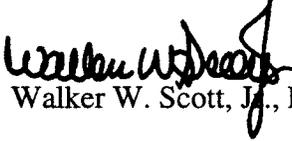


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(29) Jefferson County **OFFICE** Preconstruction
P.I. No. 222120 **DATE** December 7, 1998

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of US 1/SR 4 from the north end of the Wadley Bypass to the south end of the Louisville Bypass for a total of 10.60km. The existing roadway consists of two, 3.6m lanes with rural shoulders on a variable 39.6m to 61.0m of existing right-of-way. The existing major structures are: (1) Boggy Gut Creek - double 3.0m x 3.7m culvert with a sufficiency rating of 95.3; (2) Ogeechee River - 176.8m x 8.5m bridge with a sufficiency rating of 75.8; (3) Ogeechee River Overflow - 13.1m x 8.5m bridge with a sufficiency rating of 78.7. State Route 3/US 1 is a primary north-south corridor in east Georgia and is part of the Governor's Road Improvement Program (GRIP). The existing roadway is reaching capacity and improvements will be required to maintain an acceptable level of service. The base year traffic (1997) varies from 4,000 - 7,550 VPD and the design year traffic (2017) varies from 6,500 - 11,900 VPD. The posted speed is 90km/h and the design speed varies from 70km/h to 105km/h.

The proposed construction will provide four, 3.6m lanes with a 13.4m depressed grassed median from the beginning of the project to CR 248. At that point, the median will taper to 9.6m to minimize wetland impacts and extend to 0.9km north of CR 326/Nimrod Road. From there, the median will taper to 6.0m to the end of the project (Louisville Bypass). The existing bridges over Ogeechee River and Ogeechee River Overflow will be widened to 11.6m and parallel 11.6m wide bridges will be constructed to accommodate the new lanes. The existing culvert over Boggy Gut Creek will be extended to accommodate the US 1/SR 4 widening. Approximately 20% of the existing roadway requires reconstruction. The northern terminus of this project ties into project EDS-545(30) Jefferson County, with a similar typical section. Traffic will be maintained utilizing stage construction.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing is required; time saving procedures are not appropriate.

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(29) Jefferson County **OFFICE** Preconstruction
P. I. No. 222120
DATE December 15, 1998
FROM 
C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Don Mills
Mike Thomas
Jim Kennerly

Wayne Shackelford
Page 2

EDS-545(29) Jefferson
December 7, 1998

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$13,090,000	\$5,510,000	1999	LR
Right-of-Way	\$ 964,000	\$3,080,000		
Utilities*	\$ 58,000	\$ 57,000		

*LGPA sent 3-92 requesting Jefferson County pay utility relocation costs. The cities of Louisville and Wadley signed LGPA on 4-92.

The US 1/SR 4 improvements are part of the GRIP. This project will be designed in English units. I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED

OCT 14 1998

PRECONSTRUCTION

FILE: EDS-545(29) Jefferson
P.I. Number 222120

OFFICE: Atlanta, Georgia

DATE: October 13, 1998

FROM: Bob Mustin, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted October 9, 1998 by the letter from David Studstill dated October 8, 1998, and have no comments.

The costs for the project are:

Construction	\$10,388,000
Inflation	\$ 1,039,000
E&C	\$ 1,143,000
Preliminary Engineering	\$ 520,000
Reimbursable Utilities	\$ 58,000
Right of Way	\$ 964,000

DTM

c: David Studstill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(29)
JEFFERSON COUNTY
P.I. NO. 222120

Federal Route No.: 1

Date of Report: September 16, 1998

State Route No.: 4

RECOMMENDATION FOR APPROVAL

9/23/93
Date


State Environmental/Location Engineer

Date

Project Review Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Tennille

Date

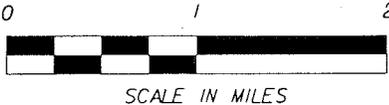
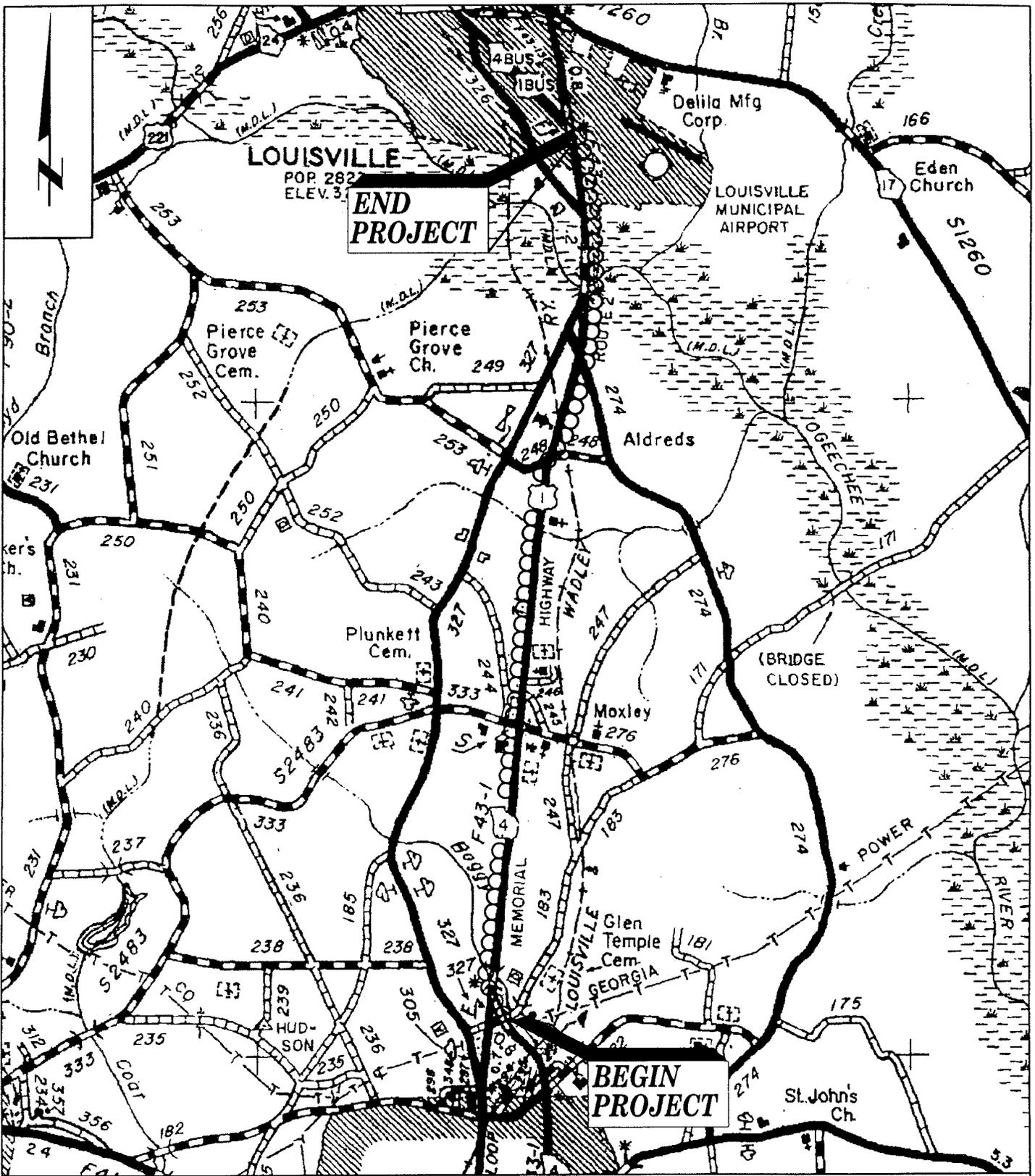
State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer



STRIPMAP
EDS-545(29)
US-1 IMPROVEMENTS
JEFFERSON COUNTY
P.I.# 222120

SOURCE: GENERAL HIGHWAY MAP, JEFFERSON CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1990

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(29), Jefferson County

PROJECT LOCATION AND DESCRIPTION

Project EDS-545(29) in Jefferson County is proposed to improve U.S. 1 from the north end of the Wadley Bypass to the south end of the Louisville Bypass in Jefferson County. From the beginning of the project at CR 183 north of Wadley, US 1 would be widened on the west side to four lanes with a 13.6 m grassed median to CR 248. At that point, the median would taper to 9.6 m to minimize wetland impacts and the widening would shift to the east side of US 1 to 0.9 km north of CR 326/Nimrod Road. From there, the median would taper to 6.0 m at the end of the project, at US 1 Business in Louisville. The length of the project is 10.6 km.

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1997	4000 - 7550	2017	6500 - 11,900

PDP CLASSIFICATION

Major / Construction on Existing Location

FUNCTIONAL CLASSIFICATION

Rural Principal Arterial

NON-CA ()	EDS-545(29) JEFFERSON COUNTY CA ()	EXEMPT ()	N/A (X)
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NEED AND PURPOSE

SR 4 is a primary north-south corridor in eastern Georgia. The proposed projects, EDS-545(29), (30), (31) & (32) involves the widening and reconstruction of SR 4 from the Wadley Bypass to SR 88 in Wrens. The roadway is reaching capacity and improvements will be required to maintain an acceptable level-of-service. The project will increase the capacity and level-of-service on SR 4 by widening it from two lanes to four lanes.

The US 1/SR 4 Improvements are part of the Governor's Road Improvement Program(G.R.I.P.). G.R.I.P. was initiated in the 1980's in order to address the importance of stimulating economic growth via an improved transportation network. It identified a system of economic development highways that consist of existing primary routes, plus additional truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations between 2,000 and 5,000. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business and jobs.

Georgia is anticipated to remain a growth state through the 1990's. The demands created by population and economic growth will spill over onto the non-Interstate highway systems that form a critical link for both large and small communities in the state, making highway access a prime requisite for community growth in the future. Currently, limitations on trucks restrict access for many Georgia communities, limiting economic potential. The Governor's Road Improvement Program would provide access to communities previously denied service by the larger trucks. Based on the experiences of the Georgia Department of Industry and Trade, if two cities are competing for an industry, the city closest to a four lane roadway will attract the industry in most instances.

EXISTING ROADWAY

TYPICAL SECTION:	2 - 3.6 m lanes Rural	RIGHT-OF-WAY WIDTH Varies 39.6 m to 61 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 km/h	1164 m	2.88%
TYPICAL SECTION:	4 - 3.6 m lanes w/variable median 12.2 m - 19.5 m	RIGHT-OF-WAY WIDTH 61 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 km/h	582 m	2.88%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
1. Boggy Gut Creek - Dbl. 3.0 m x 3.7 m Culvert	14.6 m	-	0	95.3
2. Ogechee River - Bridge	176.8 m	8.5 m	0	75.8
3. Ogechee River Overflow - Bridge	134.1 m	8.5 m	0	78.7

PROPOSED ROADWAY

LENGTH OF PROJECT: 10.6 km

TYPICAL SECTION: 4 - 3.6 m lanes w/13.6 m Grassed Median

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
105 km/h	ALLOWABLE	455 m	ALLOWABLE	4.00%
	PROPOSED	700 m	PROPOSED	2.88%

TYPICAL SECTION: 4 - 3.6 m lanes w/6.0 m Raised Median

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
70 km/h	ALLOWABLE	175 m	ALLOWABLE	4.00%
	PROPOSED	1750 m	PROPOSED	2.43%

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Boggy Gut Creek - Extend Exist. Dbl. 3 m x 3.7 m Culvert	41.5 m	-
2. Ogechee River - Widen existing bridge and add parallel structure	176.8 m	11.6 m
3. Ogechee River Overflow - Widen existing bridge and add parallel structure	134.1 m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies 68 m to 79 m	Approx. 44	RES.: 4	BUS.: 0	M.H.: 1

TYPE OF ACCESS CONTROL: By Permit

COORDINATION

CONCEPT TEAM MEETING DATE:	December 13, 1995
PERMITS REQUIRED:	C.O.E. 404; Approximately 4.6 ha of wetlands would be impacted. 404 Permit will include EDS-545(30)(31)(32) for purpose of achieving logical termini. It is recommended to reduce the median to 9.6 m from CR 248/Mole Road to 0.9 km north of CR 326/Nimrod Road to minimize wetland impacts.
LEVEL OF PUBLIC INVOLVEMENT:	Public Hearing
TIME SAVING PROCEDURES APPROPRIATE:	No
OTHER PROJECTS IN THE AREA:	EDS-545(21)(30)(31)(32) Jefferson County.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION:	Traffic to be maintained on existing roads.
LEVEL OF ENVIRONMENTAL ANALYSIS:	Environmental Assessment
ENVIRONMENTAL CONCERNS:	<ul style="list-style-type: none"> a. Environmental Document will include EDS-545(30)(31)(32) for purpose of achieving logical termini. b. No eligible historic resources impacted. 106 required. No 4(f) required. c. No known T & E species involved at this time. d. No known eligible arch. sites known at this time. e. No parks within project limits. f. No cemeteries within project limits. g. No stream channel changes proposed. h. It is recommended to reduce the median to 9.6 m from CR 248/Mole Road to 0.9 km north of CR 326/Nimrod Road to minimize wetland impacts.

UNDERGROUND STORAGE TANKS: None known; Investigation requested 1/29/96.

HAZARDOUS WASTE SITES: None known; Investigation requested 1/29/96.

DESIGN VARIATIONS REQUESTED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERTICAL GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZONTAL CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

ALTERNATIVES CONSIDERED

1. No Build.

ESTIMATED COST

CONSTRUCTION:	\$ 10,388,000	RIGHT-OF-WAY:	\$ 964,000
E & C (10%):	1,039,000	ACQUIRED BY:	Not known at this time; LGPA will be requested
INFLATION:	<u>1,173,000</u>	UTILITIES:	\$ 57,500
(2 yrs at 5% per yr):		ADJUSTED BY:	Not known at this time; LGPA will be requested
TOTAL CONS'T COST:	\$ 12,600,000		

COMMENTS

1. It is recommended to reduce the median to 9.6 m from CR 248/Mole Road to 0.9 km north of CR 326/Nimrod Road to minimize wetland impacts.
2. The 404-b(1) review process has not been completed for this project. This alignment could shift.
3. Approximately 20% of the vertical alignment for the existing roadway would require reconstruction to meet the proposed design speed.

ATTACHMENTS: Cost Estimate, Typical Sections, Team Meeting Minutes

PREPARED BY: Ken Thompson, L.E. III

PRELIMINARY COST ESTIMATE

DATE May 27, 1998
PROJECT NAME US 1 Improvements
PROJECT NO. EDS-545(29), Jefferson County
P.I. NO. 222120

PROJECT DESCRIPTION: US 1 Improvements from the Wadley Bypass to the Louisville Bypass.

Widen 2 to 4 ln 44 med. - 2.88 mi.; Widen 2 to 4 ln 44 med.(Reconstr. Exist.) - 1.26 mi.; Widen 2 to 4 ln 32 med. - 2.45 mi.

PROJECT LENGTH: 6.59 miles

TYPICAL SECTION: 4 lanes w/44' grassed median

EXISTING ROADWAY (IF APPLICABLE) 2 lane Rural

TRAFFIC: EXISTING Varies 6000 - 10,600 ADT in 1997 DESIGN Varies 7550 - 11,900 ADT in 2017

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS



PROJECT COSTS



A. RIGHT OF WAY

- 1. PROPERTY (LAND AND EASEMENTS) \$ 230,000
- 2. DISPLACEMENTS \$ 302,000
- 3. OTHER COSTS \$ 432,000

SUBTOTAL \$ 964,000

B. REIMBURSABLE UTILITIES

- 1. RAILROAD \$
- 2. TRANSMISSION LINES \$ 42,000
- 3. SERVICES \$ 15,500

SUBTOTAL \$ 57,500

C. MAJOR STRUCTURES

1. WALLS	\$	<u> </u>
<hr/>		
2. BRIDGE STREAM CROSSINGS	\$	<u>2,364,000</u>
Widen existing and add parallel structures at Ogeechee River and Ogeechee River Overflow		
<hr/>		
3. BRIDGE OVER/UNDERPASS	\$	<u> </u>
<hr/>		
4. BOX CULVERTS	\$	<u>119,000</u>
Extend dbl. 10' x 12' at Boggy Gut Creek		
<hr/>		
SUBTOTAL	\$	<u><u>2,483,000</u></u>

D. GRADING AND DRAINAGE

1. EARTHWORK	\$	<u>539,000</u>
220,200 cy U.E.; 24,500 cy Rock		
<hr/>		
2. DRAINAGE		
a. Minor Drainage (Incl. Cross Drain Pipes and Longitudinal System)	\$	<u>316,000</u>
<hr/>		
b. Curb and Gutter	\$	<u> </u>
<hr/>		
SUBTOTAL	\$	<u><u>855,000</u></u>

E. BASE AND PAVING

1. AGGREGATE BASE	\$	<u>1,193,000</u>
96,280 T - 12.0" GAB		
<hr/>		
2. ASPHALT PAVING	\$	<u>3,131,000</u>
98,720 T - 1.5" E; 2.0" B; 7.0" ACB		
<hr/>		
3. CONCRETE PAVING	\$	<u> </u>
<hr/>		
4. OTHER	\$	<u>433,000</u>
<hr/>		
SUBTOTAL	\$	<u><u>4,757,000</u></u>

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>54,000</u>
<hr/>		
2. CLEARING AND GRUBBING	\$	<u>844,000</u>
178 acres		
<hr/>		
3. LANDSCAPING	\$	<u>160,000</u>
<hr/>		
4. EROSION CONTROL	\$	<u>188,000</u>
<hr/>		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u> </u>
<hr/>		
	SUBTOTAL	\$ <u><u>1,246,000</u></u>

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	<u>207,000</u>
<hr/>		
2. GUARDRAIL	\$	<u>53,000</u>
1980 lf + 26 anchors		
<hr/>		
3. OTHER	\$	<u>389,000</u>
<hr/>		
	SUBTOTAL	\$ <u><u>649,000</u></u>

H. SPECIAL FEATURES

3000' of side road relocations	\$	<u><u>398,000</u></u>
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ESTIMATE SUMMARY

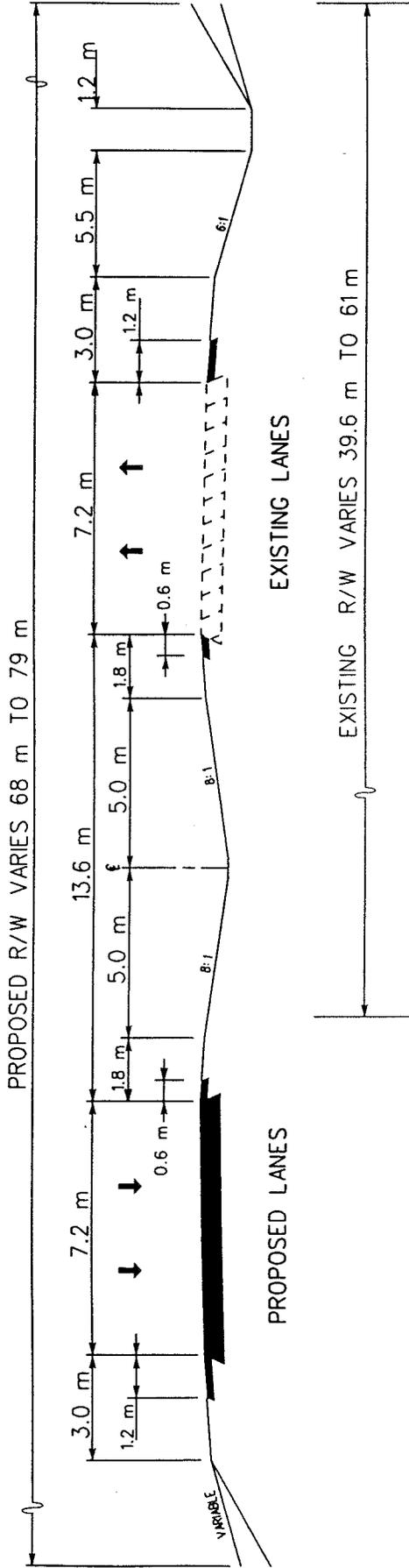
A. RIGHT OF WAY	\$	<u>964,000</u>
B. REIMBURSABLE UTILITIES	\$	<u>57,500</u>

CONSTRUCTION COST SUMMARY

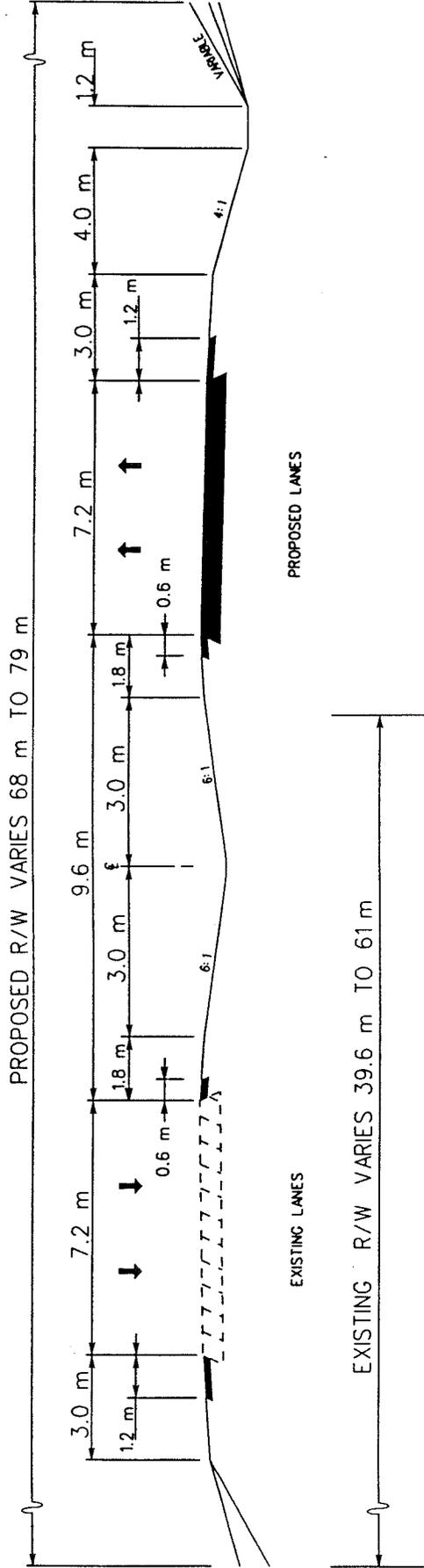
C. MAJOR STRUCTURES	\$	<u>2,483,000</u>
D. GRADING AND DRAINAGE	\$	<u>855,000</u>
E. BASE AND PAVING	\$	<u>4,757,000</u>
F. LUMP ITEMS	\$	<u>1,246,000</u>
G. MISCELLANEOUS	\$	<u>649,000</u>
H. SPECIAL FEATURES	\$	<u>398,000</u>

SUBTOTAL CONSTRUCTION COST	\$	<u>10,388,000</u>
E. & C. (10%)	\$	<u>1,039,000</u>
INFLATION (2 YRS. @ 5% PER YEAR)	\$	<u>1,173,000</u>
TOTAL CONSTRUCTION COST	\$	<u><u>12,600,000</u></u>

GRAND TOTAL PROJECT COST **\$ 13,621,500**



US 1 IMPROVEMENTS
 EDS-545(29) JEFFERSON COUNTY
 LIMITS SECTION APPLIES
 (CR 183 north of Wadley
 to CR 248 in Jefferson County)



US 1 IMPROVEMENTS
 EDS-545(29) JEFFERSON COUNTY
 LIMITS SECTION APPLIES
 (CR 248 in Jefferson County
 to US 1 Business in Louisville)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE EDS-545(29)(30)(31)&(32) **OFFICE** Environment/Location
Jefferson County

P.I. Nos. 222120; 222150; **DATE** December 20, 1995
222160; & 222170

FROM *KEP*
Kenneth E. Thompson, TE III, Location Engineer

TO Distribution Below

SUBJECT CONCEPT TEAM MEETING MINUTES - U.S. 1 Improvements in Jefferson County

Date/Time: Wednesday, December 13, 1995; 10:00 A.M.
Place: Conference Room of the Office of Environment/Location
Attending: Mayor J.J. Rabun and Wayne Davis representing the City of Wrens; Mayor John Veatch and Don Rhodes from the City of Louisville; Wynder Smith, Ozzie Hannah and George Smith of Jefferson County; Sue McCuskey, Law Engineering & Environmental Services, Inc.; Luke Cousins, DOT Intermodal Programs; Kevin Hosey, Road Design; Del Clippard, Traffic Operations; Reba Scott, Programming; John Lord, Right-of-Way; Debbie Pennington, Tennille District; Jerry Hobbs, Ken Thompson, Gerald Welsh, Dalton Stevens, John Richard, Dania Aponte, Michelle Cain and Laurie Cotton of Environment/Location.

The meeting was opened by Jerry Hobbs who gave a brief description of the projects. The projects were then described in detail by Ken Thompson.

Project EDS-545(29)(30)(31)(32) in Jefferson County is proposed to improve U.S. 1 from the north end of the Wadley Bypass to the proposed relocation of S.R. 88/Fall Line Freeway in Wrens. EDS-545(29) would begin at C.R. 183 in Wadley. U.S. 1 would be widened on the west side to four lanes with a 44' (13.6m) grassed median to C.R. 248. At that point, the widening would shift to the east side of U.S. 1 and continue northward to U.S. 1 Business in Louisville, where EDS-545(30) would begin. From there, the proposed median would taper and U.S. 1 would be widened on the east side to C.R. 325. The typical section would be four lanes with a 20' (6m) raised median and curb and gutter. At C.R. 325 EDS-545(31) would begin. The widening would continue on the east side to just north of C.R. 304, where the typical section would change to four lanes with a 44' (13.6m) median, then continue approximately one mile. At that point, the widening would shift to the west side to avoid a historic resource then shift back to the east side to avoid another resource at C.R. 142. Just north of C.R. 142 the widening would shift to the west side and continue to just south of S.R. 296, then shift back to the east side and continue northward approximately 1.5 miles (2.4km). At that point, the proposed widening would shift to the west side for approximately 0.7 mile (1.1km), then shift

back to the east side and U.S. continue to C.R. 138, where EDS-545(32) would begin. The widening would continue for approximately 0.1 mile(0.2km), then extend on new location west of 1 to avoid two historic resources and a cemetery. The alignment would intersect C.R. 126 approximately 700'(213m) west of U.S. 1 and return to the existing road at C.R. 127. U.S. 1 would be widened on the west side to just south of C.R. 329, then shift to east side widening to approximately 0.2 mile(0.3km) south of C.R. 129 South. From there, the proposed median would taper and the widening would continue on the east side to approximately 0.3 mile(0.5km) north of C.R. 129 South. The typical section would be four lanes with a 20'(6m) raised median. At that point, the widening would become symmetrical and continue to C.R. 129 North, where curb and gutter would be utilized to the end of the project.

The combined lengths of the projects is 21.6 miles(34.8km). Traffic volumes are projected to range from 6000 ADT - 12,000 ADT in 1997, and 9500 ADT - 19,100 ADT in 2017. Proposed right-of-ways would vary from 130'(40m) - 137'(42m) in the urban areas, and 187'(57m) - 270'(82m) in rural areas. Existing bridges on these projects would be widened and parallel structures would be added to accommodate the proposed four lane typical section. The speed design is 55 mph(89 kph) in rural areas and 45 mph(72 kph) in urban areas. Access would be by permit along existing roadways and partial controlled on new location. Approximately 18 acres(7 ha) of possible wetlands would be impacted, and 13 houses and 6 businesses would be displaced by these projects.

After review of the concept, the following comments were made:

Local Officials

Comment: Would there be any provisions along the Louisville Bypass(U.S. 1) to accommodate trucks turning left onto S.R. 24?

Response: Left turn storage lanes would be implemented along the bypass to get turning vehicles out of the travel way at intersections and thereby increase safety along the bypass.

Comment: When would construction begin?

Response: If funding is available and the projects run according to schedule, construction is currently scheduled to begin in FY 99 for (29) & (30) and FY 2000 for (31) & (32).

Comment: The U.S. 1/Walnut St. intersection has been a problem for years. It should be signalized when U.S. 1 is widened.

Response: The level of protection required for all intersections would be studied when the project reaches the design phase. Signalization of the Walnut St. intersection would be given consideration at that time.

Comment: Assorted utilities might require relocation. There is a pumping station located on the east side of U.S. 1 just inside the north city limits of Louisville. New gas and water lines run along the east side of U.S. 1 from the pumping station to the new school at C.R. 138. Bell South

has a fibre optic cable that runs along the west side of U.S. 1 in the City of Louisville.

Comment: The Louisville-Wadley Railroad has been abandoned and has not been in operation for some time.

Road Design

Comment: Units (31) & (32) are on the list of proposed Bike Routes. The proposed width of shoulders may have to be increased to accommodate bicycle traffic.

Comment: These projects will be designed by consultants.

Intermodal Programs

Comment: Provisions have been made to extend the runway at the Louisville Airport. Vertical and horizontal clearances between proposed roadway and runway should be checked.

E.M.G.

Comment: Mapping photography for these projects will be flown next season.

E.A.B.

Comment: These will be NEPA turn-key projects. Environmental studies will be completed by consultants.

KET/kt

Distribution: Wayne Hutto
 Ronald Collins/Attn: Warren Bailey
 Herman Griffin/Attn: Terry Rogers
 Jim Kennerly
 Toni Dunagan/Attn: Cindy Van Dyke
 Marion Waters
 Bobby Mustin
 Dudley Ellis
 David Meshberger
 Larry Seabrook
 Bascombe Hughes
 Harvey Keepler
 Charles Norris/Tennille District
 Luke Cousins

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(29)
JEFFERSON COUNTY
P.I. NO. 222120

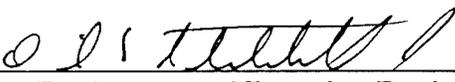
Federal Route No.: 1

Date of Report: September 16, 1998

State Route No.: 4

RECOMMENDATION FOR APPROVAL

9/23/98
Date


State Environmental/Location Engineer

10/13/98
Date


for Project Review Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Tennille

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

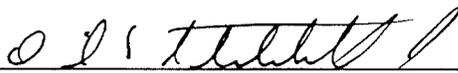
EDS-545(29) JEFFERSON COUNTY P.I. NO. 222120

Federal Route No.: 1
State Route No.: 4

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/23/98
Date


State Environmental/Location Engineer

Date

Project Review Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Tennille

Date

State Bridge & Structural Engineer

10/16/98
Date


State Transportation Planning Administrator

Date

State Transportation Programming Engineer

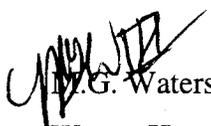
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
OCT 19 1998
PRECONSTRUCTION

File: EDS-545 (29), Jefferson Co.
P.I. No. 222120

Office: Traffic Operations
Atlanta, Georgia
Date: October 14, 1998

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

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of SR 4/ US 1 from the north end of the Wadley Bypass to the south end of the Louisville Bypass. The existing two lane roadway will be widened to a four lane section with a 13.6 m median from the beginning of the project to CR 248 where the median will be tapered to 9.6 m to minimize the wetland impact. The 9.6 m median will continue to the end of the project where it will taper to a 6 m raised median. While we believe this concept will improve safety and operational capacity along this section of roadway. We recommend increasing the 6 m median width to at least 8.4 m (28 ft.) at all median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width. We also recommend this project provide for a conduit system to be used in the expansion of our ATMS network. Our Design Office can provide you with cost estimates and plan details. With these recommendations we find this report satisfactory for approval.

MGW:CKE

Attachment (signature page)

c: David Studstill
James Kennerly
Bob Mustin, w/ attachment
Toni Dunagan
Karl Alff
Sam Zeigler
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

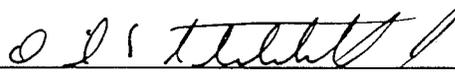
EDS-545(29)
JEFFERSON COUNTY
P.I. NO. 222120

Federal Route No.: 1
State Route No.: 4

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/23/98
Date


State Environmental/Location Engineer

Date

Project Review Engineer

Date

State Road & Airport Design Engineer

10-15-98
Date


State Traffic Operations Engineer

Date

District Engineer/Tennille

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(29)
JEFFERSON COUNTY
P.I. NO. 222120

Federal Route No.: 1
State Route No.: 4

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/23/98

Date


State Environmental/Location Engineer

10/22/98

Date


Project Review Engineer ROAD DESIGN

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Tennille

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

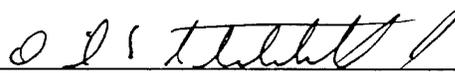
EDS-545(29) JEFFERSON COUNTY P.I. NO. 222120

Federal Route No.: 1
State Route No.: 4

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/29/98
Date


State Environmental/Location Engineer

Date

Project Review Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

11/2/98
Date

Michael L. Thomas
District Engineer/Tennille *DOZ*

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer

