

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-009-2(77)/FR-064-1(40) Spur Chatham County OFFICE Preconstruction
P.I. Nos. 521850/521855
DATE September 14, 1990

FROM *JB* J. B. Johnson, Assistant Director Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

JB/cj

Attachment

DISTRIBUTION:

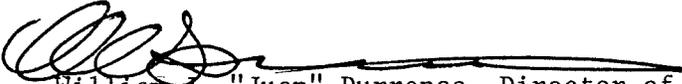
Juan Durrence
Bob Humphrey
Frank Danchetz
Gene Skeen
Darrell Elwell
Ron Colvin
Walker Scott
Paul Liles
Harold Linnenkohl
Craig Brack

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE FR-009-2(77); FR-064-1(40)Spur Chatham Co. OFFICE Preconstruction
P.I. No. 521850; 521855

DATE August 29, 1990

FROM 
William J. "Juan" Durrence, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT WIDEN OGEECHEE ROAD/SR 26 - PROJECT CONCEPT REPORT

These combined projects will widen a 1.38 mile section of SR 26/US 80/ Ogeechee Road from just east of Lynes Parkway to east of Victory Drive/ Ogeechee Road intersection in Savannah. The existing road has basically a rural section with 2-12' lanes with a short 4 lane section in the vicinity of Stiles Avenue. The posted speed limit is 45 MPH. Project FR-009-2(77) extends from the multilane section just east of Lynes Parkway and extends northeasterly to just east of the bridge over the abandoned railroad spur line (1.0 mile) and includes the interchange with Stiles Avenue, which has a jughandle configuration (see attached sketch map). Major structures within these project limits consist of (1) a steel and concrete bridge over the CSX Railroad, 40'x129'(±); (2) a concrete bridge culvert carrying Ogeechee Road over Stiles Avenue (30'x96'±) and (3) a steel and concrete bridge carrying Ogeechee Road over the abandoned CSX spur line. Although the tracks have been removed, the right-of-way is still owned by the railroad. Project FR-064-1(40) extends from the east terminus of above project to Victory Drive (0.38 miles). There are brick arch structures that carry Ogeechee Road and Victory Drive over the Springfield Canal. Accident history for these two projects is as follows:

	<u>1986</u>	<u>1987</u>	<u>1988</u>	
Total Accidents -	73	56	58	
Total Injuries -	25	16	27	
Total Fatalities -	0	1	0	
				<u>1988</u>
				Statewide Avg.
Accident Rate	1093	374	956	649
Injury Rate	834	283	445	249
Fatality Rate	0	14.9	0	2.36

Current and future traffic is 23,200 VPD (1996) and 35,000 VPD (2016).

FR-009-2(77); FR-064-1(40) Spur Chatham County

The proposed typical section for both projects is an urban section with 4-12' lanes (2 each direction) with a 20' raised median. The existing bridge over the CSX Railroad is to be widened to accommodate the above section. The sight distance at this location is substandard and should be improved by flattening the approach grades. If this cannot be accomplished, a request for a design variance will be required. The brick arch structures at the Springfield Canal are to be replaced with a single structure in the relocated section of the Springfield Canal which is part of the City of Savannah drainage work proposed for this area. Due to the Department's policy on 50 year flood design, it will be necessary to raise the grade of Victory Drive in this vicinity, thus creating the need for an on-site detour at this location. Ogeechee Road intersection with Victory Drive will be redesigned to turn Ogeechee Road to intersect at 90°(±). Median openings will be provided at selected locations specified in the concept report. Although the spacing of these openings are less than current DOT policy, it is recommended that these be provided due to developed nature of the roadway. Three alternates were considered for the Ogeechee Road/Stiles Avenue intersection as follows:

Alternate 1 - Remove the structures carrying Ogeechee Road over Stiles Avenue and CSX Railroad Spur and lower the grade of Ogeechee Road to intersect Stiles at grade with a tee intersection. Removal of the railroad bridge and purchasing the necessary right-of-way at this point will require negotiation with the railroad. This is the recommended alternate.

Alternate 2 - Retain and widen the structures at Stiles Avenue and CSX spur line to accommodate proposed typical section. Place northbound Stiles Avenue traffic under the abandoned railroad structure and place southbound Stiles Avenue to Ogeechee Road traffic through the bridge culvert now used for northbound Stiles Avenue and eliminate the existing southbound Stiles Avenue to Ogeechee Road ramp. This alternate will also require negotiation with the railroad.

Alternate 3 - is similar to Alternate 2 except that two way (N & S bound) traffic will be placed thru the existing Stiles Avenue underpass. The railroad spur line bridge will be widened but with no traffic under it.

Environmental considerations are (1) displacements undetermined at this time; (2) several possible UST sites; (3) COE permit required; (4) relocation of several palm trees on Victory Drive.

Hal Rives
 Page 3
 August 29, 1990

FR-009-2(77); FR-064-1(40) Spur Chatham County

Traffic will be maintained on existing road except for necessary on-site detours. These two projects are part of the 1% Roads Program (Phase II) for Chatham County and, as such, the Department will fund 100% of engineering and construction costs and the County will fund 100% of right-of-way and utility costs. The estimated cost of the projects are:

	<u>FR-009-2(77)</u>		<u>APPROVED</u>	<u>LET DATE</u>
	<u>PROPOSED</u>	<u>PROPOSED</u>		
	<u>Alt. 1</u>	<u>Alts 2&3</u>		
Constr(Infl&E/C)	\$3,520,000	\$3,976,000	\$2,550,000	FY 94
Right-of-way	LGPA*	LGPA*	-	Preprogram
Utilities	LGPA*	LGPA*	-	

	<u>FR-064-1(40)</u>		<u>LET DATE</u>
	<u>PROPOSED</u>	<u>APPROVED</u>	
	<u>Alts 1, 2 & 3</u>		
Constr(Infl&E/C)	\$2,063,000	\$1,210,000	FY 94
Right-of-way	LGPA*	-	Preprogram
Utilities	LGPA*	-	

*LGPA to be sent after concept approval.

I recommend that we approve this project concept report for these two projects, for Alt. 1, that they be removed from Preprogram Status and added to the Construction Work Program for implementation. A public hearing will be held.

WJD/WLP/se

Attachment

CONCUR:

G. C. Lewis
 G. C. Lewis, State Highway Engineer

APPROVED:

Hal Rives
 Hal Rives, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
AUG 13 1990

FILE FR-009-2 (77), FR-064-1 (40) Spur
P.I. No. 521850, 521855 Chatham County
Widen Ogeechee Rd. from Lynes Parkway to
Victory Drive

OFFICE Atlanta, Georgia

DATE August 10, 1990

FROM Robert E. Humphrey, Project Review Engineer *R. E. H. jr*

TO W. J. Durrence, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project and have the following comment:

The County will pay for the cost of Right of Way and Utility relocations.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Traffic and Safety
3. Environmental
4. District Engineer

This report is satisfactory for approval.

The estimated costs of this project are as follows:

	<u>Alternate 1</u>	<u>Alternate 2 & 3</u>
Construction	\$4,230,000	\$4,575,000
Inflation (5% per year)x 4 yrs.	846,000	915,000
E & C (10%)	507,600	549,000
Preliminary Engineering (5%)	253,800	274,500
Right of Way	0	0
Utilities	0	0

MJB/jmf

Attachments

c: Hoyt J. Lively

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

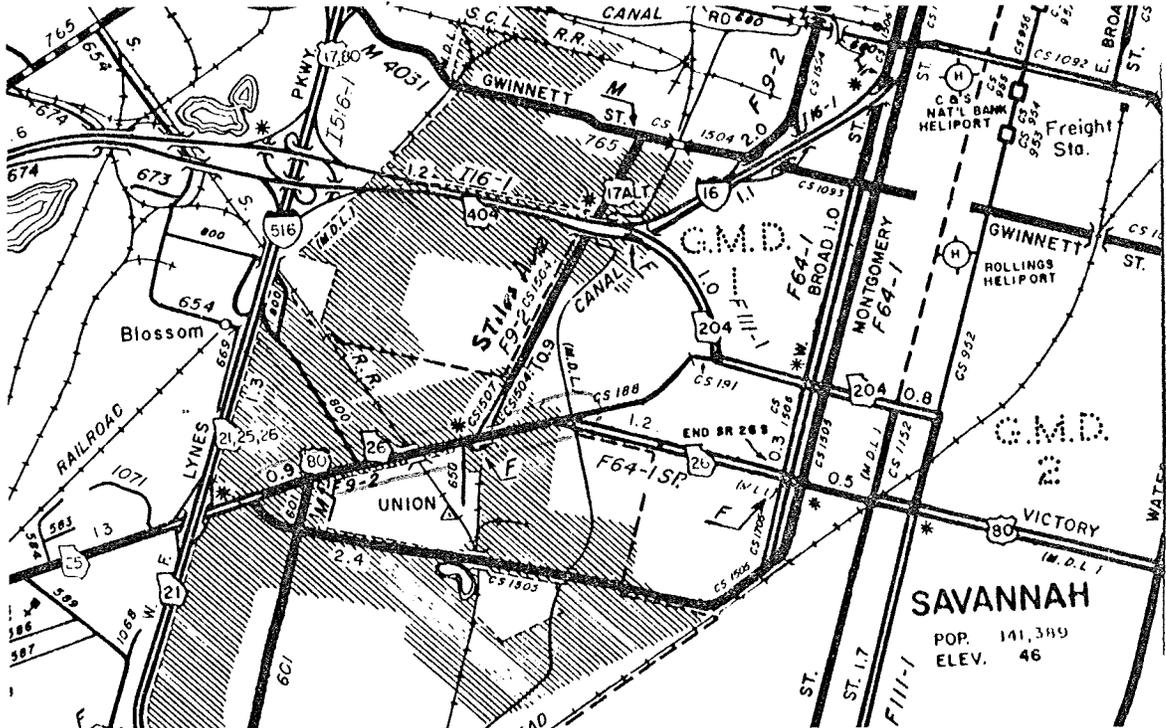
PROJECT CONCEPT REPORT

FR-009-2(77) & FR-064-1(40) SPUR CHATHAM

WIDEN OGEECHEE ROAD FM LYNES PKWY TO VICTORY DR



Federal Route No: US80
State Route No: SR26
GaDOT P.I.No. 521850 & 521855



Date of Report: 3/30/90

RECOMMENDATION FOR APPROVAL

3/30/90
Date

[Signature]
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

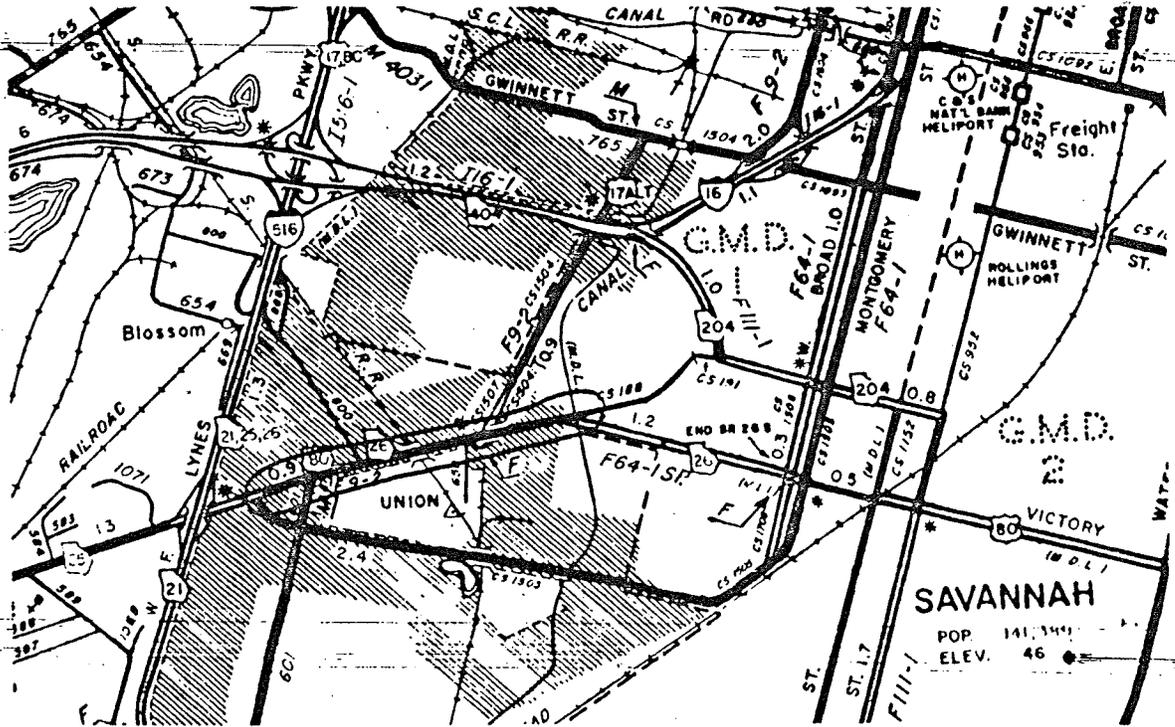
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-009-2(77) & FR-064-1(40) SPUR CHATHAM

WIDEN OGEECHEE ROAD FM LYNES PKWY TO VICTORY DR

Federal Route No: US80
State Route No: SR26
GaDOT P.I.No. 521850 & 521855



Date of Report: 3/30/90

RECOMMENDATION FOR APPROVAL

3/30/90

Date

[Handwritten Signature]

State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic and Safety Engineer

5-21-90

Date

[Handwritten Signature]

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

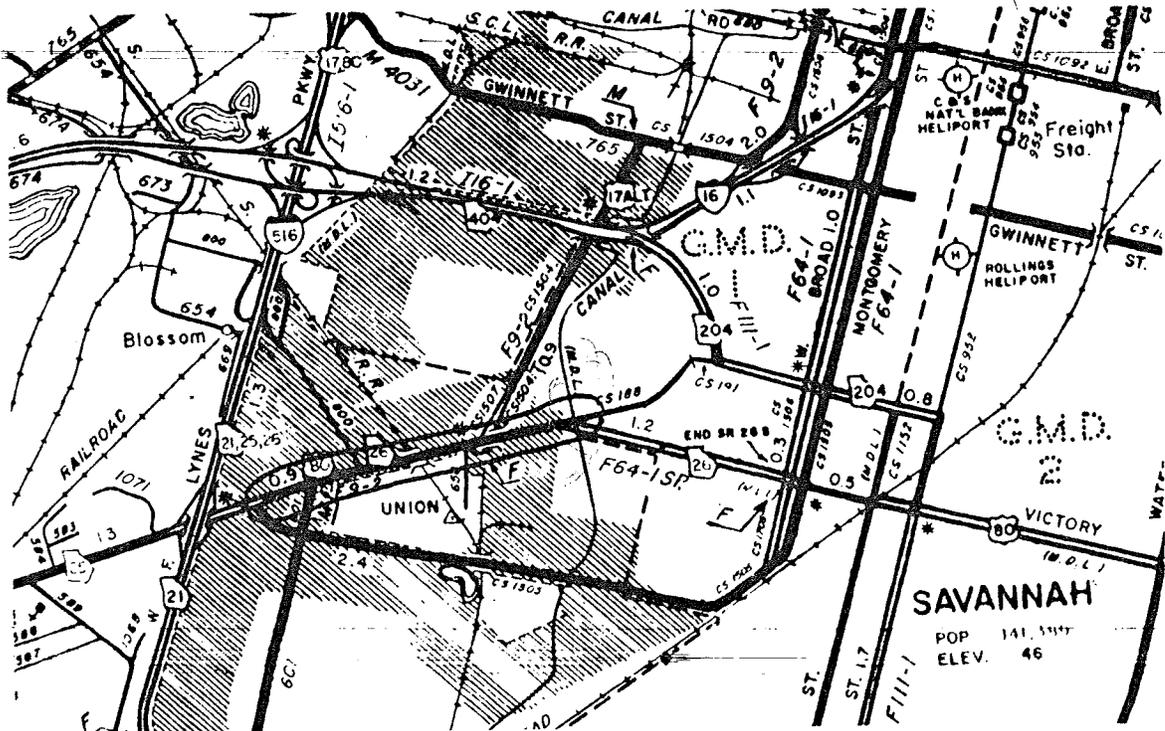
PROJECT CONCEPT REPORT

FR-009-2(77) & FR-064-1(40) SPUR CHATHAM

WIDEN OGEECHEE ROAD FM LYNES PKWY TO VICTORY DR



Federal Route No: US80
State Route No: SR26
GaDOT P.I.No. 521850 & 521855



Date of Report: 3/30/90

RECOMMENDATION FOR APPROVAL

3/30/90

Date

[Signature]
State Urban Design Engineer

4/10/90

Date

[Signature]
State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

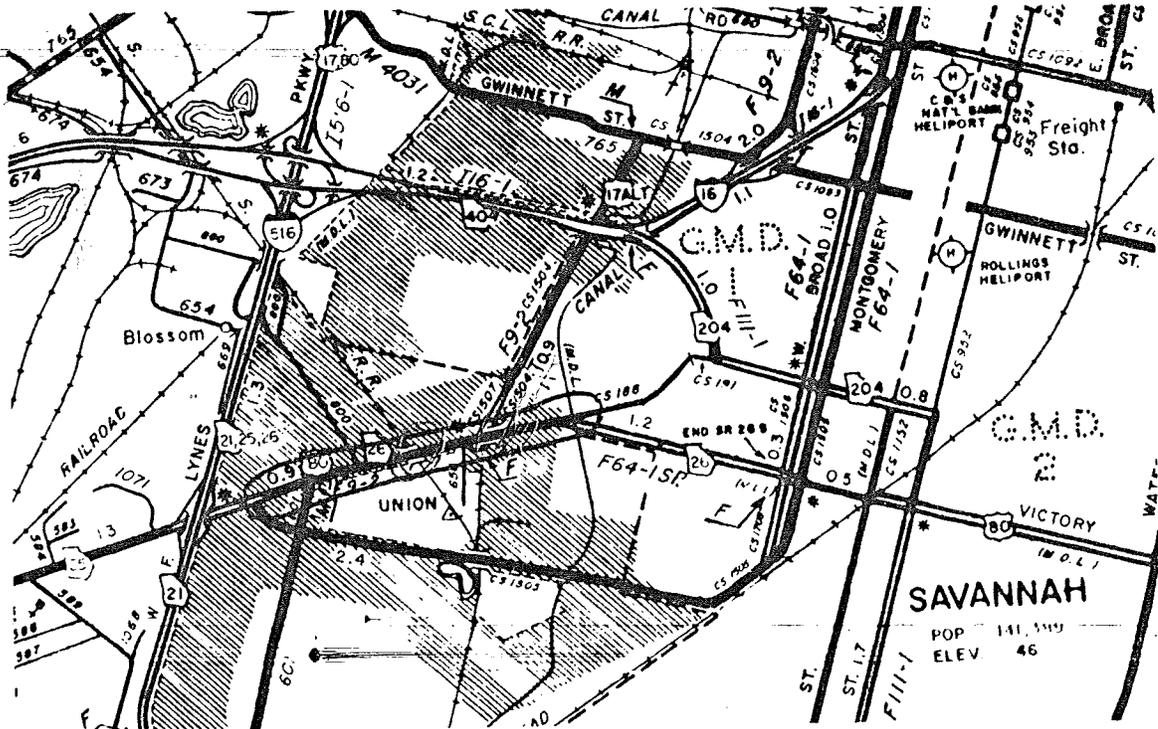
PROJECT CONCEPT REPORT

FR-009-2(77) & FR-064-1(40) SPUR CHATHAM

WIDEN OGEECHEE ROAD FM LYNES PKWY TO VICTORY DR



Federal Route No: US80
State Route No: SR26
GaDOT P.I.No. 521850 & 521855



Date of Report: 3/30/90

RECOMMENDATION FOR APPROVAL

3/30/90
Date

[Signature]
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

4/16/90
Date

[Signature]
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

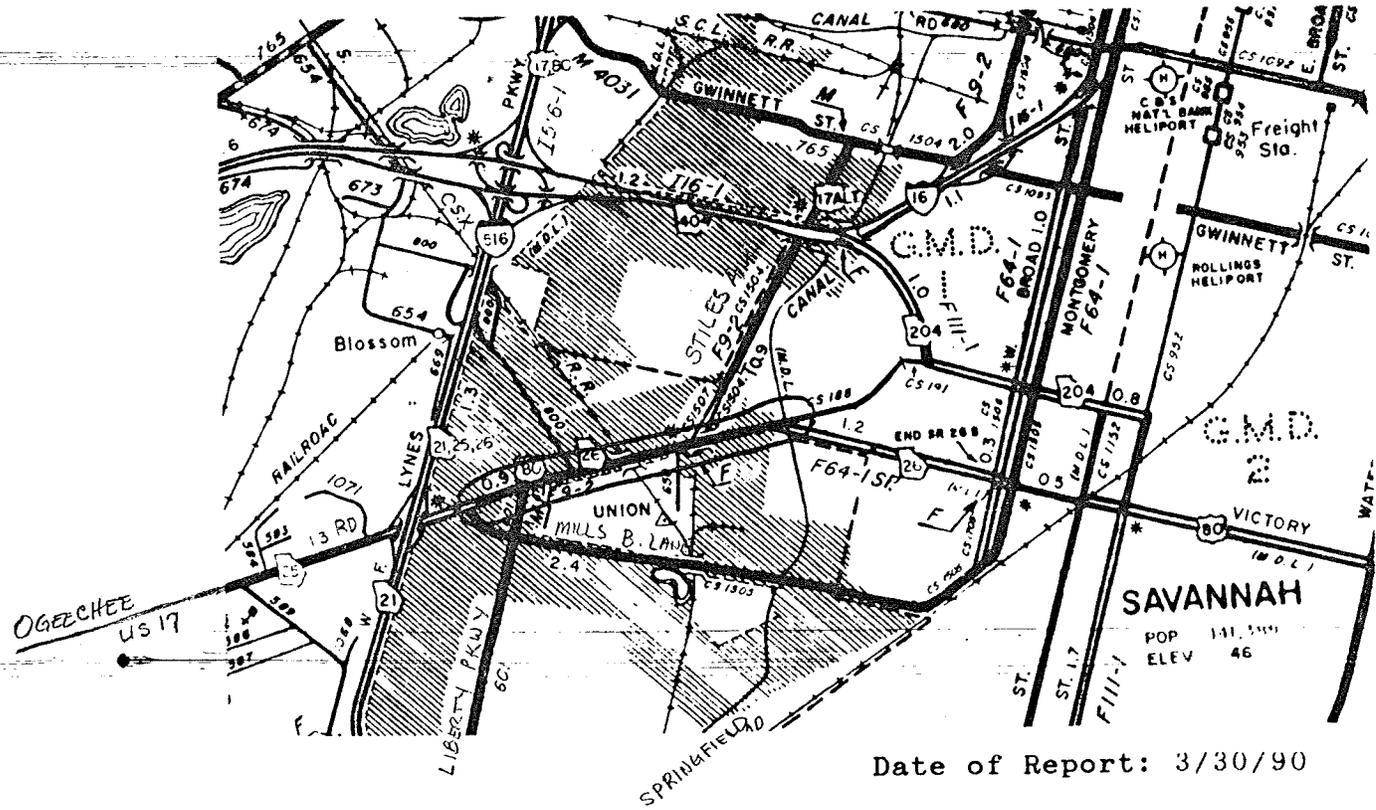
PROJECT CONCEPT REPORT

FR-009-2(77) & FR-064-1(40) SPUR CHATHAM

WIDEN OGEECHEE ROAD FM LYNES PKWY TO VICTORY DR



Federal Route No: US80
State Route No: SR26
GADOT P.I.No. 521850 & 521855



RECOMMENDATION FOR APPROVAL

3/30/90
Date

[Signature]
State Urban Design Engineer

Date
4/16/90
Date

State Environmental Engineer
[Signature]
State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE FR-009-2 (77) &
 FR-064-1 (40) Spur
 Chatham County
 P.I. No. 521850 & 521855

OFFICE Atlanta, Ga.
DATE April 11, 1990

FROM Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the concept report on the above project for the widening of U.S. 80/S.R. 26 (Ogeechee Road) from a point east of S.R. 21/I-516/Lynes Parkway to Victory Drive in Savannah. The design speed is 45 mph.

Project FR-009-2 (77) begins just east of Lynes Parkway and ends at the Ogeechee Road/Stiles Avenue intersection. Length of project is 1.00 mile.

Project FR-064-1 (40) Spur begins at the Ogeechee Road/Stiles Avenue intersection and ends east of Victory Drive/Ogeechee Road intersection. Length of project is 0.38 miles.

The typical section for both projects consists of a four lane urban section, four 12' lanes, two lanes in each direction, with a 20 ft. raised median.

Existing bridge over CSX Railroad is to be widened. However, we note the sight distance is substandard and needs to be improved by flattening the approach grades to the bridge. The existing southbound Stiles Avenue intersection also has poor sight distance because of the vertical alignment.

As noted, the recommended project concept is Alternate Number 1. The existing grade separation structures, ramp bridge carrying Ogeechee Road over Stiles Avenue and the existing bridge over CSX Railroad Spur would be removed. The grade of Ogeechee Road will be lowered to provide an at grade intersection.

A design is preferred which provides at least $\frac{1}{4}$ mile spacing between all median openings. However, we realize this project may be a unique case where existing intersections have heavy traffic movements and some crossovers may have to be closer than $\frac{1}{4}$ mile apart. However, efforts should be made to try to conform to M.O.G. 6642 concerning median openings. With this, we would consider the report satisfactory for approval.

JJD:LEO:lw
 Attachment (signature page)
 cc: John Lively, Jr.; Juan Durrence - Jesup

DESIGN VARIANCES REQUIRED: A design excepting^{ion} for the bridge over the CSX Railroad may be required if the vertical sight distance cannot be improved by flattening the grades.

ALTERNATES CONSIDERED: There were several alternates studied for the Stiles Ave/Ogeechee Road intersection. They are as follows:

Alternate 1 - Remove the structures carrying Ogeechee Road over Stiles Avenue and the CSX Railroad Spur. This will result in an at-grade tee-intersection. The fill material removed from the roadway can be used elsewhere in the project. The CSX Railroad spur appears to have been abandoned by the railroad as the tracks are completely removed. It will be necessary to negotiate with the railroad to obtain their permission to remove the structure and purchase their rights-of-way.

Alternate 2 - Retain the existing bridges over Stiles Ave and the CSX Railroad Spur. Widen the bridges to accommodate the widened section for Ogeechee Road. Place northbound Stiles Ave traffic under the structure intended for the old railroad spur and eliminate the existing Stiles Ave southbound to eastbound Ogeechee Road by placing the traffic through the existing Stiles Ave bridge and looping it up to Ogeechee Road. Improve the sight distance at the bridges. This alternate would necessitate negotiations with the railroad.

Alternate 3 - This is similar to Alternate 2 except that two-way traffic is placed on the existing Stiles Ave underpass.

ESTIMATED COST:

<u>ITEM</u>	<u>ALTERNATE 1</u>	<u>ALTERNATES 2 & 3</u>
R/W	By Locals	By Locals
UTILITIES	By Locals	By Locals
SUBTOTAL	-----	-----
CONSTRUCTION	\$ 4,230,000	\$ 4,575,000
INFLATION	912,000	986,000
E&C	514,000	556,000
TOTAL CONSTRUCTION	\$ 5,656,000	\$ 6,117,000

This project is a part of the Chatham County 1% Sales Tax Program for Road Improvements. As a part of this program the local government will be responsible for the right-of-way and utility relocations costs and the Department will be responsible for the construction costs.

OTHER PROJECTS IN AREA: FR-009-2(68) Chatham - Widening Ogeechee Rd fm Lynes Pkwy to Deans Bridge Rd - Under design.

CONCEPT TEAM MEETING HELD: March 1, 1990.

PRESENT: See attached Concept Team Meeting Minutes.

FIELD REVIEW HELD: A field review has not been made at this time.

RAILROAD INVOLVEMENT: There are currently two crossings of CSX Railroad facilities which will require coordination with the railroad.

POSSIBLE UNDERGROUND STORAGE TANK SITES: There are several old gas stations and garages located along the project.

COMMENTS: After reviewing the traffic volumes and turning movements for the Ogeechee Road/Stiles Avenue intersection it is recommended that the grade separation structure for the ramp to carry traffic from Ogeechee Road to Stiles Ave and the structure carrying Ogeechee Road over the CSX Railroad spur line be removed and the grade of Ogeechee Road be lowered to provide an at-grade intersection (Alternate 1). The existing southbound Stiles Ave intersection at Ogeechee Road has poor sight distance due to the vertical curvature of the roadway. There will be close coordination required with the utility companies and the city water and sewer lines to accomplish the lowering and it will be necessary to deal with the railroad to negotiate the removal of the existing bridge.

The estimated construction cost for accomplishing this is divided between the two projects as follows:

	FR-009-2(77) <i>.629</i>	FR-064-1(40)Spur <i>.371</i>
CONSTRUCTION	\$ 2,662,000	\$ 1,568,000
INFLATION	574,000	338,000
E&C	324,000	190,000
TOTAL CONSTRUCTION	\$ 3,560,000	\$ 2,096,000

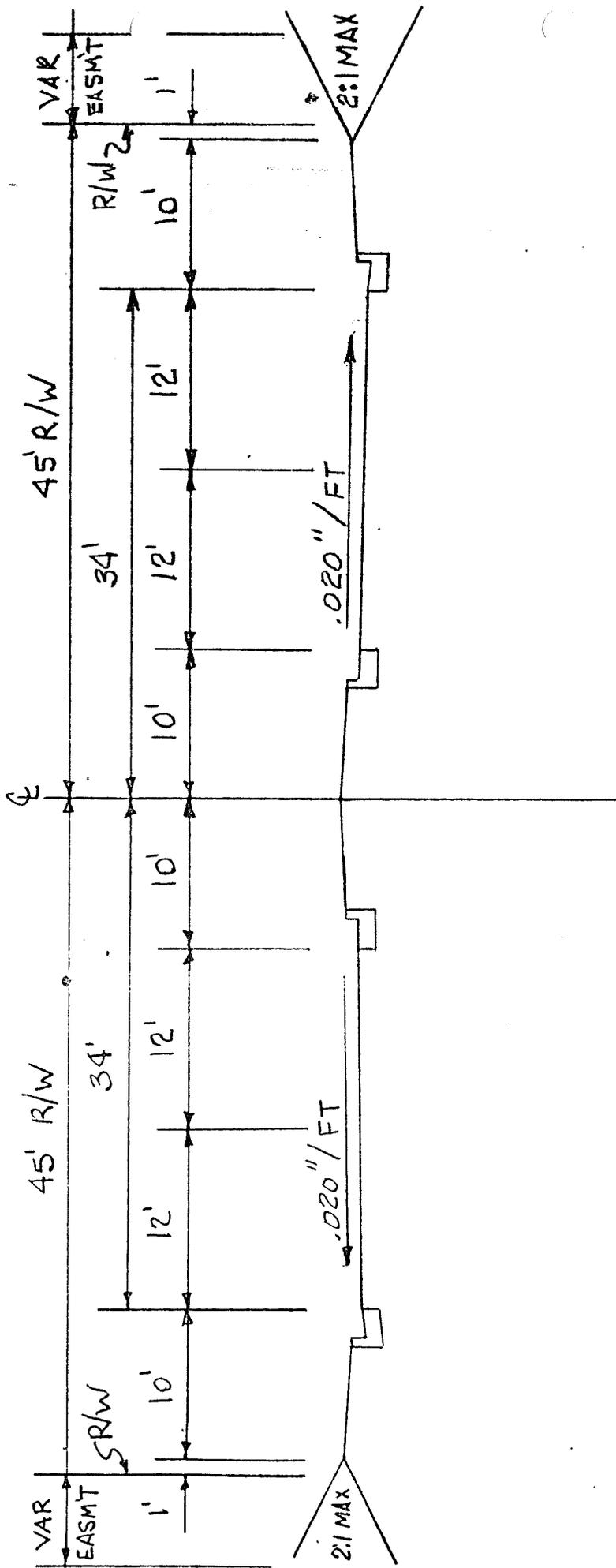
In the vicinity of Lynes Parkway there currently is a median section which begins just east of 52nd St/Plymouth Avenue and extends to the west side of Lynes Parkway. Median openings exist at the ramps serving Lynes Parkway and at 52nd St/Plymouth Ave. It is proposed to retain these openings and provide openings as a part of this project at Liberty Parkway, Tremont Road, Artic Street, Stiles Avenue, and Ogeechee Road relocation. This will give median openings spaced approximately as follows:

Lynes Parkway Ramps to 52nd St/Plymouth Ave	620'
52nd St/Plymouth Ave to Liberty Pkwy	1,100'
Liberty Pkwy to Tremont Rd	920'
Tremont Rd to Artic St	1,600'
Artic St to Stiles Ave	910'
Stiles Ave to Relocated Ogeechee Rd	1,360'

There will be much opposition to the raised median at the public hearing. There is an industrial park at Ross Ave just west of Victory Drive and Savannah Electric and Power Company has their headquarters located on Kilowatt Drive just east of Ross Ave. These roads are too close to the relocated Ogeechee Rd/Victory Dr intersection to permit a median opening. SEPCO has an alternate access using Edwin Street to 52nd Street and from there to West Broad Street or Ogeechee Road via Liberty Parkway. This access is not as desirable or direct as the existing left turn from Kilowatt Drive onto Ogeechee Road. There are several other businesses and industrial parks along the project which will object to the raised median. It is recognized that the above median openings do not follow the Department's policy of 1/4 mile spacing between openings in an urban area. However, given the developed nature of the roadway, the above openings and spacings are recommended.

In order to meet the Department's policy of raising the roadway sufficient to clear the 50 year flood, it will be necessary to raise the roadway at the Victory Drive intersection approximately five feet. The Springfield Canal will also be relocated at this point and the existing Ogeechee Road intersection reconfigured. This work will be done in coordination with the City of Savannah drainage project for Springfield Canal. The relocated canal will result in eliminating the arch structure carrying Ogeechee Road over the Springfield Canal and the replacement of the arch structure carrying Victory Drive over the canal with a new structure. During the construction of the new structure it will be necessary to close Victory Drive and detour the traffic around the area. Close coordination with the city will be necessary to accomplish this. It will also be necessary to relocate several of the palm trees growing in the median of Victory Drive in order to raise the roadway. It may be possible to relocate the palms to other areas along Victory Drive to replace palms that have died. Again, close coordination with the city will be necessary.

ATTACHMENTS: Typical Section, Need & Purpose Statement, Concept Team Meeting Minutes, Construction Cost Estimate, Alternate Sketches, Traffic Diagrams.



S.R. 26 @ STILES AVE.
SAVANNAH, GEORGIA
ALTERNATE 2

