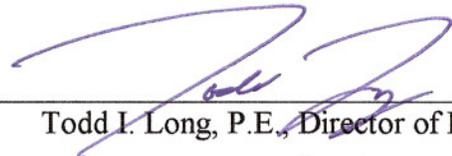
P. I. Nos. 0001817, 752180-, 712430-, Clayton
October 19, 2006

I recommend this project concept be approved.

GRS:JDQ/cj

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVE



For: Robert M. Callan, Administrator, FHWA

APPROVE



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

**Full oversight at I-285 bridge only.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-0001-00(817) Clayton **OFFICE:** Engineering Services
STP-9010(2) Clayton
NH-IM-285-1(288) Clayton
P.I. Nos. 0001817, 752180, & 712430
Conley Road Widening and Reconstruction

DATE: July 11, 2006

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report for the above noted projects submitted June 30, 2006, and have no comments.

The costs for these projects are:

	<u>STP-0001-00(817)</u>	<u>STP-9010(2)</u>	<u>NH-IM-285-1(288)</u>
Construction	\$27,108,279	\$6,545,767	\$1,780,376
Inflation	\$0.00	\$0.00	\$0.00
E & C	\$2,710,828	\$654,577	\$178,038
Reimb. Utilities	\$15,400,000	\$0.00	\$0.00
Right of Way	\$17,648,850	\$18,004,800	\$86,800

REW

c: Ben Buchan, Attn: Jan Hilliard



U.S. Department
of Transportation
**Federal Highway
Administration**

61 Forsyth St. SW
Atlanta, Georgia 30303

In Reply Refer To:
HTA-GA

Georgia Division
September 21, 2006

Mr. Harold E. Linnenkohl, Commissioner
Georgia Department of Transportation
No. 2 Capitol Square, S. W.
Atlanta, GA 30334-1002

Attention: Mr. Todd Long, P.E., Director Preconstruction

Subject: Project Concept for STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288), C.W. Grant Grade Separation at Norfolk-Southern Railroad, Conley Road Widening, and Conley Road, Clayton County

Dear Mr. Linnenkohl:

We have received your July 20, 2006 Project Concept Report and coordinated with your staff via e-mail correspondence on August 23, 2006 and September 13, 14, and 19, 2006. In addition to the report, your staff submitted to us a proposed cross-section of the Conley Road Bridge over I-285 and anticipated footprint for I-285. We have the following comments:

- As indicated in the report, Project NH-IM-285-1(288) is the only project of the three subject projects that requires Federal Oversight. The other two projects can proceed as GDOT oversight. An exception to this would be that if one or both of the other projects become tied to NH-IM-285-1(288) by letting within a single contract, then these would also become Federal Oversight.
- The section of I-285 in the subject project area is included in the HOV Strategic Implementation Plan, and is proposed to eventually include HOV lanes. The proposed Conley Road Bridge cross-section shows a "worst-case" scenario for span lengths that provides for CD lanes rather than HOV lanes. It should be refined to show HOV lanes. This would typically show the HOV lanes located in the center rather than outside of the footprint, where CD lanes are shown. This would have an impact on the location of the bridge piers.
- The cross-section shows 10-foot wide inside and outside shoulders. However for a number of these shoulders, the 10 feet are measured to the centerline of a pier. Reducing for the width of pier and safety-shaped barrier would result in sub-standard width for



these shoulders on both mainline and HOV systems. This should be refined to show full standard width shoulders. We think it is too early in the process for this project to commit to sub-standard features or for GDOT to complete and submit design exception justifications. However, any potential sub-standard features must be discussed and coordinated during the design process. Staff should examine alternatives to the potential sub-standard features as well as mitigation strategies for potential sub-standard features. For any sub-standard features that would be considered necessary, GDOT would submit design exception justifications at a more appropriate time in the project development process.

Please address these comments and re-submit the concept report for our action.

If you have any questions, or you would like to discuss this further, please contact Mr. Wayne Fedora, P.E. at (404) 562-3651.

Sincerely,



For Robert M. Callan, P.E.
Division Administrator

Enclosure

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0001-00(817), STP-9010(2), & NH-IM-285-1(288)		County: Clayton		PI No.: 0001817, 752180, & 712430	
Report Date: June 22, 2006		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Numbers:

STP-0001-00(817), STP-9010(2) and

NH-IM-285-1(288)

County: Clayton

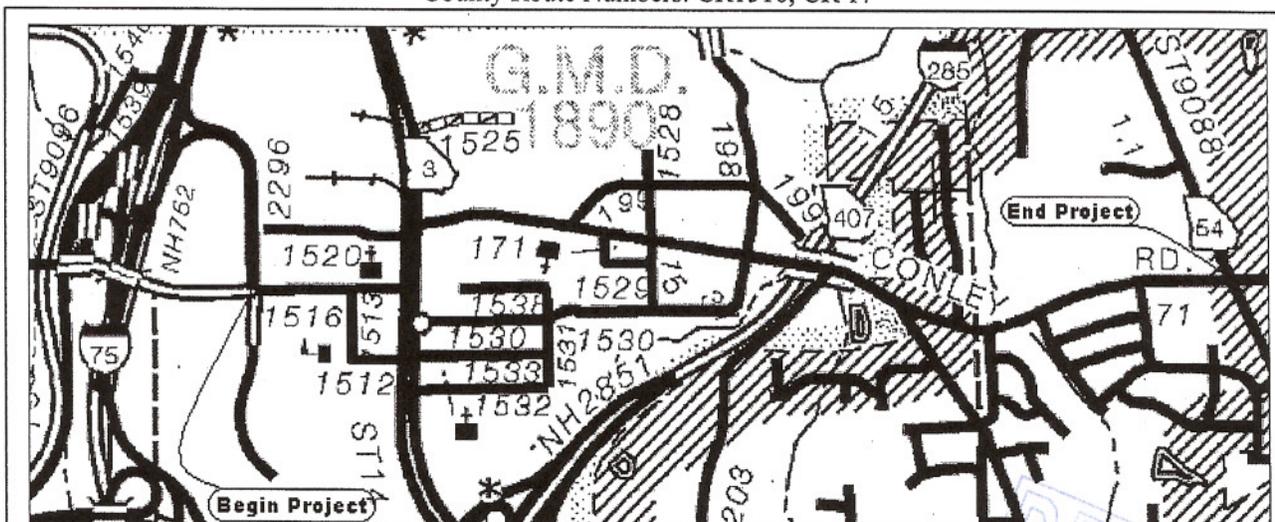
P. I. Numbers: 0001817, 752180 and 712430

Federal Route Numbers: US 19-41

State Route Numbers: SR 3

County Route Numbers: CR1516, CR 17

RECEIVED
JUN 29 2006
BY: _____



C.W. Grant Grade Separation at NS RR, Conley Rd. Widening/Reconstruction, and Conley Rd. Bridge @ I-285

Recommendation for approval:

DATE 6/22/06

Jan C. Hilliard
Project Manager

DATE 6/22/06

James B. Paul
Office Head/District Engineer

JUL - 5 2006

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

DATE 6/27/06

Ralph P. [Signature]
State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

Bridge Design Engineer

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Numbers:

STP-0001-00(817), STP-9010(2) and

NH-IM-285-1(288)

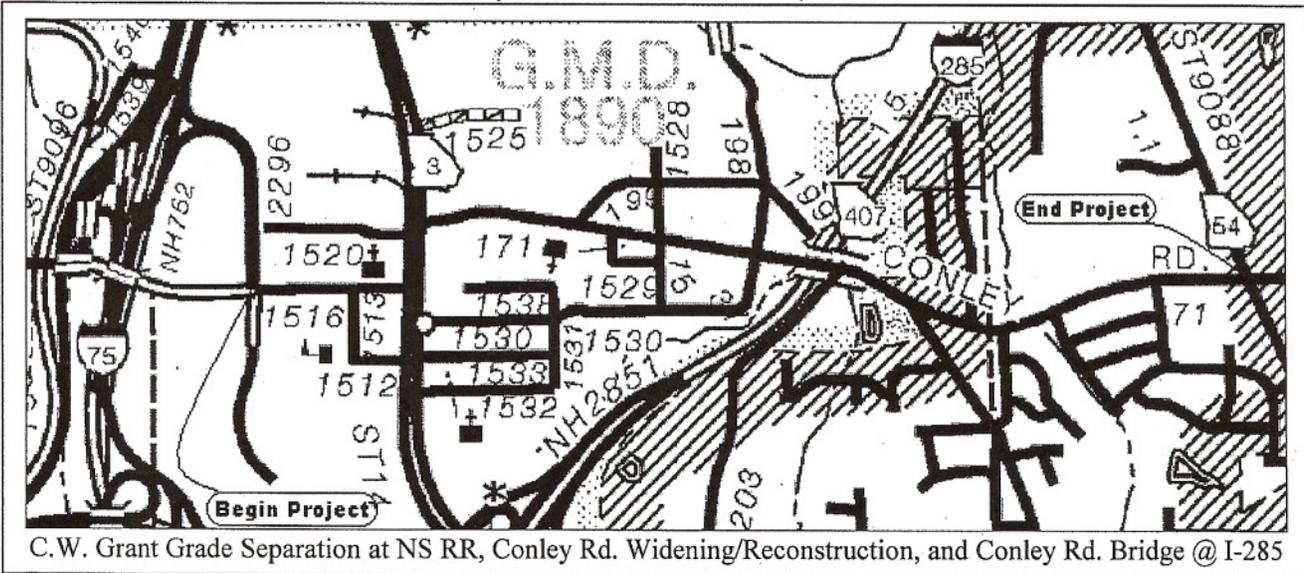
County: Clayton

P. I. Numbers: 0001817, 752180 and 712430

Federal Route Numbers: US 19-41

State Route Numbers: SR 3

County Route Numbers: CR1516, CR 17



C.W. Grant Grade Separation at NS RR, Conley Rd. Widening/Reconstruction, and Conley Rd. Bridge @ I-285

Recommendation for approval:

DATE 6/22/06

Jan C. Hilliard
Project Manager

DATE 6/22/06

James B. Paul
Office Head/District Engineer

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

DATE _____
DATE _____
DATE 7.10.06
DATE _____
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Numbers:

STP-0001-00(817), STP-9010(2) and
NH-IM-285-1(288)

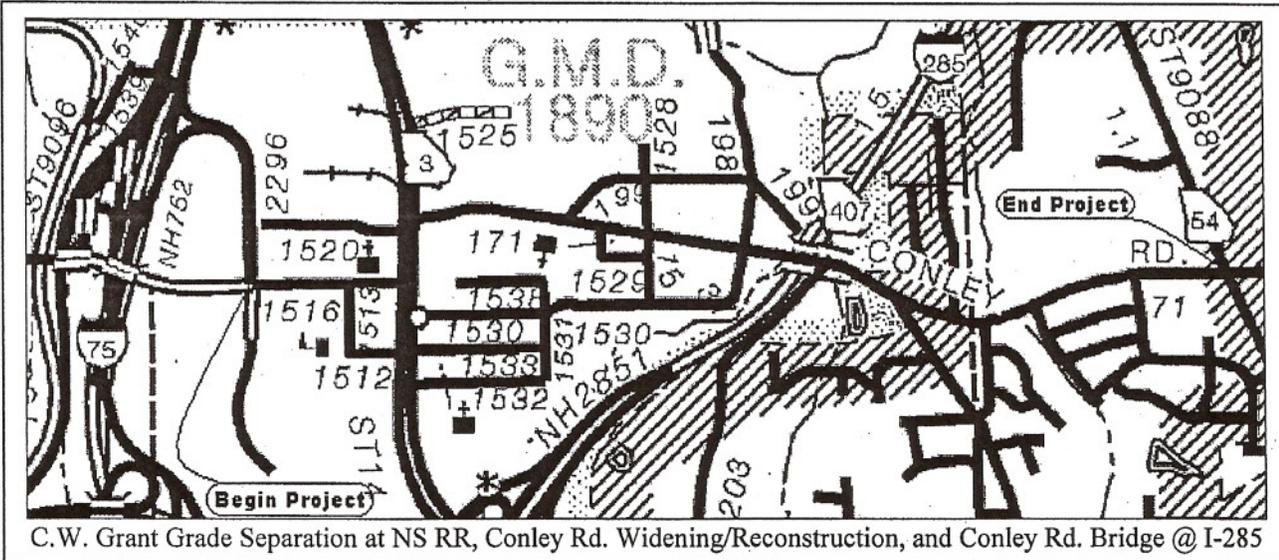
County: Clayton

P. I. Numbers: 0001817, 752180 and 712430

Federal Route Numbers: US 19-41

State Route Numbers: SR 3

County Route Numbers: CR1516, CR 17



C.W. Grant Grade Separation at NS RR, Conley Rd. Widening/Reconstruction, and Conley Rd. Bridge @ I-285

Recommendation for approval:

DATE 6/22/06

Jan C. Hilliard
Project Manager

DATE 6/22/06

James B. Paul
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 7/11/06

Brian K. Summers
Project Review Engineer

DATE _____

Bridge Design Engineer

7/10

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Numbers:

STP-0001-00(817), STP-9010(2) and
NH-IM-285-1(288)

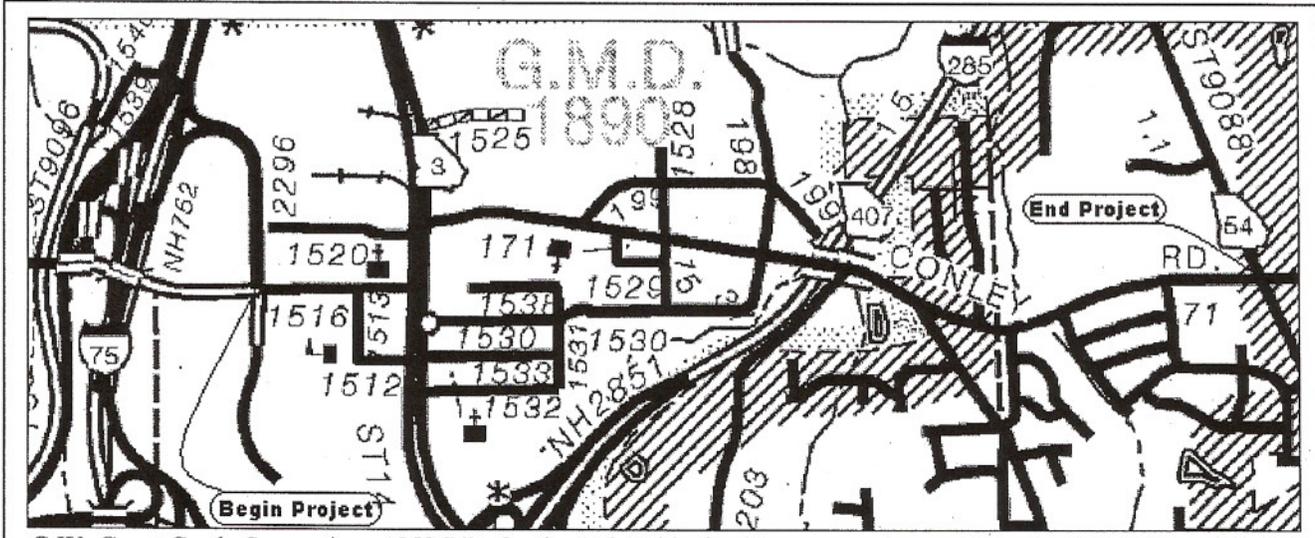
County: Clayton

P. I. Numbers: 0001817, 752180 and 712430

Federal Route Numbers: US 19-41

State Route Numbers: SR 3

County Route Numbers: CR1516, CR 17



C.W. Grant Grade Separation at NS RR, Conley Rd. Widening/Reconstruction, and Conley Rd. Bridge @ I-285

Recommendation for approval:

DATE 6/22/06

Jan C. Hilliard
Project Manager

DATE 6/22/06

James B Paul
Office Head/District Engineer

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

DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

Bridge Design Engineer

Project Concept Report
Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)
P. I. Numbers: 0001817, 752180, and 712430
County: Clayton

Need and Purpose: (See the attached Need and Purpose Statement)

Description of the proposed projects: The projects are located in unincorporated Clayton County approximately 0.8 mile to the east of Hartsfield-Jackson International Airport along C.W. Grant Parkway. Project STP-9010(2), P.I. No. 752180 is proposed to widen and reconstruct Conley Road from SR 3/Old Dixie Road to SR 54/Jonesboro Road. This project will be phased to include project STP-0001-00(817), P.I. No. 0001817 and project NH-IM-285-1(288) P.I. No. 712430. The first phase to be constructed will be Project P.I. No. 0001817 which proposes to grade separate C.W. Grant Parkway with widened and realigned Conley Road under the Norfolk Southern Railroad and Old Dixie Highway. This phase also proposes to relocate and widen Old Dixie Road to the east approximately 600 feet. The length of phase one is 1.13 miles. Project P.I. No. 712430 proposes to reconstruct the bridge at I-285 and Conley Road and will be done during the second phase (P.I. No. 752180) which will encompass the remaining widening portion of Conley Road east to Jonesboro Road. The length of phase two is 1.13 miles. The proposed projects satisfy the stated Need and Purpose in that they propose more lanes, the grade separation of a dangerous at-grade railroad crossing, and the unrestricting of east and west traffic movements between International Boulevard and Jonesboro Road. The projects termini are logical due to the significant drop in traffic at the east and west end of the project.

Is the project located in a Non-attainment area? Yes No . The proposed project concept conforms to the ARC model description. Project limits along C.W. Grant Parkway/Conley Road are International Boulevard to the west and Jonesboro Road to the east. The number of through lanes will be increased from two to four lanes. Phase one of the project is proposed to open to traffic in 2012, phase two is in long range.

PDP Classification: Major Minor

Federal Oversight: * Full Oversight () Exempt () State Funded () Other ()
* I-285 Bridge only

Functional Classification:

C.W. Grant Parkway(CR 1516) - Urban Collector Street
Old Dixie Highway(US 19-41) - Urban Minor Arterial
Old Dixie Road(SR 3) - Urban Minor Arterial
Conley Road(CR 171) - Urban Collector Street
Jonesboro Road(SR 54) - Urban Minor Arterial

U. S. Route Numbers: US 19-41

State Route Numbers: SR 3, SR 54

County Route Numbers: CR 1516, CR 171

Project Concept Report

Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)

P. I. Numbers: 0001817, 752180, and 712430

County: Clayton

Traffic (AADT):

C.W. Grant Parkway	Current Year: (2010) 16,500	Design Year: (2030) 26,000
Old Dixie Highway	Current Year: (2010) 5,500	Design Year: (2030) 8,500
SR 3/Old Dixie Road	Current Year: (2010) 16,500	Design Year: (2030) 26,000
Conley Road	Current Year: (2010) 21,800	Design Year: (2030) 36,200
SR 54/Jonesboro Road	Current Year: (2010) 24,500	Design Year: (2030) 38,000

Existing design features: Phase 1, Project STP-0001-00(817), P.I. No. 0001817

- Typical Sections: C.W. Grant Parkway is a 4-lane roadway with 2 lanes in each direction and curb and gutter on both sides that extends from Hartsfield-Jackson International Airport in the west to an at-grade crossing of Old Dixie Highway/Norfolk Southern Railroad/Old Dixie Road (SR 3) on the east end. Old Dixie Highway is a 3-lane roadway with one lane in each direction and a two-way left turn lane. SR 3/Old Dixie Road is a 3-lane roadway with one lane in each direction and a two-way left turn lane, curb and gutter and sidewalk in locations.
- Posted speed: C.W. Grant Parkway & SR 3/Old Dixie Road - 40 mph
Old Dixie Highway - 35 mph
- Minimum radius for curve: Old Dixie Highway $r=2870'$
SR 3/Old Dixie Road $r=1620'$
- Maximum grade: C.W. Grant Parkway 5%
Old Dixie Highway 2%
SR3/Old Dixie Road 2%
- Width of right of way: C.W. Grant Parkway, Old Dixie Road, and Old Dixie Highway 100ft.
- Major structures: None
- Major interchanges or intersections along the project: intersection at C.W. Grant Parkway, Old Dixie Highway, SR 3/Old Dixie Road, and the Norfolk Southern Railroad.
- Existing length of roadway segment is 0.33 miles.

Proposed Design Features: Phase 1, Project STP-0001-00(817), P.I. No. 0001817

- Typical Sections: Conley Road is proposed to be relocated south on new location to align with C.W. Grant Parkway. C.W. Grant Parkway/Conley Road is proposed as a 4-lane roadway with 2-12' lanes in each direction, turn lanes, a 20' wide raised median, 16' shoulders with 5' sidewalks and curb and gutter for the entire length. A new connection from C.W. Grant Parkway to Old Dixie Highway is proposed via a 4-lane roadway with 2-12' lanes in each direction, 16' shoulders with 5' sidewalks, and curb and gutter for the entire length. SR 3/Old Dixie Road is proposed as a 4-lane roadway connecting 4-lane sections on the north and south with 12' lanes, turn lanes, a 20' raised median and 16' shoulders with 5' sidewalks and curb and gutter for the entire length.
- Design Speed Mainline: 45mph
- Maximum grade Mainline: 5.00% Maximum grade allowable: 5.00 %
- Maximum grade Side Street: 6.00% Maximum grade allowable 6.00 %
- Maximum grade driveway: Residential 28.00%, Commercial 11.00%

Project Concept Report

Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)

P. I. Numbers: 0001817, 752180, and 712430

County: Clayton

- Minimum radius for curve: 730' Minimum radius allowable: 730'
- Maximum super-elevation rate for curve: 4.00%
- Right of way
 - Width 92' to 120'.
 - Easements: Temporary (X), Permanent (X), Utility (X), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of parcels: 51 Number of displacements: Estimated
 - Business: 7
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: Old Dixie Highway and Norfolk Southern Railroad bridges over C.W. Grant Parkway / Conley Road
 - Retaining walls: Soil Nail walls at the grade separation and an MSE wall on the north-east side of SR 3/Old Dixie Road where it crosses a Norfolk Southern spur.
- Major intersections and interchanges: intersection at Old Dixie Highway Connector and C.W. Grant Parkway, intersection at SR 3/Old Dixie Road and C.W. Grant Parkway/Conley Road
- Traffic control during construction:
 - Traffic to be maintained through staged construction.
 - Possible temporary paving from C.W. Grant Parkway to Old Dixie Highway.
 - Possible temporary railroad crossing and railroad relocation.

Existing design features: Phase 2, Project STP-9010(2), P.I. No. 752180

- Typical Sections: Conley Road is a 2-lane roadway with 1 lane in each direction and a variable width paved shoulder.
- Posted speed: 40 mph
- Minimum radius for curve: 900'
- Maximum grade: 5.00%
- Widths of right of way: Conley Road 50ft., SR 54/Jonesboro Road 100ft.
- Major structures: Conley Rd. Bridge at I-285 is a 2-lane roadway bridge with 1 lane in each direction, Structure ID 063-0069-0, Length = 245'; Width = 40'; Sufficiency Rating = 77.06
- Major interchanges or intersections along the project: intersection at Old Dixie Road and Conley Road; intersection at Conley Road and SR 54/Jonesboro Road
- Existing length of roadway segment is 1.8 miles.

Proposed Design Features: Phase 2, Project STP-9010(2), P.I. No. 752180

- Typical Sections: proposed 4 -lane roadway with 2-12' lanes in each direction, a 20' wide raised median and 16' shoulders with 5' sidewalks and curb and gutter on both sides for the entire length.
- Design Speed Mainline: 45mph
- Maximum grade Mainline: 5.00% Maximum grade allowable: 5.00%.

Project Concept Report

Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)

P. I. Numbers: 0001817, 752180, and 712430

County: Clayton

- Maximum grade Side Street: 6.00% Maximum grade allowable: 6.00%.
- Maximum grade driveway: Residential 28.00%, Commercial 11.00%
- Minimum radius proposed: 1000' Minimum radius allowable: 730'
- Maximum super-elevation rate for curve: 4.00%
- Right of way
 - Width 92' to 120'
 - Easements: Temporary (X), Permanent (X), Utility (X), Other (X)
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of parcels: 70 Number of displacements: Estimated
 - Business: 4
 - Residences: 24
 - Mobile homes: 0
 - Other: 0
- Structures: Conley Road bridge at I-285, Project NH-IM-285-1(288), P.I. No. 712430
 - 4-12' lanes
 - 20' raised median
 - 6' sidewalks
- Major intersections and interchanges: intersection at Conley Road and SR 54/Jonesboro Road
- Traffic control during construction: Traffic to be maintained through staged construction.

Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: Possible variance for intersection spacing between Sierra Drive and Forest Hills Cemetery Access Road (Proposed spacing 650', required spacing 660'). Possible variance for Curb and Gutter without sidewalks in areas adjacent to the railroad along SR 3/Old Dixie Road and Old Dixie Highway.
- Environmental concerns: To be determined with completed investigation.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes () No (X)
 - Categorical exclusion ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X) or Environmental Impact Statement (EIS) ()

Project Concept Report

Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)

P. I. Numbers: 0001817, 752180, and 712430

County: Clayton

- Utility involvements: Clayton County Water & Sewer, GA Power Company, Norfolk Southern Railroad, Atlanta Gas Light Company, Comcast Cable, Bell South

Project responsibilities:

- Design: GDOT
- Right of Way Acquisition: Clayton County
- Relocation of Utilities: Clayton County
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT

Coordination

- An Initial Concept Team Meeting was held on October 9, 2003. Minutes are attached.
- A Stakeholders Meeting was held on March 5, 2004. Minutes are attached.
- A Technical Advisory Committee Meeting was held on April 29, 2005. Minutes are attached.
- A Public Information Open House was held on July 14, 2005. Summary is attached.
- A Stakeholders Meeting was held on November 7, 2005. Minutes are attached.
- A Stakeholders Meeting was held on January 19, 2006. Minutes are attached.
- Other projects in the area:
 - Clayton County project STP-9010(3), P.I. No. 753020, Conley Rd./ CR 171 from SR 54 to Cherokee Trail
- Other coordination consists of participation in Clayton Co. stakeholders meetings and Hartsfield-Jackson International Airport technical meetings.
- Railroads: Norfolk Southern owns and operates one mainline track within the project limits. This track services local industry via multiple sidings. Planned expansion to three tracks is in the concept phase and is not precluded by this concept. The future use of this railroad includes the Southern Crescent Commuter Line and expanding Norfolk Southern Railroad commercial and industrial use.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 months
- Time to complete preliminary construction plans: 6 months
- Time to complete right of way plans: 3 months
- Time to complete the Section 404 Permit: 6 months
- Time to complete final construction plans: 10 months
- Time to complete to purchase right of way: 24 months
- List other major items that will affect the project schedule:

Project Concept Report

Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)

P. I. Numbers: 0001817, 752180, and 712430

County: Clayton

Other alternates considered:

1. No Build – The no build alternative was considered but resulted in all roadways failing to accommodate design year traffic volumes safely and effectively.
2. Realigning Conley Road (at-grade) to C.W. Grant Parkway – This alternative was studied in depth as the original project description called for this configuration. With the study of this configuration, it was determined that realigning Conley Road to C.W. Grant Parkway at-grade would unacceptably decrease the safety of the existing at-grade railroad crossing that currently has a high crash rate.
3. Grade Separation over Old Dixie Highway, Old Dixie Road, and the Norfolk Southern Railroad – this was considered and studied thoroughly. The Value Engineering Study recommended this configuration as a possible alternative. However, this alternate precludes MARTA expansion and local redevelopment plans as noted in the attached letters.

Comments: These projects will be updated in the summer 2006 Transportation Improvement Plan. Project descriptions, logical termini, project overlaps, and inconsistencies in this concept report will be resolved at that time.

Attachments:

1. Need and Purpose Statement
2. Initial Concept Team Meeting Minutes 10-16-03
3. Stakeholders Meeting Minutes 03-05-04
4. Technical Advisory Committee Meeting Minutes 04-29-05
5. PIOH Summary 08-15-05
6. Stakeholders Meeting Minutes 11-07-05
7. Stakeholders Meeting Minutes 01-19-06
8. Stakeholders Response Letters
9. Urban Design Response to Stakeholders Letters
10. VE Study Responses
11. Concept Team Meeting Minutes 05-12-06
12. Construction Cost Estimates
13. Utilities Cost Estimate
14. Right of Way Cost Estimate
15. Proposed Typical Sections
16. Proposed Concept Layout

Project Concept Report
 Project Numbers: STP-0001-00(817), STP-9010(2), and NH-IM-285-1(288)
 P. I. Numbers: 0001817, 752180, and 712430
 County: Clayton

SCORING RESULTS AS PER TOPPS 2440-2

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

Need and Purpose
Project STP-9010(2), STP-0001-00(817), and NH-IM-285-1(288), Clayton County
PI No. 752180, 0001817, and 712430
Conley Road/C.W. Grant Parkway Ext from SR 3/Old Dixie to SR 54,
C.W. Grant Parkway Grade Separation at Norfolk Southern RR,
and I-285 @ Conley Road
02/22/06

Background

The Atlanta Regional Commission (ARC) adopted the 2030 Regional Transportation Plan (RTP) for the 13-county Atlanta Metropolitan area and portions of 5 additional counties in December 2004. The Plan addresses travel needs through the year 2030. The RTP is the direct result of a comprehensive, cooperative, and continuous planning process conducted by the ARC, local governments, the Georgia Regional Transportation Authority (GRTA), air quality planning partners and the Georgia Department of Transportation in cooperation with the Federal Highway and Federal Transit Administrations. The approved 2030 RTP recommends improving the Conley Road/C.W. Grant Parkway corridor from US 19/41/Old Dixie Highway to SR 54/Jonesboro Road and the C.W. Grant Parkway at-grade railroad crossing with the Norfolk Southern rail line.

Existing Conditions

The existing roadway including the bridge over I-285 on Conley Road is a two lane roadway with one lane in each direction and a varied width paved shoulder. Jonesboro Road is a four lane roadway with turn lanes and urban shoulders in certain locations. The posted speed limit is 45 mph along Conley Road and the maximum grade is 5%. Existing C.W. Grant Parkway is a four lane roadway with two lanes in each direction and curb and gutter on both sides with an at-grade crossing of the Norfolk Southern railroad on the east end. The posted speed limit is 40 mph and the maximum grade for the roadway is 5%. Old Dixie Road and Old Dixie Highway are three lane roadways with one lane in each direction, a center turn lane, and curb and gutter and sidewalk in certain locations. The posted speed limits are 40 and 35 mph respectively and the maximum grade for the roadways is 5%. None of the roads in this area are included in the state bike system. The total length of the study area is 2.26 miles.

Projects in the area in the 6 year Construction Work Program

- TIP/RTP # AR-H-050A&B, NHS-0001-00(759), PI # 0001759, I-75 from SR 54 to C.W. Grant Parkway in Clayton County, The first phase of Preliminary Engineering (PE) is underway and the 2nd phase of PE is scheduled for 2006, Right Of Way is scheduled for 2008, and Construction is scheduled for Long Range. This project envisions the addition of one HOV lane in both directions from C.W. Grant Parkway to SR 54. Dedicated HOV-only ramps will be provided but exact locations have not been determined at this time. The HOV lanes are proposed to be barrier-separated.
- TIP/RTP # AT-AR-204A, IM-NH-285-1(345), PI # 713310, I-285 @ SR 54/Jonesboro Road in Clayton, Fulton Counties, Preliminary Engineering (PE) is Authorized, Right

Of Way is scheduled for Long Range, and Construction is scheduled for Long Range. This project envisions the reconstruction of the interchange at I-75 and Jonesboro Road (SR 54). By adding left turn lanes on SR 54 it will facilitate better movement at the interchange. Other lane improvements, mainly turn lanes will be added to the ramps.

- TIP/RTP # CL-231, STP-9010(3), PI # 753020, CR 171/Conley Road from SR 54 to Cherokee Trail, Preliminary Engineering (PE) is Authorized, Right Of Way is scheduled for 2006, and Construction is scheduled for 2007. This project involves upgrading Conley Road from SR 54 to Cherokee Trail. The project proposes to add a center turn lane, sidewalks, intersection improvements and some realignment of the roadway. It will facilitate effective traffic flow, improve safety and relieve congestion in this corridor.
- TIP/RTP # CL-AR-011, NH-IM-75-2(172), PI # 712425, I-75 from US 19/41/Tara Blvd to I-285 & C.W. Grant Parkway, Preliminary Engineering (PE) is Authorized, Right Of Way is scheduled for Long Range, and Construction is scheduled for Long Range. The project envisions the addition of two lanes on I-75 South from I-285 South to US 19/41/Tara Blvd. The additional lanes will provide the needed capacity in the corridor and will improve traffic flow and congestion.
- TIP/RTP # CL-AR-179, IM-285-1(346), PI # 713210, I-285 East to I-75 South Ramp Improvements, Preliminary Engineering (PE) is authorized, Right Of Way is scheduled for Long Range, and Construction is scheduled for Long Range. The reconstruction of this interchange will improve turning movements and transition from I-285 eastbound to I-75 southbound.

Travel Demand and Operational Characteristics

The projected AADT for Conley Road is 21,800 vpd in 2010. It is anticipated that the AADT will increase to 36,200 vpd in design year of 2030. This is an increase of approximately 66% for this section of roadway. Conley Road is classified an Urban Collector Street. The projected AADT for C.W. Grant Parkway is 16,500 vpd in 2010. It is anticipated that the AADT will increase to 26,000 vpd in design year 2030. This is an increase of approximately 58% for this section of roadway. C.W. Grant Parkway is classified as an Urban Collector Street.

Community Issues

Clayton County is part of the metropolitan Atlanta area and is a rapidly growing residential area. In 1990, Clayton County had a population of 182,055. The 2000 Census listed the population in Clayton County as 236,517. Between 1990 and 2000, Clayton County gained 54,462 residents, a 29.9 percent increase which continues a trend for net population increase in the Atlanta region. The 2000 census data shows the racial makeup of Clayton County as 51% Black, 38% White, 7% Hispanic, and 4% Asian. The 2010 population projection for Clayton County is 271,229. Clayton County has excellent access to I-75, I-85 and I-285. The Hartsfield-Jackson International Airport serves as a major economic engine that has and will continue to drive regional growth. One-third of all jobs in the region are related to the transportation industry. Land uses in the vicinity of

the projects are a mix of high density commercial and low and medium residential property.

Safety

The most current complete crash data is available for the years 2001, 2002 and 2003. In this time period there were 94 accidents reported along Conley Road and 36 crashes reported along C.W. Grant Parkway in the project limits. These numbers exceed the statewide crash rate per million vehicle miles traveled (MVMT) except for Conley Road for the year 2001. For 2001, the total number of crashes on Conley Road was 28, with 10 injuries and no fatalities. On C.W. Grant Parkway, there were 9 crashes, with 3 injuries and no fatalities. For 2002, the total number of crashes on Conley Road was 33, with 9 injuries and no fatalities. On C.W. Grant Parkway, there were 21 crashes, with 4 injuries and no fatalities. For 2003, the total number of crashes on Conley Road was 33, with 12 injuries and no fatalities. On C.W. Grant Parkway, there were 6 crashes, with 1 injury and no fatalities. Below is the local crash data and the comparable statewide averages.

Conley Road	2001	2002	2003
Total Accidents	28	33	33
Accidents Per 100 MVMT	482	568	683
Statewide Accidents Per 100 MVMT	540	534	554
Accident Ratio % >< statewide average	11%<	6%>	23%>

C.W. Grant Parkway	2001	2002	2003
Total Accidents	9	21	6
Accidents Per 100 MVMT	4,939	11,525	3,293
Statewide Accidents Per 100 MVMT	540	534	554
Accident Ratio % >< statewide average	815%>	2058%>	494%>

The above crash data indicates that Conley Road and C.W. Grant Parkway, within the identified project limits, experience crashes at a rate exceeding the statewide average for similar classified facilities. The majority of the crashes were classified as “angle intersecting” and “rear end”. Additional capacity is needed and will provide for safer operating conditions by reducing the number of crashes and the reduction of congestion on both C. W. Grant Parkway and Conley Road. In the current ARC plan, it is envisioned that existing Conley Road will be realigned and connected to C.W. Grant Parkway by grade separating them from the Norfolk Southern railroad.

Mountain View Area

This area, including what was formerly the City of Mountain View is situated less than one mile directly east of Hartsfield-Jackson International Airport and has been continually affected and transformed due to the dramatic growth of the Airport over the past fifty years. In response to and in anticipation of future change, Clayton County adopted the Mountain Redevelopment Plan in 1983. This plan has served to direct the redevelopment of Mountain View thus far and has also evolved over time as the need arose. The most

dramatic and obvious change to the area came about with airport expansion and noise abatement. This caused a majority of the local residents and businesses to relocate and left most of the area a void; however there are a few private owners remaining. The current Mountain View Redevelopment plan calls for mixed-use redevelopment that can include office and retail development. A future transit vision for the area includes a MARTA heavy rail station, a connection for commuter rail, and a people mover to connect to the new International Terminal of the airport to the west. These conceptual transportation developments are foreseen as being tied in to one major multimodal facility that would also house 9000 parking spaces required by the new International Terminal.

Logical Termini

The project termini are the existing multilane section of C.W. Grant Parkway to the west and Jonesboro Road to the east. The projects' termini are logical due to the substantial drop in traffic at these locations.

Need and Purpose

The proposed projects are justified for a number of reasons including the need for additional capacity, improved safety, and system linkage. Future traffic projections reveal that traffic will continue to increase on already congested roadways. Crash data also illustrates that along Conley Road and C.W. Grant Parkway, crash rates exceed the statewide average. Clayton County officials have expressed their desire to the Department to improve the transportation infrastructure in this area. The proposed improvements will provide better access to and from Hartsfield-Jackson International Airport, therefore providing transportation system linkage and access to the future redevelopment of the Mountain View area. The projects will provide additional mobility, operational benefits as well as provide the public with a safer driving environment.

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Conley Rd/Aviation Blvd Extension Initial Concept Team Meeting

LOCATION: URBAN DESIGN CONFERENCE ROOM

DATE: 10/16/03

TIME: 1:30 pm

MODERATOR: Nicoe

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. <u>Nicoe Alexander</u>	<u>GDOT-URBAN</u>	<u>(4)656-5441</u>	<small>[DOT employees do not list e-mail]</small>
2. <u>DAVID RUTLEDGE</u>	<u>CLAYTON COUNTY</u>	<u>(7)477-3672</u>	<u>Davidrut@bellsouth.net</u>
3. <u>Andrew C. Adams</u>	<u>Clayton County</u>	<u>770-473-5453</u>	<u>andrew.adams@co.clayton.ga.gov</u>
4. <u>Joi Crawley</u>	<u>GDOT</u>	<u>4)656-5441</u>	
5. <u>Wade Woodward</u>	<u>GDOT Utility</u>	<u>(7)986-1090</u>	<u>Wade.Woodward.dot.ga.us</u>
6. <u>TRAM-ANH PHAM</u>	<u>GDOT-DIST 7 ENVIR.</u>	<u>(7)986-1050</u>	
7. <u>Tomy Eadie</u>	<u>GDOT-Urban Design</u>		
8. <u>STEVE WALKER</u>	<u>GDOT-PLANNING</u>	<u>(4)656-5427</u>	
9. <u>Jere Burruss</u>	<u>Moreland Altobelli</u>	<u>7/263-5945</u>	<u>jburuss@moreland-altobelli.com</u>
10. <u>SCOTT ZEHNGRAFF</u>	<u>GDOT-DTS/D</u>	<u>4-635-8127</u>	
11. <u>GLENN BOWMAN</u>	<u>GDOT-URBAN</u>	<u>4-656-5454</u>	
12. <u>JAN C. HILLIARD</u>	<u>GDOT-URBAN</u>	<u>4-656-5441</u>	
13. <u>Mike Lobdell</u>	<u>GDOT-Urban</u>	<u>" "</u>	
14. <u>KURT ZIEGLER</u>	<u>GDOT-URBAN</u>	<u>4-656-5441</u>	<u>Kurt.ziegler@dot</u>
15.			
16.			
17.			
18.			
19.			
20.			

Initial Concept Team Meeting Minutes
October 16, 2003

STP-9010(2), Clayton County
Conley Rd. (Aviation Blvd. Ext.) from Old
Dixie Rd. /SR 3 to Jonesboro Rd. /SR 54
P.I. No. 752180

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Mike Lobdell	GaDOT – Urban	404-656-5441
Joi Crawley	GaDOT – Urban	404-656-5441
Jan C. Hilliard	GaDOT – Urban	404-656-5441
Glenn Bowman	GaDOT – Urban	404-656-5454
Nicoe Alexander	GaDOT – Urban	404-656-5441
Tony Eadie	GaDOT – Urban	404-656-5441
Kurt Ziegler	GaDOT – Urban	404-656-5441
Wade Woodard	GaDOT – Dist. 7 Util.	404-986-1090
Tram Anh Pham	GaDOT – Dist. 7 OEL	770-986-1050
Steve Walker	GaDOT – Planning	404-656-5427
Scott Zehngraff	GaDOT – OTSD	404-635-8127
David Rutledge	Clayton Co.	770-477-3672
Andy Adams	Clayton Co.	770-473-5453
Jere Burruss	Moreland Altobelli	770-263-5945

The meeting was held on October 16, 2003 at 1:30 pm in the GDOT Urban Design Conference Room.

Nicoe Alexander opened the meeting with a welcome and asked attendees to introduce themselves. He stated that the purpose of the meeting was to define the Need and Purpose and determine logical termini for the project. Mr. Alexander stressed that input from the team is critical at this stage of concept development. He then turned the meeting over to Kurt Ziegler.

Mr. Ziegler described the project and pointed out the existing roadway features within the project boundaries. He pointed out the known environmental concerns in close proximity such as churches, water towers, a cemetery, etc. In addition, he described some of the existing deficiencies through portions of the local roadways. Mr. Ziegler stated that the at-grade RR crossing /intersection has an accident rate 7.5 times the statewide average.

Mr. Ziegler read the Need and Purpose statement that was prepared by The Office of Planning. It was noted that the Need and Purpose required better definition. He identified two projects in the vicinity of Conley Rd. and gave a brief explanation of each. Project STP-9010(3) Clayton Co., will add C&G and sidewalks to Conley Rd. from Jonesboro Rd. to the east. Project STP-0001-00(817) is the grade separation of the

at-grade crossing /intersection at Aviation Blvd. Mr. Ziegler added that the grade separation concept design has been included as a part of the Conley Rd. concept design.

Mr. Ziegler then gave a description of the proposed design. The typical sections were explained and the posted /design speed limits were specified. The logical termini for Conley Rd. were identified as International Blvd. /Aviation Blvd. to the west and Jonesboro Rd. to the east. Areas of widening, new location, intersection improvement, and other design features were discussed by Mr. Ziegler. He stated that a new bridge is proposed to replace the existing structure on Conley Rd. at I-285. The Clayton Co. proposal for an interchange at this location was also discussed. It was stated that the design year traffic was based on a worst case scenario interchange in place at that time. Therefore, the conceptual design was based on that projected traffic. Areas of known environmental concern were reestablished as a widening portion was shown shifting sides with the intent of avoiding these concerns. Proposed traffic signals were identified at the required intersections and the total project length was declared as 2.2 miles. Project STP-0001-00(817) was again discussed as the concept design was shown. It was established that the grade separation could be designed along with the Conley Rd. project or as a separate entity. Mr. Ziegler concluded by introducing Joi Crawley for the discussion of traffic issues.

Ms. Crawley opened by explaining that the provided traffic volumes were for the worst case scenario where an interchange and grade separation were in place for design purposes. She also stated that there were no traffic volumes provided for an at-grade crossing /intersection at Aviation Blvd. /Old Dixie Rd. since such a crossing is not recommended due to the high occurrence of accidents. The ADT for the projected year 2030 was said to be 36,000 and Ms. Crawley revealed that with a no-build option, all intersections would have a level of service of F. However, when proposed traffic was analyzed for a design which included a grade separation, at least a LOS C was achieved for all intersections. Next, Mr. Alexander opened the meeting to questions and comments from all attendees.

Local Government Representatives

Mr. Andy Adams questioned what would determine whether grade separation or at-grade crossing would occur at the Aviation /Old Dixie intersection. Mr. Glenn Bowman stated that it was an issue of safety and that creating a four-leg intersection where there is currently a T-intersection with much higher volumes is not recommended. Mr. Ziegler added that Conley Rd. was a bond project and the grade separation was scheduled in long range. Mr. Bowman stated that the grade separation should logically come before Conley Rd. widening project.

Mr. Adams asked if traffic counts accounted for the Intl. Terminal and Southern Crescent Commuter Rail Line Service. Mr. Jere Burruss replied that traffic volumes did take those factors into account.

Mr. Adams questioned the placement of median opening along Conley Rd. and Mr. Ziegler stated that they can be adjusted or relocated as needed as long as satisfactory operations result and department guidelines are followed.

Mr. Adams stated that the description for project STP-9010(3) Clayton Co. was incorrect. He stated that the project is actually a widening project like Conley Rd. Mr. Ziegler added that the Conley Rd. concept will be designed to accommodate any such project.

Mr. Bowman asked if Clayton County was opposed to the at grade crossing /intersection. Mr. Adams replied that most likely Clayton Co. would oppose the at-grade crossing; however, he was unable to reply on behalf of Clayton Co. officially. He stated that there would be a commuter rail line at the crossing within 3 years. Mr. Steve Walker stated that commuter rail in that time frame was a bit optimistic.

GDOT Office Representatives

Mr. Steve Walker discussed project funding stating that \$5.1 million is described in the TIP for Conley Rd. R/W as of 18 months ago. The R/W cost estimates for the projects were discussed, both being well in excess of available funds.

Mr. Bowman questioned whether projects STP-9010(2) and STP-0001-00(817) are in fact two independent projects. Mr. Walker answered that the projects were originally identified as two different projects but that from a design standpoint he could understand how they could be identified as one project. Mr. Walker confirmed that if this needs to be changed, this is the time to get it started. Urban Design added that the two projects should be let together, but if this is not possible, the grade separation needs to be constructed before the widening of Conley Rd. Mr. Walker stated that project limits will change depending on the phasing.

Mr. Walker stated that Clayton Co. is the sponsor of Conley Rd. widening; GDOT is the sponsor for grade separation.

Ms. Tram Anh Pham stated that we need to stay completely off of the Cemetery R/W if at all possible.

Ms. Pham asked if any churches would be displaced. Urban Design replied that the design would not displace any church.

OEL asked about encroachment on wetlands and a pond. Urban replied that they have yet to receive any environmental investigation results and will need results within the next month.

OEL asked what will happen to abandoned portions of Conley Rd. and associated R/W. Urban replied that abandoned portions would likely be obliterated and R/W redeveloped. Clayton Co. stated that the whole East Mt. View area is to be redeveloped as per their "Master Plan".

OEL questioned if the playground at Hendrix Dr. was public or private. Urban stated that they believe it is a private facility.

The representative from The Office of Utilities commented that utilities along existing Conley Rd. would most likely need to be relocated. He asked who would pay for relocation and requested that it be the county.

Utilities asked what will happen to abandoned R/W. The County stated that it would be acquired under the redevelopment plan and become private property.

Utilities mentioned that Bell South prefers to maintain R/W where their equipment is located. If they are in the area, they would have to be moved. That could be very expensive depending on their facilities.

The representative from the Office of Traffic Safety & Design noted that their office would have serious concerns if the project proceeded without the grade separation. OTSD was not happy with the widening concept design; they would prefer the grade separation be included in the design. OTSD stated that widening an at-grade RR crossing would be unacceptable to the RR. OTSD proposed that the project be phased, with the first phase being the grade separation and Aviation Blvd. Extension to existing Conley Rd. The second phase could include the widening on the east side of I-285 and the possible interchange. The interconnectivity of the residential areas and the need for median openings was mentioned.

OTSD stated that the intersection at International Blvd. should be upgraded for pedestrians on all corners.

OTSD noticed that taper lengths at the east side of the Jonesboro Rd. intersection appeared to be too short when dropping from 3 lanes to 1 lane.

OTSD stated that 750 VPH may not warrant the southbound dual rights at the Jonesboro Rd. intersection. A single right with an auxiliary lane should be analyzed and a yield condition would be better for pedestrians.

Mr. Glenn Bowman recommended that the shoulders be made 16' instead of 12' and the 20' raised median be carried over the new Conley Rd. Bridge.

General Comments

Mr. Jere Burruss stated that an updated IJR will be resubmitted for review by next week. Gilbert Rd. and Ballard Rd. intersections would require closure or relocation if the interchange is approved. Hendricks Dr. should be analyzed to assess the need for a signal at the intersection.

The meeting was adjourned at 2:40 pm.

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Stake holders Meeting
 LOCATION: URBAN CONFERENCE ROOM
 DATE: 3/5/04 TIME: 10:00 am - 12:00 noon
 MODERATOR: Nicoe Alexander / Kurt Ziegler

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>[DOT employees do not list e-mail]</small>
1. Nicoe Alexander	GDOT-URBAN	(4) 656-5441	
2. Kurt Ziegler	GDOT-URBAN	(4) 656-5441	
3. JEFF METARKO	CLAYTON COUNTY	(7) 477-3691	JEFF.METARKO@CO.CLAYTON.GA
4. Carol Rhodenryz	" " Rail Auth	(4) 366-2571	
5. DAVID RUTLEDGE	CLAYTON COUNTY	(7) 477-3672	David.rutledge@co.clayton.ga.us
6. MIKE MALOY	GDOT-UTILITY	(4) 635-8064	mike.maloy@DOT.STATE.GA
7. Scott Overby	Norfolk Southern	(4) 582-5588	soverbe@nscorp.com
8. Larry Etherum	Norfolk Southern	(4) 524-1231	larry.etherum@nscorp.com
9. Steve Yost	GA DOT	(4) 651-9215	steve.yost@dot.state.ga.us
10. STEVE WALKER	^{RAIL} GDOT PLANNING	(4) 656-5427	STEVEN.WALKER@DOT.STATE.GA
11. CHRIS KINGSBURY	MA	7. 263.5945	ckingsbury@ma-inc.com
12. Key Phillips	GDOT TS&D	4-635-8120	K.EY.Phillips@DOT.STATE.GA
13. Tim Smith	GDOT-TSAD-RR	4-635-8121	tim.smith@dot.state.ga.us
14. Keith Strickland	HNTB	7-956-5770	kstrickland@hntb.com
15. Matt DAVIS	COA-DOA	(4) 209-3170	Matt.Davis@AtlantaAirport.com
16. Shelley Lamar	COA-DOA	(4) 530-5500 209-3170	Shelley.Lamar@atlanta-airport.com
17. Hal Wilson	GDOT Intermedy	4/651-5201	Hal.Wilson@Dot.state.ga.us
18. Steve ROBERT	GRC ^{ext 23}	404.222.914	SRoberts@gmail.com
19. JAVIC WILLIAMS	GDOT-URBAN	4-656-5441	
20. Grew Bowman	GDOT-URBAN	4-656-5441	

Stakeholders Meeting Minutes
March 5, 2004

STP-0001-00(817), Clayton County
Aviation Blvd. /
CR 1516 Grade Separation at NS RR
PI # 0001817

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Nicoe Alexander	GaDOT – Urban	404-656-5441
Kurt Ziegler	GaDOT – Urban	404-656-5441
Jan C. Hilliard	GaDOT – Urban	404-656-5441
Glenn Bowman	GaDOT – Urban	404-656-5454
Nicoe Alexander	GaDOT – Urban	404-656-5441
Key Phillips	GaDOT – TS&D	404-635-8120
Tim Smith	GaDOT – TS&D RR	404-635-8121
Hal Wilson	GaDOT – Intermodal	404-651-9201
Steve Yost	GaDOT – Rail	404-651-9215
Steve Walker	GaDOT – Planning	404-656-5427
Mike Maloy	GaDOT – Utility	404-635-8064
David Rutledge	Clayton Co.	770-477-3672
Jeff Metarko	Clayton Co.	770-477-3691
Chris Kingsbury	Moreland Altobelli	770-263-5945
Carl Rhodenizer	Clayton Co. Rail Auth.	404-366-2571
Scott Overbey	NSRR	404-582-5588
Larry Etherton	NSRR	404-529-1231
Keith Strickland	HNTB	770-956-5770
Matt Davis	COA-DOA	404-209-3170
Shelly Lamar	COA-DOA	404-209-3170
Steve Roberts	GRC	404-222-9101
Richard Pfeiffer	GaDOT – OEL	404-699-4413

The meeting was held on March 05, 2004 at 10:00AM in the GDOT Urban Design Conference Room.

Nicoe Alexander opened the meeting with a welcome and asked attendees to introduce themselves. He stated that the purpose of the stakeholders meeting was to discuss GDOT's progress in the concept design and address special project requirements brought forth by the meeting attendees. He then turned the meeting over to Kurt Ziegler.

Mr. Ziegler opened by explaining that the meeting would be loosely conducted with the intention of hearing all ideas as they arose. He asked that attendees should interject comments and ideas as they felt necessary. He then quickly outlined the project and others within close proximity and pointed out deficiencies in the current programming and phasing of the projects. He stated that the project to widen Conley Rd. is bond funded and scheduled before the grade separation while the grade separation is in long range. He

also pointed out the possibility of an interchange with I-285 and Conley Rd. and the pending Interchange Justification Report. Mr. Ziegler then identified his main area of concern as the Mountain View area and asked for comments and discussion from all attendees.

Carl Rhodenizer from Clayton Co. explained that the Mountain View area is approximately 400 acres that have set idle for 15 years. Previously, Mountain View was a residential area but all of the houses have been removed to accommodate the Hartsfield Airport noise abatement program. He stated that Clayton Co. has entered into an agreement with the city of Atlanta to purchase all the land that the city owns in that area. While they own the bulk of it, there are also a few parcels with private ownership. The city of Atlanta has currently signed off on all of the bids submitted by Clayton Co. and the county is now ready to move forward with their redevelopment plan. Mr. Rhodenizer stated that he understands the programming concerns and added that the county needs the new infrastructure for the revenue and jobs that will come with the new infrastructure.

Mr. Ziegler addressed the representatives from Clayton Co. with his concerns about the redevelopment of that area. He questioned the way in which the Mountain View area would be developed and the desired future interconnectivity within and around the area. Mr. Ziegler explained that he had developed preliminary roadway profiles from contour maps for the concepts of grade separation over and grade separation under the NS RR. He pointed out details and concerns specific to each option. He showed that in order to achieve the grade separation over the RR as quickly as possible using maximum approach grades, fill heights and embankment would be as tall as 60 feet from existing ground at their highest points. However, the existing terrain is well suited to taking the profile under the RR and this can be achieved without using maximum grades or visually impacting the area significantly. Mr. Ziegler stated that the option of going over the RR would effectively divide the Mountain View area into two separate areas due to the fill heights, thus limiting the development of the area as a whole and wasting space due to the required slopes.

Mr. Ziegler progressed into the topic of the future Southern Crescent commuter rail line stating that there will be a station located somewhere in the Mountain View area close to the existing line. He gave explanation to the relocation East of Old Dixie Rd. shown on the display, adding that with this relocation, direct frontage with the RR would be possible and prime location for this station would be available in two areas.

Mr. Rhodenizer added that as a condition of the sale of the property from the city to the county, 9000 parking spaces would be provided upon development of the area. The spaces would be provided for via a parking structure at an undetermined location where the track level floor of the structure would function as the rail station.

Ms. Shelley Lamar interjected that the desired location of the parking structure in the opinion of the city is the West side of Old Dixie Hwy. She stated that the planning of a people mover has been discussed and that a location to the East would call for the people mover to cross the NS RR tracks in order to have access to the parking facility.

Matt Davis stated that there is a land use plan that did show parking facilities on the East side of Old Dixie Rd. however, that plan did not take into account how a people mover would get across the RR. He also noted that the facilities location, nor actual size or height has never been defined in any document. Only the need for the 9000 parking spaces has been identified.

Ms. Lamar added that the airport has no problem with a multi-level parking facility; however, there are height restrictions in that area.

Matt Davis also added that if the grade separation were to go under the RR, a corridor on the south side of Aviation Blvd. should be identified and preserved for the APM if the parking facility should be located to the East.

Shelley Lamar affirmed that space for the APM should be preserved and added that the parking facility, APM, and rail station would have to function as a whole if located within the same complex.

Mr. Ziegler asked representatives of NS RR if there were plans for future expansion of service in this area.

Larry Etherton answered saying that future plans will call for expansion from the one current line to three lines at the grade separation location. He stated that the plans for expansion from one to three lines are to accommodate the future commuter rail service.

Chris Kingsbury added that provisions must be made now to accommodate these future RR plans. He explained that much difficulty would be encountered if the area is redeveloped without taking RR expansion into consideration. He went on to say that much upfront conceptual work needs to be done as not to preclude future development patterns in the Mt. View area.

Mr. Kingsbury also inquired as to if there are any height limitations or restrictions within the redevelopment area.

In reply, Matt Davis stated that there are restrictions in place where the height limitations depend on the ground terrain. There is a ground terrain map that covers most of the Mt. View area so the restrictive heights can be determined for individual locations.

Steve Roberts inquired as to whether or not any geotechnical studies had been performed along the current RR alignment and proposed grade separation location.

Nicoe Alexander replied that no geotechnical studies have taken place to this point.

The question was posed as to what type of access would be allowed or provided for throughout the new location areas of Old Dixie Rd. and Aviation Blvd. Extension.

Nicoe Alexander answered that all access would be by permit.

Hal Wilson discussed that the inter-modal station location and future RR track design would play a very significant role in the development of the roadway concept. He added that location studies need to be done and determinations made as to the final desired location of the station and track configuration.

Steve Roberts added that C-TRAN and MARTA are transportation modes that may require connectivity with the station in the future.

Hal Wilson rebutted that with the many possible modes of transportation that may require connectivity to the station, studies need to begin ASAP to determine the location and all stakeholders will need to be identified soon.

Carl Rhodenizer stated that 50000-55000 people are employed in airport proper. 60 to 65% of those people live in Clayton, Henry, Spalding, and Fayette counties. These traffic volumes must be accounted for in the traffic projections.

Matt Davis added that the Ford plant and Delta headquarters traffic are also very significant traffic volumes to consider.

Hal Wilson questioned what the future configuration of existing Old Dixie Rd. would be.

Nicoe Alexander answered that the road would cul de sac at both sides of the grade separation and would become a local road.

Tim Smith questioned why the proposed four lane section on Old Dixie Rd. was not continued to the existing four lane sections of Old Dixie Rd. on the North and South.

Nicoe Alexander replied that the Grade separation project did not call for the continuation of a four lane section to those locations at this time.

Glenn Bowman asked if the best contingent for all stakeholders had been identified during the meeting.

Nicoe Alexander answered that the grade separation option to go under the RR with the relocation of Old Dixie Rd. to the east was considered the best concept at this time by all attendees.

Glenn Bowman questioned the group as to what next step would be required as this concept progresses through the PDP. He voiced the options of public dialog or unveiling alternatives to the citizens.

Nicoe Alexander followed that before going to the public, the programming issues should be resolved. At that time we could move on to schedule a PIM or act on other public involvement strategies.

Carl Rhodenizer stated that Clayton Co. DOT would require some time to review the relocation areas of the project. He added that the Clayton Co. DOT has plans to construct a 2-lane relocation of Conley Rd. to the intersection at Aviation.

Glenn Bowman questioned the time frame established for the Co. project.

Jeff Metarko answered that it was to be done as soon as possible.

Glenn Bowman voiced his concerns as to how the grade separation would be constructed if the county project was in place at the same location.

Carl Rhodenizer stated that we would have a discussion in the near future concerning this issue.

Glenn added that we will need to discuss these issues thoroughly to ensure that the PDP is followed and federal funding is not placed in jeopardy for the grade separation.

Nicoe Alexander then adjourned the meeting.

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: PI # 0001817 CIVIL GRANT GRADE SEP. TAC MEETING

LOCATION: GDOT G.O. PLANNING CONF. ROOM #314

DATE: APRIL 29, 2005

TIME: 9AM

MODERATOR: NICOE ALEXANDER

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. <u>Nicoe Alexander</u>	<u>GDOT-URBAN</u>	<u>4)656-5441</u>	<small>[DOT employees do not list e-mail]</small>
2. <u>GENN BOWMAN</u>	<u>"</u>	<u>4/656-5454</u>	
3. <u>Michael Adams</u>	<u>GDOT-Planning</u>	<u>4) 651-7603</u>	
4. <u>Michael Lankford</u>	<u>GDOT-D7-A3</u>	<u>4)557-6699</u>	
5. <u>Bill McCombs</u>	<u>GRC</u>	<u>4/222-9101 x24</u>	<u>bmccombs@^{garail}dot.com</u>
6. <u>RON WISHON</u>	<u>GDOT-ENG.SRVCS</u>	<u>4)651-7470</u>	
7. <u>Paul Condit</u>	<u>GDOT-OEL</u>	<u>4)699-4413</u>	
8. <u>Zanda Montgomery</u>	<u>GDOT-D7/Environmental</u>	<u>4-463-4947</u>	
9. <u>MIKE MURDOCK</u>	<u>GDOT-OEL</u>	<u>4-699-4417</u>	
10. <u>GIRARD SAMPSON</u>	<u>GDOT-URBAN</u>	<u>4-656-5441</u>	
11. <u>JAN G. HILLIARD</u>	<u>GDOT-URBAN</u>	<u>4-656-5441</u>	
12. <u>RONALD A. GRIMES</u>	<u>GDOT BRIDGE</u>	<u>4-656-5196</u>	
13. <u>Joe Pelladi</u>	<u>GDOT Planning</u>	<u>4-6575226</u>	
14. <u>KURT ZIEGLER</u>	<u>GDOT</u>		
15.			
16.			
17.			
18.			
19.			
20.			

Technical Advisory Committee Meeting Minutes
April 29, 2005

STP-0001-00(817), Clayton County
C.W. Grant Pkwy/
CR 1516 Grade Separation at NS RR
PI # 0001817

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Nicoe Alexander	GaDOT – Urban	404-656-5441
Kurt Ziegler	GaDOT – Urban	404-656-5441
Jan C. Hilliard	GaDOT – Urban	404-656-5441
Glenn Bowman	GaDOT – Urban	404-656-5454
Girard Sampson	GaDOT – Urban	404-656-5441
Michael Adams	GaDOT – Planning	404-651-7603
Michael Lankford	GaDOT – D7 – A3	404-559-6699
Bill McCombs	GRC	404-222-9101
Ron Wishon	GaDOT – Eng. Svcs.	404-651-7470
Paul Condit	GaDOT – OEL	404-699-4413
Zanda Montgomery	GaDOT – D7 – Env.	404-463-4947
Mike Murdoch	GaDOT – OEL	404-699-4417
Ron Grimes	GaDOT – Bridge	404-656-5196
Joe Palladi	GaDOT – Planning	404-657-5226

The meeting was held on April 29, 2005 at 9:00AM in the GDOT Planning Conference Room.

Nicoe Alexander opened the meeting with a welcome and asked attendees to introduce themselves. The scope of the meeting was stated and concerns over constructability were identified. Mr. Alexander then passed the meeting to Kurt Ziegler.

Mr. Ziegler began with a brief project description. He stated that project cost estimates of approximately 30 million dollars mean that a Value Engineering (VE) Study will be required. Mr. Ziegler then opened up the meeting for questions and discussion.

Bill McCombs began the discussion by saying that Norfolk Southern and the state have agreed in principle to provide commuter rail service between Atlanta and Lovejoy by the winter of 2006. Part of the agreement is that the state will construct an additional track from the Brewery Lead to the Forest Park track. The additional track would be in place by the time the grade separation project is begun. This means there will be two tracks through the corridor and through the existing at-grade crossing/intersection. Following the construction of the overpass, an additional third track will be constructed from the vicinity of the Brewery Lead on the west side and terminate before I-285, however, this is still in negotiations. As far as commuter rail in the future, there would be a platform in this area but this is not necessarily a portion of the Atlanta to Lovejoy schedule. The

platform location is proposed to be between the far eastern track and the existing mainline track. The platform would be offset centerline to centerline, 36' between the two tracks. All of this is still in negotiations, but two tracks will be in place by the time construction begins. Mr. McCombs also stated that both Old Dixie Hwy and Old Dixie Rd. are occupying RR R/W and the installation of the commuter platform would require movement of the RR out into Old Dixie Rd. The airport is moving forward with their plan for an at-grade, east-west people mover. The people mover is proposed to connect to the proposed transportation complex that Clayton County envisions at this location.

Joe Palladi added that from the transportation complex, the airport would like to turn the people mover due south and connect it to the Farmers Market. Additionally, GDOT has contracted with the City of Forest Park for a planning study to better understand the truck traffic movement associated with the Farmers Market.

Bill McCombs added that in 2000, MARTA assessed heavy rail coming out of Hapeville down the Old Dixie Rd. corridor to Southlake Mall parallel to the east side of Old Dixie Rd. Because of the current Farmers Market study, MARTA has reinitiated their study and would consider tying into the proposed transportation complex and either carry service to the Farmers Market or follow the original planned route to Southlake Mall. This is all part of an initiative to get MARTA into Clayton County. It is in the study/planning stage and is not currently funded.

Glenn Bowman questioned if it would be feasible to construct the planned two tracks on a structure at the proposed grade-separation location when the additional track is added to simplify the grade-separation construction staging.

Bill McCombs countered that there is no budget allotted for such a construction in the current funds available. Additionally, the at-grade crossing and the current RR alignment would have to be reconstructed to accommodate the additional track and the lights and gates on each side of the crossing.

Joe Palladi stated that the current model only shows two lanes along the new location section of Old Dixie Rd. Upon concept approval, the model must be updated to represent the four-lane configuration or we take the risk of only being able to open two of the four lanes upon the completion of the project.

Glenn Bowman reiterated that we must fix the model to match what is represented in the approved concept. He also posed the question as to whether or not there are any foreseen environmental aspects that will need to be studied. He questioned if we should be showing any alternatives in order to avoid impacts.

Paul Condit stated that he viewed a previous concept alternative where the widening of Old Dixie Rd. would occur at its existing location. He added that the concept to relocate Old Dixie Rd. to the east impacted the area much less.

Glenn Bowman added that the current concept does attempt to mitigate that circumstance. He also stated that other non-DOT projects could still impact the area significantly.

Mike Murdoch asked if the existing RR alignment would be affected by the project.

Glenn Bowman and Joe Palladi both confirmed that disturbing the RR alignment is unavoidable.

Mike Murdoch then said that the initial history investigation was done for the at-grade intersection concept. If the RR alignment was to be affected, a 4F evaluation would be required due to the RR's historic significance. Additionally, the 4F evaluation would definitely slow the environmental process down.

Joe Palladi stated that the RR typical sections need to be forwarded to OEL as soon as they are available. The typical sections need to be firmly agreed upon to by the RR in writing as soon as possible.

Mike Murdoch stressed that it would be good to show that this project (grade separation) possesses independent utility due to probable environmental justice concerns on the Conley Rd. widening portion at Jonesboro Rd.

Glenn Bowman added that we really need clarification as to whether or not one or two environmental documents is the best way to proceed. The document should cover both projects to the point where the traffic drops off at Jonesboro Rd. If the document is not conceived in that manner, proposed four lane sections of the grade separation project chance being forced to be only two lane sections.

Kurt Ziegler stated that the projected traffic for the projects was based on an interchange being constructed at I-285 and Conley Rd. which was proposed by Clayton County and is currently not approved.

Glenn Bowman stated that traffic was studied previously without the interchange and a four lane typical section was still required.

Joe Palladi suggested the implementation of an internal stakeholders group with the purpose of forcing parties involved to make decisions based upon the most current information available. By using a monthly update letter, stakeholders would be made aware of information that we require in order to accommodate their needs in our design. In particular, we need specific information from the airport to accommodate the people mover.

Kurt Ziegler then addressed his concern about the area where the grade separation is proposed. He stated that the composition of the ridge line where the structure is proposed would determine if the concept for going under the RR is even possible to construct.

The consensus of the group was to request borings of the area to determine the make-up of the ridge line.

Kurt Ziegler brought up the issue about available space for the grade separation structure. He stated that there is about 100' between the proposed construction and the existing at-grade crossing which must remain in service during construction. Kurt also asked if the existing RR crossings on Old Dixie Hwy would be removed.

Ron Grimes and Joe Palladi seemed to agree that the space available would be sufficient for construction.

Bill McCombs answered that both of the existing RR crossings on Old Dixie Hwy would be removed.

It was decided that the next step would be to take the project to the public and get their input. It was also determined that all stakeholders should be invited to the public meeting. This would give them the same ability as the general public to comment and provide input to the DOT.

The meeting was adjourned at approximately 10:00 AM.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0001817, 712430, & 752180 OFFICE: Environment/Location

DATE: 8/15/05

FROM: ^{HDK/jlc} Harvey D. Keeper, State Environmental/Location Engineer

TO: Distribution Below

SUBJECT: Project STP-0001-00(817), NH-IM-285-1(288), & STP-9010(2), Clayton County, Summary of Comments Received During the Public Comment Period – July 14, 2005 - July 25, 2005

COMMENT TOTALS:

A total of 137 people attended the public information open house held for the subject project. From those attending, 25 comment forms, 1 letters and 3 verbal statements were received. An additional 0 comments were received during the ten day comment period following the public information open house, for a total of 28 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
5	11	5	8

MAJOR CONCERNS:

1. Cemetery Access
2. Addition of sidewalks and bike lanes
3. Project may lead to closure of business
4. Need for an interchange at Conley Road and I-285
5. Need for a signal at Hendrix and Conley Road

OFFICIALS:

Officials attending included the following:

DISPOSITION OF COMMENTS:

The following offices are requested to respond to the comments listed:

Urban Design 8-14, 22, 23, 25-27
Right-of-Way
Traffic Operations
Planning

This office will respond to comments as follows:

Environmental
Location

Please send this office copies of your responses to these comments by August 31, 2005.

Attached is a complete transcript of the comments received during the comment period and a copy of the meeting handout.

If you have any questions about the comments, please call Paul F. Condit at (404) 699-4413.

HDK/pfc

Attachments

DISTRIBUTION:
Scott Lee
Don Brown
Keith Golden
Bryant Poole
Joe Palladi, P.E.
Greg Hood

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: PI # 0001017 CWG Grade Sep Stakeholders
 LOCATION: GDOT G.O. Planning Conf. Room
 DATE: 11-7-05 TIME: 10-12
 MODERATOR: Kurt Ziemer

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>[DOT employees do not list e-mail]</small>
1. <u>Steve Roberts</u>	<u>GRC</u>	<u>404.222.9101</u>	<u>SRROBERT@GMAIL.COM</u>
2. <u>Bill McCombs</u>	<u>GRC</u>	<u>404-222-9101</u>	<u>bmccombs@garail.com</u>
3. <u>JACK SEIBERT</u>	<u>CH2M HILL CLAYTON Co</u>	<u>770 604-9182x661</u>	<u>JACK.SEIBERT@CH2M.COM</u>
4. <u>Terest Lannon</u>	<u>GDOT</u>		
5. <u>Jacqueline McCarthy</u>	<u>GDOT</u>		
6. <u>Scott Overby</u>	<u>NS RR</u>	<u>404-582-5588</u>	<u>saverbe@nscorp.com</u>
<u>DAVID WYATT</u>	<u>NORFOLK JOURNAL</u>	<u>404/507-1641</u>	<u>dwatt@nscorp.com</u>
8. <u>Edison Cooper</u>	<u>NS</u>	<u>404/529-1219</u>	<u>edison.cooper@nscorp.com</u>
9. <u>Andy Adams</u>	<u>Clayton Co.</u>	<u>770-473-5453</u>	<u>andrew.adams@co.clayton.ga.us</u>
10. <u>Steve York</u>	<u>GA DOT (Rail)</u>	<u>404-651-9215</u>	<u>stev.york@dot.state.ga.us</u>
11. <u>Kith Williams</u>	<u>GPC</u>	<u>404-506-7790</u>	<u>Kithwill@southernco.com</u>
12. <u>Scott Morgan</u>	<u>GPC</u>	<u>404-506-6743</u>	<u>smorgan@southernco.com</u>
13. <u>BILL BRYANT</u>	<u>GA POWER</u>	<u>404-506-2213</u>	<u>WFBRYANT@SOUTHERNCO.COM</u>
14. <u>CARL RHODENIZER</u>	<u>C-RPA</u>	<u>404-366-2571</u>	<u>CRhodeni@msn.com</u>
15. <u>Larry Etherton</u>	<u>NS</u>	<u>404-529-1231</u>	<u>larry.etherton@nscorp.com</u>
16. <u>Hal Wilson</u>	<u>DOT/Internals</u>	<u>404-651-9201</u>	<u>Hal.Wilson@dot.state.ga.us</u>
17. <u>Ron Sherwood</u>	<u>Dept of Aviation</u>	<u>404-530-5671</u>	<u>ron.sherwood@atlanta-airport.com</u>
18. <u>Shelley Lamar</u>	<u>Dept of Aviation</u>	<u>4/530-5676</u>	<u>shelley.lamar@atlanta-airport.com</u>
19. <u>Gerald Ross</u>	<u>GDOT</u>	<u>4/656-0610</u>	<u>gerald.ross@dot.state.ga.us</u>

Stakeholders Meeting Minutes
November 7, 2005
STP-0001-00(817), Clayton County
Aviation Blvd. /
CR 1516 Grade Separation at NS RR
PI # 0001817

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Teresa Lannon	GDOT – Urban	404-656-5441
Kurt Ziegler	GDOT – Urban	404-656-5441
Jacqueline M'carthy	GDOT – Urban	404-656-5441
Scott Overbey	NSRR	404-582-5588
Larry Etherton	NSRR	404-529-1231
Edison Cooper	NSRR	404-529-1641
David Wyatt	NSRR	404-529-1219
Hal Wilson	GDOT – Intermodal	404-651-9201
Steve Yost	GDOT – Rail	404-651-9215
Andy Adams	Clayton Co	404-473-5453
Keith Williams	GA Power	404-506-7790
Scott Morgan	GA Power	404-506-6743
Bill Bryant	GA Power	404-506-2213
Gerald Ross	GDOT	404-656-0610
Carl Rhodenizer	GRPA	404-366-2571
Shelly Lamar	COA-DOA	404-530-5676
Ron Sherwood	COA-DOA	404-530-5676
Steve Roberts	GRC	404-222-9101
Bill McCombs	GRC	404-222-9101
Jack Seibert	CH2MHill(Clayton Co.)	770-604-9182x661

The meeting was held on November 7, 2005 at 10:00AM in the GDOT Planning Conference Room.

Kurt Ziegler opened the meeting with a welcome and asked attendees to introduce themselves. He stated that the purpose of the stakeholders meeting was to discuss the Value Engineering Study Alternatives and Railroad staging issues.

He began by outlining the reasons for the VE study that had recently been performed. These reasons include improved project quality, reduced project cost, fostering innovation, eliminating unnecessary and costly design elements, and ensuring an efficient investment on all Federal-Aid highway projects. He added that a VE study is performed on all Federal-Aid projects with an estimated cost of \$25 million or more. The three alternatives proposed by the VE study team were then discussed.

Value Engineering Alternative Number 1 recommends keeping the horizontal alignment of C.W. Grant at the intersection of Old Dixie Highway and Old Dixie Road. The C.W. Grant Parkway/Old Dixie Highway Connector will have to be constructed before work on the underpass begins in order to maintain traffic to-and-from Old Dixie Highway. When underpass construction begins, Old Dixie Hwy. will lose its direct access to the east and will make travel across the Railroad circuitous during construction. This alternative will reduce right-of-way acquisition and minimally reduce roadway construction cost.

Value Engineering Alternative Number 2 recommends eliminating the realignment of Old Dixie Road and carrying the "As Proposed" horizontal alignment of C.W. Grant Parkway/Conley Road over/under Old Dixie Highway, the railroad, and Old Dixie Road. Because of encroachments on Norfolk Southern right-of-way, it is assumed that Old Dixie Road will be shifted to the east and some of the buildings may have to be condemned and businesses may have to be relocated for this alternative.

Value Engineering Alternative Number 3 recommends reconstructing Conley Road on the existing Conley Road alignment. Conley Road would bridge over Old Dixie Highway, the NS railroad, and Old Dixie Road, and then be carried on a structure or fill to touch-down at C.W. Grant Parkway. Old Dixie Road would only be realigned to the east enough to eliminate any Norfolk Southern right-of-way encroachments. This is the preferred alternative.

On Alternative 1, Jack Seibert questioned if this alternative would require the existing at grade intersection with the railroad to be closed during construction to which Kurt Ziegler responded yes.

On Alternative 2, Bill McCombs questioned the cost estimating procedure. Kurt Ziegler stated that he would check with engineering services.

Scott Morgan stated that the power company would move only the Transmission lines that were absolutely necessary and that Alternative 2 increases the amount of poles to be moved thereby increasing the utilities and ROW costs. Scott Morgan estimated the cost for moving the transmission lines at 100,000 per pole.

On Alternative 3, Jack Seibert asked about the soil boring results. When he learned that rock had been found he wanted to know how the discovery of rock impacts the project. Kurt Ziegler said that this would depend on the Railroad construction/staging limitations. He was told by NSRR that excavation and tunneling could be done but there could be no blasting.

With Reference to Alternative 3 Shelly Lamar asked if runway clearances had been checked. Kurt Ziegler replied that he would check when he was provided with the glide slope path.

Bill McCoombs wanted to know if the structure proposed in Alternative 3 was going to be on fill or on structure. Kurt Ziegler replied that it would most likely be on structure. Most likely, an MSE wall would be utilized up to the vertical bridge abutments required.

Steve Roberts pointed out the Alternative 3 adversely impacts MARTA's concept for coming through the project on structure from the North.

A NS Railroad representative stated that they preferred the bridge over the railroad alternative due to the staging only requiring a flagger and no rail detour would be needed. NSRR stated that the bridge would have to be 23' from the top of the rail.

Ms. Shelley Lamar interjected that the desired location of the parking structure in the opinion of the city is the west side of Old Dixie Hwy. She stated that the planning of a people mover has been discussed and that a location to the East would call for the people mover to cross the NS RR tracks in order to have access to the parking facility.

Shelly Lamar stated that the airport had previously requested 50ft of right of way along C. W. Grant Parkway and through the grade separation.

Jack Seibert questioned who would own the road and be responsible for the maintenance if it tunneled under or bridged over the railroad. Larry Etherton pointed out that the railroad has owned property before without being responsible for the maintenance.

Jack Seibert wanted to know if tunneling under the railroad would require a structure to be built. Scott Overby told him that it depends on what kind of rock is found and how much cover is available between the RR and the tunnel.

Jack Seibert then wanted to know if all the borings that were performed had hit rock. Kurt Ziegler replied that they had not. They had bored to sufficient depth or until auger refusal. 5 of the 8 borings had been done to refusal. No core samples were taken so the presence of rock is an assumption.

Kurt Ziegler called for any comments concerning VE study results and recommendations.

The Dept of Aviation deferred an official comment on the project until further contact with the county.

The discussion moved onto the staging issues with respect to the railroad.

Bill McCoombs said there was currently space to put two tracks. He then went on to describe the proposed staging plans for the railroad.

Larry Etherton asked for the construction duration. Kurt Ziegler replied 24-30 months.

Steve Roberts wanted to know if the VE study results had taken into consideration the parking deck concepts for the Mountain View development. Kurt Zeigler replied that they had not. Only issues relating to the railroad right of way were considered.

Jack Seibert wanted to know if the commuter rail line had been considered in the VE Study. Kurt Zeigler replied that the Railroad right of way considered in the VE study included what would be required for the commuter rail.

Carl Rhodenizer from Clayton County explained that the Mountain View area is approximately 400 acres that have set idle for 15 years. Previously, Mountain View was a residential area but all of the houses have been removed to accommodate the Hartsfield Airport noise abatement program. He stated that Clayton County has entered into an agreement with the city of Atlanta to purchase all the land that the city owns in that area. While city of Atlanta owns the bulk of it, there are also a few parcels with private ownership.

Commissioner Rhodenizer and Jack Seibert wanted to know if separating the environmental documents into smaller separate documents could speed up the environmental process.

Mr. Rhodenizer stated that he is in the process of trying to get the right of way date moved to 2007.

Kurt Ziegler proposed to set up smaller stakeholder meetings with Clayton County, Marta and the Airport to discuss their positions on the project.

Kurt Ziegler then adjourned the meeting.

JM

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: STP-0001-00(B17) Clayton County, P.I. NO. 0001817 STATEHOLDERS' MEETING
 LOCATION: URBAN DESIGN CONFERENCE ROOM
 DATE: 1/19/06 TIME: 2:00 p.m.
 MODERATOR: _____

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>(DOT employees do not list e-mail)</small>
1. JANC HILLIARD	GDOT-URBANDESIGN	404-656-5441	
2. Andrew C. Adams	Clayton Co.	770-473-5453	andrew.adams@co.clayton.ga.us
3. Louis Hise	Clayton Co. Development Auth	770-471-2926	
4. Hal Wilson	GDOT - Intermodal Programs	707-652-9201	
5. Keith Strickland	Hartsfield Planning Coll.	4)946-5744	kstrickland@hntb.com
6. Glenn Bowman	GDOT - URBAN	4-656-5454	
7. Ron Sherwood	City of Atlanta Dept. of Aviation Planning	4-520-6671	ron.sherwood@atlanta-airport.com
8. Nicole Alexander	GDOT-URBAN	4)656-5440	
9. GERALD ROSS	GDOT	4)656-0010	
10. Teresa Lawson	GDOT-URBAN	4)656-5441	
11. Kurt Ziegler	GDOT-URBAN	4)656-5441	
12. STEVE WALKER	GDOT-PLANNING	4)656-5427	
13. Jacqueline Marthy	GDOT Urban	4)656-5441	
14. Alexis Jones	GDOT-OEL	4)699-6865	
15. Daveitta Jenkins	CH2M Hill	678-479-5389	daveitta-jenkins@ch2m.com
16. Scott Overbey	Norfolk Southern	404-582-5588	soverbey@nscorp.com
17. DAVID WYATT	NORFOLK SOUTHERN	404.529.1641	tdwyatt@nscorp.com
18. Larry Etherton	Norfolk Southern	404-529-1231	larry.etherton@nscorp.com
19. Paul Condit	GDOT/OEL	404-699-4413	paul.condit@dot.
20. Mahesh Mehta	MARTA	404 848 5858	mmehta@its MARTA.COM
21. Jerry Bland	RTP	404 848-5540	

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: STP-0001-00(817) Clayton County, P.I. No. 0001817 STAKEHOLDERS' MEETING

LOCATION: URBAN DESIGN CONFERENCE ROOM

DATE: 1/19/06 TIME: 2:00 pm.

MODERATOR: _____

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1. Joe Palladi	GDOT-Planning	+6575226	Joe.Palladi@dot.state.ga.us <small>(DOT employees do not list e-mail)</small>
2. Robin Roberts	Clayton County	7)473-5878	Robin.Roberts@co.clayton.ga.us
3. MICHAEL LANKFORD	GDOT	4)559-6699	michael.lankford@dot.state.ga.us
4. Bill McCombs	GRC	404-222-9101x24	bmccombs@garail.com
5. CARL RHODENIZER	CLAYTON	404-366-2571	crhodenizer@bellco.net
6. STALE ROBERTS	GRC	404.222.9107	SROBERTS@GAMAIL.COM
7. Shelley Lamar	HATAA	4/530-5676	Shelley.Lamar@atlanta-airport.ga.us
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Stakeholders Meeting Minutes
 January 19, 2006
 Revised February 24, 2006
 STP-0001-00(817), Clayton County
 C.W. Grant Pkwy. / Conley Rd.
 Grade Separation at NS RR
 PI # 0001817

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Jan C. Hilliard	GDOT - Urban	404-656-5441
Glenn Bowman	GDOT - Urban	404-656-5454
Nicoe Alexander	GDOT - Urban	404-656-5440
Teresa Lannon	GDOT - Urban	404-656-5441
Kurt Ziegler	GDOT - Urban	404-656-5441
Jaqueline M'Carthy	GDOT - Urban	404-656-5441
Michael Lankford	GDOT - D7 Const.	404-559-6699
Hal Wilson	GDOT – Intermodal	404-651-9201
Gerald Ross	GDOT – Planning	404-656-0610
Steve Walker	GDOT - Planning	404-656-5427
Joe Palladi	GDOT - Planning	404-657-5226
Alexis John	GDOT - OEL	404-699-6865
Paul Condit	GDOT - OEL	404-699-4413
Andy Adams	Clayton Co. DOT	770-473-5453
Carl Rhodenizer	Clayton County	404-366-2571
Robin Roberts	Clayton County	770-473-5878
Louis Hisel	Clayton County	770-471-2926
Steve Roberts	GRC	404-222-9101
Bill McCombs	GRC	404-222-9101
Shelley Lamar	HJAIA	404-530-5676
Keith Strickland	HJAIA	404-946-5744
Ron Sherwood	HJAIA	404-530-5671
Scott Overbey	NSRR	404-582-5588
David Wyatt	NSRR	404-529-1641
Larry Etherton	NSRR	404-529-1231
Daveitta Jenkins	CH2MHill	678-479-5389
Mahesh Mehta	MARTA	404-848-5858
Jerry Bland	RTP	404-848-5540

The meeting was held on January 19, 2006 at 2:00PM in the GDOT Urban Design Conference Room.

Jan Hilliard opened the meeting by welcoming everyone. She asked all of the attendees to introduce themselves and sign the sign-in sheet as it came around. Mrs. Hilliard explained that a Value Engineering (VE) Study had been performed for this project and through this study, additional alternatives had been identified. Mrs. Hilliard added that an

extensive comparison of the alternatives had been completed and the results would be presented. She then turned the meeting over to Kurt Ziegler for the presentation.

Kurt Ziegler made clear the purposes of the presentation to be; an explanation of the evaluation of the over and under concept alternatives based on the cost comparison, individual concept alternative design features, construction staging, required construction times, and Mt. View redevelopment plans. He also stated that a matrix of results of the comparison of these items would be shown toward the end of the presentation and, in addition, he would give Urban Design's position on the preferred concept alternative. Mr. Ziegler stated that all stakeholder comments and concerns would be heard at the end of the presentation.

Mr. Ziegler proceeded with the presentation by explaining some of the methodologies he used in comparing the costs for right of way, utilities, earthwork, and roadway construction quantities. He stated that his goal was to offer the best side-by-side cost comparison using the most current information available. He did emphasize that some of the costs shown on the cost comparison handout were not the actual project costs, but for the purpose of comparison of the concept alternatives based on the most current, relevant information available. Mr. Ziegler then went on to briefly describe the major design features, possible methods of staging, and construction time of the two concept alternatives. Mr. Ziegler spoke on several redevelopment issues including the Mt. View redevelopment plan, the regional transportation center, and the expansion of the Norfolk Southern Railroad (NSRR). He presented a matrix showing the over alternative as the preferred alternative based on the method of comparison. In addition, he stated that in the position of the GDOT Office of Urban Design, the concept alternative for grade separating over the NSRR is preferred to the concept alternative for grade separating under the NSRR. The meeting was then opened up for comments from the attendees.

Jan Hilliard offered two points of clarification: 1) She stated that the meeting was being tape recorded in order to ensure accurate minutes; and, 2) This was in fact the second stakeholders meeting for this project. The stakeholders had become aware of the VE Study at the first meeting causing some letters of concern from some of the stakeholders.

Clayton County Comments

Andy Adams questioned whether the right of way and utility costs shown on the cost comparison were the actual project costs or for comparison only.

Kurt Ziegler replied that the costs shown were for "apples to apples" comparison only, not the total costs that may be experienced.

Mr. Adams asked if the other construction costs shown on the cost comparison were obtained using the same methodology.

Mr. Ziegler replied that the rest of the construction costs shown were based on actual construction costs estimated to the best of his ability based on the available information.

The exception to this is that staging costs were not accounted for with either alternative because of the undetermined final configuration of the NSRR and that effect on construction staging.

Mr. Adams stated that the over concept alternative has merit if the only consideration is the movement of traffic from point A to point B. He continued that given all of the development plans however, this is not the case. He added that Clayton Co. has attended at least twenty meetings concerning Mt. View redevelopment in the past 6 to 9 months. He stated that this project involves more than just the movement of cars from point A to point B. Mr. Adams articulated that the original concept alternative to grade separate under the NSRR worked better for the purposes of redevelopment.

Jan Hilliard reiterated that all work done to this point has been strictly conceptual in nature.

Mr. Adams, speaking in reference to lacking plans from the developer, stated that a developer would not prepare plans without knowledge of the project footprint or the area that would be available to work with.

Mrs. Hilliard replied that in this case, the grade separation over alternative would certainly not preclude development plans for Mt. View.

Lou Hisel stated that he was disappointed with the lack of objectivity in the presentation. He stated that less than 5 minutes of the presentation had been dedicated to the effects of the project on economic development. Mr. Hisel gave an abbreviated history of the Mt. View area. He added that Clayton County has had a redevelopment plan in place for Mt. View since 2001 however slightly altered to accommodate the east side terminal, airport parking requirements, commuter rail, and the possibility of a MARTA station. Mr. Hisel asserted that Clayton Co. has a contract with Childress Klien as the developer for Mt. View and that the roadway configuration is critical to them. He added that he has a map of optioned property that is primarily configured around the grade separation under concept. In addition, he stated that the developer is very much in favor of this alternative and has confirmed that position in other stakeholder meetings. Mr. Hisel went on to say that Clayton Co. feels that the grade separation under alternative is much better suited to the purposes of economic development. He made the parallel of the grade separation under alternative and 17th Street Bridge and Mt. View redevelopment as Clayton Counties "Atlantic Station". He said in addition that Clayton County does not feel as though they have received due consideration in their requests for assistance in the redevelopment of Mt. View from GDOT and other state agencies.

Further, Mr. Hisel stated that very little consideration had been given to the airport or commuter rail concerns. He said that there are plans on paper for the location of the required 9000 airport parking spaces and that they fit in the grade separation under concept configuration. He also said that he fails to see any location where these parking spaces or an automated people mover (APM) could be located with the grade separation over alternative. Additionally, if busses were to be used initially to transport airport

passengers to and from the parking decks, he said he sees no means of doing so efficiently. As for commuter rail, he stated again that he does not see any other possible location for the station. Mr. Hisel stated that the grade separation under alternative is the preferred alternative in the opinion of Clayton County. He added that there are no stakeholders to his knowledge that are in support of the grade separation over alternative. He asked that he be reserved time at the end of the meeting for review and overview of the Clayton County position after hearing other stakeholder comments.

Glenn Bowman asked specifically how the grade separation over would preclude any Mt. View redevelopment.

Mr. Hisel responded by saying that the grade separation over alternative does not provide accessibility to Mt. View frontages.

Mr. Bowman questioned whether the grade separation over alternative didn't actually provide for a more developable Mt. View site. He stated that he did not understand how the grade separation over alternative hinders local redevelopment.

Robin Roberts stated that the Clayton County redevelopment plan in use was designed to take advantage of continuing industrial development but also planned with a corridor of stepped-down office, mid-rise, high-rise, and commercial retail development. She stated that the grade separation over alternative is a significant reconfiguration of the roadway concept that the original redevelopment plans were shaped around.

Shelley Lamar stated that the grade separation under alternative works well for Clayton County and the airport because it provides a hospitality corridor which in turn provides a buffer to the planned industrial development. She stated that the airport's biggest concern is the parking deck locations and the ability to connect a future automated people mover system to that location.

Carl Rhodenizer stated that the grade separation under alternative accommodates the parking decks and the multimodal station with a MARTA connection in one multiuse facility/location. He went on to say that he does not know of a situation where such a large area of land remains undeveloped in such close proximity to such a large airport. Mr. Rhodenizer stated that planners must look ahead to future developments such as MARTA. He added that if this were taking place anywhere on the north side of Atlanta, the Governors Office, GDOT, the ARC, the GRPA, and everyone else would bend over backwards to get this done. He stated that Clayton County does not feel like they have that kind of support for this redevelopment.

Mr. Ziegler, speaking in reference to the development of a hospitality corridor, stated that preliminary design profiles and cross sections for the grade separation under alternative show that approximately 1000 feet of the frontage proposed for hospitality development would be located on 25 to 35 feet of fill. In addition, no matter which alternative is in question, it is necessary to provide elevated pedestrian access from proposed parking structures/multimodal station across a road and the eastern most railroad track.

Steve Roberts started by stating that Georgia Rail Consultants (GRC) are representing the Georgia Rail Passenger Authority (GRPA). He added that they have a grant from the legislature to study connectivity to the airport from the proposed rail station. He stated that they also function as consultants for the GDOT rail passenger program. Mr. Roberts questioned the status of a formally adopted Need and Purpose (N&P) Statement for this project.

Joe Palladi replied that the GDOT Office of Planning is in the process of readdressing the N&P Statement by adding economic redevelopment. He added that the costs of economic development are very difficult to quantify and translate to a transportation project.

Bill McCombs commented that because Old Dixie Rd. is not proposed widened with the grade separation over alternative, an accurate comparison of the alternatives is not possible. He added that the overall cost to the public will still include the widening of Old Dixie Rd. at some point in the future. He stated that there are other possible additional costs out there that are not being reflected in the comparison of the alternatives.

Jan Hilliard stated that the Office of Urban Design had been waiting for the updated N&P Statement, however; the original N&P called for the grade separation for the reason of safety.

Glenn Bowman stated that, given the stakeholders' concerns about GDOT's lack of consideration for their needs, he asked that all the stakeholders consider this challenge: "show why the alternative to grade separate over the NSRR will not work for the redevelopment of Mt. View and all of the stakeholders." He asked why the development plan could not work around the grade separation over alternative just as it did the grade separation under alternative. In addition, he stated that if the redevelopment plan cannot evolve given a different alternative, we need an explanation giving the reasons and assigning dollar figures to those reasons. He added that this is a transportation improvement project but given the criteria we had examined, we did not feel as though and it was not our intention to put up any barrier to local redevelopment with any project alternative developed. He stated that in the opinion of the Office of Urban Design, the grade separation over alternative did not get in the way of the redevelopment, however; if this is an incorrect assumption, we need to know the reasons why.

Shelley Lamar voiced concern as to the vertical clearance from the profile of the grade separation over alternative to the critical flight departure path. She stated that airport design staff would like the opportunity to review the clearance. She added that the glide slope maps are easily misinterpreted.

Kurt Ziegler responded saying that there are 70 feet of vertical clearance from the profile to the departure path from his investigation. He added that he would work with airport staff to ensure vertical clearance was not an issue.

Ron Sherwood stated that the airports first obligation is to their patrons, but they continue to balance that obligation with other projects community wide. Mr. Sherwood went on to

say that the grade separation under alternative satisfied the way-finding requirements of airport patrons requiring parking better than the alternative to grade separate over. Further, intermodal interfacing opportunities and the redevelopment of Mt. View are both better served by the grade separation under alternative.

Shelley Lamar asked how the MARTA station was accommodated with the grade separation over alternative.

Joe Palladi responded that the envisioned MARTA station was not included in the N&P of the project.

Kurt Ziegler added that MARTA is only precluded from coming north to south on structure following the current railroad alignment.

Ron Sherwood continued by saying that he would accept the challenge Glenn Bowman had made to the stakeholders. He added that it seems as though there is a disconnect amongst the stakeholders and there is still much work and coordination to be done in order see these plans come to fruition.

David Wyatt made the comment that blasting is not allowed by the railroad under an active track. He stated that blasting is allowed when a shoe-fly detour is used as would be required for the staging construction of the grade separation under alternative. He added that the only condition is that the peak particle velocity remain within two inches per second.

Larry Etherton added that rock can be excavated by blasting within Norfolk Southern right of way as long as standard safety measures are employed and it is done outside the footprint of the active track with the track properly retained. He also asked for clarification as to the number of tracks planned for in the grade separation over alternative.

Kurt Ziegler replied that 3 tracks would be accommodated in the final design of either alternative.

Larry Etherton confirmed that 3 tracks should be accommodated by the final design and could be accommodated as well during the construction staging of either alternative for the grade separation. He added that Norfolk Southern has looked at underpass constructability issues and went on to say that they believe they can accommodate all of required tracks during that period.

Kurt Ziegler stated that for staging purposes, the missing point of clarity is the definite number of active tracks at the onset of construction.

Larry Etherton replied that there could realistically be three active Norfolk Southern tracks by the time this project goes to construction.

Hal Wilson stated that the need for three tracks would most likely exist before the project construction begins.

Jan Hilliard noted that not knowing exactly how many tracks or their final configuration at the time of construction has slowed the development of a staging plan and the understanding of costs associated with staging the grade separation under alternative from the beginning of the concept development over two years ago.

Larry Etherton stated that Norfolk Southern would be glad to confer about their ideas on staging and reserved the right for future comments.

Jerry Bland explained that the grade separation over alternative would conflict with the pre-conceptual plan for MARTA on structure at this location. He added that the station would probably resemble the North Springs MARTA station. He stated that some of the requirements for the station would be; a 1200 foot tangent to accommodate a 600 foot center platform, a double cross over in advance of the station, a traction power substation, a train control room, and cash handling and ticketing spaces. He said that they would expect to receive traffic from I-285, I-75, and local roads.

Gerald Ross stated that GDOT will need the other agencies to evaluate the grade separation over alternative and report their positive and negative findings.

Glenn Bowman reiterated his earlier comments and stated that we are not yet in the final stages of identifying the best alternative, but; he added that we must adhere to the project schedule and move forward with the environmental process. Mr. Bowman stated that much work has been done on the grade separation under concept including some public involvement, however; the stakeholders need to evaluate the grade separation over concept as previously discussed based on the true costs.

Daveitta Jenkins questioned if the Office of Urban Design was willing to include the widening of Old Dixie Rd. in the grade separation over alternative.

Glenn Bowman replied that it is not necessary with the grade separation over alternative and the current N&P of the project, but this issue of “apples to apples” cost comparison would be revisited.

Joe Palladi added that once the stakeholders assess the grade separation over alternative further and Mt. redevelopment becomes a part of the N&P Statement, the need to widen and possibly relocate Old Dixie Rd. may become apparent with the grade separation over alternative.

Daveitta Jenkins questioned when the N&P Statement would be completed.

Steve Walker replied that the N&P Statement is currently in the revision process and will most likely require further revision following this meeting.

Lou Hisel questioned whether Old Dixie Rd. could maintain traffic without its widening and relocation due to railroad expansion and the MARTA station.

Steve Walker questioned the projected date for construction of the MARTA station. He stated that the station is not in the transportation plan.

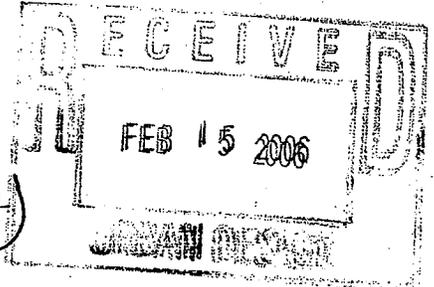
Mahesh Mehta stated that there is no information available on the possible date for the construction of a MARTA station at this location.

Jan Hilliard thanked everyone for attending and the meeting was adjourned.

BUCHAN
BOWMAN
RICHARDSON
VanMETER
OTHER
GROUPS
FILE

REDEVELOPMENT AUTHORITY OF CLAYTON COUNTY

February 6, 2006



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

BUCHAN *Jan (Kurt)*
BOWMAN
RICHARDSON
VanMETER
OTHER
GROUPS
FILE *Please prepare response by 2-24-06*

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

Dear Mr. Buchan,

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

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

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

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

121 So. McDonough Street * Jonesboro Historical Courthouse
Jonesboro, Georgia 30236
Telephone (770) 477-4591 * Fax (678) 479-5385
E-mail: Emory.Brock@co.clayton.ga.us * Robin.Roberts@co.clayton.ga.us

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

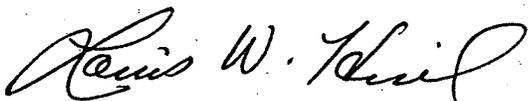
The Mountain View Redevelopment Plan provides for a four-lane extension of Conley Road (C.W. Grant Parkway), east to Highway 54 (Jonesboro Road), US 42 (Moreland Avenue), and I-675. This will eventually provide easy access to Fort Gillem and offer another access to the airport from the south and east.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

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

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

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

Sincerely,



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

enclosures

ELDRIN BELL
CHAIRMAN
VIRGINIA BURTON GRAY
COMMISSIONER
J. CHARLEY GRISWELL
COMMISSIONER
CARL RHODENIZER
COMMISSIONER
WOLE RALPH
COMMISSIONER

Clayton County Commissioners

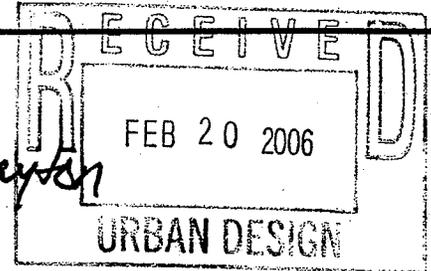
112 SMITH STREET
JONESBORO, GEORGIA 30236
PHONE: (770) 477-3208
FAX: (770) 477-3217
www.co.clayton.ga.us



February 16, 2006

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

RICHARDSON _____
VanMETER _____
OTHER _____
GROUP _____
FILE _____
STY-0001-10 (817)



Dear Mr. Buchan:

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

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

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

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

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

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

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

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

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

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

DOES THIS SATISFACTORILY ANSWER OUR QUESTION TO THAT

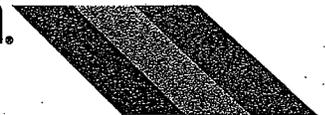
We ask for your serious consideration of the desires of the local community.

Yours for Clayton County,



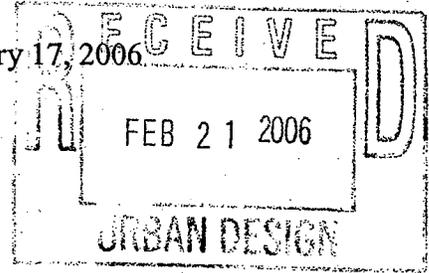
Eldrin Bell, Chairman
Clayton County Board of Commissioners

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



BUCHAN _____
RICHARDSON _____
METER _____
OTHER _____
GROUPS _____
FILE P. 1# 000187

February 17, 2006



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

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

Dear Mr. Buchan:

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

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

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

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

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

Sincerely,



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

Attachment

EEC/UL:mj

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

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

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

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

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

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

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

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



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR.,
CHIEF ENGINEER
(404) 656-5277

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

January 30, 2006

C.W. Grant Pkwy. Grade Separation at Norfolk Southern Railroad
STP-0001-00(817)
P.I. No. 0001817

Dear Stakeholder:

Attached are the minutes from the January 19, 2006 stakeholders meeting. Please review this document and send any comments to the Office of Urban Design by February 20, 2006.

In addition, please supply this office with your evaluation of the alternatives as discussed at the stakeholders meeting. Along with this evaluation, please provide the most current plans and data available pertaining to your specific individual concerns. Please provide this office the requested information by February 20, 2006.

Thank you in advance for timely responses and we look forward to working with you in the near future. If you have any questions or concerns, please contact Teresa Lannon or Kurt Ziegler at 404-656-5441.

Sincerely,

A handwritten signature in black ink that reads "James B. Buchan".

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

JBB: KAZ

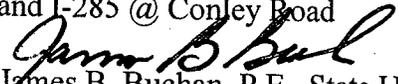
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Urban Design

DATE April 3, 2006

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

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

SUBJECT Value Engineering Study Responses

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

I. NEW ALIGNMENT

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

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

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

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

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

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

II. CURRENT ALIGNMENT

Alternate A: Raised grassed median.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachments:

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

JBB: KAZ

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING P#s 0001817, 752180, 712430

LOCATION: URBAN DESIGN CONF. ROOM 352

DATE: MAY 12, 2006 TIME: 9AM

MODERATOR: JAN HILLIARD SHEET 1/2

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>[DOT employees do not list e-mail]</small>
1.			
2. L. Lee Camp	Depl. Dir. of Clayton Co. Interim Chair	4-559-9700	llcamp@dreamlandinc.
3. Ron Sherwood	H-JAIA	4/530-5671	ron.sherwood@atlanta-airport.com
4. JACK SEIBERT	CLAYTON CO (CH2M)	770 604 9182	JACK.SEIBERT@CH2M.COM
5. Steve Roberts	GAC	404.222.9101	SROBERTS@GADAIL.COM
6. Larry Ethernon	Norfolk Southern	404-529-1231	larry.etherton@nscorp.com
7. Scott Overby	Norfolk Southern	404-582-5588	soverbe@nscorp.com
8. Clive CUNNINGHAM	GDOT	4) 656-4953	
9. Albert Shelby	GDOT-UD	4) 656-5440	albert.shelby@---
10. Jerry MILLIGAN	GDOT-R/W	77986-1541	jerry.milligan@---
11. Nicole Alexander	GDOT-URBAN	4) 656-5440	nicole.alexander@...
12. ERNEST C DAESCHLER	MARTA	4) 848-4643	edaeschler@itsmarta.com
13. Jerry Bland	RTP	4) 848-554	bland.j@RTPAtlanta
14. Mahesh Mehta	MARTA	4/848-5859	mmehta@itsmarta.com
15. Teresa Lannon	GDOT	4/656.5441	
16. STEVE WALKER	GDOT-PLANNING	(4) 656-5427	STEVEN.WALKER@...
17. Carl Rhoderuz	CC Com.	4) 366-2571	rdodomez@c@bellsouth
18. Robin Roberts	CC Econ. Dev.	7) 473-5878	Robin.Roberts@co.clayton.ga
19. Andrew C. Adams	Clayton Co	7) 473-5453	andrew.adams@co.clayton.ga
20. Shelley Lannan	H-JAIA	4/530-5676	shelley.lannan@atlanta-airport.com

GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING P.I. NOS. 0001817, 752180, 712430
 LOCATION: URBAN DESIGN CONF. ROOM 352
 DATE: May 12, 2006 TIME: 9:00 a.m.
 MODERATOR: _____ SHEET 2/2

NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS <small>(DOT employees do not list e-mail)</small>
1. <u>KEN WERHO</u>	<u>GA DOT - TSD</u>	<u>404-635-8144</u>	
2. <u>Daveitta Jenkins</u>	<u>CH2M Hill (Clayton Co.)</u>	<u>678-479-5389</u>	<u>daveitta.jenkins@ch2m.com</u>
3. <u>Irene Belinfante</u>	<u>GDOT</u>	<u>404-656-5197</u>	
4. <u>Hal Wilson</u>	<u>GDOT</u>	<u>904 651-4201</u>	<u>HalWilson@GAState.US</u>
5. <u>RICHARD CROWLEY</u>	<u>GDOT-UTILITIES</u>	<u>404 635-8064</u>	<u>RICHARD.CROWLEY@DOT.STATE.GA.US</u>
6. <u>Bill McCombs</u>	<u>GRC</u>	<u>404-222-9101x24</u>	<u>bmccombs@qarail.com</u>
7. <u>GLENN BOWMAN</u>	<u>GDOT-URBAN</u>	<u>4-656-5454</u>	
8. <u>Ben Buhay</u>	<u>GDOT-Urbn</u>	<u>4-656-5436</u>	
9. <u>JAN C. HILLIARD</u>	<u>GDOT-URBAN</u>	<u>4-656-5441</u>	
10. <u>STAN PETOSKI</u>	<u>GDOT-PORTS&IS</u>	<u>4-635-8124</u>	
11. <u>KURT ZIEGLER</u>	<u>GDOT-URBAN</u>	<u>404-656-5441</u>	
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Concept Team Meeting Minutes
 May 12, 2006
 STP-0001-00(817), Clayton County
 C.W. Grant Pkwy. / Conley Rd.
 Grade Separation at NS RR
 PI # 0001817

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
Jan C. Hilliard	GDOT - Urban	404-656-5441
Glenn Bowman	GDOT - Urban	404-656-5454
Nicoe Alexander	GDOT - Urban	404-656-5440
Teresa Lannon	GDOT - Urban	404-656-5441
Kurt Ziegler	GDOT - Urban	404-656-5441
Albert Shelby	GDOT - Urban	404-656-5440
Clyde Cunningham	GDOT - D7 Utilities	404-463-4953
Hal Wilson	GDOT – Intermodal	404-651-9201
Jerry Milligan	GDOT –R/W	770-986-1541
Steve Walker	GDOT - Planning	404-656-5427
Ken Werho	GDOT – TS&D	404-635-8144
Irene Belinfante	GDOT - Bridge	404-656-5197
Richard Crowley	GDOT - Utilities	404-635-8064
Andy Adams	Clayton Co. DOT	770-473-5453
Carl Rhodenizer	Clayton County	404-366-2571
Robin Roberts	Clayton County	770-473-5878
Ben Buchan	GDOT - Urban	770-656-5436
Steve Roberts	GRC	404-222-9101
Bill McCombs	GRC	404-222-9101
Shelley Lamar	HJAIA	404-530-5676
Stan Petoski	GDOT – RRTS&D	404-635-8124
Ron Sherwood	HJAIA	404-530-5671
Scott Overbey	NSRR	404-582-5588
L. Lee Camp	Clayton County	404-559-9700
Larry Etherton	NSRR	404-529-1231
Daveitta Jenkins	CH2MHill	678-479-5389
Mahesh Mehta	MARTA	404-848-5858
Jerry Bland	RTP	404-848-5540
Jack Seibert	CH2MHill	770-604-9182
Earnest Daeschler	MARTA	404-848-4643

The meeting was held on May 12, 2006 at 9:00AM in the GDOT Urban Design Conference Room.

Jan Hilliard opened the meeting by welcoming everyone. She asked all of the attendees to introduce themselves and sign the sign-in sheet as it came around. She explained that there had been various stakeholders meetings held throughout the concept development

process and the Initial Concept Team Meeting was held in October of 2003. She then turned the meeting over to Kurt Ziegler for the presentation.

Mr. Ziegler proceeded with the presentation by giving an overview of local area features, describing some of the other alternatives considered, and giving a description of the proposed concept. Upon completing the presentation portion of the meeting, he began posing his questions and concerns to the project stakeholders and receiving answers as follows:

Norfolk Southern Railroad

Mr. Ziegler questioned if the proposed 100' railroad right of way corridor met the needs of the railroad at this time.

Larry Etherton stated that the proposed 100' railroad right of way corridor was sufficient. He added that the final location of the proposed 100' right of way corridor could not be determined until survey and mapping was complete.

Mr. Ziegler spoke on the necessity of the temporary railroad crossing located between the proposed connector and existing Conley Road. He stated that construction staging was dependent on this temporary railroad crossing being in place during the grade separation construction.

Mr. Etherton stated that due to several design considerations in that location, mapping was the essential key to understanding where the tracks would be placed in their final configuration. Therefore, addressing the temporary crossing would also be dependent on the mapping and survey.

Mr. Ziegler asked about the progress made on the railroad bridge typical section.

Mr. Etherton stated that there had been some changes made but it was being finished currently.

Mr. Ziegler stated that upon receipt of mapping and survey, the railroad would need to furnish detailed and dimensioned staging and final track layouts. He added that GDOT and railroad schedules will need to be on a synchronized timeline. He went on to say that an agreement would have to be entered into detailing who would be responsible for what between the railroad and roadway construction.

Mr. Etherton insured that once mapping and survey was complete, the project would be moved in their queue for design work to begin and some dates would be provided for the completion of that work. Mr. Etherton stated that Norfolk Southern could do track work without the new roadways in place but suggested that this project move along as quickly as possible. He recalled information from a conversation he and Mr. Ziegler had in which Mr. Ziegler stated that once the project construction began; laying the groundwork for

staging would take approximately one year. Mr. Etherton also stated that once the railroad bridge construction was begun, the railroad would assist GDOT from their end.

Office of Planning

Mr. Ziegler asked how and when the project descriptions would be updated in the State Transportation Improvement Plan (S.T.I.P.). He also questioned when Old Dixie Rd. would be modeled as a 4-lane instead of a 2-lane road in the S.T.I.P. model.

Steve Walker replied that he and Mr. Ziegler would need to work together to insure the descriptions were correct and submissions could be made at the end of summer 2006 for any required changes to the S.T.I.P.

Glenn Bowman asked if the concept report would be approved by the Office of Planning subject to future S.T.I.P. changes.

Mr. Walker replied that he thought planning could approve the concept report pending S.T.I.P. changes but he would check to make sure.

MARTA

Kurt Ziegler asked if any further planning or concept work for the conceived MARTA line had been accomplished. Jan Hilliard asked if MARTA had anything for us to work with given the timeline for the grade separation project.

Jerry Bland responded that only the pre-existing, pre-concept work had been done to this point.

Carl Rhodenizer expressed that preplanning should take place not to exclude MARTA from the area in the future.

Glenn Bowman asked if the proposed 100' railroad R/W corridor could conceivably accommodate the future MARTA line on structure.

Larry Etherton stated that Norfolk Southern Railroad would be opposed to that idea because of the possibility of future railroad expansion within the proposed 100' R/W corridor and the limiting effect the MARTA structure could have on that.

Hartsfield-Jackson Airport

Mr. Ziegler asked if any further planning or concept work for the conceived APM had been done.

Shelley Lamar responded that no further work had been done and the APM would be out a few years, however; that the R/W in the grade separation area should be reserved for the APM in the future.

Mr. Ziegler replied that he would be in contact with airport representatives to resolve this issue.

Mr. Ziegler asked for a contact for the I-75 HOV project at C.W. Grant.

Ron Sherwood replied that it would be Albert Shelby in Urban Design.

GRC

Mr. Ziegler asked if there were any updates on the Southern Crescent Transportation Center.

Steve Roberts stated that given the adjusted Conley Rd. realignment, they would require some additional time to reexamine the parking deck concept. He added that it did seem as though the decks could be accommodated by the new realignment.

Clayton County

Mr. Ziegler stated that it would be necessary to coordinate project STP-9010(3), PI No. 753020 with the Conley Rd. widening project because they will overlap.

Andy Adams reassured that Clayton County would assist in this coordination.

Mr. Ziegler asked if Clayton County would maintain the proposed grassed median throughout the projects upon their completion.

Mr. Adams replied that they would.

Mr. Ziegler reiterated the impacts redevelopment could have on traffic in sensitive areas. He asked that Clayton County keep GDOT informed and up to date on the subject of redevelopment.

Mr. Adams assured that they would.

COMMENTS:

Clayton County

Andy Adams asked if any utility costs associated with phase 2 of the project (Conley Rd. widening, PI No. 752180) would need to be paid for during the phase 1 portion (C.W. Grant Grade Separation, PI No. 0001817)

Representatives from Urban Design and GDOT Utilities agreed that they saw none at this time.

Mr. Adams commented that Clayton County would be appreciative of communications between themselves and GDOT concerning ITS and fiber optic facilities within the project limits.

Jack Seibert questioned if the R/W phase of the project could be expedited in order to move the construction phase up to 2008.

Jan Hilliard responded by saying that project construction is dependent on when the funds are available. She added that since the construction is scheduled for 2009, funds are not available until that scheduled date.

Robin Roberts asked if a timeline could be established for the completion of the relocation of Old Dixie Road only, stating how important that feature would be to the Clayton County developer.

Ken Werho stated that no roadway dependent redevelopment should begin while the roadway is under construction due to unforeseen events that can happen during the construction phase. He used the discovering of an endangered species as just one example of the types of things that can halt construction.

Robin Roberts added that it is important from their end to show the developer that they are committed to moving this project forward.

Larry Etherton added that he would like to see some dates for the construction stages on paper understanding that they still may change.

Glenn Bowman stated that within the first year of construction, the relocation of Old Dixie Road would take place. From that time, approximately 18 months would be required to construct the railroad and Old Dixie Hwy bridges.

GRC

Steve Roberts commented that they would require some time to examine the deck concepts with the new alignments.

Norfolk Southern

Larry Etherton thanked the GDOT staff for their continued open communications on this project. He also stated that they are looking forward to getting mapping and a schedule for the project.

GDOT-TS&D

Ken Werho stated that very early plan coordination would be required for the temporary crossing. He requested preliminary drawings as soon as they would be available. Mr. Werho asked why the cul de sac was necessary on Gilbert Place.

Mr. Ziegler responded that it was proposed due to an assumed sight distance problem; with further engineering, it may be proposed as a right in, right out intersection.

GDOT-Utilities

Richard Crowley stated that the open communication between GDOT and Norfolk Southern should be continued. He added that when it was time for a plan approval and agreements, all of that material will need to come through his office.

Jan Hilliard thanked everyone again and the meeting was adjourned.

Estimate Report for file "0001817"

Section Earthwork

Item Number	Quantity	Units	Unit Price	Item Description	Cost
208-0100	391319	CY	9.34	IN PLACE EMBANKMENT	3654919.46
211-0200	175856	CY	33.00	BRIDGE EXCAVATION, GRADE SEPARATION	5803248.00
Section Sub Total:					\$9,458,167.46

Section Base and Paving

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	128988	SY	13.19	GR AGGR BASE CRS, 12 INCH, INCL MATL	1701351.72
402-3121	42566	TN	43.04	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1832040.64
402-3130	10641	TN	42.12	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	448198.92
402-3190	14188	TN	46.85	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	664707.80
413-1000	38696	GL	1.08	BITUM TACK COAT	41791.68
Section Sub Total:					\$4,688,090.76

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	3	MI	250000.00	Lump Sum Drainage	750000.00
Section Sub Total:					\$750,000.00

Section Concrete Work

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1100	213	SY	109.15	REINF CONC APPROACH SLAB, INCL CURB	23248.95
441-0104	15004	SY	26.41	CONC SIDEWALK, 4 IN	396255.64
441-0740	3070	SY	26.82	CONCRETE MEDIAN, 4 IN	82337.40
441-6022	29531	LF	15.30	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	451824.30
441-6720	22849	LF	11.28	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	257736.72
Section Sub Total:					\$1,211,403.01

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	2000000.00	TRAFFIC CONTROL -	2000000.00
Section Sub Total:					\$2,000,000.00

Section Guardrail

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	715	LF	31.32	GUARDRAIL, TP T	22393.80
641-5001	3	EA	498.00	GUARDRAIL ANCHORAGE, TP 1	1494.00
641-5012	3	EA	1588.91	GUARDRAIL ANCHORAGE, TP 12	4766.73
Section Sub Total:					\$28,654.53

Section Signs, Striping, Signals

Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-0220	3	LS	30400.00	TRAFFIC SIGNAL INSTALLATION, TEMPORARY	91200.00
647-1000	6	LS	42795.10	TRAFFIC SIGNAL INSTALLATION NO -	256770.60
653-0120	88	EA	60.89	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	5358.32
653-1501	35908	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	10054.24
653-1502	35908	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	10054.24
653-3501	40000	GLF	0.17	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	6800.00
Section Sub Total:					\$380,237.40

Section Grassing/Landscaping

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	7	AC	803.01	PERMANENT GRASSING	5621.07
700-8000	4	TN	269.77	FERTILIZER MIXED GRADE	1079.08
Section Sub Total:					\$6,700.15

Section Miscellaneous

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	57527.64	FIELD ENGINEERS OFFICE TP 3	57527.64
643-2152	400	LF	20.24	CH LK FENCE W/EXT ARMS & BARBED WIRE, ZC COAT, 6 FT, 9 GA	8096.00
643-8000	1	EA	477.99	GATE, FIELD FENCE -	477.99
Section Sub Total:					\$66,101.63

Section Major Structures

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	7691	SF	250.00	Railroad Bridge	1922750.00
000-0000	1	Each	350000.00	3 Track RRXX w/ Gates, Lights, & Bells	350000.00
000-0000	5640	SF	67.00	Roadway Bridge	377880.00
000-0000	1	Each	175000.00	Single Track RRXX w/ Gates, Lights, & Bells	175000.00
232-0001	1	LS	203492.00	RAILROAD CONSTRUCTION	203492.00
627-1010	2550	SF	42.48	MSE WALL FACE, 10 - 20 FT HT, WALL NO -	108324.00
628-0100	34440	SF	95.00	Soil Nailed Wall	3271800.00
Section Sub Total:					\$6,409,246.00

Total Estimated Cost: \$24,998,600.94

Subtotal Construction Cost \$24,998,600.94

E&C Rate 10.0 % \$2,499,860.09

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost \$27,498,461.03

Right Of Way \$17,648,850.00

ReImb. Utilities \$15,400,000.00

Grand Total Project Cost \$60,547,311.03

Estimate Report for file "752180"

Section Earthwork					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	567532.68	GRADING COMPLETE -	567532.68
Section Sub Total:					\$567,532.68

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	1	Lump Sum	500000.00	Erosion Control	500000.00
Section Sub Total:					\$500,000.00

Section Base and Paving					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	64757	SY	13.19	GR AGGR BASE CRS, 12 INCH, INCL MATL	854144.83
402-3121	19467	TN	43.04	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	837859.68
402-3130	4940	TN	42.12	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	208072.80
402-3190	6587	TN	46.85	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	308600.95
413-1000	17964	GL	1.08	BITUM TACK COAT	19401.12
Section Sub Total:					\$2,228,079.38

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	2	MI	250000.00	Lump Sum Drainage	500000.00
Section Sub Total:					\$500,000.00

Section Concrete Work					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1100	460	SY	109.15	REINF CONC APPROACH SLAB, INCL CURB	50209.00
441-0104	9151	SY	26.41	CONC SIDEWALK, 4 IN	241677.91
441-0740	2000	SY	26.82	CONCRETE MEDIAN, 4 IN	53640.00
441-6022	16353	LF	15.30	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	250200.90
441-6720	13693	LF	11.28	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	154457.04
Section Sub Total:					\$750,184.85

Section Traffic Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	170000.00	TRAFFIC CONTROL -	170000.00
Section Sub Total:					\$170,000.00

Section Guardrail					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	2000	LF	31.32	GUARDRAIL, TP T	62640.00
641-5001	4	EA	498.00	GUARDRAIL ANCHORAGE, TP 1	1992.00
641-5012	4	EA	1588.91	GUARDRAIL ANCHORAGE, TP 12	6355.64
Section Sub Total:					\$70,987.64

Section Signs, Striping, Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	2	LS	42795.10	TRAFFIC SIGNAL INSTALLATION NO -	85590.20
653-0120	50	EA	60.89	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	3044.50
653-1501	15840	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4435.20
653-1502	15840	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4435.20
653-3501	15840	GLF	0.17	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2692.80
Section Sub Total:					\$100,197.90

Section Grassing/Landscaping					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

700-6910	4	AC	803.01	PERMANENT GRASSING	3212.04
700-8000	2	TN	269.77	FERTILIZER MIXED GRADE	539.54
Section Sub Total:					\$3,751.58

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	57527.64	FIELD ENGINEERS OFFICE TP 3	57527.64
643-2152	400	LF	20.24	CH LK FENCE W/EXT ARMS & BARBED WIRE, ZC COAT, 6 FT, 9 GA	8096.00
643-8000	1	EA	477.99	GATE, FIELD FENCE -	477.99
Section Sub Total:					\$66,101.63

Section Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
960-0550	240	LF	2578.81	PRECAST THREE SIDED CULVERT, SINGLE BARREL -	618914.40
Section Sub Total:					\$618,914.40

Total Estimated Cost: \$5,575,750.06

Subtotal Construction Cost	\$5,575,750.06
E&C Rate 10.0 %	\$557,575.01
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
Total Construction Cost	\$6,133,325.07
Right Of Way	\$18,004,800.00
ReImb. Utilities	\$0.00
<hr/>	
Grand Total Project Cost	\$24,138,125.07

Estimate Report for file "712430"

Section Major Structures

Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	23930	SF	67.00	Roadway Bridge	1603310.00
000-0000	1	Lump Sum	150000.00	Remove Existing Bridge	150000.00
Section Sub Total:					\$1,753,310.00

Section Guardrail

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	715	LF	31.32	GUARDRAIL, TP T	22393.80
641-5001	3	EA	498.00	GUARDRAIL ANCHORAGE, TP 1	1494.00
641-5012	2	EA	1588.91	GUARDRAIL ANCHORAGE, TP 12	3177.82
Section Sub Total:					\$27,065.62

Total Estimated Cost: \$1,780,375.62

Subtotal Construction Cost \$1,780,375.62

E&C Rate 10.0 % \$178,037.56

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost \$1,958,413.18

Right Of Way \$86,800.00

ReImb. Utilities \$0.00

Grand Total Project Cost \$2,045,213.18

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PRELIMINARY
INTERDEPARTMENT CORRESPONDENCE

FILE: STP-9010(2), STP-0001-00(817),
& NH-IM-285-1(288) Clayton County

OFFICE: District Seven
Chamblee, GA

DATE: September 20, 2004

P.I. No. 752180, 0001817, & 712430

FROM: Buddy Gratton, P.E., District Engineer

TO: Ms. Jan Hilliard / Urban Design Office, GO
Attention: Nicoe Alexander

SUBJECT: Utility Cost Estimate:
STP-9010(2), STP-0001-00(817), & NH-IM-285-1(288) Clayton County
Conley Rd.(Aviation Blvd. Ext.) from Old Dixie Hwy. / SR 3 to SR 54, Aviation Blvd. / CR 1516 Grade
Separation at NS RR, & I-285 @ Conley Rd.

In regards to your request on August 25, 2004 a field inspection was conducted on the above referenced projects. The following companies have facilities that occupy the public right-of-way and should be relocated at no cost to the Department of Transportation or local government:

Conley Road P. I. 752180

Atlanta Gas Light Company
BellSouth
Clayton County Water & Sewer
Comcast Cable
Georgia Power Company

Conley Road Bridge Project. P. I. 712430

Atlanta Gas Light Company
BellSouth
Clayton County Water & Sewer
Georgia Power Company

Old Dixie Hwy. P. I. 0001817

Atlanta Gas Light Company
BellSouth
Clayton County Water & Sewer
Comcast Cable
Georgia Power Company

Aviation Blvd. P. I. 0001817

Atlanta Gas Light Company
BellSouth
Clayton County Water & Sewer
Comcast Cable

The Companies who are on private easements.

Conley @ Old Dixie Hwy P. I. 752180 & 0001817

BellSouth has a "Slick Site"	\$ 400,000.00
Georgia Power Transmission has (One pole)	\$ 1, 000, 000, 00

Old Dixie Hwy P. I. 752180

Georgia Power Transmission has (Ten poles)	\$ 1, 000, 000, 00 each
--	-------------------------

Aviation Blvd. P. I. 0001817

Georgia Power Transmission has (Four poles)	\$ 1, 000, 000, 00 each
---	-------------------------

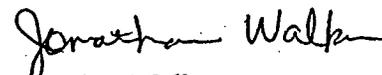
Therefore, relocations, adjustments or betterment of these facilities may cost the Department of Transportation or local government:

Total Estimated Cost	\$ 15, 400,000.00
-----------------------------	--------------------------

If you have any questions, please contact me at (770) 986-1090.

Sincerely,

Buddy Gratton, P.E.
District Engineer



By: Jonathan Walker
District Utilities Engineer

c: Jeff Baker, P.E. Utilities (TMC)
file

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **OFFICE** District Seven Utilities
DATE May 11, 2006

FROM Jonathan Walker, District Utilities Engineer

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

SUBJECT **Preliminary Utility Cost Estimate**
STP-0001-00(817), STP-9010(2) and NH-IM-285-1(288)
P.I. 0001817, 752180, and 712430 Clayton

As per your request, a field inspection was conducted on the above referenced projects. The following companies have facilities that occupy the public right-of-way on P.I. 0001817 and should be relocated at **no cost** to the Department of Transportation:

AGL Networks
Atlanta Gas Light Company
Comcast
BellSouth Telecommunications
Clayton County Water and Sewer Department
Georgia Power Company (Distribution)
Georgia Transmission Corporation
Level 3 Communications
Verizon Business (formerly MCI WorldCom)

There were some utilities observed that could potentially have prior rights. Therefore, there could be reimbursable to the utilities company. The following companies that have facilities on P.I. 712430 and 752180 are on private easement or have publicly owned facilities on Right-of-way are:

Clayton County Water and Sewer Department	\$ 100,000.00
Georgia Power Company (Distribution)	\$ 1,513,000.00
Georgia Transmission Corporation	\$ 2,600,000.00
BellSouth Telecommunications	\$ 400,000.00
Atlanta Gas Light Company	\$ 580,000.00
TOTAL	\$ 5,193,000.00

Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available. If you have any questions, please contact Mr. Lee Upkins at (404) 463-4953.

BP: JW:LEU

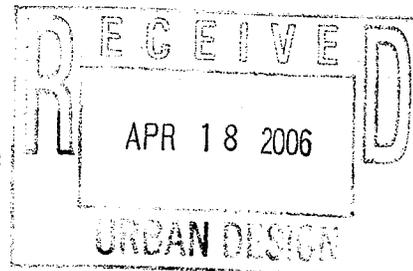
c: Jeff Baker, P.E.

File

BUCHAN _____
BOWMAN Jan (Kast)
RICHARDSON _____
VanMETER _____
OTHER _____
GROUPS _____
FILE _____

Department of Transportation State of Georgia

Interdepartmental Correspondence



FILE R/W Cost Estimate **OFFICE** Atlanta
PC/GAM **DATE** April 13, 2006
FROM Phil Copeland, Right of Way Administrator
TO Ben Buchan, State Urban Design Engineer
ATTN: Kurt Ziegler
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: STP-0001-00(817), STP-9010(2), NH-IM-285-1(288)Clayton
P.I. No.: 0001817, 752180, 712430
Description: Conley Road Widening and Bridge Replacement Project

Per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

PC::GAM
Attachments

c: Brian Summers, Engineering Services
Wilhelmina Mueller, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: April 13, 2006
Project: STP-9010(2)Clayton
Existing/Required R/W: Varies/Varies
Project Termini: Conley Road from SR 54 west to I-285
Project Description: Conley Road Widening Project

P.I. Number: 752180
No. Parcels:

Land:
 Residential R/W: 17.01 acres (740,955sf) @ \$ 1.22 / sf \$ 903,966
 Commercial R/W: 1.89 acres (82,328 sf) @ \$ 3.24 266,744 \$ 1,170,710

Improvements : businesses, apt. bldgs. residences, misc. site Improvement 3,075,000

Relocation: Residential (37) \$ 740,000
 Commercial (2) 50,000 790,000

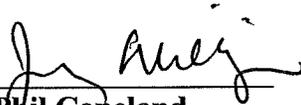
Damage : Proximity (4) parcel \$ 100,000
 Cost to Cure (2) parcel 50,000 150,000

Net Cost \$ 5,185,710

Net Cost		\$ 5,185,710
Scheduling Contingency	55 %	2,852,140
Adm/Court Cost	60 %	4,822,710
Inflation Factor	40 %	<u>5,144,224</u>
		\$ 18,004,784

Total Cost \$ 18,004,800

Preliminary Right of Way Cost Estimate


Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: April 13, 2006
Project: STP-0001-00(817)Clayton
Existing/Required R/W: Varies/Varies
Project Termini: Conley Road from Old Dixie Hwy. to I-285
Project Description: Conley Road Widening Project

P.I. Number: 0001817
No. Parcels:

Land:			
Residential R/W: 16.85 acres @ \$ 53,000 / acre	\$ 893,050		
Commercial R/W: 6.74 acres @ \$ 148,100 / acre	951,014		
Industrial R/W : 10.11 acres @ \$ 110,200 / acre	<u>1,114,122</u>	\$	2,958,186
Improvements : businesses, misc. Site Improvement			1,575,000
Relocation: Residential (0)			
	Commercial (9)		225,000
Damage : Proximity (2) parcel		\$ 75,000	
	Cost to Cure (7)parcel	<u>250,000</u>	<u>325,000</u>
	Net Cost		\$ 5,083,186
	Net Cost		\$ 5,083,186
	Scheduling Contingency 55 %		2,795,752
	Adm/Court Cost 60 %		4,727,363
	Inflation Factor 40 %		<u>5,042,520</u>
			\$ 17,648,821

Total Cost \$ 17,648,850

Preliminary Right of Way Cost Estimate


Phil Copeland
Right of Way Administrator
By: Jerry Milligan

Date: April 13, 2006

Project: NH-IM-285-1(288)Clayton

Existing/Required R/W: Varies/Varies

Project Termini: Conley Road Bridge Replacement on Conley Road over I-285

Project Description: Conley Road Bridge Replacement

P.I. Number: 712430

No. Parcels:

Land:

None

\$ 0

Improvements : Misc. Site Improvement

25,000

Relocation: Residential (0)
Commercial (0)

0

Damage : Proximity (0) parcel

0

Net Cost

\$ 25,000

Net Cost

\$ 25,000

Scheduling Contingency 55 %

13,750

Adm/Court Cost 60 %

23,250

Inflation Factor 40 %

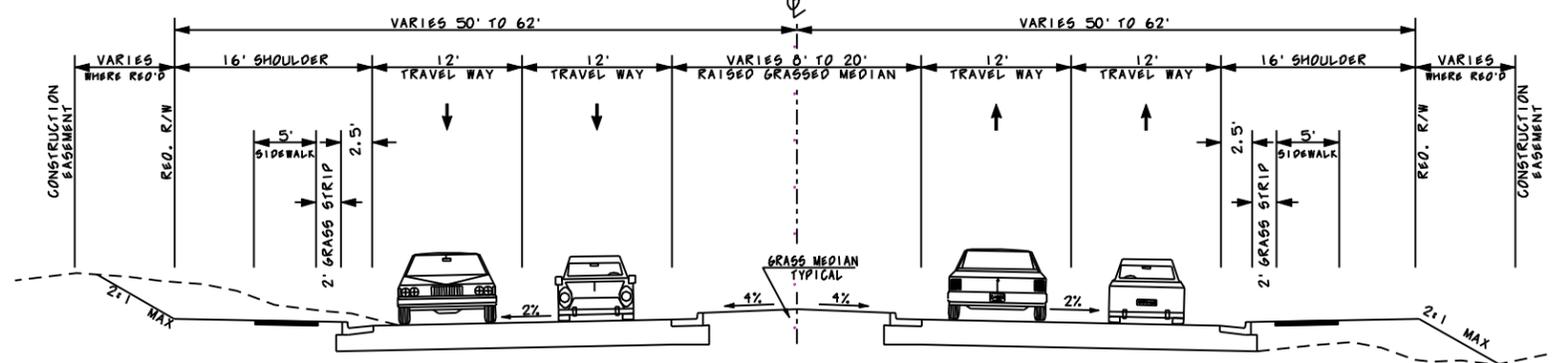
24,800

\$ 86,800

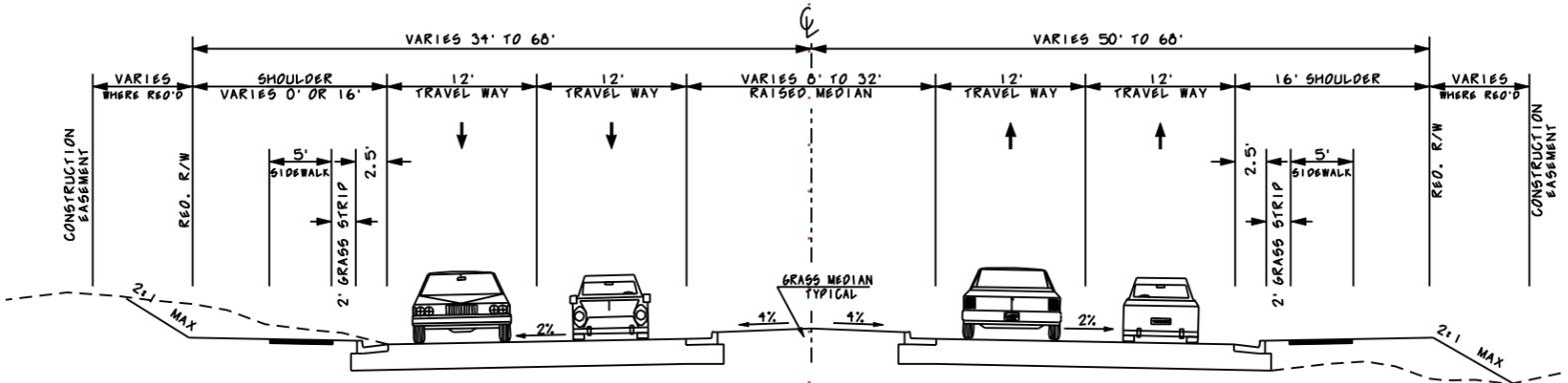
Total Cost

\$ 86,800

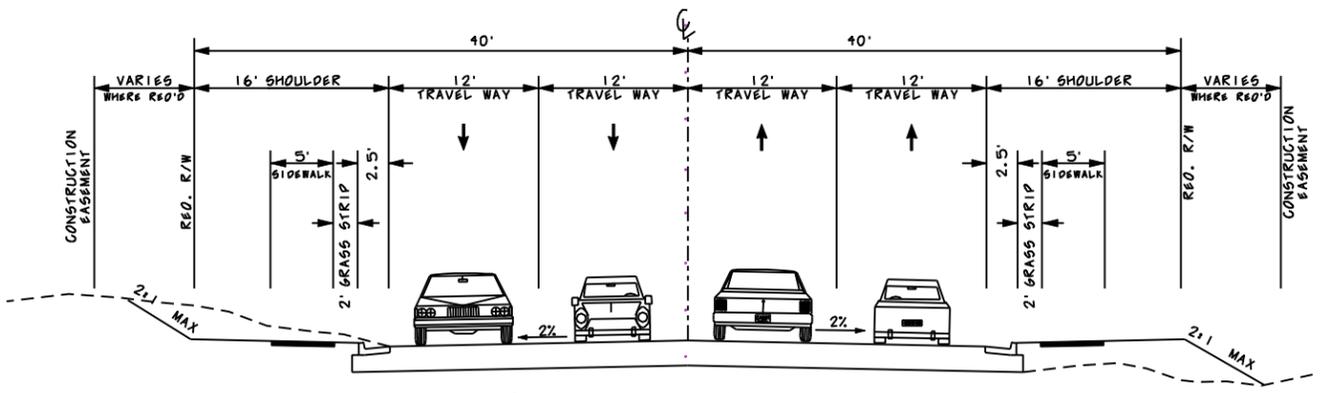
CONSTRUCTION



TYPICAL SECTION
C.W. GRANT PKWY. AND CONLEY RD.



TYPICAL SECTION
OLD DIXIE RD. / SR 3



TYPICAL SECTION
C.W. GRANT / O.D. HWY. CONN.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

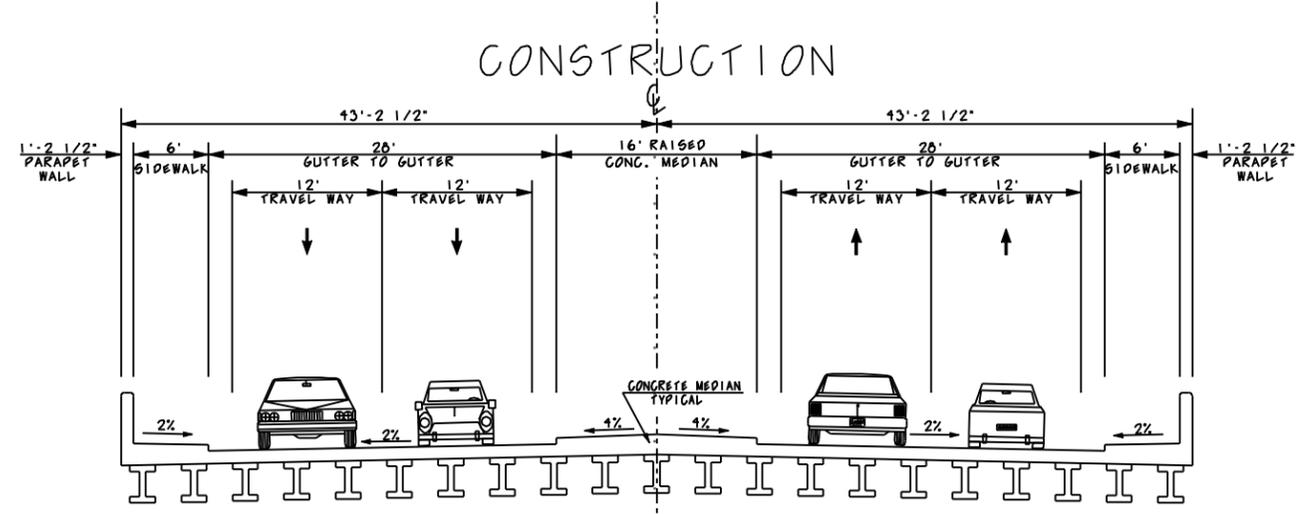
No Scale

REVISION DATES

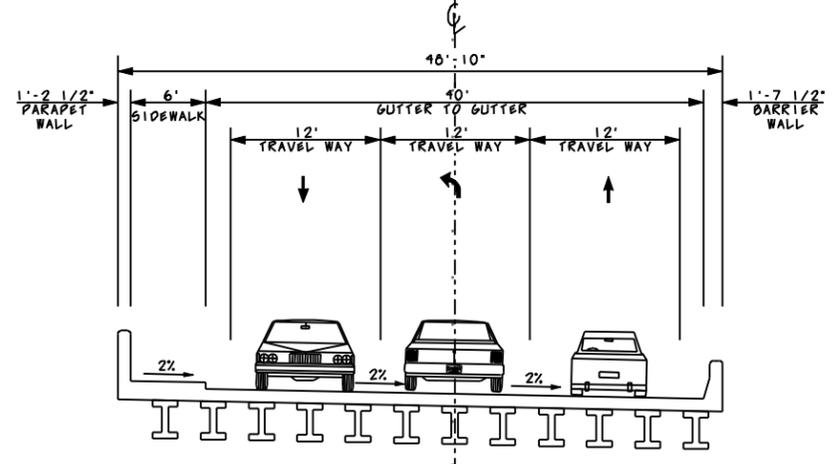
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: Urban Design
TYPICAL SECTIONS

Conley Rd. 752180
C.W. Grant Pkwy. 0001817

DRAWING No.
5-1



— TYPICAL SECTION —
CONLEY ROAD BRIDGE @ I-285



— TYPICAL SECTION —
OLD DIXIE HIGHWAY BRIDGE

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

No Scale

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: Urban Design
TYPICAL SECTIONS
Conley Rd. 752180
C.W. Grant Pkwy. 0001817

DRAWING No.
5-1

