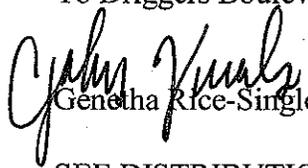


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 532650- & 532655-, Glynn County **OFFICE** Preconstruction  
STP00-0009-02(092) & BHF00-0009-02(091)  
Widening of SR 25/US 17 from Yacht Drive  
To Driggers Boulevard. **DATE** May 27, 2008

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO**  SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Angela Alexander  
Paul Liles  
Glenn Durrence  
Ben Buchan  
BOARD MEMBER

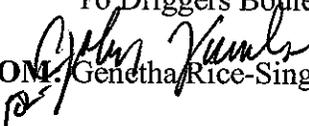
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 532650-, & 532655-, Glynn County  
STP00-0009-02(092) & BHF00-0009-02(091)  
Widening of SR 25/US 17 from Yacht Drive -  
To Driggers Boulevard

**OFFICE:** Preconstruction

**DATE:** May 8, 2008

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO:** Gerald M. Ross, P.E., Chief Engineer

**SUBJECT:** *PROJECT CONCEPT REPORT*

These combined projects propose to widen and reconstruct SR 25/US 17 from Yacht Drive to Driggers Boulevard for a total of 3.76 miles. The purpose of this project is to increase capacity along SR 25/US 17 in Glynn County. Future traffic projections reveal that traffic will continue to increase on an already congested roadway. Crash data also reveals that along SR 25/US 17 within the project limits, fatality rates exceeded the statewide averages for 2002 and 2004. The current two lane configuration is inadequate to handle the projected traffic volumes. The Level of Service (LOS) at the major intersections would decline to LOS "F" by design year (2034) if no action is taken. The 2003 Average Daily Traffic (ADT) of 15,540 vehicles per day (VPD) on SR 25/US 17 within the project area is projected to increase to 19,200 by the build year 2014. This volume is projected to increase to 28,400 VPD by the 2034. A benefit- cost analysis was used to evaluate this project and the results show the project is economically justified (b/c ratio = 2.14).

The proposed project will provide a four-lane divided highway with a 24' raised median, 10' rural outside shoulders (6.5' paved) and auxiliary lanes at major intersections. The paved shoulders will accommodate the designated state bike route (Coastal Route). This project will also replace the existing bridge over Thornhill Creek with new 4-lane bridge. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; A Categorical Exclusion is anticipated; a Public Hearing Open House will be held; Time saving procedures is not appropriate.

The estimated costs for this project are:

**Roadway Project- STP00-0009-02(092), P.I. No. 532650-**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 14,112,000	\$ 10,802,000	L200	LR
Right-of-way	\$ 2,463,000	\$ 2,235,000	L200/LY10S	2008
Utilities*	\$1,953,000			

P.I. No. 532650-, & 532655-, Glynn County  
Page 2  
May 8, 2008

**Bridge Project- BHF00-0009-02(091), P.I. No. 532655-**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,251,000	\$ 1,109,000	LIC0	LR

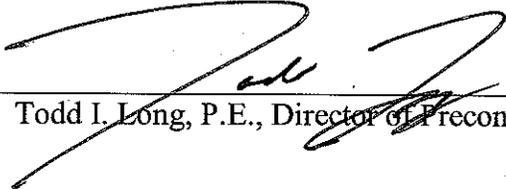
\*Notification letter sent to Glynn County 7-14-2004

I recommend this project concept be approved.

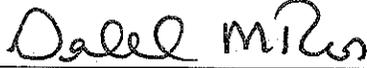
GRS: JDQ

Attachment

CONCUR

  
\_\_\_\_\_  
Todd I. Long, P.E., Director of Reconstruction

APPROVED

  
\_\_\_\_\_  
Gerald M. Ross, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE**           STP00-0009-02(092) & BHF00-0009-02(091)           **OFFICE**       Urban Design  
                  Glynn County  
                  SR 25/US 17 from Yacht Drive to Harry  
                  Driggers Boulevard  
                  P.I. No. 532650 & 532655                       **DATE**           April 10, 2008

**FROM**             
                  James B. Buchan, P. E., State Urban Design Engineer

**TO**             Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT**       **Project Concept Report**

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

This project will extend the four lane section of SR 25/US 17 from MP 17.92 (Yacht Drive) to MP 21.68 (Harry Driggers Boulevard). This project will include a 24-foot raised median with 10-foot rural outside shoulders (6.5-foot paved) and auxiliary turn lanes at public street intersections and median openings. The existing bridge structure over Thornhill Creek will be replaced with a new bridge structure carrying both northbound and southbound traffic. The length of the total project is approximately 3.76 miles.

If you have any questions, please contact Albert Welch or Larry Smith at 404-656-5447.

JBB:ASW:lcs *ABWJ*  
Attachment

Distribution: Brian Summers, P. E., Project Review Engineer, w/ attachment  
                  Glenn Bowman, P. E., State Environmental/Location Engineer, w/ attachment  
                  Keith Golden, P. E., State Traffic Safety and Design Engineer, w/ attachment  
                  Angela Alexander, State Transportation Planning Administrator, w/ attachment  
                  Jamie Simpson, Financial Management Administrator, w/ attachment  
                  Glenn Durrence, P. E., District 5 Engineer, w/ attachment  
                  Paul Liles, P. E., State Bridge and Structural Design Engineer, w/ attachment

**R E C E I V E D**  
 APR 25 2008  
 PREFCONSTRUCTION

**DEPARTMENT OF TRANSPORTATION  
 STATE OF GEORGIA**  
*Office of Urban Design*  
**PROJECT CONCEPT REPORT**

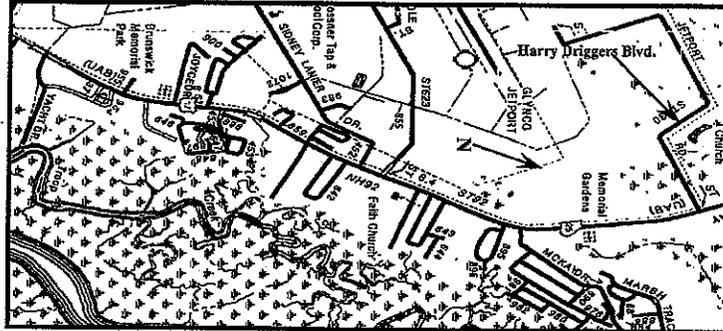
Project Number: STP00-0009-02(092) & BHF00-0009-02(091)

County: Glynn

P.I. Number: 532650 & 532655

Federal Route Number: US 17

State Route Number: SR 25



SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard

Recommendation for approval:

DATE 10 APR 08

*[Signature]*  
 Project Manager

DATE 15 APR 08

*[Signature]*  
 State Urban Design Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
 State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
 State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
 State Environmental/Location Engineer

DATE 4-24-08

*[Signature]*  
 State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
 District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
 Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
 State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Urban Design*

**PROJECT CONCEPT REPORT**

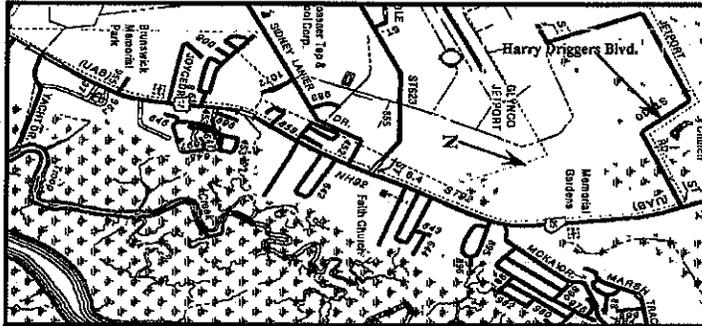
Project Number: STP00-0009-02(092) & BHF00-0009-02(091)

County: Glynn

P.I. Number: 532650 & 532655

Federal Route Number: US 17

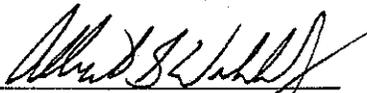
State Route Number: SR 25



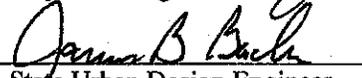
SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard

Recommendation for approval:

DATE 10 APR 08

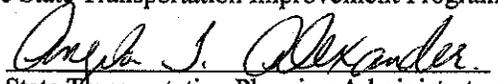
  
Project Manager

DATE 15 APR 08

  
State Urban Design Engineer

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

DATE 4/22/2008

  
State Transportation Planning Administrator

DATE \_\_\_\_\_

State Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

District Engineer

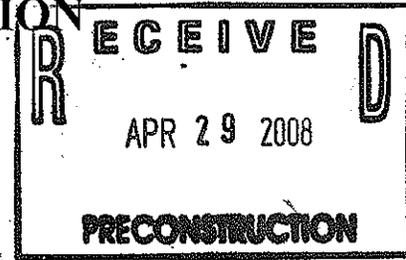
DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge and Structural Engineer

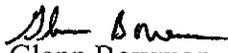
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 532650 & 532655 OFFICE: Environment/Location

DATE: April 24, 2008

FROM:   
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**  
**STP00-0009-02(092) & BHF00-0009-02(091) / Glynn County**  
**SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard**

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

1. Bridge over Thornhill Creek was built in 1955 and will need to be individually evaluated for National Register eligibility.
2. Several historic structures are scattered along the corridor, especially in the vicinity of the Jetport Road intersection.
3. At least one significant archaeological site is located in the vicinity of Thornhill Creek Bridge.
4. The Concept Report notes at least two cemeteries in the project corridor.
5. Twelve months (12) will be needed to obtain an individual permit from USACE.

If you have any question, please contact Glenn Bowman at (404) 699.4401.

GB:lc

Cc: Brian summers  
Jamie Simpson  
Keith Golden  
Angela Alexander  
Ben Buchan  
Paul Liles  
Glenn Durrence



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Urban Design*

**PROJECT CONCEPT REPORT**

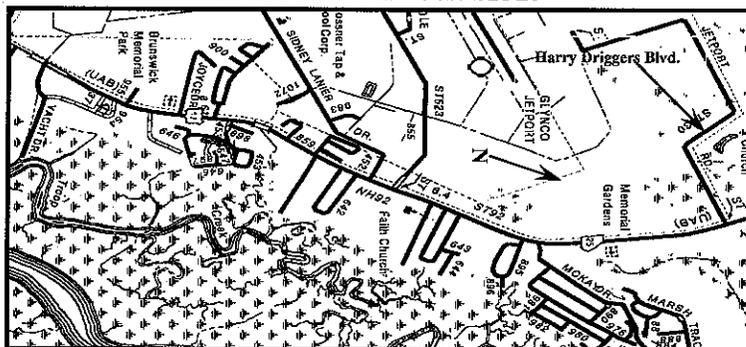
Project Number: STP00-0009-02(092) & BHF00-0009-02(091)

County: Glynn

P.I. Number: 532650 & 532655

Federal Route Number: US 17

State Route Number: SR 25

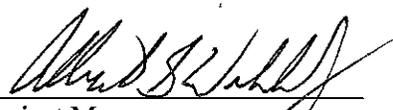
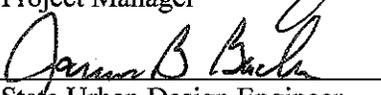


SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard

Recommendation for approval:

DATE 10 APR 08

DATE 15 APR 08

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
State Urban Design Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** STP00-0009-02(092) & BHF00-0009-02(091) **OFFICE** Urban Design  
Glynn County  
SR 25/US 17 from Yacht Drive to Harry  
Driggers Boulevard  
P.I. No. 532650 & 532655 **DATE** April 10, 2008

**FROM**   
James B. Buchan, P. E., State Urban Design Engineer

**TO** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT** **Project Concept Report**

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

This project will extend the four lane section of SR 25/US 17 from MP 17.92 (Yacht Drive) to MP 21.68 (Harry Driggers Boulevard). This project will include a 24-foot raised median with 10-foot rural outside shoulders (6.5-foot paved) and auxiliary turn lanes at public street intersections and median openings. The existing bridge structure over Thornhill Creek will be replaced with a new bridge structure carrying both northbound and southbound traffic. The length of the total project is approximately 3.76 miles.

If you have any questions, please contact Albert Welch or Larry Smith at 404-656-5447.

JBB:ASW:lcs   
Attachment

Distribution: Brian Summers, P. E., Project Review Engineer, w/ attachment  
Glenn Bowman, P. E., State Environmental/Location Engineer, w/ attachment  
Keith Golden, P. E., State Traffic Safety and Design Engineer, w/ attachment  
Angela Alexander, State Transportation Planning Administrator, w/ attachment  
Jamie Simpson, Financial Management Administrator, w/ attachment  
Glenn Durrence, P. E., District 5 Engineer, w/ attachment  
Paul Liles, P. E., State Bridge and Structural Design Engineer, w/ attachment

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Urban Design*

**PROJECT CONCEPT REPORT**

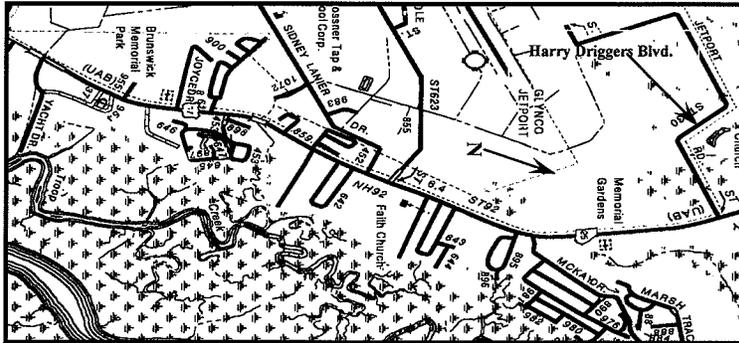
Project Number: STP00-0009-02(092) & BHF00-0009-02(091)

County: Glynn

P.I. Number: 532650 & 532655

Federal Route Number: US 17

State Route Number: SR 25

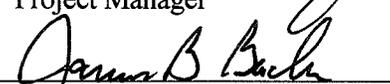


SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard

Recommendation for approval:

DATE 10 APR 08

DATE 15 APR 08

  
\_\_\_\_\_  
Project Manager  
  
\_\_\_\_\_  
State Urban Design Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

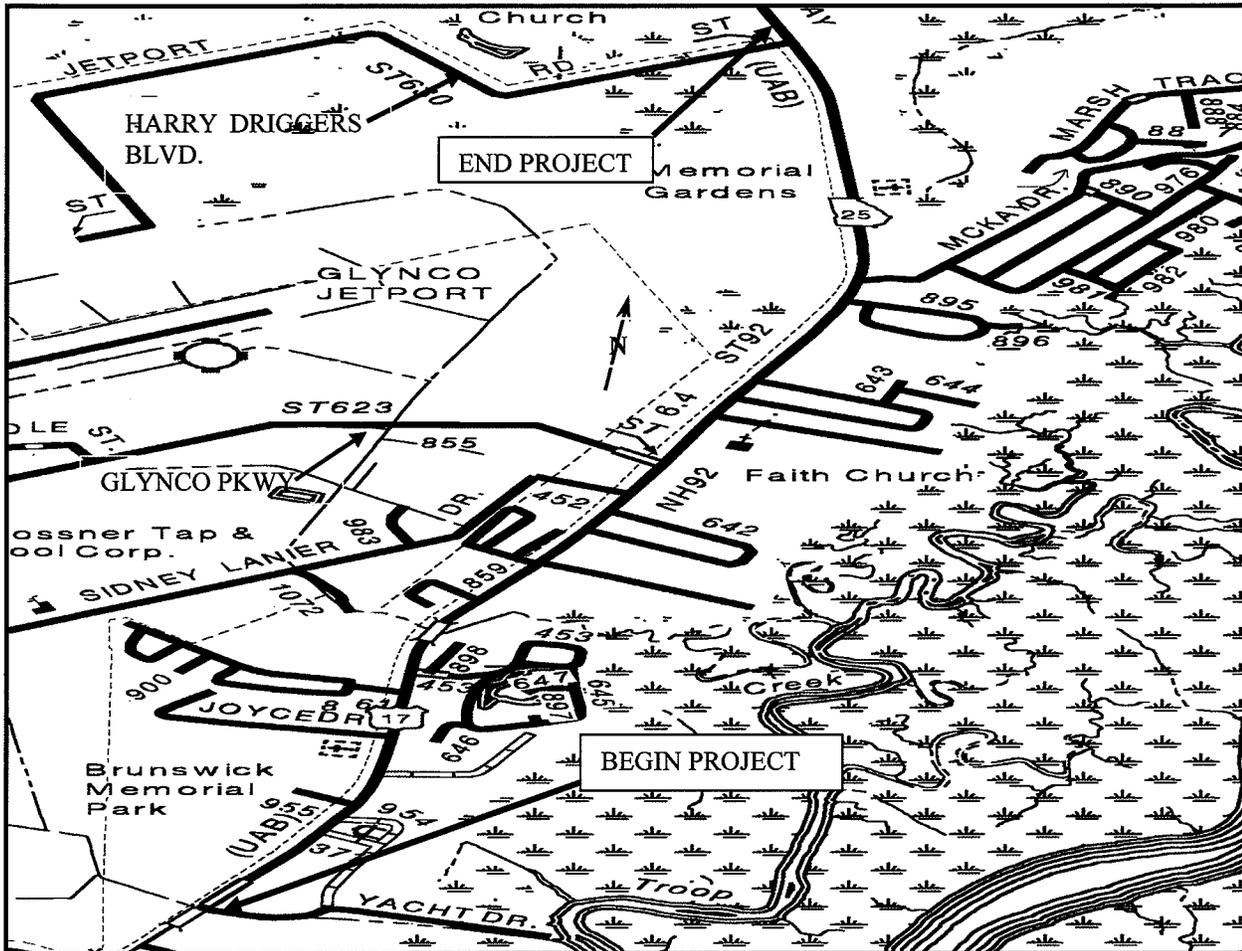
DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge and Structural Engineer

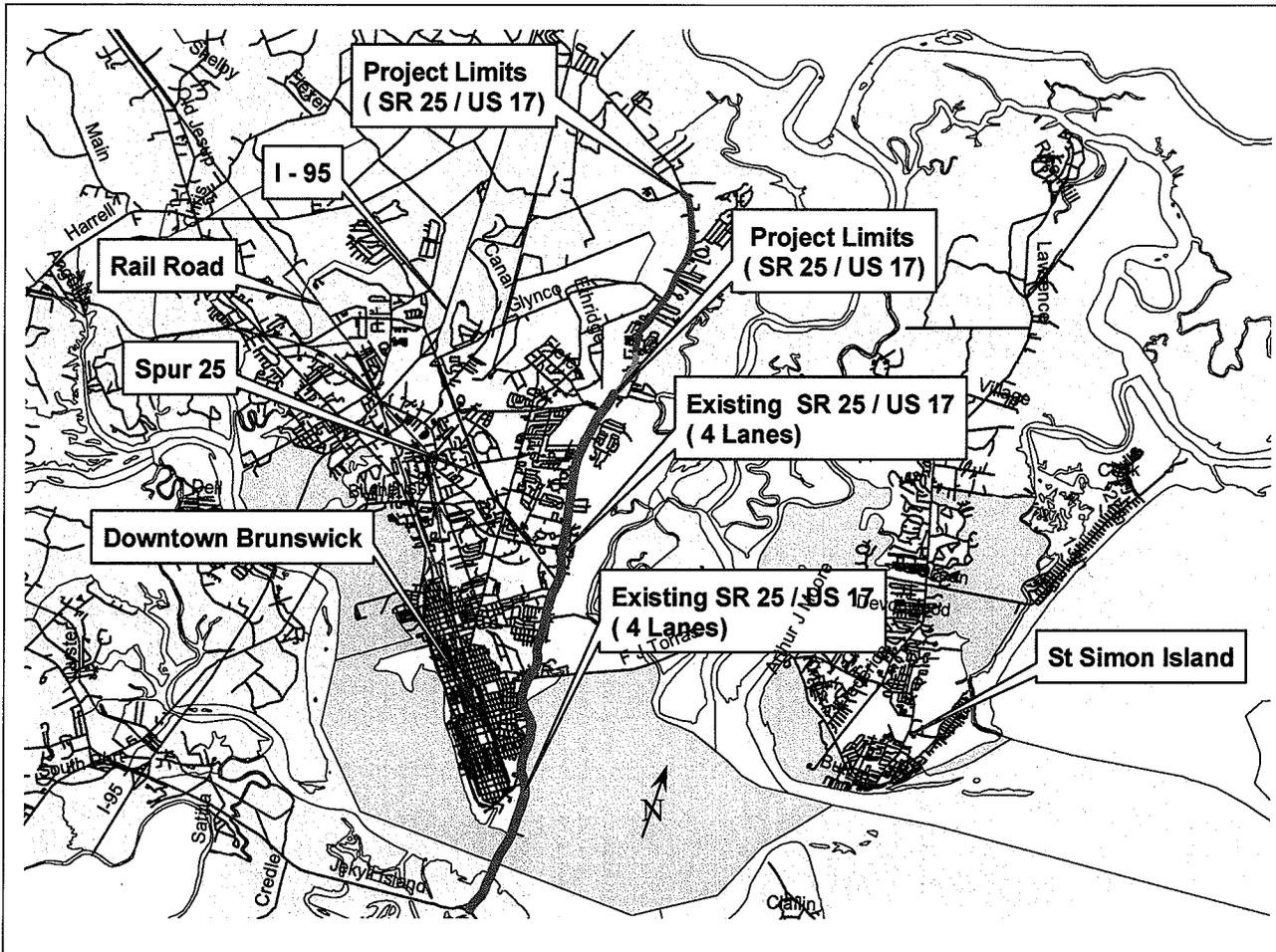
LOCATION SKETCH MAP  
SR 25/US 17



Location

This project consists of improvements in Glynn County along 3.76 miles of SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard. (MP 17.92 to MP 21.68)

**Need and Purpose Statement**  
**STP00-0009-02(092), Glynn County**  
**PI No 532650, Widening of SR 25/US 17**  
**(SR 25/US 17 from Yacht Drive to Harry Driggers Blvd)**



**Corridor Description**

This stretch of SR 25/US 17 was once a primary north-south corridor into the southeastern United States prior to the construction of Interstate 95. It remains the main corridor connecting many developments such as the Federal Law Enforcement Training Center (FLETC), the Brunswick Golden Isles Airport, the Brunswick Golden Isles Business Park, and St. Simon's Island. In close proximity is the Golden Isles Gateway Planned Development area that is identified for future residential, commercial, industrial, and distribution uses. This is a two lane section of road with rural shoulders that is expected to carry a dramatic increase in traffic over the next few years. Please note that Harry Driggers Boulevard was previously known as Altamaha Boulevard or Jetport Road. Also, this section of SR 25/US 17 is part of a state designated bike route.

## Land Use and Community Issues

Land use immediately along the corridor is a mix of residential and commercial use areas. There are a number of driveways and county roadways that intersect SR 25/US 17 between Brunswick and the Glynn/McIntosh County line.

East of this corridor is undeveloped marshland. Adjacent to the west side of the project are large scale industrial and commercial areas including the Federal Law Enforcement Training Center (FLETC), the Brunswick Golden Isles Airport, the Brunswick Golden Isles Business Park, and a portion of the Golden Isles Gateway Planned Development. FLETC serves as an inter-agency law enforcement training organization for more than 75 federal agencies as well as state, local, and international law enforcement organizations. It trains approximately 20,000 persons per year. A portion of the Planned Development Area, established in 1994, is zoned for future development of residential use and for commercial and industrial activities.

The 2000 census classified 29.3% of the residents in Glynn County as minorities. In the state of Georgia, the 2000 census reported 34.9% of the residents were classified as minorities. In census tract 4.02, which is where the corridor is located, 17.2% of the residents were classified by the 2000 census as minorities. The population of Glynn County has grown by 8.1% from 62,496 residents in 1990 to 67,568 residents in 2000.

In 2000, 14.4% of the residents in Glynn County were 65 and older compared to 9.6% in the state of Georgia and 8.4% in the corridor census tracts. The poverty rate in Glynn County in the year 1997 was 16.1% while the state of Georgia average was 14.7% and the census tract was 12.2%.

## Safety

This section of SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard is functionally classified as an Urban Minor Arterial Street. The following table compares accidents on this section of SR 25/US 17 with the state average for the similar functionally classified roads for the years 2002, 2003, and 2004.

SR 25/US 17	2002		2003		2004	
	SR 25	State	SR 25	State	SR 25	State
<b>Number Of Accidents</b>	27		22		38	
<b>Accident Rate</b>	270	577	182	585	372	509
<b>Injuries</b>	24		15		34	
<b>Injury Rate</b>	<b>240</b>	222	124	223	<b>333</b>	194
<b>Fatalities</b>	2		0		1	
<b>Fatality Rate</b>	<b>19.96</b>	1.24	0.00	1.51	<b>9.80</b>	1.44

Analysis of accident data from MP 17.92 to MP 21.68 shows that the accident rates do not exceed the statewide averages for the years 2002, 2003, and 2004. However, the fatality rates do exceed the statewide averages for 2002 and 2004. There were two fatalities in 2002 and one fatality in 2004. Also, the injury rates for 2002 and 2004 exceeded the statewide averages.

The majority of accidents were rear end types that occurred at or near the intersecting county roads. Contributing factors for the rear end type collisions were following too closely, failing to yield, and improper backing. In 2002, 52% of the accidents were rear end types; in 2003, 64% of the accidents were rear end types; and in 2004, 45% of the accidents were rear end types. In contrast, 18% of the accidents were angle intersecting in 2002, 9% in 2003, and 19% in 2004.

Year	Angle (Number / %)	Rear End	Sideswipe	Not A Collision with another vehicle	Head-On	Fatality
2002	5 / 18%	14 / <b>52%</b>	2 / 8%	5 / 18%	1 / 4%	<b>2</b>
2003	2 / 9%	14 / <b>64%</b>	1 / 4%	5 / 23%	0 / 0%	<b>0</b>
2004	7 / 19%	17 / <b>45%</b>	2 / 5%	10 / 26%	2 / 5%	<b>1</b>

### Travel Demand and Operational Conditions

This section of SR 25/US 17 has grown significantly in the last few years. Following is a table listing current and future traffic conditions along this section of the corridor.

Roadway Segment	Existing AADT (2003)	Base Year AADT (2014)	Future AADT (2034)	Existing Level of Service	Future LOS (No Build)
SR 25 ( Between Yacht Dr and Harry Driggers Blvd)	15,450	19,200	28,400	E	F

Level of service (LOS) is defined as a qualitative measure describing operational conditions within traffic streams. There are six defined LOS tiers at which a roadway can operate. Each of the six tiers is identified by a letter; LOS "A" represents the best operating conditions and LOS "F" represents the worst. Roadway level of services "A", "B", and "C" are considered acceptable operating conditions.

## Project Description

This project is identified and included in the Brunswick Area Transportation Study (BATS) 1995-2020 Long Range Transportation Plan, which was adopted in October, 1997 and extended in October, 2000 to a 2025 horizon year. It is also shown in the BATS Fiscal Years 2005-2007 Transportation Improvement Program as project number BATS01-03 (PE authorized). This project will also be coordinated with another project to replace the bridge at Thornhill Creek at MP 19.08, which is identified as **P.I. 532655**.

The proposed improvement will extend the four lane section of SR 25/US 17 from MP 17.92 (Yacht Drive) to MP 21.68 (Harry Driggers Boulevard) for a distance of approximately 3.76 miles. This project will include a 24-foot raised median with rural outside shoulders and auxiliary turn lanes at public street intersections and median openings. It will also offer an opportunity for vehicles to change lanes to avoid slower drivers preparing to make turns. Since this is a state designated bike route, provision will also be made to accommodate bicycle traffic along the paved shoulders.

## Logical Termini

The southern terminus of this widening project is at Yacht Drive where SR 25/US 17 transitions from a four lane section to a two lane section. The northern terminus is at Harry Driggers Boulevard, which is north of the bridge over Thornhill Creek that is scheduled to be replaced (P.I. 532655). Traffic volumes drop by about 50% north of Harry Driggers Boulevard.

## Projects in the Area

The following projects are located within the area and are programmed in the Department's Construction Work Program and Long Range Program.

P I Number	Project Description	Project Schedule
0000421	SR 25 Spur from Cate Road along Canal Road ( CR 588) to SR 99	PE – 2003 ROW – Local CST – LR
0001039	SR 25/US 17 from Harry Driggers Blvd. to SR 99	PE – 2008 ROW – LR CST – LR
0000422	SR 99/Grant Ferry Road from East of I-95 to SR 25/US 17	PE – 2001 ROW – Local CST – LR
0001585	I-95 Interchange Reconstruction @ SR 99/Grants Ferry Road	ROW – 2008 CST - LR

## Need and Purpose

The need exists to reduce future congestion to an acceptable level of service on SR 25/US 17 and to improve the safety of the facility. It is important to note that this route is designated as a hurricane evacuation route. Widening SR 25/US 17 to four lanes will help improve the safe and expeditious evacuation of the Glynn County residents in case of a catastrophic event. The addition of auxiliary turning lanes and one more through lane in each direction will reduce congestion and delay for motorists and improve the safety of the facility.

**Is this project located in a Non-attainment area?** Yes ( ) No (X)

**PDP Classification:** Major (X) Minor ( )

**Federal Oversight:** Full Oversight ( ), Exempt (X), State Funded ( ), Other ( )

**Functional Classification:** Urban Minor Arterial

**U.S. Route Number(s):** US 17                      **State Route Number(s):** SR 25

### Traffic (AADT):

Current Year (2014): 19,200      Design Year (2034): 28,400

### Existing Design Features:

- **Typical Section:** The existing roadway consists of two 12-ft lanes with ten foot shoulders (two foot of paved shoulder and eight foot of grassed shoulder) along the outside edge of the travel lanes.
- **Posted Speed:** 55 mph
- **Minimum Radius for Curve:** 1400 ft
- **Maximum Super-elevation Rate for Curve:** 6 %
- **Maximum Grade:** 0.5%
- **Width of Right of Way:** Varies 70 to 250 ft
- **Major Structures:** There is one existing bridge (Thornhill Creek) on the project located at MP 19.08. The existing bridge sufficiency rating is 54.30, and the bridge is classified as Functionally Obsolete and requires widening. However, the current load rating for this bridge is less than HS-15 due to inadequate shear reinforcement of the concrete beams. Based on the extent of repairs necessary to restore the structure to current standards, it is recommended that this structure be replaced. The existing structure length is 81 feet and width is 34 feet.
- **Major Interchanges or Intersections along the Project:** Glynco Parkway intersects SR 25/US 17 at MP 19.87. Glynco Parkway is two lanes except at this intersection where it widens to four lanes.

- **Existing Length of Roadway Segment:** The existing roadway length is 3.76 miles. The Begin Mile Post is 17.92 (Yacht Dr) and the End Mile Post is 21.68 (Harry Driggers Boulevard).

**Proposed Design Features:**

- **Proposed Typical Section(s):** Four 12-foot travel lanes (two in each direction) with a 24-foot raised median and 10-foot rural outside shoulders (6.5 foot paved). The paved outside shoulders will accommodate the designated state bike route. Turn lanes will be provided at public intersecting streets and median openings.
- **Proposed Design Speed Mainline:** 55 mph
- **Proposed Maximum Grade Mainline:** 2%  
**Maximum Grade Allowable:** 5%
- **Proposed Maximum Grade Side Street:** 2%  
**Maximum Grade Allowable:** <15%
- **Proposed Maximum Grade Driveway:** 6%
- **Proposed Minimum Radius for Curve:** 2400 ft  
**Minimum Radius Allowable:** 1060 ft
  
- **Proposed Maximum Super-elevation Rate for Curve:** 4.4%  
**Maximum Allowable Super-elevation Rate for Curve:** 6%
- **Right of Way:**
  - Width: Required right of way will vary from 124-156 ft and will be within the existing right of way for the majority of the project.
  - Easements: Temporary (X), Permanent (X), Utility (X), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other( ).
  - Number of parcels 25                      Number of displacements:
    - Business: \_\_\_\_\_
    - Residences: 3
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_
  
- **Structures:**
  - Bridges: One existing bridge over Thornhill Creek at mile log 19.08 is recommended for replacement. The proposed structure is a single structure carrying both northbound and southbound traffic. A southbound right turn lane is proposed on the bridge. The proposed length is 120 feet and width is 112 feet.
  - Retaining walls – None anticipated
- **Major Intersections and Interchanges:**
  1. Glynco Parkway and SR 25/US 17
  2. Harry Driggers Boulevard and SR 25/US 17

- **Traffic Control during Construction:** No off-site detour will be required, but lane shifts are applicable during the construction of the Thornhill Creek Bridge and Roadway.
- **Design Exceptions to Controlling Criteria Anticipated:**

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT	( )	( )	(X)
LANE WIDTH	( )	( )	(X)
SHOULDER WIDTH	( )	( )	(X)
VERTICAL GRADES	( )	( )	(X)
CROSS SLOPES	( )	( )	(X)
STOPPING SIGHT DISTANCE	( )	( )	(X)
SUPERELEVATION RATES	( )	( )	(X)
HORIZONTAL CLEARANCE	( )	( )	(X)
SPEED DESIGN	( )	( )	(X)
VERTICAL CLEARANCE	( )	( )	(X)
BRIDGE WIDTH	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY	( )	( )	(X)

- **Design Variances:** Variance may be required for auxiliary lane lengths.
- **Environmental Concerns:**
  - Wetland Impacts – COE individual 404 permit may be required
  - Cemeteries – two located along SR 25, MP 18.7 LT and 21.1 RT
  - Neighborhoods - TBD
  - Endangered Species - TBD
  - USTs – Gas Station, NE corner of McKay Drive and SR 25
  - Hazardous Waste Sites – two potential sites; Evergreen Land Service, 0.1 mile south of Peek Road on right side, and lawn mower repair shop, NE corner of Peek Rd and SR 25
  - Noise - TBD
  - Air Quality - TBD
- **Level of Environmental Analysis:**
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical Exclusion (X)
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( )
  - Environmental Impact Statement (EIS) ( ).
- **Utility Involvements:** Gas – Atlanta Gas Light; CATV–Adelphia; Power – Georgia Power Company, Trans. & Distribution; Telephone – AT&T

**VE Study Required**                      Yes ( )    No (x)

### Project Responsibilities

- Design - GA DOT
- Right of Way Acquisition – GA DOT
- Relocation of Utilities – GA DOT
- Letting of Contract – GA DOT
- Supervision of Construction – GA DOT
- Providing Material Pits - CONTRACTOR
- Providing Detours - N/A

### Coordination

- Initial Concept Meeting – The minutes are attached for the Initial Concept Team Meeting held on March 18, 2004.
- Final Concept Meeting – The minutes are attached for the Final Concept Team Meeting held on October 12, 2005.
- P.A.R. Meeting may be required.
- Public Meeting(s) may be required.
  
- Local Government Comments, if applicable.
- Coordination with GA DNR and FEMA may be required.
- Railroads: None

### Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 18 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 4 Months
- Time to complete the Section 404 Permit: ~~8 Months~~ 12 MONTHS
- Time to complete final construction plans: 12 Months
- Time to complete purchase of right of way: 22 Months.
- Other major items that will affect the project schedule: TBD

*ADD 4/29/08*

### Other Alternates Considered:

**Alternate 1** - Four 12-foot travel lanes with a 44-foot depressed median and 10-foot rural shoulders: This alternate would reduce accidents and alleviate the traffic congestion to an acceptable level on SR 25/US 17. The 44-foot depressed median would provide enhanced sight distance, reduce interlocking left-turns, and provide adequate pavement for u-turns. However, the 44-foot depressed median is less desirable than the 24-foot raised median due to the additional right of way requirements, utility relocations, impacts on the wetlands and other environmental concerns.

**Alternate 2** - No build alternate: This alternate would not reduce accidents and would cause increased congestion as traffic volumes increase which ultimately results in an unacceptable level of service.

**Comments:** This project is located on a state designated bike route.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C; PI 532650: \$13,946,813  
PI 532655: \$1,213,014
  - b. Right of Way; \$2,462,550
  - c. Utilities; \$1,953,000
2. Typical Sections,
3. Accident Summaries,
4. Traffic Flow Diagrams,
5. Traffic Capacity Analysis,
6. Traffic Engineering Reports,
7. Minutes of Initial Concept Meeting,
8. Minutes of Final Concept Meeting,
9. Bridge Inventory Data,
10. LGPA
11. 11 X 17 Concept Layout Sheets

**ATTACHMENT 1**

**COST ESTIMATES**

**Grand Total Project Cost    \$18,362,362.99**

167-1000	1	EA	1500.00	WATER QUALITY MONITORING AND SAMPLING	1500.00
167-1500	24	MO	1000.00	WATER QUALITY INSPECTIONS	24000.00
171-0010	65073	LF	1.80	TEMPORARY SILT FENCE, TYPE A	117131.40
171-0030	13016	LF	4.20	TEMPORARY SILT FENCE, TYPE C	54667.20
<b>Section Sub Total:</b>					<b>\$480,063.90</b>

**Section SIGNING AND MARKING ITEMS**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	17000.00	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	34000.00
636-1020	2500	SF	16.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	40000.00
636-1031	2500	SF	22.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	55000.00
636-2080	3000	LF	12.00	GALV STEEL POSTS, TP 8	36000.00
636-2090	3000	LF	10.00	GALV STEEL POSTS, TP 9	30000.00
652-0094	24	EA	50.00	PAVEMENT MARKING, SYMBOL, TP 4	1200.00
653-0110	11	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	880.00
653-0120	108	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	8640.00
653-0150	11	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 5	880.00
653-0160	36	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 6	2880.00
653-0170	36	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	2880.00
653-0210	108	EA	115.00	THERMOPLASTIC PVMT MARKING, WORD, TP 1	12420.00
653-0220	32	EA	100.00	THERMOPLASTIC PVMT MARKING, WORD, TP 2	3200.00
653-0230	4	EA	125.00	THERMOPLASTIC PVMT MARKING, WORD, TP 3A	500.00
653-0296	12	EA	200.00	THERMOPLASTIC PVMT MARKING, WORD, TP 15	2400.00
653-1501	80222	LF	0.60	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	48133.20
653-1502	43382	LF	0.60	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	26029.20
653-1704	1200	LF	4.00	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	4800.00
653-1804	2600	LF	2.00	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	5200.00
653-3501	51782	GLF	0.50	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	25891.00
653-6004	500	SY	3.00	THERMOPLASTIC TRAF STRIPING, WHITE	1500.00
653-6006	100	SY	3.00	THERMOPLASTIC TRAF STRIPING, YELLOW	300.00
654-1003	2500	EA	5.00	RAISED PVMT MARKERS TP 3	12500.00
<b>Section Sub Total:</b>					<b>\$355,233.40</b>

**Section PERMANENT EROSION CONTROL ITEMS**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2012	1000	SY	30.00	STN DUMPED RIP RAP, TP 1, 12 IN	30000.00
603-7000	1000	SY	5.00	PLASTIC FILTER FABRIC	5000.00
700-6910	28	AC	1000.00	PERMANENT GRASSING	28000.00
700-7000	42	TN	80.00	AGRICULTURAL LIME	3360.00
700-7010	105	GL	20.00	LIQUID LIME	2100.00
700-8000	20	TN	400.00	FERTILIZER MIXED GRADE	8000.00
700-8100	2800	LB	3.00	FERTILIZER NITROGEN CONTENT	8400.00
700-9300	1000	SY	4.00	SOD	4000.00
710-9000	9640	SY	5.00	PERMANENT SOIL REINFORCING MAT	48200.00
716-2000	30729	SY	1.40	EROSION CONTROL MATS, SLOPES	43020.60
<b>Section Sub Total:</b>					<b>\$180,080.60</b>

**Total Estimated Cost: \$12,678,920.90**

<del>Subtotal Construction Cost</del>	<del>\$12,678,920.90</del>
<del>E&amp;C Rate 10.0 %</del>	<del>\$1,267,892.09</del>
<del>Inflation Rate 0.0 % @ 0.0 Years</del>	<del>\$0.00</del>
<b>Total Construction Cost</b>	<b>\$13,946,812.99</b>
Right Of Way	\$2,462,550.00
ReImb. Utilities	\$1,953,000.00

ENGINEERING @ 5% 633,946

Contingency @ 6% 798,771

TOTAL CONST. COST = 14,111,637

RIGHT-OF-WAY 2,462,550

UTILITIES 1,953,000

TOTAL PROJECT COST = \$18,527,187

*Handwritten:* JPL 4/24/2000

## Estimate Report for file "532655\_080118"

**Section Structure**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-xxxx	13440	SF	80.00	One Bridge Structure 112 ft W by 120 ft L	1075200.00
500-xxxx	2754	SF	10.00	Remove existing 2 lane bridge 34 ft W by 81 ft L	27540.00
<b>Section Sub Total:</b>					<b>\$1,102,740.00</b>

**Total Estimated Cost: \$1,102,740.00**

<b>Subtotal Construction Cost</b>	<b>\$1,102,740.00</b>
E&C Rate 10.0 %	\$110,274.00
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<b>Total Construction Cost</b>	
Right Of Way	\$0.00
ReImb. Utilities	\$0.00
<b>Grand Total Project Cost</b>	
	<b>\$1,213,014.00</b>

ENGINGERING @ 5%      55,137.00  
 CONTINGENCY @ 8%      92,630.00

TOTAL CONST COST = 1,250,507  
 R/W                      - 0 -  
 UTL                        - 0 -  
GRAND TOTAL PROJECT COST = 1,250,507

Del 4/24/2008

BUCHAN *B*  
 HASTY  
 RICHARDSON *Buchan (Larry)*  
 VANMETER  
 OTHER  
 GROUPS  
 FILE

# Department of Transportation

## State of Georgia

-----  
 Interdepartmental Correspondence

MAR 21 2008

**FILE** R/W Cost Estimate **OFFICE** Atlanta  
**DATE** March 14, 2008  
**FROM** Phil Copeland, Right of Way Administrator  
**TO** Ben Buchan, State Urban Design Engineer  
 ATTN: ~~Larry Smith~~  
*Larry*  
**SUBJECT** Preliminary Right of Way Cost Estimate  
 Project: STP-009-2(92)Glynn  
 P.I. No.:532650  
 Description: SR 25 / US 17 Widening Project

Per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

PC::GAM

Attachments

- c: Brian Summers, Engineering Services
- Wes Brock, R/W
- Windy Bickers, Financial Management
- File



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

FILE: STP-009-2(92) Glynn  
P.I.# 532650 / 532655

OFFICE: Utilities, Jesup, Georgia

DATE: March 12, 2008

FROM: Karon Ivery, District Utilities Engineer

TO: James Buchan, P.E., State Urban Design Engineer

ATT. Larry Smith, P.E., Assistant Design Group Manager

SUBJECT: Updated Utility Cost Estimate- SR#25/US17 from Yacht Dr. to Harry Driggers Blvd.

Per your request an on site inspection was made by this office in August 2004 and this is to update the original Utility Cost Estimate. The following utilities were found to be located within the project limits:

Cable TV	Comcast (formerly Adelphia Cable TV)
Natural Gas	Atlanta Gas Light
Telephone	AT&T (formerly Bellsouth)
Power	Georgia Power Distribution
	Georgia Power Transmission

This estimate is based upon aerial mapping and DGN files provided to us by the Urban Design Office and a field visit to the project. From the aerial mapping and DGN files that were provided most of the existing utilities appear to be on the existing right of way, with the exception of poles owned by Georgia Power. These poles appear to be on our existing right of way but on an old easement and reimbursable to the utility company. The cost of the 24 concrete poles @ \$75,000 per pole is \$1,800,000.00 and the cost for the 17 wood poles @ \$9,000 per pole is \$153,000.00.

There are some other utility features that are worthy of noting. Based upon the current design and information from the aerial mapping and DGN files there are utilities present that are not affected based upon the current design, these facilities are three gas regulator stations and two Bellsouth telephone slick sites.

Other utilities that will be impacted and not reimbursable but should be noted are; two bridge attachments to the bridge with J hooks at Thorn hill Creek, which appear to belong to AT&T (BellSouth) along with other various cables, both copper and fiber optic running the entire length of the project, estimated cost to relocate is \$1,275,000.00. There is also a 4" 125 PSI gas main buried 12' from the existing pavement on the east side of US 17, that runs the entire length of this project which will have to be relocated, estimated cost to the gas company is \$920,000.00 for 23,000 LF @ \$40.00 per foot (this is not counting service lines). Comcast (Adelphia) has cable TV the entire length of this project and the estimated cost for them to relocate will be \$150,000.00.

In summary, the reimbursable facilities along this project total \$1,953,000.00 and the non- reimbursable facilities along this project total \$2,345,000.00. The total estimated relocation utility costs for this project are \$4,298,000.00.

If there are any questions please contact George Shenk at (912) 427-5859.

Copy:

Jamie Simpson, Office of Financial Management  
District Office files  
Utility Office Files

**Benefit Cost Analysis Work Sheet  
CONGESTION Projects**

STP-009-2(92)  
532650 & 532655  
Glynn

SR 25/US 17 from Yacht Drive to Harry Driggers Blvd.

**Congestion Benefit = Tb + CMb + Fb**

**Person Time Savings Benefit (Tb)**

*Db (hrs)	0.025
ADT	28,400.00
Tb (\$s)	\$24,406,250.00

**Commercial or Truck Time Savings Benefit (CMb)**

Db (hrs)	0.025
% Truck Traffic	0.07
ADT	28,400.00
CMb	\$9,026,762.50

**Fuel Savings Benefit (Fb)**

ADT	28,400.00
Fb (\$s)	\$8,505,208.33

<b>Total Congestion Benefit</b>	<b>\$41,938,220.83</b>
---------------------------------	------------------------

<b>Total Project Cost</b>	<b>\$19,575,377.00</b>
---------------------------	------------------------

<b>B/C Ratio</b>	<b>2.14</b>
------------------	-------------

ATTACHMENT 2  
TYPICAL SECTION

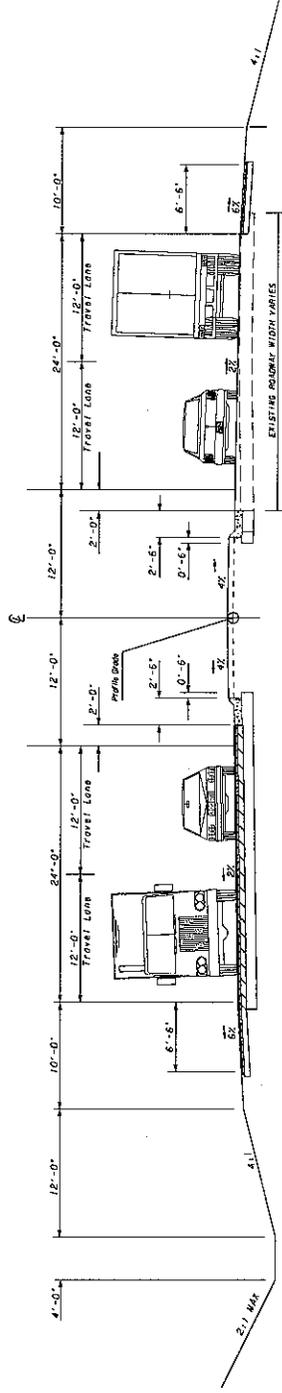
PROJECT NO.: STP-009-2( 92)

P. I. NO.: 532650

COUNTY: GLYNN

# TYPICAL SECTION

SR 25/US 17 from Yacht Dr to Harry Driggers Blvd  
4 lane section with 24' raised median



Widen to One Side  
4 Lanes With a 24' Raised Median  
(D. S. 55mph)  
NORMAL CROWN

Georgia Department of Transportation  
Office of Urban Design  
Typical Section

ATTACHMENT 3  
ACCIDENT SUMMARIES

**Summary of Accidents - 2002, 2003, & 2004**

Year	Manner of Collision						Total
	Rear End	Head On	Angle	Sideswipe	Single Vehicle	Total	
2002	14	1	5	2	5	27	
2003	14	0	2	1	5	22	
2004	17	2	7	2	10	38	
<b>Total</b>	<b>45</b>	<b>3</b>	<b>14</b>	<b>5</b>	<b>20</b>	<b>87</b>	
% of Total	52%	3%	16%	6%	23%	100%	

**Summary of Fatalities & Injuries**

	Fatalities	Injuries
2002	2	24
2003	0	15
2004	1	34
<b>Total</b>	<b>3</b>	<b>73</b>

**Summary of Accident, Injury, and Fatality Rates (Minor Urban Arterial)**

Year	Accident Rates		Injury Rates		Fatality Rates	
	Project	State	Project	State	Project	State
2002	270	577	240	222	19.96	1.24
2003	182	585	124	223	0	1.51
2004	372	509	333	194	9.8	1.44

**Note: Rates are per 100 Million Vehicle Miles  
State Rates are for Minor Arterial, Non-NHS, Urban systems**

ACCIDENT RATE CALCULATION for year(s) 2002,2003,2004

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Glynn	1	002500	17.92	21.68	7,300	3.76	27,448

Total Vehicle Miles: 27,448	Total Accidents: 27	Accident Rate: 270
Average ADT: 7,300	Total Injuries: 24	Injury Rate: 240
Length in Miles: 3.76	Total Fatalities: 2	Fatality Rate: 19.96

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2003	Glynn	1	002500	17.92	21.68	8,800	3.76	33,088

Total Vehicle Miles: 33,088	Total Accidents: 22	Accident Rate: 182
Average ADT: 8,800	Total Injuries: 15	Injury Rate: 124
Length in Miles: 3.76	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2004	Glynn	1	002500	17.92	18.97	7,450	1.05	7,822
2004	Glynn	1	002500	18.97	19	7,300	0.03	219
2004	Glynn	1	002500	19	19.02	7,450	0.02	149
2004	Glynn	1	002500	19.02	19.08	7,300	0.06	438
2004	Glynn	1	002500	19.08	19.36	7,450	0.28	2,086
2004	Glynn	1	002500	19.36	19.45	7,300	0.09	657
2004	Glynn	1	002500	19.45	20.30	7,450	0.85	6,333
2004	Glynn	1	002500	20.30	20.47	7,300	0.17	1,241
2004	Glynn	1	002500	20.47	20.61	7,450	0.14	1,043
2004	Glynn	1	002500	20.61	20.68	7,300	0.07	511
2004	Glynn	1	002500	20.68	21.68	7,450	1.00	7,450

Total Vehicle Miles: 27,949	Total Accidents: 38	Accident Rate: 372
Average ADT: 7,433	Total Injuries: 34	Injury Rate: 333

Length in Miles: 3.76	Total Fatalities: 1	Fatality Rate: 9.80
-----------------------	---------------------	---------------------

NOTE: Rates are per 100 Million Vehicle Miles

# Statewide Mileage, Travel, and Accident Data - 2004

Highway System	Roads & Streets			Road Mileage & Travel			Fatal Accidents			Non-Fatal Injury Accidents			All Non-Fatal Injuries			All Accidents		
	Miles	In Services	Millions	Annual Veh. Miles	DVM/100 Miles	ADT	Accidents	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
Interstate, Rural	720		16,192	39,792	1.17	119	142	1.39	2,514	25	4,364	43	8,333	82				
Interstate, Urban	524		20,398	106,998	0.62	107	0.62	44	13,252	44	13,252	65	39,998	180				
Subtotal, Interstate	1,244		36,590	67,348	0.74	226	0.74	262	11,525	33	17,616	58	47,001	154				
Principal Arterial, NHS, Rural	1,072		5,012	7,335	1.31	88	1.09	35	2,365	35	4,066	60	6,841	101				
Principal Arterial, Non-NHS, Rural	706		1,784	6,923	3.20	71	3.98	90	1,697	90	2,658	149	4,879	273				
Subtotal, Principal Arterial, Rural	2,678		6,796	7,222	2.15	146	2.65	58	3,963	58	6,724	99	11,720	172				
Principal Arterial, Freeway, NHS, Urban	82		1,932	64,551	0.31	6	0.31	8	858	44	1,191	81	3,593	185				
Principal Arterial, Freeway, Non-NHS, Urban	35		835	49,709	1.10	7	1.10	57	1,057	79	1,609	78	1,609	253				
Subtotal, Principal Arterial, Freeway, Urban	117		2,667	60,110	0.51	13	0.51	18	1,218	47	1,692	86	5,192	202				
Principal Arterial, Non-Freeway, NHS, Urban	752		5,414	19,725	0.89	48	0.89	56	4,828	89	7,662	142	18,510	342				
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,137		7,834	18,386	1.28	96	1.28	100	12,135	159	18,373	247	48,645	837				
Subtotal, Principal Arterial, Non-Freeway, Urban	1,889		13,048	18,924	1.10	144	1.10	158	16,981	130	26,535	203	67,155	615				
Subtotal, All Principal Arterial, Urban	2,008		15,615	21,328	1.01	157	1.01	178	19,180	116	28,217	181	72,347	483				
Subtotal, All Principal Arterial	4,684		22,411	13,384	1.35	303	1.59	356	22,143	98	34,941	156	84,087	375				
Minor Arterial, NHS, Rural	280		612	5,088	0.82	6	0.82	6	143	23	263	43	461	74				
Minor Arterial, Non-NHS, Rural	5,029		6,965	3,784	2.57	179	2.93	204	5,946	85	9,872	142	17,953	258				
Subtotal, Minor Arterial, Rural	5,309		7,577	9,910	2.43	184	2.43	210	6,089	80	10,135	134	18,404	243				
Minor Arterial, NHS, Urban	117		700	18,392	0.43	3	0.43	4	118	17	179	28	493	89				
Minor Arterial, Non-NHS, Urban	4,201		15,511	10,118	1.33	208	1.44	224	19,751	127	30,134	194	78,854	509				
Subtotal, Minor Arterial, Urban	4,318		16,211	10,298	1.29	209	1.29	228	19,867	123	30,313	187	79,437	480				
Subtotal, All Minor Arterial	9,627		23,788	6,770	1.65	383	1.84	438	25,956	109	40,448	170	97,841	411				
Major Collector, Rural	12,674		6,521	1,410	2.93	191	2.93	211	6,152	94	9,468	145	17,792	273				
Minor Collector, Rural	7,442		4,304	1,584	1.07	46	1.07	48	1,380	32	2,032	48	4,035	94				
Collector, Urban	2,698		4,891	4,970	1.14	56	1.14	57	5,635	115	8,456	173	22,556	461				
Local, Rural	51,780		8,523	451	1.58	192	1.58	145	5,132	60	7,609	83	16,117	189				
Local, Urban	28,689		11,831	1,155	1.05	116	1.05	123	1,894	105	17,285	153	25,904	467				
Subtotal, Local	78,649		19,854	692	1.28	251	1.28	268	17,028	88	24,904	125	69,021	346				
Subtotal, All State, Rural	14,089		27,839	6,414	2.05	570	2.05	689	16,454	59	27,338	88	49,631	178				
Subtotal, All State, Urban	3,982		43,030	28,608	0.91	391	0.91	453	38,662	90	59,161	137	155,698	362				
Subtotal, All State	18,071		70,869	10,744	1.36	961	1.36	1,102	55,138	78	89,497	122	205,309	280				
Subtotal, Non-State, Rural	65,449		15,520	650	1.60	248	1.60	287	9,774	57	13,005	84	26,780	172				
Subtotal, Non-State, Urban	34,861		25,542	2,210	1.01	257	1.01	272	25,904	101	38,372	150	110,238	432				
Subtotal, Non-State	97,110		41,062	1,158	1.23	505	1.23	539	34,678	84	51,377	125	138,998	334				
Subtotal, Rural	80,503		43,813	1,494	1.88	618	1.88	697	25,230	57	40,340	92	78,401	174				
Subtotal, Urban	38,413		68,436	5,149	0.95	646	0.95	704	54,937	94	87,533	143	265,908	389				
<b>Total</b>	<b>118,916</b>		<b>112,349</b>	<b>2,693</b>	<b>1.30</b>	<b>1,466</b>	<b>1.30</b>	<b>1,641</b>	<b>89,617</b>	<b>80</b>	<b>137,873</b>	<b>123</b>	<b>342,307</b>	<b>305</b>				

# Statewide Mileage, Travel, and Accident Data - 2003

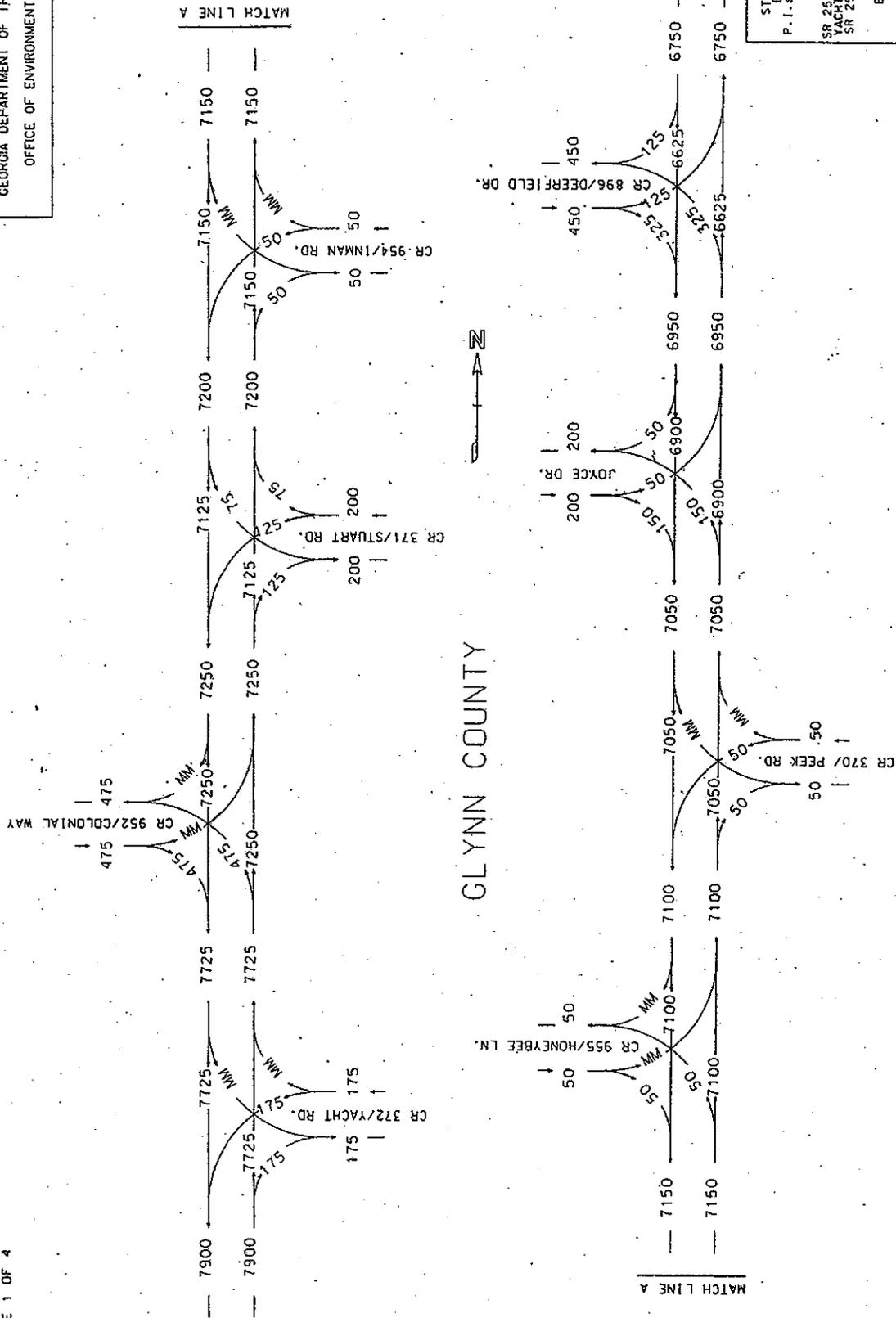
Usage	Road Mileage & Travel				Fatal Accidents				Non-Fatal Injuries				All Accidents			
	Roads & Streets in Service Miles	Annual Veh. Miles Millions	DVM/Mile ADT	100 MVM	Accidents Number	Fatalities Number	100 MVM	Injury Accidents Number	100 MVM	Fatal Accidents Number	100 MVM	from Fatal & Non-Fatal Accidents Number	100 MVM	Number	100 MVM	
																Number
Highway System	806	12,047	40,950	0.77	93	110	0.91	2,589	21	4,357	36	8,952	74			
Interstate, Rural	439	17,974	112,173	0.62	111	127	0.71	8,539	48	12,663	70	35,866	200			
Interstate, Urban	1,245	30,021	66,084	0.68	204	237	0.79	11,128	37	17,020	57	44,818	149			
Subtotal, Interstate	2,157	6,303	8,006	1.18	93	103	1.30	2,581	32	4,386	55	7,403	94			
Principal Arterial, NHS, Rural	680	1,607	6,773	3.24	52	54	3.36	1,465	91	2,404	150	4,326	269			
Principal Arterial, Non-NHS, Rural	2,807	7,910	17,720	1.83	145	157	1.98	4,028	51	6,790	88	11,729	148			
Subtotal, Principal Arterial, Rural	88	2,016	62,765	3	3	4	0.20	639	32	911	45	3,125	155			
Principal Arterial, Freeway, NHS, Urban	35	649	50,802	3	3	3	0.46	426	66	630	97	1,782	275			
Principal Arterial, Freeway, Non-NHS, Urban	123	2,685	59,361	6	6	7	0.26	1,065	40	1,541	59	4,907	184			
Subtotal, Principal Arterial, Freeway, Urban	647	4,656	19,716	0.69	32	33	0.71	5,035	108	7,968	171	19,171	412			
Principal Arterial, Non-Freeway, NHS, Urban	890	5,823	17,925	1.58	92	100	1.72	11,375	195	17,524	301	45,107	715			
Principal Arterial, Non-Freeway, Non-NHS, Urban	1,537	10,479	18,679	1.24	124	133	1.27	18,410	157	26,492	243	64,278	613			
Subtotal, Principal Arterial, Non-Freeway, Urban	1,680	13,144	21,693	0.99	130	140	1.07	17,475	133	27,033	206	69,185	526			
Subtotal, All Principal Arterial, Urban	4,467	21,054	12,913	1.31	275	287	1.41	21,501	102	33,823	161	80,914	394			
Minor Arterial, NHS, Rural	323	591	5,013	3	3	3	0.51	139	23	263	45	389	66			
Minor Arterial, Non-NHS, Rural	5,263	8,236	4,267	2.45	202	223	2.71	5,921	72	9,749	118	18,300	222			
Subtotal, Minor Arterial, Rural	5,586	8,827	4,329	2.32	205	226	2.56	6,059	69	10,012	113	18,689	212			
Minor Arterial, NHS, Urban	3,120	12,950	11,372	1.84	184	195	1.42	18,914	146	28,874	223	75,784	585			
Minor Arterial, Non-NHS, Urban	3,198	13,379	11,468	1.40	187	198	1.48	19,081	143	29,124	218	76,484	572			
Subtotal, Minor Arterial, Urban	8,762	22,206	6,928	1.77	392	424	1.91	25,150	113	39,136	176	95,183	429			
Subtotal, All Minor Arterial	13,679	8,294	1,681	2.65	220	245	2.95	5,838	70	9,162	110	17,518	211			
Major Collector, Rural	7,510	4,284	1,563	1.17	50	58	1.35	1,343	31	1,947	45	3,854	90			
Minor Collector, Rural	2,163	3,921	4,990	1.33	52	55	1.40	5,300	135	7,882	201	21,738	564			
Collector, Urban	57,589	9,140	435	1.63	149	158	1.73	4,969	54	7,392	81	16,232	178			
Local, Rural	21,109	10,379	1,347	1.22	127	136	1.31	11,510	111	16,864	162	52,064	502			
Local, Urban	78,698	19,519	680	1.41	276	294	1.51	16,479	84	24,246	124	68,298	350			
Subtotal, Local	15,014	33,102	6,040	1.73	574	640	1.93	16,292	49	27,003	82	48,351	146			
Subtotal, All State, Rural	3,030	36,089	32,614	0.99	397	391	1.08	37,060	103	56,777	157	142,942	395			
Subtotal, All State, Urban	18,044	69,171	10,503	1.35	931	1,031	1.49	53,352	77	83,780	121	191,293	277			
Subtotal, All State	71,934	17,018	648	1.69	287	313	1.84	8,532	50	12,647	74	25,656	151			
Subtotal, Non-State, Rural	24,884	22,144	2,438	1.12	249	266	1.20	24,855	112	36,750	166	102,566	463			
Subtotal, Non-State, Urban	96,618	39,162	1,108	1.37	638	579	1.48	33,387	65	49,437	128	128,219	327			
Subtotal, Non-State	87,977	50,502	1,573	1.71	862	954	1.89	24,824	49	39,650	79	78,974	152			
Subtotal, Rural	28,557	58,797	5,641	1.03	607	656	1.12	61,915	105	93,566	159	255,347	434			
Subtotal, Urban	116,534	108,299	2,570	1.34	1,469	1,610	1.47	86,739	79	133,216	122	392,321	304			

# Statewide Mileage, Travel, and Accident Data - 2002

Highway System	Roads & Streets In Service				Road Mileage & Travel				Fatal Accidents				Non-Fatal Injury Accidents				All Non-Fatal Injuries from Fatal & Non-Fatal Accidents			
	Miles	Annual Veh. Miles	DVM/Mile	ADT	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM		
																			Fatalities	Fatalities
Interstate, Rural	806	11,138	37,907	87	0.78	114	1.02	21	3.991	36	3.991	8,127	100 MVM							
Interstate, Urban	439	17,192	107,292	80	0.47	92	0.54	49	8,465	74	12,709	35,148	73							
Subtotal, Interstate	1,244	28,330	62,393	167	0.59	206	0.73	38	10,786	38	16,700	43,275	153							
Principal Arterial, NHS, Rural	2,154	6,453	8,208	94	1.16	114	1.41	33	2,693	57	4,587	7,669	95							
Principal Arterial, Non-NHS, Rural	662	1,657	6,858	39	2.35	46	2.78	75	1,247	75	2,048	3,798	229							
Subtotal, Principal Arterial, Rural	2,816	8,110	7,890	133	1.64	160	1.97	49	3,940	49	6,635	11,467	141							
Principal Arterial, Freeway, NHS, Urban	85	2,030	65,431	3	0.15	4	0.20	36	727	36	1,043	3,159	156							
Principal Arterial, Freeway, Non-NHS, Urban	35	588	53,855	3	0.44	3	0.44	52	361	52	508	74	1467							
Subtotal, Principal Arterial, Freeway, Urban	120	2,718	62,055	6	0.22	7	0.26	40	1,088	40	1,549	57	4,626							
Principal Arterial, Non-Freeway, NHS, Urban	657	4,863	20,279	73	1.50	86	1.77	108	5,273	108	8,453	174	20,398							
Principal Arterial, Non-Freeway, Non-NHS, Urban	895	5,908	18,095	93	1.57	103	1.74	180	10,649	180	16,599	281	42,988							
Subtotal, Principal Arterial, Non-Freeway, Urban	1,552	10,771	19,014	166	1.54	189	1.75	148	15,922	148	25,052	233	63,386							
Subtotal, All Principal Arterial, Urban	1,672	13,469	22,103	172	1.28	196	1.45	126	17,010	126	26,601	197	68,012							
Subtotal, All Principal Arterial	4,488	21,599	13,185	305	1.41	356	1.65	97	20,950	97	33,236	154	79,479							
Minor Arterial, NHS, Rural	323	610	5,174	12	1.97	13	2.13	27	165	27	287	47	493							
Minor Arterial, Non-NHS, Rural	5,253	8,297	4,327	185	2.23	210	2.53	57	5,663	57	9,500	114	17,264							
Subtotal, Minor Arterial, Rural	5,576	8,907	4,376	197	2.21	223	2.50	64	5,728	64	9,787	110	17,757							
Minor Arterial, NHS, Urban	76	444	16,006	3	0.88	3	0.68	66	292	66	415	93	1,253							
Minor Arterial, Non-NHS, Urban	3,126	13,177	11,549	148	1.12	163	1.24	191	19,121	145	29,238	222	76,048							
Subtotal, Minor Arterial, Urban	3,202	13,621	11,655	151	1.11	166	1.22	143	19,413	143	29,653	216	77,301							
Subtotal, All Minor Arterial	8,778	22,528	7,031	348	1.54	389	1.73	112	25,141	112	39,440	175	95,058							
Major Collector, Rural	13,685	8,599	1,722	189	2.20	204	2.37	68	5,806	68	8,913	104	16,762							
Minor Collector, Rural	7,424	4,196	1,548	54	1.29	57	1.36	32	1,325	32	1,912	46	3,732							
Collector, Urban	2,157	4,104	5,213	47	1.15	50	1.22	133	5,462	133	8,149	7,906	534							
Local, Rural	57,154	8,930	423	163	1.85	170	1.93	58	5,091	58	7,581	86	15,977							
Local, Urban	20,846	10,114	1,329	96	0.95	100	0.99	116	11,691	116	16,982	168	52,087							
Subtotal, Local	78,000	18,944	665	259	1.37	270	1.43	89	16,782	89	24,563	130	68,064							
Subtotal, All State, Rural	15,037	32,272	5,880	537	1.66	622	1.93	48	15,619	48	26,169	81	47,866							
Subtotal, All State, Urban	3,018	36,701	32,409	337	0.94	381	1.07	103	36,780	103	56,744	159	146,961							
Subtotal, All State	18,055	67,973	10,314	874	1.29	1,003	1.48	77	52,399	77	82,913	122	194,827							
Subtotal, Non-State, Rural	71,232	16,565	637	286	1.73	306	1.85	52	8,592	52	12,650	78	25,956							
Subtotal, Non-State, Urban	24,709	22,246	2,487	209	0.94	223	1.00	114	25,261	114	37,350	168	107,489							
Subtotal, Non-State	95,941	38,811	1,108	495	1.28	529	1.36	87	33,853	87	50,000	129	133,445							
Subtotal, Rural	87,460	49,780	1,559	823	1.65	928	1.86	49	24,211	49	38,819	78	73,822							
Subtotal, Urban	28,316	58,520	5,662	546	0.93	604	1.03	106	62,041	106	94,084	161	254,450							
Total	115,776	108,300	2,563	1,369	1.26	1,532	1.41	80	86,252	80	132,913	123	328,272							

# ATTACHMENT 4

## TRAFFIC FLOW DIAGRAMS



SR 25/US 17 FM CR 372/  
YACHT RD. TO SR 95 &  
SR 25 @ THORNHILL CR.  
EXISTING 2003  
TRAFFIC  
JUN  
12/03

SRP-009-21921 &  
BHP-009-21911  
P.L.S 532650 & 532655  
GLYNN COUNTY

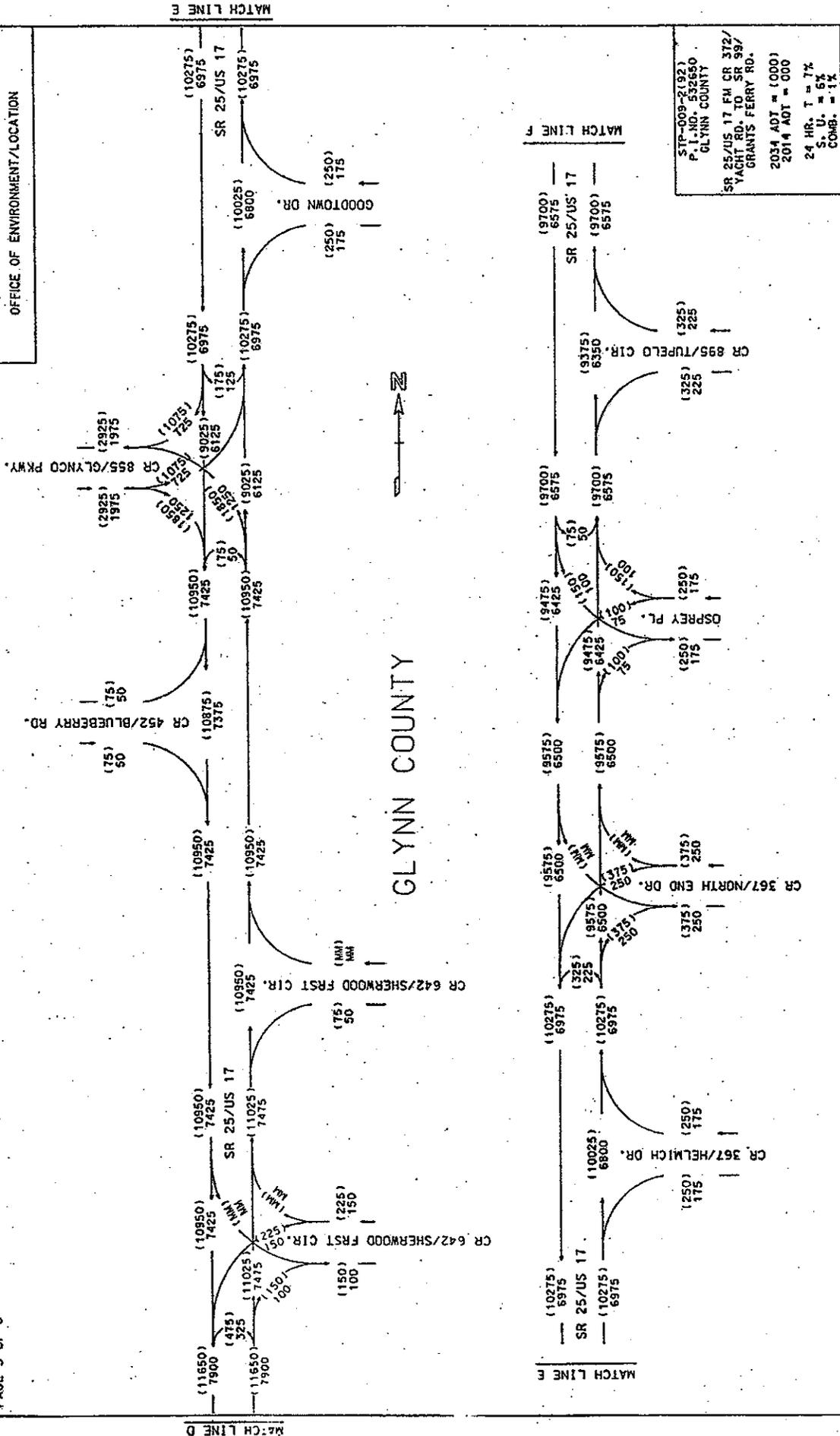


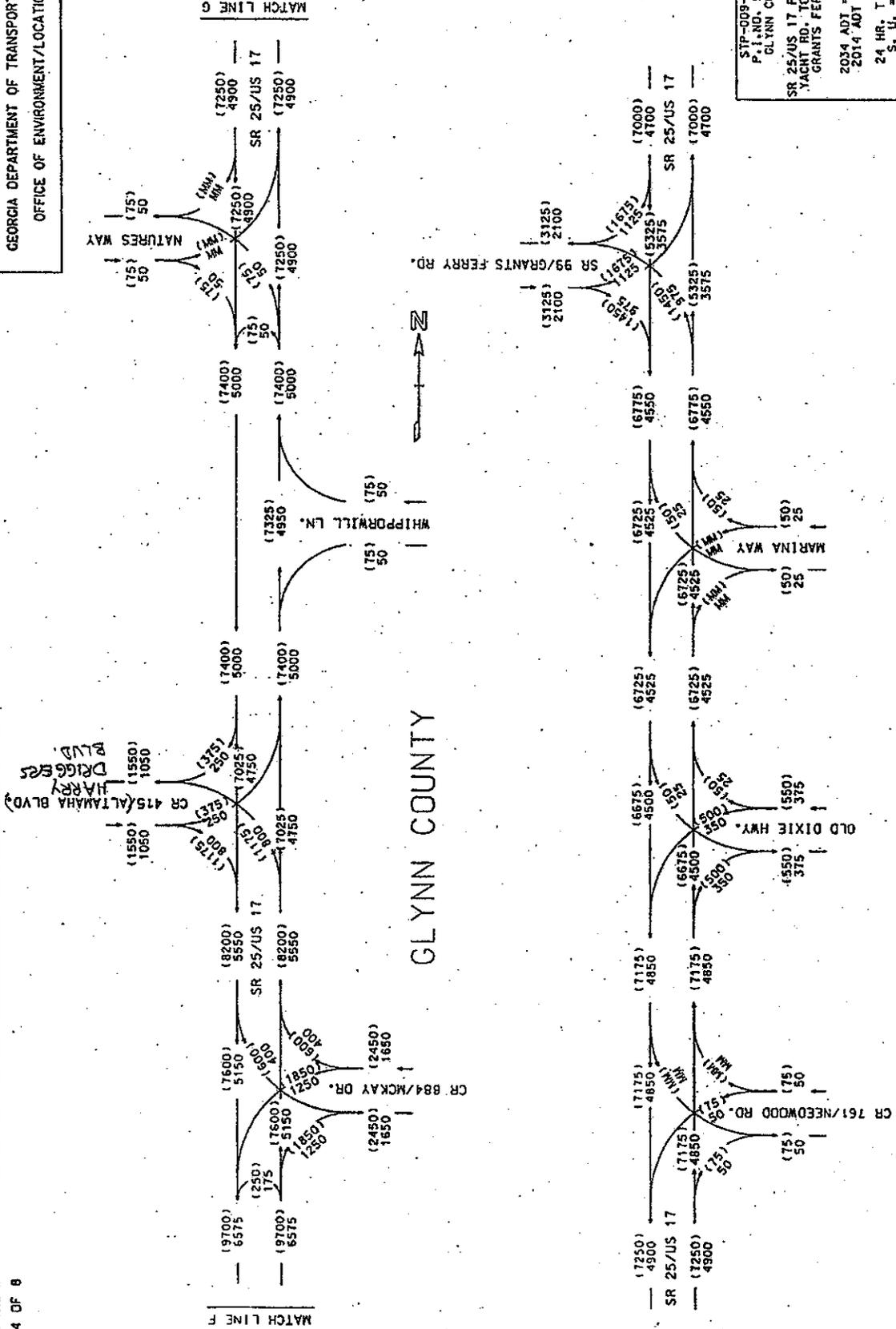




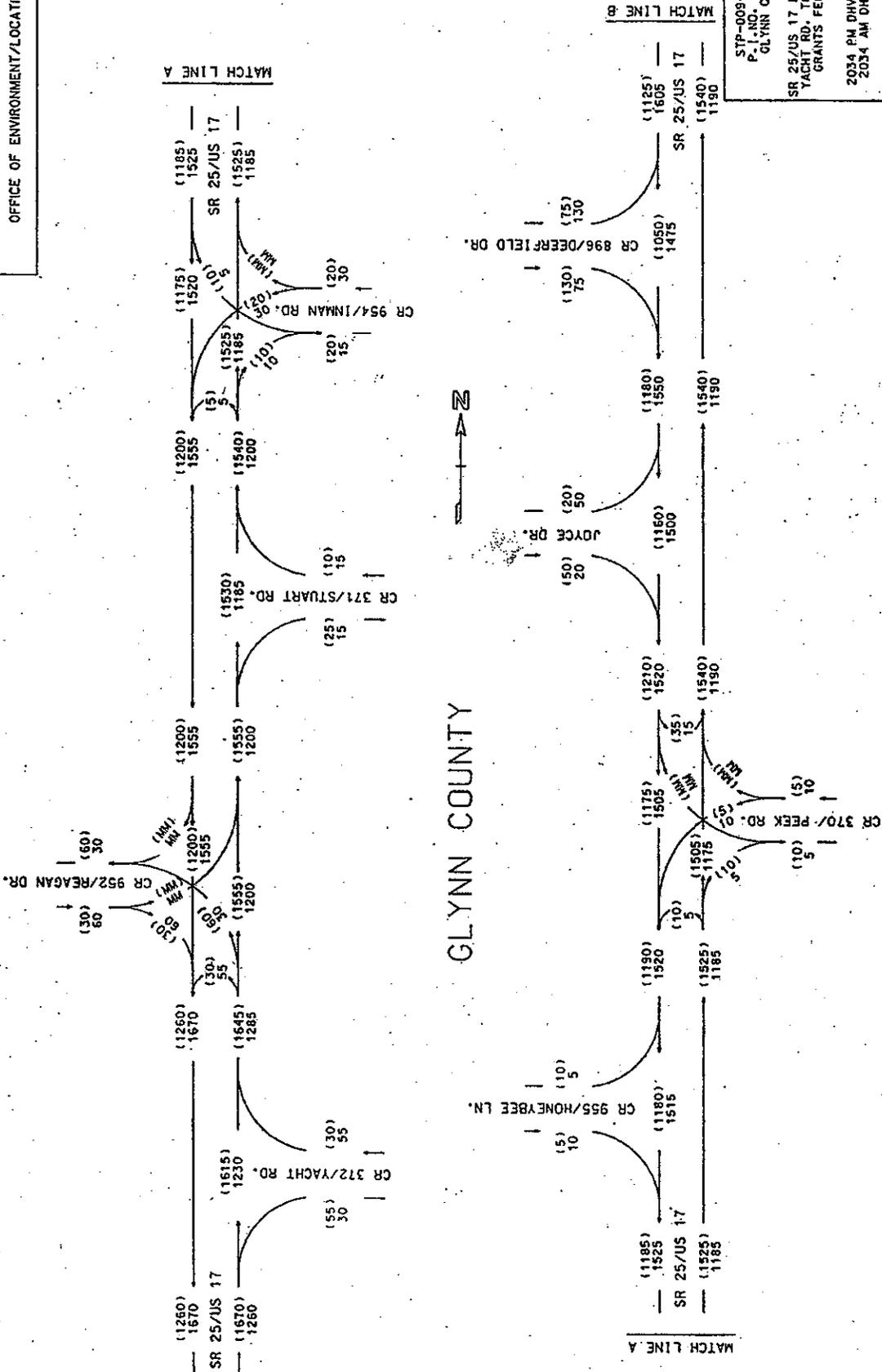




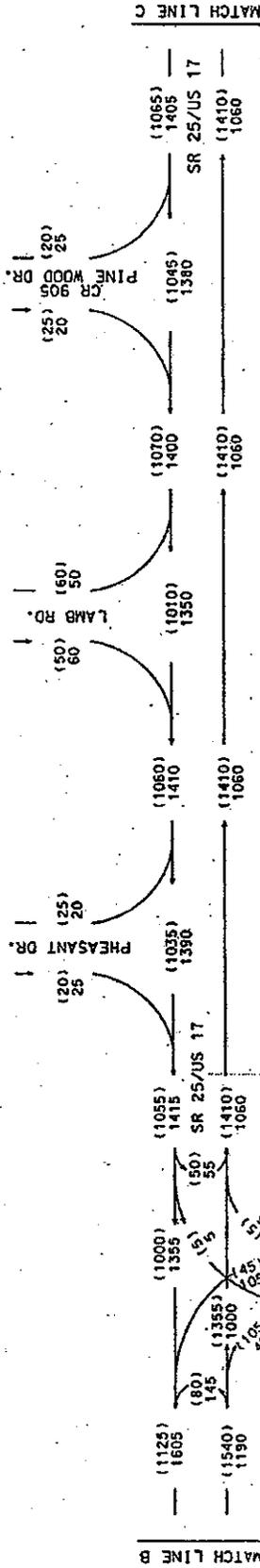




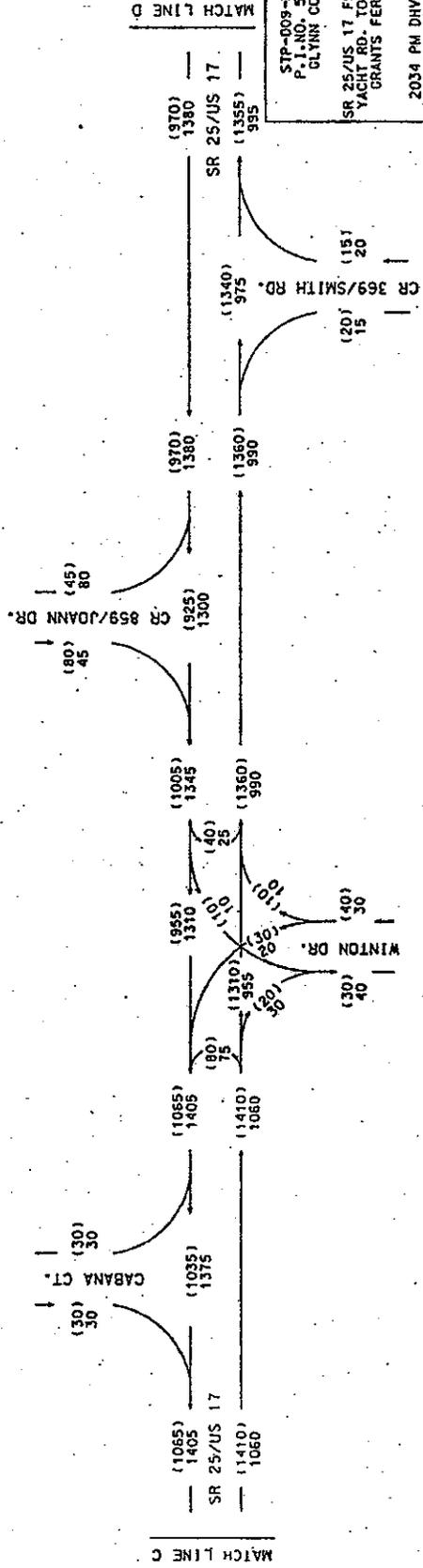
SR 25/US 17 FM CR 312/  
YACHT RD. TO SR 99/  
GRANTS FERRY RD.  
2034 ADT = 1000  
24 HR. T = 7%  
S. U. = 6%  
COMB. = 1%



STP-009-2192  
 P.L. NO. 532650  
 GLYNN COUNTY  
 SR 25/US 17 FM CR 372/  
 YACHT RD. TO SR 99/  
 GRANTS FERRY RD.  
 2034 PM DHV = (000)  
 2034 AM DHV = 000  
 T = 6%  
 JTW  
 06/05



GLYNN COUNTY



STP-009-2(92)  
P.L. NO. 532650  
GLYNN COUNTY  
SR 25/US 17 FM CR 372/  
1427 RD. TO SR 39/  
GRANTS FERRY RD.  
2034 PM DHV = (000)  
2034 AM DHV = 000  
T = 6%





# ATTACHMENT 5

## TRAFFIC CAPACITY ANALYSIS

HCS2000

Traffic Analyses - Level of Service (LOS)

Design Year: 2034

(Using June 2005 traffic diagrams)

SIDE STREET	LOS - MEDIAN STORAGE 1 VEHICLE			
	Control Delay (s/veh)		LOS	
	AM	PM	AM	PM
REAGAN DRIVE	21.7	16.8	C	C
INMAN DRIVE	33.5	41.2	D	E
PEEK ROAD	27.1	31.3	D	D
MEADOWS WAY	>>50	71.2	F	F
WINTON DRIVE	28.8	46.3	D	E
SHERWOOD FOREST CIR.	28.4	34.0	D	D
GLYNCO PARKWAY	64.2	39.3	F	E
NORTH END DRIVE	25.8	35.9	D	E
OSPREY PLACE	12.6	18.0	B	C
MCKAY DRIVE	29.1	183.1	D	F
HARRY DRIGGERS BLVD.	16.6	12.3	C	B

Critical Gap (sec) Lt Turn
5.9
5.8
5.8
5.8
5.8
5.8
5.9
5.8
5.8
5.8
5.9

Left Turn Movements	
LOS - SR 25	
AM NB/SB	PM NB/SB
C/B	B/B
B/B	B/B
B/B	B/C
C/B	B/C
B/B	B/B
B/B	B/B
C/A	B/B
B/A	A/B

Note: All side streets are unsignalized with stop control.

The streets listed above are at the median openings. All other side streets are right in, right out, with stop control.

From Highway Capacity Manual 2000, Page 17-2  
LOS Criteria for TWSC Unsignalized Intersection

LOS	Control Delay (sec/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

# ATTACHMENT 6

## TRAFFIC ENGINEERING REPORTS

BURKHARDT  
BOWMAN  
RICHARDSON  
OTHER  
GROUPS

FILE *Lot # 53250, Glynn*  
*STP-09-d(92)*

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
AUG 9 2005  
URBAN DESIGN

INTERDEPARTMENT CORRESPONDENCE

FILE *County*

SR 27/US 17 @ Glynn Pkwy.  
25

OFFICE: ATLANTA - TMC

DATE: June 3, 2005

✓  
FROM: Keith Golden, P.E., State Traffic Safety and Design Engineer

TO: Gary Priester, District Engineer, Jesup  
ATTN: Robert McCall, Jr., District Traffic Engineer

SUBJECT: Stop and Go Traffic Signal - Not Recommended

I am attaching a signed copy of the Traffic Engineering Report for the subject location showing our concurrence with your recommendation not to signalize this location because no signal warrants were met.

If you should have any questions concerning this matter, please feel free to contact this office.

KG:MRB  
Attachments

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

*Rec*  
*5-24-05*

INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-009-2(92), Glynn County  
S.R. 25/US 17  
P.I. No. 532650  
**OFFICE:** Jesup, Georgia  
**DATE:** May 16, 2005

**FROM:** Gary D. Priester, District Engineer *PTM*

**TO:** Mr. Keith Golden, P.E., State Traffic Safety & Design Engineer  
Atlanta, Georgia  
Attn: Melinda Boothe, Traffic Safety and Design, TMC

**SUBJECT:** TRAFFIC ENGINEERING STUDIES (CONSTRUCTION PROJECT)

Enclosed, please find 2 Traffic Engineering Studies for the above referenced construction project.

This office is not recommending signalization at this time, the information provided and data collected by this office did not support any signalization warrants.

If you should have any questions or comments, please contact Rick Hardenbrook of this office at (912) 427-5762.

RTM:REH:bhs

Enclosure

**COPY:** General Files Unit - Atlanta  
Bryan Czech, Area Engineer, Brunswick  
Larry Smith, Urban Design

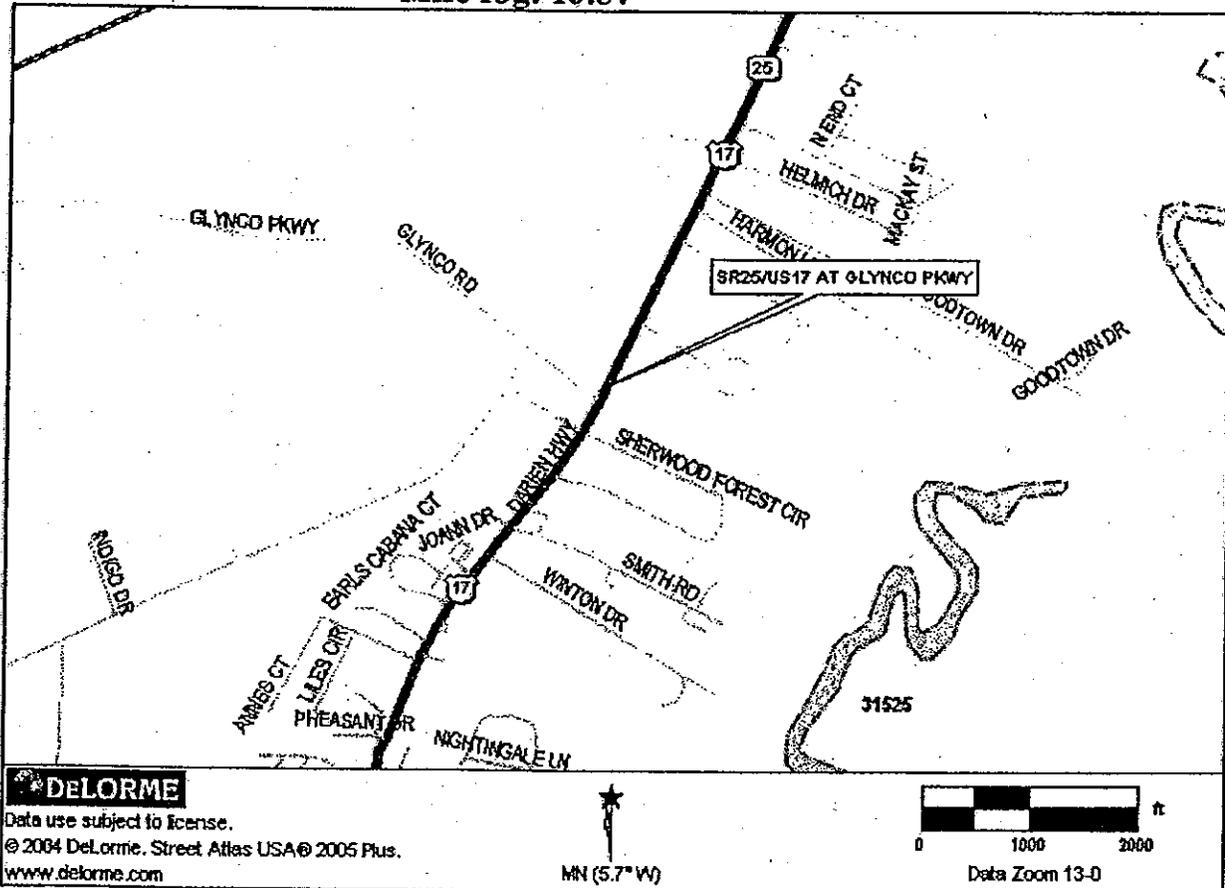
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

For the Intersection of  
SR25/US17 at Glynco Parkway

Glynn County  
Mile log: 19.87



Report Prepared by: Rick Hardenbrook  
District 5 Traffic Operations Manager  
Date report prepared: May 11, 2005

**Location:** SR25/US17 at Glyngo Parkway

**Reason for the investigation:**

District 5 Traffic Operations initiated this study to determine if Signalization is warranted due to Roadway Construction Project.

**Description of the intersection:**

State Route 25/US17 is currently a 2-lane roadway as it intersects Glyngo Parkway. This location is currently in a Proposed Roadway Construction project that will modify the Intersection Geometrics to include 2-Thru lanes for the North and south bound approaches, there will be 1- left turn lane provided for the N.B left turn onto Glyngo Parkway. There is a 12ft run around lane for the northbound direction of travel, this helps alleviate the congestion when vehicles are attempting to make left turning movements.

Glyngo Parkway is currently a 2-lane roadway that provides access to the Glynn County Jet Port. This Roadway is primarily used by local and residential vehicles.

**Traffic volumes in vehicles per day (vpd):**

YEAR	SR25/US17 Both Approaches	Glyngo Parkway (vpd)
Latest year	8000	N/A
	EST 10% Trucks	

**EXISTING TRAFFIC CONTROL:**

State Route 25/US17 at Glyngo Parkway: There are Stop Bars, Stop Signs and Yield signs in Place for the Glyngo Parkway as it intersects SR25/US17. There are Edge Lines and Center Lines on SR25/US17.

**Traffic Engineering Report**  
SR 25/US17 at Glyngo Parkway  
Date: May 11, 2005  
Page 3 of 5

**Vehicular Speeds:**

State Route 25/US17        – 55 MPH  
Glyngo Parkway            – 45 MPH

**Pedestrian movements:**

This Intersection and the surrounding quadrants are currently un-developed; there are no sidewalks provided or evidence of Pedestrian Foot Traffic.

**Delay:**

Observation during peak traffic periods revealed motorists on the side street are experiencing no delay.

**Parking:**

There is no parking provided/observed or expected at the intersection. Emergency Only

**Accident History:**

Accident Data was researched from the GDOT Database.

RIGHT ANGLE- 0      LEFT TURN- 0      REAR END-4            OUT OF CONTROL-1

**Adjacent Signalized Intersections:**

There are no Traffic Signals located within 1-mile of this location.

Traffic Engineering Report  
SR 25/US17 at Glynco Parkway  
Date: May 11, 2005  
Page 4 of 5

**Warrant Analysis:**

The GDOT performed a warrant analysis for this Intersection using the Bley/Table Method. The Volume Warrants for Signalization were not met.

**Recommendations:**

- It is Recommended that Glynn County NOT be issued a Permit to erect and operate a Stop and Go Traffic Signal at this Intersection.

**RECOMMENDED BY:**

*R. M. McCall*  
District Traffic Engineer

DATE: 5-16-05

**RECOMMENDED BY:**

*Mark Gold*  
State Traffic Operations Engineer

DATE: 6-2-05

**APPROVED BY:**

\_\_\_\_\_  
Director of Operations

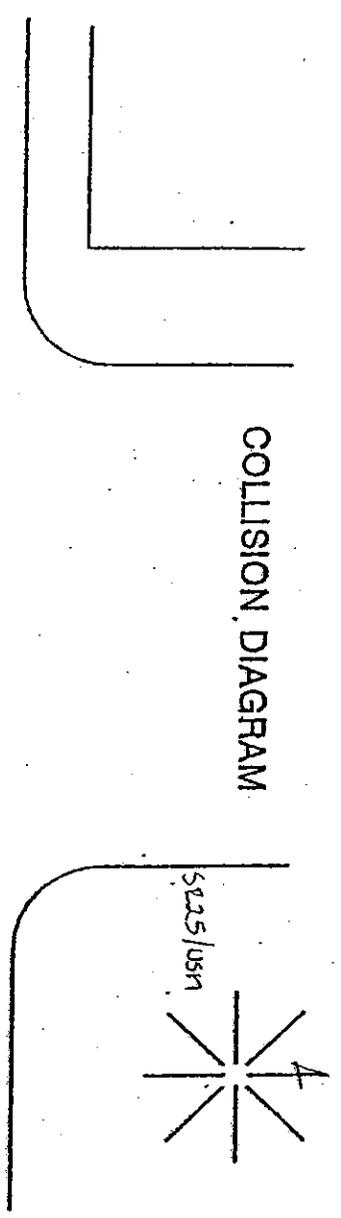
DATE: \_\_\_\_\_

**Traffic Engineering Report**  
**SR 25/US17 at Glyngo Parkway**  
**Date: May 11, 2005**  
**Page5 of 5**

### **Traffic Engineering Report Appendix**

- **Traffic Signal Warrants Analysis. (Bleys Table)**
- **Traffic Count Summary Sheets. (Construction Plans)**
- **Accident Diagram.**

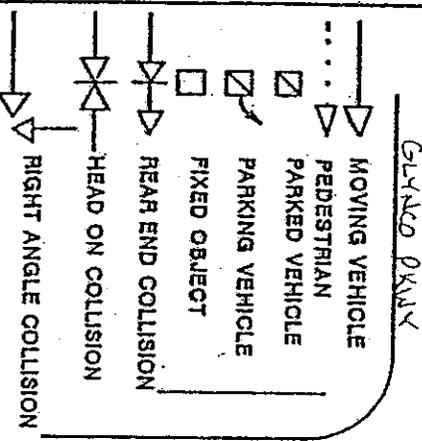
# COLLISION DIAGRAM



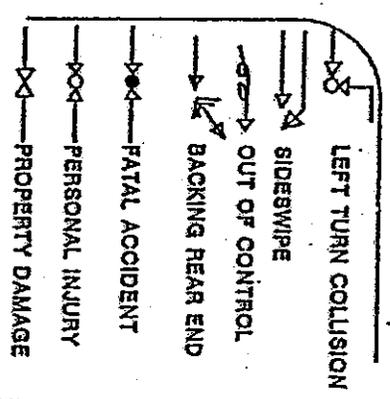
NOT A COLLISION  
0-1-04, 11:25 PM D/C 1

4-24-03, 3:21 PM, D/C

8-2-02, 8:10 PM, C/D  
6-11-04, 7:36 PM, C/D



3-27-04, 2:51 PM, D/C  
10-17-03, 12:02 PM, C/D



INTERSECTION SEASIDE AT GLENCO PARKWAY  
 COUNTY GLENCO CITY — DIST 5  
 PERIOD 26 MONTHS FROM 8-2-02 TO 10-1-04

TIME OF DAY ACC.		DIR. OF APPROACH		NO. OF VEH.	
6 AM - 10 AM	—	NORTH	—	—	—
10 AM - 4 PM	—	SOUTH	—	—	—
4 PM - 7 PM	—	EAST	—	—	—
7 PM - 12MID	—	WEST	—	—	—
12MID - 6 AM	—	TOTAL	—	—	—
TOTAL	—	TOTAL	—	—	—
WEATHER		TYPE OF ACCIDENT		NO. OF ACCS.	
CLEAR	—	SIDESWIPE	—	—	—
CLOUDY	—	REAR END	—	—	—
RAIN	—	RT. ANGLE	—	—	—
FOG	—	LEFT TURN	—	—	—
SNOW	—	OTHER	—	—	—
TOTAL	—	OUT OF CONTROL	—	—	—
TOTAL	—	TOTAL	—	—	—
PAVEMENT		ACCIDENT SEVERITY		NO. OF ACCS.	
DRY	—	FATAL	—	—	—
WET	—	NON FATAL	—	—	—
ICY	—	PROP. DAM.	—	—	—
TOTAL	—	TOTAL	—	—	—
TIME OF YEAR		TYPE OF VEHICLE		NO. OF VEH.	
WINTER DEC-FEB	—	PASS. CARS	—	—	—
SPRING MAR-MAY	—	TRUCKS	—	—	—
SUMMER JUNE-AUG	—	OTHER	—	—	—
FALL SEPT-NOV	—	TOTAL	—	—	—
TOTAL	—	TOTAL	—	—	—

Analysis Report 1

Total Accidents: 6 Total Vehicles: 11 Total Injuries: 1 Total Paralties: 0

Accident Analysis Report 1

Accident Id	Date	Time	County	Rt TP	Rt No	Mile	Intr TP	Intr Rt	Ramp	Inj Fatal	Collision	Loc Impact	Harmful Event	Light	Surf D1	D2	VM1	VM2	
22580256	08/02/2002	08:10:PM	GIymn	State	002500	19.87	2	085500		0	3-Rear End	1-On Roadway	11-Motor Vehicle in	1-Daylight /	Dry	W	W	02	04
33810145	10/17/2003	12:02:PM	GIymn	State	002500	19.87	2	085500		0	4-Sideswipe - Sam	1-On Roadway	11-Motor Vehicle in	1-Daylight /	Dry	N	N	01	05
33460293	09/24/2003	03:27:PM	GIymn	State	002500	19.87	2	085500		0	3-Rear End	1-On Roadway	11-Motor Vehicle in	1-Daylight /	Dry	E	E	02	05
40620136	02/27/2004	02:51:PM	GIymn	State	002500	19.87	2	085500		0	3-Rear End	1-On Roadway	11-Motor Vehicle in	1-Daylight /	Dry	N	N	01	05
42250505	06/11/2004	07:36:PM	GIymn	State	002500	19.87	2	085500		0	3-Rear End	1-On Roadway	11-Motor Vehicle in	1-Daylight /	Dry	W	W	10	10
44020366	10/01/2004	11:25:PM	GIymn	State	002500	19.87	2	085500		1	6-Not A Collision	3-Off Roadway	22-Highway Traffic	4-Dark-Lighted	Dry	E		05	

BUCHE M  
BOWMAN  
RICHARDS Butch  
OTHER  
GROUPS  
FILE L. Pitt S3063 Glynn  
STP-009-8192

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
AUG 5 2005  
URBAN DESIGN

INTERDEPARTMENT CORRESPONDENCE

FILE [redacted] SR 27/US 17 @ Harry Driggers Blvd.

OFFICE: ATLANTA - TMC  
DATE: June 3, 2005

FROM: <sup>KG</sup> Keith Golden, P.E., State Traffic Safety and Design Engineer  
TO: Gary Priester, District Engineer, Jesup  
ATTN: Robert McCall, Jr., District Traffic Engineer  
SUBJECT: Stop and Go Traffic Signal - Not Recommended

I am attaching a signed copy of the Traffic Engineering Report for the subject location showing our concurrence with your recommendation not to signalize this location because no signal warrants were met.

If you should have any questions concerning this matter, please feel free to contact this office.

KG:MRB  
Attachments

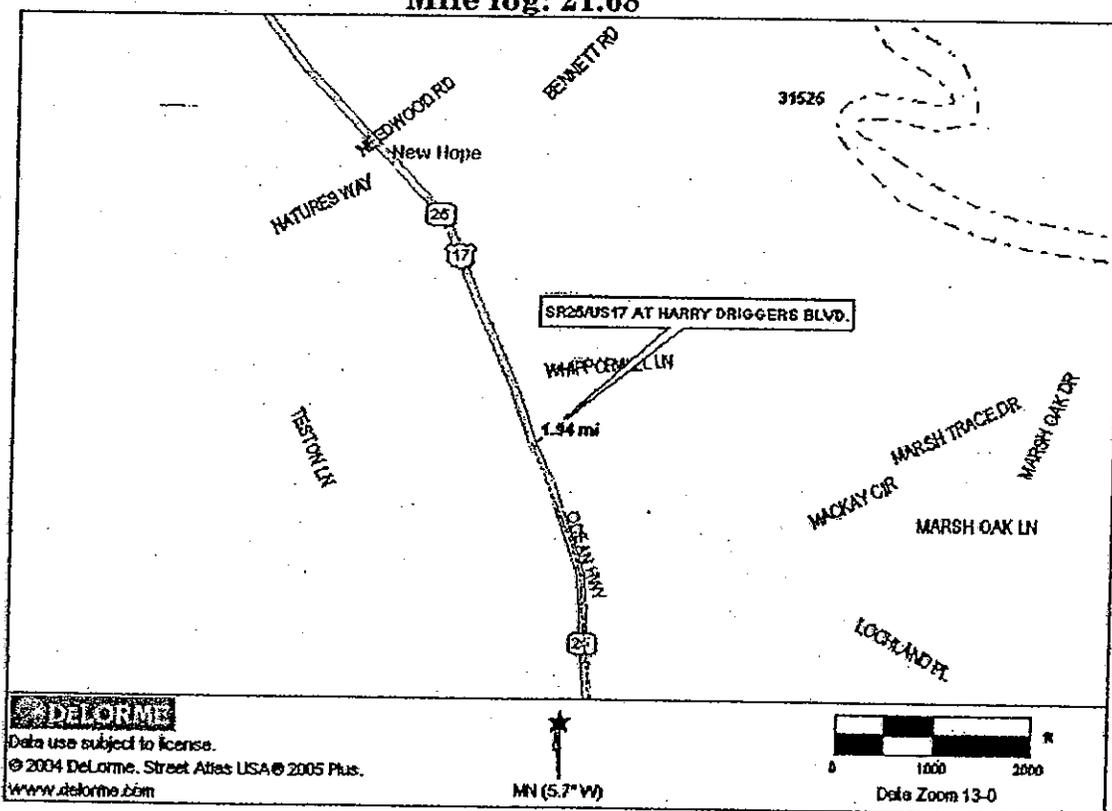
DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

For the Intersection of  
SR25/US17 at Harry Driggers Blvd.

Glynn County  
Mile log: 21.68



Report Prepared by: Rick Hardenbrook  
District 5 Traffic Operations Manager  
Date report prepared: May 11, 2005

**Traffic Engineering Report**

SR25/US17 at Harry Driggers Blvd.

Date: May 11, 2005

Page 2 of 5

**Location:** SR25/US17 at Harry Driggers Blvd.

**Reason for the investigation:**

District 5 Traffic Operations initiated this study to determine if Signalization is warranted due to the proposed Roadway Construction Project.

**Description of the intersection:**

State Route 25/US17 is currently a 2-lane roadway as it intersects Harry Driggers Blvd. This location is currently in a Proposed Roadway Construction project that will modify the Intersection Geometrics to include 2-Thru lanes for the North and Southbound approaches, there will be an exclusive left turn lane for the Northbound left turn movement from SR25/US17 onto Harry Driggers Blvd. There is a 12' run around lane for the northbound direction of travel, this helps alleviate the congestion when vehicles are attempting to make left turning movements.

**Traffic volumes in vehicles per day (vpd):**

YEAR	SR25/US17 Both Approaches	Harry Driggers Blvd. (vpd)
Latest year	8000	N/A
	EST 10% Trucks	

**EXISTING TRAFFIC CONTROL:**

SR25/US17 at Harry Driggers Blvd. There are Stop Bars, Stop Signs and Yield signs in Place for Harry Driggers Blvd. as it intersects SR25/US17. There are edge lines and center lines in place for SR25/US17.

**Vehicular Speeds:**

State Route 25/US17            - 55 MPH  
Harry Driggers Blvd.         - 45 MPH

**Pedestrian movements:**

This Intersection and the surrounding quadrants are currently un-developed; there are no sidewalks provided or evidence of Pedestrian Foot Traffic.

**Delay:**

Observation during peak traffic periods revealed motorists on the side street are experiencing no delay.

**Parking:**

There is no parking provided/observed or expected at the intersection. Emergency Only

**Accident History:**

Accident Data was researched from the GDOT Database and found no accidents have occurred in the past 3 years at this intersection. (See Attached Report).

**Adjacent Signalized Intersections:**

There are no Traffic Signals located within 1-mile of this location.

**Warrant Analysis:**

The GDOT performed a warrant analysis for this Intersection using the Bley/ Table Method. The Volumes Warrants for this Intersection were not met.

**Recommendations:**

- It is Recommended that Glynn County NOT be issued a Permit to erect and operate a Stop and Go Traffic Signal at this Intersection.

RECOMMENDED BY: Robt J. McCall  
District Traffic Engineer

DATE: 5-16-05

RECOMMENDED BY: David Bell  
State Traffic Operations Engineer

DATE: 6-2-05

APPROVED BY: \_\_\_\_\_  
Director of Operations

DATE: \_\_\_\_\_

Traffic Engineering Report  
SR25/US17 at Harry Driggers Blvd.  
Date: May 11, 2005  
Page 5 of 5

### **Traffic Engineering Report Appendix**

- **Traffic Signal Warrants Analysis. (Bleys Table)**
- **Traffic Count Summary Sheets. ( Construction Plans)**
- **Accident Diagram.**

## QUERY SUMMARY

For Year(s): 2002,2003,2004

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2002	Glynn	State Route	002500	21.68	21.68	0	0	0	0
2002 SubTotal						0	0	0	0
2003	Glynn	State Route	002500	21.68	21.68	0	0	0	0
2003 SubTotal						0	0	0	0
2004	Glynn	State Route	002500	21.68	21.68	0	0	0	0
2004 SubTotal						0	0	0	0
<b>All Year(s)Total</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Based on the above table you may now run the Accident Rates and/or Pre-Defined and User-Defined Reports

PRE-DEFINED REPORTS	USER-DEFINED REPORTS
<p><b>Accident Rates</b> </p> <p><u>Column Descriptions for Analysis Reports</u></p> <p><b>Analysis Report 1</b>  </p> <p><b>Analysis Report 2</b>  </p> <p><b>Analysis Report 3</b>  </p>	<p><b>Report Field Selection</b> (to select or view fields selected)</p> <p>Enter Report Title:</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">Add Title/Clear Title</div> <p>Title in use:</p> <p><b>Run Report</b>  </p>
<p>You may CHANGE the Route(s) and/or Year(s) for both the PRE-DEFINED and USER-DEFINED Reports by clicking on the links below.</p>	
<p>  <a href="#">Home Page</a>                          <a href="#">Year Select Page</a>                          <a href="#">Route Select Page</a> </p>	

ATTACHMENT 7

MINUTES OF INITIAL CONCEPT  
MEETING

## **INITIAL CONCEPT MEETING MINUTES**

SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard

PROJECT NUMBER: STP -0000-2(92)

P.I. NUMBER: 532650

DATE OF MEETING: 3/18/04

Date of Distribution: March 29, 2004

Date of Meeting: March 18, 2004

Time: 10 a.m. – 11:10 a.m.

Projects: SR 25/US 17 FROM YACHT DRIVE TO HARRY DRIGGERS BOULEVARD

STP-009-2(92), P.I. No. 532650, Glynn County

Purpose of Meeting: Initial Concept Meeting

Meeting Location: Brunswick, GA – Area Engineer's Office

**Attendees:**

<b>NAME</b>	<b>REPRESENTING</b>	<b>TELEPHONE NUMBER</b>	<b>EMAIL ADDRESS</b>
Teresa Scott	GDOT – Jesup Preconstruction	912-427-5788	<a href="mailto:teresa.scott@dot.state.ga.us">teresa.scott@dot.state.ga.us</a>
Tom McQueen	GDOT – Planning	404-657-6697	<a href="mailto:tom.mcqueen@dot.state.ga.us">tom.mcqueen@dot.state.ga.us</a>
Bryan Czech	GDOT - Brunswick	912-264-7247	<a href="mailto:bryan.czech@dot.state.ga.us">bryan.czech@dot.state.ga.us</a>
Darrel Osborne	GDOT ROW Consultant	229-382-8178	<a href="mailto:Southern_acquisitions@yahoo.com">Southern_acquisitions@yahoo.com</a>
Sheree Smart	GDOT – District 5, Environmental	912-427-5766	<a href="mailto:Sheree.smart@dot.state.ga.us">Sheree.smart@dot.state.ga.us</a>
Andrew Hoenig	GDOT – Urban Design	404-656-5447	<a href="mailto:andrew.hoenig@dot.state.ga.us">andrew.hoenig@dot.state.ga.us</a>
Sonya Sykes	GDOT – Urban Design	404-656-5447	<a href="mailto:Sonya.sykes@dot.state.ga.us">Sonya.sykes@dot.state.ga.us</a>
Marcela Coll	GDOT – Urban Design	404-656-5447	<a href="mailto:Marcela.coll@dot.state.ga.us">Marcela.coll@dot.state.ga.us</a>
Darryl VanMeter	GDOT - Urban Design	404-656-5447	<a href="mailto:darryl.vanmeter@dot.state.ga.us">darryl.vanmeter@dot.state.ga.us</a>
Steve Adewale	GDOT – Urban Design	404-656-5447	<a href="mailto:steve.adewale@dot.state.ga.us">steve.adewale@dot.state.ga.us</a>
Jim Bruner	Glynn County Engineering	912-554-7495	<a href="mailto:ibruner@glynncounty.org">ibruner@glynncounty.org</a>
Stephen Thomas	GDOT – Jesup Utilities	912-427-5754	<a href="mailto:stephen.thomas@dot.state.ga.us">stephen.thomas@dot.state.ga.us</a>
Will Murphy	GDOT – Brunswick	912-264-7247	<a href="mailto:will.murphy@dot.state.ga.us">will.murphy@dot.state.ga.us</a>
Cynthia Phillips	GDOT – District 5, Traffic Ops	912-427-5767	<a href="mailto:cynthia.phillips@dot.state.ga.us">cynthia.phillips@dot.state.ga.us</a>

### **LOCAL GOVERNMENT REPRESENTATIVES**

1. Asked if LGPA has been executed? It was confirmed an LGPA was not executed as of March 18, 2004. LGPA short form will be sent out by Windy Bickers of office of financial management for this purpose.
2. Glynn county supported not raising the elevation of the road. County believed the water getting out is more of a problem than the water going over the road, the first time.
3. Suggested obtaining aerial photos from Jackie Magnant of GIS, Glynn County.
4. Glynn county confirmed its support for the project.

### **ENGINEERING SERVICES**

1. Discrepancy between the traffic volumes shown on page 2 in the "Need and Purpose statement" and the traffic volumes shown on page 6 of the draft concept report.
2. Project description is incomplete after "44 feet" on page 5.
3. Under "logical termini" on page 5, the bridge over Thorn hill creek cannot be replaced and widened. It should be one or the other. NOTE: Will a separate concept report be necessary for the bridge project?
4. This road is classified as an "Urban Collector" on page 6? The prevailing existing features in this area of U.S.17 to McIntosh County are rural..
5. "Existing Design features" shown on page 7 do not appear to reflect the existing conditions of this project.
6. No existing structures are noted. Ensure that the limits of 532655 are included in the concept report.
7. Ensure bike provisions are included.

### **TRAFFIC OPERATIONS**

1. Recommended reducing the posted speed from 55 mph to 45 mph because of traffic volumes on this road.
2. Suggested performing traffic studies at all the intersections on this road.
3. Offered to do driveway reviews for the design team.

### **ENVIRONMENTAL**

1. District 5 Environmental office recommended CE (Categorical Exclusion) as the environmental document for this project. Duration will be six months but suggested leaving the current schedule as it is(18 months). Ms. Jill Bauhr of OEL, Atlanta recommended EA document(Environmental Assessment), as mentioned by office of Urban Design.
2. Mentioned there is very little wetland, possible endangered species, no marsh, no ecological problems.
3. Recommended staying away from the pond and cemeteries.

### PLANNING

1. Planning will forward a revised copy of the Need and Purpose, focusing on fatalities, safety conditions, this being an evacuation route.
2. Model volumes used in Planning office are usually than volumes obtained in Office of Environmental/Location.
3. Typographical error on page 5 of the Draft concept report about "PE authorized 2006" should be changed to "PE authorized 2003".

### CONSTRUCTION

1. Did not support raising the elevation of the road. Believed area is more susceptible to surge than flood. Promised to get more information on flooding in this area.
2. Agreed with the typical section of 44 feet depressed median suggested 660 feet median openings.
3. Did not foresee detour plans for staging but lane shifts during the construction of bridge on Thorn hill creek.
4. Suggested reducing reducing posted speed from 55 mph to 45 mph.
5. Preferred 8 feet paved shoulder to 6.5 feet paved shoulder.

### RIGHT OF WAY

1. Right of Way office consultant, Darrel Osborne believed there is encroachment on the right of way, about 2 to 3 parcels
2. Construction office promised to check this encroachment.
3. Right of way will be established in the near future from tax maps and other documentations.
4. No acquisition is anticipated since GDOT has 200 feet existing right of way.

### UTILITIES

1. Design team should avoid impacting the new concrete poles that support the overhead transmission lines.
2. The only identified utility line carried by the bridge is telephone.
3. Promised to send the Project Manager, Mr. Darryl VanMeter some information on the type of easement the electrical poles are set on and a list of the likely utility companies on this project.
4. There may be no reimbursables on this project.

### URBAN DESIGN

1. Presented detailed description of the project. Design on this project will be done in house.
  - a. Base year is 2011, the expected year the project is expected to be opened to

- traffic. Design year is 2031.
- b. The bridge located at Thorn hill creek will be widened as the sufficiency rating is 66.92. Also, there is an utility line on this bridge. This project is also programmed as a separate project with P.I.#.532655.
  - c. The estimated length of this project is 3.75 miles.
  - d. Southern terminus of the project is at Yacht Drive and the Northern terminus is at Harry Driggers Blvd.
  - e. Mentioned many fatalities that had occurred on this existing road according to the accident data.
  - f. This project is functionally classified as Urban Minor Arterial. There is need for some intersection improvements on this project.
  - g. The proposed project will have a 44' depressed median. There will be 2-12' travel lanes in each direction and 32' clear zone. The proposed design criteria include a design speed of 55 mph with a minimum of 1065 feet radius and a maximum superelevation of 6%.
  - h. One existing bridge on this project (SR 25) which is to be widened and not replaced. Also, there is a utility line on this existing bridge. There are no Design exceptions at this time. The right of way cost is approximately \$445,000 and the construction cost is \$1.47 million. There is no utility estimate at this time. There is approximately 200 feet of right of way and the the structures are inside the 100 feet of ROW.
  - i. Facts sheet will be provided in subsequent meetings.
2. Preliminary plans will be sent to Traffic operations and Utility offices with the proposed alignment and R/W to get costs from the Traffic operations and Utilities.
  3. Informed the attendees that FEMA maps show substantial part of the road is on the flood plain and having a 14 feet elevation.
  4. Details of staging for the construction of the bridge cannot be established now.
  5. A traffic study will be performed and if it warrants the change of posted speed, it will be incorporated into the plans. Urban design office suggested leaving the design speed as 55 mph.
  6. Final concept meeting is expected for August , 2004 and the completion date for road plans would be May, 2007.

### ADDENDUM

Subsequent to the initial concept team meeting, the District 5 Utilities Engineer, Stephen Thomas conducted a site inspection and found that the following utility companies have utility lines on this site.

- a. Gas – Atlanta Gas Light
- b. CATV – Adelphia
- c. Power – GPC – Transmission & Distribution
- d. Telephone – Bellsouth. Bellsouth has a conduit attached to the Thorn hill Creek Bridge with J hooks.

Verified through a property owner at the beginning of the project that there are no water and sewer lines on this project. Stephen Thomas confirmed the transmission lines are on the GDOT right of way. He also agreed with Mr. Darrel Osborne assertion that there are some possible encroachments to GDOT' s right of way on this project.

Generally, ideas of modifying the typical section of this project by reducing the 44 feet depressed median to 24 feet depressed median or 4 feet raised median and reducing the posted to 45 mph were discussed. Also, a question was raised about whether Urban design office considered a 5 – lane curb and gutter section on this project. Urban Design office informed the attendees that this design was not considered and that for a roadway design with 55 mph speed, the options are to either use median barrier wall to separate the traffic, provide a 44 feet depressed median or provide a 24 feet raised median.

Meeting attendees finally agreed that if there is a need to save the right of way, a 24 feet raised median could be used, else if there are no impacts with using the 44 feet median, the 44 feet median on the proposed typical should be used.

The meeting was adjourned at 11:10 a.m.

ATTACHMENT 8

MINUTES OF FINAL CONCEPT  
MEETING

## **FINAL CONCEPT TEAM MEETING MINUTES**

SR 25/US 17 from Yacht Drive to Harry Driggers Boulevard  
Glynn County

PROJECT NUMBER: STP-009-2(92)

P.I. NUMBER: 532650

DATE OF MEETING: 10/12/05

**Date of Distribution:** December 13, 2005

**Date of Meeting:** October 12, 2005

**Time:** 10:00 a.m. – 12:00 p.m.

**Projects:** SR 25/US 17 FROM YACHT DRIVE TO HARRY DRIGGERS BOULEVARD  
STP-009-2(92), P.I. No. 532650, Glynn County

**Purpose of Meeting:** Concept Team Meeting

**Meeting Location:** Brunswick, GA – Area Engineer's Office

<b>Attendees:</b>	<b>NAME</b>	<b>REPRESENTING</b>	<b>TELEPHONE NUMBER</b>	<b>EMAIL ADDRESS</b>
	Albert Welch	GDOT – Urban Design	404-656-5447	<a href="mailto:albert.welch@dot.state.ga.us">albert.welch@dot.state.ga.us</a>
	Larry Smith	GDOT – Urban Design	404-656-5447	<a href="mailto:larry.smith@dot.state.ga.us">larry.smith@dot.state.ga.us</a>
	Steve Adewale	GDOT – Urban Design	404-656-5447	<a href="mailto:steve.adewale@dot.state.ga.us">steve.adewale@dot.state.ga.us</a>
	Bryan Czech	GDOT – Area 3 Engineer	912-264-7247	<a href="mailto:bryan.czech@dot.state.ga.us">bryan.czech@dot.state.ga.us</a>
	Michael Carmichael	GDOT – Area 3 Construction	912-264-7248	<a href="mailto:michael.carmichael@dot.state.ga.us">michael.carmichael@dot.state.ga.us</a>
	Sheree Smart	GDOT – District 5 Environmental	912-427-5756	<a href="mailto:sheree.smart@dot.state.ga.us">sheree.smart@dot.state.ga.us</a>
	Stephen Thomas	GDOT – District 5 Utilities	912-427-5779	<a href="mailto:stephen.thomas@dot.state.ga.us">stephen.thomas@dot.state.ga.us</a>
	George Shenk	GDOT – District 5 Utilities	912-427-5859	<a href="mailto:george.shenk@dot.state.ga.us">george.shenk@dot.state.ga.us</a>
	Tony Collins	GDOT – District 5 Preconstruction	912-427-5715	<a href="mailto:tony.collins@dot.state.ga.us">tony.collins@dot.state.ga.us</a>
	Dan Langston	GDOT – District 5 ROW	912-427-1975	<a href="mailto:dan.langston@dot.state.ga.us">dan.langston@dot.state.ga.us</a>
	Robert McCall	GDOT – District 5 Traffic Ops	912-427-5703	<a href="mailto:robert.mccall@dot.state.ga.us">robert.mccall@dot.state.ga.us</a>
	John Wentworth	GDOT – District 5 Maintenance	912-427-5783	<a href="mailto:john.wentworth@dot.state.ga.us">john.wentworth@dot.state.ga.us</a>
	Tom McQueen	GDOT - Planning	404-657-6697	<a href="mailto:thomas.mcqueen@dot.state.ga.us">thomas.mcqueen@dot.state.ga.us</a>
	Jason Wagnon	GDOT - OEL	404-699-4441	<a href="mailto:jason.wagnon@dot.state.ga.us">jason.wagnon@dot.state.ga.us</a>
	Jim Bruner	Glynn County	912-554-7495	<a href="mailto:jbruner@glynncounty-ga.gov">jbruner@glynncounty-ga.gov</a>
	Fred Carpenter	Glynn County	912-554-7441	<a href="mailto:fcarpenter@glynncounty-ga.gov">fcarpenter@glynncounty-ga.gov</a>
	Kay Kimbrough	Georgia Power Company	912-267-4895	<a href="mailto:kkimbro@southernmco.com">kkimbro@southernmco.com</a>
	Greg Ferguson	Georgia Power Company	912-267-5124	<a href="mailto:gefergus@southernmco.com">gefergus@southernmco.com</a>
	Bob Francisco	Adelphia CATV	912-262-2544	<a href="mailto:bob.francisco@adelphia.com">bob.francisco@adelphia.com</a>

### LOCAL GOVERNMENT REPRESENTATIVES

1. The County expressed concerns about the locations of the proposed median openings. The County will schedule a meeting with District Traffic Operations to discuss median opening locations and provide comments.
2. The County expects very little additional residential development along the corridor.

### ENGINEERING SERVICES

Engineering Services was not represented at the meeting, but provided written comments as shown below:

1. Recommended reviewing the unit costs for Unclassified Excavation and Asphalt Concrete pay items. The unit costs as shown in cost estimate appear low.
2. Suggested requesting the Bridge Maintenance Office check the existing bridge over Thornhill Creek again. Initial recommendation was to widen the bridge, but the Sufficiency Rating has dropped. Additional maintenance work may be required, or bridge may need to be replaced.
3. Stated that the median opening locations will be of concern to the public.

(See Addendum at end of minutes)

### TRAFFIC SAFETY AND DESIGN

Traffic Safety and Design was not represented at the meeting, but provided written comments as shown below:

#### Overall Review

1. Recommend designing the project for 45 mph, 4-lane, 20' raised median. If speed design is reduced, Design Variances may not be required. **(This section is currently posted at 55 mph. District 5 supports maintaining a 55 mph speed design. The design speed should not be reduced for the sole purpose of eliminating a design variance.)**
2. Add Typical Sections for all combinations, existing right, existing middle, existing left, to include superelevation typical sections. **(Additional typical sections will be incorporated during the preliminary engineering phase.)**
3. Curb & Gutter should be removed. As shown, the C & G has a Type 7 face, which at 55 mph becomes a ramp. Recommend 7 ½ inch concrete median with Type 2 face. **(Curb and gutter sections adjacent to the inside travel lanes are usually designed with lower profile sloping curbs. Type 2 curbs are considered vertical curbs, whereas Type 7 curbs are considered sloping curbs. AASHTO Guidelines state, "Vertical curbs should not be used along freeways or other**

**high-speed roadways because an out of control vehicle may overturn or become airborne as a result of an impact with such curb.”)**

4. Recommend Full Depth shoulders, 8’ paved, 2’ grassed. This will allow for a full 4’ offset for the Bike Lane. **(The 10-foot rural shoulder with 6.5-foot paved complies with the current Georgia design guidance which states, “The 6.5 foot shoulder will accommodate bicyclists based on the AASHTO Guidelines and will be the one shoulder consistently used on multi-lane widening and/or reconstruction projects with rural shoulders.)**
5. It is recommended that all directional islands, right-in/right-out & right turn lanes, be constructed with concrete for Pedestrian refuge and ADA compliance. Minimum square footage for concrete is 75. This will accommodate ramps or cut-through. **(This recommendation will be considered where applicable. There are no sidewalks proposed. The types and locations of any ramps and islands will be further defined during the preliminary engineering phase. There will be very little pedestrian traffic along the corridor.)**

### Drawing

#### Sheet 1-9

1. Remove right turn lane at beginning of project NB or extend project. Northbound right turn traffic will not clear the travel lane, thus causing a rear end accident.
2. Required R/W may be needed at Parcel 18.

#### Sheet 2-9

1. Required R/W may be needed from the Cemetery to Honey Bee Lane SB.
2. Recommend right turn/travel lane from Joyce Drive to Honey Bee Lane be shorten into two right turn lanes.

#### Sheet 3-9

1. Shorten acceleration lane from Meadows Way NB.
2. Right turn island will be in conflict with U-turns.

#### Sheet 7-9

1. Required R/W could be needed between Mackay Drive & Tupelo Circle, SB.
2. Driveway/road tie-in missing for Trash Spur, (road??).

#### Sheet 8-9

1. Why does Parcels 209 & 223 have radius drives, but Whipple Drive and the Cemetery do not?
2. Shorten acceleration lane from Harry Driggers Blvd.

#### Sheet 9-9

1. Additional Required R/W could be needed at Parcel 50 & 334.

**(The comments and recommendations for Sheets 1 through 9 will be considered and incorporated where applicable.)**

### **TRAFFIC OPERATIONS**

1. Traffic Ops will do review of driveways as soon as possible.
2. Traffic Ops will study the area again and make a recommendation on any locations that warrant a traffic signal.

### **ENVIRONMENTAL**

1. District Environmentalist believes that an Environmental Assessment may be required in lieu of a Categorical Exclusion.
2. Further wetland delineations may be required for the project.
3. The Needwood Church and School is a historic site located along the corridor.
4. Mitigation plans are needed on this project.

### **PLANNING**

Planning suggested scheduling a PIM in about 8 months from the date of final concept team meeting.

### **CONSTRUCTION**

1. The quantity and location of driveways are a major concern.
2. Suggested that Harry Driggers Boulevard be designed as a major intersection.
3. Will meet with the local government officials about locations of median openings and possible traffic signals and will provide comments and recommendations to Design.
4. Suggested putting a median opening at Gold Isles cemetery.

**(See Addendum at end of minutes.)**

### **RIGHT OF WAY**

1. District Right Of Way believes the preliminary ROW Cost Estimate is low, and will review and provide comments to Design.
2. Stated that the unit cost/parcel for Glynn County appears low.

### **UTILITIES**

1. Adelphia CATV stated most of their facilities are aerial along the corridor.
2. District Utilities will contact other utility companies to identify their utility lines.
3. Estimated cost of relocating any impacted transmission poles in this corridor is \$75,000 per pole.
4. There are currently no city or county water or sewer lines along the corridor.

5. Georgia Power facilities are predominantly aerial, but there are some buried facilities within the residential areas.
6. Georgia Power inquired about possible conflict with two transmission poles at Sherwood Forest Circle.
7. Georgia Power has an easement along corridor. It appears some of the transmission poles are placed on state right of way. The approved Application and Permit for Utility Facility Encroachment request was discussed and a copy was given to the District by Urban Design. Georgia Power is to investigate their facility locations further and provide information to the District.

### **URBAN DESIGN**

1. The design of this project is being completed in-house.
2. Design presented the details of the concept report and the concept layouts showing the proposed design.
3. There are about 25 parcels impacted by the proposed design.
4. Relocation of some Georgia Power transmission poles is likely on this project.
5. There were four alternatives considered – the “no build”, a 24-foot raised median, a 28-foot raised median, and a 44-foot depressed median.
6. The historic Needwood Church and School is located along the corridor, just north of Harry Driggers Boulevard.
7. Possible UST investigation.
8. Coordination with FEMA/DNR may be required on this project.
9. There are about 30 side streets on this project. The quantity and location of the side streets are concerns, especially if no traffic signals are warranted. There are some side streets with heavy left turn volumes. There is potential for u-turns at some of the median-opening locations.
10. Design proposes using a single bridge structure at the Thornhill Creek bridge location to provide enhanced sight distances. This structure will carry southbound and northbound traffic. A single structure is typically utilized with a raised median divided highway.

**(Urban Design has had further discussions about the 28-foot raised median, and is now proposing the 24-foot raised median as the preferred design. The 24-foot raised median design meets the design policies and decreases the environmental, right of way, and utility impacts through the corridor. )**

### **DISTRICT DESIGN**

Inquired if the 28' raised median meets the criteria defined in the GDOT guidelines and policies.

The meeting was adjourned at 11.45 a.m.

## **ADDENDUMS**

### **Construction**

The Office of Urban Design received an Interdepartmental Correspondence from District 5 dated November 22, 2005, that stated that the District had reviewed the proposed concept with the Glynn County Engineering Department and made the following recommendations:

1. Place a median opening at Yacht Drive (MP 17.92).
2. Place a median opening at Deerfield Drive (MP 18.86) and construct a connector street to Thornhill Drive.
3. Remove median opening at Meadows Way. This opening to remain if Item No. 2 above cannot be implemented.
4. Place a median opening at Pinewood Drive (MP 19.27).
5. Remove the median opening at Winton Drive.
6. Place a median opening at Joann Drive (MP 19.45) and realign Smith Road (MP 19.47).
7. Relocate the median opening at Sherwood Circle (MP 19.59) to Sherwood Circle (MP 19.67)

**The Office of Urban Design will consider implementing these recommendations into the design.**

In addition, District 5 will reevaluate Glynco Parkway and Harry Driggers Boulevard for signalization.

### **Engineering Services**

**The Office of Urban Design issued an Interdepartmental Correspondence dated October 27, 2005, to the State Bridge Maintenance Engineer requesting a review of the initial recommendation for the bridge over Thornhill Creek - Bridge ID 127-0009-0.**

**The Office of Urban Design received an Interdepartmental Correspondence dated March 29, 2006 from the State Maintenance Engineer. The recommendation accompanying the correspondence was to replace the existing structure.**

**The costs for Unclassified Excavation and Asphalt Concrete pay items have been updated in the cost estimate.**

ATTACHMENT 9

BRIDGE INVENTORY DATA

**Bridge Inventory Data Listing**  
Georgia Department of Transportation.

Structure ID: 127-0009-0  
Glynn SUFF. RATING: 54.30

Location & Geography		127-0009-0	104	Highway System:	0	225	Signs & Attachments	
Structure ID:	127-0009-0	•	•	Functional	•	•	Expansion Joint Type:	2
200	Bridge Information:	7	•	Classification:	16	•	Deck Drains:	1
6A	Feature Int:	THORNHILL CREEK	•	Federal Route Type:	F No. 00092	•	Parapet Location:	0
6B	Critical Bridge:	0	•	Highway:	0	•	Height:	0
7A	Route Number Carried:	SR00025	•	Truck Route:	0	•	Width:	1.2
7B	Facility Carried:	OCEAN HIGHWAY	•	School Bus Route:	1	•	Curb Height:	1
9	Location:	5 MI N OF BRUNSWICK	•	Benchmark Elevation:	0	•	Curb Material:	1
2	DOT District:	5	•	Datum:	0	•	Handrail:	1 1
207	Year Photo:	2004	•	Bypass Length:	11	•	Median Barrier Rail:	0
91	Inspection Frequency:	24 Date: 10/7/2004	•	Tot:	3	•	Bridge Median Height:	0
92A	Fract Crit Insp Freq:	00 Date: 2/1/1901	•	Maintenance:	1	•	Bridge Median Width:	0
92B	Underwater Insp Freq:	00 Date: 2/1/1901	•	Owner:	1	•	Guardrail Loc. Dir. Rear:	3
92C	Other Spc. Insp Freq:	00 Date: 2/1/1901	•	Design Load:	6	•	Fwd:	3
4	Place Code:	0	•	Historical Significance:	5	•	Oppo. Dir. Rear:	0
5	Inventory Route (O/U):	1	•	Congressional District:	1	•	Oppo. Fwd:	0
	Type:	2	•	Year Constructed:	1955	•	Approach Slab:	0
	Designation:	1	•	Year Reconstructed:	0	•	Retaining Wall:	0
	Number:	17	•	Bridge Median:	0	•	Posted Speed Limit:	55
	Direction:	0	•	Skew:	0	•	Warning Sign:	0
16	Latitude:	31 - 14.6 HMMS Prefix: SR	•	Structure Flared:	0	•	Delineator:	1
17	Longitude:	81 - 27.0 HMMS Suffix: 00 MP:19.05	•	Navigation Control:	0	•	Hazard Boards:	1
98	Border Bridge:	000 % Shared: 00	•	Special Steel Design:	0	•	Utilities - Gas:	0
99	ID Number:	0	•	Type of Paint:	0	•	Water:	0
100	STRAHNET:	0	•	Type of Service on:	1	•	Electric:	0
12	Base Highway Network:	1	•	Type of Service under:	5	•	Telephone:	34
13A	LRS Inventory Route:	1271002500	•	Movable Bridge:	0	•	Sewer:	0
13B	Sub Inventory Route:	0	•	Type Bridge:	0 0 0 0	•	Lighting - Street:	0
101	Parallel Structure:	N	•	Pile Encasement:	3	•	Navigation:	0
102	Direction of Traffic:	2	•	Structure Type Main:	1 0 4	•	Aerial:	0
284	Road Inventory Mile Post:	19.08	•	No. Spans Main:	3	•	County Continuity No.:	0
208	Inspection Area:	05 Initials: EEP	•	Structure Type Appr:	0 0 0	•		
	Engineer's Initial:	jal	•	No. Spans Appr:	0	•		
	Location I.D. No.:	127-00025D-019.05N	•	Bridge Curve Horiz:	0 Vert: 0	•		
			•	Pier Protection:	0	•		
			•	Deck Structure Type:	1	•		
			•	Wearing Surface Type:	6	•		
			•	Membrane Type:	8	•		

Deck Protection: 8

Structure ID: 127-0009-0

Programming Data		Measurements		Ratings	
201	Project No.: BA (2) 1791-A (15)	29	ADT: 2003	65	Inventory Rating Method: 1
202	Plans Available: 4	109	% Trucks: 2	63	Operating Rating Method: 1
249	Prop. Proj. No. BHF-009-2 (91)	28	Lanes On: 02 Under: 00	66	Inventory Type: 2 Rating: 24
250	Approval Status: 0 0 0 0	48	No. Tracks On: 00 Under: 00	64	Operating Type: 2 Rating: 41
251	P.I. No.: 532655-	49	Max. Span Length: 27	231	Calculated Loads
252	Contract Date: 2/1/2009	51	Structure Length: 81		H-Modified: 21 0
260	Seismic No.: 0	52	Br. Rwdy. Width: 27.7		HS-Modified: 28 0
75	Type Work: 34 1	57	Deck Width: 34		Type 3s2: 22 0
94	Bridge Imp. Cost: \$70	50	Tot. Horiz. Cl: 27.7		Timber: 34 0
95	Roadway Imp. Cost: \$231	32	Curb / Sidewalk Width: 2.00 / 2.00		Piggyback: 40 0
96	Total Imp Cost: \$357	229	Approach Rdwy. Width: 28		H Inventory Rating: 17
76	Imp. Length: 1401		Shoulder Width:		H Operating Rating: 29
97	Imp. Year: 1990		Rear Lt: 2.5 Type: 2 Rt: 2.0		Structural Evaluation: 5
114	Future ADT: 011175 Year: 2023		Fwd Lt: 2.5 Type: 2 Rt: 2.0		Deck Condition: 7
			Rear:		Superstructure Condition: 7
			Intersection Rear:		Collision Damage: 0
215	Hydraulic Data		Safety Features Br:		Substructure Condition: 7
	Waterway Data		Rail:		Scour Condition: 8
	Highwater Elev.: 0000.0 Year: 1900	36	Transition: 2		Underwater Condition: N
	Flood Elevation: 0000.0 Freq.: 00		App. G. Rail: 1		Waterway Adequacy: Channel Protection
	Avg. Streambed Elev.: 0		App. Rail End: 2		Cond.: 7
	Drainage Area: 0		Minimum Cl. Over: 99' 99"		Deck Geometry: 2
113	Area of Opening: 0	53	Under: N 00' 00"		Under Clr. Horz/Vert: N
216	Scour Critical: 8		Act. Odm Dir.: 99' 99"		Appr. Alignment: 8
219	Water Depth: 0.6 Br. Height: 15.4		Oppo. Dir.: 99' 99"		Culvert: N
222	Slope Protection: 1		Posted Odm. Dir.: 00' 00"		Posting Data
221	Spur Dikes Rear: 0 Fwd: 0		Oppo. Dir.: 00' 00"		Bridge Posting Required: 5
219	Fender System: 0		Lateral Undercl. Rt: N 99.9		Struct Open, Posted, Cl: A
220	Dolphin: 0		Lateral Undercl. Lt: 0		Temporary Structure: 0
223	Culvert Cover: 0		Max Min Vert Cl: 99' 99" Dir: 0		Posted Loads
	Type: 0		Nav Vert Cl: 000 Horiz: 0000		H-Modified: 0
	No. Barrels: 0		Nav Vert Cl Closed: 0		HS-Modified: 0
	Width: 0.00 Height: 0.00		Deck Thickness Main: 6		Type 3: 0
	Length: 0 Apron: 0		Deck Thick. Approach: 0		Type 3s2: 0
	UNW Insp. Area: 0 Diver: ZZZ		Overlay Thickness: 1.5		Timber: 0
			Year Last Painted: 0000		Piggyback: 0
265	Location I.D. No.: 127-00025D-019,05N	212			Notification Date: 2/1/1901
		246			Fed Notify Date: 2/1/1901

# ATTACHMENT 10

LGPA



# Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 656-5208

PAUL V. MULLINS  
CHIEF ENGINEER  
(404) 656-5277

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

July 14, 2004

Honorable Mark Bedner  
Commission Chairman, GLYNN County  
1803 Gloucester Street, Room 114  
Brunswick, GA 31520

Dear Chairman Bedner:

Subject: Local Government Project Agreement

Project No. STP-009-2(92) Glynn Co. PI# 532650-

WIDENING SR 25/US 17 FROM YACHT DRIVE TO HARRY DRIGGERS BLVD-WIDENING

The Office of Financial Management has added the subject project to the Department's Construction Work Program. Any project not contained in the Transportation Improvement Program (TIP) for your area and/or the Statewide Transportation Improvement Program (STIP) will be submitted for addition. This action is required by Federal law in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). TEA-21 also requires that the cost of the projects in the TIP/STIP be balanced with available Federal funds.

The Department will pay all "reimbursable" utility and railroad costs for private utilities and public utilities holding a property interest. If you own any utilities originally installed within public right of way, you will, however, need to budget for adjustment or relocation of your own facilities (O.C.G.A. 32-6-171). Exceptions are made only in rare circumstances.

We hope by eliminating some of the uncertainties with the process, the scheduled delivery of the project will be more reliable. All owners are encouraged to make contract with the Department to include their utility work in the project by entering into an agreement to reimburse the Department.

If you have questions, feel free to call me at (404) 463-0966 or Gary Priester, District Engineer in Jesup at your convenience.

Sincerely yours,

James T. Simpson  
Office of Financial Management Administrator

JTS:RR:kp

ATTACHMENT 11

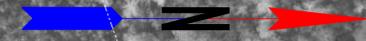
11 x 17 CONCEPT LAYOUT SHEETS

ATTACHMENT 11

11 x 17 CONCEPT LAYOUT SHEETS

*Begin Project*

*24' Raised Median*



*Reagan Dr*

*Yacht Drive*

*Stuart Road*

LEGEND	
	PAVED OUTSIDE SHOULDER
	EDGE OF TRAVEL WAY
	REQUIRED ROW
	EXISTING ROW/ PROPERTY LINES
	CEMETARY BOUNDARY
	CONSTRUCTION CENTERLINE
	WETLANDS

STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 1 OF 9



24' Raised Median

Joyce Drive

Honey Bee Lane

Peek Road

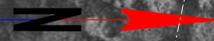
Carton

STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 2 OF 9





24' Raised Median



Wood Road

Cabana Court

Joann Drive

Blueberry Road

Winton Drive

Smith Road

Sherwood Forest Circle

Sherwood Forest Circle

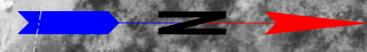
STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 4 OF 9

*Blueberry Road*

*Glynco Parkway*

WETLAND #2

*24' Raised Median*



STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 5 OF 9

*Goodtown Road*

*Helmich Drive*

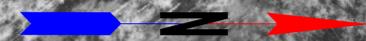
063-SR 25

Flt. 87-49

1.

24' Raised Median

WETLAND #3



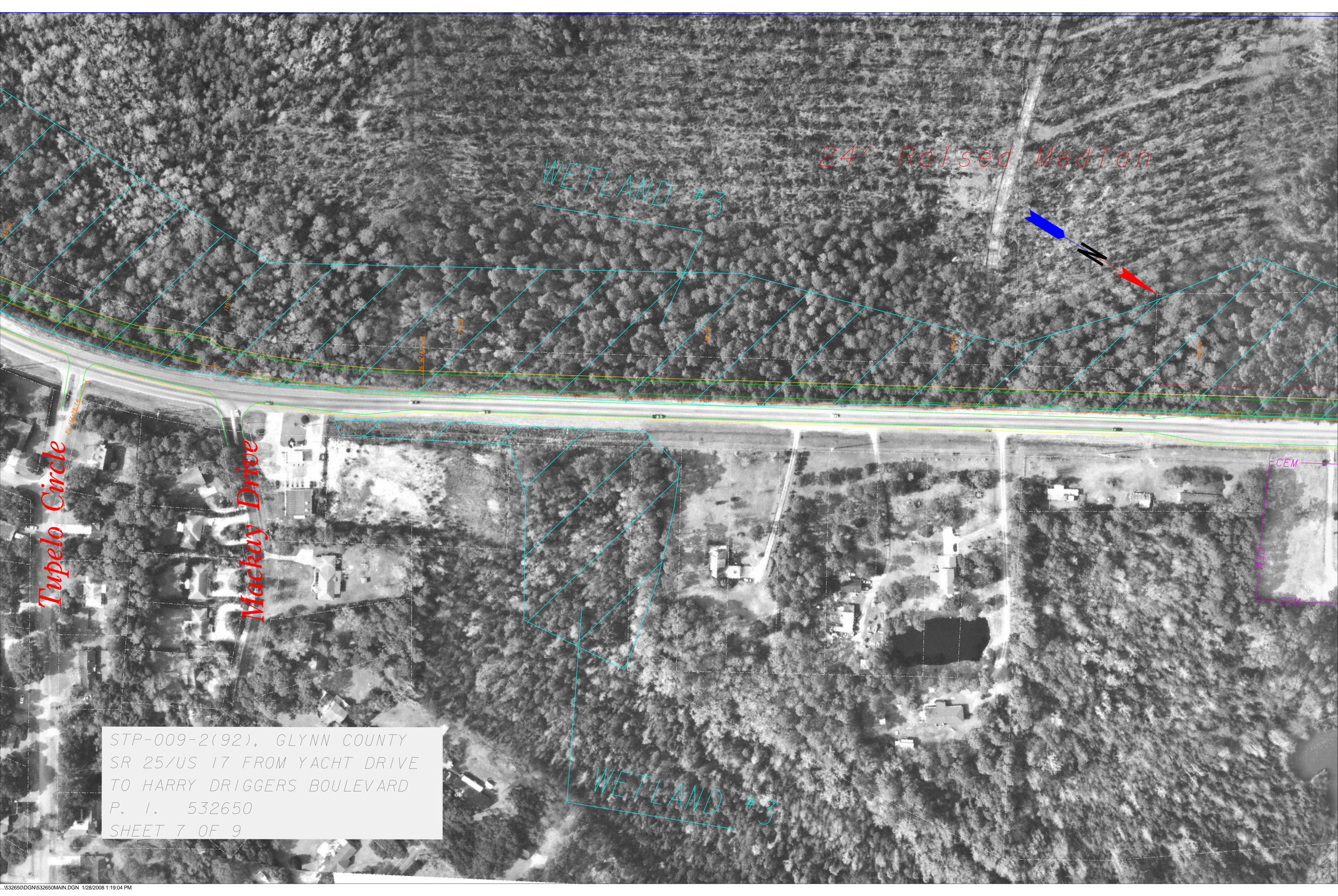
North End Drive

Osprey Place

Tupelo Circle

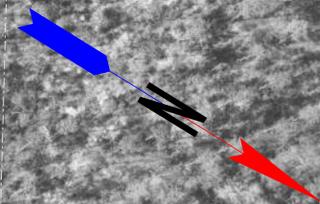
Tupelo Circle

STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 6 OF 9



24' Raised Median

WETLAND #3



Tupelo Circle

Mackay Drive

CEM  
CEM  
CEM

WETLAND #3

STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 7 OF 9

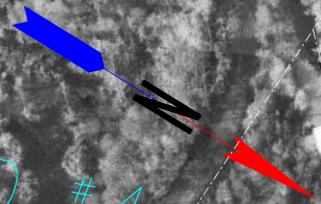
1:3000

063-SR 25

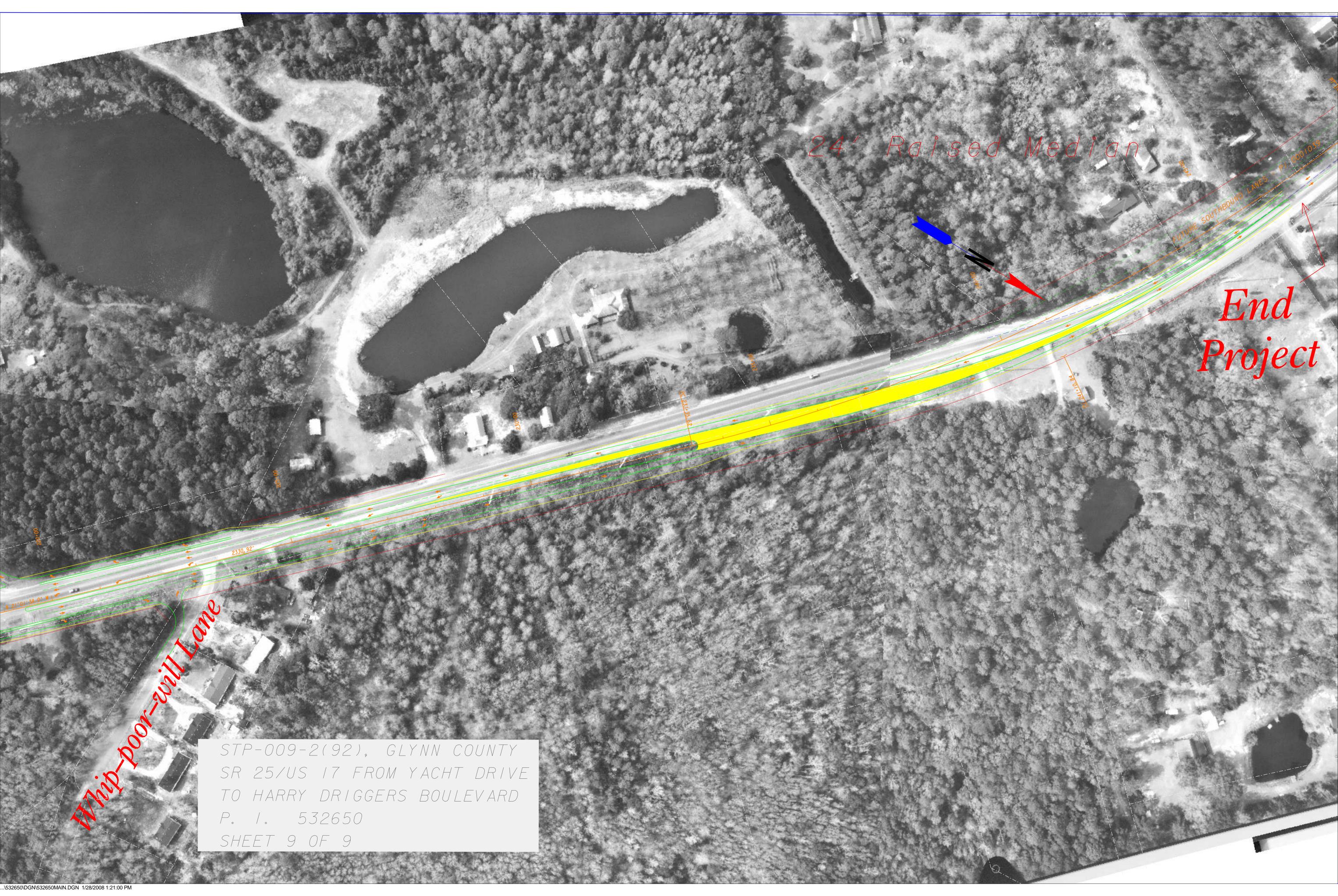
*Harry  
Driggers  
Blvd*

*24' Raised Median*

WETLAND #4



STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 8 OF 9



*24' Raised Median*

*End Project*

*Whip-poor-will Lane*

STP-009-2(92), GLYNN COUNTY  
SR 25/US 17 FROM YACHT DRIVE  
TO HARRY DRIGGERS BOULEVARD  
P. 1. 532650  
SHEET 9 OF 9