

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(923) Chatham County **OFFICE** Preconstruction
P. I. No. 0002923
SR 25 Connector Widening **DATE** February 15, 2005

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

TO *For-* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Ben Buchan
- Gary Priester
- BOARD MEMBER

| PROG DATE | FINDING | APPROVED | PROPOSED | Construction (includes B&C and inflation) | Right-of-Way & Utilities* |
|-----------|---------|-------------|-------------|---|---------------------------|
| 2007 | Q02 | \$2,837,000 | \$2,837,000 | | Local |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR25CO/Bay Street from I-516 to the Bay Street Viaduct

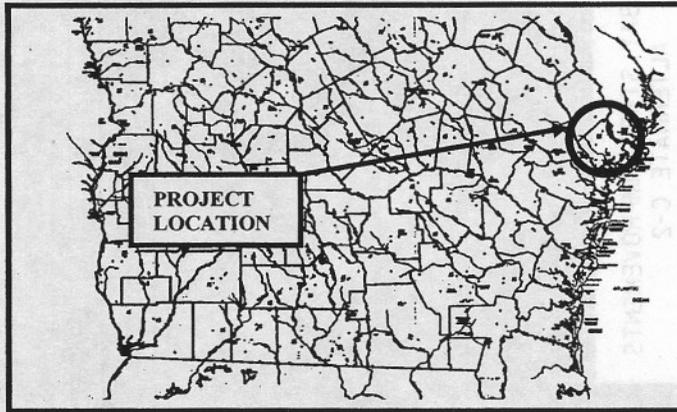
Project Number: NHS-0002-00(923)

County: Chatham

P. I. Number: 0002923

Federal Route Number:

State Route Number: SR 25 Conn.



Recommendation for approval:

DATE 1-7-05

Carol O. V. Mt
Project Manager

DATE 1-7-05

James B. Ball
State Urban Design Engineer

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

DATE 1/12/05

Joseph P. Pallodi
State Transportation Planning Administrator

*PE in STIP
R/W's Const
MOT - to Be
added
when appropriate*

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

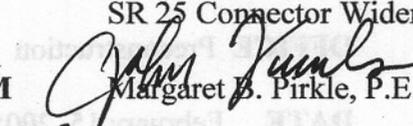
DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(923) Chatham County **OFFICE** Preconstruction
P.I. No. 0002923
SR 25 Connector Widening **DATE** February 9, 2005

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

TO *For* Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of a portion of SR 25 Connector/West Bay Street between West Lathrop Avenue and East Lathrop Avenue in Savannah. The total project length is 1.10 miles. The existing roadway consists of four, undivided 10' travel lanes with curb and gutter and the existing right-of-way width varies from 50' to 70'. West Bay Street funnels traffic from I-516 to businesses along West Bay Street and in downtown Savannah. West Bay Street is classified as an urban principal arterial with a posted speed limit of 35 MPH. The existing sidewalks are in poor condition and are immediately adjacent to the curb. There are insufficient crossings to allow pedestrians to safely cross West Bay Street. Accident data (2000-2002) for this section of West Bay Street consists of a total of 363 accidents with 106 injuries and 2 fatalities. The purpose of this project is to provide for safe and efficient traffic flow and to improve safety conditions for pedestrians traveling along and across West Bay Street.

The proposed construction will connect the existing four lane divided section at the west end of the project with the existing five lane undivided section at the east end of the project. The proposed project will include four, 12' travel lanes with a variable width (20'-64') raised median that will separate eastbound and westbound traffic. Left and right turn lanes will be added or improved as appropriate. The project will include outside curb and gutter with 16' shoulders with 5' wide sidewalks, constructed in compliance with ADA requirements. The proposed right-of-way will be a minimum of 100' and a maximum of 160'.

Environmental concerns include requiring an Environmental Assessment 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) | \$5,837,000 | \$5,837,000 | Q05 | 2007 |
| Right-of-Way & Utilities* | Local | Local | | |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

JAN 21 2005

FILE: STP-0002-00(923) Chatham **OFFICE:** Engineering Services
P.I. Nos. 0002923
S.R. 25 CONN Widening

DATE: January 20, 2005

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted January 11, 2005 by the letter from Ben Buchan dated January 5, 2005 and have no comments.

The costs for this project are:

| | |
|------------------------|----------------------------|
| Construction | \$5,306,446 |
| Inflation | \$0.00 |
| E&C | \$530,645 |
| Reimbursable Utilities | \$0.00 |
| Right of Way | \$10,100,000 (Chatham Co.) |

REW

c: Ben Buchan, Attn. Darryl VanMeter

Paul V. Mullins

Page 2

STP-0002-00(923) Chatham

February 9, 2005

*Chatham County signed PMA on 11-13-01 for PE, right-of-way and utilities.

I recommend this project concept be approved and alternative C-2 be implemented.

MBP:JDQ/cj

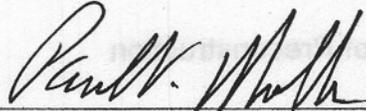
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



Paul V. Mullins, P.E., Chief Engineer

We have reviewed the Concept Report submitted January 11, 2005 by the letter from Ben Buchan dated January 8, 2005 and have no comments.

The costs for this project are:

| | |
|----------------------------|------------------------|
| \$2,308,448 | Construction |
| \$0.00 | Inflation |
| \$230,845 | E&C |
| \$0.00 | Reimbursable Utilities |
| \$10,100,000 (Chatham Co.) | Right of Way |

REW

c: Ben Buchan, Attn: Darryl Vannier

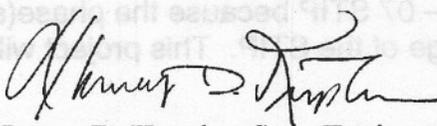
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0002923

OFFICE: Environment/Location

DATE: January 19, 2005

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
STP-0002-00(923) / Chatham County
S.R. 25 CO/Bay Street
From I-575 to the Bay Street Viaduct**

The above subject concept report has been reviewed. This Office has no comment at this time.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Ben Buchan, P.E., State Urban Design Engineer

SCORING RESULTS AS PER MOG 2440-2

| Project Number: STP-0002-00(923) | | County: Chatham | | PI No.: 0002923 | |
|---|-------|---|---|--|--|
| Report Date: January 7, 2005 | | Concept By: DOT Office: Urban Design | | | |
| <input checked="" type="checkbox"/> Concept Stage | | Consultant: McGee Partners | | | |
| Project Type: Choose One From Each Column | | <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor | <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural | <input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous | |
| FOCUS AREAS | SCORE | RESULTS | | | |
| Presentation | 100 | | | | |
| Judgement | 100 | | | | |
| Environmental | 100 | | | | |
| Right of Way | 100 | | | | |
| Utility | 100 | | | | |
| Constructability | 100 | | | | |
| Schedule | 100 | | | | |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR25CO/Bay Street from I-516 to the Bay Street Viaduct

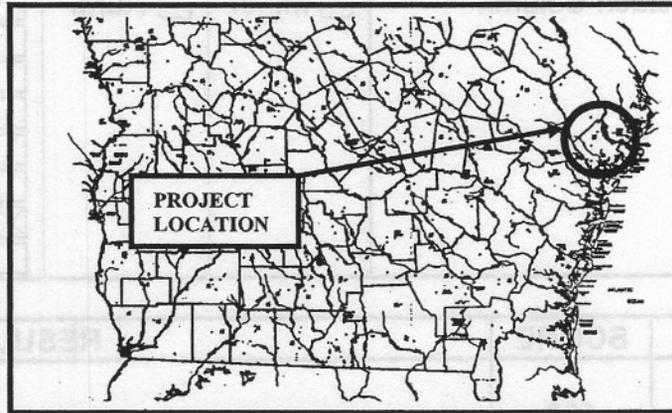
Project Number: NHS-0002-00(923)

County: Chatham

P. I. Number: 0002923

Federal Route Number:

State Route Number: SR 25 Conn.



Recommendation for approval:

DATE 1-7-05

David O. V. Mt
Project Manager

DATE 1-7-05

James B. Bell
State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE 1/20/05

David J. Muller *DES*
Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

SR25CO/Bay Street from I-516 to the Bay Street Viaduct

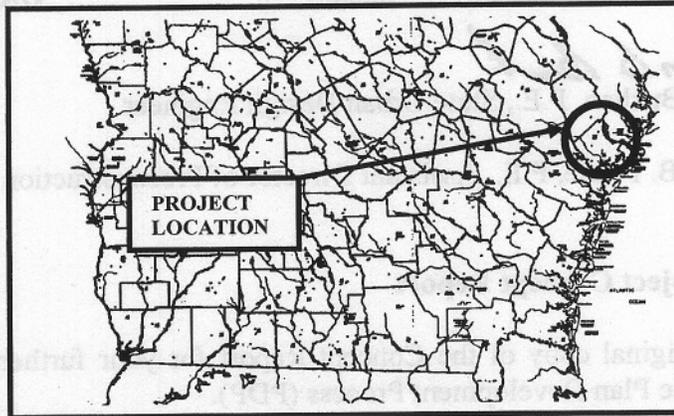
Project Number: NHS-0002-00(923)

County: Chatham

P. I. Number: 0002923

Federal Route Number:

State Route Number: SR 25 Conn.



Recommendation for approval:

DATE 1-7-05

David O. V. Mt

Project Manager

DATE 1-7-05

James B. Beck

State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

JAN 10 2005

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(923), Chatham
PI 0002923
SR 25 CO/ Bay Street
From I-575 to The Bay Street Viaduct

OFFICE Urban Design

DATE January 5, 2005

James B. Buchan
FROM James B. Buchan, P.E., State Urban Design Engineer

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT Project Concept Report

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions concerning this matter, please call Darryl VanMeter or Marcela Coll at (404) 656-5447.

DVM
JBB:DVM:mgc
Attachment

cc: David Mulling, P.E., Project Review Engineer, w/attachment
Harvey Keepler, State Environmental/Location Engineer, w/attachment
Keith Golden, P.E., State Traffic Safety and Design Engineer, w/attachment
Joseph P. Palladi, P.E., State Transportation Planning Administrator, w/attachment
Jamie Simpson, Financial Management Administrator, w/attachment
Gary Priester, P.E., District 5 Engineer, w/attachment

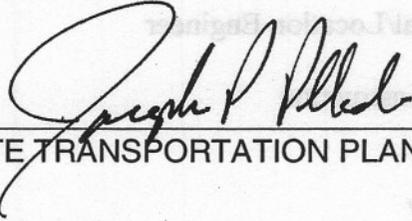
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT NUMBER/COUNTY: SR 25 CO/Bay Street Widening;
STP-0002-00(923) Chatham

INTERDEPARTMENT CORRESPONDENCE

P.I. NUMBER: PI 0002923

This project is not shown in the FY 05 – 07 STIP because the phase(s) ROW and CST are outside the three (3) year range of the STIP. This project will be added to the STIP when appropriate.



STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 1-12-05

The above subject concept report has been reviewed. This Office has no comment at this time.

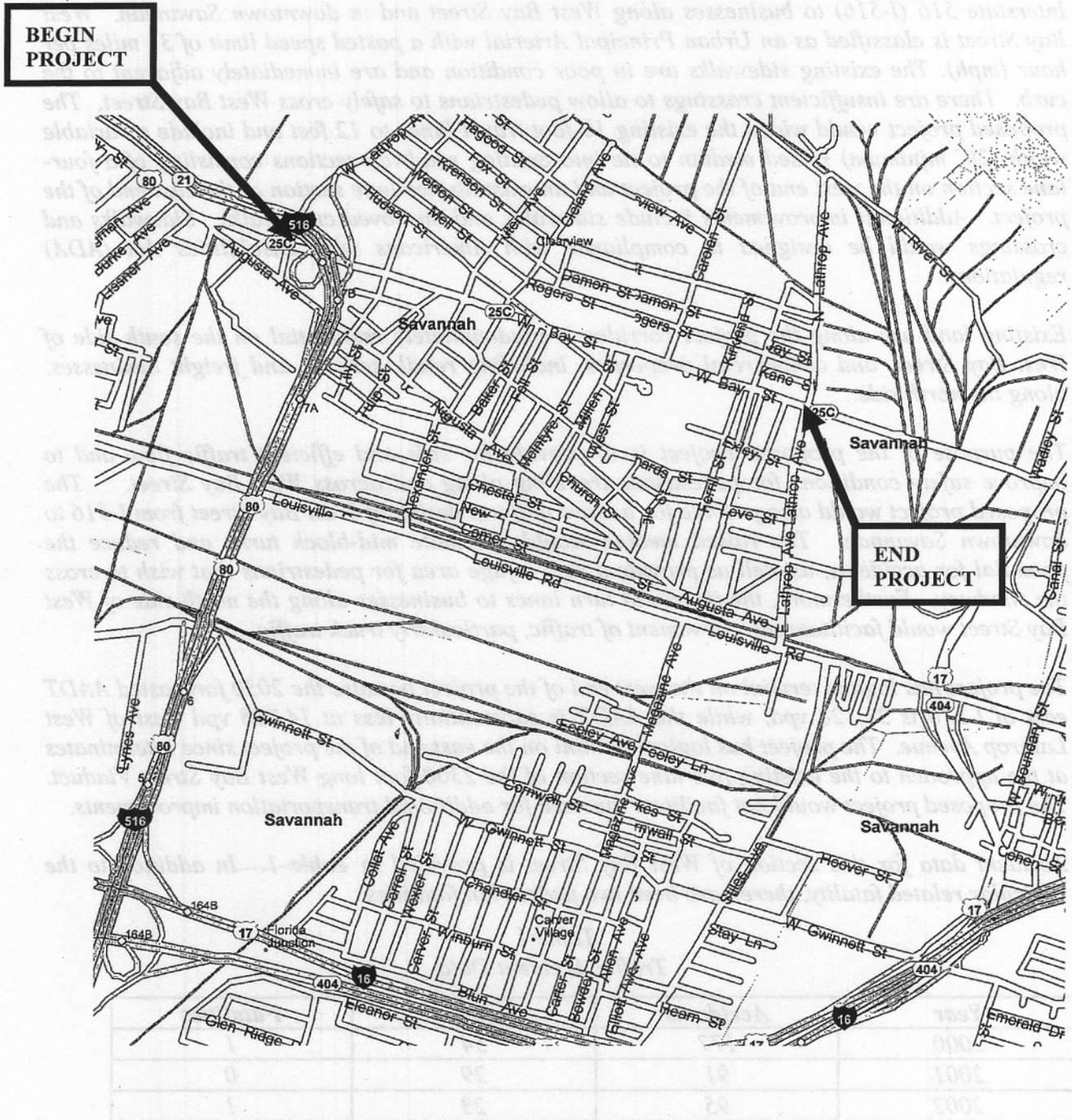
If you have any questions, please contact me at (404) 692-4401

HDK/6

Attachment

cc: David Milling, P.E., Project Review Engineer
Ben Buchan, P.E., State Urban Design Engineer

Project Location Map



Need and Purpose:

West Bay Street funnels automobile and light, medium, and heavy truck traffic traveling from Interstate 516 (I-516) to businesses along West Bay Street and in downtown Savannah. West Bay Street is classified as an Urban Principal Arterial with a posted speed limit of 35 miles per hour (mph). The existing sidewalks are in poor condition and are immediately adjacent to the curb. There are insufficient crossings to allow pedestrians to safely cross West Bay Street. The proposed project would widen the existing 10-foot travel lanes to 12 feet and include a variable width (20' minimum) raised median to tie into existing roadway sections consisting of a four-lane section on the west end of the project and an existing five-lane section at the east end of the project. Additional improvements include sidewalks and improved crosswalks. Sidewalks and crossings would be designed in compliance with Americans with Disabilities Act (ADA) regulations.

Existing land use along the project corridor is predominately residential on the south side of West Bay Street, and commercial properties, including retail, service, and freight businesses, along the north side.

The purpose of the proposed project is to provide for safe and efficient traffic flow and to improve safety conditions for pedestrians traveling along and across West Bay Street. The proposed project would also provide for a more uniform design of West Bay Street from I-516 to downtown Savannah. The raised median would eliminate mid-block turns and reduce the potential for accidents, as well as provide a safe refuge area for pedestrians that wish to cross the roadway. Furthermore, the improved turn lanes to businesses along the north side of West Bay Street would facilitate safe movement of traffic, particularly truck traffic.

The project has logical termini on the west end of the project because the 2030 forecasted AADT east of I-516 is 31,128 vpd, while the AADT is substantially less at 14,928 vpd west of West Lathrop Avenue. The project has logical termini on the east end of the project since it terminates at the approach to the existing five-lane section of the 2300-foot long West Bay Street Viaduct. The proposed project would not facilitate the need for additional transportation improvements.

Accident data for this section of West Bay Street is provided in Table 1. In addition to the vehicular related fatality, there have been two pedestrian fatalities.

Table 1
Traffic Accident Data

| Year | Accidents | Injuries | Fatalities |
|------|-----------|----------|------------|
| 2000 | 177 | 54 | 1 |
| 2001 | 91 | 29 | 0 |
| 2002 | 95 | 23 | 1 |

The proposed project would provide for the safe and orderly progression of traffic along West Bay Street and to businesses along this section of West Bay Street. It would also benefit residents of the area by providing for safe access along West Bay Street and to area businesses and services.

Description of the proposed project:

The project would consist of the improvement of a portion of SR 25 Connector/West Bay Street between West Lathrop Avenue and East Lathrop Avenue in Savannah, Chatham County, Georgia. The proposed improvements would connect the existing four-lane divided section at the west end of the project with the existing five-lane undivided section at the east end of the project. The proposed project length is approximately 1.1 miles. The existing roadway consists of four undivided 10-foot travel lanes with curb-and-gutter and the existing right-of-way width is approximately 70 feet, with a minimum of 50 feet. The proposed project would include four 12-foot travel lanes with a variable width (20' to 64') raised median that would separate eastbound and westbound traffic. Left and right turn lanes would be added or improved where appropriate. The project would include outside curb and gutter with 16-foot shoulders with five-foot wide sidewalks, constructed in compliance with Americans with Disabilities Act (ADA) requirements. The proposed right-of-way would be a minimum of 100 feet and a maximum of 160 feet. Crosswalks would be striped and improved to allow for safer pedestrian access.

Is the project located in a Non-attainment area? _____ Yes X No

PDP Classification: Major X Minor _____

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

Functional Classification: Principal Arterial

U. S. Route Number(s): N/A State Route Number(s): SR 25 Conn.

Traffic (AADT):

Current Year (2010) 27,650

Design Year (2030) 34,385

Existing design features:

- Typical Section:
 - Four 10' lanes
 - Curb and gutter
- Posted speed: 35 mph
- Maximum degree of curvature: N/A
- Maximum grade: 1.4% (3.9% at viaduct)
- Width of right of way: Varies (50' minimum)

- Major structures:
 - 263'x50' Three-lane bridge on I-516 Southbound over West Bay Street
Structure ID: 051-0019-0 Sufficiency Rating: 89.07
Existing Vertical Clearance: 16'-11"
 - 263' x 44' Two-lane bridge on I-516 Northbound over West Bay Street
Structure ID: 051-0018-0 Sufficiency Rating: 91.14
Existing Vertical Clearance: 21'-2"
 - 168' x 30' One-lane bridge on Ramp from I-516 Northbound to W. Lathrop Ave.
Structure ID: 051-0038-0 Sufficiency Rating: 94.00
Existing Vertical Clearance: 17'-4"
- Major interchanges or intersections along the project: I-516 at West Bay Street
- Existing length of roadway segment and the beginning mile logs for each county segment: Beginning mile log 0.25; End mile log 1.3; Total length 1.05 miles

Proposed Design Features:

- Proposed typical section:
 - Four 12' lanes
 - Variable width raised median (20'-64')
 - 16' urban shoulders with 30" curb & gutter and 5' sidewalks
 - Left and right turn lanes provided where warranted
- Proposed Design Speed: 35 mph
- Proposed Maximum grade: 1.4% (existing) Maximum grade allowable: 7.0%
- Proposed Maximum grade driveway: 11.0% (trucks)
- Proposed Minimum Radius: 4000' Minimum allowable radius: 420'
- Proposed Maximum superelevation rate for curve: NC
- Right of way
 - Width: Varies (100'-160')
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 67 Number of displacements:
 - Business: 13
 - Residences: 2
 - Mobile homes: 0
 - Other: 2 (Non-profit organizations)
- Structures:
 - To accommodate proposed construction, retaining walls will be constructed along West Bay Street in the area of the I-516 interchange under the slope bents of the existing bridges. Vertical concrete barriers will be constructed between bridge columns, including the approaches and departures from the columns. Appropriate protection will be provided for the ends of the barriers with attenuators or guardrail.
- Major intersections and interchanges:
 - No reconstruction of I-516 Interchange at West Bay Street will be required with the exception of improvements to the ramp connections immediately adjacent to the West Bay Street pavement.

- Traffic control during construction:
 - Existing traffic will be maintained on the project 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) |

Four locations in the area of the West Bay Street/I-516 Interchange will require a design exception for horizontal clearances less than 10' from the travel lane to the proposed vertical barriers in line with the existing bridge columns: (a) the outside shoulder of westbound West Bay Street under I-516 will be 2 feet (existing - 7 feet); (b) the inside shoulder of westbound Bay Street under I-516 will be 2.3 feet (existing - 2.5 feet); (c) the inside shoulder of eastbound West Bay Street under I-516 will be 4.5 feet (existing - 2.5 feet); (d) the inside shoulder of eastbound West Bay Street under the ramp from W. Lathrop Avenue to I-516 northbound will be 4.5 feet (existing - 2.5 feet).

- Design Variances:
 1. Three segments of the existing roadway are below the 100-year flood elevation of 11.1 (converted from NGVD 1929 elevation of 12.0). It is proposed to maintain the existing roadway profile.
 - MP 0.50 to MP 0.64 - the lowest point occurs at MP 0.59 and is 1.8 feet below the 100-year flood elevation.
 - MP 0.69 to MP 0.89 - the lowest point occurs at MP 0.78 and is 4.5 feet below the 100-year flood elevation.
 - MP 1.18 to MP 1.39 - the lowest point occurs at MP 1.34 and is 3.9 feet below the 100-year flood elevation.

Raising the profile of West Bay Street would result in additional property impacts, including 4(f) resources, as well as probable adverse visual impacts to Section 106 resources. Furthermore, raising the profile may cause new localized drainage problems for the adjacent properties.

2. It is proposed to omit right turn lanes to all side streets along West Bay Street, except at the I-516 Northbound Entrance Ramp, Carolan Street and East Lathrop Avenue. While several of the side streets meet the Department's criteria for requiring a right turn lane, most barely exceed the criteria for exceeding the peak hour right turn movement of 20 vehicles per hour. The addition of right turn lanes at most of these locations would require substantial additional right of way cost. In addition, it is desirable in this area to implement measures that promote pedestrian safety and discourage heavy trucks from using these residential streets.

- Environmental concerns: Section 106, Section 4(f), Environmental Justice, floodplain, USTs, hazardous waste
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements:
 - Atlanta Gas Light Company
 - Bellsouth Telecommunications
 - City of Savannah Water Department
 - Comcast Cable
 - Savannah Electric and Power Company

Project responsibilities:

- Design: Chatham County
- Right of Way Acquisition: Chatham County
- Relocation of Utilities: Chatham County
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: N/A
- Providing detours: N/A

Coordination

- Initial Concept Meeting: *Held on February 23, 2004. Minutes attached.*
- Concept meeting date and brief summary. *Held on October 19, 2004. Minutes attached.*
- P. A. R. meetings, dates and results: *N/A*
- FEMA: *Coordination will be required.*
- USCG, and/or TVA: *N/A*
- Public involvement:
 - *A neighborhood meeting was held on February 24, 2004 at the Moses Jackson Community Center.*
 - *A public information open house was held on August 24, 2004 at the Moses Jackson Community Center.*
 - *A public hearing will be required.*
- Local government comments: *The City of Savannah has requested that landscaping and lighting along West Bay Street, as well as replacement of the high mast lighting in the area of the interchange with I-516, be included in this project.*
- Other projects in the area: *NHS-0004-00(916), PI 0004916, I-516@ Bay Street Interchange – High Mast Lighting Upgrade*

- Other coordination to date:
 - A coordination meeting with City of Savannah staff was held on January 7, 2004 at City Hall.
 - A coordination meeting was held on January 29, 2004 at the Chatham County Engineering Department.
 - Met with local community leaders on January 29, 2004 at the Moses Jackson Community Center off Bay Street.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 18 Months
- Time to complete preliminary construction plans: 9 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 9 Months
- Time to purchase right of way: 12 Months

Other alternates considered:

- **Widen primarily to the south (Alternate A):** In this alternate, West Bay Street would be widened to the south in the area just west of Kenilworth Street. In doing so, several more viable commercial properties would be impacted than if the widening was shifted to the north in this area (as proposed in the preferred alternate, Alternate C-1). This alternate would require 2 residential displacements, 16 commercial displacements, and 2 non-profit organization displacements; approximately 96 employees would be affected. The estimated construction cost would be the same as for the preferred alternate. The estimated right-of-way cost for this alternate would be approximately \$11.3 million. This alternate met the need and purpose of the project but was eliminated due to the greater number of displacements and higher right-of-way cost than the preferred alternate..
- **Widen primarily to the south, revised median openings (Alternate A-1):** This alternate is a revision of Alternate A. In A-1, the single median opening at Jenks/Cleland Street is replaced with two median openings, one at Brittany Street and one at Fell Street. This alternate would require 2 residential displacements, 14 commercial displacements, and 2 non-profit organization displacements; approximately 92 employees would be affected. The estimated construction cost would be the same as for the preferred alternate. The estimated right of way cost for this alternate would be approximately \$10.7 million. This alternate met the need and purpose of the project but was eliminated due to the greater number of displacements and higher right-of-way cost than the preferred alternate..
- **Widen primarily to the north (Alternate B):** This alternate would require displacement of several large commercial properties currently located to the north of West Bay Street. One residential displacement, 27 commercial displacements, and 1 non-profit displacement would result from this alternate; approximately 204 employees would be affected. The estimated construction cost would be the same as for the preferred alternate. The estimated right of way cost for this alternate would be approximately \$15.5 million. This alternate met the need and purpose of the project but was eliminated due to the greater number of displacements and higher right-of-way cost than the preferred alternate.

- **Widen primarily to the south, to the north at Kenilworth Street (Alternate C):** In this alternate, West Bay Street would be widened primarily to the south, with the exception of the area just west of Kenilworth Street. In this area, widening to the north would impact fewer viable businesses. This alternate would require 2 residential displacements, 15 commercial displacements, and 2 non-profit organization displacements; approximately 74 employees would be affected. The estimated construction cost would be the same as for the preferred alternate. The estimated right of way cost for this alternate would be approximately \$10.5 million. The configuration of Alternate C median openings was modified, which lead to the formation of Alternate C-1 (see below). Furthermore, this alternate requires a greater number of displacements and higher right-of-way cost than the preferred alternate. As a result, this alternate was eliminated.
- **Widen primarily to the south, to the north at Kenilworth Street, revised median openings (Alternate C1):** Alternate C-1 is a revision of Alternate C. The median opening at Jenks/Cleland is replaced with two openings, one at Brittany Street and one at Fell Street. This alternate would require 2 residential displacements, 13 commercial displacements, and 2 non-profit organization displacements; approximately 70 employees would be affected. The estimated right of way cost for this alternate would be approximately \$10.2 million. The preferred alternate (Alternate C-2) is a revision of Alternate C-1; the 20' median continues from Graham Street through Fell Street. Alternate C-1 has a greater impact on the Roman Catholic Church property (a Section 4(f) resource) than the preferred alternate. Therefore, this alternate was eliminated.
- **No Build:** This alternate does not meet the operational and safety needs of this area.

Comments:

- Approximately 70 employees would be affected by the preferred alternate, Alternate C-2.
- The median opening at Carolan Street was designed as a Type A median opening in order to prevent the removal of several existing large diameter live oak trees. Furthermore, the signal for this intersection must be set up for protected left turn only; permitted left turns cannot be allowed due to restricted sight distance around the existing live oak trees.
- The Office of Traffic Safety and Design requested that an additional lane be provided at Carolan Street (separate left turn and right/through lanes) for both approaches. However, the analysis shows an acceptable Design Year LOS D with single lane approaches. Furthermore, this would likely result in an additional displacement. The proposed entrance to the Fellwood Homes property was modified to include separate left and right/through lanes.

- *The District requested that some consideration be given to the possibility of extending the project to the west. It was stated that west of this project, the existing lanes are 10 feet in width. There are substandard lane widths at the railroad near the proposed beginning of this project. However, the proposed project ties to lanes that are at least 12 feet in width. For the 1-mile portion of the existing roadway west of the proposed project, the accident and injury rates are closer to the statewide averages for 2000-2002, while the rates for this project are two to three times the statewide average.*

ACCIDENT HISTORY – West Bay Street, from Main Street to West Lathrop Ave.

| <u>YEAR</u> | <u>Accidents</u> | <u>Accident Rate</u> | <u>Injuries</u> | <u>Injury Rate</u> | <u>Fatalities</u> | <u>Fatality Rate</u> |
|-------------|------------------|----------------------|-----------------|--------------------|-------------------|----------------------|
| 2000 | 35 | 613 (493) | 12 | 210 (126) | 1 | 17 (1.31) |
| 2001 | 40 | 725 (560) | 18 | 326 (142) | 1 | 18 (1.34) |
| 2002 | 33 | 538 (588) | 13 | 212 (148) | 0 | 0 (1.54) |

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for urban principal arterials.

It should be noted that the fatality rates for both portions of the existing roadway (from Main Street to West Lathrop and from West Lathrop to East Lathrop) are a result of two fatalities over the three year period. Furthermore, the projected design AADT for West Bay Street west of I-516 is 14,928 vpd while the design AADT east of I-516 is 31,128 vpd. Since the 3-year accident rate, injury rate, and AADT along West Bay Street from West Lathrop to East Lathrop are all two times greater than those along the existing roadway from Main Street to West Lathrop, the western limits of this project should not be extended to Main Street. However, it is recommended that a separate project be programmed for West Bay Street from Main Street to West Lathrop Avenue.

- *The Office of Traffic Safety and Design requested that the left/through lanes on West Lathrop Avenue be replaced with separate left and through lanes. Revising the project to meet this request would extend the project limits considerably along West Lathrop Ave. to accommodate the lane transitions. The current configuration provides an acceptable Design Year LOS C.*

Attachments:

1. Cost Estimates:
 - a. Construction including E&C: \$5,837,091
 - b. Right of Way: \$10,100,000
 - c. Utilities: \$0 (No reimbursable utility relocations)
2. Typical sections
3. Accident Summary
4. Capacity analysis
5. Bridge Inventories
6. Minutes of Initial Concept Team Meeting
7. Minutes of Concept Team Meeting
8. Public Information Open House handout
9. PMA

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NHS-0002-00(923)

COUNTY: Chatham

DATE: December 2004

EST LET DATE:

PREPARED BY: McGee Partners

PROJ LENGTH: 1.1 miles

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

| PROJECT COST | |
|---------------------------------|----------------------|
| SUMMARY | |
| A. RIGHT-OF-WAY | \$ 10,100,000 |
| B. REIMBURSABLE UTILITIES | \$ - |
| C. CONSTRUCTION | |
| 1. MAJOR STRUCTURES | \$ 127,059 |
| 2. GRADING AND DRAINAGE | \$ 1,360,955 |
| 3. BASE AND PAVING | \$ 1,367,076 |
| 4. LUMP ITEMS | \$ 1,119,459 |
| 5. MISCELLANEOUS | \$ 1,331,897 |
| 6. SPECIAL FEATURES | \$ - |
| SUBTOTAL CONSTRUCTION COST | \$ 5,306,446 |
| E. & C. (10%) | \$ 530,645 |
| INFLATION (5% PER YEAR) | \$ - |
| NUMBER OF YEARS | |
| TOTAL CONSTRUCTION COST | \$ 5,837,091 |
| GRAND TOTAL PROJECT COST | \$ 15,937,091 |

Attachments:
 1. Cost Estimates
 a. Construction including E&C: \$5,837,091
 b. Right of Way: \$10,100,000
 c. Utilities: \$0 (No reimbursable utility relocations)
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR25CO/Bay Street from I-516 to the Bay Street Viaduct

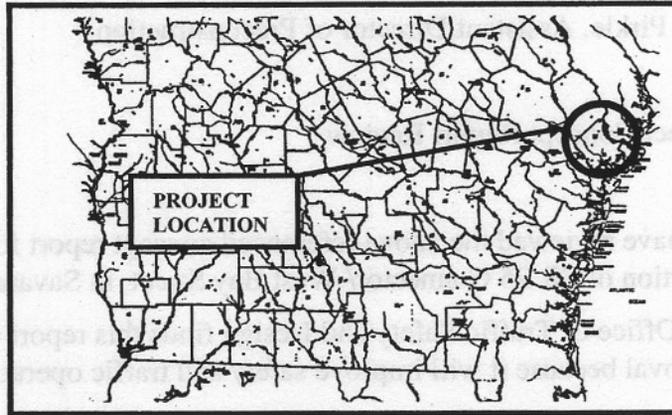
Project Number: NHS-0002-00(923)

County: Chatham

P. I. Number: 0002923

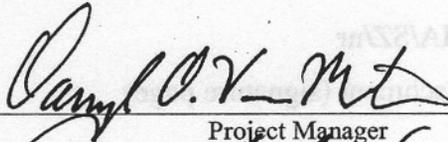
Federal Route Number:

State Route Number: SR 25 Conn.

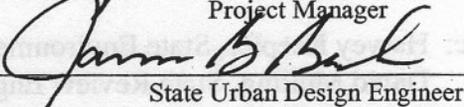


Recommendation for approval:

DATE 1-7-05


Project Manager

DATE 1-7-05


State Urban Design Engineer

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

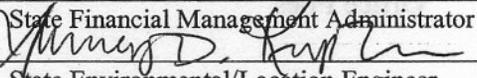
DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 1.19.05


State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR25CO/Bay Street from I-516 to the Bay Street Viaduct

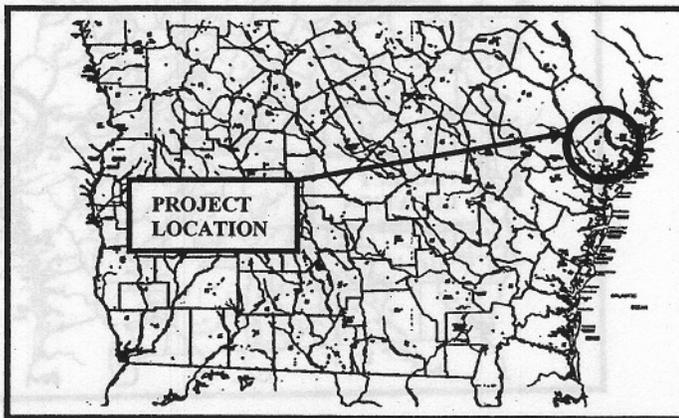
Project Number: NHS-0002-00(923)

County: Chatham

P. I. Number: 0002923

Federal Route Number:

State Route Number: SR 25 Conn.



Recommendation for approval:

DATE 1-7-05

David O. V. Mt
Project Manager

DATE 1-7-05

James B. Bal
State Urban Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 1-24-05

James W. ...
State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer