

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 532370-, Bryan County **OFFICE** Preconstruction
STP-0630(10)
SR 144 Widening **DATE** May 1, 2006

FROM *Margaret B. Pirkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Babs Abubakari
Glenn Durrence
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Interdepartmental Correspondence

File: STP-0630(10), Bryan County
Desc. SR 144
P.I. No. 532370

Office : Jesup
Date: 4-18-06

From: Glenn Durrence, District Engineer

To: Meg Pirkle, Asst. Director of Preconstruction

Subject: Revised Project Concept Report

Remarks:

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

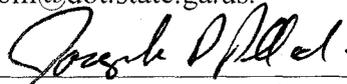
The revision consists of widening the existing two travel lanes (24 foot wide) of SR 144 to provide an urban four-lane section of roadway with a 20-foot raised grassed median with sidewalks starting at Timber Trail, at approximately MP 11.4, to SR 144 Spur (MP 15.2). A 22.5-foot shoulder on the right side, which will contain an 8-foot asphalt bike lane, will begin at approximately MP 11.6 and will tie into an existing bike lane on the left side at approximately MP 14.7 of the project. After MP 14.7, the typical will revert back to regular 16-foot shoulders. The posted speed limit will be 45 MPH. The proposed design from SR 144 Spur (MP 15.2) to east of Belfast Keller Rd. (MP 16.0) will consist of a rural four-lane section of roadway with a 24-foot raised grassed median with 6.5-foot bikeable shoulders with a design speed of 55 mph. A proposed drainage structure will also include a bridge at Sterling Creek (MP 12.7).

This project as proposed will improve safety and the operation of traffic. The current ADT from MP 11.5 to Port Royal Rd.(MP 13.3) is 21000. It is also recommended that a future project be considered from County Road 154 (Belfast Keller Road) to County Road 90 (Oak Level Road) due to the increasing traffic flow.

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

If there are any questions or if additional information is needed, please contact Dennis Odom at (912) 427-5716 or e-mail at dennis.odom@dot.state.ga.us.

DATE 4/20/06



State Transportation Planning Administrator

GP:ADO: td

Copies to:

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The purpose of this project is to improve the safety and operational conditions of SR 144 through the addition of travel and turn lanes. The need exists to increase the number of travel lanes in order to satisfactorily accommodate existing and future traffic volumes. Potential benefits of the project include energy conservation through the efficient movement of traffic that would otherwise be idled or delayed without the improvement and a safer traveling environment.

Project Location: The proposed length of the project will be from MP 11.5 (existing four-lane section/Timber Trail) southeast to MP 16.0 south of County Road 154.

Description of the approved concept: The approved concept consists of widening the existing two travel lanes of SR 144 to provide an urban five-lane section of roadway from Timber Trail (MP 11.5) to SR 144 Spur (MP 15.1) with a design speed of 45 mph. From SR 144 Spur (MP 15.1) to Belfast Keller Road (CR154) consists of a four-lane divided section with a 44 foot depressed median with a design speed of 55 mph.

PDP Classification:

Full Oversight(), Exempt (X), SF (), Other ()

Functional Classification: Rural Major Collector

U.S. Route Number(s):None

State Route Number(s): 144

Traffic (AADT) as shown in the approved concept:

Current Year: (2008) 11000

Design Year:(2028) 18000

Proposed features to be revised:

- Typical Section: The current typical provides an urban five-lane section of roadway from Timber Trail (MP 11.5) to SR 144 Spur (MP 15.1). The project will be designed to incorporate a future 20-foot raised median. The current posted speed design is 55 mph and will be lowered to 45 mph. The current typical from SR 144 Spur (15.1) to south of CR 154 (MP 16.0) consists of a rural 4-lane divided highway with a 44' depressed median.
- Project Termini: The proposed project will be from MP 11.5 (existing four-lane) southeast to MP 16.0 (County Road 154). Total project length will be 4.5 miles.

Describe the revised feature(s) to be approved:

- Typical Section: The typical will be revised to provide an urban four-lane section of roadway with a 20-foot raised grassed median with sidewalks starting at Timber Trail, approximately MP 11.4, to 144 Spur (MP 15.2). Between MP 11.6 and MP 14.7, the typical will contain a 22.5-foot shoulder for a proposed 8-foot asphalt bike lane. The posted speed limit will be 45 MPH. A typical from SR 144 Spur (MP 15.2) to east of Belfast Keller Rd. (MP 16.0) will consist of a rural four-lane section

of roadway with a 24-foot raised grassed median with 6.5-foot paved bikeable shoulders with a design speed of 55 mph.

- Project Termini: The proposed project will be from MP 11.4 (Timber Trail Rd.) southeast to MP 16.0 (County Road 154). Total project length will be 4.6 miles.

Updated traffic data (AADT):

Current Year: (2015) 21000

Design Year:(2035)32500

Programmed/Schedule:

PE 1/31/00

R/W: 2008

Construction: 2013

Revised cost estimates:

1. Construction cost including inflation and E&C,
2. Excluding Right-of-way, and
3. Excluding Utilities

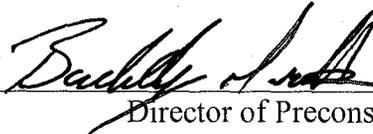
Is the project located in a Non-attainment area? ___ Yes. X No.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

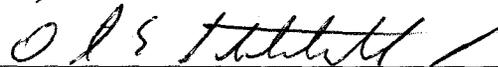
1. Sketch Map
2. Cost Estimate

Concur:

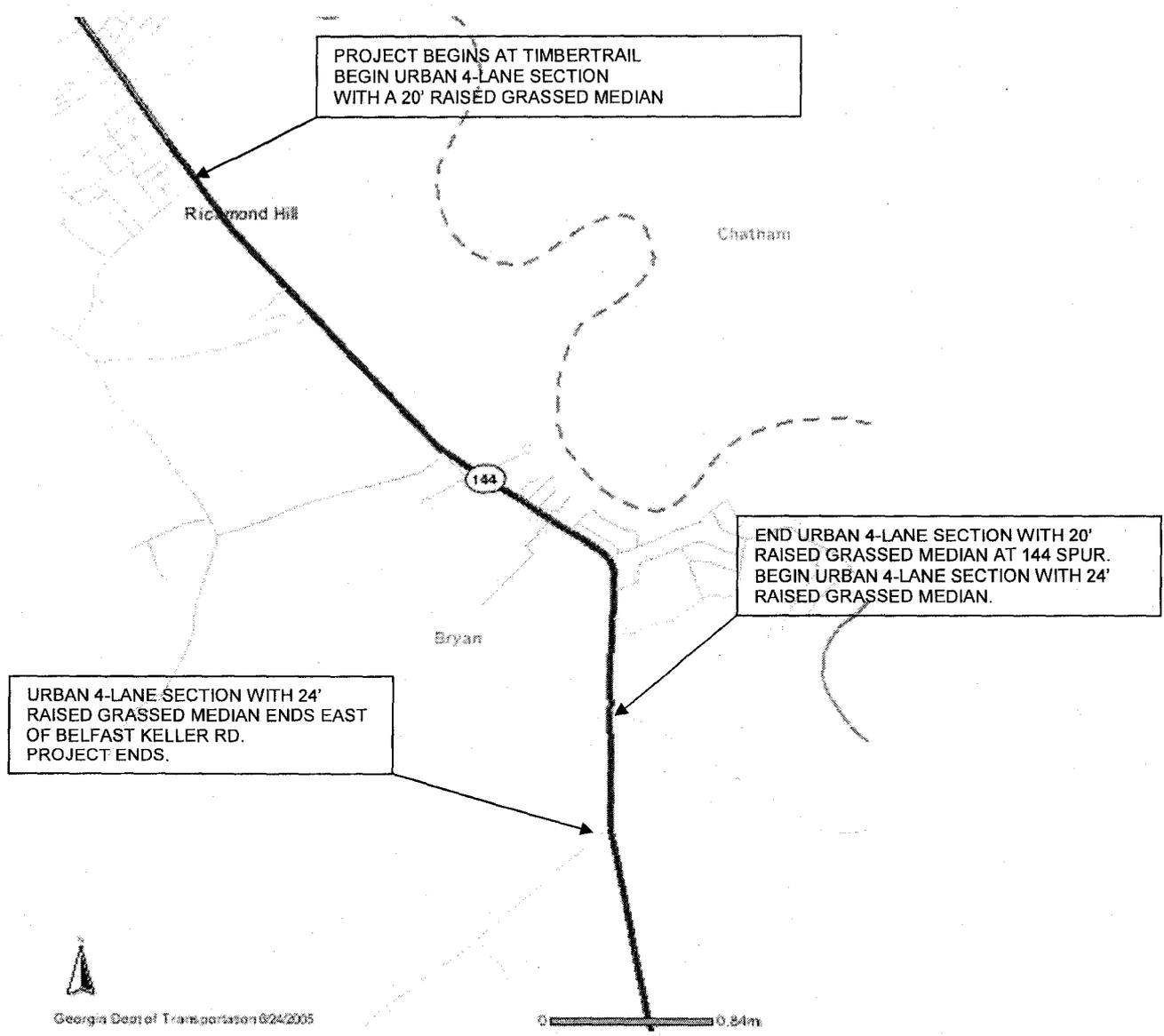


Director of Preconstruction

Approve:



Chief Engineer



PROJECT BEGINS AT TIMBERTRAIL
BEGIN URBAN 4-LANE SECTION
WITH A 20' RAISED GRASSED MEDIAN

Richmond Hill

Chatham

144

Bryan

END URBAN 4-LANE SECTION WITH 20'
RAISED GRASSED MEDIAN AT 144 SPUR.
BEGIN URBAN 4-LANE SECTION WITH 24'
RAISED GRASSED MEDIAN.

URBAN 4-LANE SECTION WITH 24'
RAISED GRASSED MEDIAN ENDS EAST
OF BELFAST KELLER RD.
PROJECT ENDS.



Georgia Dept of Transportation 6/24/2005

0 0.84m

PRELIMINARY COST ESTIMATE

DATE: 4/18/2006

PROJECT NUMBER: STP-0630(10), BRYAN COUNTY

P.I. NUMBER: 532370

PROJECT DESCRIPTION: SR 144

PROPOSED CONCEPT: WIDENING EXISTING TWO LANES WITH A 4 LANE URBAN SEC. WITH 20' RAISED MEDIAN AND A 4 LANE RURAL SECTION WITH A 24' RAISED MEDIAN

TRAFFIC: EXISTING: (2015)21000 DESIGN (2035)32500

Program Process () Concept Development (X) Project Development ()

PROJECT COSTS

A. RIGHT OF WAY:

1. PROPERTY (LAND & EASEMENTS)	\$600,000
2. DISPLACEMENTS \$ RELOCATIONS -	\$0.00
3. OTHER COSTS (ADM./COURT/INFLATION) -	\$357,000
SUBTOTAL =====	\$957,000

B. REIMBURSABLE UTILITIES:

1. TELEPHONE LINES -	\$0
2. TRANSMISSION LINES -	\$0
3. SERVICES -	\$0
SUBTOTAL =====	\$0

C. MAJOR STRUCTURES:

1. WALLS -	\$0
2. BRIDGE- stream crossing -160 x 84 @ \$57/SF	\$766,080
3. BRIDGE - over/underpass	\$0
4. BOX CULVERTS -	\$0
SUBTOTAL =====	\$766,080

D. GRADING AND DRAINAGE:

1. EARTHWORK

Grading Complete \$390,000
unclas excavation - \$0

2. DRAINAGE

a. CROSS DRAIN PIPES (exc. Box culverts) - \$112,220

b. CURB & GUTTER - lf X \$12/lf \$913,000

c. LONGITUDINAL SYSTEM (incl. Catch Basins) - \$1,135,900

SUBTOTAL ===== \$2,551,120

E. BASE AND PAVING:

1. AGGREGATE BASE -300 SY / 6" GAB \$0

2. ASPHALT PAVING - SUPERPAVE \$3,588,100

3. CONCRETE PAVING - \$670,646

4. OTHER (driveways, mill existing paving, etc.) - \$0

SUBTOTAL ===== \$4,258,746

F. LUMP SUM ITEMS:

1. EROSION CONTROL - \$86,000

2. CLEARING & GRUBBING - \$51,600

3. TRAFFIC CONTROL - \$840,000

4. LANDSCAPING - \$0

5. DETOURS (incl Temp. bridges) - \$0

SUBTOTAL ===== \$977,600

G. MISCELLANEOUS:

1. LIGHTING - \$0

2. SIGNING & STRIPING - \$ 10,000/mi X 1.0 mi - \$92,000

3. GUARDRAIL - \$15,000

SUBTOTAL ===== \$107,000

ESTIMATE SUMMARY

A. RIGHTS-OF-WAY -----	\$957,000
B. REIMBURSABLE UTILITIES -----	\$0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES -----	\$766,080
D. GRADING AND DRAINAGE -----	\$2,551,120
E. BASE AND PAVING -----	\$4,258,746
F. LUMP SUM ITEMS -----	\$977,600
G. MISCELLANEOUS -----	\$107,000
SUBTOTAL CONSTRUCTION COST -----	\$8,660,546
E & C (10%) -----	\$866,055
INFLATION (2 YRS @ 5% /YR) -----	\$866,055
TOTAL CONSTRUCTION COST =====	\$10,392,655
GRAND TOTAL PROJECT COST =====	\$11,349,655