

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 542240-, Glynn County **OFFICE** Preconstruction
STP-5422-00(400)
Widening of CR 586/Old Jesup Road- **DATE** October 16, 2007
from SR 27/US 341 to CR 589/Cate Road

FROM  Genetha Race-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
Dennis Odom
BOARD MEMBER

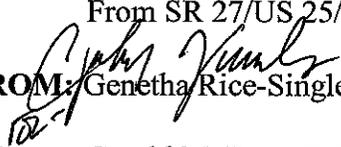
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 542240-, Glynn County
STP-5422-00(400)
Widening of CR 586/Old Jesup Road-
From SR 27/US 25/US 341 to CR 589/Cate Road

OFFICE: Preconstruction

DATE: September 26, 2007


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct of CR 586/Old Jesup Road from the intersection of SR 27/US 25/US 341 to CR 589/Cate Road for a total of 2.88 miles. CR 586/Old Jesup Road serves as a northwest-southwest roadway that parallels SR 27/US 25/US 341 for approximately 4.4 miles. The existing roadway has two lanes that vary in width from 10' and 12'. The proposed project would alleviate congestion in this growing community. The project would also provide improved access to the numerous residences and businesses along the corridor. Since this corridor is commonly considered a cut through passage to the I-95 Alt, it would improve safety for the vehicles making local stops at residences and businesses and those traveling through the area. The base year traffic (2009) along the project corridor is 14,380 VPD. By 2029, the ADT is projected to be 20,340 VPD. With no improvements to the corridor, the corridor level of service (LOS) ranged from "B" to "E". Widening CR 586/Old Jesup Road will improve the LOS ranges from "A" to "D".

The proposed project will widen Old Jesup Road to a 5-lane facility for the entire project length. The bridge over Yellow Bluff Creek will be replaced. The proposed typical section includes four, 12' travel lanes, a 14' center turn lane, 4' bike lanes on each side, and 16' shoulders that include curb and gutter, a 6' planting strip, and a 5' sidewalk. Construction will also include some realignment of side streets where they intersect Old Jesup Road, improving the radii at these intersections, upgrading traffic signals at five locations, and creating a one-way street on Hautala Drive from Old Jesup Road to Cate Road. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; 8 historic properties border CR 586/Old Jesup Road; possible wetland impacts; An Environmental Assessment will be prepared; a Public hearing is required; Time saving procedures is not appropriate.

P.I. No. 542240-, Glynn County
September 19, 2007

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 18,294,000	\$ 18,294,000	L200	LR
Right-of-way & Utilities*	Local	Local		

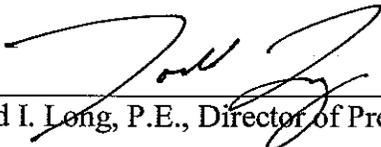
*Glynn County signed agreement for right-of-way and utilities 5-5-05.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-5422-00(400) Glynn **OFFICE:** Engineering Services
P.I. No. 542240
CR ~~589~~⁵⁸⁶/Old Jesup Road Widening/Reconstruction

DATE: August 28, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted August 23, 2007, and have no comments.

The costs for this project are:

Construction	\$16,630,604
E & C	\$1,663,060
Reimbursable Utilities	Not provided
Right of Way	Not provided

REW

c: Glenn Durrence, Attn.; Dennis Odom

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: STP-5422-00(400)

County: GLYNN

P. I. Number: 542240

Federal Route Number: N/A

State Route Number: N/A

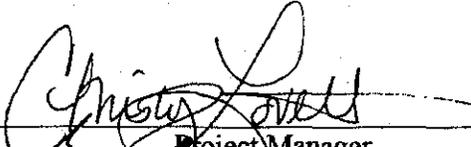
State Route Number: C.R. 586

SEE ATTACHED LOCATION SHEET

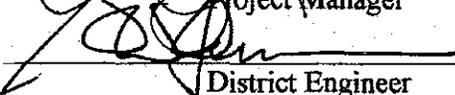
Recommendation for approval:

DATE 7/30/07

DATE 8-20-07



Project Manager



District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

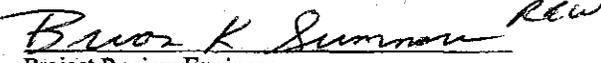
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 8/28/07



Project Review Engineer

DATE _____

State Bridge and Structural Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-5422-00(400)		County: Glynn		PI No.: 542240	
Report Date: August 20, 2007		Concept By: DOT Office: District 5			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Thomson Engineering			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: STP-5422-00(400)

County: GLYNN

P. I. Number: 542240

Federal Route Number: N/A

State Route Number: N/A

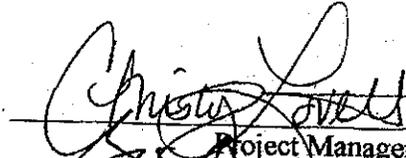
State Route Number: C.R. 586

SEE ATTACHED LOCATION SHEET

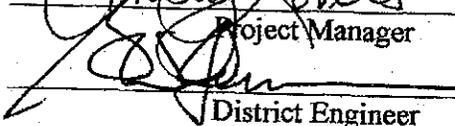
Recommendation for approval:

DATE 7/30/07

DATE 8-20-07



Project Manager



District Engineer

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

DATE _____

DATE 8-27-07

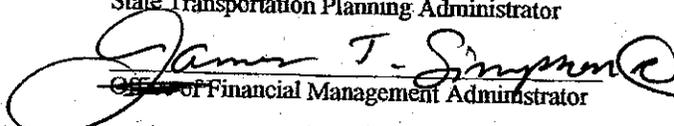
DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator



Office of Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety and Design Engineer

Project Review Engineer

State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: STP-5422-00(400)

County: GLYNN

P. I. Number: 542240

Federal Route Number: N/A

State Route Number: N/A

State Route Number: C.R. 586

SEE ATTACHED LOCATION SHEET

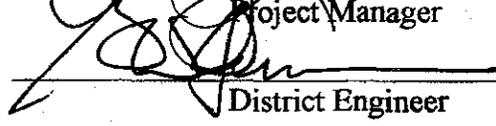
Recommendation for approval:

DATE 7/30/07

DATE 8-20-07



Project Manager



District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

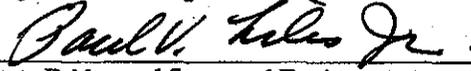
DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE 8/20/07



State Bridge and Structural Engineer

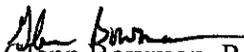
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 542240

OFFICE: Environment/Location

DATE: September 20, 2007

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

TO: Genetha-Rice Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
STP-5422-00(400) / Glynn County
The existing two-lane Old Jesup Rd. will be widened to a five-lane
Roadway with a two-way Center turn lane.

The above subject Concept Report has been reviewed and appears satisfactory for approval subject to the following comment:

- 1) Over two (2) dozen historic structures are scattered along the entire alignment with at least (5) five railroad crossings. The schedule should assure 4F approval process so the Environmental clearance may take up to 24 (twenty four) months.

If you have any questions, please contact Glenn Bowman at (404)699-4401.

GB/lc

Attachment

cc: Brian Summers
Jamie Simpson
Glenn Durrence
Angela Alexander
Paul Liles
Keith Golden

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: STP-5422-00(400)

County: GLYNN

P. I. Number: 542240

Federal Route Number: N/A

State Route Number: N/A

State Route Number: C.R. 586

SEE ATTACHED LOCATION SHEET

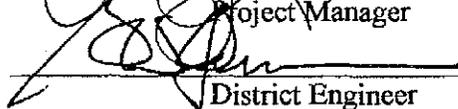
Recommendation for approval:

DATE 7/30/07

DATE 8-20-07



Project Manager



District Engineer

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

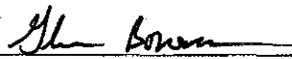
DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 9/20/07



State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: STP-5422-00(400)

County: GLYNN

P. I. Number: 542240

Federal Route Number: N/A

State Route Number: N/A

State Route Number: C.R. 586

SEE ATTACHED LOCATION SHEET

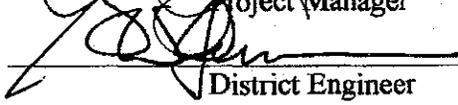
Recommendation for approval:

DATE 7/30/07

DATE 8-20-07



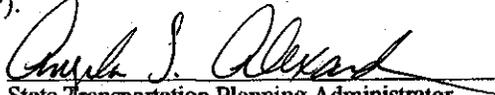
Project Manager



District Engineer

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

DATE 8/23/07



State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

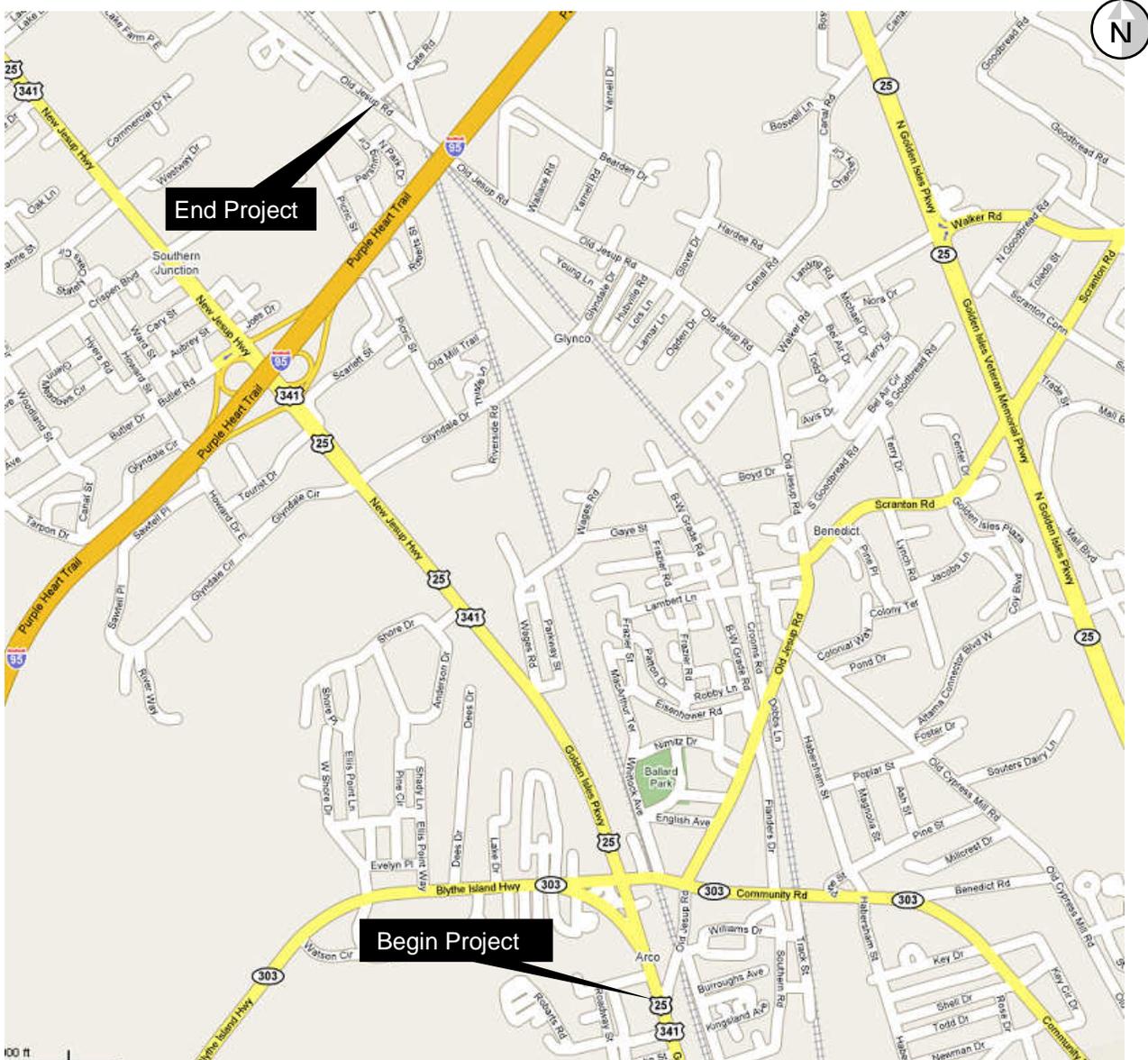
DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Engineer

Project Location Sketch Not to Scale



Location Map:

Project: STP-5422-00(400) Glynn County **PI NO.:** 542240

Description: The existing two lane Old Jesup Rd. will be widened to a five lane roadway with a two-way center turn lane.

Need and Purpose:

Background

The proposed Project STP-5422-00(400), Glynn County would provide for the widening and reconstruction of CR 586/Old Jesup Road from the intersection of SR 27/US 25/US 341 to CR 589/Cate Road, for a length of approximately 2.88 miles (Figure 1, Project Location Map and Figure 2, Location Base Map). CR 586/Old Jesup Road has three functional classifications: from SR 27/US 25/US 341 to SR 303/Community Road it is an urban local street, from SR 303/Community Road to Scranton Road it is an urban minor arterial, and from Scranton Road north to CR 589/Cate Road it is an urban collector. The purpose of the proposed construction is to add capacity, improve access and improve operations and safety along this facility. The future facility would expect increased traffic volumes and residential and commercial growth in the area.

Figure 1, Project Location Map

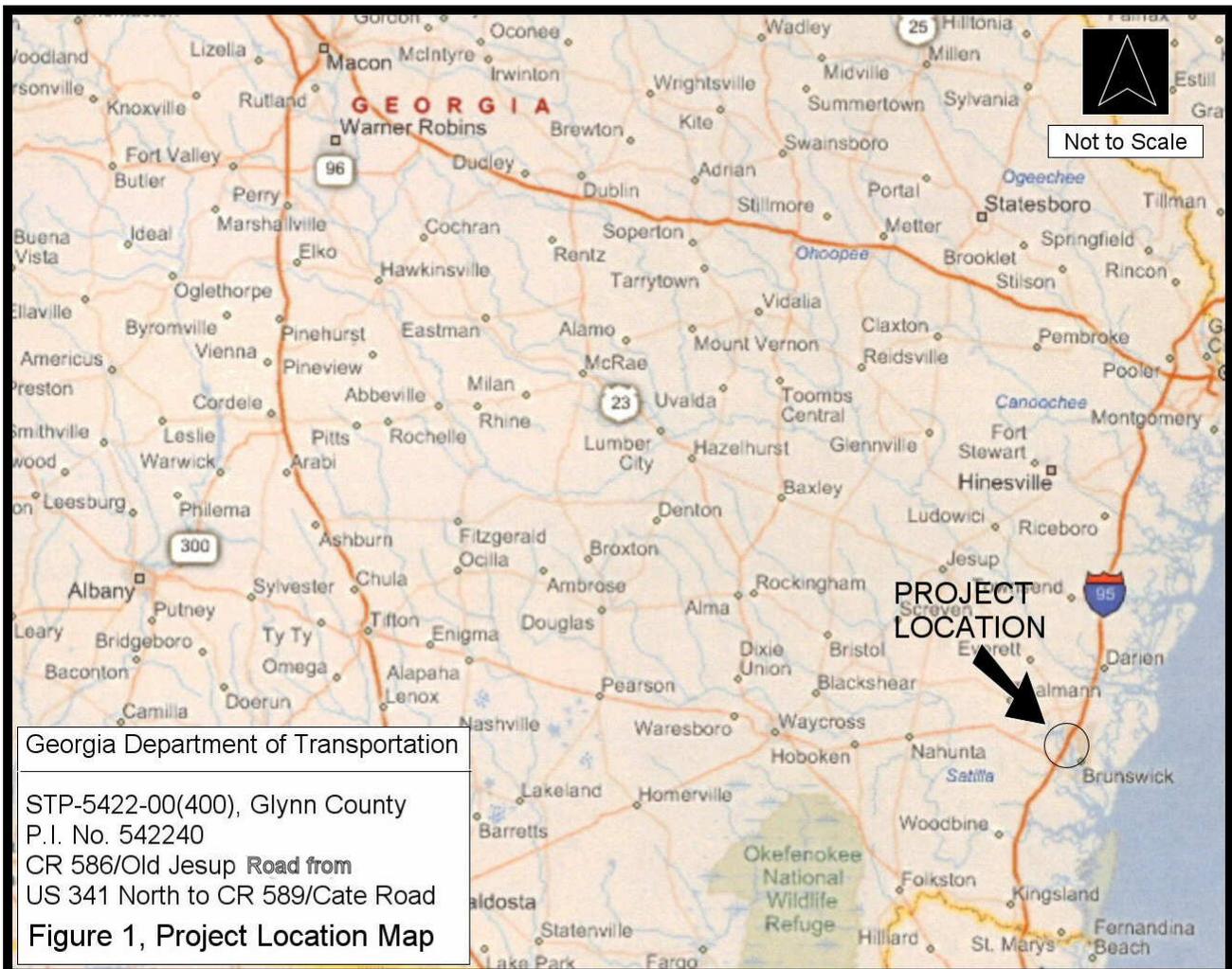
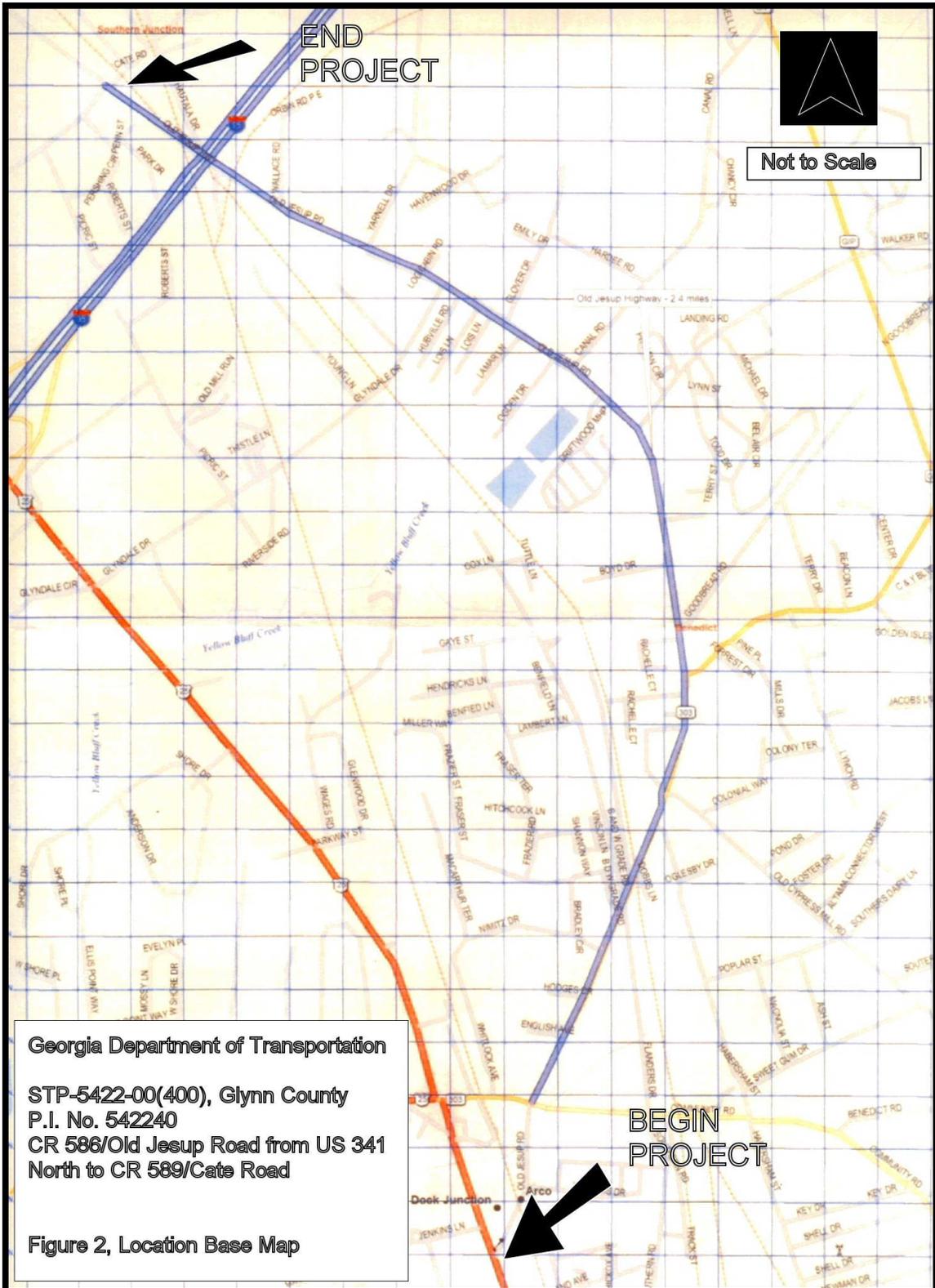


Figure 2, Location Base Map



CR 586/Old Jesup Road serves as a northwest-southeast roadway that parallels SR 27/US 25/US 341 for approximately 4.4 miles. The CR 586/Old Jesup Road project corridor is located in Overton Junction (formerly Dock Junction) and connects the communities of Arco, Benedict, and Southern Junction. There is access along SR 27/US 25/US 341 to I-95 approximately 1.7 miles north of the project's southern terminus. CR 586/Old Jesup Road connects to Scranton Road, which leads to the SR 25 Spur/I-95 Alt and provides additional access to I-95, approximately 1.8 miles north of the CR 586/Old Jesup Road and Scranton Road intersection. CR 586/Old Jesup Road crosses SR 303/Community Road. SR 303/Community Road is predominantly a north-south urban minor arterial that begins at SR 17/US 82, a rural principal east-west arterial (5 miles south of the project corridor) throughout South Georgia, crosses Blythe Island State Park and the Turtle River with a bridge parallel and to the east of the I-95 bridge, enters the project corridor, continues eastward to the SR 25 Spur/I-95 Alt, and terminates at SR 25/US 17/Coastal Highway (1.8 miles east of the project corridor), which is a north-south roadway parallel to I-95 that traverses coastal Georgia from South Carolina to Florida.

Glynn County is located in the Coastal Georgia Regional Development Center. Southern Junction, in the northern section of the proposed project corridor, is where the CSX and Norfolk Southern railroad lines in Brunswick cross. Southern Junction is mostly located under I-95. All the trains in and out of Brunswick travel through this junction. South of Crooms Road along the project corridor, the CSX rail line is located east of CR 586/Old Jesup Road and north of Crooms Road the CSX rail line is located west of CR 586/Old Jesup Road. South of Whitlock Street, the Norfolk Southern rail line is located east of CR 586/Old Jesup Road and north of Whitlock Street the Norfolk Southern rail line is located west of CR 586/Old Jesup Road. The SE Joint Development Authority in 2006 opened a new 7,500-foot connecting track to Colonels Island to improve train traffic flow. The connecting track cuts down on trains having to backtrack, assists in traffic flow in the area, saves hours of time by people waiting for trains, and is expected to increase the economic development in the region. The 60-acre CSX Industrial Park is located off Habersham Street, approximately 1,804 feet east of the project corridor.

The Colonial Mall Glynn Place is located on the east side of Spur 25/I-95 Alt, just south of Scranton Road, approximately 0.5 mile east of the project corridor. Traffic from SR 27/US 25/US 341 west of the project corridor may cut through via SR 303/Community Road and CR 586/Old Jesup Road to Scranton Road and access the Colonial Mall Glynn Place.

The City of Brunswick has a deep water port operated by the Georgia Ports Authority. According to the Coastal Georgia Comprehensive Economic Development Strategy, produced by the Coastal Georgia Regional Development Center, just northeast of this project corridor, approximately 3 miles, is the 1,800-acre site that surrounds the Brunswick-Golden Isles Airport, that houses commercial properties for aeronautical or light industrial use; the 200-acre Brunswick-McBride Industrial Park, located adjacent to the airport; and the Federal Law Enforcement Training Center, located on 1,500 acres at the airport.

Some major companies/employers in Glynn County include: the Federal Law Enforcement Training Center, Sea Island Company, Glynn County Board of Education, Koch/Cellulose

(formerly Georgia Pacific), Jekyll Island Authority, Glynn County Government, and Gulfstream Aerospace. Tourism is one of the county's economic drivers.

Existing Route Conditions

The existing CR 586/Old Jesup Road facility from SR 27/US 25/US 341 to CR 589/Cate Road is a 2-lane facility. The posted speed limit is: 35 miles per hour (mph). The existing right-of-way varies from 50 – 70 feet. The existing major structure along this section of CR 586/Old Jesup Road consists of a bridge over Yellow Bluff Creek (Brunswick Altamaha Canal). The bridge over Yellow Bluff Creek's (Brunswick Altamaha Canal) Structure ID is 127-0068-0 with a sufficiency rating of 96.86. CR 586/Old Jesup Road has 3 at-grade railroad crossings within project corridor (at Whitlock Street, Crooms Road, and Southern Junction).

Proposed Improvements

The proposed project would widen the existing two-lane roadway with five-lane divided roadway with a two-way center turn lane. The proposed urban typical section would consist of two 12-foot lanes in each direction divided by a 14-foot center turn lane with 16-foot shoulders that include curb and gutter, a 6-foot planting strip, and a 5-foot sidewalk. Bike lanes on both sides of the roadway would be included. The proposed speed design would be 45 mph. The proposed right of way will vary from 102 – 130 feet.

The proposed major structure would include: the bridge over Yellow Bluff Creek (Brunswick Altamaha Canal). See Figure 1, Project Location Map and Figure 2, Location Base Map.

Existing and Projected Traffic Conditions

The existing (2006) Average Daily Traffic (ADT) volumes range from approximately 6,460 vehicles per day (VPD) to 14,360 VPD. Increased capacity is a primary purpose for the proposed project, and traffic volumes are anticipated to increase substantially over the next 20 years. The 2009 (Build Year) volumes are projected to range from approximately 6,660 VPD to 14,800 VPD along the corridor from US 341/US 25 to CR 589/Cate Road. These volumes are projected to increase along the corridor by 2029 (Design Year) and will range from approximately 9,980 VPD to 20,340 VPD. Truck traffic was estimated to account for approximately 2.7% of total traffic volume for this project along the CR 586/Old Jesup Road corridor. Under the Build condition in 2009 (Build Year) and 2029 (Design Year), Level of Service (LOS) ranges from A to D. Under the No Build condition in 2009 (Build Year) and 2029 (Design Year), LOS ranges from B to E. Level of Service is a measurement of traffic flow. A LOS "A" describes completely free-flow conditions, where the operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. A LOS "B" represents reasonably free flow, and speeds at the free flow speed are generally maintained, where the effects of minor incidents and point breakdowns are still easily absorbed. A LOS "C" indicates that traffic flow is stable but driver comfort and convenience are declining. The following tables are included on pages 6 through 16:

Project Concept Report Page 7
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

- Table 1: Overall Corridor Traffic Volumes
- Table 2: Intersection Traffic Volumes
- Table 3: Intersection Truck Traffic Volumes
- Table 4: Existing Condition Intersection Level of Service
- Table 5: 2009 No-Build Condition Intersection Level of Service
- Table 6: 2009 5-Lane Build Condition Intersection Level of Service
- Table 7: 2029 No-Build Condition Intersection Level of Service
- Table 8: 2029 5-Lane Build Condition Intersection Level of Service

**TABLE 1:
 OVERALL CORRIDOR TRAFFIC VOLUMES**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD TRAFFIC VOLUMES (VPD)			
	Existing (2006)	Build-Year (2009)	Design-Year (2029)
CR 586/Old Jesup Road from SR 27/US 25/US 341 north to CR 589/Cate Road (vpd)	13,950	14,380	20,340
% Trucks	2.7%	2.7%	2.7%
Trucks (vpd)	377	388	549

|

Project Concept Report Page 8
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

**TABLE 2:
 INTERSECTION TRAFFIC VOLUMES**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD TOTAL TRAFFIC VOLUMES (VPD)						
Intersection	CR 586/Old Jesup Hwy (vpd)			Respective Side Road (vpd)		
	Existing (2006)	Build-Year (2009)	Design-Year (2029)	Existing (2006)	Build-Year (2009)	Design-Year (2029)
Old Jesup Rd and US 341/US 25/SR 27	9,400	9,700	11,840	30,040	31,000	42,360
Old Jesup Rd and Community Rd (SR 303)	10,220	10,540	13,680	16,625	17,140	24,880
Old Jesup Rd and Flanders Rd / B- W Grade Rd	9,760	10,060	12,980	1,358	1,400	2,020
Old Jesup Rd and Habersham Rd	13,350	13,760	18,760	4,403	4,540	6,780
Old Jesup Rd and Harley Rd / Old Cypress Mill Rd	13,950	14,380	20,340	6,538	6,740	9,820
Old Jesup Rd and Scranton Rd	12,640	13,000	17,960	7,194	7,420	8,980
Old Jesup Rd and Walker Rd	14,360	14,800	20,240	5,122	5,280	6,720
Old Jesup Rd and Canal Rd	13,930	14,220	19,880	2,890	2,980	3,880
Old Jesup Rd and Glyndale Dr / Shell Gas St. Dr	11,390	11,740	16,780	3,938	4,060	5,260
Old Jesup Rd and Hautala Dr	8,120	8,370	12,420	2,988	3,080	4,360
Old Jesup Rd and Cate Rd / Crispen Blvd	6,460	6,660	9,980	7,469	7,700	11,460

**TABLE 3:
 INTERSECTION TRUCK TRAFFIC VOLUMES**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD TRUCK TRAFFIC VOLUMES (VPD)						
Intersection	CR 586/Old Jesup Hwy (vpd)			Respective Side Road (vpd)		
	Trucks Per Day					
	Existing (2006)	Build-Year (2009)	Design-Year (2029)	Existing (2006)	Build-Year (2009)	Design-Year (2029)
Old Jesup Rd and US 341/US 25/SR 27	254	262	320	811	837	1144
Old Jesup Rd and Community Rd	276	285	369	565	583	948
Old Jesup Rd and Flanders Rd / B- W Grade Rd	263	272	350	27	28	40
Old Jesup Rd and Habersham Rd	360	372	507	106	109	163
Old Jesup Rd and Harley Rd / Old Cypress Mill Rd	377	388	549	229	236	344
Old Jesup Rd and Scranton Rd	341	351	485	86	89	108
Old Jesup Rd and Walker Rd	388	400	546	61	63	81
Old Jesup Rd and Canal Rd	376	384	537	64	66	85
Old Jesup Rd and Glyndale Dr / Shell Gas St. Dr	307	310	453	20	20	26
Old Jesup Rd and Hautala Dr	219	226	335	12	12	17
Old Jesup Rd and Cate Rd / Crispen Blvd	174	180	269	127	131	195

**TABLE 4:
 EXISTING 2006 CONDITION INTERSECTION LEVEL OF SERVICE**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD EXISTING CONDITION INTERSECTION LEVEL OF SERVICE				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c ratio*	LOS (Delay)	v/c ratio*
Old Jesup Rd and US 341/US 25/SR 27				
-Westbound Left	A (8.6)	-	B (10.7)	-
-Southbound Approach	F (828.8)	-	F (786.2)	-
Old Jesup Rd and Community Rd	C (24.8)	0.44	C (29.2)	0.66
Old Jesup Rd and Flanders Dr / B-W Grade Dr				
-Eastbound Approach	B (14.2)	-	C (15.9)	-
-Westbound Approach	C (15.4)	-	C (18.0)	-
-Northbound Left (Old Jesup Rd)	A (1.0)	-	A (1.1)	-
-Southbound Left (Old Jesup Rd)	A (0.3)	-	A (0.4)	-
Old Jesup Rd and Habersham St				
-Westbound Approach	B (14.6)	-	C (15.3)	-
-Southbound Left (Old Jesup Rd)	A (5.8)	-	A (3.2)	-
Old Jesup Rd and Old Cypress Mill Rd / Harley Cir	A (9.5)	0.61	B (14.8)	0.46
Old Jesup Rd and Scranton Rd	B (11.6)	0.46	B (15.1)	0.48
Old Jesup Rd and Walker Rd				
-Westbound Approach	C (23.1)	-	C (24.2)	-
-Southbound Left (Old Jesup Rd)	A (8.5)	-	B (10.3)	-
Old Jesup Rd and Canal Rd				
-Westbound Approach	D (25.1)	-	E (37.8)	-
-Southbound Left (Old Jesup Rd)	A (1.0)	-	A (1.9)	-
Old Jesup Rd and Glyndale Dr / Shell Gas Stn Drwy				
-Eastbound Approach	D (32.6)	-	F (94.0)	-
-Westbound Approach	F (57.8)	-	F (51.0)	-
-Southbound Left (Old Jesup Rd)	A (0.2)	-	A (0.3)	-
-Northbound Left (Old Jesup Rd)	A (2.3)	-	A (3.4)	-
Old Jesup Rd and Hautala Dr				
-Westbound Approach	E (39.1)	-	D (33.4)	-
Old Jesup Rd and Cate Rd / Crispen Blvd	F (114.2)	0.59	C (29.4)	0.60

Project Concept Report Page 11
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

**TABLE 5:
 2009 NO-BUILD CONDITION INTERSECTION LEVEL OF SERVICE**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD 2009 NO-BUILD CONDITION INTERSECTION LEVEL OF SERVICE				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c ratio*	LOS (Delay)	v/c ratio*
Old Jesup Rd and US 341/US 25/SR 27				
-Westbound Left	A (8.7)	-	B (10.9)	-
-Southbound Approach	F (999)	-	F (979.9)	-
Old Jesup Rd and Community Rd	C (26.0)	0.47	C (30.5)	0.69
Old Jesup Rd and Flanders Dr / B-W Grade Dr				
-Eastbound Approach	C (15.1)	-	C (16.3)	-
-Westbound Approach	C (16.5)	-	C (18.5)	-
-Northbound Left (Old Jesup Rd)	A (0.9)	-	A (1.1)	-
-Southbound Left (Old Jesup Rd)	A (0.3)	-	A (0.4)	-
Old Jesup Rd and Habersham St				
-Westbound Approach	C (16.3)	-	C (16.1)	-
-Southbound Left (Old Jesup Rd)	A (6.2)	-	A (3.6)	-
Old Jesup Rd and Old Cypress Mill Rd / Harley Cir	A (9.6)	0.66	B (14.9)	0.48
Old Jesup Rd and Scranton Rd	B (11.3)	0.49	B (14.9)	0.51
Old Jesup Rd and Walker Rd				
-Westbound Approach	D (27.0)	-	D (27.5)	-
-Southbound Left (Old Jesup Rd)	A (8.7)	-	B (10.5)	-
Old Jesup Rd and Canal Rd				
-Westbound Approach	D (29.7)	-	E (49.2)	-
-Southbound Left (Old Jesup Rd)	A (1.3)	-	A (2.3)	-
Old Jesup Rd and Glyndale Dr / Shell Gas Stn Drwy				
-Eastbound Approach	E (39.7)	-	F (141.1)	-
-Westbound Approach	F (74.7)	-	F (66.3)	-
-Southbound Left (Old Jesup Rd)	A (0.2)	-	A (0.3)	-
-Northbound Left (Old Jesup Rd)	A (2.3)	-	A (3.8)	-
Old Jesup Rd and Hautala Dr				
-Westbound Approach	F (61.5)	-	E (41.3)	-
Old Jesup Rd and Cate Rd / Crispen Blvd	F (123.5)	0.64	C (29.4)	0.67

Project Concept Report Page 12
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

**TABLE 6:
 2009 5-LANE BUILD CONDITION INTERSECTION LEVEL OF SERVICE**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD 2009 5-LANE BUILD CONDITION INTERSECTION LEVEL OF SERVICE				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c ratio*	LOS (Delay)	v/c ratio*
Old Jesup Rd and US 341/US 25	B (11.2)	0.67	A (9.1)	0.62
Old Jesup Rd and Community Rd	C (21.7)	0.45	C (24.1)	0.56
Old Jesup Rd and Flanders Dr / B-W Grade Dr				
-Eastbound Approach (B-W Grade Rd)	B (14.8)	-	C (16.1)	-
-Westbound Approach (Flanders Dr)	C (15.6)	-	C (17.5)	-
-Northbound Left (Old Jesup Rd)	A (8.1)	-	A (8.1)	-
-Southbound Left (Old Jesup Rd)	A (8.1)	-	A (8.3)	-
Old Jesup Rd and Habersham St				
-Westbound Approach (Habersham St)	B (13.2)	-	B (12.5)	-
-Southbound Left (Old Jesup Rd)	A (9.3)	-	A (8.8)	-
Old Jesup Rd and Old Cypress Mill Rd / Harley Cir	A (8.4)	0.24	B (14.6)	0.24
Old Jesup Rd and Scranton Rd	A (9.4)	0.30	B (13.3)	0.32
Old Jesup Rd and Walker Rd				
-Westbound Approach (Walker Rd)	C (16.9)	-	C (17.7)	-
-Southbound Left (Old Jesup Rd)	A (8.7)	-	B (10.6)	-
Old Jesup Rd and Canal Rd				
-Westbound Approach (Canal Road)	C (17.4)	-	D (28.1)	-
-Southbound Left (Old Jesup Rd)	A (8.4)	-	B (10.4)	-
Old Jesup Rd and Glyndale Dr / Shell Gas Stn Drwy				
-Eastbound Approach (Glyndale Dr)	C (17.8)	-	F (70.2)	-
-Westbound Approach (Shell Gas Stn Drwy)	D (30.4)	-	F (50.9)	-
-Southbound Left (Old Jesup Rd)	A (8.1)	-	A (9.3)	-
-Northbound Left (Old Jesup Rd)	A (9.9)	-	A (9.5)	-
Old Jesup Rd and Hautala Dr	B (17.4)	0.33	A (5.9)	0.25
Old Jesup Rd and Cate Rd / Crispen Blvd	D (39.3)	0.42	C (25.1)	0.40

**TABLE 7:
 2029 NO-BUILD CONDITION INTERSECTION LEVEL OF SERVICE**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD 2029 NO-BUILD CONDITION INTERSECTION LEVEL OF SERVICE				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c ratio*	LOS (Delay)	v/c ratio*
Old Jesup Rd and US 341/US 25/SR 27				
-Westbound Left	A (9.8)	-	B (14.7)	-
-Southbound Approach	F (999)	-	F (999)	-
Old Jesup Rd and Community Rd	C (33.6)	0.69	E (77.6)	1.08
Old Jesup Rd and Flanders Dr / B-W Grade Dr				
-Eastbound Approach (B-W Grade Dr)	D (25.4)	-	C (24.1)	-
-Westbound Approach (Flanders Dr)	D (26.3)	-	D (33.1)	-
-Northbound Left (Old Jesup Rd)	A (1.4)	-	A (1.3)	-
-Southbound Left (Old Jesup Rd)	A (0.3)	-	A (0.4)	-
Old Jesup Rd and Habersham St				
-Westbound Approach (Habersham St)	F (697.7)	-	F (56.5)	-
-Southbound Left (Old Jesup Rd)	A (9.1)	-	A (5.6)	-
Old Jesup Rd and Old Cypress Mill Rd / Harley Cir	D (44.2)	1.07	C (20.8)	0.86
Old Jesup Rd and Scranton Rd	B (13.7)	0.71	C (20.0)	0.77
Old Jesup Rd and Walker Rd				
-Westbound Approach (Walker Rd)	F (814.0)	-	F (828.2)	-
-Southbound Left (Old Jesup Rd)	B (10.0)	-	C (15.9)	-
Old Jesup Rd and Canal Rd				
-Westbound Approach (Canal Rd)	F (320.0)	-	F (729.3)	-
-Southbound Left (Old Jesup Rd)	A (4.2)	-	A (6.0)	-
Old Jesup Rd and Glyndale Dr / Shell Gas Stn Drwy				
-Eastbound Approach (Glyndale Dr)	F (598.4)	-	F (999)	-
-Westbound Approach (Shell Gas Stn Drwy)	F (999)	-	F (740.7)	-
-Southbound Left (Old Jesup Rd)	A (0.4)	-	A (0.5)	-
-Northbound Left (Old Jesup Rd)	A (5.4)	-	A (10.0)	-
Old Jesup Rd and Hautala Dr				
-Westbound Approach	F (883.9)	-	F (600.5)	-
Old Jesup Rd and Cate Rd / Crispen Blvd	D (39.7)	0.85	E (77.5)	1.16

**TABLE 8:
 2029 5-LANE BUILD CONDITION INTERSECTION LEVEL OF SERVICE**

CR 586/OLD JESUP ROAD FROM US 341/US 25 TO CR 589/CATE ROAD 2009 5-LANE BUILD CONDITION INTERSECTION LEVEL OF SERVICE				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS (Delay)	v/c ratio*	LOS (Delay)	v/c ratio*
Old Jesup Rd and US 341/US 25/SR 27	C (28.4)	0.99	B (17.7)	0.91
Old Jesup Rd and Community Rd	C (27.7)	0.67	D (36.1)	0.87
Old Jesup Rd and Flanders Dr / B-W Grade Dr				
-Eastbound Approach (B-W Grade Dr)	D (25.3)	-	C (23.8)	-
-Westbound Approach (Flanders Dr)	C (23.0)	-	D (29.6)	-
-Northbound Left (Old Jesup Rd)	A (8.6)	-	A (8.5)	-
-Southbound Left (Old Jesup Rd)	A (8.5)	-	A (9.2)	-
Old Jesup Rd and Habersham St				
-Westbound Approach (Habersham St)	F (86.6)	-	C (19.9)	-
-Southbound Left (Old Jesup Rd)	B (11.3)	-	B (10.5)	-
Old Jesup Rd and Old Cypress Mill Rd / Harley Cir	A (8.5)	0.41	B (14.6)	0.42
Old Jesup Rd and Scranton Rd	B (12.0)	0.43	B (14.9)	0.49
Old Jesup Rd and Walker Rd				
-Westbound Approach (Walker Rd)	F (169.7)	-	F (390.2)	-
-Southbound Left (Old Jesup Rd)	B (10.0)	-	C (16.0)	-
Old Jesup Rd and Canal Rd				
-Westbound Approach (Canal Rd)	F (50.7)	-	F (282.3)	-
-Southbound Left (Old Jesup Rd)	A (9.3)	-	B (13.9)	-
Old Jesup Rd and Glyndale Dr / Shell Gas Stn Drwy				
-Eastbound Approach (Glyndale Dr)	F (57.1)	-	F (999)	-
-Westbound Approach (Shell Gas Stn Drwy)	F (375.3)	-	F (451.9)	-
-Southbound Left (Old Jesup Rd)	A (8.5)	-	B (10.7)	-
-Northbound Left (Old Jesup Rd)	B (12.7)	-	B (11.8)	-
Old Jesup Rd and Hautala Dr	C (20.2)	0.47	A (6.2)	0.37
Old Jesup Rd and Cate Rd / Crispin Blvd	D (54.9)	0.76	C (23.9)	0.59

Logical Termini

This CR 586/Old Jesup Road project corridor, beginning at SR 27/US 25/US 341 and ending at SR 589/Cate Road, has logical termini. The proposed project would begin at SR 27/US 25/US 341, which is a major north-south highway that accesses I-95 just north of the southern terminus. SR 27/US 25/US 341 is a primary route into the City of Brunswick. The existing traffic volumes along CR 586/Old Jesup Road to the south of SR 303/Community Road are approximately 9,350. The Ballard Fire Station 1 (Headquarters of Glynn County Fire Department) and Glynn County Fire Department Administration are located along CR 586/Old Jesup Road just north of the southern terminus and just south of SR 303/Community Road. Drivers utilize the CR 586/Old Jesup Rd and SR 27/US 25/US 341 intersection as an alternative to the SR 303/Community Road and SR 27/US 25/US 341 intersection for greater mobility choices, with the northbound SR 27/US 25/US 341 traffic onto CR 586/Old Jesup Road being a dominant

turning movement. SR 27/US 25/US 341 is a logical southern terminus because it is a highly traveled intersection which requires safety and operational improvements.

The project's northern terminus at CR 586/Old Jesup Road and CR 589/Cate Road experiences numerous accidents and high traffic volumes. From 2003-2005, there were 20, 19, and 23 accidents, respectively. This intersection is the location of the second greatest number of accidents at a side street along the project corridor. Southwest of the intersection, CR 589 is called Crispen Boulevard and northeast of the intersection, CR 589 is called Cate Road. To the southwest of the project corridor, CR 589/Crispen Boulevard is a busy thoroughfare that has mixed commercial/residential land use, intersects with SR 27/US 25/US 341, and then continues southwest through residential neighborhoods, and ultimately terminates at a Georgia Power site. Northeast of the project corridor, CR 589/Cate Road is primarily residential. CR 589/Cate Road is a logical northern terminus because it provides a primary through route in the area that offers connectivity for CR 586/Old Jesup Road to SR 27/US 25/US 341 and other local residential roads northeast of CR 586/Old Jesup Road.

The proposed project along CR 586/Old Jesup Road would assist in the alleviation of congestion to this growing community. The proposed project would also provide improved access to the numerous residences and businesses along the corridor. Since this project corridor is a commonly considered cut through passage to the I-95 Alt and the surrounding industrial parks, airport, and mall, it would improve safety for the vehicles making local stops at residences and businesses and those traveling through the area.

Project Linkage

Along this project corridor there are other projects described below. Figure 2, Location Base Map, identifies the location of these projects also outlined in Table 14, Adjoining Projects.

**Table 14:
 Adjoining Projects**

PROJECT NO. P.I. No.	FACILITY	LIMITS	DESCRIPTI ON	SCHEDULE
CSSTP-0008-00(039) 0008039	SR 303/Community Road	Fm: SR 520/US 82 To: SR 27/US 25/US 341	Widening	Long Range Program
CSSTP-M003-00(529) M003529	SR 25 Spur	Fm: North of SR 25/US 17 To: North of I-95	Resurface and Maintenance	Under Construction

Environmental Justice

According to the 2000 US Census, the Study Area minority population (2850 persons) represents 20.9% of the Study Area's total population (13,610 persons). The 2000 census data indicate that Glynn County, the State of Georgia, and the US have minority populations of 29.1% (19,656 persons), 34.9% (2,859,278 persons), and 24.9% (70,068,181 persons) respectively. Minority in these Block Groups consist of people who describe themselves as Black or African American, American Indian and Alaska Native, Asian, Some other race alone, or as belonging to two or more races.

According to the 2000 US Census, the percentage of the Study Area below poverty level is 18.3% (2489 persons). The year 2000 data indicate that Glynn County, the State of Georgia, and the US have low-income populations of 15.0% (10,120 persons), 13.0% (1,033,793 persons), and 12.4% (33,899,812 persons) respectively.

Land Use

The land use along the project corridor is primarily residential and commercial. It is anticipated that this region will continue to experience growth, based on the number of industries in the area, as well as it being a heavily used transportation corridor with the railroads and interstate in close proximity.

Bike and Pedestrian Facilities

The Georgia Bicycle and Pedestrian Plan has been consulted and there are no existing state facilities on the corridor. There are sidewalks along CR 586/Old Jesup Road from SR 303/Community Road up to Scranton Rd., and then continuing along Scranton Road outside the project corridor.

Accident History

A three-year history of accidents along this CR 586/Old Jesup Road project corridor is shown in Table 6, Accident History of CR 586/Old Jesup Road from SR 27/US 25/US 341 to CR 589/Cate Road. This table provides the number of accidents, the number of injuries, and the number of fatalities (with respective accident, injury, and fatality rates) per section per year between 2003 and 2005. Since the project corridor has three functional classifications, in comparison, the statewide accident and injury rates for urban principle arterials are provided in Table 7, Statewide Accident History Rate, Urban Local Street; urban minor arterials are provided in Table 8, Statewide Accident History Rate Urban Minor Arterial; and urban collectors are provided in Table 9, Statewide Accident History Rate Urban Collector. All accident, injury, and fatality rates are per 100 million vehicle miles.

**Table 15:
 Accident History of CR 586/Old Jesup Road from SR 27/US 25/US 341 to CR 589/Cate Road**

Project	Year	Total Accidents/ Accident Rate*	Total Injuries/ Injury Rate*	Total Fatalities/ Fatality Rate*
STP-5422-00(400)	2003	68/832**	31/379**	0/0
	2004	106/876**	41/339**	0/0
	2005	72/379	35/184***	0/0

* All accident, injury, and fatality rates are per 100 million vehicle miles.
 ** Exceeds statewide averages for all functional classifications for that year.
 ***Exceeds statewide average for the Urban Local Street only.

**Table 16:
 Statewide Accident History Rate, Urban Local Street**

Year	Accident Rate	Injury Rate	Fatality Rate
2003	502	162	1.31
2004	467	153	1.09
2005	388	130	0.98

**Table 17:
 Statewide Accident History Rate, Urban Minor Arterial**

Year	Accident Rate	Injury Rate	Fatality Rate
2003	585	223	1.51
2004	509	194	1.44
2005	554	213	1.63

**Table 18:
 Statewide Accident History Rate, Urban Collector**

Year	Accident Rate	Injury Rate	Fatality Rate
2003	554	201	1.40
2004	461	173	1.17
2005	513	190	1.34

Although the project corridor is divided into 3 functional classifications, as noted above, it is evident from the data that for 2003 and 2004, the accident and injury rates exceed the statewide averages for all functional classifications. The injury rate for 2005 exceeds the statewide average for an Urban Local Street. The data demonstrate that in spite of the 3 different functional classifications, the project corridor maintains higher than expected accident and injury rates.

A breakdown of the accident data reveals that the rear end accidents constitute the majority of the accidents (average for 2003-2005 is 47%). When this occurs, the data indicate the roadway has a need for greater capacity. The second most common accident type is the angle accident (average for 2003-2005 is 30.3%). The percentage of accidents where at least one vehicle was turning left/right, entering/exiting roadway, or changing lanes/passing was 30.9% for 2003, 43.6% for 2004 and 27.8% for 2005. This indicates that between a quarter and almost half of the accidents would benefit from the addition of a center turn lane and/or an additional travel lane.

Most accidents along the project corridor occur at an intersection with a cross street (86.7% of accidents in 2003, 89.4% of accidents in 2004, and 75% of accidents in 2005). The four intersections with the greatest number of accidents are CR 586/Old Jesup Road and the following cross streets: SR 303/Community Road with an average of 21.6 accidents/year for 2003-2005; CR 589/Cate Road (the northern project terminus) with an average of 20.6 accidents/year for 2003-2005; CR 43/Glyndale Road with an average of 7.6 accidents/year for 2003-2005; and CR 416/Canal Road with an average of 6.7 accidents/year for 2003-2005. One point to note about the side roads with the highest accidents is that they all connect CR 586/Old Jesup Road to either SR 27/US 25/US 341 or to the SR 25 Spur/I-95 Alternate.

Given the predicted increases in traffic volumes in this growing region with the development in the area of the SR 27/US 25/US 341 and I-95 interchange and the SR 25 Spur/I-95 Alt interchange, continued residential and commercial development, and the need to travel between SR 27/US 25/US 341 and the SR 25 Spur/I-95 Alt, there would be expected increases in accidents. The proposed improvements to this section of CR 586/Old Jesup Road would reduce

Project Concept Report Page 19
Project Number: STP-5422-00(400)
P. I. Number: 542240
County: Glynn County

future accidents and improve operations to prevent the rear end and angle accidents, which is a primary benefit of this project. Driver safety and access would be addressed by the construction of a two-way center turn lane.

Need and Purpose

The need for the widening of CR 586/Old Jesup Road is that the capacity and accident will be at an undesirable level by 2030. The purpose is to improve capacity and reduce the high accident and injury rates that exceed the statewide averages. The proposed construction would improve operations, access, and safety along this facility, especially at the intersections with side streets, where accidents commonly occur.

Description of Proposed Project:

Description of the proposed project: The proposed project is located in Glynn County on CR 586/Old Jesup Road. The work is to include widening the existing two lane road to a five lane road with a two-way center turn lane from SR 27/US 25/US 341 to CR 589/Cate Road. The proposed project length is 2.88 miles. The purpose of the proposed project is to add capacity, improve access and improve operations and safety along this facility.

Is the project located in a non-attainment area? _____ Yes X No.

PDP Classification: Major X Minor _____

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

Functional Classification: Urban Collector, Urban Minor Arterial & Urban Local Street

U. S. Route Number(s): _____ N/A _____ **State Route Number(s):** _____ N/A _____

Traffic (VPD):

Existing (2006) 13,950 Build-Year: (2009) 14,380 Design Year: (2029) 20,340

Existing design features:

- Typical Section(s): Existing CR586/Old Jesup Road is a 2-lane facility with rural shoulders and travel lanes varying in width from 10' to 12'.
- Posted speed: 35 mph
- Maximum degree of curvature: 17°37'46" (R=325)

- Maximum grade: 3.00%
- Width of right of way: Varies from approximately 50' to 70'
- Major structures: Bridges
 - One, over Yellow Bluff's Creek (Brunswick Altamaha Canal)
- Existing length of roadway segment: +/- 2.88

Proposed Design Features:

- Proposed typical section(s): The proposed project would widen the existing 2-lane facility to a 5-lane facility. The proposed urban typical section would consist of two 12-foot lanes in each direction divided by a 14-foot flush median which would be utilized a two-way center turn lane. 4-foot bike lanes and 16-foot shoulders are proposed for both sides of the roadway.
- Proposed Design Speed Mainline: 35 mph
- Proposed Maximum Grade Mainline: 3.00% (exist) Maximum Grade Allowable: 5.00%
- Proposed Maximum Grade Side Street: 5.00% Maximum Grade Allowable: 5.00%
- Proposed Minimum Radius: R=600' (Degree: 9^ 32' 57.5")
- Minimum Radius allowable: R=587' (Degree: 9^ 45' 38.8")
- Right of Way
 - Width: Varies from 102' to 130'
 - Easements: Temporary (X), Permanent (X), Utility (X), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 105

	Number of displacements:
	○ Business: <u>8</u>
	○ Residences: <u>29</u>
	○ Mobile homes: <u>4</u>
	○ Other: <u>0</u>
- Structures:
 - Bridges: One, over Yellow Bluff's Creek (Brunswick Altamaha Canal)
 - Retaining walls: None
- Major intersections and interchanges:
 - CR 586/Old Jesup Road at SR 27/US 25/US 341
 - CR 586/Old Jesup Road at SR 303/Community Road
 - CR 586/Old Jesup Road at CR 589/Cate Road
- Traffic control during construction: Staged construction; No less than one (1) lane of traffic each direction to be maintained at all times.

- Design exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)

Project Concept Report Page 21
Project Number: STP-5422-00(400)
P. I. Number: 542240
County: Glynn County

SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design variances: N/A
- Environmental concerns: 8 Historic Properties border CR 586/Old Jesup Road.
Wetland Impacts
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical Exclusion (No)
 - Environmental Assessment/Finding of No Significant Impact (FONSI)
 - Environmental Impact Statement (No - EA)
- Utility involvements:
 - Electricity - Georgia Power
 - Gas -Atlanta Gas & Light
 - Water & Sewer – City of Brunswick
 - Telephone & Fiber – AT&T
 - Cable – Comcast
 - Sanitary Sewer (Force Main) – Glynn County

Project responsibilities:

- Design – Thompson Engineering
- Right of Way Acquisition – Glynn County
- Relocation of Utilities – Utility Provider and Glynn County
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits – Contractor
- Providing detours – None

Coordination

- Initial concept meeting date: 3/28/2007
- Concept meeting date: To Be Determined
- PAR meetings, dates and results: None
- FEMA, USCG, and/or TVA: Not applicable
- Public involvement: PIOH & Public Hearing
- Local government comments: To be Incorporated
- Other projects in the area:

Project Concept Report Page 22
Project Number: STP-5422-00(400)
P. I. Number: 542240
County: Glynn County

- CSSTP-0008-00(039) – SR 203 Widening project from SR 520/US 82 to SR 27/US 25/US 341
- NHS-0005(071) Glynn Co. – Widening of I-95
- NHS-0005(088) Glynn Co. – Widening of I-95
- Other coordination to date: None
- Railroads: Norfolk Southern & CSX

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: As Needed for Nationwide Permit
- Time to complete final construction plans: 15 Months.
- Time to complete to purchase right of way: 24 Months.
- List other major items that will affect the project schedule: N/A

Other alternates considered:

Alternate – No Build

Comments:

Attachments:

1. Cost Estimates:
 - a. Construction including E&C.
2. Typical sections
3. Bridge Inventory (See Need and Purpose)
4. Location and Design Notice
5. Preliminary Pavement Design
6. Traffic Counts (See Need and Purpose)
7. Accident Summary (See Need and Purpose)

Project Concept Report Page 23
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

PRELIMINARY COST ESTIMATE Old Jesup Road

PREPARED BY: Thompson Engineering

PROJECT LENGTH: 2.88 MILES

ESTIMATED LETTING DATE: ?

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST - STP-5422-00(400)					
A. RIGHT OF WAY					
1. PROPERTY (LAND & EASMENT)					\$0
2. DISPLACEMENTS; RES: 29, BUS: 8, M.H.: 4					\$0
3. OTHER COSTS (AT&T Utility Easment)	70,000	SF	\$5		\$350,000
				SUBTOTAL A	\$350,000
B. UTILITIES					
1. TRANSMISSION LINES					\$0
2. DISTRIBUTION LINES					\$0
3. OTHER UTILITIES					\$0
				SUBTOTAL B	\$0
C. CONSTRUCTION					
1. MAJOR STRUCTURES (BRIDGE)	1	LS @ \$/LS	\$1,050,000		\$1,050,000
				SUBTOTAL C-1	\$1,050,000
2. GRADING AND DRAINAGE					
a. EARTHWORK - GRADING COMPLETE	30,000	CY @ \$/CY	\$10		\$300,000
b. EARTHWORK - BORROW EXCAV, INCL MATL	30,000	CY @ \$/CY	\$7		\$210,000
c. DRAINAGE	1	LS @ \$/LS	\$1,100,000		\$1,100,000
				SUBTOTAL C-2	\$1,610,000
3. BASE AND PAVING					
a. GR AGGR BASE CRS:					
1. 6" GR AGGR BASE CRS	1,945	SY @ \$/SY	\$11		\$21,395
2. 8" GR AGGR BASE CRS	889	SY @ \$/SY	\$11		\$9,779
3. 12" GR AGGR BASE CRS	271,250	TN @ \$/TN	\$17		\$4,611,250
b. ASPHALT PAVING:					
1. SUPERPAVE BASE COURSE - 25mm, 3" depth	18,334	TN @ \$/TN	\$70		\$1,283,380
2. Superpave Binder Course - 19mm, 2" depth	12,223	TN @ \$/TN	\$75		\$916,725
3. Superpave Surface Course - 12.5mm, 1.5" depth	9,167	TN @ \$/TN	\$75		\$687,525
4. Rec. Asph. Conc. - 9.5mm SP, GP 1 OR 2, INCL BITM	97	TN @ \$/TN	\$65		\$6,305
5. Rec. Asph. Conc. - 19mm SP, GP 1 OR 2, INCL BITM	98	TN @ \$/TN	\$58		\$5,684
c. CONCRETE PAVING:					
1. DRIVEWAY CONCRETE, 4 IN TK	278	SY @ \$/SY	\$35		\$9,730
2. DRIVEWAY CONCRETE, 6 IN TK	445	SY @ \$/SY	\$40		\$17,800
3. CONC SIDEWALK, 4 IN	15,840	SY @ \$/SY	\$35		\$554,400
4. CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	28,512	LF @ \$/LF	\$24		\$684,288
				SUBTOTAL C-3 c.	\$8,808,261
e. BITUMINOUS TACK COAT	13,334	GAL @ \$/GAL	\$2		\$30,935
f. REM ASPH PVMT, INCL BASE	6,864	CY @ \$/CY	\$35		\$240,240
				SUBTOTAL C-3	\$11,739,436

4. EROSION CONTROL				
a. SILT FENCE				
1. TYPE C	30,000	LF @ \$/LF	\$4	\$122,700
2. MAINT. TYPE C	15,000	LF @ \$/LF	\$2	\$24,150
				SUBTOTAL C-4 a.
				\$146,850
b. EROSION CONTROL MATS, SLOPES	71,700	SY @ \$/SY	\$2	\$120,456
c. GRASSING				
1. PERMANENT GRASSING	15	AC @ \$/AC	\$1,021	\$15,315
2. TEMPORARY GRASSING	8	AC @ \$/AC	\$573	\$4,580
3. LIQUID LIME	38	GAL @ \$/GAL	\$22	\$850
4. FERTILIZER NITROGEN CONTENT	741	LB @ \$/LB	\$3	\$2,282
5. FERTILIZER MIXED GRADE	15	TN @ \$/TN	\$320	\$4,807
6. MULCH	94	TN @ \$/TN	\$330	\$31,020
				SUBTOTAL C-4 c.
				\$179,311
d. WATER QUALITY MONITORING	1	EA @ \$/EA	\$4,275	\$4,275
				SUBTOTAL C-4
				\$330,436
5. LUMP ITEMS				
a. TRAFFIC CONTROL	1	LS @ \$/LS	\$825,000	\$825,000
b. REMOVAL OF EXISTING BRIDGE	1	LS @ \$/LS	\$75,000	\$75,000
				SUBTOTAL C-5
				\$900,000
6. MISCELLANEOUS				
a. MARKING				
1. THERMOPLASTIC PVMT MARKING, ARROW, TP 1	84	EA @ \$/EA	\$69	\$5,796
2. THERMOPLASTIC PVMT MARKING, ARROW, TP 2	132	EA @ \$/EA	\$75	\$9,900
3. THERMOPLASTIC PVMT MARKING, WORD, TP 1	24	EA @ \$/EA	\$115	\$2,760
4. PVMT MARKING, SYMBOL, TP 4	60	EA @ \$/EA	\$45	\$2,700
5. THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	11	LM @ \$/LM	\$1,394	\$15,051
6. THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1,000	LF @ \$/LF	\$5	\$5,000
7. THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	6	LM @ \$/LM	\$1,409	\$7,748
8. THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	6	GLM @ \$/GLM	\$940	\$5,172
9. THERMOPLASTIC TRAF STRIPING, YELLOW	120	SY @ \$/SY	\$4	\$443
b. GUARDRAIL				
1. GUARDRAIL, TP T	200	LF @ \$/LF	\$56	\$11,298
2. GUARDRAIL, TP W	1,500	LF @ \$/LF	\$17	\$25,665
3. ANCHORS				
a. GUARDRAIL ANCHORAGE, TP 1	4	EA @ \$/EA	\$600	\$2,400
b. GUARDRAIL ANCHORAGE, TP 6	8	EA @ \$/EA	\$500	\$4,000
c. GUARDRAIL ANCHORAGE, TP 12	4	EA @ \$/EA	\$700	\$2,800
				SUBTOTAL C-6 a.
				\$46,163
d. TRAFFIC CONTROL				
1. WORKZONE LAW ENFORCEMENT		HR @ \$/HR	\$50	\$0
e. OTHER (Asphalt Curb, Guardrail Removal)				\$0
				SUBTOTAL C-6
				\$100,732

Project Concept Report Page 25
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

ESTIMATE SUMMARY			
A. RIGHT-OF-WAY			\$350,000
B. REIMBURSABLE UTILITIES			\$0
C. CONSTRUCTION			
1. MAJOR STRUCTURES			\$1,050,000
2. GRADING AND DRAINAGE			\$1,610,000
3. BASE AND PAVING			\$11,739,436
4. EROSION CONTROL			\$330,436
5. LUMP ITEMS			\$900,000
6. MISCELLANEOUS			\$100,732
SUBTOTAL CONSTRUCTION COSTS			\$16,080,604
E. & C.	10%	PER YEAR	\$1,608,060
	NUMBER OF YEARS:		
GRAND TOTAL CONSTRUCTION COST			\$17,688,665

Project Concept Report Page 26
 Project Number: STP-5422-00(400)
 P. I. Number: 542240
 County: Glynn County

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-5411-00(400)		County: GLYNN		PI No.: 542240	
Report Date:		Concept By: DOT Office: Office of Road and Airport Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Thompson Engineering			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input checked="" type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					