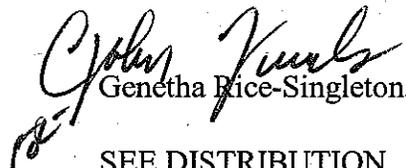


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007482, Chatham County **OFFICE** Preconstruction
CSSTP-0007-00(482)
SR 25 at SR 307/Bourne Avenue-
Intersection Improvements **DATE** August 3, 2007

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:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Tony Collins
Angela Alexander
Paul Liles
Glenn Durrence
BOARD MEMBER

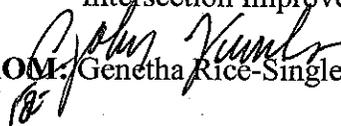
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007482, Chatham County
CSSTP-0007-00(482)
SR 25 at SR 307/Bourne Avenue-
Intersection Improvements

OFFICE: Preconstruction

DATE: July 25, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements on SR 25 at SR 307/Bourne Avenue within the vicinity of the Georgia Ports Authority. SR 25 is the primary north-south arterial through the city of Port Wentworth. SR 25 connects the Houlihan Bridge into South Carolina on the north with Garden City and western Savannah and I-516 to the south and east. The corridor contains large industries facilities; including warehouse facilities serving the 1200 acre Georgia Ports Authority (GPA) facility in Port Wentworth. SR 25 is a two-lane principal arterial currently carrying approximately 10,200 VPD (2005). The 2032 design traffic projections indicate traffic of 21,300 VPD. SR 307/Bourne Avenue is a four lane arterial with a center turn lane west of SR 25 and two through lanes east of SR 25 into the GPA facility. SR 307 is currently carrying 8,500 VPD. The 2032 design traffic projections indicate traffic of 10,650 VPD. Projected traffic increases along SR 25 and SR 307 are largely due to the anticipated port growth and new industrial development along SR 21 and SR 25 near the GPA facilities. On SR 25, significant congestion and delay of LOS "E" occurs by 2032 if no improvements are made to the intersection.

The proposed project will provide two through lanes on SR 307 entering and exiting Georgia Ports Authority. Also, the extension of a right turn lane eastbound to the intersection of SR 25 will enhance safety and provide relief of congestion. Traffic will be maintained on the existing roadway during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is 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)	\$ 374,000	\$ 374,000	L240	LUMP
Right-of-way	\$ 50,000	\$ 50,000	L240	LUMP
Utilities	\$ 100,000			

P.I. No. 0007482, Chatham County
July 25, 2007

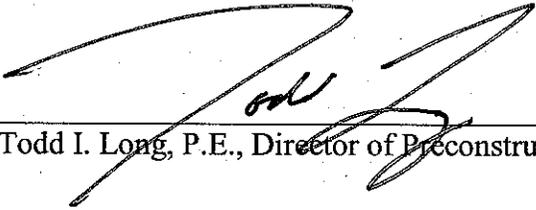
*Notification letter sent to Chatham/Garden City/Port Wentworth 11-14-06

I recommend this project concept be approved.

GRS: JDQ

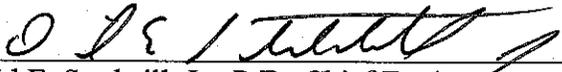
Attachment

CONCUR



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

APPROVED



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of District 5 Road Design

PROJECT CONCEPT REPORT

Project Number: PESTP-0007-00(482)

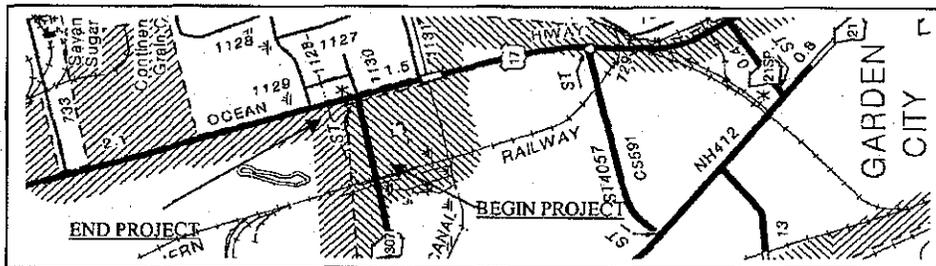
County: Chatham

P. I. Number: 0007482

Federal Route Number: N/A

State Route Number: S.R.25 @ S.R.307

Operational Improvement S.R.25 @ S.R.307 (Bourne Ave.) to Ga. Ports Auth. Road

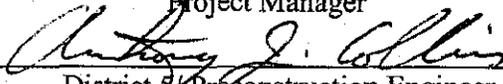


Recommendation for approval:

DATE 7/3/07


Project Manager

DATE 7/3/07


District 5 Preconstruction 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 7/16/07


State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Engineer

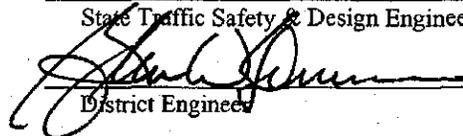
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 7/15/07


District Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of District 5 Road Design

PROJECT CONCEPT REPORT

Project Number: **PESTP-0007-00(482)**

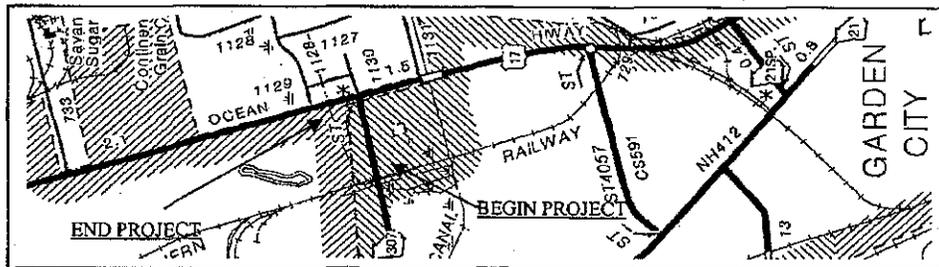
County: **Chatham**

P. I. Number: **0007482**

Federal Route Number: N/A

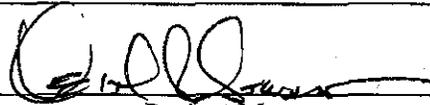
State Route Number: **S.R.25 @ S.R.307**

Operational Improvement S.R.25 @ S.R.307 (Bourne Ave.) to Ga. Ports Auth. Road

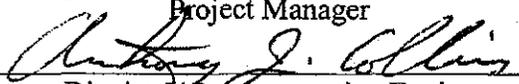


Recommendation for approval:

DATE 7/3/07


Project Manager

DATE 7/3/07


District 5 Preconstruction 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 Transportation Financial Management Engineer

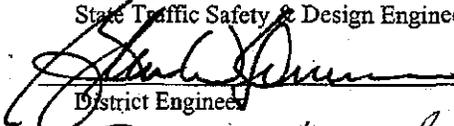
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 7/5/07


District Engineer

DATE 7/16/07


Project Review Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

*Project No. CSSTP-0007-00(482)
P. I. NUMBER 0007482*

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

Date of Location Approval: AUGUST 3, 2007

Date of Environmental Approval: _____

The project consists of improvements at the intersection of S.R.307/Bourne Ave & S.R.25, located in Chatham County, Georgia.

The purpose of the project is to reduce congestion and delay, increase capacity and improve the operational efficiency of the intersection by providing turn lanes and two additional through lanes along SR 307. The project will primarily help movements from SR 307 eastbound into the GPA facility and southbound onto SR 25 from the west. Improvements made to SR 25 will improve turning movements from/to SR 307 and benefit north/south traffic.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Troy Pittman
GDOT
Troy.Pittman@dot.state.ga.us
630 West Boundary Street
Savannah GA 31402
Phone: 912-651-2144

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Tony Collins
GDOT
Tony.Collins@dot.state.ga.us
P.O. Box 610
Jesup GA 31598
Phone: 912-427-5715

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of District 5 Road Design

PROJECT CONCEPT REPORT

Project Number: PESTP-0007-00(482)

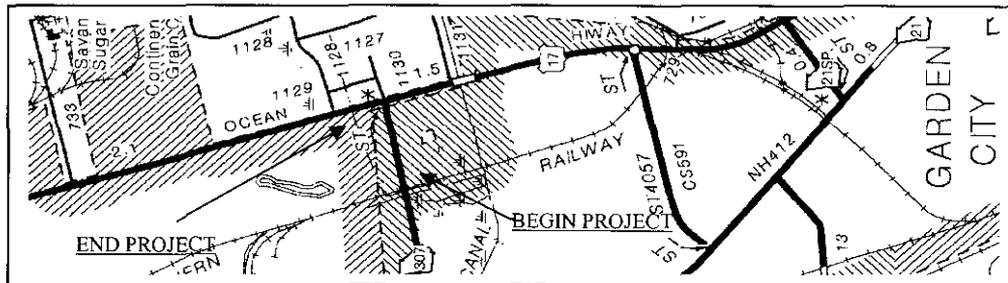
County: Chatham

P. I. Number: 0007482

Federal Route Number: N/A

State Route Number: S.R.25 @ S.R.307

Operational Improvement S.R.25 @ S.R.307 (Bourne Ave.) to Ga. Ports Auth. Road

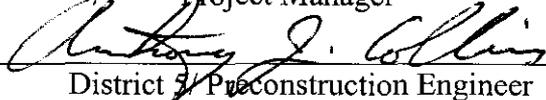


Recommendation for approval:

DATE 7/3/07


Project Manager

DATE 7/3/07


District 5 Preconstruction 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 Transportation Financial Management Engineer

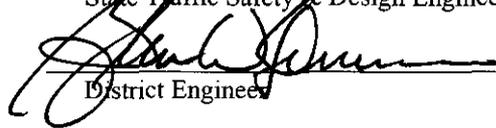
DATE _____

State Environmental/Location Engineer

DATE _____

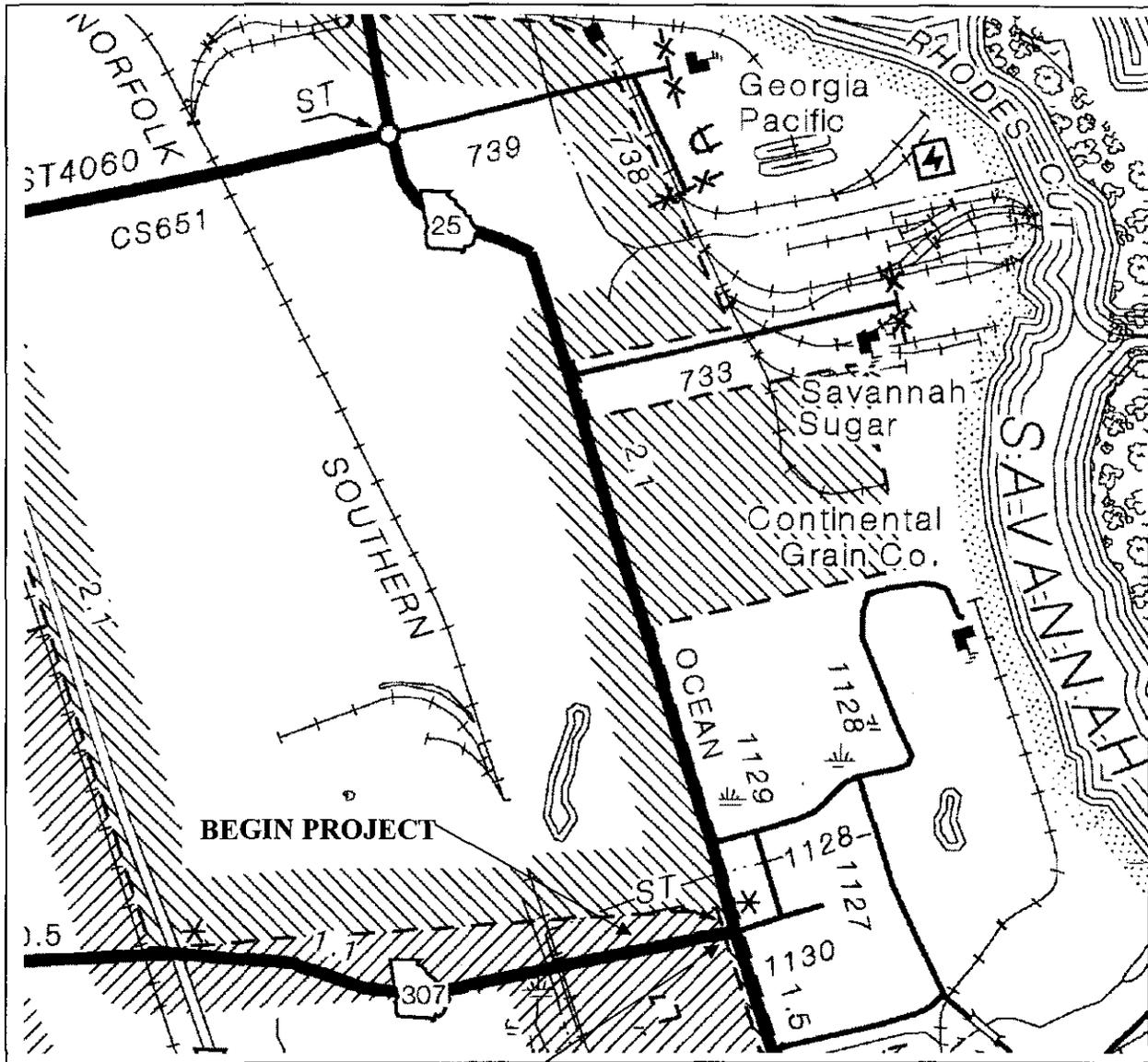
State Traffic Safety & Design Engineer

DATE 7/5/07


District Engineer

DATE _____

Project Review Engineer



END PROJECT

NEED & PURPOSE
SR 25 at Bourne Avenue (SR 307)
CSSTP-0007-00(482) Chatham County
P.I. No. 0007482

Background

SR 25 is the primary north-south arterial through the City of Port Wentworth. SR 25 is classified as an urban principal arterial. SR 25 connects the Houlihan Bridge into S. Carolina on the north with Garden City and western Savannah and I-516 to the south and east. The corridor contains large industrial facilities, including warehouse facilities serving the 1,200 acre Georgia Ports Authority (GPA) facility in Port Wentworth. The intersection of SR 25 and Bourne Avenue/SR 307 is centrally located within this corridor. Bourne Avenue/SR 307 connects Savannah-Hilton Head Airport, I-16 and related employment generators to the south and west and the main gate of the Georgia Ports Authority facility in Port Wentworth. SR 307 is also classified as an urban principal arterial and is a truck route with significant truck traffic to/from the Georgia Ports facilities.

Lump sum operational and maintenance improvements are referenced in the 2030 Long Range Transportation Plan (LRTP). The Chatham Urban Transportation Study (CUTS) FY 2007 to 2009 Transportation Improvement Plan (TIP) provides a lump sum funding category (L240 funds) for operational improvements. The intersection was identified for improvements as part of District 5's review of traffic operations in and around the GPA facilities in 2005, and the Chatham Intermodal Freight Study (1998). The Chatham Intermodal Freight Study ranked the SR 307/SR 25 intersection as the second worst intersection of nine studied in terms of truck accidents (1998).

Traffic Demand and Operational Characteristics

SR 25 is a two-lane principal arterial roadway (with related turn lanes near SR 307) and principal arterial currently carrying approximately 10,200 VPD (2005) on SR 25 at SR 307 according to District 5 traffic operations. The 2032 Design (DGN) traffic projections from the Office of Environment and Location indicate traffic of 21,300 VPD north and south of the intersection along SR 25. The following table depicts LOS on SR 25 under a "No-Build" condition with 2032 DGN traffic:

Year	Route	# of Lanes	Level-of-Service
2032	SR 25 @ Bourne Ave.	2	E

SR 307/Bourne Avenue is a four lane arterial with a center turn lane west of SR 25 and two through lanes east of SR 25 into the GPA facility. SR 307 is currently carrying approximately 8,500 vehicles per day (VPD) at Traffic Count 350 west of SR 25. The 2032 DGN traffic projections from OEL indicate 10,650 VPD by 2030 west of the intersection along SR 307 and 4,150 VPD east of the intersection in/near the GPA facility. SR 307 is projected to operate at a LOS "A" in 2032 in the "no-build" condition.

Projected traffic increases along SR 25 and SR 307 are largely due to anticipated port growth and new industrial development along SR 21 and SR 25 in and near the GPA facilities. Truck traffic from new industrial development north, west and east of the port is expected to be a major contributor to traffic growth at this intersection.

On SR 25, significant congestion and delay of LOS “E” occurs by 2032 if no improvements are made to the subject intersection. Traffic volumes this high will result in congestion and can contribute to crashes. Trucks accelerate, decelerate and negotiate turning movements with greater difficulty than passenger cars, which exacerbates congestion and increases the opportunity for conflicts. Intersection channelization, additional turn lanes and pavement reconstruction can mitigate some of the conflicts associated with increased truck traffic and turn movements.

Land Use

The land uses along SR 25 and SR 307/Bourne Avenue are predominantly industrial with warehousing with some commercial development. There are major concentrations of existing and proposed warehousing and industry north, east and west of the area. As mentioned, the GPA facilities occupy more than 1,200 acres and major industrial projects of more than two million SF are planned for the area.

Safety

Accident rates *did* exceed the statewide averages in 2001, 2002 and 2004 and injury rates exceeded the statewide averages in 2002, 2003 and 2004 along SR 25. There was one fatality during this period (2002). For the years 2001 to 2004, there were 23 crashes (and 48 injuries) at this intersection from mile point 16.65 to 16.80 (the approximate limits of the improvements) on SR 25. Presently, the majority of accidents on this section are rear end accidents (39%), followed by angled accidents (30%); sideswipes (22%), “not a collision with a motor vehicle” (9%); and no head on (0%) accidents. Rear end, angled and sideswipe accidents are often associated with turning movements. Ninety three percent (93%) of crashes were during daylight hours. The following table summarizes the accident data:

SR 25/Coastal Hwy	2001		2002		2003		2004	
	SR 25	State	SR 25	State	SR 25	State	SR 25	State
P. I. 0007482								
Accidents	4		11		2		6	
Accident Rate	974	346	1,989	504	362	526	1,094	463
Injuries	0		2		2		4	
Injury Rate	0.00	94	362	197	362	206	729	181
Fatalities	0		1		0		0	
Fatality Rate	0.00	1.61	180.84	1.45	0.00	1.07	0.00	1.13

For SR 307/Bourne Avenue, accident and injury rates did not exceed the statewide averages in 2002, 2003 & 2004 and only two accidents were reported.

Other Projects in the Area

Other transportation improvement projects in the area of the proposed intersection improvements are described in the following table:

P.I.#	Description	PE	ROW	CST
522880	SR 21, FR. SMITH AVE. TO SR 307	Authorized	2007	2012
0007885	CS 650/GRANGE RD. FR. SR 21 TO SR 25, GPA	Authorized	2008	2010
0002923	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIA	Authorized	LOCL	2013
533160	SR 25, OCEAN HWY. REPLACE BRIDGE NS RR	Authorized	2007	2012
0000345	SR 307 OVERPASS	Authorized	2007	2009
522920	SR 404 SPUR/US 17 @ BACK RIVER 1 MILE N OF SAVANNAH	Authorized	2008	2012
0002140	SR 307, FR. US 17 TO I-16	Authorized	2007	2009

Need And Purpose

The purpose of the project is to reduce congestion and delay, increase capacity and improve the operational efficiency of the intersection by providing turn lanes and two additional through lanes along SR 307. The project will primarily help movements from SR 307 eastbound into the GPA facility and southbound onto SR 25 from the west. Improvements made to SR 25 will improve turning movements from/to SR 307 and benefit north/south traffic.

Description of the proposed project: The proposed project involves intersection improvements that are required to alleviate congestion within the vicinity of Georgia Ports Authority. The project will provide two through lanes on S.R.307 entering and exiting Georgia Ports Authority. Also, the extension of a right turn lane eastbound to the intersection of S.R.25 will enhance safety and provide relief of congestion.

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: Urban Principal Arterial

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

State Route Number(s): S.R.25 / S.R.307

Traffic (AADT):

S.R.307 Current Year: (2007) 8,500

Design Year: (2032) 10,650

S.R.25 Current Year: (2007) 10,200

Design Year: (2032) 21,300

Existing design features:

- Typical Section: SR307 –Rural roadway with (4) 12’ width paved lanes and a 14’ center left turn lane: 10’ shoulder left facing east (8’paved, 2’ grassed)/10’ grassed shoulder right facing east. 2 ft. flat bottom ditch right and left facing east.
- Posted speed: 45mph (SR307), 45mph (SR25) Maximum degree of curvature: 1 (S.R.307)
- Maximum grade: 0.3% (SR307), 0.3% (SR 25)
- Width of right of way: varies 135 to150ft.(SR307), 100ft.(SR25)
- Major structures: None
- Major interchanges or intersections along the project: S.R.25 @ S.R.307
- Existing length of roadway segment and the beginning mile logs for each county segment. 0.25 miles

Proposed Design Features:

- Proposed typical section(s): 2-12' through lanes exiting GPA, 2-12' through lanes entering GPA, 1-12' exclusive center left turn lane onto S.R.25 heading north, 1-12' exclusive right turn lane eastbound to S.R.25, 1-12' exclusive right turn lane from S.R.25 onto S.R.307 heading west. 2' flat bottom ditch left and right, 4:1 front slope, 2:1 back slope. New signalization for intersection required due to widening.
- Proposed Design Speed Mainline: 45mph(SR307),
- Proposed Maximum grade Mainline 1-2% Maximum grade allowable 4.5%.
- Proposed Maximum grade Side Street: N/A Maximum grade allowable 4.5%.
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius for curve 11,500 ft.
- Right of way
 - Width 160ft (S.R. 307) Width 120 ft. (S.R. 25).
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 4 (estimated) Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges N/A
 - Retaining walls N/A
- Major intersections and interchanges. **S.R.25@ S.R.307**
- Traffic control during construction: **Maintain traffic on existing roadway**
- Design Exceptions to 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)

- Design Variances; **None**
- Environmental concerns: **None Anticipated**

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
- Utility involvements:
 - Georgia Power
 - Atlanta Gas Light
 - Bellsouth
 - ComCast
 - City of Portwentworth – W & S
 - City of Garden City – W & S
 - Level 3 – Telephone
 - Hargray Telephone

Project responsibilities:

- Design, **G.D.O.T.**
- Right of Way Acquisition, **G.D.O.T.**
- Relocation of Utilities, **G.D.O.T.**
- Letting to contract, **G.D.O.T.**
- Supervision of construction, **G.D.O.T.**
- Providing material pits, **Contractor**
- Providing detours. **N/A**

Coordination

- Initial Concept Meeting date. **Initial Concept Meeting held January 23, 2007**
- P. A. R. meetings, dates and results. **N/A**
- FEMA, USCG, and/or TVA: **N/A**
- Public involvement. **N/A**
- Local government comments. **None**
- Other projects in the area. **M003616 resurface and maintenance S.R.25/from S.R.26 connector to S.R.307/ see page 5 for more projects.**
- Other coordination to date. **None**
- Railroads **N/A**

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 8 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 5 Months.
- Time to complete to purchase right of way: 7 Months.
- List other major items that will affect the project schedule: 0 Months.

Other alternates considered: NONE

Comments: Archive plan sheets have been included with this report.

Attachments:

- | | |
|---|------------|
| 1. Sketch location map, | Page 2 |
| 2. Accident summaries, | Page 4 |
| 3. Aerial Proposed Plan sheet, | Page 11 |
| 4. Cost Estimates: | Page 12-14 |
| a. Construction including E&C, | |
| b. Right of Way, and | |
| c. Utilities. | |
| 5. Existing Plan Sheet, | Page 15 |
| 6. Existing Typical sections, | Page 16 |
| 7. Minutes of Initial Concept Meeting, | Page 17 |
| 8. Initial Concept Meeting sign in sheet, | Page 18 |
| 9. Traffic Diagrams, | Page 19-20 |
| 10. Notice of Location and Design Approval, | Page 21 |

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

LEGEND	
	PROPOSED PAVEMENT FOR ADDITIONAL LANES
	S.R. 25 OVERPASS PROJECT

**S.R. 307 AND S.R. 25
 INTERSECTION IMPROVEMENT**
 PREPARED FOR
 GEORGIA PORT AUTHORITY
 PREPARED BY
 THOMAS & HUTTON ENGINEERING CO.
 18306
 DATE: FEBRUARY 03, 2005
 GRAPHIC SCALE

 1" = 100'

PRELIMINARY COST ESTIMATE

DATE: 6/13/2007

PROJECT NUMBER: PESTP-0007-00(482)

P.I. NUMBER: 7482

PROJECT DESCRIPTION: Operational Intersection Improvement, S.R.25@S.R.307(Bourne Ave.)

PROPOSED CONCEPT: 2 through lanes on S.R.307 entering and exiting G.P.A.
The extension of a right turn lane eastbound to the intersection of S.R.25.

TRAFFIC: EXISTING: 8500 DESIGN 10,650

Program Process () Concept Development (X) Project Development ()

PROJECT COSTS

A. RIGHT OF WAY:

1. PROPERTY (LAND & EASEMENTS)	\$50,000
2. DISPLACEMENTS \$ RELOCATIONS -	\$0.00
3. OTHER COSTS (ADM./COURT/INFLATION) -	\$0
SUBTOTAL =====	\$50,000

B. REIMBURSABLE UTILITIES:

1. TELEPHONE LINES -	\$50,000
2. TRANSMISSION LINES -	\$50,000
3. SERVICES -	\$0
SUBTOTAL =====	\$100,000

C. MAJOR STRUCTURES:

1. WALLS -	\$0
2. BRIDGE- stream crossing - @ \$53/SF	
3. BRIDGE - over/underpass	\$0
4. BOX CULVERTS -	\$0
SUBTOTAL =====	\$0

D. GRADING AND DRAINAGE:

1. EARTHWORK

Grading Complete
unclas excavation - \$50,000

2. DRAINAGE

a. CROSS DRAIN PIPES (exc. Box culverts) - \$5,000

b. CURB & GUTTER - If X \$12/lf \$0

c. LONGITUDINAL SYSTEM (incl. Catch Basins) - \$0

SUBTOTAL ===== \$55,000

E. BASE AND PAVING:

1. AGGREGATE BASE -300 SY / 6" GAB \$50,000

2. ASPHALT PAVING - SUPERPAVE \$0

3. CONCRETE PAVING - \$140,000

4. OTHER (driveways, mill existing paving, etc.) - \$15,000

SUBTOTAL ===== \$205,000

F. LUMP SUM ITEMS:

1. EROSION CONTROL - \$10,000

2. CLEARING & GRUBBING - \$7,000

3. TRAFFIC CONTROL - \$58,000 incl signal upgrade

4. LANDSCAPING - \$0

5. DETOURS (incl Temp. bridges) - \$0

SUBTOTAL ===== \$75,000

G. MISCELLANEOUS:

1. LIGHTING - \$0

2. SIGNING & STRIPING - \$10,000/mi X 1.0 mi - \$5,000

3. GUARDRAIL - \$0

SUBTOTAL ===== \$5,000

ESTIMATE SUMMARY

A. RIGHTS-OF-WAY -----	\$50,000
B. REIMBURSABLE UTILITIES -----	\$100,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES -----	\$0
D. GRADING AND DRAINAGE -----	\$55,000
E. BASE AND PAVING -----	\$205,000
F. LUMP SUM ITEMS -----	\$75,000
G. MISCELLANEOUS -----	\$5,000

SUBTOTAL CONSTRUCTION COST -----	\$340,000
---	------------------

E & C (10%) -----	\$34,000
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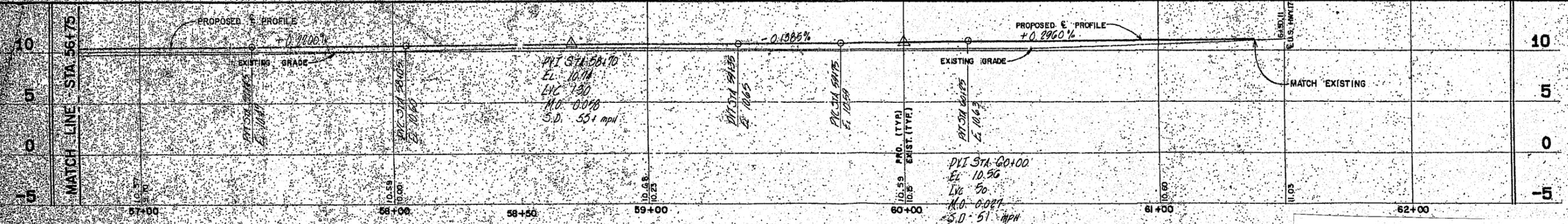
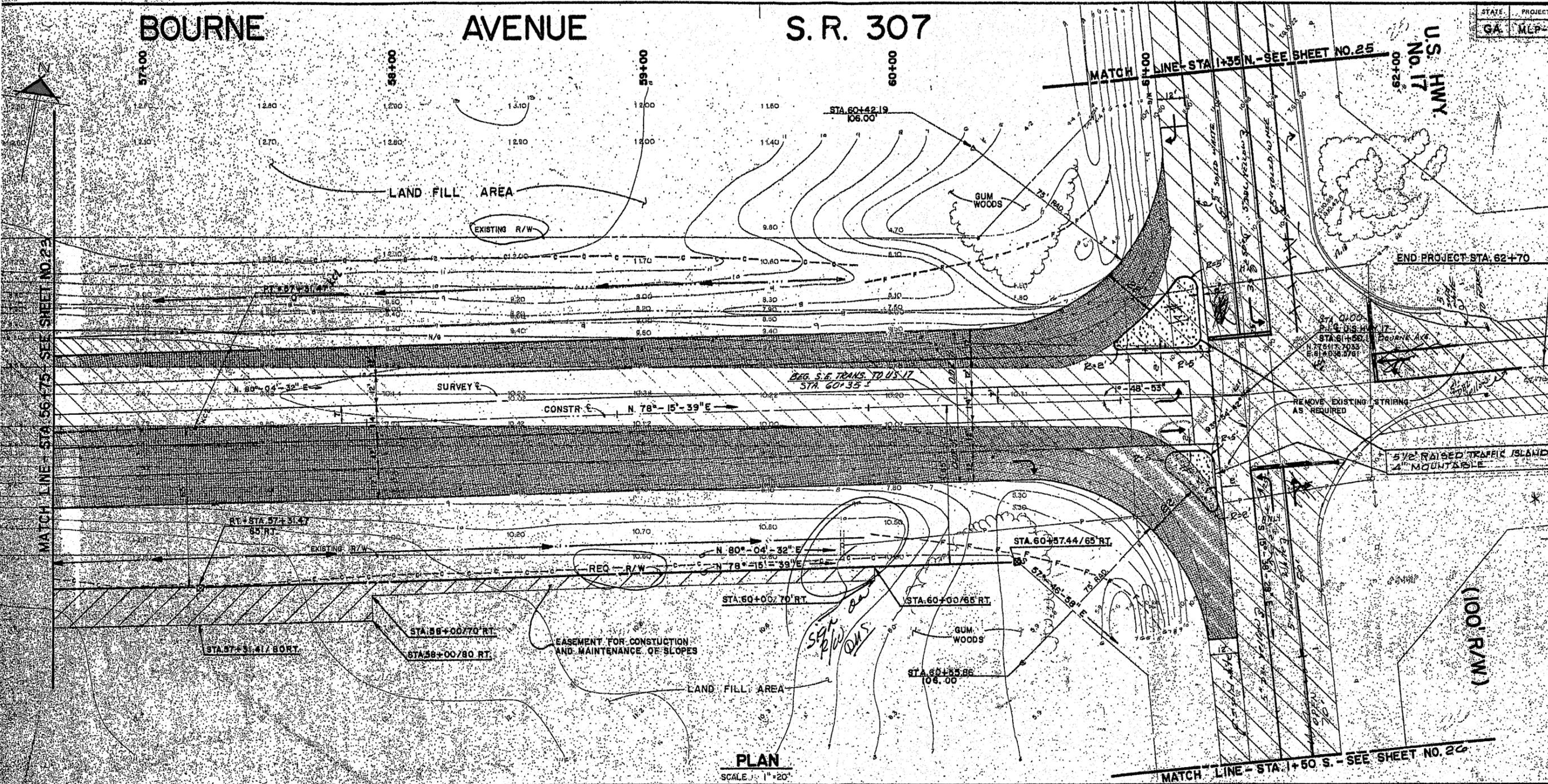
TOTAL CONSTRUCTION COST =====	\$374,000
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GRAND TOTAL PROJECT COST =====	\$524,000
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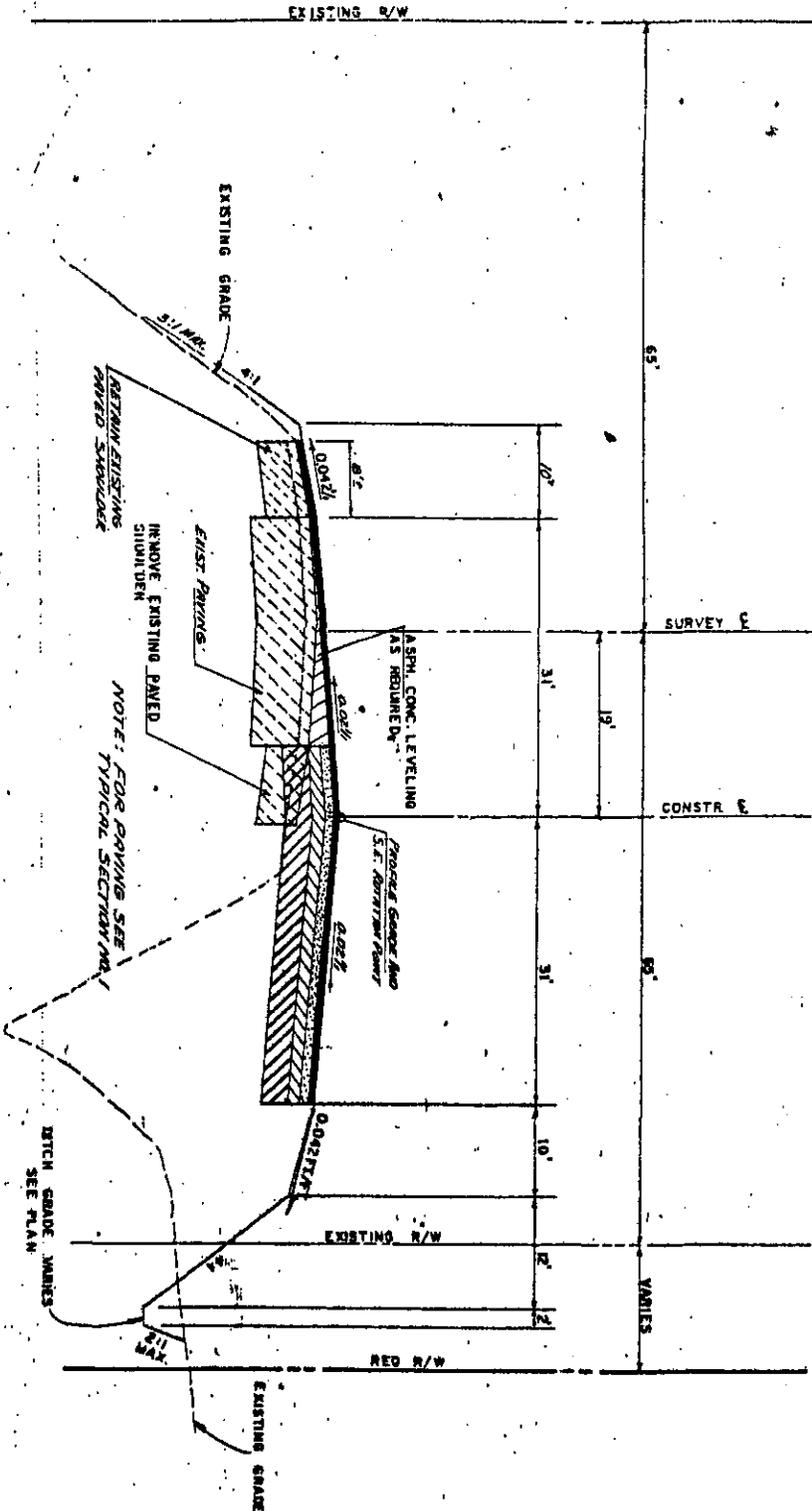
Cost Estimate Prepared by: Keith R. Stewart

BOURNE AVENUE S. R. 307

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	MLP-307 (4)	14	14



REVISIONS: NO. DATE BY 1 5/2/88 REVISED PROFILE	THOMAS & HUTTON ENGINEERING CO. 3 OGLETHORPE PROFESSIONAL BOULEVARD SAVANNAH, GEORGIA 31406
BOURNE AVENUE WIDENING PROJECT NO. MLP - 307 (4) CHATHAM COUNTY BOARD OF COMMISSIONERS STA. 56+75 TO STA. 62+00	
JOB NO. J - 4962 DATE: APRIL 3, 1987 DRAWN: JOHANSEN CHECKED: YOUNG SCALE: AS SHOWN	SHEET



TYPICAL SECTION NO. 3

TANGENT SECTION

STA. 93+67 TO STA. 61+50
STA. 15+69 TO STA. 19+94

BOURNE AVENUE WIDENING
PROJECT NO. MLP - 307 (4)
CHATHAM COUNTY BOARD OF COMMISSIONERS
TYPICAL SECTIONS

THOMAS & HUTTON
ENGINEERING CO.
J. O'NEILL
PROFESSIONAL BOLLIVARD

NO.	REVISIONS	BY	DATE

GA	MLP-307 (4)	4
STATE	PROJECT NUMBER	SHEET NO.
TOT	NO.	SHTS.

0007482, Chatham Co.
Notes on Concept Meeting

ADO opened meeting

Everyone introduced themselves

Keith read portions of the draft concept report.

Keith reviewed the need and purpose

Teresa noted that the description should be changed. It is no longer US17.

Keith reviewed the existing design features and proposed design features including the typical section.

It was noted that there was a 4" gas line north of SR307 and west of SR25. Utilities will be by permit. We have no cost numbers for utility estimates. Project Responsibilities: it was noted that relocating utilities would be GDOT's responsibility.

It was noted that GPA owns the property of all 4 quadrants and right of way acquisition would not be a problem.

General Discussion:

There were concerns about left turning movement out of the ports. Tony said to get some traffic counts of the left turning movements.

It was requested that all widening of roadway to be constructed on the south side, nothing on the G.P.A. side.

Jerome said that the south west corner would likely need heavy mucking. It was pointed out that construction on the S/W corner will be the worst quadrant (heavily rooted, muck). Therefore, fabric and white topping road surface will be required. (James Brown has submitted a cost estimate for white topping).

Jerome suggested having full width and depth shoulders.

It was pointed out that if estimate for the project exceeds \$750,000, then it will have to be reprogrammed.

Little drainage should be needed. Will likely extend existing pipes.

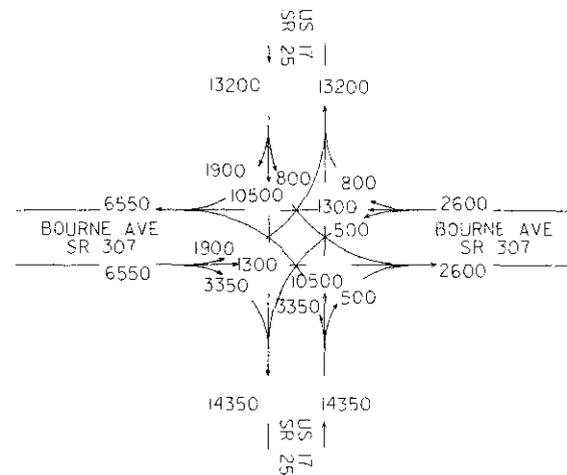
Cynthia Phillips stated that she would update the signal cost estimate.

Cynthia Phillips will coordinate with Design for any overhead signs.

Let date will not make December.

CONTACT #	AGENCY/COMPANY	NAME
(912) 247-5940	GA DOT/Maint	James L. Brown
912-964-3916	GA Ports Authority	Kayou Weirman
912-127-5742	GA DOT Carls	Anthony Cook
912-127-5760	GA DOT Const.	Terrence Hesteris
(912) 427-5719	GA DOT - Utilities	Stephen Thomas
(912) 427-5716	GA DOT RECONSTRUCTION	DENNIS DORN
(912) 427-5788	GA DOT PRECONSTRUCTION	Lex Escal Scott
912-427-5715	GA DOT - Setup Feecon.	Tony Collins
912-239-6505	AGLE	Gary McGehee
912-376-2588	POUT-Location	KARINE BRYL
912-427-5967	GA DOT - Traffic Operations	Lyndee Phillips

CHATHAM COUNTY



CSSTP-0007-00(482)
P. I. # 0007482
CHATHAM COUNTY
SR 25/US 17 @
BOURNE AVE/SR 307
EXISTING 2006

RFN
07/06