DEC 2000
D.O.T. Dept. Of Transportation Tennille, GA

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-046-1(29)/BHF-046-1(30) Newton County
P. I. Nos. 231630/231635

OFFICE Preconstruction

DATE November 30, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Mike Thomas

DISTRICT TWO
DEC 07 2000
(1) 128-00
( ) State Aid
( ) EEO
( ) Comm
( ) Safety
( ) Const
( ) Ct Admin
( ) Estimator
( ) Auditor
( ) Matls
( ) Adm Off
( ) Train
( ) EDP Tech Sppt
( ) Legal
(2) Preconst
(3) P & P
( ) Environ
(4) Des
( ) Loc
( ) R/W 1
( ) R/W 2
( ) Loc Gvt R/W
( ) Intermodal
( ) Outdoor Adv
( ) Traf Ops
( ) Maint
( ) Utilities
COPY:

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-046-1(29)/BHF-046-1(30) Newton County **OFFICE** Preconstruction
P.I. Nos. 231630/231635

DATE November 16, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

These combined projects are the widening and reconstruction of US 278/SR 12 from the Covington Bypass/CR 653 to SR 142 for a total of 2.50 miles. Currently, US 278/SR 12 is a two lane rural roadway with a posted speed limit of 45 MPH from the Covington Bypass to the Covington City limit and 55 MPH from this point to SR 142. State Route 12/US 278 is functionally classified as an urban minor arterial from the beginning of the project to the Alcovy River and a rural minor arterial from the river to SR 142. The 1997 accident rates for the urban section were below the statewide average for a facility of this type, however, the rural section rates more than tripled the statewide averages. Traffic is projected to be 39,600 VPD and 55,000 VPD in years 2006 and 2026, respectively.

The proposed construction will widen US 278/SR 12 to provide four, 12' lanes separated by a 44' depressed median with 12' outside shoulders (6' paved), 6' inside shoulders and turn lanes as required. The speed design will vary from 45 to 55 MPH. Two new bridges will be constructed over the Alcovy River and Alcovy River Overflow to accommodate the new lanes. The existing bridges over the Alcovy River and Alcovy River Overflow both have sufficiency ratings of 79 and will be widened. Traffic will be maintained via staging during construction.

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

The estimated costs for these projects are:

STP-046-1(29) Newton

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$6,031,000	$6,150,000	2004	03-07
Right-of-Way	$ 300,000	$ 367,000		
Utilities*	LGPA	LGPA		

STP-046-1(29)/BHF-046-1(30) Newton
November 16, 2000

Prog Conc Appr

BHF-046-1(30) Newton

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$1,885,000	$1,934,000	2004	03-07
Right-of-Way	$ 67,000	-----		
Utilities*	LGPA	LGPA		

*Newton County signed LGPA on 3-3-99 for utilities; City of Covington signed LGPA on 1-6-99 for public utilities.

This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR_____
Frank L. Danchetz, P.E., Chief Engineer

APPROVE_____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-046-1(29) & BHF-046-1(30) Newton
P.I. Numbers 231630- & 231635-

OFFICE: Atlanta, Georgia

DATE: November 2, 2000

RECEIVED
NOV - 6 2000

FROM: David Mulling, Project Review Engineer DTM

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted November 2, 2000 by the letter from George Brewer dated November 1, 2000, and have the following comment:

1. The estimated costs for reimbursable utilities were not provided.

The costs for the project are:

	Unit (29)	Unit (30)
Construction	$4,768,000	$1,490,000
Inflation	$ 715,000	$ 224,000
E&C	$ 548,000	$ 171,000
Reimbursable Utilities	$?	$?
Right of Way	$ 300,000	$ 67,000

DTM

c: George Brewer – District 2 Preconstruction

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT
WIDENING AND RECONSTRUCTION OF SR 12 FROM THE COVINGTON BYPASS/CR 653 TO SR 142

STP-046-1(29) & BHF-046-1(30)

NEWTON COUNTY

U.S. Route No.:	278
State Route No.:	12 & 142
GaDOT P.I. Nos.:	231630 & 231635
Federal Aid Route No.:	ST461

Date of Report: 10/25/00

RECOMMENDATION FOR APPROVAL

Date — State Transportation Planning Administrator

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

Date — State Transportation Programming Engineer

Date — State Environmental/Location Engineer

Date — State Road & Airport Design Engineer

10-25-00 — District Engineer/Tennille

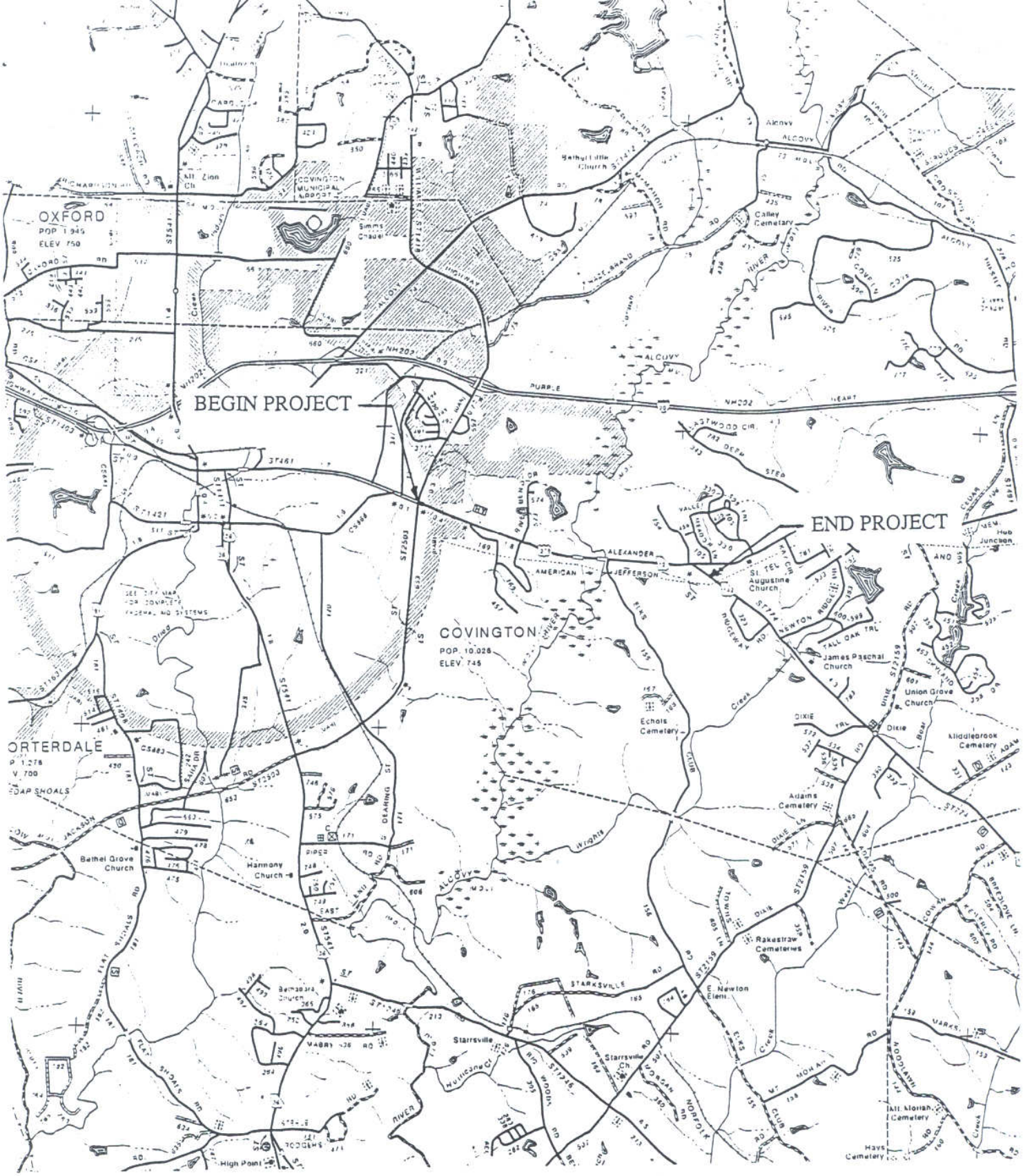
Date

11/2/00 — Project Review Engineer

Date

Date — State Traffic Operations Engineer

Date — State Bridge & Structural Design Engineer



STP-046-1(29) & BHF-046-1(30) NEWTON

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-046-1(29) & BHF-046-1(30) Newton County

PROJECT LOCATION AND DESCRIPTION

This project consists of the widening and reconstruction of SR 12/US 278 from the Covington Bypass/CR 653 to SR 142. The project length is 2.5 miles

TRAFFIC

	CURRENT		PROJECTED	
	YEAR	AADT	YEAR	AADT
SR 12	2006	39,600	2026	55,000

PDP CLASSIFICATION Major

FUNCTIONAL CLASSIFICATION

Covington Bypass to Alcovy River	Urban Minor Arterial
Alcovy River to SR 142	Rural Minor Arterial

FOS ( ) EXEMPT (X) N/A ( )

NEED AND PURPOSE
PROJECT STP-046-1 (29) NEWTON COUNTY
PI NO. 231630
SR 12/US 278 FROM THE COVINGTON BYPASS/CR 653 TO SR 142

Project STP-046-1 (29) consists of the widening and improvement of SR 12/US 278 from the Covington Bypass/CR 653 (S2503) to SR 142 (S774). SR 12/US 278 from SR 142 (S2503) to SR 142 (S774) is to be widened from a two-lane section to a four-lane divided section. This 2.5 mile section of SR 12 is functionally classified as the following: an urban minor arterial from SR 142 (S2503) to the Alcovy River; and a rural minor arterial from the Alcovy River to SR 142 (S774).

The 1998 AADT from SR 142 (S2503) to SR 142 (S774) was 13,500, resulting in a LOS of "E". The projected (2026) AADT from SR 142 (S2503) to SR 142 (S774) ranges from 36,600 to 43,000 with a projected LOS of "F". Widening SR 12/US 278 will improve the projected LOS to "C" as well as reduce congestion and driver discomfort.

In 1997, there were 15 accidents along the section of SR 12 from SR 142 (S2503) to the Alcovy River, 13 in 1996 and 17 in 1995. The resulting accident rates for this section were 215 accidents per 100 MMVT in 1997, 200 accidents per 100 MMVT in 1996 and 275 accidents per 100 MMVT in 1995. These rates are below the statewide average for an urban minor arterial for all three years. In 1997, there were 44 accidents along the section of SR 12 from the Alcovy River to SR 142 (S774), 33 in 1996 and 41 in 1995. The accident rates along this section of SR 12 are extremely high for a rural minor arterial: 1268 accidents per 100 MMVT in 1997, 1024 accidents per 100 MMVT in 1996 and 1334 accidents per 100 MMVT in 1995. The statewide averages for a rural minor arterial were 210 in 1997, 224 in 1996 and 200 in 1995. In 1997, 29 of the 44 accidents occurred at the intersection of SR 12 and SR 142 (S774). In 1996, 23 of the 33 accidents occurred at the intersection of SR 12 and SR 142 (S774) and in 1995, 29 of the 41 accidents occurred at the intersection of SR 12 and SR 142 (S774).

Two bridges are located along this section of SR 12, one over the Alcovy River and one over the Alcovy River overflow. Both bridges have a sufficiency rating of 79.8 and are acceptable to be widened.

The land use along SR 12/US 278 is industrial and commercial in use towards the Covington (western) termini of the project but begins changing to rural and residential as you approach the SR 142 (S774) terminus. The western terminus of project STP-046-1(29) ties into an existing multi-lane section just east of SR 142 (S2503). The eastern terminus is SR 142 (S774). Traffic volumes along SR 12 east of the SR 142(S774) intersection decreased to 3,250 AADT from 13,500 AADT west of the intersection in 1998. The 1998 volume along SR 142 south of SR12 is approximately 6,000 AADT. This section of SR 142 is residential in use and is rapidly developing.

Other projects in the area include STP-000S(14), programmed to widen SR 142 ((S2503) from south of the intersection with SR 12 to Interstate 20. Project STP-1418(3) will multi-lane SR

142 north of the I-20 interchange and project IM-20-2(141) will widen and improve the interchange itself. Project NH-20-2(167) is programmed to add an additional lane east and west on I-20 from the Alcovy Road interchange to the SR 142 interchange. The combination of these projects and project STP-046-1 (29) will improve the access between the residential areas of Newton County to the more commercial and industrial areas as well as improve access to the interstate.

The section of SR 12 from Mill Street to SR 142 that was originally programmed to be improved with this project is now to be included with a project that begins at I-20 and ends at SR 142. The change was done in order to give a more logical termini to both projects.

EXISTING ROADWAY

TYPICAL SECTION:	2 Lane Rural	RIGHT-OF-WAY WIDTH: 190'
POSTED SPEED	**MAXIMUM DEGREE OF CURVE**	**MAX. GRADE**
45 mph from the Covington Bypass to the City Limits 55 mph from the City Limits to SR 142	1°-00'	4.0%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	WIDTH	LENGTH	SUFF. RATING
Bridge at Alcovy River Overflow	34.1 ft	154 ft	79.9
Bridge at Alcovy River	34.1 ft	320 ft	79.9

HAZARD INDEX: There will be no railroad involvement.

PROPOSED ROADWAY

TYPICAL SECTION:

4-12' lanes separated by a 44' depressed median
with 12' outside shoulders (6' paved), 6' inside shoulders (2' paved)
and turn lanes as required

DESIGN SPEED	MAXIMUM DEGREE OF CURVE		MAX. GRADE	
45/55 mph	ALLOWABLE	6°	ALLOWABLE	4.5%
	PROPOSED	5°-00'	PROPOSED	4.5%

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Widen the existing bridge and construct a new parallel bridge at the Alcovy River Overflow	154 ft	38 ft Existing bridge 78 ft new bridge
Widen the existing bridge and construct a new parallel bridge at the Alcovy River	320 ft	38 ft (both bridges)

THESE ARE REVERSED JDW. 11/20/20

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 190' to 220'	30	0

TYPE OF ACCESS CONTROL: Permit

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE:	June 8, 1999
CONFORMS TO TIP/STIP?	Y_X_ N___
MEETS LOGICAL TERMINI REQUIREMENTS?	Y_X_ N___
P.A.R. MEETING:	Not required
PERMITS REQUIRED:	404 Nationwide 23
LEVEL OF PUBLIC INVOLVEMENT:	A public hearing will be required
TIME SAVING PROCEDURES APPROPRIATE:	No
SCHEDULING CONSIDERATIONS:	
TIME TO COMPLETE ENVIRONMENTAL:	12 months
TIME TO COMPLETE PRELIM. RD/RW PLANS:	12 months
TIME TO COMPLETE 404 PERMIT:	12 months
TIME TO COMPLETE FINAL CONSTR. PLANS:	9 months
TIME TO BUY RIGHTS-OF-WAY:	18 months

OTHER PROJECTS IN THE AREA:

IM-20-2(141) Newton - Interchange reconstruction and widening SR 142 from CR 72 to CR 75
STP-000S(14) Newton - Widening SR 142 from SR 12 to CR 72
NH-20-2(167) Newton - Widening for additional lanes on I-20 from Alcovy Road to SR 142
STP-1418(3) Newton - SR 142 widening from I-20 to Alcovy Road in Covington

LOCAL GOVERNMENT COMMITMENTS:
The City of Covington and Newton County have agreed to fund all reimbursable utility relocations.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION:	All construction will be done under traffic.
LEVEL OF ENVIRONMENTAL ANALYSIS:	Categorical Exclusion
UNDERGROUND STORAGE TANKS:	One possible site
HAZARDOUS WASTE SITES:	None known at this time

DESIGN VARIATIONS REQUESTED

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERTICAL GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZONTAL CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

ALTERNATIVES CONSIDERED

A. Construct the additional lanes to the south of the existing alignment and retain the existing pavement where it meets current design criteria.
B. No Build.

ESTIMATED COST

	STP-046-1(29)	BHF-046-1(30)	
RIGHT-OF-WAY:	$300,000	$67,000	**ACQUIRED BY:** DOT
UTILITIES: LGPA			
CONSTRUCTION:	$4,768,280	$1,489,720	
E & C (10%):	535,000	165,000	
INFLATION: (3 yrs @ 5% per yr)	497,000	153,000	
TOTAL CONS'T COST:	$5,800,280	$1,807,720	
GRAND TOTAL CONS'T COST:		$7,608,000	

COMMENTS

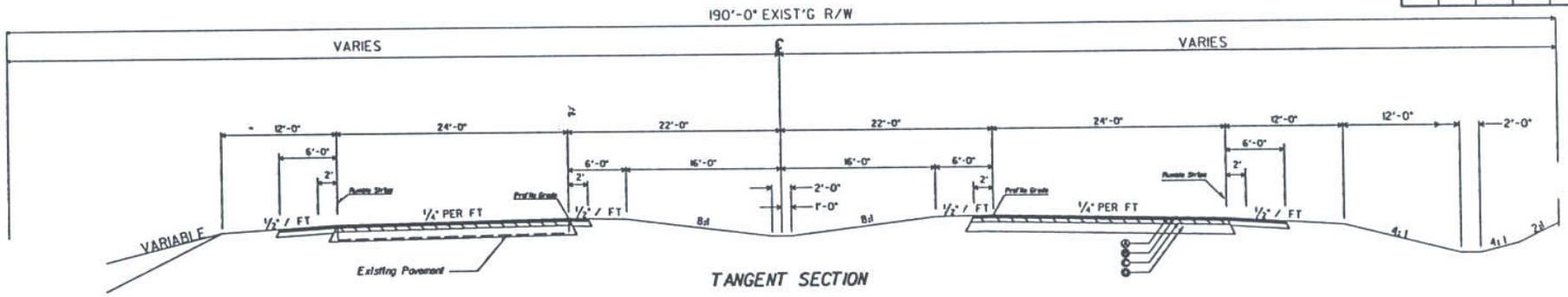
The district recommends Alternate "A" due to the needs and purpose of this project.

ATTACHMENTS: Cost Estimates, Typical Section, Traffic Data, Pavement Design, Accident Data, Team Meeting Minutes

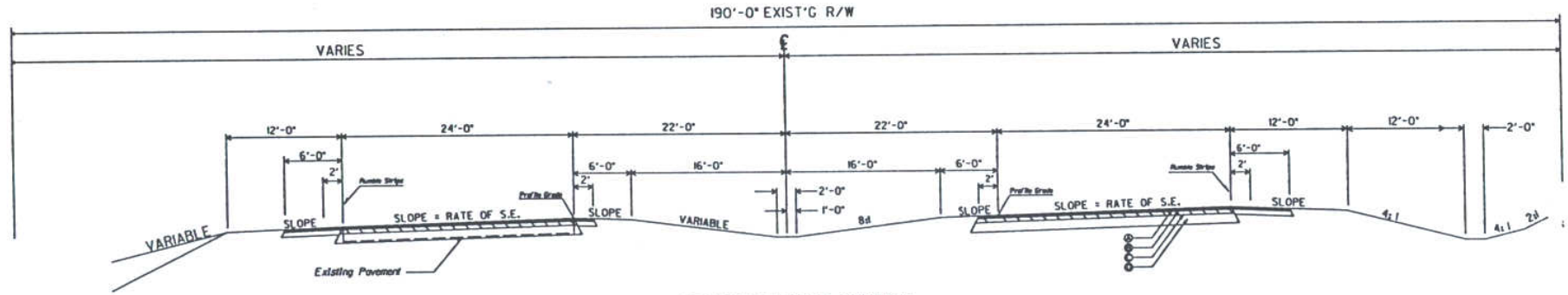
PREPARED BY: George Brewer, District Design Engineer

7, 2003

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-045-2(9)		
REVISION DATES			



TANGENT SECTION



SUPERELEVATED SECTION

NOT TO SCALE

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF URBAN DESIGN	SR 12*US 278 WIDENING TYPICAL SECTIONS	DRAWING No.

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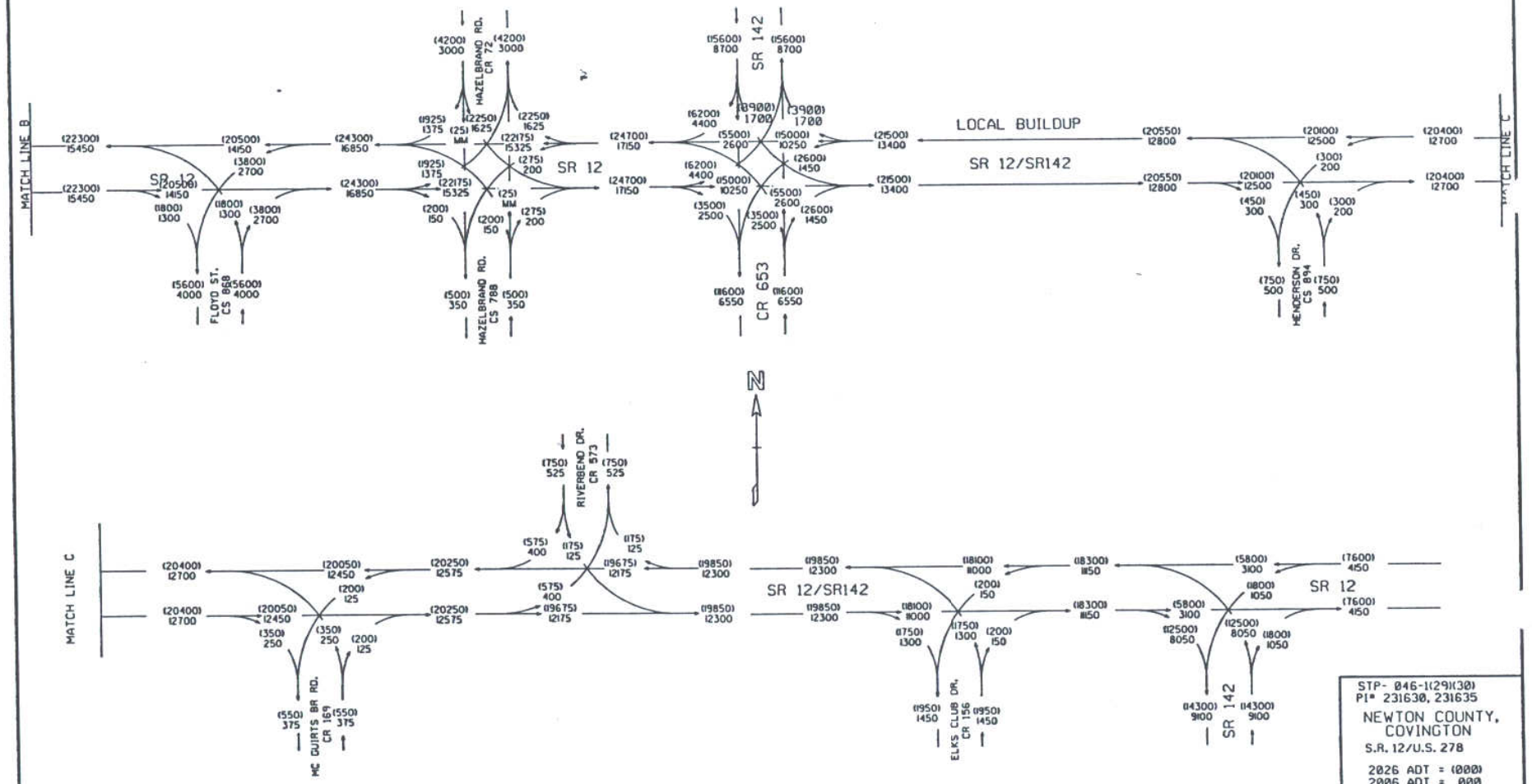
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



STP- 046-1(29)(30)
PI# 231630, 231635

NEWTON COUNTY, COVINGTON

S.R. 12/U.S. 278

2026 ADT = (000)
2006 ADT = 000

24 HR.T = 9%
S.U.= 5%
COMB. = 4%

AFE 07/99

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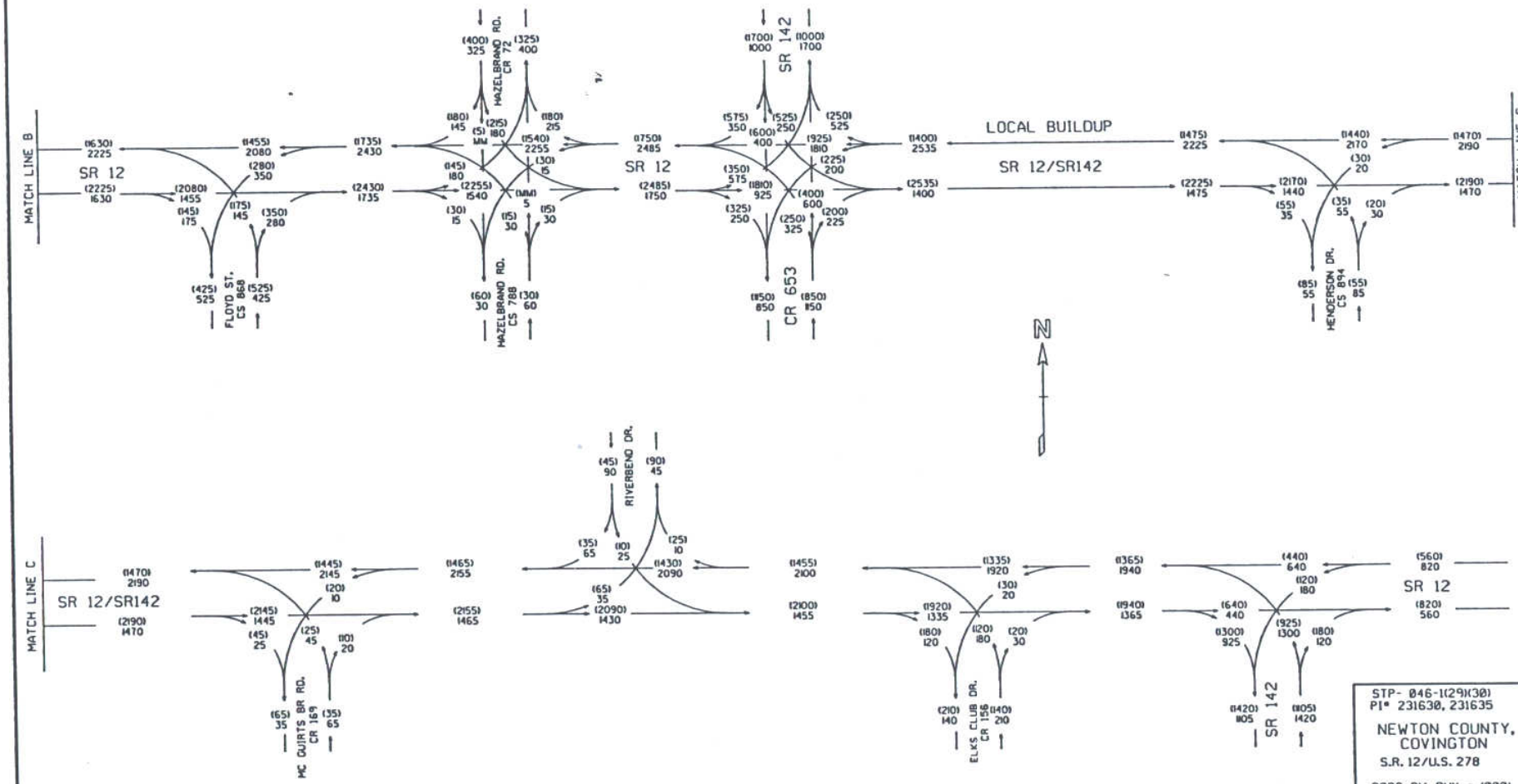
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



STP- 046-1(29)(30)
PI# 231630, 231635

NEWTON COUNTY, COVINGTON

S.R. 12/U.S. 278

2026 PM DHV = (000)
2026 AM DHV = 000

T = 6%

AFE 07/99

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FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: STP-046-1(29) **County:** NEWTON
P.I. no.: 231630
Description: SR 12 WIDENING IN COVINGTON

Traffic Data (NOTE: AADTs are one-way)
24-hour Truck Percentage: 9.00%
AADT initial year of design period: 13,400 vpd (2006)
AADT final year of design period: 21,500 vpd (2026)
Mean AADT (one-way): 17,450 vpd

Design Loading

Mean AADT		LDF		Trucks		18-K ESAL		Total Daily Loads
17,450	*	0.80	*	0.090	*	0.95	=	1,195

Total predicted design period loading = 1195 * 20 * 365 = 8,723,500

Design Data
Terminal Serviceability Index: 2.50
Soil Support: 2.50
Regional Factor: 1.60

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness mm	(in.)	Structural Coefficient	Structural Value
12.5 mm Superpave	40	(1.57)	0.0173	0.69
19 mm Superpave	50	(1.97)	0.0173	0.86
25 mm Superpave	24	(0.94)	0.0173	0.42
	76	(2.99)	0.0118	0.90
Graded Aggregate Base	400	(15.75)	0.0063	2.52

Required SN = 6.12 Proposed SN = 5.39

>>> Proposed pavement is 12.0% Underdesign <<<

Remarks:

Prepared by George M. Brewer, District Design Engineer
October 23, 2000
Date

Recommended _____
State Materials & Research Engineer **Date**

Approved _____ 10-25-00
District Engineer **Date**

REC NUM	COUNTY	DATE	TIME	RD N	RD S	MILE	F	TOT INJ	TYPE ACCIDENT
1	NEWTON	07/05/98	17:30	12	00	7.60	0	0	REAR END
2	NEWTON	01/03/98	4:24	12	00	8.04	0	0	STRUCK OBJECT
3	NEWTON	05/11/98	8:05	12	00	8.10	0	4	ANGLE INTERSECT
4	NEWTON	05/08/98	15:38	12	00	8.12	0	0	REAR END
5	NEWTON	06/08/98	16:19	12	00	8.19	0	0	REAR END
6	NEWTON	04/27/98	20:00	12	00	8.60	0	0	STRUCK OBJECT
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10	NEWTON	03/18/98	6:48	12	00	9.02	0	0	STRUCK OBJECT
11	NEWTON	01/24/98	6:29	12	00	9.24	0	0	STRUCK OBJECT
12	NEWTON	03/19/98	8:10	12	00	9.80	0	1	ANGLE INTERSECT
13	NEWTON	01/05/98	13:16	12	00	9.94	0	0	REAR END
14	NEWTON	04/28/98	20:50	12	00	9.95	0	2	ANGLE INTERSECT
15	NEWTON	07/14/98	11:11	12	00	10.01	0	1	ANGLE INTERSECT
16	NEWTON	04/13/98	17:41	12	00	10.01	0	3	HEAD ON
17	NEWTON	07/23/98	6:27	12	00	10.01	0	0	ANGLE INTERSECT
18	NEWTON	08/11/98	7:03	12	00	10.01	0	0	SIDESWIPE SAME
19	NEWTON	03/09/98	22:07	12	00	10.01	0	1	STRUCK OBJECT
20	NEWTON	01/22/98	14:48	12	00	10.01	0	0	REAR END
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22	NEWTON	04/13/98	10:24	12	00	10.01	0	1	REAR END
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38	NEWTON	02/03/98	6:25	12	00	10.07	0	0	REAR END
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41	NEWTON	02/14/98	13:33	12	00	10.10	0	0	ANGLE INTERSECT

REC NUM	COUNTY	DATE	TIME	RD N	RD S	MILE	F	TOT INJ	TYPE ACCIDENT
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3	NEWTON	12/19/97	16:12	12	00	7.72	0	0	ANGLE INTERSECT
4	NEWTON	03/01/97	8:55	12	00	7.79	0	2	ANGLE INTERSECT
5	NEWTON	09/14/97	6:04	12	00	8.09	0	0	STRUCK OBJECT
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7	NEWTON	09/27/97	12:03	12	00	8.10	0	0	REAR END
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10	NEWTON	05/13/97	18:45	12	00	8.19	0	2	REAR END
11	NEWTON	08/01/97	15:19	12	00	8.23	0	0	SIDESWIPE OPP D
12	NEWTON	05/27/97	11:18	12	00	8.51	0	0	REAR END
13	NEWTON	10/20/97	7:58	12	00	8.65	0	0	REAR END
14	NEWTON	04/30/97	16:39	12	00	8.65	0	0	REAR END
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18	NEWTON	12/05/97	17:20	12	00	9.23	0	1	REAR END
19	NEWTON	12/24/97	10:01	12	00	9.26	0	1	REAR END
20	NEWTON	10/29/97	14:04	12	00	9.27	0	0	ANGLE INTERSECT
21	NEWTON	02/10/97	12:38	12	00	9.30	0	1	HEAD ON
22	NEWTON	05/27/97	11:48	12	00	9.33	0	0	SIDESWIPE SAME
23	NEWTON	11/05/97	21:30	12	00	9.33	0	0	STRUCK OBJECT
24	NEWTON	11/05/97	21:30	12	00	9.33	0	0	STRUCK OBJECT
25	NEWTON	12/03/97	7:47	12	00	9.33	0	0	SIDESWIPE OPP D
26	NEWTON	12/14/97	22:35	12	00	9.33	0	0	STRUCK OBJECT
27	NEWTON	02/01/97	17:33	12	00	9.38	0	1	SIDESWIPE OPP D
28	NEWTON	09/10/97	18:23	12	00	9.53	0	0	STRUCK OBJECT
29	NEWTON	07/27/97	13:05	12	00	9.76	0	0	REAR END
30	NEWTON	01/11/97	17:45	12	00	9.95	0	1	SIDESWIPE SAME
31	NEWTON	10/22/97	12:39	12	00	9.95	0	0	REAR END
32	NEWTON	05/24/97	15:00	12	00	9.95	0	0	STRUCK OBJECT
33	NEWTON	05/24/97	21:41	12	00	9.95	0	1	ANGLE INTERSECT
34	NEWTON	11/10/97	11:25	12	00	10.01	0	1	SIDESWIPE OPP D
35	NEWTON	02/11/97	8:32	12	00	10.01	0	1	ANGLE INTERSECT
36	NEWTON	10/11/97	12:43	12	00	10.01	0	1	ANGLE INTERSECT
37	NEWTON	05/10/97	18:49	12	00	10.01	0	0	ANGLE INTERSECT
38	NEWTON	03/17/97	18:04	12	00	10.01	0	0	REAR END
39	NEWTON	11/24/97	10:55	12	00	10.01	0	2	HEAD ON
40	NEWTON	06/14/97	0:18	12	00	10.01	0	6	ANGLE INTERSECT
41	NEWTON	06/14/97	19:18	12	00	10.01	0	3	ANGLE INTERSECT
42	NEWTON	02/16/97	18:46	12	00	10.01	0	0	ANGLE INTERSECT
43	NEWTON	03/11/97	17:53	12	00	10.01	0	0	REAR END
44	NEWTON	10/15/97	9:41	12	00	10.01	0	0	REAR END
45	NEWTON	03/05/97	13:32	12	00	10.01	0	1	ANGLE INTERSECT
46	NEWTON	09/18/97	21:05	12	00	10.01	0	2	REAR END
47	NEWTON	09/11/97	15:38	12	00	10.01	0	0	REAR END
48	NEWTON	12/22/97	12:56	12	00	10.01	0	1	REAR END
49	NEWTON	06/13/97	18:11	12	00	10.01	0	0	REAR END
50	NEWTON	08/21/97	13:11	12	00	10.01	0	0	SIDESWIPE SAME
51	NEWTON	04/16/97	6:55	12	00	10.01	0	0	ANGLE INTERSECT
52	NEWTON	03/29/97	20:25	12	00	10.01	0	0	REAR END
53	NEWTON	05/30/97	16:00	12	00	10.01	0	2	ANGLE INTERSECT

54	NEWTON	04/26/97	19:30	12	00	10.01	0	0 STRUCK OBJECT
55	NEWTON	03/21/97	19:58	12	00	10.01	0	0 ANGLE INTERSECT
56	NEWTON	08/14/97	13:15	12	00	10.01	0	0 ANGLE INTERSECT
57	NEWTON	04/10/97	21:02	12	00	10.01	0	0 ANGLE INTERSECT
58	NEWTON	07/14/97	13:01	12	00	10.01	0	0 REAR END
59	NEWTON	01/24/97	6:47	12	00	10.01	0	1 ANGLE INTERSECT
60	NEWTON	07/05/97	16:25	12	00	10.01	0	0 ANGLE INTERSECT
61	NEWTON	01/29/97	22:24	12	00	10.01	0	2 ANGLE INTERSECT
62	NEWTON	07/13/97	21:08	12	00	10.01	0	0 REAR END
63	NEWTON	07/04/97	0:09	12	00	10.06	0	4 ANGLE INTERSECT

REC NUM	COUNTY	DATE	TIME	RD N	RD S	MILE	F	TOT INJ	TYPE ACCIDENT
1	NEWTON	08/02/96	23:00	12	00	7.70	0	3	HEAD ON
2	NEWTON	03/15/96	15:45	12	00	7.78	0	0	SIDESWIPE OPP D
3	NEWTON	11/17/96	15:30	12	00	7.79	0	0	REAR END
4	NEWTON	07/26/96	8:00	12	00	8.04	0	0	STRUCK OBJECT
5	NEWTON	09/07/96	8:34	12	00	8.04	0	0	REAR END
6	NEWTON	10/19/96	17:20	12	00	8.21	0	1	REAR END
7	NEWTON	11/22/96	15:55	12	00	8.33	0	0	OVERTURNED
8	NEWTON	12/06/96	8:05	12	00	8.39	0	3	REAR END
9	NEWTON	11/05/96	0:38	12	00	8.40	0	0	STRUCK OBJECT
10	NEWTON	03/30/96	19:15	12	00	8.64	0	0	STRUCK OBJECT
11	NEWTON	09/14/96	19:20	12	00	8.65	0	4	REAR END
12	NEWTON	06/18/96	23:40	12	00	8.83	0	0	STRUCK OBJECT
13	NEWTON	07/24/96	19:25	12	00	8.94	0	2	STRUCK OBJECT
14	NEWTON	03/30/96	13:09	12	00	9.01	0	0	ANGLE INTERSECT
15	NEWTON	11/08/96	9:47	12	00	9.26	0	0	REAR END
16	NEWTON	11/21/96	17:50	12	00	9.30	0	1	HEAD ON
17	NEWTON	12/15/96	8:45	12	00	9.33	0	0	STRUCK OBJECT
18	NEWTON	07/11/96	17:52	12	00	9.33	0	1	ANGLE INTERSECT
19	NEWTON	04/16/96	8:30	12	00	9.33	0	3	REAR END
20	NEWTON	10/04/96	22:20	12	00	9.33	0	0	REAR END
21	NEWTON	10/18/96	20:21	12	00	9.33	0	0	STRUCK OBJECT
22	NEWTON	11/20/96	10:37	12	00	9.33	0	0	ANGLE INTERSECT
23	NEWTON	12/05/96	15:40	12	00	9.36	0	1	REAR END
24	NEWTON	07/01/96	15:51	12	00	9.97	0	0	ANGLE INTERSECT
25	NEWTON	06/05/96	15:45	12	00	10.01	0	0	HEAD ON
26	NEWTON	09/05/96	7:25	12	00	10.01	0	1	REAR END
27	NEWTON	06/26/96	19:36	12	00	10.01	0	3	ANGLE INTERSECT
28	NEWTON	02/16/96	17:04	12	00	10.01	0	2	ANGLE INTERSECT
29	NEWTON	05/20/96	12:10	12	00	10.01	0	1	ANGLE INTERSECT
30	NEWTON	02/17/96	19:01	12	00	10.01	0	0	STRUCK OBJECT
31	NEWTON	05/17/96	17:24	12	00	10.01	0	0	ANGLE INTERSECT
32	NEWTON	07/27/96	15:37	12	00	10.01	0	1	REAR END
33	NEWTON	04/22/96	11:12	12	00	10.01	0	0	REAR END
34	NEWTON	08/10/96	15:06	12	00	10.01	0	0	REAR END
35	NEWTON	07/05/96	22:28	12	00	10.01	0	0	ANGLE INTERSECT
36	NEWTON	01/27/96	10:28	12	00	10.01	0	3	ANGLE INTERSECT
37	NEWTON	02/12/96	11:00	12	00	10.01	0	2	ANGLE INTERSECT
38	NEWTON	06/03/96	16:03	12	00	10.01	0	0	ANGLE INTERSECT
39	NEWTON	07/26/96	11:27	12	00	10.01	0	0	REAR END
40	NEWTON	11/01/96	13:48	12	00	10.01	0	2	ANGLE INTERSECT
41	NEWTON	10/04/96	8:09	12	00	10.01	0	2	REAR END
42	NEWTON	02/27/96	15:43	12	00	10.01	0	0	REAR END
43	NEWTON	12/14/96	11:28	12	00	10.01	0	0	STRUCK OBJECT
44	NEWTON	09/14/96	0:04	12	00	10.01	0	1	ANGLE INTERSECT
45	NEWTON	12/06/96	13:57	12	00	10.01	0	0	ANGLE INTERSECT
46	NEWTON	03/08/96	20:13	12	00	10.01	0	0	REAR END
47	NEWTON	11/04/96	14:04	12	00	10.01	0	0	ANGLE INTERSECT
48	NEWTON	10/24/96	20:12	12	00	10.07	0	0	ANGLE INTERSECT
49	NEWTON	01/05/96	11:17	12	00	10.07	0	1	HEAD ON
50	NEWTON	12/20/96	23:14	12	00	10.09	0	3	ANGLE INTERSECT
51	NEWTON	08/24/96	13:16	12	00	10.10	0	0	ANGLE INTERSECT

REC NUM	COUNTY	DATE	TIME	RD N	RD S	MILE	F	TOT INJ	TYPE ACCIDENT
1	NEWTON	11/03/95	12:52	12	00	7.67	0	0	REAR END
2	NEWTON	10/23/95	21:26	12	00	7.97	0	0	STRUCK OBJECT
3	NEWTON	01/28/95	16:22	12	00	8.00	0	0	ANGLE INTERSECT
4	NEWTON	10/19/95	17:23	12	00	8.04	0	0	ANGLE INTERSECT
5	NEWTON	01/05/95	6:16	12	00	8.10	0	0	ANGLE INTERSECT
6	NEWTON	03/23/95	16:26	12	00	8.10	0	0	REAR END
7	NEWTON	03/26/95	8:45	12	00	8.10	0	1	SIDESWIPE OPP D
8	NEWTON	05/05/95	7:51	12	00	8.10	0	0	REAR END
9	NEWTON	05/18/95	7:21	12	00	8.13	0	0	STRUCK OBJECT
10	NEWTON	05/18/95	7:21	12	00	8.13	0	0	SIDESWIPE OPP D
11	NEWTON	02/24/95	17:06	12	00	8.19	0	1	REAR END
12	NEWTON	03/17/95	22:45	12	00	8.20	0	2	ANGLE INTERSECT
13	NEWTON	10/03/95	19:06	12	00	8.64	0	1	REAR END
14	NEWTON	03/06/95	16:35	12	00	8.65	0	0	ANGLE INTERSECT
15	NEWTON	06/06/95	21:52	12	00	8.65	0	0	REAR END
16	NEWTON	03/18/95	4:45	12	00	8.74	0	0	STRUCK OBJECT
17	NEWTON	10/27/95	16:05	12	00	9.02	0	0	REAR END
18	NEWTON	03/26/95	16:05	12	00	9.03	0	1	STRUCK OBJECT
19	NEWTON	10/06/95	17:23	12	00	9.26	0	0	REAR END
20	NEWTON	02/01/95	13:35	12	00	9.28	0	0	STRUCK OBJECT
21	NEWTON	10/07/95	16:38	12	00	9.51	0	0	STRUCK OBJECT
22	NEWTON	11/03/95	21:18	12	00	9.58	0	0	STRUCK OBJECT
23	NEWTON	04/19/95	16:17	12	00	9.81	0	2	REAR END
24	NEWTON	09/01/95	19:00	12	00	9.91	0	2	ANGLE INTERSECT
25	NEWTON	09/30/95	18:35	12	00	9.92	0	0	SIDESWIPE SAME
26	NEWTON	11/24/95	6:25	12	00	9.95	0	0	ANGLE INTERSECT
27	NEWTON	05/27/95	15:45	12	00	9.95	0	1	REAR END
28	NEWTON	11/02/95	19:08	12	00	9.97	0	0	STRUCK OBJECT
29	NEWTON	01/15/95	17:18	12	00	9.97	0	0	SIDESWIPE SAME
30	NEWTON	03/18/95	16:35	12	00	9.98	0	0	REAR END
31	NEWTON	08/25/95	16:29	12	00	10.01	0	0	REAR END
32	NEWTON	02/10/95	20:22	12	00	10.01	0	0	ANGLE INTERSECT
33	NEWTON	05/29/95	3:00	12	00	10.01	0	2	REAR END
34	NEWTON	11/14/95	18:17	12	00	10.01	0	0	REAR END
35	NEWTON	04/20/95	14:00	12	00	10.01	0	0	STRUCK OBJECT
36	NEWTON	04/03/95	9:33	12	00	10.01	0	0	ANGLE INTERSECT
37	NEWTON	03/04/95	14:56	12	00	10.01	0	0	ANGLE INTERSECT
38	NEWTON	12/17/95	18:29	12	00	10.01	0	2	ANGLE INTERSECT
39	NEWTON	01/07/95	20:42	12	00	10.01	0	2	ANGLE INTERSECT
40	NEWTON	01/15/95	20:21	12	00	10.01	0	2	HEAD ON
41	NEWTON	04/09/95	19:25	12	00	10.01	0	0	REAR END
42	NEWTON	01/16/95	21:27	12	00	10.01	0	0	STRUCK OBJECT
43	NEWTON	10/02/95	16:47	12	00	10.01	0	0	REAR END
44	NEWTON	07/14/95	16:21	12	00	10.01	0	0	REAR END
45	NEWTON	12/06/95	16:45	12	00	10.01	0	1	ANGLE INTERSECT
46	NEWTON	06/12/95	14:37	12	00	10.01	0	0	ANGLE INTERSECT
47	NEWTON	02/14/95	15:25	12	00	10.01	0	0	STRUCK OBJECT
48	NEWTON	05/14/95	20:15	12	00	10.01	0	0	HEAD ON
49	NEWTON	09/01/95	17:45	12	00	10.01	0	0	STRUCK OBJECT
50	NEWTON	04/04/95	7:54	12	00	10.01	0	1	ANGLE INTERSECT
51	NEWTON	11/11/95	14:54	12	00	10.01	0	0	ANGLE INTERSECT
52	NEWTON	03/23/95	17:37	12	00	10.01	0	2	ANGLE INTERSECT
53	NEWTON	07/22/95	9:05	12	00	10.01	0	0	REAR END

54	NEWTON	10/06/95	14:29	12	00	10.01	0	0 REAR END
55	NEWTON	12/01/95	12:28	12	00	10.01	0	2 ANGLE INTERSECT
56	NEWTON	11/25/95	5:43	12	00	10.01	0	1 ANGLE INTERSECT
57	NEWTON	01/15/95	18:14	12	00	10.01	0	0 ANGLE INTERSECT
58	NEWTON	11/19/95	15:05	12	00	10.01	0	0 SIDESWIPE SAME
59	NEWTON	12/29/95	17:54	12	00	10.01	0	0 SIDESWIPE SAME
60	NEWTON	05/02/95	13:42	12	00	10.07	0	0 ANGLE INTERSECT
61	NEWTON	07/28/95	20:06	12	00	10.10	0	1 SIDESWIPE OPP D
62	NEWTON	07/08/95	14:24	12	00	10.10	0	1 ANGLE INTERSECT
63	NEWTON	12/19/95	14:16	12	00	10.10	0	0 ANGLE INTERSECT

231630STP-046-1(29) & BHF-046-1(30) NEWTON SR 12 IN COVINGTON

TOTAL LENGTH OF PROJECT - 3.4 MILES

ITEM	DESCRIPTION	UNITS	WT. AVG.	QUANTITY	COST
	ROADWAY				
150-1000	TRAFFIC CONTROL - STP-046-1(29)&(30)	LUMP	100000	LUMP	$100000.0(
153-1200	FIELD ENGINEERS OFFICE TP 2	EA	35000	1	$35000.0(
201-1500	CLEARING AND GRUBBING - STP-046-1(29)&(30)	LUMP	400000	LUMP	$400000.0(
205-0001	UNCLASS EXCAV	CY	4	190000	$760000.0(
310-1201	GR AGGR SUBBASE CRS, INCL MATL	TN	14	50000	$700000.0(
318-3000	AGGR SURF CRS	TN	16	5000	$80000.0(
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	35	3000	$105000.0(
402-3112	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MA	TN	35	11000	$385000.0(
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MA	TN	35	21000	$735000.0(
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	TN	35	12000	$420000.0(
413-1000	BITUM TACK COAT	GL	1	10000	$10000.0(
433-1200	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	SY	95	1280	$121600.0(
441-0301	CONC SPILLWAY, TP 1	EA	1300	8	$10400.0(
456-2003	INDENTATION RUMBLE STRIPS, 3 FT WIDTH	MI	420	6.8	$2856.0(
500-3800	CLASS A CONCRETE, INCL REINF STEEL	CY	550	500	$275000.0(
550-1150	STORM DRAIN PIPE, 15 IN, H 1-10	LF	24	2170	$52080.0(
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	28	350	$9800.0(
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	35	140	$4900.0(
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	50	70	$3500.0(
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	80	70	$5600.0(
550-2150	SIDE DRAIN PIPE, 15 IN, H 1-10	LF	20	1500	$30000.0(
550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	LF	21	300	$6300.0(
550-2240	SIDE DRAIN PIPE, 24 IN, H 1-10	LF	28	300	$8400.0(
550-3615	SAFETY END SECTION 15 IN, SIDE DRAIN, 6:1 SLOPE	EA	300	100	$30000.0(
550-3618	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	EA	470	20	$9400.0(
550-3624	SAFETY END SECTION 24 IN, SIDE DRAIN, 6:1 SLOPE	EA	900	20	$18000.0(
550-4215	FLARED END SECTION 15 IN, STORM DRAIN	EA	325	32	$10400.0(
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	365	10	$3650.0(
550-4224	FLARED END SECTION 24 IN, STORM DRAIN	EA	450	4	$1800.0(
550-4236	FLARED END SECTION 36 IN, STORM DRAIN	EA	700	2	$1400.0(
550-4248	FLARED END SECTION, 48 IN, STORM DRAIN	EA	1100	2	$2200.0(
573-2006	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	LF	10	5000	$50000.0(
610-9097	REM WINGWALLS, STA -	LS	2000	LUMP	$2000.0(
634-1200	RIGHT OF WAY MARKER	EA	70	100	$7000.0(
641-1100	GUARDRAIL, TP T	LF	35	336	$11760.0(
641-1200	GUARDRAIL, TP W	LF	15	3200	$48000.0(
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	450	8	$3600.0(
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	1700	8	$13600.0(
654-1001	RAISED PVMT MARKERS TP 1	EA	4.22	85	$358.7(
654-1003	RAISED PVMT MARKERS TP 3	EA	3.74	500	$1870.0(
668-2100	DROP INLET, GP 1	EA	1500	40	$60000.0(
668-2110	DROP INLET, GP 1, ADDL DEPTH	LF	170	20	$3400.0(
668-5000	JUNCTION BOX	EA	1320	8	$10560.0(
668-8011	SAFETY GRATE, TP 1	SF	28	314	$8792.0(
668-8012	SAFETY GRATE, TP 2	SF	25	173	$4325.0(
668-8013	SAFETY GRATE, TP 3	SF	22	240	$5280.0(
			Section SUB TOTAL		$4567831.7(
	EROSION CONTROL				
700-5000	GRASSING COMPLETE - STP-046-1(29)&(30)	LUMP	135000	LUMP	$135000.0(
			Section SUB TOTAL		$135000.0(
	TEMPORARY EROSION CONTROL				
161-1000	EROSION CONTROL -	LS	50000	LUMP	$50000.0(
163-2051	CONSTR, MAINT AND REMOVE BALED STRAW EROSION CHECK	LF	3.5	18000	$63000.0(
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	3	18000	$54000.0(
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	5	5000	$25000.0(
715-2100	BITUMINOUS TREATED ROVING, SLOPES	SY	3.2	30000	$96000.0(
716-1000	EROSION CONTROL MATS, WATERWAYS	SY	3	5000	$15000.0(
716-2000	EROSION CONTROL MATS, SLOPES	SY	2.5	10000	$25000.0(
			Section SUB TOTAL		$328000.0(
	TRAFFIC SIGNS AND MARKINGS				
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	77.13	16	$1234.0(
653-0170	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	EA	80.06	12	$960.7:
653-0210	THERMOPLASTIC PVMT MARKING, WORD, TP 1	EA	81.81	8	$654.4(

653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	0.3	60000	$18000.0(
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	0.3	60000	$18000.0(
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	4.46	166	$740.3(
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	0.4	60000	$24000.0(
653-3502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GLF	0.13	9500	$1235.0(
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	2.9	10000	$29000.0(
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	2.7	16000	$43200.0(
			Section SUB TOTAL		$137024.6(
	BRIDGE NO. 1 (ALCOVY RIVER)				
543-9000	CONSTR OF BRIDGE COMPLETE (12,160 SF X $40/SF)	LUMP	486400	LUMP	$486400.0(
543-9001	WIDENING OF EXISTING BRIDGE (1,280 SF X $65/SF)	LUMP	83200	LUMP	$83200.0(
			Section SUB TOTAL		$569600.0(
	BRIDGE NO. 2 (ALCOVY RIVER OVERFLOW)				
543-9000	CONSTR OF BRIDGE COMPLETE (12,012 SF X $40/SF)	LUMP	480480	LUMP	$480480.0(
543-9001	WIDENING OF EXISTING BRIDGE (616 SF X $65/SF)	LUMP	40040	LUMP	$40040.0(
			Section SUB TOTAL		$520520.0(
	INFLATION & E&C				
100-0001	INFLATION (5% PER YR FOR 2 YRS)	LUMP	650000	LUMP	$650000.0(
100-0002	E&C (10%)	LUMP	700000	LUMP	$700000.0(
			Section SUB TOTAL		$1350000.0(
			Total Project Cost		$7607976.3(

Concept Meeting Minutes
Projects STP-046-1(29) and BHF-046-1(30),
Newton County
June 8, 1999
10:00 a.m.
Urban Design Conference Room

The Concept Team Meeting was held in the Georgia Department of Transportation (GDOT) Office of Urban Design Conference Room Tuesday, June 8, 1999.

Darryl VanMeter of the Office of Urban Design opened the meeting at 10:00 A.M. by welcoming the attendees and asking them to introduce themselves.

Mr. VanMeter and Yolande Stover presented the project concept.

The project concept includes two project numbers--STP-046-1(29) for the roadway portion and BHF-046-1(30) for the bridge portion. The project is in Newton County and partially within the city limits of Covington, Georgia.

The project begins approximately1000 feet west of Mill Street and ends approximately 1800 feet east of SR 142 south intersection. The length of the project is 3.45 miles. This excludes the length of the design exception in the area of SR 142 north intersection.

The functional classification of SR 12/US 278 varies as follow:

Urban Principle Arterial – Mill Street to SR 142 north
Urban Minor Arterial -- SR 142 north to the Alcovy River Bridge (second bridge)
Rural Minor Arterial to the end of the project

Cindy VanDyke, Office of Planning, summarized the Need and Purpose Statement. She pointed out that although the traffic volume was the main driving force behind the need for the project, accidents near the eastern end of the project would also be reduced. She also asked if any consideration had been given to extending the six-lane section to the interstate. (Accident history for the project is summarized in the concept report and is based on the respective functional classification. Accident rates appear worse in the rural minor arterial.)

Traffic volumes were stated as follows:

Build year (2006) ADT is 39,600 in Covington and 8300 at SR 142 south intersection.
Design Year (2026) ADT is about 55,000 in Covington and 15,200 at SR 142 south intersection.

The existing typical sections are as follows:

Rural four-lane with 36-foot depressed grass median from Mill Street to SR 142 north intersection and rural two-lane with 10-foot grass shoulder from SR 142 north intersection to SR 142 south intersection.

The proposed typical section for the urban section (west of Mill St. to SR 142 north intersection) includes three 12-foot lanes in each direction, a 20-foot raised median, curb

and gutter, and turn lanes as required. A 12-foot shoulder with a 5-foot sidewalk will be used. The portion from SR 142 north to SR 142 south will utilize a typical section employing two 12-foot lanes in each direction, a 44-foot depressed grass median, and turn lanes as required. 12-foot shoulders along the outsides of the travelway will consist of a 6-foot paved shoulder with a 2-foot indentation rumble strip.

The proposed project is not on a bike route.

Existing right-of-way on the project is 190 feet. The existing right-of-way was originally purchased in 1953 to accommodate four lanes of traffic and a median. No additional right-of-way is anticipated for the widening of SR 12.

Mr. VanMeter presented the concept from east of Mill Street to SR 142 north.

Posted and proposed speed design is 45 mph. Existing roadway horizontal and vertical alignments meet 55-mph speed design.

Maximum existing degree of curvature is 1 degree (radius = 5729 ft.). No change in horizontal alignment is proposed for the urban section.

Maximum existing grade is 4 %. No change in vertical alignment is proposed for the urban section.

Existing and proposed access control will be by permit. Drainage design will be done by urban standards.

There are no major structures on this portion.

Due to future traffic projections, a traffic signal is proposed at the intersection of SR 12 and Floyd Street.

The existing signal at Mill Street will be upgraded.

The spacing between median openings at these locations does not meet the minimum median opening spacing of 660 feet in urban conditions as outlined in DOT M.O.G. 6642-1.2. As shown on the display, a design variance would be required for the median opening spacing *as shown on the display* in these locations:

1) Between Mill Street and Hospital Road
2) Between Floyd Street and Hazelbrand Road.
3) Between Hannah Street and Industrial Boulevard.

Closing of the median openings at Hazelbrand Road and Hannah Street is under consideration.

No business or residential displacements are anticipated for the project.

There is an exception within the project limits at the SR 142 north intersection. The project ties into Project STP-000S-0(14), which is also being designed in the Office of Urban Design.

Ms. Stover presented the project description from the SR 142 north to the end of the project. This section will be designed as per the rural typical section described earlier.

> The existing alignment meets criteria for a 55-mph design speed, and no changes are anticipated to the horizontal or vertical alignments.
>
> Drainage for the section would be designed by rural standards.
>
> The intersections at McGuirts Bridge Road, Mason Drive, and Elks Club Drive are proposed to be relocated. Right-of-way purchases will be required to relocate these intersections.
>
> The two bridges on the project have a sufficiency rating of 79.9 each. The existing bridges would be widened to match the roadway typical section, and parallel structures would be constructed south of the existing bridges.
>
> The City of Covington and Newton County agreed in a Local Government Project Agreement (LGPA) to finance any utility purchases.
>
> A no-build alternative was considered but was not feasible because the present design would not accommodate projected traffic at a satisfactory level of service.
>
> The project would be stage-constructed under traffic.
>
> The level of the environmental analysis is expected to be a categorical exclusion. Although one underground storage tank and no hazardous waste sites were known when the concept layout was designed, Phillip Scarborough, Tennille District Environmentalist, indicated that there might be three hazardous wastes sites and five underground storage tanks within the project's limits.
>
> A public hearing would be required for the project, which is scheduled to be let September 2003.
>
> Estimated construction costs are $8.15 million.

Ms. Stover cited other projects in the area, then returned the floor the Mr. VanMeter.

There were no State elected officials present.

DOT Board Member, 11th Congressional District, Steve Reynolds stated that he would like to see the project move forward.

Davis C. Morgan, Chairman, Newton County Board of Commissioners, approves of the project and would like to see an accelerated schedule.

Mr. Morgan stated that a number of accidents have occurred near Elks Club Drive. He informed the group that there is limited sight at this intersection, and the improvement is definitely needed. Drivers are having problems seeing cars travelling eastbound on SR 12. Mr. Morgan also stated that there has been a rapid increase in the northbound traffic on SR 142 south, and the increased volume backs up beyond the church on the southeastern quadrant. He understood that utility relocation would take some time, but would like to see the project move ahead as soon as possible.

Mr. Morgan wanted to know if the medians would be landscaped. Mr. VanMeter responded that the urban section from Mill Street to SR 142 north included a 20-foot raised median. Any sections within the raised medians greater than 10 feet in width would be grassed. The rural medians will be grassed only.

Bill Moskal of the Office of Urban Design, added that landscaping could be added to the urban section, but the City of Covington would have to maintain it.

Joe Palladi, State Urban Design Engineer, confirmed that it would be possible to landscaping and install an irrigation system in the median, but it would have to be contained in a signed LGPA with the City of Covington.

Mr. Morgan also said he wanted to encourage the inclusion of sidewalks and asked about the Bicycle accessibility.

Debbie Pennington, Tennille District Planning and Programming Engineer, said that the route was not on the Statewide Bicycle Route system, but that David Crites may consider something in the future.

Mr. Palladi stated that the design team would need to check current policy on providing shoulder for bicycle users.

Mr. VanMeter added that a 6-foot paved shoulder with 2-foot rumble strip is the current policy (March 22, 1999) for a shared roadway not on a bicycle route. The projects rural typical section does include this design.

Mr. Moskal added that the urban section from Mill Street to SR 142 north does not include allowance for bicycle traffic.

William T. Skinner, City Engineer for the City of Covington, was also concerned about the SR 142 south intersection.

Mr. VanMeter cited that a capacity analysis did not reveal a need for a traffic signal at the intersection of SR 12 and SR 142 south; however, this will be re-evaluated.

Mr. Moskal pointed out that the northbound to westbound movement should have a better opportunity for a gap--the westbound through traffic would be spread out over two lanes, thus improving operation and gap availability.

Mr. Palladi agreed and stated that the design team might look at making it closer to a ninety-degree approach.

Mr. Skinner also commented on the possibility of street lighting in the urban section.

Mr. Palladi indicated that if the City agrees to energize and maintain the lighting in an LGPA, it is possible to add lighting to the project. Mr. Palladi reminded him that the City would need to request this by letter to the State Urban Design Engineer to initiate the process.

Mr. Skinner inquired about the procedure he needed to follow in order to get the urban typical section changed to include a landscaped median.

Mr. Palladi told him to request this by letter, stating in the letter that he had attended the concept meeting and outline the request to initiate the process.

Mr. Skinner asked about which median openings were being considered for closure.

Mr. VanMeter stated the closure of median openings would be limited to Hazelbrand Road and Hannah Street intersections, citing potential safety problems with a vehicle completing movement across six lanes of traffic with only a twenty-foot median as a buffer.

David Mulling of the Office of Engineering Services asked if the design office was aware of any special drainage concerns in this location.

Mr. VanMeter pointed out that there is a 72-inch concrete pipe under Mill Street near the hospital. The proposed widening may encroach on the ditch, requiring the ditch to be filled and the 72-inch pipe extended.

Mr. Mulling advised that the design team try not to increase the runoff to this area. The Department has had to provide additional cross drain capacity under Mill Street due to flooding of an office building next to Mill Street.

Richard Marshall, Madison Area Engineer, mentioned that there are springs located in the area near the hospital, both east and west of Mill Street.

Mr. Palladi recommended that the design team request a recommendation from OMR on how to handle the seepage in the area.

Mr. VanMeter stated that the drainage study would address this when the system is designed.

Mr. Palladi suggested consideration be made for a detention system. An existing detention system is in place under the parking deck. An office building, located at the low point on the southeastern quadrant of Mill St. and SR 12, has flooded in the past. The flow path goes from the hospital across Mill Street, then down by a vacant lot to a football field.

Mr. Mulling asked about the potential problems associated with construction of the SR 142 north intersection being constructed prior to this project.

Mr. Palladi said that the work could be coordinated such that there would be a smooth tie-in. The widened pavement on SR 12 would be striped out on the SR 142 project, and then the SR 12 widening would tie into it. This practice is not unusual and should not cause a problem. Traffic signal would need to be coordinated for the interim period after the SR 142 project and before completion of the SR 12 project.

Mr. Mulling asked about the possibility of allowing SR 142 south to become the dominant movement and stop the traffic on SR 12, that is, make continuing on SR 12 eastbound a left turn, and the movement along SR 142 uninterrupted.

Mr. Moskal discussed some of the ramifications of doing this and indicated it was possible, and that the design team would consider this.

Mr. Marshall commented that he did not like to see the median opening closed at Hazelbrand due to DOT Maintenance vehicles using it. Mr. Moskal said some alternate access routes would be considered when studying the potential closing.

Reba Scott from the Office of Programming, commented that both projects are scheduled for Fiscal Year 2004 (actual calendar date--September, 2003). She stressed the need for a very good cost estimate. She recommended separating the bridge project estimate from the roadway project in case the bridge is let separately from the roadway.

Mr. Palladi said the plan for SR 12 is to get the concept approved, hold a public information meeting, and task order the survey, design, and environmental to consultant. Mr. Morgan commented that he would like to see the Elks Club Road improvement accelerated.

Mr. Palladi indicated that the improvement could be completed early in the project's sequence of operations.

Mr. Skinner asked about staging of the bridge work. Mr. Moskal explained that the new bridge would be constructed first then the new roadway. After this, the traffic would be shifted to the newly constructed road and bridge while widening of the existing bridges' shoulders took place.

Mr. Marshall commented that there are scouring problems around the abutments and this should be considered in the bridge work. The scouring is not from the stream, but from roadway runoff.

Mr. Moskal suggested lengthening the approach slab.

Mr. Marshall suggested that an underdrain be installed under the approach slab.

Ken Estes from the Office of Traffic Operations questioned how the lane drop eastbound on SR 12 near Mill Street would occur.

Mr. Moskal indicated the third lane would continue through the intersection and then MUTCD guidelines would dictate the signage distance.

Mr. Estes commented that the traffic volume does not drop off at Mill Street and suggested that it may be desirable to extend the project back to Alcovy Road.

Mr. Moskal indicated that we would need to request additional traffic coverage back to Alcovy Road to be able to extend the project.

Mr. Palladi commented that the terminus described in the TIP would have to be redefined in order to extend the project.

Ms. Scott commented that since this project was "second tier"—meaning the project was not scheduled for letting before 2002--the extension could be included in the project's Concept Report; however, the project extension would have to be well defined. Ms. Scott stated that another way to address the project extension is to recommend a separate project in the Concept Report for the portion west of Mill Street.

Mr. Palladi asked if there were any improvements proposed for the Alcovy Road intersection through another project.

Mr. Moskal responded that the only thing scheduled is Alcovy Road at I-20—project number IM-20-2(151).

Mr. Estes agreed that making SR 142 the predominant movement near the end of the project and closing the median openings at Hazelbrand Road and Hannah Street would be desirable.

Mr. Moskal asked if there were any historical or eligible sites that were in the project limits.

Mr. Scarborough said that since the project was primarily on existing R/W, there shouldn't be a problem with historical sites.

Mr. Moskal pointed out one location where the R/W has an irregular offset and might be a potential historical site.

Mr. Palladi stressed that the design team needs to know accurately all historical resources so no major changes and delays are created later.

Mr. Marshall indicated there might be a problem moving the historical marker/monument located at SR 142 south intersection.

Mr. Scarborough also advised that some wetland sites would be impacted; therefore a 404 Permit from the Corp of Engineers would be required.

Mrs. VanDyke agreed with Mr. Estes's comments to look into extending the project westward.

Ms. Pennington indicated that a traffic engineering study was done at the SR 142 south intersection, and the study was available. She recommended that a traffic signal be considered at this intersection.

Mr. Moskal asked that the study be sent to the Urban Design Office.

Ms. Pennington also recommended making a right in/right out at the Wal-Mart and closing a median opening.

Mr. Moskal pointed out that there should be one median opening at the Wal-Mart due to the large traffic volume.

Adrian Harris of the Office of Urban Design pointed out that the truck access to Wal-Mart is from Martin Luther King, Jr. Drive, not SR 12.

Mr. Skinner asked about U-turns permitted at the Wal-Mart median opening. Mr. Moskal responded that there is enough room to accomplish this, so there will be no need to restrict against U-turns.

Mr. Harris pointed out that there would be about two years between the completion of the SR 142 project and the start of SR 12 widening.

Stan Peteet of the Office of Right-of-Way had no comment.

Mr. Skinner discussed some of the City of Covington's utilities. He said the City of Covington has power lines, cable television (stranded and fiber) on overhead lines, water, sewer, and high-pressure gas along the project. Mr. Skinner stated that the water and gas lines are attached to the bridges. He said there would be a lot of utility relocation and expressed the hope that DOT would pick up the utility relocation costs.

Mr. Moskal said the City would need to send a letter to the Department requesting such action.

Lee Hall of BellSouth stated that an underground conduit runs from Mill Street to SR 142 north on the south side of SR 12 then goes overhead on the north side of SR 12 beyond SR 142. Some underground lines are present near SR 142 south. Mr. Hall believed prior rights might exist at that location for BellSouth. He believes that BellSouth has prior rights at this location.

Mr. Palladi said the design team would look at reconfiguring the SR 142 south intersection and median closures prior to having a PIM.

The Concept Report is scheduled for submittal to Engineering Services on July 26, 1999.

The Concept Report is scheduled for approval on September 10, 1999.

Mr. Palladi thanked everyone for attending and adjourned the meeting at 11:35 A.M.

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-046-1(29)&BHF-046-1(30)/Newton County
P.I. No. 231630 & 231635

Office: Traffic Operations
Atlanta, Georgia
Date: November 6, 2000

RECEIVED
NOV 13 2000

From: M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of US 278/SR 12 from the Covington Bypass(CR 653) to SR 142, a distance of 2.5 miles.

Currently, US 278/ SR 12 is a two lane rural roadway with a posted speed limit of 45mph from the Covington Bypass to the Covington city limit and 55mph from this point to SR 142. US 278/SR 12 is functionally classified as an urban minor arterial from the beginning of the project to the Alcovy River and a rural minor arterial from the river to SR 142. Traffic volumes for the projected construction year of 2006 are 39,600vpd. The projected 2026 design year volume increases to 55,000vpd. The 1997 accident rates for the urban section were below the statewide average for a facility of this type, however, the rural section rates more than tripled the statewide averages.

This project proposes to widen this facility to consist of four 12 foot lanes separated by a 44 foot depressed median with 12 foot outside shoulders(6 foot paved), 6 foot inside shoulders and turn lanes as required. The design speed will be 45/55mph. Two bridges are located within the limits of the project over the Alcovy River and Alcovy River Overflow. Both have sufficiency rating of 79.8 and will be widened. Traffic is to be maintained, via staging, during construction.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
Joseph P. Palladi, P.E., State Urban Design Engineer
Attention: Bill Moskal
Michael Thomas, P.E., District Engineer, Tennille
Attention: George Brewer
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT
WIDENING AND RECONSTRUCTION OF SR 12 FROM THE COVINGTON BYPASS/CR 653 TO SR 142

STP-046-1(29) & BHF-046-1(30)

NEWTON COUNTY

U.S. Route No.:	278
State Route No.:	12 & 142
GaDOT P.I. Nos.:	231630 & 231635
Federal Aid Route No.:	ST461

Date of Report: 10/25/00

RECOMMENDATION FOR APPROVAL

Date — State Transportation Planning Administrator

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

Date — State Transportation Programming Engineer

Date — State Environmental/Location Engineer

Date — State Road & Airport Design Engineer

10-25-00 — District Engineer/Tennille

Date

Date — Project Review Engineer

Date — State Traffic Operations Engineer

11/17/00 — State Bridge & Structural Design Engineer

Date