

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0001810 **OFFICE** Design Policy & Support
STP00-0001-00(810)
Jeff Davis County
GDOT District 5 - Jesup **DATE** 8/5/2016
SR 19/US 23 Overpass @ Norfolk-Southern
Railroad Grade Separation

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Monica Flournoy, State Materials and Testing Administrator
Lee Upkins, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Troy Pittman for District Design Engineer
Brad Saxon, District Engineer
Troy Pittman, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Michelle Wright, Project Manager
BOARD MEMBER - 12th Congressional District

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

Project Type: <u>Railroad Crossing</u>	P.I. Number: <u>0001810</u>
GDOT District: <u>5</u>	County: <u>Jeff Davis</u>
Federal Route Number: <u>23</u>	State Route Number: <u>19</u>
Project Number: <u>STP00-0001-00(810)</u>	

SR 19/US 23/HOLLINGSWORTH BLVD OVERPASS @ NORFOLK-SOUTHERN RR GRADE CROSSING

Submitted for approval

* <u>Brad Saxon/KLP</u>	<u>6-3-16</u>
GDOT Design Office Head	Date
<u>Kimberly Nabett for A/S</u>	<u>6-9-16</u>
State Program Delivery Engineer	Date
<u>Middleburg C.L.B.</u>	<u>6-3-16</u>
GDOT Project Manager	Date

Recommendation for approval:

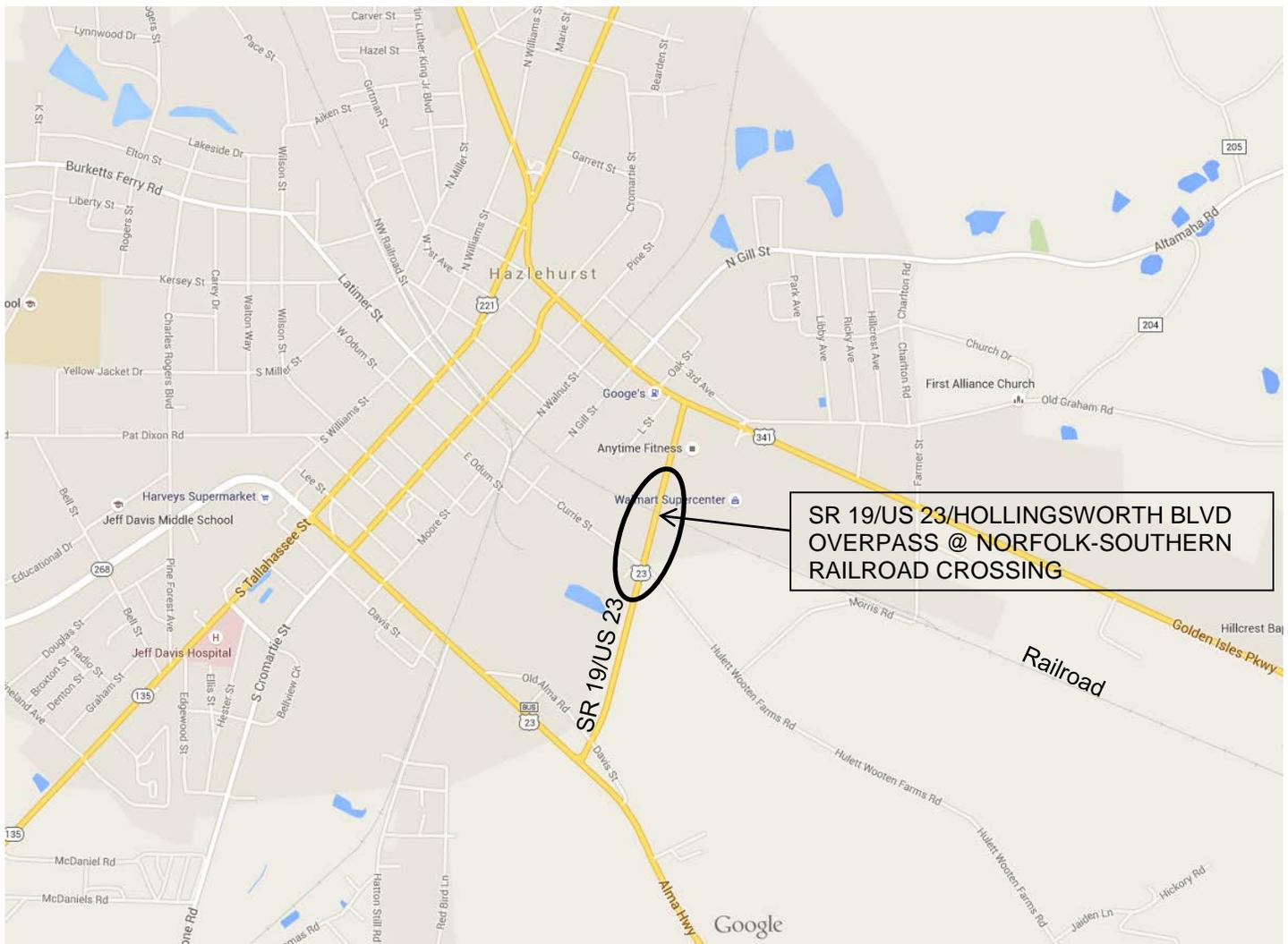
* <u>Eric Duff/KLP</u>	<u>7-19-2016</u>
State Environmental Administrator	Date
* <u>Christopher Raymond/KLP</u>	<u>7-20-2016</u>
FOR State Traffic Engineer	Date
* <u>Lisa Myers/KLP</u>	<u>6-13-2016</u>
Project Review Engineer	Date
* <u>David White/KLP</u>	<u>6-22-2016</u>
FOR State Utilities Engineer	Date
District Engineer	Date
* <u>Bill DuVall/KLP</u>	<u>6-25-2016</u>
State Bridge Engineer	Date

* Recommendations on file

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

<u>Andrea R. Naupe</u>	<u>6-16-16</u>
State Transportation Planning Administrator	Date

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement:

State Route 19 (SR 19)/US 23 in Hazlehurst is currently a two-lane route that is functionally classified as a rural minor arterial. On a broader scale, it is one part of a longer corridor that serves industrial and commercial truck traffic moving between Jacksonville, Florida, southeast Georgia, and I-16 at exit 51/US 441. The subject portion of SR 19/US 23 is a designated truck route providing trucks with an alternate route around downtown Hazlehurst that terminates at US 341. Within this section, SR 19/US 23 crosses a Norfolk Southern rail line at-grade near Currie Street.

SR 19/US 23 at this location currently experiences heavy truck volumes and frequent delays for commercial and Emergency Medical Services (EMS) vehicles resulting from rail switching operations. Railroad switching operations typically involve moving a train from one track onto another, and can cause significant delay for nearby roads that cross the railroad at-grade. The proposed overpass project was initiated as a result of a local government request after unsuccessful attempts by the City to coordinate with Norfolk Southern to move the railroad switching operation farther east to reduce the frequency and duration of trains blocking the current at-grade crossing on SR 19/US 23. The intent of the proposed SR 19 overpass project is to provide an unimpeded route for vehicular traffic traveling through Jeff Davis County over the Norfolk Southern railroad.

The USDOT Crossing Inventory catalogues the location, road, railroad, and control device characteristics for the crossing. That report states that there were four “through” trains and five switching trains per day in 2014. The existing at-grade rail crossing has all available safety precautions including crossing gates, lights, and warning bells. The 2012 Highway-Railroad Engineering Analysis Report, which calculates an Adjusted Hazard Index (AHI), uses a number of inputs including train volumes, school bus volumes, overall Average Daily Traffic (ADT), the types of safety devices at the crossing, and accidents that have occurred. AHI values can range from 1 to as high as 20. The AHI value for the SR 19 crossing in 2012 was 2.37, which is relatively low. However, the AHI formula does not account for the significant amount of nearby rail switching operations that contribute to vehicle delays on SR 19/US 23.

Immediately adjacent to the existing at-grade crossing is a Propex Fabrics plant that employs 145 people to make geotextile fabrics for use in such applications as erosion control. In late 2013, another Propex Fabrics plant in Nashville, Georgia closed and its operations were consolidated into the Hazlehurst plant, which increased its truck volumes. Consolidation coincided with an announced multi-million dollar investment to expand the Hazlehurst plant's capacity and begin producing a recycled polyester woven backing for commercial carpet tile in the summer of 2014, which then increased manufacturing activities at the site. The plant uses rail and trucks to bring in commodities and send out finished product; its truck entrance is located approximately 1,700 feet south of the at-grade crossing. A rail spur feeds into the plant from the Norfolk Southern line approximately 1,800 feet west of the crossing.

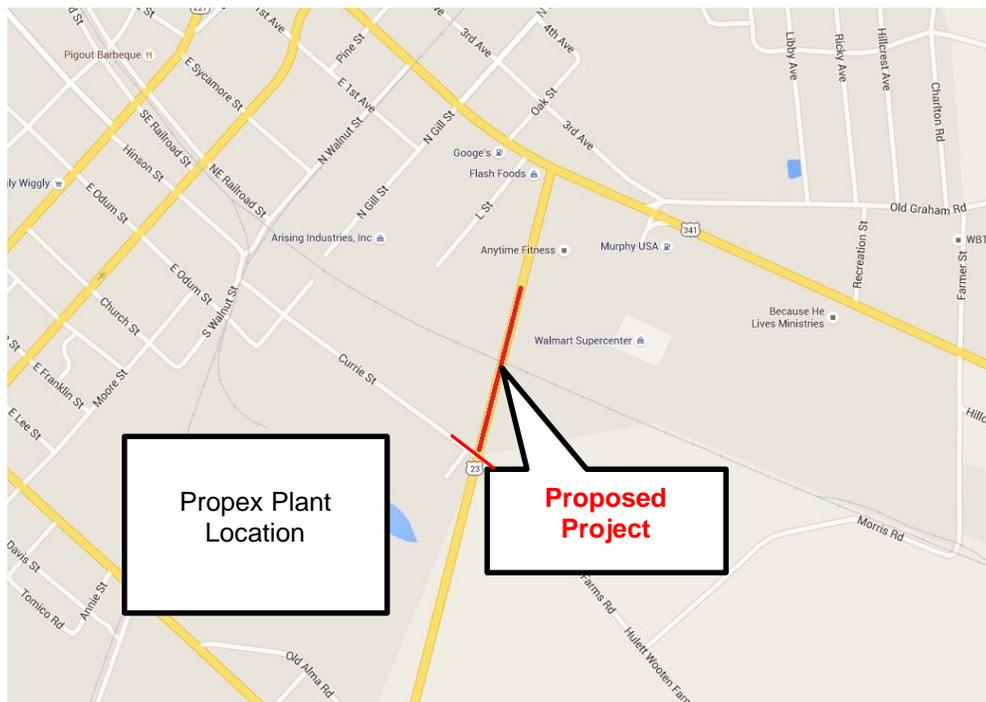
Year 2014 truck traffic counts available from the GDOT showed that over 850 trucks per day use this section of SR 19/US 23. This figure is roughly 12.5 percent of the overall Average Annual Daily Traffic value of 6,840 vehicles in 2013. The increase in truck traffic from an average of roughly 750 per day in 2009, as shown in the GDOT GeoCounts database, has created additional delay for trucks when trains block the SR 19 crossing.

The last three full years of available crash data (years 2012-2014) for SR 19/US 23 within a quarter-mile of the railroad crossing were collected from the GDOT GeoTRAQS database. Data revealed nine crashes in total over that timeframe and no fatalities. Over two-thirds of the crash types were classified as rear-end collisions. The prevalence of this type of collision may indicate safety or operational issues resulting from a lack of driver attention, driving too closely, and congestion-related issues that occur when the trains are blocking the road.

There is a need to reduce the delay experienced by motor vehicles when trains are crossing the road. Due to the creation of a one-way pair in downtown Hazlehurst on SR 135, which also has an at-grade railroad crossing, there are limited alternative routes for trucks to divert to. Due to continuing

industrial growth in this region, Jeff Davis County may continue to experience safety and congestion related issues due to the large volumes of heavy trucks.

Delays at affected at-grade rail crossings causes delay for all vehicles, including EMS vehicles and significant numbers of commercial trucks. The proposed overpass on SR 19/US23 will improve operations and safety by providing a grade-separation for vehicles and trucks traveling this designated truck route. The proposed improvement should reduce the chance for delay of trucks between areas north and south of Hazlehurst, as well as for drivers and emergency responders including paramedics, police, and fire departments.



Existing conditions: Currently, this section of SR 19/US 23 contains two 12 foot lanes with no sidewalks. There is an existing right turn lane between the single track at grade Norfolk-Southern railroad crossing and the Wal-Mart driveway. The Railroad crossing is 0.25 mile from the intersection of SR 27/US 341 and 0.10 mile from entrance to the Super Wal-Mart. There are utilities that will be encroached upon within the project limits. The most notable is the railroad and both transmission and distribution lines for Georgia Power along the southern portion of the project and along the intersecting side roads: Currie St, Jeanette St and Hulett Wooten Farms Rd.

Other projects in the area: None.

MPO: N/A - Project not in MPO

TIP #: N/A

TIA Regional Commission: Heart of Georgia RC

Congressional District(s): 12

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: ADT or AADT 24 HR T: 19%

Current Year (2016): 7200 Open Year (2020): 7600 Design Year (2040): 9700

Traffic Projections Performed by: *GDOT Office of Planning*

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:

Warrants met: None Bicycle Pedestrian Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
 Preliminary Pavement Type Selection Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: This project consist of adding a grade separation on SR 19/US 23 across Norfolk-Southern railroad. The approximately 40' x 165' overpass and its approaches will consist of two travel lanes. A right turn lane will be provided where warranted. The project will be approximately 0.4 miles in length, and is located just inside of the southern boundary of the City of Hazlehurst.

Major Structures:

Structure	Existing	Proposed
SR 19/US 23 @ Norfolk-South RR	None	Bridge Structure: Approximately 40' wide x 165' long. Consists of two 12' lanes with 8' shoulders.
MSE Wall #1	None	Approximately 815 linear ft of MSE wall req'd for the North end of bridge.
MSE Wall #2	None	Approximately 885 linear ft of MSE wall req'd for the South end of bridge.

Mainline Design Features: OVERPASS @ NORFOLK-SOUTHERN RR GRADE CROSSING

Feature	Existing	Standard*	Proposed	
			Road	MSE Wall
Typical Section				
- Number of Lanes	2	2	2	
- Lane Width(s)	12'	12'	12'	
- Median Width & Type	N/A	N/A	N/A	
- Outside Shoulder or Border Area Width	2'	8' Allowable/ 10' Preferred	10' overall 4' paved	10' paved
- Outside Shoulder Slope	N/A	6%	6%	2%
- Inside Shoulder Width	N/A	N/A	N/A	
- Sidewalks	N/A	N/A	N/A	
- Auxiliary Lanes	N/A	N/A	N/A	
- Bike Lanes	N/A	N/A	N/A	
Posted Speed	55 -35 mph		45 mph	
Design Speed	N/A	45 mph	45 mph	

Min Horizontal Curve Radius	N/A	587'	N/A
Maximum Superelevation Rate	N/A	8%	N/A
Maximum Grade	N/A	5%	6%
Access Control	N/A	N/A	Permitted Access
Design Vehicle	N/A	SU	WB-67
Pavement Type	ASPHALT	ASPHALT	ASPHALT

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: N/A

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

An off-site detour will be provided as it is the most economical alternative for this project. The proposed detour route is 3.1 miles in length and utilizes other State Routes.

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter- mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewi ng Office	No	Undeter- -mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement:

Coordination is required with Norfolk Southern Railway Company. Approximately 9 Freight trains per day pass through the crossing, inventory number 729021L. No passenger trains utilize this location.

Norfolk Southern plans to install another track in the future. The existing rail line at this location currently runs from the Brunswick Port into Macon, which in turn goes to Atlanta. There is anticipation that the Port of Brunswick will reap benefits from a progressive port authority, thus putting Norfolk Southern in a position for potential expansion. With existing right of way limits, the future track can be placed on either side of the existing track

Utility Involvements:

An aerial Georgia Power line currently exists along the southern approach to the crossing. The line services the railroad crossing but does not cross. There are also transmission and distribution lines for Georgia Power along the southern portion of the project and along the intersecting side roads: Currie St, Jeanette St and Hulett Wooten Farms Rd. MediaCom, AT&T, Atlanta Gas Light Co., and City of Hazlehurst-Water will have minor impacts along Currie St and Hulett Wooten Farms Rd.

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 200ft. Proposed width: 200ft.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 4
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0
 Total Displacements: 0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None.

Context Sensitive Solutions Proposed: N/A

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nationwide or Regional Permit
4. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: The proposed NEPA document for this project is a Categorical Exclusion (CE). To date no special studies field surveys have been conducted.

Ecology: Field surveys will be conducted to identify wetlands, open waters and streams, and potential habitat for federal and state listed endangered species. Informal Section with US Fish and Wildlife Service and Coordination under the Fish and Wildlife Coordination Act (FWCA) is anticipated.

History: A Historic Resources Survey Report will be prepared and submitted to OES and SHPO for concurrence. Field surveys and background research have been conducted. Three potential resources have been identified for documentation, including the railroad and two residential neighborhoods; depending on the outcome of the review and coordination process, two houses within one of the neighborhoods may potentially require individual evaluation. It is anticipated that an Assessment of Effects report will be required for this project.

Archeology: An Archaeological field survey will be conducted to determine if any cemeteries or other publicly documented archaeological resources are present, and the possible effects to archeological resources are present, and the possible effects to archeological resources.

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
 Carbon Monoxide hotspot analysis: Required Not Required TBD

CO Hot Spot modeling analysis will be conducted.

Noise Effects: Modeling of noise impacts will be conducted using TNM and as needed an analysis of the reasonable and feasibility of noise walls (mitigation) will be conducted pending the results of the noise study.

Public Involvement: Public Information Open House/Detour Open House meeting and Noise Public Involvement Survey will be conducted.

Major stakeholders:

<p><i>Heart of Georgia Altamaha Regional Commission</i> 5405 Oak Street Eastman, Georgia 31023</p>	<p><i>Interim Executive Director Joint Development Authority PO Box 546 Hazlehurst, Georgia 31539</i></p>	<p><i>Jim Sewell, Executive Director Board of Tourism 25 East Coffee Street Hazlehurst, Georgia 31539</i></p>
<p><i>Brenda Hallman, Program Administrator Seven Rivers RC & D 239 N East Park Ave. Suite E Baxley, Georgia 31513</i></p>	<p><i>Dr. Rob Brown, Superintendent Jeff Davis Co Board of Education P.O. Box 1780 44 Charles Rogers Blvd. Hazlehurst, Georgia 31539</i></p>	<p><i>Chief Steven C. Land Hazlehurst Police Department 6 South Williams Street Hazlehurst, Georgia 31539</i></p>
<p><i>Heart of Georgia Altamaha Regional Commission 331 West Parker Street Baxley, Georgia 31513</i></p>	<p><i>Bonnie Hulett, Executive Director Chamber of Commerce PO Box 546 Hazlehurst, Georgia 31539</i></p>	<p><i>Sheriff Preston Bohannon Jeff Davis County Sheriff's Office 15 Public Safety Drive Hazlehurst, Georgia 31539</i></p>
<p><i>Jeff Davis County Board of Commissioners 14 Jeff Davis Street Hazlehurst, Georgia 31539</i></p>	<p><i>Alvin Merritt, Transportation Director Jeff Davis County Schools Transportation Department 44 Charles Rogers Blvd. Hazlehurst, Georgia 31539</i></p>	<p><i>Chief Charles Wasdin Hazlehurst Jeff Davis County Fire Rescue 31 Pat Dixon Road Hazlehurst, Georgia 31539</i></p>
<p><i>Mayor Jack Cole City of Hazlehurst PO Box 519 Hazlehurst, Georgia 31539</i></p>	<p><i>Hazlehurst, Georgia 31539</i></p>	<p><i>Representative Dominic LaRiccia Georgia House of Representatives, District 169 P.O. Box 1156 Douglas, Georgia 31534</i></p>
<p><i>Interim Administrator Jeff Davis County Commission PO Box 609 Hazlehurst, Georgia 31539</i></p>	<p><i>Hazlehurst, Georgia 31539</i></p>	<p><i>Senator Tommie Williams Georgia Senate, District 19 148 Williams Avenue Lyons, Georgia 30436</i></p>

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

No issues detected.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept/ Concept Meeting: A concept team meeting was held at the GDOT District 5 Office on 5/3/2016. Among those present were the project manager and representatives from the following offices: design, utilities, environmental, planning, and area construction. The Mayor of Hazlehurst, Jeff Davis County Commission Chairman, County Administrator, and EMS director were also in attendance. Minutes of the meeting have been attached.

Other coordination to date: At the request of the both the local city and county governments, a meeting was held 2/3/2014 at the Jeff Davis County Board of Commissioners meeting room. In this meeting the locals conveyed their interest in pursuing this project. They stressed the importance of the overpass in terms of emergency response and increasing truck traffic.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	<i>GDOT DISTRICT DESIGN</i>
Design	<i>GDOT DISTRICT DESIGN</i>
Right-of-Way Acquisition	<i>GDOT DISTRICT ROW</i>
Utility Relocation	<i>Utility Companies</i>
Letting to Contract	<i>GDOT CONSTRUCTION</i>
Construction Supervision	<i>GDOT CONSTRUCTION</i>
Providing Material Pits	<i>Contractor</i>
Providing Detours	<i>Contractor</i>
Environmental Studies, Documents, & Permits	<i>GDOT OES/Consultant – Calyx Engineers + Consultants</i>
Environmental Mitigation	<i>GDOT OES</i>
Construction Inspection & Materials Testing	<i>GDOT CONSTRUCTION</i>

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility *	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$537,070.28	\$492,000	\$256,100	\$6,338,939.59	\$20,000	\$7,644,109.87
Date of Estimate	3/27/14	4/28/16	5/5/16	7/12/16	3/9/16	7/12/16

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

** include railroad costs KLP*

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Off-Site Detour			
Estimated Property Impacts:	4	Estimated Total Cost:	\$7,644,109.87
Estimated ROW Cost:	\$492,000	Estimated CST Time:	12 mon
Rationale: This option is the most cost effective means of accomplishing the project need and purpose. It would eliminate the need to provide expensive removal/installation of temporary bolted crossings and possible temporary ROW easements for staged traffic. The proposed off-site detour is a feasible and viable option as it is 3.1 miles in length and utilizes other State Routes.			

Alternative 1: On-Site Detour			
Estimated Property Impacts:	4 (+ additional Temporary Easements*)	Estimated Total Cost:	\$9,601,545.36
Estimated ROW Cost:	\$492,000	Estimated CST Time:	18 mon
Rationale: The on-site detour would require a longer construction time, complicated staging, and traffic delays. Project costs would be greater due to the need to provide expensive removal/installation of temporary bolted crossings. *Although no additional ROW cost has been estimated for temporary easements, extra easements would most likely be necessary to facilitate traffic staging.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: The need to reduce the delay experienced by motor vehicles when trains are crossing SR 19/US 23 would not be met.			

Comments:

LIST OF ATTACHMENTS/SUPPORTING DATA Concept Layout

1. Typical sections
2. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Completed Liquid AC Cost Adjustment forms
 - c. Right-of-Way
 - d. Utilities (Including RR)
 - e. Environmental Mitigation (EPD, etc.)
3. Conceptual Project Layout
4. Proposed Conceptual Off-site Detour Layout
5. Initial Pavement Studies
6. Minutes of Concept meetings
7. Traffic Diagram(s)

APPROVALS

Concur:

Neal Pikel

Director of Engineering

Approve:

Margaret B Pikel

Chief Engineer

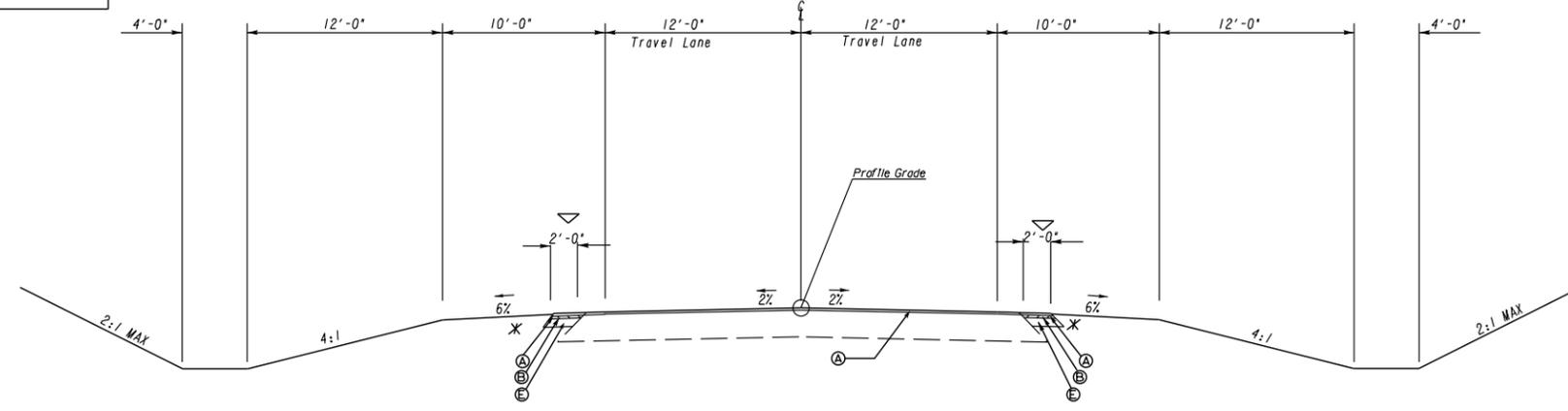
8.5.16

Date

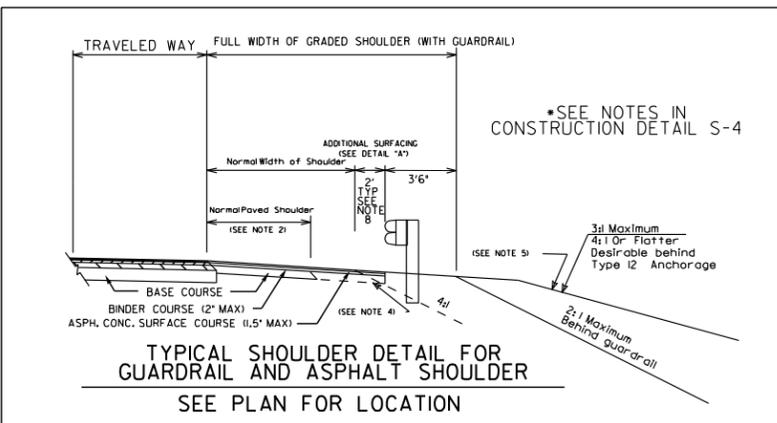
- REQUIRED PAVEMENT**
- Ⓐ RECYL AC 12.5mm SP,TP II,BLEND I,INCL BM & HL 165 LB/SY
 - Ⓑ RECYL AC 19mm SP,GP 1 OR 2,INC BM & HL 220 LB/SY
 - Ⓒ RECYL AC 25mm SP,GP 1 OR 2,INC BM & HL 660 LB/SY
 - Ⓓ 8" GRADED AGGREGATE BASE
 - Ⓔ 6" GRADED AGGREGATE BASE
 - * SAFETY EDGE PLACEMENT PER GDOT CONSTRUCTION DETAIL P-7

MAINLINE TYPICALS

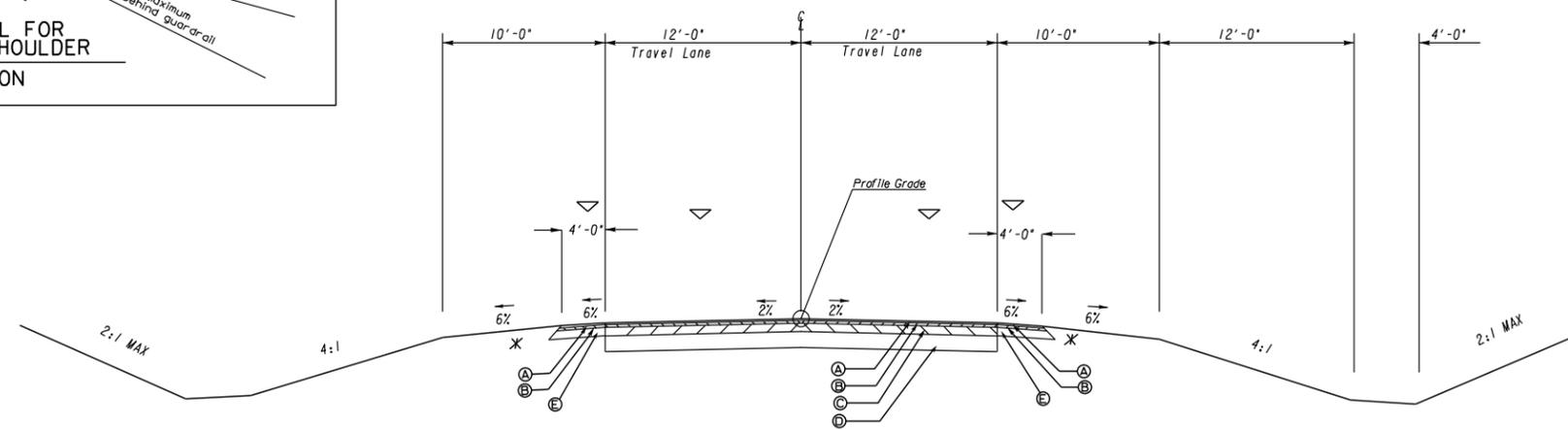
TYPICAL SECTION NO 1



TANGENT SECTION OVERLAY - 100' BEGINNING AND END OF PROJECT



TYPICAL SECTION NO 2



TANGENT SECTION NORTH-BOUND BEFORE MSE WALLS SOUTH-BOUND AFTER MSE WALLS

▷ PAY LIMITS FOR GAB

GDOT
DISTRICT 5

NOT TO SCALE

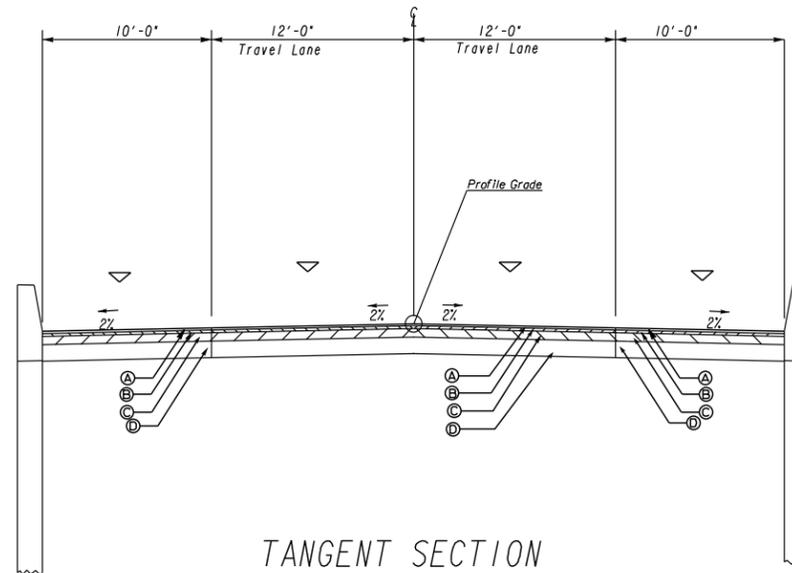
REVISION DATES	

TYPICAL SECTIONS		
MAINLINE SR19/US23		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

REQUIRED PAVEMENT
 (A) RECYL AC 12.5mm SP,TP 11,BLEND 1,INCL BM & HL 165 LB/SY
 (B) RECYL AC 19mm SP,GP 1 OR 2,INC BM & HL 220 LB/SY
 (C) RECYL AC 25mm SP,GP 1 OR 2,INC BM & HL 660 LB/SY
 (D) 8" GRADED AGGREGATE BASE
 (E) 6" GRADED AGGREGATE BASE
 * SAFETY EDGE PLACEMENT PER GDOT CONSTRUCTION DETAIL P-7

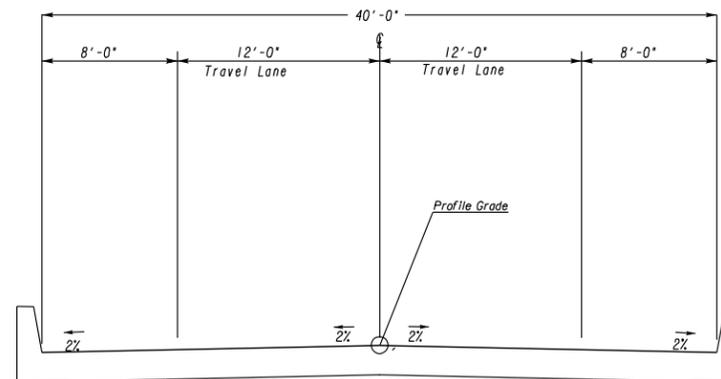
MAINLINE TYPICALS

TYPICAL SECTION NO 3



TANGENT SECTION
BEFORE AND AFTER BRIDGE

TYPICAL SECTION NO 4



BRIDGE TYPICAL

▷ PAY LIMITS FOR GAB



DISTRICT 5

NOT TO SCALE

REVISION DATES

NO.	DATE	DESCRIPTION

TYPICAL SECTIONS

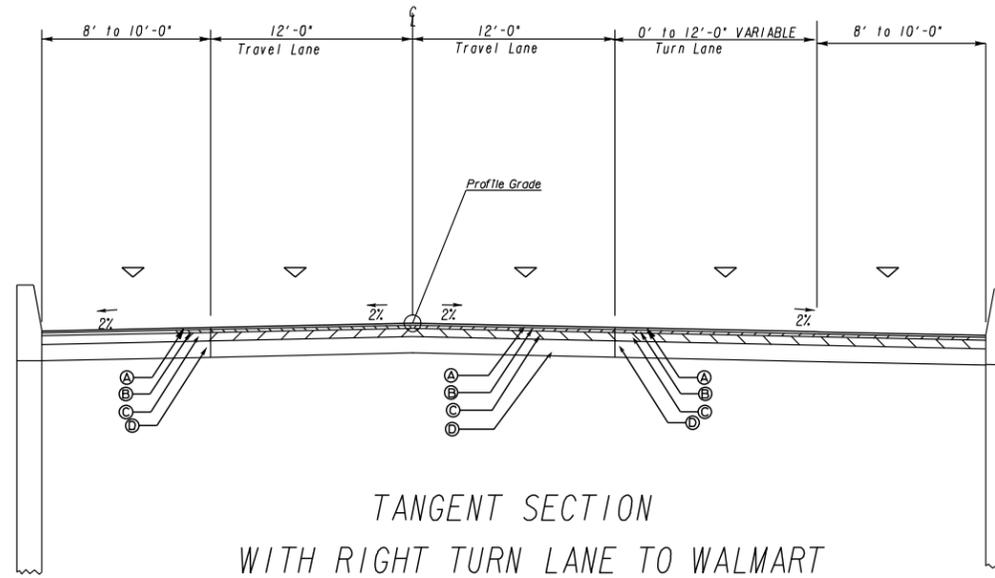
MAINLINE SR19/US23

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

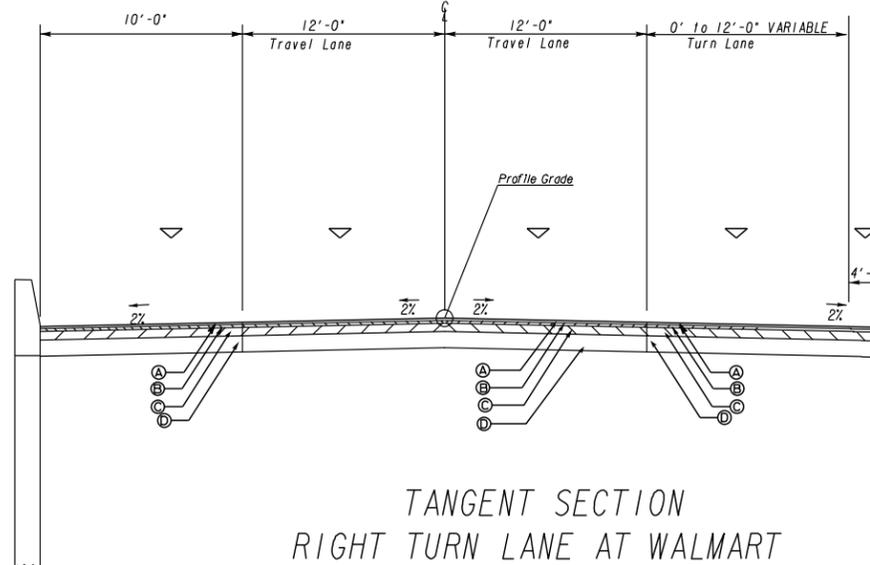
- REQUIRED PAVEMENT**
- Ⓐ RECYL AC 12.5mm SP,TP 11,BLEND 1,INCL BM & HL 165 LB/SY
 - Ⓑ RECYL AC 19mm SP,GP 1 OR 2,INC BM & HL 220 LB/SY
 - Ⓒ RECYL AC 25mm SP,GP 1 OR 2,INC BM & HL 660 LB/SY
 - Ⓓ 8" GRADED AGGREGATE BASE
 - Ⓔ 6" GRADED AGGREGATE BASE
 - X SAFETY EDGE PLACEMENT PER GDOT CONSTRUCTION DETAIL P-7

MAINLINE TYPICALS

TYPICAL SECTION NO 5



TYPICAL SECTION NO 6



▷ PAY LIMITS FOR GAB



DISTRICT 5

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS

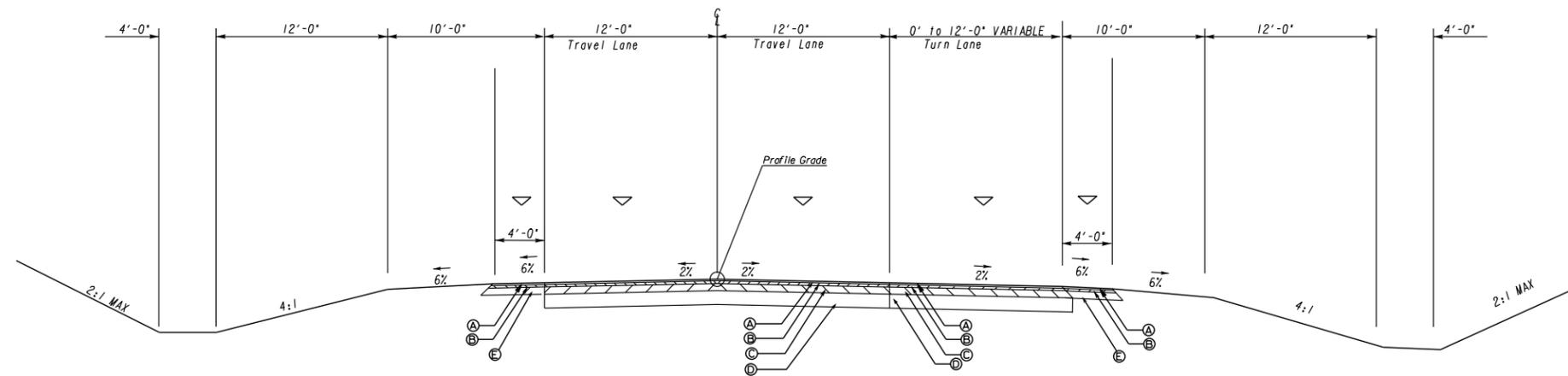
MAINLINE SR19/US23

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	05-0003
VERIFIED:	DATE:	

REQUIRED PAVEMENT
 (A) RECYL AC 12.5mm SP,TP 11,BLEND 1,INCL BM & HL 165 LB/SY
 (B) RECYL AC 19mm SP,GP 1OR 2,INC BM & HL 220 LB/SY
 (C) RECYL AC 25mm SP,GP 1OR 2,INC BM & HL 660 LB/SY
 (D) 8" GRADED AGGREGATE BASE
 (E) 6" GRADED AGGREGATE BASE
 * SAFETY EDGE PLACEMENT PER GDOT CONSTRUCTION DETAIL P-7

MAINLINE TYPICALS

TYPICAL SECTION NO 7



TANGENT SECTION
NORTH-BOUND AFTER WALMART DRIVE WAY

▷ PAY LIMITS FOR GAB

GDOT
DISTRICT 5

NOT TO SCALE

REVISION DATES	

TYPICAL SECTIONS			
MAINLINE SR19/US23			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	05-0004	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

DETAILED COST ESTIMATE



Job: 0001810

JOB NUMBER: 0001810

FED/STATE PROJECT NUMBER: STP00-0001-00(810)

SPEC YEAR: 13

DESCRIPTION: SR19/US23 OVERPASS @ NORFOLK-SOUTHERN RR GRADE CROSSING

ITEMS FOR JOB 0001810

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0003	150-1000	1.000	LS	\$140,000.00000	TRAFFIC CONTROL - 0001810	\$140,000.00
0004	153-1300	1.000	EA	\$97,594.84726	FIELD ENGINEERS OFFICE TP 3	\$97,594.85
0020	310-1101	71.000	TN	\$41.06994	GR AGGR BASE CRS, INCL MATL	\$2,915.97
0050	310-5060	3496.000	SY	\$15.82941	GR AGGR BS CRS 6IN INCL MATL	\$55,339.62
0055	310-5080	7176.000	SY	\$18.56974	GR AGGR BS CRS 8IN INCL MATL	\$133,256.45
0030	402-1812	280.000	TN	\$109.13886	RECYL AC LEVELING,INC BM&HL	\$30,558.88
0035	402-3121	3193.000	TN	\$82.48148	RECYL AC 25MM SP,GP1/2,BM&HL	\$263,363.37
0040	402-3130	1002.000	TN	\$101.33936	RECYL AC 12.5MM SP,GP2,BM&HL	\$101,542.04
0045	402-3190	1169.000	TN	\$93.87484	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$109,739.69
0025	413-0750	794.000	GL	\$1.86000	TACK COAT	\$1,476.84
0120	441-6222	1000.000	LF	\$29.16851	CONC CURB & GUTTER/ 8X30TP2	\$29,168.51
0105	500-0100	270.000	SY	\$14.95913	GROOVED CONCRETE	\$4,038.97
0285	641-1200	200.000	LF	\$20.44615	GUARDRAIL, TP W	\$4,089.23
0125	641-5012	2.000	EA	\$2,235.63551	GUARDRAIL ANCHORAGE, TP 12	\$4,471.27
SUBTOTAL FOR ROADWAY:						\$977,555.69

0020 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0002	543-9000	1.000	LS	\$589,212.00000	CONSTR OF BRIDGE COMPLETE - 163.67X40=6546.8SF X 90=589212	\$589,212.00
SUBTOTAL FOR BRIDGE:						\$589,212.00

0030 - REINFORCED EARTH WALL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0073	627-1000	18212.000	SF	\$39.84345	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 0001810	\$725,628.91
0074	627-1010	14496.000	SF	\$39.82953	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 0001810	\$577,368.87
0075	627-1020	6068.000	SF	\$41.75538	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 0001810	\$253,371.65
0090	627-1160	1750.000	LF	\$260.69433	TRAFFIC BARRIER H, WALL NO - 0001810	\$456,215.08
0085	627-1180	32256.000	CY	\$47.00000	ADDITIONAL MSE BACKFILL	\$1,516,032.00
0305	648-1350	2.000	EA	\$14,885.72000	IMPACT ATT UNIT, TP-P- 0001810	\$29,771.44
SUBTOTAL FOR REINFORCED EARTH WALL:						\$3,558,387.95

DETAILED COST ESTIMATE



Job: 0001810

0040 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	441-4020	135.000	SY	\$42.78014	CONC VALLEY GUTTER, 6 IN	\$5,775.32
0115	441-4030	881.000	SY	\$51.54779	CONC VALLEY GUTTER, 8 IN	\$45,413.60
0130	550-1180	1000.000	LF	\$41.58135	STM DR PIPE 18,H 1-10	\$41,581.35
0135	550-4218	2.000	EA	\$628.20309	FLARED END SECT 18 IN, ST DR	\$1,256.41
0140	668-1100	2.000	EA	\$2,754.91982	CATCH BASIN, GP 1	\$5,509.84
0145	668-2100	6.000	EA	\$2,293.69163	DROP INLET, GP 1	\$13,762.15
0160	668-2110	4.000	LF	\$255.92413	DROP INLET, GP 1, ADDL DEPTH	\$1,023.70
0150	668-4300	5.000	EA	\$2,194.01656	STORM SEW MANHOLE, TP 1	\$10,970.08
0155	668-7018	4.000	EA	\$1,802.00000	DRAIN INLET, 18 IN	\$7,208.00
SUBTOTAL FOR DRAINAGE:						\$132,500.45

0050 - SIGN & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0240	636-1029	24.000	SF	\$15.03811	HWY SGN,TP2 MATL,REFL SH TP 3	\$360.91
0235	636-1033	9.000	SF	\$23.08062	HWY SIGNS, TP1MAT,REFL SH TP 9	\$207.73
0245	636-2070	360.000	LF	\$8.06362	GALV STEEL POSTS, TP 7	\$2,902.90
0250	636-2080	650.000	LF	\$11.74111	GALV STEEL POSTS, TP 8	\$7,631.72
0165	653-0120	4.000	EA	\$126.27638	THERM PVMT MARK, ARROW, TP 2	\$505.11
0170	653-0130	4.000	EA	\$116.91657	THERM PVMT MARK, ARROW, TP 3	\$467.67
0180	653-0210	4.000	EA	\$111.67540	THERM PVMT MARK, WORD , TP 1	\$446.70
0175	653-1604	500.000	LF	\$5.36000	THERM SOLID TRAF STRIPE,18,WH	\$2,680.00
0195	653-2501	1.200	LM	\$1,611.36451	THERMO SOLID TRAF ST, 5 IN, WH	\$1,933.64
0200	653-2502	0.950	LM	\$1,760.10320	THERMO SOLID TRAF ST, 5 IN YE	\$1,672.10
0210	653-2804	0.355	LM	\$8,591.70000	THERM SOLID TRAF STRIPE, 8,WH	\$3,050.05
0205	653-4501	0.250	GLM	\$1,123.30435	THERMO SKIP TRAF ST, 5 IN, WHI	\$280.83
0215	653-6004	205.000	SY	\$5.27092	THERM TRAF STRIPING, WHITE	\$1,080.54
0220	653-6006	1150.000	SY	\$5.36975	THERM TRAF STRIPING, YELLOW	\$6,175.21
0225	654-1001	50.000	EA	\$5.55529	RAISED PVMT MARKERS TP 1	\$277.76
0230	654-1003	20.000	EA	\$7.32377	RAISED PVMT MARKERS TP 3	\$146.48
0185	657-1085	128.000	LF	\$8.65105	PRF PL SD PVT MKG,8,B/W,TP PB	\$1,107.33
0194	657-1085	328.000	LF	\$7.82666	PRF PL SD PVT MKG,8,B/W,TP PB	\$2,567.14
0190	657-3086	128.000	GLF	\$5.62721	FPR PL SK PVMT MKG,8,B/Y,TPPB	\$720.28
0193	657-6085	328.000	LF	\$7.60015	PRF PL SD PVMT MKG,8,B/Y,TPPB	\$2,492.85
SUBTOTAL FOR SIGN & MARKING:						\$36,706.95

0060 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0270	163-0240	80.000	TN	\$228.49342	MULCH	\$18,279.47
0275	165-0010	2125.000	LF	\$1.31402	MAINT OF TEMP SILT FENCE, TP A	\$2,792.29
0265	171-0010	1450.000	LF	\$3.14798	TEMPORARY SILT FENCE, TYPE A	\$4,564.57
0255	603-6008	5.000	SY	\$123.59000	SAND-CEMENT BAG RIP RAP, 8 IN	\$617.95
0260	700-6001	8.100	LS	\$2,336.67000	GRASSING - COMPLETE	\$18,927.03
SUBTOTAL FOR EROSION CONTROL:						\$45,181.31

TOTALS FOR JOB 0001810

DETAILED COST ESTIMATE



Job: 0001810

ITEMS COST:	\$5,339,544.35
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$5,339,544.35
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$5,339,544.35

DETAILED COST ESTIMATE



Job: 0001810

JOB NUMBER: 0001810

FED/STATE PROJECT NUMBER: STP00-0001-00(810)

SPEC YEAR: 13

DESCRIPTION: SR19/US23 OVERPASS @ NORFOLK-SOUTHERN RR GRADE CROSSING

ITEMS FOR JOB 0001810

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0003	150-1000	1.000	LS	\$140,000.00000	TRAFFIC CONTROL - 0001810	\$140,000.00
0004	153-1300	1.000	EA	\$97,594.84726	FIELD ENGINEERS OFFICE TP 3	\$97,594.85
0020	310-1101	71.000	TN	\$41.06994	GR AGGR BASE CRS, INCL MATL	\$2,915.97
0050	310-5060	3496.000	SY	\$15.82941	GR AGGR BS CRS 6IN INCL MATL	\$55,339.62
0055	310-5080	7176.000	SY	\$18.56974	GR AGGR BS CRS 8IN INCL MATL	\$133,256.45
0030	402-1812	280.000	TN	\$109.13886	RECYL AC LEVELING,INC BM&HL	\$30,558.88
0035	402-3121	3193.000	TN	\$82.48148	RECYL AC 25MM SP,GP1/2,BM&HL	\$263,363.37
0040	402-3130	1002.000	TN	\$101.33936	RECYL AC 12.5MM SP,GP2,BM&HL	\$101,542.04
0045	402-3190	1169.000	TN	\$93.87484	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$109,739.69
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SUBTOTAL FOR ROADWAY:						\$977,555.69

0020 - BRIDGE

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0002	543-9000	1.000	LS	\$589,212.00000	CONSTR OF BRIDGE COMPLETE - 163.67X40=6546.8SF X 90=589212	\$589,212.00
SUBTOTAL FOR BRIDGE:						\$589,212.00

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0305	648-1350	2.000	EA	\$14,885.72000	IMPACT ATT UNIT, TP-P- 0001810	\$29,771.44
SUBTOTAL FOR REINFORCED EARTH WALL:						\$3,558,387.95

DETAILED COST ESTIMATE



Job: 0001810

0040 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	441-4020	135.000	SY	\$42.78014	CONC VALLEY GUTTER, 6 IN	\$5,775.32
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0135	550-4218	2.000	EA	\$628.20309	FLARED END SECT 18 IN, ST DR	\$1,256.41
0140	668-1100	2.000	EA	\$2,754.91982	CATCH BASIN, GP 1	\$5,509.84
0145	668-2100	6.000	EA	\$2,293.69163	DROP INLET, GP 1	\$13,762.15
0160	668-2110	4.000	LF	\$255.92413	DROP INLET, GP 1, ADDL DEPTH	\$1,023.70
0150	668-4300	5.000	EA	\$2,194.01656	STORM SEW MANHOLE, TP 1	\$10,970.08
0155	668-7018	4.000	EA	\$1,802.00000	DRAIN INLET, 18 IN	\$7,208.00
SUBTOTAL FOR DRAINAGE:						\$132,500.45

0050 - SIGN & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
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0235	636-1033	9.000	SF	\$23.08062	HWY SIGNS, TP1MAT,REFL SH TP 9	\$207.73
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0250	636-2080	650.000	LF	\$11.74111	GALV STEEL POSTS, TP 8	\$7,631.72
0165	653-0120	4.000	EA	\$126.27638	THERM PVMT MARK, ARROW, TP 2	\$505.11
0170	653-0130	4.000	EA	\$116.91657	THERM PVMT MARK, ARROW, TP 3	\$467.67
0180	653-0210	4.000	EA	\$111.67540	THERM PVMT MARK, WORD , TP 1	\$446.70
0175	653-1604	500.000	LF	\$5.36000	THERM SOLID TRAF STRIPE,18,WH	\$2,680.00
0195	653-2501	1.200	LM	\$1,611.36451	THERMO SOLID TRAF ST, 5 IN, WH	\$1,933.64
0200	653-2502	0.950	LM	\$1,760.10320	THERMO SOLID TRAF ST, 5 IN YE	\$1,672.10
0210	653-2804	0.355	LM	\$8,591.70000	THERM SOLID TRAF STRIPE, 8,WH	\$3,050.05
0205	653-4501	0.250	GLM	\$1,123.30435	THERMO SKIP TRAF ST, 5 IN, WHI	\$280.83
0215	653-6004	205.000	SY	\$5.27092	THERM TRAF STRIPING, WHITE	\$1,080.54
0220	653-6006	1150.000	SY	\$5.36975	THERM TRAF STRIPING, YELLOW	\$6,175.21
0225	654-1001	50.000	EA	\$5.55529	RAISED PVMT MARKERS TP 1	\$277.76
0230	654-1003	20.000	EA	\$7.32377	RAISED PVMT MARKERS TP 3	\$146.48
0185	657-1085	128.000	LF	\$8.65105	PRF PL SD PVT MKG,8,B/W,TP PB	\$1,107.33
0194	657-1085	328.000	LF	\$7.82666	PRF PL SD PVT MKG,8,B/W,TP PB	\$2,567.14
0190	657-3086	128.000	GLF	\$5.62721	FPR PL SK PVMT MKG,8,B/Y,TPPB	\$720.28
0193	657-6085	328.000	LF	\$7.60015	PRF PL SD PVMT MKG,8,B/Y,TPPB	\$2,492.85
SUBTOTAL FOR SIGN & MARKING:						\$36,706.95

0060 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0270	163-0240	80.000	TN	\$228.49342	MULCH	\$18,279.47
0275	165-0010	2125.000	LF	\$1.31402	MAINT OF TEMP SILT FENCE, TP A	\$2,792.29
0265	171-0010	1450.000	LF	\$3.14798	TEMPORARY SILT FENCE, TYPE A	\$4,564.57
0255	603-6008	5.000	SY	\$123.59000	SAND-CEMENT BAG RIP RAP, 8 IN	\$617.95
0260	700-6001	8.100	LS	\$2,336.67000	GRASSING - COMPLETE	\$18,927.03
SUBTOTAL FOR EROSION CONTROL:						\$45,181.31

DETAILED COST ESTIMATE



Job: 0001810

0070 - ON SITE DETOUR

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0310	171-0030	2430.000	LF	\$4.48216	TEMPORARY SILT FENCE, TYPE C	\$10,891.65
0315	210-0100	1.000	LS	\$78,800.00000	GRADING COMPLETE - 0001810	\$78,800.00
0320	232-9020	4.000	EA	\$225,000.00000	REMOVE BOLTED CROSSING	\$900,000.00
0325	232-9021	2.000	EA	\$225,000.00000	BOLTED CROSSING INSTALLED	\$450,000.00
0330	310-5060	4770.000	SY	\$15.54962	GR AGGR BS CRS 6IN INCL MATL	\$74,171.69
0335	402-1812	100.000	TN	\$119.06104	RECYL AC LEVELING,INC BM&HL	\$11,906.10
0340	402-3121	790.000	TN	\$92.13642	RECYL AC 25MM SP,GP1/2,BM&HL	\$72,787.77
0345	402-3190	525.000	TN	\$99.15376	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$52,055.72
0350	413-0750	500.000	GL	\$1.86000	TACK COAT	\$930.00
SUBTOTAL FOR ON SITE DETOUR:						\$1,651,542.93

TOTALS FOR JOB 0001810

ITEMS COST:	\$6,991,087.28
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$6,991,087.28
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$6,991,087.28

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 1810

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 19/US 23 OVERPASS @ NORFOLK-SOUTHERN RR GRADE
CROSSING- off site detour

DATE July 12, 2016

From: Albert V. Shelby, III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Michelle Wright

MGMT LET DATE 2/15/2019

MGMT ROW DATE 10/15/2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 3,241,168.23

DATE 11/3/2015

RIGHT OF WAY \$ 470,000.00

DATE 12/4/2015

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 6,338,939.59

RIGHT OF WAY \$ 492,000.00

UTILITIES \$ 256,100.00

*Cost Contains 12 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

A 12% contingency was selected based on the "Risk Based Cost Estimation" memo which gives a range of 10% to 15% for this type of project at this stage. Based on what is currently known about this project, a moderate risk in the middle of the range was selected.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	5,339,544.35	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	266,977.22	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	672,782.59	Base Estimate (A) + E & I (B) x 12 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	59,635.43	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	6,338,939.59	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Norfolk Southern	\$ 161,100.00
GA Power Transmission	\$95,000.00
TOTAL	\$ 256,100.00

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO. STP00-0001-00(810)
P.I. NO. 1810
DATE 7/12/2016

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-16	\$ 2.126
DIESEL		\$ 2.341
LIQUID AC		\$ 348.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				58923.36	\$	58,923.36
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80		
Monthly Asphalt Cement Price month project let (APL)			\$	348.00		
Total Monthly Tonnage of asphalt cement (TMT)				282.2		

ASPHALT	Tons	%AC	AC ton
Leveling	280	5.0%	14
12.5 OGFC		5.0%	0
12.5 mm	1002	5.0%	50.1
9.5 mm SP		5.0%	0
25 mm SP	3193	5.0%	159.65
19 mm SP	1169	5.0%	58.45
	5644		282.2

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	712.07	\$	712.07
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80			
Monthly Asphalt Cement Price month project let (APL)			\$	348.00			
Total Monthly Tonnage of asphalt cement (TMT)				3.410310132			

Bitum Tack

Gals	gals/ton	tons
794	232.8234	3.410310132

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80				
Monthly Asphalt Cement Price month project let (APL)			\$	348.00				
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

TOTAL LIQUID AC ADJUSTMENT \$ **59,635.43**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 1810

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 19/US 23 OVERPASS @ NORFOLK-SOUTHERN RR GRADE
CROSSING- on site detour

DATE July 12, 2016

From: Albert V. Shelby, III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Michelle Wright

MGMT LET DATE 2/15/2019

MGMT ROW DATE 10/15/2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 3,241,168.23

DATE 11/3/2015

RIGHT OF WAY \$ 470,000.00

DATE 12/4/2015

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 8,296,375.08

RIGHT OF WAY \$ 492,000.00

UTILITIES \$ 256,100.00

*Cost Contains 12 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

A 12% contingency was selected based on the "Risk Based Cost Estimation" memo which gives a range of 10% to 15% for this type of project at this stage. Based on what is currently known about this project, a moderate risk in the middle of the range was selected.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	6,991,087.28	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	349,554.36	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	880,877.00	Base Estimate (A) + E & I (B) x 12 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	74,856.44	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	8,296,375.08	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Norfolk Southern	\$ 161,100.00
GA Power Transmission	\$95,000.00
TOTAL	\$ 256,100.00

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
--

PROJ. NO. STP00-0001-00(810)
P.I. NO. 1810
DATE 7/12/2016

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-16	\$ 2.126
DIESEL		\$ 2.341
LIQUID AC		\$ 348.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				73695.96	\$	73,695.96
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80		
Monthly Asphalt Cement Price month project let (APL)			\$	348.00		
Total Monthly Tonnage of asphalt cement (TMT)				352.95		

ASPHALT	Tons	%AC	AC ton
Leveling	380	5.0%	19
12.5 OGFC		5.0%	0
12.5 mm	1002	5.0%	50.1
9.5 mm SP		5.0%	0
25 mm SP	3983	5.0%	199.15
19 mm SP	1694	5.0%	84.7
	7059		352.95

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	1,160.48	\$	1,160.48
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80			
Monthly Asphalt Cement Price month project let (APL)			\$	348.00			
Total Monthly Tonnage of asphalt cement (TMT)				5.557860593			

Bitum Tack

Gals	gals/ton	tons
1294	232.8234	5.557860593

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	556.80				
Monthly Asphalt Cement Price month project let (APL)			\$	348.00				
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

TOTAL LIQUID AC ADJUSTMENT \$ **74,856.44**

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 4/28/2016 Project: STP00-0001(810)
 Revised: County: Jeff Davis
 PI: 0001810

Description: Overpass of Railroad @ the Edge of Hazelhurst
 Project Termini: Overpass of Railroad @ the Edge of Hazelhurst

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 4

Land and Improvements _____ \$352,500.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$35,000.00

Valuation Services _____ \$25,000.00

Legal Services _____ \$40,200.00

Relocation _____ \$8,000.00

Demolition _____ \$0.00

Administrative _____ \$65,500.00

TOTAL ESTIMATED COSTS _____ \$491,200.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$492,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#: 286999 04/28/2016 (DATE)
 Approved By: Dashone Alexander CG#: 286999 04/28/2016 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: PI #0001810, Jeff Davis County **OFFICE:** State Utilities Office
FROM: *Jill Franks For:*
Lee E. Upkins, State Utility Engineer **DATE:** August 31, 2015
TO: Albert Shelby, State Program Delivery Engineer
Attn: Michelle Wright, Project Manager
SUBJECT: PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed project. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Norfolk Southern Railway Company		
– P.E. cost for bridge over railroad	\$0.00	\$ 48,500.00– GDOT
– Const. cost for bridge over railroad	\$0.00	\$112,600.00- GDOT
Total Reimbursement Cost:	\$0.00	\$161,100.00

Total railroad surface work reimbursable cost for the above project is estimated to be:

\$161,100.00

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. This project is GDOT funded.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

LEU:jlf

cc: Jun Birnkammer, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Dallory Rozier, District 5 Utilities Engineer
Michael Nash, Railroad Crossing Program Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: N/A Office: Utilities
 County: JEFF DAVIS Date: 5/5/2016
 P.I. #: 0001810

Description: SR 19/US 23 OVERPASS @ NORFOLK-SOUTHERN RR GRADE CROSSING

FROM *Dalley Roy (GRW)*
 Dallory Rozier, District Utilities Manager

TO Michelle Wright, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Atlanta Gas Light Co.	\$0.00	\$33,700.00	Site Visit / Available Drawings
AT&T	\$0.00	\$10,000.00	Site Visit / Available Drawings
City of Hazlehurst-Water **	\$0.00	\$10,000.00	Site Visit / Available Drawings
Georgia Power Distribution	\$0.00	\$40,500.00	Site Visit / Available Drawings
Georgia Power Transmission	\$95,000.00	\$0.00	Site Visit / Available Drawings
Mediacom CATV	\$0.00	\$5,000.00	Site Visit / Available Drawings
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
Total 100.00%	\$95,000.00	\$99,200.00	
Department Responsibility 100.00%	\$95,000.00	\$ 0.00	
Local Sponsor Responsibility 0.00%	\$ 0.00	\$ 0.00	PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Becky Simmons at 912-530-4399.

cc: Yulonda Pride-Foster, State Utilities Preconstruction Manager
 Lee Upkins, State Utilities Administrator
 Troy Pittman, District Preconstruction Engineer

Martinez, Jonathan P

From: Pittman, Troy
Sent: Tuesday, April 26, 2016 3:35 PM
To: Yoder, Maggie K.
Subject: FW: 0001810 Environmental Mitigaiton Credits for the Section 404 Permit

Troy D. Pittman, P.E.
District Preconstruction Engineer
District 5 Jesup
Georgia Department of Transportation
204 Hwy 301 North, Jesup, GA 31546
P.O. Box 610, Jesup, GA 31598
Phone: (912) 530-4387

From: Westberry, Lisa
Sent: Wednesday, March 09, 2016 11:21 AM
To: Sapp, James
Cc: Pittman, Troy; Wright, Michelle; Perry, Verlin (Ryan)
Subject: RE: 0001810 Environmental Mitigaiton Credits for the Section 404 Permit

James,

As requested by your office, we are furnishing you with a preliminary cost estimate for wetland and/or stream mitigation credits for the subject project. The project is a railroad grade separation on SR 19 over the railroad near Hazlehurst, Georgia in Jeff Davis County. After reviewing the preliminary layout, USDA soil survey, and the National Wetland Inventory map, the project is anticipated to impact jurisdictional wetlands. The approximate mitigation cost is \$20,000. Note, that the final cost of credits will be based on actual field survey and the cost of credits at the time of purchase and could be higher or lower than the estimate provided here.

If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

Lisa Westberry | Special Projects Coordinator | Office of Environmental Services | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

 Please consider the environment before you print this email.

From: Sapp, James
Sent: Wednesday, March 09, 2016 8:35 AM
To: Westberry, Lisa
Cc: Pittman, Troy; Wright, Michelle
Subject: 0001810 Environmental Mitigaiton

Lisa,

Good afternoon!

I am developing a concept on 0001810, which is a grade separation project that is due to be started in Jeff Davis County.

The attached link will show the surrounding property: <https://www.google.com/maps/@31.8617367,-82.5891841,454m/data=!3m1!1e3>

This is a grade separation bridge overpass for SR 19 and Norfolk-Southern Railroad.

[WYSIWYG-11x17-SR 19 - 5% w-92ft bridge.pdf](#) is the link to the layout of 0001810 on ProjectWise.

Will you evaluate the mitigation that will be required for this project?

Thank You,

James B. Sapp, DE2

District 5, Road Design

(912) 530-4379

In 2015 there were 1,414 fatalities on Georgia's roads. That's the first annual increase in a decade. Many of these deaths are preventable – attributed to distracted driving and failure to wear a seat belt. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Take the pledge at www.dot.ga.gov/DAAA. #ArriveAliveGA

0001810 CONCEPT LAYOUT

E. Jarman St. / Golden Isle Pkwy

SR 19/US 23

SHOPPING CENTER

WALMART

RAILROAD

PROPOSED OVERPASS
BRIDGE

End Bridge
STA 111+23.70

Begin Bridge
STA 109+60.03

Currie Street

Jeanette Road

Hullett Western Farms Road

SR 19/US 23



PROPOSED DETOUR CONCEPT LAYOUT

Georgia Department of Transportation
SR 19/US 23 Overpass @ Norfolk-Southern Railroad
Grade Crossing



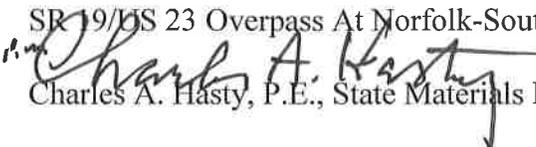
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DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP00-0001-00(810), Jeff Davis County **OFFICE:** Materials and Testing
PI No. 0001810 Forest Park, Georgia
SR 19/US 23 Overpass At Norfolk-Southern **DATE:** May 12, 2016

FROM: 
Charles A. Hasty, P.E., State Materials Engineer

TO: Albert V. Shelby III, State Program Delivery Engineer
Attn: Michelle Wright, Project Manager

SUBJECT: **Requests for Preliminary Pavement Evaluation Summary and Preliminary Pavement Type Selection Reports**

As requested, we have reviewed the subject requests that were received on April 6, 2016 for the project at the SR 19/US 23 Overpass at the Norfolk-Southern Railroad Grade Crossing. After reviewing the scope of the proposed work, we have determined that the requested reports are not needed for the following reasons:

1. According to the Section 5.10 of the PDP Manual, an initial PTS Report is not required "when a portion of an existing pavement is being replaced in kind". Only a total of 768 feet of pavement is being proposed for reconstruction, so an initial PTS is not needed.
2. An Initial Pavement Evaluation Summary Report is not needed because there are only two 100-foot tie-ins of the existing pavement to be retained. However, a draft pavement design based on the traffic data provided by your Office is attached. This data is not design traffic, so when design traffic is provided, a final pavement design can be prepared. The final pavement design may change if the approved design data is different from the assumed values.

If additional information is needed, please contact Steve Pahno of the Technical Assistance Bureau at 404-608-4772.

CAH: SVP

cc: Brad Saxon, P.E., District Engineer, Jesup
Anthony Cook, Area Engineer, Baxley

Flexible Pavement Design Analysis

PI Number	0001810	County(s)	Jeff Davis
Project Number	STP00-0001-00(810)	Design Name	Full-Depth Design - DRAFT
Project Description	SR 19/US 23 Overpass at Norfolk-Southern RR Grade Crossing		

Traffic Data (AADTs are one-way)					Miscellaneous Data		
Initial Design Year	2021	Initial AADT, VPD	6,840	24 Hour Truck %	13.00	Lanes in one direction	1
Final Design Year	2041	Final AADT, VPD	6,840	SU Truck %	6.00	Curb & Gutter/Barrier	No
		Mean AADT, VPD	6,840	MU Truck %	7.00		

Design Data					
Lane Distribution Factor (%)	100.00	Soil Support Value	4.00	Single Unit ESAL	0.40
Terminal Serviceability Index	2.50	Regional Factor	1.40	Multiple Unit ESAL	1.50
		User Defined 18-KIP ESAL	0.00	Calculated 18-KIP ESAL	0.95
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	LDF (%)	Vehicle Type	Volume (%)	ESAL Factor	Daily ESAL
6,840	100.00	Single Unit Truck	6.00	0.40	165
		Multi Unit Truck	7.00	1.50	719
Total Daily ESALs					884
Total Design Period ESALs					6,453,200

Proposed Flexible Full Depth Pavement Structure					
Course	Material	Thickness (inches)	Structural Coefficient	Structural Value	
Course 1	12.5 mm Superpave	1.50	0.4400	0.66	
Course 2	19 mm Superpave	2.00	0.4400	0.88	
Course 3	25 mm Superpave	1.00	0.4400	0.44	
		5.00	0.3000	1.50	
Course 4	Graded Aggregate Base	8.00	0.1600	1.28	
Required SN	1.85	Proposed pavement is 1.85% Underdesigned		Proposed SN	4.76

Design Remarks	Design values were assumed where no design data provided.
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Prepared By _____ Date 5/11/2016 9:33 AM
 Steve Pahno, MEDPG Engineer

Recommended By _____ Date
 State Roadway Design Engineer

Approved By _____ Date
 State Pavement Engineer

PI 0001810 – ICTM Minutes 5-3-16

- Attendees – please see attached sign-in sheet.
- Minutes
 - Michelle Wright welcomed the attendees and requested that everyone sign the sign-in sheet.
 - All attendees introduced themselves including those attending via teleconference.
 - Michelle Wright provided a brief description of the project.
 - Maggie Yoder discussed the draft concept report for this project in its entirety.
 - Wayne Hall and Bayne Stone discussed Walmart access and Curry Street access and asked about the possibility of turn lanes to Walmart.
 - Maggie advised that updated traffic is needed and will be added to the Concept Report before it's submitted.
 - A pavement evaluation is also needed for this project.
 - The Locals expressed their support for this project. Bayne Stone advised that the Locals have no problem with the proposed detour.
 - Everyone agreed that this meeting will serve as the Concept Team Meeting in lieu of the Initial Concept Team Meeting.
 - There was no further discussion, and the meeting was adjourned.

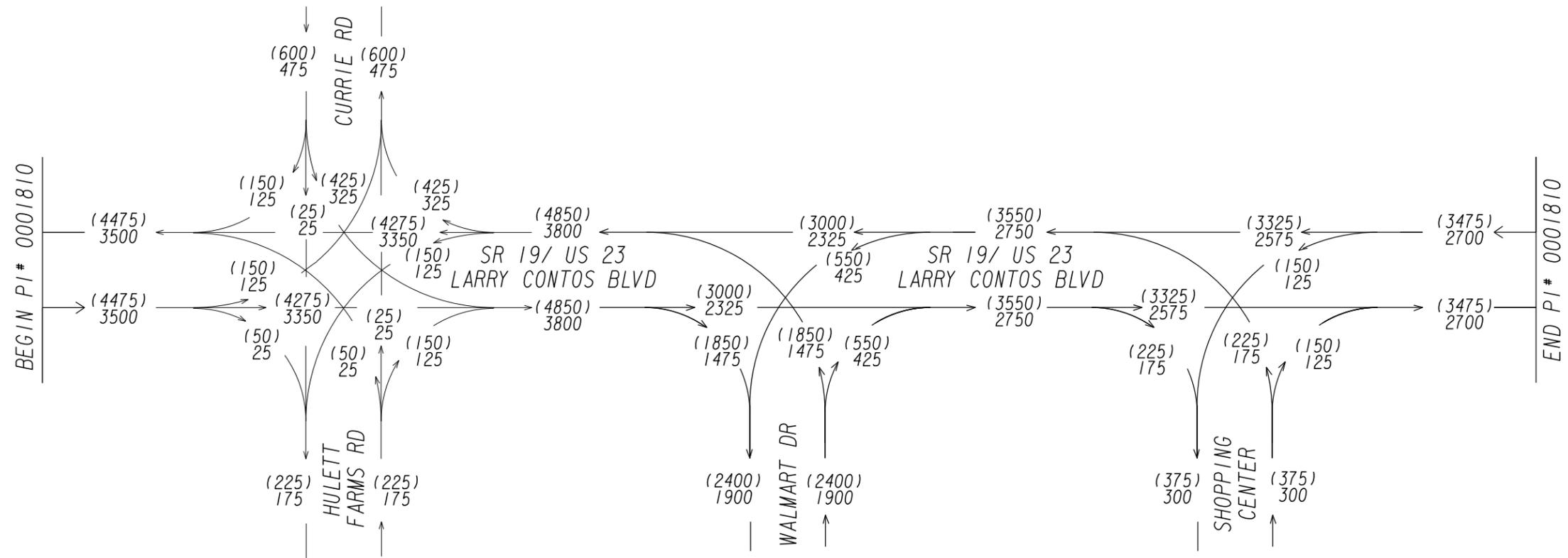
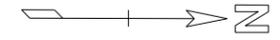
5/3/16

PI 0001810 ICTM Sign-In sheet

Name	Company	Phone	Email
Michelle Wright	GDOT-OPD	(912)271-7562	micwright@dot.ga.gov
Myra Deen	GDOT-Const	912-424-9198	mydeen@dot.ga.gov
Charles Warden	FiveStarA	912-253-5353	charles.warden@McSI.com
Wayne Hall	Comm Chairman	912-253-5362	
GARY FAULK	County Administrator	912-375-6611	JDC BOC e bellsouth.net
Becky Simmon	GDOT-Utilities	912-530-4399	bsimmons@dot.ga.gov
ALLEN FERGUSON	AMEC FOSTER WHEELER/GDOT UTIL	404-877-8939	aferguson@dot.ga.gov
John Kopotic	GDOT-Env. SERVICES	912-264-7247	jkopotic@dot.ga.gov
Jonathan Peter Martinez	GDOT - Design		jomartinez@dot.ga.gov
R. Bayne Stone	MAYOR of Hazlehurst	912-347-3497	Mayor@Hazlehurst@GA.Gov.Com

Attending via Teleconference:

Steve Gaston	GDOT-Bridge Office
Tish Stultz	Calyx - Env
Rich Cobb	GDOT-Location
Stan Reece	GDOT-Planning
Ryan Perry	GDOT - OES



PI# 0001810
JEFF DAVIS COUNTY
SR 19/ US 23 OVERPASS AT
NORFOLK- SOUTHERN RR
GRADE CROSSING

2040 ADT = (000)
2020 ADT = 000
BUILD = NO BUILD



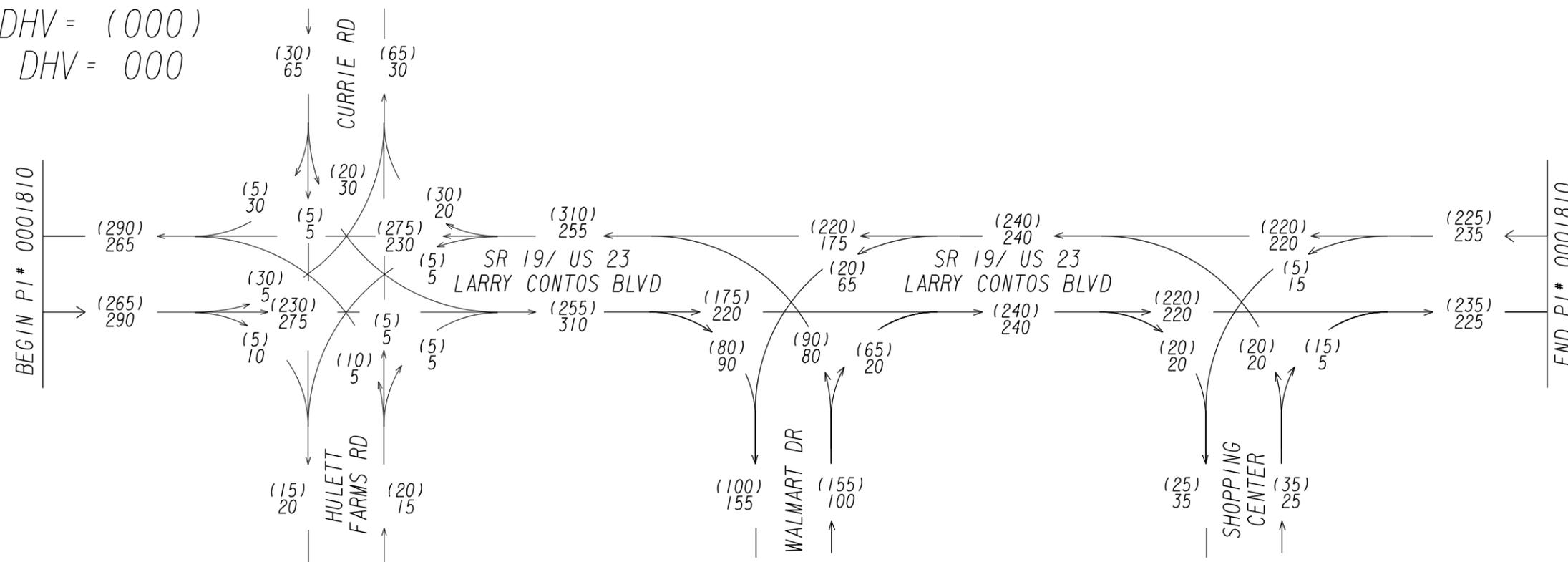
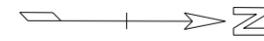
24 HOUR T = 19%
SU = 8%
COMB = 11%

REVISION DATES	
10/2007	
6/2016	

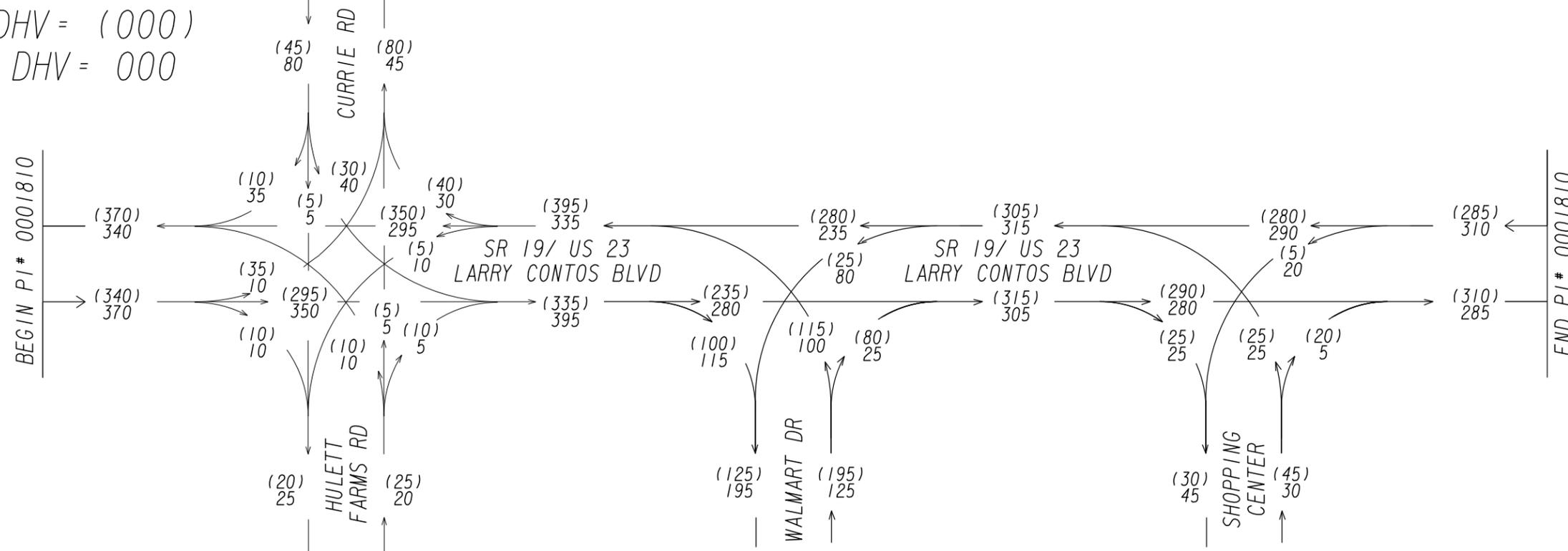
TRAFFIC DIAGRAM

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10- 1
CORRECTED:	DATE:	
VERIFIED: DRF	DATE:	

2020 PM DHV = (000)
2020 AM DHV = 000



2040 PM DHV = (000)
2040 AM DHV = 000



PI# 0001810
JEFF DAVIS COUNTY
SR 19/ US 23 OVERPASS AT
NORFOLK- SOUTHERN RR
GRADE CROSSING



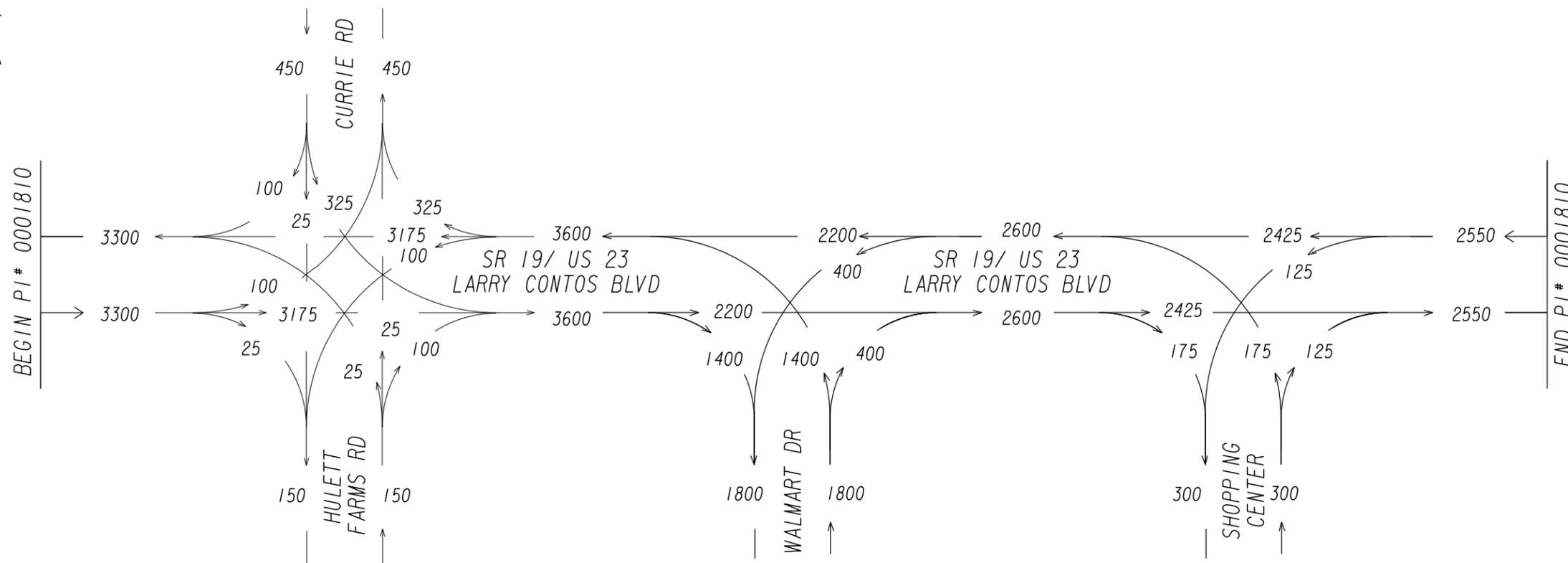
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SU = 6.5%
COMB = 6.5%

REVISION DATES	
10/2007	
6/2016	

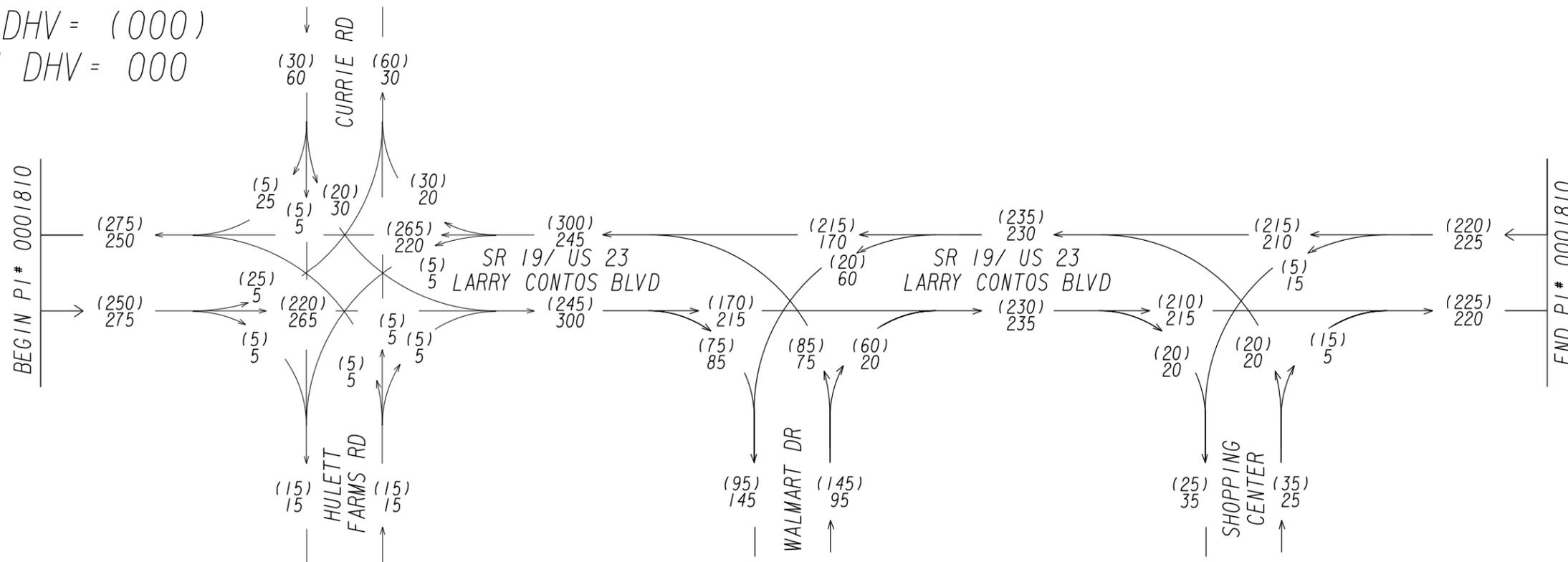
TRAFFIC DIAGRAM

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED: DRF	DATE:	10- 2

2016 ADT
EXISTING



2016 PM DHV = (000)
2016 AM DHV = 000



PI# 0001810
JEFF DAVIS COUNTY
SR 19/ US 23 OVERPASS AT
NORFOLK- SOUTHERN RR
GRADE CROSSING

24 HOUR T= 19%
SU= 8%
COMB= 11%



T= 13%
SU= 6.5%
COMB= 6.5%

REVISION DATES	
10/2007	
6/2016	

TRAFFIC DIAGRAM

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED: DRF	DATE:	10- 5