

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0009706 **OFFICE** Design Policy & Support
Newton County
GDOT District 2 - Tennille **DATE** 5/26/2015
CR 43/Almon Road from Rockdale County
Line to I-20 - No Build

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
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Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
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Attn: Systems & Classification Branch
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Jimmy Smith, District Engineer
Neal O'Brien, District Preconstruction Engineer
Jaime Lindsey, District Utilities Engineer
Daniel Chastain, Project Manager
BOARD MEMBER - 4th Congressional District

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

Project Type: Roadway Relocation P.I. Number: 0009706
 GDOT District: District 2 County: Newton
 Federal Route Number: None State Route Number: None
 Project Number: STP00-0009-00(706)

Almon Road/ CR43 Relocation

Submitted for approval:
[Signature] 1/22/2015
 Consultant Designer & Firm URS Corporation Date
[Signature] 1/29/2015
 Local Government Sponsor, Newton County Date
[Signature] 4/13/15
 State Program Delivery Engineer Date
[Signature] 4/2/15
 GDOT Project Manager Date

Recommendation for approval:
 * *[Signature]* 4-20-15
 State Environmental Administrator Date
 * *[Signature]* 4-15-15
 State Traffic Engineer Date
 * *[Signature]* 4-16-15
 Project Review Engineer Date
 * *[Signature]* 4-24-15
 State Utilities Engineer Date
 FOR * *[Signature]* 4-23-15
 District Engineer Date

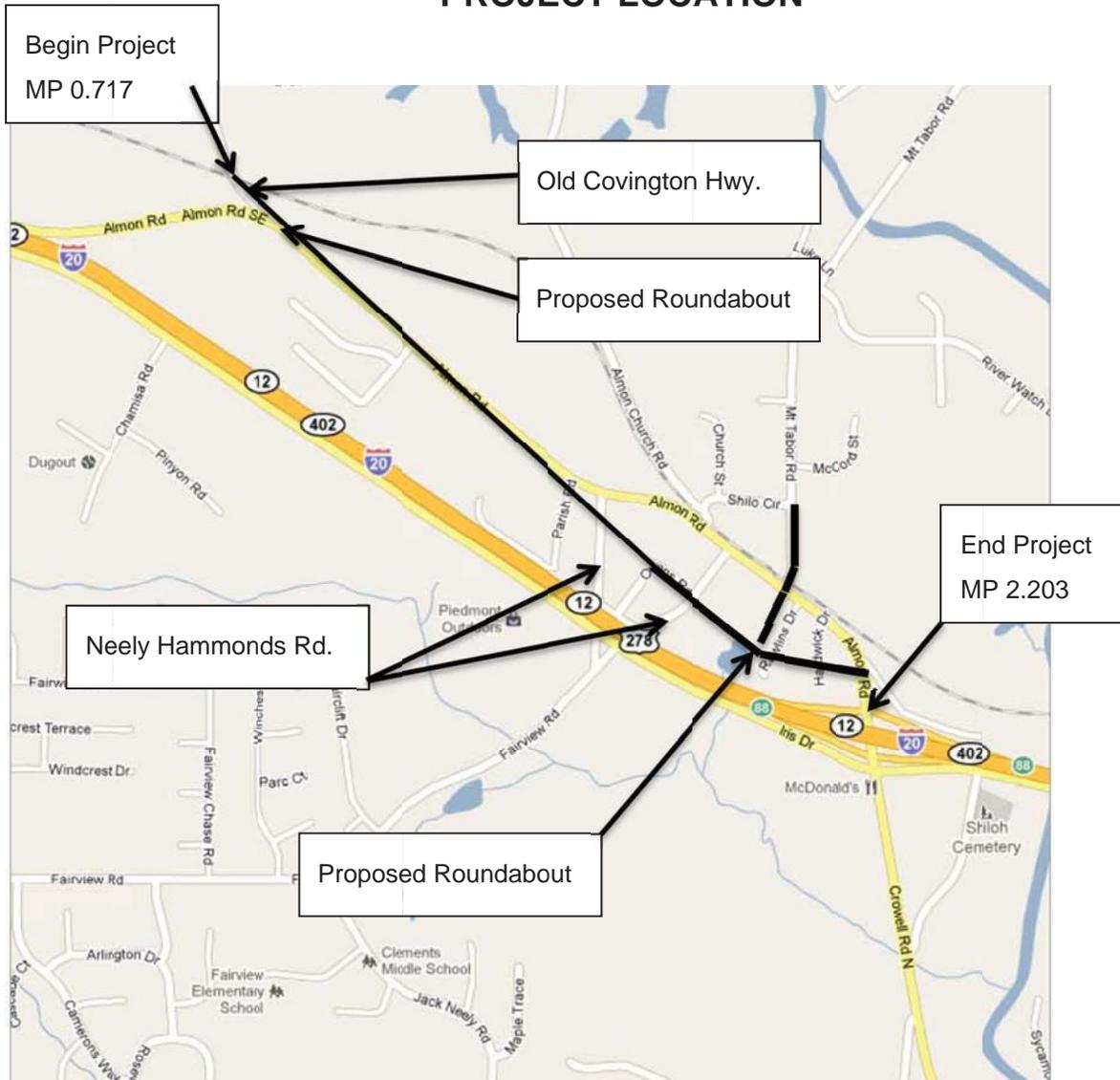
- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement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

[Signature] 4-17-15
 State Transportation Planning Administrator Date

* Recommendation on file

County: Newton

PROJECT LOCATION



GDOT Project Number	STP00-0009-00(706)
PI Number	0009706
County	Newton
Description	Almon Road Relocation

County: Newton

PLANNING AND BACKGROUND

Project Justification Statement

This project was originally programmed with the Atlanta Regional Commission (ARC) as project NE-069 to widen this corridor from two to four lanes from the Rockdale County line to I-20. After initial analysis of the corridor, the project was modified to improve operations at the two major intersections along this route, which are the Almon Road at Mount Tabor Road and Almon Road at Old Covington Highway intersections. Bicycle accommodations are part of this project as it is on the Conyers to Covington Master Plan for Multi-use Trails adopted in 2009. Almon Road serves as an urban collector and is a main route for northwest Newton County to access the interstate.

In the design year, it is estimated that the two intersections will operate at a level of service F and the existing two lane section of Almon Road between the westbound ramps and Mount Tabor Road will need additional capacity. This represents unacceptable levels of service at these important intersections and will cause vehicles to stack over the railroad tracks given the proximity of this intersection. Future improvement potential along this corridor is currently limited since the roadway is wholly within the railroad right of way.

The proposed project limit to the west is dictated by the proposed improvements to the intersection of Almon Road and Old Covington Highway and the limit to the east are the I-20 westbound ramps, which is where the majority of the traffic originates and terminates north of I-20.

According to the Statewide Transportation Plan, a level of service of E or F denotes congestion in the Atlanta region. The goal of this project is to improve the performance of these congested intersections and minimize the conflicts between motorists and railroad operations.

- *This project is intended to improve operations at intersections that will be over capacity. Future traffic volumes at the intersection of Almon Road and Mount Tabor Road and at Almon Road and Old Covington Highway will cause the intersections to not meet the required level of service.*
- *This project proposes to revise the profile of the current at-grade railroad crossing at Mount Tabor and relocate Almon Road to the south. Regarding the crossing to a flat, straight slope will allow trucks and large vehicles to cross the railroad tracks. With the intersection of Mount Tabor Road and Almon Road adjacent to the existing railroad crossing, cars queue back onto the tracks. Relocating this intersection will reducing this queue length and therefore, will reduce crash frequency and severity.*
- *This project proposes the construction of a roundabout at the intersection of Almon Road and Old Covington Highway. The roundabout will improve the intersection's efficiency, mitigate the acute angle of intersection geometry, and increase the available queue length for cars.*

Existing conditions: Almon Road, the mainline, is a rural two-lane road. The existing roadway varies from 10 to 12 feet in width and holds this section uniformly from its interchange with I-20 to the end of the project which is at the split of Old Covington Hwy. For a portion of the project length and where it intersects Mount Tabor Road, the mainline is wholly within the railroad right of way which is limiting to any project improvements that will need to be proposed.

Other projects in the area:

- 1) Widening of Crowell Road from Brown Bridge Road to I-20 is programmed as PI 0007859. This project is to be a roadway widening from 2 to 4 lanes with a raised median.
- 2) West Covington Bypass, which is in ARC's project list as NE-022, is envisioned to be either a new interchange west of the Almon Road interchange or more recently proposed as a split

County: Newton

diamond interchange with the Almon Road interchange. This project has a GDOT PI number of 0007860.

Description of the proposed project: The preferred alternative for this project is the “No-Build” alternative.

MPO: Atlanta Regional Commission (ARC)

TIP #: NE-069

TIA Regional Commission: Atlanta Regional Commission

If TIA project, list RC Project ID

Congressional District(s): 7

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: ADT 24 HR T: 3%

Current Year (2010): 5,565 Open Year (2015): 8,010 Design Year (2035): 17,780

Traffic Projections Performed by: URS Corporation

Functional Classification (Mainline): Urban Collector Street

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

Warrants met: None Bicycle Pedestrian Transit

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

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: The “No Build” alternative was selected.

Major Structures: N/A

Mainline Design Features: Almon Road (all design features to remain the same)

Major Interchanges/Intersections:

- Old Covington Highway at Almon Road
- Almon Road at Mount Tabor Road
- Almon Road at I-20 Westbound Ramps
- Mount Tabor at CSX Railroad

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

County: Newton

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None anticipated

Design Variances to GDOT Standard Criteria anticipated: None anticipated

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements: N/A

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 50 ft. Proposed width: N/A

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels:	<u>0</u>
Displacements anticipated:	Businesses: <u>0</u>
	Residences: <u>0</u>
	Other: <u>0</u>
	Total Displacements: <u>0</u>

Location and Design approval: Not Required Required

ROUNDBABOUTS

Roundabout Lighting Agreement/Commitment Letter received: No Yes

Roundabout Planning Level Assessment: N/A

Roundabout Feasibility Study: N/A

Roundabout Peer Review Required: No Yes Completed – Date:

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The project may have potential impacts to historic resources such as the Almon Road Historic District and the Mt. Tabor Road Historic District.

Context Sensitive Solutions Proposed: N/A

County: Newton

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: N/A – The “No Build” alternative was selected

GEPA: NEPA: CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated: N/A – The “No Build” alternative was selected.

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: N/A – The “No Build” alternative was selected.

Ecology: N/A – The “No Build” alternative was selected.

History: N/A – The “No Build” alternative was selected.

Archeology: N/A – The “No Build” alternative was selected.

Air Quality:

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

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

Carbon Monoxide hotspot analysis: Required Not Required TBD

Noise Effects: N/A – The “No Build” alternative was selected.

Public Involvement: N/A – The “No Build” alternative was selected.

Major stakeholders: N/A – The “No Build” alternative was selected.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: *GDOT PM waived the need for Initial Concept Team Meeting.*

Concept Meeting: *The concept team meeting was held on March 13, 2012 from 10:00 AM to 12:00 PM at the GDOT Madison Area Office amongst members of GDOT, Newton County, and URS to discuss the project concept report and layout for the relocation of Almon Road. The meeting minutes are attached to this report.*

Other coordination to date: *Many meetings were held with Newton County officials to discuss the improvements proposed. Newton County officials support this project alternate to fulfill the need of the project and conform to their zoning overlay in this area. Once there is a consensus among GDOT personnel about the design of this project, additional public and stakeholder meetings will be conducted to gather public input to include in the preliminary plans.*

County: Newton

Project Activity	Party Responsible for Performing Task(s)
Concept Development	URS Corporation
Design	URS Corporation
Right-of-Way Acquisition	Newton County
Utility Relocation	Newton County
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Newton County
Environmental Studies, Documents, & Permits	URS Corporation
Environmental Mitigation	Newton County
Construction Inspection & Materials Testing	Undetermined

Project Cost Estimate Summary and Funding Responsibilities (for Alternative #1):

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Newton County					
\$ Amount	\$ 500,000	N/A	N/A	N/A	N/A	None.
Date of Estimate	6/9/2010					

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>Keeping existing intersection configurations</i>			
Estimated Property Impacts:	None	Estimated Total Cost:	None
Estimated ROW Cost:	None	Estimated CST Time:	None
Rationale: After studying the existing conditions and preparing numerous alternatives for the benefit of this project, the preferred alternative is the no build alternative. While queuing would continue across the railroad tracks and could lead to negative interactions between vehicles and trains, the damage to historical properties and the lack of public support would be detrimental to the community. In the future, the Almon Road and Mount Tabor intersection will need to be upgraded but at this time the public support, environmental impacts, and funding aren't available to see this project to fruition.			

County: Newton

Alternative #1: <i>Realignment of Almon Road with intersection improvements to Mount Tabor Road and Almon Road and Old Covington Highway and Almon Road</i>			
Estimated Property Impacts:	55 parcels, 5 displacements	Estimated Total Cost:	\$ 9,385,133
Estimated ROW Cost:	\$ 4,204,000	Estimated CST Time:	24 months
<p>Rationale: This alternative will reduce crash frequency and severity and improve efficiency of both intersections. Relocating the intersection of Mount Tabor Road and Almon Road to the south will reduce the amount of traffic conflicts/cross traffic and queuing across the railroad tracks, reducing crash frequency and severity. In addition, the construction of a roundabout at the relocated intersection of Mount Tabor Road and Almon Road will improve the intersection efficiency and level of service. Similarly, the construction of a roundabout at Old Covington Highway and Almon Road will advance the intersection's efficiency and level of service, increase the available queue length for vehicles, and mitigate the acute angle of the intersection geometry. In addition to the roundabouts, crossing improvements to the at-grade railroad crossings near the intersections will better the overall flow of traffic across the tracks and through the intersections.</p> <p>This alternative also proposes a five-foot sidewalk on one side of Almon Road and Mount Tabor and a ten-foot multiuse trail on the other side of the corridor. The addition of pedestrian and bicycle facilities along the project will increase the connectivity of the corridor for those uses. The multiuse paths and sidewalks will benefit the community socially by allowing those who choose an alternate means of transportation to access facilities in the surrounding area and creating a cohesive community aesthetic.</p> <p>The project is located within several historic districts including the Mt. Tabor historic district and the Almon Road Historic district. There may be impacts to historic properties, although the conceptual realignment does not appear to impact any properties eligible for the NHRP. The project is unlikely to impact the ecology or archeology of the area due to a lack of recorded archeological sites, streams, wetlands, hazardous waste sites, and endangered species. The right-of-way acquisition will impact 55 parcels with 5 displacements.</p>			

Alternative #2: <i>Mount Tabor Underpass of CSX Transportation Railroad</i>			
Estimated Property Impacts:	55 parcels, 11 displacements	Estimated Total Cost:	\$11,500,000
Estimated ROW Cost:	\$ 4,900,000	Estimated CST Time:	36 months
<p>Rationale: This alternative is similar to alternative #1 but instead of maintaining the at-grade railroad crossing, Mount Tabor Road underpasses the tracks. While this alternative removes all interaction between vehicles and trains and will not have the car queuing issues of the preferred alternative, the cost and construction duration make this less attractive to pursue. The bridge itself would cost an additional \$1 million dollars including detour tracks and the required staging for the construction itself. The right of way cost would increase because the walls needed around the underpass bridge would limit access to the houses in the immediate vicinity of the bridge resulting in consequential displacements of an additional 3 properties within the historic districts. The walls would also have a visual impact on the surrounding historic districts.</p>			

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Alternative #3: Improvements to Existing Intersections			
Estimated Property Impacts:	63 parcels, 3 displacements	Estimated Total Cost:	
Estimated ROW Cost:	\$ 499,224	Estimated CST Time:	
<p>Rationale: This alternative proposes improving the intersections of Almon Road and Mount Tabor and Almon Road and Old Covington in their existing location, upgrading the existing at-grade railroad crossings on Mount Tabor Road and Old Covington Highway, widening Almon Road from two lanes to four lanes from the I-20 interchange to Mount Tabor Road, overlaying Almon Road and Mount Tabor Road, and installing multiuse trails and/or sidewalk along the project corridor. The intersection improvements include constructing a roundabout at Almon Road and Old Covington Road and adding right and left turn bays to Almon Road at Mount Tabor Road.</p> <p>The intersection of Almon Road and Mount Tabor Road is currently entirely within CSX Transportation's right-of-way and adjacent to two historic districts. CSX has asked for two future tracks, one of each side of the existing track, and a typical railroad ditch running alongside the tracks on a project in the vicinity of the Mount Tabor railroad crossing. It is CSX's policy to provide 15 feet between tracks and a minimum of 25 feet between the centerline of a track and the edge of the railroad ditch. Given these parameters and the widening of Almon Road to accommodate turn bays, the minimum railroad ditch edge comes within 3 feet of the existing Almon Road, and the roadway impacts the historically eligible properties to the south of the road.</p> <p>Although this intersection satisfies the project justification statement by alleviating traffic, it is not a viable option due to impacts to historical resources. Given its proximity to the railroad tracks and its location within railroad right-of-way, Almon Road does not have enough space to construct intersection improvements without infringing on individually eligible historic resources and railroad facilities. Furthermore, keeping the intersection of Almon Road and Mount Tabor in its current location does not mitigate the frequency and severity of crashes, and it may pose a safety concern to have pedestrian facilities within railroad right-of-way. The queuing of the intersection may become an issue since the intersection is next to the railroad.</p>			

Alternative #4: Improvements to Existing Intersections with Almon Church Road Crossing Improvements			
Estimated Property Impacts:	73 parcels, 3 displacements	Estimated Total Cost:	
Estimated ROW Cost:	\$ 879,408	Estimated CST Time:	
<p>Rationale: This alternative is similar to Alternative 3, but instead of installing one future CSX track on either side of the existing track, both future tracks will be installed to the north of the existing track. However, it should be noted that the project team cannot dictate where CSX Transportation builds its future tracks, so this can only be considered as an alternative if the railroad agrees to the proposed track configuration.</p> <p>This alternative is not recommended due to cost and impacts to historic resources. The shift in the railroad tracks will impact the Almon Church Road crossing, which will need to be improved and approximately 3260 feet of Almon Church Road will be relocated to the north. The relocation of Almon Church Road will result in additional costs incurred from right of way acquisition, construction of the new roadway, demolition of the existing roadway, and crossing improvements for both crossings. As stated before, CSX has requested future tracks on each side of the existing tracks for projects in the same vicinity as the Mount Tabor and Old Covington Highway crossings. If CSX allows both the future tracks to be installed to the north of the existing track in the project area, there will be a fifteen foot shift between the tracks tying into the project area. Rectifying this alignment shift will incur unforeseen reimbursable costs. Moreover, the relocation of Almon Church Road and</p>			

County: Newton

the widening of Almon Road (for intersection improvements) will result in the displacement of two individually eligible historic resources and Shiloh United Methodist Church. Besides displacements, there will be considerable right-of-way acquisition within the historic districts along Mount Tabor Road and Almon Road. Also, the project will create an additional 100 feet of stream impacts.

Alternative #5: Improvements to Existing Intersections and Closure of Almon Church Road Crossing

Estimated Property Impacts:	76 parcels, 2 displacements	Estimated Total Cost:	
Estimated ROW Cost:	\$ 747,720	Estimated CST Time:	

Rationale: *This alternative is similar to Alternative 3, but instead of upgrading the Almon Church Road railroad crossing, the crossing will be closed and the Almon Church Road will be relocated and tied into Shiloh Circle.*

This alternative is not recommended due to cost, impacts to historic resources, and additional traffic on Mount Tabor Road. Relocating Almon Church Road and tying it into Shiloh Church Road will result in approximately 3270 feet of full-depth road construction and 270 feet of overlay. This will result in additional costs incurred from right of way acquisition, construction of the new roadway, and demolition of the existing roadway. As stated before, CSX has requested future tracks on each side of the existing tracks for projects in the same vicinity as the Mount Tabor and Old Covington Highway crossings. If CSX allows both the future tracks to be installed to the north of the existing track in the project area, there will be a fifteen foot shift between the tracks tying into the project area. Rectifying this alignment shift will incur unforeseen reimbursable costs. The relocation of Almon Church Road and the widening of Almon Road (for intersection improvements) will result in the displacement of two individually eligible historic resources. There will also be an additional 100 feet of stream impacts.

More importantly, removing the Almon Church Road railroad crossing could generate significant traffic volume through Shiloh Circle and down Mount Tabor Road. The additional traffic volume will worsen the operations of the Almon Road and Mount Tabor Road intersection, which opposes the project need and purpose statement of mitigating the failing level of service of the intersection. Depending upon traffic projections, the increased traffic on Mount Tabor Road could warrant the widening of Shiloh Circle and Mount Tabor Road, resulting in the acquisition of additional right-of-way, increased construction cost, and more impacts to historic resources.

Comments: N/A

LIST OF ATTACHMENTS/SUPPORTING DATA

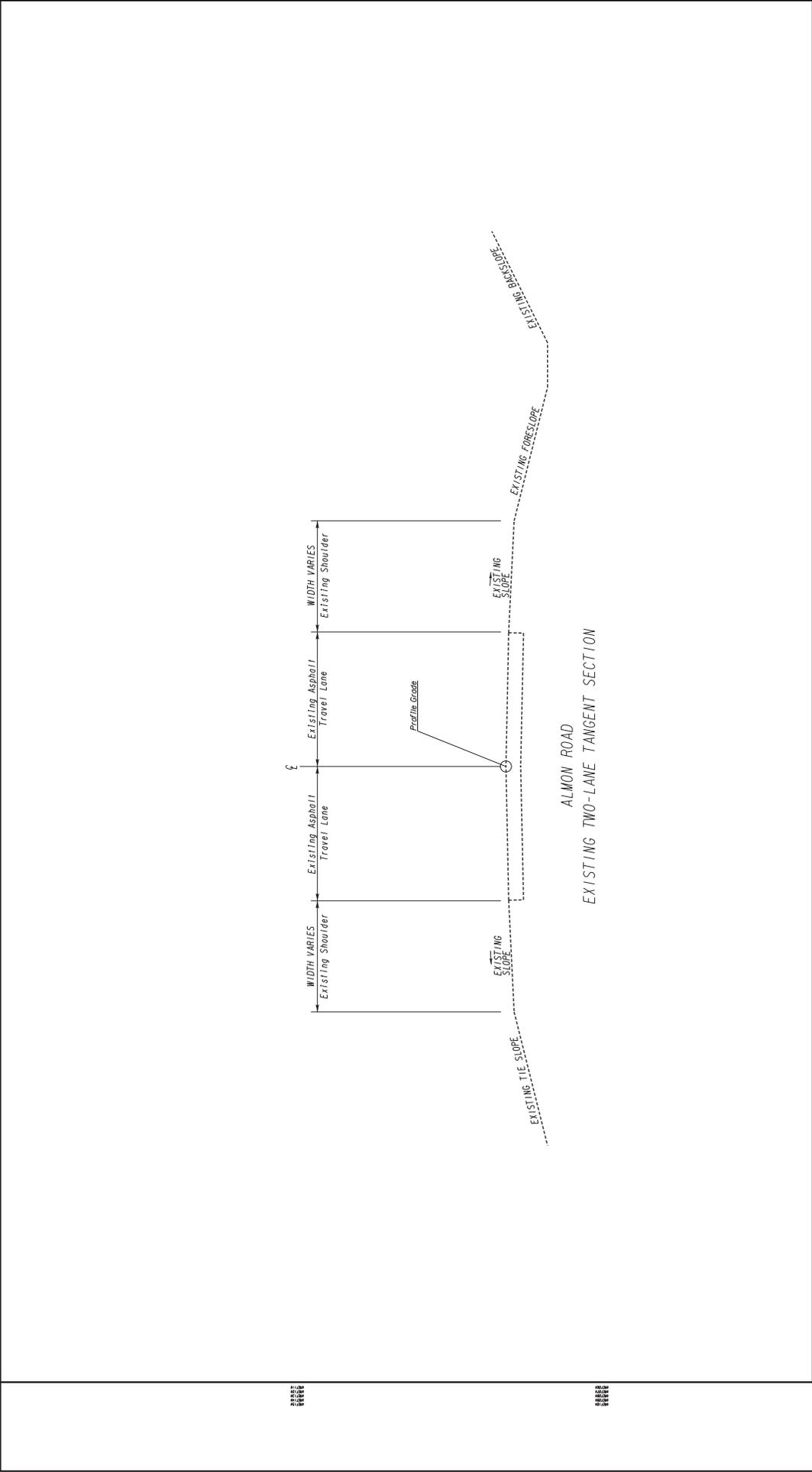
1. Existing/No-Build Typical sections
2. Traffic diagrams
3. Minutes of Concept Meetings
4. PFA

County: Newton

APPROVALS

Concur: 
Director of Engineering

Approve:  5.18.15
Chief Engineer Date



ALMON ROAD
EXISTING TWO-LANE TANGENT SECTION

GEORGIA DEPARTMENT OF TRANSPORTATION	N. T. S	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE:
		TYPICAL SECTIONS	DRAWING No. 05-001

MEETING MINUTES

Almon Road/CR43 Relocation Concept Team Meeting

Project No: STP00-0009-00(706)

PI No: 0009706

Newton County

Meeting Date: March 13, 2012 (10:00 AM – 12:00 PM)

Location: GDOT Madison Area Office

Attendees: See attached attendance sheet

SUBJECT:

A concept team meeting was held March 13, 2012 amongst members of GDOT, Newton County, and URS to discuss the project concept report and layout for the relocation of Almon Road. The meeting began at 10:00 AM with introductions of participants and a brief description of the project. The following summarizes the meeting:

- Planning and Background Data
 1. Preliminary Schedule Update
 - Derrick stated that the PE was authorized in 2010 and added that the right-of-way and construction authorization dates were not included in the TIP. He advised that FHWA will not review or approve any documents when the next phase is not programmed. Tom recalled that Jennifer Park of ARC told him that the right-of-way phase authorization date is part of the TIP. Derrick said that he would verify this. Nick mentioned that there is no current let date for the project.
 2. Project Back ground and Purpose
 - Nick explained that the original plan that was programmed in the TIP for Almon Road was to widen it from two to four lanes from the Rockdale County line to the I-20 interchange. It was concluded that the four lane widening was not necessary and that more modest improvements were needed based upon projected traffic. Nick reported that the intersections of Mount Tabor Road and the CSX Railroad and Almon Road and Old Covington Highway will fail in the design year. Nick stated that there would be improvements to these intersections to reduce the queue length, enhance safety, and improve the intersection angle (Almon Road and Old Covington Highway). Nick proposed that the intersection of Mount Tabor Road and CSX railroad become an underpass so that traffic flow will not be interrupted by train traffic and that vehicles will not queue on the train tracks. Nick explained that the project would also reduce mobility issues since there are no grade-separated railroad crossings for three miles in either direction.
 3. Existing Conditions
 - Nick said that the project is located almost entirely in a historic area and that URS has completed a full historic resource survey on the project. Nick added that most of the Almon Road corridor within the limits of the project is within an existing railroad right-of-way and that the project has a posted speed limit of 30 mph. Nick mentioned that the existing roads are two lanes with small graded shoulders and no sidewalks or bike lanes (except on the interchange bridge). The project is on a designated bike route according to the Conyers to Covington Master Plan for Multi-Use Trails and one of the goals of the project is to connect a multi-use trail to the Earl O'Neal Sports Complex and to the proposed trailhead at the Almon Community Center. Nick said that the project is exempt from federal oversight and that it is an urban collector with future ADT reaching approximately 18,000 vehicles. Kathy estimated that currently traffic will increase when the Yellow River/Mount Tabor Road Bridge reopens. Nick mentioned that the project is not part of a transit network, at which point Kathy replied

MEETING MINUTES

Almon Road/CR43 Relocation Concept Team Meeting

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that there is a potential plan for a transit depot by CSX for light commuter rail along CSX right-of-way. Kathy detailed that ARC conducted a study on the possibility of a light commuter rail with the idea that the primary stop would be in Covington with a potential secondary stop near Almon Road.

4. Project Responsibilities
 - Nick reported that the concept development; design; and environmental studies, documents, and permits are the responsibility of URS Corporation. Nick elaborated that the right-of-way acquisition, utility relocations, detours, and environmental mitigation are tasks assigned to Newton County. The meeting members agreed that the letting to contract and construction supervision will be GDOT's responsibility. This will be updated in the project concept report.
5. Future Development
 - Nick stated that the comprehensive transportation plan proposes a split diamond interchange at Almon Road since the West Covington Bypass interchange IJR was not approved for interchange spacing concerns. Nick said that this configuration would channel the commercial traffic through Crowell Road and the residential traffic through Jack Neely Road. Kathy suggested that the county commissioners lobby to have the interchange project started. The meeting members acknowledged that this will improve the traffic flow to and from the project. Problems at this interchange are partially due to the frontage road spacing at the south ramp termini. This will need to be corrected with the interchange reconstruction.
- Project Design
 1. Proposed Alignment
 - As Nick explained, the project would involve relocating Almon Road to the south, outside the railroad right-of-way, creating an underpass at the intersection of Mount Tabor and CSX Railroad, constructing a roundabout at the intersection of Mount Tabor and the relocated Almon Road. An improved intersection is proposed at Almon Road and Old Covington Highway. Nick proposed that the new Almon Road will tie into the interchange as a four lane road with a dedicated right turn lane onto the I-20 westbound ramp. Nick said that the relocated Almon Road would taper down into a two lane road by Hardwick Drive and that the rest of the project would consist of two lane roads. Ken suggested continuing the westbound lane from the westbound off ramp to Mount Tabor Road. Nick stated that there will be a five foot sidewalk on the left side of the new Almon Road and a ten foot multiuse trail on the right side of the new Almon road, which will connect to the bike lane on the bridge. Nick noted that this project is not a capacity adding project.
 - Ken pointed out that lighting options for the roundabout should be researched. Angel said that there is not a lighting agreement in place for this roundabout. Melanie said that the concept report needs a letter of agreement that the local government will handle the energy, operation, and maintenance for lighting the roundabout. Melanie expounded that FHWA pays for the roundabout, but not the lighting since this is a GDOT requirement. Also, the meeting members stated that the roundabout will need an outside peer review and it should be scheduled through Dan Pass.
 2. Impacts
 - Nick said that one of the design goals is to keep the right-of-way acquisition minimal and that there are potentially 34 properties impacted and 4 displacements. Ken pointed out that there should be additional right-of-way takes on the two Almon Resource properties south of the underpass that are bifurcated by Mount Tabor Road to facilitate construction. Ken called attention to the potential issues with driveway easements near the roundabout and suggested that this right-of-way may be purchased as well. Ken recommended that Newton County buy this right-of-way and beautify the area. Melanie reminded the group that some historic areas

MEETING MINUTES

Almon Road/CR43 Relocation Concept Team Meeting

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do not allow the planting of trees due to view shed impacts. Melanie added that there should be context sensitive planting in the historic district.

- Nick and Ken noted the open water by the roundabout. Ken stated that this could be used as a detention pond.
- Nick remarked that Neely Hammond Road (west) and Hardwick Drive will close and become cul de sacs. Nick said that Neely Hammond Road (east) and the existing Almon Road are to remain.
- The group members expressed concern that CSX will want to eliminate some crossings. Furthermore, the group members questioned whether there would need to be a detour of the railroad during the staging of the underpass. Ken remembered that there was an underpass built in Hapeville while under railroad traffic, and it was agreed upon that this could be a staging option. Robert Moon asked if there could be a bridge over the railroad instead of an underpass at Mount Tabor Road and CSX Railroad, but the group members agreed the bridge would be too high and the walls are not desirable in a historic district. Derrick stated that he would set up a meeting with CSX to discuss the project.
- Lynn and Nick affirmed that there would be little utility involvement throughout the project except for the major utility relocation by the underpass and interchange. Kathy mentioned that there are existing wells, septic tanks, and county sewage and water throughout the project.

3. Alternatives

- Since the existing Almon Road will not intersect with Mount Tabor Road, Ken recommended hammerheads be built on the ends of Almon Road to allow emergency vehicles to turn around. Ken observed that this could create additional displacements.
- Ken advised that there be two westbound lanes on the new Almon Road east of the roundabout. Ken proposed that the inside lane would carry traffic into the roundabout while the outside lane would serve as a designated right turn lane that bypassed the roundabout. Ken and Lynn advocated an extra lane for the underpass, but mentioned that the merge and taper distance be examined for this concept. Lynn suggested that the third lane of the underpass be reversible to accommodate the traffic traveling south on Mount Tabor in the morning and north in the afternoon. It was pointed out that these reversible lanes are being removed where they have been constructed previously.
- Ken and Kathy proposed that a T-intersection could be constructed between the existing and relocated Almon Road, but that the sight distance would need to be calculated. Kathy added that this might be more acceptable to property owners since it would allow two ways to get in and out of the historic district. This option would cause additional displacements if it aligned with Almon Church Road.
- Ken and Kathy suggested a roundabout at the intersection of the new Almon Road and Old Covington Highway. They added that a red light at Almon Road and Old Covington Highway can cause a queue onto the railroad and that a roundabout will alleviate some of that queuing. Furthermore, the group mentioned that there will be federal funding for the roundabout. Nick stated Almon Road and Old Covington Highway were analyzed for roundabout and signals and it was found both can work for the intersection. Nick observed that there might be spacing issues due to the roundabout's proximity to the railroad. Ken recommended that the project might be analyzed as a network of roundabouts for future growth.

4. Environmental Data

- Nick stated reported that there are no wetlands, few streams, some open water, and no endangered species in the project area as determined from an environmental screening that was performed of the area. Melanie said that the project may need a stream buffer variance, in which case URS will need a PAR before Glenn Bowman will sign the concept report. Moreover, Melanie mentioned that a 404 permit is needed for the project. The meeting

MEETING MINUTES

Almon Road/CR43 Relocation Concept Team Meeting

Project No: STP00-0009-00(706)

PI No: 0009706

Newton County

members agreed that the project requires an EA environmental document. Lastly, Kathy told the group that Newton County is requesting to be removed from the nonattainment area.

- Nick affirmed that there will be PIOH meetings and that there is a core group within the Almon community that will be kept informed during the project. Melanie suggested stakeholder meetings with the major landowners such as Almon Resource, the Dobbs family, Berry's Tree Farm, churches in the area, and CSX railroad. Melanie also requested a list of the stakeholders to be included in the concept report.
- Melanie articulated that there is a new model for the FHWA noise test that is more sensitive than the old model. Ken said that a sound wall on the interstate may be needed because of the project's close proximity to the interstate and the new sensitivity of the noise model being used.

5. Detours and Constructability

- The meeting group proposed two different detour plans that could be used during construction: The first plan would involve the new Almon Road to be constructed prior to closing any roads and that traffic would travel from Shiloh Circle to Almon Church Road to the existing Almon Road to Neely Hammonds Road (east) to the new Almon Road. The second detour plan requires that the new Almon Road east of the roundabout, the roundabout, and the Mount Tabor south of the underpass be constructed before traffic is diverted. Then, traffic would flow from Shiloh Circle to Almon Church Road to Almon Road to Mount Tabor to the new Almon Road. A temporary segment of road would be built to connect Almon Road with Mount Tabor while the underpass is constructed.
- Ken offered that resurfacing Neely Hammonds Road (east) and possibly adding a sidewalk might mitigate any reaction to the detour and improve traffic flow during the detour period. Ken added that if Neely Hammonds Road (east) and Shiloh Circle are going to be resurfaced that it must first be cored to determine if it needs to be replaced. Ken said that the core samples from Neely Hammonds Road (east) would serve as a typical sample for all the roads throughout the project, and that the cores from Shiloh Circle were necessary if Shiloh Circle was to be extended to connect with new Almon Road. Ken specified that the signals through the project would need to be re-permitted. Nick identified that relocating the project to the south would help with the grading of the project, and that the area of the roundabout is lower elevation.

6. Cost

- Nick stated that there is no VE study anticipated at this time; however, several of the group members believed that right-of-way acquisition and construction will increase the project budget to over ten million dollars. Ken suggested that the railroad be consulted for cost estimates for the underpass. Melanie mentioned that reducing the lane widths to eleven feet could be a cost-saving measure. Ken reported that the VE study would cost roughly \$45,000.
- Nick recounted that the estimated right-of-way acquisition will cost \$4.2 million, the construction will cost \$3.7 million, and the PE will cost \$0.5 million. Nick said that there is no planned environmental mitigation and the utility cost has not been determined. LaShore noted that the right-of-way cost needs to be updated to reflect the new number of parcels.

With no more comments the meeting concluded at 12:00 PM.

Action Items

URS

- To research need for a PAR
- To add the stakeholder list in the Concept Report
- To update the fuel and asphalt form
- To revise the format of the alternatives section to match the current PDP

MEETING MINUTES

Almon Road/CR43 Relocation Concept Team Meeting

Project No: STP00-0009-00(706)

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Newton County

- To amend the right-of-way costs to reflect the new number of parcels

Newton County

- To provide utility estimate
- To sign a letter of agreement for lighting

DOT

- To research need for a PAR
- To confirm the right-of-way acquisition and construction programming in the TIP
- To arrange a meeting with Richard Crowley and other members to discuss railroad involvement

**GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING / CONFERENCE RECORD OF ATTENDEES**

PURPOSE: PI 0009706 CONCEPT TEAM MEETING

LOCATION: D2, AREA 5 OFFICE - MADISON

DATE: 3/13/12

TIME: 10 AM

MODERATOR: DERRICK BROWN

GDOT suffix: @dot.ga.gov

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1	KEN WERHO	GDOT-T.O. TRAC	404-635-8144	KWERHO@
2	Katelyn Morgan	Newton County	678-625-1201	Katelyn.Morgan@co.newton.ga.us
3	Tom Garrett	Newton County	678-625-1325	tgarrett@co.newton.ga.us
4	Lashone Alexander	GDOT-RW	(478) ²³²⁻⁴⁰⁴⁵ 553-1569	lalexander@dot.ga.state
5	Robert Moon	GDOT	706 343 5836	rmone@dot.ga.gov
6	Nick Castagna	URS	678-808-8821	nick.castagna@urs.com
7	Laura Frisbie	URS	678 808 8940	laura.frisbie@urs.com
8	Hatem ALY	URS	678-808-8817	Hatem.ALY@URS.com
9	Lynn Bean	DOT	478 232 3338	lbean@dot.ga.gov
10	Kim Phillips ^{DP&S}	GDOT	404-631-1775	kiphillips@dot.ga.gov
11	Melanie Hale	GDOT-DP&S	4/631-1542	mhal@dot.ga.gov
12	Angel Swanger	GDOT-DP&S	404-631-1545	aswanger@dot.ga.gov
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MEETING MINUTES

Almon Road/CR43 Railroad Coordination Meeting

Project No: STP00-0009-00(706)

PI No: 0009706

Newton County

Meeting Date: April 25, 2012 (1:00 PM – 2:30 PM)

Location: GDOT Main Office

Attendees: Derrick Brown, GDOT
Richard Crowley, GDOT
Jill Franks, GDOT
Nick Castronova, URS
Laura Frisbie, URS

SUBJECT:

A GDOT railroad coordination meeting was held April 25, 2012 amongst members of GDOT and URS to discuss the project layout and coordination with CSX railroad. The meeting began at 1:00 PM with introductions of participants and a brief description of the project. The following summarizes the meeting:

- General Discussion
 - Richard and Nick stated that when the layout is sent to CSX, CSX is expected to issue comments as well as report the track operations speeds and number of proposed track.
 - Richard added that CSX may not require grade separations.
- Proposed Underpass at CSX Railroad and Mount Tabor
 1. Railroad Crossings
 - Nick explained that the original concept layout proposed an underpass at the intersection of CSX and Mount Tabor Road. Richard stated that GDOT was trying to prevent redundant crossings due to safety issues with at-grade crossings. CSX might request closing the railroad crossings at Almon Church Road and Almon Baptist Church Road. Richard noted that the realignment of Almon Church Road and Shiloh Circle and the installation of a traffic signal might be necessary if this railroad crossing is closed due to the increased traffic at this intersection. Richard remarked that this might affect traffic flow on Shiloh Circle and that there may be right-of-way takes by the Shiloh United Methodist Church. Richard and Jill noticed that closing Almon Baptist Church Road would greatly restrict access to the Almon Baptist Church and the Berry's Christmas Tree Farm and that this could demand additional right-of-way acquisition. Nick said that access to Almon Baptist Church may not be a problem since the Berry family might agree to sell their land and that there is a rural road connecting the Berry Christmas Tree Farm to Mount Tabor. Nick pointed out the proposed layout features a four-way intersection at Mount Tabor and Shiloh Circle. The layout shows a north-bound right-turn-only drop lane on Mount Tabor that ends at this intersection. Richard advised that URS look up the classifications of the roads in case any crossing closings are proposed. Nick and Richard noted that Almon Baptist Church Road might be treated as a driveway and not a public road even though the layout shows a dedicated right-of-way. Richard added that if an environmental justice area is blocked off with a crossing closing, there could be a possible argument to preserve the crossing.
 - Richard said that URS must request survey for 500 feet on both sides of all railroad crossings to obtain the profiles of the crossings, except if those that are being closed. Richard stated that the surveyor should provide the crossing inventory number with the survey, and he mentioned that the utility information near the crossings needs to be provided. Richard and Jill noted that CSX typically asks for a temporary easement and that the plans should show a temporary easement labeled as "Easement by Railroad Agreement."

MEETING MINUTES

Almon Road/CR43 Railroad Coordination Meeting

Project No: STP00-0009-00(706)

PI No: 0009706

Newton County

2. Railroad Detour
 - Richard affirmed that the underpass cannot be constructed during railroad traffic and that a railroad detour will be required. Richard stated that CSX will need to provide the future track requirements and operating speed for the detour plan. Jill pointed out that due to the railroad layout, it would be beneficial for the railroad detour to start before the curve west of Mount Tabor.
- Proposed At Grade Crossing at CSX Railroad and Mount Tabor Road
 1. Crossing Improvements
 - Due to the high cost of an underpass and railroad detour, Nick suggested an at-grade crossing at CSX Railroad and Mount Tabor Road. Richard recommended that the proposed crossing be graded flat or a constant slope since the existing topography at the crossing is humped. Richard mentioned that the profile at the at-grade crossing must have a minimum of ten feet of flat/straight grade on either side of the tracks from the concrete roads. Richard stated that there are no future track requirements for at-grade crossings.
 - Richard and Jill observed that there are warning devices at CSX and Mount Tabor and at CSX and Almon Church Road and that new warning devices will need to be installed at CSX and Mount Tabor if the at-grade crossing is built. Jill and Richard said that maximum arm length of the warning device is 38 feet and will not cover a five lane crossing. Richard mentioned he has a concern that traffic flow will be disrupted with the at-grade crossing.
 2. Detour
 - Jill noted that a three day minimum road closure is required for all at-grade crossings that are being reconstructed. Jill stated that this road closure/detour may be longer because the existing warning signals must be maintained during construction and new devices must be installed before the existing devices are removed. Richard and Nick remarked that Hardwick Drive will close during and after the project, so it cannot be used in any detour route. Nick stated that there are no signalized intersections throughout the project.
- Proposed At Grade Crossing at CSX Railroad and Old Covington Highway
 1. Improvements to Existing Crossing
 - Richard explained that CSX and GDOT may require improvements such as additional striping and concrete panels to the existing railroad crossing at Old Covington Highway and CSX Railroad. Jill expounded that Old Covington Highway will need to be closed for a minimum of three days for the crossing upgrade. Jill added that warning devices will need to be installed, which will increase the closure time of Old Covington Highway and a detour route will be necessary.
 2. New Alignment and Project Limits
 - Richard stated that the proposed sidewalks along Old Covington Highway cannot terminate at the railroad tracks. Richard said that due to safety issues the project limits and sidewalks must extend across the railroad tracks. Jill mentioned that the sidewalk along Old Covington Highway must cross the railroad tracks at a 90 degree angle to prevent wheelchairs from getting caught on the tracks. Jill suggested that URS figure out the location of the warning devices so that the warning devices protect the pedestrians on the sidewalk.
- Costs
 - Richard and Jill said that the railroad surface work would be approximately \$200,000 to \$250,000 per crossing and that the cost of warning devices could be \$250,000 to \$300,000.
 - Richard noted that an underpass costs approximately \$2 million more than an at-grade crossing.

MEETING MINUTES

Almon Road/CR43 Railroad Coordination Meeting

Project No: STP00-0009-00(706)

PI No: 0009706

Newton County

With no more comments the meeting concluded at 2:30 PM.

Action Items

URS

- To revise layout for at-grade crossing at CSX Railroad and Mount Tabor.
- To extend sidewalk and project limits past the railroad tracks on Old Covington Highway.
- To amend the layout for perpendicular sidewalk crossings at CSX Railroad and Old Covington Highway.
- To finish layout and concept report by May 4, 2012 and submit to Richard.

Newton County

- To affirm that the county is amenable to an at-grade crossing.

DOT

- To send layout to CSX Railroad for comment.
- To remove Almon Road project from Tpro as an underpass.

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000



July 12, 2010

The Honorable Kathryn G. Morgan
Commission Chairman
1124 Clark Street
Covington, Georgia 30014

Dear Chairman Morgan:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Newton County for the following project:

PROJECT#: Newton County, P.I. #0009706

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Derrick M. Brown at (404)631-1571.

Sincerely,

A handwritten signature in cursive script that reads "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:rm

Enclosure

c: ~~Bob Rogers~~
Tony Collins - District 2
Vonda Everett - District 2
Gus Cooper - District 2
Jeff Baker - Utilities

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
NEWTON COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 16th day of June, 2019, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and Newton County, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the Local Government to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The Local Government shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE

expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the

DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding

authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3

months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL

GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully

executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

NEWTON COUNTY

BY: *Vann Smith*
Commissioner

BY: *Kathryn Morgan*
Kathryn Morgan
Commission Chairman

ATTEST:
[Signature]
Treasurer

Signed, sealed and delivered this
25 day of May,
2010, in the presence of:



Assun Kohfetz
Witness

Jamara Henderson
Notary Public
Notary Public, Newton County, Georgia
My Commission Expires Aug. 30, 2013

This Agreement approved by Local Government, the 2nd day of March, 2010.

Attest
Jackie B. Smith
Name and Title
Jackie B. Smith
County Clerk

FEIN: 58-6000870

ATTACHMENT "A"

Project Number:-- County

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding by	Letting by	Utility Funding by	Railroad Funding by
PI 0009706 CR 43/Almon Road from Rockdale County Line to I-20	100% Federal = \$500,000 >\$500,000=100% Local	Local	N/A			N/A	N/A	N/A	N/A

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

