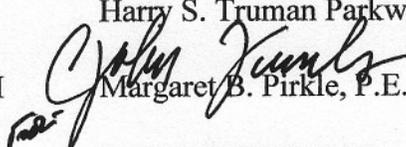


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0002-00(921) Chatham County **OFFICE** Preconstruction
P. I. No. 0002921
Harry S. Truman Parkway, Phase 5 **DATE** February 9, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

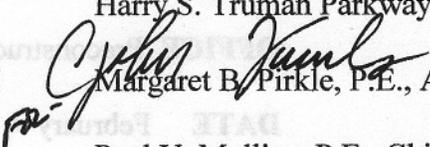
DISTRIBUTION:

- David Mulling
- Harvey Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Ben Buchan
- Gary Priester
- BOARD MEMBER**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0002-00(921) Chatham County **OFFICE** Preconstruction
P.I. No. 0002921
Harry S. Truman Parkway, Phase 5 **DATE** February 7, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the Harry S. Truman Parkway, Phase 5, from Abercorn Street/SR 204 east on new location to tie into Phase 4 over Whitfield Avenue, for a total of 3.35Km. The purpose of the proposed roadway is to increase capacity and relieve congestion for north-south traffic on the east side of Savannah. The Truman Parkway will significantly reduce travel time and improve operating efficiency for commuters and local users. Phases 1 and 2 of the Truman Parkway project have been completed, and Phases 3 and 4 are currently under construction. This project is the final phase of the Parkway. Completion of the Truman Parkway is one of the top priorities in Chatham County, and recommendations for building this roadway are included in the Savannah MPO's conforming Transportation Improvement Program (TIP) and in the State Transportation Improvement Program (STIP).

This project begins on Abercorn Street/SR 204 at Largo Drive and proceeds easterly along existing Abercorn Street, then on new location over White bluff Road, across the Wilshire Canal, Vernon River and associated marsh to tie into Phase 4 of Harry S. Truman Parkway over Whitfield Avenue. Grade separated interchanges with parallel bridges are proposed at White Bluff Road and Whitfield Avenue. Parallel bridges will carry the main line over the Wilshire Canal and the Vernon River and associated marsh. The entire project is located within the city of Savannah in Chatham County.

The base year traffic (2007) is 32,950 VPD and the design year traffic (2027) is 41,820 VPD. Access will be fully controlled on the portion on new location and by permit along the section along existing Abercorn Street. Traffic will be maintained on existing roads during construction.

Three alternatives for terminating Truman Parkway at Abercorn Street were considered during concept development. Alternatives 1 and 2 carry the westbound Truman Parkway traffic to westbound Abercorn Street via a flyover ramp. Alternative 3 terminates the Truman Parkway with a system of at-grade ramps and connectors. The flyover alternatives have a slightly higher level of service for westbound traffic than the at-grade alternative. However, the flyover ramps touch down on westbound Abercorn Street only a few hundred feet from a major commercial

NHS-0002-00(921) Chatham

February 7, 2005

access point (Home Depot and Lowes). As a result, the weaving section is inadequate for the projected traffic volumes and would create serious operational and safety problems. The at-grade Alternative 3 (recommended alternative) will provide an acceptable level of service on Abercorn Street and will retain Deerfield Road as a primary access point for the Home Depot and Lowes. An at-grade termination of Truman Parkway, Phase 5, is a more sensible and safer transition from a freeway to a lower speed surface street. Construction of this alternative does not preclude future development of Abercorn Street as a limited access roadway.

Environmental concerns include requiring a COE 404 Permit; an Environmental Impact Statement (EIS) has been prepared; Final Record of Decision published April 27,2000; a series of public meetings have been held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$54,121,000	\$54,121,000	Q05	LR
Right-of-Way & Utilities*	Local	Local		

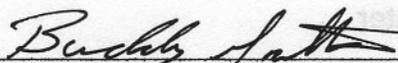
Chatham County signed PMA on 6-04 for preliminary engineering, right-of-way and utilities; DOT to pay \$14 million construction.

This project is being designed in S.I. (Metric) units of measurement. I recommend this project concept be approved and the at-grade connection from Truman Parkway to Abercorn Street (Alternative 3) be implemented.

MBP:JDQ/cj

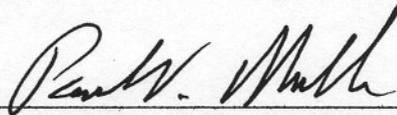
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



Paul V. Mullins, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

JAN 21 2005

FILE: NHS-0002-00(921) Chatham **OFFICE:** Engineering Services
P.I. Nos. 0002921
Harry S. Truman Pkwy., Phase 5

DATE: January 20, 2005

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted January 10, 2005 by the letter from Ben Buchan dated January 5, 2005 and have no comments.

The costs for this project are:

Construction	\$49,200,920
Inflation	\$0.00
E&C	\$4,920,092
Reimbursable Utilities	\$50,000 (LGPA)
Right of Way	\$29,313,200 (LGPA)

REW

c: Ben Buchan, Attn. Darryl VanMeter

Buddy Garrison, P.E., Director of Preconstruction

Paul V. Mullins, P.E., Chief Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: NHS-0002-00(921)		County: Chatham		PI No.: 0002921	
Report Date: January 6, 2005		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: JJ&G			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS		SCORE		RESULTS	
Presentation		100			
Judgement		100			
Environmental		100			
Right of Way		100			
Utility		100			
Constructability		100			
Schedule		100			

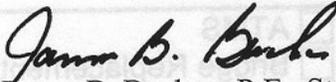
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

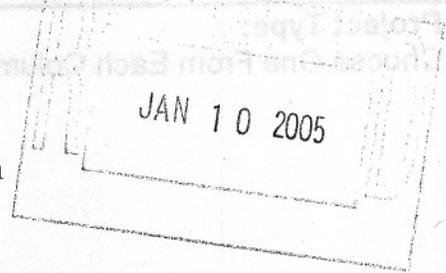
INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0002-00(921), Chatham County
P.I. No. 0002921
Harry S. Truman Parkway/
Phase 5 fm Abercorn to Whitfield

OFFICE Urban Design

DATE January 5, 2005

FROM 
James B. Buchan, P.E., State Urban Design Engineer

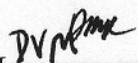


TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

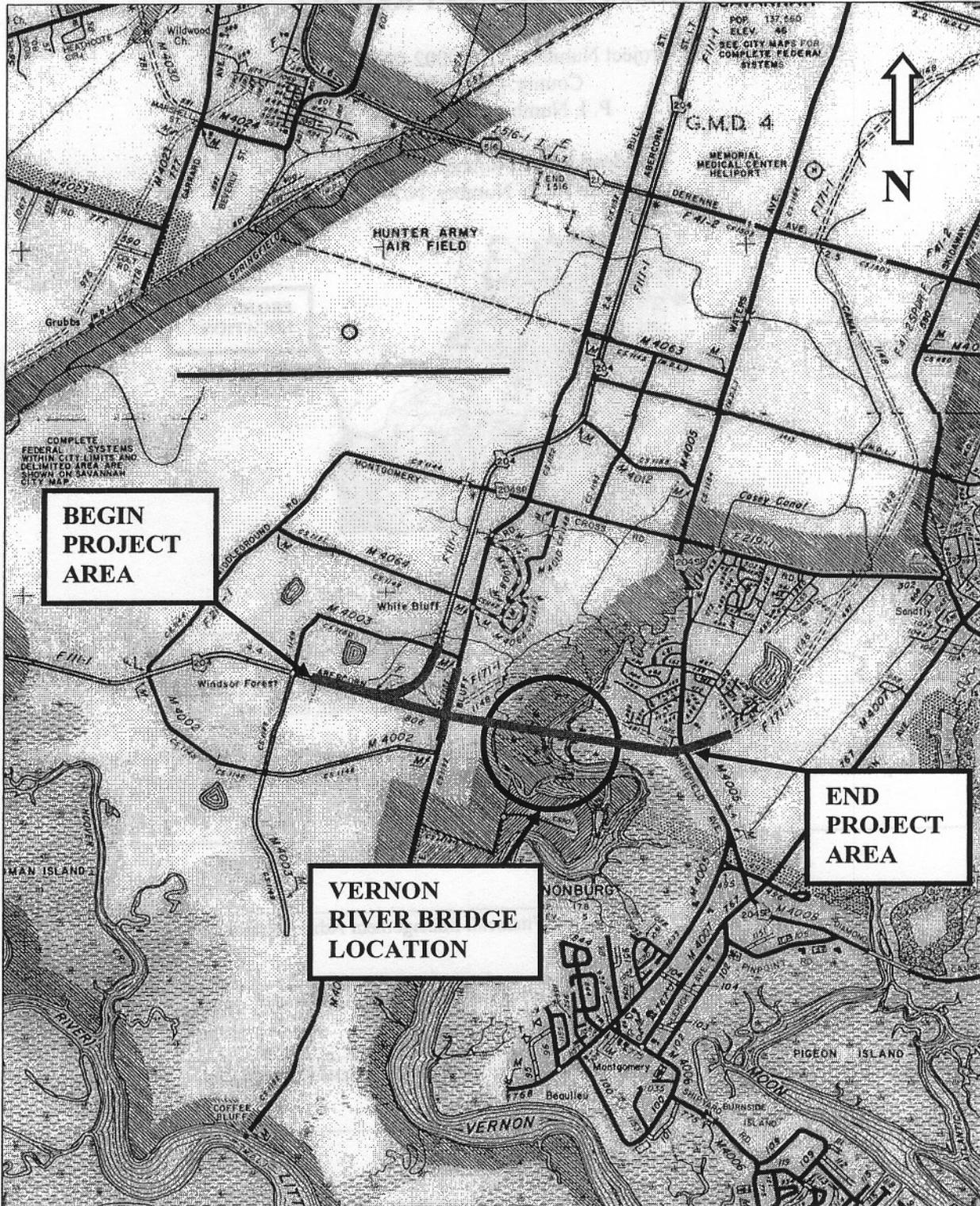
Attached is the original copy of the concept report for your further handling for approval in accordance with the Plan Development Process (PDP).

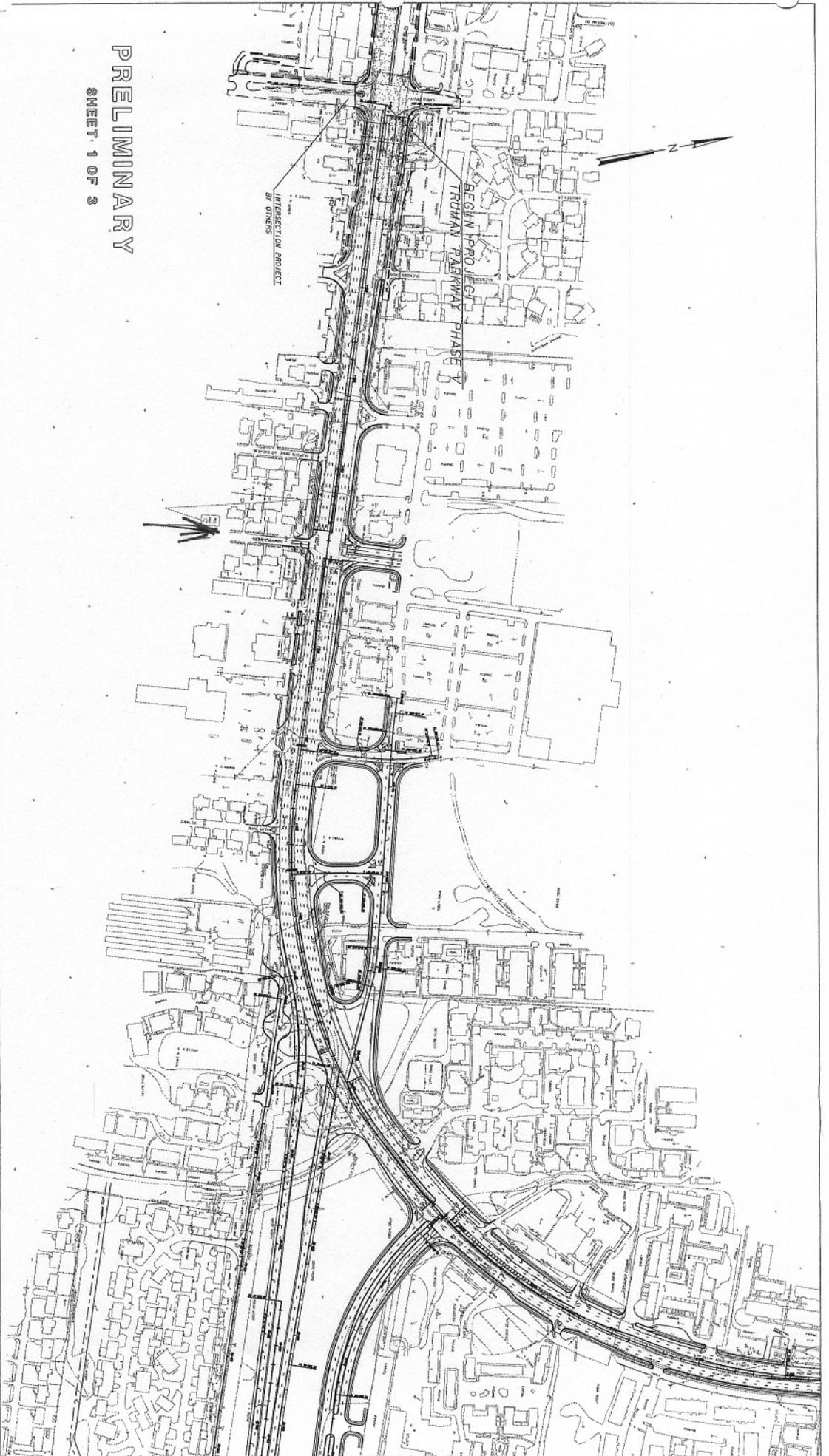
If you have any questions, please contact Darryl VanMeter or Steve Adewale at (404) 656-5447.


JBB:DVM:asa
Attachment

cc: David Mulling, Project Review Engineer, w/attachment
Harvey Keepler, State Environmental/Location Engineer, w/attachment
Phillip Allen, State Traffic Safety and Design Engineer, w/attachment
Joe Palladi, State Transportation Planning Administrator, w/attachment
Jamie Simpson, Financial Management Administrator, w/attachment
Gary Priester, District 5 Engineer, w/attachment
Paul Liles, State Bridge and Structural Design Engineer, w/attachment

LOCATION MAP-Project No. : NHS-0002-00(921), Chatham County





PRELIMINARY
SHEET 1 OF 3

Need and Purpose:

The purpose of the proposed Harry S. Truman Parkway - Phase V is to increase capacity and relieve congestion for north-south traffic on the east side of Savannah by constructing a four-lane, limited access parkway on new location between SR 204 (Abercorn Street Extension) and Whitfield Avenue. The original project termini for Phase V were at Abercorn Street/Deerfield Road and Whitfield Avenue. The western project limit was later shifted approximately 500 meters to Largo Drive to meet capacity and operational requirements and to tie into a proposed project to widen SR 204/Abercorn Street to an 8-lane section from Rio Road to Largo Drive. Therefore, Largo Drive is the logical terminus for this project at the western project limit and Whitfield Avenue remains the logical terminus for the eastern limit to tie into the Harry S. Truman Project - Phase IV.

Background:

The Truman Parkway will significantly reduce travel time and improve operating efficiency for commuters and local users. Phases I and II of the Truman Parkway project have been completed, and Phases III and IV are currently under construction. Completion of the Truman Parkway is one of the top priorities in Chatham County, and recommendations for building this roadway have been included in all of the area's transportation plans since 1968.

Community Issues:

It has been determined that no significant minority or low-income communities were identified in the project area. Approximately 20 percent of individuals living within the area of potential effect are minorities (comprised of African-Americans and Hispanics) in comparison to a 52 percent minority composition for Savannah as a whole. The per capita income for residents along the project corridor (\$20,406) was approximately \$5,000 greater than the per capita income for Savannah as a whole (\$15,713). Consequently, no disproportionate and adverse effects were identified to minorities or low-income groups as a result of the project.

Other Projects in the Area:

Other projects in the area include the Whitfield Avenue Widening (P.I. 550560), SR 204/Abercorn Street from Rio Road to Harry S. Truman Parkway Phase V (P.I. 0002922), and SR 204/Abercorn Extension at Harmon Canal West of White Bluff (P.I. 533200) and the Abercorn Street/Largo Drive Intersection Improvements (P.I. 532780).

This project is included in the Savannah MPO's conforming Transportation Improvement Program (TIP) and in the State Transportation Improvement Program (STIP).

Description of the proposed project:

This project begins on Abercorn Street (SR 204) at Largo Drive and proceeds easterly on new location over White Bluff Road, across the Wilshire Canal, Vernon River, and associated marsh to tie into Phase IV of Harry S. Truman Parkway over Whitfield Avenue.

Grade-separated interchanges with parallel bridges are proposed at White Bluff Road and Whitfield Avenue. Parallel bridges will carry the main line over the Wilshire Canal and the Vernon River and associated marsh. The entire project is located within the City of Savannah in Chatham County.

Project Length: 3.35 kilometers

Is the project located in a Non-attainment area? Yes No

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification:

Truman Parkway: Urban Freeway Principal Arterial
Abercorn Street: Urban Principle Arterial
White Bluff Road: Urban Minor Arterial
Holland Drive: Local

U. S. Route Number(s): F171-1 State Route Number(s): N/A

Traffic (AADT): Current Year: (2007): Design Year: (2027):

	Current Year: (2007):	Design Year: (2027):
<u>Truman Parkway:</u>	32,950	41,820
<u>Abercorn Street:</u>	25,275	32,070
<u>White Bluff Road:</u>	16,155	20,210
<u>Holland Drive:</u>	670	850

Existing design features:

- Truman Parkway: New Location
Abercorn Street:
- Six 3.6 m lanes, three in each direction
 - 6 m raised median
 - Curb and gutter
 - Turn lanes
- White Bluff Road:
- Four 3.6 m lanes, two in each direction
 - 6 m raised median
 - Curb and gutter
 - Turn lanes
- Holland Drive:
- Two 3.6 m lanes, one in each direction
 - 1.2 m grass shoulders

Proposed Design Features:

Harry S. Truman Parkway:

- Proposed typical section(s): Four 3.6-meter lanes with a 13.6-meter depressed median; outside shoulders 3.6 meters (3.0 meters paved), inside shoulders 1.8 meters (1.20 meters paved); with Asphaltic concrete pavement.

Ramp:

- 4.8 m lane
- 1.8 m inside shoulder (1.2 m paved)
- 2.4 m outside shoulder (1.8 m paved)
- Proposed Design Speed: 70 km/h
- Proposed Maximum grade: 3.5% Maximum grade allowable: 5.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum curve radius: 200 m Minimum allowable curve radius: 195 m
- Proposed maximum superelevation rate: 5.8% Maximum superelevation allowable: 6%
- Right of way
 - Width: 10 m minimum from edge of travel lane
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (X), Partial (), By Permit (), Other ().
- Structures: N/A

White Bluff Road:

- Four 3.6m lanes with turn lanes
- 4.8 m shoulders with curb and gutter and 1.5 m sidewalks
- Raised Median varies
- Proposed Design Speed: 65 km/h
- Proposed Maximum grade: 2.0% Maximum grade allowable: 5.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential 15%, Commercial 10%
- Proposed Minimum curve radius: 800 m Minimum allowable curve radius: 175 m
- Proposed maximum superelevation rate: 2.2% Maximum superelevation allowable: 4%
- Right of way
 - Width: 4.8 m minimum from edge of travel lane.
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
- Structures: N/A

Abercorn-White Bluff Connector:

- Four 3.6m lanes
- 4.8 m shoulders with curb and gutter and 1.5 m sidewalks
- Proposed Design Speed: 50 km/h
- Proposed Maximum grade: 2.9% Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: Residential 15%, Commercial 10%
- Proposed Minimum curve radius: 195 m Minimum allowable curve radius: 100 m
- Proposed maximum superelevation rate: 5.4% Maximum superelevation allowable: 6%

- Environmental issues:
 - Required Permits: Army Corps of Engineers Section 404 of the Clean Water Act (wetlands) [Individual Permit] and Coast Guard Section 9 (navigable waterways) have been acquired. Note: The EIS was prepared as a joint NEPA/Section 404 document.
 - Wetlands associated with the Vernon River: In order to mitigate the impacts to these wetlands (salt marsh), the wetlands will be bridged. Bridge construction will be done by the "top-down" method in order to minimize impacts to the marsh. Areas within the Vernon River marsh have been identified for restoration of marsh habitat, and offsite mitigation may also be required.
 - UST/Hazardous Materials: A number of USTs and hazardous waste sites were located within the project limits. Five USTs were located on a single property on Abercorn Street at Holland Road, and several USTs and hazardous waste sites were located on White Bluff Road.
 - Archaeology: There are no archaeological sites within the project limits that are eligible for the National Register of Historic Places.
 - History: This project will have an Adverse Impact on the Vernonburg Historic District by introducing a visual effect (a bridge) that is out of character with the setting. To mitigate the impact, the project engineers will design the bridge to minimize the visual impact, considering such characteristics as height, color, and construction materials.
 - Social Impacts: Some impacts to commercial and residential properties are unavoidable at the proposed parkway intersections with Abercorn Street, White Bluff Road, and Whitfield Avenue.
 - Environmental Justice: This project will not disproportionately impact minority or low-income residents.
 - Economic Impacts: By interconnecting neighborhoods and businesses, and establishing energy-efficient and timesaving links between resources, industries, and markets, this project is expected to have an overall positive effect on businesses and industries in the project area. The major business district in the area is on Abercorn Street. The proposed parkway is not expected to have any significant adverse impacts on these businesses, and these impacts should be primarily short-term effects during roadway construction.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X)
 - Categorical exclusion ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
 - Environmental Impact Statement (EIS) (X).
 - Milestones for environmental process:
 - Notice of Intent: April 19, 1995
 - Scoping Meeting: June 1, 1995
 - Draft EIS signed: February 20, 1997
 - Notice of Availability for Draft EIS published: March 7, 1997
 - Revised Draft EIS published: August 21, 1997
 - Draft Supplemental EIS published: September 3, 1998
 - Public Hearing: October 8, 1998
 - Final EIS published: August 27, 1999
 - Final Record of Decision published: April 27, 2000

- On August 8, 1994, a coordination letter was sent to FEMA discussing Flood Plain impacts. A second coordination letter was sent on October 24, 1995 stating that a draft EIS would be submitted to FHWA. No comments were received from FEMA.
- On November 14, 2001, Jordan, Jones & Goulding, Inc. made application on behalf of the government of Chatham County, Georgia to the Seventh Coast Guard District for Coast Guard approval of the Harry S. Truman Parkway Bridge over the Vernon River. In response, Advanced Approval Status was granted for this bridge crossing by the Coast Guard in 2002.
- Railroads: N/A
- Local government comments: Chatham County has reviewed the Conceptual Alternates Report for the project beginning at Abercorn Street and has approved JGG's recommendation to construct an at-grade intersection with Truman Parkway.
- Other projects in the area:
 - Whitfield Avenue Widening
GDOT P.I. 550560
 - SR 204/Abercorn Street from Rio Road to Harry S. Truman Parkway – Phase V
GDOT P.I. 0002922
 - SR 204/Abercorn Extension at Harmon Canal West of White Bluff
GDOT P.I. 533200
 - The Abercorn Street/Largo Drive Intersection Improvements
GDOT P.I. 532780

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: Completed (August 1997)
- Time to complete preliminary construction plans: 7 months
- Time to complete right of way plans: 2 months + revisions
- Time to complete the Section 404 Permit: Approved May 2000
- Time to complete final construction plans: 10 months.
- Time to complete to purchase right of way: 12 months.
- Time to complete the EIS reevaluation: 3 months

Other alternates considered:

Previous concepts for the Truman Parkway featured a flyover ramp terminating westbound Truman Parkway onto westbound Abercorn Street. This concept worked very well when there was little or no development on this section of Abercorn Street. Today, however, there is dense commercial and residential (apartments and condominiums) development on Abercorn Street. The project designers considered two flyover alternates versus an at-grade connection. The flyover alternates had serious merge and/or weave problems that compromised safety, operational efficiency, and access to local properties. It was determined that the at-grade connection would operate at an acceptable Level of Service (LOS) while providing satisfactory access to properties on Abercorn Street. This issue was discussed with Chatham County, the City of Savannah, and GDOT. Chatham County and GDOT accepted the designers' recommendation for the at-grade intersection and the City of Savannah expressed a preference for the flyover alternate. The approved EIS was based on a flyover connection and will therefore have to be re-evaluated to reflect the design changes. The flyover option may be considered if SR 204 ever becomes a limited access facility.

Based on extensive analysis conducted as part of the EIS, five build alternates and a no-build alternate were identified as the range of reasonable alternate locations for Phases III, IV, and V for the Harry S. Truman Parkway (note: Phases III, IV, and V were evaluated as a single project for environmental purposes). Many alternates were explored in detail before the five reasonable built alternates were identified. Of the five reasonable alternates, Alternate 1 was considered to be the best design based on factors such as the number of residential and business relocations, degree of community disruption, impacts to wetlands, and impacts to threatened or endangered species.

Comments:

1. An Initial Concept Meeting was not held for this project.
2. This project is being designed in S.I. (Metric) units of measurement.
3. This project will follow the 1998 Electronic Data Guidelines.
4. A Value Engineering Study for this project was conducted on January 13, 2004.
5. Note on the Concept Report Bridge Cost Estimates:

In the JYG Response Report to the VE Study dated January 26, 2004, costs for the above bridges were \$24,153,759 for Vernon River, \$1,149,200 for White Bluff, and \$1,389,648 for Whitfield Avenue. The Vernon River cost in the VE comparisons did not include the additional cost of Top-down construction, but was based solely on 2003 unit prices. The White Bluff and Whitfield Avenue costs in the VE responses were based on 2002 bid price of the HST Parkway project for Montgomery Crossroads Bridge. The above bridge costs are still considered better estimates for programming purposes for this project which may be let 2 or 3 years in the future.

Attachments:

1. Cost Estimates
 - a. Construction (including E&C)
 - b. Right of Way
 - c. Utilities
2. Typical sections
3. Concept Team Meeting Minutes
4. Concept Team Meeting Responses
5. Traffic volumes (ADT and DHV)
6. Capacity analysis
7. LGPA
8. Truman Parkway Alternatives Analysis for Abercorn Street
9. Project schedule
10. Concept drawing

Based on extensive analysis conducted as part of the EIS, five build alternatives and a no-build alternative were identified as the range of reasonable alternative locations for Phases III, IV, and V for the Harry S. Truman Parkway (note: Phases III, IV, and V were evaluated as a single project for environmental purposes). Many alternatives were explored in detail before the five reasonable build alternatives were identified. Of the five reasonable alternatives, Alternative I was considered to be the best design based on factors such as the number of residential and business relocations, degree of community disruption, impacts to wetlands, and impacts to threatened or endangered species.

Comments:

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ATTACHMENTS

Attachments:

1. Cost Estimates
 - a. Construction (including E&C)
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7. LGPA
8. Truman Parkway Alternatives Analysis for Abercorn Street
9. Project schedule
10. Concept drawing

Estimate Report for file "TRUMAN PARKWAY - PHASE V"

Section MAJOR STRUCTURES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1.00	Lump Sum	1650000.00	WHITFIELD BRIDGE	1650000.0
999-9999	1.00	Lump Sum	37050530.00	VERNON RIVER BRIDGE	3.70
999-9999	1.00	Lump Sum	1350000.00	WHITE BLUFF BRIDGE	1350000.0
Section Sub Total:					\$40,050,530.00

Section GRADING AND DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
206-0002	605000.00	M3	3.97	BORROW EXCAV, INCL MATL	2401850.0
441-0748	9880.00	M2	28.37	CONCRETE MEDIAN, 150 MM	280295.60
441-6222	8760.00	LM1	31.51	CONC CURB & GUTTER, 200 MM X 750 MM, TP 2	276027.60
441-6740	7500.00	LM1	31.49	CONC CURB & GUTTER, 200 MM X 750 MM, TP 7	236175.0
550-1180	3485.00	LM1	83.13	STORM DRAIN PIPE, 450 MM, H 0.3 - 3 M	289708.05
550-1600	20.00	LM1	420.29	STORM DRAIN PIPE, 1500 MM, H 0.3 - 3 M	8405.80
668-1100	100.00	EA	1761.51	CATCH BASIN, GP 1	176151.0
668-1110	28.00	LM1	642.82	CATCH BASIN, GP 1, ADDL DEPTH	17998.96
668-2100	32.00	EA	1303.13	DROP INLET, GP 1	41700.16
668-4300	13.00	EA	1486.91	STORM SEWER MANHOLE, TP 1	19329.83
Section Sub Total:					\$3,747,642.00

Section BASE AND PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5060	67296.00	M2	7.08	GR AGGR BASE CRS, 150 MM, INCL MATL	476455.68
402-1812	2457.00	MG	44.67	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	109754.19
402-3120	9828.00	MG	41.82	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	411006.96
402-3190	15423.00	MG	40.98	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	632034.53
402-3250	18735.00	MG	39.20	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	734412.0
413-1000	50000.00	L	0.36	BITUM TACK COAT	18000.0
432-0206	8764.00	M2	1.71	MILL ASPH CONC PVMT, 40 MM DEPTH	14986.44
446-1002	1500.00	LM1	6.38	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	9570.0
Section Sub Total:					\$2,406,219.81

Section LUMP ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	150000.00	TRAFFIC CONTROL -	150000.0
201-1500	1.00	LS	100000.00	CLEARING & GRUBBING -	100000.0
647-1000	1.00	LS	25000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	25000.0
647-1000	1.00	LS	25000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	25000.0
647-1000	1.00	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	75000.0
647-1000	1.00	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	75000.0
647-1000	1.00	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	75000.0
647-1000	1.00	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 6	75000.0
999-9999	1.00	Lump Sum	150000.00	LANDSCAPING	150000.0
999-9999	1.00	Lump Sum	850000.00	LIGHTING	850000.0
Section Sub Total:					\$1,600,000.00

Section MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1.00	EA	57209.17	FIELD ENGINEERS OFFICE TP 3	57209.17
163-0232	5.00	HA	1200.13	TEMPORARY GRASSING	6000.65
163-0240	50.00	MG	199.04	MULCH	9952.0
167-0100	36.00	MO	805.14	WATER QUALITY MONITORING	28985.04

171-0010	17580.00	LM1	6.23	TEMPORARY SILT FENCE, TYPE A	109523.40
433-1200	1822.00	M2	130.30	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	237406.60
441-0104	6500.00	M2	23.37	CONC SIDEWALK, 100 MM	151905.0
456-2012	12.00	GLKM	736.55	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE(CONTINUOUS)	8838.59
634-1200	100.00	EA	75.90	RIGHT OF WAY MARKERS	7590.00
641-1100	100.00	LM1	139.68	GUARDRAIL, TP T	13968.0
641-1200	16800.00	LM1	35.31	GUARDRAIL, TP W	593208.0
641-5001	6.00	EA	393.18	GUARDRAIL ANCHORAGE, TP 1	2359.08
641-5012	6.00	EA	1351.68	GUARDRAIL ANCHORAGE, TP 12	8110.08
643-1132	1950.00	LM1	25.42	CH LK FENCE, ZC COAT, 1.2 M, 9 GA	49569.0
682-6520	4406.00	LM1	20.00	CONDUIT, FIBERGLASS, 50 MM	88120.0
700-6910	10.00	HA	2100.20	PERMANENT GRASSING	21002.0
700-7000	10.00	MG	61.13	AGRICULTURAL LIME	611.30
700-7010	100.00	L	4.30	LIQUID LIME	430.0
700-8000	5.00	MG	188.89	FERTILIZER MIXED GRADE	944.44
700-8100	250.00	KG	3.18	FERTILIZER NITROGEN CONTENT	795.0
Section Sub Total:					\$1,396,527.37

Total Estimated Cost: \$49,200,919.18

Subtotal Construction Cost \$49,200,919.18

E&C Rate 10 % \$4,920,091.92

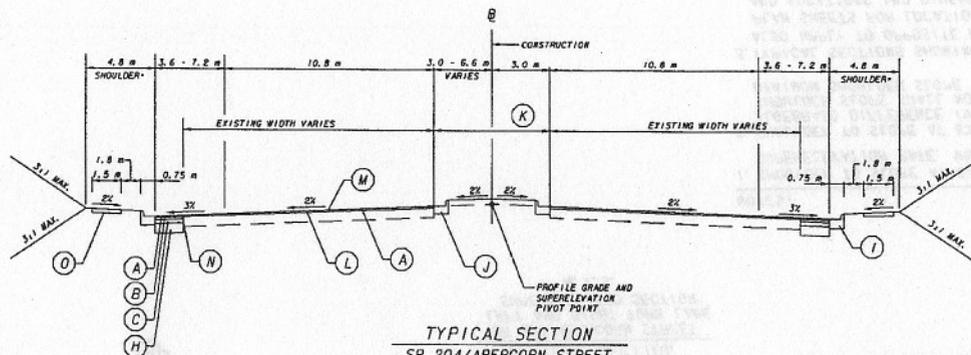
Inflation Rate 0 % @ 0 Years \$0.00

Total Construction Cost \$54,121,011.10

Right Of Way \$29,313,200.00

ReImb. Utilities \$50,000.00

Grand Total Project Cost \$83,484,211.10



TYPICAL SECTION
SR 204/ABERCORN STREET
NORMAL SECTION
N. T. S.

*PROPOSED RIGHT OF WAY AND SHOULDER WIDTH WEST OF IDLEWOOD DRIVE WILL BE SET BY PROJECT STP-111-1(28), PI 532780

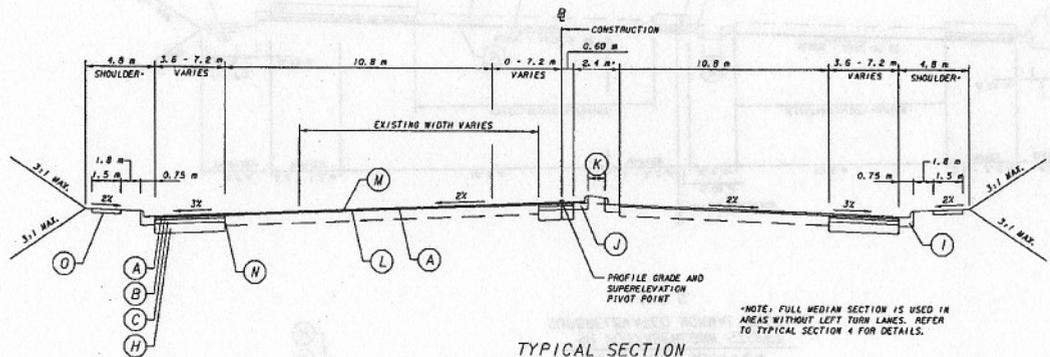
SLOPE SELECTION		
SLOPE	CUT	FILL
6:1	0.0-0.6 m	0.0-0.6 m
4:1	0.6-3.0 m	0.6-3.0 m
3:1	3.0 m*	3.0 m*

NOTE: 2:1 SLOPES REQUIRE GUARDRAIL

PAVEMENT DESIGN

- (A) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE MIX DESIGN LEVEL C
- (B) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL C
- (C) 240 kg/m² ASPHALTIC CONCRETE BASE, 25 mm SUPERPAVE MIX DESIGN LEVEL B
- (H) 250 mm GRADED AGGREGATE BASE
- (I) GDOT STD 9032-B, 200 mm X 750 mm TYPE 2 CONCRETE CURB AND GUTTER
- (J) GDOT STD 9032-B, 200 mm X 750 mm TYPE 7 CONCRETE CURB AND GUTTER
- (K) WHERE ≥ 2.4 m, GRASS; WHERE < 2.4 m, 150 mm CONCRETE MEDIAN
- (L) ASPHALTIC CONCRETE LEVELING, AS REQ'D
- (M) MILLING - VARIABLE DEPTH, 40 mm MINIMUM
- (N) PAVEMENT REINFORCEMENT FABRIC - SEE DETAIL FOR PLACEMENT
- (O) GEORGIA CONSTRUCTION DETAIL, CONCRETE SIDEWALK DETAILS, CURB CUT (WHEELCHAIR) RAMPS

NOTES:
1. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



TYPICAL SECTION
SR 204/ABERCORN STREET
LEFT AND RIGHT TURN LANE
NORMAL SECTION
N. T. S.

*NOTE: FULL MEDIAN SECTION IS USED IN AREAS WITHOUT LEFT TURN LANES. REFER TO TYPICAL SECTION 4 FOR DETAILS.

*PROPOSED RIGHT OF WAY AND SHOULDER WIDTH WEST OF IDLEWOOD DRIVE WILL BE SET BY PROJECT STP-111-1(28), PI 532780

NOTES:

1. SHOULDER TO SLOPE AT 6% OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. SHOULDER TO SLOPE AT 6%, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%.
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

SLOPE SELECTION		
SLOPE	CUT	FILL
6:1	0.0-0.6 m	0.0-0.9 m
4:1	0.6-3.0 m	0.6-3.0 m
3:1	3.0 m*	3.0 m*

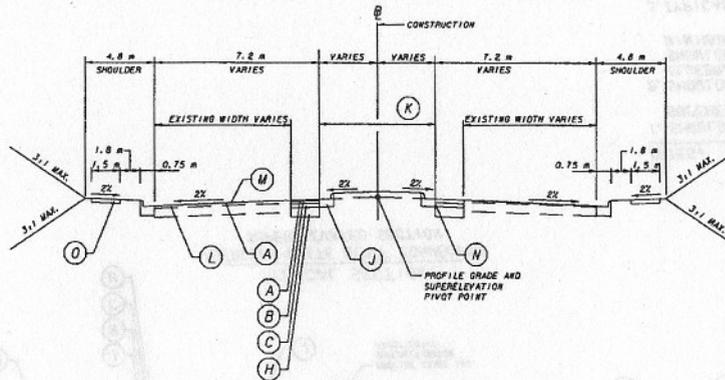
NOTE: 2:1 SLOPES REQUIRE GUARDRAIL

PAVEMENT DESIGN

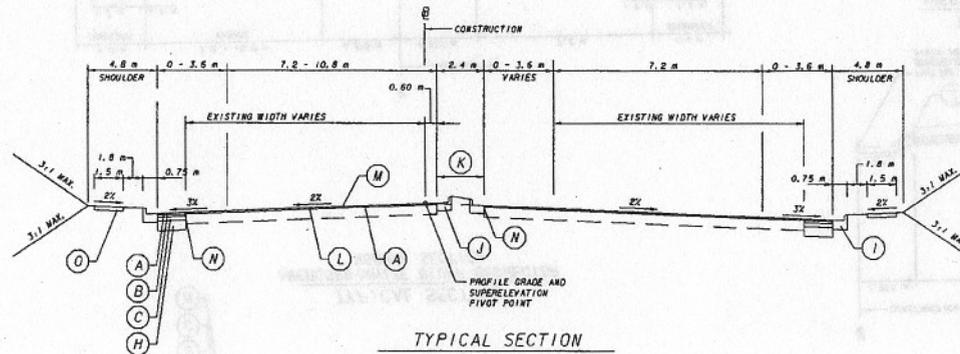
- (A) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE MIX DESIGN LEVEL C
- (B) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL C
- (C) 240 kg/m² ASPHALTIC CONCRETE BASE, 25 mm SUPERPAVE MIX DESIGN LEVEL B
- (H) 250 mm GRADED AGGREGATE BASE
- (I) GDOT STD 9032-B, 200 mm X 750 mm TYPE 2 CONCRETE CURB AND GUTTER
- (J) GDOT STD 9032-B, 200 mm X 750 mm TYPE 7 CONCRETE CURB AND GUTTER
- (K) WHERE ≥ 2.4 m, GRASS; WHERE < 2.4 m, 150 mm CONCRETE MEDIAN
- (L) ASPHALTIC CONCRETE LEVELING, AS REQ'D
- (M) MILLING - VARIABLE DEPTH, 40 mm MINIMUM
- (N) PAVEMENT REINFORCEMENT FABRIC - SEE DETAIL FOR PLACEMENT
- (D) GEORGIA CONSTRUCTION DETAIL, CONCRETE SIDEWALK DETAILS, CURB CUT (WHEELCHAIR) RAMPS

NOTES:

1. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



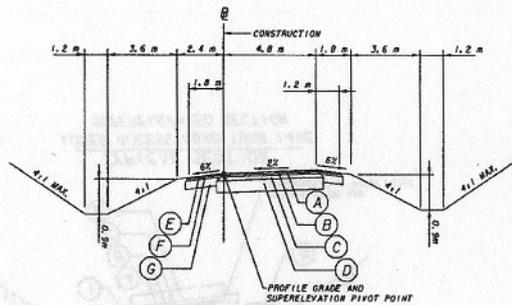
TYPICAL SECTION
WHITE BLUFF ROAD
NORMAL SECTION



TYPICAL SECTION
WHITE BLUFF ROAD
LEFT AND RIGHT TURN LANE
NORMAL SECTION

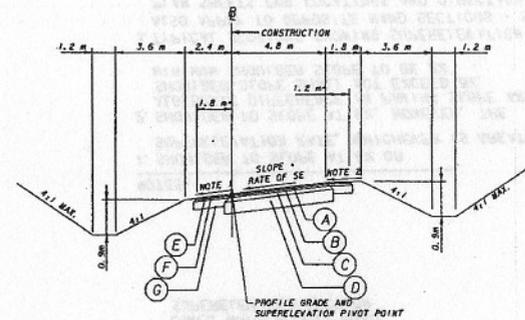
NOTES:

1. SHOULDER TO SLOPE AT 6% OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. SHOULDER TO SLOPE AT 6%, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%.
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



TYPICAL SECTION

RAMP WB-WB
RAMP WA-WB
NORMAL SECTION



TYPICAL SECTION

RAMP WB-WB
RAMP WA-WB
SUPERELEVATED SECTION

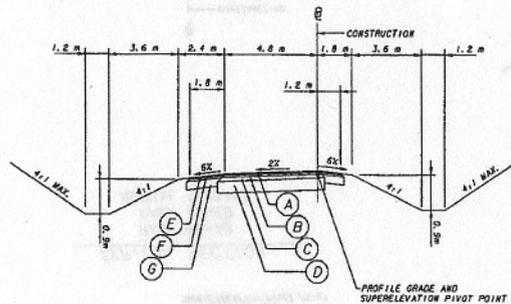
SLOPE SELECTION		
SLOPE	CUT	FILL
6:1	0.0-0.6 m	0.0-0.6 m
4:1	0.6-3.0 m	0.6-3.0 m
3:1	3.0 m +	3.0 m +

PAVEMENT DESIGN

- (A) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE MIX DESIGN LEVEL C
- (B) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL C
- (C) 240 kg/m² ASPHALTIC CONCRETE BASE, 25 mm SUPERPAVE MIX DESIGN LEVEL B
- (D) 300 mm GRADED AGGREGATE BASE
- (E) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE-POLYMER MODIFIED MIX DESIGN LEVEL A
- (F) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL A
- (G) 150 mm GRADED AGGREGATE BASE

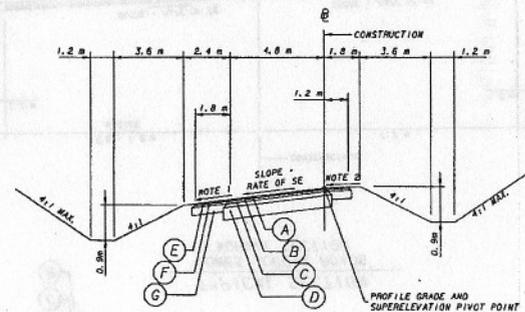
NOTES:

1. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.



TYPICAL SECTION

RAMP WB-EB
RAMP WA-EB
NORMAL SECTION



TYPICAL SECTION

RAMP WB-EB
RAMP WA-EB
SUPERELEVATED SECTION

NOTES:

1. SHOULDER TO SLOPE AT 6% OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. SHOULDER TO SLOPE AT 6%. HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%.
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

SLOPE SELECTION		
SLOPE	CUT	FILL
6:1	0.0-0.6 m	0.0-0.6 m
4:1	0.6-3.0 m	0.6-3.0 m
3:1	3.0 m +	3.0 m +

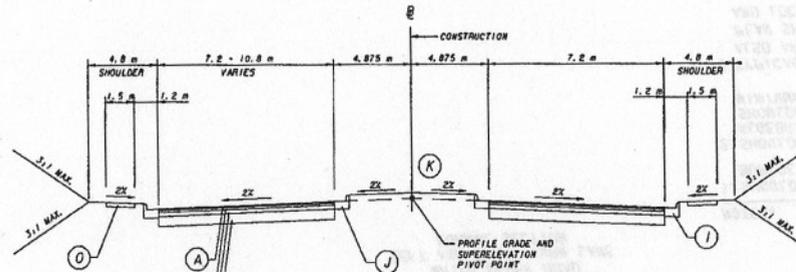
NOTE: 2:1 SLOPES REQUIRE GUARDRAIL

PAVEMENT DESIGN

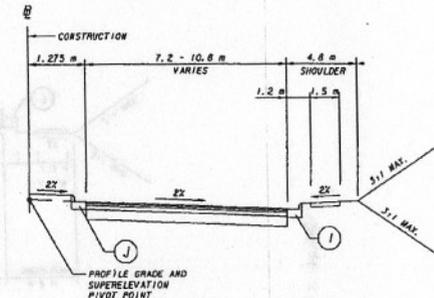
- (A) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE MIX DESIGN LEVEL C
- (B) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL C
- (C) 240 kg/m² ASPHALTIC CONCRETE BASE, 25 mm SUPERPAVE MIX DESIGN LEVEL B
- (H) 250 mm GRADED AGGREGATE BASE
- GDOT STD 9032-B
- (I) 200 mm X 750 mm TYPE 2 CONCRETE CURB AND GUTTER WHERE ≥ 2.4 m.
- (K) WHERE < 2.4 m, 150 mm CONCRETE MEDIAN
- (L) ASPHALTIC CONCRETE LEVELING, AS REQ'D
- (M) MILLING - VARIABLE DEPTH, 40 mm MINIMUM
- (N) PAVEMENT REINFORCEMENT FABRIC - SEE DETAIL FOR PLACEMENT
- (O) GEORGIA CONSTRUCTION DETAIL, CONCRETE SIDEWALK DETAILS
- CURB CUT (WHEELCHAIR) RAMPS

NOTES:

1. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

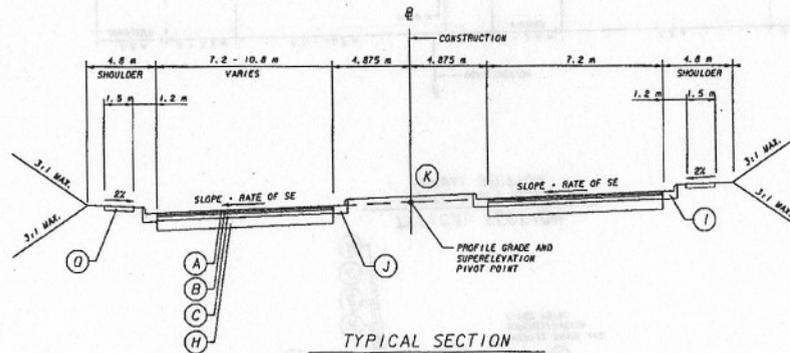


TYPICAL SECTION
ABERCORN-WHITE BLUFF CONNECTOR
NORMAL SECTION



TYPICAL SECTION
ABERCORN-WHITE BLUFF ROAD
RIGHT TURN LANE

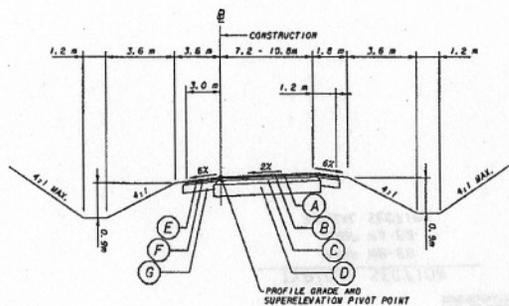
NOTE: SECTION ALSO APPLIES TO SUPERELEVATED AREAS



TYPICAL SECTION
ABERCORN-WHITE BLUFF CONNECTOR
SUPERELEVATED SECTION

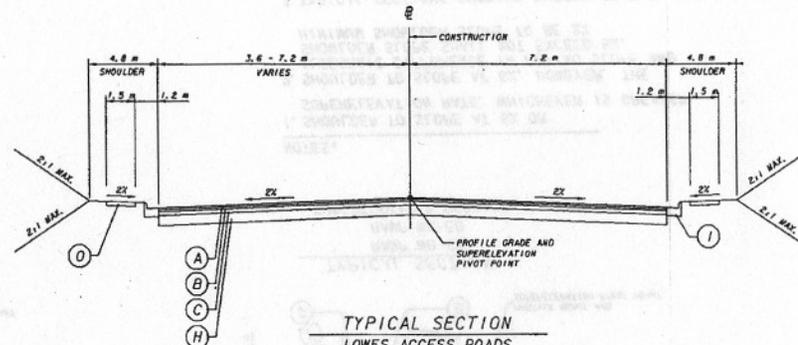
NOTES:

1. SHOULDER TO SLOPE AT 6X OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. SHOULDER TO SLOPE AT 6X, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8X. MINIMUM SHOULDER SLOPE TO BE 2X.
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

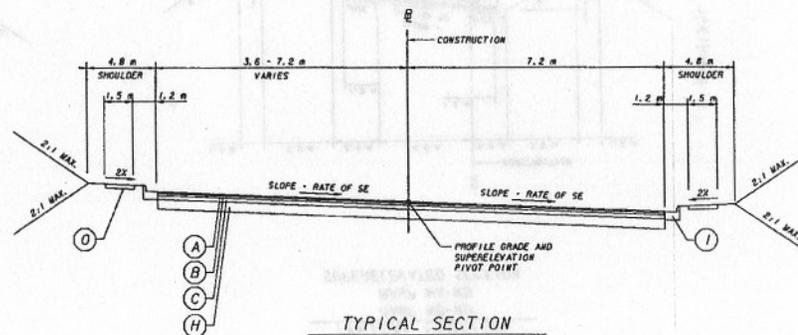


TYPICAL SECTION

RAMP WB-AB
RAMP AB-EB
NORMAL SECTION



TYPICAL SECTION
LOWES ACCESS ROADS
NORMAL SECTION

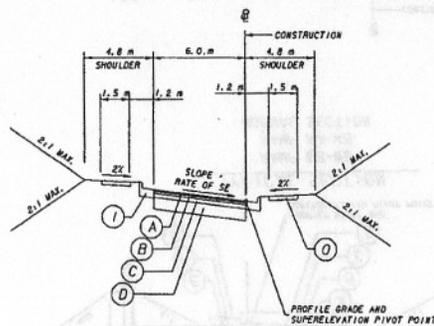


TYPICAL SECTION
LOWES MAIN ACCESS ROAD
SUPERELEVATED SECTION

SLOPE SELECTION		
SLOPE	CUT	FILL
6:1	0.0-0.6 m	0.0-0.6 m
4:1	0.6-3.0 m	0.6-3.0 m
3:1	3.0 m -	3.0 m -

PAVEMENT DESIGN

- (A) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE MIX DESIGN LEVEL C
- (B) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL C
- (C) 240 kg/m² ASPHALTIC CONCRETE BASE 25 mm SUPERPAVE MIX DESIGN LEVEL B
- (D) 300 mm GRADED AGGREGATE BASE
- (E) 90 kg/m² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE-POLYMER MODIFIED MIX DESIGN LEVEL A
- (F) 120 kg/m² ASPHALTIC CONCRETE, 19 mm SUPERPAVE MIX DESIGN LEVEL A
- (G) 150 mm GRADED AGGREGATE BASE



TYPICAL SECTION
LOWES ACCESS ROAD TURN LANE
SUPERELEVATED SECTION

NOTES:

1. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

NOTES:

1. SHOULDER TO SLOPE AT 6% OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
2. SHOULDER TO SLOPE AT 6%. HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 8%. MINIMUM SHOULDER SLOPE TO BE 2%.
3. TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.

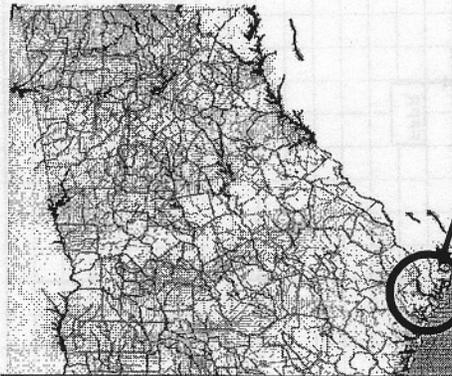
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00(921)
County: Chatham
P. I. Number: 0002921

Federal Route Number: F171-1
State Route Number: N/A

METRIC



PROJECT
LOCATION

Recommendation for approval:

DATE 1/4/05

David O. Van Meter
Project Manager

DATE 1/7/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 1/12/05

Joseph P. Rhoads
State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

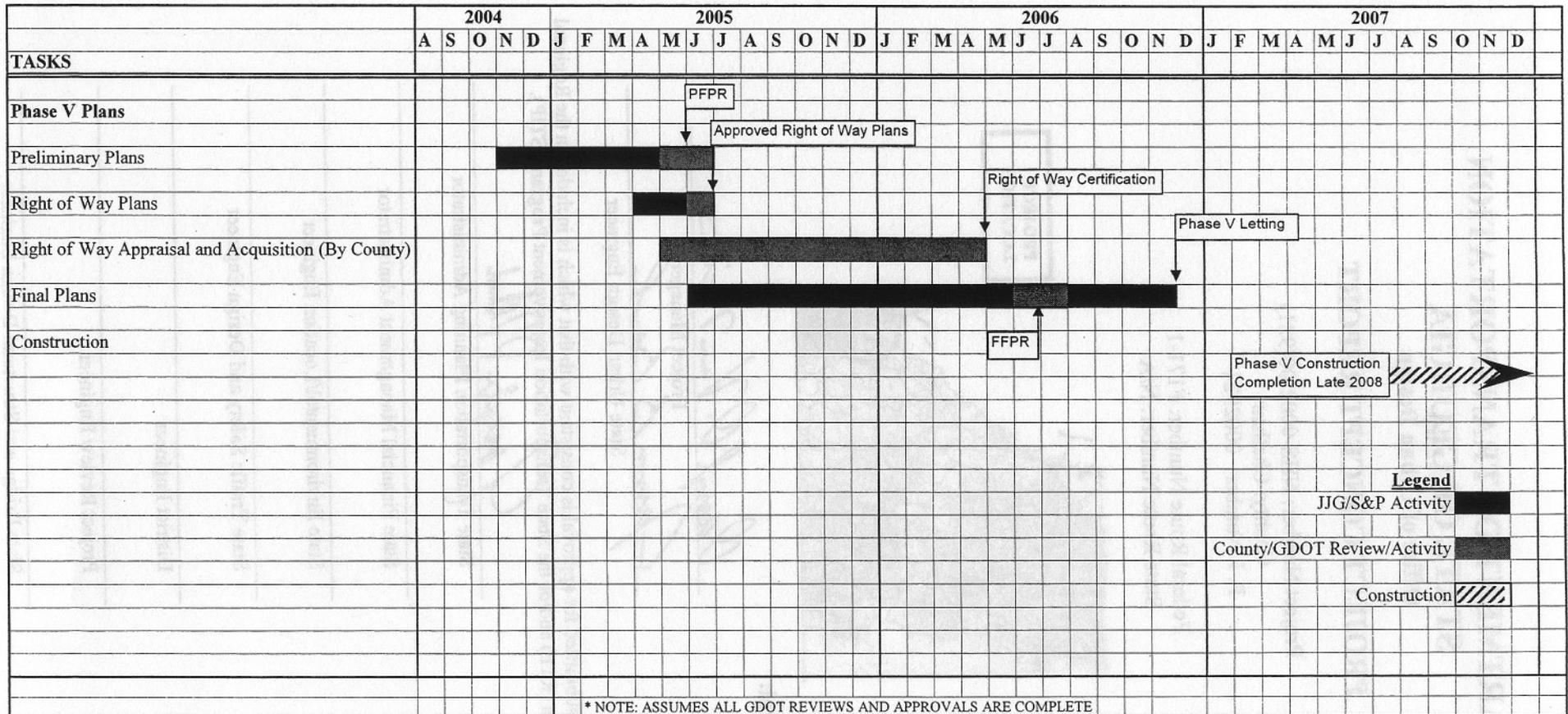
DATE _____

State Bridge and Structural Design Engineer

PROJECT SCHEDULE

10/12/2004

**HARRY S. TRUMAN PARKWAY
PHASES V**



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

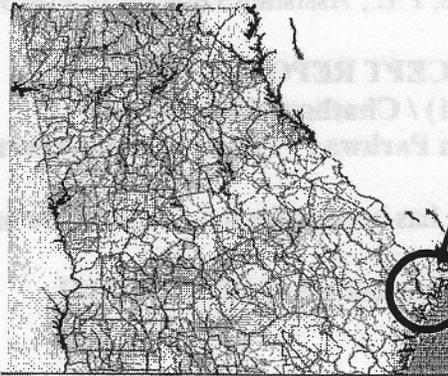
Project Number: NHS-0002-00(921)

County: Chatham

P. I. Number: 0002921

Federal Route Number: F171-1

State Route Number: N/A



METRIC

Recommendation for approval:

DATE 1/4/05

David C. Van Meter

Project Manager

DATE 1/7/05

James B. Bush

State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 1/15/05

Paul V. Tulus Jr.

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

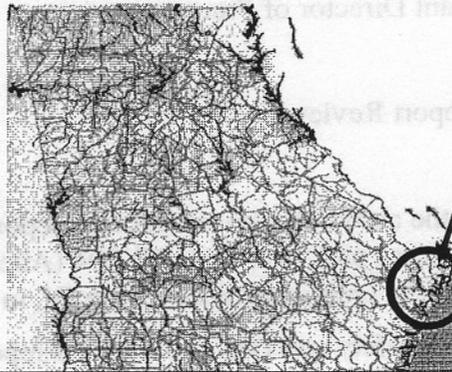
Project Number: NHS-0002-00(921)

County: Chatham

P. I. Number: 0002921

Federal Route Number: F171-1

State Route Number: N/A



PROJECT
LOCATION

METRIC

Recommendation for approval:

DATE 1/4/05

David O. Van Meter
Project Manager

DATE 1/7/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 1.19.05

Anthony D. [Signature]
State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

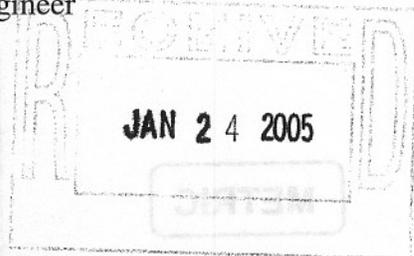
File: NHS-0002-00(921) Chatham County
P.I. No. 0002921

Office: Traffic Safety & Design
Atlanta, Georgia
Date: January 15, 2005

PMA
From: Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for construction of this four lane , limited access parkway, from SR 204 (Abercorn Street Extension) which ties into Harry S. Truman Project- Phase IV, in Chatham County.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area. However, we recommend providing direct access, for SR 204 WB traffic, to the EB ramp.

PMA/SZ/nr

Attachment (signature page)

- Cc: Harvey Keeper, State Environment /Location Engineer
- Ben Buchan, State Urban Design engineer
 - Attn: Darryl VanMeter, Design Group Manager
- Gary Priester, District Engineer
 - Attn: Dennis Odom, District Design Engineer
- David Mulling, State Review Engineer
- Joe Palladi, State Transportation Planning Administrator
- Jamine Simpson, Financial Management Administrator
- Paul Liles, State Bridge and Structural Design Engineer
- General Files
- Office Files

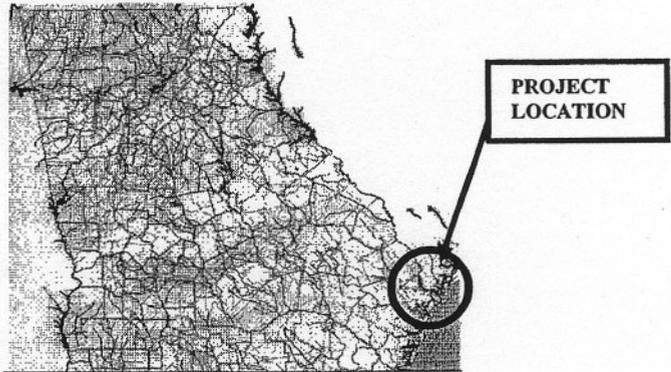
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00(921)
County: Chatham
P. I. Number: 0002921

Federal Route Number: F171-1
State Route Number: N/A

METRIC



Recommendation for approval:

DATE 1/4/05

Camp O. Van Meter
Project Manager

DATE 1/7/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

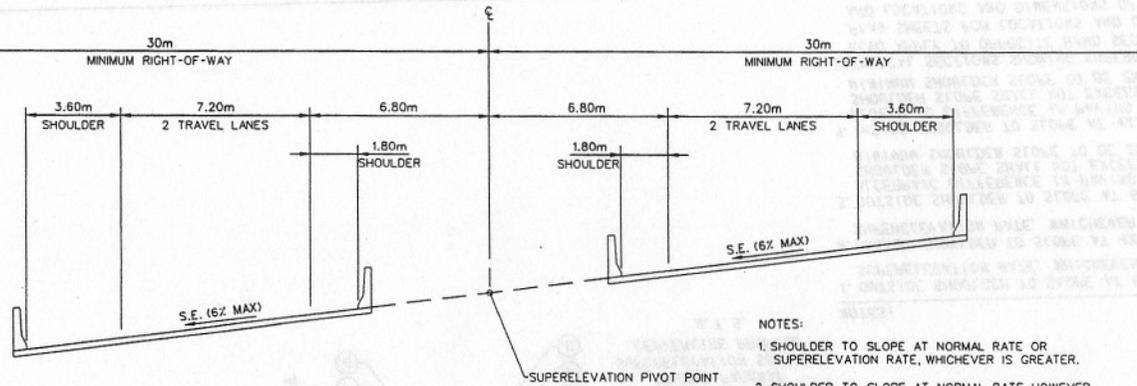
District Engineer

DATE 1/20/05

David J. Muddery
Project Review Engineer

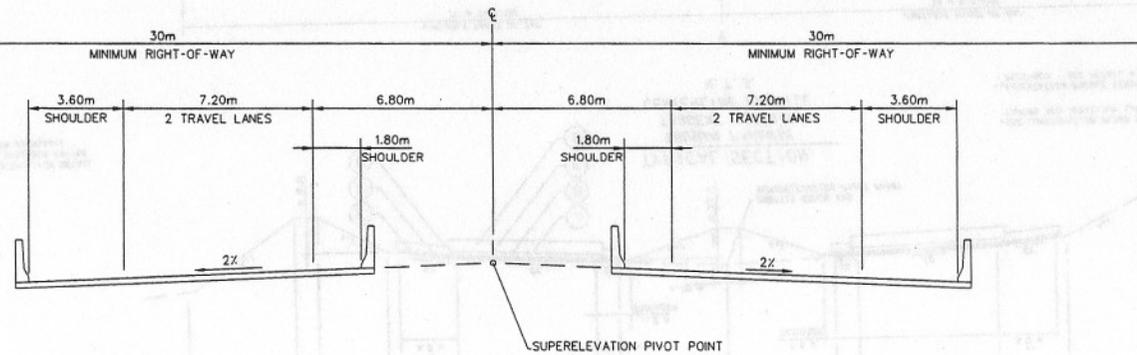
DATE _____

State Bridge and Structural Design Engineer



- NOTES:
1. SHOULDER TO SLOPE AT NORMAL RATE OR SUPERELEVATION RATE, WHICHEVER IS GREATER.
 2. SHOULDER TO SLOPE AT NORMAL RATE, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 7%. MINIMUM SHOULDER SLOPE TO BE 2%

TYPICAL BRIDGE SECTION
TRUMAN PARKWAY
SUPERELEVATION
CENTERLINE PROFILE



TYPICAL BRIDGE SECTION
TRUMAN PARKWAY
CENTERLINE PROFILE

TYPICAL SECTIONS SHOWING SUPERELEVATION AND TURN LANES ALSO APPLY TO OPPOSITE HAND SECTIONS - SEE CONSTRUCTION PLAN SHEETS FOR LOCATIONS AND DIRECTION OF SUPERELEVATION AND LOCATIONS AND DIMENSIONS OF TURN LANES.