

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-064-1(40) Chatham County **OFFICE** Preconstruction
P.I. No. 521855 **DATE** July 11, 1994
CWH

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Bob Mustin
David Studstill
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Craig Brack
Marion Waters
Walker Scott

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
JUN 17 1994
PRECONSTRUCTION
Georgia

FILE NH-064-1(40), Chatham County OFFICE Atlanta
S.R. 26/U.S. 80 Widening
Lynes Parkway to W. Victory Drive DATE June 8, 1994
P. I. No. 521855
FROM Walker W. Scott, Jr., P.E. State Urban Design Engineer
TO Frank Danchetz, P.E., Chief Engineer

SUBJECT Revised Project Concept Report

The revised concept consists of the addition of bicycle lanes to the above referenced project. The revised concept calls for purchasing 3' of additional right of way on each side of the roadway to allow for the addition of the bike lanes. It has not been determined as to who will fund the additional construction costs at this time.

The estimated cost is:

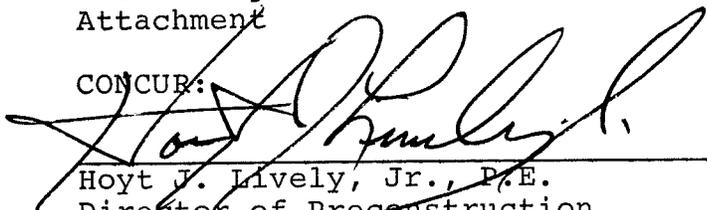
	<u>Proposed</u>	<u>Approved</u>
Construction (includes 10% E & C and inflation)	\$6,427,400	\$5,620,000
Right of Way	By Locals	By Locals
Utilities	By Locals	By Locals

The construction estimate includes the additional construction cost for the bike lanes. The construction cost for the bicycle lanes is approximately \$177,000. The proposed construction cost estimate also includes other updated items. An updated cost estimate has been forwarded to Engineering Services.

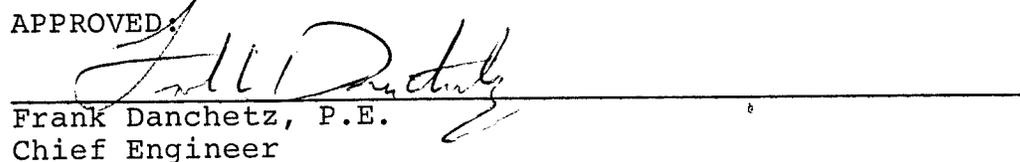
It is recommended that this revised project concept be approved for implementation.

^{WWS}
WWS:PKB:mj
Attachment

CONCUR:


Hoyt J. Lively, Jr., P.E.
Director of Preconstruction

APPROVED:


Frank Danchetz, P.E.
Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

SR 26/US 80 WIDENING FROM LYNES PARKWAY TO WEST VICTORY DRIVE

Federal Route No.: 80
State Route No.: 26
GaDOT P.I. No.: 521855



Date of Revised Report: June 6, 1994

RECOMMENDATION FOR APPROVAL

June 15, 1994 *[Signature]*
Date State Urban Design Engineer

Date State Environmental Engineer

Date State Traffic Operations Engineer

Date District Engineer

Date State Bridge and Structural Design Engineer

REVISED PROJECT CONCEPT REPORT

PROJECT NO.: NH-064-1(40), Chatham Co. P.I. NO.: 521855

ROUTE NO.: SR 26/US 80

LOCATION: US 80/SR 26 (Ogeechee Road) from east of Lynes Parkway to West Victory Drive in Savannah, Georgia.

TRAFFIC: Current ADT 25,500 (YR 1996)
Projected ADT 38,000 (YR 2016)

EXISTING TYPICAL SECTION: Basically two lanes of asphalt paving approximately 24' in width with a rural section although there is a four lane section with no center median in the vicinity of Stiles Avenue.

EXISTING MAJOR STRUCTURES: There is a bridge carrying Ogeechee Road over the CSX Railroad. It is a steel beam bridge with three (3) spans at 43' each, 40' gutter, 50' rail to rail, built on a 20 degree skew, built in 1938 under project number WPGH-2597D Chatham. The bridge ID number is 025-026-01667E.

There is a reinforced concrete bridge culvert carrying Ogeechee Road over SR 25A. It has a single span of 30' and is 15' in height, 96' in length, and built on a 20 degree skew. It was built in 1954 under project number BA(2)734(5) Chatham. The bride ID is 025-026-01698E.

There is a frame structure carrying Ogeechee Road over a CSX Railroad spur line. The structure has a span length of 46.5', is 39.75' gutter to gutter, 50' rail to rail, and is built on a 40 degree skew. It was built under project number WPGH-2597C Chatham in 1938. The bridge ID is 025-026-01705E. The railroad tracks under this structure have been removed and the railway appears to be abandoned.

There are brick arch structures that carry Ogeechee Road and W. Victory Drive over the Springfield Canal. The arch at Ogeechee Road is in bad shape with large cracks in the structure and portions of the wings eroded. The arch structure on W. Victory Drive is also in poor condition and appears to be undersized.

ACCIDENT HISTORY: The following is a summary of the accident data available for the roadway:

	1986	1987	1988
TOTAL ACCIDENTS:	73	56	58
TOTAL INJURIES:	25	16	27
TOTAL FATALITIES:	0	1	0

	1986	1987	1988	1988 Statewide Avg. for Urban Section
ACCIDENT RATE:	1093	374	956	649
INJURY RATE:	834	283	445	249
FATALITY RATE:	0	14.9	0	2.36

The accident rates and injury rates shown are above the Statewide average for an urban section. Based on this information, it is recommended that the roadway be improved.

STATEMENT OF NEED & PURPOSE: See attached.

PROJECT CONCEPT

LENGTH: Approximately 1.5 miles beginning just east of Lynes Parkway and ending east of the West Victory Drive/Ogeechee Road intersection.

LOCATION: The project is located in Chatham County.

PDP CLASS: Major-Existing FUNCTIONAL CLASS: Urban-Arterial

MAX CURVE: 8 Deg MAX GRADE: 4% DESIGN SPEED: 45 m.p.h.

PROPOSED TYPICAL SECTION: The proposed urban typical section consists of four 12' travel lanes (two in each direction) and 4' bicycle lanes (one in each direction) and a 20' center raised median. Please see the attached typical section.

MAJOR STRUCTURES: The existing bridge carrying the roadway over the CSX Railroad is to be widened to accommodate the new roadway section. The existing sight distance is substandard in this area. A design speed exception will be required in this area from the project design speed of 45 m.p.h. to 35 m.p.h. This design exception has previously been approved.

A new bridge will be required for the eastbound lanes on West Victory Drive adjacent to the existing brick arch structure which will carry the proposed westbound lanes. There are no plans to disturb the brick arch structure on Ogeechee Road. Any work shall be coordinated with the City of Savannah.

There are bridges carrying Ogeechee Road over Stiles Avenue and the CSX Railroad spur line. The concept calls for removing 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.

ESTIMATED COST:

ITEM	NH-064-1(40)
R/W	By Locals
UTILITIES	By Locals
CONSTRUCTION	\$ 5,080,949
3 YEARS INFLATION @ 5% PER YEAR	\$ 762,142
10% E & C	\$ 584,309
TOTAL CONSTRUCTION ESTIMATE	\$ 6,427,400

PERMITS REQUIRED: 404 permit from COE

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental assessment.

LEVEL OF PUBLIC INVOLVEMENT: The public hearing was held on November 17, 1992.

TIME SAVINGS PROCEDURES APPROPRIATE: Yes ___ NO X

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 Avenue 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. The existing southbound Stiles Avenue 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.

In the vicinity of Lynes Parkway there is currently 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 part of this project at Liberty Parkway, Tremont Road, Arctic Street, Stiles Avenue and Ross 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 Parkway	1,100'
Liberty Parkway to Tremont Road	800'
Tremont Road to Arctic Street	1,500'
Arctic Street to Stiles Avenue	850'
Stiles Avenue to Relocated Ross Rd/Victory Dr.*	950'

*The revised concept requires the median openings at Victory Drive and Ogeechee Road be relocated to the existing Kilowatt Drive Location. The need for this relocation arose at the public hearing held on November 17, 1992. The majority of comments received at the hearing involved concern for the heavy truck traffic leaving and entering Ogeechee Road at both the Ross Road and Kilowatt Drive locations. The original concept did not call for median openings at these locations. In order to accommodate this truck traffic at both locations, the revised concept calls for Ross Road to be relocated to tie into the proposed Ogeechee Road at the existing Kilowatt Drive location. Kilowatt Drive will then terminate at Ross Road where it will be utilized as a driveway. This concept revision has previously been approved.

The original concept did not include bicycle lanes. The revised concept provides for two 4' asphalt paved bike lanes adjacent to the travel lanes. At this time, it has not been determined as to who will fund the additional construction costs for the bikes lanes.

The original concept report called for the relocation of Springfield Canal. The revised concept does not require the relocation of Springfield Canal. The canal will maintain its current alignment.

The existing palm trees in the West Victory Drive median will need to be relocated in order to raise the roadway and make intersection improvements at the West Victory Drive/Ogeechee Road intersection.

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

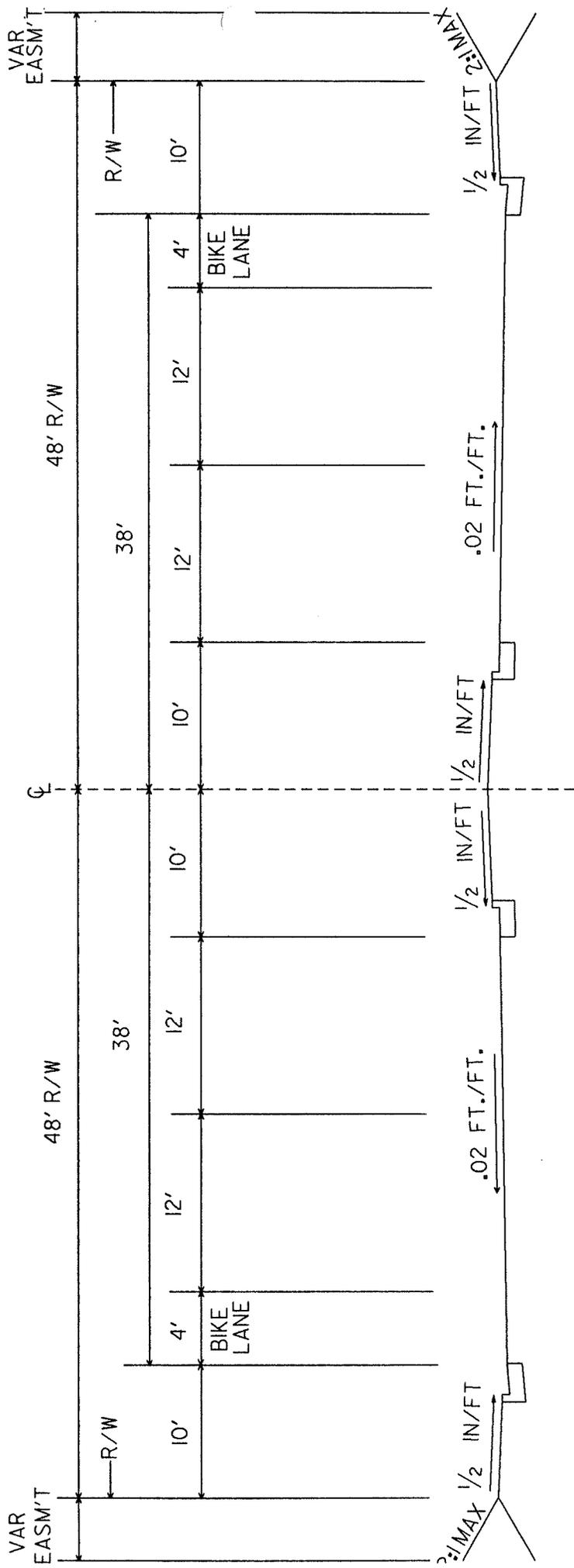
Need and Purpose Statement

NH-064-1(40) - Chatham County

This project is needed to satisfactorily accommodate the traffic on U.S. 80 from Lynes Parkway to Victory Drive. The current average traffic volume along this section of U.S. 80 is 25,500 vehicles per day (YR 1996). The western portion of Chatham County is expected to continue to develop and U.S. 80 is one of the major arterials serving this area. The projected Year 2016 traffic volume on this section of U.S. 80 at the highest point is 38,000 vehicles per day. U.S. 80 is only a two lane facility and it should be widened to improve the traffic carrying capacity.

The people of Chatham County voted in favor of (72% for) a one percent local sales tax on July 11, 1989 to pay the local share of selected road improvements. The list of selected road improvements includes the widening of U.S. 80 from Lynes Parkway to Victory Drive.

The widening of U.S. 80 from Lynes Parkway to Victory Drive is a part of the long range (Year 2010) Transportation Plan that was adopted by the Chatham Urban Transportation Study (CUTS) Policy Committee on August 24, 1989. In addition, this project is part of the CUTS FY 1990-1994 Transportation Improvement Program.



S.R. 26/U.S. 80/OGEECHEE ROAD
 WIDENING FROM LYNES PKWY TO VICTORY DR

PROJECT NH-064-(40)
 PI 521855

TYPICAL SECTION
 (WITH BIKE LANES)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE ~~FR-009-2(77) Chatham County~~ OFFICE Atlanta, Georgia
S.R. 26/U.S. 80/Ogeechee Road Widening from
I-516/Lynes Parkway to West Victory Drive
P. I. No. 521850 DATE March 7, 1990
FROM Jim Chambers, T.E. III
TO Files

SUBJECT **Minutes of Concept Team Meeting**

The concept team meeting was held on March 1, 1990 in the Chatham County Government Building in Savannah, Georgia. See the attached list for the names of those persons who were present.

Walt Milam described the project by referring to concept layouts that were displayed. The project begins at Lynes Parkway and proceeds to a point past the intersection of Ogeechee Road and West Victory Drive. The drawings denoted the relocation of the Springfield Canal with a new bridge and a grade change to stay above the flood plain of the Canal. He explained each of the three alternate designs at the Stiles Avenue intersection:

1. At-grade tee intersection, with removal of existing bridges over Stiles Avenue and the railroad spur.
2. Widen the existing bridges over Stiles Avenue and the railroad spur; place northbound Stiles Avenue traffic on the railroad spur location and the Stiles Avenue southbound to eastbound U.S. 17 traffic through the existing Stiles Avenue bridge.
3. Similar to Alternate 2 except that two-way traffic is maintained on the existing Stiles Avenue underpass.

Walt said that regardless of which alternate is selected, the approach grades to the existing railroad bridge will be regraded to improve sight distance. He added that we prefer Alternate 1, although this will require negotiations with the CSX Railroad to persuade them to abandon the spur track. Harold Joyner said that some water and sewer lines were located along the spur.

John Lively remarked that with the high traffic volumes, we should use a raised median instead of the 14' flush median that we are currently proposing. He directed Walt to revise the typical section accordingly. John then asked Walt to describe the stage construction. Stage construction will be required and will be difficult, particularly at those locations where grade changes will be made. Utility relocations may further complicate matters.

To Files

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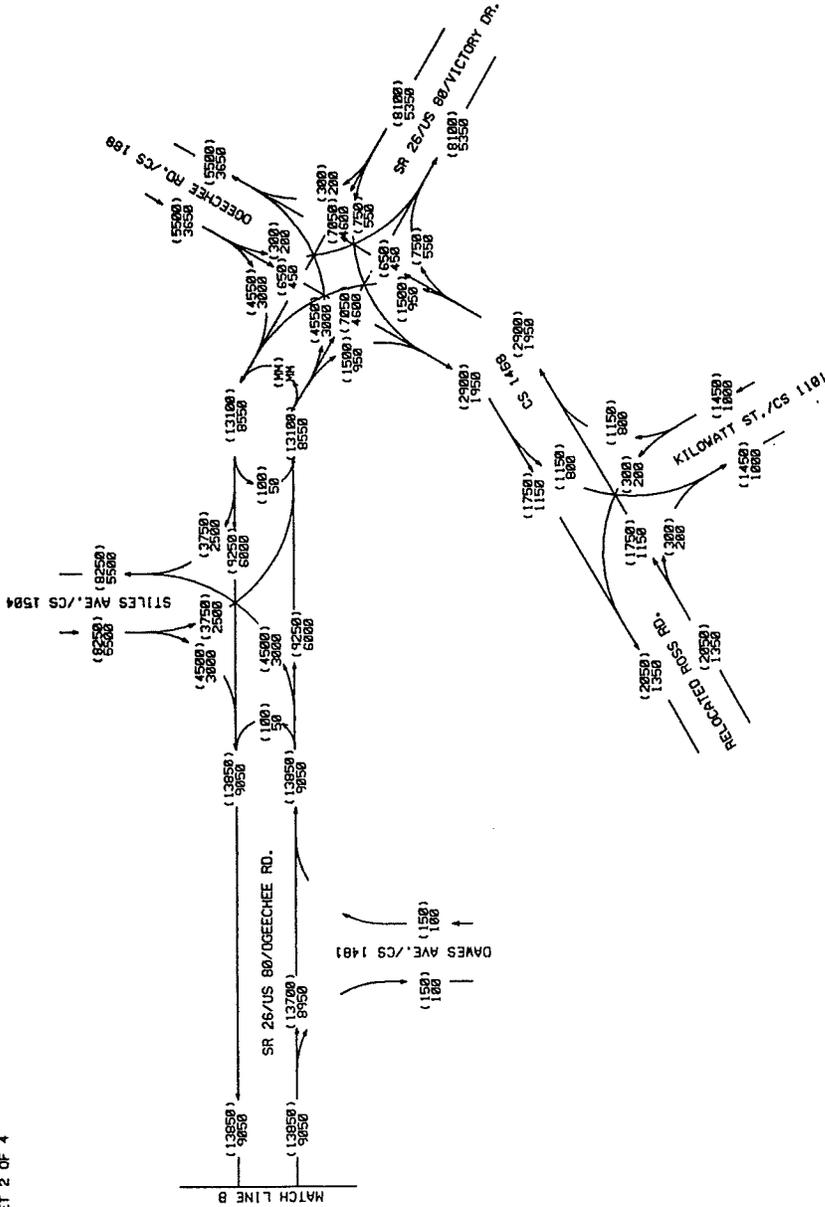
March 7, 1990

Walt then asked for comments from the utility company representatives who were present. Southern Bell reported that their underground conduits and manholes were already under the existing roadway pavement. Savannah and Power reported that their office at West Victory would be affected by the project. They requested a copy of the concept layout to study before offering further comment. It was generally agreed that there will be serious utility problems involved in the grade changes and stage construction process.

Other comments followed. Median openings were discussed. Stage Construction and temporary detours were discussed. Mike Weiner said that traffic could be detoured on West Broad during construction at the U.S. 17/West Victory area. Jim Kennerly said that an individual 404 waterways permit will be required for the Springfield Canal crossing. There was some discussion of the Corps of Engineers "Springfield Canal Flood Damage Reduction Study." Jim Kennerly said that there is a good probability of old underground storage tanks on the project. Mike Weiner commented that the Liberty Parkway intersection may need to be signalized.

Those present at the meeting were generally in favor of Alternate 1, with a raised median. We will have to begin dealing soon with the railroad in order to persuade them to permanently abandon the spur track and sell the right of way. We also must get preliminary plans to utility owners as soon as possible.

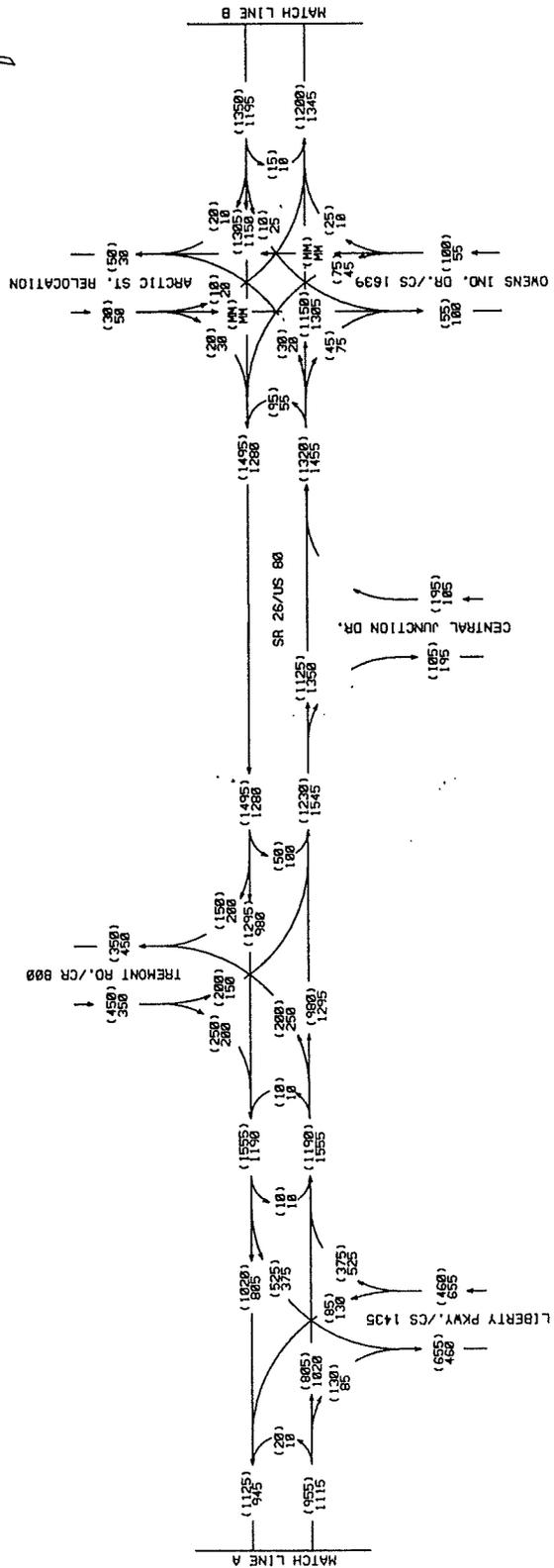
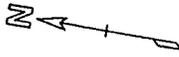
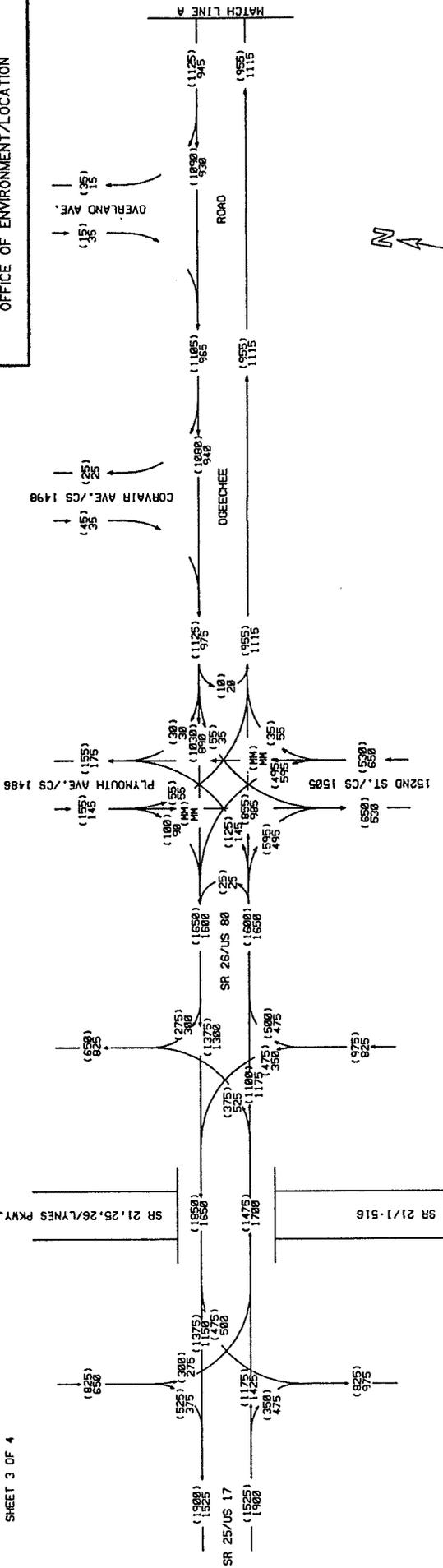
JRC:mj



NH-064-1(40)
CHATHAM COUNTY
P.I. • 521855
S.R. 26/U.S. 80
1996 ADT • 0000
2016 ADT • (0000)
24 HR. T • 4.5%
S.U. • 3%
COMB. • 1.5%
ROL 18/73

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

SHEET 3 OF 4



NH-054-1(40)
CHATHAM COUNTY
P.I.# 521855
S.R. 26/US.S. 80
2016 A.M. DHV - 000
2016 P.M. DHV - (000)

T - 2%

ROL 18/19

PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

[52185EST.DOC]

DATE: April 29, 1994 PREPARED BY: PKB

PROJECT NO.: NH-064-1(40), Chatham Co.

P.I. NO.: 521855 MILEAGE: 1.65 miles

PROJECT DESCRIPTION/CONCEPT: Widening of SR26/US80/Ogeechee Road from Lynes Parkway to W. Victory Drive. The proposed typical section consists of a four lane urban section with bicycle lanes and a 20' raised median. The existing typical section consists of a two lane rural section asphalt paving.

- () PROGRAMMING PROCESS
- (x) CONCEPT DEVELOPMENT
- () DURING PROJECT DEVELOPMENT

PROJECT COSTS

RIGHT OF WAY:		\$ BY LOCALS
REIMBURSABLE UTILITIES:		\$ BY LOCALS
CONSTRUCTION COSTS:		
A. MAJOR STRUCTURES		
1. BRIDGES:		
Widen existing Ogeechee Rd Bridge over CSX Railroad:		
5,200 S.F. @ \$45.00	\$	234,000
2. BOX CULVERTS:		
Extend bridge culvert @ W. Victory Dr and		
Ogeechee Road (A special design may be required		
since the existing culvert is an historic brick		
arch structure).	\$	125,125
3. BRIDGE REMOVALS:		
Remove portion of Ogeechee Rd/CSX RR:		
1 Lump @ \$20,000	\$	20,000
Remove Bridge Culvert at Stiles Ave:		
1 Lump @ \$10,000	\$	10,000
Remove bridge over Railroad Spur at Stiles Ave:		
1 Lump @ \$ 5,000	\$	5,000
	SUBTOTAL	\$ 394,125

B. GRADING & EARTHWORK		
1. BORROW: 150,000 C.Y. @ \$6.00		\$ 900,000
2. EXCAVATION:		
Soil: 100,000 C.Y. @ \$4.00		\$ 400,000
	SUBTOTAL	\$ 1,300,000
C. DRAINAGE		
1. PIPING SYSTEM:		
8000 L.F. 18 IN @ \$22.00		\$ 176,000
2500 L.F. 24 IN @ \$30.00		\$ 75,000
3100 L.F. 30 IN @ \$35.00		\$ 108,500
2. CATCH BASINS/DROP INLETS:		
100 Each @ \$1300.00		\$ 130,000
	SUBTOTAL	\$ 489,500
D. BASE AND PAVING		
1. ASPHALT PAVING		
7,335 Tons of "E" @ \$35.00		\$ 256,725
9,780 Tons of "B" @ \$35.00		\$ 342,300
29,341 Tons of Base @ \$35.00		\$ 1,026,935
8,914 Gals of Tack @ \$ 1.00		\$ 8,914
	SUBTOTAL	\$ 1,634,874
E. CONCRETE WORK		
1. APPROACH SLABS: 360 S.Y. @ \$70.00		\$ 25,200
2. CURB & GUTTER: 33,200 L.F. @ \$ 9.00		\$ 298,800
3. VALLEY GUTTER: 1,500 S.Y. @ \$25.00		\$ 37,500
4. SIDEWALK: 1,200 S.Y. @ \$15.00		\$ 18,000
	SUBTOTAL	\$ 379,500
F. SIGNS & STRIPING: 1.65 miles \$100,000	SUBTOTAL	\$ 165,000
G. TRAFFIC SIGNALS: 5 Signals @ \$40,000	SUBTOTAL	\$ 200,000

H. GUARDRAIL			
2,000 L.F. Type W @ \$10.00		\$	20,000
8 Type 9 Anchors @ \$900.00		\$	7,200
	SUBTOTAL	\$	27,200
I. TRAFFIC CONTROL			
1.65 miles @ \$155,000		\$	255,750
J. CLEARING & GRUBBING			
25 acres @ \$5,000		\$	125,000
K. PERMANENT EROSION CONTROL			
12 acres @ \$1,500.00		\$	18,000
L. TEMPORARY EROSION CONTROL			
1.65 miles @ \$50,000		\$	82,000
M. MISCELLANEOUS ITEMS			
1. FIELD ENGINEER'S OFFICE		\$	20,000
2. OTHER/SPECIAL ITEMS		\$	20,000
	SUBTOTAL	\$	40,000

ESTIMATE SUMMARY

RIGHT OF WAY \$ BY LOCALS
REIMBURSABLE UTILITIES \$ BY LOCALS

CONSTRUCTION COST SUMMARY

GRADING & EARTHWORK	\$ 1,300,000
DRAINAGE	\$ 489,500
BASE & PAVING	\$ 1,634,874
CONCRETE WORK	\$ 379,500
SIGNS & STRIPING	\$ 165,000
TRAFFIC SIGNALS	\$ 200,000
GUARDRAIL	\$ 27,200
TRAFFIC CONTROL	\$ 225,750
CLEARING & GRUBBING	\$ 125,000
PERMANENT EROSION CONTROL	\$ 18,000
TEMPORARY EROSION CONTROL	\$ 82,000
MISCELLANEOUS ITEMS	\$ 40,000
SUBTOTAL ROADWAY ITEMS	\$ 4,686,824
MAJOR STRUCTURES	\$ 394,125
TOTAL CONSTRUCTION ESTIMATE	\$ 5,080,949
3 YEARS OF INFLATION @ 5% PER YEAR	\$ 762,142
10% E&C	\$ 584,309

pkb

TOTAL \$ 6,427,400

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-064-1(40) CHATHAM
P. I. NO. 521855

OFFICE Atlanta, Georgia

DATE JUNE, 27 1994

FROM Bob Mustin, P.E., Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT COST ESTIMATE

The attached cost estimate has been reviewed as requested.
The cost estimate is satisfactory.

DTM

ATTACHMENT

RECEIVED
JUN 28 1994
PRECONSTRUCTION