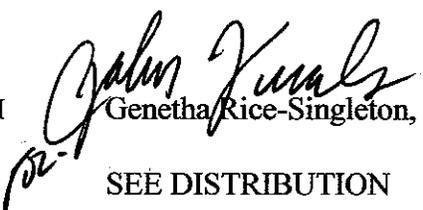


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 511110, 511112, 511115, McIntosh County **OFFICE** Preconstruction
NH-IM-95-1(120), (150) & (136)
I-95 Widening and Reconstruction **DATE** January 8, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Glenn Durrence
Brent Story
BOARD MEMBER

REVISED PROJECT CONCEPT REPORT

Project: NH-IM-95-1(120) PI 511110, McIntosh County - widening and reconstruction.
NH-IM-95-1(150) PI 511112, McIntosh County - bridge widening and replacement.
NH-IM-95-1(136) PI 511115, McIntosh County - Phase 2

Need and Purpose: No Change required (*See attached approved concept report dated 09/07/94*)

Project location: Widening and reconstruction of I-95 from the end of Project NH-IM-95-1(117) in McIntosh County (Mile Point 0.23), north to the beginning of Project NH-IM-95-1(121) in McIntosh County (Mile Point 4.35), 0.53 miles north of the I-95/SR 251 Interchange. The gross length of the project is 4.12 miles. The widening and reconstruction of I-95 is proposed to be done in two phases. Project NH-IM-95-1(120) represents the first phase of the widening from 4 lanes to six lanes and NH-IM-95-1(136) represents second phase of the widening to eight lanes. Each project will have the same project limits.

Description of the approved concept: (*See attached approved concept report dated September 7 1994 and approved revised concept report dated October 15, 2002*)

PDP Classification: Major X Minor _____

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

Functional Classification: Principal Arterial (Rural Interstate)

U. S. Route Number(s): I-95 **State Route Number(s):** S.R. 405

Traffic (AADT) as shown in the approved concept:

Current Year: 44,000 vpd (1996) **Design Year:** 77,400 vpd (2016)

Proposed features to be revised: Remove the bridge jacking of the SR 251 Bridge over I-95 from Project NH-IM-95-1(120) and retain the current bridge as is. Update the cost estimates of NH-IM-95-1(120) and NH-IM-95-1(136).

Describe the revised feature(s) to be approved: The revised concept report dated October 15, 2002 added the required jacking of the existing bridge carrying SR 251 over I-95 in lieu of its replacement which was in the original approved concept report for NH-IM-95-1(120) dated September 7, 1994. The revised concept report (dated 10/15/2002) indicated that the replacement of the SR251/I-95 overpass bridge would occur under project STP 2387(4) PI 542070. The concept report for STP-2387 (4), which represents the widening of SR 251, was approved on July 13, 2004. With the bridge, ramps and approaches for the I-95/SR 251 interchange being shown as an exception in project STP 2387(4), the report indicated that the interchange would be reconstructed under NH-IM-95-1(120) as a part of the I-95 widening project. Subsequently, in 2005, the Department programmed project CSNHS-0007-00(421) which represents the complete reconstruction of the I-95/ SR 251 Interchange including the ramps, the bridge over I-95 and the bridge approaches on SR 251. This project will be developed as a project that can be constructed concurrently with or in advance of the SR 251 widening project. The purpose of this revised concept report is to revise project NH-IM-95-1(120) to remove any reference to bridge jacking or interchange reconstruction and update the cost estimates for projects NH-IM-95-1(120) and NH-IM-95-1(136) Therefore, Project NH-IM-95-1(120) will only represent the widening of I-95 to six lanes. Please note that a **Design Exception** was approved on May 12, 2005 for substandard shoulder width on I-95 under the existing SR 251 bridge for Project NH-IM-

95-1(120) allowing the existing bridge to be retained in its current state for the Phase I widening of I-95. This substandard shoulder width will be eliminated with a new bridge under project CSNHS-0007-00(421) which is currently programmed for FY 2009.

Updated Traffic Data :

Current Year: 490000 vpd (2007) Design Year: 72000 vpd (2027)

Programmed/Schedule:

NH-IM-95-1(120)

P.E. 2005

R/W: N/A

Construction: 2006

NH-IM-95-1(136)

P.E. LR

R/W: N/A

Construction: LR

Revised cost estimates:

NH-IM-95-1(120) (Phase I)

1. Construction cost (Does not including inflation and E&C) : \$93,773,915.41

2. Right of way : N/A

3. Utilities : LGPA

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

1. Construction cost (Does not including inflation and E&C): \$ 4,229,179.94

2. Right of way : N/A

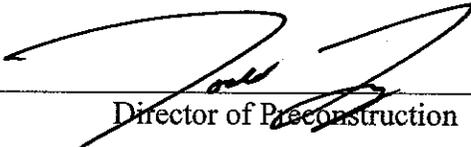
3. Utilities : N/A

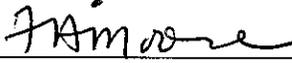
Is the project located in a Non-attainment area? Yes X No

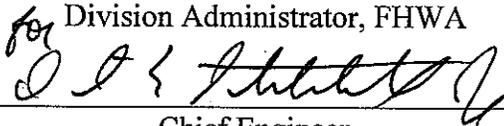
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Original Concept Report for NH-IM-95-1(120) and (136) and Revised Concept Report for NH-IM-95-1(120).
3. Cost Estimates
4. Approved Design Exception
5. Other supporting documents.

Concur: 
Director of Preconstruction

Approve: 
Division Administrator, FHWA

Approve: 
Chief Engineer

NH-IM-95-I(120)

PI 511110

McIntosh County

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	10000000.00	TRAFFIC CONTROL - NH-IM-95-1(120)	10000000.00
150-5000	270	EA	429.32	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	115916.40
150-9011	3000	HR	46.19	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	138570.00
153-1300	1	EA	125000.00	FIELD ENGINEERS OFFICE TP 3	125000.00
210-0100	1	LS	12000000.00	GRADING COMPLETE - NH-IM-95-I(120)	12000000.00
310-5120	152000	SY	21.00	GR AGGR BASE CRS, 12 INCH, INCL MATL	3192000.00
318-3000	1000	TN	15.86	AGGR SURF CRS	15860.00
400-3604	14000	TN	98.00	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	1372000.00
400-3624	10000	TN	95.00	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	950000.00
402-1812	5100	TN	90.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	459000.00
402-3121	33000	TN	95.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3135000.00
402-3130	12000	TN	98.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1176000.00
402-3190	47000	TN	95.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	4465000.00
413-1000	48500	GL	2.00	BITUM TACK COAT	97000.00
432-0206	35000	SY	2.22	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	77700.00
432-0208	83000	SY	2.44	MILL ASPH CONC PVMT, 2 IN DEPTH	202520.00
432-5010	2800	SY	1.87	MILL ASPH CONC PVMT, VARIABLE DEPTH	5236.00
433-1200	4202	SY	131.86	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	554075.72
436-1000	9200	LF	7.84	ASPHALTIC CONCRETE CURB -5 IN	72128.00
441-0006	100	SY	38.88	CONC SLOPE PAV, 6 IN	3888.00
441-0050	40	SY	45.23	CONC SLOPE DRAIN	1809.20
441-0204	4300	SY	26.77	PLAIN CONC DITCH PAVING, 4 IN	115111.00
441-0301	16	EA	1636.53	CONC SPILLWAY, TP 1	26184.48
441-0303	16	EA	1607.06	CONC SPILLWAY, TP 3	25712.96
446-2118	77000	LF	1.60	HIGH STRENGTH PVMT REINF FABRIC - 18 IN, WIDE	123200.00
455-1000	27400	SY	2.62	FILTER FABRIC FOR EMBANKMENT STABILIZATION	71788.00
456-2012	10	GLM	813.19	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	8131.90
500-3200	11	CY	298.99	CLASS B CONCRETE	3288.89
500-9999	50	CY	148.15	CLASS B CONC, BASE OR PVMT WIDENING	7407.50
550-1150	310	LF	23.25	STORM DRAIN PIPE, 15 IN, H 1-10	7207.50
550-1180	54	LF	31.29	STORM DRAIN PIPE, 18 IN, H 1-10	1689.66
550-1240	94	LF	37.62	STORM DRAIN PIPE, 24 IN, H 1-10	3536.28
550-4215	16	EA	355.13	FLARED END SECTION 15 IN, STORM DRAIN	5682.08
550-4218	3	EA	475.83	FLARED END SECTION 18 IN, STORM DRAIN	1427.49
550-4224	4	EA	518.41	FLARED END SECTION 24 IN, STORM	2073.64

				DRAIN	
573-2006	1000	LF	11.58	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	11580.00
576-1018	1770	LF	26.37	SLOPE DRAIN PIPE, 18 IN	46674.90
577-1100	43	EA	1206.39	METAL DRAIN INLET - COMPLETE ASSEMBLY	51874.77
603-1012	340	SY	16.00	STN PLAIN RIP RAP, 12 IN	5440.00
603-7000	340	SY	3.91	PLASTIC FILTER FABRIC	1329.40
611-3010	20	EA	2455.15	RECONSTR DROP INLET, GROUP 1	49103.00
620-0100	10000	LF	45.00	TEMPORARY BARRIER, METHOD NO. 1	450000.00
621-4070	26	LF	134.17	CONCRETE SIDE BARRIER, TYPE 7C	3488.42
621-4082	60	LF	215.72	CONCRETE SIDE BARRIER, TYPE 7T	12943.20
632-0003	6	EA	9953.58	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	59721.48
641-1100	510	LF	30.14	GUARDRAIL, TP T	15371.40
641-1200	10700	LF	12.94	GUARDRAIL, TP W	138458.00
641-2100	150	LF	40.98	DBL FACED GUARDRAIL, TP T	6147.00
641-2200	15200	LF	25.00	DBL FACED GUARDRAIL, TP W	380000.00
641-5000	10	EA	1952.60	GUARDRAIL ANCHORAGE, SPCL DES	19526.00
641-5001	20	EA	459.66	GUARDRAIL ANCHORAGE, TP 1	9193.20
641-5012	12	EA	1525.25	GUARDRAIL ANCHORAGE, TP 12	18303.00
643-4000	1500	LF	4.13	WOVEN WIRE FENCE	6195.00
643-5000	33000	LF	7.06	SPECIAL DESIGN GAME FENCE	232980.00
643-8040	4	EA	400.00	GATE, WOVEN WIRE - 8 FEET WIDE	1600.00
650-1200	5	EA	12969.92	IMPACT ATTENUATOR UNIT, (COMPRESSION CRASH CUSHION) TYPE T - T-3-B-30	64849.60
668-2100	4	EA	2695.00	DROP INLET, GP 1	10780.00
Section Sub Total:					\$40,156,703.07

Section ATMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-6233	25310	LF	3.26	CONDUIT, NONMETL, TP 3, 2 IN	82510.60
682-6520	36500	LF	22.50	CONDUIT, FIBERGLASS, 2 IN	821250.00
682-7043	24300	LF	37.95	MULTI-CELL CONDUIT SYS, 4-WAY, FIBERGLASS	922185.00
682-9028	39	EA	4017.14	ELECTRICAL COMMUNICATION BOX, TP 5	156668.46
Section Sub Total:					\$1,982,614.06

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	52	AC	481.71	TEMPORARY GRASSING	25048.92
163-0300	4	EA	1153.15	CONSTRUCTION EXIT	4612.60
163-0503	5	EA	478.63	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	2393.15
163-0520	4050	LF	12.50	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	50625.00
163-0530	12550	LF	2.45	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	30747.50
163-0550	24	EA	195.98	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	4703.52
165-0010	16250	LF	0.92	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	14950.00
165-0030	25000	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	30000.00
165-0050	3000	LF	2.11	MAINTENANCE OF SILT RETENTION BARRIER	6330.00
165-0070	6275	LF	1.30	MAINTENANCE OF BALED STRAW EROSION CHECK	8157.50
165-0087	5	EA	166.79	MAINTENANCE OF SILT CONTROL GATE,	833.95

				TP 3	
165-0101	12	EA	378.80	MAINTENANCE OF CONSTRUCTION EXIT	4545.60
165-0105	24	EA	81.00	MAINTENANCE OF INLET SEDIMENT TRAP	1944.00
167-1000	2	EA	1872.85	WATER QUALITY MONITORING AND SAMPLING	3745.70
167-1500	30	MO	806.93	WATER QUALITY INSPECTIONS	24207.90
170-1000	3000	LF	11.29	FLOATING SILT RETENTION BARRIER	33870.00
171-0010	32500	LF	1.83	TEMPORARY SILT FENCE, TYPE A	59475.00
171-0030	50000	LF	3.14	TEMPORARY SILT FENCE, TYPE C	157000.00
Section Sub Total:					\$463,190.34

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-6515	56	EA	59.37	REM HIGHWAY SIGN, STD	3324.72
610-6520	14	EA	516.21	REM HIGHWAY SIGN, SPCL ROADSIDE	7226.94
610-9000	1	LS	371.74	REM SIGN, STA - 82+82	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 176+52	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 138+30	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 161+44	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 161+64	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 191+65	371.74
610-9000	1	LS	371.74	REM SIGN, STA - 209+76	371.74
611-5360	15	EA	236.61	RESET HIGHWAY SIGN	3549.15
611-5550	1	LS	5500.00	RESET SIGN, STA - 138+30	5500.00
611-5550	1	LS	5500.00	RESET SIGN, STA - 161+64	5500.00
611-5550	1	LS	5500.00	RESET SIGN, STA - 191+65	5500.00
611-5550	1	LS	5500.00	RESET SIGN, STA - 176+52	5500.00
633-3500	1	EA	1246.13	REMOUNT UNMODIFIED HWY SIGN, SPCL ROADSIDE	1246.13
636-1020	27	SF	13.33	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	359.91
636-1029	256	SF	19.91	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	5096.96
636-1032	368	SF	29.14	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	10723.52
636-1072	1440	SF	16.03	HIGHWAY SIGNS, ALUM EXTRUDED PANELS, REFL SHEETING, TP 3	23083.20
636-2070	372	LF	6.53	GALV STEEL POSTS, TP 7	2429.16
636-2080	1204	LF	8.60	GALV STEEL POSTS, TP 8	10354.40
636-2090	288	LF	6.30	GALV STEEL POSTS, TP 9	1814.40
636-3010	90	EA	295.10	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	26559.00
636-5010	82	EA	37.36	DELINEATOR, TP 1	3063.52
636-5011	18	EA	17.20	DELINEATOR, TP 1A	309.60
636-5020	87	EA	44.28	DELINEATOR, TP 2	3852.36
636-5100	8	EA	95.06	MILEPOST SIGNS	760.48
638-1001	1	LS	100000.00	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 196+50	100000.00
638-1001	1	LS	100000.00	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 222+95	100000.00
638-1001	1	LS	100000.00	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 249+40	100000.00
638-1001	1	LS	100000.00	STR SUPPORT FOR OVERHEAD SIGN, TP I, STA - 283+20	100000.00
652-0110	3	EA	38.59	PAVEMENT MARKING, ARROW, TP 1	115.77
652-8151	12	GLM	2814.93	SKIP POLYUREA TRAFFIC STRIPE, 5 IN, WHITE	33779.16
653-1804	27520	LF	1.65	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	45408.00
653-3804	2030	GLF	0.58	THERMOPLASTIC SKIP TRAF STRIPE, 8 IN, WHITE	1177.40
653-6004	34933	SY	2.46	THERMOPLASTIC TRAF STRIPING, WHITE	85935.18

654-1003	2015	EA	3.27	RAISED PVMT MARKERS TP 3	6589.05
657-1054	12940	LF	3.32	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	42960.80
657-1084	12915	LF	4.46	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, WHITE, TP PB	57600.90
657-3085	25880	GLF	2.95	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	76346.00
657-5001	19122	SY	19.95	PREFORMED PLASTIC PAVEMENT MARKING, WHITE, TP PB	381483.90
657-6054	12920	LF	3.56	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	45995.20
657-9122	4750	LF	4.56	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 10 INCH WIDE, WHITE	21660.00
657-9210	7	LM	10846.03	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, WHITE	75922.21
657-9211	7	LM	10863.58	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, YELLOW	81476.85
Section Sub Total:					\$1,484,806.05

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	1900	TN	202.96	MULCH	385624.00
603-2180	1000	SY	31.29	STN DUMPED RIP RAP, TP 3, 12 IN	31290.00
603-7000	1000	SY	3.91	PLASTIC FILTER FABRIC	3910.00
700-6910	52	AC	775.54	PERMANENT GRASSING	40328.08
700-7000	320	TN	57.15	AGRICULTURAL LIME	18288.00
700-7010	260	GL	18.63	LIQUID LIME	4843.80
700-8000	42	TN	252.40	FERTILIZER MIXED GRADE	10600.80
700-8100	5200	LB	1.46	FERTILIZER NITROGEN CONTENT	7592.00
716-2000	109600	SY	1.14	EROSION CONTROL MATS, SLOPES	124944.00
Section Sub Total:					\$627,420.68

Section BRIDGE NO. 19 LEFT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	17188	SY	4.28	GROOVED CONCRETE	73564.64
500-1006	1	LS	2800000.00	SUPERSTR CONCRETE, CL AA, BR NO - 19 LT (2376)	2800000.00
500-2100	4180	LF	42.27	CONCRETE BARRIER	176688.60
500-3101	767	CY	1100.00	CLASS A CONCRETE	843700.00
507-9002	10276	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 19 LT	1438640.00
511-1000	60961	LB	1.00	BAR REINF STEEL	60961.00
511-3000	1	LS	550000.00	SUPERSTR REINF STEEL, BR NO - 19 LT (662502)	550000.00
519-0400	8740	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	1854540.60
520-2214	696	LF	60.00	PILING, PSC, 14 IN SQ	41760.00
520-2218	2162	LF	75.00	PILING, PSC, 18 IN SQ	162150.00
520-2224	10096	LF	80.00	PILING, PSC, 24 IN SQ	807680.00
520-3214	1	EA	6500.00	TEST PILE, PSC, 14 IN SQ	6500.00
520-3224	6	EA	10231.00	TEST PILE, PSC, 24 IN SQ	61386.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4218	1	EA	686.36	LOAD TEST, PSC, 18 IN SQ	686.36
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	960000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 19 LT	960000.00
603-2024	1273	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	82745.00

603-7000	1273	SY	4.22	PLASTIC FILTER FABRIC	5372.06
Section Sub Total:					\$9,927,994.15

Section BRIDGE NO. 19 RIGHT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	16770	SY	4.28	GROOVED CONCRETE	71775.60
500-1006	1	LS	2800000.00	SUPERSTR CONCRETE, CL AA, BR NO - 19 RT (2311)	2800000.00
500-2100	4064	LF	42.27	CONCRETE BARRIER	171785.28
500-3101	747	CY	1100.00	CLASS A CONCRETE	821700.00
507-9002	9967	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 19 RT	1395380.00
511-1000	59424	LB	1.00	BAR REINF STEEL	59424.00
511-3000	1	LS	535000.00	SUPERSTR REINF STEEL, BR NO - 19 RT (644333)	535000.00
519-0400	8527	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	1809344.13
520-2214	698	LF	60.00	PILING, PSC, 14 IN SQ	41880.00
520-2218	2162	LF	75.00	PILING, PSC, 18 IN SQ	162150.00
520-2224	9644	LF	80.00	PILING, PSC, 24 IN SQ	771520.00
520-3214	1	EA	6500.00	TEST PILE, PSC, 14 IN SQ	6500.00
520-3218	1	EA	8175.81	TEST PILE, PSC, 18 IN SQ	8175.81
520-3224	3	EA	10231.00	TEST PILE, PSC, 24 IN SQ	30693.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4218	1	EA	686.36	LOAD TEST, PSC, 18 IN SQ	686.36
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	960000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 19 RT	960000.00
603-2024	1273	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	82745.00
603-7000	1273	SY	4.22	PLASTIC FILTER FABRIC	5372.06
Section Sub Total:					\$9,735,751.13

Section BRIDGE NO. 20 LEFT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	17365	SY	4.28	GROOVED CONCRETE	74322.20
500-1006	1	LS	1875000.00	SUPERSTR CONCRETE, CL AA, BR NO - 20 LT (2342)	1875000.00
500-2100	4216	LF	42.27	CONCRETE BARRIER	178210.32
500-3101	777	CY	1100.00	CLASS A CONCRETE	854700.00
507-9002	10424	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 20 LT	1459360.00
511-1000	56076	LB	1.00	BAR REINF STEEL	56076.00
511-3000	1	LS	550000.00	SUPERSTR REINF STEEL, BR NO - 20 LT (660354)	550000.00
519-0400	8830	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	1873637.70
520-2214	453	LF	60.00	PILING, PSC, 14 IN SQ	27180.00
520-2218	2033	LF	75.00	PILING, PSC, 18 IN SQ	152475.00
520-2224	9420	LF	80.00	PILING, PSC, 24 IN SQ	753600.00
520-3224	6	EA	10231.00	TEST PILE, PSC, 24 IN SQ	61386.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4218	1	EA	686.36	LOAD TEST, PSC, 18 IN SQ	686.36
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	980000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 20 LT	980000.00
603-2024	1461	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	94965.00
603-7000	1461	SY	4.22	PLASTIC FILTER FABRIC	6165.42
Section Sub Total:					\$8,999,383.89

Section BRIDGE NO. 20 RIGHT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	17365	SY	4.28	GROOVED CONCRETE	74322.20
500-1006	1	LS	1880000.00	SUPERSTR CONCRETE, CL AA, BR NO - 20 RT (2342)	1880000.00
500-2100	4216	LF	42.27	CONCRETE BARRIER	178210.32
500-3101	777	CY	1100.00	CLASS A CONCRETE	854700.00
507-9002	10424	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 20 RT	1459360.00
511-1000	56076	LB	1.00	BAR REINF STEEL	56076.00
511-3000	1	LS	550000.00	SUPERSTR REINF STEEL, BR NO - 20 RT (660354)	550000.00
519-0400	8830	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	1873637.70
520-2214	453	LF	60.00	PILING, PSC, 14 IN SQ	27180.00
520-2218	2033	LF	75.00	PILING, PSC, 18 IN SQ	152475.00
520-2224	9645	LF	80.00	PILING, PSC, 24 IN SQ	771600.00
520-3214	2	EA	5277.60	TEST PILE, PSC, 14 IN SQ	10555.20
520-3218	1	EA	8175.81	TEST PILE, PSC, 18 IN SQ	8175.81
520-3224	4	EA	10231.00	TEST PILE, PSC, 24 IN SQ	40924.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4218	1	EA	686.36	LOAD TEST, PSC, 18 IN SQ	686.36
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	980000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 20 RT	980000.00
603-2024	1461	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	94965.00
603-7000	1461	SY	4.22	PLASTIC FILTER FABRIC	6165.42
Section Sub Total:					\$9,020,652.90

Section BRIDGE NO. 21 LEFT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	4810	SY	4.28	GROOVED CONCRETE	20586.80
500-1006	1	LS	530000.00	SUPERSTR CONCRETE, CL AA, BR NO - 21 LT (662)	530000.00
500-2100	1162	LF	42.27	CONCRETE BARRIER	49117.74
500-3101	197	CY	1100.00	CLASS A CONCRETE	216700.00
507-9002	2889	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 21 LT	404460.00
511-1000	16598	LB	1.00	BAR REINF STEEL	16598.00
511-3000	1	LS	303100.00	SUPERSTR REINF STEEL, BR NO - 21 LT (365108)	303100.00
519-0400	2445	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	518804.55
520-2214	781	LF	60.00	PILING, PSC, 14 IN SQ	46860.00
520-2224	2838	LF	80.00	PILING, PSC, 24 IN SQ	227040.00
520-3214	1	EA	6500.00	TEST PILE, PSC, 14 IN SQ	6500.00
520-3224	2	EA	10231.00	TEST PILE, PSC, 24 IN SQ	20462.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	280000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 21 LT	280000.00
603-2024	2043	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	132795.00
603-7000	2043	SY	4.22	PLASTIC FILTER FABRIC	8621.46
Section Sub Total:					\$2,783,265.44

Section BRIDGE NO. 21 RIGHT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	4810	SY	4.28	GROOVED CONCRETE	20586.80
500-1006	1	LS	530000.00	SUPERSTR CONCRETE, CL AA, BR NO -	530000.00

				21 RT (662)	
500-2100	1162	LF	42.27	CONCRETE BARRIER	49117.74
500-3101	197	CY	1100.00	CLASS A CONCRETE	216700.00
507-9002	2889	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 21 RT	404460.00
511-1000	16598	LB	1.00	BAR REINF STEEL	16598.00
511-3000	1	LS	303100.00	SUPERSTR REINF STEEL, BR NO - 21 RT (365108)	303100.00
519-0400	2445	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	518804.55
520-2214	746	LF	60.00	PILING, PSC, 14 IN SQ	44760.00
520-2224	2738	LF	80.00	PILING, PSC, 24 IN SQ	219040.00
520-3214	1	EA	6500.00	TEST PILE, PSC, 14 IN SQ	6500.00
520-3224	2	EA	10231.00	TEST PILE, PSC, 24 IN SQ	20462.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	280000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 21 RT	280000.00
603-2024	2043	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	132795.00
603-7000	2043	SY	4.22	PLASTIC FILTER FABRIC	8621.46
Section Sub Total:					\$2,773,165.44

Section BRIDGE NO. 22 LEFT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	5107	SY	4.28	GROOVED CONCRETE	21857.96
500-1006	1	LS	565700.00	SUPERSTR CONCRETE, CL AA, BR NO - 22 LT (707)	565700.00
500-2100	1222	LF	42.27	CONCRETE BARRIER	51653.94
500-3101	266	CY	1100.00	CLASS A CONCRETE	292600.00
507-9002	3025	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 22 LT	423500.00
511-1000	20431	LB	1.00	BAR REINF STEEL	20431.00
511-3000	1	LS	163000.00	SUPERSTR REINF STEEL, BR NO - 22 LT (196254)	163000.00
519-0400	2567	SY	212.19	CONCRETE OVERLAY, PORTLAND CEMENT, VARB THK	544691.73
520-2214	466	LF	60.00	PILING, PSC, 14 IN SQ	27960.00
520-2224	3853	LF	80.00	PILING, PSC, 24 IN SQ	308240.00
520-3214	2	EA	6500.00	TEST PILE, PSC, 14 IN SQ	13000.00
520-3224	2	EA	10231.00	TEST PILE, PSC, 24 IN SQ	20462.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	290000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 22 LT	290000.00
603-2024	2487	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	161655.00
603-7000	2487	SY	4.22	PLASTIC FILTER FABRIC	10495.14
Section Sub Total:					\$2,916,866.66

Section BRIDGE NO. 22 RIGHT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	5048	SY	4.28	GROOVED CONCRETE	21605.44
500-1006	1	LS	560800.00	SUPERSTR CONCRETE, CL AA, BR NO - 22 RT (701)	560800.00
500-2100	1220	LF	42.27	CONCRETE BARRIER	51569.40
500-3101	263	CY	1100.00	CLASS A CONCRETE	289300.00
507-9002	3025	LF	140.00	PSC BEAMS, AASHTO TYPE II, BR NO - 22 RT	423500.00
511-1000	20052	LB	1.00	BAR REINF STEEL	20052.00
511-3000	1	LS	160000.00	SUPERSTR REINF STEEL, BR NO - 22 RT (192144)	160000.00
519-0400	2567	SY	212.19	CONCRETE OVERLAY, PORTLAND	544691.73

				CEMENT, VARB THK	
520-2214	466	LF	60.00	PILING, PSC, 14 IN SQ	27960.00
520-2224	3852	LF	80.00	PILING, PSC, 24 IN SQ	308160.00
520-3224	3	EA	10231.00	TEST PILE, PSC, 24 IN SQ	30693.00
520-4214	1	EA	419.26	LOAD TEST, PSC, 14 IN SQ	419.26
520-4224	1	EA	1200.63	LOAD TEST, PSC, 24 IN SQ	1200.63
540-1202	1	LS	290000.00	REMOVAL OF PARTS OF EXISTING BRIDGE, BR NO - 22 RT	290000.00
603-2024	2487	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	161655.00
603-7000	2487	SY	4.22	PLASTIC FILTER FABRIC	10495.14
Section Sub Total:					\$2,902,101.60

Total Estimated Cost: \$93,773,915.41

NH-IM-95-1(136)

PI 511115

McIntosh County

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	400000.00	TRAFFIC CONTROL - NH-IM-95-1(136)	400000.00
150-9011	500	HR	46.19	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	23095.00
153-1300	1	EA	125000.00	FIELD ENGINEERS OFFICE TP 3	125000.00
210-0100	1	LS	250000.00	GRADING COMPLETE - NH-IM-95-I(136)	250000.00
310-5120	19400	SY	21.00	GR AGGR BASE CRS, 12 INCH, INCL MATL	407400.00
400-3604	560	TN	98.00	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	54880.00
400-3624	7900	TN	95.00	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	750500.00
402-3121	9300	TN	95.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	883500.00
402-3130	2320	TN	98.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	227360.00
402-3190	6190	TN	95.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	588050.00
413-1000	10760	GL	2.00	BITUM TACK COAT	21520.00
432-0206	6800	SY	2.22	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	15096.00
456-2012	10	GLM	813.19	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	8131.90
573-2006	1000	LF	11.58	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	11580.00
632-0003	4	EA	9953.58	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	39814.32
Section Sub Total:					\$3,805,927.22

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	5	AC	481.71	TEMPORARY GRASSING	2408.55
163-0520	2000	LF	12.50	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	25000.00
163-0530	5000	LF	2.45	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	12250.00
165-0010	5000	LF	0.92	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	4600.00
165-0030	11000	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	13200.00
165-0070	2500	LF	1.30	MAINTENANCE OF BALED STRAW EROSION CHECK	3250.00
167-1000	2	EA	1872.85	WATER QUALITY MONITORING AND SAMPLING	3745.70
167-1500	12	MO	806.93	WATER QUALITY INSPECTIONS	9683.16
171-0010	10000	LF	1.83	TEMPORARY SILT FENCE, TYPE A	18300.00
171-0030	22000	LF	3.14	TEMPORARY SILT FENCE, TYPE C	69080.00
Section Sub Total:					\$161,517.41

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
652-8151	7	GLM	2814.93	SKIP POLYUREA TRAFFIC STRIPE, 5 IN, WHITE	19704.51
653-6004	16600	SY	2.46	THERMOPLASTIC TRAF STRIPING, WHITE	40836.00
654-1003	700	EA	3.27	RAISED PVMT MARKERS TP 3	2289.00
657-1084	10750	LF	4.46	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, WHITE, TP PB	47945.00
657-3085	10750	GLF	2.95	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	31712.50
657-9210	7	LM	10846.03	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, WHITE	75922.21
Section Sub Total:					\$218,409.22

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	145	TN	202.96	MULCH	29429.20
700-6910	10	AC	775.54	PERMANENT GRASSING	7755.40
700-7000	45	TN	57.15	AGRICULTURAL LIME	2571.75
700-7010	38	GL	18.63	LIQUID LIME	707.94
700-8000	7	TN	252.40	FERTILIZER MIXED GRADE	1766.80
700-8100	750	LB	1.46	FERTILIZER NITROGEN CONTENT	1095.00
Section Sub Total:					\$43,326.09

Total Estimated Cost: \$4,229,179.94

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

258008.2 C

JK ✓

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(120) McIntosh County
NH-IM-95-1(121) McIntosh County
PI No.: 511110 & 511120

OFFICE Atlanta, Georgia

DATE May 16, 2005

FROM Brian Summers, Project Review Engineer *MSL*

TO Brent Story, State Road & Airport Design Engineer

SUBJECT DESIGN VARIANCE REQUEST

Attached is the approved Design Variance Request for the above referenced project.

MSL

c: Mark Lawing

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(120) McIntosh County
NH-IM-95-1(121) McIntosh County
PI No.: 511110 & 511120

OFFICE Atlanta, Georgia

DATE June 21, 2005

FROM Brian Summers, Project Review Engineer *MSL*

TO Brent Story, State Road & Airport Design Engineer

SUBJECT DESIGN EXCEPTION REQUEST

Attached is the approved Design Exception Request for the above referenced project.

MSL

c: Mark Lawing

The existing bridge columns are currently protected with guardrail. The proposed design would remove the existing guardrail and replace it with type 7-C modified flush concrete side barriers and guardrail with a type 12 guardrail anchor. Additional measures would be taken by adding signage and striping to alert the motorists that the shoulders narrow.

Phase 1A projects, see attached sheet, will be programmed to reconstruct the interchange bridges at State Routes 251 & 99/57 as well as the overpass bridges at CR 16, CR 17 & CR 21. The Phase 1A projects will correct the substandard outside shoulders by replacing the existing bridges with longer bridges that will provide standard outside shoulder widths.

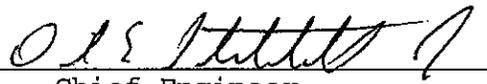
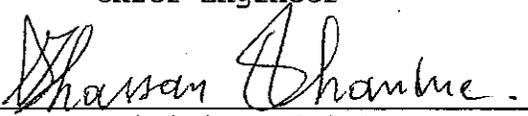
A study has been conducted on substandard shoulders on a similar interstate project on I-85 in Gwinnett County. Based on the information from the I-85 data, the areas of the existing substandard shoulders on I-85 have had little or no increase in accidents, which can be attributed to the substandard shoulders. Due to the similarities of these sections of I-95 to the I-85 section (traffic volumes, actual travel speed) this office's opinion is that the substandard shoulders on this section of I-95 would likely produce similar results. Attached below is a table of Accident Data Statewide for Rural Interstates. Additionally the accident data for projects NH-IM-95-1(120) and NH-IM-95-1(121) is attached.

WHY THE CURRENT GUIDELINES CANNOT BE MET

The Preconstruction Division has been working with FHWA to determine how we can deliver the I-95 Fast Forward capacity improvements as quickly as possible. By breaking out these overpasses and interchanges in McIntosh County we will not require additional right-of-way and are able to accelerate the mainline widening. In order to do this we are also committing to completing construction on the roadway and overpasses within two years of each other. Additionally, we are recommending mitigation in the form of signing and striping, to alert traffic of the substandard shoulders. Considering the additional construction cost, accident history, delay of the widening project, potential capacity and safety problems due to the delay, this office recommends a design exception be approved for the substandard horizontal clearances on the above-mentioned bridges.

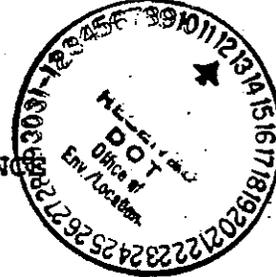
If you have any questions, please contact Jim Simpson or Jack Grant at 404-657-9192.

BAS:JSS:JRG:ss

Recommend:	<u></u>	<u>5/16/05</u>
	Chief Engineer	Date
Approved:	<u></u>	<u>6/17/05</u>
	F01 FHWA Division Administrator	Date

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE NH-95-1(120) McIntosh County
NH-95-1(136) McIntosh County
P.I. Nos. 511110, 511115

OFFICE Atlanta, GA

DATE September 8, 1994

FROM *James A. Kennerly*
James A. Kennerly, State Road & Airport Design Engineer HLA

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

SUBJECT Concept Report Approval

Attached for further processing is the Project Concept Report on this project. This office, by copy of this letter, requests the Office of Programming to program a project for the major bridges as outlined in this report.

MGR
JAK:MGR
Attachments

xc: John Lively
David Studstill, w/att
Marion Waters, w/att
Wayne Hutto
Craig Brack, w/att
Toni Dunagan, w/att
Herman Griffin, w/att
Paul Liles, w/att

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

10/5/94
DATE

Vol R. Hitt
State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

DATE

State Bridge Engineer

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".

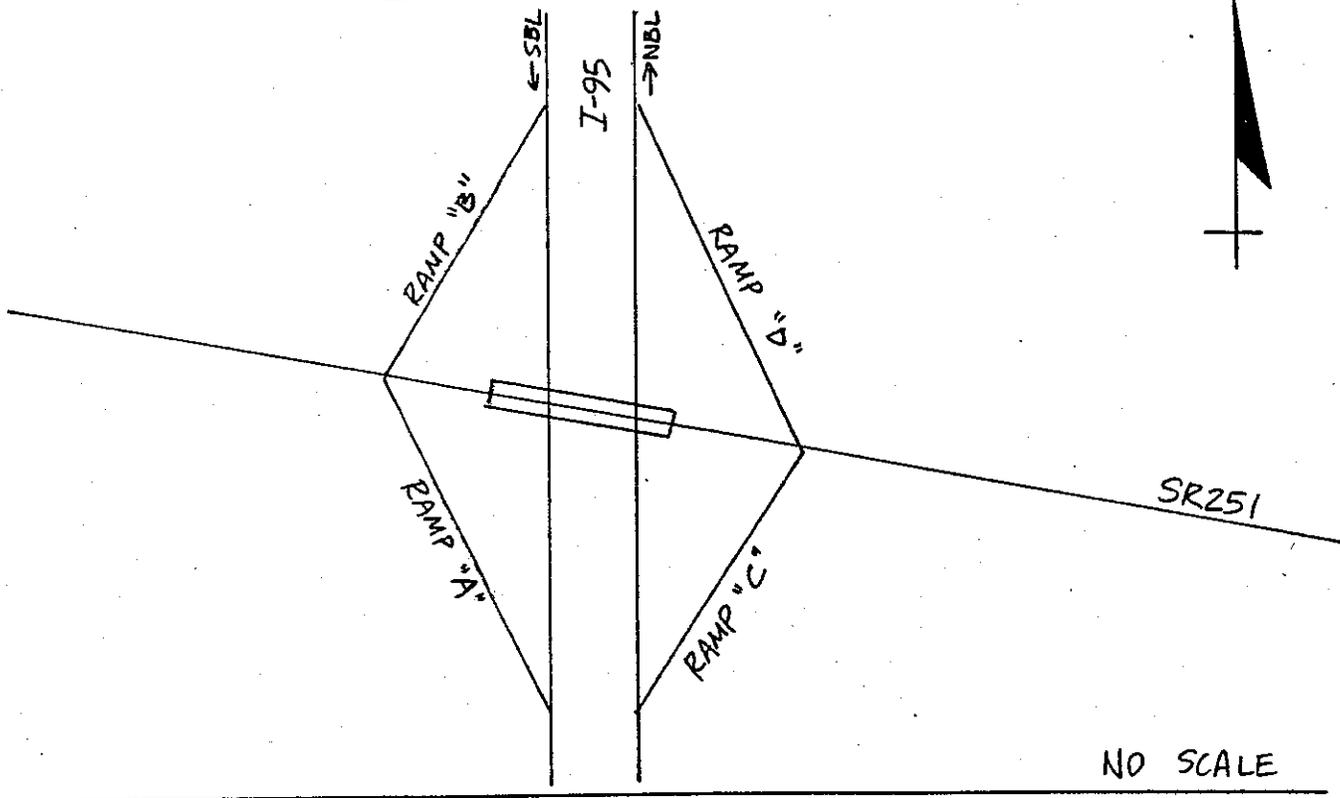
It is requested that the Office of Programming program a separate project for the following bridges which will be reconstructed as part of Phase I construction. This is required in order that a separate consultant contract may be negotiated for the design of these bridges. The following is a list of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

YEAR	CURRENT	AADT	YEAR	PROJECTED	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
 19.5m (64 foot) median
 CRC/Asphalt pavement

R/W WIDTH (TYP)
 91.3m (300 feet)

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)	ALLOWABLE: 3.00%
	PROPOSED: 5240.5m (0.33 deg)	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. 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

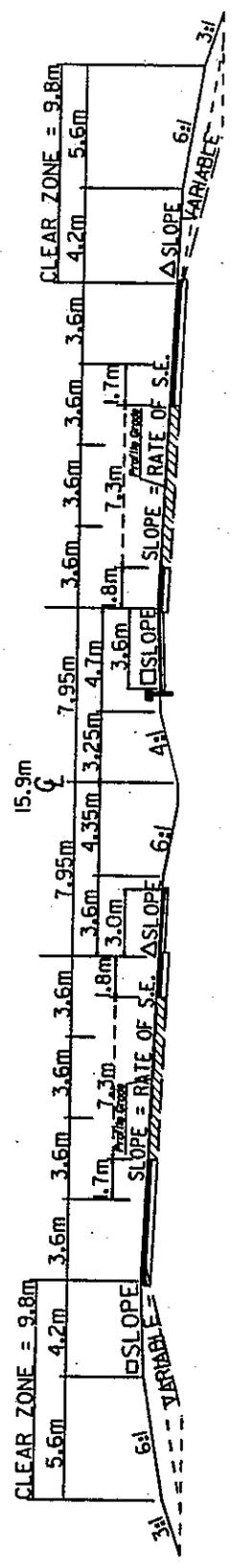
ESTIMATE SUMMARY

	<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) ^{2yr.}	\$ 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>

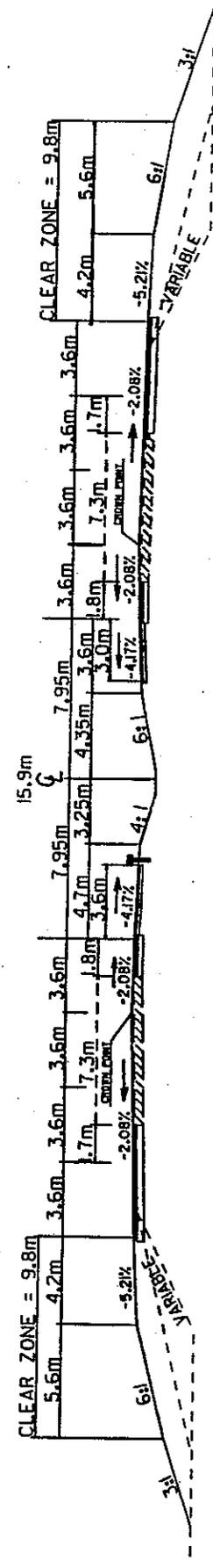
MAJOR BRIDGES - NEW PROJECT TO BE PROGRAMMED

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>

PROJECT: NH-95-II(20)
 P.I. NO. 51110



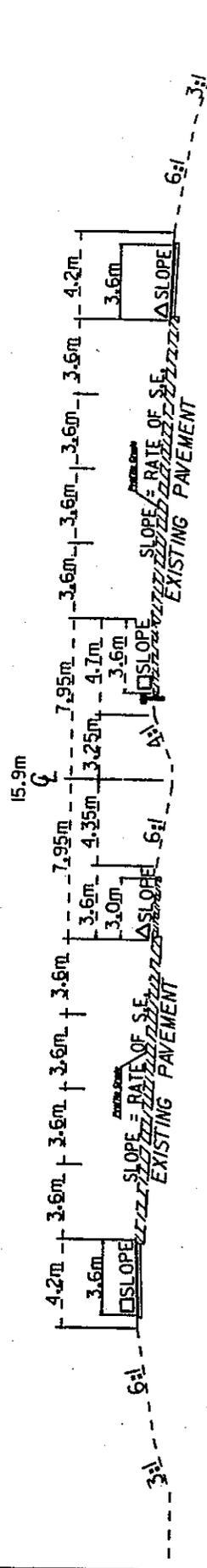
15.9m (52.2') MED SUPERELEVATED SECTION



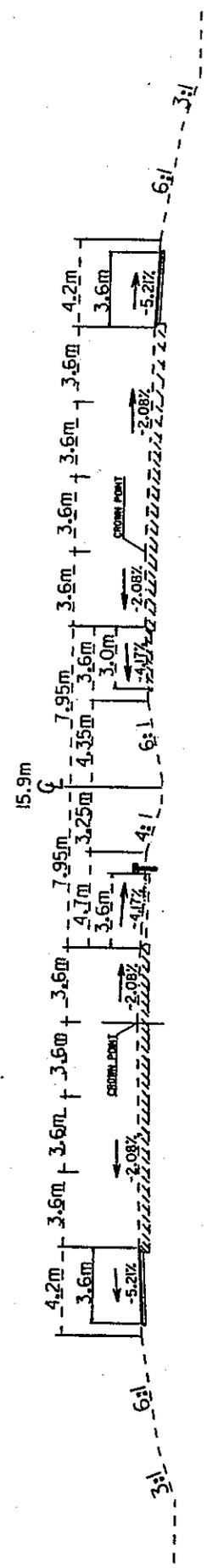
15.9m (52.2') MED TANGENT SECTION

TYPICAL SECTION
 PHASE I
 NO SCALE

STATE	PROJECT
GA	NH-95-III(20)
P.I. NO. 51110	



15.9m (52.2') MED SUPERELEVATED SECTION



15.9m (52.2') MED TANGENT SECTION

TYPICAL SECTION
 PHASE II
 NO SCALE

Road Design
 MONTH January 1992

1000 J 3-17-92
MEK
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)

Fund 1 = 315
 Fund 2 = 315

Length = 5.26 miles

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. Driscoll*
 DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *Wayne Shackelford*
 COMMISSIONER

ORIGINAL TO GENERAL FILES

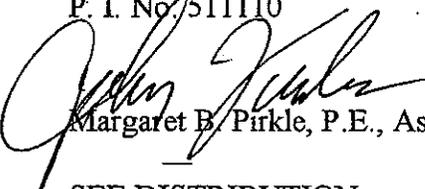
D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

JS

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(120) McIntosh County **OFFICE** Preconstruction
P. I. No. 511110
DATE October 15, 2002

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Ben Buchan

Gary Priester
FHWA
BOARD MEMBER

REVISED PROJECT CONCEPT REPORT

NH-IM-95-1(120)
P.I. Number 511110
McIntosh County

Need and Purpose: *No Change Required. (See attached approved Concept Report dated September 7, 1994.)*

Project location: Widening and reconstruction of I-95 from the end of Project NH-IM-95-1(117) McIntosh County (Mile Point 0.23) north to the beginning of Project NH-IM-95-1(121) McIntosh County (Mile Point 4.35) 0.53 miles north of SR251 interchange. The gross length of the project is 4.12 miles. This widening and reconstruction is proposed to be constructed in two phases. Project NH-IM-95-1(136) represents the second phase of this widening and will have the same project limits.

Description of the approved concept: *(See attached approved Concept Report dated September 7, 1994)*

PDP Classification: Major X Minor _____

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

Functional Classification: Principal Arterial (Rural Interstate)

U. S. Route Number(s): I-95 State Route Number(s): 405

Traffic (AADT) as shown in the approved concept:

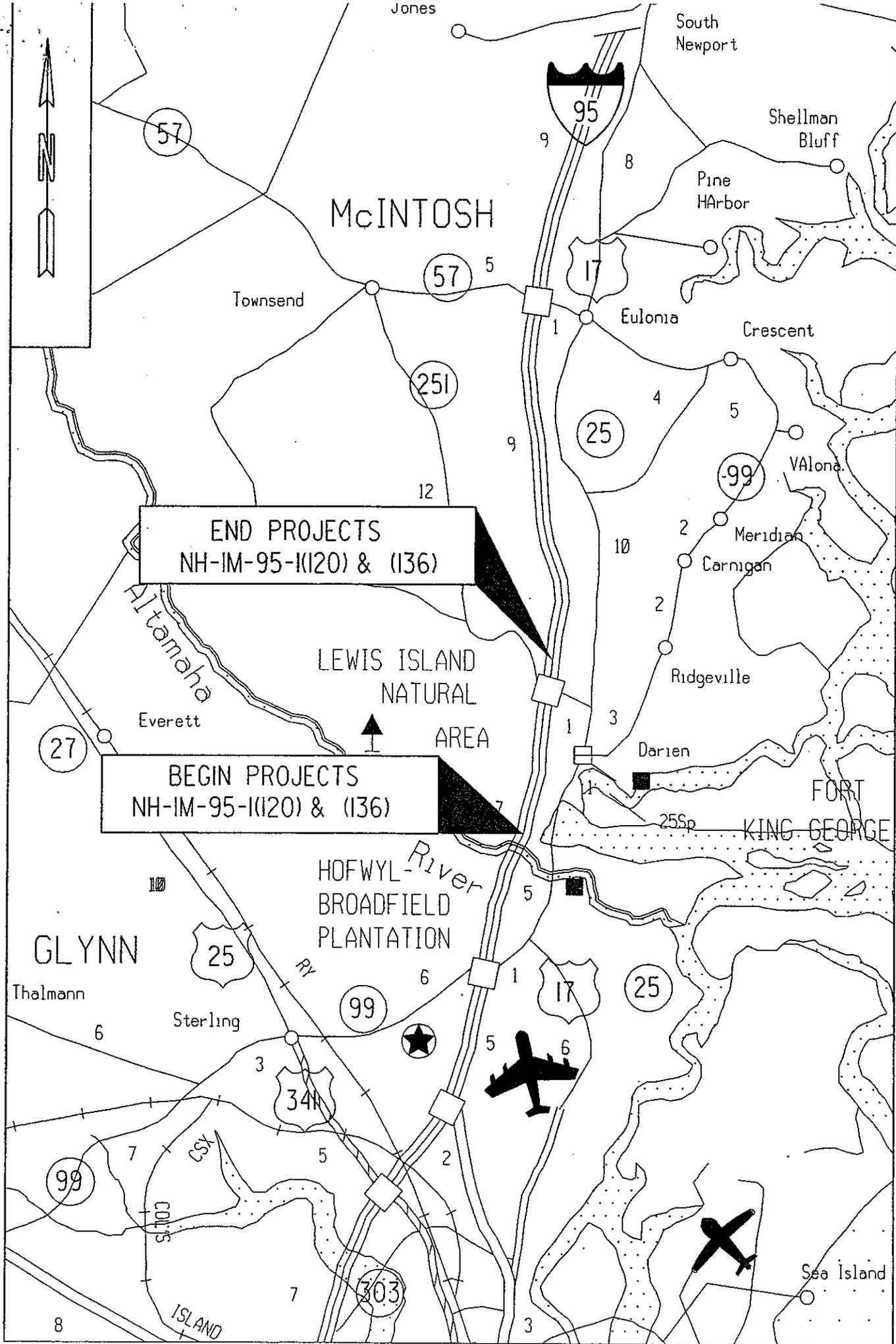
Current Year: 44,000 (1996) Design Year: 77,400 (2016)

Proposed features to be revised: The project beginning terminus will be shortened to match the project ending termini for Project NH-IM-95-1(117) (see attached location sketch). Also, the SR251 Overpass Bridge will not be replaced but instead will be jacked.

Describe the revised feature(s) to be approved: This concept is being revised to relocate the beginning project terminus. The new beginning terminus will be located just north of the Altamaha River Bridge at the Glynn/McIntosh County line. The new beginning terminus is being revised to match the project ending terminus for NH-IM-95-1(117). The approved concept report shows the SR251 Overpass Bridge as being replaced in Phase I of this project. The concept is being revised to jack the bridge to accommodate the asphaltic overlay constructed on I-95. This bridge will be replaced under Project STP-2387(4) McIntosh which is scheduled to be let in 2007.

Updated traffic data (AADT):

Current Year: 49,000 (2007) Design Year: 72,000 (2027)

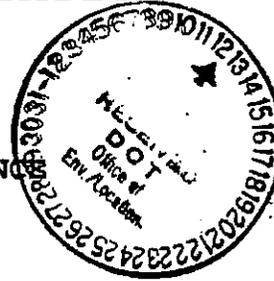


END PROJECTS
NH-IM-95-I(120) & (136)

BEGIN PROJECTS
NH-IM-95-I(120) & (136)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE NH-95-1(120) McIntosh County
NH-95-1(136) McIntosh County
P.I. Nos. 511110, 511115

OFFICE Atlanta, GA

DATE September 8, 1994

FROM *James Kennerly*
James A. Kennerly, State Road & Airport Design Engineer HLA

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

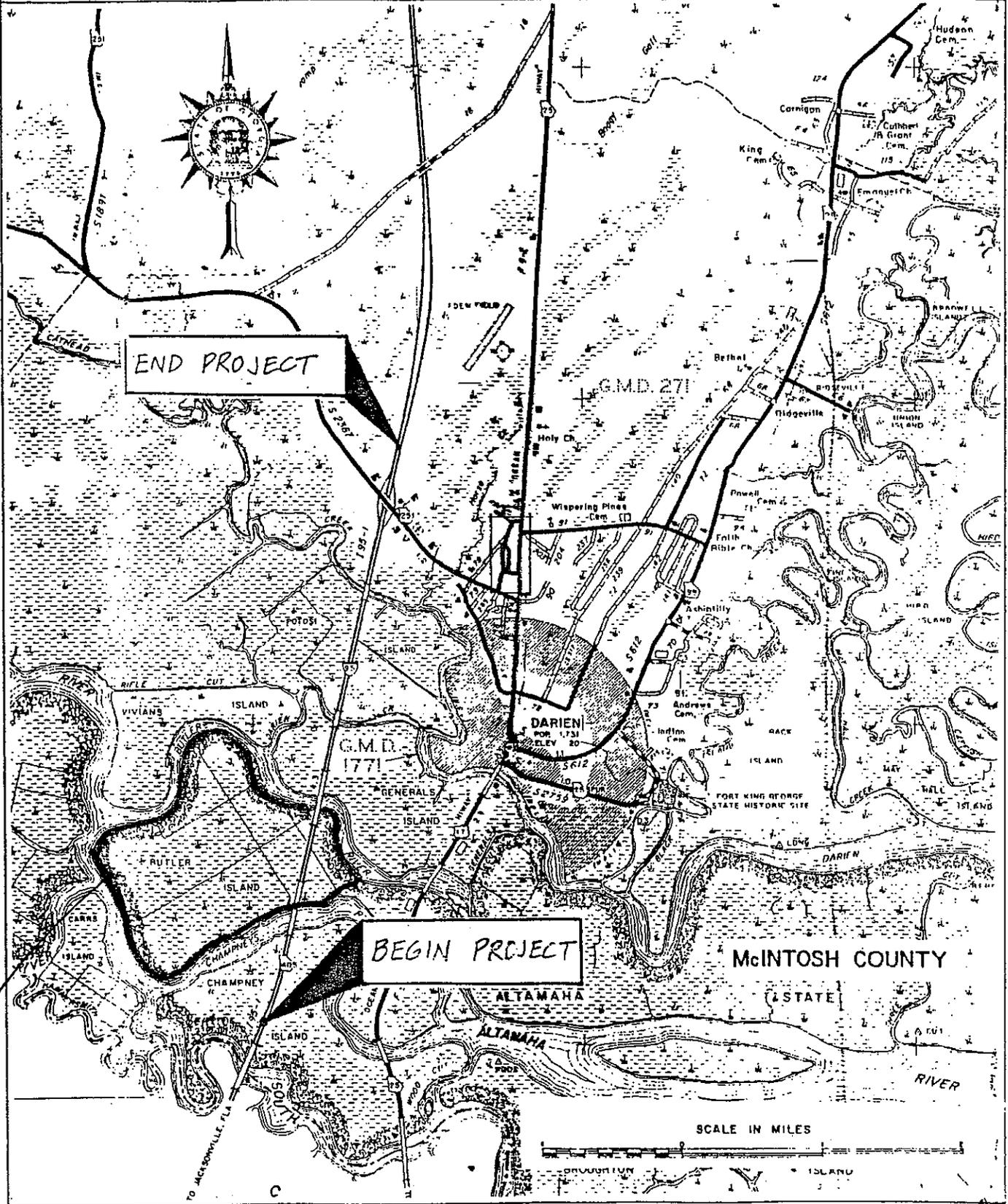
SUBJECT Concept Report Approval

Attached for further processing is the Project Concept Report on this project. This office, by copy of this letter, requests the Office of Programming to program a project for the major bridges as outlined in this report.

MGR
JAK:MGR
Attachments

xc: John Lively
David Studstill, w/att
Marion Waters, w/att
Wayne Hutto
Craig Brack, w/att
Toni Dunagan, w/att
Herman Griffin, w/att
Paul Liles, w/att

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



Proposed National Register property - Butler Island Plantation.

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.

EXISTING ROADWAY

TYPICAL SECTION: 4-lane rural interstate
 19.5m (64 foot) median
 CRC/Asphalt pavement

R/W WIDTH (TYP)
 91.3m (300 feet)

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)	ALLOWABLE: 3.00%
	PROPOSED: 5240.5m (0.33 deg)	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.

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.

C. CONSTRUCTION:	<u>PHASE I</u>	<u>PHASE II</u>
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
SUBTOTAL:C-1	\$ 1,001,000	\$ 0
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_____	\$ 384,000	\$ 0
SUBTOTAL:C-2	\$ 1,804,000	\$ 32,000
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

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>

KORD DESIGN
 MONTH January 1992
REVISED 1-17-92
MEG
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)

Fund 1 = 315
 Fund 2 = 315

Length = 5.26 miles

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. Drutzel*
 DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *Wayne Shackelford*
 COMMISSIONER