

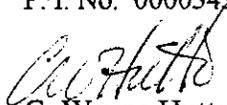
ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-0000-00(345) Chatham County **OFFICE** Preconstruction
P. I. No. 0000345 **DATE** June 23, 2000

FROM 
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Gary Priester
Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE HPP-0000-00(345) Chatham County **OFFICE** Preconstruction
P.I. No. 0000345 **DATE** June 12, 2000

FROM 
Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a new bridge on SR 307 approximately 1,350' west of the intersection of SR 25 and SR 307 in Garden City, Georgia. The bridge will span the existing Norfolk Southern foundation lead track, the Southern Natural Gas Company's existing distribution main, proposed access road, and the tracks to the intermodal facility. Existing SR 307 consists of two, 12' lanes in each direction, a 14' paved median (continuous left turn lane) and 10' rural shoulders (8' paved on the north side). Six (6) tracks are being installed by the Georgia Ports Authority as part of the James D. Mason Intermodal Facility. These tracks will be completed in August of 2000. The intermodal facility at build-out will have 20 tracks that will lie across the present location at SR 307. This project is needed to provide a grade separation between rail and vehicular traffic.

The construction proposes to construct a new 930' x 82.25' concrete bridge. The proposed typical section will consist of two, 12' lanes in each direction with a 10' raised median, 10' outside shoulders and 2' inside shoulders. Traffic will be maintained by the construction of a temporary bypass roadway. This roadway will consist of two, 12' lanes constructed on one side of the project.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$14,341,000	\$14,000,000	LR	LR
Right-of-Way	\$ 304,000			
Utilities	\$ 103,000			

J. Tom Coleman, Jr.

Page 2

HPP-0000-00(345) Chatham

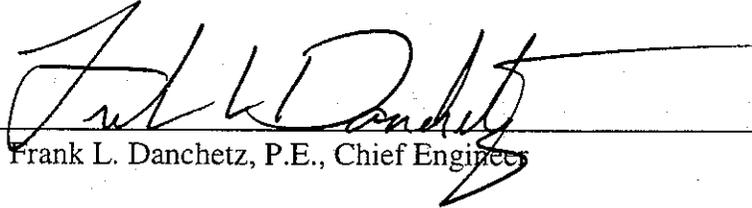
June 12, 2000

I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR


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

APPROVE


J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-0000-00(345) Chatham
P.I. Number 0000345

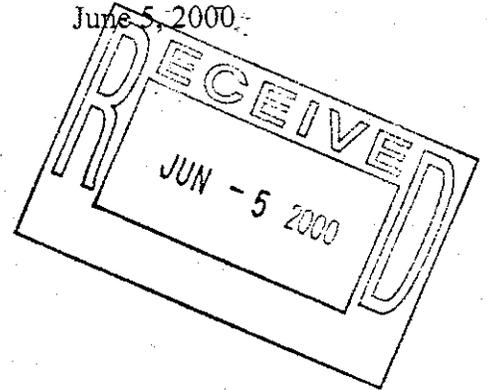
OFFICE: Atlanta, Georgia

DATE: June 5, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted June 1, 2000 by the letter from Joseph P. Palladi dated May 30, 2000, and have no comments.

The costs for the project are:

Construction	\$12,416,000
Inflation	\$ 621,000
E&C	\$ 1,304,000
Reimbursable Utilities	\$ 103,000
Right of Way	\$ 304,000

DTM

c: Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(345)
County: Chatham
P. I. Number: 0000345
Federal Route Number: N/A
State Route Number: S. R. 307

**PROJECT LOCATION MAP
(See Location Sketch)**

RECOMMENDATION FOR APPROVAL:

5/30/00	
DATE	STATE URBAN DESIGN ENGINEER
DATE	STATE ENVIRONMENTAL/LOCATION ENGINEER
DATE	STATE TRAFFIC OPERATIONS ENGINEER
DATE	DISTRICT ENGINEER
DATE	STATE PROJECT REVIEW ENGINEER
DATE	STATE BRIDGE & STRUCTURAL DESIGN ENGINEER

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

DATE	STATE TRANSPORTATION PLANNING ADMINISTRATOR

PROJECT CONCEPT REPORT

DATE: April 19, 2000

PROJECT NUMBER: HPP-0000-00(345) **P. I. NO.:** 0000345 **COUNTY:** Chatham
DESCRIPTION: S. R. 307 - Construct over pass over New Georgia Ports Authority Rail Line
LENGTH: 0.53 mile (2,800 feet)
U. S. ROUTE NO.: N/A
STATE ROUTE NUMBER: S. R. 307
LOCATION: The project is located on S.R. 307 approximately 1,350 feet west of the intersection of S.R. 25 and S.R.307 in Garden City, Georgia.

MILE POINT REFERENCE:

BEGIN: 7.75

END: 8.55

TRAFFIC

CURRENT

Year: 1999 **AADT:** 7,000

PROJECTED

Year: 2023 **AADT:** 9,500

PDP Classification: Major

~~NON-CA~~ ~~CA~~ EX SF
() () (X) ()
FOSC)

Function Classification
Principal Arterial

EXISTING DESIGN

TYPICAL SECTION: S.R. 307 has two 12-foot lanes (asphalt) in each direction, a 14-foot paved median (continuous LT turn) and 10-foot shoulders with 8-foot paved on the north side. Total roadway width, including shoulders, is 82-feet. The roadway has a superelevation rate of 0.07.

POSTED SPEED: 45 Miles/Hour

MIN. EXISTING RADIUS OF CURVE: 1910 Feet

MAX. EXISTING GRADE: 0.196 %

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED: The current roadway has an at-grade crossing of Norfolk Southern's Foundation Lead track. The existing roadway terminates at the intersection of S.R. 25.

SUFF. RATING: N/A

PROJECT NEED & PURPOSE: This project is needed to provide a grade separation between rail and vehicular traffic. This proposal is for the construction of a bridge and approaches to carry S.R. 307 traffic over both the existing (Norfolk Southern) and proposed (Intermodal Facility) railroad tracks. State Route 307 presently has an at-grade crossing with the Norfolk Southern Foundation Lead track. In addition, six tracks are being installed by the Georgia Ports Authority as part of the James D. Mason Intermodal Facility. These tracks will be completed in August of 2000. The Intermodal Facility at build-out will have twenty tracks that will lie across the present location of S.R. 307. The grade separation will provide a much safer and more efficient movement of vehicles. The grade separation of S.R. 307 from the rail traffic was identified in the Chatham County Intermodal Freight Study.

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: (see attachment)

DESIGN SPEED: 45 Miles/Hour

MIN. RADIUS OF CURVE:

ALLOWABLE: 955 feet

PROPOSED: 1,000 feet

MAXIMUM GRADE:

ALLOWABLE: 6.0 %

PROPOSED: 4.0 %

TYPE ACCESS: Controlled access

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will need to be routed around the construction activity. This can be accomplished through the construction of a temporary by-pass roadway. The by-pass will require a temporary easement on lands beyond the intended right-of-way expansion. The by-pass roadway would consist of two 12-foot traffic lanes constructed on one side of the project. This by-pass will also be available for diverted traffic resulting from the construction identified in the Project Concept Report for a bridge on S.R. 25/U.S. 17 Alternate. (HPP-0000-00(344) PI # 0000344)

PROPOSED STRUCTURES

One bridge is being proposed. The length of the bridge will be approximately 930-feet and will span across the existing Norfolk Southern Foundation Lead track, the Southern Natural Gas Company's existing distribution main, proposed access road, and the tracks of the Intermodal Facility.

DESIGN EXCEPTIONS TO BE REQUIRED

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY 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)

RIGHT-OF-WAY:

NUMBER OF PARCELS: Three

Georgia Ports Authority owns land on both sides of S.R. 307 and is prepared to provide the additional right-of-way needed from their property for this project. Also, GPA requests that GDOT provide the funding for the acquisition of right-of-way from adjacent property owners for the construction of this project.

The existing right-of-way width varies from 130 feet to 150 feet. The preferred alternate (No. 1) will maintain the present alignment of S.R. 307. However, the proposed right-of-way width will be increased to approximately 250 feet within the limits of the improvement.

DISPLACEMENTS: None

LEVEL OF ENVIRONMENTAL ANALYSIS: The type of environmental document is not known at this time. GPA will be responsible for preparing the environmental document for this project. GPA has already prepared the environmental document for the James D. Mason Intermodal Facility currently under construction on the west side of the highway.

PUBLIC INVOLVEMENT: A public hearing (PH) may be required depending on the environmental document. Also, coordination with the Office of Environmental and Location (OEL) and GPA will be required to determine if a public information meeting (PIM) is necessary.

PERMITS REQUIRED: Not known at this time.

TIME SAVINGS PROCEDURES APPROPRIATE: YES () NO (X)

LOCAL GOVERNMENT COMMITMENTS: The Georgia Ports Authority has agreed to fund the preliminary engineering (PE) and provide only the additional right of way needed from their existing property.

In a meeting on April 12, 2000 with the representatives of GPA, Commissioner Shackelford committed the Department to funding the cost for all other additional R/W needed for the project and also the cost for reimbursable utility relocations associated with the construction of this project. A Local Government Project Agreement (LGPA) has been forwarded to Georgia Ports Authority on April 25, 2000 for execution.

RAILROAD INVOLVEMENT: Yes, coordination with Norfolk Southern.

OTHER PROJECTS IN THE AREA: HPP-0000-00(344) S.R. 25 – Grade separation bridge.

CONCEPT TEAM MEETING DATE: August 9, 1999

POSSIBLE LOCATIONS OF USTs: None known of at this time.

POSSIBLE LOCATION OF HAZARDOUS WASTE:

Georgia Ports Authority: This is a HSRA site. A compliance status report (CSR) has been submitted. In accordance with the CSR, there is no known hazardous waste contamination above notification limits.

Other Properties: None anticipated.

OTHER ALTERNATIVES CONSIDERED: Two additional alternatives were considered and are presented as attachments herein.

Alternate No. 2 is slightly less expensive, but has considerably more environmental impacts. The primary concerns include increase wetlands filling, increase landfill disturbance, and loss of flood plain. Additionally, right-of-way acquisitions will result in the displacement of a landowner.

Alternate No. 3 is intended to adapt to a future extension of Interstate 516 as illustrated in the "Chatham County Intermodal Freight Study." During the course of the Concept Team Meeting, it was decided not to pursue this particular alternative because of the highly conceptual nature of extending Interstate 516. The opinion was that a complicated design would be constructed and a high cost paid for an arrangement (extension of 516) that may never come to pass.

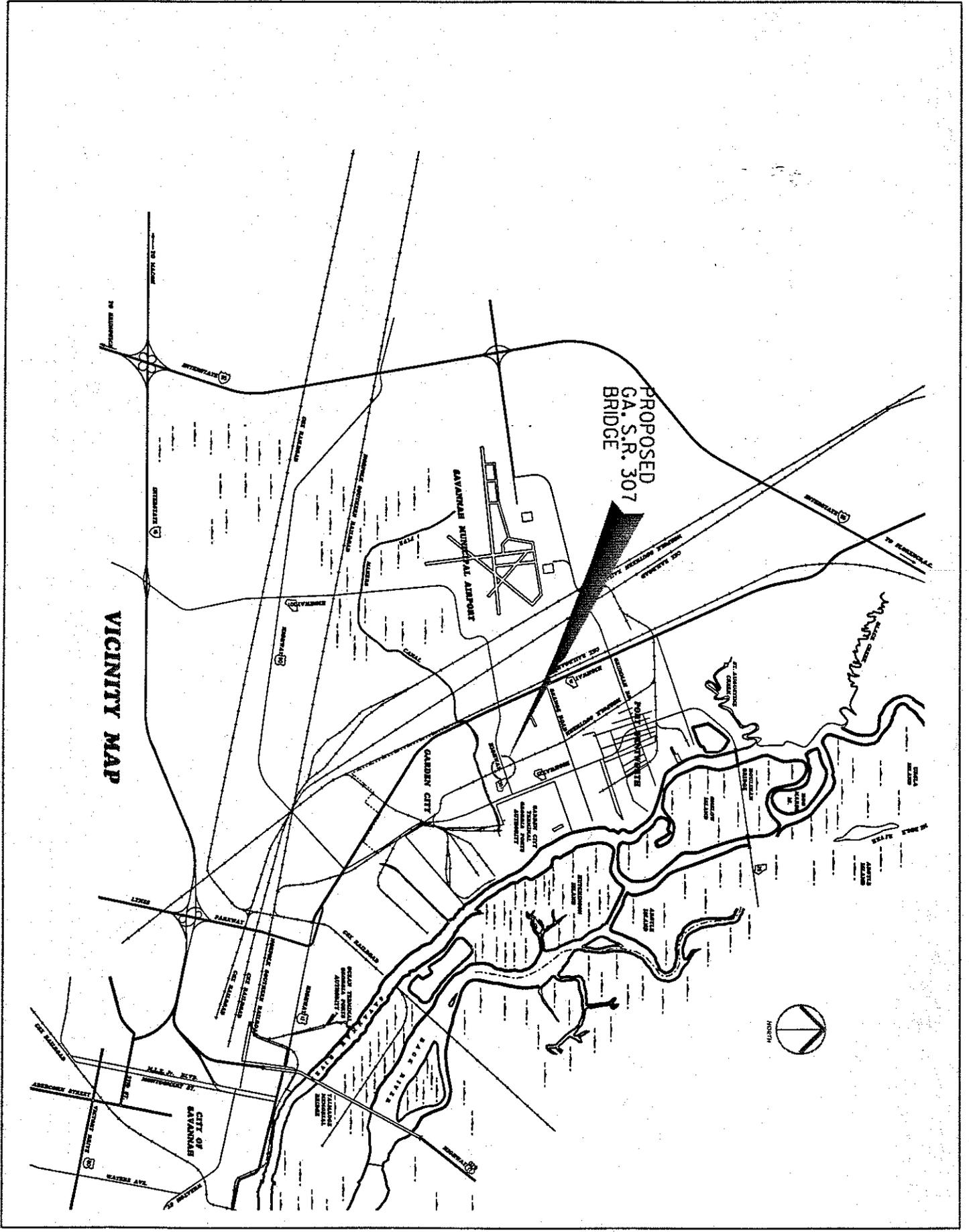
COMMENTS:

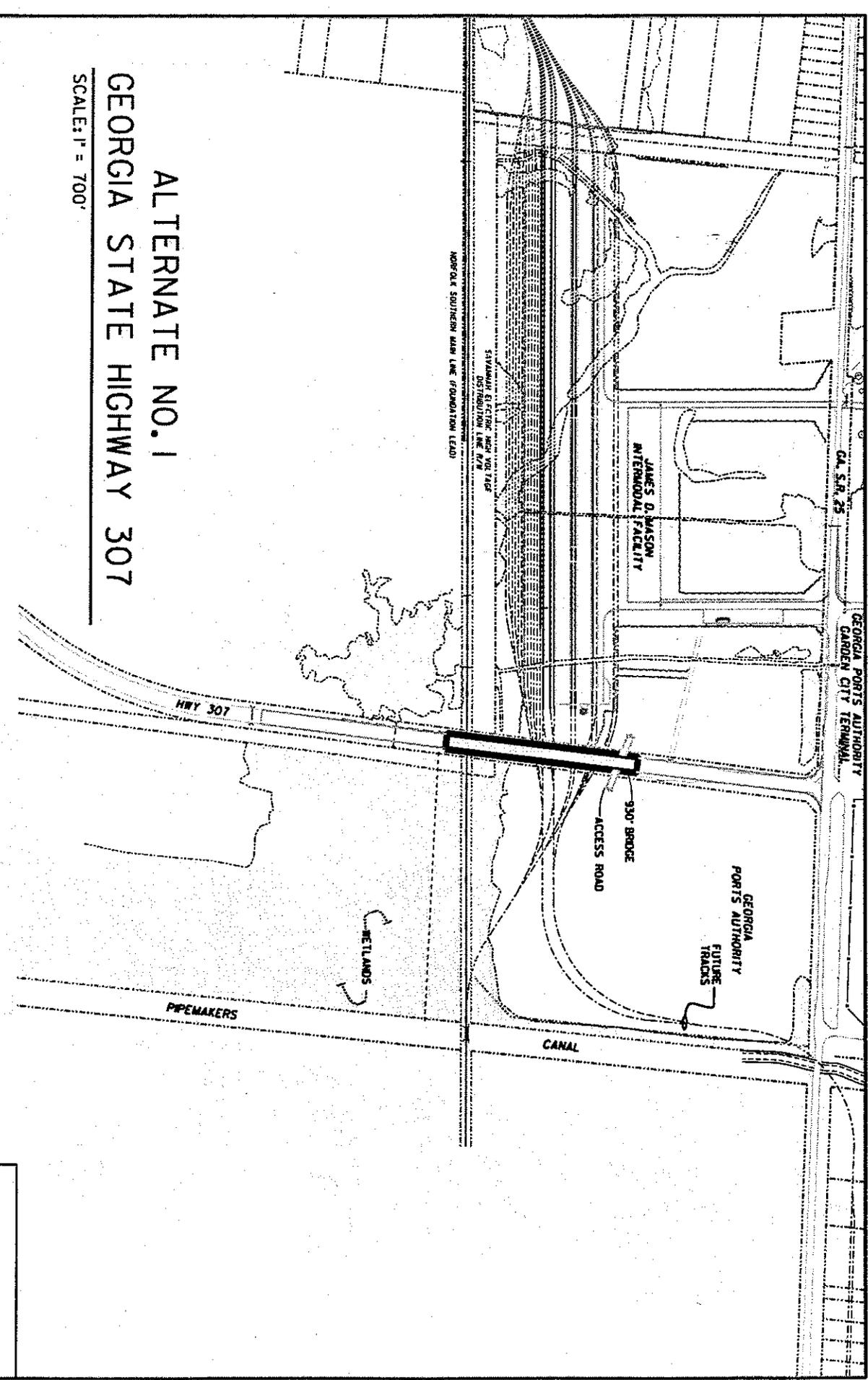
1. This project has been identified as part of the "Chatham County Intermodal Freight Study" road improvements. The Georgia Ports Authority will be responsible for the design of the project as detailed in the Local Government Project Agreement (LGPA).
2. The project plans will be completed in English units.

ATTACHMENTS: Sketch map, Design alternates, Typical sections, cost estimate, and concept team meeting minutes.

VICINITY MAP

PROPOSED
GA. S.R. 307
BRIDGE





ALTERNATE NO. 1

GEORGIA STATE HIGHWAY 307

SCALE: 1" = 700'

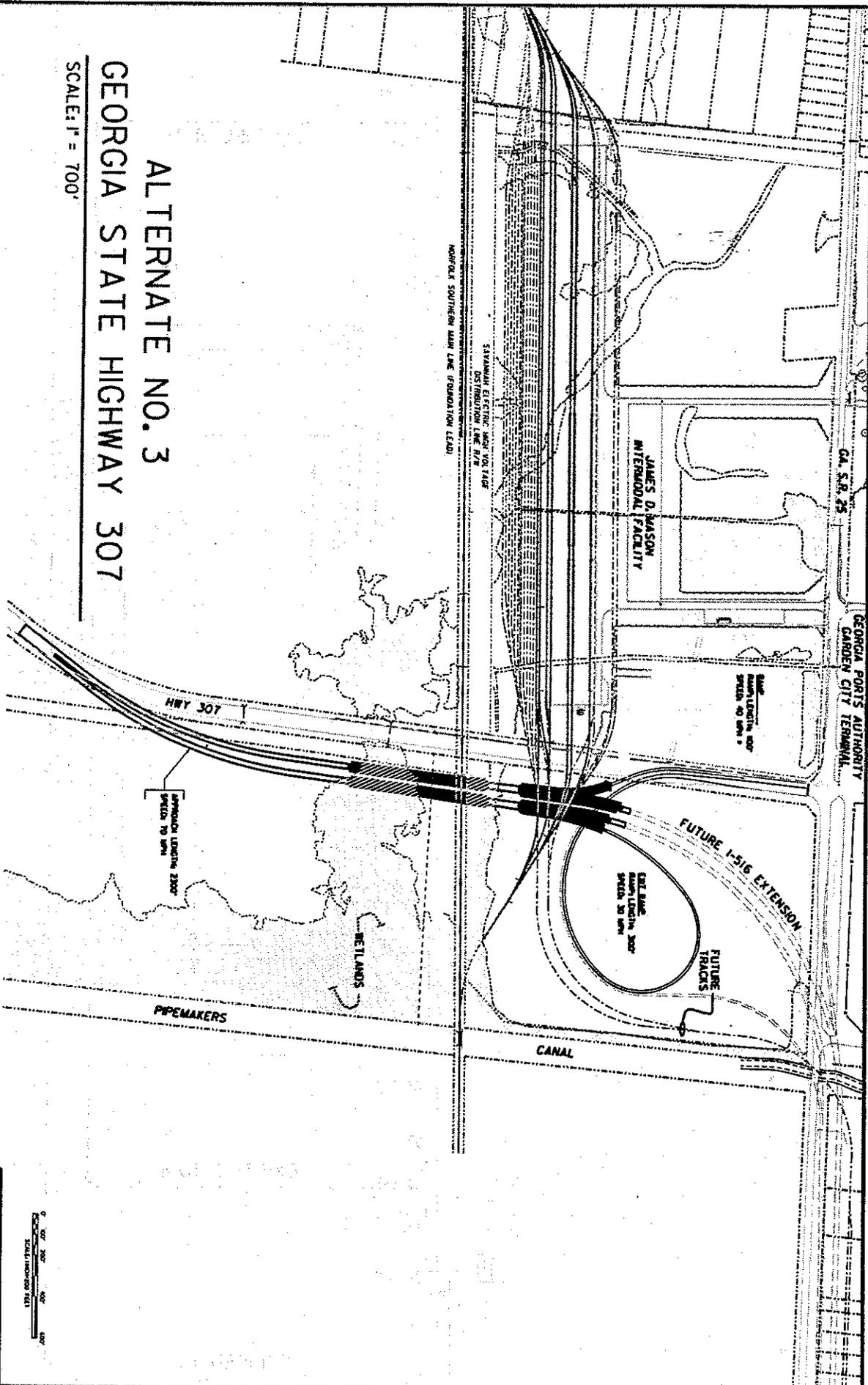
NO.	DATE	BY	CHKD.	APP.
1	10/07/18



GA, S.R. 307
ALTERNATE NO. 1

PROPOSED GA, S.R. 307
AND GA, S.R. 25 BRIDGES
OVER SAVANNAH, GEORGIA

099/12
C-EX-2
A
1" = 300'
MAY 11, 2011
NORTH



ALTERNATE NO. 3
 GEORGIA STATE HIGHWAY 307

SCALE: 1" = 700'

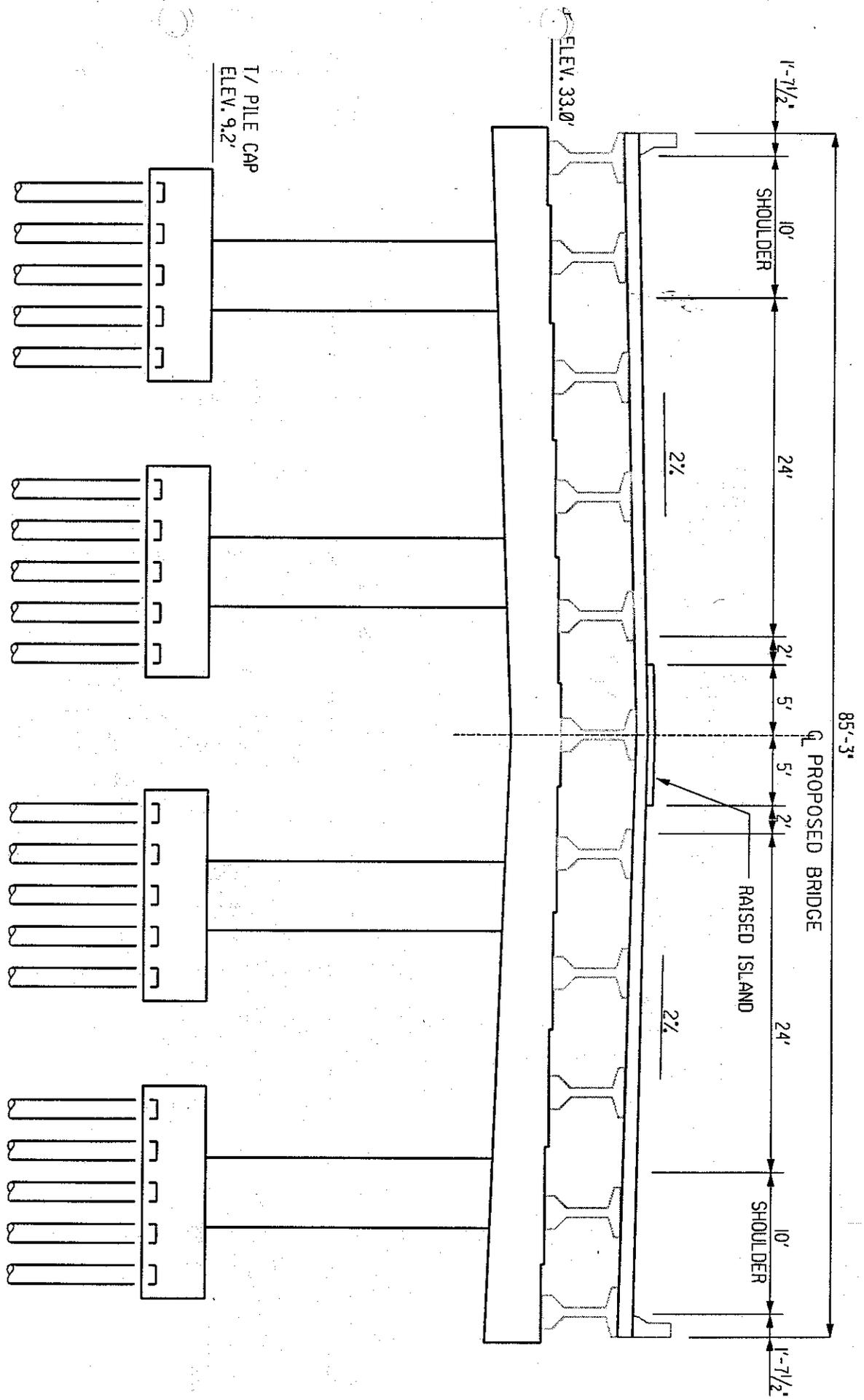
NO.	DATE	BY	APP.	REVISION



GA. S.R. 307
 ALTERNATE 3

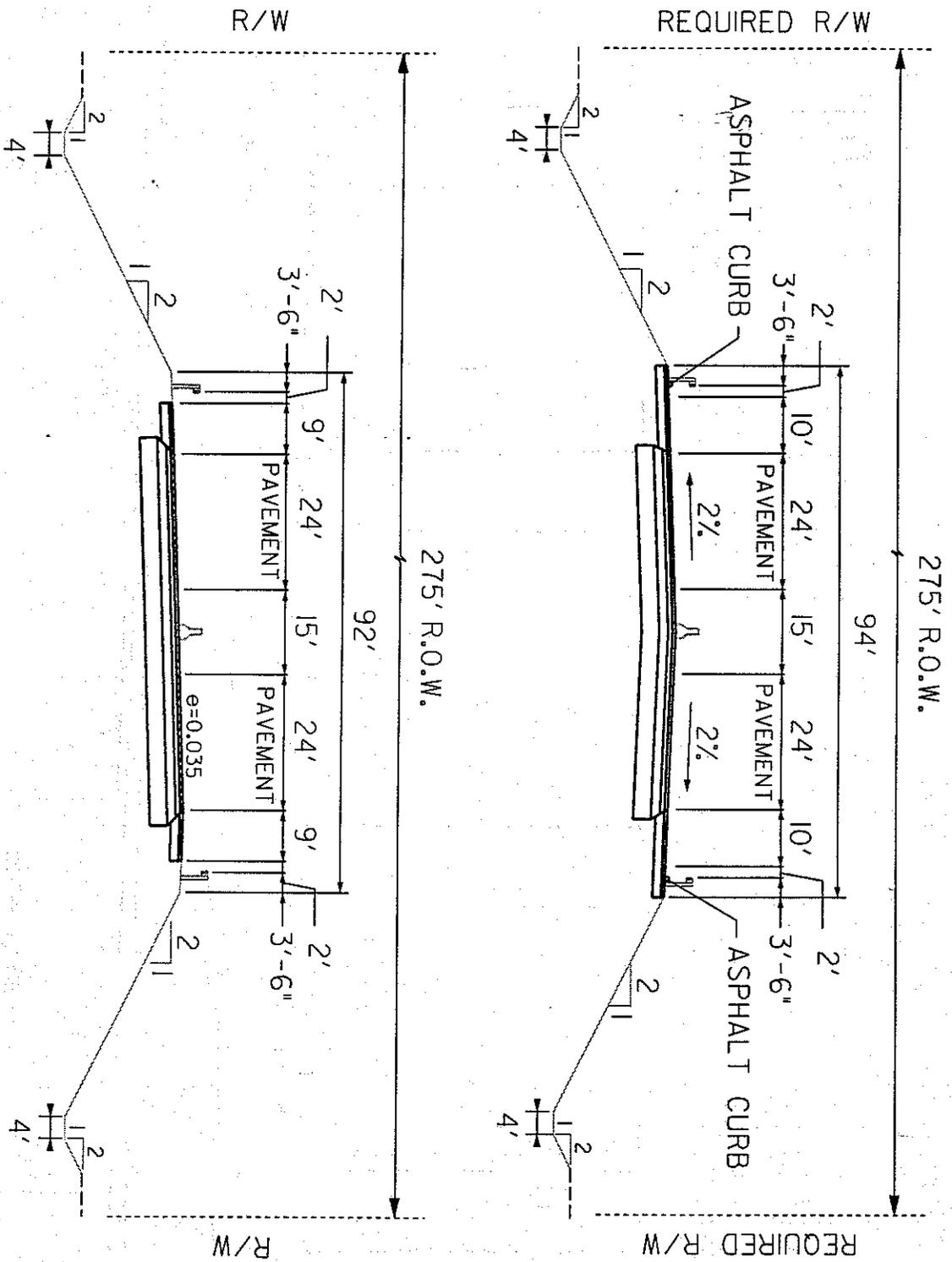
PROPOSED GA. S.R. 307
 AND GA. S.R. 25 BRIDGES
 GARDEN CITY TERMINAL
 SANDWICH, GEORGIA

000124
 C-EX-3
 11-21-99



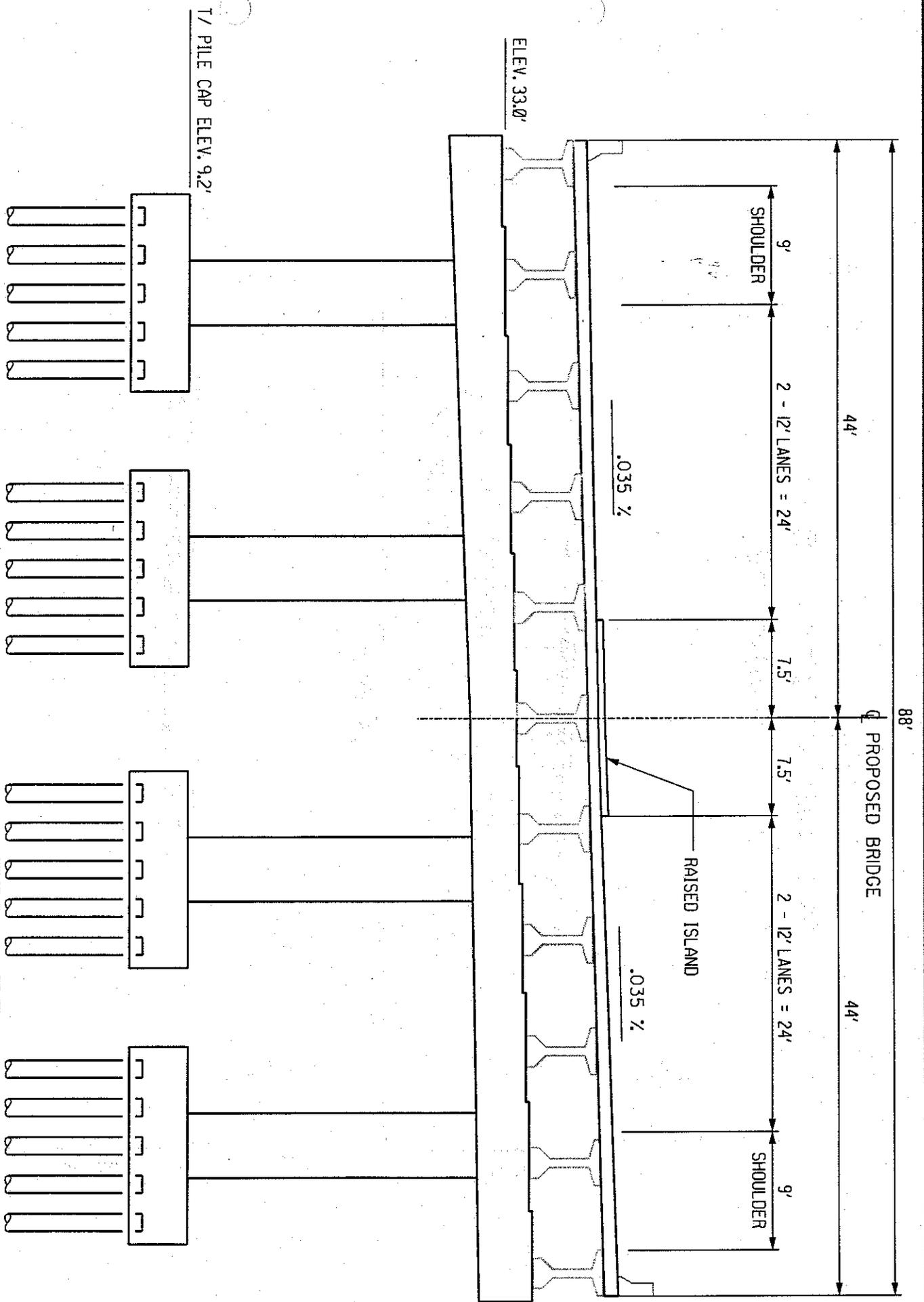
ALTERNATE NO. 1
 GEORGIA STATE HIGHWAY 307
 TYPICAL BRIDGE SECTION

SCALE: 1" = 10'



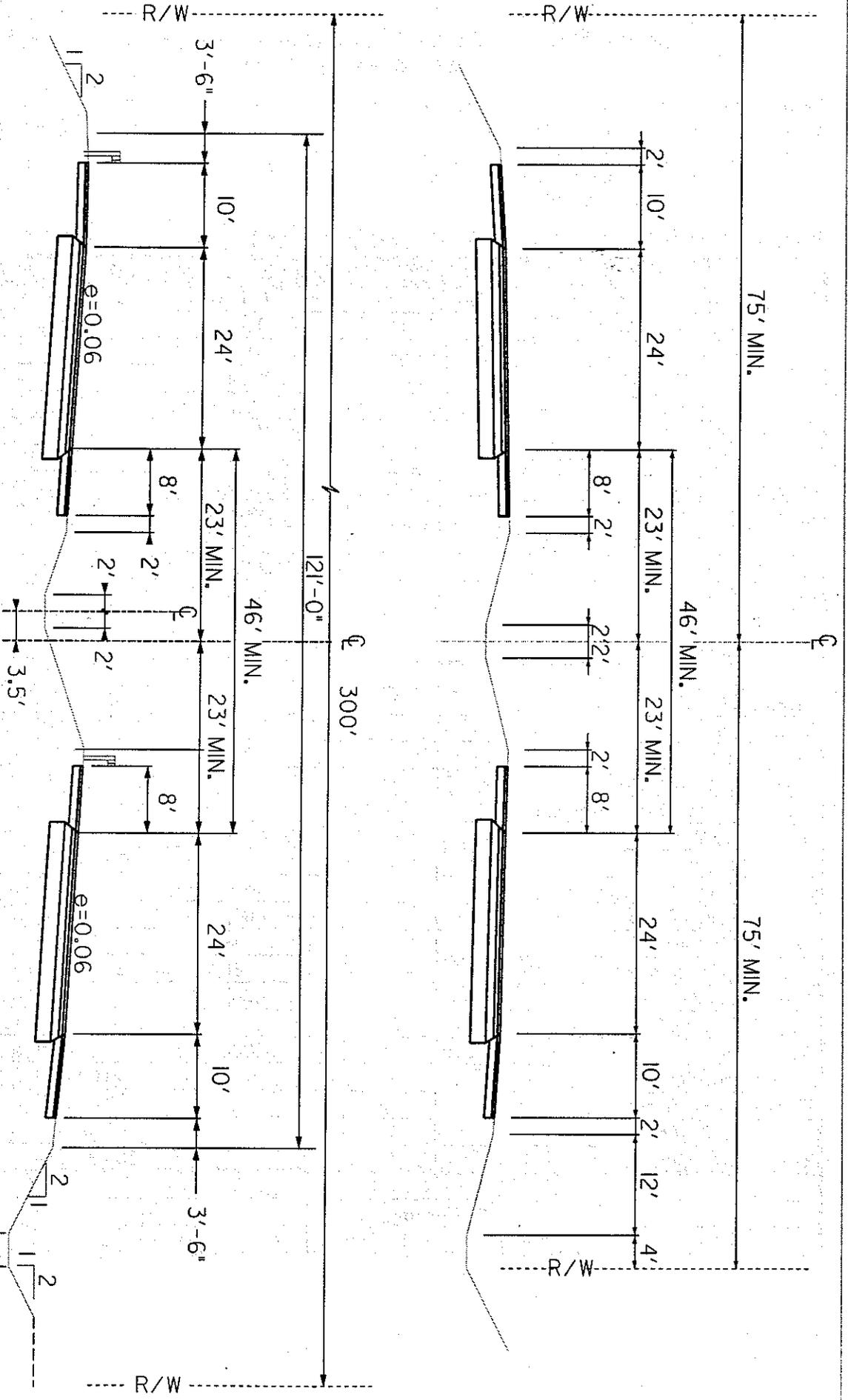
ALTERNATE NO. 2
 GEORGIA STATE HIGHWAY 307
 TYPICAL SECTION

NO SCALE



ALTERNATE NO. 2
 GEORGIA STATE HIGHWAY 307
 TYPICAL BRIDGE SECTION

SCALE: 1" = 10'



ALTERNATE NO. 3
 GEORGIA STATE HIGHWAY 307
 TYPICAL SECTION

NO SCALE

MEETING MINUTES

GPA - Admin. Building
 MEETING LOCATION

Hwy. 307 Bridge
 PROJECT NAME

009117.01
 PROJECT NUMBER

4
 MEETING NUMBER

9-Aug-99
 MEETING DATE

Stan Fischer
 MEETING CHAIRPERSON

PRESENT

David Rackley - Nat. Marine Fish.
 Dean Freeman - Corps
 Randy Weitman - GPA
 Steve Lariviere - GPA
 Jeffrey Griffith - GADOT
 Ollie Lindell - GADOT
 Robert McCall - GADOT
 Cory Knox - GADOT
 Stan Fischer

DISTRIBUTION

Attendees
 Randy Weitman
 Rich Cox
 Wayne Brooks
 Howard Pigott

PREPARED BY Stan Fischer

ISSUE DATE 23-Aug-1999

Notice to all present: If any of the following items are incorrect or fail to record discussions at the meeting, please contact the writer of these minutes immediately.

Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
1.	Meeting was held to review conceptual layout of three proposed bridges which will be constructed in the following locations: Highway 307 in Chatham County State Route 25 in Chatham County Highway 17 in Glynn County		
2.	The Highway 17 Bridge was discussed first. The bridge is required to provide a grade separation between the roadway and railroad tracks. The GPA will also have an access road beneath the bridge which will allow the transfer of cargo from the north to south side of the island without having to cross the highway. LGE stated that two alternatives were being reviewed with one alternate designed for 55 MPH (presently posted speed limit) and the other designed for 45 MPH. GADOT said that they have		

MEETING MINUTES

Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
	<p>no problem with reducing the posted speed to 45 MPH. They would like to look at the cost estimates for each and if they is not a big differential then 55 MPH design should be selected.</p> <p>The embankment for the bridge approaches would impact isolated wetlands located along Hwy. 17. These wetlands were delineated when the GADOT widened the roadway a few years ago. GADOT indicated that environmental assessment that was used for the past widening would still be valid for this project.</p> <p>The Port owns land on both side of the Highway and therefore no R/W will need to be acquired</p>		
3.	<p>The second location discussed was the bridge on State Route 25. This bridge will be required to provide grade separation between traffic on the existing roadway and cargo being transferred from the GPA docks and the new intermodal facility presently under construction. There are no wetlands that will be impacted and no R/W which need to be acquired as the Port owns the property on either side of the roadway.</p>		
4.	<p>The third location that was discussed was the Highway 307 bridge. This overpass will be required in order to provide grade separation between vehicular traffic and existing Norfolk Southern Foundation lead as well as numerous rails that are being installed as part of the GPA intermodal facility.</p> <p>Three Alternates will be prepared and estimated as follows:</p> <p>The first Alternate will have bridge following present alignment of Hwy. 307. While this location will cause minimal impact to wetlands and existing landfill areas it will be very expensive due to the cost of relocation/raising of SEPCO high voltage transmission lines.</p> <p>The second alternate is to construct the bridge to the south of the existing Hwy. 307 alignment. This location was selected because SEPCO stated that the cost of utility relocation would be significantly less if the bridge could be moved away from the power lines on Hwy. 307. This location will have much greater impact to the wetlands that are interconnected to Pipemakers Canal. Both Mr. Freeman and Mr. Rackley expressed concern about these impacts. They stated that at the very least we should plan on at least half of the bridge being pile supported to reduce the amount of destroyed wetlands. They indicated that the project would be very difficult to get approved unless the impacts to wetlands were minimized. This alignment would also require the excavation of existing landfill material and replacement with suitable material.</p>		

MEETING MINUTES

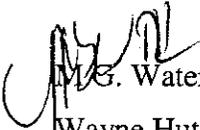
Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
	The third alternative would locate the new bridge to the south of Hwy. 307. This bridge would be located to tie in to the future I-516 extension that had been discussed in the Intermodal Freight Study. The GADOT indicated that this project is so far in the future that any attempts to plan for it may not be worthwhile. This alternative would have the same problems in regards to wetlands and landfill material as the second alternative.		
5.			3

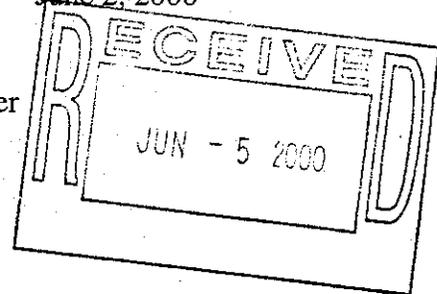
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: HPP-0000-00(345)/Chatham County
P.I. No. 0000345

Office: Traffic Operations
Atlanta, Georgia
Date: June 2, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction



Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of a overpass on SR 307, over the Norfolk Southern Foundation Lead track and the proposed Georgia Ports Authority "James D. Mason Intermodal Facility". The project is located between SR 21(Augusta Road) and SR 25(Coastal Highway) in Garden City.

SR 307, has two 12 foot lanes in each direction a continuous 14 foot center left turn lane and 10 foot shoulders, with 8 feet paved on the north side. The posted speed limit is 45mph.

The preferred "Alternate 1" method will construct a structure approximately 930 feet in length and 85 feet wide. The approach typical section consists of a four lane roadway, two lanes in each direction, a 14 foot flush median with 10 foot shoulders. The bridge typical consists of four lanes, two lanes in each direction, separated by a 14 foot median, of which a 10 foot concrete raised median will be included, with 10 foot shoulders. The design speed is 45mph. Traffic is to be detoured during construction.

We request conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and traffic operations along this section of roadway.

With the recommended statement, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

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

Attention: Babs Abubakari

David Mulling, w/ attachment

Marta Rosen

Ollie Lindell, District Traffic Operations Engineer - Jesup

Chuck Hasty, P.E., TMC

Otis Hammock, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(345)
County: Chatham
P. I. Number: 0000345
Federal Route Number: N/A
State Route Number: S. R. 307

PROJECT LOCATION MAP
(See Location Sketch)

RECOMMENDATION FOR APPROVAL:

5/30/00
DATE

Joseph P. Bell
STATE URBAN DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL/LOCATION ENGINEER

6/2/00
DATE

Maria H. Hester
STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

STATE PROJECT REVIEW ENGINEER

DATE

STATE BRIDGE & STRUCTURAL DESIGN ENGINEER

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(345)
County: Chatham
P. I. Number: 0000345
Federal Route Number: N/A
State Route Number: S. R. 307

PROJECT LOCATION MAP
(See Location Sketch)

RECOMMENDATION FOR APPROVAL:

5/30/00
DATE

Joseph P. Kelly
STATE URBAN DESIGN ENGINEER

DATE

STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

6/5/00
DATE

C. J. Meier
STATE PROJECT REVIEW ENGINEER

DATE

STATE BRIDGE & STRUCTURAL DESIGN ENGINEER

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: HPP-0000-00(345); Chatham County
PI# 0000345
SR307 Grade Separation for GPA

OFFICE: Atlanta
DATE: June 12, 2000

FROM: *REP* Marta V. Rosen, State Transportation Planning Administrator

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

SUBJECT: Project Concept Report

The concept report proposes constructing a SR307 grade separation over the existing Norfolk Southern rail line and the new Georgia Ports Authority Intermodal Facility's rail line. The project is located on SR307 in Garden City, approximately 1,350 feet west of the intersection of SR25.

Although the Office of Planning supports the proposed concept, we **cannot** certify the concept is consistent with that included in the TIP or STIP. Due to Congressional District balancing, the project is not included in the Savannah FY01-03 TIP.

If you have any questions, please contact Cora Cook at 7-6687.

MVR:CJC

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0000-00(345)
County: Chatham
P. I. Number: 0000345
Federal Route Number: N/A
State Route Number: S. R. 307

PROJECT LOCATION MAP
(See Location Sketch)

RECOMMENDATION FOR APPROVAL:

5/30/00 *Joseph P. Redd*
DATE STATE URBAN DESIGN ENGINEER

DATE STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE STATE TRAFFIC OPERATIONS ENGINEER

6/6/00 *Mary A. Pitt*
DATE DISTRICT ENGINEER

DATE STATE PROJECT REVIEW ENGINEER

DATE STATE BRIDGE & STRUCTURAL DESIGN ENGINEER

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

DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR