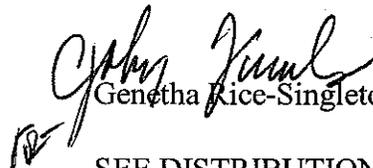


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006431, Richmond County **OFFICE** Preconstruction
CSSTP-0006-00(431)
Widening of SR 56 from CR 17/Bennock Mill Road -
To CR 1516/Old Waynesboro Road **DATE** April 21, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Tony Collins
George Brewer
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006431, Richmond County
CSSTP-0006-00(431)
Widening of SR 56 from CR 17/Bennock Mill Road
To CR 1516/Old Waynesboro Road

OFFICE: Preconstruction

DATE: April 15, 2008

John Kumb
ra-1
FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct SR 56 from CR 17/Bennock Mill Road to CR 1516/Old Waynesboro Road for a total of 4.68 miles. Existing SR 56 is primarily a four lane roadway with no median for the vast majority of the corridor. Within the project limits, short segments consist of four lanes with a 14' flush median exists from 2300' north of Brown Road north to Doug Bernard Road and from Old Waynesboro Road to the end of the project. The four year crash data for this project includes 295 total crashes with 165 total injuries and 10 fatalities (3 in both 2003 and 2004 and 2 in both 2005 and 2006). The majority of crashes were rear end collisions and angle collisions. The purpose of this project is to improve operational conditions on SR 56 and control left turn movements to and from connecting streets. The posted speed is 55 MPH along this route. The functional classification, within the project limits, is urban minor arterial. The 2006 Average Daily Traffic (ADT) of 12,200 vehicles per day (VPD) on SR 56 within the project area is projected to increase to 35,240 by year 2032.

The proposed project will provide four, 12' lanes with a 24' raised median and 10' rural shoulders (6.5' paved) for the entire project length. The existing bridges over Spirit Creek and Little Spirit Creek will be widened to accommodate the median. The bridge over Spirit Creek will be widened an additional 12' to provide a right turn lane onto Brown Road. A traffic signal is proposed at the Doug Bernard Parkway intersection. A design exception is required for the realignment of Country Place Drive; the short tangents between curves do not allow for superelevation transitions. Traffic will be maintained via staging during construction.

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$17,067,000	\$ 12,024,000	L230S	LR
Right-of-way	\$8,275,000	\$ 500,000	L230S	2009
Utilities*	-0-			

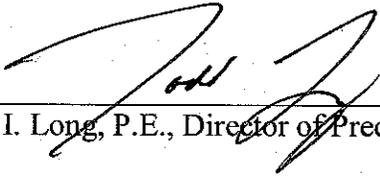
*PFA sent 1-17-07 requesting Augusta/Richmond do utilities, 20% PE, 20% right-of-way and 20% construction.

I recommend this project concept be approved.

GRS: JDQ

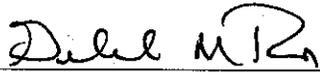
Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Consultant Design
PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(431)
County: Richmond
P.I. Number: 0006431

Federal Route Number: None
State Route Number: 56

*See Project location sketch on page 2.
SR 56 from CR 17/Bennock Mill Rd. to CR 1516/Old Waynesboro Rd.*

Recommendation for approval:

Date of Report: March 12, 2008

DATE 3/17/08

Michael Miller
Project Manager

DATE 3-17-08

Michael Miller
State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 3-18-08

State Environmental/Location Engineer
Paul Bell

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Consultant Design
PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(431)

County: Richmond

P.I. Number: 0006431

Federal Route Number: None

State Route Number: 56

*See Project location sketch on page 2.
SR 56 from CR 17/Bennock Mill Rd. to CR 1516/Old Waynesboro Rd.*

Recommendation for approval:

Date of Report: March 12, 2008

DATE 3/17/08

Ali Dell
Project Manager

DATE 3-17-08

Michael Hester
State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

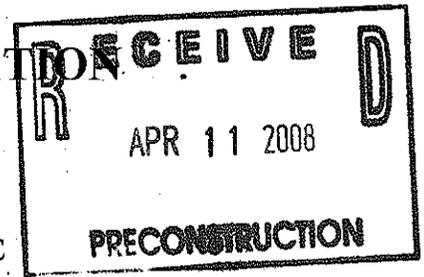
DATE _____

Project Review Engineer

DATE 3/28/08

Paul V. Selzer Jr.
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

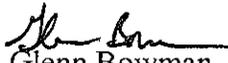


INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006431

OFFICE: Environment/Location

DATE: April 9, 2008

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

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**
CSSTP-0006-00(431) / Richmond County
SR 56 from CR 17/Bennock Mill Rd. to CR 1516/Old Waynesboro Rd.

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

1. Several known historic resources are located along SR 56 (also, see comments under Environmental Concerns in the Concept Report)
2. Public Involvement – The concept report will need to state that a Public Hearing Open House will also be required.
3. Ten (10) months for an EA/FONSI is extremely aggressive. The current management directive Right of Way date is June 2010 which ideally places the Environmental approval date at December 2009. We believe December 2009 is a more realistic schedule assuming special studies get underway quickly.

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

GB/lc

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Babes Abubakari
Paul Liles
Kent Sager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(431)

County: Richmond

P.I. Number: 0006431

Federal Route Number: None

State Route Number: 56

See Project location sketch on page 2.
SR 56 from CR 17/Bennoch Mill Rd. to CR 1516/Old Waynesboro Rd.

Recommendation for approval:

Date of Report: March 12, 2008

DATE 3/17/08

Michael Miller
Project Manager

DATE 3-17-08

Michael Miller
State Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 4/9/08

John Brown
State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge & Structural Design Engineer

Liles, Paul

From: Alexander, Nicoe
Sent: Monday, March 17, 2008 2:42 PM
To: Quarles, Johnny
Cc: Rice-Singleton, Genetha; Alexander, Angela; Simpson, Jamie; Bowman, Glenn; Golden, Keith; Summers, Brian; Liles, Paul; Collins, Tony; Haithcock, Michael; Abubakari, Babs
Subject: 0006431
Attachments: 0006431 Report 080317 Concept (for Submittal).pdf

Mr. Quarles,

✓ original

The attached revised concept report for the above referenced PI # is submitted for approval. If you have any questions, feel free to contact me at the number below.

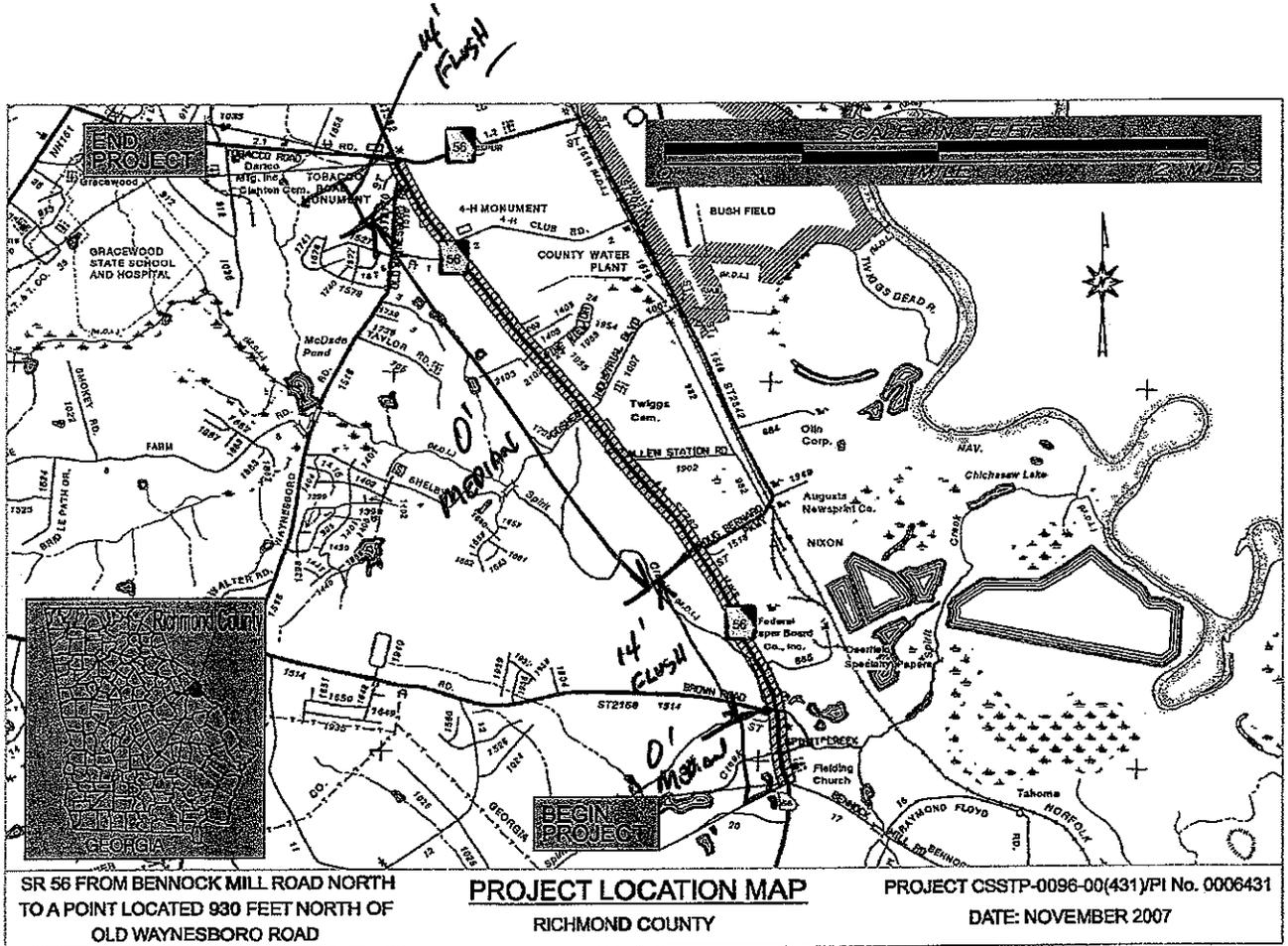
Nicoe Alexander

Nicoe Alexander
Design Group Manager
Office of Consultant Design
No. 2 Capitol Square
Atlanta, GA 30334-1002
(404) 463-6135
(404) 463-6136 (fax)

Concept Report Page 2
Project Number: CSSTP-0006-00(431)
P.I. Number: 0006431
County: Richmond

Project: CSSTP-0006-00(431), PI No. 0006431

**Description: SR-56 From CR 17/Bennock Mill Rd. to CR 1516/Old Waynesboro Rd.
Richmond County**



NEED AND PURPOSE

Roadway Conditions

Existing SR-56 (Mike Padgett Highway) is primarily a four-lane roadway with no median from CR 17/Bennock Mill Rd. to approximately 2,300 feet north of Brown Rd. From this point, SR-56 is a four-lane roadway with a 14 foot flush median to Doug Barnard Pkwy. SR-56 is a four-lane undivided roadway with no paved shoulders between Doug Barnard Pkwy and Old Waynesboro Rd. SR-56 transitions from a four-lane roadway to a four-lane roadway with a 14 foot flush median as it approaches the intersections of Doug Barnard Pkwy and Old Waynesboro Rd. SR-56 is a four-lane roadway with a 14 foot flush median north of Old Waynesboro Rd.

Accident Data

The four-year accident data for this segment includes 295 total accidents with 165 total injuries and 10 fatalities (3 in both 2003 and 2004 and 2 in both 2005 and 2006). In 2006, the statewide average accident rate on comparable roads was 2.42 times the accident rate on this segment of SR 56. The majority of accidents were rear end collisions; the second most frequent type of accident was angle collisions.

Project Justification

The proposed project will improve the safety of SR-56 by providing a new roadway with shoulders and a raised median between CR 17/Bennock Mill Rd. and Old Waynesboro Rd. By constructing the raised median, it is expected that the number of accidents will decrease as a result of the elimination of the four-lane undivided roadway.

Description of the proposed project: Project CSSTP-0006-00(431) consists of widening and reconstructing existing SR-56 to include four 12-foot travel lanes and a 24-foot raised median with 10-foot outside shoulders for a distance of approximately 4.68 miles from CR 17/Bennock Mill Rd. (MP 5.34) to approximately 930 feet north of Old Waynesboro Rd. (MP 10.02) in Richmond County. The proposed project also involves signal timing, shoulder, and drainage improvements between Old Waynesboro Rd. and the northern project terminus approaching Tobacco Rd.

Logical Termini

The proposed southern terminus of Project CSSTP-0006-00(431) is the existing intersection of CR 17/Bennock Mill Rd. The northern terminus is Old Waynesboro Rd. and ties in to the existing roadway approximately 930-feet north of the intersection. The termini are logical because the proposed project is between a roadway consisting of a five-lane typical section.

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

PDP Classification: Major Minor

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

Functional Classification: *Urban Minor Arterial*

Concept Report Page 4
Project Number: CSSTP-0006-00(431)
P.I. Number: 0006431
County: Richmond

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

State Route Number(s): 56

Traffic (ADT):

Current Year: (2006) 27,200

Design Year: (2032) 35,240

Existing design features:

- Typical Section: Two 12-foot travel lanes in each direction with 6-foot grassed rural shoulders and open ditches.
- Posted Speed: 55 mph Maximum degree of curvature: 1° 30' 00.0"
- Maximum grade: 5.5% Mainline 12% Driveways
- Width of right of way: 100-175 ft.
- Major structures: 96 ft 3-span bridge @ Little Spirit Creek (Structure ID 245-0030-0)
180 ft 6-span bridge @ Spirit Creek (Structure ID 245-0031-0)
- Major intersections along the project:
 - CR 17/ Bennock Mill Rd (*unsignalized*)
 - Brown Rd (*unsignalized*)
 - Doug Bernard Pkwy (*unsignalized*)
 - Goshen Road /Goshen Industrial Boulevard (*signalized*)
 - Old Waynesboro Rd (*signalized*)
 - Tobacco Rd (*signalized*)
- Existing length of roadway segment: 4.68 miles

Proposed Design Features:

- Typical section(s): Four 12' travel lanes and a 24' raised median and 10' shoulders with 6' 6" being paved.
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum grade Mainline: 5.5% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: 4% Maximum grade allowable: 11%
- Proposed Maximum grade Driveway: 12%
- Proposed Maximum degree of curve: 3.5 Maximum degree allowable: 5.0
- Right of Way
 - Width: Varies 160'-200'
 - Easements: Temporary(X), Permanent (), Utility (), Other ().
 - Type of access control: Full(), Partial (), Permit (X), Other ().
 - Number of parcels: 126
 - Number of displacements: 8; 4 Commercial, 4 Residential

- Structures:

- Bridges: The existing bridges over Spirit Creek and Little Spirit Creek will be widened to accommodate the median. The bridge over Spirit Creek will be widened an additional 12 feet to provide a right turn lane onto Brown Rd. travelling southbound on SR 56. Additionally, the bridge over Spirit Creek will be widened asymmetrically to the west to accommodate the horizontal alignment between the two structures. Both bridges were constructed to the present 4-lane undivided section in 1986. ✓

- Walls: Gravity walls will be used where the height of the wall does not exceed those shown on the GDOT standard 9031-L. If a gravity wall cannot be used, a reinforced concrete wall will be designed to current GDOT detail specifications. Due to the proximity of existing residential structures and environmental resources to the roadway, some retaining walls may be required to avoid displacements and encroachments. These locations will be identified and retaining walls designed during the preliminary design phase. ✓

- Major intersections: A signal is proposed at the Doug Bernard Parkway intersection.
- Traffic control during construction: Traffic will be maintained during construction and coordinated with design staging decisions.
- Design Exceptions to controlling criteria anticipated:

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

* Realignment of Country Place Dr to align with proposed median opening at Pineview Dr does not meet AASHTO criteria for horizontal alignment without superelevation. The short tangent section between curves (R=144' along the ~480 FT length of Country Place Dr does not allow for superelevation transitions.

- Design Variances: None

ENVIRONMENTAL CONCERNS

Historical Sites

Historic records research found no previously recorded National Register or Historic Places (NRHP) listed sites within the potential effect (APE) for the proposed project. Three (3) eligible resources have

been identified within the APE. The resources include the Lovett House and farm, the Davis Ranch House and farm, and the Dickerson House Sharecropper Community. The NRHP boundaries have been established for these properties. No work, including the parking of vehicles during construction, should take place within the NRHP boundaries. Descriptions of these resources and their boundaries are provided below.

- Station 192+00 thru 207+00; The Lovett House and farm. The Lovett House and farm includes 67.7 acres of land located south and immediately adjacent to existing SR-56 right-of-way. Contributing elements to the Lovett House and farm include the house, associated outbuildings, and farmland within the existing property boundaries. The NRHP boundary located in front of the house extends beyond the existing property boundary and into the existing SR-56 right-of-way for an approximate distance of 240-feet to include landscape features considered contributing elements on the slope and top of the slope of the roadside ditch.
- Station 223+20 thru 229+00; The Davis Ranch House and farm. The Davis Ranch House and farm includes 57.7 acres of land located south and immediately adjacent to existing SR-56 right-of-way. Contributing elements to the David Ranch House and farm include the house, several associated outbuildings, and farmland within the existing property boundaries. The NRHP boundary extends beyond the existing property boundary and into the existing SR-56 right-of-way for an approximate distance of 277-feet to include landscape features considered contributing elements on the top of the slope of the roadside ditch.
- Station 230+00 to 248+00; The Dickerson House Sharecropper Community. The sharecropper community includes 21.1 acres of land located north and immediately adjacent to existing SR-56 right-of-way. Contributing elements to the community include at least four (4) distinct residences and several associated outbuildings. The NRHP boundary encompasses several small parcels to the east, west and north of the community. The community's southern NRHP boundary is located within the existing SR-56 right-of-way along the existing edge of pavement for an approximate distance of 626-feet.

Archaeological Impacts

Archaeological records research found no previously recorded NRHP listed or potentially eligible sites within the APE for the proposed project.

Relocations

Unknown at this time.

Neighborhoods

Several neighborhoods are located within the APE for the proposed project including the South Atlantic Subdivision, Pineview Subdivision, Country Place Subdivision, Coleman Park Subdivision, and the Miracle Mile Subdivision.

Special Interest Groups

To date, no special interest groups have been identified for the proposed project.

Context Sensitive Design

Context sensitive design will be consistently evaluated during the early development phases of the project.

Cemeteries

No marked cemeteries are located within the APE for the project. A marker for the historic Twiggs Cemetery is located in the southern quadrant of the intersection of SR-56 and Goshen Road / Goshen Industrial Boulevard. The marker indicates the cemetery is located approximately 300 yards northeast from SR-56 along Goshen Industrial Boulevard. It is anticipated that the project will not impact any cemeteries.

Parks and Recreation

No public parks or recreation facilities are located within the APE for the proposed project.

Wetlands and Streams, including PAR's

The proposed project is located entirely within Hydrologic Unit Code (HUC) unit 03060106, Middle Savannah Watershed. It is anticipated that the project will impact less than 0.5 acre total of wetland/open water and/or 300 linear feet of stream at any single crossing. It is also anticipated that the project will impact less than 10 acres of wetland/open water and 1,500 feet of stream within the Middle Savannah HUC unit. The proposed project will not impact a U.S. Army Corps of Engineers' approved mitigation sites and as a result, an Individual Permit / Practical Alternatives Report (PAR) will not be necessary for Project CSSTP-0096-00(431). Seven (7) wetland sites were identified within the APE. Three (3) stream sites were identified within the APE for the project.

Threatened and Endangered Species (USFWS & GaDNR)

The US Fish and Wildlife Service and the Georgia Department of Natural Resources currently lists fifteen (16) species of plants and animals as protected or endangered within Richmond County, Georgia. The species are listed below. "US" = Federally Protected, Candidate or Partial Status species. "GA" = Georgia Protected Species.

<u>ANIMALS - RICHMOND COUNTY</u>		
Genus & Species	Common Name	Status
<i>Haliaeetus leucocephalus</i>	Bald Eagle	US
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	US
<i>Mycteria americana</i>	Wood Stork	US
<i>Gopherus polyphemus</i>	Gopher Tortoise	GA
<i>Fusconaia masoni</i>	Atlantic Pigtoe Mussel	GA

<u>PLANTS - RICHMOND COUNTY</u>		
Genus & Species	Common Name	Status
<i>Aster georgianus</i>	Georgia Aster	US
<i>Fothergilla gardenii</i>	Dwarf Witch-alder	GA
<i>Elliottia racemosa</i>	Georgia Plume	GA
<i>Nestronia umbellula</i>	Indian Olive	GA
<i>Scutellaria ocmulgee</i>	Ocmulgee Skullcap	GA
<i>Sarracenia psittacina</i>	Parrot Pitcher Plant	GA

Concept Report Page 8
 Project Number: CSSTP-0006-00(431)
 P.I. Number: 0006431
 County: Richmond

<i>Stylisma pickeringii</i>	Morning-Glory	GA
<i>Ceratiola ericoides</i>	Rosemary	GA
<i>Hymenocallis coronaria</i>	Shoals Spider-lily	GA
<i>Astragalus michauxii</i>	Sandhill Milk-vetch	GA
<i>Sarracenia rubra</i>	Sweet Pitcher-Plant	US

The Georgia Department of Natural Resources Wildlife Resources Division (Ga. DNR) currently lists one (1) Georgia protected species occurring within three-miles of the SR 56 project study area. The Ga. DNR also lists two (2) additional species as species of concern that may occur within three-miles of the project. The state protected and species of concern are listed below. "GA" = Georgia Protected. "SOC" = Species of Concern.

<u>PLANTS – KNOWN TO OCCUR WITHIN 3-MILES OF STUDY AREA</u>		
Richmond County, Georgia		
Genus & Species	Common Name	Status
<i>Astragalus michauxii</i>	Sandhill Milk-vetch	GA

<u>ANIMALS – KNOWN TO OCCUR WITHIN 3-MILES OF STUDY AREA</u>		
Richmond County, Georgia		
Genus & Species	Common Name	Status
<i>Etheostoma fricksium</i>	Savannah Darter	SOC
<i>Ambystoma tigrinum tigrinum</i>	Eastern Tiger Salamander	SOC

The proposed project is not anticipated to impact any state, federal, candidate or state listed species of concern.

Erosion and Sediment Control / Water Quality

No State listed 303(d) water bodies are located within the APE for the project. Localized temporary water quality impacts will be minimized during construction by the use of Best Management Practices (BMPs).

Air Quality

No impacts anticipated. The project is located in an area designated as being in attainment for ozone and PM 2.5.

Noise

Several noise sensitive land uses (residences, etc) are located within the APE for the proposed project. Most of these land uses are also located in close proximity to existing SR-56. As a result, it is anticipated

that noise impacts will occur at isolated receivers within the project study area. It is also anticipated that abatement will not be reasonable or feasible.

Possible Permits Required

- U.S. Army Corps of Engineers Section 404 - Nationwide Permit
- Federal Emergency Management Agency (FEMA)
The proposed project crosses a FEMA-designated 100-year floodplain and floodway at Spirit Creek and Little Spirit Creek. FEMA coordination will be conducted during the design phases of the project to ensure the project will not obstruct or elevate floodwaters.
- Tennessee Valley Authority (TVA)
No waters regulated by the Tennessee Valley Authority are within the APE for the proposed project.
- U.S. Coast Guard (USCG)
No navigable waters are within the APE for the proposed project. Therefore, no USCG permit will be necessary.

Underground Storage Tanks (USTs) & Leaking Underground Storage Tanks (LUSTs)

Six (6) UST sites are located within the APE. Four (4) of the UST sites are listed on the LUST list. A land use and location description for each site is provided in the following narrative. The locations of these sites are described with reference to the conceptual SR 56 alignment stationing and each UST or LUST site is illustrated on the concept mapping.

- Station 133+40 through 138+60 Heavy Equipment Sales and Repair Business – located along the south side of existing SR-56. This site is registered as a LUST site. Potential hazardous materials include metals contamination and petroleum products or other chemicals associated with machine repair including gasoline, diesel, oil, antifreeze, etc. The conceptual alternative will require additional right-of-way from this site.
- Station 222+00 through 224+00 Gas Station and Convenience Store – located along the north side of existing SR-56. This site is registered as a LUST site. Potential hazardous materials include petroleum products or other chemicals associated with gas stations including gasoline, diesel, oil, antifreeze, etc. The UST pit was observed to be located adjacent to and in front of the building. The conceptual alternative will require additional right-of-way from the UST pit and pump island.
- Station 274+80 through 277+50 Gas Station and Convenience Store – located along the south side of existing SR-56 south of the intersection of Doug Barnard Parkway. Potential hazardous materials include petroleum products or other chemicals associated with gas stations including gasoline, diesel, oil, antifreeze, etc. The UST pit was observed to be located south of the convenience store. The conceptual alternative will require additional right-of-way from this site. However, the conceptual right-of-way limits are far from the UST pit and pump islands observed at the site.
- Station 280+00 through 283+60 Gas Station and Convenience Store – located along the south side of existing SR-56 north of the intersection of Doug Barnard Parkway. This site is registered as a LUST site. Potential hazardous materials include petroleum

products or other chemicals associated with gas stations including gasoline, diesel, oil, antifreeze, etc. The UST pit was observed to be located front of the building and along the existing SR 56 right-of-way. The conceptual alternative will require additional right-of-way from the UST pit and pump island.

- Station 287+00 through 287+50 (End of Project) Gas Station and Convenience Store – Located along the North side of existing SR 56 south of the intersection of Tobacco Road. Potential hazardous materials include petroleum products or other chemicals associated with gas stations including gasoline, diesel, oil, antifreeze, etc. The UST pit was observed to be located in the parking lot in front of and south of the convenience store. The conceptual alternative will require additional right-of-way from this site in the vicinity of the UST pit.
- Station 288+00 (End of Project) Gas Station and Convenience Store - This site is registered as a LUST site. Potential hazardous materials include petroleum products or other chemicals associated with gas stations including gasoline, diesel, oil, antifreeze, etc. The UST pit was observed to be located north of the building. The conceptual alternative will not require additional right-of-way from this site.

Hazardous Waste Sites

There are twenty-one (21) potential hazardous waste sites within the APE for the proposed project. Four (4) of these sites are Resource Conservation and Reclamation Act (RCRA) registered sites. None are listed on the National Priority List database. The locations of these sites are described with reference to the conceptual SR 56 alignment stationing and each potential hazardous materials site is illustrated on the concept mapping by a triangle with a green circle.

- 77+00 through 123+00 International Paper Company Augusta Lumber Mill – This large industrial plant is located along the northern side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 121+00 through 123+00 Abandoned Gas Station – This site is located along the south side of existing SR 56 at Doug Barnard Parkway. The conceptual alternative will require additional right-of-way from this site.
- 123+00 through 127+00 Deerfield Specialty Papers – This site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 128+00 through 133+00 Cannon – This site is a RCRA site. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 135+00 through 137+50 Heavy Equipment Repair Business. This site is located along the north side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 138+00 through 144+00 Bus Sales and Repair Business. This site is located along the north side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 139+00 through 141+00 Industrial Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.

- 142+00 through 145+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 149+00 through 152+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 158+00 through 161+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 170+00 through 172+00 Gregory Poole Equipment Repair and Sales Business. The site is a RCRA site. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 172+00 through 175+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 174+00 through 175+00 Industrial Business. The site is located along the north side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 176+00 through 178+00 Industrial Business. The site is located along the north side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 178+00 through 184+00 Mechanical Maintenance Inc. This site is a RCRA site located at the intersection of Goshen Industrial Boulevard. The site is located along the north side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 184+00 Industrial Business located off of Goshen Industrial Boulevard. The conceptual alternative will not require additional right-of-way from this site.
- 199+00 through 200+00 Equipment Support Services. This site is a RCRA site located north of SR 56. The conceptual alternative will require additional right-of-way from this site.
- 119+00 through 221+00 Industrial Business. The site is located along the south side of existing SR 56. The conceptual alternative will not require additional right-of-way from this site.
- 246+00 through 248+50 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 265+00 through 266+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.
- 266+00 through 268+00 Heavy Equipment Repair and Sales Business. The site is located along the south side of existing SR 56. The conceptual alternative will require additional right-of-way from this site.

Level of environmental analysis: EA/Finding of No Significant Impact (FONSI)

Are Time Savings Procedures appropriate? Yes (), No (X),

Utility Involvements:

- o Telephone: AT&T
- o Power: GA Power, Jefferson Energy, Planter's EMC
- o Gas: Atlanta Gas Light Co.
- o Cable TV: Comcast
- o Water: Augusta Utilities

VE Study Required: Yes (X) No ()

Project Responsibilities:

- o Design: *Washington Group International, Inc.*
- o Environmental: *Volkert and Associates, Inc.*
- o Right of way acquisition: *Volkert & Associates*
- o Relocation of utilities: *Utility Companies*
- o Letting to contract: *GDOT*
- o Supervision of construction: *GDOT*
- o Providing material pits: *Construction Contractor*
- o Providing detours: *Construction Contractor*

Coordination:

- Initial Concept Team Meeting Date: April 26, 2007 (Minutes Attached)
- Concept Team Meeting Date: January 15, 2008 (Minutes Attached)
- FEMA, USCG and/or TVA: N/A
- Public involvement: Public Information Open House (PIOH) was held on November 8, 2007 at the Gracewood Community Center, 1200 Tobacco Road, Augusta, Georgia from 5 to 7 PM. (Synopsis Attached)

• **A PUBLIC HEARING OPEN HOUSE IS REQUIRED.**

Other projects in the area: N/A

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 10 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 4 Months
- Time to complete the section 404 permit: 2 Months
- Time to complete final construction plans: 24 Months
- Time to complete the purchase right-of-way: 24 Months
- Other major items that will affect project schedule: None

18 (DEC 2009)
1200
4/15/2008

Other alternates considered:

1. No Build: No action would be taken to improve the existing roadway.

2. Alternate 1: The proposed project with a 44' depressed median has been analyzed for the improvement of existing road. This type of alignment, although acceptable for rural conditions, would require a sizeable amount of right-of-way and would impact numerous existing structures. There would be displacements of not only businesses, but private residences. The additional restraints to clear the two historical sites would push the span of right-of-way out where several wooded areas would also have to be cleared. Therefore, due to environmental impacts and high costs, this alternative was eliminated from this study.

Attachments:

1. Cost Estimate
2. Typical Sections
3. Bridge Inventory
4. Minutes of Initial Concept Team Meeting
5. Minutes of Concept Team Meeting
6. PIOH Summary of Comments
7. Benefit-Cost Analysis

Estimate Report for file "STP-0006-00(431)"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	473000.00	TRAFFIC CONTROL -	473000.00
153-1300	1	EA	100000.00	FIELD ENGINEERS OFFICE TP 3	100000.00
201-1500	1	LS	2200000.00	CLEARING & GRUBBING -	2200000.00
205-0001	178757	CY	4.50	UNCLASS EXCAV	804406.50
206-0002	32245	CY	8.00	BORROW EXCAV, INCL MATL	257960.00
210-0100	1	LS	350000.00	GRADING COMPLETE -	350000.00
310-1101	17575	TN	19.00	GR AGGR BASE CRS, INCL MATL	333925.00
402-1811	10357	TN	100.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	1035719.00
402-3121	24913	TN	80.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1993091.20
402-3130	17913	TN	80.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1433040.00
402-3192	10365	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	829200.00
413-1000	31125	GL	2.00	BITUM TACK COAT	62250.26
433-1000	480	SY	152.57	REINF CONC APPROACH SLAB	73233.60
441-0016	720	SY	45.00	DRIVEWAY CONCRETE, 6 IN TK	32400.00
441-0740	41800	SY	35.00	CONCRETE MEDIAN, 4 IN	1463000.00
441-6740	48970	LF	18.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	881460.00
456-2012	10	GLM	1200.00	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	12000.00
603-7000	480	SY	5.12	PLASTIC FILTER FABRIC	2457.60
634-1200	141	EA	125.00	RIGHT OF WAY MARKERS	17625.00
641-1100	116	LF	45.00	GUARDRAIL, TP T	5220.00
641-1200	2288	LF	15.62	GUARDRAIL, TP W	35738.56
641-5001	10	EA	650.00	GUARDRAIL ANCHORAGE, TP 1	6500.00
641-5012	10	EA	1816.20	GUARDRAIL ANCHORAGE, TP 12	18162.00
643-0010	2000	LF	5.50	FIELD FENCE WOVEN WIRE	11000.00
643-8200	21702	LF	4.00	BARRIER FENCE (ORANGE), 4 FT	86808.00
Section Sub Total:					\$12,518,196.72

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0301	12	EA	2174.59	CONC SPILLWAY, TP 1	26095.08
550-1180	3848	LF	35.00	STORM DRAIN PIPE, 18 IN, H 1-10	134680.00
550-1240	345	LF	45.00	STORM DRAIN PIPE, 24 IN, H 1-10	15525.00
550-1300	356	LF	60.00	STORM DRAIN PIPE, 30 IN, H 1-10	21360.00
550-1360	75	LF	75.00	STORM DRAIN PIPE, 36 IN, H 1-10	5625.00
550-3418	56	EA	700.00	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	39200.00
550-3524	9	EA	1100.00	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	9900.00
550-3530	8	EA	1800.00	SAFETY END SECTION 30 IN, STORM DRAIN, 6:1 SLOPE	14400.00
550-3536	3	EA	2300.00	SAFETY END SECTION 36 IN, STORM DRAIN, 6:1 SLOPE	6900.00
550-4118	56	EA	656.46	FLARED END SECTION 18 IN, SIDE DRAIN	36761.76
550-4224	9	EA	772.69	FLARED END SECTION 24 IN, STORM DRAIN	6954.21
550-4230	8	EA	945.17	FLARED END SECTION 30 IN, STORM DRAIN	7561.36
550-4236	3	EA	1227.31	FLARED END SECTION 36 IN, STORM DRAIN	3681.93
603-2024	350	SY	65.00	STN DUMPED RIP RAP, TP 1, 24 IN	22750.00
603-2181	350	SY	43.64	STN DUMPED RIP RAP, TP 3, 18 IN	15274.00
603-7000	700	SY	5.12	PLASTIC FILTER FABRIC	3584.00
668-1100	5	EA	3100.00	CATCH BASIN, GP 1	15500.00
668-1110	3	LF	300.00	CATCH BASIN, GP 1, ADDL DEPTH	900.00
668-2100	28	EA	2500.00	DROP INLET, GP 1	70000.00
668-2110	12	LF	350.00	DROP INLET, GP 1, ADDL DEPTH	4200.00
668-5000	5	EA	2400.00	JUNCTION BOX	12000.00
Section Sub Total:					\$472,852.34

Section SIGNING & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1033	920	SF	18.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	16560.00
636-2070	175	LF	7.50	GALV STEEL POSTS, TP 7	1312.50
653-0120	21	EA	70.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1470.00
653-1704	204	LF	4.09	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	834.36
653-4501	33	GLM	1025.00	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	34706.50
654-1003	1400	EA	3.00	RAISED PVMT MARKERS TP 3	4200.00
Section Sub Total:					\$59,083.36

Section EROSION CONTROL-PERMANENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	139	TN	181.75	MULCH	25263.25
700-6910	31	AC	1078.25	PERMANENT GRASSING	33425.75
700-7000	62	TN	59.52	AGRICULTURAL LIME	3690.24
700-7010	77	GL	21.50	LIQUID LIME	1655.50
700-8000	6	TN	350.00	FERTILIZER MIXED GRADE	2100.00
700-8100	1550	LB	3.00	FERTILIZER NITROGEN CONTENT	4650.00
Section Sub Total:					\$70,784.74

Section EROSION CONTROL-TEMP					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	31	AC	1000.00	TEMPORARY GRASSING	31000.00
163-0240	139	TN	220.00	MULCH	30580.00
163-0300	6	EA	1732.59	CONSTRUCTION EXIT	10395.54
163-0503	4	EA	800.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	3200.00
163-0530	1600	LF	8.00	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	12800.00
163-0531	2	EA	10000.00	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	20000.00
163-0550	28	EA	271.46	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	7600.88
165-0010	4737	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	4737.00
165-0030	3200	LF	1.58	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5056.00
165-0060	2	EA	1329.73	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	2659.46
165-0101	6	EA	573.85	MAINTENANCE OF CONSTRUCTION EXIT	3443.10
167-1000	8	EA	1135.73	WATER QUALITY MONITORING AND SAMPLING	9085.84
167-1500	8	MO	1500.00	WATER QUALITY INSPECTIONS	12000.00
171-0010	4737	LF	4.00	TEMPORARY SILT FENCE, TYPE A	18948.00
171-0030	3200	LF	5.60	TEMPORARY SILT FENCE, TYPE C	17920.00
Section Sub Total:					\$189,425.82

Section MAJOR STRUCTURES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3800	347	CY	1100.00	CLASS A CONCRETE, INCL REINF STEEL	381700.00
543-9000	1	Lump Sum	276480.00	CONSTRUCTION OF BRIDGE COMPLETE-BRIDGE NO. 1	276480.00
543-9000	1	Lump Sum	777600.00	CONSTRUCTION OF BRIDGE COMPLETE-BRIDGE NO. 2	777600.00
Section Sub Total:					\$1,435,780.00

Section MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
620-0100	12000	LF	43.78	TEMPORARY BARRIER, METHOD NO. 1	525360.00
620-0200	276	LF	50.00	TEMPORARY BARRIER, METHOD NO. 2	13800.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO. 2-GOSHEN BLVD.	50000.00

647-1000	1	LS	130000.00	TRAFFIC SIGNAL INSTALLATION NO. 1-DOUG BERNARD PKWY	130000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO. 3-OLD WAYNESBORO RD.	50000.00
Section Sub Total:					\$769,160.00

Total Estimated Cost: \$15,515,282.98

Subtotal Construction Cost	\$15,515,282.98
E&C Rate 10.0 %	\$1,551,528.30
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
Total Construction Cost	\$17,066,811.28
Right Of Way	\$8,274,750.00
ReImb. Utilities	\$0.00
<hr/>	
Grand Total Project Cost	\$25,341,561.28

Preliminary Right of Way Cost Estimate

Date: May 14, 2007

Project: CSSTP-0006-00(431)

Existing/Required R/W:

Project Termini:

Project Description: SR 56 Road Widening from Doug Bernard Parkway to Old Waynesboro Road, Augusta, GA Richmond County

P.L. Number: 0006431

No. Parcels: 99

Land:

Commercial

156,447 s.f @ \$ 5.50 /s.f. = \$ 860,400

Industrial

162,093 s.f @ \$ 1.50 /s.f. = \$ 243,100

Residential

180,565 s.f @ \$ 1.00 /s.f. = \$ 180,500

Agricultural

0 s.f @ \$ /s.f. = \$ _____

TOTAL

\$ 1,284,000

Improvements:

Relocation:

7 Commercial @ \$25,000/parcel = \$ 175,000

Residential @ \$40,000/parcel = \$ _____

TOTAL

\$ 175,000

Damages:

Proximity - \$ 247,000

Consequential - \$ 315,000

Cost to Cure - \$ 140,000

TOTAL

\$ 702,000

SUB-TOTAL:

\$ 2,581,000

Net Cost \$ 2,581,000

Scheduling Contingency 55 % \$ 1,419,550

Adm/Court Cost 60 % \$ 1,548,600

Market Appreciation 40 % \$ 1,032,400

TOTAL

\$ 6,581,550

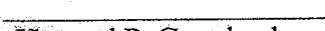
Total Cost

\$ 6,581,550

Prepared By:


R. David Bell

Approved:


Howard P. Copeland
R/W Administrator

REVISED: 12-8-06

Richmond County

<u>Highest & Best Use</u>	<u>Size (square feet)</u>	<u>Value (\$ per Sq.Ft.)</u>	<u>Sales Price</u>
Commercial	59,982	\$5.00	\$300,000
	59,677	\$5.03	\$300,000
	50,530	\$5.94	\$300,000
Residential	20,038	\$0.99	\$19,900
	50,094	\$1.04	\$52,000
	18,295	\$1.09	\$19,900
Industrial	177,725	\$1.01	\$180,000
	50,094	\$1.92	\$96,000
	179,467	\$2.23	\$400,000

RELOCATIONS

There is one commercial relocation at Station 382. This is a gas/convenience store in the acquired area.

There are four commercial relocations at Station 381. This is a strip retail center with four tenants. All of the parking will be acquired and the business will no longer be able to operate and they will have to be relocated.

There is one commercial relocation at Station 223. This is a gas/convenience store in the acquired area.

There is one commercial relocation at Station 175. This is a bar. Almost all of the parking will be acquired and the business will no longer be able to operate as a bar. It will have to be relocated.

Preliminary Right of Way Cost Estimate

Date: May 16, 2007

Project: CSSTP-0006-00(431) Part A

P.I. Number: 0006431

Existing/Required R/W:

No. Parcels: 22

Project Termini:

Project Description: SR 56 Road Widening from Doug Bernard Parkway for 1.5 miles south, Augusta, GA Richmond County

Land:

Commercial	5,000 s.f @ \$ 5.50 /s.f. = \$ 27,500	
Industrial		
Residential	391,000 s.f @ \$ 1.50 /s.f. = \$ 586,500	
Agricultural	s.f @ \$ 1.00 /s.f. = \$ _____	
TOTAL		\$ 614,000

Improvements:

\$ 20,000

Relocation:

Commercial @ \$25,000/parcel	=	\$ _____
Residential @ \$40,000/parcel	=	\$ _____

TOTAL **\$ 0**

Damages:

Proximity -	\$ _____
Consequential -	\$ 30,000
Cost to Cure -	\$ _____

TOTAL **\$ 30,000**

SUB-TOTAL: **\$ 664,000**

Net Cost		\$ 664,000
Scheduling Contingency	55 %	\$ 365,200
Adm/Court Cost	60 %	\$ 398,400
Market Appreciation	40 %	\$ 265,600

TOTAL **\$ 1,693,200**

Total Cost **\$ \$1,693,200**

Prepared By: 

Approved: Howard P. Copeland
R/W Administrator

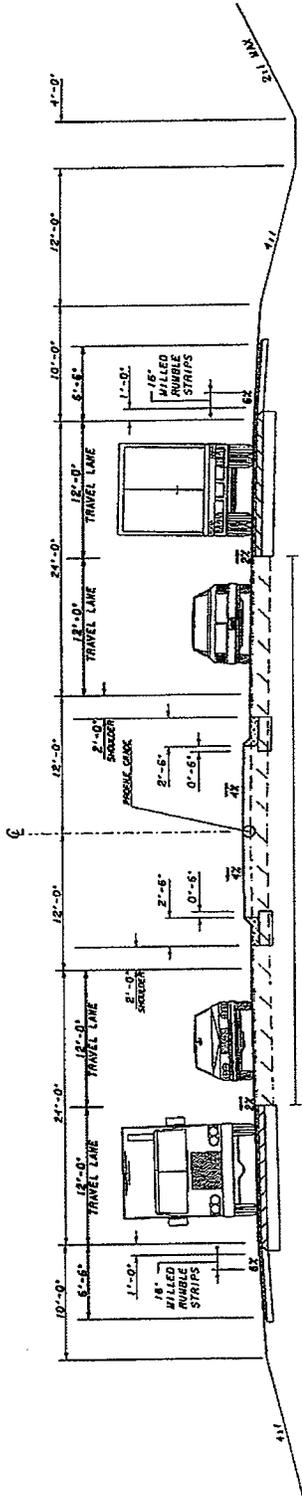
REVISED: 12-8-06

ASSUMPTIONS

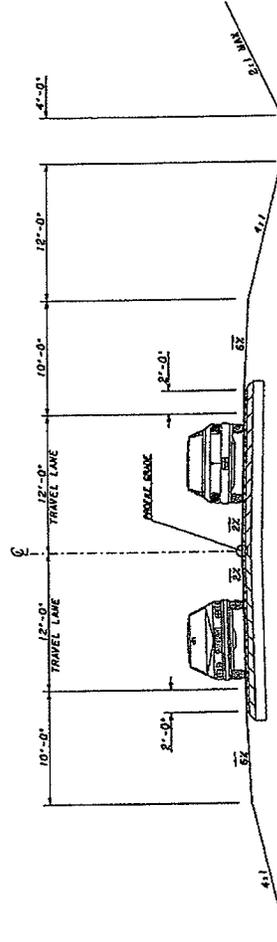
It is assumed that the project will continue for 1.5 miles south of Doug Bernard Parkway.

It is assumed that the acquisition will be 25 feet on each side of the road.

The number of parcels is an estimate based on the above.



SR 56 (MIKE PADGETT HWY) - MAINLINE
 4 LANE - 24' RAISED MEDIAN
 SYMMETRICAL TANGENT



RURAL 2-LANE
 SIDE ROADS

TYPICAL SECTIONS

FOR
 SR 56 (MIKE PADGETT HWY) WIDENING
 PESTP-0006-00(431), RICHMOND COUNTY
 PI-0006(431)
 CONCEPT

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF CONSULTANT DESIGN
 TYPICAL SECTION

Washington Group International
 100 WILSON SQUARE, NORTH PARKWAY
 SUITE 1400
 ATLANTA, GEORGIA 30359

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RATING: 95.2

Richmond County

Structure ID: 245-0030-0
 Location & Geography

Structure I.D. No.: 245-0030-0	0	Highway System:	0
200 Bridge Information: 06		* 26 Functional Classification:	06
		* 204 Federal Route Type: F	No: 038-2
6A Feature Int.: LITTLE SPIRIT CREEK		* 110 Truck Route: 1	
6B Critical Bridge: 0		206 School Bus Route: 1	
7A Route Number Carried: SR00056		217 Benchmark Elevation: 0.00	
7B Facility Carried: SR 56		218 Datum: 0	
9 Location: 8.2 MI E OF HEPHIZIBAH		* 19 Bypass Length: 7	
2 DOT District: 2		* 20 Toll: 3	
207 Year Photo: 1997		* 21 Maintenance: 01	
		* 22 Owner: 01	
91 Inspection Frequency: 24	Date: 12/02/1999	* 31 Design Load: 6	
92A Fract Crit Insp Freq: 0 00	Date: 0000	37 Historical Significance: 5	
92B Underwater Insp Freq: 0 00	Date: 0000	205 Congressional District: 10	
92C Other Spc. Insp Freq: 0 00	Date: 0000	* 27 Year Constructed: 1968	
		106 Year Reconstructed: 1987	
4 Place Code: 04196		33 Bridge Median: 0	
		34 Skew: 00	
5 Inventory Route (O/U): 1		35 Structure Flared: 0	
Type: 3		38 Navigation Control: 0	
Designator: 1		213 Special Steel Design: 0	
Number: 00056		267 Type of Paint: 0	
Direction: 0			
16 Latitude: 33-18.8		* 42 Type Service On: 1	
17 Longitude: 81 -57.3		Under: 5	
		214 Movable Bridge: 00	
98 Border Bridge: 000	%Shared: 00	203 Type Bridge: D-O-O-O	
99 ID Number: 0000000000000000		259 File Encasement: 3	
		* 43 Structure Type Main: 1 04	
		45 No. Spans Main: 003	
100 Defense Highway: 0		44 Structure Type Appr: 0 0	
101 Parallel Structure: N		46 No. Spans Appr: 0000	
102 Direction of Traffic: 2		226 Bridge Curve Horz: 0	Vert: 0
264 Road Inventory Mile Post: 005.40		111 Pier Protection: 0	
		107 Deck Structure Type: 1	
208 Inspection Area: 02	Initials: JTB	108 Wearing Surface Type: 6	
		Membrane: 8	
Location I.D. No: 245-00056D-005.47N		Protection: 8	
XReferen I.D. No: 000-000000-000.000			

Signs & Attachments

223 Expansion Joint Type:	02
242 Deck Drains:	1
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb:	0.0 0
239 Handrail:	9 9
* 240 Median Barrier Rail:	0
241 Bridge Median Height:	0
Width:	0
* 230 Guardrail Loc Dir Rear:	6
Fwrd:	6
Oppo Dir Rear:	0
Fwrd:	0
244 Approach Slab:	3
224 Retaining Wall:	0
233 Posted Speed Limit:	55
236 Warning Sign:	0
234 Delineator:	0
235 Hazard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
* 248 County Continuity No:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 245-0030-0

Richmond County

SUFF. RATING: 95.2

Programming Data

201 Project No: FR-38-2 (24) WIDENED
 202 Plans Available: 3
 249 Prop. Proj No:
 250 Approval Status: 0000
 251 P.I. No: 000000
 252 Contract Date: 0000
 260 Seismic No: 0000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 013650 Year: 2018

Measurements

* 29 ADT: 009100 Year: 1998
 * 109 % Trucks: 16
 * 28 Lanes On: 04 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0032
 * 49 Structure Length: 96
 51 Br. Rdwy. Width: 68.0
 52 Deck Width: 71.3
 * 47 Tot. Horz. Cl: 68.0
 50 Curb/Sdewlk Width: 0.0/0.0
 32 Approach Rdwy Width: 053
 * 229 Sllder Width:
 Rear Lt. 2.5 Type: 2 Rt: 2.8
 Fwd Lt. 2.5 Type: 2 Rt: 2.8
 Pmnt Width:
 Rear: 47.4 Type: 2
 Fwd: 47.4 Type: 2
 Intersection Rear: 1 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 2
 App. C. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over: 99' 99"
 Under: N 00' 00"
 * 228 Min. Vert. Cl
 Act. Odm. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Underel. Rt: N 99.9
 56 Lateral Underel. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.1
 Deck Thick Approach: 0.0
 246 Overlay Thickness: 1.5
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 59
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 22
 262 H Operating Rating: 38
 67 Structural Evaluation: 6
 58 Deck Condition: 7
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 9
 69 UnderCl. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 0000
 253 Fed Notify Date: 0000

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0125.7 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0116.5
 Drainage Area: 00028
 Area of Opening: 000576
 113 Scour Critical: 6
 216 Water Depth: 1.9 Br Height: 11.7
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type:
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ
 * Location I.D. No: 245-00056D-005.47N
 * XReferen. I.D. No: 000-0000000-000.000

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 245-0031-0 Richmond SUFF. RATING 91.51

Programming Data

01 Project No.: FR-38-2 (24) WIDENED
 02 Plans Available: 4
 49 Prop. Proj. No. 0000000000000000
 50 Approval Status: 0000
 51 P.I. No.: 0000000
 52 Contract Date: 02/01/1901
 60 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 14 Future ADT: 001260 Year: 2025

Measurements

* 29 ADT: 000840 Year: 2005
 109 % Trucks: 0
 * 28 Lanes On: 04 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0030
 * 49 Structure Length: 180
 51 Br. Rwdy. Width: 68.00
 52 Deck Width: 71.30
 * 47 Tot. Horz. Cl: 68.00
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 053
 * 229 Shoulder Width:
 Rear Lt: 2.50 Type: 2 Rt: 2.80
 Fwd Lt: 2.50 Type: 2 Rt: 2.80
 Pavement Width:
 Rear: 47.40 Type: 2
 Fwd: 47.40 Type: 2
 Intersection Rear: 1 Fwd: 0
 36 Safety Features Br. Rail:
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl. Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odsm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odsm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.10
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 28
 64 Operating Type: 2 Rating: 47
 231 Calculated Loads
 H-Modified: 21 0
 HS-Modified: 30 0
 Type 3: 25 0
 Type 3s2: 39 0
 Timber: 35 0
 Piggyback: 40 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 33
 67 Structural Evaluation: 6
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 6
 60C Underwater Condition: 7
 71 Waterway Adequacy: 6
 61 Channel Protection Cond: 6
 68 Deck Geometry: 9
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0122.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00071
 Area Of Opening: 000782
 113 Scour Critical: U
 216 Water Depth: 04.8 Br. Height: 07.4
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 265 U/W Insp. Area: 1 Diver: RM

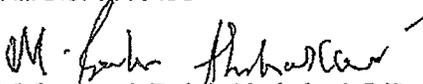
Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PESTP-006-00(431), Richmond County **OFFICE** Consultant Design
 SR 56 from CR 1518/Doug Bernard Pkwy
 to CR 1516/Old Waynesboro Rd.
 P.I. No. 0006431 **DATE** March 31, 2007

FROM 
 Mohammed (Babs) Abubakari, P.E., State Consultant Design Engineer

TO See Distribution

SUBJECT **Initial Concept Team Meeting**

An Initial Concept Team Meeting for the above projects has been scheduled for Thursday, April 26, 2007 at 10:00 AM in the Augusta Area Office Conference Room, 4260 Frontage Rd, Augusta, GA 30909. The persons listed below are requested to attend or to send representatives on their behalf.

The purpose of the meeting is to review the Need and Purpose, review the initial conceptual layout and discuss alternatives, discuss public involvement strategies, and examine the environmental scope for the subject projects.

It is envisioned that the concept layout for these projects will be taken to a Public Information Open House once these project elements are deemed satisfactory to the team. Please review the attached draft Need and Purpose Statement and be prepared to discuss this document at the meeting.

If you need additional information, please contact Nicoe Alexander at (404) 643-6315.

MBA:JNA
Attachments

cc: Angela Alexander, Howard Copeland, Keith Golden, Greg Mayo, David Crim, Georgene Geary, Brian Summers, Jeff Baker, Harvey Keepler, Lisa Favors, Mike Thomas, George Brewer, Scott Stephens, Roger Price, Rusty Merritt, Gus Cooper, Abie Ladson, Michael Connor, Erick Fry, Jason Goffinet, David McFarland



MEETING MINUTES

TO: *Attendees*

FROM: *Erick Fry*

CC: *File 060672*

SUBJ: *SR 56/Mike Padgett Highway Improvements
 CSSTP-0006-00(431), PI No. 0006431, Richmond County
 Initial Concept Meeting*

DATE: *April 26, 2007*

A meeting was held on April 26, 2007 at 10:00 AM in the Conference Room at GDOT's District 2, Augusta Area Office located at 4260 Frontage Road, Augusta, Georgia 30909. The following is a list of attendees:

Mike Connor	Washington Group	Gus Cooper	GDOT – Utilities
Erick Fry	Washington Group	Larry Rodgers	GDOT – Const.
David Bell	Volkert	George Brewer	GDOT – Preconst.
Jason Goffinet	Volkert	J.E. Dukes	M.J.&A., LLC
David McFarlin	Volkert	Rusty Merritts	GDOT
Dave Cox	GDOT - Planning	Ruth Forrester	GDOT – OEL
Nicoe Alexander	GDOT – OCD	James Smith	GDOT – Traf. Ops.
Jeff Slack	GDOT	Jim Williamson	Augusta – R.C. Eng.

The meeting was requested by the Department in order to review the initial concept and draft Concept Report for project CSSTP-0096-00(431). The project is being managed out of the Office of Consultant Design. Nicoe Alexander is the GDOT Project Manager. Washington Group is the prime design consultant. Volkert and Associates, Inc. (Volkert) is a subconsultant to Washington Group providing environmental and right of way acquisition services.

The following items were discussed:

General issues

- Nicoe Alexander kicked-off and conducted the meeting. After introductions of the attendees of the meeting he began with explaining that the project is different from the Augusta MPO and that the logical termini will need to be determined. The construction let date is FY2010 and the Right of Way date is FY2008.

- Mike Connor described the project as follow: A 3-mile long safety improvement. The existing road consists of 4 lanes (2 lanes in each direction) without a median. The proposed typical is anticipated to be 4- 12 ft. lanes (2 lanes in each direction) with a 24 ft. raised concrete median and 10 ft. rural shoulders.
- David McFarlin stated that a preliminary cost of the right of way has been completed. The cost of the right of way is estimated to be \$545,000. The original estimate was completed by Volkert and assumed the widening of SR-56 would be symmetrical. Volkert will reevaluate this estimate taken into consideration the shifts in alignment to avoid historical resources. Nicoe asked about the number of displacements and Erick Fry responded that only 2 displacements were anticipated at this time.
- Nicoe Alexander gave a brief description of the need and purpose. "The proposed project will improve the safety of SR-56 by providing a new roadway with shoulders and a raised median between Doug Barnard Parkway and Old Waynesboro Road. By constructing the raised median, it is expected that the number of accidents and the severity of accidents will decrease as a result of the elimination of the four-lane undivided roadway."
- George Brewer (District 2 Preconstruction Engineer) stated that the locals are interested in extending the southern limits of the project to Bennock Mill Rd. Nicoe Alexander stated that it makes sense to extend the limits of the project to Bennock Mill Rd.
- Erick Fry stated that at this time there are no anticipated problems with maintenance of traffic during construction.
- Jason Goffinet gave a description of the environmental concerns with this project. He anticipates 3 historic resources with the eligibility boundary extending to the existing SR-56 edge of pavement at two sites (2); one (1) potential unmarked cemetery, one (1) wetland area, two (2) stream sites, five (5) anticipated UST sites and several industrial sites with potential contamination. Volkert and Edwards Pitman Environmental, Inc. (Edwards Pitman is also a subconstultant to Washington Group providing special studies for the environmental process) will diligently explore the potential existence for an unmarked cemetery. The project is in an area that is currently listed as being in attainment for air pollutants. Therefore it is anticipated that air quality will not be a concern for the project. A noise assessment will be conducted for the project. A Section 404 Nationwide permit will be required from the Army Corp. of Engineers. At this time he anticipates a Categorical Exclusion with public involvement.
- Ms. Ruth Forrester was introduced as the new GDOT Office of Environment and Location contact for the project. She will replace Ms. Lisa Favors.
- Nicoe Alexander indicated that a PIOH would be preliminary scheduled for June and he would make the request of OEL. George Brewer stated that in regards to public involvement that the public wanted the project. Jason Goffinet indicated that he wanted to meet with FHWA before a PIOH is held. The PIOH may need to be pushed to a later date if the project limits are extended to Bennock Mill Rd.
- Mike Connor stated that there are 2 existing lights along the project corridor (Old Waynesboro Rd. and Goshen Rd.). The proposed project will also include a signal at Doug Barnard Hwy. It was pointed out by James Smith that the timing of the signals at Tobacco Rd. and Old Waynesboro Rd will need to be coordinated. Nicoe Alexander asked that the Tobacco Rd signal be added to the project.

Comments:

- Jim Williamson wanted confirmation that the project limits will be extended to Bennock Mill Rd. He also indicated that several fatalities have occurred along the stretch of SR56 from Doug Barnard Hwy. to Bennock Mill Rd. *Nicoe Alexander indicated that he with the assistance of Washington Group will evaluate this further. George Brewer stated that he was also concerned with the southern termini of the project.*
- J.E. Dukes asked that the revised right of way cost estimate be submitted to the GDOT's Right of Way Department. *Washington Group will get this from Volkert and submit it to Nicoe Alexander who will then submit it to GDOT's Right of Way Department.*
- Gus Cooper stated that the following utilities have services along the proposed corridor:
 - Augusta Utilities (Water and Sewer)
 - GA Power
 - Comcast (Cable)
 - Knowledge (Cable)
 - Bell South/AT&T

Mike Connor stated that this is a SUE project.

- Dave Cox stated that additional funding will need to be identified for the construction cost.
- Jason Goffinet stated that there might be a scheduling concern for a June PIOH, specifically if the southern limits are extended to Bennock Mill Rd. Erick Fry explained that if the project limits are extended he also has a scheduling concern with completing the seasonally dependant special studies this spring and not having to delay the project until next spring to complete them. Ruth Forrester stated that scheduling a PIOH in June would be difficult. George Brewer stated that July would be fine. Jason Goffinet stated that July would work better if the limits are extended.
- GDOT design stated that a conclusion on extending the project limits need to be determined.

Nicoe Alexander concluded the meeting.

Action Items:

- Nicoe Alexander will request a PIOH date from OEL.
- Volkert will work on the revised right of way cost estimate.
- Jason Goffinet will meet with Ms. Forrester to brief her on the status of the project and schedule a project introduction meeting with FHWA.
- Washington Group will prepare a fee estimate on the proposed extension of SR56 from Doug Barnard Hwy to Bennock Mill Rd.
- Nicoe Alexander will further evaluate extending the project to Bennock Mill Rd. and will discuss this option with his department heads.

SR56/Mike Padgett Hwy Improvements- Richmond County
Initial Concept Meeting
Page 4 of 4

This document represents Washington Group's interpretation of the meeting. Please contact the project manager if you have any questions.

Sincerely,

Erick Fry, P.E.
Project Engineer



Washington Group International
Integrated Engineering, Construction, and Management Solutions

INITIAL CONCEPT MEETING

Project Number CSSTP-0006-00(431)

County: RICHMOND

P.I. Number: 0006431

April 26, 2007

Name	Organization	Phone Number	E-Mail Address
Erick Fry	Washington Group	770-952-8510	erick.fry@waint.com
Mike Connor	Washington Group	770-952-8510	mike.connor@waint.com
Dave Cox	GDOT	404-657-6695	dave.cox@dot.state.ga.us
Nicole Alexander	GDOT-OC	(404) 963-6135	nicole.alexander@dot.state.ga.us
DAVID BELL	VOLKERT	(850) 206 3139	DBELL@VOLKERT.COM
JASON GOFFINET	VOLKERT	(770) 298-9709	JGOFFINET@VOLKERT.COM
DAVID MCFARLIN	VOLKERT	770-919-9520	dmcfarlin@volkert.com
Jeff J. Slack	GDOT	706-855-3466	
GUS COOPER	GDOT - UTILITIES	478-552-9646	Jack.Cooper@dot.state.ga.us
Larry Rodgers	GDOT - Augusta Const.	706-855-3466	
George Brewer	GDOT - Precurs.	478-552-4629	george.brewer@dot.state.ga.us
J.F. Talles	M.J.E.A., L.L.C.	706-484-0206	duke851@earth.net
Rusty Merritt	GDOT	478 552 4603	Russell.Merritt@dot...
JIM WILLIAMSON	Augusta-R.C. Engineering	706 796-5042	JWilliamson@augusta.gov
Ruth Forrester	GDOT-OC	404-699-6882	Ruth.Forrester@dot...
JAMES H. SMITH	GDOT TRAFFIC OPS	478-552-4618	JIMMY.SMITH@dot...

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-006-00(431), Richmond County **OFFICE** Consultant Design
SR 56 from CR 17/Bennock Mill Rd.
to CR 1516/Old Waynesboro Rd.
P.I. No. 0006431 **DATE** December 20, 2007

Mohammed (Babs) Abubakari (2007)

FROM Mohammed (Babs) Abubakari, P.E., State Consultant Design Engineer

TO See Distribution

SUBJECT **Concept Team Meeting**

A Concept Team Meeting for the above referenced project has been scheduled for Tuesday, January 15, 2008 at 10:00 AM in the Augusta Area Office Conference Room, 4260 Frontage Rd, Augusta, GA 30909.

The purpose of the meeting will be to review the concept design for the above project. Please review the attached draft Concept Report and be prepared to discuss your comments at the meeting.

By copy of this letter, the District Preconstruction Engineer is requested to contact and invite the local elected and public officials of Augusta-Richmond County to attend the meeting.

By copy of this letter, the Office of Environment/Location is requested to contact and invite all resource agencies to attend the meeting.

Also, by copy of this letter, the District Utilities Engineer is requested to contact and invite representatives from the appropriate utility companies to attend the meeting.

Please make plans to attend or send a representative on your behalf. If you have any questions concerning the project prior to the meeting, please call Nicoe Alexander at (404) 643-6315.

MBA:JNA
Attachments

cc: Angela Alexander, Howard Copeland, Keith Golden, Greg Mayo, David Crim, Georgene Geary, Brian Summers, Jeff Baker, Glenn Bowman, Melanie Nable, Tony Collins, George Brewer, James Smith, Rusty Merritt, Gus Cooper, Dale Brantley, Michael Keene, Michael Connor, Erick Fry, Jason Goffinet, David McFarland



Washington Group International
 Integrated Engineering, Construction, and Management Solutions

180 Interstate North Parkway, Suite 140
 Atlanta, Georgia 30339
 Washington Group International Project No. 28843
 Phone 770/952-8510 Fax 770/952-8610

MEETING MINUTES

TO: Attendees

FROM: Mike Connor

CC: File 28843

SUBJ: SR 56/Mike Padgett Highway Improvements
 CSSTP-0006-00(431), PI No. 0006431, Richmond County
 Concept Team Meeting

DATE: January 18, 2008

A meeting was held on January 15, 2008 at 10:00 AM in the Conference Room at GDOT's District 2, Augusta Area Office located at 4260 Frontage Road, Augusta, Georgia 30909. The following is a list of attendees:

Nicoe Alexander	GDOT- OCD	Jim Williamson	Augusta Engineering
George Brewer	GDOT- Preconst.	David Griffin	Augusta Engineering
Vonda Everett	GDOT- Planning	Jody Crabtree	Augusta Utilities
Gus Cooper	GDOT- Utilities	Mike Connor	Washington Group
Kathy Murray	GDOT- ROW	Thao Nguyen	Washington Group
Eric Murray	GDOT- ROW	Jason Goffinet	Volkert & Associates
Michael Keene	GDOT- Area Engineer	N.D. McClure	Volkert & Associates
Lynn Bean	GDOT- Construction	William Conway	Volkert & Associates
Jimmy Smith	Augusta Commission	Kenn Fink	Kimley-Horn
Joe Bowles	Augusta Commission	Bill Kuhlke, Jr.	GDOT Board

General Discussion

Nicoe Alexander began the meeting with the project identification. Following introductions of the attendees, Nicoe asked the Design Team to present the proposed project.

The 4.5-mile project corridor is located approximately 2 miles south of the SR 56 interchange with I-520. The project limits begin at Bennock Mill Rd to the south and extends northward approaching Tobacco Rd. The existing roadway consists of 4 lanes (2 lanes in each direction) undivided for the majority of the corridor.

The Need and Purpose of the project is safety. The proposed project will improve the safety of SR-56 by providing a new roadway with improved shoulders and a raised median.

Above Old Waynesboro Rd and below Bennock Mill Rd, the existing roadway has 4 travel lanes with a 14-foot flush median. A segment of the corridor south of Doug Bernard Pkwy also has a flush median section. The proposed typical section is 4-12 ft. lanes (2 lanes in each direction) with a 24 ft. raised concrete median and 10 ft. rural shoulders. The median section includes a 2-foot paved inside shoulder and 2-foot concrete gutter on either side of the centerline plus a 16-foot wide raised concrete median.

SR 56 is classified as an Urban Minor Arterial highway with a design speed of 55 mph. Concerning accidents, there have been 295 accidents and 10 fatalities along the corridor over a 4 year period. The design year traffic projections are highest between Old Waynesboro Rd and Tobacco Rd at the north end of the project (35,240 ADT) dropping below 20,000 ADT as you approach Bennock Mill Rd.

Beginning just north of the intersection with Bennock Mill Rd, SR 56 will be widened to begin the median. The widening will be symmetrical up to and across the existing bridge over Little Spirit Creek. Then the alignment will shift to the west. The bridge over Spirit Creek will be widened asymmetrically to accommodate the horizontal alignment for the widened section between the two bridges and to avoid impacting a line of electrical transmission poles feeding the plant at Doug Bernard Pkwy. To the north of Spirit Creek, the proposed alignment returns to symmetrical widening.

A traffic signal is proposed at the Doug Bernard Pkwy intersection. Presently, the intersections at Brown Rd and Bennock Mill Rd do not warrant signal installations.

The proposed alignment alternates asymmetrically between three historical resources between Doug Bernard Pkwy and Old Waynesboro Rd to avoid encroachment into the NRHP boundaries. Two of the three resources have the NRHP boundary located at the edge of existing pavement. Thus, the proposed alignment will result in eight displacements (4 residential, 3 commercial and 1 industrial site). The intent is to retain as much of the existing pavement as is practicable in those areas where the widening will be symmetrical.

The project will involve 126 parcels requiring right-of-way acquisition.

There are two changes to the conceptual alignment as shown at the Initial Concept Team Meeting held on April 26th. The proposed right-of-way along the east side of the bridge at Spirit Creek has been removed as the widening of this bridge will occur only on the west side due to the alignment shift. This revision will reduce the aggregate wetlands impact for the project to below 0.5 acres, the threshold for triggering a Practical Alternatives Report (PAR).

The second change is the re-alignment of Country Place Dr to provide a common median opening with Pineview Rd. Three alternate alignments were evaluated. A Design Exception is required as the recommended alternate does not meet AASHTO criteria for horizontal alignment. Each of the other 2 alignments would involve a residential displacement.

Jason Goffinet reviewed the environmental features associated with the project. The environmental features were described as:

- Historic Resources: Three (3) sites have been recommended eligible for the National Register of Historic Places. The resources include The Lovett Farm House and fields located along the south west side of SR-56 existing right-of-way from Station 192+00 thru 207+00; The Davis Ranch House located along the south west side of SR 56 existing right-of-way from Station 223+00 thru 229+00; and The Dickerson Sharecropper Community located along the north east side of SR 56 existing right-of-way from Station 230+00 thru 248+00.
- Archeological Resources: No previously recorded archeological sites exist within the area of potential effect for the project. Archeological testing of the corridor is anticipated to begin as soon as the Concept Report is approved.
- Wetland Sites: Seven (7) wetland sites have been identified within the area of potential effect.
- Stream Sites: Three (3) stream sites were identified within the area of potential effect.
- Section 404 Permit – Nationwide 14: It is anticipated that the project will impact less than 0.5 acre total of wetland/open water and/or 300 linear feet of stream at any single crossing. It is also anticipated that the project will impact less than 10 acres of wetland/open water and 1,500 feet of stream within the Middle Savannah Hydrologic Unit Code unit. The proposed project will not impact any U.S. Army Corps of Engineers' approved mitigation sites and as a result, an Individual Permit / Practical Alternatives Report (PAR) will not be necessary for Project CSSTP-0096-00(431).
- Threatened and Endangered Species: The proposed project is not anticipated to impact any state or federal listed, candidate or state listed species of concern.
- FEMA Coordination: The proposed project crosses a FEMA-designated 100-year floodplain and floodway at Spirit Creek and Little Spirit Creek. FEMA coordination will be conducted during the design phases of the project to ensure the project will not obstruct the floodplain nor elevate flood waters (zero rise).
- HAZMAT – Underground Storage Tanks (UST's) and Leaking Underground Storage Tanks (LUST's): Six (6) UST sites are located within the area of potential effect. Four (4) of the UST sites are listed on the LUST list.
- HAZMAT – Industrial Sites: Twenty-one (21) potential hazardous waste sites were located within the area of potential effect for the proposed project. Four (4) of these sites are Resource Conservation and Reclamation Act (RCRA) registered sites. None are listed on the National Priority List database.
- NEPA Document: The required level of NEPA document for the project is an Environmental Assessment / Finding of No Significant Impact.

Questions and Comments:

Local Government- Commissioner Smith expressed his concern as well as the concern of his constituents with the addition of a raised median rather than a continuation of the existing center flush median on SR 56 south of Bennock Mill Rd and north of Old Waynesboro Rd. Adding the center turn lane and not widening the bridges would be less expensive and would also be quicker to construct. Commissioner Smith also commented on the need for more median openings as well as a signal at Brown Rd, citing the difficulties at this location with the planned expansion at Plant Vogle.

Nicoe Alexander responded that the proposed improvements with the raised median meet current standards, which is driven by traffic projections. Department policy requires that with the high traffic projections and 55 mph speed design, the travel lanes be separated by either a raised median or a 44-foot wide grass median. The raised median is recommended to minimize property impacts due to the amount of development along the corridor. Mike Keene pointed out that the bridge over Spirit Creek would need to be widened due to its close proximity to Brown Rd in order to install a dedicated southbound right turn lane onto Brown Rd.

Pre-Construction- George Brewer concurred with the Commissioner's comment concerning the need for additional median openings at such locations as Lewis Bus and the paper mill.

Nicoe Alexander stated that additional median openings will be evaluated where warranted, keeping in mind the 1,000 ft traffic signal separation criteria in addition to the median opening criteria.

Right-of-Way- Eric Murray discussed the need to identify UST and hazardous material sites prior to right-of-way acquisition.

Jason Goffinet relayed that hazardous materials information will be forward to the Department for evaluation and selection of sites for drilling and testing. Drilling and testing will be performed by Wilmer Engineering during the preliminary design phase of the project before right-of-way acquisition.

Utilities- Gus Cooper provided a listing of Utility contacts to the Design Team. Jody Crabtree stated that the Augusta Utility Department has recently installed a force sewer main located on the west side of SR 56 south of Doug Bernard Pkwy. They are planning on replacing the existing water main north of Doug Bernard Pkwy.

Mike Connor stated that the asymmetrical widening to the west in the vicinity of Brown Rd may impact the force main.

The meeting was adjourned by Nicoe Alexander.



Washington Group International
Integrated Engineering, Construction, and Management Solutions

David G. Ffiah
Augusta Engr. Dept
522 Greene St.
Augusta, GA 30901

CONCEPT TEAM MEETING

Project Number CSSTP-0006-00(431)
County: RICHMOND
P.I. Number: 0006431

January 15, 2008

Name	Organization	Phone Number	E-Mail Address
JASON GORFINET	FORBERT ASSOC.	770-298-9709	jgoffinet@forbert.com
THAO NGUYEN	URS Washington Div.	770-952-6475	thao.nguyen@wajint.com
William J. Conway	Volunteer Assoc	251-342-1070	CONWAY@DRI.STATE.AL
A.D. "Skipper" McClure	Volunteer Assoc	251-342-1070	smcclure@volunteer.com
MIKE CONNOR	URS WASHINGTON DIV	770.952-8510	MIKE.CONNOR@WJINT.COM
KENN FINK	KIMLEY-HORN	678-333-3915	kenn.fink@kimley-horn.com
Jody Crabtree	Augusta Utilities Dept	706 826 4792	jcrabtree@augusta.gov
George Brewer	GOVT/DIST. 2 PREZON.	478-552-4629	gbrewer@dot.ga.gov
Nonda Euelott	GOVT/DIST 2 Planning	478-552-4631	vevereh@dot.ga.gov
Tie Bowles	Augusta Commission		joe@fmwglobal.com
Gus Cooper	GOVT/DIST 2 UTILITIES	478-552-4646	jcooper@dot.ga.gov
David G. Ffiah	Augusta Engr.	770-862-4024	dgr.f@k.jig.com
Jim Williamson	ARC Engineering and Land	706-796-5042	jwilliamson@augusta.gov
Nicee Alexander	GOVT - OCD	(770) 63-6135	nalexander@dot.ga.gov
James Simms	ARC Engr.	706 831 4259	James.Simms@BeltSouth.net
Kathy Murray	GOVT/R/W/D-2	478-552-4662	Kmurray@dot.ga.gov



CONCEPT TEAM MEETING

Project Number CSSTP-0006-00(431)
 County: RICHMOND
 P.I. Number: 0006431

January 15, 2008

Name	Organization	Phone Number	E-Mail Address
Eric K. Murray	GA DOT	478-552-7495	eric.murray@dot.ga.gov eric.murray@dot.ga.gov
Michael Keene	GDOT	706-855-3466	mike.keene@dot.ga.gov
Lynn Bean	GDOT	478 553 2331	
Bill Kuhke	GDOT BOARD		

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0006431

OFFICE: Environment/Location
DATE: January 8, 2008

FROM: ^{GB/jk} Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Distribution Below

SUBJECT: Project CSSTP-0006-00(431), Richmond County, Summary of Comments Received During the Public Comment Period – SR 56 Widening from CR 1518/Doug Barnard Pkwy. to CR 17/Bennock Mill Road

COMMENT TOTALS:

A total of 55 people attended the public information open house held for the subject project on November 8, 2007. From those attending, 12 comment forms, 0 letters and 6 verbal statements were received. Two of the verbal comments recorded by the Court Reporter were submitted by individuals who also submitted written comments. An additional 7 comments were received during the ten-day comment period following the public information open house, for a total of 25 comments, three of which are duplicates; therefore, total number of comments is 22. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
<u>3</u>	<u>8</u>	<u>1</u>	<u>10</u>

MAJOR CONCERNS:

Major concerns regarding the proposed project include: the impacts right-of-way acquisition will have upon businesses; access to businesses across center raised median; need for a center turn-lane instead of a center raised median; need for a red light at Doug Barnard Parkway; need for a red light at Brown Road; need to provide a red light at and line up the intersections of Pineview Road and Country Place Road; need for a truck turn lane at the entrance of Deerfield Plant and Paper Mill Credit Union; need for a bus turn lane at Lewis Bus Company; need to evaluate the need for truck acceleration lanes along the study corridor; and the need to improve drainage ditch at located adjacent to 815 Poindexter Drive (not an environmentally sensitive area).

OFFICIALS:

Officials attending included the following:
 Jimmy Smith, Augusta Commissioner
 David Griffith, Augusta Engineer
 Jody Crabtree, Augusta Utilities
 Jim Williamson, Augusta Engineer – Land Acquisition
 Steve Cassell, Augusta Traffic Engineer
 Lynn Russell, Augusta Planning Commission
 Christine Kraft, Augusta Planning Commission
 Paul DeCamp, Augusta Planning Commission

DISPOSITION OF COMMENTS:

The following represents a breakdown of a review of comments by the offices to which they pertain:

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
OCD	Nos. 1, 18	Conditional comment expressing concern over customers access to business with center raised median.
	Nos. 2, 3, 4, 11, 15, 17, 19	Statements of support for project to improve safety
	Nos. 5, 10, *12(24), 13, 14, 16,	Statements against raised median and request for center turn-lane.
	Nos. *9(22), 20	Statement of support for the project that wants Pineview Street and County Place Street intersections to line-up at SR 56.
	Nos. *13(25), 18	Conditional comment requesting left turn-lane at the entrance of Deerfield Plant and the Paper Mill Credit Union. Also request for left turn-lane and median opening at Lewis Bus Company.
	No. 17	Statement of support for the project but wants the Department to evaluate acceleration lanes for heavy trucks along the route.
	No. 21	Concern that drainage ditch at Sta. 215+00 is not adequate and flooding will increase with additional pavement.

* Comments No. 9 & 22 are from the same individual.
 * Comments No. 12 & 24 are from the same individual.
 *Comments No. 13 & 25 are from the same individual.

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RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Right-of-Way	No. 1	Conditional comment expressing concern regarding the impacts the required right-of-way would have on their business.
	No. 16	Notifying people in advance if right-of-way from their property is to be acquired.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Traffic Operations	No. 5	Concerned with the raised center median increasing the speed through the study corridor.
	Nos. 6, 7, 8	Conditional comments wanting traffic signal at Doug Barnard Parkway.
	Nos. 6, 7, 8	Conditional comments agreeing with the need for a traffic signal at Brown Road.
	No. 13	Conditional comment concerned about the increase in traffic accidents as a result of people making U-Turns at breaks in the raised median.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Planning	No. 13	Requested time frame for construction, estimated start date and duration.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
OEL	No. 21	Statement that drainage ditch adjacent to 815 Poindexter Drive is not an environmentally sensitive area.
	No. 23	Appreciation was expressed that the proposed design would spare a historic resource.
	All Letters	<p>Thank you for your input regarding the public information open house for the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.</p> <p>The attendees of the open house and those persons sending in comments afterwards raised the following questions and concerns. The GDOT has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with their response.</p>

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Attached is a complete record of the comments received during the comment period and a copy of the public information open house handout. Please review the comments and forward any questions or concerns to Mike Connor, with the Washington Group International, Inc. (mike.connor@wgint.com), who will be preparing the response letters.

Once drafted, the response letters will be routed for review by the appropriate GDOT offices.

If you have any questions about the comments, please either email or call Melanie Nable at (404) 699-4436, or Jennifer Mathis at (404) 699-4408.

GB/MN/jg

Attachments

DISTRIBUTION:

Nicoe Alexander - GDOT Project Manager, w/attachments
Tony Collins - GDOT District 2, District Engineer, w/attachments
Angela T. Alexander - Planning, w/attachments
Keith Golden, P.E. - Traffic Operations, w/attachments
Phil Copeland - Right-of-Way, w/attachments

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

CSSTP-006-00(431)

PI# 0006431

Richmond County

Widening of SR 56 from Tobacco Road to Bennock Mill Road

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.0053
ADT	17,361
Tb (\$s)	\$3,162,957.19

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.0053
% Truck Traffic	0.224
ADT	17,361
CMb	\$3,743,469.10

Fuel Savings Benefit (Fb)

ADT	17,361
Fb (\$s)	\$1,102,242.66

Total Congestion Benefit	\$8,008,668.94
Total Project Cost	\$15,515,282.98
B/C Ratio	0.52

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.