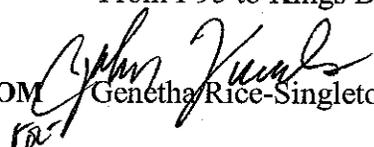


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007414, Camden County **OFFICE** Preconstruction
CSSTP-0007-00(414)
Widening of CR 90/Colerain Road/Laurel Island Pkwy-
From I-95 to Kings Bay **DATE** March 12, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Glenn Durrence
Paul Liles
Brad Saxton
Rebecca Thigpen
BOARD MEMBER



U.S. Department
of Transportation
Federal Highway
Administration

Georgia Division

61 Forsyth St. SW
Suite 17T100
Atlanta, GA 30303

February 27, 2009

In Reply Refer to:
HPD-GA

Mrs. Gena Evans
Commissioner
One Georgia Center
Georgia Department of Transportation
600 West Peachtree
Atlanta, Georgia 30308

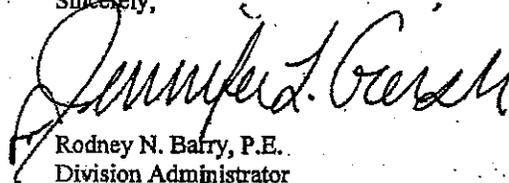
Dear Ms. Evans:

We have received the additional information requested in order to make a logical termini determination for Project CSSTP-0007-00(414) in Camden County, Georgia. The project includes the widening of CR 90/Colerain Road from I-95 to Kings Bay Road. Based on the information provided at this time, we concur with the proposed termini for the subject projects. Any changes in the project design or in traffic data that occur over time may require an update of this determination.

Please ensure that the NEPA document clearly indicates the intersecting roadway at the eastern terminus, Kings Bay Road, is a 4-lane improved roadway with a capacity that can accommodate the additional design year traffic predicted with the new bypass.

If you have any questions or require further information, please contact Ms. Jennifer Giersch at 404-562-3653.

Sincerely,



Rodney N. Barry, P.E.
Division Administrator

File: CSSTP-0007-00(414)

**MOVING THE
AMERICAN
ECONOMY**



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007414, Camden County
CSSTP-0007-00(414)
Widening of CR 90/Colerain Road/Laurel Island Parkway -
From I-95 to Kings Bay Road

OFFICE: Preconstruction

DATE: February 18, 2008

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct CR 90/Colerain Road/Laurel Island Parkway from I-95 east to Kings Bay Road for a total of 4.90 miles. This project would serve as an alternate route to relieve congestion on SR 40 and provide additional capacity for westbound coastal evacuation. This project would also provide regional benefits by facilitating access to area development and providing the necessary infrastructure for continued future economic development. The project is the middle section of the future Kingsland Bypass. The current two lane configuration of Laurel Island Parkway is inadequate to handle the projected traffic volumes. The Level of Service (LOS) at the major intersections would decline to LOS "F" by design year if no action is taken. The 2006 Average Daily Traffic (ADT) of 10,000 vehicles per day (VPD) on Colerain Road within the project area is projected to increase to 18,000 by the build year 2010. This volume is projected to increase to 30,200 VPD by the 2030.

The proposed project will provide an urban four-lane divided highway with a 20' raised median and auxiliary lanes at major intersections. The roadway would have 4' bike lanes on each side with urban shoulders, which have curb and gutter and 5' sidewalk on both sides. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; Time saving procedures is 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)	\$ 26,027,000	\$ 25,070,000	L250	LR
Right-of-way & Utilities*	Local	Local		

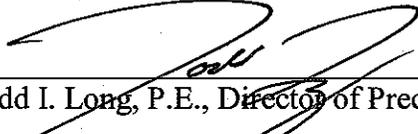
*PMA signed for Camden County to do PE and Utilities; Construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



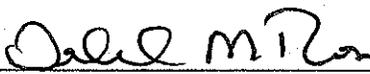
Todd I. Long, P.E., Director of Preconstruction

APPROVED



for Rodney A. Barry, P.E., Division Administrator FHWA

APPROVED



Gerald M. Ross, P.E., Chief Engineer

**Full Oversight at I-95 Bridge only.

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
0007414	Camden	CR 90/COLERAIN ROAD FM I-95 TO KINGS BAY ROAD	Dec-09	May-12	Jun-11
CSSTP-0007-00(414)	FIELD DIST: 5				
TIP #:	TWIN:	US:	Phase	Approved	Proposed
MPO: Not Urban		EST DATE: 11/6/07	PE	2007	2007
MODEL YR:			PE	2007	2007
PROJ MGR: Odom, Dennis	PROJ LENGTH: 4.90		PE	2007	2007
PROG Reconstruction/Rehabilitation	TYPE WORK: Widening		ROW	LOCL	LOCL
TYPE: ion			CST	LR	LR
CONCEPT:	LET RESP: DOT				
					Congressional Districts: 1

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
1/31/08	1/31/08	Define Project Concept	8/1/06		90	PE to be completed by Locals (via PMA), not by Turnkey_10/4/05 (CAH)/3-7-07/Initial Concept Mtg 3-15-07/9-10-07/final concept meeting 9-27-07/11-7-07/MA working on final concept report/concept sent for approval on 11/7/07; ADO/01-09-08/Concept sent for approval again with bicycle facilities added. (ado)
		Concept Meeting	9/27/07	9/27/07	100	
2/1/08	2/19/08	Concept Submittal and Review	11/7/07		48	
2/20/08	3/4/08	Receive Preconstruction Concept Approval			0	
3/4/08	3/4/08	Management Concept Approval Complete			0	
3/26/08	3/26/08	Public Information Open House Held			0	
3/5/08	10/29/09	Environmental Approval			0	
5/14/09	5/14/09	Public Hearing Held			0	
4/23/08	5/13/08	Mapping			0	
5/15/08	6/18/08	Field Surveys/SDE			0	
6/19/08	6/10/09	Preliminary Plans			0	
10/23/08	2/18/09	Preliminary Bridge Design			0	
3/5/08	4/9/08	Underground Storage Tanks			0	
7/10/08	9/24/08	404 Permit Obtainment			0	
11/20/09	11/23/09	PFPR Inspection			0	
12/29/09	3/22/10	R/W Plans Preparation			0	
5/18/10	5/21/10	R/W Plans Final Approval			0	
12/29/09	12/31/09	L & D Report Development and Approval			0	
5/24/10	4/2/12	R/W Acquisition			0	
10/14/10	10/27/10	Stake R/W			0	
12/29/09	1/7/10	Soil Survey			0	
12/29/09	2/2/10	Bridge Foundation Investigation			0	
1/1/10	11/4/10	Final Design			0	
2/1/10	7/16/10	Final Bridge Plans Preparation			0	
11/26/10	11/29/10	FFPR Inspection			0	
12/13/10	12/24/10	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y **MEASUREMENT** E **CONSULTANT:** C **UT EST:**

Bridge: BRIDGE REQUIRED
Design: Concept re-sent for approval with bike lanes included.1/8/08
EIS: SMART
LGPA: PMA SGN CAMDEN DO PE & UTIL,ROW & CST TO BE DONE BY FUTURE AGREEMENTS 12-12-05.
Planning: Bike facilities required, see 2005 Camden County Bicycle and Pedestrian Plan
Programming: ADDED BY PNRC 5-05
Traffic Op: AWAITING CNSLT PFPR PLANS FOR REVIEW
EMG: RECST/REHAB (WIDENING); PE BY LOCALS AS PER DISTRICT.

R/W INFORMATION:

PREL PARCEL CT: **TOTAL PARCEL CT:** **ACQUIRED BY:** LOC **ACQ MGR:** Cravey, Mack (LOC)
UNDER-REVIEW CT: **RELEASED** **OPT-PEND CT:** **DEEDS CT:** **COND-PEND CT:** **COND-FILED CT:**
RW CERT DT: **ACQUIRED CT:** **RELOCATION CT:**



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007414 **OFFICE:** Environment/Location
DATE: January 24, 2008

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**
CSSTP-0007-00(414) / Camden County
Widening Colerain Rd/Laurel Island Parkway from I-95 to Kings Bay Rd.

In addition to the comments submitted by this office November 15, 2007, (attached), we offer the following comments:

1. This project will likely require winter (January) survey for E. Indigo Snake and it needs to happen this season. It will be needed before the Draft EA can be submitted to FHWA. If we wait until next season, it will jeopardize the December '09 ROW date.
2. Page 5 – The logical termini discussion does not provide enough rationale for why we chose termini and it will need additional work.
- ✓3. Page 8 – Nothing was checked for type of Environmental document; most likely EA.
4. Page 9 – Is Camden County doing Environmental too?

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB/lc

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Brent Story
Paul Liles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Jesup

PROJECT CONCEPT REPORT

Project Numbers: CSSTP-0007-00 (414)
County: Camden County
P. I. Number: 0007414

Federal Route Number: N/A
State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 01-07-08

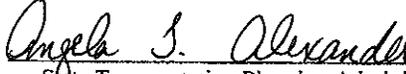

Project Manager

DATE _____

State Road & Airport 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 the State Transportation Improvement Program (STIP).

DATE 1-28-2008


State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

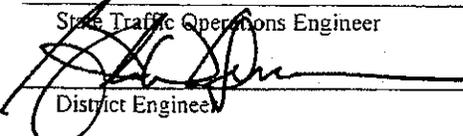
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE 1-8-08

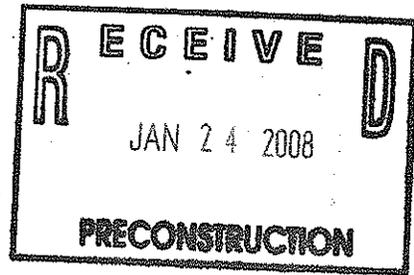

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Jesup

PROJECT CONCEPT REPORT

Project Numbers: CSSTP-0007-00 (414)
County: Camden County
P. I. Number: 0007414

Federal Route Number: N/A
State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 01-07-08

Dennis O'Brien
Project Manager

DATE _____

State Road & Airport 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 the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 1-17-08

David Gold
State Traffic Operations Engineer

DATE 1-8-08

[Signature]
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Jesup

PROJECT CONCEPT REPORT

Project Numbers: CSSTP-0007-00 (414)

County: Camden County

P. I. Number: 0007414

Federal Route Number: N/A

State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 01-07-08



Project Manager

DATE _____

State Road & Airport 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 the State Transportation Improvement Program (STIP).

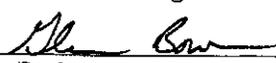
DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 1/24/08

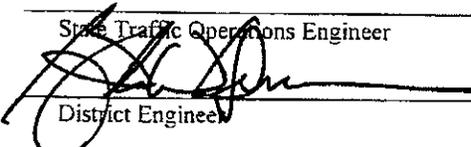


State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE 1-8-08



District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5 Jesup

PROJECT CONCEPT REPORT

Project Numbers: CSSTP-0007-00 (414)

County: Camden County

P. I. Number: 0007414

Federal Route Number: N/A

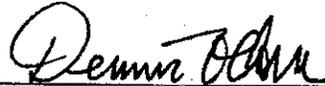
State Route Number: N/A

Regional or Wide area location sketch and Project
Description (See Page 2)

Date of Report: January 4, 2008

Recommendation for approval:

DATE 01-07-08


Project Manager

DATE _____

State Road & Airport 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 the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

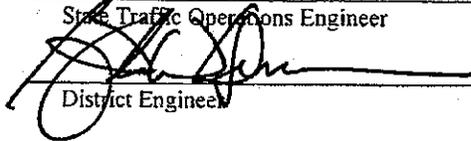
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations Engineer

DATE 1-8-08


District Engineer

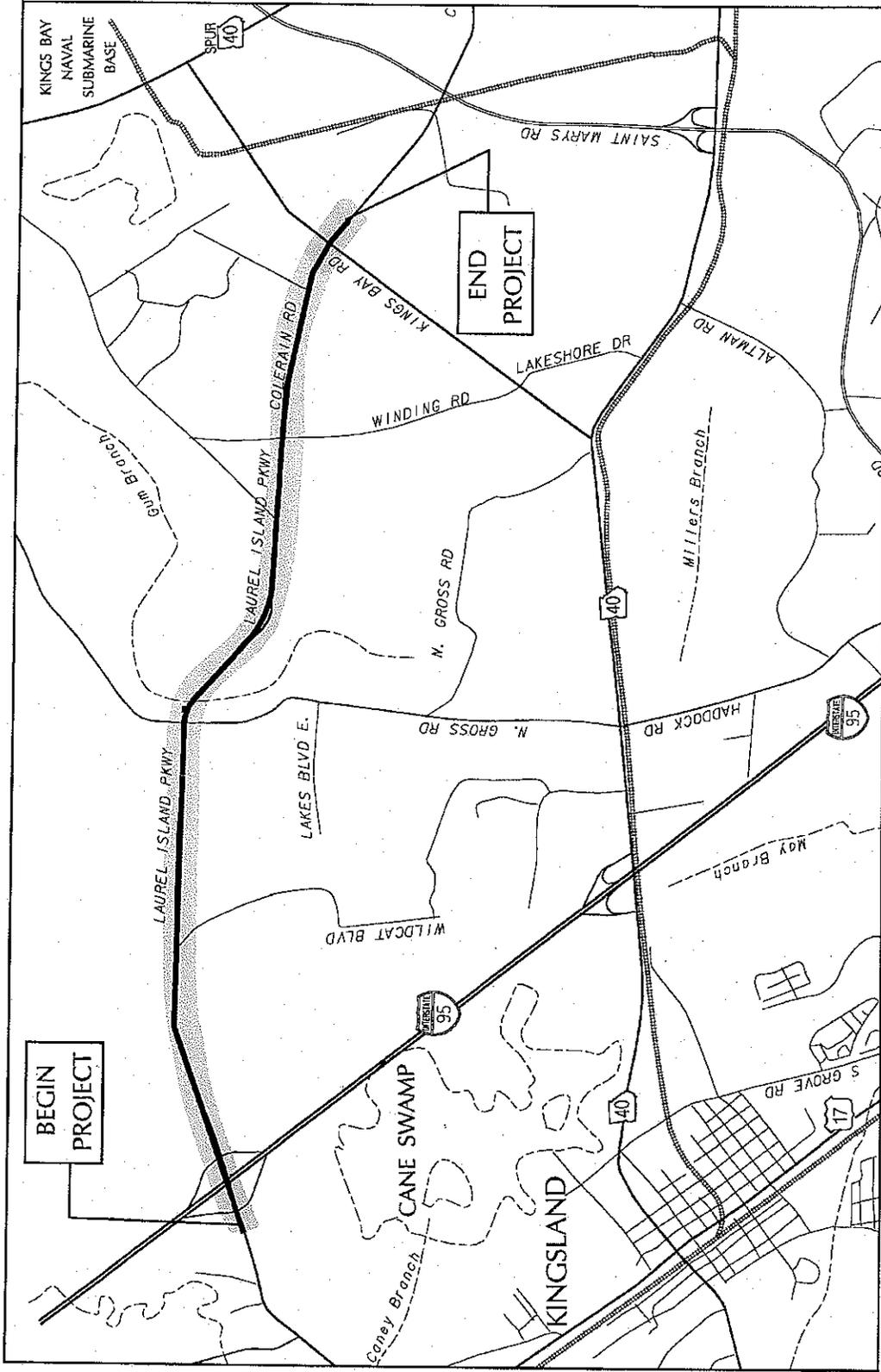
DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

Project Concept Report page 2.
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County



Project Concept Report page 3
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

Need and Purpose:

The proposed project would widen and improve Colerain Road/Laurel Island Parkway from I-95 east to Kings Bay Road from a two-lane to a four-lane divided with a 20-foot raised median. This project would serve as an alternate route to relieve traffic congestion on SR 40 from I-95 to Kings Bay Road and provide additional capacity for westbound coastal evacuation. The current two-lane configuration of Laurel Island Parkway is inadequate to handle the projected (year 2030) traffic volumes.

Planning Background and Project History

There are approximately 30,000 people who live south of the Satilla River and east of US 17 in Camden County. In the event of a mandatory hurricane evacuation all of these citizens would have to utilize SR 40 west to I-95 and beyond to Folkston as an evacuation route. In 2004, we witnessed the devastating effects that hurricanes can have on people and property along the southeastern coastline of the United States. Emergency evacuation has become more important with each new house built in this part of Camden County. Past evacuations have shown that Colerain Road, a 2-lane facility does not have the capacity to handle an evacuation in a timely and efficient manner.

There have been several studies made to recommend projects to increase the capacity of SR 40. All of these studies have identified the widening of SR 40 to Folkston as the key component to improving the capacity of SR 40. The major obstacle to this improvement is the section of SR 40 through the city of Kingsland including the intersection of SR 40 and US 17. This intersection is bordered by historical structures that are part of the Kingsland Commercial Historic District, which is included in the National Register of Historic Places. Additionally, the right-of-way has major utility lines, both overhead and underground.

The cities of Saint Mary's and Kingsland and the Camden County Board of Commissioners agreed that the most practical solution to this problem would be to construct a bypass around Kingsland. A preliminary route was identified with connections to Kings Bay Naval Submarine Base and SR 40 on the east. Improving Colerain Road/Laurel Island Parkway will provide a bypass evacuation route around the City of Kingsland.

The Kingsland Bypass would begin at SR 40 at the intersection of Colerain Road on the west side of Kingsland, then it would continue northeasterly along the alignment of Colerain Road. The bypass would continue on new alignment near the intersection of CR 109. The new alignment bypass would then bridge over the railroad and US 17, where it would then continue east onto the existing alignment of Colerain Road. The bypass would continue in a southeasterly direction on Colerain Road/Laurel Island Parkway crossing I-95, North Gross Road, Winding Road, Kings Bay Road, St. Marys Road and intersecting with SR 40 Spur one mile north of SR 40 on the east side of Kingsland in the City of St. Marys. Project CSSTP-0007-00 (414), P.I. Number 0007414, the widening of Colerain Road/Laurel Island Parkway from I-95 to Kings Bay Road would be the first phase of the Kingsland Bypass. This section was chosen as the first phase because it would provide an improved connection from the Kings Bay Naval Submarine Base to I-95. The second phase would be from I-95 west to SR 40, which would complete a four-lane alignment (bypass) around Kingsland. The third phase would be an improvement of

Project Concept Report page 4
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

Colerain Road from Kings Bay Road to SR 40 Spur, which would extend into St. Marys a four-lane to connect to SR 40.

Colerain Road/Laurel Island Parkway is currently classified as a rural minor collector. However, because the improved route, Laurel Island Parkway is projected to serve the needs of regional commercial and commuter traffic around the City of Kingsland. Therefore, this route has been recently reclassified as a minor arterial.

In addition to providing traffic relief to SR 40 and an evacuation route, this project would also provide regional economic benefits by facilitating access to area development and providing the necessary infrastructure for continued future economic development. This route is shown on the Camden County bike route system and therefore bike lanes will be provided along the length of this route.

Traffic Volumes and Level of Service

The residential and commercial properties, and other land uses adjacent to the roadway contributed to the current traffic volumes on the existing facility. The 2006 Average Daily Traffic (ADT) on Colerain Road within the project area is 10,600 vehicles per day (vpd), which is projected to increase to 18,100 by the build year 2010 and 30,200 vpd by the design year 2030.

Intersection capacity analysis was performed under existing and future traffic conditions with and without the proposed project. The vehicular delay value that results from the capacity analysis is used to determine the level of service (LOS) of an intersection. Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS "A" represents free-flow traffic conditions and LOS "F" represents extreme delays with stopped traffic conditions. A summary of the intersection capacity analyses in terms of level of service for existing, no-build and build conditions are shown in Table 1 on the following page.

As shown in Table 1, the existing intersections are operating at levels of service "B" or "C" during the peak hours. All the intersections with Colerain Road/Laurel Island Parkway are unsignalized except at North Gross Road and Kings Bay Road.

The year 2030 levels of service without the project would decline to LOS F at most of the intersections. However, with the proposed project, the intersections would operate at LOS C or above throughout the project corridor.

Table 1
Summary of HCS Level of Service Analysis Results

Intersections	Existing Year 2006		No-Build Year 2030		Proposed Design Year 2030	
	AM	PM	AM	PM	AM	PM
Kingsland Bypass @ I-95 Southbound Ramps	C*	C*	F	F	B	B
Kingsland Bypass @ I-95 Northbound Ramps	B*	B*	F	F	B	B
Kingsland Bypass @ Brazell Road	--	--	D	F	B	C
Kingsland Bypass @ Bristol Hammock Road	--	--	F	E	B	B
Kingsland Bypass @ Wildcat Drive	--	--	F	F	D	C
Kingsland Bypass @ Shopping Center/Local Street	--	--	F	E	C	C
Kingsland Bypass @ N. Gross Rd/Marsh Harbor Pkwy	B	B	C	C	C	C
Kingsland Bypass @ New Subdivision – Local Streets	--	--	F	F	C	C
Kingsland Bypass @ Winding Road	--	--	F	F	C	C
Kingsland Bypass @ Kings Bay Road	B	C	F	E	C	C

* For unsignalized intersections, LOS is given for minor street approach.

Safety Improvements

A summary of the crash history for SR 40 from Kings Bay Road to Henrietta Street is provided in Table 2. The table lists the total number of crashes and injuries on this section of SR 40 for the three most recent years that data was available (2004, 2005 and 2006). There were no fatalities reported. The crash and injury rates were calculated and shown beside the statewide rates for urban principal arterials. The crash and injury rates provided are in units of 100 million vehicle miles.

Table 2
Summary of Traffic Crashes
SR 40 from Kings Bay Road to Henrietta Street

Year	No. Of Crashes	Crash Rate (Statewide)	No. Of Injuries	Injury Rate (Statewide)
2004	196	597 (463)	74	226 (116)
2005	191	601 (513)	92	290 (128)
2006	186	534 (494)	63	181 (120)

The results of the crash analysis indicate that the crash and injury rates for SR 40 are above the statewide averages for urban principal arterials for all three years. The proposed Kingsland

Project Concept Report page 6
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

Bypass would serve to relieve traffic congestion on SR 40 and would help to reduce the risk of various common crashes, specifically rear-end and angle collisions at intersections.

In summary, the proposed project including the SR 40 connector would provide an evacuation route, provide traffic relief for SR 40, improve traffic safety and increase the capacity of the roadway to facilitate the projected new traffic growth from development.

Logical Termini

The logical western terminus of the first phase of the Kingsland Bypass would be the I-95 interchange because 61% of projected traffic from Laurel Island Parkway (east of I-95) travels onto I-95. Only 39% continue on Laurel Island Parkway west of I-95. For this reason, I-95 interchange was chosen as the western terminus for the project.

The logical terminus for the eastern terminus is at the intersection of Kings Bay Road. Kings Bay Road would capture commercial and regional traffic from SR 40 that wants to bypass the city of Kingsland. Also, the main gate to the Kings Bay Naval Submarine Base is located on Kings Bay Road. The Base generates a high volume of traffic to and from I-95 via Laurel Island Parkway. 55% of the projected traffic on the Bypass travels onto Kings Bay Road with 45% continuing on Laurel Island Parkway. For this reason, Kings Bay Road was chosen as the logical terminus.

The termini does allow for a full evaluation of the environmental impacts of the first phase of the Kingsland Bypass. The first phase of the Kingsland Bypass serves as a parallel route to SR 40, and would relieve future traffic congestion along that route. The widening of Laurel Island Parkway has independent utility because it provides additional capacity to the east-west travel movement that is projected to operate at LOS F under the no-build condition. The first phase of the Kingsland Bypass also provides the proposed four-lane for hurricane evaluation in bypassing the City of Kingsland.

The first phase of the Kingsland Bypass would not restrict consideration of alternatives for other reasonable foreseeable transportation improvements. The second phase of the Kingsland Bypass would start at the western terminus of Phase 1 and continue westerly. The eastern most segment of Phase 2 of the Bypass was evaluated for environmental constraints, which would limit the ability of that segment connecting to the western terminus of Phase 1. That evaluation did not identify any environmental issues that would act as a fatal flaw to the future extension of Phase 1. The proposed improvements associated with Phase 1 would not force future improvements in Phase 2 that would have a significant adverse impact upon environmental resources located along the Phase 2 corridor.

Project Concept Report page 7
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

Other Projects in the Area

- GDOT Project 0000654, CS 565/Mariners Crossing in Kingsland - RR crossing warning devices.
- GDOT Project 0005897, CR 200/Lakes Blvd - RR crossing warning devices.
- GDOT Project 0006455, SR 25; SR 40 & SR 40 Spur @ 10 Locations - Upgrade traffic signals
- GDOT Project 0006701, St. Mary's Road Paving Project – Pavement Rehabilitation
- GDOT Project 0008666, Colerain-St. Marys Road from SR 40 to I-95.

Description of the proposed project:

The proposed project would widen and improve Colerain Road/Laurel Island Parkway from I-95 east to Kings Bay Road. The project proposes to widen the existing two-lane roadway to provide an urban four-lane divided highway with a 20-foot raised median and auxiliary lanes at major intersections. The roadway would have 4-foot bike lanes on each side with urban shoulders, which have curb and gutter and 5-foot sidewalks on both sides.

The interchange at I-95 would remain a diamond interchange, however the ramps would be reconstructed with concrete. The concrete ramps would be reconstructed to meet the geometric design speed of 45 mph, which may require the ramps to be lengthened. The reconstructed 16-foot wide off-ramps would be widened to provide two 12-foot left turn lanes and one 12-foot right turn lane at the intersection approaches to Laurel Island Pkwy/Colerain Road.

The total length of the project would be approximately 4.9 miles.

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

PDP Classification: Major X Minor

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

Functional Classification: Rural Minor Arterial

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

Traffic (AADT):
Base Year: (2010) 18,100 Design Year: (2030) 30,200

Existing design features:

- Typical Section: The roadway segments of Colerain Road/Laurel Island Parkway are currently 2-lane roadways with 11 to 12-foot lanes in each direction and rural open-ditch shoulders.

Project Concept Report page 8
Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

- Posted speed:
 - Colerain Road – 50 mph
 - Kings Bay Road – 35 mph
- Minimum radius for curve:
- Maximum super-elevation rate for curve: 6.00%
- Maximum grade: 2%
- Width of right of way: Colerain Road - varies 80 ft. to 130 ft.
Kings Bay – 50 ft.
- Major structures:
 - Bridge over I-95 – See attached bridge inventory.
 - Culverts over streams
- Major interchanges or intersections along the project: Colerain Road/Laurel Island Parkway at I-95 Interchange Ramps, Brazell Road, Bristol Hammock Road, Wildcat Drive, North Gross Road, Winding Road and Kings Bay Road. The I-95 interchanges located north and south of CR 90/Laurel Island Parkway are CR 141/Harrietts Bluff Road (1.5 miles) and SR 40 (2.44 miles), respectively.
- Existing length of roadway segment 4.9 miles of existing roadway
- Mile log for Colerain Road (CR 90)
 - CR 90: From 0.32 to 2.17
 - CR 333: From 0.00 to 2.65
 - CS 588: From 0.00 to 0.24
 - CS 530: From 0.00 to 0.16
- Mile log for I-95 Interchange
 - Camden County mile post: 5.72

Proposed Design Features:

- Proposed typical sections:
 - Kingsland Bypass (Colerain Road/Laurel Island Pkwy) - The typical section includes two 12-foot travel lanes and 4-foot bike lane in each direction, with a 20-foot raised median; and 12-foot right turn (auxiliary) lanes at all major intersections and major commercial drives. The proposed section from 2,300 feet west of I-95 to Brazell Road and from 3,800 feet west of Winding Road to 1,000 feet east of Kings Bay Road would include rural 10-foot shoulders with 6.5 feet paved and 3.5 feet grassed. The proposed section from Brazell Road to 3,800 feet west of Winding Road would include curb and gutter and 5-foot sidewalks on both sides.
 - Colerain Road/Laurel Island Pkwy Bridge over I-95 – The bridge typical section would include two 12-foot travel lanes and a 12-foot shoulder in each direction, with a 20-foot median (16-foot raised). (See attached bridge typical section)
 - I-95 ramps (reconstructed) – The I-95 ramps would be reconstructed with concrete and would consist of a full depth section (see attached typical section). The typical would have one 16-foot travel lane, a 6-foot inside shoulder and 10-foot outside shoulder. At the intersection approaches to Laurel Island Pkwy, the northbound and southbound off-ramps would have two 12-foot left turn lanes and one 12-foot right turn lane.

- Proposed Design Speed
 - Colerain Road/Laurel Island 45 mph
 - I-95 Ramps 45 mph
 - Brazell Road 35 mph
 - Bessie Lane 35 mph
 - Winding Road 35 mph
 - Kings Bay Road 55 mph
- Proposed Maximum grade Mainline 2% Maximum grade 6%
- Proposed Maximum grade Side Streets 2% Maximum grade 7%
- Proposed Maximum grade driveway 5%
- Proposed Minimum radius for curve for Colerain Road 1800'
 Minimum radius allowable 643'
- Proposed Minimum radius for curve for side streets:
 - 935' I-95 Ramps Minimum radius 643'
 - 500' Brazell Road Minimum radius 340'
 - 500' Bessie Lane Minimum radius 340'
 - tangent Winding Road Minimum radius 340'
 - tangent Kings Bay Road Minimum radius 1060'
- Proposed Maximum superelevation rate for curve 6.00%
- Right of way
 - Width: Varies from 120 to 145 feet (typical)
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 67 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures:

- Bridge

Kingsland Bypass Bridge over I-95	
Bridge Type	Concrete
No. of spans	2
Length	273'
Maximum Span	94'
Deck Structure Width	95'-3"
Roadway Width	68'
Minimum Vertical Clearance	17'-6"
Total Horizontal Clearance	28.8'

- Culverts

- Major intersections and interchanges: Colerain Road/Laurel Island Parkway at I-95 Interchange Ramps, Brazell Road, Bristol Hammock Road, Wildcat Drive, North Gross Road, Winding Road and Kings Bay Road. The I-95 interchanges located north and south

of CR 90/Laurel Island Parkway are CR 141/Harrietts Bluff Road (1.5 miles) and SR 40 (2.44 miles), respectively.

- Traffic control during construction: Traffic control will consist of staged construction and will allow for Colerain Road to remain open during construction.
- Design Exceptions for controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)
LIMITS OF ACCESS*	()	()	(X)

*The full access (median openings) on each side of the I-95 interchange will be restricted to a minimum of 1,000 feet on each side of the interchange terminals. The nearest "right-in and right-out" driveway on the east side of the interchange is located approximately 500 feet and the nearest "right-in and right-out" driveway on the west side of the interchange is located approximately 423 feet west of the interchange. These distances are greater than the minimum distance of 300 feet so therefore no design exception is needed. To eliminate the driveway on the east side, it would require that a large truck stop business be purchased. The cost of purchasing this business would be very expensive. Also, the County and local business community is not in favor of the purchase of this business. Therefore a relocated full access roadway (median opening) will be constructed approximately 1,100 feet from the interstate terminal in order for this business to have full access with the reconstruction and widening of Colerain Road/Laurel Island Pkwy.

The property with the driveway on the west side of the interchange is currently undeveloped and the property would be landlocked without the right-in and right-out driveway. There is 114 acres of property that would need to be purchased in order to eliminate the right-in and right-out driveway.

- Design Variances: None anticipated.
- Environmental concerns:
 - A preliminary environmental inventory was conducted which included field surveys and review of applicable federal and state databases.
 - There is no known UST/hazardous waste sites from which right-of-way would be required.
 - There are no potentially eligible historic resources along Colerain Road.
 - There are no environmental justice issues.
 - Level of environmental analysis: Not determined yet.

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Project Number: CSSTP-0007-00 (414)
P.I. Number: 0007414
County: Camden County

- Are Time Savings Procedures appropriate? Yes () No (X)
- Categorical exclusion ()
- Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
- Environmental Impact Statement (EIS) ().
- Utility involvements: Camden County will be responsible for all reimbursable utility relocations. Possible affected utilities include telephone, cable, power, gas, ATMS and water.

Project responsibilities:

- Design: Camden County
- Right-of-Way Acquisition: Camden County
- Relocation of Utilities: Camden County
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: Contractor (if required)
- Providing detours: Contractor (if required)

Coordination

- Initial Concept Team Meeting: Held on March 15, 2007. See attached minutes.
- Concept Team Meeting: To be held.
- P. A. R.: A Practical Alternatives Report (P.A.R.) is not expected for this project.
- FEMA, USCG, and/or TVA. - None
- Public involvement: PIM and Public Hearing to be held.
- VE Study Required
- Local government comments.
- Other projects in the area:
 - GDOT Project 0000654, CS 565/Mariners Crossing in Kingsland - RR crossing warning devices.
 - GDOT Project 0005897, CR 200/Lakes Blvd - RR crossing warning devices.
 - GDOT Project 0006455, SR 25; SR 40 & SR 40 Spur @ 10 Locations - Upgrade traffic signals
 - GDOT Project 0006701, St. Mary's Road Paving Project – Pavement Rehabilitation
 - GDOT Project 0008666, Colerain-St. Marys Road from SR 40 to I-95.
- Other coordination to date: None
- Railroads: Not applicable

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 15 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right-of-way plans: 6 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right-of-way: 24 Months.

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P.I. Number: 0007414
County: Camden County

Other alternates considered:

No-Build Alternative

The no-build alternative is an alternative in which Camden County would take no action to construct the project. Traffic congestion and operational problems would result on Colerain Road/Laurel Island Pkwy because the existing two-lane roadway would be inadequate to handle the future year 2030 traffic volumes.

Additionally, traffic congestion would worsen on SR 40 without an alternative route. Also, high levels of traffic congestion on SR 40 would continue to increase the risk of traffic accidents.

SR 40 would not have enough capacity to provide a safe evacuation route for coastal communities. There have been several studies of the SR 40 corridor that identified the widening of SR 40 to Folkston as the key component to improving the capacity of SR 40 for an evacuation route. The major obstacle to this improvement is the section of SR 40 through the city of Kingsland including the intersection of SR 40 and US 17. This intersection is bordered by historical structures that are part of the Kingsland Commercial Historic District, which is included in the National Register of Historic Places. Additionally, the right-of-way has major utility lines, both overhead and underground. Consequently, without the Kingsland Bypass, there would not be a viable evacuation route around the City of Kingsland.

Comments: None.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right-of-Way
 - c. Utilities
2. Typical sections,
3. Traffic flow diagrams and capacity analysis,
4. Bridge inventory,
5. Minutes of Initial Concept Team meeting,
6. Minutes of Concept Team meeting,
7. Benefit-Cost Analysis

Estimate Report for file "0007414_2008-07-17"

Section Major Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	700	CY	376.76	CLASS A CONCRETE - CULVERTS	263732.00
511-3001	26660	SF	120.00	BRIDGE OVER I-95	3199200.00
627-1000	9000	SF	43.83	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	394470.00
Section Sub Total:					\$3,857,402.00

Section Grading and Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	Lump Sum	1550000.00	GRADING COMPLETE -	1550000.00
441-0600	50	CY	956.50	CONC HEADWALLS	47825.00
550-1300	6400	LF	62.79	STORM DRAIN PIPE, 30 IN, H 1-10	401856.00
550-1301	2000	LF	60.09	STORM DRAIN PIPE, 30 IN, H 10-15	120180.00
550-1361	6400	LF	83.62	STORM DRAIN PIPE, 36 IN, H 10-15	535168.00
550-1482	2000	LF	116.00	STORM DRAIN PIPE, 48 IN, H 15-20	232000.00
550-1541	2000	LF	150.91	STORM DRAIN PIPE, 54 IN, H 10-15	301820.00
550-4230	10	EA	952.39	FLARED END SECTION 30 IN, STORM DRAIN	9523.90
550-4236	20	EA	1285.66	FLARED END SECTION 36 IN, STORM DRAIN	25713.20
603-2030	200	SY	56.00	STN DUMPED RIP RAP, TP 1, 30 IN	11200.00
668-1100	105	EA	2612.84	CATCH BASIN, GP 1	274348.20
668-2100	5	EA	2506.71	DROP INLET, GP 1	12533.55
Section Sub Total:					\$3,522,167.85

Section BASE & PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	138664	TN	20.48	GR AGGR BASE CRS, INCL MATL	2839838.72
402-1811	1740	TN	111.52	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	194044.80
402-3121	44343	TN	62.68	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2779419.24
402-3130	18829	TN	62.42	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1175306.18
402-3192	20466	TN	81.96	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	1677393.36
413-1000	30076	GL	1.93	BITUM TACK COAT	58046.68
Section Sub Total:					\$8,724,048.98

Section Concrete Work					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
430-0220	30578	SY	57.00	PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK	1742946.00
441-0016	675	SY	39.55	DRIVEWAY CONCRETE, 6 IN TK	26696.25
441-0104	21055	SY	36.14	CONC SIDEWALK, 4 IN	760927.70
441-0754	4422	SY	49.22	CONCRETE MEDIAN, 7 1/2 IN	217650.84
441-6222	37900	LF	16.14	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	611706.00
441-6740	52832	LF	13.22	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	698439.04
Section Sub Total:					\$4,058,365.83

Section Signing and Striping and Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	10	CY	376.76	CLASS A CONCRETE	3767.60
636-1020	235	SF	14.96	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3515.60
636-1029	250	SF	16.83	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	4207.50
636-1033	395	SF	19.92	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	7868.40
636-1041	50	SF	45.52	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	2276.00
636-1072	1400	SF	23.14	HIGHWAY SIGNS, ALUM EXTRUDED PANELS,	32396.00

				REFL SHEETING, TP 3	
636-2070	700	LF	8.66	GALV STEEL POSTS, TP 7	6062.00
636-2080	830	LF	8.73	GALV STEEL POSTS, TP 8	7245.90
636-3000	4000	LB	3.18	GALV STEEL STR SHAPE POST	12720.00
636-5010	50	EA	66.69	DELINEATOR, TP 1	3334.50
636-9094	24	LF	69.41	PILING IN PLACE, SIGNS, STEEL H, HP 12 X 53	1665.84
639-2002	800	LF	3.73	STEEL WIRE STRAND CABLE, 3/8 IN	2984.00
639-4003	8	EA	6575.32	STRAIN POLE, TP III	52602.56
639-4004	36	EA	6225.67	STRAIN POLE, TP IV	224124.12
647-1000	9	LS	49430.00	TRAFFIC SIGNAL INSTALLATION NO -	444870.00
647-2150	8	EA	1655.32	PULL BOX, PB-5	13242.56
652-0091	25	EA	79.54	PAVEMENT MARKING, SYMBOL, TP 1	1988.50
652-0094	25	EA	56.61	PAVEMENT MARKING, SYMBOL, TP 4	1415.25
653-0110	2	EA	60.74	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	121.48
653-0120	104	EA	76.13	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	7917.52
653-0170	4	EA	88.39	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	353.56
653-0210	8	EA	111.53	THERMOPLASTIC PVMT MARKING, WORD, TP 1	892.24
653-1501	32950	LF	0.42	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	13839.00
653-1502	61900	LF	0.43	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	26617.00
653-1706	2500	LF	3.00	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, YELLOW	7500.00
653-1804	8000	LF	2.13	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	17040.00
653-3501	59100	GLF	0.48	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	28368.00
654-1001	200	EA	3.19	RAISED PVMT MARKERS TP 1	638.00
654-1003	1560	EA	3.78	RAISED PVMT MARKERS TP 3	5896.80
657-1085	7500	LF	5.43	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	40725.00
657-3085	2000	GLF	7.87	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	15740.00
657-6085	7500	LF	5.82	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	43650.00
682-6233	1100	LF	4.57	CONDUIT, NONMETL, TP 3, 2 IN	5027.00
927-0300	9	EA	2957.14	2070 MOUNT SPREAD SPECTRUM WIRELESS TRANSCEIVER WITH RS 232 CONNECTION	26614.26
927-0600	1	EA	765.00	OMNI DIRECTIONAL RADIO ANTENNA AND CONNECTING CABLE	765.00
927-0800	1	EA	3254.82	SPREAD SPECTRUM WIRELESS RADIO SURVEY	3254.82
927-0900	1	LS	4441.80	SPREAD SPECTRUM WIRELESS TRAINING	4441.80
Section Sub Total:					\$1,075,687.81

Section Guardrail					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	200	LF	42.77	GUARDRAIL, TP T	8554.00
641-1200	1300	LF	15.47	GUARDRAIL, TP W	20111.00
641-5001	4	EA	622.70	GUARDRAIL ANCHORAGE, TP 1	2490.80
641-5012	4	EA	1856.52	GUARDRAIL ANCHORAGE, TP 12	7426.08
Section Sub Total:					\$38,581.88

Section Traffic Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	300000.00	TRAFFIC CONTROL -	300000.00
Section Sub Total:					\$300,000.00

Section Landscaping and Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

163-0232	28	AC	542.55	TEMPORARY GRASSING	15191.40
163-0240	158	TN	205.33	MULCH	32442.14
163-0520	2500	LF	16.82	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	42050.00
163-0531	6	EA	8592.35	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	51554.10
165-0010	8865	LF	0.70	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	6205.50
165-0030	20685	LF	1.28	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	26476.80
165-0060	6	EA	1268.24	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	7609.44
165-0101	8	EA	512.02	MAINTENANCE OF CONSTRUCTION EXIT	4096.16
167-1000	2	EA	1035.68	WATER QUALITY MONITORING AND SAMPLING	2071.36
167-1500	24	MO	993.55	WATER QUALITY INSPECTIONS	23845.20
171-0010	8865	LF	1.58	TEMPORARY SILT FENCE, TYPE A	14006.70
171-0030	20685	LF	3.82	TEMPORARY SILT FENCE, TYPE C	79016.70
201-1500	1	LS	466713.00	CLEARING & GRUBBING -	466713.00
700-6910	25	AC	960.36	PERMANENT GRASSING	24873.32
700-7000	72	TN	51.74	AGRICULTURAL LIME	3725.28
700-7010	64	GL	22.14	LIQUID LIME	1416.96
700-8000	10	TN	292.10	FERTILIZER MIXED GRADE	2921.00
700-8100	1345	LB	2.36	FERTILIZER NITROGEN CONTENT	3174.20
Section Sub Total:					\$807,389.26

Section Miscellaneous Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	67749.91	FIELD ENGINEERS OFFICE TP 3	67749.91
634-1200	200	EA	104.68	RIGHT OF WAY MARKERS	20936.00
Section Sub Total:					\$88,685.91

Total Estimated Cost: \$22,472,329.52

Subtotal Construction Cost	\$22,472,329.52
E&C Rate 10.0 %	\$2,247,232.95
Inflation Rate 0.0 % @ 0 Years	\$0.00
<hr/>	
Total Construction Cost	\$24,719,562.48
Right Of Way	\$8,224,675.00
ReImb. Utilities	\$700,000.00
<hr/>	
Grand Total Project Cost	\$33,644,237.48

Preliminary Right-of-Way Cost Estimate

Date: July 14, 2008
Project: CSSTP-0007-00 (414)
Existing/Required R/W: 130 feet to 150 feet varies
Project Termini: from I-95 to Kings Bay Road
Project Description: Kingsland Bypass

P.I. Number: 0007414
No. Parcels: 67

Land:		
Commercial		
25,341 SF x \$12.00 / SF (average)	=	\$ 304,092
172,204 SF x \$ 6.00 / SF (average)	=	\$1,033,224
192,461 SF x \$ 5.00 / SF (average)	=	\$ 962,305
Residential & Undeveloped		
534,520 SF x \$1.50 / SF (average)	=	\$ 801,780
TOTAL		\$3,101,401
Improvements:	\$	000
TOTAL		\$ 000
Relocation:		
Commercial	\$	000
Residential	\$	000
TOTAL		\$ 000
Damages:		
Proximity – 3 Parcels	=	\$ 75,000
Consequential – 1 Parcels	=	\$ 40,000
Cost To Cure – 3 Parcels	=	\$ 100,000
TOTAL		\$215,000
SUBTOTAL:		\$3,316,401
Net Cost of Right-of-Way		\$3,316,401
Scheduling Contingency	55%	\$1,824,021
Adm./Court Cost.	60%	<u>\$3,084,253</u>
		\$8,224,675

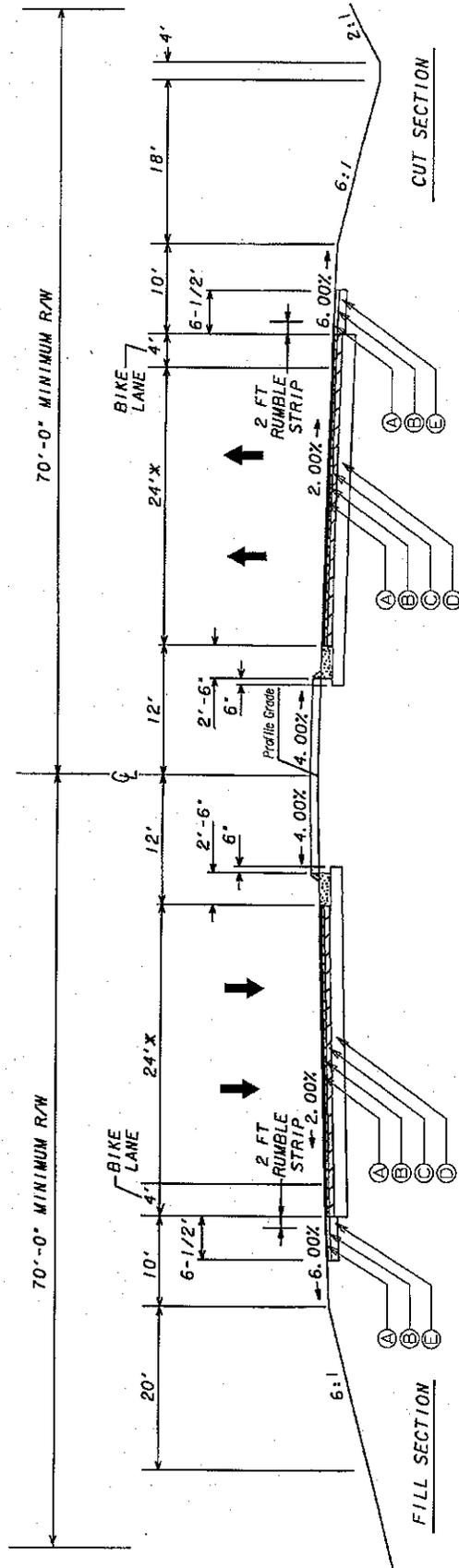
Total Cost \$8,224,675

Prepared by: Yolo Posheddy
 Moreland Altobelli Associates

Approved: _____
 Howard P. Copeland
 R/W Administrator

KINGSLAND BYPASS

Rural Section



PROPOSED PAVEMENT

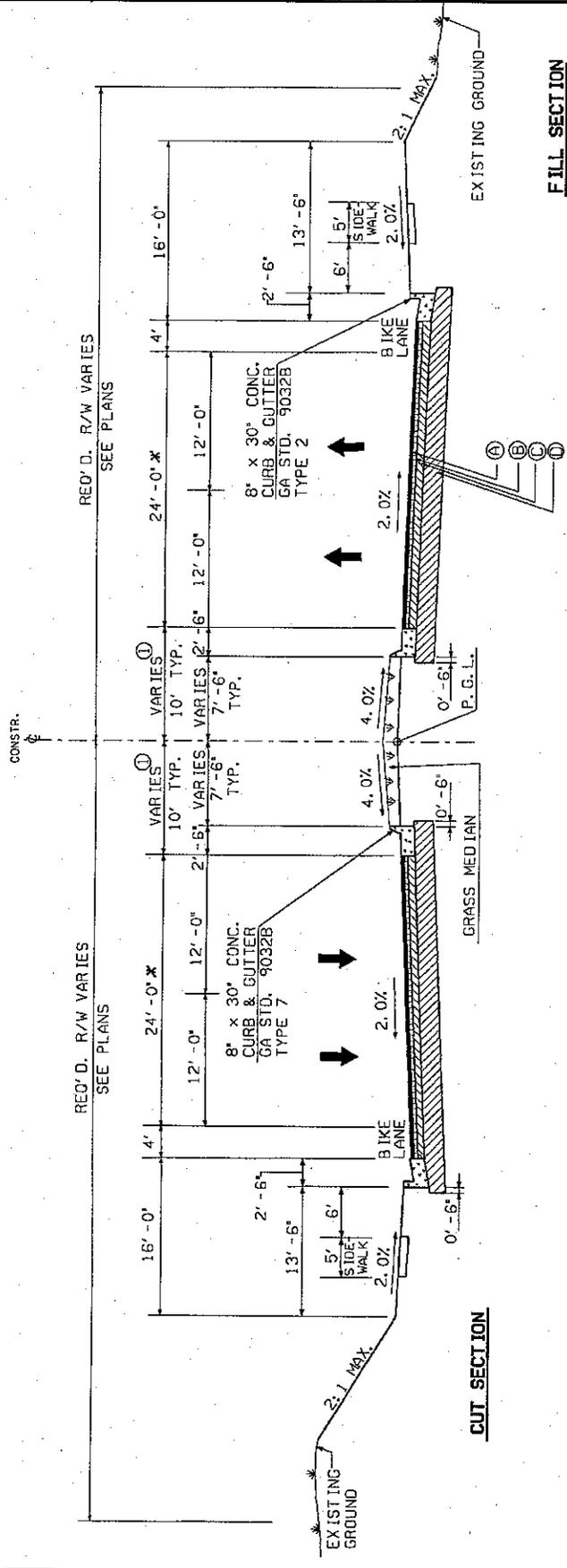
- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
- Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
- Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
- Ⓓ GRADED AGGREGATE BASE (12')
- Ⓔ GRADED AGGREGATE BASE (6')

TYPICAL SECTION

NOT TO SCALE

* ADDITIONAL 12' LANES WHERE REQUIRED.

KINGSLAND BYPASS Urban Section



TYPICAL SECTION

NOT TO SCALE

- PROPOSED PAVEMENT**
- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (12")

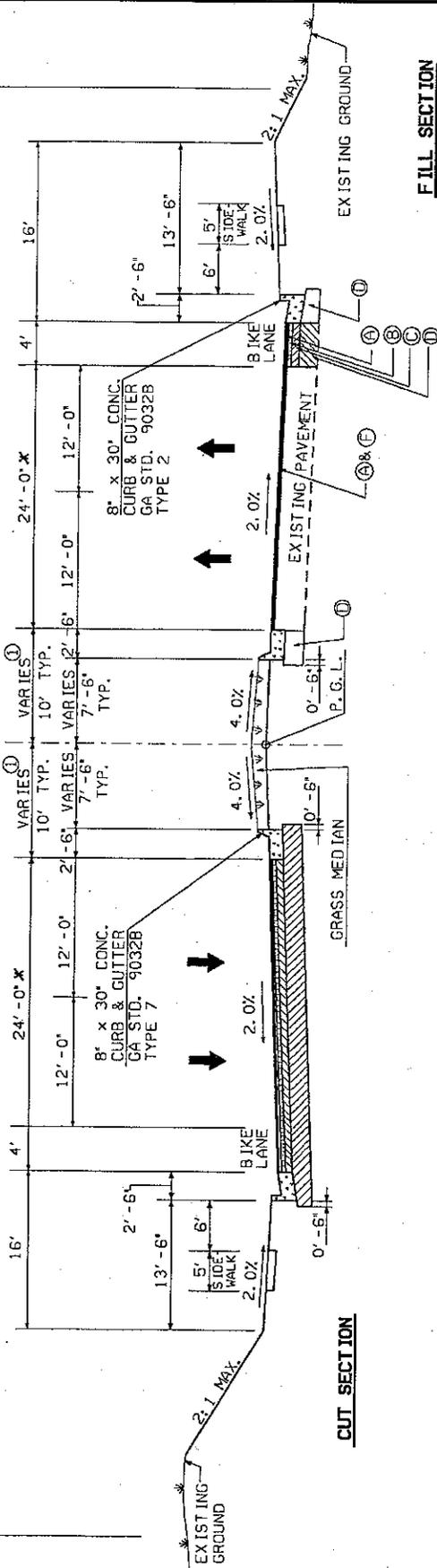
* ADDITIONAL 12' LANES WHERE REQUIRED.

KINGSLAND BYPASS Reconstruction in Urban Section

CONSTR.
6

RED'D. R/W VARIES
SEE PLANS

RED'D. R/W VARIES
SEE PLANS



CUT SECTION

FILL SECTION

TYPICAL SECTION

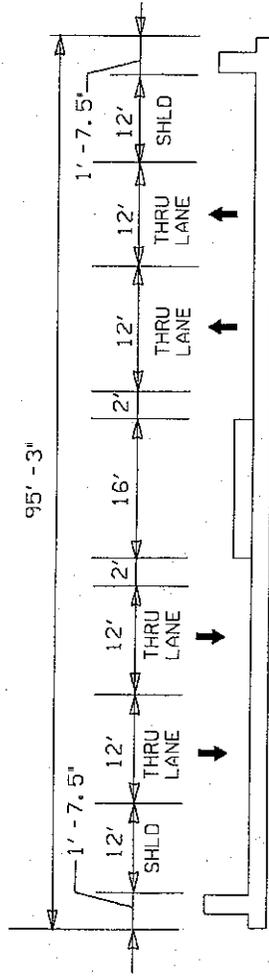
NOT TO SCALE

PROPOSED PAVEMENT

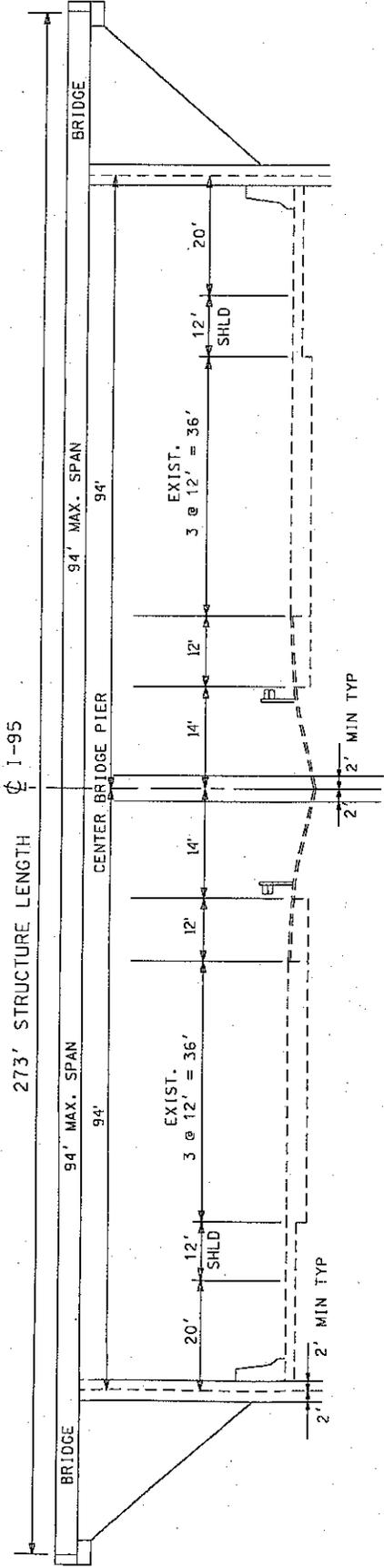
- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
- Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
- Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
- Ⓓ GRADED AGGREGATE BASE (12")
- Ⓔ LEVELING AS REQ'D - DEPTH VARIES

x ADDITIONAL 12' LANES WHERE REQUIRED.

KINGSLAND BYPASS BRIDGE OVER I-95

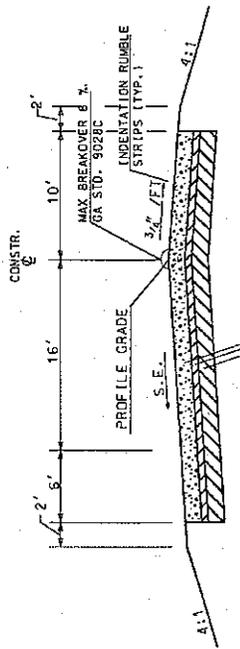


TYPICAL SECTION
NOT TO SCALE



CROSS-SECTION
NOT TO SCALE

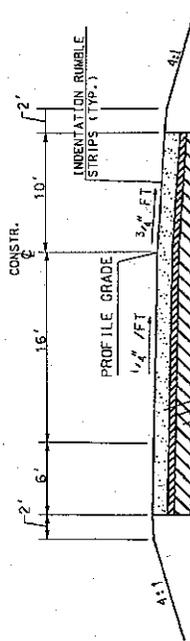
I-95 RAMPS



PLAIN PORTLAND CEMENT PWMT, CLASS 3 CONC., 12" *
 25 mm SUPERPAVE, 330 LBS/SY *
 GR. AGGR. SUBBASE CRS. (112) 1, INCL. MATL. *

* PAVEMENT SECTION FOR ESTIMATION PURPOSES ONLY

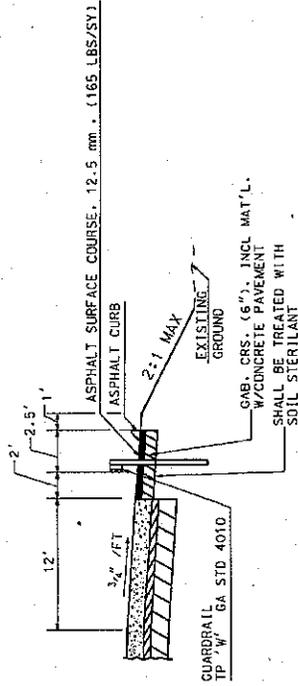
SUPER ELEVATION SECTION



PLAIN PORTLAND CEMENT PWMT, CLASS 3 CONC., 12" *
 25 mm SUPERPAVE, 330 LBS/SY *
 GR. AGGR. SUBBASE CRS. (112) 1, INCL. MATL. *

* PAVEMENT SECTION FOR ESTIMATION PURPOSES ONLY

NORMAL CROWN SECTION



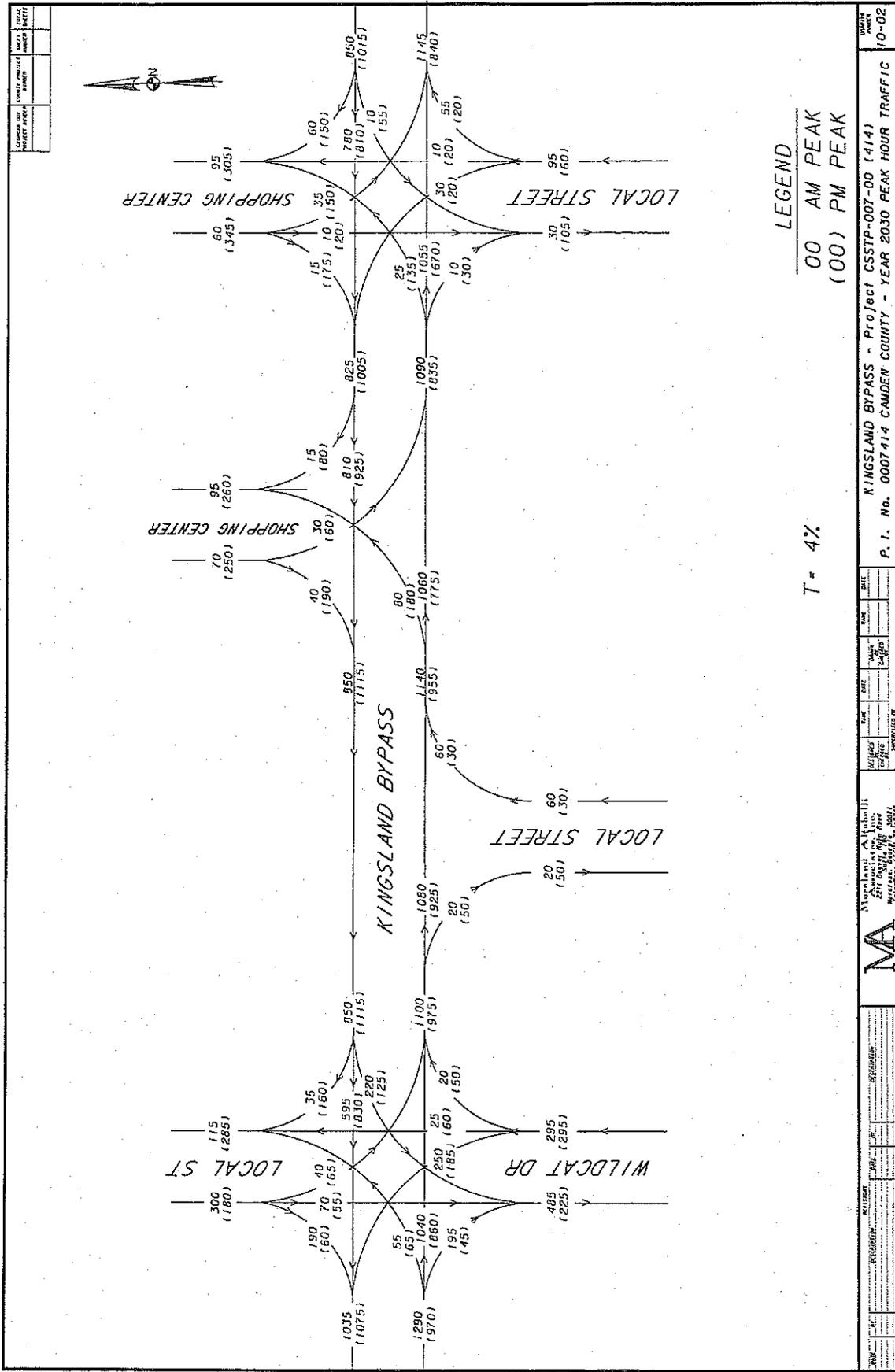
SHOULDER DETAIL FOR GUARDRAIL W/CONCRETE PAVEMENT

(SEE PLANS FOR LOCATION)
 (SEE GA. STD. 4051 FOR DETAILS)

N.T.S.

TYPICAL SECTION

NOT TO SCALE

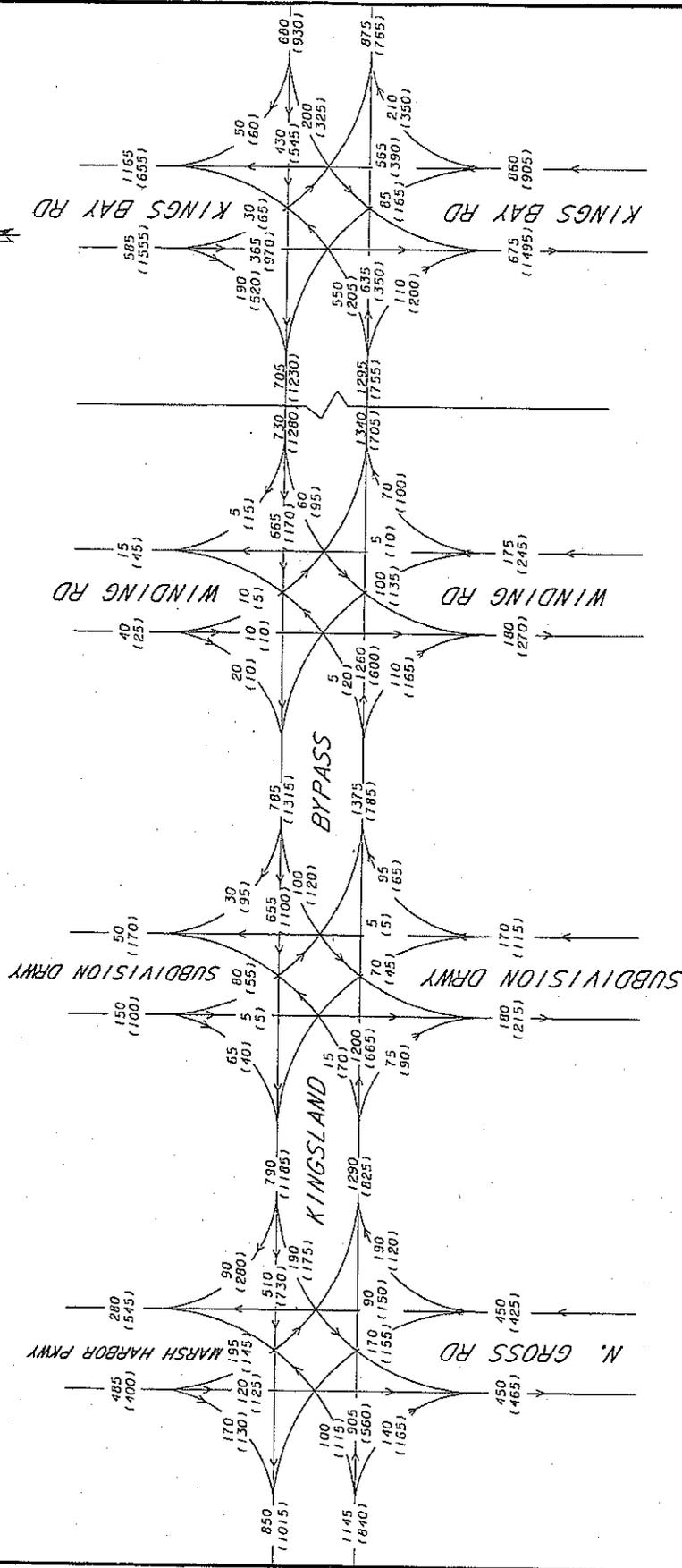
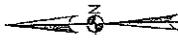


LEGEND
 00 AM PEAK
 (00) PM PEAK

T = 4%

DATE	BY	REVISION	DATE	BY	REVISION	DATE	BY	REVISION
			Kingsland Bypass - Project CSSTP-007-00 (414) P. I. No. 0007414 CAMDEN COUNTY - YEAR 2030 PEAK HOUR TRAFFIC					
M. J. Williams, A. J. Williams 2811 Parkside Drive Raleigh, NC 27604			PROJECT NO. 0007414 SHEET NO. 10-02					

DATE	BY	REVISION



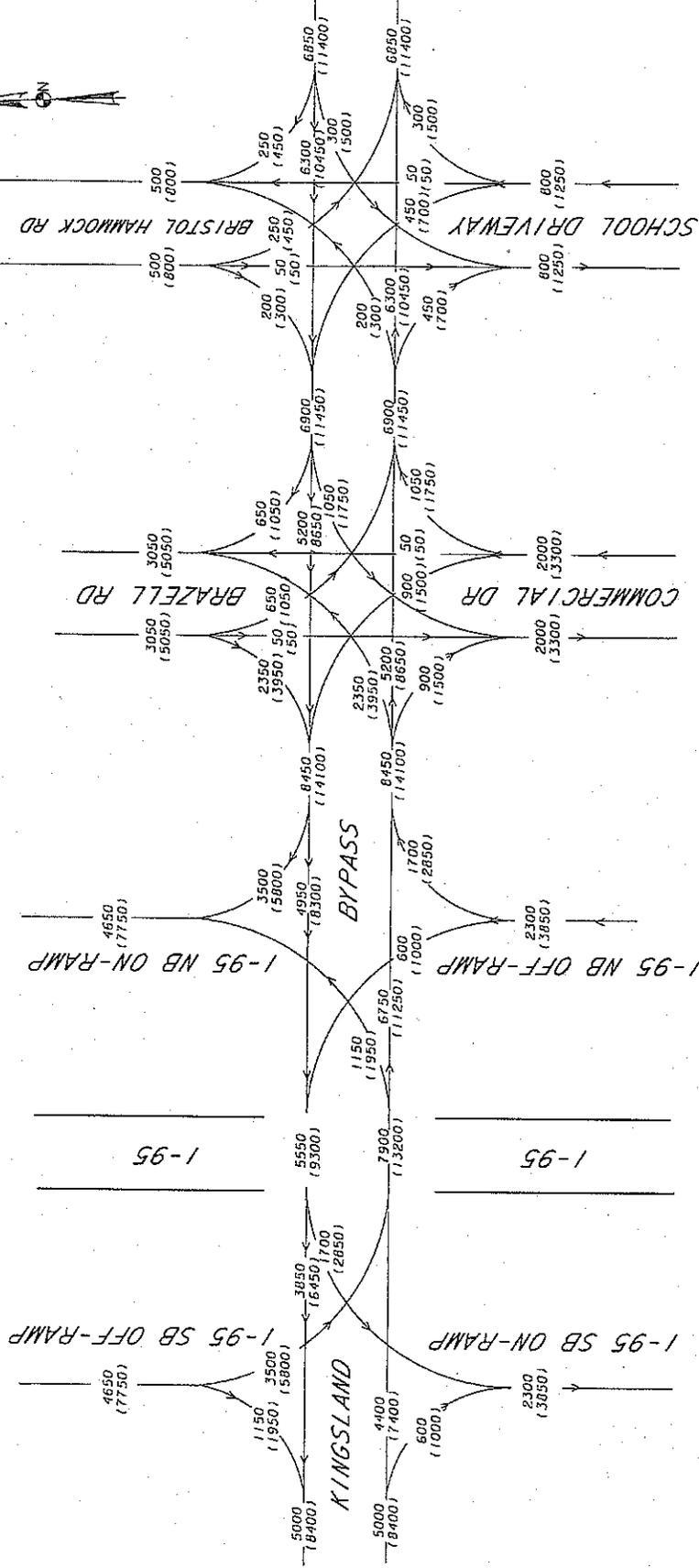
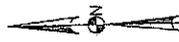
LEGEND
 00 AM PEAK
 (00) PM PEAK

T = 4%

DATE	BY	REVISION	DATE	BY	REVISION

MA Maryland, Virginia, Delaware, District of Columbia
 2211 Westgate Drive, Suite 200
 Frederick, MD 21704-3854
 PROJECT NO. 0007414
 PROJECT NAME: KINGSLAND BYPASS - Project CSSTP-007-00 (414)
 P. I. No. 0007414 CAMDEN COUNTY - YEAR 2030 PEAK HOUR TRAFFIC
 10-03

DATE	BY	REVISION
10/04	MA	10-04

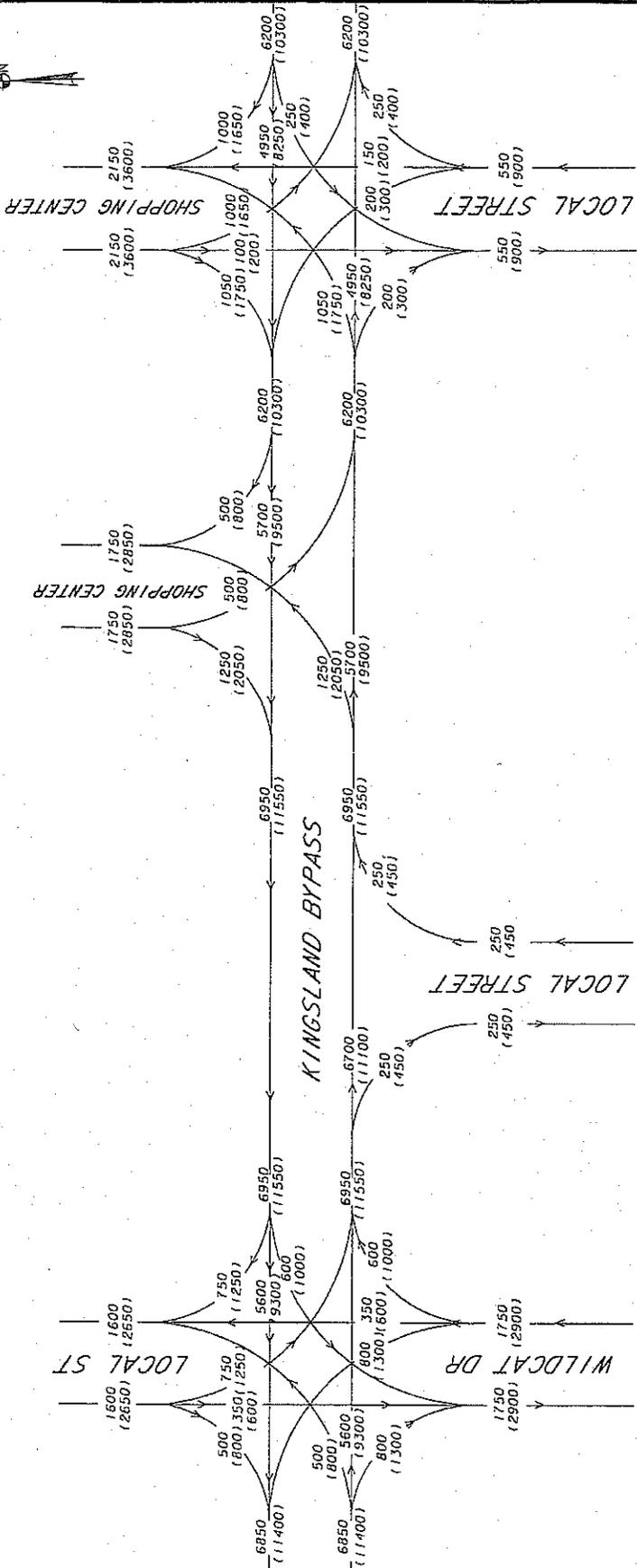
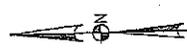


24-HR T = 6%
 SU = 5%
 COMB = 1%

LEGEND
 00 YEAR 2010
 (00) YEAR 2030

DATE	BY	REVISION	PROJECT NO.	PROJECT NAME	SCALE	DATE	BY	REVISION
10/04	MA	10-04	0007414	KINGSLAND BYPASS - Project CSSTP-007-00 (414)				
P. I. No. 0007414 CAMDEN COUNTY - 2010/2030 AVERAGE DAILY TRAFFIC								

PROJECT NO.	DATE	BY



24-HR T = 6%
 SU = 5%
 COMB = 1%

LEGEND
 00 YEAR 2010
 (00) YEAR 2030

PROJECT NO.	DATE	BY

MA
 Kingsland Bypass - Project CSSTP-007-00 (414)
 P. I. No. 0007414 CAMDEN COUNTY - 2010/2030 AVERAGE DAILY TRAFFIC
 10-05

TRAFFIC ANALYSIS

Summary of HCS Analysis Results

Intersections	Existing Year 2006		No-Build Year 2030		Proposed Design Year 2030	
	AM	PM	AM	PM	AM	PM
Kingsland Bypass @ I-95 Southbound Ramps	C*	C*	F	F	B	B
Kingsland Bypass @ I-95 Northbound Ramps	B*	B*	F	F	B	B
Kingsland Bypass @ Brazell Road	--	--	D	F	B	C
Kingsland Bypass @ Bristol Hammock Road	--	--	F	E	B	B
Kingsland Bypass @ Wildcat Drive	--	--	F	F	D	C
Kingsland Bypass @ Shopping Center/Local Street	--	--	F	E	C	C
Kingsland Bypass @ N. Gross Rd/Marsh Harbor Pkwy	B	B	C	C	C	C
Kingsland Bypass @ New Subdivision -- Local Streets	--	--	F	F	C	C
Kingsland Bypass @ Winding Road	--	--	F	F	C	C
Kingsland Bypass @ Kings Bay Road	B	C	F	E	C	C

* For unsignalized intersections, LOS is given for minor street approach.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 039-0020-0

Camden

SUFF. RATING

58.33

Location & Geography

* Structure I.D.No: 039-0020-0

* 200 Bridge Information: 06

* 6A Feature Int: I-95 (SR 405)

* 6B Critical Bridge: 0

* 7A Route Number Carried: CR000090

* 7B Facility Carried: COLERAIN-ST. MARYS

* 9 Location: 1.5 MI NE OF KINGLAND

2 DOT District: 5

207 Year Photo: 2007

* 91 Inspection Frequency: 24 Date: 04/26/2007

92A Fract Crit Insp Freq: 00 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 4

Designation: 1

Number: 02936

Direction: 0

* 16 Latitude: 30-49.5360 MMS Prefix

* 17 Longitude: 81-40.0220 MMS Suffix: MP: 0.00

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 1

13A LRS Inventory Route: 392009000

13B Sub Inventory Route: 0

* 101 Parallel Structure: N

* 102 Direction of Traffic: 2

* 264 Road Inventory Mile Post: 000.90

* 208 Inspection Area: 05 Initials: BEP

Engineer's Initial: sgm

* Location I.D. No.: 039-02936F-001.70E

Signs & Attachments

* 104 Highway System: 0

* 26 Functional Classification: 16

* 204 Federal Route Type: S No.: 02936

* 105 Federal Lands Highway: 0

* 110 Truck Route: 0

* 206 School Bus Route: 1

* 217 Benchmark Elevation: 0000.00

* 218 Datum: 0

* 19 Bypass Length: 02

* 20 Toll: 3

* 21 Maintenance: 01

* 22 Owner: 01

* 31 Design Load: 3

* 37 Historical Significance: 5

* 205 Congressional District: 01

27 Year Constructed: 1972

106 Year Reconstructed: 2002

33 Bridge Median: 0

34 Skew: 22

35 Structure Flared: 0

38 Navigation Control: N

213 Special Steel Design: 0

267 Type of Paint: 2

* 42 Type of Service on: 1

214 Movable Bridge: 0

203 Type Bridge: D-O-M-O

259 File Encasement: 3

* 43 Structure Type Main: 4 02

45 No. Spans Main: 004

44 Structure Type Appr: 0 00

46 No. Spans Appr: 0000

226 Bridge Curve Horiz: 0 Vert: 1

111 Pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Surface Type: 1 M 8 F 8

225 Expansion Joint Type: 02

242 Deck Drains: 1

243 Parapet Location: 0

Height: 0.00

Width: 0.00

238 Curb: 0.80 1

239 Handrail: 1 1

* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0.00

Width: 0.00

* 230 Guardrail Loc Dir Rear: 3

Fwrd: 3

Oppo Dir Rear: 0

Fwrd: 0

244 Approach Slab: 3

224 Retaining Wall: 0

233 Posted Speed Limit: 40

236 Warning Sign: 0

234 Delinseator: 1

235 Hazard Boards: 0

237 Utilities Gas: 00

W

Ele

Telephone: 00

S

247 Lighting Street: 0

Navigation: 0

Aerial: 0

* 248 County Continuity No.: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 039-0020-0

Camden

SUFF. RATING

58.33

Programming Data

201 Project No.: I-95-1 (29) 04
 202 Plans Available: 4
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 000000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 012060 Year: 2026

Measurements

* 29 ADT: 008040 Year: 2006
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 06
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0094
 * 49 Structure Length: 272
 51 Br. Rwdy. Width: 28.80
 52 Deck Width: 32.70
 * 47 Tot. Horiz. Cl.: 28.80
 50 Curb/Sidewalk Width: 0.00/0.00
 * 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt. 1.00 Type: 2 Rt. 3.00
 Fwd Lt. 3.00 Type: 2 Rt. 3.00

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 19
 64 Operating Type: 2 Rating: 31
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 23 0
 Type 3: 22 0
 Type 3s2: 27 0
 Timber: 24 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 34
 67 Structural Evaluation: 4
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond.: N
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: 8
 72 Appt. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 000
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphur.: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901

* Location I.D. No.: 039-02936F-001.70E

Sup: 1998 Sub: 0000

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 039-0020-0
 Location & Geography

Camden County

SUFF. RATING: 74.1

Signs & Attachments

* 104 Highway System: 0 * 26 Functional Classification: 07 * 204 Federal Route Type: S No: 02936 * 110 Truck Route: 0 206 School Bus Route: 1 217 Benchmark Elevation: 0.00 218 Datum: 0 * 19 Bypass Length: 2 * 20 Toll: 3 * 21 Maintenance: 01 * 22 Owner: 01 * 31 Design Load: 6 37 Historical Significance: 5 205 Congressional District: 01 * 27 Year Constructed: 1972 106 Year Reconstructed: 0000 33 Bridge Median: 0 34 Skew: 22 35 Structure Flared: 0 38 Navigation Control: N 213 Special Steel Design: 0 267 Type of Paint: 2 * 42 Type Service On: 1 Under: 1 214 Movable Bridge: 00 203 Type Bridge: D-O-M-O 259 Pile Encasement: 3 * 43 Structure Type Main: 4 02 45 No. Spans Main: 002 44 Structure Type Appr: 3 3 46 No. Spans Appr: 0002 226 Bridge Curve Horz: 0 Vert: 1 111 Pier Protection: 0 107 Deck Structure Type: 1 108 Wearing Surface Type: 1 Membrane: 8 Protection: 8	223 Expansion Joint Type: 02 242 Deck Drains: 1 243 Parapet Location: 0 Height: 0 Width: 0 238 Curb: 0.8 1 239 Handrail: 1 1 * 240 Median Barrier Rail: 0 241 Bridge Median Height: 0 Width: 0 * 230 Guardrail Loc Dir Rear: 3 Fwrd: 3 Oppo Dir Rear: 0 Fwrd: 0 244 Approach Slab: 3 224 Retaining Wall: 0 233 Posted Speed Limit: 55 236 Warning Sign: 0 234 Delineator: 1 235 Hazard Boards: 0 237 Utilities Gas: 00 Water: 00 Electric: 00 Telephone: 00 Sewer: 00 247 Lighting Street: 0 Navigation: 0 Aerial: 0 * 248 County Continuity No: 00	* 91 Inspection Frequency: 24 Date: 09/08/1999 92A Fract Crit Insp Freq: 0 00 Date: 0000 92B Underwater Insp Freq: 0 00 Date: 0000 92C Other Spc. Insp Freq: 0 00 Date: 0000 * 4 Place Code: 00000 * 5 Inventory Route (O/U): 1 Type: 4 Designator: 1 Number: 02936 Direction: 0 * 16 Latitude: 30-49.5 * 17 Longitude: 81-40.0 98 Border Bridge: 000 %Shared: 00 99 ID Number: 000000000000000000 * 100 Defense Highway: 0 * 101 Parallel Structure: N * 102 Direction of Traffic: 2 264 Road Inventory Mile Post: 000.90 * 208 Inspection Area: 05 Initials: JEC * Location I.D. No: 039-02936F-001.70E * XReferen I.D. No: 000-000000-000.000
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Minutes of Initial Concept Team Meeting
March 15, 2007, 10:00 A.M. Camden County
Kingsland Bypass
Project Number: CSSTP-0007-00 (414)
P. I. Number: 0007414
Camden County

Attendees are listed below:

<u>Name</u>	<u>Company</u>	<u>Phone</u>	<u>Email</u>
Karla Poshedly	MAAI	770-263-5945	kposhedly@maai.net
Dyron Johnson	Comcast	904-380-6345	dyron.johnson@cablecomcast.com
Mayor Kenneth Smith	City of Kingsland	912-729-5613	mayor@kingslandgeorgia.com
Max Tinsley	City of St. Marys	912-510-4035	max.tinsley@tds.net
Gwen Mungin	City of Kingsland	912-729-5613	gmungin@kingslandgeorgia.com
Walt Natzic	City of St. Marys	912-882-2710	wnatzic@tds.net
Henry Brown	TDSTelecom	912-882-1429	henry.brown@tdstelecom.com
Paul Williams	GDOT Utilities	912-427-5779	paul.williams@dot.state.ga.us
George Shenk	GDOT Utilities	912-427-5859	george.shenk@dot.state.ga.us
Mack Cravey	GDOT	912-427-5793	mack.cravey@dot.state.ga.us
Billy J. Smith	GDOT Traffic Ops	912-427-5764	billy.smith@dot.state.ga.us
Will Murphy	GDOT	912-427-5733	will.murphy@dot.state.ga.us
James L. Brown	GDOT	912-427-5740	james.brown@dot.state.ga.us
Richard Blount		912-729-6474	
Robbie Cheek	P & A Engineering	912-673-8575	
Penny Woodard	Camden County BOC	912-576-5601	pwoodard@co.camden.ga.us
Scott Brazell	Camden Co Road Dept	912-576-3028	sbrazell@co.camden.ga.us
Diana Smith	Camden County BOC	912-576-5601	dsmith@co.camden.ga.us
Loretta Riggins-Hylton	Camden County BOC	912-729-5603	lrhylton@co.camden.ga.us
David Marston	Atlanta Gas Light & Co	912-280-1020	
Jacky Free	Bellsouth	912-264-0534	jacky.free@bellsouth.com
Charles Ezelle	Thomas & Hutton Engr.	912-466-0536	ezelle.c@thomas-hutton.com
Angie Bastian	MAAI	770-263-5945	abastian@maai.net
Jerry Brinson	MAAI	478-552-1779	jbrinson@maai.net
Michael Carmichael	GDOT Area Engineer	912-264-7247	michael.carmichael@dot.state.ga.us
Christy Lovett	GDOT/Design	912-427-5794	christy.lovett@dot.state.ga.us
Tom Franklin	GDOT/RW Consultant	912-638-7555 or 770-584-3915	jtfranklin@bellsouth.net

Ms. Karla Poshedly of Moreland Altobelli Associates, Inc. (MA) began the meeting by describing the need and purpose of the project. Ms. Poshedly then discussed the concept layout of the project and continued with a brief presentation of the typical section (20-foot median with rural shoulders), traffic, land use developments and cost estimates.

Ms. Poshedly then opened the meeting to questions and comments. She asked the question, "Should we end the project at Kings Bay Road or continue on to Spur 40 for evacuation purposes?" She offered the opinion that although Kings Bay Road is a junction point for traffic, there may be some benefit to continuing the widening to the Kings Bay Naval Base. There were comments that the end of Colerain Road at Spur 40 aligns with two gates of the Kings Bay Naval Base and it would be desirable. Ms. Poshedly stated that she would have to contact the GDOT Planning Department and discuss the steps involved in adding this piece to the project.

When discussing the overall Kingsland Bypass, Christy Lovett, GDOT project manager stated that the section of the Kingsland Bypass from I-95 to SR 40 on the west side of the city of Kingsland is not programmed yet. Mr. Jerry Brinson of MA stated the programming of this section was postponed because of the need for more funding.

The Project Framework Agreement (PFA) for Kingsland Bypass from I-95 to Kings Bay Road states that the County will be paying the cost of preliminary engineering, utility relocation and right-of-way costs and GDOT would pay for the construction cost. This agreement, however, may be modified in the future should the Kingsland Bypass become a state route. If this were to happen, then GDOT would purchase the right-of-way.

When discussing the cost of the project, Ms. Poshedly stated that after the project costs are modified to include some urban shoulder sections along the Bypass and revise the right-of-way costs then the cost of the project might exceed \$25,000 and require a value engineering study.

Ms. Christy Lovett commented that a right turn lane for a commercial drive would only be required on the project if one already exists.

Ms. Poshedly called on each person present to state their name and affiliation and then they would have the opportunity to comment and ask questions.

Dyron Johnson (D.J.), Comcast Fiber & Co -- He commented that Comcast has an AC line on the existing pole line along the project.

Mr. Kenneth Smith, Mayor of Kingsland, asked if the truck stop near the interchange of I-95 would allow left turns? Ms. Poshedly responded that the driveway would allow only right turns in and right turns out. Mayor Smith stated that trucks turn right into the road without stopping, which makes for a danger situation.

Mayor Smith also commented that Gross Road is being widened this year for the golf course community. He said that MA will need to check with the local engineer to see how work progresses.

Mayor Smith said that the City would be in favor of the County extending the 4-lane widening to SR 40 Spur.

Mr. Max Tinsley, Planning Director for the City of St. Marys, stated that extending the project would impact existing and new subdivisions along this section of the road and it could make the project more expensive.

Mr. Billy Smith, GDOT Traffic Operations, stated that he was concerned about over development and access control on this bypass route.

Mr. Mack Cravey, GDOT District 5 Office, asked how much right-of-way exists on Colerain Road and asked if there was enough room for utilities – buried gas and other underground utilities. Ms. Poshedly said that the GIS information from the County indicates that the right-of-way is approximately 130 feet wide, which would be enough for the buried utilities.

Mr. Paul Williams, GDOT Utilities, stated that there is a Georgia Power transmission line, Atlanta gas line, buried cable (3 phase line) and a gas pipeline on south side of road along the entire project.

Mr. Henry Brown, TDS Telecom, stated that there is buried fiber on both sides of the roadway.

Mr. Will Murphy, GDOT Construction, asked if this road would be limited or non-limited access? Ms. Poshedly responded that the county and cities would permit driveway and median breaks. He stated that careful coordination of local governments is needed to set median breaks according to the standard GDOT median break policy. It was pointed out that if GDOT purchased limited access along sections of this road, it would eliminate problems with permitting.

Mr. James Brown, GDOT District 5 Office, stated that it would be better for GDOT to buy the right-of-way so that the State could control the number and type of access.

Someone asked the question, "What would be the possibility of developers putting in access roads to control access? Ms. Poshedly said that it would be up to the cities and county to permit driveways and access roadways if practical to control access.

The question of whether the Interstate work governed by FHWA should be made into a separate contract? Ms. Poshedly said that no, it is not necessary because the freeway (I-95) access is not being modified. FHWA, however, does have full oversight with the widening of the ramps and widening of the bridge.

Someone stated that the right-of-way around Colerain Road was purchased with federal monies for the Navel Base and that FHWA may have control over the right-of-way access.

Mr. Robbie Cheek, P & A Engineering, stated that currently permit applications are sent to GDOT for the entire road. He said that he has information and a drawing on where median breaks are already planned for each section of roadway.

Someone stated that there is a proposed traffic signal at Bristol Hammond Road across from high school.

Mr. Scott Brazell, Camden County Road Department, said that he owns the property around Brazell Road, which is located across from the high school

Someone asked the question about the speed limits on Colerain Road and Kings Bay Road. The speed limits are 45 mph for Colerain Road and 55 mph for Kings Bay Road.

Someone from the City of St. Marys asked, "What is the possibility of getting federal funding?" Ms. Lovett responded that Federal funds are already included in this project.

Someone asked if the road (Colerain Road) was built as a Defense Department road? Someone from Camden County responded that she did not know for sure but if it is true, the project will need to extend the widening to the Navel Base. It would give the Navel Base two more gates for evacuation.

The consensus is that the project should be extended to the Navel Base at SR 40.

Mr. Michael Carmichael, GDOT Area Engineer, stated that in his opinion the cost estimate in the draft concept report is too low. He said that all costs should be re-examined.

Mr. Tom Franklin, GDOT right-of-way consultant, stated that he would like to see sufficient right-of-way acquired to build the project. He said that right-of-way should be consistent throughout the project instead of reducing right-of-way at specific points along the roadway. Whatever is required to meet the needs of community now should be purchased instead of going back later to buy some parcels. He wanted to make clear that he is not implying that right-of-way should be purchased where it is not needed, but to make sure that you have enough right-of-way from the beginning rather than come back later. He stated that limited access is a plus for a roadway because it increases traffic flow. He said to only use permanent easement where possible and any utilities outside of the existing right-of-way need to be addressed. He said that utility easement must be purchased if the existing utility is outside the right-of-way. The right-of-way plans should also show items like junction boxes that are located on easement. He also commented that the right-of-way schedule of 4 months is too tight. Ms. Poshedly clarified that the 4 months shown on the schedule is not for right-of-way purchase but for revising and finalizing right-of-way plans after the preliminary field plan review.

Ms Christy Lovett, GDOT project manager, stated that the typical section should be modified to use 4:1 slopes instead of 6:1 slopes. Someone also stated that all utilities are to be placed on the back slope.

Mr. Franklin stated that the right-of-way cost per square feet seemed low and he recommended that the right-of-way cost be re-examined.

Someone stated that there is a 3rd gate at the Kings Bay Navel Base at the end of Colerain Road at SR 40 Spur.

The City of Kingsland asked if there would be pedestrian or bicycle facilities along the section of project near the high school and college. The City recommends the pedestrian facilities be added.

GDOT stated that a 6.5-foot shoulder as shown in the typical section for the project could be used for bikes, however sidewalks should be considered at the proposed traffic signal around the high school.

The question was asked if an urban typical section was considered? Ms. Lovett responded that it should be considered along the section that has the college and high school. Ms. Lovett stated that even though the Kingsland Bypass is classified as a rural minor arterial, it is permissible to add curb and gutter and sidewalks.

Mr. Carmichael stated that the right-of-way costs would be reduced with an urban section but the construction cost would increase. He also commented that he does not think the extra cost is worth extending the project to SR 40 Spur.

Minutes of Final Concept Team Meeting
September 27, 2007, 10:00 A.M. Camden County
Kingsland Bypass
Project Number: CSSTP-0007-00 (414)
P. I. Number: 0007414
Camden County

Attendees are listed below:

<u>Name</u>	<u>Company</u>	<u>Phone</u>	<u>Email</u>
Karla Poshedly	MAAI	770-263-5945	kposhedly@maai.net
Shrujal Amin	MAAI	770-263-5945	samin@maai.net
Henry Brown	TDSTelecom	912-882-1429	henry.brown@tdstelecom.com
Paul Williams	GDOT Utilities	912-427-5779	paul.williams@dot.state.ga.us
George Shenk	GDOT Utilities	912-427-5859	george.shenk@dot.state.ga.us
Mack Cravey	GDOT Local Gov't	912-427-5793	mack.cravey@dot.state.ga.us
Billy J. Smith	GDOT Traffic Ops	912-427-5764	billy.smith@dot.state.ga.us
Steve Howard	Camden Co Admin.		showard@co.camden.ga.us
Scott Brazell	Camden Co Road Dept	912-576-3028	sbrazell@co.camden.ga.us
Diana Smith	Camden County BOC	912-576-5601	dsmith@co.camden.ga.us
Loretta Riggins-Hylton	Camden County BOC	912-729-5603	lrhilton@co.camden.ga.us
Craig McGalliard	Atlanta Gas Light & Co	912-239-6505	craig.mcgalliard@agresources.com
Rowland EsKaidge, Sr	Mayor of St. Marys	912-510-4041	coastalapr@tds.net
Teresa Scott	GDOT/Preconstruction	912-427-5788	teresa.scott@dot.state.ga.us
Dennis Odom	GDOT Design Engr	912-427-	dennis.odom@dot.state.ga.us
Jerome Sheffield	GDOT	912-427-5760	jerome.sheffield@dot.state.ga.us
Greg Wasdin	GDOT Dist Signal Engr		greg.wastin@dot.state.ga.us
Chris Needham	GDOT Asst.Dist.Signal Engr		christopher.needham@dot.state.ga.us
Jerry Brinson	MAAI	478-552-1779	jbrinson@maai.net
Michael Carmichael	GDOT Asst.Area Engr	912-264-7247	michael.carmichael@dot.state.ga.us
Rebecca Thigpen	GDOT/Road Design	912-427-5794	rebecca.thigpen@dot.state.ga.us
Tom Franklin	GDOT/RW Consultant	912-638-7555 or 770-584-3915	jtfranklin@bellsouth.net

Mr. Dennis Odom opened the meeting with introductions.

Ms. Karla Poshedly reviewed the initial concept team meeting minutes and then began the final concept team meeting by stating the need and purpose as described in the concept report. The project provides additional capacity that relieves traffic congestion along SR 40 between Kings Bay Road and I-95. This project is the middle section of the future Kingsland Bypass, which is a coastal evacuation route.

Mr. Odum stated GDOT planning has recently programmed the west end of the Kingsland Bypass (Laurel Island Parkway/Colerain Road from I-95 west to SR 40) as a long-range project.

Ms. Poshedly stated that this project would help relieve traffic congestion that is associated with travel to and from the Kings Bay Naval Base. She also stated that Camden County High School is located on this section of Laurel Island Parkway and that there are many future residential and commercial developments that are planned for construction within the next five years along this route.

Ms. Poshedly also mentioned that traffic accidents along SR 40 point to the need to reduce traffic congestion, which is one of the purposes of this project.

Ms. Poshedly described the project as a widening from 2 to 4 lanes with a 20-foot median. There would be curb & gutter with 5-foot sidewalks along some sections of the project and rural shoulders & ditches along other sections of the project. She stated that Laurel Island Parkway is not currently a designated bike route.

Ms. Poshedly then presented the concept layout. She described that the I-95 ramps would be replaced with concrete. The ramps would be widened. Brazell Road would be relocated at least 1,000 feet from the interstate ramp and be aligned with an access road provided for the existing truck stop. The proposed concept indicates where median openings would be placed and where traffic signals are proposed. She indicated that the proposed master plan for the residential and commercial developments shown on the layout have reserved 130-foot right-of-way for the widened road.

Ms. Loretta Hylton of Camden County asked about sidewalks & bike trails. Ms. Poshedly clarified that the entire Kingsland Bypass would have either a 5-foot sidewalk on both sides or a 6.5-foot paved shoulder on both sides. Pedestrians and bikes could use these facilities. Mr. Odom said that curb & gutter construction with sidewalks is much more costly than paved shoulders and therefore sidewalks cannot be justified on the entire route. *(Laurel Island Parkway is on the Camden County bike route system; therefore, 4-foot bike lanes on both sides have been added to the concept.)*

Ms. Poshedly said that during the preliminary design phase of the project, the final determination of whether a section of the Kingsland Bypass will have curb & gutter with sidewalks or paved shoulders will be made.

Mr. Tom Franklin asked about whether a right-of-way donation of 130-feet wide was made along the proposed development properties shown on the concept layout. Ms. Teresa Scott stated that the local government agreement requires that Camden County purchase or have the property owners donate the right-of-way. Mr. Scott Brazell stated that the developer of this property might donate the 130-foot right-of-way.

Mr. George Shenk asked about right-of-way access for driveways. Ms. Poshedly stated that the access to the Kingsland Bypass is controlled by permit issued by the Georgia Department of Transportation. The project design determines the location of the median openings. The roadway design and median openings will be coordinated with the driveway access approval process.

Ms. Poshedly continued to discuss the concept report and layout. She stated that the logical termini is I-95 on the west end and Kings Bay Road on the east end. The total project cost estimate is approximately 39.5 million.

Mayor Rowland EsKaidge, Sr. asked if the Kings Bay Road intersection would be improved. Ms. Poshedly said that the intersection would be improved with additional turn lanes and through lanes on Laurel Island Parkway / Colerain Road.

Mr. Odom asked Ms. Poshedly to describe the typical section of the entire roadway again for clarification.

Someone questioned if SUE was going to be used on this project. Mr. Shenk stated that SUE might not need to be used on this project because the utilities are less than 25 years old and most of their locations are known. However, if necessary, SUE will be used.

Ms. Rebecca Thigpen stated that the greatest cost saving on this project came from using a rural shoulder section on the end of the project. There is a substantial cost savings on drainage and curb & gutter items when a rural section is used. She stated that when last section of the bypass was changed from curb & gutter to rural shoulders, it resulted in one million dollars of cost savings.

Someone asked about the traffic signal locations on the project. Ms. Poshedly stated that on the concept layout, there are several locations where traffic signals are anticipated. However, during preliminary and final design phases, a traffic engineering study will be conducted at each of these proposed locations to determine if the traffic signals will be warranted at the time of construction.

Mr. Greg Wasdin, District Traffic Signal Engineer asked that each new traffic signal use concrete poles, battery backup, countdown pedestrian signals, video detection on the concrete bridge and radio communication for coordination of signals.

Mr. Franklin asked what if the right-of-way that might be donated is not donated. How will the right-of-way plans address this problem? Mr. Shrujal Amin stated that the right-of-way plans could be prepared with the entire development as one parcel and also with each separate lot of the development as an individual parcel.

Mr. Amin commented that logical termini could become an issue. Mr. Odom stated that he will check with the District Environmental Planning staff and asked them to review the logical termini issue with the Federal Highway Administration representative Jennifer Giersh.

Mr. Michael Carmichael stated that he would discuss the cost estimate with Moreland Altobelli Associates, Inc. after the meeting. He said that some costs of pay items have increased and he wants to make sure that the project cost estimate includes all necessary pay items.

Mr. Dennis Odom closed the meeting at 11:10 A.M.

Benefit Cost Analysis Work Sheet CONGESTION Projects

Project Number: CSSTP-0007-00(414)

P.I Number: 0007414

County: Camden

Project Description: Widening and Improvement of Colerain Road/Laurel Island Parkway from I-95 east to Kings Bay Road

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.09
ADT	30,200.00
Tb (\$s)	\$93,431,250.00

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.09
% Truck Traffic	0.06
ADT	30,200.00
CMb	\$29,619,405.00

Fuel Savings Benefit (Fb)

ADT	30,200.00
Fb (\$s)	\$32,559,375.00

Total Congestion Benefit	\$155,610,030.00
Total Project Cost	\$39,057,258.15
B/C Ratio	3.98

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.