

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(124)&(129) Chatham-Effingham Cos OFFICE Preconstruction
P.I. No. 511160 & 511165 DATE December 6, 1993

FROM *CW Hutto*
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
Robert E. Humphrey
Herman Griffin
David Studstill
Roland Hinnens
Darrell Elwell
George Boulineau
Marion Waters
Craig Brack



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

Georgia Division Office

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

November 23, 1993

IN REPLY REFER TO:

HTM-GA

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

Subject: Georgia Projects NH-IM-95-1(124) and ⁽¹²⁹⁾~~(125)~~
Chatham-Effingham Counties
Project Concept Report

Dear Mr. Shackelford:

The subject projects are to widen and reconstruct I-95 from just north of I-16 to the Savannah River. The projects will be constructed in two phases. Phase I (124) will widen the existing 4 lane roadway to 6 lanes; and Phase II (129) will widen the roadway to 8 lanes.

We have completed our review of the concept report for the projects. We note in the report that it is proposed to prepare a CE environmental document for the projects. Since we do not know what environmental impacts will be associated with the projects at this time, particularly with regard to the work on the outside lanes and shoulders, we are unable to concur in the proposal to prepare a CE. Accordingly, we are requesting the cooperation of your environmental staff in working with our Office in assessing the environmental impacts and developing the appropriate document(s). The report is otherwise acceptable; and we are enclosing an approved copy for your use.

Sincerely yours,

For: Larry R. Dreihaup, P.E.
Division Administrator

Enclosure



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

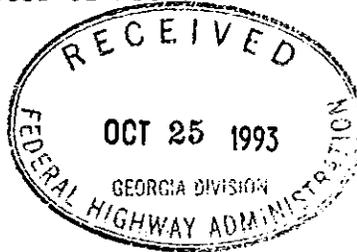
FILE NH-IM-95-1(124)&(129) Chatham-Effingham Cos OFFICE
 P.I. Nos. 511160 & 511165

FROM Hoyt U. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

	A	I
DIV. ADMR.		
ASST. DIV. ADMR.		✓
PRECONSTRUCTION INTER. PLAN. ENGR.		
ENGR. SYS. MGR.		
TRANS. MGR.		
STRUC. MGR.		
FIN. MGR.		
PROJ. DEV. MGR.		
OMCS		
	Moore	✓



This project is the widening of I-95 from just north of I-16 in Chatham County to the Savannah River in Effingham County for a total of 13.07 miles. The existing roadway consists of 2 lanes in each direction separated by a 64 foot median. The existing major structures are as follows:

- (1) Twin 208'x40.9' bridges over Central of GA RR - Suff. Rating 90.4
- (2) Twin 237'x41' bridges over SR 26/US 80 - Suff. Rating 93.0.
- (3) Twin 108'x40.9' bridges over Pipe Makers Canal - Suff. Rating 90.2
- (4) Four barrel 7'x4'x120' bridge culvert
- (5) Twin 175'x41' bridges over St. Augustine Creek - Suff. Rating 90.5
- (6) Twin 180'x41' bridges over Central of GA RR - Suff. Rating 90.5
- (7) Twin 182'x41' bridges over Seaboard RR - Suff. Rating 90.5
- (8) Twin 323'x41' bridges over SR 21 - Suff. Rating 90.5
- (9) Single 4'x4' box culvert
- (10) Single 15'x11' bridge culvert
- (11) Double 7'x7' box culvert
- (12) Twin 136'x40.8' bridges over Black Creek - Suff. Rating 90.5
- (13) Double 4'x4' box culvert
- (14) Twin 1081'x40.8' bridges over Knoxville Creek - Suff. Rating 95.0
- (15) Godley Road bridge over I-95
- (16) Monteith Road bridge over I-95

The base year traffic (1998) is 55,000 VPD with 21% trucks and the design year traffic (2018) is 83,000 VPD. The posted speed is 65 MPH and the design speed is 70 MPH.

The project will be widened in two phases:

(124) Phase I - Widen to 3 lanes in each direction separated by a 52' median and double-faced guardrail with 12' inside shoulders (10' paved).

(129) Phase II - Widen to 4 lanes in each direction separated by a 52' median with 14' outside shoulders (12' paved).

Wayne Shackelford
Page 2
October 19, 1993

NH-IM-95-1(124) & (129) Chatham-Effingham Counties

All mainline bridges will be widened to accommodate an eight lane interstate in Phase I. The Savannah River bridges will be retained as is until South Carolina widens I-95 in the future. The two overpass bridges, Godley Road and Monteith Road, will be jacked to provide adequate vertical clearance. The culverts will be extended as follows: (1) the 4 barrel 7'x4' bridge culvert - an additional 64'; (2) the single 4'x4' box culvert - an additional 14'; (3) the single 15'x11' bridge culvert - an additional 40'; (4) the double 7'x7' culvert - an additional 30'; (5) the double 4'x4' box culvert - an additional 40'.

In addition, ramp terminal improvements are proposed for the interchanges at SR 26/US 80, SR 21, the southside of the proposed airport interchange, and the entrance from the southbound Welcome Center.

The roadways will remain open to traffic during construction. Design exceptions will be required for a substandard speed design of approximately 68 MPH and substandard stopping sight distance at I-95 and the railroad bridges. These are presently being sent to FHWA for review and approval.

Environmental concerns include requiring a 404 permit; no additional rights-of-way is required for Phase I. Phase II will only require additional rights-of-way at the southbound exit to SR 26/US 80; a CE will be prepared; a public hearing is not required; time saving procedures are appropriate.

Since Engineering Services has received the cost, an additional bridge widening was added which raised the cost. Estimated costs for this project are as follows:

	<u>PROPOSED</u>		<u>APPROVED</u>	<u>PROG. DATE</u>
	<u>(124)Phase I</u>	<u>(129) Phase II</u>		
Constr(Infl&E/C)	\$41,298,700	\$2,834,400	\$26,897,000	1994
Rights-of-way		\$1,500		94-05
Utilities	*LGPA	*LGPA		

*Chatham, Effingham, Pooler and Port Wentworth signed LGPA for utilities 2/92.

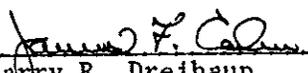
Phase I will be constructed first with Phase II following right after. I recommend this project concept be approved.

HJL/TMR/se

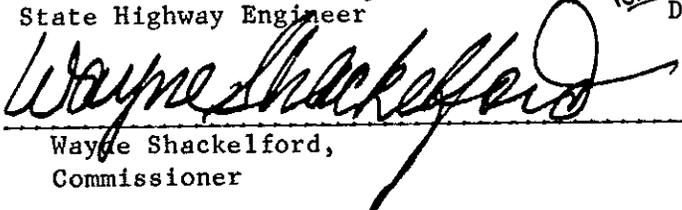
CONCUR:


Frank Danchetz
State Highway Engineer

APPROVED:


For Larry R. Dreihaup
Division Administrator, FHWA

APPROVED:


Wayne Shackelford,
Commissioner

* SUBJECT TO COMMENTS
IN ENCLOSED LETTER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(124) & (129)
P.I. No. 511160 & 511165
Chatham/Effingham Counties - I-95

OFFICE Atlanta, Georgia

DATE September 9, 1993

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

TO Hoyt J. Lively, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

RECEIVED
SEP - 9 1993
Atlanta, Georgia
PRECONSTRUCTION

We have reviewed the attached Concept Report for this Major project.

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

Traffic Operations

This report is satisfactory for approval.

The estimated costs of this project are as follows:

	(124) <u>Phase I</u>	(129) <u>Phase II</u>
Construction	\$33,000,000	\$2,600,000
Inflation (5% per year)	\$ 1,650,000	\$ 650,000
E & C (10%)	\$ 3,465,000	\$ 325,000
Preliminary Engineering	\$ 1,650,000	\$ 130,000
Right of Way	-0-	\$ 1,500
Utilities	LGPA?	LGPA?

DTM/kmc
Attachments
c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-95-1(124) Chatham/Effingham Cos. OFFICE Atlanta, GA
 P.I. No. 511160 DATE August 20, 1993

FROM *Roland W. Hinners*
 Roland W. Hinners, P.E., State Road and Airport Design Engineer *RWL*

TO Bobby Mustin, Project Review Engineer

SUBJECT CONCEPT REPORT

Attached is the Concept Report for NH-IM-95-1(124) Chatham/Effingham Counties. This project is for the proposed widening and reconstruction of I-95 from 0.93 miles north of the I-16 interchange north to the Savannah River Bridge but not including the Savannah River Bridges.

This is for your review and further comments.

RWH:^{mcp}MGR:pef
Attachments

- xc: John Lively
- Wayne Hutto, w/att
- David Studstill, w/att
- Marion Waters, w/att
- Craig Brack, w/att
- Paul Liles, w/att
- Ron Collins, w/att
- FWHA, w/att



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



PROJECT CONCEPT REPORT

NH-IM-95-1 (124)
CHATHAM & EFFINGHAM
COUNTIES

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511160

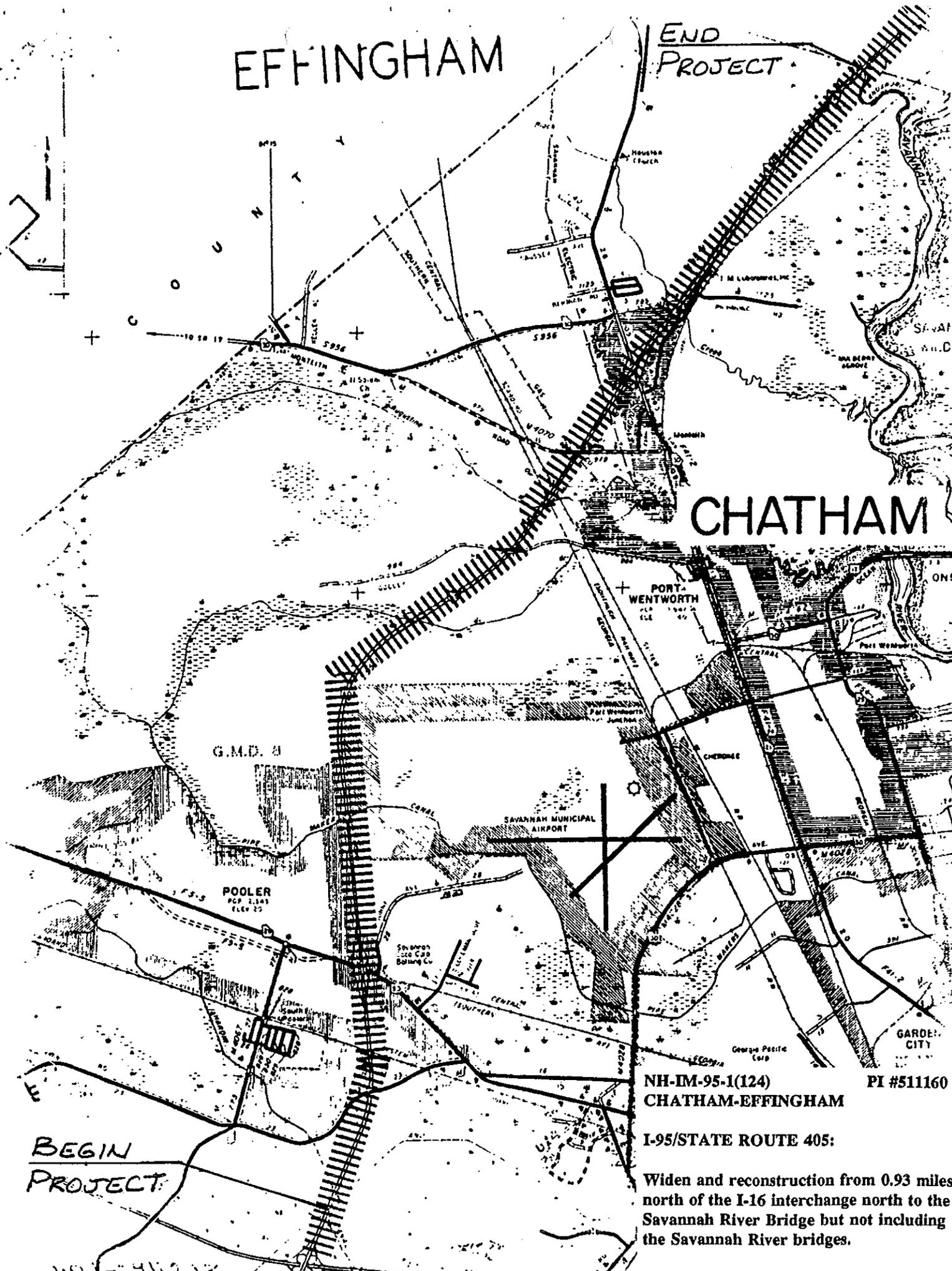
Date of Report: AUGUST-19-1993

RECOMMENDATION FOR APPROVAL	
<u>8-23-93</u> DATE	<u><i>Robert Williams</i></u> State Road & Airport Design Engineer <i>RM</i>
DATE	State Environmental Engineer
DATE	State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

EFFINGHAM

END PROJECT

CHATHAM



NH-IM-95-1(124)
CHATHAM-EFFINGHAM

PI #511160

I-95/STATE ROUTE 405:

Widen and reconstruction from 0.93 miles north of the I-16 interchange north to the Savannah River Bridge but not including the Savannah River bridges.

Length= 11.85 miles

11P-6-911213

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

PROJECT CONCEPT REPORT

NH-IM-95-1 (124)
CHATHAM & EFFINGHAM
COUNTIES

FEDERAL ROUTE NO: I-95
STATE ROUTE NO: 405
GADOT P.I. NO: 511160

Date of Report: AUGUST-19-1993

RECOMMENDATION FOR APPROVAL	
<u>8-23-93</u> DATE	<u><i>Robert Williams</i></u> State Road & Airport Design Engineer <i>Bob</i>
DATE	State Environmental Engineer
<u>9/5/93</u> DATE	<u><i>M. B. Waters, III</i></u> State Traffic Operations Engineer
DATE	District Engineer
DATE	State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Project No. NH-IM-95-1(124) OFFICE Atlanta, GA
 Chatham/Effingham County
 P. I. No. 511160 DATE Sept. 1, 1993

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

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of I-95 from just north of I-16 to the Savannah River. The existing four lane divided roadway will be widened to a six lane section in Phase I and eight lane section in Phase II. The existing 64 ft. median will be narrowed to 52 ft. with double-faced guardrail used as a barrier between opposing traffic. We believe this concept will improve safety and traffic operations along this section of roadway. We therefore find this report satisfactory for approval.

MGW:CKE:sm

Attachment (signature page)

cc: Roland Hinnars
 Craig Brack



PROJECT LOCATION & DESCRIPTION

THIS PROJECT REPRESENTS THE WIDENING AND RECONSTRUCTION OF I-95 FROM A POINT APPROXIMATELY 0.93 MILES NORTH OF THE BRIDGE OVER I-16 IN CHATHAM COUNTY TO THE SAVANNAH RIVER IN EFFINGHAM COUNTY, BUT NOT INCLUDING THE BRIDGES OVER THE SAVANNAH RIVER. THIS WIDENING AND RECONSTRUCTION IS PROPOSED TO BE DONE IN TWO PHASES. PHASE I IS PROPOSED TO BE COMPLETED AS SOON AS POSSIBLE. PHASE II SHOULD FOLLOW PHASE I AS SOON AS POSSIBLE TO PROVIDE THE NECESSARY CAPACITY IN THE DESIGN YEAR (SEE COMMENTS).

PHASE I - ROADWAY

WIDEN 8.8 +/- MILES OF EXISTING FOUR LANE FREEWAY (2 LANES EACH DIRECTION SEPARATED BY A 64 FOOT DEPRESSED GRASSED MEDIAN) TO A SIX LANE FREEWAY SEPARATED BY A 52 FOOT DEPRESSED GRASSED MEDIAN WITH DOUBLE-FACED GUARDRAIL AS A BARRIER BETWEEN OPPOSING TRAFFIC. THIS IS TO BE ACCOMPLISHED BY ADDING 1/2 LANE (6 FEET) TO THE MEDIAN SIDE IN EACH DIRECTION AND A 12-FOOT SHOULDER (10-FOOT PAVED) IN ONE DIRECTION. THE SHOULDER IN THE OTHER DIRECTION WILL BE A 15.5-FOOT SHOULDER TO ACCOMMODATE DOUBLE-FACED W-BEAM GUARDRAIL. ON THE OUTSIDE OF THE EXISTING LANES, IT IS PROPOSED TO ADD 1/2 LANE (6 FEET) PLUS A FULL DEPTH PAVED 12-FOOT SHOULDER WHICH SHALL BE USED FOR STAGED CONSTRUCTION/TRAFFIC CONTROL IN PHASE I AND SHALL SERVE AS THE FOURTH LANE IN EACH DIRECTION WHEN PHASE II IS IMPLEMENTED. ALSO GRADING FOR THE FUTURE OUTSIDE SHOULDER (PHASE II) IS PROPOSED IN PHASE I.

THERE EXISTS A 2.59 MILE SECTION OF SPLIT MEDIAN (200 FT +/-) WHERE AN ADDITIONAL 12-FOOT LANE AND 12-FOOT INSIDE SHOULDER (10 FOOT PAVED) WILL BE ADDED TO THE MEDIAN SIDE IN EACH DIRECTION. ON THE OUTSIDE OF THE EXISTING LANES, IT IS PROPOSED TO ADD A FULL DEPTH PAVED 12-FOOT SHOULDER TO SERVE AS THE FUTURE FOURTH LANE (PHASE II) AND PROVIDE ALL GRADING FOR THE FUTURE OUTSIDE SHOULDER FOR PHASE II.

RAMP TERMINAL IMPROVEMENTS ARE PROPOSED FOR THE INTERCHANGES AT US80/SR26, SR 21, AND THE RAMPS ON THE SOUTH SIDE OF THE PROPOSED AIRPORT INTERCHANGE [PROJECT NH-95-1(106)], CURRENTLY UNDER CONSTRUCTION. THESE RAMPS WILL BE RECONSTRUCTED DURING PHASE I TO ACCOMMODATE THE PHASE II DESIGN EXCEPT FOR THE SOUTHBOUND EXIT RAMP AT US80/SR26. THIS RAMP WILL BE DESIGNED AND CONSTRUCTED FOR EACH PHASE BECAUSE THE PHASE II DESIGN WILL REQUIRE ADDITIONAL RIGHTS OF WAY. ALSO THE ENTRANCE FROM THE WELCOME CENTER AND PROPOSED TRUCK WEIGH STATION ON THE SOUTHBOUND SIDE OF I-95 WILL BE RECONSTRUCTED TO ACCOMMODATE THE PHASE II DESIGN DURING PHASE I CONSTRUCTION.

PHASE II - ROADWAY

PHASE II WILL CONSIST OF PAVING 12-FEET OF THE 14-FOOT GRADED SHOULDER AND REBUILDING THE RAMP TERMINALS ON THE NORTHBOUND ENTRANCE RAMP AND THE SOUTHBOUND EXIT RAMP OF THE AIRPORT INTERCHANGE, AND THE SOUTHBOUND EXIT RAMP AT THE US80/SR26 INTERCHANGE. ALSO INTERCHANGE IMPROVEMENTS ARE PROPOSED AT THE US 80/SR26 INTERCHANGE TO PROVIDE FOR AN ADDITIONAL LEFT TURN LANE ON THE SOUTHBOUND EXIT RAMP AT ITS INTERSECTION WITH US80. PROJECT NH-IM-95-1(129) REPRESENTS THE PHASE II ROADWAY WIDENING TO PROVIDE THE NEEDED FOUR LANE ROADWAY IN EACH DIRECTION.

NINE

PHASE I - BRIDGE CONSTRUCTION

THERE ARE ~~EIGHT~~ BRIDGE LOCATIONS (I-95 OVER PIPE MAKERS CANAL, ^{CREEK} KNOXBORO CREEK, ST. AUGUSTINE CREEK, BLACK CREEK, GA. CEN. RR, US 80/SR 26, C. OF GA. RR, CSX RR, SR 21) OF PARALLEL EXISTING BRIDGES THAT ARE PROPOSED TO BE WIDENED 16.75 FEET TO THE INSIDE AND 22.75 FEET TO THE OUTSIDE. THIS WILL LEAVE A GAP OF APPROXIMATELY OF 18 FEET BETWEEN STRUCTURES. ~~THE KNOXBORO CREEK BRIDGE WILL ONLY BE WIDENED IN THE SOUTHBOUND DIRECTION. IT WILL BE WIDENED 17 FEET TO THE INSIDE AND 23 FEET TO THE OUTSIDE.~~ THE BRIDGES ARE TO BE WIDENED TO ACCOMMODATE THREE 12-FOOT LANES WITH AN ADDITIONAL 12-FOOT LANE TO BE USED AS FUTURE FOURTH LANE. THE BRIDGES ALSO WILL HAVE A 14-FOOT INSIDE AND OUTSIDE SHOULDER IN BOTH DIRECTIONS.

IN ADDITION, TWO BRIDGES THAT CROSS OVER I-95 (GODLEY RD. AND OLD SR 30/MONTEITH RD.) WILL BE JACKED TO PROVIDE ADEQUATE VERTICAL CLEARANCE. THIS WILL REQUIRE SOME MINOR APPROACH WORK ON EACH SIDE AT BOTH LOCATIONS.

PHASE II- BRIDGE CONSTRUCTION

ALL BRIDGES WILL BE WIDENED IN PHASE I TO ACCOMMODATE AN EIGHT LANE INTERSTATE HIGHWAY. NH-IM-95-1(129) IS THE PROJECT NUMBER FOR THE PHASE II ROADWAY WIDENING.

PROJECT DESIGN TRAFFIC

CURRENT ADT: 55,000 (1998)
 24 HR. TRUCKS: 21%

PROJECTED ADT: 83,000 (2018)

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR/EXISTING

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 SECTION OF THE COUNTRY. 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 REDUCE THE CONSTANT PLATOONING OF VEHICLES ON THE EXISTING FACILITY. THE ADDITIONAL LANES WILL PROVIDE THE NEEDED LANE CAPACITY AND GREATLY ENHANCE SAFETY WHILE LESSENING THE CONGESTION CREATED BY THE PLATOONING OF VEHICLES.

EXISTING ROADWAY

TYPICAL SECTION: 4-LANE RURAL INTERSTATE
 11.39 MILES -ASPHALT

R/W WIDTH
 VARIES 150' TO 500'

POSTED SPEED
 65 MPH

MAX. DEGREE OF CURVE
 1.00 DEG.

MAX. GRADE
 3.0 %

MAJOR STRUCTURES:

1. C. OF GA. RR - 208'x 40.9', sfr=90.4 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
2. US 80/SR 26 - 237'x 41.0', sfr=93.0 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
3. PIPE MAKERS CANAL - 108'x 40.9', sfr=90.2 NB & SB CONCRETE TEE BEAM
4. QUAD 7'x4'x120' BRIDGE CULVERT
5. ST. AUGUSTINE CREEK 175'x 41.0', sfr=90.5 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
6. C. OF GA. RR - 180'x41.0', sfr=90.5 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
7. SEABOARD RR - 182'x41.0', sfr=90.5 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
8. SR 21 - 323'x41.0', sfr=90.5 NB & SB STEEL STRINGER/MULTI-BEAM OR GIRDER
9. 4'x4' BOX CULVERT
10. 15'x11' BRIDGE CULVERT
11. DBL. 7'x7' BOX CULVERT
12. BLACK CREEK-136'x40.8', sfr=90.5 NB & SB CONCRETE TEE BEAM

13. DBL. 4'x4' BOX CULVERT
14. KNOXBORO CREEK - 1081'x40.8', sfr=95.0 NB & SB
CONCRETE TEE BEAM

PROPOSED ROADWAY

PHASE 1 TYPICAL SECTION: 6-LANE RURAL WITH A 52-FOOT MEDIAN,
12-FOOT SHOULDER (10-FOOT PAVED) INSIDE.

PHASE 2 TYPICAL SECTION: 8-LANE RURAL WITH A 52-FOOT MEDIAN,
14-FOOT SHOULDER (12-FOOT PAVED) OUTSIDE.

DESIGN SPEED	MAX. DEGREE OF CURVE	MAX. GRADE
70 MPH	PROPOSED - 1.00 DEG. ALLOWABLE - 3.00 DEG.	PROPOSED - 3.0% ALLOWABLE - 3.0%

MAJOR STRUCTURES:

PHASE 1 & 2

1. GA. CEN. RR - WIDEN TO 208'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
2. US 80/SR 26 - WIDEN TO 237'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
3. PIPE MAKERS CANAL - WIDEN TO 108'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
4. QUAD 7'x4' BRIDGE CULVERT (WIDEN 64')
5. ST. AUGUSTINE CREEK - WIDEN TO 175'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
6. C. OF GA. RR - WIDEN TO 180'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
7. CSX RR - WIDEN TO 182'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
8. SR 21 - WIDEN TO 323'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
9. 4'x4' BOX CULVERT (WIDEN 14')
10. 15'x11' BRIDGE CULVERT (WIDEN 40')
11. DBL 7' X7' CULVERT (WIDEN 30')
12. BLACK CREEK - WIDEN TO 136'x 79' WIDE NB & SB
(PHASE 1 INSIDE & OUTSIDE)
13. DBL. 4'x4' BOX CULVERT (WIDEN 40')
14. KNOXBORO CREEK - WIDEN TO 1081'x 79' WIDE ^{NB} SB ~~ONLY~~
(PHASE 1 INSIDE & OUTSIDE)

PROPOSED RIGHT OF WAY

PHASE 1 - NONE REQUIRED

PHASE 2 - R/W AND OR EASEMENT REQUIRED AT SOUTHBOUND EXIT RAMP
AT US80/SR26 INTERCHANGE.

TYPE OF ACCESS CONTROL: LIMITED

COORDINATION

CONCEPT TEAM MEETING DATE: FEBRUARY 4, 1993

LOCATION INSPECTION DATE: NONE AT PRESENT

PERMITS REQUIRED: 404

LEVEL OF PUBLIC INVOLVEMENT: NONE

TIME SAVING PROCEDURES APPROPRIATE: YES

OTHER PROJECTS IN THE AREA:

NH-IM-95-1(109) JOINS ON THE SOUTH END (UNDER CNST), NH-95-1(106) AIRPORT INTERCHANGE CROSSES THE PROJECT @ STA 575+36 (UNDER CNST), PROPOSED NH-IM-95-1(113) INTERCHANGE @ JIMMY DELOACH PKWY (RELOCATION OF GODLEY RD.) AND NH-IM-95-1(107) TRUCK WEIGH STATION AT WELCOME CENTER.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: PROJECT TO BE BUILT UNDER TRAFFIC (2 LANES IN EACH DIRECTION) .

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 GRADES	()	(X)	()
SUBST STOPPING SIGHT DISTANCE	(X)	()	()
SUBST SPEED DESIGN	(X)	()	()
SUBST CROSS SLOPES	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZ CLEARANCE	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

UNDERGROUND STORAGE TANKS: NONE

HAZARDOUS WASTE SITES: NONE

ALTERNATIVES CONSIDERED

1. NO BUILD
2. ALTERNATE FOR BUILDING PHASE I & PHASE II AT THE SAME TIME WAS CONSIDERED AND DISCOUNTED BECAUSE OF ANTICIPATED DELAY FOR RIGHT OF WAY FOR PHASE II AND THE FACT THAT THE NEXT 13 MILES OF I-95 TO THE SOUTH IS ONLY BEING WIDENED TO 6-LANES AT THIS TIME. THERE EXISTS AN IMMEDIATE NEED FOR SOME RELIEF FOR THE TRAFFIC CONGESTION ON I-95 AT PRESENT.
3. THE ALTERNATE OF BUILDING A 40-FT DEPRESSED MEDIAN BY ADDING A 12-FOOT LANE INSIDE AND A 12-FOOT LANE OUTSIDE WAS CONSIDERED. IT WAS DISCOUNTED BECAUSE OF DRAINAGE CONCERNS (SHALLOW DITCH, FLAT GRADES).

**** RECOMMENDATION ****

IT IS RECOMMENDED THAT THE 52 FOOT MEDIAN BE APPROVED BASED ON THE INCREASED RECOVERY AREA (38 FEET) FOR VEHICLES TRAVELING IN THE DIRECTION NOT PROTECTED BY SHOULDER MOUNTED GUARDRAIL. ALSO A MORE DESIRABLE MEDIAN DITCH IS ACHIEVED WHICH IS APPROXIMATELY ONE FOOT DEEPER THAN THE MEDIAN DITCH FOR 40-FOOT DEPRESSED MEDIAN THUS PROVIDING IMPROVED DRAINAGE CHARACTERISTICS FOR THE MEDIAN.

COMMENTS: THE WIDENING IN THE NORTHBOUND DIRECTION WILL END AT APPROXIMATELY 0.32 MILES SOUTH OF THE KNOXBORO CREEK BRIDGE. THE WIDENING IN THE SOUTHBOUND DIRECTION WILL BEGIN AT THE SOUTHSIDE OF THE SAVANNAH RIVER BRIDGE. THE EXIT RAMP TO THE EXISTING WELCOME CENTER WILL BE REWORKED TO ACCOMMODATE THE PHASE 1 WIDENING AND WILL BE WIDENED FOR PHASE 2 UNDER THE TRUCK WEIGH STATION PROJECT NH-IM-95-1(107).

A SIX-LANE INTERSTATE FACILITY WILL BE REQUIRED FOR THE I-95 BASIC FREEWAY SEGMENT TO FUNCTION AT LEVEL OF SERVICE "C" UNTIL YEAR 2008. AN EIGHT-LANE FACILITY WILL BE REQUIRED FOR LEVEL OF SERVICE "C" FOR THE DESIGN YEAR 2018. FOUR-LANES NORTHBOUND WILL BE REQUIRED FOR AT LEAST A HALF MILE NORTH OF THE SR21 NORTHBOUND ENTRANCE RAMP IN ORDER TO ACHIEVE A LEVEL OF SERVICE "C" FOR THIS ENTRANCE RAMP.

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTION, CONCEPT MEETING MINUTES AND PREPROGRAMMING AUTHORIZATION.

ESTIMATED COST
(52 FOOT MEDIAN)

PHASE I

CONSTRUCTION:	\$ 30,481,295	RIGHT OF WAY:	\$
E & C (10)	: \$ 3,048,129	ACQUIRED BY :	DOT
INFLATION	: \$ 1,676,471	UTILITIES BY:	LGPA*

TOTAL CONSTRUCTION COST: \$ 36,771,953

PHASE II

CONSTRUCTION:	\$ 2,780,797	RIGHT OF WAY:	\$1550
E & C (10)	: \$ 278,080	ACQUIRED BY :	DOT
INFLATION	: \$ 764,720	UTILITIES BY:	LGPA*

TOTAL CONSTRUCTION COST: \$ 3,823,603

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-95-1(124)

COUNTY: CHATHAM/EFFINGHAM

DATE: JUNE 17, 1993

ESTIMATED LETTING DATE: FY 94-PH I

PREPARED BY: JIM FUERST

PROJECT LENGTH (MILES): 13.07

() PROGRAM PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

A. RIGHT OF WAY	PROJECT COST	PHASE I	PHASE II
1. PROPERTY _____	\$	0	\$ 1000
2. DISPLACEMENTS _____	\$	0	\$ 0
3. OTHER (adm./court) (45%) _____	\$	0	\$ 450
INFLATION (10%) _____	\$	0	\$ 100
SUBTOTAL _____	\$	0	\$ 1550

B. REIMBURSABLE UTILITIES

*LGPA HAS BEEN SIGNED _____ \$ * LGPA \$ * LGPA

C. MAJOR STRUCTURES

A. BARRIER WALL _____	\$	0	\$ 0
B. BRIDGES			
-STREAM CROSSINGS-			
PIPE MAKERS CANAL			
(INSIDE) 108' x 34' x \$60	\$	220,320	\$ 0
(OUTSIDE) 108' x 46' x \$60	\$	298,080	\$ 0
ST. AUGUSTINE CREEK			
(INSIDE) 175' x 34' x \$60	\$	357,000	\$ 0
(OUTSIDE) 175' x 46' x \$60	\$	483,000	\$ 0
BLACK CREEK			
(INSIDE) 136' x 34' x \$60	\$	277,440	\$ 0
(OUTSIDE) 136' x 46' x \$60	\$	375,360	\$ 0
KNOXBORO CREEK			
(INSIDE) 1081' x ³⁴ 17' x \$60	\$	1,102,620 ^{2,205,240}	\$ 0
(OUTSIDE) 1081' x ⁴⁶ 23' x \$60	\$	1,491,780 ^{2,983,560}	\$ 0
-UNDERPASSES-			
GA CEN RR			
(INSIDE) 208' x 34' x \$55	\$	388,960	\$ 0
(OUTSIDE) 208' x 46' x \$55	\$	526,240	\$ 0
US 80			
(INSIDE) 237' x 34' x \$50	\$	402,900	\$ 0
(OUTSIDE) 237' x 46' x \$50	\$	545,100	\$ 0
C OF GA RR			
(INSIDE) 180' x 34' x \$55	\$	336,600	\$ 0
(OUTSIDE) 180' x 46' x \$55	\$	455,400	\$ 0

		PHASE I	PHASE II
CSX RR			
	(INSIDE) 182' x 34' x \$55	\$ 340,340	\$ 0
	(OUTSIDE) 182' x 46' x \$55	\$ 460,460	\$ 0
SR 21			
	(INSIDE) 323' x 34' x \$50	\$ 549,100	\$ 0
	(OUTSIDE) 323' x 46' x \$50	\$ 742,900	\$ 0
-OVERPASSES- (JACKING)			
PINE BARREN RD.		\$ 0	\$ 0
GODLEY RD.		\$ 80,000	\$ 0
AIRPORT INTERCHANGE		\$ 0	\$ 0
OLD SR 30/MONTEITH RD.		\$ 80,000	\$ 0
EXISTING BRIDGE REMOVAL		\$ 236,700	\$ 0
C. BOX CULVERTS			
QUAD 7' x 4' x 64'		\$ 52,238	\$ 0
DBL 7' x 7' x 30'		\$ 26,530	\$ 0
4' x 4' x 14'		\$ 9,974	\$ 0
DBL 4' x 4' x 40'		\$ 15,416	\$ 0
15' x 11' x 40'		\$ 28,110	\$ 0
	SUBTOTAL	12,476,968	\$ 0
		\$ 9,882,568 ✓	\$ 0
D. GRADING & DRAINAGE			
1. EARTHWORK			
UNCLASS. EXCAV.	115,866cuyd x \$1.80	\$ 208,559	\$ 0
BORROW	690,524cuyd x \$6.00	\$ 4,143,144	\$ 0
2. DRAINAGE			
	(INSIDE)	\$ 980,000	\$ 0
	(OUTSIDE)	\$ 400,000	\$ 75,000
	SUBTOTAL	5,847,569	\$ 75,000
		\$ 5,731,703	\$ 75,000
E. BASE & PAVING			
1. GRADED AGGREGATE			
	267,774T x \$10.79	\$ 2,889,281	\$ 0
	47,814T x \$10.79	\$ 0	\$ 515,913 717,210
2. ASPHALT PAVING			
0.75" "D"	2,792T x \$34.18	\$ 95,431	\$ 0
1.5" FINE SMA	24,693T x \$44.90	\$ 1,108,716	\$ 0
2.0" "B"	49,970T x \$32.25	\$ 1,611,533	\$ 0
	16,376T x \$32.95	\$ 539,589	\$ 539,589 544,502
1.5" "E"	12,115T x \$30.79	\$ 373,021	\$ 0
	12,064T x \$30.79	\$ 371,451	\$ 425,256
BASE	91,612T x \$28.43	\$ 2,604,529	\$ 0
TACK	36,518G x \$0.67	\$ 24,467	\$ 0
	5,067G x \$0.67	\$ 3,400	\$ 3,395
3. OVERLAY			
0.75" "D"	8,545T x \$34.18	\$ 292,068	\$ 0
	2,686T x \$34.18	\$ 0	\$ 91,807
1.5" FINE SMA	25,049T x \$44.90	\$ 1,124,700	\$ 0
2.0" "B"	34,312T x \$32.25	\$ 1,120,287	\$ 0
LEVELING	20,808T x \$26.42	\$ 549,755	\$ 68,664
TACK	21,259G x \$0.67	\$ 14,244	\$ 0
		\$ 18,070	\$ 0
	SUBTOTAL	\$11,808,032	\$ 1,522,155
		13,822,037	1,839,005

**ESTIMATE SUMMARY
(52 FOOT MEDIAN)**

		PHASE 1		PHASE 2
A. RIGHT OF WAY	\$	0	\$	1550
B. REIMBURSABLE UTILITIES	\$	* LGPA	\$	* LGPA

CONSTRUCTION ESTIMATE SUMMARY

C. MAJOR STRUCTURES		12,476,968			
	\$	9,882,568	\$	0	
D. GRADING & DRAINAGE		5,847,569			
	\$	5,854,000	\$	75,000	
E. BASE & PAVING		13,822,037			
	\$	13,800,000	\$	1,910,000 1,839,000	
F. LUMP ITEMS		1,634,836			
	\$	1,635,000	\$	480,000	
G. MISCELLANEOUS		1,475,000			
	\$	2,649,287	\$	237,000	
H. SPECIAL FEATURES	\$	0	\$	0	
SUBTOTAL CONSTRUCTION COST		37,750,4		2,450,000	
		33,142,568		2,525,000	
		\$ 31,837,189	\$	2,780,787	
E & C (10%)		\$	3,183,719	\$	278,080
INFLATION (5% PER YR 1 YR)		\$	1,751,045	\$	764,720
TOTAL CONSTRUCTION COST		\$	36,771,953	\$	3,823,603
GRAND TOTAL PROJECT COST		\$	36,771,953	\$	3,825,153

CONSTRUCTION COST PER CONGRESSIONAL DISTRICT

CONGRESSIONAL DISTRICT 1	\$	35,668,794	\$	3,710,398
CONGRESSIONAL DISTRICT 11	\$	1,103,159	\$	114,755

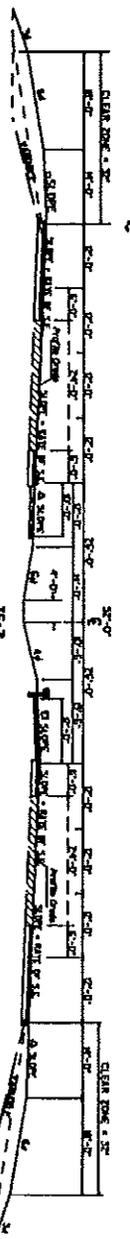
PHASE 1 UNIT (124)	PHASE 2 UNIT (129)
33,000,000 CST	2,600,000 CST
1,650,000 INF	650,000 INF
3,465,000 EJC	325,000 EJC
\$ 38,115,000	\$ 3,575,000

LJTM 8/30/93

DATE	REVISION	BY
04/11/20	1	MM

TYPICAL SECTIONS

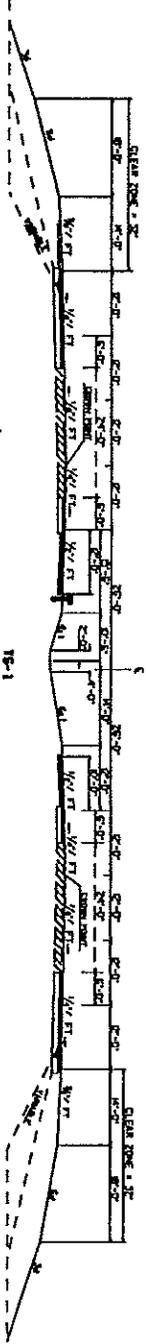
52' MED SUPER ELEVATION SECTION



APPLIES TO STA. 207+14 TO STA. 417+24
 STA. 578+77 TO STA. 580+00
 STA. 924+43 TO STA. 929+07

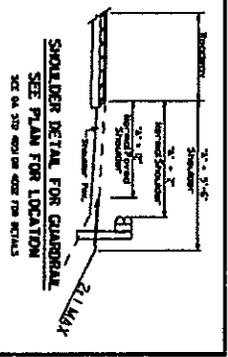
APPLIES TO STA. 425+00 TO STA. 431+26 BEL. BRIDGE
 ENO BRIDGE STA. 433+25 TO STA. 440+00
 STA. 465+00 TO STA. 469+66 BEL. BRIDGE
 ENO BRIDGE STA. 472+24 TO STA. 478+00
 STA. 728+00 TO STA. 731+23 BEL. BRIDGE
 STA. 791+00 TO STA. 794+49 BEL. BRIDGE
 ENO BRIDGE STA. 802+57 TO STA. 804+00

52' MED TANGENT SECTION



APPLIES TO STA. 387+14 TO STA. 417+24
 STA. 417+74 TO STA. 580+00
 STA. 702+45 TO STA. 924+43
 STA. 929+07 TO STA. 1000+89 BEL. BRIDGE

TYPICAL SECTION
 PHASE I
 SCALE = 1" = 10'

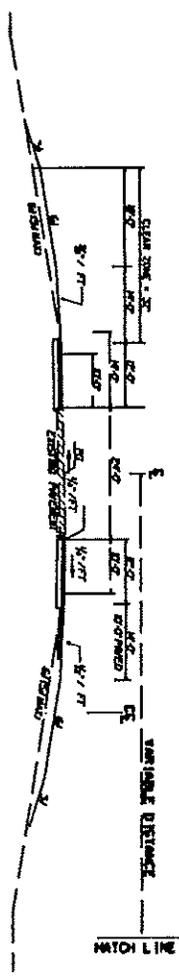


SHOULDER DETAIL FOR GUARDRAIL
 SEE PLAN FOR LOCATION
 SEE 04 202 001 FOR OTHER DETAILS

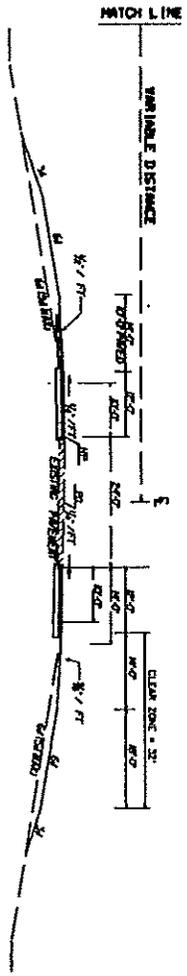
DATE	NO.	REVISION
04	11	5-10-24

TYPICAL SECTIONS

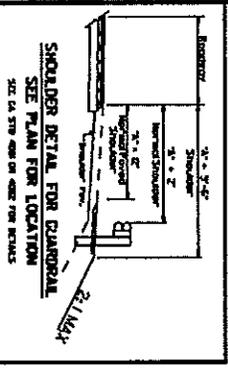
TS-3
SPLIT MEDIUM
TANGENT SECTION



TANGENT SECTION
APPLIES TO STA. 640+62 TO STA. 652+62 NB
APPLIES TO STA. 642+62 TO STA. 657+22 SB

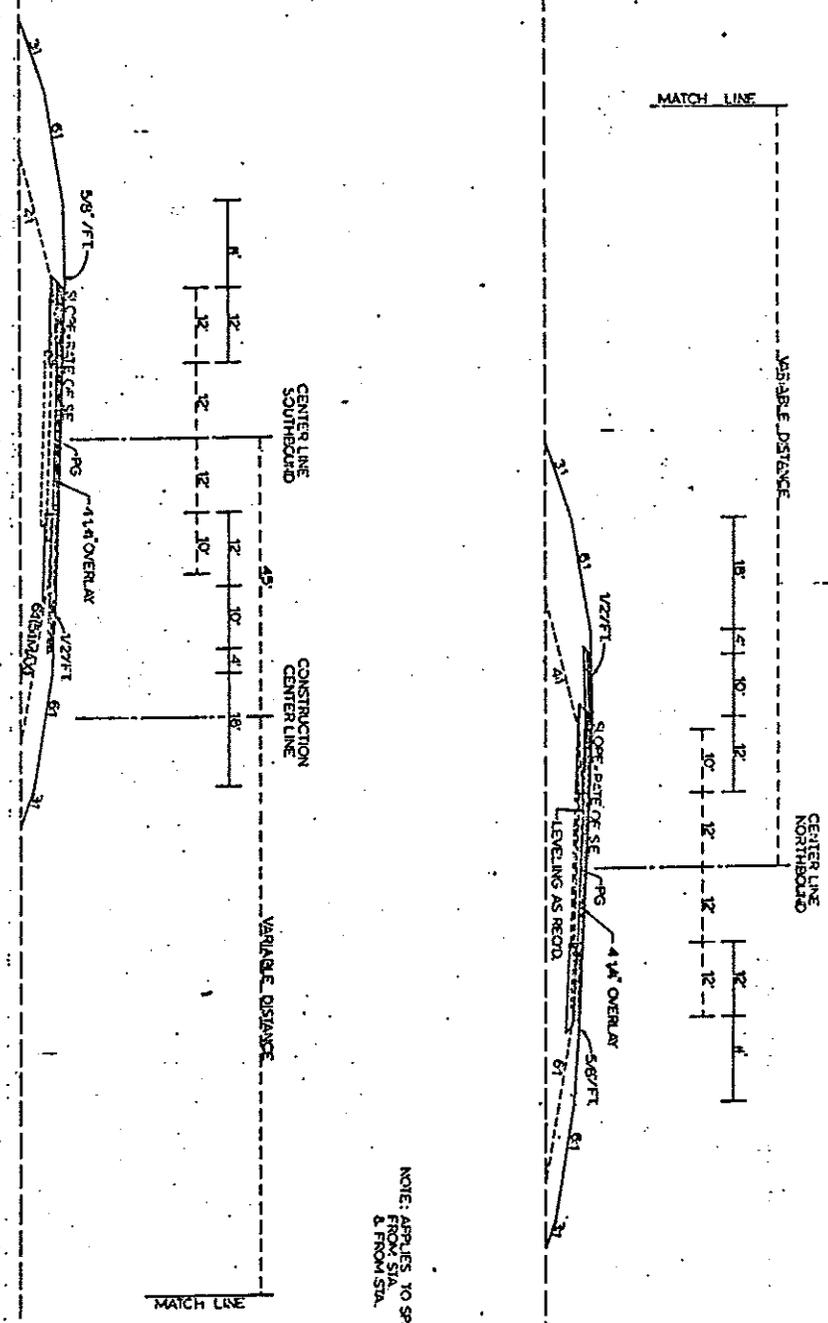


NOTE: An additional 5'-6" to the shoulder will be provided on all 24' to allow for future widening of general.



SHOULDER DETAIL FOR CUMBERLAND
SEE PLAN FOR LOCATION
SEE 1A STD AND 1B STD FOR DETAILS

TYPICAL SECTION
PHASE I
SCALE = 1" = 10'



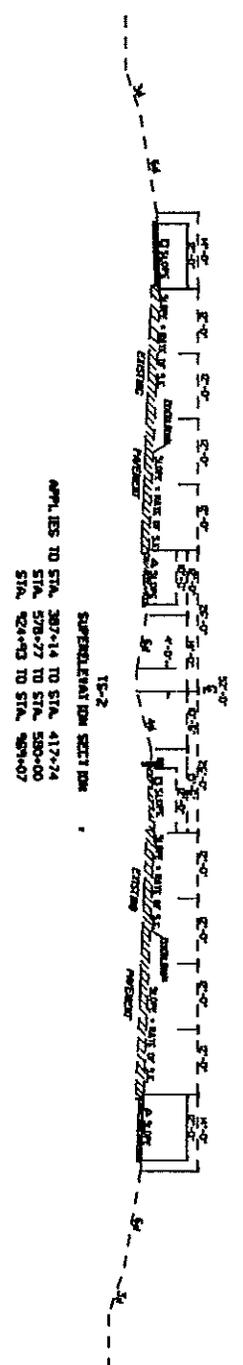
NOTE: APPLIES TO SPLIT MEDIAN SECTION FROM STA. TO STA. & FROM STA. TO STA.

TYPICAL SECTION
 PHASE I
 S&P MEDIAN
 Scale 1"=10'

DATE	PROJECT NUMBER	SCALE
04	MI-14-5-11124	

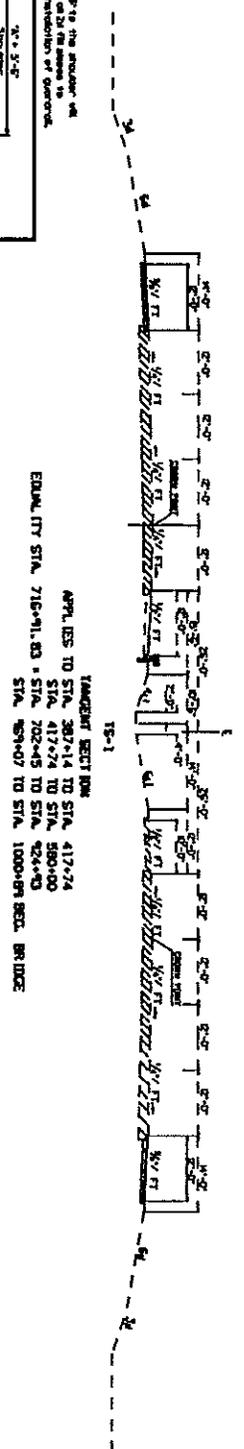
TYPICAL SECTIONS

52' MED SUPER ELEVATION SECTION

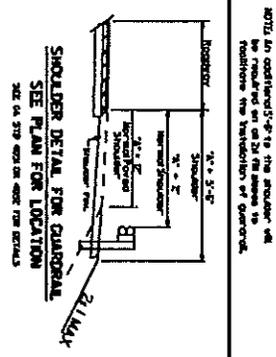


APPLIES TO STA. 287+14 TO STA. 417+74
 STA. 578+77 TO STA. 580+00
 STA. 924+43 TO STA. 924+07

52' MED TANGENT SECTION



APPLIES TO STA. 287+14 TO STA. 417+74
 STA. 417+74 TO STA. 580+00
 STA. 578+77 TO STA. 702+45 TO STA. 924+43
 STA. 924+07 TO STA. 1000+89 BEG. BRIDGE



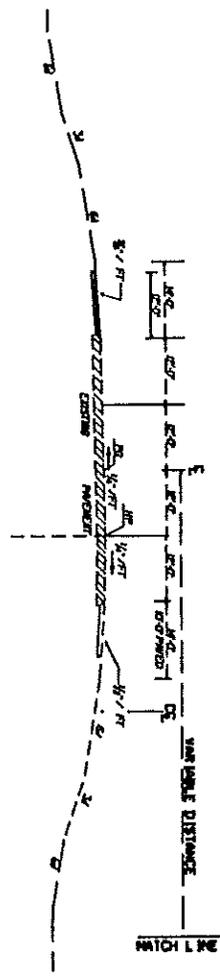
NOTE: An additional 5'-0" to the shoulder will be provided on all 24' lanes to maintain the 10' shoulder at all times.

TYPICAL SECTION
 PHASE II
 SCALE = 1" = 10'

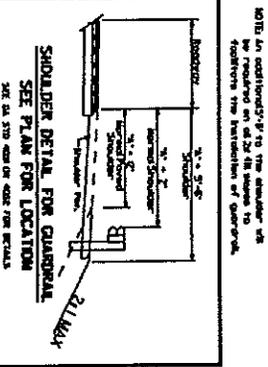
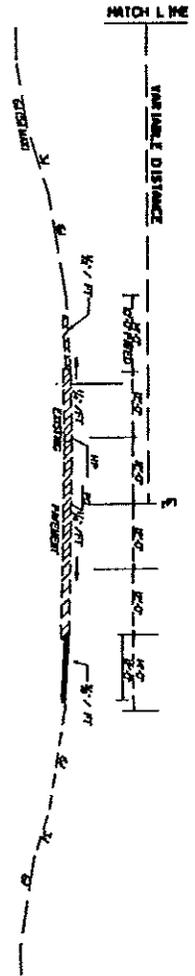
DATE	REVISION	BY
GAL	NH-14-95-1(120)	

TYPICAL SECTIONS

TS-3
 SPLIT MEDIAN
 TANGENT SECTION



TANGENT SECTION
 APPL. LES TO STA. 640+62 TO STA. 662+62 00
 APPL. LES TO STA. 622+42 TO STA. 637+22 50



NOTE: An additional 3/4" to the shoulder width be provided on all 24 ft spans to maintain the horizontal of gutter.

TYPICAL SECTION
 PHASE II
 SCALE = 1" = 10'

D.O.T. 65

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE I-95 Corridor OFFICE Atlanta, GA.
I-95 Widening and Reconstruction
Roland Hinners DATE July 6, 1993
FROM 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 Hinners 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 Bobby Mustin
Charles Lewis Ronald Collins/Wouter Gulden
Frank Danchetz Paul Liles
Paul Mullins Marion Waters
Tom Turner Craig Brack
FHWA, Attn: Floyd Moore

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

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

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

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Chatham - Effingham	NH-95-1(124) 511160	Widen & Reconstruct (6-lanes)	I-95/S.R. 405: From North of I-16 in Chatham thru Effingham to the South Carolina line. Length = 13.10 miles

Fund 1 = 315
Fund 2 = 315

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$396	X		1992		
ROW					
CONST \$26,397	X		1996	1	5

REASON FOR REVISIONS:

To add this project as recommended by the S.H.T.P. Committee on December 13, 1991.
Mileage Information Chatham Co. from ML 7.73 to ML 20.21
Effingham Co. from ML 0.00 to ML 0.62

RECOMMENDED Paul L. Daniels
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED Wayne Shackelford
COMMISSIONER

GDOT BOARD

1992

APPROVED