

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **NH-IM-95-1(120) & (136) McIntosh County** OFFICE Preconstruction
P.I. Nos. 511110&511115 DATE January 11, 1995

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

- John Lively
- Bob Mustin
- David Studstill
- Herman Griffin
- Toni Dunagan
- James Kennerly
- Darrell Elwell
- Marion Waters
- Craig Brack
- FHWA
- Paul Liles



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division Office

1720 Peachtree Road, N.W.
Suite 300
Atlanta, Georgia 30367

December 15, 1994

IN REPLY REFER TO:

HTM-GA

Mr. Wayne Shackelford
Commissioner
Department of Transportation
No. 2 Capitol Square
Atlanta, Georgia 30334

Subject: Georgia Projects NH-IM-95-1(116)(131), Camden County
NH-IM-95-1(126)(132), Camden County
and NH-IM-95-1(120)(136), McIntosh County

Dear Mr. Shackelford:

We have completed our review of the concept reports for the subject projects. The reports are approved with the understanding that we will coordinate with your Environmental staff to determine the appropriate level of environmental analysis for Phase II. Based on our preliminary information regarding potential environmental impacts, particularly to wetlands, we believe that an Environmental Assessment(s) is appropriate for phase II.

We will also work with your staff to assure that logical termini are established in accordance with 23 CFR 771.111(f).

Sincerely yours,

L. R. Dreihaupt

for Larry R. Dreihaupt, P.E.
Division Administrator

Enclosures



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(120)&(136) McIntosh County **OFFICE** Preconstruction
P.I. Nos. 511110 & 511115
DATE December 5, 1994

FROM Hoy J. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

These combined projects are the widening and reconstruction of I-95 from 0.45 km south of Champneys River north to 1.19 km north of SR 251 interchange in two phases. The existing roadway consists of 2 lanes in each direction separated by a 19.5 m median for the entire project length. The existing major structures are: (1) Champneys River - NBL 617 m x 12.0 m bridge, SBL 639.6 m x 12.0 m bridge, both with sufficiency rating of 95.7; (2) Butler Creek - 642.7 m x 12.0 m bridge with a sufficiency rating of 87.9; (3) Darien Creek - 178.0 m x 12.0 m bridge with a sufficiency rating of 95.7; (4) Cathead Creek - 186.8 m x 12.0 m with a sufficiency rating of 95.7; (5) SR 251 Overpass - 103.3 m x 10.6 m bridge with a sufficiency rating of 73.0. The base year traffic (1996) is 44,000 VPD and the design year traffic (2016) is 77,400 VPD. The posted speed is 105 km/h and the design speed is 110 km/h.

NH-IM-95-1(120)McIntosh County (Phase I) consists of the widening and reconstruction of I-95 from 2 lanes in each direction to 3 lanes in each direction from 0.45 km south of Champneys River to 1.19 km north of SR 251 interchange for a total of 6.79 km.

The widening is proposed as follows:

Construct one half lane (1.8 m) and a 3.6 m shoulder to the inside in one direction and one half lane (1.8 m) and 4.7 m shoulder (3.6 m paved) to the inside in the other direction, add one and a half lane (5.4 m) to the outside, northbound and southbound. A total of 7.2 m of full depth new pavement will be added to the existing 7.2 m to achieve the ultimate 14.4 section in each direction. However, I-95 will first function as a 6-lane interstate by utilizing the 3 inside lanes and the newly paved outer 3.6 m (full depth) will function as the Phase 1 outside shoulder.

NH-IM-95-1(120)&(136) McIntosh County

Interchange modifications are proposed for SR 251. Due to a 3.66 m lateral clearance from the edge of the existing I-95 lanes to the face of the bridge columns, it will be necessary to replace the SR 251 Overpass. The new SR 251 bridge will be constructed parallel to the existing overpass and approximately 19.8 m to the south. This will result in rebuilding about 823 m of SR 251 and adjusting each of the ramp intersections. This work will require only minor rights-of-way or easement and will be stage constructed under traffic.

Bridge construction will be as follows:

Phase I

1. SR 251 Overpass - replace existing bridge with new 10.3 m x 14.1 m bridge

Major bridges to be constructed in Phase I under separate project number (project number and P.I. number will be determined by the Office of Programming).

1. Champneys River - widen NBL 617.1 m x 23.7 m and SBL 639.6 m x 23.7 m
2. Butler River - widen NBL and SBL to 642.7 m x 23.7 m
3. Darien Creek - widen NBL and SBL to 178 m x 23.7 m
4. Cathead Creek - widen NBL and SBL to 186.8 m x 23.7 m

Additional rights-of-way will be required for modifications to the SR 251 interchange. The existing 7.2 m of CRC/asphalt pavement will be overlaid with asphalt. The roadway will remain open to traffic during construction.

NH-IM-95-1(136) McIntosh County (Phase II) consists of widening the roadway from 3 lanes in each direction to 4 lanes in each direction for the entire project length of 6.79 km.

The widening is proposed as follows:

Construct a 3.6 m paved shoulder on the existing Phase I outside graded shoulder, northbound and southbound. Overlay the Phase I outside shoulders with a riding surface and open as the 4th lane, northbound and southbound.

No additional rights-of-way is required for Phase II. No additional bridge work is required for Phase II. This roadway will remain open to traffic during construction.

NH-IM-95-1(120)&(136) McIntosh County

Environmental concerns for both projects include requiring a COE 404 permit; a CE will be prepared; possible historic involvement; a Biological Assessment will be required; a public hearing will not be required; time saving procedures are appropriate.

The estimated costs for this project are:

NH-IM-95-1(20) Phase I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$10,289,000	\$9,284,000	LR
Rights-of-way	\$16,000	---	LR
Utilities	LGPA	LGPA	

*McIntosh County signed LGPA for utilities on 6-9-92

PHASE I MAJOR BRIDGES

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$35,518,000	---	---
Rights-of-way	-0-		
Utilities	LGPA		

NH-IM-95-1(136) Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$1,224,000	---	LR
Rights-of-way	-0-	---	LR
Utilities	-0-	---	

Wayne Shackelford

Page 4

December 5, 1994

NH-95-1(120)&(136) McIntosh County

These projects will increase capacity, enhance safety and reduce congestion along this portion of I-95. I recommend these project concepts be approved.

HJL/JDQ/se

Attachment

CONCUR:



Frank Danchetz, P.E., Chief Engineer

*

APPROVED:



for Larry R. Dreihaup, Division Administrator, FHWA

APPROVED:



Wayne Shackelford, Commissioner

* SUBJECT TO COMMENTS IN ATTACHED LETTER.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(120) & (136) McIntosh Co. OFFICE Environment/Location
 P.I. NOS. 511110, 511115
 Widening/Reconst on I-95 DATE October 13, 1994

FROM David E. Studstill, P.E., State Environmental/Location Engineer

TO Bobby Mustin, Project Review Engineer

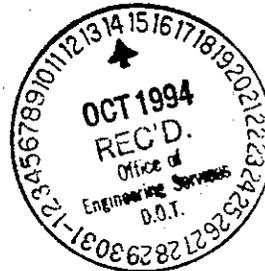
SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. The Butler Island Plantation is a proposed site listed in the National Register of Historic Places. The location of the property is noted in red on the project location map.

If you have any questions, please let me know.

DES/JSS/jaf

cc: James A. Kennerly



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

SEP 27 1994

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1 (120) McIntosh OFFICE Atlanta, Georgia
NH-95-1 (136) McIntosh
P.I. Nos. 511110 & 511115 DATE Sept. 26, 1994

FROM Bob Mustin, P.E., Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this project.

The estimated costs of this project are as follows:

Unit (120)

Construction	\$	8,502,789
Inflation (5% per year)	\$	850,279
E & C (10%)	\$	935,307
Right of Way	\$	15,500
Reimbursable Utilities	\$	0

Unit (136)

Construction	\$	926,806
Inflation (5% per year)	\$	185,361
E & C (10%)	\$	111,217
Right of Way	\$	0
Reimbursable Utilities	\$	0

DTM:epd

Attachments

cc: James A. Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-95-1 (120) PH. I
NH-95-1 (136) PH. II
MCINTOSH COUNTY

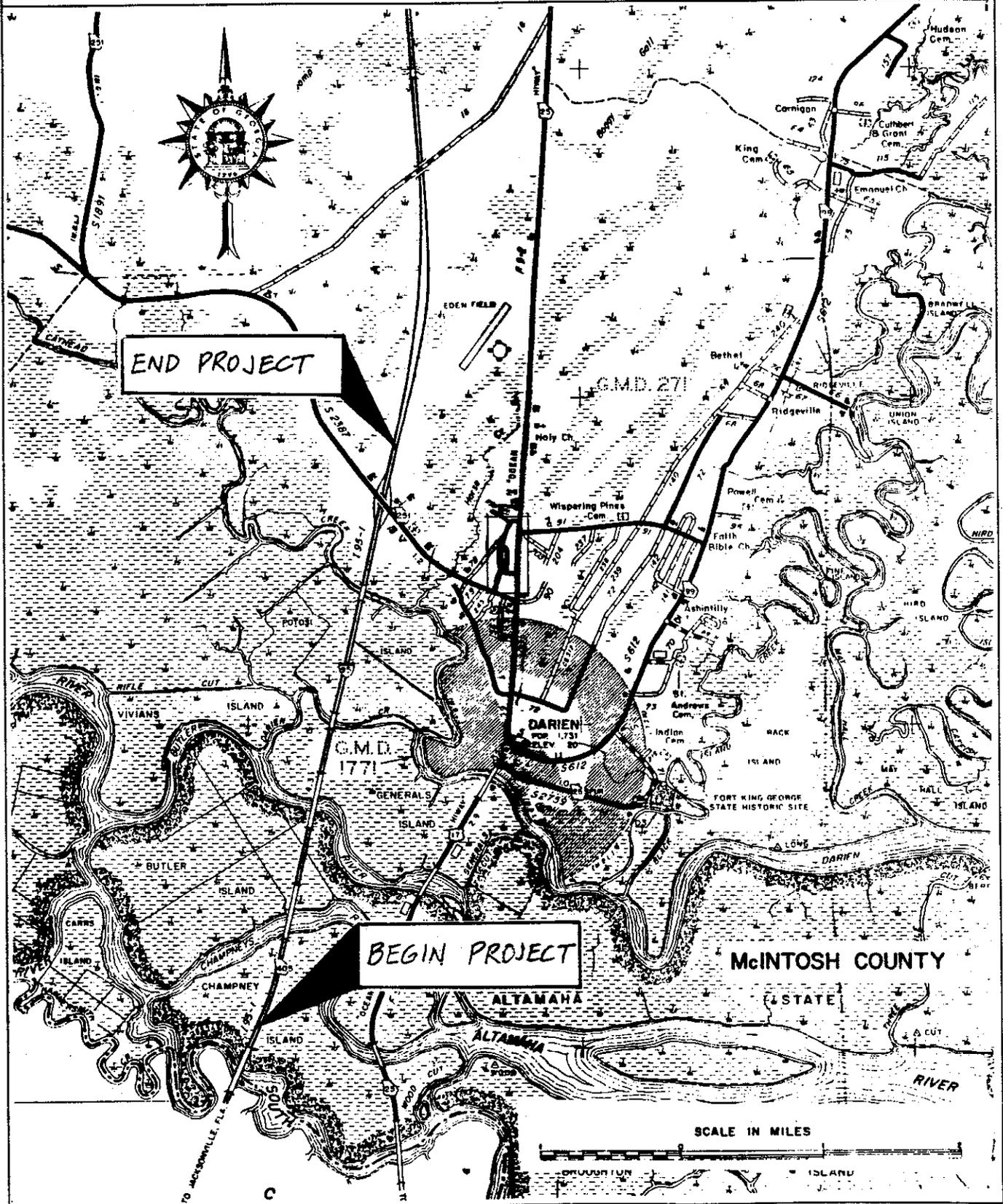
FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511110, 511115

Date of Report: SEPTEMBER 7, 1994

RECOMMENDATION FOR APPROVAL

DATE	<u>9/9/94</u>	<u>James Kennedy</u> State Road & Airport Design Engineer
DATE		State Environmental Engineer
DATE		State Traffic Operations Engineer
DATE		District Engineer
DATE		State Bridge Engineer

PROJECT MAP - Project No. : NH-95-1(120)



PROJECT LOCATION & DESCRIPTION

Project NH-95-1(120) / P.I. No. 511110 is the widening and reconstruction of I-95 from the end of project IM-NH-95-1(141) Glynn-McIntosh Counties, 0.45 km (0.28 miles) south of Champneys River north to 1.19 km (0.74 miles) north of the SR251 interchange, all in McIntosh County. The Gross length of the project is 6.79 km (4.22 miles). This widening and reconstruction is proposed to be constructed in two phases.

PHASE I - ROADWAY

Widen 6.79 km (4.22 miles) of existing four lane interstate freeway, two lanes each direction separated by a 19.5m (64 foot) depressed grassed median, to a six lane interstate freeway separated by a 15.9m (52.2 foot) depressed grassed median. Opposing traffic will be protected with double-faced guardrail in the median. This widening is to be accomplished by building 1/2 lane, 1.8m (5.9 feet), in the median each direction and a 3.6m (11.8 foot) shoulder, 3.0m (9.8 feet) paved, in one direction only. The shoulder in the other direction will be a 4.7m (15.4 foot) shoulder, 3.6m (11.8 foot) paved, to accommodate the double-faced guardrail. On the outside of the existing lanes, it is proposed to add 1/2 lane, 1.7m (5.6 feet), plus a 3.6m (11.8 foot) full depth paved shoulder which shall be used for stage construction and traffic control in Phase I and as the future fourth lane when Phase II is implemented. Also grading for the future Phase II outside shoulder is proposed.

Interchange modifications are proposed for SR251. Due to a 3.66m (12 foot) lateral clearance from the edge of the existing I-95 lanes to the face of the bridge columns, it will be necessary to replace the SR251 overpass. The new SR251 bridge will be constructed parallel to the existing overpass and approximately 19.8m (65 feet) to the south. This will result in rebuilding about 823m (2700 feet) of SR251 and adjusting each of the ramp intersections. This work should require only minor right of way or easements and will be stage constructed under traffic. In addition, a right turn decel will be added to Ramp "C" to increase the operating capacity of this unsignaled intersection with SR251. See also the sketch map on page 4.

PHASE II - ROADWAY

Pave 3.6m (11.8 feet) of the 4.2m (13.8 foot) outside graded shoulder to be used as the outside paved shoulder. Project NH-95-1(136) represents the Phase II construction necessary to provide the fourth lane in each direction and will provide the necessary capacity for the design year.

PHASE I - BRIDGES

There are four parallel bridge locations on this project: I-95 over Champneys River, Butler River, Darien Creek, and Cathead Creek. Each is proposed to be widened 5.25m (17.25 feet) to the inside and 7.53m (24.75 feet) to the outside for a total width of 22.8m (74.8 feet) gutter to gutter, 23.7m (77.8 feet) overall. Each bridge will have four 3.6m (11.8 foot) travel lanes with 4.2m (13.8 feet) inside and outside shoulders, so they will accommodate Phase II without additional work. In addition, the SR251 overpass will be replaced. The new bridge will have two 3.6m (11.8 foot) lanes with 3.0m (9.8 foot) outside shoulders for a total gutter to gutter width of 13.2m (43.2 feet). All four stream crossings will be done under the new "Major Bridges" project (bridges over 500 feet long), while the SR251 overpass will remain in NH-95-1(120) Phase I. See the comments section below.

PHASE II - BRIDGES

No additional bridge work will be required under this phase.

COMMENTS

A six lane interstate facility will be required for the I-95 basic freeway segment to function at level of service "C" until the design year of 2018. An eight lane facility will be required after year 2008 to maintain a level of service "B".

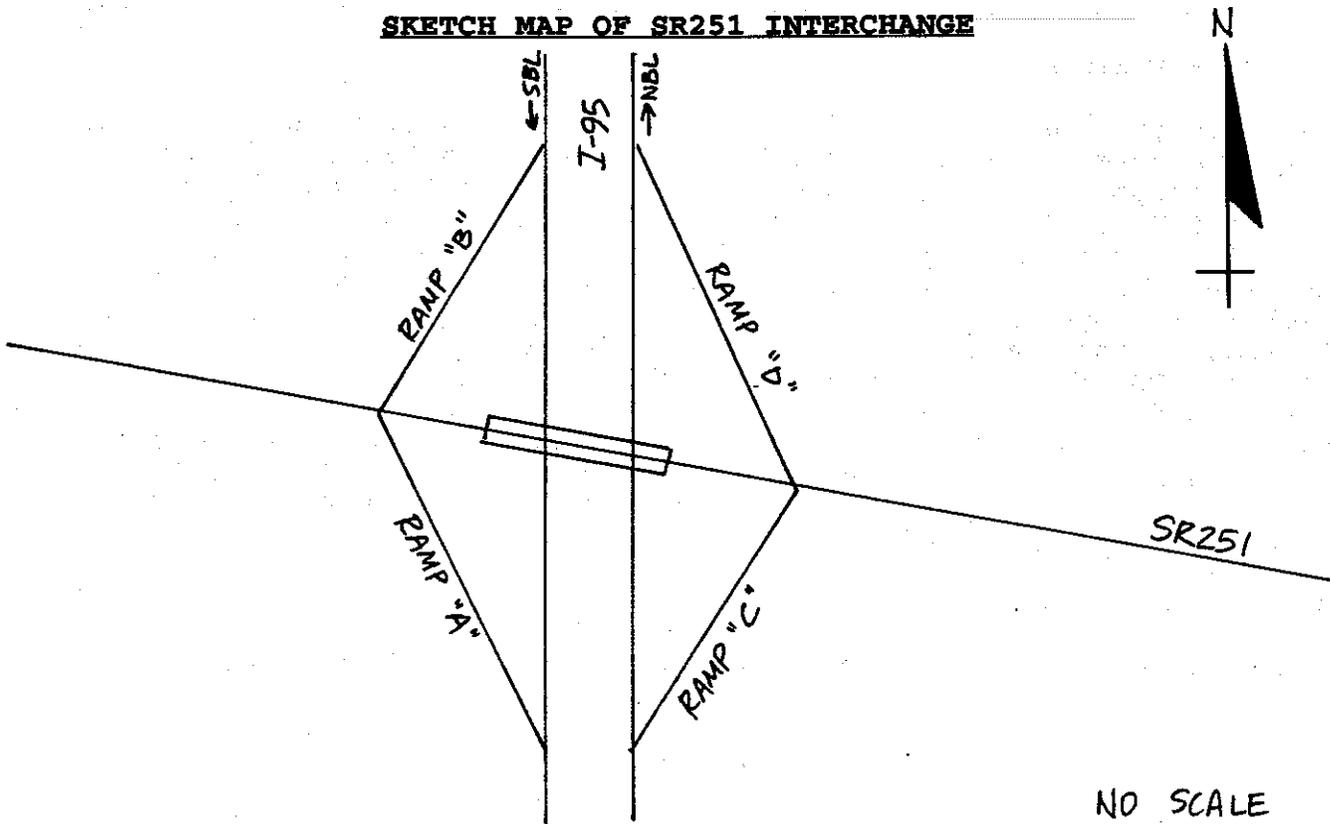
It is requested that the Office of Programming program a separate project for the following bridges which will be reconstructed as part of Phase I construction. This is required in order that a separate consultant contract may be negotiated for the design of these bridges. The following is a list of these bridges:

PHASE I

1. Champneys River - Widen NBL to 617.1m (2028 feet) x 23.7m (77.8 feet) & SBL to 639.6m (2102 feet) x 23.7m (77.8 feet).
2. Butler River - Widen NBL and SBL to 642.7m (2112 feet) x 23.7m (77.8 feet).
3. Darien Creek - Widen NBL and SBL to 178.0m (585 feet) x 23.7m (77.8 feet).
4. Cathead Creek - Widen NBL and SBL to 186.8m (614 feet) x 23.7m (77.8 feet).

PHASE II - No additional bridge work required.

SKETCH MAP OF SR251 INTERCHANGE



TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1996	44,000	2016	77,400

PDP CLASSIFICATION

MINOR / EXISTING

NON-CA (X)

FUNCTIONAL CLASSIFICATION

PRINCIPAL ARTERIAL (Rural Interstate)

CA ()

EXEMPT ()

PROJECT NEED & PURPOSE

I-95 is a major high speed transportation corridor serving the Eastern seaboard of the United States. It is a major corridor for the movement of goods and people between Florida and the Northeast. The traffic volumes on I-95 in Georgia have increased to a point where additional capacity is needed in each direction to enhance safety and relieve congestion on the existing facility. The additional lanes will provide the needed lane capacity and greatly enhance safety while lessening congestion created by the platooning of vehicles.

EXISTING ROADWAY

TYPICAL SECTION: 4-lane rural interstate R/W WIDTH (TYP)
 19.5m (64 foot) median 91.3m (300 feet)
 CRC/Asphalt pavement

POSTED SPEED	MIN RADIUS OF CURVE	MAX GRADE
105 kph (65 mph)	5240.5m (17188.8 feet)	1.00%

MAJOR STRUCTURES:

1. Champneys River - NBL 617.1m (2028 feet) x 12.0m (39.5 feet), SBL 639.6m (2102 feet) x 12.0m (39.5 feet), sfr. 95.7, Prestressed concrete stringer/multi-beam or girder.
2. Butler River - 642.7m (2112 feet) x 12.0m (39.5 feet), sfr. 87.9 Prestressed concrete stringer/multi-beam or girder.
3. Darien Creek - 178.0m (585 feet) x 12.0m (39.5 feet), sfr. 95.7 Prestressed concrete stringer/multi-beam or girder.
4. Cathead Creek - 186.8m (614 feet) x 12.0m (39.5 feet), sfr. 95.7 Prestressed concrete stringer/multi-beam or girder.
5. SR251 Overpass - 103.3m (339 feet) x 10.6m (34.8 feet), sfr. 73.0 Prestressed concrete stringer/multi-beam or girder.

PROPOSED ROADWAY

PHASE I TYPICAL SECTION: 6 lane rural with a 15.9m (52.2 foot) median.

PHASE II TYPICAL SECTION: 8 lane rural with a 15.9m (52.2 foot) median.

DESIGN SPEED	MIN RADIUS OF CURVE	MAX GRADE
113 kph (70 mph)	ALLOWABLE: 581.2m (3.0 deg) PROPOSED: 5240.5m (0.33 deg)	ALLOWABLE: 3.00% PROPOSED: 1.00%

MAJOR STRUCTURES:**PHASE I**

1. SR251 Overpass - Replace existing bridge with new 103.3m (339 feet) x 14.1m (44.1 feet) bridge.

PHASE I - Major bridges to be constructed under separate project number to be determined by Office of Programming.

1. Champneys River - Widen NBL to 617.1m (2028 feet) x 23.7m (77.8 feet) & SBL to 639.6m (2102 feet) x 23.7m (77.8 feet).
2. Butler River - Widen NBL and SBL to 642.7m (2112 feet) x 23.7m (77.8 feet).
3. Darien Creek - Widen NBL and SBL to 178.0m (585 feet) x 23.7m (77.8 feet).
4. Cathead Creek - Widen NBL and SBL to 186.8m (614 feet) x 23.7m (77.8 feet).

PHASE II - No additional bridge work required.

PROPOSED RIGHT OF WAY**REQUIRED R/W WIDTH:**

PHASE I: R/W and/or easements may be required for modifications to the SR251 interchange at Ramps "A" and "C".

PHASE II: No additional R/W will be required.

ESTIMATED NUMBER OF PARCELS: PHASE I - 3, PHASE II - 0.

TYPE OF ACCESS CONTROL: Limited

COORDINATION

CONCEPT TEAM MEETING DATE: March 2, 1992

LOCATION INSPECTION DATE: None

PERMITS REQUIRED (C.O.E. ,404,etc.): Not Determined

LEVEL OF PUBLIC INVOLVEMENT: None

TIME SAVING PROCEDURES APPROPRIATE: Yes

OTHER PROJECTS IN THE AREA: IM-NH-95-1(141) Glynn-McIntosh joins this project to the south and is the replacement of the South Altamaha River bridges and widening of the roadway approaches. NH-95-1(121) McIntosh joins this project on the northern end and extends north to SR57 and is the widening and reconstruction of I-95.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Project to be built under traffic, stage construction required.

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

DESIGN VARIATIONS REQUIRED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERT GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZ CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

UNDERGROUND STORAGE TANKS: None

HAZARDOUS WASTE SITES: None

ALTERNATIVES CONSIDERED

1. NO BUILD
 2. Alternate as proposed.
-

ESTIMATED COST

PHASE I NH-95-1(120)

RIGHT-OF-WAY	:	\$	15,500
ACQUIRED BY	:		DOT
UTILITIES	:	\$	LGPA
CONSTRUCTION	:	\$	8,502,789
E & C (10%)	:	\$	850,279
INFLATION (5%)	:	\$	935,307

PHASE I MAJOR BRIDGES

RIGHT-OF-WAY	:	\$	0
ACQUIRED BY	:		NA
UTILITIES	:	\$	LGPA
CONSTRUCTION	:	\$	29,352,960
E & C (10%)	:	\$	2,935,296
INFLATION (5%)	:	\$	3,228,826

PHASE II NH-95-1(136)

RIGHT-OF-WAY	:	\$	0
ACQUIRED BY	:		NA
UTILITIES	:	\$	LGPA
CONSTRUCTION	:	\$	926,806
E & C (10%)	:	\$	92,681
INFLATION (5%)	:	\$	254,872

TOTAL PROJECT COSTS: **\$ 10,288,375 PHASE I - NH-95-1(120)**

\$ 35,517,082 PHASE I - MAJOR BRIDGES

\$ 1,274,359 PHASE II - NH-95-1(136)

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, AND PREPROGRAMMING
AUTHORIZATION.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-95-1(120), NH-95-1(136) **COUNTY:** McINTOSH

DATE: 8-16-94

ESTIMATED LETTING DATE: JAN. 96-PH.I

PREPARED BY: Kevin D. Hosey **PROJECT LENGTH:** 6.79 km (4.22 miles)

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJ DEV.

PROJECT COST

	<u>PHASE I</u>	<u>PHASE II</u>
A. RIGHT-OF-WAY:		
1. PROPERTY (Land & Easement)_____	\$ 10,000	\$ 0
2. DISPLACEMENTS: Res.0 Bus.0 M.H.0____	\$ 0	\$ 0
3. OTHER COST (adm./court,inflation)_____	\$ 5,500	\$ 0
SUBTOTAL:A	\$ 15,500	\$ 0
B. REIMBURSABLE UTILITIES:		
1. RAILROAD_____	\$ 0	\$ 0
2. TRANSMISSION LINES_____	\$ 0	\$ 0
3. SERVICES_____	\$ 0	\$ 0
SUBTOTAL:B	\$ LGPA	\$ LGPA

	<u>PHASE I</u>	<u>PHASE II</u>
C. CONSTRUCTION:		
1. MAJOR STRUCTURES:		
a. RETAINING WALLS_____	\$ 0	\$ 0
b. BRIDGES		
1. SR251 Overpass_____	\$ 1,001,000	\$ 0
(350'x 44'x \$65/sf)		
c. DETOUR BRIDGES_____	\$ 0	\$ 0
d. BOX CULVERTS_____	\$ 0	\$ 0
<i>SUBTOTAL:C-1</i>	<i>\$ 1,001,000</i>	<i>\$ 0</i>
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
1. Unclass. Exc. -132500CY x \$2.00_	\$ 265,000	\$ 0
2. Borrow Exc. - 192500CY x \$6.00_	\$ 1,155,000	\$ 0
3. Unclass. Exc. - 16000CY x \$2.00_	\$ 0	\$ 32,000
b. DRAINAGE_____ \$120,000/mi_____	\$ 384,000	\$ 0
<i>SUBTOTAL:C-2</i>	<i>\$ 1,804,000</i>	<i>\$ 32,000</i>
3. BASE AND PAVING:		
a. AGGREGATE BASE		
Graded Aggr Base - 82500T x \$10.79_	\$ 890,175	\$ 0
13400T x \$10.79_	\$ 0	\$ 144,586
b. ASPHALT PAVING		
0.75" D - 783T x \$34.18_____	\$ 26,763	\$ 0
1.50" Fine SMA - 6923T x \$44.90_____	\$ 310,843	\$ 0
2.00" B - 15213T x \$32.25_____	\$ 490,619	\$ 0
4589T x \$32.25_____	\$ 0	\$ 147,996
1.50" E - 4314T x \$30.79_____	\$ 132,828	\$ 0
3381T x \$30.79_____	\$ 0	\$ 104,101
Asph. Base - 27547T x \$28.43_____	\$ 783,161	\$ 0
Bitum. Tack - 11000G x \$0.67_____	\$ 7,371	\$ 0
1420G x \$0.67_____	\$ 0	\$ 951

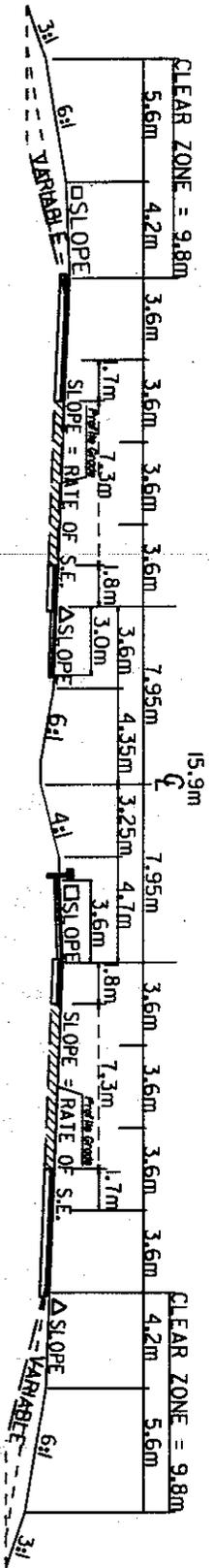
	<u>PHASE I</u>	<u>PHASE II</u>
c. ASPHALT OVERLAY		
0.75" D - 2393T x \$34.18	\$ 81,793	\$ 0
754T x \$34.18	\$ 0	\$ 25,772
1.50" Fine SMA - 7017T x \$44.90	\$ 315,064	\$ 0
2.00" B - 9609T x \$32.25	\$ 309,891	\$ 0
Leveling - 5825T x \$26.42	\$ 153,897	\$ 0
Bitum. Tack - 5954T x \$0.67	\$ 3,990	\$ 0
d. OTHER	\$ 0	\$ 0
<i>SUBTOTAL:C-3</i>	\$ 3,506,395	\$ 423,406
4. LUMP ITEMS:		
a. TRAFFIC CONTROL	\$ 300,000	\$ 150,000
b. CLEARING AND GRUBBING \$4000/AC	\$ 368,000	\$ 229,200
c. LANDSCAPING	\$ 0	\$ 0
d. EROSION CONTROL	\$ 18,000	\$ 25,000
e. DETOURS	\$ 0	\$ 0
<i>SUBTOTAL:C-4</i>	\$ 686,000	\$ 404,200
5. MISCELLANEOUS:		
a. LIGHTING	\$ 0	\$ 0
b. SIGNING & MARKING		
1. Phase I - \$135,000 x 4.22 mi.	\$ 569,700	\$ 0
2. Phase II - \$10,000 x 4.22 mi.	\$ 0	\$ 42,200
c. GUARDRAIL 13,300LF x \$13.68	\$ 181,944	\$ 0
d. OTHER		
Approach Slabs 2050SY x \$75.00	\$ 153,750	\$ 0
Temp. Barrier - Method 2	\$ 560,000	\$ 0
Field Engineer's Office, TP 2	\$ 25,000	\$ 25,000
Removal of existing SR251 overpass	\$ 15,000	\$ 0
<i>SUBTOTAL:C-5</i>	\$ 1,505,394	\$ 67,200
6. SPECIAL FEATURES	\$ 0	\$ 0
<i>SUBTOTAL:C-6</i>	\$ 0	\$ 0

ESTIMATE SUMMARY

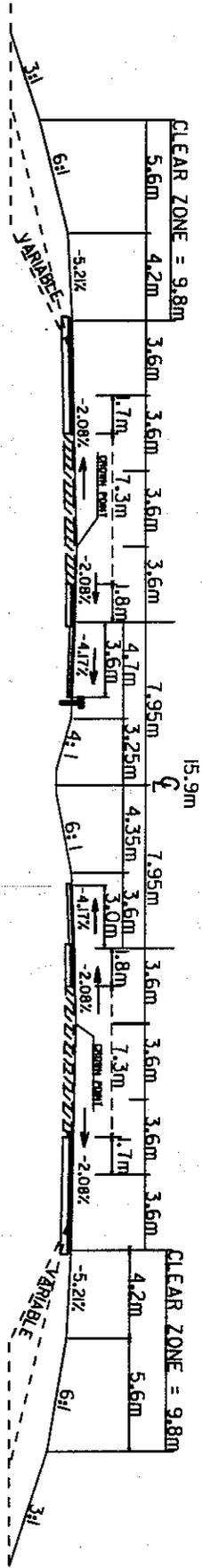
	<u>PHASE I</u>	<u>PHASE II</u>
A. RIGHT-OF-WAY	\$ 15,500	\$ 0
B. REIMBURSABLE UTILITIES	\$ LGPA	\$ LGPA
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 1,001,000	\$ 0
2. GRADING AND DRAINAGE	\$ 1,804,000	\$ 32,000
3. BASE AND PAVING	\$ 3,506,395	\$ 423,406
4. LUMP ITEMS	\$ 686,000	\$ 404,200
5. MISCELLANEOUS	\$ 1,505,394	\$ 67,200
6. SPECIAL FEATURES	\$ 0	\$ 0
SUBTOTAL CONSTRUCTION COST	\$ 8,502,789	\$ 926,806
E. & C. (10%)	\$ 850,279	\$ 92,681
INFLATION (5% PER YEAR)	\$ 935,307	\$ 254,872
TOTAL CONSTRUCTION COST	\$ 10,288,375	\$ 1,274,359
<u>GRAND TOTAL PROJECT COST</u>	<u>\$ 10,288,375</u>	<u>\$ 1,274,359</u>

MAJOR BRIDGES - NEW PROJECT TO BE PROGRAMMED

1. Champneys River _____	\$11,274,900
(NBL - 2028'x 42'x \$65/sf)	
(SBL - 2102'x 42'x \$65/sf)	
2. Butler River _____	\$11,531,520
(2112'x 42'x \$65/sf x 2 bridges)	
3. Darien Creek _____	\$ 3,194,100
(585'x 42'x \$65/sf x 2 bridges)	
4. Cathead Creek _____	\$ 3,352,440
(614'x 42'x \$65/sf x 2 bridges)	
SUBTOTAL CONSTRUCTION COST	\$29,352,960
E. & C. (10%)	\$ 2,935,296
INFLATION (5% PER YEAR)	\$ 3,228,826
<u>TOTAL CONSTRUCTION COST</u>	<u>\$35,517,082</u>



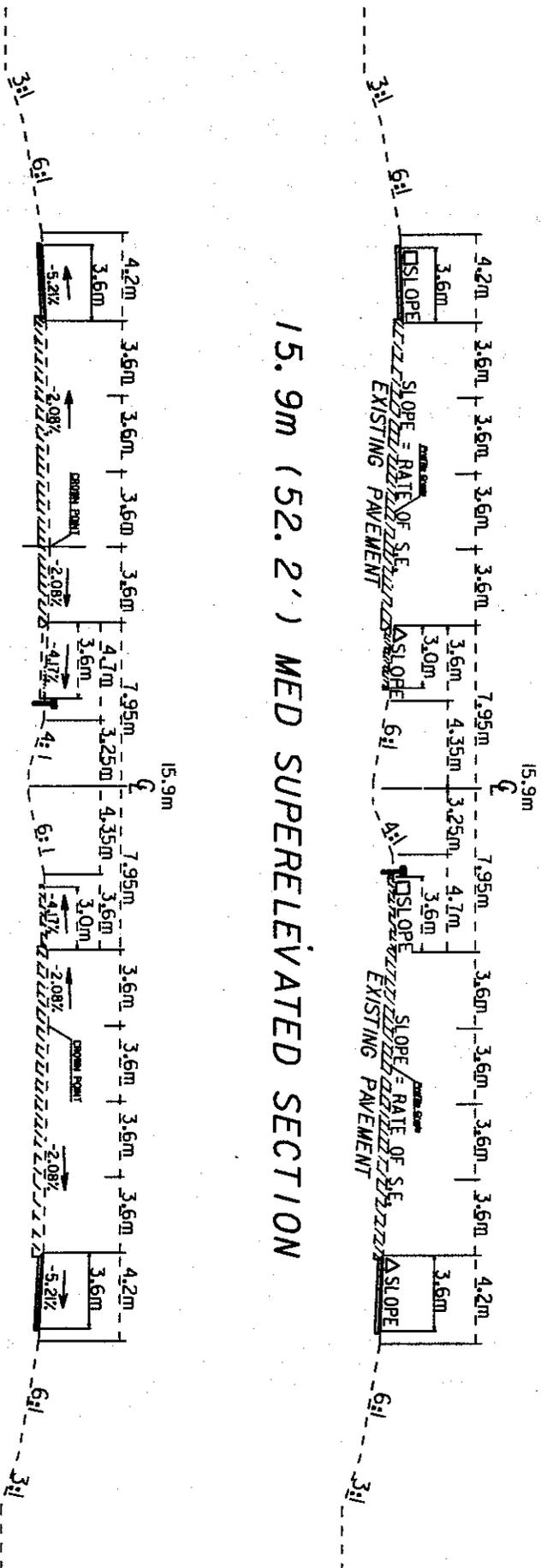
15.9m (52.2') MED SUPERELEVATED SECTION



15.9m (52.2') MED TANGENT SECTION

TYPICAL SECTION
 PHASE 1
 NO SCALE

15.9 m (52.2') MED SUPERELEVATED SECTION



15.9 m (52.2') MED TANGENT SECTION

TYPICAL SECTION
 PHASE II
 NO SCALE

11X

Road Design
MONTH January 1992
REV 12-17-92
MCK
HIT

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
 FROM FY _____ TO FY _____

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
McIntosh	NH-95-1(120) 511110	Widen & Reconstruct (6 - lanes)	I-95/S.R. 405: From Altamaha River/Glynn Co. line (ML 0.00) to 1 mile north of SR 251 (ML 5.26) Length = 5.26 miles

Fund 1 = 315
Fund 2 = 315

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$186	X		1992		
ROW					
CONST \$9,284	X		1996	1	5

REASON FOR REVISIONS:

To add this project as recommended by the S.H.I.P. Committee on December 13, 1991.

RECOMMENDED Frank L. Drutels
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED Wayne Shackelford
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-95-1 (120) PH. I
NH-95-1 (136) PH. II
MCINTOSH COUNTY

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511110,511115

Date of Report: SEPTEMBER 7, 1994

RECOMMENDATION FOR APPROVAL

9/9/94
DATE

James Kennedy
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

9/29/94

M. C. Waters
State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(120) & (136) McIntosh County OFFICE Traffic Operations
P.I. Nos. 511110 & 511115 Atlanta, Georgia
DATE September 29, 1994

FROM *DBR for* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above projects for the widening and reconstruction of 6.79 km (4.22 miles) of I-95 from just north of the Glynn/McIntosh county line to north of the SR 251 interchange in McIntosh County. Construction is proposed to be in two phases as separate projects. Unit (120) is Phase I and will widen the roadway from two to three lanes in each direction. Unit (136) is Phase II and will widen the roadway from three to four lanes in each direction. All of the project has an existing 19.5 m (64 foot) median.

Phase I construction will add two lanes of full depth paving in each direction plus grading for the final Phase II section. The full depth paving will add one half lane to the inside and one and one half lane to the outside. One of the Phase II travel lanes in each direction will be used as a 3.6 m (11.8 foot) paved shoulder in Phase I. Mainline bridges will be widened to four 3.6 m (11.8 foot) lanes in each direction with 4.2 m (13.8 foot) shoulders inside and outside. The SR 251 bridge over I-95 will be replaced on new location 19.8 m (65 feet) south of the existing bridge to obtain adequate horizontal clearance for the widened interstate. Approximately 823 m (2700 feet) of SR 251 will be rebuilt including adjustment of the ramp intersections. A right turn lane will be added to the northbound exit ramp at the intersection with SR 251.

Phase II will include 4.2 m (13.8 foot) outside shoulders (3.6 m (11.8 feet) paved) in both directions and a 3.6 m (11.8 foot) inside shoulder (3.0 m (9.8 foot) paved) in one direction and a 4.7 m (15.4 foot) inside shoulder (3.6 m (11.8 foot) paved) in the other direction to accommodate double-face guardrail in the proposed 15.9 m (52.2 foot) median.

Bob Mustin
September 29, 1994
Page 2

In Phase I, the report proposes to utilize the three inside lanes for traffic with a 15.9 m (52.2 foot) median and the outer lane of full depth pavement as the outside shoulder. A 4.2 m (13.8 foot) graded shoulder would be added to the outside. Under Phase II, 3.6 m (11.8 feet) of the graded outside shoulder would be paved and the full depth Phase I outside shoulder would be overlaid with a riding surface.

We recommend the concept for Phase I be revised to utilize the three outside lanes for traffic rather than the three inside lanes. This will provide a number of advantages without affecting the basic design since all grading for the Phase II section will be done on Phase I.

1) The overhead guide signs can be installed in Phase I at the correct locations for use on Phase II. If the inside lanes are used, the gore location of exit ramps will shift on Phase II requiring relocation of the exit direction signs. The advance guide sign structures would also have to be relocated, or sign bridges used, since the maximum length of cantilevered sign structures is presently 40 feet.

2) The double-face guardrail could be eliminated from the median since the net effect of the Phase I project would be to widen the median to 23.2 m (76 feet). This would not only be a cost savings in the construction, but would eliminate the maintenance costs of the guardrail and the "hazard" to motorists of the guardrail located 3.6 m (11.8 feet) from the travel lane until Phase II is implemented.

3) A more consistent roadway section would be provided for motorists on I-95 since preliminary plans are to utilize the outside three lanes in split median sections which constitute approximately 25% of the corridor. The need for special treatments in the transitions between these two sections would also be eliminated.

We believe this concept will improve safety and operational capacity on this section of roadway. Subject to the above recommendations, we therefore find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill
James Kennerly (Attn: Mike Reynolds)
Wayne Hutto, w/attachment
General Files

RECEIVED

SEP 30 1994

PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-95-1 (120) PH. I
NH-95-1 (136) PH. II
MCINTOSH COUNTY

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511110, 511115

Date of Report: SEPTEMBER 7, 1994

RECOMMENDATION FOR APPROVAL

DATE

9/9/94

James Kennedy
State Road & Airport Design Engineer

DATE

10/5/94

John H. Hitt
State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-95-1 (120) PH. I
NH-95-1 (136) PH. II
MCINTOSH COUNTY

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511110,511115

Date of Report: SEPTEMBER 7, 1994

RECOMMENDATION FOR APPROVAL

<u>9/9/94</u> DATE	<u><i>James Kennedy</i></u> State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
<u>9/27/94</u> DATE	<u><i>Paul V. Tiles Jr.</i></u> State Bridge Engineer

