

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Washington	MLP-24(81) 262330	Reconstruction (on improved alignment)	State Route 24: Realignment of the "S" curves just west of Sandersville. Length = 0.30 Mile

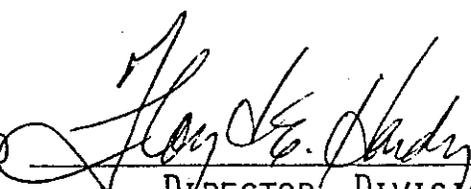
PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
ROW \$2 CONST. \$191	1991	D.O.T.	8	2

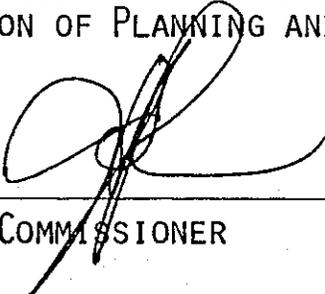
NEEDS RATING:
SUFFICIENCY RATING:

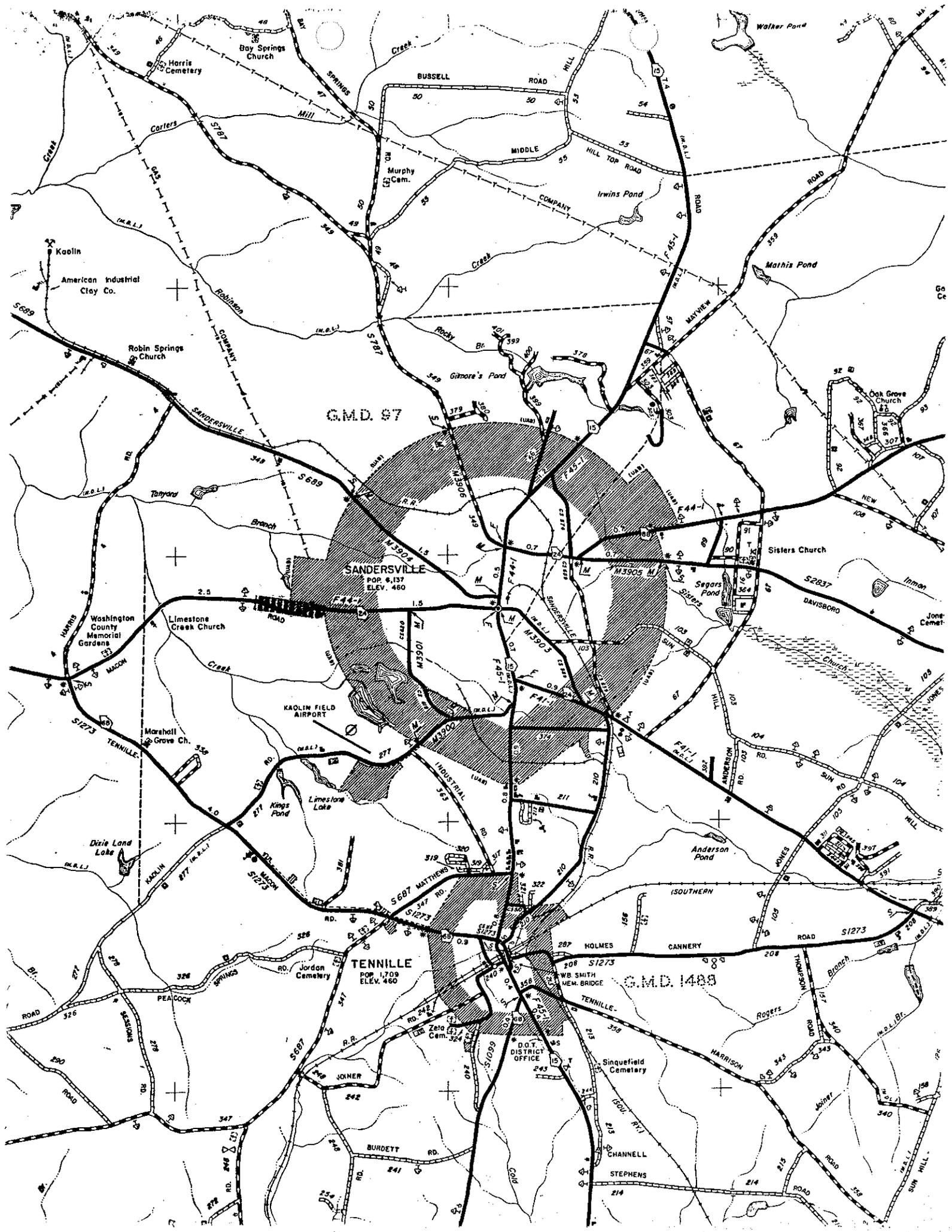
COMMENTS:

To delete this project from Preprogrammed status as approved by the Commissioner in the Project Concept Report.

This project does not appear to be justified nor cost effective.

RECOMMENDED 
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

gjm
APPROVED 
COMMISSIONER



G.M.D. 97

SANDERSVILLE
POP. 6,137
ELEV. 460

TENNILLE
POP. 1,709
ELEV. 460

G.M.D. 1489

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24(81) Washington County
P.I. No. 262330

OFFICE Preconstruction

DATE September 9, 1988

FROM Alton *[Signature]* Dowd, Jr., Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT REALIGNMENT OF SR 24 WEST OF SANDERSVILLE - PROJECT CONCEPT REPORT

This project is the realignment of a 0.3 mile section of SR 24 west of Sandersville. The existing road has 24 ft. of pavement with 6 ft. shoulders and has two reverse horizontal curves (5° and 6°) with very little tangent distance between them. Advance advisory speed signs of 45 MPH with chevron alignment signs throughout the curves in both directions have been in place for several years. Since 1983 there has been only 2 minor accidents and not caused by roadway geometry. Current and future traffic is 1700 VPD (1990) and 2950 VPD (2010).

The proposed project consists of slightly realigning the existing road to the north to produce a 5° curve in place of the 6° curve and separate the reverse 5° curves with an adequate tangent distance. Alternate "B" is "no build". Since the road geometries have been adequately signed for several years and there has been only 2 minor accidents at the location, the project does not appear to be justified nor cost effective. The estimated cost of the project is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$191,000	\$534,000 (Preprog.)	FY 91
Right-of-way	\$ 2,000	0	
Utilities	LGPA	LGPA	

I recommend the "No-Build" alternate at this time and that the project be deleted from further consideration.

ALD:WLP/se

Attachment

CONCUR:

Alva R. Byrom
Alva R. Byrom, State Highway Engineer

APPROVED:

Hal Rives
Hal Rives, Commissioner

deprogram 2

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24(81) Washington County
P.I. No. 262330

OFFICE Preconstruction

DATE September 23, 1988

R. L. Alston
FROM R. L. Alston, Assistant Director of Preconstruction

TO Gene Skeen, State Transportation Programming Engineer

SUBJECT PROJECT CONCEPT REPORT - REALIGNMENT OF SR 24 WEST OF SANDERSVILLE

Attached is the approved concept report for your action to deprogram
subject project and your files.

RLA/se

Attachment

cc: Alton L. Dowd, Jr.
Robert E. Humphrey
Frank Danchetz
Walker Scott
Herman Griffin
George Lyons
Ron Colvin

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24 (81) Washington County OFFICE Atlanta, Georgia
P.I. No. 262330
Realignment SR 24 West of Sandersville DATE August 29, 1988

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Minor project and have the following comments:

We concur with the District's recommendation of "Alternate B - No Build". The Concept Report states that since 1983 only 2 minor accidents have occurred at this location, and the curves have advance warning signs.

We have received signed cover sheets from the following offices:

1. Traffic and Safety
2. Environmental

This report is satisfactory for approval subject to the above comments.

The estimated costs of this project are as follows:

Construction	\$165,000
Inflation (5% per year)	8,250
E & C (10%)	17,325
Preliminary Engineering (5%)	8,250
Right of Way	2,000
Utilities	LGPA

JKM/jmf

Attachments

c: George J. Lyons

D.O.T. 116

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE MLP-24 (81)
Washington County
P.I. No. 262330

OFFICE

Atlanta

DATE

August 22, 1988

FROM *RC* Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the concept report on the above project for reconstruction of S.R. 24 from Milelog 18.7 to Milelog 19.0. This project is located west of Sandersville and is 0.3 miles in length.

Project improvements will provide for realigning two existing horizontal reverse curves. One existing curve is a 5 degree and the other is a 6 degree with little tangent distance between them. The slightly realigned existing road to the north will produce two 5 degree curves with an adequate tangent distance between them. The proposed typical section is two 12 ft. lanes with 8 ft. graded shoulders.

We note that advance advisory speed plates of 45 mph with chevron signing have been in place for several years for these two curve locations on S.R. 24. We also note that only two accidents of a minor nature have occurred and were not caused by the roadway geometry.

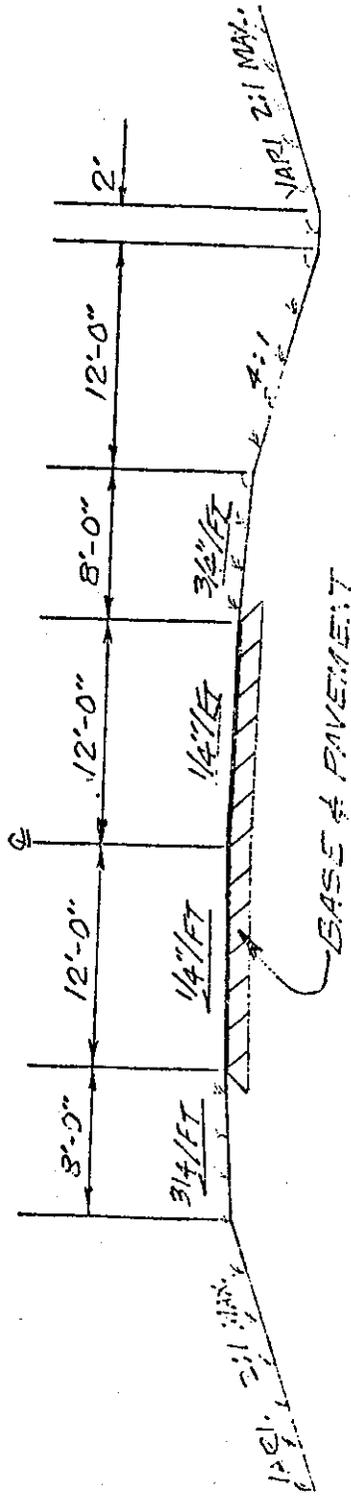
Since the installation of warning signs, there have been no apparent operational problems concerning this project. At the present time we will agree with the No Build Alternate.

JJD:LEO:lw

Attachment (signature page)

cc: Jack Murphy, District Pre-Construction Engineer
George Lyons, District Engineer - Tennille

TYPICAL SECTION
S.R. 24



NO SCALE

100-...
Skeen

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE March 15, 1988

FROM Floyd E. Hardy, Director, Division of Planning & Programming

TO Bob Bowling, Chief, Bureau of Plan Development

SUBJECT

Attached is the Washington County Transportation Study and my cover letter with recommendation concurred in by Mr. Rives, Mr. Byrom and Mr. McGee. Please provide Gene Skeen with the appropriate material for programming of projects on Tree Nursery Road and on Kaolin Road. We need to propose for preprogramming the project on State Route 15 which would extend from State Route 24 up to the Sandersville North Bypass. We also need to place the project in preprogramming for investigation of the "S" curve on the west side of Sandersville on State Route 24. The other projects I think should be treated as local in nature and copies of the recommendation to be forwarded to Ed Bragg and Jim McGee.

FEH:jh

Attachment

3-17-88

CLAVIS _____

BRUCE _____

RECEIVED
MAR 17 1988
PLAN DEVELOPMENT BUREAU

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE March 9, 1988

FROM Floyd E. Hardy, Director, Division of Planning and Programming

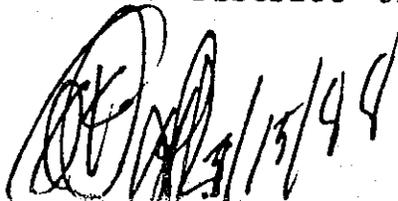
TO Hal Rives, Commissioner

SUBJECT WASHINGTON COUNTY TRANSPORTATION STUDY

Attached you will find the updated transportation study for Washington County. Immediately following the cover page you will find recommended improvements as the second paragraph of the recommendations synopsis. Listed are seven improvements for Washington County and the Sandersville/Tennille area.

Of the seven improvements, two are somewhat related to decisions to be made by others. Improvement No. 4, which deals with Tree Nursery Road, between State Route 88 and State Route 24, should be contingent upon the construction of the proposed State Prison at Davisboro. If the State Prison is constructed at Davisboro, it is recommended that Tree Nursery Road be improved and added to the State Highway System. The cost of bringing Tree Nursery Road up to a standard 24 foot roadway with good geometrics is estimated to be \$702,000.

The other recommended improvement is contingent upon the decisions of the local users of the clay resource. There is a concentration of six plants on Kaolin Road, which have an approximate employment of 1,250, along with attracting approximately 712 truck trips each day. There is currently underway expansion at two of the plants totalling approximately \$90,000,000. It is anticipated that the expansion of the clay plants will continue. If this is the case, it is recommended that Kaolin Road be improved from the Industrial Road intersection northeastly to the intersection with State Route 15 to provide a flush four lane rural section. For this portion of Kaolin Road it is estimated that the cost would be \$750,000. The remaining portion of Kaolin Road, between Industrial Drive and State Route 68, should be improved to provide a 24 foot roadway with adequate geometrics to accommodate at least 45 miles per hour speed design. We do not have a cost estimate on this improvement at the present time, but the District Office is now working on a cost estimate.

Handwritten signature and date: 3/15/88

In conjunction with the Kaolin Road improvement, it is recommended that Industrial Road be extended from Kaolin Road to State Route 24. This extension, although primarily a local project, would provide for an alternate route to the concentration of clay products' facilities. Conversations with the local plant operators reveal that they will be able to require their haulers use Industrial Road in lieu of State Route 68 for access to the Plant. This should provide for an indirect benefit to the State System, and also facilitate the traffic operations of the regional network. It is recommended that the extension of Industrial Road be considered as a local project.

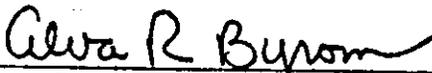
The report also proposes improvements to State Route 15, one on the north side of Sandersville and one in the Tennille area. The improvement to State Route 15 on the north side of Sandersville should be considered in conjunction with the final completion date of the Sandersville North Bypass.

Your concurrence in the recommendations of the report is requested.

FEH:bs

Attachment

CONCUR:



Alva R. Byrom
State Highway Engineer

CONCUR:



James D. McGee
Deputy Commissioner

APPROVED:

Hal Rives
Commissioner

* SR 24 - The "S" curve configuration at the west city limits of Sandersville should be redesigned to improve the operational characteristics along this section of roadway. The two curves that make this "S" curve are 5 and 6 degree curves with no tangent distance between them. Although the District Office could not locate any plans, they approximated the design speed of these curves to be 40 miles per hour. The District Office stated this section could be realigned with a 60 MPH design speed, resulting in an increase of 20 MPH in design speed.

Kaolin Road - This county/city road between SR 68 and SR 15 (shown on map on page 22) provides direct services to the kaolin processing plants and the plants that use the processed kaolin and the county/city industrial park. The plants are located on the one mile section between Industrial Road and SR 15. The Industrial Park, the county landfill, the county airport and other county facilities are located on the 1.9 mile section between Industrial Road and SR 68. There are no buildings in the industrial park at this time, but there is a small building being constructed for speculative purposes.

The geometrics of Kaolin Road consists of a rural section with 20 feet of pavement. The vertical and

RECOMMENDATIONS

PROGRAMMED PROJECTS

- A. MLP-15(136) - On SR 15 in the Sandersville-Tennille area. Extend the five-lane section north of Matthews Road to a point south of Matthews Road.
- B. FR-045-1(16) - On SR 15 north of Sandersville. One northbound passing lane (MP 17.86 to 19.06) and one southbound passing lane (MP 21.35 to 23.25).
- C. FLF-450(4) - A bypass on new location around the north side of Sandersville from a point on SR 24 west of town to a point on SR 88 east of town.

OTHER PROJECTS

1. On SR 15, in front of the Department's District Office, construct a southbound left-turn lane. Estimated construction cost - \$60,000.
2. On SR 15, on the north side of Sandersville, construct a center-turn lane from SR 24 (McCarty Street) to the proposed Sandersville North Bypass. Length - 1.35 miles. Estimated construction cost - \$620,000. (See comments on page 14 of the report concerning this improvement).
- ★ 3. On SR 24 at the west city limits of Sandersville, redesign the section of roadway to eliminate the "S" curve configuration. Length - 0.8 mile. Estimated construction cost - \$440,000.
4. Improvements at proposed prison site at Davisboro:

REQUEST
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PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Washington	MLP-24(81) 262330	Reconstruction (on improved alignment)	State Route 24: Realignment of the "S" curves just west of Sandersville. Length = 0.80 miles

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
ROW CONST. \$534	1991	D.O.T.	8	2

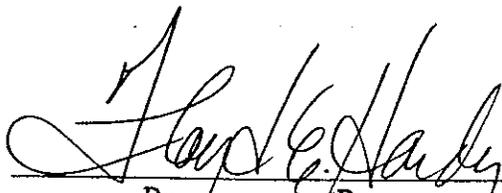
NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

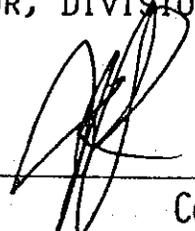
It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner on March 15, 1988 as proposed in the Washington County Transportation Study recommended by the Director of Planning and Programming.

RECOMMENDED



DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED



COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24(81) Washington County OFFICE Preconstruction
P.I. No. 262330 DATE September 23, 1988

R. L. Alston

FROM R. L. Alston, Assistant Director of Preconstruction

TO Gene Skeen, State Transportation Programming Engineer

SUBJECT PROJECT CONCEPT REPORT - REALIGNMENT OF SR 24 WEST OF SANDERSVILLE

Attached is the approved concept report for your action to deprogram subject project and your files.

RLA/se

Attachment

cc: Alton L. Dowd, Jr.
Robert E. Humphrey
Frank Danchetz
Walker Scott
Herman Griffin
George Lyons
Ron Colvin

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24(81) Washington County
P.I. No. 262330

OFFICE Preconstruction

DATE September 9, 1988

FROM  Alton J. Dowd, Jr., Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT REALIGNMENT OF SR 24 WEST OF SANDERSVILLE - PROJECT CONCEPT REPORT

This project is the realignment of a 0.3 mile section of SR 24 west of Sandersville. The existing road has 24 ft. of pavement with 6 ft. shoulders and has two reverse horizontal curves (5° and 6°) with very little tangent distance between them. Advance advisory speed signs of 45 MPH with chevron alignment signs throughout the curves in both directions have been in place for several years. Since 1983 there has been only 2 minor accidents and not caused by roadway geometry. Current and future traffic is 1700 VPD (1990) and 2950 VPD (2010).

The proposed project consists of slightly realigning the existing road to the north to produce a 5° curve in place of the 6° curve and separate the reverse 5° curves with an adequate tangent distance. Alternate "B" is "no build". Since the road geometries have been adequately signed for several years and there has been only 2 minor accidents at the location, the project does not appear to be justified nor cost effective. The estimated cost of the project is:

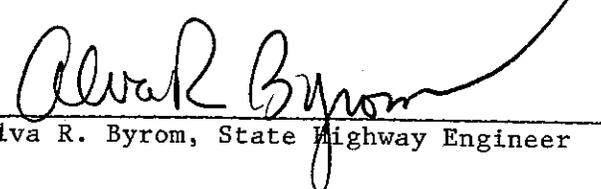
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$191,000	\$534,000 (Preprog.)	FY 91
Right-of-way	\$ 2,000	0	
Utilities	LGPA	LGPA	

I recommend the "No-Build" alternate at this time and that the project be deleted from further consideration.

ALD:WLP/se

Attachment

CONCUR:


Alva R. Byrom, State Highway Engineer

APPROVED:

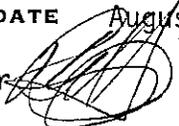

Hal Rives, Commissioner

deprogram 2

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24 (81) Washington County **OFFICE** Atlanta, Georgia
P.I. No. 262330
Realignment SR 24 West of Sandersville **DATE** August 29, 1988

FROM Robert E. Humphrey, P.E., Project Review Engineer 

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Minor project and have the following comments:

We concur with the District's recommendation of "Alternate B - No Build". The Concept Report states that since 1983 only 2 minor accidents have occurred at this location, and the curves have advance warning signs.

We have received signed cover sheets from the following offices:

1. Traffic and Safety
2. Environmental

This report is satisfactory for approval subject to the above comments.

The estimated costs of this project are as follows:

Construction	\$165,000
Inflation (5% per year)	8,250
E & C (10%)	17,325
Preliminary Engineering (5%)	8,250
Right of Way	2,000
Utilities	LGPA

JKM/jmf

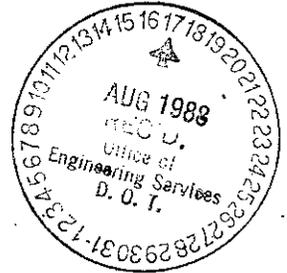
Attachments

c: George J. Lyons

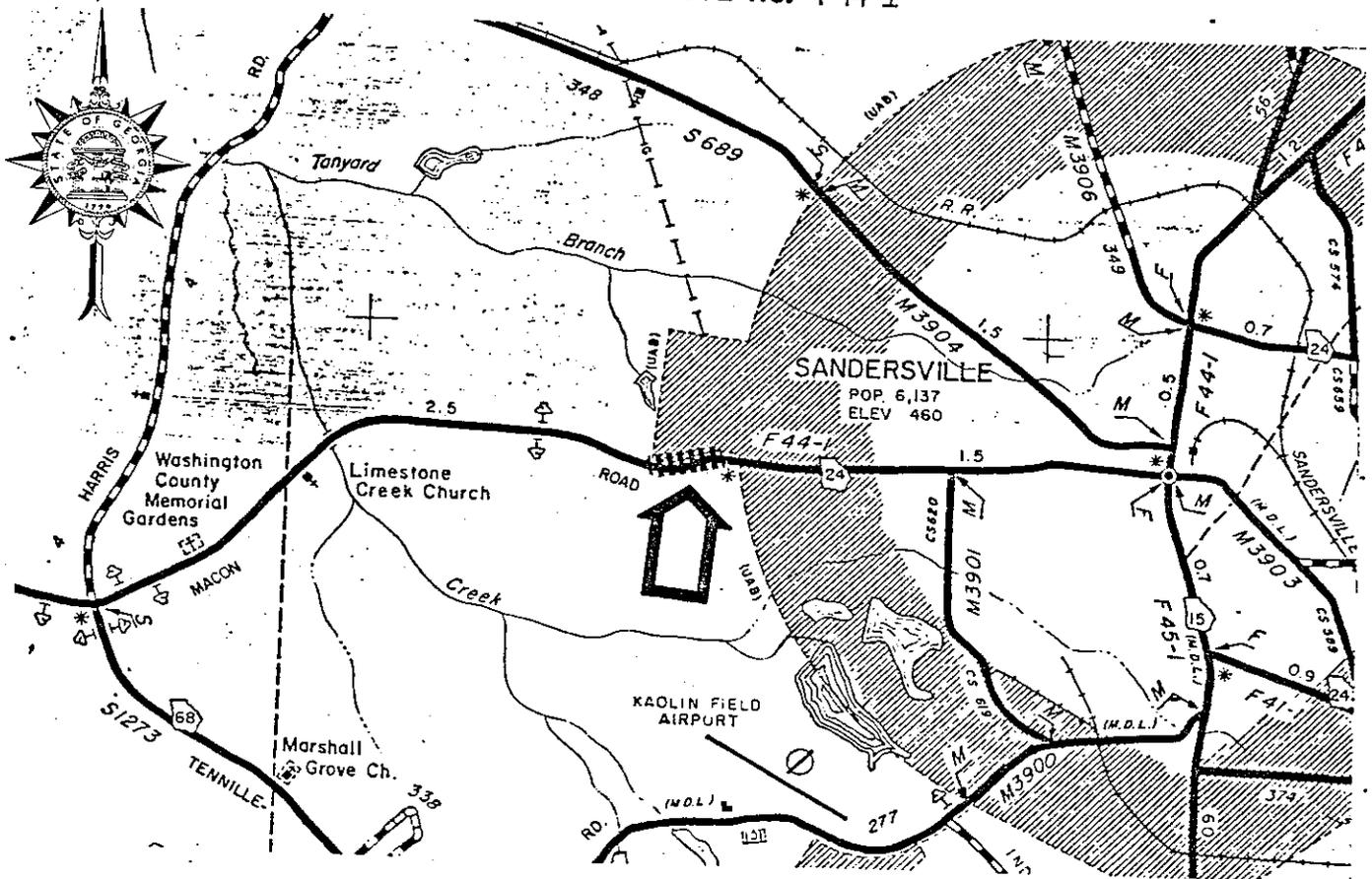
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

REALIGNMENT
S.R. 24
WEST OF SANDERSVILLE
MLP-24 (81) WASHINGTON



FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 24
GA. D.O.T. P.I. NO. 262330
FEDERAL-AID ROUTE NO. F44-1



DATE OF REPORT: August 16, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

August 16, 1988
DATE
August 16, 1988
DATE
DATE
DATE
DATE

Jack F. Murphy
PROJECT MANAGER
George J. Lyons, Jr.
DISTRICT ENGINEER
STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER
STATE TRAFFIC AND SAFETY ENGINEER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE MLP-24 (81) Washington **OFFICE** Tennille
P.I. No. 262330 **DATE** August 16, 1988

FROM George J. Lyons, District Engineer

TO Robert Humphrey, State Project Review Engineer

SUBJECT PROJECT CONCEPT REPORT

Attached is a project concept report for the referenced project.
Please process for approval.

Yours very truly,

George J. Lyons, PE
District Engineer

JFM:meg
Attachments

cc: Frank Danchetz
Robert Alston
Walker Scott
Ron Colvin

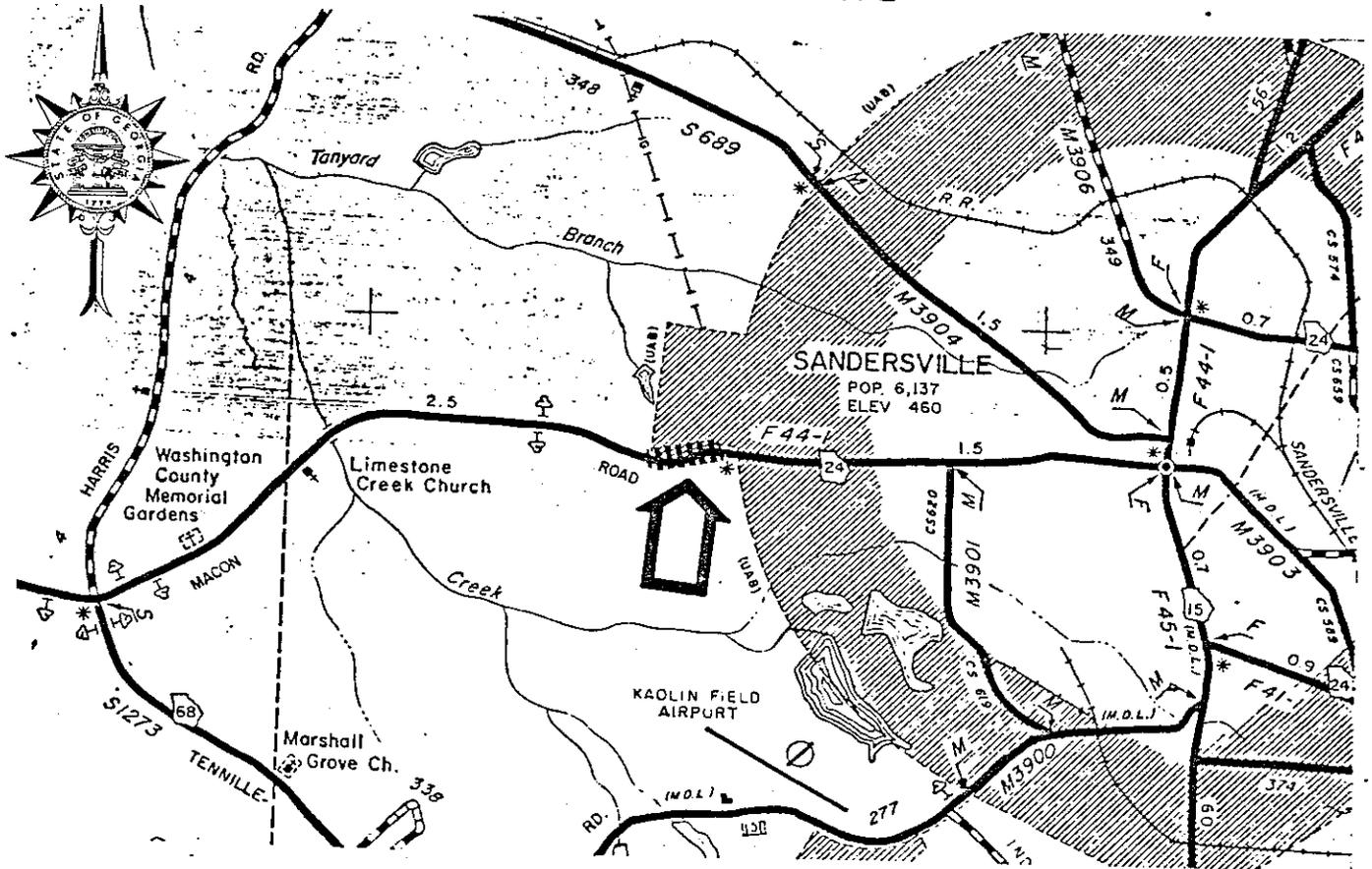
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

REALIGNMENT
S.R. 24
WEST OF SANDERSVILLE
MLP-24 (81) WASHINGTON



FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 24
GA. D.O.T. P.I. NO. 262330
FEDERAL-AID ROUTE NO. F44-1



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE MLP-24 (81)
Washington County
P.I. No. 262330

OFFICE Atlanta

DATE August 22, 1988

FROM *RC* Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the concept report on the above project for reconstruction of S.R. 24 from Milelog 18.7 to Milelog 19.0. This project is located west of Sandersville and is 0.3 miles in length.

Project improvements will provide for realigning two existing horizontal reverse curves. One existing curve is a 5 degree and the other is a 6 degree with little tangent distance between them. The slightly realigned existing road to the north will produce two 5 degree curves with an adequate tangent distance between them. The proposed typical section is two 12 ft. lanes with 8 ft. graded shoulders.

We note that advance advisory speed plates of 45 mph with chevron signing have been in place for several years for these two curve locations on S.R. 24. We also note that only two accidents of a minor nature have occurred and were not caused by the roadway geometry.

Since the installation of warning signs, there have been no apparent operational problems concerning this project. At the present time we will agree with the No Build Alternate.

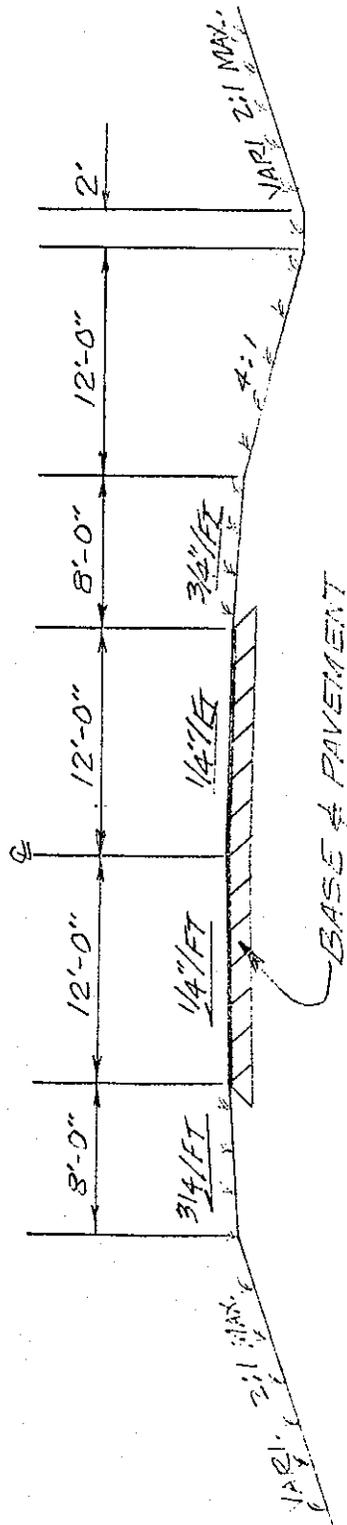
JJD:LEO:lw

Attachment (signature page)

cc: Jack Murphy, District Pre-Construction Engineer
George Lyons, District Engineer - Tennille

TYPICAL SECTION

S. R. 24



NO SCALE

FROM: ALTON L. BOWD, JR., DIRECTOR OF PRECONSTRUCTION

SUBJ: PREPROGRAM PROJECT ASSIGNMENTS FOR APRIL 1988

April 28, 1988

Page 1

COUNTY	P I NO	PROJECT	DESCRIPTION	ASSIGNED	PROG DATE
WASHINGTON	250400	MR-3900(1)	CR 277/KAOLIN RD FM CL TO SR 15/SANDERSVILLE	DIST. 2	FY-91
WASHINGTON	250405	PR-277-2(303)	CR 277/KAOLIN RD FM SR 68 TO CITY LIMITS; WDN 214 LANES	DIST. 2	FY-91
WASHINGTON	262330	MLP-24(81)	SR 24 WEST OF SANDERSVILLE/REALIGN 'S' CURVES	DIST. 2	FY-91
WASHINGTON	262350	PPL-15(143)	SR 15/SANDERSVILLE FM SR 24 TO BYP; SB TL @ DOT DIST OFFICE	DIST. 2	FY-90
HEARD	363521	PPL-34(20)	SR 34 BT FRANKLIN & NEWNAM WB FM MP 18.5 TO 20.0	DIST. 3	FY-90
COFFEE	421320	FR-090-1(12)	SR 135 FM SR 32/DOUGLAS NE TO N DOUGLAS BYP	RD DES G.O.	FY-92
DEKALB	712510	IR-285-1(296)	I-285 FM I-20 N TO STONE MOUNTAIN FWY	URBAN DESIGN	FY-92
DEKALB	712520	IR-285-1(297)	I-285 FM STONE MOUNTAIN FWY TO I-85	URBAN DESIGN	FY-91
ROCKDALE	751510	MR-9338(2)	WEST AVE/CONYERS FM HARDIN ST NE TO GREEN ST	URBAN DESIGN	FY-90
FULTON	762060	MLP-54(55)	JONESBORO RD FM I-285 N TO MACEDONA RD	URBAN DESIGN	FY-90
FULTON	762070	PR-8540-3(121)	SR 120/MADDOX ST EXT/ALPHARETTA FM MARIETTA ST TO SR 9	URBAN DESIGN	NO-NE

ALD:vm

Distribution: BOB ALSTON; WALKER SCOTT; CHARLES LEWIS; JOHN LIVELY; FRANK BANCHEITZ; RODNEY TARRER; RON COLVIN; FRANK GOLDER;
GRADY BENTLEY, THOMASTON; JACK MURPHY, TENNILLE; JERRY LINDSEY, TIFTON; JAMES KENNERLY, CHAMBLEE

FROM: ALTON L. DOWD, JR., DIRECTOR OF PRECONSTRUCTION

SUBJ: PREPROGRAM PROJECT ASSIGNMENTS FOR APRIL 1988

April 28, 1988
Page 1

COUNTY	P I NO	PROJECT	DESCRIPTION	ASSIGNED	PROG DATE
WASHINGTON	250400	MR-3900(1)	CR 277/KAOLIN RD FM CL TO SR 15/SANDERSVILLE	DIST. 2	FY-91
WASHINGTON	250405	PR-277-2(303)	CR 277/KAOLIN RD FM SR 68 TO CITY LIMITS; WDN 2&4 LANES	DIST. 2	FY-91
WASHINGTON	262330	MLP-24(81)	SR 24 WEST OF SANDERSVILLE/REALIGN 'S' CURVES	DIST. 2	FY-91
WASHINGTON	262350	PPL-15(143)	SR 15/SANDERSVILLE FM SR 24 TO BYP;SR TL @ DOT DIST OFFICE	DIST. 2	FY-90
HEARD	363521	PPL-34(20)	SR 34 BT FRANKLIN & NEWMAN WB FM MP 18.5 TO 20.0	DIST. 3	FY-90
COFFEE	421320	FR-090-1(12)	SR 135 FM SR 32/DOUGLAS NE TO N DOUGLAS BYP	RD DES G.O.	FY-92
DEKALB	712510	IR-285-1(296)	I-285 FM I-20 N TO STONE MOUNTAIN FWY	URBAN DESIGN	FY-92
DEKALB	712520	IR-285-1(297)	I-285 FM STONE MOUNTAIN FWY TO I-85	URBAN DESIGN	FY-91
ROCKDALE	751510	MR-9338(2)	WEST AVE/CONYERS FM HARDIN ST NE TO GREEN ST	URBAN DESIGN	FY-90
FULTON	762060	MLP-54(55)	JONESBORO RD FM I-285 N TO MACEDONA RD	URBAN DESIGN	FY-90
FULTON	762070	PR-8540-3(121)	SR 120/MADDOX ST EXT/ALPHARETTA FM MARIETTA ST TO SR 9	URBAN DESIGN	NO-NE

ALD:vm

Distribution: BOB ALSTON; WALKER SCOTT; CHARLES LEWIS; JOHN LIVELY; FRANK DANCHETZ; RODNEY TARRER; RON COLVIN; FRANK GOLDER;
GRADY BENTLEY, THOMASTON; JACK MURPHY, TENNILLE; JERRY LINDSEY, TIFTON; JAMES KENNERLY, CHAMBLEE

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

Dist # 2

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Washington	MLP-24(81) 262330	Reconstruction (on improved alignment)	State Route 24: Realignment of the "S" curves just west of Sandersville. Length = 0.80 miles

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
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ROW CONST. \$534	1991	D.O.T.	8	2
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NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner on March 15, 1988 as proposed in the Washington County Transportation Study recommended by the Director of Planning and Programming.

RECOMMENDED *Tom E. Hardy*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

jam APPROVED _____
COMMISSIONER



G.M.D. 97

SANDERSVILLE
POP. 6,137
ELEV. 460

TENNILLE
POP. 1,709
ELEV. 460

G.M.D. 1489

D.O. 44
Skeen

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE March 15, 1988

FROM Floyd E. Hardy, Director, Division of Planning & Programming

TO Bob Bowling, Chief, Bureau of Plan Development

SUBJECT

Attached is the Washington County Transportation Study and my cover letter with recommendation concurred in by Mr. Rives, Mr. Byrom and Mr. McGee. Please provide Gene Skeen with the appropriate material for programming of projects on Tree Nursery Road and on Kaolin Road. We need to propose for preprogramming the project on State Route 15 which would extend from State Route 24 up to the Sandersville North Bypass. We also need to place the project in preprogramming for investigation of the "S" curve on the west side of Sandersville on State Route 24. The other projects I think should be treated as local in nature and copies of the recommendation to be forwarded to Ed Bragg and Jim McGee.

FEH:jh

Attachment

3-17-88

CLOVIS _____

BRUCE _____

RECEIVED
MAR 17 1988
PLAN DEVELOPMENT BUREAU

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE March 9, 1988

FROM Floyd E. Hardy, Director, Division of Planning and Programming

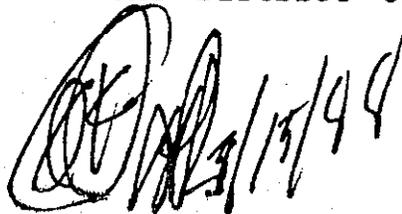
TO Hal Rives, Commissioner

SUBJECT WASHINGTON COUNTY TRANSPORTATION STUDY

Attached you will find the updated transportation study for Washington County. Immediately following the cover page you will find recommended improvements as the second paragraph of the recommendations synopsis. Listed are seven improvements for Washington County and the Sandersville/Tennille area.

Of the seven improvements, two are somewhat related to decisions to be made by others. Improvement No. 4, which deals with Tree Nursery Road, between State Route 88 and State Route 24, should be contingent upon the construction of the proposed State Prison at Davisboro. If the State Prison is constructed at Davisboro, it is recommended that Tree Nursery Road be improved and added to the State Highway System. The cost of bringing Tree Nursery Road up to a standard 24 foot roadway with good geometrics is estimated to be \$702,000.

The other recommended improvement is contingent upon the decisions of the local users of the clay resource. There is a concentration of six plants on Kaolin Road, which have an approximate employment of 1,250, along with attracting approximately 712 truck trips each day. There is currently underway expansion at two of the plants totalling approximately \$90,000,000. It is anticipated that the expansion of the clay plants will continue. If this is the case, it is recommended that Kaolin Road be improved from the Industrial Road intersection northeastly to the intersection with State Route 15 to provide a flush four lane rural section. For this portion of Kaolin Road it is estimated that the cost would be \$750,000. The remaining portion of Kaolin Road, between Industrial Drive and State Route 68, should be improved to provide a 24 foot roadway with adequate geometrics to accommodate at least 45 miles per hour speed design. We do not have a cost estimate on this improvement at the present time, but the District Office is now working on a cost estimate.

 3/15/88

In conjunction with the Kaolin Road improvement, it is recommended that Industrial Road be extended from Kaolin Road to State Route 24. This extension, although primarily a local project, would provide for an alternate route to the concentration of clay products' facilities. Conversations with the local plant operators reveal that they will be able to require their haulers use Industrial Road in lieu of State Route 68 for access to the Plant. This should provide for an indirect benefit to the State System, and also facilitate the traffic operations of the regional network. It is recommended that the extension of Industrial Road be considered as a local project.

The report also proposes improvements to State Route 15, one on the north side of Sandersville and one in the Tennille area. The improvement to State Route 15 on the north side of Sandersville should be considered in conjunction with the final completion date of the Sandersville North Bypass.

Your concurrence in the recommendations of the report is requested.

FEH:bs

Attachment

CONCUR:



Alva R. Byrom
State Highway Engineer

CONCUR:



James D. McGee
Deputy Commissioner

APPROVED:

Hal Rives
Commissioner

* SR 24 -

The "S" curve configuration at the west city limits of Sandersville should be redesigned to improve the operational characteristics along this section of roadway. The two curves that make this "S" curve are 5 and 6 degree curves with no tangent distance between them. Although the District Office could not locate any plans, they approximated the design speed of these curves to be 40 miles per hour. The District Office stated this section could be realigned with a 60 MPH design speed, resulting in an increase of 20 MPH in design speed.

Kaolin Road - This county/city road between SR 68 and SR 15

(shown on map on page 22) provides direct services to the kaolin processing plants and the plants that use the processed kaolin and the county/city industrial park. The plants are located on the one mile section between Industrial Road and SR 15. The Industrial Park, the county landfill, the county airport and other county facilities are located on the 1.9 mile section between Industrial Road and SR 68. There are no buildings in the industrial park at this time, but there is a small building being constructed for speculative purposes.

The geometrics of Kaolin Road consists of a rural section with 20 feet of pavement. The vertical and

RECOMMENDATIONS

PROGRAMMED PROJECTS

- A. MLP-15(138) - On SR 15 in the Sandersville-Tennille area. Extend the five-lane section north of Matthews Road to a point south of Matthews Road.
- B. FR-045-1(16) - On SR 15 north of Sandersville. One northbound passing lane (MP 17.86 to 19.06) and one southbound passing lane (MP 21.35 to 23.25).
- C. FLF-450(4) - A bypass on new location around the north side of Sandersville from a point on SR 24 west of town to a point on SR 88 east of town.

OTHER PROJECTS

1. On SR 15, in front of the Department's District Office, construct a southbound left-turn lane. Estimated construction cost - \$60,000.
2. On SR 15, on the north side of Sandersville, construct a center-turn lane from SR 24 (McCarty Street) to the proposed Sandersville North Bypass. Length - 1.35 miles. Estimated construction cost - \$620,000. (See comments on page 14 of the report concerning this improvement).
- ★ 3. On SR 24 at the west city limits of Sandersville, redesign the section of roadway to eliminate the "S" curve configuration. Length - 0.8 mile. Estimated construction cost - \$440,000.
4. Improvements at proposed prison site at Davisboro: