

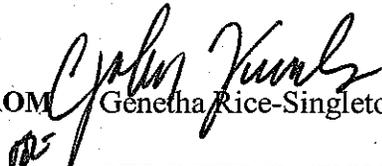
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 522830-, Bulloch County
NH000-0005-05(037)
North Statesboro Bypass

OFFICE: Program Control

DATE: October 29, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED 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
Brad Saxon
Bobby Hilliard
Aghdas Ghazi
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MEMORANDUM

FILE NH000-0005-05(037), Bulloch County Office Planning
P.I. No. 522830

DATE 9/25/09

FROM Angela T. Alexander, State Transportation Planning Administrator

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

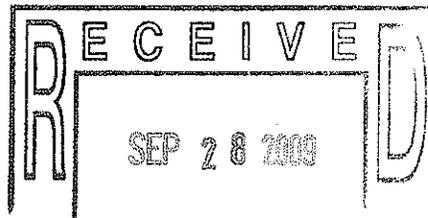
SUBJECT Revised Concept Report – Statesboro North Bypass from SR 26/US 80 EAST TO SR
73/US 301, Bulloch County
NH000-0005-05(037), P.I. 522830

The Planning Office was requested by Preconstruction to verify if the subject project was identified in the FY '08-'11 STIP. PE was authorized in 1998 for P.I. 522830. The Right-of-Way and Construction phases are currently outside of the currently approved FY '08-'11 STIP. The project will move into the STIP as funding and need become available upon approval by the Director of Planning. This project as defined in the concept report, is consistent with the project description which will appear in a future STIP.

ATA:dc

Attachment

CC: Cindy VanDyke
Radney Simpson



Date:

9/24/09


State Transportation Planning Administrator

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH000-0005-05(037), BULLOCH COUNTY **OFFICE** Program Delivery
North Statesboro Bypass from SR 67/US 80 Northside Street
to SR 73/US 301/East Parrish Street
P.I. No. 522830 **DATE** September 15, 2009

FROM: Bobby Hilliard, P.E., State Program Delivery Engineer *Bobby Hilliard*
S.H.

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT REVISED PROJECT CONCEPT REPORT – Statesboro North Bypass

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The proposed changes to the approved concept are a revision to the right-of-way, to the outside paved shoulder width, and to the span length of the proposed second bridge over Belcher Branch. The right-of-way widths change from a range of 250 feet to 310 feet to a range of 140 feet to 160 feet and would minimize impacts to eligible historical and environmental resources. The outside paved shoulder widths change from 4 feet to 6 feet and would improve safety and operation. The span length for the proposed Belcher Branch Bridge changes from 52 feet to 160 feet which minimizes impacts to the delineated wetlands and streams.

The revised 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

Distribution:

Ron Wishon, P.E. - Project Review Engineer
Glenn Bowman, P.E. - State Environment/Location Engineer
Keith Golden, P.E. - State Traffic Safety and Design Engineer
Angela T. Alexander - State Transportation Planning Administrator
Angela Whitworth - State Transportation Financial Management Administrator
Glenn Durrence, P.E. - District 5 Engineer
Paul Liles, P.E. - State Bridge Design Engineer

Project included in Previous STIP. Phase will be added to current/future STIP as funding and need become available upon approval by Director of Planning.

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The need for the proposed Statesboro North Bypass is to complete the bypass around the City of Statesboro. The proposed project would help relieve congestion in the City of Statesboro and reduce the high crash and injury rates in the study area by providing an east-west connector between SR 26/US 80/Northside Drive and SR 73/US 301/East Parrish Street to the north of the City of Statesboro. The purpose is to provide an alternative transportation route for east-west through traffic around the north side of the City of Statesboro. The proposed construction would improve connectivity, operation, and safety along this facility. (see attached)

Project location: The proposed project would be located north of the City of Statesboro in Bulloch County, approximately 0.6 miles outside the city limits between SR 26/US 80 and SR 73/US 301. The total length of the project would be 3.9 miles.

Description of the approved concept: The approved concept for NH000-0005-05(037) in Bulloch County is proposed to construct a multi-lane roadway that would bypass Statesboro on the north side. The proposed project would begin at the intersection of the SR 26/US 80/Northside Drive and West Statesboro Bypass approximately 0.6 mile northwest of the Statesboro City Limits. The proposed project would then extend northeastward on new location for approximately 0.8 mile bridging two crossings of Belcher Branch, and then turn eastward to intersect CR 581/Lake View Road approximately 0.5 mile north of the Statesboro City Limits, just south of CR 446/Maria Sorrell Street. The proposed project would then proceed southeastward and bridge the Central of Georgia/Norfolk Southern Railroad and CR 452/Mathews Road, and tie into SR 73/US 301/East Parrish Street at East Statesboro Bypass, approximately 700 feet north of the Statesboro City Limits, where the proposed project would end. The proposed speed limit would be 55 miles per hour (mph). The proposed right of way would vary from approximately 250 feet to 310 feet.

PDP Classification: Major Minor

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

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT) as shown in the approved concept:

Current Year: 2003 / 5,650 AADT Design Year: 2023 / 10,600 AADT

Proposed features to be revised:

1. In order to improve safety and operation, the proposed width of pavement along the outside shoulders of the Statesboro North Bypass is recommended for revision.
2. To further minimize impacts to the eligible historical resources and buffer zones

along the proposed Statesboro North Bypass alignment, the proposed right-of-way is recommended for revision.

3. To reduce impacts to the delineated wetlands and streams, the span length of the proposed second bridge over Belcher Branch is recommended for revision.

Describe the revised feature(s) to be approved:

1. The original approved concept report shows a typical mainline section with 4 feet paved outside shoulder. The proposed width of outside paved shoulder will now be 6 feet to improve safety and operation considering the amount of traffic in the design year.
2. The original concept report and the first revised concept report state a right-of-way width ranging from 250 feet to 310 feet. Now the proposed right-of-way width would range from 140 feet to 160 feet.
3. The original concept report showed a total span length for the second Belcher Branch Bridge as 52 feet. The extent of the delineated wetlands and streams warrant an increase of the total span length to approximately 160 feet.

Updated traffic data (AADT):

Current Year: 2015 / 7,800 AADT

Design Year: 2035 / 14,100 AADT

Programmed/Schedule:

P.E. 1998

R/W: LR

Construction: LR

VE Study Required Yes (X) No ()

Revised cost estimates:

1. Construction cost including fuel adjustments, contingency and E&I, \$ 20,807,841
2. Right-of-Way, and \$ 3,800,000
3. Utilities 65,000

Is the project located in a non-attainment area? Yes X No.

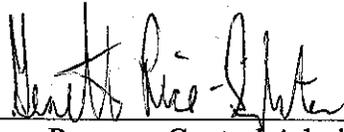
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

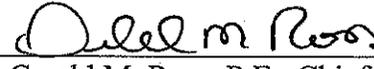
1. Location Sketch Map,
2. Cost Estimate,
3. Typical Section,
4. Traffic Diagrams,
5. Need and Purpose Statement,
6. First Revised Project Concept Report Approval,
7. Original Project Concept Report Approval,
8. Notice of Location and Design Approval,
9. Concept Layouts

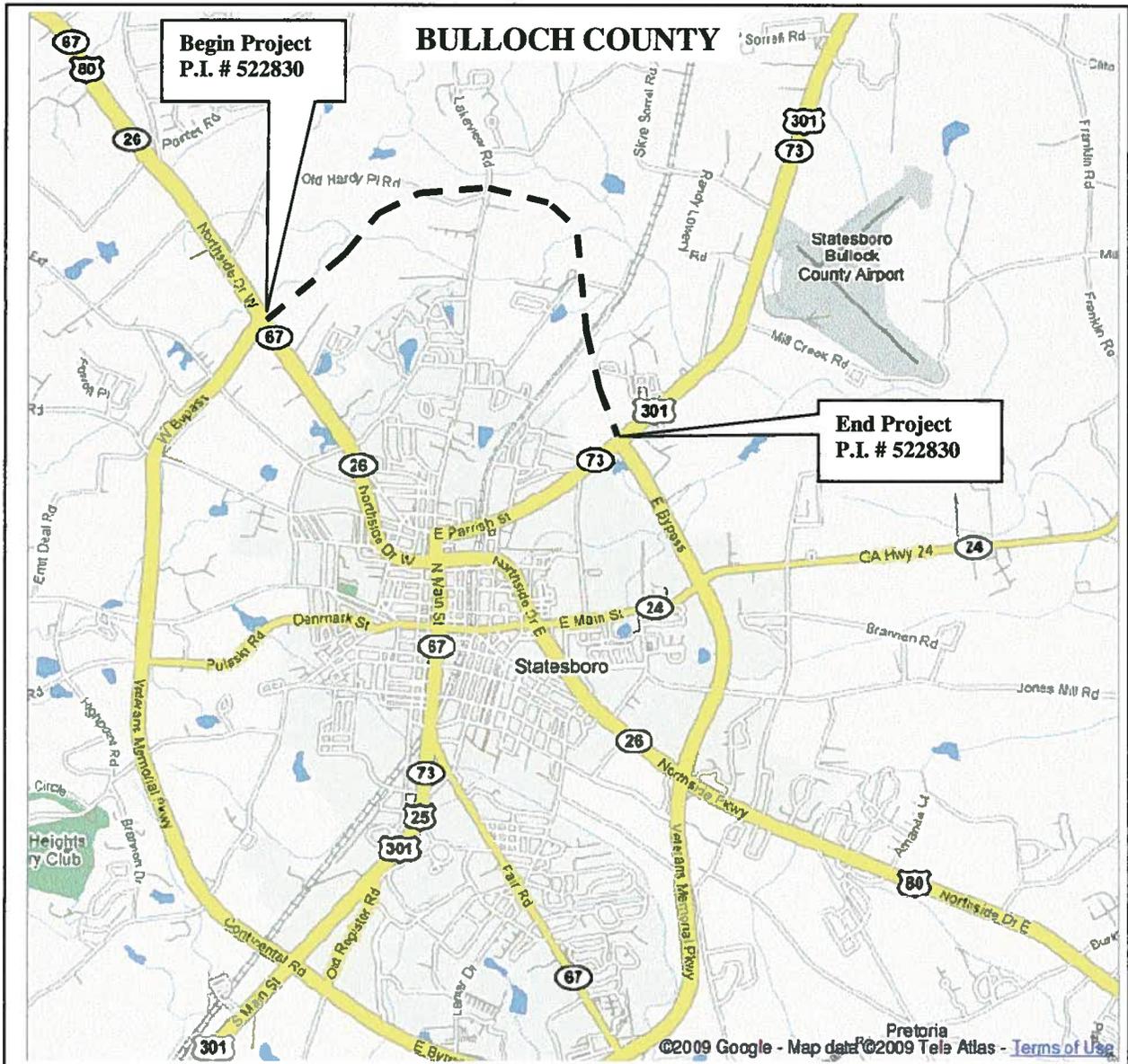
1299

CONCUR


Program Control Administrator

APPROVED


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



Georgia Department of Transportation
Project: NH000-0005-05(037), Bulloch County
PI No.: 522830

Description: Statesboro N. Bypass from SR 26/US 80/Northside Street to SR 73/US 301/East Parrish Street

Location Sketch Map

Estimate Report for file "522830 - N Statesboro Bypass Preferred Alternative"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	67354.21	FIELD ENGINEERS OFFICE TP 3	67354.21
201-1500	1	LS	800000.00	CLEARING & GRUBBING - NH000-0005-05 (037)	800000.00
205-0001	250000	CY	3.23	UNCLASS EXCAV	807500.00
310-1101	117005	TN	18.06	GR AGGR BASE CRS, INCL MATL	2113110.30
402-1802	500	TN	84.15	RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME	42075.00
402-1812	500	TN	70.77	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	35385.00
402-3121	34088	TN	63.18	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2153679.84
402-3130	16712	TN	66.09	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1104496.08
402-3190	18543	TN	63.01	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1168394.43
413-1000	12513	GL	1.90	BITUM TACK COAT	23774.70
432-0206	34000	SY	1.92	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	65280.00
433-1000	1860	SY	157.44	REINF CONC APPROACH SLAB	292838.40
455-1000	5000	SY	4.43	FILTER FABRIC FOR EMBANKMENT STABILIZATION	22150.00
634-1200	250	EA	104.77	RIGHT OF WAY MARKERS	26192.50
Section Sub Total:					\$8,722,230.46

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0302	12	EA	1768.52	CONC SPILLWAY, TP 2	21222.24
500-3101	118	CY	247.05	CLASS A CONCRETE	29151.90
511-1000	10638	LB	0.89	BAR REINF STEEL	9467.82
550-1180	5000	LF	35.41	STORM DRAIN PIPE, 18 IN, H 1-10	177050.00
550-1240	1000	LF	43.51	STORM DRAIN PIPE, 24 IN, H 1-10	43510.00
550-1360	450	LF	70.15	STORM DRAIN PIPE, 36 IN, H 1-10	31567.50
550-1481	300	LF	98.57	STORM DRAIN PIPE, 48 IN, H 10-15	29571.00
550-3518	6	EA	947.40	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	5684.40
550-3524	6	EA	848.43	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	5090.58
550-4218	55	EA	631.77	FLARED END SECTION 18 IN, STORM DRAIN	34747.35
550-4236	4	EA	1252.07	FLARED END SECTION 36 IN, STORM DRAIN	5008.28
550-4248	2	EA	2555.36	FLARED END SECTION 48 IN, STORM DRAIN	5110.72
600-0001	50	CY	241.81	FLOWABLE FILL	12090.50
603-2181	500	SY	33.48	STN DUMPED RIP RAP, TP 3, 18 IN	16740.00
603-7000	500	SY	5.36	PLASTIC FILTER FABRIC	2680.00
668-2100	45	EA	2403.81	DROP INLET, GP 1	108171.45
Section Sub Total:					\$536,863.74

Section Traffic Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	250000.00	TRAFFIC CONTROL - NH000-0005-05(037)	250000.00
641-1100	505	LF	42.44	GUARDRAIL, TP T	21432.20
641-1200	6000	LF	15.44	GUARDRAIL, TP W	92640.00
641-5001	12	EA	619.00	GUARDRAIL ANCHORAGE, TP 1	7428.00
641-5012	18	EA	1838.99	GUARDRAIL ANCHORAGE, TP 12	33101.82
Section Sub Total:					\$404,602.02

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-3010	98	EA	467.33	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	45798.34
				THERMOPLASTIC PVMT MARKING, ARROW, TP	

653-0120	114	EA	74.36	2	8477.04
653-2501	10	LM	1306.99	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	13069.90
653-2502	10	LM	1306.29	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	13062.90
653-4501	10	GLM	861.80	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	8618.00
653-6004	12000	SY	2.81	THERMOPLASTIC TRAF STRIPING, WHITE	33720.00
654-1001	60	EA	3.23	RAISED PVMT MARKERS TP 1	193.80
654-1003	700	EA	3.70	RAISED PVMT MARKERS TP 3	2590.00
657-3085	1000	GLF	3.76	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	3760.00
657-6085	1000	LF	5.55	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	5550.00
Section Sub Total:					\$134,839.98

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	21	AC	477.88	TEMPORARY GRASSING	10035.48
163-0240	900	TN	187.98	MULCH	169182.00
163-0300	5	EA	1521.75	CONSTRUCTION EXIT	7608.75
163-0520	1300	LF	15.57	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	20241.00
163-0523	50	EA	166.88	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	8344.00
163-0531	6	EA	9135.86	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	54815.16
163-0550	45	EA	219.94	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	9897.30
165-0010	20000	LF	0.87	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	17400.00
165-0030	5000	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5150.00
165-0060	6	EA	1616.10	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	9696.60
165-0101	10	EA	510.76	MAINTENANCE OF CONSTRUCTION EXIT	5107.60
165-0105	45	EA	96.35	MAINTENANCE OF INLET SEDIMENT TRAP	4335.75
167-1000	3	EA	783.30	WATER QUALITY MONITORING AND SAMPLING	2349.90
167-1500	24	MO	905.40	WATER QUALITY INSPECTIONS	21729.60
171-0010	40000	LF	2.69	TEMPORARY SILT FENCE, TYPE A	107600.00
171-0030	10000	LF	3.92	TEMPORARY SILT FENCE, TYPE C	39200.00
700-6910	44	AC	899.19	PERMANENT GRASSING	39564.36
700-7000	423	TN	66.81	AGRICULTURAL LIME	28260.63
700-7010	106	GL	20.41	LIQUID LIME	2163.46
700-8000	36	TN	382.77	FERTILIZER MIXED GRADE	13779.72
700-8100	2200	LB	2.45	FERTILIZER NITROGEN CONTENT	5390.00
710-9000	5000	SY	4.77	PERMANENT SOIL REINFORCING MAT	23850.00
Section Sub Total:					\$605,701.31

Section BRIDGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0001	4498	SF	120.00	TWIN BRIDGES OVER BELCHER BRANCH (52FT X 43.25FT EA) - NH000-0005-05(037)	539760.00
000-0002	13840	SF	120.00	TWIN BRIDGES OVER BELCHER BRANCH (160 FT X 43.25FT EA) - NH000-0005-05(037)	1660800.00
000-0003	31659	SF	120.00	TWIN BRIDGES OVER RAILROAD (366FT X 43.25 FT EA) - NH000-0005-05(037)	3799080.00
Section Sub Total:					\$5,999,640.00

Total Estimated Cost: \$16,403,877.51

Project Number NH000-0005-05(037)
 PI 522830

County: Bulloch

Construction Cost (Base)	\$16,403,877.51
Construction Engineering and Inspection (5%)	\$820,193.88
Construction Contingency (3% from CST Cont. sheet)	\$492,116.33
Total Fuel Adjustment (From worksheet)	\$3,091,653.91
TOTAL CONSTRUCTION COST	\$20,807,841.62

Utility Costs (Reimbursable)	\$50,000.00
Utility Contingency (30% Reimbursable)	\$15,000.00
TOTAL UTILITY COST	\$65,000.00

TOTAL ROW COST	\$3,800,000.00
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GRAND TOTAL PROJECT COST	\$24,672,841.62
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Adjustment Summary From work sheet	
Diesel Price Adjustment	\$945,735.71
Unleaded Price Adjustment	\$217,635.12
400 / 402 AC Price Adjustment	\$1,899,261.00
AC Price Adjustment BT	\$29,022.08
Total Fuel Adjustment	\$3,091,653.91

Department of Transportation

State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE August 24, 2009

FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator

TO Aghdas S. Ghazi, PE
Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: NH000-0005-05(037) Screven & Bulloch County
P.I. No.: 522830
Description: Statesboro Bypass – Preferred Alternate

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request.
Please include total Required R/W areas for the entire corridor in all future requests.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:LA
Attachments
c: Brian Sapp, Project Manager

Preliminary Right of Way Cost Estimate

Date: March 31, 2009
Project: NH000-0005-05(037)
Existing/Required R/W: Varies/Varies
Project Termini: US Highway 301 to US Highway 80
Project Description: Statesboro Bypass - Preferred Alternate

Phil Copeland
Right-of-Way Administrator

P.I. Number 522830
No. Parcels 30

Fee Simple:

Heavy Commercial				
	117,531 sf	@ \$	1.95 /sf = \$	229,186
Light Commercial/High Density Residential				
	136,403 sf	@ \$	0.57 /sf = \$	77,750
Large Residential				
	2,630,415 sf	@ \$	0.28 /sf = \$	736,516
Small Residential				
	214,701 sf	@ \$	0.37 /sf = \$	<u>79,439</u>
				\$ 1,122,891

\$1,122,891

Improvements:

0 Commercial	=	\$	0
4 Residential	=	\$	201,800

201,800

Relocation:

0 Commercial	=	\$	0
4 Residential	=	\$	80,000

80,000

Damages:

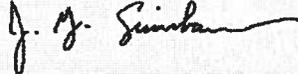
Proximity -	2 Parcels	\$	90,000
Consequential -	0 Parcels	\$	0
Cost to Cure -	0 Parcels	\$	<u>0</u>

90,000

Net Cost		\$	1,494,691
Scheduling Contingency	55%	\$	822,080
Adm/Court Cost	60%	\$	1,390,063
		\$	<u>3,706,834</u>

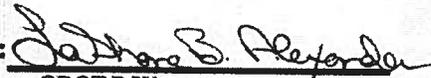
Total Cost

\$ 3,800,000

Prepared By : 

John G. Simshauser, Cert. No. 2772
 Moreland Altobelli Associates, Inc.

Approved :


 GDOT RW

Note: There are 2 improvements and 2 relocations included on Parcel 24.

Ghazi, Aghdas

From: Ivery, Karon
Sent: Tuesday, September 01, 2009 9:23 AM
To: Ghazi, Aghdas
Cc: Williams, Paul O.; Thomas, Stephen
Subject: RE: Approval Utility Cost Estimate for 522830 Statesboro Bypass

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Aghdas,

Based on my site visit of the above project based on the concept report supplied, I did not see any major conflicts due to project being primarily new location. Yet, to error on the safe side until more formalized plans are received rather than list the utilities involved I am submitting an overall cost for re-imburseable utility relocation of \$50,000.

As formal plans are obtained, this office will update the cost estimate

Karon L. Ivery,

District Utilities Engineer - Jesup District V
kivery@dot.ga.gov
912-427-5779 912-427-5763 Fax

From: Ghazi, Aghdas
Sent: Monday, August 31, 2009 9:36 AM
To: Ivery, Karon
Subject: Approval Utility Cost Estimate for 522830 Statesboro Bypass

Karon,

Please advise the status of this document that is the only document that I need to complete the concept report so I can submit for review and approval .

Thanks ,

Aghdas S. Ghazi, P.E.
Project Manager
Office Of Program Delivery
600 west peachtree Street, 25 th floor
Atlanta, Ga 30308
Mobile-(912)271-7027
[*aghazi@dot.ga.gov*](mailto:aghazi@dot.ga.gov)

PROJ. NO. NH000-0005-05(037)
 P.I. NO. 522830
 DATE 2/3/2009

INDEX (TYPE)

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED		\$ 1.566
DIESEL		\$ 2.373
LIQUID AC		\$ 450.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)-0.05]xTMTxAPL

Asphalt
 Price Adjustment (PA) \$ 1,899,261.00
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 125% \$ 1,012.50
 Monthly Asphalt Cement Price month project let (APL) \$ 450.00
 Total Monthly Tonnage of asphalt cement (TMT) 3517.15

ASPHALT	Tons	%AC	AC ton
Leveling	500	5.0%	25
12.5 OGFC	500	5.0%	25
12.5 mm	16712	5.0%	835.6
9.5 mm SP		5.0%	0
25 mm SP	34088	5.0%	1704.4
19 mm SP	18543	5.0%	927.15
	70343		3517.15

BITUMINOUS TACK COAT

Price Adjustment (PA) \$ 29,022.08
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 125% \$ 1,012.50
 Monthly Asphalt Cement Price month project let (APL) \$ 450.00
 Total Monthly Tonnage of asphalt cement (TMT) 53,744,597.84

Bitum Tack

Gals	gals/ton	tons
12513	232.8234	53.7445978

PROJ. NO.

NH000-0005-05(037)

11/13/2008

P.I. NO.

522830

DATE

2/3/2009

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

125%

\$

1,012.50

\$

-

Monthly Asphalt Cement Price month project let (APL)

\$

450.00

Total Monthly Tonnage of asphalt cement (TMT)

0

Bitum Tack

SY

Gals/SY

Gals

gals/ton

tons

Single Surf. Trmt.

0.20

0

232.8234

0

Double Surf. Trmt.

0.44

0

232.8234

0

Triple Surf. Trmt

0.71

0

232.8234

0

TOTAL LIQUID AC ADJUSTMENT \$ 1,928,283.08

PROJ. NO.

P.I. NO.

DATE

NH000-0005-05(037)
522830
2/3/2009

11/13/2008

FUEL ADJUSTMENTS - BRIDGE

FPA = (((FPM-FPL)/FPL) * 10) * (Qx F / 1000) * FPL

Fuel Price Adjustment (FPA)

Monthly Fuel Price for month work was accomplished (FPM)

Monthly Fuel Price for month when project was let (FPL)

Quantity Placed (Q)

Fuel Usage Factor (F)

	REGULAR UNLEADED	DIESEL	TOTALS
125%	\$ 12,965.70	\$ 104,785.39	\$ 117,751.09
1.566	\$ 3,524	\$ 5,339	
2.373	\$ 1,566	\$ 2,373	
1.5			
8			
\$ 4,799,712.00			

Section	Bridge 1 Cost	Bridge 2 Cost	Bridge 3 Cost	Bridge 4 Cost
211 Bridge Excavation				
500 Superstr Conc Cl AA				
500 Class A Concrete				
500 Class AA Concrete				
500 Concrete Handrail				
500 Concrete Barrier				
501 Structural Steel				
507 Prestressed Conc Beams				
507 Prestressed Conc Beams				
507 Prestressed Conc Beams				
511 Super Reinforcement				
511 Bar Reinf Steel				
520 Piling				
520 Piling				
524 Drilled Caisson				
547 Pile Encasement				
547 Pile Encasement				

Use when bridge items haven't been established. Assumes 80% of the estimated bridge cost will qualify for fuel adjustments.

EST. BRIDGE COST	% COST w/ADJ.
\$ 5,999,640.00	80%
COST	\$ 4,799,712.00

Bridge 1 Cost	Bridge 2 Cost	Bridge 3 Cost	Bridge 4 Cost
\$ -	\$ -	\$ -	\$ -

PROJ. NO.

NH000-0005-05(037)

11/13/2008

P.I. NO.

522830

DATE

2/3/2009

TOTAL BRIDGE FUEL ADJUSTMENTS

\$ 117,751.09

P.I. Number 522830

County BULLOCH

Date 8/5/2009

Project Number NH000-0005-05(037)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	250000.000	0.29	72500.00	0.15	37500.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	109187.000	0.29	31664.23	0.24	26204.88	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	70343.000	2.90	203994.70	0.71	49943.53	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
SUM QF DIESEL=				308158.93	SUM QF UNLEADED=		113648.41
DIESEL PRICE ADJUSTMENT(\$)				\$840,950.31			
UNLEADED PRICE ADJUSTMENT(\$)				\$204,669.42			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only

Use this side for Asphalt Cement Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
-------------------------------------	--

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$840,950.31

UNLEADED PRICE ADJUSTMENT(\$) \$204,669.42

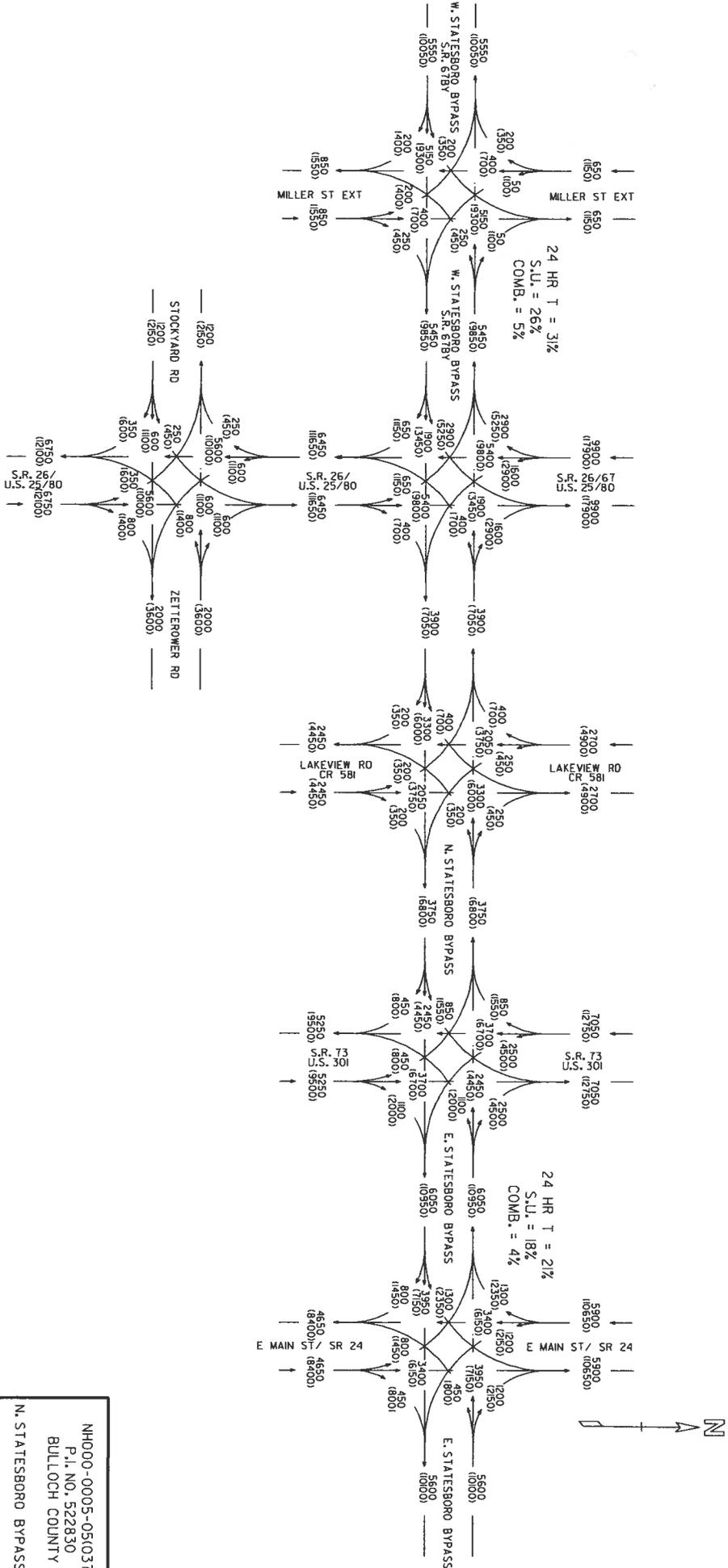
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$29,022.08

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$1,899,261.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:

TOTAL ADJUSTMENTS	<u>\$2,973,902.81</u>
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NH000-0005-05(037)
P.L. NO. 522830
BULLOCH COUNTY
N. STATESBORO BYPASS
2015/2035 ADT
2015 ADT = 000
2035 ADT = (000)

**Need and Purpose Statement
North Statesboro Bypass
SR 26/67/US 25/80 to SR 73/US 301
NH000-0005-05(037), Bulloch County
P.I. No. 522830**

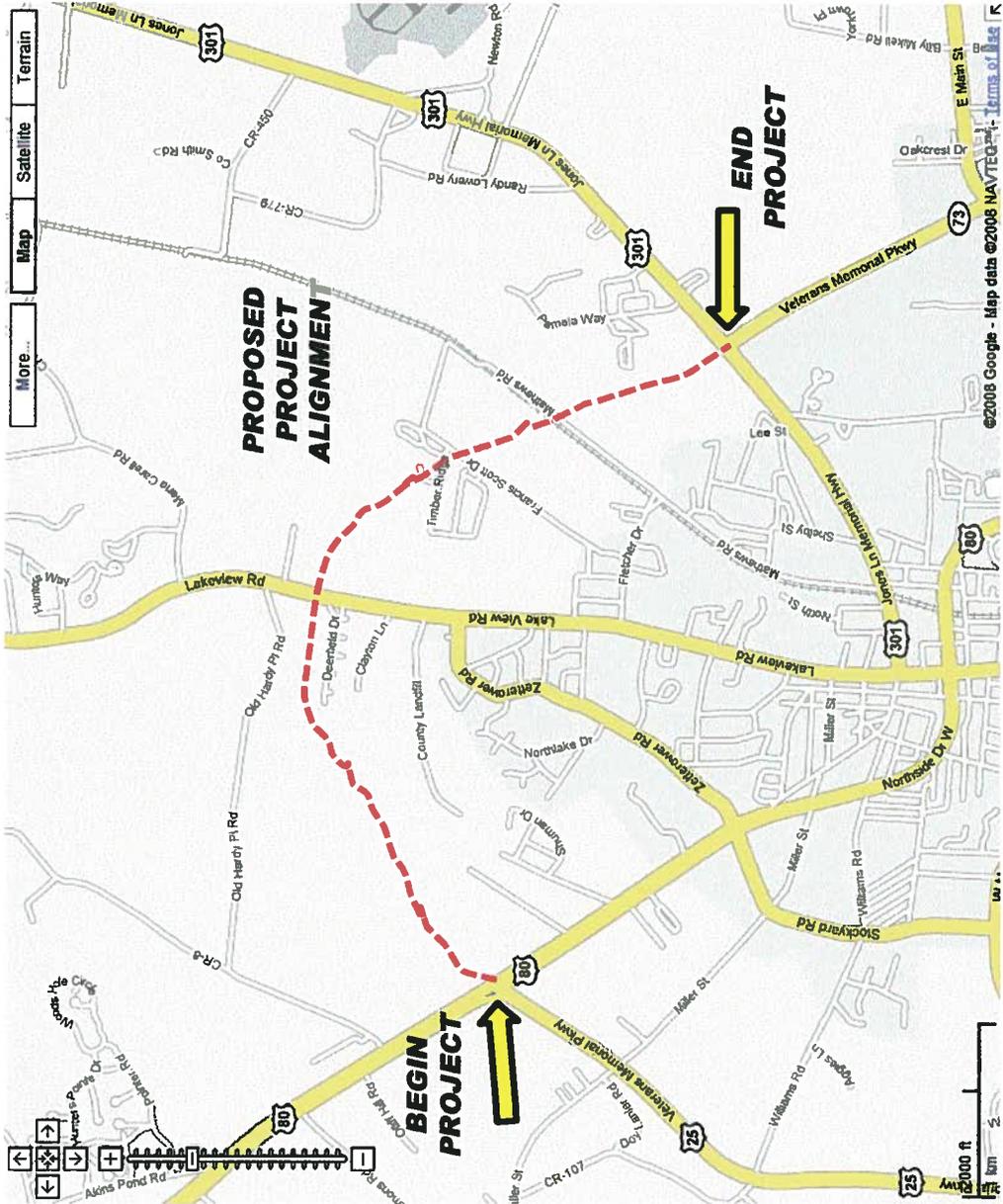
Background

The North Statesboro Bypass (Project NH000-0005-05(037), P.I. No. 522830), would involve the construction of an approximately 3.9-mile, four-lane connector route on new location from US 25 Bypass (By)/SR 67 By/West Statesboro Bypass to US 301 By/SR 73 By/East Statesboro Bypass in Statesboro, Georgia. The proposed project would also be the last remaining link to complete a bypass facility around the City of Statesboro. Currently, 79 percent (14.1 miles of a total of 17.8 miles) of the bypass has been constructed. A previously developed concept report was approved on August 17, 2000 and revised March 19, 2001, the original intent is consistent with current proposed project, to complete the remaining 3.9 miles of the 17.8 mile long bypass already constructed. The proposed North Statesboro Bypass would provide connectivity between US 25/80/SR 26/67/Northside Street and US 301/SR 73/East Parrish Street, where no direct connecting road currently exists, thus alleviating the need for east-west travelling motorists to travel unnecessarily into and out of the City of Statesboro. Completion of the final leg of a full bypass route around the City of Statesboro, would allow through travelers to avoid using the city's surface streets and encourage unimpeded traffic flow around the city, rather than continuing through town adding to congestion within the City of Statesboro. Removal of through traffic from the city's surface streets would reduce traffic volume; thereby improving or reducing the degradation of Level of Service at intersections and on surface streets within the City of Statesboro. Construction of the proposed project would assist in providing improved access and connectivity in this area of the City as well as completing the crucial, final link to the bypass ring that currently surrounds the east, south, and west quadrants of Statesboro. Additionally, the proposed project would provide linkage between two arteries within the National Highway System (US 25 and US 301) and the avoidance of intersections within Statesboro through the use of the bypass facility would provide for more efficient traffic flow for users of these two arteries.

The proposed project would be located north of the City of Statesboro in Bulloch County, Georgia, approximately 0.5 mile outside of the City Limits between SR 26/67/US 25/80/Northside Street and SR 73/US 301/East Parrish Street. The proposed project would be approximately 3.9 miles in length (Figure 1, Location Base Map). The schedule for the proposed project is in the long-range, so it is not included in the Statewide Transportation Improvement Program (STIP) at this time.

Existing Route Conditions

Currently, motorists wishing to travel east-west on the north side of the City of Statesboro must travel into the center of the City, and then travel north on either SR 26/67/US 25/80/Northside Street or SR 73/US 301/East Parrish Street. State Route 26/67/US 25/80/Northside Street is currently a 4-lane divided roadway with a median from SR 67 By/US 25 By/West Statesboro Bypass to Zetterower Road, and from Zetterower Road to CR 581/North Main Street/Lake View Road is a 5-lane section with a center turn lane; and SR 73/US 301/East Parrish Street from



NH-005-5(37)
 North Statesboro Bypass, Bulloch
 County
 P.I. No. 522830



FIGURE 1: LOCATION BASE MAP
 Approximate Scale As Shown

CR 581/North Main Street/Lake View Road to SR 73 By/US 301 By/East Statesboro Bypass is a 2-lane section. State Route 26/67/US 25/80/Northside Street and SR 73/US 301/East Parrish Street are classified as Urban Principal Arterials. West Parrish Street, a 2-lane roadway, classified as an Urban Collector Street, serves a direct east-west connector between SR 26/67/US 25/80/Northside Street and SR 73/US 301/East Parrish Street within the City of Statesboro without having to drive along CR 581/North Main Street/Lakeview Road. County Road 581/North Main Street/Lake View Road, which travels north-south from the center of the City of Statesboro, is classified as an Urban Minor Arterial Street. The proposed North Statesboro Bypass project would be on new location thus completing the bypass around the City of Statesboro, and would serve as an east-west connector route between SR 26/67/US 25/80/Northside Street and SR 73/US 301/East Parrish Street to the north of the center of the City of Statesboro.

Proposed Improvements

The proposed project would construct a rural typical section comprised of a four-lane divided highway with two lanes in each direction separated by a 32-foot depressed grassed median and open ditch drainage and rural outside shoulders that would bypass the City of Statesboro on the north side. The proposed project would begin at the intersection of the SR 67 By/US 25 By/West Statesboro Bypass and SR 26/67/US 25/80/Northside Drive northwest of the Statesboro City Limits. The proposed project would then extend northeastward on new location for approximately 0.8 mile bridging two crossings of Belcher Branch Creek, and then turn eastward to intersect CR 581/Lake View Road north of the Statesboro City Limits, just south of CR 446/Maria Sorrell Street. The proposed project would then proceed southeastward and bridge the Central of Georgia/Norfolk Southern Railroad and CR 452/Mathews Road, and tie into SR 73/US 301 East Parrish Street at SR 73 By/US 301 By/East Statesboro Bypass, approximately 700 feet north of the Statesboro City Limits, where the proposed project would end. The proposed speed limit would be 55 miles per hour (mph) for the entire length of the proposed project and access would be partially controlled. The proposed right of way would vary from approximately 250 feet to 310 feet.

The proposed major structures would include construction of three new bridges. Two separate crossings of Belcher Branch Creek would require construction of a 41.3-foot wide by 52-foot long bridge at each location. A 366-foot long by 41.3-foot wide bridge would be constructed to cross the Central of Georgia/Norfolk Southern Railroad track and CR 452/Mathews Road.

Logical Termini

The proposed North Statesboro Bypass project corridor, beginning at the intersection of US 25/80/SR 26/67/Northside Street with the US 25 By/SR 67 By/West Statesboro Bypass and ending at US 301/SR 73/East Parrish Street at US 301 By/SR 73 By/East Statesboro Bypass, has logical termini. The western terminus is logical because it would connect to the existing Statesboro Bypass to the west. The eastern terminus is logical because it would connect to the existing US 301 By/SR 73 By/East Statesboro Bypass. The traffic wishing to travel east-west on the north side of the City of Statesboro must negotiate the congested city center. Therefore, the proposed bypass project would relieve west-east bound traffic on the city streets and provide a more free-flowing corridor around the congested center of the City of Statesboro.

Existing and Projected Traffic Conditions

Level of Service is a measurement of traffic flow. A LOS “A” describes completely free-flow conditions, where the operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. A LOS “B” represents reasonably free flow, and speeds at the free flow speed are generally maintained, where the effects of minor incidents and point breakdowns are still easily absorbed. A LOS “C” indicates that traffic flow is stable but driver comfort and convenience are declining. A LOS “D” is the level at which speeds begin to decline slightly with increasing flows. A LOS “E” describes operation at or near capacity. A LOS “F” describes breakdowns in vehicular flow. The 2007 Existing Average Annual Daily Traffic (AADT) volumes are not available for this project as this facility does not currently exist. The 2015 (Build Year) AADT and 2035 (Design Year) traffic volumes are projected to increase to 7,650 vehicles per day (vpd) and 13,850 vpd, respectively, between the intersections with SR 73/US 301/East Statesboro By and SR 73/US 301/West Statesboro By. Truck traffic is estimated to account for 26% of total traffic volume for this project in 2015 (Build Year) and is expected to remain at 26% by 2035 (Design Year). The “Build” Level of Service (LOS) would be A in both 2015 (Build Year) and 2035 (Design Year). “No Build” LOS was not calculated for either 2015 (Build Year) or 2035 (Design Year). See Table 1, Traffic Volumes and Level of Service Data; Table 2, Traffic Volumes for Intersections; and Table 3, Truck Traffic Volumes at Intersections.

Traffic analysis indicates that existing traffic conditions in Statesboro are expected to increase through 2035. Currently, motorists wishing to travel east-west on the north side of the City of Statesboro must travel into the center of the City, and then travel north on either SR 26/67US 25/80/Northside Street or SR 73/US 301/East Parrish Street. As traffic volumes increase on these corridors, congestion will continue to deteriorate. Also, travel times will continue to increase for motorists wishing to travel east-west on the north side of Statesboro. As an additional east-west travel route on the north side of Statesboro, the proposed North Statesboro Bypass would provide traffic relief to the existing travel corridors in Statesboro.

**Table 1:
 Traffic Volumes and Level of Service Data**

North Statesboro Bypass Traffic Volumes (vpd)					
	Existing (2007)	Build-Year (2015) Build	Build-Year (2015) No-Build	Design-Year (2035) Build	Design-Year (2035) No-Build
Bypass (vpd)	N/A	7,650	N/A	13,850	N/A
% Trucks	N/A	26	N/A	26	N/A
Trucks (vpd)	N/A	2,000	N/A	3,600	N/A
LOS	N/A	A	N/A	A	N/A

N/A = Not Available

Project Linkage

Along this project corridor there are other projects described below (Table 4, Adjoining Projects).

Table 4. Adjoining Projects

PROJECT NO. P.I. No.	FACILITY	LIMITS	DESCRIPTION	SCHEDULE
NH000-0068-02(020) 521800	SR 73/US 301	Fm: Packing House Road To: North of CR 445	Reconstruction/ Rehabilitation (Widening)	Eng.: 1992 ROW: Long Range Const.: Long Range
STP00-0005-05(022) 521970	SR 26	Fm: SR 67/73/US 301 To: CS 802/Lovett Street	Reconstruction/ Rehabilitation (Widening)	Eng.: 1993 ROW: 2012 Const.: Long Range
CSSTP-0006-00(091) 0006091	CS 656/East Jones Ave	At NS #620196H	Safety (Railroad Crossing Warning Device)	LUMP

Environmental Justice

The US Environmental Protection Agency (EPA) Environmental Justice Geographic Assessment Tool (<http://www.epa.gov/compliance/wherelive/ejtool.html>) was used to perform an initial analysis of the proposed project corridor’s potential impacts to minority and low income populations. This tool utilizes data from the 2000 US Census, which indicates that the Study Area minority population (3,650 persons) represents 52.2 percent of the Study Area’s total population (6,993 persons). The 2000 census data indicate that Bulloch County and the State of Georgia have minority populations of 32.1 percent (17,971 persons) and 37.3 percent (3,053,546 persons), respectively. A person describing themselves as a minority may be Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, some other race alone, or as belonging to two or more races. Further analysis indicates that the Study Area population is comprised of 47.9 percent White (3,352 persons); 50.5 percent Black or African American (3,533 persons); 0.5 percent Hispanic (38 persons); 0.5 percent Asian/Pacific Islander (33 persons); 0.0 percent American Indian (2 persons); 0.4 percent of the Study Area Population classified themselves as “Other Race” (28 persons); and 0.6 percent (45 persons) classified themselves as “Multiracial”.

According to the 2000 US Census, the percentage of the Study Area population that is below poverty level is 24.3 percent (1,696 persons). The year 2000 data indicate that Bulloch County and the State of Georgia have low-income populations of 23.1 percent (12,925 persons) and 12.6 percent (1,033,793 persons) respectively.

Land Use

Land use along the proposed project corridor consists mainly of agricultural and forestry, rural single-family residential neighborhoods and small parcels of commercial land use.

Bike and Pedestrian Facilities

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

Crash Data

Crash data were evaluated for the proposed bypass corridors, including: SR 26/67/US 25/80/Northside Street from SR 67 By/US 25/West Statesboro Bypass to SR 73/US 301/East Parrish Street; West Parrish Street from SR 26/67/US 25/80/Northside Street to SR 73/US 301/East Parrish Street; SR 73/US 301/East Parrish Street from SR 26/67/US 25/80/Northside Street to SR 73 By/US 301 By/East Statesboro Bypass; and CR 581/North Main Street/Lakeview Road from SR 73/US 301/East Parrish Street to CR 446/Maria Sorrell Street.

A three-year history of crashes for the existing main corridors serving the northern end of The City of Statesboro is shown in Table 5, Crash History in Vicinity of Proposed Project. This table provides the number of crashes and crash rates; the number of injuries and injury rates; and the number of fatalities and fatality rates per corridor per year for the years 2004 – 2006. For comparison, the statewide crash and injury rates for these respective corridor types for the years 2004 – 2006 are provided in Table 6, Statewide Crash, Injury, and Fatality Rates. All crash, injury, and fatality rates are per 100 million vehicle miles.

Table 5, Crash History in Vicinity of Proposed Project			
Crash History of SR 26/67/US 25/80/Northside Street from SR 67 By/US 25 By/West Statesboro Bypass to SR 73/US 301/North Main Street Urban Principal Arterial			
Year	Total Crashes/Crash Rate*	Total Injuries/Injury Rate*	Total Fatalities/Fatality Rate*
2004	69/643**	21/196**	0/0.00
2005	65/689**	22/233**	0/0.00
2006	62/633**	14/143**	0/0.00
Crash History of West Parrish Street from SR 26/67/US 25/80/Northside Street to SR 73/US 301/North Main Street Urban Collector Street			
Year	Total Crashes/Crash Rate*	Total Injuries/Injury Rate*	Total Fatalities/Fatality Rate*
2004	18/3,033**	8/1,348**	0/0.00
2005	19/2,884**	7/759**	0/0.00
2006	19/3,013**	1/159	0/0.00
Crash History of CR 581/North Main Street/Lakeview Road from SR 73/US 301/East Parrish Street to CR 446/Maria Sorrell Street Urban Minor Arterial Street			
Year	Total Crashes/Crash Rate*	Total Injuries/Injury Rate*	Total Fatalities/Fatality Rate*
2004	6/161	0/0.00	0/0.00
2005	15/402	2/54	0/0.00
2006	13/329	3/76	0/0.00

Crash History of SR 73/US 301/East Parrish Street from SR 27/67/US 25/80/Northside Street to SR 73 By/US 301 By/East Statesboro Bypass Urban Principal Arterial Street			
Year	Total Crashes/Crash Rate*	Total Injuries/Injury Rate*	Total Fatalities/Fatality Rate*
2004	27/644**	8/191**	0/0.00
2005	35/698**	9/179**	0/0.00
2006	43/961**	25/559**	0/0.00

* All crash, injury, and fatality rates are per 100 million vehicle miles.

** Exceeds statewide average for that year.

Table 6, Statewide Crash, Injury, and Fatality Rates			
Statewide Crash, Injury, and Fatality Rates for Urban Principal Arterials			
Year	Crash Rate*	Injury Rate*	Fatality Rate*
2004	185	61	0.41
2005	199	63	0.42
2006	200	59	0.37
Statewide Crash, Injury, and Fatality Rates for Urban Collector Streets			
Year	Crash Rate*	Injury Rate*	Fatality Rate*
2004	461	173	1.17
2005	513	190	1.34
2006	510	184	1.70
Statewide Crash, Injury, and Fatality Rates for Urban Minor Arterials			
Year	Crash Rate*	Injury Rate*	Fatality Rate*
2004	509	194	1.44
2005	554	213	1.63
2006	548	208	1.55

* All crash, injury, and fatality rates are per 100 million vehicle miles.

Analysis of the crash data for the study area major roadways for the years 2004-2006 indicates that the north-south SR 26/67/US 25/80/Northside Street corridor through Statesboro, from its intersection with the SR 67 By/US 25 By/West Statesboro Bypass to SR 73/US 301/North Main Street, accounted for approximately 50 percent of all crashes along these four corridors in the vicinity of the proposed project occurring in northern Statesboro during these years. As can be seen from the comparisons of rates on these facilities, each of the facilities far exceeded the statewide average rates for crashes (ranging from a low of 284 percent to a high of 947 percent greater than the statewide rates) and injuries (ranging from a low of 242 percent to a high of 779 percent greater than the statewide rates) for their respective roadway classifications in each of the years studied (2004-2006), with the exception of CR 581/North Main Street/Lakeview Road.

The most common types of crashes on the road segments being used to travel between the northeast and northwest portions of Statesboro were rear end and angle crashes.

When rear end accidents occur, the data indicate the roadway has a need for greater capacity. With the proposed project, there would be reduced traffic along the City of Statesboro streets by rerouting travel to the north bypass, thereby alleviating traffic volumes along these four corridors and reducing crashes.

The proposed project would provide for the completion of the Statesboro Bypass around the City Center by providing the east-west connection on the north end of the City of Statesboro, which is the only missing portion of the bypass. By providing an east-west connection to the north of the center of the City of Statesboro, traffic into the City center would be reduced. Therefore, the proposed project would help reduce crashes and improve safety and operations in the study area by providing a more efficient and safer facility for east-west traffic to the north of the City of Statesboro.

Need and Purpose

The need for the proposed North Statesboro Bypass is to complete the bypass around the City of Statesboro. The purpose is to provide an alternative transportation route for through traffic around the north side of the City of Statesboro. Completion of the final leg of a full bypass route around the City of Statesboro, would allow through travelers to avoid using the city's surface streets and encourage unimpeded traffic flow around the city, rather than continuing through town adding to congestion within the City of Statesboro. Removal of through traffic from the city's surface streets would reduce traffic volume; thereby improving or reducing the degradation of Level of Service at intersections and on surface streets within the City of Statesboro. Construction of the proposed project would assist in providing improved access and connectivity in this area of the City as well as completing the crucial, final link to a functional bypass. Additionally, the proposed project would provide linkage between two arteries within the National Highway System (US 25 and US 301) and the avoidance of intersections within Statesboro through the use of the bypass facility would provide for more efficient traffic flow for users of these two arteries.

By Pass Revised Concept

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-005-5(37)SP, Bulloch County **OFFICE** Preconstruction
P. I. No. 522830 **DATE** March 19, 2001
CWH
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION
SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Jimmy Chambers (ATTN: Ted Cashin)
Gary Priester

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-005-5(37)SP, Bulloch County
P.I. No. 522830

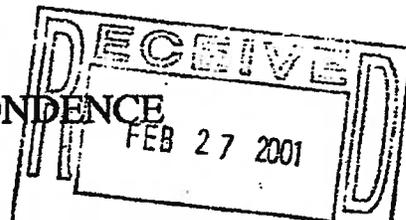
OFFICE Environment/Location

DATE February 20, 2001

FROM *HDK*
Harvey D. Keeper, State Environmental/Location Engineer

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Revised Project Concept Report - North Statesboro Bypass



Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The proposed change to the approved concept would be a revision to the alignment. The east/west section of the approved concept would be shifted north approximately 0.25 miles to avoid impacts to newly expanded boundaries of two eligible historic resources along CR 581/Lake View Rd.

The revised concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Bulloch County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Long Range in the Department's Construction Work Program.

DATE 2/23/01



State Transportation Planning Administrator

Distribution:

David Mulling
Marion Waters
Marta Rosen
Herman Griffin
Jim Kennerly
Gary Priester
Paul Liles

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The proposed project, NH-005-5(37) would involve the construction of a 3.7 mile, four lane connector route on new location from the West Statesboro Bypass to the East Statesboro Bypass in Statesboro. The proposed North Statesboro Bypass is the last remaining link to completing a bypass facility around Statesboro. Currently, 14.1 miles of a total of 17.8 miles of roadway (79%) has been constructed. The proposed North Statesboro Bypass will provide connectivity between US 25/80 and US 301 where no direct connecting road exists, thus alleviating the need for east-to-west traveling motorists to travel unnecessarily into and out of the city. Construction of the North Statesboro Bypass will assist in providing improved access and connectivity of this area of the city. US 25 is a Governor's Road Improvement Program (GRIP) route that extends from Interstate 16 to Interstate 520 in Augusta. The subject project will improve access to this GRIP route for Statesboro's industries and their employees.

Project Location: The proposed concept would be located north of the city of Statesboro in Bulloch County, approximately 0.5 miles outside the city limits between US 25/SR 67 and US 301/SR 75. The total length of the project would be 3.7 miles.

Description of the approved concept: The approved concept for NH-005-5(37) in Bulloch County is proposed to construct a multi-lane roadway that would bypass Statesboro on the north side. It would begin at the intersection of the West Statesboro Bypass and US 25/SR 67 approximately 1.2 miles northwest of the Statesboro city limits. The concept would then extend northeastward on new location for approximately 0.8 miles and then turn eastward and intersect CR 581/Lake View Rd. approximately 0.5 miles north of the Statesboro city limits. It would then proceed southeastward, bridging the Central of Georgia Railroad and CR 452, and tie into US 301/SR 75 at the East Statesboro Bypass, approximately 0.5 miles north of the Statesboro city limits, where the project would end.

The project is proposed as a four lane divided roadway, two lanes in each direction with a 32' depressed grassed median and open ditch drainage. The proposed right-of-way would vary from 250 feet to 310 feet throughout the project. The speed design is 55 mph, and access would be partially controlled.

PDP Classification: Major/Construction on new location

Full Oversight (), Exempt (X), SF (), Other ()

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2003	AADT: 5650 - 5950	Year: 2023	AADT: 10600 - 11150

PRELIMINARY COST ESTIMATE

Office of Environment/Location

March 2, 2001

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Typical Section(s) Used in Estimate	Typical Section Length
<input type="text" value="Rural New Location: 4-Lanes with 32 ft Divided Median"/>	<input type="text" value="3.9"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE *		W(FT)	L(FT)	UNIT COST	TOTAL
			S/G/R	W/N				
1	Bridge over Central of Georgia Railr	2	R	N	41.3	366.0	70.00	2,116,000
2	Bridge over Belcher Branch Sta. 302	2	S	N	41.3	52.0	54.00	232,000
3	Bridge over Belcher Branch Sta. 388	2	S	N	41.3	52.0	54.00	232,000
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

NO	LOCATION	TYPE	SIZE	L(FT)	UNIT COST	TOTAL
		S/D/T/Q	W x H (FT)			
1						
2						
3						
4						
5						
6						
7						

3. Walls

NO	LOCATION	TYPE	H(FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						

MAJOR STRUCTURES SUBTOTAL \$ 2,580,000

Typical Section

Rural New Location: 4-Lanes with 32 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
377,730 CY	2.00	755,000
41970 CY	9.00	378,000
360,700 CY	5.00	1,804,000
3.9 MI	87,826	343,000
GRADING AND DRAINAGE SUBTOTAL		\$3,280,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	70,011 TN	13.05	914,000
1 1/2" (165 LB/SY)	11,326 TN	34.55	391,000
3" (330 LB/SY)	22,651 TN	34.54	782,000
4" (440 LB/SY)	24,161 TN	34.62	836,000
	13,049 GL	0.82	11,000
	0 LF	9.39	0
	0 MI	42,000	0
BASE AND PAVING SUBTOTAL			\$3,227,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
3.9 MI	35,652	139,000
104 AC	6,000	624,000
3.9 MI	58,184	227,000
3.9 MI	97,000	378,000
3.9 MI	19,321	75,000
3.9 MI	83,478	326,000
LUMP ITEM SUBTOTAL		\$1,769,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
8,130 LF	10.11	82,000
16 EA	435.59	7,000
0 MI	300,000.00	0
MISCELLANEOUS SUBTOTAL		\$89,000

SPECIAL FEATURES

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 32 ft Divided Median	\$2,122,000

PROJECT COST	
A. MAJOR STRUCTURES	\$2,580,000
B. GRADING AND DRAINAGE	\$3,280,000
C. BASE AND PAVING	\$3,227,000
D. LUMP ITEMS	\$1,769,000
E. MISCELLANEOUS	\$89,000
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	\$10,945,000
E. & C. (10%)	\$1,095,000
INFLATION 2 yrs @ 5 % per yr	\$1,234,100
GRAND TOTAL CONSTRUCTION COST	\$13,274,000

RECOMMENDED REVISION

Northside School

OLIFF HILL
777 RD.

Hodges Ch.

BEGIN PROJECT

APPROVED CONCEPT

Mitchell
Riadon Rd.

NORFOLK

Emerson Electric Co.

END PROJECT

Westside Ch.



SCALE IN MILES



LOCATION

STRIP MAP

NH-005-5(37)
NORTH STATESBORO BYPASS
BULLOCH COUNTY

PL# 522830

SOURCE: GENERAL HIGHWAY MAP, BULLOCH CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1956

Bypass Original Concept

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-005-5(37) Bulloch County **OFFICE** Preconstruction
P. I. No. 522830
CWH **DATE** September 5, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION
SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/ej

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
Gary Priester

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE NH-005-5(37) Bulloch County **OFFICE** Preconstruction
P.I. No. 522830
DATE August 17, 2000

FROM 
Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project comprises the North Statesboro Bypass from US 25/SR 67 at the West Statesboro Bypass east on new location to US 301/SR 73 at the East Statesboro Bypass for a total of 3.40 miles. The proposed North Statesboro Bypass is the last remaining link to completing a bypass facility around Statesboro. The proposed project will provide connectivity between US 25/SR 80 and US 301 where no direct connecting road exists, thus alleviating the need for east to west motorists to travel unnecessarily into and out of the city. The project will assist in providing improved access and connectivity of this area of the city.

The project will begin at US 25/SR 67 at the West Statesboro Bypass and extend northeastward on new location for approximately 0.8 mile. From there, the alignment will proceed eastward on new location and cross Lake View Road at-grade approximately 0.5 mile north of Statesboro city limits. It will then proceed southeastward bridging the Central of Georgia Railroad with two, 38' x 366' bridges and continue to the north end of the East Statesboro Bypass. The proposed typical section is a four lane rural roadway with a 32' depressed grassed median on a variable 250'-310' of proposed right-of-way.

The base year traffic (2003) varies from 5,560 - 5,950 VPD and the design year traffic (2023) varies from 10,600 - 11,150 VPD. Access will be partially controlled with a speed design of 55 MPH. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; 1 residence displaced; possible historic resources impacted; a public hearing will be held; time saving procedures are not appropriate.

J. Tom Coleman, Jr.
Page 2

NH-005-5(37) Bulloch
August 18, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$9,691,000	\$8,310,000	LR	LR
Right-of-Way	\$ 818,000	\$ 972,000		
Utilities*	---	---		

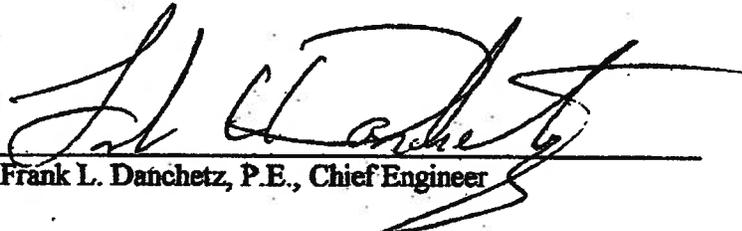
*LGPA to be sent.

I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR



Frank L. Danchetz, P.E., Chief Engineer

APPROVE



J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-005-5(37) Bullock
P.I. Number 522830

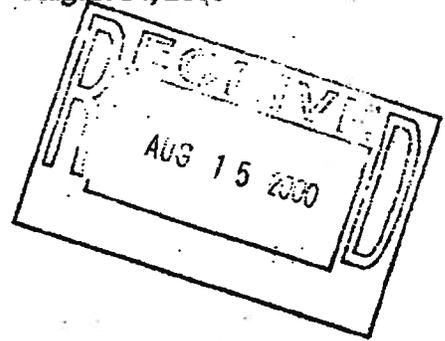
OFFICE: Atlanta, Georgia

DATE: August 14, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted August 14, 2000 by the letter from Harvey D. Keeper dated August 11, 2000, and have no comment.

The costs for the project are:

Construction	\$8,009,000
Inflation	\$ 801,000
E&C	\$ 881,000
Reimbursable Utilities	\$?
Right of Way	\$ 818,000

DTM

c: Harvey Keeper

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

NH-005-5(37)SP
BULLOCH COUNTY
P.I. NO. 522830

Federal Route No.: N/A

Date of Report: July 26, 2000

State Route No.: N/A

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

RECOMMENDATION FOR APPROVAL

Date

8/11/00

[Signature]
State Environmental/Location Engineer

Date

Project Review Engineer

Date

State Road and Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Jesup

Date

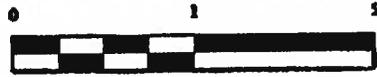
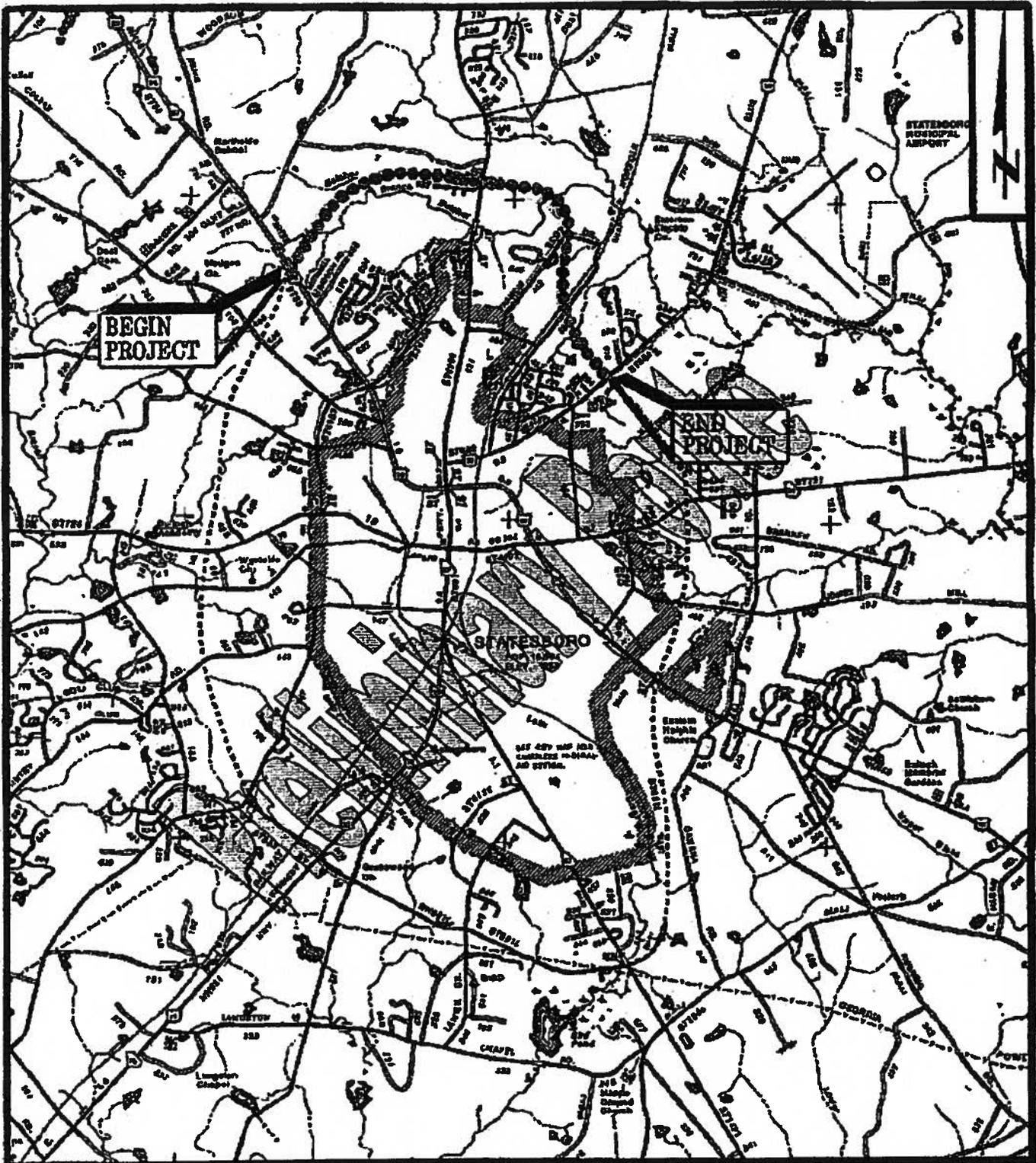
State Bridge & Structural Design Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Engineer



SCALE IN MILES



GEORGIA
LOCATION

6/7/00
STRIPMAP

NE-005-5(87)
NORTH STATESBORO BYPASS
BULLOCH COUNTY
P.L.# 522830

SOURCE: GENERAL HIGHWAY MAP, BULLOCH CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1986

PROJECT CONCEPT REPORT

PROJECT NUMBER: NH-005-5(37), Bulloch Co.

PROJECT LOCATION AND DESCRIPTION

NH-005-5(37), known as the North Statesboro Bypass, begins at the intersection of the West Statesboro Bypass and US 25/SR 67 in Bulloch County. The proposed alignment travels east to the intersection of US 301/SR 73 and the East Statesboro Bypass. The proposed typical section is a four-lane rural roadway with a 32' depressed grass median with open ditch drainage on right-of-way that would vary from 250' to 310'. At the beginning, the concept would extend north-eastward on new location for approximately 0.8 mile from the end of the existing West Statesboro Bypass at US 25/SR 67. The project would proceed eastward on new location and cross Lake View Rd. at grade approximately 0.5 mile north of Statesboro City limits. It would then proceed southeastward bridging the Central of Georgia Railroad and continue to the north end of the east Statesboro Bypass. The total length of the project is 3.4 miles.

TRAFFIC

CURRENT

PROJECTED

YEAR	AADT	YEAR	AADT
2003	5650 - 5950	2023	10600-11150

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

Major / Construction on New and Existing Location

Rural Principal Arterial

NON-CA ()

CA ()

EXEMPT ()

N/A (X)

NEED AND PURPOSE

The proposed project, NH-005-5(37) involves the construction of 3.40 miles, four lane connector route on new location from the West Statesboro Bypass to the East Statesboro Bypass in Statesboro. The proposed North Statesboro Bypass is the last remaining link to completing a bypass facility around Statesboro. Currently, 14.1 miles of a total of 17.5 miles of roadway (81 %) has been constructed. The proposed North Statesboro Bypass will provide connectivity between US 25/80 and US 301 where no direct connecting road exists, thus alleviating the need for east-to-west traveling motorists to travel unnecessarily into and out of the city. Construction of the North Statesboro Bypass will assist in providing improved access and connectivity of this area of the city. US 25 is a Governor's Road Improvement Program (GRIP) route that extends from the Interstate 16 to Interstate 520 in Augusta. The subject project will improve access to this GRIP route for Statesboro's industries and their employees.

EXISTING ROADWAY

TYPICAL SECTION:	N/A	RIGHT-OF-WAY WIDTH N/A
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
N/A	N/A	N/A

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
N/A	N/A	N/A	N/A	N/A

HAZARD INDEX: 1.75 w/Gates; 2.69 w/B & L

PROPOSED ROADWAY

NEW LOCATION

TYPICAL SECTION 4-12 ft. lanes w/32 ft. Depressed-Grassed Median

DESIGN SPEED	MINIMUM DEGREE OF CURVE		MAX. GRADE	
55 mph	ALLOWABLE	4°30'	ALLOWABLE	4.00%
	PROPOSED	3°30'	PROPOSED	4.00%

* Estimated Max. Grade

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
2 parallel bridges over Central of Georgia Railroad	366'	45' 38" - full

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies 250' to 310'	Approximately parcels 15	RES.: 1	BUS.: 0	M.H.: 2

TYPE OF ACCESS CONTROL: Partially Controlled

COORDINATION

CONCEPT TEAM MEETING DATE: May 26, 2000

PERMITS REQUIRED: C.O.E. 404 (Approx. 24.70 acres of Delineated Wetlands).

P.A.R. MEETING: October 13, 1999

LEVEL OF PUBLIC INVOLVEMENT: A public hearing will be held.

TIME SAVING PROCEDURES APPROPRIATE: No.

OTHER PROJECTS IN THE AREA: EDS-555(6) – West Statesboro Bypass, STP-068-1(36)LP – East Statesboro Bypass

LOCAL GOVERNMENT COMMITMENTS: No information yet

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing roads.

ENVIRONMENTAL CONCERNS Wetlands/ 4 eligible Historic resources.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment.

UNDERGROUND STORAGE TANKS: Investigation requested at Concept Team Meeting 5/26/00

HAZARDOUS WASTE SITES: Investigation requested at Concept Team Meeting 5/26/00

DESIGN VARIATIONS REQUESTED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERTICAL GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZONTAL CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

ALTERNATIVES CONSIDERED

1. An alternative closer to town was considered, but it would have possibly impacted the county landfill, caused additional impacts to wetlands, required property from a historic resource and possibly impacted a county wetland mitigation site.
-

ESTIMATED COST

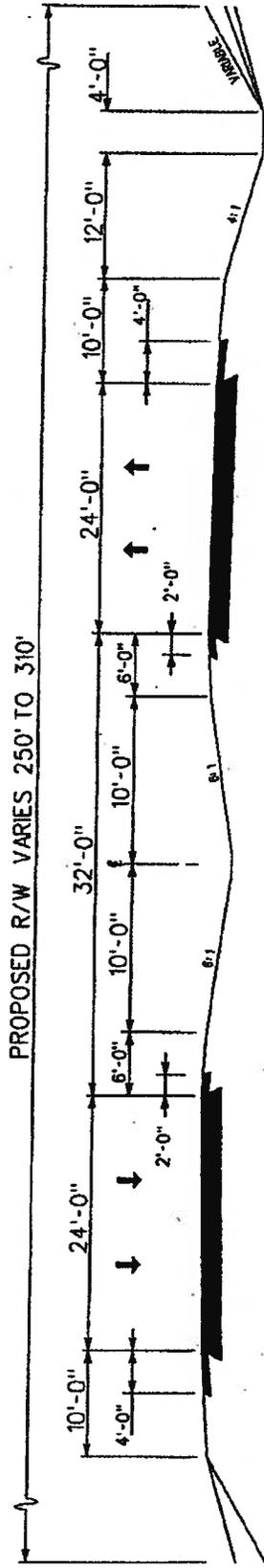
CONSTRUCTION:	\$ 8,009,000	RIGHT-OF-WAY:	\$ 818,000
E & C (10%):	\$ 801,000	ACQUIRED BY:	No information yet
INFLATION:	\$ 904,000	UTILITIES:	No information yet
(2 yrs at 5% per yr):		ADJUSTED BY:	No information yet
TOTAL CONST COST:	\$ 9,714,000		

COMMENTS

The 32' grassed median, is proposed to be in compliance with the agreement between the Department and federal resources for reducing impacts to wetlands.

ATTACHMENTS: Typical Section, Cost Estimate and Concept Team Meeting Minutes.

PREPARED BY: Scott Tolar, CSE II



NORTH STATESBORO BYPASS
 NH-005-5(37)
 BULLOCH COUNTY

NOT TO SCALE

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 522830

DATE: 06-16-2000

PROJECT NO: NH-005-5(37)SP

PROJECT NAME: North Statesboro Bypass

COUNTY: BULLOCH

PROJECT DESCRIPTION:

North Statesboro Bypass -- extends from the west

Statesboro Bypass to the East Statesboro Bypass.

PROJECT LENGTH: 3.400 MILES

SECTION LENGTH: 3.400 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAVT)

PROPOSED R / W = 250 ft

EXISTING ROADWAY (If Applicable):

New Location

TRAFFIC:

INITIAL DESIGN YEAR: 2003

DAILY VOLUME (AADT): 5,650

FINAL DESIGN YEAR: 2023

DAILY VOLUME (AADT): 10,600

COMMENTS:

New Location

PREPARED BY: Scott Tolar

PROJECT COSTS

RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	\$ 290,000
2. DISPLACEMENTS	\$ 130,000
3. OTHER COST	\$ 398,000
SUBTOTAL	\$ 818,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 0
SUBTOTAL	\$ 0

C. MAJOR STRUCTURES

1. WALLS	\$ 0
<hr/>	
2. BRIDGE STREAM CROSSING	\$ 0
<hr/>	
3. BRIDGE OVER/UNDERPASS Bridge over Central of Georgia Railroad	\$ 1,678,000
<hr/>	
4. BOX CULVERTS	\$ 0
<hr/>	
SUBTOTAL	\$ 1,678,000

D. GRADING AND DRAINAGE

1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL 128,205 CY @ \$2.00	\$ 256,000
<hr/>	
b. UNCLASSIFIED EXCAVATION ROCK 14,000 CY @ \$9.00	\$ 126,000
<hr/>	
c. BORROW EXCAVATION 229,600 CY @ \$5.00	\$ 1,148,000
<hr/>	

2. DRAINAGE

a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 3.400 MILES @ \$82,080	\$ 279,000
<hr/>	
b. CURB AND GUTTER 0 LF @ \$9.80	\$ 0
<hr/>	

SUBTOTAL \$ 1,809,000

PROJECT COSTS

cont.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$ 1,000,000
12.00" -- 77,553 T @ \$12.89	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 362,000
1.50" -- 10,322 T @ \$35.05	
b. ASPHALTIC CONCRETE "B"	\$ 461,000
2.00" -- 13,763 T @ \$33.50	
c. ASPHALTIC CONCRETE BASE	\$ 747,000
4.00" -- 22,021 T @ \$33.93	
d. BITUMINOUS TACK COAT	\$ 9,000
10,348 G @ \$0.84	
3. CONCRETE PAVING	\$ 0
4. OTHER PAVING	\$ 329,000
SUBTOTAL	\$ 2,908,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 20,000
2. CLEARING AND GRUBBING	\$ 484,000
103 ACRES @ \$4,700	
3. LANDSCAPING	\$ 173,000
3.400 MILES @ \$51,000	
4. EROSION CONTROL	\$ 163,000
3.400 MILES @ \$48,000	
5. DETOURS (Including Temporary Bridges)	\$ 0
SUBTOTAL	\$ 840,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$ 126,000
3.400 MILES @ \$37,000	
2. GUARDRAIL	\$ 100,000
6,800 LF @ \$10.88 + 16 Anchors @ \$1,632.38	
3. OTHER	\$ 548,000
3.400 MILES @ \$161,100	
SUBTOTAL	\$ 774,000

H. SPECIAL FEATURES

\$ 0

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	\$ 818,000	\$ 241,000
B. REIMBURSABLE UTILITIES	\$ 0	\$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 1,678,000	
D. GRADING AND DRAINAGE	\$ 1,809,000	
E. BASE AND PAVING	\$ 2,908,000	
F. LUMP ITEMS	\$ 840,000	
G. MISCELLANEOUS	\$ 774,000	
H. SPECIAL FEATURES	\$ 0	
SUBTOTAL CONSTRUCTION COST	\$ 8,009,000	\$ 2,356,000
E. & C. (10%)	\$ 801,000	
INFLATION 2 yr(s) @ 5% per year	\$ 904,000	
TOTAL CONSTRUCTION COST	\$ 9,714,000	\$ 2,857,000
<hr/>		
GRAND TOTAL CONSTRUCTION COST	\$ 10,532,000	\$ 3,098,000

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-005-5(37)SP
Bulloch County

OFFICE Environment/Location

P.I. No. 522830

DATE May 30, 2000

FROM Scott Tolar, CSE II, Location Engineer

TO Distribution Below

SUBJECT CONCEPT TEAM MEETING MINUTES

Date/Time: Friday, May 26, 2000; 1:30 P.M.

Place: Round Room of the Office of Environment/Location

Attending: Kirk Tatum - Bulloch County; Steve Yost - Planning; David Studstill, Jerry Hobbs, Scott Tolar, Matt Sanders, Lisa Westberry, Mary Mitchell, Kerry Davis - GDOT Environment/Location

The meeting was opened by Jerry Hobbs who gave a brief description of the project. The project was then described in detail by Scott Tolar.

NH-005-5(37), known as the North Statesboro Bypass, begins at the intersection of the West Statesboro Bypass and US 25/SR 67 in Bulloch County. The proposed project travels east to the intersection of US 301/SR 73 and the East Statesboro Bypass. The proposed typical section is a four-lane rural roadway with a 32' depressed grass median with open ditch drainage on right-of-way that would vary from 250' to 310'. At the beginning, the concept would extend north-eastward on new location for approximately 0.8 miles. It would then turn eastward proceed on new location intersecting Lake View Rd. approximately 0.5 miles north of Statesboro City limits. From there the concept would proceed southeastward bridging the Central of Georgia Railroad and continue to the north end of the east Statesboro Bypass at US 301. The length of the project is 3.4 miles.

After review of the concept, the following comments were made:

Bulloch Co.

Comment (Tatum): What determines if a structure is historic?

Response (Mary Mitchell): A structure is considered historic when it meets certain criteria. Ex: 50 years of age; has some significant impact in history;

Comment (Tatum): Who pays for the project?

Response (Studstill): The County is generally asked to pay for the utilities of the project and the Department of Transportation will cover the remainder of the cost for the project.

Comment (Tatum): What will be the next stage in developing a concept?

Response (Hobbs): A Concept Report will be written and once the Environmental Assessment document has been cleared by the resource agencies. A public hearing will be held.

Comment (Tatum): When is a public meeting to be scheduled?

Response (Tolar): A public information meeting may be scheduled with-in a year.

Comment (Tatum): The citizens are questioning the need for this project.

Response (Hobbs): The county asked the department to look at an alternative to complete the loop around Statesboro.

Assignments/Miscellaneous

SWT/swt

Distribution: Wayne Hutto
Wouter Gulden/Attn: Warren Bailey
Herman Griffin/Attn: Meg Pirkle
Jim Kennerly
Paul Liles
Marta Rosen/Attn: Steve Yost
Marion Waters/Attn: Ken Estes
Bobby Mustin
David Mulling
Dudley Ellis
David Meshberger
Buddy Gratton
Bascombe Hughes
Gail D'avino
Gary D. Priester/Jesup District
Luke Cousins
Susie Knudson
Rowe Bowen/Attn: Bob Entorf/Attn: Laurie Cotton

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION**

PROJECT CONCEPT REPORT

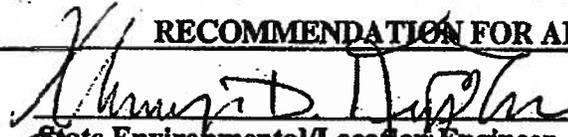
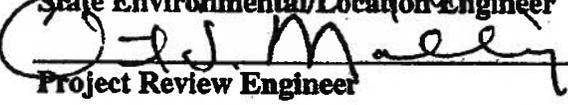
NH-005-5(37)SP BULLOCH COUNTY P.I. NO. 522830

Federal Route No.: N/A

Date of Report: July 26, 2000

State Route No.: N/A

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

RECOMMENDATION FOR APPROVAL	
<u>8/11/00</u> Date	 State Environmental/Location Engineer
<u>8/14/00</u> Date	 Project Review Engineer
_____ Date	_____ State Road and Airport Design Engineer
_____ Date	_____ State Traffic Operations Engineer
_____ Date	_____ District Engineer/Jesup
_____ Date	_____ State Bridge & Structural Design Engineer
_____ Date	_____ State Transportation Planning Administrator
_____ Date	_____ State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

NH-005-5(37)SP
BULLOCH COUNTY
P.I. NO. 522830

Federal Route No.: N/A

Date of Report: July 26, 2000

State Route No.: N/A

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

RECOMMENDATION FOR APPROVAL	
<u>8/11/00</u> Date	<u><i>[Signature]</i></u> State Environmental/Location Engineer
_____ Date	_____ Project Review Engineer
_____ Date	_____ State Road and Airport Design Engineer
_____ Date	_____ State Traffic Operations Engineer
_____ Date	_____ District Engineer/Jesup
<u>8/15/00</u> Date	<u><i>[Signature]</i></u> State Bridge & Structural Design Engineer
_____ Date	_____ State Transportation Planning Administrator
_____ Date	_____ State Transportation Programming Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-005-5(37)/Bulloch County
P.I. No. 522830

Office: Traffic Operations
Atlanta, Georgia

Date: August 16, 2000

From:  G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of the North Statesboro Bypass. Beginning at the intersection of the West Bypass and US 25/SR 67 it continues in an easterly direction ending at the intersection of the East Bypass and US 301/SR 73. The total length of the project is 3.4 miles. This project is the last section of connection and will complete the bypass facility around Statesboro.

The proposed typical section consists of four lanes, two in each direction, with open ditches and divided by a 32 foot depressed grassed median. The speed design will be 55mph. Construction will also include two parallel bridges over the Central of Georgia Railroad.

In concurrence with the interim "Median Design Guidelines", issued by Frank Danchetz's office, we recommend a 44 foot depressed median. OK POSITIVE BARRER SYSTEM

We request conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and traffic operations for motorist along US 25/80, US 301 and the surrounding area of the City of Statesboro.

J.D.O.
8/21/00

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler

James A. Kennerly, State Road and Airport Design Engineer

Attention: Mike Bolden

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

NH-005-5(37)SP
BULLOCH COUNTY
P.I. NO. 522830

Federal Route No.: N/A

Date of Report: July 26, 2000

State Route No.: N/A

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RECOMMENDATION FOR APPROVAL	
<u>8/11/00</u> Date	<u>[Signature]</u> State Environmental/Location Engineer
_____ Date	_____ Project Review Engineer
_____ Date	_____ State Road and Airport Design Engineer
<u>8/17/00</u> Date	<u>[Signature]</u> State Traffic Operations Engineer
_____ Date	_____ District Engineer/Jesup
_____ Date	_____ State Bridge & Structural Design Engineer
_____ Date	_____ State Transportation Planning Administrator
_____ Date	_____ State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

NH-005-5(37)SP
BULLOCH COUNTY
P.I. NO. 522830

Federal Route No.: N/A

Date of Report: July 26, 2000

State Route No.: N/A

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

RECOMMENDATION FOR APPROVAL	
<u>8/11/00</u> Date	<u><i>[Signature]</i></u> State Environmental/Location Engineer
_____ Date	_____ Project Review Engineer
_____ Date	_____ State Road and Airport Design Engineer
_____ Date	_____ State Traffic Operations Engineer
<u>8/17/00</u> Date	<u><i>[Signature]</i></u> District Engineer/Jesup
_____ Date	_____ State Bridge & Structural Design Engineer
_____ Date	_____ State Transportation Planning Administrator
_____ Date	_____ State Transportation Programming Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

NH-005-5(37)SP
BULLOCH COUNTY
P.I. NO. 522830

Federal Route No.: N/A
State Route No.: N/A

Date of Report: July 26, 2000

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

RECOMMENDATION FOR APPROVAL

8/11/00
Date

[Signature]
State Environmental/Location Engineer

8/14/00
Date

[Signature]
Project Review Engineer

Date

State Road and Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Jesup

Date

State Bridge & Structural Design Engineer

8-21-00
Date

[Signature]
State Transportation Planning Administrator

Date

State Transportation Programming Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

NH000-0005-05(037), BULLOCH COUNTY

P. I. NUMBER 522830

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

Date of Location and Design Approval:

Project NH000-0005-05(037) would be located north of the City of Statesboro in Bulloch County, approximately 0.5 miles outside the city limits between SR 26/US 80/West Statesboro Bypass and SR 73/US 301/East Statesboro Bypass, approximately 700 feet north of the Statesboro City Limits, where the proposed project would end.

The purpose is to provide an alternative transportation route for east-west through traffic around the north side of the City of Statesboro. The proposed construction would improve connectivity, operation, and safety along this facility.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

C. R. Jackson, Area Engineer
E-mail: clajackson@dot.ga.gov
Georgia Department Of Transportation
U. S. Hwy 301 N
Statesboro, Georgia 30458
(912) 871-1108

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

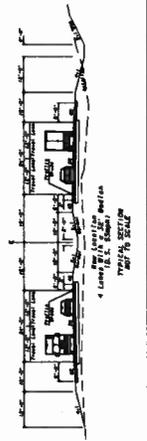
Aghdas S. Ghazi, P.E.
Project Manager
Office of Program Delivery
E-mail: aghazi@dot.ga.gov
Georgia Department of Transportation
One Georgia Center
630 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
(912) 271-7027

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.



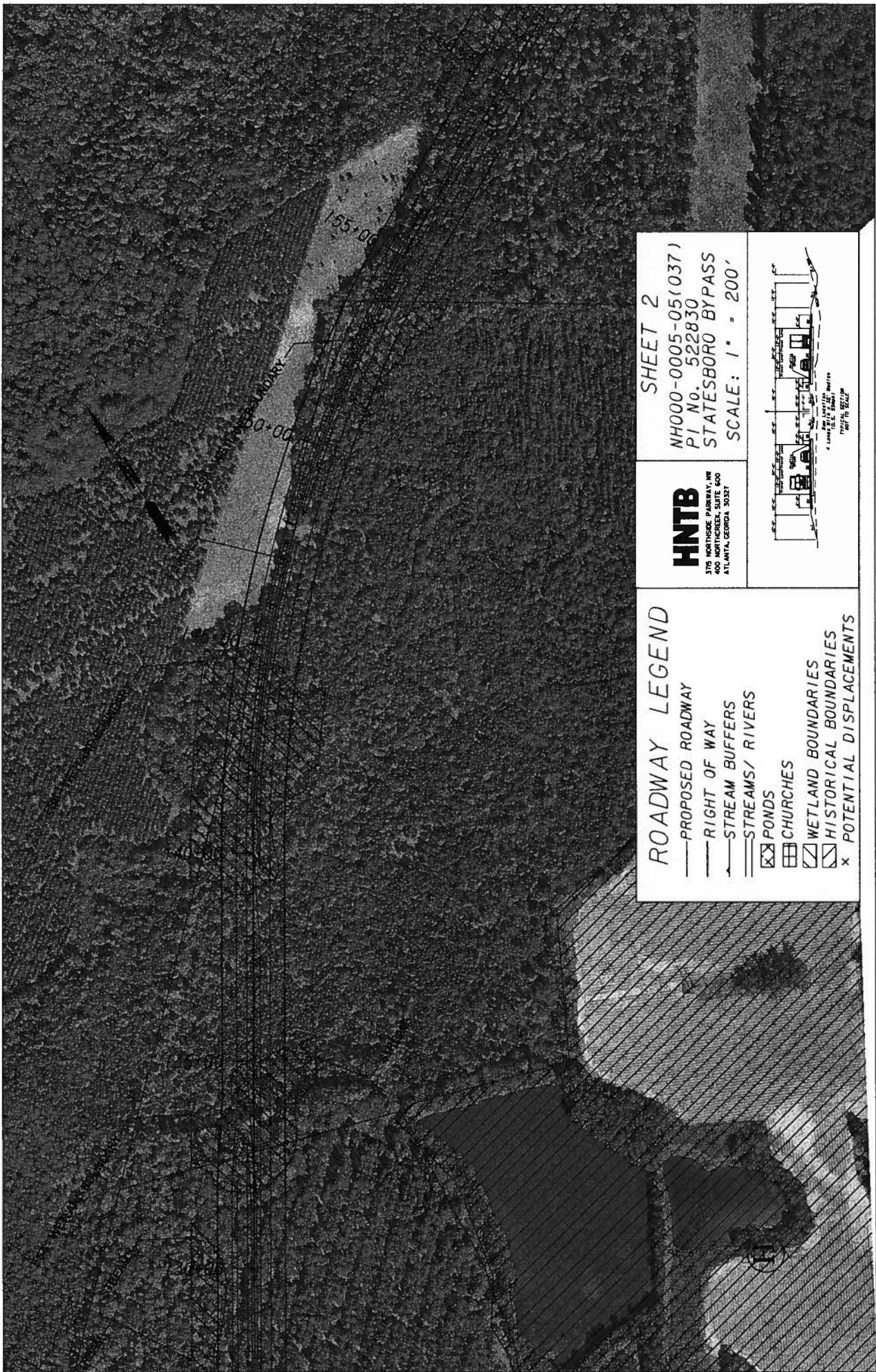
SHEET 1
 NH000-0005-05 (037)
 PI No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHSIDE PARKWAY, NW
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327



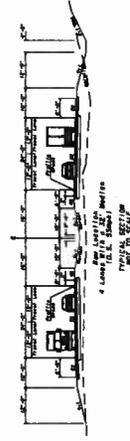
ROADWAY LEGEND

- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS / RIVERS
- ☒ PONDS
- ☒ CHURCHES
- ☒ WETLAND BOUNDARIES
- ☒ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS



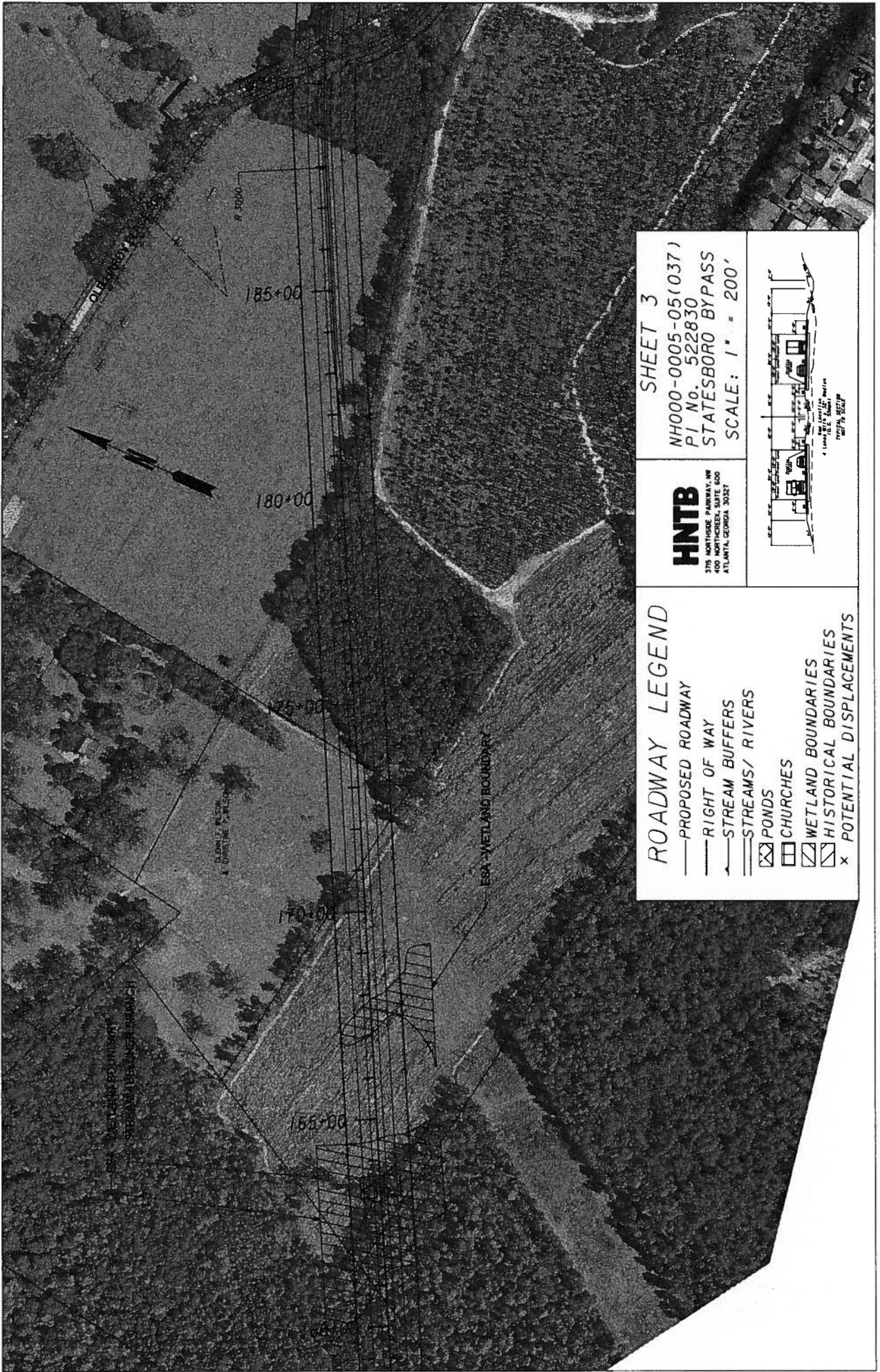
SHEET 2
 NH000-0005-05(037)
 PI No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHSIDE PARKWAY, NE
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327



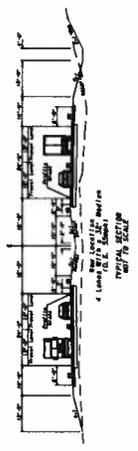
ROADWAY LEGEND

- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS/ RIVERS
- ☒ PONDS
- ☒ CHURCHES
- ☒ WETLAND BOUNDARIES
- ☒ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS



SHEET 3
 NH000-0005-05 (037)
 PI No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHSIDE PARKWAY, NW
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327



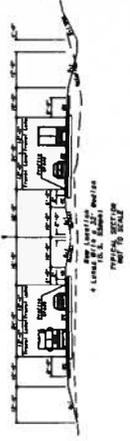
ROADWAY LEGEND

- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS/ RIVERS
- ▨ POND
- ▩ CHURCH
- ▧ WETLAND BOUNDARIES
- ▨ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS



SHEET 4
 NH000-0005-05(037)
 PI No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHSIDE PARKWAY, NW
 400 NORTHSIDE, SUITE 600
 ATLANTA, GEORGIA 30327



ROADWAY LEGEND

- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS/ RIVERS
- ☒ PONDS
- ☒ CHURCHES
- ☒ WETLAND BOUNDARIES
- ☒ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS



<p>HNTB 375 NORTHOIDE PARKWAY, NW 400 NORTHOIDE, SUITE 600 ATLANTA, GEORGIA 30327</p>	<p>ROADWAY LEGEND</p> <ul style="list-style-type: none"> — PROPOSED ROADWAY — RIGHT OF WAY — STREAM BUFFERS — STREAMS/ RIVERS ☒ PONDS ☒ CHURCHES ☒ WETLAND BOUNDARIES ☒ HISTORICAL BOUNDARIES x POTENTIAL DISPLACEMENTS
<p>SHEET 5 NH000-0005-05(037) PI No. 522830 STATESBORO BYPASS SCALE: 1" = 200'</p>	<p>PLAN VIEW 1" = 200'</p>



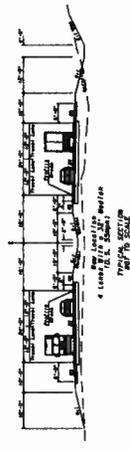
ROADWAY LEGEND

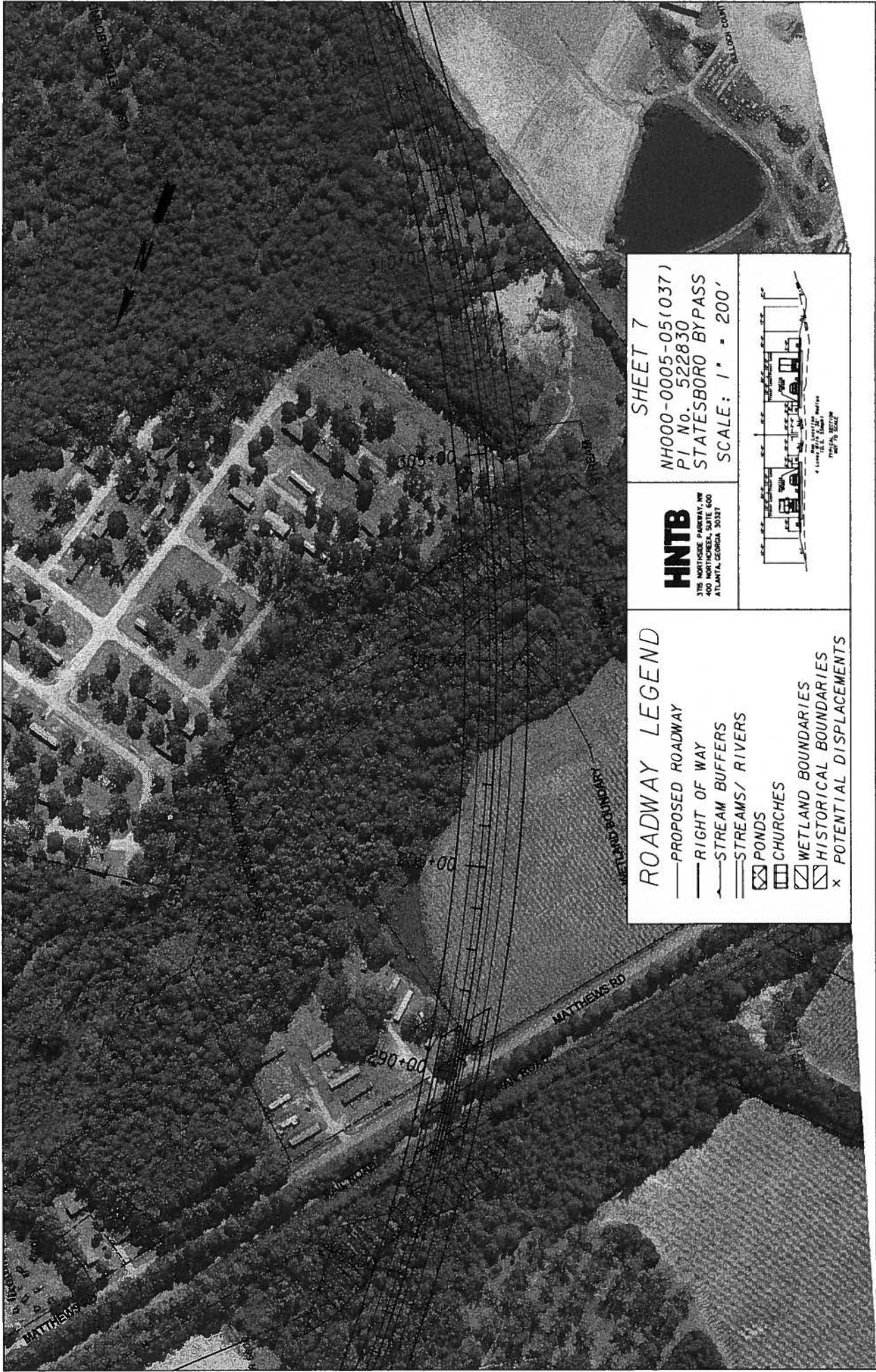
- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS/ RIVERS
- ☒ PONDS
- ☒ CHURCHES
- ☒ WETLAND BOUNDARIES
- ☒ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS

SHEET 6

NH000-0005-05 (037)
 P/I No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

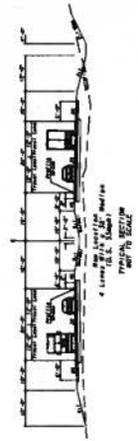
HNTB
 375 NORTHSIDE PARKWAY, NW
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327





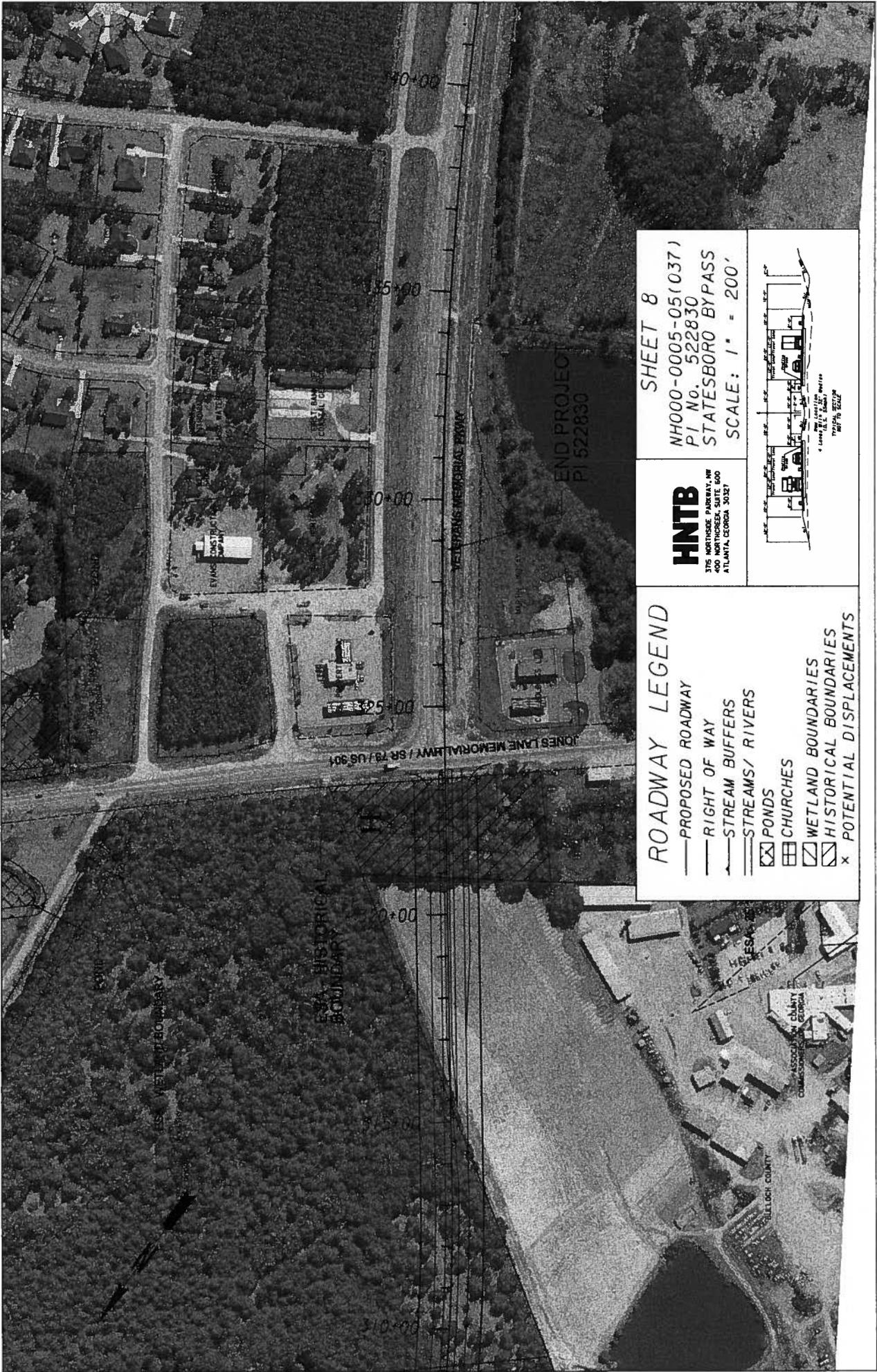
SHEET 7
 NH000-0005-05 (037)
 P I No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHOSE PARKWAY, NW
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327



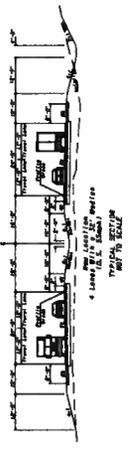
ROADWAY LEGEND

- PROPOSED ROADWAY
- RIGHT OF WAY
- STREAM BUFFERS
- STREAMS/ RIVERS
- ☐ PONDS
- ☐ CHURCHES
- ☐ WETLAND BOUNDARIES
- ☐ HISTORICAL BOUNDARIES
- x POTENTIAL DISPLACEMENTS



SHEET 8
 NH000-0005-05 (037)
 PI No. 522830
 STATESBORO BYPASS
 SCALE: 1" = 200'

HNTB
 375 NORTHSIDE PARKWAY, NW
 400 NORTHCREEK, SUITE 600
 ATLANTA, GEORGIA 30327



ROADWAY LEGEND

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