

**Proposed Widening and Reconstruction of CR 586/Old Jesup Road from SR
27/US25/US 341 to CR 589/Cate Road in Glynn County, Georgia
Project STP-5422-00(400), PI No. 542240**

Project Description

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.

Project Need and Purpose

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 CR 303/Community Road. CR 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. 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, approximately 3 miles northeast of this proposed project corridor is the 1,800-acre site that surrounds the Brunswick-Golden Isles Airport. This site 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.

The existing (2006) Average Daily Traffic (ADT) volumes range from approximately 6,460 vehicles per day (VPD) to 14,360 VPD. Increased capacity and improved safety is a primary purpose for the proposed project, as 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.

The accident rates exceed the statewide averages for 2003, 2004, and 2005 and the injury rates exceed the statewide averages for 2004 and 2005 within the urban local street segment of the corridor, which lies between SR 27/US 25/US 341 and SR 303/Community Road. The accident rates exceed the statewide averages for 2004 and 2005 and the injury rates exceed the statewide averages for 2004 and 2005 within the urban minor arterial segment of the corridor, which lies between SR 303/Community Road and Scranton Road. The accident rates exceed the statewide averages for 2003, 2004, and 2005 and the injury rates exceed the statewide averages for 2003, 2004, and 2005 within the urban collector segment of the corridor, which lies between Scranton Road and CR 589/Cate Road. The data demonstrate that 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 future accidents and improve operations to prevent the rear end and angle accidents. Driver safety and access would be addressed by the construction of a two-way center turn lane.