ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 752270-, Rockdale County
STP-9336(1)
Widening and Reconstruction of
Old Covington Highway

OFFICE Preconstruction

DATE February 28, 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.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 752270-, Rockdale County
STP-9336(1)
Widening and Reconstruction
Of Old Covington Highway

OFFICE Preconstruction

DATE February 21, 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 Old Covington Highway from Green Street to SR 20/SR 138. The purpose of this project is to provide improvements along Old Covington Highway and reconnect Old Covington Highway underneath SR 20/SR 138 to provide an alternate route for vehicles crossing SR 20/SR 138. This should reduce the number of vehicles going through the intersection of SR 20/SR 138, thus improving operation and safety at this intersection. A comparison between the accident rates and the statewide rates for all three years show that the rates along the local urban street of Old Covington Highway are significantly greater than the statewide average, indicating a need to improve the safety of the roadway.

The construction proposes to extend Old Covington Highway under SR 20/SR 138 in conjunction with project NH-035-1(32), reconstruct the intersection of Green Street and Old Covington Highway, and widen and reconstruct Old Covington Highway. The typical section is proposed as follows:

Old Covington Highway - The typical section from Green Street to approximately 700' east of Vaughn Road will consist of two, 11' lanes in each direction, with a 12' two-way left turn center lane. The project typical section will then taper down for 125' to remove the center turn lane. The typical section from approximately 825' east of Vaughn Road to the end of the project (approximately 1050' east of SR 20/SR 138) will consist of two, 11' lanes in each direction. A 16' shoulder with 5' grass strip and a 5' sidewalk will be added with 30" curb and gutter.

Green Street and New Connector Road - The typical section for Green Street and the new connector road (connecting Dogwood Drive and Old Covington Highway east of SR 20/SR 138) will consist of one, 12' lane in each direction. A 12' shoulder with 2' grass strip and 5' sidewalk will be added with 30" curb and gutter. The connector between Old Covington Highway and Dogwood Drive on the east side of SR 20/SR 138 will be closed. The connector on the west side of SR 20/SR 138 will be realigned to tie at 90° to the Old Covington Highway construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house has been held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$1,785,000	$1,041,000	RRB	2007
Right-of-Way	$4,716,000	$4,716,000	RRB	2006
Utilities*	Local	Local		

*Rockdale County signed PMA on 9-29-03 for PE, right-of-way, and utilities.

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

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-9336(1)
County: Rockdale
Project P.I. Number: 752270

Federal Route Number: N/A
State Route Number: N/A

Old Covington Highway
See page 2 for Location Map

Recommendation for Approval:

Date: 1-31-06 — William N. O'Brien II
Project Manager

Date: 2-1-06 — James B Bak
State Urban Design Engineer

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

Date: _____ — State Transportation Planning Administration

Date: _____ — State Transportation Financial Management Engineer

Date: _____ — State Environmental/Location Engineer

Date: _____ — State Traffic Safety and Design Engineer

Date: _____ — State Bridge & Structural Design Engineer

Date: 2/6/06 — Bay Nool
District 7 Engineer

Date: _____ — Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-9336(1)
County: Rockdale
Project P.I. Number: 752270

Federal Route Number: N/A
State Route Number: N/A

Old Covington Highway
See page 2 for Location Map

Recommendation for Approval:

Date: 1-31-06 . William N. O'Brien III
Project Manager

Date: 2-1-06 . James B. Buchan
State Urban Design Engineer

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

Date:__________. __________
State Transportation Planning Administration

Date:__________. __________
State Transportation Financial Management Engineer

Date:__________. __________
State Environmental/Location Engineer

Date: 2-3-06 . Keith Golden
State Traffic Safety and Design Engineer

Date:__________. __________
State Bridge & Structural Design Engineer

Date:__________. __________
District 7 Engineer

Date:__________. __________
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-9336(1)
County: Rockdale
Project P.I. Number: 752270

Federal Route Number: N/A
State Route Number: N/A

Old Covington Highway
See page 2 for Location Map

Recommendation for Approval:

Date: 1-31-06

William M. O'Brien
Project Manager

Date: 2-1-06

James B. Ball
State Urban Design Engineer

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

Date: _____

State Transportation Planning Administration

Date: _____

State Transportation Financial Management Engineer

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic Safety and Design Engineer

Date: _____

State Bridge & Structural Design Engineer

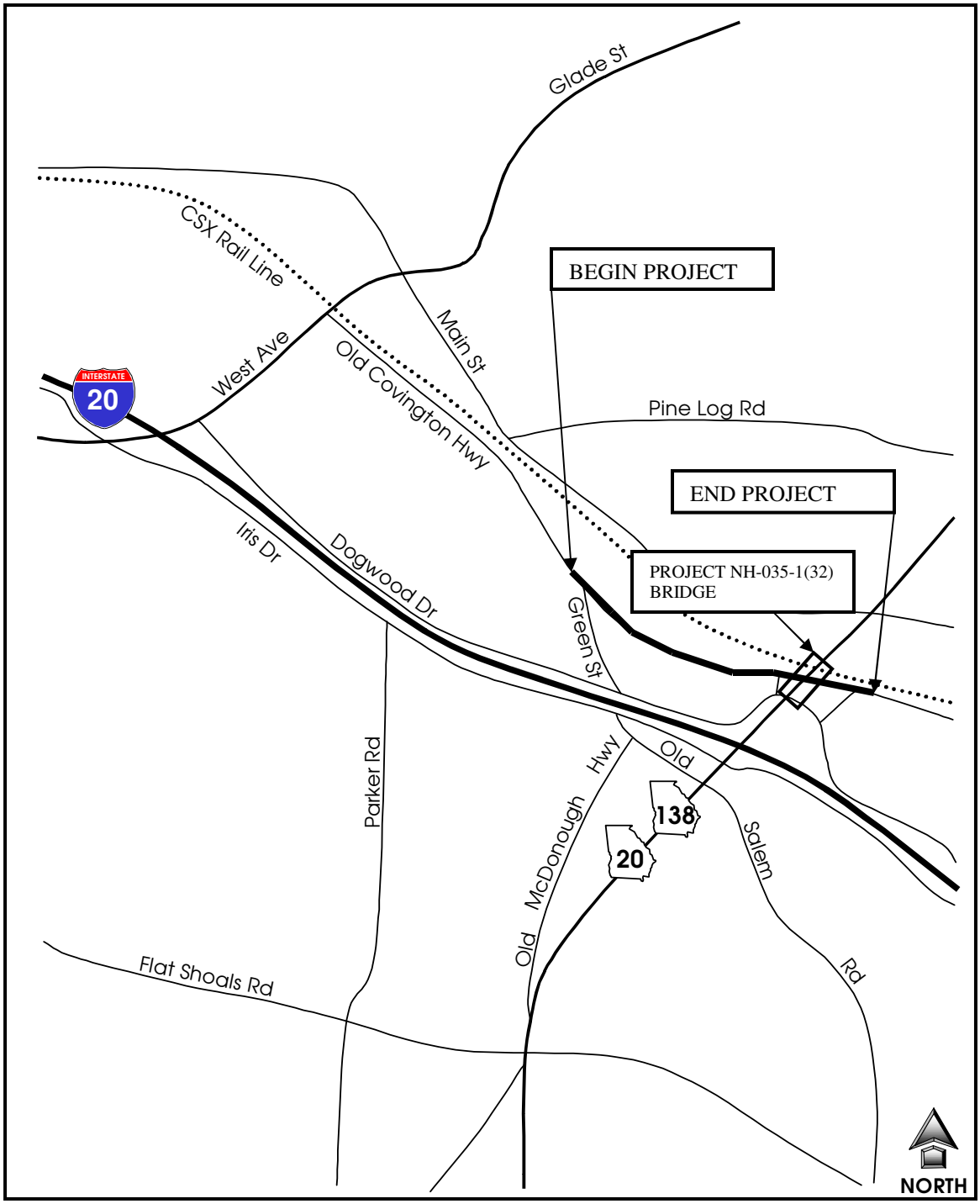
Date: _____

District 7 Engineer

Date: _____

Project Review Engineer

SITE LOCATION MAP



LOCATION MAP

Project: STP-9336(1) Rockdale County **PI No.:** 752270

Description: Widening and Reconstruction of Old Covington Highway from Green Street to SR 20/SR 138.

Need & Purpose:

Project Background:

Old Covington Highway is a two-lane local street that begins at an intersection with Green Street. This intersection is skewed at a 45-degree angle and encourages traffic to leave Old Covington Highway and move on to Green Street. From here, the project runs eastbound and ends at a connector to Dogwood Drive just west of SR 20/SR 138. The roadway picks up again east of SR 20/SR 138 with another connector to Dogwood Drive. The area along Old Covington Highway east of SR 20/SR 138 is commercial, while the area to the west is predominantly residential with only a few commercial properties.

Originally, Old Covington Highway ran uninterrupted along this route and intersected SR 20/SR 138 at grade. However, over the course of improvement work to SR 20/SR 138, this intersection was removed and Old Covington Highway was severed. Old Covington Highway was then tied into Dogwood Drive on the east and west of SR 20/SR 138. Vehicles on Old Covington Highway heading both east and west have no other route other than diverting over to Dogwood Drive and then turning back onto Old Covington Highway. Over time, this configuration has lead to major traffic issues for this area.

Operational Characteristics:

Old Covington Highway currently runs east-west with a 30 mph speed limit. The project begins at the intersection with Green Street, which operates under stop control condition. The two-lane roadway runs eastward until it connects with a stop controlled tie-in to Dogwood Drive. Old Covington Highway resumes east of SR 20/SR 138 where a second connector ties in with Dogwood Drive. Vehicles traveling along Old Covington Highway must use these connectors to access Dogwood Drive in order to rejoin with Old Covington Highway. This path forces traffic to use the highly congested signalized SR 20/SR 138 – Dogwood Drive intersection.

An analysis for the existing Level of Service (LOS) for each Intersection along the project is shown in Table 1. From this table, it can be seen that the intersections directly affecting Old Covington Highway currently operate at an acceptable overall LOS. Also given in this table is the overall LOS for the signalized Dogwood Drive at SR 20/SR 138 intersection since adverse performance here will affect the traffic along Old Covington Highway. This signalized intersection is currently operating at an overall LOS of D. Also included is Table 2, which shows that the existing LOS along Old Covington Highway from Green Street to Dogwood Dive west of SR 20/SR 138 is operating at an acceptable level of service.

Table 1. Existing Levels of Service for Intersections

Intersection		Level of Service	
#	Name	AM Peak Hour LOS	PM Peak Hour LOS
1	Green St at Old Covington Hwy	A*	A*
2	Dogwood Dr at Old Covington Hwy (west)	A*	A*
3	Dogwood Dr at SR 20/SR 138	D	D
4	Dogwood Dr at Old Covington Hwy (east)	A*	B*
5	New Link at Old Covington (west)	-	-
6	Green St at Dogwood Dr	A*	A*

* Intersection Capacity Utilization (ICU) Level of Service

Table 2. Existing Levels of Service for Old Covington Highway

Roadway	Between	Level of Service	
		AM	PM
Old Covington Hwy	Green St and Dogwood Dr	A	B

It is expected that, due to continual development in the area, traffic will increase between the time of survey and the projected opening year (2008) and increase again from opening year to projected design year (2028). The projected Average Daily Traffic volumes for both 2008 and 2028 were developed for Old Covington Highway on this premise. The ADT for 2008 is projected to be 3800 while the ADT for 2028 is projected to be 5600.

Level of Service conditions for a "no-build" option for design year (2008) and projected year (2028) are given in Table 3. As shown, 2008 PM Peak Hour LOS for Dogwood Drive at Old Covington Highway (east) will drop from existing conditions to a level C. The signalized intersection at SR 20/SR 138 and Dogwood Drive will be operating at a level E. Also, 2028 PM Peak Hour LOS for Dogwood Drive at Old Covington Highway (east) will drop to a

level E while the signalized intersection at SR 20/SR 138 and Dogwood Drive will be operating at level F. Under No-Build conditions, traffic along Old Covington Highway will be required to use the west Old Covington Highway/Dogwood Drive connector then Dogwood Drive to continue along Old Covington Highway. This path will require traffic to utilize the signalized intersection at SR 20/SR 138 which will operate at an unacceptable LOS for both 2008 and 2028.

Table 3. 2008/2028 Levels of Service for Intersections – No Build

Intersection		2008 LOS		2028 LOS	
#	Name	AM Peak Hour LOS	PM Peak Hour LOS	AM Peak Hour LOS	PM Peak Hour LOS
1	Green St at Old Covington Hwy	A*	A*	A*	A*
2	Dogwood Dr at Old Covington Hwy (west)	A*	A*	A*	A*
3	Dogwood Dr at SR 20/SR 138	E	E	F	F
4	Dogwood Dr at Old Covington Hwy (east)	A*	C*	A*	E*
5	New Link at Old Covington (west)	-	-	-	-
6	Green St at Dogwood Dr	A*	A*	A*	B*

* Intersection Capacity Utilization (ICU) Level of Service

Safety:

Old Covington Highway has a Functional Classification as both an Urban Collector Street and a Local Urban Street. The Local Urban Street classification of Old Covington Highway begins at Green Street and ends at the short connector to Dogwood Drive west SR 20/SR 138. The Urban Collector classification of Old Covington Highway will begin at the Dogwood Drive connector east of SR 20/SR 138.

Tables 4-6 show the accident rate comparisons with statewide rates including fatalities and injuries for 2001 through 2003 for both of the project classifications. It should be noted that there were no reported accidents for the Urban Collector classification since any accidents recorded for Old Covington for this section fell outside the limits of the proposed project limits.

Table 4 – 2001 OLD COVINGTON HIGHWAY ACCIDENT RATE COMPARISONS

	URBAN COLLECTOR ACCIDENT RATE	STATEWIDE URBAN COLLECTOR ACCIDENT RATE	LOCAL STREET ACCIDENT RATE	STATEWIDE LOCAL STREET ACCIDENT RATE
ACCIDENT RATE	0	540	6,147	495
INJURY RATE	0	135	1,171	111
FATALITY RATE	0	1.42	0	1.31

NOTE: Rates are per 100 Million Vehicle Miles

Table 5 – 2002 OLD COVINGTON HIGHWAY ACCIDENT RATE COMPARISONS

	URBAN COLLECTOR ACCIDENT RATE	STATEWIDE URBAN COLLECTOR ACCIDENT RATE	LOCAL STREET ACCIDENT RATE	STATEWIDE LOCAL STREET ACCIDENT RATE
ACCIDENT RATE	0	534	3,220	515
INJURY RATE	0	133	293	116
FATALITY RATE	0	1.15	0	0.95

NOTE: Rates are per 100 Million Vehicle Miles

Table 6 – 2003 OLD COVINGTON HIGHWAY ACCIDENT RATE COMPARISONS

	URBAN COLLECTOR ACCIDENT RATE	STATEWIDE URBAN COLLECTOR ACCIDENT RATE	STATEWIDE LOCAL STREET ACCIDENT RATE	RATES LOCAL STREET ACCIDENT RATE
ACCIDENT RATE	0	554	2,342	502
INJURY RATE	0	135	1,171	111
FATALITY RATE	0	1.33	0	1.22

NOTE: Rates are per 100 Million Vehicle Miles

A comparison between the accident rates and the statewide rates for all three years shows that the rates along the Local Urban Street section of Old Covington Highway are significantly greater than the statewide average, indicating a need to improve the safety of the roadway.

There are currently two intersections on Old Covington Highway that have high accident rates. The first intersection is the 45-degree angled intersection of Green Street and Old Covington Highway. The majority of recorded accidents from 2001-2003 have been angle collisions associated with left turns. The second intersection, the very short connector linking Old Covington Highway with Dogwood Drive, suffers from a high accident rate and operational problems due to the proximity of the connector's intersection with Dogwood Drive to the Dogwood Drive-SR 20/SR 138 intersection. The majority of recorded accidents from 2001-2003 have been angle collisions associated with left turns. The number of crashes at the intersection with Dogwood Drive for the years 2001-2003 greatly exceed the statewide critical frequency.

Other Projects in the Area:

A number of projects are proposed for the area in addition to the proposed Old Covington Highway projects. These include:

PI # 006257 – SR 20/SR 138 Gateway Beautification from intersection of SR 20 (McDonough Highway) and Honey Creek Road to the intersection of SR 20/SR 138 (Walnut Grove Road) and Hi Roc Road/Dennard Road

PI # 731048 – I-20 East at SR 20/SR 138 (Walnut Grove Road/McDonough Highway)

PI # 03166 – I-20 East HOV lanes from Evans Mill Road in Dekalb County to SR 162 (Salem Road) in Rockdale County

PI # 731047 – SR 20/SR 138 (Walnut Grove Road) from North of I-20 East to Sigman Road

PI # 762440 – Dogwood Drive Extension from Dogwood Drive to Old Covington Highway

PI # 714085 – I-20 East ITS – Communication and Surveillance from I-285 East (Dekalb County) to SR 20/SR 138 (Rockdale County)

PI # M003235 – I-20 Resurfacing/Maintenance

PI # 752430 – Green Street from Dogwood Drive to West Avenue

Logical termini:

The proposed project will start at the beginning of Old Covington Highway located at the intersection of Green Street and Old Covington Highway. This intersection is proposed to be reconstructed for increased safety. The project will end on the east side of SR 20/SR 138 at the intersection of Old Covington Highway and the new Old Covington Connector. Here the project will tie back into the 2-lane section of existing Old Covington Highway. This will reconnect the currently separated roadway as well as create a continuous travel route along Old Covington Highway.

Need and Purpose Statement:

The project needs include operational and safety improvements to Old Covington Highway and to the intersection of SR 20/SR 138 at Dogwood Drive, as well as improving connectivity. The purpose of this project will be to provide improvements along Old Covington Highway and reconnecting Old Covington Highway underneath SR 20/SR 138 to provide an alternate route for vehicles crossing SR 20/SR 138. This should reduce the number of vehicles going through the intersection of SR 20/SR 138 thus improving operations and safety at this intersection.

Description of the proposed project: The project proposes to extend Old Covington Highway under SR 20/SR 138 in conjunction with project NH-035-1(32), reconstruct the intersection of Green Street at Old Covington Highway, add a two-way left-turn center lane, curb and gutter, sidewalk, street lights, and landscaping. The connector between Old Covington Highway and Dogwood Drive on the east side of SR 20/SR 138 will be closed. The connector on the west side of SR 20/SR 138 will be realigned to tie at 90 degrees to the new Old Covington Highway Construction. Once Old Covington Highway has been reconnected, the road will be reclassified.

Is the project located in a Non-Attainment area? __X__ Yes ___ No

PDP Classification: Major Project(X) Minor Project( )

Project Designation:

Full Oversight ( ) Exempt (X) State Funded ( ) Other ( )

Functional Classification: Urban Collector (East of SR20/SR138) & Local Road (West of SR 20/SR 138)

U.S. Route Number: N/A **State Route Number**: N/A

Traffic (AADT):

Old Covington Highway:
Base Year (2008) 3,700 Design Year (2028) 5,700

Existing Design Features:

Old Covington Highway is a two-lane roadway with a 30 mph speed limit in the vicinity of SR20/SR 138. It parallels I-20 on the north side in Rockdale County. There is a 45- degree intersection at Green Street and Old Covington Highway. The adjacent land use is mainly residential with increasing commercial development.

- Typical Section: Old Covington Highway consists of two 12-foot travel lanes with 10-foot rural shoulders and roadside ditches.
- Posted Speed: 30 MPH Minimum Radius: 1900'
- Maximum Grade: 7.0%
- Width of Right-Of-Way: Approximately 60 feet.
- Major Structures: N/A
- Major interchanges or intersections along the project: N/A
- Existing length of roadway segment and the beginning logs for each county segment. 0.6 miles: Beginning log = 0.0 Ending log = 0.6

Proposed Design Features:

- Proposed Typical Sections:
  - **Old Covington Highway** The typical section from Green Street to approximately 700 feet east of Vaughn Road will consist of two 11-foot lanes in each direction, with a 12-foot two-way left-turn center lane. The project typical section will then taper down for 125 feet to remove the center turn lane. The typical from approximately 825 feet east of Vaughn Road to the end of the project (approximately 1050 feet east of SR 20/SR 138) will consist of two 11-foot lanes in each direction. A 16-foot shoulder with 5-foot grass strip and 5-foot sidewalk will be added with 30" curb & gutter. Turn lanes along Old Covington will be added at the following locations: westbound at Green Street (Left), eastbound at Green Street (Right), and eastbound at the new connector road east of SR 20/SR 138 (Right).
  - **Green Street and New Connector Road** The typical section for Green Street and the new connector road (connecting Dogwood Drive and Old Covington Highway east of SR 20/SR 138) will consist of one 12-foot lane in each direction. A 12-foot shoulder with 2-foot grass strip and 5-foot sidewalk will be added with 30" curb & gutter. Turn lanes for these side roads will be added at the following locations: northbound Green Street (Right) and northbound connector road (Right).

- Proposed Design Speed: 35 mph
- Proposed Maximum Grade (Mainline): 7%
- Maximum Grade Allowable (Mainline): 7%
- Proposed Maximum Grade (Side Street): 7%
- Maximum Grade Allowable (Side Street): 7%

- Proposed Maximum Grade (Driveway):15% Max Residential; 11% Max Commercial
- Proposed Minimum Radius: 600'
- Minimum Radius Allowable: 450'

- Right of Way
  - Width: 70 feet (Maximum)
  - Easements: Temporary (X) Permanent (X) Utility (X) Other ( )
  - Type of access Control: Full( ) Partial ( ) By Permit (X)Other ( )
  - Number of Parcels: 45
  - Number of Displacements:
    Business: 1
    Residences: 4
    Mobile Homes: 0
    Other: 0

- Major Structures: Approximately 110 feet of Retaining/Gravity walls
- Major intersections and interchanges: N/A
- Traffic Control During Construction: This project will be constructed under traffic. No offsite detours are necessary and all driveway access will be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

	Undetermined	Yes	No
Horizontal Alignment			X
Roadway Width			X
Shoulder Width			X
Vertical Grades			X
Cross Slopes			X
Stopping Site Distance			X
Super Elevation Rates			X
Horizontal Clearance			X
Speed Design			X
Vertical Clearance			X
Bridge Width			X
Bridge Structural Capacity			X

- Design Variances: None
- Environmental Concerns: Longitudinal intermittent stream, wetlands, and four identified historic resources
- Level of Environmental Analysis:
  - Are Time Saving Procedures appropriate? Yes ( ) No (X)
  - Categorical Exclusion? Yes (X) No ()
  - Environmental Assessment/Finding of No Significant Impact – Yes ( ) No (X)
  - Environmental Impact Statement – Yes ( ) No (X)

- Utility Involvements:
    - ATLANTA GAS LIGHT CONYERS
    - BELLSOUTH
    - COMCAST COMMUNICATIONS
    - WILLIAMS COMMUNICATIONS INC.
    - GEORGIA POWER
    - ROCKDALE COUNTY WATER & SEWER
    - MCI
    - SNAPPING SHOALS EMC
    - WILLIAMS PIPELINE
    - AT&T

Project Responsibilities:

- Design – Rockdale County/Consultant
- Right-of-Way Acquisition – Rockdale County
- Relocation of Utilities – Rockdale County
- Letting to Contract – Rockdale County
- Supervision of Construction – Rockdale County
- Providing Material Pits – Rockdale County/Contractor
- Providing Detours – N/A

Coordination

- Kickoff Meeting – January 12, 2005
- Initial Concept Meeting Date – April 4, 2005
- Concept meeting date and brief summary – December 6, 2005
- FEMA, USCG and/or TVA – N/A
- Public Involvement – One PIOH (August 9, 2005); An additional PIOH/PHOH may be held at a later date
- Local Government Comments – TBD
- Other Projects in the area.
    - SR 20/SR 138 Gateway Beautification (PI# 006257)
    - I-20 East (PI# 731048)
    - I-20 East HOV Lanes (PI# 003166)
    - SR 20/SR 138Walnut Grove Road (PI# 731047)
    - Smyrna Road and Dogwood Drive Extension (PI# 762440)
    - Green Street Widening (PI# 752430)
    - I-20 ATMS Comm/Surveillance (PI# 714085)
    - I-20 Resurfacing/Maintenance (PI# M003235)
- Other Coordination to date – TBD

Scheduling – Responsible Parties Estimate
Time to complete environmental process – In process 9 months
Time to complete preliminary construction plans – 2 months

Time to complete right-of-way plans – 2 months
Time to complete the Section 404 permit – 6 months
Time to complete final construction plans – 2 months
Time to complete the purchase of right-of-way – 9-12 months
Time to complete Stream Buffer Variance – 6 months
List other major items that will affect the project schedule – None

Other Alternates Considered:

1. No Build.
   No Build option is not a viable option since it does not improve the corridor. Without an alternate route for SR 20/SR 138, the LOS for Dogwood Drive at SR 20/SR 138 will become unacceptable for 2028.

2. Maintain the existing centerline and widening to both sides.
   This option was too costly due to the many existing structures, sensitive wetland areas, and a longitudinal stream.

Attachments:

1. Kickoff Meeting Minutes
2. Initial Concept Team Meeting Minutes
3. Concept Team Meeting Minutes
4. PIOH Summary
5. Cost Estimate
6. Typical Section
7. Traffic Diagrams
8. Traffic Operations Study
9. LGPA
10. Project Layout

SCORING SHEET

Project Number:	**County:**	**PI No.:**
STP-9336(1)	ROCKDALE	752270

Report Date:	**Concept By:**
1/31/06	DOT Office: Urban Design
☐ CONCEPT	
	Consultant: Street Smarts

Project Type: Choose One From Each Column			
	☒Major ☐Minor	☒Urban ☐ Rural	☐ ATMS ☐ Bridge ☐ Building ☐ Interchange ☐ Intersection ☐ Interstate ☐ New Location ☒Widening & Reconstruction ☐Miscellaneous

FOCUS AREAS	**SCORE**	**RESULTS**
Presentation		
Judgment		
Environmental		
Right of Way		
Utility		
Constructability		
Schedule		

OLD COVINGTON HIGHWAY KICKOFF MEETING

JANUARY 12, 2005

GDOT Project STP-9336(1), P.I. 752270

The Old Covington Highway kickoff meeting was held at 1:00 PM on Wednesday, January 12, 2005, in the Rockdale County government building located at 958 Milstead Avenue in Conyers. The following people were present:

NAME	AGENCY/FIRM	TELEPHONE	EMAIL ADDRESS
Frank Helman	Rockdale County	770-785-6910	frank.helman@rockdalecounty.org
Charles McGiboney	Rockdale County	770-785-6908	charles.mcgiboney@rockdalecounty.org
Pavel Vayner	Rockdale Water Resources	770-929-4043	pavel.vayner@rockdalecounty.org
Tony McKenley	Rockdale Water Resources	770-929-4041	tony.mckenley@rockdalecounty.org
Brad Sutton	City of Conyers	770-929-4280	brad.sutton@conyersga.com
Neal O'Brien	GDOT - Urban Design	404-656-5442	neal.obrien@dot.state.ga.us
Jill Franks	GDOT - Urban Design	404-656-5442	jill.franks@dot.state.ga.us
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
William Dial	Street Smarts	770-813-0882	williamd@streetsmarts.us
Naveed Jaffar	Street Smarts	770-813-0882	naveedj@streetsmarts.us
Jim Chambers	Street Smarts	770-813-0882	jimc@streetsmarts.us
Josh Earhart	Edwards-Pitman Environmental	770-333-9484	jearhart@edwards-pitman.com

The meeting was led by Frank Helman, Program Manager for the Rockdale County Department of Public Services and Engineering. The meeting followed an agenda that was distributed to those present (see attached).

Mr. Helman noted that GRTA is funding the preliminary engineering for this project. In accordance with GRTA policies and the County's wishes, monthly invoices will be accompanied by progress reports with breakdown by contract phase. Street Smarts will include in the report the percentage of funds invoiced for each phase compared to the allowable maximum for the respective phase, and the estimated completion percentage for each phase.

Neal O'Brien requested that the County send all invoices to him for review and handling.

Using a mapping layout, William Dial showed the preliminary alignments and roadway geometry. He noted that two issues needed to be resolved during concept development:

1. **Old Covington Highway-Green Street intersection.** Street Smarts are proposing to tee Green Street into Old Covington Highway just east of the

existing angle intersection. This will make Old Covington Highway the major street. Traffic signal warrants will be done to determine if the intersection will be signalized. The exact alignment of Green Street may depend on environmental issues. Mr. Dial also showed a plan to extend Highland Circle to Old Covington Highway. The alignment would likely displace a single-family residence, and this structure is potentially historic. Mr. Helman directed Street Smarts to develop cost estimates for these alternates, including construction and right of way costs. Neal O'Brien said that GDOT would provide the right of way cost estimates. Street Smarts will send concept drawings with approximate right of way requirements to GDOT as soon as possible.

2. **Dogwood Drive - Old Covington Highway Connector.** The general consensus was to close this connector. The connector is a safety and operational problem, and the reconstruction of Old Covington Highway will worsen the situation. At the very least, left turns into or out of the connector should be prohibited. The importance of the connector will depend partly on the configuration of the SR 138-Dogwood Drive intersection after the I-20/SR 138 interchange is reconstructed. Two possibilities exist: 1) Dogwood Drive will remain as a signalized intersection at SR 138, or 2) Dogwood Drive will be right-in/right-out at SR 138. Street Smarts will contact Joe Wheeler in the GDOT Office of Consultant Design to determine the current plans for the I-20/SR 138 interchange. Mr. Helman mentioned the possibility of a new connector from Old Covington Highway to Green Street, possibly adjacent to the new LaQuinta Inn.

Jim Chambers asked Neal O'Brien if GDOT has written a Project Need and Purpose. GDOT has not done this, so Street Smarts will develop the Need and Purpose. The key points will be 1) Improve the alignment and typical section of Old Covington Highway for operational and safety reasons, 2) Provide a new connection across SR 138, 3) Put in place another section of a large loop around the I-20/SR 138 area.

Street Smarts are proposing a three-lane section with a continuous two-way left-turn lane. Mr. Helman requested that the proposed 14-foot turn-lane be reduced to 12 feet. He also stated that the County wanted a 5-foot grass strip between the curb and the sidewalk. He generally prefers "less asphalt, more grass." The final decision on the typical section will depend on the result of traffic studies. In any case, the SR 138 Bridge has been designed to accommodate only two lanes, so the turn lane would end just west of SR 138.

Everyone agreed that 35 mph was the appropriate design speed.

Mr. Helman said that the County wanted landscaping and lighting on the roadway shoulders.

Public utilities will probably be located in the shoulder behind the sidewalk.

Required right of way will be approximately 70 feet. There are approximately 40 parcels.

Mr. Helman emphasized the importance of handling storm water runoff to minimize flooding and erosion. He mentioned that Rockdale County has adopted the "Blue Book" (Georgia Storm water Management Manual).

The results of environmental Studies, notably history, may affect the proposed roadway alignment. These studies will begin within the next week. It is believed that some structures, particularly on the western section of the project, may be eligible for the National Register of Historic Places. Mr. Helman noted that Environmental Justice may be an issue. Josh Earhart said that he expected the 106 process would last at least till the end of May 2005. He noted that the proposed schedule may not allow enough time for the required reviews of the Environmental Assessment.

The County will provide accident data to Street Smarts.

No decision was made regarding a growth rate for traffic volumes.

Street Smarts should distribute "survey letters" prior to entering private property for field surveys.

Jim Chambers asked Neal O'Brien if the kickoff meeting would suffice for the Initial Concept Meeting required by the GDOT PDP. Mr. O'Brien said that a formal Initial Concept Meeting would have to be held, and that others would be invited to the meeting. The Initial Concept Meeting will be scheduled in the near future. It is likely that the Initial Concept Meeting will be held with the meeting for the Parker Road project.

Mr. Helman requested that Street Smarts submit a revised project schedule that more realistically reflected the environmental studies process.

A public information meeting will be held after the project concept is approved. A public hearing will be held after the draft FONSI is published. Neal O'Brien said that GDOT will schedule these meetings and will put up the signs.

* *

IMMEDIATE ACTION ITEMS AND RESPONSIBILITIES

Rockdale County
Provide accident data to Street Smarts.

GDOT
Schedule Initial Concept Meeting.

Street Smarts
Check with Joe Wheeler (GDOT) on status of I-20/SR 138 interchange project.
Develop Project Need and Purpose.
Develop revised typical section for County's review.
Revise project schedule to more realistically reflect environmental process times.

jrc
I:\200\234-520 Old Covington Hwy\Old Cov Kickoff Notes 1-12-05.doc

ROCKDALE COUNTY
DEPARTMENT OF PUBLIC SERVICES AND ENGINEERING

AGENDA

DATE:

January 12, 2005

SUBJECT:

Old Covington Highway

Green Street to East of SR 138
P.I. # 752270
STP-9336(1)

Kick-off Meeting

---

1) Introductions (Frank)

2) Invoices and Progress Reports (Frank)

3) Deliverables (Street Smarts)

4) Typical Section, ARC TIP (GDOT, RC, Street Smarts)

5) Traffic Counts/Limits (Street Smarts)
   a) Available data/growth rates (Street Smarts)
   b) Accident Data (Charles)

6) Design Speed (Street Smarts)

7) Preliminary Environmental (Street Smarts)
   a) Historical (Street Smarts)

8) Green Street Intersection (Street Smarts)

9) Dogwood/Old Covington Connection (Street Smarts)

10) Schedule (Street Smarts)

OLD COVINGTON HIGHWAY
INITIAL CONCEPT TEAM MEETING

April 4, 2005

GDOT Project STP-9336(1), P.I. 752270

The Old Covington Highway Initial Concept Team meeting was held on Monday, April 4, 2005, at 2:30 pm at GDOT Urban Design office located at 2 Capitol Square in Atlanta. The following people were present:

NAME	AGENCY/FIRM	TELEPHONE	EMAIL ADDRESS
Frank Hellman	Rockdale County	770-785-6910	frank.Hellman@rockdalecounty.org
Charles McGiboney	Rockdale County	770-785-6908	charles.mcgiboney@rockdalecounty.org
Geoff Dennis	Rockdale Water	770-918-6541	
Neal O'Brien	GDOT - Urban Design	404-656-5442	neal.obrien@dot.state.ga.us
Jill Franks	GDOT - Urban Design	404-656-5442	jill.franks@dot.state.ga.us
Sal Pirzad	GDOT - Urban Design	404-656-5442	sal.pirzad@dot.state.ga.us
Daryl Cranford	GDOT – Planning	404-656-5360	Daryl.cranford@dot.state.ga.us
Sharon Witherspoon	GDOT – Utilities	404-463-4953	
Tim Evans	GDOT – Traffic Ops		
Terry McCollister	GDOT – Office of RoW		
Terri V Malone	Edwards-Pitman Environmental	7770-333-9484	TMalone@Edwards-Pitman.com
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
William Dial	Street Smarts	770-813-0882	williamd@streetsmarts.us
Naveed Jaffar	Street Smarts	770-813-0882	naveedj@streetsmarts.us

The meeting was led by Neil O'Brien with GDOT's Office of Urban Design. The meeting followed an agenda that was distributed to those present (see attached).

1 - Introduction and Responsibilities

Neil O'Brien made a brief introduction to the meeting asked all those present to introduce themselves.

2- Corridor Review

Andy Anderson presented a brief overview of the project. Using the concept layout prepared by Street Smarts, **William Dial** showed the preliminary alignment, roadway geometry, location of historical properties, streams and wetlands. He also identified potential areas where utilities may be of concern and the SR 138 improvement project.

3 - Need and Purpose

Neil O'Brien asked if there had been any comments on the Need and Purpose Statement and **Daryl Cranford** said that she had not reviewed it yet and questioned where the logical termini of the project were located. **William Dial** explained it was the Greene St/Old Covington Hwy intersection to the west and just east of Old Covington Hwy (east) to the east.

A discussion ensued asking whether the roadway would be 2-lane or 4-lane under SR 138 and it was identified that it would be 2-lanes as GDOT SR 138 improvement plans provided for a 2-lane section. **Andy Anderson** said that there maybe other plans showing 4-lanes which Street Smarts had not seen. **William Dial** mentioned the project will provide turn lanes at intersections and traffic signals were not needed at either of the two intersections.

Frank Hellman asked if the westbound left-turn storage lane at Green St/Old Covington Hwy would conflict with Vaughn St. A discussion ensued whether Vaughn St should be made one-way or made a cul-de-sac.

> **Frank Hellman** directed Street Smarts to look to see if Vaughn St could be made a cul-de-sac and to expand the Need and Purpose document as necessary.

Charles McGiboney asked what growth factors had been used in the traffic report. **Naveed Jaffar** explained that 5% per year was used from the present time to the opening year (2008) and after that a 2% per year growth factor was used to the design year (2028). He also explained that some traffic from the SR 138/Dogwood Dr intersection had been reassigned to the new roadway. A discussion ensued on what scenario had been assumed for the SR 138/Dogwood Dr intersection. **William Dial** said Street Smarts had contacted Joe Wheeler to find out what GDOT's plans were for the intersection. GDOT had multiple scenarios for the intersection and said the project was in the early phases of planning so definite answer could be given at this time. **Naveed Jaffar** said a 6-lane SR 138 roadway had been assumed in the traffic report.

4, 5 and 6 - Design Criteria, Environmental Concerns and Initial Concept Layout

William Dial explained that the typical section for Old Covington Highway would be a 3-lane section with 16 feet shoulders including a 5-foot grass strip, a 5-foot sidewalk, and with 70 feet ROW. He explained the concept plan avoided going through the historical properties and the La Quinta parking lot. A discussion ensued whether the utilities could be placed under the sidewalk. **Frank Hellman** asked whether overhead utilities would have to go behind shoulder and what was going to happen by the La Quinta property and historical properties. **Sharon Witherspoon** mentioned that GA Power requires 10 feet clearance from other utilities. **Geoff Dennis** mentioned that there should not be any utilities under the road. **Geoff Dennis** informed the meeting that along with an 8-inch domestic supply line along Old Covington, a 36-inch water line was located near the centerline of the road. **William Dial** stated that this would have to be physically located during a later phase of the project in order to avoid conflicts with the drainage system.

Tim Evans inquired about the intended design speed. **William Dial** stated that Old Covington was currently posted at 30 MPH. Street Smarts proposes to keep the posted limit of 30 MPH with a design speed of 35 MPH.

William Dial identified a problem area in the corridor. The problem area is located in between the La Quinta Inn and two identified historical properties north of Old Covington Road. The La Quinta Parking lot is elevated above Old Covington Road with a retaining wall. The distance between the retaining wall and the historic property is less than the typical section from shoulder break point to shoulder break point. **Terri Malone** inquired as to how the exact locations of the historic boundaries were determined. **William Dial** stated that he had plotted the property information supplied by Edwards-Pittman on the property survey of the corridor. **Terri Malone** stated that she would have to look into this and make sure the historic area extended only to the property line and not to the edge of pavement. **Frank Hellman** stated that he wanted the possibility of doing some of the construction on the historic properties. **Terri Malone** stated that if you touched the historical properties it would require a 4F and the project would take longer. **Andy Anderson** said that the La Quinta property can be condemned to get everything to work.

All properties including the historic properties will be rechecked for existing utility easements.

The discussion also mentioned that according to the survey the Railroad ROW extended to the center of Old Covington Highway east of SR 138. The project, as currently shown, intruded into the Railroad ROW there would be a need to coordinate with the Railroad. **Frank Hellman** directed Street Smarts to determine if it was possible to end the project before the Railroad ROW became involved.

Terry McCollister asked whether the project was an intersection improvement or widening project. **Frank Hellman** said it was both an intersection improvement and widening project.

Frank Hellman said that Rockdale County would like to maintain a connector on the west side of SR 138 between Dogwood Dr & Old Covington Hwy since Street Smarts is proposing to close the existing connector. He asked if the La Quinta driveway could be extended to serve that purpose. **Andy Anderson** said they had driven the route but because of the grade it would be not be feasible.

Frank Hellman directed Street Smarts to prepare typical cross sections down the center of each historical property with proposed utilities to see if everything can fit and that he was looking for recommendations on what was feasible. Street Smarts were also directed to look at avoiding Railroad ROW altogether and to look at a new connector on the west side.

Edwards-Pitman were directed to look at the three historical parcels in more detail to see if there were 'No Adverse Effects' and they will talk to GDOT-OEL.

7 and 8 – Public Involvement and Schedule

Charles McGiboney mentioned that they would like more Public Information Meetings (PIM's) than was originally planned. **Neil O'Brien** said that he wanted to see the displays for the PIM's and said that once GDOT has given approval for the traffic report, they can give the 60-days notice. He said approval of the traffic report could be given next week. **Naveed Jaffar** said that all of GDOT's comments have been addressed and the final version had been emailed to Jill Franks and Abby Abodaghe. Rockdale County indicated that at least two public meetings would need to be held. The County may hold a separate ROW owners/stakeholders meeting prior to the beginning of ROW acquisition.

The discussion all included asking how many parcels had been affected by the project. **William Dial** said that some 65 parcels were affected.

Sharon Witherspoon asked if Street Smarts could have the typical sections ready by April 20, so they can take to a meeting on that day attended by utility companies. **Frank Hellman** said that forum was not the ideal place to discuss the project and separate meeting should set up.

Frank Hellman reiterated that the project needs to look at realistic scenarios for utility relocations and should include 4F's if necessary.

* *

IMMEDIATE ACTION ITEMS AND RESPONSIBILITIES

GDOT

1. Review and approve Traffic Study.

Street Smarts

1. Expand Project Need and Purpose;
2. Develop typical sections through historic properties for County's review
3. Look at plans for an alternate connector on the west side of SR 138. Rockdale County prefers the corridor along the west side of the of the Cracker Barrel property and the west side of the La Quinta property.
4. Explore an options for a cul-de-sac on the west end of Vaughn St
5. Explore options to remain outside the Railroad ROW at the east end of the project.

Edwards-Pitman

1. Review the three historic properties in more detail to see if the historic properties end at the property boundary or at the edge of pavement.
2. Meet with GDOT OEL and review the need for the current level of Environmental Documentation. (currently AE)

Answers to Some Follow-up Issues

1. The wall behind the La Quinta varies from 0 to about 3.5 feet tall. It is a stacked block wall.
2. If the back end of the parking at the La Quinta is taken, a maximum of 35 parking stalls will be taken. This is 25%-35% of the total parking spaces in the lot.
3. Vaughn Street is not a one way street. It is just narrow.

AGENDA

April 4, 2005

SUBJECT: Old Covington Highway, P.I. # 752270, STP-9336(1)

Initial Team Concept Meeting

11) Introductions and Responsibilities

12) Corridor Review
   a) Existing Roadways
   b) Existing Right-of-way
   c) Existing Utilities

13) Need and Purpose
   a) Evaluation
   b) RTP/STIP Conformity
   c) Traffic Data
   d) Accident Data

14) Design Criteria
   a) Typical Section
   b) Design Speed

15) Environmental Concerns
   a) Identified Environmental Resources
   b) Environmental Document
   c) Permits Required

16) Initial Concept Layout

17) Public Involvement
   a) Previous Contacts
   b) Coordination with other agencies
   c) Public Information Open House

18) Schedule
   a) Concept Team Meeting
   b) PIOH
   c) Environmental Document
   d) PFPR

OLD COVINGTON HIGHWAY
CONCEPT TEAM MEETING

December 6, 2005

GDOT Project STP-9336(1), P.I. 752270

The Old Covington Highway Concept Team meeting was held on Tuesday, December 6, 2005, at 1:30 pm at GDOT Urban Design office located at 2 Capitol Square in Atlanta. The following people were present:

NAME	AGENCY/FIRM	TELEPHONE	EMAIL ADDRESS
Neal O'Brien	GDOT - Urban Design	404-656-5442	neal.obrien@dot.state.ga.us
Jill Franks	GDOT - Urban Design	404-656-5442	jill.franks@dot.state.ga.us
Shannon Hebb	Rockdale County/Jacobs	770-785-5935	shannon.hebb@rockdalecounty.org
Christa Wilkinson	GDOT – OEL	404-699-4437	christa.wilkinson@dot.state.ga.us
Sharon Witherspoon	GDOT – Utilities	404-463-4953	sharon.witherspoon@dot.state.ga.us
Lee Upkins	GDOT – Utilities	404-463-4953	lee.upkins@dot.state.ga.us
Raymond Chandler	GDOT – SUE Utilities	404-635-8744	raymond.chandler@dot.state.ga.us
Jerry Milligan	GDOT – ROW	770-986-1547	jerry.milligan@dot.state.ga.us
Steve Matthews	GDOT – Engineering Services	404-651-7462	steve.matthews@dot.state.ga.us
Ray McEachern	GDOT – Dist 7 Traffic Ops	404-463-4964	ray.mceachern@dot.state.ga.us
Terri V Malone	Edwards-Pitman Environmental	7770-333-9484	TMalone@Edwards-Pitman.com
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
James Tidwell	Street Smarts	770-813-0882	jamest@streetsmarts.us
John Karnowski	Street Smarts	770-813-0882	johnk@streetsmarts.us
Naveed Jaffar	Street Smarts	770-813-0882	naveedj@streetsmarts.us

The meeting was led by Neal O'Brien with GDOT's Office of Urban Design. The meeting followed an agenda that was distributed to those present (see attached).

1 - Introduction and Responsibilities

Neal O'Brien made a brief introduction and asked all those present to introduce themselves.

2- Conceptual Alignment

James Tidwell presented an overview of the project. Using the concept layout prepared by Street Smarts, he showed the preliminary alignment, roadway geometry, turn lane locations, and location of historical properties. Other items pointed out were as follows:

a.) The 2 lane typical has been revised to begin just west of the La Quinta Inn. The intent is to reduce impacts to the La Quinta as well as providing more area for utility relocation through this area.

b.) The existing connector from Old Covington Highway to Dogwood Drive west of SR 20/SR 138 will be removed.

3 – Concept Report

James Tidwell then went through the concept report by sections. The following comments were made during the course of the review:

a.) **Need and Purpose Statement –** The Need and Purpose Statement has been revised to address comments from GDOT Office of Planning and submitted for further review. The N&P included in the Concept Report does not reflect these changes. A copy of the revised N&P was supplied to **Neal O'Brien** and **Jill Franks** for use in the discussion. As of the meeting, the revised Need and Purpose Statement has not been reviewed. Comments on the Need and Purpose are as follows:

1.) Accident rates should be included, as well as the comparisons with state averages. **James Tidwell** said that they were included in the revised N&P Statement. **Neal O'Brien** commented that if the Functional Classification was split into Urban Collector Street & Local Street, then the accident data needs to be split out as well.

2.) **Neal O'Brien** commented that the conclusion of the Need and Purpose Statement should be revised and reduced. Currently, the conclusion restates detailed background information within the report. The conclusion should state the need and that the purpose of the project is to address that need. Also, the Conclusion section should be renamed "Need and Purpose Statement".

3.) As a follow up to the functional classification, GDOT will send a copy of the concept report to their Office of Transportation & Data Services to have the road reclassified based on the proposed design to connect Old Covington Highway. The Need and Purpose will still separate the accidents based on the existing classifications and make the appropriate comparisons to the statewide averages for each.

b.) **Functional Classification -** There was discussion of where the classification changes from Urban Collector to Local Street. **Neal O'Brien** said he would check into this. As a follow up to the functional classification, GDOT will send a copy of the concept report to their Office of Transportation & Data Services to have the road reclassified based on the proposed design to connect Old Covington Highway.

c.) **Proposed Design Speed -** The project has a Design Speed of 35 mph but is currently posted as 30 mph. **Neal O'Brien** asked how the county would post the project. **Shannon Hebb** said that the county would post the new roadway for 30 mph.

d.) **Level of Environmental Analysis - Terri Malone** brought up the property at 1145 Old Covington Highway (approximately 120+00 Lt). The property is owned by an elderly couple and the project will take the owners' carport. Because the residents are elderly, this impact will need to be considered. Terri said this would not slow down the

environmental process. **Neal O'Brien** said that this should be a Right of Way issue. The best possible drive should be provided in the design process and any reimbursement/replacement of the car port would be addressed in the Right of Way negotiation phase.

e.) **Utility Involvements –** **Sharon Witherspoon** instructed that AT&T needs to be added to the list of owners and that Transcontinental Pipeline should be changed to Williams Pipeline. She also said that she would need to check to see if Williams Communications, Inc. was included on the list of exiting utilities. **Andy Anderson** said that Street Smarts has SUE capabilities and will locate the large water line that runs along a portion of the project for relocation. Sharon informed Andy that Rockdale has a permit on the water line, should he require that information. Also, this project was listed as a DOT project in TPRO. The County will be responsible for inspection and utility coordination. DOT's Project Manager will be responsible for the GDOT portion of payment to be rendered to the County. Therefore, the GDOT Office of Utilities will have minimal utility input. In addition, Rockdale County has a signed LGPA for the cost of reimbursable utility relocation work. Sharon also asked whether there were any visible transmission lines in the area. She said this should be checked into and that GA Power should be contacted to see what their plans were as they are in the process of buying easement in the area.

f.) **Coordination -** The PAR meeting line should be removed as one will not be needed. Another PIOH for the county's benefit was listed. **Neal O'Brien** asked about having a PHOH. If a PHOH was held, it would need to follow the same procedure as the previous one which would impact the project schedule. He asked if the meeting the county wanted could be similar in format and schedule to a Right of Way Property Owners' Meeting. **Terri Malone** suggested having a county PIOH after Right of Way has been approved. **Andy Anderson** agreed with this suggestion as preliminary plans would then be available to give owners a clearer view as to the impacts to their property. **Shannon Hebb** said he would suggest to Rockdale County that the meeting be held off until after Right of Way has been approved. It was agreed that the comment for the Public Involvement should state "An additional PIOH may be held on a later date."

g.) **Scheduling -** **Terri Malone** said that a Stream Buffer Variance Item needs to be added to the list of items with a time to complete of 6 months. This won't slow up the schedule for Right of Way, as it should be requested as soon as Erosion Control Plans are completed.

h.) **Cost Estimate -** **Sharon Witherspoon** asked if we were anticipated any cost for reimbursement for utilities. **Andy Anderson** said that currently, there is no such anticipated cost.

4 – Traffic Study

John Karnowski and **Naveed Jaffar** answered general questions that were asked about the study. John suggested that, during preliminary plans, an analysis be done at the new Country Inn Suites to see if any additional turn lanes would be warranted.

5 – Other Issues/Questions

Neal O'Brien asked attendees for any additional questions/comments/concerns. They were as follows:

a.) **Rockdale County – Shannon Hebb** said that Rockdale is moving ahead on this project and are going to the board for a vote in late December.

b.) **Environmental –** No Comments

c.) **Right of Way –** No Comments

d.) **Utilities – Sharon Witherspoon** said she had nothing else to add. They were just waiting on existing utilities plans.

e.) **Engineering Services – Steve Matthews** commented that, since the section under SR 20/SR138 is being graded out as part of the SR 20 project, the typical section for this area of Old Covington Highway should match the typical shown for the SR 20 project.

f.) **Traffic Operations – Ray McEachern** said that GDOT would support pedestrian crosswalks/ramps at non-signalized intersections within a posted speed zone of 30 mph or less. He recommended pedestrian crosswalks across Old Covington Highway. He also recommended the installation of trail blazing signs for directions to SR 20/SR 138 and I-20.

* *

IMMEDIATE ACTION ITEMS AND RESPONSIBILITIES

GDOT

2. Verify the Functional Classification.
3. Supply Comments from latest Need and Purpose Statement.

Street Smarts

6. Revise Concept Report and submit to attendees for any last comments.
7. Submit Final Concept Report for Approval.

MEETING AGENDA
OLD COVINGTON HIGHWAY
Concept Team Meeting

Date: December 6, 2005

Time: 1:30PM

Location: GDOT Urban Design Conference Room, Rm 352 – Atlanta, GA

Project: STP-9336(1), Rockdale County
Old Covington Highway from Green Street to SR 20/SR 138
P.I. No. 752270

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1. Introductions

2. Review of Project Conceptual Alignment

3. Review of Concept Report

4. Traffic Studies and Findings

5. Other Issues/Questions

GDOT Keeping Georgia on the Move

STREET SMARTS Planning • Transportation Engineering • Surveying

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 752270 OFFICE: Environmental/Location

DATE: August 11, 2005

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: STP-9336(1) Rockdale

PROJECT DESCRIPTION: Old Covington Highway from Green Street to SR 20/SR 138

DATE: August 9, 2005

NUMBER IN ATTENDANCE: 56

FOR: 6

CONDITIONAL: 4

UNCOMMITTED: None

AGAINST: 0

OFFICIALS IN ATTENDANCE:

ADDITIONAL COMMENTS:

PREPARED BY: Christa Wilkinson

TELEPHONE No.: (404) 699-4437

cc: David E. Studstill, Jr., P.E.
Bryant Poole
Jonathan Cox
Greg Hood
Neal O'Brien
James Tidwell
Andy Anderson
Mark McKinnon

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 752270 **OFFICE:** Environment/Location

DATE: August 29, 2005

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

TO: Distribution Below

SUBJECT: Project STP-9336(1), Rockdale County, Summary of Comments Received During the Public Comment Period – August 9 through August 24

COMMENT TOTALS:

A total of 56 people attended the public information open house held for the subject project. This meeting was a joint meeting with project MSL-0004-00(433) Rockdale; PI # 0004433. From those attending, 10 comment forms, 0 letters and 5 verbal statements were received. An additional 11 comments were received during the ten day comment period following the public information open house, for a total of 26 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
0	8	0	18

MAJOR CONCERNS:

- Must have light at intersection of Green Street and Old Covington Highway.
- Size of the right-of-way would lessen the residential value of my home.
- The closing of the Dogwood Drive Connector to Old Covington Highway is detrimental to Country Inn Suites.
- I do not like the idea of closing the Dogwood Connector to Old Covington Road. At least, this connector should be one way from Dogwood Drive to Old Covington Road.
- Driving lanes should be 12 feet instead of 11 feet.
- I am concerned about the way the road is proposed to slice up the Hugh Cheek property.

OFFICIALS:

None

DISPOSITION OF COMMENTS:

The following offices are requested to respond to the comments listed:

Urban Design	7*, 8, 9, 11*, 17, 20, 24, 25*
Right-of-Way	5
Traffic Operations	4, 10, 11*, 12, 13, 14, 15, 16, 18, 19, 22
Planning	

This office will respond to comments as follows:

Environmental 1, 2, 3, 6, 7*, 21, 23, 25*, 26

Please note: The asterisk (*) indicates that some comments may require coordination with another office.

Please send this office copies of your responses to these comments by September 12, 2005.

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout.

If you have any questions about the comments, please call Christa Wilkinson at (404) 699-4437.

HDK/cw

Attachments

DISTRIBUTION:
Scott Lee
Don Brown
Keith Golden
Bryant Poole
Joe Palladi, P.E.
Greg Hood

None

Estimate Report for file "Old Covington Highway"

Section Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	30000.00	TRAFFIC CONTROL - STP-9336(1)	30000.00
210-0100	1	LS	215000.00	GRADING COMPLETE - STP-9336(1)	215000.00
310-1101	10380	TN	20.00	GR AGGR BASE CRS, INCL MATL	207600.00
402-3112	2030	TN	60.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	121800.00
402-3121	3050	TN	45.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	137250.00
402-3130	1270	TN	45.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	57150.00
413-1000	1850	GL	1.10	BITUM TACK COAT	2035.00
441-0106	5000	SY	38.00	CONC SIDEWALK, 6 IN	190000.00
441-6222	8500	LF	22.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	187000.00
441-7011	8	EA	818.00	CURB CUT WHEELCHAIR RAMP, TYPE A	6544.00
500-3101	44	CY	455.00	CLASS A CONCRETE	20020.00
500-3200	53	CY	314.63	CLASS B CONCRETE	16675.39
511-1000	3690	LB	0.80	BAR REINF STEEL	2952.00
550-1180	4500	LF	28.00	STORM DRAIN PIPE, 18 IN, H 1-10	126000.00
550-2180	580	LF	23.55	SIDE DRAIN PIPE, 18 IN, H 1-10	13659.00
550-3418	24	EA	519.00	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	12456.00
550-3618	24	EA	532.00	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	12768.00
550-4218	4	EA	430.00	FLARED END SECTION 18 IN, STORM DRAIN	1720.00
668-1100	20	EA	1700.00	CATCH BASIN, GP 1	34000.00
				Section Sub Total:	**$1,394,629.39**

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	4	AC	482.43	TEMPORARY GRASSING	1929.72
163-0240	140	TN	188.70	MULCH	26418.00
163-0300	2	EA	1158.16	CONSTRUCTION EXIT	2316.32
163-0530	5500	LF	2.46	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	13530.00
165-0030	100	LF	1.12	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	112.00
165-0070	2750	LF	1.32	MAINTENANCE OF BALED STRAW EROSION CHECK	3630.00
165-0101	2	EA	380.71	MAINTENANCE OF CONSTRUCTION EXIT	761.42
167-0100	18	MO	955.65	WATER QUALITY MONITORING	17201.70
171-0030	200	LF	3.15	TEMPORARY SILT FENCE, TYPE C	630.00
700-6910	7	AC	770.63	PERMANENT GRASSING	5394.41
700-7000	22	TN	58.28	AGRICULTURAL LIME	1282.16
700-7010	19	GL	18.52	LIQUID LIME	351.88
700-8000	7	TN	257.70	FERTILIZER MIXED GRADE	1803.90
700-8100	380	LB	1.48	FERTILIZER NITROGEN CONTENT	562.40
				Section Sub Total:	**$75,923.91**

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1031	94	SF	16.75	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	1574.50
636-2080	140	LF	8.62	GALV STEEL POSTS, TP 8	1206.80
652-0120	25	EA	27.56	PAVEMENT MARKING, ARROW, TP 2	689.00
652-5701	45	LF	2.22	SOLID TRAF STRIPE, 24 IN, WHITE	99.90
652-9001	120	SY	1.56	TRAFFIC STRIPE, WHITE	187.20
652-9002	471	SY	1.29	TRAFFIC STRIPE, YELLOW	607.59
653-1501	8200	LF	0.26	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2132.00
653-1502	8200	LF	0.24	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1968.00
653-3502	7200	GLF	0.15	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	1080.00

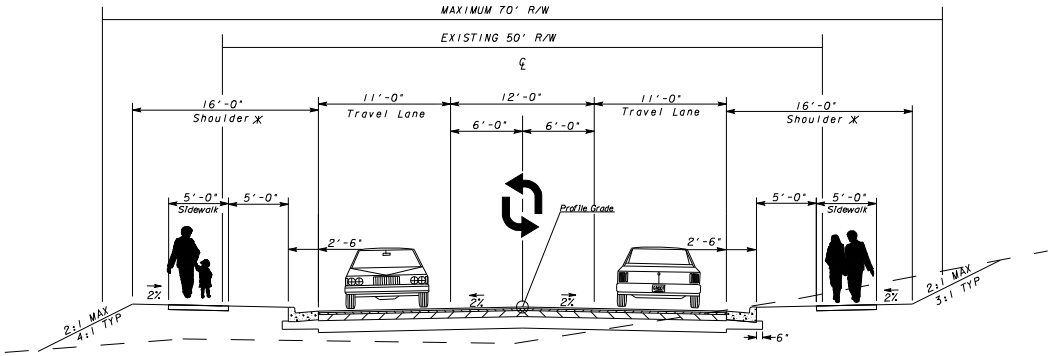
654-1001	100	EA	3.44	RAISED PVMT MARKERS TP 1	344.00
				Section Sub Total:	**$9,888.99**

Section Streetscaping					
Item Number	**Quantity**	**Units**	**Unit Price**	**Item Description**	**Cost**
702-1000	1	Lump Sum	110000.00	LANDSCAPE BEAUTIFICATION COMPLETE	110000.00
				Section Sub Total:	**$110,000.00**

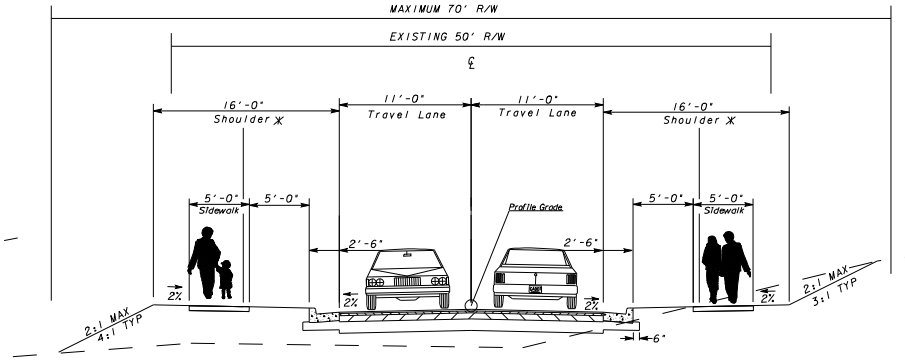
Total Estimated Cost: $1,590,442.29

Subtotal Construction Cost	**$1,590,442.29**
E&C Rate 10.0 %	$159,044.23
Inflation Rate 1.0 % @ 2.0 Years	$35,164.68
Total Construction Cost	**$1,784,651.20**
Right Of Way	$4,715,879.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$6,500,530.20**

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
ROCKDALE	STP-9336(1)	3	38

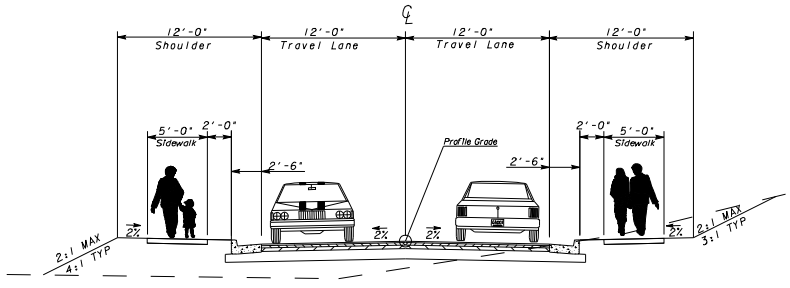


OLD COVINGTON HIGHWAY
TYPICAL SECTION 1
FROM GREEN STREET TO WEST OF SR 20/SR 138

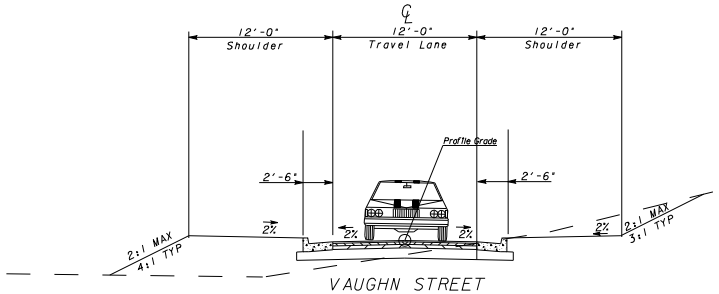


OLD COVINGTON HIGHWAY
TYPICAL SECTION 2
FROM WEST OF SR 20/SR 138 TO END OF PROJECT

* TREE REPLACEMENT AND LANDSCAPING TO MEET REQUIREMENTS OF ROCKDALE COUNTY. FOR DETAILED PLANTING LOCATIONS, SEE PROJECT LANDSCAPING PLANS.



GREEN STREET
OLD COVINGTON/DOGWOOD CONNECTOR
TYPICAL SECTIONS



VAUGHN STREET
TYPICAL SECTION

STREET SMARTS
PLANNING • TRANSPORTATION ENGINEERING • SURVEYING
3000 Premiere Parkway
Suite 200
Duluth, Georgia 30097
Phone: 770-813-0082
Fax: 770-813-0088

REVISION DATES		

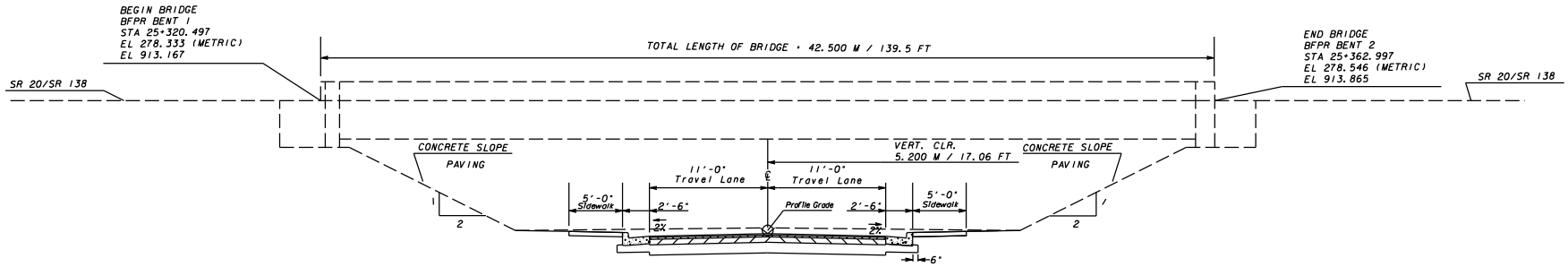
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS

DRAWING No.
5-01

GPLN

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
ROCKDALE	STP-9336(1)	3	38

FOR INFORMATION ONLY

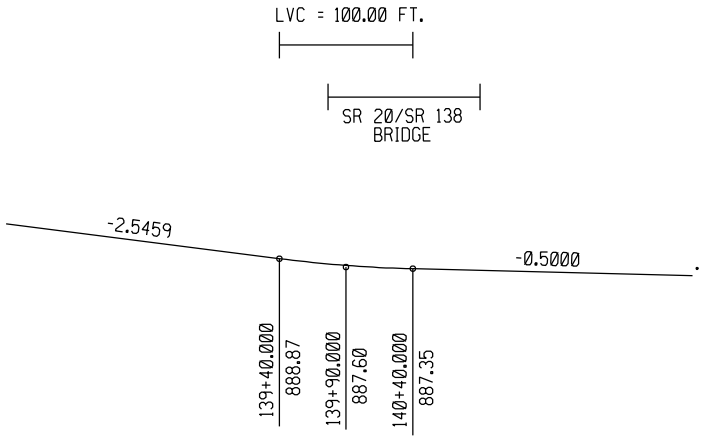


OLD COVINGTON HIGHWAY
TYPICAL SECTION 2
ROADWAY UNDER SR 20/SR 138

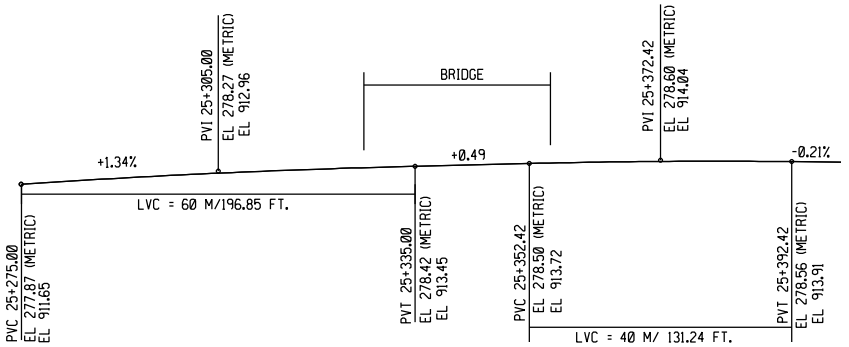
FOR INFORMATION ONLY

VERTICAL CURVE DATA

OLD COVINGTON HIGHWAY
UNDER SR 20/SR 138



SR 20/SR 138 BRIDGE



STREET SMARTS
PLANNING + TRANSPORTATION ENGINEERING + SURVEYING
3000 Premiere Parkway
Suite 200
Duluth, Georgia 30097
Phone: 770-813-0882
Fax: 770-813-0888

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS

DRAWING No.
5-02

GPLN

SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION

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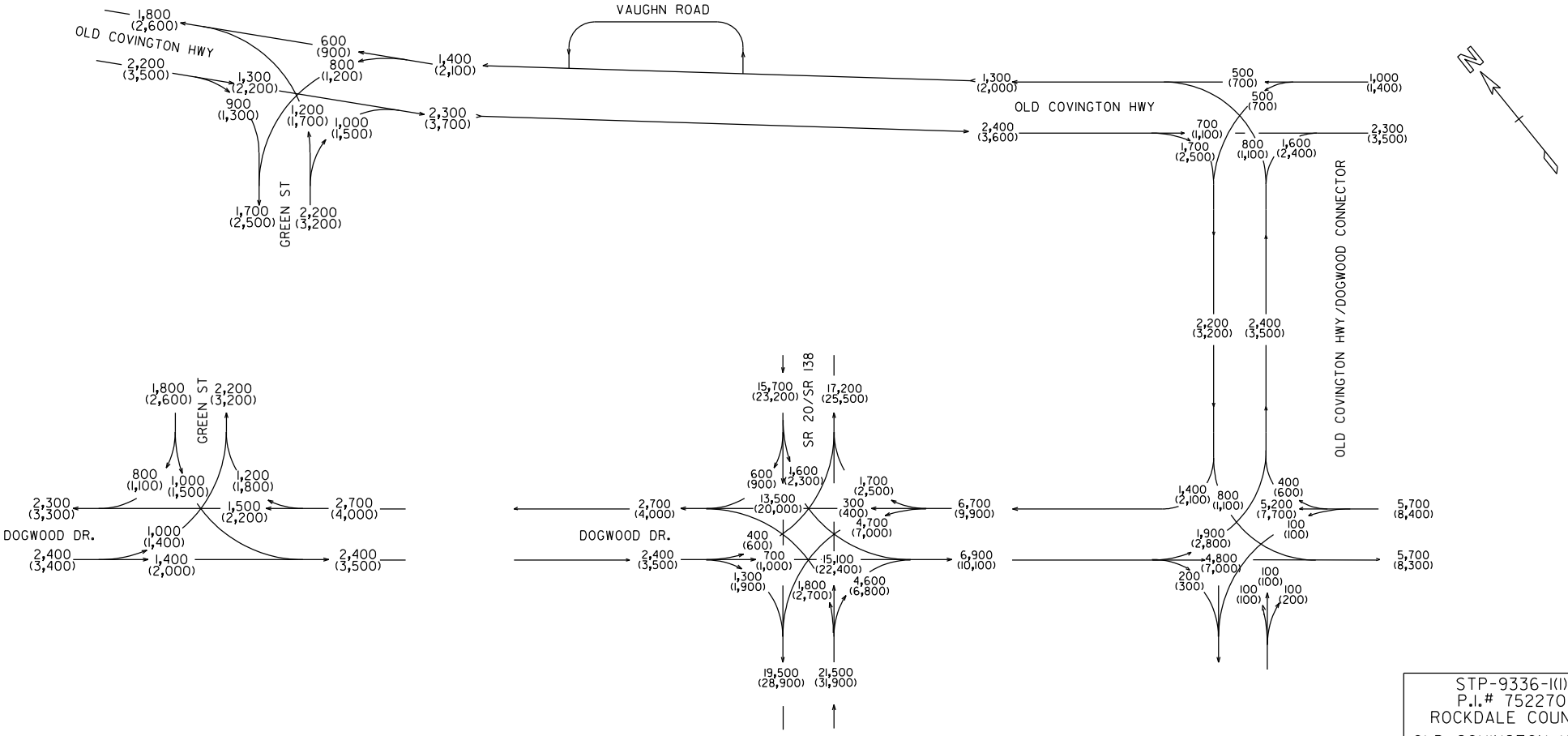


STP-9336-1(1)
P.I.# 752270
ROCKDALE COUNTY
OLD COVINGTON HWY

2008 ADT = 000
2028 ADT = (000)

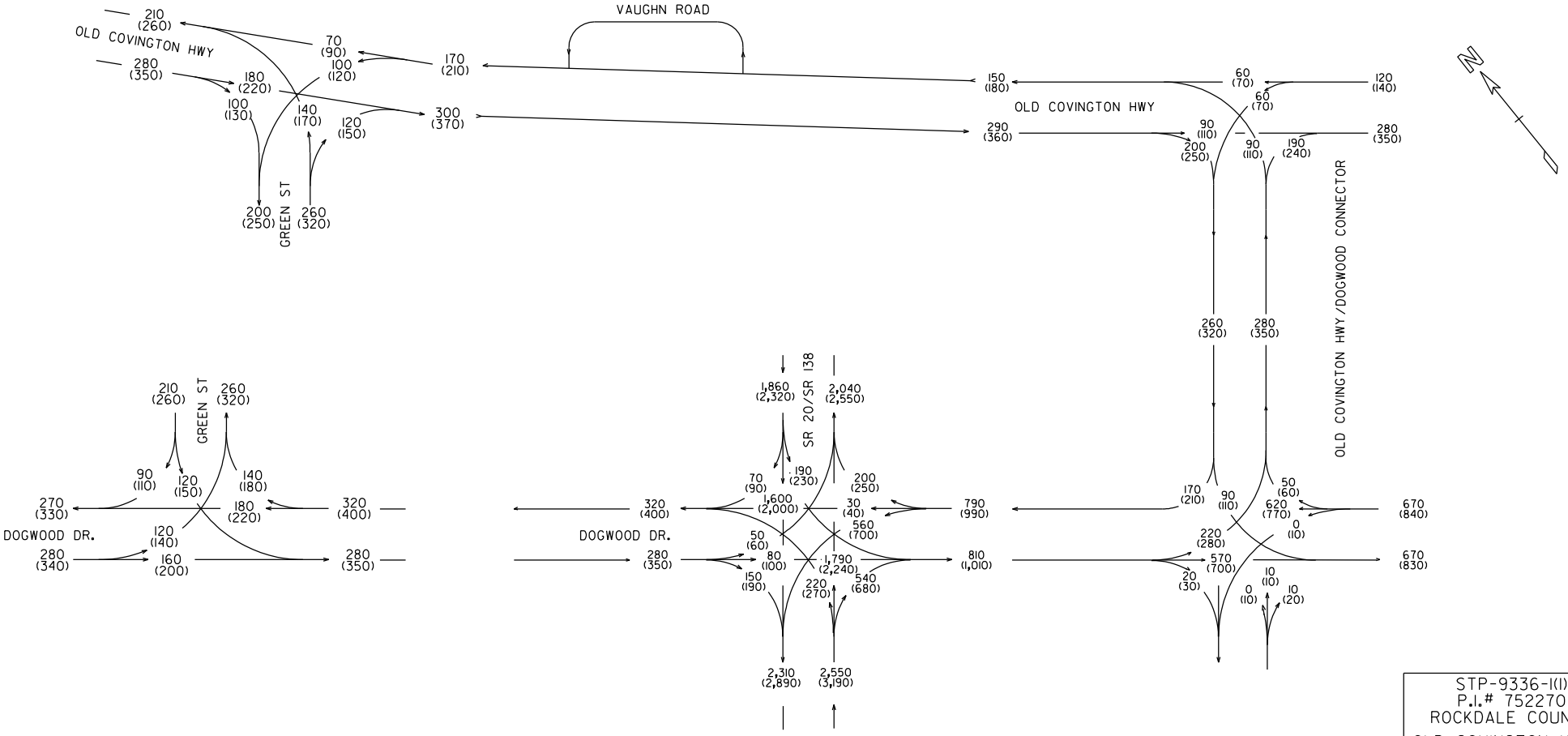
TRAFFIC DIAGRAM
OLD COVINGTON HIGHWAY

DRAWING No.

SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-9336-1(1)		



STP-9336-1(1)
P.I.# 752270
ROCKDALE COUNTY
OLD COVINGTON HWY

2028 AM DHV = 000
2028 PM DHV = (000)

TRAFFIC DIAGRAM
OLD COVINGTON HIGHWAY

DRAWING No.

A TRAFFIC OPERATIONS STUDY FOR OLD COVINGTON HIGHWAY FROM GREEN STREET TO OLD COVINGTON HIGHWAY (EAST OF SR 20/SR 138)

Rockdale County, Georgia

Prepared for:

Rockdale County

Prepared by:

STREET SMARTS
Planning + Transportation Engineering + Surveying

Updated November 2005

3090 Premiere Highway • Suite 200 • Duluth, Georgia 30097 • (770) 813-0882

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I:\200\234-520 Old Covington Hwy\Traffic\Report\234-520 Report 051108.doc

1. INTRODUCTION

This study presents an analysis for Old Covington Highway between Green Street and Old Covington Highway (east of SR 20/SR 138) in Rockdale County for existing and future traffic conditions. The purpose of the traffic study is to analyze the potential connection of Old Covington Highway, east and west of SR 20/SR 138, via the Old Covington Highway Connector. Currently, both east and west of SR 20/SR 138 Old Covington Highway T's into Dogwood Drive. There is a system-wide need to provide a grade separated connection across SR 20/SR 138 to improve local connectivity. The existing conditions, opening year traffic conditions (2008), and design year traffic conditions (2028) were evaluated for this intersection.

This study included the following steps to determine the traffic conditions for existing and horizon year analyses:

- Inventory of the existing roadway network;
- Collection of existing traffic data;
- Identification of planned transportation improvements in the vicinity of the intersections;
- Development of historically-based traffic growth rates;
- Analyses of traffic accident history at the study intersections;
- Analyses of traffic conditions at the study intersections; and
- Report of results and conclusions.

Geometric road improvements and enhanced traffic control were tried to mitigate poor traffic operations that were forecast for future conditions. In the following sections, the existing and future traffic conditions are investigated, and followed by overall conclusions.

Figure 1. Site Location

Roadway Inventory

To determine existing traffic conditions for the study intersections, an inventory was made of the roads involved. The following paragraphs describe the general road characteristics for these roads:

- **Old Covington Highway (west of SR 20/SR 138)** is a two-lane roadway between Green Street and Dogwood Drive. The roadway has a posted 30-mph speed limit. This section of Old Covington Highway runs primarily east-west and serves primarily residential and some commercial properties.

- **Old Covington Highway (east of SR 20/SR 138)** is a two-lane roadway between Dogwood Drive and the eastern project termini. The roadway has a posted 45-mph speed limit. This section of Old Covington Highway runs primarily east-west and serves primarily commercial properties.

- **Dogwood Drive** is a two-lane roadway. The roadway has a posted 45-mph speed limit, but in the vicinity of the retail/commercial premises west of SR 20/SR 138 the posted speed limit is 35-mph. The roadway runs primarily east-west from West Avenue to North Salem Road.

- **Green Street** is a two-lane roadway between Old Covington Highway and Dogwood Drive. The roadway has a posted 35-mph speed limit. The roadway currently runs primarily north-south, and serves primarily commercial properties.

- **SR 20/SR 138** is a four-lane undivided roadway south of the Dogwood Drive intersection. North of this intersection SR 20/SR 138 is a 5-lane undivided roadway with a center-turning lane. The roadway has a posted speed limit of 45-mph and serves primarily commercial properties in the vicinity of the project.

Planned Roadway Improvements

Old Covington Highway currently runs east-west on both sides of SR 20/SR 138, but T's into Dogwood Drive on both sides of SR 20/SR 138. Dogwood Drive forms a 4-leg signalized intersection with SR 20/SR 138. Old Covington Highway to the west of SR 20/SR 138 will be connected to Old Covington Highway to the east beneath a bridge to be constructed in the upcoming project to widen SR 20/SR 138 from I-20 East to Sigman Road. The intersection of Green Street and Old Covington Highway will be realigned to form a T-intersection. A new intersection will be constructed east of SR 20/SR 138 where the new section of Old Covington Highway connects with the existing Old Covington Highway (East).

Existing Volumes

Weekday AM (7-9) and PM (4-6) peak period turning movement counts were collected on Wednesday, January 12, 2005, and Tuesday, October 18, 2005, at the study intersections of:

- Green Street and Old Covington Highway;
- Dogwood Drive and Old Covington Highway (west);
- Dogwood Drive and SR 20/SR 138;
- Dogwood Drive and Old Covington Highway (east); and,
- Green Street and Dogwood Drive.

Figure 2 shows the existing AM and PM peak hour volumes at the study intersections. Figure 3 shows the existing lane configurations and traffic control for the study intersections.

Twenty-four hour machine counts were collected on Thursday, January 13, 2005 along the following roadways:

- Green Street;
- Old Covington Highway (east of SR 20/SR 138);
- Old Covington Highway (west of SR 20/SR 138); and
- SR 20/SR 138

A license plate survey was also conducted on Wednesday, January 12, 2005, during the AM and PM peak periods with surveys points at Green Street, Old Covington Highway (west of SR 20/SR 138), Old Covington Highway (east of SR 20/SR 138) and Dogwood Drive (east of SR 20/SR 138). The data collected from the registration survey was used to determine the volume of traffic that will re-assign to the new connector.

Figure 2. Existing Volumes

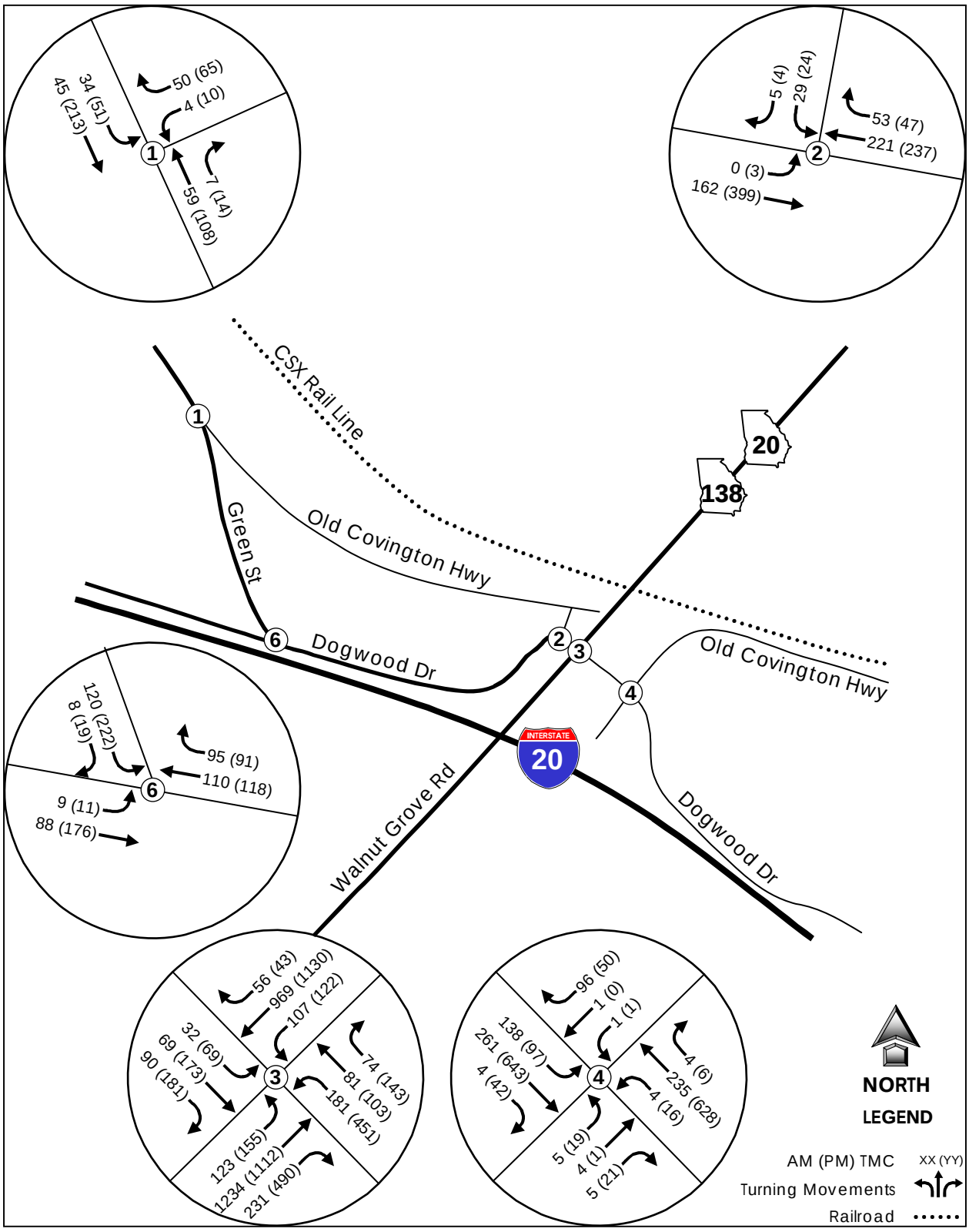
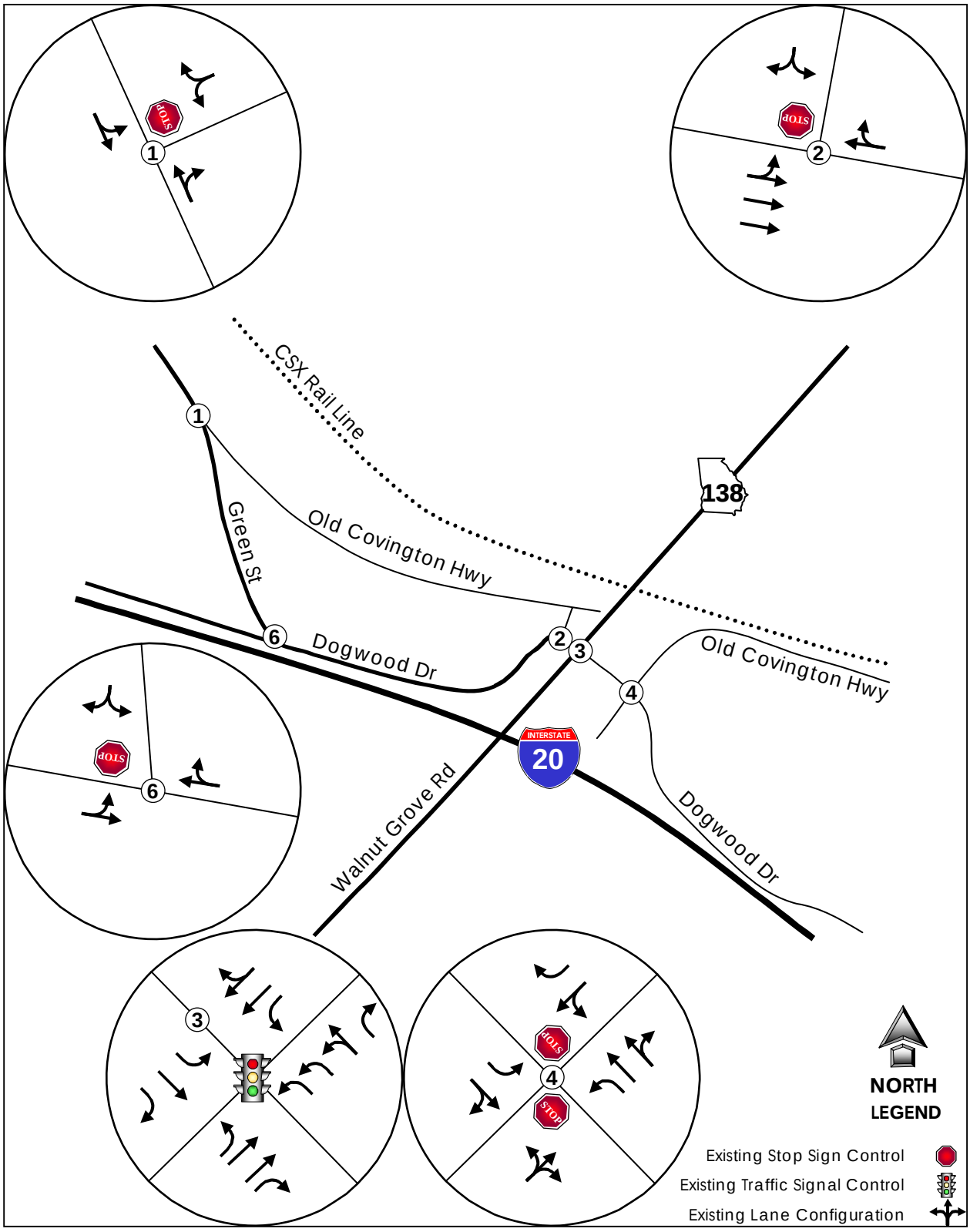


Figure 3. Existing Lane Configurations and Traffic Control



Analysis Methodology

Capacity analyses of the study intersections were completed using procedures in the Transportation Research Board's *Highway Capacity Manual (HCM), Millennium Edition*. This is the usual methodology for the analysis of traffic conditions. *Synchro 6* was used to perform the intersection analyses and HCS 3.2 was used to perform 2-lane roadway (or Mid-Block) analyses.

Operating conditions at intersections are evaluated in terms of Levels of Service (LOS). The LOS criteria for signalized and unsignalized intersections are shown in Table 1. Levels of Service A through D are generally considered to be adequate peak hour operations. Levels of Service E and F are generally considered to be inadequate conditions during the peak hour.

Levels of Service for signalized intersections and all-way stop control intersections are reported in composite fashion, i.e., one LOS for the entire intersection and are presented in terms of control delay. Levels of Service for Mid-Block are reported as Volume to Capacity (V/C) ratios.

Individual turning movements at signalized intersections may experience poor levels of service, particularly where those volumes are relatively low, while the intersection as a whole has an adequate level of service. This is because the major movements on the major roadway are given priority in assigning green signal time.

Traffic conditions at unsignalized intersections with stop sign control on the minor street only are evaluated for the minor street approach(es) and for the left-turn from the major street. This is because the major street traffic is assumed to have no delay since there is no control (no stop sign). Poor levels of service for minor street approaches at unsignalized intersections are not uncommon, because the continuous flow of traffic will always get the priority.

Levels of Service for all-way STOP controlled intersections are reported both for key intersection movements, and in composite fashion, i.e., one LOS for the entire intersection, and are based on average control delay.

The LOS criteria for signalized and unsignalized intersections, and Mid-block are shown in Table 1.

Table 1. Levels of Service Delay Criteria

Level of Service	Control Delay (seconds per vehicle)		Volume/Capacity (V/C)
	Signalized Intersection	Unsignalized Intersection	Mid-Block
A	≤ 10	≤ 10	≤ 0.15
B	>10 and ≤20	>10 and ≤15	>0.16 and ≤0.27
C	>20 and ≤35	>15 and ≤25	>0.28 and ≤0.43
D	>35 and ≤55	>25 and ≤35	>0.44 and ≤0.64
E	>55 and ≤80	>35 and ≤50	>0.65 and ≤1.00
F	> 80	> 50	> 1.01

Source: Highway Capacity Manual.

For two-way STOP controlled intersections, the HCM does not calculate a composite LOS for the entire intersection. For this reason the Intersection Capacity Utilization (ICU) method was used to show the intersection LOS. The ICU output is analogous to the intersection volume-to-capacity ratio. This is different from the methodology used for HCM LOS. The ICU LOS provides a valuable measure of the difference in LOS expected under different traffic volume and lane configuration scenarios for the entire intersection under unsignalized conditions. The ICU LOS criteria for the overall intersection for two-way STOP controlled intersections are shown in Table 2.

Table 2. ICU LOS Criteria

Level of Service	Intersection Capacity Utilization
A	0% to 55%
B	>55% to 64%
C	>64% to 73%
D	>73% to 82%
E	>82% to 91%
F	>91%

Source: based upon Synchro 6.

The ICU LOS is reported only for the overall intersection LOS for two-way STOP controlled intersections. The HCM LOS is reported for the individual movements for two-way STOP controlled intersections. All other Levels of Service reported in this study are the HCM 2000 LOS.

Capacity Analyses: Existing Conditions

The results of the capacity analyses for existing conditions at the study intersections and mid-block section are presented in Tables 3 and 4, respectively. If traffic operations were found to be poor, feasible improvements were tried to enhance traffic conditions to adequate Levels of Service.

Table 3. Existing Levels of Service for Intersections

Intersection		Control	Movement	Level of Service			
				AM Peak Hour		PM Peak Hour	
#	Name			LOS	Overall	LOS	Overall
1	Green St at Old Covington Hwy	Unsignalized	SB	A	A*	A	A*
			WB	A		A	
2	Dogwood Dr at Old Covington Hwy (west)	Unsignalized	SB	B	A*	B	A*
			EB	A		A	
3	Dogwood Dr at SR 20/SR 138	Signalized	N/A	N/A	D	N/A	D
4	Dogwood Dr at Old Covington Hwy (east)	Unsignalized	NB	C	A*	E	B*
			SB	A		B	
			EB	A		A	
			WB	A		A	
6	Green St at Dogwood Dr	Unsignalized	SB	B	A*	B	A*
			EB	A		A	

* ICU Level of Service

Table 4. Existing Levels of Service for Mid-block

Roadway	Between	Level of Service	
		AM	PM
Old Covington Hwy	Green St and Dogwood Dr	A	B

As seen in Table 3, the study intersections currently operate at adequate overall Levels of Service. However, the northbound approach (a cul-de-sac serving several retail premises) at the Dogwood Drive and Old Covington Highway (east) intersection is operating at inadequate Levels of Service during the PM peak hour. Due to close proximity of two existing signalized intersections, it is not feasible to install a traffic signal at this intersection. The installation of sign R10-7 "DO NOT BLOCK INTERSECTION" on the eastbound and westbound approaches of this intersection would assist emerging side

street traffic such that queuing traffic on the major street would not block the side streets.

Table 4 shows that the existing section of Old Covington Highway, west of SR 20/138, operates at adequate Levels of Service.

Collision Analysis

A collision analysis was performed for the study intersections. Crash rates were developed using the following equation:

$$R = C \times 1{,}000{,}000 \div (T \times V \times 365)$$

Where C represents the number of collisions over a specific period of time; T represents the specific period of time in years; V represents the total average daily traffic volumes entering the intersection; and R represents the collision rate per million entering vehicles.

Collision records for the past three years for the study intersections were provided by Rockdale County. These records included pertinent information such as:

- Date, time, and location of the incident;
- Orientation of the collision; and
- Number of injuries, fatalities, if any.

The collision history for the study intersections are illustrated in diagrams presented in Figures 4 through 8.

Utilizing the 24-hour machine counts, the average daily traffic (ADT) volumes were determined at each study intersection. Table 5 presents the collision rates that were calculated for the study intersections.

Table 5. Collision Rates

Intersection	C (# Crashes)	T (Years)	V (Total Entering ADT)	R (Rate)
Green St at Old Covington Hwy	9	3	6,103	1.3467
Dogwood Dr at Old Covington Hwy (west)	7	3	15,207	0.4204
Dogwood Dr at SR 20/SR 138	161	3	58,300	2.5220
Dogwood Dr at Old Covington Hwy (east)	62	3	38,200	1.4822
Green St at Dogwood Dr	10	3	7,516	1.2151

Figure 4. Three Year Collision History for Green Street at Old Covington Highway (2002-2004)

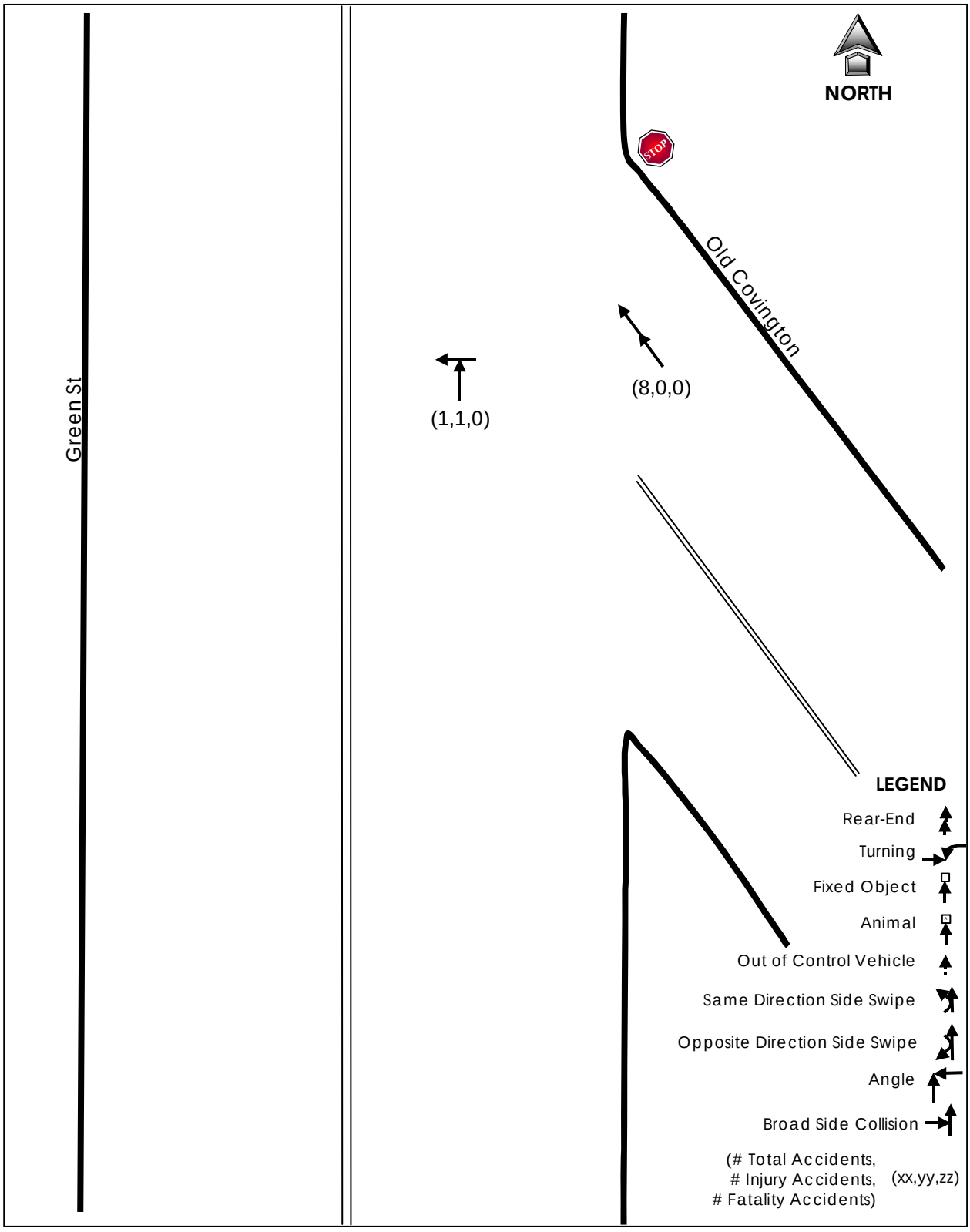


Figure 5. Three Year Collision History for Old Covington Highway (west) at Dogwood Drive (2002-2004)

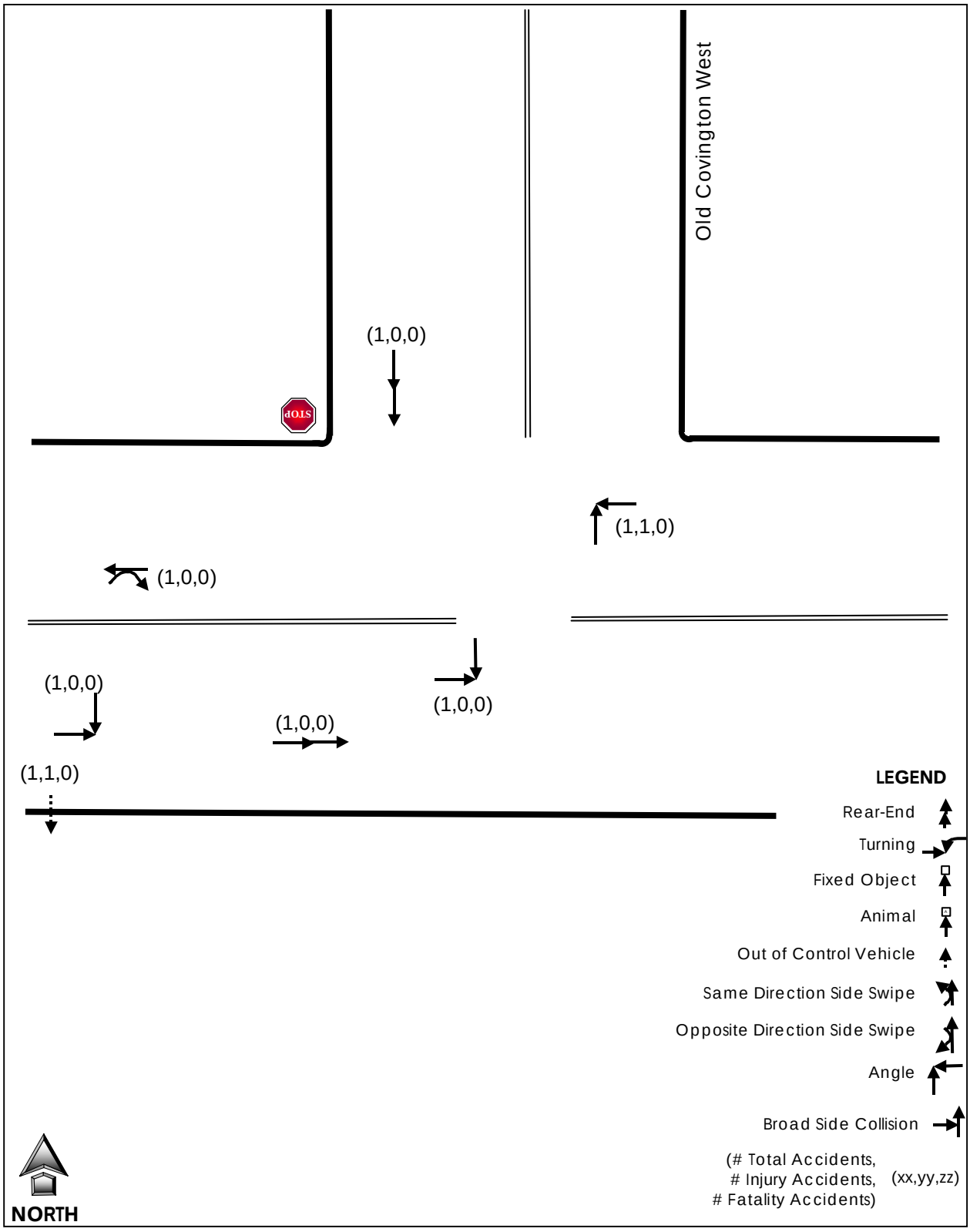


Figure 6. Three Year Collision History for Dogwood Drive at SR 20/138 (2002-2004)

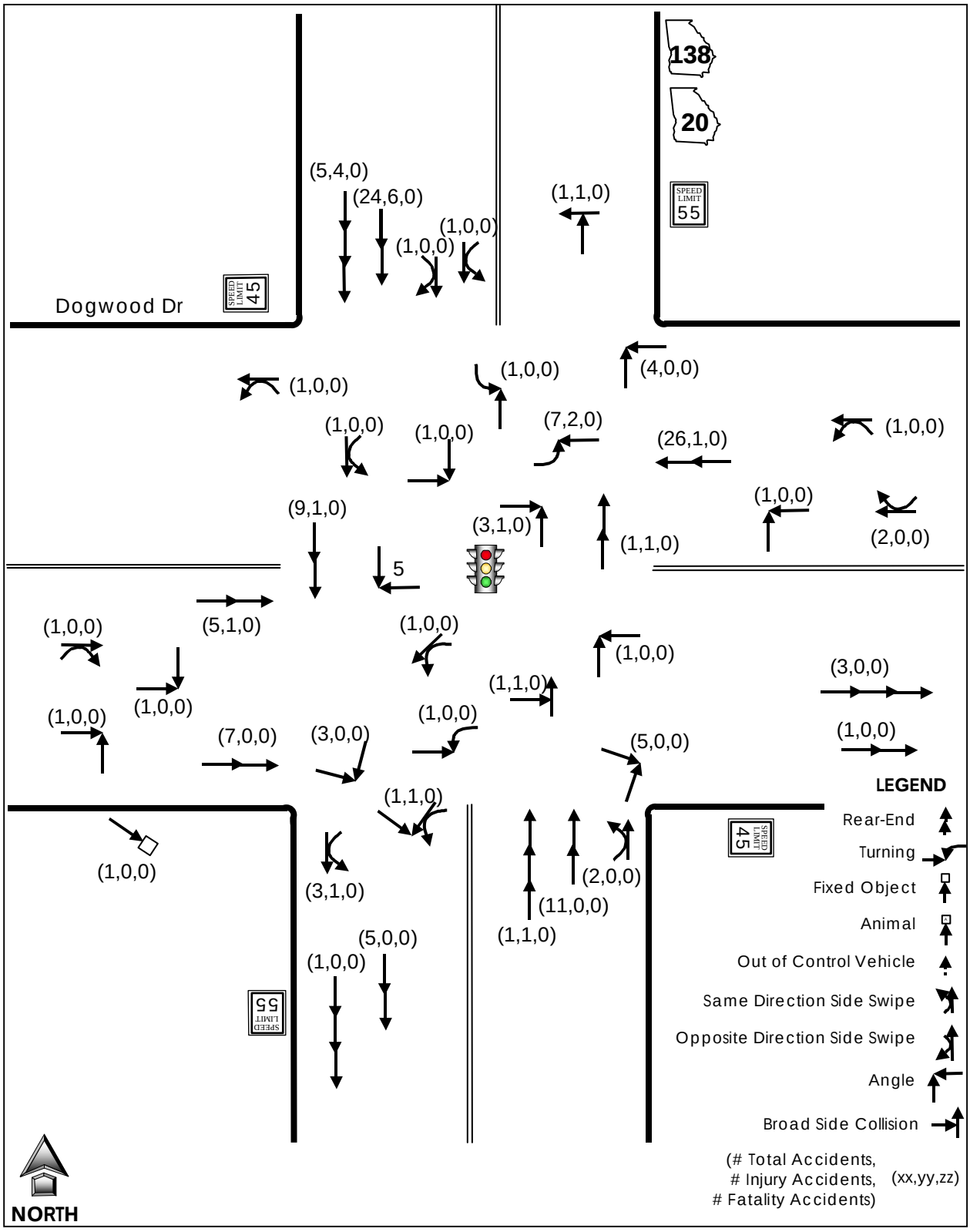


Figure 7. Three Year Collision History for Old Covington Highway (east) at Dogwood Drive (2002-2004)

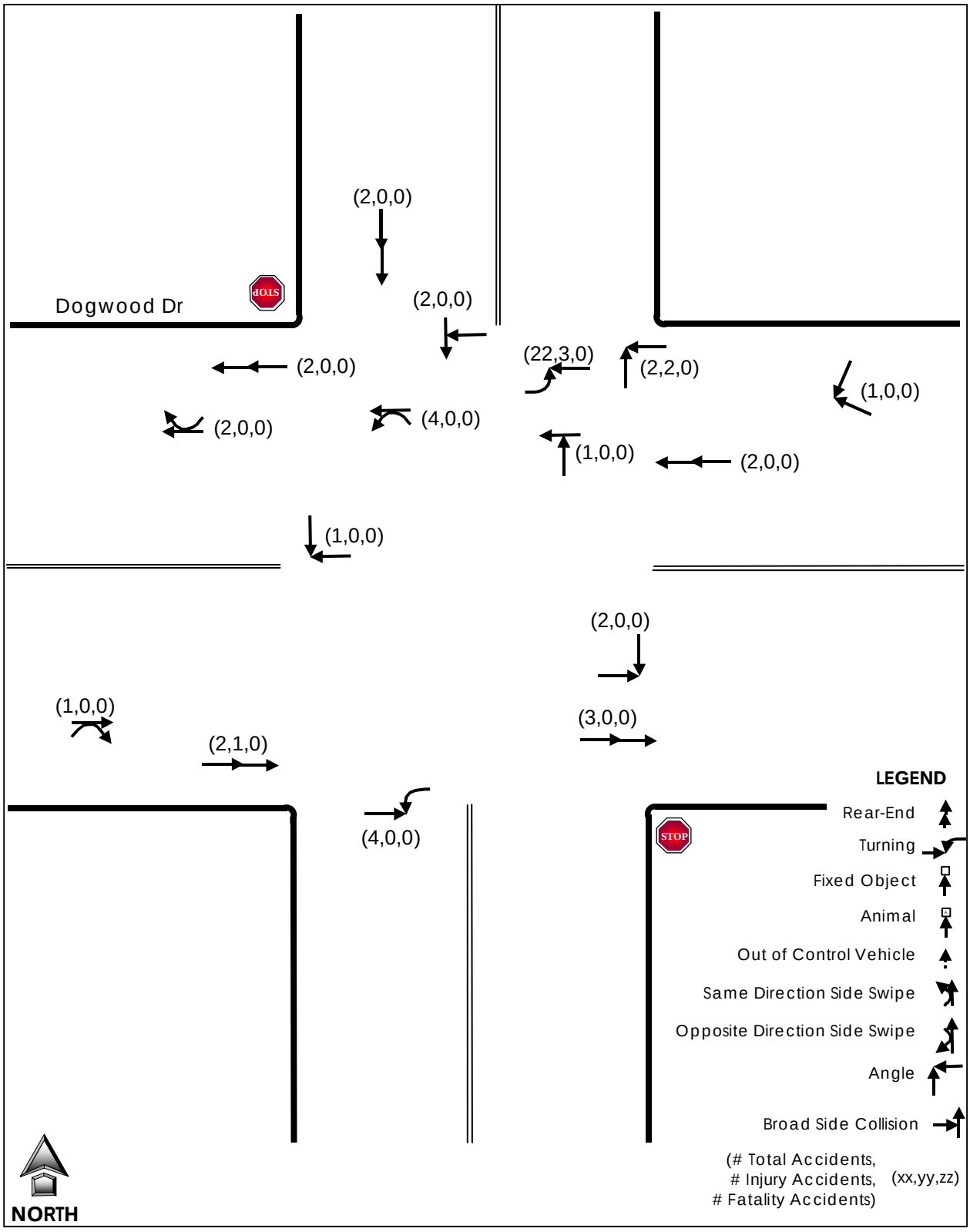
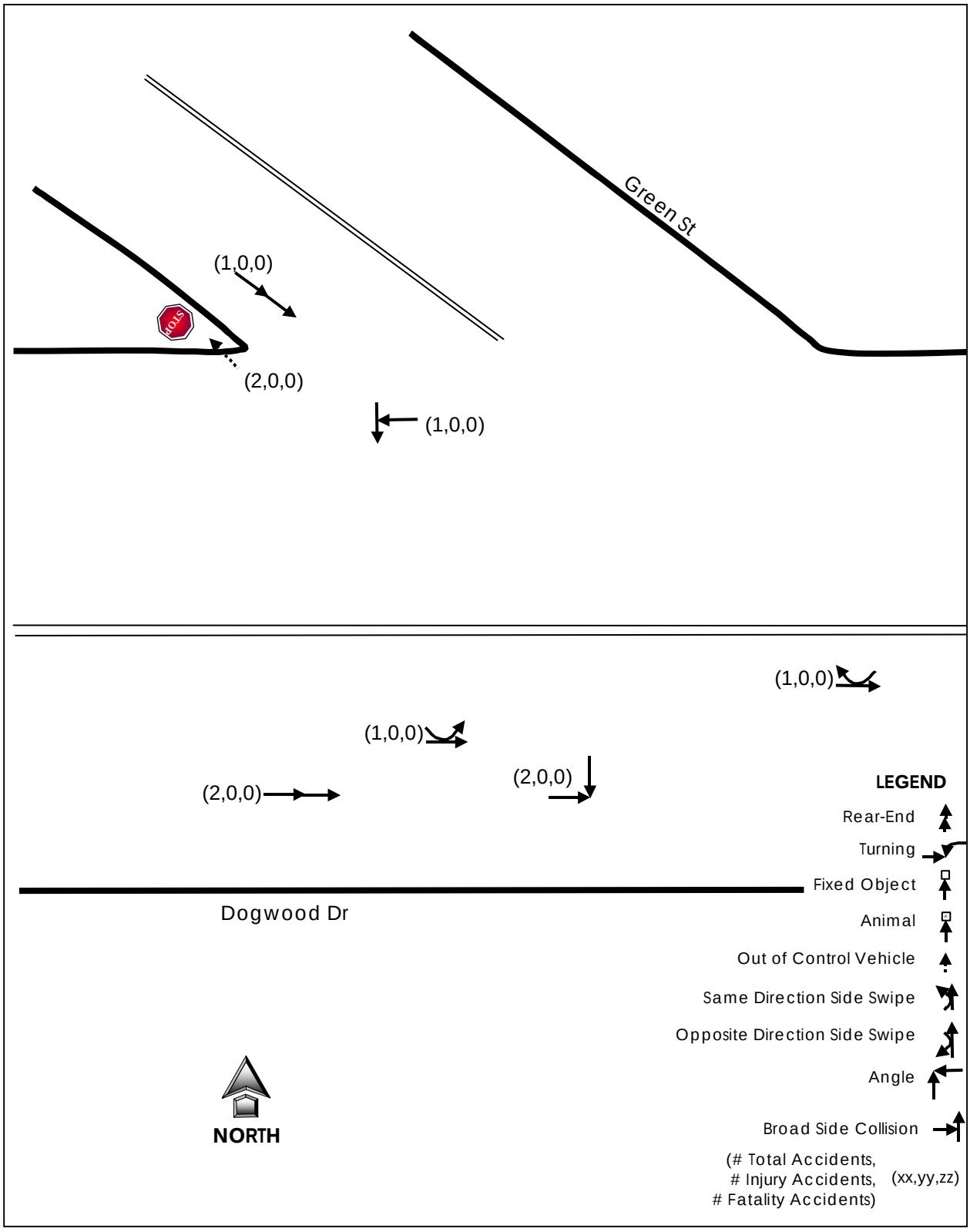


Figure 8. Three Year Collision History for Green Street at Dogwood Drive (2002-2004)



Traffic Projections

Utilizing the license plate survey data, the existing east-west traffic along Old Covington Highway (east and west of SR 20/SR 138) and along Green Street was re-assigned to the new connector. Additionally, the east-west movement across the intersection of Dogwood Drive and SR 20/SR 138 was reviewed to determine what proportion, if any, would re-assign to the new connector. The functional classification of Old Covington Highway is expected to remain unchanged as an Urban Collector Street.

2008 Traffic Projections

Between the time this study is performed and the year the project is open to traffic (2008), the traffic volumes on the roadways are expected to increase due to other developments that will occur in the area. Historical counts near the vicinity of the study intersections were researched using the Georgia Department of Transportation (GDOT) coverage counts as a base. The counts between 1997 and 2003 on SR 20/SR 138, Dogwood Drive, Old Covington Highway and Green Street fluctuate from year to year; therefore, it was not possible to determine an accurate yearly growth rate. Based on experience conducting other projects throughout the metro-Atlanta region, the growth over the next 20 years is expected to be somewhat significant early on and then taper off as land available for development becomes sparse. As on similar projects in other parts of the metro-Atlanta region, a growth factor of 5% per year to opening year has been used.

The annual growth rate was applied to the reassigned and adjusted peak hour turning movement volumes to develop 2008 open to traffic year volumes for the study intersections.

Figure 9 shows the forecasted 2008 volumes for the study intersections.

It was assumed that, at the intersection of Green Street and Old Covington Highway, the priority will be revised to the east-west movement rather than the existing west-south movement, and that turn lanes are to be provided for all approaches as safety and operations will warrant this. The new intersection of Old Covington Highway Connector and Old Covington Highway east was assumed to also have east-west priority and right turn lanes. Also, the short section of Old Covington Highway connecting to Dogwood Drive west of SR 20/SR 138 was assumed closed to traffic. Finally, the new section of Old Covington Highway from Green Street to 0.3 miles east of Green Street was assumed to be a three-lane roadway with a center turning lane, the remaining section was assumed to be two-lanes. Figure 10 shows the assumed lane configuration and traffic control at the proposed new intersections.

Figure 9. 2008 Traffic Volumes

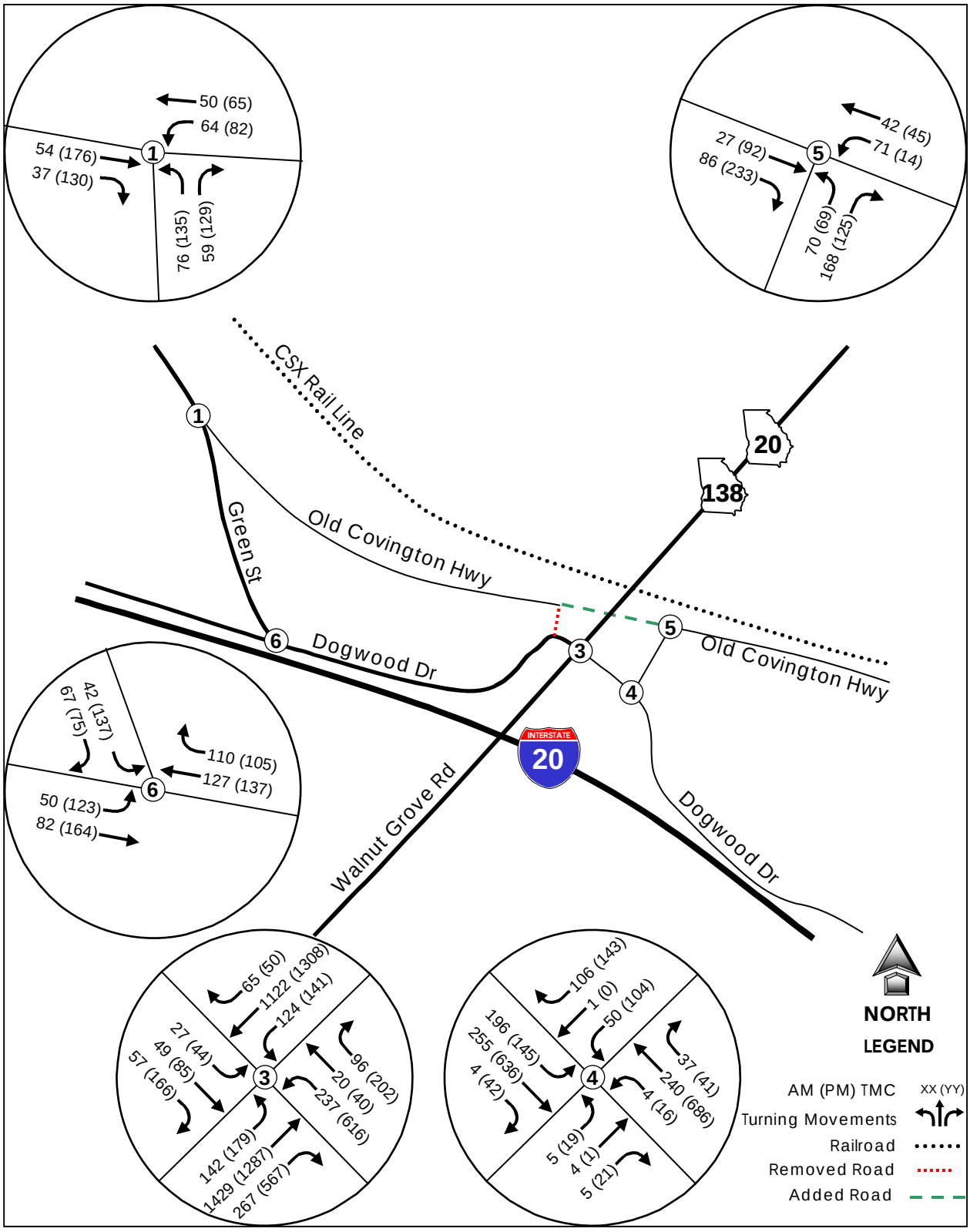
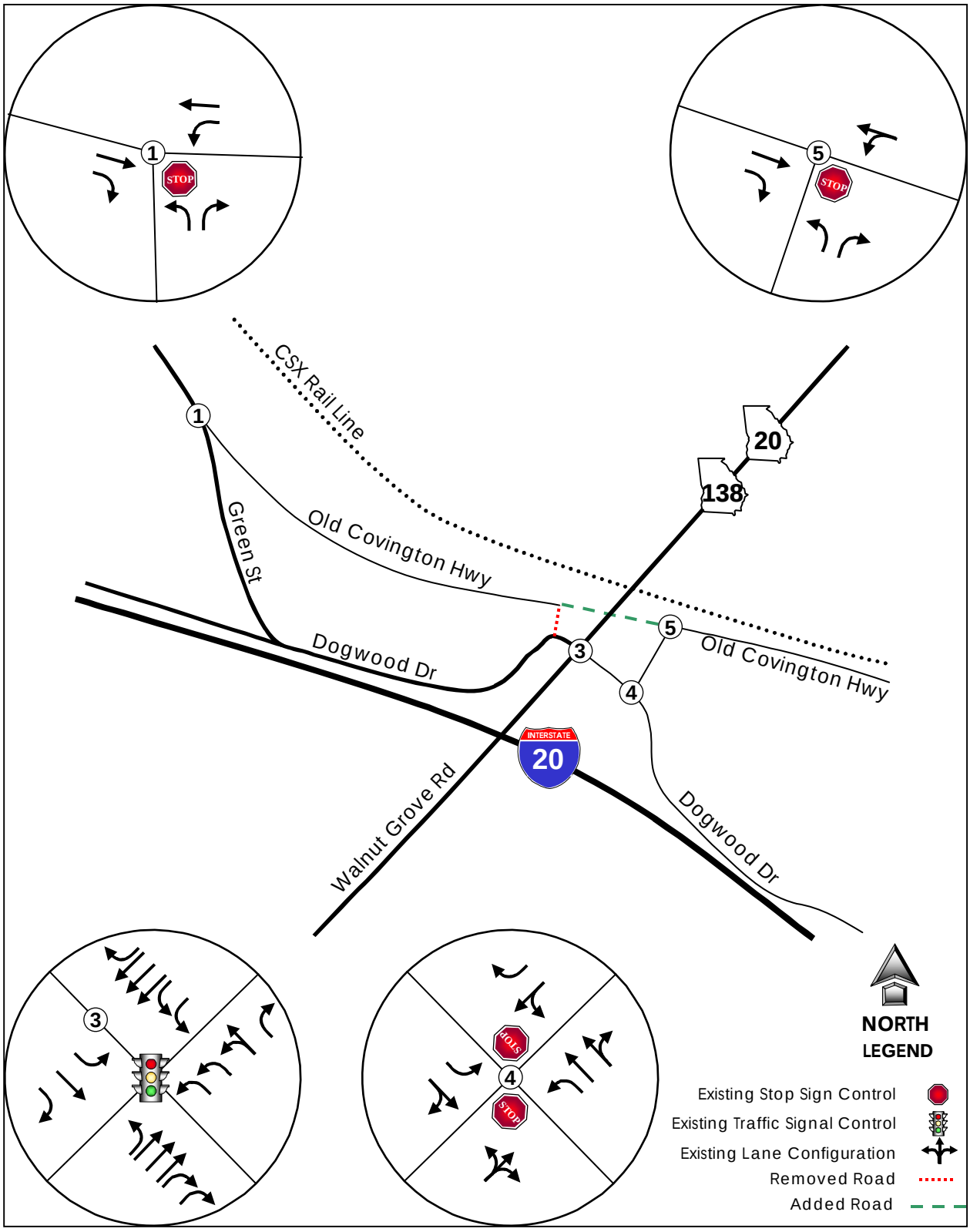


Figure 10. Assumed Lane Configurations and Traffic Control



GDOT has plans to widen SR 20/SR 138 to a 6-lane divided roadway from just north of I-20 to Sigman Road. This includes improvements to the intersection of Dogwood Drive and SR 20/SR 138 where a through lane and a turn lane will be added to the SR 20/SR 138 approaches. For the purposes of this study, it was assumed that GDOT's project will be complete and open to traffic in year 2008.

Capacity Analyses: 2008 Conditions

The results of the capacity analyses for 2008 traffic conditions for the study intersections and mid block section are presented in Table 6 and 7, respectively. If traffic operations were found to be poor, feasible improvements were tried to enhance traffic conditions to adequate Levels of Service.

Table 6. 2008 Levels of Service for Intersections

Intersection		Control	Movement	Level of Service			
				AM Peak Hour		PM Peak Hour	
#	Name			LOS	Overall	LOS	Overall
1	Green St at Old Covington Hwy	Unsignalized	NB	B	A*	B	A*
			WB	A		A	
2	Dogwood Dr at Old Covington Hwy (west)	N/A	N/A	-	-	-	-
3	Dogwood Dr at SR 20/SR 138	Signalized	N/A	N/A	D	N/A	D
4	Dogwood Dr at Old Covington Hwy (east)	Unsignalized	NB	C	A*	F	B*
			SB	C		F	
			EB	A		B	
			WB	A		A	
5	New Link at Old Covington (west)	Unsignalized	NB	A	A*	A	A*
			WB	A		A	
6	Green St at Dogwood Dr	Unsignalized	SB	B	A*	C	A*
			EB	A		A	

* ICU Level of Service

Table 7. 2008 Levels of Service for Mid block

Roadway	Between	Level of Service	
		AM	PM
Old Covington Hwy	Green St and Old Covington Hwy (east)	B	B

As seen in Table 6, the study intersections will operate with adequate overall Levels of Service with the assumed lane configurations and traffic control in the opening year 2008. However, the northbound and southbound approaches at the Dogwood Drive and Old Covington Highway (east) intersection will operate with inadequate Levels of Service during the PM peak hour. As previously discussed, the installation of sign R10-7 "DO NOT BLOCK INTERSECTION" on the eastbound and westbound approaches of this intersection would assist emerging side street traffic.

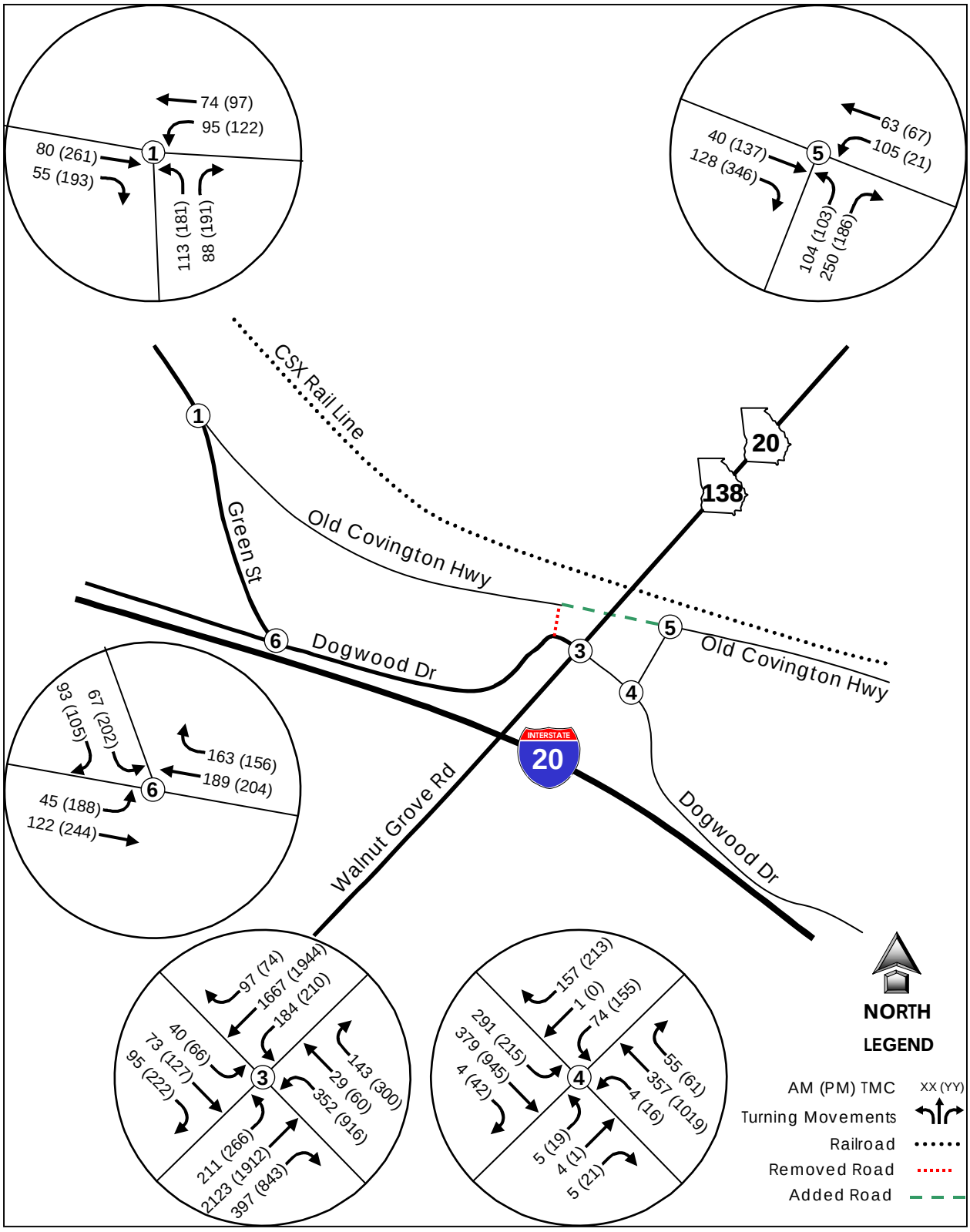
Table 7 shows that the new section of Old Covington Highway will operate at adequate Levels of Service in 2008, the year of opening.

2028 Traffic Projections

In the period between 2008 and 2028, traffic on the roadways is expected to experience further increase because of general development and growth. Therefore, as in the 2008 analysis, historical counts near the vicinity of the study intersections were researched using Georgia Department of Transportation's (GDOT) coverage counts as a base. The counts between 1997 and 2003 fluctuated and an average growth rate could not be determined. Based on experience of conducting projects throughout the metro-Atlanta region, the growth over the next 20 years is expected to be somewhat significant early on and then taper off as land available for development becomes sparse. As on similar projects in other parts of the metro-Atlanta region, a growth factor of 2% per year from opening year to design year has been used.

The annual growth rate was applied to the 2008 peak hour turning movement volumes over a 20-year period to develop 2028 peak hour turning movement volumes. Figure 11 shows the 2028 turning movement volumes.

Figure 11. 2028 Traffic Volumes



Capacity Analyses: 2028 Conditions

The results of the capacity analyses for the 2028 traffic conditions for the study intersections and mid block section are presented in Tables 8 and 9, respectively. If traffic operations were found to be poor, feasible improvements were tried to enhance traffic conditions to adequate Levels of Service.

Table 8. 2028 Levels of Service for Intersections

Intersection		Control	Movement	Level of Service			
				AM		PM	
#	Name			LOS	Overall	LOS	Overall
1	Green St at Old Covington Hwy	Unsignalized	NB	B	A*	C	A*
			WB	A		A	
2	Dogwood Dr at Old Covington Hwy (west)	N/A	N/A	-	-	-	-
3	Dogwood Dr at SR 20/SR 138	Signalized	N/A	N/A	E	N/A	E
4	Dogwood Dr at Old Covington Hwy (east)	Unsignalized	NB	F	A*	F	D*
			SB	F		F	
			EB	A		B	
			WB	A		B	
5	New Link at Old Covington (west)	Unsignalized	NB	B	A*	B	A*
			WB	A		A	
6	Green St at Dogwood Dr	Unsignalized	SB	B	A*	F	C*
			EB	A		A	

* ICU Level of Service

Table 9. 2028 Levels of Service for Mid-block

Roadway	Between	Level of Service	
		AM	PM
Old Covington Hwy	Green St and Old Covington Hwy (east)	B	C

As seen in Table 8, with the assumed lane configurations and control, all study intersections with exception of the intersection of Dogwood Drive and SR 138/SR 20 will operate with adequate overall Levels of Service in the design year 2028. The

intersection of SR 138/SR 20 and Dogwood Drive will operate with inadequate overall Levels of Service "E" in both peak hours. However, there are no further feasible improvements that could be made.

The northbound and southbound approaches at the Dogwood Drive and Old Covington Highway (east) intersection will operate with inadequate Levels of Service during both peak hours. As previously discussed, the installation of sign R10-7 "DO NOT BLOCK INTERSECTION" on the eastbound and westbound approaches of this intersection would assist emerging side street traffic.

The southbound approach at the intersection of Green Street at Dogwood Drive is expected to operate inadequately during the PM peak hour.

As seen in Table 9, Old Covington Highway will continue to operate with adequate Levels of Service in 2028.

Turn Lane Lengths

Turn lane lengths for the proposed and recommended right-turn and left-turn lanes from the 2028 capacity analyses were developed using the *GDOT Regulations for Driveway and Encroachment Control* standards.

Two guidelines were identified for determining the turn lane taper and full width storage lengths in the GDOT standards. They included the following:

Guideline A

Table 10. Minimum Right-Turn Lane Lengths

Speed (mph)	Taper (ft)	Full Width Storage (ft)
25	50	-
30	50	75
35	**50**	**100**
40	50	150
45	100	175
50	100	225
55	100	250
60	100	300
65	100	350

Guideline B

Table 11. Minimum Left-Turn Lane Lengths

Speed (mph)	Approach Taper (ft)		Taper (ft)	Full Width Storage (ft)
	6' Shift	12' Shift		
30	90	180	50	135
35	**125**	**250**	**50**	**160**
40	160	320	50	210
45	270	540	100	235
50	300	600	100	260
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

Table 12 shows the minimum storage length from the GDOT guidelines, the storage length to accommodate the peak hour volumes, and the storage length to provide (the longer of the minimum storage length from the GDOT guidelines or the storage length to accommodate the peak hour volumes) for each approach.

Table 12. Recommended GDOT Turn Lane Lengths

Intersection	Movement	Minimum Storage Length from GDOT Guidelines	Storage Length to Accommodate Volume	Storage Length to Provide
Green St at Old Covington Hwy	NB Right	100 ft	200 ft	200 ft
	EB Right	75 ft	175 ft	175 ft
	WB Left	160 ft	125 ft	160 ft
Old Covington Hwy at Old Covington Conn.	NB Right	175 ft	175 ft	175 ft
	EB Right	100 ft	300 ft	300 ft

4. AVERAGE DAILY TRAFFIC VOLUMES

Projected 2008 and 2028 Average Daily Traffic (ADT) Volumes

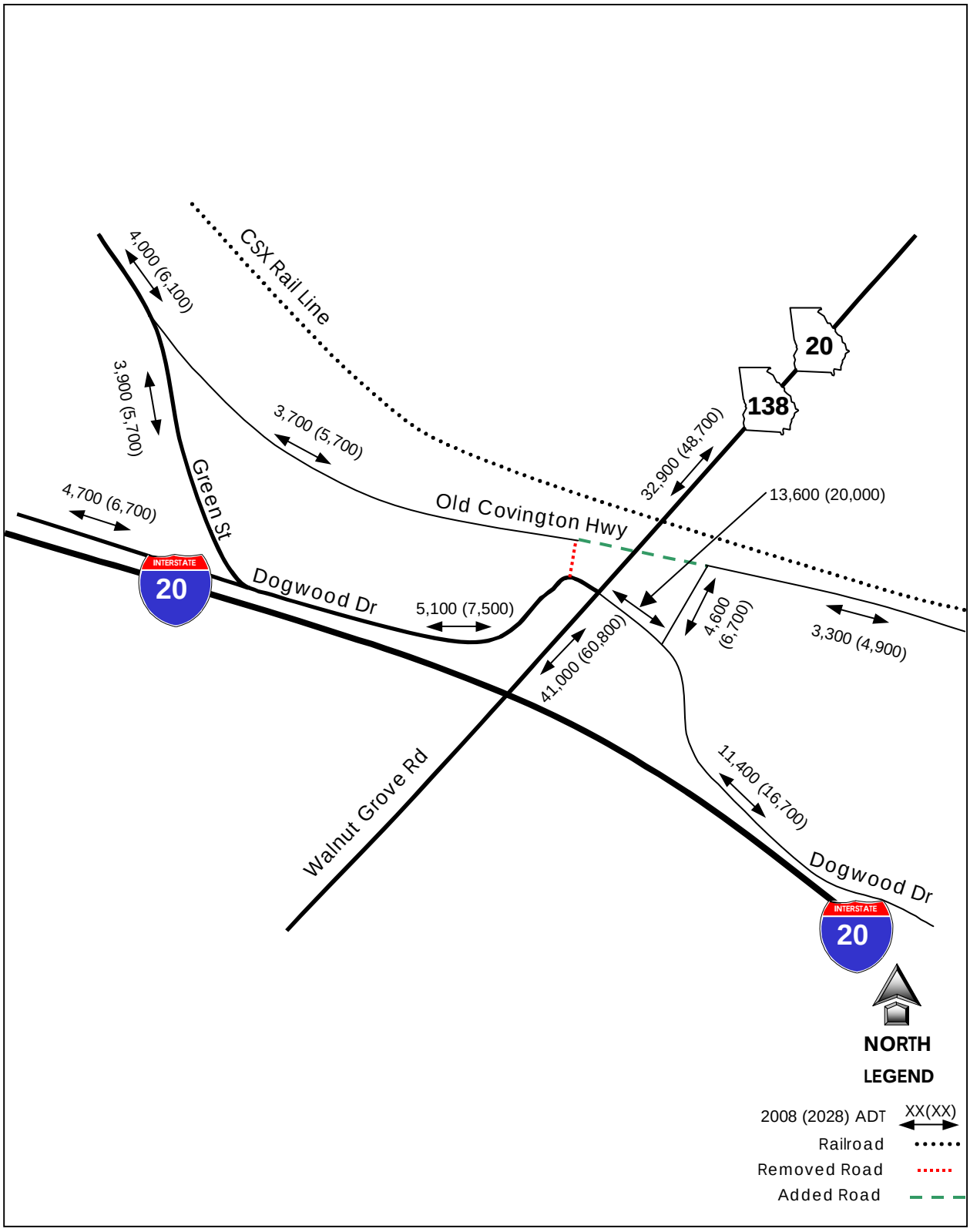
The projected Average Daily Traffic (ADT) Volumes for years 2008 and 2028 were developed for the project roadway network utilizing the 24-hour machine counts collected along Green Street; Old Covington Highway (east of SR 20/SR 138); Old Covington Highway (west of SR 20/SR 138); and SR 20/SR 138; and also utilizing the 2008 and 2028 projected AM and PM peak hour turning movement volumes developed for future conditions capacity analysis at the study intersections.

Between the time this study is performed and the year the project is open to traffic (2008), the traffic volumes on the roadways are expected to increase due to other developments that will occur in the area. Historical counts near the vicinity of the study intersections were researched using the Georgia Department of Transportation (GDOT) coverage counts as a base. The counts between 1997 and 2003 on SR 20/SR 138, Dogwood Drive, Old Covington Highway and Green Street fluctuate from year to year; therefore, it was not possible to determine an accurate yearly growth rate. Based on experience conducting other projects throughout the metro-Atlanta region, the growth over the next 20 years is expected to be somewhat significant early on and then taper off as land available for development becomes sparse. As on similar projects in other parts of the metro-Atlanta region, a growth factor of 5% per year to opening year has been used.

In the period between 2008 and 2028, traffic on the roadways is expected to experience further increase because of general development and growth. Therefore, as in the 2008 analysis, historical counts near the vicinity of the study intersections were researched using Georgia Department of Transportation's (GDOT) coverage counts as a base. The counts between 1997 and 2003 fluctuated and an average growth rate could not be determined. Based on experience of conducting projects throughout the metro-Atlanta region, the growth over the next 20 years is expected to be somewhat significant early on and then taper off as land available for development becomes sparse. As on similar projects in other parts of the metro-Atlanta region, a growth factor of 2% per year from opening year to design year has been used.

Figure 12 presents the projected opening year (2008) and design year (2028) ADT volumes on the project roadway network.

Figure 12. 2008 and 2028 Annual Daily Traffic (ADT) Volumes



5. CONCLUSIONS

It is the aim of this report to identify the existing and future traffic operations for Old Covington Highway in Rockdale County, Georgia and recommend cross section and intersection design and improvements where necessary.

Old Covington Highway currently runs east-west with a gap in connectivity across SR 20/SR 138 where it T's into Dogwood Drive on both sides of SR 20/SR 138. Old Covington Highway intersects with Green Street, and intersects with Dogwood Drive on both sides of SR 20/SR 138. The two sides of Old Covington Highway will be connected beneath SR 20/SR 138 so as to create a continuous roadway from West Street in the west to North Salem Road in the east.

The results of the existing conditions analyses indicated that all study intersections are operating at adequate overall Levels of Service. However, the northbound approach at the Dogwood Drive and Old Covington Highway (east) intersection is operating at inadequate Levels of Service during the PM peak hour. Due to close proximity of two existing signalized intersections, this intersection cannot be signalized. It is recommended that sign R10-7 "DO NOT BLOCK INTERSECTION" be installed on the eastbound and westbound approaches of this intersection. This would assist emerging side street traffic.

The existing conditions analysis also indicated that the section of Old Covington Highway west of SR 20/SR 138 is also operating at adequate overall Levels of Service.

The proposed connection of Old Covington Highway included the following:

- A three-lane cross section from the new intersection of Green Street and Old Covington Highway for 0.3 miles eastward, and a two-lane cross-section for the remaining 0.5 miles east to the new intersection of Old Covington Highway (east) and Old Covington Highway;
- Closure of the T-intersection with Dogwood Drive west of SR 20/SR 138;
- Change in priority at the intersection of Green Street and Old Covington Highway;
- Separate turn lanes at the intersection of Green Street and Old Covington Highway; and
- Separate turn lanes at the new intersection of Old Covington Highway (east) and Old Covington Highway connector.

In 2008, the study intersections will operate at adequate overall Levels of Service with the assumed lane configurations and traffic control. The northbound and southbound approaches at the Dogwood Drive and Old Covington Highway (east) intersection will operate with inadequate Levels of Service during the PM peak hour.

Also in 2008, the new section of Old Covington Highway will operate at adequate Levels of Service.

In 2028, with the assumed lane configurations and traffic control, the study intersections are expected to continue to operate at adequate overall Levels of Service with the exception of the intersection of SR 20/SR 138 and Dogwood Drive during the PM peak hour. However, there are no further feasible improvements for the intersection in 2028. The northbound and southbound approaches at the Dogwood Drive and Old Covington Highway (east) intersection will operate with inadequate Levels of Service during both peak hours. The southbound approach at the intersection of Green Street at Dogwood Drive will operate at inadequate LOS during the PM peak hour.

Also in 2028, the new section of Old Covington Highway will continue to operate at adequate Levels of Service.

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LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

ROCKDALE COUNTY, GEORGIA

for

PRIORITY LAND TRANSPORTATION PROJECT
OLD COVINGTON HIGHWAY FROM GREEN STREET TO OLD COVINGTON HIGHWAY (EAST OF SR 138)

This AGREEMENT is made and entered into this 29th day of Sept, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and ROCKDALE COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct the land transportation project described as Old Covington Highway from Green Street to Old Covington Highway (east of SR 138) in Rockdale County, Georgia, currently described as Georgia Department of Transportation Project Number STP-9336(1), P. I. Number 752270, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT, the COUNTY, the Georgia Regional Transportation Authority, a public authority of the State of Georgia ("GRTA"), and the State Road and Tollway Authority, a public authority of the State of Georgia ("SRTA"), previously entered into an Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects ("Intergovernmental Agreement") concerning specific commitments of the respective parties to support the implementation of this PROJECT; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW, THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the COUNTY hereby agree each with the other as follows:

1. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases"). To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is $1,391,000.00.

2. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for this PROJECT is limited to that amount currently identified in paragraph 1 of this Agreement.

3. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.

4. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits.

5. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STIP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.

6. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the COUNTY as provided for in paragraph 6b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (p.m.) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act, ("NEPA"). This shall include, but not be limited to, any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), hazardous waste site, and environmental justice studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practices.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.

j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.

k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

l. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.

7. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.

8. The PROJECT construction and right of way plans shall be prepared in English Units.

9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per the DEPARTMENT's guidelines on electronic file management.

10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.

11. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between

the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

12. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

13. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and that certification that all needed permits for the PROJECT have been obtained by the COUNTY, the COUNTY shall let the PROJECT for construction. The COUNTY shall be solely responsible for securing and awarding the construction contract for the PROJECT. The COUNTY shall perform and bear all costs associated with inspection and materials testing during construction. Such inspection and materials testing shall be done in accordance with the Transportation Online Policy and Procedure System 5020-1 on file at the DEPARTMENT and available to the COUNTY.

15. The COUNTY shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.

16. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.

17. The COUNTY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by COUNTY to address the errors or deficiencies within 30 days shall cause the COUNTY to assume all

responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The COUNTY shall, to the extent allowable by law, also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT.

18. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:

    a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of $175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.

    b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.

    c. The governing authority of each local unit of government having expenditures of less than $175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.

    d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.

19. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

20. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties, and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.

21. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between

the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

State Urban Design Engineer

Director of Preconstruction

Chief Engineer

BOARD OF COMMISSIONERS
Rockdale County, Georgia

BY: _____
Chairman

Signed, sealed and delivered this day of 29 Sept 2003, in the _____ presence of:

_____
Witness

_____
Notary Public Rockdale Co. Notary Public
My Commission Expires:
June 21, 2006

DEPARTMENT OF TRANSPORTATION

BY: _____
Commissioner

This Agreement approved by the Rockdale County Commission at a meeting held at 901 Main Street this 29th day of Sept, 2003.

ATTEST:

Treasurer

_____
Clerk of Commission

Reviewed as to Legal Form:

Office of Legal Services

ADDENDUM TO
LOCAL GOVERNMENT PROJECT AGREEMENT
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 3rd day of December, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and ROCKDALE COUNTY, GEORGIA, acting by and through its Board of Commissioners ("COUNTY").

W I T N E S S E T H: That;

WHEREAS, the DEPARTMENT and the COUNTY entered into that certain Agreement between Department of Transportation State of Georgia and Rockdale County, dated October 29, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation project improvements described as Old Covington Highway from Green Street to Old Covington, currently identified as Georgia Department of Transportation Project Number STP-9336(1), P.I. Number 752270, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT and the COUNTY, together with the GEORGIA REGIONAL TRANSPORTATION AUTHORITY, a public authority of the State of Georgia ("GRTA"), and the STATE ROAD AND TOLLWAY AUTHORITY, a public authority of the State of Georgia ("SRTA") entered into that certain Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects, dated June 13, 2002 (the "Intergovernmental Agreement"); and

WHEREAS, Section 2.6 of the Intergovernmental Agreement requires the DEPARTMENT and the COUNTY to amend the Local Government Project Agreement to clearly indicate the parties' respective roles and responsibilities with respect to each Land Transportation Project (as defined in the Intergovernmental Agreement); and

WHEREAS, the DEPARTMENT and the COUNTY desire to enter into this Addendum to the Local Government Project Agreement as required by the Intergovernmental Agreement, on the terms and conditions hereinafter set forth; and

NOW, THEREFORE, for and in consideration of the mutual promises made and of the benefits to flow from one to the other, the adequacy and sufficiency of which are hereby acknowledged, the DEPARTMENT and the COUNTY agree as follows:

1. Recitals; Definitions. The foregoing Recitals are true, correct and complete and are hereby incorporated in this Addendum by this reference. All capitalized terms used herein and not otherwise defined herein shall have the meanings ascribed to them in the Intergovernmental Agreement.

2. Projects. The PROJECT identified under this Addendum to the Local Government Project Agreement is acknowledged to be one of the Land Transportation Projects specified in the Intergovernmental Agreement. The COUNTY acknowledges and agrees that the PROJECT is and shall at all times be for the essential public purpose of providing facilities and services to meet land public transportation needs and environmental standards for the State of Georgia and to aid in the accomplishment of the purposes of GRTA.

3. Schedule. In addition to the provisions of the Local Government Project Agreement, the DEPARTMENT and the COUNTY recognize the need to maintain the PROJECT schedule for SRTA purposes and shall complete the PROJECT in accordance with the detailed project schedule attached hereto as Schedule A as near as practicable, provided that SRTA shall be notified by the COUNTY if a PROJECT milestone will be missed and what corrective actions will take place to reinstate the PROJECT schedule.

4. Funding. Notwithstanding the provisions of the Local Government Project Agreement, the PROJECT shall be funded as described in the Intergovernmental Agreement and as set forth below:

   4.1 The COUNTY will submit requisitions to the DEPARTMENT solely for, and will apply the proceeds received from the DEPARTMENT solely to, the payment of costs associated with the PROJECT.

   4.2 Each requisition for funds shall include the certifications substantially as described in Schedule B hereto, including a certificate of compliance with the Sources and Uses of Funds attached as Schedule C hereto (the "Sources and Uses of Funds Schedule") or an explanation of variances thereto.

   4.3 Each requisition for funds shall include evidence of payment by the COUNTY of the work or services for which the COUNTY would seek reimbursement.

5. Applicable Regulations. The COUNTY shall follow the DEPARTMENT's Plan Development Process and all applicable federal regulations, requirements, and restrictions in order to maintain federal eligibility for reimbursement through the Federal Highway Administration, if any, regardless of fund availability through the Intergovernmental Agreement.

6. Intergovernmental Agreement. The Intergovernmental Agreement is hereby incorporated in this Addendum by this reference. Nothing contained herein shall modify or amend any provision of the Intergovernmental Agreement. In the event of a conflict between the Local Government Project Agreement, this Addendum to the Local Government Project Agreement, and the Intergovernmental Agreement, the provisions of the Intergovernmental Agreement shall control.

7. No Further Modification. In the event of any inconsistency between the Local Government Project Agreement and this Addendum, the terms of this Addendum shall control. Except as otherwise modified herein, all terms and conditions in the Local Government Project Agreement shall remain in full force and effect.

8. Limited Purposes. The parties to this Addendum acknowledge and agree that this is a limited undertaking for the sole purpose of addressing the matters expressly agreed to herein. The parties hereto agree to work together in good faith to resolve any issues that arise and are not addressed in this Addendum.

9. Non-Discrimination. During the term of this Addendum, the parties agree to abide by the provisions of Executive Order 11246 on non-discrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The parties will take affirmative action to ensure that perspective employees are employed without regard to their race, color, religion, sex or national origin. It is further agreed that the parties shall comply and shall require their contractors and consultants to comply with the regulations for COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended, and 23 CFR 200.

10. Awards of Contract. The parties agree that in any contracts to be developed and awarded pursuant to this Addendum and all work and procedures relating to said contracts shall, at all times, conform to the applicable Federal and State of Georgia laws, rules, regulations, orders and approvals, including specifically procedures and requirements relating to labor standards, equal employment opportunity, non-discrimination and compliance with the Americans with Disabilities Act.

11. Miscellaneous.

11.1 Assignment. Without the express written consent of the other parties, no party may assign, in whole or in part, any of its rights and obligations hereunder to any other party.

11.2 No Third-Party Beneficiaries. Nothing herein shall be construed as conferring upon or giving to any person or entity, other than the parties hereto, any rights or benefit under or by reason of this Addendum.

11.3 Notices. It shall be sufficient service or any notice, approval, consent, request, complaint, demand or other communication if the same shall be delivered or mailed by first class registered or certified mail, return receipt requested, or by facsimile transmission immediately followed by a telephone call to confirm receipt, and addressed as follows:

If to the DEPARTMENT:

Georgia Department of Transportation
No. 2 Capital Square
Atlanta, Georgia 30334
Attention: J. Tom Coleman, Jr., Commissioner
(404) 656-5206
(404) 657-8389 Fax

If to the COUNTY: Rockdale County
962 Milstead Avenue
Conyers, Georgia 30012
Attn: Norman Wheeler, Chairman
770-929-4053

The date upon which such notice is delivered will be deemed the date of receipt thereof. The persons listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, approvals, consents, requests, complaints, demands or other communications shall be sent or persons to whose attention the same shall be directed.

11.4 Governing Law. This Addendum shall be governed by and interpreted in accordance with the laws of the State of Georgia.

11.5 Headings. The section and paragraph headings contained in this Addendum are for reference purposes only and shall not affect the meaning or interpretation of this Addendum.

11.6 No Waivers. No failure of a party to exercise any power given such party hereunder or to insist upon strict compliance by the other to its obligation hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of any rights of a party to demand exact compliance with the terms hereof.

11.7 Severability. If any provision of this Addendum, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Addendum shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.

11.8 Interpretation. Should any provision of this Addendum require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the terms, conditions and provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.

11.9 Time of the Essence. Time is of the essence in this Addendum and with respect to each and every provision herein.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have hereunto executed this Addendum and affixed their seal through their duly authorized representatives, who have been first authorized to do so, on the day and year first above specified.

Rockdale COUNTY

By: Norman Wheeler

Name: Norman Wheeler

Title: Chairman

Attest: Norman Wheeler

Name: Jennifer Carter Rutledge

Title: County Clerk

(SEAL)

APPROVED AS TO FORM:

By: [signature]

APPROVED PER MINUTES:

By: [signature]

DEPARTMENT OF TRANSPORTATION, STATE OF GEORGIA

By: [signature]

Name: Harold E. Linnenkohl

Title: COMMISSIONER

APPROVED AS TO FORM:

By: Sandra S Burgess

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND TOLLWAY AUTHORITY

By: [signature]

Name:

Title:

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

By: [signature]

Name:

Title:

Schedule A

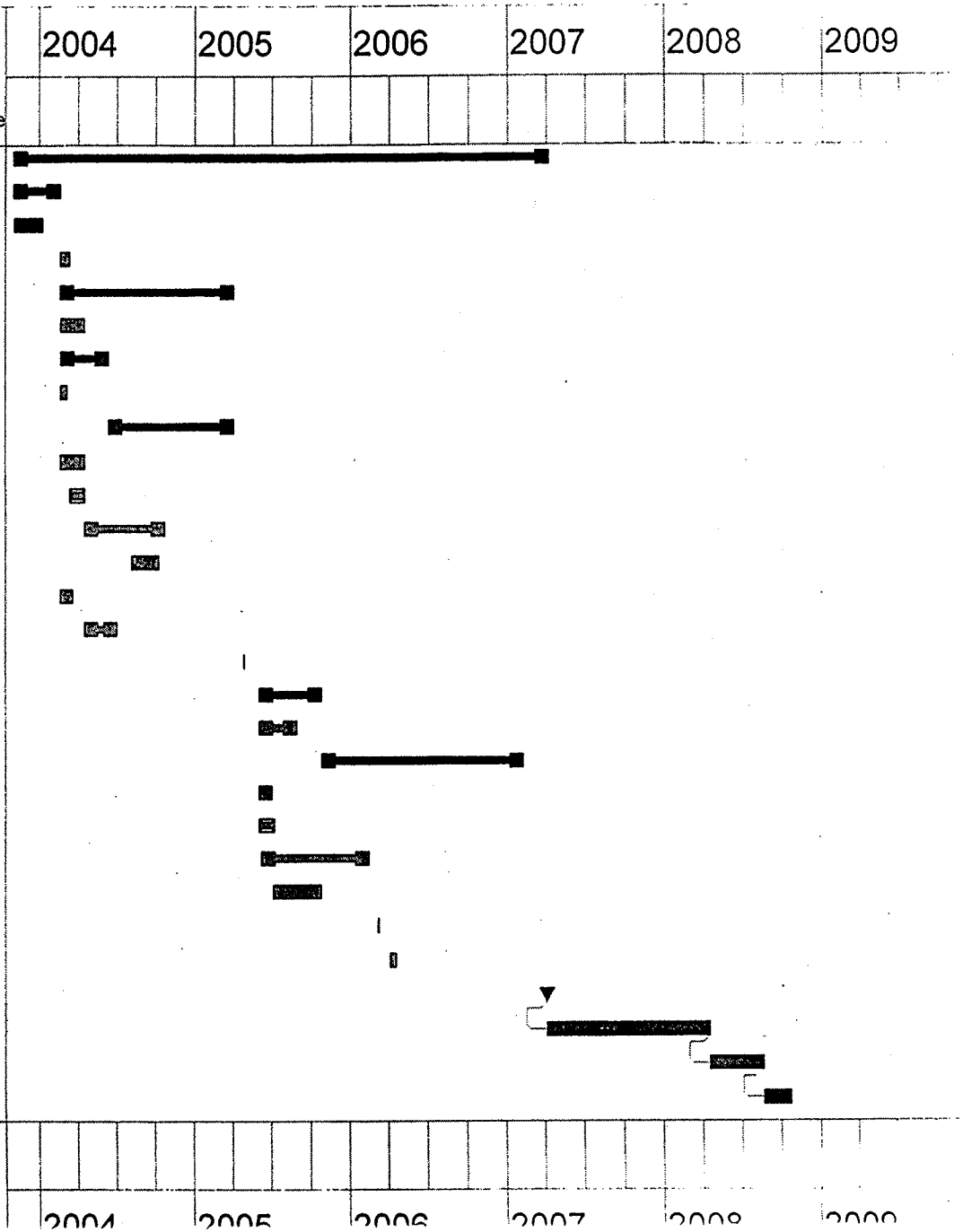
County	Proj Id	Description	Activity Description	Sched Finish
ROCKDALE	752270-	OLD COVINGTON HWY FM GREEN ST TO SR 138/20	PE Funding Authorization	2-Nov-2003
			Environmental Approval Complete	24-Dec-2004
			Let Contract	5-Apr-2007
			Construction 75% Complete	17-Apr-2008
			Construction 100% Complete	21-Aug-2008
			Construction Final Payment	23-Oct-2008

Project : 752270-(0)

OLD COVINGTON HWY FM GREEN ST TO SR 138/20

Date: 14 Aug 2003
Time: 11:42:04

Activity Name	Description	scheduled start date	cheduled finish date
00000	Project	03Nov03	05Apr07
00200	Concept Development	03Nov03	18Feb04
00300	Define Project Concept	04Nov03	08Jan04
09000	Public Information Meeting	19Feb04	11Mar04
10000	Environmental Approval	19Feb04	24Dec04
11000	Ecology	20Feb04	15Apr04
12000	History/Archaeology	20Feb04	26Feb04
13000	Noise/Air	20Feb04	04Mar04
15000	NEPA	16Apr04	24Dec04
20000	Database Preparation	19Feb04	15Apr04
20450	Field Surveys/SDE	12Mar04	15Apr04
20700	Preliminary Plans	16Apr04	21Oct04
22000	Preliminary Bridge Design	06Aug04	07Oct04
28000	Underground Storage Tanks	19Feb04	19Mar04
30000	404 Permit Obtainment	16Apr04	01Jul04
40200	PFPR Inspection	17Jan05	18Jan05
50000	R/W Plans	23Feb05	18Jul05
60000	Location and Design Approval	23Feb05	20May05
70000	R/W Acquisition	19Jul05	06Feb07
80100	Soil Survey	23Feb05	23Mar05
80700	Bridge Foundation Investigation	23Feb05	30Mar05
81300	Final Design	28Feb05	30Dec05
82400	Final Bridge Plans Preparation	29Mar05	18Jul05
90200	FFPR Inspection	23Jan06	24Jan06
95100	Final Plans Submission	21Feb06	06Mar06
95800	Let Contract	05Apr07	05Apr07
99300	Construction 75% Complete	06Apr07	17Apr08
99400	Construction 100% Complete	18Apr08	21Aug08
99500	Construction Final Payment	22Aug08	23Oct08



Project

Schedule B

Requisition Form

As the _____ of the COUNTY, I hereby certify that an obligation in the stated amount has been incurred by the COUNTY for the PROJECT, as defined in that certain Local Government Project Agreement dated _____, as amended by Addendum to Local Government Project Agreement (Arterial Road Project) dated _____ (as amended, the "LGPA"), as follows:

[*specify the purpose and circumstances of such obligation in reasonable detail*],

that a bill or statement of amount for such obligation or a copy thereof is on file with the COUNTY, that such obligation has been paid by the COUNTY, and, has not been the subject of a previous requisition, and [is] [is not] in compliance with the Sources and Uses of Funds Schedule (as defined in the LGPA). [***If not in compliance, specify the variances here***: _____.]

I oversee systems to discover errors, if any, in the information described in the foregoing sentence, and upon any such discovery will submit a corrective requisition posthaste.

Name: _____
Title: _____

Date: _____

ALLOCATIONS
CASH FLOW SCHEDULE C
Projected Cash Flow by Month
For Project Number
752270-
FOR FUNDCODE
LGPAA
Report Date: August 6, 2003

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
November	2003	752270-	$15,000.00	$0.00	$0.00	$15,000.00
December	2003	752270-	$7,500.00	$0.00	$0.00	$7,500.00
Total for Year:	***2003***		***$22,500.00***	***$0.00***	***$0.00***	***$22,500.00***
January	2004	752270-	$7,500.00	$0.00	$0.00	$7,500.00
February	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
March	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
April	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
May	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
June	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
July	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
August	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
September	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
October	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
November	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
December	2004	752270-	$2,272.73	$0.00	$0.00	$2,272.73
Total for Year:	***2004***		***$32,500.00***	***$0.00***	***$0.00***	***$32,500.00***
January	2005	752270-	$7,500.00	$0.00	$0.00	$7,500.00
February	2005	752270-	$7,500.00	$0.00	$0.00	$7,500.00
March	2005	752270-	$625.00	$0.00	$0.00	$625.00
April	2005	752270-	$625.00	$0.00	$0.00	$625.00
May	2005	752270-	$625.00	$0.00	$0.00	$625.00
June	2005	752270-	$625.00	$4,166.67	$0.00	$4,791.67
July	2005	752270-	$625.00	$4,166.67	$0.00	$4,791.67
August	2005	752270-	$625.00	$4,166.67	$0.00	$4,791.67
September	2005	752270-	$625.00	$75,000.00	$0.00	$75,625.00
October	2005	752270-	$625.00	$75,000.00	$0.00	$75,625.00
November	2005	752270-	$2,500.00	$15,000.00	$0.00	$17,500.00
December	2005	752270-	$2,500.00	$15,000.00	$0.00	$17,500.00
Total for Year:	***2005***		***$25,000.00***	***$192,500.00***	***$0.00***	***$217,500.00***
January	2006	752270-	$2,500.00	$15,000.00	$0.00	$17,500.00
February	2006	752270-	$2,500.00	$15,000.00	$0.00	$17,500.00
March	2006	752270-	$5,000.00	$15,000.00	$0.00	$20,000.00
April	2006	752270-	$3,333.33	$6,250.00	$0.00	$9,583.33
May	2006	752270-	$3,333.33	$6,250.00	$0.00	$9,583.33
June	2006	752270-	$3,333.33	$0.00	$0.00	$3,333.33
July	2006	752270-	$0.00	$0.00	$72,870.00	$72,870.00
August	2006	752270-	$0.00	$0.00	$72,870.00	$72,870.00
September	2006	752270-	$0.00	$0.00	$72,870.00	$72,870.00
October	2006	752270-	$0.00	$0.00	$54,652.50	$54,652.50

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
November	2006	752270-	$0.00	$0.00	$54,652.50	$54,652.50
December	2006	752270-	$0.00	$0.00	$54,652.50	$54,652.50
Total for Year:	***2006***		***$20,000.00***	***$57,500.00***	***$382,567.50***	***$460,067.50***
January	2007	752270-	$0.00	$0.00	$54,652.50	$54,652.50
February	2007	752270-	$0.00	$0.00	$72,870.00	$72,870.00
March	2007	752270-	$0.00	$0.00	$72,870.00	$72,870.00
April	2007	752270-	$0.00	$0.00	$72,870.00	$72,870.00
May	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
June	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
July	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
August	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
September	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
October	2007	752270-	$0.00	$0.00	$64,195.00	$64,195.00
Total for Year:	***2007***		***$0.00***	***$0.00***	***$658,432.50***	***$658,432.50***
Total $ for the Fundcode:			***$100,000.00***	***$250,000.00***	***$1,041,000.00***	***$1,391,000.00***

OLD COVINGTON HIGHWAY
STP-9336(1), PI #752270
CONCEPT PLAN
PREPARED BY

STREET SMARTS
Planning • Transportation Engineering • Surveying

3090 Premiere Parkway
Suite 200
Duluth, Georgia 30097
Phone: 770-813-0882
Fax: 770-813-0688

SCALE IN FEET
0 50 100 200

BEGIN PROJECT
104+00
105+00
106+00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
OLD COVINGTON HWY
GREEN STREET
VAUGHN RD
LANE A. CARLISLE
J W BENSON
CHARLES M. RUSSELL
WALTER E. GEORGE
WALTER E. GEORGE
CHARALETTA E. SWIFT
ALBERT RAKESTRAW
BILL V. SPIVEY
MATTHEW A. BROWN & LISA M MECCA
RICHARD MILLSAPS
RAY MAGNUSSON
M. E. BUCHANAN
RAY MAGNUSSON
REGINALD & GLORIA FLEETS
GEORGE R. FOWLER
SANDRA LUTTRELL
RANDALL CLARENCE PRATER
MAURICE & GABRIELLA GONZALEZ
STARDOCK LLC.
STONE MTN. BAPTIST ASSOC.
PROFILES HAIR SALON, INC.
GERALDINE YOUNGBLOOD
CARLTON WALDROP
WILD WILLIE'S CUSTOM
COWAN HARDWARE COMPANY
COWAN HARDWARE COMPANY
COWAN HARDWARE COMPANY
ROBERT ARNOLD
WAL O&C.

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SCALE IN FEET
0 50 100 200

RAILROAD RIGHT OF WAY

RAILROAD RIGHT OF WAY

OLD COVINGTON HWY

MANOR RD

RANDALL CLARENCE PRATER

R. B. MCKINLEY

MIDDLE GA NATURAL GAS

SUSAN E. WALTON

SUSAN E. WALTON

N/F OWNER

SHIRLEY P. RUSSELL

ANN F. & LEWIS J. WOLF.

STEVIE D. HOLT.

DOROTHY K. COLLIER

MARION F. McGIBONEY

MARION F. McGIBONEY

MARION F. McGIBONEY

R. D. BEASLEY & NORMAN WALKER

HOG WILD LLC.

LA QUINTA INNS, INC.

LA QUINTA INN

JEANETTE B. JACKSON

N/F OWNER

CHARLES D. WILSON

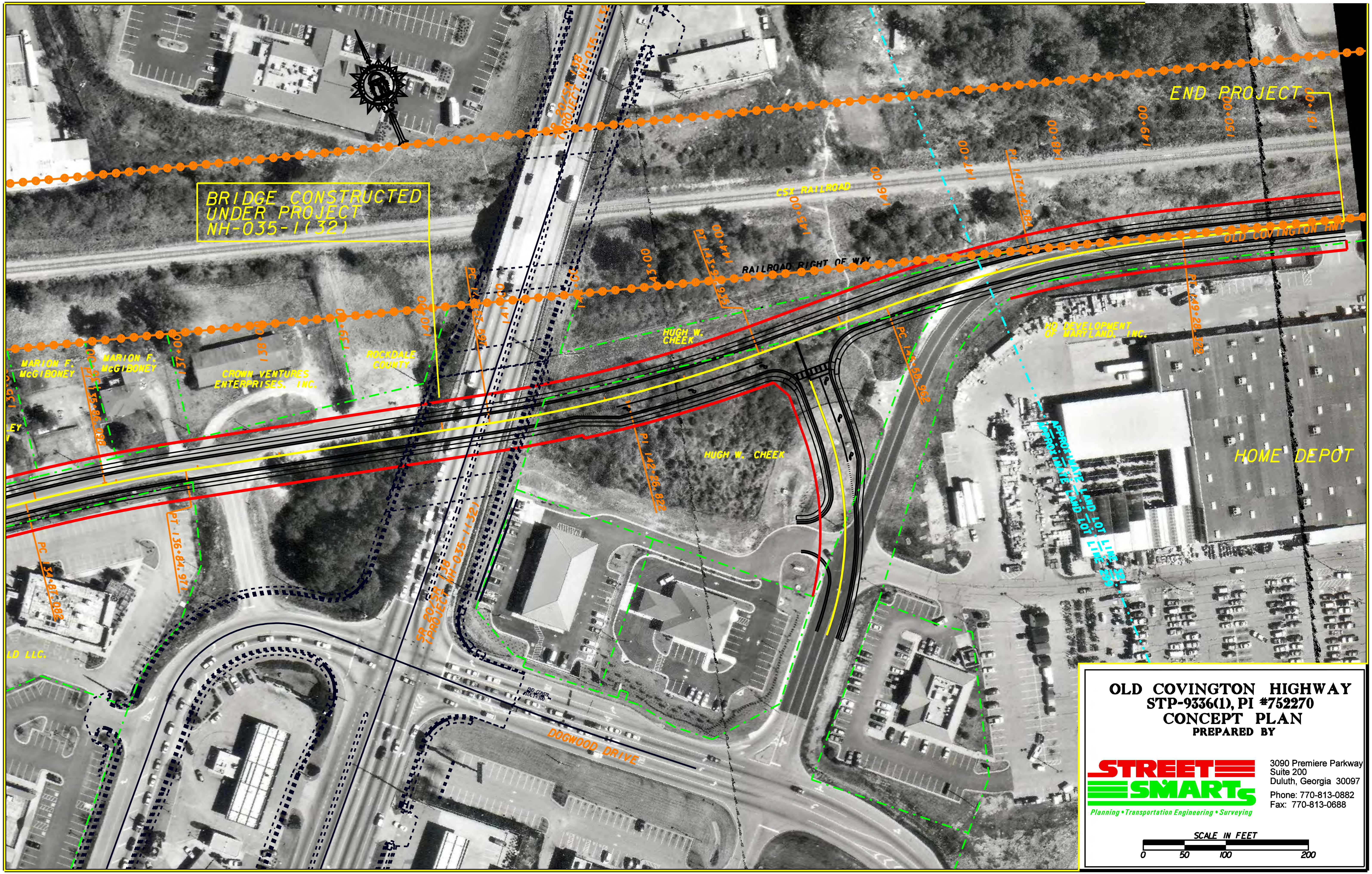
WALTON O&C, LLC

WALTON O&C, LLC

ROBERT ARNOLD

CITY OF CONYERS

120.00
122.00
123.00
124.00
125.00
126.00
127.00
PI 125+89.40
129.00
130.00
131.00
132.00
133.00
134.00
135.00
136.00
PC 134+87.98
PI 122+70.10
42' CTC ESMT



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STP-9336(1), PI #752270
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