

ORIGINAL COPY - FOR GENERAL FILE

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

*1 - Jerry  
2 - Rabbyale*

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(26) Toombs County OFFICE Preconstruction  
 P.I. No. 522200 DATE March 6, 1991

FROM *CWH*  
 C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - US 1/SR 4 IMPROVEMENTS

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

- Juan Durrence
- Robert E. Humphrey
- Frank Danchetz
- Herman Griffin
- Walker Scott
- Darrell Elwell
- Winn Guthrie
- Ron Colvin
- Craig Brack



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(26) Toombs County  
P.I. No. 522200

OFFICE Preconstruction

DATE February 6, 1991

FROM   
William J. "Juan" Durrence, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT US 1/SR 4 IMPROVEMENTS - PROJECT CONCEPT REPORT

This project is the widening and one-way pairing of US 1/SR 4 through Lyons from the south city limits to the north city limits for a project length of 3.26 miles. The existing US 1/SR 4 has two typical sections: (1) rural section with 2 lanes and 8' shoulders on 100' of right-of-way; and (2) urban section with 2 lanes, 10' shoulders w/sidewalks on 60' of right-of-way. Washington St., which is parallel to US 1/SR 4 and part of the one-way pair, has a rural section with two lanes and variable 2'-6' shoulders on 50' of right-of-way. Posted speeds are as follows:

- (1) 35 MPH from Gordon Ave, thru the CBD, to Toombs Ave.
- (2) 45 MPH from SR 178 to the CBD and from CBD to McBride Ave.
- (3) 50 MPH from south city limits to SR 178 and from McBride Ave. to north city limits.

There is a triple 10'x4'x48' concrete bridge culvert at a tributary to Swift Creek. Current and future traffic is 6500 VPD (1992) and 10,400 VPD (2012).

The proposed project will widen US 1/SR 4 as follows:

- (1) From S. City Limits northward 0.3 mi(±) - 4L rural w/14' flush median on minimum 150' right-of-way. (serves N.B. & S.B.)
- (2) From 0.3 mile north of S. C/L to Wilson Ave. - 4L urban w/14' flush median on minimum 86' right-of-way. (serves N.B. & S.B.)
- (3) From Wilson Ave. to McBride Ave. - utilize existing 2 lane urban section (40' pavement) on 60' of R/W. (serves N.B.)
- (4) From McBride Ave. to north city limits - 4 lane rural with 14' flush median on minimum 144' right-of-way. (serves N.B. & S.B.)

Existing Washington St., which will serve southbound traffic, will be widened to have an urban section with 2-15' lanes and 10' shoulders on existing 50' of right-of-way. The tie-in of Washington Street will have an urban section with 2-12' lanes on 44' of right-of-way. (new location).

Hal Rives  
Page 2  
February 6, 1991

EDS-545(26) Toombs County

Design speeds will be 45 MPH on all new location construction and will be the same as existing posted speeds on widening existing roads. The culvert at Swift Creek Tributary will be extended to appropriate length. Traffic will be maintained on existing roads during construction. The at-grade crossings on Washington Street and US 1 with the CSX Railroad have flashing lights, bells and gates with each having an acceptable Hazard Index of 1.86.

Two other alternates were considered: (1) A western bypass of Lyons and (2) A 5 lane section on US 1/SR 4 through Lyons. These were eliminated due to higher costs and heavy displacements in the CBD of Lyons. Environmental considerations for the recommended alternate are (1) displacements of 3 businesses; (2) COE 404 with 1.8(±) acres of wetlands; (3) 2 possible UST sites; (4) a public hearing will be required. The estimated cost of the project is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>LET DATE</u>
Constr(Infl&E/C)	\$4,902,000	\$5,017,000	FY 96
Right-of-way	\$1,353,000	No Est.	Preprogram
Utilities	LGPA*	No Est.	

\*LGPA to be sent after concept approval.

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

WJD/WLP/se

Attachment

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

APPROVED: Hal Rives  
Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION **RECEIVED**  
STATE OF GEORGIA

JAN 10 1991

INTERDEPARTMENT CORRESPONDENCE

**PRECONSTRUCTION**

**FILE** EDS-545 (26) Toombs County **OFFICE** Atlanta, Georgia  
P.I. No. 522200  
US 1/SR 4 Improvements: One Way Pair **DATE** January 9, 1991

**FROM** Robert E. Humphrey, Project Review Engineer **REH-10**

**TO** William J. Durrence, Director of Preconstruction

**SUBJECT** PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project.

We have received signed cover sheets from the following offices:

1. Traffic and Safety
2. District Engineer

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$3,565,000
Inflation (5% per year) x 5 yrs.	891,250
E & C (10%)	445,620
Preliminary Engineering (5%)	222,810
Right of Way	1,353,000
Utilities	LGPA Anticipated

MJB/jmf

Attachments

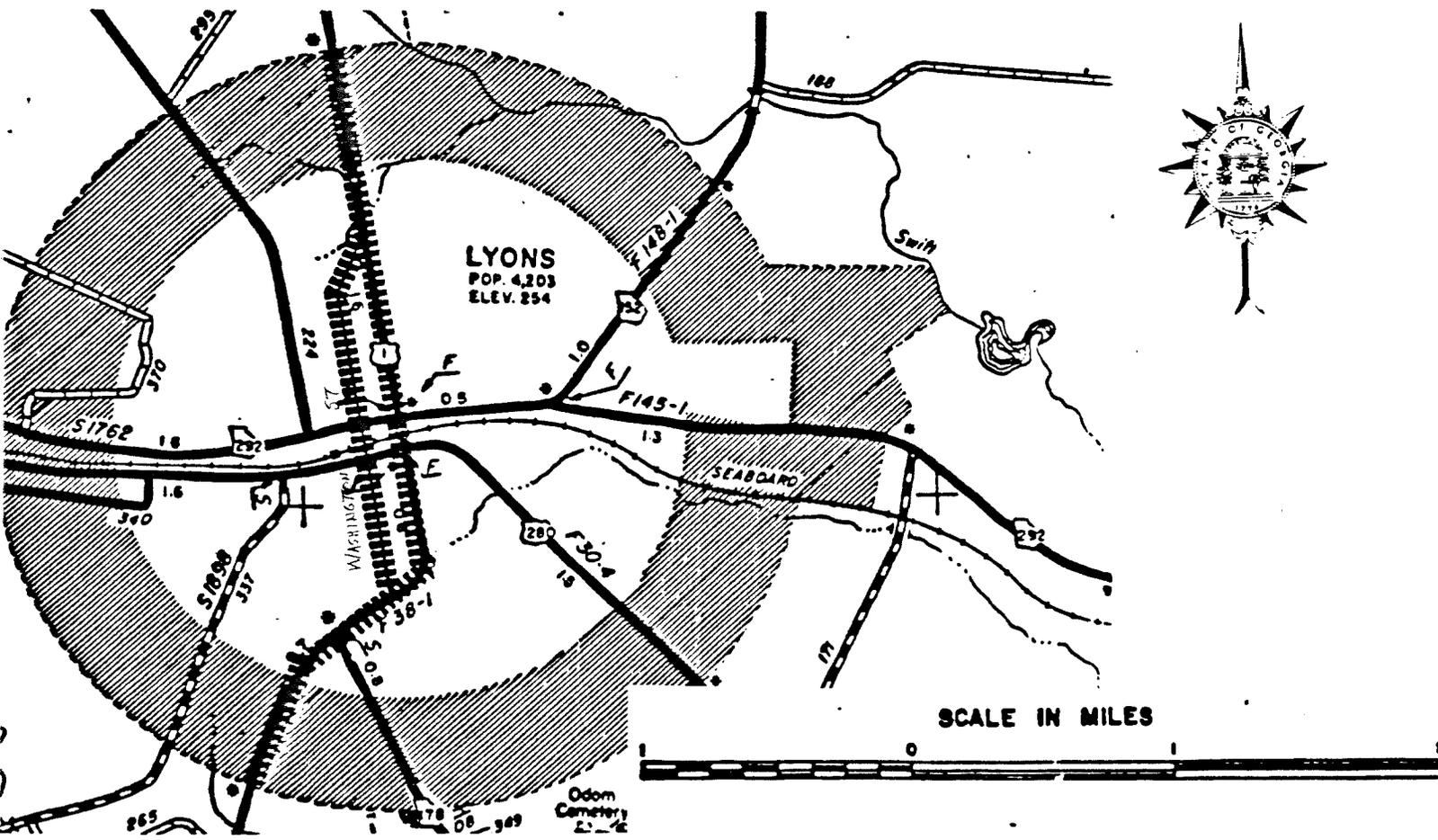
c: Frank Danchetz



OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-545(26)  
County: TOOMBS  
P.I. Number: 522200  
Federal Route Number: F 38 - 1  
State Route Number: 04



RECOMMENDATION FOR APPROVAL:

Oct 10, 1990  
DATE

Frank L. Danahy  
STATE ENVIRONMENTAL/LOCATION ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
STATE ROAD AND AIRPORT DESIGN ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
STATE TRAFFIC AND SAFETY ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DISTRICT ENGINEER/JESUP

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE EDS-545(26), TOOMBS COUNTY OFFICE Environment/Location  
P.I. No. 522200 DATE October 15, 1990

FROM <sup>FLD/etd</sup> Frank L. Danchetz, P.E., State Environmental/Location Engineer

TO Robert Humphrey, Project Review Engineer

SUBJECT Concept Report - U.S. 1/S.R. 4 Improvements w/One-Way Pair through Lyons

In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

FLD/KET

Attachment

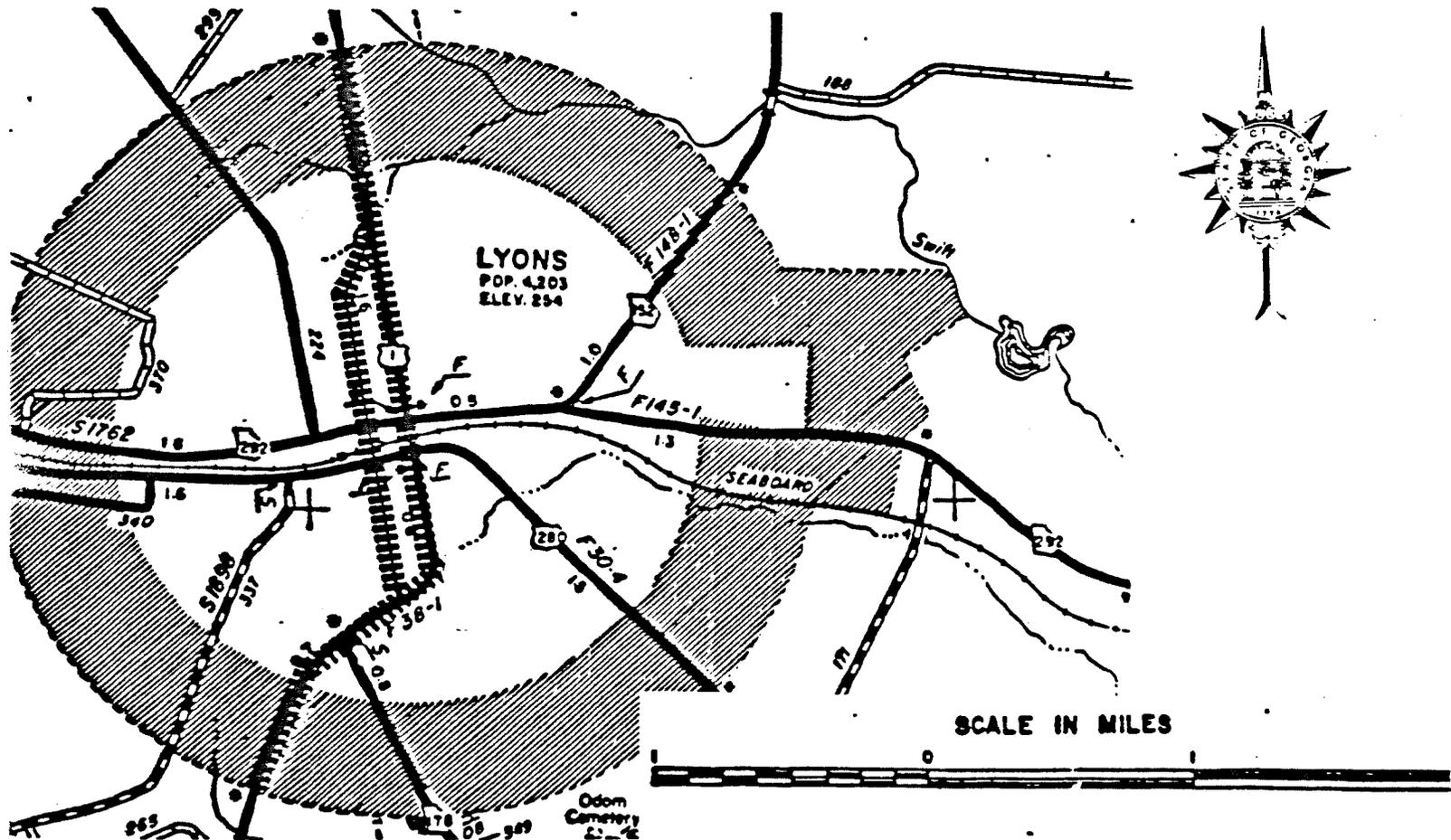
cc: J.B. Johnson  
Walker Scott  
Ronald Colvin  
Craig Brack/Jesup



OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-545(26)  
County: TOOMBS  
P.I. Number: 522200  
Federal Route Number: F 38 - 1  
State Route Number: 04



RECOMMENDATION FOR APPROVAL:

Oct 10, 1990  
DATE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DATE

11-27-90  
DATE

Frank L. Donahue  
STATE ENVIRONMENTAL/LOCATION ENGINEER

\_\_\_\_\_  
STATE ROAD AND AIRPORT DESIGN ENGINEER

\_\_\_\_\_  
STATE TRAFFIC AND SAFETY ENGINEER

Craig C. Branch  
DISTRICT ENGINEER/JESUP

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



**FILE** EDS-545(26) Toombs County  
PI 522200: Lyons One Way Pair

**OFFICE** Jesup

**DATE** November 27, 1990

**FROM** Craig C. Brack, P.E., District Engineer *PSU*

**TO** Bob Humphrey, P.E., State Project Review Engineer  
Atlanta

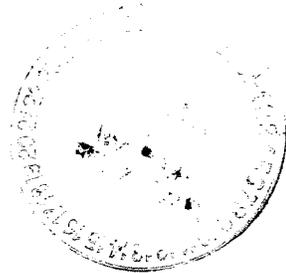
**SUBJECT** CONCEPT REPORT

We have reviewed the concept report for this project. The concept is satisfactory. We appreciate the opportunity to comment.

RGV:msj

attachment

cc: Frank Sweat  
Thomas Kicklighter  
Frank Danchetz





# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



FILE EDS-545 (26), Toombs Co.  
P.I. No. 522200

OFFICE Atlanta, Ga.

DATE October 17, 1990

FROM  Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the concept report on the above project for U.S. 1/S.R. 4 improvements/with one-way pair through Lyons. The project is located from U.S. 1 at the south city limits of Lyons, to U.S. 1, at the north end of Lyons. Length of project is 3.26 miles. Design speed is 45 MPH. for all new construction and existing roadways would have a design speed conforming to the posted speed limits along U.S. 1. The posted speed limits are 50 MPH. from the south city limits to S.R. 178, 45 MPH. from S.R. 178 to Gordon Avenue, 35 MPH. from Gordon Avenue (through the CBD) to Toombs Avenue, 45 MPH. from Toombs Avenue to McBride Avenue and 50 MPH. from McBride Avenue to the north city limits.

From the project's beginning and extending to a point on U.S. 1 (approximately 0.3 miles north of the south city limits), U.S. 1 would be widened to a four lane facility with a 14 ft. flush type median and open ditches. From this point to Wilson Avenue, U.S. 1 would be widened to a four lane facility with a 14 ft. flush median and curb and gutter. At Wilson Avenue, the one-way pair alignment would begin. U.S. 1/State Street would be utilized for the northbound traffic and southbound traffic would be routed along Washington Street. U.S. 1/State Street would be striped for oneway traffic. Proposed construction for Washington Street will provide two 15 ft. lanes with curb and gutter, minor reconstruction on Washington Street to improve the vertical alignment and striping for one-way traffic. The one-way pair alignment will end at McBride Avenue where U.S. 1 would transition into a four lane facility with a 14 ft. flush median and open ditches to the end of project located north of the city limits of Lyons.

We believe this project will provide for safety and operational capacity along U.S. 1/S.R. 4 and is, therefore, satisfactory for approval.

RC:LEO:lw

Attachment (signature page)

cc: Frank Danchetz, State Environmental/Location Engineer; Craig Brack - Jesup

PROJECT CONCEPT REPORT

DATE: SEPTEMBER 17, 1990

PROJECT NUMBER: EDS-545(26)

COUNTY: TOOMBS

PROJECT NAME: LYONS ONE-WAY PAIR

P.I. NUMBER: 522200

U.S. ROUTE NO: 001

STATE ROUTE NO: 04

LOCATION

FROM U.S. 1, AT THE SOUTH CITY LIMITS OF LYONS, TO U.S. 1, AT THE NORTH CITY LIMITS OF LYONS. TRAVEL LENGTH = 3.26 MILES

TRAFFIC

<u>CURRENT</u>		<u>PROJECTED</u>	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1992	6500	2012	10,400

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR; CONSTRUCTION ALONG EXISTING ROADWAY AND NEW LOCATION

URBAN ARTERIAL

EXISTING TYPICAL SECTION

2 LANES W/OPEN DITCH DRAINAGE AND 8' GRASSED SHOULDERS ON 100 FT. R/W ALONG U.S. 1

2 LANES W/CURB & GUTTER AND 10' SHOULDERS W/SIDEWALKS ON 60 FT. R/W ALONG U.S. 1

2 LANES W/OPEN DITCHES AND VARIABLE 2'-6' SHOULDERS ON 50 FT. R/W ALONG WASHINGTON ST.

POSTED SPEED

VAR. 35-50 MPH

MAX EXIST DEGREE OF CURVE

6°00'

MAX EXIST GRADE

4.62%

EXISTING MAJOR STRUCTURES

<u>RANK</u>	<u>P. RTG</u>	<u>S. RTG</u>	<u>FEATURES INTERSECTED</u>	<u>LENGTH</u>	<u>WIDTH</u>
N/A	0	82.2	BRANCH OF SWIFT CREEK	48.0'	TRIPLE 10'* 4'

PROJECT NEED: U.S. 1/S.R. 4 IS THE MAJOR NORTH-SOUTH CORRIDOR IN SOUTHEAST GEORGIA AND IS PART OF THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM. LAND USES ALONG THIS SECTION OF U.S. 1 CONSIST OF DENSE RESIDENTIAL AND COMMERCIAL DEVELOPMENT. THE PROPOSED ONE-WAY PAIR AND MULTI-LANING OF U.S. 1 WILL ELIMINATE CONGESTION AND ENHANCE THE TRAFFIC FLOW IN AND AROUND LYONS, AND WOULD IMPROVE THE OPERATIONAL CHARACTERISTICS AND SAFETY ALONG U.S. 1.

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(26), TOOMBS COUNTY

PROPOSED TYPICAL SECTION

(1) 4 LANES WITH A 14 FT. FLUSH MEDIAN, 10 FT. SHOULDERS, & OPEN DITCHES ON 150 FT. MIN R/W ALONG U.S. 1; (2) 4 LANES WITH A 14 FT. FLUSH MEDIAN, CURB & GUTTER, AND 10 FT. SHOULDERS ON 86 FT. MIN. R/W; (3) 2 LANES WITH CURB & GUTTER AND 10 FT. SHOULDERS ON 50 FT. EXISTING R/W ALONG WASHINGTON ST.; (4) UTILIZE EXISTING 2 LANES WITH CURB & GUTTER ON 60 FT. R/W ALONG U.S. 1/STATE ST.; (5) 2 LANES WITH CURB AND GUTTER AND 10 FT. SHOULDERS ON 44 FT. MIN. R/W.

DESIGN SPEED

45 MPH FOR ALL NEW CONSTRUCTION\*

35 MPH FROM GORDON AVE. TO TOOMBS AVE. (C.B.D.)\*

45 MPH FROM SR 178 TO THE C.B.D., AND FROM THE C.B.D. TO McBRIDE AVE.\*

50 MPH FROM SOUTH CITY LIMITS TO SR 178, AND FROM McBRIDE AVE. TO NORTH CITY LIMITS\*

MAX DEGREE OF CURVE

ALLOWABLE: 8° 00'  
PROPOSED: 8° 00'

ALLOWABLE: 14° 30'  
PROPOSED: N/A

ALLOWABLE: 8° 00'  
PROPOSED: 5° 45'

ALLOWABLE: 6° 00'  
PROPOSED: 3° 00'

MAX GRADE

ALLOWABLE: 6.5%  
PROPOSED: 4.0%

ALLOWABLE: 7.50%  
PROPOSED: 4.62%

ALLOWABLE: 6.50%  
PROPOSED: 3.97%

ALLOWABLE: 5.5%  
PROPOSED: 4.4%

\*SEE COMMENTS

MAJOR STRUCTURES: EXTEND EXISTING BRIDGE CULVERT AT THE BRANCH OF SWIFT CREEK

TYPE ACCESS: BY PERMIT ALONG EXISTING ROADWAYS AND PARTIAL LIMITED ON NEW LOCATION

TRAFFIC CONTROL DURING CONSTRUCTION: TRAFFIC WOULD BE MAINTAINED ON EXISTING ROADS.

ESTIMATED COST:

CONSTRUCTION: \$ 3,481,000

RIGHT-OF-WAY: \$ 1,353,000

E&C (10%): 348,000

ACQUIRED BY: D.O.T.

INFLATION: 357,000

UTILITIES: TO BE LGPA

2 YEARS AT 5% PER YEAR

ADJUSTED BY: NOT KNOWN AT THIS TIME

TOTAL CONST. COST: \$ 4,186,000

DISPLACEMENTS: 3 BUSINESSES

HAZARD INDEX: 1.86 WITH FLASHING LIGHTS, BELLS, AND GATES AT CSX RAILROAD INTERSECTIONS WITH U.S. 1/S.R. 4 AND WASHINGTON STREET; 4 TRAINS/DAY AT 10 MPH.

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(26), TOOMBS COUNTY

LEVEL OF ENVIRONMENTAL ANALYSIS: N/A - STATE AID.

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: NO

DESIGN VARIATIONS REQUIRED: NONE REQUESTED AT THIS TIME

OTHER PROJECTS IN AREA: EDS-545(23), (24), & (25) TOOMBS; EDS-545(14) TOOMBS/EMANUEL

CONCEPT TEAM MEETING DATE: AUGUST 23, 1990

LOCATION INSPECTION DATE: NOT SCHEDULED

PERMITS REQUIRED (4f, COE, 404, etc.): COE 404; APPROX. 1.8 ACRES OF WETLANDS

UNDERGROUND STORAGE TANKS: 2 POSSIBLE SITES WOULD BE IMPACTED; U.S.T. RESEARCH ASSIST-  
ANCE WAS REQUESTED FROM THE DISTRICT OFFICE ON AUGUST 23, 1990.

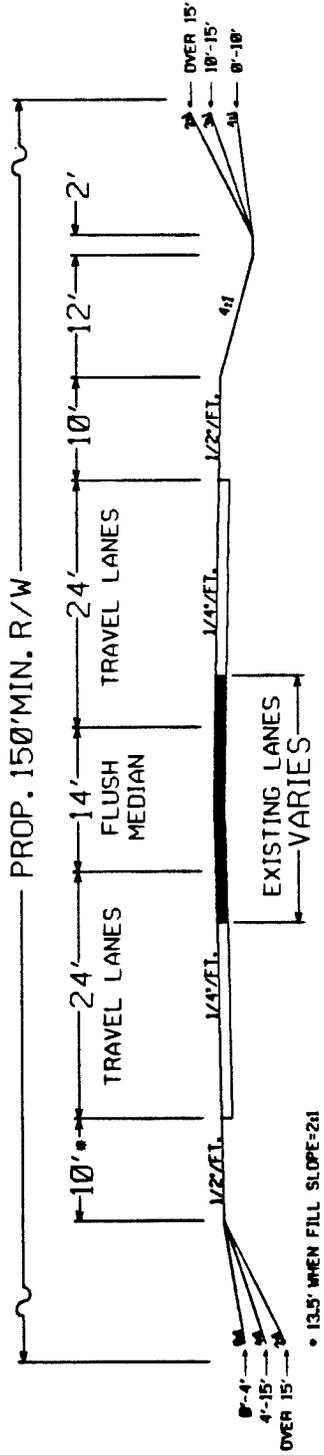
HAZARDOUS WASTE SITES: NONE KNOWN AT THIS TIME

OTHER ALTERNATES CONSIDERED: (1) A WESTERN BYPASS OF LYONS WAS STUDIED, BUT WAS RULED  
OUT BECAUSE IT WOULD BE MORE EXPENSIVE TO CONSTRUCT, IT IS NOT JUSTIFIED BY TRAFFIC,  
AND THERE WOULD STILL BE A NEED TO MULTI-LANE U.S. 1 THROUGH LYONS. (2) A FIVE LANE  
SECTION THROUGH TOWN WAS STUDIED, BUT WAS RULED OUT BECAUSE OF THE HEAVY DISPLACEMENTS  
IN THE CENTRAL BUSINESS DISTRICT OF LYONS.

COMMENTS: \*THE SPEED DESIGN WOULD BE 45 MPH FOR ALL NEW CONSTRUCTION AND EXISTING  
ROADWAYS WOULD HAVE A SPEED DESIGN THAT WOULD CONFORM TO THE POSTED SPEED LIMITS ALONG  
U.S. 1. THE POSTED SPEED LIMITS ARE 50 MPH FROM THE SOUTH CITY LIMITS TO S.R. 178, 45  
MPH FROM S.R. 178 TO GORDON AVE., 35 MPH FROM GORDON AVE. (THROUGH THE C.B.D.) TO  
TOOMBS AVE., 45 MPH FROM TOOMBS AVE. TO McBRIDE AVE., AND 50 MPH FROM McBRIDE AVE. TO  
THE NORTH CITY LIMITS.

FOR A DETAILED PROJECT DESCRIPTION, SEE ATTACHED CONCEPT TEAM MEETING MINUTES.

ATTACHMENTS: TYPICAL SECTIONS  
COST ESTIMATE  
CONCEPT TEAM MEETING MINUTES



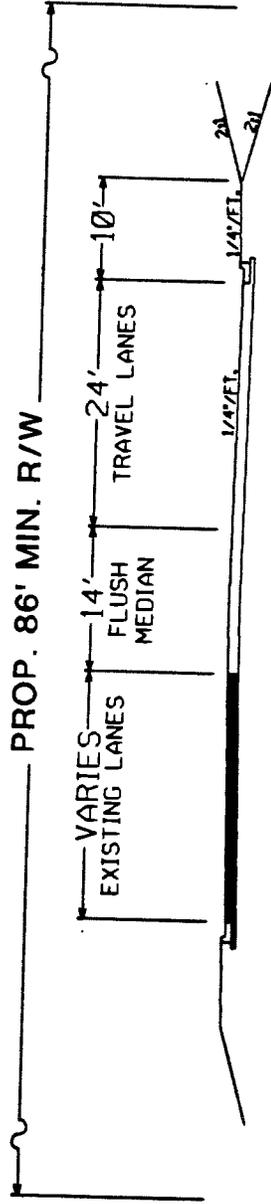
EDS-545(26), TOOMBS CO.  
TYPICAL CROSS SECTION

4 LANES W/ 14' FLUSH MEDIAN

WIDEN ALONG U.S. 1

FROM THE SOUTH CITY LIMITS OF LYONS

NORTHWARD APPROX. 0.3 MILES

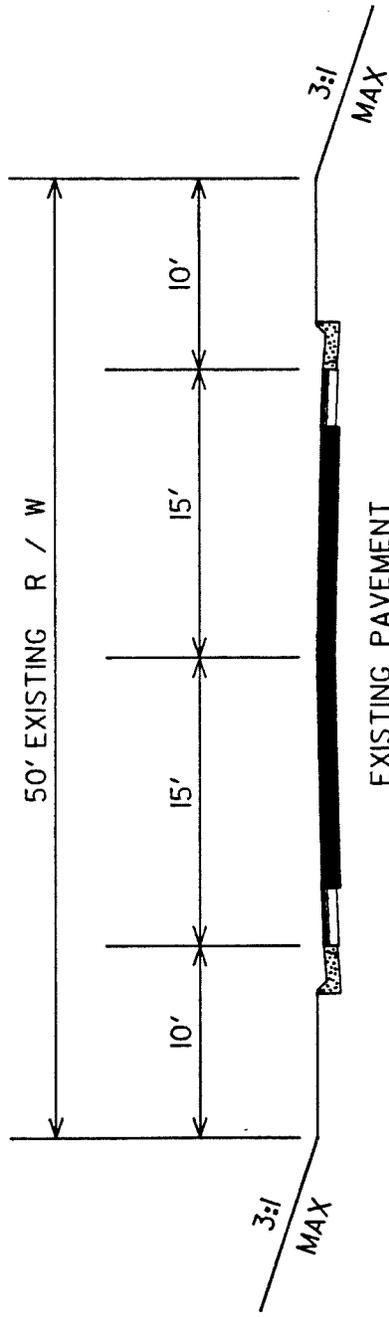


EDS-545(26), TOOMBS CO.  
TYPICAL CROSS SECTION

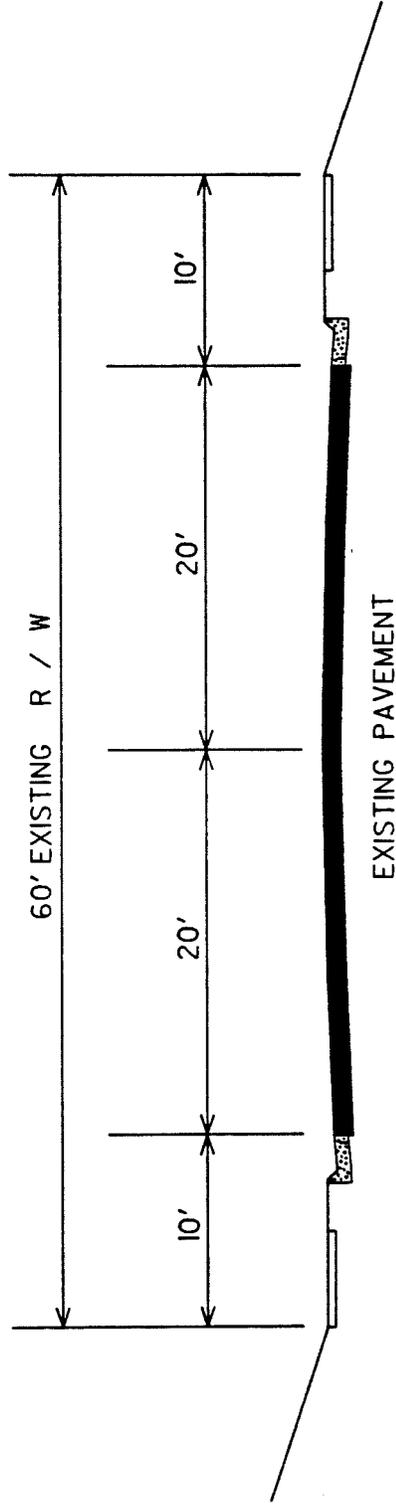
4 LANES W/14' FLUSH MEDIAN

WIDEN ALONG U.S. 1

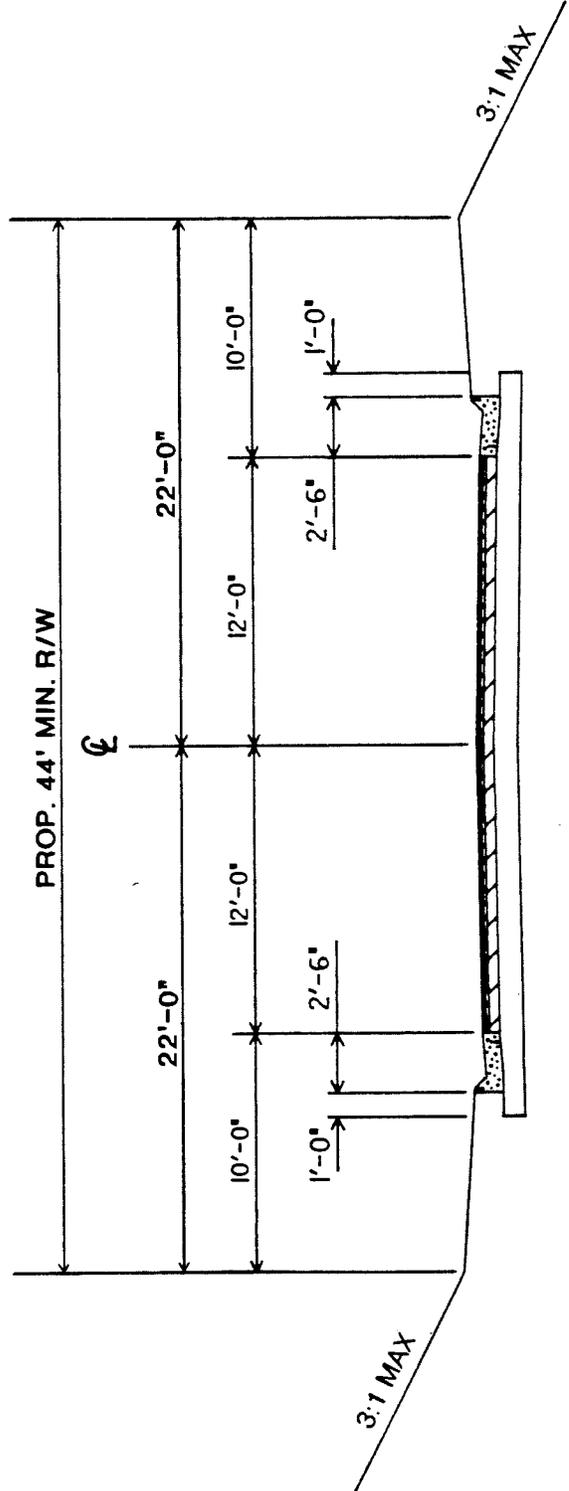
FROM 0.3 MILES NORTH OF THE SOUTH  
CITY LIMITS OF LYONS TO WILSON AVE.



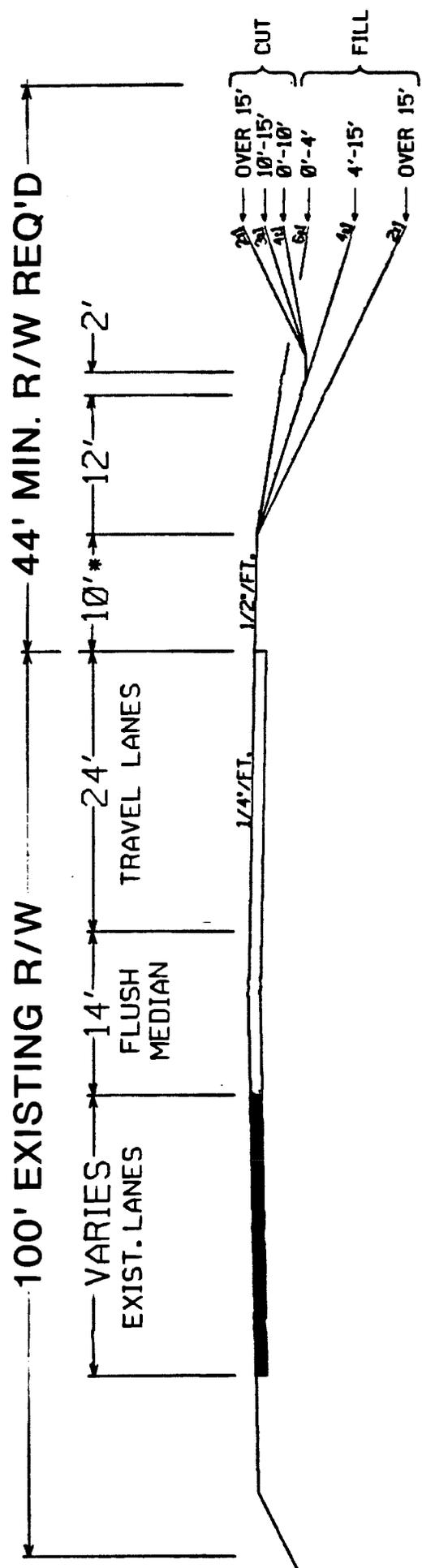
EDS-545(26), TOOMBS CO.  
WIDEN THE EXISTING 2 LANES OF WASHINGTON ST.



EDS-545(26), TOOMBS CO.  
UTILIZE THE EXISTING 2 LANES OF U.S. 1  
THROUGH DOWNTOWN LYONS  
(WILSON AVE. TO MCBRIDE AVE.)



EDS-545(26), TOOMBS CO.  
 2 LANE, NEW LOCATION  
 TIE-INS FOR WASHINGTON ST.



• 13.5' WHEN FILL SLOPE=2:1

EDS-545(26), TOOMBS CO.  
 TYPICAL CROSS SECTION  
 4 LANES W/14' FLUSH MEDIAN  
 WIDEN ALONG U.S. 1 FROM MCBRIDE AVE.  
 TO THE NORTH CITY LIMITS OF LYONS

PRELIMINARY COST ESTIMATE

DATE SEPTEMBER 11, 1990

PROJECT NO. EDS-545(26), TOOMBS

P.I. NO. 522200

PROJECT DESCRIPTION LYONS ONE-WAY PAIR: ALTERNATE "A" TRAVEL LENGTH = 3.26 MILES

5 LN RURAL(WIDEN & RETAIN EXISTING LANES)-0.79 MI.	2 LN URBAN (NEW LOCATION) - 0.94 MI.
(WIDEN & RECONSTRUCT EXIST. LNS)-0.23 MI.	(RECONSTRUCT EXISTING LANES)-1.15 MI.
5 LN URBAN(WIDEN & RETAIN EXISTING LANES)-0.61 MI.	(RESURFACE & RESTRIPE EXIST.)-1.11 MI.

PROPOSED CONCEPT ONE-WAY PAIR AND 4 LANES W/14 FT. FLUSH MEDIAN

EXISTING ROADWAY (IF APPLICABLE) 2 LANES URBAN AND RURAL

TRAFFIC: EXISTING 6500 ADT @ YR. 1992 DESIGN 10,400 ADT @ YR. 2012

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

**PROJECT COSTS**

<b>A. RIGHT OF WAY</b>	
1. PROPERTY (LAND AND EASEMENTS)	\$ 415,000
2. DISPLACEMENTS	\$ 433,000
23 - HOUSES; 1 - BUSINESSES; 2 - MOBILE HOMES	
3. OTHER COSTS	\$ 505,000
<b>SUBTOTAL</b>	<b>\$ 1,353,000</b>
<b>B. REIMBURSABLE UTILITIES</b>	
1. RAILROAD	\$ _____
2. TRANSMISSION LINES	\$ _____
3. SERVICES	\$ _____
<b>SUBTOTAL</b>	<b>\$ TO BE LGPA</b>
<b>C. MAJOR STRUCTURES</b>	
1. WALLS	\$ _____
2. BRIDGE STREAM CROSSINGS	\$ _____
3. BRIDGE OVER/UNDERPASS	\$ _____
4. BOX CULVERTS	\$ 65,000
EXTEND SINGLE 10'* 5' AND TRIPLE 10'* 4'	
<b>SUBTOTAL</b>	<b>\$ 65,000</b>

<b>D. GRADING AND DRAINAGE</b>		252000
1. EARTHWORK	\$	<del>168,000</del>
84,000 CY U.E.		
2. DRAINAGE		
a. CROSS DRAIN PIPES (EXCL. BOX CULVERTS)	\$	_____
THIS ITEM IS INCLUDED IN LONGITUDINAL SYSTEM		
b. CURB AND GUTTER	\$	234,000
28,449 LF		
c. LONGITUDINAL SYSTEM (INCL. CATCH BASINS)	\$	525,000
	<b>SUBTOTAL</b>	<del>927,000</del>
		1,011,000
<b>E. BASE AND PAVING</b>		
1. AGGREGATE BASE	\$	476,000
40,956 T - 10.00 IN.		
2. ASPHALT PAVING	\$	914,000
29,566 T-1.50 IN. "E"; 2.00 IN. "B"; 3.00 IN. ASPHALTIC CONCRETE BASE		
3. CONCRETE PAVING	\$	_____
4. OTHER	\$	130,000
	<b>SUBTOTAL</b>	\$ 1,520,000
<b>F. LUMP ITEMS</b>		
1. TRAFFIC CONTROL	\$	231,000
2. CLEARING AND GRUBBING	\$	152,000
32 ACRES		
3. LANDSCAPING	\$	43,000
4. EROSION CONTROL	\$	54,000
5. DETOURS (INCL. TEMP. BRIDGES)	\$	_____
	<b>SUBTOTAL</b>	\$ 480,000
<b>G. MISCELLANEOUS</b>		
1. LIGHTING	\$	_____
2. SIGNING - STRIPPING	\$	87,000
3. GUARDRAIL	\$	_____
4. OTHER	\$	282,000
	<b>SUBTOTAL</b>	\$ 369,000
<b>H. SPECIAL FEATURES</b>		
2 SETS OF FLASHING LIGHTS, BELLS, AND GATES	\$	120,000





The project was reviewed in its entirety and the following comments and recommendations were made:

#### Local Officials

- A. Citizens on the north end of Washington St. are concerned with the possible noise and traffic congestion, through their neighborhood, that might be brought on by this project.
- B. The new location tie-in at the north end of Washington St. would go between a lake and a house, owned by a doctor, and might bring opposition from the owner of the house. The local officials were asked for suggestions of a better location for the northern tie-in, but it was concluded that any other location would result in additional displacements.
- C. The local officials were concerned with existing on-street parking and the possible location of traffic signals. They were told that on-street parking would be maintained wherever possible, and traffic signals would be addressed when design traffic is made available.

#### Road Design

- A. Skyline Blvd. should be realigned if possible to provide a more desirable angle of intersection with US 1/SR 4.

#### Traffic & Safety

- A. The intersection at US 1 and Skyline Blvd. should be improved if possible.
- B. A blue-line copy of the intersections of the CSX railroad with US 1 and Washington St. was requested so that the Traffic & Safety Office may begin studies of the grade crossings.

#### Jesup District

- A. It looks as if there would be more displacements and other impacts to the area if Lanier St. (which is one block east of US 1), instead of Washington St., is utilized as part of the one-way pair. This should be addressed prior to the public hearing.
- B. How will the reconstruction along Washington St., just north of SR 292, affect the businesses in that area?
  1. Because of the railroad, the elevation of the road would have to be raised a few feet which would cause driveways in the area to be steepened and parking on the existing R/W would no longer be allowed. The few businesses in question seem to have available parking outside the existing R/W and should not be hurt by the loss.

- C. The district office will investigate the project to locate all U.S.T.'s within the project corridor.

Planning

- A. The Office of Planning will provide a need and purpose statement for the project.

Schedules

- A. A public hearing for the project will be scheduled for mid-December 1990.
- B. Mapping photography will be flown in February 1991 and mapping for the project will begin in January 1992.

Distribution: Juan Durrence, Kirby Hamil, Gene Skeen, Walker Scott, Paul Liles, Ronald Colvin, Robert Humphrey, Dudley Ellis, Don Welch, Craig Brack/Jesup, Peter Malphurs/Attention: Melvin Collins, Wink Kirk, Ron Brown, Toni Dunagan