

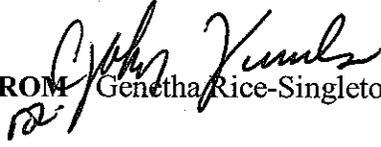
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 521970-, Bulloch County
STP00-0005-00(023)
Widening of US 80/SR 26 in Statesboro
from SR 67/73 to CS 802/Lovett Street

OFFICE Preconstruction

DATE November 21, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Glenn Durrence
Angela Alexander
Robert Reid
Brad Saxon
BOARD MEMBER

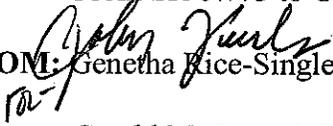
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 521970-, Bulloch County
STP00-0005-00(022)
Widening of US 80/SR 26 in Statesboro-
From SR 67/73 to CS 802/Lovett Street

OFFICE: Preconstruction

DATE: October 24, 2008

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct US 80/SR 26 from SR 67/73(North Main Street) to CS 802/Lovett Street to facilitate the construction of a median. The project length is 1.53 miles. This section of US 80/SR 26 runs east-west through the west central portion of Statesboro. The existing roadway is an urban section with four 12' wide lanes. The posted speed is 35-40 MPH along this route. The functional classification, within the project limits, is Urban Principal Arterial. Crash data for 2004-2006 reveal that along US 80/SR 26 within the project limits; crash and injury rates were almost twice as high as the statewide average for all three years with a total of 445 accidents reported. The majority of the accidents within the corridor consisted primarily of rear-end crashes and angle impact crashes with the majority of those being rear-end crashes. The purpose of this project is to improve operational conditions on US 80/SR 26 and control left turn movements to and from connecting streets. The 2006 Average Daily Traffic (ADT) of 15,800 vehicles per day (VPD) on US 80/SR 26 within the project area is projected to increase to 23,500 by year 2034.

The proposed project will provide an urban four-lane divided highway with two, 12' lanes in each direction, with a 14' flush median, and 12' right turn (auxiliary) lanes at all primary intersecting streets and major commercial drives. The proposed section will include urban 16' shoulders with curb and gutter and 5' sidewalks on both sides. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; Time saving procedures are not appropriate.

P.I. No. 521970-, Bulloch County
Page 2
October 24, 2008

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$10,106,000	\$ 4,452,000	L200	LR
Right-of-way	\$5,350,000	\$1,152,000	L200	2012
Utilities*	\$275,500			

*Rescission letter sent to Bulloch and Statesboro 2-25-2005

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

M. H. Rice - Supt
Director

Director of Preconstruction

APPROVED

Gerald M. Ross
Gerald M. Ross, P.E., Chief Engineer

PRECONSTRUCTION STATUS REPORT FOR PI:521970-

SR 26/STATESBORO FM SR 67/73/US 301 TO CS 802/LOVETT ST

PROJ ID: 521970-
 COUNTY: Bulloch
 LENGTH (MI): 1.87
 PROJ NO.: STP00-0005-05(022)
 PROJ MGR: Reid, Robert
 OFFICE: Consultant Design
 CONSULTANT: Turnkey Consultant, (Contract with GDOT)
 SPONSOR: GDOT
 DESIGN FIRM: EMC Engineering Services, Inc.

MGMT LET DATE: Nov-11
 MGMT ROW DATE: Nov-09
 SCHED LET DATE: 1/2/2012
 WHO LETS?: GDOT Let
 LET WITH:

MPO: Not Urban
 TIP #: 5
 MODEL YR: 12
 TYPE WORK: Widening
 CONCEPT: ADD 4U(MED 14)
 PROG TYPE: Reconstruction/Rehabilitation
 BOND PROJ: 5

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS					STIP AMOUNTS				
						Phase	Approved	Proposed	Cost	Fund	Status	Date Auth	Phase	Cost	Fund
12/5/2008	5/6/2009	Concept Development	3/3/2007	7/8/2008	75	PE	1993	1993	2,455,264.28	Q20	AUTHORIZED	6/22/1993	PE		
		Concept Meeting	7/8/2008	9/22/2008	100	ROW	2012	2012	1,152,000.00	L200	PRECAST		ROW	Q20	
		PM Submit Concept Report	9/22/2008	10/1/2008	100	CST	LR	LR	4,452,000.00	L200	PRECAST		CST	L200	
		Receive Preconstruction Concept Approval	10/1/2008	10/27/2008	100										
		Management Concept Approval Complete	10/27/2008		50										
		Public Information Open House Held			0										
		Environmental Approval	6/28/1991	1/11/1993	100										
		Mapping	6/15/2007	11/15/2007	100										
		Field Surveys/SDE	6/15/2007	2/15/2008	100										
		Preliminary Plans	6/15/2007		0										
		Underground Storage Tanks	3/31/1992		50										
		404 Permit Obtainment			0										
		PEPR Inspection			0										
		R/W Plans Preparation			0										
		R/W Plans Final Approval			0										
		L & D Approval			0										
		R/W Acquisition			0										
		Stake R/W			0										
		Soil Survey			0										
		Final Design			0										
		FFPR Inspection			0										
		Submit FFPR Responses (OES)			0										

TAS/2-12-07/currently negotiating contract/9-24-07/kick-off meeting 9-21-07; initial concept meeting 10-23-07

District Comments

PDD: LOW PRIORITY FOR LOCALS. MOVE TO LR. CO CONTRACT @ SEVERAL INTERSECTIONS. 12/10/99.
 Low priority? 9/30/03.
 NO BRIDGE REQUIRED

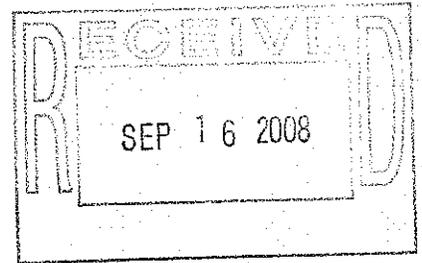
Bridge: RLR/EMC:MMobley-Submitting Concept-Proj Prior
 Design: CE/Avrd 01-11-93/NotOnSohRow/Russett(10-20-08)
 EIS: CO SGN PUB UTIL 12-17-91/STATESBORO DO UTILITIES 12-2-91/RESCISSION LETTER SENT TO
 LGPA: BULLOCH & STATESBORO 2-25-05.

Planning: BULLOCH & STATESBORO 2-25-05.
 Programming: PR2/PE-8-19-93#1 11-05#2 5-06
 Railroad: OGE
 Traffic Op: R/C:REVWD S/M/SIG PLANS TO D5 FOR REVSN 6/2/99 \$+*1
 Utility: OCD SUE;TK2,Ct14 Submitted Utility Cost Estimate 7-2-08
 EMG: 1304M (H85-E/V29); REFLY 6424/05; DOT=M/S:D=CONSULT

Prel. Parcel CT: 68 Total Parcel in ROW System: Cond. Filed: DOT
 Under Review: Options - Pending: Relocations: Acquired by: MGR:
 Released: Condemnations- Pend: Acquired: R/W Cert Date: DEEDS CT:

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design



PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)
County: Bulloch County
P. I. Number: 521970

Federal Route Number: 80
State Route Number: 26
City Street Number: NA

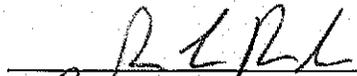
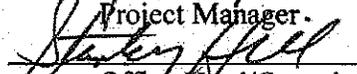
Regional or Wide area location sketch and Project Description (See Page 2)

Date of Report: September 3, 2008

Recommendation for approval:

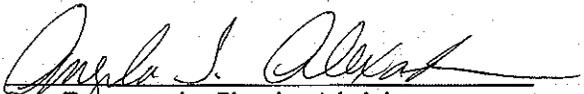
DATE 9-3-08

DATE 9-5-08


Project Manager

Office Head/Consultant Design

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

DATE 9/15/2008


State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Other Offices as required such as; Bridge Design, etc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)

County: Bulloch County

P. I. Number: 521970

Federal Route Number: 80

State Route Number: 26

City Street Number: NA

*Regional or Wide area location sketch and Project
Description (See Page 2)*

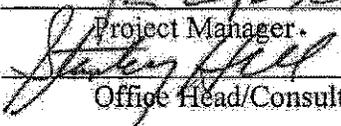
Date of Report: September 3, 2008

Recommendation for approval:

DATE 9-3-08

DATE 9-5-08



Project Manager


Office Head/Consultant Design

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

DATE _____

DATE 9-16-08

DATE _____

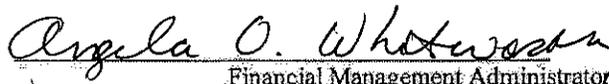
DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator



Financial Management Administrator

State Environment/Location Engineer

State Traffic Safety and Design Engineer

District Engineer

Project Review Engineer

Other Offices as required such as; Bridge Design, etc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)

County: Bulloch County

P. I. Number: 521970

Federal Route Number: 80

State Route Number: 26

City Street Number: NA

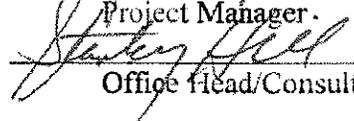
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DATE 9-3-08

DATE 9-5-08


Project Manager

Office Head/Consultant Design

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE 9/30/08


Project Review Engineer

DATE _____

Other Offices as required such as; Bridge Design, etc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)

County: Bulloch County

P. I. Number: 521970

Federal Route Number: 80

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City Street Number: NA

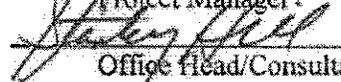
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Recommendation for approval:

DATE 9-3-08

DATE 9-5-08


Project Manager

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State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 9-17-08


District Engineer

DATE _____

Project Review Engineer

DATE _____

Other Offices as required such as; Bridge Design, etc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)

County: Bulloch County

P. I. Number: 521970

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State Route Number: 26

City Street Number: NA

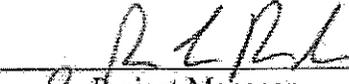
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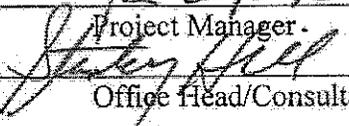
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Recommendation for approval:

DATE 9-3-08

DATE 9-5-08



Project Manager


Office Head/Consultant Design

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE 9-11-08



State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Other Offices as required such as; Bridge Design, etc.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 521970

OFFICE: Environment/Location

PROJECT No. STP00-0005-05(022) / BULLOCH
County

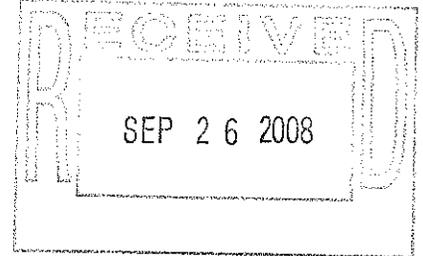
DATE: 9/24/08

US 80/SR26 Widening

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW



The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. Ogeechee Railway would be eligible for the National Register and there is potential cemetery involvement. See environmental notes in the Concept Report. If significant impacts to historic (4f) resources cannot be avoided, then the proposed environmental schedule must be revised significantly.
2. Page 5 – In relation to Environmental Justice, the Concept Report should not make judgments concerning impacts at this stage. This decision should be left to the approved NEPA document. Please just state if any low-income or minority communities exist within the area of effect (to state otherwise would suggest that detailed studies have already been performed with supporting documentation.)
3. The concept report states that a CE is anticipated. However, it is more likely that an EA will be required by FHWA for this project.
4. Add a No. 6 – Due to the fact that we have displacements, the schedule and scope for this project should include a PIOH prior to submitting the Draft EA to FHWA.
5. The proposed design features should not be stated in the Need and Purpose Statement. However, recommendations and results from previous project activities are appropriate in the Background section of the Need and Purpose Statement.

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

GB:lc

cc: Brian Summers; Angela Whitworth; Keith Golden; Angela Alexander; Stanley Hill; Glenn Durrence

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)

County: Bulloch County

P. I. Number: 521970

Federal Route Number: 80

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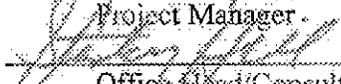
Date of Report: September 3, 2008

Recommendation for approval:

DATE 9-3-08

DATE 9-5-08



Project Manager


Office Head/Consultant Design

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 9/24/08



State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

Other Offices as required such as: Bridge Design, etc.

Estimate Report for file "521970-(Bulloch Co)"

Section BASE & PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	450000.00	TRAFFIC CONTROL -	450000.00
150-9011	100	HR	56.07	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	5607.00
153-1300	1	EA	66777.89	FIELD ENGINEERS OFFICE TP 3	66777.89
210-0100	1	LS	400000.00	GRADING COMPLETE -	400000.00
310-5060	2000	SY	13.25	GR AGGR BASE CRS, 6 INCH, INCL MATL	26500.00
310-5100	72000	SY	18.96	GR AGGR BASE CRS, 10 INCH, INCL MATL	1365120.00
318-3000	100	TN	19.48	AGGR SURF CRS	1948.00
402-1812	200	TN	68.49	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	13698.00
402-3121	16000	TN	63.99	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1023840.00
402-3130	6000	TN	65.79	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	394740.00
402-3192	8000	TN	86.59	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	692720.00
413-1000	1000	GL	2.00	BITUM TACK COAT	2000.00
446-1100	500	LF	2.90	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	1450.00
610-2700	46700	SY	52.78	REM CONCRETE	2464826.00
620-0100	2000	LF	34.31	TEMPORARY BARRIER, METHOD NO. 1	68620.00
Section Sub Total:					\$6,977,846.89

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1240	2400	LF	54.17	STORM DRAIN PIPE, 24 IN, H 1-10	130008.00
550-2180	4000	LF	32.87	SIDE DRAIN PIPE, 18 IN, H 1-10	131480.00
550-2240	2400	LF	37.90	SIDE DRAIN PIPE, 24 IN, H 1-10	90960.00
550-2300	1600	LF	50.02	SIDE DRAIN PIPE, 30 IN, H 1-10	80032.00
550-4224	6	EA	781.26	FLARED END SECTION 24 IN, STORM DRAIN	4687.56
668-1100	40	EA	2784.43	CATCH BASIN, GP 1	111377.20
668-2100	20	EA	3987.53	DROP INLET, GP 1	79750.60
668-5000	20	EA	2230.69	JUNCTION BOX	44613.80
Section Sub Total:					\$672,909.16

Section CONCRETE WORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0014	2500	SY	38.51	DRIVEWAY CONCRETE, 4 IN TK	96275.00
441-0104	10000	SY	32.29	CONC SIDEWALK, 4 IN	322900.00
441-0600	12	CY	861.64	CONC HEADWALLS	10339.68
441-0740	300	SY	37.35	CONCRETE MEDIAN, 4 IN	11205.00
441-4020	700	SY	41.46	CONC VALLEY GUTTER, 6 IN	29022.00
441-5008	2686	LF	11.97	CONCRETE HEADER CURB, 6 IN, TP 7	32151.42
441-6222	16000	LF	16.86	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	269760.00
453-1000	400	CY	643.63	PORTLAND CEMENT CONCRETE WHITETOPPING	257452.00
500-3101	200	CY	430.44	CLASS A CONCRETE	86088.00
500-3107	30	CY	738.48	CLASS A CONCRETE, RETAINING WALL	22154.40
511-1000	1800	LB	0.86	BAR REINF STEEL	1548.00
634-1200	112	EA	101.29	RIGHT OF WAY MARKERS	11344.48
Section Sub Total:					\$1,150,239.98

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	6	AC	679.69	TEMPORARY GRASSING	4078.14
163-0240	3	TN	161.07	MULCH	483.21
163-0501	4	EA	805.21	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	3220.84
163-0521	5	EA	230.65	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	1153.25

163-0531	4	EA	8389.30	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	33557.20
163-0550	80	EA	282.90	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	22632.00
165-0010	5000	LF	0.78	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	3900.00
165-0030	100	LF	1.64	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	164.00
171-0010	5000	LF	1.63	TEMPORARY SILT FENCE, TYPE A	8150.00
171-0030	100	LF	3.83	TEMPORARY SILT FENCE, TYPE C	383.00
700-6910	6	AC	1023.43	PERMANENT GRASSING	6140.58
700-7000	300	TN	59.64	AGRICULTURAL LIME	17892.00
700-8000	10	TN	292.83	FERTILIZER MIXED GRADE	2928.30
700-8100	1000	LB	2.31	FERTILIZER NITROGEN CONTENT	2310.00
Section Sub Total:					\$106,992.52

Section SIGNS, STRIPING, SIGNALS, LIGHTING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	16286.19	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	32572.38
636-1031	300	SF	19.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	5700.00
636-2070	500	LF	8.27	GALV STEEL POSTS, TP 7	4135.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	50000.00
653-1501	20000	LF	0.68	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	13600.00
653-1502	20000	LF	0.62	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	12400.00
653-1704	400	LF	4.53	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1812.00
653-1804	1000	LF	2.08	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	2080.00
653-4501	4	GLM	813.86	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	3255.44
653-4502	4	GLM	773.71	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	3094.84
653-6004	1200	SY	2.85	THERMOPLASTIC TRAF STRIPING, WHITE	3420.00
654-1003	600	EA	3.68	RAISED PVMT MARKERS TP 3	2208.00
654-1010	25	EA	38.40	RAISED PVMT MARKERS TP 10	960.00
Section Sub Total:					\$335,237.66

Section GUARDRAIL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1200	400	LF	15.72	GUARDRAIL, TP W	6288.00
641-5001	2	EA	627.58	GUARDRAIL ANCHORAGE, TP 1	1255.16
641-5012	2	EA	1813.66	GUARDRAIL ANCHORAGE, TP 12	3627.32
Section Sub Total:					\$11,170.48

Total Estimated Cost: \$9,254,396.69

Subtotal Construction Cost \$9,254,396.69

ENGINEERING @ 5% \$462,719.83

CONTINGENCY @ 4% \$388,684.66

Total Construction Cost \$10,105,801.19

Right Of Way \$5,350,000.00

ReImb. Utilities \$275,500.00

Grand Total Project Cost \$15,731,301.19

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0005-05(022)
County: Bulloch County
P. I. Number: 521970

Federal Route Number: 80
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City Street Number: NA

Regional or Wide area location sketch and Project Description (See Page 2)

Date of Report: September 3, 2008

Recommendation for approval:

DATE 9-3-08

DATE 9-5-08


Project Manager
Office Head/Consultant Design

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

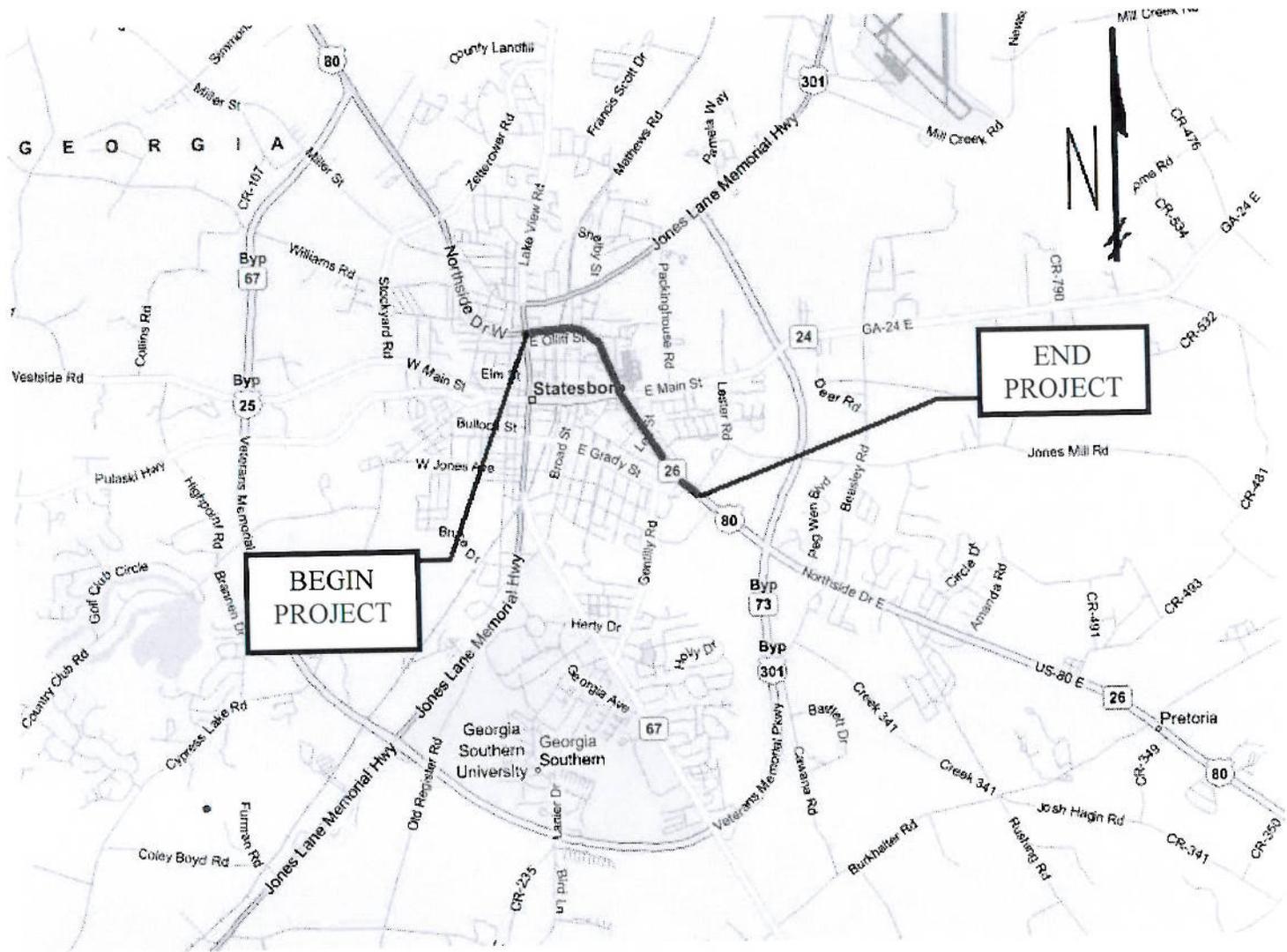
DATE _____

Project Review Engineer

DATE _____

Other Offices as required such as; Bridge Design, etc.

Project Concept Report Page 2
Project Number: STP00-0005-05(022)
P.I. Number: 521970
County: Bulloch



Project Number: STP00-0005-00(022)
County: Bulloch County
P. I. Number: 521970

Widening of U.S. 80/S.R. 26 from S.R. 67/73 to CS 802/Lovett St. from an existing undivided urban four lane section to a 4 lane urban section with a 14-foot flush median.

Need and Purpose:

Background

The purpose of the project STP00-0005-05(022) is to increase intersection capacity and safety along U.S. 80/S.R. 26 from S.R. 67/S.R. 73 to Savannah Avenue. The proposed project would widen and improve this corridor from a four-lane undivided urban section to a four-lane corridor with a 14-foot flush median section and matches the existing typical sections at both project termini. From a capacity analyses standpoint, improvements are needed at virtually all of the intersections in the design year of 2034, especially with the projected increase in the commercial land use along the corridor. From a safety standpoint, the frequency and severity of the crashes in the study area are almost twice as high as the statewide rates during the years between 2003 and 2006. According to crash data studied during this time period, the majority of the accidents within the corridor consisted primarily of rear-end crashes and angle impact crashes with the majority of those being rear-end crashes.

This project was identified as a necessity in 1991 with the approval of a Concept Report in October of that year. The need and purpose from that concept report indicated that the project was recommended by the Statesboro Area Transportation Plan, a plan developed as part of a comprehensive federal, state, and local effort in 1989/1990. This project concept also had a four-lane with 14-foot flush median typical section.

Average Daily Traffic Volumes and Level of Service

Historical ADT (Average Daily Traffic) volumes provided by GDOT for the years from 2003 to 2006 indicate an increase of approximately 2.5% each year. These historical volumes for each year are shown in Table 1.

Table 1. Historical Volumes

Count Station Locations	Years			
	2003	2004	2005	2006
SR 26 between Oak St and Davis St	14995	15865	15580	15640
SR 26 between Jennings Dr and Gordon St	15097	14694	14600	16220
SR 26 between Lindberg St and Savannah Ave	15534	16516	15000	17130
Average ADT for 3 Years	15209	15692	15060	16330

In the period between 2014 and 2034, traffic on the roadways is expected to experience increases because of the accelerated general development and growth in the area. The 2034 design hour turning movement volumes were provided for most of the study intersections by the Georgia Department of Transportation (GDOT). For the movements where 2034 peak hour turning movement volumes were not provided, the volumes were estimated based on the traffic volumes provided by GDOT, existing conditions and current land uses for the area.

A capacity analysis was performed for each of the five major intersections along the project corridor for the design year traffic volumes. Four out of the five intersections fall well below acceptable levels, with levels of service D or below for the no build condition. A summary of these capacity analyses is shown in Table 2.

Table 2. Design Year 2034 Levels of Service (No-Build Conditions)

Intersection Name	Control	Movement	Level of Service			
			AM Peak Hour		PM Peak Hour	
			LOS (Delay in Sec)	Overall (Delay in Sec)	LOS (Delay in Sec)	Overall (Delay in Sec)
SR 74/US 301 at SR 26/US 80	Traffic Signal	NB	E (61)	D (51)	F (99)	F (82)
		SB	E (72)		F (116)	
		EB	D (54)		E (58)	
		WB	C (30)		E (80)	
N Zetterower Avenue at SR 26/US 80	Traffic Signal	NB	B (18)	B (15)	C (35)	C (23)
		SB	C (21)		C (34)	
		EB	B (17)		C (28)	
		WB	B (11)		B (12)	
SR 24/East Main Street at SR 26/US 80	Traffic Signal	NB	B (20)	C (31)	D (51)	D (45)
		SB	D (41)		D (38)	
		EB	C (33)		D (43)	
		WB	C (26)		D (46)	
Savannah Avenue at SR 26/US 80	Traffic Signal	NB	D (54)	D (40)	F (94)	E (60)
		SB	E (57)		C (29)	
		EB	D (50)		E (76)	
		WB	C (30)		D (36)	
Lester Road at SR 26/US 80	Traffic Signal	NB	C (29)	D (38)	D (40)	E (65)
		SB	E (68)		F (82)	
		EB	C (39)		E (70)	
		WB	D (38)		E (56)	

Safety Concerns

Records of vehicular crashes that were reported on SR 26/US 80 for the years from 2003 to 2006 were provided by the Georgia Department of Transportation Office of Traffic Safety and Design. The statewide accident rates for an Urban Principal Arterial, non National Highway System (NHS), were also obtained from the Georgia Department of Transportation.

Accident Data

During 2003, 126 vehicular crashes were reported on the approximately 1.5 mile study area along SR 26/US 80. During 2004, 139 crashes were reported. During 2005, 182 crashes were reported. During 2006, 161 crashes were reported. Using the average of the daily traffic volumes on SR 26/US 80 in Table 1, the overall accident rates were established per 100 million vehicle miles (MVM) to be compared to similar data provided by the state for non-National Highway System (NHS) Urban Principal Arterial roadways. The frequency and the severity (as indicated by the injury rates) of the crashes in the study area, are substantially higher than the statewide rate during the period from 2003 to 2006. Specifically, the rates on the project corridor were 197% of the statewide average for all accidents and 182% for accidents with injuries.

A summary of these comparisons is shown in Table 3.

Table 3. Accident Rate Comparisons

Accidents per 100 MVM	Statewide				Study Corridor			
	2003	2004	2005	2006	2003	2004	2005	2006
All Accidents	775	637	727	787	1220	1305	1780	1452
Accidents Involving Injuries	195	159	179	189	232	282	391	406
Accidents Involving Fatalities	1.58	1.26	1.73	1.87	0	0	0	0

Type of Accident Summary

The Table 4 indicates the type of accidents along the identified segments of the subject area for the three years of 2003, 2004, and 2005:

Table 4. Crash Type Comparisons

Type of Crash 2003/2004/2005	<u>3-Year Total</u>	<u>Percentage</u>
<i>Rear-End</i>	240	54%
<i>Head-On</i>	13	3%
<i>Angle</i>	157	35%
<i>Sideswipe</i>	21	5%
<i>Collision with other than Vehicle</i>	14	3%
Sub-Total	445	100%

Environmental Justice

This project does not disproportionately burden or benefit any particular community. The project is considered to be a benefit to all of the communities that use SR 26/US 80.

Land Use

The majority of the existing land use is for commercial and residential, and future land use is planned to be for commercial growth for the area of the proposed improvement.

Bike and Pedestrian Facilities

No bike facilities are identified along the proposed corridor in the current CUTS bike plan or the statewide plan. Pedestrian facilities are identified along the proposed corridor.

Description of the proposed project: The proposed project would widen and improve U.S. 80/S.R. 26 (Northside Drive) from S.R. 67/73 (North Main Street) to Savannah Avenue. Total project length is 1.5 miles. The beginning of this roadway project will tie into an existing four lane section with 14-foot flush median urban section at milepost 17.42 and the end of the project will also tie into this same type urban section at milepost 18.95.

The existing roadway would be widened from the existing four-lane undivided urban section to a four-lane urban section with a 14-foot flush median. Five feet (5') wide sidewalks will be provided on each side of the proposed roadway within the 16-foot shoulder.

By improving SR 26/US 80 to a four-lane flush median roadway, it will help accommodate the expected traffic growth on the roadway in the design year 2034. The flush median will improve the flow of traffic by providing for the left turn lanes that are needed to maintain adequate Levels of Service. This flush median will also increase safety by providing a place for side street vehicles to wait as they enter the main street.

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

PDP Classification: Major Minor _____

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

Functional Classification: Urban Principle Arterial

U. S. Route Number(s): U.S. 80 **State Route Number(s):** S.R. 26

Traffic (AADT):
Current Year: (2014) 15,800 Design Year: (2034) 23,500

Existing design features:

- Typical Section: Urban section with four 12-foot wide lanes w/deceleration lanes for businesses
- Posted speed: 35 /40 mph Minimum radius for curve: 1280 feet
- Maximum super-elevation rate for curve: 0.06
- Maximum grade: 3.45 %
- Width of right of way: 100 feet
- Major structures: None
- Major intersections along the project:
 - North Main Street/S.R. 67/73
 - N. Zetterower Avenue/CS 699
 - East Main Street/S.R. 24/CS 704
 - Savannah Avenue/CS 671
- Existing length of roadway: 1.5 miles

Proposed Design Features:

- Proposed typical section(s): The typical section includes two 12-foot lanes in each direction, with a 14-foot flush median, and 12-foot right turn (auxiliary) lanes at all primary intersecting streets and major commercial drives. The proposed section would include urban 16-foot shoulders with curb and gutter and 5-foot sidewalks on both sides.
- Right Turn lanes at primary intersecting streets:
 - SR 73/US 301 at SR 26/US 80 – Eastbound and Westbound
 - Davis Street at SR 26/US 90 – Westbound
 - N Zetterower Avenue at SR 26/US 80 – Eastbound and Westbound
 - East Olliff Street at SR 26/US 80 – Eastbound
 - Gordon Street at SR 26/US 80 – Eastbound
 - Turner Street at SR 26/US 80 – Westbound
 - East Main Street SR 24 at SR 26/US 80 – Eastbound and Westbound
 - Thomas Street at SR 26/US 80 – Eastbound
 - Lee Street at SR 26/US 80 – Eastbound and Westbound
 - Lindbergh Street at SR 26/US 80 – Eastbound
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline 3.45 % Maximum grade allowable: 5 %
- Proposed Maximum grade Side Street 1.8 % Maximum grade allowable: 5 %
- Proposed Maximum grade driveway 11.0 %
- Proposed Maximum degree of curve 4.5 Maximum degree allowable 8.68
- Right of way
 - Width: Varies from 100 to 110 feet
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 68 Number of displacements:
 - Business: 1
 - Residences: 0
 - Mobile homes: 0
 - Other: 1
- Structures:
 - Bridges (None)
 - Retaining walls (None)
- Major intersections and interchanges:
 - North Main Street/S.R. 67/73 Intersection
 - N. Zetterower Avenue/CS 699 Intersection
 - East Main Street/S.R. 24/CS 704 Intersection
 - Savannah Avenue/CS 671 Intersection
- Traffic control during construction: Traffic control will consist of staged construction and will allow for Northside Drive to remain open during construction.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: None Anticipated

- Environmental concerns:

- A preliminary environmental inventory was conducted which included field surveys and review of applicable federal and state databases.
- Anticipated environmental permits include a Nationwide 14 for an intermittent stream crossing and a NPDES construction activity permit for water quality.
- There are twelve (12) underground storage tanks and potential hazardous material sites along the project corridor from which right-of-way may be required.
- There are two (2) potentially eligible and three (3) known historic resources along the project corridor. Known historic sites include a railroad, cemetery, and building.
- There are no environmental justice issues.

Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes (), No (X),
- Categorical Exclusion (X),
- Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
- Environmental Impact Statement (EIS) ().

- Utility involvements:

- Communications – Frontier
- Power – Georgia Power
- Gas – City of Statesboro
- Water and Sanitary Sewer – City of Statesboro
- Cable – Northland Cable TV

Project responsibilities:

- Design: Georgia DOT
- Right of Way Acquisition: Georgia DOT
- Relocation of Utilities: Utility Owners
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: Contractor (if required)
- Providing detours: Contractor (if required)

Coordination

- Initial Concept Meeting: October 23, 2007
- Concept Meeting: July 8, 2008
- P.A.R.: A Practical Alternatives Report is not expected for this project.
- FEMA, USCG, and/or TVA. – None
- Public involvement: Public Informational Open House and Public Hearing Open House to be held
- Local government comments: City Public Works/User Departments
- Other projects in the area:
 - Georgia DOT Project STP00-0005-00(829), PI# 0005829,
U.S. 80/S.R. 26 From 5 Lane @ CR 491 to CR 423/Old Lee Field Road
- Railroads: Georgia Department of Transportation (owner)/Heart of Georgia (leasee)
- Other Coordination to Date:
 - Met with the City of Statesboro on 1/24/08 to discuss Median Options.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 18 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 4 Months.
- Time to complete final construction plans: 9 Months.
- Time to complete the purchase right of way: 18 Months.

Other alternates considered:

- No Build Alternative
The No-Build Alternative is an alternative in which Georgia DOT would take no action to construct the project. Traffic congestion and excessive accidents would result.
- Raised Median Alternative
Current GDOT policy for Arterial (Non-GRIP) Medians is based on AADT thresholds of 18,000 for the base year and 24,000 for the design year. For this project, the traffic AADT show 15,800 base year and 23,500 design year. Due to these counts, current policy requires a 5-lane section (flush median). However, since the design year volumes were at 98% of the threshold, an alternative was considered that incorporated a future 20-ft. raised median into the typical section, as required by policy for projects with a design year AADT over the threshold. Positives for accommodating the future 20-foot raised median were securing the right of way and constructing the median drainage now instead of having to come back later and purchase additional right of way and reconstruct the roadway to add the drainage system. The negatives include the tie-ins to the existing 14-foot flush typical sections at both termini and the additional construction and right of way costs as follows:
 - The bordering projects will meet the warrants for a raised median before this section, but would not have the required right of way or drainage design to accommodate the future widening.
 - Estimated increased construction costs of \$2 million due to additional full depth pavement and storm drainage system.
 - Estimated increased right of way costs of \$3.45 million due to additional impacts to commercially developed properties (See Attachment No. 6).

Additionally, the City of Statesboro is a large proponent of the 14-foot flush median typical section to accommodate access to adjacent properties and reduce impacts to adjacent properties. It was determined that the negatives outweighed the positives for this alternative.

Comments: None

Attachments:

1. Cost Estimates
 - a. Construction (Incl. E&C)
 - b. Right-of-Way, and
 - c. Utilities
2. Typical Sections
3. Traffic Flow Diagrams
4. Initial Concept Meeting Minutes
5. Project Concept Report dated October 1991 and associated Concept Meeting Minutes
6. Right of Way Cost Estimates for Alternatives
7. City of Statesboro Meeting Minutes
8. Concept Meeting Minutes

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP00-0005-05(022)Bulloch
PI # 521970-

OFFICE: Utilities

DATE: July 1, 2008

FROM: Karon Ivery, District Utilities Engineer

TO: Babs Abubakari, State Consultant Design & Program Delivery Engineer

ATTENTION: Robert Reid, Design Group Manager

SUBJECT: Utility Cost Estimate- SR 26/STATESBORO FM SR 67/73/US 301 TO CS 802/LOVETT ST

Per a request received June 25, 2008, a field visit and review of the preliminary plans was made by this office and the following utilities were found to be located within the project limits:

Telephone	Frontier Communications
CATV	Northland Cablevision
Power	Georgia Power Company-Distribution
Gas	City of Statesboro
Sewer	City of Statesboro
Water	City of Statesboro

This project consists of 1.87 miles of reconstruction with a 5 lane section. All existing facilities appear to be on existing R/W with the exception of Georgia Power which has facilities on their own easements.

This estimate is based upon 1/2 size plans dated 6-9-08 and DGN files.

TELEPHONE

The existing telecommunication facilities that appear to be in conflict belong to **Frontier Communications**;

Continued.....

FILE: STP00-0005-05(022) Bulloch, PI # 521970-continued

Frontier Communications has facilities from the beginning of the project STA 10+00 to the end of the project STA 107+44, all of which appear to be on existing GDOT R/W. These facilities consist of both aerial and underground copper and fiber optic cables on both sides of the roadway in some areas. The relocation estimated cost to Frontier Communications \$100,000.00.

These are the known facilities at this time belonging to **Frontier Communications** and the estimated relocation costs are \$100,000.00, of which \$0.00 is reimbursable and \$100,000.00 are non-reimbursable.

CATV

The existing cable TV facilities that appear to be in conflict belong to **Northland Cablevision**.

Northland Cablevision has facilities crossing the project at several locations cost to them will be minimal less than \$5,000.00.

POWER

The existing power facilities that appear to be in conflict on this project belong to **Georgia Power Company-Distribution**;

Georgia Power Company-Distribution has 45 power poles along this project and it appears that approximately 55% are off GDOT R/W at \$10,000.00 per pole to relocate total relocation cost of GPC facilities will be \$450,000.00 of which \$247,500.00 will be reimbursable and \$202,500.00 will be non-reimbursable.

GAS

The existing gas facilities that are along this project belong to **The City of Statesboro Gas**;

The City of Statesboro Gas has facilities from STA 88+97.61 to the end of the project STA 107+44.03. All of which are on GDOT R/W. These facilities consist of various sizes of gas pipeline on both sides of the roadway in some areas; information provided at this time does not indicate any conflicts and relocation of any of these facilities are not anticipated.

Continued.....

SEWER

The existing sewer facilities that are along this project belong to **The City of Statesboro**.

The City of Statesboro has sewer facilities beginning at Oak/Peetoria Street STA 19+00 to North Zetterower Street STA 33+50, consisting of 6 manholes and a terracotta pipeline 6' to 8' deep all of which appears will be under new pavement and on existing GDOT R/W. Another section of sewer facilities beginning at Cone Crescent STA 67+25 to Carmel Drive STA 91+00, consisting of 5 manholes and a terracotta pipeline 6' to 8' deep all of which appears will be under new pavement and on existing GDOT R/W. These facilities consist of manholes and an underground sewer pipeline system on both sides of the roadway in some areas. The relocation estimated cost to **The City of Statesboro** for these two systems are \$275,000.00.

These are the known facilities at this time belonging to **The City of Statesboro Sewer** and the estimated relocation costs are \$275,000.00, of which \$0.00 is reimbursable and \$275,000.00 are non-reimbursable. Please note that the City may seek Utility Aid for this relocation.

Water

The existing water facilities that are along this project belong to **The City of Statesboro**.

The City of Statesboro has water facilities beginning at North Main Street STA 13+50 to the Railroad STA 24+50, consisting of various size valves, meters, 2 fire hydrants and 1,100 LF of 6" PVC pipeline 4' to 5' deep all of which appears will be under new pavement and on existing GDOT R/W. Another section of water facilities beginning at Turner Street STA 67+00 to Carmel Drive STA 91+00, consisting of various size valves, meters, 3 fire hydrants and 2,400 LF 6" Cast Iron pipeline 4' to 5' deep and 3' from the edge of existing pavement. The relocation estimated cost to **The City of Statesboro** for these two systems are \$225,000.00.

These are the known facilities at this time belonging to **The City of Statesboro Sewer** and the estimated relocation costs are \$225,000.00, of which \$0.00 is reimbursable and \$225,000.00 are non-reimbursable. Please note that the City may seek Utility Aid for this relocation.

Continued.....

FILE: STP00-0005-05(022) Bulloch, PI # 521970-continued

The total estimated reimbursable cost for this project is \$275,500.00.

The total estimated non-reimbursable cost for this project is \$807,500.00.

The total estimated non-reimbursable and reimbursable cost for this project is \$1,083,000.00.

If there are any questions please contact George Shenk at gshenk@dot.ga.gov or (912) 427-5859.

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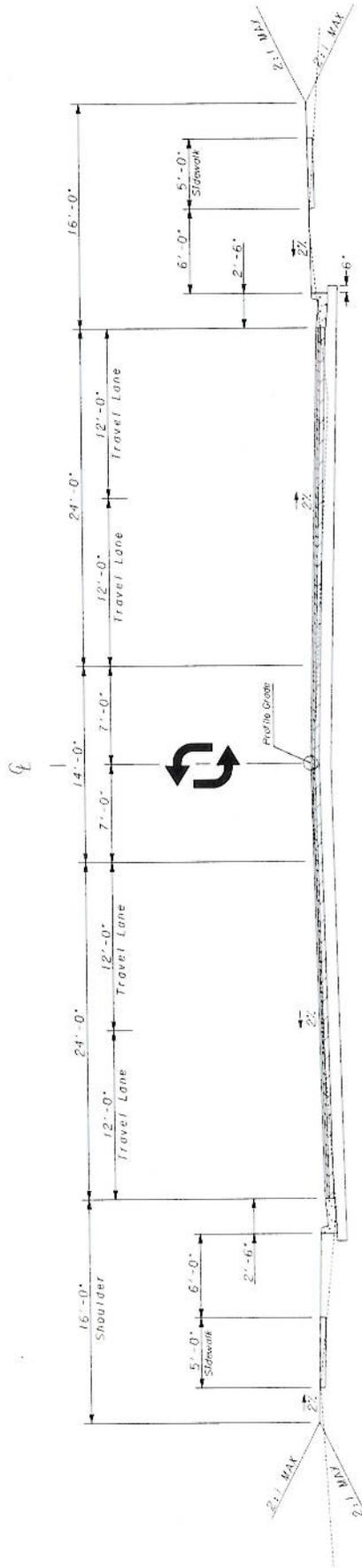
Jamie Simpson, Office of Financial Management (via e-mail)

Harvey Keeper, Office of Environment/Location (via e-mail)

District Office files

Utility Office Files

GRIP TYPICAL SECTION
 14' FLUSH MEDIAN URBAN SECTION
 45 MPH SPEED DESIGN

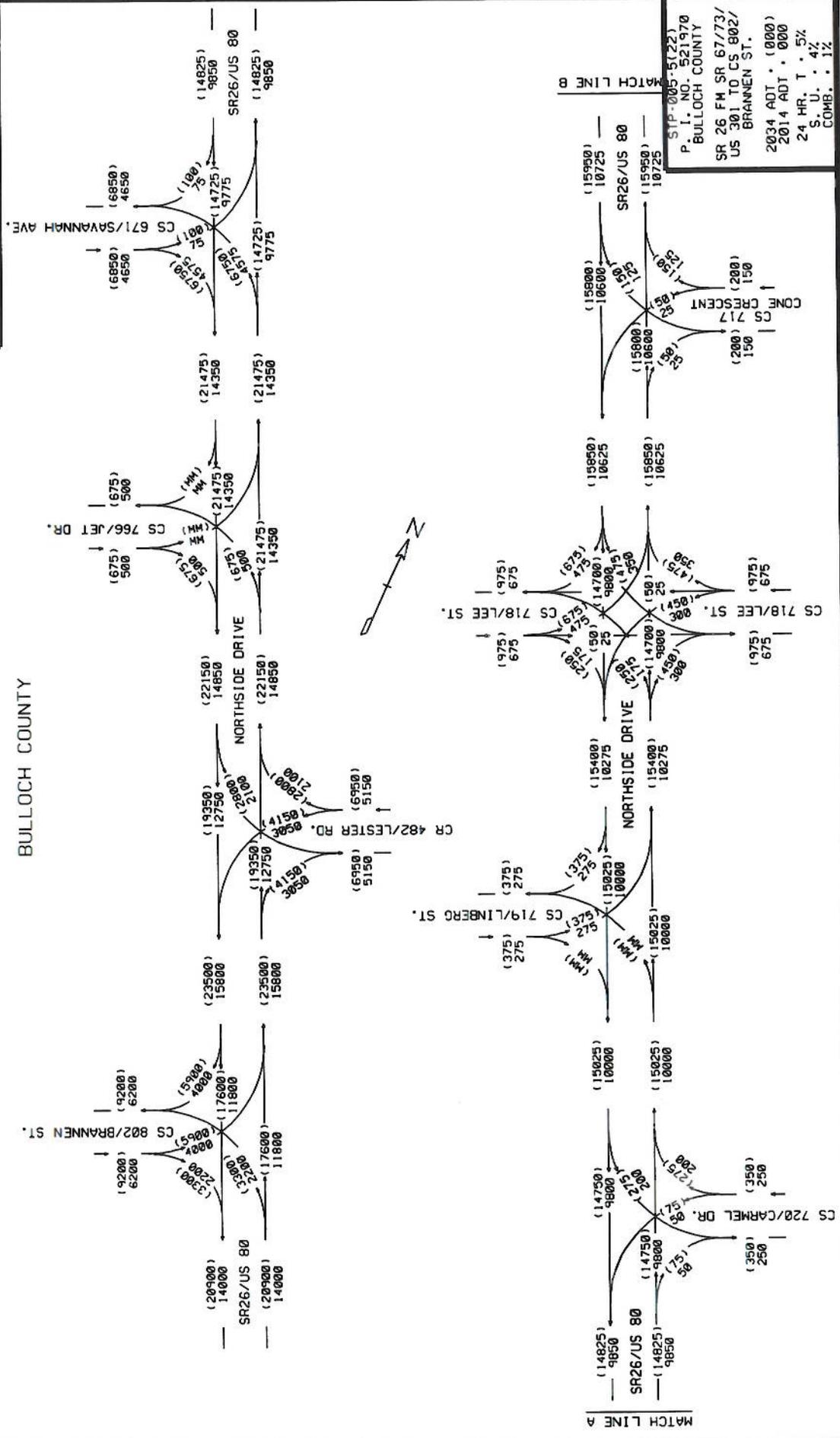


U. S. 80/S.R. 26 IMPROVEMENTS
 STP00-0005-05(022)

TYPICAL SECTION

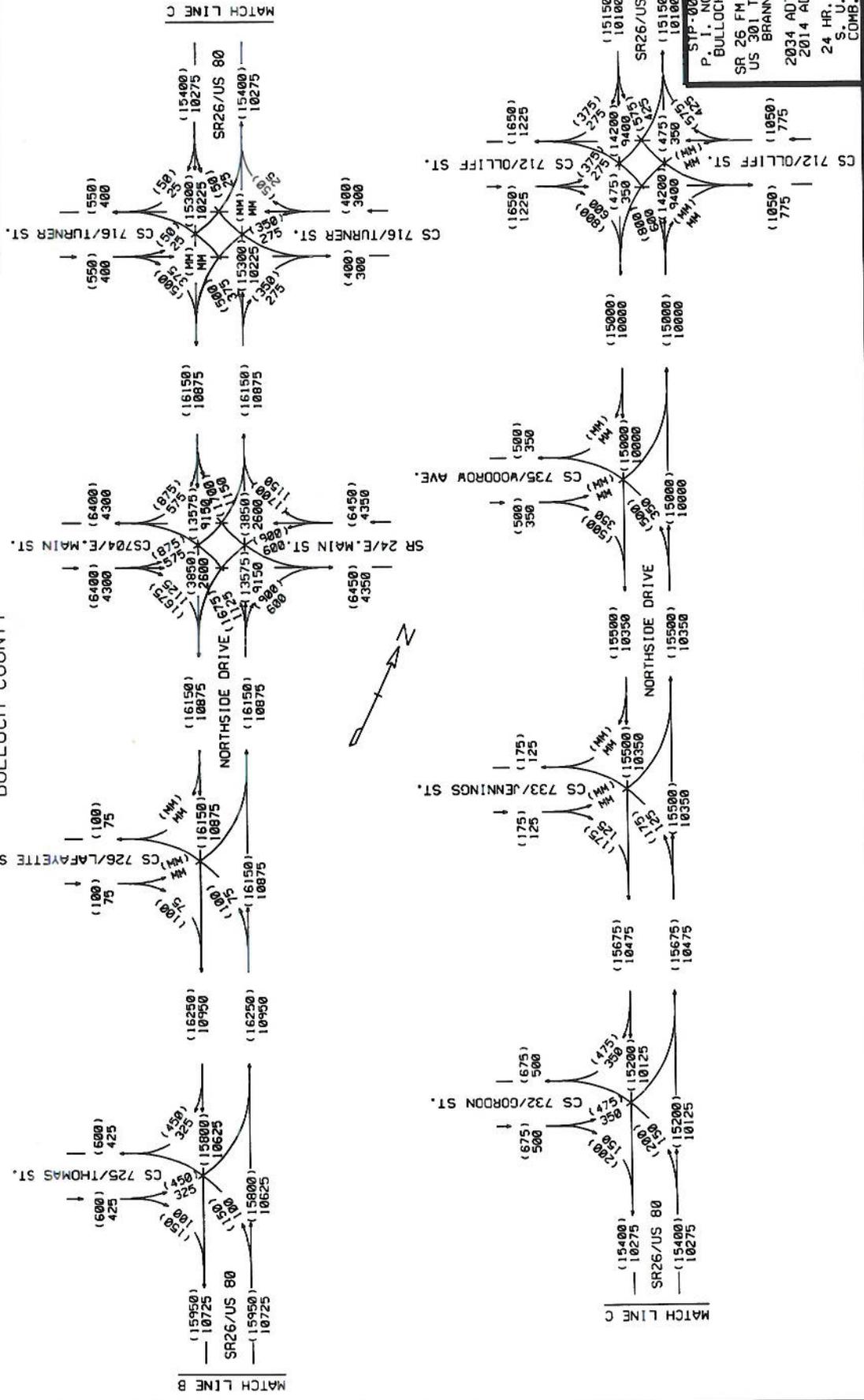
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BULLOCH COUNTY



SIP-005-5(22)
P.I. NO. 521970
BULLOCH COUNTY
SR 26 FM SR 67/73/
US 301 TO CS 802/
BRANNEN ST.
2034 ADT * (000)
2014 ADT * 000
24 HR. T * 5%
S. U. * 4%
COMB. * 1%

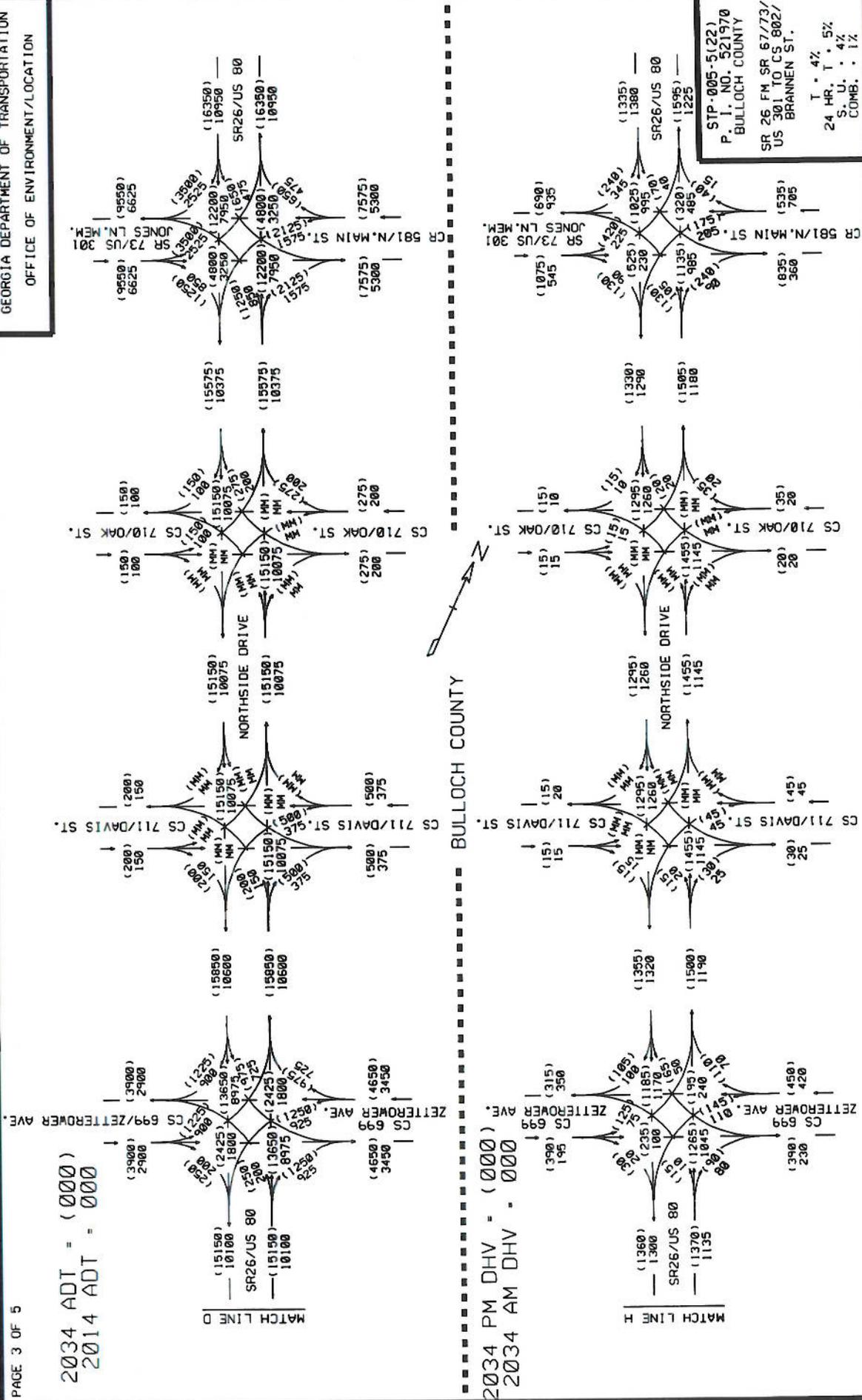
BULLOCH COUNTY



SR 26/US 80
SR 24/E. MAIN ST.
SR 725/THOMAS ST.
SR 726/LAFAYETTE ST.
NORTHSIDE DRIVE
CS 732/GORDON ST.
CS 733/JENNINGS ST.
CS 735/WOODROW AVE.
CS 712/OLLIFF ST.
CS 716/TURNER ST.
SR 26/US 80

P. I. NO. 521970
BULLOCH COUNTY
SR 26 FM SR 67/73/
US 301 TO CS 802/
BRANNEN ST.
2034 ADT - (0000)
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COMB. - 1%
SIP-005-5(22)

2034 ADT = (000)
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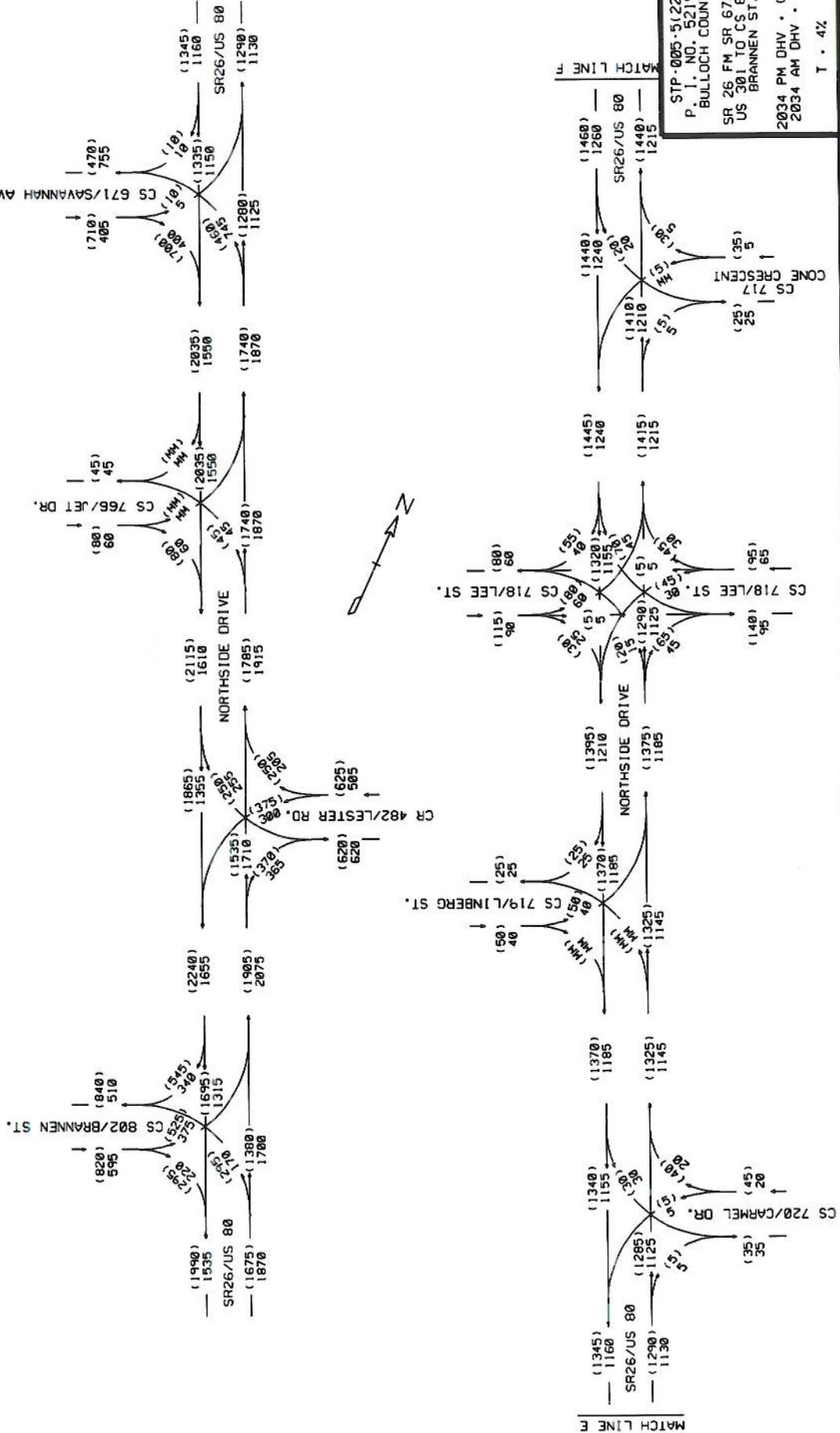
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P. I. NO. 521970
BULLOCH COUNTY

SR 26 FM SR 67/73
US 30 TO CS 802/
BRANNEN ST.

T. 4%
S. U. 4%
COMB. 1%

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BULLOCH COUNTY



Minutes of Initial Concept Meeting
U.S. 80/S.R. 26 Widening

STP-0005-05(022) P.I. No.521970

STP-0005-00(829) P.I. No. 0005829

Location: GDOT Statesboro Area Office, Bulloch Co.

Date: October 29, 2007

Time: 10:00 a.m.

Attendees:

George Shenk	GDOT-District 5 Utilities	george.shenk@dot.state.ga.us
Kyle Mote	GDOT-Office of Planning	kyle.mote@dot.state.ga.us
Brad Saxon	GDOT-District 5 Construction	brad.saxon@dot.state.ga.us
Teresa Scott	GDOT-District 5 Planning	teresa.scott@dot.state.ga.us
Lowell James	GDOT-OCD	lowell.james@dot.state.ga.us
Robert Reid	GDOT-OCD	robert.reid@dot.state.ga.us
Cynthia Phillips	GDOT- Dist. 5 Traffic	cynthia.y.phillips@dot.state.ga.us
C.R. Jackson	GDOT-Area Engineer	claude.jackson@dot.state.ga.us
Aghdas Ghazi	GDOT-Asst. Area Engineer	aghdas.ghazi@dot.state.ga.us
Mark Mobley	EMC Engineering	mark_mobley@emc-eng.com
Dave Starling	EMC Engineering	dave_starling@emc-eng.com
Thomas McCrary	EMC Engineering	thomas_mccrary@emc-eng.com
Robert Titus	EMC Engineering	robert_titus@emc-eng.com
Julie Woo	StreetSmarts	juliew@streetsmarts.us
John Karnowski	StreetSmarts	johnk@streetsmarts.us
Billy Gordon	Moreland, Altobelli, & Assoc.	b.gordon@maai.net
Jim O'Brien	Excelsior EMC	jim.obrien@excelsioremc.com
Joe Hulst	Bulloch Telephone Coop	joehulst@bulloch.net

The meeting began promptly at 10:00 a.m. opening with introductions.

Project Descriptions:

- Unit 22 – P.I. No 521970 -The project consists of widening approximately 1.70 miles of U.S. 80 from U.S. 301 to Savannah Avenue to facilitate the construction of a median. The project currently proposes a 14' flush median, four 12' travel lanes, and a 16' shoulder including curb and gutter and a 5' wide sidewalk.
- Unit 829 – P.I. No 0005829 -The project consists of widening approximately 3.33 miles of U.S. 80 from Amanda Road (C.R. 489) to Old LeeField Road to facilitate the construction of a four lane, rural typical section. The project will generally include a 44' depressed median and four 12' travel lanes.

Discussions:

Unit 22 – P.I. No. 521970

- It was noted that the existing concrete paving on U.S. 80 is failing with gaps in joints as large as 6" in width. Brad Saxon recommended removing and replacing concrete in kind, versus a fabric and asphalt overlay. ECS, the geotechnical subconsultant, will evaluate the existing concrete and provide recommendations.
- Billy Gordon (MAA) advised that a UST investigation by Forest Park should be requested soon due to the potential impacts and the length of time required to complete the study.
- Brad Saxon advised that current GDOT policy for urban flush median sections is to provide sufficient width for a future 20' raised median, striping out a 20' center turn lane.
- Robert Reid indicated that either a 14' or 16' center turn lane has been used on projects where this additional width is acquired, with varying width travel lanes.
- Teresa Scott advised that this project is not on a designated bike route so bike lanes are not required.
- It was determined that the additional width of the median (from 14' to 20') might require that the proposed right-of-way be increased from 110 feet to 120 feet.
- Billy Gordon advised that increasing the right-of-way width from 110' to 120' would result in major increases in damages due to the significant number of commercial properties within the project limits.
- Robert Reid advised that another consideration for a reduced median width is the connectivity at each end of the project, which has 14' center turn lanes.
- It was also noted that the business concerns along the project corridor were opposed to a raised median during the original concept development in 1993, minimizing the likelihood of a future raised median.
- EMC is to better define the justifications for pursuing a variance for the 14' median, including right-of-way impacts and costs, construction costs, and connectivity to existing roadways at the project termini. This variance request with justifications will be provided to OCD for consideration.
- Lowell James advised that all turn lanes should be designed using the 45 m.p.h. speed design.
- Cynthia Phillips will perform a driveway review/evaluation along the project corridor.
- Richard Crowley, in Atlanta, was given as a point of contact for determination of ownership and usage on the railroad crossing and necessity for improvements. Gates and lights are currently in place.
- The comment was brought up to check westbound traffic turning left onto East Main St., to determine if stacking will extend to the opening at Lafayette St. If stacking does occur that far back, then consideration should be made to close Lafayette St. at U.S. 80.
- The comment was made to realign Woodrow St. to intersect U.S. 80 at 90 degrees.
- George Shenk advised that underground utilities include gas, water, sanitary sewer, power, telephone, and cable. He also noted that the water and sewer mains are between 75 and 100 years old.
- EMC will revise the Need and Purpose statements to reflect Office of Planning comments (updated traffic & accident data for 2006 and termini need to be added). Also, the discussion of proposed improvements should be removed.

- PIOH was recommended for public involvement and should involve the City, County, and a GDOT Board Member. Teresa Scott will provide contact information.
- The SUE kick-off meeting is scheduled for November 7, 2007.
- R/W funding is currently scheduled in Fiscal Year 2012.

Unit 829 – P.I. No 0005829

- Mark Mobley stated the beginning typical section was a 5-lane urban section to match the current typical opposite of the Amanda Road intersection and to lessen right-of-way impacts to existing businesses. The 4-lane rural section will begin just past the last business on the west end of the project and will extend to the project terminus.
- George Shenk noted that Bulloch Telephone and Excelsior Power needed to be added to the utility list. He also explained that there are no water or sanitary sewer underground utilities on this project.
- There are no major staging concerns on this project.
- There are no major drainage concerns on this project.
- The design speed for the project is 55 mph. Access is by permit.
- A comment was made by Cynthia Phillips to revise median openings to type B (type A is used when projected left turns do not exceed 50 vph per direction).
- Teresa Scott advised that this project is not on a designated bike route so bike lanes are not required.
- Mark Mobley (EMC) explained the alignment is dictated by the prevalence of potential historical sites along the corridor and determinations should be forthcoming within the next 45 days.
- EMC will revise the Need and Purpose statement to reflect the Office of Planning's comments including updated traffic counts.
- A separate PIOH is recommended, since this project should have a separate EA.
- Right of way funding is currently scheduled in FY 2010.

The meeting adjourned at approximately 12:30.

After the meeting, George Shenk provided additional information about the Railroad. The old CSX Rail line is now owned by GDOT and is leased out to the Heart of Georgia Railroad. The contact at the Heart of Georgia Railroad is Mr. LaFavors. Also the anticipated trips average about 4 or 5 per week or at least one a day.

ORIGINAL COPY - FOR GENERAL FILE
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-005-5(22) Bulloch County
P.I. No. 521970

OFFICE Preconstruction

DATE October 17, 1991

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - SR 26/US 80 WIDENING

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

- John Lively
- Robert E. Humphrey
- David Studstill
- Herman Griffin
- Roland Hinners
- Darrell Elwell
- Winn Guthrie
- Kirby Hamil
- Ron Colvin
- Craig Brack

10-18-91

Leray

*Proceed to add to CWP
and send LGPA.
HBY*

FY 94

ADMIN	<i>[Signature]</i>
DEV	<i>10-21-91</i>
MGT	
SCHED	<i>[Signature]</i>
WINNER	<i>ADD TO</i>
CWP	<i>FY '94</i>

Hal Rives
Page 2
October 3, 1991

FR-005-5(22) Bulloch County

I recommend that we approve this project concept report, that the project be removed from Preprogram Status, and added to the Construction Work Program for implementation.

HJL:WLP/cj

Attachment

CONCUR

G. C. Lewis

G. Charles Lewis
State Highway Engineer

APPROVE



Hal Rives
Commissioner

2, D.O.T. 68

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
SEP - 3 1991

INTERDEPARTMENT CORRESPONDENCE

FILE FR-005-5 (22) Bulloch County OFFICE Atlanta, Georgia
 P.I. No. 521970
 SR 26/US 80 Widening DATE August 29, 1991

FROM Robert E. Humphrey, Project Review Engineer *REH/jmf*

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

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

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

- Traffic and Safety
- Environmental

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$1,147,000
Inflation (5% per year) x 2 yrs.	114,700
E & C (10%)	126,170
Preliminary Engineering (5%)	63,080
Right of Way	100,000
Utilities	LGPA Anticipated

REH/jmf

Attachments

c: Roland W. Hinners

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN



PROJECT CONCEPT REPORT

SR 26/US 80
FR-005-5 (22)
BULLOCH COUNTY

FEDERAL ROUTE NO: US 80
STATE ROUTE NO: SR 26
GADOT P.I. NO: 521970

Date of Report: JUN-12-1991

RECOMMENDATION FOR APPROVAL	
<u>July 15, 1991</u> DATE	<u>William Woods</u> State Road & Airport Design Engineer
<u>August 5, 1991</u> DATE	<u>[Signature]</u> State Environmental Engineer
_____ DATE	_____ State Traffic & Safety Engineer
_____ DATE	_____ District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN



PROJECT CONCEPT REPORT

SR 26/US 80
FR-005-5(22)
BULLOCH COUNTY

FEDERAL ROUTE NO: US 80
STATE ROUTE NO: SR 26
GADOT P.I. NO: 521970

Date of Report: JUN-12-1991

RECOMMENDATION FOR APPROVAL	
<u>July 15, 1991</u> DATE	<u>Walter Woods</u> State Road & Airport Design Engineer
_____ DATE	_____ State Environmental Engineer
<u>July 24, 1991</u> DATE	<u>Ron Alvin</u> State Traffic & Safety Engineer
_____ DATE	_____ District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-005-2 (22) OFFICE Atlanta, Ga.
Bulloch County
P.I. No. 521970 DATE July 23, 1991

FROM *RC* 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 widening S.R. 26/U.S. 80 in Statesboro. The project begins at Lester Road and continues north to S.R. 25/U.S. 301. Design speed is 45 MPH.

The existing typical section is two lanes in each direction with a four ft. median from Lester Road to Zetterower Avenue. The pavement from Zetterower Avenue to S.R. 73/U.S. 80 is 62 ft. wide and striped for four lanes. The roadway south of Lester Road is a five lane section.

For this major urban facility the proposed typical section would consist of two 12 ft. lanes in each direction with a 14 ft. center turn lane and shoulder widths to meet current design specifications.

Discussed during the Concept Team Meeting was the realignment of Savannah Avenue with Gentilly Road which would tie 90 degrees at S.R. 26. This is the preferred design which would eliminate the sharp skew angle with existing Savannah Road and Deanna Drive at S.R. 26.

Conversation with District Personnel indicate that traffic signal upgrades would be needed at the following intersections:

- Zetterower Avenue at S.R. 26, minor adjustment
- Main Street/S.R. 24 at S.R. 26, minor adjustment
- Lester Road at S.R. 26, upgrading/need new master controller
- Brannen Road (just south of project) need to interconnect with system

A design is preferred to provide a physical raised median with two 12 ft. lanes in each direction. However, considering cost and engineering restraints, we would consider the proposed four lane section with a 14 ft. center left turn lane acceptable for this particular project.

RC:LEO:lw
Attachment (signature page)
cc: Walker Scott, Jr., State Road & Airport Design Engineer
Craig Brack - Jesup
Burt Riddle - Traffic & Safety

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-005-5(22) Bulloch County **OFFICE** Atlanta
 P.I. No. 521970
DATE July 12, 1991

FROM *Walker W. Scott*
 Walker W. Scott, P.E., State Road & Airport Design Engineer

TO Robert Humphrey, Project Review Engineer

SUBJECT Request Approval for Concept Report

In accordance with the plan development process, the report for the above project is attached for your review and processing.

WWS:JPB:bc
Attachment

cc: Juan Durrence
 Ron Colvin
 Craig Brack
 David Studstill
 Wayne Hutto

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN



PROJECT CONCEPT REPORT

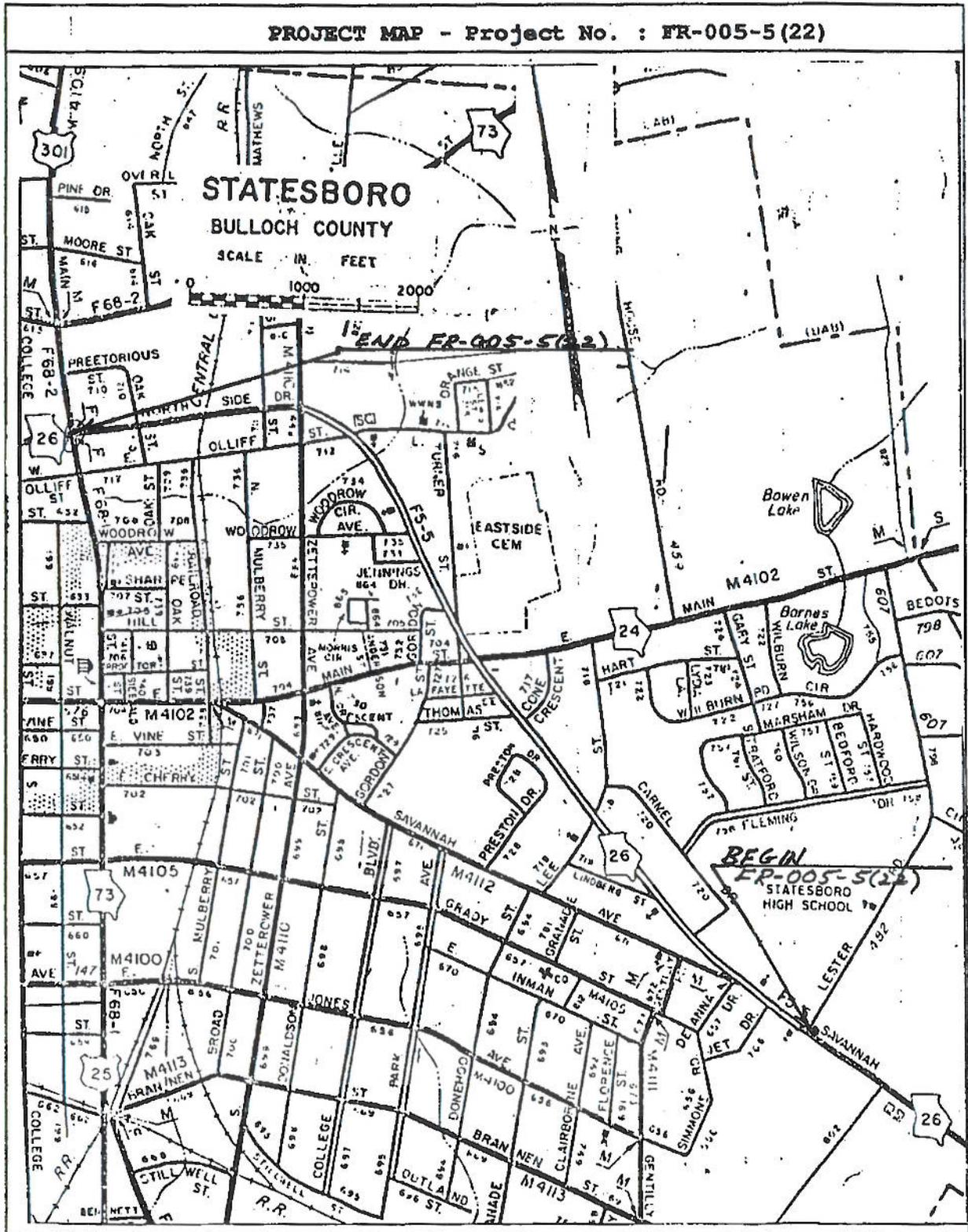
SR 26/US 80
FR-005-5(22)
BULLOCH COUNTY

FEDERAL ROUTE NO: US 80
STATE ROUTE NO: SR 26
GADOT P.I. NO: 521970

Date of Report: JUN-12-1991

RECOMMENDATION FOR APPROVAL	
<u>July 15, 1991</u> DATE	<u>Walter Woods</u> State Road & Airport Design Engineer
_____ DATE	_____ State Environmental Engineer
_____ DATE	_____ State Traffic & Safety Engineer
_____ DATE	_____ District Engineer

PROJECT MAP - Project No. : FR-005-5(22)



PROJECT CONCEPT REPORT

PAGE 3
P.I. NO: 521970

PROJECT NUMBER: FR-005-5(22)

PROJECT LOCATION & DESCRIPTION

PROJECT DESCRIPTION: FR-005-5(22) BEGINS AT LESTER ROAD AND CONTINUES NORTH ALONG SR 26/US 80, FOR 1.5 MILES TO ZETTEROWER AVENUE IN BULLOCH COUNTY. THE PROPOSED TYPICAL SECTION FOR SR 26 IS URBAN SECTION WITH TWO LANES IN EACH DIRECTION SEPARATED BY A 14 FOOT FLUSH MEDAIN.

PROJECT LENGTH: 1.500 MILES

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
<u>1996</u>	<u>23600</u>	<u>2016</u>	<u>37800</u>

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR

URBAN FAP CONNECTING LINK

PROJECT NEED & PURPOSE

THE PROPOSED SR 26 PROJECT IS RCOMMENDED BY THE STATESBORO AREA TRANSPORTATION PLAN AND IDENTITIFIED AS A SHOTR RANGE IMPLEMENTATION PROJECT. THE STATESBORO TRANSPORTATION PLAN WAS DEVELOPED IN A COMPREHENSIVE FEDERAL, STATE, AND LOCAL EFFORT IN 1989/1990.

EXISTING ROADWAY

TYPICAL SECTION: 2-LANES EACH DIRECTION 4' MED. R/W WIDTH
100 FT

POSTED SPEED MAX DEGREE OF CURVE MAX GRADE
45 MPH 4.00 DEG. 3.00 %

MAJOR STRUCTURES:

1. 6' X 3' BOX CULVERT
- 2.
- 3.

PROPOSED ROADWAY

TYPICAL SECTION: 2-LANES EACH DIRECTION WITH 14' FLUSH MEDAIN

DESIGN SPEED MAX DEGREE OF CURVE; MAX GRADE;
45 MPH ALLOWABLE: 9.00 DEG. ALLOWABLE: 6.00 %
PROPOSED: 4.00 DEG. PROPOSED: 2.00 %

MAJOR STRUCTURES:

PROPOSED RIGHT OF WAY

R/W WIDTH
100 FT

DISPLACEMENTS

RES.: BUS.: M.H.:

TYPE OF ACCESS CONTROL: BY PERMIT

COORDINATION

CONCEPT TEAM MEETING DATE: MAY 2 1991

LOCATION INSPECTION DATE: NONE

PERMITS REQUIRED (4f, COE, 404, etc.): ANTICIPATED

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING WILL BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECT IN THE AREA: STATESBORO BYPASS

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: THE PROJECT WILL BE CONSTRUCTED UNDER TRAFFIC

LEVEL OF ENVIRONMENTAL ANALYSIS: EA

DESIGN VARIATIONS REQUIRED: NONE ANTICIPATED

UNDERGROUND STORAGE TANKS: 4 UST SITES WERE IDENTIFIED

HAZARDOUS WASTE SITES: A SOIL SURVEY WILL BE REQUIRED

ALTERNATIVES CONSIDERED

1. NO BUILD.

NO IMPROVEMENTS WILL BE MADE TO THE EXISTING FACILITY

ESTIMATED COST			
CONSTRUCTION:	\$	702,700	RIGHT-OF-WAY: \$ 100,000
E & C (10)	:	\$ 70,270	ACQUIRED BY: D.O.T.
INFLATION	:	\$ 231,891	UTITLITES : \$ 0
			ADJUSTED BY: LGPA
TOTAL CONSTRUCTION COST: \$ 1,004,861			

COMMENTS: THE CONCEPT TEAM RECOMMENDED THAT THE PROJECT BE EXTENDED NORTH TO US 301. THIS OFFICE CONCURS WITH THE RECOMMENDATION.

ATTACHMENTS:

D. O. T. 88

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-005-5(22) Bulloch County OFFICE Atlanta
P.I. No. 521970 DATE May 9, 1991

FROM *Walker W. Scott*
Walker W. Scott, P.E., State Road & Airport Design Engineer *R.H.*

TO DISTRIBUTION

SUBJECT Minutes of Concept Meeting

A concept team meeting was held on May 2, 1991 in Road Design's Conference Room.

Project FR-005-5(22) begins at Lester Road and continues north along SR 26/US 80, for 1.6 miles to Zetterower Avenue in Bulloch County. The proposed typical section for SR 26 is an urban section with two (2) lanes in each direction separated by a 14 foot flush median.

The team members consisted of: Juan Durrence, Walker Scott, Mayor David Hal Averih, John Newton, Carter Crawford, Roland Hinners, Floyd Moore, Wayne Hutto, Lesa Walker, Glenn Durrence, Louis Owen, John Lord, Keith Golden, Frank Golder, Ron Sappenfield, Robert George, and John Bishop.

The following information was reported by team members:

Planning: A need and purpose statement was furnished.

Location: It was reported that the mapping and field surveys will be furnished in accordance with the project schedule.

Environmental: It was reported that there are two (2) possible historic houses and historic district off SR 24 (Main Street). Possible wetlands were reported at Mill Creek. Lesa Walker received 4 sets of concept plans for her use in preparing the environmental document.

District Office: The District Office will be working on utility conflicts and UST investigation.

Right of Way: A right of way cost estimate is forth coming.

The concept team agreed to extend the limits of the project to US 301. Mapping will be furnished to include this extension.

WWS:JPB:bc

DISTRIBUTION

Juan Durrence

Walker Scott

Mayor David Hal Averih, w/att

John Newson, w/att

Carter Crawford, w/att

Roland Hinners

Floyd Moore

Wayne Hutto

Lesa Walker

Glenn Durrence

Louis Owen

John Lord

Keith Golden

Frank Golder



Thomas D. Moreland, PE
President

Vickie E. Moreland
Vice President

George M. Byrd, PE
Senior Vice President

Bradley M. Hale, PE
Vice President

Richard C. Boullain, PE
Vice President

March 11, 2008

VIA HAND DELIVERY

EMC Engineering
Attention: Mr. Mark Mobley, P.E.
23 E. Charlton Street
Savannah, GA 31401

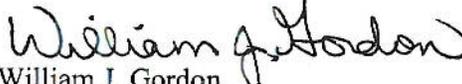
RE: Project: STP-0005-00 (829), Bulloch County
STP-005-5 (22), Bulloch County (Alternate #1 & #2)
US 80 Widening Projects, Bulloch County

Dear Mr. Mobley;

Enclosed for your use, please find the GDOT-approved right of way cost estimates for the referenced projects.

If you should have any questions, please call me.

Very truly yours,


William J. Gordon
Project Manager

WJG/saw 

Enclosures

CONCEPT REPORT RIGHT OF WAY

COST ESTIMATE

ALTERNATE 1

Date: February 12, 2008
Project: STP-005-5(22) BULLOCH
Existing/Required R/W: 100'/110'
Project Termini: West side of US 301 to Savannah Ave.
Project Description: Widening of US 80/SR 26
P.I. Number: 521970
No. Parcels: 68

Land:

(Commercial): 112,783.60 SF \$ 692,195

TOTAL: \$ 692,195

Improvements:

Buildings: \$ 200,000

Site improvements (paving, signs, etc.): \$ 324,275

TOTAL: \$ 524,275

Relocation:

Businesses- 2 Parcels \$ 50,000

TOTAL: \$ 50,000

Damages

Consequential-11 Parcels	\$ 541,500
Cost to cure - 9 Parcels	\$ 291,300
TOTAL:	\$ 832,800

Sub-Total **\$ 2,099,270**

Net Cost:	\$2,099,270
Plus Scheduling Contingency (55%):	\$1,154,599
Plus Admin./Court Cost (60%):	\$ 1,259,562
Plus Inflation Factor (40%):	<u>\$ 839,708</u>
	\$ 5,353,139

TOTAL COST: **\$5,350,000 (R)**

NOTE: All the properties fronting on the subject corridor have C-3 zoning which allows commercial, office, institutional and special purpose properties (churches).

The values placed on the properties vary from \$4.00 to \$8.00 per square foot depending on highest and best use, location and size.

There is 1 apparent commercial displacee, and 1 non-profit displacee with estimated costs of \$25,000 each based on the plans.

55% adjustment for scheduling contingencies between date of estimate and project implementation. There are additional adjustments for unforeseen management and condemnation costs as well as for inflation.

Note that there are 9 numbered parcels on the attached spreadsheet that no right of way is being required. Two of the parcels are noted as railroad parcels at rail crossings, one parcel (Eastside Cemetery), Housing Authority, and Four commercial properties, which the aerial does not indicate as needing required right of way. These properties are not included in the overall parcel count and are not valued in the land cost or improvements/damages costs sections of the report. There are two parcel splits shown as "A" and "B" parcels and included in the totals. Three parcels, shown on the plans at the end of the project, doesn't indicate needed right of way and are not included in the spreadsheet.

Prepared by: , Moreland Altobelli Associates

Approved by: , GDOT RW Reviewed

Note: Accuracy of estimate is sole responsibility of preparer.

**SUPPORTING SALES –
STATESBORO US 80 WIDENING
ALTERNATE 1 (110 FT. R/W)
ALTERNATE 2 (120 FT. R/W)**

Commercial

Tax PIN	Location	Size	Date	Sale Price	Price/SF
S74000198A026d	Bermuda Run	45,302.40 sf	11-07	\$285,000	\$6.29
S27000018A000	Northside Drive	13,939.20 sf	03-07	\$105,500	\$7.57
S27000033000	Northside Drive	42,253.20 sf	08-05	\$350,000	\$8.28
S63000026021	Brampton Ave.	32,670.00 sf	08-06	\$257,400	\$7.88
S63000026021	Brampton Ave.	86,249.00 sf	05-06	\$600,000	\$6.96
S74000198A020	Brampton Ave.	41,382.00 sf	04-05	\$215,000	\$5.20
S8000001000	US 80 EAST	75,794.40 sf	01-05	\$550,000	\$7.26
S74000198A070	Brampton Ave.	44,431.2 sf	08-07	\$399,000	\$8.98

Notes: These are recent commercial, office, institutional sales in Statesboro Georgia. They have been developed as follows in order: Sales 1 and 2 are currently vacant, Sale 3 has a fast food restaurant (Dairy Queen) Sale 4, 5, and 6 are currently vacant. Sale 7 is currently a restaurant/strip shopping center. Sale 8 is also currently vacant.

CONCEPT REPORT RIGHT OF WAY

COST ESTIMATE

ALTERNATE 2

Date: February 12, 2008
Project: STP-005-5(22) BULLOCH
Existing/Required R/W: 100'/120'
Project Termini: West side of US 301 to Savannah Ave.
Project Description: Widening of US 80/SR 26
P.I. Number: 521970
No. Parcels: 73

Land:

(Commercial): 179,983.30 SF \$ 1,122,130
TOTAL: \$ 1,122,130

Improvements:

Buildings: \$ 200,000
Site improvements (paving, signs, etc.): \$ 477,065
TOTAL: \$ 677,065

Relocation:

Businesses- 2 Parcels \$ 50,000
TOTAL: \$ 50,000

Damages

Consequential-17 Parcels	\$ 995,500
Cost to cure - 21 Parcels	\$ 595,500
TOTAL:	<u>\$ 1,591,000</u>

Sub-Total \$3,440,195

Net Cost:	\$3,440,195
Plus Scheduling Contingency (55%):	\$1,892,107
Plus Admin./Court Cost (60%):	\$2,064,117
Plus Inflation Factor (40%):	<u>\$1,376,078</u>
	\$8,772,497

TOTAL COST: **\$8,800,000 (R)**

NOTE: All the properties fronting on the subject corridor have C-3 zoning which allows commercial, office, institutional and special purpose properties (churches).

The values placed on the properties vary from \$4.00 to \$8.00 per square foot depending on highest and best use, location and size.

There is 1 apparent commercial displacee, and 1 non-profit displacee with estimated costs of \$25,000 each based on the plans.

55% adjustment for scheduling contingencies between date of estimate and project implementation. There are additional adjustments for unforeseen management and condemnation costs as well as for inflation.

Note that there are 4 numbered parcels on the attached spreadsheet that no right of way is being required. Two of the parcels are noted as railroad parcels at rail crossings, one parcel (Eastside Cemetery) and an adjacent parcel at the intersection of West Main Street, which the aerial does not indicate as needing required right of way. These properties are not included in the overall parcel count and are not valued in the land cost or improvements/damages costs sections of the report. There are two parcel splits shown as "A" and "B" parcels and included in the totals. Three parcels, shown on the plans at the end of the project, doesn't indicate needed right of way and are not included in the spreadsheet.

Prepared by: *Ronnie Lewis*, Moreland Altobelli Associates

Approved by: *Fery Mally*, GDOT RW / Reviewed

Note: Accuracy of estimate is sole responsibility of preparer.

**SUPPORTING SALES –
STATESBORO US 80 WIDENING
ALTERNATE 1 (110 FT. R/W)
ALTERNATE 2 (120 FT. R/W)**

Commercial

Tax PIN	Location	Size	Date	Sale Price	Price/SF
S74000198A026d	Bermuda Run	45,302.40 sf	11-07	\$285,000	\$6.29
S27000018A000	Northside Drive	13,939.20 sf	03-07	\$105,500	\$7.57
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S74000198A020	Brampton Ave.	41,382.00 sf	04-05	\$215,000	\$5.20
S8000001000	US 80 EAST	75,794.40 sf	01-05	\$550,000	\$7.26
S74000198A070	Brampton Ave.	44,431.2 sf	08-07	\$399,000	\$8.98

Notes: These are recent commercial, office, institutional sales in Statesboro Georgia. They have been developed as follows in order: Sales 1 and 2 are currently vacant, Sale 3 has a fast food restaurant (Dairy Queen) Sale 4, 5, and 6 are currently vacant. Sale 7 is currently a restaurant/strip shopping center. Sale 8 is also currently vacant.

ALTERNATE 2 (REC'D RM 130 FT.)

Parcel	CHERT	SIDE	PN	NAME	Unit Value	Lead value	IMPROVED?	DISPLACEMENT	DAMAGES	SPECIAL NOTES/CONCERNS	BLDG. VALUE	SITE IMP.	DAMAGES	RELOC.	ADDITIONAL NOTES	
1	South	817-02		Raco Oil Co.	151,333	\$0	10,600	Oil base				\$28,000	\$120,000		sign, light, paving, fuel disp., monitor well	
2	North	827-19		Marlin, Inc. d/b/a Dairy Queen	3178.19	\$0	\$25,400	Oil base				\$42,000	\$150,000		gas building, paving	
3	North	827-19		AS McDougald, Jr.	3028.13	\$0	\$25,250	Oil base				\$42,000	\$150,000		sign	
4	North	827-19	M001	North Perry Realty	1308.47	\$0	\$11,550	Woodstock (C)	Con.	change in law		\$1,000	\$500		sign	
5	South	827-21		H. Smith Birch, Jr.	807.56	\$0	\$5,460	Shore office				\$4,000	\$10,000		sign, utility, post, paving, sign	
6	North	827-18-A		Wayne O. Durden	2094.71	\$0	\$5,700	Shore office				\$11,200	\$2,000		sign, paving	
7	North	827-33		Marlin Family Partnership	1768.91	\$0	\$17,800	Residence				\$7,500	\$2,000		sign, paving, lighting	
8	North	827-33		Wayne O. Durden	2109.13	\$0	\$21,200	Oil base				\$21,000	\$10,000		sign, paving, lighting	
9	North	827-24		H. Smith Birch, Jr.	1003.86	\$0	\$21,600	Auto Supply				\$18,000	\$10,000		sign, paving, lighting	
10	North	827-04		Jacobi O. Malrod	2701.46	\$7	\$5,200	Farm supplies				\$800	\$1,500		sign, paving	
11	North	827-08		Farm Bureau	889.16	\$7	\$4,400	Farm/Out-Plant				\$17,200	\$10,000		sign, paving	
12	North	827-08		Southern States Co-op	692.43	\$0	\$4,400	Railroad				\$1,250	\$10,000		sign, paving	
13	North	827-08		North	0	\$0	\$0					\$1,250	\$10,000		sign, paving	
14	North	827-08		North	0	\$0	\$0					\$1,250	\$10,000		sign, paving	
15	North	827-29		North Brothers Real estate	7424.31	\$5	\$37,128	Warehouses				\$3,600	\$50,000		sign, paving	
16	North	827-03		Trans-CH Co.	1571.52	\$8	\$5,458	Auto fuel plant				\$3,000	\$10,000		sign, paving	
17	North	827-03		H. Smith Birch, Jr.	2024.91	\$5	\$12,000	Used Car Sales	Con.	cost to cure		\$3,000	\$10,000		sign, paving	
18	North	827-03		H. Smith Birch, Jr.	2024.91	\$5	\$12,000	Used Car Sales	Con.	cost to cure		\$3,000	\$10,000		sign, paving	
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76	North	827-03		H. Smith Birch, Jr.	2024.91	\$5	\$12,000	Used Car Sales	Con.	cost to cure		\$3,000	\$10,000		sign, paving	
TOTALS																
												\$125,000	\$40,000	\$25,000	\$20,000	\$5,000
												\$179,893.30				

Minutes of Meeting
U.S. 80/S.R. 26 Widening
STP-0005-05(022) P.I. No.521970
Location: City of Statesboro City Hall
Date: January 24, 2008
Time: 10:00 a.m.

Attendees:

Bill Hatcher, Mayor	City of Statesboro
George Wood, City Manager	City of Statesboro
Maz Elhaj, City Engineer	City of Statesboro
Robert Reid	GDOT – Office of Consultant Design
Lowell James	GDOT – Office of Consultant Design
Aghdas Ghazi	GDOT – Statesboro Area Office
Jason Hendley	GDOT – District 5 Office of Const.
Mark Mobley	EMC Engineering Services
Dave Starling	EMC Engineering Services

The meeting began promptly at 10:00 a.m. opening with introductions.

Project Descriptions:

- Unit 22 – P.I. No 521970 -The project consists of widening approximately 1.70 miles of U.S. 80 from U.S. 301 to Savannah Avenue to facilitate the construction of a median. The project currently proposes a 14' flush median, four 12' travel lanes, and a 16' shoulder including curb and gutter and a 5' wide sidewalk.

Discussions:

- It was noted that current GDOT policy for urban flush median sections is to provide a 20' raised median, with left turn pockets at intersecting streets, but no closer than 550 feet. The City indicated that it was their desire to have the 14' flush median in lieu of the 20' raised median to better facilitate ingress and egress to adjacent businesses. They are to provide a letter that was previously written letter from the previous Mayor to the GDOT stating this desire.
- The City expressed It was noted that the existing concrete paving on U.S. 80 is failing with gaps in joints as large as 6" in width. Brad Saxon recommended removing and replacing concrete in kind, versus a fabric and asphalt overlay. ECS, the geotechnical subconsultant, will evaluate the existing concrete and provide recommendations.
- Cynthia Phillips will perform a driveway review/evaluation along the project corridor.
- Richard Crowley, in Atlanta, was given as a point of contact for determination of ownership and usage on the railroad crossing and necessity for improvements. Gates and lights are currently in place.

- The comment was brought up to check westbound traffic turning left onto East Main St., to determine if stacking will extend to the opening at Lafayette St. If stacking does occur that far back, then consideration should be made to close Lafayette St. at U.S. 80.
- The comment was made to realign Woodrow St. to intersect U.S. 80 at 90 degrees.
- George Shenk advised that underground utilities include gas, water, sanitary sewer, power, telephone, and cable. He also noted that the water and sewer mains are between 75 and 100 years old.
- EMC will revise the Need and Purpose statements to reflect Office of Planning comments (updated traffic & accident data for 2006 and termini need to be added). Also, the discussion of proposed improvements should be removed.
- PIOH was recommended for public involvement and should involve the City, County, and a GDOT Board Member. Teresa Scott will provide contact information.
- The SUE kick-off meeting is scheduled for November 7, 2007.
- R/W funding is currently scheduled in Fiscal Year 2012.

Unit 829 – P.I. No 0005829

- Mark Mobley stated the beginning typical section was a 5-lane urban section to match the current typical opposite of the Amanda Road intersection and to lessen right-of-way impacts to existing businesses. The 4-lane rural section will begin just past the last business on the west end of the project and will extend to the project terminus.
- George Shenk noted that Bulloch Telephone and Excelsior Power needed to be added to the utility list. He also explained that there are no water or sanitary sewer underground utilities on this project.
- There are no major staging concerns on this project.
- There are no major drainage concerns on this project.
- The design speed for the project is 55 mph. Access is by permit.
- A comment was made by Cynthia Phillips to revise median openings to type B (type A is used when projected left turns do not exceed 50 vph per direction).
- Teresa Scott advised that this project is not on a designated bike route so bike lanes are not required.
- Mark Mobley (EMC) explained the alignment is dictated by the prevalence of potential historical sites along the corridor and determinations should be forthcoming within the next 45 days.
- EMC will revise the Need and Purpose statement to reflect the Office of Planning's comments including updated traffic counts.
- A separate PIOH is recommended, since this project should have a separate EA.
- Right of way funding is currently scheduled in FY 2010.

The meeting adjourned at approximately 12:30.

After the meeting, George Shenk provided additional information about the Railroad. The old CSX Rail line is now owned by GDOT and is leased out to the Heart of Georgia Railroad. The contact at the Heart of Georgia Railroad is Mr. LaFavors. Also the anticipated trips average about 4 or 5 per week or at least one a day.

Minutes of Concept Meeting

U.S. 80/S.R. 26 Widening

STP-0005-05(022) P.I. No. 521970

STP-0005-00(829) P.I. No. 0005829

Location: GDOT Statesboro Area Office, Bulloch Co.

Date: July 8, 2008

Time: 10:00 a.m.

Attendees:

George Shenk	GDOT-District 5 Utilities	gshenk@dot.ga.gov
David Hendrix	City of Statesboro	dhendrix@statesboroga.net
Danny Lively	City of Statesboro	(912) 764-0693
Allen Proctor	City of Statesboro	(912) 764-0693
Aghdas Ghazi	GDOT-Asst. Area Engineer	aghazi@dot.ga.gov
Chace Holloway	Coastline Consulting Services	cholloway@coastline-consulting.com
Brad Saxon	GDOT-District 5 Construction	bsaxon@dot.ga.gov
Teresa Scott	GDOT-District 5 Planning	tscott@dot.ga.gov
Mark Riggs	Frontier Communications	mark.riggs@frontiercorp.com
Russell Daughtry	GDOT	rdaughtry@dot.ga.gov
Rosalind Russell	GDOT	rrussell@dot.ga.gov
Cynthia Phillips	GDOT- Dist. 5 Traffic	cphillips@dot.ga.gov
Patrick Allen	GDOT	pallen@dot.ga.gov
Mark Mobley	EMC Engineering	mark_mobley@emc-eng.com
Dave Starling	EMC Engineering	dave_starling@emc-eng.com
C.R. Jackson	GDOT-Area Engineer	crjackson@dot.ga.gov
Joyce Cravey	GDOT	jcravey@dot.ga.gov
Alex Morris	Bulloch Telephone Coop	alexmorris@bulloch.net
Lowell James	GDOT-OCD	lames@dot.ga.gov
Robert Reid	GDOT-OCD	rreid@dot.ga.gov
Katherine Russett	GDOT-OEL	krussett@dot.ga.gov
Terri Malone	Edwards-Pitman	tmalone@edwards-pitman.com

The meeting began promptly at 10:00 a.m. opening with introductions.

Project Descriptions:

- STP-0005-05(022) – P.I. No 521970 -The project consists of widening approximately 1.70 miles of U.S. 80 from U.S. 301 to Savannah Avenue to facilitate the construction of a median. The project currently proposes a 14' flush median, four 12' travel lanes, and 16' shoulders that include curb and gutter and a 5' wide sidewalk.
- STP-0005-00(829) – P.I. No 0005829 -The project consists of widening approximately 3.33 miles of U.S. 80 from Amanda Road (C.R. 489) to Old Lee field Road to facilitate the

construction of a four lane, rural typical section. The project will begin with a 14' flush median to match the existing section, but will flare out to a 32' depressed median. The typical consists of four 12' travel lanes with 6' inside and 10' outside shoulders.

Discussions:

- STP-0005-05(022) – P.I. No. 521970 Dave Starling opened the discussion with an overview of the project layout.
- It was noted a fiber optic traffic signal interconnect exists along the entire length of the U.S. 80 corridor. The SUE consultant for the project will locate it and it will be incorporated into the proposed work.
- George Shenk (GDOT) noted that the existing mast arm in the northwest quadrant of the U.S. 80 and U.S. 301 intersection needs to be upgraded to LED pedestrian signals.
- It was noted that the U.S. 80 and U.S. 301 intersection improvements include right turn lanes on three quadrants, requiring a probable parcel take on the northeast quadrant due to substantial impacts to the existing gas station. This parcel take has been accounted for in the right-of-way cost estimates.
- David Hendrix (City of Statesboro) noted that the City of Statesboro would prefer to limit right of way impacts at the horizontal curve near the Zetterower Road intersection. This comment was brought up in a prior coordination meeting with the City and the roadway alignment was shifted to the northeast to minimize these impacts.
- It was noted that the railroad, just west of Zetterower Road, is owned by the Department of Transportation and is being leased by the Heart of Georgia Railroad. Early coordination with Richard Crowley (GDOT State Utilities Railroad Liaison Engineer) was advised.
- Brad Saxon (GDOT) suggested that reducing the shoulder width from 16' to 12' by reducing the grass strip from 6' to 2' would be a cost saving measure because it reduces the width of the required right of way. However, it was noted that additional shoulder width and right of way would be required to accommodate the large number of drives along the corridor due to current ADA standards, negating much of the projected cost savings. It was also noted that most of the existing utilities along the corridor are within the existing right of way. Providing the 16' shoulders allows for relocation of these utilities within the new right of way, alleviating the cost of utility easements.
- Allen Proctor (City of Statesboro) noted that sanitary sewer lines between Oak Street and Carmel Street are made of terra cotta (clay) material that are approximately 70 years old. He also stated that the sewer lines between Carmel and Savannah Avenue are newer PVC lines. The majority of the water lines are cast iron, also in the 70-year old range. The SUE consultant for the project has been in touch with the City and the lines will be located on the plans.
- It was noted that the proposed mainline centerline is shifted off of the existing centerline between Zetterower Road and East Main Street to eliminate required right of way impacts to a cemetery, a low-income housing project, and two businesses.
- It was noted that the dual westbound left turn lanes originally planned to be constructed at the intersection with Savannah Avenue have been moved to the intersection with East Main Street. This change was at the request of the City of Statesboro in their effort to lessen and/or limit the traffic currently using Savannah Avenue as a main thoroughfare to the downtown area. The City has indicated that traffic along Savannah Avenue is projected to

be reduced due to the installation of calming measures along this corridor. Therefore, the existing northbound single left turn lane configuration at Savannah Avenue is to remain.

- It was also noted that the limits of the project will need to be expanded to incorporate the widening of East Main Street which will be necessary for the additional lane of traffic and lane reduction tapers. Robert Reid (GDOT) advised that a right turn only lane may be considered, conditions permitting, in lieu of a lane reduction taper on southbound East Main Street.
- Patrick Allen (GDOT) noted that removing a left turn at Savannah Avenue may justify additional intersection improvements at Lee Street. This was to be reviewed by the traffic consultant and incorporated into the preliminary plans if justified.
- Cynthia Phillips (GDOT) suggested researching the possibility of making Thomas Street or Lafayette Street a right in/right out. The traffic consultant for the project will determine the merits of this suggestion and provide recommendations for incorporation into the preliminary plans.
- Terri Malone (Edwards-Pittman) reviewed the environmental concerns along the project corridor. A potential UST displacement has been indicated for the northeast quadrant of the intersection of U.S. 80 and U.S. 301. A Nationwide 23 or Nationwide 13 permit would be required at the culvert crossing near Zetterower Avenue. There are no historical (4F) permits envisioned along the project.
- Right turn lanes have only been included where the traffic volumes indicated a need for them. Robert Reid noted that design variances may be required if right turn lanes are not placed at all paved public street intersections and direct entrances to major traffic generators. During the preliminary design phase, the consultant will evaluate the need for additional right turn lanes and request variances when required in accordance with TOPPS 6738.
- David Hendrix stated that a 6" high pressure gas main crosses the U.S. 80 corridor at Davis Street. He also stated that there are water and sewer crossings at every major intersection along the project.
- George Shenk indicated that all of the water and sewer lines under the existing roadway or future paving should be replaced because of the age of the materials and the likelihood of damage caused by vibrations during the construction of the project.
- Mark Riggs (Frontier Communications) indicated that they have underground and aboveground facilities along the project corridor. The SUE consultant for the project has either already been or will be in touch with them to identify utility locations.
- Robert Reid closed out the discussion for this project by asking for any additional questions or comments. None were proposed.

STP-0005-00(829) – P.I. No 0005829

- Robert Reid opened the discussion of this project by discussing the Concept Report and stating the need and purpose for the project
- Dave Starling (EMC) discussed the overall layout of project. Robert Reid discussed logical termini with Terri Malone. Terri Malone stated the Logical Termini Justification had been submitted for approval.
- Cynthia Phillips advised to include right turn lanes at all paved county roads or provide justifications for not including the right turn lanes.

- George Shenk stated that the Cambridge Subdivision is serviced by a well and water tank which is located on a parcel with proposed right of way impacts. He advised investigating impacts to the system. If there are impacts, a new well site should be located during right of way negotiations.
- It was noted that Georgia Power has easements on the north side of the corridor and that Frontier Communications has easements on the south side of the corridor.
- Patrick Allen (GDOT) stated that a 3-lane alternative should be investigated as a cost saving measure. It was noted that this alternative was considered and was deemed not feasible for safety considerations with a 55-mph speed design, in accordance with AASHTO guidelines. AASHTO states that traversable medians should only be used in an urban setting where operating speeds are relatively low (AASHTO-Geometric Design of Highways and Streets, pg 713). This section of roadway is neither an urban setting nor does it have a low operating speed.
- Brad Saxon stated that right turn lanes should be included at Cody Road and Old Leefield Road.
- Terri Malone stated that nationwide permits will be required for the intermittent stream crossing and at the wetland crossings. She also stated that an Avoidance Alternative Report should be prepared for any impacts to historical properties.
- It was noted that there is an Excelsior EMC utility crossing of the corridor at Burkhalter Road.
- Alex Morris (Bulloch Telephone Corp) stated the Bulloch Telephone utility has a fiber optic distribution line on both sides of the existing roadway.
- It was noted there is an underground crossing of Burkhalter Road by Georgia Power and Bulloch Telephone.
- It was determined that a public information meeting and a public hearing would be appropriate for both projects.
- Robert Reid closed out the discussion for this project by asking for any additional questions or comments. None were proposed.

The meeting adjourned at approximately 12:30.