

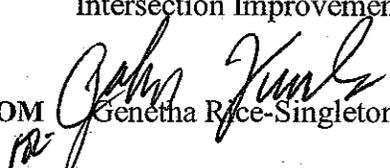
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0008276, Chatham County
CSMLP-0008-00(276)
CR 9/Gulfstream Road at CR 1119/Robert Miller Road-
Intersection Improvements

OFFICE: Program Control

DATE: September 29, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

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 Saxon
Dennis Odom
Keith Stewart
BOARD MEMBER

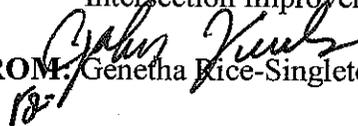
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008276, Chatham County
CSMLP-0008-00(276)
CR 9/Gulfstream Road at CR 1119/Robert Miller Road-
Intersection Improvements

OFFICE: Program Control

DATE: August 27, 2009

FROM:  Genetha Rice-Singleton, Program Control Administrator

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements of Gulfstream Road at Robert Miller Road located northwest of Savannah in Chatham County. Gulfstream Road is a two lane roadway with an exclusive eastbound right turn lane at this intersection. The posted speed is 35 MPH in both directions. Robert Miller Road is a two lane road without exclusive turn lanes at the intersection, and the posted speed is 40 mph. There is an existing at-grade Norfolk Southern Railroad (NSR) crossing on Gulfstream Road located approximately 120' east of the Robert Miller Road intersection. The Gulfstream Aerospace Corporation facility located in the southwest quadrant of the intersection is the major traffic generator in the vicinity, and it has entrances on both intersecting roads. The existing (2007) average daily traffic (ADT) for Gulfstream Road is 12,400 and 8,680 vehicles per day for west and east of the intersection respectively, and the existing ADT for Robert Miller Road is 7,960 vehicles per day. For the design year (2034), the ADT for Gulfstream Road is projected to be 19,340 and 13,740 VPD for west and east of the intersection respectively, and the projected traffic for Robert Miller Road will be 13,200 VPD. This intersection was under stop sign control, and recently a temporary traffic signal has been installed and activated. Currently the intersection operates at a level of service (LOS) "D" and "E". Without improvements, the intersection will operate at LOS "F". With the proposed improvements, the intersection will operate at LOS "B" and "D" in the design year.

The proposed project consists of adding an exclusive left-turn lane to the westbound approach of Gulfstream Road, the extension of the existing exclusive right turn lane on the eastbound approach of Gulfstream Road, converting the existing northbound lane to an exclusive left-turn lane and the addition of an exclusive right-turn lane to northbound approach of Robert Miller Road. The project will also upgrade the existing traffic signal. Traffic will be maintained at all times via stage construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

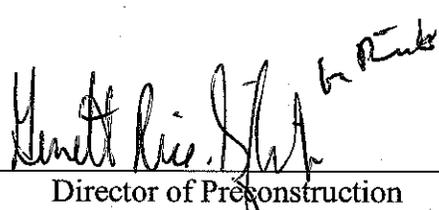
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$1,683,506	\$2,680,191	L240	2012(proposed)
Right-of-way	\$192,850	\$262,159	L240	2011(proposed)
Utilities	\$136,500			

* Notification letter sent to Chatham and Savannah 5-19-2006.

I recommend this project concept be approved and the description be revised to reflect the project herein.

GRS: JDQ
Attachment

CONCUR

 ^{for Rink}

Director of Preconstruction

APPROVED



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

PRECONSTRUCTION STATUS REPORT FOR PI:0008275,0008276

PROJ ID: 0008276
 COUNTY: Chatham
 LENGTH (MI): 0.54
 PROJ NO.: CSMLP-0008-00(276)
 PROJ MGR: Odom, Dennis
 AOHJ Initials: 2KS/KS
 OFFICE: District 5
 CONSULTANT: Consultant Design (DOT contract)
 SPONSOR: GDOT
 DESIGN FIRM: Parsons Transportation Group, Inc.

CR-1119 ROBERT B MILLER RD PMS OF CR-9 TO GULFSTREAM RD
 TEMP SR 1181 / GULFSTREAM ROAD AT CR 1119 / ROBERT MILLER ROAD
 MPO: Savannah TMA
 TIP #: 5
 MODEL YR: 12
 TYPE WORK: Turn Lanes
 CONCEPT: INTERSECT IMP
 PROV. FOR ITS: Reconstruction/Rehabilitation
 BOND PROJ: N

MGMT LET DATE: 12/15/2011
 MGMT ROW DATE: 12/15/2010
 SCHED LET DATE: 5/31/2012
 WHO LETS?: GDOT Let
 LET WITH: 0008275

SCHED START	SCHED FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
						Activity	Approved	Proposed	Cost		Fund	Status
10/8/2009	10/8/2009	Concept Development	3/13/2007	5/13/2009	45	PE	2008	2008	466,873.96	L240	AUTHORIZED	12/17/2007
8/28/2009	10/8/2009	Concept Meeting	5/13/2009	5/13/2009	100	ROW	2010	2011	262,159.20	L240	PRECST	
10/8/2009	10/8/2009	PM Submit Concept Report	6/23/2009	6/23/2009	100	CST	2009	2012	2,680,191.28	L240	PRECST	
10/23/2009	10/23/2009	Receive Preconstruction Concept Approval			0							
10/23/2009	10/23/2009	Management Concept Approval Complete			0							
11/18/2009	11/18/2010	Public Information Open House Held			0							
10/1/2009	10/1/2009	Environmental Approval	1/11/2007		20							
10/26/2009	10/26/2009	Mapping			0							
11/17/2009	11/13/2009	Field Surveys/SDE			0							
11/17/2009	6/14/2010	Preliminary Plans			0							
10/9/2009	2/18/2010	Underground Storage Tanks			0							
3/7/2011	6/17/2011	404 Permit Obtainment			0							
12/10/2010	12/13/2010	PFPR Inspection			0							
12/14/2010	2/21/2011	R/W Plans Preparation			0							
2/22/2011	4/18/2011	R/W Plans Final Approval			0							
1/19/2011	1/21/2011	L & D Approval			0							
4/19/2011	3/30/2012	R/W Acquisition			0							
7/26/2011	8/8/2011	Stake R/W			0							
1/24/2011	1/2/2012	Soil Survey	7/23/2007	11/14/2007	100	PE Cost Est Amt:	466,873.96	Date:	5/11/2006	Activity	Cost	Fund
1/24/2012	1/25/2012	Final Design			0	ROW Cost Est Amt:	200,000.00	Date:	6/21/2007	PE	100,000.00	L240
2/8/2012	2/21/2012	FFPR Inspection			0	CST Cost Est Amt:	2,100,000.00	Date:	6/21/2007	ROW	245,008.60	L240
		Submit FFPR Responses (OES)			0					CST	0.00	L240

OK TEMP STATE ROUTE

STIP AMOUNTS

Activity	Cost	Fund
PE	100,000.00	L240
ROW	245,008.60	L240
CST	0.00	L240

District Comments

ADO/08-06-09/Annual cost estimates submitted 05-27-09 but not updated due to balancing and STIP.

THIS PROJECT IS BEING SPLIT FROM PI# 000584 (TEMP SR 1181 & 1181A) #1 7-09
 ← *Task object contract.*

Bridge: NO BRIDGE REQUIRED
 Design: Final Concept Report submitted for approval
 EIS: CEINotAPVD On Schedule Dec 2010 ROW/Smart (07.29.09)
 LGPA: NOTIFICATION LETTER SENT TO CHATHAM & SAVANNAH 5-19-06.
 Program Develop: PE STIP AMENDMENT #42 5-07/RW STIP AMENDMENT #204-2-09
 Utility: THIS PROJECT IS BEING SPLIT FROM PI# 000584 (TEMP SR 1181 & 1181A) #1 7-09
 EMG: SUE
 RECSTR/REHAB (TURN LANES)

Pre. Parcel CT: 2
 Under Review: Total Parcel in ROW System: DOT
 Relocations: Acquired by:
 Released: Options - Pending: Acquisition MGR:
 Condemnations- Pend: Acquired: R/W Cert Date: DEEDS CT:

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0008276

OFFICE: Environment/Location

**PROJECT No. CSMLP-0008-00(276) / CHATHAM
County**

DATE: 7/24/09

Intersection of Gulfstream Road at Robert Miller Road

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

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. Please list who is responsible for the environmental work in the Project Responsibilities section.
2. In the Environmental Concerns section under NEPA, the report notes that FAA coordination is required. This issue should be addressed elsewhere in the report.
3. There is an eligible historic resource (Norfolk Southern Railroad) in the project corridor. If significant impacts (adverse) to this historic 4(f) resource cannot be avoided, then the proposed environmental schedule must be revised significantly.

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

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Glenn Durrence
Paul Liles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5

PROJECT CONCEPT REPORT

Project Number: CSMLP-0008-00(276)

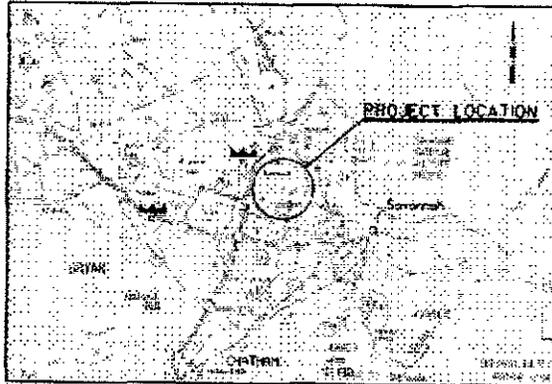
County: Chatham

P. I. Number: 0008276

Federal Route Number: N/A

State Route Number: N/A

Intersection of Gulfstream Road at Robert Miller Road



Recommendation for approval:

DATE 6-17-09

Dennis Adams

DATE 6-23-09

Bradford W. Anderson

District 5 Preconstruction Engineer



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

DATE 8/31/09

Angela J. Alward

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 7/24/09

[Signature]

State Environment/Location Engineer

DATE _____

DATE 8/23/09

State Traffic Safety and Design Engineer

DATE _____

[Signature]

District Engineer

Project Review Engineer

★ The project description in the LRTP/TIP/STIP as appropriate may be modified to reflect the revised concept report following consultation with the MPO and approval by the Director of Planning.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MEMORANDUM

FILE CSMLP – 0008-00(276) Chatham County OFFICE Planning
P.I. 0008276
DATE 6/25/09

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

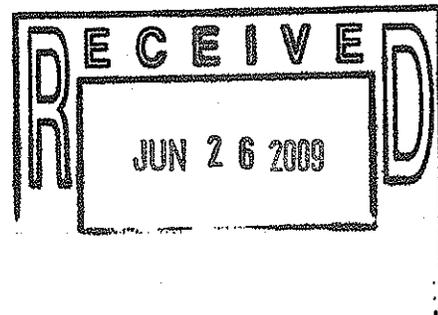
SUBJECT Project Concept Report – Intersection of Gulfstream Rd at Robert Miller Rd
CSMLP – 0008-00(276), P.I. 0008276

The Planning Office was requested by Preconstruction to verify if the subject project was identified in the current FY 08-11 Chatham County MPO TIP. PE was authorized in 2008 for P.I. 221875. The Right-of-Way phase is proposed for FY 11 and Construction phase for FY 12. This project as defined in this revised concept report, is currently not consistent with the project description which appears in the current FY 08-11 TIP. However, during the development of the FY 10-13 TIP, the Office of Planning will request that project description in TPRO to concur with the revised concept report which indicates an intersection improvement project.

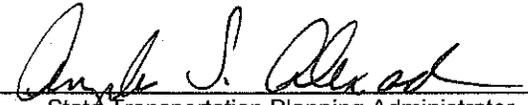
ATA:kbm

Attachment

CC: Matthew Fowler
Radney Simpson
Keith Stewart



Date: 6/26/09


State Transportation Planning Administrator

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5

PROJECT CONCEPT REPORT

Project Number: CSMLP-0008-00(276)

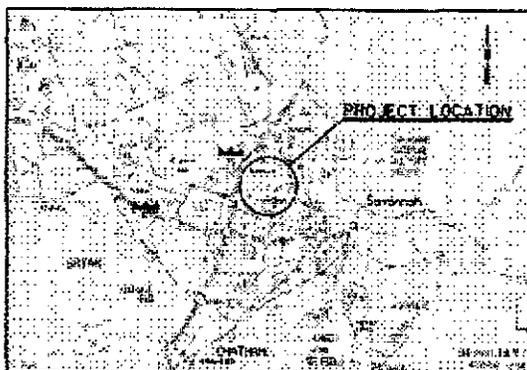
County: Chatham

P. I. Number: 0008276

Federal Route Number: N/A

State Route Number: N/A

Intersection of Gulfstream Road at Robert Miller Road



Recommendation for approval:

DATE 6-17-09

Dennis Adams

DATE 6-23-09

Bradford W. Anderson

District 5 Preconstruction Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

Thomas J. Bostick

State Environment/Location Engineer

DATE 7-20-09

State Traffic Safety and Design Engineer

DATE 8/23/09

[Signature]

District Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 5

PROJECT CONCEPT REPORT

Project Number: CSMLP-0008-00(276)

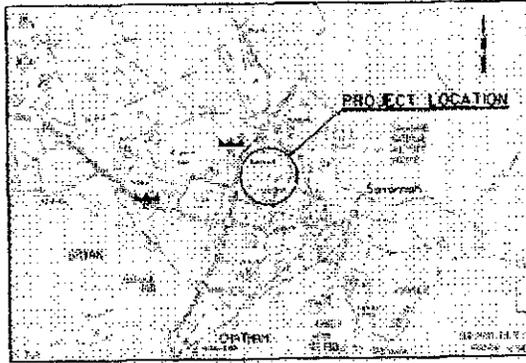
County: Chatham

P. I. Number: 0008276

Federal Route Number: N/A

State Route Number: N/A

Intersection of Gulfstream Road at Robert Miller Road



Recommendation for approval:

DATE 6-17-09

Dennis Adams

DATE 6-23-09

Bradford W. Anderson

District 5 Preconstruction Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 6-29-09

Angela D. Whitaker

Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

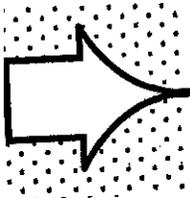
DATE 6/23/09

[Signature]

District Engineer

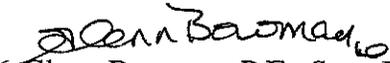
DATE _____

Project Review Engineer



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0008276 **OFFICE:** Environment/Location
DATE: 7/6/09
FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer
TO: Genetha-Rice Singleton, Assistant Director of Preconstruction
SUBJECT: **PROJECT CONCEPT REPORT REVIEW**
CSMLP-0008-00(276) / Chatham County
Intersection of Gulfstream Road at Robert Miller Road

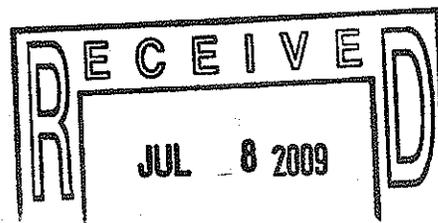
The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. Possible need for Informal Section 7 due to wood stork habitat. However, since ROW is scheduled for December 2010, it should not impact the schedule.
2. Please list who is responsible for Environmental in the Project Responsibilities section.
3. In the Environmental Concerns section, you note that FAA coordination is needed under NEPA. I would think this is more of a design concern than NEPA requirement.
4. Eligible RxR (Norfolk Southern Railroad) in project corridor. If significant impacts (adverse) to this historic 4(f) resource cannot be avoided, then the proposed environmental schedule must be revised significantly.

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

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Glenn Durrence
Paul Liles



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5

PROJECT CONCEPT REPORT

Project Number: CSMLP-0008-00(276)

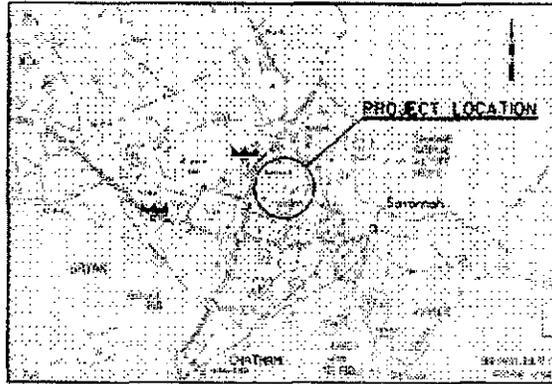
County: Chatham

P. I. Number: 0008276

Federal Route Number: N/A

State Route Number: N/A

Intersection of Gulfstream Road at Robert Miller Road



Recommendation for approval:

DATE 6-17-09

DATE 6-23-09

Dennis Johnson

Project Manager

Bradford W. Anderson

District 5 Preconstruction Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE July 6, 2009

Conn Bowman

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 6/23/09

[Signature]

District Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 5

PROJECT CONCEPT REPORT

Project Number: CSMLP-0008-00(276)

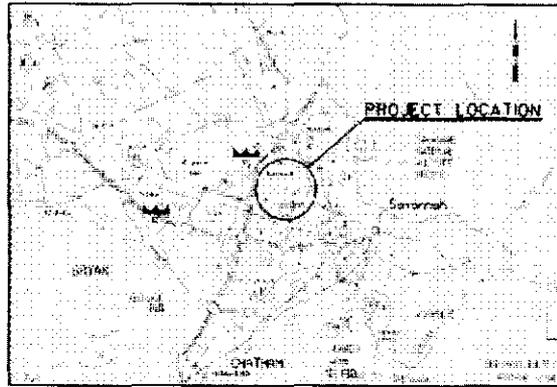
County: Chatham

P. I. Number: 0008276

Federal Route Number: N/A

State Route Number: N/A

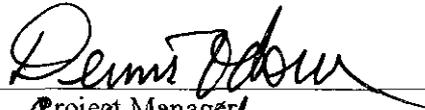
Intersection of Gulfstream Road at Robert Miller Road



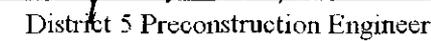
Recommendation for approval:

DATE 6-17-09

DATE 6-23-09



Project Manager


District 5 Preconstruction Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

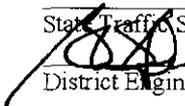
DATE _____

State Environment/Location Engineer

DATE _____

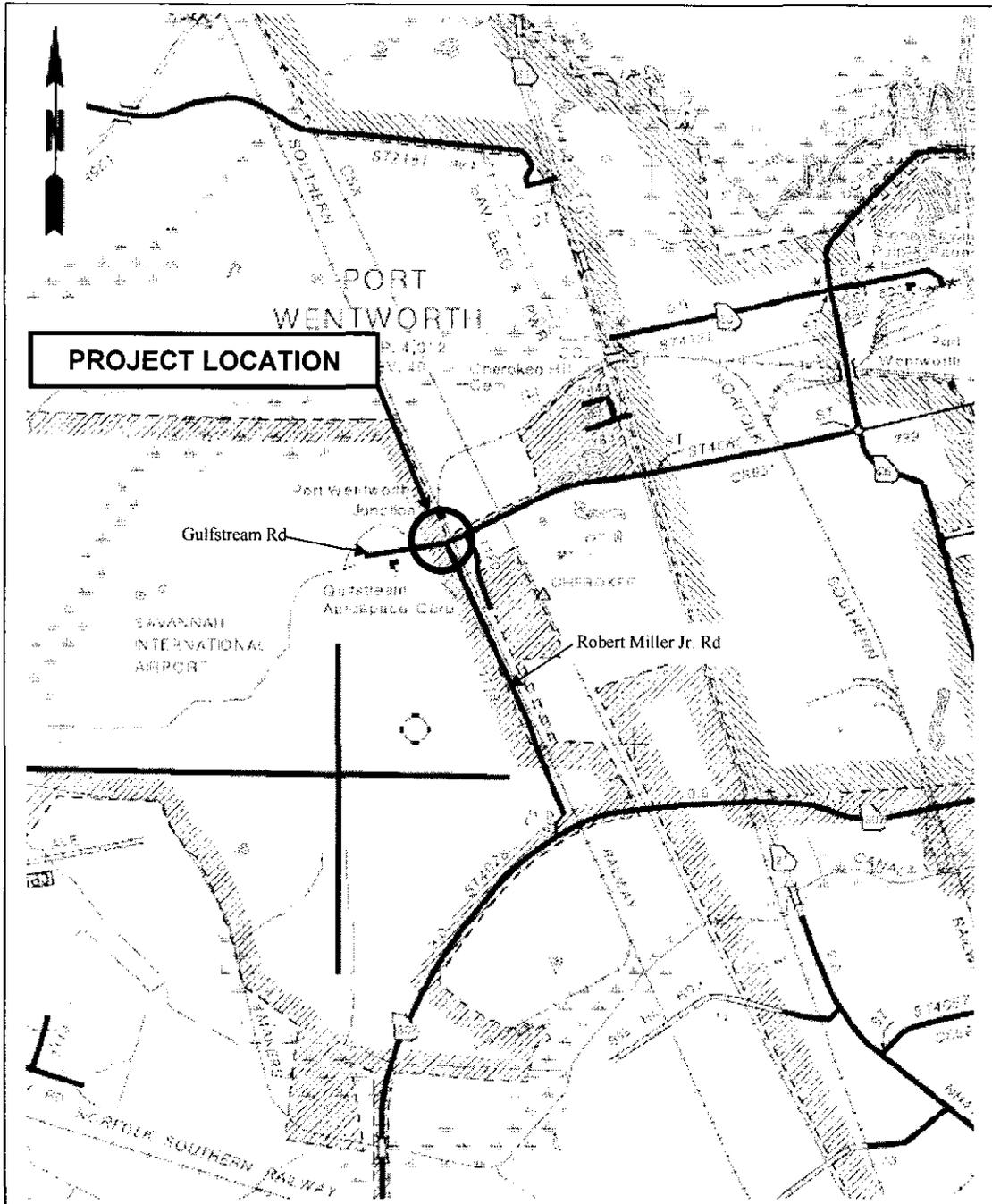
State Traffic Safety and Design Engineer

DATE 6/23/09


District Engineer

DATE _____

Project Review Engineer



PROJECT LOCATION MAP

Project No. CSMLP-0008-00(275), P. I. No. 0008275
Chatham County, Georgia
Intersection of Gulfstream Road at Robert Miller Road

Need and Purpose

The purpose of the project is to alleviate congestion and improve traffic operation at this intersection by adding additional turn lanes as well as upgrading the traffic signal accordingly. Also, the signal with appropriate phasing and timing will be beneficial for reducing the occurrence of angle type accidents and improve safety.

The existing (2007) average daily traffic (ADT) for Gulfstream Road is 12,400 and 8,680 vehicles per day for west and east of the intersection, respectively, and the existing ADT for Robert Miller Jr. Road is 7,960 vehicles per day. It is estimated that for design year (2034), the ADT for Gulfstream Road will be 19,340 and 13,740 vehicles per day for west and east of the intersection, respectively, and the ADT for Robert Miller Jr. Road will be 13,200 vehicles per day.

This intersection was under stop sign control, and recently a temporary traffic signal has been installed and activated. Currently the intersection operates at LOS D with 49.5 seconds per vehicle delay and E with 61.4 seconds per vehicle delay during the a.m. and p.m. peak hour, respectively. Without improvements, the intersection would operate at LOS F during both peak hours with significantly high vehicle delay in the design year.

An exclusive left-turn lane will be provided for Gulfstream Road westbound approach and an exclusive left-turn lane and an exclusive right-turn lane will be provided for Robert Miller Jr. Road northbound approach. The existing right-turn lane for Gulfstream Road eastbound approach will be extended as well to accommodate the traffic queue. Traffic signal will be upgraded for the new intersection configurations. With the proposed improvements, the intersection would operate at LOS B and D during the a.m. and p.m. peak hour, respectively, in the design year. Each individual movement would operate at LOS D or better.

Historical accident data indicates that a total of 10, 6 and 4 accidents occurred in 2005, 2006 and 2007 with an accident rate of 194, 115, and 75 accidents per 100 million entering vehicles, respectively. (Georgia DOT does not maintain average/critical accident rate for intersections, so no comparison with statewide average rate was performed.) A total of 4 injuries and no fatalities occurred during the three year period. Among the total of 20 accidents that occurred in the three years, 9 of them were angle type accidents which was 45 percent of the total, and 7 of the angle type accidents involved left-turn vehicles.

Description of the proposed project

The intersection of Gulfstream Road at Robert Miller Jr. Road is located northwest of Savannah in Chatham County. The project begins 872 feet west of the intersection along Gulfstream Road and extends to 753 feet east of the intersection. Along Robert Miller Jr. Road, the project extends to 1134 feet south of the intersection.

The project includes the addition of an exclusive left-turn lane to westbound approach of Gulfstream Road, the extension of the existing exclusive right-turn lane on eastbound approach of Gulfstream Road, converting the existing northbound lane to an exclusive

Project Concept Report page 4
 Project Number: CSMLP-0008-00(276)
 P. I. Number: 0008276
 County: Chatham

left-turn lane and the addition of an exclusive right-turn lane to northbound approach of Robert Miller Jr. Road. The existing traffic signal will be upgraded as well.

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

PDP Classification: Major Minor

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

Functional Classification: Urban Collector Street

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

Traffic (AADT):

Current and Design Year ADT (Vehicles/Day)

	Current Year (2007)	Design Year (2034)
Gulfstream Road	12,400	19,340
Robert Miller Jr. Road	7,960	13,200

Existing design features

Gulfstream Road

- Typical Section: One 12ft. wide lane in each direction with an exclusive eastbound right-turn lane at Robert Miller Jr. Road intersection. No curb, gutter, and sidewalk present.
- Posted speed: 35 mph
- Minimum radius for curve: 1900 ft.
- Maximum super-elevation rate for curve: 4%
- Maximum grade: 2%
- Width of right-of-way: 100 ft. +/-
- Major structures: None
- Major interchanges or intersections along the project: The intersection at Robert Miller Jr. Road
- Existing length of roadway segment and the beginning mile logs for each county segment: 1625 ft.

Robert Miller Jr. Road

- Typical Section: One 12 ft. wide lane in each direction without turn lanes. No curb, gutter and sidewalk present.
- Posted speed: 40 mph
- Minimum radius for curve: 5500 ft.
- Maximum super-elevation rate for curve: 4%

Project Concept Report page 5
Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

- Maximum grade: 1%
- Width of right-of-way: 75 ~ 80 ft. +/-
- Major structures: None
- Major interchanges or intersections along the project: The intersection at Gulfstream Road
- Existing length of roadway segment and the beginning mile logs for each county segment: 1134 ft.

Proposed Design Features

Gulfstream Road

- Proposed typical section(s): One 12 ft. wide lane in each direction with an exclusive eastbound right-turn lane and an exclusive westbound left-turn lane at Robert Miller Jr. Road intersection without curb, gutter, and sidewalk.
- Proposed Design Speed: 45 mph
- Proposed Maximum grade Mainline 1.26% Maximum grade allowable 8%
- Proposed Maximum grade Side Street 7% Maximum grade allowable 7%
- Proposed Maximum grade driveway 10%
- Proposed Maximum degree of curve 8.063 Maximum degree allowable 8.063
- Right-of-Way
 - Width 100 ft.
 - Easements: Temporary (), Permanent (), Utility (), Other (X).
 - Type of access control: Full (), Partial (), By Permit (), Other (X).
 - Number of parcels: 1 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: N/A
 - Retaining walls: N/A

Robert Miller Jr. Road

- Proposed typical section(s): One 12 ft. wide lane in each direction with an exclusive northbound left-turn lane and an exclusive right-turn lane at Gulfstream Road intersection without curb, gutter and sidewalk.
- Proposed Design Speed: 40 mph
- Proposed Maximum grade Mainline 0.54% Maximum grade allowable 9%
- Proposed Maximum grade Side Street N/A Maximum grade allowable N/A
- Proposed Maximum grade driveway N/A
- Proposed Maximum degree of curve 10.755 Maximum degree allowable 10.755
- Right-of-Way
 - Width 100 ~ 115 ft.
 - Easements: Temporary (), Permanent (), Utility (), Other (X).

- Type of access control: Full (), Partial (), By Permit (), Other (X).
- Number of parcels: 1 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: N/A
 - Retaining walls: N/A

Gulfstream Road and Robert Miller Jr. Road

- Major intersections and interchanges
The intersection of Gulfstream Road at Robert Miller Jr. Road: This intersection will be improved by adding an exclusive left-turn lane to Gulfstream Road westbound approach and an exclusive left-turn and an exclusive right-turn lane to Robert Miller Jr. Road northbound approach, and extending the existing exclusive right-turn lane for Gulfstream Road eastbound approach.
- Traffic control during construction: Two-way two-lane traffic will be maintained at all times. Construction of the intersection will be performed in three stages.
- 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: No variances are anticipated.
- Environmental concerns:
 - Air: CO analysis required.
 - Archaeology: short form for negative findings.
 - Ecology: USACE 404 Nationwide Permit 23 with Preconstruction Notification required for impacts to Waters of the US; no stream buffer variance.
 - History: Assessment of Effects required for railroad. No adverse effect anticipated.
 - NEPA: FAA coordination required.
 - Noise: not required.

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Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().

- Utility involvements:
 - Communications:
 - ⇒ Telephone - AT&T
Hargray
Qwest Communications
Verizon Business Technology MCI
 - ⇒ Cable - Comcast
 - Power: Georgia Power
 - Gas: Atlanta Gas and Light
 - Water: City of Savannah
 - Petroleum: N/A
 - ITS: N/A
 - Railroads: Norfolk Southern Railroad

- VE Study Required Yes() No(X)

Project responsibilities:

- Design: Consultant
- Right-of-Way Acquisition: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary: To be added.
- Concept meeting date and brief summary: To be added.
- P A R meetings, dates and results: Not anticipated.
- FEMA, USCG, and/or TVA: Not anticipated.
- Public involvement: Not required.
- Local government comments: Not anticipated.
- Other projects in the area
 - CR 9/Gulfstream Road at NSR Track NS#620021E (P.I. No.0008851):
Installation of train activated warning devices in the form of inter-connect and pre-emption circuitry for the at-grade crossing of Gulfstream Road/CR 9 and NSR (Inv. No.620021E) in the City of Savannah in Chatham County.

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Project Number: CSMLP-0008-00(276)
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County: Chatham

- SR 21 at CR 9/Crossgate Road/Gulfstream Road (P.I. No. 0008275):
Intersection improvements which was previously identified as P.I. No. 0007141.
- Railroads
There is an existing at-grade Norfolk Southern Railroad (NSR) crossing on Gulfstream Road located approximately 120 feet east of the Robert Miller Jr. Road intersection.
- Other coordination to date: To be added.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 14 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right-of-way plans: 3 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 15 Months.
- Time to complete to purchase right-of-way: 5 Months.
- List other major items that will affect the project schedule: N/A Months.

Other alternates considered:

1. Build alternative with dual northbound left-turn lanes: For this alternative, the intersection would operate at better level of service comparing to the preferred alternative. However, more right-of-way would be required and construction cost would be higher.
2. No-Build Alternative: This alternative does not address the safety and operation needs of the intersection.

Comments: To be added as applicable.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right-of-Way, and
 - c. Utilities
2. Sketch location map
3. Typical sections
4. Need and Purpose
5. Preferred alternate layout
6. Accident summaries
7. Capacity analysis
8. Minutes of Initial Concept and Concept meeting

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Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

ATTACHMENT 1
COST ESTIMATE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSMLP-0008-00(276), Chatham County
Cullstream Road @ Robert Miller Jr. Road
Intersection Improvement
P.I. No. 0008276

OFFICE Jesup, GA

DATE 5/8/2009

FROM Glenn Durrence, District Five Engineer

TO Brian Summers, P.E., Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Keith Stewart

MNGT LET DATE 12/15/2011

MNGT R/W DATE 12/15/2010

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ \$6,100,000.00

DATE 6/21/2007

RIGHT OF WAY \$ \$600,000.00

DATE 6/21/2007

UTILITIES \$ NA

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 1,683,506.49

RIGHT OF WAY \$ 192,850.00

UTILITIES** \$ 136,500.00

* Costs contain 10% Engineering and Inspection and 3% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain 30% contingency.

REASON FOR COST INCREASE: The reason for change in cost estimate is modification in type of project improvement.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 1,359,673.76	(Base Estimate)
Engineering and Inspection:	\$ 135,967.38	(Base Estimate x 10 %)
Construction Contingency:	\$ 40,790.21	(Base Estimate x 3 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ 49,327.83	(From attached worksheet)
Total Liquid AC Adjustment	\$ 97,747.31	(From attached worksheet)
Construction Total:	\$ 1,683,506.49	
Utility Cost Estimate:	\$ 105,000.00	
Utility Contingency:	\$ 31,500	30 %
Utility Total:	\$ 136,500.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

JBB: NA

Attachments: Detailed Cost Estimate, Fuel Adjustment Worksheet

c: Genetha Rice - Singleton, Assistant Director of Preconstruction
 Angela Whitworth, Financial Management Administrator

Estimate Report for file "Gulfstream (ALT 1B)"

Section 1) ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	150000.00	TRAFFIC CONTROL - CSMLP-0008-00(276)	150000.00
153-1300	1	EA	69892.88	FIELD ENGINEERS OFFICE TP 3	69892.88
210-0100	1	LS	150000.00	GRADING COMPLETE - CSMLP-0008-00(276)	150000.00
310-1101	6469	TN	17.99	GR AGGR BASE CRS 12", INCL MATL	116377.31
402-3121	1548	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	116100.00
402-3130	1351	TN	75.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	101325.00
402-3190	1801	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	135075.00
413-1000	902	GL	2.15	BITUM TACK COAT	1939.30
436-1000	750	LF	8.00	ASPHALTIC CONCRETE CURB - 5 IN	6000.00
446-1100	3520	LF	5.20	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	18304.00
634-1200	50	EA	96.88	RIGHT OF WAY MARKERS	4844.00
641-1200	750	LF	18.14	GUARDRAIL, TP W	13605.00
641-5001	2	EA	675.50	GUARDRAIL ANCHORAGE, TP 1	1351.00
641-5012	2	EA	1864.63	GUARDRAIL ANCHORAGE, TP 12	3729.26
Section Sub Total:					\$888,542.75

Section 2) DRAINAGE ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	982	LF	38.29	STORM DRAIN PIPE, 18 IN, H 1-10	37600.78
550-1240	72	LF	45.52	STORM DRAIN PIPE, 24 IN, H 1-10	3277.44
550-1360	152	LF	66.11	STORM DRAIN PIPE, 36 IN, H 1-10	10048.72
550-2180	2080	LF	33.42	SIDE DRAIN PIPE, 18 IN, H 1-10	69513.60
550-4118	80	EA	413.69	FLARED END SECTION 18 IN, SIDE DRAIN	33095.20
550-4218	24	EA	606.17	FLARED END SECTION 18 IN, STORM DRAIN	14548.08
550-4224	4	EA	744.88	FLARED END SECTION 24 IN, STORM DRAIN	2979.52
550-4236	4	EA	1068.75	FLARED END SECTION 36 IN, STORM DRAIN	4275.00
668-2100	6	EA	2455.35	DROP INLET, GP 1	14732.10
668-5000	8	EA	1898.22	JUNCTION BOX	15185.76
Section Sub Total:					\$205,256.20

Section 3) PERMANENT EROSION CONTROL ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2181	240	SY	35.36	STN DUMPED RIP RAP, TP 3, 18 IN	8486.40
603-7000	240	SY	4.35	PLASTIC FILTER FABRIC	1044.00
700-6910	3	AC	824.81	PERMANENT GRASSING	2474.43
700-7000	5	TN	65.41	AGRICULTURAL LIME	327.05
700-7010	6	GL	22.15	LIQUID LIME	132.90
700-8000	2	TN	458.16	FERTILIZER MIXED GRADE	916.32
700-8100	238	LB	2.34	FERTILIZER NITROGEN CONTENT	556.92
715-2200	4562	SY	1.59	BITUMINOUS TREATED ROVING, WATERWAYS	7253.58
Section Sub Total:					\$21,191.60

Section 4) TEMPORARY EROSION CONTROL ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	375.19	TEMPORARY GRASSING	750.38
163-0240	35	TN	164.91	MULCH	5771.85
163-0300	9	EA	1220.17	CONSTRUCTION EXIT	10981.53
163-0503	10	EA	454.35	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	4543.50
163-0522	156	EA	92.93	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE A SILT FENCE	14497.08
163-0523	96	EA	144.07	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	13830.72
163-0524	42	EA	178.74	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - STONE PLAIN RIP RAP/SAND BAGS	7507.08
163-0550	8	EA	208.95	CONSTRUCT AND REMOVE INLET SEDIMENT	1671.60

				TRAP	
165-0010	2100	LF	0.73	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1533.00
165-0030	750	LF	0.79	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	592.50
165-0040	294	EA	55.80	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	16405.20
165-0087	10	EA	112.19	MAINTENANCE OF SILT CONTROL GATE, TP 3	1121.90
165-0101	9	EA	500.48	MAINTENANCE OF CONSTRUCTION EXIT	4504.32
165-0105	8	EA	85.71	MAINTENANCE OF INLET SEDIMENT TRAP	685.68
167-1000	2	EA	559.68	WATER QUALITY MONITORING AND SAMPLING	1119.36
167-1500	12	MO	746.02	WATER QUALITY INSPECTIONS	8952.24
171-0010	4200	LF	2.38	TEMPORARY SILT FENCE, TYPE A	9996.00
171-0030	1500	LF	3.67	TEMPORARY SILT FENCE, TYPE C	5505.00
Section Sub Total:					\$109,968.94

Section 5) SIGNING AND MARKING ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	96	SF	16.66	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1599.36
636-1033	140	SF	20.25	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	2835.00
636-1041	107	SF	45.57	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	4875.99
636-2070	530	LF	9.01	GALV STEEL POSTS, TP 7	4775.30
653-0120	12	EA	75.17	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	902.04
653-1501	8513	LF	0.46	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	3915.98
653-1502	10248	LF	0.46	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4714.08
653-1704	243	LF	3.46	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	840.78
653-1804	1928	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	3239.04
653-3501	608	GLF	0.32	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	194.56
653-6004	273	SY	2.74	THERMOPLASTIC TRAF STRIPING, WHITE	748.02
653-6006	411	SY	2.68	THERMOPLASTIC TRAF STRIPING, YELLOW	1101.48
654-1001	150	EA	3.05	RAISED PVMT MARKERS TP 1	457.50
654-1003	45	EA	3.26	RAISED PVMT MARKERS TP 3	146.70
Section Sub Total:					\$30,345.83

Section 6) TRAFFIC SIGNAL ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1041	171	SF	45.57	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	7792.47
639-2001	1500	LF	2.69	STEEL WIRE STRAND CABLE, 1/4 IN	4035.00
639-4004	4	EA	5869.88	STRAIN POLE, TP IV	23479.52
647-1000	1	LS	55375.96	TRAFFIC SIGNAL INSTALLATION NO 1 - STPN-164-1(49)	55375.96
936-1001	1	EA	6506.50	CCTV SYSTEM, TYPE B	6506.50
936-8000	1	LS	5460.00	TESTING	5460.00
936-8500	1	LS	0.00	TRAINING	0.00
939-4040	1	EA	1718.99	TYPE D CABINET	1718.99
Section Sub Total:					\$104,368.44

Total Estimated Cost: \$1,359,673.76

Preliminary Right of Way Cost Estimate



Phil Copeland

Right of Way Administrator

By: LaShone Alexander

Date: May 05, 2009
Project: CSMSL-0008-00(276) Chatham
Existing/Required R/W: Varies/Varies
Project Termini : Crossgate Rd. Intersection Improvement
Project Description: Crossgate Rd. Intersection Improvement

P.I. Number: 0008276

No. Parcels: 3

Land:

Comm. / Indus. R/W: 23,250 sf @ \$ 3.00/sf \$ 69,750.00

Improvements : landscaping, fencing \$
 misc. site improvements 8,000.00

Relocation: Residential (0) \$
 Commercial (0) \$

Damage : Proximity (0) \$
 Cost to Cure (0) \$
 Net Cost \$ 77,750.00

Net Cost		\$ 77,750.00
Scheduling Contingency	55 %	42,763.00
Adm/Court Cost	60 %	<u>72,308.00</u>
		\$192,820.00

Total Cost \$192,850.00

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSMLP-0008-00(276) Chatham
P.I. # 0008276

OFFICE Jesup

DATE 04/30/2009

FROM Karon Ivery
District Utilities Engineer

TO Rajeev Shah, Parsons
ATTN

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light	\$50,000	\$85,000
Bellsouth/ATT	\$14,000	0
City of Savannah	\$198,000	0
Hargray	\$6,600	0
Georgia Power	0	\$20,000
<hr/>		
Totals	\$ 268,600	\$ 105,000
30% Utilities Contingency:		\$ 31,500
Total Reimbursement Cost:		\$ 136,500

C: Jeff Baker, State Utilities Engineer;
Angela Whitworth, Office of Financial Management;
Lee Upkins, State Utilities preconstruction Engineer
District Office file

PROJ. NO. CSMLP-0008-00(276)
P.I. NO. 67131
DATE 5/8/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	May-09	\$ 1.903
DIESEL		\$ 2.137
LIQUID AC		\$ 341.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

$PA = \{[(APM - APL) / APL] - 0.05\} \times TMT \times APL$

Asphalt

Price Adjustment (PA)			\$	96,162.00	\$	96,162.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	\$	767.25		
Monthly Asphalt Cement Price month project let (APL)			\$	341.00		
Total Monthly Tonnage of asphalt cement (TMT)				235		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1351	5.0%	67.55
9.5 mm SP		5.0%	0
25 mm SP	1548	5.0%	77.4
19 mm SP	1801	5.0%	90.05
	4700		235

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	1,585.31	\$	1,585.31
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	\$	767.25		
Monthly Asphalt Cement Price month project let (APL)			\$	341.00		
Total Monthly Tonnage of asphalt cement (TMT)				3.874181032		

Bitum Tack

Gals	gals/ton	tons
902	232.8234	3.87418103

TOTAL LIQUID AC ADJUSTMENT \$ 97,747.31

PROJ. NO.	CSMLP-0008-00(276)
P.I. NO.	67131
DATE	5/8/2009

FUEL ADJUSTMENTS - ROADWAY

FPA = (((FPM-FPL)/FPL)-.10)xQxF)FPL

GRADED AGGREGATE BASE			REGULAR UNLEADED		DIESEL	TOTALS
Fuel Price Adjustment (FPA)			\$	3,397.70	\$ 4,610.39	\$ 8,008.09
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	\$	4.282	\$ 4.808	
Monthly Fuel Price for month when project was let (FPL)			\$	1.903	\$ 2.137	
Quantity Placed (Q)		6469				
Fuel Usage Factor (F)				0.24	0.29	

ASPHALT			REGULAR UNLEADED		DIESEL	TOTALS
Fuel Price Adjustment (FPA)			\$	7,302.86	\$ 33,496.41	\$ 40,799.26
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	\$	4.282	\$ 4.808	
Monthly Fuel Price for month when project was let (FPL)			\$	1.903	\$ 2.137	
Quantity Placed (Q)		4700				
Fuel Usage Factor (F)				0.71	2.90	

EARTHWORK			REGULAR UNLEADED		DIESEL	TOTALS
Fuel Price Adjustment (FPA)			\$	164.13	\$ 356.34	\$ 520.48
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	\$	4.282	\$ 4.808	
Monthly Fuel Price for month when project was let (FPL)			\$	1.903	\$ 2.137	
Quantity Placed (Q)	Cy	500				
Fuel Usage Factor (F)				0.15	0.29	

TOTAL ROADWAY FUEL ADJUSTMENTS \$ 49,527.83

PROJ. NO. CSMLP-0008-00(276)
P.I. NO. 67131
DATE 5/8/2009

FUEL ADJUSTMENTS - BRIDGE

FPA = (((FPM-FPL)/FPL)-.10)(QxF/1000))FPL

		REGULAR UNLEADED	DIESEL	TOTALS
Fuel Price Adjustment (FPA)		\$ -	\$ -	\$ -
Monthly Fuel Price for month work was accomplished (FPM)	125%	\$ 4.282	\$ 4.808	
Monthly Fuel Price for month when project was let (FPL)		\$ 1.903	\$ 2.137	
Quantity Placed (Q)	\$ -			
Fuel Usage Factor (F)		1.5	8	

Section	Cost
211 Bridge Excavation	\$ -
500 Superstr Conc Cl AA	\$ -
500 Class A Concrete	
500 Class AA Concrete	\$ -
500 Concrete Handrail	
500 Concrete Barrier	\$ -
501 Structural Steel	
507 Prestressed Conc Beams	\$ -
511 Super Reinforcement	\$ -
511 Bar Reinf Steel	\$ -
520 Piling	\$ -
520 Piling	
524 Drilled Caisson	\$ -
547 Pile Encasement	
547 Pile Encasement	
	\$ -

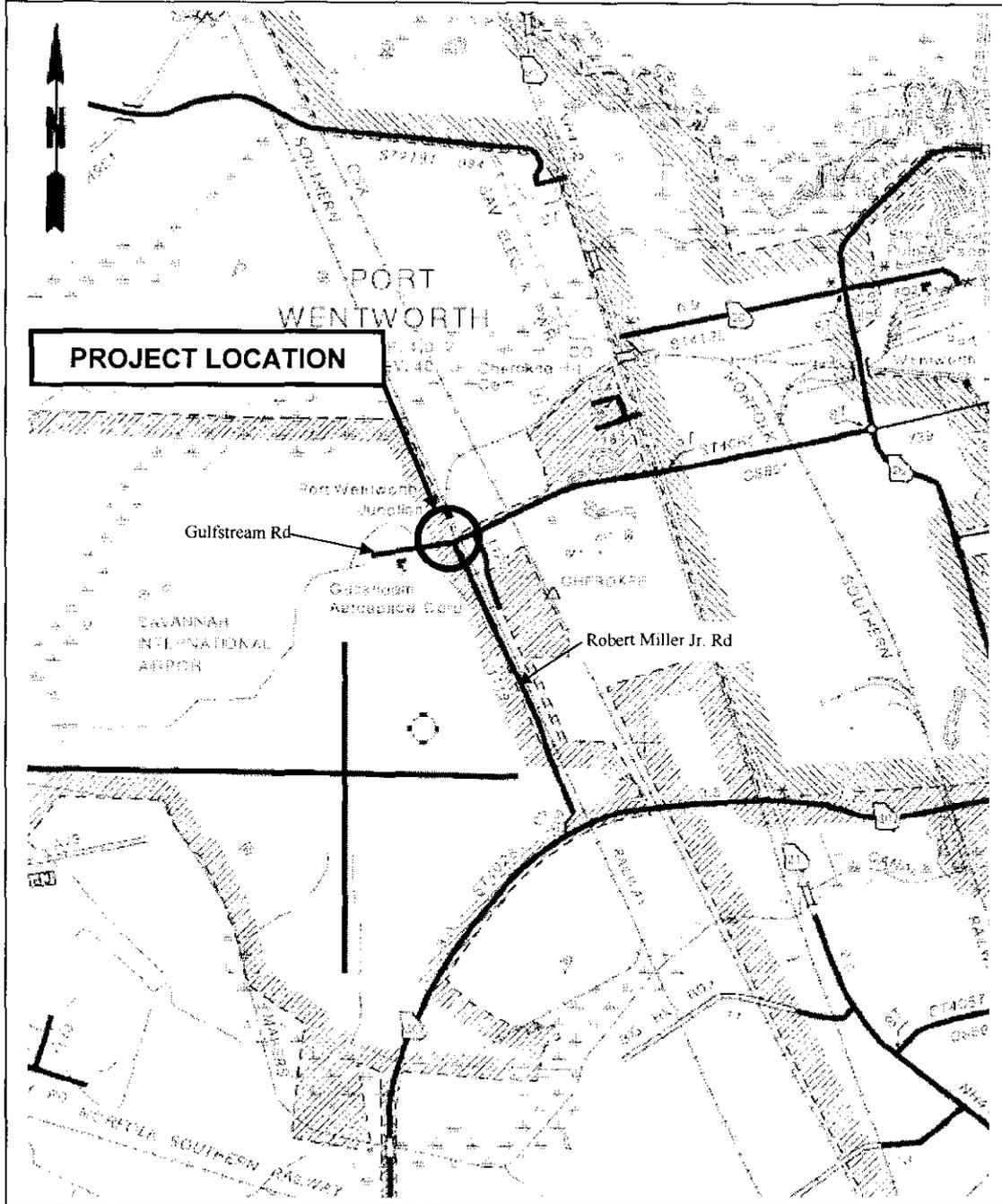
Assumes 80% of the estimated bridge cost will qualify for fuel adjustments

EST. BRIDGE COST	% COST WITH ADJ.	COST
	80%	\$ -
		\$ 49,327.83

TOTAL BRIDGE FUEL ADJUSTMENTS

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Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

ATTACHMENT 2
SKETCH LOCATION MAP

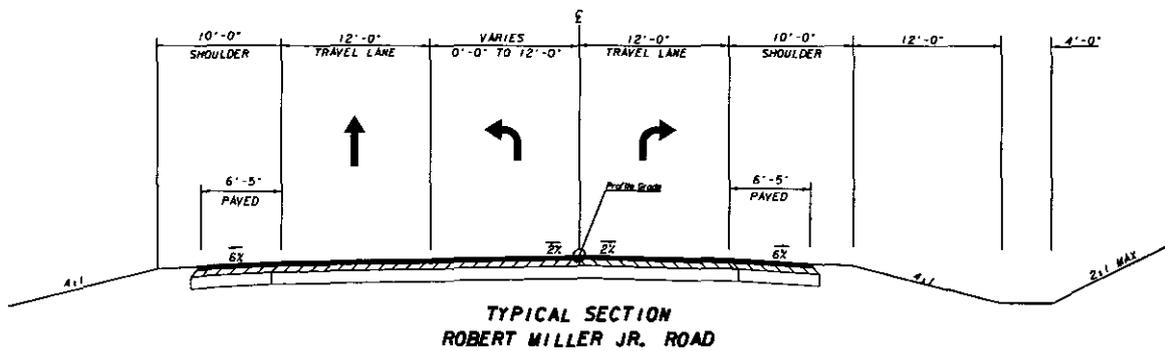
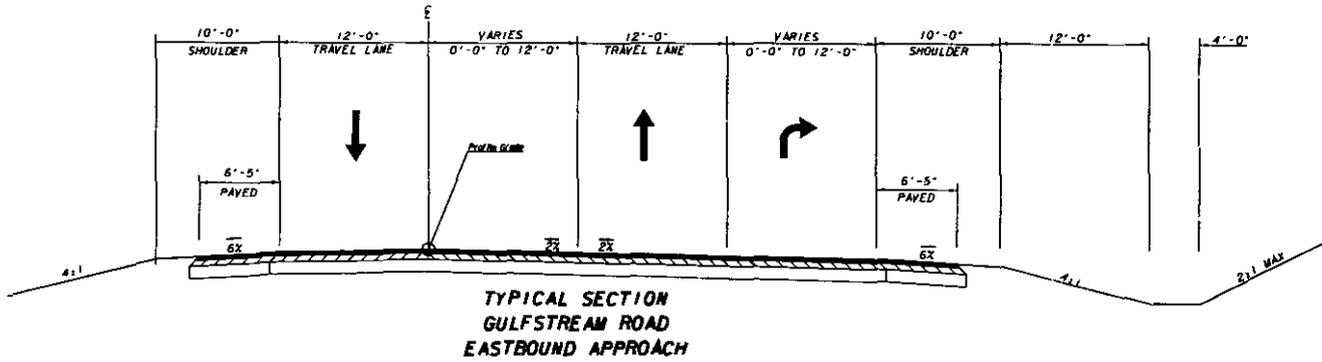
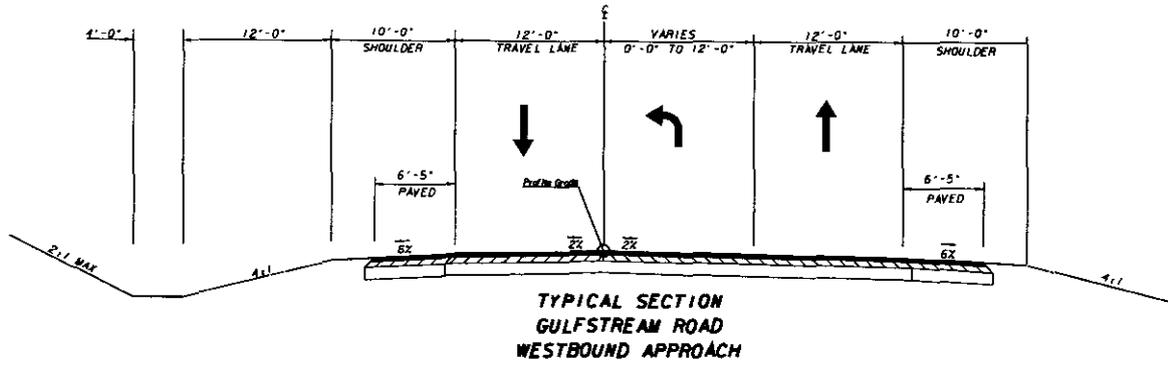


SKETCH LOCATION MAP

Project No. CSMLP-0008-00(275), P. I. No. 0008275
Chatham County, Georgia
Intersection of Gulfstream Road at Robert Miller Road

Project Concept Report page 11
Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

**ATTACHMENT 3
TYPICAL SECTIONS**



Project Concept Report page 12
Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

ATTACHMENT 4 NEED AND PURPOSE

Need and Purpose

Intersection of Gulfstream Road at Robert Miller Jr. Road
Project No. CSMLP-0008-00(276)
P. I. No. 0008276
Chatham County
April 2009
(Draft)

1. Introduction

The intersection of Gulfstream Road at Robert Miller Jr. Road is located northwest of Savannah in Chatham County in the state of Georgia. The background of this project involves the expanding Gulfstream Aerospace facilities thereby increasing traffic by way of additional Gulfstream Aerospace work force employees. Based on the traffic volume forecasts and the large amount of turning movements, already heavy congestion at this intersection is expected to worsen. By letter dated December 12, 2005, the G.D.O.T. Commissioner stated that the Department would cooperate with Chatham County with their economic development needs at this intersection. On February 7, 2007, The Commissioner stated that there would no longer be County involvement and the project would be programmed and let by the State Department of Transportation.

Currently Gulfstream Road is a two-way two-lane road with an exclusive eastbound right-turn lane at this intersection. The posted speed limit is 35 mph for both directions. Robert Miller Jr. Road is a two-way two-lane road without exclusive turn lanes at the intersection, and the posted speed limit is 40 mph for both directions. Robert Miller Jr. Road approaches Gulfstream Road from the south and terminates at the intersection. There is an existing at-grade Norfolk Southern Railroad (NSR) crossing on Gulfstream Road located approximately 120 feet east of the Robert Miller Jr. Road intersection. The Gulfstream Aerospace Corporation facility located in the southwest quadrant of the intersection is the major traffic generator in the vicinity, and it has entrances on both intersecting roads.

2. Traffic Operation

This intersection was under stop sign control, and recently a temporary traffic signal has been installed and activated. The existing (2007) and design year (2034) no-build average daily traffic (ADT) volumes for Gulfstream Road and Robert Miller Jr. Road at this intersection are shown in Table 1.

Table 1 Existing and Future No-Build ADT

Road	Existing (2007)	Design Year (2034) No-Build
Gulfstream Rd West of Robert Miller Jr. Road	12,400	19,340
Gulfstream Rd East of Robert Miller Jr. Road	8,680	13,740
Robert Miller Jr. Road	7,960	13,200

Purpose and Need
 Project CSMLP-0008-00(276), Chatham County, PI No. 0008276
 Intersection of Gulfstream Road at Robert Miller Jr. Road

The existing (2007) ADT for Gulfstream Road is 12,400 and 8,680 vehicles per day for west and east of the intersection, respectively, and the existing ADT for Robert Miller Jr. Road is 7,960 vehicles per day. It is estimated that for design year (2034), the ADT for Gulfstream Road will be 19,340 and 13,740 vehicles per day for west and east of the intersection, respectively, and the ADT for Robert Miller Jr. Road will be 13,200 vehicles per day.

Capacity analysis is a set of procedures for estimating traffic-carrying ability of facilities over a range of defined operational conditions. It provides tools to assess facilities and to plan and design improved facilities [Highway Capacity Manual 2000]. Level of service (LOS) is a quality measure describing operational conditions, which is represented by six letters, from A to F, with LOS A representing the best operating conditions and LOS F the worst. For intersections capacity analysis, control delay is the measure of effectiveness (MOE) determining LOS. The LOS criteria for signalized intersections defined in Highway Capacity Manual 2000 are included in Table 2.

Table 2 LOS Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (sec/veh)
A	<=10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Capacity analysis was conducted for existing (2007) and design year (2034) no-build conditions for the intersection of Gulfstream Road at Robert Miller Jr. Road. The analysis results are summarized in Tables 3.

Table 3 Capacity Analysis Results (Signalized)

Scenario \ Measure	AM		PM	
	y (sec/veh)	LOS	Delay (sec/veh)	LOS
2007 Existing	49.5	D	61.4	E
2034 No-Build	162.6	F	234.2	F

The analysis results indicate that currently the intersection operates at LOS D with 49.5 seconds per vehicle delay and E with 61.4 seconds per vehicle delay during the a.m. and p.m. peak hour, respectively. All movements operate at LOS E or better. During the p.m. peak hour, the volume to capacity (v/c) ratio for northbound approach of Robert Miller Jr. Road exceeds 1.0 which indicates capacity for this approach is exceeded.

Without improvements, the intersection would operate at LOS F during both peak hours with significantly high vehicle delay in the design year. All movements would operate at LOS F during the a.m. peak hour with v/c ratio exceeding 1.0. In the p.m. peak hour, eastbound right-turn movement would operate at LOS E, and all other movements would operate at LOS F with significantly high delay and v/c ratio exceeding 1.0. Exclusive left-turn and right-turn lanes for the

northbound approach and an exclusive left-turn lane for the westbound approach would be needed to ensure the intersection operates at an acceptable LOS.

3. Land Use

Chatham County is one of the eastern most counties in Georgia with the state’s fourth largest city, Savannah, located in the northeastern part of the county. The project is located in an urbanized area approximately seven miles northwest of central Savannah and on the eastern edge of the Savannah/Hilton Head International Airport. The land use within the project area is primarily industrial with artificial ponds, borrow pits, mixed pine and hardwoods, and the NSR crossing near the eastern project terminus. The Gulfstream Aerospace Corporation facility located in the southwest quadrant of the intersection is one of the largest industrial facilities in Chatham County, and it is a major traffic generator within the project area.

4. Environmental Justice

The proposed project would not disproportionately burden any particular community. The proposed project is located entirely within Census Tract 107 Block Group 1. Table 4 provides select demographic data for the census block group, the census tract, and Chatham County for the purposes of comparison.

Table 4 Project Area Demographic Data (2000 US Census)

	Chatham County	Tract 107	Block Group 1
Total Population	232,048	4,484	2,328
Percent Minority	45.80%	32.80%	51.60%
Median Household Income	\$37,752	\$42,401	\$36,563
1999 Family Income for Household (percent of total households)			
\$0 to 25,000	25.00%	21.80%	28.00%
\$25,000 to 50,000	29.50%	31.30%	33.20%
\$50,000 to 75,000	19.90%	23.90%	19.70%
\$75,000 to 100,000	11.50%	16.80%	10.70%
\$100,000 or more	14.00%	6.20%	8.30%

5. Relationship to Statewide and Local Transportation Plans

This intersection was a part of the Gulfstream Road widening project from west of the Gulfstream Aerospace Corporation facility to SR 21 which was included in the FY 2008 – 2011 Transportation Improvement Program (TIP) with TIP No. 2007-H-05. Related proposed projects in the vicinity of the project include the following:

- CR 9/Gulfstream Road at NSR Track NS#620021E (P.I. No.0008851): Installation of train activated warning devices in the form of inter-connect and pre-emption circuitry for the at-grade crossing of Gulfstream Road/CR 9 and NSR (Inv. No.620021E) in the City of Savannah in Chatham County.

Purpose and Need
 Project CSMLP-0008-00(276), Chatham County, PI No. 0008276
 Intersection of Gulfstream Road at Robert Miller Jr. Road

- SR 21 at CR 9/Crossgate Road/Gulfstream Road (P.I. No. 0008275): Intersection improvements which was previously identified as P.I. No. 0007141.

The installation of train activated warning devices for the at-grade crossing of Gulfstream Road/CR 9 and NSR would be connected to the traffic signal for Gulfstream Road at Robert Miller Jr. Road intersection. The SR 21 at CR 9/Crossgate Road/Gulfstream Road intersection improvements would not have any impact on this project.

6. Safety

Data for accidents occurring at this intersection for the latest available three years was collected from Georgia DOT, and intersection accident rates were calculated. The accident information is summarized in Table 5.

Table 5 Accident History for Gulfstream Road at Robert Miller Jr. Road Intersection

Year	Rear End	Sideswipe	Angle	Head On	Struck object	Run off road	Total	Injury	Fatal	Accident Rate (Per 100M Entering Vehicles)
2005	4	2	4	-	-	-	10	2	0	194
2006	-	-	2	1	1	2	6	1	0	115
2007	-	1	3	-	-	-	4	1	0	75
Total	4	3	9	1	1	2	20	4	0	-
Percentage	20%	15%	45%	5%	5%	10%	100%	-	-	-

The accident data indicates that a total of 10, 6 and 4 accidents occurred in 2005, 2006 and 2007 with an accident rate of 194, 115, and 75 accidents per 100 million entering vehicles, respectively. (Georgia DOT does not maintain average/critical accident rates for intersections, so no comparison with statewide average rate was performed.) A total of 4 injuries were involved in the three years. Among the total of 20 accidents that occurred in the three years, 9 of them were angle type accidents which was 45 percent of the total, and 7 of the angle type accidents involved left-turn vehicles.

7. Need and Purpose Statement

The purpose of the project is to alleviate congestion and improve traffic operation at this intersection by adding additional turn lanes as well as upgrading the traffic signal accordingly. In addition, the upgraded signal with appropriate phasing and timing would be beneficial for reducing the vehicle delay as well as improving safety.

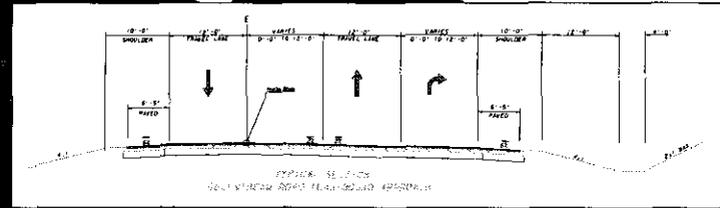
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ATTACHMENT 5
PREFERRED ALTERNATE LAYOUT

BEGIN PROJECT
BEGIN CONSTRUCTION
GULFSTREAM ROAD
STA. 24+25.00

SAVANNAH AIRPORT COMMISSION

GULFSTREAM ROAD
STA. 33+05.93
ROBERT B. MILLER ROAD
STA. 131+58.38

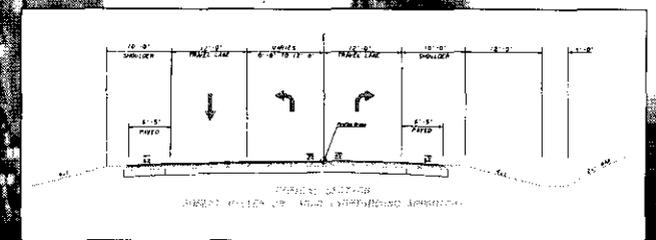
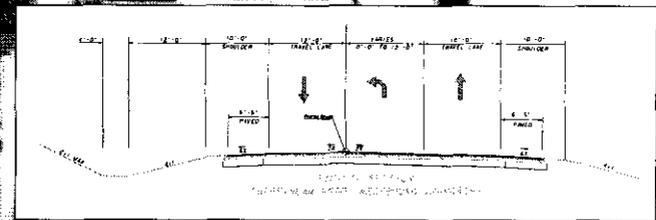


SOUTHERN REGION
INDUSTRIAL REALTY INC

END PROJECT
END CONSTRUCTION
GULFSTREAM ROAD
STA. 40+50.00

SAVANNAH AIRPORT
COMMISSION

RODLOCK INVESTMENTS III LLC



GULFSTREAM AIRPORT SERVICE CORPORATION

END CONSTRUCTION
ROBERT B. MILLER ROAD
STA. 120+25.00

STATE OF GEORGIA
CITY HALL



PREFERRED ALTERNATE

INTERSECTION IMPROVEMENT OF
GULFSTREAM ROAD @
ROBERT B. MILLER ROAD

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ATTACHMENT 6
ACCIDENT SUMMARIES

ACCIDENT SUMMARY

Data for accidents occurring at this intersection for the latest available three years was collected from Georgia DOT, and intersection accident rates were calculated. The accident information is summarized in Table 5.

Table 5 Accident History for Gulfstream Road at Robert Miller Jr. Road Intersection

Year	Rear End	Sideswipe	Angle	Head On	Struck object	Run off road	Total	Injury	Fatal	Accident Rate (Per 100M Entering Vehicles)
2005	4	2	4	-	-	-	10	2	0	194
2006	-	-	2	1	1	2	6	1	0	115
2007	-	1	3	-	-	-	4	1	0	75
Total	4	3	9	1	1	2	20	4	0	-
Percentage	20%	15%	45%	5%	5%	10%	100%	-	-	-

The accident data indicates that a total of 10, 6 and 4 accidents occurred in 2005, 2006 and 2007 with an accident rate of 194, 115, and 75 accidents per 100 million entering vehicles, respectively. (Georgia DOT does not maintain average/critical accident rates for intersections, so no comparison with statewide average rate was performed.) A total of 4 injuries were involved in the three years. Among the total of 20 accidents that occurred in the three years, 9 of them were angle type accidents which was 45 percent of the total, and 7 of the angle type accidents involved left-turn vehicles.

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ATTACHMENT 7 CAPACITY ANALYSIS

1. Introduction

The intersection of Gulfstream Road at Robert Miller Jr. Road is located northwest of Savannah in Chatham County in the state of Georgia. Gulfstream Aerospace Facility located in the southwest quadrant of the intersection is the major traffic generator in the vicinity, and it has entrances on both intersecting roads. The purpose of this study is to facilitate concept development for Gulfstream Road at Robert Miller Jr. Road intersection improvement. This intersection was included in the proposed Gulfstream Road widening project started in 2006. However, due to funding constraint, the proposed project was scaled down to intersection improvement only.

Traffic data was collected and capacity analysis was performed to identify the deficiencies of the existing condition and appropriate future improvements. A no-build and two build alternatives were analyzed and the analysis results were summarized in this report.

2. Existing Conditions

Currently Gulfstream Road is a two-way two-lane road with an exclusive eastbound right-turn lane at this intersection. The posted speed limit is 35 mph for both directions. The existing (2007) average daily traffic (ADT) is 12400 and 8680 vehicles per day for west and east of Robert Miller Jr. Road, respectively. Robert Miller Jr. Road is a two-way two-lane road without exclusive turning lanes at the intersection. The posted speed limit for Robert Miller Jr. Road is 40 mph for both directions and the existing ADT is 7960 vehicles per day. In addition, there is an existing at grade railroad crossing on Gulfstream Road, which is located approximately 120 feet east of the intersection at Robert Miller Jr. Road.

This intersection was under stop sign control, and recently a temporary traffic signal has been installed and activated.

3. Accident Analysis

Data for accidents occurring at this intersection for the latest available three years was collected from Georgia DOT and summarized in Table 1.

Table 1 Accident History for Gulfstream Road at Robert Miller Jr. Road Intersection

Year	Rear End	Sideswipe	Angle	Head On	Struck object	Run off road	Total	Injury	Fatal
2005	4	2	4	-	-	-	10	2	0
2006	-	-	2	1	1	2	6	1	0
2007	-	1	3	-	-	-	4	1	0
Total	4	3	9	1	1	2	20	4	0
Percentage	20%	15%	45%	5%	5%	10%	100%	-	-

The accident data indicates that a total of 10, 6 and 4 accidents occurred in 2005, 2006 and 2007, respectively. A total of 4 injuries were involved in the three years. Among the total of 20 accidents occurred in the three years, 9 of them were angle type accidents which was 45 percent of the total, and 7 of the angle type accidents involved left-turn vehicles.

4. Traffic Forecast

Traffic forecast was performed for opening year (2014) and design year (2034) for Gulfstream Road at Robert Miller Jr. Road Intersection. Existing traffic count data were collected and used as the basis for the forecast. Georgia DOT historical traffic count data were reviewed and analyzed to determine future traffic growth rate. The impact of Gulfstream Aerospace facility expansion on future traffic was also considered in the traffic forecast.

4.1 Existing Traffic Data

Georgia DOT provided 24 hours count data for Gulfstream Road and Robert Miller Jr. Road collected in September 2007 as well as heavy vehicle percentages calculated based on these counts. These data were used as the basis for the traffic forecast for this intersection. In addition, the turning movement count data for this intersection and 24 hours count data for Gulfstream Road and Robert Miller Jr. Road collected in 2006 for the proposed Gulfstream Road widening project was also reviewed and considered in the traffic forecast. The existing 24 hours traffic count data indicated that the ratio of peak hour traffic to daily traffic, *K* factor, ranged from 0.08 to 0.11. Existing raw count data are included in Appendix A.

4.2 Traffic Growth Rate

Historical (1990-2007) traffic count data were collected from Georgia DOT for SR 21 south of Crossgate Road (TC No. 0116) and Crossgate Road east of SR 21 (TC No. 0821). They are the nearest count stations to the project. These data were reviewed and a regression analysis was performed to analyze both historical and future traffic growth in the project area. In addition, traffic forecast provided by Georgia DOT for Gulfstream Road was also reviewed. An average of 1.5 percent future traffic growth rate was determined for this project.

4.3 Trip Generation

The Gulfstream Aerospace facility located to the south of Gulfstream Road and west of Robert Miller Jr. Road is a major traffic generator in this area and it has entrances on both roads. In a meeting with Gulfstream staff in January 2009, it was learned that the expansion of the Gulfstream facility originally planned to be completed by 2012 had already been completed by March 2008. Approximately 1,400 new employees have been hired since then. Trip generation was conducted based on the number of added employees. It was estimated that 2980, 560 and 500 vehicle traffic had been generated during an average day, a.m. peak hour, and p.m. peak hour, respectively.

4.4 Traffic Forecast

Based on the existing traffic count data, the determined average traffic growth rate of 1.5 percent was applied in calculating opening year and design year traffic volumes. However, since the new traffic generated by the expanded Gulfstream facility was not included in the existing traffic, the estimated new traffic based on trip generation was added to the opening year and design year traffic volumes calculated using traffic growth rate. The projected opening year and design year traffic volumes are included in Appendix B.

5. Capacity Analysis

Capacity analysis is a set of procedures for estimating traffic-carrying ability of facilities over a range of defined operational conditions. It provides tools to assess facilities and to plan and design improved facilities [Highway Capacity Manual 2000]. Level of service (LOS) is a quality measure describing operational conditions, which is represented by six letters, from A to F, with LOS A representing the best operating conditions and LOS F the worst. For intersections capacity analysis, control delay is the measure of effectiveness (MOE) determining LOS. The LOS criteria for signalized intersections defined in Highway Capacity Manual 2000 are included in Table 2.

Table 2 LOS Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (sec/veh)
A	<=10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Capacity analysis was performed for a.m. and p.m. peak hours for existing (2007) conditions, opening year (2014) and design year (2034) no-build and build conditions in this study. *Synchro plus SimTraffic 7* software was used for the analysis and the Synchro and SimTraffic analysis reports are included in Appendix C.

5.1 Existing Conditions

Capacity analysis was performed for the existing geometric and control conditions for the intersection, and the analysis results are summarized in Table 3.

**Table 3 Gulfstream Rd at Robert Miller Jr. Rd Intersection
Capacity Analysis Results for Existing (2007) Conditions (Signalized)**

AM		PM	
Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
49.5	D	61.4	E

The analysis results indicate that currently the intersection operates at LOS D with 49.5 seconds per vehicle delay and LOS E with 61.4 seconds per vehicle delay during the a.m. and p.m. peak hour, respectively. All movements operate at LOS E or better. During the p.m. peak hour, the volume to capacity (v/c) ratio for northbound approach of Robert Miller Jr. Road exceeds 1.0 which indicates capacity for this approach is exceeded.

5.2 No-Build Conditions

Capacity analysis was performed for no-build geometric and traffic control conditions for opening year and design year and the analysis results are included in Table 4.

**Table 4 Gulfstream Rd at Robert Miller Jr. Rd Intersection
Capacity Analysis Results for No-Build Conditions (Signalized)**

Year	A.M.		P.M.	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2014	63.6	E	117.1	F
2034	162.6	F	234.2	F

The no-build analysis indicates that the intersection will operate at LOS E and F during the a.m. and p.m. peak hour, respectively, in the opening year. Except for eastbound right-turn movement which will operate at LOS C and D during the peak hours, all other movements will operate at LOS E or F with v/c ratio approaching or exceeding 1.0.

In the design year, the intersection will operate at LOS F during both peak hours with high vehicle delay. All movements will operate at LOS F during the a.m. peak hour with v/c ratio exceeding 1.0. In the p.m. peak hour, eastbound right-turn movement will operate at LOS E, and all other movements will operate at LOS F with significantly high delay and v/c ratio exceeding 1.0.

5.3 Build Conditions

Two build alternatives for the intersection were considered in this study. Alternative 1 includes the addition of an exclusive left-turn lane on Gulfstream westbound approach, the addition of an exclusive right-turn lane on Robert Miller Jr. Road northbound approach, and an extension of the Gulfstream Road eastbound right-turn lane.

Alternative 2 includes the addition of an exclusive left-turn lane on Gulfstream westbound approach, two exclusive left-turn lanes for Robert Miller Road northbound approach with an additional receiving lane on Gulfstream Road westbound, the addition of an exclusive right-turn lane on Robert Miller Jr. Road northbound approach, and an extension of the Gulfstream Road eastbound right-turn lane.

Capacity analysis was performed for a.m. and p.m. peak hours for the opening year and design year for both build alternatives for the intersection with signal control. The analysis results are summarized in Table 5.

**Table 5 Gulfstream Rd at Robert Miller Jr. Rd Intersection
Capacity Analysis Results for Build Conditions (Signalized)**

Year/Alternative		A.M.		P.M.	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2014	Alternative 1	13.0	B	21.9	C
	Alternative 2	12.7	B	16.9	B
2034	Alternative 1	19.4	B	35.8	D
	Alternative 2	17.1	B	19.6	B

The capacity analysis indicates that for both alternatives, the intersection will operate at LOS D or better in opening year and design year during both peak hours. In addition, each movement will operate at LOS D or better with v/c ratio less than 1.0. Comparing the two alternatives, alternative 2 will operate slightly better than alternative 1 since dual left-turn is proposed for Robert Miller Jr. Road northbound approach, requiring less time for the left-turn movement than a single left-turn lane.

To facilitate the determination of the turn lane length needed for each movement, traffic simulation was performed using SimTraffic for the build alternatives for design year. In addition, Georgia DOT requirements on turning lanes were also reviewed in determining the turn lane lengths. The storage lengths estimated from SimTraffic, Georgia DOT minimum storage and taper requirements, and recommendations are listed in Table 6.

6. Conclusions

This traffic study on the intersection of Gulfstream Road at Robert Miller Jr. Road indicates that currently the northbound approach operates at LOS F with significantly high delay during both a.m. and p.m. peak hours. Without improvements, the intersection will operate at LOS F during a.m. and p.m. peak hours in both opening year and design year even with the temporary signal activated. For the two build alternatives analyzed in this study, both will operate at LOS D or better during the a.m. and p.m. peak hours in the opening year and design year. Alternative 2 will operate with slightly less delay than alternative 1. However, alternative 2 will require more improvements being implemented as well.

Table 6 Gulfstream Road at Robert Miller Jr. Road Intersection Improvements

Approach	Movement	95 Percentile Queue Length Estimated from Traffic Analysis	Minimum Storage Length and Taper Required (GDOT Regulations for Driveway and Encroachment Control)	Full Width Storage Estimated Based on Number of Vehicles Arriving During 1.5 Signal Cycle (GDOT Regulations for Driveway and Encroachment Control)	Recommended Improvements
Alternative 1					
Gulfstream Road Eastbound	Through Movement	600 ft	-	-	-
	Right-Turn Movement	350 ft	100 ft full width storage, 50 ft taper	505 ft	Extend the existing right-turn lane full width storage to 350 ft plus 100 ft taper
Gulfstream Road Westbound	Left-Turn Movement	350 ft	160 ft full width storage, 250 ft approach taper, 50' bay taper	280 ft	Add an exclusive left-turn lane with 350 ft full width storage plus 250 ft approach taper and 100 ft bay taper
	Through Movement	350 ft	-	-	-
Robert Miller Jr. Road Northbound	left-Turn Movement	600 ft	-	590 ft	Convert the existing lane to an exclusive left-turn lane
	Right-Turn Movement	300 ft	150 ft full width storage, 50 ft taper	210 ft	Add an exclusive right-turn lane with 300 ft full width storage plus 100 ft taper
Alternative 2					
Gulfstream Road Eastbound	Through Movement	400 ft	-	-	-
	Right-Turn Movement	400 ft	100 ft full width storage, 50 ft taper	505 ft	Extend the existing right-turn lane full width storage to 400 ft plus 100 ft taper
Gulfstream Road Westbound	Left-Turn Movement	400 ft	160 ft full width storage, 250 ft approach taper, 50 ft bay taper	280 ft	Add an exclusive left-turn lane with 400 ft full width storage plus 250 ft approach taper and 100 ft bay taper
	Through Movement	300 ft	-	-	-
	Departure Lanes	-	-	-	Add 750 ft full width lane and 250 ft taper (Estimated based on traffic analysis and MUTCD)
Robert Miller Jr. Road Northbound	left-Turn Movement	400 ft	-	230 ft	Convert the existing lane to an exclusive left-turn lane Add an exclusive left-turn lane with 400 ft full width storage plus 100 ft taper
	Right-Turn Movement	150 ft	150 ft full width storage, 50 ft taper	160 ft	Add an exclusive right-turn lane with 150 ft full width storage plus 100 ft taper

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Project Number: CSMLP-0008-00(276)
P. I. Number: 0008276
County: Chatham

ATTACHMENT 8
MEETING MINUTES – INITIAL CONCEPT TEAM MEETING

Meeting Summary

PURPOSE: Initial Concept Team Meeting

PROJECT: Project CSMLP-0008-00(275), PI 0008275, and CSMLP-0008-00(276), PI 0008276, Chatham County Intersection Improvements of SR 21 @ Crossgate Rd and Gulfstream Road @ Robert Miller Jr. Road

DATE: May 13, 2009

TIME: 10:30 AM

PLACE: GDOT Area 5 Office
630 West Boundary Street
Savannah, GA 31402

RECORD BY: Rajeev Shah

DISCUSSIONS:

An Initial Concept Team meeting was held on May 13, 2009 at the Georgia Department of Transportation Area 5 Savannah Office to review the need and purpose statement and draft project concept report on both subject projects. Following the meeting GDOT and Parsons team members visited both project sites. A list of meeting attendees is attached to these meeting minutes.

The purpose of the meeting was:

- Present project need and purpose, concept alternatives and draft concept report
- Obtain feedback and identify any issues
- Determine next steps

Notes below summarize discussions and decisions from the meeting.

Keith Stewart conducted the meeting, and opened the meeting by providing a brief description of the two projects and by asking everyone to introduce themselves. The Parsons team presented need and purpose statements, draft concept reports and conceptual alternatives for both projects.

Parsons Team gave a brief overview of both projects describing the need, location, scope of work to be performed and schedule for both projects. Concept reports for both projects were read and all concept alternatives considered were presented, along with the reasons for the selection of the preferred alternative. Parsons Team presented a traffic simulation of the preferred alternatives for the design year 2034 traffic condition for both projects.

CSMLP-0008-00(8275) SR 21 @ Crossgate Road

The preferred alternative for the improvement of intersection of SR 21 @ Crossgate-Gulfstream Road recommends the addition of an exclusive left-turn lane to both eastbound and westbound approaches and extension of their existing right turn lanes. It also provides an additional left-turn lane for the northbound traffic and extension of right-turn lanes for both northbound and southbound traffic. In addition, the northbound and the southbound left-turn lanes will be separated by a Type-B Median. The existing traffic signal will be upgraded to incorporate the reconfigured lane configurations of the intersection. In addition to a No-Build alternative, the other alternatives considered included variations of 4-legged intersections and Jughandle intersections.

Comments and Responses – CSMLP-0008-00(8275)

- Brad Saxon, GDOT, pointed out that the concept report on Page 6 indicates that there is no curb and gutter on Crossgate Road; however, the concept layout showed curb and gutter on both the northeast and southeast quadrants. Parsons agreed to revise the concept report to eliminate this discrepancy.
- Cynthia Philips, GDOT, indicated that GDOT will likely request crosswalks at all approaches to the intersection. This will move the stop bars back, resulting in insufficient storage space for tractor trailers between the new stop bar and the CSX Railroad at grade crossing on Gulfstream Road. Parsons will look into this condition to study further and agreed to reflect this change in the final concept layout as well as preliminary design if needed.
- In response to a question regarding the impact on CSX Railroad by the alternative that provides three thru lanes for SR 21, Parsons explained that any widening on SR 21 would either require right-of-way from the CSX Railroad on the west or from the gas station and car dealership on the east.

CSMLP-0008-00(8276) Gulfstream Road @ Robert Miller Jr. Road

For CSMLP-0008-00(8276), the preferred alternative recommends the addition of an exclusive left-turn lane to westbound approach of Gulfstream Road, the extension of the existing exclusive right-turn lane on eastbound approach of Gulfstream Road, and provision of an exclusive left-turn lane and an exclusive right-turn lane for the northbound approach of Robert Miller Jr. Road. The existing traffic signal will be upgraded to accommodate the reconfigured intersection. Other alternatives considered included a No-Build Alternative and variation of alternatives based on the number of left-turn lanes on the Robert Miller Jr. Road approach.

Comments and Responses – CSMLP-0008-00(8276)

- In response to a question if the operation of the proposed intersection of Gulfstream Road @ Robert Miller Jr. Road will be impacted by the intersection of Robert Miller Jr. Road at Bourne Avenue, the roadway network has been evaluated. The intersection at Bourne Avenue is about 1.3 miles south of the subject intersection, and hence no impact is anticipated.

Since there were minimal comments, GDOT and Parsons agreed that this initial concept team meeting could serve as the final concept team meeting for both projects.

Site Visit

After the meeting, GDOT personnel and Parsons Team visited both projects to review the existing conditions and determine additional issues, if any, to be addressed. An unknown utility was observed near the intersection of Gulfstream Road and Robert Miller Jr. Road, and the Parsons team surveyor, who was in the field at the time, was asked to locate and identify it. No other issues were observed at either location.

Next Steps

- Parsons will update the preferred alternative layout to accommodate the changes to be made for the intersection of SR 21 @ Crossgate Road to avoid issues with the CSX Railroad at-grade crossing.
- Parsons will update the concept report to incorporate the comments made during the initial concept team meeting.
- A final concept report will be submitted to GDOT for approval.

Meeting Attendees:

Name	Organization	Phone	Email
Keith Stewart	GDOT	912-427-5864	KStewart@dot.ga.gov
Dennis Odom	GDOT	912-427-5716	DOdom@dot.ga.gov
Stephen Thomas	GDOT Utilities	912-427-5779	SThomas@dot.ga.gov
Brad Saxon	GDOT Preconstruction	912-427-5715	BSaxon@dot.ga.gov
Donnie Boyd	GDOT	912-370-2588	DBoyd@dot.ga.gov
Bryan Wingate	GDOT	912-427-1983	BWingate@dot.ga.gov
Cynthia Phillips	GDOT Traffic Operations	912-427-5767	CyPhillips@dot.ga.gov
Greg Wasdin	GDOT	912-427-5864	GWasdin@dot.ga.gov
James Sapp	GDOT	912-427-5771	JSapp@dot.ga.gov
Troy Pittman	GDOT	912-427-5864	TPittman@dot.ga.gov
Chris Needham	GDOT	912-427-1966	CNeedham@dot.ga.gov
Bobby Overstreet	Atlanta Gas Light	912-239-6510	BOverstr@aglresources.com
Greg Paradise	AT&T	912-682-4574	mp2115@att.com
Todd Cook	Hargray	843-815-1698	Todd.Cook@htc.hargray.com
Mike Weiner	City of Savannah	912-651-6603	MWeiner@savannahga.org
Jill Brown	Edwards Pittman	770-333-9484	JBrown@edwards-pittman.com
Sajid Iqbal	Parsons	678-969-2368	Sajid.Iqbal@parsons.com
Alan Hunley	Parsons	678-969-2304	Alan.Hunley@parsons.com
Xuejun Fan	Parsons	678-969-2322	Xuejun.Fan@parsons.com
Rajeev Shah	Parsons	678-969-2418	Rajeev.Shah@parsons.com

GEORGIA DEPARTMENT OF TRANSPORTATION

SR 21 @ Crossgate/Gulfstream Road – PI #0008275 Intersection Improvement Project and
 Gulfstream Road @ Robert Miller Road-PI #0008276 Intersection Improvement Project
 Chatham County

Sign-In Sheet Initial Concept Team Meeting

Location: GDOT Area 5 Office
 630 West Boundary Street
 Savannah, Georgia 31402

Date: May 13, 2009
 Time: 10:30 A.M.

SR No.	NAME	AFFILIATION	PHONE	EMAIL
1	KEITH STEWART	GDOT	912-427-586A	kstewart@dot.ga.gov
2	DENNIS CECIL	GDOT	712-233-5716	dcecil@dot.ga.gov
3	STEPHEN THOMAS	GDOT-WHITES	(912)427-5779	s.thomas@dot.ga.gov
4	Jill Brown	Edward P. Ross, Inc.	770-333-9784	jbrown@edwards.p.ross.com
5	MAU HUDLEY	PARSONS	678-969-2204	m.hudley@parsons.com
6	Greg Tarcove	AT&T	404-520-4574	gtarcove@att.net
7	BRAID SAXON	GDOT	912-427-5715	bsaxon@dot.ga.gov
8	SAJID IQBAL	PARSONS	678-969-2368	SAJID.IQBAL@PARSONS.COM
9	RAJEEV SHAM	PARSONS	678-969-2481	RAJEEV.SHAM@PARSONS.COM
10	XUETON FAN	PARSONS	678-969-2322	XUETON.FAN@PARSONS.COM
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