

What is this project and why is it needed?

Background:

- SR 26/US 80 is a two-way, two-lane, rural highway and the only connection between Tybee Island and the mainland.
- US 80 is designated as a hurricane evacuation route and also as a future bikeway by the Coastal Region (CORE) Metropolitan Planning Organization (MPO).
- The proposed project has been the subject of studies for more than 20 years. The CORE MPO's recent US 80 Bridges Replacement Study.

Need:

- Travel between Tybee Island and the mainland is limited during traffic incidents, spring and summer weekends, and special events due to the lack of turn lanes and emergency access on SR 26/US 80. Flooding during seasonal high tides also has required periodic closing of the highway.

Why is the environmental process required?

Any transportation project with federal funds or involvement on federal lands such as Fort Pulaski must meet many regulations. Our studies are underway to take care of these requirements and determine the alternative that can meet them most effectively in the shortest schedule to deliver the needed improvements while protecting valuable resources. Regulations include:

National Environmental Policy Act of 1969

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Land Acquisition)

Section 106, National Historic Preservation Act of 1966

Executive Order 11990 and Section 404 of Clean Water Act (Wetlands and Water Quality)

Executive Order 11898 on Floodplains

Section 7 of Endangered Species Act

Magnuson-Stevens Reauthorization Act of 2006 (Essential Fish Habitat)

Section 4(f) of Department of Transportation Act

Clean Air Act of 1990 as amended

Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR, Part 772)

- Lazaretto Creek Bridge is structurally deficient and needs to be replaced.

Proposed Project:

The existing bridges are proposed to be replaced with new bridges 52 feet wide with two 12-foot travel lanes, 10-foot shoulders on each side, and 10-foot barrier separated bike/ped accommodations on the north side. The proposed roadway would include two 12-foot lanes with 12-foot shoulders (10-foot paved) on both sides. While the alignment currently depicts the roadway construction on the north side, minor shifts may be determined to minimize overall environmental impacts. Left- and right-turn lanes would be added at the McQueen's Island Trailhead, Fort Pulaski entrance, and Lazaretto Creek Boat Ramp. A 10-foot multi-use trail with an 8-foot grassed buffer is proposed to connect to the McQueen's Island Trailhead and to connect the proposed trail on Tybee Island to the McQueen's Island Trail at Fort Pulaski.

Concept Alternatives:

Alternatives were developed through an investigation of the current project conditions, review of the previous GDOT and MPO studies, and environmental surveys. During concept development, multiple bridge placement alternatives were considered. The displays

View more information online at:

<http://www.dot.ga.gov/BuildSmart/Projects/Pages/SR26US80.aspx>

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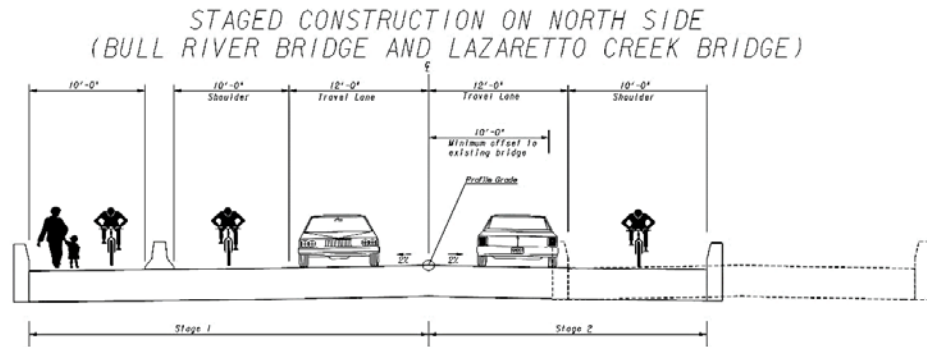
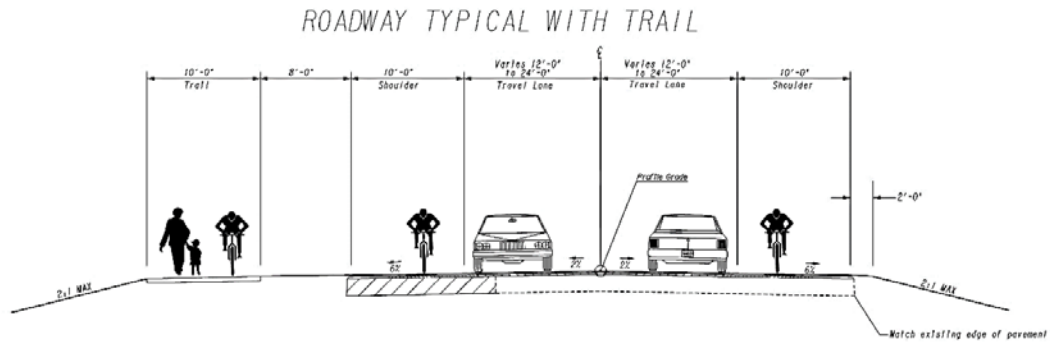
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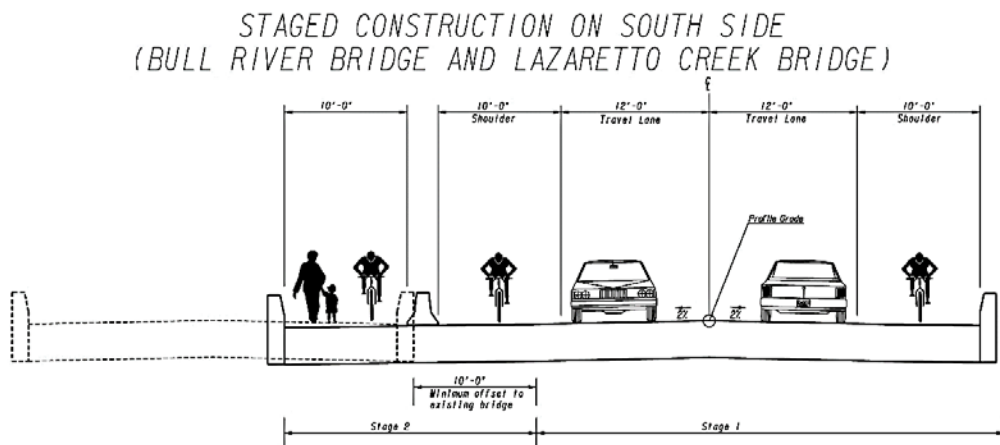
show both north and south alternatives at each bridge location. The current layouts propose constructing the new bridges in stages as described below:

1. Maintain traffic on the existing bridges and construct 36 feet of the new bridge.
2. Shift traffic to the constructed portion of the new bridges and remove the existing bridges.
3. Construct the remainder of the new bridges, shift the traffic to the permanent lanes and construct the pedestrian barrier on the bridges.

Proposed Typical Sections:



*Stage 1: Construct bridge left of centerline with traffic on exist bridge.
Stage 2: Shift traffic to now bridge, remove old bridge, and construct right side of new bridge.*

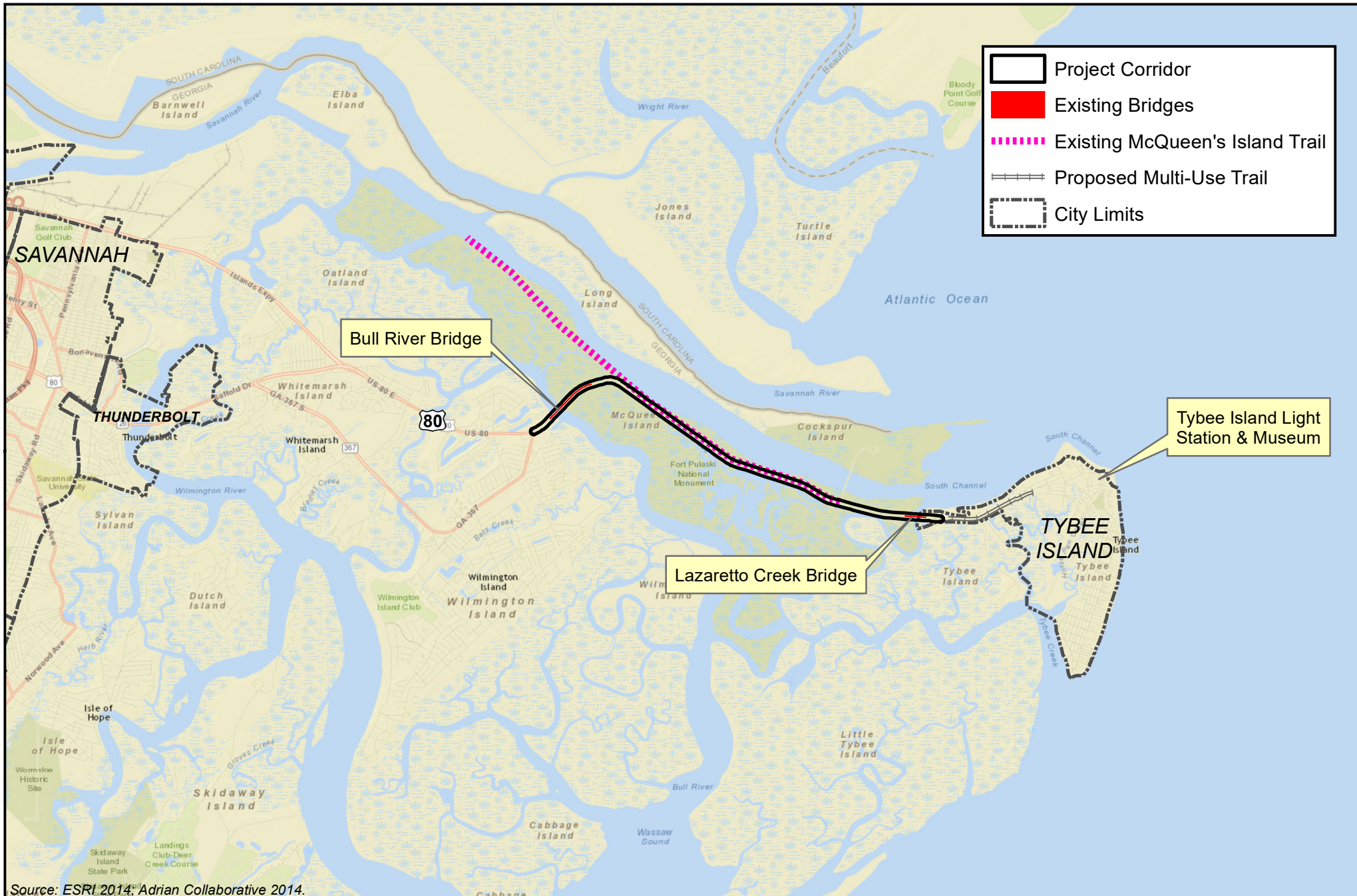


*Stage 1: Construct bridge as shown with traffic on exist bridge (min. 35').
Stage 2: Shift traffic to new bridge, remove old bridge, and construct left side of new bridge.*

Next Steps:

The alternatives will be studied for engineering and environmental issues to determine the best overall layout that can meet federal regulations. In addition to the environmental concerns, a hydraulic analysis of the corridor will be conducted in the next phase of the project. The study will determine the extent of tidal flooding, the need for any raising of the road grade, and if so, to what elevation. We will keep stakeholders and the general public informed of progress. Once a draft environmental document (Environmental Assessment) is ready, a public hearing will be held in a similar format to share the findings and request additional comments before a final decision on the preferred alternative is made for approval by FHWA. The right-of-way and final design processes then can occur.





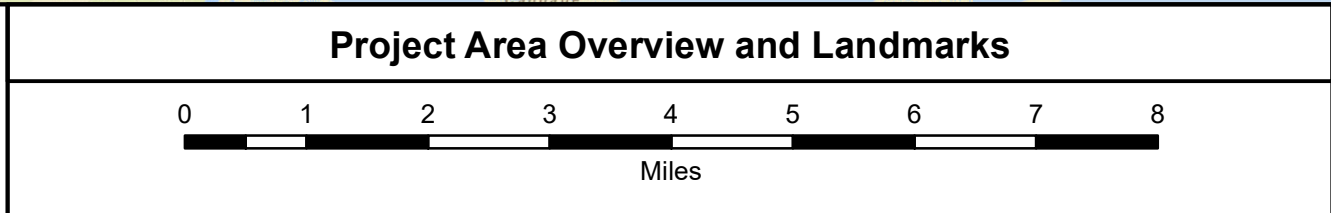
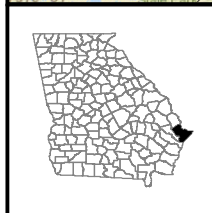
	Project Corridor
	Existing Bridges
	Existing McQueen's Island Trail
	Proposed Multi-Use Trail
	City Limits

Bull River Bridge

Lazaretto Creek Bridge

Tybee Island Light Station & Museum

Source: ESRI 2014; Adrian Collaborative 2014.



PI No. 0010560
 Chatham County
 SR 26/US 80 @ Bull River
 and Lazaretto Creek