



## Department of Transportation

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August 9, 2007

Thank you for attending the Public Hearing Open House EDS - 545(23, 24, 25, 26), BR-0001-00(216), & BHN-038-1(36, 37), Appling and Toombs Counties, P.I. Nos. 522220, 522180, 522190, 522200, 0001216, 0001365, 522185 & 522225, the proposed widening of US1/SR 4 from CR 3/West River Road near the Edwin L. Hatch Nuclear Power Plant south of the Altamaha River in Appling County to CR 334/Rasmando Road at Milepost 21.3 in Toombs County, a distance of 23.7 miles. In this handout package you will find a project description, need and purpose, summary of environmental study, right of way acquisition, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Georgia Department of Transportation (GDOT) representatives, who can be identified by the name tags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a GDOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until August 23, 2007. Written comments should be sent to Mr. Glenn S. Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at [www.dot.state.ga.us](http://www.dot.state.ga.us). Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the Public Hearing Open House at the Georgia Department of Transportation Area Engineer's Office located at 739 East Barnard Street, Glennville, GA 30427. A copy of all comments received will be available for public review at this same location and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336 as soon as compilation is completed.

Again, thank you for attending this Public Hearing Open House and for giving us your comments.

Sincerely,

A handwritten signature in black ink that reads "M. Babs Abubakari" with a small circular mark at the end.

Babs Abubakari, P.E.,  
State Consultant Design Engineer

GSB/ce

Attachments

## Need and Purpose

The Governor's Road Improvement Program (GRIP) is Georgia's system of proposed economic developmental highways that was initiated in 1989 to provide multi-lane access to areas of the state not served by the Interstate highway system. Governor Joe Frank Harris stated that only 6.5 percent of Georgia's primary highway systems are four-lane roadways, which means that the remaining 93.5 percent of the primary highway system is ill-suited to handle the increased traffic, bigger trucks, and heavier loads that exist today. He indicated that many communities that are not served by a four-lane highway are at a disadvantage when competing for economic growth. Multi-lane highways are needed to maintain the state's competitive position in the southeast (GDOT, 1991).

### **GRIP was initiated for the following purposes (GDOT, 2005a):**

- **Connectivity in rural Georgia:** GRIP would connect 95 percent of Georgia cities with a population of 2,500 or more to the Interstate system and ensure that 98 percent of all areas in the state would be within 20 miles of a 4-lane roadway.
- **Provide opportunities for growth:** Several studies have provided evidence that GRIP fosters economic development.
- **Provide effective and efficient transportation for the growing statewide population.**
- **Provide safer travel in rural areas:** Accidents occur three times more often on 2-lane highways than on multi-lane highways. This is particularly true on roadways with higher travel volumes.

In Georgia, GRIP originally consisted of 14 corridors with 2,690 miles of roadway. This total increased to 3,163 miles of roadway during the 2001 Legislative session, when the General Assembly added six routes to the program. These corridor improvements effectively link rural Georgia communities with a multi-lane primary network that compliments the already completed Interstate highway system. The system would interconnect principal urban centers and geographic regions and would establish energy efficient links between resources, industries, and markets. It would provide access for oversized trucks to all cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system are opportunities to attract industry, business, and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites. This would serve to provide a positive and stable base for future economic growth. In addition, the system would serve to provide a needed stimulus in areas of Georgia where growth has historically lagged.

### **Deficiencies in the System**

The 2005 average annualized daily traffic (AADT) volumes for this section of U.S. 1 / S.R. 4 ranged from 4,280 vehicles per day (VPD) in Toombs County, south of S.R. 147 to 3,790 vehicles per day in Toombs County south of Lyons (Georgia Department of Transportation, 2005). The AADT's in this area have varied over the past five years, with a downward trend. During the past five years, traffic volumes ranged from a low of 3,960 vehicles per day to the south of S.R. 147 in Toombs County to a high of 8,040 to the south of Lyons in Toombs County.

The traffic projections have estimated even higher traffic in the city of Lyons. In 2010, traffic volumes in downtown Lyons are estimated to be as high as 17,800 VPD. By 2030, the traffic volumes in downtown Lyons are estimated to be as high as 26,500 VPD.

In order to determine whether roadways are operating efficiently, they are analyzed using various measures of effectiveness (MOE) including density, delay, free-flow speed, and the amount of time spent following other vehicles. The Highway Capacity Manual has standard formats for translating these MOEs into a level of service (LOS) scale. Level of service is a normalized sequence which can be generally associated with increasing traffic congestion. LOS ranges on a discrete scale from LOS “A” (free flowing conditions) through LOS “F” (bumper to bumper congestion). U.S. 1 / S.R. 4 in Appling and Toombs Counties has generally operated at LOS “B” conditions in 2003. The 2010 traffic projections for the city of Lyons indicate that U.S. 1 / S.R. 4 would be operating at LOS “F” in sections of the downtown area. Outside the city of Lyons, the projected level of service on U.S. 1 / S.R. 4 in 2030 would be LOS “C” – “D” if the roadway facility was not improved. The 2030 traffic projections for the city of Lyons indicate that sections of U.S. 1 / S.R. 4 in the downtown area would continue to operate at LOS “F”. However, allowing U.S. 1 / S.R. 4 to remain as a 2 lane roadway would not be consistent with the GRIP program. If the facility is improved to a 4-lane divided roadway, the level of service would increase to LOS A in the rural areas. The level of service on some sections of downtown Lyons U.S. 1 / S.R. 4 would remain at LOS “F”. This is because of the traffic traveling between Vidalia and Lyons on SR 292 and on SR 280/SR 30. The AADT for SR 292 and for SR 280/SR 30 projected for 2010 and 2030 respectively, are 9,200 and 13,500 and 12,750 and 18,600 (VPD). Some minor benefits may exist to relieve congestion in downtown Lyons with the proposed project, by allowing vehicles just driving straight through to a different destination the ability to use the bypass; thus slightly helping traffic congestion in Lyons.

**Table 1: Corridor Crash Rates**

	Crash Rate – US 1/SR 4	Injury Rate – US 1/SR 4	Statewide Crash Rate - Rural Principal Arterial	Statewide Injury Rate - Rural Principal Arterial
2003	120.7	47.7	148	51
2004	188.5	63.5	172	58
2005	159.5	50.5	141	49
Source: Georgia Department of Transportation				

The crash rates and injury rates for U.S. 1 /S.R. 4 between Plant Hatch and C.R. 334 during the period 2003 to 2005 as shown in Table 1 exceed the respective statewide rates for rural principal arterial facilities for years 2004 and 2005. Since 2003, there have been three (3) fatal collisions along this section of roadway resulting in four (4) deaths. Angle collisions resulted in two (2) of the fatal collisions, with a run-off-the-road collision accounting for the third. Reconstructing U.S. 1 /S.R. 4 as a multilane divided roadway should make the roadway safer for motorists by separating the northbound and southbound traffic with a median and providing safe opportunities to pass.

The proposed project would greatly enhance traffic flow from West River Road in Appling County to C.R. 334 / Rasmando Road in Toombs County. Also, the project would provide additional improvements at various intersecting highways to provide a safer and more efficient transportation facility along the entire U.S. 1 / S.R. 4 corridor. Many of the intersection improvements are made to improve geometrics, which involves relatively minor shifts in the intersecting roadway alignment to allow a 90 degree angle at the intersection.