

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-0007-4(56) Glynn County **OFFICE** Preconstruction
P. I. No. 523190 **DATE** January 12, 2001
FROM 
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/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Gary Priester
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE NH-0007-4(56) Glynn County **OFFICE** Preconstruction
P.I. No. 523190
Thomas L. Turner **DATE** December 18, 2000
FROM Thomas L. Turner, P.E., Director of Preconstruction
TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a flyover bridge on US 17/SR 520/SR 25 over the Georgia Ports Authority railroad track located 2.0 miles east of the I-95 and SR 25 interchange. State Route 520 is the sole route connecting the recreational and tourist activities on Jekyll Island with the mainland. State Route 520 also serves Glynn County as a designated Hurricane Evacuation Route. State Route 520 in the area of the proposed project bisects the Colonel's Island terminal, which is one of the Georgia Ports Authority's three deep water terminals at the Port of Brunswick. The Port of Brunswick is projected to continue growing with the completion of the new Sydney Lanier Bridge, which spans the harbor and is expected to open in mid 2001. In addition, the Georgia Ports Authority plans to increase the channel depth of the Brunswick Harbor to 36' in the near future, which will open the port to larger ships. In this location, SR 520 is a four lane rural roadway, two lanes in each direction separated by a 4' flush median. Currently SR 520 has traffic volumes of 10,000 VPD with a design year, 2020, increase to 16,000 VPD. State Route 520 at this location is within the GDOT Statewide Bicycle and Pedestrian Plan as route 10.

This project proposes to construct a flyover bridge (500' x 72') that will span across the Georgia Ports Authority's railroad tracks and terminal connector road. The typical section will consist of four, 12' lanes, two in each direction separated by a 4' flush median with 10' shoulders, including 4' bicycle lanes. The proposed speed design is 55 MPH. Traffic will be maintained through the construction of a temporary bypass.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

NH-007-4(56) Glynn
December 18, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$9,218,000	\$2,900,000	2006	FY 06
Right-of-Way & Utilities*	----	----		

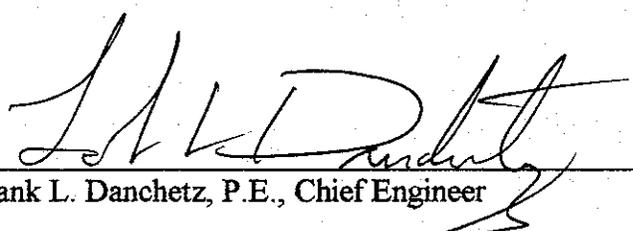
*LGPA sent 4-25-00 requesting that the Georgia Ports Authority do PE, right-of-way, and utilities.

I recommend this project concept be approved.

TLT:JDQ/cj

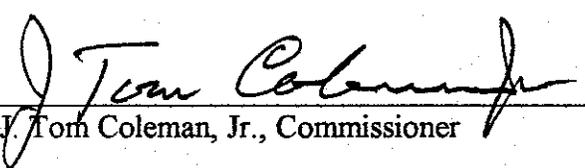
Attachment

CONCUR



Frank L. Danchetz, P.E., Chief Engineer

APPROVE



J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-007-4(56) Glynn
P.I. Number 523190-

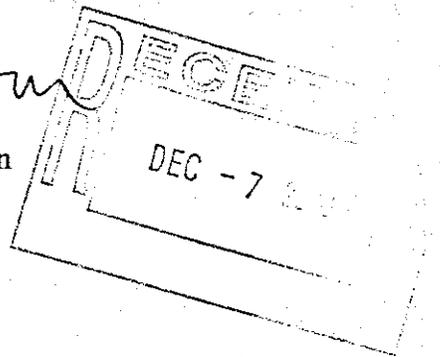
OFFICE: Atlanta, Georgia

DATE: December 5, 2000

FROM: David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted November 30, 2000 by the letter from James A. Kennerly dated November 22, 2000, and have the following comments:

1. The estimated costs of right of way and reimbursable utilities were not addressed. Easement for the construction of the detour, and possible utility conflicts were identified in the concept report and concept team meeting minutes.

The costs for the project are:

Construction	\$6,983,000
Inflation	\$1,397,000
E&C	\$ 838,000
Reimbursable Utilities	\$?
Right of Way	\$?

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-007-4(56)Glynn County **OFFICE** Atlanta
PI No. 523190
SR 520/SR 25/US 17 Flyover Bridge
At Colonels Island at Railroad **DATE** November 22, 2000

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

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report

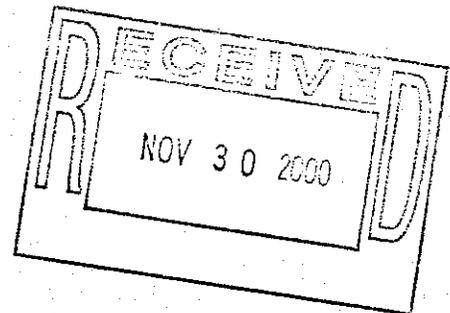
Attached is the original copy of the Project Concept Report for your review and further handling for approval in accordance with the PDP. This project is for the SR 520/SR 25/US 17 Flyover Bridge at Colonels Island at Railroad. This project is located on SR 520/SR 25/US 17 approximately 2.3 miles east of the I-95 and SR 25 interchange and approximately 4.5 miles west (along SR 25) of Brunswick for a total distance of 0.53 miles

Should you have any questions or need any additional information, please contact Robert Reid at (404)657-9192.

JAK: RLR:hcc

Attachments

cc: Tom Turner
Harvey Keepler, w/att.
Marion Waters, w/att.
David Mulling, w/att.
Paul Liles, w/att.
Marta Rosen, w/att.
Herman Griffin, w/att.
Gary Priester, w/att.



Department of Transportation
State of Georgia

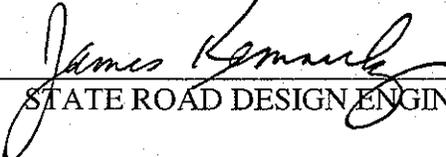
PROJECT CONCEPT REPORT

SR 520/SR 25/US 17 FLYOVER BRIDGE AT COLONELS ISLAND AT RAILROAD

Project NH-007-4(56) Glynn County
Georgia DOT P.I. Number: 523190
Federal Route Number: 17
State Route Number: 520 & 25

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

Date of Report: August 9, 2000

RECOMMENDATION FOR APPROVAL	
DATE	STATE TRANSPORTATION PLANNING ADMINISTRATOR
DATE	STATE TRANSPORTATION PROGRAMMING ENGINEER
11/	 STATE ROAD DESIGN ENGINEER
DATE	STATE ENVIRONMENTAL / LOCATION ENGINEER
DATE	DISTRICT ENGINEER
DATE	PROJECT REVIEW ENGINEER
DATE	STATE TRAFFIC OPERATIONS ENGINEER
DATE	STATE BRIDGE & STRUCTURAL ENGINEER

PROJECT CONCEPT REPORT**DATE:** August 9, 2000

PROJECT NUMBER:	NH-007-4(56)	COUNTY:	Glynn
DESCRIPTION	SR 520/SR 25/US 17 Flyover Bridge at Colonels Island at Railroad	LENGTH	0.53 miles
STATE ROUTE	520/25		
P. I. NO. 523190	U. S. ROUTE NO.: 17		

LOCATION: The project is located on S.R. 520/S.R. 25/U.S. 17 approximately 2.3 miles east of the I-95 and S.R. 25 interchange and approximately 4.5 miles west (along S.R. 25) of Brunswick.

MILE POINT REFERENCE: BEGIN 15.74 END 15.21

TRAFFIC

CURRENT		PROJECTED
Year 2000	AADT 10,000	Year 2020 AADT 16,000

PDP Classification	FOS	EX	SF	Function Classification
Major Existing	()	(X)	()	Principle Arterial (02)

EXISTING DESIGN**TYPICAL**

SECTION: The existing pavement section consists of two 12-foot traffic lanes in each direction with a 4-foot flush median (a total pavement width of 52-feet). Additionally, the existing roadway section has 10-foot shoulders of which the first 4-feet adjacent to the traffic lane is paved.

POSTED SPEED	MIN. EXISTING RADIUS OF CURVE	MAX. EXISTING GRADE
55 MILES/HR	5729.58 FEET	0.2 %

EXISTING MAJOR STRUCTURES: NONE**FEATURES****INTERSECTED:**

The current roadway has an at-grade crossing of Georgia Ports Authority railroad track. Another feature intersected is the north side entrance (Joe Frank Harris Blvd.) to the Georgia Ports Authority's Colonels Island Terminal.

SUFF. RATING N/A

NEED & PURPOSE:

SR 520 is a primary east-west route in southeast Georgia that connects Brunswick with Interstate 95, which is a major regional corridor in the southeastern United States. The proposed project is the construction of a bridge that will carry traffic from SR 520 over a local road and rail line that is part of a Georgia Ports Authority facility. The project would allow traffic on SR 520 to travel east or west without experiencing conflict from the north and south movement of trucks and rail at the port facility.

SR 520 is the sole route connecting the recreational and tourist activities on Jekyll Island with the mainland. SR 520 also serves Glynn County as a designated Hurricane Evacuation Route. SR 520 / US 82 provides four-lane access between Brunswick and the city of Waycross.

SR 520 in the area of the proposed project bisects the Colonel's Island Terminal, which is one of the Georgia Ports Authority's three deepwater terminals at the Port of Brunswick.

The Port of Brunswick specializes in bulk commodities such as forest products, automobiles, petroleum and agricultural products. The Port of Brunswick is projected to continue growing with the completion of the new Sidney Lanier Bridge, which spans the harbor and is expected to open in mid-2001. In addition, the Georgia Ports Authority plans to increase the channel depth of the Brunswick harbor to 36 feet in the near future, which will open the port to larger ships. In Fiscal Year (FY) 1998, the amount of cargo handled at the Port of Brunswick increased 10.3% over FY1997 levels. This represents six years of consecutive growth and a 79% increase in tonnage since FY1993.

At the Colonel's Island Terminal, the Agriculture Bulk Facility experienced a 507% growth in tonnage during FY 1998 as compared to the previous 12-month period. This significant increase was attributed to increased cargo activity in the movement of barley malt, oats, soybeans and wheat. There was also growth in heavy machinery and auto movement at the Colonel's Island Terminal during FY1998. Compared to FY1997, in FY1998 heavy machinery tonnage was up 17,287 tons while auto-processing activity increased 19.8% to 163,064 automobiles processed. As of 1998, there were three auto processing industries operating at Colonel's Island. According to the Georgia Ports Authority, more growth is expected from both the agricultural-product and automotive perspective at the Colonel's Island Terminal. In addition, the Ports Authority is planning improvements to the Colonel's Island Terminal that will add a third dock and more storage to handle vehicles.

The 1999 traffic volume for the section of the proposed project is 7,525 AADT (Average Annual Daily Traffic). This volume is projected to be 10,000 vehicles per day in the year 2000 and 16,000 vehicles per day by the year 2020. Land use along the project is largely undeveloped, with several access points including driveways and county roads. In the area of the proposed project, SR 520 is a four-lane facility with a functional class of rural principal arterial. The current Level of Service is considered to be A for the section of the roadway. With the completion of the project, the Level of Service will remain at A and the capacity of the roadway should not significantly change. In 1995, 1996 and 1997 the observed accident rate (per 100 Million Vehicle Miles Traveled) in the project area was below the statewide rates for the respective years.

This project is located on GDOT's Statewide Bicycle & Pedestrian Plan as bikeway Route 10, the Southern Crossing. It follows SR 520 from Jekyll Island westward to Waycross, where it continues westward along a different state route to end in southwest Georgia in Seminole

County. This route is also an AASHTO route; a U.S. numbered route that is designated in more than one state. There are no other projects proposed in the vicinity of the proposed project.

SR 520 bisects the Colonel's Island Terminal into a north section and south section. For this reason, this project will decrease the potential conflict between vehicles on SR 520 and the goods movement that occurs between the north and south sections of the Terminal. In order to move cargo and commodities between the two sections, terminal vehicles must turn left onto SR 520, drive approximately 0.1 miles, and make a right turn off of SR 520 to enter the other section of the Terminal. In addition, there is a rail line that connects the north and south portions of the Terminal and facilitates the movement of cargo and commodities. This rail line crosses SR 520 as an at-grade crossing. The construction of the proposed project would also separate the rail activities from the vehicular traffic on SR 520.

The proposed project is included in the Brunswick Area Transportation Study's (BATS) Long Range Transportation Plan. BATS functions as the Metropolitan Planning Organization for the Brunswick urbanized area.

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: (see attachment)

2-12 Ft. Lanes in each direction divided by a 4 ft. flush median.

RIGHT OF WAY WIDTH:

The existing right-of-way is 300-feet total. The proposed improvements will not necessitate widening or alteration of the current right-of-way alignment.

DESIGN SPEED: 55 MILES/HR

MIN. RADIUS OF CURVE: ALLOWABLE: 5729.58 feet PROPOSED: 5729.58 feet

MAXIMUM GRADE: ALLOWABLE: 4.0 % PROPOSED: 4.0 %

TYPE ACCESS: By permit

The current roadway has limited access within the limits of the proposed improvements. The Georgia Ports Authority owns both sides of the highway and has two driveways intersecting S.R. 520/S.R. 25/US 17. The Georgia Ports Authority's northern entrance to their Colonels Island Terminal is located at the foot of the eastern approach ramp. The Georgia Ports Authority's southern entrance to the terminal is located approximately 550-feet further east of the northern entrance.

**TRAFFIC CONTROL
DURING CONSTRUCTION:**

Traffic will need to be routed around the construction activity. This can be accomplished through the construction of a temporary by-pass roadway. The by-pass will require a temporary easement on land, adjacent to the existing right-of-way, owned by the Georgia Ports Authority.

The by-pass roadway will consist of two 12-foot traffic lanes (1-lane each direction) constructed on the south side of the project.

PROPOSED STRUCTURES

One bridge is being proposed. The length of the bridge will be approximately 500-feet and will span across the Georgia Ports Authority's railroad track and terminal connector road.

DESIGN EXCEPTIONS TO BE REQUIRED

CONTROLLING CRITERIA	UNDETERMINED	YES	NO
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)

NUMBER OF PARCELS: None

DISPLACEMENTS: None

LEVEL OF ENVIRONMENTAL ANALYSIS: CE

PUBLIC INVOLVEMENT: A Public Hearing may not be necessary.

PERMITS REQUIRED: (COE 404, WATER QUALITY,)

TIME SAVINGS PROCEDURES APPROPRIATE: YES (X) NO

LOCAL GOVERNMENT

COMMITMENTS: Georgia Ports Authority will be responsible for design.

RAILROAD INVOLVEMENT: Yes, coordination with Golden Isles Railroad.

OTHER PROJECTS IN THE AREA:

The DOT is constructing a new high level bridge across the Brunswick River approximately 2.0 miles east of the site.

PROJECT	DESCRIPTION
STPN-95-1 (166) Glynn	Safety improvement project to add signals, median opening and turn lanes
NH-IM-95-1(125) Camden/Glynn	I-95 widening from CR 138 to US 17
NH-IM-95-1(118) Glynn	I-95 from US 17 to US 341

CONCEPT TEAM MEETING DATE: August 8, 2000

POSSIBLE LOCATIONS OF USTs: None

POSSIBLE LOCATION OF HAZARDOUS WASTE: None.

OTHER ALTERNATIVES CONSIDERED:

Two alternatives were considered. Both maintained the current roadway alignment in order to achieve a grade separation between S.R. 520/S.R. 25/U.S. 17 traffic and the Georgia Ports Authority's railroad. The different alternatives are speed related. Alternative No. 1 maintains the current posted speed of 55 MPH. Alternative No. 2 would require a posted speed of 45 MPH.

Since the apparent difference between the two alternatives is relatively small, Alternative No. 1 was chosen in order to maintain the existing design speed.

COMMENTS:

1. The Georgia Ports Authority will be responsible for the design of the project and preparation of construction plans for the bridge and approaches.
2. The project will be completed in English units.

ATTACHMENTS: COST ESTIMATE, SKETCH MAP, TYPICAL SECTIONS, LETTER SIZED PLAN SHEET, LETTER SIZED PROFILE SHEET, CONCEPT TEAM MEETING MINUTES

**PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS
ALTERNATIVE NO. 1**

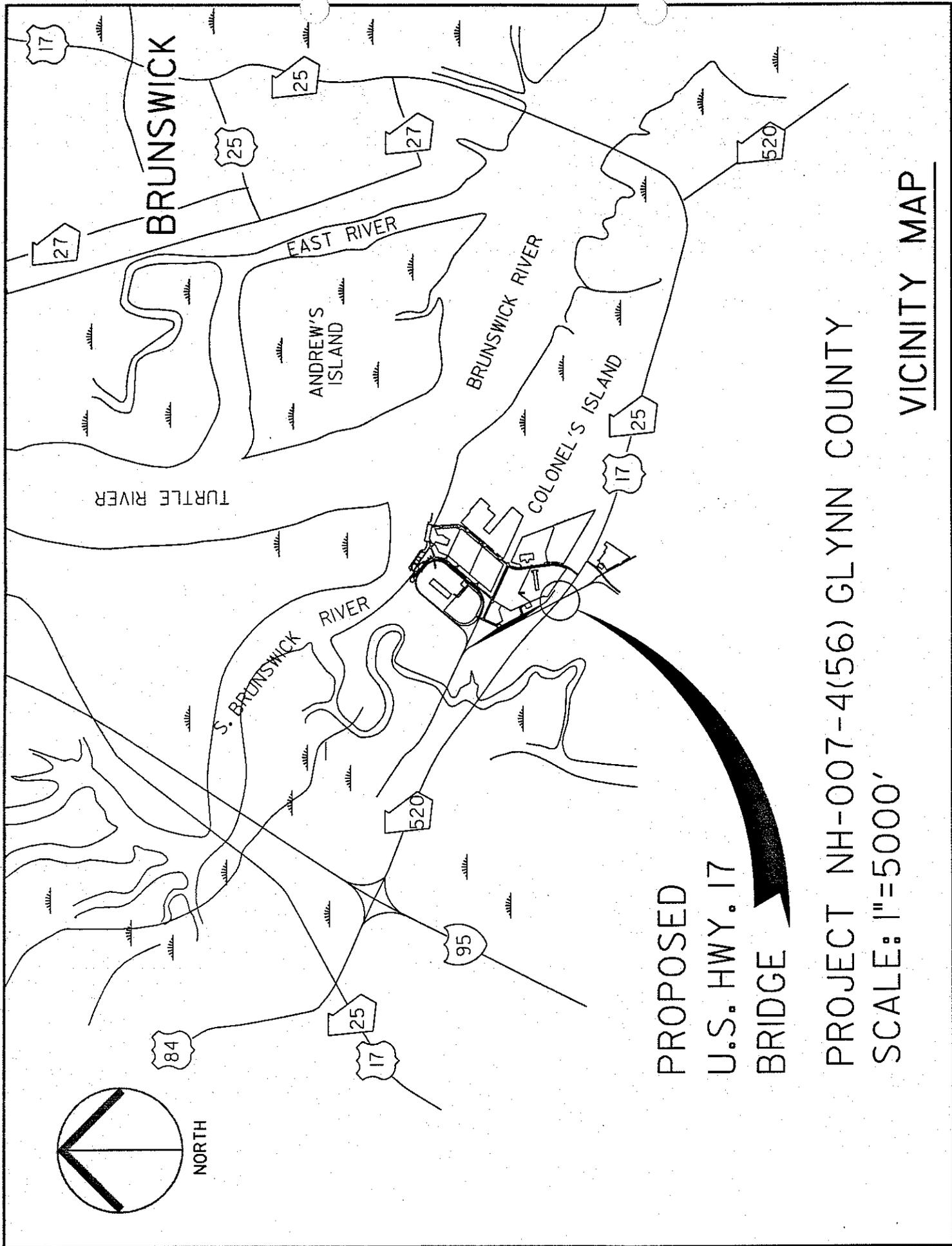
Project Number: NH-007-4 (56)
Location: Glynn County, Georgia
Prepared By: J. Eric Venable
Date: August 20, 1999

Revised By: Ronald Smith
Date: April 25, 2000

Project Description: SR 520/SR 25/US 17 Flyover Bridge at
Colonels Island at Railroad

Description	Unit	Quantity	Unit Price	Item Total	Contract Total
Temporary Erosion Control	mi	0.53	\$ 50,000.00	\$ 26,500.00	
Clearing	ac	19	\$ 5,000.00	\$ 95,000.00	
Unsuitable Excavation & Backfill	cy	6,300	\$ 11.00	\$ 69,300.00	
Approach Fill w/Off-Site Borrow	cy	190,000	\$ 7.00	\$ 1,330,000.00	
Pavement Milling	sy	1,200	\$ 3.00	\$ 3,600.00	
Roadway Asphalt	sy	13,000	\$ 25.00	\$ 325,000.00	
Shoulder Pavement	sy	5,000	\$ 14.00	\$ 70,000.00	
Asphalt Curb	lf	2,800	\$ 5.00	\$ 14,000.00	
Grassing	sy	128,000	\$ 0.50	\$ 64,000.00	
Pavement Markings/Signage	mi	0.53	\$100,000.00	\$ 53,000.00	
Bridge Structure	lf	500	\$ 6,300.00	\$ 3,150,000.00	
Approach Slab	sy	550	\$ 95.00	\$ 52,250.00	
Guard Rails	lf	2,800	\$ 20.00	\$ 56,000.00	
Guard Rail Anchorage	ea	4	\$ 2,000.00	\$ 8,000.00	
Georgia Power Relocation	ls	1	\$600,000.00	\$ 600,000.00	
Geotextile Fabric	sy	17,000	\$ 2.00	\$ 34,000.00	
Wetland Mitigation	ac	3	\$ 20,000.00	\$ 60,000.00	
Traffic Control	ls		\$100,000.00	\$ 100,000.00	
Concrete Slope Protection	sy	2,000	\$ 38.00	\$ 76,000.00	
Concrete Ditch Paving	sy	5,800	\$ 38.00	\$ 220,400.00	
Concrete Spillway	ea	4	\$ 2,000.00	\$ 8,000.00	
Silt Fencing	lf	5,500	\$ 3.00	\$ 16,500.00	
Slope Drain Pipe & Inlets	ls	1	\$ 21,000.00	\$ 21,000.00	
By-Pass Roadway Fill	cy	16,000	\$ 7.00	\$ 112,000.00	
By-Pass Roadway Pavement	sy	11,700	\$ 20.00	\$ 234,000.00	
Pavement Demolition (Detour)	sy	9,000	\$ 6.00	\$ 54,000.00	

Description	Unit	Quantity	Unit Price	Item Total	Contract Total
Relocate Grade Crossing Signals	ls		\$100,000.00	\$ 100,000.00	
Field Engineers Office	ls	1	\$ 30,000.00	\$ 30,000.00	
Alternative No. 1 Subtotal				\$ 6,982,550.00	
15% Contingency				\$ 1,047,382.50	
Alternative No. 1 Total Cost				\$ 8,029,932.50	



PROPOSED
 U.S. HWY. 17
 BRIDGE

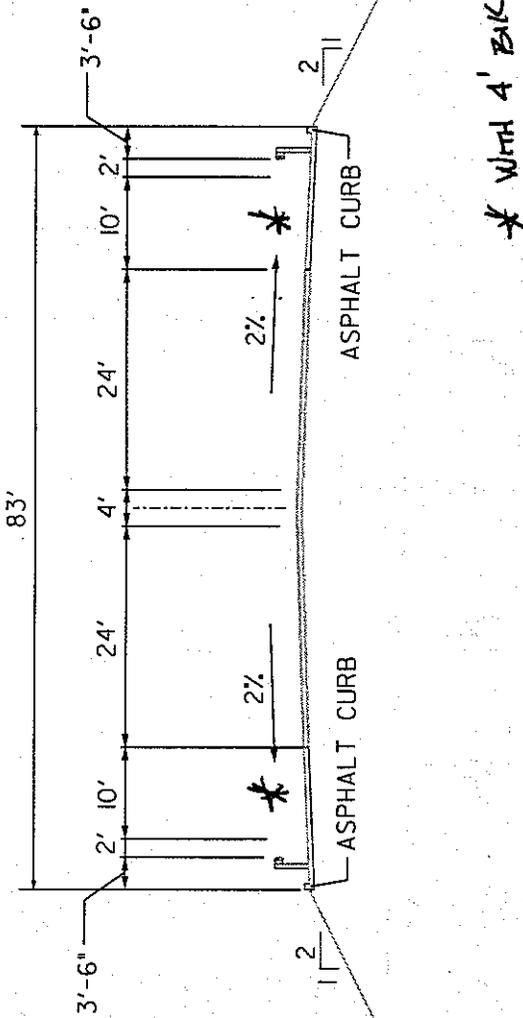
PROJECT NH-007-4(56) GLYNN COUNTY
 SCALE: 1"=5000'

VICINITY MAP

300' R.O.W.

EXISTING R/W

EXISTING R/W

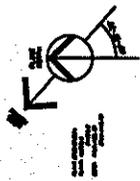


* WITH 4' BIKE LANES

ALTERNATE NO. 1

U.S. HIGHWAY 17

TYPICAL SECTION



GEORGIA PORTS AUTHORITY

RELATED NORTH ENTRANCE

U. S. HIGHWAY 17.

SOUTH ENTRANCE

GEORGIA PORTS AUTHORITY

JOE FRANK HARRIS BLVD.

GEORGIA PORTS AUTHORITY

WETLAND 0.24 AC.

WETLAND 0.02 AC.

WETLAND 0.39 AC.

CROSS TERMINAL CONNECTOR ROAD

RAILROAD TRACK

WETLAND 0.24 AC.

GEORGIA PORTS AUTHORITY

500' BRIDGE

WETLAND 0.28 AC.

WETLAND 0.3 AC.

GEORGIA POWER SUB-STATION

APPROACH CRANE: 42

ALTERNATE 1 PROPOSED U.S. 17 BRIDGE (55 M.P.H.) COLONELS ISLAND TERMINAL BRUNSWICK, GEORGIA

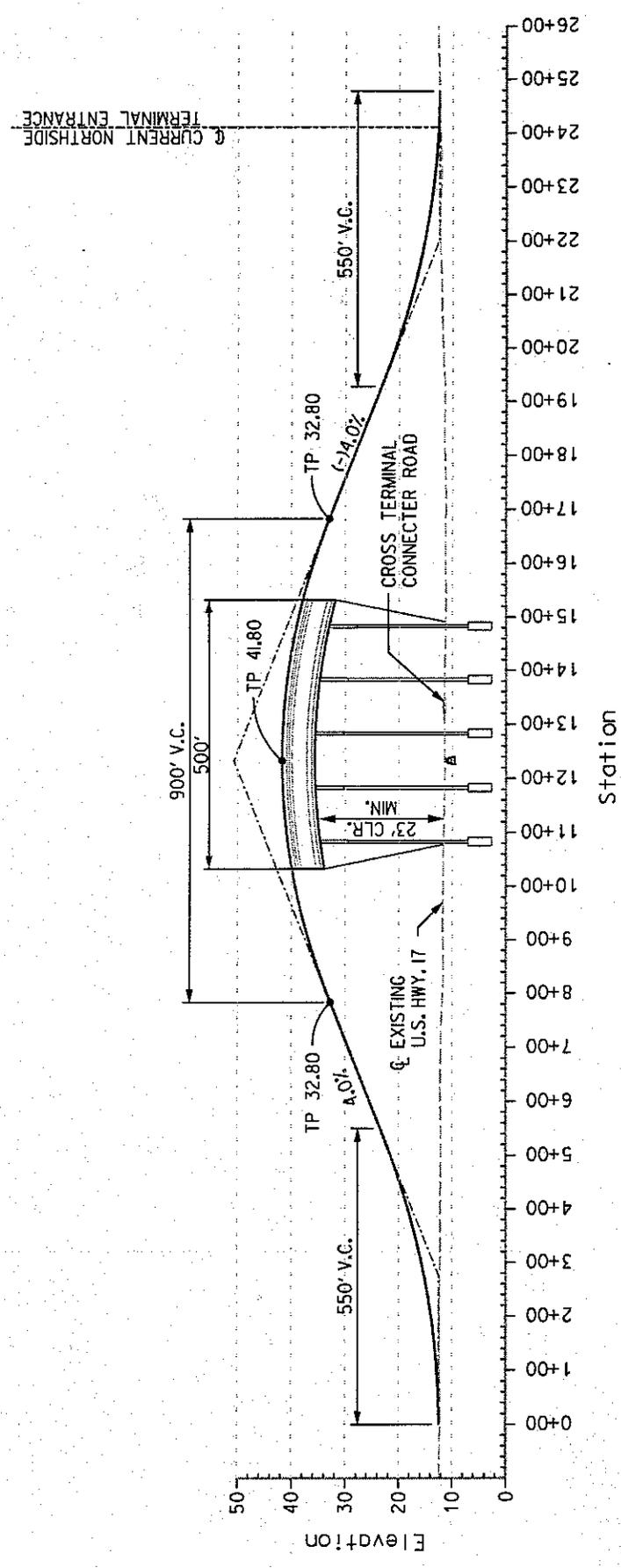
C-EX-1

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11-JUL-1999

CONSULT: 14313000.dwg

U.S. HIGHWAY 17 PROFILE (VIEWING NORTH)



ALTERNATE NO. 1

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-007-4(56)Glynn County **OFFICE** Atlanta
P.I. NO. 523190
SR 520/SR 25/US 17 Flyover Bridge **DATE** August 15, 2000
At Colonels Island at Railroad

FROM  James A. Kennedy, State Road & Airport Design Engineer

TO SEE DISTRIBUTION

SUBJECT MINUTES OF DESIGN CONCEPT MEETING

The design concept team meeting for NH-007-4(56) in Glynn County was held August 8, 2000 at 10:00 AM, in the Assembly Room at the District 5 Office in Jesup. Persons who were present and represented organizations are listed as follows:

Office of Road and Airport Design :

Robert Reid

District 5 :

Tony Collins, Preconstruction Engineer,
Jeff Griffith, Planning/Programming Engineer
Will Murphy, Brunswick Area Office – Area 3

Other Individuals present are listed as follows:

Georgia Ports Authority

Randy Weitman

Thomas & Hutton Engineering Co.

Ralph Forbes
Ronald Smith

The meeting was opened by Tony Collins who welcomed our guests, described the project in general, the concept proposed, and the design considerations encountered. The walk-thru was presented by Ralph Forbes of Thomas & Hutton Engineering Company.

Project Description

Project NH-007-4(56) Glynn County is the proposed construction of a SR 520/SR 25/US 17 Flyover Bridge at Colonels Island at railroad. The project is located approximately 2.3 miles east of the I-95/SR 25 Interchange and approximately 4.5 miles west (along SR 25) of Brunswick. The proposed project length is 0.53 miles. The project is currently programmed for construction in fiscal year 2006 and any required right of way will be acquired by the Georgia Ports Authority (GPA). The design year (2020) traffic projections are 16,000 AADT.

The proposed concept for this project is to construct a 500 foot Flyover bridge along SR 520/SR 25/US 17 over the existing railroad and a proposed Cross Terminal Connector Road at Colonels Island. The proposed typical section will have 2 – 12 foot lanes in each direction divided a 4 foot flush median, matching the existing typical section. GPA's north entrance is proposed to be relocated east of it's existing location to intersect with GPA's existing south entrance. The Georgia Power Sub-Station drive may be relocated as well.

The design speed is 55 mph along SR 520/SR 25/US 17. Access will remain limited access. A profile grade change along SR 520/SR 25/US 17 will be required to achieve vertical clearance over the existing railroad and the proposed cross terminal connector road.

Discussion was as follows :

Randy Weitman opened the discussion with a brief description of the GPA's current and future operations for the proposed project area. He stated that there was total build out on the north side and that the south side has approximately 1000 acres available for development. A new dock is being constructed on the north side and that the proposed concept will allow connectivity to both sides by road and rail. The railroad ownership has been changed to Golden Isles Railroad, a subsidiary of RailLink, but GPA still owns the right of way. The current train traffic averages 2 per day including hazardous waste tankers. Mr. Weitman

estimated that for every 50 acres of land developed that there would be the potential for an addition train per day.

Robert Reid inquired about the status of the Local Government Project Agreement (LGPA) and Mr. Weitman indicated that GPA had signed it and sent it back to Programming. Jeff Griffith has requested a continuous update on it's status by email to Percy Middlebrooks. It was stressed that GPA closely monitor the progress of the project to keep it on schedule and not jeopardize the loss of it's funding.

The Office of Utilities was not present at the meeting, but both Randy Weitman and Will Murphy verified that Bellsouth has underground facilities, Georgia Power has overhead powerlines, and Atlanta Gas light has facilities along this corridor. Georgia Power has a Sub-Station in the northwest quadrant of the project. Ralph Forbes suggested that we look at relocating Georgia Power Sub-Station's driveway outside of the proposed grade change area to allow continuous access during construction of the proposed bridge.

Robert Reid stated that a request has been made to Environment to ask for a reevaluation of the original Environmental document which was for the original widening of SR 520/SR 25/US 17.

Tony Collins stated that there were no hazardous waste sites, underground storage tanks or Historic sites along the project.

A round table discussion was provided by all participants concerning the proposed staging of the project. Before the start of the meeting, the District Engineer, Gary Priester suggested that we look at an alternate to build retaining walls along both shoulders of SR 520/SR 25/US 17 and provide parallel access roads on each side, allowing direct access depending on GPA's proposed use. The access roads could then be used as the proposed detours during construction. During the meeting, when this discussion was revisited by Tony Collins, Mr. Weitman indicated that the proposed concept satisfies GPA's access needs by the utilization of the proposed cross terminal connector road adjoining both the north and south entrances and that each entrance has or will have security access. Reviewing the project layout, Will Murphy and Ronald Smith suggested that one two lane detour be staged on the south side. Mr. Murphy did stress his concerns about reducing the traffic to one lane in each direction and reducing the speed to accommodate construction within the existing right of way limits. Ronald Smith, Ralph Forbes and Mr. Murphy discussed a way of constructing the detour but noted that it would involve lengthening the project limits, having the proposed north entrance relocated to it's proposed location, and

working around the existing power lines. Mr. Smith agreed to look at this proposal and to revise the concept to show the two lane detour on the south side. Mr. Weitman stated on separate occasions that he has no problem providing easement for this construction, since GPA owns the land that would be affected, with the exception of the Georgia Power Sub-Station.

Tony Collins expressed a concern relating to the left turn movement into the north entrance. His concerns deal with the spacing of the entrance and the proximity of the proposed downgrade. He has seen instances where the momentum of a heavy vehicle on a downgrade maneuvering to make a left turn has caused several accidents with the opposing traffic. The consensus of the group concluded that since there was more than adequate sight distance in the proposed sag and that there will be an extension of the dedicated left turn lane into the relocated north drive, that the movement should operate sufficiently.

Mr. Collins also expressed concern relating to the spacing between the piers of the bridge for both the railroad and the proposed cross terminal connector road. Ronald Smith indicated that the design of the bridge piers are to run parallel to the railroad and that the spacing should meet railroad width requirements. During the preliminary design stage, a copy of the underpass typical section will be provided to the railroad for their review.

Will Murphy inquired about the maximum front slopes. He has experienced past problems with erosion while constructing 2:1 slopes in this area and suggested that a 3:1 slope be considered.

Tony Collins stated that the cost shown in datatrieve is too low compared to the concept cost and requested that the cost in datatrieve be changed to reflect the concept cost.

Tony Collins closed the meeting by thanking everyone for attending.

Status of Tasks

Environment:

Please suggest if a reevaluation of the original widening project's document is required to construct this project.

- District Utilities:** Please provide information concerning utilities impacted by the project and provide cost estimates for utility relocations.
- Programming:** Please provide information concerning schedules, funding, and local government agreements.
- Traffic Operations:** Please provide accident data and accident history along the project and outline any geometric improvements needed.
- Materials and Research:** Please provide any information regarding soil conditions and pavement analysis and condition.

This project is being coordinated with Thomas and Hutton Engineering Company through a Local Government Project Agreement with the Georgia Ports Authority. It is requested that each of the offices listed, provide the requested information no later than September 15, 2000. Once all the data has been received and incorporated, a concept report will be submitted to management for their approval.

JAK:TAH:rlr:hcc

DISTRIBUTION:

Honorable Tom Triplett, Member State Transportation Board	
Floyd Moore (FHWA)	
Frank Danchetz	
Tom Turner	Herman Griffin
Harvey Keeper	Marion Waters
David Meshberger	Wouter Gulden
Karon Ivery	Marta Rosen
Gary Priester	
Tony Collins	
Will Murphy	
Jeff Griffith	
Buddy Gratton	
David Graham	
David Mulling	
Dudley Ellis	
Randy Weitman (Georgia Ports Authority)	
Nicholas Ogden (U.S. Army Corps of Engineers)	
Tom Welborn (EPA)	

Bruce Bell (U.S. Dept. of the Int.-Fish and Wildlife Service)
Andy Mager (National Marines Fisheries Service)
Robert F. McGhee (Dir. Water Mgt. Division)
Ralph Forbes/Ronald Smith (Thomas & Hutton Engineering Co.)

DIZLET

Lockwood Greene Engineers, Inc.
 PO Box 13983
 400 Mall Boulevard, Suite E
 Savannah, GA 31406

MEETING MINUTES

GPA - Admin. Building
 MEETING LOCATION

Hwy. 307 Bridge
 PROJECT NAME

009117.01
 PROJECT NUMBER

4
 MEETING NUMBER

9-Aug-99
 MEETING DATE

Stan Fischer
 MEETING CHAIRPERSON

PRESENT

- David Rackley - Nat. Marine Fish.
- Dean Freeman - Corps
- Randy Weitman - GPA
- Steve Lariviere - GPA
- Jeffrey Griffith - GADOT
- Ollie Lindell - GADOT
- Robert McCall - GADOT
- Cory Knox - GADOT
- Stan Fischer

DISTRIBUTION

- Attendees
- Randy Weitman
- Rich Cox
- Wayne Brooks
- Howard Pigott

PREPARED BY Stan Fischer

ISSUE DATE 23-Aug-1999

Notice to all present: If any of the following items are incorrect or fail to record discussions at the meeting, please contact the writer of these minutes immediately.

Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
1.	Meeting was held to review conceptual layout of three proposed bridges which will be constructed in the following locations: Highway 307 in Chatham County State Route 25 in Chatham Couty Highway 17 in Glynn County		
2.	The Highway 17 Bridge was discussed first. The bridge is required to provide a grade separation between the roadway and railroad tracks. The GPA will also have an access road beneath the bridge which will allow the transfer of cargo from the north to south side of the island without having to cross the highway. LGE stated that two alternatives were being reviewed with one alternate designed for 55 MPH (presently posted speed limit) and the other designed for 45 MPH. GADOT said that they have		

MEETING MINUTES

Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
	<p>no problem with reducing the posted speed to 45 MPH. They would like to look at the cost estimates for each and if they is not a big differential then 55 MPH design should be selected.</p> <p>The embankment for the bridge approaches would impact isolated wetlands located along Hwy. 17. These wetlands were delineated when the GADOT widened the roadway a few years ago. GADOT indicated that environmental assessment that was used for the past widening would still be valid for this project.</p> <p>The Port owns land on both side of the Highway and therefore no R/W will need to be acquired</p>		
3.	<p>The second location discussed was the bridge on State Route 25. This bridge will be required to provide grade separation between traffic on the existing roadway and cargo being transferred from the GPA docks and the new intermodal facility presently under construction. There are no wetlands that will be impacted and no R/W which need to be acquired as the Port owns the property on either side of the roadway.</p>		
4.	<p>The third location that was discussed was the Highway 307 bridge. This overpass will be required in order to provide grade separation between vehicular traffic and existing Norfolk Southern Foundation lead as well as numerous rails that are being installed as part of the GPA intermodal facility.</p> <p>Three Alternates will be prepared and estimated as follows:</p> <p>The first Alternate will have bridge following present alignment of Hwy. 307. While this location will cause minimal impact to wetlands and existing landfill areas it will be very expensive due to the cost of relocation/raising of SEPCO high voltage transmission lines.</p> <p>The second alternate is to construct the bridge to the south of the existing Hwy. 307 alignment. This location was selected because SEPCO stated that the cost of utility relocation would be significantly less if the bridge could be moved away from the power lines on Hwy. 307. This location will have much greater impact to the wetlands that are interconnected to Pipemakers Canal. Both Mr. Freeman and Mr. Rackley expressed concern about these impacts. They stated that at the very least we should plan on at least half of the bridge being pile supported to reduce the amount of destroyed wetlands. They indicated that the project would be very difficult to get approved unless the impacts to wetlands were minimized. This alignment would also require the excavation of existing landfill material and replacement with suitable material.</p>		

MEETING MINUTES

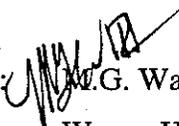
Item No.	Subject	Action By (If applicable)	Due Date (If applicable)
	The third alternative would locate the new bridge to the south of Hwy. 307. This bridge would be located to tie in to the future I-516 extension that had been discussed in the Intermodal Freight Study. The GADOT indicated that this project is so far in the future that any attempts to plan for it may not be worthwhile. This alternative would have the same problems in regards to wetlands and landfill material as the second alternative.		
5.			

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-0007-4(56)/Glynn County
P.I. No. 523190

Office: Traffic Operations
Atlanta, Georgia
Date: December 4, 2000

From:  W.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the elimination of an at-grade crossing, by the construction of a "flyover" on US 17/SR 520/SR 25 over railroad tracks belonging to the Georgia Ports Authority(GPA), located approximately 2 miles east of the I-95 and SR 25 interchange and approximately 4.5 miles, along SR 25, west of Brunswick.

SR 520 is the only route connecting recreational and tourist activities on Jekyll Island with the mainline. It is also designated as a "Hurricane Evacuation Route" serving Glynn County. Currently SR 520 has traffic volumes of 10,000vpd with a design year, 2020, increase to 16,000vpd. In this location, SR 520 is a four lane rural roadway, two lanes in each direction, separated by a 4 foot flush median. The posted speed limit is 55mph. SR 520 at this location is within the GDOT Statewide Bicycle and Pedestrian Plan, as Route 10.

This project proposes to construct a "flyover" with a typical section consisting of four 12 foot lanes, two in each direction, separated by a 4 foot flush median, with 10 foot shoulders. The speed design is 55mph. Traffic is to be maintained via an off-site detour, during construction.

We recommend including sidewalk as in accordance with MOG 4265-10. As stated in the report this project is within the GDOT Bicycle and Pedestrian Plan.

We believe this concept will improve safety and traffic operations along this section of roadway.

With the recommended statement we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keeper

James A. Kennerly, State Road and Airport Design Engineer

Attention: Robert Reid

David Mulling, w/attachment

Marta Rosen

Ollie Lindell, District Traffic Operations Engineer, Jesup

Chuck Hasty, TMC

General Files

Department of Transportation
State of Georgia

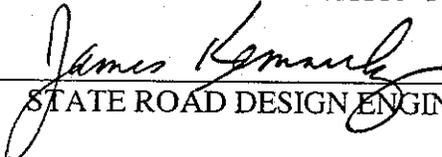
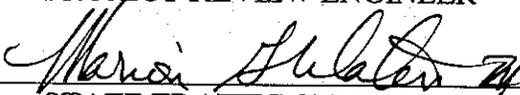
PROJECT CONCEPT REPORT

SR 520/SR 25/US 17 FLYOVER BRIDGE AT COLONELS ISLAND AT RAILROAD

Project NH-007-4(56) Glynn County
Georgia DOT P.I. Number: 523190
Federal Route Number: 17
State Route Number: 520 & 25

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

Date of Report: August 9, 2000

RECOMMENDATION FOR APPROVAL	
DATE	STATE TRANSPORTATION PLANNING ADMINISTRATOR
DATE	STATE TRANSPORTATION PROGRAMMING ENGINEER
11/	 STATE ROAD DESIGN ENGINEER
DATE	STATE ENVIRONMENTAL / LOCATION ENGINEER
DATE	DISTRICT ENGINEER
DATE	PROJECT REVIEW ENGINEER
Dec. 5, 2000	 STATE TRAFFIC OPERATIONS ENGINEER
DATE	STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia

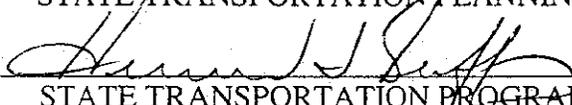
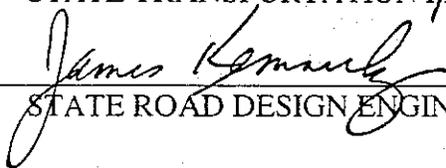
PROJECT CONCEPT REPORT

SR 520/SR 25/US 17 FLYOVER BRIDGE AT COLONELS ISLAND AT RAILROAD

Project NH-007-4(56) Glynn County
Georgia DOT P.I. Number: 523190
Federal Route Number: 17
State Route Number: 520 & 25

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Date of Report: August 9, 2000

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12/04/00	
DATE	STATE TRANSPORTATION PROGRAMMING ENGINEER
11/	
DATE	STATE ROAD DESIGN ENGINEER
DATE	STATE ENVIRONMENTAL / LOCATION ENGINEER
DATE	DISTRICT ENGINEER
DATE	PROJECT REVIEW ENGINEER
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DATE	STATE BRIDGE & STRUCTURAL ENGINEER

Department of Transportation
State of Georgia

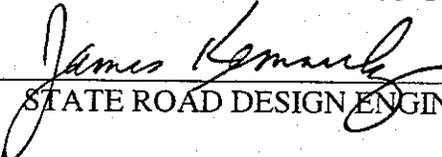
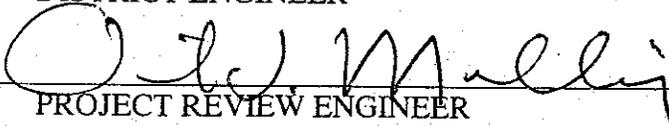
PROJECT CONCEPT REPORT

SR 520/SR 25/US 17 FLYOVER BRIDGE AT COLONELS ISLAND AT RAILROAD

Project NH-007-4(56) Glynn County
Georgia DOT P.I. Number: 523190
Federal Route Number: 17
State Route Number: 520 & 25

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Department of Transportation
State of Georgia

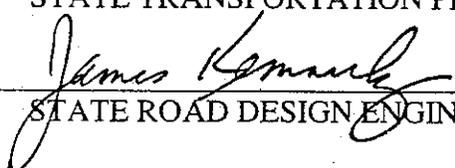
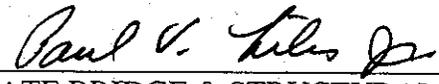
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SR 520/SR 25/US 17 FLYOVER BRIDGE AT COLONELS ISLAND AT RAILROAD

Project NH-007-4(56) Glynn County
Georgia DOT P.I. Number: 523190
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12/28/00	 STATE BRIDGE & STRUCTURAL ENGINEER