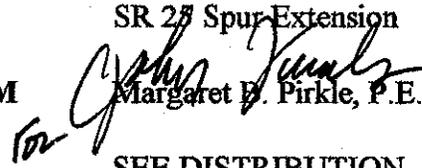


D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-0000-00(421) Glynn County **OFFICE** Preconstruction  
P. I. No. 0000421  
SR 27 Spur Extension **DATE** September 2, 2004

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

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

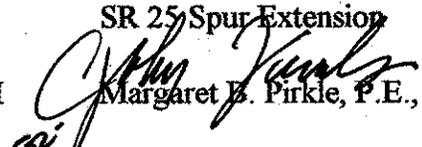
Attachment

**DISTRIBUTION:**

David Mulling  
Harvey Keeper  
Jerry Hobbs  
Jamie Simpson  
Michael Henry  
Phillip Allen  
Joe Palladi (file copy)  
Paul Liles  
Brent Story  
Ben Buchan  
Gary Priester  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0000-00(421) Glynn County **OFFICE** Preconstruction  
P.I. No. 0000421  
SR 25 Spur Extension **DATE** August 16, 2004

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

**TO**  Paul V. Mullins, P.E., Chief Engineer

**SUBJECT PROJECT CONCEPT REPORT**

This project is the extension of SR 25 Spur from the end of the existing SR 25 Spur near Cate Road, along the Old Cate Road alignment, turning down Canal Road/CR 588 to the intersection of SR 99 for a total of 2.10 miles. This project will include widening SR 99, 2007' west and 2428' east of Canal Road/CR 588 (0.84 mile). Existing SR 25 Spur consists of four, 12' lanes with a 40' depressed grassed median and 10' shoulders. Canal Road is a 30' dirt roadbed (including shoulders); however, 20' of the dirt road has been paved because of the G-8 Summit. The project corridor is primarily undeveloped forest land and rural residential. In the area served by the project, a proposed theme park, Steamboat City, is planned for an area east of I-95 along the south side of SR 99. Construction of the new park will begin in the fall of 2004 with an anticipated opening of April, 2006. The park itself is anticipated to ultimately attract one million visitors per year. Commercial property at the intersection of SR 25 Spur extension and SR 99 will serve as an entrance area to the wildlife park. State Route 25 Spur provides access to northeastern Glynn County to I-95 and the designated hurricane evacuation routes of US 341/US 25, SR 32 and US 82/SR 520. This SR 25 Spur extension provides an important link in the hurricane evacuation routes for the area. It provides access to I-95 and SR 99 which will aid in the mitigation of traffic during a hurricane evacuation. Traffic volumes along the route are projected to be 6,000 VPD in 2010 and 24,500 VPD in 2030.

The proposed construction will provide two, 12' lanes in each direction divided by a 44' depressed grassed median with 10' bikeable outside shoulders (6.5' paved), for the SR 25 Spur extension and SR 99 within the above mentioned limits. Cate Road and Canal Road will remain open to traffic during construction. No offsite detours will be needed.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

Paul V. Mullins  
Page 2

STP-0000-00(421) Glynn  
August 16, 2004

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$8,069,000	\$7,969,000	Q20	LR
Right-of-Way & Utilities*	Local	Local		

\*Glynn County signed PMA on 3-21-00 for PE, right-of-way, and utilities.

I recommend this project concept be approved.

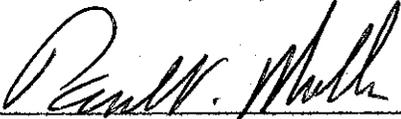
MBP:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
Paul V. Mullins, P.E., Chief Engineer

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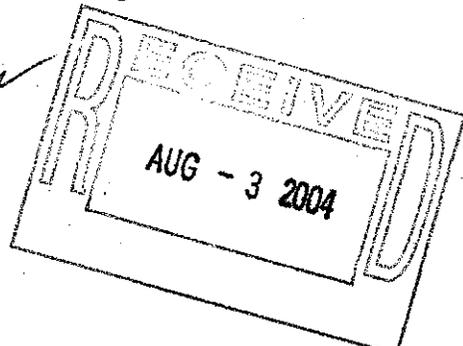
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** ~~STP-009-2(92)~~ *STP-0000-0d(421)* Glynn **OFFICE:** Engineering Services  
P.I. No. 0000421  
S.R. 25 SPUR Extension from Cate Rd. to S.R. 99

**DATE:** August 2, 2004

**FROM:** David Mulling, Project Review Engineer *REW*  
**TO:** Meg Pirkle, Assistant Director of Preconstruction  
**SUBJECT:** CONCEPT REPORT



We have reviewed the Concept Report submitted July 28, 2004 by the letter from Ben Buchan dated July 24, 2004, and have no additional comments.

The costs for this project are:

Construction	\$6,336,000
Inflation	\$999,000
E&C	\$733,500
Reimbursable Utilities	\$12,500 (Glynn Co.)
Right of Way	\$407,400 (Glynn Co.)

REW

c: Ben Buchan, Attn.: Darryl VanMeter

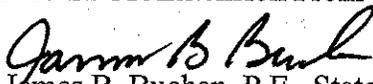
## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> STP-009-2(92)		<b>County:</b> Glynn		<b>PI No.:</b> 0000421	
<b>Report Date:</b> July 25, 2004		<b>Concept By:</b> DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant:: Thomas & Hutton Engineering Co.			
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input 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	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0000-00 (421)  
~~STP-009-2(92)~~, Glynn County  
P.I. No. 0000421  
SR 25 SPUR Extension From Cate Rd to SR 99

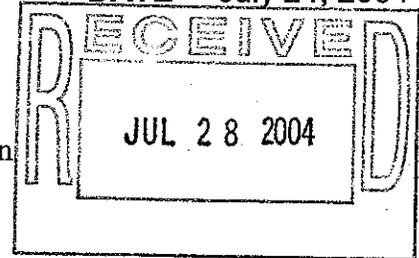
**FROM**   
James B. Buchan, P.E., State Urban Design Engineer

**TO** Meg Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT** Project Concept Report

**OFFICE** Urban Design

**DATE** July 24, 2004



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

If you have any questions concerning this matter, please call Darryl VanMeter or Steve Adewale at (404) 656-5447.

  
JBB:DVM:asa  
Attachment

cc: David Mulling, Project Review Engineer, w/attachment  
Harvey Keeper, State Environmental/Location Engineer, w/attachment  
Phillip Allen, State Traffic Safety and Design Engineer, w/attachment  
Joe Palladi, State Transportation Planning Administrator, w/attachment  
Jamie Simpson, Financial Management Administrator, w/attachment  
Gary Priester, P.E., District 5 Engineer, w/attachment

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

Project Number: STP-0000-00(421)

County: Glynn County

P. I. Number: 0000421

Federal Route Number: None

State Route Number: SR 25 Spur



SR 25 SPUR EXTENSION from CATE ROAD to SR 99

Recommendation for approval:

DATE 7/24/04

Darryl C. Van Meter  
Project Manager

DATE 7/25/04

James B. Burk  
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/or 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 and Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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



*Safety*

For the first half of 2001 (data provided by Glynn County), there was one accident at the intersection of Canal Road and SR 99; there were no injuries. Since the existing road (Canal Road) is undeveloped and only used by small amounts of local traffic, the accident data and traffic volume data are not statistically significant enough to produce accident rates.

The extension of SR 25 Spur will be classified as an Urban Collector. Between 1995 and 1998, statewide accident rates for Urban Collectors in Georgia averaged 473 accidents per 100 million vehicle miles traveled. The injury accident rate for Urban Collectors was 132 injury accidents per 100 million vehicle miles; the fatal injury accident rate was 1.19 fatalities per 100 million vehicle miles.

*Other*

The project is included in the local bicycle route for Glynn County. The Brunswick area Transportation Study (Brunswick MPO) made an admendment to the local bicycle route on April 19, 2004. The project is not on a route designated in the GDOT Statewide Bicycle & Pedestrian Plan. SR 25 Spur provides access for northeastern Glynn County to I-95 and the designated Hurricane Evacuation Routes of US 341/ US 25, SR 32 and US 82/SR 520. This SR 25 Spur extension provides an important link in the Hurricane Evacuation routes for the area. It provides access to I-95 and SR-99 which will aid in the mitigation of traffic during a hurricane evacuation.

There are several other proposed projects in the area:

Project Construction Type	Project Number	P.I. Number	Limits	*Construction Year
SR 99 Widening/Reconstruction Range	STP-0001-00(036)	0001036	US 341 TO I-95	Long Range
I-95 Widening/Reconstruction	NH-IM-95-1(117)	511100	US 341 TO McIntosh County Line	2006
SR 25 Widening	STP -0001-00(039)	0001039	Altamaha Blvd to SR 99	Long Range
SR 99 Widening/Reconstruction	STP-0001-00(422)	0000422	I-95 to US 17/SR 25	Long Range

\* "Construction Year" is as per the Brunswick Area Transportation Study's fiscal year 2002 - 2004 Transportation Improvement Program.

**Description of the proposed project:**

Project STP-0000-00(421) Glynn County is the proposed extension of SR 25 Spur from the end of the existing SR 25 spur widening area at realigned Cate Road, along the old Cate Road alignment, turning down Canal Road (CR 588) to the intersection of SR 99 and Canal road. The project will accommodate anticipated residential and commercial growth, the proposed theme park developed by Wildlife Realty and Associates and hurricane evacuation needs for Coastal Glynn County. The proposed project length consists of Approx. 2.1 miles of SR 25 Spur and 0.84 miles along SR 99.

Project Concept Report page 5  
Project Number: STP-0000-00(421)  
P. I. Number: 0000421  
County: GLYNN

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

U. S. Route Number(s):   N/A  

State Route Number(s): SR 25 Spur

Traffic (AADT):

Current Year: (2010) 6,000

Design Year: (2030) 24,500

Existing design features:

- Typical Section: SR 25 Spur: 4 – 12 foot lanes with 40 foot depressed median, 10' rural shoulders, Canal Road – 30' Dirt Road (includes shoulders), however 20' of the dirt road has been paved because of the G8 summit.
- Posted speed 55 mph (SR 25 Spur), 35 mph(Canal) and 55 mph (SR 99)
- Minimum radius for curve: 818'
- Maximum super-elevation rate for curve: 4.0%
- Maximum grade: 2 % - mainline, crossroads and drives.
- Width of right of way: 60 foot (Canal), 80 foot (Cate), 200 foot (SR 25 Spur) and 100 foot (SR 99).
- Major structures: None (List all bridge structures including length, width, and sufficient rating).
- Major interchanges or intersections along the project:
  1. SR 25 Spur and Cate Road Intersection
  2. Canal Road and SR 99 Intersection
- Existing length of roadway segment and the beginning mile logs for each county segment. For new location projects, the existing length of roadway is zero (0).  
2.10 Miles (SR 25 Spur Extension)  
0.84 Miles (SR 99)

**Proposed Design Features:**

- Proposed typical section(s):
  - The proposed typical section will continue the existing SR 25 Spur section: 2 – 12 foot lanes in each direction divided by a 44 foot depressed median with 10 foot bikeable outside shoulders (6.5 foot paved and 3.5 foot grassed).
- Proposed Design Speed Mainline 55 mph
- Proposed Maximum grade Mainline 2%
- Maximum grade allowable 7%.
- Proposed Maximum grade Side Street 2 %
- Maximum grade allowable 15 %.
- Proposed Maximum grade driveway 6 %
- Proposed Minimum radius for curve 1433'
- Minimum radius allowable 1065'
- Proposed Maximum super-elevation rate for curve: 6.0%
- Proposed right of way:
  - Width **200 foot (SR 25), 200 foot (SR 99 West) and 150 (foot SR 99 East).**
  - Easements: Temporary (X), Permanent (X), Utility (X), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 9 Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges - **NONE**
  - Retaining walls – **NONE**
  - Box Culvert - **An 8' X 4' box culvert is proposed at station 89+50, as illustrated in the conceptual layout, to accommodate 706 Acres of drainage. The proposed box culvert will replace an existing 36 inch reinforced concrete pipe.**
- Major intersections and interchanges.
  1. **SR 25 Spur and Cate Road.**
  2. **SR 99 Intersection at northern project Terminus.**
- Traffic control during construction: Cate and Canal Roads will continue to carry traffic during the extension of SR 25 Spur. No offsite detours will be needed. Once construction is complete traffic will be routed on the SR 25 SPUR extension and Cate and Canal Roads will not be operational.

## Need and Purpose:

### *Background*

Project STP-0000-00(421) consists of the extension of SR 25 SPUR in Glynn County. The project proposes to extend SR 25 SPUR from the intersection of Cate Road along the old Cate Road alignment to Canal Road to SR 99 on 200 feet of proposed right of way. SR 99 would be widened from an existing 2 lane facility to 4 lanes for approximately 2007 feet to the west and 2428 feet to the east before tapering back the existing 2 lane facility on 200 feet of proposed right of way. The northern terminus of this project is the intersection of SR 99 and Canal Road (CR 588). The southern terminus is the intersection of Cate Road and SR 25 Spur. Within the project area, SR 25 Spur is functionally classified as an urban collector. The typical section will consist of two – 12 foot lanes in each direction, a 44 foot depressed grassed median and a 10 foot bikeable shoulder, which consist of 6.5 foot paved and 3.5 foot grassed on each side.

The length of the proposed project is approximately 2.10 miles for the SR 25 SPUR extension and 0.84 miles for the SR 99 widening.

The project is identified and included in the Brunswick Area Transportation Study's 1995-2020 Long Range Transportation Plan, which was adopted in October, 1997. This Long Range Transportation Plan was subsequently revised and extended for the time frame of 2020 – 2025 in October 2000, and also included this project. In addition, this project is included in the Brunswick Area Transportation study's fiscal year 2002-2004 Transportation Improvement Program.

The project corridor is primarily undeveloped forest land and rural residential. In the area served by the project a proposed theme park, Steamboat City, is planned for an area east of Interstate 95 along the south side of SR 99. Construction of the new park will begin in the fall of 2004 with an anticipated opening of April 2006. The park itself is anticipated to ultimately attract approximately 1 million visitors per year. Commercial property at the intersection of SR 25 Spur extension and SR 99 will serve as an entrance area to the wildlife park.

### *Travel Demand*

Canal Road is currently a ~~dirt~~ <sup>PAVED AS PART OF G-8 SUMMIT - JDL</sup> road that exists within the area of the proposed extension of SR 25 Spur to SR 99. Because the proposed extension will be a new roadway, capacity analysis and level of service determinations could not be completed for the existing conditions.

A planning level analysis of SR 25 Spur indicates that it would function at Level of Service B (LOS B) in the future as a four-lane divided highway. This analysis was completed using the Highway Capacity Manual procedure for multi-lane highways and includes the following assumptions:

- 24,500 vehicles per day
- peak hour proportion of 10%
- 60%-40% directional split
- level terrain
- base free-flow speed of 55 mph
- 4% truck volume

• Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	0	0	(X)
ROADWAY WIDTH:	( )	0	(X)
SHOULDER WIDTH:	( )	0	(X)
VERTICAL GRADES:	0	0	(X)
CROSS SLOPES:	( )	0	(X)
STOPPING SIGHT DISTANCE:	0	0	(X)
SUPERELEVATION RATES:	( )	0	(X)
HORIZONTAL CLEARANCE:	( )	0	(X)
SPEED DESIGN:	0	0	(X)
VERTICAL CLEARANCE:	( )	0	(X)
BRIDGE WIDTH:	( )	0	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	0	(X)

• Design Variances; **NONE**

• Environmental concerns:

- Wetland Impacts – Approximately 7.5 Acres of wetland impacts. Section 404 Jurisdictional Wetlands.
- Cultural Resources – Cultural resources survey pursuant to Section 106 of the National Historic Preservation Act of 1966.
- Endangered species – Threatened and endangered species survey pursuant to the Endangered Species Act of 1963.
- Noise – A Noise Impact Assessment will be made in compliance with 23 CFR Part 772 of the FHWA's guidelines for the assessment of highway generated noise.
- COE Individual Permit Required

**Level of Environmental Analysis:**

- Are Time Savings Procedures appropriate? Yes ( ), No ( X ),
- Categorical exclusion ( ),
- Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
- Environmental Impact Statement (EIS) ( ).

**Utility Involvements:**

- Georgia Power Company – Distribution
- Bellsouth
- Glynn county Water & Sewer
- Adelphia - CATV

**Project responsibilities:**

- |                                |              |
|--------------------------------|--------------|
| ○ Design,                      | GLYNN COUNTY |
| ○ Right of Way Acquisition,    | GLYNN COUNTY |
| ○ Relocation of Utilities,     | GLYNN COUNTY |
| ○ Letting to contract,         | GA DOT       |
| ○ Supervision of construction, | GA DOT       |
| ○ Providing material pits,     | CONTRACTOR   |
| ○ Providing detours.           | CONTRACTOR   |

**Coordination**

- **INITIAL CONCEPT TEAM MEETING HELD:**  
Initial concept team meeting for this project held on November 10, 2003. Minutes attached.
- **CONCEPT TEAM MEETING HELD:**  
Concept team meeting for this project held on February 27, 2004. Minutes attached.
- **PUBLIC INFORMATION OPEN HOUSE**  
Public Information Open House was held within project limits at the Glynn County Fire Department Conference Room on May 11, 2004 from 4 P.M. to 7:00 P.M located at 235 Old Jesup Road in Brunswick, Ga. Eleven citizens attended the PIOH. Of the eleven citizens that attended, only three completed comment cards. The comments ranged from the need for traffic signals, moving up the time frame for construction and providing additional median breaks. The three citizens that completed the comment cards also noted that they were supportive of the project.
- P. A. R. meeting will be required.
- Local government comments.
- Other projects in the area. See Need and Purpose

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 24 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: 9 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete purchase of right of way: 4 Months.
- List other major items that will affect the project schedule: NA Months.

**Other alternates considered:** No Build

**Comments:**

- Project Plans will be completed in English units.
- During the initial conception of this project International Paper agreed to donate land for the SR 25 SPUR Extension. The project limits transverse nine parcels of land that is currently owned by two landowners. Parcels 1 thru 6, 8 and 9 are owned by International Paper Realty Corporation, which is a division within International Paper. Parcel 7 is owned by Diversified Investments Incorporated.
- The designation of the proposed route to State Route 25 Spur is currently in progress.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way Cost Estimate
  - c. Utilities Cost Estimate
2. Typical sections
3. Traffic Analysis
4. Initial Concept Meeting Minutes
5. Concept Meeting Minutes
6. Copy of Bid request for paving of Canal Road
7. Copy of BATS Bicycle Route Amendment
8. LGPA
9. Conceptual Plan Sheets

**PRELIMINARY COST ESTIMATE  
OFFICE OF URBAN DESIGN  
J-13594**

DATE: 3/25/2003

PREPARED BY: Thomas & Hutton Engineering Co.

PROJECT NO.: STP-0000-00(421)

P.I. NO.: 000421

MILEAGE: +/- 2.10 miles SR 25 Spur  
+/- 0.84 miles SR 99 Improvements

PROJECT DESCRIPTION/CONCEPT:

Project STP-0000-00(421) consists of the extension of State Route Spur 25 in Glynn County. In this project, the existing four-lane facility is proposed to be extended with a four-lane divided roadway along the existing Cate Road and Canal Road corridors. The northern terminus of this project is the intersection of SR 99 and Canal Road (CR 588). The southern terminus Cate Road and Spur 25 intersection, where Spur 25 currently ends. Within the project area, Spur 25 is functionally classified as an urban collector.

- ( ) PROGRAMMING PROCESS
- (X) CONCEPT DEVELOPMENT
- ( ) DURING PROJECT DEVELOPMENT

**PROJECT COSTS**

Right of Way:	41 ac @ \$	5,487.80	\$	225,000.00
Reimbursable Utilities:	JOB @ LUMP SUM		\$	12,500.00
Wetland Mitigation Credits	57 ea @ \$	3,200.00	\$	182,400.00
<b>Construction Costs:</b>				
<b>A. Major Structures</b>				
1. Box Culverts:				
8' X 4' Culvert				
Concrete for Barrels	188 cy @ \$	425.00	\$	79,900.00
Concrete for Wingwalls and Parapets	14 cy @ \$	425.00	\$	5,950.00
Concrete for Apron	3 cy @ \$	425.00	\$	1,275.00
Steel for the Barrels	23,452 lb @ \$	2.00	\$	46,904.00
Steel for the Wingwalls and Parapets	515 lb @ \$	2.00	\$	1,030.00
Steel for the Apron	230 lb @ \$	2.00	\$	460.00
Type II Found. Backfill Material	60 cy @ \$	47.50	\$	2,850.00
Rip Rap	50 sy @ \$	50.00	\$	2,500.00
Filter Fabric	50 sy @ \$	3.00	\$	150.00
Sub-Total - Major Structures			\$	141,019.00
<b>B. Grading and Earthwork</b>				
1. Borrow:	275,000 cy @ \$	10.00	\$	2,750,000.00
2. Unclassified Excavation	50,000 cy @ \$	3.00	\$	150,000.00
Sub-Total - Grading and Earthwork			\$	2,900,000.00

<b>C. Drainage</b>							
1.	Longitudinal Pipes						
	30 inch	500	lf	@	\$	40.00	\$ 20,000.00
	36 inch	500	lf	@	\$	50.00	\$ 25,000.00
	42 inch	200	lf	@	\$	60.00	\$ 12,000.00
2.	Flared End Sections						
	30 inch	6	fes	@	\$	550.00	\$ 3,300.00
	36 inch	10	fes	@	\$	750.00	\$ 7,500.00
	42 inch	2	fes	@	\$	1,000.00	\$ 2,000.00
3.	Plastic Filter Fabric	300	sy	@	\$	3.00	\$ 900.00
4.	Rip Rap	300	sy	@	\$	50.00	\$ 15,000.00
5.	TP II Foundation Backfill Material	150	cy	@	\$	47.50	\$ 7,125.00
	Sub-Total - Drainage						\$ 92,830.00

<b>D. Base and Paving</b>							
1.	Asphalt Paving						
	12.5 mm Superpave	11400	ton	@	\$	42.00	\$ 478,800.00
	19 mm Superpave	12800	ton	@	\$	39.00	\$ 499,200.00
	25 mm Superpave	4350	ton	@	\$	36.00	\$ 156,600.00
	Leveling	250	ton	@	\$	38.00	\$ 9,500.00
	Tack (.1 gal/sy)	15700	gls	@	\$	1.00	\$ 15,700.00
2.	Graded Aggregate Base						
	8" GAB	100000	yd <sup>2</sup>	@	\$	10.00	\$ 1,000,000.00
	Sub-Total - Base and Paving						\$ 2,159,800.00

<b>E. Signs and Striping</b>	JOB	@	LUMP SUM	\$	175,000.00
Sub-Total - Signs and Striping				\$	175,000.00

<b>H. Traffic Control</b>	JOB	@	LUMP SUM	\$	250,000.00
Sub-Total - Traffic Control				\$	250,000.00

<b>I. Clearing and Grubbing</b>	40	ac	@	\$	7,500.00	\$	300,000.00
Sub-Total - Clearing and Grubbing						\$	300,000.00

**J. Permanent/Temporary Erosion Control**

**Permanent Erosion Control**

Permanent Grassing	25	AC	@	\$	704.50	\$	17,612.50
Agricultural Lime	25	TN	@	\$	50.00	\$	1,250.00
Fertilizer Mixed Grade	15	TN	@	\$	228.00	\$	3,420.00
Fertilizer Nitrogen Content	1,250	LB	@	\$	1.40	\$	1,750.00
Liquid Lime	65	GL	@	\$	17.40	\$	1,131.00
Stone Dumped Rip Rap, TP 3, 12 IN	100	SY	@	\$	28.30	\$	2,830.00

**Temporary Erosion Control**

Type A - Silt Fence	13,665	LF	@	\$	1.60	\$	21,864.00
Type C - Silt Fence	36,036	LF	@	\$	3.30	\$	118,918.80
Temporary Grassing	13	AC	@	\$	410.00	\$	5,330.00
Mulch	120	TN	@	\$	220.00	\$	26,400.00
Fertilizer Mixed Grade	3	TN	@	\$	228.00	\$	592.80
Construct and Remove Temporary Pipe Slope Drain	1,700	LF	@	\$	11.40	\$	19,380.00
Maintenance of Temporary Silt Fence, TP A	6,833	LF	@	\$	1.00	\$	6,833.00
Maintenance of Temporary Silt Fence, TP C	18,018	LF	@	\$	1.30	\$	23,423.40

Sub-Total - Permanent/Temporary Erosion Control						\$	250,740.00
---	--	--	--	--	--	----	------------

**K. Miscellaneous Items**

1.	Field Engineer's Office: Type III	1	ea	@	\$	65,000.00	\$ 65,000.00
	Sub-Total - Miscellaneous Items						\$ 65,000.00

**CONSTRUCTION COST SUMMARY**

Right of Way	\$	225,000.00
Reimbursable Utilities	\$	12,500.00
Wetland Mitigation Credits	\$	182,400.00
<b>Total Right Of Way, Utilities and Mitigation</b>		<b>\$ 420,000.00</b>
<b>Grading and Earthwork</b>	\$	2,900,000.00
Drainage	\$	92,830.00
Base and Paving	\$	2,159,800.00
Signs and Striping	\$	175,000.00
Traffic Control	\$	250,000.00
Clearing and Grubbing	\$	300,000.00
Permanent/Temporary Erosion Control	\$	250,740.00
Miscellaneous Items	\$	65,000.00
Sub-Total Roadway Items		\$ 6,194,000.00
<b>Major Structures</b>	\$	142,000.00
Sub-Total Construction Estimate		\$ 6,336,000.00
3 Years of Inflation @ 5% per Year		\$ 999,000.00
10% E & C		\$ 634,000.00
<b>Total Roadway and Major Structures</b>		<b>\$ 7,969,000.00</b>

BUCHAN \_\_\_\_\_  
BOWMAN \_\_\_\_\_  
RICHARDSON \_\_\_\_\_  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*DM*  
*Darryl 1/7/7*

# Department of Transportation State of Georgia



## Interdepartmental Correspondence

**FILE** Preliminary R/W Cost Estimate      **OFFICE** R/W  
**DATE** July 1, 2004

**FROM** Don Brown, Right of Way Administrator

**TO** Ben Buchan, State Urban Design Engineer .

**AFTN:** Darryl VanMeter or Steve Adewale

**SUBJECT** Preliminary Right of Way Cost Estimate  
Project: STP-0000-00(421)Glynn  
P.I. No.: 0000421  
Description: Spur 25 Extension from Cate Road to SR 99

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

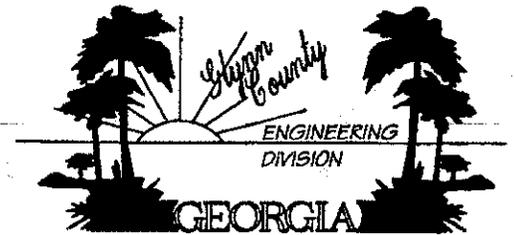
If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

DB:GAM:gm  
Attachments

cc: Phil Copeland, Assistant R/W Administrator  
Wilhelmina Mueller, Chief of Appraisal & Review  
File

**GLYNN COUNTY ENGINEERING DIVISION**

1803 GLOUCESTER STREET • OFFICE PARK • ROOM 123  
 BRUNSWICK, GA 31520  
 (912) 554-7490 • FAX (912) 267-5694



January 21, 2004

Mr. Keith Britton  
 Thomas & Hutton Engineering Co.  
 50 Park of Commerce Way Co. Inc.  
 P.O. Box 2727  
 Savannah, GA 31402-2727

Dear Mr. Bryson:

Enclosed is one copy of the estimate that I prepared for SPUR 25. The total acreage of the proposed right-of-way is 40.687 acres. The widths used are as follows:

BEGIN	END	WIDTH
SPUR 25: Existing right-of-way of Spur 25	North property line of Glynn County 911 Complex	120'
N. Line of Glynn County 911 Complex	ILUKA/IPRC Property line	120'/150'
I/UKA/IPRC Property Line	SR-99	150'
State Route 99:	A point	50' &
Proposed right-of-way line of Spur 25	2515' easterly along SR 99	100' X 100' miter at SPUR 25
Existing right-of-way	A point	70' &
Line of Spur 25	2200 feet westerly along SR- 99	100' X 100' miter at SPUR 25

The above widths were reserved on the 801 plats prepared by Shupe Surveying and used to convey the adjacent properties. A 25 foot strip for utilities was reserved along SPUR 25 from the 911 Complex to SR-99 and along SR-99 easterly. A 30 foot strip

from SPUR 25 westerly along SR-99, was reserved for utilities. The areas of the utility strips are not included in the total acreage.

Also enclosed is a copy of the comparable sales data used to prepare the estimate. The breakdown of areas in the estimate is based on the 801 plats.

The estimates include 25% add-on for acquisition cost and \$2500 for incidentals. The other add-on normally included were not considered applicable, since the right-of-way is being acquired by the County at no cost to DOT. If the omitted add-on should be included, please contact me.

If there are any questions, please contact us at (912) 554-7491.

Yours truly,

A handwritten signature in cursive script that reads "Charles Bryant".

Charles Bryant  
Right-of-Way Coordinator

/js

PROGRAM ESTIMATE

(421)  
 PROJECT STP-0000-00 COUNTY GLYNN  
 (SPUR 25 EXTENSION)

PAR.	HIGHEST BEST USE	SALE NO.	ACRES	UNIT VALUE	EASMT	IMPROV.	DAMAGES	FENCE	TOTAL	REMARKS
1	COMMERCIAL	870	1.082	12,000.					12,984.	7.444 ± ACRES, RT.
2	COMMERCIAL	116	1.035	5,500.					5,693.	49.369 ± ACRES RT.
3	COMMERCIAL	118	2.217	7,500.					16,628.	32.217 ± ACRES RT.
4	PUD	10411	22452	3000.					67,356.	687.822 ± ACRES RT.
5	RESIDENTIAL	149	2.498	5,200.					12,990	197.846 ± ACRES WEST SPUR-25
6	COMMERCIAL	117	9.256	5,000.					46,280.	67.111 ± ACRES RT.
7	RESIDENTIAL	10411	0.30	15,000.					4,500.	0.0 ACRES REP
8	COMMERCIAL	116	1.164	7,500.					8,730.	0.30 TOTAL (LT.)
9	COMMERCIAL	117	0.683	5,000.					3,415.	20.704 ± ACRES
										80.594 ± ACRES, EAST SPUR-25

40.687 ACRES

John C. Bryant 1-21-04  
 GEORGIA CERTIFIED REAL PROPERTY APPRAISER # 1622

Estimated Right of Way Cost.....	178,576.
Condemnation Increase (32%) N/A.....	
Adm. & C.O. Settlements (10% X 20% WA)	
Sub-Total.....	178,576.
Acquisition Cost (25%).....	44,644.
Condemnation Cost-Jury Trials	
( X 50% X 20% X ) N/A.....	
Sub-Total - Incidentals.....	2,500.
Sub-Total - R/W Plus Incidentals.....	225,120.
Relocation Assistance..... N/A.....	
TOTAL RIGHT OF WAY.....	178,576.
	225,120.
	423,696.

ROUNDED

COMPARABLE SALES DATA

PROJECT STP-0000-00 (AZU)

COUNTY GLYNN

SALE NUMBER	DATE	GRANTOR	GRANTEE	RECORDED BOOK	RECORDED PAGE	LOCATION	INDICATED PRICE	ACREAGE OR LOT SIZE	PER ACRE OR SQUARE FOOT	REMARKS
1	9/30/02	INTERNATIONAL PAPER REALTY CORP	RONALD H. SAWYER	998	235	SR-99	\$1,059,180.	199.846	\$5,300.00	COMMERCIAL
2	9/16/01	INTERNATIONAL PAPER REALTY CORP	ILUKA RESOURCES, INC.	873	284	SR-99 & SPUR-25	\$4,801,300.	1522.015	\$3,155.00	RESIDENTIAL
3	12/13/01	INTERNATIONAL PAPER REALTY CORP	WILDLIFE REALTY ASSOCIATES, L.P.	875	235	SR-99	\$5,956,500.	2055.657	\$2,898.00	COMMERCIAL
4	7/13/03	PLUM CREEK	JOHNUS LAND COMPANY	1201	161	US-82, EMANUEL CH. RD. E.M. LOOP	\$948,600.	193.94	\$4,891.00	RESIDENTIAL
5	6/12/02	TIMBERLANDS LP LIBERTY LAND AND INVESTMENT CO.	ELDON MIXON, ET-AL	954	19	US-82 & BAUM-GARTER RD.	\$616,100.	177.3	\$3,475.00	RESIDENTIAL
6	2/6/00	SP FORESTS, LLC	WADE & CLAIRE, INC.	733	170	WIS SR-99	\$1,275,000	207.187	\$6,154.00	LAND, RESIDENTIAL
7	11/20/02	PLUM CREEK	F.L.D., INC.	1026	517	CHANCELOT ROAD	\$102,300.	20.458	\$5,000.00	8590 HIGH-
8	5/13/02	TIMBERLANDS LP	ARLENE A. HANSON	942	49	SR-32	\$60,700.	8.093	\$7,500.	RESIDENTIAL
9	3/14/03	PLUM CREEK	FACTOR ONE, LLC	1090	494	THALMANN ROAD, OLD SR-99	\$1,005,000.	201.875	\$4,978.00	37 TRACTS
10	6/24/02	TIMBERLANDS L.P.	GA. TRANSMISSION CORP.	967	343	KATCLIFF RA AT COLTS. RR.	\$611,100.	5.91	\$10,338.	RESIDENTIAL
11	3/17/00	SP FORESTS, LLC	U.S. POSTAL SERVICE	656	676	SPUR-25 NORTH I-95	\$60,765.	6.362	\$9,551.	COMMERCIAL

*John C. Bryant*  
 REALTY APPRAISER #1622

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

FILE: STP-0000-00(421)  
P.I.# 0000421

OFFICE: Jesup, Georgia

DATE: 4-18-2003

FROM: Karon Ivery, District Utilities Engineer

TO: Doyle D. Kelley, Jr. P.E. / Thomas & Hutton Engineering

SUBJECT: Utility Cost Estimate- S.R. 25 Extension from Cate Road to SR # 99

Per your request an on site inspection was made by this office and the following utilities were found to be located within the project limits:

Ga. Power Company-Distribution  
Bellsouth  
Glynn County Water & Sewer  
Adelphia- CATV

Of the above referenced utilities the following conflicts were found:

The Georgia Power poles appear to be on existing R/W but will need to be relocated at the power companies expense in the following areas. Station 7+00 to Station 45+00 and Station 55+00 to Station 63+00. Additionally, Adelphia CATV is under built on Georgia Power through out some of this project and would be required to move at their own expense.

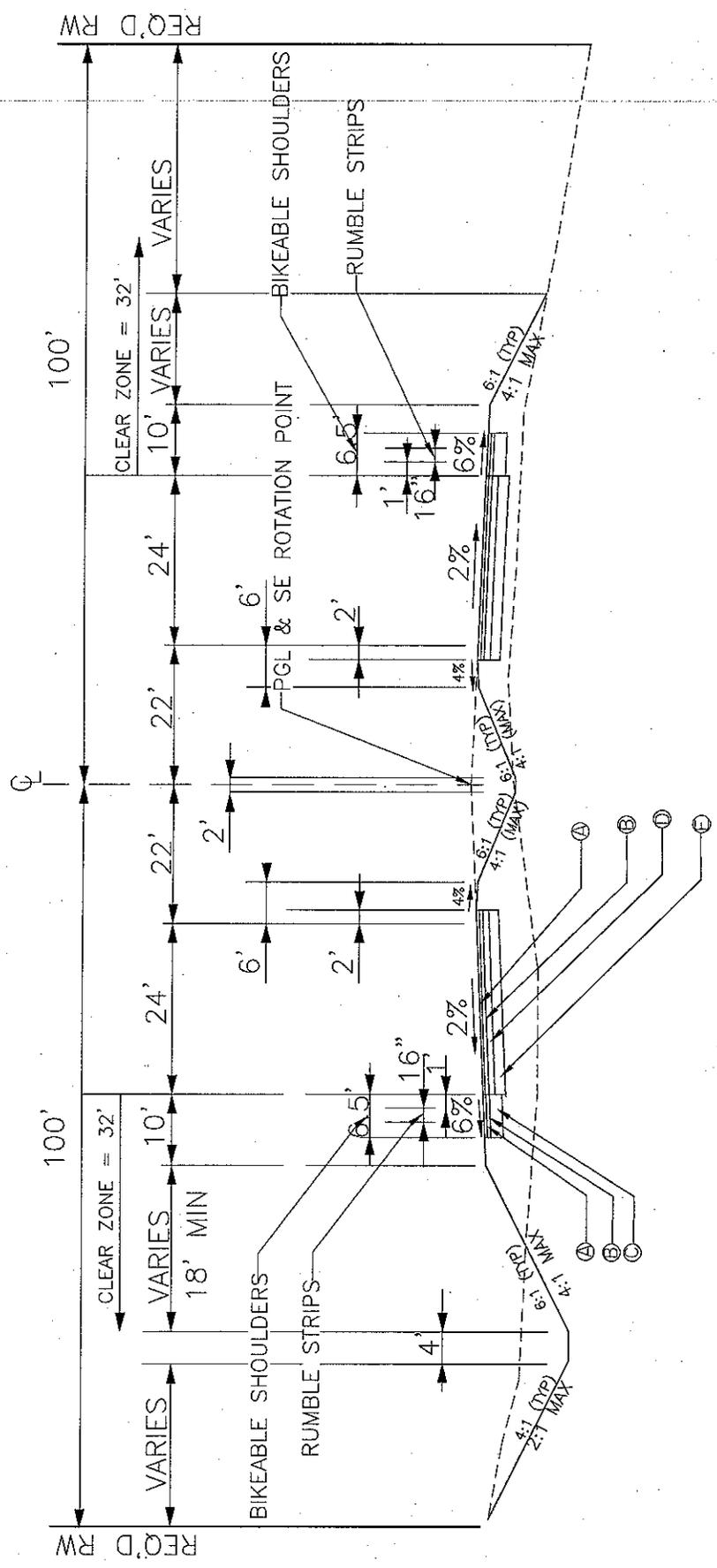
Georgia Power has a pole at Station 107+00 that is reimbursable and will need relocating. The estimated cost to relocate this pole would be approximately \$10,000.

Glynn County has some force mains that will be have minor impacts. These areas appear to be on private easement and will be eligible for reimbursement. There is approximately 130' of 2" force main at Station 18+00. There is approximately 100' of 2" force main at Station 14+00. The estimated cost to relocate these force mains would be \$2,500.

In summary, the total estimated cost of utility relocation on this project is \$12,500.00. If you need further assistance or wish to discuss this cost estimate please call Stephen Thomas at (912) 427-5779.

Copy:

Jeff Baker P.E., State Utilities Engineer  
Herman Griffin, State Transportation Programming Engineer  
Will Murphy, Area Engineer Brunswick  
Tony Collins, District Preconstruction Engineer  
General Files Unit  
District office files  
Utility office files



TYPICAL SECTION  
4 LANE SECTION W/ 44' DEPRESSED MEDIAN  
NTS

- Ⓐ 1 1/2" 12.5 mm Superpave
- Ⓑ 2" 19 mm Superpave
- Ⓒ 4" 25 mm Superpave
- Ⓓ 8" GAB
- Ⓔ 12" CLASS II OR BETTER MATERIAL

**SR 25 SPUR EXTENSION  
FROM CATE ROAD TO SR 99**  
 PREPARED FOR  
 GEORGIA DEPARTMENT OF TRANSPORTATION  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 PROJECT NO.: STP-0000-00(421) COUNTY: GLYNN  
 DATE: 5/11/04

## **TRAFFIC ANALYSIS**

### **CONCEPT REPORT FOR THE SPUR 25 EXTENSION FROM CATE ROAD TO GA 99**

#### **GLYNN COUNTY, GA**

##### **INTRODUCTION**

Spur 25 in Glynn County is classified as an Urban Collector by the Georgia Department of Transportation functional classification system. When completed, the proposed extension will connect GA 99 to the existing four-lane section of Spur 25, which runs down to the City of Brunswick.

The extension of Spur 25 to GA 99 will, in essence, be a new roadway. Canal Road currently exists in the area of the proposed roadway, but is a dirt road with very little traffic. Because the proposed extension will be a new roadway, capacity analysis and level of service determinations were not completed for the existing conditions.

##### **ACCIDENTS**

For the first half of 2001 (data provided by Glynn County), there was one accident at the intersection of Canal Road and GA 99; there were no injuries. Since the existing road (Canal Road) is undeveloped and only used by small amounts of local traffic, the accident data and traffic volume data are not statistically significant enough to produce accident rates.

The extension of Spur 25 will be classified as an Urban Collector. Between 2000 and 2002, statewide accident rates for Urban Collectors in Georgia averaged 530 accidents per 100 million vehicle miles traveled. The injury accident rate for Urban Collectors was 132 injury accidents per 100 million vehicle miles; the fatal injury accident rate was 1.43 fatalities per 100 million vehicle miles.

## TRIP GENERATION

A large amount of development is planned in the vicinity of Spur 25. Trips generated by the parcels surrounding the proposed Highway Spur 25 extension were estimated using the standard methodology and equations in the Institute of Transportation Engineers, Trip Generation, 7<sup>th</sup> Edition, 2003. The estimated future land uses for the area were taken from the Golden Isles Gateway Tract Master Plan; the amounts of development shown in the table are expected to be complete by 2030.

Table 1. Trip Generation

<b>ITE TRIP GENERATION WEEKDAY RATES</b>		
<b>Land Use Code</b>	<b>Land Use</b>	<b>Total Daily Trips Generated</b>
<b>Parcels R6</b>		
210	1200 single-family homes	10,200
<b>Parcel Total</b>		<b>10,200</b>
<b>Parcels R7, and R8</b>		
210	1200 single-family homes	10,200
<b>Parcel Total</b>		<b>10,200</b>
<b>Parcels CR6</b>		
310	375 unit Hotel	3,000
820	500,000 SF Commercial/Retail	19,300
<b>Parcel Total</b>		<b>22,300</b>
<b>Parcels CR9</b>		
310	475 unit Hotel	3,900
820	935,000 SF Commercial/Retail	29,000
<b>Parcel Total</b>		<b>32,900</b>

Source: Institute of Transportation Engineers, Trip Generation, 7<sup>th</sup> Edition, 2003

## **TRIP DISTRIBUTION BY PARCEL**

### **Parcel R6**

Access to Parcel R6 may be off of Spur 25 or GA 99. Most of the residential units will likely access Spur 25, either to travel to Interstate 95 or to commercial parcels CR6 or CR9. The following trip distribution is assumed for trips to and from Parcel R6:

- 10% internal capture – or to commercial parcels CR6 or CR9
- 30% to access points on GA 99
- 60% to access points on Spur 25

### **Parcels R7 and R8**

Access to these parcels will be via GA 99. Most vehicles traveling to Interstate 95 from these parcels will not travel on Spur 25, but will use the GA 99 interchange. A smaller percentage of vehicles will travel to and from Parcel CR6 and other locations south on Spur 25. The following trip distribution is assumed for trips to and from Parcel R7 and R8:

- 30% internal capture – or to Parcel CR9
- 10% to areas west on GA 99 (the US 341 area)
- 40% to areas east on GA 99 (Interstate 95)
- 20% to areas south on Spur 25

### **Parcel CR6**

This parcel is located adjacent to the Spur 25 interchange with I-95. Most of the traffic accessing this parcel will be from the interstate and areas to the south. A lesser amount of traffic will come areas to the north along Spur 25. Trip distribution assumptions are as follows:

- 10% internal capture
- 65% to/from the Spur 25 Interchange
- 25% to/from Spur 25

### **Parcel CR9**

This parcel is located near the intersection of Spur 25 and GA99. Most of the traffic accessing this parcel will be from the interstate and areas to the east. Since it is slightly closer to the GA 99 interchange than the Spur 25 interchange, more of the I-95 traffic will likely use GA 99. Trip distribution assumptions are as follows:

- 40% internal capture (within Parcels R6, R7, and R8)
- 30% to/from the GA 99 Interchange via GA 99
- 20% to/from the Spur 25 Interchange via Spur 25
- 10% to areas west on GA 99 (the US 341 area)

## **TOTAL TRIPS ON SPUR 25**

Based on the above trip generation and distribution, it is estimated that the average daily traffic on Spur 25 will be approximately 24,500 vehicles per day in 2030. These trips include approximately 6,100 trips generated by Parcel R6, 2,200 trips generated in Parcels R7 and R8, 5,600 trips generated by Parcel CR6, and 6,500 trips generated by Parcel CR 9. Approximately 4,000 trips are assumed as through trips that do not access any of the adjacent parcels.

The initial concept report for Phase 1 of the Spur 25 extension estimated approximately 15,000 vehicles per day on Spur 25 between GA 99 and Cate Road in 2020. This estimation, however, was made without the anticipated commercial development in Parcel CR9.

It is assumed that approximately 10 to 15% of the development shown in Table 1 will be in place by 2010. This new development, along with through traffic, would result in volumes of approximately 6,000 vehicles per day in 2010.

Daily volume estimates:

- 2010 – 6,000 vpd
- 2030 – 24,500 vpd

## **LEVEL OF SERVICE**

A planning level analysis of Spur 25 indicates that it would function at Level of Service B (LOS B) in 2030 as a four-lane divided highway. This analysis was completed using the Highway Capacity Manual procedure for multi-lane highways and includes the following assumptions:

- 24,500 vehicles per day
- peak hour proportion of 10%
- 60%-40% directional split
- level terrain
- base free-flow speed of 55 mph
- 4% truck volume

**Minutes of Meeting**  
**Initial Concept Review Meeting – 11/10/03**

**Date:** November 21, 2003

**Date of Meeting:** November 10, 2003

**Projects:** SR 25 SPUR EXTENSION from CATE ROAD to SR 99

**Purpose of Meeting:** Initial Concept Review Meeting

**Meeting Location:** Brunswick, GA - District Area Office

**Attendees:**

<b>NAME</b>	<b>ORGANIZATION</b>	<b>PHONE NO.</b>	<b>EMAIL ADDRESS</b>
Teresa Scott	GDOT	912-427-5788	<a href="mailto:teresa.scott@dot.state.ga.us">teresa.scott@dot.state.ga.us</a>
Tom McQueen	GDOT	404-657-6697	<a href="mailto:tom.mcqueen@dot.state.ga.us">tom.mcqueen@dot.state.ga.us</a>
Bryan Czech	GDOT	912-264-7247	<a href="mailto:bryan.czech@dot.state.ga.us">bryan.czech@dot.state.ga.us</a>
Jacky Free	BellSouth	912-264-0534	<a href="mailto:jacky.free@bellsouth.com">jacky.free@bellsouth.com</a>
Shahid Sayed	GDOT	404-657-6911	<a href="mailto:shahid.sayed@dot.state.ga.us">shahid.sayed@dot.state.ga.us</a>
Jeffrey Moody	GDOT	912-264-7247	<a href="mailto:jeffrey.moody@dot.state.ga.us">jeffrey.moody@dot.state.ga.us</a>
Charles Bryant	Glynn County	912-554-7491	na
Earnest Green	GDOT	912-427-5793	<a href="mailto:earnest.green@dot.state.ga.us">earnest.green@dot.state.ga.us</a>
Chauncy Elston	GDOT	404-699-4435	<a href="mailto:chauncey.elston@dot.state.ga.us">chauncey.elston@dot.state.ga.us</a>
Darryl VanMeter	GDOT	404-656-5447	<a href="mailto:darryl.vanmeter@dot.state.ga.us">darryl.vanmeter@dot.state.ga.us</a>
Jim Bruner	Glynn County	912-554-7495	<a href="mailto:jbruner@glynncounty.org">jbruner@glynncounty.org</a>
Stephen Thomas	GDOT	912-427-5754	<a href="mailto:stephen.thomas@dot.state.ga.us">stephen.thomas@dot.state.ga.us</a>
Cynthia Phillips	GDOT	912-427-5767	<a href="mailto:cynthia.phillips@dot.state.ga.us">cynthia.phillips@dot.state.ga.us</a>
Steve Adewale	GDOT	404-656-5447	<a href="mailto:steve.adewale@dot.state.ga.us">steve.adewale@dot.state.ga.us</a>
Doyle Kelley	Thomas & Hutton	912-234-5300	<a href="mailto:kelley.d@thomas-hutton.com">kelley.d@thomas-hutton.com</a>
Keith Britton	Thomas & Hutton	912-234-5300	<a href="mailto:britton.k@thomas-hutton.com">britton.k@thomas-hutton.com</a>
Mark Pickering	Thomas & Hutton	912-234-5300	<a href="mailto:pickering.m@thomas-hutton.com">pickering.m@thomas-hutton.com</a>

## **SUMMARY OF ISSUES:**

### **UTILITY ISSUES**

- Glynn County to relocate utilities.
- District to coordinate utility relocation items.

### **RIGHT OF WAY ISSUES**

- Submit concept to the general office for right of way estimate or use someone pre-qualified to prepare estimates. County has a GDOT certified appraiser on staff that could also prepare estimates.
- Recheck right of way area and easements.
- Cate and Canal road will not be operational after project is completed.
- There are two parcels instead of 1 that will need to be acquired. Concept report needs to be updated to reflect the change.

### **ENVIRONMENTAL ISSUES**

- Environmental process normally takes 24 months. Many studies along corridor have been started. It appears there are a few items that may cause problems however the time for environmental should be changed from 18 to 24 months.
- If existing environmental data is more than five years old new data will need to be collected.
- If an individual wetlands permit is required then a PAR (Practical Alternatives report) will also be required.
- Environmental studies can be started now.
- Environmental Assessment will be required.
- Change scheduling in concept report for "Time to complete purchase of right of way" from 12 months to 4 months.
- A UST evaluation will need to be part of the environmental document.
- Environmental Justice may be an issue on this project.

### **COST ESTIMATE ISSUES**

- Increase traffic control cost to \$250,000.00
- Add cost for mitigation to concept report. Get Mike DeMell to run SOP calculation to determine the number of mitigation credits needed.
- On final concept report separate the costs of utilities, right of way and construction.

### **TYPICAL SECTION AND ALIGNMENT ISSUES**

- Discussed 6.5 foot paved bikeable shoulder (16" milled rumble strip in skip pattern) but decided to go with 8 foot shoulders.
- Revise typical section and alignment to reflect 8 foot shoulders for operational improvements to road. With the Park opening in the next few years, the potential for bike traffic on the road will be greatly increased. The 8 foot shoulder will allow the roadway to easily be converted to a bike route.
- Check to make sure median spacing meets the 660' for urban roads and that it's documented in the concept report.

Minutes of Meeting

Page 3 of 3

- Make sure jug handles are in place or median breaks have adequate space for U-Turns.
- Expand on why the box culvert is needed and what existing drainage structure its replacing. Consider using bottomless culvert.
- Traffic will be maintained on existing Cate and Canal roads during construction. No offsite detours will be required.
- Traffic study will be conducted after SR 25 SPUR is completed to determine need for traffic signals.
- Use Type B median cross over.
- Make sure right turn lanes have 300 foot storage and 100 foot taper.
- Aerial photography should be updated before next concept meeting.
- Re-look at the layout to see if it's possible to utilize more of the existing roadway for construction. Specifically along Canal road in area near wetlands and GA 99 intersection.
- Re-look at the number of median breaks along alignment. If possible, reduce the number along the curves of the proposed SR 25 SPUR extension.
- Determine proper design to provide mobile home lots along Canal Road access to the SR 25 SPUR extension.

---

## **CONCEPT MEETING MINUTES**

**SR 25 SPUR EXTENSION FROM CATE ROAD TO SR 99**

**PROJECT NUMBER: STP -0000-00(421)**

**P.I. NUMBER: 0000421**

**DATE OF MEETING: 2/27/2004**

**Date of Distribution:** March 12, 2004

**Date of Meeting:** February 27, 2004

**Projects:** SR 25 SPUR EXTENSION from CATE ROAD to SR 99

**Purpose of Meeting:** Concept Meeting

**Meeting Location:** Jesup, GA - District Area Office

<b>Attendees:</b>	<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>
	Tony Collins	GDOT - Jesup Preconstruction	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>
	Jacky Free	BellSouth	912-264-0534	<a href="mailto:jacky.free@bellsouth.com">jacky.free@bellsouth.com</a>
	Shahid Sayed	GDOT - Planning	404-657-6911	<a href="mailto:shahid.sayed@dot.state.ga.us">shahid.sayed@dot.state.ga.us</a>
	Theresa Holder	GDOT - Urban Design	404-656-5447	<a href="mailto:theresa.holder@dot.state.ga.us">theresa.holder@dot.state.ga.us</a>
	Jerry Milligan	GDOT - Right of Way	404-463-2575	<a href="mailto:jerry.milligan@dot.state.ga.us">jerry.milligan@dot.state.ga.us</a>
	Peter Eze	GDOT - Urban Design	404-656-5447	<a href="mailto:peter.eze@dot.state.ga.us">peter.eze@dot.state.ga.us</a>
	Chauncy Elston	GDOT - OEL/NEPA	404-699-4435	<a href="mailto:chauncey.elston@dot.state.ga.us">chauncey.elston@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>
	Ron Wishon	GDOT - ENG Services	404-651-7470	<a href="mailto:ron.wishon@dot.state.ga.us">ron.wishon@dot.state.ga.us</a>
	Scott Zehraff	GDOT - OTS&D	404-635-8127	<a href="mailto:scott.zehngraff@dot.state.ga.us">scott.zehngraff@dot.state.ga.us</a>
	Tom McQueen	GDOT - Planning	404-607-6697	<a href="mailto:tom.mcqueen@dot.state.ga.us">tom.mcqueen@dot.state.ga.us</a>
	Karon Ivery	GDOT - Jesup Utilities	912-427-5779	<a href="mailto:karon.ivery@dot.state.ga.us">karon.ivery@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>
	Allen Troha	GDOT - Jesup Traffic Ops	(912) 427-5764	<a href="mailto:allen.troha@dot.state.ga.us">allen.troha@dot.state.ga.us</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>
	Steve Adewale	GDOT - Urban Design	404-656-5447	<a href="mailto:steve.adewale@dot.state.ga.us">steve.adewale@dot.state.ga.us</a>
	Ray Shell	Glynn County Utilities	(912) 554-7497	<a href="mailto:rshell@glynncounty.org">rshell@glynncounty.org</a>
	Jim Bruner	Glynn County Engineering	(912) 554-7495	<a href="mailto:jbruner@glynncounty.org">jbruner@glynncounty.org</a>
	Keith Britton	Thomas & Hutton	912-234-5300	<a href="mailto:britton.k@thomas-hutton.com">britton.k@thomas-hutton.com</a>
	Mark Pickering	Thomas & Hutton	912-234-5300	<a href="mailto:pickering.m@thomas-hutton.com">pickering.m@thomas-hutton.com</a>

### **LOCAL GOVERNMENT REPRESENTATIVES**

1. Glynn County inquired about the possibility of including signing and marking for a bike shoulder on the project. GDOT responded that we are limited in the policy to just those areas that are on the approved state or local bike route. Glynn County will research the possibility of getting the route approved as a local bike route.

UPDATE: Glynn County has begun the process of incorporating the SR 25 SPUR into local bike plan.

2. Glynn County is considering the possibility of paving the dirt road, which is Canal Road, to aid in the mitigation of possible traffic during the G8 summit. Glynn County questioned whether paving the road would have any negative impacts on the future project. GDOT responded that as long as the funds were not state or federal funds, it would be the County's choice as far as what to do with Canal Road. GDOT wants to make sure that if the road is paved, it is shown as such on the construction plans.

UPDATE: Glynn County has completed paving the dirt road, which is Canal Road, to aid in the mitigation of possible traffic during the G8 Summit.

3. Glynn County's utility manager provided information that the county will be installing a gravity sewer (within 6-8 months) around STA 92+00 to existing GA 99 on the west side of the road. A water production plant is also planned around STA 92+00 on approximately one acre of land. There will be a 12 inch water main crossing the proposed road. GDOT wants the team to make sure all utility activities are coordinated through the GDOT District Utility Engineer.

### **ENGINEERING SERVICES**

1. Asked if LGPA has been executed? It was confirmed that a LGPA was executed on March 2000.

### **TRAFFIC SAFETY AND DESIGN**

1. Inquired about the reasoning for the number of median breaks shown along the proposed alignment. Glynn County and T&H provided input as to why the alignment is designed with the number of median breaks shown.

UPDATE: T&H reduced the number of median breaks at the request of GDOT.

2. GDOT prefers that all the median openings for the alignment be shown as Type B for safety purposes.

UPDATE: All median openings were changed to Type B .

3. GDOT would like the number of median openings along the alignment to be reduced.

UPDATE: T&H reduced the number of median breaks at the request of GDOT.

4. GDOT asked if a warrant analysis had been conducted to determine the need for traffic signals. GDOT suggested looking at a couple of years after build year to determine need for traffic signals. GDOT would like warrant analysis to be conducted at this time instead of waiting until after project is open.

UPDATE: Per discussions at the PIOH held on May 11, 2004 it was determined that due to current level of traffic and the fact that the extension is basically a new road, a signal warrant analysis was not needed during the conceptual phase, however a signal warrant analysis should be requested during the preliminary plan development phase.

5. GDOT suggested that when designing the driveway into the Timber Ridge subdivision, (around STA 41+00) an adequate radius needs to be implemented in the southwest quadrant to allow for an island in that corner. This will allow for a separate right and left turn.

UPDATE: Right turn lane was added at the driveway into Timber Ridge subdivision.

6. At the intersection of GA 99 and SR 25 SPUR the north bound through lanes should be stripped out, since no through street exists.

UPDATE: Through lane was stripped out.

7. Determine the use of the existing local road between stations 169+00 and 170+00. Evaluate the need to reduce the nose of the median at Station 170+00 to allow access from and to the local road if needed.

UPDATE: Road is currently an old logging road. As property across the street develops the new road should be aligned with the SR 25 SPUR extension.

8. At Sta 25+00, provide one Island to take care of Right -in/Right-out flow at the junction.

### ENVIRONMENTAL

1. OEL suggested we conduct a public information meeting during the conceptual stage to make the public aware of the conceptual design of the proposed SR 25 Spur Extension.

UPDATE: Public Information Meeting to be held May 11, 2004.

2. OEL suggested at least two alternatives are displayed during the public information meeting, in order to show we have considered more than one alternative and to satisfy the NEPA process.

UPDATE: The current desired alternative will be shown at the PIOH. During the environmental documentation for the projects other routes may be considered if necessary.

3. GDOT will determine time for conducting a public information meeting as soon as possible.

UPDATE: Public Information Meeting to be held May 11, 2004.

### **PLANNING**

1. Teresa Scott, with District 5, will work with Glynn County to get the PIM scheduled as soon as possible.

UPDATE: Public Information Meeting to be held May 11, 2004.

### **DISTRICT**

1. 89+50 culvert is shown off of right of way and needs to be corrected.

UPDATE: Drawing corrected.

### **RIGHT OF WAY**

1. GDOT approved the right of way estimate provided in the concept report.

### **UTILITIES**

1. Glynn County will pay for any reimbursable utilities.

### **URBAN DESIGN**

1. Typical Section
  - a. Recommended profile grade line is rotated about the centerline.
  - b. Recommended inside shoulder slope be changed from 6% to 4%. Maximum break over is 8%.
  - c. Approved the inside paved shoulder following cross slope of mainline.
  - d. Generally GDOT always dimension front slope width. Front slope should be labeled as varies with a minimum of 18'.
  - e. Recommended putting an 18' front slope at 6:1 opposed to a 12 foot at 4:1, due to the sugary soil nature during construction. The 6:1 gives better erosion protection until the vegetation is established.
  - f. Recommended using clear zone of 32' and labeling the typical accordingly.

UPDATE: Suggested changes were made however, further discussions needs to be held concerning the rotation about the centerline or inside edge of pavement. Rotating about the centerline will increase the earthwork quantities significantly compared to rotating about inside edge of pavement. In addition, using a 6:1 front slope may impact the right of way requirements for this project.

## 2. Concept Report

- a. On page 6, change "Maximum Radius Allowable" to "Minimum Radius Allowable".
- b. On page 6, delete degrees of curve bullets under Proposed Design Features.
- c. Change Proposed Maximum super-elevation from 4% to 6%.
- d. Adjust Minimum Radius, based on e max of 6%
- e. On page 5, under PDP Classification, should have "Major" and "Minor" listed and have "Major" checked.
- f. Add "Federal Oversight:" under the PDP Classification line, prior to the Exempt status.
- g. Under "Traffic (AADT)", Current year traffic should be 2010. The current year traffic should reflect year expected to be open.
- h. Under "Traffic (AADT)" Design year traffic should be 2030.
- i. Designation SR 25 SPUR has not been finalized. Add note to concept stating that the designation of SR 25 SPUR is currently in progress, as initiated by District 5.
- j. Under "Environmental Concerns" add list of environmental concerns
- k. Under "Coordination", include Initial Concept Meeting date and brief summary and statement that "minutes are attached".
- l. Include date of Concept Meeting and statement that "minutes are attached".

UPDATE: All changes were made to the Concept Report.

## 3. Scheduling

- a. Plan on submitting for concept by March 23, 2004.
- b. PIM is planned for May.
- c. Environmental approval complete by December 2005.
- d. Begin R/W July 2006.
- e. FFPR December 2006.

## 4. Addendum

Subsequent to the concept team meeting, the Glynn County Engineer, Mr. Jim Bruner promised to seek consultant services for environmental evaluation of the project and also to instruct the consultant to delete all the median openings that are not on the public streets.

UPDATE: Thomas & Hutton Engineering Co has put together a team that is pre-qualified to conduct the NEPA studies. Once an environmental scope has been defined the required activities will begin.

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**SCOPE OF WORK & TYPICAL SECTION  
FOR CONSTRUCTION OF CANAL ROAD FOR G8 SUMMIT**

**INVITATION FOR BID  
NO.**

***INSTRUCTION TO BIDDERS***

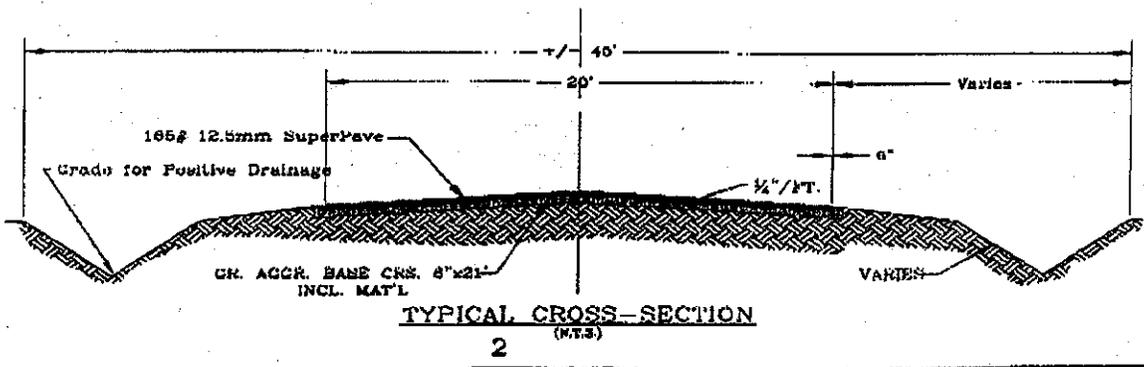
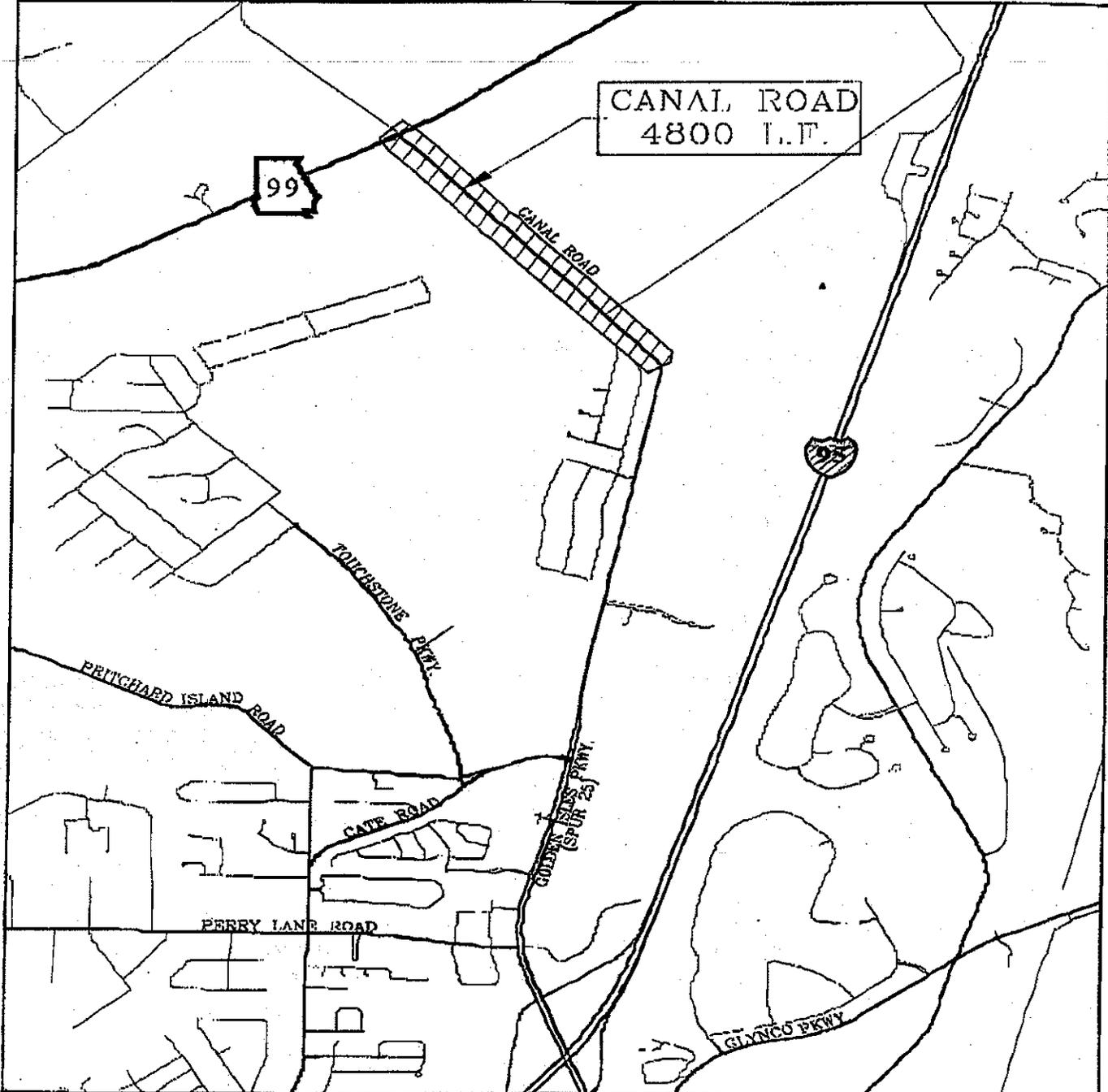
1. **Intent:** It is intended that the Instructions to Bidders, General Conditions, and Detailed Specifications shall define and describe the complete work to which they relate.
  
2. **Work To Be Done:** This project consists of the paving of the dirt road section of Canal Road from the end of Cate Road to Georgia Highway 99, a total of 4,800 linear feet. This proposal is based on a twenty feet paving width, six-inch base section and one and one-half inches of 12.5mm topping. The general grading plan for the proposed road base and paving will be to "best-fit" centerline and ditch profiles with the existing roadbed and swale ditches to provide positive drainage and minimum grading. Work must be completed prior to **June 1, 2004**.

All work shall be in accordance with the "Technical Specifications" and the typical cross section. All material shall conform to the specifications contained in the "Technical Specifications".

3. **Site Examination:** The Bidder is advised to examine the location of the work and to inform himself fully as to its conditions; the conformation of the ground; the character, quality and quantity of the products needed preliminary to and during the prosecution of the work; the general and local conditions and all other matters which can in any way affect the work to be done under the Contract. Failure to examine the site will not relieve the successful bidder of his obligation to furnish all products and labor necessary to carry out the provisions of his contract.

The Bidder shall notify the Owner of the date and time he proposes to examine the location of the work. The Bidder shall confine his examination to the specific areas designated for the proposed construction, including easements and public rights of way. The Bidder is solely responsible for any damages caused by his examination of the site.

4. **Bid and Contract Security:** Each Proposal must be accompanied by a bid bond for an amount equal to at least five percent (5%) of the amount bid. If for any reason whatsoever the Bidder withdraws from the competition after opening the bids, or if he refuses to execute the Contract, the Owner will proceed on the Bid Bond. The Surety of the Bid Bond, Performance Bond, and Payment Bond shall be a surety company authorized to do business in the State of Georgia, shall be listed in the Department of the Treasury Circular 570, and shall have an underwriting limitation in excess of 100% of the bid amount. The Bonds and Surety shall be subject to approval by the Attorney for the Owner.



**A RESOLUTION BY  
THE BRUNSWICK AREA TRANSPORTATION STUDY  
TO AMEND THE BICYCLE ROUTE MAP OF  
2000 LONG RANGE TRANSPORTATION PLAN**

Whereas, the 2000 Long Range Transportation Plan for the Brunswick Area Transportation Study includes a route map for proposed bicycle facilities developed as part of the 1994 Transportation Enhancements Study; and,

Whereas, developmental patterns of the county have evolved since that time, and the current map does not consider the residential development planned as part of the Golden Isles Gateway tract; and,

Whereas, a number of road projects in or near the Golden Isles Gateway tract have entered concept design phase, and inclusion of these roads to the BATS bicycle route map will provide policy direction to Georgia Department of transportation to consider road design and signage appropriate to cyclists when designing these projects; and,

Whereas, Road sections to be added to the local bicycle route are: Spur 25 from Glynco Parkway west to SR 99; SR 99 from Canal Rd. intersection to US 17/SR 25; Glynco Parkway from Spur 25 to Harry Driggers Blvd.; and Harry Driggers Blvd. From Glynco Parkway to US 17/SR 25.

Whereas, the Citizens Advisory Committee and the Technical Coordinating Committee have reviewed and recommended this amendment April 2, 2004.

Therefore, be it resolved by the Policy Committee of the Brunswick Area Transportation Study to amend the local bike route.

Adopted this day, April 19, 2004.



\_\_\_\_\_  
Steven V. Brian  
Chairman  
Policy Committee



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

WAYNE SHACKELFORD  
 COMMISSIONER  
 (404)656-5206

FRANK L. DANCHETZ  
 CHIEF ENGINEER  
 (404)656-5277

STEVEN L. PARKS  
 DEPUTY COMMISSIONER  
 (404)656-5212

BILLY F. SHARP  
 TREASURER  
 (404)656-5224

March 28, 2000

The Honorable Gerry Robertson, Chairman  
 Glynn County Commission  
 P.O. Box 879  
 Brunswick, Georgia 31521

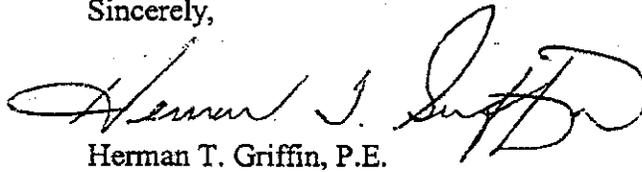
Dear Chairman Robertson:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Glynn County for the following projects:

**STP-0000-00(421), Glynn County, P.I.# 0000421  
 Improvements To S.R. 25 Spur FROM Cate Rd.  
 Along Canal Rd./C.R. 588 TO S.R. 99**

We look forward to working with you on the successful completion of this joint project. Should you have any questions, please contact me at (404) 656-5320.

Sincerely,

  
 Herman T. Griffin, P.E.  
 State Transportation Programming Engineer

Attachments

HTG:syp  
 c: Percy Middlebrooks, w/attach.  
 Gary Priester, w/attach.  
 James Kennerly

- \_\_\_\_\_ District Engr.
- \_\_\_\_\_ Personnel
- \_\_\_\_\_ Contracts
- \_\_\_\_\_ Dist. Est.
- \_\_\_\_\_ Mill's Test
- \_\_\_\_\_ Constr.
- \_\_\_\_\_ Progn. & P.I. *2/13*
- \_\_\_\_\_ Pre-Const. *AS 4/3*
- \_\_\_\_\_ Local Gov., *R.W. 204-3-8*
- \_\_\_\_\_ Design
- \_\_\_\_\_ State Aid *2/13*
- \_\_\_\_\_ Right of Way
- \_\_\_\_\_ E.M.O. & Tr.
- \_\_\_\_\_ Employee Stay
- \_\_\_\_\_ Traffic Study
- \_\_\_\_\_ Utilities
- \_\_\_\_\_ Adm. Officer
- \_\_\_\_\_ Purchasing
- \_\_\_\_\_ Maintenance
- \_\_\_\_\_ Sign Room



AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

GLYNN COUNTY, GEORGIA

FOR

IMPROVEMENTS TO S.R. 25 SPUR FROM CATE ROAD  
ALONG CANAL ROAD/C.R. 588 TO S.R. 99

THIS AGREEMENT, is made and entered into this 21<sup>ST</sup> day of  
March, 2000, by and between the DEPARTMENT OF  
TRANSPORTATION, an agency of the State of Georgia, hereinafter called the  
"DEPARTMENT", and GLYNN COUNTY, GEORGIA, acting by and through its  
Commission, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a  
desire to improve the roadway facility along S.R. 25 Spur from Cate Road along Canal  
Road/C.R. 588 to S.R. 99, Georgia Department of Transportation Project Number  
STP-0000-00(421), P.I. Number 0000421 hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a  
desire to participate in providing the preconstruction engineering activities needed for the  
improvements, relocating the utilities, and other costs as specified in the AGREEMENT, and the

DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources subject to those certain conditions set forth in the AGREEMENT.

THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.

2. The PROJECT construction and right-of-way plans shall be prepared in English units.

3. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved State Transportation Improvement Program (STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the

completion of respective commitments contained herein, if a change in schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right-of-way, as applicable.

4. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.

5. The LOCAL GOVERNMENT shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the Plan Presentation Guide, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specification for the Construction of Roads and Bridges, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT'S responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 5b and approved by the DEPARTMENT. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and

reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right-of-way considerations.

b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to,

US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right-of-way plans, staking of the required right-of-way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specification including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with acceptable industry standards.

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the LOCAL GOVERNMENT.

7. Upon the LOCAL GOVERNMENT'S determination of the rights-of-way required for the PROJECT and the approval of the right-of-way plans by the DEPARTMENT, the LOCAL GOVERNMENT shall fund the acquisition and acquire the necessary rights-of-way for the PROJECT. Right-of-way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the

DEPARTMENT. Failure to follow these requirements will result in loss of Federal funding for the PROJECT, and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. All required right-of-way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT'S advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all changes to the approved right-of-way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right-of-way or to match actual conditions encountered.

8. The LOCAL GOVERNMENT shall be responsible for the design of any bridges which lay within the limits of this PROJECT. The LOCAL GOVERNMENT shall perform all necessary survey efforts regarding the design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The LOCAL GOVERNMENT shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

10. The LOCAL GOVERNMENT shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.

11. The LOCAL GOVERNMENT shall be responsible for all costs for the construction, the continual maintenance, and the continual operations of any and all sidewalks within the PROJECT limits.

12. The LOCAL GOVERNMENT shall follow the DEPARTMENT'S procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT'S Project Liaison and the District Utilities Engineer.

13. Upon completion and approval of the PROJECT plans, certification that all needed rights-of-way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

14. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

15. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this AGREEMENT. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this AGREEMENT.

---

16. The LOCAL GOVERNMENT shall prepare all shop drawings for approval by the DEPARTMENT.

17. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

James Kennerly  
James A. Kennerly  
State Road & Airport Design Engineer

Walker W. Scott, Jr.  
Walker W. Scott, Jr., P.E.  
Director of Preconstruction

Frank L. Danchetz  
Frank L. Danchetz  
Chief Engineer

BY: Tommy Clark  
Chairman

Signed, sealed and delivered this 17<sup>th</sup>  
day of February, 1999  
in the presence of:

Vanessa D. Mincy  
Witness

Ella Kany  
Witness

DEPARTMENT OF TRANSPORTATION

BY: Wayne Shackelford  
Wayne Shackelford  
Commissioner

Notary Public

ATTEST

Billy J. Shaw  
Treasurer

This Agreement approved by the Board  
at a meeting held at:

Bladen County  
the 18<sup>th</sup> day of November, 1999

Vanessa D. Mincy  
Clerk

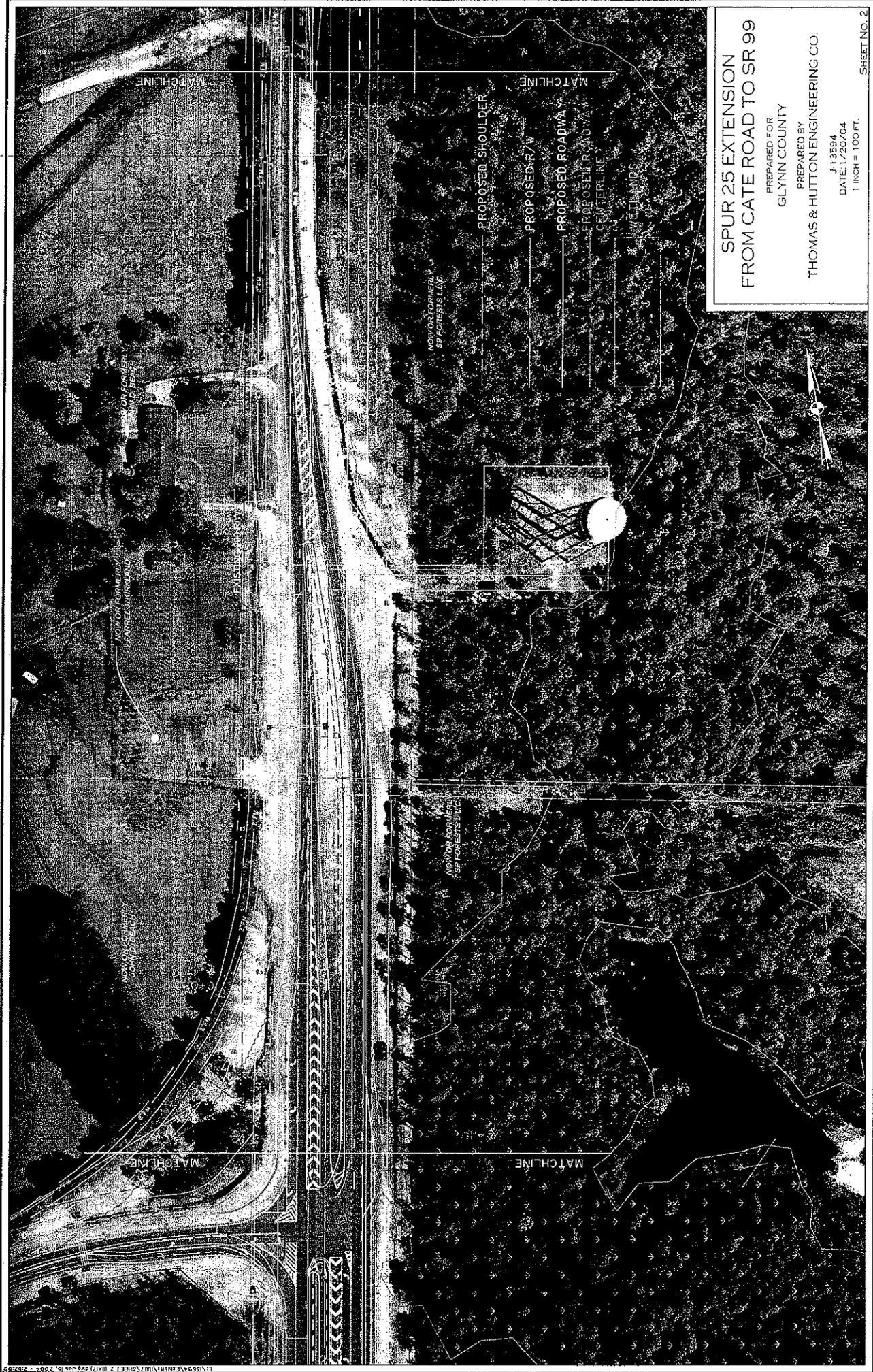
REVIEWED AS TO LEGAL FORM:

Sandra S. Myers  
Office of Legal Services

DATE: 3-6-01



**SPUR 25 EXTENSION**  
**FROM CATE ROAD TO SR 99**  
 PREPARED FOR  
 GLYNN COUNTY  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 J-13564  
 DATE-1/20/04  
 1 INCH = 100 FT.  
 SHEET NO. 1



SPUR 25 EXTENSION  
 FROM CATE ROAD TO SR 99  
 PREPARED FOR  
 GLYNN COUNTY  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 J-13594  
 DATE: 1/20/04  
 1 INCH = 100 FT.  
 SHEET NO. 2



SPUR 25 EXTENSION  
 FROM CATE ROAD TO SR 99

PREPARED FOR  
 GLYNN COUNTY

PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.

J-13864  
 DATE: 1/20/04  
 1 INCH = 100 FT.

SHEET NO. 3



**SPUR 25 EXTENSION  
FROM CATE ROAD TO SR 99**

PREPARED FOR  
GLYNN COUNTY

PREPARED BY  
THOMAS & HUTTON ENGINEERING CO.

J-13554  
DATE: 1/20/04  
1 INCH = 100 FT.

SHEET NO. 4

NON-CORNER  
INTERNATIONAL PAPER REPLY CORPORATION







**SPUR 25 EXTENSION**  
**FROM CATE ROAD TO SR 99**  
 PREPARED FOR  
 GLYNN COUNTY  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 J-13594  
 DATE: 1/20/04  
 1" INCH = 100 FT.

SHEET NO. 6

L:\15524\ENR\1A\27\1\SH251 & ENR\1A\27\1\2004 - 2-28-04



SPUR 25 EXTENSION  
 FROM CATE ROAD TO SR 99  
 PREPARED FOR  
 GLYNN COUNTY  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 J-113684  
 DATE: 1/20/04  
 1 INCH = 100 FT.  
 SHEET NO. 7

AECOM  
 INTERNATIONAL PAPER RECYCLED CORPORATION



PROPOSED  
SPUR 25 EXTENSION  
FROM CATE ROAD TO SR 99  
JANUARY 2004

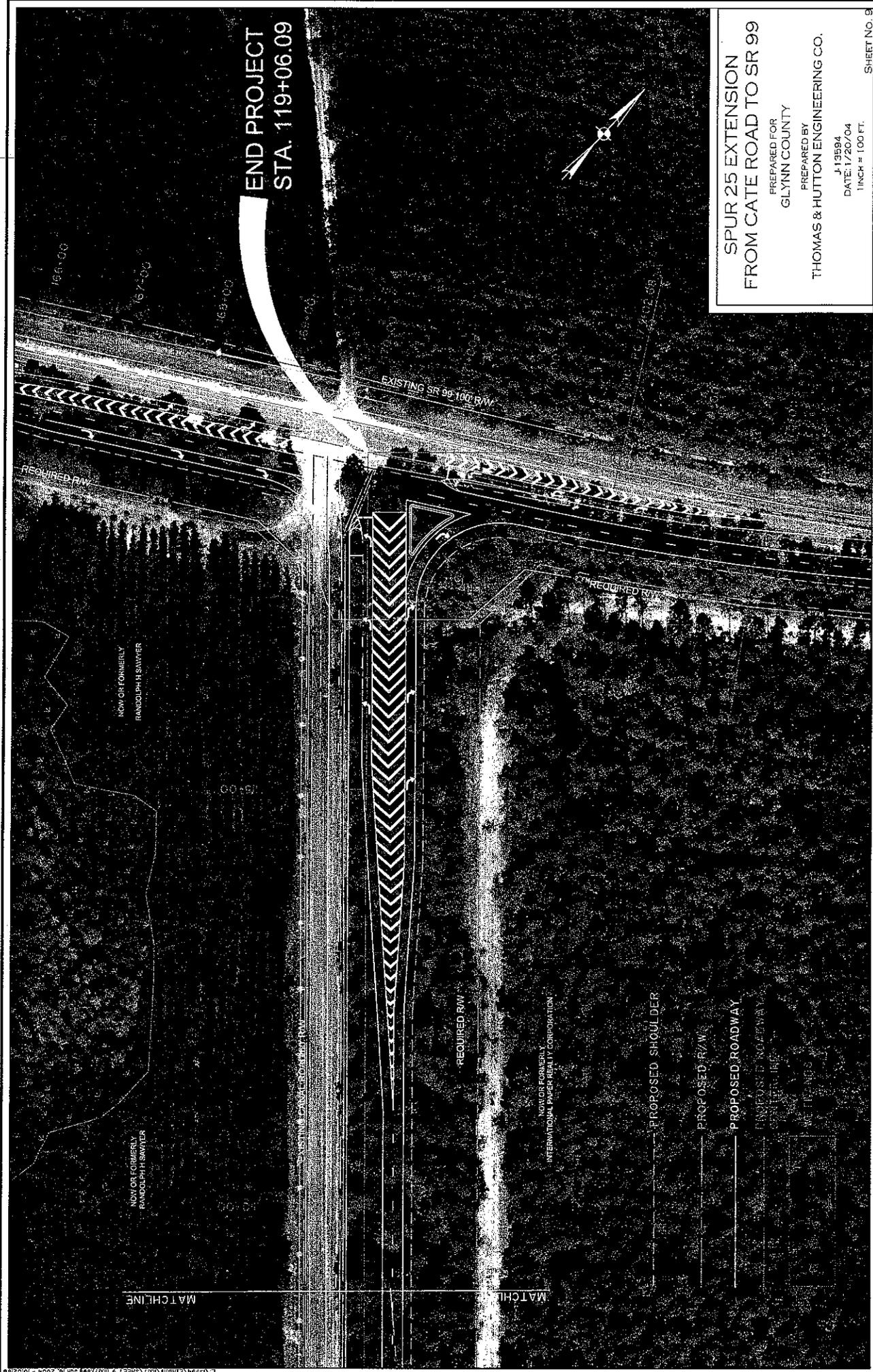
NAME OF PROPERTY  
OWNER  
PAUL D. H. H. SWYHER

PROPOSED  
SPUR 25 EXTENSION  
FROM CATE ROAD TO SR 99  
JANUARY 2004

MATCHLINE

MATCHLINE

**SPUR 25 EXTENSION  
FROM CATE ROAD TO SR 99**  
PREPARED FOR  
GLYNN COUNTY  
PREPARED BY  
THOMAS & HUTTON ENGINEERING CO.  
J-13594  
DATE: 1/20/04  
1 INCH = 100 FT.  
SHEET NO. 3



END PROJECT  
STA. 119+06.09

SPUR 25 EXTENSION  
FROM CATE ROAD TO SR 99  
PREPARED FOR  
GLYNN COUNTY  
PREPARED BY  
THOMAS & HUTTON ENGINEERING CO.  
J13594  
DATE: 1/26/04  
1" INCH = 100 FT.  
SHEET NO. 9

NOW OR FORMERLY  
RANDOLPH H. SAWYER

NOW OR FORMERLY  
RANDOLPH H. SAWYER

NOW OR FORMERLY  
INTERNATIONAL PAPER REPLY CORPORATION

MATCHLINE

MATCHLINE



SPUR 25 EXTENSION  
 FROM CATE ROAD TO SR 99

PREPARED FOR  
 GLYNN COUNTY

PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.

J-13564  
 DATE: 1/20/04  
 1 INCH = 100 FT.

SHEET NO. 10

150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00

EXISTING SR 99 100' R/W

PROPOSED SHOULDER

PROPOSED R/W

PROPOSED ROADWAY

PROPOSED ROADWAY CENTERLINE

REQUIRED R/W

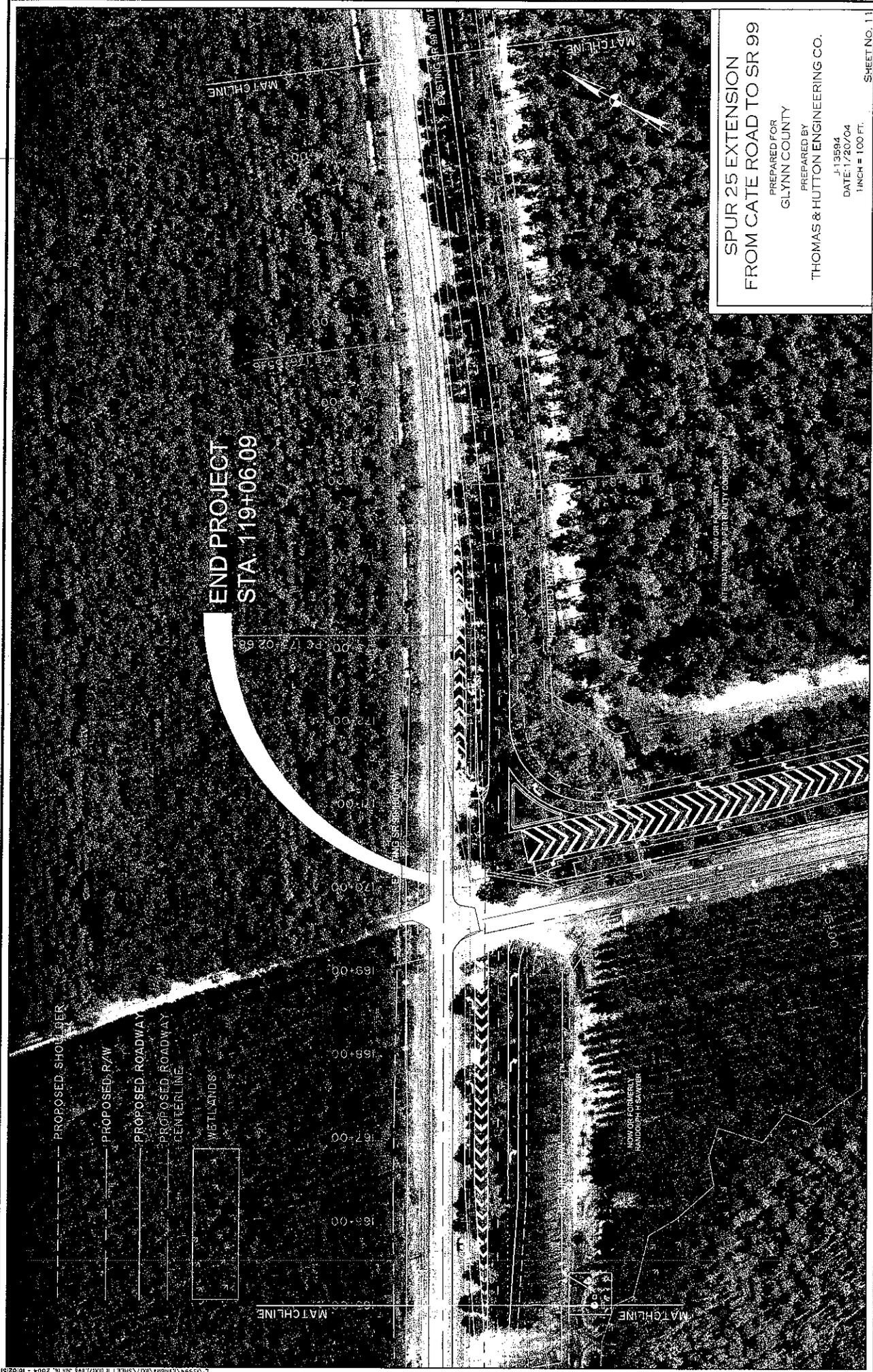
WETLANDS

EXTEND 4 EXISTING 35' RCP

EXTEND EXISTING RCP

MATCHLINE

P1 150+00.00



SPUR 25 EXTENSION  
 FROM CATE ROAD TO SR 99

PREPARED FOR  
 GLYNN COUNTY

PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.

J-13594  
 DATE: 1/20/04  
 1 INCH = 100 FT.

SHEET NO. 11



**SPUR 25 EXTENSION**  
**FROM CATE ROAD TO SR 99**  
 PREPARED FOR  
 GLYNN COUNTY  
 PREPARED BY  
 THOMAS & HUTTON ENGINEERING CO.  
 J-13594  
 DATE: 1/20/04  
 1 INCH = 100 FT.

SHEET NO. 12

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Urban Design

Project Number: STP-0000-00(421)

County: Glynn County

P. I. Number: 0000421

Federal Route Number: None

State Route Number: SR 25 Spur



**SR 25 SPUR EXTENSION from CATE ROAD to SR 99**

Recommendation for approval:

DATE 7/24/04

Darryl O. Van Meter  
Project Manager

DATE 7/25/04

James B. Burk  
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/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE 8.06.04

Thomas D. Taylor  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Urban Design

Project Number: STP-0000-00(421)

County: Glynn County

P. I. Number: 0000421

Federal Route Number: None

State Route Number: SR 25 Spur



**SR 25 SPUR EXTENSION from CATE ROAD to SR 99**

Recommendation for approval:

DATE 7/24/04

Darryl C. Van Meter  
Project Manager

DATE 7/25/04

James B. Bush  
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/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE 7-30-04

James Simpson  
State Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-009-2(92), Glynn County  
P.I. No. 0000421

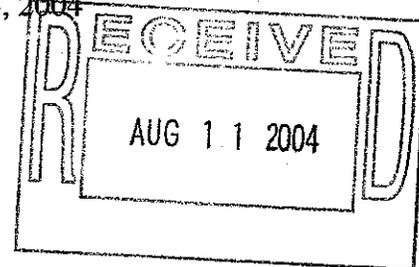
Office: Traffic Safety & Design  
Atlanta, Georgia

Date: August 5, 2004

*PMA/sz*  
From: Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the construction of the SR 25 Spur Extension in Glynn County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer  
Ben Buchan, State Urban Design Engineer  
Attention: Darryl VanMeter  
Gary Priester, District Engineer - Jesup  
Attention: Dennis Odom, District Design Engineer  
David Mulling, State Review Engineer, w/ attachment  
Joe Palladi, State Transportation Planning Administrator  
Paul Liles, State Bridge & Structural Design Engineer  
General Files  
Office Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Urban Design

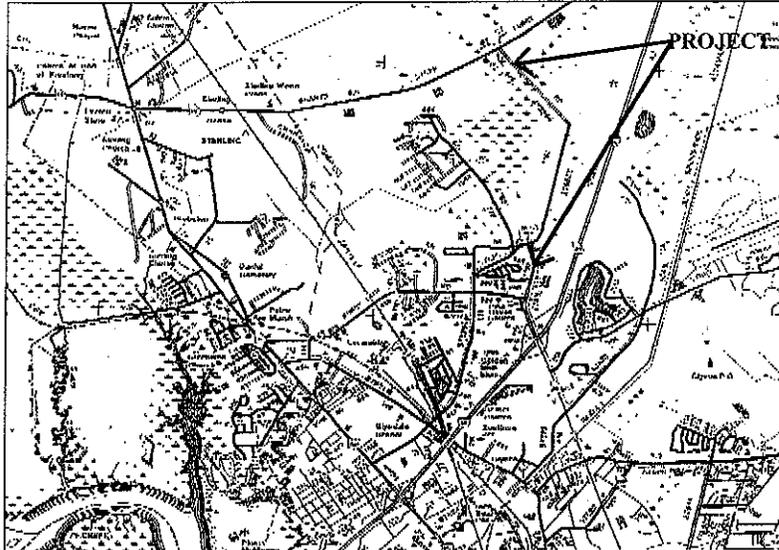
Project Number: STP-0000-00(421)

County: Glynn County

P. I. Number: 0000421

Federal Route Number: None

State Route Number: SR 25 Spur



SR 25 SPUR EXTENSION from CATE ROAD to SR 99

Recommendation for approval:

DATE 7/24/04

Darryl B. Van Meter  
Project Manager

DATE 7/25/04

James B. Bink  
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/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE 8/1/04

Phillip M. Allen  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

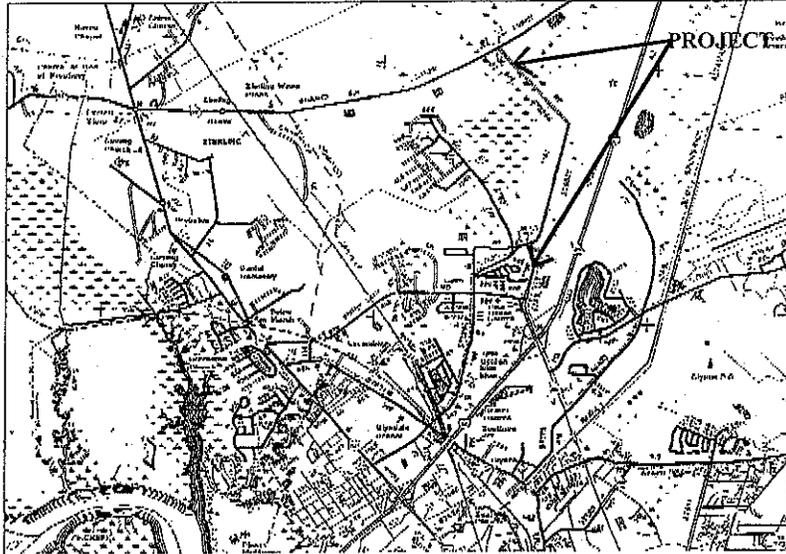
\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design  
Project Number: STP-0000-00(421)  
County: Glynn County  
P. I. Number: 0000421  
Federal Route Number: None  
State Route Number: SR 25 Spur



**SR 25 SPUR EXTENSION from CATE ROAD to SR 99**

Recommendation for approval:

DATE 7/24/04

Darryl C. Van Meter  
Project Manager

DATE 7/25/04

James B. Bush  
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/or 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 and Design Engineer

DATE \_\_\_\_\_

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

DATE 8/2/04

David J. Mulling  
Project Review Engineer