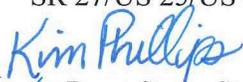


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #s 0001036 & 0004815 **OFFICE** Design Policy & Support
STP00-0001-00(036) &
MSL00-0004-00(815)
Glynn County
GDOT District 5 - Jesup **DATE** June 25, 2014
SR 99 Widening from SR 27/US 341 to I-95
& SR 32/SR 99 Widening from SR 99 to
SR 27/US 25/US 341

FROM 
for 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:

Glenn Bowman, 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
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Karon Ivery, District Engineer
Will Murphy, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Octavius Edwards, Project Manager
BOARD MEMBER - 1st Congressional District

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

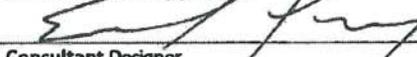
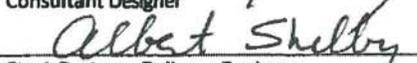
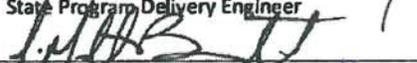
Project Type:	<u>Roadway Widening</u>	P.I. Number:	<u>0004815 & 0001036</u>
GDOT District:	<u>5</u>	County:	<u>Glynn</u>
Federal Route Number:	<u>N/A</u>	State Route Numbers:	<u>32, 27 & 99</u>
Project Number:	<u>MSL00-0004-00(815) & STP00-0001-00(036)</u>		

Project Description

PI# 0004815 consists of the widening of SR 32/ SR 99/Harrell Highway from SR 99 to SR 27/ US 341/US 25. The roadway will be widened from 2 lanes to 4 lanes with a 24-foot raised median.

PI# 0001036 consists of the widening of SR 99/Grants Ferry Road from SR 27/US 341/US 25 to I-95. The roadway will be widened from 2 lanes to 4 lanes with a 24-foot raised median.

Submitted for approval:

	DATE	<u>3/31/14</u>
Consultant Designer	DATE	<u>4/3/14</u>
	DATE	<u>3/31/2014</u>
State Program Delivery Engineer	DATE	
	DATE	
GDOT Project Manager	DATE	
Recommendation for approval:	<i>* Recommendation on file</i>	

Program Control Administrator	DATE	
<i>* Hiral Patel / KLP</i>	DATE	<u>4-16-14</u>
State Environmental Administrator	DATE	
<i>* Kathy Zahid / KLP</i>	DATE	<u>6-2-14</u>
State Traffic Engineer	DATE	
<i>* Lisa Myers / KLP</i>	DATE	<u>4-11-14</u>
Project Review Engineer	DATE	
<i>* Mike Bolden / KLP</i>	DATE	<u>4-15-14</u>
State Utilities Engineer	DATE	
<i>* Karon Ivery / KLP</i>	DATE	<u>4-28-14</u>
District Engineer	DATE	
<i>* Ben Rabun / KLP</i>	DATE	<u>6-9-14</u>
State Bridge Design Engineer	DATE	

State Transportation Financial Management Administrator	DATE	
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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).

	DATE	<u>4-15-14</u>
State Transportation Planning Administrator	DATE	

County: Glynn

PLANNING AND BACKGROUND**Project Justification Statement:**

See attached Project Justification Statement from the State Transportation Planning Administrator dated February 17, 2012.

Existing conditions:

Project MSL00-0004-00(815)

This project spans the 3.4-mile stretch from the SR 32/SR 99 convergence to the US 25/ US 341/ SR 27. The existing road is a 2-lane rural section and the existing right-of-way ranges from approximately 80' to 100'. The topography in the area is very flat, with slopes ranging from 0% to a maximum of about 2%. There are residential and commercial properties adjacent to the corridor, however, the surrounding land is predominantly rural and/or undeveloped. This corridor includes approximately 6,000 linear feet of wetland area and crosses over 7 rivers or creeks. Existing conditions include five bridges, two bridge culverts and a railroad crossing (CSX Railroad).

Project STP00-0001-00(036)

This project spans the 6.0-mile stretch of SR 99 from US 25/US 341/ SR 27 to I-95. The existing road is a 2-lane rural section and the existing right-of-way ranges from approximately 80' to 100'. The topography in the area is very flat, with slopes ranging from 0% to a maximum of about 2%. A golf course, an apartment complex, a residential subdivision, and a few industrial properties are adjacent to the corridor; however, the surrounding land is predominantly rural and/or undeveloped. The project corridor is adjacent to 16 separate wetland areas and crosses the Dillard Creek Tributary. Existing conditions includes one railroad crossing (Norfolk Southern Railroad).

Other projects in the area:

Project/P.I. Numbers	STIP/TIP No.	Description	Schedule	Geographic Relationship to Proposed Project
0000422	BATS00-15	Widening of SR 99 from two lanes to four lanes with a variable width median for a distance of approximately one mile.	LR	The project would begin at the eastern (ending) terminus of P.I. 0001585 and end at the intersection of SR 25/US 17, which is also the ending (northern) terminus of P.I. 532650.
0000421	BATS01-02	Widening of SR 25 Spur from Cate Road to SR 99/Grant's Ferry Road. The project will widen the existing two-lane roadway to four lanes with a 44-foot depressed grassed median and 10-foot rural outside shoulders.	Opening year 2015	The project would begin 2.10 miles south of the P.I 0001585 and end on PI 0001585 at the intersection of SR 99/Grant's Ferry and SR 25 Spur.
532650, 532655	BATS93-19	Widening and reconstruction of SR 25/US 17 from CR 372/Yacht Road to SR 99/Grant's Ferry Road. The project will widen the existing two-lane roadway to four lanes with a 28-foot raised median and 10-foot rural outside shoulders.	Opening year 2014	The northern terminus is approximately two miles east of the ending terminus of P.I. 0001036.

County: Glynn

0009874 ¹	N/A	SR 25/US17 @SR99 (Roundabout Project)	LR	Approximately 2 miles east of the eastern terminus of P.I. 0001036.
0010588	N/A	Harry Driggers Blvd & Glyngo Pkwy @ 2 Locations-Phase II (TE-Bike/Ped Facility project)	XX	Intersection of Harry Driggers and SR25/US17
0001585	BATS02-01	I-95 @ SR 99 – Interchange reconstruction. This project ties into the eastern (ending) terminus of this project and the western (beginning) terminus of P.I. 0000422. The 1.15 mile project is widening the SR 99 mainline at the I-95 interchange from two lanes to four lanes with a variable width median and replacing the existing two-lane SR 99 overpass bridge with a four lane structure with an 8-foot median, and designated left turn lanes.	Complete 11/2014	This project beginning of this project is the end point for project 0001036.

¹This project will be constructed only if P.I. 532650/532655 does not advance. If P.I. 532650/532655 does advance, the roundabout will be constructed as part of that project and P.I. 0009874 will be cancelled.

MPO: Brunswick Area Transportation Study (BATS) MPO Project ID: BATS03-06 / STP00-0001-00(036)
BATS 03-02 for MSL00-0004-00(815)

Regional Commission: Coastal Georgia RC RC Project ID: RC12-000091 for STP00-0001-00(036)
RC12-000086 for MSL00-0004-00(815)

Congressional District(s): 1

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic:

0004815 Current Year (2013): 6,390 Open Year (2020): 12,000 Design Year (2040): 27,520
0001036 Current Year (2012): 5,320 Open Year (2020): 9,260 Design Year (2040): 22,140
Traffic Projections Performed by: URS Corporation

Functional Classification (Mainline):

Rural Minor Arterial from SR 32/SR 99 to US 341
Urban Minor Arterial from US 341 to Spur 25
Rural Major Collector from Spur 25 to I-95

Complete Streets - Bicycle, Pedestrian, and/or Transit 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

County: Glynn

DESIGN AND STRUCTURAL**Description of the proposed project:**

Project MSL00-0004-00(815)

This project spans the 3.0-mile stretch from the SR 32/SR 99 convergence to the US 25/ US 341/ SR 27 in Glynn County. SR 99 and section of SR 32 will be widened from the existing 2 lane to 4 lanes separated by a 24-foot raised median with median breaks at designated intervals. Five existing bridges and two bridge culverts will be replaced or extended.

Project STP00-0001-00(036)

This project spans the 6.1-mile stretch of SR 99 from US 25/US 341/ SR 27 to I-95 in Glenn County. The project will widen the existing 2 lane to 4 lanes with a 24-foot raised median with median breaks at designated intervals. A critical intermediate intersection along the corridor is at Spur 25, where a signal will be installed.

Major Structures:

Structure	Existing	Proposed
#1 Bridge over Little Buffalo Creek	Bridge No. 127-0027-0; 5-span 160'-long, 2-lane fixed T-beam. Constructed in 1960; Sufficiency Rating 49.43.	Replace with 4-lane bridge with median.
#2 Bridge over Buffalo River	Bridge No. 127-0028-0; 4-span 56'-long, 2-lane precast concrete panel/keyway. Constructed 1960; Sufficiency Rating 78.24.	Replace with 4-lane bridge with median.
#3 Bridge over Buffalo Swamp	Bridge No. 127-0029-0; 4-span 56'-long, 2-lane precast concrete panel/keyway. Constructed 1960; Sufficiency Rating 89.85.	Replace with 4-lane bridge with median.
#4 Bridge culvert over Buffalo Swamp	Bridge # 127-0030-0; Double 10'x5' RCBC carrying two lanes; Constructed in 1960; Sufficiency Rating 96.27.	Extend bridge culvert.
#5 Bridge over Oakgrove Creek	Bridge No. 127-0031-0; 4-span 56'-long, 2-lane precast panel/keyway. Constructed in 1960; Sufficiency Rating 60.89.	Replace with 4-lane bridge with median.
#6 Bridge over Cowpen Creek	Bridge No. 127-0032-0; 4-span 56'-long, 2-lane precast panel/keyway. Constructed in 1960; Sufficiency Rating 60.89.	Replace with 4-lane bridge with median.
#7 Bridge culvert over Cowpen Creek	Bridge No. 127-0033-0; Triple 10'x4' RCBC carrying two lanes. Constructed in 1960; Sufficiency Rating 96.27.	Extend bridge culvert.

County: Glynn

Mainline Design Features: State Route 99 Rural Major Collector

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	4
- Lane Width(s)	12'	12'	12'
- Median Width & Type	None	24' Raised	24' Raised
- Outside Shoulder or Border Area Width		10'/6.5' Paved	10'/6.5' Paved
- Outside Shoulder Slope		6%	6%
- Inside Shoulder Width	None	4'	4'
- Sidewalks	None		None
- Auxiliary Lanes	None		None
- Bike Lanes	None		Bikeable Shoulder
Posted Speed	55		55
Design Speed	55	55	55
Min Horizontal Curve Radius		1190	1190
Superelevation Rate		6%	6%
Grade		5%	3.4%
Access Control			By Permit
Right-of-Way Width	80'-120'		Varies 160' to 190'
Maximum Grade – Crossroad		3%	3%
Design Vehicle		WB-67	WB-67

*According to current GDOT design policy if applicable

Major Interchanges/Intersections:

SR 32/Harrell Hwy at SR 99- SR 32 is an existing 2-lane road, which is effectively the mainline with uninterrupted through movements in both directions at this non-signalized intersection. The northbound approach of SR 99 intersects with SR 32 at an approximate 40-degree skew. Westbound vehicles traveling along SR 32 are not provided with a left-turn lane, and the left-turn movement is unprotected. Likewise, eastbound vehicles are not provided with a right-turn lane, but the right-turn movement is free-flowing. Similarly, there are no turn lanes on the SR 99 northbound approach, which is controlled by a stop sign. It is proposed to operate this intersection with a signal. The SR 99 northbound approach will consist of a left turn lane and a right turn lane. The westbound approach will consist of two through lanes, a right turn lane and a left U-turn lane. The eastbound approach includes one through lane and a left turn lane. For more information about operations and configuration see attached traffic report.

US 341/SR 27 at SR 99- US 341 is an existing four lane road with a two-way left turn lane. It is proposed to continue to operate this intersection with a signal. Dual left turn bays will be added to the US 341 both northbound and southbound. SR 99 approaches will include two through lanes, one left turn lane and one right turn lane in each direction. For more information about operations and configuration see attached traffic report.

Spur 25 at SR 99- Spur 25 is currently a two lane road and is currently under construction to convert it to a four lane with raised median. This intersection will be modified by GDOT project 0000421 and construction will be completed in 2015. The proposed intersection will be designed to incorporate the final build-out for this project. The SR 99 project lists a roundabout as an alternative for this intersection. The roundabout configuration and feasibility report is included in attachment 7. The northbound (Golden Isles Parkway) and southbound (Cooper Pasture Road) approaches would consist of

County: Glynn

two through, one left and one right turn lane in each direction. The SR 99 configuration includes 2 through, one left and one right turn lane in each direction. More information about the proposed intersection can be found in the attached Roundabout Feasibility Study.

I-95 Interchange- This intersection will be modified by GDOT project 0001585 and construction will be completed by the end of 2014. The project consists of widening, reconstruction and bridge replacement of SR 99 at I-95 Interchange. The proposed SR 99 project will end at the southbound ramps for I-95. The proposed southbound I-95 ramps at SR 99 intersection will be designed to incorporate the final build-out for this project. The proposed intersection doesn't warrant a signal in the open year but will not preclude a potential signal in the design year.

Lighting required: No Yes

If the roundabout option is chosen, lighting will be required.

Off-site Detours Anticipated: No Undetermined Yes

A three day detour period will be required during the Norfolk Southern & CSX Railroad crossing upgrades.

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as:

TMP Components Anticipated: Non-Significant Significant
 TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	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"/>	

County: Glynn

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	Response			Appvl Date (if applicable)
		No	Undeter-- mined	Yes	
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:

Project MSL00-0004-00(815)

A CSX Corporation railroad track crosses SR 99 at grade approximately 660 feet south of the SR 32/SR 99 convergence. Coordination will be necessary to facilitate compliance during crossing replacement.

Project STP00-0001-00(036)

Norfolk Southern also crosses SR 99 at grade approximately 0.9 miles east of US 341/US 25/ SR 27 corridor. Coordination will be necessary to facilitate compliance with railroad requirements with regard to construction, clearances, and operations.

Utility Involvements: Identified Utility Owners along the corridor include: BellSouth Telecommunications, Darien Telephone Company, Brunswick/Glynn County, Comcast, Georgia Power Company, Okefenokee Rural EMC, Georgia Transmission Corp. and Atlanta Gas Light Company

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

County: Glynn

Right-of-Way (ROW): Existing width: Varies 90'-120' Proposed width: Varies 160' to 190'
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other
 Project MSL00-0004-00(815)

Anticipated total number of impacted parcels:	64
Displacements anticipated:	
Businesses:	0
Residences:	4
Other:	0
Total Displacements:	4

Project STP00-0001-00(036)

Anticipated total number of impacted parcels:	60
Displacements anticipated:	
Businesses:	0
Residences:	2
Other:	0
Total Displacements:	2

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

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

MS4 BMPs will be evaluated further and included in the preliminary plan phase. See attached MS4 Reports in Attachment 11.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project 0004815
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project 0004815 & 0001036
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project 0004815 & 0001036
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project 0004815 & 0001036
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project 0004815 & 0001036
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

County: Glynn

Is a PAR required? No Yes Completed – Date:

PAR and individual permit may be required due to P.I. No 0004815. The total impacted area of the project is 9.20 acres and impacts to wetland #14 and #17 may exceed 3 acres.

Environmental Comments and Information:

NEPA/GEPA:

It is anticipated an EA/FONSI will be necessary for these projects due to the large amount of wetlands and streams along the corridor.

Ecology:

Project STP00-0001-00(036)

No endangered species have been found during the surveys. Potential habitats for the wood stork were observed. Unavoidable adverse impacts to essential fish habitats must be identified.

Project MSL00-0004-00(815)

The greenfly orchid, a state protected species, was found during the surveys. Potential habitats for the piping plover, West Indian manatee and wood stork were observed. Unavoidable adverse impacts to essential fish habitats must be identified. Little Buffalo Creek and Buffalo River are located within the existing right-of-way meaning any work on these segments will likely impact the channels and their buffers.

History:

Within the project area, known environmental resources/issues of concern include fourteen resources 50 years of age or older. The SHPO has not concurred with the eligibility determinations for these resources. These fourteen resources are:

- 3823 Highway 99
- 3832 Highway 99
- 3848 Highway 99
- 3887 Highway 99
- 3975 Highway 99
- 4208 Highway 99
- 4183 Highway 99
- 7320 New Jesup Highway
- 7316 New Jesup Highway
- 7312 New Jesup Highway
- 4521 Highway 99
- 105 Thornton Lane
- Norfolk Southern Railroad
- CSX Railroad

Archeology:

Archeological resources are expected to be present in this area.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
Is the project located in an Ozone Non-attainment area?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
Is a Carbon Monoxide hotspot analysis required?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes

County: Glynn

Noise Effects:

A Noise Study will be required.

Public Involvement:

Public involvement will include coordination meetings, stakeholder meetings, a Public Information Open House and a Public Hearing Open House.

Major stakeholders:

Glynn County Government, Seaboard Construction Company, Coastal Pines Golf Club, Driggers Construction, Stratford Development, Altama Development, Ratcliffe & Smith Steamboat, Lincoln Properties, Norfolk Southern RR, CSX RR, Georgia Pacific Wood Products LLC, Parkers Gas Station and Friendly Express Gas Station. A Meeting was held with project stakeholders during the concept phase of the project. Meeting Minutes from the meeting on 10/16/12 is attached.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule:

No known issues exist to affect constructability or schedule.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: A concept team meeting was held on November 28, 2012 at the GDOT Brunswick Area Office amongst members of URS, GDOT, Glynn County, and involved utility companies. See the attached meeting minutes for meeting details.

Concept Meeting: A concept team meeting was held on February 25, 2014 at the GDOT Brunswick Area Office amongst members of URS, GDOT and Glynn County. See the attached meeting minutes for meeting details.

Other coordination to date: None

Project Activity	Party Responsible for Performing Task(s)
Concept Development	URS Corporation
Design	URS Corporation
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Glynn County/Contractor/GDOT
Environmental Studies, Documents, and Permits	URS
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

County: Glynn

Project Cost Estimate Summary and Funding Responsibilities:

During the preliminary phase of each project, a more detailed cost estimate will be done covering exact items.

P.I. No 0004815

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$2,579,533.79	\$4,119,000.00	\$924,000.00	\$15,762,643.34	\$780,149.00	\$24,165,326.13
Date of Estimate	11/6/2013	11/11/2013	1/17/2014	5/7/2014	2/28/2014	

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

P.I. No 0001036

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$1,088,081.99	\$5,456,000.00	\$ 2,549,000.00	\$16,931,091.73	\$2,668,989.00	\$28,693162.72
Date of Estimate	11/6/2013	10/16/2013	10/9/2013	5/7/2014	2/28/2014	

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

ALTERNATIVES DISCUSSION

Preferred Alternative

Project MSL00-0004-00(815)

This alternative widens the corridor to four lanes separated with raised median and bikeable shoulders. All side street stop control intersections will remain so except for the intersection of SR 32. All intersections will include exclusive left and right turn lanes installed along SR 99 per GDOT Standards. The results of the analysis show that by 2040 the segment from SR 32 to US 341/SR 27 at SR 99 will maintain a LOS A.

Project STP00-0001-00(036)

This alternative widens the corridor to four lanes separated with raised median and bikeable shoulders. All side street stop control intersections will remain so except for the intersection of SR 99 and Spur 25. The SR 99 and US 341/SR 27 intersection will remain signalized. All intersections will include exclusive left and right turn lanes installed along SR 99 per GDOT Standards. The results of the analysis shows that by 2040 the segment from US 341/SR 27 at SR 99 to I-95 will improve from a LOS C to a LOS B for the am and pm peaks.

Preferred Alternative: Widening to 4 lane with 2 Signals			
Estimated Property Impacts:	0004815- 61 0001036- 68	Estimated Total Cost:	0004815- \$25,379,766.34 0001036- \$28,520,817.97
Estimated ROW Cost:	0004815- \$4,119,000 0001036- \$5,456,000	Estimated CST Time:	4 years
Rationale: <i>This is the preferred alternative because it meets the project justification statement's goal of addressing future capacity deficiencies.</i>			

No Build Alternative

The no-build alternative was analyzed to determine how the corridor will operate if no improvements are made. The results of that analysis showed that by 2040 the LOS will drop from a LOS A to LOS E from SR 27 to SR 32 and will drop from LOS C to LOS E from SR 27 to I-95.

No-Build Alternative			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale: <i>This alternative was not selected due to high delays the corridor is anticipated to experience during the design year.</i>			

Alternative 1: Roundabout at SR 99 and SR 25 Spur

This alternative would be constructed like the preferred alternative with a roundabout placed at the SR 99 and SR 25 Spur intersection. The northbound (Golden Isles Parkway) and southbound (Cooper Pasture Road) approaches would consist of two through, one left and one right turn lane in each direction. The SR 99 configuration includes 2 through, one left and one right turn lane in each direction. The intersection is forecast to provide sufficient capacity to serve the 2040 am and pm peak hour volumes. During the am peak, peak hour delays will reach 23s and queues will reach 150 feet on the southbound approach. During the pm peak, peak hour delays will reach 43s and queues will reach 375 feet on the northbound approach. This alternative only pertains to P.I. No 0001036.

Alternative 1: Roundabout at SR 99 and SR 25 Spur			
Estimated Property Impacts:	68	Estimated Total Cost:	\$28,540,850.00
Estimated ROW Cost:	\$5,456,000	Estimated CST Time:	4 years
Rationale: <i>This alternative was not preferred due to the County not approving the construction and maintenance of the roundabout.</i>			

LIST OF ATTACHMENTS/SUPPORTING DATA

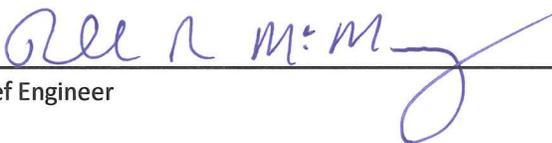
1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates for 0001036 and 0004815:
 - a. 0001036 Preliminary ROW Cost Estimate
 - b. 0001036 Preliminary Utility Cost Estimate
 - c. 0001036 Liquid AC Cost Adjustment
 - d. 0001036 Construction Cost Estimate
 - e. 0001036 Environmental Mitigation
 - f. 0004815 Preliminary ROW Cost Estimate
 - g. 0004815 Preliminary Utility Cost Estimate

County: Glynn

- h. 0004815 Liquid AC Cost Adjustment
 - i. 0004815 Construction Cost Estimate
 - j. 0004815 Environmental Mitigation
 - k. Concept Estimate for Norfolk Southern and CSX Railroads
4. Traffic diagrams
 5. Detour Maps for Railroad Closings
 6. TE Report 0004815 (Conclusion)
 7. TE Report 0001036 (Conclusion)
 8. SR 99 and Spur 25 Roundabout Operational Analysis Report (Recommendations)
 9. SI&A Reports
 10. Justification Statement
 11. Hydrology Study for MS4 Permit
 12. Meeting Minutes

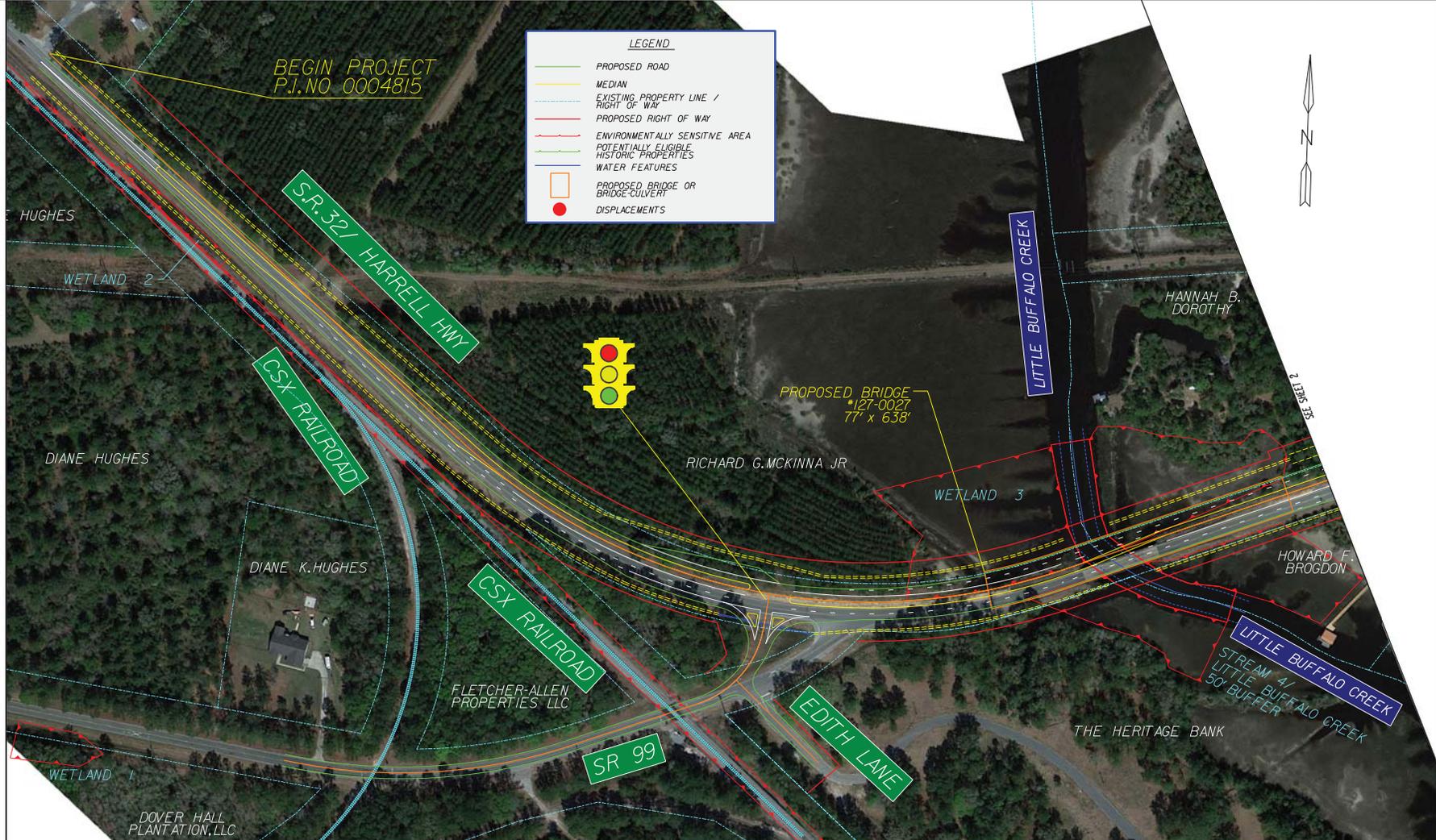
APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer

6.23.14
Date

ATTACHMENT 1



LEGEND

- PROPOSED ROAD
- MEDIAN
- - - EXISTING PROPERTY LINE / RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE		BEGIN LIMIT OF ACCESS.....BLA	
REQUIRED R/W LINE		END LIMIT OF ACCESS.....ELA	
CONSTRUCTION LIMITS		LIMIT OF ACCESS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES		RED'D R/W & LIMIT OF ACCESS	
EASEMENT FOR CONSTR OF SLOPES			
EASEMENT FOR CONSTR OF DRIVES			

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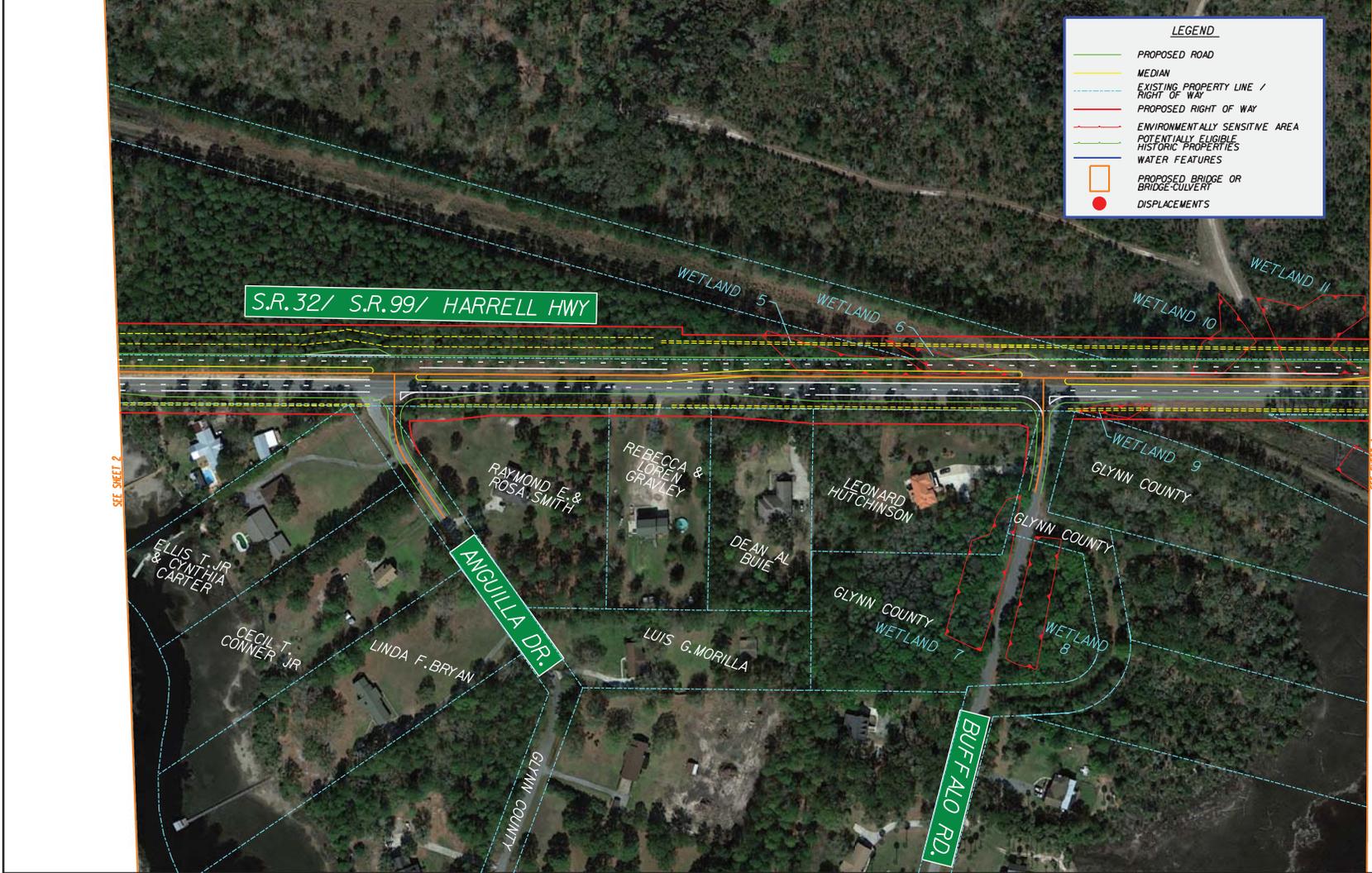
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REVISION DATES

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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO. 1



LEGEND

- PROPOSED ROAD
- MEDIAN
- - - - EXISTING PROPERTY LINE / RIGHT OF WAY
- - - - PROPOSED RIGHT OF WAY
- - - - ENVIRONMENTALLY SENSITIVE AREA
- - - - POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- - - - WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

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END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	

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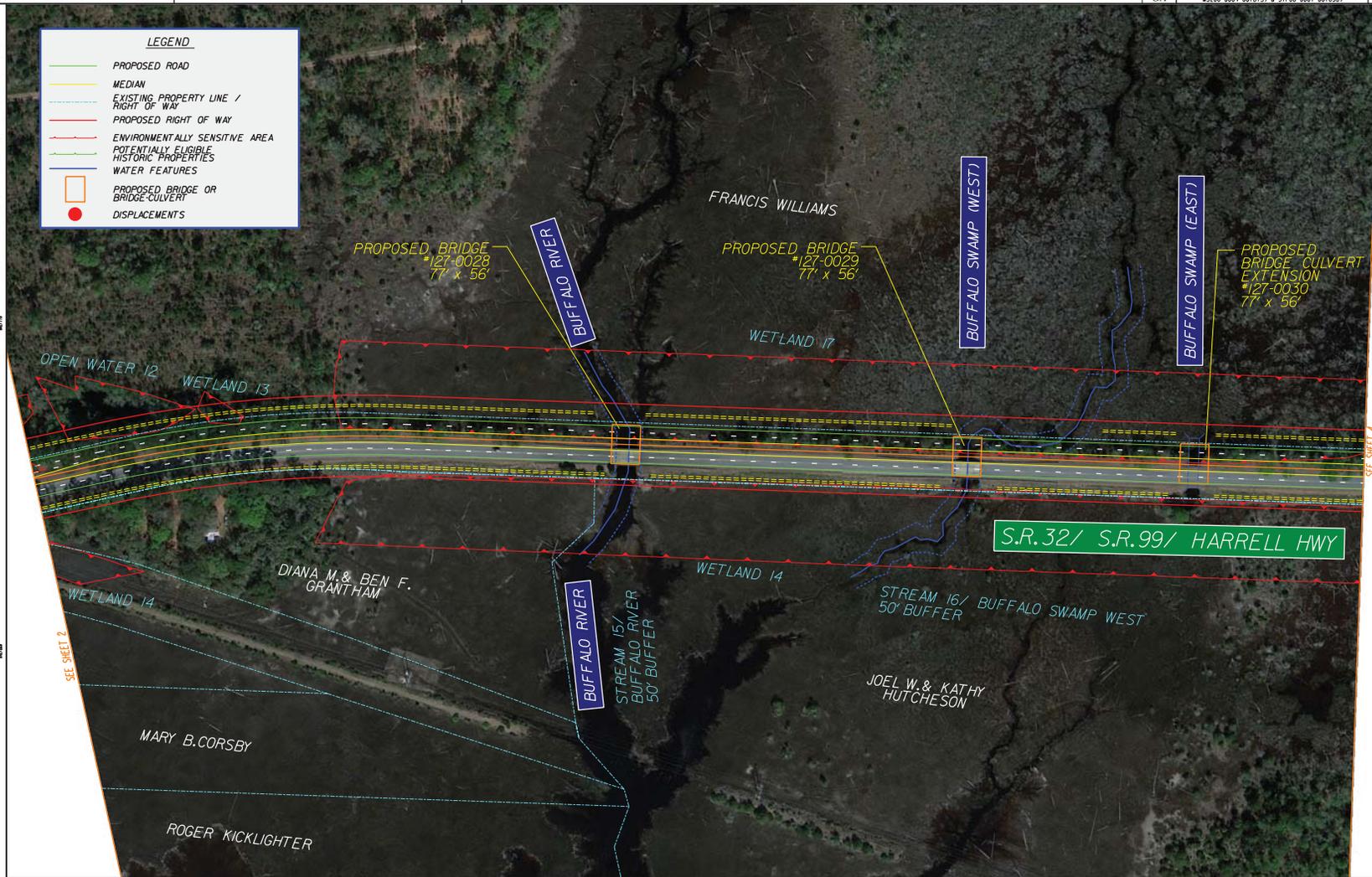
STATE OF GEORGIA
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OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
2

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERTY
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
RED'D R/W & LIMIT OF ACCESS	

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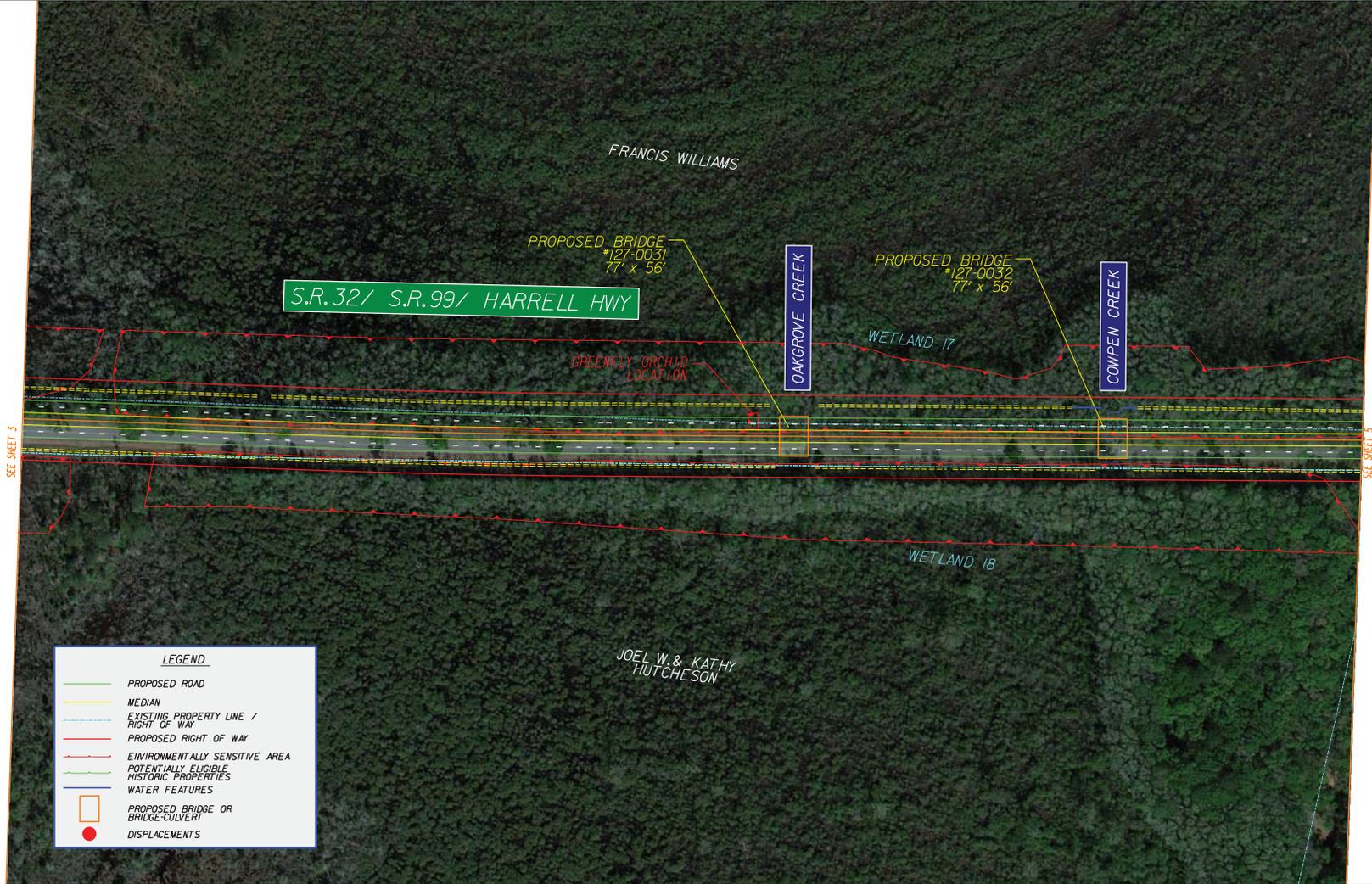
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REVISION DATES	

STATE OF GEORGIA
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CONCEPT PLAN

SR 99 from SR 32/Harrell Highway to I-95

DRAWING No. 3



SEE SHEET 3

SEE SHEET 5

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE CULVERT
- DISPLACEMENTS

PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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 BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 -C--F-
 LIMIT OF ACCESS
 REO'D R/W & LIMIT OF ACCESS

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REVISION DATES	

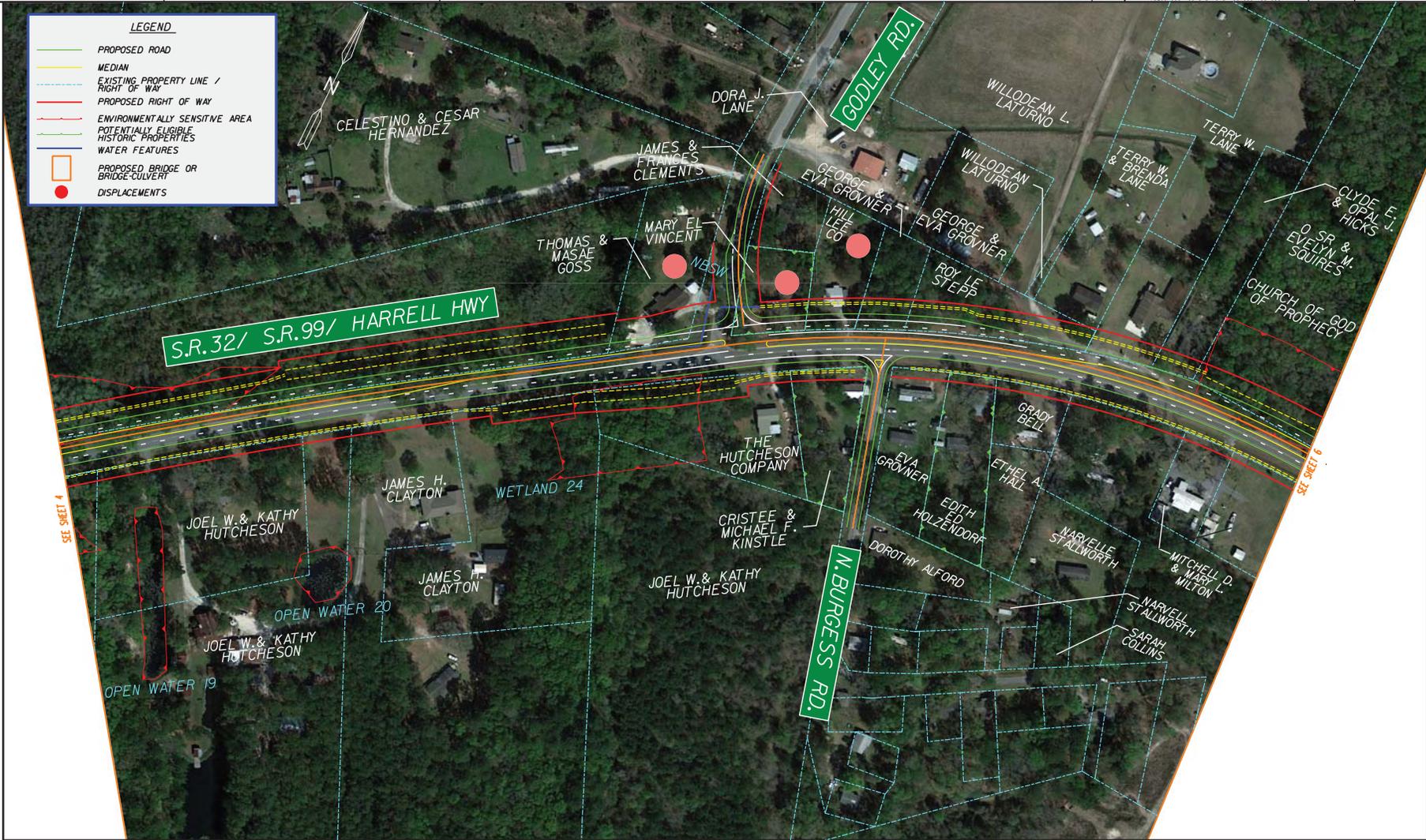
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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO. 4

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS

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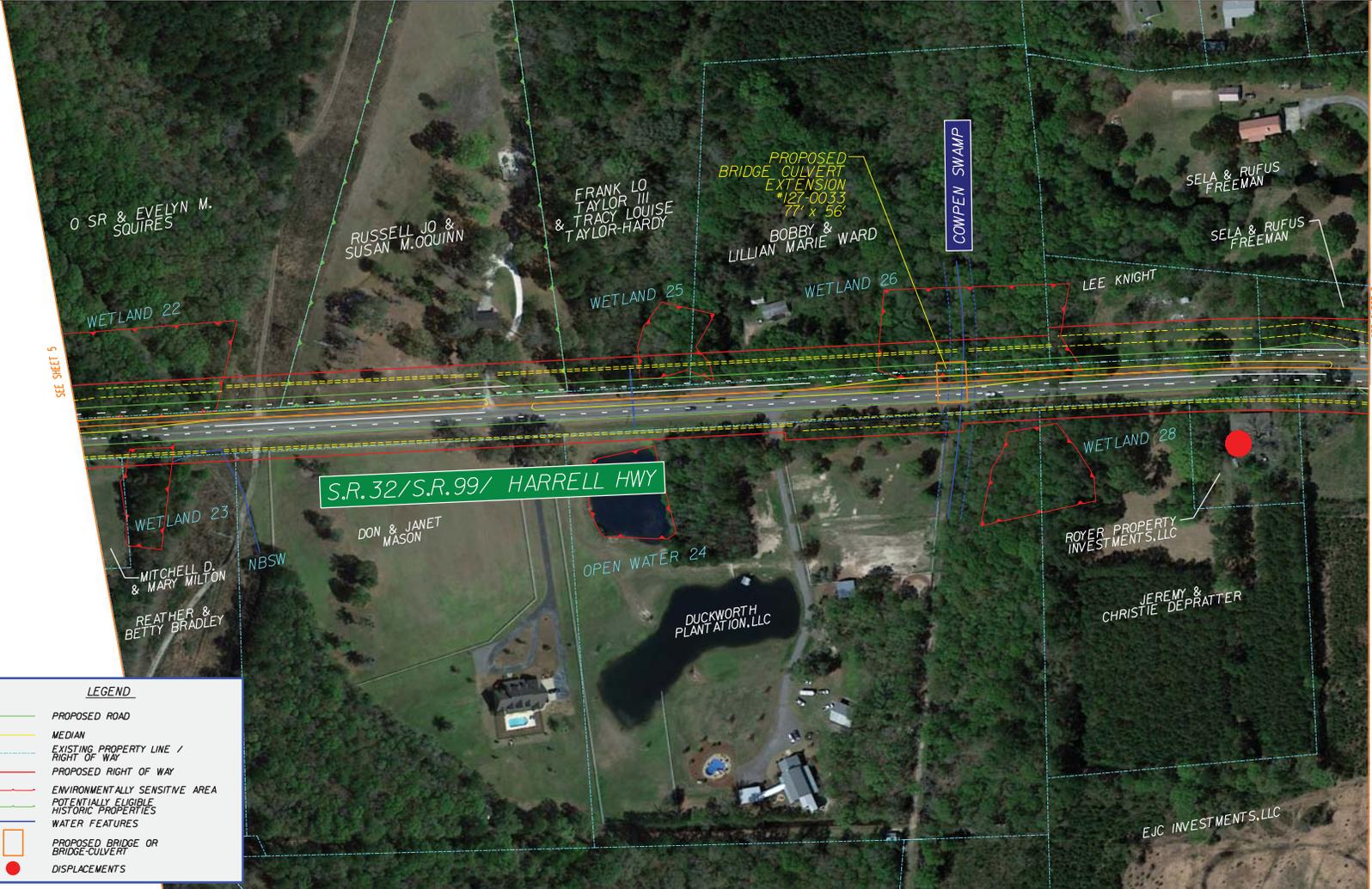
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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
5



LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS

PROPERTY AND EXISTING R/W LINE	-----E-----
REQUIRED R/W LINE	-----E-----
CONSTRUCTION LIMITS	-----E-----
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	-----E-----
EASEMENT FOR CONSTR OF SLOPES	-----E-----
EASEMENT FOR CONSTR OF DRIVES	-----E-----

BEGIN LIMIT OF ACCESS.....BLA	-----E-----
END LIMIT OF ACCESS.....ELA	-----E-----
LIMIT OF ACCESS	-----E-----
REQ'D R/W & LIMIT OF ACCESS	-----E-----

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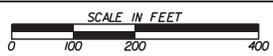
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P.I. NO 0001036
END PROJECT
P.I. NO 0004815

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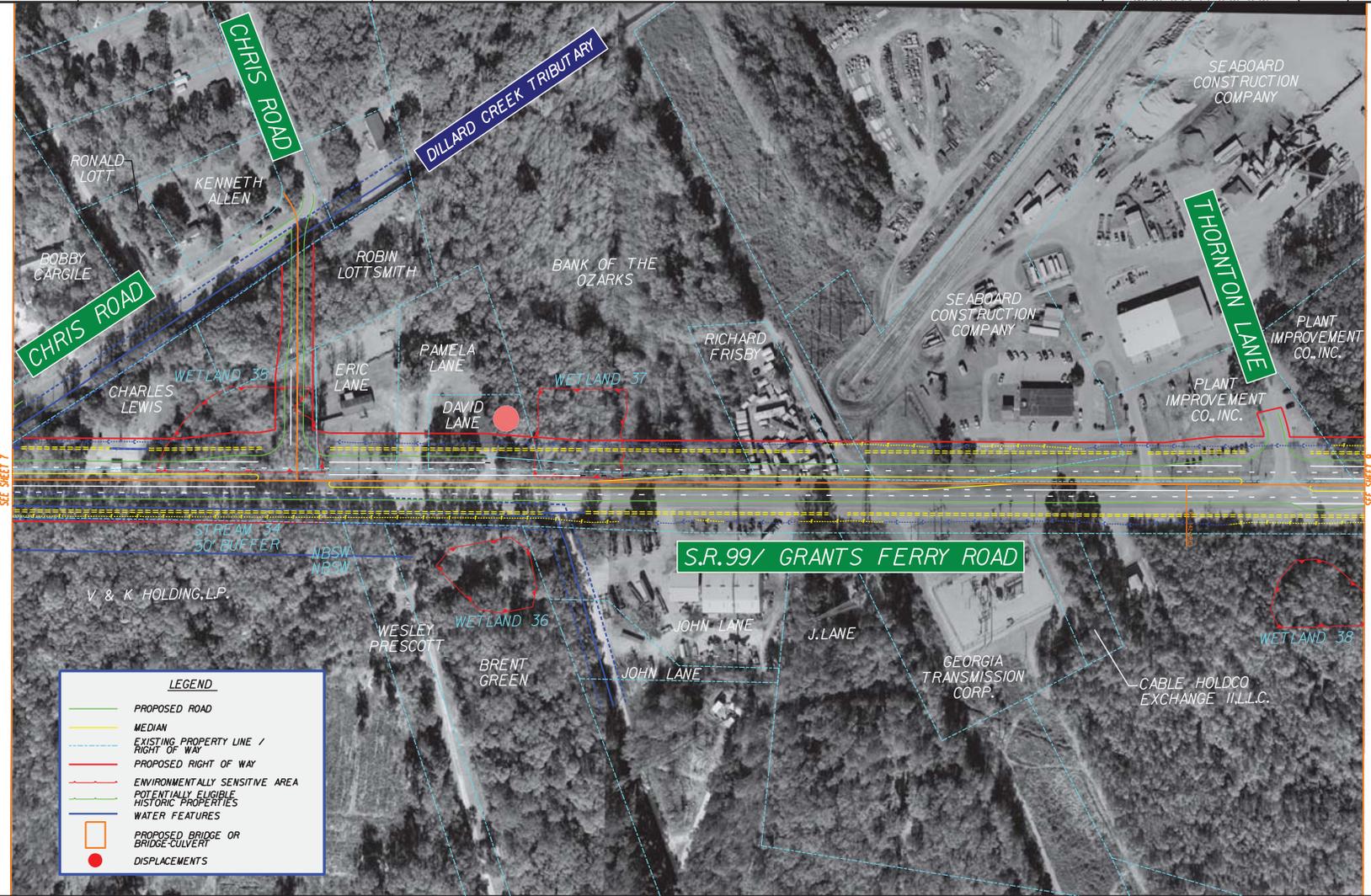
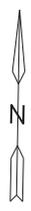
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SR 99 from SR 32/Harrell Highway to I-95

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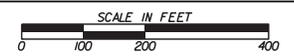
- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
8



SEE SHEET 8

SEE SHEET 10

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REO'D R/W & LIMIT OF ACCESS	---

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DRAWING NO.
9

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
RED'D R/W & LIMIT OF ACCESS	---

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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
10



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---C---F---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	▨
EASEMENT FOR CONSTR OF SLOPES	▩
EASEMENT FOR CONSTR OF DRIVES	▧

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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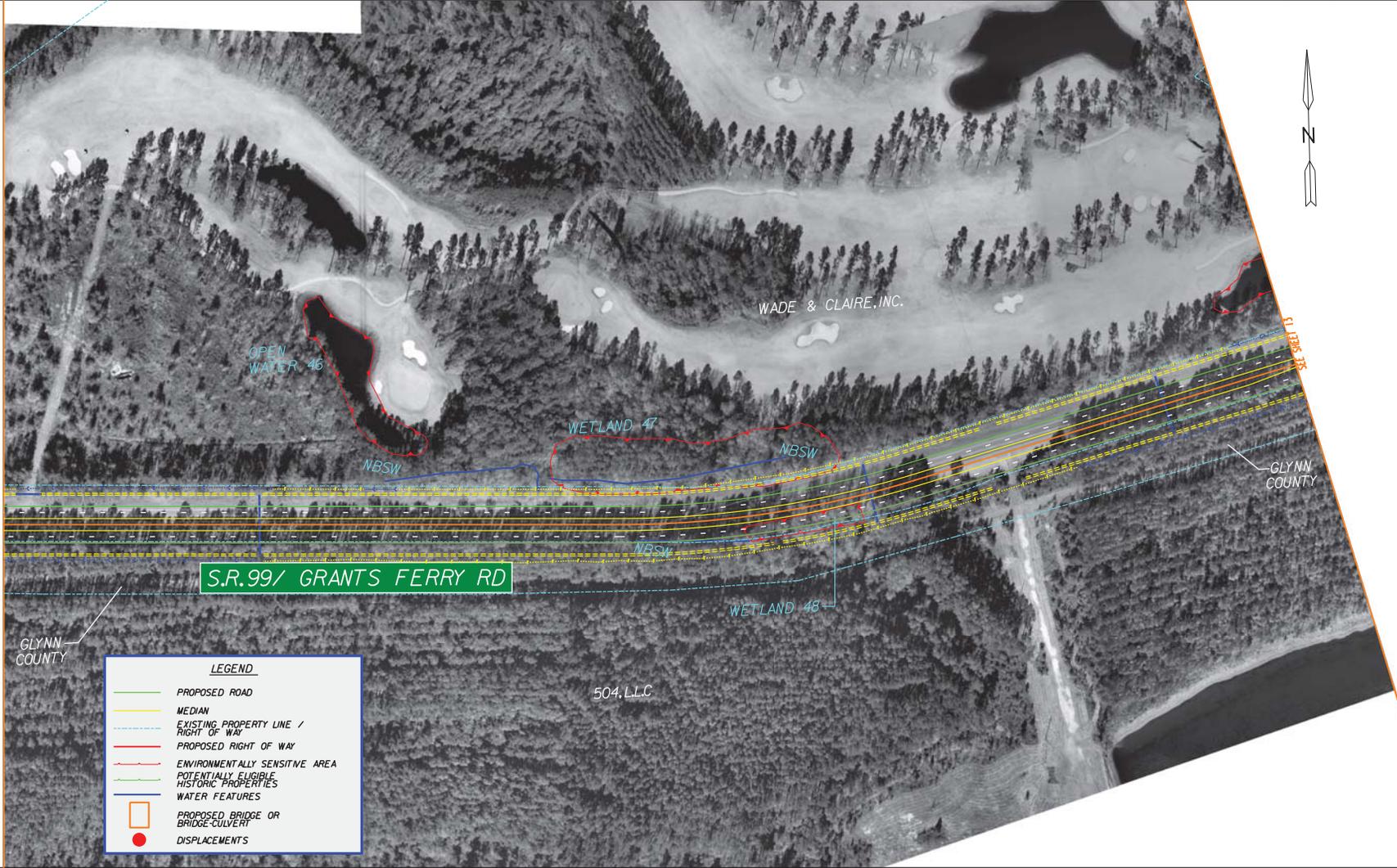
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REVISION DATES

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DRAWING NO.
11



LEGEND

- PROPOSED ROAD
- MEDIAN
- - - - EXISTING PROPERTY LINE / RIGHT OF WAY
- - - - PROPOSED RIGHT OF WAY
- - - - ENVIRONMENTALLY SENSITIVE AREA
- - - - POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- - - - WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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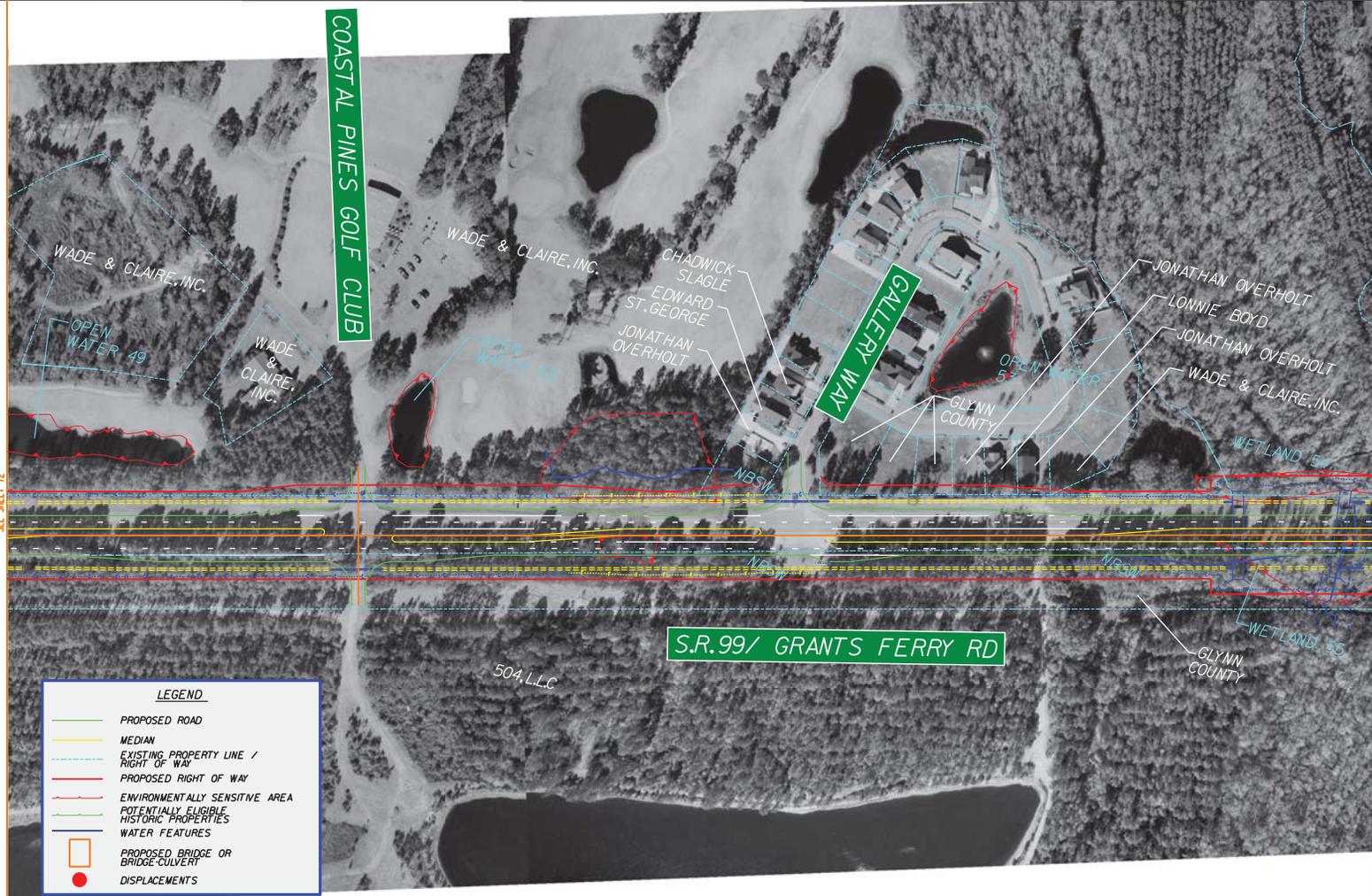
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OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
12



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
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LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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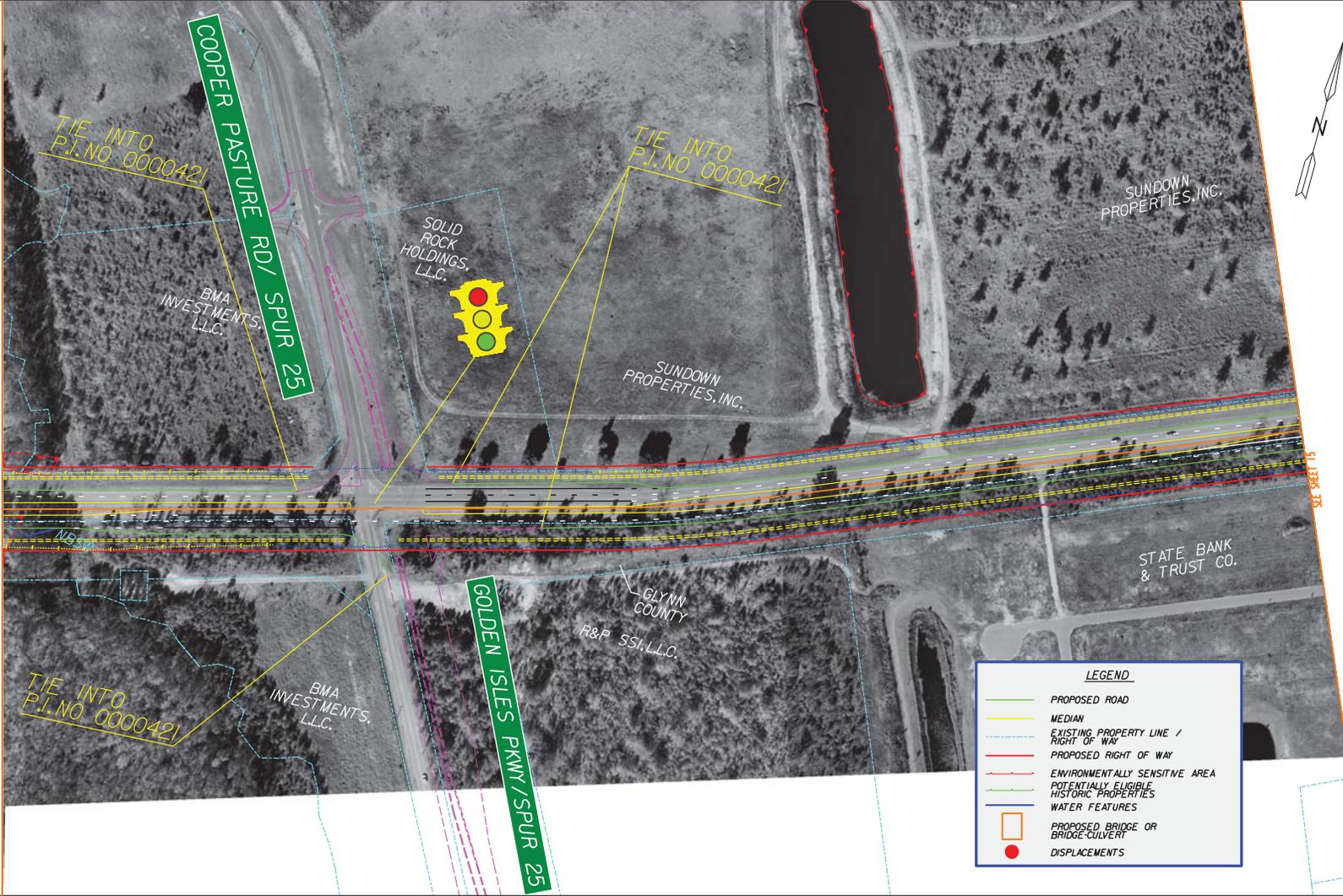
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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
13



SEE SHEET 13

SEE SHEET 15

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---C---F---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	▨
EASEMENT FOR CONSTR OF SLOPES	▩
EASEMENT FOR CONSTR OF DRIVES	▧

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
14

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

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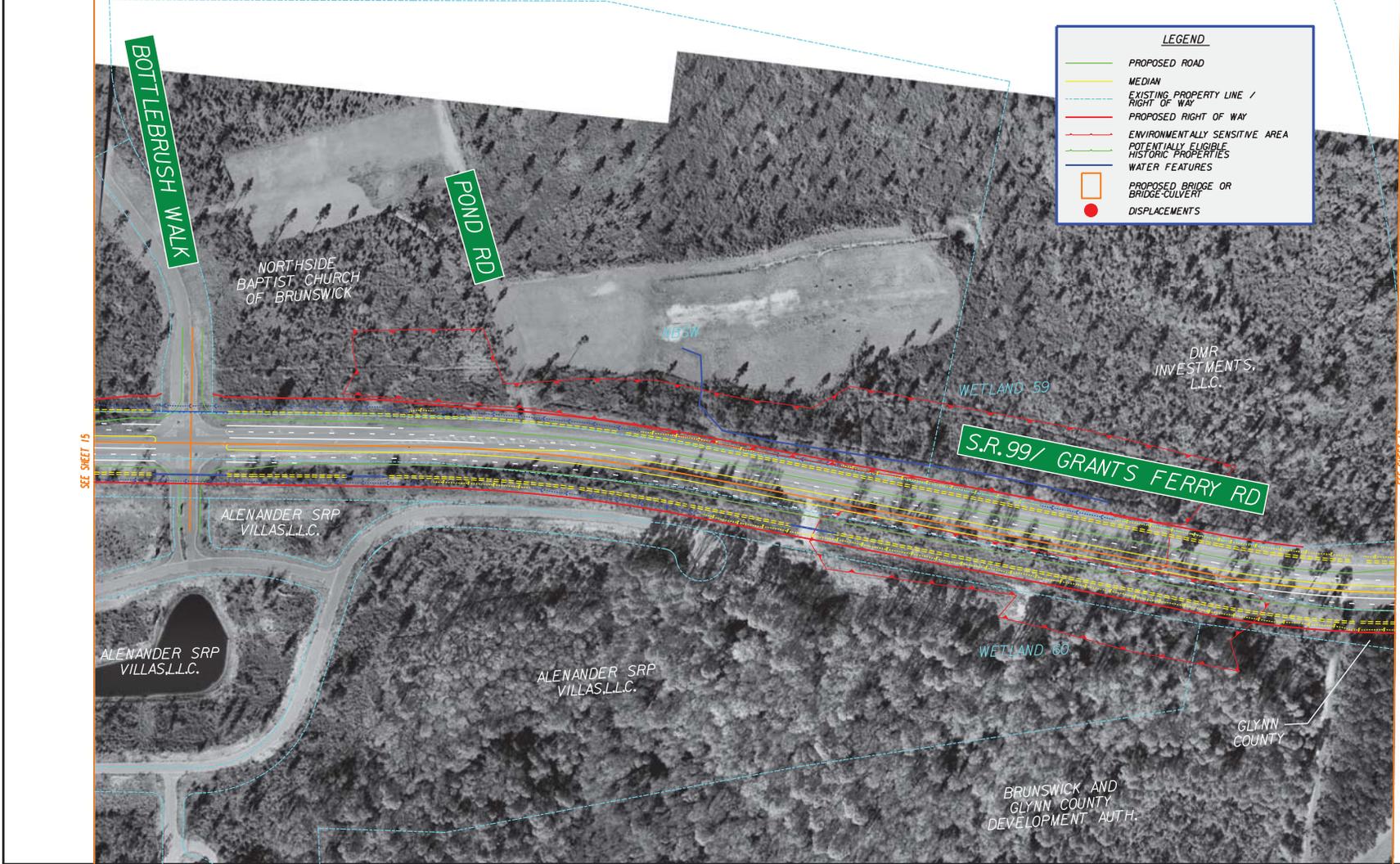
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REVISION DATES	

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OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
15



LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

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 BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 RED'D R/W & LIMIT OF ACCESS

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SCALE IN FEET
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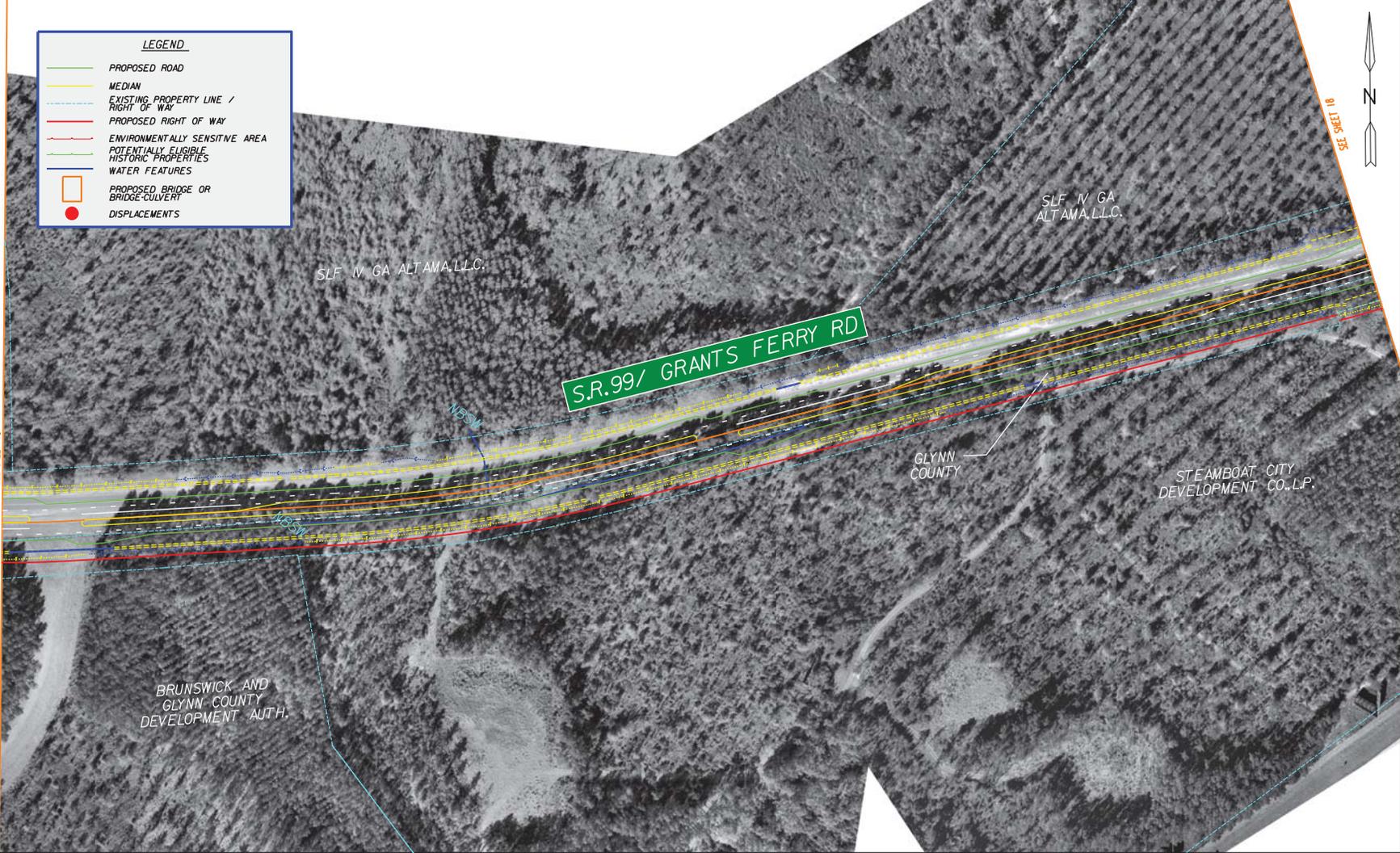
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CONCEPT PLAN
 SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
16

LEGEND

- PROPOSED ROAD
- MEDIAN
- EXISTING PROPERTY LINE / RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ENVIRONMENTALLY SENSITIVE AREA
- POTENTIALLY ELIGIBLE HISTORIC PROPERTIES
- WATER FEATURES
- PROPOSED BRIDGE OR BRIDGE-CULVERT
- DISPLACEMENTS



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

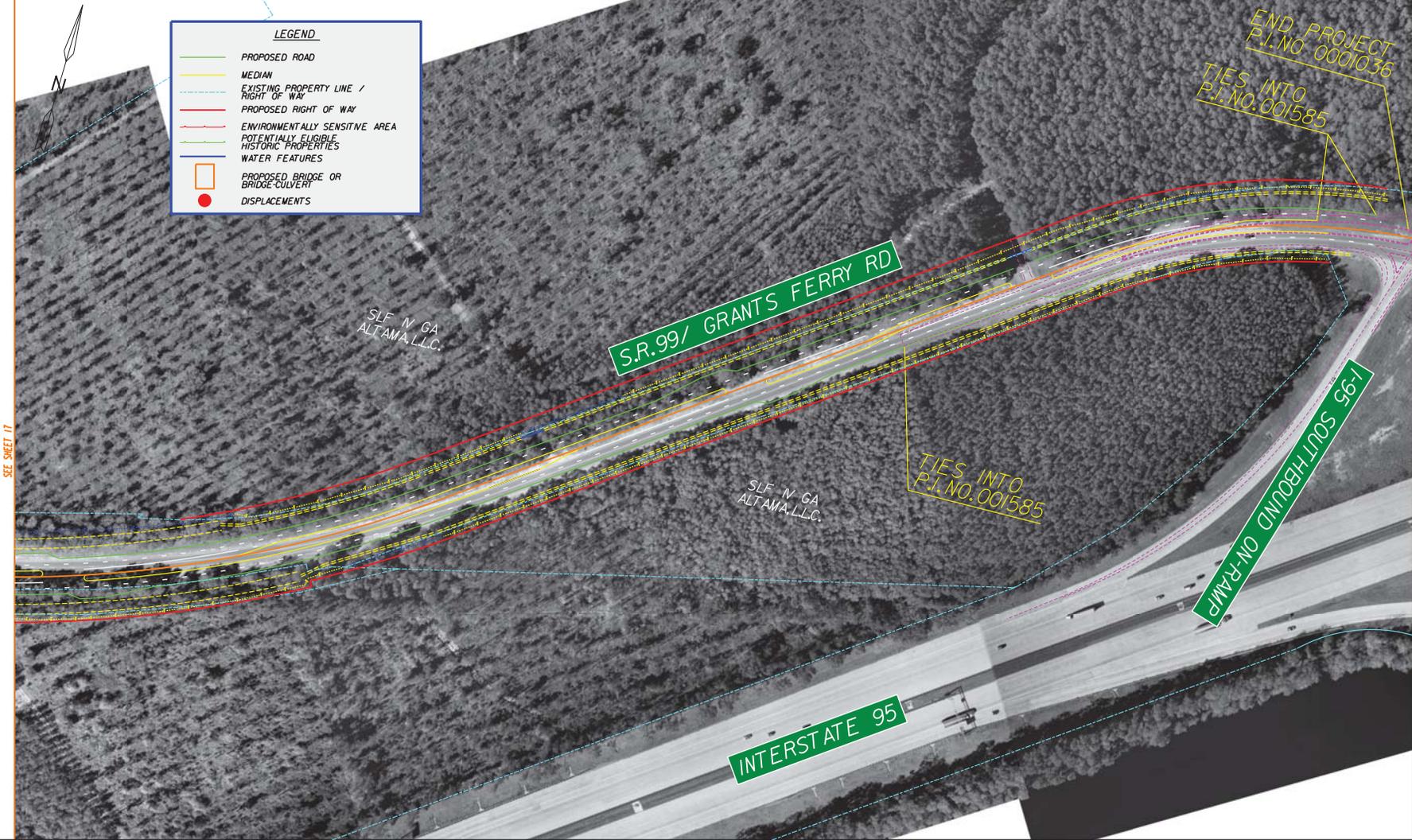
URS
400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

SCALE IN FEET
0 100 200 400

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CONCEPT PLAN
SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
17



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

URS
400 NORTH PARK TOWN CENTER
1000 ABERNETHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

SCALE IN FEET
0 100 200 400

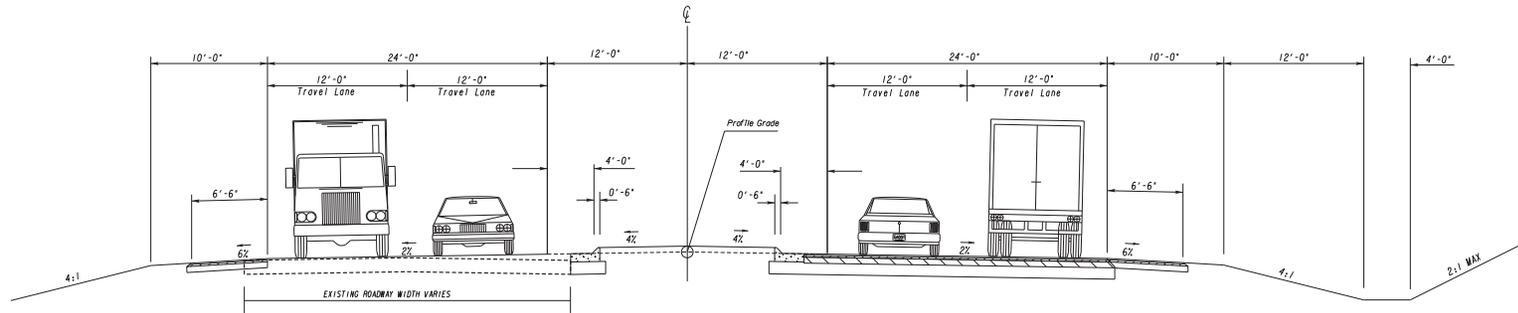
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
CONCEPT PLAN

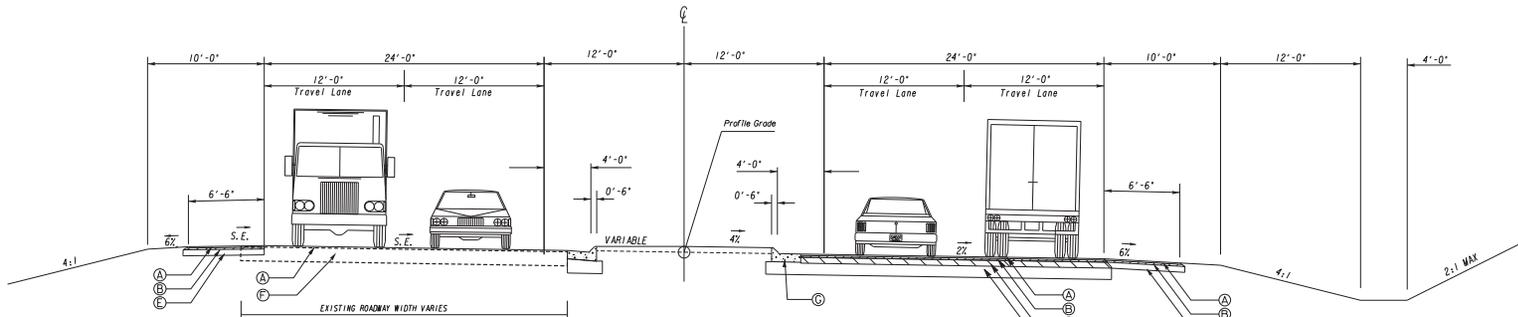
SR 99 from SR 32/Harrell Highway to I-95

DRAWING NO.
18

ATTACHMENT 2



WIDEN AND OVERLAY
4 LANES WITH A 24' RAISED MEDIAN
(D. S. 55MPH)
NORMAL CROWN



WIDEN AND OVERLAY
4 LANES WITH A 24' RAISED MEDIAN
(D. S. 55MPH)
SUPER ELEVATED

REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP2 ONLY, INCL BITUM MATL & H LIME (165 LB/SY)
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP1OR 2, INCL BITUM MATL & H LIME (220 LB/SY)
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP1OR 2, INCL BITUM MATL & H LIME (660 LB/SY)
- (D) GR AGGR BASE CRS, 12", INCL MATL
- (E) GR AGGR BASE CRS, 6", INCL MATL
- (F) RECYCLED ASPH CONC LEVELING, INCL BITUM MATL AND H LIME (AS REQ'D)
- (G) 8"x30" CONG. CURB & GUTTER, GA. STD. 9032B, TYPE 2

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

URS

400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400



REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PROGRAM DELIVERY
TYPICAL SECTIONS
SR 99 FROM SR 32 TO I-95

DRAWING NO.
05-001

ATTACHMENT 3

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/16/2013 Project: Glynn
 Revised: County: Glynn
 PI: 0001036

Description:
 Project Termini:

Existing ROW: *Varies*
 Required ROW: *Varies*
 Parcels: 60

Land and Improvements _____ \$4,380,000.00

<i>Proximity Damage</i>	<i>\$0.00</i>
<i>Consequential Damage</i>	<i>\$0.00</i>
<i>Cost to Cures</i>	<i>\$35,000.00</i>
<i>Trade Fixtures</i>	<i>\$0.00</i>
<i>Improvements</i>	<i>\$450,000.00</i>

Valuation Services _____ \$75,000.00

Legal Services _____ \$378,000.00

Relocation _____ \$120,000.00

Demolition _____ \$0.00

Administrative _____ \$502,500.00

TOTAL ESTIMATED COSTS _____ \$5,455,500.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$5,456,000.00

Preparation Credits	Hours	Signature

Prepared By: *Dashone Alexander* CG#: 286999 10/16/2013 (TE)

Approved By: *Dashone Alexander* CG#: 286999 10/16/2013 (TE)

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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0001-00(036)

OFFICE District 5, Jesup

P.I. # 0001036

DATE October 09, 2013

FROM Stephen Thomas, District Utilities Engineer

TO Matt Bennett, Project Manager, Office of Program Delivery

SUBJECT UPDATED PRELIMINARY UTILITY COST (ESTIMATE)

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

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Bellsouth/AT&T	\$223,500	\$275,000	
Darien Telephone	\$250,000	\$0	
Brunswick/Glynn Co. Joint W&S	\$0	\$0	
Comcast	\$152,200	\$0	
Ga. Power Co. – Distribution	\$816,000	\$0	
Ga. Power Co. – Transmission	\$0	\$250,000	
Okefenokee REMC	\$384,000	\$24,000	
Georgia Transmission Company	\$0	\$2,000,000	
Atlanta Gas Light Company	\$10,000	\$0	
Totals	\$1,835,700	\$2,549,000	
Total Reimbursement		\$2,549,000	

CC: Angie Robinson, Office of Financial Management;

Lee Upkins, Assistant State Utilities Engineer

District Office File

Utilities Office File

PROJ. NO.
P.I. NO.
DATE

0001036
0001036
10/8/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-13	\$ 3.254
DIESEL		\$ 3.869
LIQUID AC		\$ 568.00

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)				1822393.92	\$ 1,822,393.92
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80	
Monthly Asphalt Cement Price month project let (APL)			\$	568.00	
Total Monthly Tonnage of asphalt cement (TMT)				5347.4	

ASPHALT	Tons	%AC	AC ton
Leveling	2000	5.0%	100
12.5 OGFC		5.0%	0
12.5 mm	21154	5.0%	1057.7
9.5 mm SP	0	5.0%	0
25 mm SP	55589	5.0%	2779.45
19 mm SP	28205	5.0%	1410.25
	106948		5347.4

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 51,780.88	\$ 51,780.88
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80	
Monthly Asphalt Cement Price month project let (APL)			\$	568.00	
Total Monthly Tonnage of asphalt cement (TMT)				151.9391951	

Bitum Tack	Gals	gals/ton	tons
	35375	232.8234	151.939195

PROJ. NO. 0001036
P.I. NO. 0001036
DATE 10/8/2013

CALL NO.

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	908.80			
Monthly Asphalt Cement Price month project let (APL)				\$	568.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT	\$ 1,874,174.80
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STATE HIGHWAY AGENCY

DATE : 05/07/2014
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0001036-CONCEPT SPEC YEAR: 01
DESCRIPTION: WIDEN SR99 FROM 2 TO 4 LANES W/24' MEDIAN

COST GROUPS FOR JOB 0001036-CONCEPT

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
SRTS	STATE ROUTE TRAFFIC STRIPE	1.000	100000.00000	100000.00	Y
SGNL	TRAFFIC SIGNALS (LS)	2.000	150000.00000	300000.00	Y
DRNGEA	DRAINAGE (EA)	1.000	200000.00000	200000.00	Y
EROC	EROSION CONTROL (SY)	1.000	100000.00000	100000.00	Y
ERTHLS	EARTHWORK (LS)	1.000	1000000.00000	1000000.00	Y
MISC	MISCELLANEOUS (LS)	1.000	200000.00000	200000.00	Y
MISC	NORFOLK SOUTHERN RAILROAD (LS)	1.000	644000.00000	644000.00	Y
ACTIVE COST GROUP TOTAL				2544000.00	
INFLATED COST GROUP TOTAL				2544000.00	

ITEMS FOR JOB 0001036-CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - STP00-0001-00(036)	1.000	400000.00	400000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	81160.51	81160.52
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	171795.000	15.49	2661934.32
0020	318-3000		TN	AGGR SURF CRS	2000.000	27.18	54372.16
0025	402-1812		TN	RECYL AC LEVELING, INC BM&HL	2000.000	86.31	172624.60
0030	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	55589.000	65.94	3665587.02
0035	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	21154.000	75.48	1596746.86
0040	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	28205.000	74.24	2094218.43
0045	413-1000		GL	BITUM TACK COAT	35375.000	2.40	85175.57
0050	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	5000.000	16.78	83902.10
0055	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	62304.000	9.46	589540.39
0060	456-2012		GLM	INTENT. RUMB. STRIPS - GRND-IN-PL (CONT)	11.800	1035.52	12219.14
0065	603-1018		SY	STN PLAIN RIP RAP, 18 IN	6000.000	39.50	237000.00
0070	603-7000		SY	PLASTIC FILTER FABRIC	6000.000	3.74	22453.14
0075	634-1200		EA	RIGHT OF WAY MARKERS	100.000	103.01	10301.15
0080	641-1200		LF	GUARDRAIL, TP W	1500.000	19.12	28685.49
ITEM TOTAL							11795920.89
INFLATED ITEM TOTAL							11795920.89

TOTALS FOR JOB 0001036-CONCEPT

ESTIMATED COST:	14339920.89
E&I COST FACTOR (5.0):	716996.04
ESTIMATED TOTAL:	15056916.93

Opinion of Probable Costs
Conceptual Environmental Mitigation Cost Estimate

GDOT PI# 0001036

Streams

4413 Lin. Ft x 8.5 = 37,511 credits x \$70 = **\$2,625,770**

Wetlands

119,530 Sq Ft. / 43,560 x 10.5 x \$1,500 = **\$43,219**

Total Cost = \$2,668,989

Miscellaneous

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL00-0004-00(815)

OFFICE District 5, Jesup

P.I. # 0004815

DATE January 17, 2014

FROM Dallory Rozier, District Utilities Engineer

TO Genetha Rice-Singleton, Project Manager, Office of Program Delivery

SUBJECT 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
Bellsouth/AT&T	\$252,000		
Darien Telephone	\$252,000		
Ga. Power Co. – Transmission		\$375,000	
Okefenokee REMC		\$549,000	
Totals	\$504,000	\$924,000	
Total Reimbursement		\$924,000	

CC: Jun Birnkammer, State Utilities Preconstruction Engineer

Charity Belford, Utilities Preconstruction Engineer

Vahid Munshi, Utilities Preconstruction Engineer

District Office File

Utilities Office File

PROJ. NO. 0004815
P.I. NO. 0004815
DATE 10/8/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-13	\$ 3.254
DIESEL		\$ 3.869
LIQUID AC		\$ 568.00

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)				981504	\$	981,504.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80		
Monthly Asphalt Cement Price month project let (APL)			\$	568.00		
Total Monthly Tonnage of asphalt cement (TMT)				2880		

ASPHALT	Tons	%AC	AC ton
Leveling	8300	5.0%	415
12.5 OGFC		5.0%	0
12.5 mm	11300	5.0%	565
9.5 mm SP	0	5.0%	0
25 mm SP	28400	5.0%	1420
19 mm SP	9600	5.0%	480
	57600		2880

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 18,443.51	\$	18,443.51
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80		
Monthly Asphalt Cement Price month project let (APL)			\$	568.00		
Total Monthly Tonnage of asphalt cement (TMT)				54.11827162		

Bitum Tack

Gals	gals/ton	tons
12600	232.8234	54.1182716

PROJ. NO. 0004815
P.I. NO. 0004815
DATE 10/8/2013

CALL NO.

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	908.80				
Monthly Asphalt Cement Price month project let (APL)			\$	568.00				
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 999,947.51

STATE HIGHWAY AGENCY

DATE : 05/12/2014
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0004815-1 SPEC YEAR: 01
DESCRIPTION: WIDEN SR 99 FM SR 99 TO SR 27/US25/US341

COST GROUPS FOR JOB 0004815-1

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
SGNL	TRAFFIC SIGNALS (EA)	1.000	150000.00000	150000.00	Y
SRTS	SIGNING AND STRIPING (LS)	1.000	150000.00000	150000.00	Y
ERTHLS	EARTHWORK (LS)	1.000	600000.00000	600000.00	Y
EROC	EROSION CONTROL (LS)	1.000	600000.00000	600000.00	Y
ERTHLS	UNSUITABLE MATERIAL, GROUND STABILIZATION (LS)	1.000	500000.00000	500000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0027-0	1.000	4096000.00000	4096000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0028-0	1.000	384000.00000	384000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0029-0	1.000	384000.00000	384000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0031-0	1.000	384000.00000	384000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0032-0	1.000	384000.00000	384000.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0030-0	1.000	130250.00000	130250.00	Y
STRO	STRUCTURES, OTHER (LS) #127-0033-0	1.000	90254.00000	90254.00	Y
MISC	CSX RAILROAD (LS)	1.000	277000.00000	277000.00	Y
ACTIVE COST GROUP TOTAL				8129504.00	
INFLATED COST GROUP TOTAL				8129504.00	

ITEMS FOR JOB 0004815-1

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	150-1000		LS	TRAFFIC CONTROL - 0001036-EXT	1.000	250000.00	250000.00
0005	201-1500		LS	CLEARING & GRUBBING - 0001036-EXT	1.000	300000.00	300000.00
0008	310-1101		TN	GR AGGR BASE CRS, INCL MATL	63250.000	13.85	876350.89
0009	402-1802		TN	RECYL AC PATCHING, INCL BM&HL	1000.000	81.97	81978.49
0013	402-1812		TN	RECYL AC LEVELING, INC BM&HL	8300.000	69.55	577314.14
0014	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	28400.000	57.33	1628264.87
0018	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	11300.000	65.59	741270.17
0019	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	9600.000	66.69	640288.70
0023	413-1000		GL	BITUM TACK COAT	12600.000	2.47	31127.42
0028	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	15000.000	10.79	161908.35
0029	441-0754		SY	CONC MEDIAN, 7 1/2 IN	7450.000	38.79	289033.48
0034	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	33000.000	1.66	54939.72
0039	550-1180		LF	STM DR PIPE 18", H 1-10	2000.000	28.72	57450.50
0044	550-1240		LF	STM DR PIPE 24", H 1-10	1000.000	35.26	35264.59
0047	550-3518		EA	SAFETY END SECTION 18", STD, 6:1	64.000	664.78	42546.09
0056	603-1018		SY	STN PLAIN RIP RAP, 18 IN	3000.000	39.50	118500.00
0057	603-7000		SY	PLASTIC FILTER FABRIC	3000.000	3.44	10335.12
0058	634-1200		EA	RIGHT OF WAY MARKERS	35.000	90.33	3161.68
0063	668-1100		EA	CATCH BASIN, GP 1	15.000	2031.47	30472.10

STATE HIGHWAY AGENCY

DATE : 05/12/2014
PAGE : 2

JOB ESTIMATE REPORT

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ITEM TOTAL	5930206.29
INFLATED ITEM TOTAL	5930206.29

TOTALS FOR JOB 0004815-1	
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ESTIMATED COST:	14059710.31
E&I COST FACTOR (5.0):	702985.52
ESTIMATED TOTAL:	14762695.83

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Opinion of Probable Costs
Conceptual Environmental Mitigation Cost Estimate

GDOT PI# 0004815

Streams

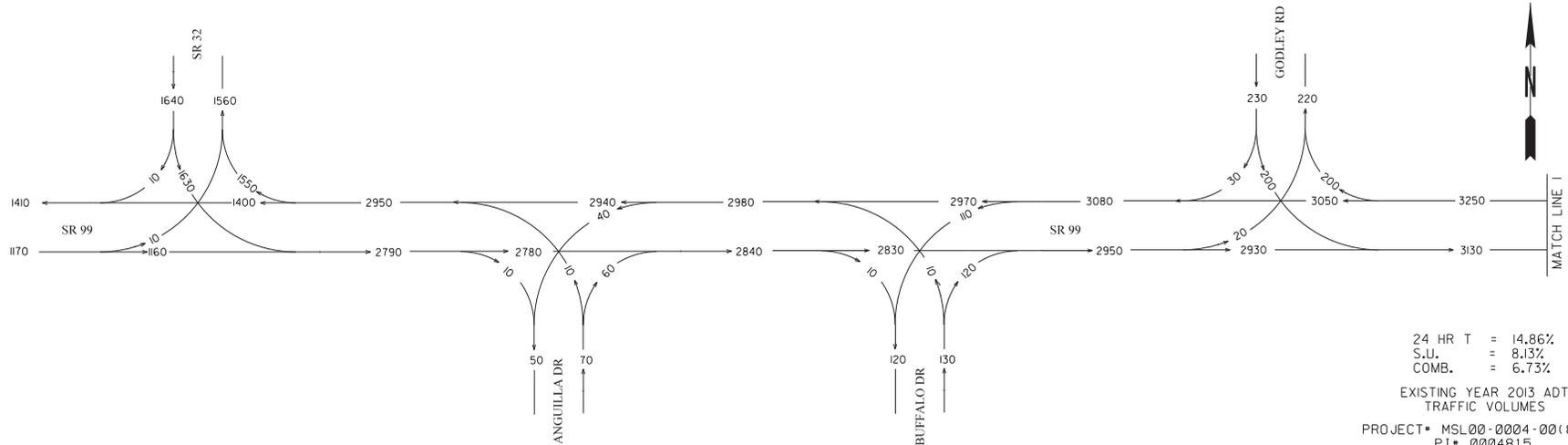
1026 Lin. Ft x 8.5 = 8721 credits x \$70 = **\$610,470**

Wetlands

469,283 Sq Ft / 43,560 x 10.5 x \$1,500 = **\$169,679**

Total Cost = \$780,149

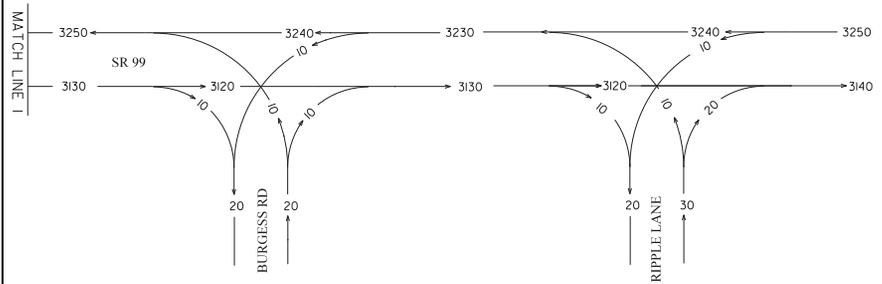
ATTACHMENT 4



24 HR T = 14.86%
 S.U. = 8.13%
 COMB. = 6.73%

EXISTING YEAR 2013 ADT
 TRAFFIC VOLUMES

PROJECT = MSL00-0004-00(815)
 PI = 0004815
 GLYNN COUNTY



EXISTING YEAR 2013 ADT
 TRAFFIC VOLUMES

PROJECT = MSL00-0004-00(815)
 PI = 0004815
 GLYNN COUNTY

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

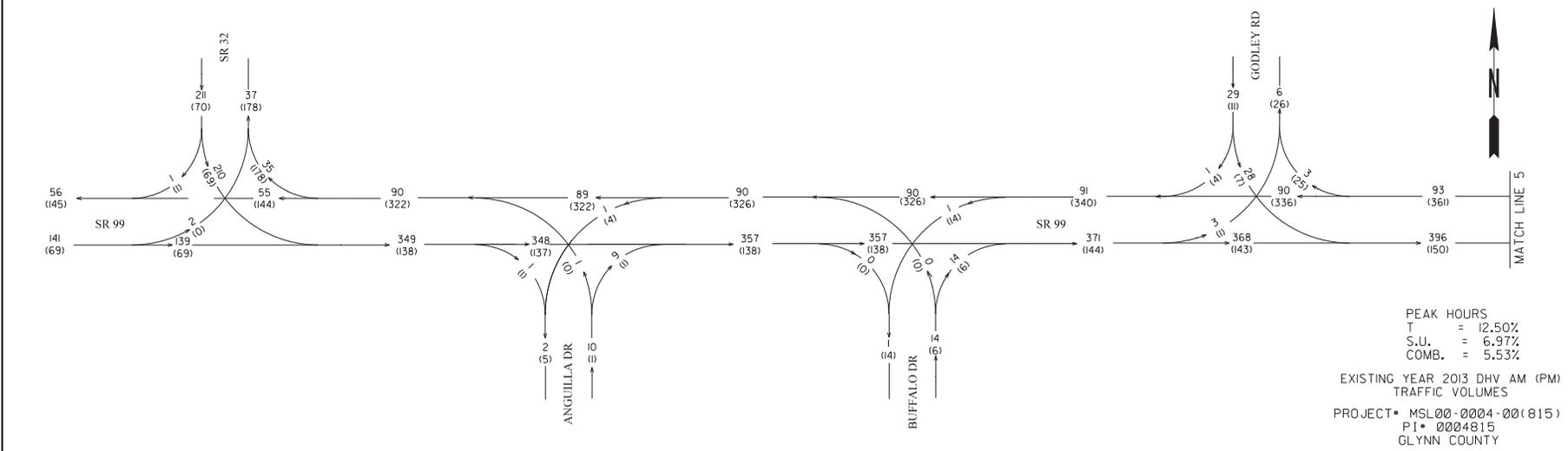
URS
 400 NORTHPARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 100
 ATLANTA, GA 30328
 PH. (678) 806-6800

REVISION DATES

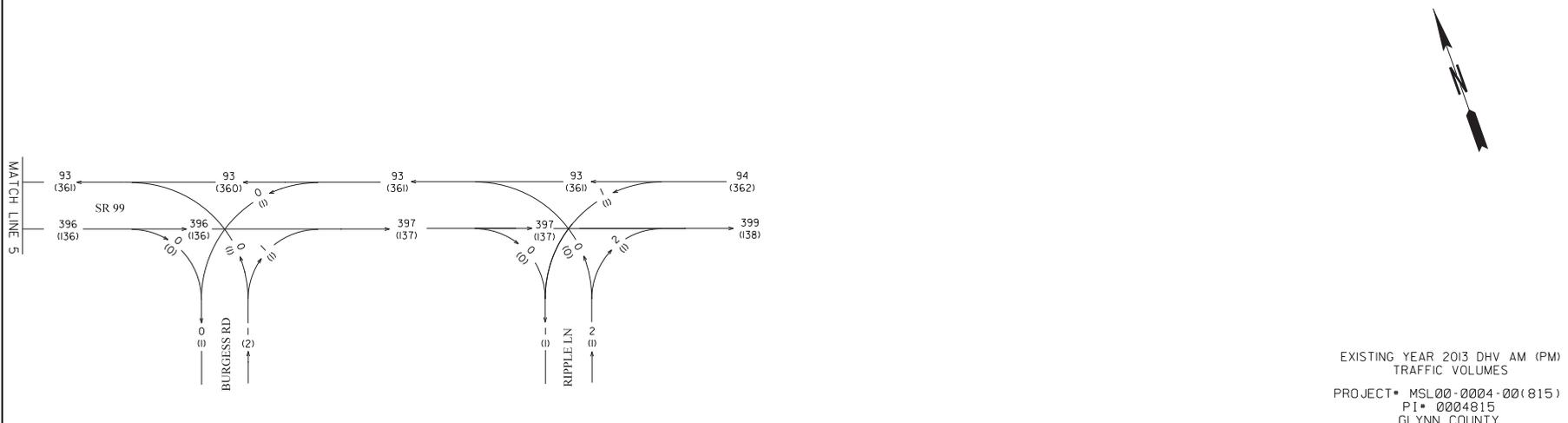
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-001



PEAK HOURS
 T = 12.50%
 S.U. = 6.97%
 COMB. = 5.53%
 EXISTING YEAR 2013 DHV AM (PM)
 TRAFFIC VOLUMES
 PROJECT = MSL00-0004-00(815)
 PI = 0004815
 GLYNN COUNTY



EXISTING YEAR 2013 DHV AM (PM)
 TRAFFIC VOLUMES
 PROJECT = MSL00-0004-00(815)
 PI = 0004815
 GLYNN COUNTY

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

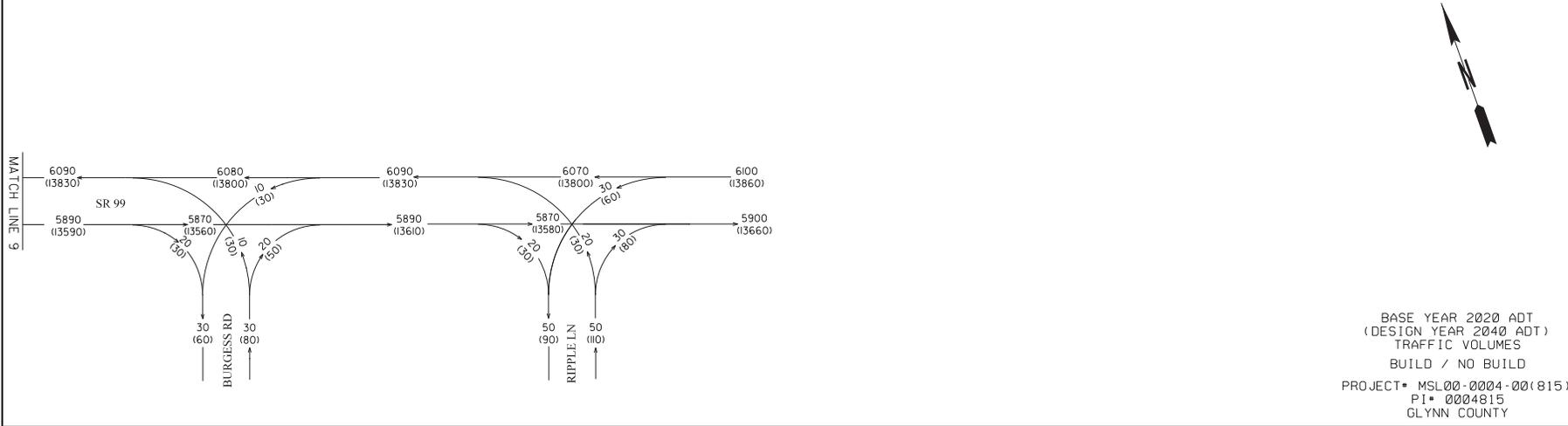
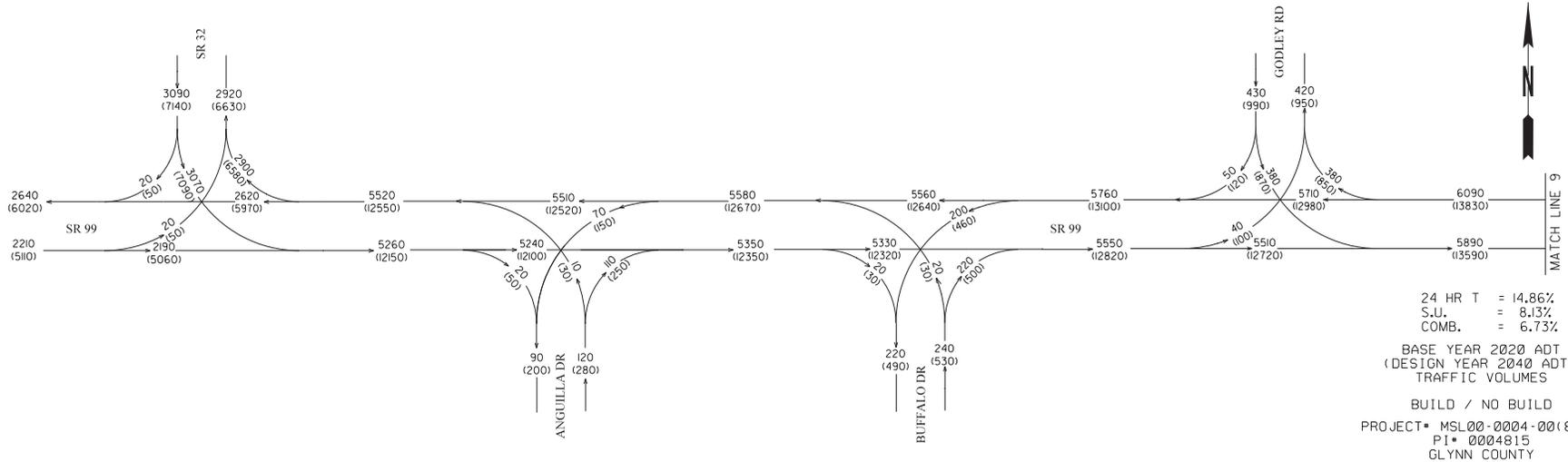
URS
 400 NORTHPARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-6800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING NO.
10-002



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS

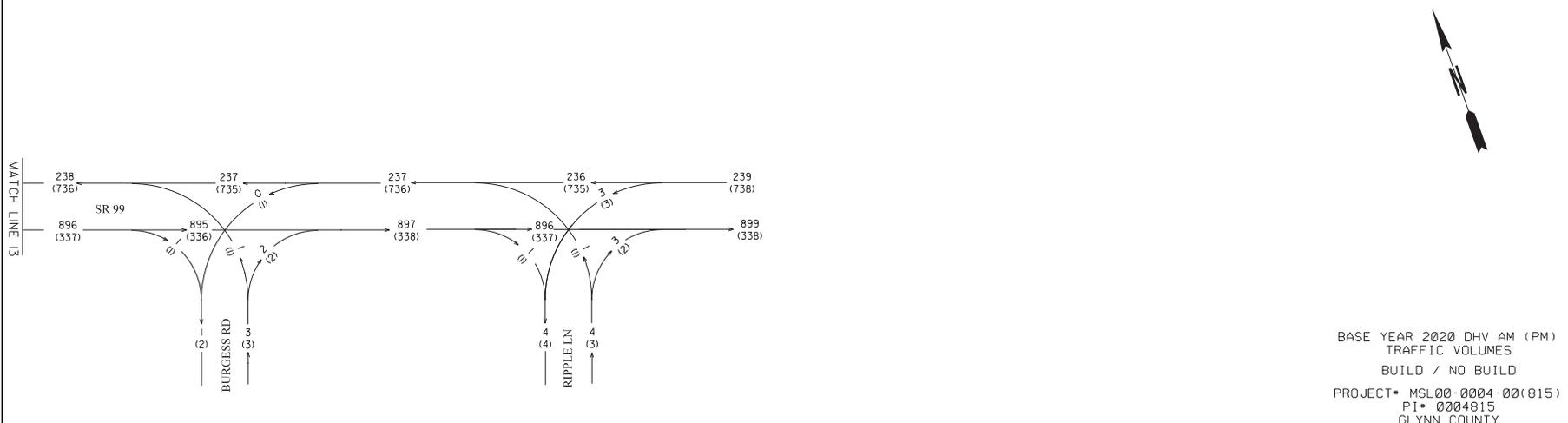
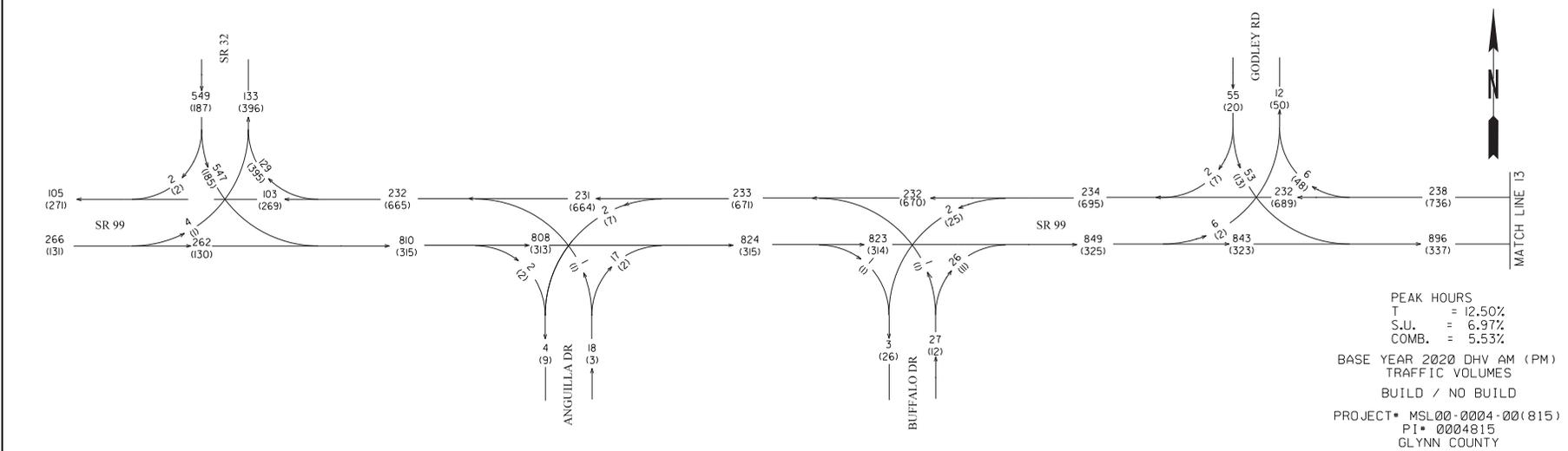
400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-8800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341 / U. S. 25 / S. R. 27 TO I-95

DRAWING No.
10-003



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

URS

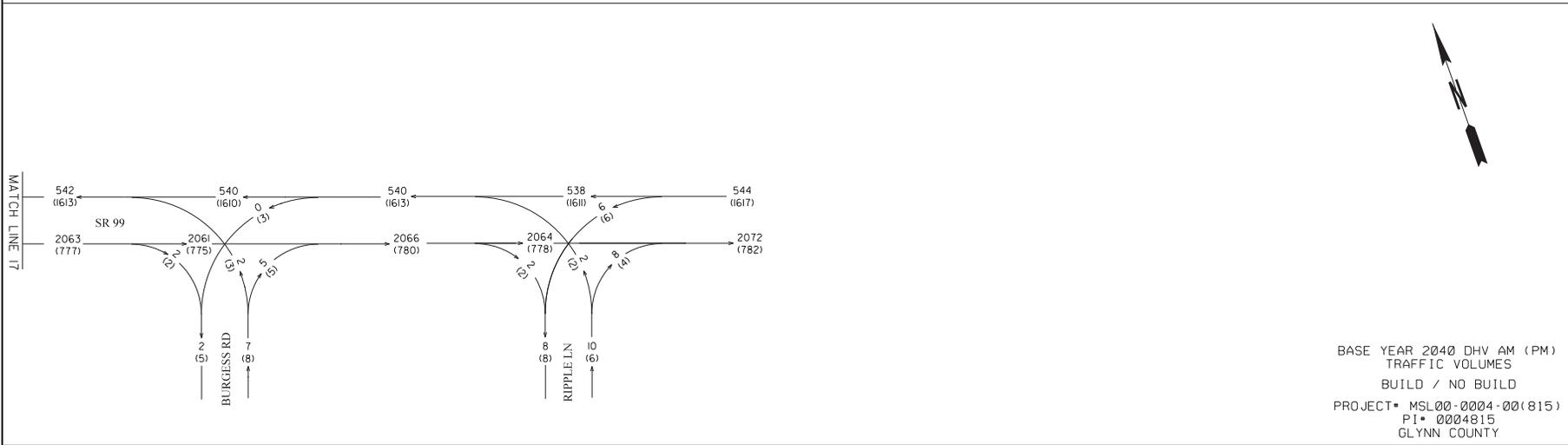
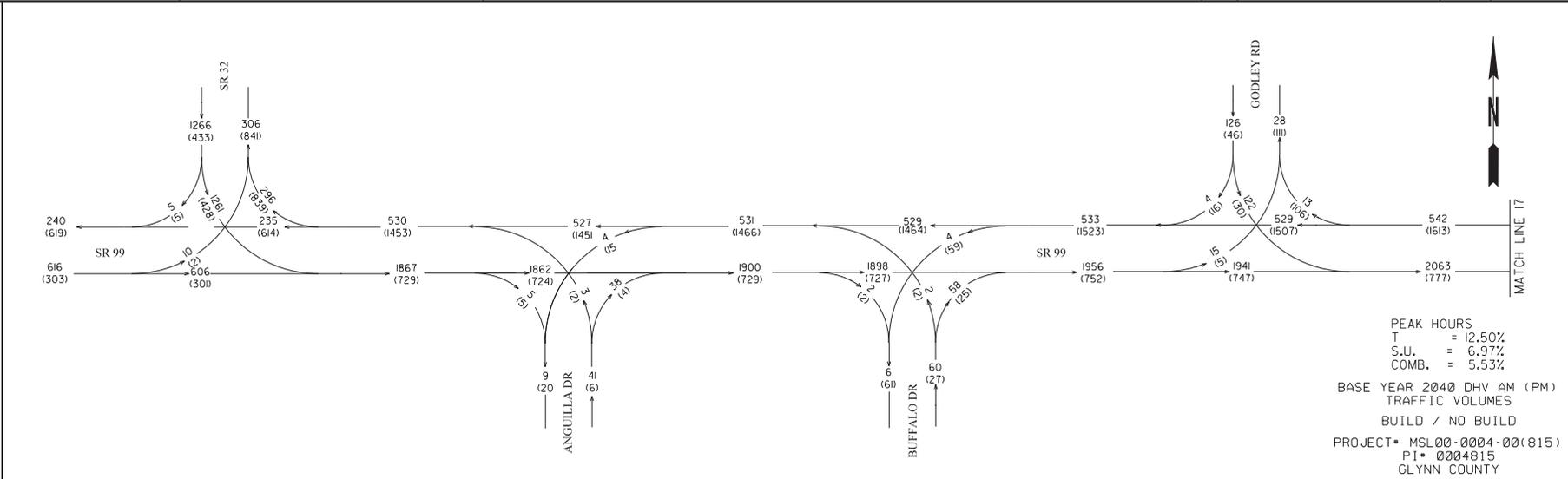
400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, NE
SUITE 100
ATLANTA, GA 30328
PH. (678) 806-8800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
U. S. 341 / U. S. 25 / S. R. 27 TO I-95

DRAWING No.
10-004



GEORGIA
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 OF
 TRANSPORTATION

URS

400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 100
 ATLANTA, GA 30328
 PH. (678) 806-8800

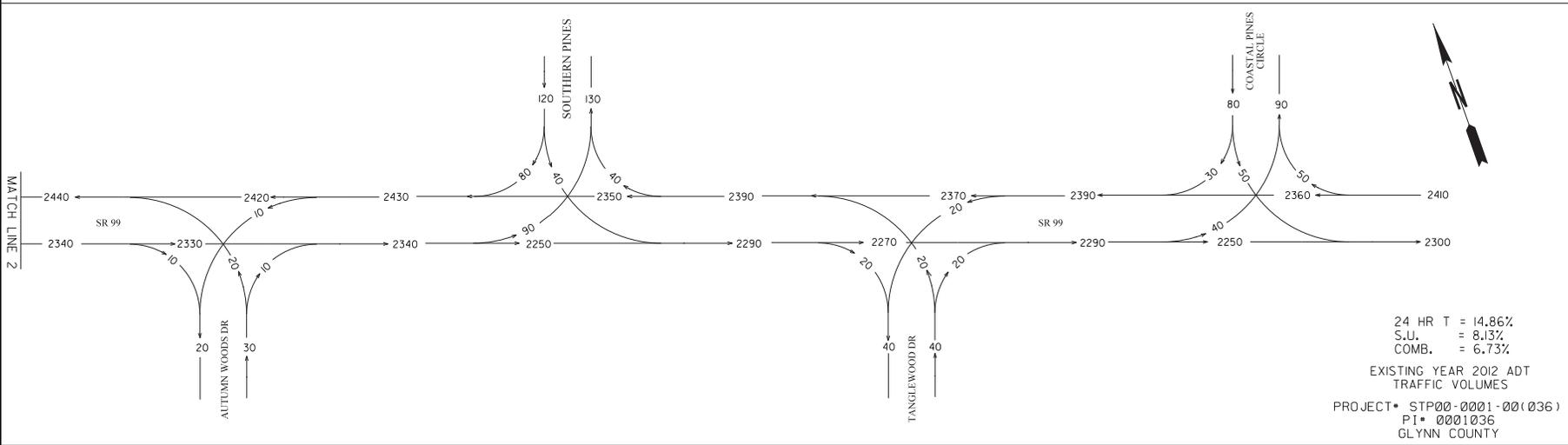
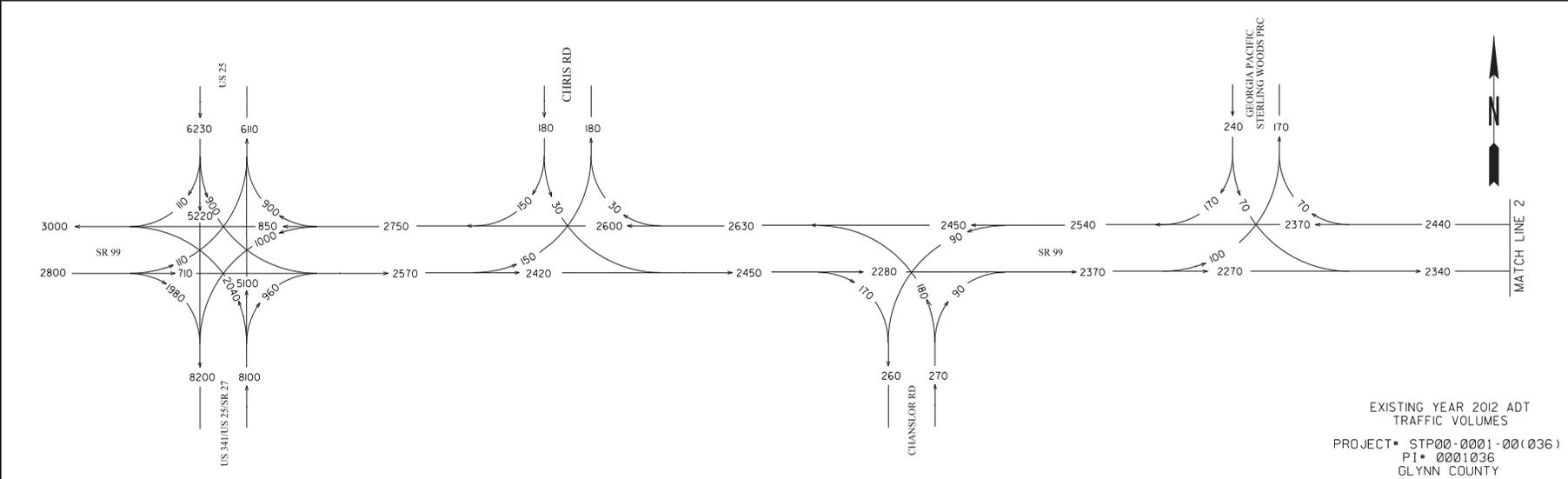
REVISION DATES

NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341 / U. S. 25 / S. R. 27 TO I-95

DRAWING NO.
10-005



GEORGIA
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 TRANSPORTATION

URS

400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-6800

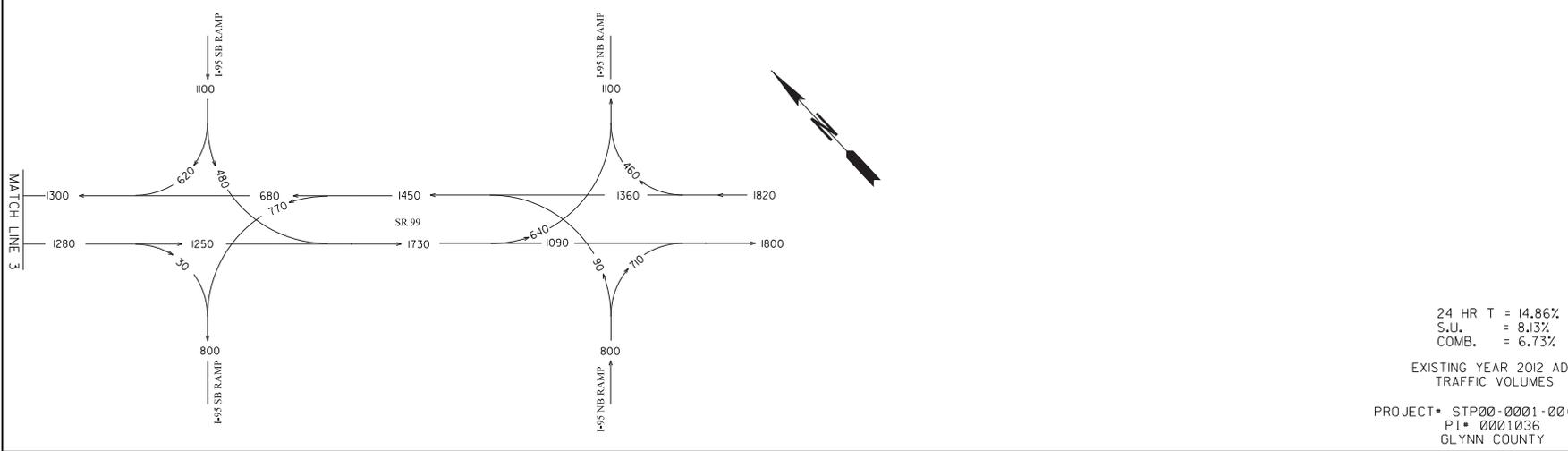
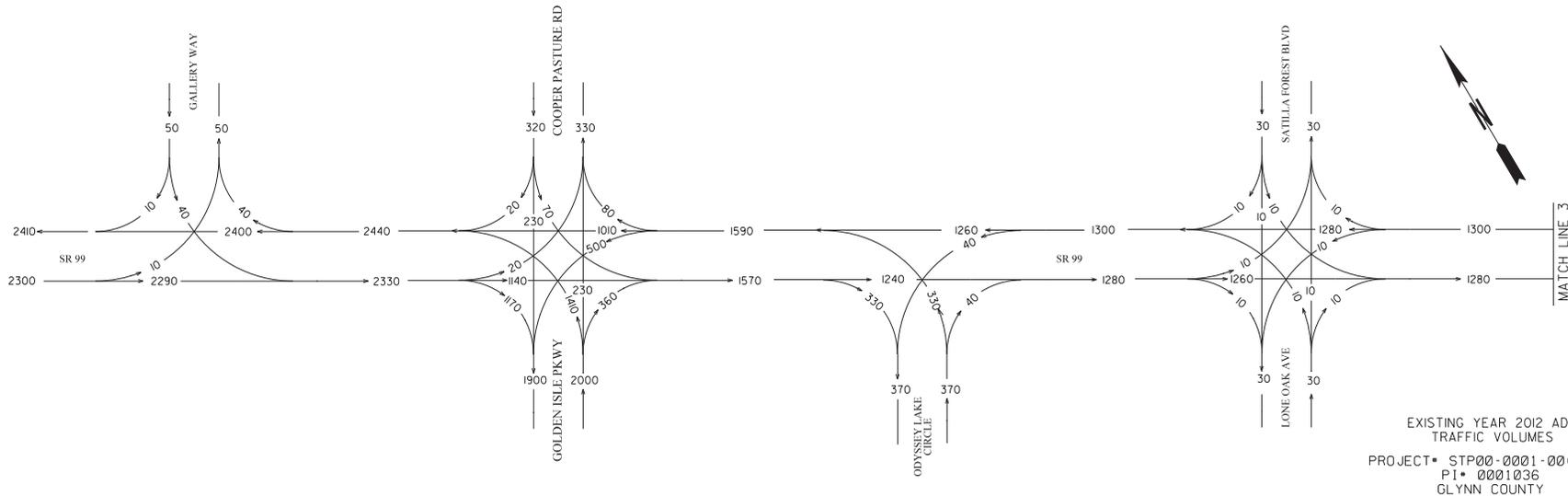
REVISION DATES

NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-006



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

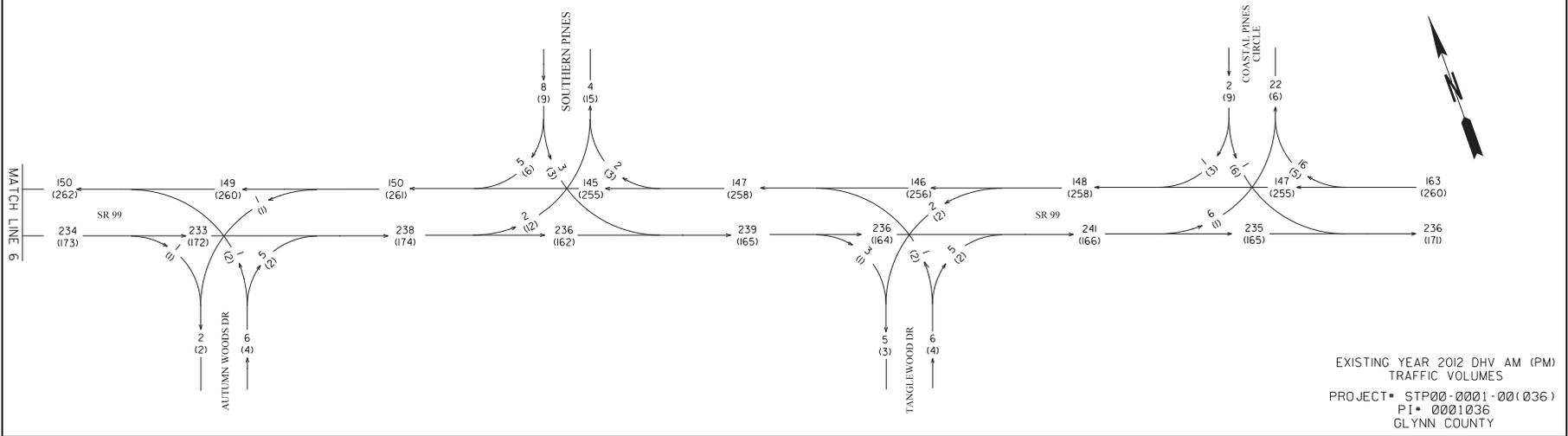
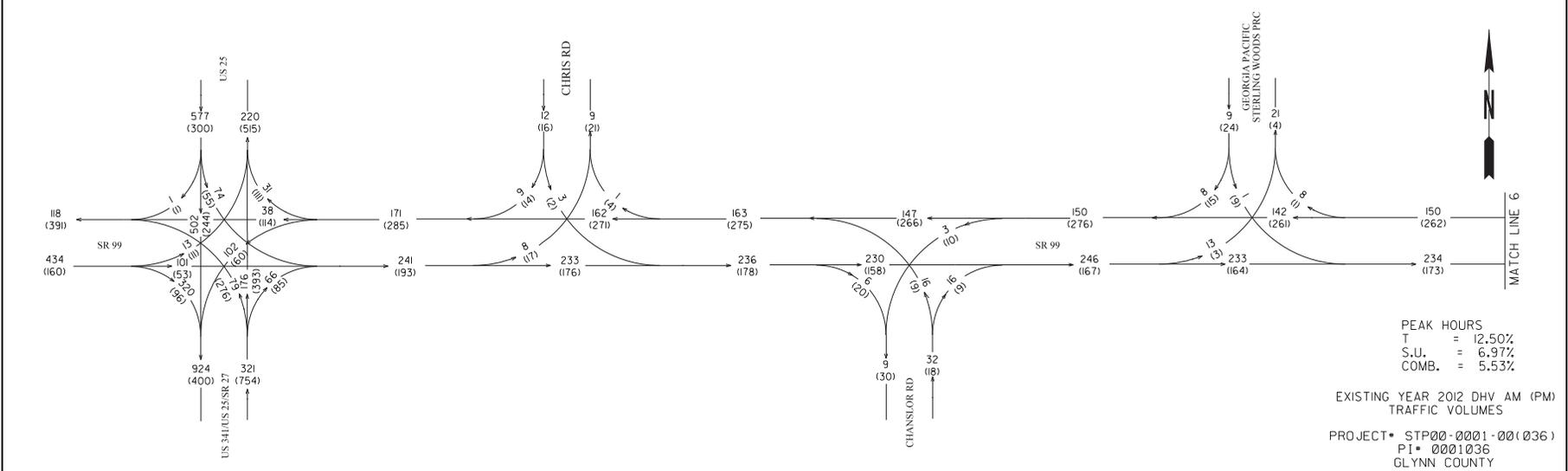
URS
 400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 606-4800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING NO.
10-007



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

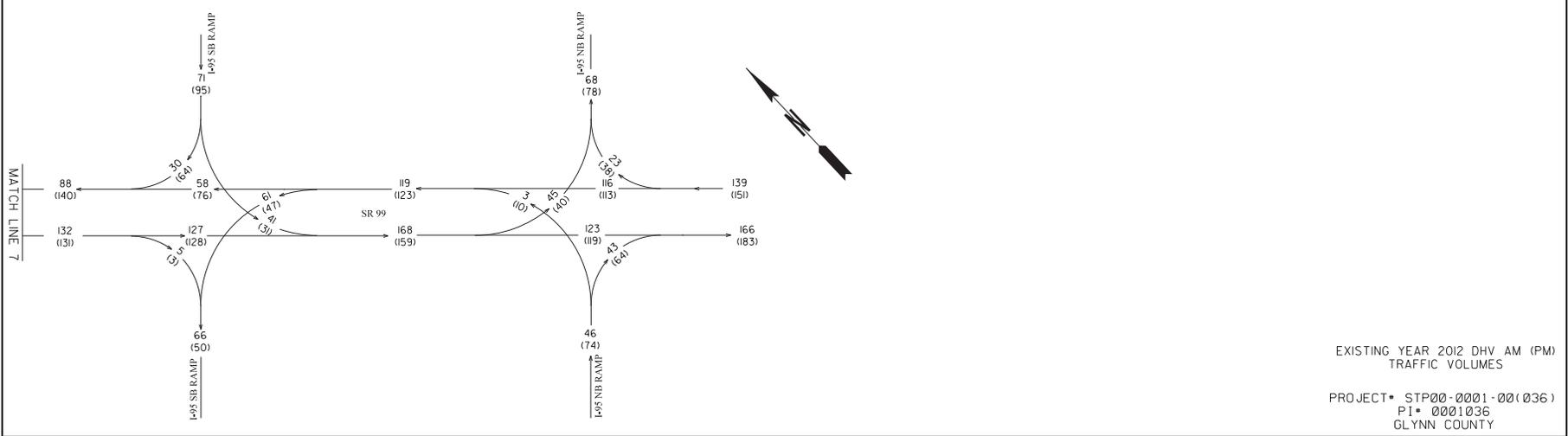
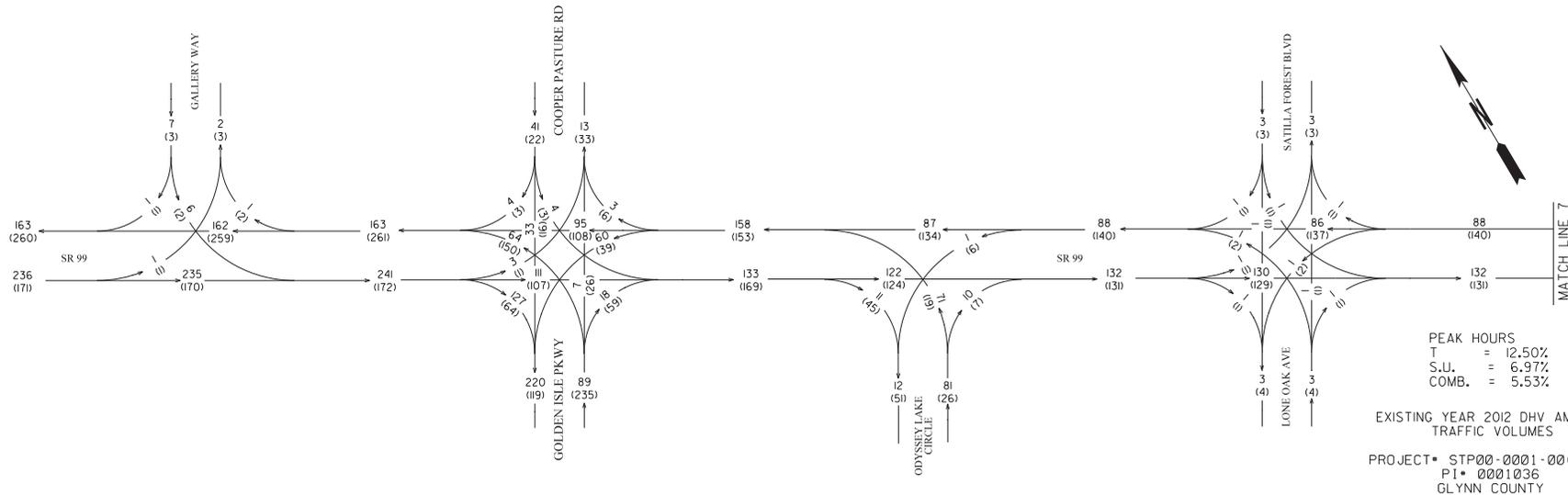
URS
 400 NORTHPARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-4800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-008



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS

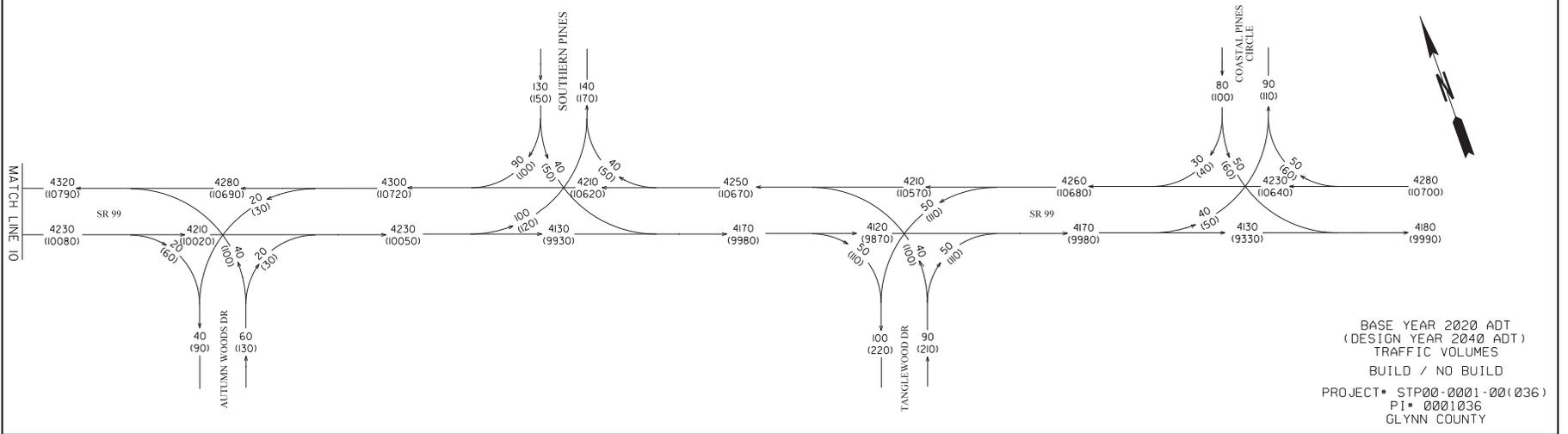
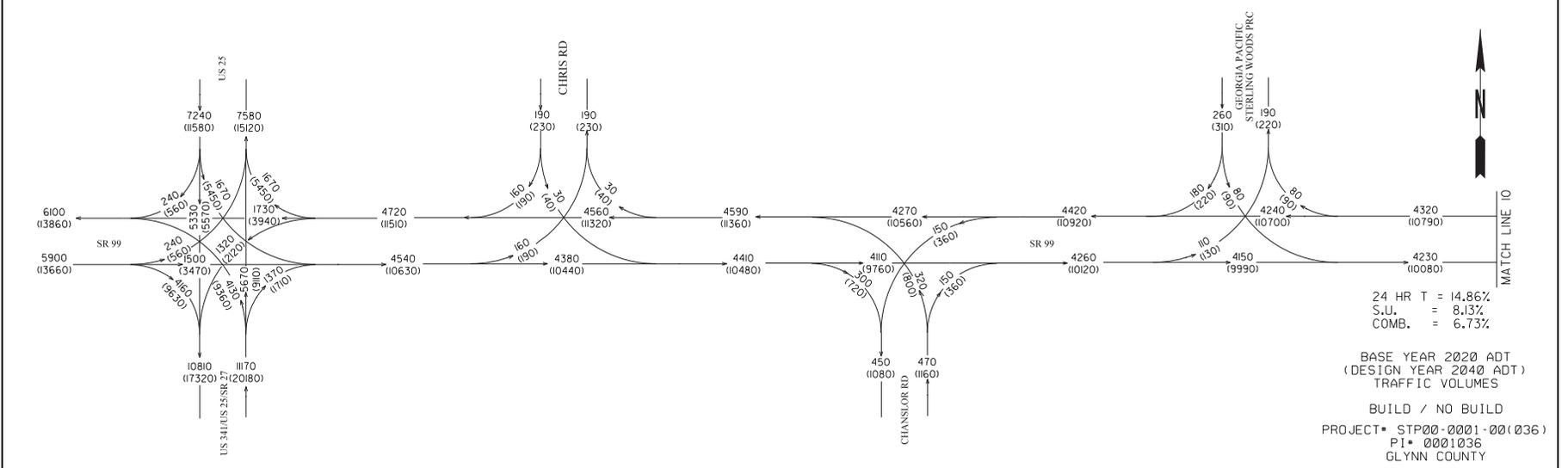
400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 190
 ATLANTA, GA 30328
 PH. (678) 806-8800

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-009



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

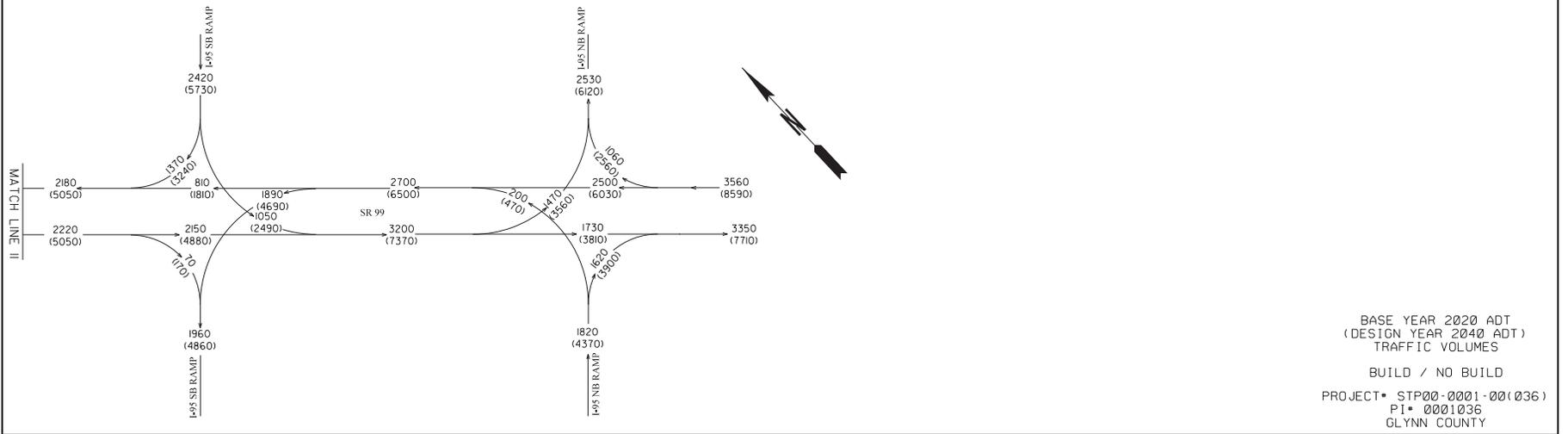
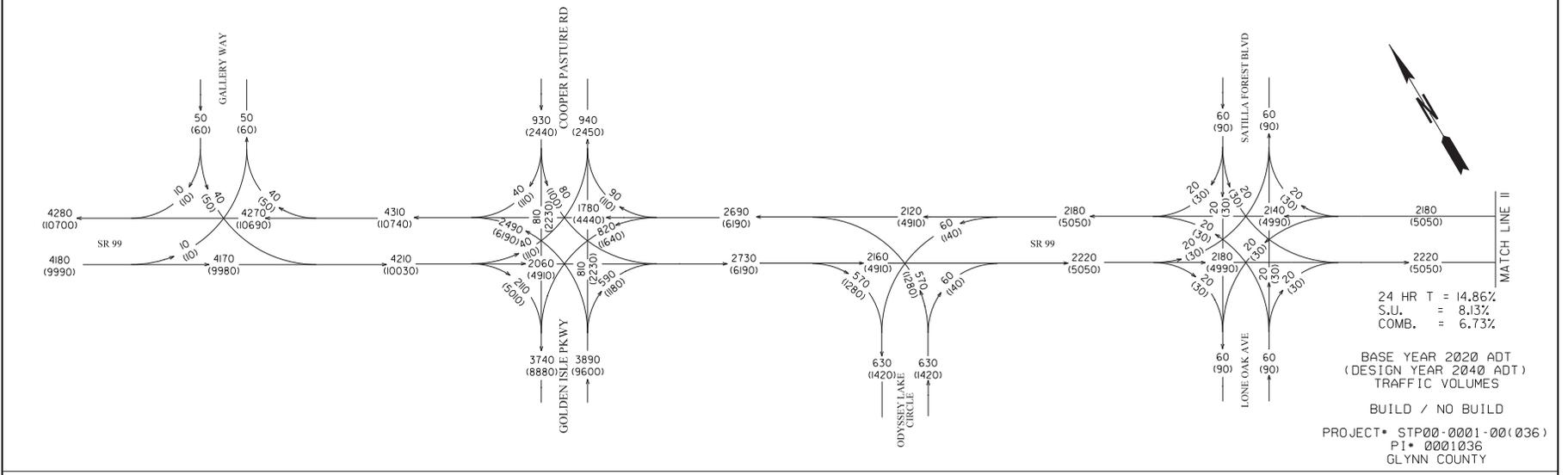
URS
 400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-4800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-010



GEORGIA
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 OF
 TRANSPORTATION

URS

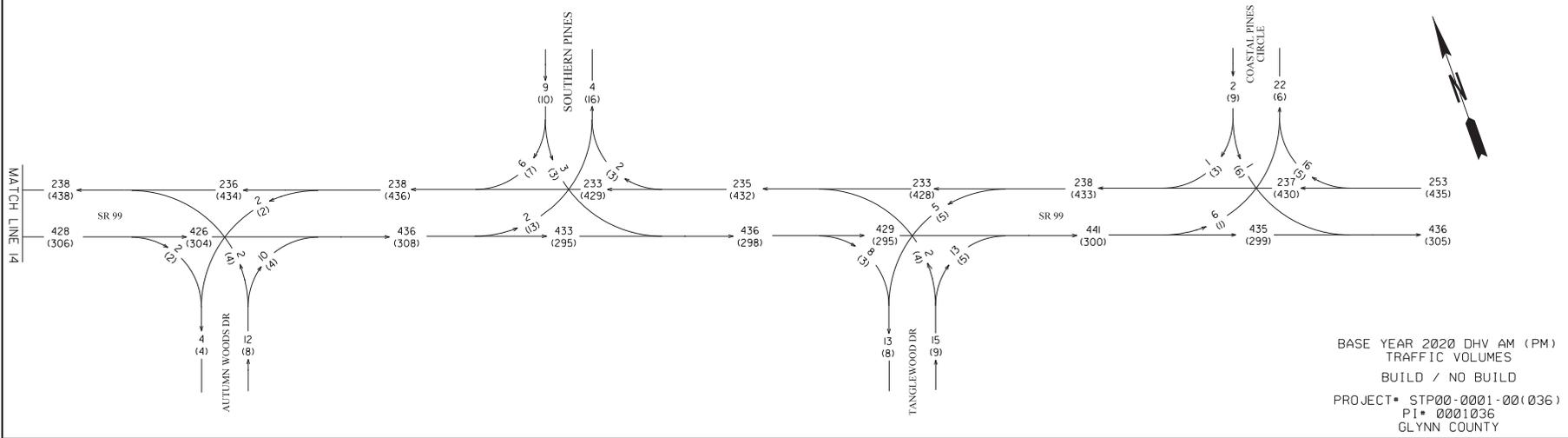
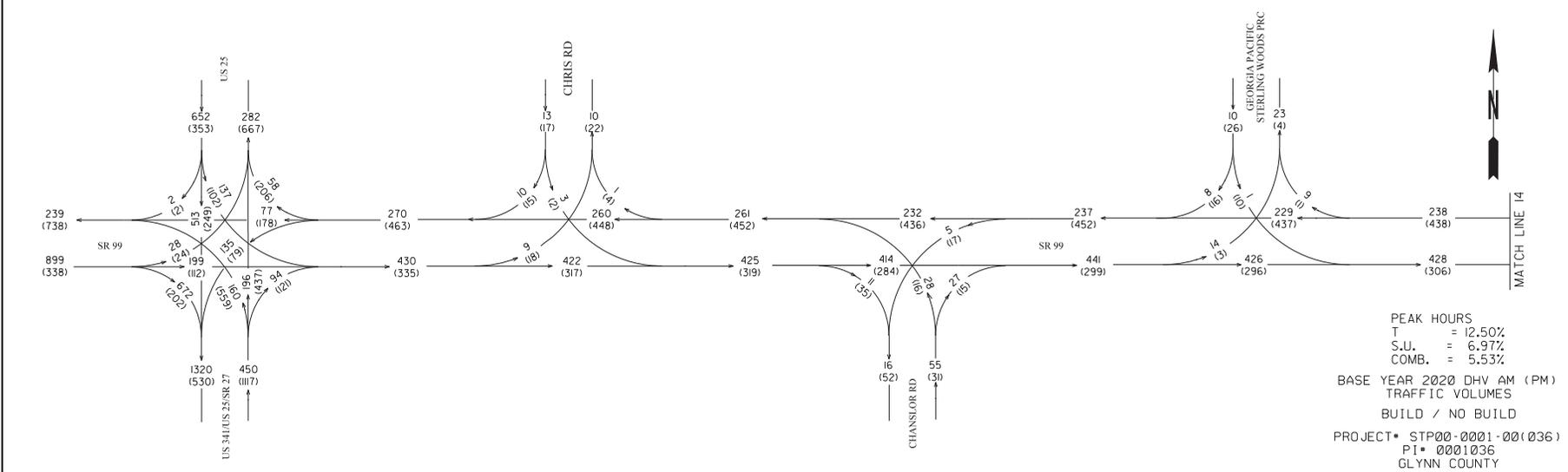
400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-8800

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-011



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

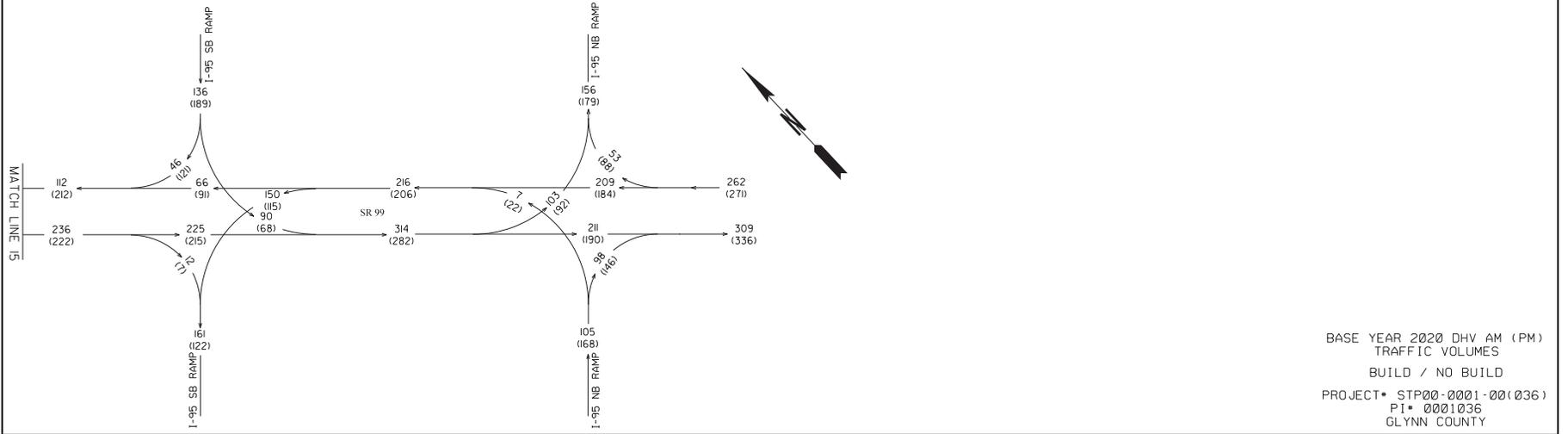
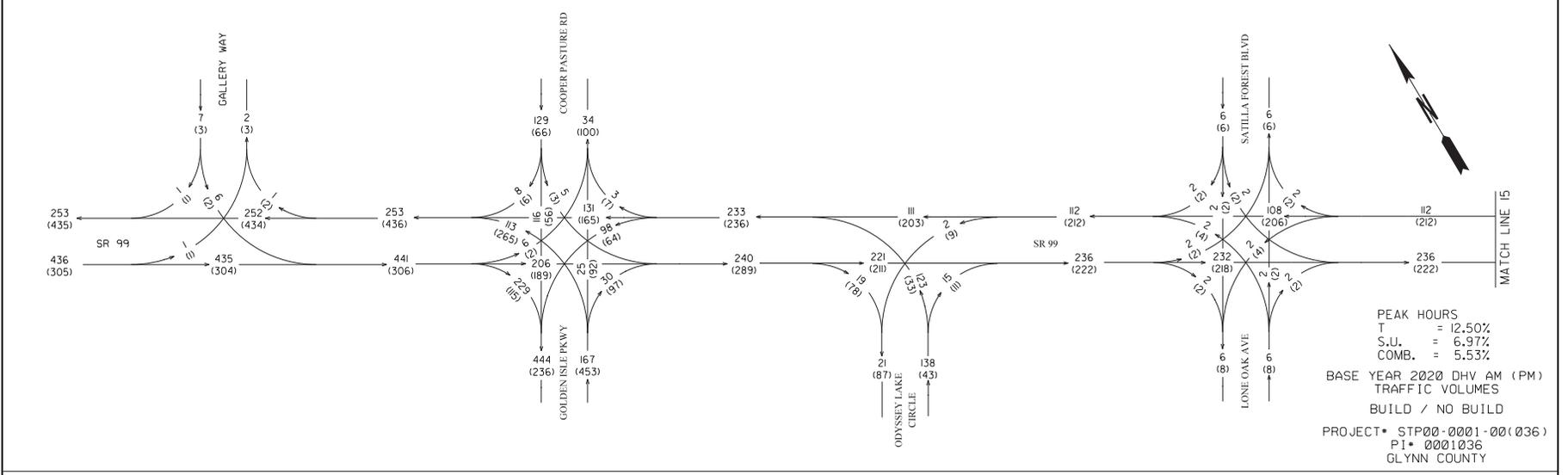
URS
 400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 606-4800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-012



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS

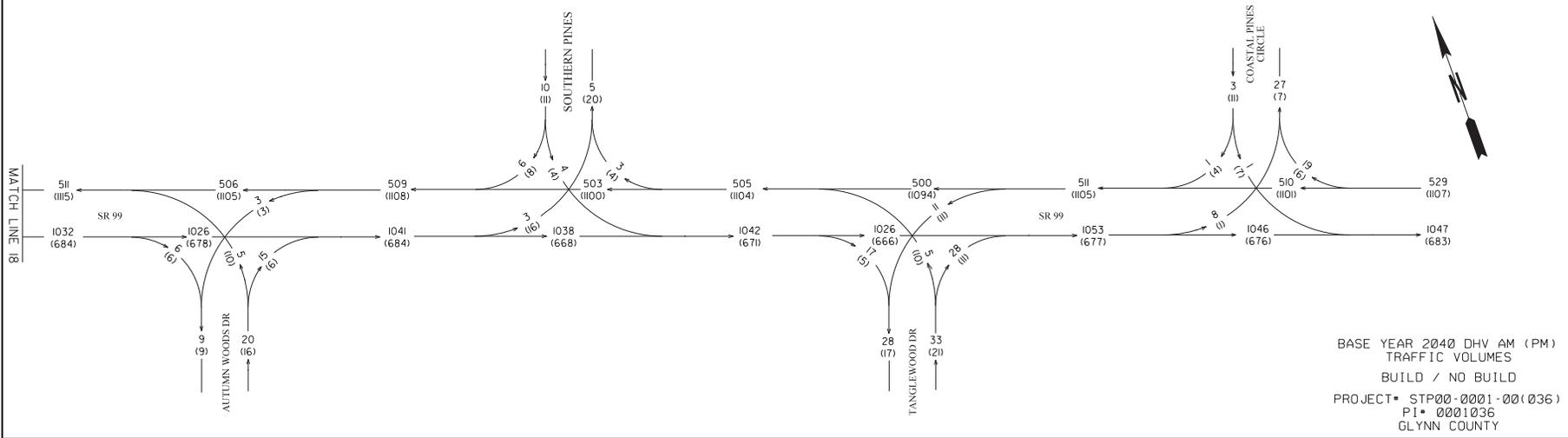
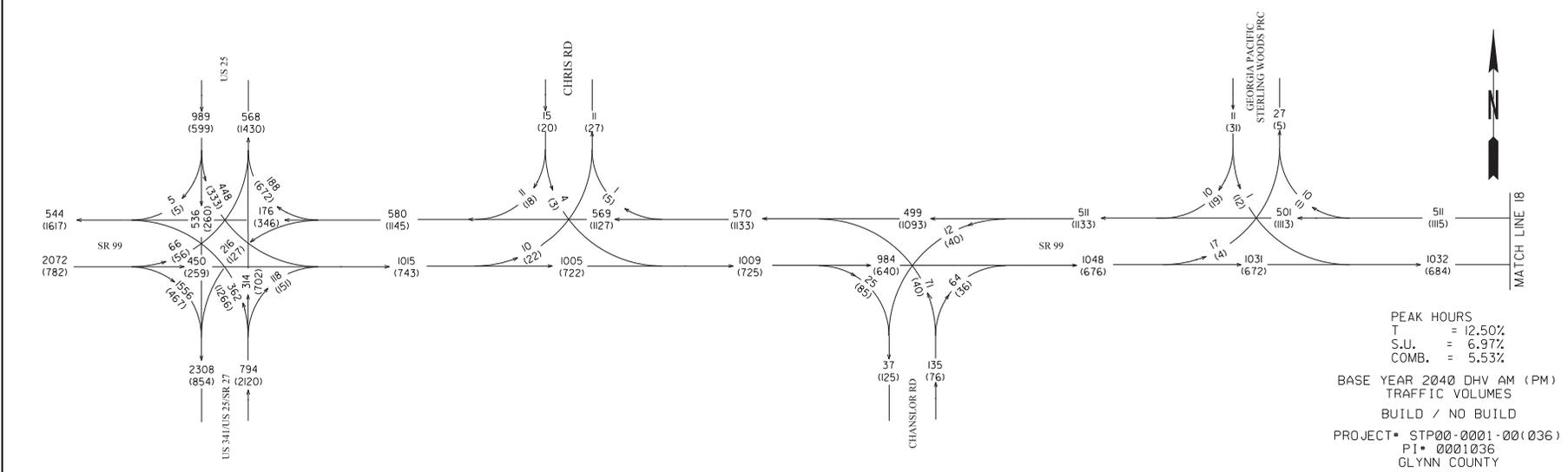
400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-4800

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-013



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS

400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 900
 ATLANTA, GA 30328
 PH. (678) 806-4800

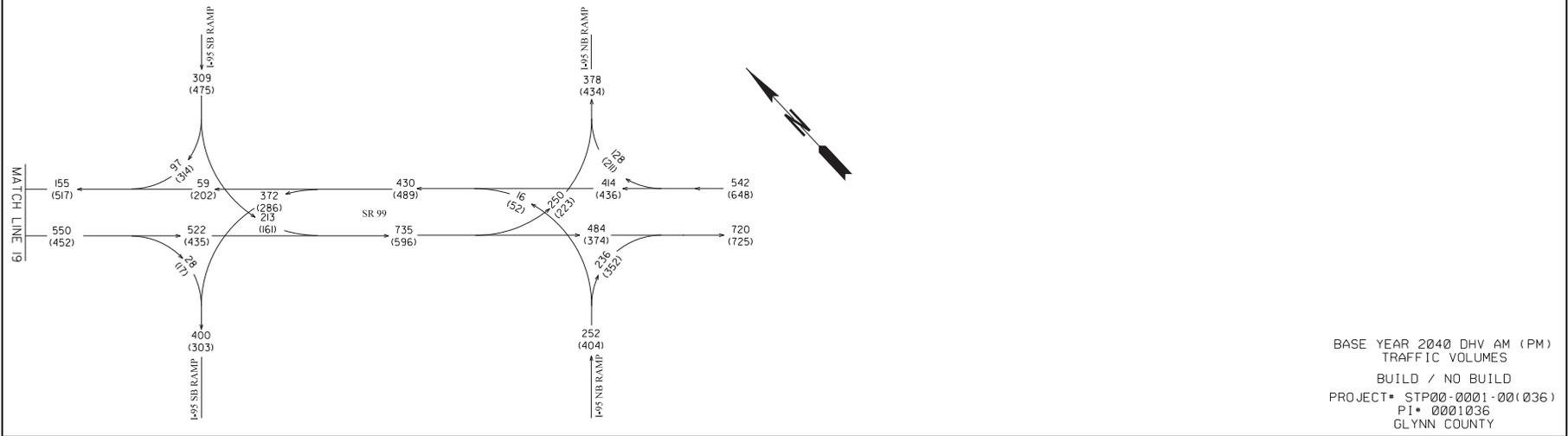
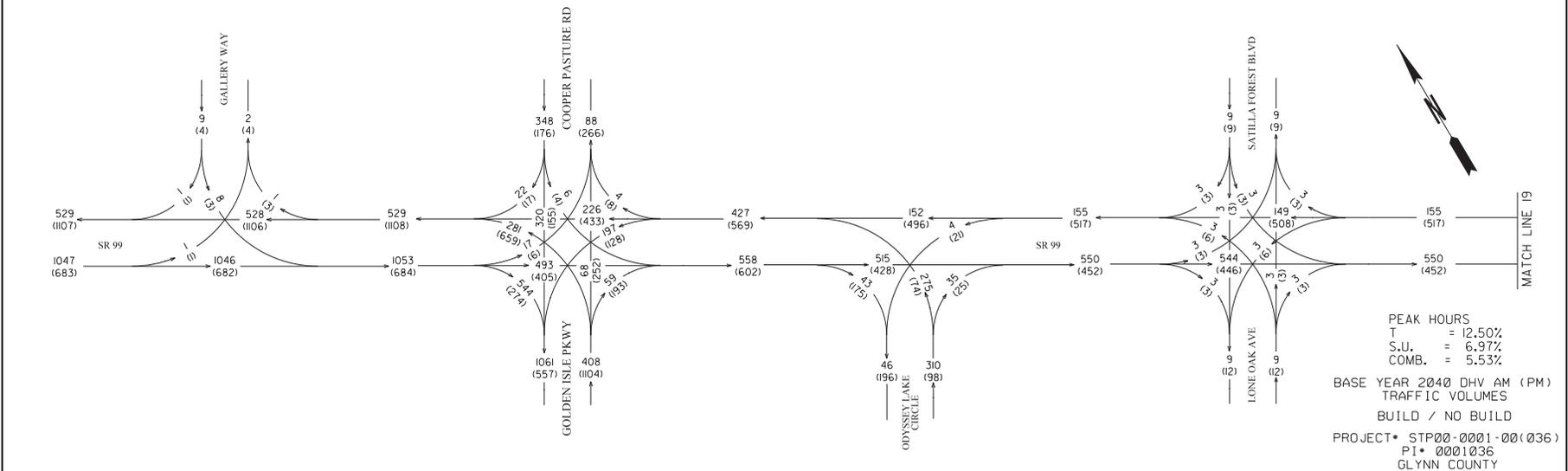
REVISION DATES

NO.	DATE	DESCRIPTION

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

S. R. 99 WIDENING FROM
 U. S. 341/ U. S. 25/ S. R. 27 TO I-95

DRAWING NO.
10-014



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

URS
 400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, NE
 SUITE 190
 ATLANTA, GA 30328
 PH. (678) 806-8800

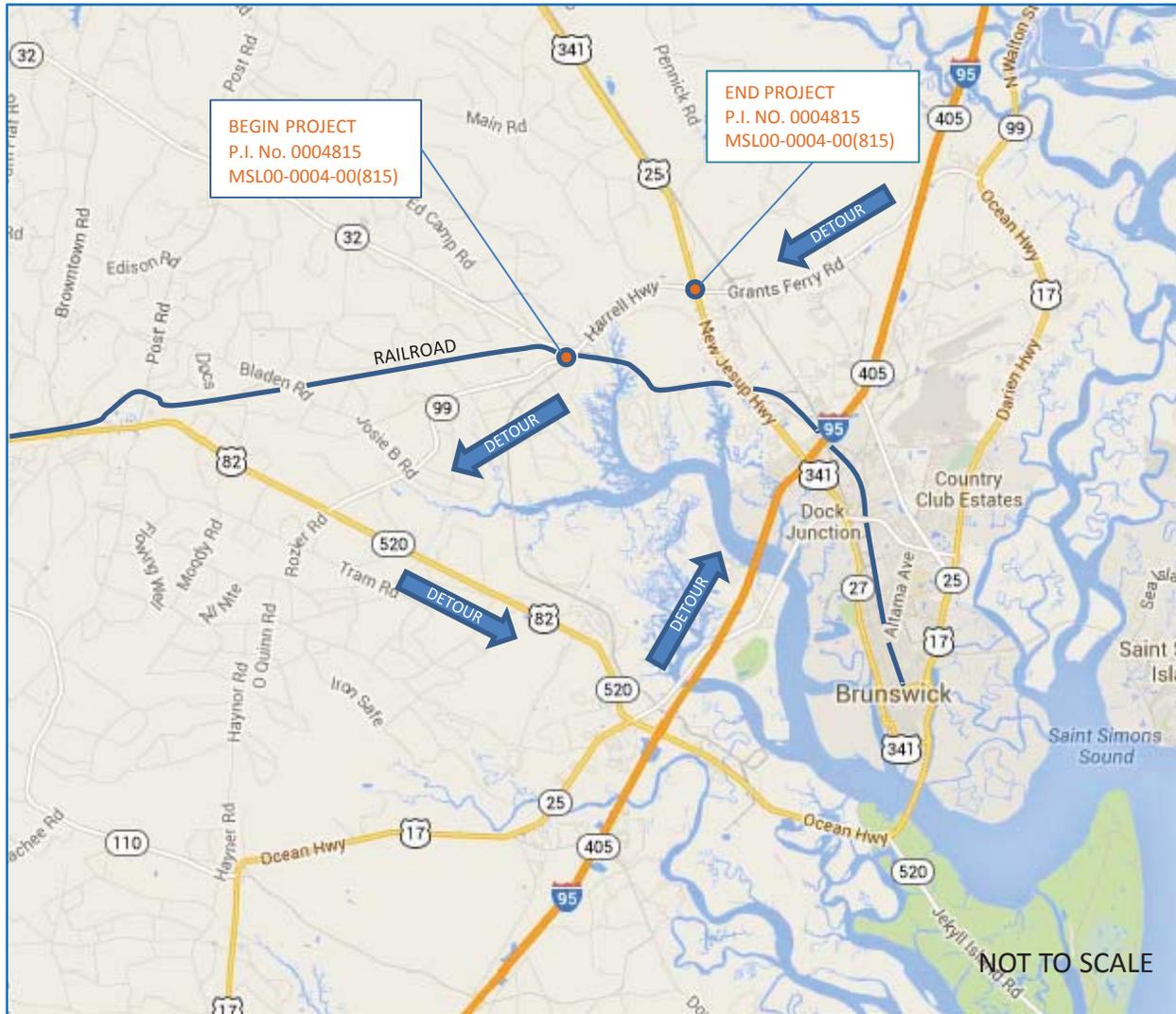
REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF PROGRAM DELIVERY
TRAFFIC DIAGRAM

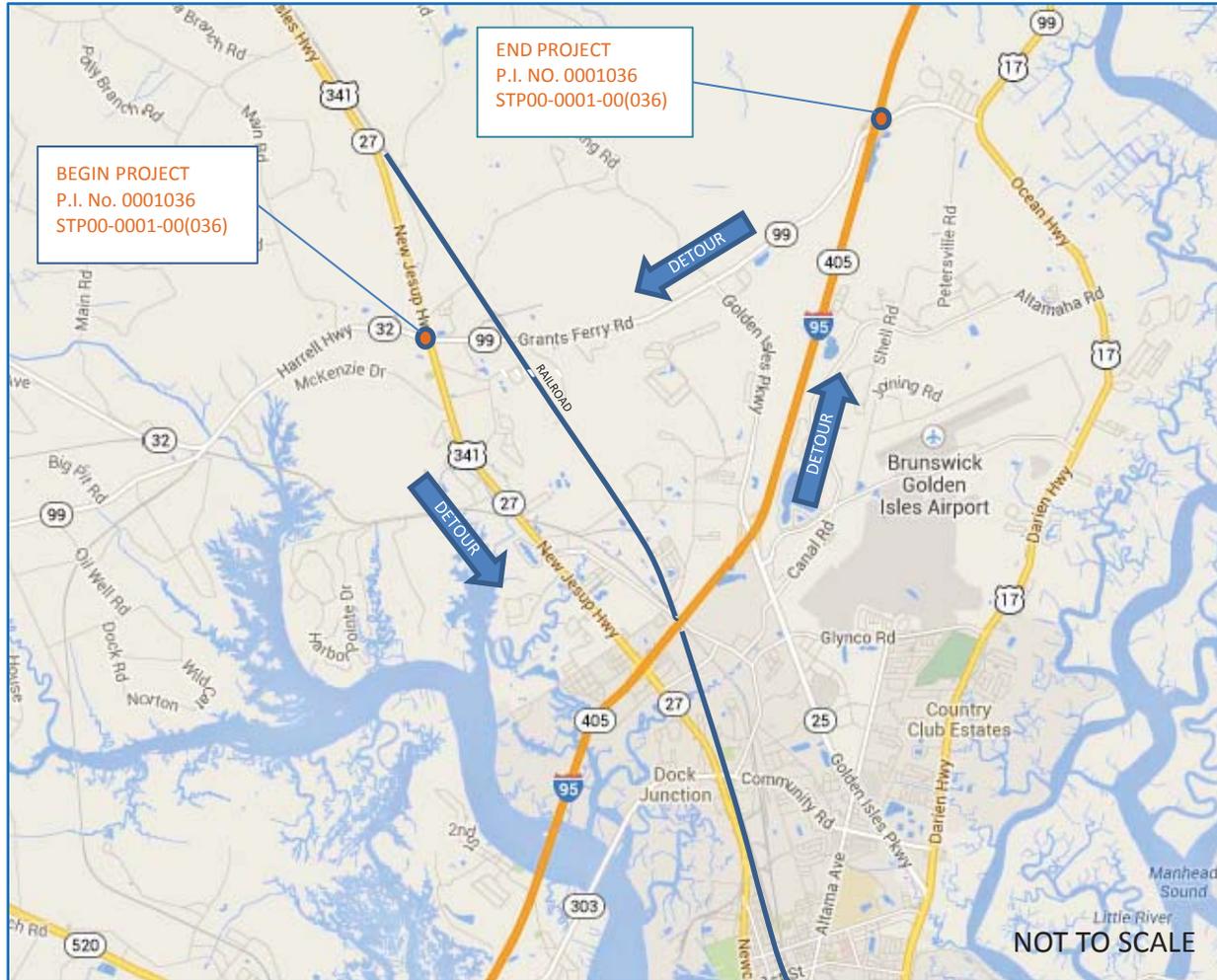
S. R. 99 WIDENING FROM
 U. S. 341/U. S. 25/S. R. 27 TO I-95

DRAWING No.
10-015

ATTACHMENT 5



DETOUR MAP
SR 99 from SR 32 to US 341
GLYNN COUNTY
 PROJECT NO. MSL00-0004-00(815) / P.I. NO. 0004815



DETOUR MAP
SR 99 from SR 27 to I-95
GLYNN COUNTY
PROJECT NO. STP00-0001-00(036) / P.I. NO. 0001036

ATTACHMENT 6

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

TRAFFIC ENGINEERING REPORT

For the corridor of: SR 99 from SR 27 / US 25 / US 341 to SR 32

P.I. # 0004815

In the County of: Glynn



Report prepared by:

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE
Suite 900
Atlanta, GA 30328

Telephone Number: *(678)808-8800*
FAX Number: *(678)808-8400*
Date report prepared: August 2013

Corridor LOS

LOS for the project corridor road segments was determined using generalized planning LOS tables for urban areas developed by the FDOT which follow HCM 2010 methodologies. The results shown in **Table 4** indicate that a four lane typical section is needed in the year 2040 for the SR 99 segment between SR 27 and SR 32.

Table 4 – Segment LOS*

Segment	Existing ADT	Existing LOS	2040 Projected ADT	2040 No-Build LOS	2040 Build LOS
SR 99, SR 27 to SR 32	6,390	A	27,520	E	A
SR 99, West of SR 32	2,580	A	11,130	B	B
SR 32, West of SR 99	3,200	A	13,770	B	B

*LOS based Uninterrupted Flow Highways in Urban Areas

Conclusion:

Based on the future year operating conditions along SR 99 between SR27 / US25 / US341 and SR 32 and the future growth planned in the area, several improvements are recommended along the corridor. The corridor should be widened to four lanes separated with raised median and bikable shoulders. All intersections other than SR 32 should remain under side street stop control.

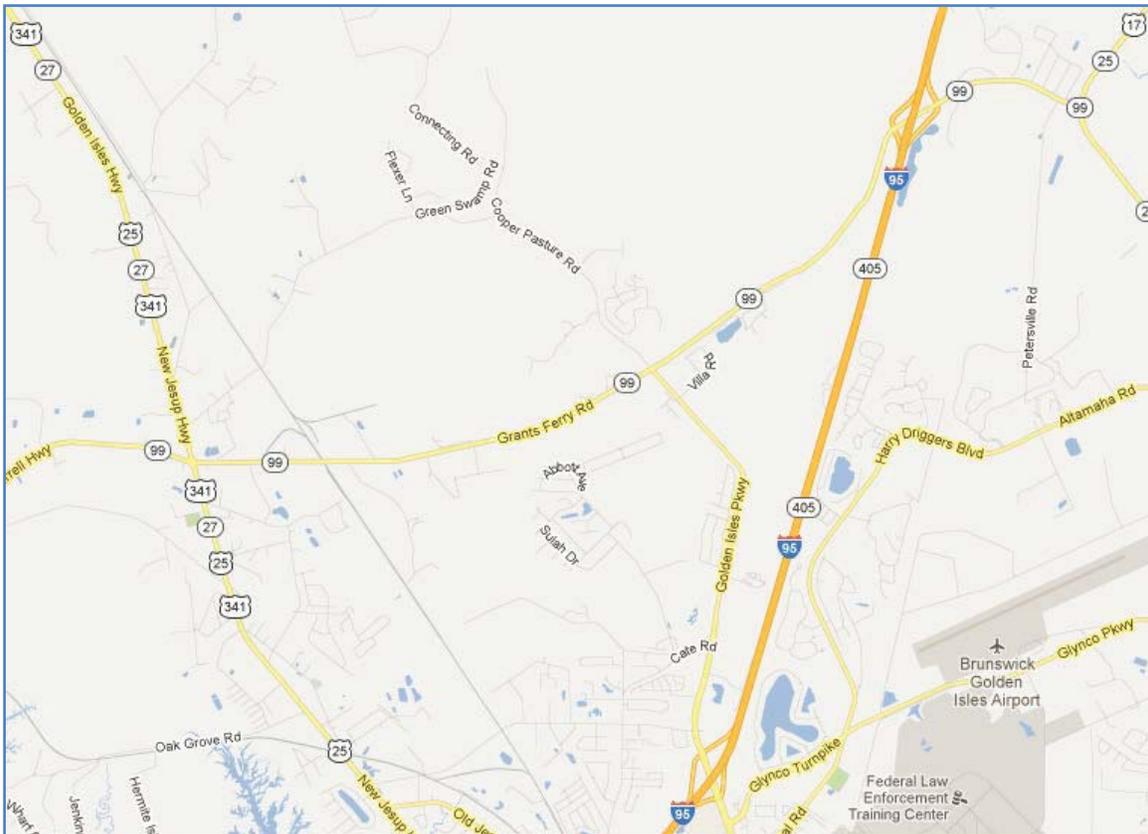
ATTACHMENT 7

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TRAFFIC ENGINEERING REPORT

For the corridor of:

SR 99 from SR 27 / US 25 / US 341 to I-95
P.I. # 0001036

In the County of: Glynn (Location Map)
Mile log: 10.50 to 15.72



Report prepared by:
Southeastern Engineering, Inc.
2470 Sandy Plains Road
Marietta, GA 30066

Telephone Number: (770) 321-3936
E-mail Address: ahofelich@seengineering.com
FAX Number: (770) 321-3935

Date report prepared: October 12, 2012





Table 14: Build Condition (2020) Corridor LOS						
ROAD SEGMENT	2020(Opening Year)					
	ADT²		DHV (LOS) AM		DHV (LOS) PM	
	NB	BLD³	NB	BLD	NB	BLD
US 27 to Chris Rd	9260	9260	700(D)	700(A)	798(D)	798(A)
Chris Rd to Chanslor Rd	9000	9000	686(D)	686(A)	771(D)	771(A)
Chanslor Rd to GA Pacific	8680	8680	678(D)	678(A)	751(D)	751(A)
GA Pacific to Autumn Woods Dr	8550	8550	666(D)	666(A)	744(D)	744(A)
Aut Woods Dr to Southern Pines	8530	8530	674(D)	674(A)	744(D)	744(A)
Southern Pines to Tanglewood	8420	8420	671(D)	671(A)	730(D)	730(A)
Tanglewood to Coastal Pines	8430	8430	679(D)	679(A)	733(D)	733(A)
Coastal Pines to Gallery Way	8460	8460	689(D)	689(A)	740(D)	689(A)
Gallery Way to SPUR 25	8520	8520	694(D)	694(A)	742(D)	742(A)
SPUR 25 to Odyssey Lake	5420	5420	473(C)	473(A)	525(C)	525(A)
Odyssey Lake to Lone Oak Ave	4400	4400	348(C)	348(A)	434(C)	434(A)
Lone Oak to I-95 SB Ramps	4400	4400	348(C)	348(A)	434(C)	434(A)
Average	7673	7673	609(D)	609(A)	679(D)	675(A)

Table 14: Design Condition (2040) Corridor LOS						
ROAD SEGMENT	2040 (Design Year)					
	ADT²		DHV (LOS) AM		DHV (LOS) PM	
	NB	BLD	NB	BLD	NB	BLD
US 27 to Chris Rd	22140	22140	1595(E)	1595(B)	1888(E)	1888(B)
Chris Rd to Chanslor Rd	21840	21840	1579(E)	1579(B)	1858(E)	1858(B)
Chanslor Rd to GA Pacific	21040	21040	1559(E)	1559(B)	1809(E)	1809(B)
GA Pacific to Autumn Woods Dr	20870	20870	1543(E)	1543(B)	1799(E)	1799(B)
Aut Woods Dr to Southern Pines	20770	20770	1550(E)	1550(B)	1792(E)	1792(B)
Southern Pines to Tanglewood	20650	20650	1547(E)	1547(B)	1775(E)	1775(B)
Tanglewood to Coastal Pines	20660	20660	1564(E)	1564(B)	1782(E)	1782(B)
Coastal Pines to Gallery Way	20690	20690	1576(E)	1576(B)	1790(E)	1790(B)
Gallery Way to SPUR 25	20770	20770	1582(E)	1582(B)	1792(E)	1792(B)
SPUR 25 to Odyssey Lake	12380	12380	985(D)	985(A)	1171(D)	1171(A)
Odyssey Lake to Lone Oak Ave	10100	10100	705(C)	705(A)	969(D)	969(A)
Lone Oak to I-95 SB Ramps	10100	10100	705(C)	705(A)	969(D)	969(A)
Average	18501	18501	1374(E)	1374(B)	1616(E)	1616(B)

Conclusion:

Based on the future year operating conditions along SR 99 between SR27 / US25 / US341 and Interstate 95 and the future growth planned in the area, several improvements are recommended along the corridor. The corridor should be widened to four lanes separated with raised median and bikable shoulders. The intersection with SR 27 should continue to remain under traffic signal control along with an exclusive northbound left turn phase. The intersection with SPUR 25 should be considered for roundabout installation. The intersections with I-95 should be constructed such that they will accommodate the installation of a traffic signal easily in the future. All intersections other than SR 27 and SPUR 25 should remain under side street stop control.



Recommendations:

Based on the future year operating conditions along SR 99 between SR27 / US25 / US341 and Interstate 95 and the future growth planned in the area, several improvements are recommended along the corridor.

- The corridor should be widened to four lanes separated with raised median and bikable shoulders
- The intersection with SR 27 should continue to remain under traffic signal control along with an exclusive northbound left turn phase
- The intersection with SPUR 25 should be considered for roundabout installation
- The intersections with I-95 should be constructed such that they will accommodate the installation of a traffic signal easily in the future
- All intersections other than SR 27 and SPUR 25 should remain under side street stop control
- All intersections except SPUR 25 should have exclusive left and right turn lanes installed along SR 99 per GDOT standards
- The minor side streets should have a wide exiting radius such that a single exiting left turning vehicle is separated enough to allow right-turning vehicles to get around them

ATTACHMENT 8



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

225 E Robinson Street, Suite 450, Orlando, FL 32801 P 407.540.0555 F 407.540.0550

TECHNICAL MEMORANDUM

SR 99 and Spur 25 Roundabout

Date: September 27, 2012

Project #: 12526.0

To: Erick Fry, URS

From: Justin Bansen, P.E., Shing Tsoi and Rohit Rai

INTRODUCTION AND EXECUTIVE SUMMARY

SR 99 in Glynn County, Georgia is proposed to be widened from two lanes to four lanes between SR 27 and I-95. As part of this widening project, the intersection of SR 99 and Spur 25 was identified by GDOT staff as a location to be explored for possible roundabout implementation. Kittelson & Associates, Inc. (KAI) performed an operational evaluation of the study intersection. This includes consideration of no-build operational performance and a comparison of potential future improvement to roundabout or signal control. Traffic analysis was based upon traffic volume forecasts provided by URS for the SR 99 and Spur 25 (Golden Isles Parkway/Cooper Pasture Road) intersection.

KAI performed operational analyses at the study intersection to determine the lane configurations necessary for each control alternative under opening year (2020) and design year (2040) traffic volume conditions. This memorandum summarizes the analysis results for the intersection of SR 99 and Spur 25. It is intended that the results of this analysis will be incorporated in the Traffic Study report for the overall corridor widening project as well as the roundabout feasibility study.

The existing two-way stop control is estimated to operate over-capacity by the opening year 2020. Even with improvements, the existing two-way stop control is estimated to be insufficient for accommodating future traffic demands. The analyses show that both a signal and a roundabout are feasible intersection control alternatives for the intersection of SR 99 and Spur 25. However, a multilane roundabout provides lower overall delay and queue lengths compared to a signalized intersection alternative. A roundabout also provides safety advantages compared to a signalized intersection.

ANALYSIS SCENARIOS

KAI evaluated the following alternatives for the intersection of SR 99 and Spur 25:

1. Two-Way Stop Control: The study intersection was analyzed as a two-way stop controlled (TWSC) intersection using the Highway Capacity Software (HCS) 2010 for the following Scenarios:

Given that the eastbound continuous right-turn bypass lane is estimated to not be needed until approximately 2035, we recommend that the construction of the bypass lane should be deferred until it is needed based upon actual traffic demand. However, the roundabout design should include consideration for the eastbound right-turn bypass in order to provide appropriate design features and to preserve adequate right-of-way.

Findings and Recommendations

The existing two-way stop control is estimated to operate over-capacity by the 2020 opening year. Even with improvements, the two-way stop control is not expected to provide acceptable operations under the projected 2040 traffic volumes. Based upon the operational analysis summarized in this report, both a signal and a roundabout are feasible intersection control alternatives for the intersection of SR 99 and Spur 25. However, a roundabout will provide slightly better operational performance including generally lower average delays and queue lengths. A roundabout may also provide additional safety benefits, which will be further quantified as part of the roundabout feasibility study. Roundabouts have been observed to reduce the likelihood for injury crashes due to low intersection operating speeds and removal of severe crash types such as right-angle and head-on crashes.

If a roundabout alternative is selected at this intersection, the following recommendations are provided based on traffic projections and the ease of expansion to accommodate growth in future traffic demands:

- For the southbound approach, a single-lane entry is sufficient to serve the opening and design year traffic volumes.
- For the eastbound and westbound approaches, two entering and exiting lanes are recommended for the opening year. An additional continuous right-turn bypass lane on the eastbound approach is expected to be needed prior to the design year 2040.
 - Sensitivity analysis for the eastbound approach suggests that a continuous right-turn bypass lane will be required at this approach around year 2035. We recommend that the footprint for the continuous right-turn bypass lane be preserved as part of the Opening Year design; however, the construction of the bypass lane should be deferred until it is needed based upon actual traffic demand.
- For the northbound approach, the 2020 opening year traffic can be accommodated by a single-lane entry. However, sensitivity analysis shows that this will need to be expanded to a two-lane entry within approximately 6 years from opening. It is thus recommended that the roundabout be designed for a two-lane entry in the opening year.

ATTACHMENT 9

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0027-0

Glynn

SUFF. RATING: 49.43

Location & Geography

Structure ID: 127-0027-0
 200 Bridge Information: 07
 *6A Feature Int: LITTLE BUFFALO CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00032
 *7B Facility Carried: SR 23 HARRELL HIGHWAY
 9 Location: 3 MI W OF JCT SR 27
 2 Dot District: 5
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/11/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 1 Date: 02/10/2010
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00032
 Direction: 0
 *16 Latitude: 31 15.4082 HMMS Prefix:SR
 *17 Longitude: 81 -36.1287 HMMS Suffix:00 MP:8.82
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271003200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 008.71
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-00032D-008.82E

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00362
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: D
 259 Pile Encasement 3
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 005
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
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 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 2.2
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 25
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 22
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0027-0

Programming Data		Measurements:				
201 Project No:	BA (4) SP 1583-C (3)	*29ADT	004970	Year:2011	65 Inventory Rating Method:	2
202 Plans Available:	1	109%Trucks:	14		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 23
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 23
251 PI Number:	0000000	* 48 Max. Span Length	0032		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	160		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	26.00		HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	32.20		Type 3:	27 0
94 Bridge Imp. Cost:	\$625	* 47 Tot. Horiz. Cl:	26		Type 3s2:	40 0
95 Roadway Imp. Cost:	63	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	36 0
96 Total Imp Cost:	938	32 Approach Rdwy. Width	028		Piggyback:	40 0
76 Imp Length:	001480	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	2013	Rear Lt:	2.00	Type:2 Rt:2.40	262 H Operating Rating	25
114 Future ADT:	007455	Fwd. Lt:	2.00	Type:2 Rt:2.40	67 Structural Evaluation:	5
		Permanent Width:			58 Deck Condition:	6
		Rear:	24.00	Type:2	59 Superstructure Condition:	6
			24.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	1	Fwd: 0	60A Substructure Condition:	5
		36 Safety Features Br. Rail:	2		60B Scour Condition:	7
		Transition:	2		60C Underwater Condition	5
		App. G. Rail:	1		71 Waterway Adequacy:	9
		App. Rail End:	2		61 Channel Protection Cond.:	6
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	3
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	6.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0028-0

Glynn

SUFF. RATING: 78.24

Location & Geography

Structure ID: 127-0028-0
 200 Bridge Information: 06
 *6A Feature Int: BUFFALO SWAMP
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00032
 *7B Facility Carried: SR 32HARRELL HIGHWAY
 9 Location: 2.3 MI W OF JCT SR 27
 2 Dot District: 5
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/11/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00032
 Direction: 0
 *16 Latitude: 31 15.8921 HMMS Prefix:SR
 *17 Longitude: 81 -35.6009 HMMS Suffix:00 MP:9.60
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271003200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 009.49
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-00032D-009.60E

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00362
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: 3
 *21 Maintenance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: D
 259 Pile Encasement 2
 *43 Structure Type Main: 1 01
 45 No.Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 2
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 2.2
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 6
 Fwd: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwd: 0
 244 Approach Slab 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 25
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 0
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 32
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0028-0

Programming Data		Measurements:				
201 Project No:	BA (4) SP 1583-C (3)	*29ADT	004970	Year:2011	65 Inventory Rating Method:	1
202 Plans Available:	0	109%Trucks:	14		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 32
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 32
251 PI Number:	0000000	* 48 Max. Span Length	0014		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	56		H-Modified:	19 0
260 Seismic No:	00000	51 Br. Rwdy. Width	32.00		HS-Modified:	26 0
75 Type Work:	00 0	52 Deck Width:	33.40		Type 3:	29 0
94 Bridge Imp. Cost:	\$219	* 47 Tot. Horiz. Cl:	32		Type 3s2:	35 0
95 Roadway Imp. Cost:	22	50 Curb / Sidewalk Width	0.60 / 0.60		Timber:	32 0
96 Total Imp Cost:	328	32 Approach Rdwy. Width	028		Piggyback:	35 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	18
97 Imp Year:	2013	Rear Lt:	1.50	Type:2 Rt:2.00	262 H Operating Rating	30
114 Future ADT:	007455	Fwd. Lt:	2.00	Type:2 Rt:2.00	67 Structural Evaluation:	5
		Permanent Width:			58 Deck Condition:	7
		Rear:	24.00	Type:2	59 Superstructure Condition:	7
			24.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	5
		36 Safety Features Br. Rail:	2		60B Scour Condition:	8
		Transition:	2		60C Underwater Condition	N
		App. G. Rail:	1		71 Waterway Adequacy:	9
		App. Rail End:	2		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	4
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	10.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0029-0

Glynn

SUFF. RATING: / 9./ T

Location & Geography

Structure ID: 127-0029-0
 200 Bridge Information: 06
 *6A Feature Int: BUFFALO S8 AWP
 *6B Critical Bridge: 0
 *7A Route No Carried: SR000M2
 *7B Facility Carried: SR M2 3ARRHLL 3IE38 AY
 9 Location: 2.1 W 8 OF GCJ SR 27
 2 Dot District: T
 207 Year Photo: 2012
 *91 Inspection Frequency: 25 Date: 104142012
 92A Fract Crit Insp Freq: 0 Date: 024014901
 92B Underwater Insp Freq: 0 Date: 024014901
 92C Other Spc. Insp Freq: 0 Date: 024014901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: M
 Designation: 1
 Number: 000M2
 Direction: 0
 *16 Latitude: M 1T.9T70 3WWS Prefix:SR
 *17 Longitude: / 1 -M.596M 3WWS Suffix:00 WP:9.7M
 98 Border Bridge: 000%Shared:00
 99 ID Number: 000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 127100M200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 009.61
 *208 Inspection Area: T Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-000M2D-009.7MH

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00M62
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: M
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: T
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: T
 214 Movable Bridge: 0
 203 Type Bridge: D
 2T9 Pile Hncasement 1
 *5MStructure Jype Wain: 1 01
 5T No.Spans Wain: 005
 55 Structure Jype Appr: 0 00
 56 No Spans Appr: 0000
 226 Bridge Curve 3orz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Jype: 2
 10/ 8 earing Structure Jype: 1
 Wembrane Jype: /
 Deck Protection: /

Signs & Attachments

225 Expansion Joint Type: 02
 252 Deck Drains: 1
 25MParapet Location: 0
 3 eight: 0
 8 idth: 0
 2M Curb 3 eight: 1
 Curb Waterial: 1
 2MØ 3 andrail 2.2
 *250 Wedium Barrier Rail: 0
 251 Bridge Wedian 3 eight: 0
 * Bridge Wedian 8 idth: 0
 2M E uardrail Loc. Dir. Rear: 6
 Fwr: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 255 Aproach Slab M
 225 Retaining 8 all: 0
 2MPosted Speed Limit: 2T
 2M6 8 arning Sign: 0.00
 2M5 Delineator: 1.00
 2M 3 azzard Boards: 0
 2M Utilities Eas: 00
 8 ater: 00
 Hlectric: 00
 Jelephone: M2
 Sewer: 00
 257 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *25/ County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0029-0

Programming Data		Measurements:				
201 Project No:	BA (5) SP 1T/ MC (M)	*29ADT	005970	Year:2011	6T Inventory Rating Wathod:	1
202 Plans Available:	0	109%Trucks:	15		6M Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 2/ Lanes On:	02	Under:00	66 Inventory Jype:	2 Rating: M2
250 Approval Status:	0000	210 No. J racks On:	00	Under:00	65 Operating Jype:	2 Rating: M2
251 PI Number:	0000000	* 5/ Wax. Span Length	0015		2M Calculated Loads:	
252 Contract Date:	0240141901	* 59 Structure Length:	T6		H-Modified:	19 0
260 Seismic No:	00000	T1 Br. Rwdy. 8 idth	M2.00		3 S-Wodified:	26 0
75 Type Work:	00 0	T2 Deck 8 idth:	MM50		Jype M	29 0
94 Bridge Imp. Cost:	\$219	* 57 Jot. 3 oriz. Cl:	M2		Type 3s2:	MF 0
95 Roadway Imp. Cost:	22	50 Curb / Sidewalk Width	0.60	40.60	Timber:	M2 0
96 Total Imp Cost:	M2/	M2 Approach Rdwy. 8 idth	02/		Piggyback:	MF 0
76 Imp Length:	000000	*229 Shoulder 8 idth:			261 3 Inventory Rating:	1/
97 Imp Year:	201M	Rear Lt:	2.00	Jype:2 Rt:2.00	262 3 Operating Rating	M0
114Furure ADT:	0075TT Year:20M	Fwd. Lt:	2.00	Jype:2 Rt:2.00	67 Structural Evaluation:	7
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215Waterway Data:		Rear:	25.20	Jype:2	59 Superstructure Condition:	7
3 igh 8 ater Hlev:	0000.0 Year:1900	Fwd:	25.00	Jype:2	* 227 Collision Damage:	0
Flood Hlev:	0000.0 Freq:000	Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	7
Avg Streambed Hlev:	0000.0	M6Safety Features Br. Rail:	2		60B Scour Condition:	/
Drainage Area:	00000	Jransition:	2		60C Underwater Condition	N
Area of Opening:	000000	App. E. Rail:	1		71 8 aterway Adequacy:	9
11MScour Critical	U	App. Rail Hnd:	2		61 Channel Protection Cond.:	/
2168 ater Depth:	1.T Br.3 eight:T.7	TMWnimum Cl. Over:	99' 99 "		6/ Deck Eeometry:	5
222Slope Protection:	1	Under:			69 UnderClr. 3 orz4Vert:	N
221Slope Protection	0 Fwd:0	*22/ Wnimum Vertical Cl			72 Appr. Alignment:	/
219Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	T
Type:	0	Oppo. Dir:	00' 00"		51 Struct Open, Posted, CL:	A
No. Barrels:	0	TT Lateral Undercl. Rt:	N 0 0		* 10MJemporary Structure:	0
* Width:	0.00 3 eight:0.00	T6 Lateral Undercl. Lt:	0.00		2M2 Posted Loads	
* Length:	0 Apron:0	*10 Wax Wn Vert Cl:	99' 99" Dir:0		3 -Wodified:	00
265 U/W Insp. Area	0 Diver:ZZZ	M9 Nav Vert Cl:	000 3 oriz:0000		3 S-Wodified:	00
Location ID No:	127-000M2D-009.7MH	116 Nav Vert Cl Closed:	000		Jype M	00
		25T Deck Jhickness Wain	10.00		Jype M2:	00
		Deck Jhick Approach:	0.00		Jimber:	00
		256 Overlay Jhickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		2TMNotification Date:	0240141901
					2T/ Fed Notify Date:	24141901 12:00:00AV

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0030-0

Glynn

SUFF. RATING: 96.27

Location & Geography

Structure ID: 127-0030-0
 200 Brgde Information: 07
 *6A Feature Int: BUFFALO SWAMP
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00032
 *7B Facility Carried: SR 32 HARRELL HIGHWAY
 9 Location: 2 MI W OF JCT SR 27
 2 Dot District: 5
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/11/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00032
 Direction: 0
 *16 Latitude: 31 15.9978 HMMS Prefix:SR
 *17 Longitude: 81 -35.4263 HMMS Suffix:00 MP:9.81
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271003200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 009.70
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-00032D-009.81E

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00362
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: Q
 259 Pile Encasement 3
 *43 Structure Type Main: 1 19
 45 No.Spans Main: 002
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: N
 108 Wearing Structure Type: 6
 Membrane Type: N
 Deck Protection: N

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 0
 Curb Material: 0
 239 Handrail 0 0
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Fwr: 0
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 25
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0030-0

Programming Data		Measurements:				
201 Project No:	BA (4) SP 1583-C (3)	*29ADT	004970	Year:2011	65 Inventory Rating Method:	0
202 Plans Available:	1	109%Trucks:	14		63 Operating Rating Method:	0
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 36
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 36
251 PI Number:	0000000	* 48 Max. Span Length	0010		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	23		H-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	0.00		HS-Modified:	00 0
75 Type Work:	00 0	52 Deck Width:	0.00		Type 3:	00 0
94 Bridge Imp. Cost:	\$90	* 47 Tot. Horiz. Cl:	38		Type 3s2:	00 0
95 Roadway Imp. Cost:	9	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	00 0
96 Total Imp Cost:	135	32 Approach Rdwy. Width	028		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	2013	Rear Lt:	2.00	Type:2 Rt:2.00	262 H Operating Rating	34
114 Future ADT:	007455	Fwd. Lt:	2.00	Type:2 Rt:2.00	67 Structural Evaluation:	6
		Permanent Width:			58 Deck Condition:	N
		Rear:	24.00	Type:2	59 Superstructure Condition:	N
			24.00	Type:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	N
		36 Safety Features Br. Rail:	N		60B Scour Condition:	8
		Transition:	N		60C Underwater Condition	N
		App. G. Rail:	N		71 Waterway Adequacy:	9
		App. Rail End:	N		61 Channel Protection Cond.:	7
		53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	N
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Minimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	6
		Oppo. Dir:	99' 99"		Posting Data	
		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
		Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
		55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
		56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
		*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
		39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
		116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	0.00		Type 3s2:	00
		Deck Thick Approach:	0.00		Timber:	00
		246 Overlay Thickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0031-0

Glynn

SUFF. RATING: 60.v9

Location & Geography

Structure ID: 127-00T1-0
 200 Bridge Information: 06
 *6A Feature Int: OAEKRO3H CRHHE
 *6B Critical Bridge: 0
 *7A Route No Carried: SR000T2
 *7B Facility Carried: SR T2 GARRHLL GIKGWAY
 9 Location: 1.MJ I W OF 5C4 SR 27
 2 Dot District: M
 207 Year Photo: 2012
 *91 Inspection Frequency: 2/ Date: 1081182012
 92A Fract Crit Insp Freq: 0 Date: 028181901
 92B Underwater Insp Freq: 0 Date: 028181901
 92C Other Spc. Insp Freq: 0 Date: 028181901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: T
 Designation: 1
 Number: 000T2
 Direction: 0
 *16 Latitude: T1 16.17M GJ J S PrefiV:SR
 *17 Longitude: v1 -TM1Tv2 GJ J S SuffiV:00 J P:10.16
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 127100T200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 010.0M
 *208 Inspection Area: M Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-000T2D-010.16H

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00T62
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: T
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: M
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: M
 214 Movable Bridge: 0
 203 Type Bridge: D
 2M9 Pile Hncasement 2
 */ T Structure 4ype J ain: 1 01
 / MNo.Spans J ain: 00/
 // Structure 4ype Appr: 0 00
 / 6 No Spans Appr: 0000
 226 Bridge Curze Gork 0 3ert: 0
 111 pier Protection 0
 107 Decb Structure 4ype: 2
 10v Wearing Structure 4ype: 1
 J emxrane 4ype: v
 Decb Protection: v

Signs & Attachments

225 Expansion Joint Type: 02
 2/ 2 Decb Drains: 1
 2/ T Parapet Location: 0
 Geight: 0
 Width: 0
 2Tv Curx Geight: 1
 Curx J aterial: 1
 2T9 Gandrail 2.2
 *2/ 0 J edium Barrier Rail: 0
 2/ 1 Bridge J edian Geight: 0
 * Bridge J edian Width: 0
 2T0 Kuardrail Loc. Dir. Rear: 6
 Fwr: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 2/ / Aproach Slax T
 22/ Retaining Wall: 0
 2TTPosted Speed Limit: 2M
 2T6 Warning Sign: 0.00
 2T/ Delineator: 1.00
 2TMGakkard Boards: 0
 2T7 Utilities Kas: 00
 Water: 00
 Hlectric: 00
 4elephone: T2
 Sewer: 00
 2/ 7 Lighting Street: 0
 Nazigation: 0
 Aerial: 0
 *2/ v County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-00T1-0

Programming Data		Measurements:				
201 Project No:	BA (/) SP 1M/T-C (T)	*29ADT	00/ 970	Year:2011	6MInzentry Rating J athod:	1
202 Plans Available:	1	109%Trucks:	1/		6T Operating Rating J ethod:	1
249 Prop Proj No:	00000000000000000000000000000000	* 2v Lanes On:	02	Under:00	66 Inzentry 4type:	2 Rating: T2
250 Approval Status:	0000	210 No. 4racbs On:	00	Under:00	6/ Operating 4type:	2 Rating: T2
251 PI Number:	0000000	* / v J aV. Span Length	001/		2T1Calculated Loads:	
252 Contract Date:	028181901	* / 9 Structure Length:	M6		H-Modified:	19 0
260 Seismic No:	00000	Ml Br. Rwdy. Width	T2.00		GS-J odified:	26 0
75 Type Work:	00 0	M2 Decb Width:	T/ .00		4type T:	29 0
94 Bridge Imp. Cost:	\$219	* / 7 4ot. Gorik. Cl:	T2		Type 3s2:	TM 0
95 Roadway Imp. Cost:	22	50 Curb / Sidewalk Width	0.60 80.60		Timber:	TT 0
96 Total Imp Cost:	T2v	T2 Approach Rdwy. Width	02v		Piggyback:	TM0
76 Imp Length:	000000	*229 Shoulder Width:			261 G Inzentry Rating:	1v
97 Imp Year:	201T	Rear Lt:	2.00 4ype:2 Rt:2.00		262 G Operating Rating	TO
114Furure ADT:	007/ MM Year:20T1	Fwd. Lt:	2.00 4ype:2 Rt:2.00		67 Structural Evaluation:	/
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215Waterway Data:		Rear:	2/ .00 4ype:2		59 Superstructure Condition:	7
Gigh Water Hlez:	0000.0 Year:1900	Intersaction Rear:	0 Fwd: 0		* 227 Collision Damage:	0
Flood Hlez:	0000.0 Freq:000	T6Safety Features Br. Rail:	2		60A Suxstructure Condition:	/
Azg Streamxed Hlez:	0000.0	4ransition:	2		60B Scour Condition:	v
Drainage Area:	00000	App. K. Rail:	1		60C Underwater Condition	N
Area of Opening:	000000	App. Rail Hnd:	2		71 Waterway Adequacy:	9
11T Scour Critical	U	Ml J inimum Cl. Ozer:	99' 99 "		61 Channel Protection Cond.:	v
216Water Depth:	1.v Br.Geight:/ .9	Under:			6v Decb Keometry:	/
222Slope Protection:	1	*22v J inimum 3ertical Cl			69 UnderClr. Gork&ert:	N
221Slope Protection	0 Fwd:0	Act. Odm Dir.:	99' 99"		72 Appr. Alignment:	v
219Fender System	0	Oppo. Dir:	99' 99"		62 Culzert:	N
220Dolphin:	0	Posted Odm. Dir:	00' 00"		Posting Data	
223Current Cover:	000	Oppo. Dir:	00' 00"		70 Bridge Posting Required	M
Type:	0	MLateral Undercl. Rt:	N 0 0		/ 1 Struct Open, Posted, CL:	A
No. Barrels:	0	M6 Lateral Undercl. Lt:	0.00		* 10T 4emporary Structure:	0
* Width:	0.00 Geight:0.00	*10 J aVJ in 3ert Cl:	99' 99" Dir:0		2T2 Posted Loads	
* Length:	0 Apron:0	T9 Naz 3ert Cl:	000 Gorik:0000		G-J odified:	00
265 U/W Insp. Area	0 Diver:ZZZ	116 Naz 3ert Cl Closed:	000		GS-J odified:	00
Location ID No:	127-000T2D-010.16H	2/ MDecb 4hicbness J ain	10.00		4ype T:	00
		Decb 4hicb Approach:	0.00		4ype Ts2:	00
		2/ 6 Ozerlay 4hicbness:	0.00		4imxer:	00
		212 Year Last Painted:	Sup:0000Sux:0000		Piggyxacb	00
					2Ml Notification Date:	028181901
					2W Fed Notify Date:	28181901 12:00:00AJ

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0032-0

Glynn

SUFF. RATING: 60.89

Location & Geography

Structure ID: 127-00T2-0
 200 Bridge Information: 06
 *6A Feature Int: COE PKN CRKK3
 *6B Critical Bridge: 0
 *7A Route No Carried: SR000T2
 *7B Facility Carried: SR T2 HARRKLL HIGHE AY
 9 Location: 1.T W I E OF MCJ SR 27
 2 Dot District: 5
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/11/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: T
 Designation: 1
 Number: 000T2
 Direction: 0
 *16 Latitude: T1 16.2T67 HWWS Prefix:SR
 *17 Longitude: 81 -T5.04TT HWWS Suffix:00 WP:10.28
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 127100T200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 010.16
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-000T2D-010.28K

*104 Highway System: 1
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00T62
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: T
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1960
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: D
 259 Pile Kncasement T
 *4T Structure Jype Wain: 1 01
 45 No.Spans Wain: 004
 44 Structure Jype Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Jype: 2
 108 E earing Structure Jype: 1
 Wembrane Jype: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 24T Parapet Location: 0
 Height: 0
 E idth: 0
 2T8 Curb Height: 1
 Curb Waterial: 1
 2T9 Handrail 2.2
 *240 Wedium Barrier Rail: 0
 241 Bridge Wedian Height: 0
 * Bridge Wedian E idth: 0
 2T0 Guardrail Loc. Dir. Rear: 6
 Fwr: 6
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab T
 224 Retaining E all: 0
 2TTPosted Speed Limit: 25
 2T6 E arning Sign: 0.00
 2T4 Delineator: 1.00
 2T5 Hazzard Boards: 0
 2T7 Utilities Gas: 00
 E ater: 00
 Klectric: 00
 Jelephone: 22
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-00T2-0

Programming Data		Measurements:				
201 Project No:	BA (4) SP 158T-C (T)	*29ADT	004970	Year:2011	65 Inventory Rating Wathod:	1
202 Plans Available:	1	109%Trucks:	14		6T Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Jype:	2 Rating: T2
250 Approval Status:	0000	210 No. J racks On:	00	Under:00	64 Operating Jype:	2 Rating: T2
251 PI Number:	0000000	* 48 Wax. Span Length	0014		2T1 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	56		H-Modified:	19 0
260 Seismic No:	00000	51 Br. Rwdy. E idth	T2.00		HS-Wodified:	26 0
75 Type Work:	00 0	52 Deck E idth:	T4.00		Jype T:	29 0
94 Bridge Imp. Cost:	\$219	* 47 Jot. Horiz. Cl:	T2		Type 3s2:	T5 0
95 Roadway Imp. Cost:	22	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	TT 0
96 Total Imp Cost:	T28	T2 Approach Rdwy. E idth	027		Piggyback:	T5 0
76 Imp Length:	000000	*229 Shoulder E idth:			261 H Inventory Rating:	18
97 Imp Year:	201T	Rear Lt:	1.60	Jype:2 Rt:1.40	262 H Operating Rating	T0
114Furure ADT:	007455	Fwd. Lt:	1.60	Jype:2 Rt:1.40	67 Structural Evaluation:	4
		Permanent Width:			58 Deck Condition:	7
		Rear:	24.60	Jype:2	59 Superstructure Condition:	7
			24.40	Jype:2	* 227 Collision Damage:	0
		Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	4
		T6Safety Features Br. Rail:	2		60B Scour Condition:	8
		Jransition:	2		60C Underwater Condition	N
		App. G. Rail:	1		71 E aterway Adequacy:	9
		App. Rail Knd:	2		61 Channel Protection Cond.:	8
		5T Wnimum Cl. Over:	99' 99 "		68 Deck Geometry:	4
		Under:			69 UnderClr. Horz/Vert:	N
		*228 Wnimum Vertical Cl			72 Appr. Alignment:	8
		Act. Odm Dir.:	99' 99"		62 Culvert:	N
		Oppo. Dir:	99' 99"			
		Posted Odm. Dir:	00' 00"		Posting Data	
		Oppo. Dir:	00' 00"		70 Bridge Posting Required	5
		55 Lateral Undercl. Rt:	N 0 0		41 Struct Open, Posted, CL:	A
		56 Lateral Undercl. Lt:	0.00		* 10T Jemporary Structure:	0
		*10 Wax Wn Vert Cl:	99' 99" Dir:0		2T2 Posted Loads	
		T9 Nav Vert Cl:	000 Horiz:0000		H-Wodified:	00
		116 Nav Vert Cl Closed:	000		HS-Wodified:	00
		245 Deck Jhickness Wain	10.00		Jype T:	00
		Deck Jhick Approach:	0.00		Jype Ts2:	00
		246 Overlay Jhickness:	0.00		Jimber:	00
			0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		25T Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AV

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0033-0

Glynn

SUFF. RATING: 96.27

Location & Geography

Structure ID: 127-0033-0
 200 Bridge Information: 07
 *6A Feature Int: COWPMN SWAHP
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00032
 *7B Facility Carried: SR 32 EARRMLL EIGEWAY
 9 Location: .J HI W OF TC5 SR 27
 2 Dot District: J
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 10/11/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00032
 Direction: 0
 *16 Latitude: 31 16.4408 EHHS Prefix:SR
 *17 Longitude: 81 -34.2110 EHHS Suffix:00 HP:11.19
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271003200
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 011.07
 *208 Inspection Area: J Initials: EFP
 Engineer's Initials: bcn
 * Location ID No: 127-00032D-011.19M

*104 Highway System: 1
 *26 Functional Classification: 16
 *204 Federal Route Type: F No: 00362
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 10
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 6
 37 Historical Significance: J
 205 Congressional District: 01
 27 Year Constructed: 19J9
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: J
 214 Movable Bridge: 0
 203 Type Bridge: Q
 2J9 Pile Mcasement 3
 *43 Structure 5ype Hain: 1 19
 4J No.Spans Hain: 003
 44 Structure 5ype Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Eorz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure 5ype: N
 108 Wearing Structure 5ype: N
 Membrane 5ype: N
 Deck Protection: N

Signs & Attachments

225 Expansion Joint Type: 00
 242 Deck Drains: 0
 243 Parapet Location: 0
 Eeight: 0
 Width: 0
 238 Curb Eeight: 0
 Curb Haterial: 0
 239 Eandrail 0 0
 *240 Hedium Barrier Rail: 0
 241 Bridge Hedian Eeight: 0
 * Bridge Hedian Width: 0
 230 Guardrail Loc. Dir. Rear: 0
 Fwr: 0
 Oppo. Dir. Rear: 0
 Oppo. Fwr: 0
 244 Aproach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: JJ
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 23J Eazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Mectric: 00
 5elephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0033-0

Programming Data		Measurements:				
201 Project No:	BA (4) SP 1J83-C (3)	*29ADT	004970	Year:2011	6J Inventory Rating Method:	0
202 Plans Available:	1	109%Trucks:	14		63 Operating Rating Method:	0
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory 5type:	2 Rating: 36
250 Approval Status:	0000	210 No. 5racks On:	00	Under:00	64 Operating 5type:	2 Rating: 36
251 PI Number:	0000000	* 48 Hax. Span Length	0010		231Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	32		H-Modified:	00 0
260 Seismic No:	00000	J1 Br. Rwdy. Width	0.00		ES-Hodified:	00 0
75 Type Work:	00 0	J2 Deck Width:	0.00		5type 3:	00 0
94 Bridge Imp. Cost:	\$12J	* 47 5ot. Eoriz. Cl:	39		Type 3s2:	00 0
95 Roadway Imp. Cost:	13	50 Curb / Sidewalk Width	0.00 / 0.00		Timber:	00 0
96 Total Imp Cost:	188	32 Approach Rdwy. Width	029		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 E Inventory Rating:	20
97 Imp Year:	2013	Rear Lt:	2.40	5ype:2 Rt:1.80	262 E Operating Rating	34
114Furure ADT:	0074JJ Year:2031	Fwd. Lt:	2.40	5ype:2 Rt:1.80	67 Structural Evaluation:	7
Hydraulic Data		Permanent Width:			58 Deck Condition:	N
215Waterway Data:		Rear:	24.80	5ype:2	59 Superstructure Condition:	N
Eigh Water Mev:	0000.0 Year:1900		24.80	5ype:2	* 227 Collision Damage:	0
Flood Mev:	0000.0 Freq:00	Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	N
Avg Streambed Mev:	0000.0	36Safety Features Br. Rail:	N		60B Scour Condition:	6
Drainage Area:	00000	5ransition:	N		60C Underwater Condition	N
Area of Opening:	000120	App. G. Rail:	N		71 Waterway Adequacy:	9
113 Scour Critical	8	App. Rail Mnd:	N		61 Channel Protection Cond.:	7
216Water Depth:	01.6 Br.Eeight:04.4	J3 Hinimum Cl. Over:	99' 99 "		68 Deck Geometry:	N
222Slope Protection:	0	Under:			69 UnderClr. Eorz/Vert:	N
221Slope Protection	0 Fwd:0	*228 Hinimum Vertical Cl			72 Appr. Alignment:	8
219Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	7
220Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223Current Cover:	2	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	J
Type:	1	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	3	JJ Lateral Undercl. Rt:	N 0 0		* 103 5emporary Structure:	0
* Width:	10.00 Eeight:4.00	J6 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	40 Apron:0	*10 Hax Hin Vert Cl:	99' 99" Dir:0		E-Hodified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Eoriz:0000		ES-Hodified:	00
Location ID No:	127-00032D-011.19M	116 Nav Vert Cl Closed:	000		5ype 3:	00
		24J Deck 5hickness Hain	0.00		5ype 3s2:	00
		Deck 5hick Approach:	0.00		5imber:	00
		246 Overlay 5hickness:	0.00		Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000		2J3 Notification Date:	02/01/1901
					2J8 Fed Notify Date:	2/1/1901 12:00:00A-

ATTACHMENT 10

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PI 0001036 **OFFICE** Planning
Glynn County
DATE February 17, 2012
FROM 
Cynthia L. VanDyke, State Transportation Planning Administrator
TO Bobby K. Hilliard P.E., State Program Delivery Engineer
Attn.: Matt Bennett
SUBJECT Project Justification Statement – Glynn County, P.I. 0001036

As requested, please find attached the project justification statement for the proposed SR 99 Improvements from SR 27/US 341 to I-95 in Glynn County.

If you have any questions, please contact Michelle Caldwell at (404) 631-1796.

CLV: MAC

Attachment



Project Justification Statement
P.I. # 0001036, NHS-0001-00(1036)
SR 99 Improvements from SR 27/US 341 to I-95
Glynn County

This section of SR 99 is an existing 2-lane facility that provides connectivity between US 341 and I-95, which are two designated Hurricane Evacuation Routes. Between SR 27/US 341 and I-95, SR 99 is functionally classified as an Urban Minor Arterial with a speed limit of 55 mph. The Brunswick MPO has designated this section of SR 99 as a bike route on their Local Bicycle and Pedestrian Route Plan.

A project to widen SR 99 between SR 27/US 341 and I-95 is included within the current Long Range Transportation Plan adopted by the Brunswick MPO. It was consequently added to the Department's Work Program in 2000. Currently, the project is listed within the MPO's adopted 2012-2015 TIP to conduct the scoping phase beginning in FY 2012.

Available traffic counts from the GDOT State Traffic and Report Statistics (STARS) program show a volume on SR 99 between SR 27/US 341 and I-95 ranging from 2,920 AADT to 3,560 AADT, which corresponds to a Level of Service (LOS) "B". Based upon historic projections, the future year (2035) volumes for this same section of SR 99 are projected to range up to 9,900 AADT, resulting in a LOS of "D". LOS "D" is seen as unacceptable based upon performance measures set in the 2005-2035 Statewide Transportation Plan (SWTP). Analysis of the last three years of crash rates indicate this section of roadway is above the statewide average.

The western terminus of this project is proposed to tie into the intersection of SR 99 with SR 27/US 341, which is an existing four lane roadway. The eastern terminus is proposed to tie into the interchange of SR 99 with Interstate 95. This interchange is also proposed to be improved under PI 0001585. The proposed improvement limits of this project are recommended as they provide enhanced connectivity along SR 99 between US 341 and I-95 which are two major traffic generators in the region and will address the traffic congestion that is predicted.

In addition, it is apparent that the section of SR 99 between US 341 and I-95 is currently experiencing changing land uses. Improvements to the SR 99 corridor within these limits appear appropriate to address any forthcoming development.

Based on this preliminary information, the proposed limits accommodate the primary purpose of this project which is to address future capacity deficiencies as a result of observed historic growth on the SR 99 corridor between SR 27/US 341 and I-95 and enhance connectivity between these two major traffic generators. In addition, the proposed improvements may potentially reduce crash frequencies along the corridor.

ATTACHMENT 11

Concept Hydrology Study

SR 99 from SR 27/US 341 to I-95

Project # STP00-0001-00(036)

PI # 0001036

County: Glynn

Prepared by:

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE Suite 900
Atlanta, Georgia 30328

November 6, 2013

Conclusion

Based upon the project site conditions, it appears that a treatment train installation of selected BMPs in Table 3 can be used to meet the required 80% TSS removal performance goal. It is expected that the BMPs installed under this approach can be installed within the typical right-of-way section and additional impacts to ESAs and properties will not occur as a result of installing and maintaining these BMPs. The most commonly used BMPs on the project are expected to be enhanced wet swales, grass channels, filter strips, and bioslopes because they are well suited for use on linear projects and they are relatively easy to maintain. Bioslopes will likely be limited to locations where right-of-way is restricted as mowing operations over bioslopes must not be conducted when ground conditions are wet.

It also appears that stormwater detention ponds or stormwater wetlands may be effectively used for flood control where the project area is above the 100-year floodplain as discussed in more detail in the section above.

Further geotechnical study and site-specific determination of the seasonally high water table will be required prior to detailed design of the stormwater BMPs during the preliminary plans phase of this project.

Further information on the appropriate site conditions for using the Table 3 BMPs and construction and maintenance of these BMPs can be found in both the Georgia Stormwater Management Manual (GSMM) and the Coastal Stormwater Supplement (CSS) to the GSMM.

Concept Hydrology Study

SR 99/SR 32 from SR 99 to SR 27/US 341

Project # MSL00-0004-00(815)

PI # 0004815

County: Glynn

Prepared by:

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE Suite 900
Atlanta, Georgia 30328

November 6, 2013

Conclusion

A treatment train installation of selected BMPs in Table 2 will be used to meet the required 80% TSS removal performance goal. It is expected that the BMPs installed under this approach can be installed within the typical right-of-way section and additional impacts to ESAs and properties will not occur as a result of BMP installation and maintenance. The most commonly used BMPs on the project are expected to be enhanced wet swales, grass channels, filter strips, and bioslopes because they are well suited for use on linear projects and they are relatively easy to maintain. Bioslopes will likely be limited to locations where right-of-way is restricted as mowing operations over bioslopes must not be conducted when ground conditions are wet.

Installation of structural control BMPs to detain and control the overbank and extreme flood volumes does not appear to be necessary or practicable for this segment of SR 99 as discussed in the section above. Further hydrological study may be required during the preliminary plans phase to assess downstream impacts of the project and determine if flood control measures are required.

Further geotechnical study and site-specific determination of soil types and seasonally high water table elevations will be required prior to detailed design of the stormwater BMPs during the preliminary plans phase of the project.

Further information on the appropriate site conditions for using the Table 2 BMPs and construction and maintenance of these BMPs can be found in both the Georgia Stormwater Management Manual (GSMM) and the Coastal Stormwater Supplement (CSS) to the GSMM.

ATTACHMENT 12

MEETING MINUTES

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95

Glynn County, Georgia

PI NO.: 0001036

Initial Concept Team Meeting

Meeting Date: November 28, 2012 (2:00 PM)

Location: GDOT Brunswick Area Office

Attendees:	Organization & Title:
<i>Erick Fry</i>	<i>URS Corporation- Project Manager</i>
<i>Nick Castronova</i>	<i>URS Corporation- Lead Engineer</i>
<i>Ty Alexander</i>	<i>URS Corporation- Designer</i>
<i>Matt Bennett</i>	<i>GDOT- OPD Project Manager</i>
<i>Brian Scarbrough</i>	<i>GDOT- Brunswick Area Engineer</i>
<i>Karl Ledford</i>	<i>Georgia Transmission</i>
<i>Maggie Yoder</i>	<i>GDOT</i>
<i>Robert McGill</i>	<i>GDOT</i>
<i>John Royal</i>	<i>GDOT</i>
<i>John Kopotic</i>	<i>GDOT</i>
<i>Stephen Thomas</i>	<i>GDOT</i>
<i>Richard Crowley</i>	<i>GDOT</i>
<i>Paul Andrews</i>	<i>Glynn County</i>
<i>Brad Saxon</i>	<i>GDOT</i>
<i>Paul Teague</i>	<i>Atlanta Gas Light</i>
<i>David Olson</i>	<i>Glynn County- Traffic Engineer</i>

SUBJECT:

A meeting was held November 28, 2012 amongst URS, GDOT, Glynn County and Utility team members to discuss the project schedule, needed information and conceptual design for SR 99. The purpose of the meeting was to solicit input and information from within DOT offices. The following summarizes the meeting:

1. Matt discussed overall project.
2. Erick Summarized Draft Concept Report.
 - a. Utilities- It is still being determined if SUE will be needed on this project. If SUE is needed, URS requests that it be incorporated at beginning of design. GDOT will make PID determination as risk acceptance or risk avoidance.
 - b. ROW-R/W and Permanent Easements will be needed. URS should show all easements (except driveway) as permanent.
 - c. Environmental- No Historical Impacts are expected.
 - d. Depending on ecological impacts, a PAR may be needed for this project. If a PAR is needed the project schedule will be delayed.
 - e. Railroad- Coordination to occur with railroad to determine best solution for property owner access.
 - i. Railroad may ask for an at-grade crossing nearby to be closed.

MEETING MINUTES

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95
Glynn County, Georgia
PI NO.: 0001036

Initial Concept Team Meeting

- ii. Railroad will require a detour if the at-grade crossing alternative is chosen to install the crossings.
 - iii. URS will provide Richard Crowley a layout of RR Crossing to start discussion of the crossing.
 - f. Median- 24' Raised Median is best alternative for this urban 55mph roadway. Several other alternatives were evaluated including 44' depressed and 32' depressed medians.
 - i. After project is complete, if locals would like to landscape median a maintenance agreement can be arranged.
 - g. Traffic Management Plan- A TMP will be required if an offsite detour is planned.
 - h. Detour- If RR crossing is at-grade, a detour will be required for approximately 3 days.
 - i. Spur 25 Intersection- still making determination if roundabout will be intersection type. A peer review will not be required because Kittelson is providing the feasibility study.
3. Coordination with Glynn County.
 - a. Glynn County to send letter to GDOT requesting SR99 project on other side of I-95 be included with this project.
 - b. Erick to send estimated roundabout lighting costs to Glynn County
 - c. Glynn County to send Roundabout maintenance agreement to GDOT
 - d. Contractor will be responsible for detour.
 - e. Coordination with AGL
 - i. Existing 12" high pressure gas line crossing SR 99 west of RR crossing to be avoided.
 - ii. Casing is 46' long and may be closer to south end of road rather than centered.
 - f. Coordination with Georgia Transmission Corp about Substation located along project.
 - i. Ground Grid extends slightly beyond fence line,
 - ii. H-Frame close to road is owned by Okefenoke, coordination needs to occur to ensure adequate clearance.
 - iii. There is an underground telephone line entering substation.
 - iv. OH lines leaving substation need to have 24' vertical clearance from roadway. Coordinate with GA Power to calculate existing clearance.
 - v. Maximum driveway grade of 10% at substation.
 - g. There are large oak trees on the project located near Tanglewood that could be an impact to the public.
 - h. Value Engineering
 - i. Show 12' Outside lanes and 11' Inside lanes

Moving Forward:

- Concept meeting in early 2013 if PAR not necessary.
- PIOH possibly in early 2013
- Conceptual layout to be updated to show changes discussed in meeting also including, ecological resource location and proposed Spur 25 widening plans. New Roundabout layout to be developed based on the 4-lane Spur 25.
- Discussions with railroad about crossing.
- Lidar survey to be received and ecological impacts to be determined to see if a PAR is necessary.

The meeting was then concluded. The meeting notes were compiled by Ty Alexander, URS, 678-808-8958.

MEETING MINUTES

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95

Glynn County, Georgia

PI NO.: 0001036

Georgia Department of Transportation

Meeting With Project Stakeholders

Meeting Date: October 16, 2012 (3:30 PM)

Location: Glynn County Government Building

Attendees:

*Erick Fry
Nick Castronova
Ty Alexander
Matt Bennett
Brian Scarbrough
David Hainley
Paul Andrews
Jeff Kicklighter
Claude Johns
Wade Carruth
David E. Amos
Jeffery Counts, Jr.
Lamar Mercer
Tom Ratcliffe*

Organization & Title:

*URS Corporation- Project Manager
URS Corporation- Lead Engineer
URS Corporation- Designer
GDOT- OPD Project Manager
GDOT- Brunswick Area Engineer
Glynn County- Director of Community Development
Glynn County-Interim County Engineer
Seaboard Construction- Vice President
Seaboard Construction- Plant Manager
Coastal Pines Golf Club- Owner
Representing Coastal Pines Golf Club
Driggers Construction
Representing Stratford/ Altama
Ratcliffe & Smith Steamboat*

SUBJECT:

A meeting was held October 16, 2012 amongst URS, GDOT, Glynn County and identified Stakeholders to discuss the project schedule, needed information and conceptual design for SR 99. The purpose of the meeting was to solicit input and information from key owners along the corridor. The following summarizes the meeting:

1. Matt discussed overall project schedule and funding.
 - a. Environmental document is currently scheduled to be completed by January 2015.
 - b. Currently waiting on Ecology to determine if an Individual Permit is required.
 - c. ROW scheduled for FY2019.
 - d. Construction 2020 or later.
 - e. This project was a TIA project but since TIA did not pass funding is in long range 1.
2. Erick Discussed Typical Section
 - a. Traffic Warrants 4 lane section in design year
 - b. Half of project classified as Urban other half rural
 - c. Designing entire corridor as Urban for the future development plans

MEETING MINUTES

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95

Glynn County, Georgia

PI NO.: 0001036

Georgia Department of Transportation

Meeting With Project Stakeholders

- d. 4x12' travel lanes (possibly 2x11' and 2x12' lanes per prior VE recommendations on other projects)
- e. 24' raised median
- f. 6-1/2' bikable shoulder on a 10' -12' shoulder width
3. Erick discusses Environmental Studies currently in progress
 - a. History survey has been completed with only the railroad identified as potentially eligible.
 - b. Ecology currently performing field work.
4. Erick discusses Conceptual design.
 - a. Erick stepped through the corridor to solicit feedback from the stakeholders.
 - b. Median openings still in concept
 - c. Widening where County currently owns a large strip of land,
 - d. All existing driveways will be provided at minimum Right in-Right out access. Some will get full median breaks.
 - e. Full median breaks can only be spaced as design dictates
 - i. Railroad will be overpassed.
 - ii. Railroad Bridge will be designed to accommodate 2 extra rail tracks.
 - f. Houses on NW corner of RR crossing will need access to SR 99.
 - g. Chris Road to be relocated to correct skew and avoid stream. Proposed relocation calls for removal of the 90° turn and extending Chris Road to perpendicularly intersect SR 99. This relocation will require a small bridge or large culvert over the existing stream. The relocation will also require closing the existing entrance onto Chris road from SR 99.
 - h. Currently 1 parcel on Gallery way has shown a need for a noise wall but was rejected by property owner. This will need to be relooked at during noise studies for the environmental document.
5. Seaboard discusses needs for entrances.
 - a. Two entrances are needed for on-site safety separating cars from trucks.
 - b. Seaboard has a Georgia Power Easement on property where a driveway cannot be located.
6. Jeffery and Wade requested full Median break at Western property line of Coastal Pines Golf Course.
7. Lamar and Jeffery requested all median openings previously agreed upon be incorporated.
8. Erick and Matt discussed Roundabout at Spur 25.
 - a. Roundabout appears to be best engineering decision.
 - b. Wade Carruth concerned about ability to navigate with large trucks.

Moving Forward:

- PIOH possibly in early 2013
- Conceptual layout to be updated to show changes discussed in meeting, ecology and spur 25 plans
- Discussions with railroad about crossing.

Concept Team Meeting

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95
MSL00-0004-00(815), SR 99 from SR 32/99 to SR27/US 341

Glynn County, Georgia

PI NO. : 0001036 and 0004815

Meeting Minutes

Meeting Date: February 25, 2014 (10:00 AM)

Location: GDOT Brunswick Area Office

Attendees:

Matt Bennett
Mike Murdoch
Maggie Yoder
Lisa Jones
Raymond Chandler
Ben Rabun
Michael Nash
Andy O'Quinn
Christy Lovett
Dallory Rozier
John Royal
Jill Franks
Marcella Coll
Paul Andrews
J. Cory Know
Mike Garner
Timothy Williams
Erick Fry
Nick Castronova
Amanda Summers

Organization & Title:

GDOT- OPD Project Manager
*GDOT-OES***
*GDOT-D5***
*GDOT- Utilities/SUE***
*GDOT- Utilities/SUE***
GDOT- Bridge
GDOT- Utilities- Railroad Safety
GDOT- D5 R/W
GDOT- Eng. Services
GDOT- D5 Utilities
GDOT- D5 Utilities
GDOT- Utilities- Railroad Liason
GDOT- Utilities- Railroad
Glynn County- Interim County Engineer
GDOT- D5 Construction
GDOT-Bridge Liason
GDOT- D5A3 Construction
URS Corporation- Project Manager
URS Corporation- Lead Engineer
URS Corporation- Designer
***joined meeting by conference call*

SUBJECT:

A meeting was held February 25, 2014 amongst URS, GDOT, and Glynn County to discuss the concept report for SR 99 widening project in Glynn County, GA. The purpose of the meeting was to solicit input and information regarding the current concept report and concept layout. The following summarizes the meeting:

1. Matt opened the meeting and followed with introductions.
2. Erick went over the current concept report.
 - a. Concept report includes two projects, SR 32/99 to SR 27/US 341 (P.I. No. 0004815) and SR 27/US 341 to I-95 (P.I. No. 0001036).
 - b. Pavement report has been completed and a copy has been requested multiple times.
 - c. The major intersections were discussed.
 - i. SR 32/Harrell Highway at SR 99 will be signalized with SR 99 to SR 32 as the through movement.
 - ii. SR 27/US 341 at SR 99 will continue to operate with a signal. Erick noted that the eastbound movement has a long right turn lane.

Concept Team Meeting

GDOT Project: STP00-0001-00(036), SR 99 from SR27/US 341 to I-95
MSL00-0004-00(815), SR 99 from SR 32/99 to SR27/US 341

Glynn County, Georgia

PI NO. : 0001036 and 0004815

Meeting Minutes

- e. Ben Rabun stated that some of the flat slab bridges could be deficient. He indicated the Bridge Office would evaluate and determine if those bridges need to be replaced or widened.
- f. The idea of connecting 3 or 5 of the small bridges at the beginning of project 0004815 was discussed in order to avoid PAR. URS will evaluate this as an alternative that minimizes environmental impacts. Narrow medians were also discussed but if this alternative does not remove the PAR requirements then URS will leave the median 24' wide.
- g. Concrete panel crossing on SR 99 is expected as a part of the project. If the projects move forward, the concrete panel program will be installed as part of the project. Jill Franks requested to be notified if the project will not move forward so she can pursue this installation through other means.

SR99 Concept Team Mtg. 2/25/14

Sign In Sheet

Name	Organization	email
Erick Fry	URS	erick.fry@urs.com
Nick Castonava	URS	nick.castonava@urs.com
Amanda Summers	URS	amanda.summers@urs.com
Matt Bennett	GDOT-OPD-PM	Mabennett@dot.ga.gov
Mike Murdoch	GDOT-OES	
Maggie Yoder	GDOT-DS	
Lisa Jones	GDOT-Utilities	
Raymond Chandler	GDOT-Utilities	
Ben Rabun	GDOT-Bridge	
Michael Nash	GDOT-Utilities RR (safety)	
Andy O'Quinn	GDOT-R/W	
Christy Lovett	GDOT-Eng Services	
Dalton Rizer	GDOT-Utilities DS	
John Royal	GDOT-Utilities DS	
Nick Castonava	URS	
Jill Franks	GDOT-Utilities - Railroad Liaison	
MARCELA COLL	GDOT-Utilities - RAILROAD	
PAUL ANDREWS	PANDREWS@GLYNNCOUNTY-GA-GOV.	
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