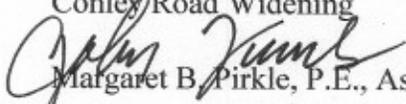


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 753020, Clayton County **OFFICE** Preconstruction
STP-9010(3)
Conley Road Widening **DATE** April 4, 2005

FROM 
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Mike Thomas
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 753020 / Clayton County **OFFICE** Preconstruction
 STP-9010(3)
 Conley Road Widening **DATE** March 31, 2005

FROM *Cyber Kunkle*
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of Conley Road from the tie-in with Georgia DOT project STP-9010(2), P. I. No. 752180 (700' east of SR 54) to Cherokee Trail for a total of 1.64 miles. Conley Road is a two lane collector roadway which is intersected by several local residential streets and one minor arterial street, Thurman Road. Current and projected traffic volumes resulting from the continued rapid growth of single and multi-family residential developments in the area are contributing to reduced traffic flow and high accident rates. The base year traffic (2006) along this section of Conley Road is 5,700 VPD and the 20 year traffic (2026) or design year projected volume is 11,300 VPD.

The proposed construction will provide a proposed three lane section consisting of two, 12' travel lanes, one 14' center turn lane, and 16' shoulders with curb and gutter and 5' sidewalk on each side. The project includes a realignment of the Thurmond Road intersection with Conley Road, and the relocation of the Old Conley Road and Conley Road intersection to the west to reduce the existing intersection skew angles at these locations. A cul-de-sac will be added to existing old Conley Road and Church Street. Construction will occur in stages and will allow for the roadway to remain open during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$2,681,000	\$2,050,000	RRB	2007
Right-of-Way & Utilities*	Local	Local		

David Studstill

Page 2

P. I. No. 753020 / Clayton

March 31, 2005

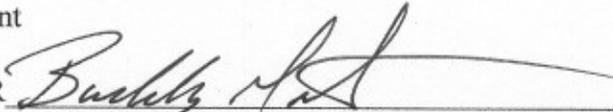
*Clayton County signed PMA on 12-3-03 for PE, right-of-way, utilities, and construction.

I recommend this project concept be approved.

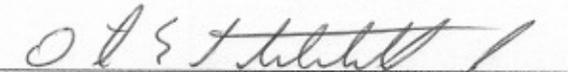
MBP:JDQ/cj

Attachment

CONCUR

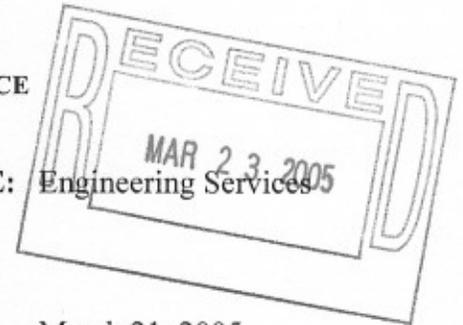

Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-9010(3) Clayton
P.I. No. 753020
Conley Rd. widening

OFFICE: Engineering Services

DATE: March 21, 2005

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report from Bryant Poole dated February 4, 2005 that was received on March 15, 2005 and have no comments.

The costs for the project are:

Construction	\$2,210,605
Inflation	\$226,587
E&C	\$243,719
Reimbursable Utilities	Not shown (By locals)
Right of Way	\$2,214,911 (By locals)

REW

c: Bryant Poole, Attn.: Mac Cranford

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-9010(3)		County: Clayton		PI No.: 753020	
Report Date: February 4, 2005		Concept By: DOT Office: District 7			
<input checked="" type="checkbox"/> Concept Stage		Consultant: J J & G			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<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 type="checkbox"/> Widening & Reconstruction	
				<input checked="" 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

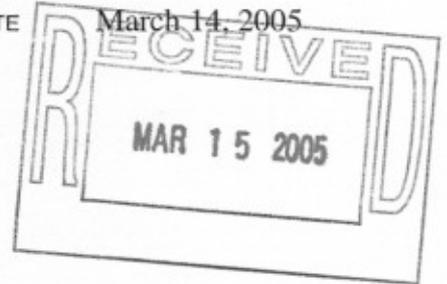
INTERDEPARTMENT CORRESPONDENCE

STP-9010(3), Clayton County
CR 171/Conley Rd Fm SR 54 to Cherokee Trail
P. I. Number: 753020

OFFICE District Seven/Chamblee

DATE March 14, 2005

DM ^{BRP} Bryant Poole, District Engineer
Meg Pirkle, P.E., Assistant Director of Preconstruction



SUBJECT **Project Concept Report**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions in regards to this concept, please contact Mac Cranford or Gerald Ford at (404) 463-4947.

BP\WSL\gmc

Cc: David Mulling
Harvey Keeper
Carla Holmes
Phillip Allen
Joe Palladi
Jamie Simpson
File

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT SEVEN PRECONSTRUCTION**

PROJECT CONCEPT REPORT

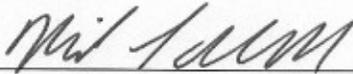
Conley Road Widening
Project Number: STP-9010(3)
County: Clayton
P. I. Number: 753020

County Route Number: CR 171/CR 181

Project Location: See Location Sketch

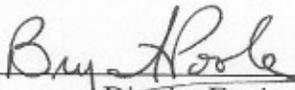
Recommendation for approval:

DATE 2/4/05



Project Manager

DATE 2/4/05



District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

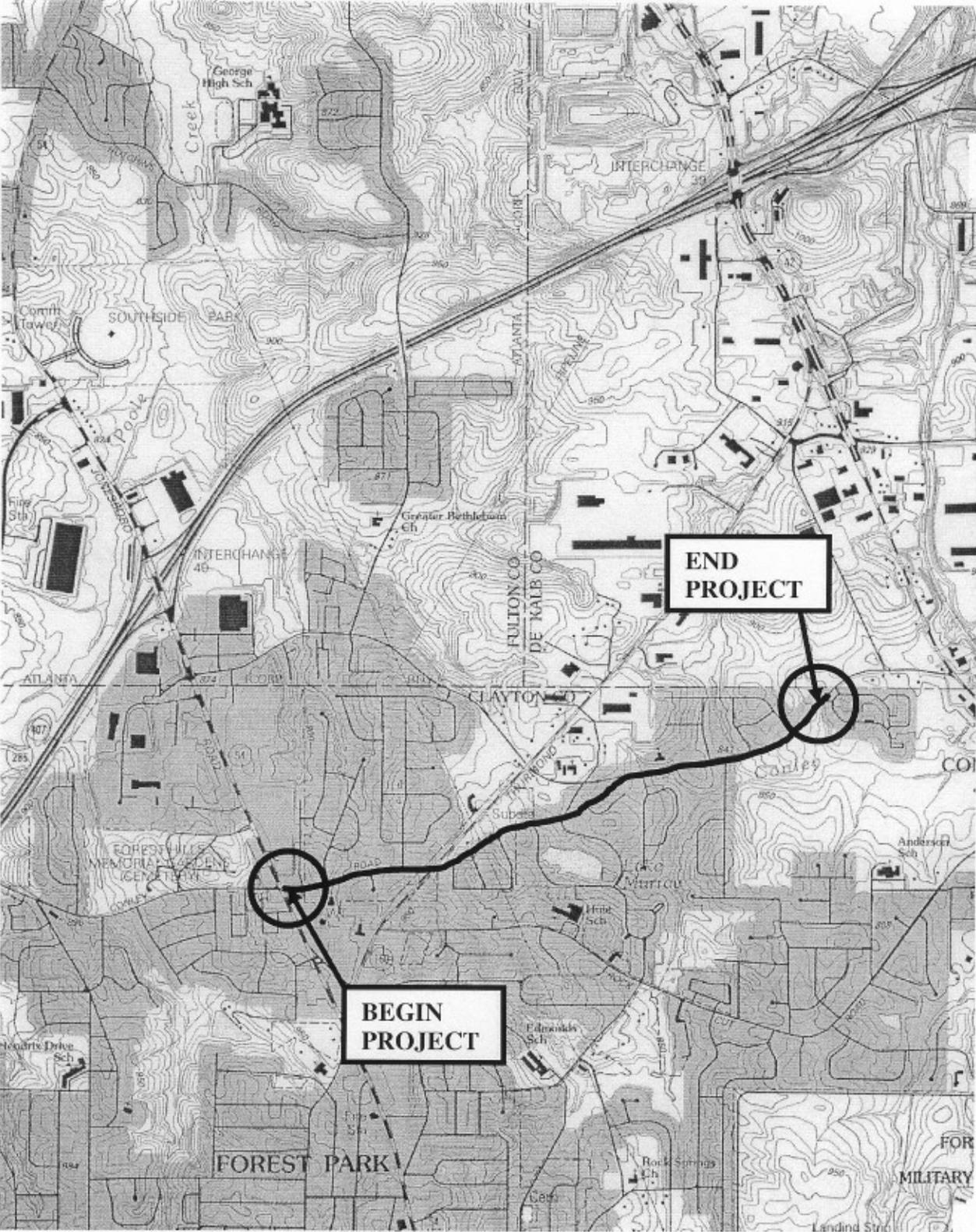
DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

PROJECT MAP-Project No. : STP-9010(3), Clayton County



Need and Purpose:

The project begins at the eastern terminus of STP-9010(2), P.I. No. 752180 and ties into the proposed four-lane section approximately 700' east of the SR 54 Jonesboro Road intersection. This project proposes a three lane section, consisting of a center turn lane with curb and gutter and sidewalk on each side would continue east to Cherokee Trail, where the road would transition back to the existing two-lane section. The project includes a realignment of the Thurman Road intersection with Conley Road, and relocating the intersection of Old Conley Road and Conley Road to the west, to reduce the existing intersection skew angles at those locations. The existing intersections with Old Conley Road and Church Street will be cul-de-saced and will use the realigned Old Conley Road to intersect Conley Road.

The need for the proposed project is to improve traffic operation and safety along Conley Road from Jonesboro Road (SR 54) to Cherokee Trail in Clayton County. Conley Road is a two-lane collector roadway, which is intersected by several local residential streets and one minor arterial street, Thurman Road. Jonesboro Road is a principal arterial roadway in this area. Conley Road was originally designed to meet the requirements of a rural residential area; however, the rapid development of several new residential subdivisions along side of existing single family residences and multi-family apartment complexes has contributed to traffic congestion along the Conley Road corridor. Conley Road is experiencing congestion due to the multiple local roads and driveways that are connecting to it in the project area. Further, future Conley Road/I-285 interchange is being planned, which will also contribute to the need for improved traffic flow along this corridor.

The current facility presents several deficiencies, including lack of left turning lanes, unsafe skews at side street intersections as compared to the preferred 90 degree angle, inadequate spacing between intersections, and a high accident rate. There are also currently no sidewalks located in the corridor, nor are there any facilities where pedestrians can safely cross the existing roadway. In general, adequate pedestrian facilities do not exist. Clayton County operates a public transit system (CTRAN) that serves many areas of the community, which includes a stop at the intersection of Jonesboro Road and Conley Road. Due to the presence of multiple residential areas connecting to the corridor, adequate pedestrian access to the transit system is crucial. Sidewalks are important components of any public transit system since it allows potential users better access to the system and the destinations beyond transit stops.

Continuous curbing and properly sized drainage structures are not currently present in the corridor. The implementation of curb and gutter along with a new drainage system will improve drainage throughout the corridor.

Accident, and Injury, Rates

In 2000 the accident rate for this section of roadway was more than double the statewide average and the injury rate was just under two times the statewide average. In 2001 both the accident and injury rates were at approximately double the statewide average. In 2002 the most recent year where statewide comparison data is available, the accident rate is still double the statewide average although the injury rate improved slightly to approximately 1.2 times the statewide average. Currently vehicles turning left into one of the many driveways or side streets along Conley Road must wait in the travel lane. Vehicles stopped in the travel lane waiting to turn left

have created an ongoing safety concern in the corridor, which is confirmed by the accident reports that identify rear-end collisions as the majority type of accident occurring.

Year	No. of Accidents	Rear-End Accidents	Angle Type Accidents	Sideswipe Accidents	Head-On Accidents	Accidents other than with motor vehicle
2000	27	5	8	3	3	8
2001	27	13	7	1	3	3
2002	24	10	7	0	0	7
Total	78	28 (36%)	22 (28%)	4 (5%)	6 (8%)	18 (23%)

Table 1: Conley Road Corridor Accidents from 2000 – 2002 (78 total accidents)

Summary

Current and projected traffic volumes resulting from the continued rapid growth of single and multi-family residential developments in this area of Clayton County are contributing to reduced traffic flow and high accident rates.

The purpose of the proposed project is to increase traffic safety and to reduce traffic congestion along Conley Road in the project area. The project would correct three currently skewed intersections and construct a center lane along the entire project length. The center turn lane would provide an area outside of the travel lane where vehicles turning left at side street intersections or one of the many driveways can wait safely for an opening to cross the opposing traffic lane. The construction of the center lane will help reduce the number of rear-end accidents which is over a third of the type of accidents that have occurred on Conley Road for the last three years. The center turn lane also serves the purpose of separating opposing traffic which will help reduce the sideswipe and head-on type of collisions.

Description of the proposed project:

This project consists of widening Conley Road from the tie-in with Georgia DOT project STP-9010(2), P.I. No. 752180 to Cherokee Trail. The project length is approximately 1.64 miles long and is located within the city limits of Forest Park, Clayton County. The project will include a proposed three-lane consisting of two 12'-0" travel lanes, one 14'-0" center turn lane, and 16' shoulders with 2'-6" curb and gutter and 5'-0" sidewalk on each side that begins approximately at the SR 54 Jonesboro Road intersection and continues to Cherokee Trail. The project includes a realignment of the Thurman Road intersection with Conley Road, and the relocation of the Old Conley Road and Conley Road intersection to the West to reduce the existing intersection skew angles at those locations. A cul-de-sac will be added to existing Old Conley Road and Church Street.

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

The STIP currently has this project programed as:

Project: 753020

Type Work: Sidewalks

Description: Conley Road/CR 171/CR181 from SR 54 to Cherokee Trail with the addition of Curb and Gutter and Sidewalks

Length: 2.11 miles

Construction: After 2006

This concept proposes Conley Road Project No. 753020 be widened to three-lanes consisting of two 12'-0" travel lanes, one 14'-0" center turn lane, and 16' shoulders with 2'-6" curb and gutter and 5'-0" sidewalk on each side that begins approximately 700' east of the SR 54 Jonesboro Road intersection and continues for approximately 1.64 miles East to Cherokee Trail.

PDP Classification: Major _____ Minor X

Federal Oversight: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Urban Collector

County Route Number(s): CR 171/CR 181 **State Route Number(s):** N/A

Traffic (AADT):

Current Year (2006): 5,700

Design Year (2026): 11,300

Existing design features:

- Typical Sections:

CR 171/Conley Road

- Two 12' travel lanes
- Grass Shoulder

Thurman Road

- Two 12' travel lanes
- Grass Shoulder

Old Conley Road

- Two 12' travel lanes
- Grass Shoulder

	Conley Road	Thurman Road	Old Conley Road
Posted Speed:	35 mph	45 mph	25 mph
Minimum existing Radius	900'	N/A	N/A
Maximum grade:	4.5%	3.6%	5%
Width of right of way:	50' minimum	50' minimum	50' minimum

Proposed Design Features:

- Proposed typical section(s):

Conley Road:

- *Two 12' travel lanes with turn lanes*
- *One 14' center turn lane*
- *16' Shoulder with 30" Curb and Gutter and 5'-0" Sidewalk*
- Proposed Design Speed: 35 mph
- Proposed Maximum grade: 3% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential 15% , Commercial 10%
- Proposed Minimum Radius: 420' Minimum Radius Allowable: 420'
- Right of way
 - Width: 50' minimum
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
- Structures: N/A

Thurman Road:

- *Two 12' travel lanes with turn lanes*
- *16' Shoulder with 30" Curb and Gutter and 5'-0" Sidewalk*
- Proposed Design Speed: 45mph
- Proposed Maximum grade: 3% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential 15% , Commercial 10%
- Proposed Minimum radius: 730' Minimum Radius Allowable: 730'
- Right of way
 - Width, 50' minimum
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
- Structures: N/A

Old Conley Road:

- *Two 12' travel lanes*
- *One 12' entrance lane*
- *16' Shoulder with 30" Curb and Gutter and 5'-0" Sidewalk*
- Proposed Design Speed: 25mph
- Proposed Maximum grade: 3% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential 15% , Commercial 10%

- Proposed Minimum Radius: 500' Minimum Radius Allowable: 205'
- Right of way
 - Width, 50' minimum
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
- Structures: N/A

Additional Design Features

- Right of way for entire project:
 - Number of parcels: 117 Number of displacements:
 - Business: 0
 - Residences: 4
 - Mobile homes: 0
 - Other: 0

- Major intersections and interchanges:
 1. Thurman Road and Conley Road Intersection
 2. Old Conley Road and Conley Road Intersection

- Traffic control during construction: *Traffic to be maintained on existing roadways during 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: N/A
- Environmental concerns: N/A
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: TBD

Project responsibilities:

- o Design: Jordan Jones and Goulding
- o Right of Way Acquisition: Jordan Jones and Goulding
- o Relocation of Utilities: Clayton County
- o Letting to contract: Clayton County
- o Supervision of construction: Clayton County
- o Providing material pits: Contractor
- o Providing detours: N/A

Coordination:

- Initial Concept meeting date: 10/20/04
- Concept meeting date: 12/2/04
- P. A. R. meetings, dates and results: To be scheduled by OEL
- FEMA, USCG, and/or TVA: TBD
- Public involvement: TBD
- Local government comments: None to date
- Other projects in the area:
 - o PI 752180 STP-9010(2) Clayton County – Conley Road Widening
- Railroads: None
- Other coordination to date: None
- Future Passenger Rail Corridor: Yes _____ No X

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 5 Months (as per OEL)
- Time to complete preliminary construction plans: 3 Months
- Time to complete right of way plans: 2 Months
- Time to complete the Section 404 Permit: 5 Months (as per OEL)
- Time to complete final construction plans: 2 Months
- Time to complete purchase of right of way: 15 Months

Other alternates considered (see notes below):

- o **No Build:**
The no-build alternative is one in which Clayton County would take no action to construct the proposed project, and would not meet the need and purpose of the proposed project. Under this alternative, the widening and improvement of Conley Road would not be implemented. No action would be taken to improve traffic operations in the project corridor by adding the center turn lane or correcting the existing substandard intersections along the project corridor. However, the no-build alternative would avoid potential environmental, social, and economic impacts that might be associated with a build alternative. The no-build alternative will result in a Level of Service E and F in the design year due to the increase in traffic with the construction of an interchange at I-285 and Conley Road.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C (10%) and Inflation: \$2,468,345.40
 - b. Right of Way: \$2,214,325
 - c. Utilities: \$ TBD
2. Typical sections
3. Traffic Diagrams
4. Capacity analysis
5. Accident summaries
6. Minutes of Initial Concept and Concept meetings
7. Location and Design approval
8. Contact List

ATTACHMENTS

Estimate Report for file "Conley Road Widening"

Section MAJOR STRUCTURES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
Section Sub Total:					\$0.00

Section GRADING AND DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1.00	LS	550000.00	GRADING COMPLETE -	550000.0
441-4130	10271.00	LF	11.40	CONC GUTTER WITH RAISED EDGE, 6 IN X 30 IN	117089.40
550-1180	7703.00	LF	27.78	STORM DRAIN PIPE, 18 IN, H 1-10	213989.34
550-4118	5.00	EA	278.02	FLARED END SECTION 18 IN, SIDE DRAIN	1390.1
668-1100	20.00	EA	1756.49	CATCH BASIN, GP 1	35129.8
668-1110	5.00	LF	170.86	CATCH BASIN, GP 1, ADDL DEPTH	854.30
668-4300	5.00	EA	1751.65	STORM SEWER MANHOLE, TP 1	8758.25
Section Sub Total:					\$927,211.19

Section BASE AND PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5080	4378.00	SY	10.54	GR AGGR BASE CRS, 8 INCH, INCL MATL	46144.11
402-1811	1000.00	TN	40.63	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	40630.0
402-3112	2753.00	TN	44.46	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	122398.38
402-3113	4127.00	TN	44.70	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	184476.90
402-3121	5505.00	TN	35.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	196583.55
413-1000	1000.00	GL	0.94	BITUM TACK COAT	940.0
432-0202	1875.00	SY	32.20	MILL ASPH CONC PVMT, 1/2 IN DEPTH	60375.00
446-1001	20542.00	LF	1.63	PVMT REINF FABRIC STRIPS, TP 1, INCL BITUM BINDER	33483.46
Section Sub Total:					\$685,031.41

Section LUMP ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	1.00	Lump Sum	175000.00	EROSION CONTROL	175000.0
150-1010	1.00	LS	55000.00	TRAFFIC CONTROL -	55000.0
163-0232	0.50	AC	447.01	TEMPORARY GRASSING	223.50
201-1500	1.00	LS	100000.00	CLEARING & GRUBBING -	100000.0
700-6910	1.00	AC	739.28	PERMANENT GRASSING	739.28
Section Sub Total:					\$330,962.79

Section MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	10708.00	SY	22.04	CONC SIDEWALK, 4 IN	236004.31
647-1000	1.00	LS	25000.00	TRAFFIC SIGNAL INSTALLATION NO -	25000.0
652-5451	20750.00	LF	0.12	SOLID TRAFFIC STRIPE, 5 IN, WHITE	2490.0
652-5452	17750.00	LF	0.12	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	2130.0
652-6502	17750.00	GLF	0.10	SKIP TRAFFIC STRIPE, 5 IN, YELLOW	1775.0
Section Sub Total:					\$267,399.32

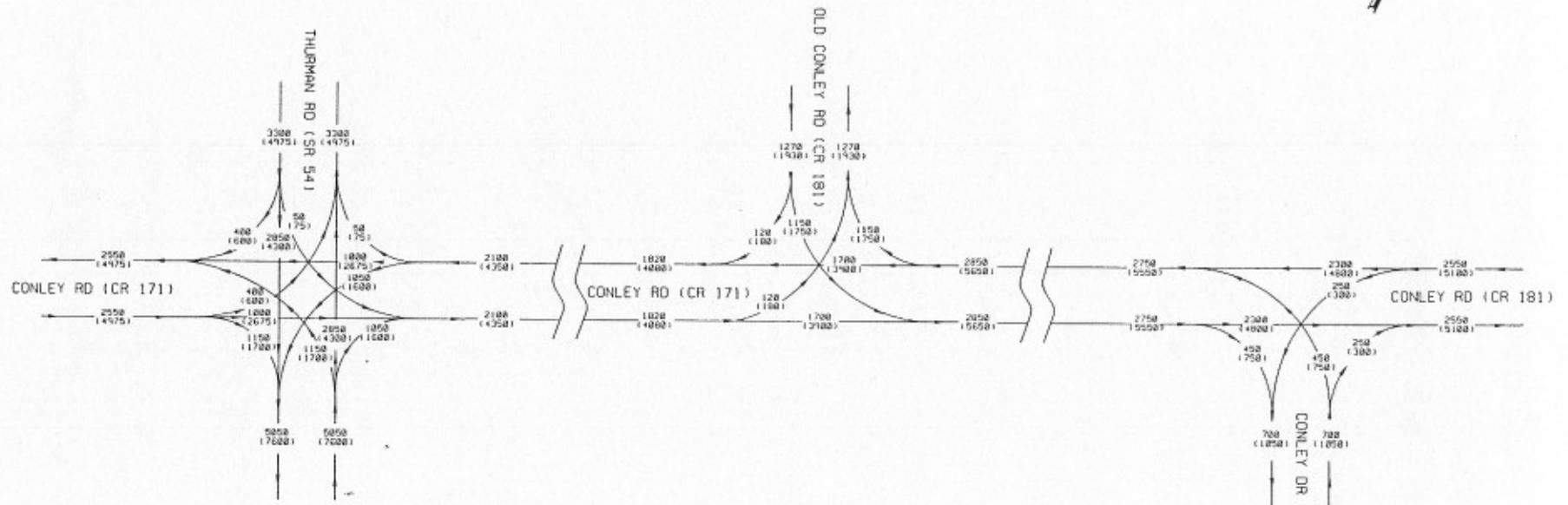
Total Estimated Cost: \$2,210,604.70

Subtotal Construction Cost \$2,210,604.70

E&C Rate 10.0 % \$221,060.47

Inflation Rate 5.0 % @ 2.0 Years \$249,245.68

Total Construction Cost	\$2,680,910.86
Right Of Way	\$2,214,325.00
ReImb. Utilities	\$0.00 <i>LGPA</i>
	<hr/>
Grand Total Project Cost	\$4,895,235.86



STP-901013)
 P.1. • 753020
 CLAYTON COUNTY
 CONLEY ROAD (CR 171/
 CR 181)
 2007 ADT • 000
 2027 ADT • (000)
 S.U. • 2%
 COMB. • 1%
 T • 2%

ADT TRAFFIC DIAGRAMS

Conley Road LOS Summary
Clayton County

Design Year (2027) Intersection LOS

Intersection	Level of Service (LOS)			
	No Build		Build	
	AM	PM	AM	PM
Conley Rd at Thurman Rd	F	E	B	B
Conley Rd at Old Conley Rd				
Unsignalized*	D	F	C	F
Signalized	B	A	A	A
Conley Rd at Conley Dr*	D	C	D	C

* Approach Level of Service

Open Year (2007) Segment LOS

Arterial Segment	Level of Service (LOS)	
	No Build	Build
Conley Rd from Jonesboro Rd to Thurman Rd	D	C
Conley Rd from Thurman Rd to DeKalb County line	C	C

Design Year (2027) Segment LOS

Arterial Segment	Level of Service (LOS)	
	No Build	Build
Conley Rd from Jonesboro Rd to Thurman Rd	F	D
Conley Rd from Thurman Rd to DeKalb County line	E	D

Conley Road Accident Rate
Clayton County

Year	No. Of Accidents (Corridor)	Corridor Accident Rate	Statewide Accident Rate*	No. Of Injuries (Corridor)	Corridor Injury Rate*	Statewide Injury Rate*	No. Of Fatalities (Corridor)	Corridor Fatality Rate*	Statewide Fatality Rate*
2000	27	1126	515	8	334	191	0	0	1.48
2001	27	1187	540	9	396	200	0	0	1.58
2002	24	1124	534	5	234	199	0	0	1.22

*All Rates are accidents, injuries, or fatalities per 100 million travel miles.

Conley Road Accident Data
Clayton County

		2000					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
CR 171 from SR 54 to SR 54 Conn	Conley Rd from Jonesboro Rd to Thurman Rd	7	4	2	1		
CR 171 @ SR 54 Conn	Conley Rd @ Thurman Rd	8		1	3	3	1
CR 171 from SR 54 Conn to CR 181	Conley Rd from Thurman Rd to Old Conley Rd	8	4		3		1
CR 181 from CR 181 to DeKalb	Conley Rd from Old Conley Rd to County line	4		2	1		1
<i>Sub-total accidents:</i>			8	5	8	3	3
		total accidents:	27				
		total fatalities:	0				
		total injuries:	8				

		2001					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
CR 171 from SR 54 to SR 54 Conn	Conley Rd from Jonesboro Rd to Thurman Rd	5		4	1		
CR 171 @ SR 54 Conn	Conley Rd @ Thurman Rd	10	1	5	4		
CR 171 from SR 54 Conn to CR 181	Conley Rd from Thurman Rd to Old Conley Rd	8	2	1	1	1	3
CR 181 from CR 181 to DeKalb	Conley Rd from Old Conley Rd to County line	4		3	1		
<i>Sub-total accidents:</i>			3	13	7	1	3
		total accidents:	27				
		total fatalities:	0				
		total injuries:	9				

		2002					
Route No.	Location	Total	Not a collosion with a motor vehicle	Rear end	Angle	Sideswipe	Head on
CR 171 from SR 54 to SR 54 Conn	Conley Rd from Jonesboro Rd to Thurman Rd	4		2	2		
CR 171 @ SR 54 Conn	Conley Rd @ Thurman Rd	10	3	5	2		
CR 171 from SR 54 Conn to CR 181	Conley Rd from Thurman Rd to Old Conley Rd	6	1	3	2		
CR 181 from CR 181 to DeKalb	Conley Rd from Old Conley Rd to County line	4	3		1		
<i>Sub-total accidents:</i>			7	10	7	0	0
		total accidents:	24				
		total fatalities:	0				
		total injuries:	5				

MEMORANDUM

Concept Meeting Minutes

DATE: October 21, 2004

TO: Mac Cranford, Gerald Ford, Mike Lobdell, Marshall Troup, Andy Adams, Jennifer Mathis, Steve Walker, David Robbins

CC: Dom Saulino

FROM: Mario Macrina

SUBJECT: Conley Road Widening – Initial Concept Team Meeting
STP-9010(3), P.I. No. 753020

On October 20, 2004 a meeting was held at 2:00 p.m. at GDOT (The Georgia Department of Transportation) District 7 office to discuss the concept layout and report. In attendance were:

- Mac Cranford, GDOT
- David Robbins, GDOT
- Jennifer Mathis, GDOT OEL
- Steve Walker, GDOT
- Gerald Ford, GDOT
- Marshall Troup, GDOT
- Mike Lobdell, GDOT
- Andy Adams, Clayton County
- Mario Macrina, Jordan Jones & Goulding
- Dom Saulino, Jordan Jones & Goulding
- Travis Williams, Jordan Jones & Goulding

Mac Cranford started the meeting with a project introduction.

Mr. Macrina then began to read through the project Concept Report.

- Mac Cranford suggested a “Note: See location sketch” for the project location map on the concept cover sheet being that the map showed too little detail as shown
- Marshall Troup stated that the signature for “Consultant Design Engineer” should be changed to “District Seven Engineer”. Mr. Troup also stated there should be more space between the lines for signatures at the bottom of the concept cover page
- Gerald Ford suggested that moving the “District Engineer” signature from the bottom of the concept cover page to under the location map would help to increase line spacing for signatures
- No other comments on the cover sheet were made

Mr. Macrina read through the Need and Purpose Statement in the Concept Report

- Jennifer Mathis requested that the accident data be put into tabular form
- Steve Walker stated that the functional classification for Conley Road should be verified and that same classification in the Need and Purpose Statement should match the rest of the concept report
- Mr. Troup stated that project lengths, mile logs, sidewalk widths and dimensions in general should be added
- Mr. Cranford asked what kind of involvement has been made by DeKalb County since the project description shows the project ending at the county line
- Mr. Troup asked if the same traffic problems for this corridor exist in DeKalb County as shown for this project
- Andy Adams stated that there has been no contact with Dekalb County regarding this project and he has no jurisdiction to spend money in another county.
- Dom Saulino suggested that the project termini be changed to Cherokee Trail intersections. This satisfied Clayton County and GDOT.
- Ms. Mathis stated that she will need to know the project cut-off point to put in the environmental document
- No other comments were made on the Need and Purpose statement

Mr. Macrina read through the design features of the project

- Mr. Troup stated the project is in a Non-Attainment area
- Mr. Cranford stated the project is Exempt from Federal Oversight
- Mr. Walker reiterated that the functional classification should be verified and match the Need and Purpose Statement
- Mr. Adams stated the posted speed on Old Conley Road should be verified
- Mike Lobdell stated that dimensions should be shown as well as maximum radii
- Mr. Troup stated that the Type of Access Control should be "By Permit" instead of "Full"
- Ms. Mathis stated that the EA/FONSI line should be removed under "Level of Environmental Analysis"
- Mr. Saulino stated that Preliminary Construction plans could be changed to 3 months under the estimate
- Mr. Ford stated that under the "Other Alternates Considered" section a line should be added "Does not meet Need and Purpose" for the No-Build.
- No other comments under design features were made

General concerns and Comments on the project were made:

- Mr. Adams asked about changing the permanent easement to temporary easement when submitting ROW.
- Mr. Lobdell stated that a letter from the County requesting temporary easement be shown would have to be submitted to the District.
- Mr. Adams asked when a Public Involvement Meeting could be scheduled

- Ms. Mathis responded that when the CE's were completed and presented to the FHWA a PIM could be scheduled
- Mr. Adams stated the County would prefer a Public Information Meeting rather than a Public Hearing
- Ms. Mathis stated OEL will need to be notified when a PIM is scheduled
- Ms. Mathis stated that the environmental work has to be completed by PFPR or before ROW is purchased
- Mr. Troup stated this project has a ROW scheduled for FY05
- Mr. Lobdell requested the schedule be reevaluated to next FY 05 ROW.
- Mr. Saulino stated the schedule would be revised to meet FY05 ROW.
- JIG will investigate revising the Old Conley Road skew angle to 70° and verify the speed design is 25 mph
- Mr. Adams stated that the sidewalk will be offset 4 feet from back of curb
- Mr. Adams stated that the County is currently reviewing the concept layout and will make recommendations for right turn decel lanes.
- Mr. Adams stated the County wanted a 4 lane divided section between SR 54 and Thurman Road. The intent was to match into the 4 lane divided section the GADOT was to construct with an adjacent project. This match point was to be approximately 500 feet east of the SR 54 intersection. However, meetings held between JJ&G, GADOT and FHWA concluded that the County was not allowed to construct this section. Therefore, this section will be constructed as a 3 lane section and will match with the existing 3 lanes on the east side of the SR 54 / Conley Road intersection.

MEMORANDUM

Concept Meeting Minutes

DATE: December 2, 2004

TO: Mac Cranford, Gerald Ford, Mike Lobdell, Wade Woodard, Michael Womack, Stan Thompson, Mario Macrina, Willis Hillery, Dom Saulino, Bill Maddox, Andrew Adams, Scott Lee, Joseph Brown, Jerry Milligan, Pam Black, Steve Walker

CC: Dom Saulino

FROM: Willis Hillery

SUBJECT: Conley Road Widening – Initial Concept Team Meeting
STP-9010(3), P.I. No. 753020

On December 2, 2004 a meeting was held at 2:30 p.m. at GDOT (The Georgia Department of Transportation) District 7 office to discuss the concept layout and report. In attendance were:

- Andy Adams, Clayton County
- Mac Cranford, GDOT
- Gerald Ford, GDOT
- Mike Lobdell, GDOT
- Wade Woodard, GDOT
- Scott Lee, GDOT
- Jerry Milligan, GDOT
- Pam Black, GDOT
- Steve Walker, GDOT
- Mike Womack, GPC
- Stan Thompson, GPC
- Bill Maddox, GPC
- Joseph Brown, Comcast
- Mario Macrina, Jordan Jones & Goulding
- Dom Saulino, Jordan Jones & Goulding
- Willis Hillery, Jordan Jones & Goulding

Mac Cranford started the meeting with a project introduction.

Mr. Macrina explained the project layout.

- The location and configuration of the tie-in to Project STP-9010(2), P.I. No. 752180 was discussed. Mr. Saulino stated that this project would begin at the intersection of S.R. 54/Jonesboro Road, and the section between SR 54/Jonesboro Road would consist of the three lanes shown on the concept layout.
- Mr. Maddox stated Georgia Power has several 115 KV above ground transmission lines located along Conley Road. These poles are also utilized by other utilities.

- Mr. Maddox stated that there should be an effort to minimize the impact on the utilities located along the project.
- Mr. Thompson requested a detail drawing with the location of the existing utilities poles to determine the impact on the utilities.

General concerns and Comments on the project were made:

- The accident summary table be broken out by year and the percentages needed to be checked.
- The No Build Alternative should be removed from the Need and Purpose. He also stated that the LOS Summary should be verified and added to the Need and Purpose.
- Mr. Lobdell questioned the level of detail used in the Detail Cost Estimate. Mr. Macrina stated that the new method of developing the concept level cost estimate was a directive from the General Office.
- Mr. Lobdell stated that storm drain pipes and pavement markings should be added to the Detail Cost Estimate. And the Unit price for the Traffic Signal should be verified.

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-9010(3), Clayton County PI No. 753020

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is APRIL 4, 2005

This project consists of widening Conley Road from the tie-in with Georgia DOT project STP-9010(2), P.I. No. 752180 to Cherokee Trail. The project length is approximately 1.64 miles long and is located within the city limits of Forest Park, Clayton County. The Project will include a proposed three-lane consisting of two 12'-0" travel lanes, one 14'-0" center turn lane, and 16'-0" shoulders with 2'-6" curb and gutter and 5'-0" sidewalk on each side that begins approximately 700' east of the SR 54/Jonesboro Road intersection and continues just over 1 mile east to Cherokee Trail. The project includes a realignment of the Thurman Road intersection with Conley Road, and the relocation of the Old Conley Road and Conley Road intersection to the west to reduce the existing intersection skew angles at those locations. A cul-de-sac will be added to existing Old Conley Road and Church Street. This project is located within Land Lots 15 and 16 of the 13th District and Land Lots 241 and 242 of the 5th District in Clayton County.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Mike Lankford
Email: Michael.Lankford@dot.state.ga.us
940 Virginia Avenue
Hapeville, GA 30354
(404) 559-6655

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, P.E.
District Seven Preconstruction
Email: mike.lobdell@dot.state.ga.us
5025 New Peachtree Road
Chamblee, GA 30341
(770) 986-1050

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

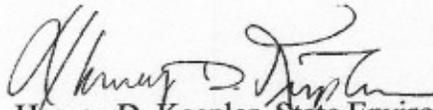
INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 753020

OFFICE: Environment/Location

DATE: March 21, 2005

FROM:

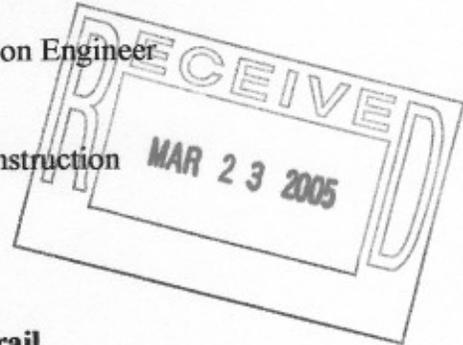

Harvey D. Keeper, State Environmental/Location Engineer

TO:

Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT:

**PROJECT CONCEPT REPORT
STP-9010(3) / Clayton County
CR 171/Conley Rd Fm SR 54 to Cherokee Trail**



The above subject concept report has been reviewed. Active Reporting says that this is a sidewalk project? Need to assure that traffic projections are consistent with the project and that termini are logical. Project ties into a four lane on one end and a two lane on the other? Project will need public involvement since we are displacing four (4) homes and cul-de-sac"ing" road. Need to verify that TIP and project match (pg. 4 indicates) we might have a difference. We can't clear Environmental if they do not match.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling, Project Review Engineer
Bryant Poole, District 7 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT SEVEN PRECONSTRUCTION

PROJECT CONCEPT REPORT

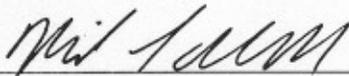
Conley Road Widening
Project Number: STP-9010(3)
County: Clayton
P. I. Number: 753020

County Route Number: CR 171/CR 181

Project Location: See Location Sketch

Recommendation for approval:

DATE 2/4/05


Project Manager

DATE 2/4/05


District Engineer

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

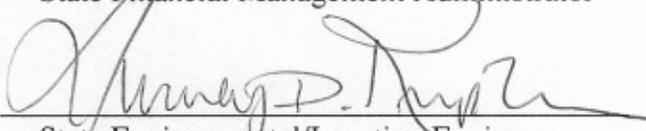
DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 3.18.05


State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT SEVEN PRECONSTRUCTION

PROJECT CONCEPT REPORT

Conley Road Widening
Project Number: STP-9010(3)
County: Clayton
P. I. Number: 753020

County Route Number: CR 171/CR 181

Project Location: See Location Sketch

Recommendation for approval:

DATE 2/4/05


Project Manager

DATE 2/4/05

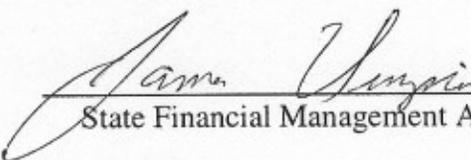

District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 3-21-05


State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT SEVEN PRECONSTRUCTION

PROJECT CONCEPT REPORT

Conley Road Widening
Project Number: STP-9010(3)
County: Clayton
P. I. Number: 753020

County Route Number: CR 171/CR 181

Project Location: See Location Sketch

Recommendation for approval:

DATE 2/4/05

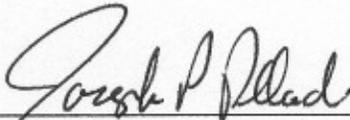

Project Manager

DATE 2/4/05


District Engineer

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DATE 3/18/05


State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT SEVEN PRECONSTRUCTION

PROJECT CONCEPT REPORT

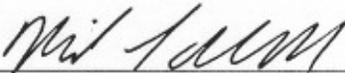
Conley Road Widening
Project Number: STP-9010(3)
County: Clayton
P. I. Number: 753020

County Route Number: CR 171/CR 181

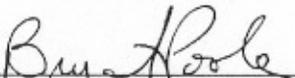
Project Location: See Location Sketch

Recommendation for approval:

DATE 2/4/05


Project Manager

DATE 2/4/05


District Engineer

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State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

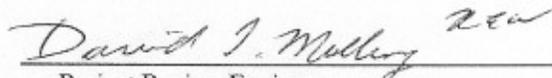
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 3-21-05


Project Review Engineer