

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010028 **OFFICE** Design Policy & Support  
Chatham County  
GDOT District 5 - Jesup **DATE** April 2, 2014  
CS 1097/DeLesseps/LaRoche Avenue  
Pedestrian, Bike & Drainage Improvements

**FROM**  Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

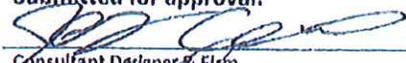
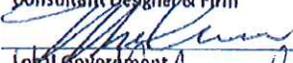
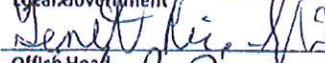
Glenn Bowman, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Hiral Patel, State Environmental 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  
Karon Ivery, District Engineer  
William Murphy, District Preconstruction Engineer  
Dallory Rozier, District Utilities Engineer  
Matt Bennett, Project Manager  
BOARD MEMBER - 1st Congressional District

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

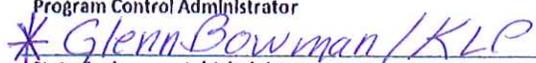
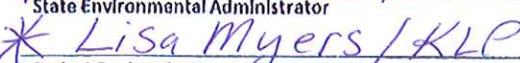
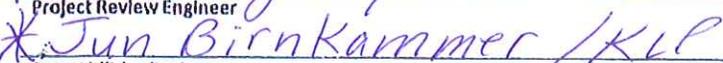
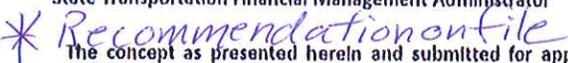
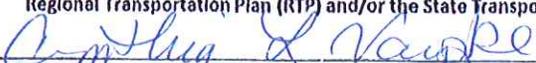
Project Type:	<u>Enhancement</u>	P.I. Number:	<u>0010028</u>
GDOT District:	<u>5</u>	County:	<u>Chatham</u>
Federal Route Number:	<u>N/A</u>	State Route Number:	<u>N/A</u>
	Project Number:	<u>N/A</u>	

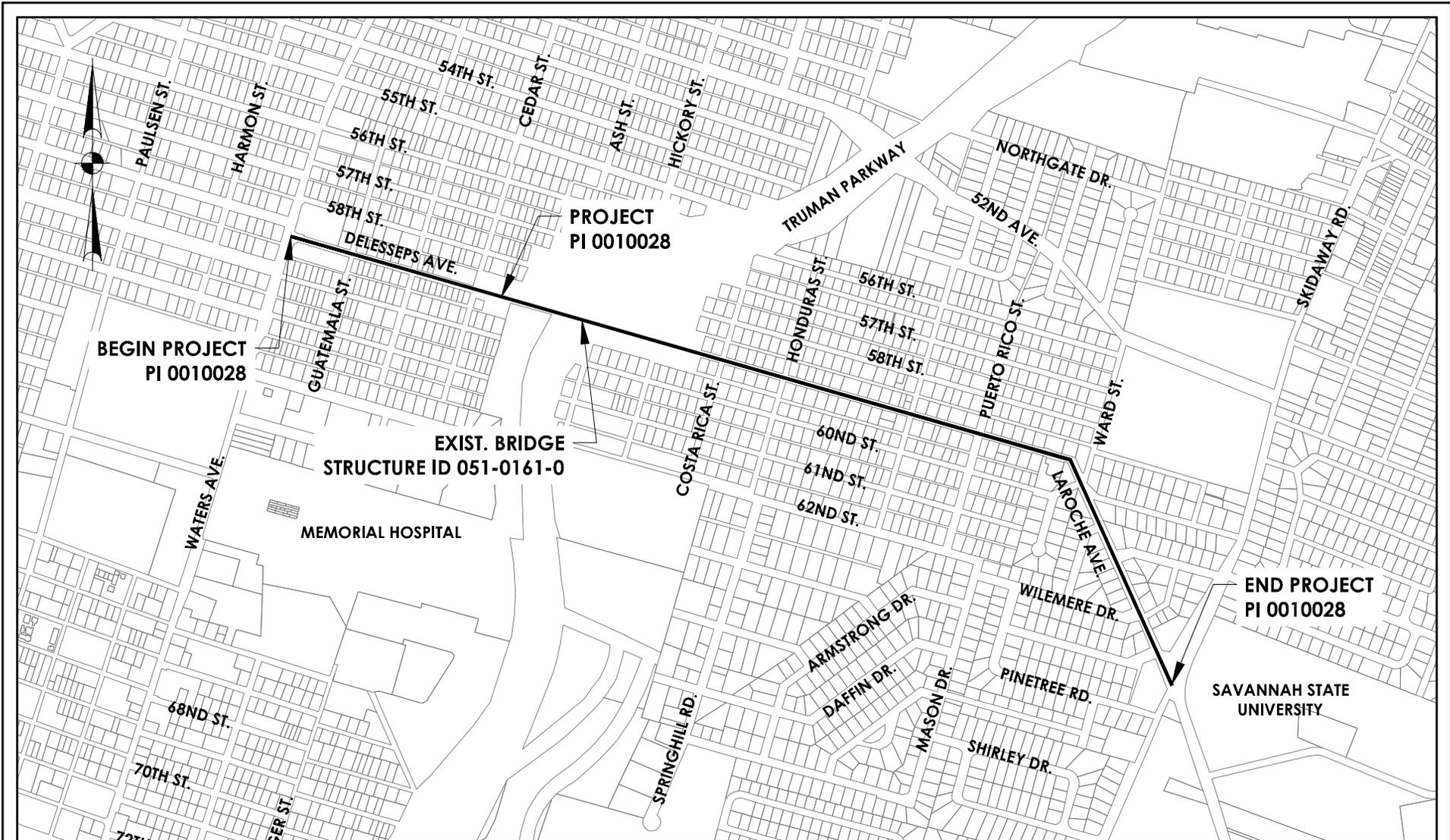
*DeLesseps/LaRoche Avenue is an existing two-lane roadway classified as an Urban Collector and has an existing speed limit of 35 mph. The project corridor, between Waters Ave. and Skidaway Rd., has little or no pedestrian facilities and sporadic roadside drainage. This project will add pedestrian improvements for the entire corridor and bicycle facilities for a portion of the corridor as well as incorporating roadside drainage improvements throughout.*

**Submitted for approval:**

	<u>10/31/13</u>
Consultant Designer & Firm	DATE
	<u>10/31/13</u>
Local Government	DATE
	<u>11/8/2013</u>
Office Head	DATE
	<u>11/4/2013</u>
GDOT Project Manager	DATE

**Recommendation for approval:**

Program Control Administrator	DATE
* 	<u>11-20-13</u>
State Environmental Administrator	DATE
* 	<u>11-20-13</u>
Project Review Engineer	DATE
* 	<u>11-18-13</u>
State Utilities Engineer	DATE
District Engineer	DATE
* 	<u>12-4-13</u>
State Bridge Design Engineer	DATE
State Transportation Financial Management Administrator	DATE
* 	
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>11-25-13</u>
State Transportation Planning Administrator	DATE



P.I. 0010028 - DELESSEPS/LAROCHE CORRIDOR  
 IMPROVEMENT PROJECT  
 PROPOSED ACTIVITY:  
**PROJECT LOCATION MAP**  
 CLIENT:  
**CITY OF SAVANNAH**  
 LOCATION: CHATHAM COUNTY, GA  
 DATE: September 9, 2013  
 JOB NUMBER: J - 24473

SHEET: 1 OF 1  
 SCALE: 1" = 1000'

**THOMAS & HUTTON**  
 Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way • PO Box 2727  
 Savannah, GA 31402-2727 • 912.234.5300

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County: Chatham

## **PLANNING & BACKGROUND DATA**

### **Project Justification Statement:**

*This project was added to the Savannah MPO Transportation Improvement Program (TIP) using MPO-controlled federal funds in order to develop this project that will provide non-motorized transportation improvements on DeLesseps Avenue. The project was consequently added to the GDOT work program in April 2010. The project's preliminary engineering and construction phases are programmed in the MPO's adopted FY 2012-2015 TIP. No other GDOT projects are planned in the area.*

*DeLesseps Avenue is a two-lane roadway classified as an Urban Collector and has a speed limit of 35 mph. This roadway crosses the grade-separated Truman Parkway connecting Waters Ave, an urban minor arterial, with Skidaway Road, an urban principal arterial.*

*No sidewalks or bicycle facilities are currently present within the project limits. However, sidewalks are present along LaRoche Ave, connecting to this project just to the east of Skidaway Road. Two schools, Savannah State University and LeeRoy Myers Middle School are located in the vicinity of this project. A Chatham Area Transit (CAT) bus route operates nearby along Skidaway Road. Because it involves adding such things as a sidewalk/curb/gutter, minor lane widening and pedestrian signals, this project satisfies the goals of the Georgia Bicycle and Pedestrian Plan to promote pedestrian mobility options in urban areas and by providing connectivity of non-motorized facilities with other modes of transportation.*

*Improvements at this location are needed to provide a route for pedestrians to travel to work and school. The propose limits accommodate the primary purpose of this project by improving pedestrian mobility and providing access to Savannah State University.*

### **Description of the proposed project:**

*DeLesseps Avenue is a two-lane roadway classified as an Urban Collector and has a speed limit of 35 mph. This roadway crosses the grade-separated Truman Parkway connecting Waters Ave, an urban minor arterial, with Skidaway Road, an urban principal arterial. The existing facility consists of two lanes (varying widths), sporadic roadside drainage, there is curb & gutter near the intersections with Skidaway and Waters and on the bridge approaches, however there is no curb & gutter elsewhere within the corridor and there are existing sidewalks near the intersection with Skidaway. There are multiple trees close to the existing road edge. There are four existing signals within the project corridor, Waters Ave, Truman Southbound ramp, Truman Northbound ramp and Skidaway Rd.*

*The proposed section will consist of two 11-ft lanes with 30" curb and gutter and 5-ft sidewalks adjacent to the back of curb throughout the corridor. In addition, 4-ft bike lanes will be constructed from Skidaway Rd. to the east side of the Truman Parkway Overpass where they will tie into the Truman Linear Park Trail (PI 0007631). The proposed sidewalk will tie to the existing raised concrete shoulders on the bridge. No work is proposed on the bridge. The road will be overlaid and due to the installation of curb and gutter, the longitudinal grade of the road may need to be adjusted to facilitate positive drainage. In the areas where the grade may need to be adjusted, combinations of milling and leveling will be incorporated to provide for the appropriate grades to avoid flat grades or pockets causing drainage issues. Drainage improvements will include curb inlets and drainage pipe which will tie to existing drainage within the route. The signals will be modified for the pedestrian phases and pedestrian poles will be installed at each signal.*

County: Chatham

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:** *Chatham Urban Transportation Study (CUTS)* MPO Project ID 2012-bp-01

**Regional Commission:** *Coastal Georgia RC* RC Project ID

**Congressional District(s):** **1**

**Projected Traffic:** ADT

Current Year - ADT (Location): 11,270 (West of Truman Pkwy – 2010 Count)  
7,850 (East of Truman Pkwy – 2011 Count)

Open Year 2018 – ADT (Location): 12,100 (West of Truman Pkwy)  
8,400 (East of Truman Pkwy)

Design Year 2038 - ADT(Location): 14,500 (West of Truman Pkwy)  
10,100 (East of Truman Pkwy)

Traffic Projections Performed by: *City of Savannah and Thomas & Hutton*

**Functional Classification (Mainline):** *Urban Collector Street*

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?**  No  Yes

**Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?**  
 None  Bike Route  Pedestrian Plan  Transit Network

**Pavement Evaluation and Recommendations**

Preliminary Pavement Evaluation Summary Report Required?  No  Yes

Preliminary Pavement Type Selection Report Required?  No  Yes

Feasible Pavement Alternatives:  HMA  PCC  HMA & PCC

**CONTEXT SENSITIVE SOLUTIONS**

**Issues of Concern:** *The only anticipated Context Sensitive Design Issues at this time are the existing trees within the corridor.*

**Context Sensitive Solutions:** *A tree inventory and assessment by the City of Savannah arborist will be completed, denoting the health and condition of the trees within the corridor and will make recommendations for proposed tree protection during design and construction.*

County: Chatham

**DESIGN AND STRUCTURAL DATA**Mainline Design Features: *DeLesseps/LaRoche Ave, Urban Collector Street*

Feature	Existing	Standard*	Proposed
Typical Section	Urban Local	Urban Local	Urban Local
- Number of Lanes	Varies 2-3	2	Varies 2-3
- Lane Width(s)	Varies 10'-15'	11'	Varies 11'-12'
- Median Width & Type	None	None	None
- Outside Shoulder or Border Area Width	Varies	10'	Varies 8' min.
- Outside Shoulder Slope	Varies	4:1	4:1
- Inside Shoulder Width	None	None	None
- Sidewalks	Multiple Short Sections	5'	5'
- Auxiliary Lanes	None	None	None
- Bike Lanes	None	4'	4'
Posted Speed	35 mph		35 mph
Design Speed	35mph	35mph	35mph
Min Horizontal Curve Radius	400'	525'	400'
Superelevation Rate	7%	4%	7%
Grade	5%	10% (Max) 0.20% (Min)	10% (Max) 0.20% (Min)
Access Control	Full	Full	Full
Right-of-Way Width	50' to 60'	42' (min)	Unknown
Maximum Grade – Crossroad	2%	10% (Max) 0.20% (Min)	10% (Max) 0.20% (Min)
Design Vehicle	-	Single Unit Truck	Single Unit Truck

\*According to current GDOT design policy if applicable

**Major Structures:**

Structure	Existing	Proposed
ID # 051-0161-0	Sufficiency Rating: 96.70 Bridge Length: 452.0' Typical Section: 2-12' lanes, 1-12' turn lane, 5' raised concrete shoulders	No modifications to the existing bridge structure are proposed.

**Major Interchanges/Intersections:**

- *DeLesseps Ave/Waters Ave – This is a signalized, three-legged intersection at the western terminus of project. There is a sidewalk along the property line of the north eastern parcel at the intersection (along DeLesseps). There are no other pedestrian facilities or pedestrian signals at the intersection.*

County: Chatham

- *DeLesseps Ave/Truman Pkwy Interchange – The interchange ramp entrances/exits are equipped with existing signals. The intersection with the Truman Pkwy southbound ramps is equipped with pedestrian crosswalk striping but no pedestrian signals. There are existing sidewalks from the eastern side of the intersection with the Truman Pkwy southbound ramps up to the bridge over the Truman Pkwy where it ties into the raised concrete shoulders of the bridge structure. There are no pedestrian improvements (signals or striping) associated with the intersection with the northbound Truman Pkwy ramps.*
- *LaRoche Ave/Skidaway Rd. – This is an existing four-legged intersection at an approximately 50° skew. The intersection is equipped pedestrian signals and striping and there are pedestrian facilities (sidewalks) on all approaching roads at the intersection.*

**Utility Involvements:**

- *Water (City of Savannah) – There may be minor relocations associated with this project such as relocating fire hydrants or meter boxes and adjusting the frames of water valve manholes, however no major water main relocations are anticipated as a result of the work associated with this project*
- *Sewer (City of Savannah) – There are no sewer relocations anticipated with this project. Minor adjustments to sewer manhole frames may be required during the construction of this project.*
- *Power (Georgia Power Transmission) – There are no anticipated conflicts and/or relocations with the Georgia Power Transmission lines.*
- *Power (Georgia Power Distribution) – There are existing distribution poles which may need to be relocated during construction due to conflicts with the proposed improvements. West of the Truman Parkway the lines cross perpendicular to the corridor at the side roads and east of the parkway they run longitudinally with the corridor. It is anticipated that where the lines cross the corridor perpendicular, the poles at the corner would be reset to not conflict with the improvements. For the portion of the corridor where the poles run longitudinally, the poles will be either relocated behind the proposed walk, in the green space between the back of curb and the sidewalk, or the sidewalk will meander around the existing pole location.*
- *Cable (Comcast) – The cable is overhead following the distribution power and if any of the distribution lines need to be relocated the cable will also be relocated.*
- *Telephone (Bellsouth) – The telephone is overhead following the distribution power and if any of the distribution lines need to be relocated the telephone will also be relocated.*
- *Gas (AGL) - There are no gas relocations anticipated with this project.*

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

*Note: Although not required, the GDOT Utility Office is recommends SUE by completed for this project.*

**Railroad Involvement:** None

County: Chatham

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

*A traffic study of the corridor was completed and pedestrians usage was noted therefore warranting the construction of sidewalks within the corridor. A portion of the project is on the current bike plan and the bicycle facilities will be installed up to the intersection with the Truman Linear Park Trail project just east of the Truman Parkway.*

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined  
 Easements anticipated:  None  Temporary  Permanent (to include utilities)  
 Utility  Other

Anticipated number of impacted parcels:	122
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

Location and Design approval:  Not Required  Required

Off-site Detours Anticipated:  No  Undetermined  Yes

Transportation Management Plan [TMP] Required:  No  Yes  
 If Yes: Project classified as:  Non-Significant  Significant  
 TMP Components Anticipated:  TTC  TO  PI

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

FHWA/AASHTO Controlling Criteria	No	Undeter -mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

County: Chatham

3. *Shoulder Width – due to the tight corridor constraints and limited right-of-way, a shoulder width less than the recommended values presented by FHWA/AASHTO may be proposed.*

5. *Horizontal Alignment – the existing intersection angle of LaRoche Ave. & Skidaway Rd. is approximately 50° which is less than the AASHTO minimum of 60° and therefore requires a Design Exception.*

12. *Lateral Offset to Obstruction - due to the tight corridor constraints and specimen trees within the corridor, a lateral offset width less than the recommended values presented by FHWA/AASHTO may be proposed.*

**Design Variances to GDOT Standard Criteria anticipated:**

GDOT Standard Criteria	Reviewing Office	No	Undeter- -mined	Yes	Appvl Date (if applicable)
1. Access Control - Median Opening Spacing	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Median Usage & Width	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Bike, Pedestrian & Transit Accommodations	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. GDOT Bridge & Structural Manual	Bridge Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Roundabout Illumination	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

3. *A Design Exception is required for the intersection skew angle. Approval of the Exception will satisfy the requirements of the Design Variance.*

4. *Lateral Offset to Obstruction - due to the tight corridor constraints and specimen trees within the corridor, a lateral offset width less than the recommended values presented by GDOT may be proposed.*

6. *Bike, Pedestrian & Transit Accommodations – as design progresses and the design is laid out within the corridor, it may be determined that the GDOT recommended accommodations cannot be met within the corridor and a design variance will need to be applied for at that time.*

8. *Georgia Standard Drawings – use of an 18” curb & gutter is proposed along a portion of the corridor which is not in accordance with GDOT Standard 9032B. The portion of the project where the 18” curb & gutter is proposed will tie into an existing 18” curb & gutter. 18” curb & gutter is the City of Savannah standard.*

**VE Study anticipated:**

No

Yes

Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  EA/FONSI  EIS

**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

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

*Due to the minimal right-of-way associated with this corridor and the close proximity of residences and business to the existing road facility, construction of the BMP’s required to meet the MS4 requirements are infeasible due to cost and impact to existing residences and businesses.*

**Environmental Permits/Variations/Commitments/Coordination anticipated:** *List all anticipated permits, variations, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	City of Savannah Site Plan Review
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** *Upon approval of the Concept Report, the environmental special studies will be performed and the preparation of the environmental assessment will commence. Due to the number of anticipated impacted parcels and the presence of Daffin Heights/LaRoche Park Historic District*

County: Chatham

*adjacent to the corridor it is anticipated that an Environmental Assessment will be completed for the project.*

**Ecology:** *The ecology short form report is anticipated for this project due to the lack of environmental resources within the corridor.*

**History:**

*The history special study will consist of a full report due to the proximity of the Daffin Heights/LaRoche Park Historic District to the project.*

**Archeology:**

*The archeology special study will consist of a full report due to the proximity of the Daffin Heights/LaRoche Park Historic District to the project.*

**Air & Noise:**

*Since this is a bicycle/pedestrian enhancement project and the proposed improvements will not increase vehicular capacity of the road, air and noise studies will be completed with no modeling.*

**Public Involvement:**

- *Stakeholder Meeting 1 – a meeting for all of the project stakeholders was held on June 6 2013 at the Calvary Baptist Church Youth Activities Building on Water Ave. A meeting summary is attached summarizing the events and comments of the meeting.*
- *PIOH – if determined that it is required*
- *PHOH – required for EA*

**Major stakeholders:** *The major stakeholders are as follows: Adjacent Property Owners, Savannah State University, Memorial Hospital, School Board, Savannah Tree Foundation, Coastal Georgia Greenway, Daffin Heights/LaRoche Park Neighborhood Associations, City Council, and Chatham County Commission.*

**CONSTRUCTION**

**Issues potentially affecting constructability/construction schedule:** *At this time, no known constructability issues were noted.*

**Early Completion Incentives recommended for consideration:**     No                       Yes

**PROJECT RESPONSIBILITIES**

**Project Activities:**

<b>Project Activity</b>	<b>Party Responsible for Performing Task(s)</b>
Concept Development	City/T&H
Design	City/T&H
Right-of-Way Acquisition	City
Utility Relocation	Utility Coordination by GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	City/Contractor
Environmental Studies, Documents, and Permits	City/T&H
Environmental Mitigation	City
Construction Inspection & Materials Testing	GDOT

**Lighting required:**       No       Yes

*The City is not requesting any additional lighting within the corridor. The existing lighting is affixed to the utility poles within the corridor and will be adjusted with any utility pole relocations required. The required relocations and adjustments will be coordinated with the lighting provider (GA Power).*

**Initial Concept Meeting:** *An initial concept meeting was not scheduled or required, however a kickoff meeting was held on May 1, 2013 at the Thomas & Hutton office to review the project concept, proposed improvements and project schedule. The GDOT PM, City and Thomas & Hutton were present at the kickoff meeting. Minutes from the kickoff meeting are attached.*

**Concept Meeting:** *A concept meeting was held on October 3, 2013 at the GDOT District V office in Jesup to review the draft concept report which was submitted. Representatives from various GDOT offices were present as well as representatives from the City of Savannah and Thomas & Hutton. Minutes from the Concept Meeting are attached.*

**Other projects in the area:**

- *Truman Linear Park Trail (PI 0007631) – a proposed 4.8 mile multi-use trail linking the Daffin Park Loop Trail to the Lake Mayer Community Park Loop Trail*

**Other coordination to date:** *N/A*

County: Chatham

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	T&H	GDOT	Utility Owner	GDOT	-	
\$ Amount	445,000	2,545,000.00	0.00	2,100,250.15	-	5,090,250.15
Date of Estimate	4/15/2013	1/16/2014	3/6/2014	10/28/2013		

\*CST Cost includes: Construction, Engineering and Inspection (5%), and Liquid AC Cost Adjustment.

**ALTERNATIVES DISCUSSION**

**Preferred Alternative:** Construct 5’ sidewalks on each side of the road for the length of the project and 4’ bike lanes on each side of the road from the intersection of the proposed Truman Linear Park Trail (just east of the Truman Parkway northbound ramp) to the intersection with Skidaway Rd.

<b>Estimated Property Impacts:</b>	<b>122</b>	<b>Estimated Total Cost:</b>	<b>\$5,090,250.15</b>
<b>Estimated ROW Cost:</b>	<b>\$2,545,000</b>	<b>Estimated CST Time:</b>	<b>12 months</b>

**Rationale:** This alternative was selected as it conforms to the Project Justification Statement by meeting the goals of the Georgia Bicycle and Pedestrian Plan to promote pedestrian mobility options in urban areas and by providing connectivity of non-motorized facilities with other modes of transportation. Due to cost constraints, additional property impacts, the connectivity with the Truman Linear Park Trail and since that portion of the corridor was not designated on the Proposed Bikeway Network, it was decided that extending the proposed bike lanes across the existing Truman Parkway overpass was not warranted.

**No-Build Alternative:** No build, existing conditions remain and no pedestrian or bicycle facilities are constructed. Pedestrians will continue to utilize the grassed shoulders and bicycles will share the travel way with motorized vehicles.

<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$0.00</b>
<b>Estimated ROW Cost:</b>	<b>\$0.00</b>	<b>Estimated CST Time:</b>	<b>0 months</b>

**Rationale:** This project was selected by the MPO as it was determined that this corridor provides a vital pedestrian link to the area schools, businesses and mass transit. This project will improve the existing subpar pedestrian and bicycle mobility conditions within the corridor and provide better access to these amenities as well as increasing the pedestrian access across the Truman Parkway which is currently limited. A no-build scenario would continue to limit the pedestrian and bicycle mobility within the corridor and surrounding neighborhoods.

**Alternative 1:** Construct 5’ sidewalks and 4’ bike lanes for the entire corridor and modify the raised concrete shoulders on the existing overpass to function as one-way multi-use paths on each side.

<b>Estimated Property Impacts:</b>	<b>122</b>	<b>Estimated Total Cost:</b>	<b>\$6,967,500</b>
<b>Estimated ROW Cost:</b>	<b>\$3,817,500</b>	<b>Estimated CST Time:</b>	<b>18 months</b>

**Rationale:** This alternative was not selected for implementation due to the increase in construction cost, increased impacts to property and therefore increased R/W cost.

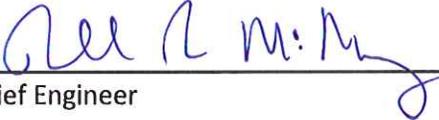
**Comments:**

**Attachments:**

1. Concept Layout
2. Typical sections
3. Job Detail Estimate
4. Liquid AC Adjustments Worksheet
5. ROW Cost Estimate
6. Utility Cost Estimate
7. Traffic diagrams
8. Bridge inventory
9. Kickoff Meeting minutes
10. Stakeholder Meeting Summary
11. Concept Meeting minutes
12. Downtown Savannah Area Proposed Bikeway Network Map

**APPROVALS**

Concur:   
Director of Engineering

Approve:   
Chief Engineer

3-31-14  
Date



**BEGIN PROJECT PI 0010028  
BEGIN TYPICAL SECTION NO. 1**

**END TYPICAL SECTION NO. 1  
BEGIN TYPICAL SECTION NO. 2**

PROJECT: DELESSEPS/LA ROCHE CORRIDOR  
 IMPROVEMENT PROJECT  
 PROPOSED ACTIVITY:  
**CONCEPT LAYOUT MAP**  
 CLIENT:  
**CITY OF SAVANNAH**  
 LOCATION: CHATHAM COUNTY, GA  
 DATE: September 9, 2013  
 JOB NUMBER: J - 24473

SHEET: 1 OF 8  
 SCALE: 1" = 100'


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END TYPICAL SECTION NO. 3  
BEGIN BRIDGE 051-0161-0

END TYPICAL SECTION NO. 2  
BEGIN TYPICAL SECTION NO. 3

MATCHLINE SHEET 1

MATCHLINE SHEET 3

PROJECT: DELESSEPS/LAROCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
CONCEPT LAYOUT MAP

CLIENT:  
CITY OF SAVANNAH

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
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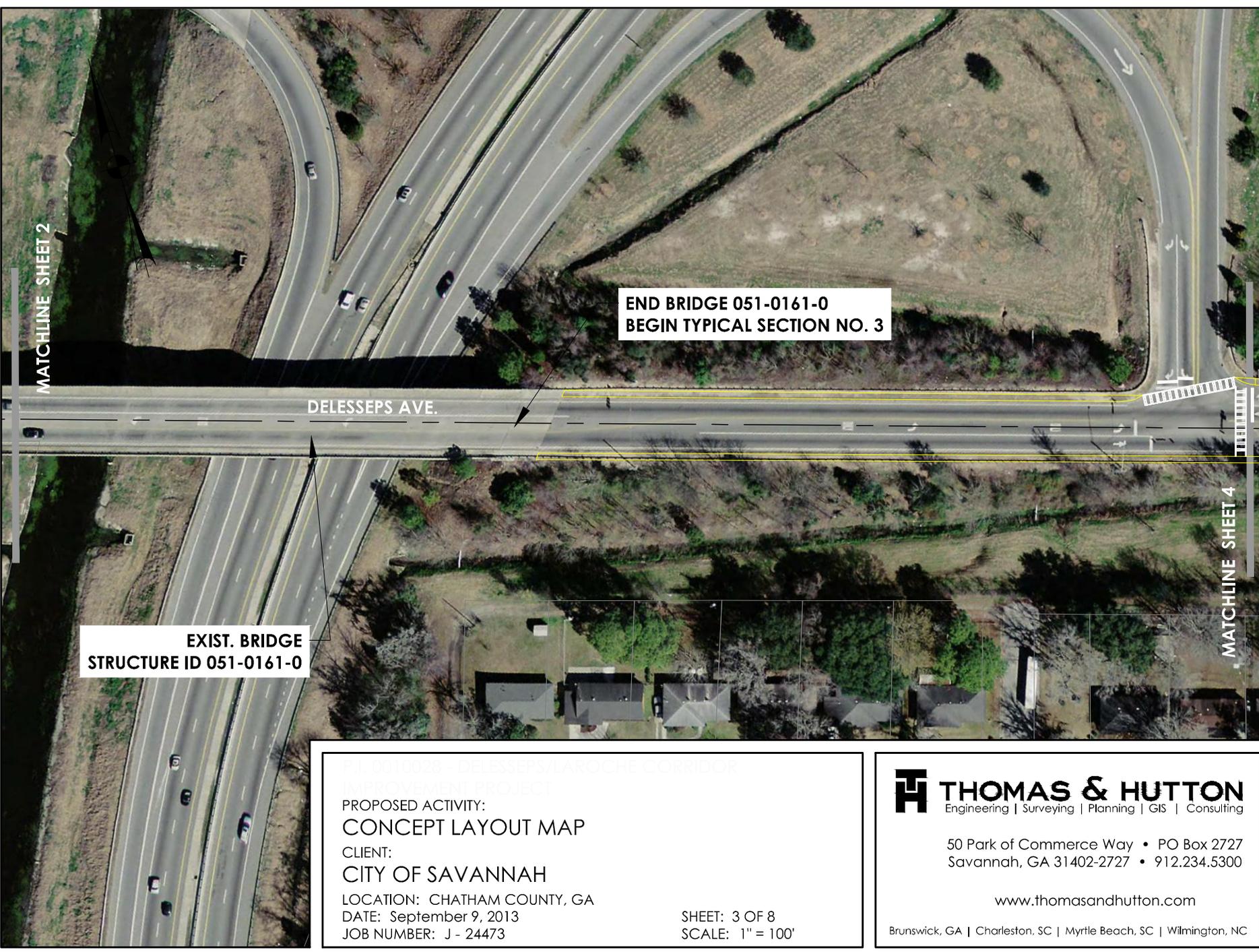
SHEET: 2 OF 8  
SCALE: 1" = 100'

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MATCHLINE SHEET 2

END BRIDGE 051-0161-0  
BEGIN TYPICAL SECTION NO. 3

DELESSEPS AVE.

EXIST. BRIDGE  
STRUCTURE ID 051-0161-0

MATCHLINE SHEET 4

PROJECT: DELESSEPS/LA ROCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
**CONCEPT LAYOUT MAP**

CLIENT:  
**CITY OF SAVANNAH**

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
JOB NUMBER: J - 24473

SHEET: 3 OF 8  
SCALE: 1" = 100'

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END TYPICAL SECTION NO. 3  
BEGIN TYPICAL SECTION NO. 4

MATCHLINE SHEET 3

MATCHLINE SHEET 5

THE CITY OF SAVANNAH DELESSEPS/LA ROCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
CONCEPT LAYOUT MAP

CLIENT:  
CITY OF SAVANNAH

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
JOB NUMBER: J - 24473

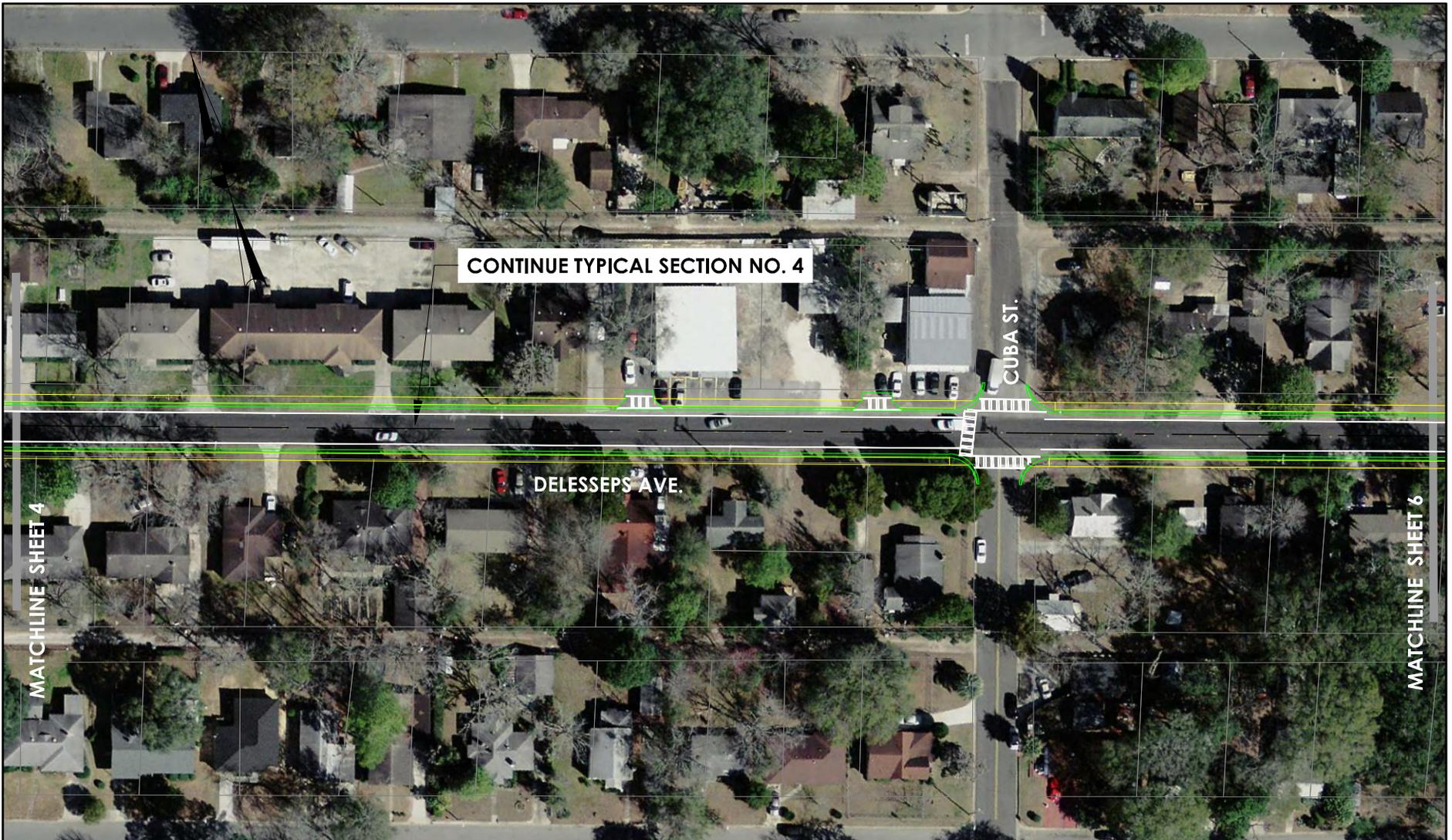
SHEET: 4 OF 8  
SCALE: 1" = 100'

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PLANNING DELESSEPS MAROUCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
CONCEPT LAYOUT MAP

CLIENT:  
CITY OF SAVANNAH

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
JOB NUMBER: J - 24473

SHEET: 5 OF 8  
SCALE: 1" = 100'

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END TYPICAL SECTION NO. 4  
 BEGIN TYPICAL SECTION NO. 5

PROJECT: DELESSEPS/LAROCHE CORRIDOR  
 IMPROVEMENT PROJECT  
 PROPOSED ACTIVITY:  
**CONCEPT LAYOUT MAP**  
 CLIENT:  
**CITY OF SAVANNAH**  
 LOCATION: CHATHAM COUNTY, GA  
 DATE: September 9, 2013  
 JOB NUMBER: J - 24473

SHEET: 6 OF 8  
 SCALE: 1" = 100'


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END TYPICAL SECTION NO. 5  
BEGIN TYPICAL SECTION NO. 6

FINAL DESIGN/CONSTRUCTION LAROCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
CONCEPT LAYOUT MAP

CLIENT:  
CITY OF SAVANNAH

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
JOB NUMBER: J - 24473

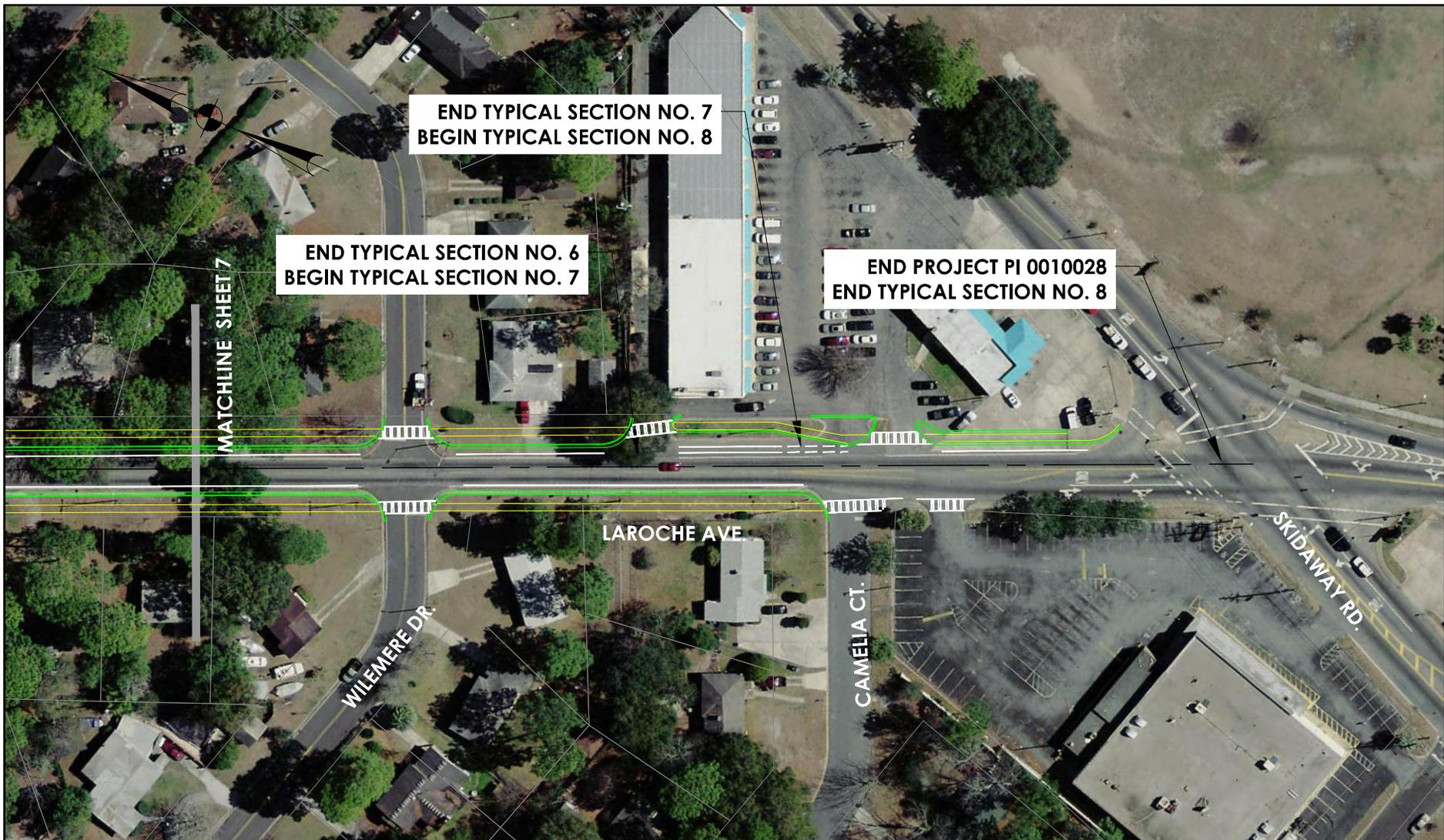
SHEET: 7 OF 8  
SCALE: 1" = 100'

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END TYPICAL SECTION NO. 7  
BEGIN TYPICAL SECTION NO. 8

END TYPICAL SECTION NO. 6  
BEGIN TYPICAL SECTION NO. 7

END PROJECT PI 0010028  
END TYPICAL SECTION NO. 8

MATCHLINE SHEET 7

LAROCHE AVE

WILEMERE DR.

CAMELIA CT.

SKIDAWAY RD.

PI 0010028 DELESEE/LAROCHE CORRIDOR  
IMPROVEMENT PROJECT

PROPOSED ACTIVITY:  
**CONCEPT LAYOUT MAP**

CLIENT:  
**CITY OF SAVANNAH**

LOCATION: CHATHAM COUNTY, GA  
DATE: September 9, 2013  
JOB NUMBER: J - 24473

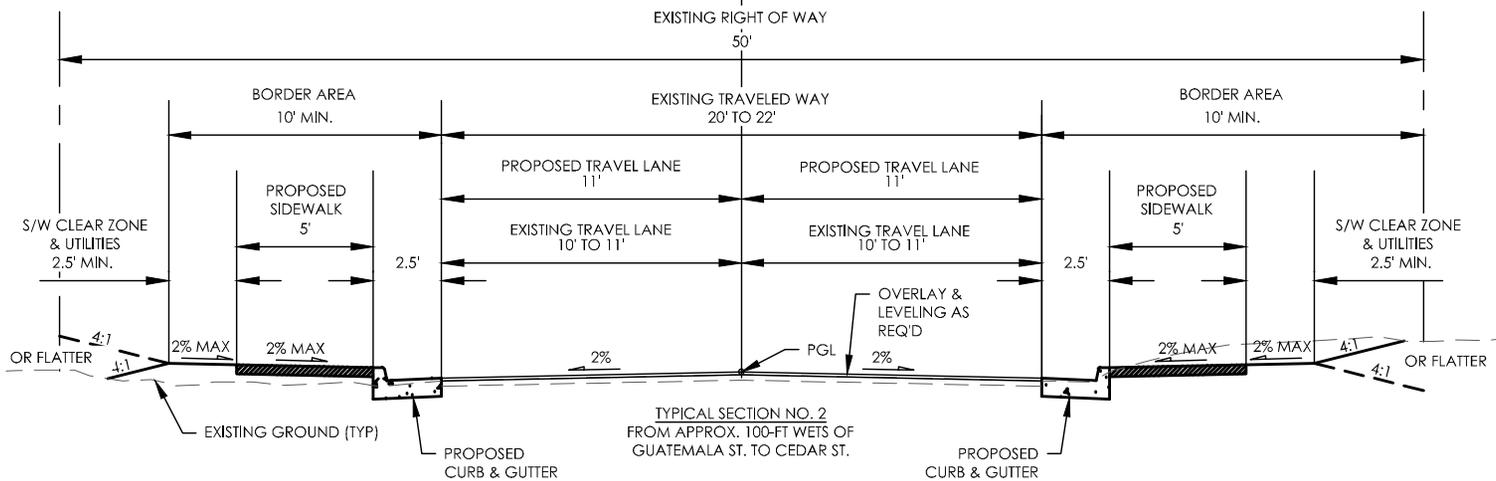
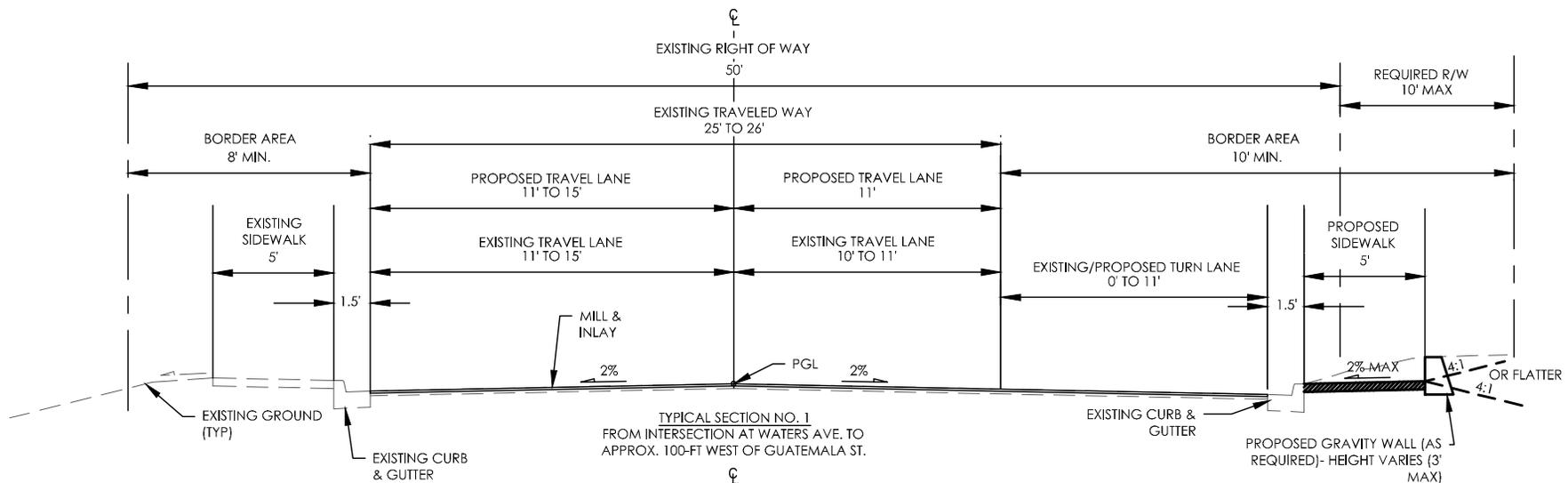
SHEET: 8 OF 8  
SCALE: 1" = 100'

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 IMPROVEMENT PROJECT  
 PROPOSED ACTIVITY:  
**TYPICAL SECTIONS**  
 CLIENT:  
**CITY OF SAVANNAH**  
 LOCATION: CHATHAM COUNTY, GA  
 DATE: March 18, 2014  
 JOB NUMBER: J - 24473

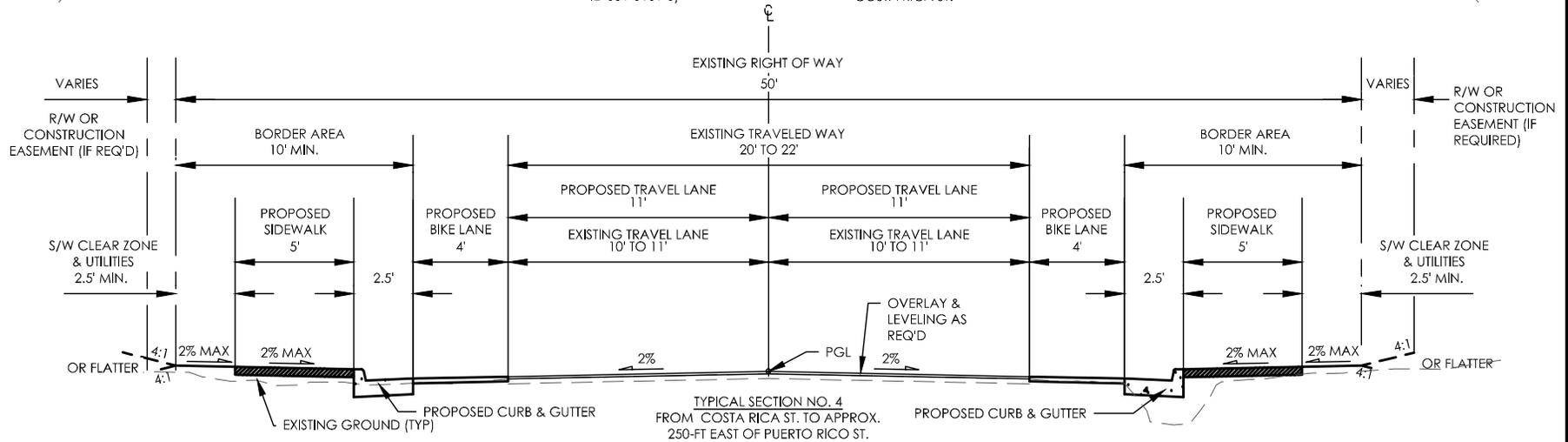
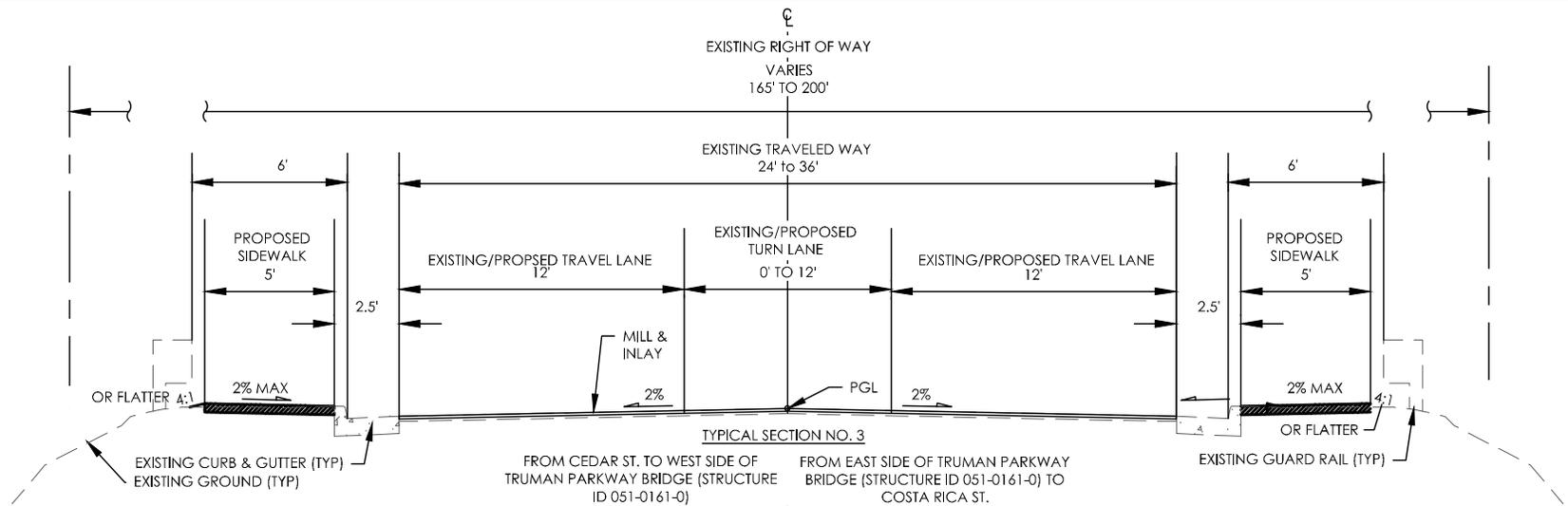
SHEET: 1 OF 4  
 SCALE: NTS

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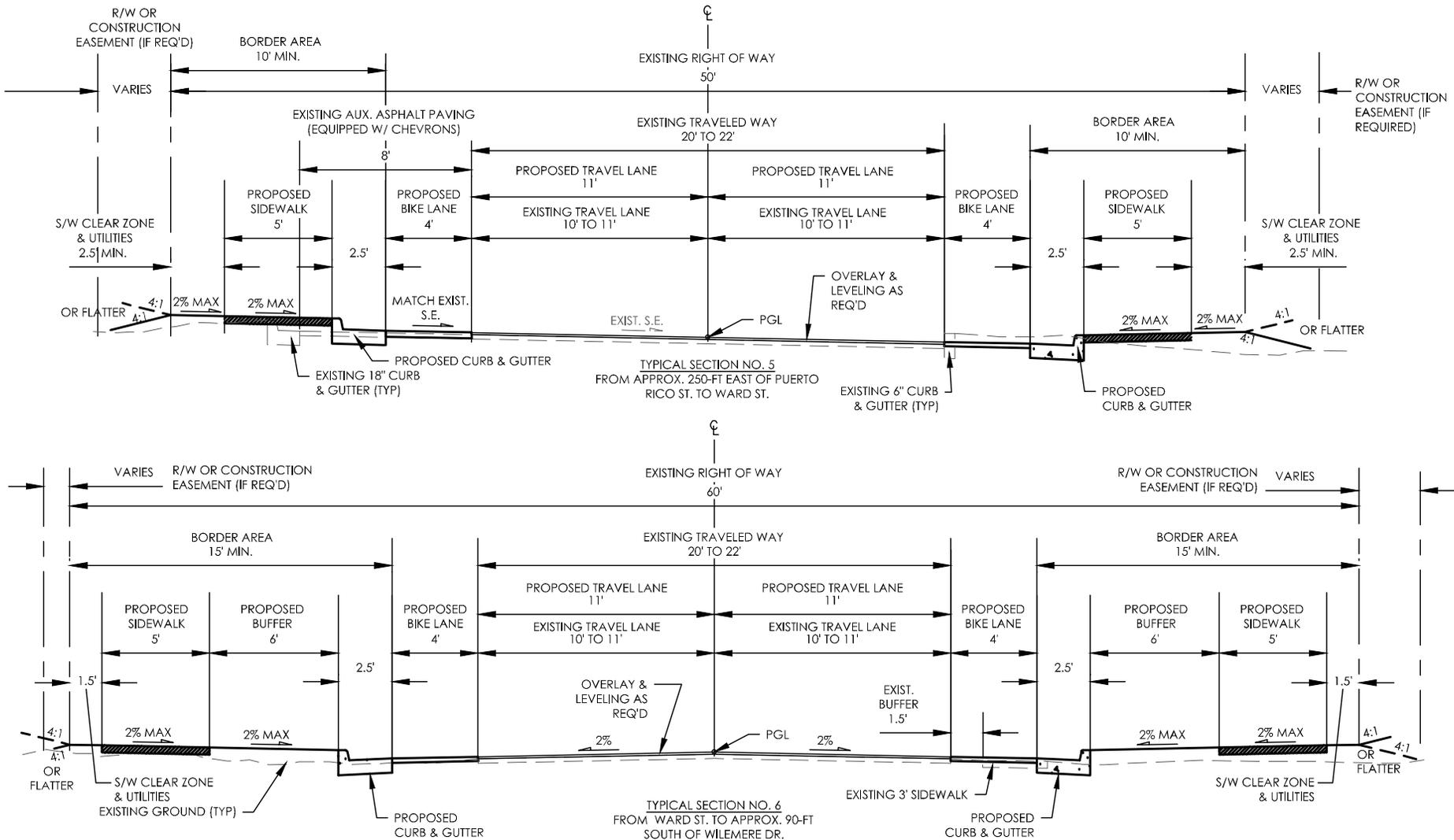
SHEET: 2 OF 4  
 SCALE: NTS

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**TYPICAL SECTIONS**

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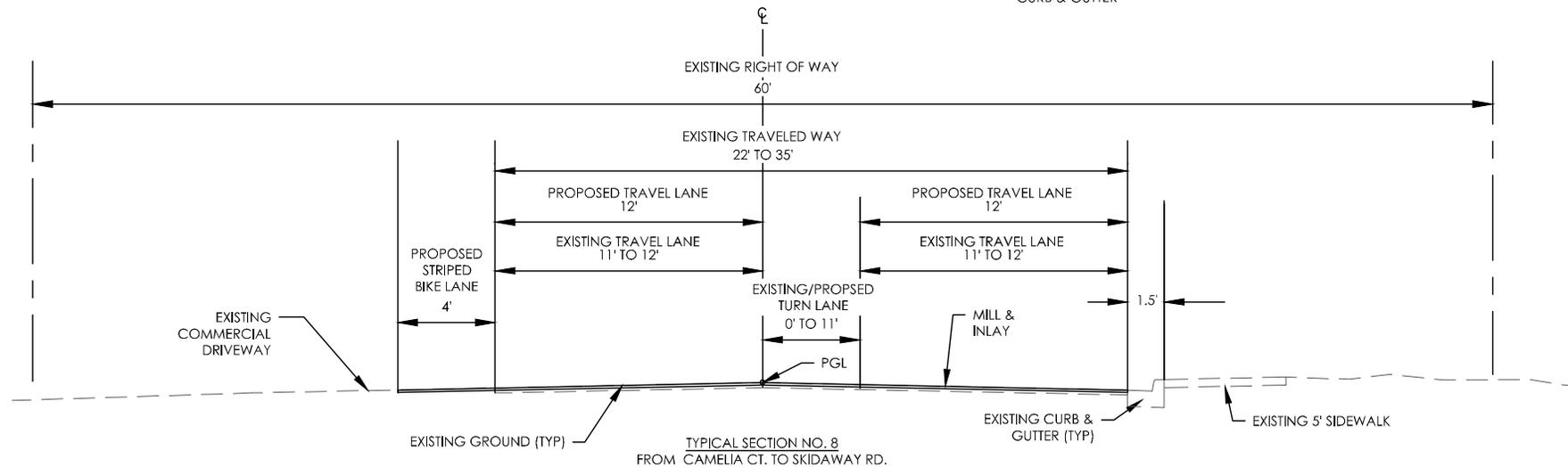
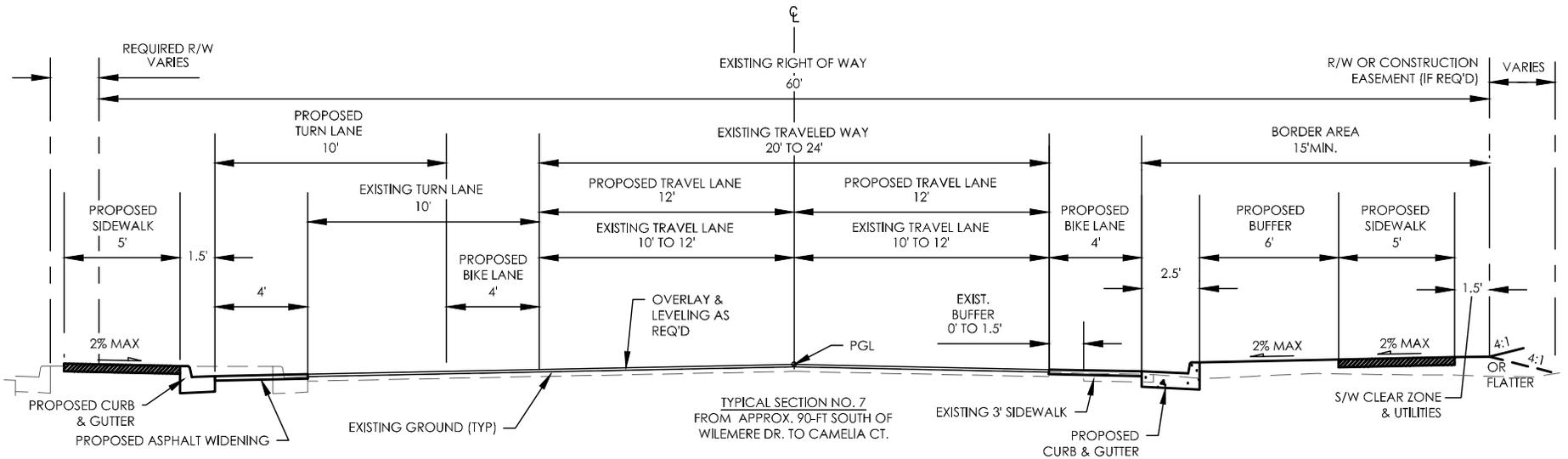
SHEET: 3 OF 4  
SCALE: NTS

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SHEET: 4 OF 4  
 SCALE: NTS

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STATE HIGHWAY AGENCY

DATE : 03/18/2014

PAGE : 1

JOB DETAIL ESTIMATE

=====  
 JOB NUMBER : 0010028                      SPEC YEAR: 01  
 DESCRIPTION: CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD

COST GROUPS FOR JOB 0010028

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
CONC	CONCRETE (SY)				Y
DRNGLF	DRAINAGE (LF)				Y
CURB	CURB & GUTTER (LF)				Y
EROC	EROSION CONTROL (SY)				Y
TRFT	TRAFFIC CONTROL-TEMPORARY (LS)				Y
ASPH	ASPHALT (TN)				Y
BASE	BASE/AGGREGATE (TN)				Y
MILL	MILLING (SY)				Y
THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING				Y
THSY	THERMO PLASTIC MARKING SQUARE YARDS				Y
ACTIVE COST GROUP TOTAL				0.00	
INFLATED COST GROUP TOTAL				0.00	

ITEMS FOR JOB 0010028

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - TEMPORARY TRAFFIC CONTROL FOR DURATION	1.000	75000.00	75000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	64551.36	64551.36
0015	163-0232		AC	TEMPORARY GRASSING	3.200	414.46	1326.28
0020	163-0240		TN	MULCH	6.400	397.41	2543.47
0025	163-0300		EA	CONSTRUCTION EXIT	1.000	1217.11	1217.12
0030	163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	1400.000	4.72	6612.58
0035	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	70.000	239.53	16767.78
0040	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	14866.000	0.79	11885.37
0050	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	1400.000	1.16	1636.47
0055	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	253.91	507.83
0060	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	527.80	9500.54
0065	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	14866.000	2.47	36859.95
0075	201-1500		LS	CLEARING & GRUBBING - CLEARING AS NEEDED FOR WIDENING	1.000	35000.00	35000.00
0080	207-0203		CY	FOUND BK FILL MATL, TP II	1.000	80.63	80.64
0085	210-0100		LS	GRADING COMPLETE - INCLUDES BIKE LANES, SIDEWALK, C & G	1.000	100000.00	100000.00
0095	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	3207.000	23.71	76059.17

0100	402-1812	TN	RECYL AC LEVELING,INC BM&HL	1185.000	97.40	115420.94
0110	402-3130	TN	RECYL AC 12.5MM SP,GP2,BM&HL	1955.000	97.75	191109.85
0115	413-1000	GL	BITUM TACK COAT	8616.000	2.80	24171.84
0125	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	1500.000	4.91	7366.94
0140	441-0016	SY	DRIVEWAY CONCRETE, 6 IN TK	2100.000	38.34	80515.05
0145	441-0104	SY	CONC SIDEWALK, 4 IN	7691.000	20.32	156302.27
0150	441-4020	SY	CONC VALLEY GUTTER, 6 IN	100.000	41.44	4144.00
0159	441-6002	LF	CONC CURB & GUTTER/ 6"X18"TP2	205.000	15.50	3177.50
0160	441-6022	LF	CONC CURB & GUTTER, 6"X30"TP2	13844.000	11.51	159419.89
0165	446-1100	LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	10390.000	2.55	26575.13
0170	550-1180	LF	STM DR PIPE 18",H 1-10	3172.000	35.29	111970.05
0175	550-1240	LF	STM DR PIPE 24",H 1-10	2596.000	37.61	97657.31
0176	550-1360	LF	STM DR PIPE 36",H 1-10	1732.000	49.58	85879.78
0190	550-3318	EA	SAFETY END SECTION 18",STD,4:1	4.000	587.16	2348.64
0205	550-4218	EA	FLARED END SECT 18 IN, ST DR	4.000	581.68	2326.73
0210	600-0001	CY	FLOWABLE FILL IF NEEDED - ABANDONED PIPE/STRUCTURES	50.000	199.90	9995.07
0215	603-2180	SY	STN DUMPED RIP RAP, TP 3, 12"	100.000	47.99	4799.10
0220	603-7000	SY	PLASTIC FILTER FABRIC	100.000	4.05	405.75
0225	610-6515	EA	REM HIGHWAY SIGN, STD	50.000	32.51	1625.93
0235	611-3010	EA	RECONSTR DROP INLET, GROUP 1	4.000	1602.04	6408.20
0240	634-1200	EA	RIGHT OF WAY MARKERS	150.000	112.63	16895.14
0245	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	300.000	16.03	4809.81
0250	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	100.000	13.09	1309.08
0255	636-1029	SF	HWY SGN,TP2 MATL,REFL SH TP 3	100.000	16.02	1602.06
0260	636-2070	LF	GALV STEEL POSTS, TP 7	600.000	5.86	3518.09
0267	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SIGNAL UPGRADES	1.000	50000.00	50000.00
0268	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SIGNAL UPGRADES	1.000	50000.00	50000.00
0269	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SIGNAL UPGRADES	1.000	50000.00	50000.00
0270	647-1000	LS	TRAF SIGNAL INSTALLATION NO - SIGNAL UPGRADES	1.000	50000.00	50000.00
0275	652-2501	LM	SOLID TRAF STRIPE, 5 IN, WHITE TEMP. EDGE LINES	3.000	362.72	1088.17
0280	652-2502	LM	SOLID TRAF STRIPE, 5 IN, YELLO TEMP. DOUBLE YELLOW CENTER LINE	3.000	362.07	1086.23
0285	652-3501	GLM	SKIP TRAF STRIPE, 5 IN, WHITE	1.000	323.16	323.17
0290	652-3502	GLM	SKIP TRAF STRIPE, 5 IN, YELLOW	1.000	252.27	252.28
0295	652-5701	LF	SOLID TRAF STRIPE, 24", WHITE TEMP. STOP BARS	384.000	2.12	815.08
0305	652-9001	SY	TRAFFIC STRIPE, WHITE TEMP. GORE AREAS IF NEEDED	300.000	1.50	450.00
0310	652-9002	SY	TRAFFIC STRIPE, YELLOW TEMP. GORE AREAS IF NEEDED	300.000	1.50	450.00
0315	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	1.000	80.20	80.20
0320	653-0120	EA	THERM PVMT MARK, ARROW, TP 2 TURN LANES	48.000	70.58	3387.96
0325	653-0130	EA	THERM PVMT MARK, ARROW, TP 3	1.000	91.54	91.54
0330	653-0170	EA	THERM PVMT MARK, ARROW, TP 7	1.000	100.76	100.76

0335	653-0210	EA	THERM PVMT MARK, WORD , TP 1	16.000	101.58	1625.40
0340	653-0220	EA	THERM PVMT MARK, WORD , TP 2	1.000	72.35	72.35
0345	653-2501	LM	THERMO SOLID TRAF ST, 5 IN, WH PERMANENT EDGELINES	3.500	1716.93	6009.27
0350	653-2502	LM	THERMO SOLID TRAF ST, 5 IN YE PERMANENT CENTERLINE	2.000	1723.52	3447.05
0355	653-4501	GLM	THERMO SKIP TRAF ST, 5 IN, WHI PERMANENT TURN LANE SKIPS	1.000	1091.16	1091.16
0360	653-4502	GLM	THERMO SKIP TRAF ST, 5 IN, YEL PERMANENT CENTERLINE SKIP	1.500	991.45	1487.18
0365	653-1704	LF	THERM SOLID TRAF STRIPE, 24", WH PERMANENT STOP BARS	384.000	5.56	2136.20
0370	653-1804	LF	THERM SOLID TRAF STRIPE, 8", WH PERMANENT CROSSWALKS	1600.000	2.12	3406.82
0375	653-6004	SY	THERM TRAF STRIPING, WHITE PERMANENT GORE AREAS	300.000	3.76	1130.45
0380	653-6006	SY	THERM TRAF STRIPING, YELLOW PERMANENT GORE AREAS	300.000	3.64	1094.34
0385	654-1001	EA	RAISED PVMT MARKERS TP 1	192.000	3.53	679.38
0395	654-1003	EA	RAISED PVMT MARKERS TP 3	80.000	4.18	334.43
0400	654-1010	EA	RAISED PVMT MARKERS TP 10	1.000	43.80	43.80
0405	668-1100	EA	CATCH BASIN, GP 1	48.000	2165.82	103959.79
0415	668-1200	EA	CATCH BASIN, GP 2	2.000	2560.04	5120.10
0425	668-2100	EA	DROP INLET, GP 1	10.000	1733.24	17332.48
0435	668-5000	EA	JUNCTION BOX	10.000	1641.56	16415.65
0440	700-6910	AC	PERMANENT GRASSING	3.200	873.85	2796.34
0445	700-7000	TN	AGRICULTURAL LIME	6.400	79.90	511.39
0450	700-8000	TN	FERTILIZER MIXED GRADE	2.000	518.69	1037.39
0455	700-8100	LB	FERTILIZER NITROGEN CONTENT	160.000	2.76	442.76

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ITEM TOTAL

1937601.85

INFLATED ITEM TOTAL

1937601.85

TOTALS FOR JOB 0010028

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ESTIMATED COST:

1937601.83

CONTINGENCY PERCENT ( 0.0 ):

0.00

ESTIMATED TOTAL:

1937601.83

-----

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010028

DATE

6/6/2013

INDEX (TYPE)

REG. UNLEADED  
DIESEL  
LIQUID AC

DATE	INDEX
May-13	\$ 3.414
	\$ 3.860
	\$ 565.00

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)				<b>53223</b>	\$	<b>53,223.00</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00		
Monthly Asphalt Cement Price month project let (APL)			\$	565.00		
Total Monthly Tonnage of asphalt cement (TMT)				157		

ASPHALT	Tons	%AC	AC ton
Leveling	1185	5.0%	59.25
12.5 OGFC		5.0%	0
12.5 mm	1955	5.0%	97.75
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	<b>3140</b>		<b>157</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)			\$	<b>12,545.23</b>	\$	<b>12,545.23</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00		
Monthly Asphalt Cement Price month project let (APL)			\$	565.00		
Total Monthly Tonnage of asphalt cement (TMT)				37.00658954		

Bitum Tack

Gals	gals/ton	tons
8616	232.8234	37.0065895

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010028

DATE

6/6/2013

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)						<b>0</b>	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	904.00			
Monthly Asphalt Cement Price month project let (APL)				\$	565.00			
Total Monthly Tonnage of asphalt cement (TMT)					0			

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

<b>TOTAL LIQUID AC ADJUSTMENT</b>							\$	<b>65,768.23</b>
-----------------------------------	--	--	--	--	--	--	----	------------------

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 1/16/2014 Project: 0010028  
 Revised: County: Chatham  
 PI: 0010028

Description: Chatham County Highway Improvement  
 Project Termini: Chatham County Highway Improvement

Existing ROW: Varies  
 Required ROW: Varies  
 Parcels: 122

Land and Improvements \_\_\_\_\_ \$310,575.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$150,000.00

Valuation Services \_\_\_\_\_ \$158,750.00

Legal Services \_\_\_\_\_ \$794,850.00

Relocation \_\_\_\_\_ \$244,000.00

Demolition \_\_\_\_\_ \$0.00

Administrative \_\_\_\_\_ \$1,036,500.00

TOTAL ESTIMATED COSTS \_\_\_\_\_ \$2,544,675.00

**TOTAL ESTIMATED COSTS (ROUNDED) \_\_\_\_\_ \$2,545,000.00**

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#: 286999 01/16/2014 (E)

Approved By: Dashone Alexander CG#: 286999 01/16/2014 (E)

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** PI 0010028, Chatham  
CS 1097/Delesseps/La Roche Ave fm Waters Ave to Skidaway Rd

**OFFICE** Jesup

**DATE** March 6, 2014

**FROM** Dallery Rozier, District Utilities Engineer

**TO** Matt Bennett, Project Manager

**SUBJECT** PRELIMINARY UTILITY COST ESTIMATE

The District Utilities Office is furnishing you with a Preliminary Utility Cost Estimate of each Utility with facilities potentially located within the above referenced project limits.

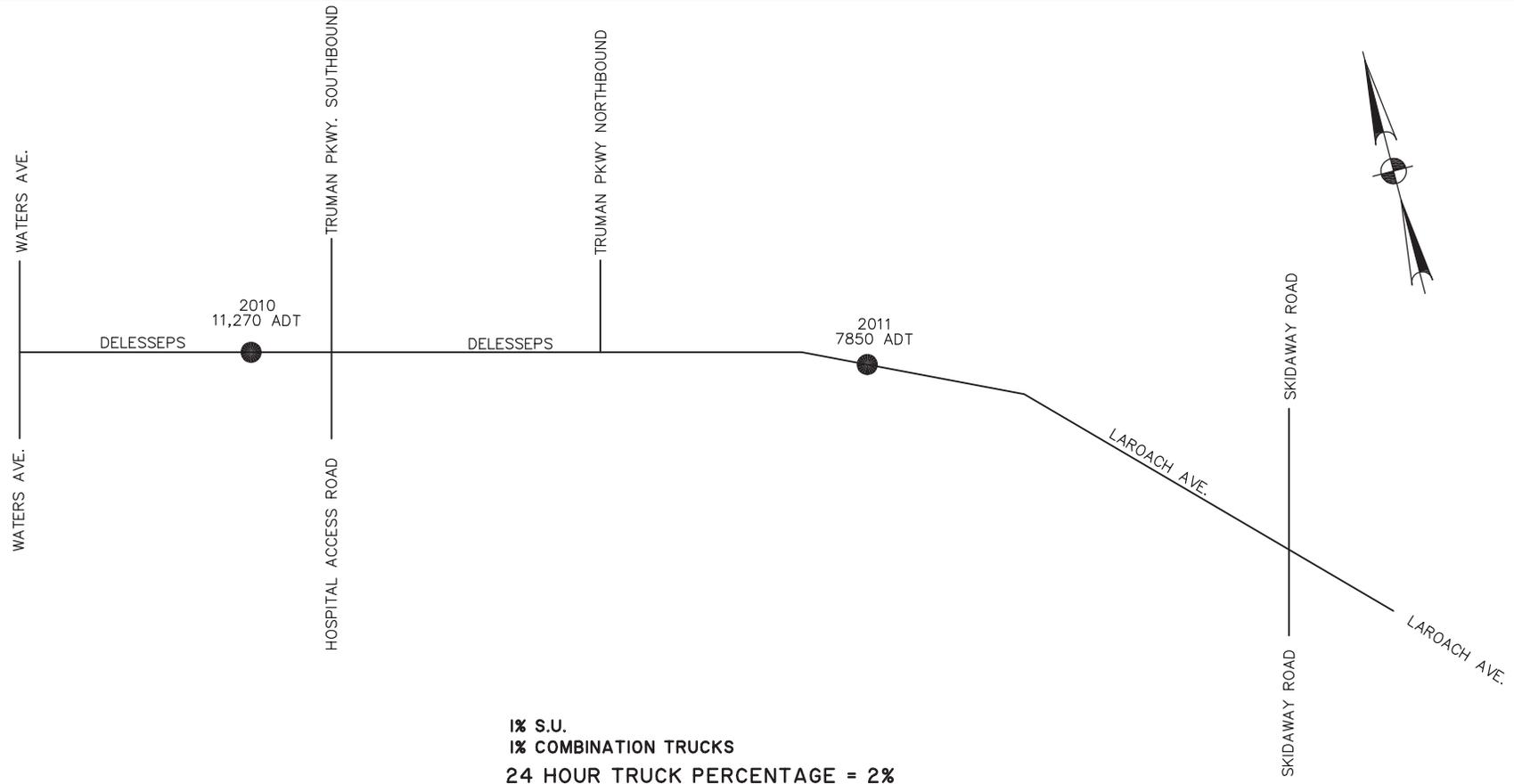
Facility Owner	Non-Reimbursable	Reimbursable	Comments
AGL	\$528,000.00	\$0.00	
AT&T	\$158,400.00	\$0.00	
City of Savannah (water & sewer)	\$1,051,200.00	\$0.00	
Comcast	\$105,600.00	\$0.00	
Georgia Power Co - D	\$750,000.00	\$0.00	
Totals	\$2,593,200.00	\$0.00	
Total Reimbursement		\$0.00	

\* Estimate is very preliminary and assumes relocation of all facilities until more detailed plans are available.

**CC:** Lee Upkins, Assistant State Utilities Engineer

District Office File

Utilities Office File



2010/2011 ADT

**DELESSEPS/LAROACH CORRIDOR  
 IMPROVEMENTS PROJECT**  
  
**CLIENT: CITY OF SAVANNAH**  
  
 LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473

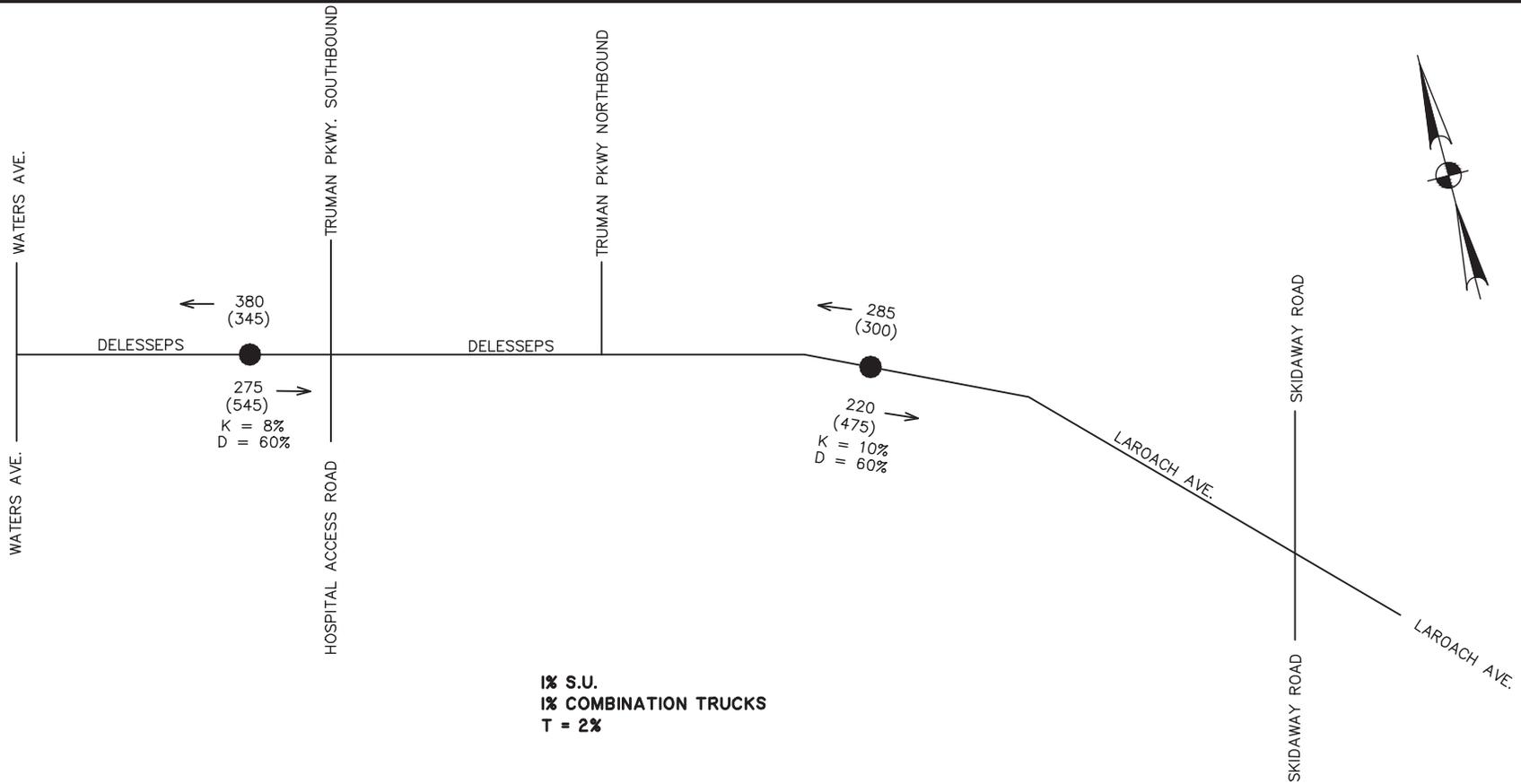
SHEET: 1 OF 6  
 SCALE: N.T.S.


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Brunswick, GA | Charleston, SC | Myrtle Beach, SC | Wilmington, NC



1% S.U.  
 1% COMBINATION TRUCKS  
 T = 2%

2013 DHV  
 000 AM  
 (00) PM

**DELESSEPS/LAROACH CORRIDOR  
 IMPROVEMENTS PROJECT**

CLIENT: CITY OF SAVANNAH

LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473

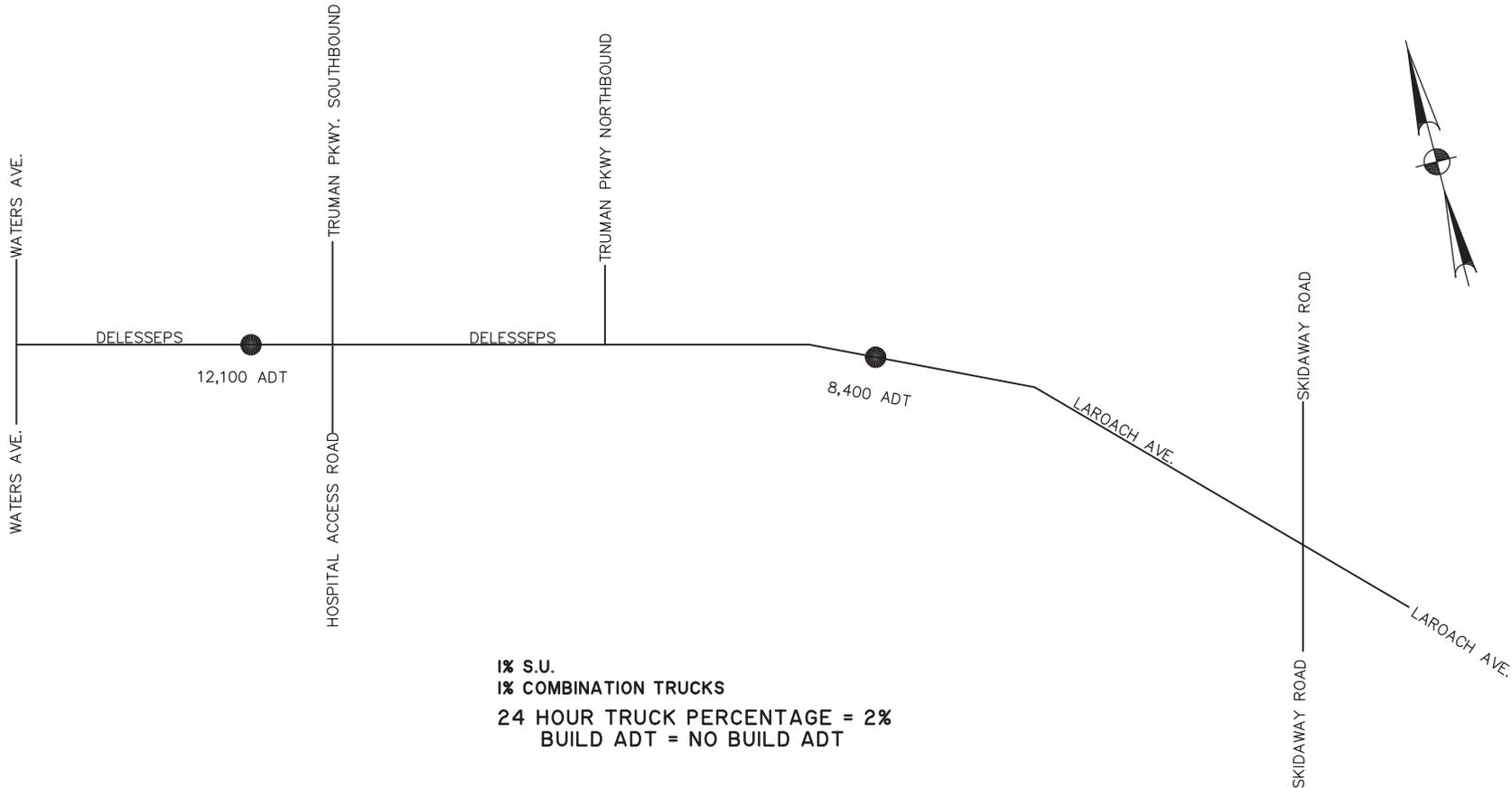
SHEET: 2 OF 6  
 SCALE: N.T.S.

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1% S.U.  
 1% COMBINATION TRUCKS  
 24 HOUR TRUCK PERCENTAGE = 2%  
 BUILD ADT = NO BUILD ADT

2018 BASE YEAR ADT  
 ASSUMES 1% ANNUAL GROWTH  
 FROM CURRENT YEAR

**DELESSEPS/LAROACH CORRIDOR  
 IMPROVEMENTS PROJECT**  
  
**CLIENT: CITY OF SAVANNAH**  
  
 LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473

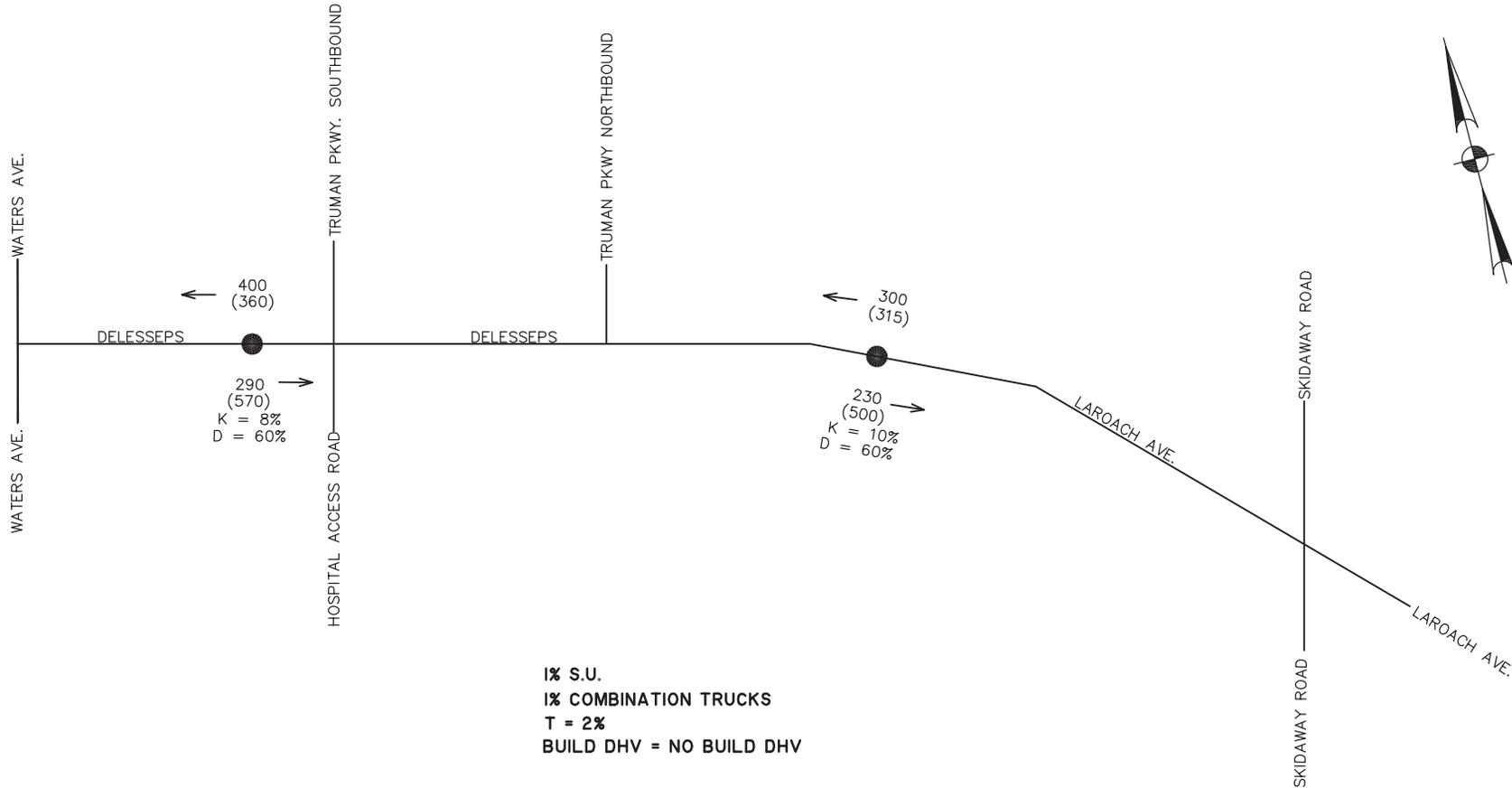
SHEET: 3 OF 6  
 SCALE: N.T.S.


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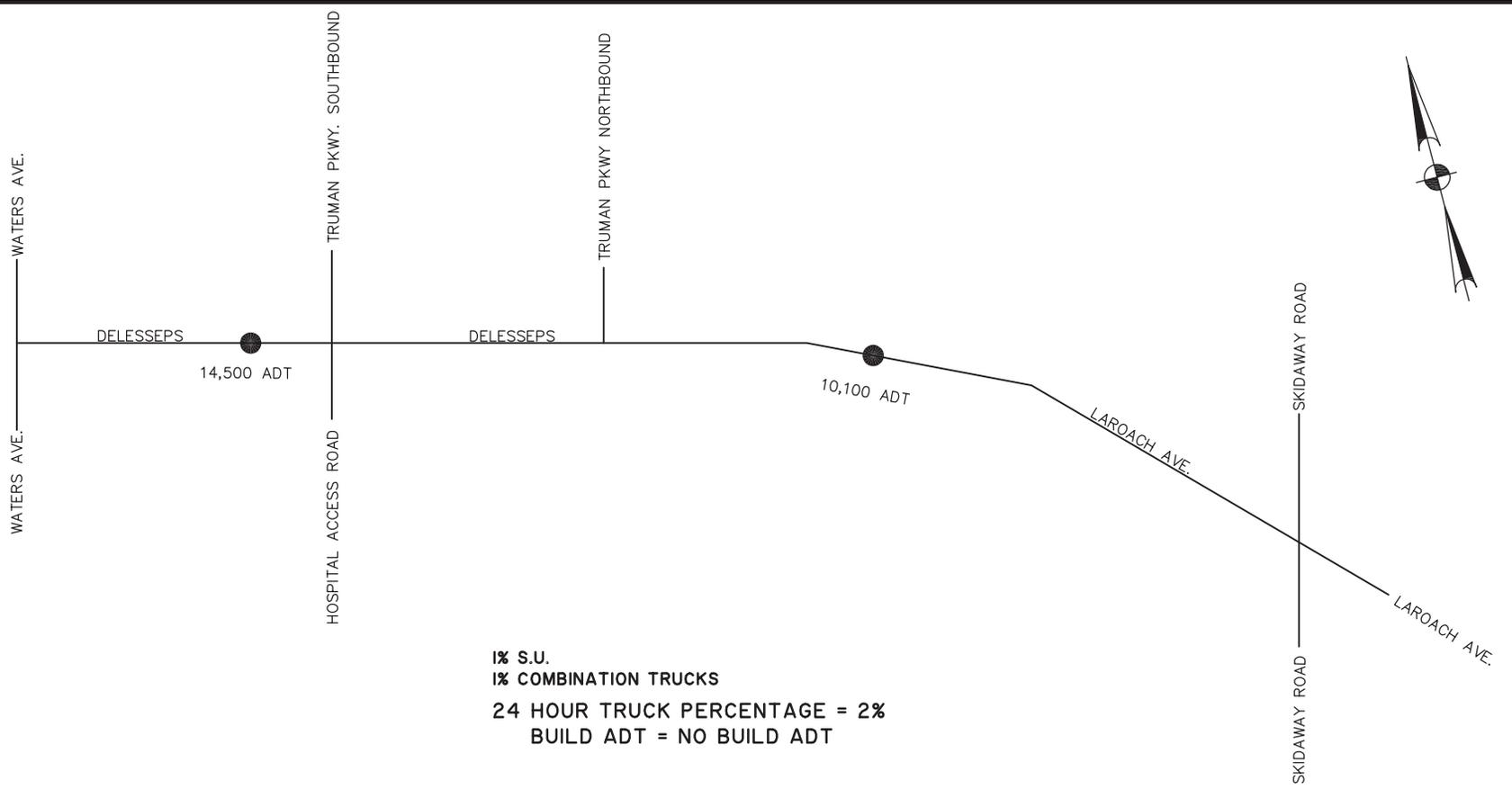


1% S.U.  
 1% COMBINATION TRUCKS  
 T = 2%  
 BUILD DHV = NO BUILD DHV

**2018 BASE YEAR DHV**  
 000 AM  
 (00) PM  
 ASSUMES 1% ANNUAL GROWTH FROM CURRENT YEAR

**DELESSEPS/LAROACH CORRIDOR IMPROVEMENTS PROJECT**  
 CLIENT: CITY OF SAVANNAH  
 LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473  
 SHEET: 4 OF 6  
 SCALE: N.T.S.


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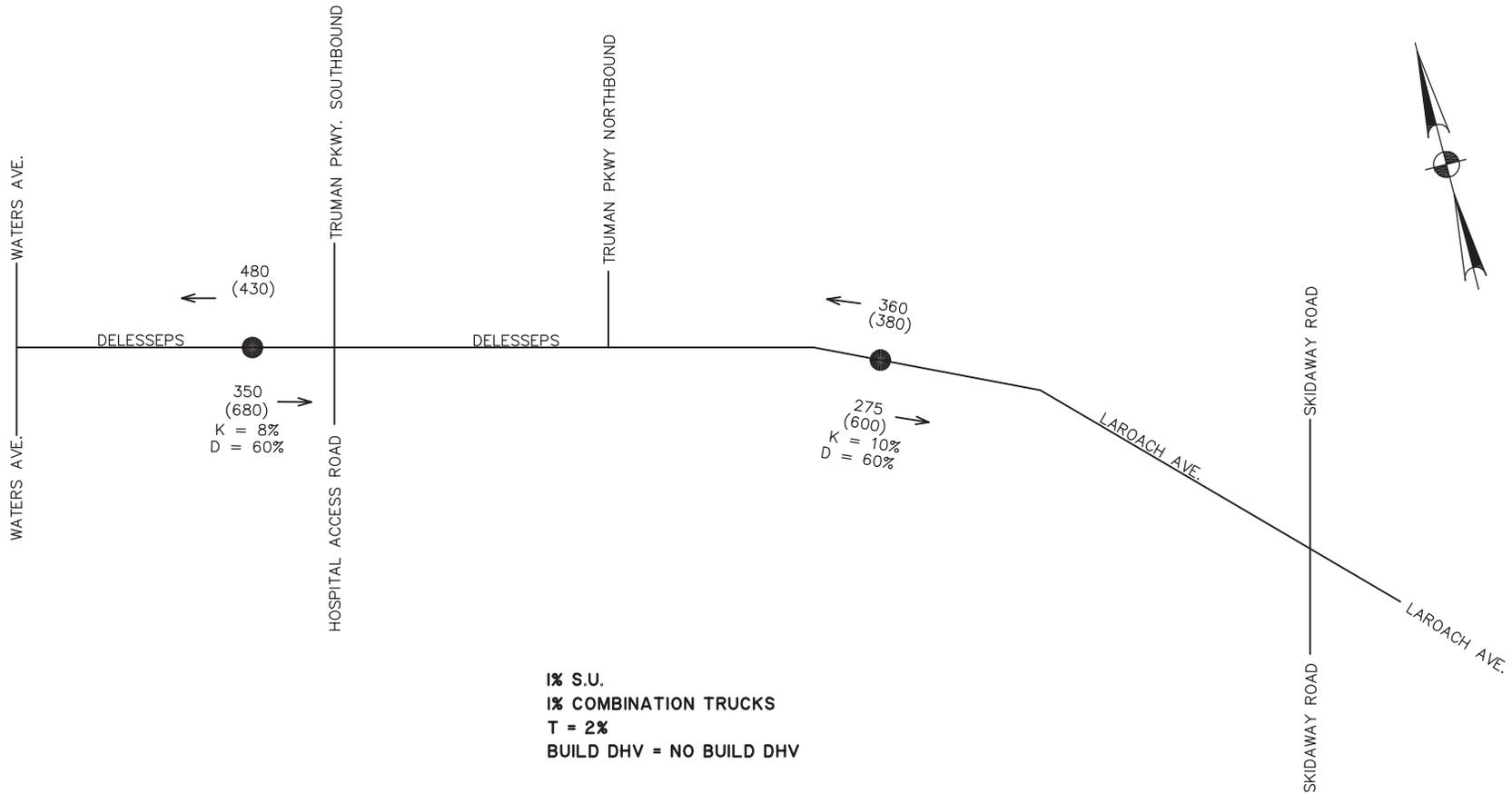


1% S.U.  
 1% COMBINATION TRUCKS  
 24 HOUR TRUCK PERCENTAGE = 2%  
 BUILD ADT = NO BUILD ADT

2038 DESIGN YEAR ADT  
 ASSUMES 1% ANNUAL GROWTH  
 FROM BASE YEAR

**DELESSEPS/LAROACH CORRIDOR  
 IMPROVEMENTS PROJECT**  
 CLIENT: CITY OF SAVANNAH  
 LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473  
 SHEET: 5 OF 6  
 SCALE: N.T.S.


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1% S.U.  
 1% COMBINATION TRUCKS  
 T = 2%  
 BUILD DHV = NO BUILD DHV

2038 DESIGN YEAR DHV	
000	AM
(00)	PM
ASSUMES 1% ANNUAL GROWTH FROM BASE YEAR	

**DELESSEPS/LAROACH CORRIDOR IMPROVEMENTS PROJECT**  
 CLIENT: CITY OF SAVANNAH  
 LOCATION: Chatham County, Georgia  
 DATE: January 13, 2014  
 JOB NUMBER: J - 24473  
 SHEET: 6 OF 6  
 SCALE: N.T.S.


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# Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:051-0161-0

Chatham

SUFF. RATING: 96.70

**Location & Geography**

**Structure ID:** 051-0161-0  
 200 Bridge Information: 06  
 \*6A Feature Int: CASEY CANAL  
 \*6B Critical Bridge: 0  
 \*7A Route No Carried: CR01097  
 \*7B Facility Carried: DELESSOPS DRIVE  
 9 Location: NE INT. DERENNE & WATERS  
 2 Dot District: 5  
 207 Year Photo: 2012  
 \*91 Inspection Frequency: 24 Date: 08/09/2012  
 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: 69000  
 \*5 Inventory Route(O/U): 1  
 Type: 5  
 Designation: 1  
 Number: 04037  
 Direction: 0  
 \*16 Latitude: 32 02.0920 HMMS Prefix:  
 \*17 Longitude: 81 -05.0780 HMMS Suffix: MP:0.00  
 98 Border Bridge: 000%Shared:00  
 99 ID Number: 0000000000000000  
 \*100 STRAHNET: 0  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 513109707  
 13B Sub Inventory Route: 0  
 101 parallel Structure: N  
 \*102 Direction of Traffic: 2  
 \*264 Road Inventory Mile Post: 000.38  
 \*208 Inspection Area: 5 Initials: EFP  
 Engineer's Initials: bcn  
 \* Location ID No: 051-04037M-000.38E

\*104 Highway System: 0  
 \*26 Functional Classification: 17  
 \*204 Federal Route Type: M No: 04037  
 105 Federal Lands Highway: 0  
 \*110 Truck Route: 0  
 2006 School Bus Route: 1  
 217 Benchmark Elevation: 0037.41  
 218 Datum: 2  
 \*19 Bypass Length: 01  
 \*20 Toll: 3  
 \*21 Maintenance: 04  
 \*22 Owner: 04  
 \*31 Design Load: 6  
 37 Historical Significance: 5  
 205 Congressional District: 12  
 27 Year Constructed: 1991  
 106 Year Reconstructed: 0000  
 33 Bridge Medium: 0  
 34 Skew: 24  
 35 Structure Flared: 0  
 38 Navigation Control: 0  
 213 Special Steel Design: 0  
 267 Type of Paint: 0  
 \*42 Type of Service On: 5  
 Type of Service Under: 1  
 214 Movable Bridge: 0  
 203 Type Bridge: D  
 259 Pile Encasement 3  
 \*43 Structure Type Main: 5 02  
 45 No.Spans Main: 006  
 44 Structure Type Appr: 0 00  
 46 No Spans Appr: 0000  
 226 Bridge Curve Horz 0 Vert: 1  
 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: 0  
 243 Parapet Location: 0  
 Height: 0  
 Width: 0  
 238 Curb Height: 1  
 Curb Material: 1  
 239 Handrail 7 7  
 \*240 Medium Barrier Rail: 0  
 241 Bridge Median Height: 0  
 \* Bridge Median Width: 0  
 230 Guardrail Loc. Dir. Rear: 6  
 Fwd: 6  
 Oppo. Dir. Rear: 0  
 Oppo. Fwd: 0  
 244 Approach Slab 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 35  
 236 Warning Sign: 0.00  
 234 Delineator: 1.00  
 235 Hazzard Boards: 0  
 237 Utilities Gas: 00  
 Water: 00  
 Electric: 00  
 Telephone: 00  
 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:051-0161-0**

Programming Data		Measurements:				
201 Project No:	F-171-1 (1) CT.1	*29ADT	011100	Year:2011	65 Inventory Rating Method:	1
202 Plans Available:	3	109%Trucks:	0		63 Operating Rating Method:	1
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:06	66 Inventory Type:	2 Rating: 33
250 Approval Status:	0000	210 No. Tracks On:	00	Under:00	64 Operating Type:	2 Rating: 33
251 PI Number:	0000000	* 48 Max. Span Length	0103		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	452		H-Modified:	21 0
260 Seismic No:	00000	51 Br. Rwdy. Width	40.60		HS-Modified:	30 0
75 Type Work:	00 0	52 Deck Width:	55.00		Type 3:	33 0
94 Bridge Imp. Cost:	\$1,766	* 47 Tot. Horiz. Cl:	41		Type 3s2:	40 0
95 Roadway Imp. Cost:	177	50 Curb / Sidewalk Width	6.00 / 6.00		Timber:	37 0
96 Total Imp Cost:	2649	32 Approach Rdwy. Width	029		Piggyback:	00 0
76 Imp Length:	000000	*229 Shoulder Width:			261 H Inventory Rating:	25
97 Imp Year:	2013	Rear Lt:	2.00	Type:8 Rt:2.00	262 H Operating Rating	42
114 Future ADT:	016650	Fwd. Lt:	2.00	Type:3 Rt:2.00	67 Structural Evaluation:	7
<b>Hydraulic Data</b>		Permanent Width:			58 Deck Condition:	7
215 Waterway Data:		Rear:	29.00	Type:8	59 Superstructure Condition:	8
High Water Elev:	0000.0	Fwd:	36.00	Type:2	* 227 Collision Damage:	0
Flood Elev:	0000.0	Intersaction Rear:	1	Fwd: 1	60A Substructure Condition:	7
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	1		60B Scour Condition:	N
Drainage Area:	00010	Transition:	1		60C Underwater Condition	N
Area of Opening:	001350	App. G. Rail:	1		71 Waterway Adequacy:	N
113 Scour Critical	N	App. Rail End:	1		61 Channel Protection Cond.:	N
216 Water Depth:	00.0	53 Minimum Cl. Over:	99' 99 "		68 Deck Geometry:	5
222 Slope Protection:	0	Under:			69 UnderClr. Horz/Vert:	9
221 Slope Protection	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"		<b>Posting Data</b>	
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:	H 37 37		* 103 Temporary Structure:	0
* Width:	0.00	56 Lateral Undercl. Lt:	6.60		232 Posted Loads	
* Length:	0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00
265 U/W Insp. Area	0	39 Nav Vert Cl:	000 Horiz:0000		HS-Modified:	00
Location ID No:	051-04037M-000.38E	116 Nav Vert Cl Closed:	000		Type 3:	00
		245 Deck Thickness Main	8.00		Type 3s2:	00
		Deck Thick Approach:	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

## Meeting Minutes

**Project:** CS1097/DeLesseps/La Roche Ave. from Waters Ave. to Skidaway Rd.

**Meeting Date:** May 1, 2013

**Location:** Thomas & Hutton Conference Room & Field

**Attendees:** **Matt Bennett, GDOT Project Manager**  
**Mike Weiner, City of Savannah Traffic Engineering Director**  
**Doyle Kelley, Thomas & Hutton (T&H)**  
**John Giordano, Thomas & Hutton**

- 
- Introductions & distribution of the meeting agenda
  - An overall map of the project corridor was laid out for discussion and the project corridor was examined.
  - Matt indicated during discussion of the project scope that emphasis needs to be placed on this project being a pedestrian and bike project and any widening to occur is a result of the pedestrian/bike improvements.
  - Mike indicated that from Ward St. to Skidaway was designated a Bike Route Facility. John and Doyle presented an exhibit which shows the intersection of the proposed Truman Trail project and DeLesseps occurring just east of the existing Truman Parkway Overpass.
  - Mike provided a letter he received from the Savannah Tree Foundation indicating specimen trees within the project corridor. There were two area identified as needing protection.
  - The typical section was discussed in detail and it was preliminarily decided that from Waters Avenue up to the intersection with the proposed Truman Trail (east side of existing Truman Overpass) would consist of two 11-ft lanes, curb and gutter, and sidewalk at the back of curb. From the intersection with the Truman Trail east to Skidaway Rd. the typical section would consist of two 11-ft lanes, 4-ft bike lanes, curb and gutter and sidewalk at the back of curb. Due to existing trees within the project corridor the sidewalk may need to meander around these trees when possible.

## Meeting Minutes

- Matt indicated that the Project Justification Statement (PJS) was already approved by the Office of Planning and did not recommend making any revisions to it as the project moves forward. Mike provided a copy of the PJS to T&H.
- T&H requested that the City provide it with all of the traffic data available for the project corridor. Mike provided the traffic and pedestrian counts for T&H to use in developing the traffic report for the project. He indicated that the City would be providing updated pedestrian counts and if there is anything additional T&H needs to complete the report to let him know.
- The only anticipated Context Sensitive Design Issues at this time are the existing trees within the corridor.
- The design speed to be used during the project development is 35 mph.
- The only major structure within the project corridor noted is the existing Truman Overpass. Matt indicated it would be preferable to leave the existing structure as is however if modifications were required we would need to examine those at that time.
- It was noted that the City owns the water, sewer and drainage infrastructure within the project corridor. Mike indicated that he would provide as-builts of the improvement project the City completed at Ward St. as well as any drainage information/studies in the area.
- Mike indicated that he would check the existing cabinets at the signals to verify they will work with the addition of pedestrian phases to signals.
- The other utility owners within the area will be contacted during the project's progression.
- Currently the preliminary parcel count on the preconstruction status report is listed at 122 parcels. Matt has requested T&H to re-examine this count and try and come up with a more accurate count, hopefully reducing the number significantly.
- There are currently no known design variances/exceptions, however this may change during the project development. It was agreed that the initial stance to be taken should there be a conflict with an existing obstacle is that the obstacle shall be relocated or removed. This will give us the opportunity to negotiate down and to a stance that would require a design variance. John brought up the possible ADA issues associated with a pedestrian facility crossing the existing Truman Parkway overpass. This will be examined when survey data is available to determine grades.

## Meeting Minutes

- There was a discussion regarding the environmental documentation required for the project. The air & noise studies will be completed with no modeling, the ecology short form report will be utilized, history and archaeology will be full reports because of known eligible historic resources in the area and UST/hazardous waste will be in-depth reports due to the presence of known resources in the corridor.
- Due to the parcel count along with the environmental documentation, Matt believes that we will be required to complete an Environmental Assessment (EA) as opposed to a Categorical Exclusion (CE).
- Mike would like to hold an initial stakeholders (property owners) meeting for all adjacent properties to get public input at the project outset. Mike will discuss with the City's Citizens Advisory Board for possibly holding the meeting at Meyers Middle School or Savannah State University. Notice will need to be sent to the adjacent property owners and major stakeholders at least 2 weeks prior to the meeting. The date of the meeting was tentatively set at Thursday, June 6<sup>th</sup>, 2013.
- The major stakeholders listed were as follows: Savannah State University, Memorial Hospital, School Board, Savannah Tree Foundation, Coastal Georgia Greenway, the local bike group (John will get name), the adjacent neighborhood associations, City Council representative and County Commission representative.
- At this time no known constructability issues were noted.
- The project responsibilities were discussed as follows:
  - Concept Development – City/T&H
  - Design – City/T&H
  - Right-of-Way Acquisition – City/T&H
  - Utility Relocation – Utility coordination by GDOT
  - Letting to Contract - GDOT
  - Construction Supervision - GDOT
  - Material Pits - Contractor
  - Detours - City
  - Environmental Studies/Documents/Permits – City/T&H
  - Construction Inspection & Materials Testing – GDOT

## Meeting Minutes

- The first major milestones for the project schedule were noted as PIOH in 9/2013, draft Concept Report submittal the end of 10/2013 and the concept team meeting in 10/2013. Matt distributed a copy of the Preconstruction Status Report including the project schedule.
- Matt indicated that the project will need to be completed in Microstation V8i and In-Roads will be the design software to be utilized.
- Moving forward, all submittals will go to Matt for distribution to the appropriate offices.
- Matt indicated that the cost estimate needs to be updated in CES and the parcel count updated for R/W. T&H will begin working on updating these.
- All attendees went on a site visit.
- The specimen trees noted by the Savannah Tree Foundation were examined.
- The team walked up the overpass to examine the existing bridge, which appeared to be in good shape. The sidewalks leading up to the bridge will be placed between the back of curb and the existing guardrail.
- There is an existing store which appears to utilize the right-of-way for parking. While no resolution was reached on how to address this property, it was noted as an issue to be worked out a later date.
- At the intersection of Skidaway Rd. and LaRoche all parties examined the existing facilities and ways to potentially incorporate the sidewalks into the existing shopping center curb cuts.

## Meeting Summary

RE: DeLesseps/LaRoche Corridor Improvement Project  
Stakeholder Meeting 1

Project Team City of Savannah: Michael Weiner, Traffic Engineering; Heather Fish, Citizen's Office  
Attendees: Georgia Dept. of Transportation: Matt Bennett  
Consultant Team: Doyle Kelly, John Giordano, Thomas & Hutton Engineering; Chase Holloway, Coastline Engineering; Denise Grabowski, Symbioscity

Meeting Date: June 6, 2013

Location: Calvary Baptist Church Youth Activities Building, 4625 Waters Avenue

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All residents and property owners along the project area of DeLesseps/LaRoche were invited to attend this meeting to learn more about this project and to provide to the City and consultant team about the DeLesseps/LaRoche Corridor Improvement Project. This meeting was held at the very beginning of the project in order to engage the community very early in the process. Other community stakeholders with a vested interest in the project were also invited.

The meeting was attended by 20 people, according to the sign-in sheet. In addition to the property owners/residents along the corridor, other organizations represented include the Chatham County-Savannah Public School System, Savannah State University, Savannah Bicycle Campaign, and Savannah Tree Foundation.

The meeting opened with an overview presentation about the project. Mike Weiner welcomed everyone and provided opening comments. The presentation was then provided by Denise Grabowski, with facilitated a question-and-answer session following. After the presentation, attendees were invited to visit the exhibits around the room. Each exhibit included an aerial of the corridor. Attendees were asked to identify their home, property, place of business with small dot. Comments were recorded on flip charts and/or sticky notes. Each attendee was also encouraged to complete a comment form. Eleven comment forms were returned.

In general, the attendees were primarily supportive of the project. Concern was expressed about the narrow right-of-way and how this project would impact the adjacent property. The following information reflects comments made on the flip charts at each exhibit area.

## Comments from Exhibit Flip Charts

### *Area 1: Waters Avenue to Truman Parkway*

- Pedestrian signal between Truman Parkway and Waters Ave. to allow residents and kids to cross the road to access neighborhoods on both sides of DeLesseps.
- Marking a left turn from neighborhood streets onto DeLesseps is difficult at certain times of the day. Traffic on DeLesseps waiting to turn onto Waters back up to between Cedar and Salvador streets.

### *Area 2: Truman Parkway to Ward Street*

- 1802 – drainage issues, corner of Costa Rice and DeLesseps (northeast)
- Park used to be at end of Costa Rica, would like to have park amenity again
- 2215 – traffic calming at curve, driveway reconstruction issues from curve project

### *Area 3: Ward Street to Skidaway Road*

- 2215 – speed concerns in curve, house has been hit by cars speeding/out of control
- Include sidewalk on Skidaway (east side) from LaRoche (SSU entrance) to Sparkwood/access road
- Continue project limit to SSU entrance

### *General comment*

- Planting strip behind curb, when possible, is preferred!

## Comment Form Responses

1. *Please check all that apply to you below:*

### **Responses**

- 3** Resident along DeLesseps Avenue or LaRoche Avenue
- 6** Property owner along DeLesseps Avenue or LaRoche Avenue
- 0** Business owner along DeLesseps Avenue or LaRoche Avenue (including intersections with Waters Avenue and Skidaway Road)
- 3** Other: Savannah Tree Foundation, Savannah State, Savannah Bicycle Campaign

2. *If you live or own a business in the project area, please identify which section of the corridor your home or business is located in.*

### **Responses**

- 1** Section 1 – Between Waters and Truman Parkway
- 4** Section 2 – Between Truman Parkway and Ward Street
- 2** Section 3 – Between Ward Street and Skidaway Road

3. *Please identify which of the following proposed improvements are important to you.*  
 (Note: Total score and averages are shown, as not all respondents answered all questions.)  
 4 = Very Important  
 3 = Somewhat Important  
 2 = Not Important  
 1 = No Opinion

Total	Average	
35	3.5	Pedestrian improvements, such as sidewalks, crosswalks, curb ramps, and pedestrian signals
31	3.1	Bike improvements, such as bike lanes
40	3.6	Drainage improvements, such as curb and gutter

4. *Based on the project purpose described above, do you support this project?*

**Responses**

- 7 Yes
- 0 No
- 3 Don't know/No opinion

**Comments:**

- Sidewalks and bike facilities are needed!
- If it will slow down traffic especially around the curve. If it doesn't take more property.
- I support it because my home is paid for, I am not moving, and it would be good for the area.
- Will provide a much needed link between SSU and neighborhoods to the west.
- Need more information to decide if support is warranted.
- Great!!
- There is a great need of a sidewalk on DeLesseps Ave, there is more people walking on DeLesseps than bike riders.
- We support the purpose - our concern is the implementation.

5. *Do you have specific information, concerns, etc. about this project? If so, please describe as specifically as possible*

- Trees! Preservation of existing trees; means mitigating tree loss. A certified arborist should inventory/survey and evaluate all trees in corridor BEFORE design begins!
- Walkways and bike lanes for students
- Concerned about the drainage and how much of my property will be taken
- Worried about how bikes will be accommodated on the bridge.
- Not yet
- It may be an improvement to the city than I am not against, but my questions are what damage or improvements does it mean to my property?

- The impact of our property, we don't have that much of an area between our property and the street.
- Our concern is that our property has a very small front yard with a large beautiful magnolia tree. If you take any part of this front yard, the magnolia tree will be gone and the house will be right on the street/sidewalk/curb.

6. *Additional Comments*

- Don't let GDOT ruin public and private trees in the ROW; nor public/private trees adjacent to ROW
- House has been hit by speeding auto's 3 different times. Speeding autos wrecked in yard another 3 different times, destroying lawn.
- I think we only need sidewalks on the south side of the street, to keep from taking so much property.
- How much of my yard will you take? How close to my front door? How much harder it will be to get in and out of my driveway
- Please locate this project on the church side, if possible. Thank you for your consideration.

END OF MEMORANDUM

# DELESSEPS / LAROCHE AVENUE CORRIDOR IMPROVEMENT PROJECT

Stakeholder Meeting – June 6, 2013

## Meeting Agenda

- Overview Presentation
- Q&A
- Review of exhibits
  - Station 1: West – Waters Ave. to Truman Pkwy.
  - Station 2: Central – Truman Parkway to Ward St.
  - Station 3: East – Ward St. to Skidaway
  - Station 4: Entire Project Area

## Project Team

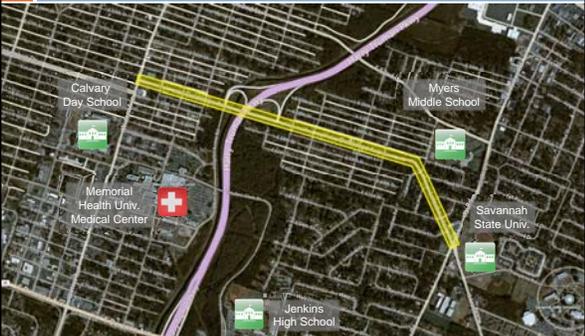
- City of Savannah Traffic Engineering
- Engineering
  - Thomas & Hutton Engineering Company
  - Coastline Engineering
- Public Involvement/Land Use
  - Symbioscity
- Specialists
  - Resource + Land Consultants– Ecology
  - Terracon – Environmental Assessments
  - Brockington & Associates – History/Archeology

## Project Purpose

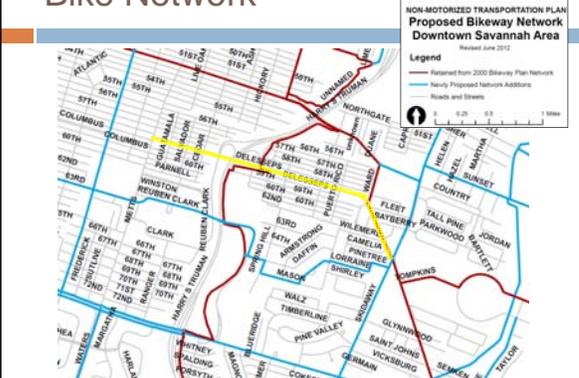
- Improve access for pedestrians and cyclists along DeLesseps Avenue / LaRoche Avenue



## Context



## Bike Network



**NON-MOTORIZED TRANSPORTATION PLAN  
Proposed Bikeway Network  
Downtown Savannah Area**  
Revised June 2012

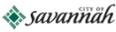
**Legend**

- Retained from 2000 Bicycle Plan Network
- Newly Proposed Network Additions
- Roads and Streets

### Current Conditions



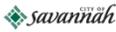
Lack of sidewalks  
Poor condition of existing sidewalks



### Current Conditions

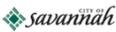


Open ditch/swale drainage facilities  
No designated bike facilities on bike route



### Anticipated Improvements

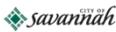
- Pedestrian Improvements
  - ▣ Sidewalks
  - ▣ Crosswalks
  - ▣ Curb ramps
  - ▣ Pedestrian signals
- Bike Improvements
  - ▣ Bike lanes
- Drainage Improvements
  - ▣ Curb and gutter
  - ▣ Pipe ditches/swales

### Challenges



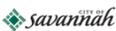
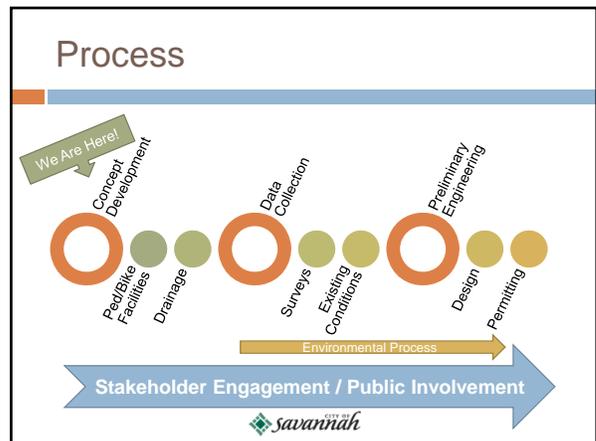
Narrow right-of-way  
Trees close to the roadway



### Challenges



Businesses and parking access  
Utilities

## Schedule

Concept Approval	Dec. 2013
Environmental Approval	Nov. 2015
Preliminary Plans	Dec. 2015
Right-of-Way	May 2016
Final Plans/Construction Authorization	June 2017



## Review of Exhibits

- Station 1: West – Waters Ave. to Truman Pkwy.
- Station 2: Central – Truman Parkway to Ward Street
- Station 3: East – Ward Street to Skidaway Road
- Station 4: Complete Project Area



## Your Thoughts?

- Visit any/all stations
- Station 4: Please ID where you live
- Please complete a comment form!

Contact Information:  
 Michael Weiner, Traffic Eng. Director  
[mweiner@savannahga.gov](mailto:mweiner@savannahga.gov)  
 651-6603  
 PO Box 1027  
 Savannah, GA 31402



## Meeting Minutes

**Project:** CS1097/DeLesseps/La Roche Ave. from Waters Ave. to Skidaway Rd.

**Meeting Date:** October 3, 2013

**Location:** GDOT District V, Jesup, GA

**Attendees:** Matt Bennett, GDOT Project Manager  
Mike Weiner, City of Savannah Traffic Engineering Director

John Giordano, Thomas & Hutton

Dennis Odom, GDOT

Jeremy Barwick, GDOT

George Shenks, GDOT

Leslie Ogden, GDOT

Will Murphy, GDOT

Tom McQueen, GDOT

**Distribution List:** All Attendees

Matt Sanders, GDOT Value Engineering Specialist

- 
- Matt Bennett began the meeting by requesting everyone in the room and via teleconference introduce themselves.
  - Matt gave a quick introduction of the project and turned the meeting over to John.
  - John Giordano indicated that he would read through the report and invited anyone to speak up during the process to indicate any comments/questions. The following describes the questions and comments and resulting discussions:
    - A brief project description will be added to the cover.
    - The blank pages will be removed from the final report. (ie. the project location map place holder page)
    - The Project Justification Statement (PJS) included in the report was approved on February 3, 2012 and provided by the Planning Office. The PJS was provided to T&H at the project kickoff meeting.
    - John indicated that he did not know the MPO Project ID number. Tom McQueen looked it up and provided the number, 2012-bp-01, which will be added to the final report.

## Meeting Minutes

- o John indicated that he did not know the Coastal Georgia Regional Commission ID number. No one knew this number at the time of the meeting. Thomas & Hutton will request the number from MPC.
- o John read through the Design and Structural Data section.
- o The Existing Lane Width(s) will be revised from 11'-12' to *Varies 10'-12'* and the Proposed Lane Width(s) will be revised from 11' to *Varies 11'-12'*. Matt indicated that if there are existing 12' lane widths for a portion of the corridor they will need to remain at least 12'.
- o The Existing Sidewalks will be revised from *None* to read *Multiple Short Sections*.
- o The Existing Min. Horizontal Curve Radius, Superelevation Rate, Grade and Maximum Grade-Crossroad currently read *Unknown*. These items will be examined and filled in appropriately based on what the existing field conditions are. It was noted that if the existing conditions do not meet the current GDOT or AASHTO recommendations a design variance or exception will be required if they are not being corrected.
- o The existing LaRoche Ave/Skidaway Rd. intersection is listed as having an approximate intersection angle of 60°. Matt indicated that the listed intersection angle does not meet the GDOT standard would require a Design Variance. John stated that he would verify the intersection angle.
- o It was indicated that the GDOT Utility Office will handle the coordination with all utility companies in the corridor and provide cost estimates for the project.
- o The description of the Georgia Power Distribution lines will be revised to indicate that "west of the Truman Parkway the lines cross perpendicular to the corridor at the cross roads and east of the parkway they run longitudinally with the corridor."
- o Concern was brought up regarding the location of poles within the proposed typical section. It was determined that where the lines cross the corridor perpendicular the poles at the corner would be reset to not conflict with the improvements. For the portion of the corridor where the poles run longitudinally, the poles will be either relocated behind the proposed walk, in the green space between the back of curb and the sidewalk, or the sidewalk will meander around the existing pole location. Depending on the relation of the pole location to the

## Meeting Minutes

travel lane and/or the sidewalk. A design variance may be required if the poles do not meet the minimum lateral offset to an obstruction.

- o It was noted that there are existing gas mains in the corridor and will need to be added to the final Concept Report. The gas provider is AGL.
- o While SUE is not required, the utility office is recommending that it be performed due to the number and age of the utilities within the corridor. The report will continue to indicate that it is not required; however a note will be added that it is "recommended".
- o Under Right-of-Way, Permanent Easements will be modified to indicate that this will "include utilities".
- o In the Design Exceptions chart, Horizontal Alignment and Superelevation will be revised from "No" to "Undetermined", until a point at which they can be determined. Explanations for each will be added below the chart.
- o In the Design Variances chart, Intersection Skew Angle will be revised from "No" to "Undetermined", until a point at which it can be determined. An explanation will be added below the chart.
- o Matt and John described the anticipated environmental issues and how they are planning on being addressed.
- o It was noted that a new template for Concept Reports includes additional language regarding the 404 permit. Matt indicated that the report did not need to be put into the new template, but the new language will need to be put in the current Concept Report.
- o The reference to Magnolia Park Historic District under the NEPA/GEPA section will be revised to read Daffin Heights/LaRoche Park Historic District.
- o The GDOT Historian indicated that there were concerns over the impact to the Daffin Heights/LaRoche Park Historic District, specifically some of the homes from east of Truman Parkway up to Ward St. He indicated that from his preliminary review the homes from Ward St. to Skidaway did not appear as historically significant. It was indicated that the impacts to the district may include altering any structures and/or trees.

## Meeting Minutes

- o It was agreed that based on the submitted draft Concept Report it would be beneficial to begin work on the Special Studies for the project.
- o Under the Public Involvement section, the following will be added:
  - PIOH – if it is determined it is required.
  - PHOH – required for EA
- o The first sentence under the Initial Concept Meeting heading will be revised to read: "An initial concept meeting was not scheduled or required however a kickoff meeting was held on May 1, 2013 at the Thomas & Hutton office to review the project concept, proposed improvements and project schedule. The GDOT PM, City and Thomas & Hutton were present at the kickoff meeting"
- o It was noted that the current ROW estimate was based on approx. 32 parcels. The new parcel count is 122. Matt indicated that he would request the estimate be updated.
- o John reviewed a lighting comment he received from Lisa L. Myers, State Project Review Engineer with the group. The comment pertained to additional coordination regarding lighting along the corridor and at the interchange. The existing lighting is attached to the distribution power poles within the corridor and any relocation of the power poles will encompass the relocation of the lighting. The City is not requesting any additional lighting for the corridor or at the interchange at this time.
- o Lisa Myers also commented to consider removing the *Revisions to Programmed Costs* from the Concept Report. The costs will be updated, but the form will remain in the Concept Report.
- o John indicated that he was unclear of a comment from Kim Phillips regarding answering the MS4 question. The submitted draft concept report indicates that the project is located in an MS4 area and then explains why the MS4 requirements will not be met in accordance with the directions provided in the Concept Report template. A response will be issued to the comment stating that the explanation is included in the report.

# NON-MOTORIZED TRANSPORTATION PLAN Proposed Bikeway Network Downtown Savannah Area

Revised June 2012

## Legend

- Retained from 2000 Bikeway Plan Network
- Newly Proposed Network Additions
- Roads and Streets



0 0.25 0.5 1 Miles

