

ORIGINAL TO GENERAL FILES
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(121)&NH-IM-95-1(137) McIntosh County OFFICE Preconstruction
P.I. Nos. 511120 & 511125

DATE April 17, 1995

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

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

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



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

Georgia Division Office

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

April 4, 1995

IN REPLY REFER TO:

HTM-GA

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

Subject: Georgia Project NH-95-1(121) and NH-IM-95-1(137)
McIntosh County
Project Concept Report

Dear Mr. Shackelford:

We have completed our review of the concept report for the subject project. The report is approved subject to the comments contained in our letter dated March 10, 1995, (copy enclosed) regarding the preparation of environmental documents for the Interstate 95 corridor.

If you have any questions, please contact Floyd Moore at 347-0163.

Sincerely yours,

Floyd Moore

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

Enclosure

March 10, 1995

HTM-GA

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

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

Dear Mr. Shackelford:

We met with members of your environmental and design staffs on February 22 to discuss the preparation of environmental documents for the subject projects, and future projects on the Interstate 95 corridor. The focus of our discussion was in regard to establishing "logical termini" for phase I of the upcoming widening projects.

Using the traffic volume data provided by design personnel and considering the principles contained at 23 CFR 771.111(f) regarding logical termini, we determined that the following design/construction projects should be grouped and evaluated in separate environmental documents:

1. Document number 1 - Design/construction projects (116), (125), & (126)
2. Document number 2 - Design/construction project (118)

(Note: This project connects two major interstate interchanges, and is considered to have logical termini by itself. Therefore, it may be analyzed in a separate document, or included in the document for an adjacent project.)

3. Document number 3 - Design/construction projects (117), (120), & (121)
4. Document number 4 - Design/construction projects (122), (119), & (123)

As indicated above, these environmental analyses apply to phase I widening. Since Phase II will not get underway until quite sometimes in the future, we believe there are advantages to developing only one document for the entire corridor.

If you have any questions, please contact Floyd Moore at 347-0163.

Sincerely yours,

FAM

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

cc:
Mr. David Studstill, GDOT

H

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(121)&NH-IM-95-1(137) McIntosh County OFFICE Preconstruction
P.I. Nos. 511120 & 511125 DATE March 8, 1995

FROM Hoyt J. Lively, P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

The combined projects are the widening and reconstruction of I-95 from just north of the SR 251 interchange north through the SR 57 interchange in two phases. The existing roadway consists of 2 lanes in each direction separated by a 19.5 m median on approximately 12.51 km of the project with the remaining 2.63 km having a split median. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFF. RATING</u>
CR 16/King Swamp Road Overpass	92.7 m x 9.4 m bridge	68.9
I-95 over King Swamp	NB&SBL 29.3 m x 12.3m bridges	96.7
CR 17/Ardock Rock Overpass	74.4 m x 9.4 m bridge	66.9
I-95 over Kidd Island Swamp Culvert	50 m x 12.2 m (4 barrels)	76.8
CR 21/King Road Overpass	78.4 m x 9.4 m bridge	64.4
SR 57/SR 99	72 m x 10.6 m bridge	80.7
I-95 over Youngs Swamp	NBL 76.8 m x 21.7 m bridge	
	SBL 76.8 m x 17.0 m bridge	96.7
SR 57 over Youngs Swamp	65.9 m x 15.9 m bridge	68.0

The base year traffic (1998) is 45,100 VPD and the design year traffic (2018) is 63,700 VPD. The posted speed is 105 km/h and the design speed is 110 km/h.

NH-IM-95-1(121) McIntosh County (Phase I)

This project consists of the widening and reconstruction of I-95 from 2 lanes in each direction to 3 lanes in each direction from just north of the SR 251 interchange through the SR 57 interchange for a total of 15.14 km.

Wayne Shackelford
Page 2
March 8, 1995

NH-95-1(121)&NH-IM-95-1(137) McIntosh County

The widening is proposed as follows:

Existing 19.5 m median section

In one direction, construct one half lane (1.8 m) and a 3.6 m shoulder (3.0 m paved) to the inside and in the other direction, construct the inside shoulder to be one half lane (1.8 m) and 4.7 m shoulder for double faced guardrail (3.6 m paved). The outside shoulders will be reconstructed to add one and a half lane (5.4 m) and a 4.2 m graded shoulder, northbound and southbound.

A total of 7.2 m of full depth new pavement will be added to the existing 7.2 m to achieve the ultimate 14.4 m section for four lanes in each direction. However, I-95 will first operate as a 6-lane interstate by utilizing the 3 inside lanes and the newly paved outer 3.6 m (full depth) will function as the Phase I outside shoulder. All future grading for Phase II will be done during Phase I.

Existing split median section

Construct 2-3.6 m lanes and 3.6 m graded shoulders to the inside northbound and southbound and reconstruct the existing outside 3.6 m shoulder to a 4.2 m shoulder (3.6 m paved). This portion of I-95 will also function initially as a 6-lane interstate by utilizing the three outside lanes. The newly paved inside 3.6 m (full depth) will function as the Phase I inside shoulder.

Interchange modifications are proposed for the SR 57/SR 99 interchange. Due to a 3.66 m lateral clearance from the edge of the existing I-95 lanes to the face of the bridge columns, the SR 57/SR 99 overpass will be replaced. The new SR 57/SR 99 bridge will provide for 4-3.6 m lanes with a 6.0 m raised median. Approximately 762 m of existing SR 57/SR 99 will be reconstructed and each of the ramp intersections will be adjusted. This modification will require only minor rights-of-way or easements and will be staged constructed under traffic.

Wayne Shackelford
Page 3
March 8, 1995

NH-95-1(121)&NH-IM-95-1(137) McIntosh County

Bridge construction will be as follows:

1. CR 16/King Swamp Road Overpass - replace existing bridge with 92.7m x 9.4 m bridge
2. I-95 over King Swamp - widen NBL to 29.3 m x 23.7 m and SBL to 29.3 m x 23.7 m
3. CR 17/Ardock Road Overpass - replace existing bridge with new 74.4 m x 9.4 m bridge
4. I-95 over Kidd Island Swamp Culvert - retain existing and extend to 65.2 m x 12.2 m
5. CR 21/King Road Overpass - replace existing bridge with new 78.4 m x 9.4 m bridge
6. SR 57/SR 99 Overpass - replace existing bridge with new 72.0 m x 25.6 m bridge
7. I-95 over Youngs Swamp - widen NBL to 76.8 m x 34.5 m and SBL to 76.8 m x 29.8 m
8. SR 57 over Youngs Swamp - jack bridge to accommodate proposed grade at SR 57/SR 99 interchange

Additional rights-of-way will be required for modifications at the SR 57/SR 99 interchange, CR 17 and CR 21. This roadway will remain open to traffic during construction.

NH-IM-95-1(137) McIntosh County (Phase II)

This project consists of widening I-95 from 3 lanes in each direction for the entire project length of 15.14 km.

The widening is proposed as follows:

Existing 15.8 m median section

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

Existing split median section

Construct a 3.0 m paved shoulder on the existing Phase I inside graded shoulder, northbound and southbound. Overlay the Phase I inside shoulder with a riding surface and open as a fourth lane, northbound and southbound.

No additional bridge construction or rights-of-way will be required in Phase II. This roadway will remain open to traffic during construction.

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

Wayne Shackelford
Page 4
March 8, 1995

NH-95-1(121)&NH-IM-95-1(137) McIntosh County

The estimated costs for these projects are:

	<u>NH-95-1(121) Phase I</u>		<u>PROG. DATE</u>
	<u>PROPOSED</u>	<u>APPROVED</u>	
Constr(Infl&E/C)	\$29,775,000	\$26,313,000	LR
Right-of-way	\$9,455	---	LR
Utilities*	LGPA	LGPA	

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

	<u>NH-IM-95-1(137) Phase II</u>		<u>PROG. DATE</u>
	<u>PROPOSED</u>	<u>APPROVED</u>	
Constr(Infl&E/C)	\$2,988,000	---	LR
Rights-of-way	-0-	---	LR
Utilities	-0-	---	

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

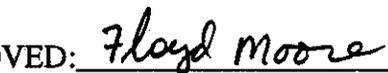
HJL/JDQ/se

Attachment

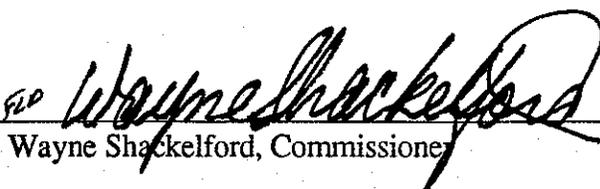
CONCUR:


Frank Danchetz, P.E., Chief Engineer

APPROVED:


for Larry R. Dreihaupt, Division Administrator, FHWA

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(121) MCINTOSH OFFICE Atlanta, Georgia
NH-IM-95-1(137) MCINTOSH
P.I. NOS. 511120 & 511125 DATE DECEMBER 21, 1994

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

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The attached concept report has been reviewed and is considered satisfactory.

The estimated costs for the projects are as follows:

	(121)	(137)
Construction	\$ 24,533,000	\$ 2,173,000
Inflation	\$ 2,453,000	\$ 543,000
E & C	\$ 2,699,000	\$ 272,000
Right of Way	\$ 9,455	\$ 0
Reimbursable Utilities	\$ 0	\$ 0

DTM

Attachments

c: Jim Kennerly

**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 WLA

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

FEDERAL ROUTE NO: I-95-1
STATE ROUTE NO: 405
GADOT P.I. NO: 511120,511125

Date of Report: DECEMBER 13, 1994

RECOMMENDATION FOR APPROVAL

<u>12-19-94</u>	
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. NH-IM-95-1(137) is the second phase of this widening and is comprised of the same project limits.

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. In addition, about 2.63km (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. Outside shoulders in both sections will be graded under Phase I to accommodate Phase II construction.

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, variable jacking (0-203mm or 0-8") 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 CR16, CR17, and CR21 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 CR16 overpass is proposed to be closed during its replacement due to very low traffic volumes (100 ADT in the build year 1998). CR17 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 CR17. This work should require only minor right-of-way or easements and will be stage constructed under traffic. The CR21 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 CR21 and moving the intersection point with US17 about 15.2m (50 feet) to the south. Proposed vertical alignments for each of the county roads will meet the appropriate speed design at each location.

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 CR16, CR17, CR21, and SR57/SR99. 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 SR57/SR99 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>TRAFFIC</u>	
CURRENT		PROJECTED	
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 105 kph (65 mph)	MIN RADIUS OF CURVE 5240.5m (17,188.73 feet)	MAX GRADE 1.93%
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MAJOR STRUCTURES:

1. CR16/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. CR17/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. CR21/King Road Overpass - 78.4m (257 feet) x 9.4m (30.7 feet), sfr. 64.4, Steel WF Beam.
6. SR57/SR99 - 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. SR57 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.

8 lane rural with a 54.3m (178.2 foot) split 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. CR16/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. CR17/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. CR21/King Road Overpass - Replace existing bridge with new 78.4m (257 feet) x 9.4m (30.7 feet) bridge.
6. SR57/SR99 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. SR57 over Youngs Swamp - Jack bridge to accommodate proposed grade at SR57/SR99 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 CR17, CR21, and SR57/SR99 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 SR251 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. 12.2m (40 foot) median with double-faced guardrail
 3. Concrete median barrier
 4. 15.9m (52 foot) median without guardrail
 5. 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	: \$ 24,533,364	CONSTRUCTION	: \$ 2,172,649
E & C (10%)	: \$ 2,453,336	E & C (10%)	: \$ 217,265
INFLATION (5%)	: \$ 2,698,670	INFLATION (5%)	: \$ 597,478

*McIntosh County signed LGPA 6-9-92

TOTAL PROJECT COSTS: \$	29,694,825	PHASE I - NH-95-1(121)
\$	2,987,392	PHASE II - NH-IM-95-1(137)

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*

*LGPA signed by McIntosh County 6-9-92

PHASE IPHASE II**3. BASE AND PAVING:**

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
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<i>SUBTOTAL: C-3</i>	\$ 10,042,489	\$ 1,230,649
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4. LUMP ITEMS:

a. TRAFFIC CONTROL	\$ 300,000	\$ 150,000
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b. CLEARING AND GRUBBING \$4000/AC	\$ 856,000	\$ 508,000
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c. LANDSCAPING	\$ 0	\$ 0
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d. EROSION CONTROL	\$ 53,000	\$ 72,000
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e. DETOURS	\$ 0	\$ 0
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<i>SUBTOTAL: C-4</i>	\$ 1,209,000	\$ 730,000
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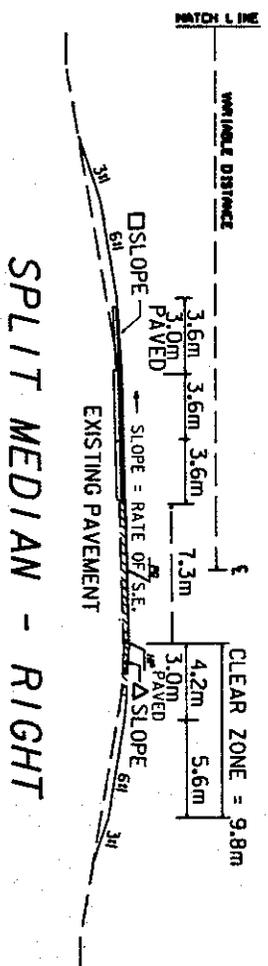
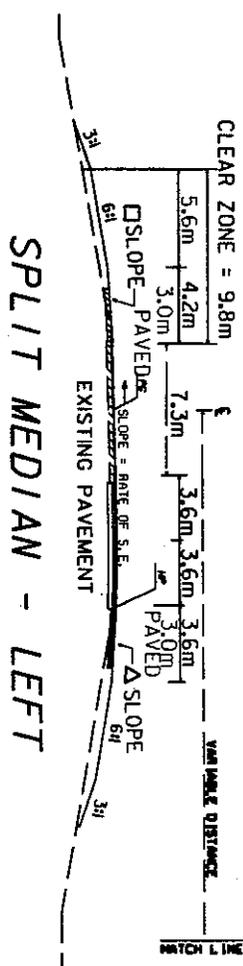
	<u>PHASE I</u>	<u>PHASE II</u>
5. MISCELLANEOUS:		
a. LIGHTING_____	\$ 0	\$ 0
b. SIGNING & MARKING		
1. Phase I - \$135,000 x 9.35 mi.____	\$ 1,262,250	\$ 0
2. Phase II - \$10,000 x 9.35 mi.____	\$ 0	\$ 93,500
c. GUARDRAIL_____38616 LF x \$13.68____	\$ 528,267	\$ 0
d. OTHER		
Approach Slabs__3618 SY x \$75.00____	\$ 271,350	\$ 0
Temp. Barrier - Method 2_____	\$ 120,000	\$ 0
Field Engineer's Office, TP 2_____	\$ 25,000	\$ 25,000
Removal of existing overpasses_____	\$ 100,000	\$ 0
CR 16, CR 17, CR 21, and SR 57 / SR 99		
Jacking of SR 57 over Youngs Swamp_	\$ 80,000	\$ 0
<i>SUBTOTAL:C-5</i>	\$ 2,386,867	\$ 118,500
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	\$ 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	\$ 10,042,489	\$ 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	\$ 24,533,364	\$ 2,172,649
E. & C. (10%)	\$ 2,453,336	\$ 217,265
INFLATION (5% PER YEAR)	\$ 2,698,670	\$ 597,478
TOTAL CONSTRUCTION COST	\$ 29,685,370	\$ 2,987,392
<u>GRAND TOTAL PROJECT COST</u>	<u>\$ 29,694,825</u>	<u>\$ 2,987,392</u>

DATE	NO.	BY	CHKD.

SPLIT MEDIAN TYPICAL SECTIONS



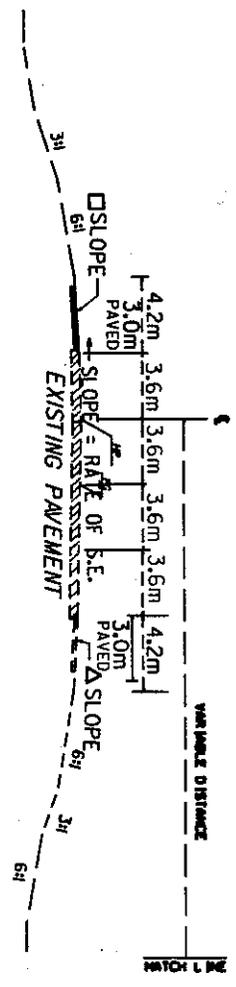
TYPICAL SECTION
PHASE I
NO SCALE

DATE	BY	NO.

SPLIT MEDIAN TYPICAL SECTIONS

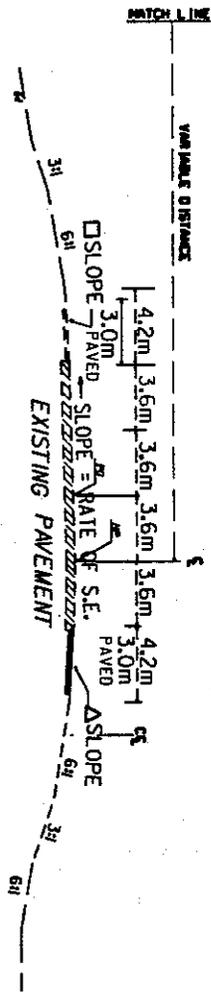
SPLIT MEDIAN - LEFT

TS-7



SPLIT MEDIAN - RIGHT

TS-8



TYPICAL SECTION
PHASE 11
NO SCALE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

8-27-93
10/1/93 JAK
COPY

INTERDEPARTMENT CORRESPONDENCE

FILE I-95 Corridor OFFICE Atlanta, GA.
I-95 Widening and Reconstruction DATE July 6, 1993

FROM *Roland W. Hinners*
Roland W. Hinners, P.E., State Road & Airport Design Engineer *JAK*

TO SEE DISTRIBUTION BELOW

SUBJECT MINUTES OF I-95 CORRIDOR MEETING WITH FHWA AND GDOT MANAGEMENT

The I-95 corridor meeting was held June 9, 1993 at 9:30 a.m. in the Road Design Conference Room. Persons present were: Jim Condron, Frank Julian, Floyd Moore, Lee Reynolds, all from FHWA and Charles Lewis, Frank Danchetz, Paul Mullins, Tom Turner, John Lively, Bobby Mustin, Wouter Gulden, Paul Liles, Holmes Clements, Roland Hinners, Jim Kennerly, Milton White, Jim Graybeal, Wayne Mote, Mike Reynolds, Kevin Hosey, and Jim Fuerst all from GDOT.

The meeting was opened by Jim Kennerly who stated that there were four different mainline typical sections considered for the I-95 corridor as follows: 40' median with Guardrail, Concrete Median Barrier, 52' median with Guardrail and 52' median without Guardrail. Jim Kennerly then turned the meeting over to Jim Condron for his comments on the different typical alternates.

Jim Condron stated that their two main concerns are safety and drainage. He said that he would not recommend narrow medians for rural Interstates in any cases and that I-95 is somewhat different from other projects with a 40' median. He also stated that he is concerned with the drainage aspects of the 40' median. He also said that they had problems with the Truman Parkway with drainage but it had a narrower median. He wanted to explore the possibility of widening all on the outside and retaining the 64' median or widening with one lane in one direction in the median and the other lane on the outside in the other direction.

Frank Danchetz was concerned that Jim Condron was talking about the entire corridor but Mr. Lewis wanted to discuss those projects north of I-16 and the projects south of U.S. 17. Frank asked if authorization had been given for NH-IM-95-1(108). John Lively said that unit 108 had been approved by FHWA. Jim Condron said that he was not aware that unit 108 had been approved but John Lively assured him that we have a signed copy of the concept from FHWA.

I-95 CORRIDOR
I-95 WIDENING AND RECONSTRUCTION
PAGE 2.

The meeting was then turned back over to Jim Kennerly. Jim stated that the GDOT's biggest concerns were safety drainage and wetland impacts. Jim talked about the median barrier alternate and said the GDOT is reluctant to go with it because of the drainage problems that would be expected because of the extremely flat grades that are on I-95.

Milton White stated that in order to drain the concrete median barrier alternate the shoulder would have to be rolled in order to give it a slope. This would be very unsafe since the shoulder would be peaked every 130 feet giving you approximately 260 feet between low point drop inlets. This would also be unsightly and the driver expectancy would be enhanced to provide a shoulder with a constant slope. Milton also stated that cross drain pipes would need to be jacked and bored at every other drainage structure to be able to adequately handle the runoff. Roland Hanners stated that the median barrier would involve sweeping and that the drainage structures and pipes may need to be cleaned approximately four times a year. He thought that this could be as risky as mowing the 13.5' strip of grass in the 40' median. Milton White also stated that the median barrier alternate would not be able to drain totally to the outside because of the possibility of hydroplaning.

Jim then talked about the 40 ft. median with Guardrail. He stated that with the 40 ft. median alternate the roadway would basically stay on the existing footprint which would minimize some of the wetland impacts. Jim also stated that the drainage provided should function adequately because we could use the existing side drains by extending them and placing a drop inlet between every existing drop inlet in the median. This alternate would have a shallow ditch of 1.13' in the median and it would carry the runoff. The question of maintaining a 13.5' strip of grass was brought up previously by District 5. They questioned the safety of mowing such a narrow strip of grass in the median on I-95. Jim then stated that perhaps we should consider other alternates.

The 52' median was subsequently considered. This median would almost double the median ditch depth to 2.2' and would allow for more storage of runoff in the median. There would be adequate lateral clearance under the overhead bridges to handle the future (phase 2) four lane section. The downside of this typical section is that in the existing CRC sections, there would be a reflective crack between the existing CRC and the new asphalt pavement in the center of the inside lanes and the center of the outside under Phase 1.

I-95 CORRIDOR
I-95 WIDENING AND RECONSTRUCTION
PAGE 3.

Jim Condron asked what kind of slope would be appropriate and which way would it drain. Jim Kennerly responded that a $\frac{1}{4}$ " would be used for the cross slope and that it would drain one lane and shoulder inside and ultimately three lanes and shoulder to the outside.

Jim Kennerly said that Office of Road Design's plans are now to submit NH-IM-95-1(124) with a 52' median with Guardrail based on the fact that motorists would feel more comfortable with a 52' median and that with the wider median, cross over median accidents would be less likely to occur as well as provide for more runoff storage due to the deeper ditch.

Frank Julian stated that the need for Guardrail with a 52' median depends on how high the traffic volume would be and that guardrail may not be necessary in lower traffic volume areas. Charles Lewis agreed with Frank Julian and added that he felt that both options were feasible but that he preferred to use the Guardrail with the 52' median. Frank Julian gave out a cost comparison chart of the four alternates based on installation cost and user cost and said that Alternate #3, 52' median without Guardrail, is exploring a new area and should be considered in segments of lower traffic.

Jim Condron asked what design storm frequency the drainage calculations were based on? Jim Kennerly and Milton White said it was based on a 50 year design storm.

Tom Turner stated that existing cross slopes were probably flatter than the $\frac{1}{4}$ "/ft. shown on the old plat and that we should verify this slope. He said it would be difficult to construct the transition from roadway crown point to Bridge crown point but it could be accomplished.

Charles Lewis agreed that the bridges should drain to the outside if the crown point is on the inside lane edge of pavement but keep the crown in the center of the two lanes (existing) if bridges are crowned in the center (2 lane section). Paul Liles stated that we would not close in the bridges along I-95 with the 52' median. Mike Reynolds suggested that we might want to transition to a 40 foot median at the Savannah River Bridge in order to keep from having to drain 4 lanes to the outside across such a long bridge (2800 feet). Frank Danchetz suggested that we end the project at the

I-95 CORRIDOR
I-95 WIDENING AND RECONSTRUCTION
PAGE 4.

S.R. 21 Interchange. Mike Reynolds stated that capacity studies show that this interchange's northbound entrance ramp needs additional lanes northbound on I-95 to function properly in the design year. It was agreed to end the widening northbound midway between the last interchange and the Savannah River Bridge, and to begin the third lane southbound just south of the Savannah River. Charles Lewis and the FHWA agreed that we should not widen the Savannah River Bridge with NH-IM-95-1(124), but widen those bridges later when South Carolina brings their section of I-95 on line.

Jim Condron asked how is the 3½" overlay going to affect the CRC pavement? Wouter Gulden said there should be no unmanageable problems with reflective cracking and that we should overlay sections of CRC before it began to show more serious distress and we would replace any poor sections of CRC. Wouter also said that we should use a waterproof membrane over the joint between the asphalt and the CRC.

John Lively asked Jim Graybeal if we went with a 52' median would it delay his projects in Camden County. Jim Graybeal answered that he will have to redo the Concept Report for NH-IM-95-1(114), but he should be able to make the April 1994 letting as the project is scheduled now.

Jim Condron then recommended that we use the 52' median with or without Guardrail depending on the traffic volumes of the area. He also suggested that we keep the Corp of Engineers and Fish and Wildlife up to date on what we are planning to do on I-95. He indicated that early consideration of wetland impacts have played a part in our decision making and we should make these resource agencies aware of this. He also said that the concrete median barrier should no longer be considered as a corridor alternative.

The meeting was adjourned.

RWH:MGR:JAK:JAF:pef

xc: John Lively
Charles Lewis
Frank Danchetz
Paul Mullins
Tom Turner
FHWA, Attn: Floyd Moore

Bobby Mustin
Ronald Collins/Wouter Gulden
Paul Liles
Marion Waters
Craig Brack

Road Design
 MONTH January 1992

112 J 3-19-92
1362
KH

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

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
McIntosh	NH-95-1(121) 511120	Widen & Reconstruct (6-Lanes)	I-95/S.R. 405: From 1 mile north of S.R. 251 (ML 5.26) to S.R. 57 (ML 13.66) Length = 8.40 Miles

Fund 1 = 315
 Fund 2 = 315

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$243	X		1992		
ROW None					
CONST \$16,200	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. Danforth*
 DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *Wayne Shackelford*
 COMMISSIONER

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

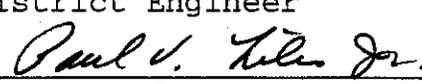
PROJECT CONCEPT REPORT

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

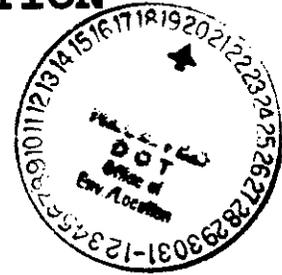
FEDERAL ROUTE NO: I-95-1
STATE ROUTE NO: 405
GADOT P.I. NO: 511120,511125

Date of Report: DECEMBER 13, 1994

RECOMMENDATION FOR APPROVAL

<u>12-19-94</u>	
DATE	State Road & Airport Design Engineer
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
<u>1-4-95</u>	
DATE	State Bridge Engineer

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

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

SUBJECT Concept Report Approval

RECEIVED

JAN 19 1995

RECONSTRUCTION

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

FEDERAL ROUTE NO: I-95-1
STATE ROUTE NO: 405
GADOT P.I. NO: 511120,511125

Date of Report: DECEMBER 13, 1994

RECOMMENDATION FOR APPROVAL

<u>12-19-94</u>	<u><i>Jane Keane</i></u>
DATE	State Road & Airport Design Engineer
<u>1/12/95</u>	<u><i>J. O. S. [Signature]</i></u>
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

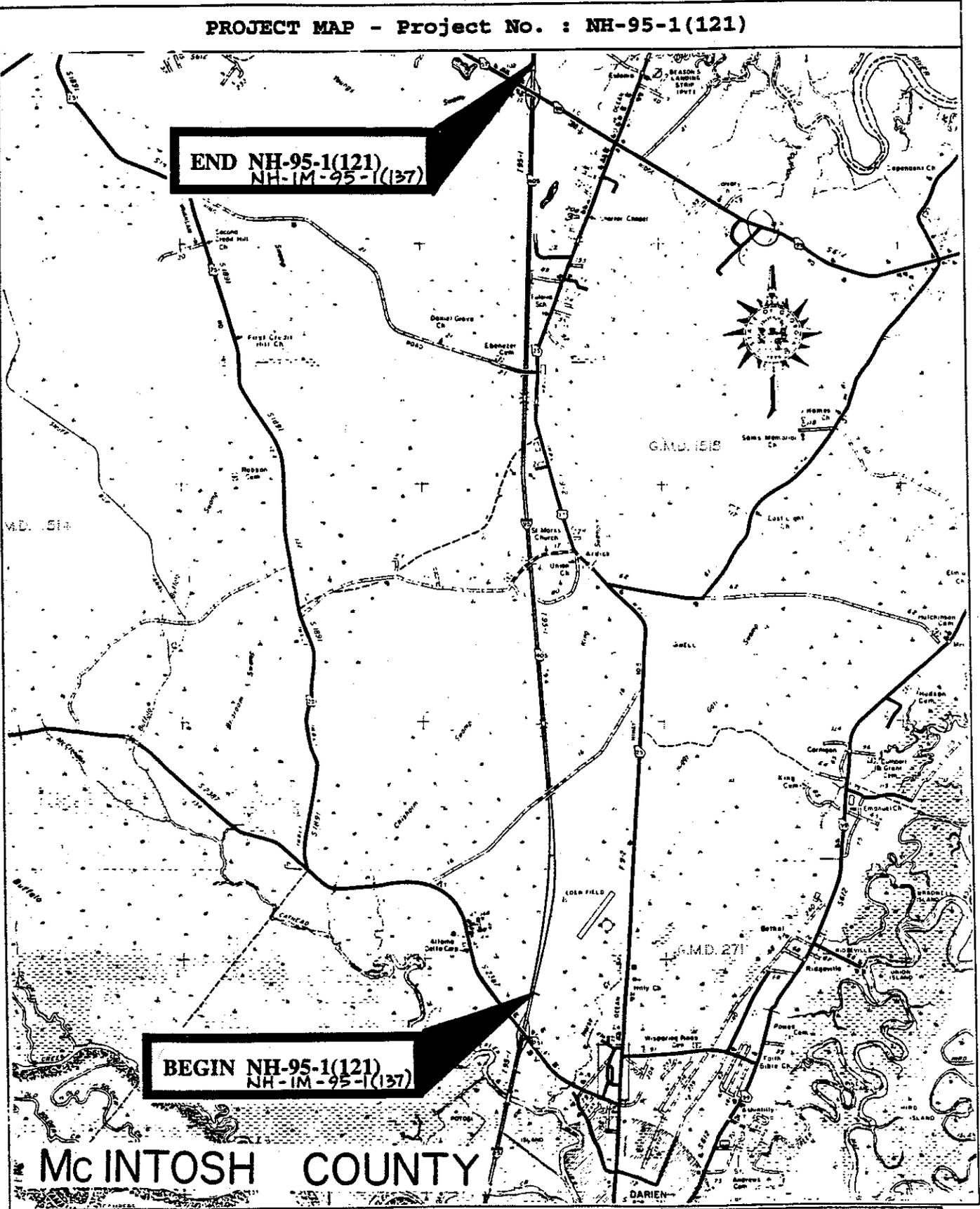
PROJECT MAP - Project No. : NH-95-1(121)

END NH-95-1(121)
NH-IM-95-1(137)

BEGIN NH-95-1(121)
NH-IM-95-1(137)

McINTOSH COUNTY

SCALE: 1" = 1.3 MILES



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

JAN 09 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(121) & NH-IM-95-1(137) OFFICE Traffic Operations
McIntosh County Atlanta, Georgia
P.I. Nos. 511120 & 511125 DATE January 6, 1995

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

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report

We have reviewed the concept report on the above projects for the widening and reconstruction of 15.14 km (9.41 miles) of I-95 beginning just North of the S.R. 251 Interchange and ending North of the S.R. 57 Interchange. Approximately 12.51 km (7.77 miles) of the project has an existing 19.5 m (64 ft) median with the remaining 2.63 km (1.64 miles) having a split median.

This project is to be constructed in two phases. Unit (121) is phase I and will widen the roadway from four to six lanes. Unit (137) is phase II and is comprised of the same project limits.

Phase I construction will add 7.2 m (23.6 ft) of full depth paving in each direction plus grading for the final phase II section. In the 19.5 m (64 ft) median section the full depth paving will add 1.8 m (6 ft) to the inside and 5.4 m (18 ft) to the outside. In the split median section the two lanes will be added to the inside and a full depth 3.6 m (11.8 ft) paved shoulder will be added to the outside.

The SR 57/99 Interchange is to be replaced in Phase I to obtain adequate horizontal clearance for the widening of the roadway. Approximately 762 m (2500 ft) of SR 57/99 will be rebuilt, including the adjustment of the ramp intersections. The SR 57 bridge over Youngs Swamp will undergo 0-203 mm (0-8") of variable jacking to accommodate the proposed grade of SR 57/99 over I-95. Three county road overpass locations will also be replaced due to substandard horizontal clearance along the roadway.

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

In phase I, the report proposes to utilize the three inside lanes for traffic with a 15.9 m (52.2 ft) median and the outer lane of full depth pavement as the outer shoulder.

Wayne Hutto
January 6, 1995
Page 2

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

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

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

We request that two four inch conduit, one with innerduct, be installed in one side of the mainline shoulder and bridges of I-95 as part of this project. The conduit would be used for future interconnection of Advance Transportation Management System components in this area. Sam Zeigler, of our Design Office at the West Annex, can provide details and cost estimates for inclusion in the project.

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

MGW:TOC:MSC
Attachment (signature page)

cc: David Studstill
James Kennerly (Attn: Mike Reynolds)
Bob Mustin, w/attachment
Sam Zeigler
General Files

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

FEDERAL ROUTE NO: I-95-1
STATE ROUTE NO: 405
GADOT P.I. NO: 511120,511125

Date of Report: DECEMBER 13, 1994

RECOMMENDATION FOR APPROVAL

DATE	<i>12-19-94</i> State Road & Airport Design Engineer
DATE	<i>[Signature]</i> State Environmental Engineer
DATE	<i>1/9/95</i> <i>M. C. Waters, PE</i> State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer