

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007022, Glynn County **OFFICE** Preconstruction
CSBRG-0007-00(022)
Widening Torras Causeway Fender System
at Mackey River **DATE** October 26, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Glenn Durrence
Angela Alexander
Paul Liles
Dennis Odom
BOARD MEMBER

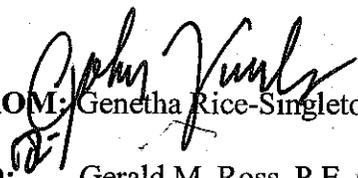
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007022, Glynn County
CSBRG-0007-00(022)
Widening Torras Causeway Fender System
At Mackey River

OFFICE: Preconstruction

DATE: October 17, 2007


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E. Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the widening of Torras Causeway fender system which requires removing and replacing the center spans of the Torras Causeway Bridge. Torras Causeway consists of four, 12' lanes with 6' striped flush median, 8' outside shoulder on the north side, and 6' bike lane with a 4' buffer between the travel way and the bike lane on the south side of the bridge. Torras Causeway provides access to St. Simons Island from the city of Brunswick, the mainland point of entry of the island. The need for this project is to improve the waterway vessel traffic on the Mackay River at Torras Causeway and to prevent bridge structure impacts to the existing fender system. The Underwater Team has documented 12 incidents of bridge impact damage to the fender system by waterway vessels since 1992.

The construction proposes to lengthen the center span and adjacent spans as necessary to provide width for a wider fender system. Because Torras Causeway is an evacuation route that is the only route to the mainland, staged construction will provide for four lanes of traffic on the Torras Causeway be maintained at all times except for approximately a two month period that only two lanes can be maintained. To maintain 4 lanes during construction, the existing bridge will be widened 4.5' on the north side for a length that includes the length of the reconstructed spans plus tapers on each end. The proposed typical section will include two, 12' lanes in each direction, a 6' flush median, 13' outside shoulder on the north side, a 6' bike lane with a 3' strip buffer between the travel way and the bike lane on the south side. No right-of-way is needed to implement this project; therefore, the right-of-way phase will be deleted.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public Information Open House will be held; Time saving procedures is appropriate.

P.I. No. 0007022, Glynn County
October 17, 2007

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	\$ 21,953,000	\$ 21,953,000	L1C0	LR
Right-of-way	\$ -0-	\$ 100,000	L1C0	LR
Utilities	\$ 3,150,000			

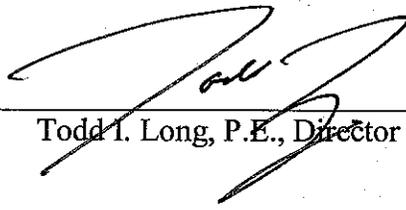
* Notification letter sent to Glynn County 11-14-06

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

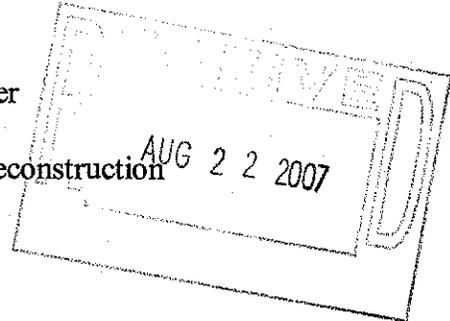
INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSBRG-0007-00(022) Glynn County **OFFICE:** Engineering Services
P.I. No. 0007022
Widening Torras Causeway Fender System at MacKay River

DATE: August 21, 2007

FROM:  Brian K. Summers, P.E., Project Review Engineer

TO: Genetha Rice-Singleton Assistant Director of Preconstruction



SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report received August 20, 2007 from Cassius Edwards, and have no comments.

The costs for this project are:

Construction	\$ 19,956,839
E & C	\$ 1,995,684
Reimbursable Utilities	\$ 3,150,000
Right of Way	\$ 0

BKS

c: Glenn Durrence, Attn.: Cassius Edwards

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSBRG-0007-00(022)		County: Glynn		PI No.: 0007022	
Report Date: August 21, 2007		Concept By: DOT Office: District 5			
<input checked="" type="checkbox"/> Concept Stage					
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgment	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

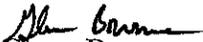
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007022

OFFICE: Environment/Location

DATE: September 12, 2007

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
CSBRG-0007-00(022) / Glynn County
Widening Torras Causeway Fender System at Mackay River

The above subject concept report has been reviewed and appears satisfactory for approval.

In addition, we offer the following comments concerning environmental issues:

- 1) OEL would like six (6) months rather than four (4) for environmental. Though survey work has already been done, there is still a significant amount of federal coordination required for both aquatic species and essential fish habitat.

If you have any questions, please contact Glenn Bowman at (404)699-4401.

GB/lc

Attachment

cc: Brian Summers
Jamie Simpson
Glenn Durrence
Angela Alexander
Paul Liles
Keith Golden

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: CSBRG-0007-00(022)

County: GLYNN

P. I. Number: 0007022

Federal Route Number: N/A

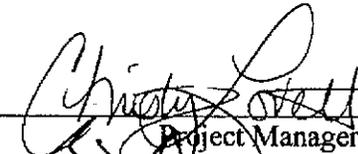
State Route Number: SR 25 SE

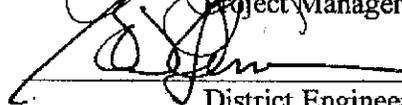
SEE ATTACHED LOCATION SKETCH

Recommendation for approval:

DATE 7/30/07

DATE 8/20/07


Project Manager


District Engineer

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

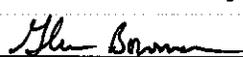
DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 9/12/07


State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: CSBRG-0007-00(022)

County: GLYNN

P. I. Number: 0007022

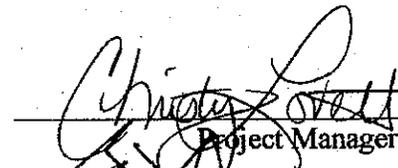
Federal Route Number: N/A

State Route Number: SR 25 SE

SEE ATTACHED LOCATION SKETCH

Recommendation for approval:

DATE 7/30/07


Project Manager

DATE 8/20/07

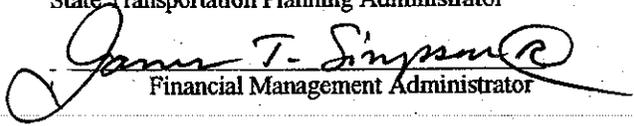

District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 8-25-07


Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: CSBRG-0007-00(022)

County: GLYNN

P. I. Number: 0007022

Federal Route Number: N/A

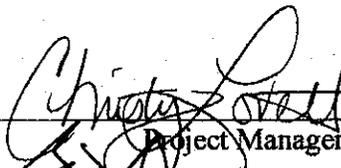
State Route Number: SR 25 SE

SEE ATTACHED LOCATION SKETCH

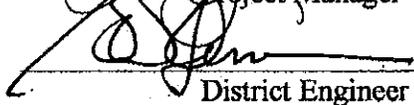
Recommendation for approval:

DATE 7/30/07

DATE 8/20/07



Project Manager



District Engineer

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

DATE 8/30/07

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____



State Transportation Planning Administrator

Office of Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety and Design Engineer

Project Review Engineer

State Bridge and Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: CSBRG-0007-00(022)

County: GLYNN

P. I. Number: 0007022

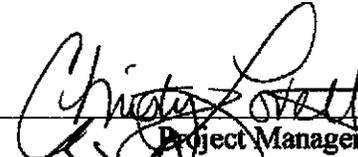
Federal Route Number: N/A

State Route Number: SR 25 SE

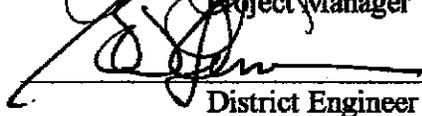
SEE ATTACHED LOCATION SKETCH

Recommendation for approval:

DATE 7/30/07


Project Manager

DATE 8/20/07


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

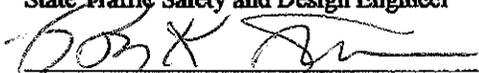
DATE _____

State Environmental/Location Engineer

DATE _____

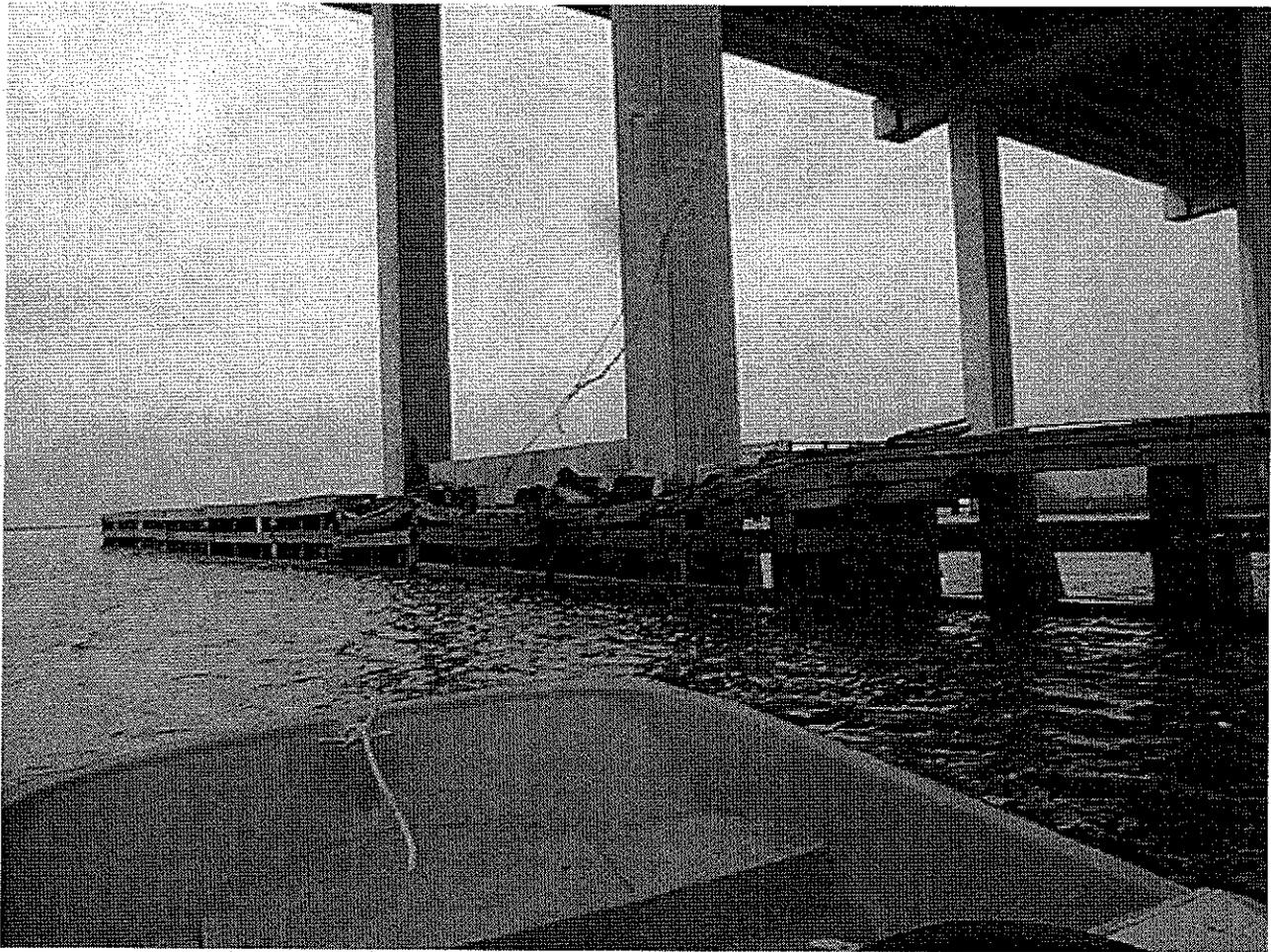
State Traffic Safety and Design Engineer

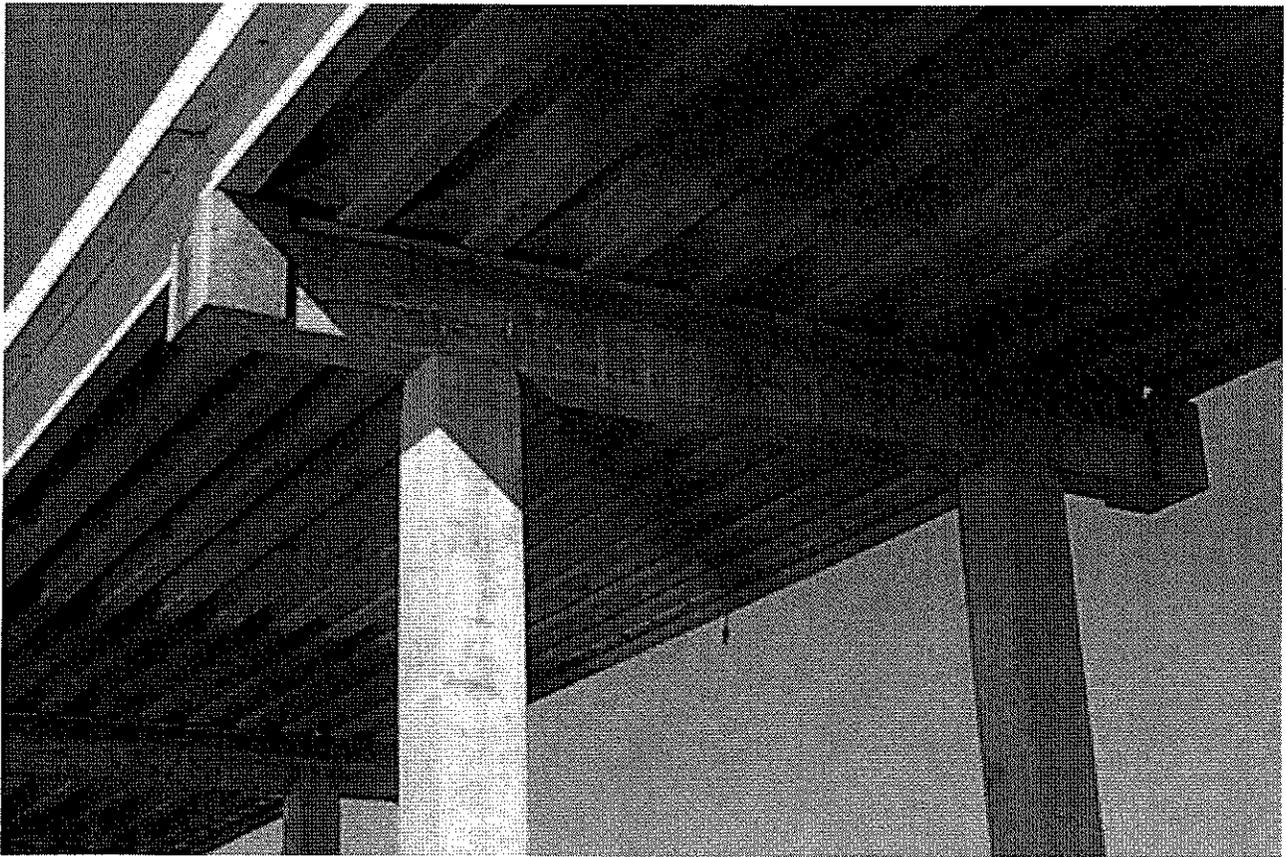
DATE 8/21/07

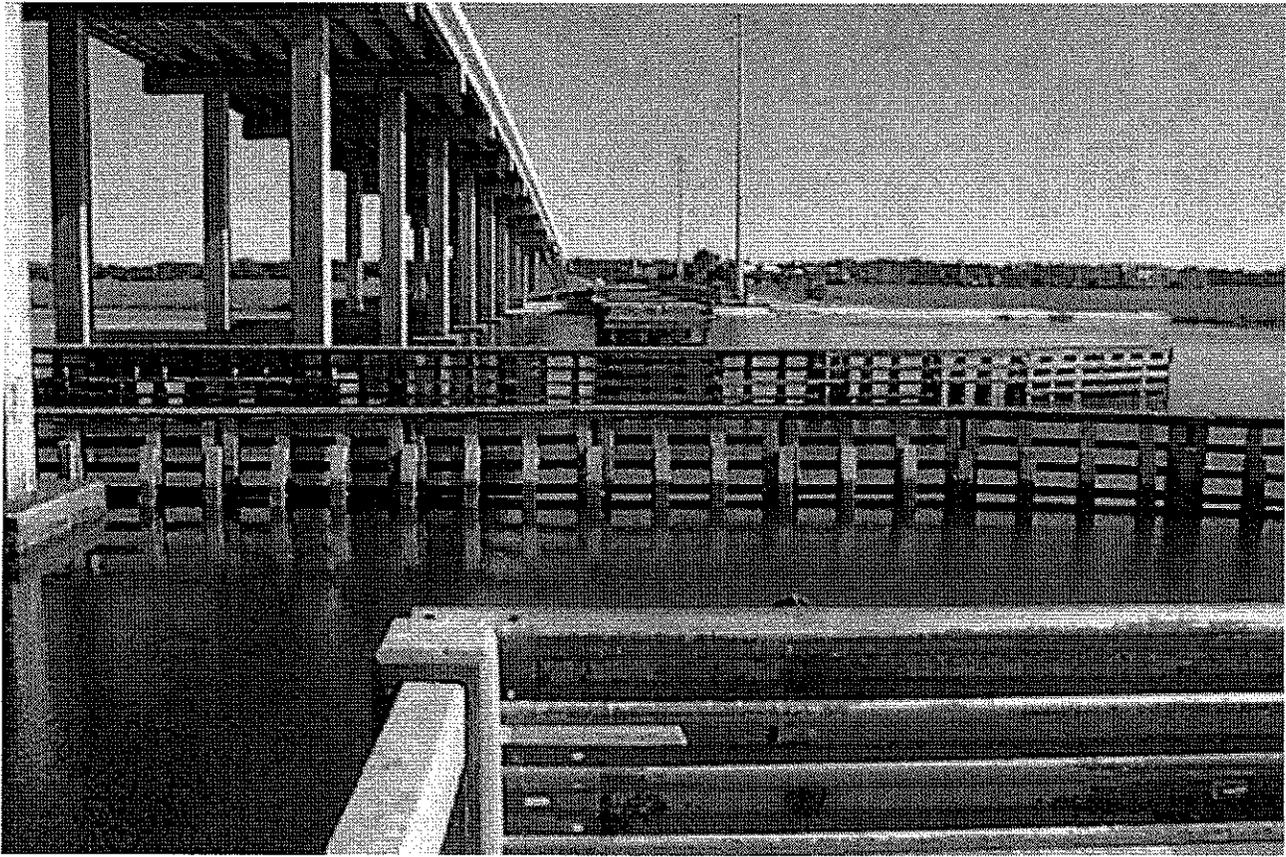

Project Review Engineer

DATE _____

State Bridge and Structural Engineer









**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Interdepartmental Correspondence

File: CSBRG-0007-00(022) Glynn County
Desc.: Widening Torras Causeway Fender System at Mackay River
PI No. 0007022

Office : Jesup

Date: 8/20/07

From: Glenn W. Durrence, P.E., District Engineer, Jesup 

To: Genetha Rice-Singleton, Assistant Director of Preconstruction

Subject: Project Concept Report

Remarks:

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

This project is to improve waterway vessel traffic on Mackay River at Torras Causeway and to prevent bridge structure impacts to existing fender system by these waterway vessels.

Should you have any questions or need any additional information, please contact Dennis Odom at 912-427-5716.

GWD:ADO:CSL:bjd

Attachments

cc:

General File Unit, Atlanta
Glenn Bowman, Office of Environment / Location
Angela Alexander, Office of Planning
Brian Summers, Office of Engineering Services
Paul Liles, Office of Bridge Design
Jamie Simpson, Office of Financial Management
Keith Golden, Office of Traffic Safety and Design
Teresa Scott, District Planning and Programming
Jesup Files

Rev. 7-13-07

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office: Jesup

PROJECT CONCEPT REPORT

Prepared by: Thompson Engineering, Inc.

Project Number: CSBRG-0007-00(022)

County: GLYNN

P. I. Number: 0007022

Federal Route Number: N/A

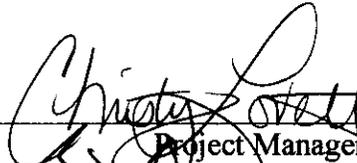
State Route Number: SR 25 SE

SEE ATTACHED LOCATION SKETCH

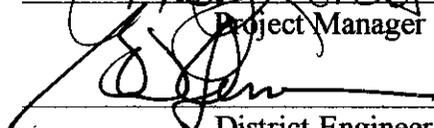
Recommendation for approval:

DATE 7/30/07

DATE 8/20/07



Project Manager



District Engineer

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State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

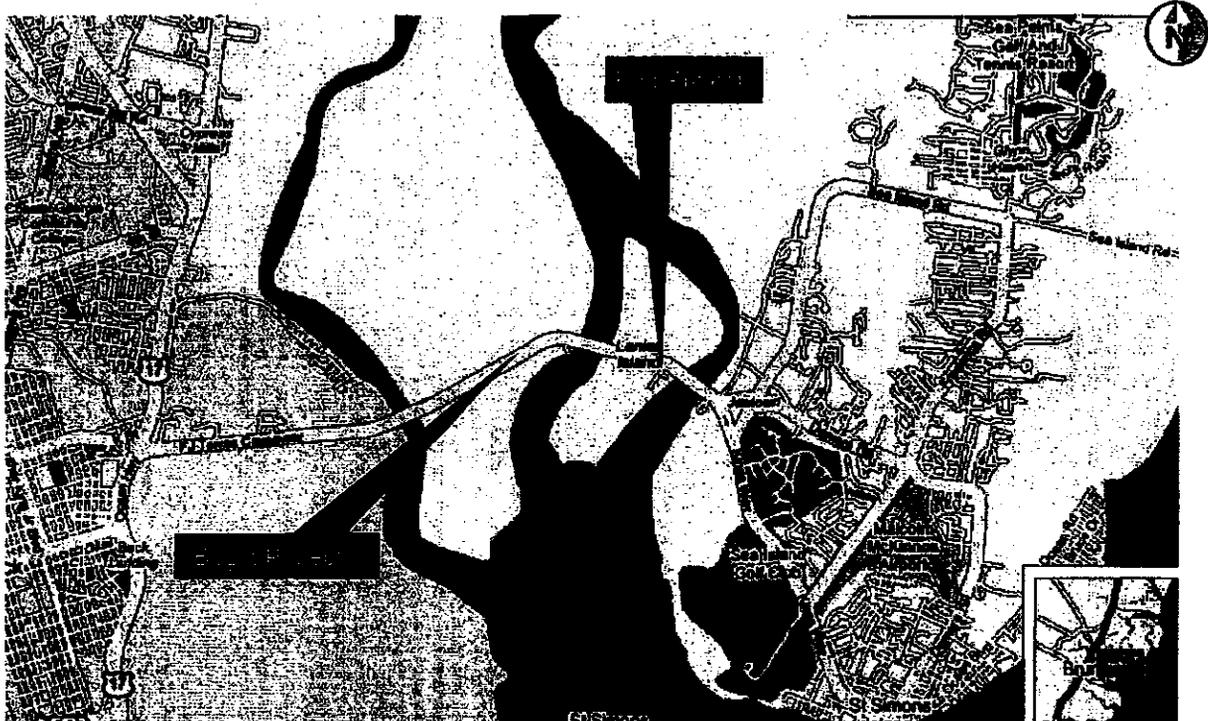
Project Review Engineer

DATE _____

State Bridge and Structural Engineer

Project Location Sketch

Not to Scale



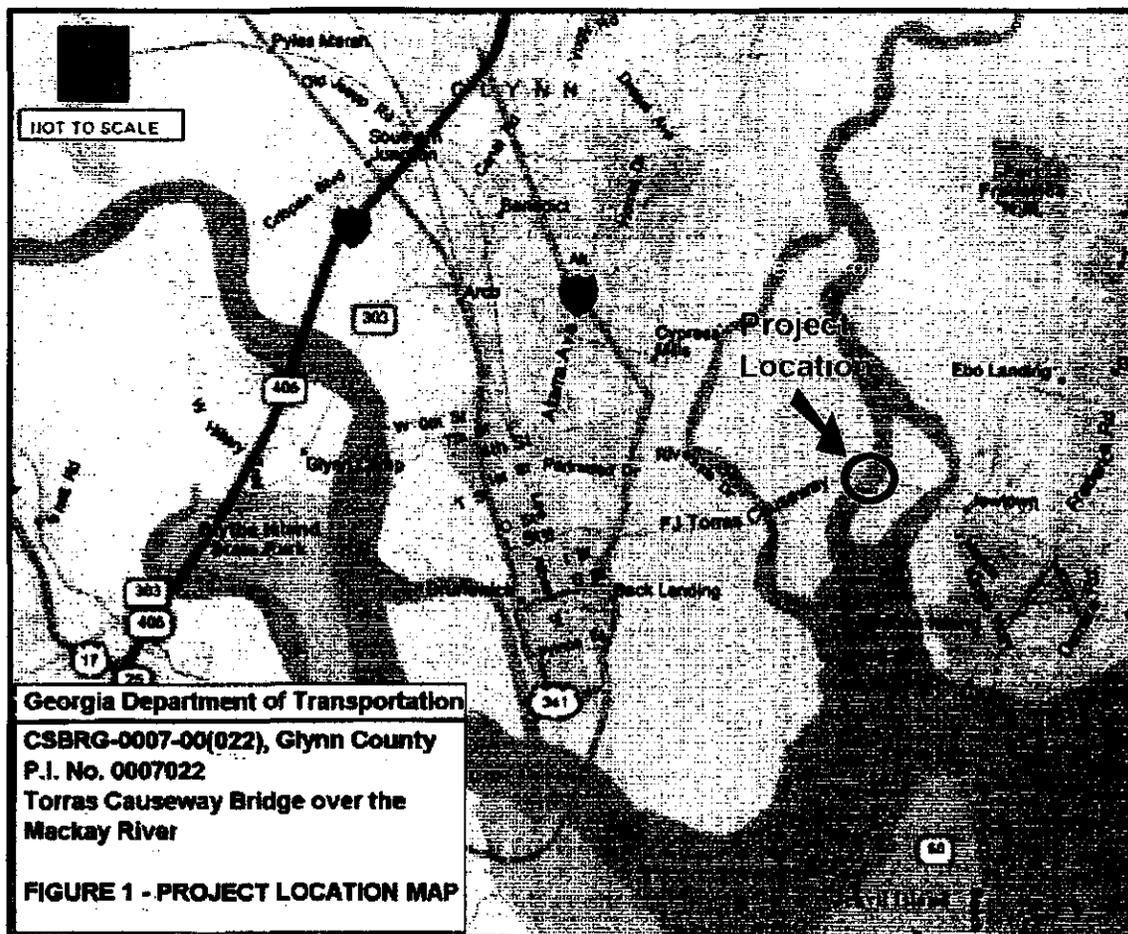
Location Map:

Project: CSBRG-0007-00(022) Glynn County PI NO.: 0007022

Description: Widening the Torras Causeways fender system which requires removing and replacing the center spans of the Torras Causeway Bridge.

Need and Purpose: The need and purpose of this project is to improve the waterway vessel traffic on the Mackay River at Torras Causeway and to prevent bridge structure impacts to the existing fender system by these waterway vessels (Figure 1, Project Location Map). Torras Causeway is a 2-lane roadway in each direction which provides access to St. Simons Island from the City of Brunswick, the mainland point of entry of the island. The functional classification of Torras Causeway is an urban principal arterial. Because Torras Causeway is an evacuation route that is the only route between the mainland and St. Simons Island, four lanes of traffic on the Torras Causeway bridge over the Mackay River would be maintained at all times during construction except for approximately a two month period. The project would widen the existing center bridge span and necessary adjacent spans by 4.5 feet on the north side to allow for adequate staged construction to maintain four lanes of traffic while replacing the existing center bridge span and necessary adjacent spans to accomplish the widening of the existing fender system. The proposed typical section would include two 12-foot lanes in each direction, a 6-foot flush median, a 9-foot shoulder on the both sides. The existing and proposed rights-of-way are 300 feet.

Figure 1, Project Location Map





Sufficiency rating is a scale used by the Georgia Department of Transportation (GDOT) to determine the structural and geometric condition of the bridge. This rating is determined by a federal definition adopted from the Association of American State Highway and Transportation Officials (AASHTO) standards and is based on structural adequacy and safety, serviceability, functional obsolescence, and necessity for public use. Ranging on a point system from 1 to 100, any bridges with ratings of 50 points or lower are candidates for replacement in order to provide a safe, structurally sufficient bridge for motorists and pedestrians. A rating of 1 is given to structures in serious need of replacement, and a rating of 100 is given to bridges without any deficiencies. The structural evaluation rating is on a scale of 0-9 with 2 being the lowest rating for an operable bridge. A zero requires closing the bridge and a 2 requires replacement. The Torras Causeway Bridge over Mackay River has a sufficiency rating of 68 and a structural evaluation rating of 5.

Table 1 below provides information concerning documented damage to the existing fender system by the Underwater Bridge Inspection Team since 1992.

TABLE 1 Torras Causeway at Mackay River Existing Fender System Damage		
Date	Documented Damage	Comments
June, 1992	First report documenting fender system recently suffered damage	
June, 1995	Bridge report documented fender system damage	
December, 1997	Bridge inspection shows that there are several panels on the southwest fender completely destroyed	First Special Inspection
May, 1998	Bridge inspection shows that the southwest portion of the fender between the old bridge and the footing at Bent 15 Column One is completely destroyed and there is some damage done on the west fender between the two footings at Bent 16	Special Inspection for Impact Damage
March, 1999	Bridge inspection shows the west fender was damaged between the old bridge and the new footing at Bent 16 Column Two	Special Inspection for Impact Damage
May, 2002	Bridge inspection shows the east fender at the old bridge is damaged	Special Inspection for Impact Damage
September, 2002	Bridge inspection shows the west fender (northern section) is damaged	Special Inspection for Impact Damage
July, 2003	Bridge inspection shows there are two areas of damage on the east fender; one at the northern angle and the other at the southern angle	Special Inspection for Impact Damage
August, 2003	Bridge inspection shows the west fender between the footings of Bent 16 to be damaged	Special Inspection for Impact Damage
July, 2005	Bridge inspection shows an area of damage on the east fender at the footing of Bent 15 Column One	Special Inspection for Impact Damage
December, 2005	Bridge inspection shows the entire flared section on the east fender of the southern end to be damaged	Special Inspection for Impact Damage
October, 2006	Bridge inspection shows the southern flared section of the east fender is almost completely destroyed	Special Inspection for Impact Damage

Torras Causeway has an average traffic volume of approximately 22,366 vehicles per day (VPD). See Table 1 below. The existing level of service (LOS) is B. The proposed

Project Concept Report Page 5
 Project Number: CSBRG-0007-00(022)
 P. I. Number: 0007022
 County: Glynn County
 improvements will have a LOS B for the design year.



Torras Causeway over Mackay River Traffic Volumes (VPD)					
	Existing (2006)	Build-Year (2009)		Design-Year (2029)	
		Build	No-Build	Build	No-Build
Torras Causeway over Mackay River (vpd)	22,366	23,044	23,044	31,059	31,059
% Trucks	6.4%	6.4%	6.4%	6.4%	6.4%
Trucks (vpd)	1,429	1,472	1,472	1,984	1,984
LOS	B	B	B	B	B

* LOS was determined based on the Georgia Regional Transportation Authority's (GRTA) Technical Guidelines. The LOS criteria in GRTA's Technical Guidelines were adopted from Florida DOT's LOS Handbook.

There were 2 accidents between 2001-2005, which resulted in 0 injuries at milepost 7.01. This milepost is in the vicinity of the Torras Causeway over the Mackay River project. The accident rates are all below the statewide averages for the respective years. These two accidents occurred at dark lighted and dry conditions. These accidents were both rear end accidents heading in opposite directions and occurred at the same time.

There is an existing bike path on CR 582/Torras Causeway within the project limits. Torras Causeway intersects with the state of Georgia Bicycle and Pedestrian Plan-Statewide Coastal Corridor Route along SR 25/US 17 through the City of Brunswick.

Description of Proposed Project:

Description of the proposed project: The proposed project is located in Glynn County on the Torras Causeway over the Mackay River. The work is to include widening the fender system on the Mackay River which requires removing and replacing the center spans of the Torras Causeway Bridge and widening the bridge 4.5 feet on the north side to maintain traffic. The proposed project length is 0.12 mile.

Is the project located in a non-attainment area? _____ Yes No.

PDP Classification: Major _____ Minor

Federal Oversight: Full Oversight (), Exempt(), State Funded(), or Other ()

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): N/A State Route Number(s): 25 SE

Build Year: (2009) 23,044

Design Year: (2029) 31,059

Existing design features:

- Typical Section(s): *(Torras Causeway Bridge) Four – 12' travel lanes with 6' striped flush median, 8' outside shoulder on north side, and 6' bike lane with an 4' striped buffer between the travel way and the bike lane on the south side of bridge.*
- Posted speed: 50 mph
- Maximum degree of curvature: 7°30' (R=763.95')
- Maximum grade: 6.00%
- Width of right of way: Approximately 150' from center line
- Major structures: Bridges
 - Bridge over the Mackay River on Torras Causeway/SR 25 SE
- Existing length of roadway segment: +/- 0.12

Proposed Design Features:

- Proposed typical section(s): *(Torras Causeway Bridge) Four – 12' travel lanes with 6' striped flush median, 13' outside shoulder on north side, and 6' bike lane with an 3' striped buffer between the travel way and the bike lane on the south side of bridge.*
- Proposed Design Speed Mainline: 50 mph
- Proposed Maximum Grade Mainline: 5.00% (exist) Maximum Grade Allowable: 6.00%
- Proposed Maximum Grade Side Street: N/A Maximum Grade Allowable: N/A
- Proposed Minimum Radius: (R=1200')
- Minimum Radius allowable: (R=758')
- Right of Way
 - Width: Remain within existing R/W
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (), Other ().
 - Number of parcels: 0 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: Torras Causeway Bridge over the Mackay River
 - Retaining walls: None
- Major intersections and interchanges:
 - None
- Traffic control during construction: Staged construction; Two (2) lanes of traffic in each direction to be maintained at all times except for approximately a two (2) month period.



- Design exceptions to controlling criteria anticipated:

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

- Design variances: N/A
- Environmental concerns: None Anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X)
 - Categorical Exclusion (Yes)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (No)
 - Environmental Impact Statement (EIS) (No)
- Utility involvements: AT&T – located under bridge on the north side.

Project responsibilities:

- Design – Thompson Engineering
- Right of Way Acquisition – None
- Relocation of Utilities – GDOT
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits – Contractor
- Providing detours – None

Coordination

- Initial concept meeting date: March 29, 2007
- Concept meeting date: June 7, 2007
- PAR meetings, dates and results: None anticipated
- FEMA, USCG, and/or TVA: Yes – only with USCG
- Public involvement: PIOH
- Local government comments: Desire to maintain four (4) lanes of traffic during

Project Concept Report Page 8
Project Number: CSBRG-0007-00(022)
P. I. Number: 0007022
County: Glynn County



construction.

- Other projects in the area: None
- Other coordination to date: None
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 4 Months.
- Time to complete preliminary construction plans: 3 Months.
- Time to complete right of way plans: N/A Months.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 2 Months.
- Time to complete to purchase right of way: N/A Months.
- List other major items that will affect the project schedule: N/A

Other alternates considered:

Alternate 1 – Realign the Torras Causeway to the south on new location. This Alternate would require constructing 3900 ft of new roadway and a 1335 ft long bridge. This Alternate would also require the existing "fishing piers" to be removed. This Alternate would cost approximately \$31,700,000.

Comments:

Attachments:

1. Cost Estimates:
 - a. Construction including E&C.
2. Typical sections
3. Bridge Inventory (see need and purpose)
4. Location and Design Notice
5. Traffic Counts (see need and purpose)
6. Accident Summary (see need and purpose)
7. Concept Team Meeting Minutes



PRELIMINARY COST ESTIMATE Torras Causeway

PREPARED BY: Thompson Engineering

PROJECT LENGTH: 0.12 MILES

ESTIMATED LETTING DATE:

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST - CSBRG-0007-00(022)			
A. RIGHT OF WAY			
1. PROPERTY (LAND & EASMENT)			\$0
2. DISPLACEMENTS; RES: #, BUS: #, M.H: #			\$0
3. OTHER COSTS			\$0
		SUBTOTAL A	\$0
B. UTILITIES			
1. TRANSMISSION LINES			\$2,000,000
2. DISTRIBUTION LINES			\$550,000
3. OTHER UTILITIES (GAS)			\$600,000
		SUBTOTAL B	\$3,150,000
C. CONSTRUCTION			
1. MAJOR STRUCTURES (BRIDGE)			
a. PROPOSED DECK	1	LUMP	\$13,709,500
b. FENDER SYSTEM	1	LUMP	\$1,000,000
c. DEMOLITION OF EXISTING BRIDGE DECK	1	LUMP	\$1,606,831
d. DEMOLITION OF EXISTING FISH PIERS	1	LUMP	\$366,750
		SUBTOTAL C-1	\$16,683,081
2. GRADING AND DRAINAGE			
a. EARTHWORK - GRADING COMPLETE		CY @ \$/CY	\$0
b. DRAINAGE		LS @ \$/LS	\$0
		SUBTOTAL C-2	\$0
3. BASE AND PAVING			
a. 12" GR AGGR BASE CRS		TN @ \$/TN	\$0
b. ASPHALT PAVING:			
1. SUPERPAVE BASE COURSE - 25mm, 4" depth		TN @ \$/TN	\$0
2. Superpave Binder Course - 19mm, 2" depth		TN @ \$/TN	\$0
3. Superpave Surface Course - 12.5mm, 1.5" depth		TN @ \$/TN	\$0
4. Rec. Asph. Conc. Leveling		TN @ \$/TN	\$0
		SUBTOTAL C-3 c	\$0
c. BITUMINOUS TACK COAT		GAL @ \$/GAL	\$0
d. MILLING, ASPH CONC., 1.5" DEPTH		SY @ \$/SY	\$0
		SUBTOTAL C-3	\$0
4. EROSION CONTROL			
a. SILT FENCE			



	1. TYPE C		LF@\$/LF		\$0
	2. MAINT. TYPE C		LF@\$/LF		\$0
			SUBTOTAL C-4 a.		\$0
	b. EROSION CONTROL MATS, SLOPES		SY@\$/SY		\$0
	c. GRASSING				
	1. PERMANENT GRASSING		AC@\$/AC		\$0
	2. TEMPORARY GRASSING		AC@\$/AC		\$0
	3. LIQUID LIME		GAL@\$/GAL		\$0
	4. FERTILIZER NITROGEN CONTENT		LB@\$/LB		\$0
	5. FERTILIZER MIXED GRADE		TN@\$/TN		\$0
	6. MULCH		TN@\$/TN		\$0
			SUBTOTAL C-4 c.		\$0
	d. WATER QUALITY MONITORING	1	EA@\$/EA	\$4,275	\$4,275
			SUBTOTAL C-4		\$4,275
	5. LUMP ITEMS				
	a. TRAFFIC CONTROL	1	LS@\$/LS	\$100,000	\$100,000
			SUBTOTAL C-5		\$100,000
	6. MISCELLANEOUS				
	a. MARKING				
	1. THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1	LM@\$/LM	\$1,394	\$1,394
	2. THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1	LM@\$/LM	\$1,409	\$1,409
	3. THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1	GLM@\$/GLM	\$940	\$940
	4. THERMOPLASTIC TRAF STRIPING, WHITE	500	SY@\$/SY	\$4	\$1,895
	5. THERMOPLASTIC TRAF STRIPING, YELLOW	500	SY@\$/SY	\$4	\$1,845
	b. GUARDRAIL				
	1. GUARDRAIL, TP T		LF@\$/LF		\$0
	2. GUARDRAIL, TP W		LF@\$/LF		\$0
	3. ANCHORS				
	a. GUARDRAIL ANCHORAGE, TP 1		EA@\$/EA		\$0
	b. GUARDRAIL ANCHORAGE, TP 6		EA@\$/EA		\$0
	c. GUARDRAIL ANCHORAGE, TP 12		EA@\$/EA		\$0
			SUBTOTAL C-6 b.		\$0
	c. TRAFFIC CONTROL				

Project Concept Report Page 11
 Project Number: CSBRG-0007-00(022)
 P. I. Number: 0007022
 County: Glynn County



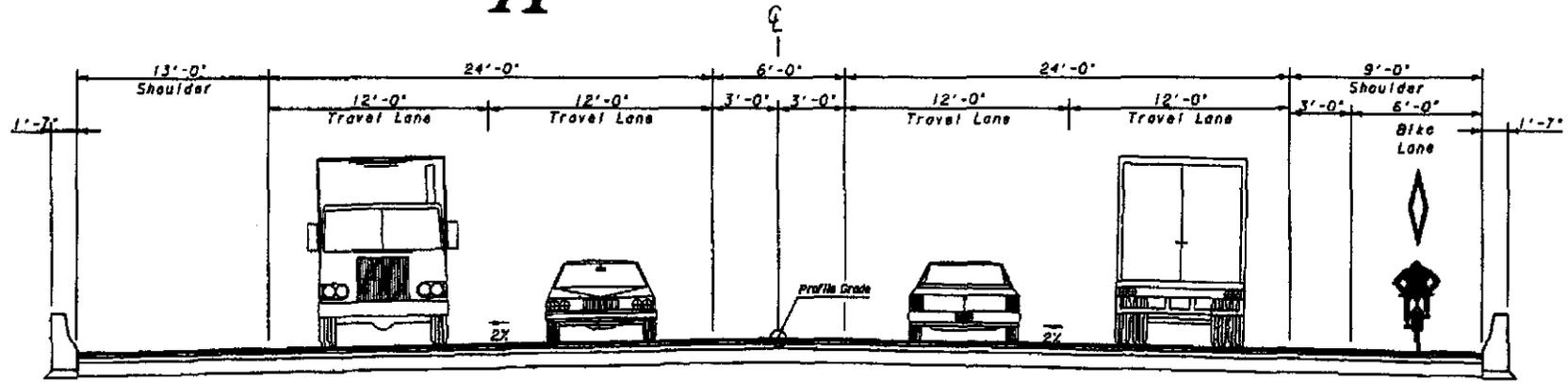
ESTIMATE SUMMARY				
A. RIGHT-OF-WAY				\$0
B. REIMBURSABLE UTILITIES				\$3,150,000
C. CONSTRUCTION				
1. MAJOR STRUCTURES				\$16,683,081
2. GRADING AND DRAINAGE				\$0
3. BASE AND PAVING				\$0
4. EROSION CONTROL				\$4,275
5. LUMP ITEMS				\$100,000
6. MISCELLANEOUS				\$19,483
SUBTOTAL CONSTRUCTION COSTS				\$19,956,839
E. & C.		10%	PER YEAR	\$1,995,684
		NUMBER OF YEARS:		
GRAND TOTAL CONSTRUCTION COST				\$21,952,522



SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSBRG-0007-00(022)		County: GLYNN		PI No.: 0007022	
Report Date:		Concept By: DOT Office: Office of Road and Airport Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Thompson Engineering			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input checked="" type="checkbox"/> Widening & Reconstruction	
				<input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

Typical Section #1



Urban 4-Lane 6' Flush Median With Bike Lane
Bridge Section

NOTICE OF LOCATION AND DESIGN APPROVAL

**CSBRG-0007-00(022), Glynn County
P. I. No. 0007022**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of Location Design Approval is:

The CR 582/Torras Causeway project over the Mackay River CSBRG-0007-00(022) proposes to modify the current bridge in order to widen the fender system under the bridge to prevent or minimize structure impacts to the fender system by waterway vessels. The existing bridge is a 4-lane structure with a narrow flush median.

The proposed plan for modifying the bridge is to lengthen the center span and adjacent spans as necessary to provide width for a wider fender system. This will result in maintaining two lanes of traffic in each direction during construction, except for a brief time when only one lane of traffic in each direction will be maintained. The method of stage construction has been carefully considered since the Torras Causeway is an evacuation route that is the only route between the mainland and St. Simons Island. The proposed final typical section includes four 12-foot travel lanes, a 6-foot center flush median, a 13-foot shoulder on the north side, and a 9-foot shoulder including a 6-foot bike lane on the south side.

Drawings or maps or plats of the proposed project as approved are on file and are available for public inspection at the Georgia Department of Transportation:

**Bryan Czech, Area Engineer
Georgia Department of Transportation
128 Public Safety Boulevard
Brunswick, Georgia 31525
Email: bryan.czech@dot.state.ga.us
Telephone: (912) 264-2747**

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

**Tony Collins, Assistant District Engineer/Preconstruction Engineer
Georgia Department of Transportation
District Five
Post Office Box 610
Jesup, GA 31598
204 North Highway 301
Jesup, Georgia 31546
Email: tony.collins@dot.state.ga.us
Phone: (912) 427-5715**

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

**FINAL CONCEPT TEAM MEETING
TORRAS CAUSEWAY OVER THE MACKAY RIVER
CSBRG-0007-00(022)
P.I. NO. 0007022**

MEETING MINUTES

ATTENDEES:

**Tony Collins, D5 GDOT District Preconstruction Engineer
Dennis Odom, D5 GDOT District Design Engineer
Christy Lovett, D5 GDOT Design Squad Leader (GDOT Project Manager)
Bryan Czech, D5 GDOT Area Engineer
James L. Brown, GDOT Maintenance
George Shenk, GDOT Utilities
Michael Carmichael, GDOT Construction
Will Murphy, GDOT Construction
Jim Bruner, Glynn County Engineer
David Pearce, Edwards-Pitman
Tom Franklin, GDOT Consultant
Jacky Free, AT&T
Mike Davis, J.B. Trimble
Mike Patrick, Thompson Engineering
Tom Harjung, Thompson Engineering**

This Final Concept Team Meeting was held at 1:30 pm in the GDOT Brunswick Area Office on June 7, 2007. Prior to the technical meeting, Christy Lovett welcomed the Listed Attendees and asked for introductions. Then Mike Patrick presented a summary of the status of the progress being made on the project.

Meeting Discussion

Mike Patrick reviewed the concept report and asked attendees to comment on any revisions/additions needed to prepare the final version of the concept report. All comments were noted by Mike Patrick and Tom Harjung for revising the report.

After reviewing the concept report, Tom Harjung presented a description of the proposed concept layout. Tom explained that this proposed concept was a return to the original plan by GDOT to reconstruct the center span and any other spans deemed necessary to allow for widening of the fender system under the bridge.

To plan for staged construction that would provide for four lanes of traffic (two lanes in each direction) during construction, the proposal was to widen the existing bridge approximately 4.5 feet on the north side for a length that included the length of the reconstructed spans plus taper lengths on each end. Even with this widening on the north

side, there will still be a brief time that only two lanes (one in each direction) can be maintained.

Mike Davis, bridge design engineer with J.B. Trimble, presented a detailed description with sketches of the unique construction process required to add the widening on the north side and reconstruct the spans while maintaining traffic.

Will Murphy, GDOT Assistant District Construction Engineer, stated that he believed that the proposed method for widening was workable and a creative way to perform the construction. He said that the contractor would have to be provided detailed special provisions for the construction process. Mike Davis said that these special provisions would be provided.

Mike Patrick and Tom Harjung agreed to consider all comments and questions that arose at the meeting as they prepared the final version of the concept report and revised concept layout.

Christy Lovett opened discussion about setting a date for the PIOH for this project. All agreed that the PIOH should be held in July 2007. Christy agreed to coordinate planning the date for the PIOH.

Christy adjourned the meeting at approximately 3:00 pm.