D.O.T. 66

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-037-2(54) Clayton County
P.I. No. 720815

OFFICE Preconstruction

DATE October 2, 1991

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:

John Lively
Bob Humphrey
David Studstill
Herman Griffin
Kirby Hamil
Darrell Elwell
Ron Colvin
Paul Liles
Harold Linnenkohl
Roland Hinners
Don Watson
Winn Guthrie

D.O.T. 68

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-037-2(54) Clayton County
P.I. No. 720815

OFFICE Preconstruction

DATE September 25, 1991

FROM Hoyt M. Lively, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT WIDEN SR 42/US 23 - PROJECT CONCEPT REPORT

This project is the widening and reconstruction of a 3.2 mile section of SR 42/US 23 to provide a multilane facility from just north of Lake Harbin Road northerly to just south of Anvilblock Road at Ft. Gillem. The existing road has a rural section with 24' of pavement and variable width shoulders on 80' of right-of-way and has a posted speed of 55 MPH. Structures consist of a dbl. & single 7'x6' culvert at Tar Creek; a dbl. 10'x12' bridge culvert at Upton Creek and a railroad overpass @ Fort Gillem (to be removed). Base year and design year traffic is 15,500 VPD (1996) and 27,800 VPD (2016).

The proposed project will widen SR 42/US 23 between above termini to have an urban section with 4-12' lanes (2 each direction) w/20' raised median on minimum 100' of right-of-way. Widening will vary from symmetrical, to widening left or right to reduce property impacts. Vertical alignment will be corrected to the 45 MPH design speed. The existing box culverts will be extended to appropriate length. The government-owned railroad spur that served Ft. Gillem has been declared excess and is not in use and considered abandoned. The Department, by letter dated September 8, 1983, has been given permission to remove the existing railroad overpass which will be done under subject project. Traffic will be maintained on existing road during construction. Environmental considerations are: (1) displacements are anticipated, however, the quantity and type has not been determined at this time; (2) COE 404; (3) possible 4f/section 106 for railroad bridge constructed in 1941; (4) possible UST sites at Rex Road; (5) a public hearing will be held. The estimated cost of the project is:

	PROPOSED	APPROVED	PROG. DATE
Constr(Infl&E/C)	$4,741,000	$5,246,000	FY 94
Right-of-way	$ 975,000	No Est.	Preprogram
Utilities	LGPA*	-	

*LGPA to be sent after concept approval

FR-037-2(54) Clayton County

I recommend that we approve this project concept report, that the project be removed from Preprogram Status and added to the Construction Work Program for implementation.

HJL/WLP/se

Attachment

CONCUR: G. C. Lewis
G. C. Lewis, State Highway Engineer

APPROVED:
Hal Rives, Commissioner

RT. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
AUG 19 1991

INTERDEPARTMENT CORRESPONDENCE

FILE FR-037-2 (54) Clayton County
P.I. No. 720815
Widen SR 42/US 23 3.2 miles

OFFICE Atlanta, Georgia

DATE August 13, 1991

FROM Robert E. Humphrey, Project Review Engineer REH

TO Hoyt J. Lively, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project and have the following comment:

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

Bridge Design

Traffic and Safety

Environmental

District Engineer

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	$3,918,000
Inflation (5% per year) x 2 yrs.	391,800
E & C (10%)	430,980
Preliminary Engineering (5%)	215,490
Right of Way	975,000
Utilities	LGPA

MJB/jmf

Attachments

c: Roland W. Hinners

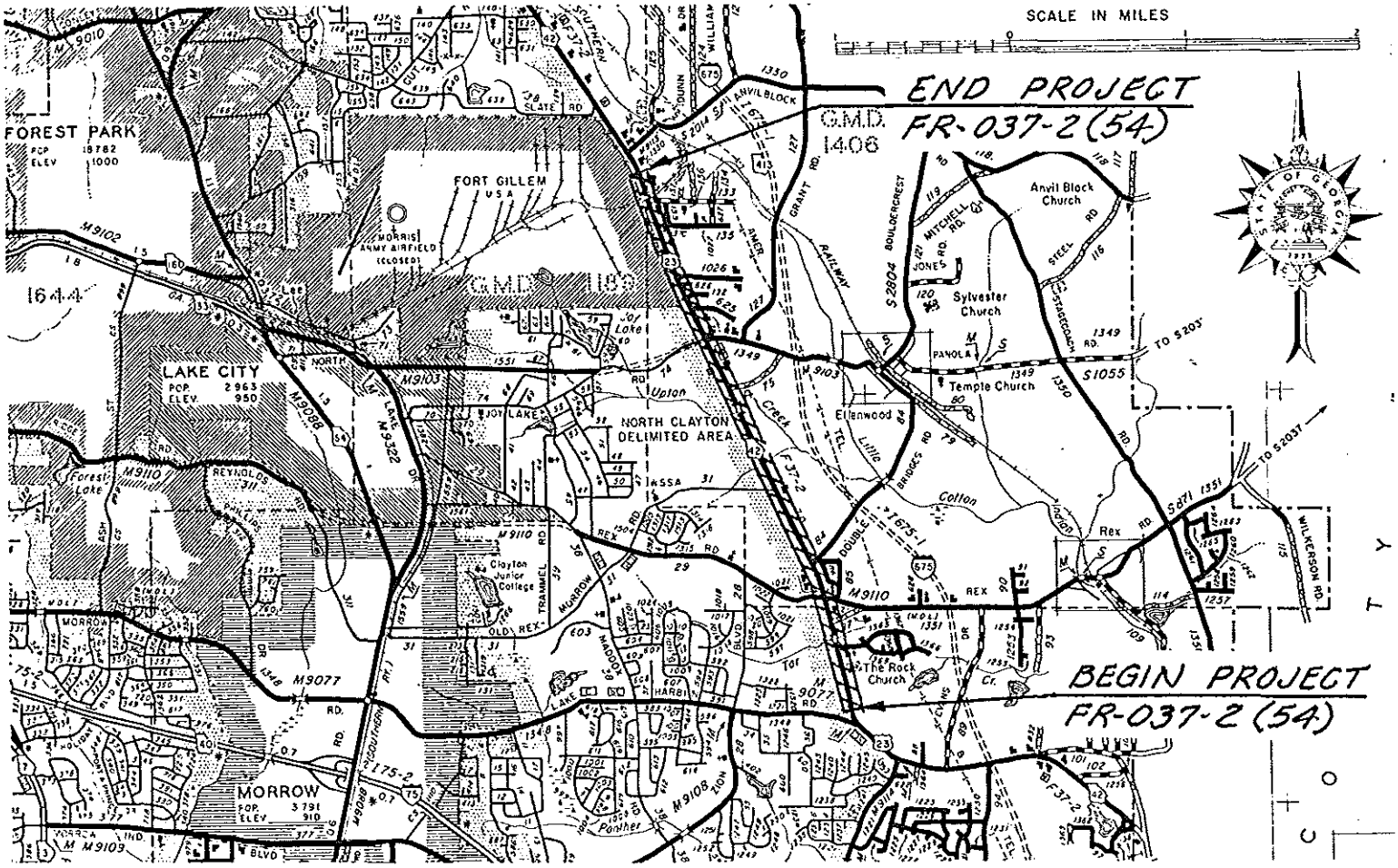
EPARTMENT OF TRANSPORTATI
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-037-2(54)

CLAYTON COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42
GADOT P.I. NO: 720815



Date of Report: 04-15-91

RECOMMENDATION FOR APPROVAL

June 4, 1991 — State Road & Airport Design Engineer
DATE

DATE — State Environmental Engineer

DATE — State Traffic & Safety Engineer

DATE — District Engineer

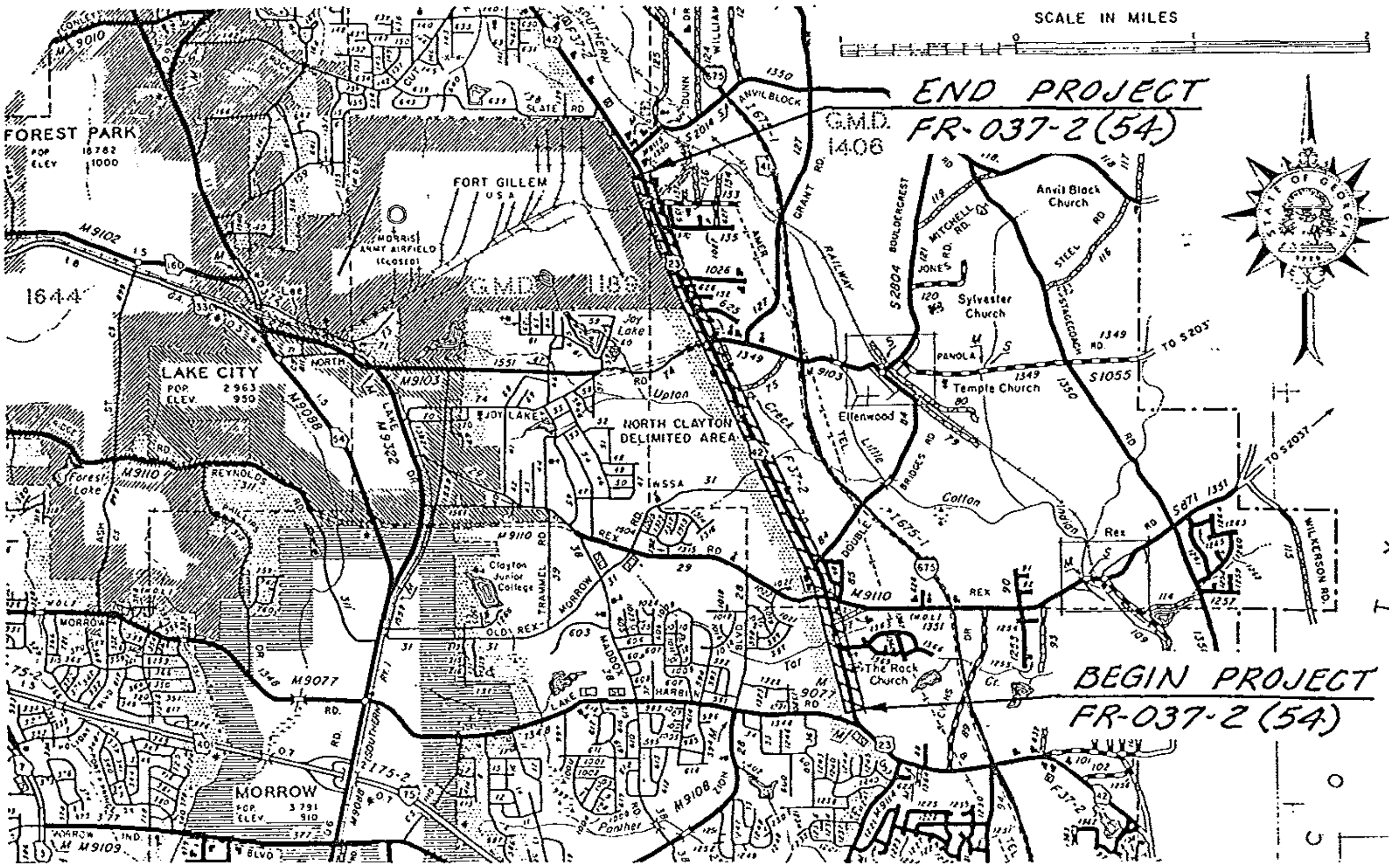
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-037-2(54)

CLAYTON COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42
GADOT P.I. NO: 720815



Date of Report: 04-15-91

RECOMMENDATION FOR APPROVAL

June 4, 1991 — [signature]
DATE — State Road & Airport Design Engineer

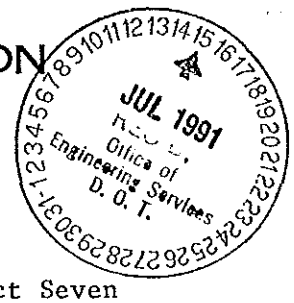
DATE — State Environmental Engineer

DATE — State Traffic & Safety Engineer

7/9/91 — Don Watson
DATE — District Engineer

D.O.T. 66A

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE FR-037-2(54)
Clayton County
P.I.# 720815

OFFICE District Seven
Chamblee, Georgia
DATE July 9, 1991

FROM Donald G. Watson, Metro District Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer - Engineering Services

SUBJECT **PROJECT CONCEPT REPORT REVIEW**

We have reviewed the concept report on the above referenced project to widen and reconstruct 3.2 miles of S.R. 42/U.S. 23 from just north of Lake Harbin Road to a point south of Anvilblock Road.

The existing two lane roadway will be widened to a four lane, urban section with a 20 foot wide raised median. A reduction in speed from 55 to 45 mph is proposed. We find this report satisfactory for approval.

Sincerely,

Donald G. Watson
Metro District Engineer

BY: Danny H. Godwin
District Preconstruction Engineer

Attachment

xc: Walker Scott
Ron Colvin
Wayne Hutto

DGW:DHG:kmp

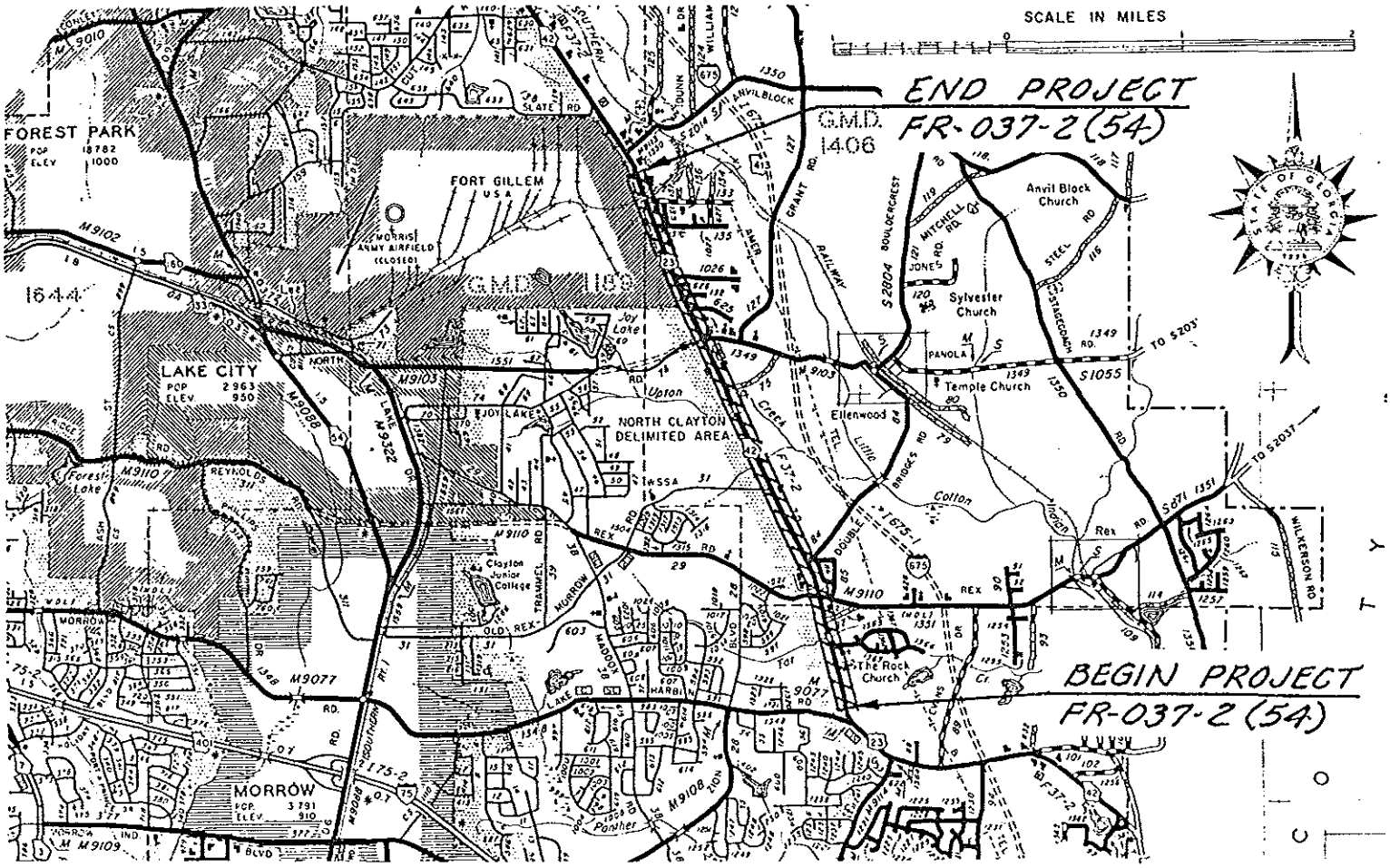
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-037-2(54)

CLAYTON COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42
GADOT P.I. NO: 720815



Date of Report: 04-15-91

RECOMMENDATION FOR APPROVAL

June 4, 1991 — William W. Scraft
DATE — State Road & Airport Design Engineer

June 18, 1991 — Paul V. Liles Jr.
DATE — State ~~Environmental~~ Bridge Engineer

DATE — State Traffic & Safety Engineer

DATE — District Engineer

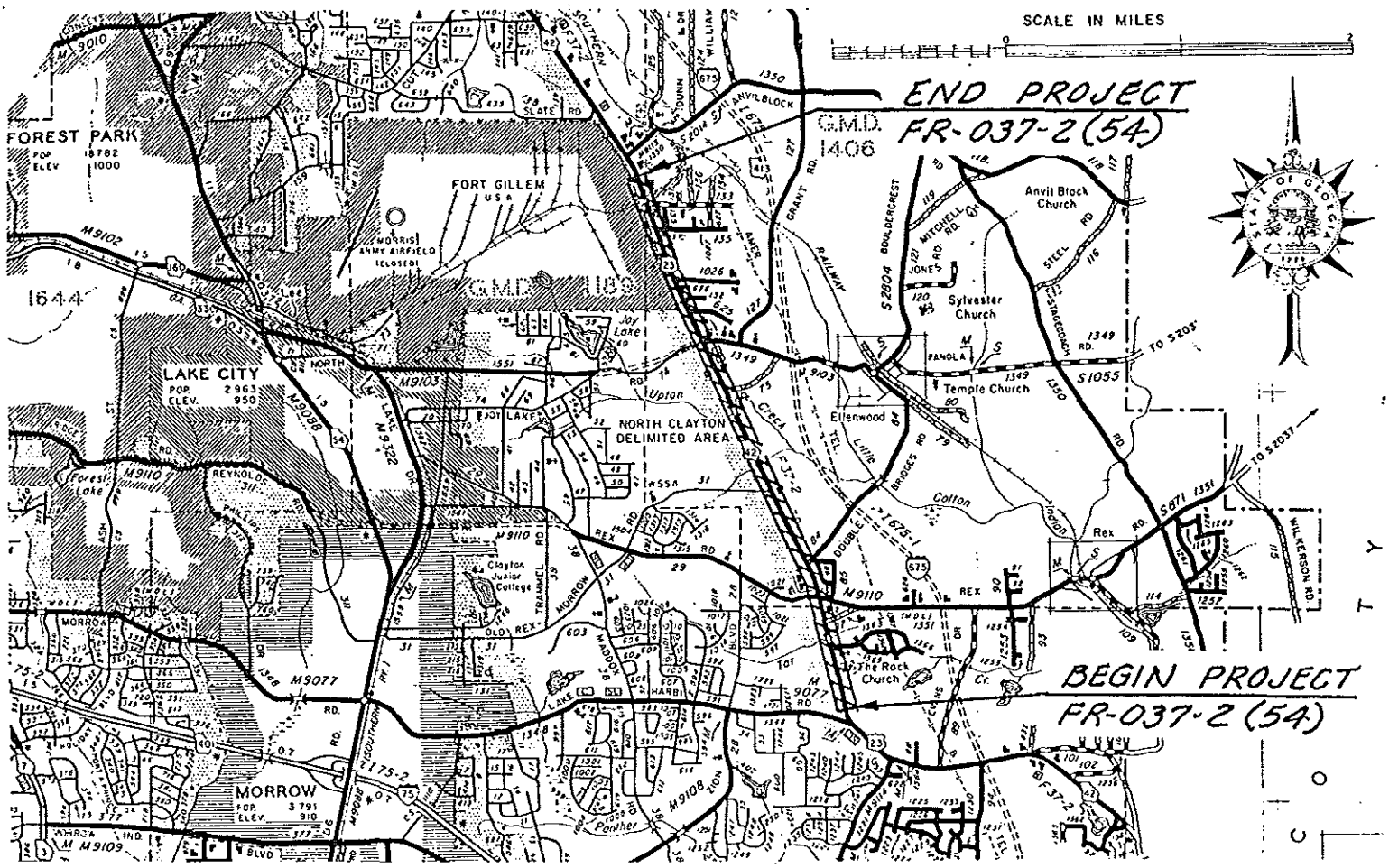
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-037-2(54)

CLAYTON COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42
GADOT P.I. NO: 720815



Date of Report: 04-15-91

RECOMMENDATION FOR APPROVAL

June 4, 1991
DATE — State Road & Airport Design Engineer

June 12, 1991
DATE — State Environmental Engineer

DATE — State Traffic & Safety Engineer

DATE — District Engineer

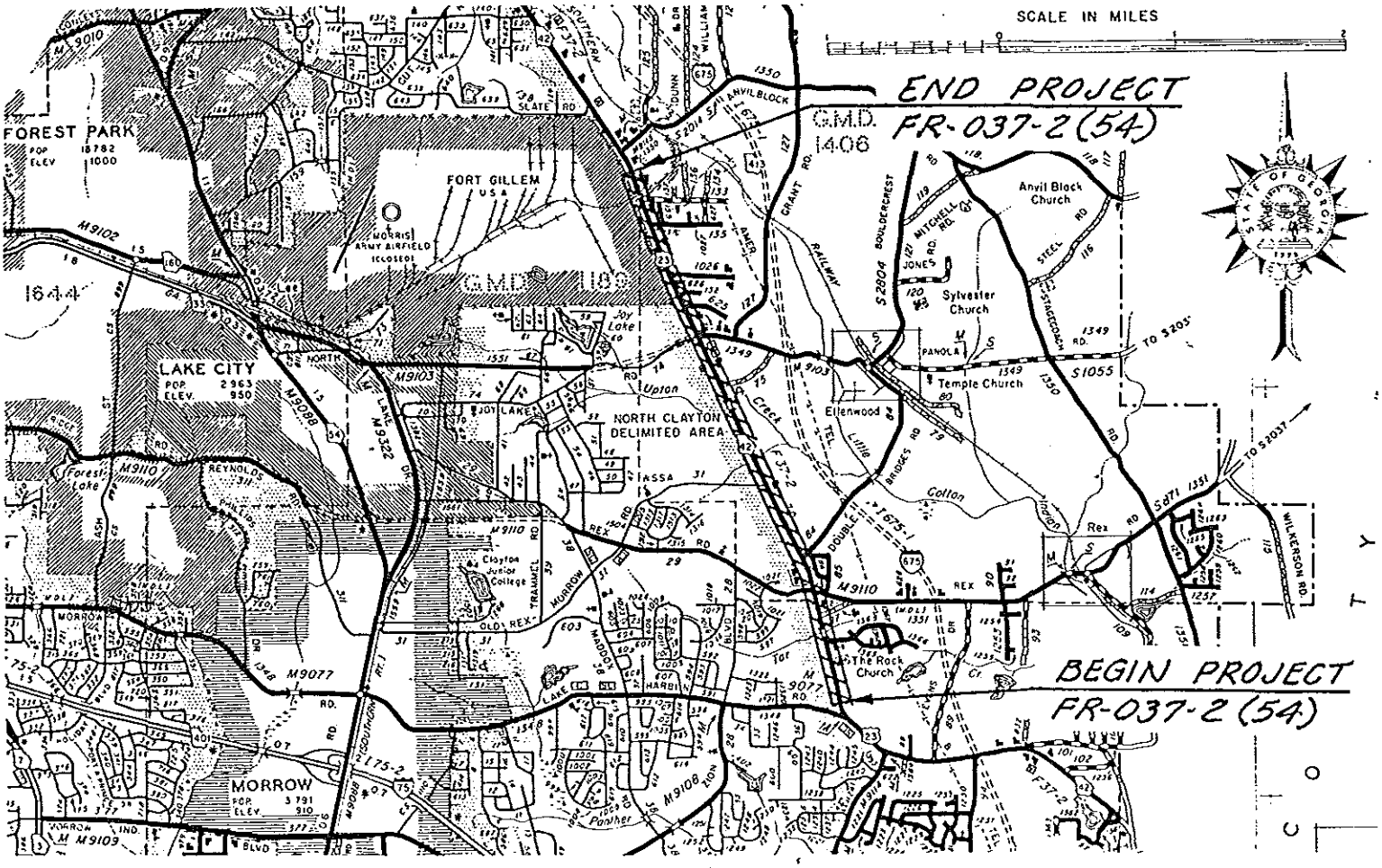
PARTMENT OF TRANSPORTATIO.
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-037-2(54)

CLAYTON COUNTY

FEDERAL ROUTE NO: 23
STATE ROUTE NO: 42
GADOT P.I. NO: 720815



Date of Report: 04-15-91

RECOMMENDATION FOR APPROVAL

June 4, 1991
DATE — State Road & Airport Design Engineer

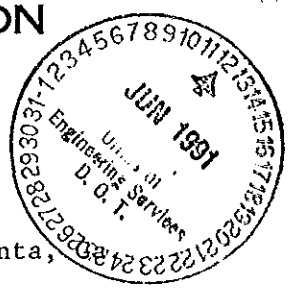
DATE — State Environmental Engineer

June 12, 1991
DATE — State Traffic & Safety Engineer

DATE — District Engineer

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE FR-037-2 (54)
Clayton County
P.I. No. 720815

OFFICE Atlanta,

DATE June 11, 1991

FROM 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 widening and reconstruction of S.R. 42/U.S. 23 (Macon Highway). The project begins north of Lake Harbin Road and extends northerly approximately 3.2 miles to a point south of Anvil Block Road. Design speed is 45 MPH.

Improvements from an existing two lane roadway to a four lane divided facility, two 12 ft. lanes in each direction, with a 20 ft. raised median will provide for safety and operational capacity.

As stated in our October 26, 1990 letter to your office, a recommendation for a speed reduction from 55 to 45 MPH was deemed appropriate for this project.

Approval is recommended for the concept report.

RC:LEO:lw
Attachment (signature page)
cc: Walker W. Scott, Jr., P.E.; Don Watson - Chamblee

PROJECT CONCEPT REPORT

P.I. NO: 720815

PROJECT NO: FR-037-2(54) CLAYTON COUNTY

PREVIOUS PROJECT NO.: N/A ROUTE NO: SR42

LOCATION: Widening and reconstruction of SR42/US23, Macon Highway, beginning just north of Lake Harbin Road and extending northerly approximately 3.2 miles to a point south of Anvil Block Road.

TRAFFIC: CURRENT ADT: 15500 (1996) PROJECTED ADT: 27800 (2016)

EXISTING TYPICAL SECTION: Two 12-foot lanes of concrete pavement overlayed with asphalt with variable width grassed shoulders.

EXISTING R/W WIDTH: 80 Ft.

EXISTING MAJOR STRUCTURES: 1. Bridge Culvert (Dbl. & Sing. 7x6) at Tar Creek
2. Bridge Culvert (Dbl. 10x12) at Upton Creek
3. Railroad Overpass at Fort Gillem (to be removed)

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attached Need and Purpose Statement.

PDP CLASS.: MAJOR/EXISTING FUNCTIONAL CLASS.: URBAN CONNECTING LINK TO RURAL ARTERIAL

EXISTING: MAX DEGREE OF CURVE-1.75 DEG., MAX GRADE-6 %, POSTED SPEED- 55 MPH
ALLOWABLE: MAX DEGREE OF CURVE-7.5 DEG., MAX GRADE-7.5%, DES SPEED- 45 MPH
PROPOSED: MAX DEGREE OF CURVE-1.5 DEG., MAX GRADE-6 %, DES SPEED- 45 MPH

PROPOSED TYPICAL SECTION: Four 12 foot lanes with a 20 foot raised median and 10 foot outside shoulders with curb and gutter included.

PROPOSED R/W WIDTH: 100 Ft. minimum with slope easements

MAJOR STRUCTURES: Two existing bridge culverts to be extended. Existing railroad overpass to be removed.

TYPE ACCESS: Driveway Permit

TRAFFIC CONTROL DURING CONSTRUCTION: Widen under traffic.

PERMITS REQUIRED: COE 404

LEVEL OF ENVIRONMENTAL ANALYSIS: Evironmental Assessment

LEVEL OF PUBLIC INVOLVEMENT: Public hearing to be held

TIME SAVING PROCEDURES APPROPRIATE: YES ( ) NO (X)

DESIGN VARIANCES REQUIRED: None anticipated

ALTERNATIVES CONSIDERED: No build

OTHER PROJECTS IN AREA: FR-037-2(44) Clayton County and FR-037-2(52) Clayton/DeKalb Counties adjoin this project to the south and north respectively and will have similar typical sections.

CONCEPT TEAM MEETING HELD: 13 February, 1991

UNDERGROUND STORAGE TANKS: Possible UST's to be acquired on NW corner of SR42/Rex Rd. intersection.

HAZARDOUS WASTE SITES: None anticipated

FIELD INSPECTION DATE: To be held later

ESTIMATED COST:

CONSTRUCTION:	$ 3,660,700	RIGHT-OF-WAY:	$ 975,000
E & C (10%):	$ 366,070	ACQUIRED BY:	D.O.T.
INFLATION:	$ 549,105	UTILITIES:	$ 410,000 (*LGPA)
		ADJUSTED BY:	*LGPA has not been signed.

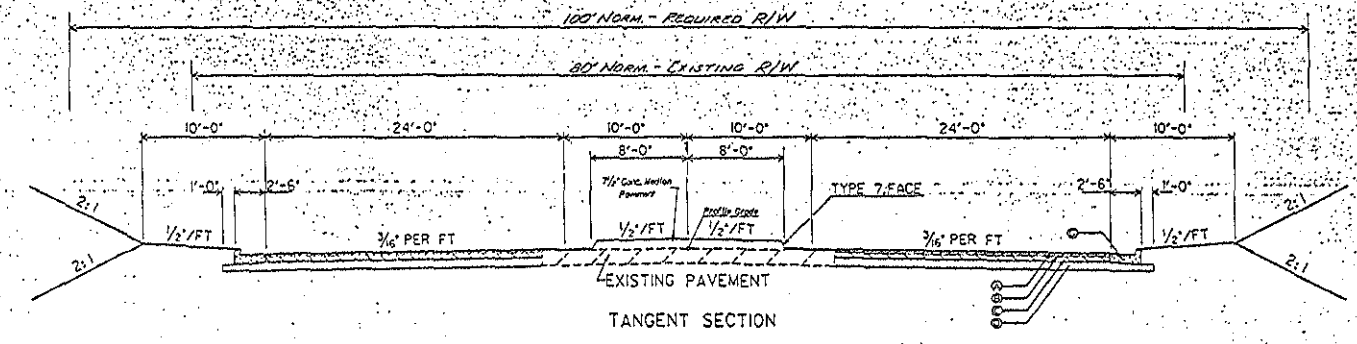
TOTAL PROJECT COST: $ 5,551,000

COMMENTS: Listed below is a brief description of proposed construction.

1. From Begin Project to Chippewa Dr.- retain existing pavement and widen symetrically left and right. 0.33Mi.
2. From Chippewa Dr. to Dease Dr.- retain part of existing pavement and transition to new vertical and horizontal alignment. 0.22Mi.
3. From Dease Dr. to 1300Ft. north of Old Rex-Morrow Rd.- new grades required; shift alignment to the left and remove existing pavement. 1.06Mi.
4. From 1300Ft. north of Old Rex-Morrow Rd. to 500Ft. south of Ellenwood Rd.- add new lanes on the right parallel to existing lanes and overlay the existing pavement. 0.62Mi.
5. From 500Ft. south of Ellenwood Rd. to Burkshire Rd.- new grades required; shift alignment to the left and remove existing pavement. 0.34Mi.
6. From Burkshire Rd. to End of Project- retain existing pavement and widen symetrically left and right. 0.63Mi.

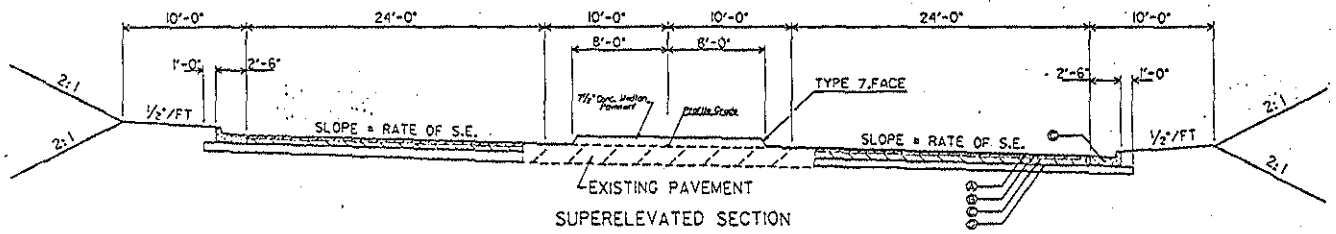
ATTACHMENTS: Preliminary Cost Estimate (Pages 4,5 & 6)
Preprogram Document
Need and Purpose Statement
Minutes of Concept Team Meeting
Preliminary Right of Way Cost Estimate
Typical Section

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	FR-037-2(54)		

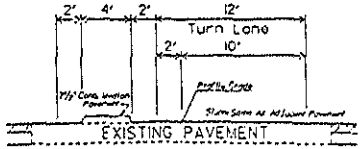


TANGENT SECTION

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-1'-6"	0-1'-6"
3:1	1'-6"- 3'	1'-6"- 3'
2:1	OVER 3'	OVER 3'



SUPERELEVATED SECTION



DETAIL FOR TURN LANE
SEE PLAN FOR LOCATION

REQUIRED PAVEMENT
- (A) ASPHALTIC CONCRETE "E", 1½"
- (B) ASPHALTIC CONCRETE "B", 2"
- (C) ASPHALTIC CONCRETE BASE.
- (D) GRADED AGGREGATE BASE.
- (E) ASPHALTIC CONCRETE LEVELING, AS REQ'D
- (S) 8"X30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2

TYPICAL SECTION

SCALE: HOR. 1"=5'-0"
VER. 1"=5'-0"

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: FR-037-2(54) COUNTY: CLAYTON

DATE: 04-15-91 ESTIMATED LETTING DATE: FY 1994

PREPARED BY: PHIL MILLER PROJECT LENGTH (MILE): 3.2

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

PROJECT COSTS

A. RIGHT-OF-WAY:		
1. PROPERTY (land, improvements and damages)	$	501,000
2. DISPLACEMENTS	$	110,000
3. OTHER COST (adm./court,inflation)	$	364,000
SUBTOTAL:	$	975,000
B. REIMBURSABLE UTILITIES:		
1. RAILROAD	$	0
2. TRANSMISSION LINES	$	0
3. SERVICES	$	0
NONREIMBURSABLE UTILITIES:		
1. SERVICES Clayton County Water Authority	$	(*LGPA 410,000)
SUBTOTAL	$	(*LGPA 410,000)

*LGPA has not been signed.

C. MAJOR STRUCTURES:		
1. RETAINING WALLS	$	0
2. BRIDGE CULVERTS Conc 470CY x 190.663 Steel 53300# x 0.424 Fdn. Bkfl.II 150CY x 26.037 Rem. WW&P Est.$12,000	$	128,200
3. DETOUR BRIDGES	$	0
4. BOX CULVERTS Conc 340CY x 190.663 Steel 43400# x 0.424 Fdn.Bkfl.II 170CY x 26.037 Rem. WW&P Est.$16,000	$	103,700
SUBTOTAL:	$	231,900

D. GRADING AND DRAINAGE

1. EARTHWORK:
   unclass. exc. 85,000 CY X ~~$1.805~~ 2.50/CY _____ $ 212,500 ~~153,500~~

2. DRAINAGE:
   a. Cross Drain Pipe (exc box culverts) _____ $ 92,700

   b. Curb and Gutter Tp.2 36,400LF x 7.726
      Tp.7 35,700LF x 7.324 _____ $ 542,700

   c. Longitudinal System (incl catch basins) _____ $ 171,300

   SUBTOTAL: _____ $ ~~960,200~~ 1,019,200

E. BASE AND PAVING:

1. AGGREGATE BASE:
   graded aggregate 52,400T x 10.952/T _____ $ 573,900

2. ASPHALT PAVING:
   asph. conc. E 9,000T x 26.761
   asph. conc. B 10,500T x 26.451
   asph. conc. BASE 31,500T x 25.768
   asph. conc. LEV 1,400T x 29.194
   bit. tack coat 10,700G x 0.747 _____ $ 1,379,200

3. CONCRETE PAVING: 4"Med.- 1670SY x 15.950
   8"V.G.- 1085SY x 25.507
   6"V.G.- 1015SY x 19.499 _____ $ 74,100

4. OTHER: aggr surf crs 2000T x 11.256 _____ $ 22,500

   SUBTOTAL: _____ $ 2,049,700

F. LUMP ITEMS:

1. TRAFFIC CONTROL 3.20Mi x ~~10,000~~/Mi 35,000 _____ $ 112,000 ~~32,000~~

2. CLEARING AND GRUBBING 39AC x ~~3602~~/Ac 4700 _____ $ ~~140,500~~ 183,300

3. LANDSCAPING 27 Acs @ 1200 _____ $ 32,300

4. EROSION CONTROL 13Ac _____ $ ~~11,700~~ 55000

5. DETOURS (on site - temporary paving) _____ $ 49,100

   SUBTOTAL: _____ $ ~~233,300~~ 431,700

G. MISCELLANEOUS:

1. LIGHTING	$	0
2. SIGNING - STRIPING - SIGNAL 3.2x5,000 + 3.2x10,000 + 2eax50,000	$	148,000
3. GUARDRAIL	$	15,000
4. SIDEWALK - MEDIAN BARRIER	$	0
SUBTOTAL:	$	163,000

H. SPECIAL FEATURES:

Field Engr Off Tp II = 12,830	$	12,830
Rem Exist RR Overpass 650SF x 15.00	$	9,750
SUBTOTAL:	$	22,600

ESTIMATE SUMMARY

A. RIGHT-OF-WAY	$	975,000
B. UTILITIES REIMBURSIBLE	$	0
NONREIMBURSABLE	$	(*LGPA 410,000)

CONSTRUCTION ESTIMATE SUMMARY

C. MAJOR STRUCTURES	$	231,900
D. GRADING AND DRAINAGE	$	~~960,200~~ 1,019,200
E. BASE AND PAVING	$	2,049,700
F. LUMP ITEMS	$	~~233,300~~ 431,700
G. MISCELLANEOUS	$	163,000
H. SPECIAL FEATURES	$	22,600
		Use 3,918,000
SUBTOTAL CONSTR COST	$	~~3,660,700~~ ~~3,918,100~~
E. & C. (10%)	$	366,070
INFLATION (5% PER YEAR)	$	549,105 @ 3 YEARS
TOTAL CONSTRUCTION COST	$	4,576,000
GRAND TOTAL PROJECT COST	$	~~5,551,000~~

* LGPA has not been signed.

DATE: 14-FEB-91 BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION COUNTY: CLAYTON SUFF. RATING: 73.5

------- SECTION 1 - Location & Geography -------
Screen 1 ==========

* Structure I.D. No.: 063-0010-0
200 Bridge Information: 07

* 6A Feature Int.: UPTON CREEK
* 6B Critical Bridge:
* 7A Route Number Carried:SR00042
* 7B Facility Carried:US 23
* 9 Location: 3.79 MI N HENRY CO LN
2 DOT District: 7
*207 Year Photo: 88

* 91 Inspection Frequency: 24 Date: 02/90
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: *0000

* 5 Inventory Route (O/U): 1
Type.....: 2
Designator.: 1
Number.....: 00023
Direction..: 0

* 16 Latitude.: 33-36.4
* 17 Longitude: 084-18.2

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

*100 Defense Highway.....: 1
*101 Parallel Structure..: N
*102 Direction of Traffic: 2
264 Road Inventory Mile Post: 000.00 _

*208 Inspection Area: 09 Initials: BDH

*Location I.D. No: 063-00042D-00379N
*XReferen I.D. No: 000-000000-000000

------- SECTION 1 - CONTINUED -------
*104 Highway System.....: 2
* 26 Functional Classification: 14
*204 Federal Route Type: F No:037-2
*110 Truck Route.....: 0
206 School Bus Route.....: 1
217 Benchmark Elevation....:0000.00
218 Datum.....: 0
Screen 2 ==========
* 19 Bypass Length.....: 03
* 20 Toll.....: 3
* 21 Maintenance.....: 01
* 22 Owner.....: 01
31 Design Load.....: 2
37 Historical Significance: 5
205 Congressional District.: 06
27 Year Constructed.....: 1944
*106 Year Reconstructed.....: 0000
33 Bridge Median.....: 0
34 Skew.....: 00
35 Structure Flared.....: 0
38 Navigation Control.....: 0
213 Special Steel Design...: 0

* 42 Type Service On: 1
Under: 5
214 Movable Bridge...: 00

203 Type Bridge.....: Q-Y-Y-Y
259 Pile Encasement....: 3
* 43 Structure Type Main: 1 19
45 No. Spans Main.....: 002
44 Structure Type Appr: 000
46 No. Spans Appr.....: 0000
226 Bridge Curve Horz..: 0 Vert: 0
111 Pier Protection....: 0
107 Deck Structure Type: N

108 Wearing Surface Type: N
Membrane: N
Protection: N
*248 County Continuity No: 00

SECTION 2 - Signs & Attachments
Screen 3 ==========
225 Expansion Joint Type: 00
242 Deck Drains.....: 0

243 Parapet Location: 0
Height: 00.0
Width: 00.0

238 Curb.....: 0.0 0
239 Handrail.....: 0 0
*240 Median Barrier Rail: 0

241 Bridge Median Height: 0.0
Width: 00.0

*230 Guardrail Loc Dir Rear: 0
Fwrd: 0
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab.: 0
224 Retaining Wall: 0

233 Posted Speed Limit: 55
236 Warning Sign.....: 0
234 Delineator.....: 1
235 Hazard Boards.....: 1

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

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

DATE: 14-FEB-91 BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION COUNTY: CLAYTON SUFF. RATING: 73.5

--------- SECTION 3 - Programming Data ---------
Screen 4 ==
201 Project No.....:UNKNOWN
202 Plans Available.: O
249 Proposed Proj No:BHF-037-2 (55)
250 Approval Status.: 0000
251 P.I. No.....: 720817
252 Contract Date...: 00/00/00
260 Ranking No.....: 00086
75 Type Work.....: 34 1
94 Bridge Imp. Cost.: $000086
95 Roadway Imp. Cost: $000037
96 Total Imp. Cost..: $000138
76 Imp. Length.....: 000235
97 Imp. Year.....: 90
114 Future ADT.....: 013170 Year: 10

---------- 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....: 6
216 Water Depth.....: 00 Bridge Height: 00
222 Slope Proteciton..: 0
221 Spur Dikes Rear..: 0 Fwrd: 0
219 Fender System.....: 0
220 Dolphin.....: 0
223 Culvert Cover.....: 001
Type.....: 1
No Barrels: 2
Width.....: 10.0
Height....: 11.0
Length....: 033

*208 Inspection Area: 09 Initials: BDH

*Location I.D. No: 063-00042D-00379N
*XReferen I.D. No: 000-000000-000000

Screen 6 ==== SECTION 5 - Measurments
* 29 ADT.....: 008780 Year: 89
109 % Trucks.....: 07
* 28 Lanes On.....: 02 Under: 00
*210 No. Tracks On: 00 Under: 00
254 FC Classification...: 9
255 FC Rank Factor.....: 9993
* 48 Max. Span Length....: 0010
* 49 Structure Length....: 000024
51 Br. Rdwy. Width.....: 031.0
52 Deck Width.....: 033.0
* 47 Tot. Horz. Cl.....: 31.0
50 Curb/Sdewlk Width...: 00.0/00.0
32 Approach Rdwy Width.: 024
*229 Shlder Width
Rear Lt: 06.0 Type: 8 Rt: 06.0
Fwrd Lt: 04.5 Type: 8 Rt: 04.5
Pvment Width
Rear: 24.0 Type: 2
Fwrd: 24.0 Type: 2
Intersection Rear: 0 Fwrd: 1
36 Safety Features Br. Rail..: 0
Transition...: 0
App. G. Rail.: 0
App. Rail End: 0
Screen 7 ==
53 Minimun Cl. Over.: 99 99"
54 Under: N 00 00"
*228 Min. Vert. Cl
Act. Odm. Dir..: 99 99"
Oppo. Dir.....: 99 99"
Posted Odm. Dir: 00 00"
Oppo. Dir.....: 00 00"
55 Lateral Undercl. Rt: N 99.9
56 Lateral Undercl. Lt: 00.0
* 10 Max Min Vert Cl.: 99 99" Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed...: 000
245 Deck Thickness Main..: 00.0
Deck Thick Approach..: 00.0
246 Overlay Thickness....: 00.0
211 Tons Structural Steel: 0000
*212 Year Last Painted....: 0000

------ SECTION 6 - Ratings ------
Screen 8 ==
66 Inventory Type: 2 Rating:27
64 Operating Type: 2 Rating:48
231 Calculated Loads
H-Modified.: 00 0
HS-Modified: 00 0
Type 3.....: 00 0
Type 3S2...: 00 0
Timber.....: 00 0
Piggyback..: 00 0
261 H Inventory Rating: 15
262 H Operating Rating: 25

67 Structural Evaluation...: 6
58 Deck Condition.....: N
59 Superstructure Condition: N
*227 Collision Damage.....: 0
60A Substructure Condition..: N
60B Scour Condition.....: 8
60C Underwater Condition....: N
71 Waterway Adequacy.....: 9
61 Channel Proteciton Cond.: 7
68 Deck Geometry.....: 3
69 UnderClr. Horz/Vert.....: N
72 Appr. Alignment.....: 8
62 Culvert.....: 7

---- 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 0

DATE: 15-AUG-90 BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION COUNTY: CLAYTON SUFF. RATING: 88.6

------- SECTION 1 - Location & Geography -------
Screen 1 ==
* Structure I.D. No.: 063-0009-0
200 Bridge Information: 07

* 6A Feature Int.: TAR CREEK
* 6B Critical Bridge:
* 7A Route Number Carried:SR00042
* 7B Facility Carried:US 23
* 9 Location: 2.35 MI N HENRY CO LN
2 DOT District: 7
*207 Year Photo: 84

* 91 Inspection Frequency: 24 Date: 02/90
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: *0000

* 5 Inventory Route (O/U): 1
Type.....: 2
Designator.: 1
Number.....: 00023
Direction..: 0

* 16 Latitude.: 33-35.3
* 17 Longitude: 084-17.6

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

*100 Defense Highway.....: 1
*101 Parallel Structure..: N
*102 Direction of Traffic: 2
264 Road Inventory Mile Post: 000.00 _

*208 Inspection Area: 09 Initials: BDH

*Location I.D. No: 063-00042D-00235N
*XReferen I.D. No: 000-000000-000000

------- SECTION 1 - CONTINUED -------
*104 Highway System.....: 2
* 26 Functional Classification: 14
*204 Federal Route Type: F No:037-2
*110 Truck Route.....: 0
206 School Bus Route.....: 1
217 Benchmark Elevation....: 000000
218 Datum.....: 0
Screen 2 ==
* 19 Bypass Length.....: 03
* 20 Toll.....: 3
* 21 Maintenance.....: 01
* 22 Owner.....: 01
31 Design Load.....: 2
37 Historical Significance: 5
205 Congressional District.: 06
27 Year Constructed.....: 1944
*106 Year Reconstructed.....: 0000
33 Bridge Median.....: 0
34 Skew.....: 00
35 Structure Flared.....: 0
38 Navigation Control.....: 0
213 Special Steel Design...: 0

* 42 Type Service On: 1
Under: 5
214 Movable Bridge...: 00

203 Type Bridge.....: Q-Y-Y-Y
259 Pile Encasement....: 3
* 43 Structure Type Main: 1 19
45 No. Spans Main.....: 003
44 Structure Type Appr: 000
46 No. Spans Appr.....: 0000
226 Bridge Curve Horz..: 0 Vert: 0
111 Pier Protection....: 0
107 Deck Structure Type: N

108 Wearing Surface Type: N
Membrane: N
Protection: N
*248 County Continuity No: 00

SECTION 2 - Signs & Attachments
Screen 3 ==
225 Expansion Joint Type: 00
242 Deck Drains.....: 0

243 Parapet Location: 0
Height: 00.0
Width: 00.0

238 Curb.....: 0.0 0
239 Handrail.....: 0 0
*240 Median Barrier Rail: 0

241 Bridge Median Height: 0.0
Width: 00.0

*230 Guardrail Loc Dir Rear: 6
Fwrd: 6
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab.: 0
224 Retaining Wall: 0

233 Posted Speed Limit: 35
236 Warning Sign.....: 0
234 Delineator.....: 1
235 Hazard Boards.....: 1

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

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

DATE: 15-AUG-90 BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION COUNTY: CLAYTON SUFF. RATING: 88.6

--------- SECTION 3 - Programming Data ---------
Screen 4 ==
201 Project No.....: NRH 258-B
202 Plans Available.: 1
249 Proposed Proj No:00000000000000000000000000
250 Approval Status.: 0000
251 P.I. No.....: 000000
252 Contract Date...: 00/00/00
260 Ranking No.....: 01430
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.....: 011325 Year: 10

---------- 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....: 6
216 Water Depth.....: 00 Bridge Height: 00
222 Slope Proteciton..: 0
221 Spur Dikes Rear..: 0 Fwrd: 0
219 Fender System.....: 0
220 Dolphin.....: 0
223 Culvert Cover.....: 001
Type.....: 1
No Barrels: 3
Width.....: 07.0
Height....: 06.0
Length....: 036

*208 Inspection Area: 09 Initials: BDH

*Location I.D. No: 063-00042D-00235N
*XReferen I.D. No: 000-000000-000000

Screen 6 ==== SECTION 5 - Measurments
* 29 ADT.....: 007550 Year: 89
109 % Trucks.....: 07
* 28 Lanes On.....: 02 Under: 00
*210 No. Tracks On: 00 Under: 00
254 FC Classification...: 9
255 FC Rank Factor.....: 9993
* 48 Max. Span Length....: 0007
* 49 Structure Length....: 000025
51 Br. Rdwy. Width.....: 000.0
52 Deck Width.....: 000.0
* 47 Tot. Horz. Cl.....: 29.3
50 Curb/Sdewlk Width...: 00.0/00.0
32 Approach Rdwy Width.: 024
*229 Shlder Width
Rear Lt: 08.0 Type: 8 Rt: 06.0
Fwrd Lt: 06.0 Type: 8 Rt: 08.0
Pvment Width
Rear: 24.0 Type: 2
Fwrd: 24.0 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail..: 0
Transition...: 2
App. G. Rail.: 1
App. Rail End: 1
Screen 7 ==
53 Minimun Cl. Over.: 99 99"
54 Under: N 00 00"
*228 Min. Vert. Cl
Act. Odm. Dir..: 99 99"
Oppo. Dir.....: 99 99"
Posted Odm. Dir: 00 00"
Oppo. Dir.....: 00 00"
55 Lateral Undercl. Rt: N 99.9
56 Lateral Undercl. Lt: 00.0
* 10 Max Min Vert Cl.: 99 99" Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed...: 000
245 Deck Thickness Main..: 00.0
Deck Thick Approach..: 00.0
246 Overlay Thickness....: 00.0
211 Tons Structural Steel: 0000
*212 Year Last Painted....: 0000

------ SECTION 6 - Ratings ------
Screen 8 ==
66 Inventory Type: 2 Rating:27
64 Operating Type: 2 Rating:48
231 Calculated Loads
H-Modified.: 00 0
HS-Modified: 00 0
Type 3.....: 00 0
Type 3S2...: 00 0
Timber.....: 00 0
Piggyback..: 00 0
261 H Inventory Rating: 15
262 H Operating Rating: 25

67 Structural Evaluation...: 6
58 Deck Condition.....: N
59 Superstructure Condition: N
*227 Collision Damage.....: 0
60A Substructure Condition..: N
60B Scour Condition.....: 8
60C Underwater Condition....: N
71 Waterway Adequacy.....: 9
61 Channel Proteciton Cond.: 8
68 Deck Geometry.....: N
69 UnderClr. Horz/Vert.....: N
72 Appr. Alignment.....: 8
62 Culvert.....: 7

---- 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 0

FROM THE DESK OF COMMISSIONER HAL RIVES

August 29, 1989

Charles Lewis:

The Chapel Hill Road Interchange and associated connecting roadways in Douglas County is scheduled to go to construction in late 1992. We are looking for the county to get the rights-of-way and they are desirous of getting started as soon as they can so they can pick up parcels as they become available. I checked with Walker Scott and absolutely nothing has been done with respect to the project as would be appropriate with a late 1992 letting schedule. I wish, however, we could go ahead and get started by carrying the project through right-of-way plans. At that time we could dog off of it until we started approaching the letting schedule.

Please take a look at it and then advise me as to whether or not you believe it would be feasible to anticipate right-of-way plans being completed in approximately 8 to 9 months. This is the schedule I would like for us to achieve if we can.

Also, attached is a large map of Douglas County. Highlighted in various colors is a project to be known as Douglas Boulevard. Also, you will note that on each end there are parts in solid dark lines that are existing. On the west end there is a light and dark blue dashed portion that is engineered by Douglas County and ready for construction. There are two alternates shown in orange. Let's deal only with Alternate 1. It begins at Prestley Mill Road on the west and it stays to the south of I-20 until it gets to Midway Road where it crosses to the north of I-20. It then stays to the north of I-20 crossing back to the south at about North County Line Road. It

90

FROM THE DESK OF COMMISSIONER HAL RIVES

then proceeds to parallel I-20 to tie into the existing Monier Boulevard. I wish for us to engineer the part in orange, as described, up to its second crossing of I-20 at North County Line Road. As I understand, the developer, Jim Cowart, has agreed to base and pave the section from North County Line Road over to Monier if the county will grade and drain it. He has also done some engineering. I would like for us to contact his engineering firm with the exception that he is going to engineer it and ask them to give us information to tie to. If they then disclaim the fact that they are going to perform the final engineering we would pick up with the engineering they have done and carry it on to completion.

The county will, of course, get the rights-of-way for this particular road. We will not be able to do it all at one time (from the standpoint of both engineering and construction). The first section we would want to engineer and give them right-of-way plans on as soon as possible is the section beginning at Prestly Mill Road and extending to Midway Road. The next section we would want to engineer and furnish the right-of-way plans for, if Jim Cowart is not going to do it, would be the section beginning at the end of Monier Boulevard and extending westerly to North County Line Road. The third, and last, section would be the connection between Midway and North County Line Road. Please, if you will, look at your engineering schedules and then discuss with me when we can have rights-of-way plans out on the first section. You could then follow up on section two and then section three.

Thank you.

HR:kc

cc: Byrom

Attachment

D.O.T. 61

DEV

M&T

SCHED.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE September 8, 1989

FROM G. C. Lewis, Director of Preconstruction

TO Gene Skeen, State Transportation Programming Engineer

SEP 1989
RECEIVED
OFFICE OF
PROGRAMMING

SUBJECT **DOUGLAS BOULEVARD EXTENSION, DOUGLAS COUNTY**

At Mr. Rives' direction please program a project for the extension of Douglas Boulevard. This project will be accomplished in two phases. Attached for your use is a copy of a map of Douglas County showing existing Douglas Boulevard and an extension shown in blue. The extension shown in blue has been engineered by Douglas County and is ready for construction. It extends east from the existing Douglas Boulevard to Prestley Mill Road paralleling I-20 on the south side.

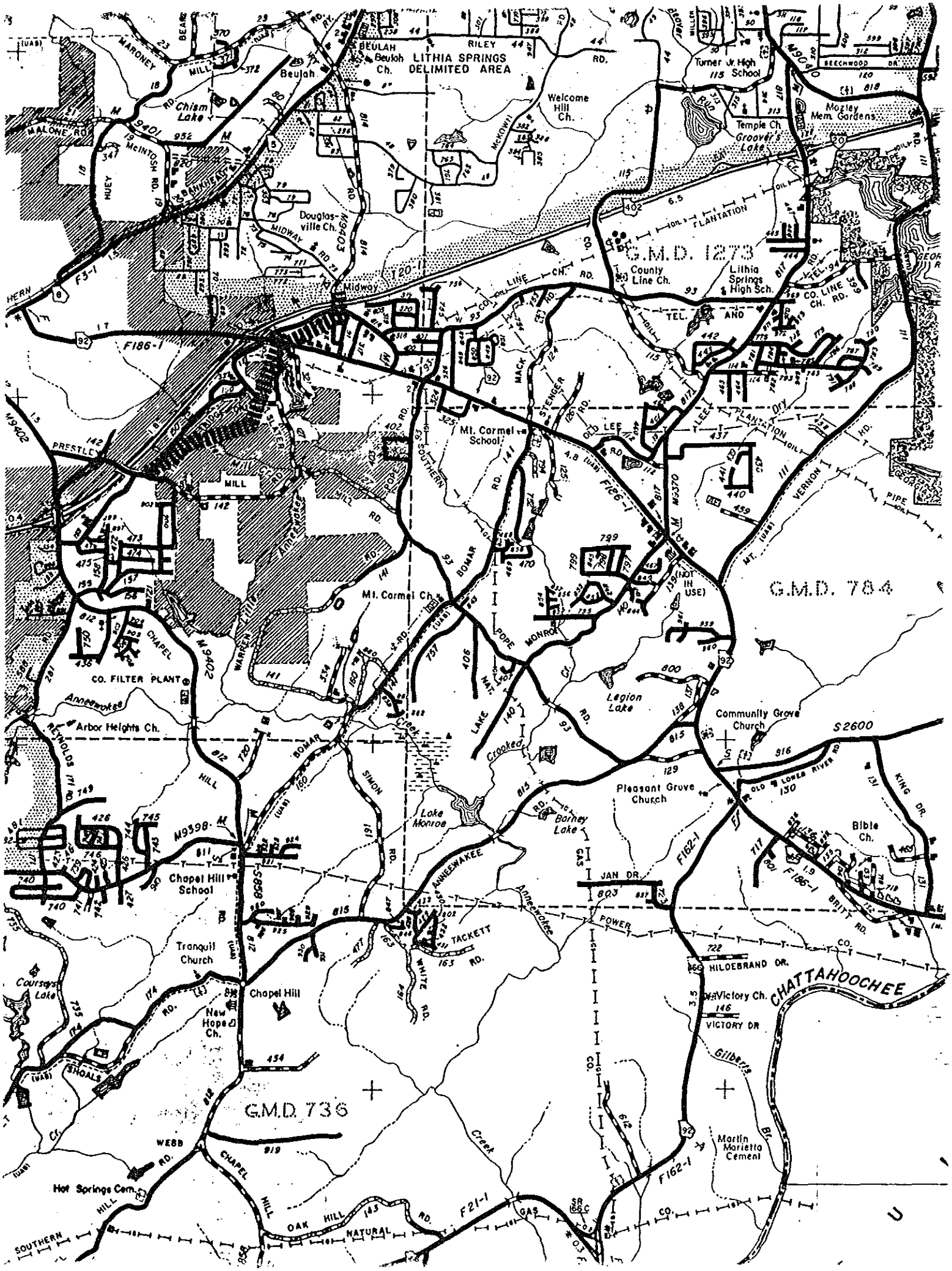
The first phase of the project to be programmed will be the extension of Douglas Boulevard from Prestley Mill Road east paralleling I-20 to Midway Road. This section is shown in orange on the map. Douglas Boulevard would extend eastward crossing I-20 at Midway Road and parallel I-20 eastward to north County Line Road. This section is the phase 2 portion of the extension also shown in orange on the map. At North County Line Road, the extension would cross back to the south of I-20 and will tie to a portion from North County Line Road eastward to Lee Road. This portion of the project is being designed by Jim Cowart, Inc. I have talked with George Berkow of Jim Cowart, Inc. and he is sending us plans so we can tie to his section.

By copy of this letter I am asking Frank Danchetz and Walker Scott to review this project to determine a schedule through right of way plan approval. We will want to do the first phase extending from Prestley Mill Road eastward to Midway Road and give those right of way plans to the county for their right of way acquisition. The section from Midway Road to North County Line Road would then follow. I am also asking Frank Danchetz and Walker Scott to provide you with the estimated cost for your use in programming the project.

If there are any questions, please notify me.

GCL:vm
Attachment
c: Alva Byrom; James McGee; Walker Scott; Frank Danchetz

Preprogram 1993


LITHIA SPRINGS
DELIMITED AREA
G.M.D. 1273
G.M.D. 784
G.M.D. 736
Beulah Ch.
Beulah
Welcome Hill Ch.
Turner Jr. High School
Mozley Mem. Gardens
Temple Ch.
Groover's Lake
Chism Lake
Douglasville Ch.
Midway
County Line Ch.
Lithia Springs High Sch.
Mt. Carmel School
Mt. Carmel Ch.
Legion Lake
Community Grove Church
Arbor Heights Ch.
CO. FILTER PLANT
Chapel Hill School
Pleasant Grove Church
Bible Ch.
Lake Monroe
Borney Lake
Tranquil Church
Chapel Hill
New Hope Ch.
Victory Ch.
Hot Springs Cem.
Marlin Marietta Cement
CHATTAHOOCHEE
Annewakee Creek
Crooked Creek
Gilberts Cr.
MALONE RD.
MARONEY
MEINTOSH RD.
HUEY
BANKHEAD
MIDWAY RD.
MILL
PRESTLEY
STENGER
OLD LEE RD.
LEE
Dry Plantation
VERNON
MT. VERNON
SOUTHERN RD.
BOMAR
POPE
MONROE
WARREN
REYNOLDS
HILL
SIMON
ANNEWAKEE
JAN DR.
POWER
TACKETT
WHITE RD.
HILDEBRAND DR.
VICTORY DR
BRITT RD.
KING DR.
OLD & LOWER RIVER RD.
BEECHWOOD DR.
WEBB
CHAPEL HILL RD.
OAK HILL
NATURAL
SOUTHERN
SHOALS
Coursey's Lake
F3-1
F186-1
F162-1
F21-1
M9401
M9402
M9403
M9398
M9370
S2600
S2689
120-1
402
92
93
CAS
GAS

"jb

Mor 1 October 1989

REQUEST

FOR

Road Design

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
Douglas	M-9040(2) 751825	New Construction (includes bridge)	Douglas Boulevard Extension: From Prestley Mill Rd./C.R. 142 northeast to Midway Rd./C.R. 814. Length = 2.0 Miles

Fund 1: W-36
Fund 2: 160

PRELIMINARY COST ESTIMATE ($1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
		Local		
ROW				
CONST. $4,251	1993		6	7

NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

It is purposed to add this project to the Construction Work Program after approval of the Project Concept Report. This project is being preprogrammed as recommended by the Commissioner per letter September 8, 1989 from the Director of Preconstruction.

RECOMMENDED _____

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

gom

APPROVED _____

COMMISSIONER