

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010331

OFFICE Design Policy & Support

Newton County
GDOT District 2 - Tennille
LCI - CS 862/ Pace Street Bike/Ped
Improvements

DATE 8/5/2013

FROM  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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Jimmy Smith, District Engineer
Neal O'Brien, District Preconstruction Engineer
Lynn Bean, District Utilities Engineer
Darrell DeJean, Project Manager
BOARD MEMBER - 4th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator

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

Project Type: Bike/Ped P.I. Number: 0010331
 GDOT District: District 2 - Tennille County: Newton
 Federal Route Number: N/A State Route Number: N/A
 Project Number: CSSTP-0010-00(331)

Pace Street Road Diet and Pedestrian Facilities
 Clark Street to U.S. Highway 278 – 0.4 miles
 Refer to Location Sketch on Page 2

Submitted for approval:

Tunnell-Spangler-Walsh & Associates	3/1/2013
Consultant Designer & Firm	DATE
Local Government	3/1/2013
Office Head	DATE
<i>Stanley Hill</i>	<i>3/28/13</i>
GDOT Project Manager	DATE
<i>[Signature]</i>	<i>03/25/13</i>
GDOT Project Manager	DATE

Recommendation for approval:

Program Control Administrator *T.J. <i>GLENW BOWMAN</i>	DATE <i>4/2/2013</i>
State Environmental Administrator *T.J. <i>KATHY ZAHUL</i>	DATE <i>4/8/2013</i>
State Traffic Engineer *T.J. <i>LISA MYERS</i>	DATE <i>4/2/2013</i>
Project Review Engineer *T.J. <i>PATRICK ALLEN</i>	DATE <i>4/2/2013</i>
State Utilities Engineer	DATE
District Engineer	DATE
State Transportation Financial Management Administrator	DATE

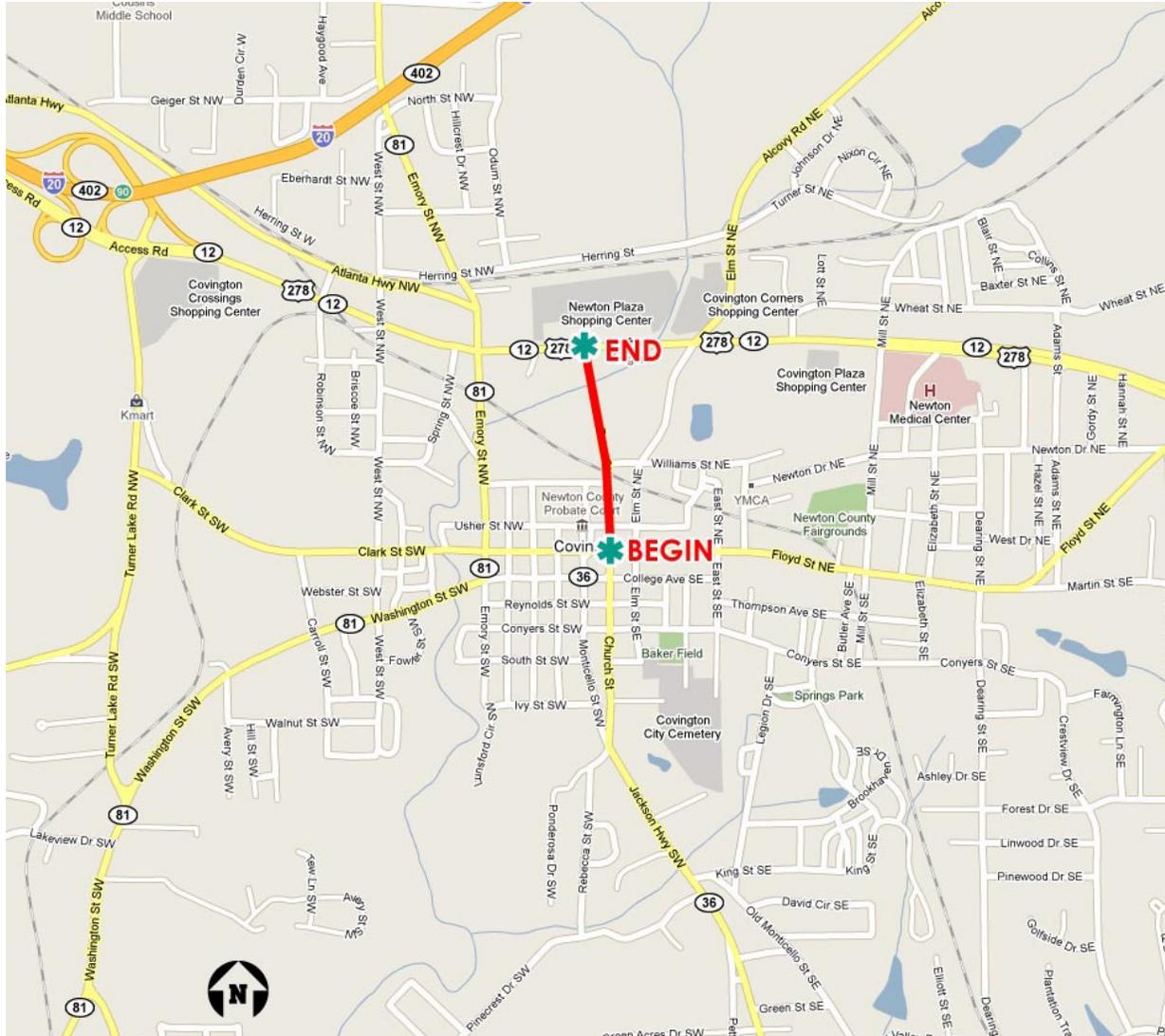
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

<i>Cynthia A. Vande...</i>	<i>4-3-13</i>
State Transportation Planning Administrator	DATE

** RECOMMENDATION ON FILE*

County: Newton

PROJECT LOCATION



County: Newton

PLANNING & BACKGROUND DATA

Project Justification Statement:

The City of Covington and Newton County's leaders recognize the importance of connectivity and the role that streets play in serving the public need. This project serves as a proving ground to this notion, and is the cornerstone project for a greater initiative to make Covington a more walkable city. Identified as a priority project during the Highway 278 Corridor LCI Process, this plan aims to connect Covington's square to the commercial district of Highway 278 by providing pedestrian and bicycle facilities where none are currently present. In addition, the plan aims to integrate open spaces and greenways, both existing and future, within the Dried Indian Creek floodplain and along the railroad. Between these two termini for the project, the corridor undergoes a drastic change from small urban core to strip commercial centers with vast expanses of asphalt parking. Additionally, these termini serve as the beginning and ending points for Pace Street itself. South of the beginning terminus at Floyd/Clark Streets, the roadway becomes Church Street. At the north, the street terminates at the Newton Plaza shopping center along US-278.

Current conditions along Pace Street fail to provide adequate pedestrian or bicycle facilities. Broken, uneven, and in some cases, the lack of sidewalks endangers and discourages pedestrians from traveling to the downtown square from the Highway 278 shopping area. Disabled citizens are further challenged by narrow clear zones and sidewalk slopes that are not ADA compliant, as well as wide and frequent commercial driveways.

Supported by a traffic study conducted in November 2010 (see attachments), recommendations to reduce Pace Street from four lanes to three would have a negligible impact on Levels of Service (LOS) and could likely reduce the potential for accidents by adding a dedicated two-way left turn (TWLT) lane. The TWLT lane is interrupted in two locations by a center median. These two medians serves as a pedestrian refuge for mid-block pedestrian crossings. Given this background, it is the goal of this project to provide operational, pedestrian, and bicycle enhancements and improved mobility for all users, and to balance this corridor's transportation options.

Description of the proposed project:

This project will construct new pedestrian and bicycle facilities by giving Pace Street a classic road diet within its current four-lane transportation structure. New concrete sidewalks would be constructed for 0.4 miles along both sides of the corridor. After reducing the number of lanes from four to three, 5' wide dedicated bicycle lanes would be introduced and the roadway milled, resurfaced and restriped. Other enhancements proposed in this project include raised curbs, landscaped center medians in two locations for pedestrian crossings and refuges, pedestrian scale lighting and other street furnishings, ADA-accessible curb ramps, and street trees and shrub plantings. Curb extensions are proposed between Floyd and Stallings in order to define and protect existing parallel parking, and a wide landscape strip is proposed between Stallings and 278 that might be converted to parallel parking as needed by future redevelopment. It is the sponsor's desire to add bioretention as a potential option if and where feasible in order to increase infiltration and reduce runoff volumes feeding directly into Dried Indian Creek.

By providing for more balanced travel alternatives along Pace Street, this critical linkage will be strengthened to provide greater connectivity between Covington's downtown core and the commercial uses along U.S.-278. Upon completion, the Pace Street Road Diet and Pedestrian Facilities project would help to correct the street's current faults while providing a gateway into Covington's downtown that is worthy of the City's

County: Newton

charming character. In addition, the success of this project would garner increased public support for future LCI projects serving to improve the quality of life for the citizens of Newton County.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: Atlanta Regional Commission

MPO Project ID NE-090

Regional Commission: Northeast Georgia Regional Commission

RC Project ID N/A

Congressional District(s): 4

Projected Traffic:

Current Year (2013): 10,263 AADT* Open Year (2017): 11,109 AADT* Design Year (2037): 16,507 AADT*

* Assumes 2% annual growth from 9,671 AADT recorded in 2010 traffic study by GCA, Inc.

Traffic Projections Performed by: Tunnell-Spangler-Walsh & Associates

Summary of 2010 Traffic Study:

The study consisted of a 24-hour directional traffic count, level of service analysis, and capacity analysis at each of the corridor's intersecting cross streets. The report suggests that levels of service would deteriorate over the course of 20 years, but it was found that the proposed design would have very little effect in accelerating this process. It was further concluded that the proposed lane reduction would have negligible effect upon traffic operations and that the potential for minor accidents, which was found to be significantly higher than the statewide average, could be reduced through this project's proposed design. Based upon the findings of this traffic study, it was recommended that the lane reduction and streetscape project be implemented.

Truck %: Not readily available via GDOT STARS. The City has observed, however, that truck traffic along Pace Street is low, and that it is not generally used for through truck traffic. Other streets within downtown Covington offer better and more direct routes along state-designated roadways. These include Highway 81 (Emory Street) and Highway 36 (Covington Bypass), both of which meet truck operating criteria and reduce truck traffic through the downtown area.

Functional Classification (Mainline): Urban Minor Arterial

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?

No

Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?

None

Bike Route

Pedestrian Plan

Transit Network

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The Pace Street corridor interfaces with natural and cultural features which may require Context Sensitive Solutions. These include the Dried Indian Creek crossing, a Covington city park located between Stallings and Williams Streets, and the downtown square at the southern terminus. Other items include the presence of existing trees and overhead utility poles within the required distance for lateral offset, as well as the desire for new trees and pedestrian lights.

County: Newton

Context Sensitive Solutions: It is the project's aim to address these issues with a sensitive design approach. To address the corridor's proximity to Dried Indian Creek, the sponsor would like to explore the possibility of bioretention in order to soften the impacts of runoff and to clean a portion of stormwater before it enters the waterway. The culvert crossing will also be established as a pedestrian space such that users can maintain a visual connection to this natural resource. At both the park and the square, pedestrian access will be enhanced by way of entry steps or refuge islands respectively. Needs for the pedestrian and motorist must be balanced at the square such that turning movements will not be obstructed. Variances will be requested for all lateral offset items.

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Pace Street – Typical Section A (Floyd Street to Usher Street)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	4	3
- Lane Width(s)	12' to 19'	10' to 12'	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder or Border Area Width	12' to 14', Urban	N/A	11' to 27', Urban
- Outside Shoulder Slope	Varies	N/A	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	4' to 10', both sides	5'	6' to 11', both sides
- Auxiliary Lanes	8' to 14' parallel / angled parking	N/A	8' parallel parking
- Bike Lanes	None	4'	Sharrows
Posted Speed	35 mph		35 mph
Design Speed	Unknown	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	None	371 ft	None
Superelevation Rate	Normal Crown	4.0%	Normal Crown
Grade	1% to 2%	7.0% to 10.0%	1% to 2%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	78'	N/A	78'
Maximum Grade – Crossroad	1% to 4%	7.0% to 10.0%	1% to 4%
Design Vehicle	N/A	WB-40 or Bus-40	Bus-40

*According to current GDOT design policy if applicable

Pace Street – Typical Section B (Usher Street to Stallings Street)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	Varies, 3 to 4	4	3

County: Newton

- Lane Width(s)	10' to 15'	10' to 12'	11'
- Median Width & Type	None	N/A	9' Landscape
- Outside Shoulder or Border Area Width	11', Urban	N/A	11' to 28', Urban
- Outside Shoulder Slope	Varies	N/A	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	4' to 10', both sides	5'	6' to 11', both sides
- Auxiliary Lanes	8' parallel parking	N/A	8' parallel parking
- Bike Lanes	None	4'	Sharrows
Posted Speed	35 mph		35 mph
Design Speed	Unknown	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	None	371 ft	None
Superelevation Rate	Normal Crown	4.0%	Normal Crown
Grade	1% to 5%	7.0% to 10.0%	1% to 5%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	80'	N/A	80'
Maximum Grade – Crossroad	2% to 5%	7.0% to 10.0%	2% to 5%
Design Vehicle	N/A	WB-40 or Bus-40	Bus-40

*According to current GDOT design policy if applicable

Pace Street – Typical Section C (Stallings Street to Williams Street)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	3
- Lane Width(s)	10' to 12'	10' to 12'	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder or Border Area Width	17' to 29', Urban	N/A	14' to 29', Urban
- Outside Shoulder Slope	Varies	N/A	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	5', west side only	5'	8', both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	4'	5'
Posted Speed	35 mph		35 mph
Design Speed	Unknown	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	500 ft	371 ft	500 ft
Superelevation Rate	Varies, Normal Crown to 4%	4.0%	Varies, Normal Crown to 4%
Grade	1% to 2%	7.0%	1% to 2%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	80' to 90'	N/A	80' to 90'

County: Newton

Maximum Grade – Crossroad	3% to 10%	7.0% to 10.0%	3% to 10%
Design Vehicle	N/A	WB-40 or Bus-40	Bus-40

*According to current GDOT design policy if applicable

Pace Street – Typical Section D (Williams Street to US-278)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	3
- Lane Width(s)	10' to 12'	10' to 12'	11'
- Median Width & Type	None	N/A	9' Landscape
- Outside Shoulder or Border Area Width	30', Urban	N/A	28.5', Urban
- Outside Shoulder Slope	Varies	N/A	2%
- Inside Shoulder Width	None	N/A	None
- Sidewalks	5', both sides	5'	8', both sides
- Auxiliary Lanes	None	11'	11'
- Bike Lanes	None	4'	5'
Posted Speed	35 mph		35 mph
Design Speed	Unknown	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	500 ft	371 ft	500 ft
Superelevation Rate	Normal Crown	4.0%	Normal Crown
Grade	Varies, 1% to 4%	7.0% to 10.0%	Varies, 1% to 4%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	100'	N/A	100'
Maximum Grade – Crossroad	3% to 10%	7.0% to 10.0%	3% to 10%
Design Vehicle	N/A	WB-40 or Bus-40	Bus-40

*According to current GDOT design policy if applicable

Major Structures:

Structure	Existing	Proposed
I.D. # 217-0049-0	Four-barrel box culvert (approximately 82'L x 46'W) located at Dried Indian Creek	Unchanged
Retaining walls	Retaining walls will remain in place wherever possible: Concrete wall (≥ 7.5') at STA 2+80 LT. Granite wall (≥ 3') at STA 5+55 RT. Brick walls (≥ 8.5') at STA 8+24 LT. CMU walls (≥ 4') at STA 10+55RT and 11+83 RT.	Special design brick-veneer walls (≥ 4') as required for grading and to replace wall at STA 10+55 RT along existing park edge. Brick-veneer knee walls (≥ 2') will be located on both sides of the Dried Indian Creek box culvert.

Major Interchanges/Intersections:

- Pace Street at Clark Street – 4-way intersection, traffic signal

County: Newton

- Pace Street at Usher Street – 4-way intersection, traffic signal
- Pace Street at Stallings Street – 3-way intersection, 1-way stop sign
- Pace Street at Williams Street – 4-way intersection, 2-way stop sign
- Pace Street at US-278 (Covington Highway) – 4-way intersection, traffic signal

Utility Involvements: The majority of the proposed improvements will be constructed within existing rights-of-way and efforts will be maintained to minimize impacts to existing utility facilities. At this time, there are no anticipated impacts to communications, power, gas, petroleum or ITS as the Pace Street project requires no utility relocation costs.

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

SUE Required: No Yes

Railroad Involvement: An abandoned Norfolk Southern railroad corridor crosses Pace Street between Stallings and Williams Streets. At present, the City of Covington is attempting to purchase this land and has approximately \$1 million in federal funds that are designated for doing so. The future use of this corridor is not immediately certain, but it would likely be converted to greenway. Since the railroad itself is still owned by Norfolk Southern, the City has only paved over the tracks and has not yet removed them.

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

Warrants met: None Bicycle Pedestrian Transit

Standard Warrants have been met for both bicycle and pedestrian use. Bicycle facilities shall be provided for the entire length of the corridor as follows: 5’ wide north- and southbound dedicated bicycle lanes for a length of 0.27 miles and shared lanes designated with sharrows for 0.14 miles. Pedestrian accommodations will be provided along both sides of the corridor in the form of new sidewalks and ADA ramps. Transit warrants are not applicable to this project since neither fixed-route transit service nor ½-mile pedestrian transit user catchment area are located along the Pace Street corridor.

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels:	±12
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Undetermined Yes

County: Newton

Transportation Management Plan [TMP] Required:] No

Yes

*T.J.

TEMPORARY TRAFFIC CONTROL REQUIRED *T.J.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

The City hopes to receive a Design Exemption from AASHTO controlling criteria for lateral offset requirements such that existing utility poles can remain in place for the construction of this project. Many of these poles are currently located closer than 18" to the proposed face of curb and any relocation would prove cost prohibitive for the City.

Design Variances to GDOT Standard Criteria anticipated:

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

County: Newton

The City hopes to receive variances from GDOT’s lateral offset requirements such that existing trees can remain in place and new street trees, landscape, and pedestrian lighting may be installed along Pace Street. Variances from the GDOT’s following lateral offset requirements shall be requested:

- 8-foot offset for existing utility poles (≥ 35 MPH)
- 6-foot offset for pedestrian lighting
- 4’ offset for existing and new street trees and shrubs (≤ 35 MPH – Commercial Area)
- 8’ offset for new street trees and shrubs in median (≤ 35 MPH – Commercial Area)

As a city street with a posted speed limit of 35 miles per hour, such would be consistent with the guidelines established by the AASHTO in “A Policy on the Geometric Design of Highways and Streets.”

In addition, variances shall also be requested for the use of two 9’-wide medians and intersection sight distance such that trees and lights may occur in general proximity to AASHTO-defined Case B traffic control scenarios.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

Project Air Quality:

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

Is the project located in an Ozone Non-attainment area? No Yes *T.J.

Is a Carbon Monoxide hotspot analysis required? No Yes *T.J.

A PM2.5 Air Determination Letter for this project will be submitted for interagency review. Vehicle numbers and truck percentage will be required during the NEPA process to make this determination.

The project as described in this concept report is consistent in the scope and description to the Atlanta Regional Commission’s transportation plan and the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

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

The City of Covington is located within a Phase II MS4 Permitted Area and it is estimated that the project may disturb one acre or more along the roadway shoulders. However, it is considered infeasible for this project to implement the EPD’s minimum stormwater management standards due to the following factors: (1) additional cost of 10% or greater for right-of-way acquisition and utility relocation, and (2) site limitations of narrow right-of-way and closely set buildings, as well as the presence of existing above-ground utilities. It is the sponsor’s desire to use bioswales wherever feasible as the streetscape’s prevailing structural BMP and low impact design practice. The extent of these features and whether they would be able to meet the minimum MS4 permitting requirements remains undetermined at this time due to the aforementioned limitations.

County: Newton

Environmental Permits/Variations/Commitments/Coordination anticipated:

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

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A Categorical Exclusion will be prepared for this project. The project may be a candidate for a Programmatic C.E.

Ecology: An ecology study will be performed by a prequalified ecologist. No adverse ecological effects are anticipated.

History: A 106/history study will be performed by a prequalified historian. No adverse historic effects are anticipated.

Archeology: A 106/archaeological study will be performed by a prequalified archaeologist. No adverse effects are anticipated.

Air & Noise: Interagency concurrence regarding the PM 2.5 determination will be obtained. Air and noise reports will be submitted for GDOT approval.

Public Involvement: The City of Covington, Newton County, and The Center for Community Preservation and Planning (a community non-profit) have a history of collaborative success and a deep-rooted culture for public involvement. As such, outreach efforts may be held in the future but are uncertain at this time. However, due to this project’s elimination of travel lanes, it is certain that a Public Information Open House (PIOH) will be held as the environmental document and preliminary plans are advanced.

Major stakeholders: City of Covington, Newton County, ARC, GDOT, Railroad, Citizens and Visitors

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: There are no known issues at this time which would affect the project timeline or construction schedule.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Covington, Consultant
Design	City of Covington, Consultant
Right-of-Way Acquisition	City of Covington
Utility Relocation	Owner, City of Covington, Consultant, Contractor
Letting to Contract	City of Covington
Construction Supervision	City of Covington responsible for construction inspections, Consultant
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Covington, Consultant
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Consultant, Contractor

Lighting required: No Yes

The City, GDOT and FHWA will review and approve the lighting design and fixture selected for this project. Proposed light poles will be designed using breakaway bases. The contractor awarded the project will be responsible for installation at the approved locations identified on the construction plans. The City will be responsible for maintaining said street light fixtures as they will be located within the right-of-way.

Initial Concept Meeting: On August 24, 2010, a kickoff meeting for the Scoping Phase of Pace Street was held at The Center in downtown Covington. See attached meeting minutes.

Concept Meeting: On January 24, 2013, a Concept Team Meeting for the LCI Implementation Phase of Pace Street was held at GDOT's General Office in downtown Atlanta. See attached meeting minutes.

Other projects in the area: There are no other transportation projects in the immediate vicinity of the Pace Street Corridor; however, the City has recently constructed a roundabout and pedestrian tunnel at the intersection of Turner Lake Road and Clark Street (project T-21 of the Five Year Implementation Plan of the Highway 278 LCI Study Area). The pedestrian tunnel will allow for safe passage from downtown Covington to the Turner Lake recreation center. This multi-faceted transportation improvement project is being funded through stimulus funds as a shovel-ready project and is nearing completion.

County: Newton

Another auto-oriented transportation project being considered by the City in the general area is project T-27, of the Five Year Implementation Plan of the Highway 278 LCI Study Area; Type “B” offset medians along Highway 278. At this time the potential funding source is originating from City-generated funds.

A pedestrian-oriented project that has recently been completed is the Martin Street Multi-use Trail Crossing at State Route 142 (project T-43 of the Five Year Implementation Plan of the Highway 278 LCI Study Area) which is a key component to the overall success of the Greenway Master Plan. This pedestrian tunnel will allow the safe passage from the end of Martin Street on the eastern end of the City, under State Route 142 then eventually south to Eastside High School. This project is being funded through TE funds, TCPS and a county match.

Other coordination to date: The City of Covington and Newton County completed the Highway 278 Corridor LCI Study in January 2006, followed by its subsequent 5-Year Update in September of 2010. The Pace Street Road Diet and Pedestrian Facilities originated from this study and the concept began to materialize in 2007 with assistance from the University of Georgia Metropolitan Design Studio. Promotion of the concept continued beyond any LCI efforts through several coordination workshops and other public awareness efforts. In October 2010, the project completed its Scoping Report and was selected for funding the following year. Coordination with the City of Covington, Newton County, and the general public has been a part of the Pace Street project since its inception.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	SPONSOR / FEDERAL	SPONSOR	SPONSOR	SPONSOR / FEDERAL	-	
\$ Amount	\$40,000 / \$160,000	\$122,400	\$0	\$438,386 / \$1,753,543	-	\$2,514,329
Date of Estimate	10/5/2010	5/17/2012	5/17/2012	4/15/2013		

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

** Utility relocation costs (if any) are the responsibility of the Sponsor.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Pace Street – road diet with new bicycle and pedestrian facilities (Described above)			
Estimated Property Impacts:	± 12	Estimated Total Cost:	\$2,514,329
Estimated ROW Cost:	\$122,400	Estimated CST Time:	9 months
Rationale: This project best addresses the core goals of the Highway 278 LCI Study. First, it improves pedestrian/bicycle safety and accessibility along the corridor between the Covington Square and the shopping centers along Highway 278. Second, it improves vehicular safety with simplified travel lanes. Third, it is a beautification measure which is a key to any pedestrian-encouraged corridor. By beautifying Pace Street with landscaped shoulders and strategically placed landscaped medians, the City is not only adding to its tree canopy cover and reducing harmful pollutants, but framing this gateway leading to the Square. This option also poses minimal impact to adjacent properties.			

No-Build Alternative: No-Build.			
Estimated Property Impacts:	\$0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months
Rationale: This alternative would not satisfy the project or LCI goals.			

Alternative 1: Project T-25 – Widening of Industrial Boulevard between I-20 and Highway 278			
Estimated Property Impacts:	Undetermined	Estimated Total Cost:	Undetermined
Estimated ROW Cost:	Undetermined	Estimated CST Time:	Undetermined
Rationale: After a discussion with ARC, it was determined that this project would not be the best use of LCI funds as it did not address the core goals of the Highway 278 LCI study area.			

Alternative 2: Project T-42 – Martin Street Multi-Use Trail to State Route 142			
Estimated Property Impacts:	Undetermined	Estimated Total Cost:	Undetermined
Estimated ROW Cost:	Undetermined	Estimated CST Time:	Undetermined
Rationale: After a discussion with ARC, it was determined that this project would not be the best use of LCI funds as it did not address the core goals of the Highway 278 LCI study area.			

Alternative 3: Pace Street – Maintain existing 4-lane traffic, but widen with new bike lanes and add sidewalks to the shoulder			
Estimated Property Impacts:	± 22	Estimated Total Cost:	\$3,450,000
Estimated ROW Cost:	\$175,000	Estimated CST Time:	15 months
Rationale: This alternative was not selected due to right-of-way costs and negative impacts to adjacent properties, as well as the additional costs from a widened roadway and relocation of utility poles.			

Alternative 4: Pace Street – Maintain existing 4-lane traffic, but add multi-use sidewalks on the shoulder			
Estimated Property Impacts:	± 22	Estimated Total Cost:	\$2,700,000
Estimated ROW Cost:	\$175,000	Estimated CST Time:	12 months
Rationale: This alternative was not selected due to right-of-way costs as well as utility obstructions and the inability to provide consistent multi-use sidewalks for the entire length of corridor.			

Comments: None.

Attachments:

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
4. Traffic Study (GCA, November 2010)
5. Scoping Phase Kick-Off Meeting Minutes
6. Concept Team Meeting Minutes
7. *Lighting Commitment Letter from Local Government* *TL

County: Newton

APPROVALS

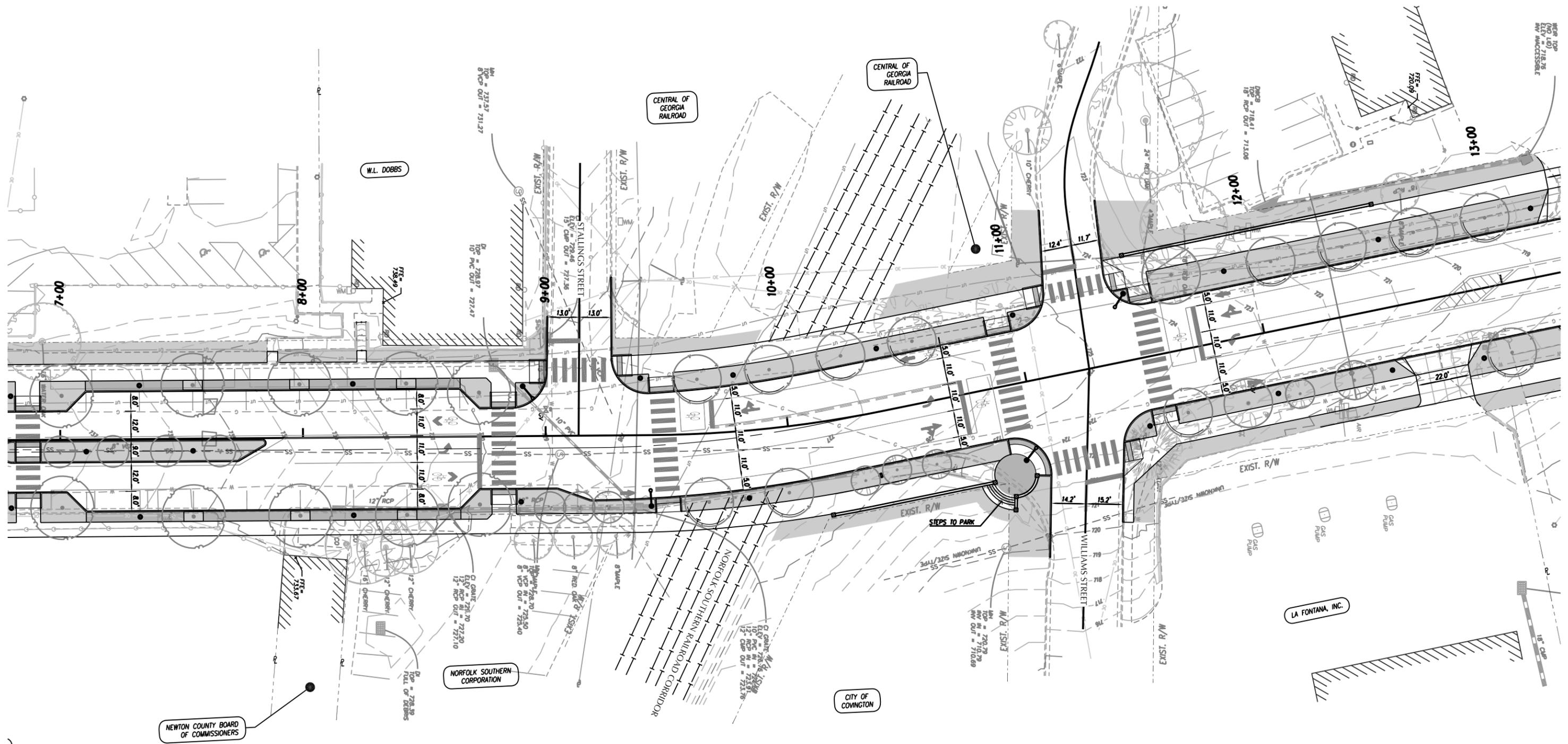
Concur: *K. J. Caputo 5-8-13*
Director of Engineering

Approve: *Melinda M. R. [Signature]*
for Division Administrator, FHWA

7/29/13
Date

Approve: *Bill R. M. [Signature]*
Chief Engineer

8/2/13
Date



1389 Peachtree Street NE Suite
200 Atlanta, Georgia 30309
phone: 404.873.6730 fax:
404.874.6471 www.tunspan.com

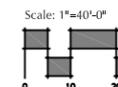


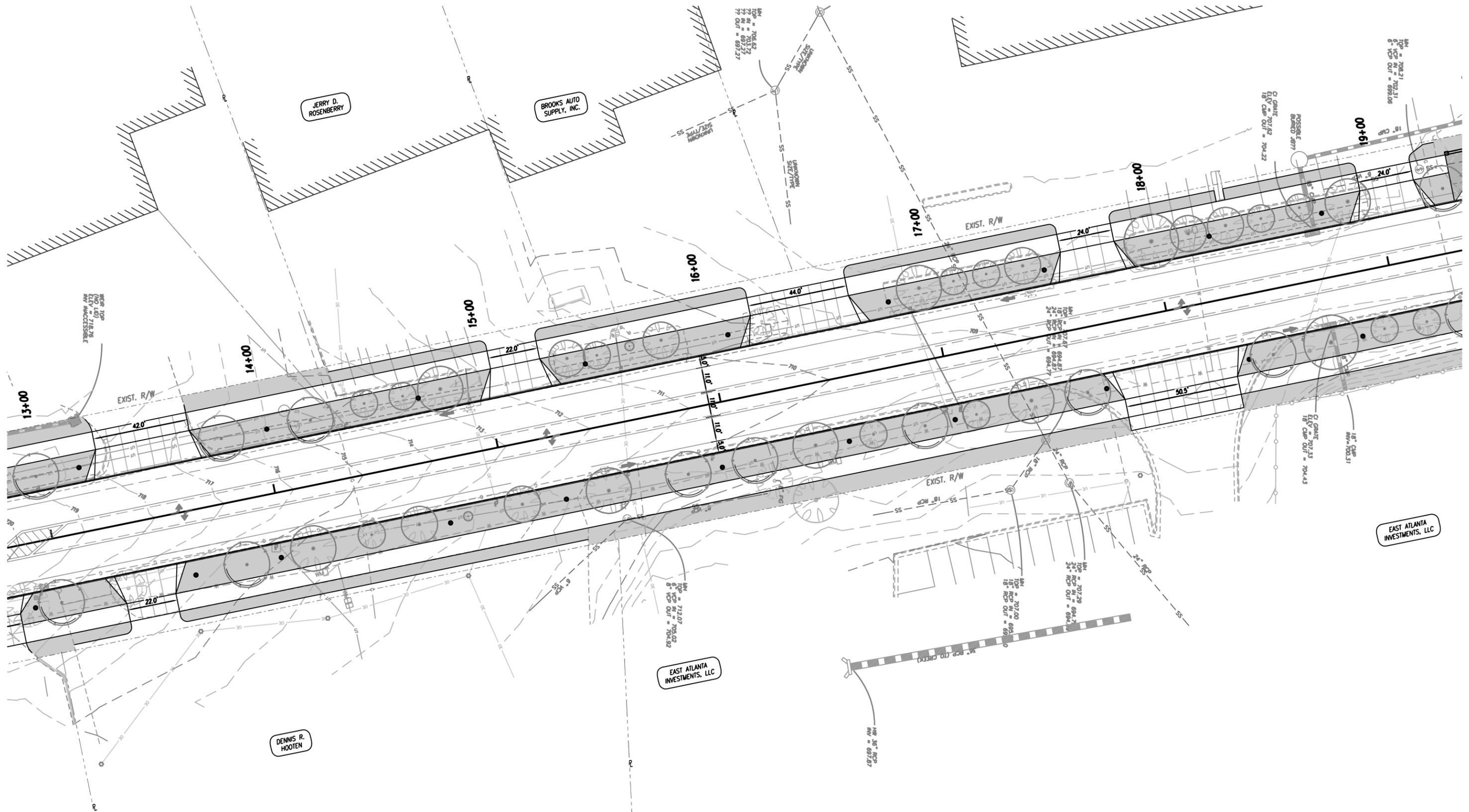
KECK & WOOD, INC.
2750 PREMIERE PARKWAY
SUITE 900
DULUTH, GEORGIA 30097
Phone: (678) 417-4000 Fax: (678) 417-4055
ENGINEERS SURVEYORS PLANNERS

PACE STREET ROAD DIET & PEDESTRIAN FACILITIES

CITY OF COVINGTON
NEWTON COUNTY
P.I.#0010331

PRELIMINARY LAYOUT PLAN



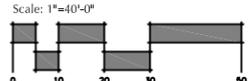


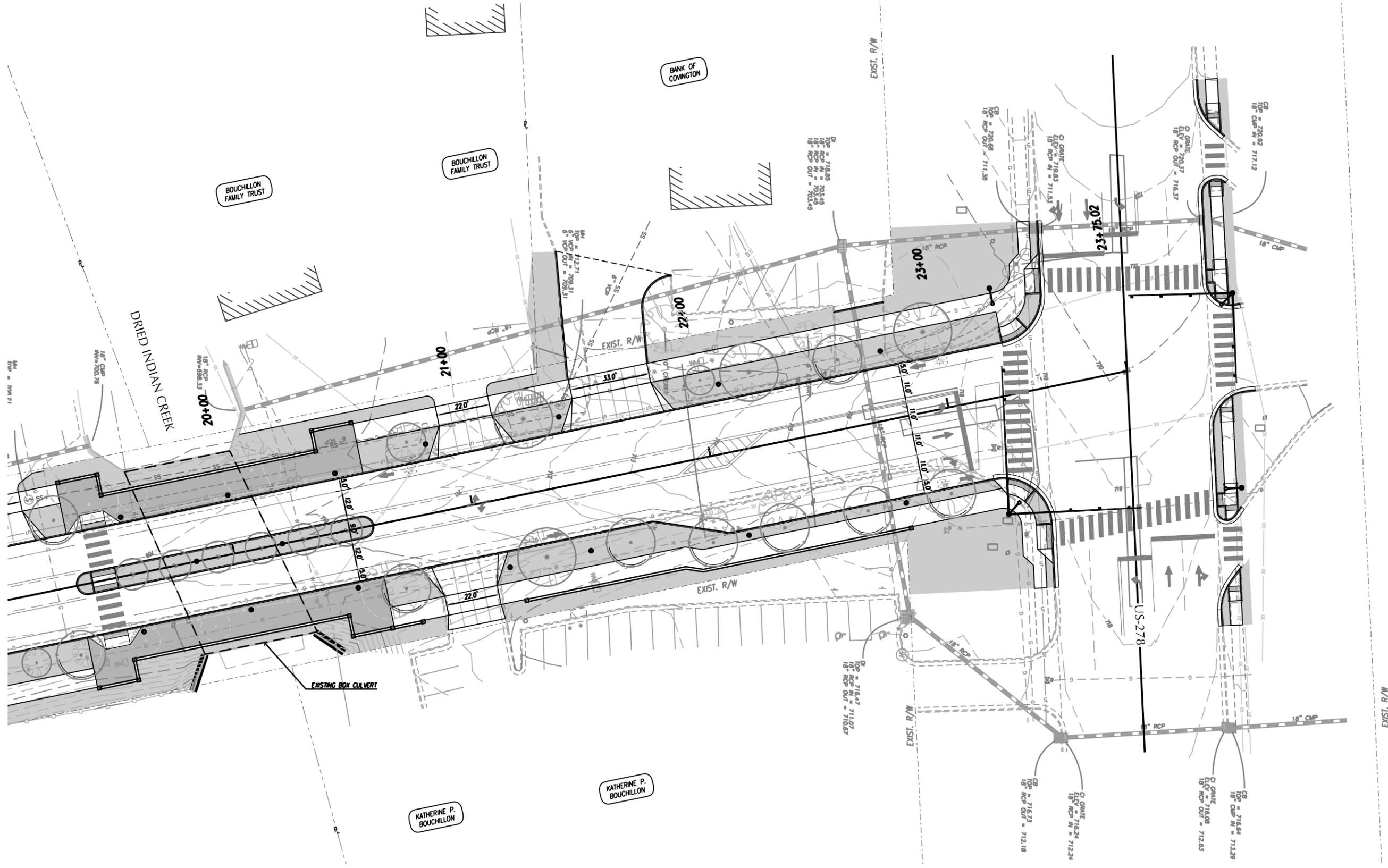

 1389 Peachtree Street NE Suite
 200 Atlanta, Georgia 30309
 phone: 404.873.6730 fax:
 404.874.6471 www.tunspan.com
 COMMUNITY DESIGN
 AND ARCHITECTURE


KECK & WOOD, INC.
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PACE STREET ROAD DIET & PEDESTRIAN FACILITIES

CITY OF COVINGTON
 NEWTON COUNTY
 P.I.#0010331

PRELIMINARY LAYOUT PLAN
 Scale: 1"=40'-0"


HALPERN ENTERPRISES, INC.

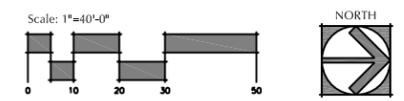
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404.874.6471 www.tunspan.com

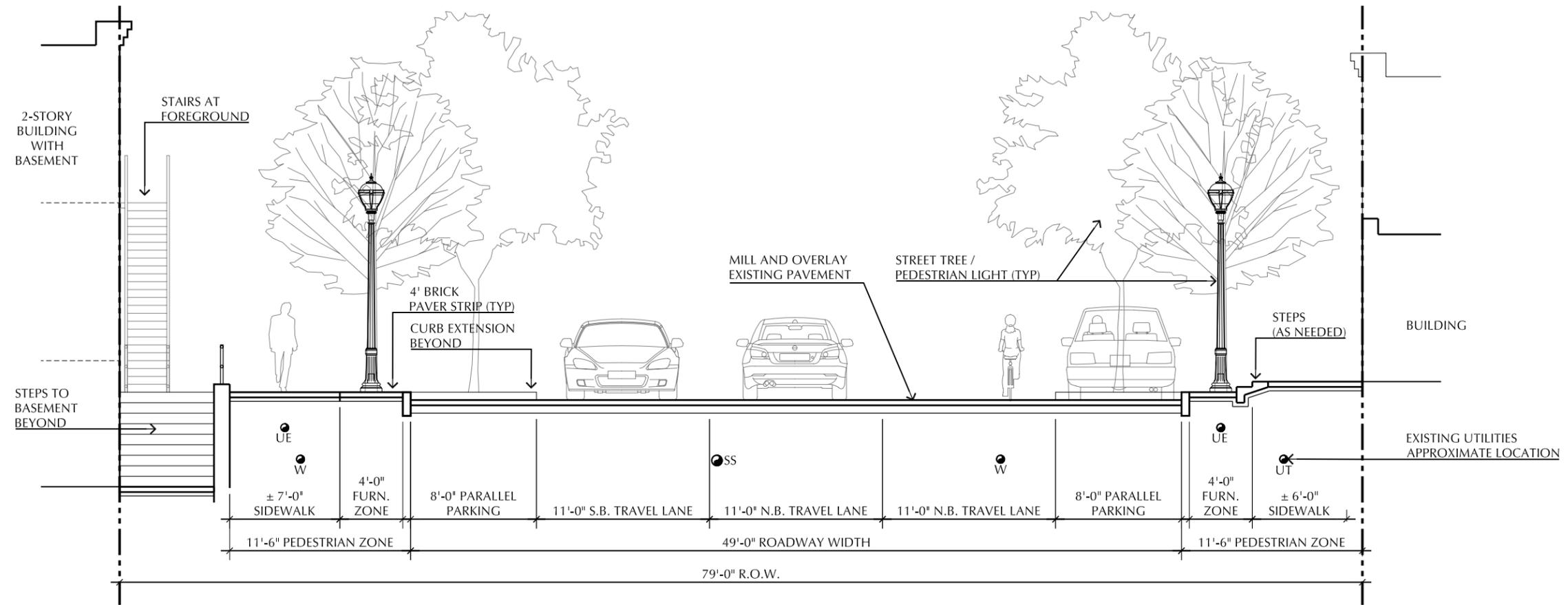
KECK & WOOD, INC.
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ENGINEERS SURVEYORS PLANNERS

**PACE STREET ROAD DIET &
PEDESTRIAN FACILITIES**

**CITY OF COVINGTON
NEWTON COUNTY
P.I.#0010331**

PRELIMINARY LAYOUT PLAN





PROPOSED
SCALE: 1/8" = 1'-0"



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phone: 404.873.6730 fax:
404.874.6471 www.tunspan.com

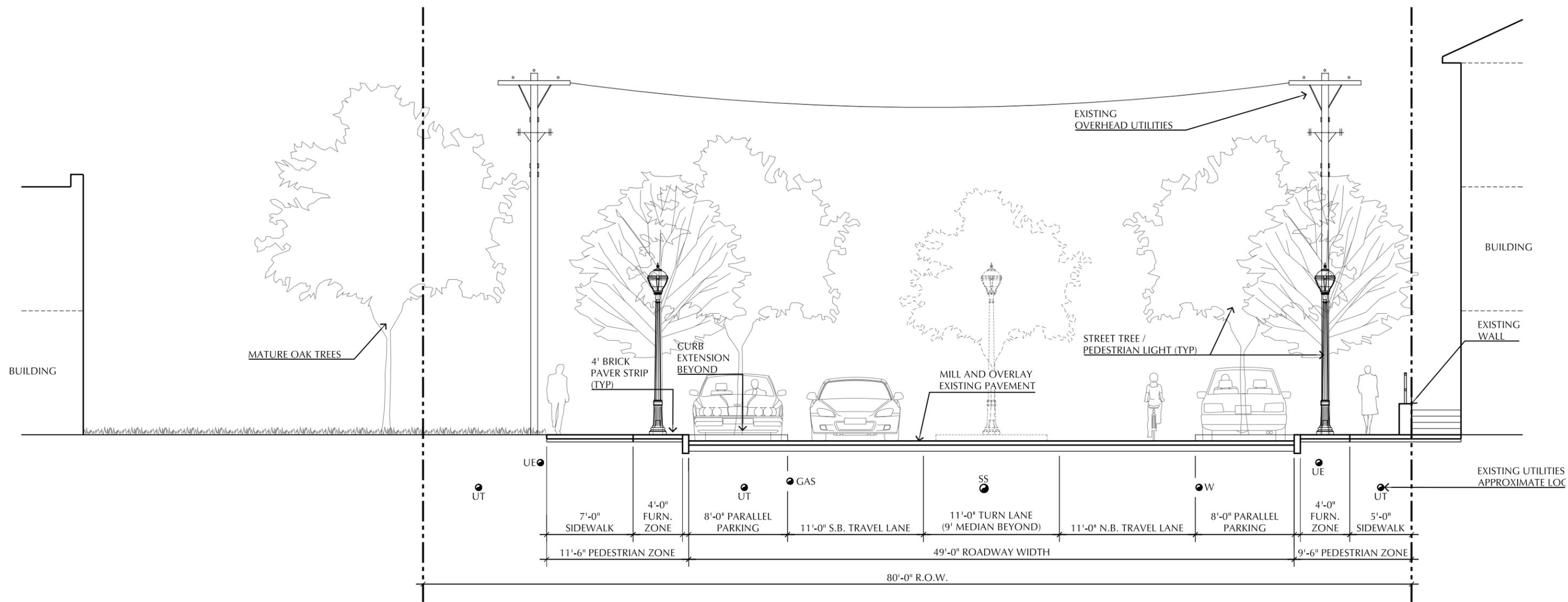


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SUITE 900
DULUTH, GEORGIA 30097
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ENGINEERS SURVEYORS PLANNERS

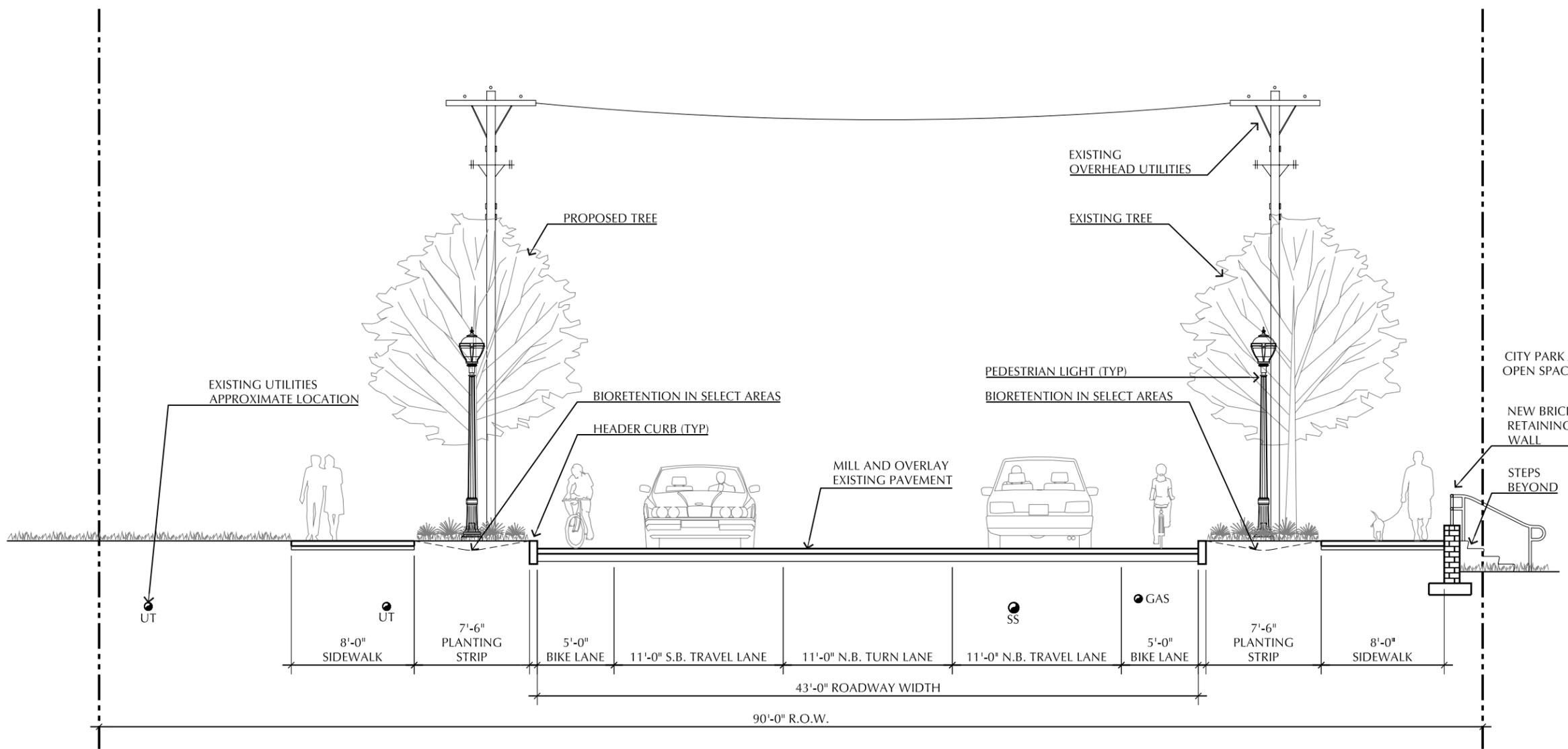
TYPICAL SECTIONS
for
PACE STREET ROAD DIET &
PEDESTRIAN FACILITIES

CITY OF COVINGTON
NEWTON COUNTY
P.I.#0010331

SECTION A -
FLOYD / USHER
SCALE: 1/8" = 1'-0"



PROPOSED
SCALE: 1/8" = 1'-0"



PROPOSED
SCALE: 1/8" = 1'-0"



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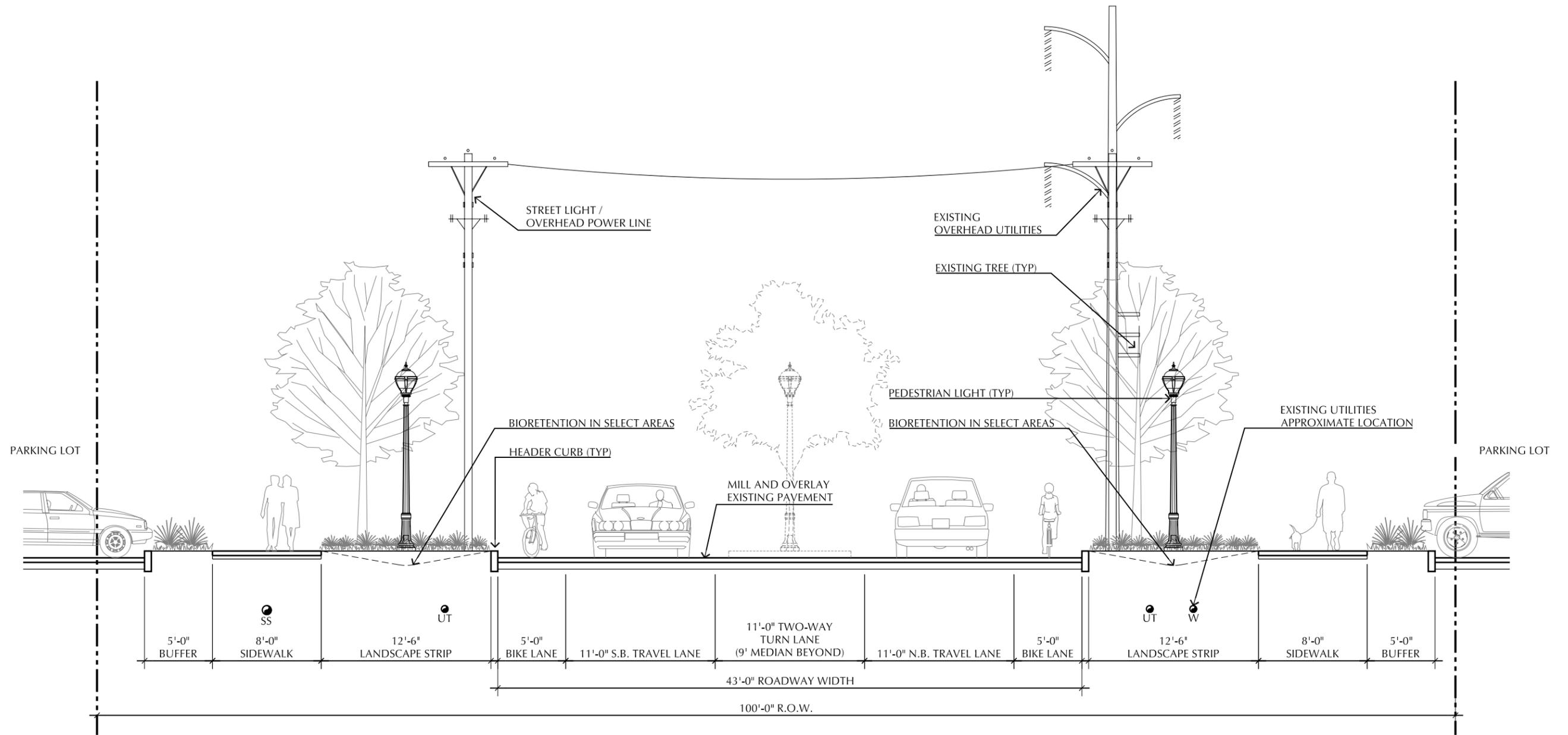


KECK & WOOD, INC.
2750 PREMIERE PARKWAY
SUITE 900
DULUTH, GEORGIA 30097
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ENGINEERS SURVEYORS PLANNERS

TYPICAL SECTIONS
for
PACE STREET ROAD DIET &
PEDESTRIAN FACILITIES

CITY OF COVINGTON
NEWTON COUNTY
P.I.#0010331

SECTION C -
STALLINGS / WILLIAMS
SCALE: 1/8" = 1'-0"



PROPOSED
SCALE: 1/8" = 1'-0"



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404.874.6471 www.tunspan.com



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TYPICAL SECTIONS
for
PACE STREET ROAD DIET &
PEDESTRIAN FACILITIES

CITY OF COVINGTON
NEWTON COUNTY
P.I.#0010331

SECTION D -
WILLIAMS / U.S.-278
SCALE: 1/8" = 1'-0"

CONSTRUCTION COST ESTIMATE

PACE STREET ROAD DIET & PEDESTRIAN FACILITIES
CITY OF COVINGTON, NEWTON COUNTY
GDOT P.I. # 0010331

Prepared by: Tunnell-Spangler-Walsh & Associates / Keck & Wood

Date: 5.17.2012

<i>PAY ITEM DESCRIPTION</i>	<i>QTY.</i>	<i>UNIT</i>	<i>UNIT COST</i>	<i>TOTAL COST</i>
005-6026 MISC. ELECTRICAL WORK, CONNECTIONS, PANELS, ETC.	1	LS	\$200,000.00	\$200,000.00
150-1000 TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
163-0232 TEMPORARY GRASSING	1	LS	\$500.00	\$500.00
163-0529 CONSTRUCT & REMOVE TEMPORARY SEDIMENT BARRIER	1,000	LF	\$3.97	\$3,970.00
163-0550 CONSTRUCT & REMOVE INLET SEDIMENT TRAP	45	EA	\$158.88	\$7,149.60
167-1000 WATER QUALITY MONITORING & SAMPLING	2	EA	\$309.15	\$618.30
167-1500 WATER QUALITY INSPECTIONS	18	MO	\$586.95	\$10,565.10
171-0010 TEMPORARY SILT FENCE, TYPE A	3,400	LF	\$1.58	\$5,372.00
210-0100 GRADING COMPLETE	1	LS	\$150,000.00	\$150,000.00
310-1101 GR AGGR BASE CRS, INCL MATL	900	TN	\$18.47	\$16,623.00
402-1812 RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	200	TN	\$72.53	\$14,506.00
402-3130 RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	920	TN	\$125.25	\$115,230.00
432-0206 MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	11,335	SY	\$4.13	\$46,813.55
441-0016 DRIVEWAY CONCRETE, 6 IN TK	1,255	SY	\$35.05	\$43,987.75
441-0104 CONC SIDEWALK, 4 IN	3,485	SY	\$37.29	\$129,955.65
441-0110 CONCRETE STEPS	55	LF	\$80.00	\$4,400.00
441-5002 CONC HEADER CURB, 6 IN, TP 2	5,505	LF	\$14.90	\$82,024.50
441-6012 CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	320	LF	\$19.61	\$6,275.20
500-9999 CLASS B CONC, BASE OR PVMT WIDENING	50	CY	\$174.94	\$8,747.00
516-0001 ALUM HANDRAIL, SPCL DES	360	LF	\$52.00	\$18,720.00
550-1180 STORM DRAIN PIPE, 18 IN, H 1-10	2,000	LF	\$34.05	\$68,100.00
550-1240 STORM DRAIN PIPE, 24 IN, H 1-10	1,000	LF	\$42.35	\$42,350.00
550-1300 STORM DRAIN PIPE, 30 IN, H 1-10	300	LF	\$50.65	\$15,195.00
608-3000 BRICK PIER	24	EA	\$750.00	\$18,000.00
608-4000 BRICK WALL, VARIABLE HT	645	LF	\$200.00	\$129,000.00
636-1033 HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	300	SF	\$18.32	\$5,496.00
636-2070 GALV STEEL POSTS, TP 7	250	LF	\$7.46	\$1,865.00
647-1000 TRAFFIC SIGNAL INSTALLATION	1	LS	\$130,000.00	\$130,000.00
653-0105 PAVEMENT MARKING, BIKE SHARED LANE SYMBOL	17	EA	\$100.00	\$1,700.00
653-0110 THERMOPLASTIC PVMT MARKING, ARROW, TP 1	2	EA	\$72.02	\$144.04
653-0120 THERMOPLASTIC PVMT MARKING, ARROW, TP 2	18	EA	\$74.73	\$1,345.14
653-0130 THERMOPLASTIC PVMT MARKING, ARROW, TP 3	9	EA	\$96.12	\$865.08
653-1501 THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	3,480	LF	\$0.57	\$1,983.60
653-1502 THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4,000	LF	\$0.61	\$2,440.00
653-1704 THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	2,176	LF	\$5.12	\$11,141.12
653-3501 THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	540	GLF	\$0.41	\$221.40
653-3502 THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	1,745	GLF	\$0.35	\$610.75
654-1001 RAISED PVMT MARKERS TP 1	85	EA	\$3.67	\$311.95
668-2100 DROP INLET, GP 1	45	EA	\$1,860.49	\$83,722.05

668-5000	JUNCTION BOX	10	EA	\$1,733.44	\$17,334.40
681-1150	LIGHTING STD, ALUM, 14 FT MH, POST TOP	80	EA	\$5,000.00	\$400,000.00
700-9300	SOD - CYNODON DACTYLON 'T-10 BERMUDA'	2,487	SY	\$4.53	\$11,266.11
702-0007	STREET TREE - ACER BUERGERANUM 'STREETWISE'	28	EA	\$400.00	\$11,200.00
702-0140	STREET TREE - CERCIS CANADENSIS	18	EA	\$350.00	\$6,300.00
702-0529	STREET TREE - LAGERSTROEMIA X FAUREI	29	EA	\$250.00	\$7,250.00
702-0570	GROUNDCOVER - LIRIOPE SPICATA	13,265	EA	\$5.00	\$66,325.00
702-9025	LANDSCAPE MULCH	3,320	SY	\$4.00	\$13,280.00
708-1000	PLANT TOPSOIL	800	CY	\$25.00	\$20,000.00
754-4000	WASTE RECEPTACLE UNIT	8	EA	\$1,200.00	\$9,600.00
754-5000	BENCH	6	EA	\$1,800.00	\$10,800.00
754-6000	BICYCLE RACK	6	EA	\$750.00	\$4,500.00
900-0039	BRICK PAVERS	6,910	SF	\$10.00	\$69,100.00
999-6500	TREE PROTECTION AND TRIMMING	1	LS	\$10,000.00	\$10,000.00

Roadway Subtotal	\$2,066,904.29
Utilities Subtotal *	\$0.00
Engineering & Inspection Rate - 5%	\$103,345.21
Liquid AC Adjustment	\$21,678.90
Contingency - 10%	\$206,690.43
Contractor O&P - 10%	\$206,690.43
<i>Subtotal</i>	\$2,605,309.26
<i>Right-of-Way</i>	\$122,400.00
<i>TOTAL W/ CONTINGENCY</i>	\$2,727,709.26

* Utility costs are non-reimbursable and therefore cannot be paid for using Federal Transportation Funds

PROJ. NO.

CSSTP-0010-00(331)

CALL NO.

P.I. NO.

0010331

DATE

5/17/2012

INDEX (TYPE)

REG. UNLEADED

May-12

\$ 3.668

DIESEL

\$ 4.057

LIQUID AC

\$ 626.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)

21033.6

\$

21,033.60

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 1,001.60

Monthly Asphalt Cement Price month project let (APL)

\$ 626.00

Total Monthly Tonnage of asphalt cement (TMT)

56

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC	0	5.0%	0
12.5 mm	920	5.0%	46
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	1120		56

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 645.30

\$

645.30

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 1,001.60

Monthly Asphalt Cement Price month project let (APL)

\$ 626.00

Total Monthly Tonnage of asphalt cement (TMT)

1.718040369

Bitum Tack

Gals	gals/ton	tons
400	232.8234	1.71804037

PROJ. NO.

CSSTP-0010-00(331)

CALL NO.

P.I. NO.

0010331

DATE

5/17/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	1,001.60			
Monthly Asphalt Cement Price month project let (APL)				\$	626.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

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

TOTAL LIQUID AC ADJUSTMENT							\$	21,678.90
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Preliminary Right of Way Cost Estimate

Date: May 17, 2012

Project: Pace Street Road Diet & Pedestrian Facilities Project

P.I. Number: 0010331

Existing/Required R/W: Required

No. Existing Parcels: 19 (+/-)

Project Termini: Pace Street from Clark/Floyd Street to US Highway 278 located entirely in the City of Covington, Newton County

Project Description: Road Diet & Pedestrian Facility Improvements

Land:

Estimated Required ROW

Commercial	0 sf	@ \$12.00 / sf	= \$0
Industrial	0 sf	@ \$0 / sf	= \$0
Residential	0 sf	@ \$8 / sf	= \$0
Agricultural	0 sf	@ \$0 / sf	= \$0

Estimated Easements for Construction and Maintenance

Commercial	3,000 sf@	\$6.00 / sf	= \$18,000
Industrial	0 sf	@ \$0 / sf	= \$0
Residential	0 sf	@ \$4 / sf	= \$0
Agricultural	0 sf	@ \$0 / sf	= \$0

\$18,000

Improvements:

0 businesses, 0 houses, 0 mobile homes, curbing, paving, signs, fencing and site improvements = \$10,000

\$10,000

Relocation:

0 Commercial	@	\$ 25,000 / parcel	= \$0
0 Residential	@	\$ 20,000 / parcel	= \$0

\$0

Damages:

Proximity	= \$0
Consequential	= \$0
Cost To Cure	= \$20,000

\$20,000

Net Cost		<u>\$48,000</u>
Scheduling Contingency	55 %	<u>\$26,400</u>
Adm/Court Cost	60 %	<u>\$28,800</u>
Inflation Factor	40 %	<u>\$19,200</u>

Total Cost \$122,400

Prepared By:


KECK & WOOD (ENGINEER)

Reviewed By: _____

Sponsor

CITY OF COVINGTON

Pace Street Lane Revision Project Impact Assessment

**Prepared By:
GCA, Inc.
1800 Peachtree Street, NW
Suite 825
Atlanta, Georgia 30309
404-355-4010**

**Prepared For:
City of Covington
Planning and Zoning
2116 Stallings Street
Covington, Ga. 30014
Contact: Randy Vinson
Phone 770-385-2020**

November 2010

TABLE OF CONTENTS

HIGHWAY CAPACITY ANALYSIS COVINGTON LANE REVISION PROJECT1

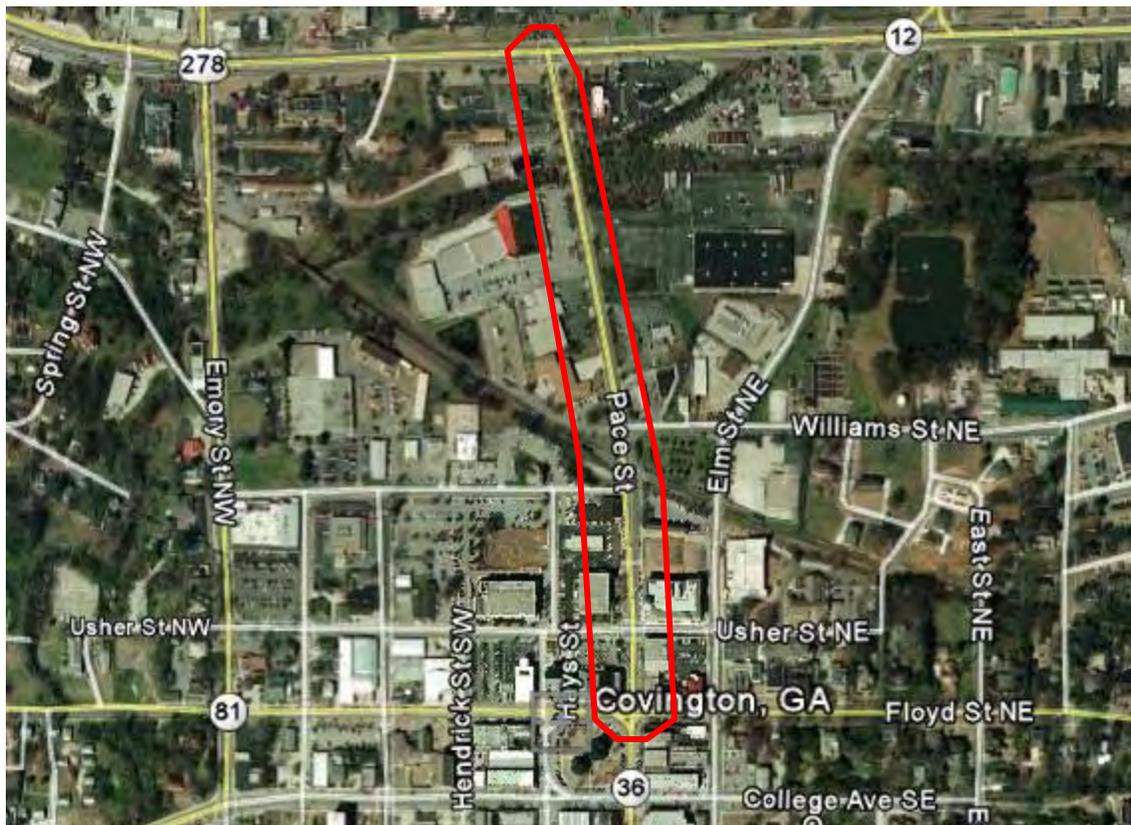
Background	1
Corridor Traffic Volumes	2
Level of Service Standards.....	2
Capacity Analysis.....	4
Accidents.....	8
Conclusions.....	10
Recommendations	10

HIGHWAY CAPACITY ANALYSIS COVINGTON LANE REVISION PROJECT

Background

The City of Covington has proposed a streetscape project for Pace Street in the central business district. The project would include the following changes to the street configuration:

- Pace Street Between US 278 & Clark Street/Floyd Street – the roadway would be reduced from four lanes to three lanes in cross section.
- The sidewalks would be widened, plantings would be installed and in some areas, bicycle lanes would be installed.



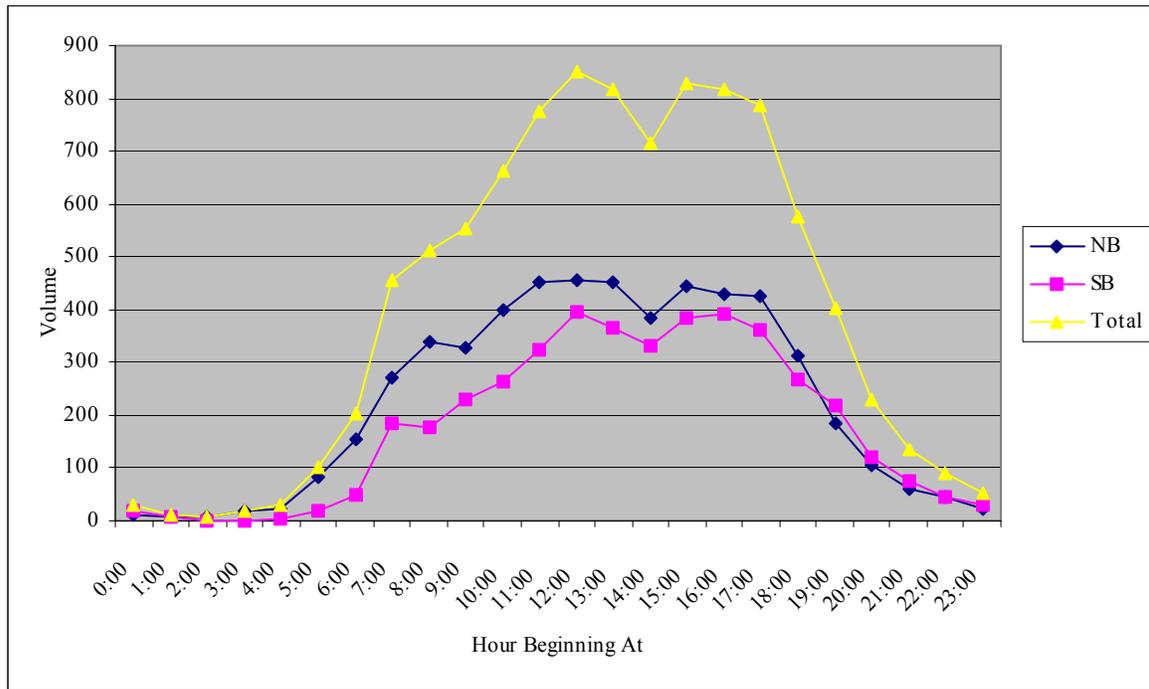
The firm of Tunnell-Spangler-Walsh & Associates was contracted to design the lane reduction and the firm of GCA, Inc. was retained to conduct a traffic impact analysis to determine the effects of the roadway changes. Tunnell-Spangler-Walsh has prepared a Scoping

Report containing proposed roadway cross sections. Those cross sections were used in this analysis.

Corridor Traffic Volumes

A 24-hour directional traffic count was conducted on Pace Street between US 278 and Williams Street on Tuesday, October 26, 2010. The results of that count are shown in the following graph. The total 24-hour volume for both directions on Pace Street was 9,671 vehicles.

Pace Street Between Williams Street & US 278



Level of Service Standards

Two modeling and simulation programs were used in the analysis process: Synchro and Sim Traffic. Synchro was used to calculate levels of service and Sim Traffic was used to observe traffic flow and backups.

Synchro uses the methodology set forth in the Highway Capacity Manual to calculate levels of service. The Highway Capacity Manual, published by the Federal Highway Administration, defines level of service in terms of the amount of control delay experienced by road users. The level of service definitions for signalized intersections are provided in the following table.

Level of Service Criteria for Signalized Intersections

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

The levels of service definitions for stop sign controlled intersections are provided in the following table.

Table 5 - Level of Service Criteria for Stop Sign Controlled Intersections

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

The Highway Capacity Manual indicates that levels of service “A” through “D” are considered to be acceptable to most drivers. Levels of service “E” and “F” indicate long delays that most drivers generally consider to be unacceptable.

Capacity Analyses

It was determined that the capacity analyses would include the intersections of Pace Street with US 278, Williams Street, Stallings Street, Usher Street and Clark Street/Floyd Street. GCA visited the site of the proposed lane revision project in Covington to determine signal configuration and phasing. The intersections of Pace Street with Williams Street and Stallings Street are unsignalized, with stop signs on the side streets. The signal at Pace Street and US 278 is a full 8-phase signal, with left turn phases on all approaches. The signals on Pace Street at Usher Street and Clark Street/Floyd Street currently operate as 2-phase signals, without left turn phases. There will be no changes to the signal operation as part of the lane revision project. Signal timing data was determined by field observations.

Turning movement traffic volume counts were conducted on Tuesday, October 26, 2010. Traffic volumes were projected to 2020 to determine future operating conditions. Based upon growth rates for similar cities, GCA feels that an annual growth rate of 2% is appropriate.

The following tables show for each intersection, the existing levels of service (LOS), the LOS in 2010 with the lane revision, and the LOS in 2030 with a 2% annual growth rate both with and without the lane revision. The delay in seconds is also shown. It should be noted that for Stop sign controlled intersections, the Highway Capacity Manual does not define overall intersection level of service, although it does give overall delay. Likewise, it does not define main street level of service or delay for Stop sign controlled intersections, the assumption being that since the minor street has to stop and the main street does not, there is no delay on the main street.

2010 & 2020 Levels of Service & Delay in Seconds

Pace Street & US 278					
AM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	D	D	C	D	D
	37.4	40.3	30.7	40.2	46.9
2010 3-Lanes	D	D	C	D	D
	37.4	40.3	30.7	40.2	46.9
2030 4-Lanes 2% Growth	D	E	D	D	D
	47.8	57.9	38.0	43.6	49.2
2030 3-Lanes 2% Growth	D	E	D	D	D
	47.8	57.9	38.0	43.6	49.2
PM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	D	D	D	D	D
	46.4	45.8	48.2	37.7	54.2
2010 3-Lanes	D	D	D	D	D
	46.4	45.8	48.2	37.7	54.2
2030 4-Lanes 2% Growth	F	F	F	F	F
	121.1	108.8	153.6	99.4	94.4
2030 3-Lanes 2% Growth	F	F	F	F	F
	121.1	108.8	153.6	99.4	94.4

Pace Street & Williams Street					
AM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	N/A	C	B	N/A	N/A
	3.5	15.2	13.8	N/A	N/A
2010 3-Lanes	N/A	C	C	N/A	N/A
	3.7	16.4	15.3	N/A	N/A
2030 4-Lanes 2% Growth	N/A	C	D	N/A	N/A
	6.2	24.4	27.5	N/A	N/A
2030 3-Lanes 2% Growth	N/A	D	E	N/A	N/A
	7.7	29.5	37.0	N/A	N/A
PM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	N/A	C	C	N/A	N/A
	3.6	17.5	19.1	N/A	N/A
2010 3-Lanes	N/A	C	D	N/A	N/A
	4.5	20.5	25.1	N/A	N/A
2030 4-Lanes 2% Growth	N/A	E	F	N/A	N/A
	19.4	36.2	124.8	N/A	N/A
2030 3-Lanes 2% Growth	N/A	F	F	N/A	N/A
	44.6	59.5	297.7	N/A	N/A

Pace Street & Stallings Street					
AM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	N/A	B	N/A	N/A	N/A
	1.4	12.8	N/A	N/A	N/A
2010 3-Lanes	N/A	C	N/A	N/A	N/A
	1.5	15.0	N/A	N/A	N/A
2030 4-Lanes 2% Growth	N/A	C	N/A	N/A	N/A
	1.9	18.1	N/A	N/A	N/A
2030 3-Lanes 2% Growth	N/A	D	N/A	N/A	N/A
	2.5	26.2	N/A	N/A	N/A
PM Peak					
PM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	N/A	C	N/A	N/A	N/A
	2.4	16.9	N/A	N/A	N/A
2010 3-Lanes	N/A	C	N/A	N/A	N/A
	3.0	21.8	N/A	N/A	N/A
2030 4-Lanes 2% Growth	N/A	E	N/A	N/A	N/A
	6.4	48.4	N/A	N/A	N/A
2030 3-Lanes 2% Growth	N/A	F	N/A	N/A	N/A
	16.4	127.9	N/A	N/A	N/A

Pace Street & Usher Street					
AM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	B	B	B	A	B
	10.2	13.1	12.5	8.6	10.6
2010 3-Lanes	B	B	B	A	B
	10.2	13.1	12.5	8.6	10.6
2030 4-Lanes 2% Growth	B	B	B	B	B
	11.9	13.7	12.8	11.4	11.2
2030 3-Lanes 2% Growth	B	B	B	B	B
	11.9	13.7	12.8	11.4	11.2
PM Peak					
PM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	B	B	B	A	B
	10.5	15.3	14.4	6.5	10.9
2010 3-Lanes	B	B	B	A	B
	11.0	15.3	14.4	6.6	12.3
2030 4-Lanes 2% Growth	B	B	B	A	B
	12.6	17.0	15.2	9.2	12.8
2030 3-Lanes 2% Growth	B	B	B	A	B
	13.6	17.0	15.2	9.2	15.9

Pace Street & Clark Street/Floyd Street					
AM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	B	N/A	C	B	A
	14.1	N/A	23.2	12.1	6.7
2010 3-Lanes	B	N/A	C	B	A
	14.1	N/A	23.2	12.1	6.7
2030 4-Lanes 2% Growth	C	N/A	C	C	A
	30.4	N/A	30.3	34.3	2.0
2030 3-Lanes 2% Growth	C	N/A	C	C	A
	30.4	N/A	30.3	34.3	2.0
PM Peak					
PM Peak	Intersection	EB	WB	NB	SB
2010 4-Lanes	B	N/A	C	B	A
	14.1	N/A	22.6	14.5	3.2
2010 3-Lanes	B	N/A	C	B	A
	13.9	N/A	22.6	14.5	2.1
2030 4-Lanes 2% Growth	C	N/A	D	D	A
	31.3	N/A	39.7	38.0	5.5
2030 3-Lanes 2% Growth	C	N/A	D	D	A
	31.2	N/A	39.7	38.0	4.9

Several conclusions can be drawn from the level of service comparison in the previous table.

1. The change from four lanes to three lanes has very little effect on the levels of service for the year 2010. The primary reason is that some intersections would retain the same traffic capacity after the lane reduction:
 - Pace Street and US 278 – Pace Street presently has a left turn lane, a through lane and a right turn lane approaching US 278. That configuration would not change with the lane reduction.
 - Pace Street and Usher Street – The northbound approach on Pace Street at Usher Street presently has a left turn lane and a through-right lane. That would not change. Southbound on Pace Street at Usher Street, there is presently a left turn lane, a through lane and a right turn lane. With the lane reduction it would have a left turn lane and a through-right lane. With the low volume of right turns, that change would have little consequence.
 - Pace Street and Clark Street/Floyd Street – Traffic capacity wise this intersection would remain the same. Northbound on Pace Street there is presently a left turn lane beside the island and a through-right lane. That would remain the same. Southbound. There is a single right turn only lane and that would remain the same.
2. As traffic increases over the next 20 years, levels of service will deteriorate both with and without the reduction from 4 lanes to 3 lanes.

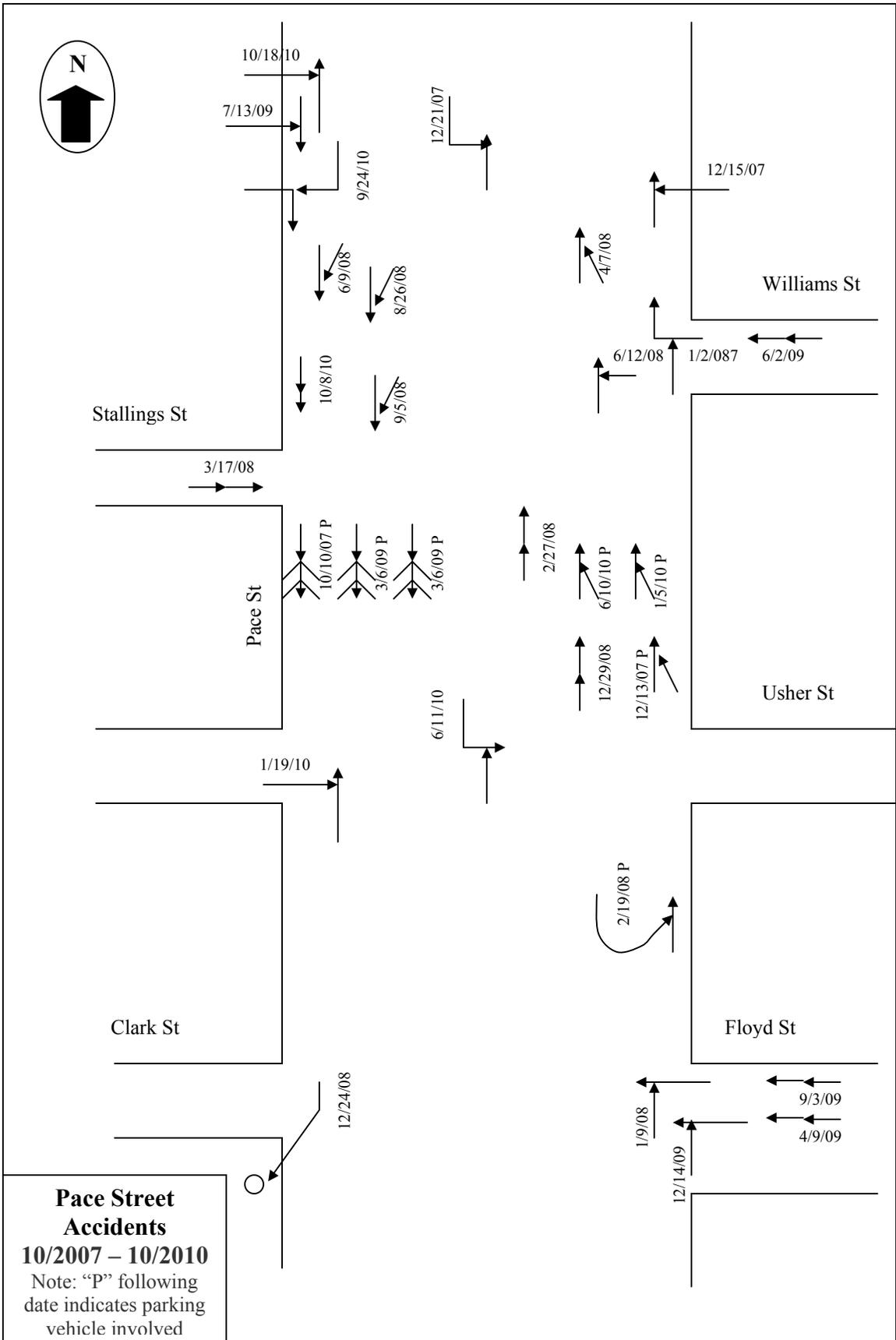
- As delays increase for traffic on Williams Street and Stallings Street as they try to enter Pace Street, the public will probably want traffic signals installed.
- The Pace Street/US 278 intersection will experience deteriorating levels of service as traffic grows over the next 20 years. GDOT may wish to implement some improvements at some point in time.

Accidents

The Covington Police Department supplied accident records for Pace Street for the three-year period of October 2007 through October 2010. During that period, 30 accidents occurred within the public right-of way of Pace Street. The intersection of Pace Street and US 278 was not included in this analysis because the lane configuration will not be changed at that intersection. The study area extends along Pace Street from just south of US 278 to Clark Street/Floyd Street.

There were few strong patterns of accidents. There were 3 accidents involving cars backing into other cars while parking on Pace Street beside the Charter Building near Stallings Street, and 3 involving cars hitting other cars while leaving parking spaces beside the County Building near Usher Street. One involved a car making a U turn hitting a car leaving a parking space. Five sideswipes occurred near Williams Street and Stallings Street. There were 7 rear end accidents. These types of accidents, accounting for 19 of the total of 30, are usually relatively minor, often resulting in minimal property damage only with no injuries. The remaining 11 accidents were primarily right angle and left turn accidents, which tend to be more serious.

GDOT calculates the accident rates per 100 million vehicle miles driven within the state. For the most recent period given, 2000-2006, the rate was 306.7 accidents per 100 million vehicle miles driven. The rate for Pace Street was 566 accidents per 100 million miles, which is significantly higher than the statewide rate. Again, many of the Pace Street accidents were minor. An accident diagram showing the locations, types and dates of the accidents is on the following page.



Conclusions

Based upon the results of the capacity analysis shown in the previous table, the proposed lane revisions will have negligible effect upon traffic operations on Pace Street in Covington. It is also concluded that reducing the number of lanes and having a dedicated lane for mid-block left turns could be expected to reduce the potential for accidents, in particular sideswipes.

Recommendations

Based upon the very small effect that the project would have on levels of service now and for the foreseeable future, it is recommended that Pace Street be reduced from 4 lanes to 3 lanes and the streetscape project be implemented.

- Future traffic increases may increase the demand for traffic signals at Williams Street and at Stallings Street.

APPENDIX

ADDITIONAL TRAFFIC DATA
AVAILABLE UPON REQUEST

Tunnell-Spangler-Walsh & Associates

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MEETING MINUTES

Project : Pace Street

Pond Project No. :

Meeting : Scoping Phase Kickoff Meeting

Meeting Location : The Center in Covington, Georgia

Meeting Date : 8.24.2010

Minutes prepared by : Ryan Jenkins

Copies: File

Attendees:

<u>Name</u>	<u>Company/Dept./Branch</u>	<u>email</u>	<u>phone</u>
Kim Carter	City of Covington	kimcarter@cityofcovington.org	770.385.2000
Randy Vinson	City of Covington	rvinson@cityofcovington.org	770.385.2179
Billy Bouchillon	City of Covington	bouchillon@cityofcovington.org	770.385.6831
Scott Gaither	City of Covington	sgaither@cityofcovington.org	770.385.2178
Bill Skinner	City of Covington	bskinner@cityofcovington.org	678.794.0339
Terry Savage	City of Covington	tsavage@cityofcovington.org	678.794.0495
Bill Meecham	City of Covington	bmeecham@cityofcovington.org	770.385.2120
Steve Horton	City of Covington	shorton@cityofcovington.org	770.385.2070
Josephine Kelly	City of Covington	mscovington@cityofcovington.org	770.385.2077
Kay Lee	The Center	kayblee@thecenter-newton.org	770.788.0484
Kathy Morgan	Newton County	kathy.morgan@co.newton.ga.us	678.625.1201
Scott Sirotkin	Newton County	ssirotkin@co.newton.ga.us	678.625.1657
Robert Hughes	GDOT	rhughes@dot.ga.gov	404.631.1799
George Brewer	GDOT	gbrewer@dot.ga.gov	478.552.4629
Amy Goodwin	ARC	agoodwin@atlantaregional.com	404.463.3311
Joe Palladi	ARC	jpalladi@atlantaregional.com	404.261.5788
Ryan Jenkins	TSW	rjenkins@tunspan.com	404.873.6730

MEETING DISCUSSION:

On August 24, 2010 a kickoff meeting for the Scoping Phase of the Pace Street Road Diet and Pedestrian Improvements project was held at The Center in Covington, Georgia. The meeting began at approximately 9:30 am and the above were in attendance.

After introductions, Randy Vinson gave the history and overview of the project. The description indicated that the proposed project would include lane reductions and streetscape improvements along Pace Street from US Highway 278 to Floyd Street. Randy stated that the LCI Study, adopted in 2006, identified Pace Street as a critical link from the historic square to businesses along US Highway 278.

After this introduction, Ryan Jenkins provided a description of the proposed concept. He stated that the current concept reduces the number of lanes from 4 (2 in each direction) to 3 (2 in each direction with a shared turn lane). He went on to say that this was a "classic road diet" with the intent to "calm" or slow down vehicular traffic and create a safer pedestrian environment.

Following a description of the proposed concept, Joe Palladi asked if a traffic study and/or traffic signal study had been executed to verify that the concept would work with the 20 year projected traffic loads. He went on to say that a traffic study is not required during the Scoping Phase, but recommended the City move forward with this task as soon as possible. He

also stated that a traffic study would be required for the Concept Report, and that the Concept Report would be completed as part of the reimbursable Project Engineering phase.

Following this discussion, Amy Goodwin added that lane reductions may require the project to be included in the Air Quality Model that will be performed in 2011. However, she also stated that the project may be exempt due to its relatively small size and level of impact.

Amy also noted operational concerns with the proposed bike lanes, and asked for alternative bike lane solutions to be provided in the final Scoping Phase Document. In addition to the alternative, she also stated project cost, schedule, potential historic impacts, and accident data should be included in the final document. She went on to say that the Scoping Phase Document will need to be submitted to ARC in the first week of October 2010 to allow for review time before the November 19th due date.

ACTION ITEMS:

Item #	Description	Responsible
1	Perform traffic study and traffic signal study base on lane reduction concept.	City of Covington
2	Develop alternative bicycle lane configurations.	TSW
3	Determine if the project will be included in the Air Quality Model.	ARC
4	Identify potential design variances.	TSW
5	Determine if closed gas station will require UST (underground storage tank) remediation study.	City of Covington
6	Provide accident data for Pace Street and terminal intersections.	City of Covington
7	Include sidewalk dimensions in all proposed sections.	TSW

Meeting Minutes

Project: Pace Street Road Diet and Pedestrian Facilities
Date: January 24, 2013
Subject: Concept Team Meeting

PI # 0010331

From: Ryan Jenkins, TSW, Project Manager
To: Darrell DeJean, GDOT, Project Manager
CC: Scott Gaither, City of Covington
 Sam Serio, Keck and Wood, Project Engineer

	Items	Responsible
1	TSW will prepare a project schedule.	TSW
2	Provide summary of traffic study in Concept Report.	TSW
3	Clark Street is no longer S.R. 36. Remove all references to Clark St. as S.R. 36 in the Concept Report.	TSW
4	Add structure identification number for the existing Dried Indian Creek culvert.	TSW City of Covington
5	Design Exceptions: Change Lateral Offset to Obstruction from No to Undetermined.	TSW
6	Design Variances: Add a description for Intersection Sight Distances.	TSW
7	Confirm if the project is exempt from an Air Quality Study. An Air Quality Study may be required because the project is removing travel lanes.	TSW Cypress Consult. ARC GDOT
8	Public Involvement can be coordinated with other public meetings if desired by the City of Covington.	TSW City of Covington
9	Light fixtures will require FHWA approval.	TSW City of Covington
10	Move Scoping Phase meeting minutes out of Concept Report and place as an attachment.	TSW
11	The proposed pedestrian bridge over Interstate 20 is not connected to Pace Street, and it should not be referenced in the Concept Report.	GDOT / ARC
12	Cost estimate will account for adjusting traffic signals to align with lane adjustments.	TSW
13	Cost estimate will account for adjusting existing parking lots.	TSW
14	Convert cost estimate to CES format.	TSW
15	Provide separate estimate for utility cost (if any).	TSW Keck and Wood

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16	The project cannot “create” or guarantee safety. Remove this type of terminology and replace with terms such as “improve” and “reduce”.	TSW
17	Provide sole source letter for City standard light fixtures, and for any other types of standard street furniture.	TSW
18	Update Concept Report to the most current format.	TSW
19	Confirm project meets AASHTO Guide for the Development of Bicycle Facilities 2012 – 4 th Edition	TSW

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