

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(32) Jefferson County **OFFICE** Preconstruction
P. I. No. 222170
CWH **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

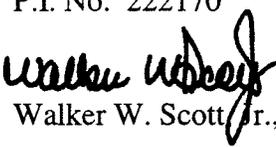
DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(32) Jefferson County **OFFICE** Preconstruction
P.I. No. 222170 **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 US1/SR 4 from CR 138 to the proposed relocation of SR 88/Fall Line Freeway in Wrens, for a total of 10.70km. The existing roadway varies from 2 to 3 lanes with rural shoulders on a variable 39.6m to 42.7m of existing right-of-way. The existing major structure consists of a 32.6m x 8.5m bridge over Big Creek with a sufficiency rating of 35.7. State Route 4/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 6,700 VPD to 8,000 VPD and the design year traffic (2017) varies from 10,700 VPD to 12,800 VPD. The posted speed varies from 70km/h to 90km/h and the design speed varies from 70km/h to 105km/h.

The proposed construction will provide four, 3.6m lanes with a 13.6m depressed grassed median from the beginning of the project to approximately 0.3km south of CR 129 south, where it transitions to four, 3.6m lanes separated by a 6.1m raised median and ties into the existing 5 lane section in Wrens. A portion of US 1/SR 4 and SR 17 will be relocated on new location west of US 1 from 0.2km north of CR 138 to CR 127 to avoid two historic resources and a cemetery. The existing bridge over Big Creek will be replaced with a new 32.6m x 11.6m bridge and new parallel structure will be added to accommodate the new lanes. Approximately 44% of the existing roadway requires reconstruction. No design exceptions are required to implement this project. The southern terminus of this project ties into project EDS-545(31) Jefferson County, with a similar typical section. Traffic will be maintained utilizing stage construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; 7 displacements - 6 businesses and 1 mobile home; a public hearing is required; time saving procedures are not appropriate.

EDS-545(32) 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)	\$12,238,000	\$6,954,000	2000	LR
Right-of-Way	\$ 2,126,000	\$2,466,000		
Utilities*	\$ 292,000	\$ 230,000		

*LGPA sent 3-92 requesting Jefferson County be responsible for utility relocation costs; city of Wrens signed LGPA for utilities 4-16-92.

To minimize displacements, I recommend that the posted 45MPH speed limit be extended southward from the Wrens city limits, approximately 1 mile to accommodate the urban typical section proposed. This project is part of the GRIP. The project will be designed in English units. I recommend this project concept be approved.

will be designed English

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(32) Jefferson
P.I. Number 222170

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	\$9,713,000
Inflation	\$ 971,000
E&C	\$1,068,000
Preliminary Engineering	\$ 486,000
Reimbursable Utilities	\$ 292,000
Right of Way	\$2,126,000

DTM

c: David Studstill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(32)
JEFFERSON COUNTY
P.I. NO. 222170

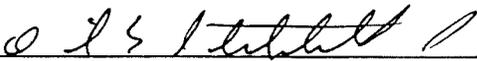
Federal Route No.: 1

Date of Report: September 16, 1998

State Route No.: 4

RECOMMENDATION FOR APPROVAL

9/20/98
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

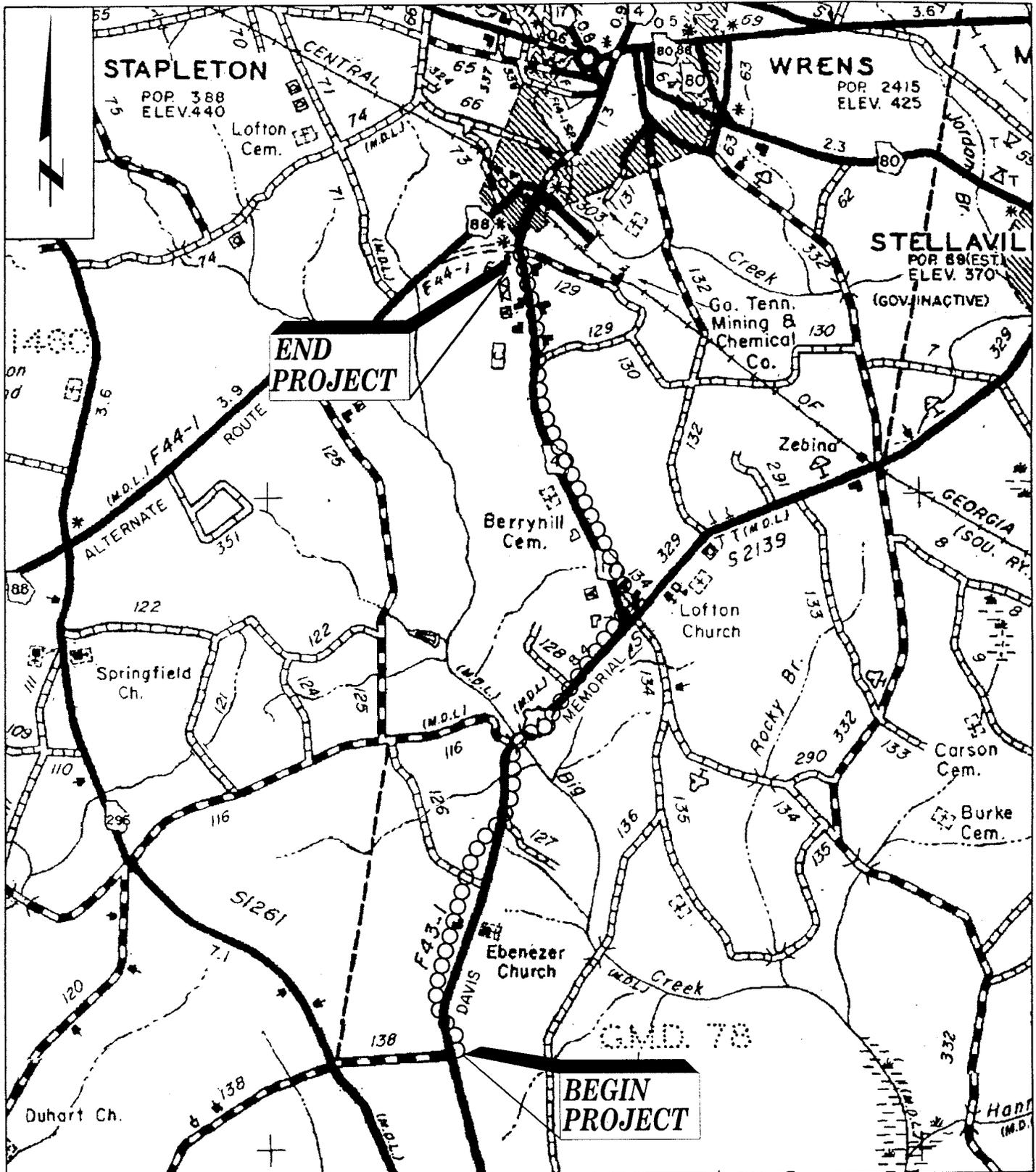
State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer



STRIPMAP
 EDS-545(32)
 US-1 IMPROVEMENTS
 JEFFERSON COUNTY
 P.I.# 222170

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

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(32), Jefferson County

PROJECT LOCATION AND DESCRIPTION

Project EDS-545(32) in Jefferson County is proposed to improve U.S. 1 from CR 138 northward to the proposed relocation of SR 88/Fall Line Freeway in Wrens. From the beginning of the project, US 1 would be widened on the east side to four lanes with a 13.6 m grassed median. The widening would continue for approximately 0.2 km, then extend on new location west of US 1 to avoid two historic resources and a cemetery. The alignment would intersect CR 126 approximately 213 m west of US 1 and return to the existing road just north of CR 127. US 1 would be widened on the east side to just north of Big Creek, then shift to the west side to just south of CR 329. At that point, the widening would shift back to the east side to approximately 0.3 km south of CR 129 South. From there, the proposed median would taper to minimize displacements and the widening would continue on the east side to approximately 0.5 km north of CR 129 South. The typical section would be four lanes with a 6 m raised median. At that point, the widening would become symmetrical and continue to CR 129 North, where curb and gutter would be utilized for approximately 350 m to the end of the project. It is recommended that the posted 45 mph speed limit be extended southward, from the Wrens south city limits, approximately 1.6 km to accommodate the reduction in typical section. The length of the project is 10.7 km.

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1997	6700 - 8000	2017	10,700 - 12,800

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
Major / Construction on Existing Location	Rural Principal Arterial

EDS-545(32) JEFFERSON COUNTY			
NON-CA ()	CA ()	EXEMPT ()	N/A (X)

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 42.7 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
Varies 70 -90 km/h	437 m	3.20%
TYPICAL SECTION:	3 - 3.6 m lanes Rural	RIGHT-OF-WAY WIDTH 39.6 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 km/h	437 m	4.88%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
1. Big Creek - Bridge	32.6 m	8.5 m	0	35.7

PROPOSED ROADWAY

LENGTH OF PROJECT: 10.7 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	585 m	PROPOSED	4.00%

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

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
70 km/h	ALLOWABLE	175 m	ALLOWABLE	6.00%
	PROPOSED	1165 m	PROPOSED	2.43%

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Big Creek - Replace existing bridge and construct new parallel structure	32.6 m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies 40 m to 76 m	Approx. 51	RES.: 0	BUS.: 6	M.H.: 1

TYPE OF ACCESS CONTROL: BY PERMIT

COORDINATION

CONCEPT TEAM MEETING DATE: December 13, 1995

PERMITS REQUIRED: C.O.E. 404; Approximately 1.0 ha of wetlands would be impacted. 404 Permit will include EDS-545(29)(30)(31) for purpose of achieving logical termini.

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing

TIME SAVING PROCEDURES APPROPRIATE: No

OTHER PROJECTS IN THE AREA: EDS-545(21)(29)(30)(31) Jefferson County.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing roads.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

ENVIRONMENTAL CONCERNS:

- a. Environmental Document will include EDS-545(29)(30)(31) 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.

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:	\$ 9,713,000	RIGHT-OF-WAY:	\$ 2,126,000
E & C (10%):	971,000	ACQUIRED BY:	Not known at this time; LGPA will be requested
INFLATION:	<u>1,097,000</u>	UTILITIES:	\$ 292,300
(2 yrs at 5% per yr):		ADJUSTED BY:	Not known at this time; LGPA will be requested
TOTAL CONS'T COST:	\$ 11,781,000		

COMMENTS

1. To minimize displacements it is recommended that the posted 45 mph speed limit be extended southward from the Wrens south city limits approximately 1 mile and the proposed typical section be reduced to 4 lanes w/20' raised median through that section.
2. The 404-b(1) review process has not been completed for this project. This alignment could shift.
3. Approximately 44% 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(32), Jefferson County
P.I. NO. 222170

PROJECT DESCRIPTION: US 1 Improvements from CR 138, in Jefferson County, to relocated SR 88 south of Wrens.

Widen 2 to 4 ln 44 med. - 2.76 mi.; Widen 2 to 4 ln 44 med.(Reconstr. Exist.) - 0.75 mi.; 4 ln 44 med.(New Location) - 1.98 mi.; Widen 2 to 4 ln 20 med. Rural(one-side) - 0.38 mi.; Widen 2 to 4 ln 20 med. Rural(symmetrical) - 0.38 mi.; Widen 2 to 4 ln 20 med. Rural(Reconstr. Exist.) - 0.19 mi.; Widen 2 to 4 ln 20 med. Urban(symmetrical) - 0.19 mi.

PROJECT LENGTH: 6.63 miles

TYPICAL SECTION: 4 lanes w/44' grassed median and 4 lanes w/20' raised median

EXISTING ROADWAY (IF APPLICABLE) 2 and 3 lane Rural

TRAFFIC: EXISTING Varies 6700 - 8000 ADT in 1997 DESIGN Varies 11,000 - 12,800 ADT in 2017

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

PROJECT COSTS

A. RIGHT OF WAY

1. PROPERTY (LAND AND EASEMENTS)	\$	<u>551,000</u>
2. DISPLACEMENTS	\$	<u>622,000</u>
3. OTHER COSTS	\$	<u>953,000</u>

SUBTOTAL \$ 2,126,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$	<u> </u>
2. TRANSMISSION LINES	\$	<u>178,300</u>
3. SERVICES	\$	<u>114,000</u>

SUBTOTAL \$ 292,300

C. MAJOR STRUCTURES

1. WALLS	\$	<u> </u>
<hr/>		
2. BRIDGE STREAM CROSSINGS	\$	<u>354,000</u>
Widen existing and add parallel structure at Big Creek		
<hr/>		
3. BRIDGE OVER/UNDERPASS	\$	<u> </u>
<hr/>		
4. BOX CULVERTS	\$	<u> </u>
<hr/>		
SUBTOTAL	\$	<u><u>354,000</u></u>

D. GRADING AND DRAINAGE

1. EARTHWORK	\$	<u>984,000</u>
394,200 cy U.E.; 43,900 cy Rock		
<hr/>		
2. DRAINAGE		
a. Minor Drainage (Incl. Cross Drain Pipes and Longitudinal System)	\$	<u>407,000</u>
<hr/>		
b. Curb and Gutter	\$	<u>130,000</u>
14,045 lf		
<hr/>		
SUBTOTAL	\$	<u><u>1,521,000</u></u>

E. BASE AND PAVING

1. AGGREGATE BASE	\$	<u>1,464,000</u>
117,950 T - 12.0" GAB		
<hr/>		
2. ASPHALT PAVING	\$	<u>3,404,000</u>
107,690 T - 1.5" E; 2.0" B; 7.0" ACB		
<hr/>		
3. CONCRETE PAVING	\$	<u> </u>
<hr/>		
4. OTHER	\$	<u>488,000</u>
<hr/>		
SUBTOTAL	\$	<u><u>5,356,000</u></u>

F. LUMP ITEMS

1. TRAFFIC CONTROL \$ 65,000

2. CLEARING AND GRUBBING \$ 857,000

183 acres

3. LANDSCAPING \$ 234,000

4. EROSION CONTROL \$ 247,000

5. DETOURS (INCL. TEMP. BRIDGES) \$

SUBTOTAL \$ 1,403,000

G. MISCELLANEOUS

1. SIGNING/STRIPING \$ 226,000

2. GUARDRAIL \$ 67,000

1990 lf + 32 anchors

3. OTHER \$ 647,000

SUBTOTAL \$ 940,000

H. SPECIAL FEATURES

1050' of side road relocations \$ 139,000

ESTIMATE SUMMARY

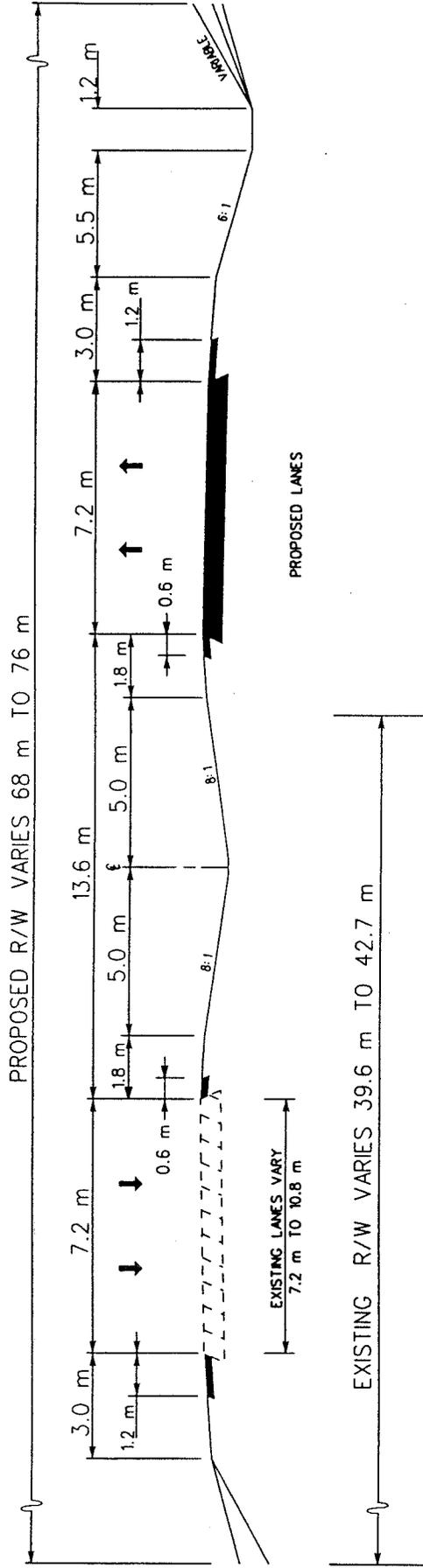
A. RIGHT OF WAY	\$ 2,126,000
B. REIMBURSABLE UTILITIES	\$ 292,300

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 354,000
D. GRADING AND DRAINAGE	\$ 1,521,000
E. BASE AND PAVING	\$ 5,356,000
F. LUMP ITEMS	\$ 1,403,000
G. MISCELLANEOUS	\$ 940,000
H. SPECIAL FEATURES	\$ 139,000

SUBTOTAL CONSTRUCTION COST	\$ 9,713,000
E. & C. (10%)	\$ 971,000
INFLATION (2 YRS. @ 5% PER YEAR)	\$ 1,097,000
TOTAL CONSTRUCTION COST	\$ 11,781,000

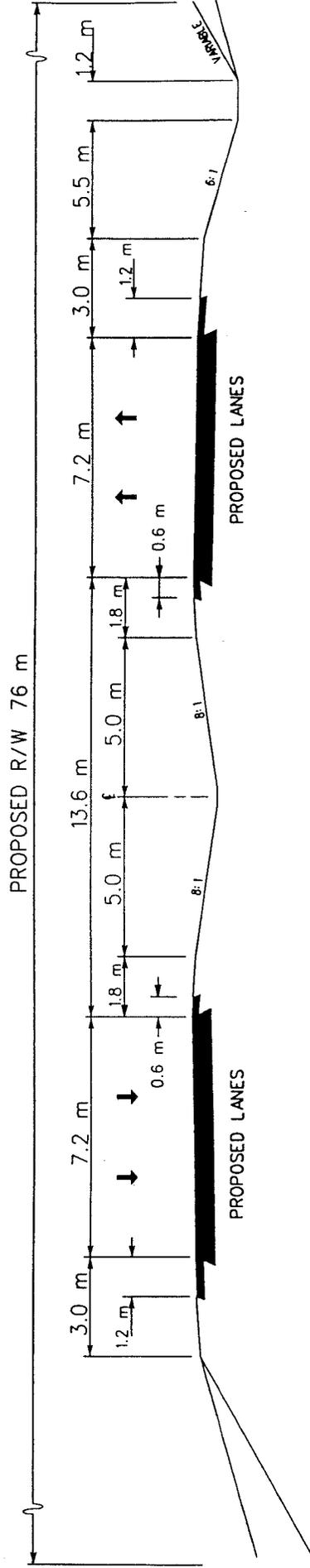
GRAND TOTAL PROJECT COST **\$ 14,199,300**



US 1 IMPROVEMENTS
EDS-545(32) JEFFERSON COUNTY

LIMITS SECTION APPLIES

- 1) CR 138 to 0.2 km north of CR 138
- 2) Just north of CR 127 to 0.3 km south of CR 129 South

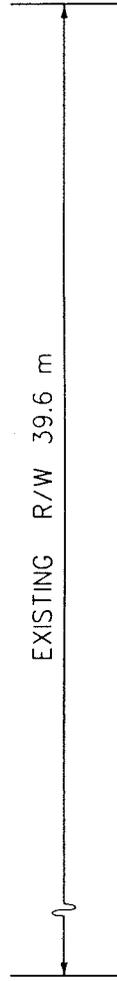
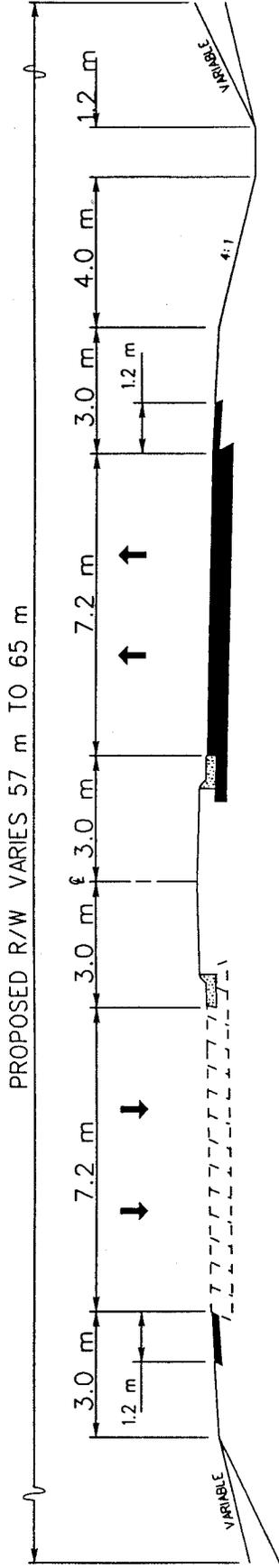


NEW LOCATION

US 1 IMPROVEMENTS
 EDS-545(32) JEFFERSON COUNTY
 LIMITS SECTION APPLIES

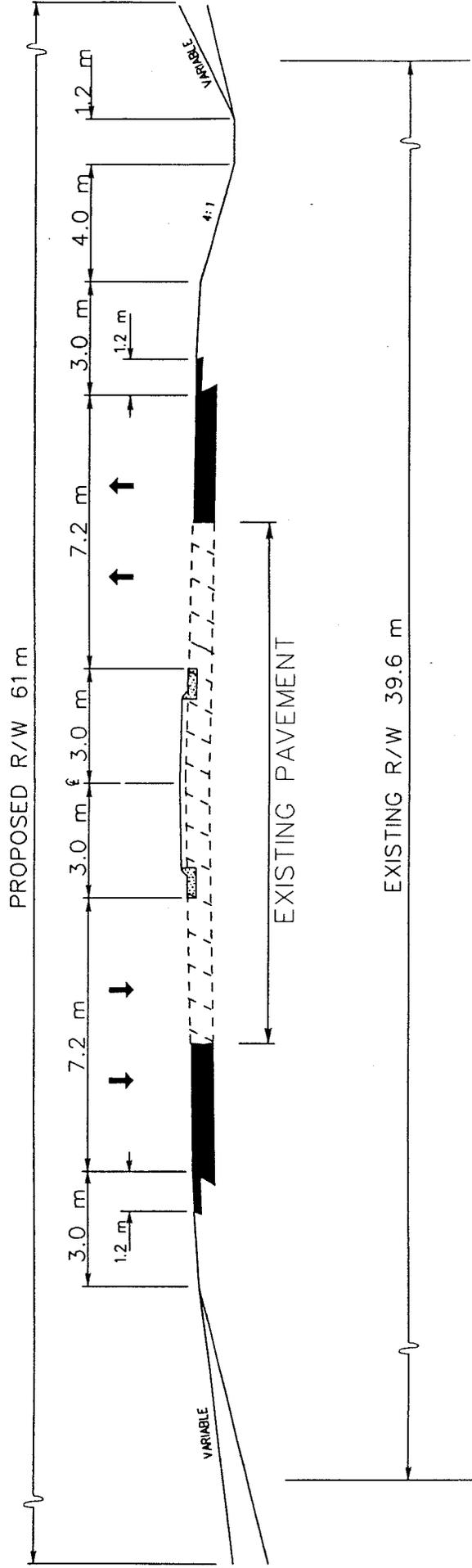
From 0.2 km north of CR 138 to just north of CR 127

NOT TO SCALE



US 1 IMPROVEMENTS
 EDS-545(32) JEFFERSON COUNTY
 LIMITS SECTION APPLIES
 From 0.3 km south of CR 129 South
 to 0.5 km north of CR 129 South

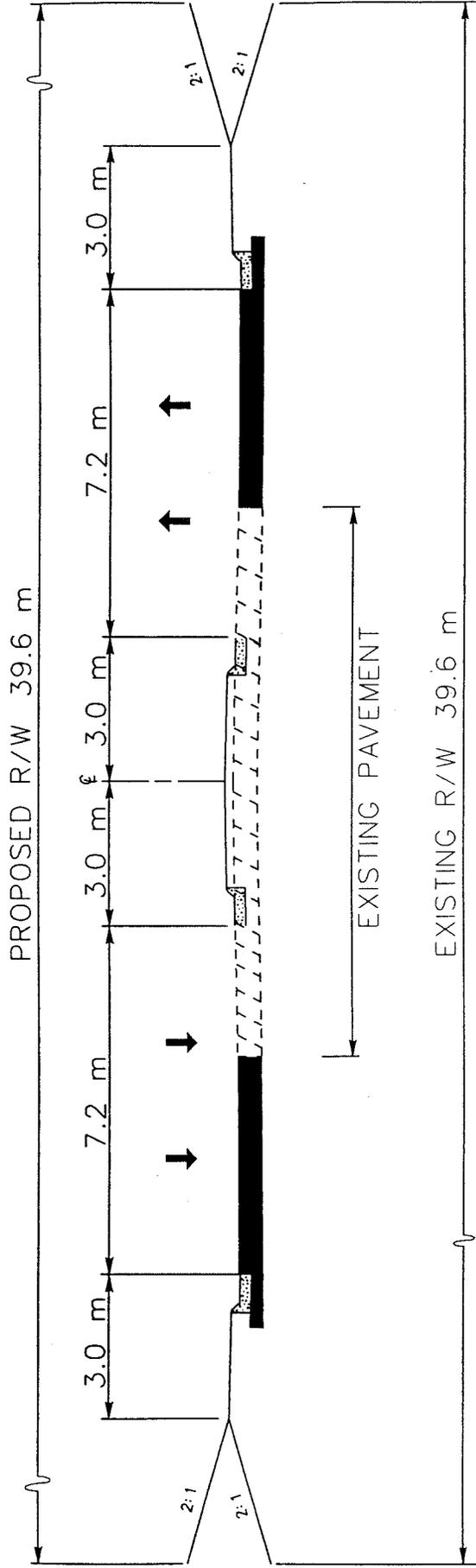
NOT TO SCALE



US 1 IMPROVEMENTS
 EDS-545(32) JEFFERSON COUNTY
 LIMITS SECTION APPLIES

From 0.5 km north of CR 129 South
 to CR 129 North

NOT TO SCALE



US 1 IMPROVEMENTS
 EDS-545(32) JEFFERSON COUNTY
 LIMITS SECTION APPLIES
 CR 129 North to proposed relocation
 of SR 88 in Wrens

NOT TO SCALE

**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 *ket* 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(32)
JEFFERSON COUNTY
P.I. NO. 222170

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

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/20/98
Date

[Signature]
State Environmental/Location Engineer

10/13/98
Date

Bob Mastri
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

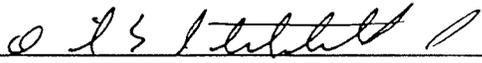
PROJECT CONCEPT REPORT

EDS-545(32)
JEFFERSON COUNTY
P.I. NO. 222170

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

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/20/98
Date 
State Environmental/Location Engineer

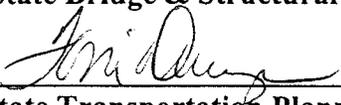
Date _____
Project Review Engineer

Date _____
State Road & Airport Design Engineer

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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 (32), Jefferson Co.
P.I. No. 222170

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

From:  M.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 CR 138 to the proposed relocation of SR 88. The existing two and three lane roadway will be widened to a four lane rural section with a 13.6 m median for approximately 0.2 km, then go on new location to just north of CR 127. From this point to southern most intersection with CR 129 the widening will provide for a 13.6 m median. At this point the median would taper to a 6 m raised median and continue as a four lane rural section to approximately 350 m from the end of the project where curb & gutter will be used. This concept report recommends the 45 mph speed limit be extended from the south city limits of Wrens southward for approximately 1.6 km. We recommend instead of the change in the speed limit being part of the concept, that a speed study should be made during the design phase of the project to determine the correct posted speed for this section of roadway. We also 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 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, Toni Dunagan, Bob Mustin, w/ attachment
Karl Alff, Sam Zeigler, James Kennerly, General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(32) JEFFERSON COUNTY P.I. NO. 222170

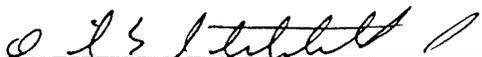
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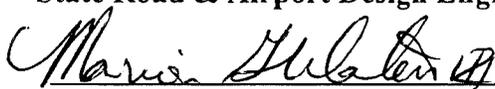
Date

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(32)
JEFFERSON COUNTY
P.I. NO. 222170

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

Date of Report: September 16, 1998

RECOMMENDATION FOR APPROVAL

9/20/98
Date

[Signature]
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 *DOB*

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer