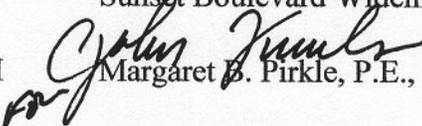


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0005-00(315) Wayne County **OFFICE** Preconstruction
P. I. No. 0005315
Sunset Boulevard Widening **DATE** February 9, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keepler
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Gary Priester
- BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0005-00(315) Wayne County **OFFICE** Preconstruction
 P.I. No. 0005315
 Sunset Boulevard Widening **DATE** February 2, 2005

FROM *John Kunkle* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *Paul V. Mullins* Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Sunset Boulevard/CR 392 from US 84/SR 38 to SR 169/Lanes Bridge Road for a total of 2.30 miles. The existing roadway is operating at a level of service (LOS) "C" under peak conditions. The roadway currently serves as a north-south connector for local and commercial traffic in the area. The commercial, industrial and residential land uses along with two schools immediately adjacent to or near the roadway, contribute to the 9,000 VPD on the existing facility. As a result of the traffic growth for the north-south movement along this facility, it is projected that the traffic will more than double to 18,700 VPD by the design year 2029. The purpose of the proposed project is to provide additional capacity on Sunset Boulevard/CR 392 within the project limits and improve roadway safety. The current two lane configuration on Sunset Boulevard is inadequate to handle the projected (2029) traffic volumes.

The proposed construction will provide two, 12' lanes in each direction, with a 14' flush median, curb and gutter with 5' wide sidewalks on both sides and 12' right turn lanes at all major intersections and major commercial drives. Traffic will be maintained during construction.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$5,756,000	\$5,756,000	Q20	LR ✓
Right-of-Way & Utilities*	Local	Local		

*Wayne County signed PMA on 7-7-03 for PE, right-of-way, and utilities.

Paul V. Mullins

Page 2

STP-0005-00(315) Wayne

February 2, 2005

I recommend this project concept be approved.

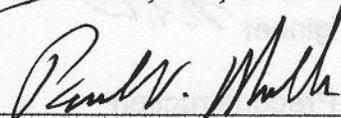
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


Paul V. Mullins, P.E., Chief Engineer

Right of Way
Right-of-Way
Removable Utilities
E&C
Inflation
Construction

24,820,013	Construction
2712,487	Inflation
2823,248	E&C
LGA	Removable Utilities
LGA	Right of Way

REW

c. Gary Priestor, Attn: Dennis Odum

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0005-00(315) Wayne **OFFICE:** Engineering Services
P.I. No. 0005315
Sunset Blvd. widening/reconstruction

DATE: January 21, 2005

FROM: David Mulling, Project Review Engineer *DM*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

JAN 24 2005

We have reviewed the Concept Report submitted January 18, 2005 by the letter from Gary Priester dated January 14, 2005 and have no comments.

The costs for this project are:

Construction	\$4,520,013
Inflation	\$712,467
E&C	\$523,248
Reimbursable Utilities	LGPA
Right of Way	LGPA

REW

c: Gary Priester, Attn.: Dennis Odom

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0005-00(315)		County: Wayne		PI No.: 0005315	
Report Date: December 21, 2004		Concept By: DOT Office: District 5			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Bridge Replacement	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange Reconstruction	
				<input type="checkbox"/> Intersection Improvement	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input checked="" type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Interdepartmental Correspondence

File: STP-0005-00(315) Wayne County

Desc.: Sunset Blvd. from US84/SR38 to SR169/Lanes Bridge Rd.

PI No. 0005315

Office : Jesup

Date: Jan 14, 2005

From: Gary D. Priester, District Engineer, Jesup 

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report

Remarks:

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

This project is to provide additional capacity on Sunset Blvd. between US84/SR38 and SR169/Lanes Bridge Rd. The current two-lane configuration is inadequate to handle the projected traffic volumes.

Should you have any questions or need any additional information, please contact Dennis Odom at 912-427-5716.

GDP:ADO

Attachments

cc:

General File Unit, Atlanta
Harvey Keeper, Office of Environment / Location
Joe Palladi P.E., Office of Planning
David Mulling, Office of Engineering Services
Paul Liles, Office of Bridge Design
Jamie Simpson, Office of Financial Management
Phillip Allen, Office of Traffic Safety and Design
Teresa Scott, District Planning and Programming
Jesup Files

JAN 18 2005

Rev. 9-20-04

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Office

PROJECT CONCEPT REPORT

Project Number: STP-0005-00 (315)

County: Wayne County

P. I. Number: 0005315

Federal Route Number: N/A

State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: December 14, 2004

Recommendation for approval:

DATE 12/21/04

Anthony J. Collins
Project Manager

DATE _____

District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

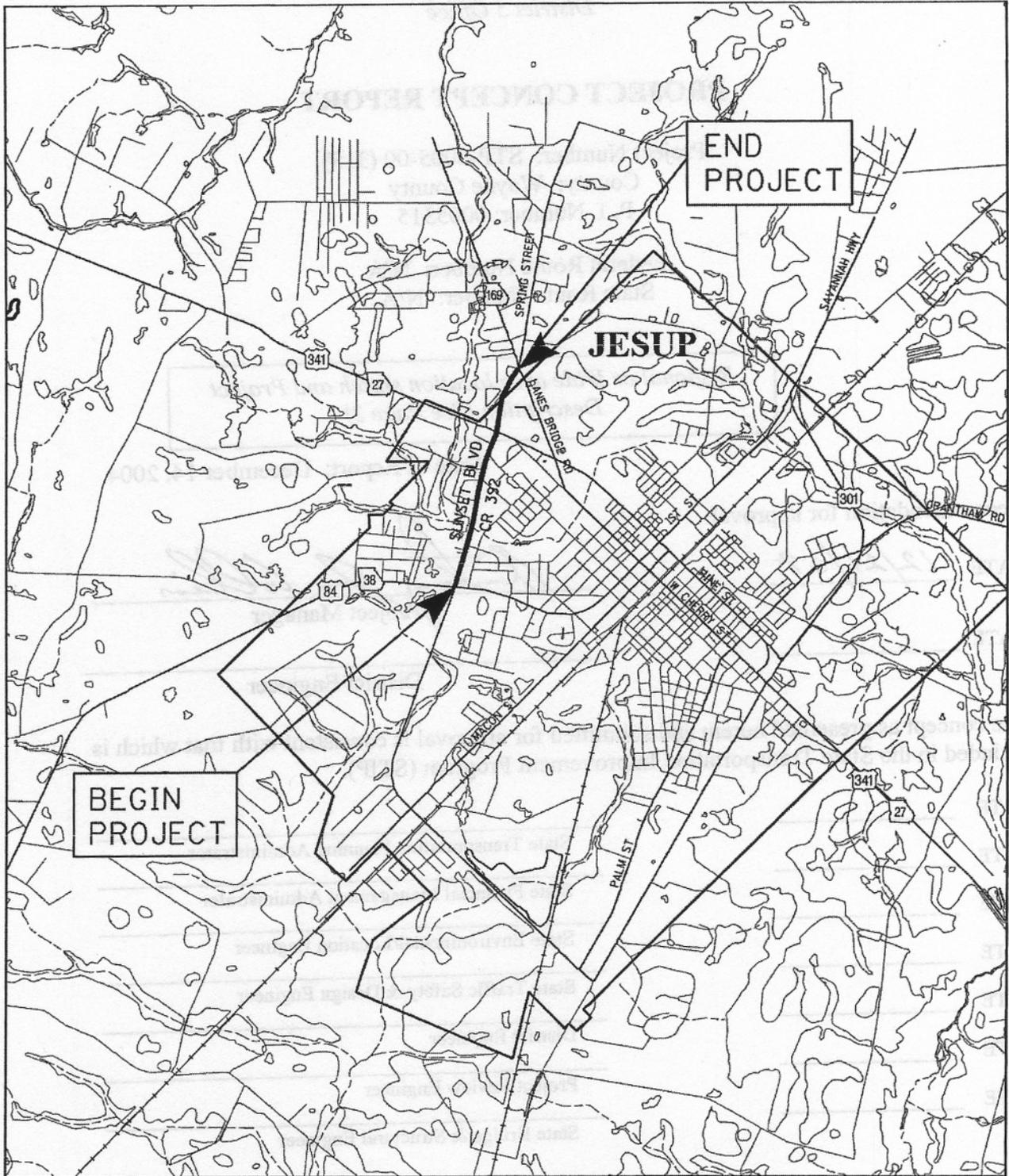
Project Review Engineer

DATE _____

State Bridge & Structural Engineer

Project Concept Report page 2
Project Number: STP-0005-00 (315)
P. I. Number: 0005315
County: Wayne County

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



Need and Purpose:

The purpose of the proposed project is to provide additional capacity on Sunset Boulevard/CR 392 between US 84/SR 38 and SR 169/Lanes Bridge Road and improve roadway safety. The current two-lane configuration of Sunset Boulevard is inadequate to handle the projected (year 2029) traffic volumes.

Planning Background and Project History

In the 1990's, commercial and industrial land uses began to develop along Sunset Boulevard that operates as a bypass around the City of Jesup. Additionally, a high school was built along this route that has a ball field and stadium facilities that front Sunset Boulevard. Wayne County, the City of Jesup and the Georgia Department of Transportation (GDOT) recognized that this roadway needed improvement due to the growth in development and traffic along the roadway. Consequently, this project is listed in the GDOT Work Program, as a long range, Federal-aid project.

The proposed project would widen Sunset Boulevard/CR 392 from a two-lane to a five-lane urban section beginning at US 84/SR 38 to SR 169/Lanes Bridge Road for a distance of 2.3 miles.

Logical Termini

The logical southern terminus of the proposed Sunset Boulevard widening would occur at the intersection of US 84/SR 38. Only 22% of the traffic on Sunset Boulevard continues south beyond the intersection with US 84/SR 38. The logical northern terminus of the proposed project is at the intersection of SR 169/Lanes Bridge Road. At this intersection, Sunset Boulevard ties into a residential collector roadway, Spring Street. Approximately 40% of the traffic from Sunset Boulevard turns onto SR 169/Lanes Bridge Road and the remaining travel onto this residential street.

Annual Daily Traffic Volumes and Levels of Service

The existing roadway is operating at a level of service "C" under current peak conditions. The roadway currently serves as a major north-south connector for local and commercial traffic in the area. The commercial, industrial and residential land uses along with two schools immediately adjacent to or near the roadway contribute to the 9,000 vehicles per day (vpd) on the existing facility. As a result of the traffic growth for the north-south movement along this facility, it is projected that the traffic will more than double to 18,700 vpd by the design year 2029.

Intersection levels of service were determined at each of the major intersections of the project and are shown in the table on the next page. Existing intersection levels of service range from A to D. The projected levels of service are anticipated to decline to F at the intersection of US 341 by the 2029 design year if no action is taken. The proposed intersections will maintain LOS D or better in the design year (2029).

Summary of HCS Analysis Results

Sunset Boulevard Intersections	Existing Year 2003		No Build Year 2029		Proposed Design - Year 2029	
	AM	PM	AM	PM	AM	PM
US 84/ SR 38	C	C	D	D	C	C
Morgan Drive	A	A	C*	C*	C*	B*
Greenview Street	B*	B*	D*	C*	C*	B*
Millikin Street	B*	B*	C*	C*	C*	B*
Alecia Street	A	A	D*	C*	C*	C*
Bay Acres Road	C*	B*	F*	D*	D*	C*
Orange Street	D*	C*	F*	F*	B	B
US 341	C	C	F	E	C	C
Sunset Place	A	A	D*	C*	D*	C*
SR 169/Lanes Bridge Road	B	B	C	C	C	C

* For unsignalized intersections, LOS is given for worst case minor street lane

Safety Improvements

An inventory of historical accident data from 2000 to 2002 is provided in the table below. The table lists the total number of accidents and injuries coded to Sunset Boulevard within the proposed project termini. One fatality was recorded in the year 2000. Accordingly, the accident, injury and fatality rates were calculated and shown beside the statewide rates for a minor arterial, the assigned functional class of Sunset Boulevard. The accident, injury and fatality rates provided are in units of 100 million vehicle miles.

**History of Traffic Accidents
 Comparison to Statewide Rates for Urban Minor Arterials**

Year	No. Of Accidents	Accident Rate (Statewide)	No. Of Injuries	Injury Rate (Statewide)	No. Of Fatalities	Fatality Rate (Statewide)
2000	24	315 (660)	15	197 (166)	1	13.1 (1.44)
2001	29	436 (564)	16	241 (142)	0	00.0 (1.35)
2002	29	422 (577)	12	175 (145)	0	00.0 (1.24)

The results indicate that Sunset Boulevard currently operates at below average accident rates as compared to similar facilities statewide, however the injury rates and the 2000 fatality rate for this roadway are above the statewide average. Proposed improvements to Sunset Boulevard, including additional turn lanes at intersections, will help to reduce the risk of various common accidents, specifically rear-end and angle collisions at intersections.

Project Concept Report page 5
Project Number: STP-0005-00 (315)
P. I. Number: 0005315
County: Wayne County

Roadway Deficiencies

Sunset Boulevard is classified as an urban minor arterial and currently carries traffic around the City of Jesup, serving regional commercial and commuter traffic needs. The roadway pavement is poorly constructed for the 6% daily truck traffic that currently uses the roadway. Although it is classified as an urban minor arterial, it has rural shoulders with open ditches. The roadway is flat and is located in the coastal region of Georgia. Consequently, there are numerous drainage problems along this roadway that create hazardous traffic conditions.

In summary, the proposed widening and improvement of Sunset Boulevard would correct the existing roadway deficiencies, improve traffic safety and increase the capacity of the roadway to facilitate the projected traffic growth.

Other Projects in the Area

- GDOT Project 522390 – Widening of SR 38/US 84 from SR 203 to CR 392 in Jesup.

Description of the proposed project:

Project STP-0005-00 (315) consists of the widening and reconstruction of Sunset Boulevard from US 84/SR 38 to the SR 169 (approximately 2.3 miles) in Wayne County, Georgia. A 4-lane, urban section with a 14' flush median is proposed. The improvement project would include 5-foot sidewalks on both sides.

Is the project located in a Non-attainment area? Yes No

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): N/A State Route Number(s): N/A

Traffic (AADT):

Base Year: (2009) 13,600 Design Year: (2029) 18,700

Existing design features:

- Typical Section: For the majority of the project corridor, Sunset Boulevard is currently a 2-lane roadway with 11 to 12-foot lanes in each direction and rural open-ditch shoulders.
- Posted speed 45 mph Minimum radius for curve: 1432'
- Maximum super-elevation rate for curve: 4.00%
- Maximum grade: 2 %
- Width of right of way: 80-100 ft.
- Major structures: Bridge culvert over Millikin Bay Creek- Triple 10' x 8'

- Major interchanges or intersections along the project: US 84/SR 38, US 341, SR 169
- Existing length of roadway segment 2.3 miles
- Beginning mile log
 - Wayne County mile post: 3.22
- Ending mile log.
 - Wayne County mile post: 5.54

Proposed Design Features:

- Proposed typical section: The typical section includes two 12-foot travel lanes in each direction, with a 14-foot flush median striped as a two-way left turn lane; curb & gutter with a 5-foot wide sidewalk on both sides and 12-foot right turn lanes auxiliary at all major intersections and major commercial drives.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 2 % Maximum grade allowable 6%
- Proposed Maximum grade Side Street 2 % Maximum grade allowable 6%
- Proposed Maximum grade driveway 10 %
- Proposed Minimum radius for curve 1432' Minimum radius allowable 730'
- Proposed Maximum superelevation rate for curve 4.00%
- Proposed Maximum degree of curve 4°00'00" Maximum degree allowable 7°51"
- Right of way
 - Width 100 ft. (typical)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 46 Number of displacements:
 - Business: 2
 - Residences: 1
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: There are no bridges on the project
 - Culvert: An extension of the existing bridge culvert at Millikin Bay Creek will be required. Also an extension of the existing box culvert near the railroad crossing will be required.
- Major intersections and interchanges: Three major intersections, Sunset Boulevard @ US 84/SR 38, US 341 and SR 169/Lanes Bridge Road. The existing traffic signals at these intersections will be upgraded.
- Traffic control during construction: Traffic control will consist of staged construction and will allow for the roadway to remain open during construction.

- Design Exceptions for controlling criteria anticipated:

	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)

A Design Exception is required at the intersection of Sunset Boulevard and SR169/Lane Bridge Road due to the skew angle of the intersection. Currently, Sunset Boulevard intersects with SR 169 at approximately a 40-degree angle. A minimum intersection angle as recommended by AASHTO design standards is 60-degree. Modifying the intersection angle to 60 degrees or greater would require the displacement of seven homes. The traffic volumes at this intersection overwhelmingly favor the angled intersection. There are only 20 vehicles per hour projected in the design year 2029 that would turn left from SR 169/Lanes Bridge Road onto Sunset Boulevard. Consequently, this design exception is recommended because there would be little traffic benefit to modifying the intersection angle and it would be extremely costly in terms of right-of-way and impacts to the surrounding community.

- Design Variances: None anticipated.
- Environmental concerns: A preliminary environmental inventory was conducted which included field surveys and review of applicable federal and state databases. It is anticipated that a Section 404 Nationwide permit will be required for the extension of the bridge culvert at Millikin Bay Creek. There are four known UST/hazardous waste sites from which right-of-way will be required. An Environmental Assessment will be prepared for review and approval. No historical resources have been identified at this time.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X) No ()
 - Categorical exclusion ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ()

- Utility involvements: The following is a list of utilities, and railroad companies and contact person with facilities within the project area:

<u>UTILITY</u>	<u>CONTACT</u>	<u>TELEPHONE</u>
Alma Telephone Company	J.W. Swain, Engineer	877-248-0157
Atlanta Gas Light Company	Kenny Herrin, Const. Coordinator	912-530-9187
BellSouth Telecommunications	Richard Burns	912-427-8441
Comcast	Rob Mikell, Technician	912-370-2319
Georgia Power Company	Ned Nichols, Sr. Engr. Dist.	912-427-3785/6068
Satilla Rural EMC	Gene Reeves	912-427-9561
City of Jesup	Mike Deal, City Administrator	912-427-1313

<u>RAILROAD</u>	<u>CONTACT</u>	<u>TELEPHONE</u>
CSX Transportation	Greg Wilhite	912-338-3036
Norfolk-Southern Railroad	R.M. Harper, Roadmaster	912-375-2052 (or 912-383-5042)

The complete list of the utility companies and railroad companies, which includes addresses and additional telephone numbers, is attached to this report.

Project responsibilities:

- Design: Wayne County
- Right-of-Way Acquisition: Wayne County
- Relocation of Utilities: Wayne County
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: Contractor (if required)
- Providing detours: Contractor (if required)

Coordination

- Initial Concept Team Meeting: See attached minutes of meeting held on October 29, 2004.
- Concept Team Meeting: See attached minutes of meeting held on December 9, 2004.
- P. A. R.: A Practical Alternatives Report (P.A.R.) is not expected for this project.
- FEMA, USCG, and/or TVA. - None
- Public involvement: PIM and Public Hearing to be held.
- Local government comments. See attached minutes of project coordination meeting held on April 17, 2003.
- Other projects in the area: GDOT Project 522390 – Widening of SR 38/US 84 from SR 203 to CR 392 in Jesup.
- Other coordination to date: A project coordination meeting was held on April 17, 2003 between GDOT, Wayne County, the City of Jesup and MAAI. The meeting minutes are attached.
- Railroads: Norfolk-Southern Railroad crosses the project at milepost 4.78. The railway is active. There are four to six trains per day that pass over this crossing. (See the attached minutes of the April 17, 2003 meeting.) New gates, lights, and bells with a new concrete crossing surface is recommended for this crossing. There is also an operating rail yard

approximately 500 feet from this crossing. Numerous train blockages occur daily due to the location of this rail yard. Consequently, it is recommended that consideration be given to relocating this rail yard so that the crossing does not block vehicular traffic, except when a train is traveling over the crossing. (See May 6, 2004 memo.)

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 9 Months.
- Time to complete right-of-way plans: 3 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right-of-way: 12 Months.
- Time to complete coordination process relating to the railroad crossing: 12 Months.

Other alternates considered:

No-Build Alternative

The no-build alternative is an alternative in which Wayne County would take no action to construct the project. Increased projected traffic flows in the area will cause traffic and operational problems. The Average Daily Traffic (ADT) along Sunset Boulevard is over 9,000 vehicles per day currently and is projected to be 18,700 by the year 2029. The existing facility is inadequate to handle the projected (year 2029) traffic volumes.

Comments: None.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Typical sections
3. Traffic Flow Diagrams and Capacity analysis
4. Minutes of Initial Concept Team meeting
5. Minutes of Concept Team meeting
6. LGPA
7. Minutes of Project Coordination meeting and May 6, 2004 memo concerning railroad
8. List of Utilities & Railroad Companies

Project Number: STP-0005-00 (315)

P.I. Numbers: 0005315

Wayne County

Detailed Cost Estimate

CR 392 / Sunset Boulevard Widening

Non-Construction Costs

- A. Right-of-Way **LGPA**
- B. Reimbursable Utilities **LGPA**

Construction Costs

C.	Major Structures	\$130,000
D.	Grading and Drainage	\$771,063
E.	Base and Paving	\$2,001,960
F.	Concrete Work	\$642,119
G.	Signing and Striping	\$312,148
H.	Guardrail	\$3,958
I.	Traffic Control	\$50,000
J.	Landscaping and Erosion Control	\$342,915
K.	Miscellaneous Construction Items	\$395,850
	Construction Cost Subtotal	\$4,520,013

Three years of inflation @ 5% \$712,467
Contingencies; 10% \$523,248

Total Construction Cost \$5,755,729

Project Number: STP-0005-00 (315)
P.I. Numbers: 0005315
Wayne County

Detailed Cost Estimate
CR 392 / Sunset Boulevard Widening

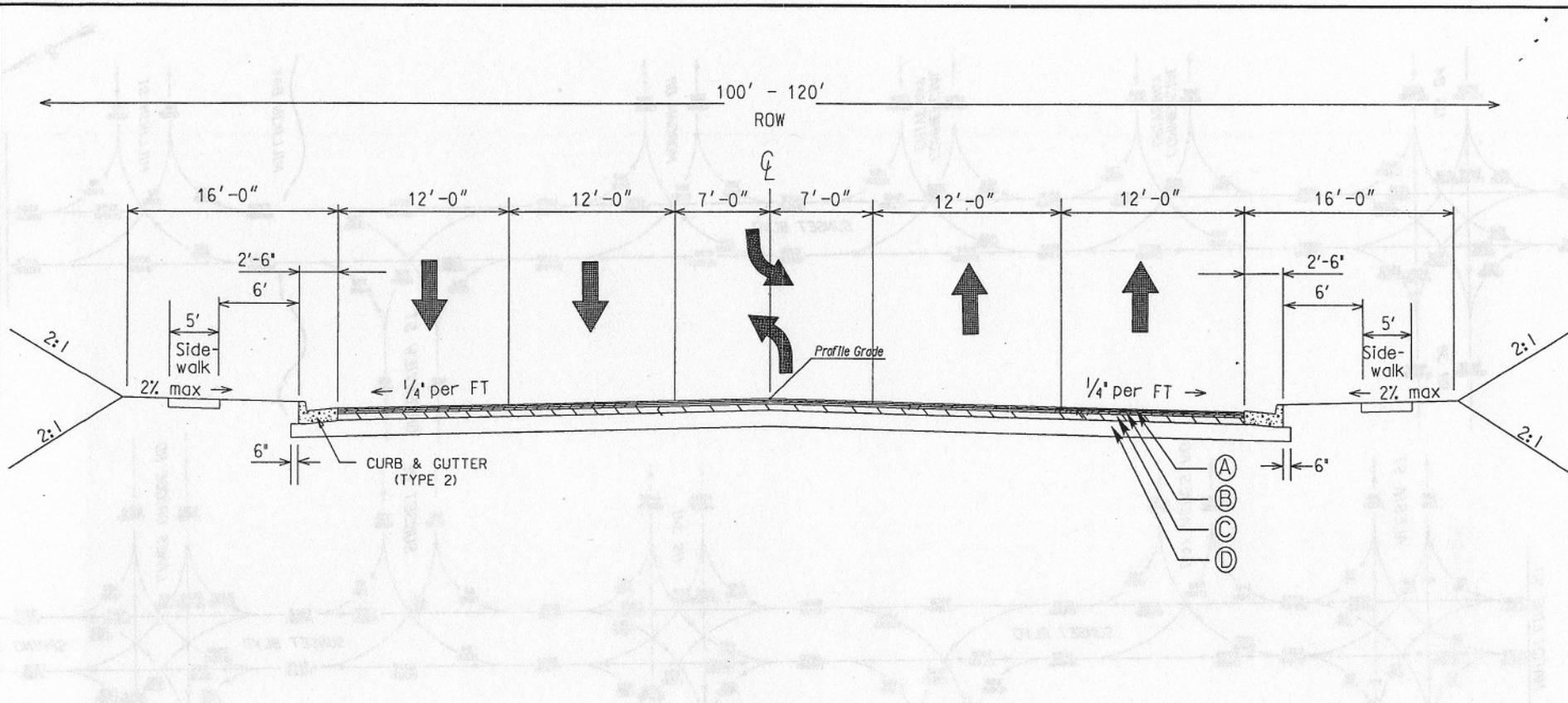
A. Right-of-Way				LGPA
B. Reimbursable Utilities				LGPA
C. Major Structures				
1. Ext. of Bridge Culvert at Millikin Bay Creek	65 LF @	\$2,000.00	\$130,000	
		Subtotal	\$130,000	
D. Grading and Drainage				
1. Unclassified Excavation & Borrow	49,787 CY @	\$4.40	\$219,063	
2. Drainage		Lump	\$552,000	
		Subtotal	\$771,063	
E. Base & Paving				
1. Graded Aggregate Base 12"	49,644 SY @	\$18.35	\$910,976	
2. Asphalt Concrete 12.5 mm Superpave 165#/SY (1-1/2")	7,445 TN @	\$52.00	\$387,156	
3. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	5,997 TN @	\$45.35	\$271,966	
4. Asphalt Concrete 25 mm Superpave 440#/SY (4")	11,989 TN @	\$35.47	\$425,255	
5. Bitum Tack Coat	7,342 GL @	\$0.90	\$6,608	
		Subtotal	\$2,001,960	
F. Concrete Work				
1. Concrete Median Paving 4"	200 SY @	\$23.09	\$4,618	
2. Curb & Gutter	30,300 LF @	\$14.11	\$427,533	
3. Driveways	1,625 SY @	\$25.00	\$40,625	
4. Sidewalk - 4"	8,417 SY @	\$20.12	\$169,343	
		Subtotal	\$642,119	
G. Signing and Striping				
1. Signs, Standard Highway Signs	20 EA @	\$100.00	\$2,000	
2. Striping	15,150 LF@	\$2.65	\$40,148	
3. Signals and Interconnect	3 EA @	\$90,000.00	\$270,000	
		Subtotal	\$312,148	
H. Guardrail				
1. Guardrail, Type W	100 LF @	\$9.00	\$900	
2. Anchors TP 12	2 ea @	\$1,188.00	\$2,376	
3. Anchors TP 1	2 ea @	\$341.00	\$682	
		Subtotal	\$3,958	
I. Traffic Control & Mobilization			\$50,000	
		Subtotal	\$50,000	

J. Landscaping and Erosion Control

1. Clearing & Grubbing	21.8 ac @	\$10,000.00	\$218,113
2. Grassing	10.9 ac @	\$2,500.00	\$27,264
3. Erosion Control			
a. Temporary Grass	98 lbs @	\$1.00	\$98
b. Temporary Mulch	65 TN @	\$150.00	\$9,815
c. Silt Fence, TP A	4,545 LF @	\$1.84	\$8,363
d. Silt Fence, TP C	10,605 LF @	\$3.50	\$37,118
e. Maint. of Temp. Silt Fence, TP A	4,545 LF @	\$1.20	\$5,454
f. Maint. of Temp. Silt Fence, TP C	10,605 LF @	\$1.39	\$14,741
g. Maint. of Temp. Sediment Basin	4 EA @	\$1,020.00	\$4,080
h. Permanent Grass Seed	245 lbs @	\$2.00	\$491
i. Construction Exit	8 EA @	\$1,064.00	\$8,512
j. Miscellaneous Items		Lump Sum	\$8,867
		Subtotal	\$342,915

K. Miscellaneous Items

1. Field Office TP 2	1 ea @	\$45,850.00	\$45,850
2. Railroad Crossing Improvement	1 ea @	\$350,000.00	\$350,000
		Subtotal	\$395,850

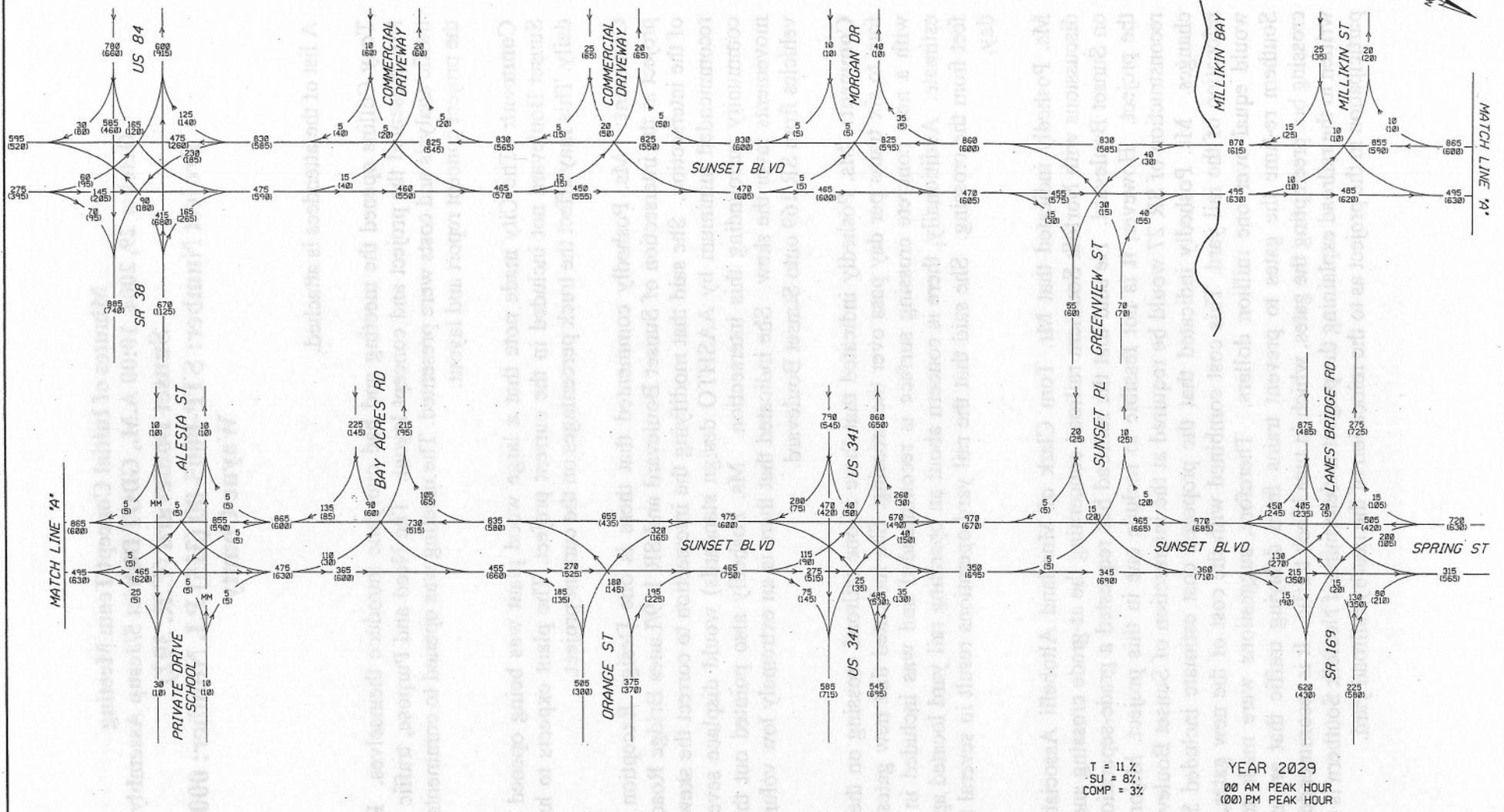


PROPOSED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY) LEVEL B
- Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY) LEVEL A
- Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (440 lbs/SY) LEVEL A
- Ⓓ GRADED AGGREGATE BASE, 12 IN.

NOT TO SCALE

TYPICAL SECTION DIAGRAM
 SUNSET BOULEVARD FROM US 84/SR 38 TO SR 169
 STP-005-00 (315) WAYNE COUNTY



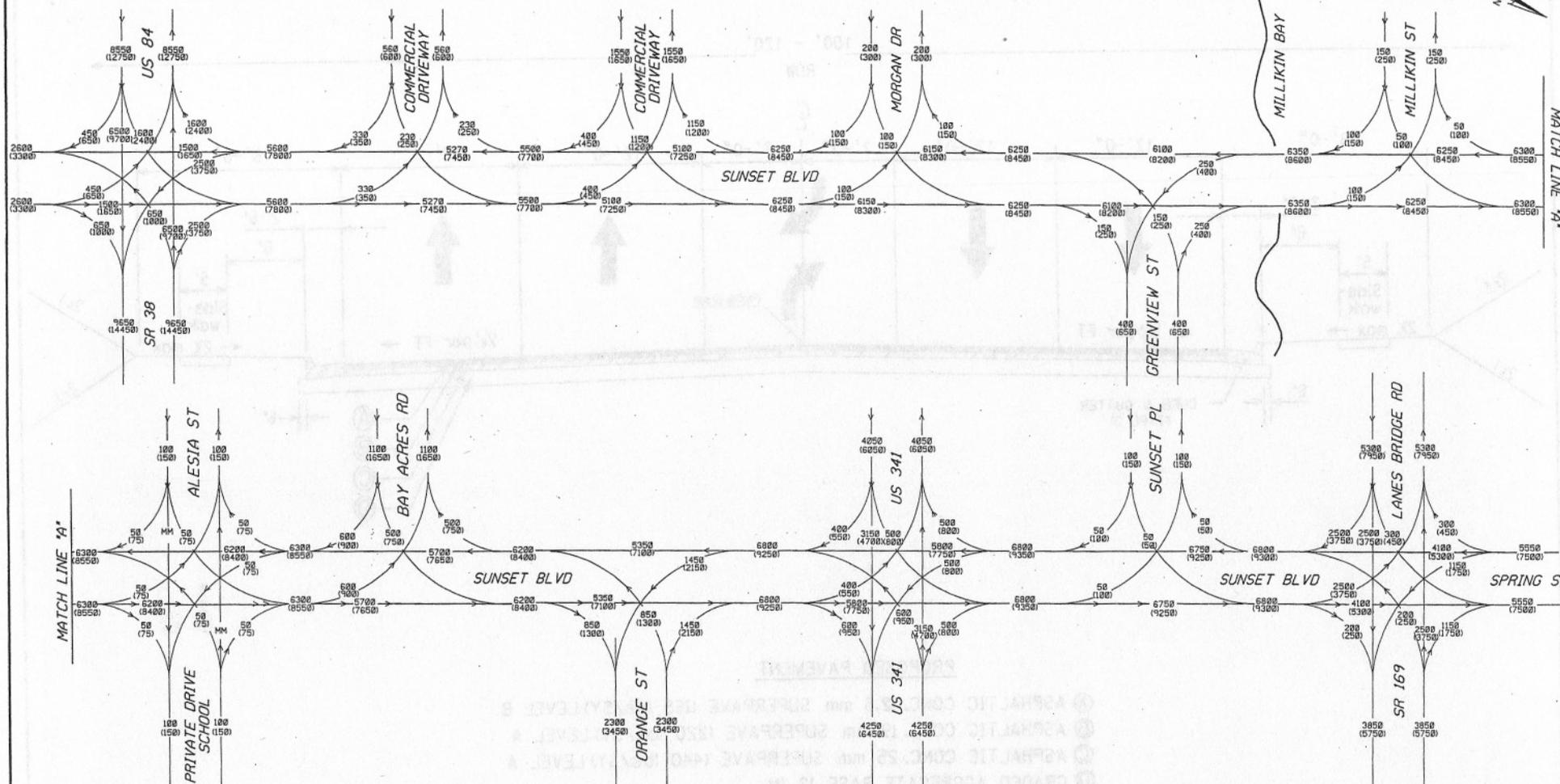
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

MA Mereland Algobelli Associates, Inc.
 221 Bayview Ridge Road
 Suite 100
 Norcross, GA 30071
 Telephone: (770) 281-3343

NAME	DATE	NAME	DATE
DESIGNED BY		DRAWN BY	
CHECKED BY		CHECKED BY	
SUPERVISED BY			

SUNSET BOULEVARD
YEAR 2029 PEAK HOUR DESIGN TRAFFIC
TRAFFIC FLOW DIAGRAM

DRAWING NUMBER



24-hr trucks = 6%
 00 YEAR 2009 ADT
 (00) YEAR 2029 ADT

REVISIONS			
DATE	BY	DESCRIPTION	

MA Moreland Altabelli Associates, Inc.
 221 Bayview Park Road
 Suite 305
 Norcross, Georgia 30071
 Telephone: (770) 442-3333

DESIGNED BY	NAME	DATE	CHECKED BY	NAME	DATE

SUNSET BOULEVARD
 YEAR 2009/2029 AVERAGE DAILY TRAFFIC
 TRAFFIC FLOW DIAGRAM

DRAWING NUMBER

...\\way014\concept\dgn\traffic.dgn Nov. 05, 2004 16:18:12

TYPICAL SECTION DIAGRAM
 SUNSET BOULEVARD FROM US 84 TO SR 169
 STP-002-00 (315) WAYNE COUNTY

Minutes of Initial Concept Team Meeting
October 29, 2004, 10:00 A.M., GDOT District 5/Jesup Assembly Room
Sunset Boulevard (C.R. 392)
Project Number: STP-0005-00 (315) P.I. Number: 0005315
Wayne County

A list of the attendees is attached.

Tony Collins opened the meeting and had everyone introduce themselves. Karla Poshedly of MA presented the project and concept layout. The Need and Purpose, traffic data, design data, traffic analysis and costs were presented. The meeting was opened to comments and questions on the project concept report and layout.

Comment: The City made note that a large wood plant was being opened on the section of Sunset Boulevard not included in the current project. The plant expects to have 150+/- trucks daily. This may affect the truck percentages on the current project.

Comment: Ms. Poshedly commented that there is one Design Exception proposed on the project at the intersection of Sunset Boulevard and SR 169/Lanes Bridge Road due to the skew of the intersection. She said that modifying the intersection to correct the skew to 60 degrees (a recommended minimum by AASHTO design standards) would displace several homes in the community surrounding this intersection. Ms. Poshedly also pointed out that traffic turning movements favor the skew. She indicated that there is an extremely low volume of left turning vehicles from SR 169 onto Sunset Boulevard.

Comment: Ms. Poshedly indicated that there is one railroad crossing on the project and that four to six trains per day pass over the crossing. She indicated that new gates, lights and bells with a new concrete crossing surface is recommended and was included in the project cost estimate. Additionally, there is concern about an operating rail yard located approximately 500 feet from the crossing. She said that the rail yard operations result in several train blockages a day.

Ms. Poshedly indicated that Mr. Tom Clark of Moreland Altobelli Associates, Inc. has had discussions with Norfolk Southern railroad concerning the at-grade crossing and train blockages on Sunset Boulevard. He said that the railroad has requested a grade-separation be included in the project. However, it is not feasible to include one in this project. Major relocations and reconstruction of SR 27 would be required at the intersection of Sunset Boulevard due to grade changes. Ms. Poshedly indicated that the proposed cost estimate included \$700,000 for the relocation of the rail yard. This cost combined with the cost of the new gates, lights and bells would equal over one million dollars. Therefore, suggestions were made to have Norfolk-Southern re-time the gates to prevent trains from delaying traffic that are not blocking the crossing but preempting the gates, which in turn block traffic. It is recommended that a letter be written to the railroad explaining the project to determine if Norfolk Southern is interested in any participation in the project as to the relocation of the nearby railroad yard.

Comment: Ms. Poshedly indicated that the project would displace two businesses and one residence. The residence was not initially thought to be impacted and was not identified in the concept report or layout. The final concept report and layout will be corrected.

Question: GDOT utilities asked what was included in the reimbursable utility cost estimate.

Response: Ms. Poshedly indicated that a number was placed in the estimate based on the length of the project and that a more definitive utility cost estimate would have to be made after the survey is complete.

Comment: GDOT utilities stated that any easements required should be required as permanent to include the location and placement of utilities.

Question: The County and City questioned the right-of-way cost shown because it appeared to be too high.

Response: Ms. Poshedly explained that the cost estimate is probably too high because it was based on GDOT formulas from the general office. The land and improvement costs for this area are probably lower and the multipliers used by the general office are likely for highly developed urban areas. It was decided not to show the cost in the concept report because the City/County are responsible for the costs through the Local Government Project Agreement.

Question: GDOT asked what locations would have traffic signals and would they be interconnected.

Response: Ms. Poshedly said that there are three existing signals that would be re-constructed: US 84, US 341 and SR 169. She said that US 341 and SR 169 would be interconnected. She said that the intersection of Orange Street may warrant a signal in the near future and it would be designed so that an interconnected traffic signal could be installed when warranted.

Question: Someone asked when UST's are addressed.

Response: Ms. Poshedly responded that UST's are addressed in the environmental report. Removal or relocation due to the project is evaluated in the environmental document.

Comment: A public information meeting will likely be held after approval of the concept report and when the environmental process is about 60% complete.

Initial Concept Meeting
 STP-0005-00(315), Wayne County
 PI 0005315, CR 392/Sunset Blvd from US 84/SR 38 to SR 169
 October 29, 2004

Name	Agency Representing	Telephone Number/ Email Address
Chip Crawen	Local Govt R/W, DOT	427-5793
Sherry Beal	Communications, DOT	530-4075
Teresa Scott	GDOT	teresa.scott@dot.state.ga.us 427-5788
Dennis Odom	GDOT, DESIGN	DENNIS.ODOM@DOT.STATE.GA.US 427-5716
Tony Collins	" "	427-5715 Tony.Collins
Nancy Jones	Wayne County	427-5900 njones@co.wayne.ga.us
Jerry Brinson	MAAT	478-557-1779 jerry.brinson@maat.net
Karla Poshedly	MAAT	770-263-5925 kposhedly@maat.net
Bobby Townsend	CITY OF JESUP	912-421-6442 home " 294-6606 CELL
Mike Deaf	CITY OF JESUP	912-427-1313 jesup.ga@bellsouth.net
GEORGE SNEAK	DOT UTILITIES	912 427-5859 GEORGE.SNEAK@DOT.STATE.GA.US
STEPHEN THOMAS	Dist #5 DOT UTILITIES	(912) 427-5754 STEPHEN.THOMAS@DOT.STATE.GA.US
CYNTHIA PHILLIPS	Dist #5 T.O.	(912) 427-5767 CYNTHIA.PHILLIPS@DOT...

Minutes of Concept Team Meeting
December 9, 2004, 10:30 A.M., GDOT District 5/Jesup Assembly Room
Sunset Boulevard (C.R. 392)
Project Number: STP-0005-00 (315) P.I. Number: 0005315
Wayne County

A list of the attendees is attached.

Ms. Teresa Scott opened the meeting and had everyone introduce themselves. Ms. Karla Poshedly of MA presented the project and concept layout. The meeting was opened to comments and questions regarding the project concept report and layout.

Question: The City asked when would be the appropriate time to request an extension to this project. He explained that a large wood plant was being opened on the section of Sunset Boulevard not included in the current project. The plant expects to have 150+/- trucks daily.

Response: Ms. Scott responded that an extension to this project is not possible at this time, however a request for widening other sections of Sunset Boulevard could be submitted. Ms. Scott indicated that the traffic volumes on the other sections of Sunset Boulevard do not warrant the widening of the road at this time. She indicated that GDOT planning would monitor the situation and if traffic volumes warrant widening then another project could be added to the long-range planning list.

Ms. Poshedly called on each of the utility representatives to make comments on utility conflicts on the project.

Atlanta Gas Light: AGL has a 10" high-pressure gas line that is located across from the Georgia Power Station on Sunset Boulevard (possible reimbursement if relocation is required). Also, there are several gas lines at the intersection of US 84/SR 38 at Sunset Boulevard.

BellSouth: The BellSouth representative indicated that from US 84 to Spring Road, there are easements adjacent to the right-of-way, where 36" and 48" fiberoptic lines are located. Additionally, in front of the Kentucky Fried Chicken business, there are side easements that would be impacted if the project were extended beyond US 84. Also, the BellSouth representative stated that when the SR 169/Lanes Bridge Road intersection with Sunset Boulevard was improved (Project STP143-1-5, P.I. 53242), agreements were made authorizing the location of BellSouth facilities in a strip easement on the east side of Sunset Boulevard from SR 169 to Cowboy Road. The southwest corner of the intersection also has a 15' easement. The BellSouth representative stated that the roadway designer should try to avoid impacting the eastside of Sunset Boulevard at SR 169/Lanes Bridge Road.

ATC: Representatives indicated that they have fiberoptic lines at Bay Acres Road and at the Board of Education building. BellSouth indicated this as well. ATC and BellSouth representatives indicated that if relocation of the Board of Education lines were required then coordination with the Board of Education would be necessary.

Satilla REMC: Satilla REMC indicated that they have a few power poles near the intersection of SR 169 and the power substation on Sunset Boulevard. They indicated that they are not sure if the poles are located inside the right-of-way.

GA Power: GA Power stated that they would have to further evaluate the impacts the project would have on their facilities.

Comcast: They indicated that their fiberoptic and coaxial cable lines are on the power poles so they would follow the power company's plans.

GDOT District Utilities: Mr. Stephen Thomas told the utility company representatives to pay attention to the typical section contained in the concept report. There is only approximately 13.5 feet of right-of-way including sidewalk area that is available for utility relocation.

Mr. Thomas recommends that permanent utility easements be obtained along the project to allow utilities to locate and be maintained.

Comment: It was noted that the residence on the southeast corner of SR 169 and Sunset Boulevard might be displaced by the project. The resident has a water well located in the corner of the intersection on land that would be acquired for the project. The resident may be left with insufficient land to relocate the water well.

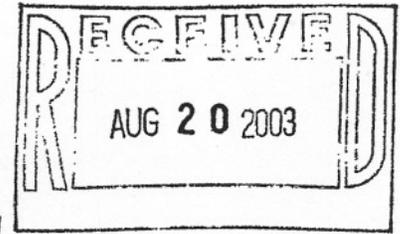
Concept Meeting
Jesup, GA District 5
12/9/04 10:30 Am.

Sunset Blvd

STP-0005-00 (B15) P.I 0005315

Attendees

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
JERRY BRUNSON	MAAI	728-552-1779
Paul Brannen	Atlanta Gas Light	912-427-5646
Mike Deal	City of Jesup	912-427-1313
Donnie Williams	DOT	912-654-2940
DARIAN HALE	BELLSOUTH	912-427-0221
Richard Burns	BellSouth	912-427-8441
Jeff Switzer	BellSouth	912-427-8442
Teresa Scott	GDOT	(912)427-5788
Sherry Beal	GDOT	(912)530-4075
STACY Treat	ATC	(912)632-3124
AUSLEY COOPERSON	ATC	(912)632-3124
Stephen Thomas	GDOT	(912)427-5759
Daniel Gillens	SATILLA REMC	(912)632-7222
Gene Reeves	Satilla REMC	(912)427-9561
Greg McCrane	GA Power	(912)-427-3785
Rob Mikell	Comcast	912-370-2319
Karla Poshedly	MAAI	(770)263-5945



Department of Transportation

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

August 14, 2003

EARL L. MAHFUZ
TREASURER
(404) 656-5224

The Honorable Gleason Copeland, Chairman
Wayne County Commission
P.O. Box 217
Jesup, GA 31598

Dear Chairman Copeland:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Wayne County for the following projects:

PROJECT #:STP-0005-00(315), Wayne County, P.I.#0005315

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact Tony Collins at (912) 427-5791.

Sincerely,

for

Percy B. Middlebrooks, P.E.,
Financial Management Administrator

PBM:as

Enclosure

c: Jamie Simpson, w/attachment
Gary Priestler - District 5

Project Management Agreement

Between

Department of Transportation

State of Georgia

and

Wayne County, Georgia

for

STP-0005-00(315), PI 0005315, Wayne County

The agreement is made and entered into this 7th day of July, 2003 by and between the Department of Transportation, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and Wayne County, Georgia, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to improve the roadway facilities along CR 392, Sunset Boulevard, in the city of Jesup, Wayne County, Georgia, currently described as Georgia Department of Transportation Project Number STP-0005-00(315), PI 0005315, hereinafter referred to as the "PROJECT"; and

WHEREAS, the COUNTY has represented to the DEPARTMENT as desire to participate in providing the preconstruction engineering activities needed for the improvements, relocating the utilities, acquisition of right of ways and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in the AGREEMENT.

THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the COUNTY hereby agree each with the other as follows:

1. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-class.
2. The PROJECT construction plans will be prepared in English units and right of way plans will be prepared in English units.
3. The COUNTY shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specifications for the Construction of Roads and Bridges, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:
 - a. Prepare the PROJECT concept reports in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the COUNTY as provided for in paragraph 3b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

- b. Develop the PROJECT's base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.
- c. Validate (check and update) the approved PROJECT concept and prepare a Project Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.
- d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.
- e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.
- f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.
- g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency

Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

- h. Prepare the PROJECT's drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.
 - i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specifications including special provisions for the PROJECT.
 - j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with the acceptable industry standards.
 - k. Failure to the LOCAL GOVERNMENT to follow the DEPARTMENT'S Plan Development Process will jeopardize the use of Federal funds, and the LOCAL GOVERNMENT shall provide full funding for construction.
4. All drawings and design work performed on the PROJECT shall be done utilizing Micro-station and CAICE software respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.
5. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.

6. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the COUNTY shall fund the acquisition and acquire the necessary rights of way for the PROJECT. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including but not limited to, Title 23, United States Code; 23 CFR 710, et.seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT'S advertising the project for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.
7. The COUNTY shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.
8. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.
9. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT'S Project Liaison and the District Utilities Engineer.
10. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the COUNTY, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction, including all costs associated with inspection and materials

testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

11. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.
12. The COUNTY shall be responsible for making all revisions to the plans including revisions made after the PROJECT is let and under construction. All revisions shall be coordinated with the DEPARTMENT prior to issue.
13. The COUNTY shall prepare all shop drawings for approval by the DEPARTMENT.
14. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

BOARD OF COMMISSIONERS

WAYNE County, Georgia

Gary D. Pfister
Gary D. Pfister, District Engineer

BY: Gleason Copeland
Chairman

Thomas L. Turner
Thomas L. Turner,
Director of Preconstruction

Signed, sealed and delivered this 7th
day of July 2003, in the presence
of:

Nancy Jones
Witness

Frank L. Danchetz
Frank L. Danchetz, Chief Engineer

Alma H. Wade
Notary Public



DEPARTMENT OF TRANSPORTATION

BY: J. Tom Coleman, Jr.
J. Tom Coleman, Jr., Commissioner

This Agreement approved by the
WAYNE County Commission at a
meeting held at Jesup, Georgia
the 7th day of July, 2003.

ATTEST:
Earl Mahfuz
Earl Mahfuz, Treasurer

Jean Hires
County Clerk

REVIEW AS TO LEGAL FORM:

Kenneth D. Hyatt
Office of Legal Services 7/29/03

Moreland Altobelli Associates, Inc.

Georgia South Carolina Florida North Carolina Texas Louisiana Kentucky



June 23, 2003

INTEROFFICE CORRESPONDENCE

From: Thomas L. Clark

To: Alva Byrom

Subject: LGPA – Project STP-0005-00(315) Wayne Co. – Sunset Boulevard
GDOT P.I. No. 0005315

A coordination meeting was held April 17, 2003, between GDOT, Wayne Co., the City of Jesup, and MAAI in Gary Priester's Office to discuss how to proceed with and funding for the above noted project. During the meeting, it was noted the railroad crossing would require considerable funds (\$350,000.00+/-), which would include new gates, lights, and bells with a new concrete crossing surface. Tony Collins, Jesup District Preconstruction Engineer, agreed for the GDOT to include these costs in the project's construction funds that the GDOT was providing.

On June 18, 2003 while discussing the MAAI contract with Ms. Nancy for this project, she showed us a copy of the LGPA, which did not include a statement that GDOT was covering these costs. I have discussed this matter with Teresa Scott, Jesup District Programming Engineer, June 23, 2003 and she assures me new procedures within GDOT now cover the railroad agreement and the County/City will not be required to fund these costs and GDOT will.

c: Jerry Brinson, MAAI

Ms. Nancy Jones, Wayne County Administrator

Mike Maloy, GDOT Utilities Railroad Liaison Engineer

Teresa Scott, GDOT Jesup District Programming Engineer

April 18, 2003

Notes on Sunset Boulevard Meeting, Wayne County

A meeting was scheduled and held April 17, 2003 in the office of the District Engineer, Jesup GDOT, concerning the proposed widening and reconstruction of Sunset Boulevard. Sunset Boulevard circles the City of Jesup's south to west side from US 301 to SR 169.

Personnel present were:

Gary D. Priester, Jesup District Engineer
Tony Collins, Jesup District Preconstruction Engineer
Teresa Scott, Jesup District Scheduling Engineer
Nancy D. Jones, Wayne County Administrator
Mike Deal, Jesup City Manager
Jerry Brinson, MAAI
Tom Clark, MAAI

Gary opened the meeting expressing his desire and support to the widening of Sunset Boulevard from US 84 to SR 169, a proposed project length of 2.0 miles, which has just come into the GDOT Work Program, long range, as a Federal Aid Project. He regrettably added the section from US 84 to US 301 did not yet have sufficient traffic to justify adding to the work program. Current GDOT schedules this project in 2009+ and hoped the City and County could accelerate the project by providing engineering, design, right of way, and utilities with the GDOT providing construction funds. Gary estimated the existing r/w to be 100 feet so little would be required if during the concept studies a 5 lane urban section was warranted. He also wanted a railroad overpass at the existing NS grade crossing but felt it was almost impossible to build due to the closeness of the railroad and the US 341 intersection.

Nancy stated the project was of great interest to both the City and County and they were interested in pursuing the project with some of the monies coming out of SPOLSH funds. Also, since MAAI was already onboard as their engineering company, they would prefer MAAI was used for this project.

Mike asked what expenses could be expected. Jerry explained we were going to the office Monday and could get a rough estimate early next week for the engineering. Utility and r/w costs could be estimated during the concept phase. The County/City could also apply for a grant to cover engineering as other counties have.

I asked Tony if the overpass could not be constructed, could we include the cost of the railroad crossing surface and the gates, lights, and bells in the project construction costs. Tony agreed seeing no problem with the cost inclusion and Gary added he would prefer a concrete crossing surface. Tony also stated sidewalks would be required on both sides.

Nancy and Mike both said they would pursue the project with their boards and felt the project would proceed.

April 18, 2009

Following the meeting, Jerry and I road through the project with the following findings.

Signals are located at, SR 169 & Sunset Blvd., US 341 & Sunset Blvd., and US 84 & Sunset Blvd., plus a school signal system. Mailboxes are present along the route, requiring grass plots. There is one large box culvert for Millikin Bay Creek.

Tom Clark

R/W acq. cost

bridge over railroad

Personnel present were:
Gary D. Phipps, Lead District Engineer
Tony Collins, Lead District Construction Engineer
Teresa Scott, Lead District Scheduling Engineer
Nancy D. Jones, Wayne County Administrator
Mike Deal, Lead City Manager
Jerry Robinson, MAAI
Tom Clark, MAAI

Gary opened the meeting expressing his hope that the project would be completed in 2009. He noted that the project is a proposed project length of 2.0 miles, which has just come into the GDOT Work Program, long range as a Federal Aid Project. He regretably added the section from US 84 to US 301 did not yet have sufficient traffic to justify adding to the work program. Current GDOT schedules this project in 2009, and hoped the City and County could assist in the project by providing engineering design, right of way, and utilities with the GDOT providing construction funds. Gary estimated the existing rd to be 100 feet so little would be required if during the concept studies a 2 lane urban section was warranted. He also wanted a minor bypass at the existing US grade crossing but felt it was almost impossible to build due to the closeness of the railroad and the US 341 intersection.

Nancy stated the project was of great interest to both the City and County and they were interested in pursuing the project with some of the funds coming out of TPOLSH funds. Also, since MAAI was already onboard as their engineering company, they would prefer MAAI was used for this project.

Mike asked what expenses could be expected. Jerry explained we were going to the office Monday and could get a rough estimate early next week for the engineering. Utility and rd costs could be estimated during the concept phase. The County/City could also apply for a grant to cover engineering as other counties have.

I asked Tony if the bypass could not be constructed, could we include the cost of the railroad crossing surface and the gates, lights, and bells in the project construction costs. Tony agreed seeing no problem with the cost inclusion and Gary added he would prefer a concrete crossing surface. Tony also stated sidewalks would be required on both sides.

Nancy and Mike both said they would pursue the project with their boards and felt the project would proceed.



JUL - 3

Department of Transportation

District Five

Jesup, Georgia 31598

July 2, 2003

Mr. Alva Byrom
Moreland Altobelli Associates, Inc.
2211 Beaver Run Road, Suite 190
Norcross, Georgia 30071-3340

Re: LGPA – Project STP-0005-00 (315) Wayne County
Sunset Boulevard; GDOT P.I. No. 0005315

Dear Mr. Byrom:

I received a copy of Thomas Clark's letter on the above referenced project. There are two statements in the letter that I need to clarify to assure that there are no misunderstandings regarding the costs to reconstruct the railroad crossing.

Costs related to upgrading a railroad crossing are eligible to be funded by a GDOT construction contract but are not always funded by GDOT. Tony Collins, Teresa Scott nor I have the authority to commit funding for the Department. The funding issue can and should be addressed later in the project development process.

It is my expectation that all parties will agree to pay for the crossing work in the construction project, however, my expectation is not a final commitment.

I hope that this issue can be addressed at a later date and that it will not hold up moving forward with the project development.

Yours very truly,

Gary D. Priestner
District Engineer

GDP:cas

Copy: Mr. Stephen Henry
Mr. Jeff Baker
Mr. Tony Collins
Ms. Teresa Scott
Mr. Thomas Clark
Mr. Jerry Brinson
~~Ms. Nancy Jones~~

Moreland Altobelli Associates, Inc.

Georgia South Carolina Florida North Carolina Texas Louisiana Kentucky



May 6, 2004

Note to the File.

Involved with the widening and reconstruction of Sunset Boulevard is a grade crossing #729079U with Norfolk Southern Railroad. The existing crossing is protected with flashing lights, gates, and bells. This crossing is located approximately 500 feet from the south end of the yard located on the railroad known as Rosser. Switching operations in the yard cause the crossing to be blocked to traffic on a regular basis as trains arrive and cars are sorted out of the through train for their later placement at Jesup industries.

I have discussed with GDOT and railroad officials several alternatives to reduce public inconvenience at the crossing. GDOT has indicated any work required to alleviate public inconvenience could be added to the project construction costs with justification. The railroad is interested in anything that would lower their risk and help with public inconvenience.

Alternates looked at so far:

1. Special railroad signal system. There are new systems on the market that can detect train speed and would activate the signals only when the train was within a minimum distance from the crossing. However, this may be required even on other more desirable alternates.
2. Relocate the yard 1000 feet north and constructing a lead track for switching. This is the best alternative and the most costly. \$700,000.00+/- (This estimate is mine and a railroad cost will likely be higher). A small private crossing would require relocation.

I need to time the trains for a few days to get a better picture of the inconvenience before asking the railroad for a cost estimate. The relocation of the rail yard will likely require right of way and environmental considerations.

WAYNE COUNTY

Alma Telephone Company
Attn: J. W. Swain, Engineer
407 W. 11th Street
P. O. Box 2027
Alma, GA 31510
Phone: 877-248-0157
Direct: 912-632-3105
Fax: 912-632-8504
Cell: 888-351-2583

Atlanta Gas Light Company
Attn: Kenny Herrin, Const. Coord.
630 West Cherry St. (31545)
P. O. Box 228 (31598)
Jesup, GA
Phone: 912-530-9187

BellSouth Telecommunications
Attn: Richard Burns
498 South Second Street
Jesup, GA 31545
Phone: 427-8441

Comcast
Attn: Rob Mikell, Technician
1050 Kacey Drive
Hinesville, GA 31313
Phone: 912-370-2319

Georgia Power Company
Attn: Ned Nichols-Sr. Engr. Dist.
2055 South Sunset Blvd.
Jesup, GA 31545
Phone: 912-427-3785/6068

Satilla Rural EMC
Attn: Gene Reeves
2050 Lanes Bridge Road (31545)
P. O. Box 450 (31598)
Jesup, GA
Phone: 912-427-9561

City of Jesup
Mayor: Herb Shaw
City Administrator: Mike Deal
106 South Macon St. (31545)
P. O. Box 427 (31598)
Jesup, GA
Phone: 912-427-1313

Railroad:

CSX Transportation
Attn: Greg Wilhite
Rice Yard Highway 84W
Drawer 1569
Waycross, GA 31501
Phone: 912-338-3036

Norfolk Southern Railroad
R. M. Harper, Roadmaster
2 NE Railroad Avenue
Hazlehurst, GA 31539
Office: 912-375-2052 (or 912-383-5042)
Pager: 1-888-252-1980

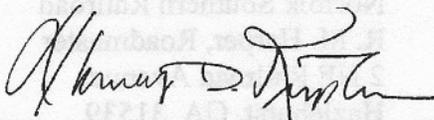
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0005315

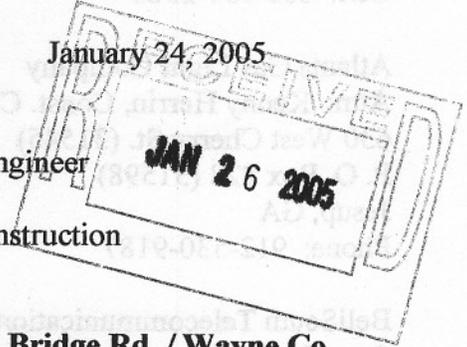
OFFICE: Environment/Location

DATE: January 24, 2005

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer

TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
Sunset Blvd. from US 84 / SR 38 to SR 169 /Lanes Bridge Rd. / Wayne Co.



The above subject concept report has been reviewed. Page 9 states that the time required to complete Environmental would be six (6) months. Twelve (12) months to complete Environmental would be more accurate.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Gary D. Priestler, District 5 Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5 Office

PROJECT CONCEPT REPORT

Project Number: STP-0005-00 (315)

County: Wayne County

P. I. Number: 0005315

Federal Route Number: N/A

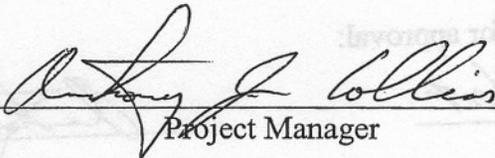
State Route Number: N/A

*Regional or Wide area location sketch and Project
Description (See Page 2)*

Date of Report: December 14, 2004

Recommendation for approval:

DATE 12/21/04


Project Manager

DATE _____

District Engineer

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

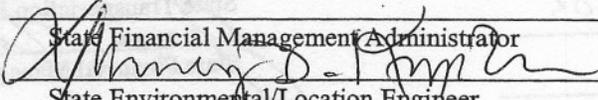
DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 1.24.05


State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Office

PROJECT CONCEPT REPORT

Project Number: STP-0005-00 (315)

County: Wayne County

P. I. Number: 0005315

Federal Route Number: N/A

State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: December 14, 2004

Recommendation for approval:

DATE 12/21/04


Project Manager

DATE _____

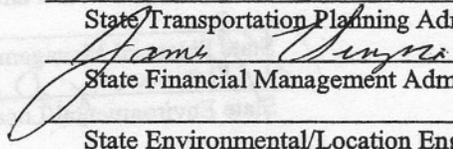
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 1-24-05


State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5 Office

PROJECT CONCEPT REPORT

Project Number: STP-0005-00 (315)

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P. I. Number: 0005315

Federal Route Number: N/A

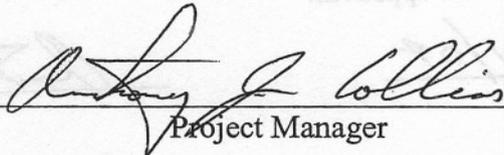
State Route Number: N/A

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DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

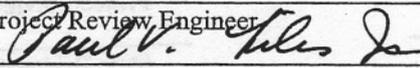
DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 1/22/05


State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5 Office

PROJECT CONCEPT REPORT

Project Number: STP-0005-00 (315)

County: Wayne County

P. I. Number: 0005315

Federal Route Number: N/A

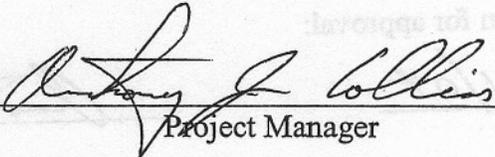
State Route Number: N/A

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Recommendation for approval:

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DATE _____

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State Transportation Planning Administrator

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State Financial Management Administrator

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State Environmental/Location Engineer

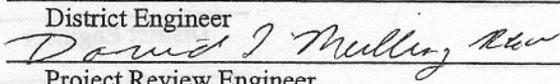
DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 1/21/05


Project Review Engineer

DATE _____

State Bridge & Structural Engineer