LANDSCAPE DEVELOPMENT
WESTERE APPROACH TO ATHENS, GEORGIA
Federal Project F-014-1 (6)

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Peter D. Palmer Kenneth D. Swindle

"A Thesis Presented for the Degree of Bachelor of Landscape Architecture, Department of Landscape Architecture, University of Georgia, Athens, Georgia."

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December 13, 1961

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TABLE OF CONTENTS

		rau.
LIST OF PLATES	* *	11
INTRODUCTION		1
HISTORICAL SKETCH OF HIGHWAYS		3
STATEMENT OF PROBLEM	* *	7
AN ANALYSIS OF THE PROBLEM		8
PRESENTATION AND JUSTIPICATION OF THE SOLUTI	ON.	9
MOTIVATIRG CORRESPONDENCE		12
PLATES		7
SPECIFICATIONS		25
BIBLIOGRAPHY		

LIST OF PLATES

THE STREET OF THE PARTY OF THE

PLATE		SHEET	NO.
1.	TITLE SHEET	1	
2.	SECTOR AA' - CC'	2	
3.	SECTOR CC - EE	3	
4.	SECTOR EST - FFT AND SECTION ZZ'	4	
5.	ALTERNATE MEDIAN PLANTING	5	
6.	PLANTING DETAILS	6	
7.	DAY SERVICE STATION	7	
8.	STANDARD OIL STATION	8	
9*	PHOTOGRAPHS OF THE SITE		
10.	PHOTOGRAPH OF MODELS		
11.	ESTIMATES		

INTRODUCTION

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The geometric design of the highway has been influenced most by the high speeds which the modern motor vehicle demands. Regardless of this fact, one cannot allow this public facility to become strictly functional and void of sesthetic qualities. Under present day developments man has been exposed to attractive highway solutions; fortunately he has come to look with disfavor upon the barren scarred roadside of functional construction.

An aesthetic type of highway encompasses a good, basic,

overall design. Emphasized within its scope are alignment

that recognizes the terrain, appropriate treatment of slopes,

restoration of land disturbed in construction, good details,

and landscape treatment. Each is a distinct and separate

unit, valued for its own worth, but all are essential in

creating a unified and pleasing whole. These qualities, incor
porated at the design stage, improve the appearance, effi
ciency, and safety of the modern highway.

This project deals with the highway approach to the City of Athens, Georgia, from the west, which is actually an extension of Broad Street and is commonly called the "Atlanta High-

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Way". The Georgia State Highway Department lists it as

Federal Highway Project F-O14-1 (6), Clarke County from the

Oconee River bridge to Hancock Avenue. Several vital ques
tions exist concerning this development. These questions

relate to the deterioration or growth of business within its

influence, its effect on tourist attraction and the general

public, and its general contribution to the subsequent devel
opment of the City of Athens.

of new entertain was recent and extile in being conducted. All of these provinces proping as recent approximate proping as recent approximate of the past, orthogoly energied from a long or areal provinces.

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HISTORICAL SKETCH OF HIGHWAYS

The loss of the Roman art of road building during the Middle Ages evoked new problems in the building of highways.

Many aspects had to be accomplished by trial and error. A great deal of experimentation with the properties and behavior of new materials has been and still is being conducted. All of these advancements, accepted by the American people as eternal monuments of the past, actually emerged from a long and chaotic process.

Prior to the American fight for Independence, roads were no more than cleared strips through the forest, and not until the latter part of 1794 was the first carefully constructed highway in America finished. Surfaced with crushed rock, this twenty-four foot wide road started in Philadelphia and ended sixty-two miles away in Lancaster, Pannsylvania. Around the turn of the century, toll roads were built along the Atlantic coast, but few were profitable ventures, and finally each became a free road.

Federal government undertook to build the then most important Westvard route, the Cumberland road or National pike. Closely following this advancement, the government developed the Santa

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the loce of the Boness and of read building during the side and less of bigsways, and to be accomplished by trial and error. A corporat had to be accomplished by trial and error. A great deal of experimentation with the properties and behavior of one materials and boom exit triil in buing conducted. All of these accompletes and trial in buing conducted. All of these accompletes as complete as standard of the properties as long of the something energies as standard of the properties and the second tree a long of the chartes property.

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Fe trail, the Oregon trail, the Mormon trail and the California trail.

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In 1829 the steam locomotive made its maiden run, and resulting efforts for better roads on the part of farmers, bicyclists and other users for sixty-five years were stifled. Finally in the 1880's the bicyclists were organized and after 1900 the motorists; thereby, through their demands the greatest construction effort in history was perpetuated.

From 1900 to 1920 preparations for road building were made. Development of governmental organizations, machinery, construction methods and the acquiring of public support gained momentum. Important in this span of time was the authorization of the Federal-Aid Road act of 1916. This act gave the states an economic means of road improvement.

With the coming of the First World War a delay in road construction, caused by the lack of funds, resulted. But with its end, the states progressed even more rapidly. New advancements in motor vehicles caused new demands on the part of business and the general public. Still a lack of funds prevailed, and so a state gasoline tax and vehicle registration fee resulted. By 1929 every state collected such a tax.

From the year 1919 through 1951 the cars and trucks in the United States expanded from 7,500,000 to 52,000,000, and surfaced rural roads went from 350,000 to 1,721,000 miles.

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During 1930 the nation saw the near completion of connecting roads between cities, but with this achievement came new and complexing problems. Great volumes of traffic were pouring into the cities, precipitating delay, congestion, and accidents. At this same time the roads with sharp curves, steep grades, bad sight distance and narrow widths to become obsolete.

Thus in the 1940's the government realized a need for a new approach to highway design: expressways resulting as main arteries through cities, four lane traffic with controlled access, and the modernizing of the general highway system. But World War II occurred, and almost all general highway construction halted.

However, the post war years have seen new strides in high-Way construction, most important of which is the interstate system. Selected by the states with government aid, this system, reaching to all regions of the country, maintains high modern standards.

With all the facets of highway history, the aspects of functional construction leaves its inevitable scars on the landscape. Early in 1921 the states of Massachusetts, Michigan and Pennsylvania sought landscape restoration programs. Although the early intentions were well meant, the results Were unsatisfactory.

> H.B. Owens Resource Center School of Environmental Design Caldwell Hall University of Georgia

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In 1931, Frank A. Tetley of the California Highway Commission laid down a remarkably up-to-date set of principles.

Not condemning the early road builders for their lack of time and money, he recommended the following: (1) the use of indigenous plants, (2) the care and study of varieties to be used in certain locations, and (3) planting which corresponds to the particular section of the highway considered. He then added, that the task demands the combined cooperation of the landscape architect and the highway official, a task for both artist and engineer.

The highway, an important part of the American way of life is the challenge of the present. What is learned from the past must be applied if the ultimate in results is to be gained. The look of this American countryside, and in toto the whole pattern of the future, with consideration to land use and value, rest in the hands of a select group. This becomes its responsibility, intrusted by the American people.

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GRATHMENT OF THE PROBLEM

Concerned with the appearance of the western approach to the City of Athens, Georgia, and its influence on the future development of that area, Professor Hubert B. Owens, Head of the Department of Landscape Architecture, University of Georgia, caused the below described site to become a senior thesis with this purpose: to prepare a proposed Landscape Development Plan for the western approach to the City of Athens, Georgia & Federal Aid Project F Ol4-1 (6) 7.

The site of this development is a 1.3 mile strip of highway extending from the Oconee River Bridge to Bescock Avenue. Within its scope, the main factor to be studied will be the plenting of the median and right-of-way of this high-vay with consideration to the adjacent land.

Also within the scope of the problem are the proposed plans for the landscape development of two existing service stations. These are the Standard Oil Station, owned by Mr. Clarence Berryman and the adjacent Bay Station, owned by the Houston Company.

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AN ANALYSIS OF THE PROBLEM

The site of the proposed plan orginates in a naturalistic setting. At the present time the highway at this point exists as a two-lane road, but expansion work with the addition of a second bridge is now under way.

Moving toward Athens, the highway is seen flanked by verious buildings varying from residences to light industry. Subsequent to the growing density of buildings is the lack of natural vegetation, and there is evidence of functional road construction, as well as the results of man's competitive instinct.

with little exception the plan becomes limited by the utility lines that appear along the rights-of-way. These boundary lines, along with the many entrances cutting through the site, tend to chop the area into bits and pieces.

Another limitation is that in the construction phase, no provisions for irrigation were made either in the median or right-of-way sectors.

Because of the type of maintenance involved, the operation costs must be kept to a minimum and ease of upkeep facilitated as much as possible.

AND JUSTIFICATION OF THE SOLUTION

essential to industrial and residential growth. To

tady flow of traffic, these highways must be

the most effective modern means available.

Initial stage is functional, the accompanying

considerations establish a scale through the use

and a finished product results. It then becomes

the industrial and the residential elements to

the lasigns into the established landscape treatment.

of Pearly Athenda the highway is seen Classes by

of the type of maintanance lavoryed, the opens

value along well designed highways. However, people poetly is adjacent to the right-of-way frequently and to encourage the improvement of such traffic ten they have witnessed property deterioration result of traffic noise and fumes or litter-ints-of-way. It is here that the use of plant demonstrates its extensive utilitarian properties.

The and shrubs along the outer limit of the right-intend to absorb dust and fumes and deflect highway attractive plantings tend to stablize real fumes of adjacent land.

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something stores that the time and the medical brights of entropy leignesteet bas istrobbal of telepres anidations are or traces ovicantly according to priving stage is formileral, the secondaring sessione establish a scale through the use seeded fred flagged regults. It then becomes of sinemals Islambleer set bes to grante at a samming a particular bodelides out out a malest w ni samproni no ni oresi that there and increase in effects designed because for more out The te melecent to the right-of-way frequently plines there to mesevored out occasions of welfariolsols witnessed proporty detailed on a wasself to openit has onless afthors to simple Stady to ear and that the rise of plant sheldweeter metrealizes evicentre est establisse witight end the Marki Tetre outs gants educed has see triving and the deep deep the deep deep of her of tres californ of brest agailtrast ovicosous

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where the surface of the highway joins the shoulders,
plant materials with their properties of aesthetic appeal take
over. The use of turf has long been the answer to the healing
of construction defacements and proven to be economically feasible. There is sometimes an objection to the use of trees,
shrubs, and flowers, in that maintenance costs would increase.
This is not necessarily a reasonable objection, especially
as far as trees are concerned, for wherever trees are used
intelligently, maintenance cost for that area becomes negligible. In an aesthetic sense, trees are a primary consideration.
When used sensitively there results a blending of the highway
to the adjacent landscape.

Unsightly, uninteresting highways fail to attract the tourist or pleasure car. When a pleasing composition allows trees and shrubs to frame views both inside and outside the highway, the enjoyment of riding through the towns and country-side can be greatly increased.

The median strip of this specific project in Athens is planted in turf. This greatly facilitates the maintenance problem because it allows working space for moving equipment. The same turf should be used on the right-of-way except on steep slopes and under trees with low-hanging branches. Here, secondary turf which will require no moving will be used.

While the major purpose of the landscape treatment is to

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establish scale and refine the highway as a finished product, headlight glare reduction, noise abatement, guidance and fume-control will also be effected. As its appearance improves with time, it can exert a strong influence on the development and future appearance of the whole area.

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could you are familiar with the new four lane highway but held from been sensiabled, in Albert printing our New Love Street to the brings. The Hamis Conclute would like a true been been parting information as to the plant-

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September 20, 1961

Mr. Robert H. Bennett Engineer in charge of Roadside Development State Department of Highways Atlanta, Ga.

Dear Mr. Bennett:

Last Harch, when you spoke to the Conference for Roadside Development, the Athens Garden Club Council, had several representatives present. I was one of the representatives.

Since that time the Garden Club Council has decided to sponsor the Hands Committee which is the Home and Neighborhood Development Sponsors set up by the Sears-Roebuck Foundation.

No doubt you are familiar with the new four lane highway which has just been completed, in Athens, running out West Broad Street to the bridge. The Hands Committee would like to know how to go about getting information as to the planting of shrubs or plants on the median of this highway.

I have talked to Mr. H.D. McCoy, Resident Engineer, and he has referred me to you.

This highway is an important entrance to the city of Athens and beautification of the median would be of great value to the community. If interest can be aroused, we feel that the property owners on the highway would be inspired to clean up and landscape their sites.

We would appreciate any help or information that you can give us. The planting season is fast approaching so the sooner we can get to work on this project the better.

Thank you for your attention.

Sincerely yours,

Ruth J. Downes Chairman of the Hands Committee

Mrs. Carroll Downes
524 Hill St.
Athens, Ga.

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October 9, 1961

Mrs. Carroll Downes Chairman of the Hands Committee 524 Hill Street Athens, Georgia

> Project F-014-1 (6) Construction

Dear Mrs. Downes:

AHB/man

We have often approved plans for the beautification of median strips on our highways but since this is an important urban project we shall have to have drawings showing exactly what you want to do. For the preliminary part of these plans we enclose a title sheet showing the general location of the work.

Safety is an important factor in any planting done in the median, and there are two safety features to be considered. One of them is the elimination of headlight glare, and for this reason a dense heage-like development vould be effective. For example, ligustrum, eleagans and other similar overgreen shrubs have been used for this purpose. The other angle is visibility between lance. Since there are many crossings in the project we believe that no planting should be done within 100 ft. of any of these crossings, so that drivers crossing from one lane to the other will be able to see oncoming vehicles.

It occurs to me that Dr. Hubert B. Owens of the School of Landscape Architecture at the University might wish to give you some advice or even to make it a classroom project, and I have sent him a copy of this letter. In the latter case, we shall be glad to furnish you with plan-profile sheets showing the details of construction.

I also enclose a copy of the permit required, and if you will address this to me together with further details about your plant I will see that it gets into the right hands for its possible approval.

Yours very truly,

Robert H. Bennett Highway Construction Engineer

Enclosures CC: Mesers: Flynt, Leftwich, Patrick (Tennille) and H.D. McCoy (Athens) Dr. Hubert B. Owens

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October 12, 1961

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Mr. Robert H. Bennett Highway Construction Engineer State Department of Highways Atlanta, Georgia

Dear Sir:

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Professor Hubert B. Owens has requested that I write you concerning your letter of October 9, 1961 to Mrs. Carroll Downes, Chairman of the Hands Committee, Athens, Georgia. In this letter you state your willingness to furnish her with plan-profile sheets showing the details of construction Project F-014-1 (6).

Professor Owens is considering this strip, under the request of Mrs. Downes, as a project for a landscape architecture class in which I am enrolled.

If the plans are now available Professor Owens has requested me to inform you to kindly send him a copy at your earliest convenience. An inspection of these plans is necessary before a final decision relative to class participation can be made.

Thank you for giving this matter your prompt attention.

Yours truly, (signed) Kenneth D. Swindle Kenneth D. Swindle

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(EGD)

State Highway Department of Georgia

October 20, 1961

Dr. Hubert Owens, Head School of Landscape Architecture University of Georgia Athens, Georgia

Project F-014-1 (6) Construction Roadside Development Plans

Dear Dr. Owens:

hrs. Carroll Downes wrote to me on October 12, 1961, saying that she had been in contact with you and that you proposed to make the landscape improvements of the job a classroom project. I as very happy to know that you are interested in it and a set of drawings showing plan and profile has been sent to you separately.

You already have a copy of my letter of October 9 addressed to Mrs. Downes giving in general the precautions that ought to be observed. Otherwise I have no special suggestions to make, especially since you are already familiar with this particular application of landscape architecture.

Perhaps the second paragraph of my letter of October 9 might be modified to some extent where it refers to planting within 100 feet of crossovers. I see no objection to this kind of planting provided it be done with very low-growing shrubs which could never grow high enough to obstruct vision from the drivers seat.

As you know, I do not have the authority to authorize any work on the right-of-way; but will bring your plans to the attention of others here who have that authority. I suggest that you send the plans to me when they are ready, so that I can direct them to the right people.

Very truly yours, (signed) Robert H. Bennett Robert H. Bennett Highway Construction Engineer

AMB: Dam

CC: Mrs. Carroll Downes, Mr. Marion Patrick, Mr. C.W. Leftwich, Mr. Roy A. Flynt, Mr. S.P. Allison

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Department of Landscape Architecture University of Georgia Athens, Georgia October 24, 1961

Mr. Robert H. Bennett Eighway Construction Engineer State Department of Highways Atlante, Georgia

Dear Sir:

Thank you for sending the requested drawings for Federal Project F-014-1 (6).

Anclosed is a preliminary layout of a typical section. Our concern at this time is the use of trees in the medium strip. We feel the need of making a transition from the natural growth outside the right-of-way to the project. This can best be made in the proposed manner. Realizing the possible hazard that could result, we would appreciate your advice pertaining to this matter.

Please feel free to make any comments on the drawing which could improve this idea.

(eigner) Kenneth D. Swindle Kenneth D. Swindle

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Atlanta, Georgia October 27, 1961

Mr. Robert H. Bennett, Highway Construction Engineer

Mr. Roy A. Flynt, State Righway Plenning Engineer Mr. J.O. Bacon, State Bighway Keintenance Engineer Mr. John M. Wilkerson, Jr., State Road Design Engineer

Project P-014-1 (6) Construction Roadside Development Flans

A copy of my letter of October 20 addressed to Dr. Hubert Owens, Head, School of Landscape Architecture at the University of Georgia is attached. This letter will explain why the Department of Landscape Architecture is interested in the project identified above.

We now have a preliminary plan and typical section of the proposed layout which is attached. I do not see any objection to it from the safety or maintenance points of view. It is now brought to your attention for critical comments and suggestions which should be addressed to me.

It is requested that Mr. Flynt, Mr. Bacon, and Mr. Wilkerson review the proposed development one after the other by forwarding the original of this letter along with the comments of each person involved.

Nobert II. Bernett Eighway Construction Engineer

Attachments

CC: Mr. Kannoth D. Swindle kr. Karion Patrick COPY

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State Bighway Department of Georgia

Atlante

Movember 9, 1961

Mr. Membeth D. Swindle Department of Landscape Architecture University of Georgia Athens, Georgia

> Landacape Development Project F-014-1 (6) Project U-003-3 (13) Clarke County

Doer Mr. Swindle:

The preliminary plan you sent us with your letter of October 24 has been exposed to the officials of this department who are nost concerned with the results of such a landscape project, and their comments are attached to this letter. I disagreed with them in the beginning because I felt that you would have little exportunity to develop this project without doing at least some planting in the medians and in the areas between the sidewalk and the pavezon. Iter having been reminded that this is an urban area already developed rather thoroughly as a shopping district and that it will be well lighted at night, it now appears to me that the comments are appropriate.

If you believe that the project can be improved by landscaping within the restrictions mentioned in the attached letter, I suggest that you go shead with it.

There is another project at Athens consisting of a by-pass which all agree to be some susceptible to landscape design than the one we are now discussing. A cover sheet giving a skeleton layout of this project is attached. Full development of the by-pass will require a considerable outlay of Boney, but it seems to be that we have the necessary resources for this purpose. In this connection let be assume that the city of Athens, Clarke County, along with the State Highway Department and the U.S. Sureau of Fublic Roads could all be seemeded to contribute to its cost. If, as seems probable, the Sureau would contribute, their share would be 50 per cent of the total cost and the remainder would have to be reised through the other three agencies. There should be some Dublic sponsorship, probably by the group represented by Mrs. Downes.

November 9, 1961

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File: F-014-1 (6) U-003-3 (13)

o: Mr. Monneth D. Gwindle

From Robert H. Bennett

I cannot predict what their reaction would be, but it seems to me that we ought to take the first step which would consist of a preliminary layout and estimate of coet.

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I am leaving this suggestion with you for what it is worth and will try to get down to see you and Dr. Owens some time within the next two weeks, at which time I should like to have an open discussion with all concerned. I will telephone ahead.

Very truly yours,

(signed) Nobert H. Bennett Robert H. Bennett Highway Construction Engineer

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Attachments

CC: And Carroll Downson Francisch Carlon Fatziek

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Sameth D. Swindle

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State Righway Department of Georgia

Interdepertment Correspondence

P110

Office Atlanta, Georgia

Date October 31, 1961

From Roy A. Flynt, State Highway Planning Engineer

To Robert H. Bennett, Highway Construction Engineer

Subject Roadside Development - Project FOIN-1 (6), Clarke County

This office is not too well versed in landscape architecture nor its application to resisted development;
however, from practical application based on our limited
knowledge of planting materials, this office offers
the following observations:

- (1) Due to narrow median width, dogwood trees should be eliminated because of breach interference with travelway. The pines may offer some interference during early stages of growth but in time should attain sufficient height to overcome this obstacle.
- (2) Likewise, the dogwoods should be set back from sidewalk to provide free clearance for padestrian traffic.
- (3) In cases of roadside development of this type, it must be recognized that maintenance to a large extent will be restricted to hand tools including moving. For this reason and all practical purposes, the plantings should be restricted to the area back of sidewalks, preferably near right-of-way lines leaving a free area to turf in order to parait the use of motor-ized self-propelled moving equipment.

(signed) Roy A. Plynt
Roy A. Flynt
State Righway Planning Engineer

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State Highway Department of Georgia

Interdepartment Correspondence

File F-014-1 (6) Clarke

Office Atlenta, Georgia

Date November 8,1961

From John M. Wilderson, Jr., State Road Design Engineer

To Robert H. Bennett, Bighway Construction Engineer

Subject Readside Development Plans

Reference is made to your letter of October 27, 1961, regarding readside development proposed for the subject project. This office concurs in the comments made by both Mr. Flynt and Mr. Escon as to the restrictions which should be placed on planting on this type of project.

This project is commercially developed from Epps Bridge Road to Hencock Avenue. From West Lake Road to Hencock Avenue, street lighting hes been installed on both sides of the roadway. The level of illumination is such that a motorist may see a pedestrian crossing the roadway. Tealan plenting would interfere with this sight distance and produce a potential hazard.

On this project the width of the median, 16 feet, is entirely too nerrow for the type of development shown on the typical drawing submitted with your letter. Your attention is invited to the fact that the 24 travelways and parking large must be kept clear of limbs and overhanging branches to a height of 20 feet. This is required in our specifications to prevent damage, perticularly to new automobiles on vehicle carriers.

There are no long stretches of median and some of the medians are constructed entirely of concrete. Left turn lanes introduced into the medians in practically every block reduce the median width to 4 feet for a considerable distance. The typical planting section shown on the plans submitted make no provision for this reduction in median width. For these reasons there would be no symmetry of planting possible on the project.

November 8, 1961

File: F-O16-1 (6) Clarks

To: Robert H. Bennett

Prop: John H Wilkerson, Jr.

Subja Rosdaide Development Plans

Since symmetrical planting would not be possible and the inclusion of trees of intermittent shrubbary in the redian would kill the effect of the street light-ing, it does not appear that this project lends itself to any type of planting within the median area, or for that metter, in the utility area between the pideralks and curbs. The latter area between the curbs and sidewalks is full of utilities and must be made available to utility companies periodically for maintenance.

Due to the restrictions required in the middle of the road and the fact that all planting should be limited to the eres back of the sidewalks, which is highly developed as a commercial street, it hardly appears facility to use this project as a beautification experiment.

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(signed) John M. Milkerson, Jr State Road Design Ingineer

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cc: J.C. Bacon
R.A. Flynt

(COPY)

Filo

Office Atlanta, Georgia

Hovember 6, 1961 Date

J.O. Becon, State Righway Maintenance Engineer From

Robert H. Bennett, Highway Construction Engineer To

Subject Roadside Development - Project F-014-1 (6) Clarke County

This refers to your letter of October 27, 1961, addressed to Roy A. Flynt, to this office, and to John H. Wilkerson, regarding Roadside Development on the above project.

We concur in all of the comments made in Mr. Flynt's letter to you deted October 31, 1961, which is ettached hereto. In addition to the comments made by Mr. Flynt we are of the opinion that where trees ere plented in the median at intervels, unless in the intervening intervals a solid type of shrubbary is plented there will be intermittent glare from headlights in opposite directions by reason of the intermittent shadows and areas of light.

We certainly wish to stress the idea of emitting planting within the median areas and that such roadside development be restricted as outlined in Mr. Flynt's letter to the area back of sidewalks and preferably near right-of-way lines leaving a free area in which to permit the use of motorized moving equipment.

In addition to the foregoing objections, we might also point out that although lobiolly pines are considered evergreen there would still resain the saintenance problem of raking and disposal of pine needles and pine comes falling within the median area.

The complete file on this subject is being forwarded to John M. Wilkerson, for further comments from him and for returning the complete file to your office with his reply

Yours very truly, (signed) J.C. Bacon State Highway Mein. Engineer

JOB/WBB/ph

Attachment

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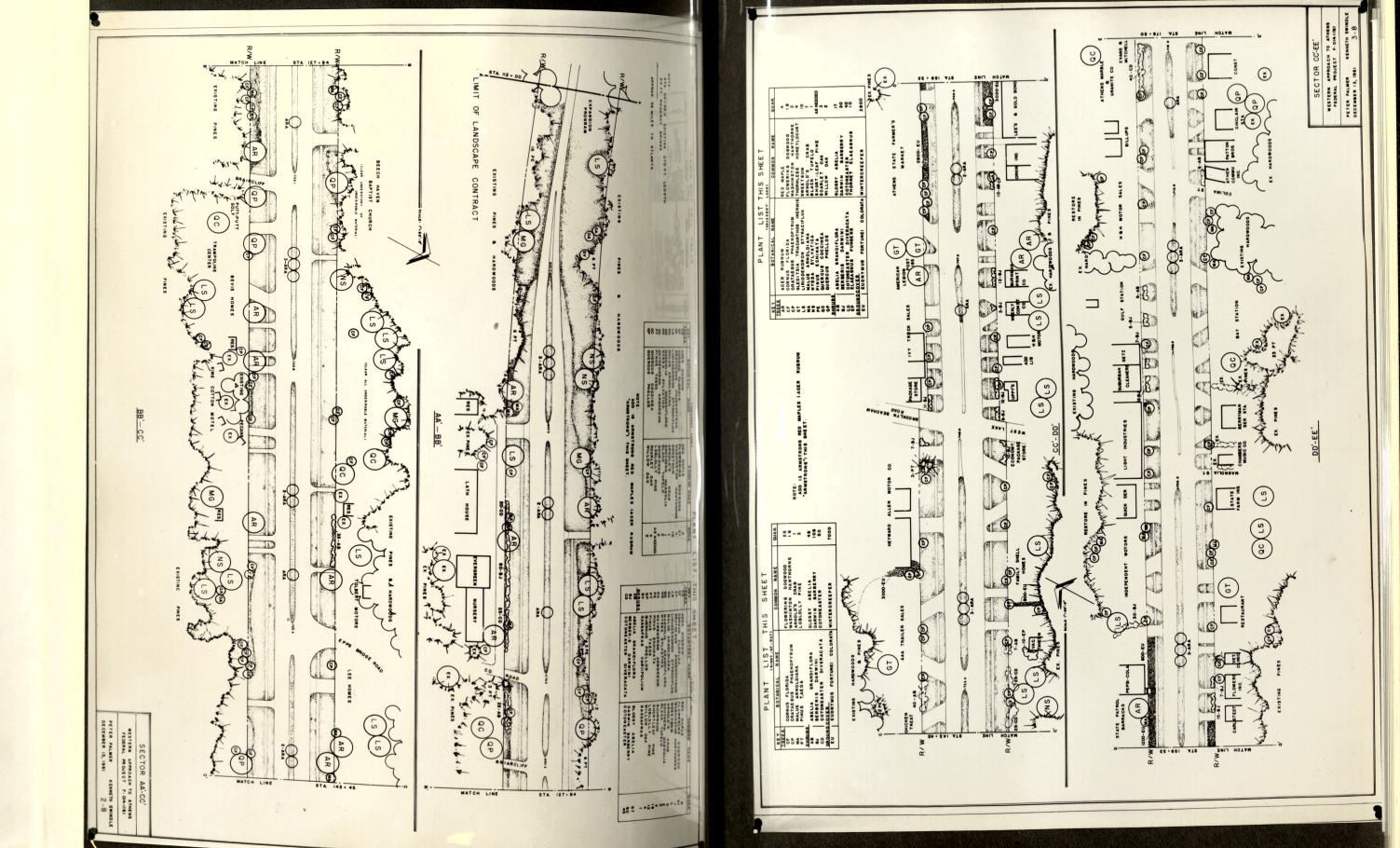
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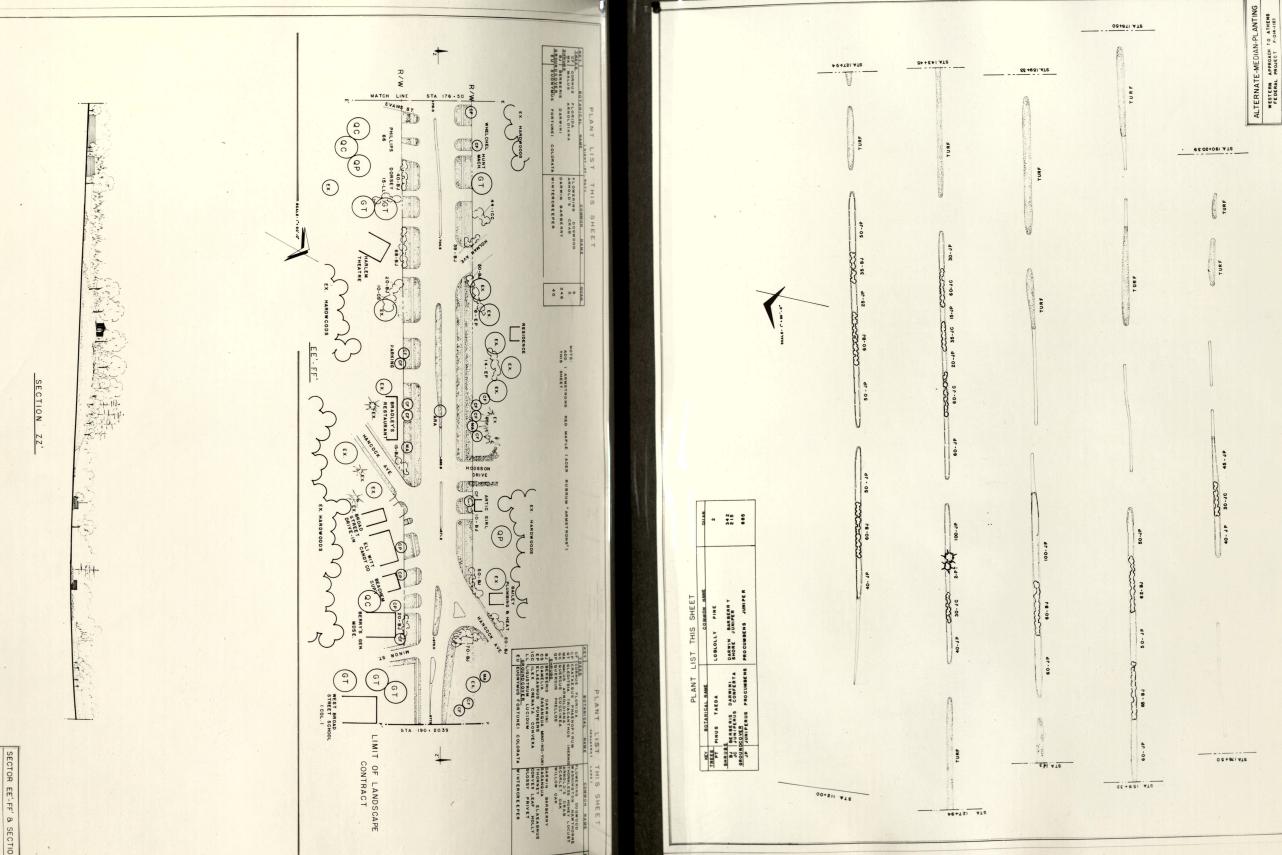
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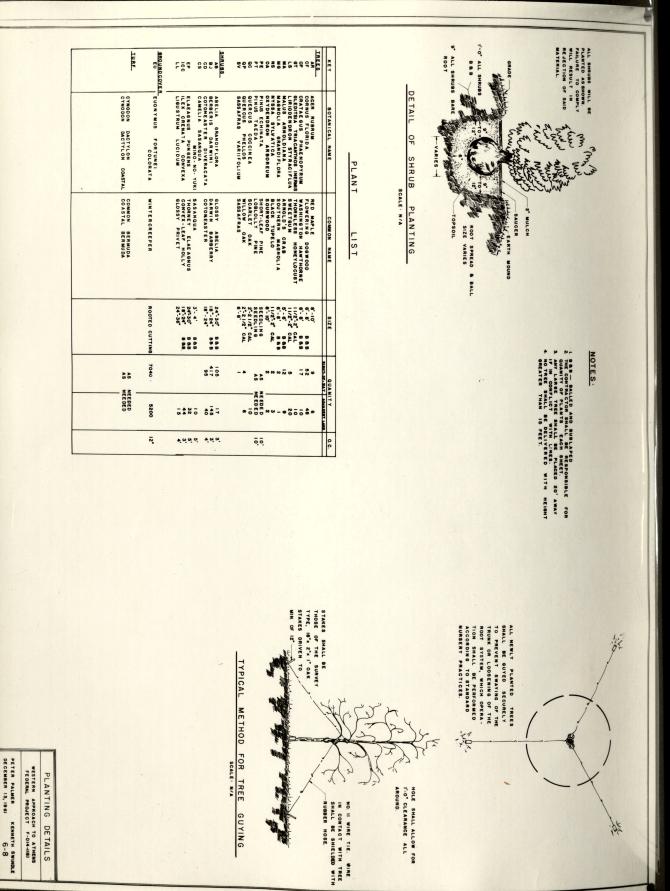
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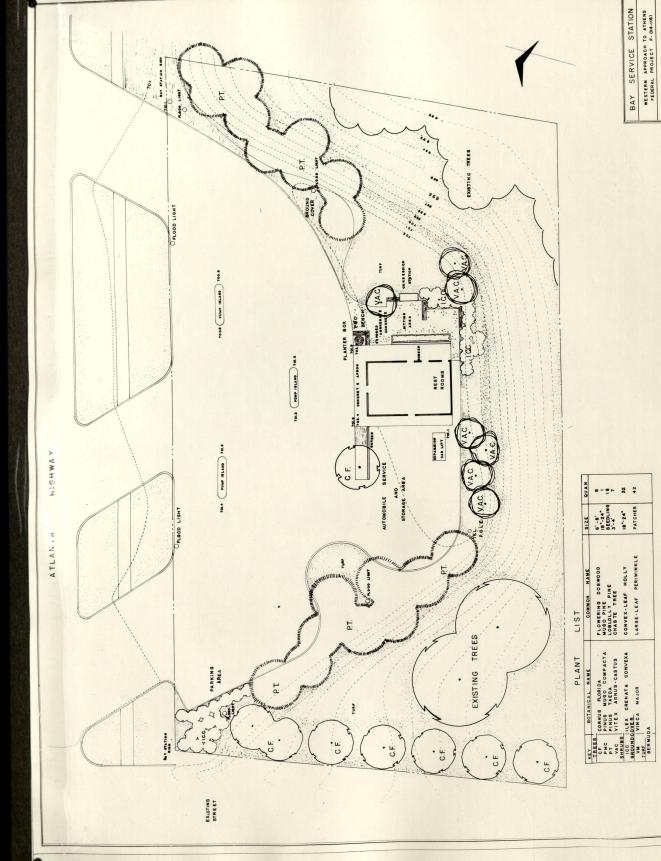




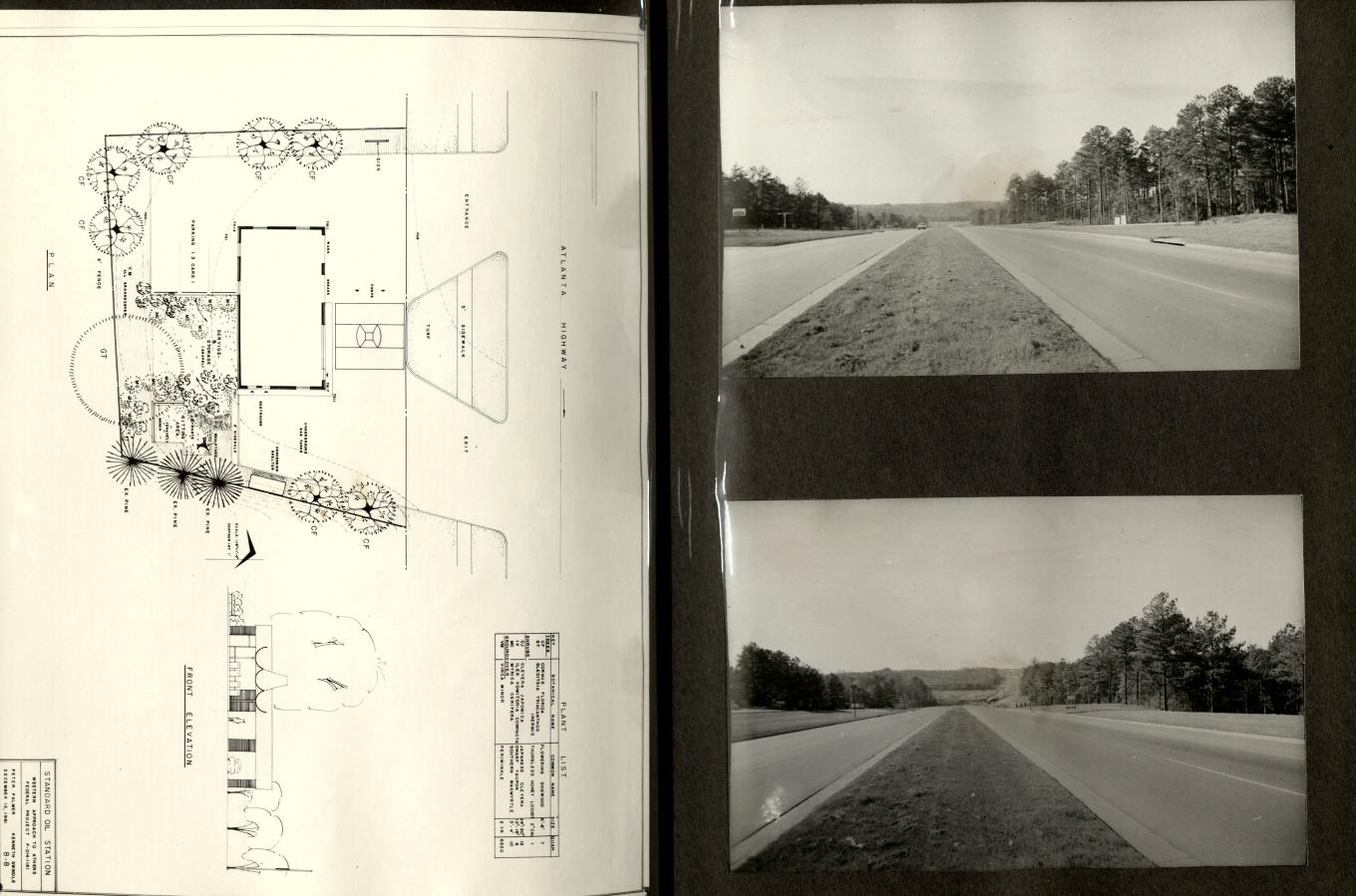
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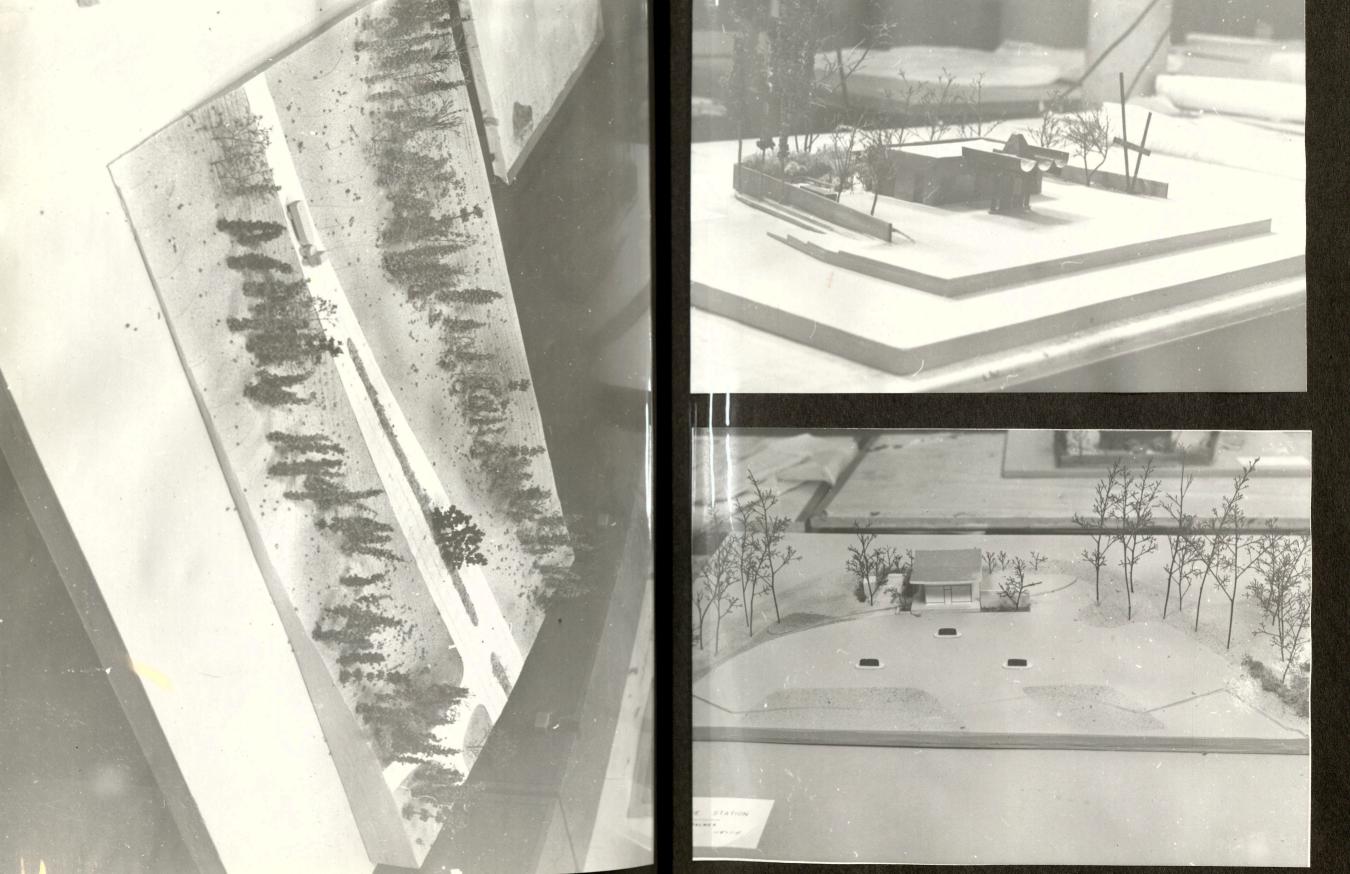


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Sub-Total Planted Planted Clean-up (20 acres) Reforestation (35 acres) Total Misc. Grand Total	Wintercreeper	Glossy Abelia Darwin Barberry Sasanqua Cotoneaster Thorney Elacagnus Convex Leaf-Holly Glossy Privet	Red Maple Plowering Dogwood Washington Hawthrone Thornless Honeylocust Sweetgum Southern Magnolia Arnold Crab Black Tupelo Sourwood Scarlet Cak Willow Cak Willow Cak
se acres)	rooted cutting	24"-30"BB 105 16"-24"BB 117 24"-30"BB 117 24"-36"BB 95	6-8-10 6-8-8-8-8-52 6-8-8-8-8-52 6-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8-8
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MASTER SPECIFICATION - PLANTING

I. SCOPE OF WORK

Work shall include all materials, supplies, tabor and equipment incidental to, and for the installation of planting as set forth herein, or indicated on the Flanting lan, or as ordered by the landscape architect, for Federal 14 reject 101-1 (6). Clarge County, Georgia.

H. SPECIFICATIONS AND DRAWINGS

The dravings and those specifications are intended to subject to the subject of and all work called or some even if not by the other, while and specifications, the specifications will overn. In any case of discretary, when in the figures, in the drawings, or in the specifications, the matter will be promptly substitted to the leadens and subject, who shall promptly substitued to the leadens and ustment by the Contractor without the determination in writing states.

III. SPIRIT AND INTERNY OF SPHEIPICATIONS

It is the spirit and intent of these specifications that the drawings forming a part of them, to provide that and all safety and the specifications or indication on the specifications or indication or mathematical first the contractor will provide each item listed that the contractor will be a second the contractor will be a second that th

N. BROWN OF COMMENCES

The Contractor will not be allowed to take advantage of errors or omissions in these specifications or contract drawings as full instruction will be given if such errors are discovered. Upon his discovery of any statement or detail

which is discrepant or otherwise appears in error, the Contractor will immediately call it to the attention of the Landscape Architect.

V. TDE BESSE WALL has dien to be vary to be haden the

Work shall begin within five days after receipt of "Notice to Proceed" and shall be completed within the specified time.

VI. MATERIALS AND REAL PROPERTY OF THE PROPERT Plant materials shall be specimen plants, true to species and variety, of symmetrical growth, and well developed branch and root systems, free of insect pests and diseases, nursery grown and meeting the standards of the American Association of Murserymen.

VII. WORKMANSHIP

Staking out of plant materials shall be done prior to planting and in accordance with the plan. Stakes shall indicate the name of the plant for each location. The land-scape Architect will inspect the stakes and verify proposed plant locations prior to actual planting. Europry stock shall at all times be protected from drying out and shall be planted Within a reasonable time. Planting operations whall proceed under a well organized program and according to accepted Aursery practice.

VIII. SUSSPINOTION

No substitution shall be made without the written permission of the Landscape Architect.

All meterials which do not meet specifications will be rejected by the Landscape Architect and shall be removed and replaced by the Contractor at his own expense with proper Daterials.

X. PLANTING INSTRUCTIONS

(1) ALL PIANTING shall conform with the lines, grades and dimensions shown on the plan or as ordered by the Landscape Architect. The Contractor shall verify all dimensions and notify the Landscape Architect of any deviation or situation or unsafe condition which would adversely effect the Satisfactory performance of the work or the intended result.
All plants shall conform in size to the Plant List unless othervise approved by the Landscape Architect.

(2) HOLES for small trees and evergreens shall be dug 18 inches larger than the diameter of the root ball. Holes for plants to be planted "bare root" or "loose ball" shall be dug with with the root spread having a minimum of 12 inches of clearance. Holes shall be dug with vertical sides and horizontal bottoms. All plants shall be planted plumb and true. Plants shall be planted 2 to 4 inches lower in their new location than they stood prior to transplanting.

- (3) BARE ROOT plants shall have their roots adjusted to their normal position without crowding together. Only pulverized soil will be placed in contact with the roots. Soil will be sifted in between the roots and no air pockets will be left.
- (4) Balled AND BURLAPED Plants shall have the burlap taken away from the upper part of the plant and adjusted so as not to form air pockets. Care shall be used to preserve the solidity of the ball. Burlap shall not be pulled from undermeath the ball.
- (5) ARRANGEMENT of plants shall be for the best effect. When shrubs vary in height the larger will be placed in the tenter of a group or at its wider part.
- (6) BACKFILL shall be composed of topsoil obtained from the excavation with materials unfit for this purpose removed. Clods will be broken up.
- (7) ACID SOIL plants, such as Assless, shall be backfilled with a mixture of topsoil, free from any alkaline paterial, with peat moss or less wold a minimum of 25 percent by volume well mixed in.
- (8) OTHER THAN ACID SOIL PLANTS shall have their holes prepared as follows: The bottom of the hole shall be covered with manure one inch deep and this incorporated from to 6 inches into the soil. This layer shall be covered with a layer of topsoil one inch deep. This may be performed either before or after the depth of the pit is tested for the individual plant to go in, but must be repeated if the loose soil and manure is removed to deepen the hole.
- (9) Each Plant shall be thoroughly watered into place when the hole is approximately two-thirds filled with soil. Earth saucers shall be shaped exound each plant after completion of well compacted backfill, forming at earth circle at least & inches in height, around the circumference of the hole and a few inches lower at the base of the plant.
- (10) ROOT PRUNING of bare root plants shall be accomplished to remove poorly formed or broken roots.

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the satisfaction of the landscape indicate. The same of principals of principals of principals abail to as follows: remove indesirable branches; those that are weak or damaged; those that tend to cross the plant; those that detract from the appearance of the plant; and tree branches that hang too low. Out back until enough of all the branches are removed to believe roots out in digging on all kinds of plants that usually receive a severe sathack by being transplanted, such as Fyracantha. Out surfaces over an inch in dissoler shall be painted with ter or acceptable preservative.

their establishment and protection in such manner so as to not injure them. Stakes shall be those of the survey type.

187 x 27 x 17 oak stakes driven to a 127 minimum. Or a substitute approved by the landscape Architect. Wire for guying trees shall be two strands il guage malicable galvanised wire. Hose shall be new two-ply fabric bearing rubber hose with an inside disseter of not less than a inch.

(13) A MUICH or menure or substitute acceptable to the Landscape Architect shall be spread evenly one inch deep on the area of the saucer about each plant, except on the "scid-loving plants" which will be sulched with leaves 6 inches deep held in place by a little soil.

(14) WATERIES of plants shall be accomplished at frequent intervals. Water to be used should be clean, fresh water, free from any harmful or objectionable qualities or organisms.

(15) MARURE will be well-rotted, unleached, stable or cattle manure, reasonably free from shavings, sawdust, or refuse, and shall not contain any heruful materials.

4 to 5 pH; low in content of woody naturals and free of sheral patter harmful to plant life; water absorbing capacity, 1100 to 2000 percent; moisture content 30 percent; natural, shredded or granulated.

to be good shall have the same care and cook makery processes of the same care and cook makery processes of souther same shall consist of moving the plant with all discount the plant with all discounts to the roots, but without wanting the limit of the plant shall be discounted by the south shall be discounted by the roots and be careful allowed on burstes to be careful to its very location.

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XI. CIRVI UP

Removal of all debris from the planting operation, such as, eacks, pots, tags, stakes, root and branch prunings, shall be performed each evening of every work day. All brick bats, rock, wood, debris, metal objects, and similar materials shall be collected as they are uncovered during planting and cultivation operations and shall be removed from the site leaving the completed work in a neatly policed condition.

CONTRACTORIS RESPONSIBILITIES

The Contractor will take such action as required to insure protection of any existing material, plants, structures or utilities, in, or over the site, and will be responsible for damage to any of these in the performance of this contract. Contractor will not burn debris on the site. Contractor will at all times be responsible for the safety and conduct of his employees and representatives. He will conduct his operations and leave the site so as to in no way endanger the health or lives of anyone using the property. ns of filliances Colorados della

IIII. QUARANTAS

All plant material shall be guaranteed for one year from acceptance of planting by the Landscape Architect except for material already on the site to be boved as a part of the contract. All plant material so guaranteed, which are not in a healthy and vigorous growing condition, upon inspection by the Landscape Architect, shall be removed and replaced at the contractor's expense. For this purpose, the Landscape Architect will make one inspection 30 days after initial occeptance and one inspection one year after initial acceptance. The contractor may, during the period of the guarantee, make periodic inspection, saintenance and vetering, feeding or wooding as required. The control of the co

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