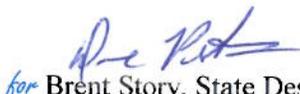


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. #0008380 **OFFICE** Design Policy & Support  
CSSFT-0008-00(380)  
SR 23 @ 7 LOCS; SR 27 @ 68 LOCS  
& SR 30 @ 27 LOCS IN DIST 5  
GDOT District 5 - Jesup  
ALL Counties **DATE** July 24, 2012

**FROM**  Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Lisa Myers, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Karon Ivery, District Engineer  
Bradford W. Saxon, District Preconstruction Engineer  
Stephen F. Thomas, District Utilities Engineer  
Lawrence Steven Price, District Environmentalist  
Cynthia Burney, Project Manager  
BOARD MEMBER - 1st Congressional District  
BOARD MEMBER - 12th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT**

Project Type: <u>SAFETY</u>	P.I. Number: <u>0008380</u>
GDOT District: <u>5 - Jesup</u>	County: <u>ALL</u>
Federal Route Numbers: <u>341, 82, 17</u>	State Route Numbers: <u>27, 19, 144, 121, 169, 203, 204, 520, 25, 15, 252, 110, 32</u>

*Placement of Advance Warning signs on routes SR 27/US341- 6 LOCATIONS, SR 19- 7 LOCATIONS, SR 144- 46 LOCATIONS, SR 121- 51 LOCATIONS, SR 169-51 LOCATIONS, SR 203-78 LOCATIONS, SR 204-60 LOCATIONS, SR 520/US82 - 54 LOCATIONS, SR 25/US17 - 40 LOCATIONS, SR 15-124 LOCATIONS, SR 252-19 LOCATIONS, SR 110- 31 LOCATIONS, AND SR 32- 98 LOCATIONS.*

**Submitted for approval:**

<u><i>Karon Ivery</i></u> Karon Ivery, District Engineer, Jesup District 5	<u>5/9/12</u> DATE
<u><i>Bobby K. Hilliard</i></u> Bobby K. Hilliard, P.E., State Program Delivery Engineer	<u>5/10/12</u> DATE
<u><i>Cynthia C. Burney</i></u> Cynthia C. Burney, P.E., Project Manager	<u>10 May 2012</u> DATE

**Recommendation for approval:**

<u>Program Control Administrator</u>	<u>DATE</u>
<u>* Glenn Bowman /mas</u>	<u>05-29-2012</u>
<u>State Environmental Administrator</u>	<u>DATE</u>
<u>* Lisa Myers /mas</u>	<u>07-05-2012</u>
<u>Project Review Engineer</u>	<u>DATE</u>
<u>* Abdulwahid Munshi /mas</u>	<u>05-29-2012</u>
<u>For State Utilities Engineer</u>	<u>DATE</u>
<u>State Transportation Financial Management Administrator</u>	<u>DATE</u>

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

<u>* Cindy VanDyke /mas</u>	<u>05-31-2012</u>
State Transportation Planning Administrator	DATE

*\* Recommendation on file.*



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The Georgia Department of Transportation is making a concerted effort to develop and strategically implement systematic improvements to improve traffic flow. These improvements vary in size and scope but the objectives remain the same, to reduce fatalities and serious injury collisions. In doing so the Department is focusing on increasing the use of advance warning signs. Advance warning signs call attention to unexpected conditions, adjacent roadways, and other situations that might not be readily apparent to the road user. Nationally intersection crashes account for 40% of all reported crashes and approximately 20% of traffic fatalities. Of those fatalities, nearly 50% are the result of angle collisions. Angle collisions are often high speed, high impact crashes which often result in serious injuries or fatalities. Studies have shown that the installation of advanced warning signs reduce fatal and injury crashes at intersections by 35%.

**Description of the proposed project:** This project is for the installation of advance warning signs along routes listed below. Significant routes which didn't already have advance warning signs were selected throughout the district. The selection was not based on traffic or crash data. All signs will be for the advance warning of approaching side roads and cross roads. See the list below for sign locations.

Appling County – SR 144 – MP 0.35 to 14.57 (33 locations),  
SR 121 – MP 4.04 to 22.49 (27 locations),  
SR 203 – MP 0.27 to 10.62 (24 locations),  
SR 15 – MP 6.89 to 12.50 (53 locations);  
Bacon County – SR 203 – MP 1.45 to 12.36 (26 locations),  
SR 32 – MP 0.11 to 19.14 (46 locations);  
Brantley County – SR 32 – MP 2.11 to 18.46 (21 locations),  
SR 520/US82 – MP 0.59 to 10.18 (15 locations),  
SR 15 – MP 1.66 to 21.43 (21 locations),  
SR 110 – MP 1.04 to 16.29 (24 locations);  
Bryan County – SR 204 – MP 0.00 to 10.99 (36 locations);  
Camden County – SR 252 – MP 0.70 to 12.65 (11 locations),  
SR 110 – MP 23.25 to 28.79 (7 locations);  
Charlton County – SR 252 – MP 0.63 to 10.39 (8 locations);  
Chatham County – SR 204 – MP 0.62 to 5.88 (24 locations);  
Jeff Davis County – SR 19 – MP 14.20 to 16.03 (7 locations);  
Liberty County – SR 25/US17 – MP 3.59 to 18.24 (40 locations);  
Pierce County – SR 203 – MP 1.79 to 11.69 (16 locations),  
SR 15 – MP 0.38 to 17.64 (50 locations),  
SR 32 – MP 0.79 to 18.18 (31 locations);  
Tattnall County – SR 144 – MP 6.29 to 10.81 (13 locations),  
SR 121 – MP 2.07 to 15.26 (24 locations),  
SR 169 – MP 6.23 to 12.36 (15 locations);  
Telfair County – SR 27/US341 – MP 7.89 to 14.52 (6 locations);  
Ware County – SR 520/US82 – MP 0.66 to 30.85 (39 locations);  
Wayne County – SR 169 – MP 3.38 to 18.74 (36 locations),  
SR 203 – MP 0.06 to 11.14 (22 locations).

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:**  N/A  MPO - Choose

**Regional Commission:**  N/A  RC – Choose

**Congressional District(s):** 1 and 12

**Projected Traffic:** Not Necessary

**Functional Classification (Mainline):**

SR 32: Rural Minor Arterial

SR 203: Rural Major Collector

SR 15: Rural Minor Arterial/ Rural Principal Arterial

SR 25: Rural Principal Arterial/Rural Minor Arterial

SR 110: Rural Major Collector

SR 144: Rural Minor Arterial

SR 520: Rural Principal Arterial/ Urban Principal Arterial

SR 252: Rural Minor Arterial

SR 204: Rural Major Collector

SR 19: Rural Principal Arterial

SR 27: Rural Principal Arterial

SR 121: Rural Minor Arterial

SR 169: Rural Minor Arterial/ Rural Major Collector/ Urban Minor Arterial

**Is this project on a designated bike route?**  No  YES

**Is this project located on a pedestrian plan?**  No  YES

**Is this project located on or part of a transit network?**  No  YES

**CONTEXT SENSITIVE SOLUTIONS**

**Issues of Concern:** N/A

**Context Sensitive Solutions:** N/A

**Mainline Design Features:** N/A

**Major Interchanges/Intersections:** N/A

**Utility Involvements:** N/A

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  YES  NO

**SUE Required:**  Yes  No

**Railroad Involvement:** NONE

**Right-of-Way:**

Required Right-of-Way anticipated:  YES  NO  Undetermined  
Easements anticipated:  Temporary  Permanent  Utility  Other

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Yes  Undetermined

**Transportation Management Plan Anticipated:**  YES  NO

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** None

**Design Variances to GDOT standard criteria anticipated:** None

**VE Study anticipated:**  No  Yes  Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  Categorical Exclusion  EA/FONSI  EIS

**Air Quality:**

Is the project located in a PM 2.5 Non-attainment area?  No  Yes  
Is the project located in an Ozone Non-attainment area?  No  Yes

**Environmental Permits/Variations/Commitments/Coordination anticipated:** None

**Is a PAR required?**  No  Yes  Completed – Date:

**NEPA/GEPA:** Categorical Exclusion

**Ecology:** N/A

**History:** N/A

**Archeology:** N/A

**Air & Noise:** N/A

**Public Involvement:** No public involvement anticipated.

**Major stakeholders:** Traveling Public

**Lighting agreement/commitment letter received:**  No  Yes

Peer Review required:  No  Yes  Completed – Date:

**CONSTRUCTION**

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration:  No  Yes

**PROJECT RESPONSIBILITIES**

**Project Activities:**

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT District 5 Design
Design	GDOT District 5 Design
Right-of-Way Acquisition	N/A
Utility Relocation	UTILITY COMPANIES
Letting to Contract	GDOT Office of Construction Bidding Admin.
Construction Supervision	GDOT District 5 Construction
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT District 5 Environmentalist
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT District 5 Construction

Lighting required:  No  Yes

Other projects in the area: N/A

Other coordination to date: None

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	N/A	N/A	GDOT	N/A	
\$ Amount	70,000	N/A	N/A	495,712		\$565,712
Date of Estimate	4/17/2012			6/12/2012		

\*CST Cost includes: Construction and Engineering & Inspection.

**ALTERNATIVES DISCUSSION**

**Alternative selection:** The preferred alternate is to place the warning signs on various routes as needed where cross roads and side roads are located. This alternate was chosen due to the need to alert motorist of upcoming side road and cross road intersections in order to reduce the likelihood of collisions. The only other alternate considered is a no-build alternate. The only advantage of this alternate is the cost savings of not placing any signs.

<b>Preferred Alternative:</b> Place advance warning signs on various routes as needed where cross roads and side roads are located.			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>\$495,712</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>3 months</b>
<b>Rationale:</b> Advance signs are needed at various locations to alert motorists of side roads and cross roads in order to reduce fatalities and serious injury collisions.			

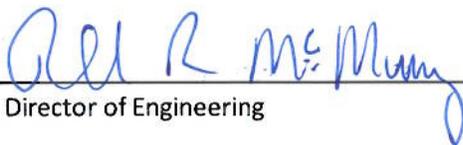
<b>No-Build Alternative:</b> Not placing the advanced warning signs.			
<b>Estimated Property Impacts:</b>	<b>N/A</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>N/A</b>	<b>Estimated CST Time:</b>	<b>0</b>
<b>Rationale:</b> There would be a cost saving by not placing signs at the noted locations, but there would not be a reduction in the likelihood of collisions by alerting motorists of upcoming intersections.			

**Comments:** None

**Attachment:**

1. Detailed Cost Estimates:  
Construction including Engineering and Inspection

**APPROVALS**

Concur:   
Director of Engineering

Approve:   
Chief Engineer

7/23/12  
Date

STATE HIGHWAY AGENCY  
 DATE : 06/12/2012  
 PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0008380      SPEC YEAR: 01  
 DESCRIPTION: SIGNS ON VARIOUS STATE ROUTES

COST GROUPS FOR JOB 0008380

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
SSGN	SMALL ROADSIDE SIGNS				N
	ACTIVE COST GROUP TOTAL			0.00	
	INFLATED COST GROUP TOTAL			0.00	

ITEMS FOR JOB 0008380

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	19950.000	13.96	278502.00
0010	636-2070		LF	GALV STEEL POSTS, TP 7	18620.000	7.46	138905.00
0020	150-1000		LS	TRAFFIC CONTROL - 10% X COST	1.000	42900.00	42900.00
0025	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	5900.05	11800.00
	ITEM TOTAL						472107.00
	INFLATED ITEM TOTAL						472107.00

TOTALS FOR JOB 0008380

ESTIMATED COST: 472107.00  
 CONTINGENCY PERCENT ( 0.0 ) : 0.00  
 ESTIMATED TOTAL: 472107.00

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** PROJECT No. CSSFT-0008-00(380), ALL  
PLACEMENT OF ADVANCED WARNING SIGNS  
P.I. No. 0008380

**OFFICE** OPD

**DATE** 6/12/2012

**FROM** Bobby Hilliard, P.E., State Program Delivery Engineer

**TO** Lisa Myers, Project Review Engineer

**SUBJECT** REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Cynthia Burney

MNGT LET DATE 7/15/2013

MNGT R/W DATE *Select Date*

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$200,000

DATE 8/18/2006

RIGHT OF WAY \$N/A

DATE 8/18/2006

UTILITIES \$N/A

DATE *Select Date*

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$495,712.00

RIGHT OF WAY \$N/A

UTILITIES \$N/A

\* Costs contain 5% Engineering and Inspection.

**REASON FOR COST INCREASE** The list of routes was revised from the original estimate, which added more signs.

**SUMMARY**

Construction Cost Estimate:	\$472,107.00	(Base Estimate)
Engineering and Inspection:	\$23,605.00	(Base Estimate x 5 %)
Total Fuel & Liquid AC Adjustment	\$ N/A	
<b>Construction Total:</b>	<b>\$495,712.00</b>	
<b>Utility Total:</b>	<b>\$N/A</b>	

**REIMBURSABLE UTILITY COST**

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**Attachments**

c: Genetha Rice - Singleton, State Program Control Administrator