

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010672 & 0012647

OFFICE Design Policy & Support

Newton County
GDOT District 2 - Tennille
SR 81 Bike & Pedestrian Improvements

DATE 10/16/2014

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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
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
Richard Cobb, Statewide Location Bureau
Jimmy Smith, District Engineer
Neil O'Brien, District Preconstruction Engineer
Jamie Lindsey, District Utilities Engineer
Eric Wilkinson, Project Manager
BOARD MEMBER - 4th Congressional District

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

Project Type: Multi-Use Bridge & Sidewalk P.I. Numbers: 0010672 & 0012647
 GDOT District: 2 County: Newton
 Federal Route Number: N/A State Route Number: 81
 Project Number: N/A

These projects provide a new multi-use bridge across I-20 and new sidewalk from North Street to Fletcher Street along the west side of SR 81/Emory Street.

Submitted for approval:

Nick Costello URS Corporation DATE 4/14/2014
 Consultant Designer & Firm
Ed Obrien CITY ENGINEER DATE 4/14/14
 Local Government/City of Covington DATE
Albert Shelby bnh DATE 4/18/14
 State Program Delivery Engineer DATE
Eric Walker DATE 4/16/14
 GDOT Project Manager DATE

Recommendation for approval:

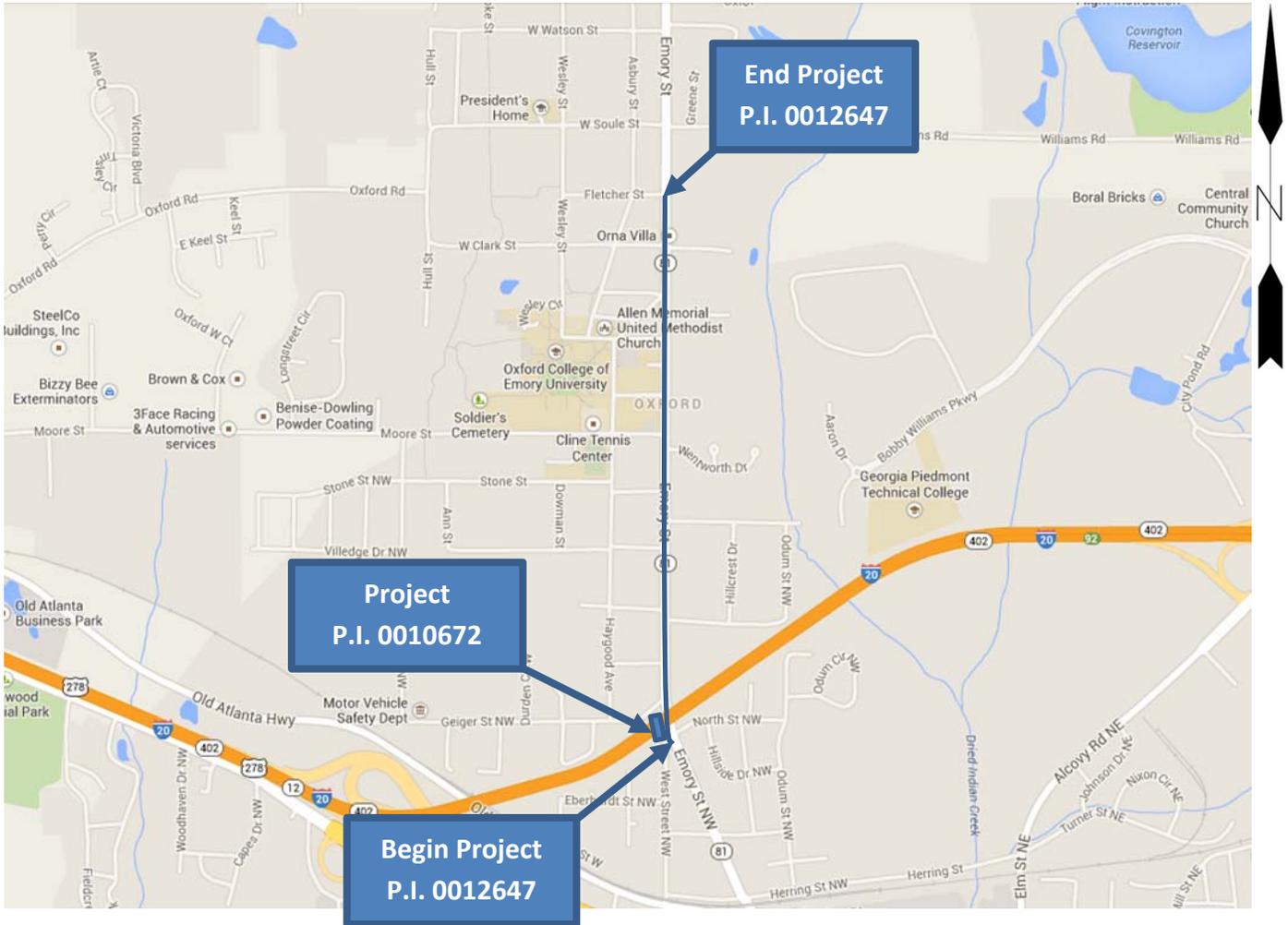
Program Control Administrator DATE
Hiral Patel*/EKP DATE 4/25/2014
 State Environmental Administrator DATE
 State Traffic Engineer DATE
Lisa Myers*/EKP DATE 4/23/2014
 Project Review Engineer DATE
Jon Birnkammer*/EKP DATE 4/30/2014
 FOR State Utilities Engineer DATE
Jimmy Smith*/EKP DATE 4/29/2014
 District Engineer DATE
Ben Rabun*/EKP DATE 5/5/2014
 State Bridge Design 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).

Cindy VanDyke*/EKP DATE 4/29/2014
 State Transportation Planning Administrator DATE

* - RECOMMENDATION ON FILE

PROJECT LOCATION MAP



SR 81/Emory St Sidewalk and Multi- Use Bridge from North St to Fletcher St.

NEWTON COUNTY

P.I. Numbers: 0010672 & 0012647

PLANNING AND BACKGROUND

Project Justification Statement: The need of these projects is to provide ADA compliant pedestrian accessibility from the City of Oxford’s city hall along SR81/Emory Street past the Oxford College campus and across I-20 to destinations within the City of Covington. There is a demonstrated need for pedestrian accessibility with the college campus along the corridor and the number of pedestrians trying to access the Covington’s commercial district. The City of Oxford has no commercial areas to shop or entertain the residents and students so safe access for the walking and biking community needs to be established.

The multi-use bridge project, PI#0010672, was awarded TE funding in the 2011 call for projects and the application is attached.

Existing conditions: The existing SR 81 corridor between North Street and Fletcher Street is a two lane road with mostly urban shoulders. There are some existing sidewalks along the corridor that will be replaced. There is also an existing 231’ vehicle bridge that spans I-20.

Other projects in the area:

- 0007860 – West Covington Bypass/Oxford Bypass from SR 81 to I-20
- M004644 – Resurfacing on I-20 from E of SR 20/SR138/Rockdale to Alcovy Rd/Newton
- M005102 – Resurfacing/Maintenance on SR 142 from CSX #279638X to SR 81
- M004635 – Bridge Rehab & Painting I-20 @ SR 12 & @ CR 55/Old Atlanta Hwy
- 0006666 – SR36/East Covington Bypass from SR 36 to SR 12

MPO: Atlanta Regional Commission (ARC)

MPO Project ID: NE-100

Regional Commission: Northeast Georgia RC

RC Project ID: N/A

Congressional District(s): 4

Federal Oversight: Full Oversight Exempt State Funded Other

Functional Classification (Mainline): Urban Minor Arterial Street

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

P.I. 0010672: A 16’ wide multi-use bridge will span I-20 located to the west of the existing SR 81 vehicle bridge. The proposed multi-use bridge will have a 10’ walking space. The proposed length of project is 0.050 miles.

P.I. 0012647: Beginning at North Street and continuing north along the west side of SR 81 to Fletcher Street, new 5’ sidewalk and curb & gutter will be installed. There will also be drainage improvements where needed. The proposed length of project is 1.039 miles.

Major Structures:

Structure	Existing	Proposed
Existing SR 81 Bridge over I-20 (217-0015-0)	231’ long bridge, 38.1’ wide bridge deck, 2 lanes with 4’ sidewalk width	No proposed work to be done on this bridge
Retaining walls	N/A	To reduce construction limits
Multi-Use Bridge	N/A	16’ wide multi-use bridge to span I-20 located to the west of the SR 81 vehicle bridge

Mainline Design Features: SR 81/Emory Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	12’		12’
- Outside Shoulder Slope	Varies	2-6%	2% max
- Sidewalks	Varies	4-8’	5’
- Posted Speed	35 mph		35 mph
Pavement Type	Asphalt		Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: None

Lighting required: No Yes

Only for project PI 0010672. See attached commitment letter.

Off-site Detours Anticipated: No Undetermined Yes

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

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-- mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

There are existing utility poles less than 2 feet from the existing edge of pavement.

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: None

County: Newton

Utility Involvements:

- AT&T (Distribution)
- Charter Communications
- City of Covington Water
- City of Covington Sewer
- City of Covington Gas
- City of Covington Electric
- City of Oxford Electric
- City of Oxford Water
- City of Oxford Sewer

SUE Required: No Yes Undetermined

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

Right-of-Way (ROW): Existing width: 50ft Proposed width: 67ft
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Check all easement types that apply.

Anticipated total number of impacted parcels:	32
Displacements anticipated:	
Businesses:	0
Residences:	0
Other:	0
Total Displacements:	0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Matching the sidewalk pattern that is used on the college campus.

Context Sensitive Solutions Proposed: Received a sidewalk pattern from the college and will include in the plans for use on the college property.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:
 GEPA: NEPA: CE EA/FONSI EIS

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

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 checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: The level of documentation is expected to be a CE for this project.

Ecology: It is not expected to have any resources or T&E species on this project.

History: It is expected to have some historical sites along this project. The level of impact is to be determined later.

Archeology: It is expected that a write off letter will suffice because of the nature of the project.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes
 It is expected to clear the Air Analysis with a write off letter.

Noise Effects: The level of noise analysis is expected to be cleared with a short form.

Public Involvement: The project is being cleared as a CE and it is not expected that public involvement will be necessary on this project. The local cities will work with affected property owners as the need arises.

Major stakeholders:

- City of Covington
- City of Oxford
- Oxford College of Emory University

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

County: Newton

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: Meeting held September 27, 2013 – Minutes attached.

Concept Meeting: Meeting held March 25, 2014 – Minutes attached

Other coordination to date: Stakeholder meeting was held on January 23, 2014. The meeting minutes and attendance list are attached.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Covington / URS
Design	City of Covington / URS
Right-of-Way Acquisition	City of Oxford/City of Covington
Utility Relocation	Utility Owners
Letting to Contract	City of Covington
Construction Supervision	Georgia Department of Transportation/ City of Covington
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	City of Covington/URS
Environmental Mitigation	City of Covington
Construction Inspection & Materials Testing	Georgia Department of Transportation/ City of Covington

Project Cost Estimate Summary and Funding Responsibilities: PI 0010672

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By				GDOT		
\$ Amount	N/A	N/A	N/A	\$947,951.00	N/A	\$947,951.00
Date of Estimate				9/8/2014		

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

Project Cost Estimate Summary and Funding Responsibilities: PI 0012647

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	City of Covington	City of Oxford/ City of Covington		GDOT		
\$ Amount	\$100,000.00	\$593,000.00	N/A	\$336,321.00	N/A	\$1,029,321.00
Date of Estimate	4/1/2014	4/9/2014		4/9/2014		

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

County: Newton

ALTERNATIVES DISCUSSION

Alternative selection: This project footprint has largely been determined but alternatives do exist in choice of pedestrian bridge and sidewalk location within the proposed shoulder.

Preferred Alternative: Constructing a pedestrian bridge to accommodate pedestrian traffic			
Estimated Property Impacts:	32	Estimated Total Cost:	\$1,906,431
Estimated ROW Cost:	\$593,000.00	Estimated CST Time:	8 months
Rationale: This alternative was chosen because it had the least amount of impact on traffic, does not involve any additional construction on the existing bridge to provide safe route for pedestrians, and is less expensive than the other build alternative.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	None
Rationale: This alternative was not chosen due the need for improvements for pedestrian access			

Alternative 1: Widen existing bridge to accommodate pedestrian traffic.			
Estimated Property Impacts:	32	Estimated Total Cost:	\$1,956,321
Estimated ROW Cost:	\$593,000.00	Estimated CST Time:	8 months
Rationale: This alternate was not chosen because to widen the existing bridge would cost more and would affect traffic crossing the bridge where as having a separate pedestrian bridge cost less and has much less impact on traffic.			

Comments: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Right-of-Way
4. S I & A Report
5. Post Construction MS4 Layouts
6. Initial Concept Team Meeting Minutes
7. Minutes of Concept meetings
8. Stakeholder Meeting Minutes
9. PFA's
10. TE Application
11. Lighting Commitment Letter
12. Preliminary Bridge Layout

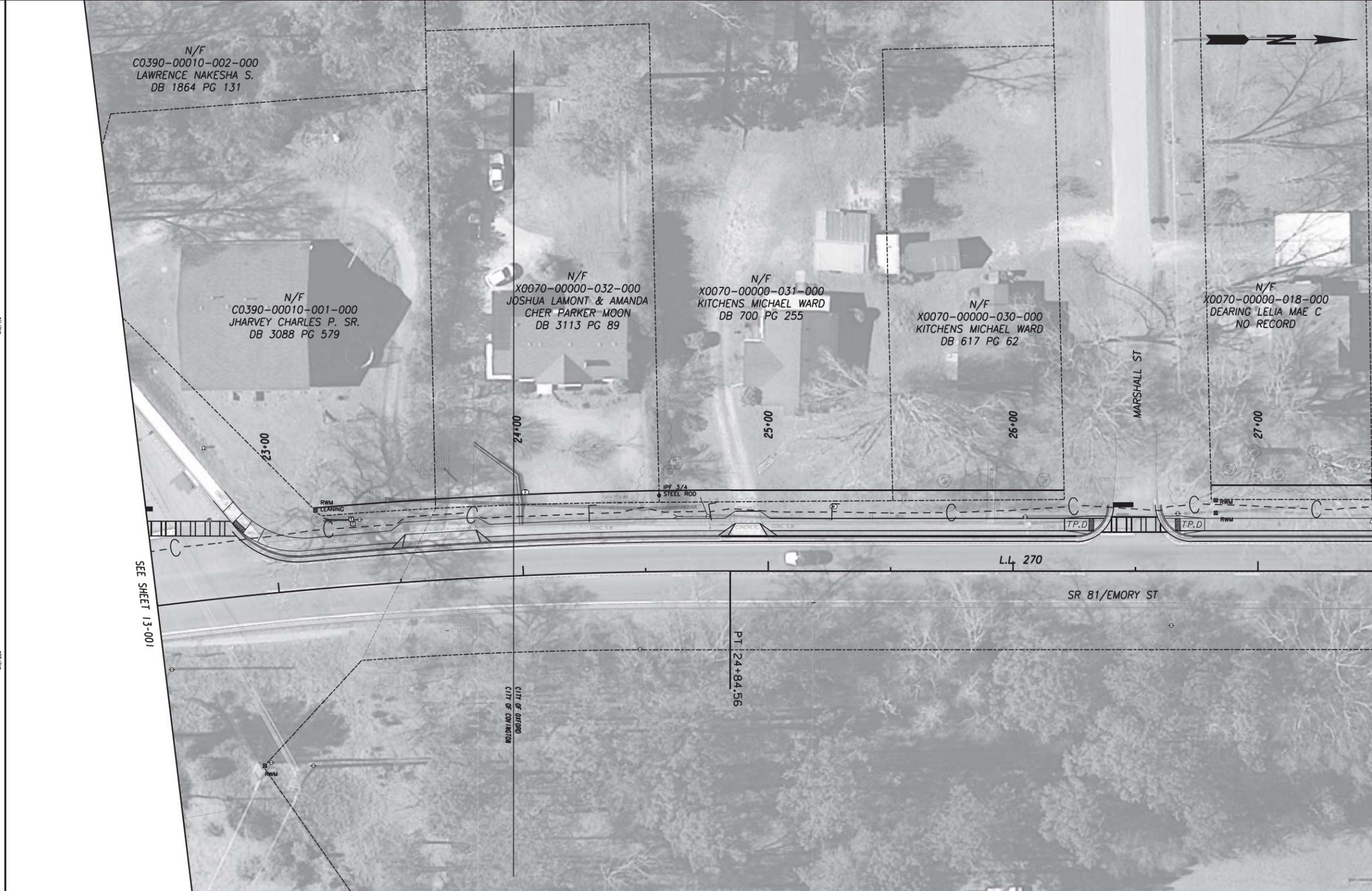
APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer

10/10/14
Date

Attachment #1



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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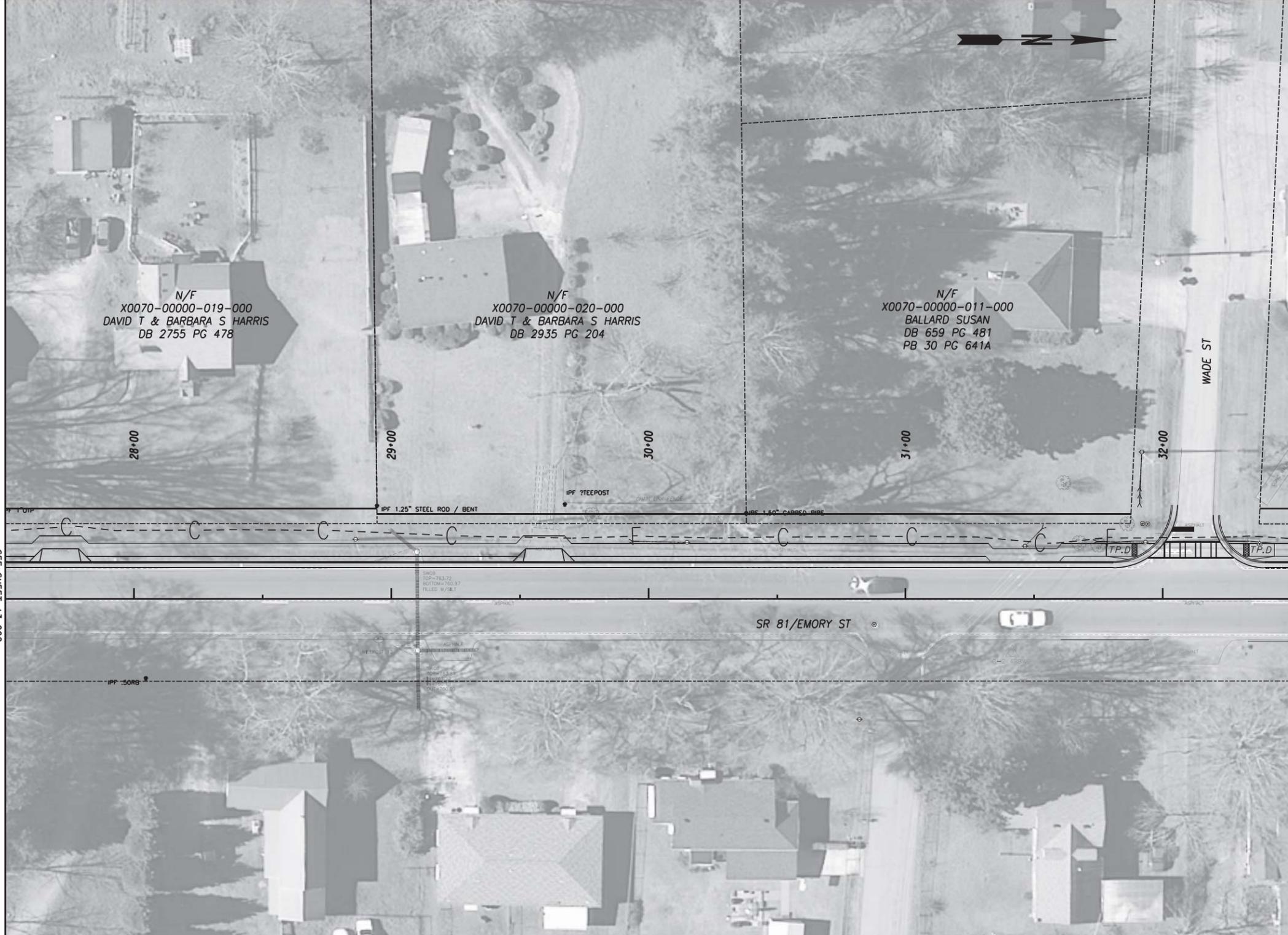
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SEE SHEET 13-004

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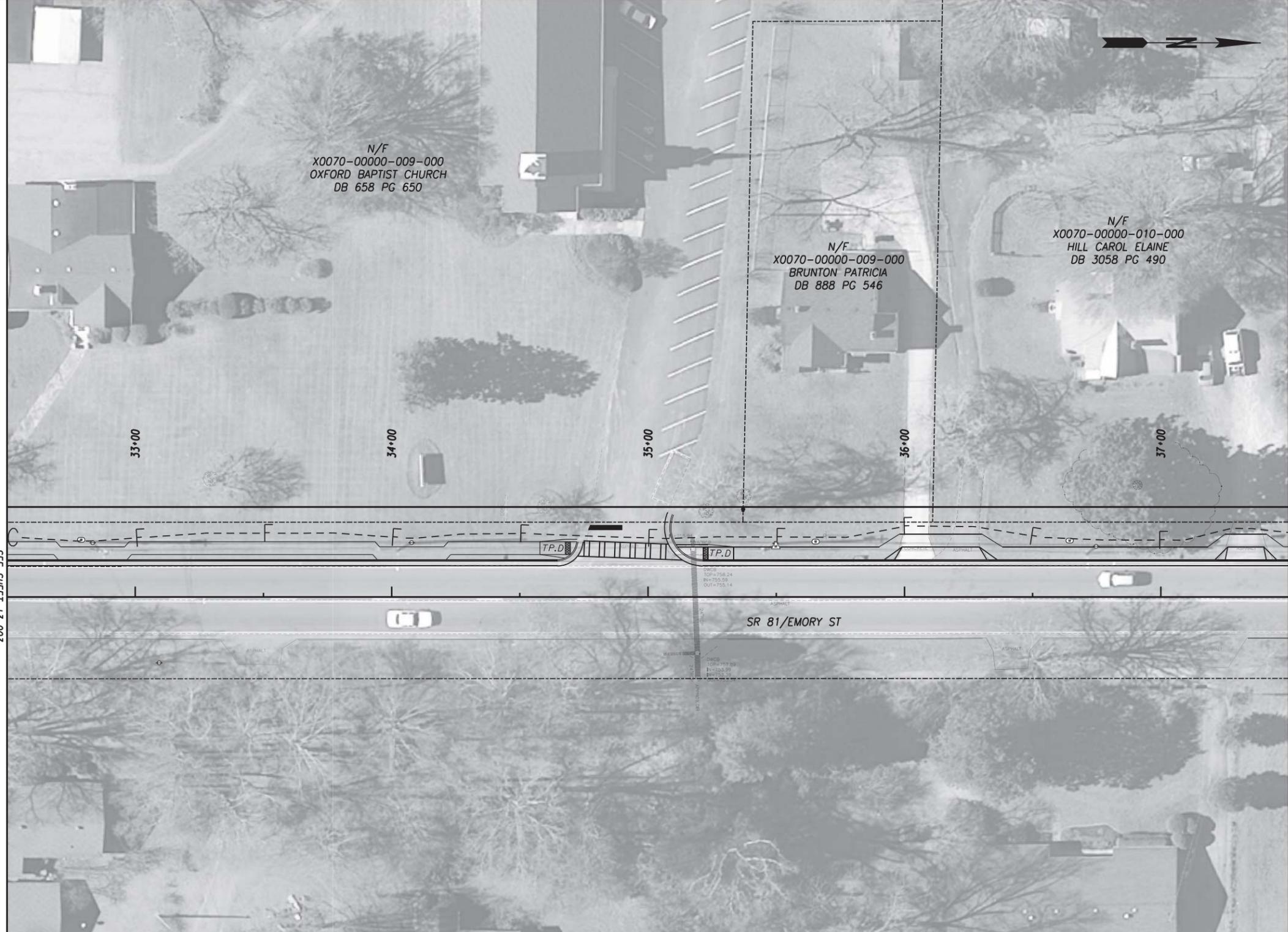
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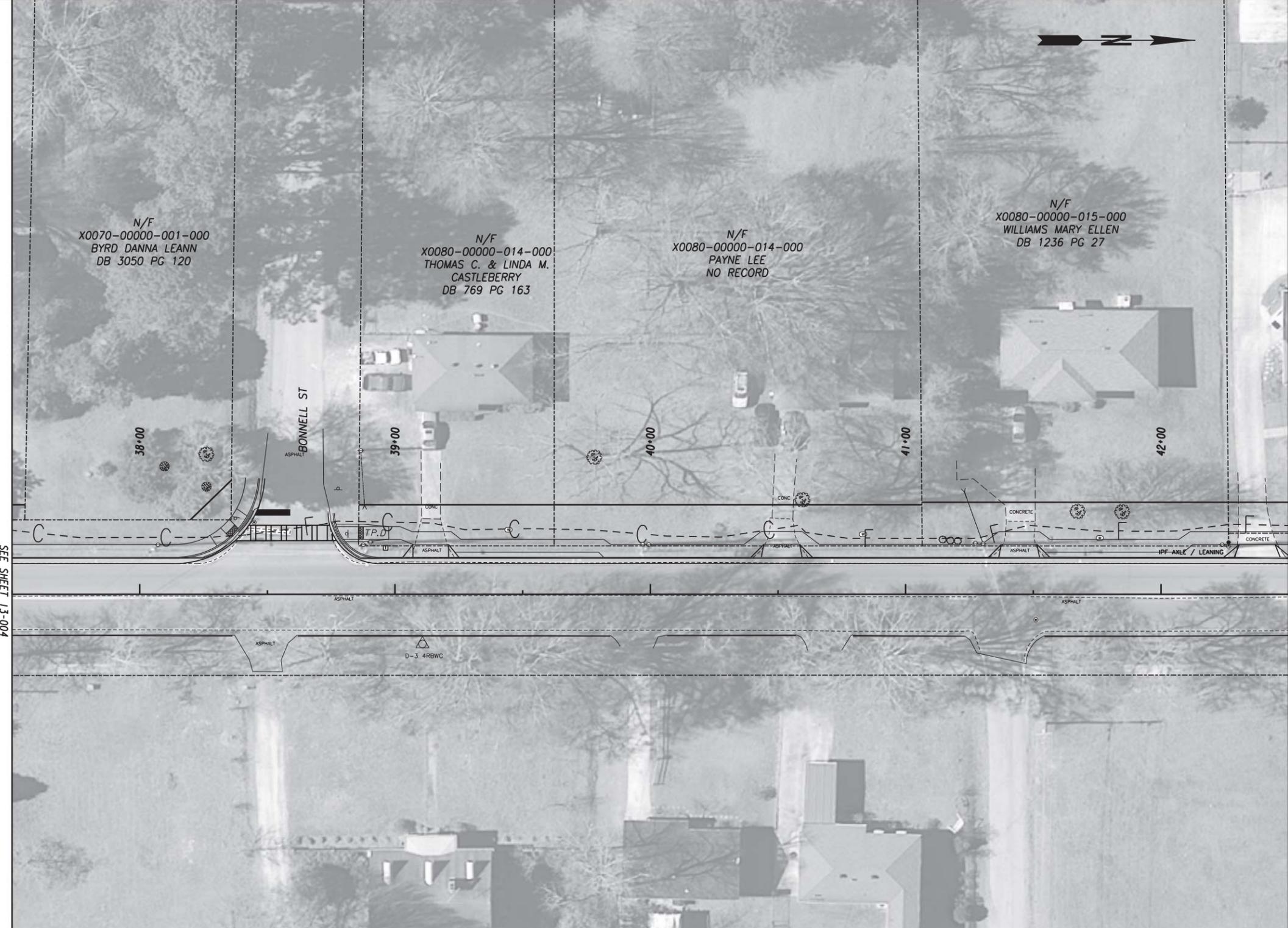
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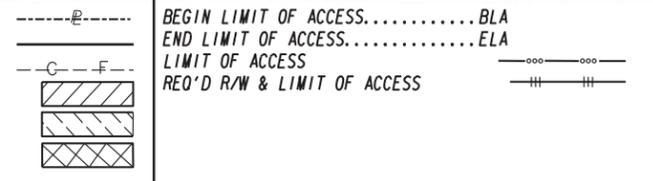
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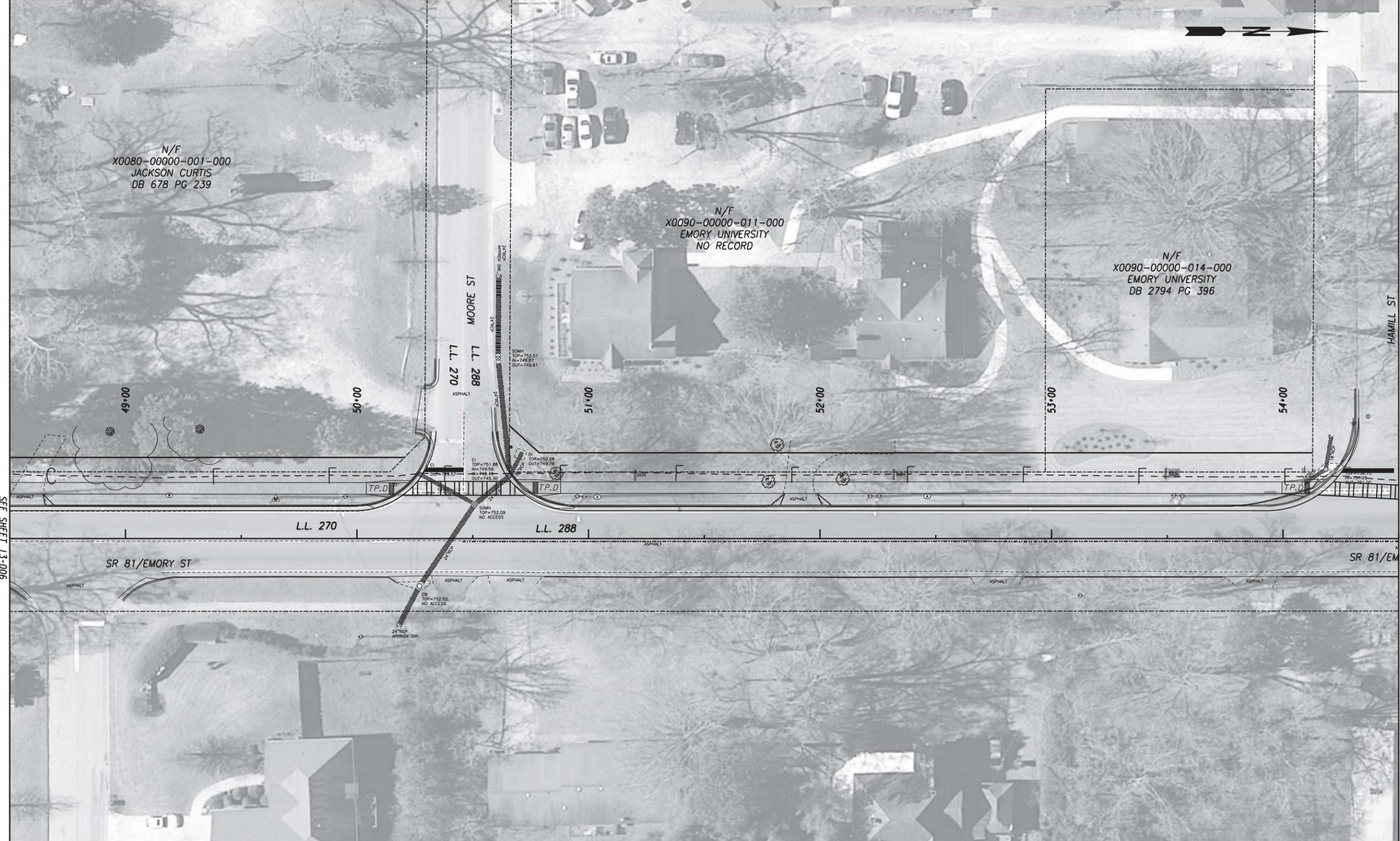


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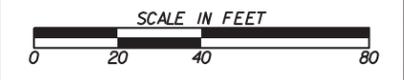
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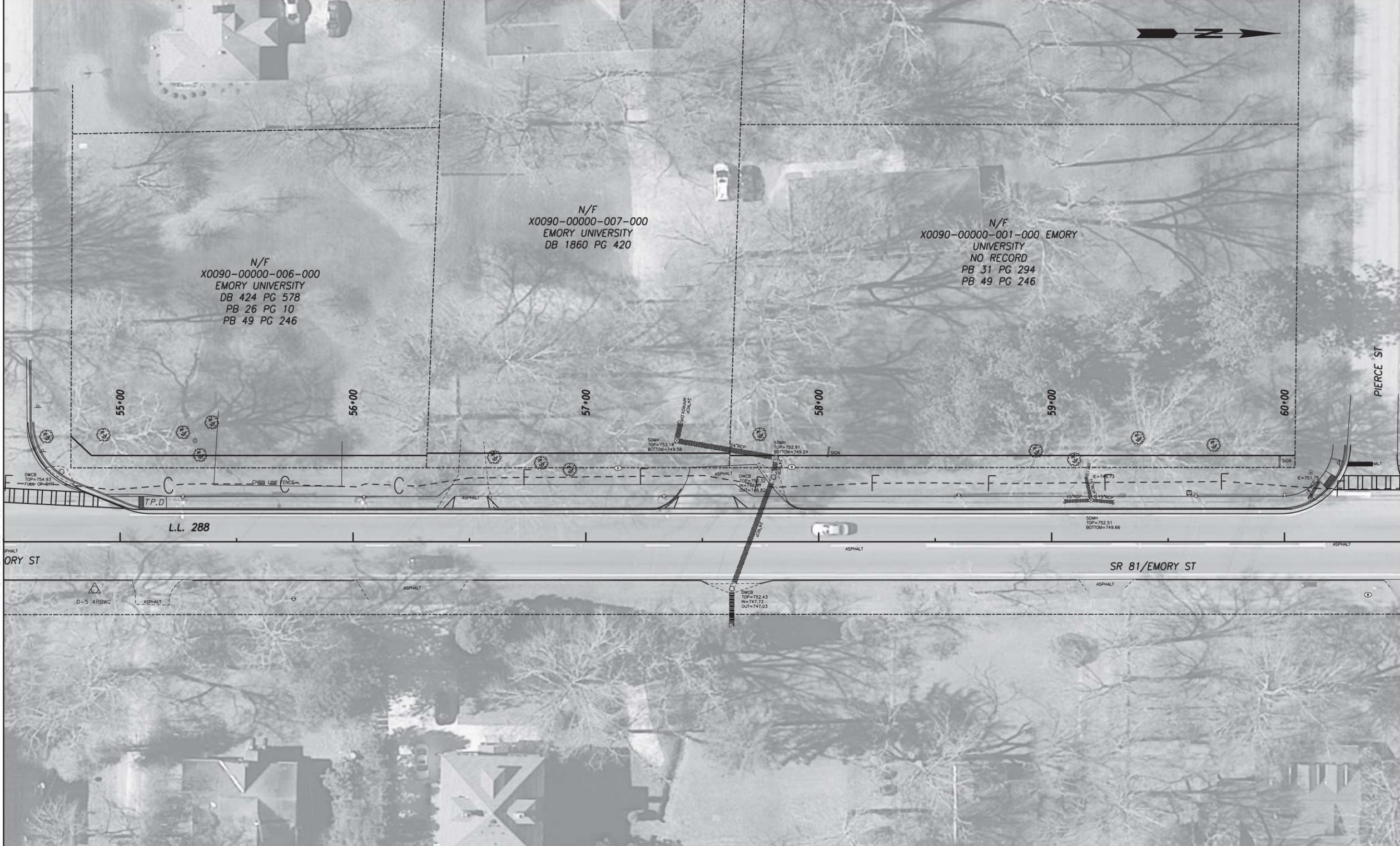


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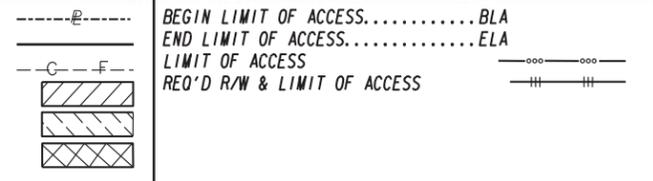
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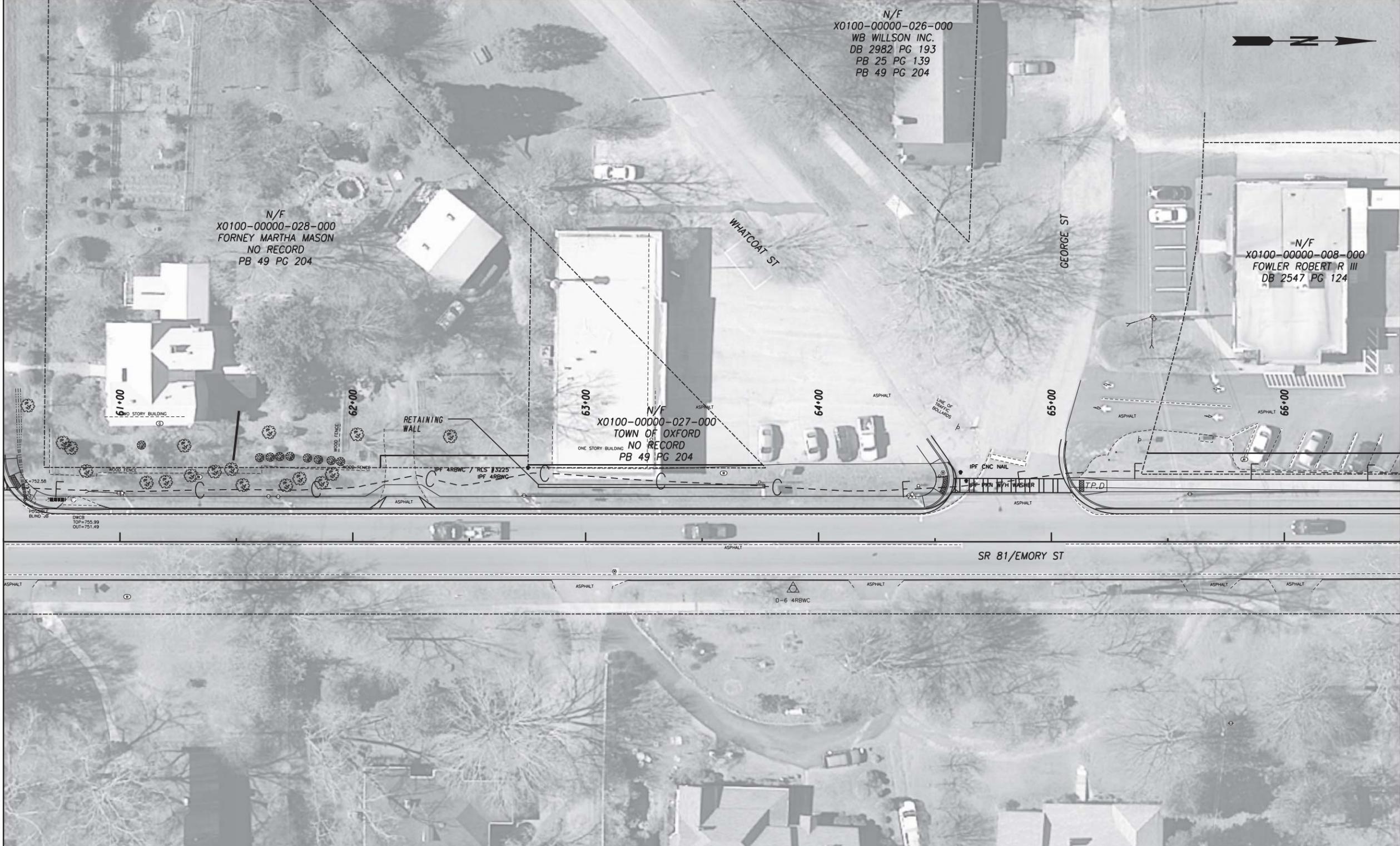


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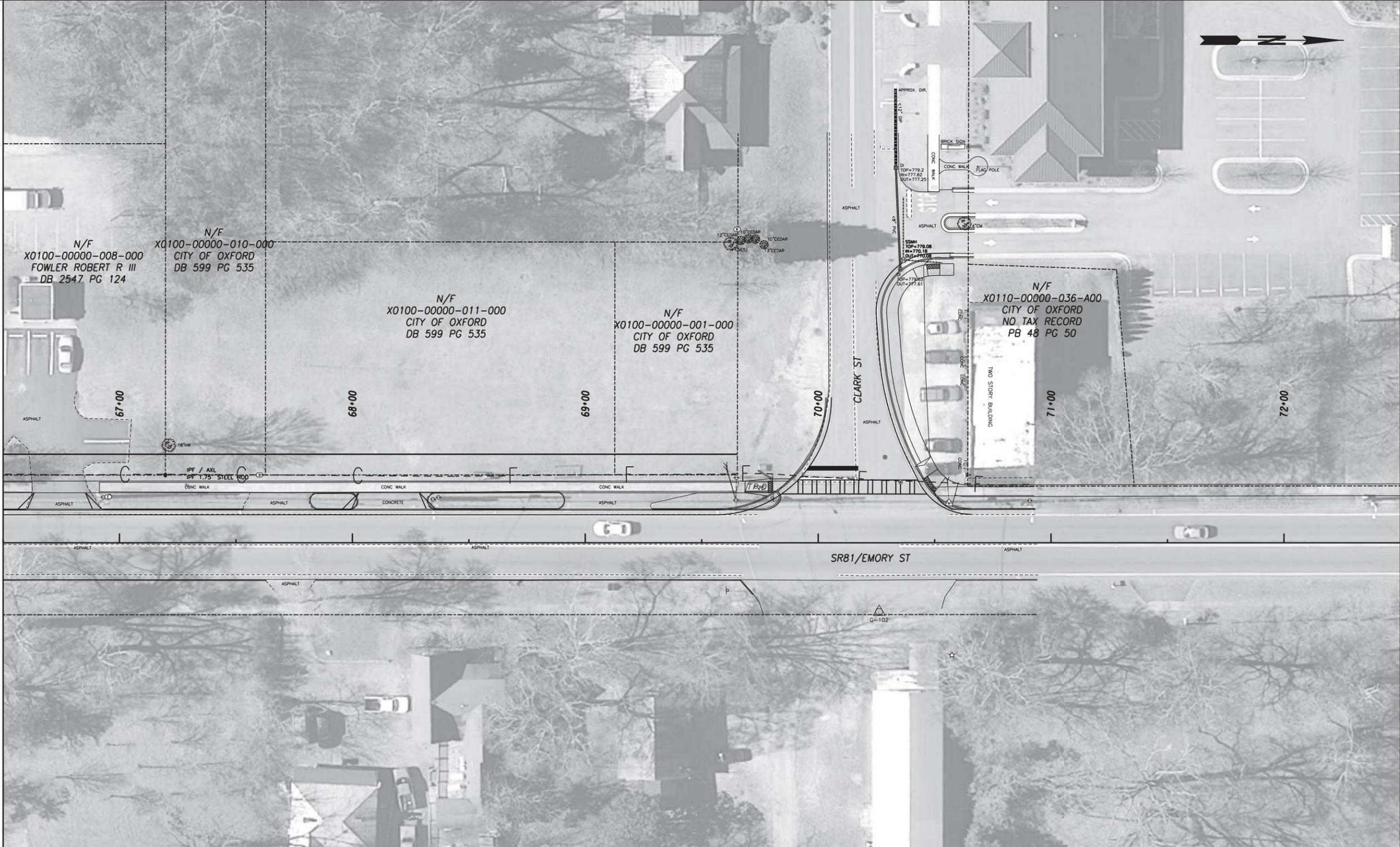
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GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS
 400 NORTHPARK TOWN CENTER
 1000 ABERNATHY ROAD, N.E., SUITE 900
 ATLANTA, GEORGIA 30328
 TEL: (678) 808-8800 FAX: (678) 808-8400



REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY

MAINLINE PLAN

DRAWING No.
13-010



SEE SHEET 13-010

-----@-----
 PROPERTY AND EXISTING R/W LINE

 REQUIRED R/W LINE
 ---G---F---
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS

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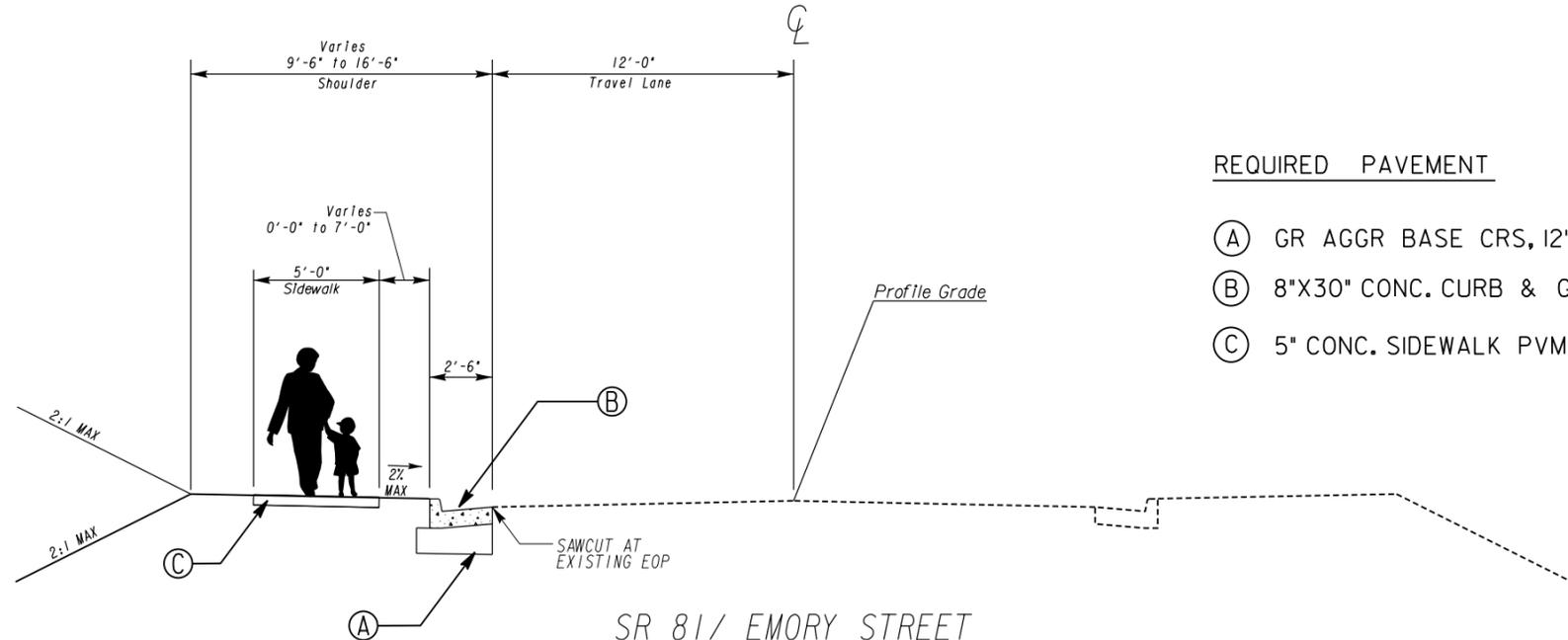
SCALE IN FEET

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: PROGRAM DELIVERY
MAINLINE PLAN

DRAWING No.
13- 011

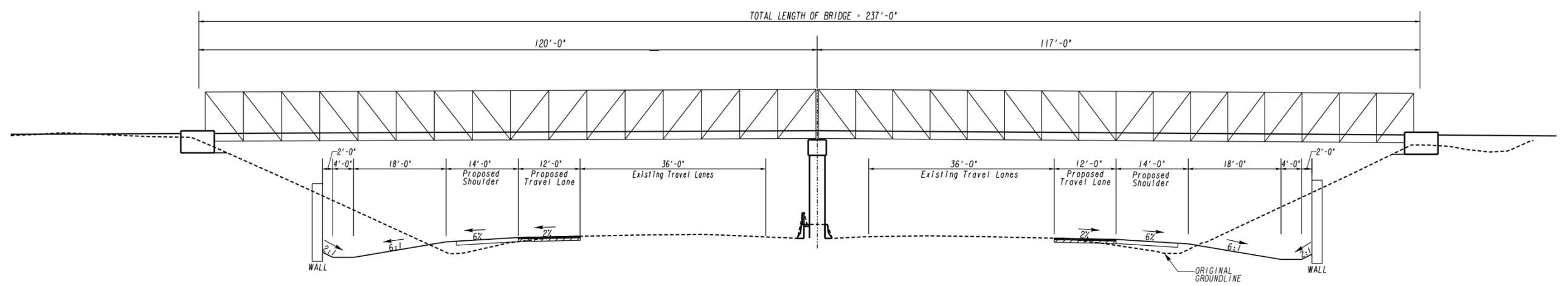
Attachment #2



REQUIRED PAVEMENT

- (A) GR AGGR BASE CRS, 12", INCL MATL
- (B) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032B, TYPE 2
- (C) 5" CONC. SIDEWALK PVMT, GA. DETAIL A-3

SR 81/ EMORY STREET
 STA 18+00.00 TO STA 19+29.14
 STA 21+91.78 TO STA 75+50.00



PROPOSED 1-20 EXPANSION

	GEORGIA DEPARTMENT OF TRANSPORTATION	URS <small>400 NORTHPARK TOWN CENTER 1000 ABERNATHY ROAD, N.E., SUITE 900 ATLANTA, GEORGIA 30328 TEL: (678) 808-8800 FAX: (678) 808-8400</small>	REVISION DATES <table border="1" style="width:100%; height: 40px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>									STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PROGRAM DELIVERY TYPICAL SECTIONS SR 81/EMORY ST SIDEWALK & PEDESTRIAN BRIDGE FROM NORTH ST TO FLETCHER ST
6/20/2011		N. T. S.		DRAWING No. 05-001								

Attachment #3

DATE : 09/08/2014
 PAGE : 1

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0010672 SPEC YEAR: 01
 DESCRIPTION: SR 81 PED. BRIDGE

COST GROUPS FOR JOB 0010672

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
MI SC	PEDESTRIAN BRIDGE	1.000	632500.00000	632500.00	Y
MI SC	BRIDGE SUBSTRUCTURE	1.000	94000.00000	94000.00	Y
MI SC	PEDESTRIAN BRIDGE LIGHTING	1.000	50000.00000	50000.00	Y
ACTIVE COST GROUP TOTAL				776500.00	
INFLATED COST GROUP TOTAL				776500.00	

ITEMS FOR JOB 0010672

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0055	150-1000		LS	TRAFFIC CONTROL - PI 0010672	1.000	30000.00	30000.00
0060	210-0100		LS	GRADING COMPLETE - PI 0010672	1.000	30000.00	30000.00
0065	610-6510		EA	REM HWY SIGN, OVHD	1.000	581.37	581.38
0075	500-2100		LF	CONCRETE BARRIER	50.000	74.00	3700.21
0080	638-1003		LS	STR SUPPORT OVHD, SIGN, TPI I STA PI 0010672	1.000	50000.00	50000.00
0085	636-1072		SF	HWY SIGNS, ALUM EXTRD PNLS, RS TP 3	160.000	22.52	3603.31
0090	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	1.000	1807.66	1807.66
0095	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	1.000	737.36	737.37
0100	641-1200		LF	GUARDRAIL, TP W	300.000	19.60	5880.14
ITEM TOTAL							126310.06
INFLATED ITEM TOTAL							126310.06

TOTALS FOR JOB 0010672

ESTIMATED COST:	902810.07
CONTINGENCY PERCENT (5.0):	45140.50
ESTIMATED TOTAL:	947950.57

DATE : 04/09/2014
 PAGE : 1

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0012647 SPEC YEAR: 01
 DESCRIPTION: SR 81 SIDEWALK

ITEMS FOR JOB 0012647

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI 0012647	1.000	40000.00	40000.00
0010	210-0100		LS	GRADING COMPLETE - PI 0012647	1.000	50000.00	50000.00
0015	441-0104		SY	CONC SIDEWALK, 4 IN	2783.000	27.95	77793.00
0020	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	4800.000	13.79	66203.47
0025	441-4040		SY	CONC VALLEY GUTTER, W/CURB, 6"	338.000	47.25	15970.50
0030	550-1180		LF	STM DR PIPE 18", H 1-10	600.000	41.61	24968.80
0035	668-1100		EA	CATCH BASIN, GP 1	6.000	2111.87	12671.23
0040	641-1200		LF	GUARDRAIL, TP W	200.000	20.13	4027.91
0045	500-3107		CY	CL A CONC, RET WALL	36.000	610.98	21995.32
0050	653-1804		LF	THERM SOLID TRAF STRIPE, 8", WH	1160.000	2.25	2617.20
0055	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	4800.000	0.58	2826.38
0060	653-1704		LF	THERM SOLID TRAF STRIPE, 24", WH	200.000	6.15	1231.25
ITEM TOTAL							320305.07
INFLATED ITEM TOTAL							320305.07

TOTALS FOR JOB 0012647

ESTIMATED COST:	320305.06
CONTINGENCY PERCENT (5.0):	16015.25
ESTIMATED TOTAL:	336320.31

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 4/2/2014
Revised:

Project:
County: Newton
PI: 12647

Description: SR 81 Sidewalk
Project Termini:

Parcels: 32
Existing ROW: N/A
Required ROW: 0.66

Land and Improvements _____ \$18,571.41

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services _____ \$32,000.00

Legal Services _____ \$209,100.00

Relocation _____ \$64,000.00

Demolition _____ \$0.00

Administrative _____ \$269,000.00

TOTAL ESTIMATED COSTS _____ \$592,671.41

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$593,000.00

Preparation Credits	Hours	Signature

Prepared By:

Cheyl Brewer

CG#: 6418

(DATE) 4/7/14

Approved By:

Deshone Alexander

CG#: 286999

04/14/2014

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

Attachment #4

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:217-0015-0

Newton

SUFF. RATING: 62.57

Location & Geography

Structure ID: 217-0015-0
 200 Brgde Information: 06
 *6A Feature Int: I-20
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00081
 *7B Facility Carried: SR 81
 9 Location: IN COVINGTON
 2 Dot District: 2
 207 Year Photo: 2013
 *91 Inspection Frequency: 24 Date: 02/16/2013
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 20064
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00081
 Direction: 0
 *16 Latitude: 33 - 36.5860 HMMS Prefix:SR
 *17 Longitude: 83 - 52.0340 HMMS Suffix:00
 MP: 11.92
 98 Border Bridge: 000 % Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 2171008100
 13B Sub Inventory Route: 0
 *101 Parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 011.82
 *208 Inspection Area: 03 Initials: WBP
 Engineer's Initials: gmc
 * Location ID No: 217-00081D-011.92N

*104 Highway System: 0
 *26 Functional Classification: 16
 *204 Federal Route Type: F No: 00541
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 03
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 08
 27 Year Constructed: 1964
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 25
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 2
 *42 Type of Service On: 5
 Type of Service Under: 1
 214 Movable Bridge: 0
 203 Type Bridge: O - O - M - O
 259 Pile Encasement: 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz: 1 Vert: 1.00
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 3
 Height: 1.30
 Width: 1.00
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail: 7 7
 *240 Median Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwr: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab: 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 35
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazard Boards: 1
 237 Utilities Gas: 21
 Water: 22
 Electric: 00
 Telephone: 22
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00



Processed Date:1/20/2014

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:217-0015-0

Programming Data		Measurements:				
201 Project No:	I-20-2 (12) 82 CT.2	*29 ADT	014150	Year:2011	65 Inventory Rating Method:	1
202 Plans Available:	4	109 %Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:06	66 Inventory Type:	2 Rating: 24
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 40
251 PI Number:	0000000	* 48 Max. Span Length	0064		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	231		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	28.00		HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	38.10		Type 3:	28 0
94 Bridge Imp. Cost:	\$903	* 47 Tot. Horiz. Cl:	28		Type 3s2:	40 0
95 Roadway Imp. Cost:	\$90	50 Curb / Sidewalk Width	4.00 / 4.00		Timber:	36 0
96 Total Imp Cost:	\$1354	32 Approach Rdwy. Width	028		Piggyback:	40 0
76 Imp Length:	001551	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	2013	Rear Lt:	2.00	Type:1 Rt:2.00	262 H Operating Rating	33
114 Future ADT:	021225 Year:2031	Fwd. Lt:	2.00	Type:1 Rt:2.00	67 Structural Evaluation:	5
Hydraulic Data		Pavement Width:			58 Deck Condition:	6
215 Waterway Data:		Rear:	24.00	Type: 2	59 Superstructure Condition:	6
High Water Elev:	0000.0 Year:1900		24.00	Type: 2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersaction Rear:	1	Fwd: 1	60A Substructure Condition:	6
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2		60B Scour Condition:	N
Drainage Area:	00000	Transition:	2		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	2		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	2		61 Channel Protection Cond.:	N
216 Water Depth:	00.0 Br.Height:00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	4
222 Slope Protection:	4	Under: H	16' 06"		69 UnderClr. Horz/Vert:	6
221 Spur Dikes Rear	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	6
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Culvert Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	H 10.00		* 103 Temporary Structure:	0
Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	4.70		232 Posted Loads	
Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 09" Dir:0		H-Modified:	00
*265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
*Location ID No:	217-00081D-011.92N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	7.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:1994 Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	02/01/1901

Attachment #5

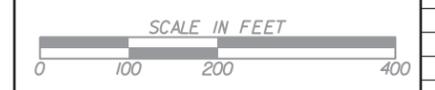


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SHEETS 061-070
SHEETS 071-080
SHEETS 081-090
SHEETS 091-100

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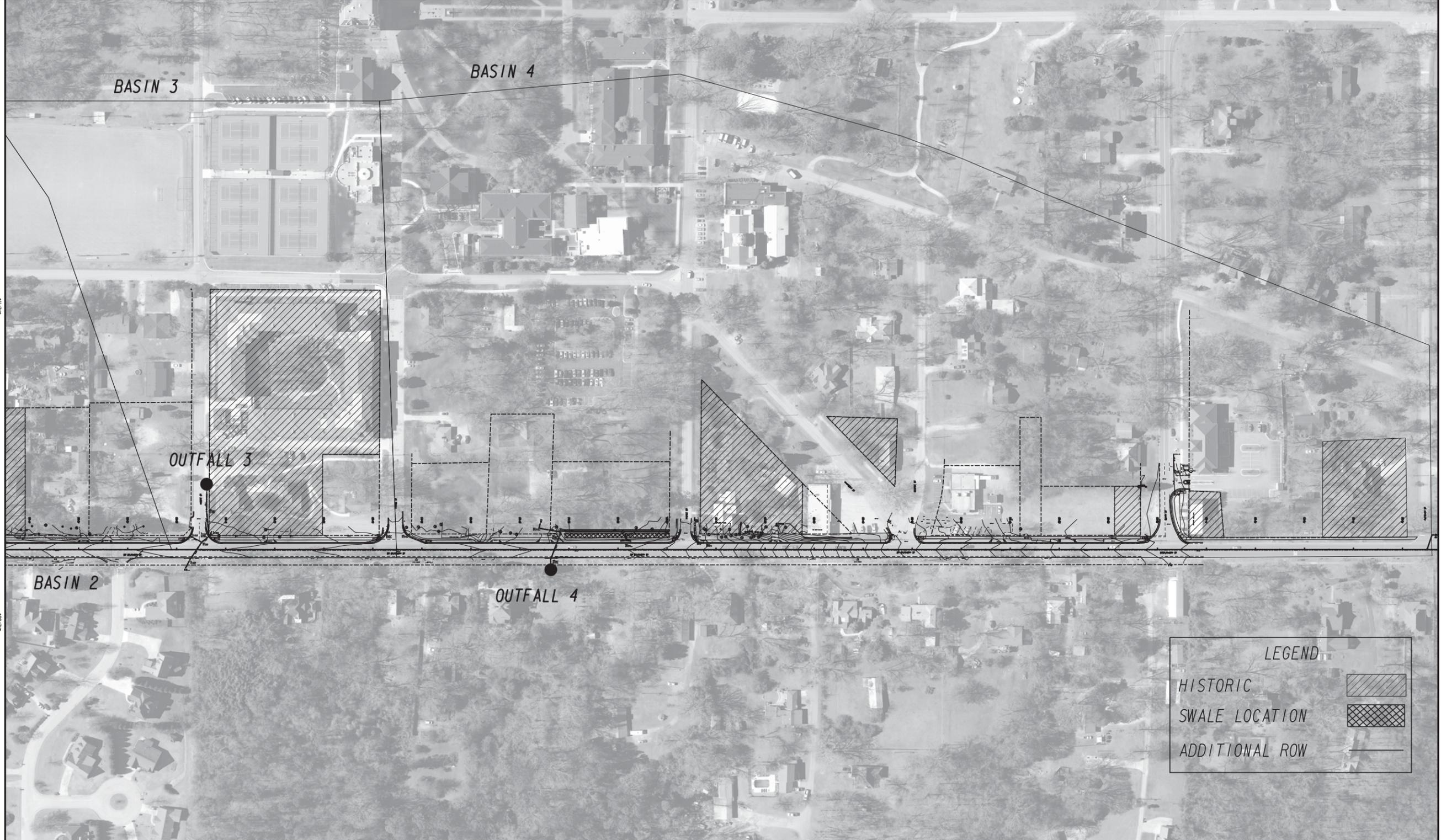
REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

MS4 PERMIT - POST

SR 81/EMORY ST SIDEWALK & PEDESTRIAN
BRIDGE FROM NORTH ST TO FLETCHER ST

DRAWING No.
1



DATE###
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LEGEND

HISTORIC SWALE LOCATION 

ADDITIONAL ROW 

6/20/2011
GPLN
DATE###
#USER#

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

URS
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1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
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REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

MS4 PERMIT - POST

SR 81/EMORY ST SIDEWALK & PEDESTRIAN
BRIDGE FROM NORTH ST TO FLETCHER ST

DRAWING No. **2**

Attachment #6

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

MEETING SUMMARY: Project Schedule/Scope/Budget for PI 0007593

DATE: September 27, 2013

LOCATION: Covington Engineering Building from 10:00 AM to 11:30 AM

ATTENDEES:

Name	Organization	Phone	Email
Eric Wilkinson	GDOT/Program Delivery	478-538-8522	ewilkinson@dot.ga.gov
Jerry Brinson	Moreland Altobelli	478-278-6505	jerrybrinson@bellsouth.net
Robert Moon	GDOT/Area Engineer	706-343-5836	rmoon@dot.ga.gov
Randy Conner	City of Covington	678-459-7714	rconner@cityofcovington.org
Tres Thomas	City of Covington	770-385-2180	tthomas@cityofcovington.org
Nick Castronova, PE	URS	678-808-8821	nick_castronova@urscorp.com
George Manning, PE	URS	678-808-8882	George_manning@urscorp.com

COPIES:

GDOT

- Eric Wilkinson
- Jerry Brinson (MAA)
- Robert Moon

City of Covington

- Randy Conner
- Tres Thomas

URS

- Nick Castronova
- George Manning

MEETING SUMMARY

DATE: September 17, 2013

LOCATION: Teleconference from 10:00 am to 11:30 am

Page 2 of 2

SUBJECT: Project Concept Meeting for PI 0010672 & 0012647

Notes below summarize discussions from the meeting.

Agenda Items:

Introductions

Concept Meeting

The meeting began with Eric explaining if the two PI numbers are to be let together the project will need to follow the full PDP and not the TE process. The city, as well as their consultant, agreed that would be the best method and the cheapest method. Eric then made the city aware that they will need to keep the billing separate for the Preliminary Engineering to help keep the project funds separate. We then discussed the funding for construction and how it would be much easier if the two funding sources were able to be combined. Eric checked on this and the two projects must stay separate and will have to be billed separate during construction. The bidding of the two projects can be discussed at a later date.

The group then discussed the project expectations. The project is to include a pedestrian bridge over I-20 and sidewalk from I-20 to Oxford. Randy requested a 16' bridge (10' walk-able area). Eric mentioned that two signs are attached to the existing roadway bridge and would need to be accounted for. It was also brought up that the existing roadway bridge would need to be replaced at some point and the effect it would have on the pedestrian bridge. Eric is going to speak with the bridge office about the roadway bridge replacement. Randy also spoke about placing foot lighting on each side of the bridge all the way across the bridge. Eric brought up that we are placing the sidewalk on the same side of the road as all the existing overhead utilities.

We then spoke about the schedule and Nick stated he could meet the current schedule of submitting the concept by April 4, 2013. Attached you will also find the project status report as well as the project schedule.

Attachment #7



Meeting Minutes
GDOT PI: 0010672 and 0012647
SR81 Pedestrian Bridge and Sidewalk Project
Concept Team Meeting

Date: March 25, 2014

Location: City of Covington Engineering Department

Attendees:

Randy Conner – City of Covington/Financial Coordinator
Tres Thomas – City of Covington/City Engineer
Reginald Anderson – City of Covington
Bob Schwartz – City of Oxford/City Manager
George Brewer – GDOT Office of Program Delivery
Eric Wilkinson – GDOT Office of Program Delivery
Robert Simpson – GDOT District 2 Assistant Area Engineer
Neal O’Brien – GDOT District 2
Ronald Brantley – GDOT District 2 Local Government R/W
Bobby Dollar – GDOT Office of Environmental Services
Theresa Piazza – GDOT Office of Environmental Services
Ted Crabtree – GDOT Engineering Services
Nick Castronova – URS
George Manning – URS

Minutes:

- Meeting began at 10:00AM with introductions of the attendees.
- URS reviewed the project scope:
 - Project begins at the intersection of SR81/West St and continues along SR81 and ends at the Oxford City Hall near the intersection of SR81/Clark St.
 - Project will construct a new pedestrian bridge over I-20 to the west of the existing vehicular bridge.
 - Curb and gutters will be replaced along the corridor and an ADA compliant sidewalk will be installed along the west side of SR81.
 - URS anticipates minimal right of way acquisition throughout the corridor. Between Bonnell St. and Stone St. URS will attempt to minimize right of way acquisition but anticipates a strip take.
 - Project will install a mountable curb in front of the stores in the NW corner of the intersection of SR81/Clark St. to maintain current parking.
- City of Oxford would like to extend the project limits along SR81 past Clark St. to the next intersection which is Fletcher St. The concept team was amenable to the change but advised that funds will not change based on the addition of scope. City was advised that any overage will be the city’s responsibility.
- The project is located in an MS4 area. URS will add MS4 information to concept report.
- URS to contact GDOT and verify that the existing sign on the existing bridge over SR81 will be relocated using a Type 3 sign.
- URS to contact GDOT Bridge Office regarding adding “gateway” or special signage to proposed multi-use bridge.



Meeting Minutes
GDOT PI: 0010672 and 0012647
SR81 Pedestrian Bridge and Sidewalk Project
Concept Team Meeting

- URS reviewed the draft concept report:
 - Pedestrian bridge will incorporate lower lighting on the bridge to illuminate the path.
 - Public involvement will not be required for this project.
 - URS will provide right-of-way and utilities cost estimates.
- GDOT had minor comments. GDOT design and policy support comments will be emailed to URS by GDOT PM.
- The meeting adjourned at 11:15AM.

Action Items:

- URS will address comments from GDOT design and policy support.
- URS to coordinate Interstate signage with GDOT traffic operations.
- URS to coordinate bridge signage with GDOT bridge office.
- URS to contact Oxford College to verify that the college does not have any comments.

2/25/14

CITY OF COVINGTON - CONCEPT MEETING

NAME	ORGANIZATION	PHONE	EMAIL
GEORGE MANNING	URS	678-800-8882	GEORGE.MANNING@URS.COM
Nick CASTRONOVA	URS	678-808-8821	nick.castronova@urs.com
Theresa J Piazza	GDOT OES	404-631-1872	tpiazza@dot.ga.gov
TEO CRABTREE	GDOT ENG SUPT	404-631-1767	
Neal O'Brien	GDOT Dist 2	478-552-4629	no.brien@dot.ga.gov
GEORGE BREWER	GDOT-OPD	478-538-8604	gbrewer@dot.ga.gov
Eric Wilkinson	GDOT-OPD	478-538-8522	ewilkinson@dot.ga.gov
Robert Simpson	GDOT-MAE-C	706-343-5896	rsimpson@dot.ga.gov
TRES THOMAS	CITY OF COVINGTON	770-385-2180	tthomas@cityofcovington.org
Bobby Dollar	GDOT-OES	404-631-1920	rdollar@dot.ga.gov
REGINALD ANDERSON	CITY OF COVINGTON	770-385-2189	randerson@cityofcovington.org
RANDY CONNER	CITY OF COVINGTON	678-459-7714	rconner@cityofcovington.org
BOB SCHWARTZ	CITY OF OXFORD	770-786-7004	B.SCHWARTZ@OXFORDGA.GOV
Ronald Brantley	GDOT Local Gov R/W	478-552-4611	rbrantley@dot.ga.gov

2/25/14

CITY OF COVINGTON - CONCEPT MEETING

NAME	ORGANIZATION	PHONE	EMAIL
GEORGE MANNING	URS	678-800-8882	GEORGE.MANNING@URS.COM
Nick CASTRONOVA	URS	678-808-8821	nick.castronova@urs.com
Theresa J Piazza	GDOT OES	404-631-1872	tpiazza@dot.ga.gov
TEO CRABTREE	GDOT ENG SUPT	404-631-1767	
Neal O'Brien	GDOT Dist 2	478-552-4629	no.brien@dot.ga.gov
GEORGE BREWER	GDOT-OPD	478-538-8604	gbrewer@dot.ga.gov
Eric Wilkenson	GDOT-OPD	478-538-8522	ewilkenson@dot.ga.gov
Robert Simpson	GDOT-MAE-C	706-343-5896	rsimpson@dot.ga.gov
TRES THOMAS	CITY OF COVINGTON	770-385-2180	tthomas@cityofcovington.org
Bobby Dollar	GDOT-OES	404-631-1920	rdollar@dot.ga.gov
REGINALD ANDERSON	CITY OF COVINGTON	770-385-2189	randerson@cityofcovington.org
RANDY CONNER	CITY OF COVINGTON	678-459-7714	rconner@cityofcovington.org
BOB SCHWARTZ	CITY OF OXFORD	770-786-7004	B.SCHWARTZ@OXFORDGA.ORG
Ronald Brantley	GDOT Local Gov R/W	478-552-4611	rbrantley@dot.ga.gov

Attachment #8



Meeting Minutes
GDOT PI: 0010672 and 0012647
SR81 Pedestrian Bridge and Sidewalk Project
Stakeholders Meeting

Date: January 23, 2014

Location: City of Oxford Town Hall

Attendees:

Bob Schwartz – City of Oxford/City Manager
Jerry Roseberry – City of Oxford/Mayor
Tres Thomas – City of Covington/City Engineer
Randy Conner – City of Covington/Financial Coordinator
Margaret Dugan – Oxford College/ Manager of Auxiliary Services
George Manning – URS
Nick Castronova – URS

Minutes:

- Meeting began at 2:00PM with introductions of the attendees. URS explained the project scope and noted that URS was issued notice to proceed on January 8, 2014.
- Attendees request a copy of the schedule, the layout, and meeting minutes.
- URS reviewed the GDOT PDP process with the group and discussed the steps and timeline moving forward. Project is managed through GDOT District 2.
- URS reviewed project on plan layout.
- URS presented prefabricated pedestrian bridge options from Contech and Big R.
 - Stakeholders previously expressed interest in the Contech “Connector” prefabricated bridge. Stakeholders would like to explore other options if the span allows.
 - Stakeholders have no definite preference regarding the use of a center pier versus a single span pedestrian bridge.
 - Stakeholders would like pedestrian bridge to accommodate golf cart traffic for future use.
- City of Oxford anticipated using a standard 5’ sidewalk section without specific provisions for a bicycle lane or multi-use trail.
- URS to contact City of Oxford Public Works Supervisor for utility coordination.
 - Jodie Reid: 404-726-6519
- Current project terminus is at intersection of SR81 and Clark Street.
 - City of Oxford prefers a pedestrian area in front of building next to city hall. Currently there is parking in front of building.
 - City of Oxford would like the project to connect to the town hall via sidewalks.
 - City of Oxford expressed desire to extend sidewalk improvements from Clark Street to Fletcher Street along SR81. There is a church at Fletcher Street which also serves as an event center. This will also coordinate with a study being done by NERC.
- Oxford College needs to get back to URS regarding sidewalk improvements in the vicinity of the college. Oxford College may desire to have a different aesthetic for their frontage.



Meeting Minutes
GDOT PI: 0010672 and 0012647
SR81 Pedestrian Bridge and Sidewalk Project
Stakeholders Meeting

- Oxford College may close Hamill Street and convert it to a pedestrian thoroughfare.
- City of Oxford stated that the city is responsible for sidewalk maintenance.
- URS noted that limited right-of-way and easements are expected on this project.
- Power poles are not anticipated to be relocated. All improvements will need to try to limit utility relocations since the power is owned by the City of Oxford.
- City of Oxford noted that the city would prefer to limit right-of-way costs.
- Public involvement meeting will be held prior to environmental approval.
 - City of Oxford noted that the city conducts city council work sessions on the third Monday of every month at 6PM and would prefer the public involvement be held during that time.
- Oxford College is in process of installing an organic farm on the East side of SR81 next to East Bonnell Street.
 - Oxford college expressed interest in placing a pedestrian crossing at or near the organic farm; possibly at Moore Street or Stone Street. This would most likely be done as a separate project but may impact the improvements being installed on this project.
- City of Covington expressed interest in placing signage on pedestrian bridge over I-20.
- URS will research existing information for SR81 bridge over I-20 and determine the optimal location for the pedestrian bridge.
- The meeting adjourned at 3:15PM.

SIGN IN

SR 81 SIDEWALK IMPROVEMENTS

1/23/14

NAME	ORGANIZATION	EMAIL	PHONE
GEORGE MANNING	URS	GEORGE.MANNING@URS.COM	678 803 8882
NICK CASTRONOVA	URS	NICK.CASTRONOVA@URS.COM	678 808 8821
BOB SCHWARTZ	CITY OF OXFORD		
Jerry Roseberry	City of Oxford	JRoseberry@oxfordga.org	
Tres Thomas	City of Covington	tthomas@cityofcovington.org	770-385-2180
Margaret Dugan	Oxford College	mdugan@emory.edu	7-784-4774
RANDY CONNER	CITY OF COVINGTON	rconner@cityofcovington.org	

Attachment #9

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

December 17, 2013

Honorable Ronnie Johnston
Mayor, City of Covington
P.O. Box 1527
Covington, GA 30015

Dear Mr. Black:

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

Newton County, PI# 0012647

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 Eric Wilkinson at (478) 538-8522.

Sincerely,

A handwritten signature in blue ink that reads "Angela Robinson". The signature is fluid and cursive.

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Jimmy Smith – District 2 Engineer
Vonda Everett – District 2 Planning & Programming Engineer
Lynn Bean – District 2 Utilities Engineer
Mike Bolden – State Utilities Engineer

AGREEMENT

DO NOT OBLIGATE

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

THE CITY OF COVINGTON

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 11th day of

December, 2013, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the City of Covington, acting by and through its Mayor and City Council, 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 DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT; 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 Local Administered Project (LAP) 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, affixed hereto and incorporated herein by reference. In addition, the September 17, 2010 Planning Office memorandum titled "Preliminary Engineering Oversight for Project Managers/Project Delivery Staff", outlines the five (5) conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%. Attached as Attachment "C" 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 (specified in Attachment A) affixed hereto and incorporated herein by reference, and none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010 (specified in Attachment C).

3. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for

providing payment, which represents 100% of the DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. 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 other activities 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.

5. In accordance with Georgia Code 32-2-2, 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. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. 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 phases, as applicable.

7. 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.

8. 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 storm water 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 Hydrology 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 V8i and InRoads 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 annually 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. 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.

9. 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.

10. 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.

11. 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.

12. 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 utility costs shall 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 during construction.

13. 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.

14. 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 \$50 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.

15. 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.

16. 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 Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. 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.

18. 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.

19. 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, omissions or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays and supplemental agreements 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.

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of 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

CITY OF COVINGTON

BY: [Signature]
Commissioner

BY: [Signature]
Mayor

ATTEST: [Signature]
Treasurer

Signed, sealed and delivered this 20
day of November, 2013 in the
presence of:

[Signature]
Witness

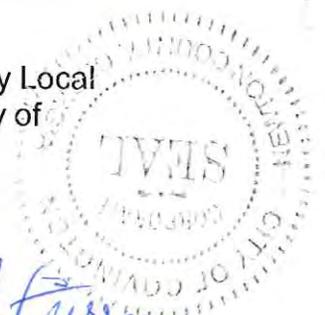
[Signature]
Notary Public



This Agreement approved by Local
Government, the 18 day of
November, 2013.

Attest

[Signature]
Name and Title City Clerk



FEIN: 58-6000551

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering - Phase I		GDOT Oversight for PE (Phase I) ²		Preliminary Engineering Grand Total (Phase I) ²					
Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount
#DIV/0!	\$0.00	\$0.00	Federal	Local Government	#DIV/0!	\$0.00	Federal	#DIV/0!	\$0.00
#DIV/0!	\$0.00	\$0.00	State	Local Government	#DIV/0!	\$0.00	State	#DIV/0!	\$0.00
#DIV/0!	\$0.00	N/A	Local	Local Government	#DIV/0!	\$0.00	Local	#DIV/0!	\$0.00
#DIV/0!	\$0.00	\$0.00	Other	Local Government	#DIV/0!	\$0.00	Other	#DIV/0!	\$0.00
Total	\$0.00	\$0.00			#DIV/0!	\$0.00		#DIV/0!	\$0.00

Right of Way - Phase II		Acquisition Fund By:	
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant
0%	\$0.00	\$0.00	Federal
100%	\$0.00	\$0.00	State
	\$0.00	N/A	Local
	\$0.00	\$0.00	Other
Total	\$0.00		

Utility Relocation - Phase IV		Railroad Funding By:	
Percentage	Amount	Participant	Percentage
100%	\$0.00	Local Government	N/A
Total	\$0.00		100%

Construction - Phase III		Letting By:	
Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant
80%	\$594,000.00	\$594,000.00	Federal
0%	\$0.00	\$0.00	State
20%	\$148,500.00	N/A	Local
0%	\$0.00	\$0.00	Other
Total	\$742,500.00		

GDOT Oversight for CST (Phase III) ²		Inspection (Phase V) Funding By:	
Percentage	Amount	Participant	Percentage
100%	\$0.00	Local Government	Local Government
Total	\$0.00		100%

Grand Total Phases II through III		Participant	
Percentage	CST Amount	Maximum ROW Participation Amount (\$)	Participant
80%	\$594,000.00	\$594,000.00	Federal
0%	\$0.00	\$0.00	State
20%	\$148,500.00	N/A	Local
0%	\$0.00	\$0.00	Other
Total	\$742,500.00		

The funding portion identified in Attachment "A" only applies to PE. The Right of Way and Construction funding estimates are provided for planning purposes and do not constitute a funding commitment for right of way and construction.

The Maximum allowable GDOT participating amounts for PE phase are 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.

GDOT Oversight for PE (Phase I) is detailed in Attachment "D".

GDOT Oversight amounts shall be limited to the actual planning and programming obligations shown with the signed project partnership agreement (PPA).

Right-of-Way and Construction amounts shown are for budget planning purposes only.

NOTE: Separate GDOT P.O.s will be established for each funding phase.

ATTACHMENT "B" Project Timeline

PI # 0012647 – Newton County

Proposed Project Timeline

Environmental Phase Concept Phase Preliminary Plan Phase Right of Way Phase							
Deadlines for Responsible Parties	Execute Agreement	Month/Year 06/2014	Month/Year 08/2015	Month/Year 02/2016 (Locals)	Month/Year 02/2017		

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT "C"

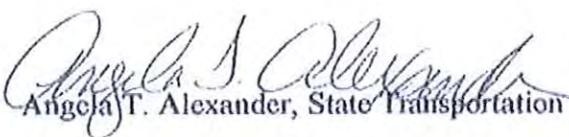
Project# 0012647 Newton

D.O.T. 66

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE OFFICE Planning
DATE September 17, 2010

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO Todd I. Long, PE, PTOE, Director of Planning
Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner

SUBJECT Preliminary Engineering Oversight for Project Managers/Project Delivery Staff

Note: This memo supersedes the previous PE Oversight Memo, dated August 17, 2010. PE Oversight funding for Safe Route to School (SRTS) projects are eligible for PE Oversight funds, paid for with funding from the SRTS program. No other changes were made to the memo.

As you are aware, the Department is unable to continue funding PE oversight with 100% motor fuel funds due to the decline in motor fuel revenues. As a result, the Department needs an established procedure detailing the circumstances under which the Department will fund PE oversight with federal-aid funds (matched with state motor fuel funds) and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. The PE Oversight funds will be used to fund staff man-hours and any other associated expenses incurred by any GDOT employee working on the project. Please note that the process detailed below applies equally to routes both on and off the state highway system.

GDOT Funds PE Oversight with Federal-Aid:

The Department will fund PE oversight with federal-aid funds (and matching motor fuel funds), only if a subsequent project phase (ROW, UTL, CST) is programmed within the first 4 active years of the currently approved TIP/STIP. The source of federal-aid funds to be used for the PE oversight activities is as follows:

- 1) Projects on the National Highway System will use NHS funds (L050) to finance GDOT's PE oversight expenses
- 2) Projects *not* on the National Highway System but eligible for Surface Transportation Program (STP) funds, will follow one of the scenarios below:
 - a) Projects in urban areas between 5,000 and 199,999 in population will use L200 funds (with MPO approval, if applicable)
 - b) Projects in urban areas with a population greater than 200,000 will use L230 funds (with MPO approval)
 - c) Projects in rural areas with a population less than 5,000 will use L250 funds
 - d) The Department may, at the joint discretion of the Chief Engineer and Director of Planning, apply L240 funds to any federal-aid eligible project

- 3) Projects which have received an earmark in federal legislation, will use a portion of the earmark funding for GDOT's PE oversight expenses, pending MPO approval if applicable. (Note: earmark funded projects could receive PE oversight funding regardless of the funding being programmed within the first 4 active years of a currently approved TIP/STIP).
- 4) Projects funded with Safe Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

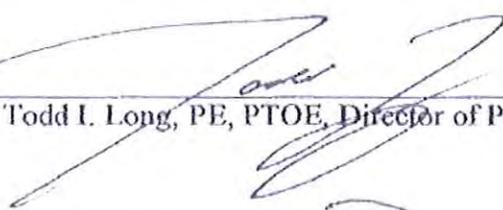
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

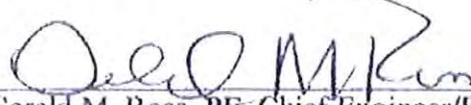
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

- 1) A subsequent phase of the project is not programmed within the first 4 active years of the Currently approved TIP/STIP
- 2) The MPO has elected to not approve the use of L200 or L230 funds for GDOT's PE oversight expenses
- 3) The project is funded with CMAQ funds
- 4) The project is funded with an earmark identified in federal legislation and the local government/entity which secured the earmark (or MPO, if applicable) declines to allow GDOT to use a portion of the earmark for PE oversight expenses
- 5) The project is currently funded entirely with local funds; however, the local government intends to secure federal funding at a future date

Once the PE oversight process is implemented, it will be the responsibility of the GDOT Project Manager to work with the GDOT Office of Financial Management to establish an appropriate amount of federal-aid funded PE oversight funding, or work with the local government to secure locally sourced PE oversight funds.

If you approve of this process, please sign below. Once an acceptable process is developed and approved by both the Chief Engineer and Director of Planning, we will provide the finalized process to the Office of Program Control for distribution to the GDOT Project Managers and incorporation into future Project Framework Agreements. If you have any questions, please contact Matthew Fowler at 404-631-1777.

Approved:  _____ 9/27/10
 Todd I. Long, PE, PTOE, Director of Planning Date

Approved:  _____ 10/7/20
 Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner Date

ATTACHMENT D

GDOT Oversight Estimate for Consultant Project

PI Number Project Number
 County Project Length Miles
 Project Manager Project Cost
 Project Type
 Project Description
 Expected Life of Project Years

Project Phase	Oversight Hours	Oversight Cost	
1. Procurement	0	\$	-
2. Concept Development	0	\$	-
3. Database Preparation	0	\$	-
4. Preliminary Design	0	\$	-
5. Environmental	0	\$	-
6. Final Design	0	\$	-
Travel Expenses		\$	-
Total Oversight Estimate	0	\$	-
Percentage of Project Cost	0.00 %		

GDOT Oversight Estimate for Consultant and Locally Administered Projects - Version 2.0 - July 2011

Revised : 12/2011

ATTACHMENT E

APPENDIX E--GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity: City of Covington

Contract No. and Name: PI 0012647 Newton County

SR 81 From I-20 to George St & Geiger St From Haygood to SR 81

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

46653
E-Verify / Company Identification Number

[Signature]
Signature of Authorized Officer or Agent

July 11, 2007
Date of Authorization

Ronnie Johnston
Printed Name of Authorized Officer or Agent

Mayor
Title of Authorized Officer or Agent

11/20/2013
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

20 DAY OF November, 2013
[Signature]
Notary Public

My Commission Expires: Jan. 28, 2015



ATTACHMENT F

TITLE VI INTRODUCTION

As a sub-recipient of federal funds from Georgia Department of Transportation, all municipalities are required to comply with Title VI of the Civil Rights Act of 1964 which provides that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected To discrimination under any program or activity receiving federal assistance under This title or carried out under this title.”

Additionally, the Civil Rights Restoration Act of 1987, expanded the definition of the terms “programs and activities” to include all programs or activities of federal recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted.

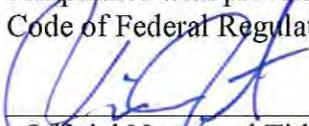
The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964. In the event that the sub recipient distributes federal aid funds to second tier entity, the sub-recipient shall include Title VI language in all written documents and will monitor for compliance. If, these assurances are not signed, the City or County government may be subjected to the loss of federal assistance.

All sub recipients that receive federal assistance must also include Federal Highways Administrations 1273 in their contracts. The FHWA 1273 sets out guidance for ensuring non discrimination and encouraging minority participation and outreach. Enclosed you will find Title VI acknowledgment form and the Title VI assurances. The Title VI acknowledgment form and Title VI assurances must be signed by your local government official if it has not been signed.

TITLE VI ACKNOWLEDGEMENT FORM

The City of Covington assures that no person shall on the grounds or race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The City of Covington assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.



Official Name and Title

Mayor

11/19/13

Date

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4;42 USC 4601 to 4655;23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability

The 1970 Uniform Act (42 USC 4601)
Section 504 of the 1973 Rehabilitation Act (29 USC 790)
The 1973 Federal-aid Highway Act (23 USC 324)
The 1975 Age Discrimination Act (42 USC 6101)
Implementing Regulations (49 CFR 21 & 23 CFR 200)
Executive Order 12898 on Environmental Justice (EJ)
Executive Order 13166 on Limited English Proficiency (LEP)

Attachment #10


Georgia Department of Transportation



**Application for
FY 2011**

**Unbound Original 8 1/2 x 11
3:00 P.M, on DEC 15, 2010 to:**

**Elaine Armster
Special Projects Chief
Office of Program Delivery
Georgia Department of Transportation
One Georgia Center,
600 W.Peachtree St.
Atlanta, GA 30308
Phone: (404) 631 - 1784**



TRANSPORTATION ENHANCEMENT APPLICATION
FY 2011

Section I – Sponsor Information		
Sponsor COVINGTON		Main Contact Randy Conner
Contact Title Financial Coordinator		Phone Number (678) 342-3177
Contact Address 2194 Emory Street		
Address Line 2		
City COVINGTON	State GA	Zip Code 30014

Section II – Project			
County Newton	City COVINGTON	Congressional District 8	GDOT District 2
RDC Region 9		MPO Region	
Project Name Emory Street Pedestrian Bridge Project			
Brief Project Description Erect a pedestrian bridge adjacent to Hwy 81 to allow for safe walking and bicycle connections over I-20 connecting the sidewalks from Oxford and North Covington to the Hwy 278 LCI District.			
Describe how this project fits your overall master plan Meets recommendations found in the 2050 Plan, Comprehensive Plan, and Urban Redevelopment Plan.			

Section VI – Budget			
Cost Category	Total Cost	Federal Funds	Local Funds
Design Phase	\$ 87,951.00		\$ 87,951.00
Property Acquisition	\$ 0.00	\$ 0.00	\$ 0.00
Construction	\$ 611,343.00	\$ 559,435.00	\$ 51,908.00
Total Project Cost	\$ 699,294.00	\$ 559,435.00	\$ 139,859.00
Local matching funds will be provided in the form of: Cash match from city to make up the difference between the amount of the LCI grant and the 20% match			



TRANSPORTATION ENHANCEMENT APPLICATION
FY 2011

Section III – Funds Requested and Local Match		
Federal Funds Requested	Local Match	Total Project Cost
\$ 559,435.00	\$ 139,859.00	\$ 699,294.00
Have you previously applied for enhancement funds for this project?		
O Yes X No		
Is this project a continuation of a previously funded enhancement project?		
O Yes X No		
If yes, what is the PI#?		
Is this project on a state highway?		
X Yes X No		
Are there other GDOT projects in the proposed project area?		
O Yes X No		
If yes, what is the project or PI number?		
Is property to be acquired for this project?		
O Yes X No		

Section IV – Project Category	
Multi-use Facilities	Transportation Aesthetics & Transportation Facilities
<input checked="" type="checkbox"/> Provision of Facilities for Pedestrians and Bicycles <input type="checkbox"/> Provision of safety and educational activities for Pedestrians & Bicycles <input type="checkbox"/> Preservation of Abandoned Railway Corridors (including their conversion & use for pedestrian or bicycle trails)	<input type="checkbox"/> Tourist & Welcome Center Facilities <input type="checkbox"/> Transportation Museum <input type="checkbox"/> Landscape and Other Scenic Beautification <input type="checkbox"/> Control and removal of outdoor advertising <input type="checkbox"/> Acquisition of Scenic Easements or Scenic Sites <input type="checkbox"/> Scenic Byway Program
Historic Preservation	Environmental Preservation
<input type="checkbox"/> Acquisition of Historic Sites <input type="checkbox"/> Historic Preservation Rehabilitation & Operation of Historic Transportation Structures <input type="checkbox"/> Depots <input type="checkbox"/> Lighthouses <input type="checkbox"/> Canals <input type="checkbox"/> Buildings <input type="checkbox"/> Other	<input type="checkbox"/> Environmental Mitigation to Reduce Vehicle Caused Wildlife Mortality <input type="checkbox"/> Mitigation of water pollution due to highway runoff <input type="checkbox"/> Archaeological Planning and Research
Project Location	
Startpoint West side of Hwy 81 on north side of I-20 Endpoint West side of Hwy 81 on the south side of I-20	



TRANSPORTATION ENHANCEMENT APPLICATION

FY 2011

Multi-Use Facilities:	
Does the project have connection to mass transit or other transportation modes? If yes, describe Existing sidewalks and bicycle lanes leading to the Hwy 278 district, downtown and library.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there historical or archaeological sites within project limits? If yes, describe	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is there access or proximity to other resources: historic, tourist attractions, parks, etc? If yes, describe Connects historic Oxford and Oxford College with N. Covington and Hwy 278 LCI businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is there an existing pedestrian or bicycle facility in the project area: sidewalks, bike lanes, etc?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Transportation Aesthetics & Transportation Facilities:	
Is the project located on a state-designated Scenic Byway?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If no, is a Scenic Byway Application being prepared for, or currently being reviewed by GDOT?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If no, is the route being proposed as a Scenic Byway as part of this enhancement project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If it is part of a designated or proposed Scenic Byway, is there outdoor advertising located within the proposed project limits?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If the project is for a welcome center or transportation museum:	
Is the facility a new building to be constructed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If no, is the facility in a historic building?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Briefly describe how the facility will be used and operated.	

Environmental Preservation
Briefly explain how this project meets the eligibility Environmental preservation categories:



TRANSPORTATION ENHANCEMENT APPLICATION
 FY 2011

Historic Preservation	
Is the project listed or eligible for listing on the National Register of Historic Places?	O Yes X No
Has a historic or cultural resources survey been conducted in the vicinity which includes the project resources? If yes, cite:	O Yes X No
How does the project tie to surface transportation?	
What is the proposed use for the improved property?	

Section V – Description of Project
<p>Project Description</p> <p>The project will allow for the construction of a simple steel truss arch bridge just west of the existing Hwy 81/Emory St bridge with no vertical column in the middle of Interstate 20. The vertical supports would be provided at the two end abutments with a archway configuration. The approximate length of the proposed bridge would be 210 feet long with a 10 foot travel way and a concrete deck. The overall width of the bridge with structural support, travel way, railing and parapet would be approximately 16 feet. As shown in the attached photos, both Geiger Street and West Street are adjacent to I-20. Photo #1 was taken facing south, on the north side of the interstate. Photo #2 was taken facing south, standing on the curb on the southwest side of Geiger Street. Photo #3 was taken from the southwest side of West Street facing north toward the interstate, with photo #4 being taken from the west side of Emory Street facing north from the guard rail on the south side of Interstate 20. No right-of-way acquisition will be required for the project. Approximately 50 feet of additional sidewalk is all that will be required to connect the proposed bridge to the existing sidewalks along Emory, West and Geiger Streets. Highway 81 is the only artery leading from Oxford and North Covington to Highway 278 and historic downtown Covington. This project will serve to eliminate the hazardous conditions facing pedestrian traffic traveling north and south along Hwy 81/Emory Street from Oxford College, Oxford, and North Covington. This feature will greatly enhance the quality of life for these residents, making it much easier and safer to reach the Hwy 278 business district and it's shopping, dining, and recreational opportunities while, at the same time, having a significant economic impact on the businesses in the Highway 278 LCI Corridor.</p>
<p>Project Benefits</p> <p>Provide a safe enhancement to pedestrian travel along GA 81 to the Hwy 278 LCI corridor.</p>



TRANSPORTATION ENHANCEMENT APPLICATION
FY 2011

I understand and acknowledge that the following guidelines must be followed as it relates to this project.

- AASHTO A Policy on Geometric Design of Highways and Bridges
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities
- USDOT/FHWA Guide for Selecting Roadway Design Treatments to Accomodate Bicycles
- USDOT/FHWA A Manual on Uniform Traffic Control Devices
- GDOT Standart Specifications for Construction of Transportation Systems
- GDOT Bike Plan
- GDOT Pedestrian & Streetscape Guide
- GDOT Scenic Byway Program Requirements
- GDOT Scenic Byway Application
- GDOT Georgia Scenic Byways Corridor Management Plan Guidelines
- The Americans with Disabilities Act
- The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation
- The Secretary of the Interior's Standards for the Treatment of Historic Properties
- The Secretary of the Interior's Standards for the Identification and Evaluation
- The Secretary of the Interior's Standards for Survey and Evaluation
- The Secretary of the Interior's Standards and Guidelines for Rehabilitation
- The Secretary of the Interior's Standards for Historical Documentation

This project must be ready to bid within two years from the date of award letter. Failure to meet this deadline will subject these funds to reallocation.

SPONSOR



SIGNATURE

Mayor

TITLE



City of Covington

2194 Emory Street, NW
P.O. Box 1527
Covington, Georgia 30014

Kimberly Carter
Mayor

Steve Horton
City Manager

December 14, 2010

Elaine Armster
Special Projects Branch Chief
Office of Planning
Georgia Department of Transportation
2 Capitol Square, SW
Atlanta, GA 30334

Dear Ms. Armster,

At the Covington City Council meeting on December 6, 2010, the council voted unanimously to approve the City's Transportation Enhancement Grant Application and the financial support necessary for the Emory Street Pedestrian Bridge Project.

We are applying for an LCI grant to be coupled with cash funds from the city to meet the 20% match required for Transportation Enhancement Funding.

We feel that this project is vital to the citizens of North Covington, Oxford, and Oxford College, providing an alternative means of transportation and a source for recreational activities. This project will allow families living north of I-20 to take advantage of shopping, dining, and recreational activities provided in the Highway 278 LCI Corridor by walking or riding a bicycle.

This will also provide trails coming from Conyers to Oxford a connection with planned and existing trails in the City of Covington. The alternative I-20 crossing and connection possibilities would require acquisition of private property and/or easements. This project allows for the most direct route for our citizens and is the cheapest solution to our problem.

We would like to express our thanks to the Georgia Department of Transportation for your continued support in providing solutions to our transportation needs.

Sincerely,

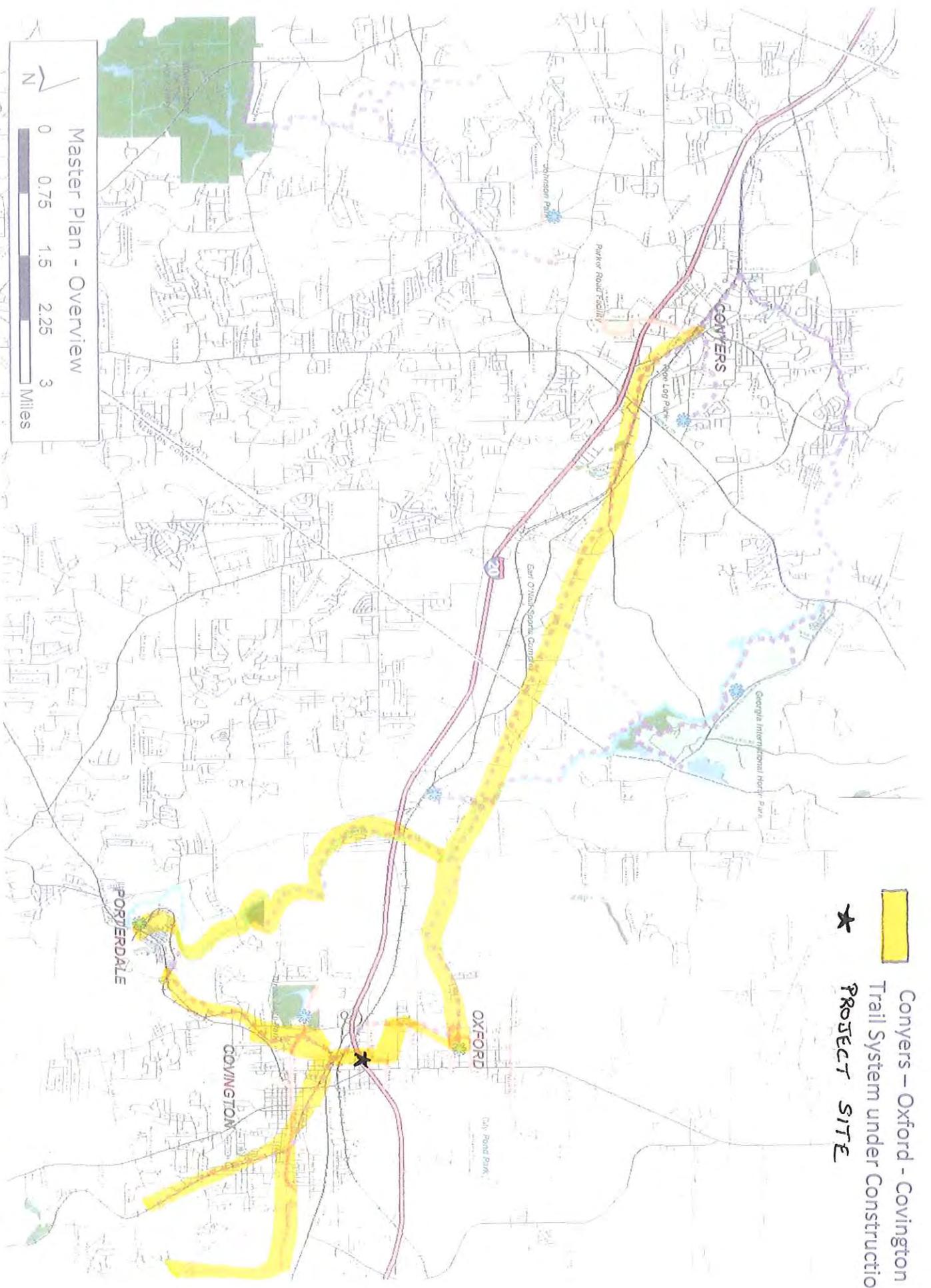
Kimberly Carter
Mayor
City of Covington



PHONE (770) 385.2000
FAX (770) 385.2060

WEBSITE <http://www.cityofcovington.org>

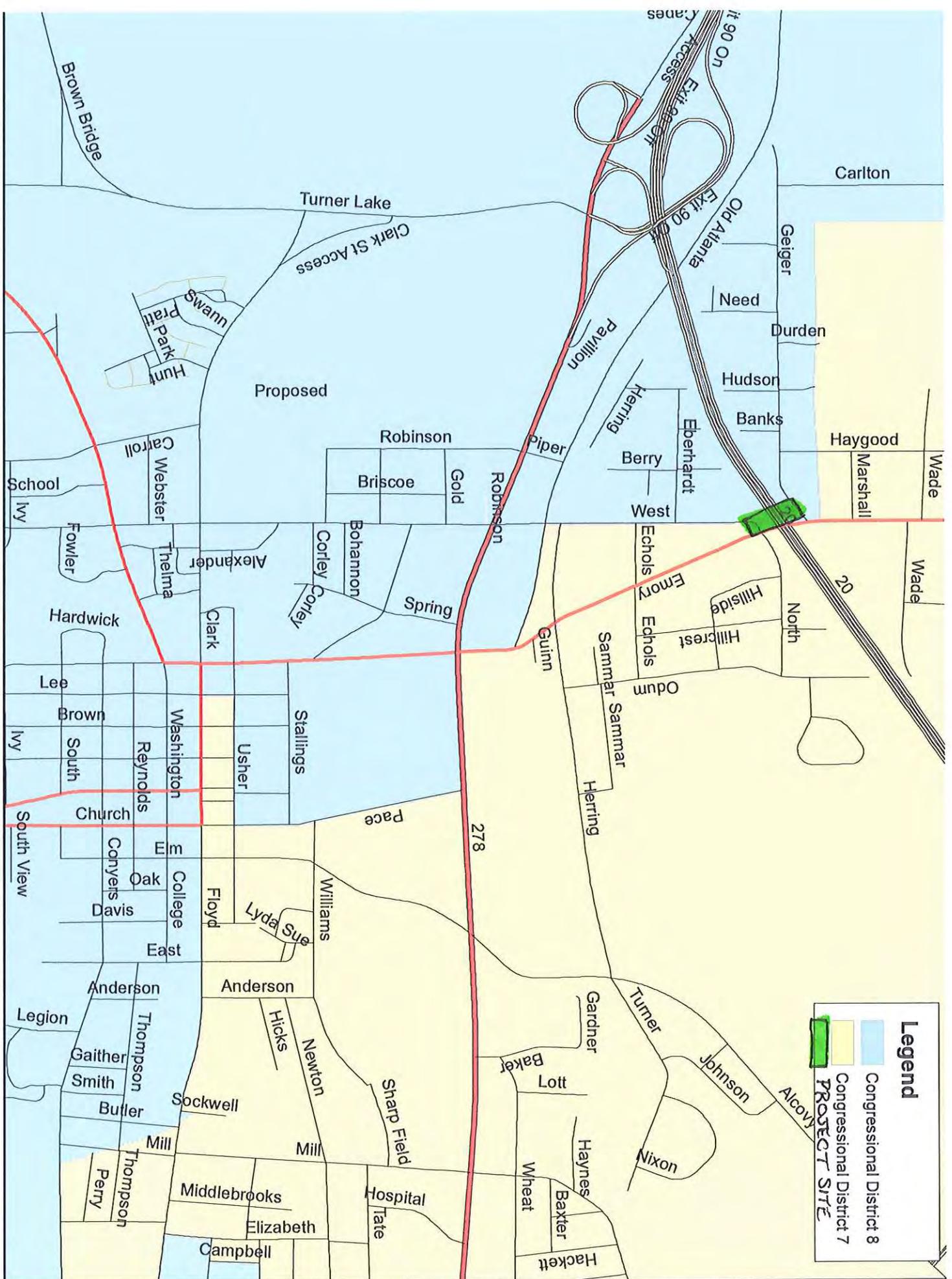




Data Sources: Atlanta Regional Commission, ESRI, Georgia Department of Natural Resources, Georgia Department of Transportation, Newton County, Rockdale County, State Base Map of Georgia.

Map of the 7th and 8th Congressional Districts showing the proposed project site. The map includes street names, district boundaries, and a legend. The project site is highlighted in green.

The 7th and 8th Congressional Districts



Legend

- Light Blue: Congressional District 8
- Light Yellow: Congressional District 7
- Green Rectangle: PROJECT SITE



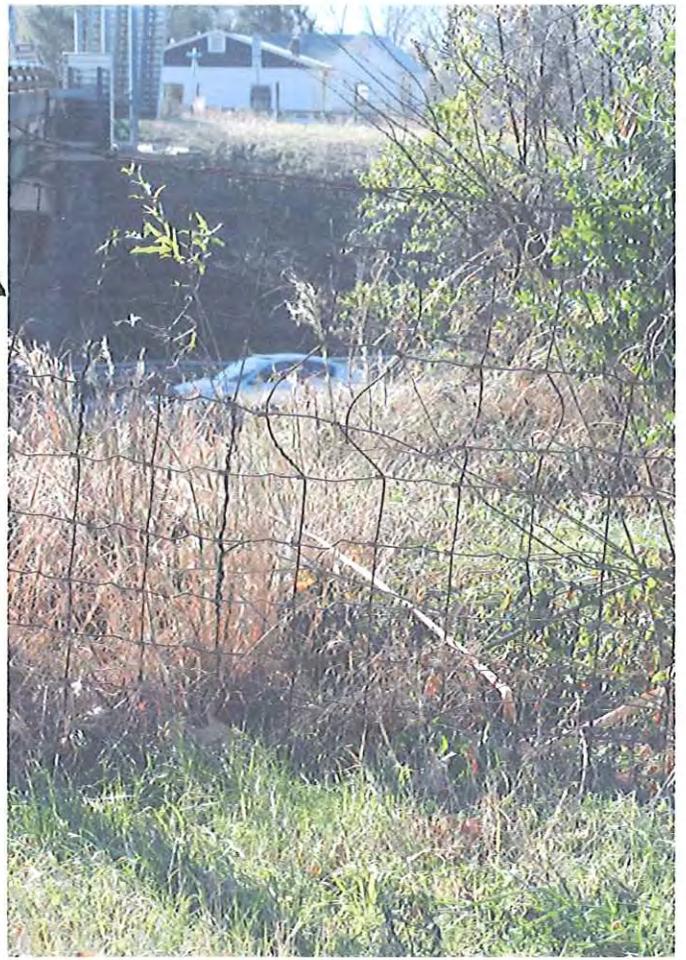


#1



↑
S

#2



#3



↑
N

#4





Newton Trails

www.newtontrails.org

December 14, 2010

Elaine Armster
Special Projects Branch Chief
Office of Planning
Georgia Department of Transportation
2 Capitol Square, SW
Atlanta, GA 30334

Dear Ms. Armster:

On behalf of the Board of Directors of Newton County Trail – Path Foundation, Inc (Newton Trails), I am writing to express our support for the City of Covington’s proposed project to construct a pedestrian bridge over I-20 near the existing GA-81 bridge. We support this project as a much-needed enhancement to bicycle and pedestrian transportation in the communities of Covington and Oxford.

This new bridge is needed to mitigate unsafe conditions that exist now for pedestrians and cyclists traveling between Oxford and Covington. The GA Highway 81 bridge is dangerous for pedestrians, due to high sidewalks and low railings which create a situation where someone walking across the bridge could easily stumble and fall onto the interstate. And the narrow roadway bordered by elevated sidewalks on both sides leaves no shoulder for safe bicycle crossing of this particular bridge. Lacking a safe, accessible option for crossing I-20, many pedestrians living within the Covington city limits north of I-20 are climbing down a wooded embankment from Geiger St, crossing the active CSX rail line, and walking beneath the interstate to reach downtown Covington. (Note: Oxford has no retail establishments, such as grocery stores, convenience stores, drug stores, or restaurants. So, residents without an automobile must navigate this obstacle course to reach basic necessities.)

Non-motorized connectivity between Oxford and Covington is also a significant benefit to the 900 or so students of Oxford College -- who represent an activity community prone to biking and walking – and the downtown Covington merchants – who would benefit greatly from the increased business the students would bring. In short, no other bike/ped enhancement we might make in Newton County could have a greater “bang for the buck.” I urge you to please support funding for this pedestrian bridge.

Sincerely,

L. Maurice Carter, Jr
Chairman of the Board,
Newton County Trail – Path Foundation

Attachment #11



City of Covington

2194 Emory Street, NW
P.O. Box 1527
Covington, Georgia 30014

Ronnie Johnston
Mayor

Leigh Anne Knight
City Manager

July 8, 2014

Nick Castronova, PE
URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE
Suite 900
Atlanta, GA 30328

INDICATION OF LIGHTING SUPPORT

Location

City of Covington supports the consideration of energizing and maintenance of lights on a pedestrian bridge on SR 81/ Emory St crossing I-20.

Description: The project consists of a pedestrian bridge over I-20

State/ County Route Numbers: SR 81 / Emory Street

Project: P.I. No. 0010672 – Newton County

Associated Conditions

The undersigned agrees to participate in the full and entire cost to energize the lighting system and to provide for operation/maintenance thereof for the above referenced pedestrian bridge.

We agree to participate in a formal Local Government Lighting Project Agreement during the design phase of the project. This indication of support is submitted and all the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This 8th day of July, 2014

Ronnie Johnston
Mayor
City of Covington



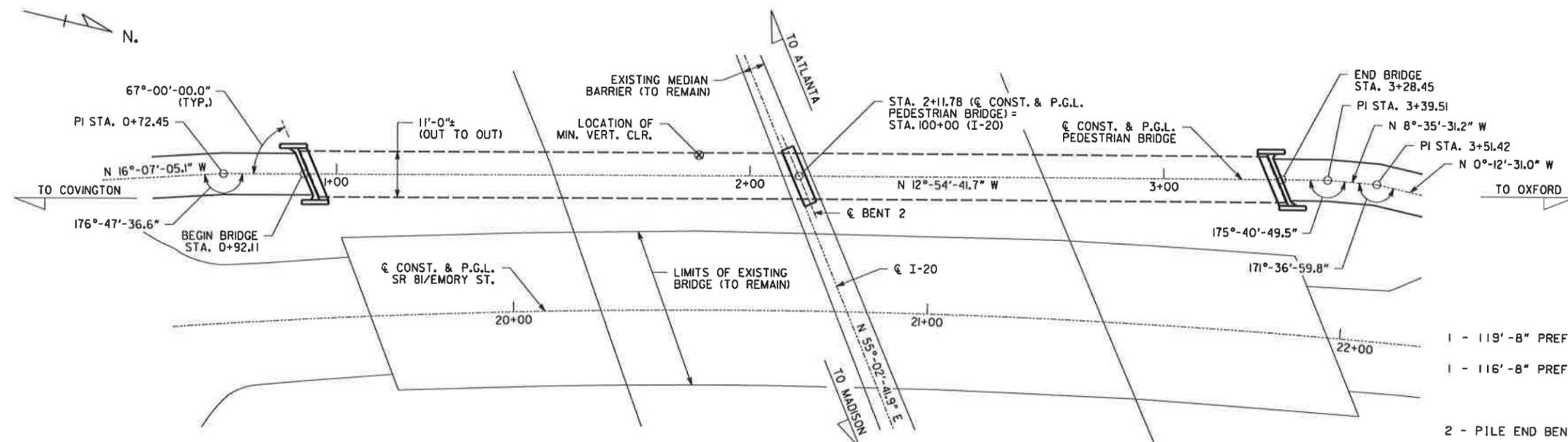
PHONE (770) 385.2025
FAX (770) 385.2132

E-MAIL covingtonhr@cityofcovington.org
WEBSITE <http://www.cityofcovington.org>



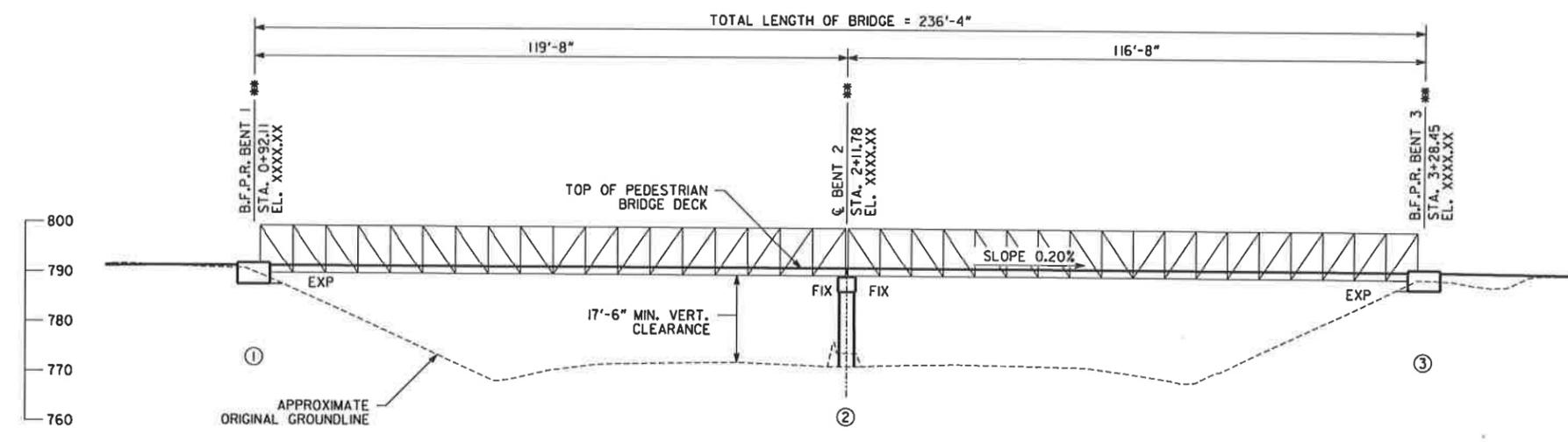
Attachment #12

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	N/A		



PLAN

- BRIDGE CONSISTS OF**
- 1 - 119'-8" PREFABRICATED STEEL THROUGH TRUSS SIMPLE SPAN --- SPECIAL DESIGN
 - 1 - 116'-8" PREFABRICATED STEEL THROUGH TRUSS SIMPLE SPAN --- SPECIAL DESIGN
 - 2 - PILE END BENTS ----- SPECIAL DESIGN
 - 1 - CONCRETE INTERMEDIATE BENT ----- SPECIAL DESIGN



ELEVATION

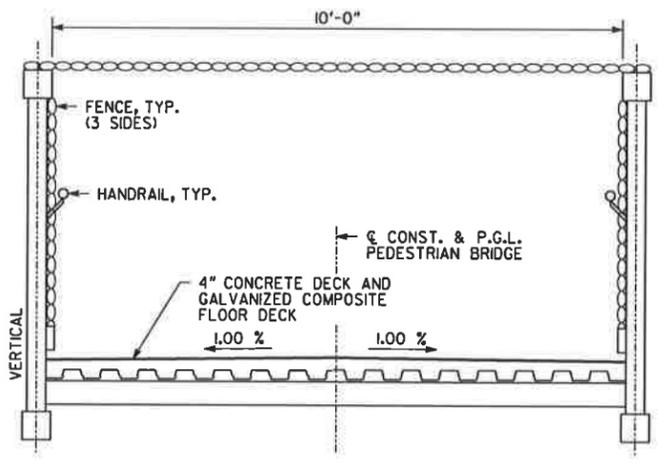
** STATIONS AND ELEVATIONS ARE ALONG PROFILE GRADE LINE AT THE INTERSECTION OF PROFILE GRADE LINE AND B.F.P.R. OR ϵ BENTS.

- DESIGN DATA**
- SPECIFICATIONS ----- AASHTO LRFD 5TH EDITION, 2010
 - AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES - 1997
 - PEDESTRIAN LOADING ----- 85 PSF

UTILITIES
NO UTILITIES ON BRIDGE

- NOTES:**
1. BENTS 1 AND 3 ARE PARALLEL TO BENT 2.
 2. PROPOSED BRIDGE DECK TO BE BUILT ON A NORMAL CROWN.
 3. TRAFFIC TO BE MAINTAINED BENEATH PEDESTRIAN BRIDGE ON I-20 DURING CONSTRUCTION.

PROJECT P.J. NO. 0010672



TYPICAL BRIDGE SECTION
(NOT TO SCALE)

BRIDGE NO. 1

URS URS CORPORATION
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, N. E.
SUITE 900
ATLANTA, GA 30328
TEL: (678) 808-8800
FAX: (678) 808-8400

GEORGIA
DEPARTMENT OF TRANSPORTATION
PRECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

PRELIMINARY LAYOUT
SR 81 PEDESTRIAN BRIDGE
OVER I-20
NEWTON COUNTY N/A

SCALE: 1" = 15'-0" AUGUST 2014

DESIGNED GJM	CHECKED RSC	REVIEWED WEI/WMD
DRAWN GJM	DESIGN GROUP XXX	APPROVED PVL



DRAWING NO. 35-001
BRIDGE SHEET 01 OF 01

REVISIONS	DATE

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