

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0012830 **OFFICE** Design Policy & Support  
Bryan County  
GDOT District 5 - Jesup **DATE** 6/22/2015  
Exit Ramps: I-95 at SR 25/US 17 – South  
Bound

**FROM**  for 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:**

Glenn Bowman, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Darryl VanMeter, State Innovative Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Hiral Patel, State Environmental Administrator  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Lee Upkins, State Utilities Engineer  
Richard Cobb, Statewide Location Bureau Chief  
Andy Casey, State Roadway Design Engineer  
Attn: Robert Elam, Design Group Manager  
Karon Ivery, District Engineer  
Dallory Rozier, District Utilities Engineer  
Michelle Wright, Project Manager  
BOARD MEMBER - 1st Congressional District

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

Project Type: Op. Improvement P.I. Number: 0012830  
 GDOT District: 5 County: Bryan  
 Federal Route Number: I-95, U.S. 17 State Route Number: 405, 25  
 Project Number: 0012830

Operational improvement at I-95 SB Exit Ramp @ S.R. 25/U.S. 17 involves widening of the ramp and modification of signal timing at the corresponding intersection. The dual left turn lanes will be extended, thereby increasing the amount of storage on the ramp.

**Submitted for approval:**

C. Andy Cing 4/14/15  
 State Roadway Design Engineer DATE

Albert Shelby 5/12/15  
 State Program Delivery Engineer DATE

Michelle Hurd 4/28/15  
 GDOT Project Manager DATE

**Recommendation for approval:**

\* HIRAL PATEL 5/28/2015  
 State Environmental Administrator DATE

\* ANDREW HORTH 5/15/2015  
 State Traffic Engineer DATE

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

\* CYNTHIA L. VANDUKE 5/15/2015  
 State Transportation Planning Administrator DATE

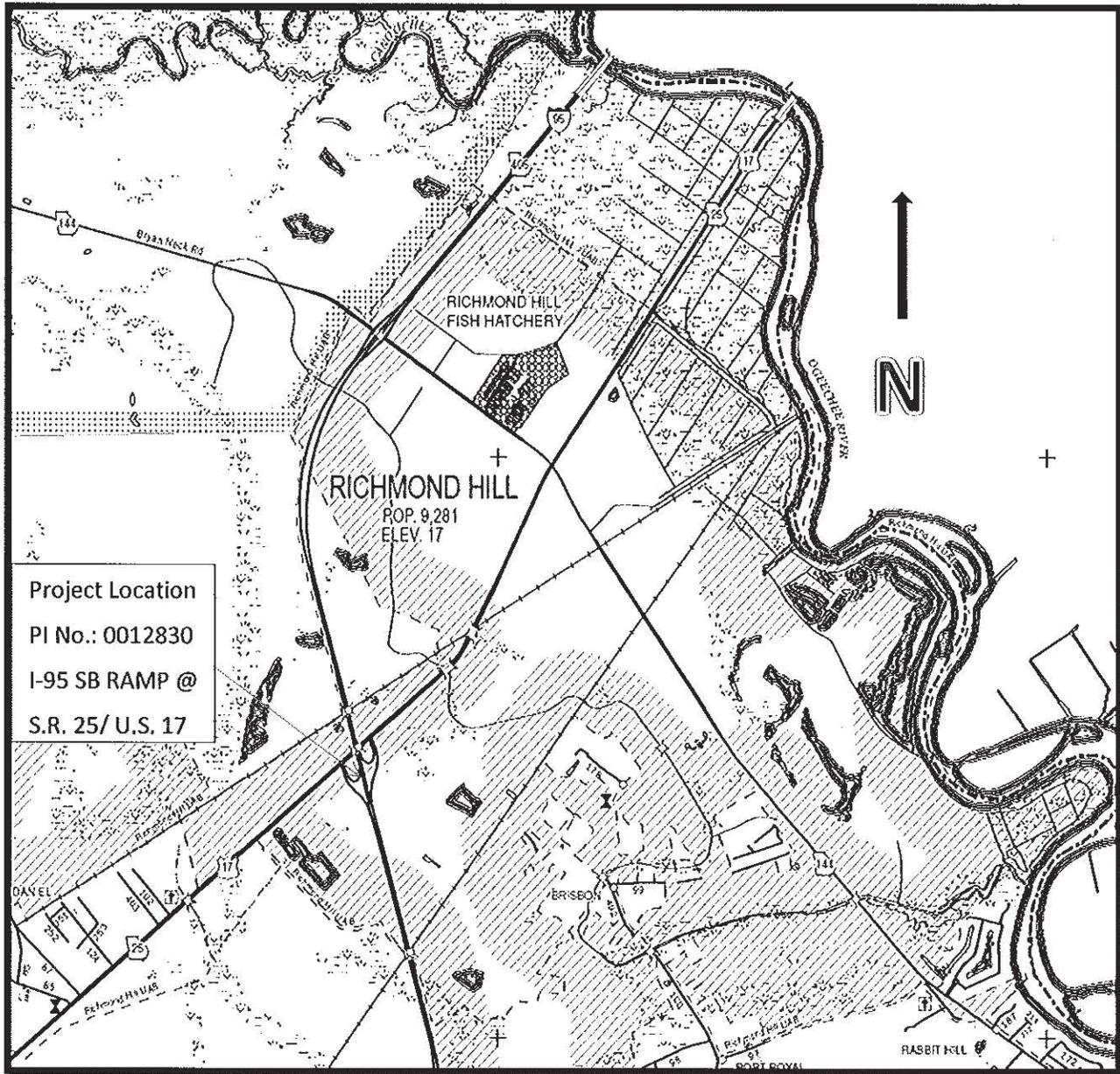
**Approval:**

Concur: Shawn Bonn 6/11/2015  
 GDOT Director of Engineering DATE

Approve: Margaret B. Puccio 6.16.15  
 GDOT Chief Engineer DATE

\* RECOMMENDATION(S) ON FILE - JEN

## PROJECT LOCATION



Not to Scale

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The attached Project Justification Statement was prepared by GDOT District Traffic Operations, and approved by the Operational Improvement Committee.

**Existing conditions:** The existing I-95 southbound exit ramp at S.R. 25/U.S. 17 in Richmond Hill, Bryan County, currently consists of a 16-foot single lane that widens to three 12-foot lanes, with paved 4-foot shoulders. At the existing intersection with S.R. 25/U.S. 17, the left and right turn storage lengths are 160' and 210' respectively. S.R. 25/U.S. 17 is a 4-lane, divided urban principal arterial with 6-foot shoulders, forming a "T" intersection with I-95 southbound exit ramp and northbound entrance ramp.

**Other projects in the area:** None

**Description of the proposed project:** An operational improvement project is proposed at the I-95 Southbound (SB) exit ramp and S.R. 25/U.S. 17 intersection that will widen the I-95 SB exit ramp by extending the dual left turn lanes to provide additional storage, and modify the signal timing at the intersection to increase the operational efficiency of the intersection. Mill and inlay is proposed on S.R. 25/U.S. 17 at the intersection to accommodate the new signal loops and signal timing modifications. The limit of construction on S.R. 25/U.S. 17 is proposed to extend to the west to Sommers Boulevard to accommodate modifications to the signal timing due to the interconnection between the two intersections.

**MPO:** Not Urban/Not in MPO

**TIP #:** N/A

**TIA Regional Commission:** N/A

**Congressional District(s):** 1

**Federal Oversight:**  Exempt  State Funded  Other

**Projected Traffic:** ADT 24 HR T: 11%

SR 25/US 17 (Ocean Highway):

Current Year (2014): 33,200 (Two-way) Open Year (2018): 34,550 (Two-way)

Design Year (2038): 42,150 (Two-way);

I-95 SB Exit Ramp @ SR 25/US 17 Intersection:

Current Year (2014): 9,000 (One-way) Open Year (2018): 9,350 (One-way)

Design Year (2038): 11,425 (One-way)

Traffic Projections Performed by: GDOT Office of Planning

**Functional Classification (Mainline):** Urban Interstate Principal Arterial

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Pavement Evaluation and Recommendations**

I-95 Southbound Exit Ramp

Preliminary Pavement Evaluation Summary Report Required?

No  Yes

Preliminary Pavement Type Selection Report Required?

No  Yes

Feasible Pavement Alternatives:  HMA  PCC

HMA & PCC

## DESIGN AND STRUCTURAL

**Major Structures:** None

**Mainline Design Features:**

Feature	Existing	Standard	Proposed
<b>Typical Section</b>			
- Number of Lanes	1 to 3		1 to 3
- Lane Width(s)	12ft. to 16ft.	16'-0"	12ft. to 16ft
- Outside Shoulder or Border Area Width	6 ft.	12'-0"	4'pvd/2'grs
- Outside Shoulder Slope	Unknown	2%	Meet existing
- Inside Shoulder Width	6 ft.	8'-0"	4'pvd/4'grs
- Auxiliary Lanes	None		None
- Posted Speed	20 mph		None
Design Speed	20 mph		20 mph
Min Horizontal Curve Radius	Unknown	AASHTO 76ft.	150 ft.
Maximum Superelevation Rate	11.6%	8%	11.6%
Maximum Grade	Unknown	6%	6%
Access Control	Full	Full	Full
Design Vehicle	Unknown	WB-67	WB-67

**Major Interchanges/Intersections:** S.R. 25/U.S. 17

**Lighting required:**  No  Yes

Note: With proposed widening on the ramp, there are several lights that will require relocation.

**Transportation Management Plan [TMP] Required:**  No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC  TO  PI

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** Maximum superelevation rate and outside shoulder width on the ramp.

**Design Variances to GDOT Standard Criteria anticipated:** Possible insufficient pipe cover

**UTILITY AND PROPERTY**

**Temporary State Route Needed:**  No  Yes  Undetermined

**Railroad Involvement:** None

**Utility Involvements:**

**SUE Required:**  No  Yes

**Public Interest Determination Policy and Procedure recommended?**  No  Yes

**Right-of-Way:** Existing width: varies Proposed width: N/A  
 Required Right-of-Way anticipated:  No  Yes  Undetermined  
 Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: 0  
 Displacements anticipated: Total: 0  
 Businesses: 0  
 Residences: 0  
 Other: 0

**ENVIRONMENTAL AND PERMITS**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  PCE

MS4 Compliance – Is the project located in an MS4 area?  No  Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: N/A

**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  
 Carbon Monoxide hotspot analysis:  Required  Not Required  TBD  
 (if any of the above are answered "Yes", additional analysis may be required)

**NEPA/GEPA Comments & Information:**

Ecology – TBD-in process, see comments below:

- Waters of the U.S.: TBD however, adjacent swales and pipe extension may fall under 404 CWA regs; a Preliminary Jurisdictional determination was requested on Feb. 12, 2015, to the USACE, and results are pending (see attached preliminary graphic).
- Protected Species: TBD – based on type and habitat, likely not applicable.

History – TBD, Section 106/SHPO coordination was initiated on March 5, 2015, but to date, no concerns have been identified.

Archeology – TBD, same as listed above regarding History.

Air/Noise – TBD, however, no concerns anticipated.

PIOH (Public Involvement) – Not anticipated, but if ramp closure/detour implemented, some level of public involvement could be sparked.

**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS**

Project Meetings: Concept meeting held on March 4, 2015, see attached minutes.

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

Other coordination to date: None

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT			GDOT		
\$ Amount	\$125,000.00	-0-	-0-	\$668,181.00	-0-	\$793,181.00
Date of Estimate				4/14/2015		

\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

**ALTERNATIVES DISCUSSION**

**Alternative 1 (Preferred):** This alternative is an operational improvement at I-95 SB Exit Ramp @ S.R. 25/U.S. 17 which involves widening of the ramp (on both sides), construction of a dowelled concrete island at the ramp terminal, and modification of signal timing at the corresponding intersection. The dual left turn lanes will be extended to a distance of approximately 600-ft., thereby increasing the amount of storage on the ramp. Also, because the ramp is widened on both sides, there will be culvert extensions on both sides as well as light pole relocations beyond the outside shoulder area. The proposed outside shoulder area is 6-ft. and the proposed inside shoulder area is 8-ft. Proposed improvements on S.R. 25/U.S. 17 involve mill and inlay at the intersection, traffic signal upgrade, and pavement striping.

<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	\$793,181.00
<b>Estimated ROW Cost:</b>	-0-	<b>Estimated CST Time:</b>	12 months

**Rationale:** This alternative provides for widening of the ramp to increase/lengthen the dual left turn lane storage capacity to eliminate backup onto I-95, and signal modification to improve the operational efficiency of the intersection. A capacity analysis completed earlier concluded that the dual left turn movement currently operates at a LOS D. Based on the capacity analysis completed for the preferred alternative using AM/PM peak hour traffic volumes for the base year (2018), and design year (2038), the dual left turn movements would operate at a LOS A for AM base and design years. The dual left turn movements would operate at a LOS B and LOS C for PM base and design years respectively.

**Alternative 2 (No-Build):** This alternative was deemed not feasible.

<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	-0-
<b>Estimated ROW Cost:</b>	-0-	<b>Estimated CST Time:</b>	N/A

**Rationale:** This alternative does not meet the justification for the project. It is anticipated that this alternative would operate at a LOS F in the design year, with dual left turn lengths of 160 feet. If the turn lanes are not widened/extended and if the signal timing is not modified this could potentially cause the existing queue that has been noted to currently backup onto I-95 to extend further onto I-95. Because this alternative does not meet the need and purpose this alternative is not recommended for implementation.

**Comments/Additional Information:**

**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layout
2. Project Justification Statement
3. Typical sections
4. Crash Summary

5. Traffic Diagrams and Projections
6. Capacity Analysis Summary
7. Summary of TE Study
8. Preliminary Construction Cost Estimate
9. Preliminary Utility Cost Estimate
10. Preliminary Potential Federally Jurisdictional Resources Graphic
11. Meeting Minutes



Project Justification Statement:

P.I. Number: 0012830

**I-95 SB off Ramp @ U.S. 17/SR 25 Ocean Highway**

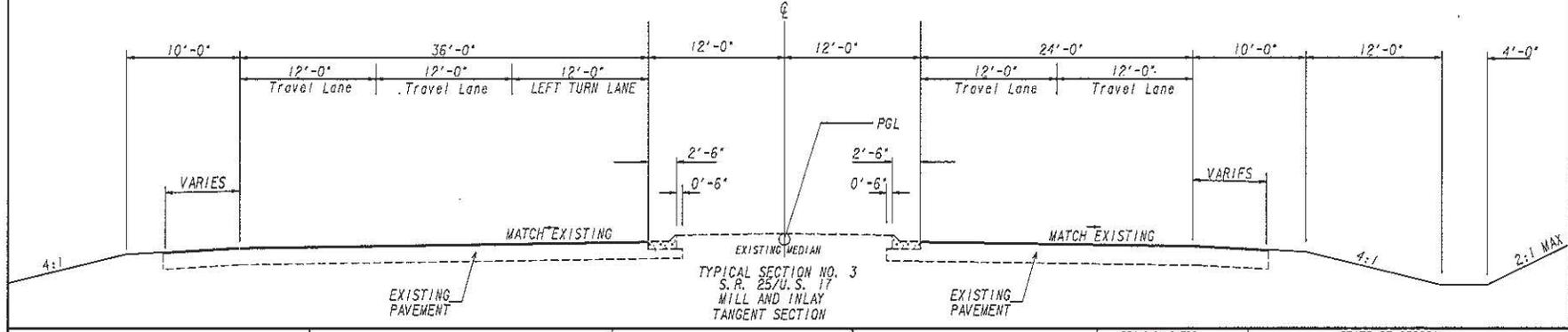
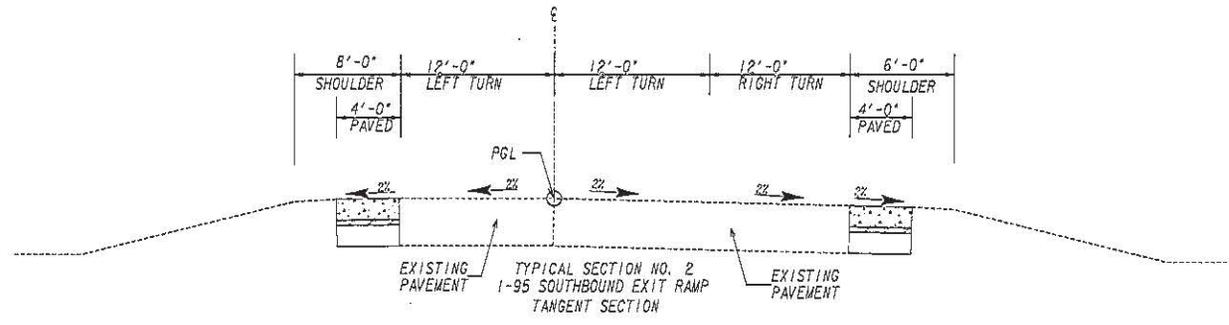
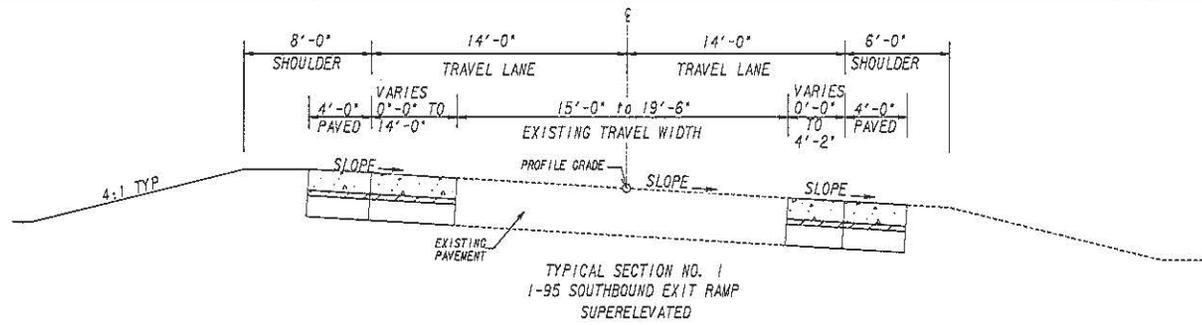
Interstate (I)-95 at U.S. 17/State Route (SR) 25/Ocean Highway in Bryan County was identified for minor intersection improvements. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee, and will be recommended as a QUICK project.

I-95 is classified as an urban interstate arterial that runs north/south parallel to Georgia's east coast that runs from Florida to South Carolina. U.S. 17/SR 25/Ocean Hwy is an urban principal arterial that runs southwest to northeast from Fleming to Richmond Hill. Currently, the I-95 southbound ramp consists of a 16-foot single that widens to three 12-foot lanes with 4-foot paved shoulders. At the intersection with U.S. 17/SR 25, the left and right turn storage lengths are 160 feet and 210 feet respectively. U.S. 17/SR 25 is a typical four lane divided arterial with 6-foot shoulders. This route forms a "T" intersection with the I-95 southbound ramp and the northbound entrance ramp. The ramp is controlled by a stop and go traffic signal at the intersection with U.S. 17/SR 25.

GDOT District Traffic Operations staff performed an engineering study of the intersection operation. Upon review of the PM peak traffic volumes, it was determined that the I-95 southbound ramp does not provide adequate storage length for high number of vehicles utilizing the ramp, especially those making the left turn movements. A capacity analysis concluded that the dual left turn movement currently operates at a level of service D. Reports claim that due to the length of the queue, vehicles spill back into the through lanes of I-95. This project proposes to increase the operational efficiency of the intersection by modifying the existing signal timing and widening a portion of the existing ramp from 16 feet to two 14-foot lanes and then tapering to three 12-foot turn lanes (dual lefts and a single right) with 4-foot paved shoulders throughout the ramp. The above mentioned improvements will not require acquisition of additional right of way. These improvements will increase the operational efficiency of the intersection, and potentially provide safer conditions for vehicles along I-95.

Due to the minor project scope, the right-of-way constraints, existing intersection features (existing roadway width and signal operations) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location.

As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

NOT TO  
SCALE

REVISION DATES

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: ROADWAY DESIGN  
**TYPICAL SECTIONS**  
1-95 SOUTHBOUND OFF RAMP @  
S. R. 25/U.S. 17 BRYAN CO.

DRAWING NO.  
**05-001**

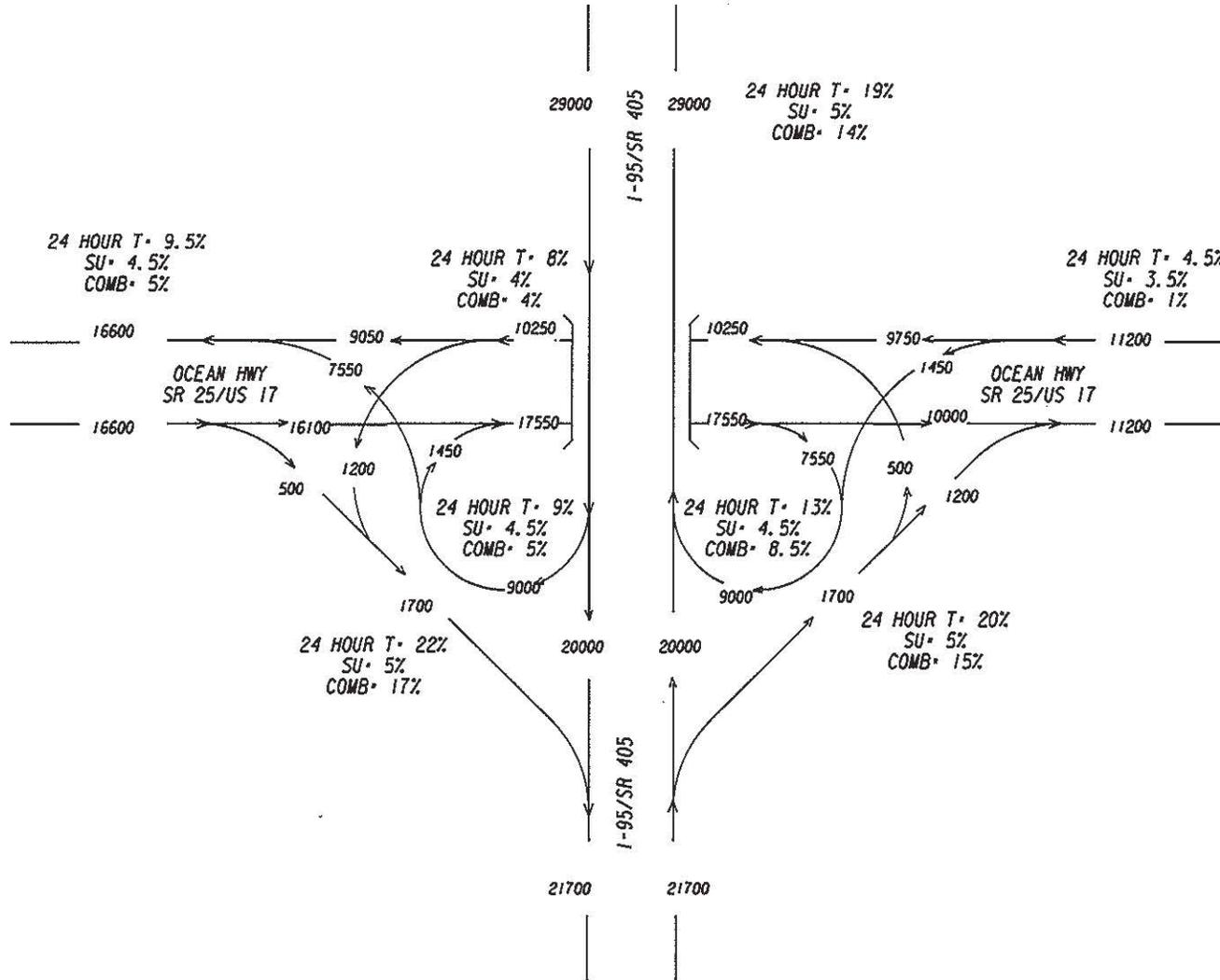
**Crash Summary:**

<b>I-95 Southbound Exit Ramp @ SR 25/US 17 (Ocean Highway)</b>			
<b>Year</b>	<b>NUMBER OF</b>		
	<b>Crashed</b>	<b>Injuries</b>	<b>Fatalities</b>
2011	4	0	0
2012	0	0	0
2013	6	6	0
<b>Total</b>	<b>10</b>	<b>6</b>	<b>0</b>

Based on the crash data generated for this corridor by GEARS (Georgia Electronic Accident Reporting System), and GeoTRAQ, between years 2011-2013, 90% of the crashes occurred approximately 300' southwest of the I-95 Southbound Exit Ramp @ SR 25/US 17 intersection. 10% of the recorded crashes occurred a short distance NE of the I-95 Southbound Exit Ramp @ SR 25/US 17 intersection. Corridor crash rates, injury rates, and fatality rates were not available.

**Crash Type:**

<b>I-95 SB Exit Ramp @ SR 25/US 17 (Ocean Highway)</b>	
<b>Year</b>	<b>Location &amp; Type</b>
<b>2011</b>	300' SW of Intersection – Rear End
	300' SW of Intersection – Rear End
	320' SW of Intersection – Sideswipe
	300' SW of Intersection – Rear End
<b>2013</b>	100' NE of Intersection – Rear End
	320' SW of Intersection – Rear End
	320' SW of Intersection – Rear End
	320' SW of Intersection – Rear End
	320' SW of Intersection – Rear End
	300' SW of Intersection – Rear End



BRYAN COUNTY



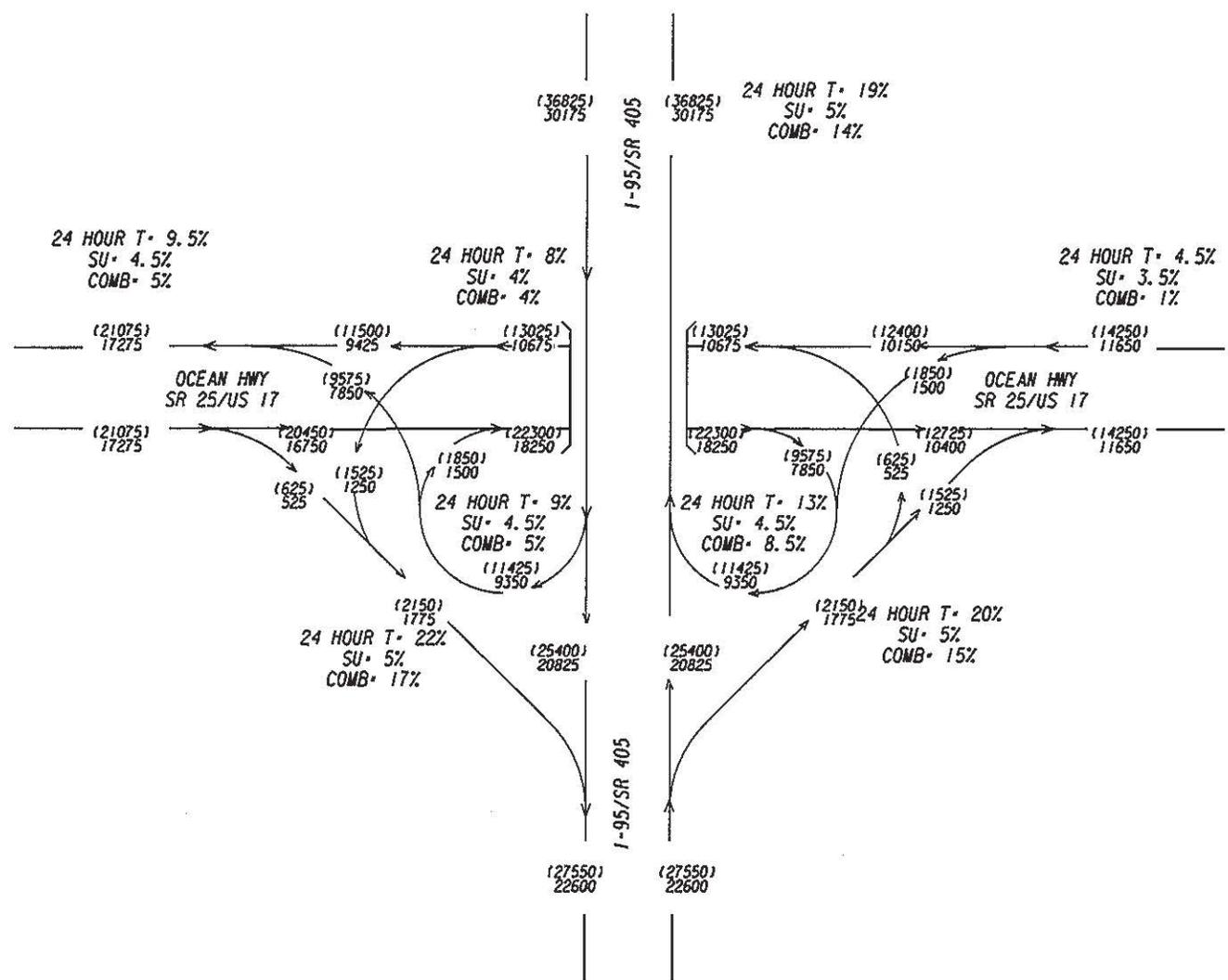
P1\* 0012830  
BRYAN COUNTY  
I-95 @ SR 25/  
US 17 - SB RAMPS

2014 ADT  
EXISTING

REVISION DATES
11/20/11

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PLANNING  
**MUTEC**





BRYAN COUNTY



PI\* 0012830  
BRYAN COUNTY  
I-95 & SR 25/  
US 17 - SB RAMPS

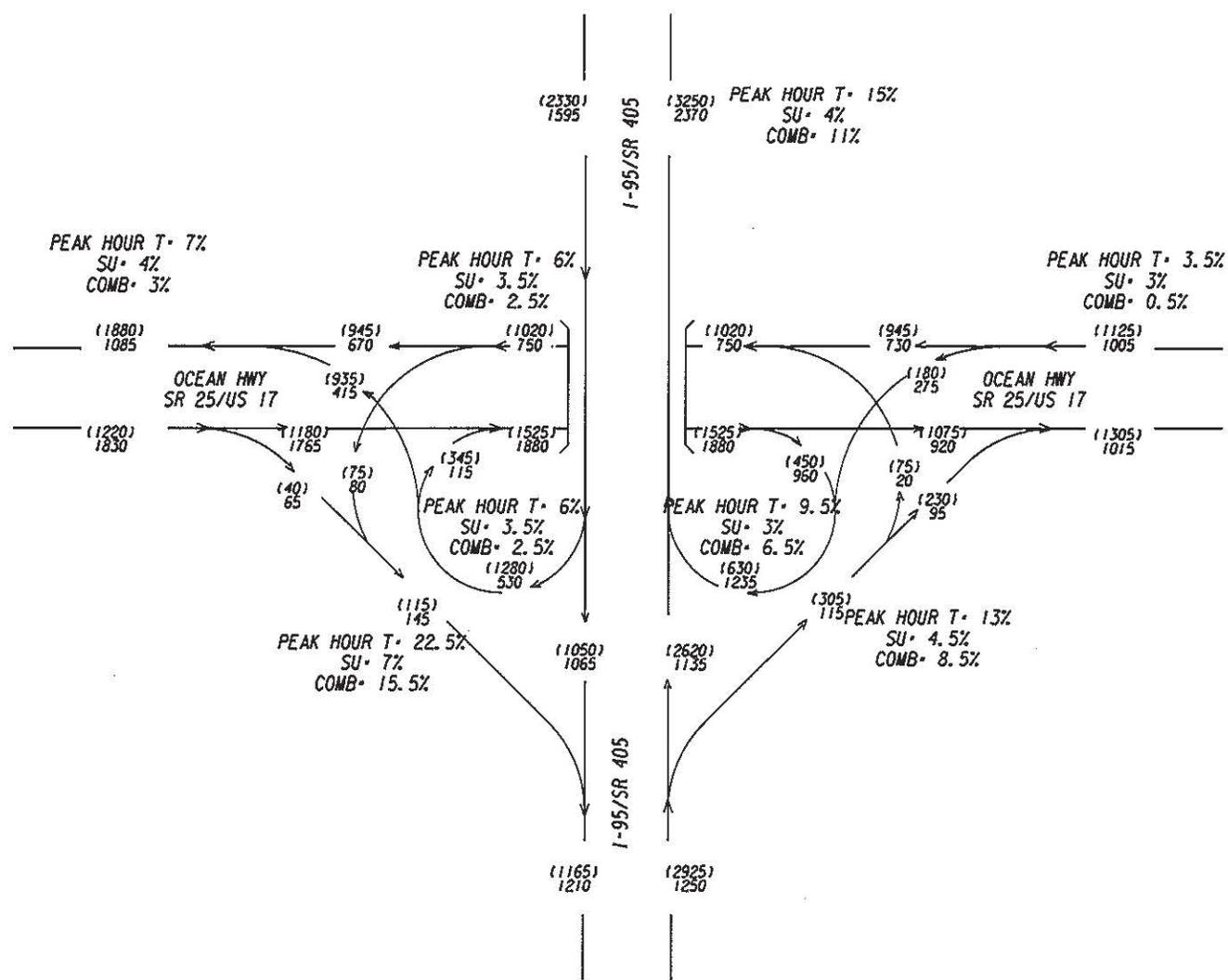
2038 ADT= (000)  
2018 ADT= 000  
NO BUILD

24 HOUR T- 11%  
SU- 4%  
COMB- 7%

REVISION	DATE	BY	DESCRIPTION

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PLANNING  
**Matthew G. Johnson**





BRYAN COUNTY



2038 PM DHV = (000)  
2038 AM DHV = 000  
NO BUILD

T- 7%  
SU- 2.5%  
COMB- 4.5%

REVISION DATES	DESCRIPTION
11/20/14	

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PLANNING  
**MARK C. BRADSHAW**

DATE: 11/20/14

10-5







## CAPACITY ANALYSIS SUMMARY

### Capacity Analysis

A capacity analysis was performed using AM and PM peak hour traffic volume for the base year (2018) and design year (2038) for the I-95 Southbound Exit ramp at SR 25/US 17, in Bryan County. Currently, the southbound ramp does not provide adequate storage length for the number of vehicles utilizing the ramp, most especially those making left turn movements, and as a result, stopped cars are filling the ramp back onto I-95. This project proposes to widen the ramp to increase/lengthen the dual left turn storage approximately 600-feet, and adjust the signal timing to improve the overall operation at the I-95 SB Exit Ramp and SR 25/US 17 intersection. It was determined that the proposed design will provide adequate storage for the traffic volumes for the base and design years. The capacity analysis results are summarized below.

YEAR	PEAK HOUR	I-95 SB Exit Ramp @ SR 25/US 17 Intersection			
		ALT. 1 (PREFERRED)		ALT 2 (NO BUILD)	
		REQUIRED TURN LANE LENGTH	LEVEL OF SERVICE	EXISTING TURN LANE LENGTH	LEVEL OF SERVICE
2018	AM	180'	A	160'	D
	PM	405'	B	160'	F
2038	AM	225'	A	160'	E/F
	PM	495'	C	160'	F

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: I-95 SB off ramp @ S.R. 25  
Bryan County

OFFICE: Jesup, Georgia

DATE: December 7, 2012

FROM: Karon L. Ivery, District Engineer

TO: Ms. Kathy Zahul, P.E., State Traffic Engineer  
ATTN: Mr. Paul DeNard

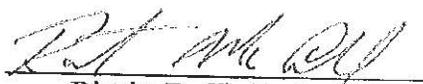
SUBJECT: Operational Improvement Request

This letter is to request your review of the attached documents for consideration of an operational improvement project for the location listed above. Attached you will find the preliminary concept, cost estimate, traffic analysis, and proposed concept plan. If you have any questions or need additional information, please contact Cynthia Phillips or Justin Hatch of this office at (912) 427-5767.

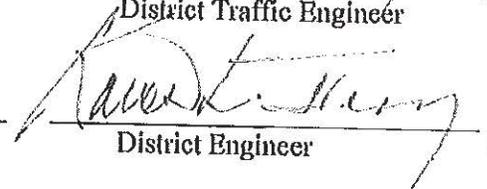
Attachments

RTM:CYP:JAH

Date: 12-10-12

  
District Traffic Engineer

Date: 12/11/12

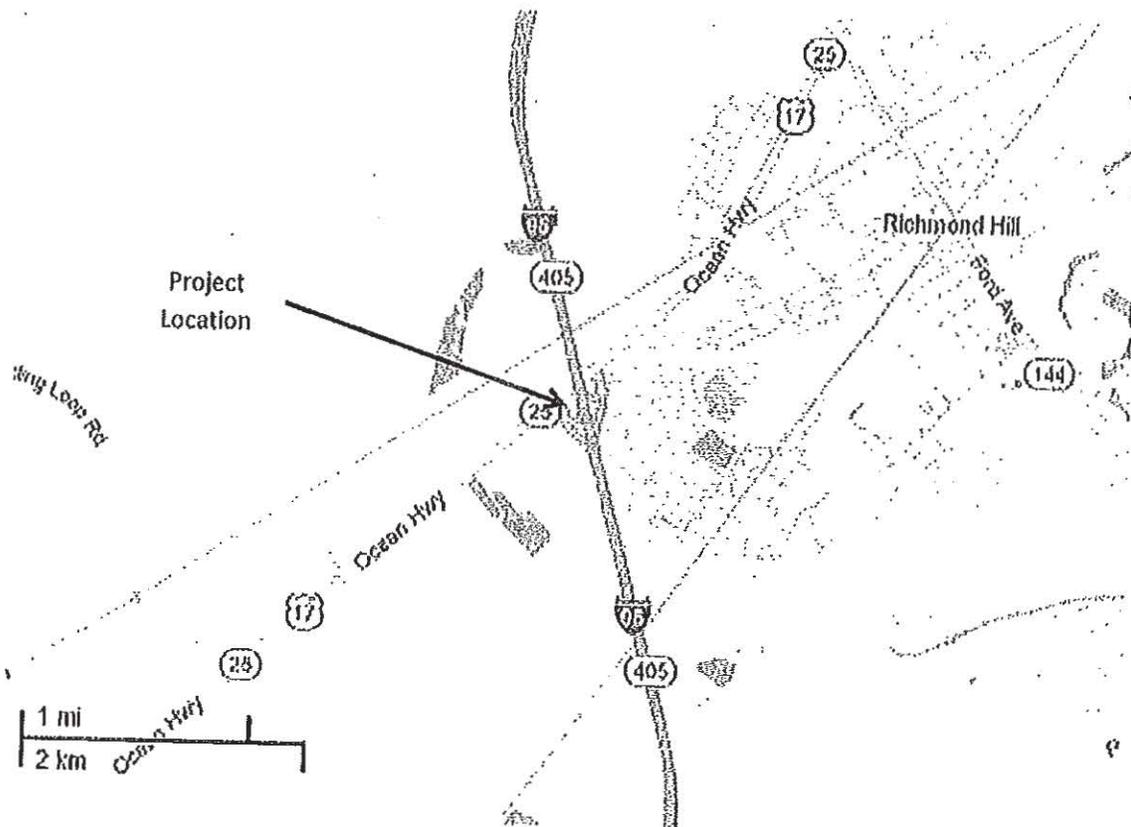
  
District Engineer

Copy: Mr. Brad Saxon, District Preconstruction Engineer  
Mr. Rick Hardenbrook, District Traffic Operations Manager  
Ms. Cynthia Phillips, District Traffic Operations Manager  
Mr. Troy Pittman, Area Engineer, Savannah  
Mr. Greg Wasdin, District Signal Engineer  
District files -- Jesup

## Need and Purpose

The intersection of I-95 at U.S. 17/S.R.25 serves as a major route for commuters to and from the Richmond Hill area. Upon review of p.m. peak hour traffic volumes, it is determined that the I-95 southbound ramp does not provide adequate storage length for the high number of vehicles utilizing the ramp, especially those making left turn movements. Based on a capacity analysis study, the dual left turn movement currently operates at a level of service D. Reports claim stopped cars filling the ramp and continuing onto I-95, presenting a hazard to exiting cars and other cars passing at high speeds immediately to the left of the ramp. It is determined that widening of the ramp, increasing dual left turn storage, and adjusting signal timing could reduce intersection delay, improve overall operation at the intersection, and provide safer conditions for vehicles on I-95. Further, a number of accidents have been reported involving heavy trucks sideswiping other cars. It is determined advance signage for a nearby trucking station could reduce these occurrences.

### Project Location Map:



## PROPOSED CONCEPT REPORT

**DATE:** December 7, 2012

**PROJECT DESCRIPTION:**

Proposed interchange improvement of I-95 southbound off ramp at U.S. 17/S.R. 25 in Richmond Hill, Bryan County

**PROPOSED CONCEPT:**

The proposed project will take place at the interchange of I-95 and S.R. 25. It involves widening of the southbound ramp and modification of signal timing at the corresponding intersection. The dual left lanes will be extended to a distance of 600 feet, increasing the amount of storage on the ramp. The cycle length of the signals will be significantly shortened, reducing approach delay for the ramp.

**FUNCTIONAL CLASSIFICATION:** Rural Interstate Principal Arterial

**POSTED SPEED LIMIT:** I-95: 70 mph  
SR25: 45 mph  
(Ramp Advisory Speed: 20 mph)

**TRAFFIC-CURRENT AADT:** I-95 SB Ramp: 9,970  
SR 25: 23,460

**% TRUCKS:** 15%

**EXISTING TYPICAL:**

The I-95 southbound ramp currently consists of a 16' single that widens to three 12 foot lanes with 4 paved foot shoulders. At the intersection with U.S. 17/S.R. 25, the left and right turn storage lengths are 160' and 210' respectively. U.S. 17/S.R. 25 is a typical four lane divided urban principal arterial with 6 foot shoulders. This route forms a "T" intersection with the I-95 southbound exit ramp and northbound entrance ramp.

**EXISTING RIGHT OF WAY:**

The right of way for this interchange extends well beyond the limits of the ramp. At the intersection, the edge of pavement of the southbound ramp is 36 feet from the edge of pavement of the southbound ramp. See "Proposed Concept Plan" diagram for clarification.

**EXISTING TRAFFIC CONTROL:**

The ramp is controlled by a stop and go traffic signal at the intersection with U.S. 17/G.A. 25

**EXISTING MAJOR STRUCTURES:** None

**LENGTH:** Approximately 950 feet

**TERMINI:** I-95 SB from M.P. 7.08 (Start of Ramp) to SR 25 (End of Ramp)

**MAX DEGREE OF CURVE:** Curve Radius = 150 feet

**MAX GRADES:** -2.0%

**RAMP DESIGN SPEED:** 20 mph

**PROPOSED TYPICAL SECTION:**

The recommended ramp will consist of a single 16' travel lane, taper out to 2 – 14' travel lanes, and finally taper out to 3 – 12' turn lanes (dual left and single right). 4' paved shoulders will be maintained throughout the length of the ramp.

**PROPOSED MAJOR STRUCTURES:**

None

## ESTIMATED COST

RIGHT OF WAY:		
	SUBTOTAL	\$ 0
UTILITIES:		
	SUBTOTAL	\$ 0
GRADING AND DRAINAGE		
EARTHWORK		
Grading Complete	\$ 60,000	
DRAINAGE		
CROSS DRAIN PIPES	\$ 1,000	
HEADWALLS	\$ 2,000	
	SUBTOTAL	\$ 63,000
BASE AND PAVING		
1. AGGREGATE BASE	\$ 20,000	
2. ASPHALT PAVING	\$ 12,500	
3. CONCRETE PAVING	\$ 45,000	
4. OTHER (DRIVES, ETC.)	\$ 0	
	SUBTOTAL	\$ 77,500
LUMP SUM ITEMS		
1. EROSION CONTROL	\$ 21,600	
2. CLEARING & GRUBBING	\$ 0	
3. TRAFFIC CONTROL	\$ 21,600	
4. TRAFFIC SIGNAL (UPGRADE)	\$ 0	
4. GRASSING	\$ 3,000	
5. DETOURS	\$ 0	
	SUBTOTAL	\$ 40,000
MISCELLANEOUS:		
1. LIGHTING	\$ 0	
2. SIGNING & MARKING	\$ 27,500	
3. OVERHEAD SIGN SUPPORTS	\$ 25,000	
4. GUARDRAIL	\$ 20,000	
	SUBTOTAL	\$ 72,500
	SUBTOTAL CONSTRUCTION COST	\$ 259,200
	E & C (10%)	\$ 26,000
	<b>TOTAL PROJECT COST</b>	<b>\$ 285,200</b>

Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159  
 Info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 US17 @ Sommers Blvd

File Name : 32480001-sat  
 Site Code : 32480001  
 Start Date : 7/28/2012  
 Page No : 1

11am-1pm

Groups Printed- Cars - Trucks

Start Time	Sommers Blvd Northbound					McDonald's Drwy Southbound					US17 Eastbound					US17 Westbound					H.Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
11:00 AM	5	0	21	0	26	14	0	17	0	31	6	224	5	0	235	33	190	0	0	223	516
11:15 AM	2	0	17	0	19	13	0	14	0	27	4	195	3	0	202	42	187	2	0	231	479
11:30 AM	2	0	20	0	22	8	0	12	0	20	5	198	5	0	208	29	183	0	0	212	462
11:45 AM	1	0	28	0	29	9	0	22	0	31	10	230	5	0	245	21	209	0	0	230	535
Total	10	0	86	0	96	44	0	65	0	109	25	847	18	0	890	125	769	2	0	896	1991
12:00 PM	6	0	12	0	18	10	1	21	0	32	13	228	7	0	248	29	205	2	0	236	532
12:15 PM	3	0	17	0	20	14	2	20	0	36	6	230	8	0	244	29	184	1	0	214	514
12:30 PM	5	0	15	0	20	13	0	10	0	23	4	239	5	0	248	24	212	1	0	237	528
12:45 PM	5	0	22	2	29	11	2	17	0	30	9	213	9	0	231	15	212	0	0	227	517
Total	19	0	66	2	87	48	5	68	0	121	32	908	29	0	969	97	813	4	0	914	2091
Grand Total	29	0	152	2	183	92	5	133	0	230	57	1755	47	0	1859	222	1552	6	0	1810	4082
Apprch %	16.8	0	83.1	1.1		40	2.2	67.8	0		3.1	94.4	2.5	0		12.3	87.4	0.3	0		
Total %	0.7	0	3.7	0	4.6	2.3	0.1	3.3	0	5.6	1.4	43	1.2	0	46.6	5.4	38.8	0.1	0	44.3	
Cars	28	0	111	2	141	91	5	131	0	227	56	1755	42	0	1853	176	1552	6	0	1764	3985
% Cars	98.6	0	73	100	77	98.9	100	98.6	0	98.7	98.2	100	89.4	0	99.7	79.3	100	100	0	97.6	97.6
Trucks	1	0	41	0	42	1	0	2	0	3	1	0	5	0	6	46	0	0	0	46	97
% Trucks	3.4	0	27	0	23	1.1	0	1.6	0	1.3	1.8	0	10.6	0	0.3	20.7	0	0	0	2.5	2.4

# Reliable Traffic Data Services, LLC

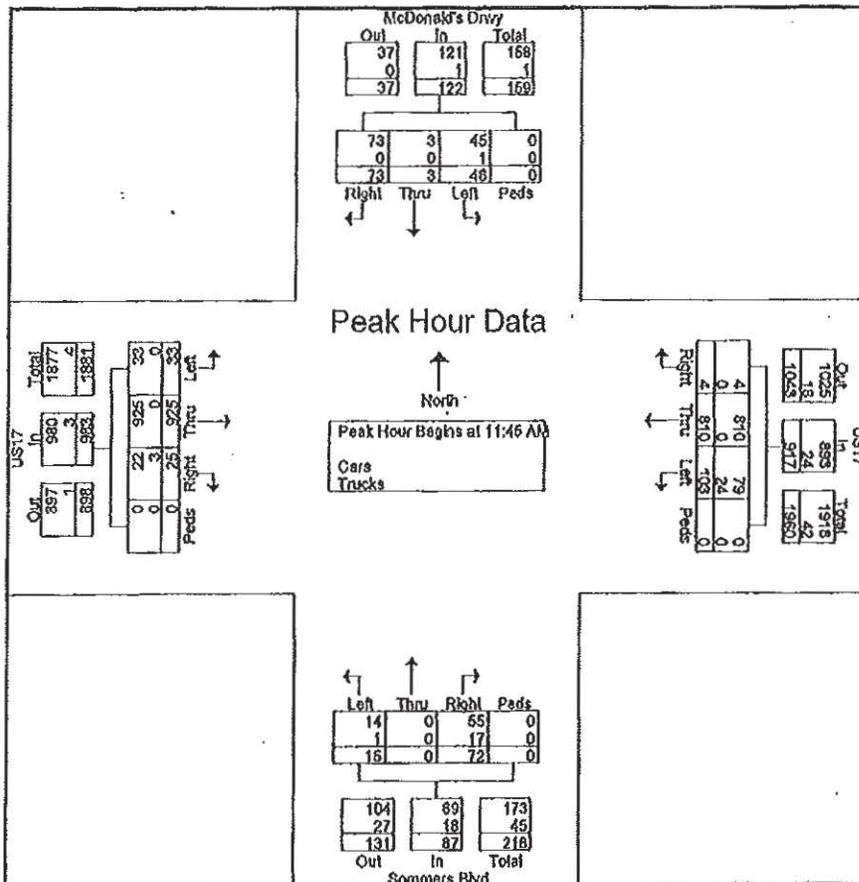
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TMC Data  
 US17 @ Sommers Blvd

File Name : 32480001-sat  
 Site Code : 32480001  
 Start Date : 7/28/2012  
 Page No : 2

11am-1pm

Start Time	Sommers Blvd Northbound					McDonald's Drwy Southbound					US17 Eastbound					US17 Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	1	0	28	0	29	9	0	22	0	31	10	230	5	0	245	21	209	0	0	230	536
12:00 PM	6	0	12	0	18	10	1	21	0	32	13	226	7	0	246	29	205	2	0	236	532
12:15 PM	3	0	17	0	20	14	2	20	0	36	6	230	8	0	244	29	184	1	0	214	514
12:30 PM	6	0	16	0	22	13	0	10	0	23	4	239	5	0	248	24	212	1	0	237	628
Total Volume	16	0	72	0	87	46	3	73	0	122	33	925	25	0	983	103	810	4	0	917	2109
% App. Total	17.2	0	82.0	0		37.7	2.5	69.8	0		3.4	94.1	2.5	0		11.2	88.3	0.4	0		
PHF	.625	.000	.043	.000	.750	.821	.376	.830	.000	.847	.835	.988	.781	.000	.991	.888	.955	.600	.000	.907	.886
Cars	14	0	55	0	69	45	3	73	0	121	33	925	22	0	980	70	810	4	0	893	2083
% Cars	83.3	0	78.4	0	79.3	97.8	100	100	0	99.2	100	100	88.0	0	99.7	76.7	100	100	0	97.4	97.8
Trucks	1	0	17	0	18	1	0	0	0	1	0	0	3	0	3	24	0	0	0	24	46
% Trucks	6.7	0	23.6	0	20.7	2.2	0	0	0	0.8	0	0	12.0	0	0.3	23.3	0	0	0	2.6	2.2



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TMC Data  
 US17 @ I-95 SB Ramps

7-9am | 12-2pm | 4-7pm

File Name : 32480002  
 Site Code : 32480002  
 Start Date : 8/2/2012  
 Page No : 1

### Groups Printed - Cars - Trucks

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					All Total
	Left	Thru	Right	Peds	All Total	Left	Thru	Right	Peds	All Total	Left	Thru	Right	Peds	All Total	Left	Thru	Right	Peds	All Total	
07:00 AM	69	0	0	0	78	0	0	0	0	0	0	330	6	0	336	0	147	0	0	155	589
07:15 AM	83	0	10	0	93	0	0	0	0	0	0	398	18	0	416	16	144	0	0	160	668
07:30 AM	91	0	15	0	106	0	0	0	0	0	0	346	14	0	360	9	138	0	0	144	610
07:45 AM	103	0	8	0	111	0	0	0	0	0	0	322	5	0	327	11	123	0	0	134	572
<b>Total</b>	<b>346</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1398</b>	<b>43</b>	<b>0</b>	<b>1439</b>	<b>43</b>	<b>549</b>	<b>0</b>	<b>0</b>	<b>592</b>	<b>2419</b>
08:00 AM	68	0	13	0	81	0	0	0	0	0	0	209	8	0	207	10	134	0	0	144	632
08:15 AM	80	0	10	0	90	0	0	0	0	0	0	274	11	0	285	8	126	0	0	134	609
08:30 AM	74	0	7	0	81	0	0	0	0	0	0	268	9	0	267	9	119	0	0	128	476
08:45 AM	67	0	11	2	80	0	0	0	0	0	0	223	11	1	235	12	96	0	0	108	423
<b>Total</b>	<b>289</b>	<b>0</b>	<b>41</b>	<b>2</b>	<b>332</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1034</b>	<b>39</b>	<b>1</b>	<b>1094</b>	<b>39</b>	<b>475</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>1940</b>
*** BREAK ***																					
12:00 PM	75	0	11	0	86	0	0	0	0	0	0	282	14	0	296	12	162	0	0	174	658
12:15 PM	93	0	15	0	108	0	0	0	0	0	0	269	18	0	287	7	170	0	0	177	572
12:30 PM	81	0	11	1	93	0	0	0	0	0	0	257	15	0	272	14	164	0	0	178	543
12:45 PM	81	0	16	0	97	0	0	0	0	0	0	225	18	0	243	13	160	0	0	173	513
<b>Total</b>	<b>330</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>384</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1033</b>	<b>65</b>	<b>0</b>	<b>1098</b>	<b>46</b>	<b>656</b>	<b>0</b>	<b>0</b>	<b>702</b>	<b>2184</b>
01:00 PM	59	0	13	0	72	0	0	0	0	0	0	276	13	0	289	18	143	0	0	161	622
01:15 PM	99	0	12	0	111	0	0	0	0	0	0	232	24	0	256	15	144	0	0	159	626
01:30 PM	91	0	13	0	104	0	0	0	0	0	0	222	16	0	238	16	139	0	0	155	497
01:45 PM	83	0	10	0	93	0	0	0	0	0	0	224	14	0	238	12	131	0	0	143	474
<b>Total</b>	<b>332</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>954</b>	<b>67</b>	<b>0</b>	<b>1021</b>	<b>61</b>	<b>657</b>	<b>0</b>	<b>0</b>	<b>618</b>	<b>2019</b>
*** BREAK ***																					
04:00 PM	141	0	41	0	182	0	0	0	0	0	0	268	8	0	276	18	207	0	0	225	683
04:15 PM	143	0	52	0	195	0	0	0	0	0	0	281	7	0	288	24	222	0	0	246	729
04:30 PM	165	0	68	0	223	0	0	0	0	0	0	303	9	0	312	12	232	0	0	244	779
04:45 PM	178	0	66	0	244	0	0	0	0	0	0	297	7	0	304	18	237	0	0	255	801
<b>Total</b>	<b>615</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>842</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1149</b>	<b>31</b>	<b>0</b>	<b>1180</b>	<b>72</b>	<b>898</b>	<b>0</b>	<b>0</b>	<b>970</b>	<b>2892</b>
05:00 PM	170	0	71	0	241	0	0	0	0	0	0	290	12	0	302	17	208	0	0	225	760
05:15 PM	147	0	98	0	245	0	0	0	0	0	0	298	11	0	309	16	217	0	0	233	787
05:30 PM	147	0	90	2	239	0	0	0	0	0	0	305	9	0	314	12	209	0	0	221	774
05:45 PM	174	0	74	0	248	0	0	0	0	0	0	287	7	0	294	14	175	0	0	189	731
<b>Total</b>	<b>638</b>	<b>0</b>	<b>333</b>	<b>2</b>	<b>973</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1162</b>	<b>39</b>	<b>0</b>	<b>1219</b>	<b>59</b>	<b>809</b>	<b>0</b>	<b>0</b>	<b>868</b>	<b>3080</b>
08:00 PM	133	0	68	0	201	0	0	0	0	0	0	280	10	0	290	12	194	0	0	206	707
08:15 PM	124	0	59	0	183	0	0	0	0	0	0	265	9	0	264	23	194	0	0	217	684
08:30 PM	107	0	53	2	162	0	0	0	0	0	0	245	8	0	253	6	200	0	0	206	621
08:45 PM	85	0	51	1	137	0	0	0	0	0	0	216	7	0	223	10	166	0	0	188	556
<b>Total</b>	<b>449</b>	<b>0</b>	<b>231</b>	<b>3</b>	<b>683</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1008</b>	<b>34</b>	<b>0</b>	<b>1040</b>	<b>61</b>	<b>774</b>	<b>0</b>	<b>0</b>	<b>825</b>	<b>2548</b>
<b>Grand Total</b>	<b>2999</b>	<b>0</b>	<b>975</b>	<b>8</b>	<b>3982</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7772</b>	<b>318</b>	<b>1</b>	<b>8091</b>	<b>371</b>	<b>4718</b>	<b>0</b>	<b>0</b>	<b>5089</b>	<b>17182</b>
<b>Approach %</b>	<b>75.3</b>	<b>0</b>	<b>24.6</b>	<b>0.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90.1</b>	<b>3.9</b>	<b>0</b>		<b>7.3</b>	<b>92.7</b>	<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>17.5</b>	<b>0</b>	<b>5.7</b>	<b>0</b>	<b>23.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45.3</b>	<b>1.9</b>	<b>0</b>	<b>47.1</b>	<b>2.2</b>	<b>27.5</b>	<b>0</b>	<b>0</b>	<b>29.7</b>	
<b>Cars</b>	<b>2829</b>	<b>0</b>	<b>975</b>	<b>8</b>	<b>3812</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7307</b>	<b>276</b>	<b>1</b>	<b>7584</b>	<b>365</b>	<b>4501</b>	<b>0</b>	<b>0</b>	<b>4866</b>	<b>16082</b>
<b>% Cars</b>	<b>87.7</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>90.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>88.8</b>	<b>100</b>	<b>93.7</b>	<b>68.4</b>	<b>95.4</b>	<b>0</b>	<b>0</b>	<b>95.6</b>	<b>93.6</b>

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TMC Data  
 US17 @ I-95 SB Ramps

7-9am | 12-2pm | 4-7pm

File Name : 32480002

Site Code : 32480002

Start Date : 8/2/2012

Page No : 2

**Groups Printed- Cars - Trucks**

	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					Lk Totl
	Left	Thru	Right	Peds	App. Totl	Left	Thru	Right	Peds	App. Totl	Left	Thru	Right	Peds	App. Totl	Left	Thru	Right	Peds	App. Totl	
Trucks	370	0	0	0	370	0	0	0	0	0	0	485	42	0	607	8	217	0	0	223	1100
% Trucks	12.3	0	0	0	9.3	0	0	0	0	0	0	6	13.2	0	6.3	1.6	4.6	0	0	4.4	6.4

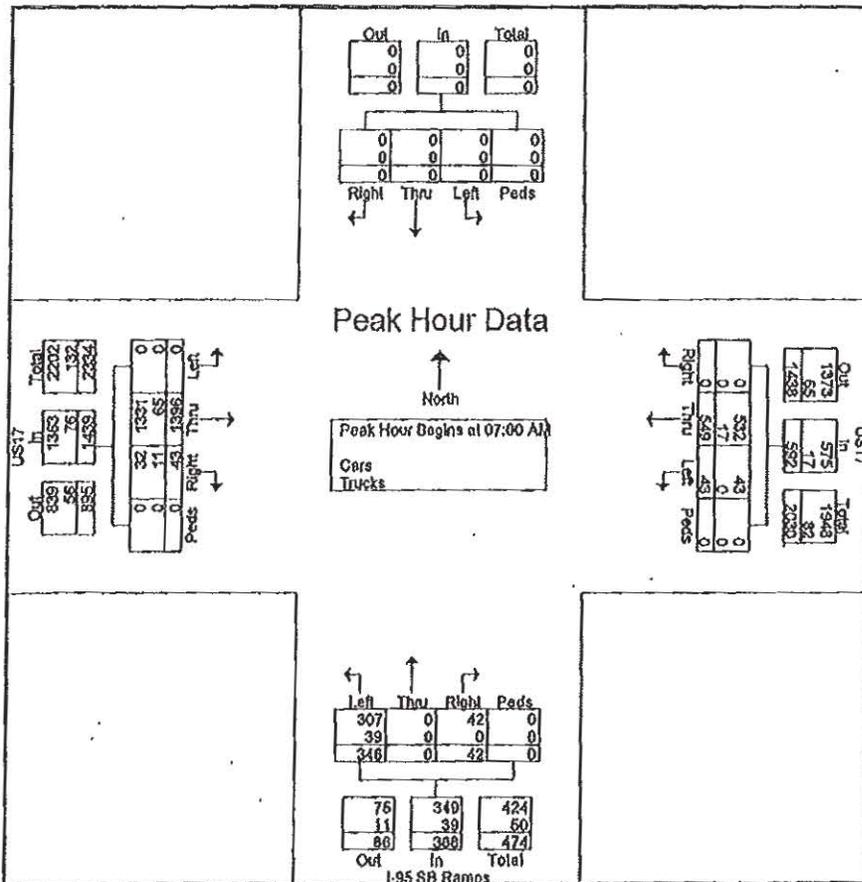
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TMC Data  
 US17 @ I-95 SB Ramps  
 7-9am | 12-2pm | 4-7pm

File Name : 32480002  
 Site Code : 32480002  
 Start Date : 8/2/2012  
 Page No : 3

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					Vt Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	69	0	9	0	78	0	0	0	0	0	0	330	6	0	336	8	147	0	0	155	589
07:15 AM	83	0	10	0	93	0	0	0	0	0	0	398	18	0	416	16	144	0	0	169	668
07:30 AM	91	0	16	0	108	0	0	0	0	0	0	346	14	0	360	9	135	0	0	144	610
07:45 AM	103	0	8	0	111	0	0	0	0	0	0	322	6	0	327	11	123	0	0	134	672
Total Volume	346	0	42	0	388	0	0	0	0	0	0	1336	43	0	1439	43	549	0	0	592	2419
% App. Total	89.2	0	10.8	0		0	0	0	0	0	0	97	3	0		7.3	92.7	0	0		
PHF	.840	.000	.700	.000	.874	.000	.000	.000	.000	.000	.000	.877	.597	.000	.865	.717	.834	.000	.000	.931	.905
Cars	307	0	42	0	349	0	0	0	0	0	0	1331	32	0	1363	43	532	0	0	575	2207
% Cars	88.7	0	100	0	89.9	0	0	0	0	0	0	95.3	74.4	0	94.7	100	98.9	0	0	97.1	94.5
Trucks	39	0	0	0	39	0	0	0	0	0	0	65	11	0	76	0	17	0	0	17	132
% Trucks	11.3	0	0	0	10.1	0	0	0	0	0	0	4.7	25.6	0	5.3	0	3.1	0	0	2.9	5.5



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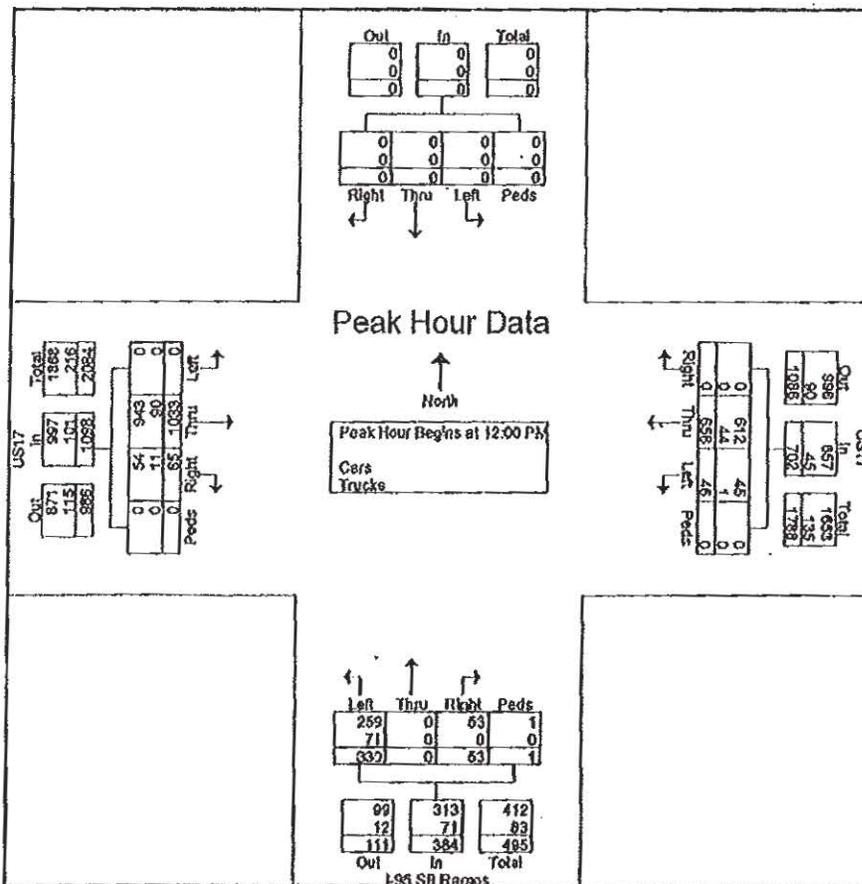
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TMC Data  
 US17 @ I-95 SB Ramps

7-9am | 12-2pm | 4-7pm

File Name : 32480002  
 Site Code : 32480002  
 Start Date : 8/2/2012  
 Page No : 4

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					SA Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	76	0	11	0	88	0	0	0	0	0	0	282	14	0	286	12	102	0	0	174	558
12:15 PM	93	0	15	0	108	0	0	0	0	0	0	269	18	0	287	7	170	0	0	177	672
12:30 PM	81	0	11	1	93	0	0	0	0	0	0	267	16	0	272	14	164	0	0	178	643
12:45 PM	81	0	16	0	97	0	0	0	0	0	0	225	18	0	243	13	160	0	0	173	613
Total Volume	330	0	53	1	384	0	0	0	0	0	0	1033	65	0	1098	46	650	0	0	702	2184
% App. Total	65.9	0	13.8	0.3		0	0	0	0	0	0	94.1	5.9	0		6.6	93.4	0	0		
PHF	.887	.000	.828	.260	.889	.000	.000	.000	.000	.000	.000	.916	.903	.000	.927	.821	.985	.000	.000	.980	.955
Cars	259	0	53	1	313	0	0	0	0	0	0	943	54	0	997	45	612	0	0	657	1967
% Cars	78.5	0	100	100	81.5	0	0	0	0	0	0	91.3	83.1	0	90.8	97.8	93.3	0	0	93.6	90.1
Trucks	71	0	0	0	71	0	0	0	0	0	0	90	11	0	101	1	44	0	0	45	217
% Trucks	21.5	0	0	0	18.5	0	0	0	0	0	0	8.7	16.9	0	9.2	2.2	6.7	0	0	6.4	9.9



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TMC Data  
 US17 @ I-95 SB Ramps

7-9am | 12-2pm | 4-7pm

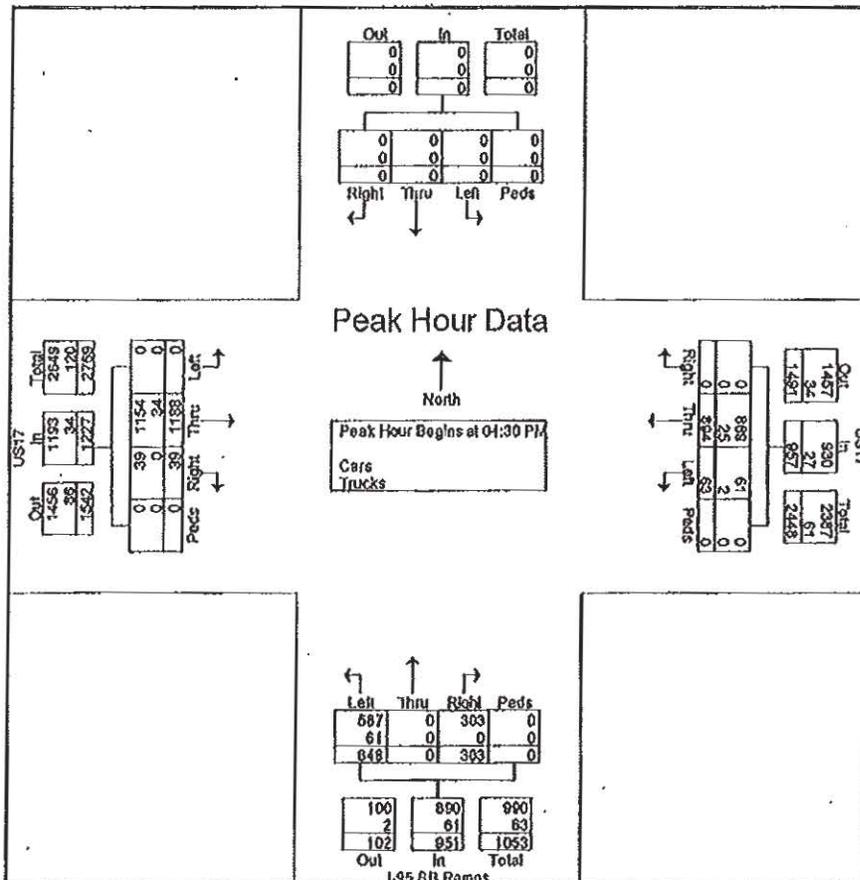
File Name : 32480002

Site Code : 32480002

Start Date : 8/2/2012

Page No : 5

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					Vc Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	155	0	68	0	223	0	0	0	0	0	0	303	9	0	312	12	232	0	0	244	779
04:45 PM	176	0	66	0	242	0	0	0	0	0	0	297	7	0	304	18	237	0	0	255	801
05:00 PM	170	0	71	0	241	0	0	0	0	0	0	290	12	0	302	17	208	0	0	225	768
05:15 PM	147	0	98	0	245	0	0	0	0	0	0	298	11	0	309	18	217	0	0	233	767
Total Volume	648	0	303	0	951	0	0	0	0	0	0	1184	39	0	1227	63	894	0	0	957	3135
% App. Total	68.1	0	31.9	0		0	0	0	0	0	0	98.8	3.2	0		6.6	93.4	0	0		
PHF	.920	.000	.773	.000	.970	.000	.000	.000	.000	.000	.000	.980	.813	.000	.983	.976	.943	.000	.000	.938	.976
Cars	587	0	303	0	890	0	0	0	0	0	0	1164	39	0	1193	61	869	0	0	930	3013
% Cars	90.8	0	100	0	93.6	0	0	0	0	0	0	97.1	100	0	97.2	98.8	97.2	0	0	97.2	98.1
Trucks	61	0	0	0	61	0	0	0	0	0	0	34	0	0	34	2	26	0	0	27	122
% Trucks	9.4	0	0	0	6.4	0	0	0	0	0	0	2.9	0	0	2.8	3.2	2.8	0	0	2.8	3.9



# Reliable Traffic Data Services, LLC

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TMC Data  
 US17 @ I-95 SB Ramps

File Name : 32480002-sat  
 Site Code : 32480002  
 Start Date : 7/28/2012  
 Page No : 1

11am-1pm

## Groups Printed- Cars - Trucks

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					GR TOTAL
	Left	Thru	Right	Peds	APP. TOTAL	Left	Thru	Right	Peds	APP. TOTAL	Left	Thru	Right	Peds	APP. TOTAL	Left	Thru	Right	Peds	APP. TOTAL	
11:00 AM	80	0	8	0	88	0	0	0	0	0	1	234	12	0	247	14	140	0	0	154	409
11:15 AM	97	0	14	2	113	0	0	0	0	0	2	232	11	0	245	14	142	0	0	156	514
11:30 AM	82	0	6	0	88	0	0	0	0	0	0	230	17	0	247	14	143	0	0	157	492
11:45 AM	78	0	9	0	87	0	0	0	0	0	2	231	21	0	254	19	149	1	0	109	610
Total	337	0	37	2	376	0	0	0	0	0	5	927	61	0	993	61	574	1	0	636	2005
12:00 PM	77	0	21	0	98	0	0	0	0	0	1	239	9	0	249	12	156	0	0	188	515
12:15 PM	67	0	11	1	79	0	0	0	0	0	0	248	28	0	274	18	161	0	0	179	532
12:30 PM	84	0	11	0	95	0	0	0	0	0	1	241	18	0	260	13	165	0	0	178	533
12:45 PM	64	0	19	0	83	0	0	0	0	0	1	232	21	0	254	22	170	0	0	192	529
Total	292	0	62	1	355	0	0	0	0	0	3	958	76	0	1037	65	652	0	0	717	2109
Grand Total	820	0	99	3	731	0	0	0	0	0	8	1835	137	0	2030	128	1228	1	0	1353	4114
Approch %	86	0	13.5	0.4		0	0	0	0		0.4	92.9	6.7	0		9.3	90.8	0.1	0		
Total %	15.3	0	2.4	0.1	17.8	0	0	0	0	0	0.2	45.8	3.3	0	49.3	3.1	28.8	0	0	32.9	
Cars	587	0	98	3	688	0	0	0	0	0	8	1837	116	0	1960	128	1202	1	0	1329	3977
% Cars	93.3	0	99	100	94.1	0	0	0	0	0	100	97.6	93.9	0	96.6	100	98	100	0	98.2	96.7
Trucks	42	0	1	0	43	0	0	0	0	0	0	48	22	0	70	0	24	0	0	24	137
% Trucks	6.7	0	1	0	5.9	0	0	0	0	0	0	2.6	16.1	0	3.4	0	2	0	0	1.8	3.3

# Reliable Traffic Data Services, LLC

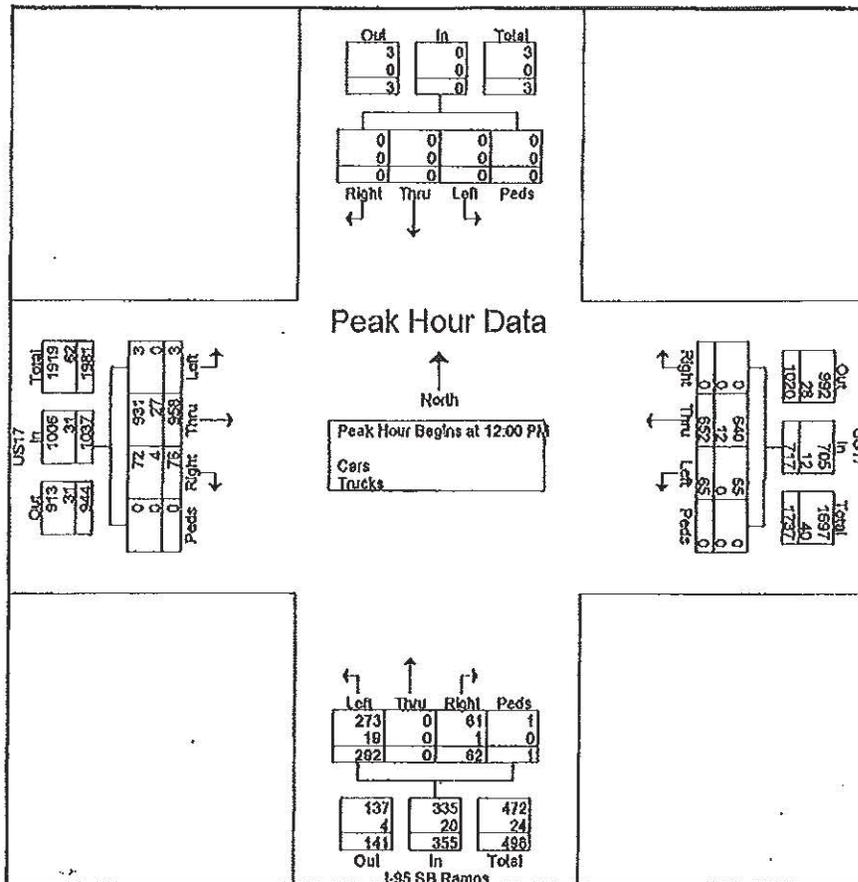
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TMC Data  
 US17 @ I-95 SB Ramps

File Name : 32480002-sat  
 Site Code : 32480002  
 Start Date : 7/28/2012  
 Page No : 2

11am-1pm

Start Time	I-95 SB Ramps Northbound					Southbound					US17 Eastbound					US17 Westbound					WLTot
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	77	0	21	0	98	0	0	0	0	0	1	230	0	0	249	12	168	0	0	168	515
12:15 PM	67	0	11	1	79	0	0	0	0	0	0	246	28	0	274	18	161	0	0	179	532
12:30 PM	64	0	11	0	85	0	0	0	0	0	1	241	18	0	260	13	165	0	0	178	533
12:45 PM	64	0	19	0	83	0	0	0	0	0	1	232	21	0	254	22	170	0	0	192	529
Total Volume	292	0	62	1	355	0	0	0	0	0	3	958	76	0	1037	65	652	0	0	717	2109
% App. Total	82.3	0	17.6	0.3		0	0	0	0	0	0.3	82.4	7.3	0		9.1	99.9	0	0		
PHF	.889	.000	.738	.260	.908	.000	.000	.000	.000	.000	.760	.874	.679	.000	.946	.739	.959	.000	.000	.934	.989
Cars	273	0	61	1	335	0	0	0	0	0	3	931	72	0	1006	65	640	0	0	705	2046
% Cars	93.5	0	88.4	100	94.4	0	0	0	0	0	100	87.2	94.7	0	97.0	100	98.2	0	0	98.3	97.0
Trucks	19	0	1	0	20	0	0	0	0	0	0	27	4	0	31	0	12	0	0	12	63
% Trucks	6.5	0	1.6	0	5.6	0	0	0	0	0	0	2.8	5.3	0	3.0	0	1.8	0	0	1.7	3.0



Lanes, Volumes, Timings  
6: SR 25 (US 17) & SB I-95 Ramps

11/21/2012



Lane Group	EBL	EBR	WBL	WBT	NBL	NBR	8%
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑	
Volume (vph)	1188	39	63	894	648	333	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		100	750	(100)	160	210 (P.O.D)	
Storage Lanes		1	1		1	1	
Taper Length (ft)		25	25		25	25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00	
Prt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1583	1752	3505	3183	1583	
Flt Permitted			0.082		0.950		
Satd. Flow (perm)	3505	1583	151	3505	3183	1583	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		40				302	
Link Speed (mph)	45			45	30		
Link Distance (ft)	661			1098	1481		
Travel Time (s)	10.0			16.6	33.7		
Peak Hour Factor	0.92	0.81	0.87	0.92	0.92	0.77	
Heavy Vehicles (%)	3%	2%	3%	3%	10%	2%	
Adj. Flow (vph)	1291	48	72	972	704	432	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1291	48	72	972	704	432	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width (ft)	12			12	24		
Link Offset (ft)	0			0	0		
Crosswalk Width (ft)	16			16	16		
Two-way Left-Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	2	1	1	2	1	1	
Detector Template	Thru	Right	Left	Thru	Left	Right	
Leading Detector (ft)	100	20	20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0	0	0	0	0	
Detector 1 Size (ft)	6	20	20	6	20	20	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)	94			94			
Detector 2 Size (ft)	6			6			
Detector 2 Type	CI+Ex			CI+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type		Perm	pm+pt			Perm	
Protected Phases	6		5	2	8	7	
Permitted Phases		6	2			8	

Lanes, Volumes, Timings  
6: SR 25 (US 17) & SB I-95 Ramps

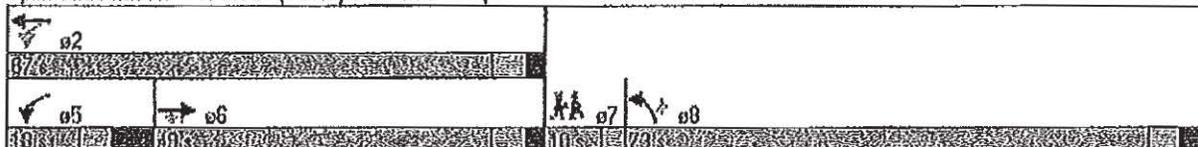
11/21/2012



Phase Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø7
Detector Phase	6	6	5	2	8	8	
Switch Phase							
Minimum Initial (s)	37.0	37.0	7.0	37.0	10.0	10.0	7.0
Minimum Split (s)	49.0	49.0	16.0	44.0	24.0	24.0	10.0
Total Split (s)	49.0	49.0	16.0	67.0	73.0	73.0	10.0
Total Split (%)	32.7%	32.7%	12.0%	44.7%	48.7%	48.7%	7%
Maximum Green (s)	42.0	42.0	9.0	60.0	65.0	65.0	7.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	4.0	3.0
All-Red Time (s)	2.5	2.5	5.0	2.5	4.0	4.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	9.0	7.0	8.0	8.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	3.0	5.0	5.0	5.0	0.2
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Walk Time (s)	7.0	7.0					
Flash Don't Walk (s)	35.0	35.0					
Pedestrian Calls (#/hr)	0	0					
Act Effl Green (s)	71.5	71.5	88.6	88.6	46.4	46.4	
Actuated g/C Ratio	0.48	0.48	0.58	0.59	0.31	0.31	
v/c Ratio	0.77	0.06	0.42	0.47	0.72	0.62	
Control Delay	31.2	6.5	23.2	19.4	49.7	15.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.2	6.5	23.2	19.4	49.7	15.6	
LOS	C	A	C	B	D	B	
Approach Delay	30.3			19.6	36.7		
Approach LOS	C			B	D		

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 150 → 97  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 29.2  
 Intersection Capacity Utilization: 77.2%  
 Analysis Period (min): 15  
 Intersection LOS: C  
 ICU Level of Service: D

Splits and Phases: 6: SR 25 (US 17) & SB I-95 Ramps



Lanes, Volumes, Timings  
 3: SR 25 (US 17) & Sommers Blvd

11/21/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕	↵	↵	↕	↵	↵	↕	↵	↵	↕	↵
Volume (vph)	22	1162	18	108	1140	2	11	0	60	30	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		400	300		400	0		25	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950		0.950				0.950				0.981	
Satd. Flow (prot)	1770	3539	1429	1236	3539	1583	0	1626	1242	0	1656	0
Flt Permitted	0.162			0.138				0.549			0.864	
Satd. Flow (perm)	302	3539	1429	180	3539	1583	0	940	1242	0	1458	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			20			4			76			
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		540			661			237			477	
Travel Time (s)		8.2			10.0			6.5			13.0	
Peak Hour Factor	0.69	0.92	0.80	0.89	0.92	0.50	0.45	0.92	0.79	0.50	0.25	0.74
Heavy Vehicles (%)	2%	2%	13%	46%	2%	2%	11%	2%	30%	2%	2%	4%
Adj. Flow (vph)	32	1263	20	157	1605	4	24	0	76	60	0	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1263	20	157	1605	4	0	24	76	0	157	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width (ft)		12			12			0			0	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	0	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			84			94	
Detector 2 Size (ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm		Perm	pm+pl		Perm	Perm		Perm	Perm		
Protected Phases		6		5	2		2	8		8		4
Permitted Phases	6		6	2		2	8		8		4	

Lanes, Volumes, Timings  
3: SR 25 (US 17) & Sommers Blvd

11/21/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6	6	6	2	2	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	37.0	37.0	37.0	7.0	37.0	37.0	10.0	10.0	10.0	10.0	10.0	
Minimum Spill (s)	45.5	45.5	45.5	14.5	45.5	45.5	44.7	44.7	44.7	49.7	49.7	
Total Spill (s)	70.0	70.0	70.0	30.0	100.0	100.0	60.0	60.0	60.0	60.0	60.0	0.0
Total Spill (%)	46.7%	46.7%	46.7%	20.0%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	0.0%
Maximum Green (s)	61.5	61.5	61.5	22.5	91.5	91.5	42.3	42.3	42.3	42.3	42.3	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5	4.5	3.6	3.6	3.6	3.5	3.5	
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5	8.5	7.5	8.5	8.5	7.7	7.7	7.7	7.7	7.7	4.0
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	20.0	20.0	20.0		16.0	16.0	30.0	30.0	30.0	35.0	35.0	
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0	0	0	0	
Acc Effct Green (s)	87.5	87.5	87.5	113.3	112.3	112.3		21.5	21.5		21.5	
Actuated g/C Ratio	0.58	0.58	0.58	0.76	0.75	0.75		0.14	0.14		0.14	
v/c Ratio	0.18	0.61	0.02	0.61	0.59	0.00		0.18	0.31		0.75	
Control Delay	22.3	23.7	7.0	23.4	5.8	1.5		66.6	13.8		82.5	
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0		0.0	0.0		0.0	
Total Delay	22.3	23.7	7.0	23.4	5.8	1.5		66.6	13.8		82.5	
LOS	C	C	A	C	A	A		E	B		F	
Approach Delay		23.4			7.4			24.0			82.5	
Approach LOS		C			A			C			F	

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 122 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 17.9  
 Intersection LOS: B  
 Intersection Capacity Utilization: 104.0%  
 ICU Level of Service: G  
 Analysis Period (min): 15

Spills and Phases: 3: SR 25 (US 17) & Sommers Blvd

02	04
100%	50%
05	06
30%	50%

Proposed

Lanes, Volumes, Timings  
6: SR 25 (US 17) & SB I-95 Ramps

11/21/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Volume (vph)	1100	39	63	894	648	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		400	750		800	300
Storage Lanes		1	1		1	1
Taper Length (ft)		25	25		25	25
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
FI		0.850				0.850
FI Protected			0.950		0.950	
Satd. Flow (pm)	3505	1583	1782	3505	3183	1583
FI Permitted			0.086		0.950	
Satd. Flow (perm)	3505	1583	159	3505	3183	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		48				102
Link Speed (mph)	45			45	30	
Link Distance (ft)	661			1098	1481	
Travel Time (s)	10.0			16.6	33.7	
Peak Hour Factor	0.92	0.81	0.87	0.92	0.92	0.77
Heavy Vehicles (%)	3%	2%	3%	3%	10%	2%
Adj. Flow (vph)	1291	48	72	972	704	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1291	48	72	972	704	432
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width (ft)	12			12	24	
Link Offset (ft)	0			0	0	
Crosswalk Width (ft)	16			16	16	
Two Way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0
Detector 1 Size (ft)	6	20	20	6	20	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Quiet (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94		
Detector 2 Size (ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		6	2	6	
Permitted Phases		6	2			8

Proposed

Lanes, Volumes, Timings  
6: SR 25 (US 17) & SB I-95 Ramps

11/21/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6	6	6	2	6	6
Switch Phase						
Minimum Initial (s)	37.0	37.0	4.0	37.0	10.0	10.0
Minimum Split (s)	49.0	49.0	8.0	49.0	24.0	24.0
Total Split (s)	49.0	49.0	8.0	57.0	40.0	40.0
Total Split (%)	50.5%	50.5%	8.2%	58.8%	41.2%	41.2%
Maximum Green (s)	42.0	42.0	4.0	50.0	32.0	32.0
Yellow Time (s)	4.5	4.5	3.5	4.5	4.0	4.0
All Red Time (s)	2.5	2.5	0.6	2.5	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead			
Lead/Lag Optimize?			Yes			
Vehicle Extension (s)	5.0	5.0	3.0	5.0	5.0	5.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0				
Flash Don't Walk (s)	35.0	35.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	45.1	45.1	55.0	52.0	30.0	30.0
Actuated g/C Ratio	0.48	0.48	0.57	0.54	0.31	0.31
v/c Ratio	0.79	0.06	0.42	0.52	0.71	0.76
Control Delay	27.7	5.1	18.0	18.1	34.0	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	5.1	18.0	16.1	34.0	31.5
LOS	D	A	B	B	C	C
Approach Delay	28.9			16.2	33.1	
Approach LOS	C			B	C	

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 97  
 Actuated Cycle Length: 97  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 25.7  
 Intersection Capacity Utilization: 70.6%  
 Analysis Period (min): 15  
 Intersection LOS: C  
 (CU) Level of Service: C

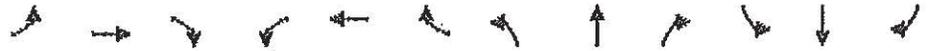
Spills and Phases: 6: SR 25 (US 17) & SB I-95 Ramps

← e2					
57s					
↙ e5	→ e6			↘ e8	
81s	49s			40s	

Proposed

Lanes, Volumes, Timings  
3: SR 25 (US 17) & Sommers Blvd

11/21/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Volume (vph)	22	1162	16	100	1440	2	11	0	60	30	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		400	300		400	0		25	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
h <sub>t</sub>			0.850			0.850			0.850			0.917
Flt Protected	0.950			0.950					0.950			0.981
Satd Flow (prot)	1770	3539	1429	1236	3539	1583	0	1626	1242	0	1656	0
Flt Permitted	0.162			0.138					0.549			0.864
Satd Flow (perm)	302	3539	1429	180	3539	1583	0	940	1242	0	1458	0
Right Turn on Red			Yes			Yes			Yes			No
Satd Flow (RTOR)			20			4			76			0
Link Speed (mph)		45			45				25			25
Link Distance (ft)		540			661				237			477
Travel Time (s)		8.2			10.0				6.5			13.0
Peak Hour Factor	0.89	0.92	0.80	0.89	0.92	0.60	0.45	0.92	0.79	0.60	0.25	0.74
Heavy Vehicles (%)	2%	2%	13%	46%	2%	2%	11%	2%	30%	2%	2%	4%
Adj Flow (vph)	32	1263	20	157	1585	4	24	0	76	60	0	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1263	20	157	1585	4	0	24	76	0	157	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width (ft)		12			12			0		0		0
Link Offset (ft)		0			0			0		0		0
Crosswalk Width (ft)		16			16			16		16		16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CH+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position (ft)		94			94			94		94		
Detector 2 Size (ft)		6			6			6		6		
Detector 2 Type		CH+Ex			CH+Ex			CH+Ex		CH+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0		0.0		
Turn Type	Perm		Perm	pm+pl		Perm	Perm		Perm	Perm		
Protected Phases	6		6	5	2			8		8		4
Permitted Phases	6		6	2		2	8		8	4		

Proposed

Lanes, Volumes, Timings  
3: SR 25 (US 17) & Sommers Blvd

11/21/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6	6	6	2	2	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	37.0	37.0	37.0	7.0	37.0	37.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	45.5	45.5	45.5	14.5	45.5	45.5	44.7	44.7	44.7	49.7	49.7	
Total Split (s)	70.0	70.0	70.0	30.0	100.0	100.0	60.0	60.0	60.0	50.0	50.0	0.0
Total Split (%)	46.7%	46.7%	46.7%	20.0%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	0.0%
Maximum Green (s)	61.5	61.5	61.5	22.5	91.5	91.5	42.3	42.3	42.3	42.3	42.3	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.5	8.5	8.5	7.5	8.5	8.5	7.7	7.7	7.7	7.7	7.7	4.0
Lead/Lag	Lag	Lag	Lag	Lead								
Load Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	20.0	20.0	20.0		16.0	16.0	30.0	30.0	30.0	35.0	35.0	
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0	0	0	0	
Act Effct Green (s)	87.5	87.5	87.5	113.3	112.3	112.3		21.5	21.5		21.5	
Actuated g/C Ratio	0.68	0.58	0.58	0.76	0.75	0.75		0.14	0.14		0.14	
v/c Ratio	0.18	0.61	0.02	0.61	0.59	0.00		0.18	0.31		0.75	
Control Delay	22.3	23.7	7.0	20.8	10.3	4.0		56.6	13.8		82.5	
Queue Delay	0.0	0.0	0.0	0.0	1.2	0.0		0.0	0.0		0.0	
Total Delay	22.3	23.7	7.0	20.8	11.5	4.0		56.6	13.8		82.5	
LOS	C	C	A	C	B	A		F	B		F	
Approach Delay		23.4			12.3			24.0			82.5	
Approach LOS		C			B			C			F	

Interpolation Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 122 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 20.5  
 Intersection Capacity Utilization: 104.0%  
 Analysis Period (min): 15  
 Intersection LOS: C  
 ICU Level of Service: G

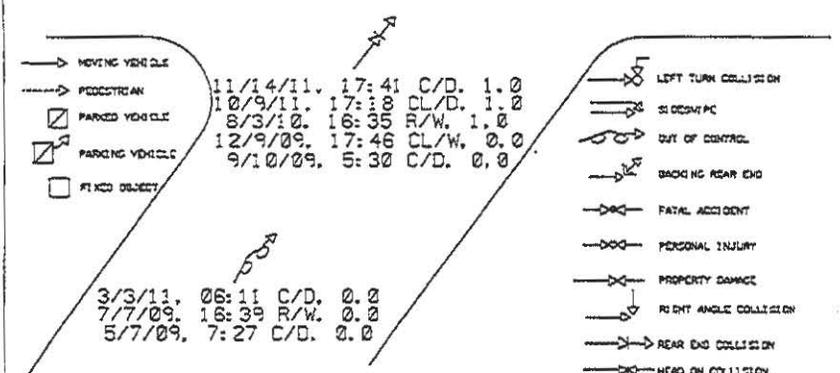
Spills and Phases: 3: SR 25 (US 17) & Sommers Blvd

#2	#4
100s	50s
#5	#8
30s	60s

# COLLISION DIAGRAM



10/31/11. 06:47 C/D. 0.0  
 9/13/11. 18:49 C/D. 0.0  
 7/7/11. 17:06 C/D. 0.0  
 6/28/11. 07:37 C/D. 0.0  
 12/30/10. 14:09 C/D. 0.0  
 9/19/10. 13:26 C/D. 0.0  
 4/13/10. 11:26 C/D. 0.0  
 8/17/09. 18:31 CL/D. 0.0  
 3/17/09. 19:20 C/D. 0.0



11/14/11. 17:41 C/D. 1.0  
 10/9/11. 17:18 CL/D. 1.0  
 8/3/10. 16:35 R/W. 1.0  
 12/9/09. 17:46 CL/W. 0.0  
 9/10/09. 5:30 C/D. 0.0

3/3/11. 06:11 C/D. 0.0  
 7/7/09. 16:39 R/W. 0.0  
 5/7/09. 7:27 C/D. 0.0

INTERSECTION I-95 AT SR 25  
 COUNTY BRYAN CITY RICHMOND HILL DIST 5  
 PERIOD 3 YEARS FROM 1/1/09 TO 12/31/11

TIME OF DAY	NO. ACC.	DIR. OF APPROACH	NO. VEH.
6 AM - 10 AM	4	NORTH	17
10 AM - 4 PM	3	SOUTH	0
4 PM - 7 PM	8	EAST	0
7 PM - 12 MID	1	WEST	0
12 MID - 6 AM	1	TOTAL	17
TOTAL	17		

WEATHER	NO. ACC'S.	TYPE ACCIDENT	NO. ACC'S.
CLEAR	12	SIDESWIPE	9
CLOUDY	3	REAR END	5
RAIN	2	RT. ANGLE	3
FOG	0	LEFT TURN	0
SNOW	0	OTHER	0
TOTAL	17	TOTAL	17

PAVEMENT	NO. ACC'S.	ACCIDENT SEVERITY	NO. ACC'S.
DRY	14	FATAL	0
WET	3	INJURIES	3
ICY	0	NO INJURIES	14
TOTAL	17	TOTAL	17

TIME OF YEAR	NO. ACC'S.	TYPE OF VEHICLE	NO. VEH.
WINTER DEC-FEB	2	PASS. CARS	25
SPRING MAR-MAY	4	TRUCKS	12
SUMMER JUNE-AUG	5	OTHER	0
FALL SEPT-NOV	6		
TOTAL	17	TOTAL	37

# DETAILED COST ESTIMATE



**Job: 0012830**

JOB NUMBER 0012830

FED/STATE PROJECT NUMBER

SPEC YEAR: 13

DESCRIPTION: I-95 @ SR 25/US 17 - SB RAMPS

ITEMS FOR JOB 0012830

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - 0012830	\$50,000.00
0100	210-0100	1.000	LS	\$100,000.00000	GRADING COMPLETE - 0012830	\$100,000.00
0015	310-1101	1096.000	TN	\$25.91257	GR AGGR BASE CRS, INCL MATL	\$28,400.18
0020	402-3130	157.000	TN	\$122.32306	RECYL AC 12.5MM SP,GP2,BM&HL	\$19,204.72
0025	402-3190	276.000	TN	\$93.42150	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$25,784.33
0035	413-1000	143.000	GL	\$4.73834	BITUM TACK COAT	\$677.58
0045	432-5010	1895.000	SY	\$4.22662	MILL ASPH CONC PVMT,VARB DEPTH	\$8,009.44
0054	439-0056	1670.000	SY	\$85.00000	PLN PC CONC PVMT CL HES 12THK	\$141,950.00
0060	441-0104	500.000	SY	\$40.45452	CONC SIDEWALK, 4 IN	\$20,227.26
0105	441-0301	3.000	EA	\$1,630.79419	CONC SPILLWAY, TP 1	\$4,892.38
0055	441-0740	14.000	SY	\$39.95163	CONC MEDIAN, 4 IN	\$559.32
0065	550-1240	37.000	LF	\$52.97549	STM DR PIPE 24,H 1-10	\$1,960.09
0068	610-6605	3.000	EA	\$1,500.00000	REM LIGHTING STANDARD	\$4,500.00
0069	611-5480	3.000	EA	\$8,000.00000	RESET LIGHTING STANDARD	\$24,000.00
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$430,165.30</b>

0020 - SIGNAL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0070	647-1000	1.000	LS	\$75,000.00000	TRAF SIGNAL INSTALLATION NO - 1	\$75,000.00
0094	687-1000	1.000	LS	\$15,000.00000	TRAFFIC SIGNAL TIMING - 2	\$15,000.00
<b>SUBTOTAL FOR SIGNAL:</b>						<b>\$90,000.00</b>

0030 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	632-0003	1.000	EA	\$8,802.91603	CHANGEABLE MESS SIGN,PORT,TP 3	\$8,802.92
0090	654-1003	16.000	EA	\$4.15848	RAISED PVMT MARKERS TP 3	\$66.54
0075	657-1085	2232.000	LF	\$5.41266	PRF PL SD PVT MKG,8,B/W,TP PB	\$12,081.06
0080	657-3085	690.000	GLF	\$3.83286	PRF PL SK PVMT MKG,8,B/W,TPPB	\$2,644.67
0095	657-5017	9.000	EA	\$487.52807	PRF PL PVT MKG,ARW TP2,WH,TPPB	\$4,387.75
0085	657-6085	960.000	LF	\$5.62416	PRF PL SD PVMT MKG,8,B/Y,TPPB	\$5,399.19
<b>SUBTOTAL FOR SIGNING &amp; MARKING:</b>						<b>\$33,382.13</b>

# DETAILED COST ESTIMATE



**Job: 0012830**

**0040 - PERMANENT EROSION CONTROL**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0120	700-6910	0.500	AC	\$872.67754	PERMANENT GRASSING	\$436.34
0125	700-7000	1.500	TN	\$74.21547	AGRICULTURAL LIME	\$111.32
0130	700-8000	0.300	TN	\$582.72114	FERTILIZER MIXED GRADE	\$174.82
0135	700-8100	25.000	LB	\$5.16709	FERTILIZER NITROGEN CONTENT	\$129.18
0195	711-0100	816.000	SY	\$4.00000	TURF REINFORCING MATTING, TP 1	\$3,264.00
0190	716-2000	1500.000	SY	\$1.46438	EROSION CONTROL MATS, SLOPES	\$2,196.57
<b>SUBTOTAL FOR PERMANENT EROSION CONTROL:</b>						<b>\$6,312.23</b>

**0050 - TEMPORARY EROSION CONTROL**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	163-0232	0.250	AC	\$240.40764	TEMPORARY GRASSING	\$60.10
0145	163-0240	3.000	TN	\$168.13895	MULCH	\$504.42
0150	163-0300	1.000	EA	\$1,329.39335	CONSTRUCTION EXIT	\$1,329.39
0155	163-0527	9.000	EA	\$314.93507	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$2,834.42
0160	163-0550	3.000	EA	\$190.75498	CONS & REM INLET SEDIMENT TRAP	\$572.26
0165	165-0030	1100.000	LF	\$0.85513	MAINT OF TEMP SILT FENCE, TP C	\$940.64
0170	165-0101	1.000	EA	\$532.32987	MAINT OF CONST EXIT	\$532.33
0175	165-0105	3.000	EA	\$68.07393	MAINT OF INLET SEDIMENT TRAP	\$204.22
0180	167-1000	2.000	EA	\$395.88680	WATER QUALITY MONITORING AND SAMPLING	\$791.77
0185	171-0030	2200.000	LF	\$3.27007	TEMPORARY SILT FENCE, TYPE C	\$7,194.15
<b>SUBTOTAL FOR TEMPORARY EROSION CONTROL:</b>						<b>\$14,983.70</b>

**TOTALS FOR JOB 0012830**

ITEMS COST:	\$574,823.36
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$574,823.36
CONTINGENCY PERCENT:	0.10
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$661,046.86

PROJ. NO.  
P.I. NO.  
DATE

0012830-CST  
0012830  
2/24/2015

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-15	\$ 1.998
DIESEL		\$ 2.777
LIQUID AC		\$ 534.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

**LIQUID AC ADJUSTMENTS**

$$PA = \left( \frac{APM - APL}{APL} \right) \times TMT \times APL$$

**Asphalt**

Price Adjustment (PA)					6936.66	\$	6,936.66
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	854.40			
Monthly Asphalt Cement Price month project let (APL)			\$	534.00			
Total Monthly Tonnage of asphalt cement (TMT)				21.65			

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	157	5.0%	7.85
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP	276	5.0%	13.8
	<b>433</b>		<b>21.65</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	196.79	\$	196.79
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	854.40			
Monthly Asphalt Cement Price month project let (APL)			\$	534.00			
Total Monthly Tonnage of asphalt cement (TMT)				0.614199432			

**Bitum Tack**

Gals	gals/ton	tons
143	232.8234	0.61419943

PROJ. NO.

0012830-CST

CALL NO.

P.I. NO.

0012830

DATE

2/24/2015

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)					0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	854.40		
Monthly Asphalt Cement Price month project let (APL)				\$	534.00		
Total Monthly Tonnage of asphalt cement (TMT)					0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$</b>	<b>7,133.45</b>
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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE**      P.I. # 0012830    Bryan County

**OFFICE**    Jesup

**DATE**    3-23-2015

**FROM**      Dallory Rozler, District Utilities Engineer

**TO**          Michelle Wright, Project Manager

**SUBJECT**    PRELIMINARY UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Preliminary Utility Cost Estimate of each Utility with facilities potentially located within the above referenced project limits.

Facility Owner	Non-Reimbursable	Reimbursable	Comments
AT&T	\$ 23,000.00	\$ 0.00	Possible project impacts
Century Link	\$ 23,000.00	\$ 0.00	Possible project impacts
Coastal EMC	\$ 45,000.00	\$ 0.00	Possible project impacts
ComCast	\$ 19,000.00	\$ 0.00	Possible project impacts
Georgia Power - Distribution	\$ 72,000.00	\$ 0.00	Possible project impacts
<b>Totals</b>	<b>\$ 182,000.00</b>	<b>\$ 0.00</b>	
<b>Total Reimbursement</b>		<b>\$ 0.00</b>	

**CC; Lee Upkins, Assistant State Utilities Engineer**

District Office File

Utility Office File

# Legend

- Ditch 1
- Ditch 2
- Survey Area

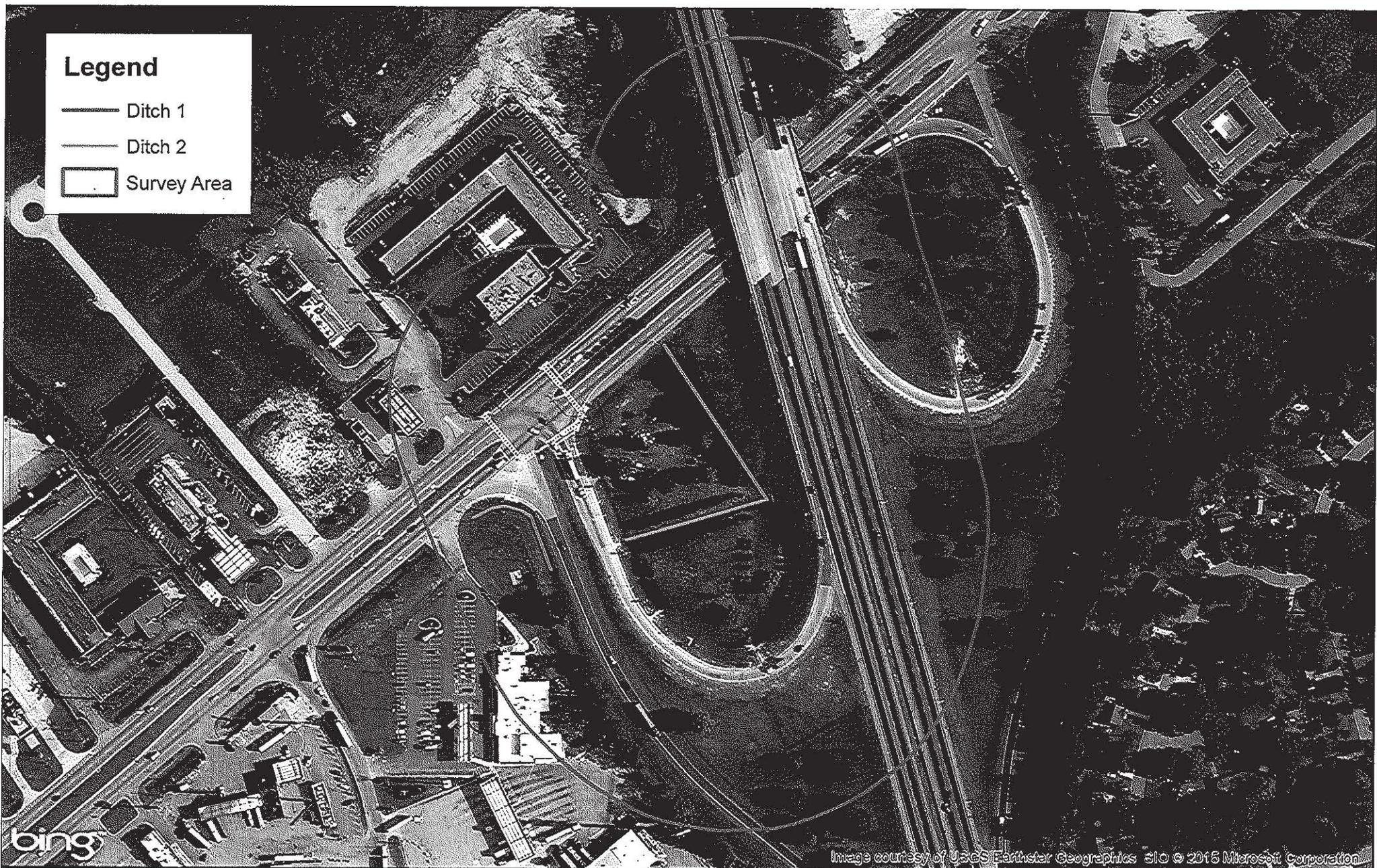
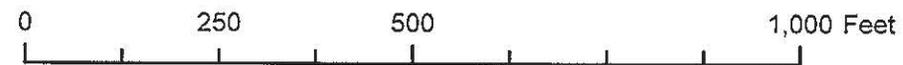


Image courtesy of USGS Earthstar Geographics © 2015 Microsoft Corporation



## Potential Federally Jurisdictional Resources (Jurisdictional Determination from USACE needed to confirm)



Bryan County, GA  
GDOT PI# 0012830

I-95 @ SR25/US17  
Southbound Ramp



02/11/2015 MD

## PI 0012830 – Concept Team Meeting Minutes

The Concept Team Meeting for PI 0012830 was held on Wednesday, March 4, 2015 at the District 5 Office with Roadway Design (Jan Hilliard and Sonya Ibeh) participating via videoconference and Chester Thomas participating via teleconference. A sign-in sheet of attendees is attached.

Michelle Wright, Project Manager, opened the meeting, gave a description of the project, asked for introductions, and then asked Design to discuss the project concept.

Sonya Ibeh and Jan Hilliard discussed the draft concept report for this project.

The District mentioned that there are no other projects in the area.

The Functional Classification (Mainline) should be verified.

There are two 24" drainage structures which will be extended as widening occurs. Insufficient pipe cover at the extensions may need to be addressed.

Several lights will require relocation.

Paul Williams discussed utilities on the project and stated that there are no reimbursable utilities on this project. He also sent the preliminary utility cost estimate to Jan Hilliard after the CTM as requested.

Paul Williams also verified the following:

During the concept meeting, a question was posed as to coordination activities: The answer to the question on page 5 of the concept report; "Utility Relocation" would be the responsibility of "GDOT" instead of N/A.

David Borchardt, NEPA Specialist, stated that all of the environmental information on the draft concept report was correct, and he discussed the ISSR.

Matt Bennett asked that verbiage be added to the project description to include the work on SR 25/US 17 so that it would match the concept layout and provide clarity for the Office of Environmental Service.

No public involvement is expected. A PCE environmental document is expected on this project.

It was mentioned that the project limits should be extended to cover Sommers Boulevard so that the signals can be timed accordingly. It was also mentioned that the loops may require mill and inlay. The signal at Sommers Blvd. should not be upgraded; the signal in this project should be timed with the one at Sommers Boulevard. Radio communication should be included in both signals. The signal should be upgraded to the latest specs.

There will be some minor upgrades as mentioned by Chester Thomas referencing to a new cabinet and upgrade to include flashing yellow arrow assembly.

Because the limits of construction will be extended to include the signal at the intersection of Sommers Boulevard, Cynthia Phillips, District Traffic Engineer, is to provide Roadway Design with the design files from the Sommers Boulevard intersection project (this has been completed).

District Traffic Engineer Cynthia Phillips requested that Traffic Operations/District Signal Engineer Greg Wasdin provided additional information to clarify the signal discussion at the CTM. He was not present at the CTM:

- *Sommers Blvd will need all loops replaced.*
- *If signal is brought up to specs at Sommers Blvd it will require a revised signal design with (FYA) Flashing Yellow Arrow left turn. Aux File added to signal cabinet and replace existing controller with 3.34G software.*
- *Include signal timing 687-1000 to project.*
- *Reuse existing radio system.*
- *We will red line plans for any adjustments that are needed.*

Note: The Office of Roadway Design does not agree with the signal at Sommers Blvd being “brought up to specs” as added above since it will increase the scope of this project. During the concept team meeting adjusting the signal timing at Sommers Blvd was the only improvement discussed and agreed to by the team. Comment added 4/8/2015 by Jan C. Hilliard, Design Phase Leader

The team discussed that staging should not be a problem and that keeping the ramp/lanes open should not be a problem.

No ROW acquisition is required on this project.

Risk Management Discussion was held with the following risks being identified:

**ROADWAY DESIGN**

1. Are there geometric issues that could significantly impact project development?
  - a. We are matching existing superelevation; getting an exception or variance may take time
2. Are there potential drainage issues?
  - a. No
3. Are there traffic analysis or capacity issues?
  - a. No
4. Are there utility conflict issues?
  - a. Shifting poles
5. Are there staging or constructability issues?
  - a. Can be handled
6. Do you want to add a new item?
  - a. No

**ENVIRONMENTAL**

1. Are there major natural environment issues that could significantly impact project development?
  - a. No
2. Are there major human environment issues that could significantly impact project development?
  - a. No
3. Will significant coordination beyond the norm be required with external partners?
  - a. Coordination with SHPO and FWS but not beyond the norm
4. Are there significant time constraints for studies or permits beyond the norm for this type of project?
  - a. No
5. Is an Environmental Impact Statement (EIS) required?
  - a. No
6. Do you want to add a new item?
  - a. No

This project is set up for a PCE; a CE document will blow the schedule.

**TRAFFIC OPERATIONS**

1. Are there safety issues along the project that require additional time or information to address?
  - a. No
2. Are there traffic signal justifications or permits required?
  - a. No
3. Are there new equipment requirements?
  - a. Chester had input on this item.
4. Do you want to add a new item?
  - a. No

**UTILITIES**

1. In Railroad involvement required for the project?
  - a. No
2. Are there major utilities located in the project corridor?
  - a. No
3. Will the design require relocation of major utilities?
  - a. No
4. Are there know utility coordination issues?
  - a. No

5. Will a SUE or PID be required?
  - a. No
6. Do you want to add a new item?
  - a. No

Joint use poles should be considered.

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#### RIGHT-OF-WAY

1. Is the project in a residential area?
  - a. No
2. Is the project in a commercial area?
  - a. Yes
3. Are there access issues in the project corridor?
  - a. No
4. Are there a significant number of displacements in the project corridor?
  - a. No
5. Are there properties with potentially contaminated soils?
  - a. No
6. Are there known environmental issues that may significantly impact ROW acquisition?
  - a. No
7. Do you want to add a new item?
  - a. No

#### DISTRICT

1. Is there Local Government support for the project?
  - a. No
2. Is there Local stakeholder (citizens) support for the project?
  - a. Total support
3. Will the project require coordination among different entities that could result in impacts or delays to the project schedule?
  - a. No
4. Do you want to add a new item?
  - a. NA

#### DESIGN POLICY AND SUPPORT

1. Are there survey availability issues that could impact project development?
  - a. No
2. Are there erosion control issues that could impact project development?
  - a. No
3. Are there MS4 issues that could impact project development?

- a. No
- 4. Do you want to add a new item?
  - a. NA

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**CONSTRUCTION**

- 1. Are there constructability issues that could significantly impact project development?
  - a. No
- 2. Are there access issues that could significantly impact project development?
  - a. No
- 3. Are there issues with payment on the project?
  - a. No
- 4. Do you want to add a new item?
  - a. No

**OMAT**

- 1. Is the project located in an area with less than desirable soil?
  - a. No
- 2. Are there pavement design issues that could significantly impact project development?
  - a. No
- 3. Do you want to add a new item?
  - a. No

**PROJECT MANAGEMENT**

- 1. Are the refunding issues now or in the future?
  - a. Yes
- 2. Are there schedule issues?
  - a. Behind schedule but will recover
- 3. Are there scope issues?
  - a. No
- 4. Do you want to add a new item?
  - a. No

The meeting was adjourned.

Attachment:

# Sign-in Sheet

Sign-In sheet

3-4-15 10:00 a.m.

PI 0012830 - CTM

Name	Co./Dept	Phone	EMail
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Michelle Wright	OPD	(912) 271-7562	micwright@dot.ga.gov
Cynthia Phillips	D5	(912) 530-4410	cynthphillips@dot.ga.gov
Scott Burns	D5	(912) 530-4402	CBurns@dot.ga.gov
Paul O. Williams	D5-Utilities	(912) 530-4404	pwilliams@dot.ga.gov
David Borchardt	6DOT-OES	404-631-1184	dborchardt@dot.ga.gov
Christy Lovett	GDOT-ES	0	clovett@dot.ga.gov

MATT BENNETT	OPD	912-271-7404	MABENNETT@DOT.GA.GOV
WILL MURPHY	D-5 DEE	912-530-4361	wmurphy@dot.ga.gov

Chester Thomas (teleconference) 6007 Traffic Ops 404-635-2851

* Jan Hilliard	} GDOT ROADWAY DESIGN	404-631-1679	jhilliard@dot.ga.gov
* Sonya Ibeh		404-631-1707	sibeh@dot.ga.gov

\* Videoconference

Christopher Rudd (teleconference) 6007 Roadway crudd@dot.ga.gov  
404-631-1704