

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1(1) Chatham County **OFFICE** Preconstruction
P. I. No. 522790
DATE May 16, 1997

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Joe Palladi
Craig Brack

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1(1) Chatham County **OFFICE** Preconstruction
P.I. No. 522790

DATE April 29, 1997

FROM *Walker W. Scott, Jr.*
Walker W. Scott, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is Phase II of Jimmy Deloach Parkway from I-16 north along existing SR 17 to Pine Barren Road, then on new location to US 80/SR 26 in Bloomingdale for a total of 4.40km. Phase I of the Parkway, currently under construction, will connect US 80 with a new interchange at I-95, and then to SR 21 just west of the City of Port Wentworth. The Jimmy Deloach Parkway is a principal component of the long-range (year 2010) major thoroughfare plan that was adopted by the Chatham Urban Transportation Study Committee on February 22, 1989. Western Chatham County currently is bisected in the east/west and north/south directions by the interstate system. The proposed Parkway will provide relief for the interstate system by accommodating the interarea travel in the western section of Chatham County and provide access to the interstate system for the longer regional trips. The existing SR 17 within the project limits consists of a two lane roadway with rural shoulders. The existing right-of-way varies from 45.7m at the I-16 ramp termini to a normal width of 24.4m. The existing major structure consists of a two-lane bridge over Little Ogeechee River with a sufficiency rating of 68.5. the base year traffic (1995) is 3,500 VPD and the design year traffic (2015) is 16,000 VPD. The proposed design speed is 100km/h.

The proposed construction will provide two, 3.6m lanes in each direction separated by a 13.6m depressed grassed median from the I-16 westbound entrance and exit ramps to Main Street in Bloomingdale. From Main Street to US 80/SR 26 an urban section will be utilized to minimize displacements. The typical section will consist of a 6.0m raised median, two, 3.6m through lanes in each direction with left and right turn lanes as required. The existing bridge over Little Ogeechee River will be widened and a new parallel structure will be constructed to accommodate the new lanes. A new dual two lane bridge will be constructed over the CSX Railroad. Traffic will be maintained on SR 17 at all times during construction.

During concept development, 5 alternatives were studied and incorporated with preapplication meetings with the Corp of Engineers, U.S. Environmental Protection Agency (EPA), and U.S. Fish and Wildlife Service. During the review process, Alternative "E" was considered to be the least damaging practicable alternative under 404(B)(1) guidelines.

Wayne Shackelford

Page 2

STP-218-1(1) Chatham

April 29, 1997

The scope of this project is to extend Jimmy Deloach Parkway from the I-16 westbound entrance and exit ramps to US 8/SR 26. This project does not include reconstructing the interchange at I-16. However, the bridge over I-16 needs to be widened in addition to reconstruction of the interchange to accommodate projected traffic volumes. In responding to this need, the Office of Urban Design has recommended that the Office of Planning consider the addition of an interchange improvement project in their work with the Savannah MPO.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; a public hearing is required; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$12,640,000	\$3,010,000	2001	01-07
Right-of-Way & Utilities*	Local	Local		

*Chatham County signed contract on 7-30-96 to be responsible for preliminary engineering, required right-of-way costs and utility relocation costs.

I recommend this project concept be approved and any future interchange improvements at I-16 be made concurrent with this project.

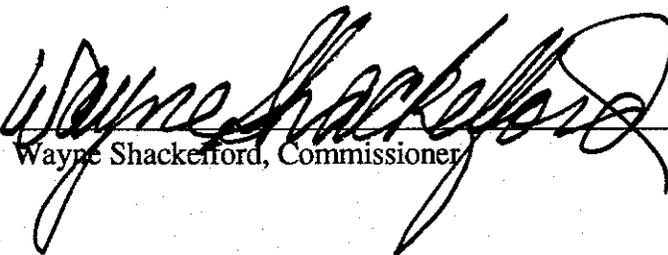
WWS:JDQ/cj

Attachment

CONCUR

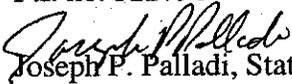

Frank L. Danchetz, P.E., Chief Engineer

APPROVE


Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1(1), Chatham County
Jimmy DeLoach Parkway Extension
P.I. no. 522790
FROM 
Joseph P. Palladi, State Urban Design Engineer
TO Wayne Hutto, Assistant Director of Preconstruction

OFFICE Atlanta, Georgia

DATE April 8, 1997

SUBJECT Project Concept Report - Correction

On February 28, 1997, the concept report for this project was submitted to your office and to other offices in the Department. Some reviewers have commented that the report is not clear whether or not the project concept includes a new or widened bridge over I-16 and the reconstruction of the JDL/I-16 interchange. To clarify the issue, the project scope does not include any work directly involving the I-16 interchange. The project's four lanes will be tapered back to two lanes just north of I-16.

At this time, there is no project in the Savannah MPO Transportation Improvement Program or in the Department's Construction Work Program to reconstruct the JDL/I-16 interchange, although projected traffic volumes indicate that such a reconstruction will be necessary at some time in the future. By copy of this letter, we recommend that the Office of Planning consider the addition of an interchange improvement project in their work with the MPO.

We regret any confusion this may have caused. If additional information is needed, please contact Joe Wheeler of this office at 404-656-5445.

JPP:JRC

cc: David Studstill
Marion Waters
Paul Liles
Craig Brack
Bobby Mustin
Frank Danchetz
Walker Scott
Toni Dunagan
Joe Wheeler

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
MAR 12 1997
PRECONSTRUCTION

FILE: STP-218-1(1) CHATHAM
P.I. Number 522790

OFFICE: Atlanta, Georgia

DATE: March 11, 1997

FROM: Bob Mustin, Project Review Engineer DTM

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

We have reviewed the concept report submitted March 3, 1997 by the letter from Joseph P. Palladi dated February 28, 1997 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 9,576,000
Inflation	\$ 1,915,000
E & C	\$ 1,149,000
Right of Way	\$ 300,000
Reimbursable Utilities	\$ 100,000

DTM

c: Joe Palladi

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAR 4 1997

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1(1) Chatham County OFFICE Atlanta, Georgia
Jimmy DeLoach Parkway Extension
P.I. Number 522790 DATE February 28 1997

FROM *Joseph P. Palladi*
Joseph P. Palladi, P.E., State Urban Design Engineer

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT **Proposed Project Concept Report**

Transmitted is the proposed project Concept Report for the Jimmy DeLoach Parkway Extension from I-16 to U. S. 80 in Savannah.

Please take the necessary steps to process the report through the Department in accordance with the project review process.

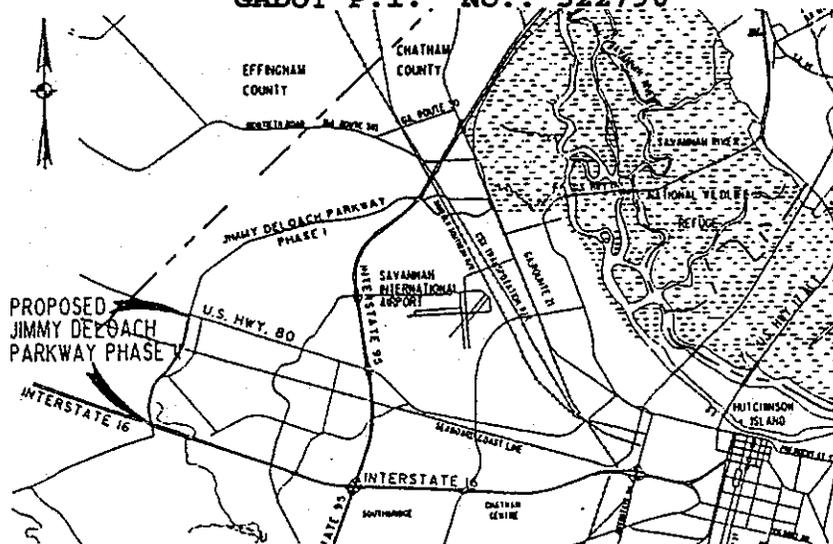
JPW
JPP:JDW *etc*
Attachment

cc: David Studstill, w/attachment
Marion Waters, w/attachment
Paul Liles, w/attachment,
Craig Brack, w/attachment
Bob Mustin, w/attachment
Frank Danchetz
Walker W. Scott, Jr.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT
CHATHAM COUNTY
STP 218-1-(001)
JIMMY DELOACH PARKWAY, PHASE II

Federal Route No.: N/A
State Route No.: S.R. 17
GADOT P.I. No.: 522790



Date of Report: 02/01/96
Date of Revision: 02/25/97

RECOMMENDATION FOR APPROVAL

3/3/97
Date

Joseph Pollock
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

Date: February 1, 1996
Revised: February 25, 1997

PROJECT CONCEPT REPORT

PROJECT NO.: STP-218-1-(001) CHATHAM COUNTY

P. I. No.: 522790

PREVIOUS PROJECT NO.: N/A

ROUTE NO.: S.R. 17

LOCATION: Widen and reconstruct Bloomingdale Road (S.R. 17) from I-16 to Pine Barren Road.
New location from Pine Barren Road to U.S. Highway 80/S.R. 26 in Bloomingdale, Georgia.

TRAFFIC: CURRENT ADT 3500 (YR 1995) **PROJECTED ADT** 16,000 (YR 2015)

EXISTING CONDITIONS

EXISTING TYPICAL SECTION: Two-lane with roadside ditches.

POSTED SPEED LIMITS: 45 MPH

EXISTING MAJOR STRUCTURES: Bridge over Little Ogeechee River

ACCIDENT HISTORY: The following is a summary of the most recent accident data available for S.R. 17 from I-16 to Pine Barren Road:

	1993	1995
Total Accidents/Rate:	2/138	7/479
Total Injuries/Rate:	0/0	0/0
Total Fatalities/Rate:	0/0	0/0
Statewide average (per 100 million vehicle miles of travel)		
Accident Rate:	585	661
Injury Rate:	256	319
Fatality Rate:	1.87	1.56

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attached.

PROJECT CONCEPT

LENGTH: 4.4 KM

LOCATION: From the I-16/S.R. 17 Interchange to Jimmy Deloach Parkway, Phase I in Bloomingdale, Georgia.

PDP CLASS: Major-existing/
New Location

FUNCTIONAL CLASS: Rural Arterial

DESIGN SPEED: 100 kph

	<u>Allowed</u>	<u>Used</u>
MINIMUM RADIUS OF CURVE:	395m	585m
MAXIMUM GRADE:	5.75%	3.50%

PROPOSED TYPICAL SECTION: See attached typical sections.

MAJOR STRUCTURES: New dual 2-lane bridge over the CSX Railroad. Widen existing bridge and new parallel bridge over the Little Ogeechee River.

Location ID#: 051-00017D-00.87 North
Structure ID#: 051-0003-0
Sufficiency Rating: 68.5

TYPE ACCESS: Controlled by permit

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic on S.R. 17 during construction.

DESIGN VARIANCES REQ'D:

	YES	NO	UNDETERMINED
Horizontal Alignment	()	(x)	()
Vertical Grades	()	(x)	()
Stopping Sight Distance	()	(x)	()
Speed Design	()	(x)	()
Roadway Width	()	(x)	()
Shoulder Width	()	(x)	()
Cross Slopes	()	(x)	()
Superelevation Rates	()	(x)	()
Horizontal Clearance	()	(x)	()
Vertical Clearance	()	(x)	()
Bridge Width	()	(x)	()
Bridge Struct. Capacity	()	(x)	()

ESTIMATED COST:

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 300,000
UTILITIES	\$ <u>100,000</u>
SUBTOTAL	\$ 400,000
CONSTRUCTION	\$ 9,175,556
INFLATION (4 years @ 5%)	\$ 1,977,389
E&C (10%)	\$ <u>1,115,294</u>
TOTAL CONSTRUCTION	\$ 12,268,239
TOTAL PROJECT COST	\$ 12,668,239

DISPLACEMENTS: Approximately 8 Residential

PERMITS REQUIRED: 404 Individual

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing will be required.

TIME SAVINGS PROCEDURES APPROPRIATE? YES ___ NO X

DESIGN VARIANCES REQUIRED: NONE

ALTERNATES CONSIDERED: 5 Alternate Routes Considered and are presented in "Alternatives analysis of Jimmy Deloach Parkway, Phase II", August, 1994 by Thomas & Hutton Engineering Co. Alternate "E" was selected by the U.S. Army Corps of Engineers as the least damaging practicable alternative under section 404(b)(1) of the Clean Water Act (see attached correspondence).

OTHER PROJECTS IN AREA: PRP-984-2(051) Chatham County, Jimmy Deloach Parkway, Phase I; PRP-1242-2(051) Pooler Parkway, Phase I; STP-4067 (2) Pooler Parkway, Phase II; NH-16-1(119) Pooler Parkway/I-16 interchange

CONCEPT TEAM MEETING HELD: February 21, 1996

PRESENT: See attached Concept Team Meeting minutes.

LOCATION INSPECTION DATE: None held at present.

RAILROAD INVOLVEMENT: New bridge over CSX Railroad.

POSSIBLE UNDERGROUND STORAGE TANK SITES: No known sites

POSSIBLE HAZARDOUS WASTE SITES: No known sites.

- COMMENTS:**
- 1) THE CONCEPT AS PRESENTED AT THE CONCEPT TEAM MEETING IS RECOMMENDED.
 - 2) PROJECT PLANS WILL BE COMPLETED IN METRIC UNITS.
 - 3) THIS PROJECT IS A PART OF THE CHATHAM COUNTY 1% SALES TAX PROGRAM FOR ROAD IMPROVEMENTS. THE LOCAL GOVERNMENT WILL BE RESPONSIBLE FOR THE RIGHT-OF-WAY, UTILITY RELOCATION, AND DESIGN OF THE PROJECT.
 - 4) THE SCOPE OF THIS PROJECT IS TO EXTEND JIMMY DELOACH PARKWAY FROM INTERSTATE 16 TO U.S. HWY 80/ S.R. 26. THE ANALYSIS PERFORMED BY POST, BUCKLEY, SCHUH, & JERNIGAN SHOWED ANOTHER BRIDGE OVER I-16 WAS NECESSARY AS WELL AS LEFT TURN LANES TO ACCOMMODATE THE 2015 TRAFFIC PROJECTIONS (SEE PAGE 3-3 AND FIGURE 3.3 OF THE ENCLOSED JIMMY DELOACH AND POOLER PARKWAY INTERSECTIONS STUDY). IT IS RECOMMENDED THAT THE IMPROVEMENTS TO THE INTERCHANGE BE MADE CONCURRENT WITH STP 218-1-(1). THEREFORE, THE SCOPE OF THIS PROJECT SHOULD BE REVISED TO INCLUDE THE INTERCHANGE IMPROVEMENTS OR A SECOND CONTRACT SHOULD BE IMPLEMENTED. THE EXISTING BRIDGE OVER I-16 HAS THE FOLLOWING RATING:

Location ID #: 051-00017D-00.23 North
Structure ID #: 051-0002-2
Sufficiency Rating: 85.9

ATTACHMENTS: Typical Sections
Need and Purpose Statement
Correspondence From U.S. Army Corps of Engineers
Preliminary Opinion of Probable Construction Cost
Traffic Capacity Analysis
Concept Meeting Minutes

**PRELIMINARY CONSTRUCTION COST ESTIMATE
URBAN DESIGN OFFICE**

Date:	January 31, 1996	Prepared By:	Thomas & Hutton Engineering Co.
Project No.:	STP 218-1-(001)	File Name:	J-8768
P.I. No.:	522790	Length:	+/- 4.4 km

Project Description: Jimmy Deloach Parkway, Phase II is a 4.4 km extension of Jimmy Deloach Parkway, Phase I (currently under construction) from U.S. Hwy 80 in Bloomingdale, Georgia south to I-16/GA S.R. 17 interchange. The project is part of the Chatham County 2010 major thoroughfare plan. The project is funded by the 1993 - 1998 1% special option sales tax program approved by public referendum.

I. Roadway Items					
Item	Description	Quantity	Units	Unit Price	Total
1	Traffic Control	Job		Lump Sum	\$ 150,000.00
2	Mobilization	Job		Lump Sum	\$ 75,000.00
3	Field Engineers Office	Job		Lump Sum	\$ 50,000.00
4	Clearing & Grubbing	16	Ha	\$ 25,000.00	\$ 400,000.00
5	Borrow	405000	m ³	\$ 8.00	\$ 3,240,000.00
6	Unclassified Excavation	46000	m ³	\$ 9.25	\$ 425,500.00
7	203.2mm Graded Aggregate Base, GR I or II, Including Bit. Material	80600	m ²	\$ 12.00	\$ 967,200.00
8	101.6mm Asphaltic Concrete Base, Including Bituminous Material	13200	Mg	\$ 44.00	\$ 580,800.00
9	50.8mm Asphaltic Concrete Type B, Gr I or II, Including Bit. Matl. & H. Lime	8280	Mg	\$ 42.00	\$ 347,760.00
10	38.1mm Asphaltic Concrete Type E, Gr I or II, Including Bit. Matl. & H. Lime	7254	Mg	\$ 44.00	\$ 319,176.00
11	Bituminous Tack Coat	141600	L	\$ 0.35	\$ 49,560.00
12	Type 7 Concrete Curb & Gutter	250	m	\$ 11.00	\$ 2,750.00
13	Reinforced Concrete Approach Slab	450	m ²	\$ 95.00	\$ 42,750.00
Sub-Total, Roadway Items					\$ 6,650,496.00
II. Drainage Items					
Item	Description	Quantity	Units	Unit Price	Total
14	450mm RCP	550	m	\$ 82.00	\$ 45,100.00
15	900mm RCP	100	m	\$ 160.00	\$ 16,000.00
16	450mm Flared End Section	22	ea	\$ 325.00	\$ 7,150.00
17	900mm Flared End Section	5	ea	\$ 700.00	\$ 3,500.00
18	Median Drop Inlet	22	ea	\$ 2,500.00	\$ 55,000.00
19	2400mm x 1200mm Box Culvert	120	m	\$ 1,475.00	\$ 177,000.00
20	Stone Plane Rip-Rap	110	m ²	\$ 69.00	\$ 7,590.00
21	Plastic Filter Fabric	110	m ²	\$ 7.00	\$ 770.00
Sub-Total, Drainage Items					\$ 312,110.00

III. Guardrail					
Item	Description	Quantity	Units	Unit Price	Total
22	Guardrail, Type T	50	m	\$ 145.00	\$ 7,250.00
23	Guardrail, Type W	4500	m	\$ 40.00	\$ 180,000.00
24	Guardrail Anchor, Type 1	20	ea	\$ 385.00	\$ 7,700.00
25	Guardrail Anchor, Type 11	20	ea	\$ 900.00	\$ 18,000.00
Sub-Total, Guardrail					\$ 212,950.00
IV. Temporary & Permanent Erosion Control					\$ 250,000.00
V. Signing and Marking					\$ 250,000.00
VI. Bridge Items					\$ 1,500,000.00

Preliminary Cost Estimate

Right-of-Way	\$ 300,000.00
Reimbursable Utilities	\$ 100,000.00
Roadway Items	\$ 6,650,496.00
Drainage Items	\$ 312,110.00
Guardrail	\$ 212,950.00
Temporary & Permanent Erosion Control	\$ 250,000.00
Signing and Marking	\$ 250,000.00
Bridge Items	\$ 1,500,000.00
Sub-Total	\$ 9,575,556.00
10% E & C	\$ 957,555.60
Total Phase II Preliminary Cost Estimate	\$ 10,533,111.60

Jimmy DeLoach Parkway, Phase II **Need and Purpose Statement**

The following paragraphs were prepared by the Savannah-Chatham County Metropolitan Planning Commission which is the principal planning body for the Chatham Urban Transportation Study (CUTS) Committee.

Phase II of the Jimmy DeLoach Parkway consists of an extension of Phase I of the project in a southerly direction from U.S. 80, just west of the City of Bloomingdale, Chatham County, to a connection with the existing Bloomingdale Cross Road leading to an existing full interchange with Interstate 16. Phase I of the project, currently under construction, will connect US 80 with a new interchange at Interstate 95 and, then, Georgia Route 21 (Augusta Highway) just west of the City of Port Wentworth. The route largely passes through the undeveloped northwest quadrant of the County.

Phase I of the project is being financed totally with the proceeds from the one-percent local option sales tax that has been in effect since 1985. Phase I of the project was included among the projects in the first extension of the tax. The extensions and the Interstate 95 interchange are part of the second tax extension.

Although Phase I was financed totally with the sales tax revenues, the Georgia Department of Transportation has agreed to finance the construction of the extensions as well as the new interchange with Interstate 95, which is indicative of the importance they also place on the Parkway. Chatham County will have the responsibility for designing the improvements, acquiring the rights-of-way, and relocating utilities.

The entire facility is designed as a divided principal or major four-lane arterial with 200' of right-of-way and with controlled access to provide a high level of traffic service between major sections of the urbanized area. Access control will limit the number and locations of intersections on the facility in order to sustain the higher level of traffic service and to provide for the safe and efficient movements of longer trips within and through the area.

The Jimmy DeLoach Parkway is a principal component of the Long-Range (Year 2010) Major Thoroughfare Plan that was adopted by the Chatham Urban Transportation Study (CUTS) Policy Committee on February 22, 1989. The Parkway has been included in all of the annual Transportation Improvement Programs (TIPs) since the adoption of the Plan. To be included as a project within the TIPs, it must have the full support of not only the Policy Committee but the members of the Technical Coordinating and Citizens Advisory Committees. The need and desire to include the facility in the program has never been questioned by the committee members or the general public.

The traffic projection for the Phase II extension of the Parkway to Bloomingdale Cross Road and Interstate 16 is approximately 5,000 vehicles per day by the year 2010. Revised

traffic projections will be made in 1994. The projections are expected to be considerably higher as recent announcements for development are incorporated into the demographic forecasts. The developments include the western quadrant of Savannah Quarters and the industrial park on the northern section of the Parkway.

The need and purpose of the Parkway in the long-range transportation plan was clearly as a "developmental highway", as are several other components of the plan. The one-percent sales tax program has afforded Chatham County the luxury of being able to place infrastructure before development occurs rather than after, when it becomes considerably more expensive and invasive. In this instance, there were indications that northwestern Chatham County was one of the remaining areas where significant development can occur, and this facility positions the County well to receive and prepare for that eventually.

Western Chatham County currently is bisected both in the east/west as well as the north/south direction by the Interstate system. Although this is certainly an asset to the area, other supporting roadways are necessary to ensure that shorter local trips remain off the Interstate system which should be reserved primarily for the longer travel desires. The Parkway will provide this relief for the Interstates by being able to accommodate the interarea travel in the western sections of Chatham County, yet provide access to the Interstate system for the longer, regional trips.

CONCEPT MEETING MINUTES

STP-218-1(001)

PI No.: 522790

Jimmy Deloach Parkway Phase II

February 21, 1996

Chatham County Engineering Building - Green Room
Savannah, Georgia

The meeting was opened by Mark Pickering of Thomas & Hutton Engineering Company. The project is approximately 4.4 km (2.7 miles) in length. The project begins at the interchange of I-16 and GA S.R. 17 and ends at the intersection of Jimmy Deloach Parkway Phase I on U.S. Hwy. 80 in Bloomingdale, GA.

The Need and Purpose Statement was prepared by Bill Herrington the Senior Transportation Planner for the Metropolitan Planning Commission. The Need and Purpose Statement was based on the 2010 Major Thoroughfare and Land Use Plan for Chatham County prepared by the Metropolitan Planning Commission.

The proposed project is to widen and reconstruct Bloomingdale Road to a four lane divided section from I-16 to Pine Barren Road. From Pine Barren Road to U.S. Highway 80/S.R. 26 in Bloomingdale, the four lane divided section will be on new location. Approximately 70% of the proposed project is on new location. The existing right-of-way on Bloomingdale Road varies from a maximum width of 45.7m (150') at the ramp termini to a normal width of 24.4m (80'). The proposed right-of-way for Jimmy Deloach Parkway Phase II will vary with a maximum width of 60.96m (200'). Approximately eight residential displacements are anticipated. Local Government Project Agreements will be sent in as soon as possible.

The proposed project will have two typical sections. The first section will be a typical rural four lane divided section. This section consists of a 13.6m depressed median, two 3.6m through lanes in each direction with left and right turn lanes where required. The second section will be a typical urban divided section. The urban divided section is used in the Osteen Road area so the required right-of-way could be minimized and fewer residents would have to be displaced. The urban section consists of a 6m raised median, two 3.6m through lanes in each direction with left and right turn lanes where required. The design speed for this project will be 100 kph. The proposed project will be a limited access type with median breaks spaced at a minimum distance of 400m (1320'). The desirable distance between median breaks would be 800m (2640').

A traffic study was performed for the proposed road to determine the need for signalization at several intersections along Jimmy Deloach Parkway Phase II. The intersections were analyzed under projected 2015 traffic conditions using NETSIM, a traffic simulation model developed and maintained by the Federal Highway Administration. From the NETSIM analysis it was determined that signals were warranted at the intersections of Jimmy Deloach Parkway and GA 17, U.S. Highway 80, Northbound ramp at I-16 and Southbound ramp at I-16. Also the analysis showed that exclusive left turn and right turn lanes are needed at most intersection

approaches. Additional traffic projections will be required for the opening year. Also twenty year projections from the opening year will be required.

The proposed project has several major structures both existing and proposed. The major existing structure, located on S.R. 17, is a two-lane bridge with one-foot shoulders which spans the Little Ogeechee River. The existing bridge will be widened and a new parallel structure will be constructed unless the bridge hydraulics indicate the elevation of the existing bridge is too low or the bridge opening is too small. If either of the above situations exist then the existing bridge will be removed and two parallel new bridges will be constructed. The other major structure is a new dual two-lane bridge over the CSX railroad. Traffic will be maintained on S.R. 17 at all times during construction.

The maximum proposed grade will not exceed 4 percent. The minimum radius curve allowed for a speed design of 100 kph and an emax of 8.0% is 395m (1,296'). The minimum radius curve used on the proposed project is 585m (1,920'). No design variances are required on this project. The proposed clear zone is 13.5m (44') from the edge of travel lane, however as stated in the AASHTO Roadside Design Guide, the clear zone may be reduced to 9.0m for practicality and to provide a consistent roadway template.

Utility conflicts will occur in the area along U.S. Highway 80 and Osteen Road and along Bloomingdale Road. During construction all utility services will remain in operation to serve the existing developments along these roads. It is the responsibility of the affected utility companies to coordinate among themselves for the relocation of their services.

Pre-Application meetings with the Corps of Engineers, U.S. EPA, and U.S. Fish and Wildlife Service have been held. At that time five alternate routes were presented. Route "E" was considered by the Corps of Engineers to be the least damaging practicable alternative under 404(b)(1) guidelines.

A Cultural Resources Survey of the proposed corridor has been completed. Three structures on or near the required right-of-way were identified as being of potential Historical Significance. An Architectural Historian is being engaged to make a final determination on the structures.

An Endangered and Threatened Species Survey was conducted and no endangered or threatened species will be adversely impacted by the project.

No Geotechnical Investigations have been conducted. When a geotechnical report is available Thomas & Hutton Engineering Company will request that the DOT make a recommendation regarding the use of Geo-Grids or Geo-Textiles in lieu of mucking.

Comments and questions were then fielded concerning any aspect of the concept report:

Mr. Joe Palladi of GADOT Urban Design made the following comments:

Look at the long range plan for the interchange of I-16 and S.R. 17. An analysis needs to be made to determine if the existing two-lane overpass is adequate for the traffic volumes to be generated by the new road. If it is not, the bridge needs to be widened to accommodate the projected traffic volumes. When will overpass be inadequate. A recommendation concerning the interchange should be made in this concept report.

See Page 3-3 and Figure 3-3 of the traffic report.

Be sure to use desirable design criteria when improving the existing section and when constructing the new section.

Assume that signals will be located at the intersection of Jimmy Deloach Parkway and U.S. Highway 80 so an adequate amount of right-of-way may be acquired.

Use a projection of the edge of pavement to the construction centerline as the profile grade line instead of the inside edge of pavement. This allows a facility to be widened to the inside easier than if the profile grade line were located on the inside edge of pavement.

Mr. Del Clippard of GADOT Traffic Operations made the following comment:

At a stop sign only one through lane may approach and pass through the intersection.

Mr. Darrell Church of GADOT Urban Design made the following comments:

The 0.6m (2') shoulder on the inside of the typical section should have the same pavement thickness as the mainline.

The concept report needs to include proposed median cuts with an emphasis on high traffic areas. The minimum spacing between median breaks should be 400m (1320') but the desirable spacing would be 800m (2625').

Straight tapers are acceptable for median transitions. Use the formula $W*L*0.6$ to determine the metric taper length (The formula $W*L$ is used to determine the English taper length). It is more desirable to transition in a curve if possible.

What percentage of the project is new location?

Approximately 70%

Mr. Jim Chambers of GADOT Urban Design made the following comments:

Is the project located within the city limits of Bloomingdale?

A portion of the project is located within the city.

Be sure to think out how to maintain access to adjacent developments.

Mr. Allen Troha of GADOT Jesup Office made the following comments:

If a signal is going to be needed at U.S. Highway 80, the layout needs to be done at this time so the traffic lanes can be correctly designed. Those lanes not needed for a stop condition can be striped out until the traffic signal comes into operation.

Was the widening of U.S. Highway 80 considered during our design?

We considered the widening project on U.S. Hwy 80 but were informed the project had been put on hold for the time being and not to worry about incorporating the widening into our design.

Mark Pickering of Thomas and Hutton Engineering informed Darrell Church of GDOT the concept report would be submitted after the traffic analysis was completed on the existing interchange at I-16 and S.R. 17. The meeting was then adjourned by Mark Pickering.

JIMMY DELOACH PARKWAY, PHASE
CONCEPT MEETING
2-21-96

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>
MARK PICKERING	THOMAS & HUTTON ENGINEERING	912-355-5300
TOM QUEEN	GDOT Env/Loc/Urban	404-699-4000
Del Clippard	GDOT - Traffic Operations	404-551-9599
Mary A. Mitchell	GDOT Engr/Pln	404-599-4403
JOHNNY QUARLES	GDOT PRECONSTRUCTION	404-657-0770
JIM CHAMBERS	GDOT - URBAN DESIGN	404-656-5436
DARRELL CHURCH	GDOT - URBAN DESIGN	404-656-5433
Allan Black	Chatham County	(911) 552-7000
Doyle D. Kelley Jr.	Thomas & Hutton Engr. Co.	912-355-5300
Joe Palladi	GDOT Urban Design	404-656-5436
Andy Anderson	Savannah Electric	912-944-3710
Matthew Smith	Savannah Electric	912-944-3722
Roger Warnock	Savannah Electric	912-944-3701
RONALD SMITH	THOMAS & HUTTON	912-355-5300
JAMES L. BROWN	GA DOT - SAUN	912-651-2144
Zoe Hardenbrook	GA DOT - JESUP	912-427-5865
Harrell Clement	GA. D.O.T. UTILITIES JESUP	427 5359
DANNIS SMITH	GA DOT UTILITIES JESUP	912-427-5754
EARNEST GREEN	GA DOT, Loc. Govt. Coord. JESUP	912-427-5793
Chris Simons	GA. DOT - Planning	404-656-5726
Tony Collins	" " DISTRICT DESIGN	912-427-5316
DAN ROGERS	GA. D.O.T. - JESUP	912-427-5288
ALLIE TRAHA	" " - JESUP	912-427-5793
RANDY FORK	THOMAS & HUTTON	

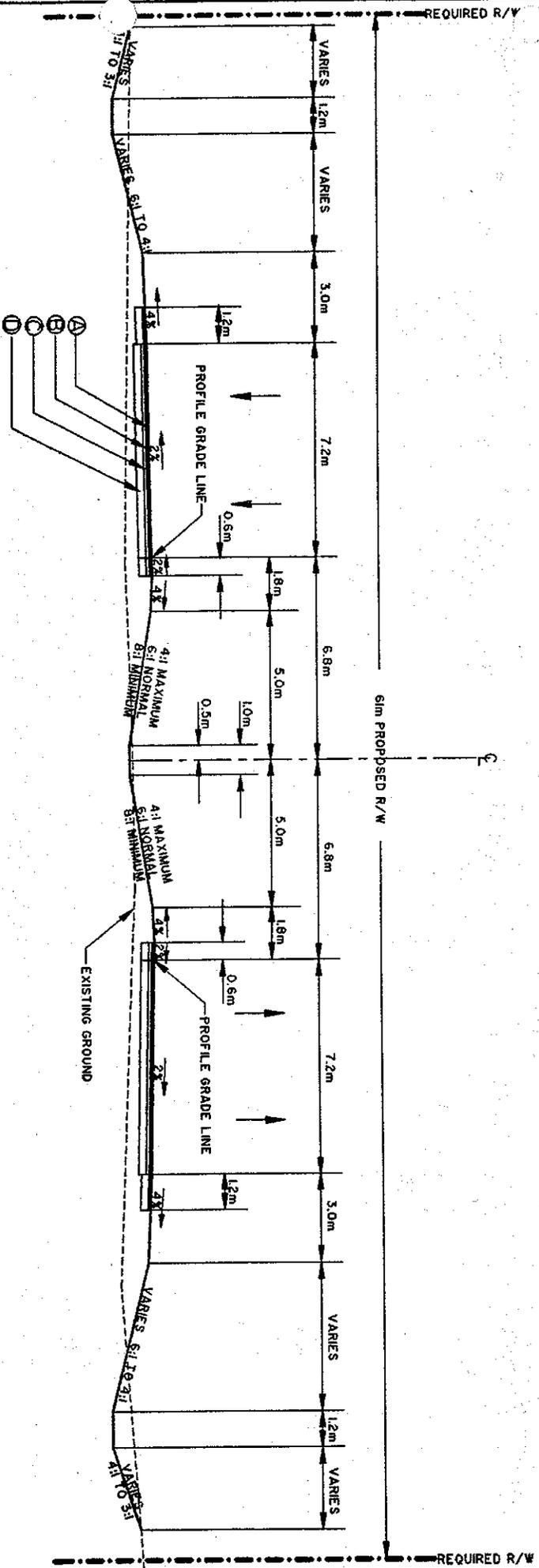
PROJECT NO.: STP-218-1-(001)
 COUNTY: CHATHAM

TYPICAL SECTION

JIMMY DELOACH PARKWAY

PHASE II

FROM
 U.S. HWY 80 TO I-16
 RURAL SECTION W/13.6m DEPRESSED MEDIAN



- Ⓐ ASPH. CONC. "E" - 90 kg/m²
- Ⓑ ASPH. CONC. "B" - 120 kg/m²
- Ⓒ ASPH. CONC. BASE - 240 kg/m²
- Ⓓ GRADED AGG. BASE - 250 mm

NOTE: IN AREAS WHERE THE SLOPE IS 2:1
 GUARDRAIL AND ADDITIONAL SHOULDER
 WIDTH WILL BE REQUIRED.

THOMAS & HUTTON
 ENGINEERING CO.
 3 OGLETTHORPE PROFESSIONAL BLDG.
 SAVANNAH, GA. 31406 (912)355-5300
 966 HOUSTON NORTHCUT BLVD.
 MT. PLEASANT, S.C. 29464 (803)849-0200

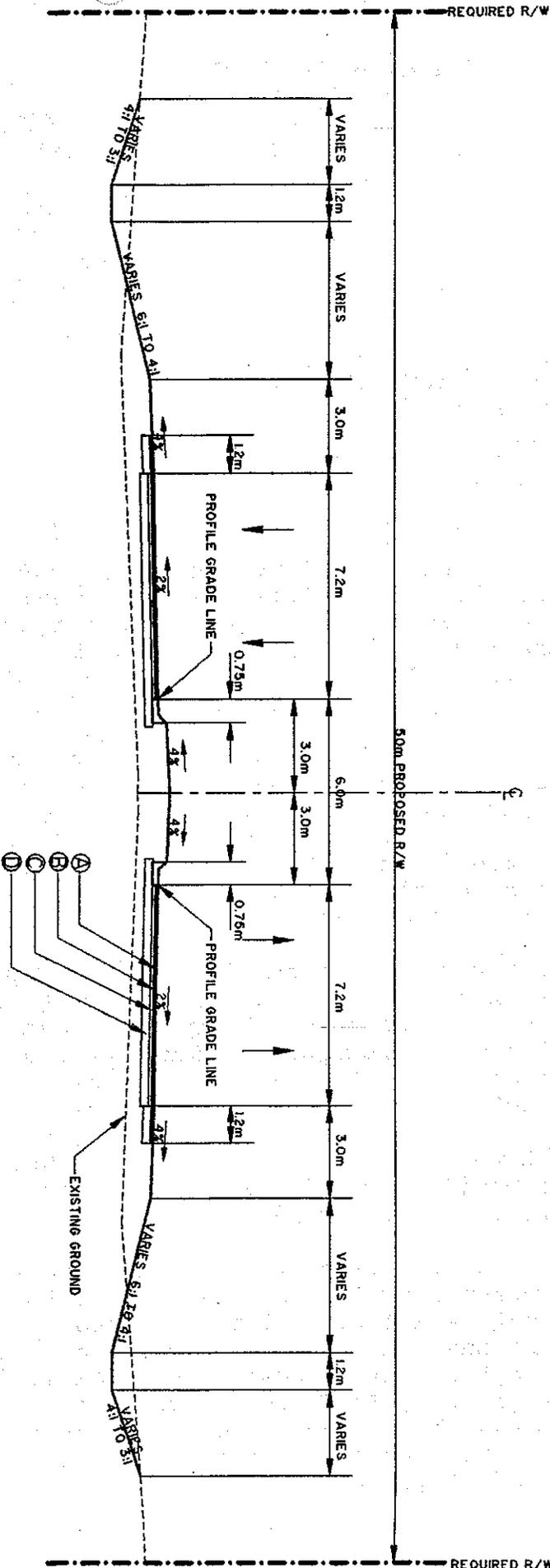
PROJECT NO.: STP-218-1-(001)
 COUNTY: CHATHAM

TYPICAL SECTION

JIMMY DELOACH PARKWAY

PHASE II

FROM
 U.S. HWY 80 TO I-16
 FOUR-LANE URBAN



NOTE: IN AREAS WHERE THE SLOPE IS 2:1
 GUARDRAIL AND ADDITIONAL SHOULDER
 WIDTH WILL BE REQUIRED.

- Ⓐ ASPH. CONC. "E" - 90 kg/m²
- Ⓑ ASPH. CONC. "B" - 120 kg/m²
- Ⓒ ASPH. CONC. BASE - 240 kg/m²
- Ⓓ GRADED AGG. BASE - 250 mm

THOMAS & HUTTON ENGINEERING CO. 3 OGLETHORPE PROFESSIONAL BLVD. SAVANNAH, GA. 31406 (912)555-5300 966 HOUSTON NORTHCUT BLVD. MT. PLEASANT, S.C. 29464 (803)849-0200

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
MARCH 18 1997
PRECONSTRUCTION

FILE STP-281-1(1), Chatham OFFICE Jesup, Georgia
P. I. No. 522790 DATE March 18, 1997

FROM Craig C. Brack, P. E., District Engineer *AJC*

TO Wayne Hutto, Assistant Director of Preconstruction
Atlanta

SUBJECT **SIGNATURE PAGE FOR CONCEPT REPORTS**

We have reviewed the concept report for the above referenced project and find it satisfactory.

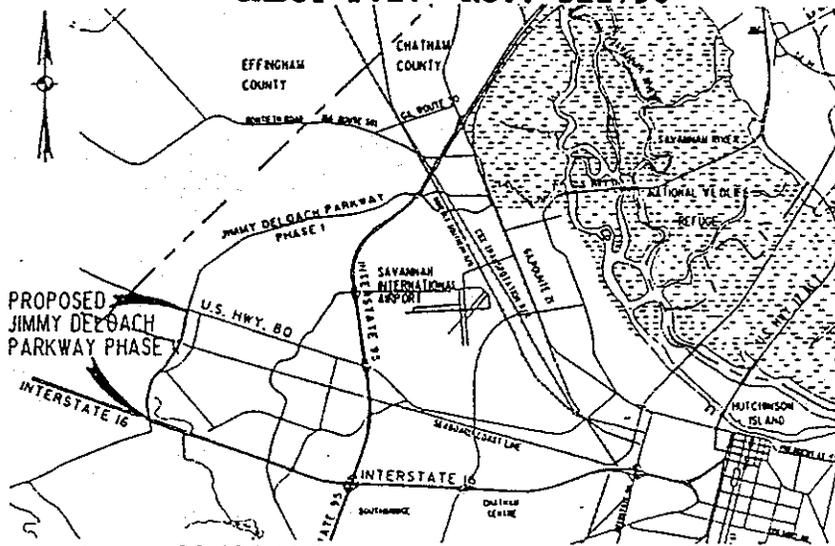
We are attaching signed signature page for the project in accordance with PDP regulations, for your further handling.

AJC:ZBH:h

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT
CHATHAM COUNTY
STP 218-1-(001)
JIMMY DELOACH PARKWAY, PHASE II

Federal Route No.: N/A
State Route No.: S.R. 17
GADOT P.I. No.: 522790



Date of Report: 02/01/96
Date of Revision: 02/25/97

RECOMMENDATION FOR APPROVAL

3/3/97
Date

Joseph P. Hall
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

3/17/97
Date

King C. Bell
District Engineer

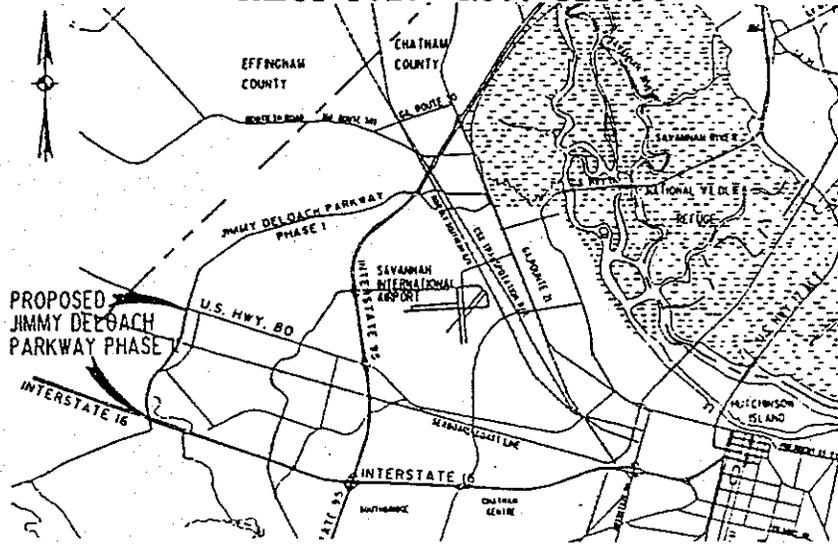
Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT
CHATHAM COUNTY
STP 218-1-(001)
JIMMY DELOACH PARKWAY, PHASE II

Federal Route No.: N/A
State Route No.: S.R. 17
GADOT P.I. No.: 522790



Date of Report: 02/01/96
Date of Revision: 02/25/97

RECOMMENDATION FOR APPROVAL

3/3/97
Date

Joseph P. Waller
State Urban Design Engineer

Date
3-26-97
Date

State Environmental Engineer
McGwaters III pma
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

D.O.T.66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

MAR 27 1997

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1 (1), Chatham Co.
P.I. No. 522790

OFFICE Traffic Operations
Atlanta, Georgia
DATE March 25, 1997

MSW pma
FROM Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening and reconstruction of SR 17 to a four lane roadway with a 13.6m depressed median from I-16 to Main St. in Bloomingdale and to a four lane section with a 6m raised median from Main St. to SR 26/US 80. The section from Pine Barren Rd. to SR 26/US 80 will be on new location. We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:CKE

Attachment (signature page)

cc: David Studstill
Joseph P. Palladi
Bob Mustin, w/attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAR 27 1997

INTERDEPARTMENT CORRESPONDENCE

FILE STP-218-1(1), Chatham County
P.I. No. 522790

OFFICE Environment/Location

DATE March 21, 1997

PRECONSTRUCTION

FROM David E. Studstill, P.E., State Environmental/Location Engineer

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. This project was surveyed for history by the county consultant. One resource was found, the railroad. The County to obtain the 404 permit.

If you have any questions, please let me know.

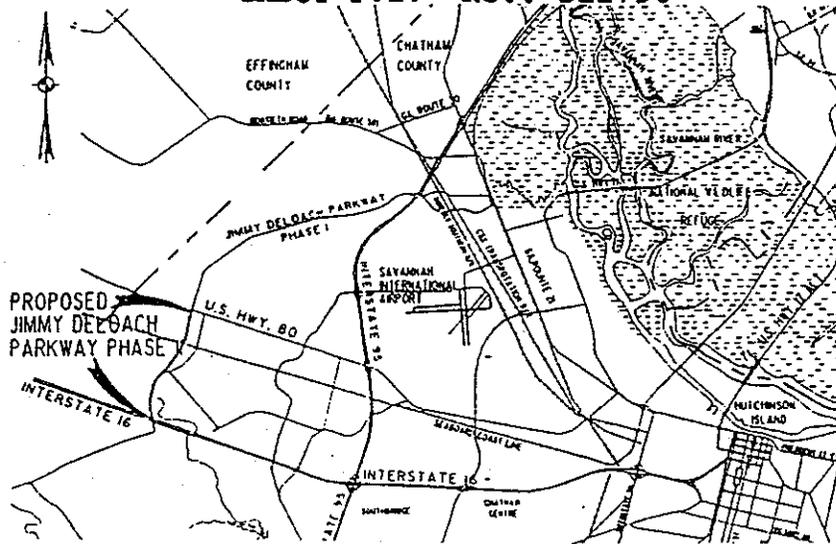
DES/JSS/bh

cc: Bobby Mustin
Joseph P. Palladi

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT
CHATHAM COUNTY
STP 218-1-(001)
JIMMY DELOACH PARKWAY, PHASE II

Federal Route No.: N/A
State Route No.: S.R. 17
GADOT P.I. No.: 522790



Date of Report: 02/01/96
Date of Revision: 02/25/97

RECOMMENDATION FOR APPROVAL

3/3/97
Date

Joseph P. Kellard
State Urban Design Engineer

3/18/97
Date

D. S. Thibault
State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

