

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 730907-, Newton-Rockdale Counties **OFFICE** Preconstruction
STP-869(13)
SR 20 Widening and Reconstruction **DATE** July 26, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

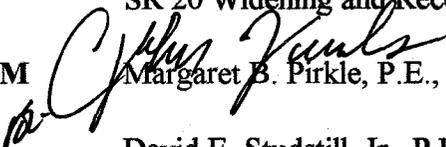
DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Michael Henry
Keith Golden
Joe Palladi
Paul Liles
Ben Buchan
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 730907-, Newton-Rockdale Counties **OFFICE** Preconstruction
STP-869(13)
SR 20 Widening and Reconstruction **DATE** July 19, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 20 from SR 212 in Newton County north to CR 23/Honey Creek Road in Rockdale County for a total of 4.19 miles. The existing SR 20 consists of two, 12' lanes, one in each direction with grass shoulders. State Route 20 is functionally classified as a minor arterial street. The SR 20 corridor south of I-20 is one of the most rapidly growing areas in Rockdale County and SR 20 serves the rapidly developing residential communities in the southeast portion of the county. In 2003, average annual daily traffic (AADT) along SR 20 ranged from a low of 11,800 AADT in Newton County to a high of 27,100 AADT just south of Honey Creek Road. State Route 20 is currently operating at Level of Service (LOS) "E" in Rockdale County, indicating that SR 20 is operating at high levels of congestion along the existing facility. In Newton County, SR 20 is operating at LOS "C." By 2012, traffic volumes will range from 24,000 AADT in Newton County to 40,400 AADT where SR 20 approaches Honey Creek Road. By 3032, the volumes will increase to 44,600 AADT in Newton County and 60,400 AADT near Honey Creek Road. With no improvements, SR 20 will operate at LOS "E" by 2012 and "F" by 2032.

The construction proposes to widen the existing roadway to four, 12' travel lanes (two in each direction), with a 20' raised median, curb and gutter, 16' shoulders with sidewalk on both sides of the road. The two intersections of SR 212 and SR 20 on the south end of the project will be relocated and reconfigured to provide improved traffic operations. Bicycle lanes will be added from Oglesby Bridge Road to Christian Circle North. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$22,674,000	\$22,674,000	L240	2012
Right-of-Way	\$ 8,534,000	\$ 8,534,000		
Utilities*	-----	-----		

David Studstill

Page 2

P. I. No. 730907-, Newton-Rockdale

July 19, 2006

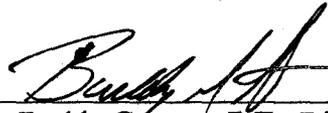
*Notification letter sent to Newton and Rockdale counties 4-21-05.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-869(13) Newton/Rockdale **OFFICE:** Engineering Services
P.I. No. 730907
S.R. 20 Widening and Reconstruction

DATE: July 10, 2006

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted June 30, 2006, and have no comments.

The costs for this project are:

Construction	\$20,612,500
Inflation	\$0.00
E & C	\$2,061,250
Reimbursable Utilities	\$0.00
Right of Way	\$8,533,780

Non-REIMBURSABLE UTILITIES - \$986,000

REW

c: Ben Buchan, Attn: Neal O'Brien

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

**SR 20 FROM SR 212 IN NEWTON COUNTY NORTH TO
CR 23/HONEY CREEK IN ROCKDALE COUNTY**

**PROJECT NUMBER: STP-869 (13)
COUNTIES: NEWTON/ROCKDALE
P. I. Number: 730907**

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 20**

Recommendation for approval:

DATE 6/30/06

Neal O'Brien¹⁰²
Project Manager

DATE 6-30-06

James B. ...
Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District 2 Engineer

DATE _____

District 7 Engineer

DATE 7/10/06

Bruce K. Summers ^{RCW}
Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

**SR 20 FROM SR 212 IN NEWTON COUNTY NORTH TO
CR 23/HONEY CREEK IN ROCKDALE COUNTY**

**PROJECT NUMBER: STP-869 (13)
COUNTIES: NEWTON/ROCKDALE
P. I. Number: 730907**

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 20**

Recommendation for approval:

DATE 6/30/06

Neal O'Brien
Project Manager

DATE 6-30-06

James B. ...
Office Head/District Engineer

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State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 7-7-06

David ...
State Traffic Safety & Design Engineer

DATE _____

District 2 Engineer

DATE _____

District 7 Engineer

DATE _____

Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-869(13)		County: Newton/Rockdale		PI No.: 730907	
Report Date: June 30, 2006		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Gresham Smith and Partners			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

**SR 20 FROM SR 212 IN NEWTON COUNTY NORTH TO
CR 23/HONEY CREEK IN ROCKDALE COUNTY**

PROJECT NUMBER: STP-869 (13)

COUNTIES: NEWTON/ROCKDALE

P. I. Number: 730907

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 20

Recommendation for approval:

DATE 6/30/06

DATE 6-30-06

Neal O'Brien¹⁰⁸
Project Manager
James B. ...
Office Head/District Engineer

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DATE _____

DATE 7/10/06

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator
James T. Simpson
State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District 2 Engineer

District 7 Engineer

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

**SR 20 FROM SR 212 IN NEWTON COUNTY NORTH TO
CR 23/HONEY CREEK IN ROCKDALE COUNTY**

PROJECT NUMBER: STP-869 (13)

COUNTIES: NEWTON/ROCKDALE

P. I. Number: 730907

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 20

Recommendation for approval:

DATE 6/30/06

Neal O'Brien¹⁰⁸
Project Manager

DATE 6-30-06

James B. ...
Office Head/District Engineer

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State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District 2 Engineer

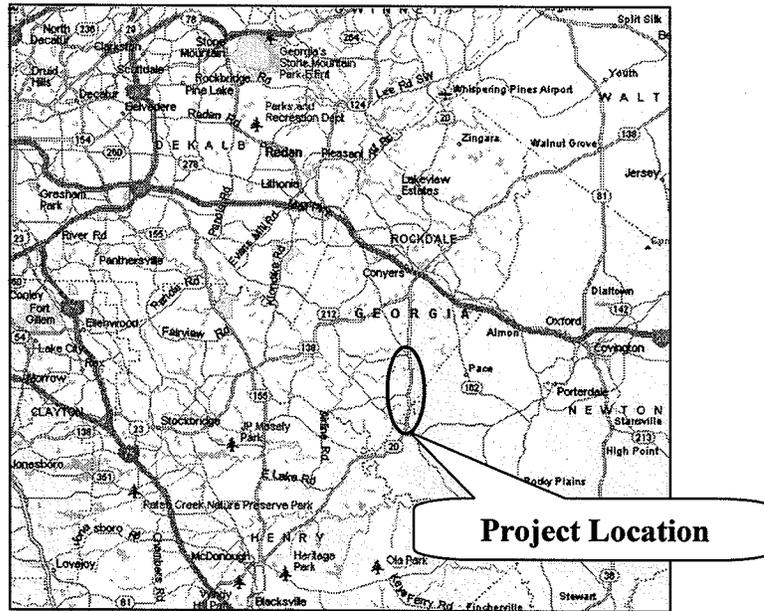
DATE _____

District 7 Engineer

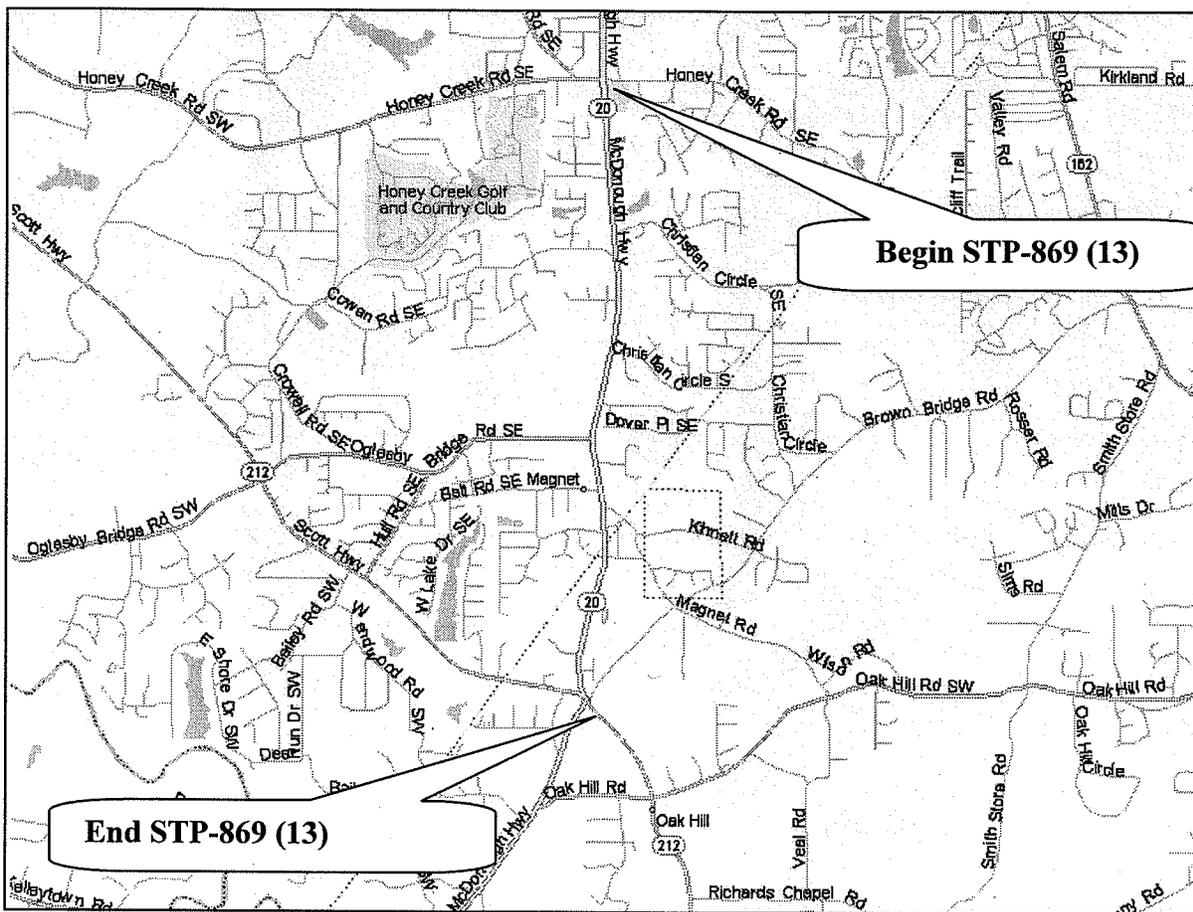
DATE _____

Project Review Engineer

PROJECT LOCATION MAP



Rockdale/Newton County



Location of Project in Newton and Rockdale Counties

Need and Purpose:

Project Background:

SR 20 is a north-south route that provides access to I-20 and the City of Conyers for residents in the south east portion of Rockdale County and western Newton County. The need to widen SR 20 south of I-20 has long been recognized by the Atlanta Regional Planning process and was originally recommended in the 1978 Regional Transportation Plan, for implementation by 2000. The portion of SR 20 from I-20 to Honey Creek Road has already been widened to four lanes to accommodate growth in the corridor.

The SR 20 Corridor south of I-20 is one of the most rapidly growing areas in Rockdale County and SR 20 serves the rapidly developing residential communities in the southeast portion of the county. Existing development includes older single family homes located adjacent to the facility as well as newly constructed single family subdivisions. In addition, new subdivisions have located in western Newton County along SR 20, SR 212 and Browns Bridge Road. Low density commercial development has also located in the corridor to serve the residential growth. No major employers are located along the southern portion of SR 20. A significant commercial node has developed at the intersection of SR 20 and SR 212 inside Newton County. This commercial development serves not only southern Rockdale County but also residential development in Newton County.

This project is proposed to extend the multi lane section of SR 20 south to SR 212 in Newton County. The project is currently included in the 2025 Atlanta Regional Transportation Plan and is proposed for construction in the year 2010 in the 2030 Atlanta Regional Transportation Improvement Program update. SR 20 is currently used by Rockdale County school buses. SR 20 is not on the State Bicycle Route System.

Mobility and Congestion:

Existing Travel Demand; During the last 10 years, the annual traffic growth along the SR 20 corridor has ranged from 7% in the southern end in Newton County to 11% in Rockdale County. In 2003, Average Daily Traffic (AADT) along SR 20 ranged from a low of 11,800 AADT in Newton County to a high of 27,100 AADT, just south of Honey Creek Road. SR 20 is currently operating at Level of Service E in Rockdale County, indicating that SR 20 is operating at high levels of congestion along the existing facility. In Newton County, SR 20 is operating at Level of Service C.

Future Travel Demand; Travel demand on SR 20 will continue to increase due to projected land use for Newton and Rockdale Counties. The transportation plan developed by the Atlanta Regional Commission reflects this change in travel demand. Design traffic was developed for this project for two future years; 2012, the year that the project is proposed to be open to traffic, and 2032, the design year for this project. By 2012, traffic volumes will range from approximately 24,000 AADT in Newton County to 40,400 AADT where SR 20 approaches Honey Creek Road.

By 2032, the traffic volumes will increase to 44,600 AADT in Newton County and 60,400 AADT near Honey Creek Road.

In the event that the project is not implemented, SR 20 will operate at Level of Service E by 2012 and will reach breakdown condition of Level of Service F by 2032.

Safety; The rapid growth in development in south Rockdale and west Newton Counties has not resulted in an increased rate of accidents for SR 20 to date. The table below shows the slow increase in the number of accidents over time for the section of SR 20 in Rockdale County and an overall decline in accidents in Newton County. However, historic accident rates for the Newton County section of the project indicate that the low rates in 2001 and 2002 may be a deviation from the norm for his facility and the lower than average accident rate trend may not continue. The rates in 1996 (131), and 1997 (126) are significantly higher than for the years 2001 and 2002. An evaluation of the types of accidents indicated no specific accident type or location as being critical within the corridor.

Accidents per Million Vehicle Miles

CRASH DATA FOR 2002

NEWTON	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	1	16	3	49	0	0.00
STATEWIDE	17757	199	9787	110	223	2.50

CRASH DATA FOR 2002

ROCKDALE	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	158	853	58	313	0	0.00
STATEWIDE	77301	568	29653	218	166	1.22

CRASH DATA FOR 2003

NEWTON	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	5	82	5	82	0	0.00
STATEWIDE	18689	212	10012	113	226	2.56

CRASH DATA FOR 2003

ROCKDALE	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	156	843	53	286	0	0.00
STATEWIDE	76494	572	29124	218	198	1.48

CRASH DATA FOR 2004

NEWTON	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	37	630	13	221	0	0.00
STATEWIDE	18404	243	10135	134	210	2.77

CRASH DATA FOR 2004

ROCKDALE	ACCIDENTS	ACCIDENT RATE	INJURIES	INJURY RATE	FATALITIES	FATALITY RATE
SR 20	172	787	66	302	0	0.00
STATEWIDE	79437	490	30313	187	228	1.41

Statewide accident rates are for facilities classified as minor rural arterial (Newton) and minor urban arterial (Rockdale).

Proposed Projects; A number of projects are proposed for the area in addition to the proposed widening. They include the following:

- CSSTP-0006-00 (365) P. I. No. 0006365 SR 20 @ SR 212 - Scheduled Construction 2007
- CSSTP-0007-00 (102) P. I. No. 0007102 SR 20 @ CR 206/Bell Road - Scheduled Construction 2009

Multi-Modal Transit; No transit service is currently planned for the SR 20 corridor. However, the Georgia Regional Transportation Authority proposes to extend service along I-20 to SR 162, Salem Road. The availability of transit for this parallel corridor will provide residents of west Newton County

and south Rockdale County with alternative transportation options.

Logical Termini:

The northern terminus of the project is located at the intersection of SR 20 and Honey Creek Road, where the existing four lane section ends. The southern terminus of the project is the intersection of SR 20 at SR 212 and Browns Bridge Road. Traffic volumes drop significantly from 11,800 AADT just north of the SR 212/ Browns Bridge Road intersection to 7,600 AADT south of this intersection.

Conclusion: The proposed project is needed to serve increasing traffic volumes along SR 20. The change in development from largely vacant land to residential development in both Newton and Rockdale Counties will continue to generate higher traffic volumes in the corridor. The increased travel demand will be served by the proposed improvements to SR 20.

Existing Roadway Characteristics: The existing roadway on SR 20 consists of two 12' travel lanes, one in each direction with grass shoulders. The posted speed limit is 55 mph in Newton County and 45 mph in Rockdale County and the maximum grade for the roadway is 5%. SR 20 is functionally classified as a minor arterial street. This route is used by school buses and is not part of the National Highway System. SR 20 is a north-south arterial street in Rockdale and Newton Counties and runs perpendicular to I-20. This project begins at Brown Bridge Road and runs north to Honey Creek Road.

Projects in Area: See Need and Purpose.

Description of the proposed project: This project is located on SR 20 in Newton and Rockdale Counties. The project consists of widening the existing roadway to 4 - 12' travel lanes, two in each direction, with a 20' raised median, curb and gutter, 16' shoulders with sidewalk on both sides of the road. The project will begin at SR 212 with the relocation of SR 20 and Brown Bridge Road and end at the intersection of SR 20 and Honey Creek Road. The length of the project is 4.19 miles. The two intersections of SR 212 and SR 20 on the south end of the project will be relocated and reconfigured to provide improved traffic operations. Bike lanes will be added from Oglesby Bridge Road to Christian Circle North.

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

PDP Classification: Major , or Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: *Minor Arterial Street*

U. S. Route Number(s): *N/A* **State Route Number(s):** *20 and 212*

Traffic (AADT):

SR 20 and 212: Current Year: (2012) 27,500 Design Year: (2032) 58,900

Existing design features:

- Typical Section: 2-12 ft. travel lanes, one in each direction, with 4 ft. grass shoulders.
- Posted speed: 45 mph (Rockdale) 55 mph (Newton)
- Maximum degree of curvature: 8.00
- Maximum grade: 5.00%
- Width of right of way: Varies: 60' - 80'
- Major structures: None
- The percentage of truck traffic is 3 percent.
- Intersections along the project: *Brown Bridge Road, SR 212, Stone Creek Drive, Cherokee Way, Barbara Road, Cochise Trail, Kinnet Road, Bell Road, Apple Orchard Drive, Oglesby Bridge Road, Brookfield Drive, Christian Circle South, Forest Hill Drive, Cowan Road, Christian Circle North, Sugar Creek Drive and Honey Creek Road.*

Existing length: 4.19 miles

Proposed Design Features:

- Proposed typical section(s): *4-12 ft. travel lanes, two in each direction, and a 20 ft. raised median with 16' shoulders including curb and gutter and sidewalks on both sides of the roadway.*
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 6.0 % Maximum grade allowable: 9.0%
- Proposed Maximum grade Side Street: 3.0% Maximum grade allowable: 7.0%
- Proposed Maximum grade driveway: 15% Max Residential; 11% Max Commercial
- Proposed Minimum radius of curve: 1146.28' Minimum radius allowable: 383.06'
- Right of way
 - Width: 100 ft
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 174 Number of displacements: 2
 - Business: 0
 - Residences: 2
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: None
 - Culvert: None
 - Retaining walls: None

- Intersections along the project: *Brown Bridge Road, SR 212, Stone Creek Drive, Cherokee Way, Barbara Road, Cochise Trail, Kinnet Road, Bell Road, Apple Orchard Drive, Oglesby Bridge Road, Brookfield Drive, Christian Circle South, Forest Hill Drive, Cowan Road, Christian Circle North, Sugar Creek Drive and Honey Creek Road.*
- Traffic control during construction: *The project will be constructed under local traffic.*
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: *None Anticipated*

Environmental concerns:

- **Community Issues:** To be determined.
- **Archaeological/Historical:** In accordance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the project corridor will need to be surveyed for archaeological and historical resources. A cursory review of the project corridor noted several residences exceeding fifty years in age but none that met the requirements for listing on the National register. There are three potentially historic resources.
- **Endangered Species:** It is anticipated that this project will have no adverse effects on threatened or endangered species and associated habitat.
- **Floodplain:** None
- **Wetland:** Wetlands are located at the following stations:
 Station 487+75, 375 ft left: this wetland lies within 75 feet of the edge of pavement of the proposed cul-de-sac road.
 Station 593+50, 30 ft right: this linear wetland has an East-West orientation paralleling the base of the existing fill; the proposed alignment is likely to fill this wetland, thus requiring mitigation.
- **Streams:** Streams cross the required R/W at the following stations:
 Station 63+00: this crossing may or may not require a Stream Buffer Variance, depending on construction plans
 Station 486+45: there is no problem with this perpendicular crossing

Station 516+25: this crossing appears to involve a longitudinal encroachment of the stream buffer; the proposed alignment would require GDOT to obtain a Stream Buffer Variance from the Environmental Protection Division

Station 519+00, 156 ft. LT: this crossing may or may not require a Stream Buffer Variance, depending on construction plans.

- **Migratory Bird Habitat:** The Relocated Brown Bridge Road will bisect a large stand of mature forest, which is ideal breeding habitat for federally protected migratory birds. In order to minimize the impact this project's impact on migratory birds, special provisions would require the forest to be cleared outside of the birds' breeding season, which begins April 1st and extends through August 31st.
- **Noise:** Existing noise levels at the scattered residences along the project will need to be determined. The noise levels will need to be predicted using accepted methods and a determination made of the traffic noise impacts using Noise Abatement Criteria (NAC) in 23 CFR 772. In general, projects of this type will have small incremental increases of future noise levels over existing noise levels however the total noise level for the proposed facility should not exceed NAC. Noise impacts are expected to be minimal to none.
- **Prime Farmland:** No concerns.
- **UST/Landfill/Haz Mat:** There are six sites on this project that may have underground storage tanks or hazardous material sites. There were no landfills observed near the project.
- **Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvements:** There may be reimbursable utilities located throughout the project.
 - Existing Utilities along the Corridor:
 - Comcast
 - Media One
 - Bell South Telecommunications
 - Atlanta Gas Light Company
 - Snapping Shoals EMC (Distribution/Transmission)
 - Newton Water & Sewage Authority
 - Rockdale Water & Sewer

Project responsibilities:

- Design: *GDOT*
- Right of Way Acquisition: *GDOT*
- Relocation of Utilities: *GDOT/Local Governments*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*

- Providing detours: *N/A*

Coordination

- Initial Concept Meeting 04/27/2004.
- Concept meeting date and brief summary. – June 13, 2006: See Attachments
- P. A. R. meetings, dates and results.
- FEMA, USCG, and/or TVA. *N/A*
- Public involvement – PIOH held 01/10/2006; an additional PHOH will be held later.
- Local government comments: Met with State Representatives: See Attachment
- Other projects in the area. *See Need and Purpose*
- Other coordination to date. *None*
- Will require a VE Study.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 24 Months.
- Time to complete preliminary construction plans: 18 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: N/A.
- Time to complete final construction plans: 12 Months.
- Time to complete purchase of right of way: 24 Months.
- Time to complete final utility plans. 6 months.

Other alternates considered:

1. *No Build*
2. *Two other alternates were considered for this project. Alternate 1 would improve the intersections of SR 20 / SR 212 and SR 20 / Brown Bridge Road in their current location. This alternate will impact Mt. Zion Baptist Church, the cemetery, and the Historic property across SR 20 from the church. Alternate 2 would relocate SR 20 from south of CR 352 and cross behind the Kroger shopping center and tie into SR 212 at station 10+00. Brown Bridge Road and SR 212 would be relocated as well. This alternate would impact a mobile home park, several businesses and residential properties.*

Comments:

- Plans will be completed in English units.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way
 - c. Utilities
2. Typical sections
3. Accident Summaries
4. Minutes of Initial Concept meetings
5. Minutes of 01/26/06 Meeting with State Senator & State Representative
6. Minutes of 06/13/06 Concept Meeting

Project Concept Report Page 11
Project Number: STP-869 (13)
P.I. Number: 730907-
County: Newton/Rockdale

7. Concept Layout
8. Traffic Diagrams
9. Capacity Analysis
10. PIOH Summary
11. Conforming Plan's Network Schematic showing through lanes

Estimate Report for file "730907"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	1500000.00	TRAFFIC CONTROL -	1500000.00
202-2100	1	Lump Sum	1400000.00	CLEARING	1400000.00
205-0001	50000	CY	10.00	UNCLASS EXCAV	500000.00
206-0002	200000	CY	15.00	BORROW EXCAC, INCL MATL	3000000.00
310-XXXX	60000	TN	18.00	AGGREGATE BASE	1080000.00
402-XXXX	15000	TN	75.00	ASPHALT SURFACE COURSE	1125000.00
402-XXXX	20000	TN	75.00	ASPHALT BINDER COURSE	1500000.00
402-XXXX	40000	TN	75.00	ASPHALT BASE COURSE	3000000.00
413-1000	12000	GL	2.00	BITUM TACK COAT	24000.00
441-0106	40000	SY	42.00	CONC SIDEWALK, 6I N	1680000.00
441-6022	50000	LF	21.00	CONC CURB & GUTTER, 6 INX 30 IN, TP2	1050000.00
441-6720	75000	LF	13.00	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	975000.00
441-7014	300	EA	600.00	CURB CUT WHEELCHAIR RAMP, TYPE D	180000.00
550-XXXX	1	Lump Sum	2000000.00	STORM DRAIN	2000000.00
634-1200	300	EA	100.00	RIGHT OF WAY MARKERS	30000.00
641-1200	500	LF	17.00	GUARDRAIL, TP W	8500.00
647-1000	8	LS	120000.00	TRAFFIC SIGNAL INSTALLATION NO -	960000.00
653-XXXX	1	Lump Sum	250000.00	SIGNING & PAVEMENT MARKING	250000.00
700-XXXX	1	Lump Sum	100000.00	PERMANENT GRASSING	100000.00
716-XXXX	1	Lump Sum	250000.00	EROSION CONTROL	250000.00
Section Sub Total:					\$20,612,500.00

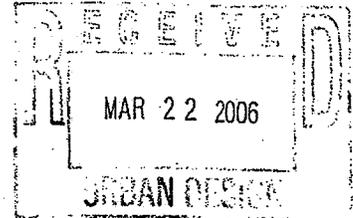
Total Estimated Cost: \$20,612,500.00

Subtotal Construction Cost	\$20,612,500.00
E&C Rate 10.0 %	\$2,061,250.00
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr style="border: 1px solid black;"/>	
Total Construction Cost	\$22,673,750.00
Right Of Way	\$8,533,780.00
NON-ReImb. Utilities	\$986,000.00
<hr style="border: 1px solid black;"/>	
Grand Total Project Cost	\$32,193,530.00

MAN W. H. (Jill)
HARDSON _____
PETER _____
TRER _____
GROUPS _____
FILE W. H. (Jill)

Department of Transportation State of Georgia

Interdepartmental Correspondence



FILE R/W Cost Estimate **OFFICE** Atlanta
DATE March 20, 2006
FROM Don Brown, Right of Way Administrator
TO Ben Buchan, State Urban Design Engineer
ATTN: Jill Franks
SUBJECT Preliminary Right of Way Cost Estimate
Project: STP-869(13)Newton / Rockdale
P.I. No.: 730907
Description: SR 20 from Honey Creek Rd to Browns Bridge Rd.

Per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

DB::GAM;jm
Attachments

c: Brian Summers, Engineering Services
Wilhelmina Mueller, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate

Alternate # 1A (Rockdale and Newton)

Date: March 17, 2006
Project: STP-869(13)ROCKDALE/NEWTON **P.I. Number:** 730907
Existing/Required R/W: Varies/Varies **No. Parcels:** 174
Project Termini: S.R. 20 from Honey Creek to Browns Bridge Road
Project Description: S.R. 20 Widening and Relocation

Land:

Commercial	208,231 sf @ \$ 3.25/ sf = \$ 676,750	
Small Residential	641,054 sf @ \$ 1.00/ sf = \$ 641,054	
Large Residential	160,264 sf @ \$ 0.30/ sf = \$ 48,080	
		\$ 1,365,885

Improvements:

2 houses, curbing, paving, signs, fencing and site improvements		\$ 265,000
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Relocation:

0 Commercial @ \$ 25,000 / parcel =	\$ 0	
2 Residential @ \$ 20,000 / parcel =	\$ 40,000	
		\$ 40,000

Damages:

Proximity - 24 Parcels	\$ 192,000	
Consequential - 1 Parcels	\$ 400,000	
Cost To Cure - 5 Parcels	\$ 195,000	
		\$ 787,000

Net Cost		\$ 2,457,885
Scheduling Contingency 55 %		\$ 1,351,837
Adm/Court Cost 60 %		\$ 2,285,833
Inflation Factor 40 %		\$ 2,438,222
		\$ 8,533,780

Total Cost \$ 8,533,780

Prepared By : Anita Payne
 Anita Payne

Approved : Genard R. May Jr.
 Genard R. May Jr.
 GDOT R/W

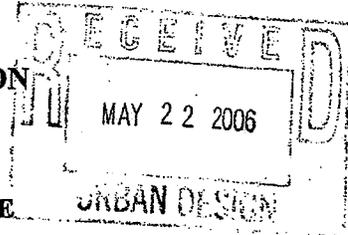
Rockdale and Newton County Land Sales

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/s.f.</u>	<u>Sales Price</u>
Commercial	1.34	\$ 2.36	\$ 137,500
	2.18	\$ 2.21	\$ 210,000
	1.40	\$ 3.52	\$ 214,500
	1.67	\$ 6.19	\$ 450,000
Small Residential	1.15	\$.65	\$ 32,500
	.63	\$ 1.26	\$ 34,700
	1.20	\$.99	\$ 52,000
	2.15	\$.75	\$ 70,500
Large Residential	10.30	\$.28	\$ 123,600
	96.27	\$.20	\$ 850,000
	7.00	\$.25	\$ 75,000
	70.05	\$.23	\$ 700,600

Project Concept Report Page 17
Project Number: STP-869 (13)
P.I. Number: 730907-
County: Newton/Rockdale

BUCHAN ABT
BOWMAN _____
RICHARDSON _____
VanMETER _____
OTHER _____
GROUPS _____
FILE _____

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP-869(13), Newton and Rockdale County
SR 20 from Brown Bridge Road to Honey Creek Road
P.I. 730907

OFFICE District Seven
Chamblee, Georgia
DATE May 19, 2006

FROM Bryant R. Poole., District Engineer

TO Ben Buchan, P.E., State Urban Design Engineer
Attention: Neil O'Brien

SUBJECT COST ESTIMATE

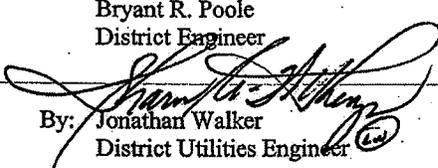
A field inspection was conducted on the above project. As requested, we have provided a preliminary cost estimate for each utility to relocate. The following companies have facilities that occupy the public Right-of-way and should be relocated at no cost to the Department of Transportation or the local government:

Comcast	\$ 75,000.00
BellSouth Telecommunications	\$ 77,000.00
Atlanta Gas Light Company	\$304,000.00
Snapping Shoals EMC (Distribution)	\$173,000.00
Newton Water	\$112,000.00
Rockdale Water & Sewer	<u>\$245,000.00</u>
	\$986,000.00

If you have any questions please contact Ms. Sharon A. Witherspoon at 404-463-4953.

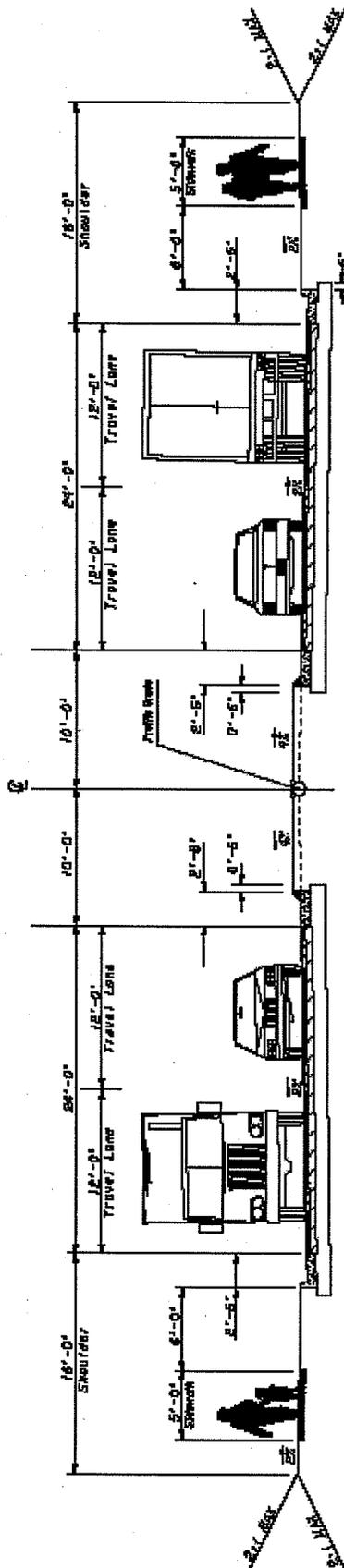
Sincerely,

Bryant R. Poole
District Engineer

By: 
Jonathan Walker
District Utilities Engineer

BRP:JW:SAW:ypf

cc: Jeff Baker, P.E.
File



**TYPICAL SECTION
SR 20 AND SR 212**

Newton/Rockdale Co.; SR 20 Mile log: Newton:(0-1.63) and Rockdale:(14.90-17.57)(Accident Data for 2002)

2002

MILE NO.	READ-END	HEAD-ON	STUCK OBJECT	ANGLE	SIDE SWIPE SAME DIRECTION	SIDE SWIPE OPPOSITE DIRECTION	PEDESTRIAN
1.55		1					
14.9	4		1		2		
14.94				1			
14.99	1						
15	22	2	3	13	2	1	
15.04	1				1		
15.08					1		
15.36	1						
15.4	1						
15.49	3		1				
15.55	12	1	2	1			
15.56	1						
15.58	1						
15.63	1						
15.64			1				
15.65			1				
15.84	1						
15.85	10		1	2			
15.86			1				
15.88				1			
15.98	3				2		
16	1						
16.24	2		1				
16.25			1				
16.34				1			
16.79	2						
16.83			1	1			
16.92	1						
16.97			1				
17.01	8		1	3			
17.02					1		
17.03	1						
17.07				1			
17.24			1				
17.25		1					
17.29	4			6			
17.4	13					1	
17.46	1						
17.52			1				
TOTAL	95	5	18	30	9	2	0

Newton/Rockdale Co.; SR 20 Mile log: Newton:(0-1.63) and Rockdale:(14.90-17.57)(Accident Data for 2003)

2003

MILE NO.	READ-END	HEAD-ON	STUCK OBJECT	ANGLE	SIDE SWIPE SAME DIRECTION	SIDE SWIPE OPPOSITE DIRECTION	PEDESTRIAN
0.09					1		
0.64			1				
0.73				1			
0.82				1			
0.87			1				
14.9				1			
14.95					1		
14.96	1						
14.99	1			1			
15	23		2	13	6	1	
15.01	1				1		
15.2	1						
15.35	1						
15.47	2						
15.55	10						
15.7	2						
15.79				1			
15.81	1						
15.84	1						
15.85	10			3			
15.87	1						
15.94			1				
15.98	4		1	1			
16.07	1						
16.16	1						
16.25	1		1				
16.5			1				
16.57			1				
16.79	3		1				
16.82				1			
16.95	1						
16.96	1						
17.01	16		1	5			
17.03	1						
17.14				1			
17.15	2						
17.21		1					
17.28	1						
17.29	5			4			
17.4	8		2		1		
17.41	1						
17.5			1				
17.56	1						

TOTAL	102	1	14	33	10	1	0
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Newton/Rockdale Co.; SR 20 Mile log: Newton:(0-1.63) and Rockdale:(14.90-17.53)(Accident Data for 2004)

2004

MILE NO.	READ-END	HEAD-ON	STUCK OBJECT	ANGLE	SIDE SWIPE SAME DIRECTION	SIDE SWIPE OPPOSITE DIRECTION	PEDESTRIAN
0.08	1						
0.53	1						
0.55				1			
0.62	1						
0.66	1						
0.73				2			
0.74	1						
0.82	1						
0.87	5		1	4			
0.88			1				
0.89	1						
0.91	2						
0.93					1		
0.94		1					
1.11	1						
1.12	2						
1.41	1						
1.5	1						
1.55	2		3	1			
1.63	1						
14.9	4		1	1	1		
14.91	1						
14.94	1						
14.96	1						
15	19	1	1	20	6		
15.05					1		
15.09					3		
15.3	1						
15.55	5		1	2			
15.57	1						
15.64			1				
15.7	1						
15.74	1						
15.79	1						
15.85	11		5	3			
15.98	4		1	2			
16.04	1						
16.05						1	
16.1	1						
16.25	3		1				
16.26	1						
16.27			1				

16.5	1						
16.51	1						
16.52	1						
16.54					1		
16.6	1						
16.79			2	1			
16.82	2						
16.92				1			
17.01	15			2	1	1	
17.03		1		1			
17.1	1			1			
17.11	1						
17.14	1			2			
17.2		1					
17.21	1						
17.22	1						
17.29	2			5			
17.4	11	1		1			
17.52				1			
TOTAL	118	5	19	51	14	2	0

INITIAL CONCEPT REVIEW MEETING NOTES

SR 20 from Browns Bridge Road to Honey Creek Road
STP-869(13), Newton and Rockdale Counties
PI No. 730907
GS&P Project No. 21826.51

MEETING DATE: April 27, 2004

PARTICIPANTS:

Glenn Bowman	GDOT – Urban Design
Jonathan Cox	GDOT – OEL
George Brewer	GDOT
Jill Franks	GDOT – Urban Design
James Gordon	GDOT – Traffic Ops
Bill Kuhlke	GDOT
Christa McKinney	GDOT - OEL
Jerry Milligan	GDOT – R/W
Neal O'Brien	GDOT - Urban Design
Sal Pirzad	GDOT – Urban Design
Moshen Tehrani	GDOT – Urban Design
Ron Wishon	GDOT – Eng. Services
Sharon Witherspoon	GDOT – District Utility Rep
Scott Zehngraft	GDOT – OTS&D
Jennifer Giersch	FHWA
Kevin Walter	Newton County
Eddie King	Bellsouth
Wayne Kitchens	Snapping Shoals EMC
Ritchard Spivey	Snapping Shoals EMC
Tom Goodwin	Gresham Smith and Partners
Tom Ziegler	Gresham Smith and Partners

DISCUSSION:

1. Neal O'Brien presented a brief summary of the project.
2. Tom Goodwin presented the two alternatives developed along SR 20. One of these alternatives was originally developed by GDOT. The other alternative was prepared by GS&P to address changes in the corridor since the original GDOT concept. In addition, Mr. Goodwin presented eight additional alternatives for the SR 20 / SR 212 intersection. These alternatives were developed to address anticipated (but unconfirmed) environmental issues and current traffic patterns.
3. Kevin Walter stated that an elderly couple that live in the potentially historic resource at the intersection of SR 20 / SR 212/ and Browns Bridge Road do not wish to be relocated or disturbed. The GDOT historian indicated that based upon further review this house may not be "eligible" anymore because of

modifications made to the structure. GDOT will discuss with the State Historic Preservation Office (SHPO) to make a final determination.

4. Newton County representatives requested that an interim solution be considered for the SR 20/ SR 212 area. The county indicated that they would be willing to participate in the design and/or construction of interim construction improvements. The County will discuss options with Scott Zehngraff separately from this project
5. Newton County requested that the Public Information Meeting be held as soon as possible, however, the meeting participants agreed that the meeting should probably not be scheduled until SHPO has determined the eligibility of the potential historic resources in the area. Newton County indicated that they would like to make comments during this meeting. GDOT informed the local representatives that the normal GDOT PIM utilizes an "open house" format and that a formal presentation does not occur.
6. The Office of Environment and Location representatives stated that the Mobile Home Park residents located north of the shopping center at SR 20 and Browns Bridge Road may be considered "low income" and a possible Environmental Justice issue.
7. Alternative 1 was the preferred alternative by the majority present
8. Traffic operations preferred Alternate 1 combined with either Concept 7, Concept 8, or a revised Concept 8 (8A).
9. It was questioned whether an LGPA for utilities exist. The answer was not known.
10. Utility representatives indicated that utility work associated with the Cowan Road with SR 20 intersection project is currently underway. It was requested that the two projects be coordinated to avoid future additional relocations. The same request was submitted for the future Oglesby Bridge Road project.
11. A possible bicycle route exists on SR 20 between Oglesby Bridge Road and Christian Circle South.
12. Sixteen foot shoulders were recommended to be considered.
13. Participants agreed that only three (or four) alternatives should be presented at the Public Information Meeting.
14. The next step will be an open house Public Information Meeting.

This represents our understanding of the items discussed at this meeting. If you have questions or comments concerning any information contained herein, please contact Gresham Smith and Partners.

Prepared by: Tom Goodwin

MEETING MINUTES

SR 20 from SR 212 to Honey Creek Road
PI No. 730907, Newton/Rockdale Counties

Date of Meeting: January 26, 2006

Location: GDOT- Conference Room

Attendees: State Representative John Lunsford
State Senator John Douglas
Newton Co Commission Chairman Aaron Varner
Newton Co Commissioner Ronnie Dimsdale
Kevin Walter - Newton County
Glenn Bowman - GDOT Urban Design
Neal O'Brien - GDOT Urban Design
Sal Pirzad - GDOT Urban Design
Gail D'avino - GDOT OEL
Jonathan Cox - GDOT OEL
Christa Wilkinson - GDOT OEL
George Brewer - GDOT D2 Preconstruction Engineer
Mike Thomas - GDOT D2 District Engineer
Roger Price - GDOT D2 District Traffic Operations Engineer
Ronnie Brannon - Pastor Prospect Methodist Church

AGENDA:

PI 730907 SR 20 from SR 212 to Honey Creek Rd. - Their ideas at SR 20@SR 212 and area around church.

PI 0006365 SR 20 @ SR 212 - Environmental Concerns (how to speed up process).

Neal O'Brien, project manager, introduced himself to attendees and asked everyone else to introduce themselves and the office which they are representing. List of attendees is attached. Neal explained the project and opened the floor for discussions and comments.

Mr. Ronnie Dimsdale stated that he met with the Mt. Zion Church Members and they wanted to learn more about the proposed project. He stated that the church was concerned about the roadway/intersection layout in front of the church and they wanted to see some modification be made to the concept as presented in PIOH. The church wants the intersection of SR 20 and Brown Bridge Road to remain at its existing location. They (church) prefer the alignment be shifted toward the church and the needed turn lanes be built at the intersection in front of church. The church is ok if the roadway widened in front of the church even if it impacts the steeple or takes part of the church building.

Neal replied to Mr. Dimsdale comments by stating that due to several constraints the widening of SR 20

in front of the church is not possible because of adverse impact to the Historic House, and the Cemetery. He added these constraints have been discussed with the county several times in the past before going to PIOH.

Mr. Dimsdale asked Gail D'Avino to explain the environmental process and the constraints on this project. Gail explained the environmental constraints and the process that would take to get the environmental document approved. She explained the 4f and no-adverse affect requirements and stated that the proposed GDOT concept will not impact the Historic house or the Cemetery. If the roadway is widened at its existing location it would impact the cemetery, the historic property (boundary extends to edge of pavement) and also the church then it will be considered adverse affect.

Mr. Dimsdale stated that, if the roadway shifted behind the church, the church prefers it to be shifted outside the church's property rather than splitting their property.

Glenn Bowman stated that the alignment of the SR 212, SR 20, and Brown Bridge may be shifted somewhat to minimize impact to church property.

Mr. John Lunsford stated that in order not to split the church property, the proposed roadway alignment be shifted on the other side of the pond, away from church's property. He also added that existing SR 20 right of way be swapped for the right of way taken from the church to allow the church access to their ball field. Otherwise the church would not have access to their ball field if the existing SR 20 in front of the church is cul-de-sac'd as proposed. This may make the church very happy.

Glenn Bowman commented that, if the proposed project causes any damage to the church's property, they will be compensated for those damages.

Neal stated that we will take another look at this area and, if possible, will shift proposed alignment of SR 20 and Brown Bridge Road further to the south away from the church.

Discussion took place regarding the temporary improvement of the intersection of SR 20 and Brown Bridge Road and SR 20 and SR 212. Mr. Arron Varner stated that the county is in support of the proposed project but something needs to be done to keep the traffic moving at these two intersections, in front of the church. People are complaining about the congestion in this area especially in front of church.

Kevin Walter stated that the funding is available and the county is moving with the safety improvement. He stated that these two are proposed intersections to be signalized and the intersection of the SR 20 and SR 212 will be shifted approximately 100' to match the blue print of the proposed GDOT project. Right of way will be acquired from the property owner(s) in order to proceed with the temporary fix/improvements. Roger Price stated that Newton County's Consultant, URS, had not provided all the documentation required to warrant a signal at SR 20 and SR 212.

Gail D'Avino stated that the temporary fix/improvements must avoid any impact to the resources as stated above. She added that the Assessment of Effect is underway and all eligible resources will be discussed in the environmental document including commitments.

Question was raised concerning length of time that it would take to complete the environmental

document. Gail explained the amount of time it would take to coordinate and get the document approved.

Kevin Walter stated that the Assessment of Effect is nearly completed by their consultant and it will be submitted to GDOT for review/approval soon.

Kevin Walter will meet with GDOT-District 3 on Monday (next week) to further discuss the temporary fix/improvements at the two intersections mentioned above.

The improvement at the intersection of SR 162/Salem Road and Smith Store Road was discussed. The County and OEL discussed the schedule for completion of the environmental document.

SR 20 CONCEPT MEETING NOTES

SR 20 from Browns Bridge Road to Honey Creek Road
STP-869(13), Newton and Rockdale Counties
PI No. 730907
GS&P Project No. 21826.51

MEETING DATE: June 13, 2006

PARTICIPANTS:	Jill Franks	GDOT – Urban Design
	Neal O'Brien	GDOT - Urban Design
	Kellee Newman	GDOT – Urban Design
	Sharon Witherspoon	GDOT – District 7 Utility Rep
	Jerry Milligan	GDOT – R/W
	Roger Heatley	Rockdale County
	Tom Ziegler	Gresham Smith and Partners
	John Stanfield	Gresham Smith and Partners

DISCUSSION:

1. Jill Franks started the meeting by presenting a brief summary of the project and asking everyone to introduce themselves.
2. Tom Ziegler presented a more detailed description of the project including project limits, key design/construction elements, and the concept currently being considered: Tom noted the following items:
 - a. Bike lanes from Olglesby Bridge Road to Christian Circle North.
 - b. The widening is non-symmetrical through out the project.
 - c. Several traffic signals had been added and would be upgraded with this project.

Tom also noted a primary change had been requested to realign Relocated Brown Bridge Road to avoid as much of Zion Baptist Church on the south east portion of the project to allow the church to use more of their property and not split the property. GDOT will revise alignment as much as possible to comply with this request.

3. Tom Ziegler led a review and discussion of the concept report.
4. Sharon Witherspoon requested a larger more legible location map be incorporated in the construction plans when started.
5. Sharon Witherspoon will need the utility contacts for Newton County as the water and sewer ownership may change hands between Rockdale and Newton Counties. Also check with District 2 as to which utility companies are along SR 20/SR 212.
6. Sharon requested that the county traffic departments be added to the utility involvement list in the concept report.
7. It was stated that the project will be a SUE project.
8. The existing speed limit for the Newton County portion of the project is currently posted at 55 mph but is expected to be lowered to 45 mph. After the meeting Roger Price (District 2 Traffic Engineer) was contacted and he stated that the District had recommended that the speed limit be lowered to 45 mph on this section of roadway and that the Office of Traffic Safety and Design will likely approve the recommendation.
9. GDOT will request a schedule of the SR 20/SR212 intersection improvements from Kevin Walter with Newton County.
10. GDOT is to furnish traffic accident data for 2003.
11. At the request of the local government the state is lowering the speed limit from the Newton County line south to past Zion Baptist Church. It was requested that Roger Price verify if the speed limit has been changed from the Newton County line to past Zion Baptist Church.
12. Verify the functional classification of the roadway with OEL. Currently on the concept it is listed as a minor arterial street.
13. At the initial concept review meeting the Office of Environment and Location stated that the Mobile Home Park residents located north of the shopping center at SR 20 and Brown Bridge Road may be considered "low income" and a possible Environmental Justice issue. Requested that OEL verify whether this will be an Environmental Concern or not.
14. Because of low attendance, the meeting minutes will be forwarded to everyone invited for any additional comments they may have.

This represents our understanding of the items discussed at this meeting. If you have questions or comments concerning any information contained herein, please contact Gresham Smith and Partners.

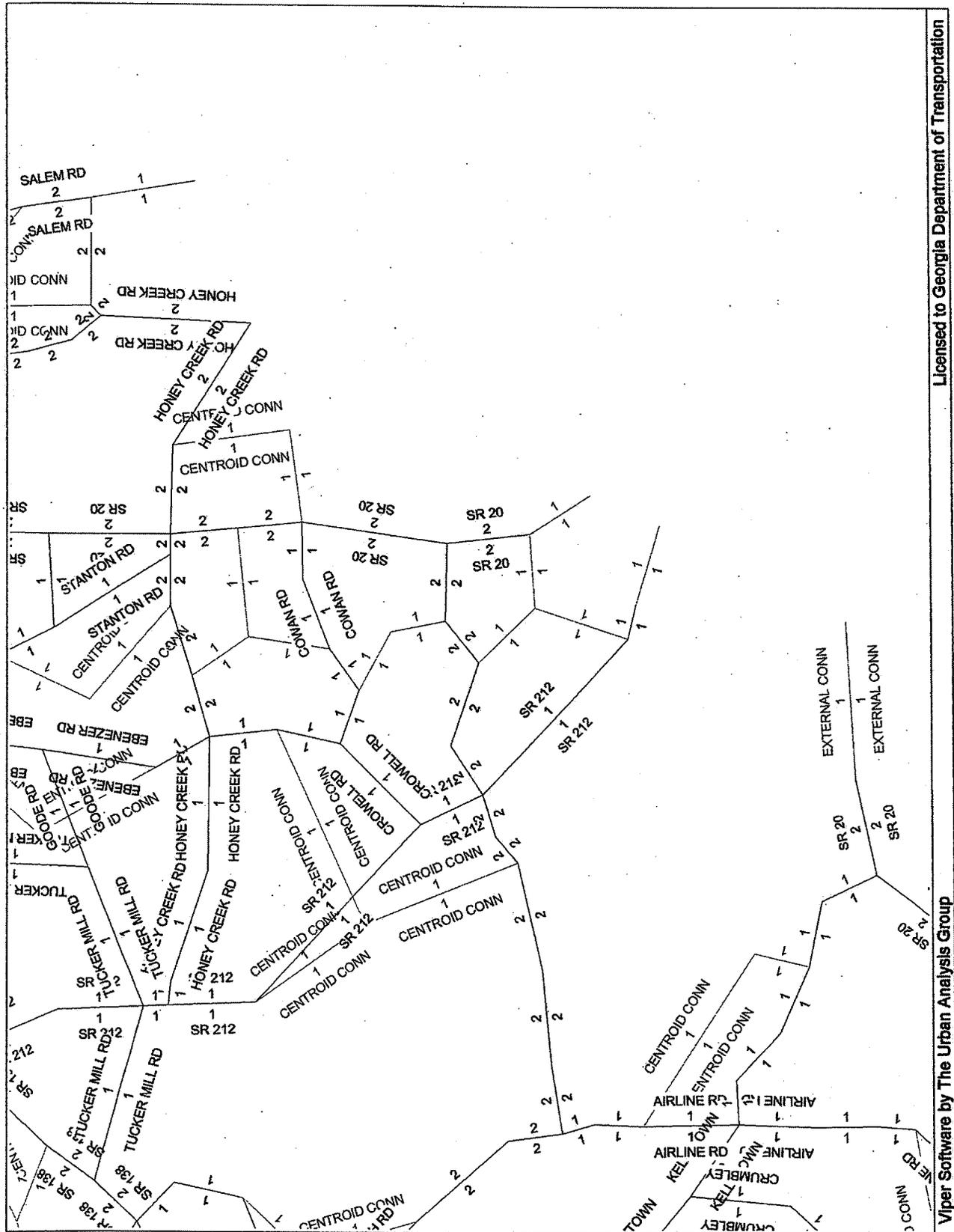
Capacity Analysis:

The current and future levels of service along this corridor are acceptable (LOS D/ E) during normal operations. The following table describes existing and future average annual daily traffic (AADT) and LOS:

SR 20 Roadway Segment	2004 AADT/LOS	2012 AADT /LOS Build	2032 AADT /LOS Build
Honey Creek Road to Browns Bridge Road	20,750 / F	27,950/ C	58,900 / F

Year 2032 intersection LOS are shown in the following table:

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		LOS	Delay	LOS	Delay
SR 20/Oak Hill West	Signal	A	7.1	B	10.8
SR 20/Brown Bridge	Signal	C	34.3	C	33.2
SR 20/SR 212	Signal	B	15.4	C	24.6
SR 20/Stone Creek Drive	Right In/Out	C	21.4	C	16.7
SR 20/Cherokee Way	2 Way Stop				
Eastbound Approach		F	>100	F	>100
Westbound Approach		F	>100	F	>100
Northbound Left		B	15.8	B	14.9
Southbound Left		C	16.5	C	18.9
SR 20/Cochise Trail	Right In/Out				
Eastbound Right		D	25.9	C	20.5
SR 20/Kinnett Road (South)	2 Way Stop				
Westbound Approach		F	>100	F	>100
Northbound U Turn		C	16.7	C	18.3
Southbound Left		C	21.2	E	40.5
SR 20/Kinnett Road (North)	Right In/Out	F	62.0	D	26.9
SR 20/Bell Road	Signal	B	19.6	C	23.6
SR 20/Apple Orchard Drive	Right In/Out	D	26.4	C	21.2
SR 20/Oglesby Bridge	Signal	C	30.5	C	31.5
SR 20/Brookfield Drive	2 Way Stop				
Westbound Left		F	>100	F	>100
Westbound Right		D	34.0	C	23.7
Southbound Left		D	26.0	C	24.3
SR 20/Christian Circle (South)	Signal	B	19.2	B	20.0
SR 20/Foreset Hill Drive	2 Way Stop				
Eastbound Left		F	>100	F	>100
Northbound Left		C	18.2	C	23.6
SR 20/Cowan Road	Signal	D	36.2	C	29.3
SR 20/Sugar Creek Drive	Signal	C	32.4	C	25.6
SR 20/Honey Creek	Signal	E	65.7	E	77.4



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Viper Software by The Urban Analysis Group

Project Concept Report Page 40
Project Number: STP-869 (13)
P.I. Number: 730907-
County: Newton/Rockdale

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 730907 OFFICE: Environmental/Location
DATE: January 11, 2006

FROM:  Harvey D. Keeper, State Environmental/Location Engineer

TO: Distribution Below

SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTIES: STP-869(13), Newton and Rockdale
PROJECT DESCRIPTION: SR 20 from Brown Bridge Road to Honey Creek
DATE: January 10, 2006
NUMBER IN ATTENDANCE: 227
FOR: 55
CONDITIONAL: 7
UNCOMMITTED: 2
AGAINST: 2
OFFICIALS IN ATTENDANCE: 3
ADDITIONAL COMMENTS: None
PREPARED BY: Christa Wilkinson
TELEPHONE No.: (404) 699-4437

cc: David E. Studstill, Jr., P.E.
Michael Thomas, P.E.
Jonathan Cox
Greg Hood
Neal O'Brien
Bryant Poole
Vonda Everette
Mark McKinnon
Christa McKinney
Marshall Troup