

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1418(3) Newton County **OFFICE** Preconstruction
P. I. No. 242230
CWH **DATE** July 1, 1999
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:

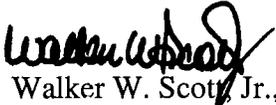
Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Mike Thomas

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1418(3) Newton County **OFFICE** Preconstruction
P.I. No. 242230

DATE May 11, 1999

FROM 
Walker W. Scott, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 142 from Hazelbrand Road to just north of Alcovy Road/CR 74 in Covington, Georgia, for a total of 1.70 miles. State Route 142 is functionally classified as an urban minor arterial and bypasses the city of Covington on the east side, connecting SR 81 on the north and US 278 on the south. The existing roadway consists of two, 12' lanes with 8' rural shoulders. The existing major structure consists of a 135' x 34.3' bridge over CSX Railroad with a sufficiency rating of 78. The roadway is reaching capacity and improvements will be required to maintain an acceptable level of service. Industrial development along SR 142 between Alcovy Road and I-20 has contributed to a steady increase in traffic volumes along this section of roadway. The base year traffic (2002) is 9,700 VPD and the design year traffic (2022) is 16,850 VPD. Accident history for three years within the limits of the proposed project consists of 84 accidents with 60 injuries. The accident rate is slightly higher than the statewide average. The posted speed and the design speed are 90km/h.

The proposed construction will provide two, 12' lanes in each direction divided by a 20' raised median for the entire project length. The proposed shoulder width is 10' including 3' rumble strip, 0.5' buffer on both sides of the rumble strip, 4' bike lane and 2' unpaved. The existing bridge over CSX will be widened to accommodate the new lanes. This project in conjunction with projects IM-20-2(141) and STP-000S-0(14), Newton, proposes to multi-lane SR 142 from US 278 to CR 74 including interchange reconstruction at I-20. Traffic will be maintained during construction.

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

Wayne Shackelford
Page 2

STP-1418(3) Newton
May 11, 1999

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,996,000	\$6,104,000	2004	02-06
Right-of-Way	\$ 100,000	\$ 31,000		
Utilities*	-----	-----		

*Newton County signed LGPA for utilities 11-25-98; City of Covington refused utilities.

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

WWS:JDQ/cj

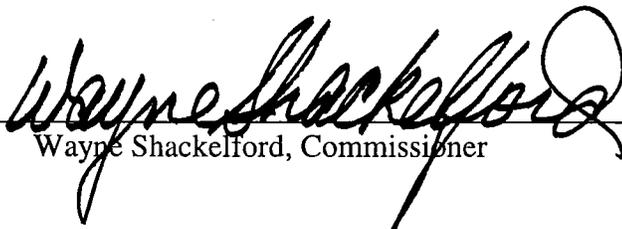
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-1418 (3) Newton
P.I. Number 242230

OFFICE: Atlanta, Georgia

DATE: March 12, 1999

FROM: Bob Mustin, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted March 9, 1999 by the letter from Joe Palladi dated March 4, 1999, and have no comments.

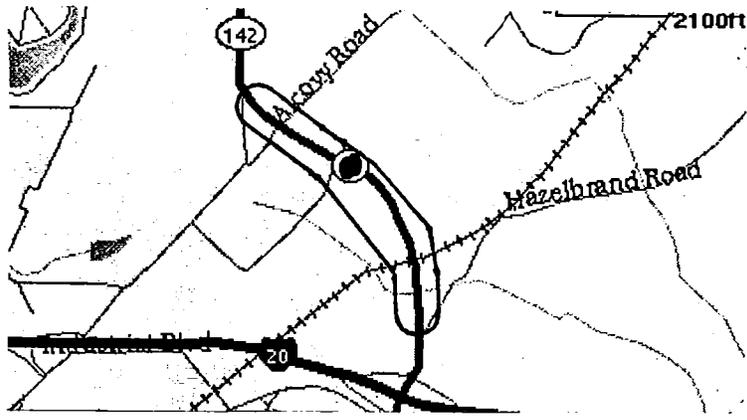
The costs for the project are:

Construction	\$3,001,000
Inflation	\$ 450,000
E&C	\$ 345,000
Preliminary Engineering	\$ 150,000
Reimbursable Utilities	\$? (LGPA?)
Right of Way	\$ 100,000

DTM

c: Joe Palladi

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT
STP-1418 (3)
Newton County
GDOT P.I. No.: 242230
SR 142 from I-20 to Alcovy Rd in Covington
State Route Number: 142



RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank P. Bellod
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

Date

State Bridge and Structural Engineer

This project concept is contained in the Regional Transportation Program (RTP) 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 RTP and/or STIP.

Date

State Transportation Planning Administrator

ACCIDENT DATA

ACCIDENT HISTORY: The following is a summary of the accident data available for the roadway:

	1994	1995	1996
Total Accidents	No Report	68	16
Accident Rate	No Report	475	934
Statewide Accident Rate*	538	549	528
Total Injuries	29	37	4
Injury Rate	221	258	266
Statewide Injury Rate *	265	263	246
Total Fatalities	0	0	0
Fatalities Rate	0	0	0
Statewide Fatality Rate *	1.70	1.39	1.56

*Statewide Average for Urban Minor Arterial: (per 100 million vehicle miles of travel)

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: A rural section with two 12 ft lanes in each direction and a 20 ft raised median and turn lanes as required. The proposed shoulder width is 10 ft including 3ft of rumble strip, ~~1 ft~~ buffer on both sides of the rumble strip, 4 ft bike shoulder and 2 ft unpaved.

0.5'

PROPOSED RIGHT-OF-WAY WIDTH: Variable

DESIGN SPEED: 55 mph

	<u>Allowable</u>	<u>Proposed</u>
DEGREE OF CURVATURE:	5°15'00	5°00'00"
MAXIMUM GRADE:	5%	5 %

TYPE ACCESS: Permit

TRAFFIC CONTROL DURING CONSTRUCTION: Project will be stage constructed under traffic.

PROPOSED STRUCTURES: Symmetrical widening of the bridge at CSX Transportation Inc.

DESIGN EXCEPTIONS TO BE REQUIRED

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

NUMBER OF PARCELS: 21

DISPLACEMENTS: None

CONCEPT TEAM MEETING DATE: January 12, 1998

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

PUBLIC INVOLVEMENT: Public Hearing will be required.

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): Section 404 Permit

TIME SAVINGS PROCEDURES APPROPRIATE: ~~Yes~~ **NO**

~~*The Draft Concept Report noted that time savings procedures would not be appropriate. After reviewing the PDP, time saving procedures will be appropriated for this project.~~

LOCAL GOVERNMENT COMMITMENTS: N/A

OTHER PROJECTS IN THE AREA:

IM-20-2 (151), Newton County
I-20 at Alcovy Rd/GA RR/ Alcovy River and Overflow
P.I. No.: 210640
Let Date: 2/99
Concept Approved – Yes

IM-20-2 (141), Newton County
Widening SR 142 from CR 72 to CR 75
P.I. No.: 231220
Let Date: 1/02
Concept Approved - Yes

STP-000S-0 (14), Newton County
Widening SR 142 from SR 12/US 278 to CR 72
P.I. No.: 210530
Let Date: 1/02
Concept Approved – Yes

IM-20-2 (167), Newton County
I-20 from Alcovy Road to SR 142 in Covington
P.I. No.: 210810
Let Date: 3/07
Concept Approved - No

PROBABLE LOCATIONS OF USTS: None known at this time.

PROBABLE LOCATION OF HAZARDOUS WASTE: None known at this time.

OTHER ALTERNATES CONSIDERED: No Build

COMMENTS: The proposed typical section matches projects IM-20-2(141) and STP-000S-0(14) described above.

Two traffic signals will be include in the project – The signal at Alcovy Road will be upgraded and a new traffic signal is proposed at Harland Drive. The analysis of Harland Drive as an unsignalized intersection did not provide an acceptable level of service.

ATTACHMENTS: Cost Estimate, Sketch Map, Traffic Analysis and Diagrams, Typical Sections and Bridge Inventory, Need and Purpose Statement, Concept Meeting Attendees and Team Meeting Minutes.

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE:	PREPARED BY:	Jonathan T. Craig
PROJECT NO: STP-1418 (3)	REVISED BY:	
	FILE NAME:	prelcosteng.xls
P.I. NO: 242230	MILEAGE:	1.7 miles

PROJECT DESCRIPTION Widening SR 142 from I-20 to just north of Alcovy Road in Covington

EXISTING ROADWAY: Two lane rural section with 12 ft lanes and 8 ft grassed shoulders.

TRAFFIC: (two way)	CURRENT ADT	PROJECTED ADT
	9700 (2002)	16850 (2022)

- () PROGRAMMING PROCESS
- (x) CONCEPT DEVELOPMENT
- () DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY		\$	100,000.00	\$100,000.00
			SUBTOTAL	\$100,000.00
B. UTILITIES				LOCAL
			SUBTOTAL	LOCAL
C. CLEARING AND GRUBBING	28.52 ac @		\$7,500.00	\$213,900.00
			SUBTOTAL	\$213,900.00
D. EARTHWORK				
<u>Embankment</u>				
In-Place Embankment	0	CY @	\$10.00	\$0.00
Borrow Incl Haul	0	CY @	\$8.00	\$0.00
Per mile cost	1.7	MI @	\$103,000.00	\$175,100.00
<u>Excavation</u>				
Soil	0	CY @	\$7.00	\$0.00
Rock	0	CY @	\$13.00	\$0.00
			SUBTOTAL	\$175,100.00

E. BASE AND PAVING

Aggregate Base

Graded Aggregate 12 in	22610	TN @	\$12.42	\$280,816.20
Graded Aggregate 6 in	9467	TN @	\$12.42	\$117,580.14

Asphalt Paving

9.5 mm Superpave	6337	TN	\$36.00	\$228,132.00
19 mm Superpave	6189	TN	\$30.54	\$189,012.06
25 mm Superpave	7506	TN	\$31.36	\$235,388.16
Leveling	1000	TN	\$36.12	\$36,120.00
Tack Coat	5583	GL @	\$0.83	\$4,633.89

SUBTOTAL \$1,091,682.45

F. DRAINAGE

Drainage Lump Sum

Cost per Mile	1.7 MI @		\$250,000.00	\$425,000.00
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SUBTOTAL \$425,000.00

G. CONCRETE WORK

Approach Slabs	103 SY @		\$83.75	\$8,626.36
Median Barrier	0 LF @		\$102.00	\$0.00
Curb and Gutter (Type 2)	12111 LF @		\$9.75	\$118,082.25
Valley Gutter	0 SY @		\$39.00	\$0.00
Sidewalk	0 SY @		\$23.00	\$0.00
4 in Conc. Median	0 SY @		\$26.00	\$0.00
6 in Conc. Median	2245 SY @		\$24.33	\$54,620.85
Ditch Paving	976 SY @		\$24.73	\$24,136.48

SUBTOTAL \$205,465.94

H. TRAFFIC CONTROL

	lump sum		\$100,000.00	\$100,000.00
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SUBTOTAL \$100,000.00

I. EROSION CONTROL

	lump sum		\$75,000.00	\$75,000.00
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SUBTOTAL \$75,000.00

J. GUARDRAIL

W-Beam Rail	2842 LF @		\$11.33	\$32,199.86
T-Beam Rail	60 LF @		\$24.23	\$1,453.80
Type 1 Anchors	2 EA @		\$435.83	\$871.66
Type 12 Anchors	2 EA @		\$1,709.24	\$3,418.48

SUBTOTAL \$37,943.80

K. SIGNS, STRIPING, SIGNALS, LIGHTING

Signing and Marking	lump sum	\$22,400.00	\$22,400.00
Overhead Signs w/Lights	0 EA @	\$0.00	\$0.00
Traffic Signals	2 EA @	\$30,000.00	\$60,000.00
Lighting	lump sum		\$0.00

SUBTOTAL \$82,400.00**L. GRASSING/LANDSCAPING 12.63 ac @ \$1,250.00 \$15,787.50****SUBTOTAL \$15,787.50****M. MISCELLANEOUS**

Field Engineer Office (Type 2)	1 EA @	\$23,000.00	\$23,000.00
Fencing	0 LF @	\$32.00	\$0.00
Right-of-Way Markers	0 EA @	\$60.00	\$0.00

SUBTOTAL \$23,000.00**N. MAJOR STRUCTURES**

Bridges	9205 SF @	\$60.00	\$552,300.00
Retaining Walls	0 SY @	\$485.00	\$0.00

Box Culverts

Concrete	0 CY @	\$406.00	\$0.00
Bar Reinf. Steel	0 LB @	\$1.00	\$0.00

SUBTOTAL \$552,300.00

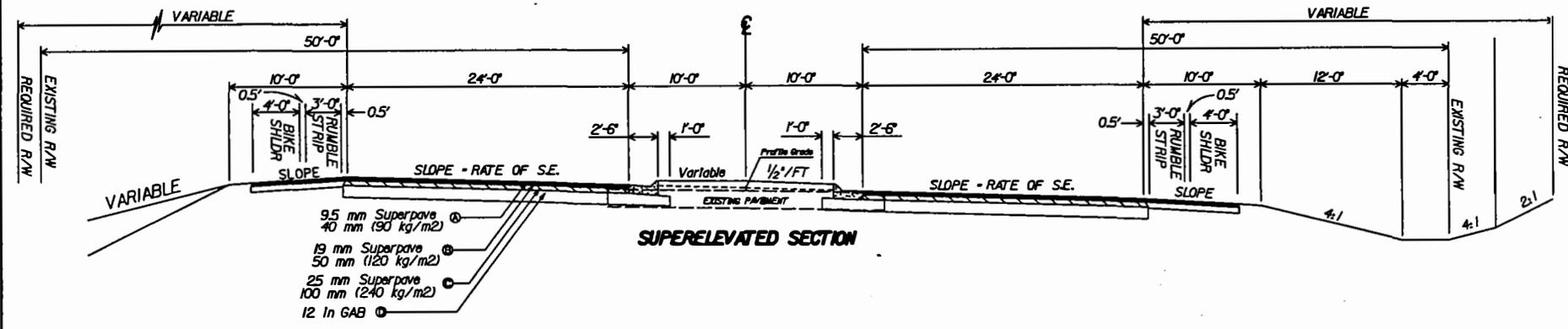
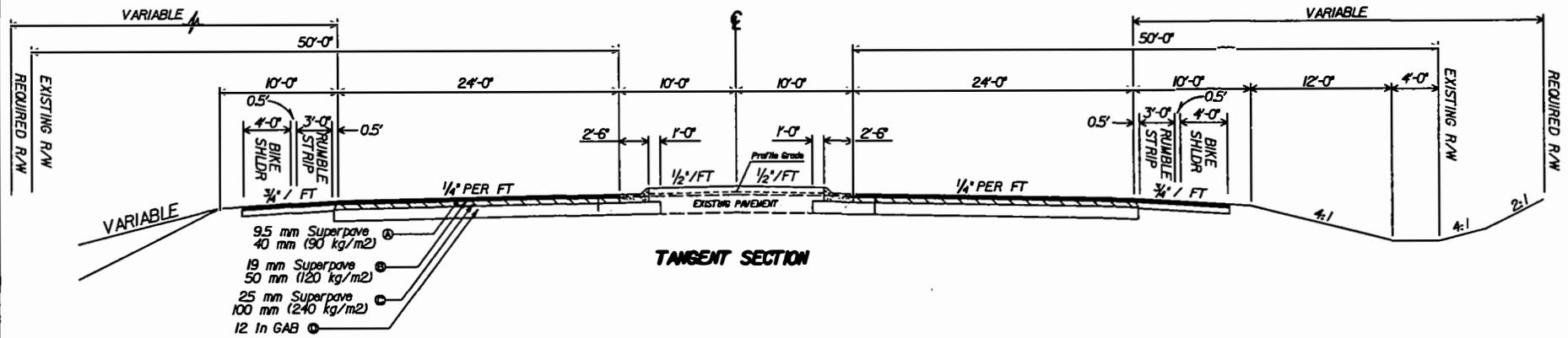
ESTIMATE SUMMARY

A. Right of Way	\$100,000.00
B. Reimbursable Utilities	LOCAL

CONSTRUCTION COST SUMMARY

C. Clearing And Grubbing	\$214,000.00
D. Earthwork	\$176,000.00
E. Base and Paving	\$1,092,000.00
F. Drainage	\$425,000.00
G. Concrete Work	\$206,000.00
H. Traffic Control	\$100,000.00
I. Erosion Control	\$75,000.00
J. Guardrail	\$38,000.00
K. Signs, Striping, Signals, Lighting	\$83,000.00
L. Grassing/Landscaping	\$16,000.00
M. Miscellaneous	\$23,000.00
ROADWAY SUBTOTAL	\$2,448,000.00
N. Major Structures	\$553,000.00
CONSTRUCTION TOTAL	\$3,001,000.00
3 years of inflation at 5%	\$450,150.00
10% E & C	\$345,115.00
CONSTRUCTION ESTIMATE SUBTOTAL	\$3,796,265.00
TOTAL CONSTRUCTION ESTIMATE	\$3,797,000.00

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	SR-142-20		
REVISION DATES			

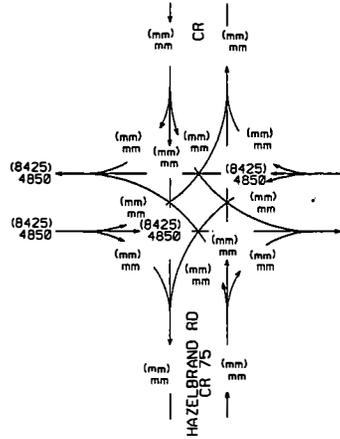


NOT TO SCALE

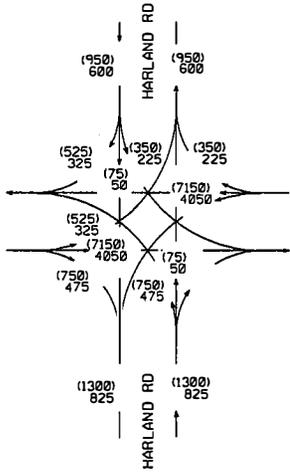
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF URBAN DESIGN

TYPICAL SECTIONS
SR 142 WIDENING FROM I-20
TO NORTH OF ALCOVY RD.

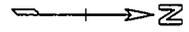
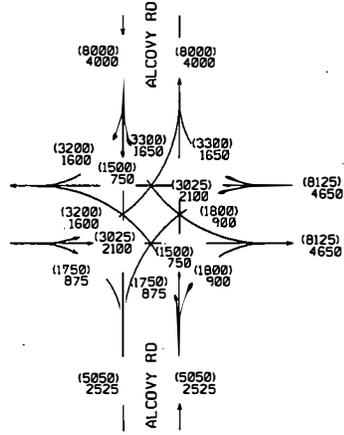
114-20-2 (14)



(8425)
4850
SR 142
(8425)
4850



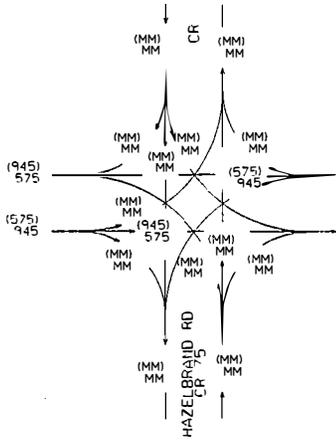
(7975)
4575
SR 142
(7975)
4575



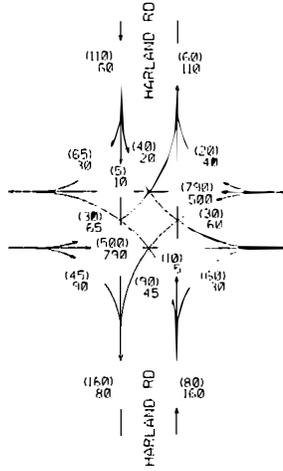
STP-1418(3)
P.I. # 242230
NEWTON
2002 ADT = 000
2022 ADT = 1000
24 HR T = 8 %

SU = 3%
COMB = 5%

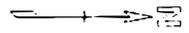
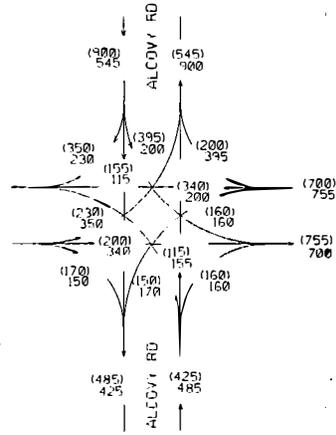
IN-20-2 (141)



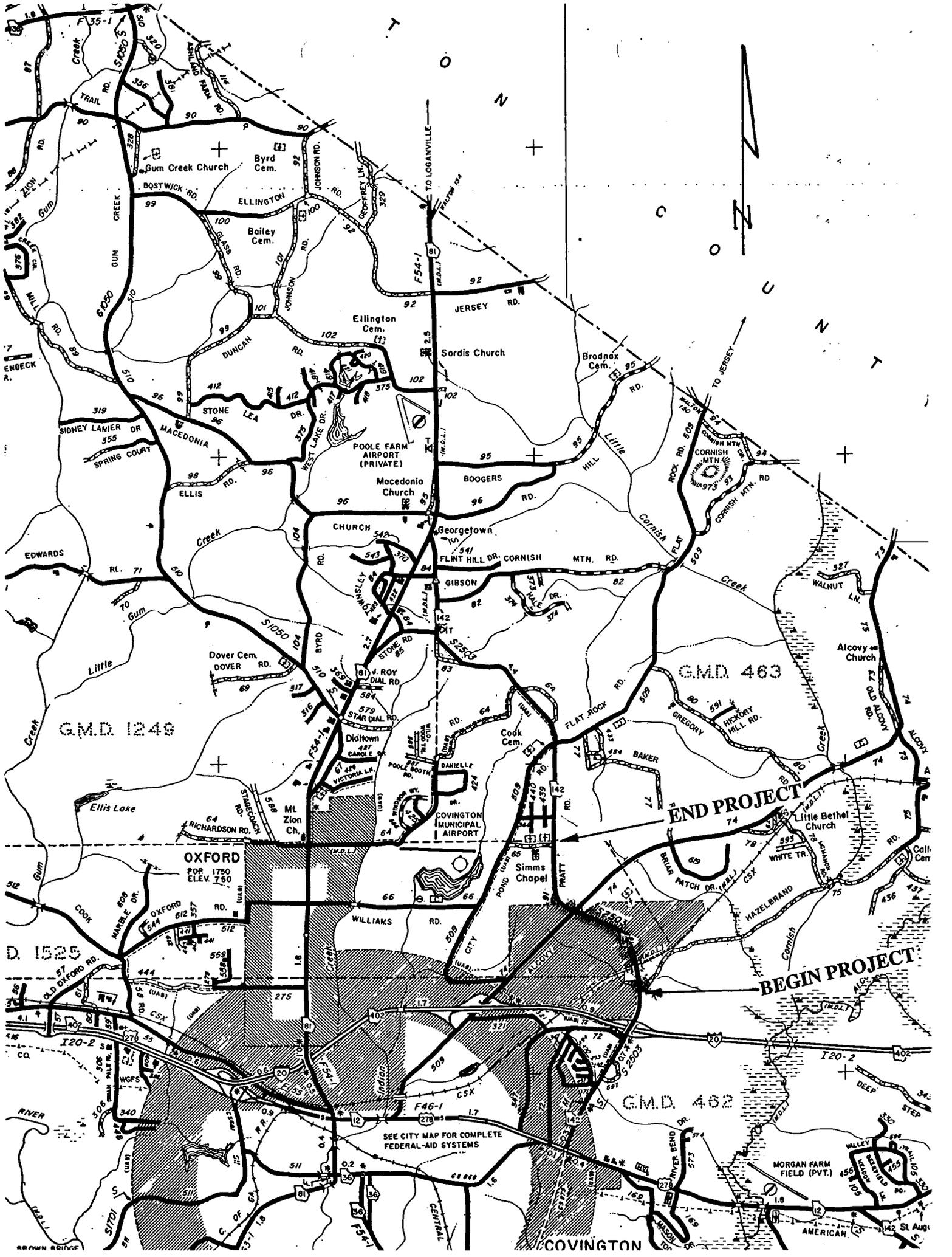
SR 142



SR 142



STP-1418(3)
P.L.# 245230
NEWTON
2022 OHV AM = 000
2022 OHV PM = 000
T 5%



G.M.D. 1249

G.M.D. 463

END PROJECT

BEGIN PROJECT

OXFORD
POP. 1750
ELEV. 760

G.M.D. 462

SEE CITY MAP FOR COMPLETE
FEDERAL-AID SYSTEMS

COVINGTON

MORGAN FARM
FIELD (PVT.)

ENBECK
R.

N

N

N

N

7

EDWARDS

COOK

D. 1525

120-2

BROWN BRIDGE

35-1

356

378

319

355

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355

319

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5100 S

Streets: (E-W) ALCOVY RD (N-S) SR 142
 Analyst: Dominic Drdla File Name: TRY4AM.HC9
 Area Type: Other 3-10-98
 Comment: AM Peak proposed

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	395	155	350	150	115	160	230	200	170	160	340	200
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*	*	
Thru	*				Thru	*		
Right	*	*			Right	*	*	
Peds					Peds			
WB Left	*	*			SB Left	*	*	
Thru	*				Thru	*		
Right	*	*			Right	*	*	
Peds					Peds			
NB Right	*	*			EB Right	*	*	
SB Right	*	*			WB Right	*	*	
Green	20.0A	20.0A			Green	30.0A	20.0A	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	0.0	
Cycle Length: 102 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat				v/c		g/C		Approach:	
			Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
EB	L		619		1719	0.672	0.441	18.9	C	12.3	B	
	T		373		1810	0.437	0.206	23.4	C			
	R		1493		1538	0.247	0.971	0.1	A			
WB	L		575		1719	0.275	0.441	14.3	B	11.2	B	
	T		373		1810	0.325	0.206	22.5	C			
	R		1493		1538	0.113	0.971	0.0	A			
NB	L		534		1719	0.453	0.500	15.0	B	11.5	B	
	T		1100		3619	0.202	0.304	17.0	C			
	R		1493		1538	0.120	0.971	0.0	A			
SB	L		630		1719	0.267	0.500	10.6	B	11.3	B	
	T		1100		3619	0.342	0.304	17.9	C			
	R		1493		1538	0.141	0.971	0.0	A			
Intersection Delay = 11.7 sec/veh Intersection LOS = B												
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.694												

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 03-26-1998
 Center For Microcomputers In Transportation

Streets: (E-W) ALCOVY RD (N-S) SR 142
 Analyst: Dominic Drdla File Name: TRY4PM.HC9
 Area Type: Other 3-10-98
 Comment: PM Peak proposed

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Volumes	200	115	230	170	155	160	350	340	150	160	200	200
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*	*	
Thru	*				Thru	*		
Right	*	*			Right	*	*	
Peds					Peds			
WB Left		*	*		SB Left	*	*	
Thru		*			Thru	*		
Right		*	*		Right	*	*	
Peds					Peds			
NB Right		*	*		EB Right	*	*	
SB Right		*	*		WB Right	*	*	
Green	20.0A	20.0A			Green	30.0A	20.0A	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	0.0	
Cycle Length: 102 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		574	1715	0.368	0.441	15.3	C	10.4	B
	T		372	1805	0.326	0.206	22.5	C		
	R		1489	1534	0.163	0.971	0.0	A		
WB	L		619	1715	0.289	0.441	13.4	B	12.2	B
	T		372	1805	0.439	0.206	23.4	C		
	R		1489	1534	0.113	0.971	0.0	A		
NB	L		627	1715	0.587	0.500	14.9	B	13.5	B
	T		1097	3610	0.343	0.304	17.9	C		
	R		1489	1534	0.106	0.971	0.0	A		
SB	L		534	1715	0.315	0.500	12.9	B	9.9	B
	T		1097	3610	0.202	0.304	17.0	C		
	R		1489	1534	0.142	0.971	0.0	A		

Intersection Delay = 11.7 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.614

INTERSECTION DIAGRAM

Intersection: ALCOVY RD and SR 142

Streets: (E-W) Harland (N-S) SR 142
 Analyst: Craig File Name: HARLANDA.HC9
 Area Type: Other 11-20-98 2022am
 Comment: Harland Road At SR 142

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	< 0	1	2	< 0
Volumes	20	10	30	45	5	30	65	790	90	60	500	40
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0A	15.0P			Green 15.0A	33.0A		
Yellow/AR	3.0	3.0			Yellow/AR 3.0	3.0		
Cycle Length:	90 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

	Lane	Group:	Adj Sat		v/c		g/C	Delay	LOS	Approach:	
			Cap	Flow	Ratio	Ratio				Delay	LOS
EB	L		272	1629	0.077	0.167	20.5	C	20.7	C	
	TR		254	1523	0.169	0.167	20.8	C			
WB	L		272	1629	0.173	0.167	20.8	C	20.8	C	
	TR		249	1492	0.149	0.167	20.7	C			
NB	L		272	1629	0.250	0.167	21.2	C	18.9	C	
	TR		1238	3376	0.786	0.367	18.8	C			
SB	L		272	1629	0.232	0.167	21.1	C	15.0	B	
	TR		1243	3391	0.479	0.367	14.4	B			

Intersection Delay = 17.7 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.447

Streets: (E-W) Harland (N-S) SR 142
 Analyst: Craig File Name: HARLANDP.HC9
 Area Type: Other 12-9-98 2022pm
 Comment: Harland Road At SR 142

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	1	2	< 0	1	2	< 0
Volumes	40	5	65	90	10	60	30	500	45	30	790	20
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru					Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left		*			SB Left *			
Thru			*		Thru	*		
Right			*		Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0A	15.0P			Green	15.0A	33.0A	
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0	
Cycle Length:	90 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

Lane Group	Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB L	272	272	1629	0.155	0.167	20.7	C	21.2	C
EB TR	246	272	1475	0.297	0.167	21.4	C		
WB L	272	272	1629	0.350	0.167	21.8	C	21.6	C
WB TR	249	272	1495	0.297	0.167	21.4	C		
NB L	272	272	1629	0.118	0.167	20.6	C	14.7	B
NB TR	1242	272	3386	0.485	0.367	14.4	B		
SB L	272	272	1629	0.118	0.167	20.6	C	17.3	C
SB TR	1253	272	3416	0.715	0.367	17.2	C		

Intersection Delay = 17.1 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.450

Center For Microcomputers In Transportation
 University of Florida
 512 Weil Hall
 Gainesville, FL 32611-2083
 Phone: (904) 392-0378

Streets: (N-S) SR 142 (E-W) Harland RD

Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Rice
 Date of Analysis..... 12/10/98
 Other Information.....
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	65	790	90	60	500	40	20	10	30	45	4	30
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	0			0			0	0	0	0	0	0
CV's (%)	5			5			5	5	5	5	5	5
PCE's	1.05			1.05			1.05	1.05	1.05	1.05	1.05	1.05

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	464	284
Potential Capacity: (pcph)	806	994
Movement Capacity: (pcph)	806	994
Prob. of Queue-Free State:	0.96	0.97
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	927	568
Potential Capacity: (pcph)	545	849
Movement Capacity: (pcph)	545	849
Prob. of Queue-Free State:	0.88	0.92
Step 3: TH from Minor Street	WB	EB

Center For Microcomputers In Transportation
 University of Florida
 512 Weil Hall
 Gainesville, FL 32611-2083
 Tel: (904) 392-0378

Streets: (N-S) SR.142 (E-W) Harland RD
 Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Rice
 Date of Analysis..... 12/10/98
 Other Information.....
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	500	45	30	790	20	40	5	65	90	10	60
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	0			0			0	0	0	0	0	0
CV's (%)	5			5			5	5	5	5	5	5
PCE's	1.05			1.05			1.05	1.05	1.05	1.05	1.05	1.05

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	286	426
Potential Capacity: (pcph)	992	842
Movement Capacity: (pcph)	992	842
Prob. of Queue-Free State:	0.93	0.92
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	573	853
Potential Capacity: (pcph)	844	597
Movement Capacity: (pcph)	844	597
Prob. of Queue-Free State:	0.96	0.94
Step 3: TH from Minor Street	WB	EB

Conflicting Flows: (vph)	1466	1480
Potential Capacity: (pcph)	151	149
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	137	135
Prob. of Queue-Free State:	0.91	0.96

Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1448	1438
Potential Capacity: (pcph)	126	127
Major LT, Minor TH		
Impedance Factor:	0.87	0.83
Adjusted Impedance Factor:	0.90	0.87
Capacity Adjustment Factor due to Impeding Movements	0.83	0.81
Movement Capacity: (pcph)	104	103

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	44	103		58.8	1.5	F	
EB T	5	135	>				25.5
EB R	71	842	> 626	6.5	0.4	B	
WB L	100	104	>				
WB T	12	137	> 160	156.9	7.9	F	156.9
WB R	66	992	>				
NB L	34	597		6.4	0.0	B	0.3
SB L	34	844		4.4	0.0	A	0.2

Intersection Delay = 16.8 sec/veh

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 217-0019-0

Newton County

SUFF. RATING: 77.9

Location & Geography

Signs & Attachments

* Structure I.D. No.: 217-0019-0
 200 Bridge Information: 07

* 6A Feature Int.: CSX RAILROAD
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00142
 * 7B Facility Carried: SR 142
 * 9 Location: 1 MI NE OF COVINGTON
 2 DOT District: 2
 207 Year Photo: 1993

* 91 Inspection Frequency: 24 Date: 04/16/1997
 92A Fract Crit Insp Freq: 0 00 Date: 0000
 92B Underwater Insp Freq: 0 00 Date: 0000
 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1
 Type: 3
 Designator: 1
 Number: 00142
 Direction: 0

* 16 Latitude: 33-37.2
 * 17 Longitude: 83 -49.4

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 012.38

* 208 Inspection Area: 03 Initials: TOB

* Location I.D. No: 217-00142D-011.87N
 * XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 0
 * 26 Functional Classification: 16
 * 204 Federal Route Type: S No: 02503
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum:

* 19 Bypass Length: 2
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 5
 37 Historical Significance: 5
 205 Congressional District: 11
 * 27 Year Constructed: 1964
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1

* 42 Type Service On: 1
 Under: 2

214 Movable Bridge: 00
 203 Type Bridge: Z-O-M-O
 259 Pile Encasement: 3

* 43 Structure Type Main: 3 02
 45 No. Spans Main: 003
 44 Structure Type Appr: 0 0
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1

108 Wearing Surface Type: 1
 Membrane: 8
 Protection: 8

223 Expansion Joint Type: 02
 242 Deck Drains: 0

243 Parapet Location: 0
 Height: 0
 Width: 0

238 Curb: 1.2 1
 239 Handrail: 1 1
 * 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
 Width: 0

* 230 Guardrail Loc Dir Rear: 3
 Fwr: 3
 Oppo Dir Rear: 0
 Fwr: 0

244 Approach Slab: 3
 224 Retaining Wall: 0

233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 235 Hazard Boards: 1

237 Utilities Gas:
 Water:
 Electric:
 Telephone: 21
 Sewer:

247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

* 248 County Continuity No: 00

February 19, 1999

NEED AND PURPOSE
PROJECT STP-1418(3), NEWTON COUNTY
PI NO. 242230
SR 142 IMPROVEMENTS

SR 142 is functionally classified as an urban minor arterial and bypasses the city of Covington on the east side, connecting SR 81 on the north to US 278 on the south. The proposed project involves widening SR 142 to four lanes with a median, from Interstate 20 on the south to CR 74, Alcovy Rd., on the north, a distance of 1.21 miles. The roadway is reaching capacity and improvements will be required to maintain an acceptable level-of-service. This project is one of three projects proposed to multi-lane SR 142 from US 278 to CR 74. In addition, the Office of Planning has identified a need to multi-lane SR 142 from Alcovy Rd. north to SR 81. The projected (2022) traffic volumes (16,000 AADT) and the truck percentages are expected to increase with the re-routing of SR 81. The resulting LOS will be in the "D" to "F" range.

Industrial development along SR 142 between Alcovy Rd. and I-20 has contributed to a steady increase in traffic volumes along this section of roadway. The projected Average Annual Daily Traffic (AADT) within the limits of the project for 2002 is 9,700 with a projected design year (2022) volume of 16,850. The Level of Service (LOS) for SR 142 between I-20 and CR 74 is computed to be at "D" in 2002 which indicates that small increases in traffic flow will cause operational problems. The projected LOS in 2022 is at "E", indicating congestion, characterized by unstable stop-and-go movements. The widening improvement will increase the traffic carrying capacity to accommodate these higher volumes while reducing congestion due to lack of passing opportunities.

In addition, the section of SR 81, from its intersection with SR 142 north of Covington to CR 653 (Covington Bypass), is proposed to be re-routed to SR 142. This is currently being considered under Notice of Intent 3212. This re-routing will assist in directing through traffic away from downtown Oxford. The multi-laning of SR 142 will provide improved capacity for the additional through traffic and truck traffic.

In 1997, there were eight accidents along this section of SR 142, resulting in an accident rate per million vehicle miles traveled (MMVT) of 184. The 1997 statewide average accident rate per MMVT for an urban minor arterial was 552. 1997 is the latest year that statewide accident data is available. In 1996, there were 20 accidents along this section of SR 142 and eight in 1998. Accidents for 1998 are not complete. There were no fatalities. The accident rate for 1996 was 934 per 100 MMVT. The statewide average for an urban minor arterial was 528 in 1996.

The east side of Newton County is continuing to develop both as a residential area and an industrial site. The opening of the Covington Bypass between US 278 and SR 36 has created an

February 19, 1999
STP-1418(3)
Page 2

opportunity for people living south of Covington along the SR 36 corridor to access the interstate without going through Covington. SR 142 intersects the bypass at US 278 and continues northward.

The southern terminus for project STP-1418(3) is proposed project IM-20-2(141). Project IM-20-2(141) is an interchange reconstruction and widening project at SR 142 and I-20, scheduled for construction in 2002. Immediately south of project IM-20-2(141), the widening and reconstruction of SR 142 continues with proposed project STP-000S(14). Project STP-000S(14) is scheduled for construction in 2002.

The northern terminus of project STP-1418(3) is CR 74, Alcovy Rd., functionally classified as an urban collector street. The traffic volumes along Alcovy Rd ranged from 4,762 east of SR 142 to 9,603 just west of SR 142 for 1999. The design year (2022) projected volumes range from 16,000 AADT west of SR 142 to 11,000 AADT east of SR 142. Alcovy Rd. west of SR 142 continues on to I-20 and the city of Covington. Alcovy Rd. east of SR 142 continues on into Walton County. Residential growth along this section of Alcovy Rd. is increasing.

Land use along SR 142 north of Alcovy Road is predominantly residential in nature whereas south of Alcovy Road, the land use is predominantly commercial and industrial.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 217-0019-0

Newton County

SUFF. RATING: 77.9

Programming Data

201 Project No: S-2503 (1)
 202 Plans Available: 1
 249 Prop. Proj No:
 250 Approval Status: 0 0
 251 P.I. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 00000
 75 Type Work:
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 010500 Year: 2016

Measurements

* 29 ADT: 007000 Year: 1996
 109 % Trucks: 9
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 01
 * 48 Max. Span Length: 0045
 * 49 Structure Length: 135
 51 Br. Rdwy. Width: 28.0
 52 Deck Width: 34.3
 * 47 Tot. Horz. Cl: 28.0
 50 Curb/Sdewlk Width: 2.0/2.0
 32 Approach Rdwy Width: 024
 * 229 Shlder Width:
 Rear Lt: 8.0 Type: 8 Rt: 8.0
 Fwrd Lt: 8.0 Type: 8 Rt: 8.0
 Pvment Width:
 Rear: 24.0 Type: 2
 Fwrd: 24.0 Type: 2
 Intersection Rear: 0 Fwrd: 0
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: R 22' 08"
 * 228 Min. Vert. Cl
 Act. Odm. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: R 11.0
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.4
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 40.0
 212 Year Last Painted: Sup: 1964 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 58
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 23
 262 H Operating Rating: 39
 67 Structural Evaluation: 6
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: 5
 72 Appr. Alignment: 5
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br Height: 00.0
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type:
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 F'S-Modified: 00
 Type 3: 00
 Type 3S2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 0000
 253 Fed Notify Date: 0000 0

* Location I.D. No: 217-00142D-011.87N
 * XReferen I.D. No: 000-000000-000.000

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 2
Bridge Inspector: TOB
Location ID: 217-00142D-011.87N
Structure ID: 217-0019-0

Inspection Date: 04/16/97
Over: CSX RAILROAD
County: Newton
Road Name: SR 142

Inspection Area: 03
Bridge Status: 07

EVALUATION & DEFICIENCIES

SubStructure:

Year Painted: 0000

Good Cond

Conc Cap on Conc Columns

Minor popouts on Caps and Columns
 Erosion under South Abut Cap exposing steel H-piles.

SuperStructure:

Year Painted: 1964

Sat Cond

4 W36X160 Beams

Need cleaning and painting

Deck:
 Good Cond

7.4" Conc

Minor spall Span # 1 S.B.L.

General:

Overall Cond Sat to Good

Condition Rating

Component	Material	Rating
Substructure	Conc.	7
Superstructure	Steel	6
Deck	Conc.	6

Temp Shored: No

Truck Type	Gross/H-Mod	HSMOD	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	00
Posting Required						
Existing Posting	00	00	00	00	00	00

*** School Bus Route ****

Structure Does Not Require Posting

Concept Meeting Minutes

STP-1418 (3), Newton County

P.I. No.: 242230

The Concept Meeting was held on January 12, 1999. Gerald Ross opened the meeting at 10:05 A.M. by welcoming the attendees and asking everyone to introduce himself .

Genetha Rice-Singleton presented the project concept.

The concept was presented in both metric and English units.

The project limits for the widening of SR 142 is from Hazelbrand Road through the intersection of Alcovy Road ending approximately 200 feet south of Sims Chapel/American Way. The length of the project is 2.72 km (1.7 miles). The functional classification of SR 142 is Urban Minor Arterial.

The traffic count for the year 2002 is 9700 vehicles per day and 16,850 vehicles per day for the year 2022.

The existing typical section for SR 142 is a rural section with two 3.6 m (12 ft) lanes and 2.4 m (8 ft) grassed shoulders. The right of way width varies from 30 to 40 m (100 to 130 ft). The posted and design speed is 55 mph (90 km/h). The minimum radii are 335 m allowable and 349 m proposed and the maximum grade is 5%.

The proposed typical section is a rural section with two 3.6 m (12 ft) lanes in each direction and a 6.0 m(20 ft) raised median and turn lanes as required. The proposed shoulder width is 3.0 m (10 ft). The required right of way width is approximately 40 m (130 ft). The proposed median matches project IM-20-2(141) the interchange reconstruction and STP-000S-0(14) SR 142 south of I-20.

Liberty Drive is proposed to be realigned to intersect SR 142 at Hazelbrand Road. This realignment will be constructed under project IM-20-2(141).

The bridge over the CSX Railroad will be widened symmetrically. A median opening will be placed at General Mills and First Industrial, which would be slightly wider than normal to accommodate the truck traffic and the offsetting driveways. A traffic signal is proposed at Harland Drive due to an unacceptable level of service as a stop-controlled intersection in the design year of 2022. The existing traffic signals at Alcovy Road will be upgraded.

The old plans outlined an apparent wetland site just south of Sims Chapel Road on both sides of SR 142.

No design exceptions or variance are anticipated. The drainage will be rural, and the erosion control plans will be included with the final plans. The sufficiency rating for the bridge over the CSX railroad was reported as 77.9.

There will be no right-of-way displacements. The right of way cost is estimated at \$100,000. The other alternate considered is a no-build option. The project will be stage constructed under traffic. There are no known underground storage tanks on the project.

There are two Georgia Power sub-stations within the project limits.

The level of environmental analysis is a Categorical Exclusion. There is no historical data known, however, a 404 permit will be required. The projects proposed let date is June 2002.

The other projects in the area are IM-20-2(151) – I-20 at Alcovy Rd/GA RR/Alcovy River and Overflow; STP-000S-0(14) – Widening of SR 142 from SR 12/US 278 to CR 72; IM-20-2(141) – Widening of SR 142 from CR 72 to CR 75; and IM-20-2(167) – I-20 from Alcovy Road to SR 142.

It was noted that Mr. Steve Reynolds, a Georgia DOT Board Member, was absent due to illness.

The floor was then opened for questions.

Bill Williams, representing Newton County, had no questions or comments.

Bill Skinner, representing the City of Covington, stated that there is a local airport between Alcovy Road and Sims Chapel Road. There are plans to lengthen the runway, which will affect the vertical profile on SR 142. The newly elected Governor Roy Barnes funded the airport upgrade. The plans for the airport improvements are underway and should be available in three (3) months. SR 142 roadway widening should be coordinated with the planned airport improvements. It was suggested that the roadway be depressed due to the approach glide slopes for the runway.

Bill Moskal, GDOT Urban Design, informed the group that wetlands were in the same area and that depressing the roadway could affect the wetland.

Mr. Skinner also stated that a Nisshinbo plant is being developed just north of the Georgia Power sub-station located north of Alcovy Road. This plant will have a substantial amount of truck traffic, which will warrant a median opening at this location.

Mr. Moskal stated that more median openings might be provided on the project. The Department will need the site plans to study the area.

A 12-inch water main was relocated away from SR 142 to near the right-of-way line. Behind the water main, approximately 150 feet from the right-of-way line, are power lines used jointly by three companies. An 8-inch, high-pressure gas main is located near the edge of pavement in some places. It is expected that the gas main will need to be relocated.

David Mulling, GDOT Engineering Services, questioned how this project would tie into the I-20/SR 142 intersection project.

Mr. Moskal stated that it should not be a problem. The two projects are proposed to be let together.

It was asked if the slopes under the Railroad Bridge will be affected and if the existing utilities will remain in place.

Mr. Moskal stated that the slopes should not be greatly affected, and the utilities could possibly remain in place.

The Office of Programming had no questions or comments.

Ken Estes, GDOT Traffic Operations, requested that the district verify the warrant for a new traffic signal at the intersection of SR 142 and Harland Drive.

The Office of Environment/Location had no questions or comments.

Cindy VanDyke, Office of Planning, stated that her office is looking into the logical termini of the project. The traffic volumes did not drop after the SR 142/Alcovy intersection. A request has been made for updated traffic data to reevaluate the limits of the project.

Mr. Moskal suggested that the project limits remain the same and that another project be added to the work program if the traffic necessitates.

Richard C. Marshall, GDOT District 2 Madison Office, stated that they recently completed a project that relocated Hazelbrand Road intersection with SR 142 and widened SR 142 from I-20 to the CSX Railroad Bridge. The project originally called for an existing culvert with approximately 40 feet of fill to be extended symmetrically. However, due to utilities in the area the culvert could not be extended symmetrically. There is a construction joint in the middle of the culvert that may cause some problems. In the future the culvert may be lengthened on one side. If lengthened symmetrically rock may be encountered. Rock was encountered in the area on a previous project.

The District also noted that the area does not have very good soil and that soil stabilization should be considered during the design stage.

Mr. Moskal suggested using a deeper GAB to correct the problem.

The Office of Right-of-Way asked if the project would stay within the existing 130 feet of right-of-way.

Mr. Moskal stated that it would except at the curve just north of Alcovy Road where some easements and fee simple right-of-way may need to be acquired.

Robert Ashley, GDOT District Utilities, noted that the following utilities were located on the project: BellSouth, CSXT-Railroad, MCI-Worldcom, Snapping Shoals-EMC, Georgia Power, City of Covington power, gas, water, and sewer, and cable television.

Mark Weesner, the representative from Snapping Shoals-EMC, stated that they had some underground utilities within the project limit.

Dave Petticord from Georgia Power stated that they recently relocated their utilities from I-20 to the CSX railroad bridge and questioned if there would be any additional widening in that area.

Mr. Moskal reminded him that the widening that was associated with the Hazelbrand Road currently ties into the existing bridge deck. This project proposes to widen the bridge and SR 142.

The City of Covington stated that they have some utilities at Hazelbrand Road and Alcovy Road and wanted to know if they would have to be relocated.

Mr. Moskal responded to the City of Covington that they would have to be relocated if in conflict.

Mr. Skinner asked that the Department use curb and gutter in order to minimize the impact to the utilities.

Mr. Moskal informed him that for this type of roadway, speed design 55 mph, the shoulder should be rural.

It was questioned if U-turns will be permitted.

Mr. Moskal stated that U-turns would be allowed at all median openings for passenger vehicles. The U-turns will not be designed for truck traffic. Instead of a median opening on SR 142 for Bridgestone Sporting, a proposed driveway will be added for Bridgestone Sporting from Alcovy Road.

It was mentioned that a permit maybe needed for the wetland.

Mr. Moskal stated that he thought that only a nationwide permit would be needed for the wetlands. He also noted that the curve north of Alcovy Road met minimum design standards.

Gerald Ross thanked everyone for coming. The meeting ended at 11:00 a.m.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Meeting SR 142 Newton County

LOCATION: Urban Design Conference

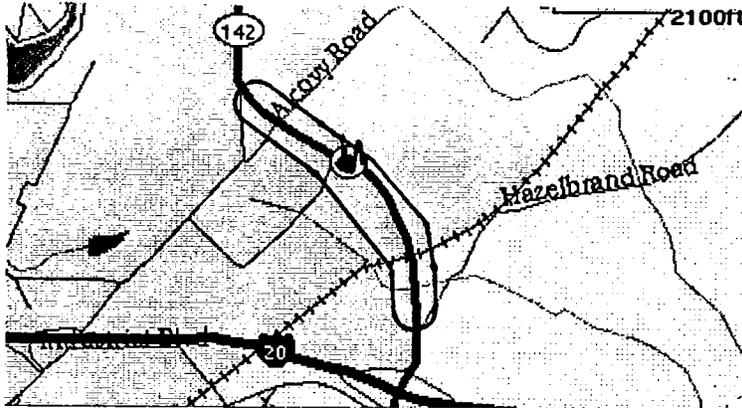
DATE: January 12, 1999 HOUR: 10:0'clock

MODERATOR: _____

<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1. <u>Ken Estes</u>	<u>Traffic Operations</u>	<u>404-635-8127</u>
2. <u>Cindy VanDyke</u>	<u>PLANNING</u>	<u>404-657-6696</u>
3. <u>Gerald Ross</u>	<u>URBAN DESIGN</u>	<u>(404) 656-5436</u>
4. <u>William J. Moskal</u>	<u>URBAN DESIGN</u>	<u>404 656 5442</u>
5. <u>Cynthia Clements</u>	<u>Urban Design</u>	<u>404 656 5442</u>
6. <u>MARK WEESNER</u>	<u>SHIPPING SHOPS EMC</u>	<u>770-385-2713</u>
7. <u>DALE PETTICORD</u>	<u>GA. POWER Co.</u>	<u>770-982-8255</u>
8. <u>Phillip Scarborough</u>	<u>DOT Tennille</u>	<u>912-553-2283</u>
9. <u>RICHARD C. MARSHALL</u>	<u>GDOT. MADISON A.O.</u>	<u>706-343-5836</u>
10. <u>David Griffith</u>	<u>GDOT Tennille</u>	<u>912-552-4629</u>
11. <u>JOHNNY QUARLES</u>	<u>GDOT PRECONST</u>	<u>404-657-6771</u>
12. <u>STUART Stokes</u>	<u>WELKER ASSOC. ENGRS. (Covington)</u>	<u>770-922-1902</u>
13. <u>BILL SKINNER</u>	<u>CITY OF COVINGTON</u>	<u>770-385-2023</u>
14. <u>ROBERT ASHLEY</u>	<u>DOT UTILITIES</u>	<u>912-552-4606</u>
15. <u>Billy H. Williams</u>	<u>MORELAND ALTOPELLI ASSO. INC REP. NEWTON Co. FOR DAVIS MORGAN</u>	<u>706-647-7902</u>
16. <u>DEREK W. LINDSAY</u>	<u>URBAN DESIGN</u>	<u>404-656-5445</u>
17. <u>Jonathan T. Craig</u>	<u>Urban Design</u>	<u>404 656-5442</u>
18. <u>Geneva Rida-Binglaton</u>	<u>" "</u>	<u>" "</u>
19. <u>Yolande Stover</u>	<u>Urban Design</u>	<u>404-656-5442</u>
20. <u>Meg Pirkle</u>	<u>GDOT Programming</u>	<u>4-651-7455</u>
21. <u>DAVID MULLING</u>	<u>GDOT ENG. SERVICES</u>	<u>4-651-7470</u>

REMARKS: _____

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF RBAN DESIGN
PROJECT CONCEPT REPORT
STP-1418 (3)
Newton County
GDOT P.I. No.: 242230
SR 142 from I-20 to Alcovy Rd in Covington
State Route Number: 142



RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank P. Bellod
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

3/24/99
Date

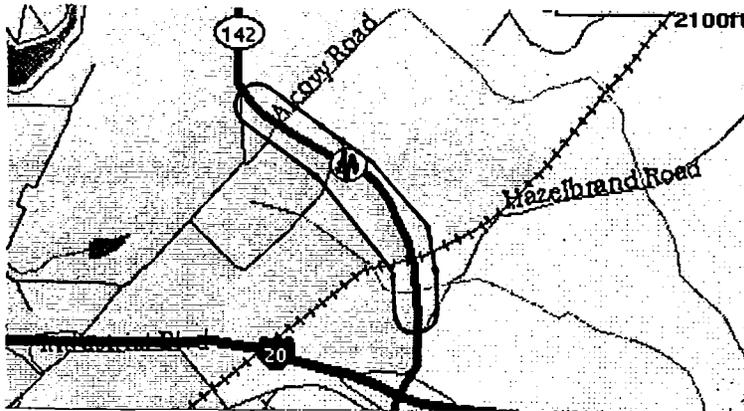
Paul V. Hile Jr.
State Bridge and Structural Engineer

Date

State Transportation Planning Administrator

This project concept is contained in the Regional Transportation Program (RTP) 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 RTP and/or STIP.

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SR 142 from I-20 to Alcovy Rd in Covington
State Route Number: 142



RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank P. Kelly
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

3-16-99
Date

Michael J. [Signature]
District Engineer

Date

Project Review Engineer

Date

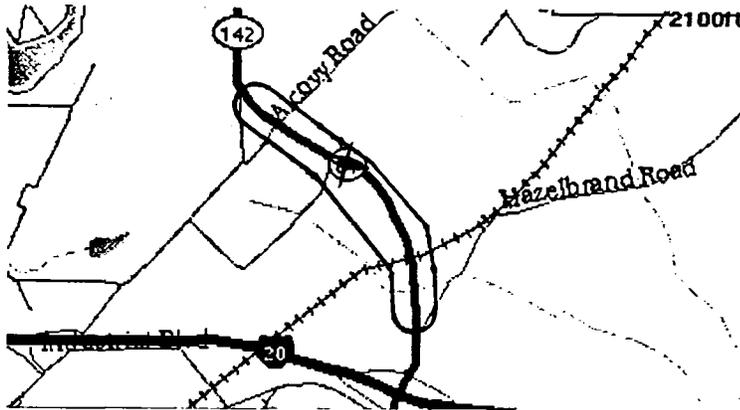
State Bridge and Structural Engineer

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Date

State Transportation Planning Administrator

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STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT
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Newton County
GDOT P.I. No.: 242230
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RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank P. Kelly
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

Date

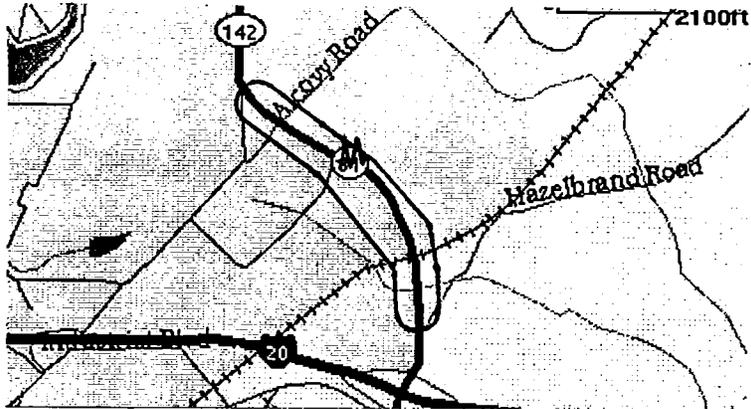
State Bridge and Structural Engineer

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3/29/99
Date

Luis Dominguez
State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT
STP-1418 (3)
Newton County
GDOT P.I. No.: 242230
SR 142 from I-20 to Alcovy Rd in Covington
State Route Number: 142



RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank Kellard
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

3/12/99
Date

Bob Mustri
Project Review Engineer

Date

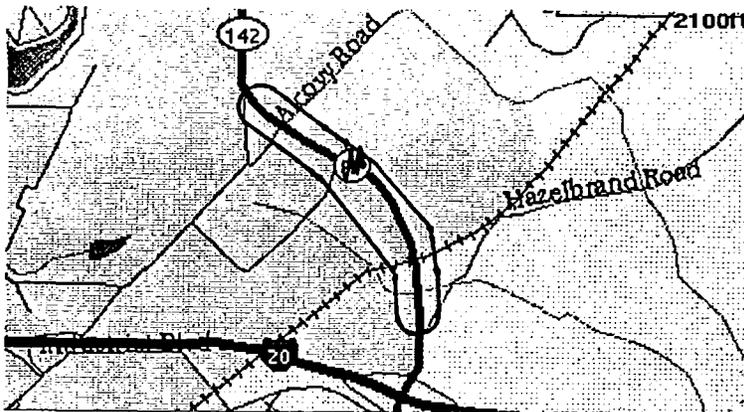
State Bridge and Structural Engineer

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Date

State Transportation Planning Administrator

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PROJECT CONCEPT REPORT
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Newton County
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SR 142 from I-20 to Alcovy Rd in Covington
State Route Number: 142



RECOMMENDATION FOR APPROVAL

3/5/99
Date

Frank P. Kelly
State Urban Design Engineer

Date

State Environmental/Location Engineer

3/10/99
Date

Marie S. Slaton
State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

Date

State Bridge and Structural Engineer

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State Transportation Planning Administrator

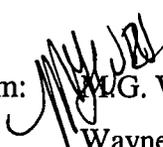
Department of Transportation State of Georgia

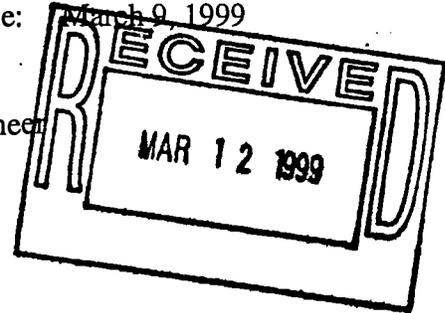
INTERDEPARTMENTAL CORRESPONDENCE

File: STP-1418 (3)/Newton County
P.I. No. 242230

Office: Traffic Operations
Atlanta, Georgia

Date: March 9, 1999

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 of SR 142 from I-20 to just north of Alcovy Road (CR 74) in Covington, a distance of 1.7 miles. This project will be the third along this facility that will develop SR 142 into a multi-lane roadway from US 278 to Alcovy Road.

Currently, SR 142 is a two lane rural designed roadway with 8 foot grassed shoulders and a posted speed limit of 55mph. It is classified as an urban minor arterial and bypasses Covington on the eastside. Due to increased industrial development, traffic volumes have increased along this roadway and will nearly double by the design year, contributing to an unacceptable LOS. The accident rate for 1996 was 934 per 100 million vehicle miles traveled. The statewide average, for an urban minor arterial was 528.

It is proposed to reconstruct SR 142 as a four lane facility, two lanes in each direction, with a 20 foot raised median and 10 foot shoulders, 8 foot paved, on a rural typical section design. Turn lanes will be provided as required. Traffic will be maintained during construction.

We believe this concept will improve safety and operational capacity along this section of roadway.

We recommend increasing the median width to 28 feet at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

We request that two four inch conduit, one with innerduct, be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management

System components in this area. Our Traffic Operations Design Office can provide details cost estimates for inclusion in the project.

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

Joseph P. Palladi, P.E., State Urban Design Engineer

Attn: William Moskal or Genetha Rice-Singleton

Bob Mustin, w/ attachment

Toni Dunagan

Karl Alff, TMC

Keith Golden, P.E., TMC

General Files