

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0007421  
CSNHS-0007-00(421)  
GDOT District 5 - Jesup  
McIntosh County  
I-95 @ SR 251/Briardam Road

**OFFICE** Design Policy & Support

**DATE** July 6, 2011

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** **APPROVED REVISED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Karon Ivery, District Engineer(acting), District Utilities Engineer  
Brad Saxon, District Preconstruction Engineer  
Matt Bennett, Project Manager  
Rodney Barry, Federal Highway Administration  
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**REVISED PROJECT CONCEPT REPORT**

Project Number: CSNHS-0007-00(421)

County: McIntosh

P. I. Number: 0007421

Federal Route Number: None

State Route Number: SR 251

Project CSNHS-0007-00(421) will consist of a 2-lane urban section including turn lanes where necessary, including a 16-foot urban shoulder with a 10-foot multi-use path on the south side and a 12-foot urban shoulder with a 5-foot sidewalk on the north side. The existing 2-lane bridge over I-95 will be replaced with a new 4-lane bridge which includes two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95. The typical section has been revised based on traffic capacity requirements, logical termini requirements, and also to implement the VE Study's recommendation letter dated May 15, 2008:

**Submitted for approval:**

DATE 3/8/2011

Brad Gowen  
Brad Gowen, The LPA Group, Inc. \*

DATE 3/15/2011

Bobby Hilliard / KLP  
Bobby Hilliard, State Program Delivery Engineer

DATE 3/16/2011

Michael Haithcock / KLP  
Michael Haithcock, Assistant State Program Delivery Engineer

DATE 3-22-2011

Matt Bennett  
Matt Bennett, Project Manager

**Recommendation for approval:**

DATE 4/18/2011

Glenn Bowman \*\* / KLP  
State Environmental Administrator

DATE 5/10/2011

Ben Rabun \*\* / KLP  
State Bridge Design Engineer

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

DATE 4-18-11

Cynthia L. Nauke  
State Transportation Planning Administrator

\* SUBMISSION ON FILE  
\*\* RECOMMENDATION ON FILE

## REVISED PROJECT CONCEPT REPORT

**Need and Purpose:** *(See attached Need and Purpose Re-evaluation dated September 17, 2010)*

**Project location:** The above project is located on SR 251 in McIntosh County at beginning mile log 11.8 west of the I-95 and continuing easterly to mile log 12.6. The proposed project length is 0.80 miles.

**Description of the approved concept:** Project CSNHS-0007-00(421) includes a 4-lane median divided urban section, including 4-foot bike lanes, 16-foot urban shoulder with 5-foot sidewalk on both sides along S.R. 251 beginning approximately 1250 feet west of the proposed mall entrance drive and ending approximately 2500 feet east of the northbound exit ramp of I-95. An urban shoulder is being utilized to reduce impacts to local businesses and the specimen Live Oak trees along S.R. 251. The existing 2-lane bridge over I-95 is to be replaced with a new six lane bridge which includes two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95.

**PDP Classification:** Major  Minor

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

**Functional Classification:** Rural Major Collector-SR 251

**U. S. Route Number(s):** None

**State Route Number(s):** SR 251  
SR 405 (I-95)

**Traffic (AADT) as shown in the approved concept:**

Base Year (2007): 12,760 Design Year (2027): 27,960

**Updated traffic data (AADT)\*:**

Base Year (2016): 7,800 Design Year (2036): 12,000

\*Traffic data reflects a correction in sample and growth rate from original data.

**Approved Programmed/Schedule:**

P.E.: 2010

R/W: 2011

Construction: 2013

**Benefit/Cost Ratio 0.11 (See attached Benefit/Cost Calculation dated November 19, 2010)**

**Is the project located in an Ozone Non-attainment area?    Yes ( )    No ( X )**

**Is the project in a PM2.5 Non-Attainment area?    Yes ( )    No ( X )**

<p><b>Approved Features:</b></p> <ul style="list-style-type: none"><li>• <i>Typical section</i></li></ul> <p>Construct a 4-lane divided urban section, including 4-foot bike lanes, 16-foot urban shoulder with 5-foot sidewalk on both sides along S.R. 251. The existing 2-lane bridge over I-95 was to be replaced with a new six lane bridge which included two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95.</p> <ul style="list-style-type: none"><li>• <i>Access Control</i></li></ul> <p>Design Variance not anticipated for access control.</p>	<p><b>Proposed Features:</b></p> <ul style="list-style-type: none"><li>• <i>Typical section</i></li></ul> <p>Construct a 2-lane urban section including turn lanes where necessary, including a 16-foot urban shoulder with a 10-foot multi-use path on the south side and a 12-foot urban shoulder with a 5-foot sidewalk on the north side. The existing 2-lane bridge over I-95 will be replaced with a new 4-lane bridge which included two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95.</p> <ul style="list-style-type: none"><li>• <i>Access Control</i></li></ul> <p>A Design Variance will be needed for the minimum 300 foot distance from the southbound exit ramp to the nearest driveway, from the northbound exit ramp to the nearest driveway, and from the northbound entrance ramp to the nearest driveway.</p>
<p><b>Reason for Change:</b> The typical section has been revised based on traffic capacity requirements, logical termini requirements, and the VE Study Recommendations. A Design Variance is recommended for the minimum 300 foot distance needed for control of access from the interstate ramps to driveways serving existing commercial property.</p>	

**Potential Environmental Impacts of Proposed Revision:** NO anticipated environmental effects.

**Have Proposed Revisions Been Reviewed by Environmental Staff? (X) Yes ( ) No**

**Environmental Responsibilities (Studies/Documents/Permits): GDOT**

<b>Updated Cost Estimate</b>	
Base Construction Cost	<b>\$12,916,167.24</b>
Engineering and Inspection	<b>\$645,808.36</b>
Fuel & Asphalt Adjustment	<b>\$953,226.88</b>
<u>Total Construction Cost</u>	<b>\$14,515,202.48</b>
Right-of-Way	<b>\$3,836,000</b>
Utilities (reimbursable)	<b>\$0</b>
Utility Contingencies	<b>\$0</b>
Lighting	<b>Included in Base Construction Cost</b>
Environmental Mitigation	<b>\$150,000.00</b>

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

Revised Concept Report Page 4

P.I. Number: 0007421

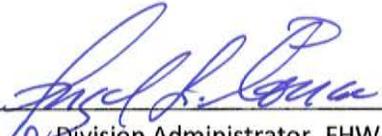
County: McIntosh

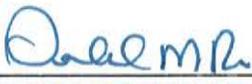
Attachments:

1. Location Map
2. Proposed Typical Section
3. Proposed Traffic Diagrams
4. VE Implementation Letter
5. Layout Sketch of Proposed Project
6. Cost Estimate
7. Need and Purpose Re-evaluation
8. Benefit/Cost Calculation
9. R/W Cost Estimate
10. Utility Cost Estimate
11. Fuel/Asphalt Adjustment
12. Mitigation Estimate
13. Project History
14. Lighting Agreement

**Full Oversight projects**

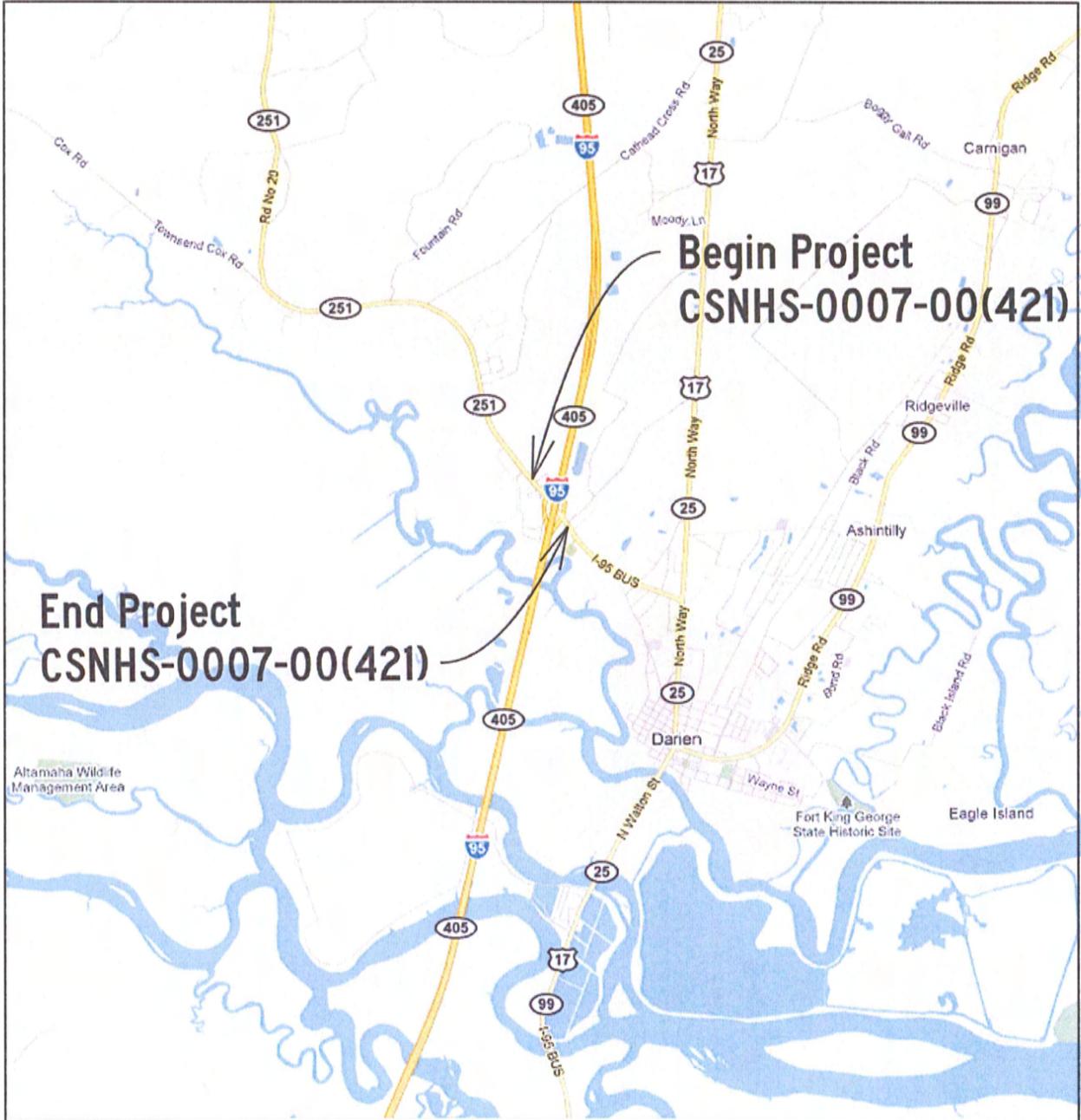
Concur:   
Director of Engineering

Approve:   
Division Administrator, FHWA

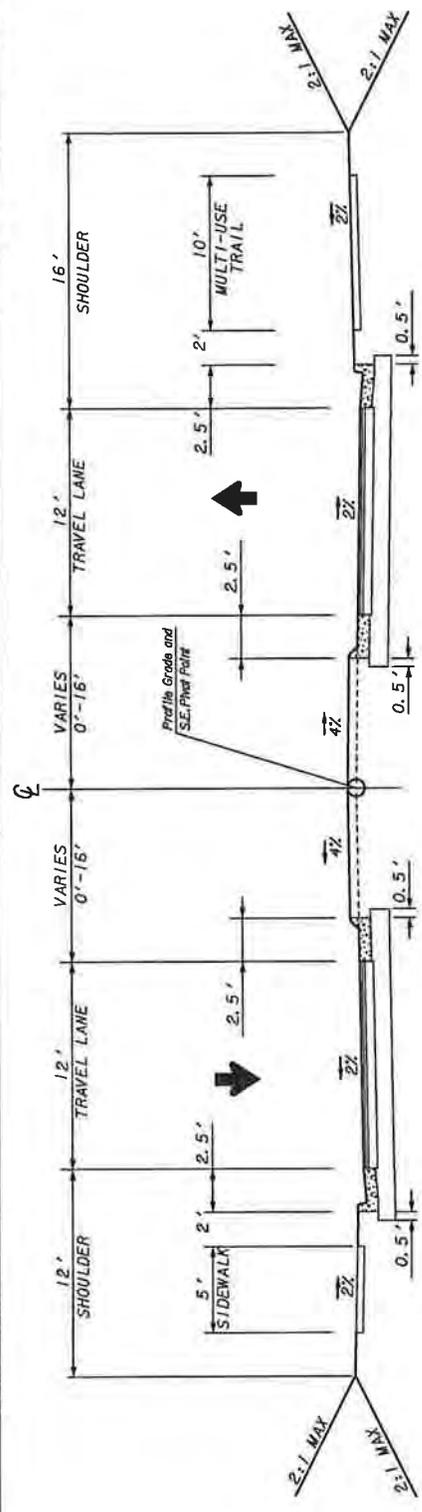
Approve:  Date: 6/24/2011  
Chief Engineer

Project Location Map

Project No. CSNHS-0007-00(421)

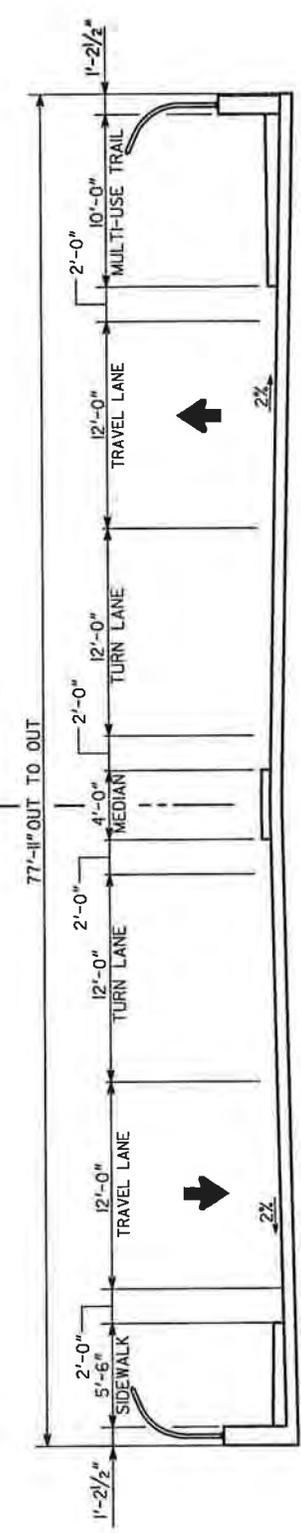


US STATE HIGHWAY 4000  
 PLATTEN, BR., BRIDGE  
 PLAN SCALE: 1"=40'-0"  
 COUNTY: WILKINSON  
 PROJECT NUMBER: CSMS-0007-007-011  
 SHEET NO. TOTAL SHEETS: 05-0



TANGENT SECTION  
SR 251

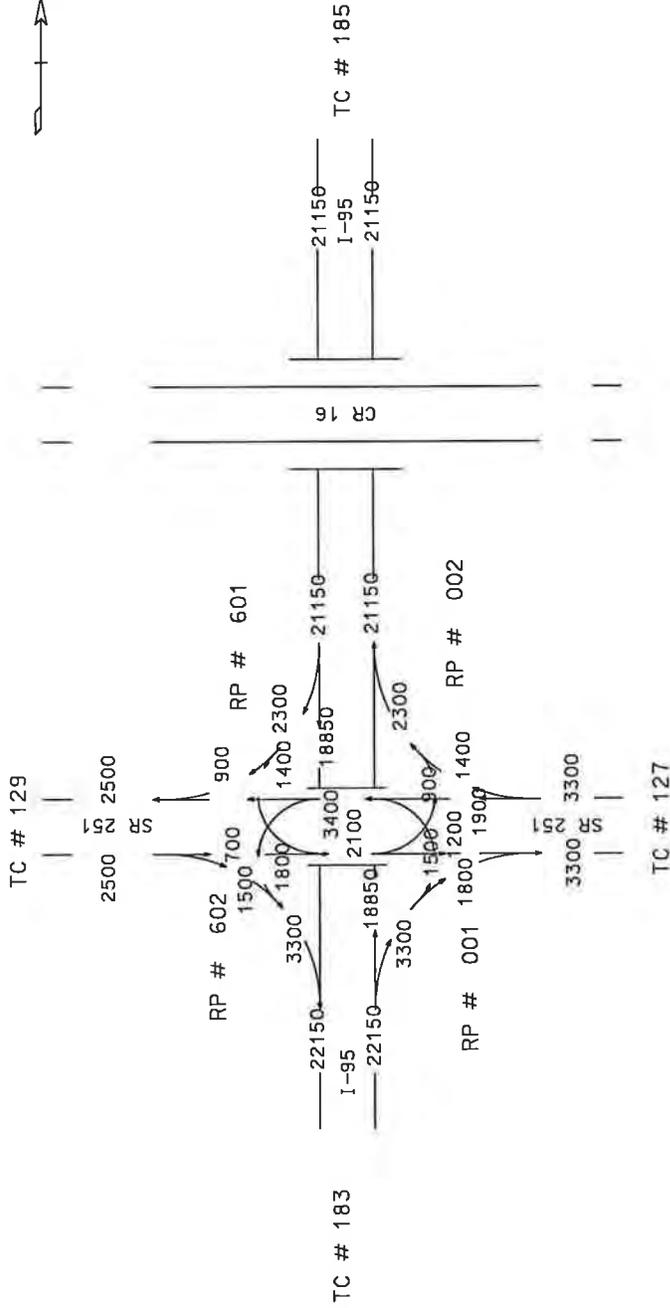
☉ BRIDGE AND PGL SR 251 (PROPOSED)



BRIDGE SECTION

THE LPA GROUP TRANSPORTATION CONSULTANTS NORTWICH, GEORGIA 30062 (770) 283-9116	REVISOR DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	<b>TYPICAL SECTION</b>	

MCINTOSH COUNTY



CSNHS-0007-00(421)  
 P.I. # 0007421  
 MCINTOSH COUNTY  
 I-95 @ SR 251/  
 BRIARDAM RD.  
 EXISTING 2009  
 TRAFFIC  
 AFE  
 01/2010



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP-2387(4) & CSNHS-0007-00(421) McIntosh **OFFICE:** Engineering Services  
P. I. Nos.: 542070 & 0007421  
I-95/S.R. 251 Interchange and S.R. 251 Widening/Reconstruction

**DATE:** May 15, 2008

**FROM:** Brian Summers, P.E., Project Review Engineer *RCW*

**TO:** Brent Story, P.E. State Road and Airport Design Engineer

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
<b>CSNHS-0007-00(421) McIntosh</b>				
<b>BRIDGE (BR)</b>				
BR-1	Use a 10' flush shoulder for bike and pedestrian traffic	\$20,654	No	There would be no continuity from the roadway typical section with sidewalk to the bridge typical section without a sidewalk.
BR-3	Use a 14' center turn lane with no separation	\$816,920	No	Since there would be back to back left turn lanes on the bridge, this would not adequately provide enough storage capacity for the high volumes of trucks during seasonal peak periods around the Outlet Mall. Would only allow for two trucks in the storage portion of the left turn lane and part of a truck in the taper portion of the left turn lane.

ALT No.	Description	Savings PW & LCC	Implement	Comments
<b>BRIDGE (BR) - continued</b>				
BR-4	Reduce distance to end bents to 20' and use pier protection and guardrails	\$259,936	No	This would place the end bents within the clear zone and would require guardrail protection. In addition, this would not match the typical sections on all other bridges crossing over I-95 on this corridor.
BR-5	Use MSE Walled Abutments	\$904,813	No	Based on updated costs for MSE Walls, the revised cost of the MSE Wall along with the re-design costs would result in a \$62,000 savings.
BR-9	Reduce end spans to 40'	\$469,138	No	The 60' end spans proposed are the shortest spans that can be used to keep the 2:1 maximum slope that was recommended in the Soil Survey.
<b>WALLS (WL)</b>				
WL-2	Use modular block walls in lieu of gravity walls	\$148,465	No	The North Wall will probably be eliminated based on another VE Alternative. This particular type wall is not approved for use with a parapet and a sidewalk. Based on an estimate of \$50/SF to modify the wall for a parapet and a sidewalk, the costs would essentially be the same for the Modular Block Wall and the Gravity Wall.
WL-3	Use tree pits in lieu of gravity wall for tree protection	Design Suggestion	No	This is not recommended since the long term survival of the oak trees is the primary goal.
<b>ROADWAY (RD)</b>				
RD-1	Use Asphaltic Concrete in lieu of Concrete Pavement	\$2,393,600	No	Based on recommendations from the Pavement Design Committee, Rigid Concrete Pavement is proposed. Additionally, a Life Cycle Cost Analysis (LCCA) was done that supports the use of Rigid Concrete.

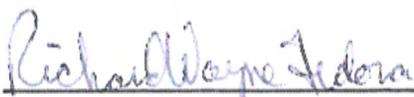
ALT No.	Description	Savings PW & LCC	Implement	Comments
<b>ROADWAY (RD) - continued</b>				
RD-4	Relocate new Mall Entrance	\$7,012,500	No	Based on more accurate Right of Way costs from the GDOT R/W Office the savings would be \$868,000 however, there have been numerous negotiations with the mall owners to come to the design as shown and the current configuration was shown at the PIOH on January 2008.
RD-7	Use a Raised Median section east of I-95	\$128,041	No	The raised median was opposed by McIntosh County officials and citizens and the Department agreed to limit the raised median lengths to just the interchange area and to use a five lane section elsewhere.
RD-9	Use a 12' shoulder in all urban sections	\$687,744 (proposed) \$343,872 (actual)	Yes/partial	A 12' shoulder will be utilized on the North side of S.R. 251 and a 16' shoulder will be utilized on the South side of S.R. 251 to better accommodate McIntosh County's desire for bicycle accommodations.
RD-11	Modify control radii on entrance ramps	Design Suggestion	Yes	This should be done.
RD-12	Reduce GAB thickness for Concrete Pavement	\$157,297	No	The Office of Materials and Research Pavement Design Section recommends 12" GAB be used on this project.
<b>STP-2387(4) McIntosh</b>				
RD-21	Delete the Bike Lanes	\$750,354	No	This does not apply since RD-23 will be implemented.
RD-22	Use Divided Median section west of I-95	\$5,580	No	The Department agreed to limit the raised median lengths to just the interchange area and to use a five lane section elsewhere.
RD-23	Use multi-use trails	\$241,674	Yes	A multi-use trail will be used on the South side of S.R. 251 to U.S. 17.

ALT No.	Description	Savings PW & LCC	Implement	Comments
<b>ROADWAY (RD) - continued</b>				
RD-24	Use 12' shoulders in all urban sections	\$1,465,408 (proposed) \$732,704 (actual)	Yes/partial	A 12' shoulder will be utilized on the North side of S.R. 251 and a 16' shoulder will be utilized on the South side of S.R. 251 to better accommodate McIntosh County's desire for bicycle accommodations.
RD-26	Use a single cell precast CONSPAN in lieu of box culvert at Horse Creek	\$132,483	No	Based on a more detailed cost estimate the CONSPAN structure will actually cost more than extending the existing culvert.

A meeting was held on April 4, 2008 to discuss the above recommendations. Carlos Figueroa with the Federal Highway Administration, Alan Rainer and Brad Gowan with the LPA Group, Brent Story, Jim Simpson, Matt Sanders, and Jack Grant with Road Design and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Additional information was provided by the Project Manager on May 15, 2008.

Approved:  Date: 5/17/08  
**Gerald M. Ross, P. E., Chief Engineer**

Approved:  Date: 6/30/2008  
**Rodney Barry, P.E., FHWA Division Administrator**

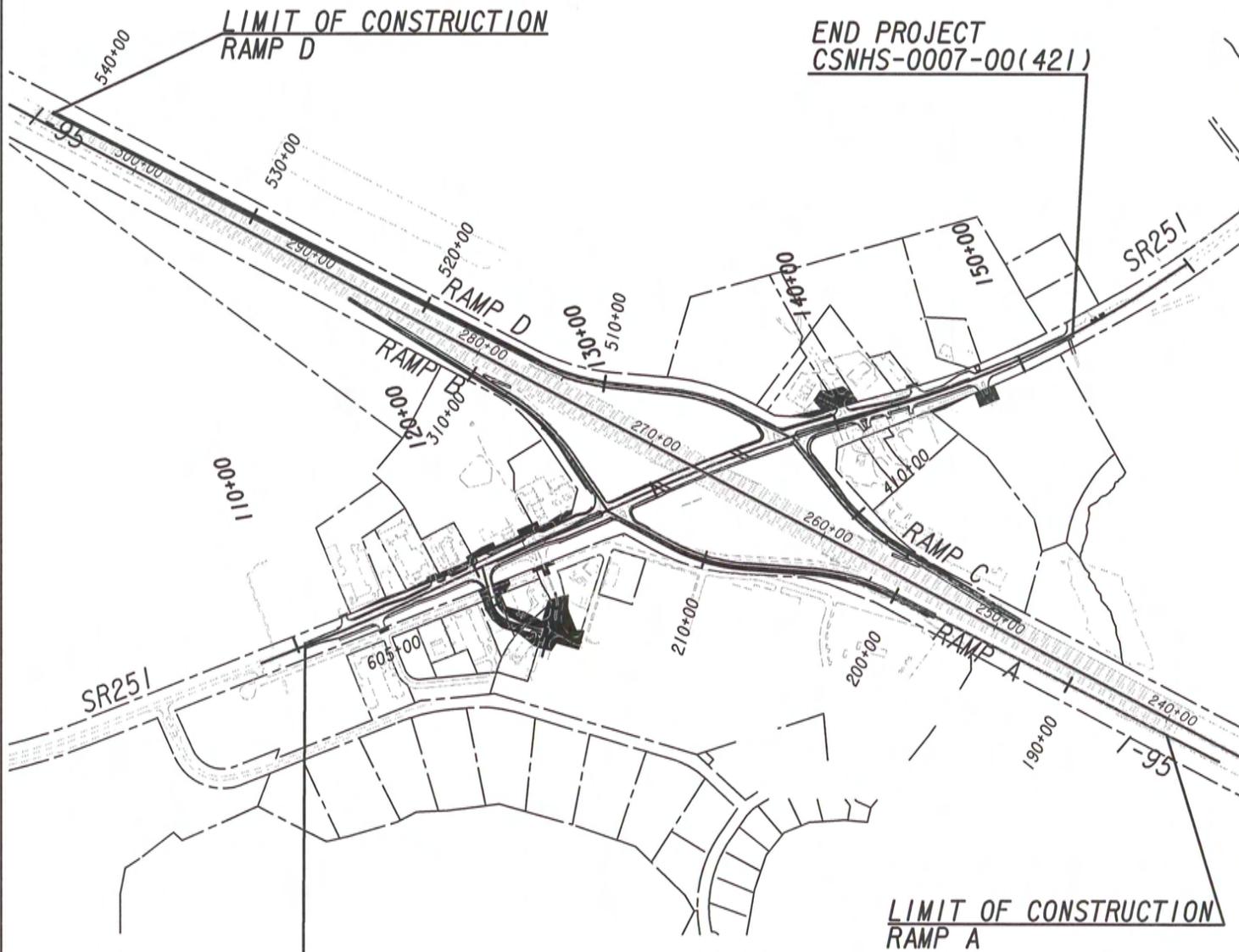
BKS/REW

Attachments

c: R. Wayne Fedora  
Carlos Figueroa

**STP-2387(4) & CSNHS-0007-00(421) McIntosh**  
**P.I. Nos. 542070 & 0007421**  
**VE Study Implementation**  
**Page 5.**

Todd Long  
James Magnus  
Brian Czech  
Jim Simpson  
Matt Sanders  
Jack Grant  
Paul Liles  
Bill Ingalsbe  
Bill Duvall  
Jennifer Harris-Dunham  
Phillip Alimia  
Shonnell Gibbs  
Lisa Myers



**BEGIN PROJECT**  
CSNHS-0007-00(421)

**END PROJECT**  
CSNHS-0007-00(421)

**CONCEPTUAL LAYOUT**  
**I-95/SR 405 INTERCHANGE**  
**PROJECT NO. CSNHS-0007-00(421)**  
**PI NO. 0007421**  
**McINTOSH COUNTY**

STATE HIGHWAY AGENCY

DATE : 01/06/2011  
PAGE :

JOB ESTIMATE REPORT

JOB NUMBER : 0007421  
DESCRIPTION: I-95 @ SR 251/BRIARDAM RD.

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SPEC YEAR: 01

COST GROUPS FOR JOB 0007421

COST GROUP	DESCRIPTION	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
STRO	STRUCTURES, OTHER (SF)				31824.000	90.00000	2864160.00	Y
RMVL	REMOVALS (LS)				1.000	200000.00000	200000.00	Y
ACTIVE COST GROUP TOTAL							3064160.00	
INFLATED COST GROUP TOTAL							3064160.00	

ITEMS FOR JOB 0007421

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - CSNHS-0007-00(421)	1.000	1250000.00	1250000.00
0010	150-5010		EA	TRAF CTRL,PORTABLE IMPACT AITN	8.000	9070.76	72566.08
0015	150-9011		HR	TR CT-WORKZONE LAW ENF-CTR BIDS	200.000	58.84	11769.83
0020	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	77815.22	77815.23
0025	210-0100		LS	GRADING COMPLETE - CSNHS-0007-00(421)	1.000	1500000.00	1500000.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	44000.000	14.61	642865.08
0035	318-3000		TN	AGGR SURF CRS	1500.000	15.87	23810.42
0039	400-3402		TN	ASPH CONC 19MM SMA, GP2,INCL P-MEM&HL	350.000	104.00	36400.00
0040	400-3604		TN	ASPH CONC 12.5 MM SMA,GP2, INCL P-MEM&HL	350.000	104.29	36502.02
0045	400-3624		TN	ASPH CONC 12.5 MM PEM,GP2, INCL P-MEM&HL	700.000	81.75	57226.86
0050	402-1812		TN	RECYL AC LEVELING,INC BM&HL	1100.000	68.28	75112.11
0060	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	6600.000	56.06	370030.19
0065	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	2200.000	63.75	140263.22
0070	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	8650.000	56.97	492846.03
0075	413-1000		GL	BITUM TACK COAT	4000.000	2.30	9218.44
0085	436-1000		LF	ASPH CONC CURB - 5"	4000.000	11.37	45515.12
0090	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	900.000	37.94	34150.87
0095	441-0104		SY	CONC SIDEWALK, 4 IN	2300.000	25.82	59394.19
0100	441-0748		SY	CONC MEDIAN, 6 IN	2250.000	36.56	82270.26
0105	441-5002		LF	CONC HEADER CURB, 6", TP 2	1800.000	11.37	20482.61
0110	441-6022		LF	CONC CURB & GUTTER, 6"X30"TP2	12200.000	14.09	171914.23
0115	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	40.000	170.37	6814.96
0119	550-1160		LF	STM DR PIPE 18",H 1-10	3900.000	25.65	100048.42
0120	641-1100		LF	GUARDRAIL, TP T	90.000	61.54	5539.19
0125	641-1200		LF	GUARDRAIL, TP W	5020.000	13.77	69168.12
0130	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	8.000	593.58	4748.69
0135	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	3.000	1820.62	5461.88
0140	503-3101		CY	CLASS A CONCRETE	157.000	362.92	56978.98
0145	511-1000		LS	BAR REINF STEEL	22927.000	0.68	15807.48
0150	681-6646		EA	LUMINAIRE,TP A, 250W,HP SODIUM	12.000	425.00	5100.00
0155	682-1404		LF	CABLE, TP XHHW, ARG NO 1C	11380.000	0.62	7146.87

STATE HIGHWAY AGENCY

DATE : 01/06/2011  
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JOB ESTIMATE REPORT

ITEM NO	DESCRIPTION	QTY	UNIT	AMOUNT	AMOUNT	AMOUNT
0160	LF 682-1406			41965.000	1.08	45664.63
0165	LF 682-1407			8970.000	1.59	14308.59
0170	LF 682-1408			5650.000	2.25	12719.73
0175	LF 682-6110			800.000	7.72	6183.62
0180	LF 682-6115			820.000	10.24	8404.18
0185	LF 682-6120			110.000	13.10	1441.75
0190	LF 682-6219			260.000	4.31	1123.15
0195	LF 682-6221			8020.000	5.98	47991.52
0200	LF 682-6222			100.000	7.01	701.86
0205	LS 682-9000			10000.00	10000.00	10000.00
0210	LS 682-9000			10000.00	10000.00	10000.00
0215	EA 682-9000			1888.60	16997.44	16997.44
0220	EA 682-9021			4.000	524.55	2098.24
0225	EA 682-9023			16.000	15304.51	244872.31
0230	EA 683-1101			64.000	730.42	46747.31
0235	EA 683-6586			15.000	67.14	1007.13
0240	EA 653-0120			5.000	81.45	407.29
0245	EA 653-0130			5.000	87.93	439.67
0250	EA 653-0170			6625.000	0.39	2596.67
0255	EA 653-1501			1950.000	0.44	862.27
0260	EA 653-1502			300.000	3.69	1109.52
0265	EA 653-1704			3350.000	1.72	5764.14
0270	EA 653-1804			480.000	0.36	177.36
0275	EA 653-3501			80.000	3.19	255.78
0280	EA 653-6004			1025.000	2.85	2928.35
0285	EA 653-6006			80.000	4.66	372.86
0290	EA 654-1001			230.000	4.18	961.63
0295	EA 654-1003			16825.000	2.92	49206.90
0300	EA 657-1054			3400.000	4.24	14417.29
0305	EA 657-1084			300.000	19.01	5704.76
0310	EA 657-1244			1350.000	2.69	3632.58
0315	EA 657-3054			4175.000	12.09	50489.36
0320	EA 657-5001			460.000	20.55	9455.08
0325	EA 657-5002			10.000	621.38	6213.89
0330	EA 657-5003			25.000	422.69	10567.42
0335	EA 657-5017			6750.000	3.25	21960.92
0340	EA 657-6054			3400.000	6.28	21368.80
0345	EA 657-9122			400.000	37.59	15037.50
0350	EA 550-1240			1700.000	41.70	70899.23
0355	EA 550-1300			500.000	24.58	12291.15
0360	EA 550-2180			29000.000	100.00	2900000.00
0365	EA 430-0610			16.000	747.53	11960.54
0370	EA 550-3318			7.000	480.47	3363.34
0375	EA 550-4218			3.000	584.86	1754.61
0380	EA 550-4224			1000.000	12.35	12351.06
0385	EA 573-2006			350.000	38.13	13346.41
0390	EA 603-1012			350.000	3.46	1214.33
0395	EA 603-7000			3200.000	22.57	72242.59
0400	EA 620-0100			4.000	11244.11	44976.44
0405	EA 632-0003			6000.000	7.31	43900.56
0410	EA 643-5000					

STATE HIGHWAY AGENCY

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JOB ESTIMATE REPORT

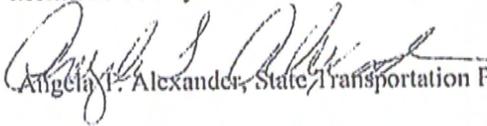
ITEM	DESCRIPTION	QTY	UNIT	EST. PRICE	TOTAL
0415	EA GATE, WOVEN WIRE - 8 FEET WIDE	4.000		559.50	2238.00
0420	EA CATCH BASIN, GP 1	42.000		2103.00	88326.07
0425	EA STORM SEW MANHOLE, TP 1	5.000		1845.64	9228.24
0430	EA JUNCTION BOX	5.000		1566.83	7834.17
0435	AC TEMPORARY GRASSING	4.000		480.65	1922.63
0440	EA CONSTRUCTION EXIT	6.000		1115.39	6692.37
0445	EA CONSTR AND REMOVE SILT CONTROL GATE, TP 3	5.000		381.46	1907.33
0450	LF CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	1000.000		10.82	10823.97
0455	LF CONSTR AND REMOVE BALED STRW EROSION	2000.000		3.59	7182.66
0460	EA CHK	42.000		159.21	6686.90
0465	LF CONTS & REM INLET SEDIMENT TRAP	3000.000		0.60	1829.82
0470	LF MAINT OF TEMP SILT FENCE, TP A	10000.000		0.60	6097.10
0475	LF MAINT OF TEMP SILT FENCE, TP C	1000.000		1.34	1346.13
0480	EA MAINT OF BALED STRAW EROSION CHECK	5.000		145.94	729.73
0485	EA MAINT OF SILT CONTROL GATE, TP 3	6.000		617.85	3707.13
0490	EA MAINT OF INLET SEDIMENT TRAP	42.000		53.16	2232.74
0495	EA WATER QUALITY MONITORING AND SAMPLING	2.000		610.70	1221.42
0500	MO WATER QUALITY INSPECTIONS	30.000		480.77	14423.30
0505	LF TEMPORARY SILT FENCE, TYPE A	6000.000		1.98	11938.86
0510	LF TEMPORARY SILT FENCE, TYPE C	20000.000		2.84	56818.00
0515	TN MULCH	200.000		196.59	39318.62
0520	AC PERMANENT GRASSING	14.000		605.92	8482.96
0525	TN AGRICULTURAL LIME	63.000		60.19	3792.27
0530	GL LIQUID LIME	53.000		18.46	978.62
0535	TN FERTILIZER MIXED GRADE	10.000		394.11	3941.11
0540	LB FERTILIZER NITROGEN CONTENT	1100.000		2.12	2338.73
0545	SY EROSION CONTROL MATS, SLOPES	25000.000		0.88	22121.50
0550	SY PLAIN CONC DITCH PAVING, 4 IN	4300.000		27.67	118992.57
0575	LF PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	6000.000		3.65	21910.14
0580	LF HIGH STR PVMT REINF FABRIC, 18 IN WIDTH	280.000		4.38	1228.56
ITEM TOTAL					9852007.23
INFLATED ITEM TOTAL					9852007.23
TOTALS FOR JOB C007421					12916167.24
ESTIMATED COST:					0.00
CONTINGENCY PERCENT ( 0.0 ):					12916167.24
ESTIMATED TOTAL:					

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. 542070, 0007421  
McIntosh County

**OFFICE:** Planning  
**DATE:** September 17, 2010

**FROM:**  Angela P. Alexander, State Transportation Planning Administrator

**TO:** Bobby Hilliard, Office of Program Delivery  
Attn: Matt Bennett

**SUBJECT:** **Need and Purpose Re-evaluation**  
PI 542070 (State Route 251 from King Swamp road to SR 25/US 17)  
PI 0007421 (I-95 at SR 251/ Briardam Road)

As requested by the Office of Program Delivery, the Office of Planning has revised the Need and Purpose Statements for P.I.s 542070 and 0007421, please see attachment.

If you have any questions or need additional information, please contact Krystal Fowler at (404) 631-1810.

Attachment

ATA:ksf

**Need & Purpose Statement**  
**McIntosh County**  
**STP00-2387-00(004)**  
**P.I. 542070**  
**State Route 251 from King Swamp Road to SR 25/US 17**  
**CSNIIS-0007-00(421)**  
**P.I. 0007421**  
**I-95 at SR 251/ Briardam Road**

**Background**

State Route (SR) 251 is a two-lane two way road classified as a rural major collector and is one of the two east-to-west State Routes and hurricane evacuation routes in McIntosh County. SR 251 also has an interchange at Interstate 95 (I-95), which is currently under construction to widen I-95 from 4 to 6 lanes. According to the 2007 Concept Report, PI 0007421 was originally programmed to accommodate the widening of SR 251 but also included ramp upgrades due to the I-95 widening.

Currently, within a half mile west of the SR 251/I-95 interchange, there are multiple businesses that cater to travelers such as service stations, convenience stores, truck stops, restaurants, hotels and a major regional outlet mall. Less than a mile west of the interchange, on SR 251, is the McIntosh County Industrial Park. Due primarily to these developments and the traffic associated with them, improvements are needed along SR 251 between King Swamp Road and SR 25/US 17.

**Traffic Data**

Using design traffic counts, the 2009 Average Annual Daily Traffic (AADT) along SR 251 between King Swamp Road and SR 25 was approximately 6,600. Future projected (2036) traffic volumes within the study limits range between 9,500 and 12,000. Historical traffic data, over a ten year span, provided a trend that showed an average 2% annual growth in AADT along SR 251 between King Swamp Road and SR 25/US 17, with the largest part of the growth occurring at the Outlet entrance on eastward to SR 25/US 17 at 3.11%. Just west of the Outlet entrance, the growth dropped to just below 1% and traffic volumes were nearly half that of the volumes east of the Outlet entrance.

Using HCS, SR 251 currently operates at a Level of Service (LOS) B and for future no-build 2036 will operate at LOS C.<sup>1</sup> Roadways operating at LOS C or better are considered to be operating with favorable conditions. A future no-build LOS C shows there is no capacity need along this section of SR 251.

A no-build Synchro analysis was done using projected 2036 traffic volumes to analyze the intersections within the project limits. Three intersections were identified as operating at less than favorable conditions, which are considered to be a LOS less than C. Those intersections

<sup>1</sup> SR 251 was analyzed as a Class II roadway in HCS due to the low vehicle to capacity ratio (v/c) being less than 0.5 and a posted speed limit of only 45mph within the project limits.

were SR 251 @ Outlet Center Entrance (LOS F); SR 251 @ I-95 SB on ramp (LOS E) and SR251 @ US 17/SR 25 (LOS F)<sup>2</sup>. An intersection LOS below a C can be attributed to vehicle delay which could result from lack of turning lanes and/or traffic signals. The remaining intersections operated at LOS C or better.

### Crash Data

The most recently available crash data (for the years 2006, 2007, and 2008) was analyzed on State Route 251 both east and west of I-95. Table 1 compares the calculated crash rates on State Route 251 to statewide crash rates. The crash rates were under the statewide average for all three years. The injury rates exceeded the statewide average for 2007 and 2008 as well as the fatality rate for 2008, however the number of incidents were less than 5.

Table - 1

SR 40	2006		2007		2008	
	SR 251	State	SR 251	State	SR 251	State
Crash Rate	86	203	57	203	94	194
Injury Rate	0	73	151	72	113	68
Fatality Rate	0	3.56	0	3.55	18.89	3.39

### Projects in the Area

The following project is located within the area:

- PI # 51125 – I-95 from 1 mile North of SR 251 To SR 57 - 8 Lanes
- PI # 511072 – I-95 from Altamaha River/Glynn County To 1 mile North Of SR 251 - 8 Lanes

### Logical Termini/ Need and Purpose

SR 251 between King Swamp Road and SR 25/US 17 currently operates with a favorable LOS of B for existing conditions and LOS C for future no-build. Although there is no capacity need within the project limits, the intersection analysis showed an issue with delay at three intersections having a LOS of F or worse. Without operational improvements, the intersections along SR 251 at the Outlet Center Entrance, I-95 SB on ramp, and the SR 25/US 17 intersections will operate at less than favorable conditions. The need for operational improvements begin at King Swamp Road and end at SR 25/ US 17. Improvements at the SR-251/I-95 Interchange are warranted to accommodate the recent widening of I-95.

<sup>2</sup> Note: there are no left-turn lanes or traffic signals provided throughout the project limits.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**OFFICE:** Planning

**DATE:** November 19, 2010

**FROM** *Cindy Van Dyke*  
Cindy Van Dyke, Assistant State Transportation Planning Administrator

**TO** Bobby Hilliard, P.E., State Program Delivery Engineer

**ATTN** Matt Bennett, Project Manager

**SUBJECT** Benefit/Cost Calculation- I-95 @ SR 251/Briardam Road, P.I. No. 00074210

The Office of Planning is providing the Benefit/Cost Calculation for Project ID No. 0007421. Based on the November 17, 2010 review and Synchro model provided by District 5 staff, the Benefit/Cost for this project is 0.11, as calculated in the attached documentation.

The B/C ratio should not be used to determine the project's importance or need. A project's need is articulated in the need and purpose statement. A project's importance can be determined based on the project's schedule in the Construction Work Program and/or STIP.

If any changes occur to the proposed concept, please notify this office immediately. If you have any questions, please call Krystal Fowler at (404) 631-1810.

CLV:ksf

cc: Genetha Rice-Singleton

Enclosure



### GDOT Benefit-Cost Calculator

enter information in green cells

**Project Information**  
 ID: 0007421  
 Description: I-95 @ SR 251/Briardam Road

**Cost Estimate**  
 Date of estimate: 9/29/2010 - 11/8/2010  
 PE cost: \$ 896,656  
 ROW cost: \$ 3,836,000  
 UTILITY cost: \$ 1,444,000  
 CST cost: \$ 13,285,023  
**Total \$ 19,461,678**

**Traffic in 2036**  
 Design traffic provided by GDOT (2009 traffic) : Analysis in Synchro 7; Signals added and optimized

**Without project (nobuild)**  
 Annual VMT: 138,700  
 Annual VHT: 13,505  
 Average speed (mph): 10

**With project (build)**  
 Annual VMT: 138,700  
 Annual VHT: 7,665  
 Average speed (mph): 18

Parameters	Default	Override	Used
Analysis year	2036	2036	2036
Discount rate	4.0%		4%
Design life (years)	25	20	20
Base year of cost estimate	N/A	2010	2010
Current CST program year	N/A	2016	2016
Fuel price (\$/gallon)	3.22		3.22
Fuel economy (mpg)	18.03		18.03
Value of auto travel (\$/hr)	13.75		13.75
Value of truck travel (\$/hr)	72.65		72.65
Percent trucks	12%		12%
Include GSP benefits	No		No

<b>Costs</b>		
Total cost	\$	19,461,678
Annualized cost	\$	1,113,764
<b>Auto Delay Costs</b>		
Nobuild	\$	163,411
Build	\$	92,747
Auto delay savings	\$	70,664
<b>Truck Delay Costs</b>		
Nobuild	\$	117,737
Build	\$	66,823
Truck delay savings	\$	50,913
<b>Fuel Costs</b>		
Nobuild	\$	24,771
Build	\$	24,771
Fuel cost savings	\$	-
<b>Change in GSP</b>		
Auto delay cost adjustment		NA
Truck delay cost adjustment		NA
Fuel cost adjustment		NA
Total benefit adjustment		NA
<b>Benefits in 2036</b>	\$	121,577
<b>Benefit-Cost Ratio</b>		0.11

**Notes**  
 Project evaluation is based on interchange improvements and horizontal and vertical clearance issues. This is not a capacity project and therefore greatly affects the B-C ratio. CST cost has been updated and differs from what is in Tpro.

## GDOT Benefit-Cost Equations

### 1. Annualized Cost

$$A = P \times \frac{i}{1 - (1 + i)^{-n}}$$

where

A	annualized cost
P	total cost (PE + ROW + CST)
n	design life
i	discount rate

### 2. Auto Delay Savings

$$DC_A = (VHT_{NB} - VHT_B) \times (1 - T) \times Value_A$$

where

DC <sub>A</sub>	auto delay cost savings
VHT <sub>NB</sub>	vehicle hours traveled in 2035 - no build
VHT <sub>B</sub>	vehicle hours of travel in 2035 - build
T	percent of traffic consisting of trucks
Value <sub>A</sub>	value of time for autos

### 3. Truck Delay Savings

$$DC_T = (VHT_{NB} - VHT_B) \times T \times Value_T$$

where

DC <sub>T</sub>	truck delay cost savings
VHT <sub>NB</sub>	vehicle hours traveled in 2035 - no build
VHT <sub>B</sub>	vehicle hours of travel in 2035 - build
T	percent of traffic consisting of trucks
Value <sub>T</sub>	Value of time for trucks

### 4. Fuel Cost Savings

$$FC = (VMT_{NB} - VMT_A) \times \left( \frac{Fuel\ Price}{Fuel\ Economy} \right)$$

where

FC	fuel cost savings
VMT <sub>NB</sub>	vehicle hours of travel in 2035 - no build
VMT <sub>B</sub>	vehicle hours of travel in 2035 - build

### 5. Change in gross state product

$$GSP = (DC_A \times 0.0000071) + (DC_T \times 0.0000701)$$

where

GSP	Change in GSP
DC <sub>A</sub>	auto delay cost savings
DC <sub>T</sub>	truck delay cost savings

### 6.a Benefits with no GSP component

$$Benefits = DC_A + DC_T + FC$$

where

DC <sub>A</sub>	auto delay cost savings
DC <sub>T</sub>	truck delay cost savings
FC	fuel cost savings

### 6.b. Benefits with GSP component

$$Benefits = 0.7 \times (FC_A + DC_A) + GSP$$

where

FC <sub>A</sub>	auto fuel cost savings
DC <sub>A</sub>	auto delay cost savings

### 7. Benefit-Cost Ratio

$$B/C = \frac{Benefits}{Annualized\ Cost}$$

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence

**FILE** R/W Cost Estimate **OFFICE** Atlanta  
**DATE** September 29, 2010

**FROM** Phil Copeland, Right of Way Administrator  
LaShone Alexander, Right of Way Cost Estimator

**TO** Matt Bennett, Project Manager

**SUBJECT** **Preliminary Right of Way Cost Estimate**  
**Project: Mc Intosh County NHS-000-(421)**  
**P.I. No.: 0007421**  
**Description: Widening and reconstruction of SR 251**

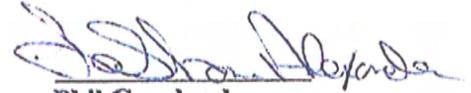
As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request.  
**Please include total Required R/W areas for the entire corridor in all future requests.**

If you have any questions, please contact LaShone Alexander at  
One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308,  
Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:GAM  
Attachments  
c: File

# Preliminary Right of Way Cost Estimate



**Phil Copeland**  
 Right of Way Administrator  
 By: LaShone Alexander

**Date:** September 29, 2010  
**Project:** NHS-0007-00(421) McIntosh County  
**Existing/Required R/W:** Varies/Varies  
**Project Termini:** North of Interchange @ I-95 and SR 251 at station #120+00 and extends South to station # 147+00 along SR 251  
**Project Description:** Widening and reconstruction of SR 251

**P.I. Number:** 0007421  
**No. Parcels:** 22

<b>Land:</b>		
Commercial R/W: 65,751 sf @ \$8.00/sf		\$ 526,008
Permanent Easement R/W: 48,846 sf @ \$8.00/sf @ 50%		\$ 195,384
		<u>\$ 721,392</u>

<b>Improvements :</b> businesses, landscaping, misc. site improvements		\$ 800,000
--	--	------------

<b>Relocation:</b> Residential (0)	\$	
Commercial (1)	<u>\$25,000</u>	\$ 25,000
<b>Damage :</b> Proximity (0)	\$0	
Consequential (0)	\$0	
Cost to Cure (0)	\$0	
		<u>\$ 800,000</u>
Net Cost		\$ 1,546,392

Net Cost		\$ 1,546,392
Scheduling Contingency	55 %	850,515
Adm/Court Cost	60	<u>1,438,144</u>
		\$ 3,835,052

**Total Cost \$ 3,836,000**

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CSNHS-0007-00(421), McIntosh County  
OFFICE Jesup  
P.I. # 0007421 (I-95 @SR-251/Briardam Road)

DATE 10/22/2010

**FROM** Karon L. Ivery, District Utilities Engineer

**TO** Bobby Hilliard , P.E., State Roadway Design Engineer  
Attention: Matt J. Bennett, Project Manager

**SUBJECT** Up-dated PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with an Up-dated Preliminary Utility Cost estimate for each utility with facilities potentially located within the above project limits.

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Atlanta Gas Light	\$ 180,000.00		
City of Darien	\$ 600,000.00 *		See asterisk below
Georgia Power Distribution	\$ 100,000.00		
Georgia Power Transmission	\$1,008,000.00		
Totals	\$1,888,000.00	\$ 0.00	
Total Reimbursement		\$ 0.00	

\* A portion of or all cost could be reimbursable if the City of Darien requests and obtain utility aid from the Department.

CC; James Kennerly, P.E. The LPA Group, Inc.  
Angle Robinson, Office of Financial Management;  
Lee Upkins, State Utilities Preconstruction Engineer  
District Office File  
Utilities Office File

P.I. Number 7421

County McIntosh

Project Number CSNHS-0007-00(421)

**Special Provision, Section 109-Measurement and Payment  
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.933
ENTER FPM DIESEL	6.599

ENTER FPL UNLEADED	2.62
ENTER FPM UNLEADED	5.895

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	20695.000	0.29	6001.55	0.15	3104.25	
Excavations paid as specified by Sections 206 (CUBIC YARD)	38879.000	0.29	11274.91	0.15	5831.85	
GAB paid as specified by the ton under Section 310 (TON)	44000.000	0.29	12760.00	0.24	10560.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)	1400.000	2.90	4060.00	0.71	994.00	
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	18550.000	2.90	53795.00	0.71	13170.50	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		too early for detailed bridge items
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		too early for detailed bridge items
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
<b>SUM QF DIESEL=</b>				<b>87891.46</b>	<b>SUM QF UNLEADED=</b>		<b>33660.60</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>					<b>\$296,453.50</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>					<b>\$101,419.39</b>			



**ASPHALT CEMENT PRICE ADJUSTMENT FOR  
TACK COAT(Surface Treatment 125% MAX)**

**BITUMINOUS**

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 64-22*	3202
TMT =		<input type="text" value="13.7529"/>
REMARKS:		

**ADJUSTMENT SUMMARY**

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$296,453.50</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$101,419.39</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$9,277.42</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$538,650.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	<u>\$7,426.57</u>

REMARKS:

## Gowen, Brad

---

**From:** Bennett, Matt [mabennett@dot.ga.gov]  
**Sent:** Tuesday, March 01, 2011 3:15 PM  
**To:** Gowen, Brad  
**Cc:** Kennerly, Jim  
**Subject:** FW: PI# 0007421 McIntosh - Revised CR Submission

The mitigation estimates they sent me are as follows and Paul confirmed that this is all:

History and Archy together is \$150,000.

Ecology – \$0.00 based on Lisa’s comments and the only thing that’s changed is we shrunk the project so I feel real comfortable about this not changing.

***THANKS,***

***MATT BENNETT  
PROJECT MANAGER  
OFFICE OF PROGRAM DELIVERY  
MOBILE - (912)271-7404  
OFFICE - (912)427-5737***

---

**From:** Alimia, Philip P.  
**Sent:** Tuesday, March 01, 2011 2:50 PM  
**To:** Bennett, Matt  
**Subject:** RE: PI# 0007421 McIntosh - Revised CR Submission

No, that was it (as far as I know). I received the design changes from Brad Monday for the revised special studies request. I am going over it to see if we need more info before I give it to the specialists.

Thanks,

**P. Paul Alimia**  
(404) 631-1353 office  
(404) 631-1916 fax

---

**From:** Bennett, Matt  
**Sent:** Tuesday, March 01, 2011 2:45 PM  
**To:** Alimia, Philip P.  
**Cc:** JKennerly@lpagroup.com; 'Gowen, Brad'  
**Subject:** RE: PI# 0007421 McIntosh - Revised CR Submission

Paul,

I haven't heard back from you.....

Project History CSNHS-0007-00(421) PI 0007421  
Interchange Reconstruction of SR 251 @ I-95

Project CSNHS-0007-00(421) originally included a 4-lane median divided urban section, including 4-foot bike lanes, 16-foot urban shoulder with 5-foot sidewalk on both sides along S.R. 251 beginning approximately 1250 feet west of the proposed mall entrance drive and ending approximately 2500 feet east of the northbound exit ramp of I-95. The existing 2-lane bridge over I-95 was to be replaced with a six lane bridge which included two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95.

Project STP00-2387-00(004) originally was to begin just south of the intersection of SR 251 and CR 16/King Swamp Road and end at US 17 / SR 25 just north of the Darien city limits exempting the above project. This project consisted of widening the existing 2-lane road to a 5-lane rural section from CR 16/King Swamp Road to Plantation Drive. A 4-lane divided urban section was to be constructed from Plantation Drive to east of I-95/SR 405. This project was to include an exception for the project CSNHS-0007-00(421), which represented the reconstruction of the SR 251 at I-95 Interchange. The 4-lane divided urban section was to then transition to a 5-lane urban section east of I-95/SR 405 and would have continued east to the intersection at US 17/SR 25. The project was to include intersection improvements at US 17/SR 25 which would require widening a portion of US 17/SR 25 to 2- lanes in each direction plus turn lanes.

Recently, Project STP00-2387-00(004) was deleted from the Department's Construction Work Program. Due to the deletion, the Department could not achieve suitable logical termini for Project CSNHS-0007-00(421), because the proposed 4-lane median divided urban section would tie to the existing 2-lane rural section on each side of the interchange. This is one reason for the concept revision. Another reason for the concept revision is based on the VE Study's recommendation letter dated May 15, 2008 which recommended deleting the 4-foot bike lanes and replacing them with a 10-foot multi-use path on the south side with a 16-foot urban shoulder. The VE Study also recommended using a 12-foot shoulder with 5-foot sidewalk on the north side in lieu of a 16-foot shoulder. These VE recommendations were approved by the Department.

Project CSNHS-0007-00(421) will now consist of a 2-lane urban section including turn lanes where necessary, a 16-foot urban shoulder with a 10-foot multi-use path on the south side and a 12-foot urban shoulder with a 5-foot sidewalk on the north side. The existing 2-lane bridge over I-95 will be replaced with a 4- lane bridge which includes two left turn lanes. The new bridge on S.R. 251 would achieve the required vertical and horizontal clearance for the widening of I-95.

AGREEMENT  
BETWEEN  
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
AND  
McINTOSH COUNTY, GEORGIA

This Agreement is made and entered into this 28<sup>th</sup> day of April, 1999, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the DEPARTMENT, and McINTOSH COUNTY, GEORGIA, acting by and through its Board of Commissioners, hereinafter called the County.

.WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to obtain High Mast Interchange Lighting on I-95 at the SR 251 Interchange, in McIntosh County, Georgia; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in: 1.) the installation, 2.) providing energy, and 3.) the operation and maintenance of said lighting system at the aforesaid location, and the DEPARTMENT has relied upon such representation; and

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

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

1. The COUNTY or its assigns shall cause the installation of all materials and equipment necessary for the High Mast Interchange Lighting system on I-95 at SR 251, as shown on Attachment "A" attached hereto, and made a part hereof.

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

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

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

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

The covenants herein contained shall, except as otherwise provided accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

RECOMMENDED:

McINTOSH COUNTY, GEORGIA

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

BY Deward Carter  
Commission Chairman

Walker W. Scott Jr.  
Walker W. Scott Jr., P.E.  
Director, Pre-Construction

(SEAL)

Frank Z. Danchetz  
Frank Danchetz, P.E.  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

Elmer Z. Gale  
WITNESS

BY Wayne Shackelford  
Wayne Shackelford, Commissioner

Grace Jensen  
Notary Public

(SEAL)

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

MCINTOSH COUNTY COURTHOUSE

the 8TH day of DECEMBER,  
19 98.

ATTEST:

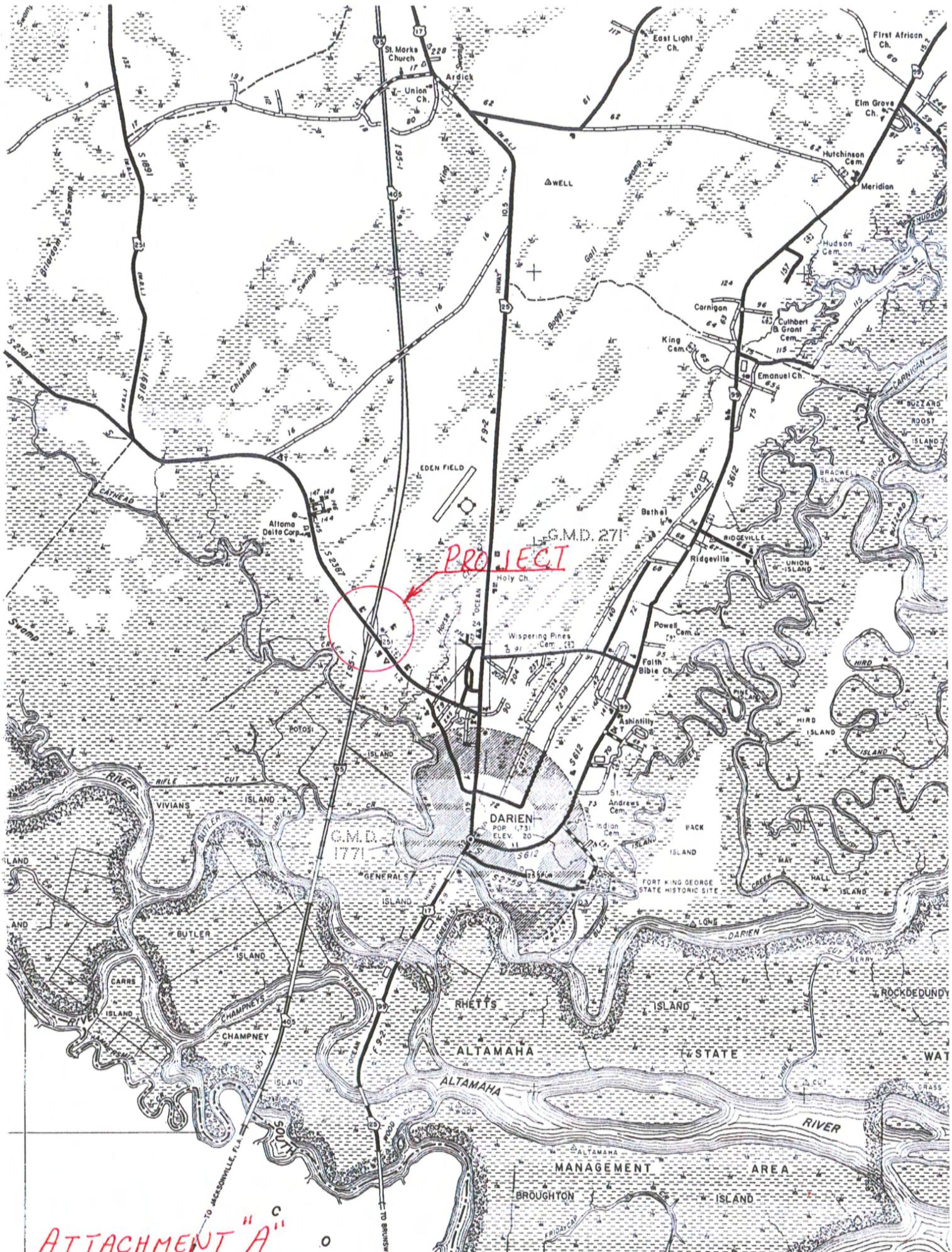
Billy H. Sharp  
Treasurer

Deward Carter  
Commission Chairman

REVIEWED 4-12-99  
(DATE)

5 of 5

Sandra Burgess  
LEGAL - TRANSPORTATION



PROJECT

ATTACHMENT "A"