

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0001585 **OFFICE** Design Policy & Support
NHS00-0001-00(585)
GDOT District 5 - Jesup
Glynn County **DATE** February 28, 2012
I-95 @ SR 99 - Interchange Reconstruction

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andy Casey, State Roadway Design Engineer
Attn: David Acree, Design Group Manager
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, Acting State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Karon Ivery, District Engineer
Brad Saxon, District Preconstruction Engineer
Stephen Thomas, Acting District Utilities Engineer
Matt Bennett, Project Manager
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT**

Project Type: <u>RECONSTRUCTION</u>	P.I. Number: <u>0001585</u>
GDOT District: <u>5</u>	County: <u>GLYNN</u>
Federal Route Number: <u>I-95</u>	State Route Number: <u>99/405</u>

The typical section for SR99 / Grant's Ferry Road has been revised to meet FHWA's criteria for logical termini and current GDOT policy concerning shoulder widths. The project addresses the design exception for lateral offset to obstruction and design variance for vertical clearance on I-95 which were approved for Project NHIMO-0095-1(117) PI 511100.

**** SUBMISSION ON FILE**
Submitted for approval:

C. Andy Coney 1/11/12
GDOT Office of Roadway Design DATE

**

Bobby Hilliard / KLP 1-19-2012
Office of Program Delivery DATE

[Signature] 1-12-2012
GDOT Project Manager DATE

Recommendation for approval:

***** Glenn Bowman / KLP** 1-19-2012
State Environmental Administrator (recommendation required) DATE

***** Ben Rabun / KLP** 1-19-2012
State Bridge Design Engineer (if applicable - required for projects with bridges) DATE

***** RECOMMENDATIONS ON FILE**

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

Cynthia L. Naeff 1-17-12 *
State Transportation Planning Administrator (recommendation required) DATE

* THIS CONCEPT IS SIGNED WITH THE UNDERSTANDING THAT PI 0001585 DOES NOT APPEAR IN THE CURRENTLY APPROVED TIP. HOWEVER, THE OFFICE OF PLANNING WILL COORDINATE WITH THE BRUNSWICK MPO TO INCLUDE THIS PROJECT IN THE NEXT TIP UPDATE IN ACCORDANCE WITH CURRENT PROGRAMMING INFORMATION.

Description of the approved concept: This project is located in northwestern Glynn County, and consists of the widening, reconstruction, and bridge replacement of SR 99 at the I-95 Interchange for a total project length of 1.15 miles. This project will widen to the north the existing two-lanes of the SR 99 mainline to four lanes with a variable width raised median. It will also replace the existing two-lane SR 99 overpass bridge with four through lanes and two designated left turn lanes with an 8-ft wide raised median. Also, the ramps at this Interchange will be widened and reconstructed to accommodate the projected traffic volumes.

PDP Classification: Major Minor
Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic ADT as shown in the approved Concept Report:

Open Year (2007): 6,500 Design Year (2027): 35,000

Updated Traffic ADT:

Open Year (2014): 14,700 Design Year (2024): 21,800

Functional Classification (Mainline): Rural Major Collector

VE Study anticipated: No Yes Completed – Date: 11/12/2009

PROPOSED REVISIONS

Approved Features:	Proposed Features:
<p>Typical Sections</p> <p>The approved typical sections for the mainline are four 12-ft lanes, 12-ft turn bays along SR 99, varied width raised median (20 to 32-ft) and a 6.5-ft paved shoulder that include a 4'2" bike-able shoulder for a total shoulder width of 12-ft.</p> <p>Ramps</p> <p>The approved typical section for the ramps are four 12 to 14 ft lanes a 12-ft full depth outside shoulder and a 6-ft full depth inside shoulder.</p>	<p>Typical Sections</p> <p>The proposed typical sections throughout the entire mainline will be two 12-ft lanes, 12-ft turn bays along SR 99, a varied width raised median (8 to 32-ft), a 6.5-ft paved outside shoulder on both shoulders that include a 4'2" bike-able shoulder for a total shoulder width of 8-ft.</p> <p>Ramps</p> <p>The proposed ramp typical section will be one 16-ft lane with a 10-ft full depth outside shoulder and a 4-ft full depth inside shoulder.</p>

<p>Bridge Typical Section</p> <p>The approved bridge typical is four 12-ft lanes; 8-ft raised median, designated left turn lanes, 6-ft concrete sidewalk and a 4-ft bike-able lane.</p> <p>Project Termini</p> <p>The approved project length is 1.15 miles where the beginning and ending MP's are 15.08 and 16.23.</p> <p>FHWA Controlling Criteria</p> <p>Vertical clearance: The approved minimum clearance is 17'.</p> <p>Degree of curve: The approved maximum degree of curve is 5.00.</p>	<p>Bridge Typical Section</p> <p>The proposed bridge typical will be revised to two 12-ft lanes; an 8 to 20 ft raised median and 6.5-ft shoulders that include a 4'2" bike-able shoulder. Left turn bays are proposed between the intersections with the I-95 ramps and SR 99, and across the bridge which influences the width of the median throughout the interchange area.</p> <p>Project Termini</p> <p>The proposed project length will be revised to 1.22 miles where the beginning and ending MP's will be 14.89 and 16.11. Project length has increased due to redefining the beginning and ending MP at the right-of-way markers instead of where construction begins and ends.</p> <p>FHWA Controlling Criteria</p> <p>Vertical clearance: Minimum clearance is 17'9". The vertical clearance was increased due the reduction in bridge width.</p> <p>Degree of curve: The revised maximum degree of curve is 5°19'49". The maximum degree has increased due to the 4-ft shift recommended by the VE study.</p>
<p>Reason(s) for change: The reason for this change is the project does not have logical termini for a widening project. Shoulder width revised to meet current design policy. The project termini were corrected to reflect the outermost right-of-way points. This project will alleviate the Design Exception for sub-standard horizontal clearance and sub-standard shoulder widths for the I-95 travel lanes under the SR 99 Overpass.</p>	

ENVIRONMENTAL

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes

Potential environmental impacts of proposed revision: *No anticipated environmental effects*

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): *NEPA Coordinator.*

Environmental impacts by section: *See Attached PCE*

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	10,245,738	02/07/2012
Engineering and Inspection:	512,286	02/07/2012
Liquid AC Adjustment:	199,263	01/05/2011
<u>Total Construction Cost:</u>	10,957,287	
Right-of-Way:	3,660,000	3/21/11 - Authorized
Utilities (reimbursable costs):	0	
Environmental Mitigation:	0	
TOTAL PROJECT COST:	14,617,287	02/07/2012

Recommendation: Recommend that the proposed revision to the concept be approved.

Comments: The Highway Safety Manual (HSM) has been referenced for the availability of a Predictive Method analysis using a Safety Performance Function (SPF) with associated Crash Modification Factors (CMF). The concept for the roadway on this project is classified by the HSM as a Rural Two Lane Two Way Divided roadway. There is no HSM SPF for this facility type thus a HSM Predictive Method analysis is of no value.

Attachments:

1. Sketch map
2. Cost Estimate
 - a. Construction
3. PFA
4. Typical Sections
5. PCE
6. VE study

APPROVALS

Concur:



Director of Engineering

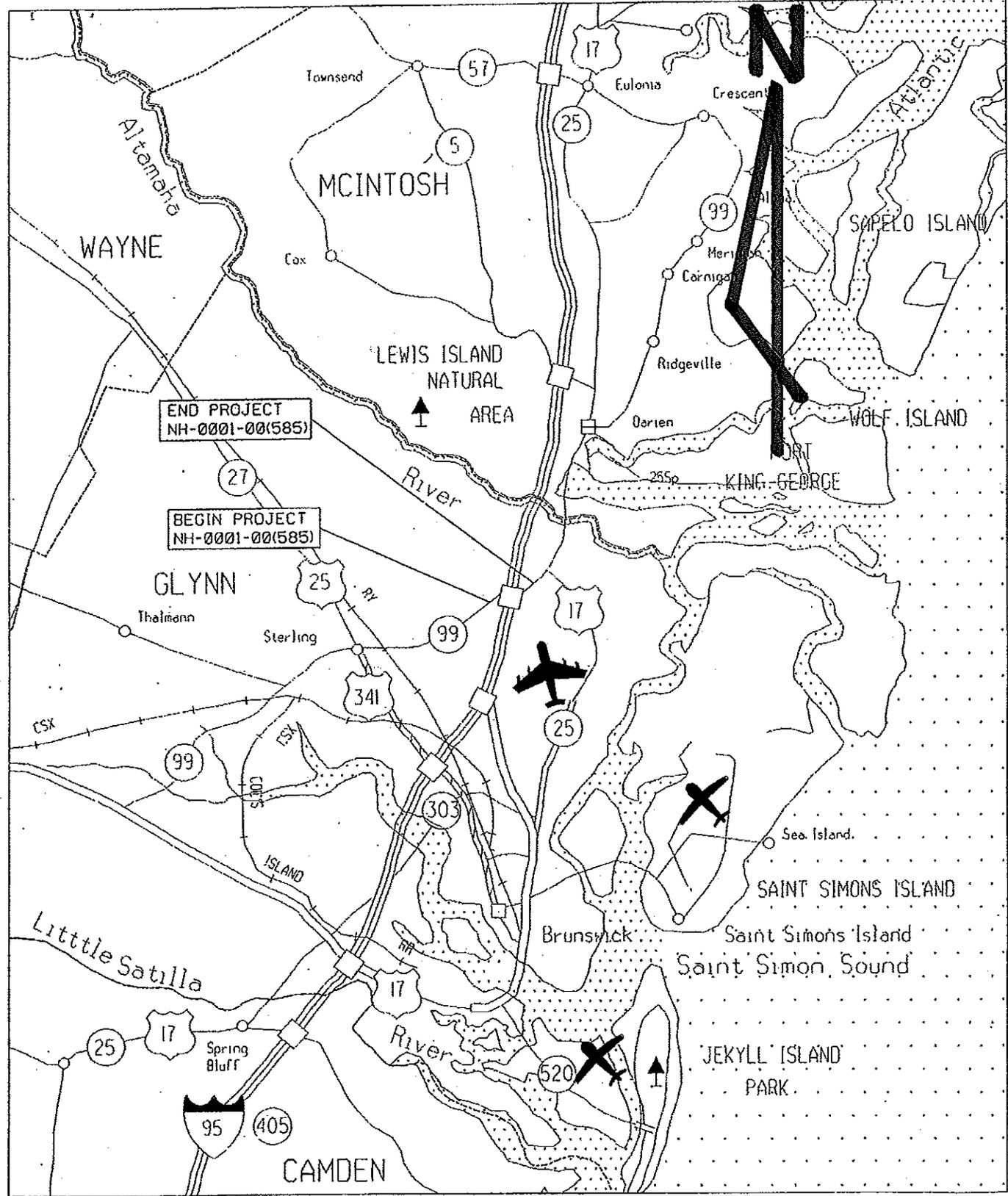
Approve:



Chief Engineer

2-24-12
Date

NH-0001-00(585), PI#0001585



LOCATION MAP

DETAILED COST ESTIMATE



Job: 0001585

JOB NUMBER: 0001585

FED/STATE PROJECT NUMBER NHS00-0001-00(585)

SPEC YEAR: 01

DESCRIPTION: SR 99 OVER I-95

ITEMS FOR JOB 0001585

0001 - ROADWAY ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$116,000.00	TRAFFIC CONTROL - TRAFFIC CONTROL	\$116,000.00
0635	150-5010	4.000	EA	\$9,361.07	TRAF CTRL,PORTABLE IMPACT ATTN	\$37,444.29
0115	153-1300	1.000	EA	\$67,381.37	FIELD ENGINEERS OFFICE TP 3	\$67,381.37
0745	211-0200	460.000	CY	\$22.52	BR EXCAV, GRADE SEPARATION	\$10,358.82
0730	310-5060	111.000	SY	\$17.32	GR AGGR BS CRS 6IN INCL MATL	\$1,922.77
0735	310-5100	6893.000	SY	\$17.35	GR AGGR BS CRS 10IN INCL MATL	\$119,585.62
0740	310-5120	38550.000	SY	\$17.03	GR AGGR BS CRS 12IN INCL MATL	\$656,660.70
0020	402-1812	185.000	TN	\$91.93	RECYL AC LEVELING,INC BM&HL	\$17,006.32
0025	402-3121	2244.000	TN	\$76.84	RECYL AC 25MM SP,GP1/2,BM&HL	\$172,433.76
0030	402-3192	7787.000	TN	\$80.00	RECYL AC 19 MM SP,GP 1OR 2,INCL BM	\$622,960.00
0390	402-4510	1419.000	TN	\$77.79	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	\$110,378.58
0035	413-1000	925.000	GL	\$3.41	BITUM TACK COAT	\$3,157.15
0050	430-0220	23607.000	SY	\$90.00	PLN PC CONC PVMT/CL1C/ 12" TK	\$2,124,630.00
0385	430-0820	840.000	SY	\$150.00	C REF CONC PVMT/CL1C/ 12" TK	\$126,000.00
0775	433-1200	460.000	SY	\$141.90	REF CONC APPR SL/I SLOPED EDGE	\$65,272.46
0425	436-1000	1463.000	LF	\$8.24	ASPH CONC CURB - 5"	\$12,053.22
0645	441-0204	87.000	SY	\$33.40	PLAIN CONC DITCH PAVING, 4 IN	\$2,905.37
0410	441-0740	4500.000	SY	\$21.14	CONC MEDIAN, 4 IN	\$95,109.93
0415	441-0754	615.000	SY	\$47.65	CONC MEDIAN, 7 1/2 IN	\$29,303.16
0420	441-6740	5120.000	LF	\$12.52	CONC CURB & GUTTER/ 8"X30" TP7	\$64,102.20
0710	446-1100	130.000	LF	\$8.17	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	\$1,061.56
0010	456-2015	1.500	GLM	\$3,917.54	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	\$5,876.30
0405	500-0100	460.000	SY	\$6.56	GROOVED CONCRETE	\$3,016.20
0070	620-0300	10900.000	LF	\$72.29	TEMP BARRIER, METHOD NO. 3	\$787,961.00
0715	632-0003	4.000	EA	\$8,046.46	CHANGEABLE MESS SIGN,PORT,TP 3	\$32,185.82
0120	634-1200	32.000	EA	\$113.62	RIGHT OF WAY MARKERS	\$3,635.80
0095	641-1100	84.000	LF	\$49.68	GUARDRAIL, TP T	\$4,173.26
0100	641-1200	1379.000	LF	\$15.60	GUARDRAIL, TP W	\$21,519.16
0105	641-5001	2.000	EA	\$601.63	GUARDRAIL ANCHORAGE, TP 1	\$1,203.26
0110	641-5012	2.000	EA	\$1,859.98	GUARDRAIL ANCHORAGE, TP 12	\$3,719.96
0640	643-4000	6933.000	LF	\$5.83	WOVEN WIRE FENCE	\$40,399.91
SUBTOTAL FOR ROADWAY ITEMS:						\$5,359,417.95

0002 - BRIDGE ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0430	207-0203	29.000	CY	\$53.12	FOUND BKFILL MATL, TP II	\$1,540.34
0435	211-0200	225.000	CY	\$24.18	BR EXCAV, GRADE SEPARATION	\$5,440.29
0440	500-0100	2290.000	SY	\$3.97	GROOVED CONCRETE	\$9,096.11
0445	500-1006	814.000	LS	\$725.00	SUPERSTR CONCRETE, CL AA, BR NO - BRIDGE	\$590,150.00
0450	500-3002	336.000	CY	\$483.06	CL AA CONCRETE	\$162,309.45
0455	507-9033	1881.000	LF	\$195.80	PSC BEAMS, AASHTO, BULB TEE, 74"	\$368,300.78
0460	511-1000	50832.000	LB	\$0.80	BAR REINF STEEL	\$40,665.60
0465	511-3000	135940.000	LS	\$0.80	SUPERSTR REINF STEEL, BR NO - BRIDGE	\$108,752.00
0470	520-1147	4017.000	LF	\$45.85	PIL-IN-PL,STEEL H,HP 14 X 73	\$184,184.03
0130	540-1201	1.000	LS	\$241,000.00	REM OF PARTS OF EX BR, STA NO- REMOVAL OF OLD BRIDGE	\$241,000.00
0475	620-0200	295.000	LF	\$52.45	TEMP BARRIER, METHOD NO. 2	\$15,473.53
0750	627-1000	445.000	SF	\$47.18	MSE WALL FACE, 0 - 10 FT HT, WALL NO - BRIDGE ITEM	\$20,996.75
0755	627-1010	1395.000	SF	\$47.45	MSE WALL FACE, 10 - 20 FT HT, WALL NO - BRIDGE ITEM	\$66,197.58
0760	627-1020	6648.000	SF	\$46.23	MSE WALL FACE, 20 - 30 FT HT, WALL NO - BRIDGE ITEM	\$307,320.35
0765	627-1100	490.000	LF	\$74.42	COPING A, WALL NO - BRIDGE ITEM	\$36,466.18
0770	627-1160	1276.000	LF	\$172.90	TRAFFIC BARRIER H, WALL NO - BRIDGE ITEM	\$220,620.25
0480	643-1152	568.000	LF	\$29.01	CH LK FEN,ZC COAT, 6', 9 GA	\$16,480.40
SUBTOTAL FOR BRIDGE ITEMS:						\$2,394,993.64

DETAILED COST ESTIMATE



Job: 0001585

0003 - GRADING AND DRAINAGE ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	201-1500	1.000	LS	\$740,000.00	CLEARING & GRUBBING - CLEARING ANF GRUBBING	\$740,000.00
0145	205-0001	13328.000	CY	\$6.01	UNCLASS EXCAV	\$80,053.43
0150	206-0002	58062.000	CY	\$3.94	BORROW EXCAV, INCL MATL	\$228,515.19
0160	550-1180	618.000	LF	\$34.82	STM DR PIPE 18",H 1-10	\$21,519.61
0165	550-1240	96.000	LF	\$40.42	STM DR PIPE 24",H 1-10	\$3,880.27
0485	550-1300	24.000	LF	\$56.05	STM DR PIPE 30",H 1-10	\$1,345.20
0170	550-4218	2.000	EA	\$585.78	FLARED END SECT 18 IN, ST DR	\$1,171.57
0650	550-4224	2.000	EA	\$623.00	FLARED END SECT 24 IN, ST DR	\$1,246.00
0655	550-4230	2.000	EA	\$835.27	FLARED END SECT 30 IN, ST DR	\$1,670.53
0490	603-2182	337.000	SY	\$56.80	STN DUMPED RIP RAP, TP 3, 24"	\$19,142.66
0615	603-7000	337.000	SY	\$3.12	PLASTIC FILTER FABRIC	\$1,051.07
0180	668-1100	5.000	EA	\$1,964.51	CATCH BASIN, GP 1	\$9,822.53
SUBTOTAL FOR GRADING AND DRAINAGE ITEMS:						\$1,109,418.06

0004 - EROSION CONTROL ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0185	163-0232	30.000	AC	\$592.57	TEMPORARY GRASSING	\$17,777.06
0190	163-0240	700.000	TN	\$187.17	MULCH	\$131,020.13
0195	163-0300	4.000	EA	\$1,139.96	CONSTRUCTION EXIT	\$4,559.83
0200	163-0501	4.000	EA	\$441.37	CONSTR AND REMOVE SILT CONTROL GATE, TP 1	\$1,765.49
0205	163-0520	400.000	LF	\$15.68	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$6,270.32
0625	163-0527	25.000	EA	\$318.23	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$7,955.66
0595	163-0528	1500.000	LF	\$4.62	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$6,924.56
0220	165-0010	13180.000	LF	\$0.79	MAINT OF TEMP SILT FENCE, TP A	\$10,364.49
0225	165-0030	6030.000	LF	\$0.96	MAINT OF TEMP SILT FENCE, TP C	\$5,805.99
0600	165-0041	1525.000	LF	\$1.40	MAINT OF CHECK DAMS - ALL TYPES	\$2,130.38
0235	165-0085	2.000	EA	\$148.23	MAINT OF SILT CONTROL GATE, TP 1	\$296.46
0605	165-0101	2.000	EA	\$494.86	MAINT OF CONST EXIT	\$989.73
0240	167-1000	2.000	EA	\$244.06	WATER QUALITY MONITORING AND SAMPLING	\$488.13
0610	167-1500	24.000	MO	\$758.67	WATER QUALITY INSPECTIONS	\$18,208.17
0245	171-0010	1380.000	LF	\$2.55	TEMPORARY SILT FENCE, TYPE A	\$3,516.07
0250	171-0030	6030.000	LF	\$2.79	TEMPORARY SILT FENCE, TYPE C	\$16,812.73
0720	500-3200	16.000	CY	\$423.05	CL B CONC	\$6,768.82
0260	643-8200	8100.000	LF	\$2.20	BARRIER FENCE (ORANGE), 4 FT	\$17,818.54
0265	700-6910	50.000	AC	\$1,258.54	PERMANENT GRASSING	\$62,927.15
0620	700-7000	150.000	TN	\$60.39	AGRICULTURAL LIME	\$9,057.89
0275	700-8000	100.000	TN	\$520.92	FERTILIZER MIXED GRADE	\$52,092.49
0280	700-8100	4800.000	LB	\$2.21	FERTILIZER NITROGEN CONTENT	\$10,597.01
0290	716-2000	7780.000	SY	\$1.41	EROSION CONTROL MATS, SLOPES	\$10,961.01
SUBTOTAL FOR EROSION CONTROL ITEMS:						\$405,108.11

0005 - SIGNING AND MARKING ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0295	636-1020	141.000	SF	\$13.94	HWY SGN,TP1MAT,REFL SH TP3	\$1,965.32
0300	636-1029	184.000	SF	\$14.65	HWY SGN,TP2 MATL,REFL SH TP 3	\$2,694.86
0305	636-1033	14.000	SF	\$20.55	HWY SIGNS, TP1MAT,REFL SH TP 9	\$287.72
0660	636-1041	122.000	SF	\$28.73	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$3,504.66
0725	636-2070	845.000	LF	\$6.62	GALV STEEL POSTS, TP 7	\$5,597.82
0670	653-0120	6.000	EA	\$81.15	THERM PVMT MARK, ARROW, TP 2	\$486.91
0320	653-1501	17900.000	LF	\$0.44	THERMO SOLID TRAF ST 5 IN, WHI	\$7,892.11
0325	653-1502	3300.000	LF	\$0.53	THERMO SOLID TRAF ST, 5 IN YEL	\$1,737.29
0330	653-6006	3022.000	SY	\$3.36	THERM TRAF STRIPING, YELLOW	\$10,159.99
0675	654-1001	79.000	EA	\$4.74	RAISED PVMT MARKERS TP 1	\$374.44
0680	654-1003	1178.000	EA	\$4.30	RAISED PVMT MARKERS TP 3	\$5,070.38
0340	655-7000	16.000	EA	\$815.47	PVMT ARROW, PREFORM PLASTIC W/RAISE REFL	\$13,047.48
0685	657-1085	5400.000	LF	\$5.32	PRF PL SD PVT MKG,8",B/W,TP PB	\$28,733.13
0695	657-1244	16.000	LF	\$25.39	PRF PL SD PVMT MKG,24",WH,TPPB	\$406.28
0700	657-3085	1500.000	GLF	\$3.07	PRF PL SK PVMT MKG,8",B/W,TPPB	\$4,603.61
0705	657-5017	20.000	EA	\$521.43	PRF PL PVT MKG,ARW TP2,WH,TPPB	\$10,428.53
0690	657-6085	3000.000	LF	\$5.64	PRF PL SD PVMT MKG,8",B/Y,TPPB	\$16,922.91
SUBTOTAL FOR SIGNING AND MARKING ITEMS:						\$113,913.44

DETAILED COST ESTIMATE



Job: 0001585

0006 - LIGHTING ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0495	500-3101	247.000	CY	\$507.55	CLASS A CONCRETE	\$125,365.23
0500	511-1000	290.000	LB	\$1.07	BAR REINF STEEL	\$310.14
0505	615-1200	602.000	LF	\$12.08	DIRECTIONAL BORE - LIGHTING	\$7,269.81
0510	681-6610	8.000	EA	\$400.00	LUMINAIRE, TP A, 50 W,HP SODIUM	\$3,200.00
0515	682-1504	3769.000	LF	\$1.00	CABLE, TP RHH/RHW, AWG NO 10	\$3,769.00
0520	682-1506	8250.000	LF	\$1.00	CABLE, TP RHH/RHW, AWG NO 6	\$8,250.00
0525	682-1507	23407.000	LF	\$1.50	CABLE, TP RHH/RHW, AWG NO 4	\$35,110.50
0530	682-1509	6464.000	LF	\$2.75	CABLE, TP RHH/RHW, AWG NO 2	\$17,776.00
0535	682-1511	14462.000	LF	\$3.75	CA	\$54,232.50
0540	682-1512	2360.000	LF	\$3.00	CA	\$7,080.00
0545	LIQUID AC ADJUSTMENT			\$3.50	C	\$8,260.00
0550				\$12.61	C	\$13,850.22
0555	RIGHT OF WAY					\$57,675.94
0560						\$1,679.42
0565						\$38,903.52
0570	TOTAL PROJECT COST					\$14,617,287
0575						\$384,445.30
0580	683-6586	104.000	EA	\$800.00	HI-LEVEL LUMIN,TP 5,1000W,HP	\$83,200.00
0585	683-9025	1.000	EA	\$3,800.00	LOWERING DEVICE POWER SUPPLY UNIT	\$3,800.00
0590	939-5010	4.000	EA	\$1,763.91	ELEC PWR SVC ASSEMBLY,AERIAL SVC POINT	\$7,055.62
SUBTOTAL FOR LIGHTING ITEMS:						\$862,886.41

TOTALS FOR JOB 0001585

ITEMS COST:	\$10,245,737.61
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$10,245,737.61
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	\$512,286
LIQUID AC ADJUSTMENT	\$199,263
RIGHT OF WAY	\$3,660,000
TOTAL PROJECT COST	\$14,617,287

PROJ. NO.	NHS00-0001-00(585)				CALL NO.		
P.I. NO.	0001585						
DATE	1/5/2012						
INDEX (TYPE)	DATE	INDEX		Link to Fuel and AC Index:			
REG. UNLEADED	Dec-11	\$ 3.209		http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx			
DIESEL		\$ 3.863					
LIQUID AC		\$ 567.00					
LIQUID AC ADJUSTMENTS							
PA=[((APM-APL)/APL)]xTMTxAPL							
Asphalt							
Price Adjustment (PA)					197911.35		\$ 197,911.35
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$ 907.20		
Monthly Asphalt Cement Price month project let (APL)					\$ 567.00		
Total Monthly Tonnage of asphalt cement (TMT)					581.75		
ASPHALT	Tons	%AC	AC ton				
Leveling	185	5.0%	9.25				
12.5 OGFC		5.0%	0				
12.5 mm	1419	5.0%	70.95				
9.5 mm SP		5.0%	0				
25 mm SP	2244	5.0%	112.2				
19 mm SP	7787	5.0%	389.35				
	11635		581.75				
BITUMINOUS TACK COAT							
Price Adjustment (PA)					\$ 1,351.60		\$ 1,351.60
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$ 907.20		
Monthly Asphalt Cement Price month project let (APL)					\$ 567.00		
Total Monthly Tonnage of asphalt cement (TMT)					3.972968353		
Bitum Tack							
Gals	gals/ton	tons					
925	232.8234	3.97296835					

PROJ. NO.	NHS00-0001-00(585)					CALL NO.		
P.I. NO.	0001585							
DATE	1/5/2012							
BITUMINOUS TACK COAT (surface treatment)								
Price Adjustment (PA)						0		\$ -
Monthly Asphalt Cement Price month placed (APM)				Max. Cap	60%	\$ 907.20		
Monthly Asphalt Cement Price month project let (APL)						\$ 567.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		
Bitum Tack	SY	Gals/SY	Gals		gals/ton	tons		
Single Surf. Trmt.		0.20	0		232.8234	0		
Double Surf.Trmt.		0.44	0		232.8234	0		
Triple Surf. Trmt		0.71	0		232.8234	0		
						0		
TOTAL LIQUID AC ADJUSTMENT							\$	199,262.95

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS00-0001-00(585), Glynn County
P.I. # 0001585

OFFICE Jesup
DATE 01-26-2012

FROM Stephen F. Thomas, District Utilities Engineer

TO Matt Bennett, Project Manager, Office of Program Delivery

SUBJECT REVISED PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate of each utility with facilities potentially located within the above project limits.

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Darien Telephone	\$25,000		
Georgia Power Distribution	\$25,000		
Totals	\$50,000		
Total Reimbursement	\$ 0.00	\$ 0.00	

CC: Angie Robinson, Office of Financial Management;
Terry Brigman, Assistant State Utilities Engineer
District Office File
Utilities Office File

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

GLYNN COUNTY, GEORGIA

This Agreement is made and entered into this 16th day of June, 2003, 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 Board of Commissioners, hereinafter called the County.

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to obtain High Mast Lighting at the I-95/S.R. 99 Interchange in Glynn County, Georgia; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in: 1.) Providing energy, and 2.) The operation and maintenance of said lighting systems at the aforesaid locations, and the DEPARTMENT has relied upon such representation; and

WHEREAS, the DEPARTMENT has indicated a willingness to fund the materials and installation for the said lighting systems at the aforesaid locations, with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources.

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

1. The DEPARTMENT or its assigns shall cause the installation of all materials and equipment necessary for High Mast Lighting at the I-95/S.R. 99 Interchange, in Glynn County, as shown on Attachment "A" attached hereto, and made a part hereof.

2. Upon completion of said lighting system, and acceptance by the DEPARTMENT, the COUNTY shall assume full responsibility for the operation and maintenance of the entire lighting system, including but not limited to replacement of lamps, ballasts, luminaries, lighting structures, associated equipment, conduit, wiring and service equipment. The COUNTY further agrees to pay for all energy required for the operation of said lighting system.

3. The COUNTY, in its operation and maintenance of the lighting system, shall not in any way alter the type or location of any of the various components which make up the entire lighting system without prior written approval from the DEPARTMENT.

4. This Agreement is considered as continuing for a period of fifty (50) years from the date of execution of this Agreement. The DEPARTMENT reserves the right to terminate this Agreement, at any time for just cause, upon thirty (30) days written notice to the COUNTY.

5. It is understood by the County that the DEPARTMENT has relied upon the COUNTY'S representation of providing for the energy, maintenance, and operation of the lights represented by this Agreement, therefore, if the COUNTY elects to de-energize or fails to properly maintain the lighting system during the term of this Agreement, the COUNTY must reimburse the DEPARTMENT the materials costs for the lighting system. If the COUNTY elects to de-energize or fails to properly maintain any individual unit within the lighting system, the COUNTY must reimburse the DEPARTMENT for the material cost for the individual unit which will include all costs for the pole, luminaires, foundations, and associated wiring. The DEPARTMENT will provide the COUNTY with a statement of material cost upon completion of the installation.

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 parties hereto have made and executed this Agreement the day and year first above written.

RECOMMENDED:

GLYNN COUNTY, GEORGIA

Gerald M. Ross
Gerald M. Ross, P.E.
State Road & Airport Design Engineer

BY A. Jerome Clark
Commission Chairman

Thomas L. Turner
Thomas L. Turner, P.E.
Director, Pre-Construction

(SEAL)

Frank Danchetz
Frank Danchetz, P.E.
Chief Engineer

DEPARTMENT OF TRANSPORTATION

Deborah F. Factor
WITNESS

BY Harold Linnenkohl
Harold Linnenkohl,
Deputy Commissioner

Vanessa D. Y.
Notary Public

(SEAL)

Notary Public, Glynn County, Georgia
My Commission Expires September 27, 2003.

This Agreement approved by the BOARD OF COMMISSIONERS at a meeting held at

Glynn County
the 17th day of April,
2003.

ATTEST:

Frank M. [Signature]
Treasurer

A. Jerome Clark
Commission Chairman.

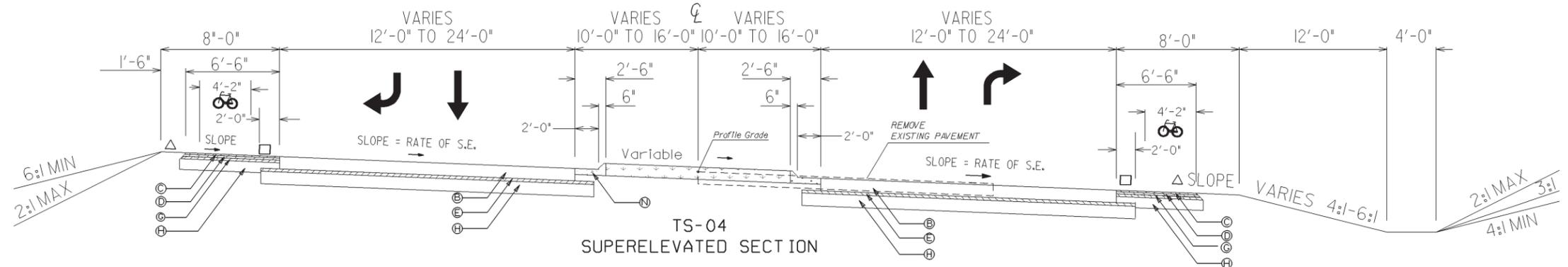
REVIEWED 6/12/03
(DATE)
LEGAL - TRANSPORTATION

1/11/2012 ayg11p1n	Wed Jan 11 15:58:06 2012 \\gdot-dsn\gocfg\resources\gdot2007_k1p.tbl	M:\RD10\0001585- SR 99-1-95 Interchange\DESIGN\GDN\001585TYP.dgn	STATE GA	PROJECT NUMBER NHS00-0001-00(585)	SHEET NO.	TOTAL SHEETS
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REQUIRED PAVEMENT

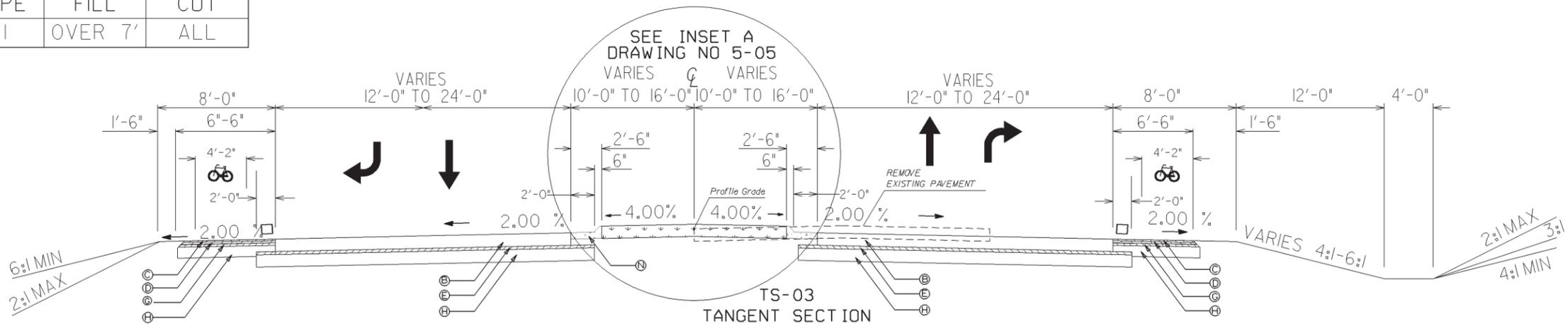
- Ⓐ CONTINUOUSLY REINFORCED CONCRETE, 12"
- Ⓑ PLAIN PC CONCRETE PVMT, 12"
- Ⓒ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LB/SY
- Ⓓ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LB/SY
- Ⓔ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 330 LB/SY
- Ⓕ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LB/SY
- Ⓖ GRADED AGGREGATE BASE, 12"
- Ⓗ GRADED AGGREGATE BASE, 8"
- Ⓜ CONCRETE MEDIAN, 4'
- Ⓝ CONCRETE CURB & GUTTER, TP 7
- INDENTATION RUMBLE STRIPS, GROUND-IN-PLACE

S. R. 99/GRANTS FERRY ROAD



APPLIES TO:
SEE PLANS FOR SE LOCATION

SLOPE CONTROLS		
SLOPE	FILL	CUT
2:1	OVER 7'	ALL



APPLIES TO:
39+76.62 TO 51+94.98
55+49.48 TO 69+80

△ SLOPE 4% OR RATE OF S.E.
WHICHEVER IS GREATER

GPM
 11/11/2012 3:57:53 PM \\GDOT-DSN\G0PLOT\QCF\G0_K1p8000.qcf_ayg11p1n M:\RD10\0001585- SR 99-1-95 Interchange\DESIGN\GDN\001585TYP-02.prj

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN

TYPICAL SECTIONS

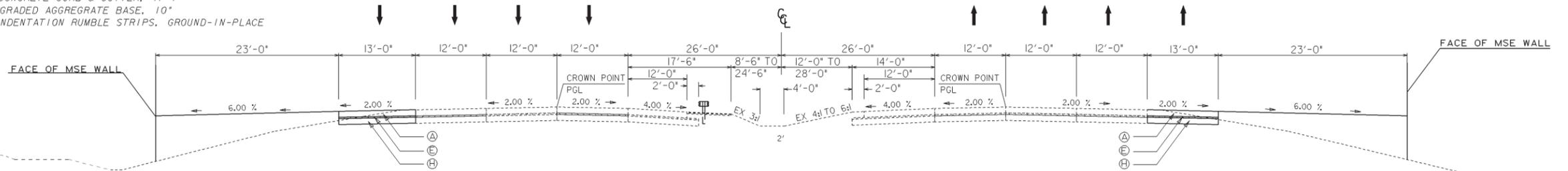
CONCRETE STRUCTURE
S. R. 99/GRANTS FERRY RD

DRAWING No.
5-02

1/11/2012 ayg1lp1n	Wed Jan 11 15:58:10 2012 \\gdot-dsn\gocfg\resources\gdot2007_k1p.tbl	M:\RD10\0001585- SR 99-1-95 Interchange\DESIGN\G01585TYP.dgn	STATE GA	PROJECT NUMBER NHS00-0001-00(585)	SHEET NO.	TOTAL SHEETS
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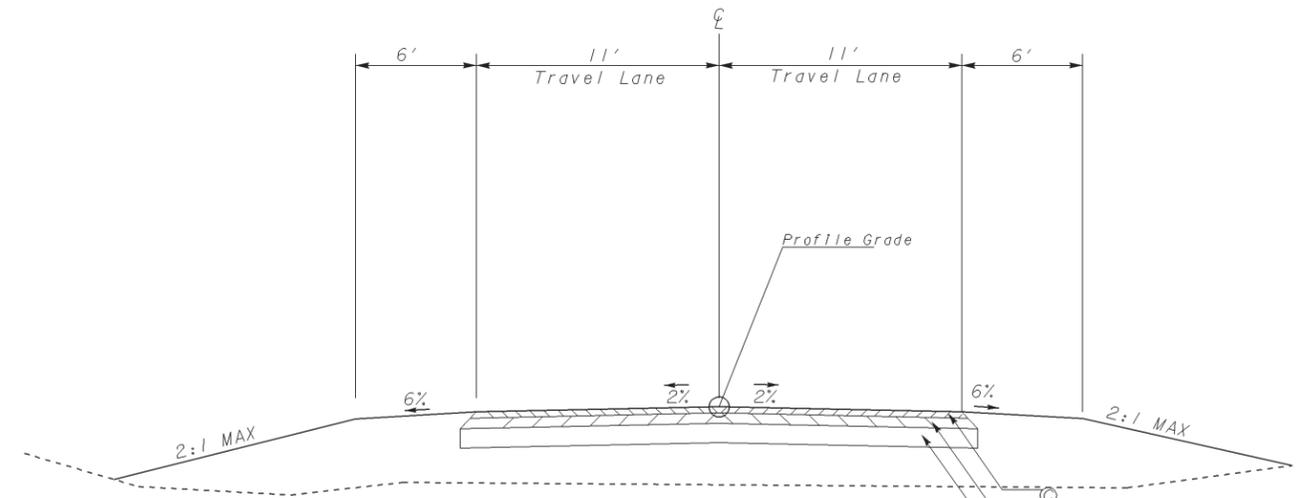
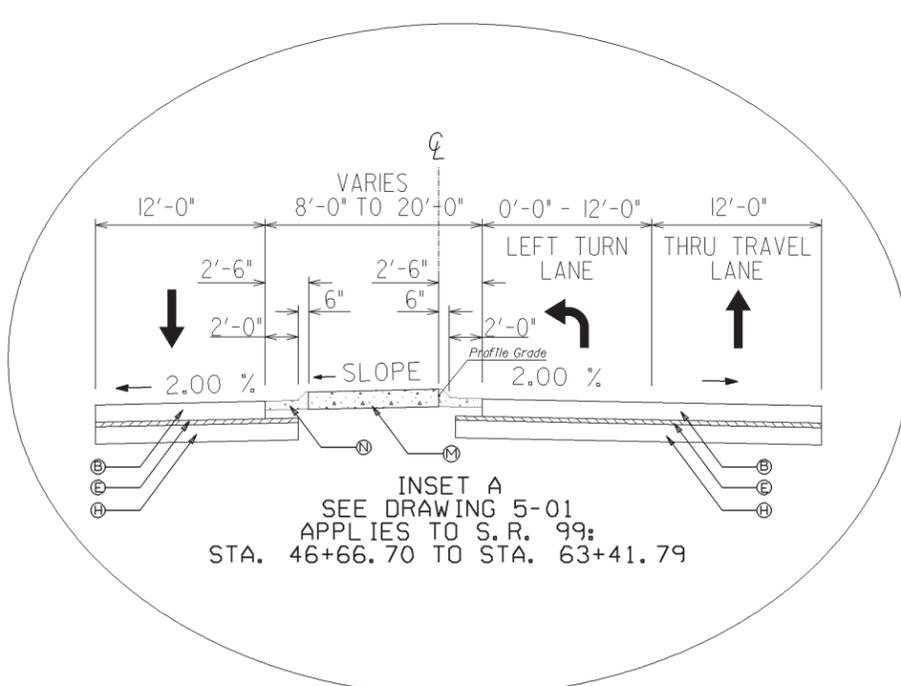
- REQUIRED PAVEMENT**
- Ⓐ CONTINUOUSLY REINFORCED CONCRETE, 12"
 - Ⓑ PLAIN PC CONCRETE PVMT, 12"
 - Ⓒ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME, 165 LB/SY
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 - Ⓕ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LB/SY
 - Ⓖ GRADED AGGREGATE BASE, 12"
 - Ⓗ GRADED AGGREGATE BASE, 8"
 - Ⓜ CONCRETE MEDIAN, 4'
 - Ⓝ CONCRETE CURB & GUTTER, TP 7
 - Ⓣ GRADED AGGREGATE BASE, 10"
 - INDENTATION RUMBLE STRIPS, GROUND-IN-PLACE

52' TO 84' MEDIAN TANGENT SECTION



TS-08
TANGENT SECTION

APPLIES TO I-95
STA. 713+40 TO STA. 715+54 RT
STA. 713+40 TO STA. 717+00 LT



STAGING
SR 99 DETOUR SECTION
TANGENT SECTION
SEE STAGING PLANS FOR LOCATIONS & SE

STEP 1: AutoCAD 2007 to 2012
 STEP 2: AutoCAD 2012 to 2013
 STEP 3: AutoCAD 2013 to 2014
 STEP 4: AutoCAD 2014 to 2015
 STEP 5: AutoCAD 2015 to 2016
 STEP 6: AutoCAD 2016 to 2017
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 STEP 369: AutoCAD 2379 to 2380
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 STEP 468: AutoCAD 2478 to 2479
 STEP 469: AutoCAD 2479 to 2480
 STEP 470: AutoCAD 2480 to 2481
 STEP 471: AutoCAD 2481 to 2482
 STEP 47

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE	P.I. No. 0001585	OFFICE	Environmental Services
		DATE	January 31, 2011
FROM	Glenn Bowman, P.E., State Environmental Administrator		
TO	Bobby Hilliard, P.E., State Program Delivery Engineer Attention: Matt Bennett, Project Manager		
SUBJECT	NHS000-0001-00(585), Glynn County - I-95 at SR 99 Interchange Reconstruction		

Attached is a copy of the no change Reevaluation for the above noted project approved on January 28, 2011. This document is being forwarded to you for your files. Please review the document, paying particular attention to the environmental commitments table.

If you have any questions, please call Bobby Dollar at (404) 631-1920.

GB/bd

Attachment

cc: Howard (Phil) Copeland
Glenn Durrence, P.E.
Ron Wishon
Renee Mays, Environmental Compliance Bureau, via email
Rodney N. Barry, P.E., FHWA, Attn: Katy Allen, P.E.
General Files

PROGRAMMATIC CATEGORICAL EXCLUSION REEVALUATION CHECK LIST

P.I. NUMBER: 0001585

STIP/TIP #: BATS02-01

PROJECT ID: NHS00-0001-00(585)

COUNTY: Glynn County

PROJECT DESCRIPTION FROM PREVIOUSLY APPROVED DOCUMENT: This project proposes to reconstruct the interchange at I-95 and SR 99. The project proposes to construct a 32-ft raised median to allow for left turn lanes between the ramps to I-95 and reconstruct the SR 99 Bridge over I-95 to correct vertical and horizontal deficiencies. The project will begin at station 27+00 and end at station 86+00 along SR 99. These stations are just beyond where the proposed profile will tie to the existing profile of SR 99. The beginning station and ending stations will tie to the existing roadway typical section. The taper from the existing SR 99 roadway section will begin near station 29+80 and end where the full width 32-ft median section begins at station 37+00. The full width typical section includes one 12-ft travel way in each direction a 32-ft median and a 10-ft shoulder (6.5-ft paved and 3.5-ft grassed). The shoulder will provide a bike lane in each direction. This typical section will continue to near station 73+86.5 where the taper will begin. The travel lanes will taper back the existing SR 99 roadway section near station 83+56.9. The ramps will be reconstructed to tie to the proposed profile of SR 99 and will be designed to tie in to the proposed ramps reconstructed for the I-95 widening project. The I-95 exit ramps will be widened to include a dedicated right and left turn bay at the termini with SR 99. Right and left turn lanes will be provided on SR 99 to the entrance ramps.

PROJECT TYPE REMAINS ELIGIBLE FOR PCE: *Please identify the most applicable item under the list of Eligible Scopes of Action in the Programmatic Agreement (PCE) this project (most) fits under: 23 CFR 771.23(d) q. Modification of an existing interchange or a grade separation at an at grade intersection as long as there is no change in access.*

DATE of PCE APPROVAL: *Please list date of original approval: 2/25/2008*

DATE of PREVIOUS REEVALUATION APPROVAL(s): *Please list date of all reevaluations: N/A*

PROJECT DEVELOPMENT STAGE: Right-of-Way

HAS THE PROJECT, PROJECT LIMITS, OR ROW/EASEMENT REQUIREMENTS CHANGED SINCE LAST APPROVAL? *If No, please mark as No. If yes, please describe changes: No*

HAVE THE ENVIRONMENTAL STUDIES BEEN UPDATED SINCE LAST APPROVAL? *Please mark as Yes or No: No*

HAVE NEW ENVIRONMENTAL RESOURCES OR EFFECTS BEEN IDENTIFIED SINCE LAST APPROVAL? *If No, please mark as No. If yes, please describe changes by completing the bottom portion of this form : No*

DOES THE PROJECT STILL QUALIFY AS A PCE? *If yes, please mark as Yes. If No, please coordinate with appropriate persons to determine the next action: Yes*

RIGHT-OF-WAY

1. Is additional ROW and/or Easements (Permanent or Temporary) required for project implementation that was not previously evaluated? Yes No

If Yes, define added ROW/Easements amounts (width and/or acreage).

2. Does the proposed project involve any business or residential displacements? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

3. Does the proposed project/required ROW impair (such as loss of parking, substantial loss of residential yards) any use to remaining property? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

4. Do the proposed project and/or required ROW involve any change in access? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

5. Does the proposed project's required ROW involve any Public Controversy? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

6. Does the proposed project's required ROW involve UST and/or Hazardous Material sites? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

PUBLIC INVOLVEMENT

1. Has there been public involvement on this project since the last NEPA approval? Yes No

If so, please describe all public involvement activities to date (# attendees, # comments, pro/con, nature of comments, etc) or why no public involvement was needed (Public Involvement should be held in conformance with the Department's Public Involvement Guidelines.) The project plans have not changed since the approved environmental document; therefore, additional public involvement is not warranted.

PUBLIC CONTROVERSY

1. Does the proposed project involve any potential for Public Controversy? Yes No

If yes, the project may not be eligible for processing under terms of the June 2008 PCE Agreement. GDOT should contact FHWA regarding the eligibility of the action for programmatic processing of the CE.

ARCHAEOLOGY

No Archaeological Resources Identified During Reevaluation (*skip to the next section*)

Archaeological Resource/s are present. They are listed in the table below, along with their effects determinations:

HISTORY

No New/Additional Historic Properties Identified During Reevaluation; No Potential to Cause Effect Remains Valid; or No Historic Properties Affected Remains Valid; or No Adverse Effect Remains Valid

The Reevaluation Has Identified New Historic Resources and the Project has Potential to Cause Effect. The newly identified resources are listed in the table below, along with their effects determinations:

** Sharman Southall confirmed no new addition resources on 01/28/11 (verbally)*

gl

SECTION 4F

[Please list all newly identified Section 4F resources (public parks/recreation areas, historic resources, archaeological resources worthy of preservation in place, and/or wildlife/waterfowl refuges.) Remove table if none.]

1. Does the project involve any use of Section 4F Resources as defined in 23 CFR: 771.135? Yes No

If Yes, the PCE agreement is not applicable. If you are anticipating the use of De Minimis, you should mark this statement as Yes and not apply the PCE Agreement. Please refer to the March 2005 FHWA Policy Paper on Section 4F and OEL's Environmental Procedures Manual for definitions of use.

FLOODPLAIN/FLOODWAY

1. Is there a significant encroachment on any floodplain/floodway? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement. (Regulatory Coordination and No Rise Certifications are still applicable, if needed.)

WATERS OF THE U.S./JURISDICTIONAL WATERS (WETLANDS/STREAMS/OPEN WATERS)

1. Please list the number of all identified sites (should be cumulative number that covers all previous surveys): 0
2. Please list largest individual impact (feet or acreage): 0
3. Please list out cumulative impact to all sites (feet and acreage): 0
4. If a Section 404 permit is needed, is the project eligible for a Nationwide or Regional Permit? Yes No N/A

If No, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

PROTECTED SPECIES

1. Does the project remain eligible under Appendix A of the Joint Coordination Procedures (JCP)? Yes No N/A

(List type of activity in which it qualifies: N/A)

2. Do all species listed have a No Effects determination (or equivalent determination for State and/or Candidate Species)? Yes No

If no, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

MIGRATORY BIRDS

[Please list out any species encountered and any special provisions/commitments that are applicable.]
N/A

FARMLAND

1. Does the proposed project occur within an area with Prime farmland? Yes No

If yes, please ensure farmland coordination procedures are completed and Farmland Impact Rating Score is less than or equal to 160. If it is higher than 160, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

AIR

1. If the proposed project is in a non-attainment area or maintenance area, is it included in a conforming regional transportation plan (RTP?) Yes No N/A

If No, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

2. Is the proposed project either exempt or not a project of air quality concern for PM2.5? Yes No N/A

If No, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

3. Is the proposed project either exempt or would not have meaningful potential Mobile Source Air Toxic (MSAT) effects? Yes No

If No, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

4. Will the proposed project cause federal ambient air quality standards to be exceeded? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

NOISE

1. Will the proposed project exceed federal noise abatement criteria (23 CFR 772, Table 1)? Yes No N/A

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

2. Will the proposed project have substantial changes in noise levels relative to the no-build condition established in GDOT Policy? Yes No N/A

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

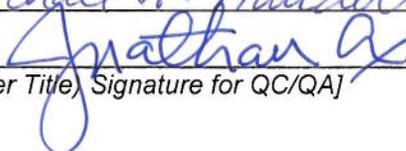
COASTAL

1. Is a US Coast Guard Permit required? Yes No

If Yes, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

2. Is the project consistent with the Coastal Zone Management Plan (as determined by the appropriate federal and/or state agency?) Yes No N/A

If No, the project is not eligible for processing under terms of the June 2008 PCE Agreement.

PREPARED BY (Planner):  Date 1/25/11
REVIEWED BY: Michael H. Murdoch Date 1.28.11
APPROVED BY:  Date 01/28/2011
[Section Chief (or Higher Title) Signature for QC/QA]

Purpose for Reevaluation: No Change/ROW

cc: File

Please ensure that revised or supplemental documentation are included in the Project File, if applicable.

- | | |
|---|--|
| 1. All Section 106 documentation | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 2. Any Required Section 7 documentation | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 3. Early Coordination Letters and Responses | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 4. All Public Involvement Information (including but not limited to: Synopsis, Summary of Comments, Public Comments, Responses to Comments, etc.)(If Full Oversight select FHWA contact.) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 5. Approved Concept Report | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 6. Air Quality Analysis | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 7. Noise Assessment | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 8. Special Provisions | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| 9. Ecology Assessment | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

ENVIRONMENTAL COMMITMENTS TABLE

Project Information

Project Manager Review

Specialist Review

Project No.: NS000-0001-00(585)

I have reviewed these commitments and verified their feasibility.

Air/Noise

County: Glynn

All delineations are marked on the plans.

Archaeology

PI No.: 0001585

Status: ROW



Ecology/404

Date Updated: January 27, 2011

PM Signature

Date

History

2.3.2011

NEPA

NO.	COMMITMENT/REQUIREMENT (Separate out commitments by PI No.)	DOCUMENT STIPULATED IN	RESPONSIBLE PARTY	ESTIMATED COST*	PLACE ON PLANS (Yes or No)	REQUIRES A SPECIAL PROVISION (Yes or No)	STATUS (Pre- and Post Construction - Complete or Incomplete; During Construction - Signature Required)
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Pre-Construction Commitments

1	Informal Section 7 will be completed for-bid eagle-	Ecology Report PCB	GES	Negligible	NO	NO	No longer applicable
2	Special Provision 107.23G for the protection of the bald eagle will be included in construction contract	Ecology Report PCB	GES	Negligible	NO	YES	No longer applicable
3	Delineate ESAs on plans	Ecology Report	Office of Roadway Design	Negligible	YES	YES	Complete

During Construction Commitments

Construction or Area Engineer signature required upon the completion of all During Construction Commitments.

	Reevaluation	Office of Bidding Administration/ Construction Contractor	Negligible	No	No	Construction or Area Engineer signature required:	
4	A Notice of Intent (NOI) to the NPDES General Permit will be submitted prior to construction. The construction contractor, following the award of the contract, but prior to the start of construction, shall acquire the permit.						
5	Special Provision 107.23G for the protection of the bald eagle will be included in construction contract.	Ecology Report PCB	GES	Negligible	NO	YES	No longer applicable

Post Construction Commitments

	None					
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ENVIRONMENTAL COMMITMENTS TABLE
 Project No. Error! Reference source not found., Error! Reference source not found. County
 Date Updated:

NO.	COMMITMENT/REQUIREMENT <i>(Separate out commitments by PJ No.)</i>	DOCUMENT STIPULATED IN	RESPONSIBLE PARTY	ESTIMATED COST	PLACE ON PLANS <i>(Yes or No)</i>	REQUIRES A SPECIAL PROVISION <i>(Yes or No)</i>	STATUS <i>(Pre- and Post Construction - Complete or Incomplete; During Construction - Signature Required)</i>
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Total Estimated Cost* for all Project Commitments:

*Estimated Cost for planning purposes only; in current dollars as of Date Updated

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0001-00(585) Glynn **OFFICE:** Engineering Services
P.I. No.: 0001585
SR 99@ I-95 Interchange Reconstruction **DATE:** December 15, 2009

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Russell McMurry, PE, State Roadway Design Engineer
Attn.: David Acree

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

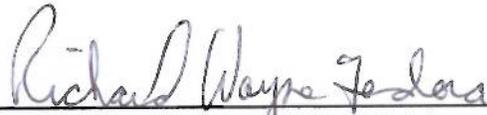
The VE Study for the above project was held October 19-23, 2009. Responses were received on December 4, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A2	Shift Roadway alignment to reduce bridge width due to staging	\$350,000	Yes	The alignment will be shifted. Shoulder width on the bridge will remain 10 ft.
A3	Reduce bridge length to 304 ft with 2 spans and MSE walls at end bents	Proposed = \$800,000 Actual = \$686,322	Yes	This will be done. The additional cost to replace the bridge with roadway pavement is \$113,678. This has been subtracted from the proposed savings.
B3	Eliminate paving on I-95	\$324,000	Yes	This will be done to the extent possible. A 12 ft paved shoulder is required to alleviate the design exception for substandard shoulder width, and a graded shoulder will be constructed under the SR 99 overpass to meet AASHTO required clear-zone width.

B4	Eliminate Ramp Construction	\$1,600,000	Yes	This will be done by proposing one 16 ft travel lane on both entrance and exit ramps at the I-95/SR 99 interchange. Right turn flares will be proposed on both exit ramps at their intersection with SR 99 to help the capacity of these unsignalized intersections. A capacity analysis will be verified with updated traffic volumes and additional lanes will be utilized if required.
B7	Replace concrete with asphalt on SR 99 between ramps	\$1,100,000	No	OMR recommendation for concrete pavement was based on the life cycle costs.
B8	Reduce scope of SR 99 widening	\$3,800,000	No	Reducing the typical section width along SR 99 will greatly affect the capacity, operation and safety of SR 99. Adding left and right turn lanes will remove standing vehicles from the through traffic movement which will help traffic flow through the interchange.
J2	Eliminate lighting on project	\$520,000	No	Glynn County has signed a lighting agreement for the utility cost and maintenance for the lighting. Illumination of the interchange will improve sight distance at night while motorists travel through the interchange.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 12/15/09
 Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 12/18/2009
 Rodney Barry, PE, FHWA Division Administrator
 for

REW/LLM

Attachments

c: R. Wayne Fedora/Dana Robbins – FHWA
Ben Buchan
Paul Liles/Bill Duvall/Bill Ingalsbe
Jim Simpson/David Acree/David Powell
Will Murphy
Ken Werho
Lisa Myers
Matt Sanders

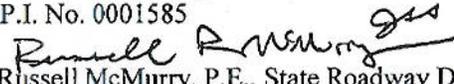
VE Team: Ben Buchan
Mike Dover
Steve Gaston
Leonora Leigh
Michelle Pate
Dwayne Wilson

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0001-00(585), Glynn County
I-95 Interchange Reconstruction and Bridge Replacement at
SR 99/Grants Ferry Road
P.I. No. 0001585

OFFICE: Roadway Design

DATE: December 4, 2009

FROM: 
Russell McMurry, P.E., State Roadway Design Engineer

TO: Ron Wishon, State Project Review Engineer,
Office of Engineering Services
Attn: Lisa Myers

SUBJECT Implementation of VE Study Recommendations

The value engineering team generated 35 ideas that resulted in 7 recommendations. These seven recommendations are listed below with their implementation response from the Offices of Roadway Design and Bridge Design:

A2: Reduce Bridge Width

This concept eliminates 8-ft of bridge width by shifting the alignment 4-ft north; estimated savings: \$350,000

Recommendation A2 will be implemented to reduce the bridge width. Roadway Design recommends that the shoulder width remain 10-ft instead of the recommended 8-ft width. In the GDOT Design Policy Manual Table 6.2 states that for rural collectors the overall outside shoulder width shall be 10-ft. AASHTO states that continuity of the shoulder width should be maintained throughout the project; therefore, placing an 8-ft shoulder on the bridge will break continuity of the shoulder width throughout the project. The alignment shift to the north will be implemented unless the shift is proven impractical for staged construction.

A3: Reduce Bridge Length

This idea proposes to eliminate the two proposed end spans by construction MSE walls; estimated savings: \$800,000
--

The Office of Bridge Design has accepted to implement recommendation A3 which will eliminate the two proposed end spans and use MSE walls to shorten the SR 99 Overpass Bridge.

B3: Eliminate Interstate Work

This idea proposes to eliminate the paving proposed that will not be utilized until a future project is constructed; estimated savings: \$324,000

Recommendation B3 will be implemented. Not all of the interstate work will be eliminated. A 12-ft paved shoulder is required to alleviate the design exception for sub-standard shoulder width, and a graded shoulder will be constructed under the SR 99 Overpass to meet AASHTO required clear-zone widths.

B4: Eliminate Ramp Work

This idea proposes to eliminate the widening on the ramps that would not really be needed until a future widening of SR 99 is constructed; estimated savings: \$1,600,000

Recommendation B4 will be implemented; proposing one 16-ft travel lane on both entrance and exit ramps at the I-95/SR 99 Interchange. Right turn flares will be proposed on both exit ramps at their intersection with SR 99 to help the capacity of these unsignalized intersections. A capacity analysis will be verified with updated traffic volumes. If updated traffic volumes increase substantially, additional lanes may be required on the ramps to separate the right and left turn movements.

B7: Replace SR 99 Concrete with Asphalt

This concept proposes to utilize asphalt pavement on SR 99 in lieu of the proposed concrete pavement; estimated savings: \$1,100,000

Roadway Design proposes not to implement recommendation B7. This project has a pavement recommendation from the Office of Materials and Research to construct concrete between ramp termini. This recommendation is based on that the life cycle of the concrete will be more cost-effect for pavement maintenance.

B8/L1: Reduce SR 99 Typical Section Width

This idea proposes to eliminate portions of the turn lanes and median on SR 99; estimated savings: \$3,800,000

Roadway Design proposes not to implement recommendation B8/L1. Reducing the typical section width along SR 99 will greatly affect the capacity, operation and safety of SR 99. Adding the left and right turn lanes will remove any standing vehicles from the through traffic movement which will improve the capacity and safety through the interchange.

J2: Eliminate Lighting

This idea proposes to eliminate the street lighting proposed on the project; estimated savings: \$520,000

Roadway Design proposes not to implement recommendation J2. Glynn County has signed a lighting agreement for the utility cost and maintenance of the lighting, and they are the entity that requested high mast lighting facilities for this interchange. Also, the illumination of the interchange will improve sight distance at night while motorist traverse through the interchange.

If you have any questions about the comments above or need any additional information please contact David Acree at (404) 631-1627 or David Powell at (404) 631-1620.

RM/JSS/RDA/DSP

Myers, Lisa

Subject: FW: Implementation of VE Study Recommendations for Project NHS00-0001-00(585), PI No. 0001585; Glynn County.

From: Powell, David

Sent: Tuesday, December 15, 2009 10:55 AM

To: Myers, Lisa

Subject: RE: Implementation of VE Study Recommendations for Project NHS00-0001-00(585), PI No. 0001585; Glynn County.

Lisa,

Below is the total cost savings for comment A3 including the reduction of the additional roadway pavement and median. Let us know if you need any additional information.

STRUCTURE TYPE	PAY ITEM NO.	UNIT	NO. UNITS	COST (\$)/UNIT	TOTAL COST
PCC	430-0220	SY	665	90	\$59,840
19 mm SUPERPAVE	402-3192	TN	110	80	\$8,777
12" GAB	310-5120	SY	665	21	\$13,963
6" CONC MEDIAN	441-0748	SY	484	57	\$27,563
TP 7 CURB	441-6740	LF	272	13	\$3,536
ADDITIONAL ROADWAY COST					\$113,678
BRIDGE REDUCTION SAVINGS					\$800,000
SAVINGS FOR COMMENT A3					\$686,322

Thanks,

David S. Powell, E.I.T

Georgia Department of Transportation

Office of Roadway Design

Lead Design Engineer

Phone: (404) 631-1620

Fax: (404) 631-1949

PRECONSTRUCTION STATUS REPORT FOR PI:0001585

PROJECT: 0001585
COUNTY: Glynn
LENGTH (MI): 1.20
PROJ NO.: NHS00-0001-00(585)
PROJ MGR: Acree, David
AOHD Initials: JSS
OFFICE: Road Design
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR: GDOT
DESIGN FIRM: GDOT Road Design D Acree

MGMT LET DATE: 07/15/2012
MGMT ROW DATE: 03/15/2011
BASELINE LET DATE: 07/12/2012
SCHED LET DATE: 7/12/2012
WHO LETS?: Prepare Plans for Shelf
LET WITH:

PROJECT: I-95 INTERCHANGE RECONSTRUCTION @ SR 99/GRANTS FERRY ROAD
MPO: Brunswick
TIP #: BATS02-01
MODEL YR: Interchange
TYPE WORK: ADD 4R
CONCEPT: Reconstruction/Rehabilitation
PROG TYPE: N
Prov. for ITS:
BOND PROJ.:

PRIORITY CODE: 5
DOT DIST: 1
CONG. DIST: Y
BIKE: E
MEASURE: 05
NEEDS SCORE:
BRIDGE SUFF:

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth	
								Activity	Approved	Proposed	Cost		Fund
				Concept Development	10/15/2004	10/11/2006	100	ROW	2011	2011	1,414,065.99	10/10/2008	L050
				Concept Meeting	8/24/2004	8/24/2004	100	CST	2019	2019	26,522,451.35	5/27/2008	L050
				PM Submit Concept Report	11/17/2004	11/18/2004	100						
				Receive Preconstruction Concept Approval	11/18/2004	12/2/2004	100						
				Management Concept Approval Complete	12/3/2004	3/9/2005	100						
			12/10/2009	Value Engineering Study	7/27/2009		83						
				Public Information Open House Held	4/6/2004	4/6/2004	100						
				Environmental Approval	7/2/2007	2/25/2008	100						
				Mapping	5/31/1999	6/14/1999	100						
				Field Surveys/SDE	4/19/2004	5/6/2004	100						
				Preliminary Plans	11/16/2004	3/14/2008	100						
				Preliminary Bridge Design	6/7/2004	6/13/2004	100						
				Underground Storage Tanks	2/22/2008		100						
				PFPR Inspection	4/10/2008	4/10/2008	100						
				R/W Plans Preparation	5/1/2008	5/2/2008	100						
				R/W Plans Final Approval	5/5/2008	5/5/2008	100						
				L & D Approval	5/1/2008	5/27/2008	100						
3/15/2011		3/17/2011	3/15/2011	R/W Authorization			0						
6/24/2011		7/7/2011	6/24/2011	Stake R/W			0						
				Soil Survey	2/28/2005	4/14/2005	100						
				Bridge Foundation Investigation	11/5/2004	2/18/2005	100						
11/20/2009	7/30/2010	12/4/2009	8/13/2010	Final Design	9/14/2004		15						
				Final Bridge Plans Preparation			20						
8/23/2010	8/24/2010	9/6/2010	9/7/2010	FFPR Inspection			0						
9/7/2010	9/20/2010	9/21/2010	10/4/2010	Submit FFPR Responses (OES)			0						

STIP AMOUNTS	
Activity	Cost
ROW	230,000.00
CST	0.00
Fund	L050
	L050

District Comments:
 TAs/PIOH held 4-6-04, with PI 00000422. Concept Meeting held 8-24-04; working in final bridge plans; ROW will be required on ramps; survey in progress 3-30-05/Env Doc by 2-06(?); ready for PFPR when Env is clear/ready for PFPR, need Env/1-24-07/survey has completed add'l data/2-12-07/Glynn Co has requested that lighting be added in contract 9-24-07/draft EA sent to FHWA, Sept-07; ready to request to waive env doc for PFPR. LAO-will need 12 mos. once funding is authorized to purchase R/W

Pre. Parcel CT: 5
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: DOT
Acquisition MGR: O'Quinn, Andy
R/W Cert Date:
DEEDS CT: