

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 511430-, Camden County **OFFICE** Preconstruction  
NH-95-1(167)  
I-95 at Horse Stamp Church Road Interchange **DATE** March 23, 2006

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

**TO** *MBP* SEE DISTRIBUTION

**SUBJECT APPROVED 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)  
Paul Liles  
Babs Abubakari  
Glenn Durrence  
BOARD MEMBER  
FHWA



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

61 Forsyth St. SW  
17T100  
Atlanta, Georgia 30303

In Reply Refer To:  
HTM-GA

Georgia Division  
March 15, 2006

Mr. Haroldl Linnenkohl  
Commissioner  
Georgia Department of Transportation  
No. 2 Capitol Square, S.W.  
Atlanta, Georgia 30334

Subject: Project No. NH-95-1(167), Camden County Approval of Concept Report

Dear Mr. Linnenkohl:

Your memorandum of February 20, 2006 transmitted a concept report for the subject project, which is to construct a new interchange at I-95 and Horse Stamp Church Road. The typical section shows a 10'-5" paved future outside shoulder under the overpass bridge. However, as discussed and agreed with your design staff, the typical will be revised to provide a 12'-0" paved future outside shoulder. Therefore, the concept report is approved with the understanding that the above comment will be addressed. Enclosed is the signed original document for your use. If you have any questions, please contact Floyd Moore at (404) 562-3654.

Sincerely,

For: Robert M. Callan, P.E.  
Division Administrator

Enclosure



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 511430-, Camden County **OFFICE** Preconstruction  
NH-95-1(167)  
I-95 @Horse Stamp Church Road Interchange **DATE** February 20, 2006

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

**TO** David E. Studstill, Jr., P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

This project is the construction of a new interchange over I-95 at CR 138/Horse Stamp Church Road, approximately 7.0 miles northeast of the city of Woodbine. The purpose of this project is to provide additional access to I-95 for future planned development and for future mandated emergency FEMA evacuations. I-95 serves as a major commercial and transportation corridor for the entire southeast, and provides primary access between Jacksonville, FL to the south and Brunswick and Savannah to the north. It also provides access for all businesses located in the southern part of Camden County and serves as the major FEMA evacuation route for all Georgia coastal counties. Existing access points to the interstate exist at Exit 14 (SR 25 Spur) and Exit 26 (Dover Bluff Road); however, additional access is required to accommodate future traffic demand as a result of the projected population growth and extensive planned development. Horse Stamp Church Road is a logical choice for providing additional access as it located approximately midway between the two existing access points, causing no adverse impact on the safety and operation of the interstate facility. Traffic estimates are as follows: I-95: 54,000 VPD (2010) and 90,000 VPD (2030); Horse Stamp Church Road: 14,200 VPD (2010) and 23,800 VPD (2030).

The proposed project will construct a full diamond interchange with one full lane movement in each quadrant. Additional pavement will be provided at the crossroad ramp termini to facilitate traffic turning movement. The construction proposes to construct a new 320' x 83.25' bridge over I-95 at the existing bridge site. The project will include the relocation of Spring Bluff Road (CR 147) approximately 700' west of its existing location so that the road will not be immediately adjacent to the new interstate ramp and will provide Horse Stamp Church Road with the required limited access from the interstate ramp. The ramp typical section will consist of 16' pavement (single lane) with 10' paved outside and 4' paved inside shoulders. Horse Stamp Church Road will consist of two, 12' lanes with a 14' flush median. Two additional 12' lanes are included from the relocated Spring Bluff Road to Horseshoe Cove Road. Access control will be limited (the access break has been approved) at the interchange. Traffic will be maintained during construction.

David Studstill

Page 2

P. I. No. 511430-, Camden

February 20, 2006

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$12,520,000	\$12,520,000	HY10/L050	LR
Right-of-Way & Utilities*	Local	Local	Local	

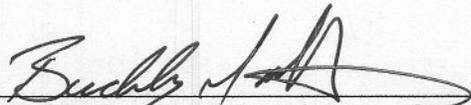
\*Camden County signed PMA on 7-19-99 for PE, right-of-way, and utilities.

I recommend this project concept be approved.

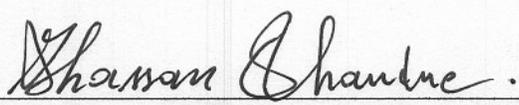
MBP:JDQ/cj

Attachment

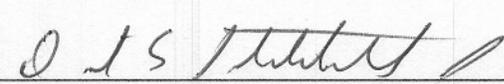
CONCUR

  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

  
for Robert M. Callan, Administrator, FHWA

APPROVE

  
David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Road Design*

**PROJECT CONCEPT REPORT**

Project Number: NH-95-1(167)

County: Camden

P. I. Number: 511430

Federal Route Number: I-95

State Route Number: S.R. 405

*See Project location sketch on Page 2  
I-95/Horse Stamp Church Road Interchange*

Recommendation for approval:

DATE 1-31-06

C. Andy Casey  
Project Manager

DATE 1/31/06

[Signature]  
Office Head/District Engineer

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

DATE 2/7/06

[Signature]  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Road Design*

**PROJECT CONCEPT REPORT**

Project Number: NH-95-1(167)  
County: Camden  
P. I. Number: 511430

Federal Route Number: I-95  
State Route Number: S.R. 405

*See Project location sketch on Page 2  
I-95/Horse Stamp Church Road Interchange*

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE 2-6-06

[Signature]  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Road Design*

**PROJECT CONCEPT REPORT**

Project Number: NH-95-1(167)  
County: Camden  
P. I. Number: 511430

Federal Route Number: I-95  
State Route Number: S.R. 405

*See Project location sketch on Page 2  
I-95/Horse Stamp Church Road Interchange*

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C. Andy Casey  
Project Manager

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[Signature]  
Office Head/District Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

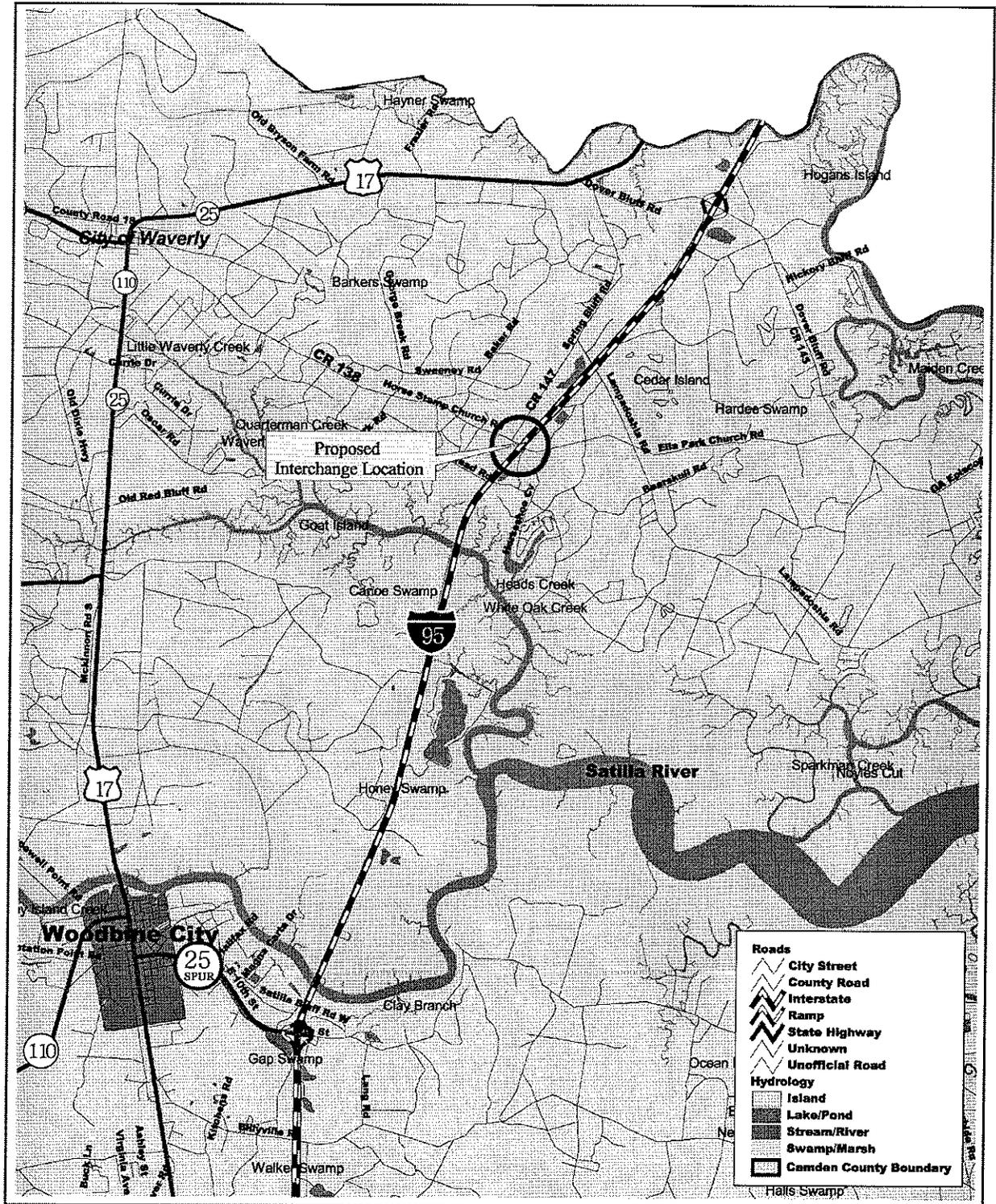
\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer



<p><b>Georgia Project NH-95-1 (167)</b>  <b>P.I. No. 511430</b>  <b>Camden County, Georgia</b></p>	<p><b>Project Location Map</b></p> <p>0  2 Miles</p>	
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**Need and Purpose:** The purpose of this project is to provide additional access to I-95 for future planned development and for future mandated emergency FEMA evacuations. I-95 serves as a major commercial and transportation corridor for the entire Southeast, and provides primary access between Jacksonville, FL to the south, and Brunswick and Savannah to the north. It also provides primary access for all businesses located in the southern part of Camden County, and serves as the major FEMA evacuation route for all Georgia coastal counties.

Camden County has witnessed an explosive population increase over the past twenty years, increasing from 13,400 in 1980, to 30,200 in 1990, and to 43,700 in 2000. The population is projected to increase by 81% by the year 2010 to 78,900. The rural nature of the surrounding roadway network will not be able to provide adequate connectivity that the projected area growth requires without increased access to the Interstate. Existing access points to the interstate exist at Exit 14 (SR 25 Spur) and Exit 26 (Dover Bluff Road); however, additional access is required to accommodate future traffic demand as a result of the projected population growth and extensive planned area development. The long distance (12 miles) separating the existing interchanges would also not support typical roadway improvements, such as arterial widening improvements to existing interchanges. Horse Stamp Church Road is a logical choice for providing additional access as it located approximately midway between the two existing access points, causing no adverse impact on the safety and operation of the Interstate facility. In addition, providing access at an existing cross road will increase transport efficiency with minimal construction, while supporting current area economic development trends.

Georgia DOT and other FEMA agencies currently rely on I-95 to provide timely, safe, and efficient mandated mass evacuation of the coastal populations during the onset of an impending hurricane. As coastal populations continue to increase, the proposed project would provide time saving benefits to these populations during such an event.

**Description of the proposed project:** The project is located in Camden County along I-95, at the current overpass of C.R. 138/Horse Stamp Church Road, approximately seven miles northeast of the city of Woodbine. The project proposes to construct a diamond interchange and replace the existing substandard bridge over I-95. The project would include the relocation of Spring Bluff Road (C.R. 147) approximately 700 feet west of its existing location so that the road would not be immediately adjacent to the new interstate ramp, and would provide Horse Stamp Church Road with the required limited access from the interstate ramp. The total length of the project is approximately 0.7 mile along Horse Stamp Church Road. The proposed interchange would be located at M.P. 5.84 of Horse Stamp Church Road and near M.P. 22 of I-95. The closest interchange is located at M.P. 26, Dover Bluff Road. This project will accommodate the recently constructed GDOT Project NH-IM-95-1(124 & 125), I-95 widening to six lanes, as well as a future fourth lane in each direction.

**Is the project located in a Non-attainment area?** \_\_\_\_\_Yes  No.

**PDP Classification:** Major  Minor \_\_\_\_\_

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

**Functional Classification:**

I-95 – Interstate Principal Arterial  
 Horse Stamp Church Road – Rural Minor Collector

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

**Traffic (AADT):**

I-95	Opening Year: (2010) <u>54,000</u>	Design Year: (2030) <u>90,000</u>
Horse Stamp Church Road	Opening Year: (2010) <u>14,220</u>	Design Year: (2030) <u>23,800</u>

**Existing design features:**

- Typical Section:

I-95 – Three 12 foot lanes in each direction with typical 52 foot grassed median. 12 foot shoulders with 10 foot paved inside and 12 foot paved outside with 14’ graded shoulder for future widening.

Horse Stamp Church Road – Two 10 to 11 foot lanes with minimal shoulder (5 foot at bridge)

	<u>Posted Speed (mph)</u>	<u>Max. Degree of Curve</u>	<u>Max Grade (%)</u>
I-95	65	0°-15’	2
Horse Stamp Church Road	35	4°-00’	3.9
Spring Bluff Road	Not Posted	N/A	2
Horseshoe Cove Road	Not Posted	N/A	2
Driveways	N/A	N/A	7

- Width of right of way:

<u>Roadway</u>	<u>Right of Way Width (ft)</u>
I-95	300
Horse Stamp Church Road	Varies 80 to 270
Spring Bluff Road	130
Horseshoe Cove	80

- Major structures:

Horse Stamp Church Road Bridge over I-95	
Structure I.D. No	039-0026-0
Sufficiency Rating	91.6
Bridge Type	D-O-M-O
No. of spans	2
Length	264'
Maximum Span	91'
Deck Structure Width	32.5'
Roadway Width	28.8'
Minimum Vertical Clearance	16'-11"
Total Horizontal Clearance	28.8'

- Major interchanges or intersections along the project:  
 Existing interchanges are located south at Exit 14 (SR 25 Spur), and north at Exit 26 (Dover Bluff Road). The existing functionality of these interchanges will not be altered by this project.
- The existing Horse Stamp Church Road Bridge overpasses I-95 at approximately mile 22.4. The existing Horse Stamp Church Road is a County Road (C.R. 138) that begins in the city of Waverly at U.S. 17/SR 26 and ends at Dover Bluff Road.

**Proposed Design Features:**

- Proposed typical section(s):

I-95 – Unchanged.

I-95 Ramps – One 16 foot concrete travel lane or two 12 foot travel lanes with 10 foot inside shoulders and 12 foot outside shoulders. Inside shoulder include 4 foot concrete pavement and outside include 10 feet concrete pavement.

Horse Stamp Church Road – Two 12 foot asphalt travel lanes with a 14 foot flush median (two way left turn lane). Two additional 12 foot travel lane are included from the relocated Spring Bluff Road to Horseshoe Cove Road. Shoulders are 12 foot with 6'-6" paved shoulders.

Spring Bluff Road – Two 12 foot travel lanes with 10 foot grass shoulders.

Horseshoe Cove – Two 12 foot travel lanes with 10 foot grass shoulders.

	Design Speed (mph)	Min Prop. Radius of Curve *	Min Allow. Radius of Curve *	Max Prop. Grade	Max Allow. Grade
I-95 Ramps	45	730'	660'	5 %	5 %
Horse Stamp Church Road	60	1505'	1505'	4 %	5 %
Spring Bluff Road	35	716'	350'	2 %	7 %
Horseshoe Cove Road	35	500'	350'	2 %	7 %
Driveways	N/A	N/A	N/A	11 %	11 %

\* Based on 6.0% max superelevation rate for ramps and 4.0 % max superelevation rate for Horse Stamp Church Road.

- Right of way

Roadway	Right of Way Width (ft)
I-95 Ramps	75 min. from ramp c.l.
Horse Stamp Church Road	150 min.
Spring Bluff Road	100
Horseshoe Cove	80

- Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
- Type of access control: Full (X), Partial (X), By Permit (X), Other ( ).
- Number of parcels: 10
  - Number of displacements: 1
    - Business: .....
    - Residences: .....
    - Mobile homes: 1
    - Other: .....

- Structures:

Horse Stamp Church Road Bridge over I-95	
Bridge Type	Concrete
No. of spans	4
Length	320'
Maximum Span	108'
Deck Structure Width	83'-3"
Roadway Width	60'
Minimum Vertical Clearance	17'-6"
Total Horizontal Clearance	38'

- Major intersections and interchanges. This project will create a new interchange at

approximately mile marker 22.4 on I-95. The intersections on Horse Stamp Church Road include two intersections at the ramp termini and intersections at Horseshoe Cove and Spring Bluff Road.

- Traffic control during construction: Traffic will be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances; None Expected.
- Environmental concerns: An environmental screening was performed for the project. It is anticipated that the proposed interchange may cause minor stream impacts to perennial streams as well as wetland impacts in the vicinity of the proposed ramps. It is anticipated that a Section 404 Nationwide Permit Application from the Corps of Engineers (COE) will be needed for this widening project. The environmental screening also identified two historic properties. These properties will be examined further as part of the Categorical Exclusion (CE) that is underway.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: Camden County will be responsible for all reimbursable utility relocations. Possible affected utilities include telephone, cable, power, gas, ATMS and water.

**Project responsibilities:**

- Design, Camden County
- Right of Way Acquisition, Camden County
- Relocation of Utilities, Camden County
- Letting to contract, Georgia Department of Transportation
- Supervision of construction, Georgia Department of Transportation
- Providing material pits, Construction Contractor
- Providing detours. Construction Contractor

### **Coordination**

- A coordination meeting was held on January 28, 2002 at the GDOT Road Design Conference Room. The project was described and the need and purpose was determined to properly describe the required information. Limited Access requirements and Utility relocation costs were also discussed. See attached meeting minutes.
- A Concept meeting was held on September 20<sup>th</sup>, 2005 at the GDOT District 5 office in Jesup. After presentation of the project concept and the need and purpose, it was recommended that the traffic analysis be further evaluated to take into account Camden County's projected growth plan. At this meeting it was determined that an additional Concept Team Meeting would not be required. See attached meeting minutes.
- P. A. R. meetings are not anticipated.
- Public involvement. A Public Information Open House will be held after the Concept Team Meeting. The meeting is scheduled for February 2<sup>nd</sup> at the Camden County Courthouse in the City of Woodbine.
- The Camden County Board of Commissioners are strongly in favor of the proposed project and have signed a Local Government Project Agreement (LGPA) in September of 1999.
- Camden County currently has a project to pave Horse Stamp Church Road from Horseshoe Cove to Dover Bluff Road. This project will utilize state DOT funding and is programmed to be let in conjunction with the proposed interchange project.
- Georgia Department of Transportation is currently designing the widening of I-95 from Horse Stamp Church Road to S.R. 520 in Camden and Glynn County. The proposed design has been coordinated with the proposed Horse Stamp Road Interchange.
- An Interchange Justification Report (IJR) for the Horse Stamp Church Road Interchange was completed and approved by the Federal Highway Administration and Georgia Department of Transportation in May of 2005. See attached approval letters.

### **Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 8 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 6 Months.

**Other alternates considered:** A no-build alternative that would have consisted of improving the existing roadway network without construction of an interchange was proposed. This alternative consisted of the addition of a right-turn lane onto S.R. 25 Spur at the existing southbound on-ramp to I-95 and on Dover Bluff Road at the existing I-95 NB On-Ramp. This alternative was eliminated from consideration because it only served to marginally improve the ramp intersections without satisfying the need and purpose of the project.

### **Comments:**

Project Concept Report page 9  
Project Number: NH-95-1 (167)  
P. I. Number: 511430  
County: Camden

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Typical sections,
3. Traffic Diagrams,
4. Accident summaries,
5. Capacity analysis,
6. Bridge inventory,
7. Project LGPA's
8. IJR Approval Letters (GDOT and FHWA)
9. Concept Team Meeting Minutes, Sep. 20, 2005

Project Number: NH-95-1 (167)

P.I. Number 511430

Camden County

Detailed Cost Estimate  
I-95/Horse Church Road Interchange

Construction Costs

A.	Major Structures	\$907,500
B.	Grading and Drainage	\$3,381,100
C.	Base and Paving	\$1,304,365
D.	Concrete Work	\$1,636,289
E.	Signing and Striping	\$634,050
F.	Guardrail	\$123,700
G.	Traffic Control	\$200,000
H.	Landscaping and Erosion Control	\$394,324
I.	Miscellaneous Construction Items	\$1,374,100
	Construction Cost Subtotal	\$9,955,427
	Three years of inflation @ 5%	\$1,569,224
	Engineering & Construction; 10%	\$995,543
	<b>Total Construction Cost</b>	<b>\$12,520,195</b>

Right-of-Way	LGPA
Reimbursable Utilities	LGPA

Project Number: NH-95-1 (167)

P.I. Number 511430

Camden County

Detailed Cost Estimate  
I-95/Horse Stamp Church Road Interchange

**A. Major Structures**

1. Bridge	16,500 SF @	\$55.00	\$907,500
		<b>Subtotal</b>	<b>\$907,500</b>

**B. Grading and Drainage**

1. Unclassified Excavation & Borrow	330,113 CY @	\$10.00	\$3,301,130
2. Drainage			
a. 18" Storm Drain Pipe (H1-10)	594 LF @	\$34.20	\$20,315
b. 24" Storm Drain Pipe (H1-10)	356 LF @	\$40.48	\$14,411
c. 36" Storm Drain Pipe (H1-10)	80 LF @	\$52.49	\$4,199
d. 48" Storm Drain Pipe (H1-10)	119 LF @	\$83.61	\$9,950
e. 18" Flared End Section	4 EA @	\$34.20	\$137
f. 24" Flared End Section	5 EA @	\$40.48	\$202
g. Storm Drain Manhole	4 EA @	\$1,538.00	\$6,152
h. Storm Drain Drop Inlet	5 EA @	\$1,649.00	\$8,245
i. Stone Dumped Rip Rap	154 SY @	\$40.62	\$6,255
j. Reinforcing, 48" Headwall	686 LB @	\$8.52	\$5,845
k. Concrete, 48" Headwall	10 CY @	\$425.95	\$4,260
		<b>Subtotal</b>	<b>\$3,381,100</b>

**C. Base & Paving**

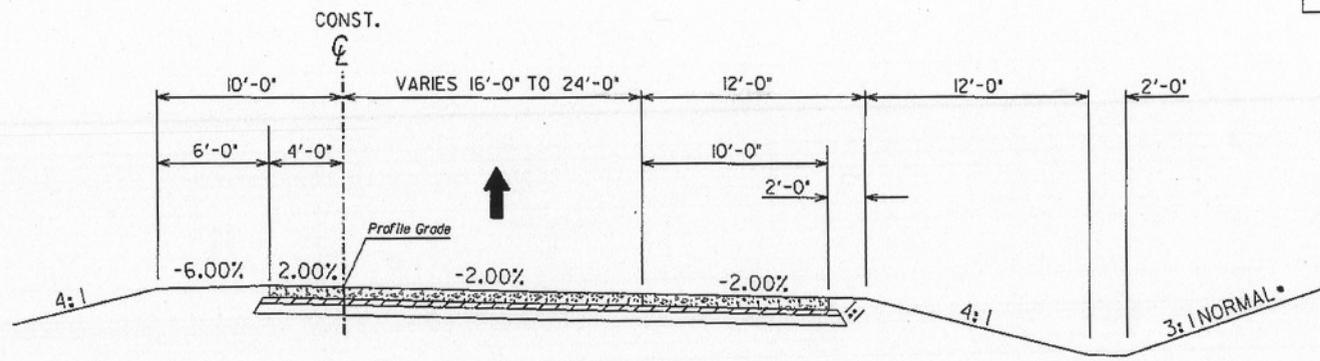
1. Graded Aggregate Base 12"	23,595 TN @	\$18.50	\$436,511
2. Graded Aggregate Base 10"	10,618 TN @	\$18.50	\$196,427
3. Graded Aggregate Base 6"	2,041 TN @	\$16.00	\$32,662
4. Asphalt Concrete 12.5 mm Superpave 165#/SY (1-1/2")	2,900 TN @	\$45.00	\$130,482
3. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	2,868 TN @	\$38.00	\$108,966
4. Asphalt Concrete 25 mm Superpave 330#/SY (3")	6,029 TN @	\$38.00	\$229,087
5. Asphalt Concrete 25 mm Superpave 440#/SY (4")	4,342 TN @	\$38.00	\$164,982
6. Bitum Tack Coat	3,499 GL @	\$1.50	\$5,248
		<b>Subtotal</b>	<b>\$1,304,365</b>

**D. Concrete Work**

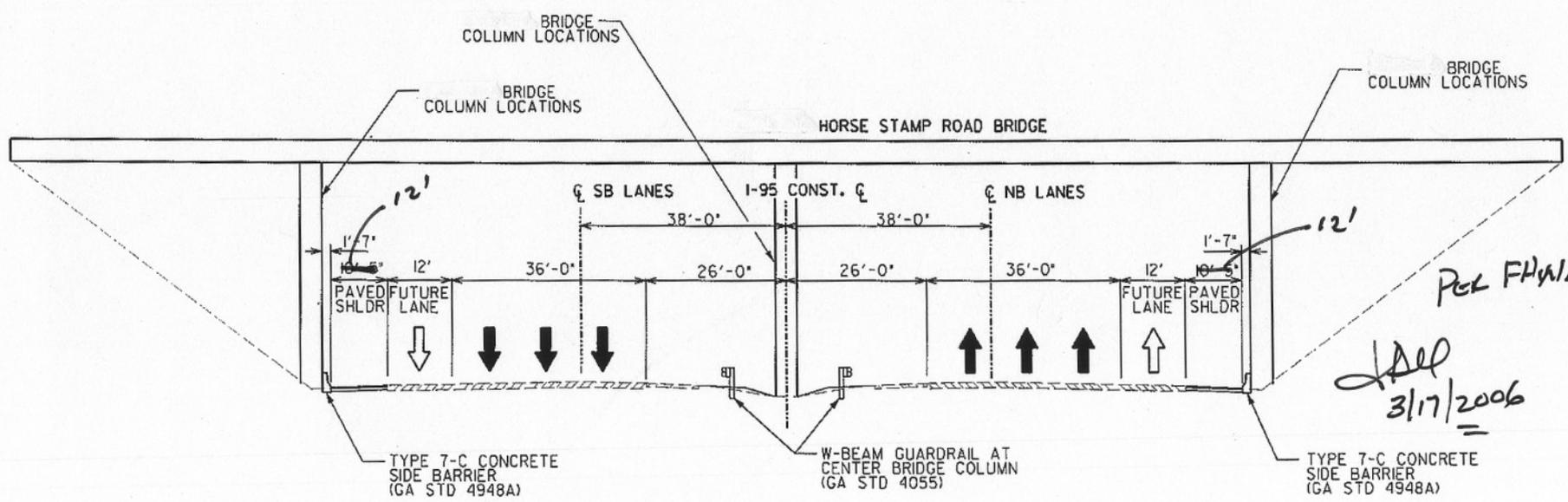
1. Concrete Pavement, Plain Portland Cement	33,289 SY @	\$46.00	\$1,531,289
2. Concrete Median	200 SY @	\$25.00	\$5,000
3. Concrete Ditch Paving 4"	4,000 SY @	\$25.00	\$100,000
		<b>Subtotal</b>	<b>\$1,636,289</b>
<b>E. Signing and Striping</b>			
1. Interstate and Roadside Signs	8 EA @	\$40,000.00	\$320,000
2. Signs, Standard Highway Signs	40 EA @	\$100.00	\$4,000
2. Striping	117,000 LF @	\$2.65	\$310,050
		<b>Subtotal</b>	<b>\$634,050</b>
<b>F. Guardrail</b>			
1. Guardrail, Type T	3,000 LF @	\$38.50	\$115,500
2. Anchors TP 12	4 ea @	\$1,650.00	\$6,600
3. Anchors TP 1	4 ea @	\$400.00	\$1,600
		<b>Subtotal</b>	<b>\$123,700</b>
<b>G. Traffic Control &amp; Mobilization</b>			
1. Traffic Control		Lump Sum	\$100,000
2. Mobilization		Lump Sum	\$100,000
		<b>Subtotal</b>	<b>\$200,000</b>
<b>H. Landscaping and Erosion Control</b>			
1. Clearing & Grubbing	28.9 ac @	\$10,000.00	\$288,797
2. Grassing	14.4 ac @	\$2,500.00	\$36,100
3. Erosion Control			
a. Temporary Grass	130 lbs @	\$1.00	\$130
b. Temporary Mulch	87 TN @	\$150.00	\$12,996
c. Silt Fence, TP A	1,260 LF @	\$3.00	\$3,780
d. Silt Fence, TP C	2,940 LF @	\$4.00	\$11,760
e. Maint. of Temp. Silt Fence, TP A	1,260 LF @	\$1.50	\$1,890
f. Maint. of Temp. Silt Fence, TP C	2,940 LF @	\$1.50	\$4,410
g. Maint. of Temp. Sediment Basin	4 EA @	\$3,500.00	\$14,000
h. Permanent Grass Seed	325 lbs @	\$2.00	\$650
i. Construction Exit	9 EA @	\$1,500.00	\$13,500
j. Miscellaneous Items		Lump Sum	\$6,312
		<b>Subtotal</b>	<b>\$394,324</b>
<b>I. Miscellaneous Items</b>			
1. Field Office TP 2	1 ea @	\$40,000.00	\$40,000
2. Remove Existing Pavement	2,900 SY @	\$4.00	\$11,600

3. Remove Existing Bridge	16,500 SY @	\$25.00	\$412,500
4. Misc. Construction Items		Lump Sum	\$910,000
		<b>Subtotal</b>	<b>\$1,374,100</b>

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



## RAMPS TO I-95



## I-95 AT HORSE STAMP CHURCH ROAD BRIDGE

REVISIONS		
DATE	BY	DESCRIPTION

**MA** Moreland Algobelli Associates, Inc.  
 2211 Beaver Run Road  
 Suite 150  
 Norcross, Georgia 30071

DESIGNED BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE

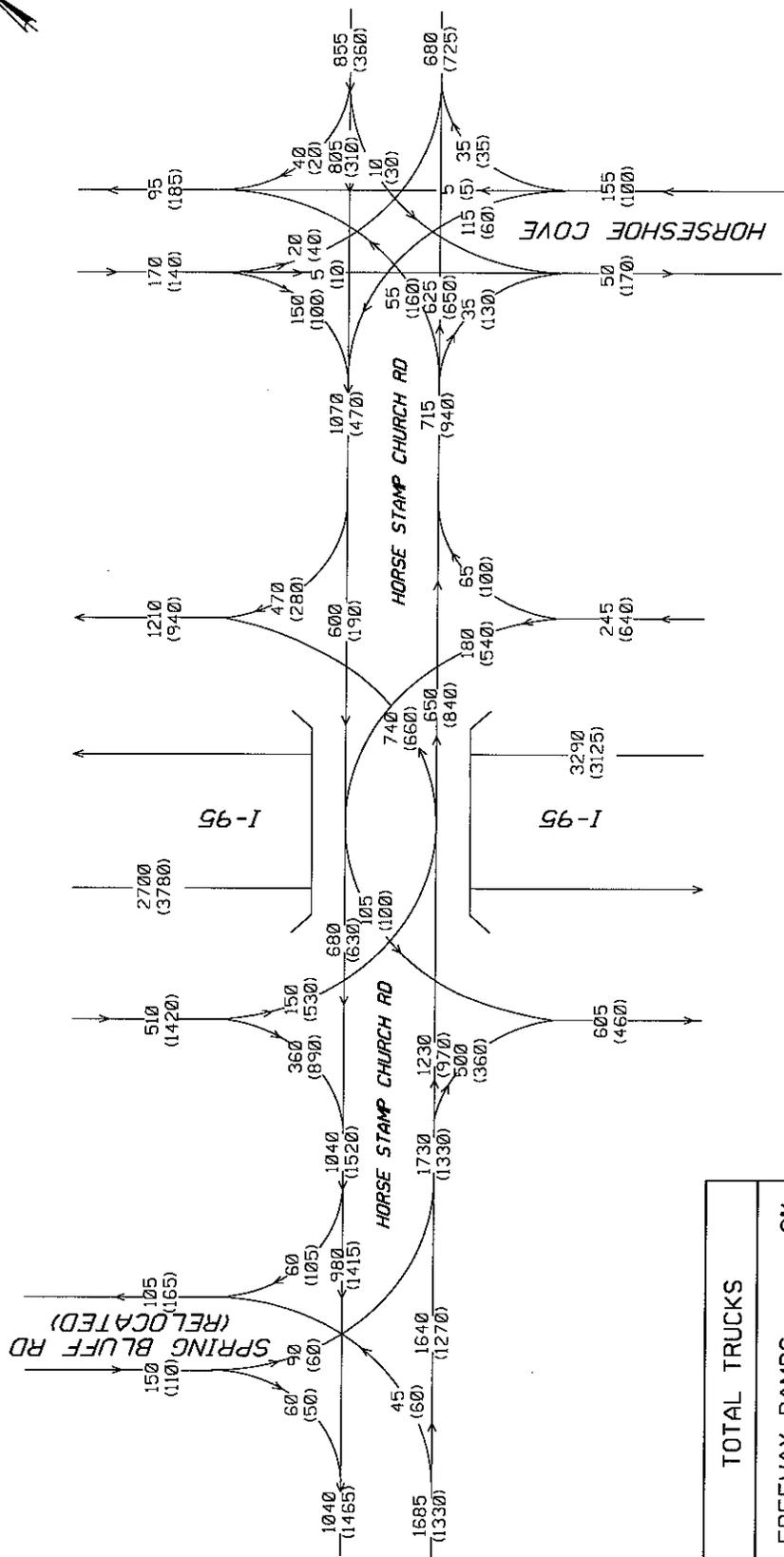
SUPERVISED BY

Department of Transportation  
 State of Georgia

I-95/HORSE STAMP CHURCH RD INTERCHANGE  
 TYPICAL SECTION  
 I-95 AND I-95 RAMPS

DRAWING NUMBER



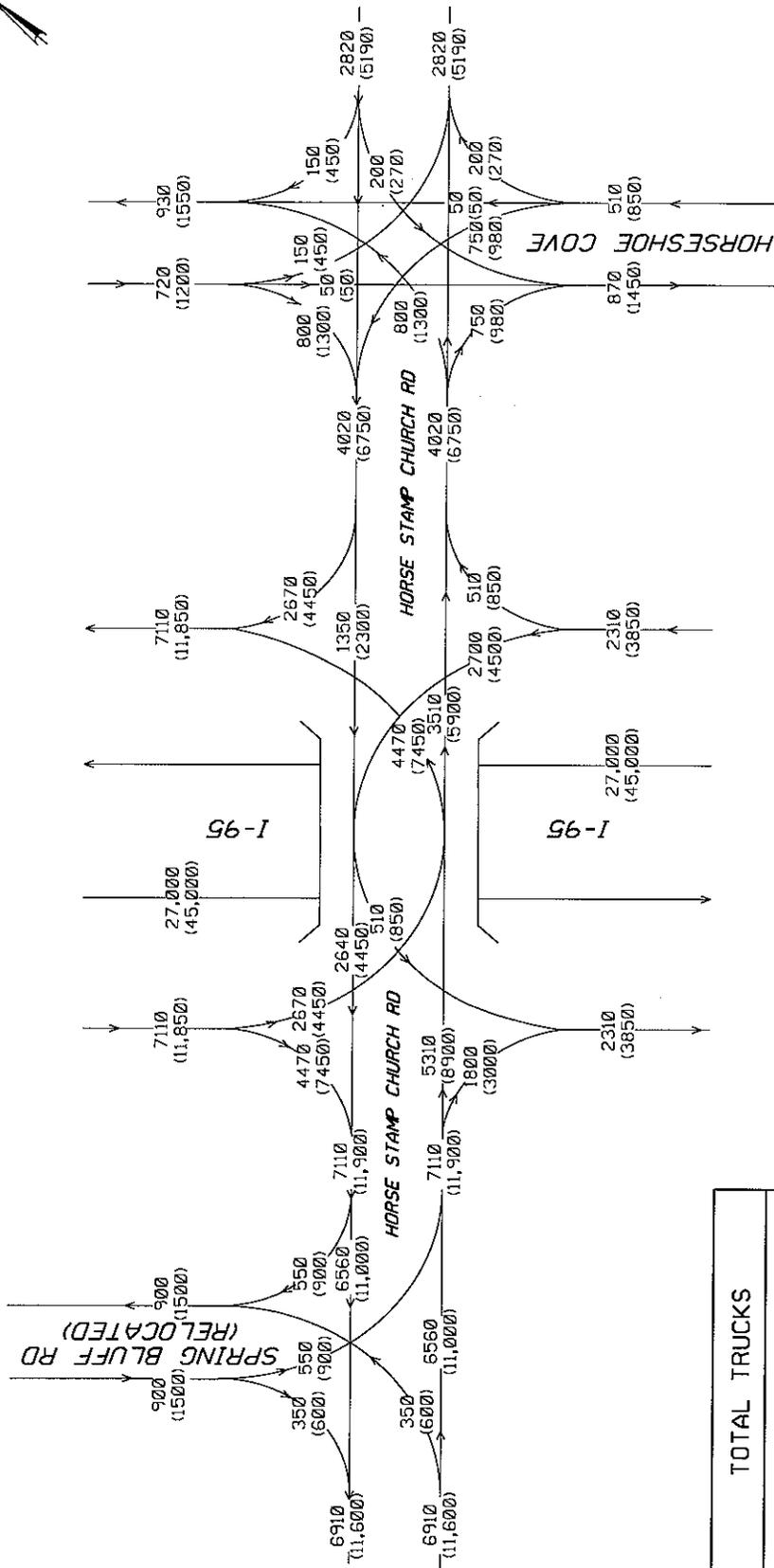
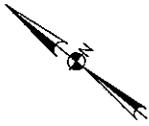


YEAR 2030  
 00 AM PEAK HOUR  
 (00) PM PEAK HOUR

TOTAL TRUCKS	
FREEWAY RAMP	2%
CROSS STREET	2%

**MA** Moreland Altabelli  
 Associates, Inc.

I-95/HORSE STAMP CHURCH ROAD INTERCHANGE  
 YEAR 2030 PEAK HOUR DESIGN TRAFFIC  
 TRAFFIC FLOW DIAGRAM



TOTAL TRUCKS	
FREEWAY RAMPS	2%
CROSS STREET	2%

**MA** Moreland Altobelli  
 Associates, Inc.

I-95/HORSE STAMP CHURCH ROAD INTERCHANGE  
 YEAR 2010/2030 AVERAGE DAILY TRAFFIC  
 TRAFFIC FLOW DIAGRAM

### Accident Summaries

Accident data for Camden County is available for 2000-2003 and was provided by the GDOT Transportation Management Center. Below is summary and accident analysis of the data.

Crash Data for Years 2000-2003						
Horse Stamp Church Road from U.S. 17/S.R. 25 to Dover Bluff Road						
Year	Total Accidents	Injuries	Accident Type			
			Rear-end	Angle	Sideswipe	Other
2000	2	1	0	0	0	2
2001	0	0	0	0	0	0
2002	0	0	0	0	0	0
2003	7	2	0	3	0	4

The above accident analysis indicates that very few accidents occurred on the roadway segments and the ramps of the existing interchanges. However, it is anticipated that more accidents will occur per year due to the increase in traffic volumes generated from the projected growth in population and development in the study area. Improvements to the roadway segments along with the proposed interchange project will not only improve the existing access deficiencies but also improve traffic safety in form of reduced accidents.

## Traffic Analysis

Capacity analysis was performed at the intersections within the project interchange study area. The analysis was performed according to the procedures given in the most recent publication of the Highway Capacity Manual (HCM), using the Highway Capacity Software Version 4.1 (HCS 2000) to facilitate the analysis. The following table provides the results in terms of delay (sec/veh) and overall LOS.

<b>Summary of HCS Level of Service (LOS) Analysis*</b>			
<b>Year 2030 Build</b>			
<b>Intersection</b>	<b>Type</b>	<b>AM</b>	<b>PM</b>
Horse Stamp Ch at Spring Bluff Rd	Signalized	41.1 (D)	24.0 (C)
Horse Stamp Ch at I-95 SB Ramp	Signalized	23.2 (C)	48.6 (D)
Horse Stamp Ch at I-95 NB Ramp	Signalized	38.5 (D)	32.9 (C)
Horse Stamp Ch at Horseshoe Cove	Signalized	23.2 (C)	20.9 (C)

\* Values are given in seconds per vehicle (LOS)

The results of the level of service analysis for the design year 2030 indicate that all of the intersections would operate at LOS D or better for both the A.M. and P.M. peak hours.

Location & Geography

\* Structure I.D.No: 039-0026-0  
 \* 200 Bridge Information 07  
 \* 6A Feature Int: I-95 (SR 405)  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: CR00138  
 \* 7B Facility Carried: HORSE STAMP ROAD  
 \* 9 Location: 6 MI EAST OF SR 25  
 \* 2 DOT District: 5  
 \* 207 Year Photo: 1999  
 \* 91 Inspection Frequency: 24 Date: 09/23/1999  
 \* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901  
 \* 92B Underwater Insp Freq: 00 Date: 02/01/1901  
 \* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* Type: 4  
 \* Designation: 1  
 \* Number: 00138  
 \* Direction: 0  
 \* 16 Latitude: 31-03.4 MMS Prefix:  
 \* 17 Longitud 81-38.4 MMS Suffix: MP:  
 \* 98 Border Bridge: 000 %Shared: 00  
 \* 99 ID Number: 000000000000000  
 \* 100 STRAHNET: 0  
 \* 12 Base Highway Network: 0  
 \* 13A LRS Inventory Route:  
 \* 13B Sub Inventory Route:  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 005.84  
 \* 208 Inspection Area: 05 Initials: JEC  
 \* Location I.D. No.: 039-00138X-005.73E

Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 08  
 \* 204 Federal Route Type: 0 No.: 00000  
 \* 105 Federal Lands Highway:  
 \* 110 Truck Route: 0  
 \* 206 School Bus Route: 1  
 \* 217 Benchmark Elevation: 0048.58  
 \* 218 Datum: 0  
 \* 19 Bypass Length: 02  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 3  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 01  
 \* 27 Year Constructed: 1975  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median:  
 \* 34 Skew: 22  
 \* 35 Structred Flared: 0  
 \* 38 Navigation Control: N  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 1  
 \* 42 Type of Service on:  
 \* Under: 1  
 \* 214 Movable Bridge: 0  
 \* 203 Type Bridge: D-O-M-O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 4 02  
 \* 45 No. Spans Main: 002  
 \* 44 Structure Type Appr: 3 02  
 \* 46 No. Spans Appr: 0002  
 \* 226 Bridge Curve Horz: 0 Vert: 1  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: 1  
 \* 108 Wearing Surface Type: 1  
 \* Membrane: 8  
 \* Protection: 8

225 Expansion Joint Type: 03  
 242 Deck Drains: 0  
 243 Parapet Location: 0  
 Height: 0.00  
 Width: 0.00  
 238 Curb: 0.80 1  
 239 Handrail: 1 1  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0.00  
 Width: 0.00  
 \* 230 Guardrail Loc Dir Rear: 3  
 Fwd: 3  
 Oppo Dir Rear: 0  
 Fwd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 55  
 236 Warning Sign: 0  
 234 Delineator: 0  
 235 Hazard Boards: 0  
 237 Utilities Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 Sewer: 00  
 247 Lighting Street: 0  
 Navigatiion: 0  
 Aerial: 0  
 \* 248 County Continuity No.: 00

Programming Data

201 Project No.: I-95-1 (34) 30 CT.2  
 202 Plans Available: 1  
 249 Prop. Proj. No. 000000000000000000  
 250 Approval Status: 0000  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 00000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost \$ 0  
 95 Roadway Imp. Cos \$ 0  
 96 Total Imp Cost: \$ 0  
 76 Imp. Length: 000000  
 97 Imp. Year: 1900  
 114 Future ADT: 003855 Year: 2018

Measurements

\* 29 ADT: 002570 Year: 1998  
 109 % Trucks: 5  
 \* 28 Lanes On: 02 Under: 04  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0091  
 \* 49 Structure Length: 264  
 51 Br. Rwdy. Width: 28.80  
 52 Deck Width: 32.50  
 \* 47 Tot. Horz. Cl: 28.80  
 50 Curb/Sdewlk Width: 0.00/0.00  
 32 Approach Rdwy Width: 020  
 \* 229 Shoulder Width:  
 Rear Lt: 8.00 Type: 8 Rt: 8.00  
 Fwd Lt: 8.00 Type: 8 Rt: 8.00  
 Pavement Width:  
 Rear: 20.00 Type: 2  
 Fwd: 20.00 Type: 2  
 Intersection Rear: 0 Fwd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 1  
 App. Rail End: 2  
 53 Minimum Cl.Over:  
 Under: H 99' 99"  
 228 Min. Vertical Cl 16' 11"  
 Act. Odm Dir: 99' 99"  
 Oppo. Dir: 99' 99"  
 Posted Odm Dir: 00' 00"  
 Oppo. Dir: 00' 00"  
 55 Lateral Undercl. Rt: H 30.60  
 56 Lateral Undercl. Lt: 32.20  
 \* 10 Max Min Vert Cl: 99' 99" Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.20  
 Deck Thick Approach: 7.20  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted: Sup: 1975 Sub: 0000

Hydraulic Data

215 Waterway Data  
 Highway Elev.: 0000.0 Year: 1900  
 Avg. Streambed Elev.: 0000.0 Freq.: 000  
 Drainage Area: 00000  
 Area Of Opening: 000000  
 113 Scour Critical: N  
 216 Water Depth: 00.0 Br. Height: 00.0  
 222 Slope Protection: 4  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No. Barrels: 0  
 Width: 0.00 Height: 0.00  
 Length: 0 Apron: 0 Diver: ZZZ  
 \* 265 U/W Insp. Area: 0

Ratings

65 Inventory Rating Method: 2  
 63 Inventory Rating Method: 2  
 66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 60  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 00 0

261 H Inventory Rating: 23  
 262 H Operating Rating: 39  
 67 Structural Evaluation: 7  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 1  
 60A Substructure Condition: 7  
 60B Scour Condition: N  
 60C Underwater Condition: N  
 71 Waterway Adequacy: N  
 61 Channel Protection Cond: N  
 68 Deck Geometry: 4  
 69 UnderCl. Horz/Vert: 8  
 72 Appr. Alignment: 8  
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00

Location I.D. No.: 039-00138X-005.73E

253 Notification Date 02/01/1901

253 Fed Notify Date: 02/01/1901 0

**Location & Geography**

Structure I.D.No: 039-0026-0  
 6A Feature Int: CR 138 HORSE STAMP ROAD  
 6B Critical Bridge: 0  
 7A Route Number Carried: SR00405  
 7B Facility Carried: I-95  
 9 Location: 6 MI EAST OF SR 25  
 91 Inspection Frequency: 00 Date: 02/01/1901  
 4 Place Code: 00000

5 Inventory Route (O/U): 2  
 Type: 1  
 Designation: 1  
 Number: 00095  
 Direction: 0  
 16 Latitude: 31-03.4 HMMS Prefix:  
 17 Longitud 081-38.4 HMMS Suffix: MP:

100 STRAHNET: 1  
 12 Base Highway Network: 0  
 13A LRS Inventory Route:  
 13B Sub Inventory Route:  
 101 Parallel Structure: N  
 102 Direction of Traffic: 2  
 104 Highway System: 1  
 26 Functional Classification: 01  
 204 Federal Route Type: F No.: 095-1  
 105 Federal Lands Highway:  
 110 Truck Route: 1  
 19 Bypass Length: 00  
 20 Toll: 3  
 21 Maintenance: 01  
 22 Owner: 01  
 27 Year Constructed: 1975  
 42 Type of Service on: 1 Under: 1  
 43 Structure Type Main: 4 02  
 208 Inspection Area: 05 Initials: JEC

Location I.D. No.: 039-00405D-022.46N  
 XReference I.D. No 039-00138X-005.73E

**Signs & Attachments**

\* 240 Median Barrier Rail: 0  
 \* 230 Guardrail Loc Dir Rear: 6  
 Fwrd: 6  
 Oppo Dir Rear: 6  
 Fwrd: 6

**Ratings**

\* 227 Collision Damage: 1

**Measurements**

\* 29 ADT: 037800 Year: 1998  
 \* 28 Lanes On: 02 Under: 04  
 \* 48 Max. Span Length: 0091  
 \* 49 Structure Length: 264  
 \* 47 Tot. Horz. Cl: 86.00  
 \* 229 Shoulder Width:

Rear Lt: 4.00 Type: 4 Rt: 11.00  
 Fwrd Lt: 4.00 Type: 2 Rt: 11.00  
 Pavement Width:  
 Rear: 24.00 Type: 2  
 Fwrd: 24.00 Type: 2  
 Intersection Rear: 0 Fwrd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 1  
 App. Rail End: 2  
 53 Minimum Cl.Over: H 99' 99"

\* 228 Min. Vertical Cl  
 Act. Odm Dir: 17' 01"  
 Oppo. Dir: 16' 11"  
 Posted Odm. Dir: 00' 00"  
 Oppo. Dir: 00' 00"  
 \* 10 Max Min Vert Cl: 17' 05" Dir: 1

**Posting Data**

\* 103 Temporary Structure: 0  
 \* 248 County Continuity No.: 00

**Hydraulic Data**

\* 265 U/W Insp. Are 0 Diver: ZZZ

# GEORGIA DEPARTMENT OF TRANSPORTATION

## Bridge Inspection Report

District: 5  
 Bridge Inspector: Joe Cannon  
 Location ID: 039-00138X-005.73E  
 Structure ID: 039-0026-0

Inspection Date: 9/23/99  
 Over: I-95 (SR 405)  
 County: Camden  
 Road Name: HORSE STAMP ROAD  
**EVALUATION & DEFICIENCIES**

Inspection Area: 05  
 Bridge Status: 07

**SubStructure:**

Year Painted: 0000

5 Concrete caps, abutment foundation is unknown, bents 2,3,&4 have 2 concrete columns each bent.

Deficiencies noted; 1-Minor crack in abutment 5 cap, (No repair needed).

**SuperStructure:**

Year Painted: 1975

4 Spans with 4 steel beams per span, main spans are continuous beams. (33 W 152)

Deficiencies noted; 1- Beams need painting.

**Deck:**

7.2" Concrete deck.

Deficiencies noted; 1- Minor cracks in deck, (No repair needed).  
 2- Deck needs cleaning.

**General:**

Built in 1975.

2 Approach slabs 1 good, 1 minor crack.

Design load=HS-20.

Note--Check all measurements and no of lanes if I-95 is completed before next inspection.

Recommended repairs; 1-Paint steel beams.

2- Cut and remove trees from bridge area.

3- Clean deck, and spill ways.

**Condition Rating**

Temp Shored: No

Component	Material	Rating
Substructure	Concrete	7
Superstructure	Steel	7
Deck	Concrete	7

Truck Type	Gross/H-Mod	HMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	00
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

\*\*\*School Bus Route.\*\*\*

Structure Does Not Require Posting

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

CAMDEN COUNTY

FOR

I-95 AT CR 138/HORSE STAMP CHURCH ROAD INTERCHANGE

THIS AGREEMENT, is made and entered into this 17<sup>th</sup> day of September, 1999, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and CAMDEN COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the roadway facility at I-95 and Horse Stamp Church Road including a new interchange, Georgia Department of Transportation Project Number NH-95-1(167), P.I. Number 511430 hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in providing the preconstruction engineering activities needed for the improvements, relocating the utilities, and other costs as specified in the AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources subject to those certain conditions set forth in the AGREEMENT.

NOW, THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.

2. The PROJECT construction and right-of-way plans shall be prepared in English units.

3. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved State Transportation Improvement Program (STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the

completion of respective commitments contained herein, if a change in schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right-of-way, as applicable.

4. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the DEPARTMENT'S guidelines on electronic file management.

5. The LOCAL GOVERNMENT shall contribute towards the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the Plan Presentation Guide, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT'S Standard Specification for the Construction of Transportation Systems, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items.

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 5b and approved by the DEPARTMENT. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and

reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right-of-way considerations.

b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to,

US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right-of-way plans, staking of the required right-of-way, and final construction plans including erosion control, traffic handling, and construction sequence plans and specification including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with acceptable industry standards.

6. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the LOCAL GOVERNMENT.

7. Upon the LOCAL GOVERNMENT'S determination of the rights-of-way required for the PROJECT and the approval of the right-of-way plans by the DEPARTMENT, the LOCAL GOVERNMENT shall fund the acquisition and acquire the necessary rights-of-way for the PROJECT. Right-of-way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure

to follow these requirements will result in loss of Federal funding for the PROJECT, and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. All required right-of-way shall be obtained and cleared of obstructions, including underground storage tanks, prior to the DEPARTMENT'S advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all changes to the approved right-of-way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right-of-way or to match actual conditions encountered.

8. The LOCAL GOVERNMENT shall be responsible for the design of any bridges which lay within the limits of this PROJECT. The LOCAL GOVERNMENT shall perform all necessary survey efforts regarding the design of the bridge and shall incorporate these plans into this PROJECT as a part of this Agreement.

9. The LOCAL GOVERNMENT shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

10. The LOCAL GOVERNMENT shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.

11. The LOCAL GOVERNMENT shall be responsible for all costs for construction, the continual maintenance, and the continual operations of any and all sidewalks within the PROJECT limits.

12. The LOCAL GOVERNMENT shall follow the DEPARTMENT'S procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT'S Project Liaison and the District Utilities Engineer.

13. Upon completion and approval of the PROJECT plans, certification that all needed rights-of-way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction, including all costs associated with inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

14. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

BOARD OF COMMISSIONERS

James A. Kennerly  
James A. Kennerly  
State Road & Airport Design Engineer

BY: Robert G. Becker  
Chairman

Walker W. Scott, Jr.  
Walker W. Scott, Jr., P.E.  
Director of Preconstruction

Signed, sealed and delivered this 20<sup>th</sup>  
day of July, 1999 in  
the presence of:

Frank L. Danchetz  
Frank L. Danchetz  
Chief Engineer

[Signature]  
Witness

DEPARTMENT OF TRANSPORTATION

[Signature]  
Witness

BY: Wayne Shackelford  
Wayne Shackelford  
Commissioner

Terril Ann J. Mylvine  
Notary Public Notary Public, Camden County, Georgia  
My Commission Expires March 4, 2003

ATTEST:

This Agreement approved by the County  
Commission at a meeting held at:

Billy S. Sharp  
Treasurer

Camden County  
the 20<sup>th</sup> day of July, 1999

Nancy C. Wessinger  
County Clerk

REVIEWED AS TO LEGAL FORM:

[Signature]  
Office of Legal Services

DATE: 8/20/99

No Pre-Award Examination  
Required [Signature]



# Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.  
CHIEF ENGINEER  
(404) 656-5277

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

May 18, 2005

The Honorable David L. Rainer  
Camden County Board of Commissioners Chairman  
P.O. Box 99  
Woodbine, GA 31569-0099

Subject: Proposed interchange on I-95 @ Horse Stamp Church Road  
GDOT Project NH-95-1(167), P.I. 511430

Dear Chairman Rainer:

The Federal Highway Administration (FHWA) has recently completed their review of the revised final Interchange Justification Report submitted by Camden County's consultant (Moreland Altobelli Assoc.) for a new I-95 interchange at Horse Stamp Church Road. As noted on their enclosed letter, FHWA has determined that the report now demonstrates that the proposed project meets the necessary criteria required to gain their approval for new access on to the Interstate System. Consequently, FHWA has approved the new access break and the Department can proceed with the project.

Please note that FHWA's approval is conditional on paving/reconstructing Ella Park Church Road from east of I-95 to Dover Bluff road. In addition, they also request that adequate access control is provided on the east side of I-95, which is an issue that should be addressed during the project's design phase. Final approval will be given by FHWA once the "environmental document" is submitted and approved for this project.

If you have any questions please contact Tom McQueen in the Office of Planning at (404) 657-6697.

Sincerely,

A handwritten signature in cursive script that reads "Joseph P. Palladi".

Joseph P. Palladi, P.E.  
State Transportation Planning Administrator

JPP:tem

cc: Pat Smeeton, Moreland Altobelli Assoc.  
David Studstill, GDOT Chief Engineer  
Gerald Ross, GDOT Div. of Trans. Planning, Data & Intermodal Development  
Andy Casey, GDOT Office of Road & Airport Design



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

Georgia Division  
61 Forsyth Street, S.W., Suite 17T100  
Atlanta, Georgia 30303  
May 10, 2005

IN REPLY REFER TO:  
HTM-GA

Mr. Harold Linnenkohl  
Commissioner  
Georgia Department of Transportation  
No. 2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

Subject: Interchange Justification Report I-95 at Horse Stamp Church Road Project No. NH-95-1(167), Camden County

Dear Mr. Linnenkohl:

We have reviewed the subject Interchange Justification Report (IJR) that was submitted by your April 7, 2005 letter. Based on our review, we hereby grant approval of the IJR. This approval pertains to the engineering and operational analysis only, and final approval of this new interchange will be conditional upon completion of the Concept, environmental process, and review of final design plans before this project is let to construction.

During our field review of this proposal, we noted that the crossroad (Ella Park Church Road) east of I-95 is an unpaved roadway. Please note that the Federal criteria require that crossroads (and other streets) must have the ability to collect and distribute traffic to and from the new interchange. Since an unpaved facility cannot provide such access, provisions to reconstruct Ella Park Church Road from the new interchange to Dover Bluff Road must to be made.

Also, it appears from the graphics included with the report that adequate access control is proposed west of I-95, particularly since the Spring Bluff Road intersection with Horse Stamp Church Road will be relocated. However, it was difficult to determine from the graphics whether the required access is being achieved on the east side. This issue should be addressed during the design phase of the project.

If you have any questions, please contact Floyd Moore at (404) 562-3654.

Sincerely,

A handwritten signature in cursive script, appearing to read "Shannon Chandre".

*for* Robert M. Callan, P.E.  
Division Administrator

cc: Mr. Tom McQueen, GDOT Office of Planning



**Project:** I-95/Horse Stamp Church Road Interchange  
P.I. No. 511430, NH-95-1(167), Camden County

**Meeting:** Initial Concept Team Meeting

**Location:** GDOT Jesup District Office – District 5

**Prepared By:** Ron Osterloh

**Prepared On:** 9/20/05

Meeting Date	9/15/05
MA Project No.	95994G
CC:	Attendees File Alva Byrom

ATTENDEES	ORGANIZATION	PHONE	EMAIL
Andy Casey	GDOT Road Design	404-656-5406	<a href="mailto:andy.casey@dot.state.ga.us">andy.casey@dot.state.ga.us</a>
Ron Osterloh	MAAI	770-263-5945	<a href="mailto:rosterloh@maai.net">rosterloh@maai.net</a>
Patrick Smeeton	MAAI	770-263-5945	<a href="mailto:psmeeton@maai.net">psmeeton@maai.net</a>
Cynthia Phillips	GDOT – D5 Traffic Ops.	912-427-5767	<a href="mailto:cynthiay.phillips@dot.state.ga.us">cynthiay.phillips@dot.state.ga.us</a>
Bryan Czech	GDOT – Brunswick	912-264-7247	<a href="mailto:bryan.czech@dot.state.ga.us">bryan.czech@dot.state.ga.us</a>
Bob Noble	Camden Co. JDA	912-729-7201	<a href="mailto:ccida@co.camden.ga.us">ccida@co.camden.ga.us</a>
Tony Collins	GDOT – Jesup	912-427-5715	<a href="mailto:tony.collins@dot.state.ga.us">tony.collins@dot.state.ga.us</a>
Teresa Scott	GDOT – Jesup	912-427-5788	<a href="mailto:teresa.scott@dot.state.ga.us">teresa.scott@dot.state.ga.us</a>
George Shenk	GDOT – Jesup Utilities	912-427-5859	<a href="mailto:george.shenk@dot.state.ga.us">george.shenk@dot.state.ga.us</a>
Stephen Thomas	GDOT – Utilities	912-427-5779	<a href="mailto:stephen.thomas@dot.state.ga.us">stephen.thomas@dot.state.ga.us</a>
Will Murphy	GDOT – Construction	912-427-5733	<a href="mailto:will.murphy@dot.state.ga.us">will.murphy@dot.state.ga.us</a>
Fred Furney	TDS Telecom	912-882-1430	<a href="mailto:fredfurney@tds.telecom">fredfurney@tds.telecom</a>
Mark White	Okefenoke EMC	912-462-5131	<a href="mailto:mark.white@oremc.com">mark.white@oremc.com</a>

**Items Discussed**

An Initial Concept Team Meeting, for the above referenced project, was held on Thursday September 15<sup>th</sup>, 2005 at the Georgia Department of Transportation, District Five office in Jesup. The meeting began at approximately 9:00 a.m. and ended at approximately 9:45 a.m. Those listed above were in attendance.

After introductions by Andy Casey, Ron Osterloh gave a brief description of the project. Pat Smeeton then discussed the project's need and purpose, including expected future development and growth within the project vicinity and in Camden County. Pat also stated that the Interchange Justification Report (IJR) has been approved and the current concept reflects the approved IJR. Ron Osterloh then proceeded to go through the Draft Project Concept Report including an overview of the concept layout and typical sections. The Local Government Project Agreement (LGPA) project commitments were stated to include Camden County will be responsible for Preliminary Engineering, Right of Way and Reimbursable Utilities and GDOT will be responsible for construction. Moreland Altobelli Associates, Inc. (MA) will provide engineering services for Camden County and will be responsible for the project design. This is a full oversight project, which is anticipated to require a Categorical Exclusion (CE).

During the discussion of the concept report, Bryan Czech stated that a mobile structure (trailer) had been located on the property east of the Horse Stamp Church Cemetery. He stated that David and Case Daniels have purchased this property from Betsy Brockington. This trailer is in conflict with the proposed re-alignment of Spring Bluff Road. Tony Collins stated that the report should be updated to include one displacement.



Bryan Czech also asked if the concept had taken into consideration a raised median. Pat Smeeton responded that the GDOT criteria for consideration of raised medians between 18,000 and 25,000 vehicles per day (vpd). Since the projected volumes are below 18,000 vpd, the project concept provides a flush median.

Upon the discussion of the possible future developments within the project vicinity, Cynthia Phillips and Bryan Czech requested that the concept layout be further evaluated to extend a second westbound through lane across the proposed bridge. Pat Smeeton responded that this adjustment would likely make sense and that MA would revisit the traffic numbers and make the adjustments as necessary. As part of this discussion, Bob Noble informed the attendees that International Paper has acquired the Union Bag Camp and Paper properties and that International Paper has agreed to donate the necessary Rights of Way to construct the project.

Pat also stated that the traffic signals would not be required for the construction year, but are required by the design year. Therefore, the second left turn lane at the I-95 southbound exit ramp would be striped out until the signal was required. Cynthia Phillips requested that the signal warrant studies utilize the Blige method and that the traffic projections should take into account Camden County's proposed aggressive development plans.

Bryan Czech requested that the Area office be provided with any changes to the concept plans.

Mark White stated that Okefenoke EMC has existing facilities located adjacent to the project parallel and south of the existing bridge. Mark stated that this line would need to be replaced in the near future and asked what would be a preferred location. The attendees responded that there would be no proposed widening north of the existing bridge.

The meeting attendees also discussed the need for public involvement on this project. It was agreed that a Public Information Open House (PIOH) would be needed and should be conducted as soon as possible. Teresa Scott stated that she would need to inform Greg Hood of GDOT Office of Environment and Location immediately if the PIOH was to be held prior to the end of this calendar year. It was anticipated that the PIOH would be held in late 2005 or early 2006.

The project schedule was discussed. The Right of Way (by locals) is programmed for fiscal year 2006 and Construction for fiscal year 2008. The attendees agreed that this is a suitable schedule.

Other minor changes requested to the concept report include revising the existing I-95 median width and changing the design superelevation rates to 4.0 percent on Horse Stamp Church Road and 6.0 percent on the proposed ramps.

Andy Casey asked the attendees if there would be a need for an additional Concept Team Meeting. The attendees agreed that this meeting would serve as both the Initial and the Concept Team Meeting and that no further concept meeting would be required. The Concept Report and Plan will be revised and distributed to all meeting attendees.

With no further discussion the meeting was adjourned.