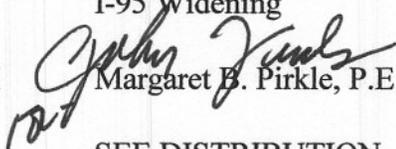


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 511120, McIntosh County **OFFICE** Preconstruction
NH-IM-95-1(121)
I-95 Widening **DATE** September 9, 2005

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

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Babs Abubakari
Brent Story
Gary Priester
BOARD MEMBER
FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
JUN 21 2005

FILE NH-IM-95-1 (121) McIntosh County OFFICE Road Design
 PI # 511120
I-95 WIDENING DATE June 20, 2005

FROM Brent A. Story, P.E., State Road & Airport Design Engineer **BAS**

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

SUBJECT REVISED PROJECT CONCEPT REPORT

RECEIVED
JUN 27 2005

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

The concept report has been revised to remove the four overpass bridges, CR 16/Fountain Road, CR 17/Ardick Road, CR 21/King Road, and SR 57/99, from this project. These bridges will require design exceptions for horizontal clearance and design variances for vertical clearance. The replacement of these bridges will be programmed as a separate phase 1A project to be completed during this project or immediately after.

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

BAS:JSS:JRG:ss

Distribution:

- cc: Brian Summers, w/att.
- Harvey Keeper, w/att.
- Keith Golden, w/att.
- Joe Palladi, w/att.
- Jamie Simpson, w/att.
- Gary Preister, w/att.
- Paul Liles, w/att.

ROUTING		
<input checked="" type="checkbox"/>	Chamick	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Tom	<input type="checkbox"/>
<input checked="" type="checkbox"/>	JOE	<input type="checkbox"/>
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<input type="checkbox"/>		<input type="checkbox"/>


 State Transportation Planning Administrator

6/24/05
 Date

REVISED PROJECT CONCEPT REPORT

NH-IM-95-1(121)
P.I. Number 511120
McIntosh County

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

Project Location & Description

Widening and reconstruction of I-95 from the end of Project NH-IM-95-1(120) McIntosh County, just north of the SR 251 interchange north to the beginning of project NH-IM-95-1(122) McIntosh County, just north of the SR 57 interchange, all in McIntosh County. The gross length of the project is 9.60 miles. A second phase of widening is proposed to be constructed under a future project, Project NH-IM-95-1(137) which will have the same project limits.

Roadway

Widen 9.60 miles of existing four lane interstate freeway, two lanes in each direction separated by a 64 foot depressed grassed median to a six lane interstate freeway separated by a 52 foot depressed grassed median. Opposing traffic will be protected by a double-faced guardrail in the median. This widening is to be accomplished by building ½ lane (6 feet) in the median each direction and a 12 foot shoulder in one direction only. The shoulder in the other direction will be a 17.5 foot shoulder to accommodate the double-faced guardrail. On the outside of the existing lanes, it is proposed to add ½ lane (6 feet) plus a 12 foot full-depth paved shoulder which shall be used for stage construction and traffic control for this project and as a future fourth lane when the future project is implemented. Also, grading for the future project is proposed. In addition, approximately 1.64 miles of split median exists just north of SR 251. The widening in this area will be accomplished similar to the above, with the exception that the double-faced guardrail will not be required.

Bridges

The four overpass bridges on the project (CR 16/Fountain Road over I-95, CR 17/Ardick Road over I-95, CR 21/King Road over I-95 and SR 57/SR 99 over I-95) are not to be modified under this project. Design Exceptions for substandard horizontal clearances and Design Variances for substandard vertical clearances will be required for these bridges. These bridges will be replaced under a Phase 1A project that is to be completed during the construction of this NH-IM-95-1(121) project or immediately after. The two I-95 creek crossings (I-95 over King Swamp and I-95 over Youngs Swamp) are to be widened.

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: 45,100 (1998) Design Year: 67,300 (2018)

Existing features to be revised:

Delete Major Structure # 8: SR 57 over Youngs Swamp

Proposed features to be revised:

Revise Major Structure # 1: CR 16/Fountain Road over I-95, no modifications required, minimum proposed vertical clearance is 16.00'.

Revise Major Structure # 3: CR 17/Ardick Road over I-95, no modifications required, minimum proposed vertical clearance is 16.00'.

Revise Major Structure # 5: CR 21/King Road over I-95, no modifications required, minimum proposed vertical clearance is 16.00'.

Revise Major Structure # 6: SR 57/SR 99 over I-95, no modifications required, minimum proposed vertical clearance is 16.00'.

Delete Major Structure # 8: SR 57 over Youngs Swamp

Miscellaneous:

DESIGN EXCEPTIONS REQUIRED:

	YES	NO	UNDET.
SUBST. HORIZ CLEARANCE	(x)	()	

Design exceptions are required for substandard horizontal clearance at the following major structures:

CR 16 (Fountain Road), 5'-8" proposed horizontal clearance

CR 17 (Ardick Road), 6'-4" proposed horizontal clearance

CR 21 (King Swamp Road), 6'-2" proposed horizontal clearance

SR 57/ SR 99, 6'-4" proposed horizontal clearance

DESIGN VARIANCES REQUIRED:

	YES	NO	UNDET.
SUBST. VERTICAL CLEARANCE	(x)	()	

Design variances are required for substandard vertical clearance at the following major structures:

CR 16 (Fountain Road), 16'-00" – 16'-6" minimum vertical clearance *

CR 17 (Ardick Road), 16'-00" – 16'-6" minimum vertical clearance *

CR 21 (King Swamp Road), 16'-00" – 16'-6" min. vertical clearance*

SR 57/ SR 99, 16'-00" – 16'-6" minimum vertical clearance*

* These clearances would be temporary. Phase 1A projects (yet to be programmed) will replace all of these structures during or immediately after construction of NH-IM-95-1(121).

Updated Traffic Data (AADT):

Current Year: 48,500 (2006)

Design Year: 71,000 (2026)

Programmed/Schedule:

P.E.: December, 2005

R/W: N/A

Construction: 2006

Revised Cost Estimates:

1. Construction cost, including inflation and E&C = \$39,062,915
2. Right of Way cost - \$0

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

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

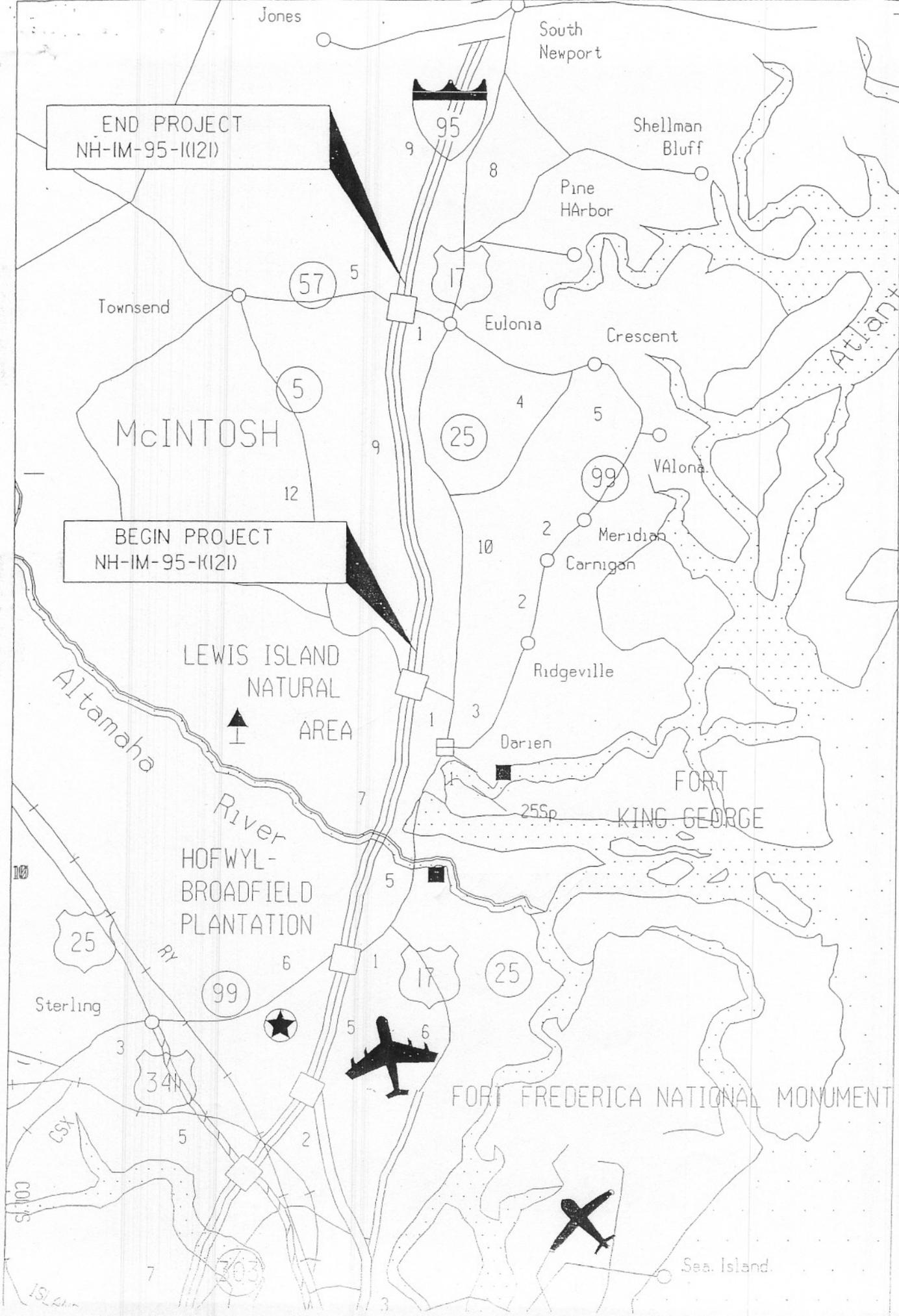
Attachments:

1. Sketch Map
2. Typical Sections
3. Construction Cost Estimate
4. Approved Revised Concept Report dated October 15, 2002
5. Approved Concept Report dated December 13, 1994

Concur: Buddy A. H.
Director of Preconstruction

Approve: Sharon Chamber.
For: Division Administrator, FHWA

Approve: O. S. [Signature]
Chief Engineer



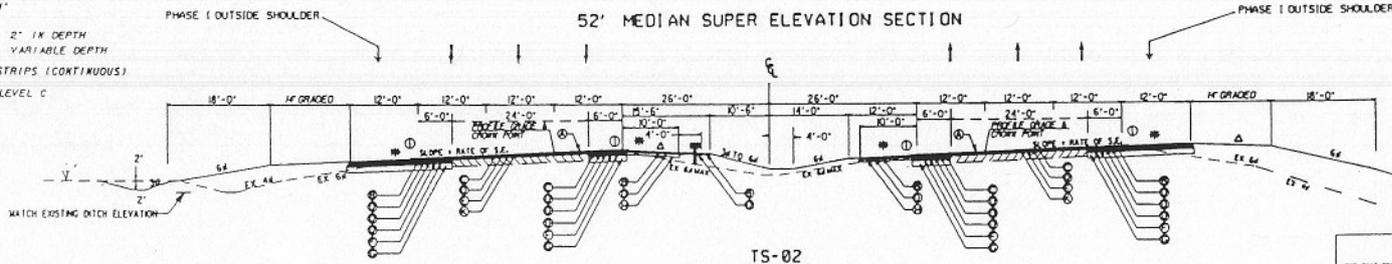
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	NH-11-95-1(121)		

**TYPICAL SECTIONS
EXISTING ASPHALT**

REQUIRED PAVEMENT

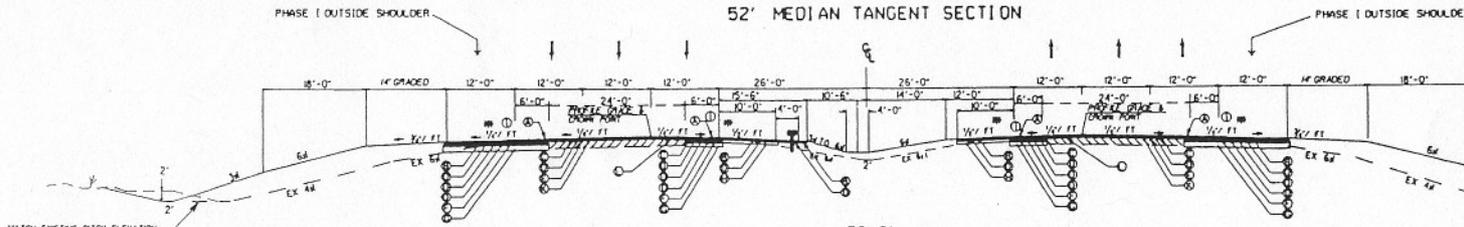
- ① ASPHALTIC CONCRETE 12.5 mm PER. POLYMER-MODIFIED, 135'/SY
- ② ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165'/SY
- ③ ASPHALTIC CONCRETE 12.5 mm SMA-FINE, POLYMER-MODIFIED, 165'/SY
- ④ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220'/SY
- ⑤ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 330'/SY
- ⑥ ASPHALTIC CONCRETE 25 mm SUPERPAVE, 440'/SY
- ⑦ GRADED AGGREGATE BASE, 18"
- ⑧ GRADED AGGREGATE BASE, 6"
- ⑨ GRADED AGGREGATE BASE, 4"
- ⑩ LEVELING AS NEEDED
- ⑪ KILL ASPH. CONC. PAVT. 2" IN DEPTH
- ⑫ KILL ASPH. CONC. PAVT. VARIABLE DEPTH
- * GROUND IN PLACE RUMBLE STRIPS (CONTINUOUS)

NOTE: SUPERPAVE MIX DESIGN LEVEL C



**TS-02
SUPERELEVATION SECTION
(FOR INFORMATION ONLY)**

APPLIES TO:
STA. 298+00 TO STA. 304+76
STA. 391+53 TO STA. 546+32
STA. 583+40 TO STA. 754+00



**TS-01
TANGENT SECTION
MILLING REQ'D
(SEE DETAIL 'B')**

APPLIES TO:
STA. 298+00 TO STA. 304+76
STA. 391+53 TO STA. 546+32
STA. 583+40 TO STA. 754+00

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES SHALL BE ADJUSTED TO BEST FIT EXISTING PAVEMENT SLOPES AND SUBJECT TO THE FOLLOWING LIMITS:

- A. MAXIMUM CROSS SLOPE

SECTION WITH SHOULDER	SECTION WITH SHOULDER
LESS THAN 8.5%	LESS THAN 8.5%
8.5% FEET - 18 INCHES	8.5% FEET - 18 INCHES
8.5% FEET - 24 INCHES	8.5% FEET - 24 INCHES
8.5% FEET - 30 INCHES	8.5% FEET - 30 INCHES
- B. SUPERELEVATION RATE

S.E. RATE SHALL BE PLAYS ON 3% RATE EXISTING IN FIELD, WHICHEVER IS GREATER.
- C. SUPERELEVATION TRANSITION LENGTH: LENGTH FROM FLAT POINT TO FULL 8%

RATE OF CHANGE	CONFORMANCE SUFFICIENT TO BRIDGE BETWEEN FLAT POINT AND END OF PAVEMENT
1:150	0.15%
1:200	0.10%
1:300	0.10%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT PATCH WHICH IS LESS THAN 10 FEET AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.
- D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

SIZE OF TRANSITION TANGENT CURVE - 100 FEET	100 FEET
SIZE OF TRANSITION TANGENT CURVE - 150 FEET	150 FEET
SIZE OF TRANSITION TANGENT CURVE - 200 FEET	200 FEET

NOTE: CROSS SLOPE SHALL BE AT THE SAME RATE AS THE TRANSITION.
- E. POSITIONING OF SHOULDER IN CURVE: SHOULDER AT BEGIN AND END OF TRANSITION SHALL BE ADJUSTED TO VERTICAL CURVE WITH A MINIMUM LENGTH 10 FEET EQUAL TO THE WIDTH OF THE SHOULDER.

-- VARIABLE		
SLOPE CONTROLS		
SLOPE	FULL	CUT
3:1	0'-10"	--
2:1	OVER 10'	ALL

WATERPROOFING MEMBRANE IS REQ'D. SEE GEORGIA STANDARD SPEC 445.

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08'/FT

① ASPHALTIC CONCRETE 12.5 mm PER SHALL EXTEND 18 INCHES BEYOND THE TRAVEL LANE ON THE OUTSIDE AND 12 INCHES ON THE INSIDE.

REMOVE EXISTING SOIL CEMENT ON ALL EXISTING SHOULDERS. REMOVAL SHALL BE INCLUDED IN THE COST OF GRADING COMPLETE

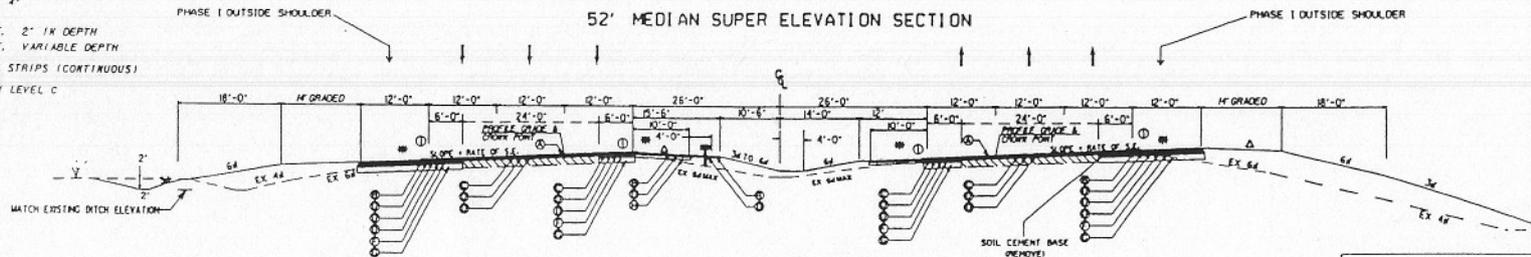
Δ SLOPE 1/2" / 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER

**TYPICAL SECTION
NOT TO SCALE**

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	NH-1M-95-1(121)	NO. SHEETS

TYPICAL SECTIONS EXISTING CONCRETE

- REQUIRED PAVEMENT**
- ① ASPHALTIC CONCRETE 12.5 mm PEH, POLYMER-MODIFIED, 135'/SY
 - ② ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165'/SY
 - ③ ASPHALTIC CONCRETE 12.5 mm SMA-FINE, POLYMER-MODIFIED, 165'/SY
 - ④ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220'/SY
 - ⑤ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 330'/SY
 - ⑥ ASPHALTIC CONCRETE 25 mm SUPERPAVE, 440'/SY
 - ⑦ GRADED AGGREGATE BASE, 12"
 - ⑧ GRADED AGGREGATE BASE, 6"
 - ⑨ GRADED AGGREGATE BASE, 4"
 - ⑩ LEVELING AS NEEDED
 - ⑪ MILL ASPH. CONC. PVT. 2" IN DEPTH
 - ⑫ MILL ASPH. CONC. PVT. VARIABLE DEPTH
 - ⑬ GROUND IN PLACE RUMBLE STRIPS (CONTINUOUS)
- NOTE: SUPERPAVE MIX DESIGN LEVEL C

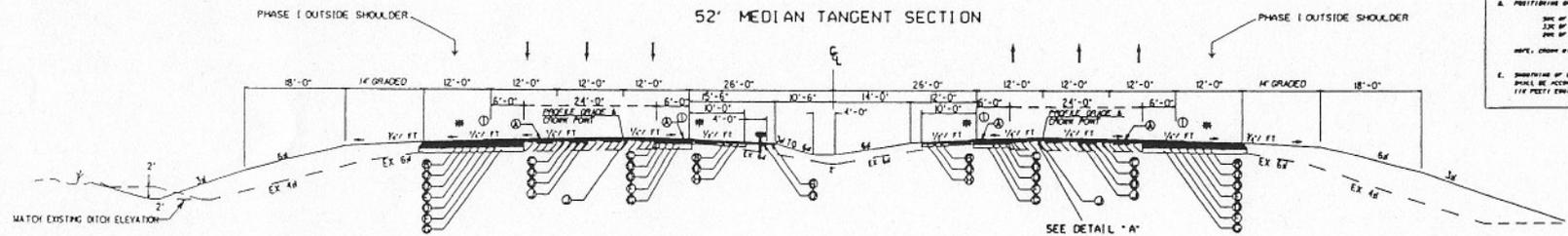


TS-04
SUPERELEVATION SECTION
(SEE DETAIL 'A')

APPLIES TO:
STA. 754+00 TO STA. 805+00

** VARIABLE		
SLOPE CONTROLS		
SLOPE	FILL	CUT
3:1	0'-10"	--
2:1	OVER 10'	ALL

ALLOWABLE RANGES TABLE	
FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PROPOSED SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS.	
A. GENERAL CROSS	
SECTION WITH GRADES 6:1 OR GREATER	SECTION WITH GRADES LESS THAN 6:1
0.8 IN. FEET - MAXIMUM	0.8 IN. FEET - MAXIMUM
0.800 FEET - DESIRABLE	0.800 FEET - DESIRABLE
0.800 FEET - MAXIMUM	0.800 FEET - MAXIMUM
B. SUPERELEVATION RATE	
S.C. RATE SHALL BE FLAT OR 1/2 IN. PER EXISTING 14 FEET, WHICHEVER IS GREATER.	
C. SUPERELEVATION TRANSITION LENGTH - LENGTH FROM PAV. POINT TO FULL SET	
RATE OF CHANGING	COMPENSATING DIFFERENCE IN PAVING AND EXISTING PAVEMENT AND EDGE OF PAVEMENT
DESIRABLE 1:150	0.8 IN.
DESIRABLE 1:100	0.8 IN.
MAXIMUM 1:50	0.8 IN.
LENGTH SHALL BE SET TO AVOID CREATING A FLAT BUTTER BRIDGE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.	
D. POSITIVITY OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES	
MIN. OF TRANSITION TYPING CURVE - MAXIMUM	
MIN. OF TRANSITION TYPING CURVE - DESIRABLE	
MIN. OF TRANSITION TYPING CURVE - MINIMUM	
NOTE: CROSS SLOPE SHALL BE AT THE SAME RATE AS THE SUPERELEVATION.	
E. POSITIVITY OF GRADES IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH 1/10 FEET EQUAL TO THE CROSS SECTION 1/10 MIN.	



TS-03
TANGENT SECTION
(SEE DETAIL 'A')

APPLIES TO:
STA. 754+00 TO STA. 805+00

TRANSITION ROADWAY CROSS SLOPE TO WATCH BRIDGE CROSS SLOPE USING A 1:250 TRANSITION RATE.

REMOVE EXISTING SOIL CEMENT ON ALL EXISTING SHOULDERS. REMOVAL SHALL BE INCLUDED IN THE COST OF GRADING COMPLETE

▲ SLOPE 1/2" / 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER

WATERPROOFING MEMBRANE IS REQ'D. SEE GEORGIA STANDARD SPEC 445.

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08'/FT

TYPICAL SECTION
NOT TO SCALE

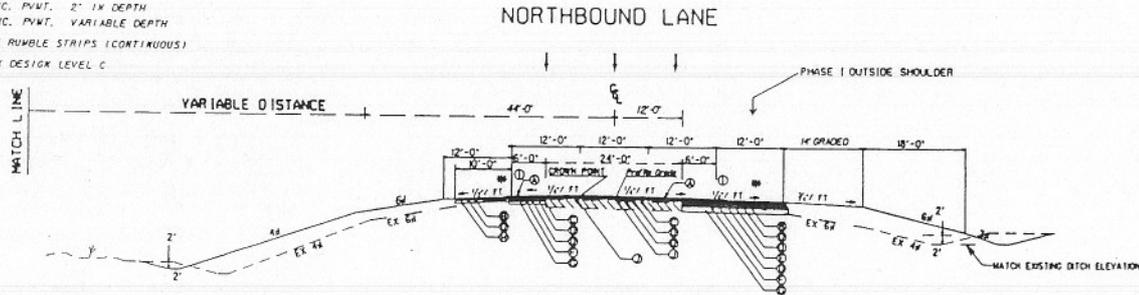
① ASPHALTIC CONCRETE 12.5 mm PEH SHALL EXTEND 18 INCHES BEYOND THE TRAVEL LANE ON THE OUTSIDE AND 12 INCHES ON THE INSIDE.

SHOW DATUM LINE AND SPEC IF LOCATION

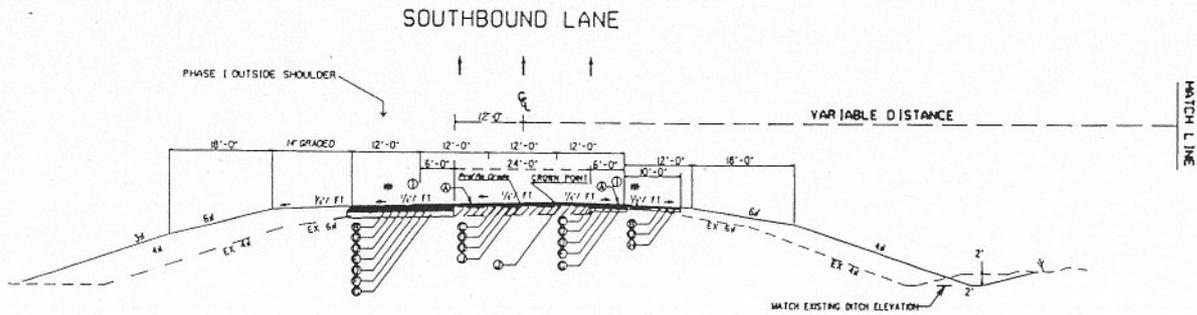
- REQUIRED PAVEMENT**
- ⊙ ASPHALTIC CONCRETE 12.5 mm PEM, POLYMER-MODIFIED, 135*/SY
 - ⊙ ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165*/SY
 - ⊙ ASPHALTIC CONCRETE 12.5 mm SMA-FINE, POLYMER-MODIFIED, 165*/SY
 - ⊙ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220*/SY
 - ⊙ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 330*/SY
 - ⊙ ASPHALTIC CONCRETE 25 mm SUPERPAVE, 440*/SY
 - ⊙ GRADED AGGREGATE BASE, 12"
 - ⊙ GRADED AGGREGATE BASE, 6"
 - ⊙ GRADED AGGREGATE BASE, 4"
 - ⊙ LEVELING AS NEEDED
 - ⊙ MILL ASPH. CONC. PVT. 2" IN DEPTH
 - ⊙ MILL ASPH. CONC. PVT. VARIABLE DEPTH
 - × GROUND IN PLACE RUBBLE STRIPS (CONTINUOUS)
- NOTE: SUPERPAVE MIX DESIGN LEVEL C

SPLIT MEDIAN TANGENT SECTION

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	NH-1M-95-1(121)		



TS-06
TANGENT SECTION
(SEE DETAIL 'A')
APPLIES TO:
STA. 304+76 TO STA. 391+53
STA. 546+32 TO STA. 583+40



TS-05
TANGENT SECTION
(SEE DETAIL 'A')
APPLIES TO:
STA. 304+76 TO STA. 391+53
STA. 546+32 TO STA. 583+40

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE HIGHER TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

- A. NORMAL CROSS

SECTION WITH SHOULDER - SEE DRAWING	SECTION WITH SHOULDER - SEE DRAWING
0.5% FILL - 2% MIN	0.5% FILL - 2% MIN
0.5% FILL - 2% MIN	0.5% FILL - 2% MIN
0.5% FILL - 2% MIN	0.5% FILL - 2% MIN
- B. SUPERELEVATION RATE

S.E. RATE SHALL BE PLANS OR BE RATE EXISTING IN FIELD, UNLESS OTHERWISE SPECIFIED.
- C. SUPERELEVATION TRANSITION LENGTHS (LENGTH FROM PLAN POINT TO FULL SET)

GRADE	COMPOUNDING DIFFERENCE IS SMALLER BETWEEN PAVEMENT AND EDGE OF PAVEMENT
DESIRABLE	1,200
DESIRABLE	1,000
MAXIMUM	1,200

LENGTH SHALL BE SET TO AVOID CREATING A FLAT PATCH GRADE OR LOW SPOT AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.
- D. POSITIONING OF SUPERELEVATION TRANSITION LENGTHS ON SIMPLE CURVES

ONE OF TRANSITION INSIDE CURVE - 2% MIN
ONE OF TRANSITION INSIDE CURVE - 2% MIN
ONE OF TRANSITION INSIDE CURVE - 2% MIN

NOTE: CROSS SLOPE SHALL BE AT THE SAME RATE AS THE TRANSITION.
- E. SHORTEST OF SPACES IN CROSS PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPANIED BY VERTICAL CURVE WITH A MINIMUM LENGTH (1/4 FEET) EQUAL TO THE SPREAD WIDTH (1/4 MPH).

- △ SLOPE 1/2" / 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER
- WATERPROOFING MEMBRANE IS REQ'D. SEE GEORGIA STANDARD SPEC 445.
- ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08'/FT
- REMOVE EXISTING SOIL CEMENT ON ALL EXISTING SHOULDER. REMOVAL SHALL BE INCLUDED IN THE COST OF GRADING COMPLETE

•• VARIABLE		
SLOPE CONTROLS		
SLOPE	FILL	CUT
3:1	0'-10"	--
2:1	OVER 10'	ALL

TYPICAL SECTION
NOT TO SCALE

⊙ ASPHALTIC CONCRETE 12.5 mm PEM SHALL EXTEND 18 INCHES BEYOND THE TRAVEL LANE ON THE OUTSIDE AND 12 INCHES ON THE INSIDE.

Estimate Report for file "NH-IM-95-1(121)"

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	350000.00	TRAFFIC CONTROL -	350000.0
150-5000	74.00	EA	432.27	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	31987.98
153-1300	1.00	EA	51570.21	FIELD ENGINEERS OFFICE TP 3	51570.21
207-0203	490.00	CY	34.51	FOUND BKFILL MATL, TP II	16909.89
208-0100	300000.00	CY	5.74	IN PLACE EMBANKMENT	1722000.0
310-5060	112156.00	SY	6.77	GR AGGR BASE CRS, 6 INCH, INCL MATL	759296.12
310-5120	300566.00	SY	13.75	GR AGGR BASE CRS, 12 INCH, INCL MATL	4132782.5
400-3604	33194.00	TN	57.92	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED	1922596.48
400-3624	29051.00	TN	55.54	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED	1613492.54
402-1811	14360.00	TN	43.51	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	624803.6
402-3121	66125.00	TN	36.68	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	2425465.0
402-3130	22461.00	TN	37.35	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	838918.35
402-3190	166332.00	TN	39.29	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	6535184.28
413-1000	82002.00	GL	0.96	BITUM TACK COAT	78721.92
432-0208	236374.00	SY	0.84	MILL ASPH CONC PVMT, 2 IN DEPTH	198554.16
433-1000	2415.00	SY	149.06	REINF CONC APPROACH SLAB	359979.9
446-3000	201880.00	LF	3.81	PVMT REINF FABRIC STRIPS, SELF ADHESIVE	769162.8
456-2003	38.00	MI	535.37	INDENTATION RUMBLE STRIPS, 3 FT WIDTH	20344.06
500-3101	325.00	CY	460.19	CLASS A CONCRETE	149561.75
511-1000	29991.00	LB	0.71	BAR REINF STEEL	21293.61
550-1150	1710.00	LF	21.99	STORM DRAIN PIPE, 15 IN, H 1-10	37602.89
550-1180	70.00	LF	28.01	STORM DRAIN PIPE, 18 IN, H 1-10	1960.7
550-1240	600.00	LF	33.12	STORM DRAIN PIPE, 24 IN, H 1-10	19872.0
550-1300	320.00	LF	42.73	STORM DRAIN PIPE, 30 IN, H 1-10	13673.59
550-1360	180.00	LF	50.81	STORM DRAIN PIPE, 36 IN, H 1-10	9145.80
550-3315	57.00	EA	753.61	SAFETY END SECTION 15 IN, STORM DRAIN, 4:1 SLOPE	42955.77
550-3318	6.00	EA	643.70	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	3862.20
550-3324	12.00	EA	873.39	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	10480.68
550-3336	12.00	EA	2006.28	SAFETY END SECTION 36 IN, STORM DRAIN, 4:1 SLOPE	24075.36
573-2006	3700.00	LF	11.52	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	42624.0
574-0206	87840.00	LF	10.78	EDGEDRAIN PIPE, INCL BKFILL MATL & FILTER FABRIC 6 IN	946915.2
621-4071	160.00	LF	178.98	CONCRETE SIDE BARRIER, TYPE 7C, MODIFIED	28636.8
632-0003	4.00	EA	9952.66	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	39810.64
641-1100	240.00	LF	29.87	GUARDRAIL, TP T	7168.8
641-1200	6254.00	LF	12.66	GUARDRAIL, TP W	79175.64
641-2200	41746.00	LF	15.07	DBL FACED GUARDRAIL, TP W	629112.22
641-5001	43.00	EA	453.70	GUARDRAIL ANCHORAGE, TP 1	19509.1
641-5012	51.00	EA	1452.62	GUARDRAIL ANCHORAGE, TP 12	74083.62
643-4000	6100.00	LF	4.02	WOVEN WIRE FENCE	24521.99
643-8040	8.00	EA	400.00	GATE, WOVEN WIRE -	3200.0
668-2105	65.00	EA	3341.71	DROP INLET, GP 1, SPCL DES	217211.15
900	Lump	1	1296000.00	SIGNING AND MARKING	1296000.0
Section Sub Total:					\$26,194,223.34

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0300	5.00	EA	1119.64	CONSTRUCTION EXIT	5598.20
163-0503	65.00	EA	470.28	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	30568.19
				CONSTRUCT AND REMOVE TEMPORARY PIPE	

163-0520	1200.00	LF	12.13	SLOPE DRAIN	14556.00
163-0521	6000.00	EA	144.67	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	868019.99
171-0010	42290.00	LF	1.82	TEMPORARY SILT FENCE, TYPE A	76967.8
171-0030	58395.00	LF	3.10	TEMPORARY SILT FENCE, TYPE C	181024.5
Section Sub Total:					\$1,176,734.70

Section PERMANENT EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0204	1200.00	SY	26.29	PLAIN CONC DITCH PAVING, 4 IN	31548.0
441-0206	300.00	SY	32.68	PLAIN CONC DITCH PAVING, 6 IN	9804.0
700-6910	130.00	AC	763.82	PERMANENT GRASSING	99296.6
700-7010	325.00	GL	18.81	LIQUID LIME	6113.25
700-8000	117.00	TN	249.21	FERTILIZER MIXED GRADE	29157.57
700-8100	6500.00	LB	1.43	FERTILIZER NITROGEN CONTENT	9295.0
Section Sub Total:					\$185,214.42

Section MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-6224	1.00	LF	5.65	CONDUIT, NONMETL, TP 2, 4 IN	5.65
682-6540	1500.00	LF	45.10	CONDUIT, FIBERGLASS, 4 IN	67650.0
682-7040	101400.00	LF	13.60	MULTI-CELL CONDUIT SYS, 4-WAY, SCH 40 PVC	1379040.0
682-9028	206.00	EA	3942.24	ELECTRICAL COMMUNICATION BOX, TP 5	812101.44
Section Sub Total:					\$2,258,797.09

Section BRIDGES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-0001	1.00	EA	1075170.00	I-95 over Kings Swamp	1075170.0
999-0002	1.00	EA	2930566.00	I-95 Over Youngs Swamp Creek	2930566.0
Section Sub Total:					\$4,005,736.00

Total Estimated Cost: \$33,820,705.55

Subtotal Construction Cost		\$33,820,705.55
E&C Rate 10.0 %		\$3,382,070.55
Inflation Rate 5.0 % @ 1.0 Years		\$1,860,138.81
		<hr/>
Total Construction Cost		\$39,062,914.91
Right Of Way		\$0.00
ReImb. Utilities		\$0.00
		<hr/>
Grand Total Project Cost		\$39,062,914.91

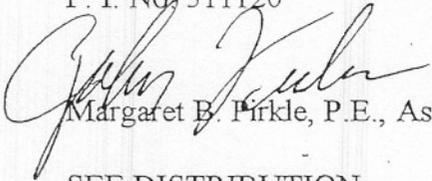
Approved Revised Concept Report dated October 15, 2002

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(121) McIntosh County **OFFICE** Preconstruction
P. I. No. 511120
DATE October 15, 2002
FROM  Margaret B. Firkle, 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 Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Ben Buchan
~~Gerald Ross~~
Gary Priester
FHWA
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(121) McIntosh County OFFICE Road Design
PI No. 511120 DATE August 28, 2002

FROM Gerald M. Ross, P.E., State Road & Airport Design Engineer *GRS*

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT Revised Project Concept Report

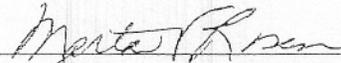
Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The approved Concept Report lists four bridges that will be replaced in Phase I of this project. These bridges will now be jacked in Phase I and replaced in Phase II. The four bridges that the approved Concept Report lists as being replaced in Phase I are CR 16/King Swamp Road Overpass, CR 17/Ardock Road Overpass, CR 21/King Road Overpass, and SR 57/SR 99 Overpass. These four bridges will be jacked to accommodate the asphaltic overlay on I-95 during Phase I construction. These four bridges will be replaced as part of the Phase II construction. Also, there will be no Right-of-Way purchased for Phase I for this project.

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

GMR:JMD:DAN:ss

Attachments



State Transportation Planning Administrator

9-17-02

Date

cc: David Mulling w/att.
Harvey Keepler w/att.
Phillip Allen w/att.
Marta Rosen w/att.
Herman Griffin w/att.
Gary Priester w/att.
Paul Liles w/att.



REVISED PROJECT CONCEPT REPORT

NH-IM-95-1(121)
P.I. Number 511120
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(120) McIntosh County (Mile Point 4.53) north to just north of the SR 57 interchange (Mile Point 13.94), all in McIntosh County. The gross length of the project is 9.41 miles. This widening and reconstruction is proposed to be constructed in two phases. Project NH-IM-95-1(137) 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 December 13, 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:

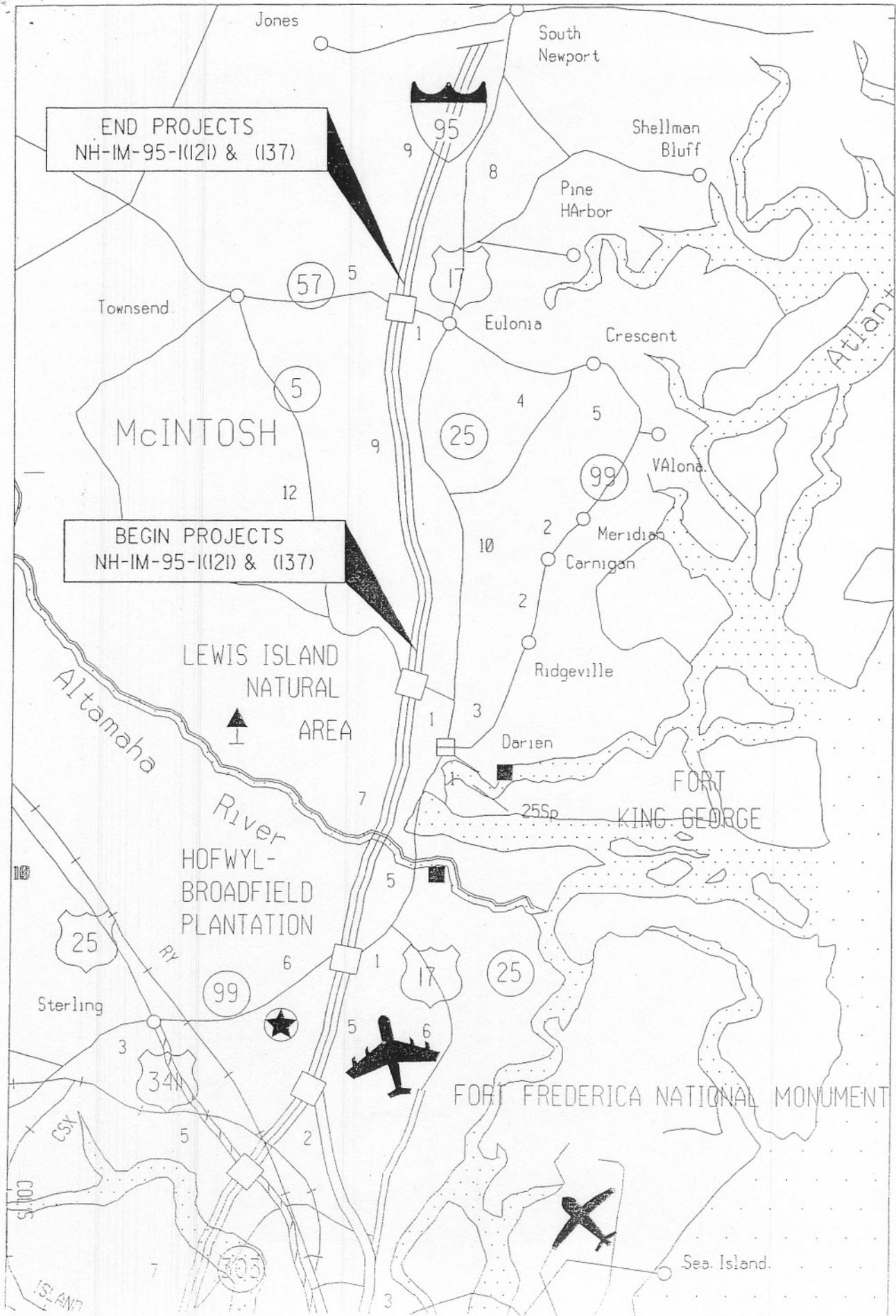
Current Year: 45,100 (1998) Design Year: 67,300 (2018)

Proposed features to be revised: The approved Concept Report lists four bridges that will be replaced in Phase I of this project. These bridges will now be jacked in Phase I and replaced in Phase II.

Describe the revised feature(s) to be approved: The four bridges that the approved Concept Report lists as being replaced in Phase I are CR 16/King Swamp Road Overpass, CR 17/Ardock Road Overpass, CR 21/King Road Overpass, and SR 57/SR 99 Overpass. These four bridges will be jacked to accommodate the asphaltic overlay on I-95 during Phase I construction. These four bridges will be replaced as part of the Phase II construction. Also, there will be no Right-of Way purchased for Phase I of this project.

Updated traffic data (AADT):

Current Year: 48,500 (2007) Design Year: 71,000 (2027)



END PROJECTS
NH-IM-95-I(121) & (137)

BEGIN PROJECTS
NH-IM-95-I(121) & (137)

McINTOSH

LEWIS ISLAND
NATURAL
AREA

HOFWYL-
BROADFIELD
PLANTATION

FORT
KING GEORGE

FORT FREDERICA NATIONAL MONUMENT

Altamaha
River

Sterling

Sea Island

South
Newport

Shellman
Bluff

Pine
Harbor

Eulonia

Crescent

Valona

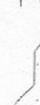
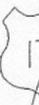
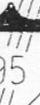
Meridian

Carnigan

Ridgeville

Darien

ISLAND



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Approved Concept Report dated December 13, 1994

rec'd. 12-19-
MS
Kevin

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(121) McIntosh County **OFFICE** Atlanta, GA
NH-IM-95-1(137) McIntosh County
P.I. Nos. 511120, 511125 **DATE** December 13, 1994

FROM *Jim 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 the above projects.

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 (121) PH. I
NH-IM-95-1 (137) PH. II
MCINTOSH COUNTY

LAST UPDATE
11-4-94

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511120,511125

Date of Report: OCTOBER 24, 1994

RECOMMENDATION FOR APPROVAL

DATE	State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

PROJECT LOCATION & DESCRIPTION

Project NH-95-1(121) / P.I. No. 511120 is the widening and reconstruction of I-95 from the end of project NH-95-1(120) McIntosh County, just north of the SR 251 interchange, north to the beginning of project NH-95-1(122) McIntosh County, just north of the SR 57 interchange, all in McIntosh County. The Gross length of the project is 15.14 km (9.41 miles). This widening and reconstruction is proposed to be constructed in two phases.

PHASE I - ROADWAY

Widen 15.14 km (9.41 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. In addition, about 2633m (1.64 miles) of split median exists just north of SR 251 at this project. The widening in this section will be accomplished similar to the above, but adding one full lane 3.6m (11.8 feet) to the inside and a 3.6m (11.8 foot) full depth paved shoulder to the outside. The inside shoulder in both directions will be 3.6 (11.8 feet), 3.0m (9.8 feet) paved, since no guardrail will be required. Full Phase II grading will also be accomplished.

Interchange modifications are proposed for the SR 57/SR 99 interchange. 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 SR 57/SR 99 overpass. The new SR 57/SR 99 bridge and intersection will be constructed to carry 4 lanes of traffic with a 6.1m (20 foot) raised concrete median, and curb and gutter for future capacity and ease of staging. This will result in rebuilding about 762m (2500 feet) of SR 57/SR 99 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, some bridge jacking of the SR 57 bridge over Youngs Swamp will be required to accommodate the proposed grade of SR 57/SR 99 over I-95.

Bridge replacements are also proposed for the CR 16, CR 17, and CR 21 overpass locations due to the substandard 3.66m (12 foot) lateral clearance from the edge of the existing I-95 lanes to the face of the bridge columns. The CR 16 overpass is proposed to be closed during its replacement due to very low traffic volumes. CR 17 will be realigned in order to construct the new overpass parallel to the existing overpass at approximately 9.14m (30 feet) to the north. This will result in rebuilding about 780.4m (2560 feet) of CR 17. This work should require only minor right-of-way or easements and will be stage constructed under traffic. The CR 21 roadway and overpass will also be realigned with the new bridge constructed parallel to the existing overpass and approximately 9.14m (30 feet) to the south. This will result in rebuilding about 472.4m (1550 feet) of CR 21 and moving the intersection point with US 17 about 15.2m (50 feet) to the south.

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-IM-95-1(137) 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 two parallel bridge locations on this project over King Swamp and Youngs Swamp. Each bridge is proposed to be widened 5.25m (17.25 feet) to the inside and 7.53m (24.75 feet) to the outside. For the King Swamp location, each bridge will have a total width of 22.8m (74.8 feet) gutter to gutter, 23.7m (77.8 feet) overall, while the southbound bridge for the Youngs Swamp location will have a total width of 28.8m (94.6 feet) gutter to gutter, 29.8m (97.6 feet) overall, and the northbound bridge will have a total width of 33.6m (110.3 feet) gutter to gutter, 34.5m (113.3 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, four overpass bridge locations will be replaced at CR 16, CR 17, CR 21, and SR 57/SR 99. Each county road overpass will have two 3.6m (11.8 foot) travel lanes with 3.0m (9.9 foot) outside shoulders for a total width of 13.2m (43.4 feet) gutter to gutter, and 14.2m (46.4 feet) overall. The SR 57/SR 99 overpass will carry four 3.6m (11.8 foot) travel lanes with a 6.1m (20 foot) raised concrete median and 2.4m (7.9 foot) outside shoulders for a total overall width of 26.3m (86.4 feet).

There is also one bridge culvert location on this project at Kidd Island Swamp, (Quad 10' x 4'). This culvert is proposed to be extended about 7.6m (25 feet) on both ends to accommodate Phase I and Phase II widening.

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".

<u>CURRENT</u>		<u>TRAFFIC</u>		<u>PROJECTED</u>	
YEAR	AADT	YEAR	AADT	YEAR	AADT
1998	45,100	2018	67,300		

PDP CLASSIFICATION

MINOR / EXISTING

FUNCTIONAL CLASSIFICATION

PRINCIPAL ARTERIAL (Rural Interstate)

NON-CA (X)

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 Asphalt pavement	R/W WIDTH (TYP) 91.3m (300 feet)
	4-lane rural interstate 57.9m (190 foot) split median Asphalt pavement 2633m (8640 feet) long	R/W varies to 420 feet total width

POSTED SPEED	MIN RADIUS OF CURVE	MAX GRADE
105 kph (65 mph)	5240.5m (17,188.73 feet)	1.93%

MAJOR STRUCTURES:

1. CR 16/King Swamp Road Overpass - 92.7m (304 feet) x 9.4m (30.7 feet), sfr. 68.9, Steel WF Beam.
2. I-95 over King Swamp - NBL 29.3m (96 feet) x 12.3m (40.3 feet), SBL 29.3m (96 feet) x 12.3m (40.3 feet), sfr. 96.7, Concrete "T" Beam.
3. CR 17/Ardock Road Overpass - 74.4m (244 feet) x 9.4m (30.7 feet), sfr. 66.9, Steel WF Beam.
4. I-95 over Kidd Island Swamp culvert - 50.0m (164 feet) x 12.2m (40 feet), 4 barrels (10 feet x 4 feet), sfr. 76.8, Reinforced concrete box.
5. CR 21/King Road Overpass - 78.4m (257 feet) x 9.4m (30.7 feet), sfr. 64.4, Steel WF Beam.
6. SR 57/SR 99 - 72.0m (236 feet) x 10.6m (34.75 feet), sfr. 80.7, Steel WF Beam.
7. I-95 over Youngs Swamp - NBL 76.8m (252 feet) x 21.7m (71.3 feet), SBL 76.8m (252 feet) x 17.0m (55.6 feet), sfr. 96.7, Concrete "T" Beam.
8. SR 57 over Youngs Swamp - 65.9m (216 feet) x 15.9m (52 feet), sfr. 68.0, Steel Beam.

PROPOSED ROADWAY

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

6 lane rural with a 54.3m (178.2 foot) split 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: 1.93%

MAJOR STRUCTURES:

PHASE I

1. CR 16/King Swamp Road Overpass - Replace existing bridge with new 92.7m (304 feet) x 9.4m (30.7 feet) bridge.
2. I-95 over King Swamp - Widen NBL to 29.3m (96 feet) x 23.7m (77.8 feet), and SBL to 29.3m (96 feet) x 23.7m (77.8 feet).
3. CR 17/Ardock Road Overpass - Replace existing bridge with new 74.4m (244 feet) x 9.4m (30.7 feet) bridge.
4. I-95 over Kidd Island Swamp culvert - Retain existing and extend to 65.2m (214 feet) x 12.2 m (40 feet), 4 barrels (10 feet x 4 feet).
5. CR 21/King Road Overpass - Replace existing bridge with new 78.4m (257 feet) x 9.4m (30.7 feet) bridge.
6. SR 57/SR 99 overpass- Replace existing bridge with new bridge 72.0m (236 feet) x 25.6m (87 feet).
7. I-95 over Youngs Swamp - Widen NBL to 76.8 (252 feet) x 34.5m (113.3 feet), and SBL to 76.8m (252 feet) x 29.8m (97.6 feet).
8. SR 57 over Youngs Swamp - Jack bridge to accommodate proposed grade at SR 57/SR 99 interchange.

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 at CR 17, CR 21, and SR 57/SR 99 overpasses.

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

ESTIMATED NUMBER OF PARCELS: PHASE I - 10, PHASE II - 0.

TYPE OF ACCESS CONTROL: Limited

COORDINATION

CONCEPT TEAM MEETING DATE: June 9, 1993

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: NH-95-1(120) McIntosh joins this project to the south and is the widening and reconstruction of I-95 from the South Altamaha River at the Glynn-McIntosh County line, north to just north of the SR 251 interchange in McIntosh County. NH-95-1(122) McIntosh joins this project on the northern end and extends north to the McIntosh-Liberty County line and is the widening and reconstruction of I-95.

ALTERNATIVES CONSIDERED

1. NO BUILD
 2. Alternate as proposed.
-

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

ESTIMATED COST

<u>PHASE I NH-95-1(121)</u>		<u>PHASE II NH-IM-95-1(137)</u>	
RIGHT-OF-WAY	: \$ 9,455	RIGHT-OF-WAY	: \$ 0
ACQUIRED BY	: DOT	ACQUIRED BY	: NA
UTILITIES	: \$ LGPA	UTILITIES	: \$ LGPA
CONSTRUCTION	: \$ 22,005,915 24,533,364	CONSTRUCTION	: \$ 1,752,961 2,172,649
E & C (10%)	: \$ 2,200,592 2,453,336	E & C (10%)	: \$ 175,29 217,265
INFLATION (5%)	: \$ 1,210,325 1,349,335	INFLATION (5%)	: \$ 578,478 119,496
TOTAL PROJECT COSTS: \$ 28,345,490		PHASE I - NH-95-1(121)	
	\$ 25,426,287	PHASE II - NH-IM-95-1(137)	
	\$ 2,506,735		

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, MINUTES OF CONCEPT TEAM MEETING, AND PREPROGRAMMING AUTHORIZATION.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-95-1(121), NH-IM-95-1(137) COUNTY: McIntosh

DATE: 10-24-94

ESTIMATED LETTING DATE: Long Range

PREPARED BY: Lynn Wood

PROJECT LENGTH: 15.14 km (9.41 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)_____	\$ 6,100	\$ 0
2. DISPLACEMENTS: Res.0 Bus.0 M.H.0____	\$ 0	\$ 0
3. OTHER COST (adm./court, inflation)_____	\$ 3,355	\$ 0
SUBTOTAL:A	\$ 9,455	\$ 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. CR 16/ King Swamp Rd Overpass____\$	869,440	\$ 0
(304' x 44' x \$65/sf)		
2. I-95 over King Swamp_____	\$ 524,160	\$ 0
(NBL - 96' x 42' x \$65/sf)		
(SBL - 96' x 42' x \$65/sf)		
3. CR 17/ Ardock Rd Overpass_____	\$ 697,840	\$ 0
(244' x 44' x \$65/sf)		
4. CR 21/ King Rd Overpass_____	\$ 735,020	\$ 0
(257' x 44' x \$65/sf)		
5. SR 57/SR 99 Overpass_____	\$ 1,325,376	\$ 0
(236' x 86.4' x \$65/sf)		
6. I-95 over Youngs Swamp_____	\$ 1,375,920	\$ 0
(NBL - 252' x 42' x \$65/sf)		
(SBL - 252' x 42' x \$65/sf)		
c. DETOUR BRIDGES_____	\$ 0	\$ 0
d. BOX CULVERTS		
1. I-95 over King Swamp_____	\$ 24,252	\$ 0
(Dbl. 7' x 4')		
(8400 lbs x \$ 0.38/lb)		
(81 cy x \$ 260/cy)		
2. I-95 over Kidd Island Swamp_____	\$ 68,000	\$ 0
(Two Dbl.'s 10' x 4')		
(25,000 lbs x \$ 0.38/lb)		
(225 cy x \$ 260/cy)		
SUBTOTAL:C-1	\$ 5,620,008	\$ 0
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
1. Unclass. Exc.- 393300CY x \$2.00_	\$ 787,000	\$ 0
2. Borrow Exc.- 561000CY x \$6.00_	\$ 3,366,000	\$ 0
3. Unclass. Exc.- 46750CY x \$2.00_	\$ 0	\$ 93,500
b. DRAINAGE_____	\$120,000/mi x 9.35mi_	\$ 1,122,000
SUBTOTAL:C-2	\$ 5,275,000	\$ 93,500

3. BASE AND PAVING:

	<u>PHASE I</u>	<u>PHASE II</u>
a. AGGREGATE BASE		
Graded Aggr Base - 234237T x \$10.79	\$ 2,527,417	\$ 0
38896T x \$10.79	\$ 0	\$ 419,688
b. ASPHALT PAVING		
0.75" D - 2272T x \$34.18	\$ 77,657	\$ 0
1.50" Fine SMA - 20103T x \$44.90	\$ 902,625	\$ 0
2.00" B - 43357T x \$32.25	\$ 1,398,263	\$ 0
13324T x \$32.25	\$ 0	\$ 429,700
1.50" E - 11912T x \$30.79	\$ 366,770	\$ 0
9864T x \$30.79	\$ 0	\$ 303,713
Asph. Base - 78728T x \$28.43	\$ 2,238,237	\$ 0
Bitum. Tack - 31423G x \$0.67	\$ 21,053	\$ 0
4123G x \$0.67	\$ 0	\$ 2,762
c. ASPHALT OVERLAY		
0.75" D - 6947T x \$34.18	\$ 237,448	\$ 0
2188T x \$34.18	\$ 0	\$ 74,786
1.50" Fine SMA - 20374T x \$44.90	\$ 914,793	\$ 0
2.00" B - 27900T x \$32.25	\$ 899,775	\$ 0
Leveling - 16914T x \$26.42	\$ 446,868	\$ 0
Bitum. Tack - 17288T x \$0.67	\$ 11,583	\$ 0
d. OTHER	\$ 0	\$ 0
	10,042,489	1,230,649
SUBTOTAL: C-3	\$ 7,515,040	\$ 810,961

4. LUMP ITEMS:

a. TRAFFIC CONTROL	\$ 300,000	\$ 150,000
b. CLEARING AND GRUBBING \$4000/AC	\$ 856,000	\$ 508,000
c. LANDSCAPING	\$ 0	\$ 0
d. EROSION CONTROL	\$ 53,000	\$ 72,000
e. DETOURS	\$ 0	\$ 0
SUBTOTAL: C-4	\$ 1,209,000	\$ 730,000

ESTIMATE SUMMARY

	<u>PHASE I</u>	<u>PHASE II</u>
A. RIGHT-OF-WAY	\$ 9,455	\$ 0
B. REIMBURSABLE UTILITIES	\$ LGPA	\$ LGPA
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 5,620,008	\$ 0
2. GRADING AND DRAINAGE	\$ 5,275,000	\$ 93,500
3. BASE AND PAVING	\$ 7,515,040 ^{10,042,489}	\$ 810,961 ^{1,230,649}
4. LUMP ITEMS	\$ 1,209,000	\$ 730,000
5. MISCELLANEOUS	\$ 2,386,867	\$ 118,500
6. SPECIAL FEATURES	\$ 0	\$ 0
SUBTOTAL CONSTRUCTION COST	\$ 22,005,915 ^{24,533,364}	\$ 1,752,961 ^{2,172,649}
E. & C. (10%)	\$ 2,200,592 ^{2,453,336}	\$ 175,296 ^{217,265}
INFLATION (5% PER YEAR)	\$ 1,210,325 ^{1,349,335}	\$ 578,478 ^{119,496}
TOTAL CONSTRUCTION COST	\$ 25,416,832 ^{28,336,035}	\$ 2,506,735 ^{2,509,410}
<u>GRAND TOTAL PROJECT COST</u>	\$ 25,426,287 ^{28,345,490}	\$ 2,506,735 ^{9,410}
