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May 23, 2006

Thank you for attending the public information open house for EDS-545 (23-26), P.I. No. 522220, 522180, 522190, and 522200, the proposed widening of US 1/SR 4 from SR 3/West River Road near the Edwin L. Hatch Nuclear Power Plant south of the Altamaha River in Appling County to SR 130/Resmondo Road at Milepost 21.3 in Toombs County, a distance of 25.9 miles. In this handout package you will find a project description, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) 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 DOT 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 June 6, 2006. Written comments should be sent to Mr. Harvey D. Keepler, 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***. 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 proposed project.

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

Again, thank you for attending this public information open house and for giving us your comments.

Sincerely,

Buddy Gratton, P.E.
Director of Preconstruction

BG/ap/tt

Attachments

PROJECT EDS-545(23-26) APPLING AND TOOMBS COUNTIES
PROJECT DESCRIPTION

U.S. 1/ S.R. 4 is an existing two lane rural roadway throughout the project length from the Edwin I Hatch Nuclear Power Plant (Plant Hatch) to S.R. 130. The existing right-of-way along this segment of U.S. 1 / S.R. 4 is as follows:

- County Road (C.R.) 3 (West River Road) in Appling County to approximately 850 feet south of C.R. 49 (Bob Cato Circle) in Toombs County – approximately 200 feet of existing right-of-way

- Approximately 850 feet south of C.R. 49 to S.R. 130 – approximately 100 feet of existing right-of-way (existing right-of-way expands to approximately 300 feet at S.R. 29 / S.R. 15).

The preferred alternative consists of the widening of U. S. 1 / S. R. 4 in Appling and Toombs Counties. The proposed improvement would reconstruct the existing 2-lane roadway to a 4-lane divided roadway with a grass median. The southern terminus of this project is Appling County milepost 20.7 located at C.R. 3 near Plant Hatch and the northern terminus of the project is at Toombs County milepost 21.3 located at C.R. 334 (Rasmondo Road) / S.R. 130. The length of this project is approximately 25.9.

The alignment for the proposed project was developed by the Georgia Department of Transportation (GDOT). As a standard procedure, GDOT includes environmental parameters as an integral part of the location investigation prior to determining a proposed alignment. Basic data of the corridor is gathered and studied. At a minimum, data for this project included aerial photography, topographic maps, existing and projected traffic volumes, previous studies, wetland inventory maps, soil survey maps, floodplain maps, and Georgia Department of Natural Resources (GDNR).

Wetland or hydric soil boundaries, floodplains, parks and recreational facilities, known or suspected historical and archaeological sites, existing right-of-way, possible underground storage tank (UST)/landfill/hazardous waste sites, and areas of possible endangered species habitat were delineated on the aerial photography prior to delineating an alignment. Also identified on the aerial photography are other sensitive features such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas.

During development of the proposed alignment, avoidance of sensitive ecological, historic and archaeological areas was a primary focus. In the event that avoidance was not possible, every attempt was made to minimize harm to these resources. The proposed alignment was field checked to determine additional environmental effects and refinements were made to further minimize harm to both the natural and built environment.

The project includes the following components:

EDS-545 (23)

EDS-545 (23) consists of the widening and relocation of an approximately 8.2 mile segment of U.S. 1 / S.R. 4 between Appling County mile post 20.7, located at C.R. 3 (West River Road) and Toombs County mile post 7.7, located at S.R. 56. Approximately 6.7 miles of this improvement involves reconstruction of the existing two lane facility to a four lane divided facility with a design speed of 65 miles per hour. Approximately 1.8 miles of the improvement involves construction of a new four lane divided roadway on new location. The roadway would consist of two 12 foot lanes in each direction divided by a grassed median. The proposed median would be 32 feet wide from C.R. 3 to approximately 3,000 feet south of S.R. 147. From that point to S.R. 56, the median would be 44 feet wide. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside for both cross sections. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder. Drainage is via open swale. Intersections at C.R 51, C.R. 52, and S.R. 56 would be relocated as part of the proposed project. C.R. 112 would have no direct access to U.S. 1 / S.R. 4. From C.R. 3 to approximately 2,400 feet north of C.R. 3, the improvement would primarily take place on the west side of the existing roadway. From that point north to approximately 1,600 feet south of S.R. 147 / C.R. 364, the improvement would be constructed on the east side of the existing alignment. From that point north to S.R. 56, the improvement would generally occur on the east side of the existing roadway, but some additional right-of-way would also be required from the west side of the facility for much of this section. The right-of-way requirements for this section are as follows:

- C.R. 3 to approximately 2,800 feet north of S.R. 147 / C.R. 364 – approximately 250 feet of required right-of-way

- Approximately 2,800 feet north of S.R. 147 / C.R. 364 to approximately 3,150 feet north of S.R. 147 / C.R. 364 – approximately 225 feet of required right-of-way

- 3,150 feet north of S.R. 147 / C.R. 364 to S.R. 56 – approximately 250 feet of required right-of-way

From approximately 2,000 feet north of C.R. 52 (Sam Beasley Road) to S.R. 56, the preferred alignment utilizes new location up to approximately 1,700 feet east of the existing U.S. 1 / S.R. 4 facility. This alignment was shifted to avoid two historic resources and reduce wetland impacts.

The bridge over Cobb Creek was built in 1940 and consists of concrete bents, concrete T-beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 67.0 and the bridge is classified as functionally obsolete. This bridge will be replaced due to inadequate load design. This replacement bridge (Project BHN-038-1(37))

would be approximately 41.3 feet wide and 420 feet long. A new parallel bridge would also be constructed as part of project EDS-545(23) to accommodate the additional lanes.

The bridges over the Altamaha River, the Altamaha River Overflow, and Williams Creek are scheduled to be replaced. These bridges are in poor condition and classified as structurally deficient and are being replaced under a separate project (BR-0001-00(216). Parallel bridges will be built under project EDS-545(23) to accommodate southbound traffic.

EDS-545(23) would also include reconstructing bridge culverts over a branch of Open Creek and another unnamed creek.

The following intersections are proposed to be improved along the U.S. 1 / S.R. 4 corridor as part of EDS-545(23):

Toombs County

- C.R. 51 (Bud Jordan Road) would be realigned to the south approximately 550 feet for improved geometrics.
- C.R. 52 (Sam Beasley Road) would be realigned to the south approximately 70 feet for improved geometrics.
- C.R. 112 (Rep Jones Road) would have no direct access to realigned U.S. 1 / S.R. 4.
- S.R. 56 intersection would be moved approximately 1,450 feet to the east to meet the realigned U.S. 1 / S.R. 4.

Minor realignments to achieve 90 degree intersections are proposed at the following intersections: CR 49 (Bob Cato Road), CR 43 (Henry O'Neal Road), CR 40 (H. Powell Road), CR 460 (Geraldine Corner Road), and CR 429 (A.W. Tuten Circle).

EDS-545(24)

EDS-545(24) consists of the widening and relocation of an approximately 4.6 mile segment of U.S. 1 / S.R. 4 in Toombs County from S.R. 56 to S.R. 15 / S.R. 29. The approved concept is a four lane divided facility with grassed median and would begin on new location at S.R. 56. The new alignment would be located approximately 1,450 feet east of the existing U.S. 1 / S.R. 4 corridor. The new alignment would merge into the existing U.S. 1 / S.R. 4 corridor approximately 3,800 feet north of S.R. 56. This alignment was shifted to avoid three historic properties and the Toombs Central School. From this point to the north, additional right-of-way for the improvement would primarily be obtained from the east side of the road, with a small amount of right-of-way taken from the west side. Approximately 3,800 feet north of C.R. 106 (George Hill Road), the alignment would shift to new location to the west of the existing roadway to avoid an historic property. The preferred alignment would be located up to 350 feet west of the existing roadway and then merge back into the existing alignment approximately 1,800 feet north of C.R. 105 (Lawson Road). From this

point to the north, additional right-of-way would be taken primarily from the west side of the roadway, with a small amount of right-of-way taken from the east side. At C.R. 98 (Tom Odom Road), the right-of-way acquisition shifts completely to the west side to avoid a historic property on the east side of the highway. At S.R. 29 / S.R. 15, the northern terminus of EDS-545(24), the alignment shifts to widen the east side. The right-of-way required for EDS-545(24) is approximately 250 feet. However, the improvement of the S.R. 29 / S.R. 15 intersection would require up to approximately 370 feet of right-of-way. Existing right-of-way along this segment is approximately 100 feet, but there is approximately 320 feet of existing right-of-way available at the S.R. 29 / S.R. 15 intersection. Access would be by permit along the existing roadway and partially controlled along the new location. The proposed typical section would be four 12 foot lanes with a depressed 44 foot grass median and open swale drainage. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder. The proposed design speed is 65 miles per hour.

There is no bridge or culvert construction on this segment of the project.

The following intersections would also be modified as part of EDS-545(24):

- C.R. 106 (George Hill Road) – approximately 800 feet of C.R. 106 to the west of U.S. 1 / S.R. 4 would be realigned to the north for better geometrics. However, the point of intersection with U.S. 1 / S.R. 4 would be approximately the same as the existing intersection.

- C.R. 105 (Lawson Road) would be moved approximately 325 feet to the west to meet the realigned U.S. 1 / S.R. 4.

- C.R. 425 would be shifted approximately 270 feet to the north for improved geometrics and to align with C.R. 103.

- C.R. 103 (4 Acres Road) would be shifted approximately 210 feet to the south for improved geometrics and to align with C.R. 425.

- C.R. 98 (Tom Odom Road) would be shifted approximately 80 feet to the south for better geometrics and to align with C.R. 102.

- C.R. 102 (Arlie Flanders Road) would be shifted approximately 400 feet to the south for improved geometrics and to align with C.R. 98.

- C.R. 101 (Cudgan Williams Road) would be shifted approximately 1,320 feet to the north for improved geometrics and improved intersection spacing.

- C.R. 97 would be shifted approximately 610 feet to the south for improved geometrics and improved intersection spacing.

- S.R. 29 / S.R. 15 would be shifted approximately 900 feet to the north for improved geometrics and improved intersection spacing.

- C.R. 117 (Harndon Road) would be shifted approximately 120 feet to the north for improved geometrics and to align with the new S.R 29 / S.R. 15 intersection.

EDS-545 (25)

EDS-545 (25) consists of the widening of an approximate 5.8 mile segment of U.S. 1 / S.R. 4 in Toombs County from S.R. 15 / S.R. 29 at mile post 12.2 to C.R. 386/Green Oak Road. The proposed design concept is a four lane divided typical section. From S.R. 15 / S.R. 29 to approximately 1,400 feet north of C.R. 119 / C.R. 305 (Bobby Williamson Road), the new roadway would be constructed primarily to the east of existing U.S. 1 / S.R. 4, but a small strip of right-of-way would also be acquired on the west side of the road. From approximately 1,400 feet north of C.R. 119 / C.R. 305 to C.R. 386, the new road would be constructed primarily to the west of the existing roadway, but a small strip of right-of-way would also be acquired on the east side of the roadway. The right-of-way requirement is approximately 250 feet for EDS-545(25), except for the section from approximately 1,100 feet north of C.R. 118 to C.R. 119 / C.R. 305, where the right-of-way requirement is approximately 300 feet. The existing right-of-way is approximately 100 feet throughout EDS-545 (25). The proposed typical section would consist of four 12 foot lanes with a 44 foot grassed median and open swale drainage from S.R. 15 / S.R. 29 to approximately 1,600 feet south of the Santa Claus city limits. Paved shoulders would be 6-1/2 feet wide on the outside and 2 feet wide on the inside. The overall shoulder width would be 10 feet wide on the outside and 6 feet wide on the inside, including the unpaved shoulder.

The U.S. 1 / S.R. 4 Bridge over Rocky Creek was built in 1940 and consists of concrete bents, concrete T- beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 66.7 and the bridge is classified as functionally obsolete. This bridge will be replaced, as part of project BR-000-00(216), due to inadequate load design. Another new bridge will be constructed parallel to the east of this bridge and in conjunction with project EDS-545(25). Each new Rocky Creek Bridge would be approximately 300 feet in length and 41.3 feet wide.

The bridge over Little Rocky Creek was built in 1940 and consists of concrete bents, concrete T-beam superstructure, and a concrete deck. All parts of the bridge exhibit deterioration, but are in fair condition. The original design load capacity is H-15. The sufficiency rating on the structure is 63.4 and the bridge is classified as functionally obsolete. This bridge is proposed to be replaced as part of project BR-000-00(216) due to inadequate load design. The Little Rocky Creek bridge is proposed to be approximately 90 feet long and 41.3 feet wide.

The following intersections would also be modified as part of EDS-545(25):

- C.R. 306 (Bobby Williamson Road) would be shifted approximately 60 feet to the south for improved geometrics and to align with C.R. 119.

- C.R. 119 would be shifted approximately 200 feet to the south for improved geometrics and to align with C.R. 306.

- C.R. 115 (Harden Chapel Road) – approximately 1,100 feet of C.R. 115 to the east of U.S. 1 / S.R. 4 would be shifted approximately 210 feet to the north for improved geometrics. The intersection with U.S. 1 / S.R. 4 would be shifted only approximately 30 feet to the north to align with C.R. 115 to the west of U.S. 1 / S.R. 4.

EDS-545 (26)

EDS-545 (26) consists of the construction of an approximate 7.3 mile segment of U.S. 1 / S.R. 4 in Toombs County from C.R. 386 to S.R. 130 / C.R. 334 to the north of Lyons on new location. While the northern terminus of EDS-545 (26) is S.R. 130, construction of the U.S. 1 / S.R. 4 project from S.R. 130 to I-16 will extend approximately 6,700 feet to the south of S.R. 130. EDS-545 (26) will actually connect with this southern construction extension. The proposed design concept is a four lane divided typical section. The roadway shifts to the west of the existing U.S. 1 / S.R. 4 corridor approximately 1,000 feet to the north of C.R. 386. Two parallel bridges would be constructed over Little Rocky Creek. The U.S. 1 / S.R. 4 Lyons bypass (bypass) is oriented to the north at this point as it begins to bypass downtown Lyons. Approximately 1,300 feet north of C.R. 260, a new road would be constructed to the east of the bypass that would connect the bypass to the old U.S. 1 / S.R. 4 corridor. Further to the north, an intersection would be provided with Lyons Center Road. An intersection would also be provided with C.R. 257. The eastern leg of the C.R. 257 / bypass intersection would be relocated and would intersect S.R. 30 / U.S. 280 about 750 feet to the south of the existing intersection. The bypass would then overpass S.R. 30 / U.S. 280 and S.R. 292. A new road would be constructed approximately 1,000 feet north of S.R. 292 that would intersect the bypass on the west side and turn to the south to provide access to both S.R. 292 and S.R. 30 / U.S. 280. To the north, intersections would be provided with C.R. 270 (McDilda Road) and C.R. 224 (Old Normantown Road). A new connector road that connects the bypass to the old U.S. 1 / S.R. 4 facility would be constructed approximately 5,800 feet south of S.R. 130 / C.R. 334. The bypass would merge with the old U.S. 1 / S.R. 4 approximately 4,100 feet south of S.R. 130 / C.R. 334. EDS-545 (26) would end at S.R. 130 / C.R. 334.

The right-of-way requirement is approximately 250 feet for EDS-545(26), except for a short section between C.R. 257 and a point approximately 1,550 feet north of C.R. 257 where the requirement is approximately 300 feet. As this segment is on new location, all of this right-of-way must be acquired. The proposed typical section would consist of four 12 foot lanes with variable 32-44 foot grassed median and open ditch drainage. Paved shoulders

would be 6.5 feet wide on the outside and 2 feet wide on the inside of the roadway facility. The design speed of the roadway would be 65 miles per hour.

The following intersections would also be modified as part of EDS-545(26).

- C.R. 321 (Jack Craft Road) would have no direct access to U.S. 1 / S.R. 4 (Lyons bypass). Access would still be provided to the old U.S. 1 / S.R. 4.
- C.R. 320 (Laplan Subdivision) would have no direct access to U.S. 1 / S.R. 4 (Lyons bypass). Access would still be provided to the old U.S. 1 / S.R. 4.
- Lyons Center Road would have a new intersection with U.S. 1 / S.R. 4 (Lyons bypass).

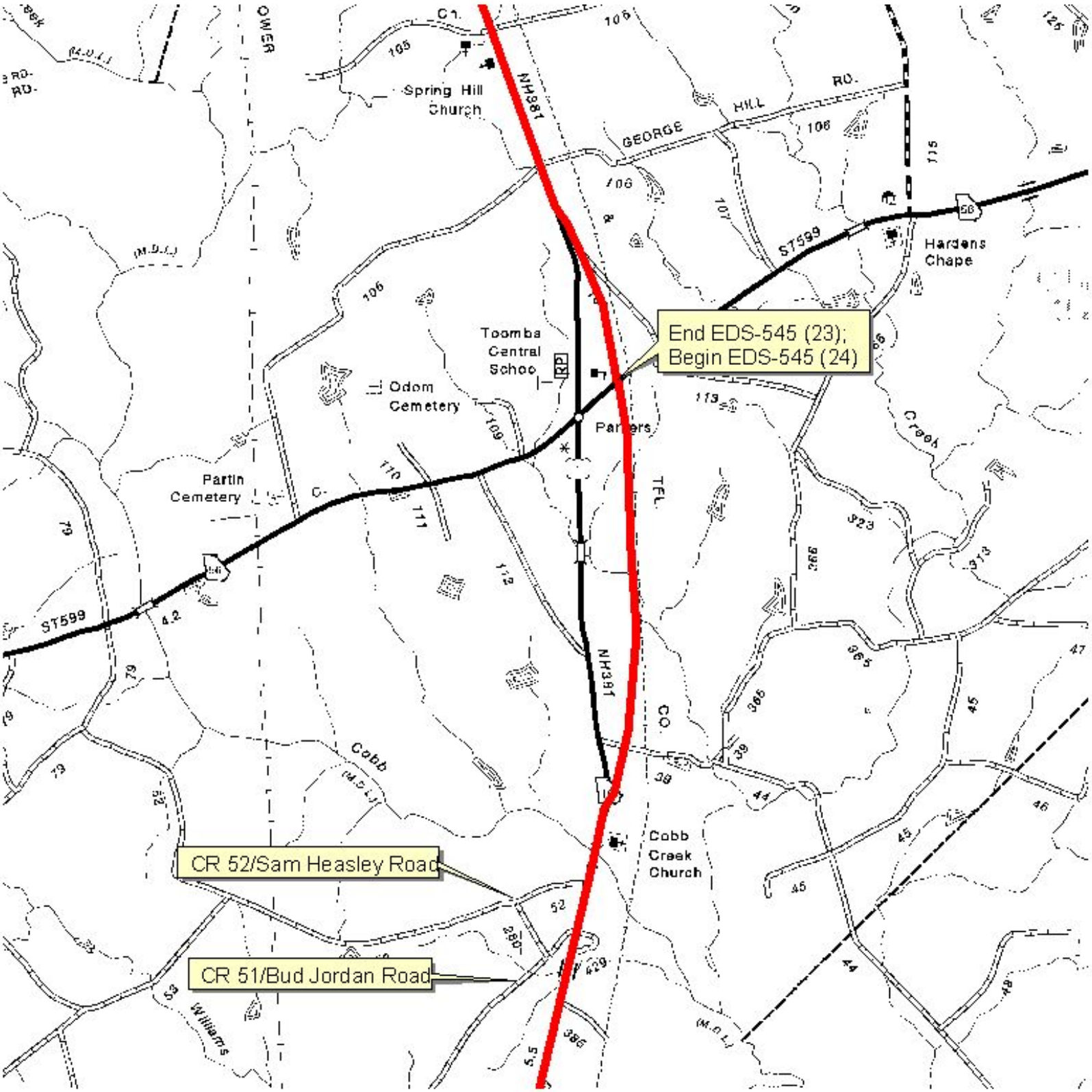

Figure 1c: Proposed Widening of US 1/SR 4
From the Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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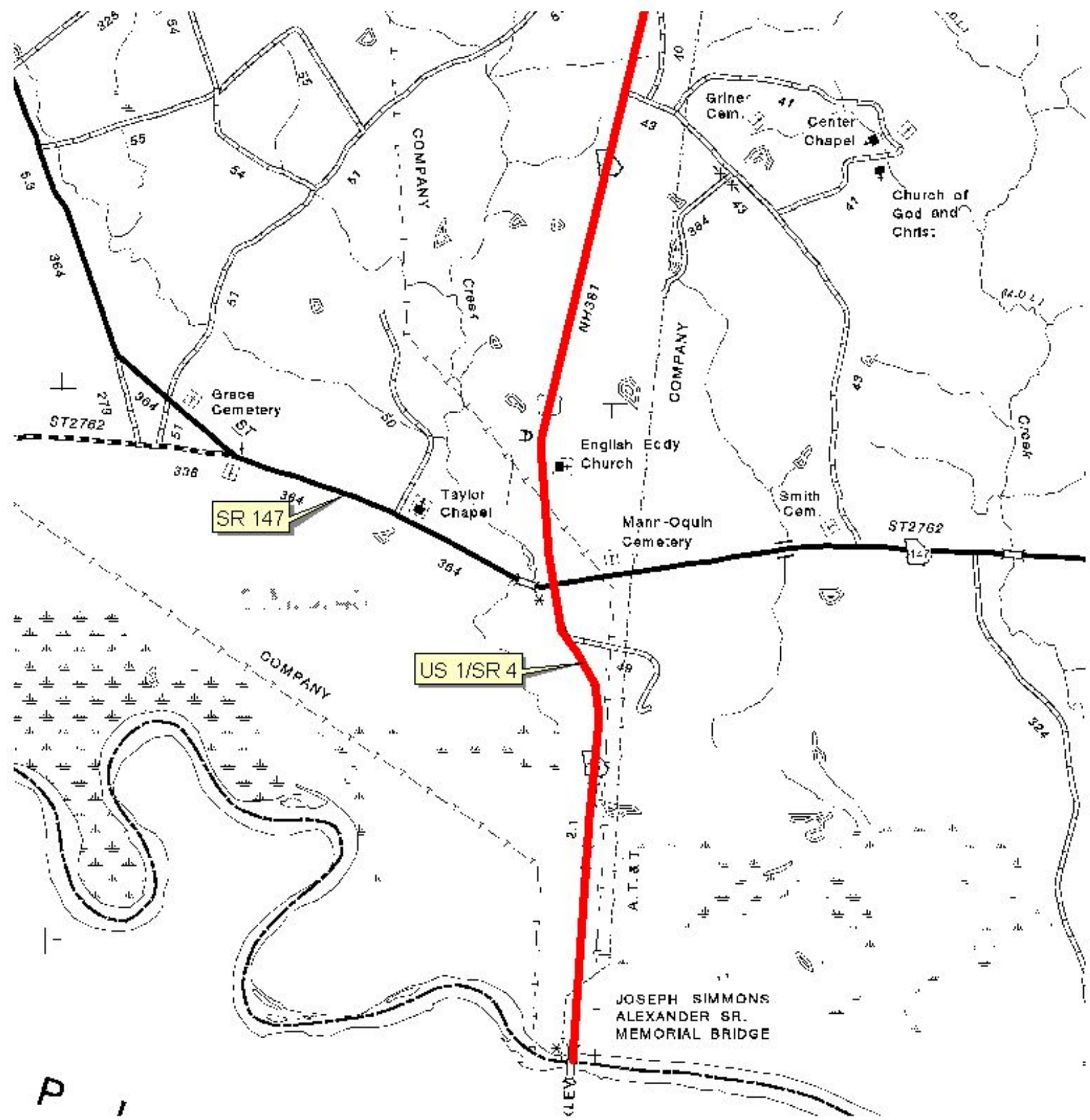

Figure 1b: Proposed Widening of US 1/SR 4
From the Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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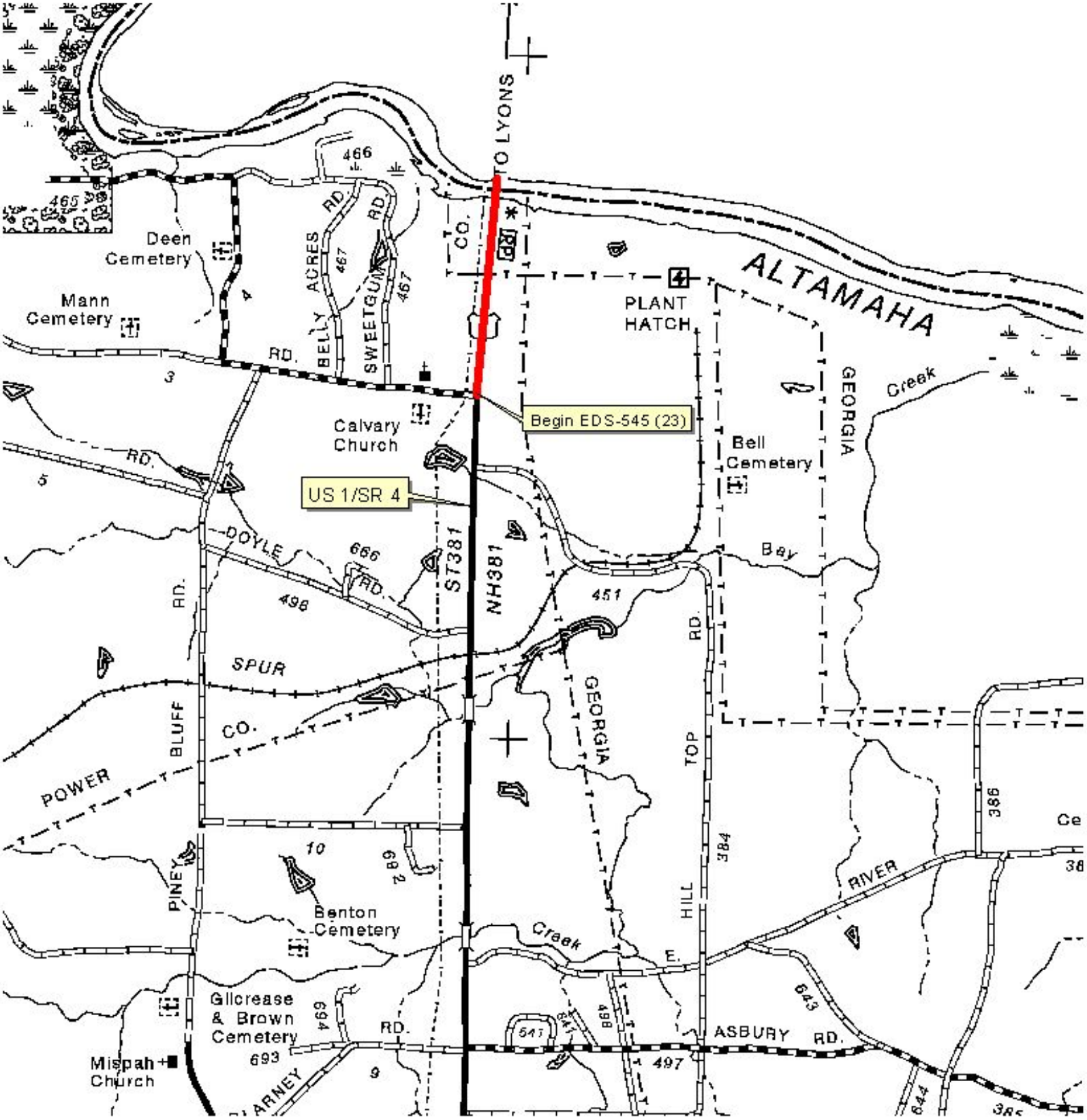

Figure 1a: Proposed Widening of US 1/SR 4
From The Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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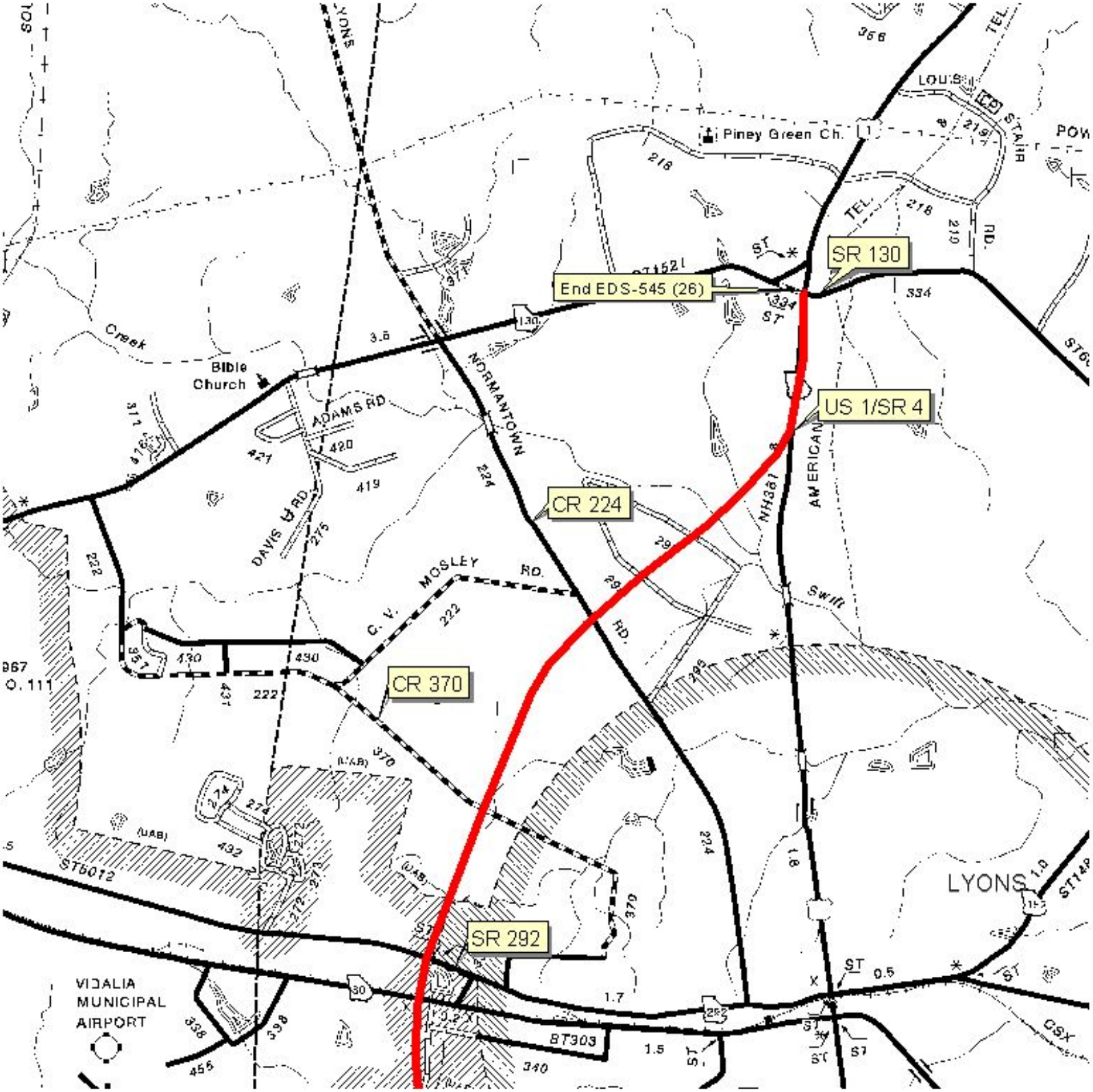

Scale: 1"= 1/2 mile

Figure 1f: Proposed Widening of US 1/SR 4
From the Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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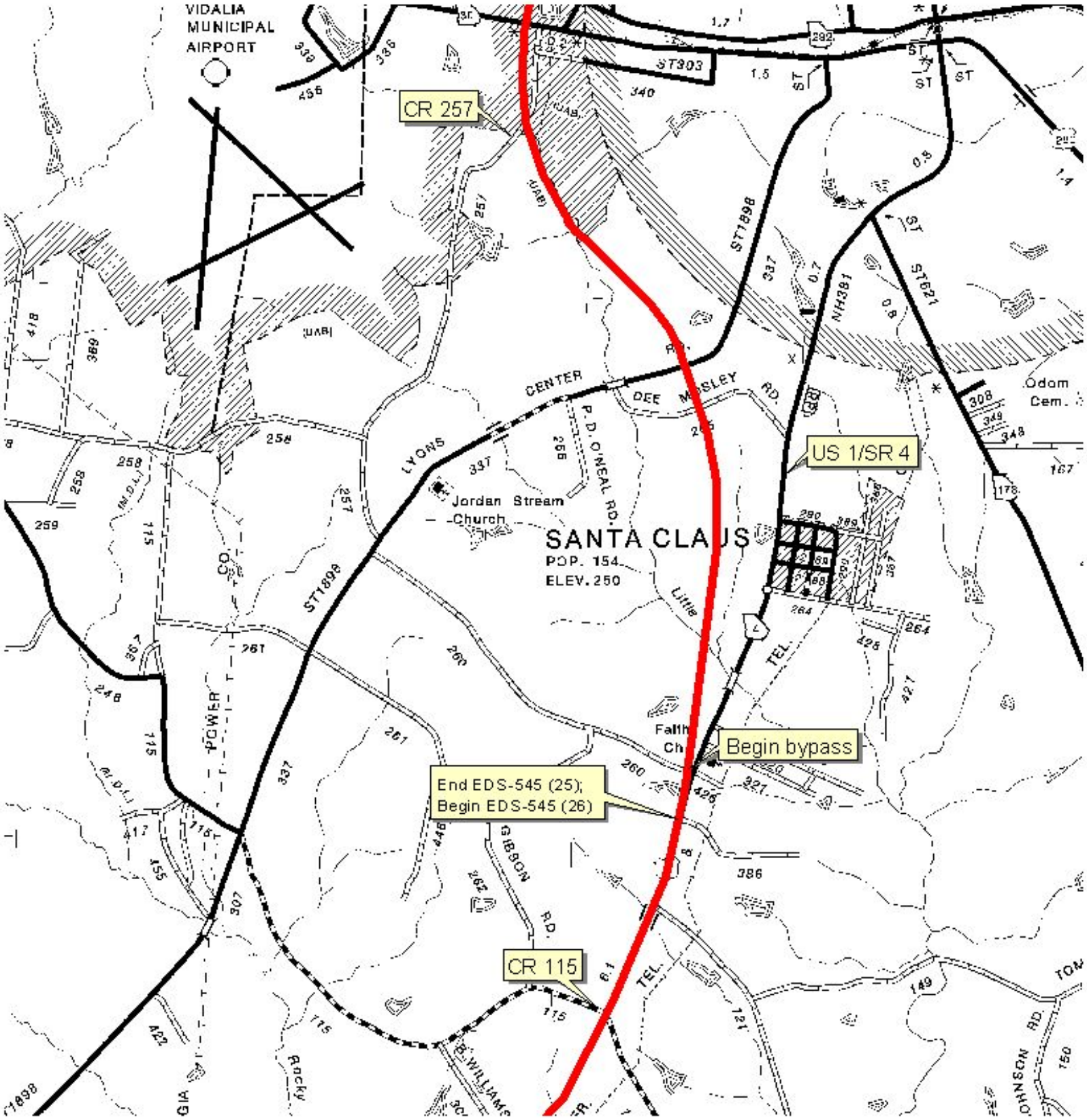

Figure 1e: Proposed Widening of US 1/SR 4
From the Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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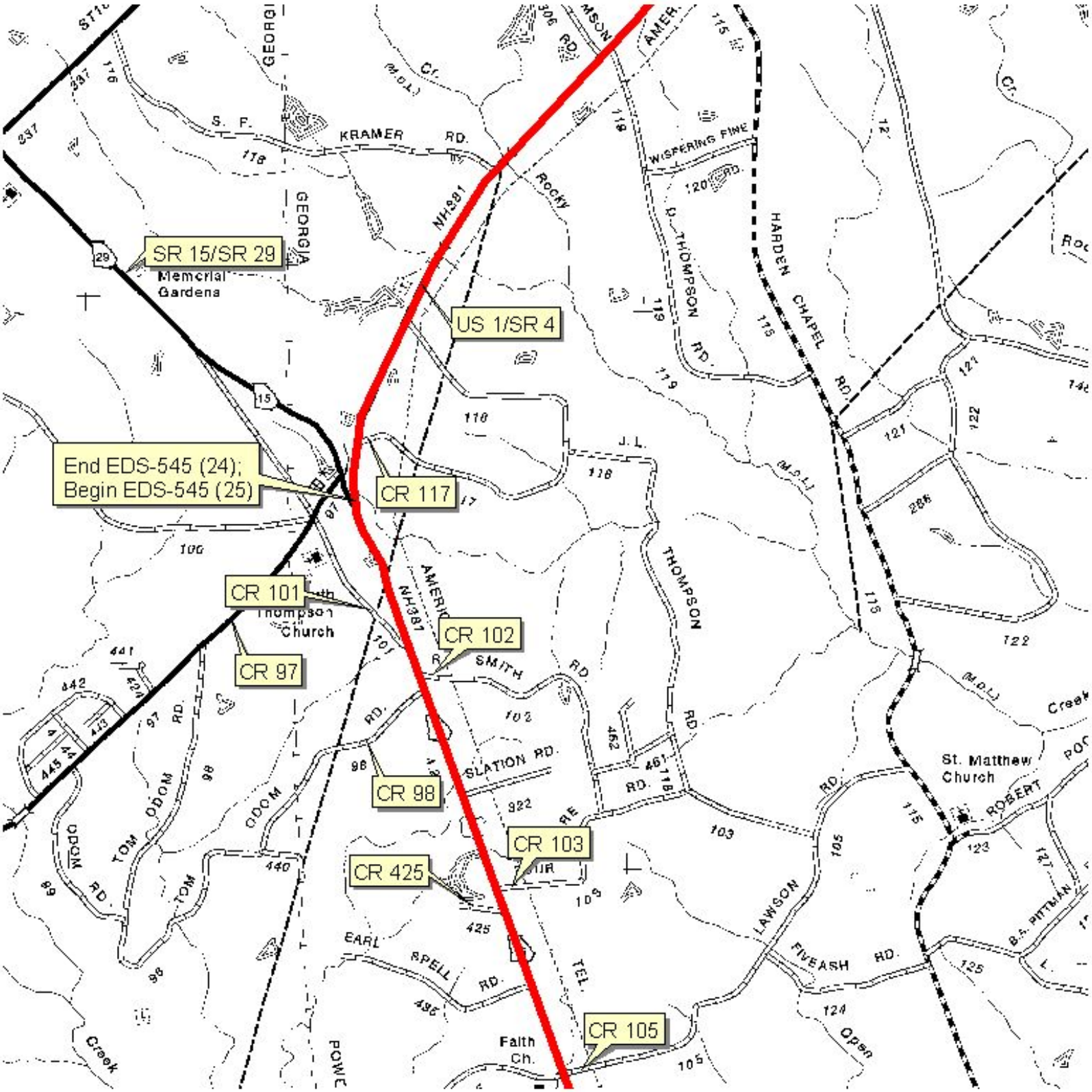

Scale: 1"= 1/2 mile

Figure 1d: Proposed Widening of US 1/SR 4
From the Altamaha River to SR 130

GDOT Project EDS-545 (23)(24)(25)(26)
P.I. #522220, 522180, 522190, 522200
Appling and Toombs Counties

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Georgia Department of Transportation

Public Information Open House Comment Card

Project EDS-545(23-26), Appling and Toombs Counties,

P.I. No. 522220, 522180, 522190, 522200

May 23, 2006

Please print responses.

Name _____

Address _____

_____

_____

Do you support the project? ☐ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments _____

_____

_____

_____

_____

How did you hear about this meeting? ☐ *Radio* ☐ *Newspaper* ☐ *Signs* ☐ *Word of Mouth*

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

_____

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

_____

_____

_____

_____

Mail To:

Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593