

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-20-2(156) DeKalb County
P.I. No. 713220

OFFICE Preconstruction

DATE July 2, 1996

FROM *CWH/rl*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

CWH/rl

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Darrell Elwell (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Joe Palladi
Mitch Fowler

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM-20-2(156) DeKalb County **OFFICE** Preconstruction
P.I. No. 713220
DATE May 14, 1996

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the reconstruction of the Wesley Chapel Road interchange over I-20, including the relocation of Snapfinger Woods Drive. The project length is 2.22km. The existing interchange is incurring operational problems due to growth in traffic, commercial developments completed recently, and the existing westbound exit slip ramp with the frontage road. The existing problems are lack of storage capacity on the ramps and the safety at the slip ramp. The interchange functions as a major connecting point for transportation through the center of DeKalb County from Covington Highway and Hairston Road on the north side to Snapfinger Road, Rainbow Drive, and Flat Shoals Road on the south. Wesley Chapel Road is currently four, 3.6m lanes with curb and gutter, one continuous left turn lane, and a sidewalk on the west side. Snapfinger Woods Drive currently has three, 3.6m lanes with curb and gutter on the west side and no sidewalk. The existing I-20 consists of three, 3.6m lanes in each direction separated by a concrete barrier. The existing bridge over I-20 is 65.8m x 24.3m with a sufficiency rating of 64.0. Traffic estimates are as follows:

| <u>ROUTE</u> | <u>VPD (2000)</u> | <u>VPD (2020)</u> |
|------------------------|-----------------------|-----------------------|
| I-20 | 58,200 | 93,100 |
| Wesley Chapel Road | 35,775 | 40,850 |
| Snapfinger Woods Drive | 14,600 | 17,800 |

The posted speeds are 90km/h for I-20, 70km/h for Snapfinger Woods Drive and Wesley Chapel Road, and 40km/h for New Snapfinger Woods Drive. The design speeds are 90km/h for I-20, 70km/h for Wesley Chapel Road, and 40km/h for New Snapfinger Woods Drive.

The proposed construction will relocate Snapfinger Woods Drive from just west of Golf Vista Circle north on new location to New Snapfinger Woods Drive. The typical section will consist of three, 3.6m lanes (one northbound, one southbound, and one turn lane) with curb and gutter.

NH-IM-20-2(156) DeKalb

May 14, 1996

This relocation will eliminate the current conflict with the I-20 ramp. A barricade will be placed west of E. Wesley Chapel Way to prevent traffic on Snapfinger Woods Drive from utilizing the old intersection. The existing asphalt will be removed between the barricade and the ramp. The entrance ramp from Wesley Chapel Road onto I-20 west will be improved to accommodate three, 3.6m lanes. The right turn taper length will be extended on the exit ramp from I-20 east onto Wesley Chapel Road.

Wesley Chapel Road will be widened from Rainbow Drive north to South Hairston Road. The typical section will consist of three, 3.6m lanes in each direction with a 6.1m concrete median and turn lanes as required. Sidewalks are proposed on both sides of Wesley Chapel Road. Since sidewalks currently exist only on the west side, a revised LGPA should be submitted to DeKalb County requesting the county agree to provide the additional cost for constructing the sidewalks before design begins, or sidewalks on the east side will not be included in the plans. The existing bridge over I-20 will be replaced with a new 72.0m x 34.0m bridge. Future widening of I-20 is proposed under project NH-IM-20-2(166), DeKalb County. As proposed, the project will add two additional lanes to the interstate and a two lane collector/distributor to each side of I-20 from I-285 to Evans Mill Road. The new bridge proposed under project IM-20-2(156), DeKalb County, will accommodate the future widening. A design variance is required for the spacing between the median openings at Snapfinger Woods Drive and the Wal Mart/K-Mart parking lots. Traffic will be maintained at all times during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; 20 possible UST sites; a public hearing is required; time saving procedures are not appropriate.

The estimated costs for this project are:

| | <u>PROPOSED</u> | <u>APPROVED</u> | <u>PROG DATE</u> | <u>LET DATE</u> |
|---|-----------------|-----------------|------------------|-----------------|
| Construction (includes E&C and inflation) | \$6,535,000 | \$4,000,000 | 1999 | 98-12 |
| Right-of-Way | \$2,429,000 | \$ 500,000 | | |
| Utilities | \$ 510,000 | ----- | | |

Wayne Shackelford

Page 3

NH-IM-20-2(156) DeKalb

May 14, 1996

This project will correct the existing roadway deficiencies, increase operational capacity, and serve the transportation demand. This project is in the STIP. I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR



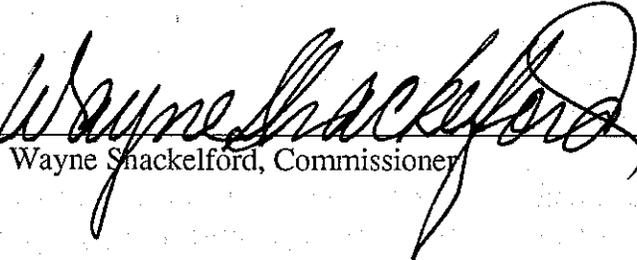
Frank L. Danchetz, P.E., Chief Engineer

APPROVE



For : Larry R. Dreihaupt, Division Administrator, FHWA

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAY 09 1996
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-20-2(156) DEKALB OFFICE Atlanta, Georgia
P.I. NO. 713220 DATE MAY 9, 1996

FROM Bob Mustin, Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted May 2, 1996 by the letter from Joseph P. Palladi dated April 1, 1996 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

| | | | |
|------------------------|----|-----------|--------|
| Construction | \$ | 4,951,000 | |
| Inflation | \$ | 990,000 | |
| E & C | \$ | 594,000 | |
| Right of Way | \$ | 2,429,000 | (LGPA) |
| Reimbursable Utilities | \$ | 510,000 | (LGPA) |

DTM

c: Joe Palladi

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-20-2(156) Dekalb County
P.I. Nos. 713220
I-20 at Wesley Chapel Road

OFFICE Atlanta, Georgia

DATE April 1, 1996

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

TO Wayne Hutto, Assitant Director of Preconstruction

SUBJECT **Concept Report**

Attached is the proposed Concept Report for the above listed project. This project involves the modification of the I-20 interchange at Wesley Chapel Road in Dekalb County as well as improvements to Wesley Chapel Road.

Please process this report through the Department in accordance with the project review process.

JPP:ATA
Attachment

cc: Bobby Mustin, w/attachment
David Studstill, w/attachment
Marion Waters, w/attachment
Mitch Fowler, w/attachment
Paul Liles, w/attachment,

RECEIVED
APR 02 1996
PRECONSTRUCTION

PROJECT CONCEPT REPORT

DATE: March 21, 1996

PROJECT NUMBER: IM-20-2(156)

COUNTY: Dekalb

DESCRIPTION: Reconstruct and rehabilitate the interchange at I-20 and Wesley Chapel Road. This involves the relocation of Snapfinger Woods Drive to eliminate the crossing of the frontage road with the West Bound I-20 exit ramp. This project also includes improvements to Wesley Chapel Road resulting from the modification of the interchange.

LENGTH: 2.22 km (Along Wesley Chapel Road)

P.I. NO.: 713220

U.S. ROUTE NO.: I-20

STATE RT. NO.: 402

LOCATION: I-20 Interchange at Wesley Chapel Road as well as Wesley Chapel Road from South Hairston Road to Rainbow Drive, including New Snapfinger Woods Drive.

MILE POINT REFERENCE: BEGIN 0179
(Wesley Chapel Road CR5196)

END 0261

TRAFFIC

| | CURRENT(2000) | PROJECTED(2020) |
|------------------------|----------------------|------------------------|
| I-20 | AADT 58200 | AADT 93100 |
| Wesley Chapel Road | AADT 35775 | AADT 40850 |
| Snapfinger Woods Drive | AADT 14600 | AADT 17800 |

| PDP CLASSIFICATION: | NON-CA | CA | EX | SF |
|----------------------------|---------------|-----------|-----------|-----------|
| Major-Existing | (X) | () | () | () |

FUNCTION CLASSIFICATION:

I-20 - Urban Principal Arterial (Freeway)
Snapfinger Woods Drive - Urban Collector Street
Wesley Chapel Road - Urban Principal Arterial

EXISTING DESIGN

TYPICAL SECTION:

- I-20 at Wesley Chapel has three 3.6 m lanes eastbound and three 3.6 m lanes westbound with a concrete barrier separating the traffic.
- Snapfinger Woods Drive currently has three 3.6 m lanes, one eastbound and two westbound, with curb and gutter on the west side only and no sidewalk.
- Wesley Chapel Road currently has four 3.6 m lanes and one continuous left turning lane. There is curb and gutter along both sides. Sidewalk is located only on the west side.

POSTED SPEED: 90 km/hr - I- 20
70 km/hr - Snapfinger Woods Drive
70 km/hr - Wesley Chapel Road
40 km/hr - New Snapfinger Woods Drive

MIN. EXISTING RADIUS OF CURVE
435 m - I-20
440 m - Snapfinger Woods Drive
1500 m - Wesley Chapel Road

MAX. EXISTING GRADE
5% - I-20
7% - Snapfinger Woods Drive
5% - Wesley Chapel Road

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED: A single bridge on Wesley Chapel Road crossing over I-20.

S.RTG: 64.0

LENGTH: 65.8 m

WIDTH: 24.3 m

PROJECT NEED & PURPOSE: See attached

PROPOSED DESIGN

PROPOSED TYPICAL SECTION:

- Currently, the frontage Road (Snapfinger Woods) crosses the I-20 westbound exit ramp at Wesley Chapel. Snapfinger Woods will be relocated to eliminate this crossing. Also, the slip ramp allowing vehicles to travel east on Snapfinger Woods from the exit ramp will be eliminated. The entrance ramp from Wesley Chapel onto I-20 west will be improved to accommodate three 3.6 m lanes at the intersection. The right turn taper length will be extended on the exit ramp from I-20 east onto Wesley Chapel.
- The Snapfinger Woods Drive relocation will have three 3.6 m lanes; one northbound, one southbound and one turning lane, with a 3.6 m shoulder including curb and gutter on each side. Sidewalks are not proposed.
- Wesley Chapel Road will have three 3.6 m lanes in each direction with a 6.1 m concrete median and turn lanes as required. Curb and gutter will be placed on both sides of the road and also along the median. Sidewalks are proposed on the west side of Wesley Chapel. However, there is evidence of pedestrian traffic on the east side of Wesley Chapel also. For this reason, sidewalk is recommended on the east side of the road. Since sidewalks currently exist on only the west side, Dekalb County would have to agree to fund the sidewalks on the east side.

RIGHT-OF-WAY WIDTH:

91.4 m - I-20
 22.9 m - Snapfinger Woods Drive
 30.5 m - Wesley Chapel Road

DESIGN SPEED:

90 km/hr - I-20
 40 km/hr - New Snapfinger Woods Drive
 70 km/hr - Wesley Chapel Road

| MIN. RADIUS OF CURVE: | ALLOWABLE | PROPOSED |
|-----------------------|-----------|----------|
| I-20 | N/A | N/A |
| Snapfinger Woods Dr | 150 m | 150 m |
| Wesley Chapel Road | 215 m | 215 m |

| MAX. GRADE: | ALLOWABLE | PROPOSED |
|---------------------|-----------|----------|
| I-20 | N/A | N/A |
| Snapfinger Woods Dr | 10% | 7% |
| Wesley Chapel Road | 5% | 5% |

TYPE ACCESS: I-20 - Limited Access
 Wesley Chapel - By permit

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will be maintained during construction.

PROPOSED STRUCTURES: Replace bridge over I-20.

DESIGN EXCEPTIONS TO BE REQUIRED

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

NUMBER OF PARCELS: 13 - Snapfinger Woods Drive
 41 - Wesley Chapel Road

DISPLACEMENTS: No displacements are anticipated, however a few parking modifications will be required. A potential problem is the replacement of a driveway for a flower shop on the northwest corner of Rainbow Drive and Wesley Chapel Road. The replacement driveway will be located in the radius. There is a side street that could be utilized, but customers would enter from the rear of the building and the flower shop would then have no main road access.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

PUBLIC INVOLVEMENT: A public hearing will be held.

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): COE 404 possibly

TIME SAVINGS PROCEDURES APPROPRIATE: YES NO X

LOCAL GOVERNMENT COMMITMENTS: See attached Concept Meeting Minutes

OTHER PROJECTS IN THE AREA:

- PI 712510 - I-285 from I-20N to Stone Mountain Hwy
- PI 712870 - I-20 at Lithonia Industrial Blvd.
- PI 721820 - Snapfinger Road from Wesley Chapel Road to S. of
Riders Trail
- PI 713610 - I-20 from I-285E to Evans Mill Road

CONCEPT TEAM MEETING DATE: February 7, 1996

PROBABLE LOCATIONS OF USTS: There are 20 possible underground storage tank sites located along the proposed layout.

PROBABLE LOCATIONS OF HAZARDOUS WASTE: None known of at this time.

UTILITIES: The estimated utilities cost is \$430,000 for Snapfinger Woods Drive and \$40,000 for Wesley Chapel Road. Georgia Power, Bellsouth, and Dekalb Water and Sewer are the utility companies that will be involved.

OTHER ALTERNATES CONSIDERED: Two other alternates were reviewed and rejected. Both alternates utilized East Wesley Chapel Way for the relocation of Snapfinger Woods Drive. These alternates were rejected due to negative property impacts and a preferred alignment.

- COMMENTS:**
1. This project will be designed in metric units.
 2. A design variance is required for the spacing between the median openings at New Snapfinger Woods Drive and the Wal-mart/Kmart parking lots. The proposed spacing is 198 m from mid point to mid point. The recommended spacing is 201 m.

ATTACHMENTS: Cost Estimate, Typical Sections, Traffic Diagrams, Bridge Inventory Data, Need and Purpose Statement, Concept Meeting Minutes, and Concept Meeting Attendees List.

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE: 2/16/96 PREPARED BY: T.J. Robinson
PROJECT NO: IM-20-2(156) FILE NAME: 713220
P.I. NO: 713220 MILEAGE: 2.22 km

PROJECT DESCRIPTION: Reconstruction of the interchange at I-20 and Wesley Chapel Road.
This involves the relocation of Snapfinger Woods Drive and improvements to Wesley Chapel Road.

EXISTING ROADWAY: Snapfinger Woods Drive - Two lane urban
Wesley Chapel Road - Four lane urban
I-20 - Six lane urban interstate

| | | | |
|----------|--------------|---------------|---------------|
| TRAFFIC: | CURRENT ADT | PROJECTED ADT | |
| | 58200 (2000) | 93100 (2020) | I-20 |
| | 35775 (2000) | 40850 (2020) | WESLEY CHAPEL |

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

PROJECT COSTS

| | | | |
|--------------------------|-----------------|-----------------------|--------------------|
| A. RIGHT OF WAY | \$ 2,429,000.00 | | LOCAL |
| | | SUBTOTAL LOCAL | |
| B. UTILITIES | \$ 510,000.00 | | LOCAL |
| | | SUBTOTAL LOCAL | |
| C. CLEARING AND GRUBBING | 2.16 ha @ | \$29,700.00 | \$64,152.00 |
| | | SUBTOTAL | \$64,152.00 |

D. EARTHWORK

Embankment

| | | | | |
|---------------------|-----|------|--------------|--------------|
| In-Place Embankment | 0 | m3 @ | \$10.00 | \$0.00 |
| Borrow Incl Haul | 0 | m3 @ | \$8.00 | \$0.00 |
| Per kilometer cost | 2.7 | km @ | \$103,000.00 | \$278,100.00 |

Excavation

| | | | | |
|------|---|------|---------|--------|
| Soil | 0 | m3 @ | \$7.00 | \$0.00 |
| Rock | 0 | m3 @ | \$13.00 | \$0.00 |

Miscellaneous

| | | | | |
|-------------------|---|------|--------|--------|
| Wick Drains | 0 | lm @ | \$3.00 | \$0.00 |
| Filter Fabric | 0 | m2 @ | \$9.00 | \$0.00 |
| Drainage Material | 0 | m3 @ | \$8.00 | \$0.00 |

| | | | | |
|-------------|---|------|--------|--------|
| Drill Holes | 0 | lm @ | \$7.00 | \$0.00 |
|-------------|---|------|--------|--------|

SUBTOTAL \$278,100.00

E. BASE AND PAVING

| | | | | |
|-----------------------|-------|------|---------|--------------|
| <u>Aggregate Base</u> | | | | |
| Graded Aggregate | 23210 | Mg @ | \$15.00 | \$348,150.00 |

| | | | | |
|-----------------------|-------|------|---------|--------------|
| <u>Asphalt Paving</u> | | | | |
| Asph Conc E | 4220 | Mg @ | \$36.00 | \$151,920.00 |
| Asph Conc B | 4035 | Mg @ | \$36.00 | \$145,260.00 |
| Asph Conc Base | 12010 | Mg @ | \$35.00 | \$420,350.00 |
| Leveling | 4160 | Mg @ | \$38.00 | \$158,080.00 |
| Tack Coat | 11200 | L @ | \$0.30 | \$3,360.00 |

SUBTOTAL \$1,227,120.00

F. DRAINAGE

| | | | | |
|---------------------------|----|------|------------|------------|
| <u>Cross Drain System</u> | | | | |
| 375 mm Conc. Pipe | 12 | lm @ | \$82.00 | \$984.00 |
| 450 mm Conc. Pipe | 10 | lm @ | \$86.00 | \$860.00 |
| 600 mm Conc. Pipe | 55 | lm @ | \$102.00 | \$5,610.00 |
| 750 mm Conc. Pipe | 0 | lm @ | \$138.00 | \$0.00 |
| 900 mm Conc. Pipe | 8 | lm @ | \$178.00 | \$1,424.00 |
| 1050 mm Conc. Pipe | 0 | lm @ | \$237.00 | \$0.00 |
| 1200 mm Conc. Pipe | 0 | lm @ | \$263.00 | \$0.00 |
| 375 mm F.E.S. | 0 | EA @ | \$295.00 | \$0.00 |
| 450 mm F.E.S. | 0 | EA @ | \$365.00 | \$0.00 |
| 600 mm F.E.S. | 3 | EA @ | \$400.00 | \$1,200.00 |
| 750 mm F.E.S. | 0 | EA @ | \$540.00 | \$0.00 |
| 900 mm F.E.S. | 0 | EA @ | \$695.00 | \$0.00 |
| 1050 mm F.E.S. | 0 | EA @ | \$920.00 | \$0.00 |
| 1200 mm F.E.S. | 0 | EA @ | \$1,300.00 | \$0.00 |

| | | | | |
|----------------------------|-----|------|----------|-------------|
| <u>Longitudinal System</u> | | | | |
| 375 mm Conc. Pipe | 990 | lm @ | \$82.00 | \$81,180.00 |
| 450 mm Conc. Pipe | 290 | lm @ | \$86.00 | \$24,940.00 |
| 600 mm Conc. Pipe | 6 | lm @ | \$102.00 | \$612.00 |

| | | | | |
|----------------------------|----|------|------------|-------------|
| <u>Drainage Structures</u> | | | | |
| Catch Basins | 31 | EA @ | \$1,380.00 | \$42,780.00 |
| Drop Inlets | 15 | EA @ | \$1,210.00 | \$18,150.00 |
| Manholes | 2 | EA @ | \$1,295.00 | \$2,590.00 |

| | | | | |
|--------------------------|---|------|--------|--------|
| <u>Drainage Lump Sum</u> | | | | |
| Cost per Kilometer | 0 | km @ | \$0.00 | \$0.00 |

SUBTOTAL \$180,330.00

G. CONCRETE WORK

| | | | | |
|----------------|-----|------|----------|-------------|
| Approach Slabs | 615 | m2 @ | \$106.00 | \$65,190.00 |
| Median Barrier | 0 | lm @ | \$102.00 | \$0.00 |

| | | | |
|--|-----------|-----------------|-----------------------|
| Curb and Gutter (Type 2 and 7) | 5625 lm @ | \$32.00 | \$180,000.00 |
| Valley Gutter | 1400 m2 @ | \$39.00 | \$54,600.00 |
| Sidewalk | 1730 m2 @ | \$23.00 | \$39,790.00 |
| 100 mm Conc. Median | 325 m2 @ | \$26.00 | \$8,450.00 |
| 150 mm Conc. Median | 4140 m2 @ | \$35.00 | \$144,900.00 |
| Ditch Paving | 740 m2 @ | \$28.00 | \$20,720.00 |
| | | SUBTOTAL | \$513,650.00 |
| H. TRAFFIC CONTROL | lump sum | | \$100,000.00 |
| | | SUBTOTAL | \$100,000.00 |
| I. EROSION CONTROL | lump sum | | \$105,525.00 |
| | | SUBTOTAL | \$105,525.00 |
| J. GUARDRAIL | | | |
| W-Beam Rail | 190 lm @ | \$38.00 | \$7,220.00 |
| T-Beam Rail | 48 lm @ | \$89.00 | \$4,272.00 |
| Type 1 Anchors | 2 EA @ | \$440.00 | \$880.00 |
| Type 11 Anchors | 2 EA @ | \$1,345.00 | \$2,690.00 |
| | | SUBTOTAL | \$15,062.00 |
| K. SIGNS, STRIPING, SIGNALS, LIGHTING | | | |
| Signing and Marking | lump sum | | \$22,400.00 |
| Overhead Signs w/Lights | 0 EA @ | \$0.00 | \$0.00 |
| Traffic Signals | 7 EA @ | \$30,000.00 | \$210,000.00 |
| Lighting | lump sum | | \$0.00 |
| | | SUBTOTAL | \$232,400.00 |
| L. GRASSING/LANDSCAPING | 1.35 ha @ | \$1,250.00 | \$1,687.50 |
| | | SUBTOTAL | \$1,687.50 |
| M. MISCELLANEOUS | | | |
| Field Engineer Office (Type 2) | 1 EA @ | \$23,000.00 | \$23,000.00 |
| Fencing | 0 lm @ | \$32.00 | \$0.00 |
| Right-of-Way Markers | 82 EA @ | \$60.00 | \$4,920.00 |
| | | SUBTOTAL | \$27,920.00 |
| N. MAJOR STRUCTURES | | | |
| Bridges | 2450 m2 @ | \$650.00 | \$1,592,500.00 |
| Retaining Walls | 1250 m2 @ | \$485.00 | \$606,250.00 |
| <u>Box Culverts</u> | | | |
| Concrete | 0 m3 @ | \$406.00 | \$0.00 |
| Bar Reinf. Steel | 0 kg @ | \$1.00 | \$0.00 |
| | | SUBTOTAL | \$2,198,750.00 |

ESTIMATE SUMMARY

A. Right of Way LOCAL
B. Reimbursable Utilities LOCAL

CONSTRUCTION COST SUMMARY

C. Clearing And Grubbing \$65,000.00
D. Earthwork \$279,000.00
E. Base and Paving \$1,228,000.00
F. Drainage \$181,000.00
G. Concrete Work \$514,000.00
H. Traffic Control \$100,000.00
I. Erosion Control \$106,000.00
J. Guardrail \$16,000.00
K. Signs, Striping, Signals, Lighting \$233,000.00
L. Grassing/Landscaping \$2,000.00
M. Miscellaneous \$28,000.00

ROADWAY SUBTOTAL \$2,752,000.00

N. Major Structures \$2,199,000.00

CONSTRUCTION TOTAL \$4,951,000.00

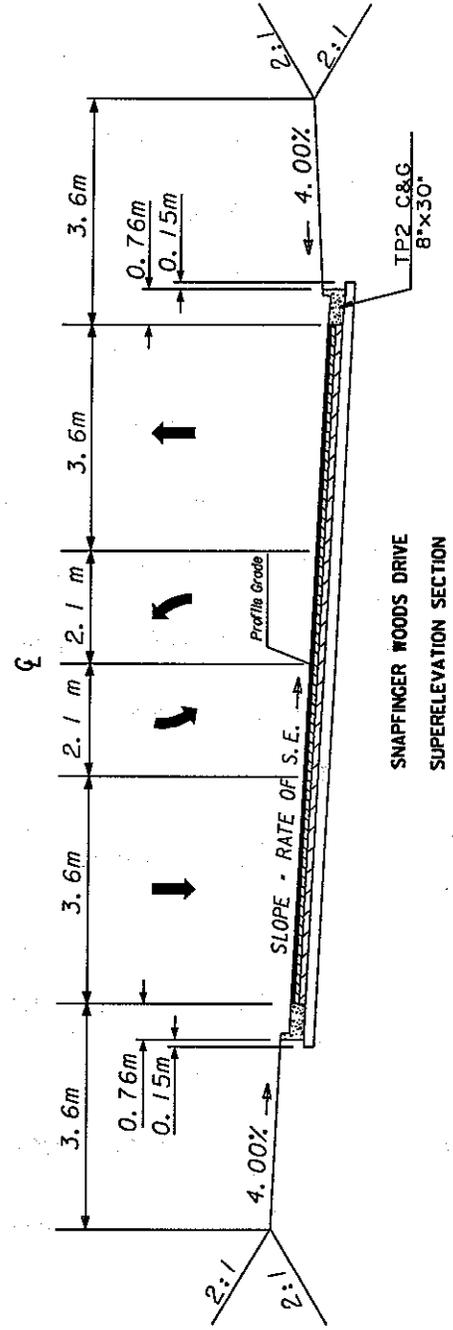
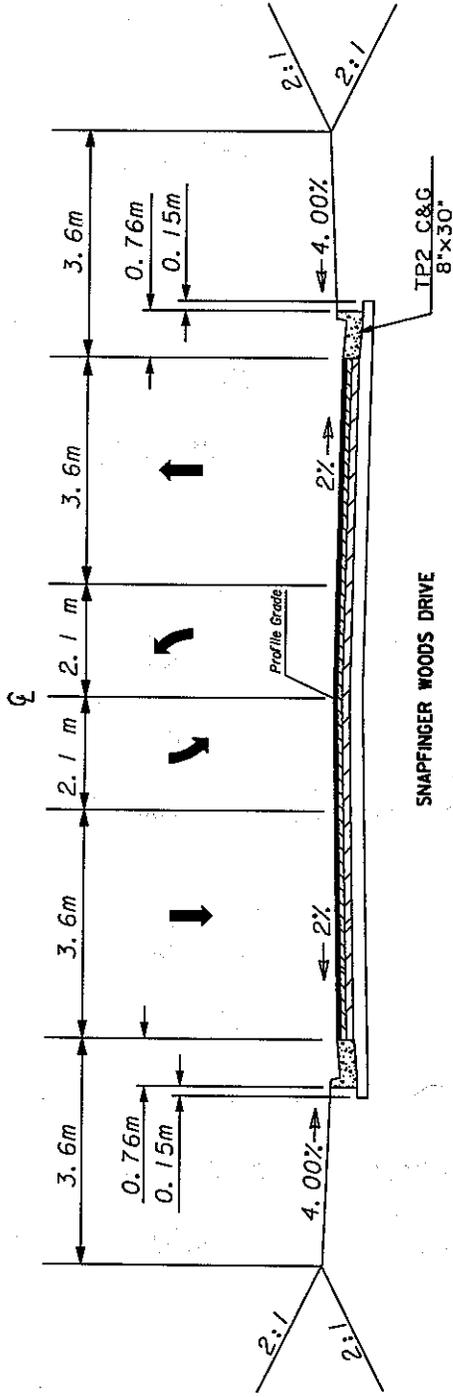
4 years of inflation at 5% \$990,200.00

10% E & C \$594,120.00

CONSTRUCTION ESTIMATE SUBTOTAL \$6,535,320.00

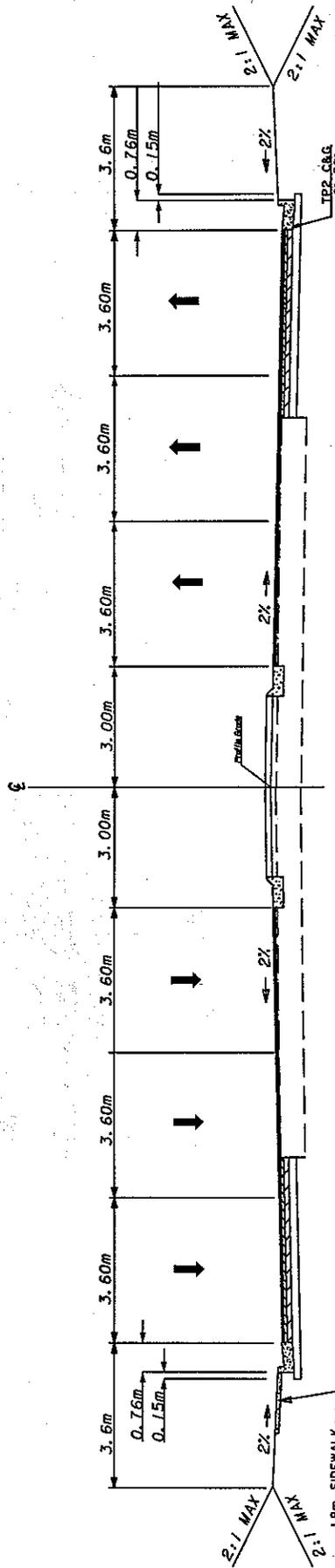
TOTAL CONSTRUCTION ESTIMATE \$6,536,000.00

TYPICAL SECTIONS

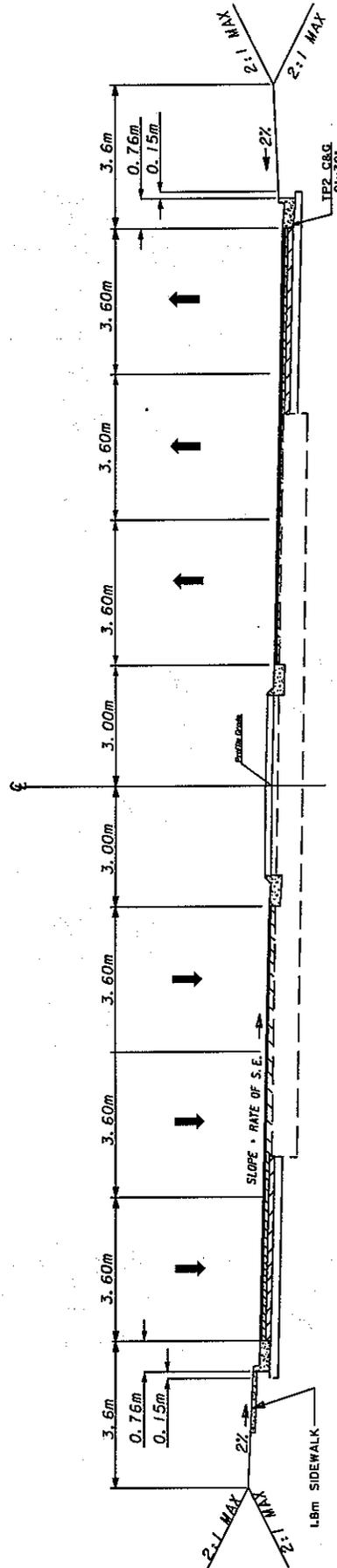


Project No.: IM-20-2(156)
County: Dekalb

TYPICAL SECTIONS



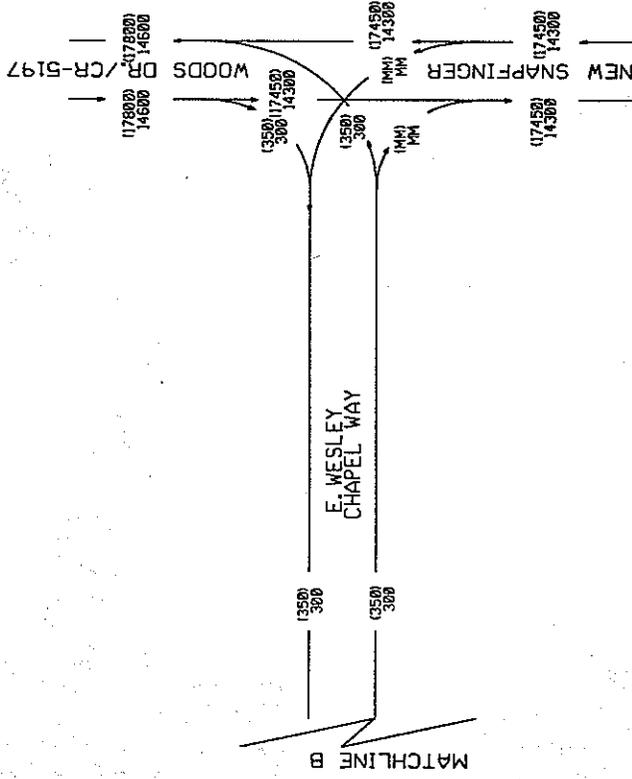
WESLEY CHAPEL ROAD
TANGENT SECTION



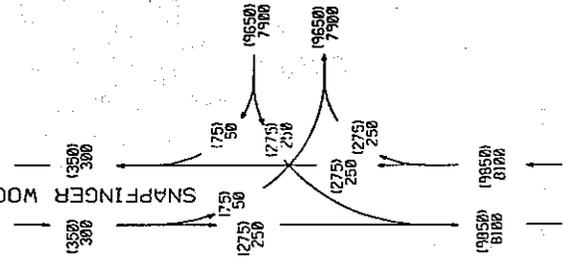
WESLEY CHAPEL ROAD
SUPERELEVATION SECTION



MATCHLINE A



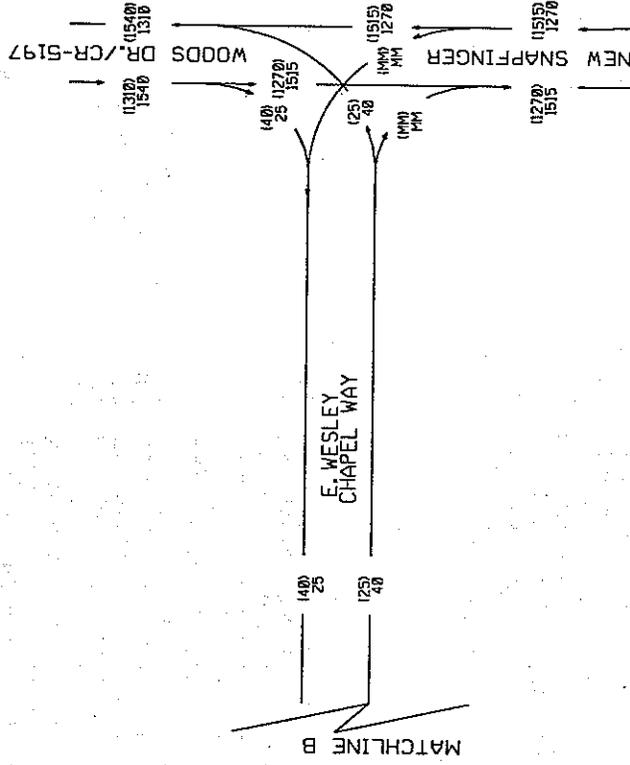
MATCHLINE C



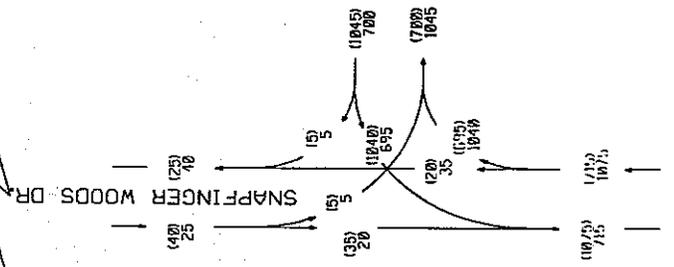
IM-20-2(156)
 P.I. # 713220
 DEKALB COUNTY
 WESLEY CHAPEL RD.
 2000 ADT = 0000
 2020 ADT = 0000
 24 HR T = 3%
 S.U. = 2%
 COMB. = 1%
 ALTERNATE 2
 CAH
 8-95



MATCHLINE A



MATCHLINE C



IM-20-2(156)
P.L. # 713220
DEKALB COUNTY
WESLEY CHAPEL RD.
2000 ADT = 8000
2020 ADT = 10000
24 HR I = 3%
S.U. = 2%
COMB. = 1%
ALTERNATE 2
PAH
(1-15)

SECTION 1 - Location & Geography
 Screen 1 =====
 * Structure I.D. No.: 089-0142-0
 * Bridge Information: 07

* 6A Feature Int.: I-20
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR05196
 * 7B Facility Carried: WESLEY CHAPEL ROAD
 * 9 Location: 1.25 MI E OF I-285
 * 2 DOF District: 7
 * 207 Year Photo: 95

* 91 Inspection Frequency: 24 Date: 08/95
 * 92A Fract Crit Insp Freq: 0 00 Date: 00/00
 * 92B Underwater Insp Freq: 0 00 Date: 00/00
 * 92C Other Spc. Insp Freq: 0 00 Date: 00/00

* 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type.....: 5
 Designator.: 1
 Number.....: 09015
 Direction...: 0

* 16 Latitude.: 33-42.7
 * 17 Longitude: 084-13.0

98 Border Bridge: 000 %Shared: 00
 99 ID. Number...: 000000000000000

* 100 Defense Highway.....: 0
 * 101 Parallel Structure...: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 002.09 -

* 208 Inspection Area: 07 Initials: JWC

* Location I.D. No: 089-09015M-00000N
 * XReferen I.D. No: 000-000000-0000000

SECTION 1 - CONTINUED
 Screen 2 =====
 * 104 Highway System.....: 1
 * 26 Functional Classification: 14
 * 204 Federal Route Type: M No: 09015
 * 110 Truck Route.....: 0
 * 206 School Bus Route.....: 1
 * 217 Benchmark Elevation.....: 0000.00
 * 218 Datum.....: 0

* 19 Bypass Length.....: 05
 * 20 Toll.....: 3
 * 21 Maintenance.....: 01
 * 22 Owner.....: 01
 * 31 Design Load.....: 6
 * 37 Historical Significance: 5
 * 205 Congressional District: 11
 * 27 Year Reconstructed.....: 1959
 * 106 Year Reconstructed.....: 1975

33 Bridge Median.....: 0
 34 Skew.....: 00
 35 Structure Flared.....: 0
 38 Navigation Control.....: N
 213 Special Steel Design...: 0
 267 Type of Paint.....: 0
 * 42 Type Service On: 5

214 Movable Bridge....: 00
 203 Type Bridge.....: 2-O-0-0
 259 Pile Encasement.....: 3
 * 43 Structure Type Main: 5 02
 45 No. Spans Main.....: 004
 44 Structure Type Aprpr: 000
 46 No. Spans Aprpr.....: 0000
 226 Bridge Curve Horiz...: 0 Vert: 0
 111 Pler Protection.....: 0
 107 Deck Structure Type: 1

108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 8
 * 248 County Continuity No: 00

SECTION 2 - Signs & Attachments
 Screen 3 =====
 * 225 Expansion Joint Type: 02
 * 242 Deck Drains.....: 0
 * 243 Parapet Location: 3
 Height: 01.5
 Width: 01.1

* 238 Curb.....: 0.4 1
 * 239 Handrail.....: 7 7
 * 240 Median Barrier Rail: 0

* 241 Bridge Median Height: 0.0
 Width: 00.0
 * 230 Guardrail Loc Dir Rear: 3
 Fwrd: 3
 Oppo Dir Rear: 0
 Fwrd: 0

244 Approach Slab.: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 45
 236 Warning Sign.....: 0
 234 Delineator.....: 0
 235 Hazard Boards.....: 0

237 Utilities Gas.....: 23
 Water.....: 00
 Electric.: 00
 Telephone: 23
 Sewer.....: 00

247 Lighting Street.....: 0
 Navigation: 0
 Aerial.....: 0

SECTION 3 - Programming Data

Screen 4 =====
 201 Project No.: I-20-2 (5)
 202 Plans Available: 2
 249 Proposed Proj No: 00000000000000000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 000000
 252 Contract Date: 00/00/00
 260 Ranking No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$000000
 95 Roadway Imp. Cost: \$000000
 96 Total Imp. Cost: \$000000
 76 Imp. Length: 000000
 97 Imp. Year: 00
 114 Future ADT: 056250 Year: 14

SECTION 4 - Hydraulic Data

Screen 5 =====
 215 Waterway Data
 Highwater Elev.: 0000.0 Year: 00
 Flood Elev.: 0000.0 Freq: 000
 Avg Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 00.0
 Height: 00.0
 Length: 000
 Apron: 0

*265 U/W Insp. Area: 0 Diver: zzz
 *Location I.D. No: 089-09015M-00000N
 *XReferen I.D. No: 000-0000000-000000

SECTION 5 - Measurements

Screen 6 =====
 29 ADT: 037500 Year: 94
 109 % Trucks: 09
 *28 Lanes On: 06 Under: 06
 210 No. Tracks On: 00 Under: 00
 254 FC Classification: 9
 255 FC Rank Factor: 9991
 *48 Max. Span Length: 0056
 *49 Structure Length: 000216
 51 Br. Rdwy. Width: 068.0
 52 Deck Width: 079.8
 47 Not. Horz. Cl.: 68.0
 50 Curb/Sdewlk Width: 04.0/04.0
 32 Approach Rdwy Width: 066
 *229 Shoulder Width
 Rear Lt: 02.0 Type: 1 Rt: 02.0
 Fwd Lt: 02.0 Type: 1 Rt: 02.0
 Pment Width
 Rear: 74.0 Type: 2
 Fwd: 62.5 Type: 2
 Intersection Rear: 1 Fwd: 1
 Safety Features Br. Rail: 1
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2

SECTION 7 - Posting Data

Screen 7 =====
 53 Minimum Cl. Over: 99 99"
 54 Under: H 15 11"
 *228 Min. Vert. Cl
 Act. Odm. Dir.: 99 99"
 Opp. Dir.: 99 99"
 Posted Odm. Dir: 00 00"
 Oppo. Dir.: 00 00"
 55 Lateral Undercl. Lt: H 08.0
 56 Max Min Vert Cl.: 99 99" Dir: 0
 *10 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 07.0
 246 Deck Thick Approach: 00.0
 211 Overlay Thickness: 00.0
 212 Tons Structural Steel: 0000
 Year Last Painted: 0000

SECTION 6 - Ratings

Screen 8 =====
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 50
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3S2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 28

SECTION 7 - Posting Data

Screen 9 =====
 70 Bridge Posting Required: 5
 41 Struct Open. Posted, Cl: A
 *103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3S2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 00/00/00
 258 Fed Notify Date: 00/00/00

Need and Purpose Statement

IM - 20 - 2 (156), 713220 - DEKALB COUNTY

I - 20E @ WESLEY CHAPEL ROAD

The proposed project would reconstruct and rehabilitate the interchange at I-20E and Wesley Chapel Road, and separate the frontage road (Snapfinger Woods Drive) from the westbound exit ramp. The existing interchange is incurring operational problems due to growth in traffic, commercial developments completed recently and the existing westbound exit slip ramp with the frontage road. The existing problems are lack of storage capacity on the ramps and the safety at the slip ramp. The interchange functions as a major connecting point for transportation through the center of DeKalb County from Covington Highway and Hairston Road on the north side to Snapfinger Road, Rainbow Drive and Flat Shoals Road on the south. The land use in the corridor is mainly made up of commercial and businesses. The project will promote energy conservation through efficient movement of traffic that would otherwise be idled or delayed without the interchange improvements.

The need for the project is to increase operational capacity in the I-20 interchange area and improve peak period traffic flows. Current ADT on Wesley Chapel is over 40,000 vehicles per day with projected growth to 75,000 in 10 years. While traffic on I-20 approaching the interchange averages 157,000 per day with projection to 339,000 in the same time.

The purpose of this project is to correct roadway deficiency, increase operational capacity, serve the transportation demand generated by the increase in through and turning traffic, and improve the safety of the roadway.

The project (DK-R 182) is included in the approved State Transportation Improvement Program (FY 1996-1998) and the Transportation Improvement Program (FY 1996-2001) of the adopted Atlanta Regional Transportation Plan (FY 1987-2010).

This project is committed to a safe, efficient and sustainable transportation system for all users and support economic development, environmental sensitivity and an improved quality of life for all.

Frontage Road Relocation and Intersection Improvements

Concept Meeting Minutes

February 7, 1996

9:00 A.M.

Department of Transportation

Room 356

A concept meeting was held on February 7, 1996 to discuss project IM-20-2(156) in Dekalb County (PI 713220). This project involves the improvement of the I-20 interchange at Wesley Chapel. This includes the relocation of Snapfinger Woods Drive, and intersection improvements along Wesley Chapel Road. The attendance list is attached. The following are the minutes of the meeting:

PROPOSED PROJECT DESCRIPTION: Congestion is occurring where the I-20W exit ramp feeds into Snapfinger Woods Drive just east of the intersection with Wesley Chapel Road. The distance between the intersection and the ramp does not accommodate the traffic exiting the interstate combined with the traffic utilizing Snapfinger Woods Drive. Because there is two-way traffic on Snapfinger Woods Drive, a conflict also occurs where the ramp traffic crosses Snapfinger Woods Drive heading west to Wesley Chapel Road. These problems cause traffic to back up on the I-20 ramp, as well as on Snapfinger Woods Drive.

It is proposed to relocate Snapfinger Woods Drive to New Snapfinger Woods Drive. This will divert the traffic on Snapfinger Woods Drive to New Snapfinger Woods Drive thereby eliminating the current conflict with the I-20 exit ramp. The intersection at Wesley Chapel and I-20 will be used for the I-20 west exit ramp traffic only.

The proposed typical section for Snapfinger Woods Drive will match the existing typical section on New Snapfinger Woods Drive, which is three 3.6 m lanes, one in each direction and one turning lane. A 3.6 m shoulder including curb and gutter is proposed for each side. Sidewalks are not proposed.

A barricade will be placed west of E. Wesley Chapel Way to prevent traffic on Snapfinger Woods Drive from utilizing the old intersection. The asphalt will also be removed between the barricade and the ramp.

Because the traffic is being rerouted to the New Snapfinger Woods Drive and Wesley Chapel Road intersection, improvements to this intersection are necessary. An additional lane will be added heading West on New Snapfinger Woods Drive from the Wal-mart driveway to the New Snapfinger Woods-Wesley Chapel Road intersection. Also, the outside through lane heading east on New Snapfinger Woods Drive will be extended to the first Home Depot driveway. This will allow for a longer weaving distance.

These improvements produce a level of service F at the intersection due to the volume of traffic on Wesley Chapel Road. In order to bring the intersection to a level of service D, improvements must be made along Wesley Chapel Road, as well as on New Snapfinger Woods Drive.

Improvements to Wesley Chapel include:

One additional northbound lane from Snapfinger Road/Rainbow Drive to the I-20 eastbound interchange.

Four additional lanes, two in each direction, from the I-20 westbound ramp to 198 m north of the New Snapfinger Woods Drive and Wesley Chapel Road intersection, at the Wal-mart and Kmart parking lots.

With these lane additions, the intersection of Wesley Chapel Road and Snapfinger Road/Rainbow Drive will have the following:

- Wesley Chapel heading northbound - 1 left, 2 thru and 1 right lane
- Wesley Chapel heading southbound - 2 lefts, 2 thru and 1 right lane
- Snapfinger Road heading westbound - 1 left, 1 thru and 1 right lane
- Rainbow Drive heading eastbound - 1 left, 1 thru and 1 right lane.

The I-20 at Wesley Chapel Road interchange will consist of the following:

- Wesley Chapel - 5 lanes heading northbound, 2 of which will become exclusive left turn lanes onto I-20 west, 2 thru lanes and 1 right turn lane onto I-20 east.
- Wesley Chapel - 5 lanes heading southbound, 2 of which will become exclusive right turns onto I-20 west, 2 thru lanes and 1 left turn lane onto I-20 East

The intersection of Wesley Chapel and New Snapfinger Woods Drive will consist of the following:

- Wesley Chapel heading northbound - 1 left, 3 thru and 1 right lane
- Wesley Chapel heading southbound - 2 lefts, 3 thru and 1 right lane
- New Snapfinger Woods Drive heading westbound - 2 left, 2 thru and 1 right shared lane
- New Snapfinger Woods Drive heading eastbound - 1 left, 1 thru and 1 right lane.

At the intersection of Wesley Chapel Road and S. Hairston Drive, the existing right northbound lane will be extended to allow for an exclusive right turn lane from Wesley Chapel onto South Hariston. One exclusive left turn lane, and two thru lanes northbound at the intersection will also be provided.

The existing bridge will require two additional lanes to accommodate the large volume of traffic heading north on Wesley Chapel Road to I-20W. The sufficiency rating for the bridge is 64.0, however, the existing vertical clearance is 4.8 m, which is below the current minimum clearance standard of 5.1 m. A new bridge, 72 m long and 34 m wide is proposed. This will allow for two exclusive left turn lanes onto I-20W and three northbound thru lanes.

A project is programmed for this area which involves the widening of I-20 from I-285 to Evans Mill Road. This project is currently in the concept phase. The proposed typical section adds two lanes to the interstate, as well as a two lane collector distributor to each side of I-20. This project will require the construction of a new bridge to accommodate this widening. It is proposed to replace the Wesley Chapel Road Bridge due to the vertical clearance as well as the future project previously discussed.

A 6.1 m concrete median, including curb and gutter, is proposed from S. Hairston to Snapfinger Road/Rainbow Drive. The decision to utilize a raised median is based primarily on the high volume of traffic. Median openings are proposed at East Side Drive, I-20 interchange, New Snapfinger Woods and the K-mart/Wal-mart parking lot. A 3.6 m shoulder is also proposed on each side, including curb and gutter and sidewalk, from S. Hairston to Snapfinger Road/Rainbow Drive. The bridge will also have sidewalk on each side.

QUESTIONS AND COMMENTS:

Susan Knudson, GDOT Environmental-District 7: *Do we have the construction cost? Yes. It is estimated at 8 million. Reba Scott stated that it does include the frontage road improvements and Wesley Chapel widening.*

Bill Brown, Commissioner-Dekalb County: *Does the let date incorporate all of the proposed into one project? Donald Mills confirmed Reba's answer that both the frontage road improvements and Wesley Chapel widening are included in the price, therefore the same let date.*

Frances Anglin, GDOT Environmental-District 7: *A private golf course is located in the vicinity of the project. There is a historical church at the southeastern corner of Wesley Chapel Road and Snapfinger Road. We need to be aware of this. Both the church and the property are historical.*

Del Clippard, GDOT Traffic Operations: *Are we maintaining all of the driveways on Wesley Chapel Road? All of the driveways will be maintained.*

Del Clippard, GDOT Traffic Operation: *Are we buying out any of the property owners? The only parcel of great concern presently is the flower shop at the intersection of Rainbow Drive and Wesley Chapel Road. The driveway for this parcel will be located in the proposed radius. There is an alternate route behind the flower shop that could be used if properly signed to direct customers to the shop.*

John Gurbal, Dekalb County Roads and Drainage: *Will Snapfinger Woods Drive remain two lanes? Yes*

John Gurbal, Dekalb County Roads and Drainage: *Will the slip ramp be eliminated? For this project the slip ramp would probably not have to be eliminated, however, when the I-20 widening project is constructed, the slip ramp will have to be eliminated. For that reason, we will go ahead and eliminate the slip ramp.*

Terry Rogers, GDOT Programming: *Is there a school located on Eastside Drive? No. Dekalb County's school bus system is located on Eastside Drive. The area is also used as a parking lot for the school buses.*

John Gurbal, Dekalb County Roads and Drainage: *There are median openings provided at the main intersections on Wesley Chapel Road, however, we can expect complaints from the property owners who are accustomed to having left turns in and left turns out. We are aware of this concern, but feel the residents will be satisfied with the design we have proposed.*

John Gurbal, Dekalb County Roads and Drainage: *Was a clover leaf examined in order to eliminate the double left turns on to the I-20W ramp from Wesley Chapel Road? A clover leaf was examined but rejected due to cost and the negative impact on properties in the area.*

John Gurbal, Dekalb County Roads and Drainage: *Is the concept available for the collector distributor? No. The collector distributor is scheduled behind this project.*

John Gurbal, Dekalb County Roads and Drainage: *Will U-turns be provided at median openings? Yes*

David Mulling, GDOT Engineering Services: *Will the bridge be replaced or raised? Have you considered how it will be staged? A final decision has not been made whether the bridge will be raised or replaced. Traffic will be maintained at existing location during the construction of the bridge.*

Reba Scott, GDOT Programming: *Programming will need an updated right of way cost. In the TIP update a program construction date of 1999 and right of way date of 1998 is shown. These dates need to be reviewed, just in case the project is not ready for the 1999 construction date. There is a possibility of losing the money.*

Walter Boyd, FHWA: *This project will be reviewed to see if there will be any IM funding.*

Del Clippard, GDOT Traffic Operations: *Have we studied the Eastbound exit ramp? There appears to be a need to extend the right turn lane. The possibility of extending the right turn lane will be studied and if feasible, will be incorporated into this project.*

Del Clippard, GDOT Traffic Operations: *There have been problems in the past with a pedestrian crossing and a free following right turn (I-20W entrance ramp at Wesley Chapel Road). Our office would recommend a yield for the right turn at this location. This will not be a free flowing right, it will be signalized.*

Del Clippard, GDOT Traffic Operations: *The radius at E. Wesley Chapel Way and Snappinger Woods Drive should be reviewed. Using a larger radius and signing it for a lower speed would help. This area has been reviewed and by increasing the radius we would be effecting the property owner located on the southeastern corner. Our office is proposing a stop sign at this location. However, your comments will be considered.*

Walter Boyd, FHWA: *We need to check and verify that the golf course is private.*

Commissioner Brown, Dekalb County: *There are only two public golf courses in Dekalb County, and the golf course in question with this project is not one of them.*

Richard Schneider, GDOT Planning: *The project is listed in the TIP.*

Susan Knudson, GDOT Environmental-District 7: *We need a new schedule. We also need to know when we will have a public information meeting. Our office will contact you at a later date.*

Warren Rhodes, Jr, GDOT District 7-Area 1: *What will happen to Snapfinger Woods Drive? Will we turn it over to the county?* The Department has no plans for altering the ownership of New Snapfinger Woods Drive.

John Gurbal, Dekalb County Roads and Drainage: *Dekalb County maintains Snapfinger Woods Drive now.*

Warren Rhodes, Jr, GDOT District 7-Area 1: *We now have right of way problems with the Ford Dealership. They are using the right of way adjacent to their property as a parking lot.*

Roy Beavers, Bellsouth: *When and where did the DOT get the utilities estimate for the project? We possibly have two poles located on this project which could cost half of the estimate. This will be reviewed.*

Pat Astin-Hand, GDOT Right of Way: No comments.

Commissioner Brown, Dekalb County: No additional comments.

Del Clippard, GDOT Traffic Operations: *Will the median opening at Eastside Drive be signalized? If it is going to be signalized, I suggest adding lanes on Eastside Drive to accommodate exclusive left and right turn lanes. This intersection will be signalized and your suggestion to add a lane to Eastside Drive will be considered.*

John Gurbal, Dekalb County Roads and Drainage: *We will add Eastside Drive into the signalized interchange system for Dekalb County.*

Susan Knudson, GDOT Environmental-District 7: Requested a copy of the layout.

Frances Anglin, GDOT Environmental-District 7: *Will copies of the layout be sent out with the concept report? Yes.*

John Gurbal, Dekalb County Roads and Drainage: Also requested a copy of the layout.

The meeting was adjourned.

RECORD OF ATTENDEES:

| | |
|--------------------------|-----------------------------------|
| Susan Knudson | GDOT Environmental-District 7 |
| Frances Anglin | GDOT Environmental-District 7 |
| Linda Washington | GDOT General Office |
| Ben Buchan | GDOT Urban Design |
| Del Clippard | GDOT Traffic Operations |
| Richard Schneider | GDOT Planning |
| Roy Beavers | Bellsouth |
| Terry Rogers | GDOT Programming |
| David Mulling | GDOT Engineering Services |
| Walter Boyd | FHWA |
| Pat Astin-Hand | GDOT Right of Way |
| Marshall Walker | Dekalb County Planning |
| John Gurbal | Dekalb County Roads and Drainage |
| Donald Mills | GDOT Planning |
| Reba Scott | GDOT Programming |
| Bill Brown | Commissioner, Dekalb County |
| Warren (Skip) Rhodes, Jr | GDOT District 7-Area 1 |
| Angie Bastian | GDOT Traffic Operation-District 7 |
| Teresa Robinson | GDOT Urban Design |
| Genetha Rice-Singleton | GDOT Urban Design |
| Angela Alexander | GDOT Urban Design |

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