

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 532650-
STP00-0009-02(092)
Glynn County
GDOT District 5 - Jesup
SR 25/US 17 from CR 372/Yacht Drive to
Harry Driggers Blvd.

OFFICE Design Policy & Support

DATE 1/15/2014

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Sam Woods, Design Group Manager
Karon Ivery, District Engineer
Will Murphy, District Preconstruction Engineer
Dallory Rozier, District Utilities Engineer
Matt Bennett, Project Manager
BOARD MEMBER - 1st Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator



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

Georgia Division

January 08, 2014

61 Forsyth Street S. W.
Suite 17T100
Atlanta, Georgia 30303
Phone 404-562-3630
Fax 404-562-3703
GA.fhwa.@fhwa.dot.gov

In Reply Refer To:
HPE-GA

Mr. Keith Golden, P.E.
Commissioner
Georgia Department of Transportation
One Georgia Center, 600 West Peachtree Street, NW
Atlanta, GA 30308

Subject: Revised Project Concept Report Comments,
STP00-0009-02(092), PI # 532650-

Dear Mr. Golden:

The revised Concept Report submitted for project STP00-0009-02(092) in Glynn County has been reviewed. As noted in the revised Concept Report, Georgia Department of Transportation (GDOT) recommends the revisions based on the need to satisfy logical termini and to incorporate projects NHS00-0001-00(039) and BHF00-0009-02(091) into this project. As a result of the information submitted, Federal Highway Administration (FHWA) has concurred with the concept but offers the following comments:

- Revised Project Concept Report Page 2 – The current AADT at Yacht Road was from 2008; please provide updated AADT data prior to environmental document approval. In addition, if the project is programmed for construction in 2020, please provide projected traffic data for 2040.
- Revised Project Concept Report Page 4, Table 2 – The crash, injury, and fatality data were gathered for the years 2006-2008, please provide updated data from recent years.

Please contact Vuong (Victor) Dang, Transportation Engineer, at 404-562-3654 if you have any questions or to schedule a meeting to discuss our comments.

Sincerely,

for Rodney N. Barry, P.E.
Division Administrator

Cc: Project File
Cc: Matt Bennett, GDOT Project Manager

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT**

Project Type: <u>Widening</u>	P.I. Number: <u>532650</u>
GDOT District: <u>5</u>	County: <u>Glynn</u>
Federal Route Number: <u>US 17</u>	State Route Number: <u>SR 25</u>
Project Number: <u>STP00-0009-02(092)</u>	

The limits of the currently approved Project Concept Report are to be extended north along SR 25/US 17 approximately 2.3 miles to the intersection of SR 99. Projects NHS00-0001-00(039), P.I. No. 0001039; SR 25 from CR 415/Harry Driggers Boulevard to SR 99 and BHF00-0009-02(091), P.I. No. 532655; SR 25 at Thorn Hill Creek 5 miles North of Brunswick are proposed to be combined with P.I. No. 532650 and subsequently deleted from the program. These projects are being combined into one project (PI 532650) per management direction and to aid in satisfying Logical Termini.

Submitted for approval:

<u>C. Andy Cooney</u> GDOT Concept/Design Phase Office Head & Office	<u>8/27/13</u> DATE
<u>Henrik Riegle</u> Office Head	<u>9/11/2013</u> DATE
<u>J. M. B. [Signature]</u> GDOT Project Manager	<u>9/9/2013</u> DATE

Recommendation for approval:

* <u>Glenn Bowman/KLP</u> State Environmental Administrator	<u>9/23/2013</u> DATE
* <u>Ben Rabun/KLP</u> State Bridge Design Engineer	<u>10/17/2013</u> DATE
* <u>Recommendation on file</u> The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
<u>Cynthia L. Vandevoort</u> State Transportation Planning Administrator	<u>9-16-13</u> DATE

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Background

State Route 25/US 17 is a major north-south route in Glynn County, connecting the City of Brunswick to the county's major thoroughfares, including the Torras Causeway onto St. Simons Island, Interstate 95, SR 25 Spur, and SR 99. State Route 25/US 17 is listed as a designated Hurricane Evacuation Route. The purpose of the project is to improve traffic operations and reduce vehicle crash occurrence and severity. Project STP00-0009-02(092), PI 532650 was originally programmed with project limits extending from Yacht Road to Harry Driggers Boulevard and shared common termini with Project NHS00-0001-00(039), PI 0001039 at Harry Driggers Boulevard. Since Project STP00-0009-02(092) and NHS00-0001-00(039) do not have logical termini as independent projects, the limits of STP00-0009-02(092) have been extended from Harry Driggers Boulevard to SR99.

Existing Conditions

The section of SR 25/US 17 from Yacht Road north to SR 99 is a two (2) lane roadway functionally classified as a minor urban arterial. The posted speed limit is 55 miles per hour with a limited number of right turn lanes and no left turn lanes. The proposed project, STP00-0009-02(092), has been identified and included in the Brunswick Area Transportation Study (BATS) 2005-2030 Long Range Transportation Plan (LRTP) which was adopted in October 2005. Project STP00-0009-02(092) is identified in the BATS Fiscal Years 2010-2013 Transportation Improvement Program (TIP) as project number BATS01-03.

Projects in the Area

The following projects are located within the area and are programmed in the Department's Construction Work Program and Long Range Program.

- **0000421** - SR 25 Spur from Cate Road along Canal Road/ CR 588 to SR 99
- **0000422** - SR 99/Grant Ferry Road from East of I-95 to SR 25/US 17
- **0001585** - I-95 @ SR 99-Interchange Reconstruction- (under construction)

Traffic Data

Based on current and projected traffic volumes along SR 25/US 17, there is a capacity and operational need from Yacht Road to SR 99. The current (2008) AADT at Yacht Road is 16,780/LOS D, and is projected to be 30,450/LOS greater than F for design year 2034. State Route 25/US 17 at SR 99 has a current AADT of 8,430/LOS C and is projected to be 14,600/LOS D for design year 2034. There is a 33% drop in traffic along SR 25/US 17 from Yacht Road to Glynco Parkway, a roadway that provides access to the Brunswick Airport from SR 25/US 17. The traffic continues to decline with a 30% drop from Glynco Parkway to Altamaha Boulevard, approximately midway through the project limits, and an additional 15% drop from Altamaha Boulevard to SR 99.

Traffic operations were analyzed using Synchro. Table 1 lists current and future traffic operations Level of Service (LOS) at several intersections/driveways with high volume turning counts on and off of SR 25/US 17. There are no signalized intersections within the project limits.

LOS is defined as a qualitative measure describing operational conditions within a traffic stream. An LOS “A” represents the best operating conditions and LOS “F” represents the worst. If a roadway is operating at a LOS “A”, “B”, or “C”, it is considered acceptable or favorable operating conditions.

Table 1 – Traffic Data

Intersection along SR 25/US 17	Existing LOS	Future LOS (No Build)
Yacht Road	A	A
Regan Drive	B	D
Stuart Road	C	D
Inman Road	B	D
Honeybee Lane	C	D
Peek Road	B	D
Joyce Drive	C	>F
Deerfield Drive	E	>F
Meadows Way	B	D
Winton Drive	B	D
Joann Drive	D	F
Blueberry Road	B	C
Glynco Parkway	F	>F
McKay Drive	E	>F
Altamaha Boulevard	E	F
Natures Way	A	B
Grants Ferry Road	C	F

All intersections along SR 25/US 17 are currently operating at LOS C or better between Yacht Road and Grants Ferry Road / SR 99 with the exceptions of Deerfield Drive, Glynco Parkway, Altamaha Boulevard, Joann Drive, and McKay Drive which are operating at LOS D or worse. For future no-build conditions, SR 25/US 17 will operate at less than favorable conditions at the majority of the intersections. Widening between Yacht Road and SR 99 in addition to intersection improvements would help enable this section of SR 25/US 17 to operate at favorable conditions. Without any improvements drivers would experience high delay times throughout the project limits. The need for capacity and operational improvements begin at Yacht Road and ends at SR 99.

Crash Data

Crash data was gathered for the project limits from Yacht Drive to SR 99 for the years 2006, 2007 and 2008. Table 2 compares crash rates on this section of roadway to that of the statewide average for each respective year for similarly classified roadways.

Table 2 – Crash Data

SR 25/US17	2006			2007			2008		
	Number	SR 25 Rate	Statewide Rate	Number	SR 25 Rate	Statewide Rate	Number	SR 25 Rate	Statewide Rate
Crash	44	233	548	46	240	513	40	209	469
Injury	19	101	137	27	141	126	24	125	117
Fatality	1	5.30	1.55	1	5.23	1.48	2	10.45	1.47

Rates are per 100,000,000 vehicle miles travelled

Crash data within the project limits was analyzed and crash rates for the three observed years do not exceed that of the statewide average. However, injury rates exceed the statewide average for two (2) observed years, 2007 and 2008, and fatality rates exceed the statewide average for all three years. Most of the crashes within the proposed project limits were rear end and occurred at or near the intersecting county roads. Some contributing factors for the rear end collisions were following too close, failing to yield and improper backing. Many of the rear end collisions involved a driver making a left or right turn onto a side street or driveway.

Within the proposed project limits, there are no left turn lanes and less than half of the proposed route has right turn lanes. Without turn lanes, drivers are forced to execute turns from a single shared lane with through traffic where the posted speed limit is 55mph.

Land Use

Land use immediately within the project limits is a mixture of residential, commercial, and industrial. East of this corridor is undeveloped marshland. Adjacent or to the west of the project are large scale industrial developmental and commercial areas including the Federal Law Enforcement Training Center (FLETC), which is the largest employer within Glynn County and serves as an inter-agency law enforcement training organization for more than 75 federal agencies as well as state, local and

international law enforcement organizations. FLETC has approximately 2,600 employees and trains an average of 20,000 people per year.

Project Justification Statement:

Injury rates exceeded the statewide average for two (2) observed years, 2007 and 2008 while fatality rates exceeded the statewide average for all three years; 2006, 2007 and 2008. The crash history demonstrates the need to reduce crash frequencies. For future no-build conditions, SR 25/US 17 will operate at LOS greater than F within the project limits, which indicates a need for capacity and operational improvements along the segment. The no-build LOS at the majority of the intersections along SR 25/US 17 are D or greater, which indicate a need for intersection improvements. Without providing additional capacity and operational improvements at designated intersections, drivers would experience high delay times throughout the project limits. The purpose of the proposed project is to reduce crash frequencies, improve capacity and traffic operations along SR 25 from Yacht Drive to SR 99.

Description of the approved concept:

The approved Concept Report proposes to extend the four lane section of SR 25/ US 17 from Yacht Drive to Harry Driggers Boulevard. The project includes a 24-ft. raised median with 10-ft. rural shoulders (6.5-ft. paved), auxiliary turn lanes at public street intersections and median openings. The existing bridge over Thornhill Creek will be replaced with a new bridge, carrying both northbound and southbound traffic. The project length is approximately 3.76 miles.

PDP Classification: Major Minor
Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic AADT as shown in the approved Concept Report:

Open Year (2014): 19,200 Design Year (2034): 28,400

Updated Traffic AADT:

Open Year (2014): 20,550 Design Year (2034): 30,450

Functional Classification (Mainline): Urban Minor Arterial Street – Yacht Road to Harry Driggers Blvd.
Rural Minor Arterial – Harry Driggers Blvd. to SR 99

VE Study anticipated: No Yes Completed – Date:

PROPOSED REVISIONS

Approved Features:	Proposed Features:
<p>The approved project concept is from Yacht Drive (MP 17.92) to Harry Driggers Boulevard (MP 21.68) for a total of 3.76 miles. The purpose of this project is to increase capacity along SR 25/US 17 in Glynn County. Future traffic projections reveal that the traffic along SR 25/US 17 will continue to increase on an already congested roadway. Crash data also reveals that along SR 25/US 17 within the project limits, fatality rates exceeded statewide averages for 2002 and 2004. The proposed project will provide a four-lane divided highway with a 24-ft. raised median, 10-ft. rural outside shoulders (6.5-ft. paved) and auxiliary lanes at major interchanges. The paved shoulders will accommodate the designated state bike route (Coastal Route). This project will also replace the existing bridge over Thornhill Creek with a new 4-lane bridge.</p>	<p>Project Termini: The proposed revision of the project terminus would change the end milepost from 21.68 (Harry Driggers Boulevard) to milepost 23.80 (SR 99/ Grants Ferry Road) and would include construction of a new bridge at milepost 22.45 over Wallyleg Branch. The proposed project length would change from 3.76 miles to approximately 5.88 miles. Project NHS00-0001-00(039), 0001039, Glynn County, is to be deleted from the program. Project BHF00-0009-02(091), 532655-, Glynn County, Thornhill Creek Bridge Replacement, is to be deleted from the program and incorporated into PI #532650- as a bridge widening over Thornhill Creek.</p>
<p>Reason(s) for change: The revision is needed to satisfy logical termini for the northern terminus, which could not be justified with terminating the project at Harry Driggers Boulevard. Projects NHS00-0001-00(039) and BHF00-0009-02(091) are proposed to be incorporated into project STP00-0009-02(092).</p>	

ENVIRONMENTAL

Project Air Quality:

- Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

Potential environmental impacts of proposed revision: The proposed revision will increase environmental impacts but only due to the change in project length. The environmental impacts of the combined project would equal the sum of each individual project.

Have proposed revisions been reviewed by environmental staff? No Yes

Environmental responsibilities (Studies/Documents/Permits): GDOT is responsible for the History. Consultant is responsible for performing all other special studies work.

Environmental impacts by section:

NEPA: The environmental document will need to be reevaluated due to the proposed concept changes

Ecology: Wetlands were identified along corridor. Additional surveys maybe required along with a COE individual 404 permits.

Neighborhoods –TBD

Endangered Species-TBD

Archeology: Two Cemeteries were located along SR 25, MP 18.7LT and 21.1 RT. Additional surveys may be required as a result of the revision

History: The Needwood Church and school is a Historic site located along the corridor just north of Harry Driggers Boulevard

Air & Noise: Additional modeling be required as a result of the revision

Public Involvement: An additional public outreach will be required as a result of the revision

PROJECT COST & ADDITIONAL INFORMATION

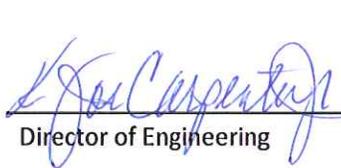
Updated Cost Estimate		Date of Estimate
Base Construction Cost:	\$14,706,685.66	8/19/2013
Engineering and Inspection:	\$735,334.28	8/19/2013
Liquid AC Adjustment:	\$1,555,867.39	8/19/2013
<u>Total Construction Cost:</u>	\$16,997,887.33	8/19/2013
Right-of-Way:	\$4,646,000.00	6/27/2013
Utilities (reimbursable costs):	\$5,318,775.00	4/23/2013
Environmental Mitigation:	\$840,000.00	8/22/13
TOTAL PROJECT COST:	\$27,802,662.33	8/19/2013

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

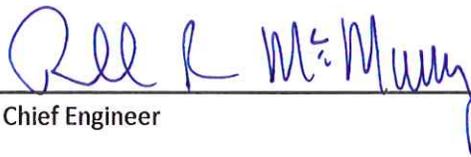
Attachments:

1. Sketch map
2. Typical Section
 - a. Roadway
 - b. Bridge
3. Cost Estimate(s)
 - a. Construction
 - b. AC & Fuel Price Adjustment
 - c. ROW
 - d. Utility
 - e. Environmental Mitigation
4. Traffic Diagram 2034 Build ADT & DHV
5. Bridge Inventory Data

APPROVALS

Concur:  11/21/2013
Director of Engineering

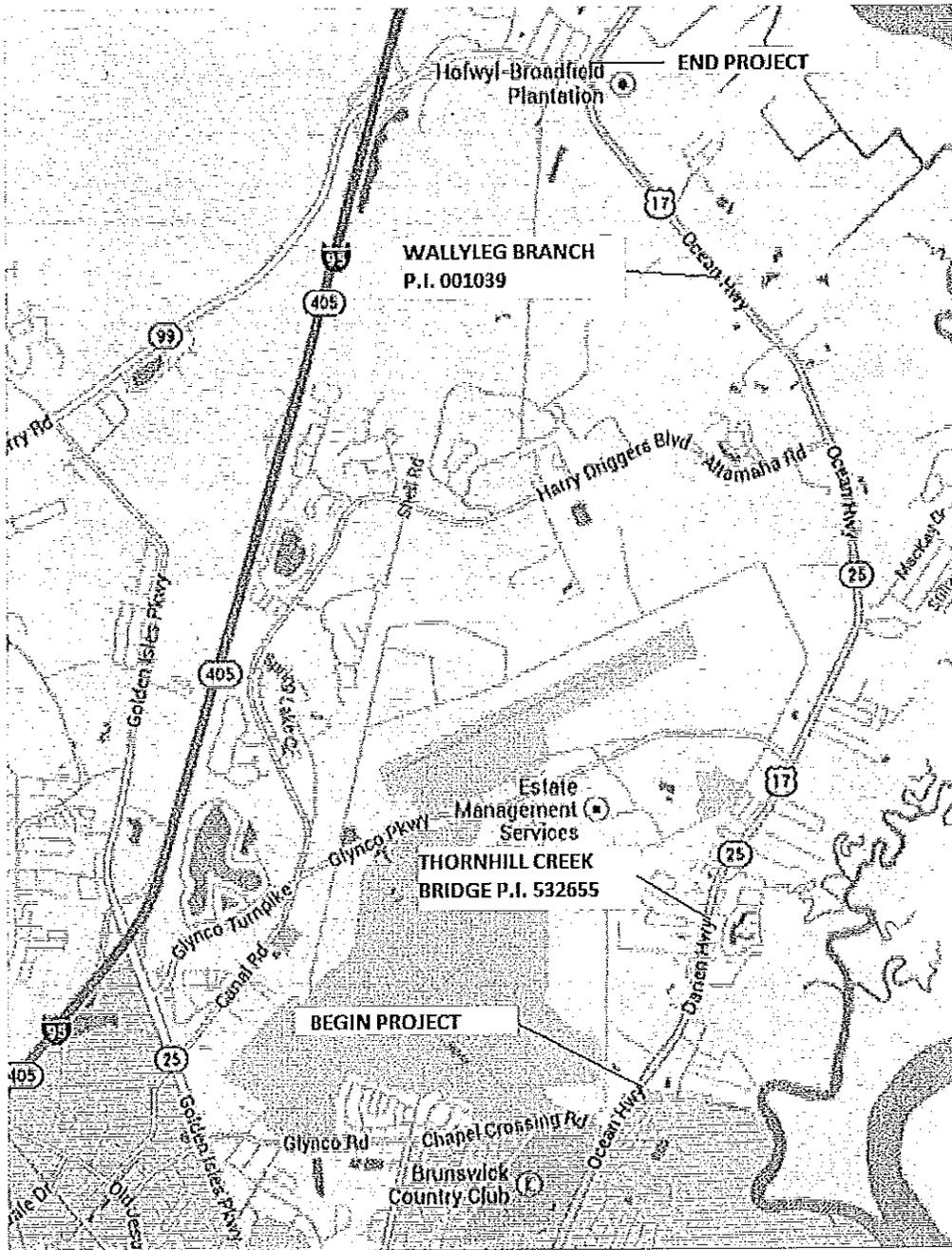
Approve:  (approved with comment letter) 1/9/2014
for Division Administrator, FHWA Date

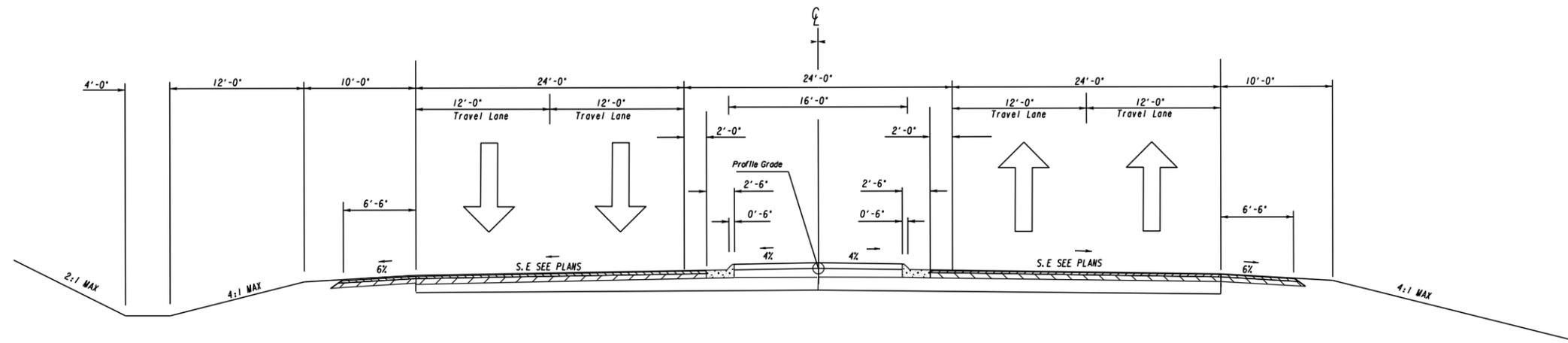
Approve:  1/10/14
Chief Engineer Date

LOCATION SKETCH

STP00-0009-02(092), 532650

GLYNN CO.





TYPICAL SECTION
SR 25/US17

				REVISION DATES		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
						OFFICE: ROADWAY DESIGN
						TYPICAL SECTIONS
						DRAWING No. 05-

DETAILED COST ESTIMATE



Job: 532650-

JOB NUMBER 532650-

FED/STATE PROJECT NUMBER STP00-0009-02(092)

SPEC YEAR: 01

DESCRIPTION: SR 25/US 17 FROM YATCH DR TO SR 99

ITEMS FOR JOB 532650-

0100 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$253,000.00000	TRAFFIC CONTROL - STP00-0009-02(092)	\$253,000.00
0010	153-1300	1.000	EA	\$73,835.17091	FIELD ENGINEERS OFFICE TP 3	\$73,835.17
0015	201-1500	1.000	LS	\$1,000,000.00000	CLEARING & GRUBBING - STP00-0009-02(092)	\$1,000,000.00
0020	205-0001	40000.000	CY	\$4.01989	UNCLASS EXCAV	\$160,795.60
0025	206-0002	190000.000	CY	\$3.74539	BORROW EXCAV, INCL MATL	\$711,624.10
0030	207-0203	1000.000	CY	\$33.38441	FOUND BKFILL MATL, TP II	\$33,384.41
0035	208-0200	4000.000	CY	\$31.51973	ROCK EMBANKMENT	\$126,078.92
0040	310-1101	103622.000	TN	\$13.22313	GR AGGR BASE CRS, INCL MATL	\$1,370,207.18
0045	402-1812	200.000	TN	\$85.17727	RECYL AC LEVELING,INC BM&HL	\$17,035.45
0050	402-3121	47322.000	TN	\$55.43659	RECYL AC 25MM SP,GP1/2,BM&HL	\$2,623,370.31
0055	402-3130	17746.000	TN	\$65.11316	RECYL AC 12.5MM SP,GP2,BM&HL	\$1,155,498.14
0060	402-3190	23661.000	TN	\$59.79947	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$1,414,915.26
0065	413-1000	25812.000	GL	\$2.46932	BITUM TACK COAT	\$63,738.09
0070	432-5010	3000.000	SY	\$3.22124	MILL ASPH CONC PVMT,VARB DEPTH	\$9,663.72
0460	433-1000	1173.000	SY	\$127.76548	REINF CONC APPROACH SLAB	\$149,868.91
0075	441-0016	100.000	SY	\$38.18662	DRIVEWAY CONCRETE, 6 IN TK	\$3,818.66
0080	441-0018	100.000	SY	\$39.11164	DRIVEWAY CONCRETE, 8 IN TK	\$3,911.16
0085	441-0303	2.000	EA	\$1,823.43500	CONC SPILLWAY, TP 3	\$3,646.87
0090	441-0740	37901.000	SY	\$16.37358	CONC MEDIAN, 4 IN	\$620,575.06
0095	441-6720	62621.000	LF	\$13.11000	CONC CURB & GUTTER/ 6"X30"TP7	\$820,961.31
0100	446-1100	31303.000	LF	\$2.04861	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	\$64,127.64
0105	456-2015	14.000	GLM	\$670.32835	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	\$9,384.60
0465	632-0003	6.000	EA	\$9,980.39474	CHANGEABLE MESS SIGN,PORT,TP 3	\$59,882.37
0110	634-1200	70.000	EA	\$78.97784	RIGHT OF WAY MARKERS	\$5,528.45
0115	641-1100	200.000	LF	\$56.95398	GUARDRAIL, TP T	\$11,390.80
0120	641-1200	2000.000	LF	\$14.71238	GUARDRAIL, TP W	\$29,424.76
0125	641-2100	250.000	LF	\$21.33069	DBL FACED GUARDRAIL, TP T	\$5,332.67
0130	641-2200	600.000	LF	\$21.12333	DBL FACED GUARDRAIL, TP W	\$12,674.00
0135	641-5001	20.000	EA	\$551.39541	GUARDRAIL ANCHORAGE, TP 1	\$11,027.91
0140	641-5012	20.000	EA	\$1,724.23500	GUARDRAIL ANCHORAGE, TP 12	\$34,484.70
SUBTOTAL FOR ROADWAY :						\$10,859,186.22

DETAILED COST ESTIMATE



Job: 532650-

0200 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0145	550-1180	2000.000	LF	\$27.49397	STM DR PIPE 18",H 1-10	\$54,987.94
0150	550-1300	750.000	LF	\$41.31454	STM DR PIPE 30",H 1-10	\$30,985.91
0155	550-1360	600.000	LF	\$55.45400	STM DR PIPE 36",H 1-10	\$33,272.40
0160	550-1420	400.000	LF	\$66.45494	STM DR PIPE 42",H 1-10	\$26,581.98
0165	550-2180	2400.000	LF	\$21.25855	SIDE DR PIPE 18",H 1-10	\$51,020.52
0170	550-3318	30.000	EA	\$556.22321	SAFETY END SECTION 18",STD,4:1	\$16,686.70
0175	550-4218	40.000	EA	\$431.11823	FLARED END SECT 18 IN, ST DR	\$17,244.73
0180	550-4230	18.000	EA	\$639.02299	FLARED END SECT 30 IN, ST DR	\$11,502.41
0185	550-4236	12.000	EA	\$908.10173	FLARED END SECT 36 IN, ST DR	\$10,897.22
0190	550-4242	5.000	EA	\$1,173.44391	FLARED END SECT 42 IN, ST DR	\$5,867.22
0195	668-1100	25.000	EA	\$2,146.33505	CATCH BASIN, GP 1	\$53,658.38
0200	668-1200	8.000	EA	\$2,694.00557	CATCH BASIN, GP 2	\$21,552.04
SUBTOTAL FOR DRAINAGE :						\$334,257.45

0300 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0205	163-0232	34.000	AC	\$452.09141	TEMPORARY GRASSING	\$15,371.11
0210	163-0240	1666.000	TN	\$141.83546	MULCH	\$236,297.88
0215	163-0300	4.000	EA	\$1,290.01148	CONSTRUCTION EXIT	\$5,160.05
0480	163-0503	30.000	EA	\$359.96346	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	\$10,798.90
0220	163-0520	2500.000	LF	\$10.86037	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$27,150.93
0500	163-0527	20.000	EA	\$214.00274	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$4,280.05
0485	163-0528	7000.000	LF	\$3.22778	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$22,594.46
0225	163-0529	3124.000	LF	\$3.66920	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$11,462.58
0230	163-0550	38.000	EA	\$228.21796	CONS & REM INLET SEDIMENT TRAP	\$8,672.28
0235	165-0010	32537.000	LF	\$0.53989	MAINT OF TEMP SILT FENCE, TP A	\$17,566.40
0240	165-0030	18811.000	LF	\$0.55740	MAINT OF TEMP SILT FENCE, TP C	\$10,485.25
0245	165-0071	1563.000	LF	\$0.78658	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$1,229.42
0495	165-0087	30.000	EA	\$103.87637	MAINT OF SILT CONTROL GATE, TP 3	\$3,116.29
0250	165-0101	4.000	EA	\$461.41577	MAINT OF CONST EXIT	\$1,845.66
0255	165-0105	38.000	EA	\$53.42073	MAINT OF INLET SEDIMENT TRAP	\$2,029.99
0260	167-1000	2.000	EA	\$439.46655	WATER QUALITY MONITORING AND SAMPLING	\$878.93
0265	167-1500	24.000	MO	\$979.06526	WATER QUALITY INSPECTIONS	\$23,497.57
0270	171-0010	65073.000	LF	\$1.88165	TEMPORARY SILT FENCE, TYPE A	\$122,444.61
0275	171-0030	37621.000	LF	\$3.23283	TEMPORARY SILT FENCE, TYPE C	\$121,622.30
0470	643-8200	5000.000	LF	\$2.19539	BARRIER FENCE (ORANGE), 4 FT	\$10,976.95
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$657,481.61

DETAILED COST ESTIMATE



Job: 532650-

0400 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0490	165-0041	7000.000	LF	\$0.99795	MAINT OF CHECK DAMS - ALL TYPES	\$6,985.65
0280	603-2012	100.000	SY	\$82.26000	STN DUMPED RIP RAP, TP 1, 12"	\$8,226.00
0475	603-2181	900.000	SY	\$24.73902	STN DUMPED RIP RAP, TP 3, 18"	\$22,265.12
0285	603-7000	1000.000	SY	\$3.62430	PLASTIC FILTER FABRIC	\$3,624.30
0290	700-6910	68.000	AC	\$878.62667	PERMANENT GRASSING	\$59,746.61
0295	700-7000	204.000	TN	\$84.74220	AGRICULTURAL LIME	\$17,287.41
0305	700-8000	129.000	TN	\$516.86643	FERTILIZER MIXED GRADE	\$66,675.77
0310	700-8100	6800.000	LB	\$2.43954	FERTILIZER NITROGEN CONTENT	\$16,588.87
0315	700-9300	1000.000	SY	\$3.93670	SOD	\$3,936.70
0320	710-9000	9640.000	SY	\$3.49516	PERM SOIL REINFORCING MAT	\$33,693.34
0325	716-2000	30729.000	SY	\$1.22542	EROSION CONTROL MATS, SLOPES	\$37,655.93
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$276,685.70

0500 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0330	632-0003	2.000	EA	\$9,980.39474	CHANGEABLE MESS SIGN,PORT,TP 3	\$19,960.79
0335	636-1020	2500.000	SF	\$11.37459	HWY SGN,TP1MAT,REFL SH TP3	\$28,436.48
0340	636-2080	3000.000	LF	\$9.96306	GALV STEEL POSTS, TP 8	\$29,889.18
0345	636-2090	3000.000	LF	\$7.67243	GALV STEEL POSTS, TP 9	\$23,017.29
0350	652-0094	24.000	EA	\$42.10763	PVMT MARKING, SYMBOL, TP 4	\$1,010.58
0355	653-0110	11.000	EA	\$70.33801	THERM PVMT MARK, ARROW, TP 1	\$773.72
0360	653-0120	108.000	EA	\$67.23539	THERM PVMT MARK, ARROW, TP 2	\$7,261.42
0365	653-0150	11.000	EA	\$134.28667	THERM PVMT MARK, ARROW, TP 5	\$1,477.15
0370	653-0160	36.000	EA	\$137.92983	THERM PVMT MARK, ARROW, TP 6	\$4,965.47
0375	653-0170	36.000	EA	\$85.36931	THERM PVMT MARK, ARROW, TP 7	\$3,073.30
0380	653-0210	108.000	EA	\$100.61508	THERM PVMT MARK, WORD , TP 1	\$10,866.43
0385	653-0220	32.000	EA	\$80.78886	THERM PVMT MARK, WORD , TP 2	\$2,585.24
0390	653-0230	4.000	EA	\$161.68804	THERM PVMT MARK, WORD , TP 3A	\$646.75
0395	653-0296	12.000	EA	\$105.13889	THERMO PVMT MARKING,WORD,TP 15	\$1,261.67
0400	653-1501	129432.000	LF	\$0.28164	THERMO SOLID TRAF ST 5 IN, WHI	\$36,453.23
0405	653-1502	43382.000	LF	\$0.29763	THERMO SOLID TRAF ST, 5 IN YEL	\$12,911.78
0410	653-1704	1200.000	LF	\$2.64872	THERM SOLID TRAF STRIPE,24",WH	\$3,178.46
0415	653-1804	2600.000	LF	\$1.67316	THERM SOLID TRAF STRIPE, 8",WH	\$4,350.22
0420	653-3501	76387.000	GLF	\$0.18924	THERMO SKIP TRAF ST, 5 IN, WHI	\$14,455.48
0425	653-6004	500.000	SY	\$2.94231	THERM TRAF STRIPING, WHITE	\$1,471.16
0430	653-6006	100.000	SY	\$3.16784	THERM TRAF STRIPING, YELLOW	\$316.78
0435	654-1003	2500.000	EA	\$3.51684	RAISED PVMT MARKERS TP 3	\$8,792.10
SUBTOTAL FOR SIGNING & MARKING:						\$217,154.68

0600 - BRIDGES

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0440	500-0000	13400.000	\$	\$80.00000	SEC 500 CONC STRUCTURES BRIDGE STRUCTURE 112 FT X 120 FT (BR #2)	\$1,072,000.00
0450	500-0000	13440.000	\$	\$80.00000	SEC 500 CONC STRUCTURES BRIDGE STRUCTURE 112 FT X 120 FT(BR #1)	\$1,075,200.00
0445	540-1102	1.000	LS	\$107,200.00000	REM OF EX BR, BR NO - STP00-0009-02(092)	\$107,200.00
0455	540-1102	1.000	LS	\$107,520.00000	REM OF EX BR, BR NO - STP00-0009-02(092)	\$107,520.00
SUBTOTAL FOR BRIDGES:						\$2,361,920.00

DETAILED COST ESTIMATE



Job: 532650-

TOTALS FOR JOB 532650-

ITEMS COST:	\$14,706,685.66
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$14,706,685.66
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$14,706,685.66

PROJ. NO. STP00-0009-02(092)
P.I. NO. 532650, 532655, 001039
DATE 8/6/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-13	\$ 3.486
DIESEL		\$ 3.857
LIQUID AC		\$ 569.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				1518018.03	\$ 1,518,018.03
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40	
Monthly Asphalt Cement Price month project let (APL)			\$	569.00	
Total Monthly Tonnage of asphalt cement (TMT)				4446.45	

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC		5.0%	0
12.5 mm	17746	5.0%	887.3
9.5 mm SP		5.0%	0
25 mm SP	47322	5.0%	2366.1
19 mm SP	23661	5.0%	1183.05
	88929		4446.45

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 37,849.36	\$ 37,849.36
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40	
Monthly Asphalt Cement Price month project let (APL)			\$	569.00	
Total Monthly Tonnage of asphalt cement (TMT)				110.865145	

Bitum Tack

Gals	gals/ton	tons
25812	232.8234	110.865145

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	910.40	
Monthly Asphalt Cement Price month project let (APL)			\$	569.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 1,555,867.39

PROJ. NO.:

STP00-0009-02(092)

P.I. NO.

532650

DATE:

8/22/2013

Base Construction Cost

\$ 14,706,685.66

E & I

5% \$ 735,334.28

Construction Contingency

0 \$ -

Subtotal Construction Cost

\$ 15,442,019.94

Liquid AC Adjustment (50 % cap)

\$ 1,555,867.39

Total Construction Cost

\$ 16,997,887.33

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/27/2013 Project: STP000-0009-02(092) &(091)
 Revised: County: Glynn
 PI: 0001039/532650/532655

Description: SR 25/US 17 from Yacht Drive to Harry Diggers Blve
 Project Termini: SR 25/US 17 from Yacht Drive to Harry Diggers Blve

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 75

Land and Improvements _____ \$3,085,125.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$35,000.00
Trade Fixtures	\$0.00
Improvements	\$915,000.00

Valuation Services _____ \$112,500.00

Legal Services _____ \$500,625.00

Relocation _____ \$270,000.00

Demolition _____ \$45,000.00

Administrative _____ \$632,500.00

TOTAL ESTIMATED COSTS _____ \$4,645,750.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$4,646,000.00

Preparation Credits	Hours	Signature

Prepared By: *Lashone Alexander* CG#: 286999 06/27/2013 (DATE)
 Approved By: *Lashone Alexander* CG#: 286999 06/27/2013 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-009-2(92), Glynn County

OFFICE District 5, Jesup

P.I. # PI # 532650, 532655, 0001039

DATE 04-23-2013

FROM Stephen Thomas, District Utilities Engineer

TO Matt Bennett, Office of Program Delivery

SUBJECT UPDATED PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with an Updated Preliminary Utility Cost estimate of each utility with facilities potentially located within the above project limits.

**** Please note that P.I. #0001039 was added/included in the overall project. Yet, no concept layout was available to review; worst scenario**

Facility Owner	Non-Reimbursable	Reimbursable	Comments
Atlanta Gas Light	\$1,531,917.40		
ATT(Bellsouth)	\$ 2,374,473.20		
Comcast	\$ 268,087.05		
Georgia Power Distribution		\$ 467,775.00	
Georgia Power Transmission		\$4,851,000.00	
Totals	\$4,174,477.65	\$5,318,775.00	
Total Reimbursement		\$5,318,775.00	

CC: Angie Robinson, Office of Financial Management;

Terry Brigman, Assistant State Utilities Engineer

District Office File

Utilities Office File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 532650 **OFFICE** Environmental Services

DATE August 22, 2013

FROM *GB*
Glenn Bowman, P.E., State Environmental Administrator

TO Matt Bennett, Project Manager

SUBJECT Preliminary Mitigation Cost Estimate

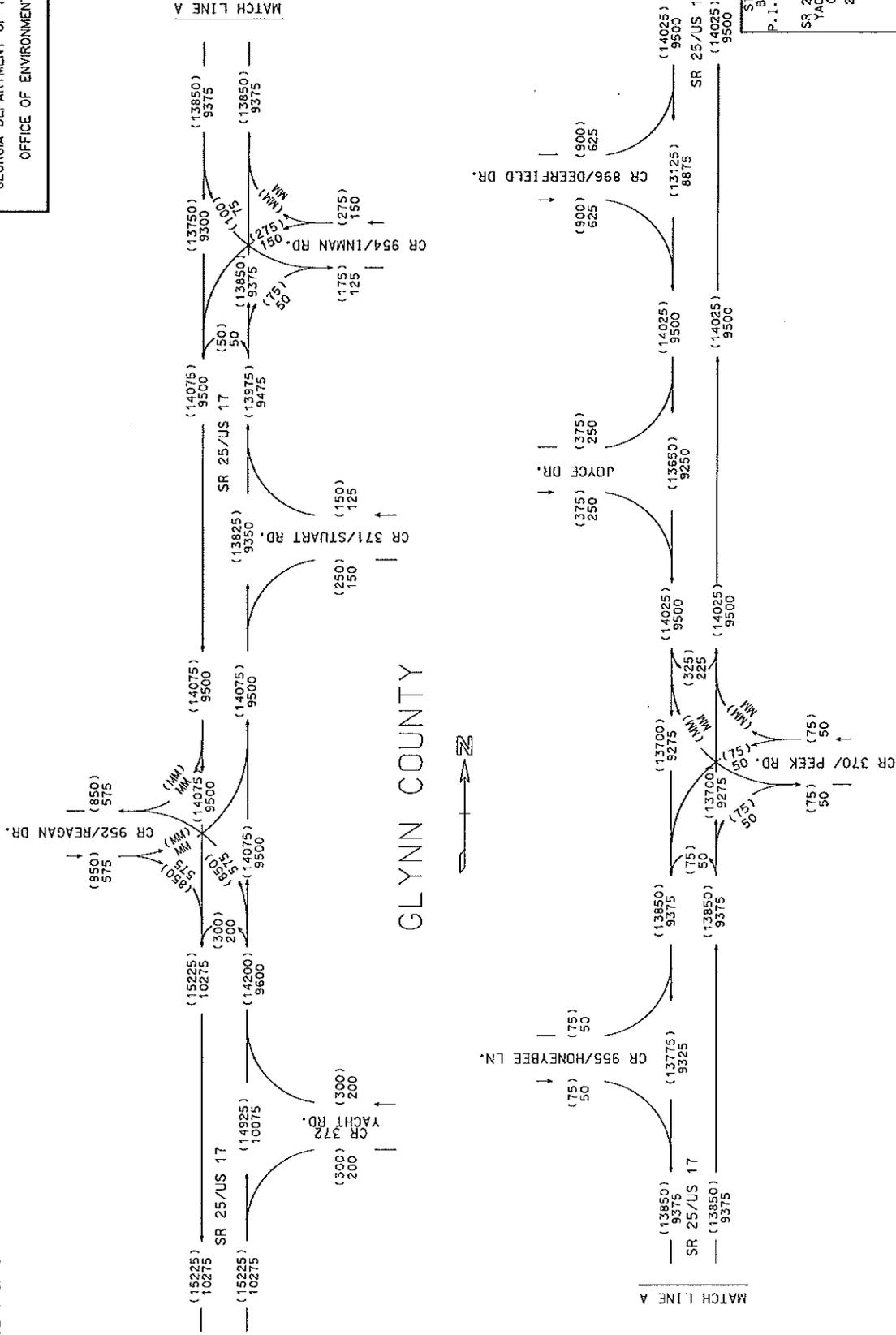
As requested by your office, we are furnishing you with a preliminary cost estimate for the subject project. The proposed project consists of the widening of US 17 in Glynn County from Yacht Drive to SR 99. After reviewing the plans and based on the information provided, wetlands and/or streams will be impacted by the proposed project. The total estimated cost for the project is \$840,000.

DISCLAIMER: This information is based solely on a desktop review of the information available. Only after a field reconnaissance, can a more detailed and accurate cost be estimated.

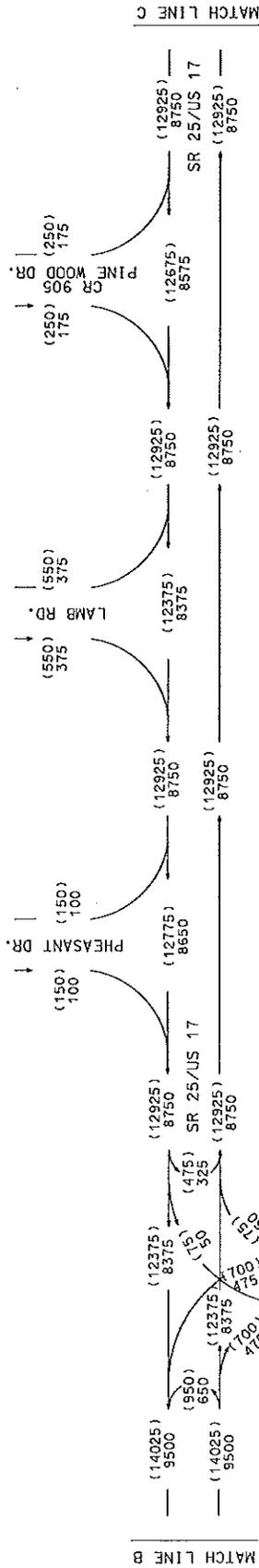
If you have any questions or need additional information, please contact Lisa Westberry (404) 631-1772 of our office.

GB/HDC/lmw

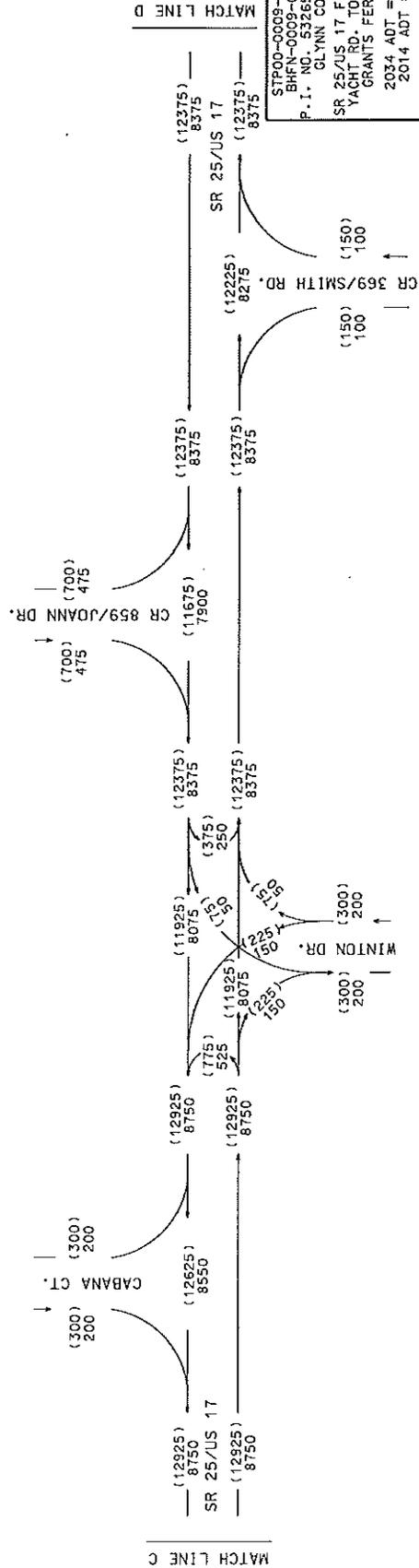
cc: Sam Woods, GDOT
General File



STP00-0009-02(092)
BHFN-0009-02(091)
P.I. NO. 532650, 532655
GLYNN COUNTY
SR 25/US 17 FM CR 372/
YACHT RD. TO SR 93/
GRANTS FERRY RD.
2034 ADT = (000)
2014 ADT = 000
24 HR. T = 7%
S.U. = 5%
COMB. = 1%
AFB
05/09



GLYNN COUNTY

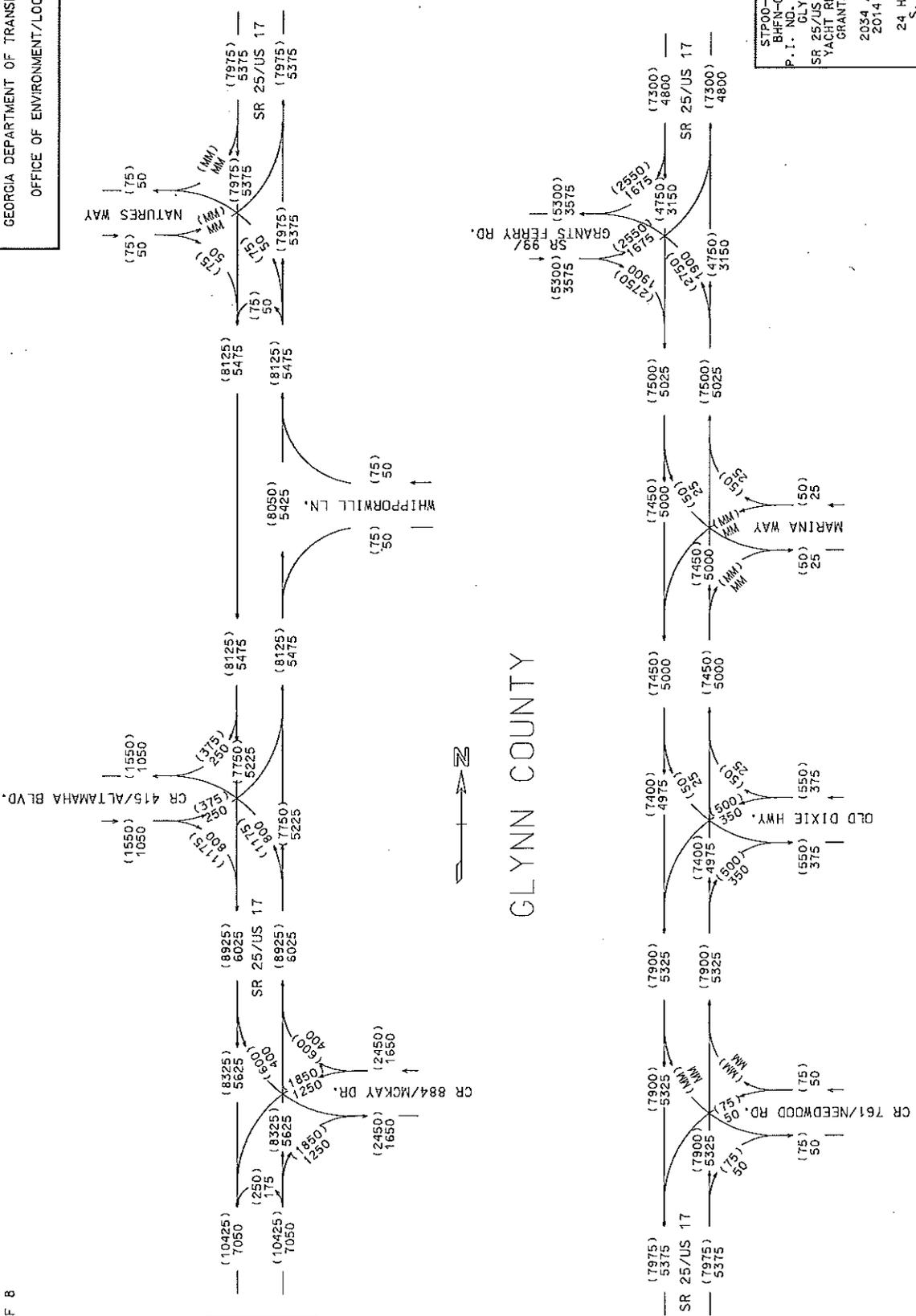


STPOD-0009-02(092)
BHFN-0009-02(091)
P.I. NO. 532650, 532659
GLYNN COUNTY
SR 25/US 17 FM CR 372/
YACHT RD TO SR 99/
GRANTS FERRY RD.
2034 ADT = 1000
2014 ADT = 000
24 HR. T = 74
S. U. = 64
COMB. = 14

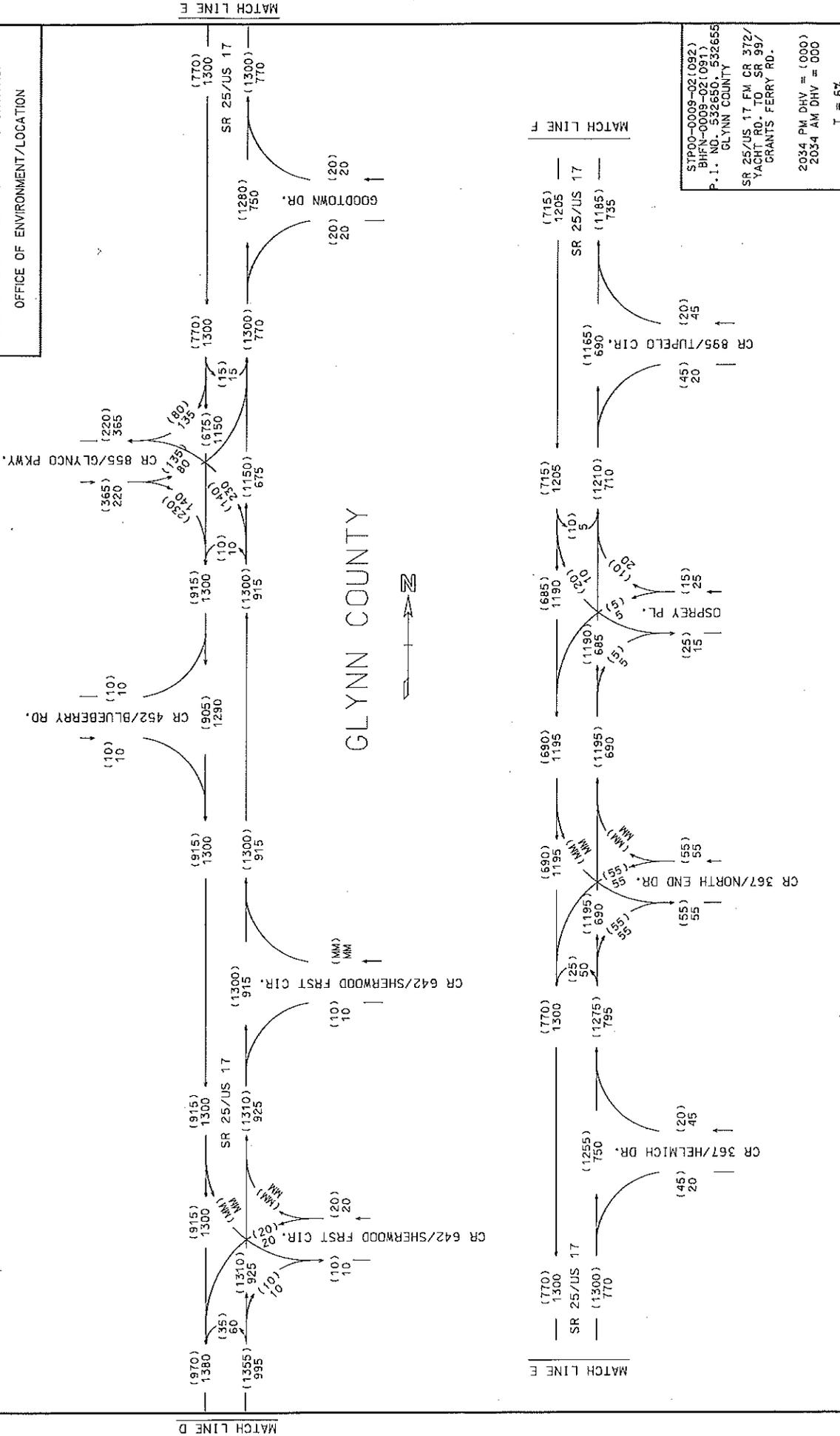
AFE
05/05

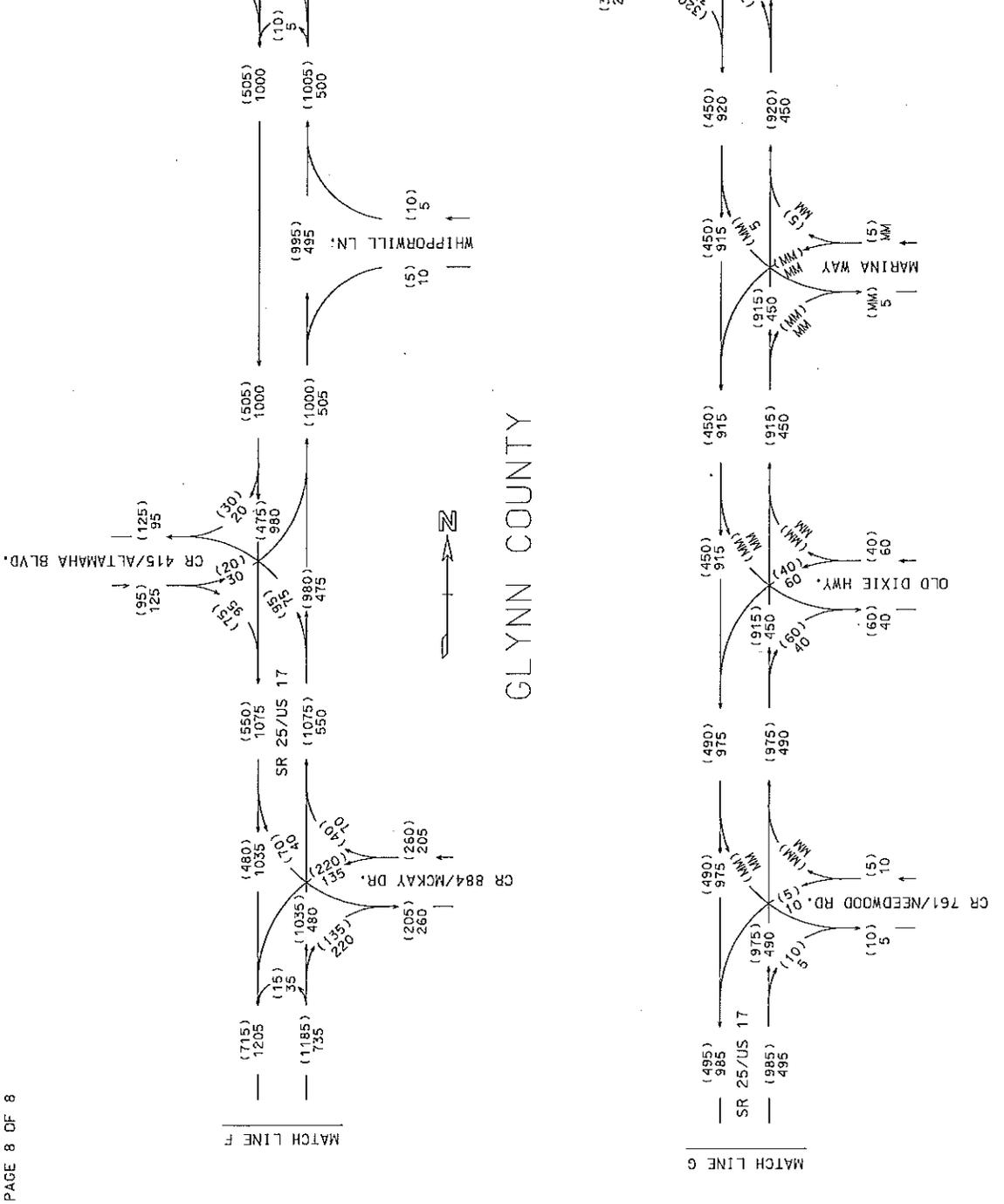
MATCH LINE F

MATCH LINE G



STP00-0009-02(092)
BHFN-0009-02(091)
P.I. NO. 532650-532653
GLYNN COUNTY
SR 25/US 17 FM CR 372/
YACHT RD. TO SR 99/
GRANTS FERRY RD.
2034 ADT = (000)
2014 ADT = 000
24 HR. T = 7%
S.U. = 6%
COMB. = 1%





GLYNN COUNTY



STP00-0009-02(092)
BHFN-0009-02(091)
P.I. NO. 532650, 532655
GLYNN COUNTY
SR 25/US 17 FM CR 372/
YACHT RD. TO SR 99/
GRANTS FERRY RD.
2034 PM DHV = (000)
2034 AM DHV = 000
T = 6%

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0009-0

Glynn

SUFF. RATING: 58.89

Location & Geography

Structure ID: 127-0009-0
 200 Bdrge Information: 06
 *6A Feature Int: THORNHILL CREEK
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00025
 *7B Facility Carried: OCEAN HIGHWAY
 9 Location: 5 MI N OF BRUNSWICK
 2 Dot District: 5
 207 Year Photo: 2008
 *91 Inspection Frequency: 24 Date: 11/17/2008
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 1
 Number: 00017
 Direction: 0
 *16 Latitude: 31 14.7087 HMMS Prefix:SR
 *17 Longitude: 81 -26.9785 HMMS Suffix:00 MP:19.05
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271002500
 13B Sub Inventory Route: 0
 101 pallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 019.08
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 127-00025D-019.05N

*104 Highway System: 0
 *26 Functional Classification: 16
 *204 Federal Route Type: F No: 00092
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 11
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1955
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: D
 259 Pile Encasement 3
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 6
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 1 1
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Frwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 0
 224 Retaining Wall: 0
 233Posted Speed Limit: 55
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 34
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0009-0

Program Data		Measurements:		Inventory Rating		
201 Project No:	BA (2) 1791-A (15)	*29ADT	008550	Year:2007	65 Inventory Rating Method:	1
202 Plans Available:	4	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	BHF-009-2 (91)	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 27
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 27
251 PI Number:	532655-	* 48 Max. Span Length	0027		231 Calculated Loads:	
252 Contract Date:	02/01/2009	* 49 Structure Length:	81		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.70		HS-Modified:	30 0
75 Type Work:	34 1	52 Deck Width:	34.00		Type 3:	24 0
94 Bridge Imp. Cost:	\$70	* 47 Tot. Horiz. Cl:	28		Type 3s2:	39 0
95 Roadway Imp. Cost:	231	50 Curb / Sidewalk Width	2.00 / 2.00		Timber:	35 0
96 Total Imp Cost:	357	32 Approach Rdwy. Width	028		Piggyback:	40 0
76 Imp Length:	001401	*229 Shoulder Width:			261 H Inventory Rating:	20
97 Imp Year:	1990	Rear Lt:	2.50	Type:2 Rt:2.00	262 H Operating Rating	33
114 Future ADT:	012825 Year:2027	Fwd. Lt:	2.50	Type:2 Rt:2.00	67 Structural Evaluation:	6
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215 Waterway Data:		Rear:	24.00	Type:2	59 Superstructure Condition:	7
High Water Elev:	0000.0 Year:1900		24.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0 Freq:00	Intersection Rear:	0	Fwd: 0	60A Substructure Condition:	7
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	2		60B Scour Condition:	8
Drainage Area:	00000	Transition:	2		60C Underwater Condition	N
Area of Opening:	000000	App. G. Rail:	1		71 Waterway Adequacy:	4
113 Scour Critical	8	App. Rail End:	2		61 Channel Protection Cond.:	7
216 Water Depth:	2.7 Br.Height:14	53 Minimum Cl. Over:	99' 99"		68 Deck Geometry:	2
222 Slope Protection:	1	Under:			69 UnderClr. Horz/Vert:	N
221 Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8
219 Fender System	0	Act. Odm Dir.:	99' 99"		62 Culvert:	N
220 Dolphin:	0	Oppo. Dir:	99' 99"		Posting Data	
223 Current Cover:	000	Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5
Type:	0	Oppo. Dir:	00' 00"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0		* 103 Temporary Structure:	0
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00		232 Posted Loads	
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	127-00025D-019.05N	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main Deck Thick Approach:	6.00		Type 3s2:	00
		246 Overlay Thickness:	0.00		Timber:	00
		212 Year Last Painted:	Sup:0000Sub:0000		Piggyback	00
					253 Notification Date:	02/01/1901
					258 Fed Notify Date:	2/1/1901 12:00:00AM

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0010-0

Glynn

SUFF. RATING: 62.67

Location & Geography

Structure ID: 127-0010-0
 200 Bdrge Information: 06
 *6A Feature Int: WALLYLEG BRANCH
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00025
 *7B Facility Carried: OCEAN HIGHWAY
 9 Location: 9 MI N OF BRUNSWICK
 2 Dot District: 5
 207 Year Photo: 2008
 *91 Inspection Frequency: 24 Date: 11/17/2008
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 2
 Designation: 1
 Number: 00017
 Direction: 0
 *16 Latitude: 31 17.3405 HMMS Prefix:SR
 *17 Longitude: 81 -26.7532 HMMS Suffix:00 MP:22.45
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1271002500
 13B Sub Inventory Route: 0
 101 pallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 022.45
 *208 Inspection Area: 5 Initials: EFP
 Engineer's Initials: sgm
 * Location ID No: 127-00025D-022.45N

*104 Highway System: 0
 *26 Functional Classification: 06
 *204 Federal Route Type: F No: 00092
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 11
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 01
 27 Year Constructed: 1955
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0
 *42 Type of Service On: 1
 Type of Service Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: D
 259 Pile Encasement 3
 *43 Structure Type Main: 1 04
 45 No.Spans Main: 003
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz 0 Vert: 0
 111 pier Protection 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 1
 Membrane Type: 8
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail 1 1
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Frwd: 3
 Oppo. Dir. Rear: 0
 Oppo. Frwd: 0
 244 Aproach Slab 3
 224 Retaining Wall: 0
 233Posted Speed Limit: 55
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 31
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:127-0010-0

Program Data		Measurements:		65 Inventory Rating Method:	1
201 Project No:	BA (2) 1791-A (15)	*29ADT	008550 Year:2007	63 Operating Rating Method:	1
202 Plans Available:	2	109%Trucks:	0	66 Inventory Type:	2 Rating: 28
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02 Under:00	64 Operating Type:	2 Rating: 28
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	231 Calculated Loads:	
251 PI Number:	0000000	* 48 Max. Span Length	0027	H-Modified:	21 0
252 Contract Date:	02/01/1901	* 49 Structure Length:	81	HS-Modified:	30 0
260 Seismic No:	00000	51 Br. Rwdy. Width	27.70	Type 3:	25 0
75 Type Work:	34 1	52 Deck Width:	34.00	Type 3s2:	40 0
94 Bridge Imp. Cost:	\$70	* 47 Tot. Horiz. Cl:	28	Timber:	36 0
95 Roadway Imp. Cost:	231	50 Curb / Sidewalk Width	2.00 / 2.00	Piggyback:	40 0
96 Total Imp Cost:	357	32 Approach Rwdy. Width	028	261 H Inventory Rating:	20
76 Imp Length:	001401	*229 Shoulder Width:		262 H Operating Rating	34
97 Imp Year:	1990	Rear Lt:	2.50 Type:2 Rt:2.00	67 Structural Evaluation:	6
114Future ADT:	012825 Year:2027	Fwd. Lt:	2.50 Type:2 Rt:2.00	58 Deck Condition:	7
Hydraulic Data		Permanent Width:		59 Superstructure Condition:	7
215Waterway Data:		Rear:	24.00 Type:2	* 227 Collision Damage:	0
High Water Elev:	0000.0 Year:1900		24.00 Type:2	60A Substructure Condition:	7
Flood Elev:	0000.0 Freq:000	Intersection Rear:	0 Fwd: 0	60B Scour Condition:	8
Avg Streambed Elev:	0000.0	36Safety Features Br. Rail:	2	60C Underwater Condition	N
Drainage Area:	00000	Transition:	2	71 Waterway Adequacy:	9
Area of Opening:	000000	App. G. Rail:	1	61 Channel Protection Cond.:	8
113 Scour Critical	U	App. Rail End:	2	68 Deck Geometry:	2
216Water Depth:	1.8 Br.Height:11	53 Minimum Cl. Over:	99' 99 "	69 UnderClr. Horz/Vert:	N
222Slope Protection:	1	Under:		72 Appr. Alignment:	8
221Slope Protection	0 Fwd:0	*228 Minimum Vertical Cl		62 Culvert:	N
219Fender System	0	Act. Odm Dir::	99' 99"	Posting Data	
220Dolphin:	0	Oppo. Dir:	99' 99"	70 Bridge Posting Required	5
223Current Cover:	000	Posted Odm. Dir:	00' 00"	41 Struct Open, Posted, CL:	A
Type:	0	Oppo. Dir:	00' 00"	* 103 Temporary Structure:	0
No. Barrels:	0	55 Lateral Undercl. Rt:	N 0 0	232 Posted Loads	
* Width:	0.00 Height:0.00	56 Lateral Undercl. Lt:	0.00	H-Modified:	00
* Length:	0 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0	HS-Modified:	00
265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0000	Type 3:	00
Location ID No:	127-00025D-022.45N	116 Nav Vert Cl Closed:	000	Type 3s2:	00
		245 Deck Thickness Main Deck Thick Approach:	6.00 0.00	Timber:	00
		246 Overlay Thickness:	0.00	Piggyback	00
		212 Year Last Painted:	Sup:0000Sub:0000	253 Notification Date:	02/01/1901
				258 Fed Notify Date:	2/1/1901 12:00:00AM