

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-064-1(41) Chatham County OFFICE Preconstruction
P.I. No. 522490 DATE November 22, 1993

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

This concept approval replaces the previous approval dated November 15, 1993.

CWH/se

Attachment

DISTRIBUTION:

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

OCT 04 1993

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-064-1(41) Chatham County
P.I. No. -533490 522490
SR 26/US 80: Widening
OFFICE Atlanta, Georgia
DATE October 4, 1993

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

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

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project.

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:

- Bridge Design
- Traffic Operations

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$22,073,445
Inflation (5% per year)	\$ 3,311,017
E & C (10%)	\$ 2,538,446
Preliminary Engineering	\$ 1,104,000
Right of Way	?
Utilities	LGPA

DIM/kmc
Attachments
c: Walker W. Scott

Wayne Shackelford
Page 2
November 22, 1993

STP-064-1(41) Chatham County

A cost for wetlands mitigation has not been estimated yet. The estimated costs for this project are as follows:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$27,937,400	\$20,075,000	1999
Rights-of-way	\$559,000	\$10,000	98-08
Utilities	*		

*LGPA anticipated

This project is in the STIP. I recommend this project concept be approved.

HJL/TMR/se

Attachment

CONCUR:

Frank Danchetz, State Highway Engineer

APPROVED:

Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

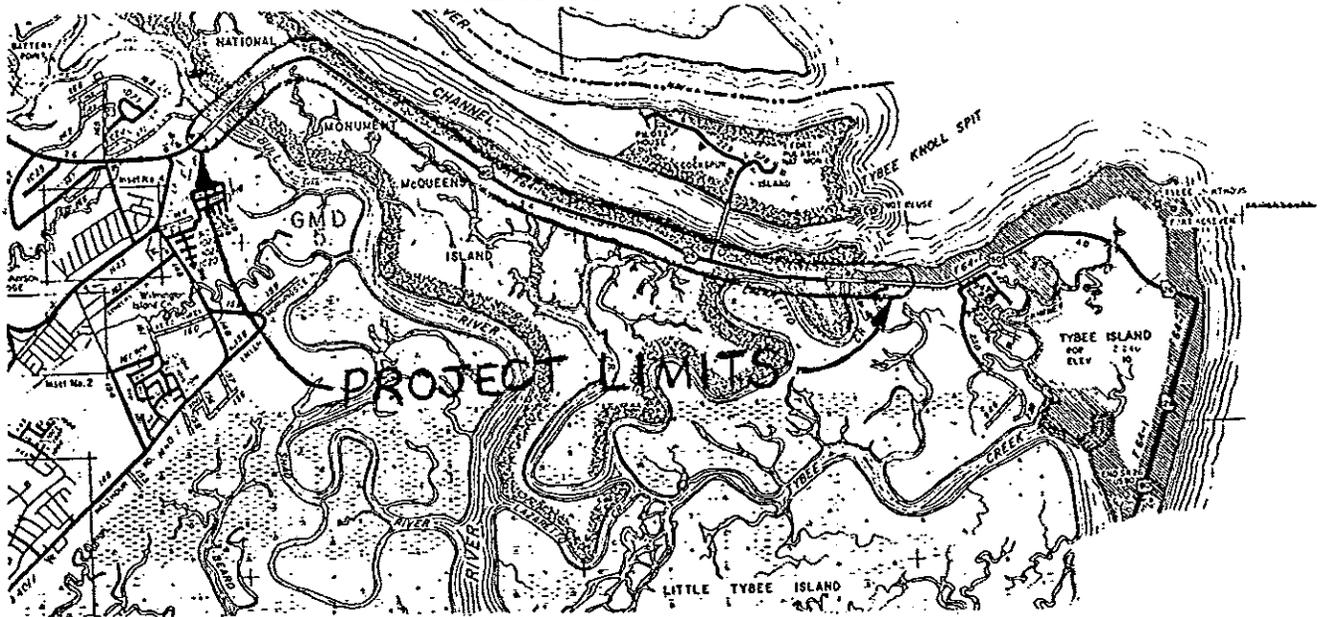
PROJECT CONCEPT REPORT

STP-064-1(41) Chatham County

SR 26/US 80 Widening from Bull River to Lazaretto Creek



Federal Route No.: US 80
State Route No.: SR 26
GaDOT P.I. No.: 522490



Date of Report: August 12, 1993

RECOMMENDATION FOR APPROVAL

Sept 8, 1993
Date

Walker Wicks
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

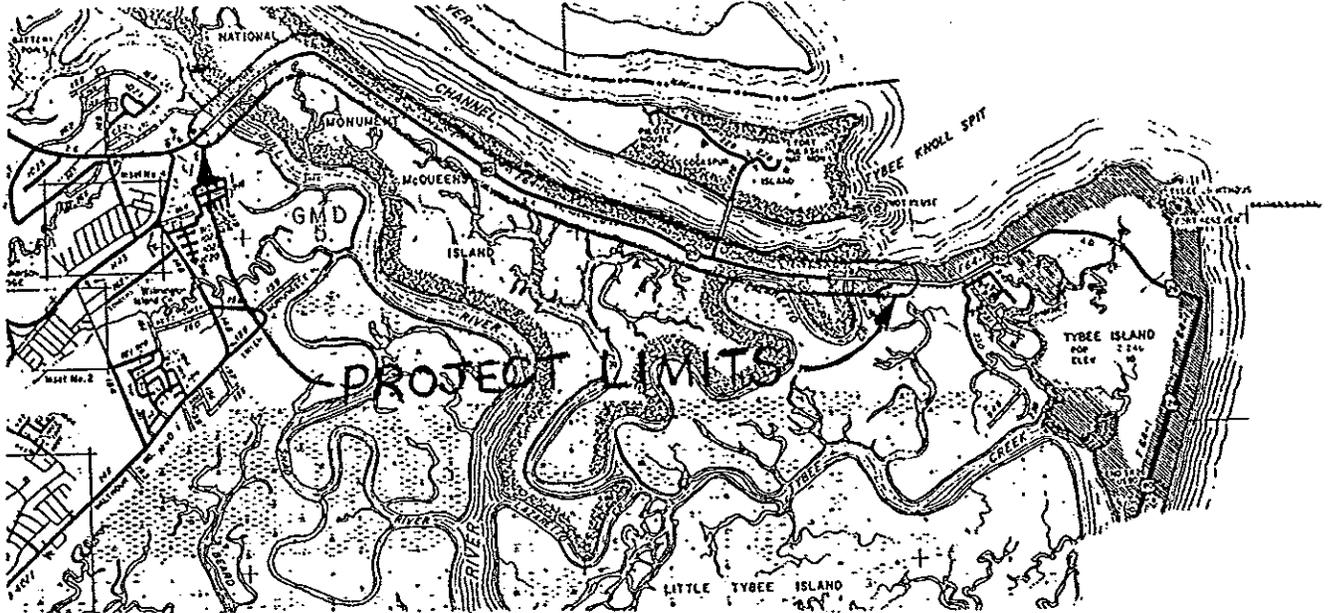
STATE OF GEORGIA

PROJECT CONCEPT REPORT

STP-064-1(41) Chatham County

SR 26/US 80 Widening from Bull River to Lazaretto Creek

Federal Route No.: US 80
State Route No.: SR 26
GADOT P.I. No.: 522490



Date of Report: August 12, 1993

RECOMMENDATION FOR APPROVAL

Sept 8, 1993
Date

Walker W. [Signature]
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Sept. 16, 1993
Date

Paul V. [Signature]
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION

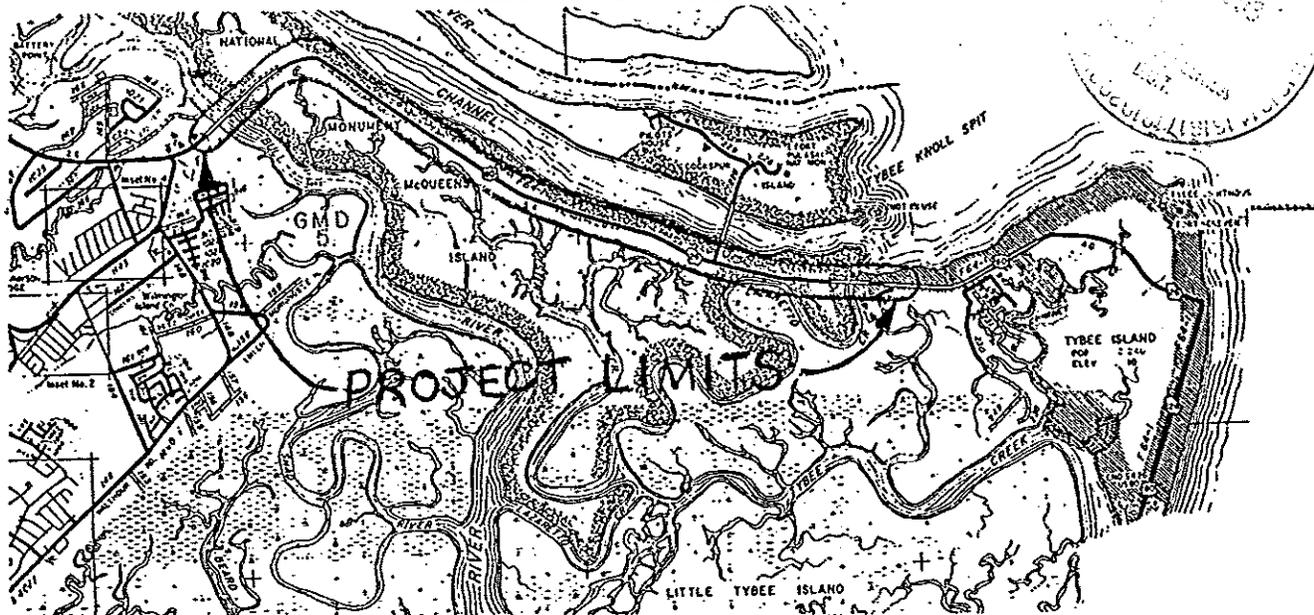
STATE OF GEORGIA

PROJECT CONCEPT REPORT

STP-064-1(41) Chatham County

SR 26/US 80 Widening from Bull River to Lazaretto Creek

Federal Route No.: US 80
State Route No.: SR 26
GaDOT P.I. No.: 522490



Date of Report: August 12, 1993

RECOMMENDATION FOR APPROVAL

Sept 8, 1993
Date

Walker Wright
State Urban Design Engineer

Date

State Environmental Engineer

9/24/93
Date

M. G. Waters, III
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Project No. STP-064-1(41) OFFICE Atlanta, GA
Chatham County
P.I. No. 522490 DATE Sept. 30, 1993

FROM *M.G. Waters*
M. G. Waters III, P.E., State Traffic Operations Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of SR 26/US 80 from just west of the Bull River to just east of Lazaretto Creek. The existing two lane roadway will be widened to four lanes with a minimum 40 ft. median. While we believe this concept will improve safety and operational capacity, we question the typical section that leaves the westbound lanes at their present elevation. We do not believe this typical section will alleviate the flooding problems during high tides for the eastbound lanes. With these concerns addressed, we would find this report satisfactory for approval.

MGW:CKE:sm

Attachment (signature page)
cc: Walker Scott
Craig Brack



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-064-1(41), Chatham County Office Urban Design
S. R. 26\U. S. 80 Widening from
Bull River to Lazaretto Creek
P.I. No. 522490 DATE August 13, 1993
Walker
FROM Walker W. Scott, Jr., P.E., State Urban Design Engineer *WWS*
TO Robert E. Humphrey, Project Review Engineer
SUBJECT PROJECT CONCEPT REPORT

Transmitted herewith for your review and handling is the Project Concept Report for the proposed widening of S. R. 26\U. S. 80 from Bull River to Lazaretto Creek in Chatham County.

Please take the necessary steps to process this document through the Department's Project Development Process.

^{JMM}
WWS:GMR:pkb
Attachment

cc: David Studstill w/attachment
Ron Collins w/attachment
Craig Brackley w/attachment
Paul Liles w/attachment
Marion Waters w/attachment
John Lively
Wayne Hutto



Date: August 12, 1993

[US80CONC.DOC]

PROJECT CONCEPT REPORT

PROJECT NO.: STP-064-1(41)

P.I. No.: 522490

ROUTE NO.: SR 26/US 80

LOCATION: SR 26/US 80 from just west of Bull River to just east of Lazaretto Creek in Chatham County.

TRAFFIC:	CURRENT ADT (YR 1997)	PROJECTED ADT (YR 2017)
	11,100 vpd	18,000 vpd

EXISTING TYPICAL SECTION: Two lane roadway with asphalt paving. The typical section is rural.

POSTED SPEED LIMIT: 55 m.p.h.

EXISTING MAJOR STRUCTURES: There are two existing bridges. The first bridge carries US 80 over Bull River. The bridge is 3534 feet in length and is 30 feet curb to curb. It was built in 1965 under project number F-064-1(8). The bridge ID number is 051-0065-0 and the sufficiency rating is 63.0. The second bridge carries US 80 over Lazaretto Creek. The bridge is 1440 feet in length and is 28 feet curb to curb. It was built in 1959 under project number F-064-1(6). The bridge ID number is 051-0066-0 and the sufficiency rating is 53.0.

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

	1988	1989	1990	
TOTAL ACCIDENTS:	22	27	11	
TOTAL INJURIES:	8	15	17	
TOTAL FATALITIES:	3	1	1	
				Statewide Avg for Urban Section
ACCIDENT RATE:	141.00	141.00	47.00	178.00
INJURY RATE:	51.40	78.60	72.20	106.00
FATALITY RATE:	19.27	5.24	4.25	3.17

(Rates are per 100 million vehicle-miles of travel)

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attached.

PROJECT CONCEPT

LENGTH: 5.77 miles

TIME SAVINGS PROCEDURES APPROPRIATE? YES ___ NO X

DESIGN VARIANCES REQUIRED: None.

ALTERNATES CONSIDERED: None.

OTHER PROJECTS IN AREA: STP-064-1(38) - US 80 from Bryanwood Road to Bull River.

CONCEPT TEAM MEETING HELD: A concept meeting was held on August 5, 1992 in the Office of Urban Design. See the attached Minutes of Concept Team Meeting for those persons present.

FIELD REVIEW HELD: A preliminary field inspection was made on Feb. 20, 1992 by design personnel from the Office of Urban Design.

RAILROAD INVOLVEMENT: None

POSSIBLE UNDERGROUND STORAGE TANK SITES: None known of at this time.

COMMENTS:

1. The existing SR 26/US 80 is prone to flooding during high tides. This flooding becomes a major concern in the event of a hurricane evacuation since SR 26/US 80 is the only access into and out of Tybee Island.

US 80 will be reconstructed at an elevation of 11' msl. This corresponds to 1' above the highest elevation on Tybee Island (10'). Raising the road to meet the worst case storm would not be cost efficient or practical considering that all of Tybee Island would be flooded during a Category 1 hurricane (least severe of hurricanes). By raising the road 1' above the highest elevation on Tybee Island, residents have more time to evacuate in case of a hurricane.

2. The median width will be varied with a recessed median. The median width will be 40' from toe of slope to toe of slope (please see the attached typical section). However, this is subject to change once the design stages of the project advance.
3. Right-of-way and construction costs will be funded 100% by the Georgia Department of Transportation. No right-of-way cost estimate has been prepared at this time. Right-of-way costs are expected to be minimal. Right-of-way takings will be primarily from U.S. Park Service Land.

4. Due to wetlands impacts, mitigation will be required. The construction cost estimate does not at this time include any amount for this.
5. The Georgia Department of Natural Resources has requested that a parking lot be built at the fishing pier east of the Bull River Bridge. Details for the parking lot are still being coordinated between the GA DOT and the GA DNR.
6. Plans will be developed in metric units.

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

pkb

File: FR-064-1(41) Chatham Co.
US 80\SR 26 Widening, Bull River to Lazaretto Creek
PI 522490

From: Patricia K. Bowler, TE II

Subject: Minutes of Concept Team Meeting

The concept team meeting for this project was held on August 6, 1992 in the Office of Urban Design, GDOT. See the attached list for the names of those persons who were present.

Jimmy Chambers opened by welcoming everyone and describing the project by referring to the concept drawings that were displayed. The drawings showed a four-lane section with a 20' raised median with rural (flush) outside shoulders. The project will begin just west of Bull River. A new bridge will be constructed north of the existing Bull River bridge. The project will continue eastward with widening done to the north. The widening will shift to the south side just west of Lazaretto Creek. A new bridge will be constructed south of the existing Lazaretto Creek bridge. The project will end just east of Lazaretto Creek where it will tie into the existing four lane section of US 80. The project is approximately 5.8 miles long and is an urban arterial serving Tybee Island.

Jimmy briefly summarized the plans for the Georgia Department of Natural Resources' fishing pier, canoe launch, and parking lot. The GDOT has no problems with their proposal; however, the design may have to be slightly altered to allow for GDOT design criteria. Jimmy also mentioned that the old railroad bed running along US 80 is in the Georgia Rails to Trails program.

Jimmy recognized the Mayor of Tybee Island, Walter W. Parker.

Jimmy introduced Keith Golden of the Planning office to explain the need and purpose of the proposed US 80 widening. Keith explained that this project will provide continuity with the previous project (STP-064-1(38), Bryanwood Road to Bull River). In its current condition, US 80 is prone to flooding at high tides and during hurricanes. A safe, reliable evacuation route is needed in the event of a hurricane. This project will maintain acceptable traffic service levels, improve safety and relieve congestion. The resulting effect will have a positive effect on air quality.

Jimmy noted a 35' existing clearance for the Lazaretto Creek bridge and a 20' existing clearance for the Bull River bridge (clearances measured from normal high tide). A normal tide is in the range of 4.5' to 5' above mean sea level.

Jimmy briefly summarized the proposed design criteria: 55 m.p.h. speed design, 1997 traffic count of 11,100 VPD, and 2017 traffic count of 18,000 VPD. The proposed section is four (4) lanes with a 20' raised median. A rural outside shoulder section is proposed.

The GDOT will fund construction costs. Right of Way will be acquired from the National Park Service. The GDOT currently holds a 150' right of way.

Required permits will include a Corps of Engineers 404 permit for wetland impact and a Coast Guard permit for minimum bridge clearances at high tide.

No environmental studies have been done at this time.

Fort Pulaski appears to be the only historical site near the project. No adverse impact is anticipated to Fort Pulaski.

Jimmy made the following comments about problems associated with this job:

1. The existing US 80 is currently still settling on poorly consolidated material. The road has required numerous overlays due to this settlement. Currently, on new projects, marsh stabilization is attained using filter fabric, sand, and wick drains. Filter fabric is laid over the road area and then a layer of sand is applied on top of the filter fabric. Wick drains are then drilled through the sand, fabric, and marsh. Wick drains can reduce the settlement time to six months.
2. The July 1987 Coastal Georgia Hurricane Evacuation Study was displayed. Included in the study are storm surge maps for coastal Georgia generated from computer models. A Category 1 Hurricane (minimum level of storm intensity) occurring at 1' above mean tide would result in all of Tybee Island being inundated with water, as well as US 80 within the project limits.
3. An environmental problem includes the palm trees lining most of the current US 80 within the minimum 26' clear zone. These trees will have to be removed and replanted at another location. Sea turtles and wood storks may also be environmental concerns.

Members of the meeting were asked for their ideas concerning alternate typical sections and medians. Jimmy proposed leaving the existing lanes as is and raising the two new lanes. Joe Palladi expressed concern about drainage and the maintenance problems that ensue for any raised facility with a median.

Susan Knudson asked about using the abandoned railroad bed for the new lanes. Mayor Parker of the City of Tybee Island explained the railroad bed is currently being used as a nature trail. Walker also interjected that the railroad bed is not a viable alternative because it is currently in the Georgia Rails to Trails program.

Jimmy asked for comments from the various offices represented and the following comments were made:

PROGRAMMING - Frank Golder had no comments.

TRAFFIC AND SAFETY - Ken Estes had no comments.

ENGINEERING SERVICES - No representative.

ENVIRONMENT/LOCATION OFFICE - Susan Knudson stressed that the palm trees would have to be dug out, stored and then later replanted as had been done on another project. She believed endangered species would propose a problem. She requested, if possible, to avoid getting right of way from the National Park Service. Walker asked if the palm trees on the other project Susan was referring to were planted back on the project. She stated that the trees were replanted in other locations.

RIGHT OF WAY - Robert Sammons had no comments.

FHWA - No representative.

SOUTHERN BELL - Representative Marie Bell commented that a minimum 30' clear zone is required for their utilities.

SAVANNAH ELECTRIC AND POWER CO. - Representative Andy Anderson noted that their utility poles would be wiped out as a result of widening on the north side of the current US 80.

CITY OF TYBEE ISLAND - Mayor Parker had no comments.

Jimmy informed the meeting that bicycle lanes would not be built on this project except for the Bull River bridge. He stressed the large amount of money involved for the Bull River bridge due to its length (approximately 3500').

Joe Palladi discussed a switchover for the bike path before the bridge.

Walker stated that there would be cost sharing participation for the bicycle path.

Steve Yost suggested building a loop underneath the east side of the Bull River bridge so cyclists would not have to

cross US 80 traffic. Walker explained this would be too dangerous during high tide. Jimmy suggested a median opening at the end of the bridge to facilitate bike crossings.

Stoy Martin of the Jesup district asked if a narrower median (7 feet) would be stable. Tom Scruggs of Geotechnical believed differential settlement would occur.

The sufficiency ratings for the bridges were highlighted briefly. The Lazaretto Creek bridge has a sufficiency rating of 53 and the Bull River bridge has a sufficiency rating of 63. A sufficiency rating of 80 or above allows for bridge widening. A sufficiency rating of less than 50 involves structural problems.

Steve Yost suggested the power lines be buried under the old railroad bed. He asked about the difference in allowable clear zone. Walker explained that different design criteria were used when the original US 80 was built.

Tom Scruggs said a median is needed from a soils standpoint. He suggested not raising the existing road, but leaving it as is. He believes the new roadway should be surcharged.

Mayor Parker and Walker Scott asked where fill material was going to come from. Walker stressed the serious problem fill material would entail.

Susan Knudson suggested using the median as the wetland mitigation site. She cited I-95 as an example.

Tom Scruggs asked if the existing US 80 near the Lazaretto Creek bridge was built on part of the old railroad bed. According to the photos, this appears to be the case.

Steve Yost asked if the old railroad bridge still exists and if so, whether it could be used to carry bicyclists to Tybee Island. The Lazaretto Creek bridge is the only access into Tybee Island.

Walker Scott closed the meeting by asking for any ideas and recommendations. He suggested jotting down any ideas or thoughts and sending them to Urban Design to possibly be incorporated into the concept report.

PKB

NAME	AGENCY
Frank Golder	GDOT Programming
Stoy Martin	GDOT Jesup District 5
Terry Rogers	GDOT Preconstruction
Marie Piper	Southern Bell
Patricia K. Bowler	GDOT Urban Design
Jim Chambers	GDOT Urban Design
Ken Estes	GDOT Traffic and Safety
Susan Knudson	GDOT Environmental
Keith Golden	GDOT Planning
Tom Scruggs	GDOT Geotechnical
Steve Yost	GDOT Planning
Robert Sammons	GDOT Right of Way
Dale Jaeger	The Jaeger Company
Walter W. Parker	City of Tybee Island
Joe Palladi	GDOT Urban Design
George Lyons	Chatham County
Andy Anderson	Savannah Electric and Power Co.
Robert L. McCorkle	Chairman Chatham Commission
Walker Scott	GDOT Urban Design

NEED AND PURPOSE

STP-064-1(41)

US 80/Chatham County, GA

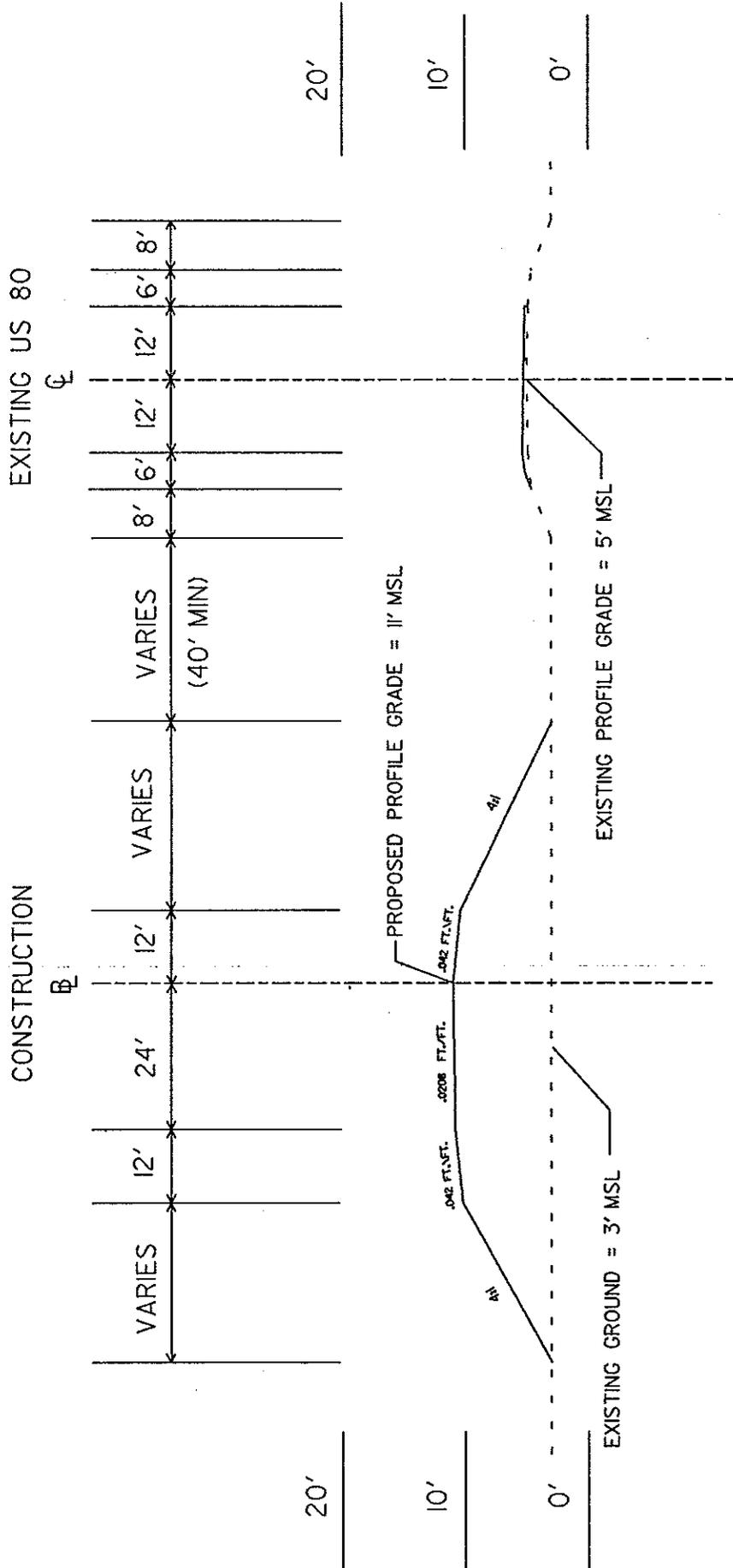
Project STP-064-1(41) located in Chatham County, GA is a proposed four lane with median and grade improvements on US 80 from Bull River to Lazaretto Creek. The proposed improvements will provide continuity with the widening of US 80 from Bryanwood to Bull River (STP-064-1(38)).

The proposed project is included in the Chatham Urban Transportation Plan as adopted by the Chatham Urban Transportation Study (CUTS) Policy Committee on August 23, 1989. This Policy Committee is composed of local officials as well as state and federal government representatives. The project is also included in the 1991-1995 Chatham Transportation Improvement Program (TIP) which is adopted annually by the Policy Committee.

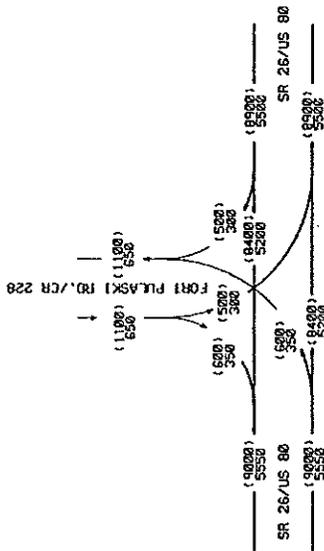
In its current operating capacity, US 80 is prone to flooding during high tides. Since US 80 is the only access into and out of Tybee Island, flooding becomes a major concern in the event of a hurricane evacuation. Raising the grade and widening US 80 would alleviate flooding and provide a reliable evacuation route in the event of a hurricane.

This project is vital to maintaining acceptable traffic service levels and improving safety in this corridor. Future developments in the area will require additional capacity which this project would provide.

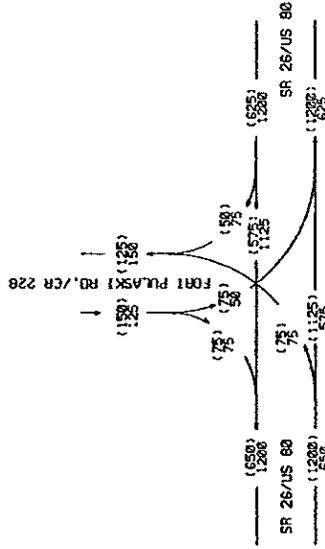
The proposed multi-laning of this section of US 80 will reduce future congestion and delays caused by the lack of passing opportunities and thereby have a positive effect on air quality.



TYPICAL SECTION - U. S. 80 WIDENING
 PROJECT STP-064-(4I)
 CHATHAM COUNTY



1997 ADT = 000
2017 ADT = (000)



2017 A.M. DHV = 000
2017 P.M. DHV = (000)

FR-064-1(41)
CHATHAM COUNTY
P.I.# 522490
S.R. 26/US.S. 80
T. 3%
24 HR. T. 5%
S.U. 3%
COMB. 2%

PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

DATE: August 13, 1993 PREPARED BY: PKB [FR064ES2.DOC]

PROJECT NO.: STP-064-1(41) CHATHAM

P.I. NO.: 522490 MILEAGE: 5.77 miles

PROJECT DESCRIPTION/CONCEPT: Widening and raising of US 80 from Bull River to just east of Lazaretto Creek in Chatham County. Concept is 4 lanes with a varied width recessed median (40' ~~maximum~~ width). Rural Section. minimum

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

PROJECT COSTS

RIGHT OF WAY:		\$
REIMBURSABLE UTILITIES:		\$
CONSTRUCTION COSTS		
A. MAJOR STRUCTURES		
1. BRIDGES:		
(a) BULL RIVER		
NEW PARALLEL BRIDGE:		
3534' X 41.26' = 145,813 S.F. @ \$45.0		\$ 6,561,585
WIDEN EXISTING BRIDGE:		
3534' X 8.00' = 28,272 S.F. @ \$50.0		\$ 1,413,600
(b) Lazaretto Creek		
NEW PARALLEL BRIDGE:		
1440' X 41.26' = 59,414 S.F. @ \$45.0		\$ 2,673,630
WIDEN EXISTING BRIDGE:		
1440' X 10.00' = 14,400 S.F. @ \$50.0		\$ 720,000
2. RETAINING WALLS: _____ S.F. @ \$ _____		\$
3. BOX CULVERTS:		
	SUBTOTAL	\$11,368,815
B. GRADING & EARTHWORK		
1. BORROW: 537,000 C.Y. @ \$6.00		\$ 3,222,000
2. IN-PLACE EMBANKMENT: _____ C.Y. @ \$ _____		\$

E. CONCRETE WORK

1. APPROACH SLABS: 1,020 S.Y. @ \$76.00	\$	77,520
2. MEDIAN BARRIER (Permanent):		
3. CURB & GUTTER:	\$	
4. VALLEY GUTTER: _____ S.Y. @ \$____.	\$	
5. SIDEWALK: _____ S.Y. @ \$____.	\$	
6. MEDIAN PAVING: _____ S.Y. @ \$____.	\$	
	SUBTOTAL	\$ 77,520

F. SIGNS & STRIPING

1. STRIPING	\$	600,000
2. ROADSIDE SIGNS	\$	
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):		
___ Structures @ \$_____	\$	
	SUBTOTAL	\$ 600,000

G. TRAFFIC SIGNALS

___ Installations @ \$_____	SUBTOTAL	\$
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H. LIGHTING

SUBTOTAL \$

I. GUARDRAIL

2,000 L.F. Type W @ \$11.00	\$	22,000
4 Type 1 Anchors @ \$325	\$	1,300
4 Type 9 Anchors @ \$900	\$	3,600
	SUBTOTAL	\$ 26,900

J. TRAFFIC CONTROL

SUBTOTAL \$ 300,000

K. CLEARING & GRUBBING:

35 Acres @ \$4,000	SUBTOTAL	\$ 140,000
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L. GRASSING/LANDSCAPING:

___ Acres @ \$_____	SUBTOTAL	\$ 75,000
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M. TEMPORARY EROSION CONTROL

SUBTOTAL \$ 120,000

N. WETLAND/404 MITIGATION	SUBTOTAL	\$	
O. MISCELLANEOUS ITEMS			
1. FIELD ENGINEER'S OFFICE		\$	20,000
2. FENCING: _____ L.F. @ \$____.		\$	
3. RIGHT OF WAY MARKERS: _____ Each @ \$____.		\$	
4. OTHER /SPECIAL ITEMS			152,800
SPECIAL RAIL FOR BICYCLISTS: 7,640 L. F. @ 20.00		\$	141,360
	SUBTOTAL	\$	161,360 172,800

ESTIMATE SUMMARY

RIGHT OF WAY \$
 REIMBURSABLE UTILITIES \$

CONSTRUCTION COST SUMMARY

GRADING & EARTHWORK	\$ 6,877,850
DRAINAGE	\$ 577,000
BASE & PAVING	\$ 1,749,000
CONCRETE WORK	\$ 77,520
SIGNS & STRIPING	\$ 600,000
TRAFFIC SIGNALS	\$
LIGHTING	\$
GUARDRAIL	\$ 26,900
TRAFFIC CONTROL	\$ 300,000
CLEARING & GRUBBING	\$ 140,000
GRASSING/LANDSCAPING	\$ 75,000
TEMPORARY EROSION CONTROL	\$ 120,000
WETLAND/404 MITIGATION	\$
MISCELLANEOUS ITEMS	\$ 172,800
	\$ 161,360
	10,716,070
SUBTOTAL ROADWAY ITEMS	\$10,704,630
MAJOR STRUCTURES	\$11,368,815
	22,084,885
TOTAL CONSTRUCTION ESTIMATE	\$22,073,445
3 YEARS OF INFLATION @ 5% PER YEAR	\$ 3,311,017
10% E&C	\$ 2,538,446

TOTAL	\$27,922,908
	27,937,380

pkb



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

SCOTT _____
CHAMBERS _____
PALLADI Ross

FILE R/W Cost Estimate.

OFFICE Atlanta THORNTON _____
WHITEHURST _____

DATE August 19 1993 GROUPS _____

FROM Donald E. Welch, State Rights of Way Engineer

FILE _____

TO Walker Scott, Urban Design Engineer
Attn: Patricia R. Bowler

SUBJECT Preliminary Right of Way Cost Estimate

Project: STP-064-1(41) Chatham County
P.I. No: 522490
Description: S.R. 26/U.S. 80 Widening

As per your request, attached is a copy of an approved preliminary Right of Way Cost Estimate on the above referenced project.

If you have any questions, please contact Steve Crawford or Freddie Law in this Office.

DEW:SMC:FCL:gs
Attachment
c: Bob Humphrey, Engineering Services

Ronald E. Welch
Donald E. Welch

DATE OF ESTIMATE: 8-16-93 BY: John Lord
TYPE OF ESTIMATE: Preliminary R/W Cost
PROJECT: STP-064-1(41) Chatham
P. I. NUMBER: 522490
EXISTING R/W: Varying REQUIRED R/W: Varying
ESTIMATED NUMBER OF PARCELS: 10±
PROJECT TERMINI: S.R. 26/U.S.80 from Bull River to Lazaretto Creek

PROJECT DESCRIPTION: Widening of existing road for a 4-Land divided

TYPE OF LAND USE: Commercial & Marsh VALUE APPLIED BASIS: \$5,300/AC

TOTAL LAND COST: \$280,000.00
IMPROVEMENTS IMPACTED AND COST (IF APPLICABLE): N/A

RELOCATION COST (IF APPLICABLE): N/A

CONSEQUENTIAL DAMAGES (IF APPLICABLE): \$ 70,000.00

Loss of Dock Space

NET COST	<u>\$350,000.00</u>
ADM./COURT COST FACTOR <u>45%</u>	<u>\$158,000.00</u>
INFLATION FACTOR <u>10%</u>	<u>\$ 51,000.00</u>
TOTAL COST	<u>\$559,000.00</u>