ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-037-2(62) Butts County
P. I. No. 332360

OFFICE Preconstruction

DATE September 5, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Glenn Durrence

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-037-2(62) Butts County
P.I. No. 332360

OFFICE Preconstruction

DATE August 17, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of two passing lanes on SR 42 between Jackson and Jenkinsburg in Butts County. The proposed passing lanes are as follows:

Site 1	ML 10.60 - 11.88	northbound
Site 2	ML 11.88 - 13.68	southbound

State Route 42 is a major connector between Jackson and I-75. This route is designated a STAA truck route and 9% of the volume is truck traffic. This section of SR 42 does not provide optimal passing opportunities, which causes vehicles to platoon. Presently, there are limited passing opportunities due to vertical and horizontal clearance, resulting in limited sight distance. Accident data for the latest three years (1995, 1996, 1997) reveal that accident rates on SR 42 for Sites 1 and 2 exceeded the statewide average for accidents in 1996 for a road of this type. The 1998 Level-Of-Service (LOS) for Sites 1 and 2 is LOS "D". Future volumes on SR 42 are projected to be 7,000 VPD and 9,000 VPD in year 2005 within Sites 1 and 2; and 12,500 VPD and 16,500 VPD within Sites 1 and 2 in year 2025. The posted speed and the design speed are 55 MPH.

The proposed construction will provide three, 12' lanes with 10' rural shoulders (2' paved) at both sites. The existing triple 10' x 10' box culvert at Yellow Water Creek will be lengthened to accommodate the proposed widening on Site 1. Within Site 2 left turn lanes will be constructed at the Scott Bunyon Hyponex Plant located at MP 13.55 and at the intersection with Old Bethel Road and Wolf Creek Road at MP 12.26. Norfolk Southern Railroad runs parallel on the north side along most of the project and widening the offside shoulder would encroach on the railroad. A possible design exception or variance for vertical grades and/or shoulder widths will be determined during the design phase of the project. Traffic will be maintained on the existing roadway during construction.

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

STP-037-2(62) Butts
August 17, 2000

Traffic Operations and Butts County suggest shifting the alignment of SR 52 to the south at the intersection of Bunch Road in order to improve a substandard railroad crossing on Bunch Road. It is recommended that state aid project PEPRN-8-1(035) be revitalized along with a Butts County agreement to acquire right-of-way. The state aid project proposed realigning Bunch Road to improve the crossing.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$2,756,000	$2,522,000	2004	03-02
Right-of-Way	$ 537,000	$ 149,000		
Utilities*	$ 300,000	-----		

*LGPA to be sent

The proposed passing lanes and turning lanes will improve the functional capacity and the operational safety of the route. This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

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

APPROVE _____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-037-2(62) Butts
P.I. Number 332360

OFFICE: Atlanta, Georgia

DATE: August 14, 2000

RECEIVED
AUG 15 2000

FROM: David Mulling, Project Review Engineer DTM

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted August 11,2000, and have no comment.

The costs for the project are:

Construction	$1,669,000
Inflation	$ 167,000
E&C	$ 184,000
Reimbursable Utilities	$ 300,000
Right of Way	$ 537,000

DTM

c: Glenn Durrence – Attention: Bill Rountree

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-037-2(62)
P.I. NO. 332360
BUTTS COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42

Project Manager: William J. Rountree **Date:** 8/11/00
William J. Rountree, P.E., District Design Engineer

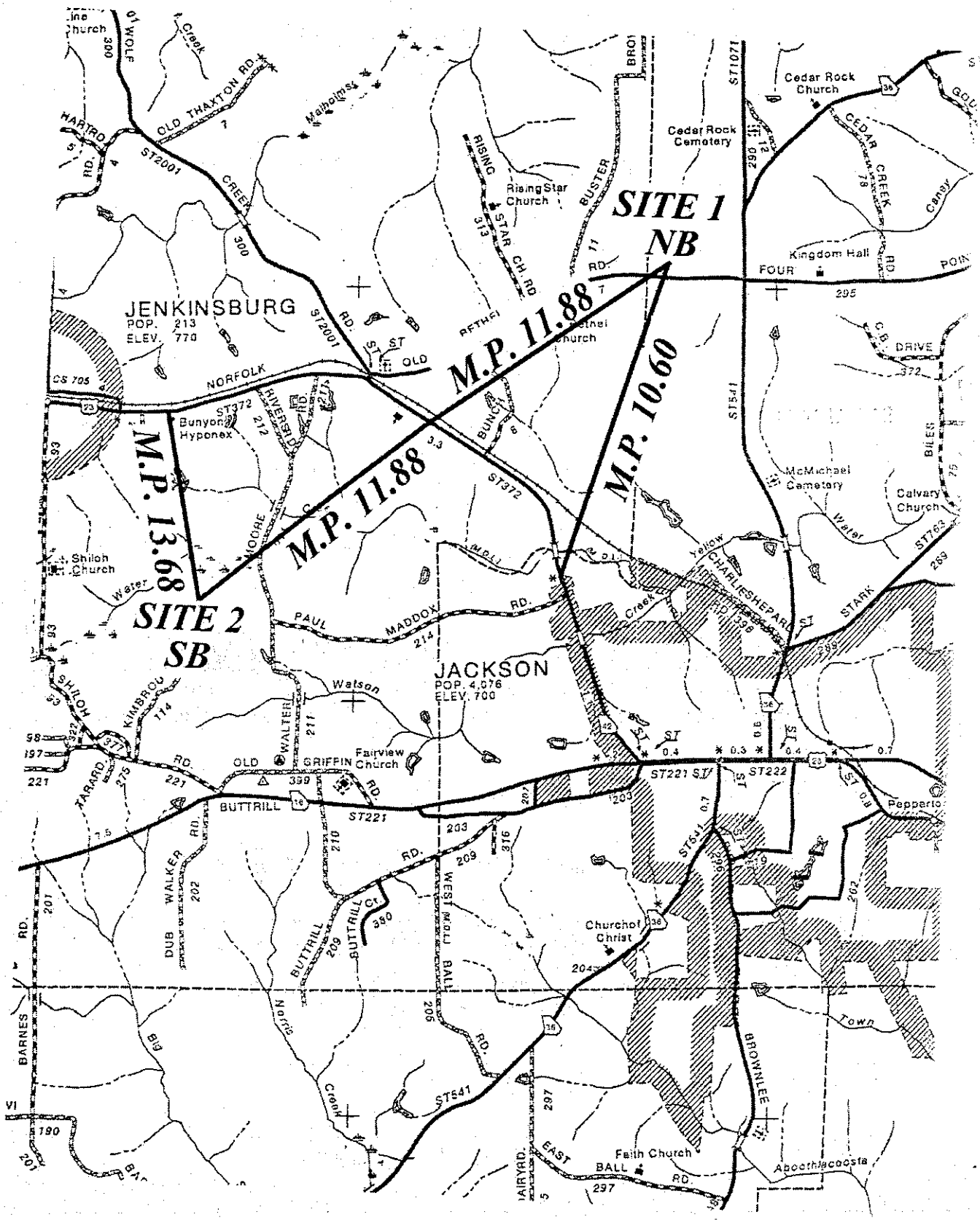
RECOMMENDATION FOR APPROVAL

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

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
8-11-00 DATE	District Engineer / Thomaston
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

Project: STP-037-2(32) P.I. NO:332360
June 7, 2000

PROJECT LOCATION MAP:



PROJECT LOCATION & DESCRIPTION

PROJECT LENGTH: 3.08 miles

TRAFFIC

CURRENT (2005)	Site 1	Site 2	PROJECTED (2025)	Site 1	Site 2
AADT =	7000 VPD	9000 VPD	AADT =	12,500 VPD	16,500 VPD
			K =	10%	10%
			D =	60%	60%
			T =	6%	6%
			24 HR T =	9%	9%

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
Minor	Rural Minor Arterial

FOS ( )	EXEMPT (X)	SF ( )

PROJECT NEED & PURPOSE

The purpose of project STP-37-2(62) is to build two passing lanes along a 3.08-mile stretch of SR42/USR23 between Jackson and Jenkinsburg. Site 1 is a northbound passing lane located between Mile Point (MP) 10.60 and MP 11.88. Site 2 is a southbound passing lane located between MP 11.88 and 13.68. Within Site 2, two left turn lanes will be constructed to improve the operation and safety of this section of SR 42. Left turn lanes will be constructed at the Scotts Bunyon Hyponex Plant located at MP 13.55 and at the intersection with Old Bethel Road and Wolf Creek Road at MP 12.26. The passing lanes and turning lanes will improve the functional capacity and the operational safety of the route. Traffic volumes on SR 42 in Site 1 and Site 2 have increased slightly over the past few years. The 1996, 1997 and 1998 average annual daily traffic (AADT) volumes for Sites 1 and 2 were 5,200, 5,733 and 5,700 respectively. The 1998 Level-of-Service (LOS) for sites 1 and 2 is LOS D. Future volumes on SR 42 are projected to be approximately 7,000 vehicles per Day (VPD) and 9,000 VPD in year 2005 within Sites 1 and 2; and 12,500 VPD and 16,500 VPD within Sites 1 and 2 in year 2025. Constructing north- and southbound passing lanes along this section of SR 42 will improve the LOS to an acceptable level through year 2025. Constructing the left turning lanes at the Scotts Bunyon Hyponex Plant and at the intersection with Old Bethel Road and Wolf Creek Road will improve the operation and safety of this section due to the large volume of trucks accessing the plant from SR 42.

Accident data for the latest three years (1995, 1996 and 1997) reveal that accident rates on SR 42 for Sites 1 and 2 exceeded the statewide average for accidents in 1996 for a road of this type (Rural Minor Arterial, non NHS). Accident types for the latest three years reveal that 42 percent were "struck object" and 33 percent were "rear end" accidents. During the same three year period, the types of accidents at the intersection with Old Bethel Road and Wolf Creek Road were 45 percent "rear end", 33 percent "angle intersect" and 22 percent "struck object". Adding a left turn lane at this intersection will improve the safety and operation by separating turns from through movements, thereby increasing safety along this route.

State Route 42 is a major connector between Jackson and I-75. Existing land use along this stretch of SR 42 is mixed between residential and industrial parcels. This route is designated a STAA truck route and 9 percent of the volume is truck traffic. This section of SR 42 does not provide optimal passing opportunities, which causes vehicles to platoon. Presently, there are limited passing opportunities due to vertical and horizontal clearance, resulting in limited sight distance. Constructing passing lanes along this section of SR 42 will improve the passing opportunities and in turn improve the operational safety of the route. This project will improve capacity to an acceptable level and in turn it will break up the platoons, reduce vehicle delays and improve safety.

EXISTING ROADWAY		
TYPICAL SECTION: 2-12' Lanes with 5' Shoulders (2' paved)	2 Lane Rural	**Right of Way WIDTH** 60 ft
POSTED SPEED	**MAX DEGREE OF CURVE**	**MAXIMUM GRADE**
55 mph	5° 00'	5 %

MAJOR STRUCTURES	
FEATURE INTERSECTED / TYPE	**SUFF. RATING**
Triple 10'X10' Box Culvert at Yellow Water Creek on Site 1	87.7
HAZARD INDEX: N/A	

PROPOSED ROADWAY WIDENING AND RECONSTRUCTION				
TYPICAL SECTION: Three 12' lanes with 10' shoulders (2' paved)				
DESIGN SPEED	**MAX DEGREE OF CURVE**		**MAX GRADE**	
55 mph	**Allowable**	6°00'	**Allowable**	6.5 %
	Proposed	5°00'	**Proposed**	5.0 %

PROPOSED MAJOR STRUCTURES	
FEATURE INTERSECTED / TYPE	**SUFF. RATING**
Triple 10'X10' Box Culvert at Yellow Water Creek on Site 1	87.7

PROPOSED RIGHT OF WAY				
RIGHT OF WAY WIDTH	**PARCELS IMPACTED**	**DISPLACEMENTS**		
Estimated 70' total off side 80' total on side (total)	28 parcels	RES: 0	BUS: 0	M.H.: 0
RIGHT OF WAY ACQUISITION BY: GaDOT				
TYPE OF ACCESS CONTROL: Access controlled by permit				

COORDINATION AND SCHEDULING
CONCEPT TEAM MEETING DATE: June 28, 2000
CONFORMS TO TIP/STIP: YES
MEETS LOGICAL TERMINI REQUIREMENTS: YES
P.A.R. MEETING: Not required.
LOCATION INSPECTION DATE: Pending
PERMITS REQUIRED (4f,COE,404,etc.): A nationwide 404 anticipated.
LEVEL OF PUBLIC INVOLVEMENT: None Required
TIME SAVING PROCEDURES APPROPRIATE: Yes
OTHER PROJECT IN THE AREA: PEPRN-8-1(035) Bunch Road (Canceled State Aid Project), PEPRN4-1(035) CR 213 / Oak Street (State Aid Project), PEPRN-8530-3(035) (State Aid Project)
LOCAL GOVERNMENT COMMENTS: A LGPA for Utility costs has not yet been sent to the county. (SEE THE ATTACHED BALL PARK UTILITY COST ESTIMATE)

SCHEDULING CONSIDERATIONS	
TIME TO COMPLETE ENVIRONMENTAL:	12 MONTHS
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	12 MONTHS
TIME TO COMPLETE 404 PERMIT:	12 MONTHS
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	12 MONTHS
TIME TO BUY RIGHTS-OF-WAY:	12 MONTHS

MISCELLANEOUS
TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will be maintained on the existing road during construction.
LEVEL OF ENVIRONMENTAL ANALYSIS: A Categorical Exclusion is anticipated.
UNDERGROUND STORAGE TANKS: 2 possible
HAZARDOUS SITES: None anticipated

DESIGN VARIATIONS REQUESTED			
DESIGN ELEMENT	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	☐	☒	☐
SUBST ROADWAY WIDTH	☐	☒	☐
SUBST SHOULDER WIDTH	☐	☐	☒
SUBST VERTICAL GRADES	☐	☐	☒
SUBST CROSS SLOPES	☐	☒	☐
SUBST STOPPING SIGHT DIST	☐	☒	☐
SUBST SUPERELEV RATES	☐	☒	☐
SUBST HORIZONTAL CLEARANCE	☐	☒	☐
SUBST SPEED DESIGN	☐	☒	☐
SUBST VERTICAL CLEARANCE	☐	☒	☐
SUBST BRIDGE WIDTH	☐	☒	☐
SUBST BRIDGE CAPACITY	☐	☒	☐

ALTERNATIVES CONSIDERED
1. No build.
2. Build a northbound passing lane between MP 10.60 and 11.88, a southbound passing lane between PP 11.88 and 13.35, and a left turn lane to Hyponex between MP 13.13 and 13.68.

COMMENTS: Several vertical curve lengths along this section of road are substandard. There would be additional Right of Way, pavement, and earthwork costs if the vertical curves along the road are upgraded and it would be difficult to maintain traffic under construction. Norfolk Southern Railroad runs parallel on the north side along most of the project and widening the offside shoulder would encroach on the railroad. A possible design exceptions or variances for vertical grades and/or shoulder widths will be investigated during the design phase of the project.

It was requested by the Office of Traffic Operations to extend the project west to CR 213 to provide a left turn lane if there were no encumbrances. It is not recommended that the project be extended due to a historic house on the west termini of this project, but a left turn on SR 42 at CR 213 could be added to State Aid project PEPRN-4-1(035).

Traffic Operations and Butts County suggest shifting the alignment of SR 42 to the south at the intersection of Bunch Road in order to improve a substandard rail road crossing on Bunch Road just north of SR 42. State Aid Project PEPRN-8-1(035) proposed realigning Bunch Road to improve the railroad crossing as well, but it was canceled because the county did not acquire the Rights of Way. It is recommended that State Aid project PEPRN-8-1(035) be revitalized along with a Butts county agreement to acquire Right of Way. The SR 42 shift to the south will be investigated during the design phase of the project.

ATTACHMENTS: Cost Estimate, Typical Section, Utility Ballpark Cost Estimate, Right of Way Cost Estimate, Railroad Crossing Recommendation, Preliminary Pavement Design, Notice of Location

Design Approval, and Concept Team Meeting Minutes.

PRELIMINARY COST ESTIMATE

PREPARED BY: Mike Austin **PROJECT LENGTH:** 3.08 miles

ESTIMATED LETTING DATE: February 2003

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-TO-WAY:		
1. PROPERTY (LAND & EASEMENT)	$	472,500.00
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	$	0.00
3. OTHER COST (ADM./COST, INFLATION)	$	64,000.00
(See attached) SUBTOTAL:A	$	536,500.00
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0.00
2. TRANSMISSION LINES	$	0.00
3. SERVICES	$	299,750.00
(See attached) SUBTOTAL:B	$	299,750.00
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	$	
a. OVERPASSES	$	
b. OTHER	$	51,000.00
SUBTOTAL:C-1	$	51,000.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK (42,000 cy @ $5.00/cy)	$	210,000.00
b. DRAINAGE:		
1) Cross Drain Pipe (LUMP)	$	13,800.00
2) Curb and Gutter (0 ft @ $10.00/ft)	$	0.00
3) Longitudinal System(include catch basins)	$	

PROJECT COST		
SUBTOTAL:C-2		$ 223,800.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (17,000 Ton @ $15.00/ Ton)		$ 255,000.00
b. ASPHALT PAVING: Surface (2,500 Ton @ $36.00/ Ton)	$ 90,000.00	
Binder (6,600 Ton @ $35.00/ Ton)	$231,000.00	
Base (13,200 Ton $35.00/ Ton)	$462,000.00	
SUBTOTAL:C-3.b		$ 783,000.00
c. CONCRETE PAVING		$
d. OTHER (Bituminous Tack: 2,200 Gal @ $0.25/ Gal)		$ 550.00
SUBTOTAL:C-3		$ 1,038,550.00
4. LUMP ITEMS:		
a. GRASSING (38 ac @ $1,600/ ac)		$ 60,800.00
b. CLEARING AND GRUBBING (45 ac @ $4,000/ ac)		$ 180,000.00
c. LANDSCAPING		$
d. EROSION CONTROL (LUMP)		$ 80,000.00
e. TRAFFIC CONTROL		$ 25,000
SUBTOTAL:C-4		$ 345,800.00
5. MISCELLANEOUS:		
a. LIGHTING ( )		$
b. SIGNING - MARKING (LUMP)		$ 5,000.00
c. GUARDRAIL – (500 ft @ $10.00/ ft)		$ 5,000.00
d. SIDEWALK		$ 0.00
SUBTOTAL:C-5		$ 10,000.00
6. SPECIAL FEATURES: NONE		
SUBTOTAL:C-6		$ 0.00

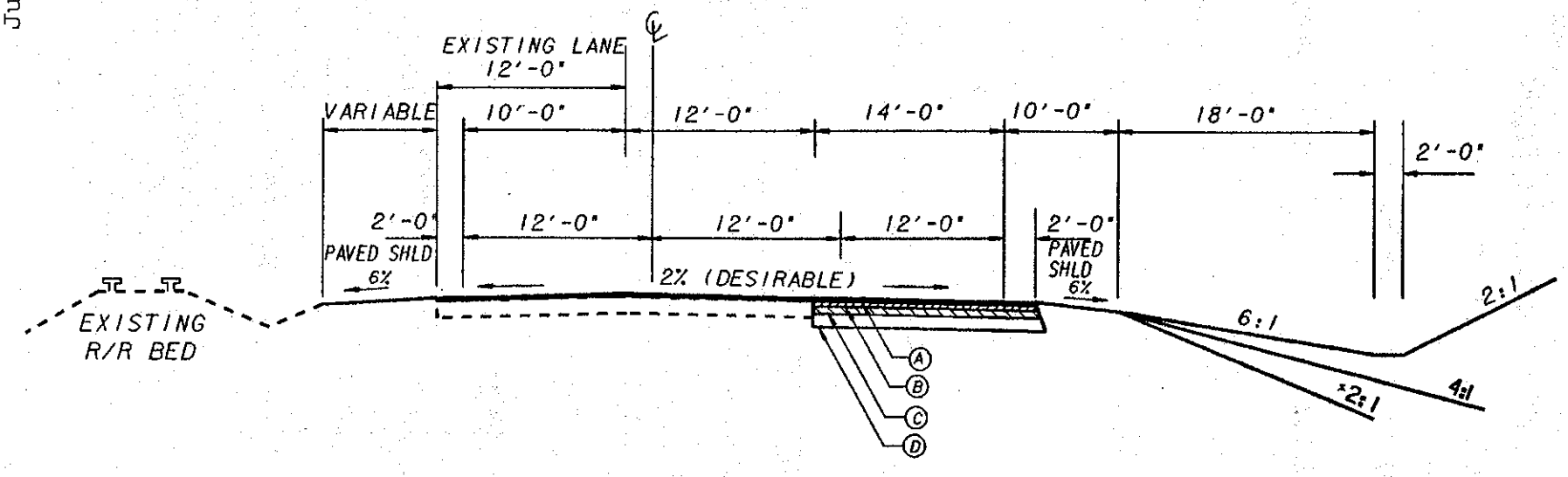
Project: STP-037-2 2) P.I. NO:332360
June 7, 2000

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY ( )	$	536,500.00
B. REIMBURSABLE UTILITIES	$	299,750.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	51,000.00
2. GRADING AND DRAINAGE	$	223,800.00
3. BASE AND PAVING	$	1,038,550.00
4. LUMP ITEMS	$	345,800.00
5. MISCELLANEOUS	$	10,000.00
6. SPECIAL FEATURES	$	0.00
SUBTOTAL CONSTRUCTION COST	$	1,669,150.00
E. & C. (10%)	$	166,915.00
INFLATION (5% PER YEAR)	$	83,457.50
NUMBER OF YEARS 2		
TOTAL CONSTRUCTION COST	**$**	**1,919,522.50**
GRAND TOTAL PROJECT COST	**$**	**2,755,772.50**

This project is 100 percent in congressional district 3.

TYPICAL SECTION

NO SCALE



* AT GUARDRAIL LOCATIONS

Ⓐ = 165 lb/sy - 12.5 mm ASPH.CONC.Mix

Ⓑ = 220 lb/sy - 19 mm ASPH.CONC.Mix

Ⓒ = 330 lb/sy - 25 mm ASPH.CONC.Mix

Ⓓ = 12" GRADED AGGR.BASE

PROJECT STP-37-2(62)

COUNTY BUTTS

P.I.NO. 332360

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-37-2(64) Butts County, P.I. #332360** **DATE:** June 30, 2000

FROM: Glenn W. Durrence, District Engineer **OFFICE:** Thomaston

TO: David Millen, District Preconstruction Engineer
ATTN: Bill Rountree

SUBJECT: Utility Cost Estimate

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project:

UTILITY OWNER	PRIVATE OR PUBLIC	TYPE OF UTILITY	REIMBURSABLE COSTS	NON-REIMBURSABLE COSTS
Georgia Power Company	Private	Electric	164,750	164,750
BellSouth Telecommunications, Inc.	Private	Telecom		150,000
Butts County Water & Sewer Authority	Public	Water	135,000	135,000
Qwest Communications	Private	Telecom	**NO CONFLICT**	
Charter Communications, Inc.	Private	CATV		5,500
Central Georgia EMC	Public	Electric	**NO CONFLICT**	
TOTAL			**$299,750.00**	**$455,250.00**

KG:GW:ag

cc: Dudley Ellis, P.E., State Utilities Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: R/W

OFFICE: **THOMASTON**

DATE: May 1, 2000

FROM: Ben W. Rapillard, District R/W Team Manager

TO: David B. Millen, District Preconstruction Engineer

Attention: Bill Rountree

SUBJECT: STP-037-2(62) Butts
P.I. No. 332360

Per your request, we have reviewed the above project and based on the information given, feel that a preliminary rights-of-way cost as follows is reasonable:

A. Rights-of-Way

1. Property (Land & Esmt)	$472,500
2. Displacements	-0-
3. Other Costs (Adm/Cost, etc.)	$ 64,000
Subtotal A:	$536,500

If you have any questions, please advise.

BWR:cb

JUL 2000
Dept. of Transportation
RECEIVED
DISTRICT 3
THOMASTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-037-2(62) Butts County**
P.I. No. 332360, S.R. 42 (U.S. 23)

OFFICE: Traffic Operations

DATE: July 5, 2000

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

TO: Glenn Durrence, P.E. District Engineer, District 3, Thomaston
Attention: Bill Rountree

SUBJECT: Railroad Crossing Locations adjacent to S.R. 42, Butts County

The above project which parallels Norfolk Southern Railroad has two locations involving County Road rail crossings that are of concern. Please consider these in your project development. The track carries 46 trains per day. The locations and concerns are described below.

1. C.R. 8, Bunch Road, Railroad Inventory Number 718446 U. Due to the high profile crossing and nearness of the track to S.R. 42 from the railroad, the intersection was built with ramps up to the crossing. After an injury accident involving a vehicle and a train in 1988 the Department tried to get the County to relocate the crossing to the south, to reduce the grade difference between S.R. 42 and the tracks but with no success. This is to request that you consider shifting S.R. 42 away from the track to allow for a 90 degree crossing, on a flatter grade or again approaching the County about shifting the road to the south/east with a new intersection allowing a better grade. If the County would be willing to rebuild C.R. 8 on the northeasterly side so the intersection can be improved by shifting the crossing to the southeast to eliminate the hump and provide a 90 degree intersection to S.R. 42, we will fund the installation of gates, lights, and bells and work with the railroad to build a new crossing.

2. On the northwesterly end, it is requested that you consider beginning the passing lane just west of C.R. 213 (Lee Holloway Road). It appears the project ends just below the intersection, near Hyponex. A City Contract is relocating the C.R. 4, Maple Street Railroad Crossing to the southeast and it will align with C.R. 213. Since this is the most southerly crossing serving the citizens of Jenkinsburg and the area is beginning to develop, the intersection traffic will be increasing. Extending the project to include this intersection would allow for the pavement to be striped for left turn lanes.

Your consideration in this matter will be appreciated. If you have any questions or you care to discuss this further please contact Otis Hammock or myself at 635-8121.

MGW: JMF: oh

FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: STP-037-2(62) **County:** BUTTS
P.I. no.: 332360
Description: Two Passing Lanes between Jackson and Jenkinsburg

Traffic Data (NOTE: AADTs are one-way)
24-hour Truck Percentage: 9.00%
AADT initial year of design period: 4,500 vpd (2005)
AADT final year of design period: 8,250 vpd (2025)
Mean AADT (one-way): 6,375 vpd

Design Loading

Mean AADT		LDF		Trucks		18-K ESAL		Total Daily Loads
6,375	*	0.95	*	0.090	*	1.06	=	579

Total predicted design period loading = 579 * 20 * 365 = 4,226,700

Design Data
Terminal Serviceability Index: 2.50
Soil Support: 3.00
Regional Factor: 1.60

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness mm	(in.)	Structural Coefficient	Structural Value
9.5 mm Superpave	38	(1.50)	0.0173	0.66
19 mm Superpave	51	(2.00)	0.0173	0.88
25 mm Superpave	25	(0.99)	0.0173	0.43
	51	(2.01)	0.0118	0.60
Graded Aggregate Base	305	(12.00)	0.0063	1.92

Required SN = 5.23 Proposed SN = 4.49

>>> Proposed pavement is 14.2% Underdesign <<<

Remarks: Preliminary Pavement Design

Prepared by John Moretto May 2, 2000
Date

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

Approved _____
District Engineer **Date**

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-037-2(62)
P. I. No. 332360

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

This project consists of the construction of two passing lanes along a 3.08 mile stretch of S.R. 42/U.S. 23 between Jackson and Jenkinsburg. The project lies entirely within Butts County and within Land District 1 and Land Lots 118, 119, and 139 through 143.

Date of Location Design Approval:_____

The proposed construction will include building one northbound passing lane located between MP 10.60 and MP 11.88. A southbound passing lane will be built between MP 11.88 and MP 13.68. A left turn lane will also be constructed at the Scotts Bunyon Hyponex Plant located at MP 13.55.

Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation, Thomaston District Office, 715 Andrews Drive, Thomaston, Georgia 30286-4524. Or, any interested party may obtain a copy of the drawings or maps or plats by writing to the Georgia Department of Transportation, Thomaston District Office, 715 Andrews Drive, Thomaston, Georgia 30286-4524 and paying a nominal cost therefor.

Any written request in reference to this Notice SHOULD include the PROJECT AND PI NUMBERS AS NOTED AT THE TOP OF THIS NOTICE AND may be referred to:

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
Thomaston District Office
715 Andrews Drive
Thomaston, Georgia 30286-4524

(706) 646-6604

MEETING MINUTES
CONCEPT TEAM MEETING
STP-037-2(62) Butts 332360

LOCATION: Thomaston District 3 Office Conference Room
DATE/TIME: June 28, 9:00 A.M.

I. **INTRODUCTION-** Bill Rountree (District Design Engineer) gave the reasons for a concept team meeting and a brief overview of the project.

A. THOSE PRESENT INTRODUCED THEMSELVES- see attached sign-in sheet

II. **DESCRIBE PROJECT-** the project was described in detail.

DETAILS – There was a discussion of the proposed project dealing with the site orientation to the north versus progressing with ascending Mile Points. A decision to leave sites as presented was agreed on.

A. REVIEW CONCEPT REPORT (the following revisions were needed)

1. Update Need and Purpose statement to add a left turn lane on SR 42 at the intersection with Old Bethel Road and Wolf Creek Road. Revise the Need and Purpose to include new traffic numbers.
2. Include the number of R/W parcels.
3. Fill in team meeting date.
4. Add note to mention the two maintenance projects directly west of the project that are not within the limits of this project.
5. Change time to complete 404 permit to 12 months.

III. COMMENTS FROM EACH OFFICE

A. PLANNING- not present

B. PROGRAMMING- stated the R/W was programmed for 2002, Construction for 2004, and that the LGPA would be sent 3 years prior to that Construction date.

C. ENVIRONMENTAL- stated that there was a possible known UST site. Also, there is the possibility of several historic properties that must be investigated.

D. UTILITIES- requested a copy of the completed layout and provided a copy of the ballpark utility cost estimate.

E. RIGHT OF WAY- no comments unless a displacement occurs, which would increase the right of way attainment time

F. TRAFFIC OPERATIONS- a mainline left turn lane needs to be investigated at the intersection of Old Bethel Road and Wolf Creek Road, and that the intersection and tie-in of Bunch Road with the railroad and SR 42 be investigated for radius improvements.

G. CONSTRUCTION- comment to offset the proposed centerline and profile grade line two (2) feet from the existing centerline to prevent the future tire path from running over the existing pavement joint.

H. MAINTENANCE- not present

I. LOCATION- no comments

J. COUNTY- comment approving of the request for a mainline left turn lane of SR 42 at the intersection with Old Bethel Road and Wolf Creek Road and a possibility of another UST in front of the new post office, which is off the project.

K. OTHERS- no other office represented

IV. Meeting was adjourned at 10:05 a.m.

SIGN-IN SHEET
STP-037-2(62) BUTTS COUNTY
SR 42 PASSING LANES

6/28/00

1. John Moretto	DOT (Road Design)
2. Katie Mullins	DOT (Office of Programming)
3. Glenn A. Williams	DOT (Office of Utilities)
4. Tommy Cleveland	DOT (Location)
5. Gene Mckissick	DOT (Construction)
6. Dan Woods	DOT (Traffic Operations)
7. Frankie Greene	DOT (R/W)
8. Mitch Britt	DOT (Environment)
9. Mike Hosey	Butts County (Road Dept)
10. Bill Rountree	DOT (Road Design)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-037-2(62)
P.I. NO. 332360
BUTTS COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42

Project Manager: William J. Rountree **Date:** 8/11/00
William J. Rountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

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

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
8-11-00 DATE	District Engineer / Thomaston
8/14/00 DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-037-2(62)
P.I. NO. 332360
BUTTS COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42

Project Manager: William J. Rountree **Date:** 8/11/00
William J. Rountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

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

DATE 8/18/00	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE 8-11-00	State Environmental / Location Engineer
DATE	District Engineer / Thomaston
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
AUG 18 2000

File: STP-037-2(62)/Butts County
P.I. No. 332360

Office: Traffic Operations
Atlanta, Georgia
Date: August 15, 2000

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

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of two passing lanes, northbound and southbound, on US 23/SR 42, between Jackson and Jenkinsburg. Site 1, northbound, is located between mile point(MP)10.60 and MP 11.88, while Site 2, southbound, is located between MP 11.88 and MP 13.68, for a total distance of approximately 3.08 miles.

US 23/SR 42, is a rural two lane roadway with 5 foot shoulders and a posted speed limit of 55mph. This route is designated a STAA truck route and 9 percent of the volume is truck traffic. Due to insufficient vertical and horizontal clearances, resulting in limited sight distance, passing opportunities are limited. With an increase of traffic volumes, without improvements, this section of roadway will operate at a level of service(LOS) D by the design year 2025.

This project will provide the passing lanes, and construct left turn lanes at the *Scotts Bunyon Hyponex Plant*, and the intersections of Old Bethel Road and Wolf Creek Road. The speed design will be 55mph and traffic will be maintained, via staging, during construction.

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

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
Glenn Durrence, P.E., District Engineer, Thomaston
Attention: Bill Roundtree, P.E.
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
Otis Hammock, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-037-2(62)
P.I. NO. 332360
BUTTS COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42

Project Manager: William J. Rountree **Date:** 8/11/00
William J. Rountree, P.E., District Design Engineer

RECOMMENDATION FOR APPROVAL

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

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
8-11-00 DATE	District Engineer / Thomaston
DATE	Project Review Engineer
8/16/2000 DATE	State Traffic Operations Engineer