

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0012843 **OFFICE** Design Policy & Support
Chatham County
GDOT District 5 - Jesup **DATE** March 15, 2016
Signal Upgrades & Pedestrian
Accommodations @ 9 Locations

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:

Hiral Patel, 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
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
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
Brad Saxon, District Engineer
Troy Pittman for District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Cassius Edwards, Project Manager
BOARD MEMBER - 1st Congressional District

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

Project Type: <u>Signal upgrade</u>	P.I. Number: <u>0012843</u>
GDOT District: <u>5</u>	County: <u>Chatham</u>
Federal Route Number: <u>17, 80</u>	State Route Number: <u>25, 26, 204</u>

The proposed signal upgrade project would consist of a complete signal upgrade with pedestrian accommodations at 9 locations in Chatham County.

Submitted for approval:
Lane Gortemeller Kennedy Engineering & Associates 01/18/2016
 Consultant Designer & Firm
Albert Shelby 2-1-16
 Date

JMB State Program Delivery Engineer 01/29/16
Cassius Edwards
 GDOT Project Manager 2-1-16
 Date

Recommendation for approval:

* *Eric Duff/KLP* 2-14-16
 State Environmental Administrator 2-14-16
 Date

* *Ken Werho/KLP* 2-12-16
 State Traffic Engineer 2-12-16
 Date

FOR * *Lisa Myers/KLP* 2-9-16
 Project Review Engineer 2-9-16
 Date

* *Lee Upkins/KLP* 2-8-16
 State Utilities Engineer 2-8-16
 Date

* *Brad Saxon/KLP* 2-16-16
 District Engineer 2-16-16
 Date

* *Recommendations on file*

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 J. Vargo 2-11-16
 State Transportation Planning Administrator 2-11-16
 Date

PROJECT LOCATION MAP

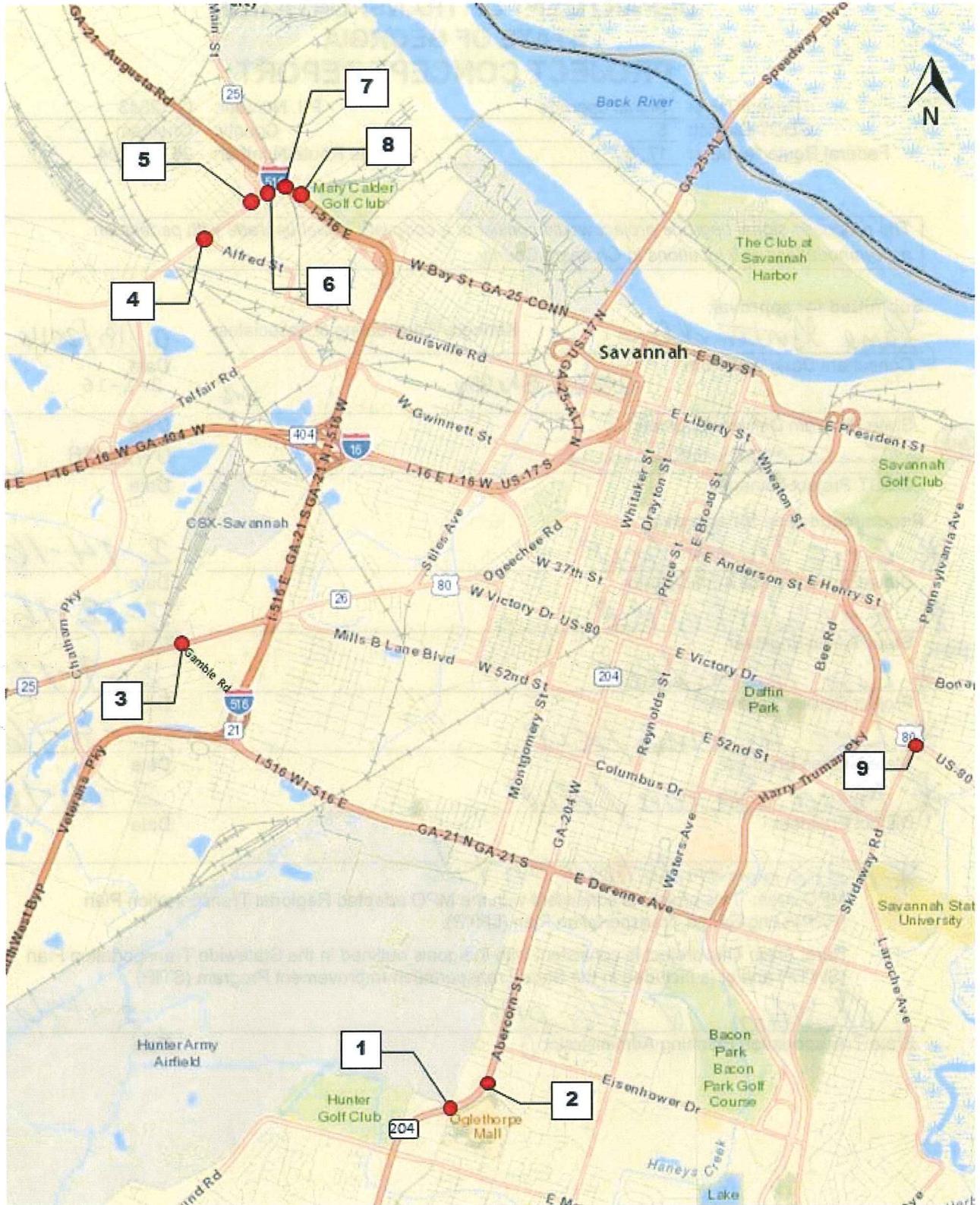


Figure 1

PLANNING AND BACKGROUND

Project Justification Statement: The Office of Traffic Operations prepared the following Project Justification Statement for ten (10) intersections located in Bryan and Chatham Counties:

"The project is to upgrade equipment, accommodate pedestrians, and to bring intersections to ADA standards. The district has given the following reasons for these intersections to be upgraded. Pedestrian Accommodations (Ped heads only, no buttons - peds are on recall), Compliance (ADA), Old Conductor Cable, 332 Cabinet w/2070, Support Poles (Mast Arms), Utility Issues, and Hardwire Interconnect.

The project limits will be 200 feet from the center point of the intersection, unless a setback loop needs to be replaced where the project limit will be 500 feet from the center point of the intersection. With this being a minor improvement traffic studies were not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and bringing intersection to ADA standards. With the project funding coming from the Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program it is included in the STIP."

Existing conditions: As a result of local activities, the intersection count was revised to nine (9). Each of the 9 signalized intersections is located in urban areas of Chatham County. The mainline roadways are 4 to 6 lanes with auxiliary lanes as appropriate at each intersection. Side roads are 2 to 4 lanes with auxiliary lanes as appropriate at each intersection. Sidewalks and ADA ramps are partially provided with several out of compliance with existing standards or damaged due to off-road tracking within the radius returns. Major utilities include overhead power, cable, and phone, as well as buried fiber optic, water, sewer, and gas.

Other projects in the area:

M0004632 – Resurfacing of SR 26 from West of CR 1111 to East of CSX# 641194C – Construction 2016
0006328 – Brampton Road Conn from SR 21/ SR 25 to SR 21 Spur – Construction Work Program

MPO: Coastal Region Metropolitan Planning Organization (CORE MPO)

TIP #: N/A

TIA Regional Commission: Coastal Georgia RCC

Congressional District(s): 1

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: This project will not add capacity.

Functional Classification (Mainline):

SR 25- Urban Principal Arterial
SR 26- Urban Principal Arterial
SR 204- Urban Principal Arterial

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

Warrants met: None Bicycle Pedestrian Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? No Yes

Initial Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: The proposed project is located at 9 intersections in Chatham County, with 4 located within the limits of the City of Savannah and 4 located within the limits of Garden City. The proposed improvements would consist of traffic signal equipment upgrades, ADA curb cut ramps, and updated pavement markings.

The proposed intersections are located at the following locations:

1. SR 204 @ White Bluff Road
2. SR 204 @ Mall Boulevard
3. SR 25/US 17 @ Gamble Road
4. SR 26/US 80 @ Alfred Street
5. SR 26/US 80 @ Third Street
6. SR 26/US 80 @ SR 26 Conn/Haslem Avenue
7. SR 26/US 80 @ SR 25 Conn/Main Street
8. SR 25 Conn/SR 26/US 80 @ Allen Boulevard
9. SR 26/US 80 @ Skidaway Road

Major Structures: N/A

Mainline Design Features: SR 204 @ White Bluff Road (Intersection 1) & SR 204 @ Mall Boulevard (Intersection 2)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	6	6	No Change
- Lane Width(s)	11'-12'	11'- 12'	No Change
- Median Width & Type	5'- 30' Raised	Varies	No Change
- Outside Shoulder or Border Area Width	8'-12'	10'-12'	10'-12'
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	2.5'	Varies	No Change
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	Turn Lanes	Varies	No Change
- Bike Lanes	None	None	No Change
Posted Speed	45		No Change
Design Speed	Unknown	45	No Change
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	Unknown	WB-40 or WB-62	WB-62
Pavement Type	asphalt/ concrete	asphalt/ concrete	No Change

Mainline Design Features: SR 25/US 17 @ Gamble Road (Intersection 3)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	No Change
- Lane Width(s)	12'	11'- 12'	No Change
- Median Width & Type	14' Flush	14' Flush	No Change
- Outside Shoulder or Border Area Width	10'-12'	10'-12'	10'-12'
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	None	5'	5'
- Auxiliary Lanes	Turn Lane	Varies	No Change
- Bike Lanes	None	None	No Change
Posted Speed	45		No Change
Design Speed	Unknown	45	No Change
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	Unknown	WB-40 or WB-62	WB-62
Pavement Type	asphalt	asphalt	No Change

Mainline Design Features: SR 26/US 80 @ Alfred Street (Intersection 4), SR 26/US 80 @ Third Street (Intersection 5), SR 26/US 80 @ SR 26 Conn/ Haslem Avenue (Intersection 6), SR 26/US 80 @ SR 25 Conn/ Main Street (Intersection 7), & SR 25 Conn/SR 26/US 80 @ Allen Boulevard (Intersection 8)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	No Change
- Lane Width(s)	12'	11'- 12'	No Change
- Median Width & Type	12'- 25' Type Varies	12'- 25' Type Varies	No Change
- Outside Shoulder or Border Area Width	5'-12'	10'-12'	5'-12'
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	0' – 2.5'	Varies	No Change
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	Turn Lanes	Varies	No Change
- Bike Lanes	None	None	No Change
Posted Speed	35		No Change
Design Speed	Unknown	35	No Change
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	Unknown	WB-40 or WB-62	WB-62
Pavement Type	asphalt/ concrete	asphalt/ concrete	No Change

Mainline Design Features: SR 26/US 80 @ Skidaway Road (Intersection 9)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	No Change
- Lane Width(s)	11'-12'	11'- 12'	No Change
- Median Width & Type	8' Raised	Varies	No Change
- Outside Shoulder or Border Area Width	8'-12'	9'-12'	8'-12'
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	0.5'- 2.5'	Varies	No Change
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	Turn Lanes	Varies	No Change
- Bike Lanes	None	None	No Change
Posted Speed	40		No Change
Design Speed	Unknown	40	No Change
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	Unknown	WB-40 or WB-62	WB-62
Pavement Type	asphalt	asphalt	asphalt

* According to current GDOT design policy if applicable

Major Interchanges/Intersections: SR 204 @ White Bluff Road; SR 204 @ Mall Boulevard; SR 25/US 17 @ Gamble Road; SR 26/US 80 @ Alfred Street; SR 26/US 80 @ Third Street; SR 26/US 80 @ SR 26 Conn/Haslem Avenue; SR 26/US 80 @ SR 25 Conn/Main Street; SR 25 Conn/SR 26/US 80 @ Allen Boulevard; and SR 26/US 80 @ Skidaway Road

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

A Design Exception to FHWA/AASHTO controlling criteria and Design Variance to GDOT Standard Criteria are anticipated:

Intersection Skew Angle – SR 204 at White Bluff Road (Intersection 1) has an existing skew angle of approximately 56 degrees. This existing angle is smaller than the required GDOT minimum of 70 degrees (GDOT Design Policy Manual Section 4.1.6). This intersection angle is also below the AASHTO minimum of 60 degrees (AASHTO “Green Book” pg. 677). In order to correct the skew angle to meet minimum criteria, the intersection and legs would have to be realigned and the legs

and intersection reconstructed. Reconstruction of this magnitude is not feasible as part of this project so a Design Exception and a Design Variance will be required for this intersection for a substandard skew angle of 56 degrees.

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: Central of Georgia (Applies to Intersection 7 and Intersection 8)

Utility Involvements: Major utilities include overhead power, cable, and phone, as well as buried fiber optic, water, sewer, and gas. SUE is not included as part of the concept development so utility impacts are unknown at this time.

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 80' - 200' ft. Proposed width: 80' - 200' ft.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 0 *40 KLP*
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Location and Design approval: Not Required Required Undetermined- will be required if right-of-way or easements are required.

Impacts to USACE property anticipated? No Yes Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: Not Applicable

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: **NEPA:** CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	GADNR Transportation Exemption
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Green Sheet
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: A NEPA document would be required for this project; a Categorical Exclusion is anticipated.

Ecology: An ecology field survey has been completed; there are several waters of the US and no habitat suitable for threatened and endangered species located within the areas of the intersections.

History: A history field survey has been completed; there are several potentially eligible historic resources located in the areas of the intersections. No effect is anticipated to these resources.

Archeology: There are no known cemeteries in the areas of the intersections. Archaeological evaluations of the intersections locations would be completed at a later date.

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

Noise Effects: Not Applicable

Public Involvement: Not Applicable

Major stakeholders: Traveling public, Chatham County, City of Savannah

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: Since SUE is not included as part of the concept development utility conflicts could exist and would affect the construction schedule.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: The project kick-off meeting was held on Thursday, September 10, 2015 at the GDOT District 5 Savannah Area Office. Discussion was held on the scope of services and requirements by GDOT and the City of Savannah. A field visit was then made to each intersection to discuss existing issues and potential improvements. The meeting minutes are attached for further detail.

Concept Meeting: N/A

Other coordination to date: None

Project Activity	Party Responsible for Performing Task(s)
Concept Development	KEA Group
Design	Wolverton & Associates
Right-of-Way Acquisition	GDOT, if necessary
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	GDOT, Utility Owner
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	To Be Determined
Providing Detours	To Be Determined
Environmental Studies, Documents, & Permits	KEA Group/ Wolverton & Associates
Environmental Mitigation	GDOT, if necessary
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility *	CST**	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$597,808.04	\$1,169,000.00	\$620,000	\$1,830,114.46	\$0.00	\$4,216,922.50
Date of Estimate	01/14/2014	10/28/2015	1/22/2016	10/29/2015	12/01/15	

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

* To be requested

Costs updated KLP

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Minor intersection improvements to upgrade equipment, accommodate pedestrians, and to bring intersections to ADA standards.			
Estimated Property Impacts:	Undetermined	Estimated Total Cost:	\$4,216,922.50
Estimated ROW Cost:	Undetermined	Estimated CST Time:	12 Months
Rationale: This alternative meets the goal of the project which is to upgrade the existing signals and bring intersections in compliance with ADA Standards.			

No-Build Alternative: Intersections will remain as existing with no upgrades to signal equipment or pedestrian or ADA features.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale: This alternative does not meet the goal of the project which is to upgrade the existing signals and bring intersections in compliance with ADA Standards.			

Comments: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Cost Estimates
2. Minutes of Kick-off Meeting

APPROVALS

Concur: _____

Thiel B. B.

Director of Engineering

Approve: _____

Margaret B. Puck

Chief Engineer

3/8/16

Date

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. [REDACTED] **OFFICE** Program Delivery
OO12843

PROJECT DESCRIPTION

SR 25 @ 1 LOC; SR 26 @ 6 LOC & SR 204 @ 3 LOC - SIGNAL UPGRADES

DATE October 29, 2015



From: [REDACTED]
To: Albert V. Shelby, III, State Program Delivery Engineer
Lisa L. Myers, State Project Review Engineer



Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Cassius O. Edwards **MGMT LET DATE** 9/15/2018
MGMT ROW DATE 6/17/2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	\$	1,000,000.00	DATE	N/A
RIGHT OF WAY	\$	225,000.00	DATE	N/A
UTILITIES	\$	0.00	DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	\$	1,830,114.46	
RIGHT OF WAY	\$	1,169,000.00	
UTILITIES	\$	-0.00	Utilities cost to be requested

*Cost Contains 7 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

The cost increase is due to a more detailed estimate, asphalt cement & fuel price costs being added. The cost estimate will be updated again once the concept report is developed and approved. ROW estimate increase is due to the original estimate being a planning level estimate determined by Traf Ops.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,627,794.80	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	81,389.74	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	119,642.92	Base Estimate (A) + E & I (B) x	7 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	1,287.00	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	1,830,114.46	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
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PROJ. NO. Chatham County
 P.I. NO. 0012843
 DATE 10/29/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-15	\$ 2.155
DIESEL		\$ 2.485
LIQUID AC		\$ 429.00

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

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)						1287		\$ 1,287.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	686.40				
Monthly Asphalt Cement Price month project let (APL)			\$	429.00				
Total Monthly Tonnage of asphalt cement (TMT)						5		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
Patching	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	100	5.0%	5
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
100			5

BITUMINOUS TACK COAT

Price Adjustment (PA)						\$ -		\$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	686.40				
Monthly Asphalt Cement Price month project let (APL)			\$	429.00				
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack

Gals	gals/ton	tons
0	232.8234	0

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0		\$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	686.40				
Monthly Asphalt Cement Price month project let (APL)			\$	429.00				
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

TOTAL LIQUID AC ADJUSTMENT \$ 1,287.00

DETAILED COST ESTIMATE



Job: 0012843

JOB NUMBER 0012843

FED/STATE PROJECT NUMBER N/A

SPEC YEAR: 13

DESCRIPTION: SR 25 @ 4 LOC; SR 26 @ 5 LOC & SR 204 @ 1 LOC -
SIGNAL UPGRADES

ITEMS FOR JOB 0012843

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$150,000.00000	TRAFFIC CONTROL - PI NO 0012843	\$150,000.00
0010	163-0232	0.100	AC	\$877.90901	TEMPORARY GRASSING	\$87.79
0015	163-0550	33.000	EA	\$156.82082	CONS & REM INLET SEDIMENT TRAP	\$5,175.09
0020	165-0010	1555.000	LF	\$0.66466	MAINT OF TEMP SILT FENCE, TP A	\$1,033.55
0064	165-0030	100.000	LF	\$1.57630	MAINT OF TEMP SILT FENCE, TP C	\$157.63
0065	165-0105	33.000	EA	\$49.67132	MAINT OF INLET SEDIMENT TRAP	\$1,639.15
0066	170-1000	100.000	LF	\$13.63396	FLOAT SILT RETENTION BARRIER	\$1,363.40
0067	171-0010	1555.000	LF	\$2.13367	TEMPORARY SILT FENCE, TYPE A	\$3,317.86
0068	171-0030	100.000	LF	\$3.87870	TEMPORARY SILT FENCE, TYPE C	\$387.87
0069	210-0100	1.000	LS	\$200,000.00000	GRADING COMPLETE - PI NO 0012843	\$200,000.00
0070	402-3130	100.000	TN	\$119.61652	RECYL AC 12.5MM SP,GP2,BM&HL	\$11,961.65
0071	441-0108	1350.000	SY	\$49.29094	CONC SIDEWALK, 8 IN	\$66,542.77
0072	441-0748	104.000	SY	\$63.07611	CONC MEDIAN, 6 IN	\$6,559.92
0074	441-5001	328.000	LF	\$13.46000	CONC HEADER CURB, 4, TP 1	\$4,414.88
0073	441-6222	1113.000	LF	\$23.09982	CONC CURB & GUTTER/ 8X30TP2	\$25,710.10
0075	500-9999	55.000	CY	\$203.54844	CL B CONC,BASE OR PVMT WIDEN	\$11,195.16
0076	550-1182	10.000	LF	\$42.20749	STM DR PIPE 18,H 15-20	\$422.07
0077	550-1302	20.000	LF	\$84.40000	STM DR PIPE 30,H 15-20	\$1,688.00
0078	610-0714	135.000	SY	\$55.52000	REM CONC MEDIAN	\$7,495.20
0079	621-4082	100.000	LF	\$227.70000	CONCRETE SIDE BARRIER, TY 7T	\$22,770.00
0080	636-1041	501.000	SF	\$36.16412	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$18,118.22
0081	639-4004	32.000	EA	\$7,295.01023	STRAIN POLE, TP IV	\$233,440.33
0082	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 1	\$60,000.00
0083	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 2	\$60,000.00
0084	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 3	\$60,000.00
0085	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 4	\$60,000.00
0086	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 5	\$60,000.00
0087	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 6	\$60,000.00
0090	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 7	\$60,000.00
0091	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 8	\$60,000.00
0092	647-1000	1.000	LS	\$60,000.00000	TRAF SIGNAL INSTALLATION NO - 9	\$60,000.00
0097	653-0110	10.000	EA	\$79.45107	THERM PVMT MARK, ARROW, TP 1	\$794.51
0102	653-0120	48.000	EA	\$76.34148	THERM PVMT MARK, ARROW, TP 2	\$3,664.39
0107	653-0130	12.000	EA	\$116.39617	THERM PVMT MARK, ARROW, TP 3	\$1,396.75
0112	653-0210	13.000	EA	\$119.95962	THERM PVMT MARK, WORD , TP 1	\$1,559.48
0117	653-1501	12330.000	LF	\$0.38888	THERMO SOLID TRAF ST 5 IN, WHI	\$4,794.89
0122	653-1502	7790.000	LF	\$0.42091	THERMO SOLID TRAF ST, 5 IN YEL	\$3,278.89
0127	653-1704	1383.000	LF	\$6.64085	THERM SOLID TRAF STRIPE,24,WH	\$9,184.30
0132	653-1706	378.000	LF	\$6.00000	THERM SLD TRAF STRP,24 IN,YLW	\$2,268.00
0137	653-1804	10174.000	LF	\$2.07616	THERM SOLID TRAF STRIPE, 8,WH	\$21,122.85
0142	653-3501	8291.000	GLF	\$0.43414	THERMO SKIP TRAF ST, 5 IN, WHI	\$3,599.45

DETAILED COST ESTIMATE



Job: 0012843

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0147	654-1001	94.000	EA	\$4.89253	RAISED PVMT MARKERS TP 1	\$459.90
0152	654-1003	432.000	EA	\$4.76664	RAISED PVMT MARKERS TP 3	\$2,059.19
0157	657-1054	3205.000	LF	\$3.66707	PRF PL SD PVMT MKG,5,WH,TP PB	\$11,752.96
0162	657-1084	1863.000	LF	\$4.00000	PRF PL SD PVMT MKG,8,WH,TP PB	\$7,452.00
0167	657-1243	178.000	LF	\$13.33000	PRF PL SD PVMT MKG,24,WH,TPPA	\$2,372.74
0172	657-3054	1250.000	GLF	\$2.65000	PRF PL SK PVMT MKG,5,WH,TP PB	\$3,312.50
0177	657-5017	17.000	EA	\$476.74821	PRF PL PVT MKG,ARW TP2,WH,TPPB	\$8,104.72
0182	657-6054	710.000	LF	\$4.76593	PRF PL SD PVMT MKG,5,YW,TP PB	\$3,383.81
0187	668-2100	2.000	EA	\$2,126.37154	DROP INLET, GP 1	\$4,252.74
0192	682-6233	18450.000	LF	\$9.81000	CONDUIT, NONMETL, TP 3, 2 IN	\$180,994.50
0197	682-9950	2070.000	LF	\$6.73000	DIRECTIONAL BORE - 5 IN	\$13,931.10
0202	682-9950	900.000	LF	\$6.73000	DIRECTIONAL BORE - 7 IN	\$6,057.00
0207	682-9950	810.000	LF	\$6.73000	DIRECTIONAL BORE - 9 IN	\$5,451.30
0212	687-1000	1.000	LS	\$12,964.51000	TRAFFIC SIGNAL TIMING - PI NO 0012843	\$12,964.51
0217	700-6910	0.100	AC	\$1,016.78887	PERMANENT GRASSING	\$101.68
SUBTOTAL FOR :						\$1,627,794.80

TOTALS FOR JOB 0012843

ITEMS COST:	\$1,627,794.80
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,627,794.80
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,627,794.80

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTER-DEPARTMENT CORRESPONDENCE

DATE: January 22, 2016

FROM: 
Dallery Rozier

TO: Cassius Edwards

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-reimbursable</u>	<u>Estimate based on</u>
Georgia Power Company-Dist.	\$0.00	\$278,000.00	Site Visit / Available Drawings
Georgia Power Company-Trans	\$500,000.00	\$0.00	Site Visit / Available Drawings
AT&T	\$0.00	\$63,000.00	Site Visit / Available Drawings
Comcast Cable Communications	\$0.00	\$0.00	Site Visit / Available Drawings
Hargray Communications	\$0.00	\$4,000.00	Site Visit / Available Drawings
Atlanta Gas Light	\$20,000.00	\$49,000.00	Site Visit / Available Drawings
VOPAK	\$0.00	\$0.00	Site Visit / Available Drawings
City of Garden City-Water	\$0.00	\$140,000.00	Site Visit / Available Drawings
City of Savannah-Water	\$100,000.00	\$740,000.00	Site Visit / Available Drawings
City of Garden City-Sewer	\$0.00	\$80,000.00	Site Visit / Available Drawings
City of Savannah-Sewer	\$0.00	\$310,000.00	Site Visit / Available Drawings
Total 0.00%	\$620,000.00	\$2,231,000.00	
Department Responsibility 100.00%	\$620,000.00		
Local Sponsor Responsibility 0.00%			PFA Dated N/A with N/A

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact George Shenk at 912-530-4408.

cc: Merishia Robinson, Utilities Preconstruction Engineer
Kerry Gore, Assistant State Utilities Engineer
Lee Upkins, State Utilities Office
Karon Ivery, District Preconstruction Engineer

Phillips, Kim

From: Phillips, Kim
Sent: Monday, February 22, 2016 2:39 PM
To: Edwards, Cassius Octavius
Subject: RE: Google Earth KMZ file for PI 0012843

Tracking:	Recipient	Delivery	Read
	Edwards, Cassius Octavius	Delivered: 2/22/2016 2:39 PM	Read: 2/22/2016 2:39 PM

Thank you.

Kim Phillips
Lead Design Engineer
Design Policy & Support
OGC 26th Floor
404-631-1775

From: Edwards, Cassius Octavius
Sent: Monday, February 22, 2016 2:00 PM
To: Phillips, Kim
Subject: FW: Google Earth KMZ file for PI 0012843

Kim, see the email below.

Edwards, Mr. Cassius Octavius
Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Location: District 5 - Jesup, GA
912-530-4370
Fax: 1-912-427-5763
912-661-7156
E-mail: cedwards@dot.ga.gov

From: Westberry, Lisa
Sent: Monday, February 22, 2016 9:45 AM
To: Edwards, Cassius Octavius
Subject: RE: Google Earth KMZ file for PI 0012843

Good morning,

The proposed project will not require the purchase of mitigation credits. If you need any further information, please do not hesitate to contact me.

Thank you, Lisa

 Please consider the environment before you print this email.

From: Edwards, Cassius Octavius
Sent: Thursday, February 18, 2016 4:55 PM
To: Westberry, Lisa
Subject: Google Earth KMZ file

Lisa, below is the list of intersections. There are three locations in the KMZ file that were removed from the project, but; I left the locations in the KMZ and put removed.

- A. SR 25 @ Gamble Road.
- B. *SR 26 / SR 25 Connector @ Allen Blvd.
- C. *SR 26 @ Third St (Interconnect Only).
- D. *SR 26 @ SR 26 Connector / Haslam Avenue.
- E. *SR 26 @ SR 25 Connector (Main Street).
- F. *SR 26 @ Alfred Street.
- G. *SR 26 @ Skidaway Road.
- H. SR 204 @ White Bluff Road.
- I. SR 204 @ Mall Boulevard.

Edwards, Mr. Cassius Octavius
Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Location: District 5 - Jesup, GA
912-530-4370
Fax: 1-912-427-5763
912-661-7156
E-mail: cedwards@dot.ga.gov

In 2015 there were 1,414 fatalities on Georgia's roads. That's the first annual increase in a decade. Many of these deaths are preventable – attributed to distracted driving and failure to wear a seat belt. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Take the pledge at www.dot.ga.gov/DAAA. #ArriveAliveGA

MEETING MINUTES

Date/Time: Thursday, September 10, 2015; 10:00 am
Location: GDOT District 5, Savannah Area Office
Subject: PI No. 0012843 SR 25, SR 26, SR 204 Signal Upgrades, Chatham County
Attendees: Cassius Edwards, GDOT D5/OPD Kay Abikoye, GDOT OES
Andy Westberry, GDOT D5 Traffic Ops Michael Margut, GDOT OES
Greg Wasdin, GDOT D5 Ops Stephen Henry, City of Savannah
Chris Needham, GDOT D5 Ops Ryan Beecher, City of Savannah
George Shenk, GDOT D5 Utilities Tommy Crochet, McGee Partners
Joseph Capello, GDOT D5/A5 Lenor Bromberg, KEA Group
Byron Cowart, GDOT D5 R/W Lane Gortemoller, KEA Group
Mickey Wasson, GDOT Utilities Wright Powers, Thomas & Hutton
Bobby Dollar, GDOT OES Matthew Jones, Thomas & Hutton

Meeting Minutes:

Welcome/ Introductions: The meeting began with introductions by attendees.

Project Management: The contract with McGee expires 03/07/16 so we will do as much as possible before it expires.

Communication:

- All communication will be through Cassius. Cassius and Tommy should be copied on any communication with OES.
- Notify Joseph, Area Engineer, ahead of field visits.
- Letters have been mailed.
- Have signed letter for field.

Task Order/ Scope:

- Reduced because of March 2016 expiration
- Survey database submitted
- Environmental
 - History Resource Survey Report, no Assessment of Effects
 - Ecology Resource Survey Report, no Assessment of Effects
 - Desktop research for Archaeology
 - Information required for Concept Report
- Concept Report
 - Draft Report with conceptual signal layouts
- Concept Team Meeting

- Revise draft Concept Report as result of comments during CTM
- Submit revised Concept Report for approval

Intersections

- Revisions
 - Remove intersection in Bryan County (SR 25 at SR 144) and one intersection in Garden City (SR 25 at SR 26 Conn/Burnsed Blvd)
 - Add SR 204 @ Oglethorpe Plaza (Best Buy) and SR 204 @ Mall Blvd. in Chatham County
- Responsibilities for operations and maintenance of signals:
 - City of Savannah:
 - SR 204 @ Oglethorpe Plaza (Best Buy)
 - SR 204 @ White Bluff Road
 - SR 204 @ Mall Blvd
 - SR 25Conn/SR 26 @ Allen Blvd
 - SR 26 @ Skidaway Road
 - Chatham County (City of Savannah on-call maintenance)
 - SR 25 @ Gamble Road
 - GDOT
 - SR 26 @Third St
 - SR 26 @ SR 26Conn/Haslem Ave
 - SR 26 @ SR 25Conn (Main St)
 - SR 26 @ Alfred St
- Field review – will review locations, signal equipment, ADA needs, etc.
- SR 204 at Oglethorpe Plaza (Best Buy)
 - Concept was provided to consider converting the intersection to full access
 - Change would affect White Bluff Road intersection
 - History of pedestrian fatalities at Best Buy intersection
 - Transit stops in area
 - Would the red-light running equipment be reused? Need to confirm.
 - Fiber Optic
 - Opticon hybrid fiber (City)
 - U8 with 12 drop single mode (GDOT)
 - Ability to pull new fiber in existing duct questionable due to previous damage to duct
 - Coordinate with IT department because of police precinct
 - This has been handled via notes with time limits on other similar projects
 - Intersection layout reconfiguration
 - What needs to be done to justify the reconfiguration?
 - Build versus No-build traffic analysis?
 - Alternatives?
 - A pedestrian crossing across Abercorn is requested; this will require traffic to be stopped where it is not free-flowing.
 - Road Safety Audit recently completed – should have information with traffic counts to justify reconfiguration of intersection to provide full access
 - Would need counts all around area (White Bluff at Mall, Fairmont at Abercorn, Abercorn at Oglethorpe, Fairmont at White Bluff, White Bluff at Abercorn.....24 hour and turning movements
 - The city should be able to provide these counts
 - Determine feasibility of sidewalk within limits of three intersections along SR 204

- Signal poles
 - City is interested in mast arms if possible
 - GDOT utilizes concrete strain poles or self-supporting mast arms
 - City usually uses steel poles
- General Notes
 - Coordinate unhooking and re-hooking relight running equipment
 - Wire for push buttons – usually 18 gauge
 - Audible peds – 14 gauge
 - Want all peds to be able to be upgraded to audible if not already installed
- SR 25Conn/SR 26 at Allen
 - Look at area in Garden City – will need time stamp between Allen and Burnsed
 - Carry fiber along and stop at Burnsed
 - There is existing all the way around to Allen
- Luminary connections
 - Consider possible locations
 - Recommend as attachment points with the ability to attach short luminary arms
 - Look at each intersection to determine
- Typical survey limits
 - 500 feet each direction along arterials
 - 200 feet each direction along small side streets
- Railroad corridor in Garden City
 - Pre-emption at Allen and bank entrance/intersection, possibly at Main, too.
 - Gates and bells, but no existing pre-emption
 - One pole, one quadrant, concrete self-supporting with power; want to get away from guy wires
 - Battery back-up for pre-emption equipment requested
 - Transfer switch?
- TMC for Savannah Region? - - any thoughts on the development and if it would affect equipment specifications, etc?
 - Single-mode is really the only thing right now
 - Would like to make sure the communications won't have to be ripped out; will likely need to replace all the fiber anyway
- Note from Office of Environmental Services – Sandy Lawrence indicated that the SR 26 corridor may be a historic road

Additional Meetings

- The project team plans to come back for at least one more coordination meeting prior to the CTM

Site Visit:

SR 26 at Skidaway Road-

- Survey Limits:
 - 500' East & West along E. Victory
 - 200' North & South along Skidaway Road
- Existing Conditions:
 - Median nose encroachments into crosswalk on east and west legs
 - Overhead fiber
 - Non-compliant curb ramp in northeast quadrant
 - Audible pedestrian signals
- Potential Improvements:

- Pull back median nose of east leg and provide median cut-through for west leg
- Add sidewalk and curb ramp at southeast corner
- Realign crosswalk striping and stop bar striping on south leg to align with proposed southeast corner curb ramp
- Provide 10 feet of separation between pedestrian signal poles
- Possible need for directional bore fiber optic cable down median
- Investigate replacing strain poles with mast arms.
- If no mast arms then joint use must accommodate flashing yellow (sag of wire and 6-foot height of new flashing yellow head).
- Determine later if hard-wired or programmed.
- Check with City regarding street names for signs (typical all intersections)

SR 204 at Mall Blvd./ Abercorn Street-

- Survey Limits:
 - South along corridor to past Best Buy because of adjacent intersections
 - To north go to Rooms-to-Go driveway
- Existing Conditions:
 - Existing poles won't support additional loads
 - Dual southbound left-turn on Abercorn conflicts with northbound left-turn
 - Audible pedestrian signals
 - Road Safety Audit performed on Abercorn
 - Need to get phasing diagram for emergency pre-emption
 - Have GDOT pull permits and plans
 - Contractor for previous project wouldn't put any more heads on the existing span
- Potential Improvements:
 - Add sidewalk on north side (to Rooms-to-Go driveway to the north)
 - Add curb ramp on northeast corner
 - Add crosswalk on north leg and potentially revise stop bar location and pull back median nose
 - Add ADA/sidewalk to radius of return in southwest corner
 - Remove yield sign at right-turn lane
 - Investigate replacing strain poles with mast arms
 - Perform SUE at mast arm locations only. Determine if SUE done by our team or by GDOT contract
 - Replace communications from Mall Blvd. to Best Buy. New underground conduit required?

SR 204 at White Bluff Road-

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - No audible pedestrian signals
 - Small island in northern leg has been hit
 - Southbound left-turn lane has inadequate queue length
 - Aerial communication lines
- Potential Improvements:
 - Add note to remove old street light/ pole foundations
 - Investigate addition of mast arms
 - Add curb ramps and pedestrian signals at northeast and northwest corners
 - Add crosswalk striping on north, east, and west legs of intersection

- Add pedestrian refuge islands, crosswalk striping, and pedestrian signals in northeast and northwest corners
- Add pedestrian refuges in median on east and west legs
- Add sidewalk, curb ramp, and pedestrian signals in southwest corner
- Add crosswalk striping in eastbound right-turn slip lane
- Shirt gore striping on the western leg to the north
- Extend southbound left-turn lane
- Coordinate with City about transferring cameras

SR 204 at Oglethorpe Plaza (Best Buy)-

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - No audible pedestrian signals
 - Raised traffic separator along SR 204
- Potential Improvements:
 - Remove raised traffic separator
 - Reconstruct south leg to align with north leg. Revise lane configuration of north leg.
 - Add sidewalks at the south
 - Consider increasing size of islands in northern leg
 - Remove small traffic separator in north leg
 - Investigate addition of mast arms
 - Permanent easements at driveways and side streets
 - ADA and sidewalks within permanent right-of-way

SR 25 at Gamble Road-

- Survey Limits:
 - At least to Blossom Drive to east
 - At least to drive past Best Value Inn to west
- Existing Conditions:
 - Off-tracking at southwest and northwest corners
 - Pedestrian fatality
- Potential Improvements:
 - Add sidewalk on north side to west driveway and to Blossom Drive to east
 - Add sidewalk on south side to driveway past Best Value Inn to the west and to the east across the island and potentially to Blossom Drive
 - Add/ upgrade pedestrian features on all four quadrants and crosswalks on all four legs and across slip ramp
 - Concrete strain poles to remain
 - Reconstruct northwest radius
 - Reconstruct southwest radius. Investigate adding island.
 - Investigate closing gas station driveway

SR 25 Conn/ SR 26 at Allen Blvd.-

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - No audible pedestrian signals
 - Offset intersection with Market Street
 - Heavy trucks

- Existing sidewalk to remain
- Standing water in gutter near Railroad crossing
- Potential Improvements:
 - Upgrade ADA ramps
 - Replace missing Yield sign in NE corner
 - May need to clear trees at NW corner to improve visibility of yield sign located behind the guardrail
 - Concrete poles recommended by GDOT, need to confirm with City
 - Split phasing
 - If need a WB left turn loop, bore to a pull box in the median
 - Pre-emption for railroad – connect to the north side from Allen to the cabinet located under the bridge and then from the cabinet to Main.
 - Check to see if room for bore pits – this may require easement, need to relocate existing fencing
 - Coordinate with railroad property behind buildings at Market?
 - Develop mast arm and strain pole alternatives for review
 - Note to remove the steel pole located on the north side of SR 26, west of the railroad corridor and just south of the bridge; there is a second pole on the south side of the SR 26 in front of Wells Fargo that will likely be removed as well

SR 26 at SR 25 Conn (Main Street)-

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - No pedestrian crossings or ADA ramps
 - No audible pedestrian signal
 - Check inlet in sidewalk for tripping hazard
 - Left turn only sign in median for Allen left turn movement ahead and separated turning movement (striped gore)
- Potential Improvements:
 - Add “L” pedestrian crossings
 - Possible remove smaller island in NW corner
 - Battery back-up of Railroad pre-emption added
 - Concrete strain poles – design as box span
 - Advanced signal ahead signs (no flasher) because of curve/sight distance

SR 26 at SR 26 Conn/ Haslem Avenue-

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - Dundee Canal parallel to Burnsed
 - Box culvert headwall and guardrail just a few feet behind curb
 - Sidewalks along SR 26 both sides; none on Burnsed
 - Existing raised traffic islands (NW and NE corners)
- Potential Improvements:
 - Split crosswalks
 - Updated ADA ramps
 - Carry sidewalk around radius returns – may need barrier wall along back of sidewalk in lieu of guardrail
 - Add ADA pass-through in smaller island?
 - Reconfigure other ADA ramp placements to match split crosswalks

SR 26 at Third Street -

- Survey Limits:
 - Along corridor because of adjacent intersections
- Existing Conditions:
 - Pedestrian features on all four corners
- Potential Improvements:
 - Reuse existing poles and replace signal heads
 - Pull additional 7 wire for each flashing yellow
 - Reuse pedestrian poles and replace display
 - Replace controller
 - Clean up east corner
 - Consider dividing curb ramp on north corner

SR 26 at Alfred Street-

- Existing Conditions:
 - Off-tracking at southwest radius
 - Underground communication lines
- Potential Improvements:
 - Reconstruct southwest radius
 - Move signal cabinet to southwest corner
 - Extend sidewalk on south side to the west
 - Move "Signal Ahead" sign further to the west
 - Add sidewalk on southeast corner and reconstruct curb ramp
 - Revise pedestrian features in island and possibly add curb ramp and landing on west side of slip ramp

McGee Partners, Inc.

Project PI No. 0012843, SR 25 SR 26 SR 204 Signal Upgrades, Chatham County

Meeting Topic Kick-off Meeting

Location Georgia DOT District 5, Savannah Area Office

Date/Time Thursday, September 10, 2015, 10:00 am

NAME	ORGANIZATION	PHONE	E-MAIL
KAY A. ADEIKOYE	BT DOT B.W. Services	704-631-1762	A Adeikoye@dot.ga.gov
Michael Margus	GDOT OES	404-631-1762	mmargus@dot.ga.gov
Bobby Dollar	GDOT OES	404-631-1420	rdollar@dot.ga.gov
Lenor Bromberg	KEA Group	770-500-9605	lbromberg@keagroup.com
Lane Gortemoller	KEA Group	678-904-8591 x22	lgortemoller@keagroup.com
MICKEL MASSA	FDOT UTILITIES OFFICE	912-237-5179	Massa@dot.ga.gov
Stephen Henry	City of Savannah	912-651-6600	shenry@savannahga.gov
Ryan Beecher	C.O.S	912-651-6600	Rbeecher@Savannah.gov
Tommy Crochet	McGee Partners	770-938-6400	tcrochet@mcgeepartners.com

McGee Partners, Inc.

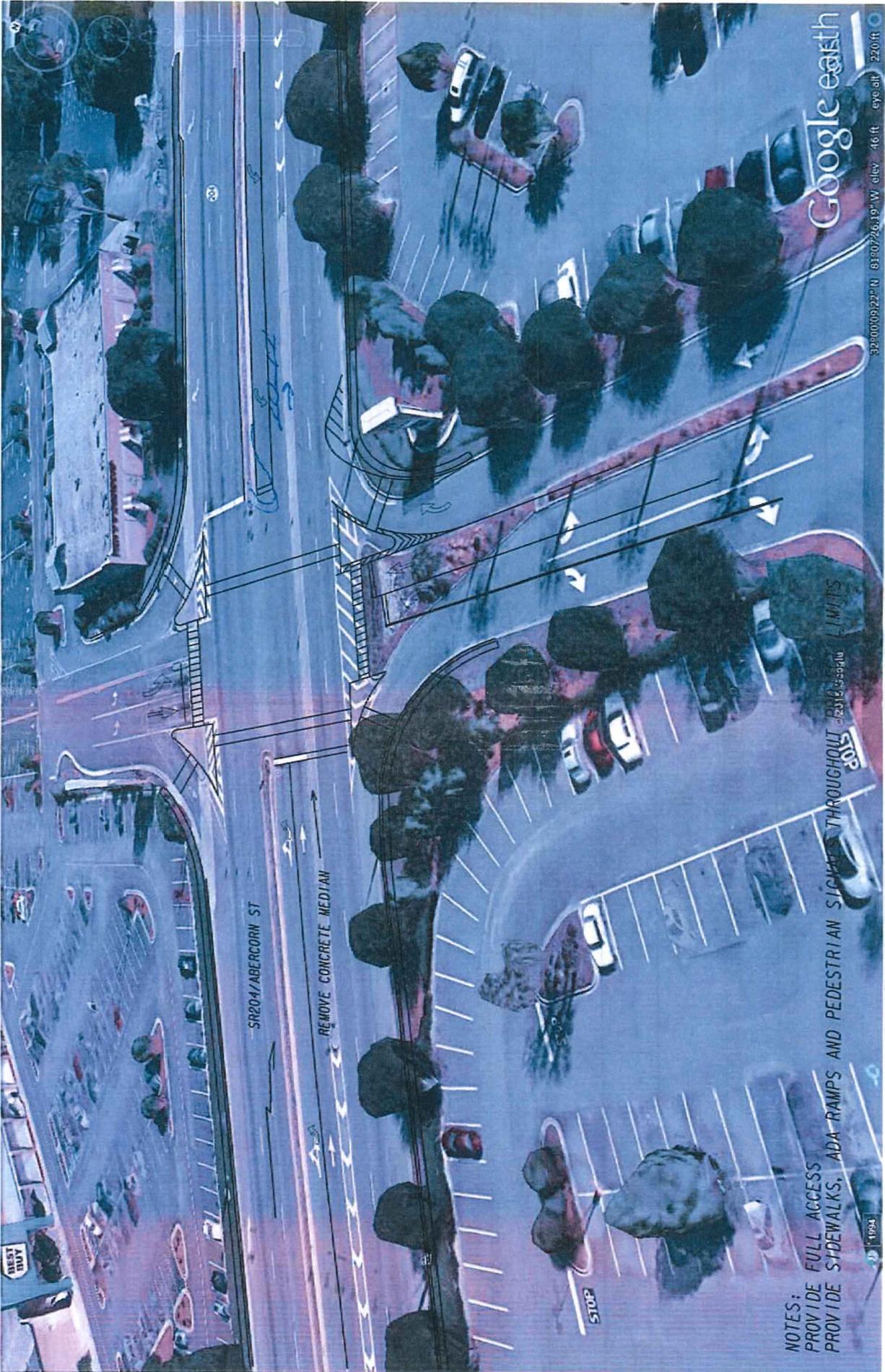
Project PI No. 0012843, SR 25 SR 26 SR 204 Signal Upgrades, Chatham County

Meeting Topic Kick-off Meeting

Location Georgia DOT District 5, Savannah Area Office

Date/Time Thursday, September 10, 2015, 10:00 am

NAME	ORGANIZATION	PHONE	E-MAIL
Byron Cowart	D5- R/W	(912) 530-4453	bcowart@dot.ga.gov
Andy Weathers	D5- Traffic Ops	912-530-4467	awweathers@dot.ga.gov
Greg Wasdin	D5- Traffic Ops.	912-530-4468	gwasdin@dot.ga.gov
Chris Needham	D-5 Traffic Ops	912-530-4465	cneedham@dot.ga.gov
GEORGE SHERK	D-5 UTILITIES	678-580-9753	GeSherk@dot.ga.gov
JOSEPH CAPELLO	D-5/A-5		
CASSIUS C. EDWARDS	D5/OPD	912-530-4370	c.edwards@dot.ga.gov
WALTER POWERS	THOMAS + NUTTON	(912) 234-5300	POWERS.W@THOMASANDNUTTON.COM
Matthew D Jones	Thomas & Nutton	(912) 721 4055	jones.m@thomasandnutton.com



Google earth

32.00009222°N 81.972619°W elev. 46 ft eye alt. 320 ft

SR204/ABERCORN ST

REMOVE CONCRETE MEDIUM

2015 THROUGHOUT

NOTES:
PROVIDE FULL ACCESS
PROVIDE SIDEWALKS, ADA RAMPS AND PEDESTRIAN SIGNAGE THROUGHOUT

BEST BUY

STOP

1994