ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007340, Montgomery/Toombs Counties
CSSTP-0007-00(340)
SR 56 Realignment-from Gibbs Bridge Road
To Toombs County Line

OFFICE Preconstruction

DATE April 17, 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
Ben Buchan
Paul Liles
Glenn Durrence
Brad Saxon
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Traffic Safety & Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(340)
County: Montgomery/Toombs
P. I. Number: 0007340
SR 56 Realignment From Gibbs Bridge Rd. to Toombs County Line
Federal Route Number: N/A
State Route Number: 56

Recommendation for approval:

DATE 13 August 2007 _____
Project Manager

DATE Aug-14, 2007 _____
State Traffic Safety and Design Engineer

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

DATE 3/28/2008 _____
State Transportation Planning Administrator

DATE 4/10/08 _____
District Engineer

DATE 4/14/08 _____
Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

DATE April 10, 2008

FROM Glenn W. Durrence, P.E., District Engineer

TO Keith Golden, P.E., State Traffic Safety and Design Engineer
Attn: Derrick Cameron

SUBJECT CSSTP-0007-00(340), PI 0007340, Montgomery, Toombs County
SR 56 Realignment from Gibbs Bridge Road to Toombs County Line

Attached is the signature page for the above project. The District has reviewed the concept report and found it to be satisfactory.

Should you have any questions, please contact Teresa Scott at (912) 427-5788.

GWD:BWS:TAS:tas

Cc: Gerald Ross, Chief Engineer
Eddie Holsey, Area Engineer, Baxley
File

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0007-00(340) MONTGOMERY/TOOMBS COUNTY
P. I. No. 0007340

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

Date of Location and Design Approval: APRIL 17, 2008

This project consists of the realignment of SR 56 (Edward C. Moses Memorial Hwy) including drainage modifications to a triple 8-foot by 7-foot bridge culvert. It is approximately 0.65 miles long and lies within both Montgomery and Toombs counties and within GMD 1810.

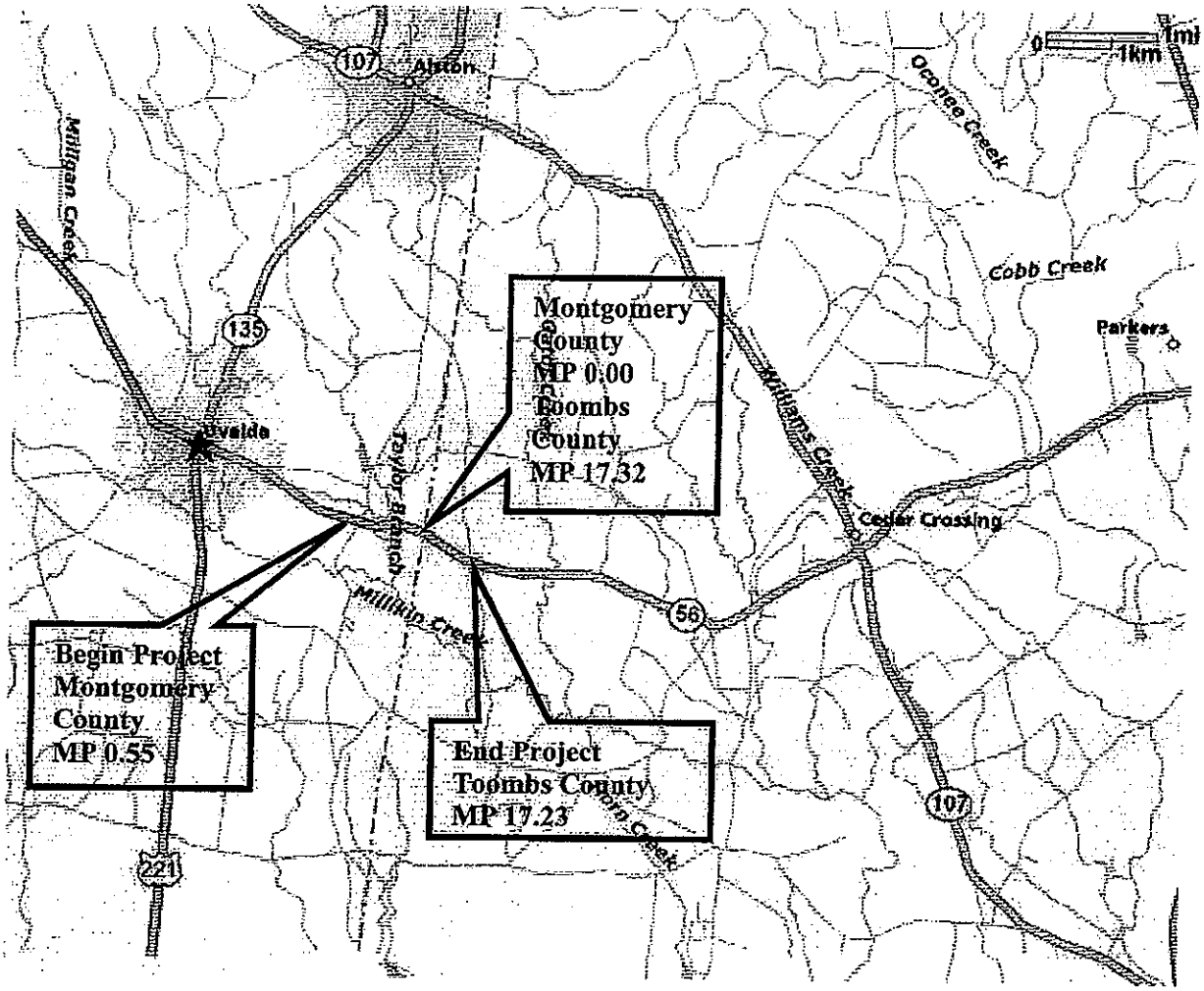
Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

Alvin Scott Taylor, Area Engineer
Department Of Transportation
Baxley Area Office
740 Oakdale Circle
Baxley, GA 31513
(912)366-1090
Scott.Taylor@dot.state.ga.us

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

Glenn Durrence, District Engineer
Department Of Transportation
204 N. Highway 301
P.O. Box 610
Jesup, Georgia 31598
(912) 427-5700
Glenn.Durrence@dot.state.ga.us

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



LOCATION MAP

Project: CSSTP-0007-00(340) Montgomery / Toombs County, PI No: 0007340
Description: SR 56 (Edward C. Moses Memorial Highway) Realignment

Need and Purpose:
State Route (SR) 56 originates in Reidsville and travels in a northeasterly direction ending in Augusta. For most of its length, this route is a rural minor arterial. In Montgomery County SR 56 is concurrent with US221 and diverges in the city of Uvalda, with SR 56 turning east and US221 continuing southward. This route then becomes a two-lane rural collector east of the city towards Toombs County. In the section of SR56 east of Uvalda at the Toombs County line, approximately 2 miles east of Uvalda, there is a reverse curve consisting of a 3.2 degree curve to the left and immediately followed by a 3.8 degree curve to the right creating an unsafe maneuver at the current operating speeds, which can be in excess of 60 miles per hour. Due to the deficient geometry and limited horizontal sight distance, this site has experienced severe crashes including one accident with a fatality and two accidents with three injuries between the years 2000 and 2002. Some traffic control measures have been installed to warn motorists of the unexpectedly sharp changes in alignment like "Chevron" signs and curve warning signs with a supplemental advisory speed. Because of the sub-standard geometric configuration and severity of the accidents, it is recommended that the reverse curve be eliminated and alignment of SR 56 be modified to a milder curvature at the reported location.

Description of the proposed project:
The proposed project will realign SR 56 to the south starting approximately 500 ft east of Gibbs Bridge Road and tying back to the original alignment 400 feet east of the Toombs County line. The alignment will separate and flatten the existing curves, which will eliminate the undulation of the existing alignment. The existing alignment's 3.2 and 3.8 degree reverse curves are being replaced with a 1.0 degree curve and a 2.5 degree curve separated by a 1700-foot tangent. The proposed realignment will result in the extension of an existing triple 8'x7' bridge culvert by 35 feet that conveys Taylor Branch, located 800 ft east of Gibbs Bridge Road. Other drainage culverts will be either relocated or extended and the existing SR 56 pavement will be removed as a part of this project. The total length of this project is approximately 0.65 miles.

Is the project located in a Non-attainment area: No

PDP Classification: Major_____ Minor X

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

Functional Classification: Rural Major Collector

U. S. Route Number(s): None **State Route Number(s):** 56

Traffic (AADT): Current Year: (2008) 1,800 Design Year: (2028) 2,340

Existing design features:
- Typical Section: Two 12-foot lanes with 2-ft paved and 6-ft grassed shoulders.
- Posted speed: 55 mph
- Max. degree of curvature: 3.5
- Maximum grade: 3.40 %
- Width of right-of-way: 100'

- Major structures: Bridge Culvert (Triple 8'x7') at Taylor Branch
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 3,432'

Proposed Design Features:

- Proposed typical section: Two 12-foot lanes with 2-foot paved and 8-foot grassed shoulders.
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum grade Mainline: 3.75 % Maximum grade allowable: 7.00 %
- Proposed Maximum grade Side Street: NA % Maximum grade allowable: NA %
- Proposed Maximum grade driveway: 11 %
- Proposed Maximum degree of curve: 2.5 Maximum degree allowable: 5.40
- Proposed superelevation rate for curves: 6 %
- Right-of-Way Width: 120'
- Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
- Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
- Number of parcels: 12 Number of displacements: 1
  - Business: None
  - Residences: 1
  - Mobile homes: None
  - Other: None

- Structures: Triple 8'x7' Bridge Culvert Extension
- Bridges: None
- Retaining walls: None
- Major intersections and interchanges: None
- Traffic control during construction: Traffic will be maintained on the existing roadway during construction.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns: Wetland and stream impacts

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical Exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements: Altamaha EMC, Windstream Communications

Project responsibilities:
- Design – GDOT/Consultant
- Right-of-Way Acquisition – GDOT
- Relocation of Utilities – GDOT
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours – None anticipated

Coordination:
- Initial Concept Meeting: None
- Concept Meeting: Concept team meeting was held on June 13th, 2007. Minutes of the meeting are attached to this report.
- P A R meetings: Not Required
- FEMA, USCG, and/or TVA: Not anticipated
- Public involvement: Not anticipated
- Local government comments: None to date
- Other projects in the area: Resurfacing of SR 56 in Montgomery County.
- Railroads: None
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right-of-way plans: 2 Months.
- Time to complete the Section 404 Permit: 0 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right-of-way: 12 Months.
- List other major items that will affect the project schedule: None

Other alternates considered: None

Comments: None

Attachments:

1. Cost Estimate:
   a. Construction including E&C,
   b. Right-of-Way
   c. Utilities
2. Concept layout
3. Typical Section
4. Concept Team Meeting Sign In Sheet
5. Concept Team Meeting Minutes
6. Environmental Screening Memo
7. Traffic Engineering Study
8. Location and Design Approval Notice

PRELIMINARY COST ESTIMATE

Description: SR 56 REALIGNMENT | COUNTY: | MONTGOMERY/TOOMBS

DATE: 6/24/2007

	ITEM		UNIT	QUANTITY	UNIT COST	TOTAL COST
A	RIGHT OF WAY:					
	1. PROPERTY (LAND AND EASEMENT)		LS	LUMP	$27,944.00	$27,944.00
	2. DISPLACEMENTS; RES: 1, BUS: 0. M.H.: 0		LS	LUMP	$206,000.00	$206,000.00
	3. OTHER COST (ADM./COST, INFLATION)		LS	LUMP	$578,356.00	$578,356.00
		SUBTOTAL: A				**$812,300.00**
B	REIMBURSABLE UTILITIES:					
	1. RAILROAD		LS	LUMP	-	
	2. TRANSMISSION LINES		LS	LUMP	$10,000.00	$10,000.00
	3. SERVICES		LS	LUMP	-	
		SUBTOTAL: B				**$10,000.00**
C	CONSTRUCTION:					
	1. MAJOR STRUCTURES					
	BRIDGE CULVERT (TRIPLE 8X7)					
	CLASS A CONCRETE		CY	125	$550.00	$68,772.00
	BAR REINFORCEMENT		LB	12376	$1.00	$12,376.00
		SUBTOTAL: C-1				**$81,148.00**
	2. GRADING AND DRAINAGE					
	a. EARTHWORK					
	UNCLASSIFIED EXCAVATION		CY	11111	$6.50	$72,222.22
	IN PLACE EMBANKMENT		CY	17926	$6.50	$116,518.52
		SUBTOTAL: C-2a				$188,740.74
	b. DRAINAGE					
	CROSS DRAIN PIPE 18"		LF	300	$40.00	$12,000.00
	CROSS DRAIN PIPE 30"		LF	110	$70.00	$7,700.00
	FLARED END SECTIONS		EA	15	$900.00	$13,500.00
		SUBTOTAL: C-2b				$33,200.00
		SUBTOTAL: C-2				**$221,940.74**
	3. BASE AND PAVING					
	a. AGGREGATE BASE		TONS	5400	$30.00	$162,000.00
	b. ASPHALT PAVING					
	1.5" 12.5 MM		TONS	875	$80.00	$70,000.00
	2" 19 MM		TONS	1200	$80.00	$96,000.00
	8" 25 MM		TONS	4500	$80.00	$360,000.00
	BITUM. TACK COAT		GAL	1100	$4.00	$4,400.00
	c. OTHER (LEVELING)		LS	LUMP	-	$30,000.00
		SUBTOTAL: C-3				**$722,400.00**
	4. LUMP ITEMS					
	a. GRASSING		AC	5	$5,000.00	$25,000.00
	b. CLEARING AND GRUBBING (INCL OLD PVMT REMOVAL)		AC	7	$10,000.00	$70,000.00
	c. EROSION CONTROL		LS	LUMP	-	$30,000.00
	d. TRAFFIC CONTROL		LS	LUMP	-	$20,000.00
		SUBTOTAL: C-4				**$145,000.00**
	5. MISCELLANEOUS					
	a. SIGNING-MARKING		LS	LUMP	-	$20,000.00
	b. GUARDRAIL					
	W-BEAM		LF	500	$18.00	$9,000.00
	ANCHORS		EA	4	$1,200.00	$4,800.00
	c. TEMP BARRIER METHOD 1		LF	500	$38.00	$19,000.00
		SUBTOTAL: C-5				**$52,800.00**

PRELIMINARY COST ESTIMATE

Description: SR 56 REALIGNMENT

DATE: 6/24/2007

COUNTY: MONTGOMERY/TOOMBS

	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
	SUMMARY				
A	RIGHT OF WAY:				$812,300.00
B	REIMBURSABLE UTILITIES:				$10,000.00
C	CONSTRUCTION:				
	1. MAJOR STRUCTURES				$81,148.00
	2. GRADING AND DRAINAGE				$221,940.74
	3. BASE AND PAVING				$722,400.00
	4. LUMP ITEMS				$145,000.00
	5. MISCELLANEOUS				$52,800.00
	SUBTOTAL CONSTRUCTION COST				$1,223,288.74
	E & C (10%)				$122,328.87
	INFLATION (5% PER YEAR)				$125,387.10
	NUMBER OF YEARS 2				
	TOTAL CONSTRUCTION COST				$1,471,004.71
	TOTAL PROJECT COST				**$2,293,305.00**

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: Jerry Milligan

Date: May 10, 2007
Project: CSSTP-0007-00(340)Montgomery / Toombs
Existing/Required R/W: Varies/Varies
Project Termini: SR 56 Realignment Project
Project Description: SR 56 Realignment Project

P.I. Number: 0007340
No. Parcels: 7

Land: R/W Agricultural / Residential: 5.736 acres @ $4,000 / acre	$	22,944
Improvements : Residence, fencing, misc. site improvements		166,000
Relocation: Residential (1) Commercial (0)		40,000
Damage : Cost to Cure (0) parcel Proximity (0)parcel Uneconomic Remnant		5,000
Net Cost	$	233,944

Net Cost		$	233,944
Scheduling Contingency	55 %		128,669
Adm/Court Cost	60 %		217,568
Market Appreciation	40 %		232,072
		$	812,253

Total Cost **$ 812,300**

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSTP-0007-00(340) Montgomery / Toombs
P.I.# 0007340

OFFICE: Jesup, Georgia

DATE06/18/2007

FROM: Karon Ivery, District Utilities Engineer

TO: Keith Golden, P.E. State Traffic Safety & Design Engineer
Attention: Perry Black

SUBJECT: Utility Cost Estimate- SR 56 Realignment

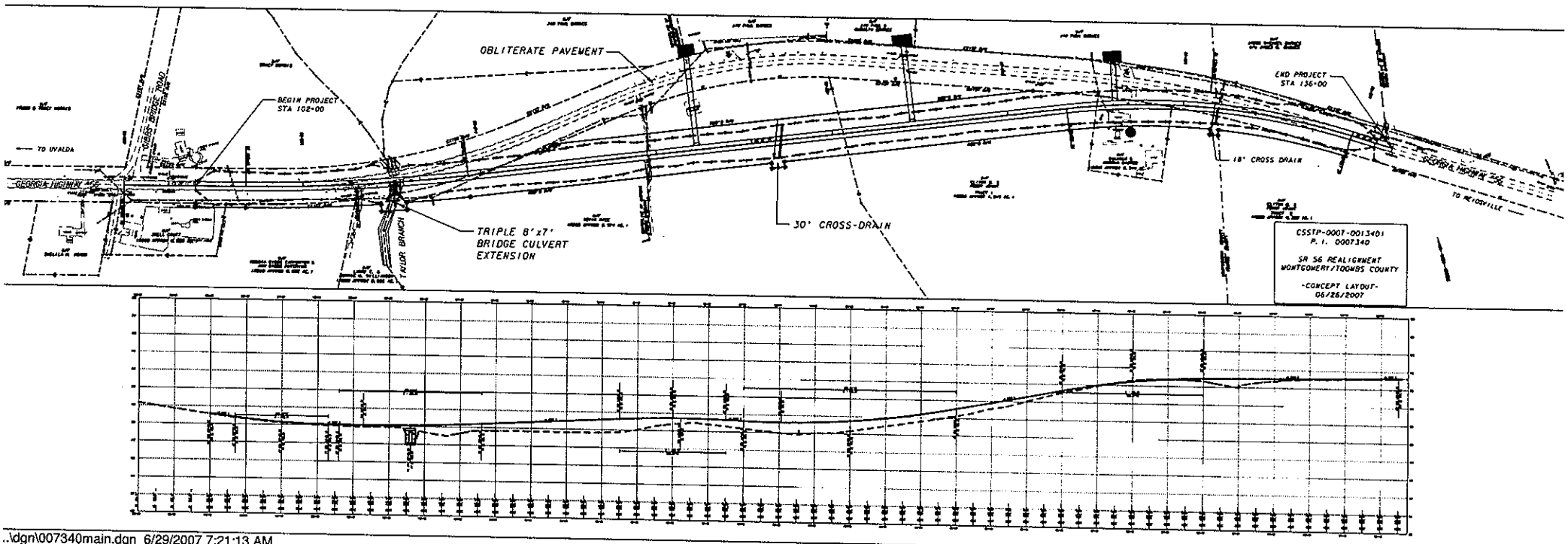
Per your request an on site inspection was made by this office and the following utilities were found to be located within the project limits:
Altamaha EMC - Electricity
Windstream - Telephone

Based upon our review of the above referenced project the above referenced utility companies appear to be primarily located on the existing right of way of S.R 56. However, two (2) of the eleven (11) utility poles appear to be reimbursable at $5,000 per pole. Altamaha EMC total estimated cost is $55,000 dollars, with a reimbursable amount of $10,000 dollars. Windstream telecommunications has approximately 3500 feet of buried phone cable estimated at $6.00 per foot (all located on our right- of- way). Windstream total estimated cost is $21,000.

The total estimated utility cost on this project is $76,000.

If you need additional information please contact Paul Williams at 427-5779. Or paul.williams@dot.state.ga.us .

Copy:
Tony Collins, District Preconstruction Engineer
District Office files
Utility Office files



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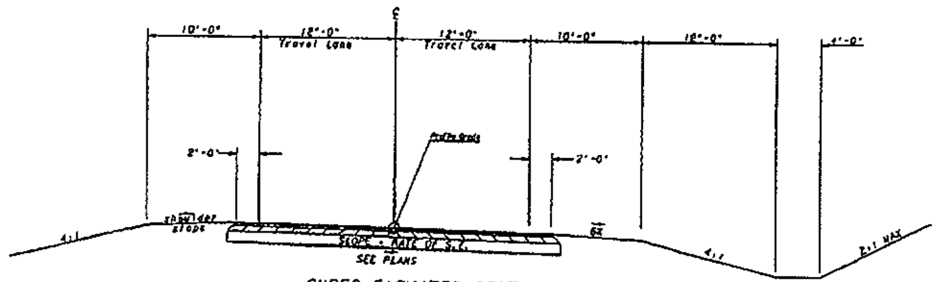
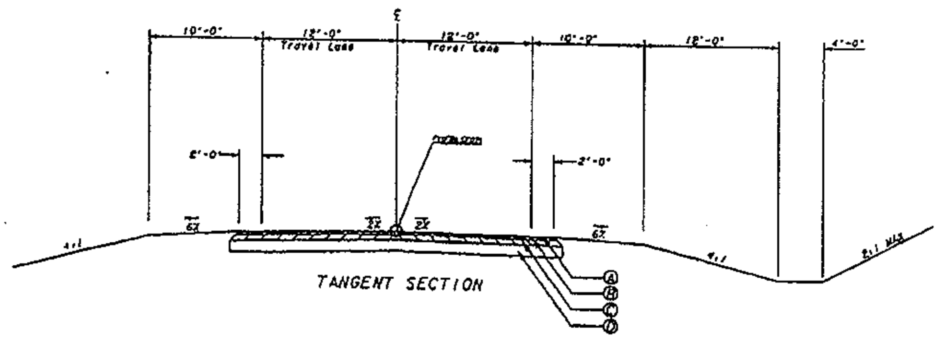


SUPER ELEVATED SECTION



TANGENT SECTION

REQUIRED PAVEMENT

- Ⓐ 165 LBS/SY RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM & H LIME
- Ⓑ 220 LBS/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- Ⓒ 660 LBS/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM & H LIME
- Ⓓ GRADED AGGREGATE BASE, 12"

URS
400 NORTHPARK TOWN CENTER
1000 ABERNATHY RD., N.E.
SUITE 900
ATLANTA, GA. 30328
TEL:(678) 808-8800 FAX:(678) 808-8400

GRESHAM SMITH AND PARTNERS

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF TRAFFIC, SAFETY AND DESIGN

TYPICAL SECTIONS

S.R. 56 REALIGNMENT

5-01

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CONCEPT MEETING SIGNING SHEET

SR 56 Realignment

Project Number: CSSTP-0007-00(340)
County: Montgomery/Toombs
P. I. Number: 0007340

Name	Company	Phone No.	E-mail
Tony L. Griffis	GDOT Right of Way	912 427-1986	tony.griffis@dot.state.ga.us
Derrick Cameron	GDOT TSMD	4046358153	DERRICK.CAMERON@DOT.STATE.GA.U
Perry Black	G.DOT TSMD	404-635-8KC	PERRY.BLACK@DOTSTATE.GA.US
David R. DeLoach	GDOT Baxley Area	912-366-1090	David.DeLoach@Dot.State.GA.US
Paul Conner	Windstream Comm.	912-654-1500	Paul.r.Conner@Windstream.com
Alan Jones	Altamaha EMC	912-526-2157	Alan.Jones@AltamahaEMC.com
Cynthia Phillips	GDOT - Traffic Oper	912-427-5767	Cynthia.Y.Phillips@DOT.STATE.GA.US
Paul B. Williams	GDOT - Utilities	912-427-5709	Paul.Williams@dot.state.ga.us
Nick Castronova	URS Corporation	678-808-8821	nick.castronova@URSCorp.com
Hatem Aly	URS Corp.	678 808 8819	Hatem_Aly@URSCorp.com

MINUTES OF THE CONCEPT TEAM MEETING

The concept meeting for Georgia DOT Project No. CSSTP-0007-00(340), PI No. 0007340, SR 56 was held at the Baxley area office on June 13th, 2007 at 11:00 AM.

The meeting attendees included Tony Griffis (GDOT right of way), Derrick Cameron (GDOT, TS&D), Perry Black (GDOT, TS&D), David Deloach (GDOT, Baxley area), Paul Conner (Windstream Comm.), Alan Sowes (Altamaha EMC), Cynthia Phillips (GDOT T.O.), Paul Williamg (GDOT Utility), Nick Castronova (URS Corporation), Hatem Aly (URS Corporation).

Nick Castronova welcomed the attendees and briefly introduced the project as a realignment of SR 56. He then asked everyone to introduce themselves.

The meeting proceeded as Nick Castronova explained the project in detail. He emphasized that the number of serious accidents including one accident with fatality and two accidents with three injuries between 2000 and 2002, is the major reason for implementing this safety improvement. This high accident rate is directly linked to the reverse curve consisting of a 3.2 degree curve to the left and immediately followed by a 3.8 degree curve to the right creating an unsafe maneuver at the current operating speeds, which can be in excess of 60 miles per hour. Nick continued by describing the geometry of the realignment. He also mentioned to the extension of an existing triple 8'x7' bridge culvert that conveys Taylor Branch. He continued by reviewing the concept report and attachments. Nick indicated that there is one residential displacement at the end of the project where the new alignment ties back to the existing alignment. He then opened the floor for any questions and comments.

Questions and Comments:

Derrick: Do you think environmentalist needs to get involved in the stream buffer crossing?

Nick: No, there shouldn't be any stream buffer variance in this project, because we are crossing the stream at 90 degrees.

Derrick: The need for the project is because of the fatalities which are linked to the reverse curve.

Derrick: Regarding right of way, do you think 6 months are enough for R/W approval?

Tony: It should be 9 months. And it may take a year if the owner would like to relocate back on his remaining property.

Derrick: Let's say 12 months.

Then David showed the meeting attendees some pictures that were recently taken showing the existing sharp curves.

Paul: What is the length of the project?

Nick: 0.65 miles.

Derrick: Are we going to cap the well on the property that will be replaced?

Nick: The well is outside existing R/W.

Alan: We have 11 poles in the vicinity of the project; some of them are outside right of way. Will we be able to put them in the right of way? Or we will get an easement to put them back.

Derrick: We will look into acquire easement for the utilities.

Paul: Windstream's facilities are buried, no poles.

David: Can we keep the poles where they are now?

Nick: The existing road will be obliterated, and DOT will likely sell the property back, so the poles shouldn't be kept where they are.

Alan: Who is going to be responsible for the clearing before putting in the new poles?

David: The negotiation will happen regarding this issue between DOT and the utility company before starting the construction.

Alan: 10' is usually not enough distance to put a pole inside R/W with guying unless we are using signal phase.

Derrick: What do you propose for R/W?

Nick: 120 ft. It could be less if we lower the profile.

Derrick: What are you going to do with the existing driveways?

Nick: We will pave them all the way to R/W.

David: Are you going to get driveway easements?

Nick: Yes.

Derrick: Are we going to have any construction issues?

Paul: Winstream has a fiber on north side and copper cable on south side.

Derrick: When can we expect the environmental documents?

Nick: I would estimate about 6 months.

Derrick: Is the required R/W in wooded area?

Nick: Most of it wooded area.

Then Derrick asked Nick when he can submit preliminary plans for the 1st utility submission.

With no further comments or questions the meeting ended.

Edwards-Pitman Environmental

Memo

To: File

From: Rick Bowers, Project Ecologist

Date: June 26, 2007

Re: GSP 0604 – State Route 56 Preliminary Ecological Survey

Edwards-Pitman Environmental, Inc. (EPEI) completed a preliminary survey for State Route 56 (SR 56) in Montgomery and Toombs Counties, Georgia (see Figure 1 and Figure 2) on June 22, 2007. The Georgia Department of Natural Resources (GADNR) Natural Heritage Program species occurrence website; the US Fish and Wildlife (USFWS) protected species list for Montgomery and Toombs Counties; the Alston US Geologic Survey (USGS) 7.5' topographic quadrangle; and the United States Department of Agriculture (USDA) Montgomery, Toombs, and Wheeler Counties, Georgia Soil Survey were reviewed for baseline information. The survey occurred within the Altamaha River basin and the Hydrologic Unit Code is 03070106.

The project area was a rural residential, pasture, mixed pine/hardwood forest, planted pine forest, and bottomland hardwood forest corridor. Two potentially jurisdictional streams and four potentially jurisdictional wetlands were observed (see Figure 3).

Threatened and Endangered Species

The GADNR Natural Heritage Program species occurrence website and the USFWS protected species list for Montgomery and Toombs Counties were reviewed for baseline information. Furthermore, on April 26, 2007 EPEI sent a letter to the GADNR Natural Heritage Program requesting information regarding all known or potential occurrences of protected species within a three-mile radius of the project. The response was received on May 10, 2007. Two known occurrences of the state protected Ohoopee bumelia (*Sideroxylon macrocarpum*) were listed by the GADNR Natural Heritage Program approximately 2.5 and 3 miles from the project area. For purposes of this memo, the phrase "federally protected" refers to flora and fauna listed by the USFWS for protection under the US Endangered Species Act; candidate species are included. The phrase "state protected" refers to all species listed by the GADNR for protection. No federally protected or state protected flora or fauna were observed within the project corridor during the preliminary survey. However, due to the limitations of these records a more extensive survey would be required during the environmental assessment phase of the project.

The USFWS lists the following federally protected species in Montgomery and Toombs Counties (updated May 2004):

Bald Eagle (*Haliaeetus leucocephalus*)

Red-cockaded Woodpecker (*Picoides borealis*)

Wood Stork (*Mycteria americana*)

Eastern Indio Snake (*Drymarchon corais couperi*)

Shortnose Sturgeon (*Acipenser brevirostrum*)

Altamaha Spinymussel (*Elliptio spinosa*)

The GA DNR Natural Heritage Program web site listed occurrences in Montgomery and Toombs Counties for the federally endangered red-cockaded woodpecker, the federally threatened eastern indigo snake, and the federal candidate Altamaha spinymussel.

Permitting and Mitigation

Waters of the US

If the proposed project impacts the streams or wetlands that could potentially occur within the project corridor then a Section 404 permit from the USACE would be required. Impacts to streams include the installation/extension of culverts, installation of storm water detention/retention facility, or placement of riprap within the stream or along the stream banks. Impacts to wetlands include the placement of permanent fill material within the wetland, the placement of temporary fill material within the wetland, installation of storm water detention/retention facility, and the clearing of a wetland for a construction easement.

A Nationwide Permit would be applicable if total impacts to Water of the US are less than 10 acres, individual stream channel impacts cannot exceed 300 feet, and cumulative stream channel impacts are less than 1500 feet. The use of a Nationwide Permit would require the submittal of a Pre-Construction Notification (PCN) and the United States Army Corp of Engineers (USACE) has 45 days to review the application and approve the use of the permit. Compensatory mitigation would be required for any stream impacts greater than 100 feet and any wetland impact greater than 0.10 acre.

Stream Buffer

If any land within 25 feet of a stream would be longitudinally encroached upon by the proposed project a stream buffer would be required based upon the requirements outlined in 391-3-7.05 under GADNR Environmental Protection Division, Erosion and Sediment Control Branch.

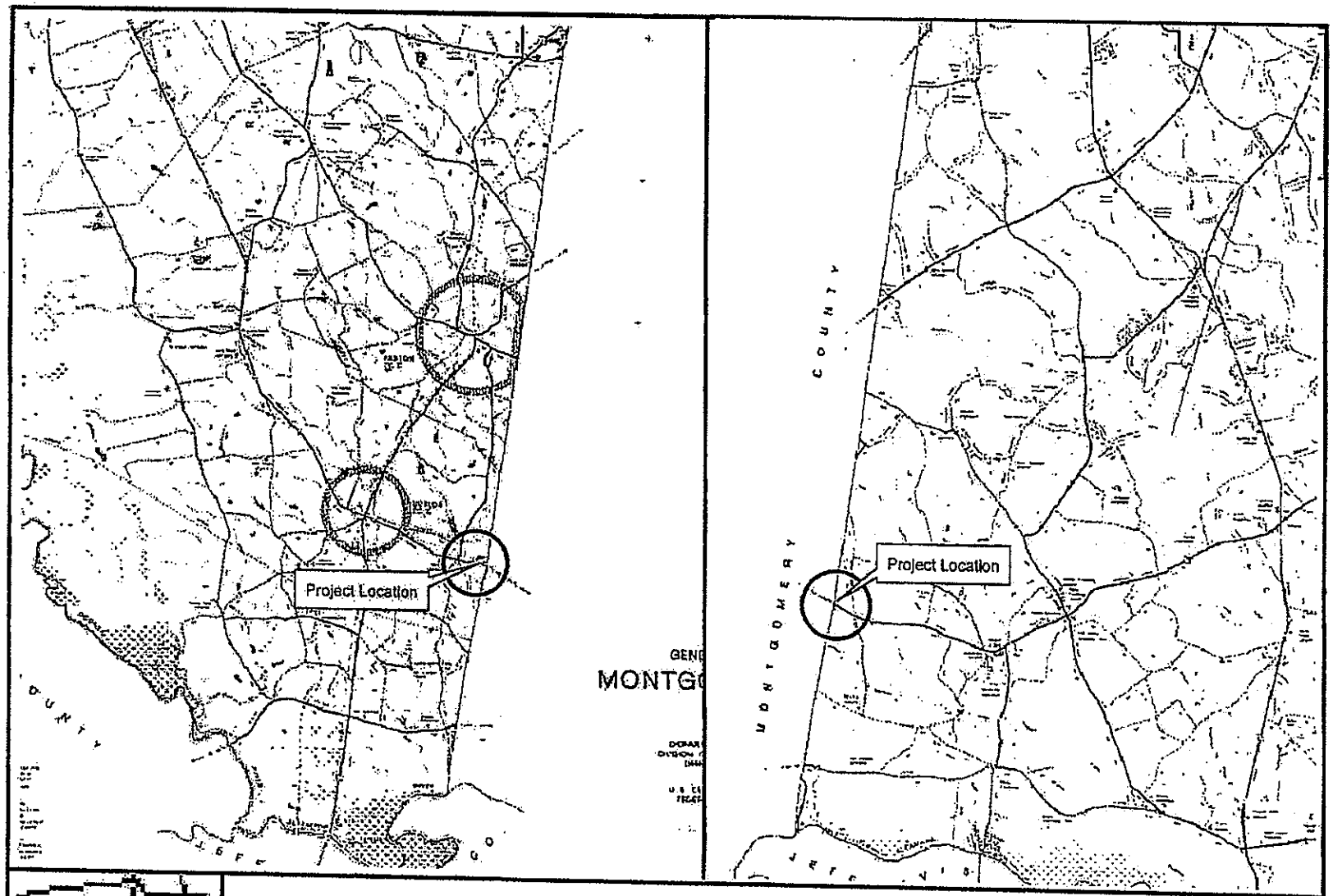


Figure 1
Project Vicinity
GDOT Project CSSTP-0007-00(340),
Montgomery & Toombs Counties
P.I. No. 0007340

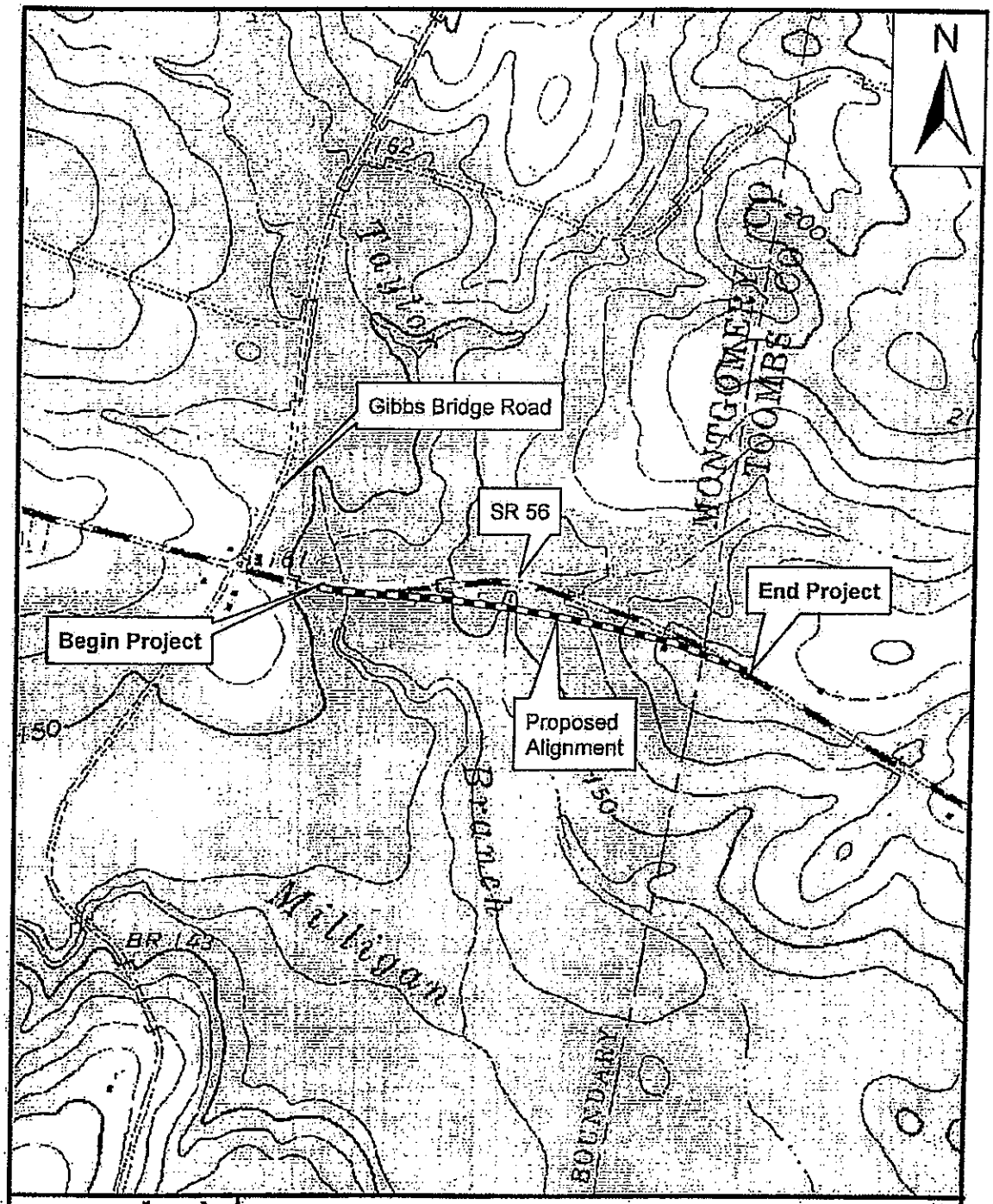


Figure 2
Project Location
GDOT Project CSSTP-0007-00(340),
Montgomery & Toombs Counties
P.I. No. 0007340

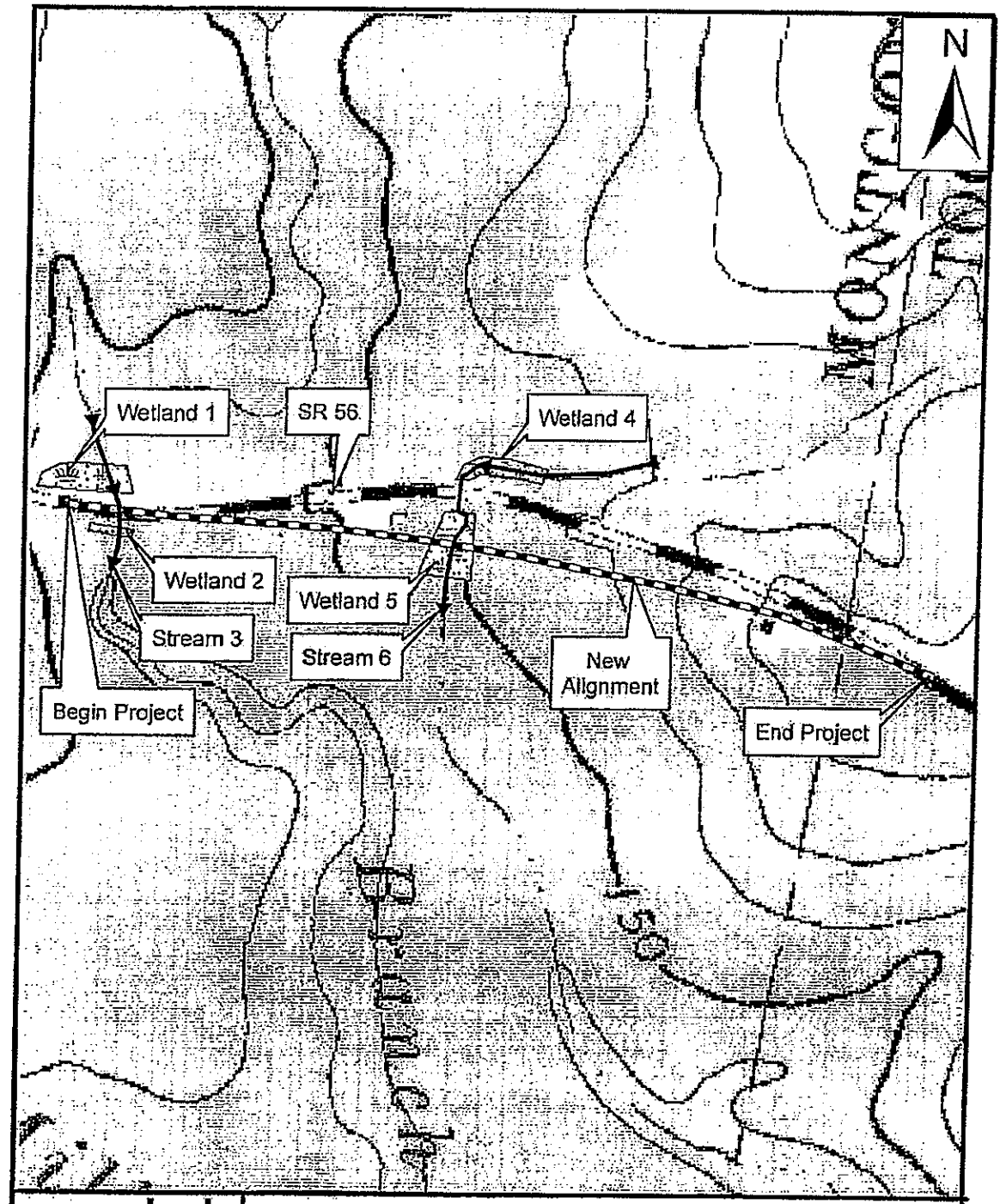


Figure 3
Waters of the US
GDOT Project CSSTP-0007-00(340),
Montgomery & Toombs Counties
P.I. No. 0007340

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC OPERATIONS

TRAFFIC ENGINEERING REPORT

DATE:	November 16, 2004
COUNTY:	Montgomery
CITY:	N/A
LOCATION:	S.R. 56 Approximately 1 mile East of Uvalda
M.P.:	M.P. 0.00 to M.P. 0.50
REQUESTED BY:	Mr. Gary D. Priester, District Engineer
REASON FOR INVESTIGATION:	To determine the need for operational improvements that may include the realignment of S.R. 56.
TOPOGRAPHY:	S.R. 56 is a two-lane 22' wide rural highway with 2' paved and 6' grassed shoulders. The alignment consists of reverse curves, both at approximately 3 degrees. Within this section of roadway there is a culvert with headwalls inside the recommended clear zone for 55 mph
VEHICULAR VOLUMES:	N/A
AVERAGE DAILY TRAFFIC:	1800
POSTED SPEED:	55 MPH
SPEED 85%:	N/A
PEDESTRIAN MOVEMENT:	No pedestrian access is provided and no pedestrians have been observed at this location.
PARKING:	None.

EXISTING TRAFFIC CONTROLS: Presently there are chevron alignment signs and curve signs to warn motorist of the change in alignment.

MARKINGS: Existing pavement markings consist of painted double yellow centerline and solid white edge lines.

SIGHT DISTANCE: There is limited sight distance in each direction due to the reverse curvature in the alignment.

ACCIDENTS: Within the past three years there has been at least five accidents reported at this location; two of which resulted in fatalities. Please see attached report listing accidents from 2000 to 2003.

OTHER INFORMATION: BRST-0599 (9) is a programmed project to replace the bridge at Milligan Creek that is located approximately 1 mile from the study area. The management let date for this project is November 2004.

PROBLEM: The high crash volumes and fatalities which have occurred within this section of roadway have prompted a review of the need to improve the operation and safety of this location.

CONCLUSIONS: Based on the information obtained in this study, it is recommended that this section of roadway be realigned to eliminate the reverse curves in the alignment. Please see attached sketch detailing proposed alignment not to exceed 3 degrees.

RECOMMENDATIONS: It is recommended that a Federal Aid Safety Project be established to accomplish the realignment of S.R. 56.

STUDY CONDUCTED BY: Cynthia Y. Phillips

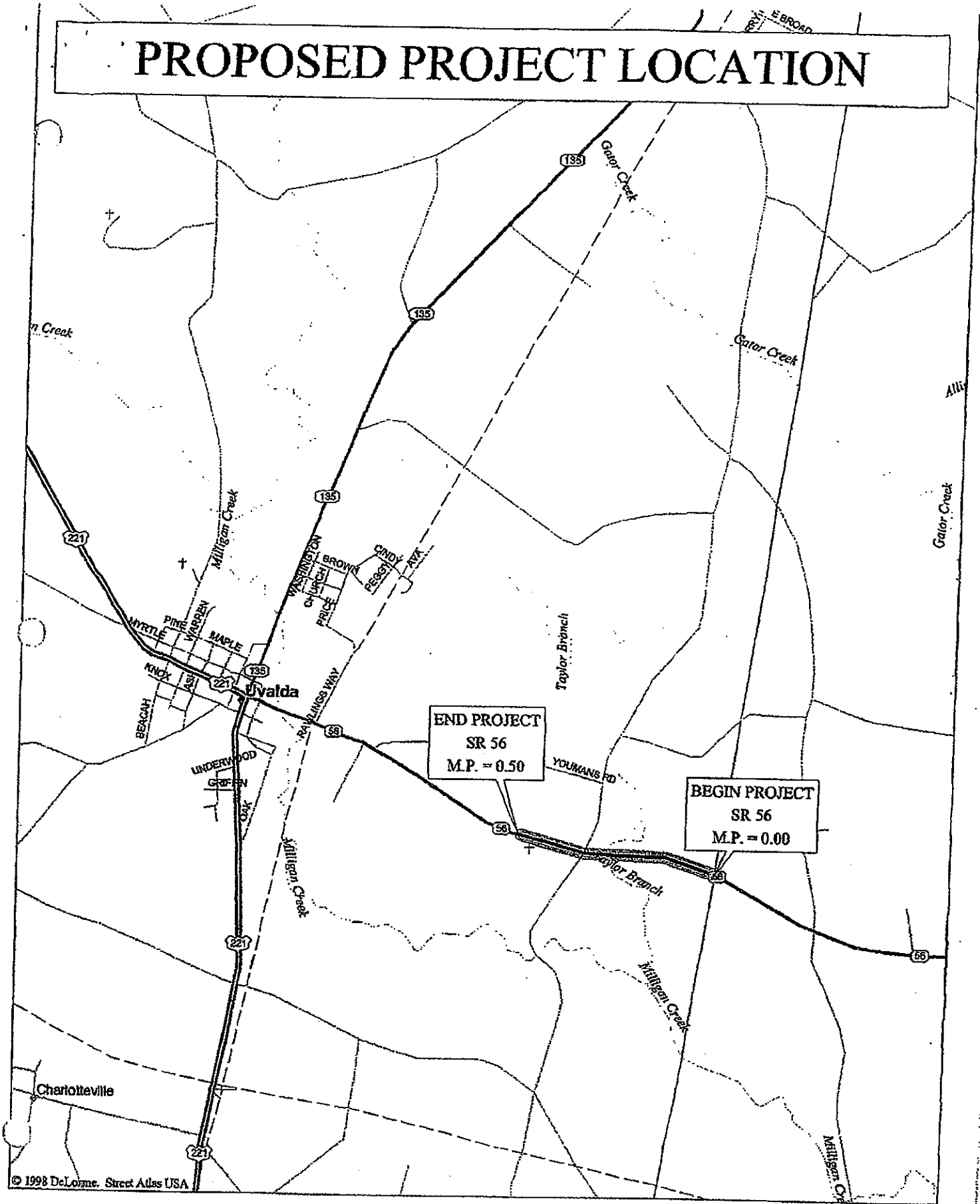
RTM:REH:CP

RECOMMEND: Robt T McCall DATE: 11-17-04

RECOMMEND: _____ DATE: _____

APPROVED: _____ DATE: _____

PROPOSED PROJECT LOCATION



S.R. 56
S.R. 52

Analysis Report 1

Total Accidents: 2 Total Vehicles: 3 Total Injuries: 1 Total Fatalities: 1

Accident Analysis Report 1

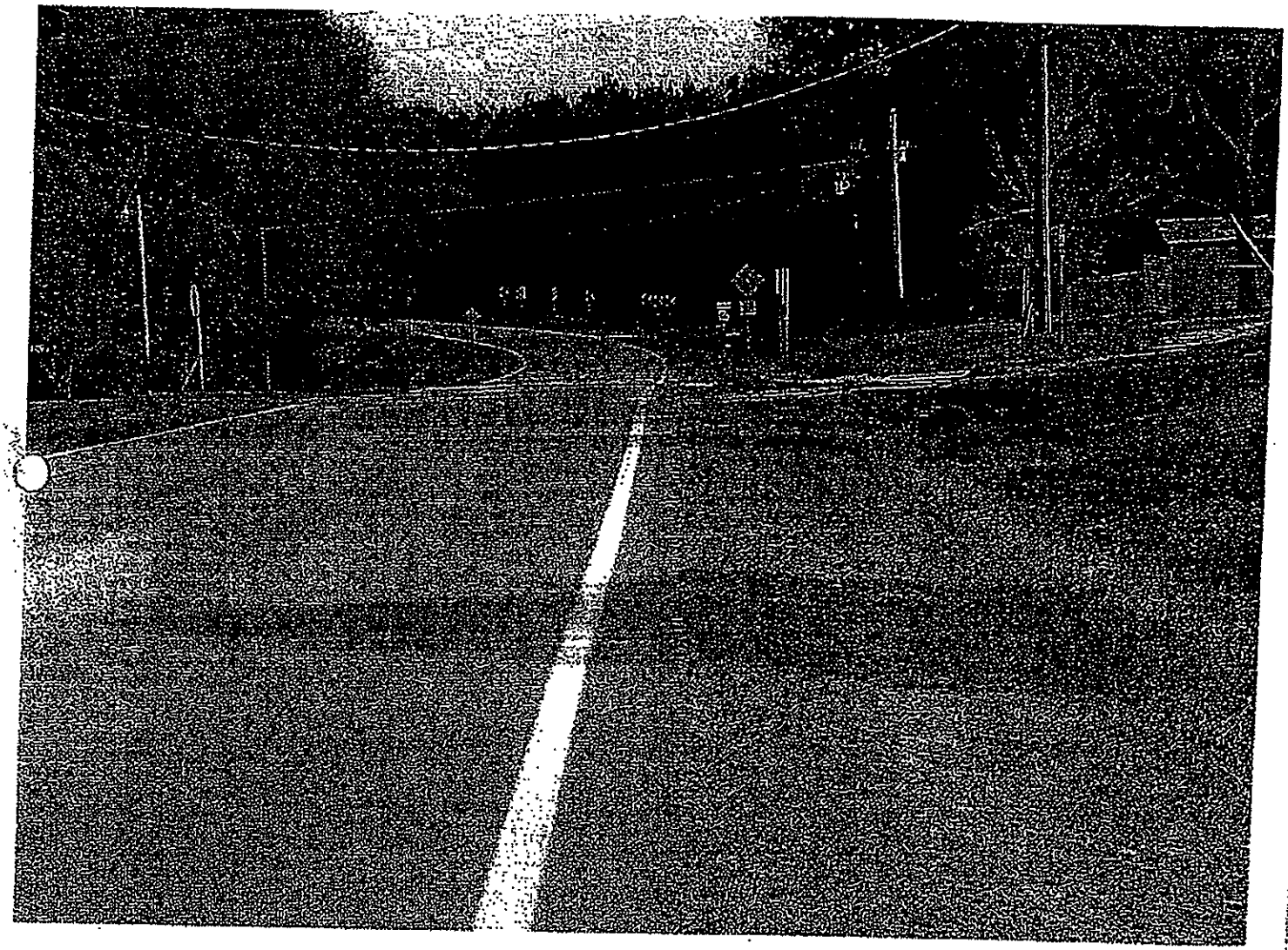
Accident Id	Date	Time	County	Rt TP	Rt No	Mile	IntRt TP	InterRt	Ramp	Inj	Fatal	Collision	Loc Impact	Harmful Event	Light	Surf	D1	D2	VM1
00560319	02/14/2000	05:45:AM	Montgomery	State	005600	.40				1	0	1-Angle	3-Off Roadway	13-Other Object (No	5-Dark-Not Lighte	Wet	S	S	10
03170158	02/14/2000	04:30:AM	Montgomery	State	005600	.40				0	1	6-Not A Collision	3-Off Roadway	22-Highway Traffic	5-Dark-Not Lighte	Wet	S		10

Analysis Report 1

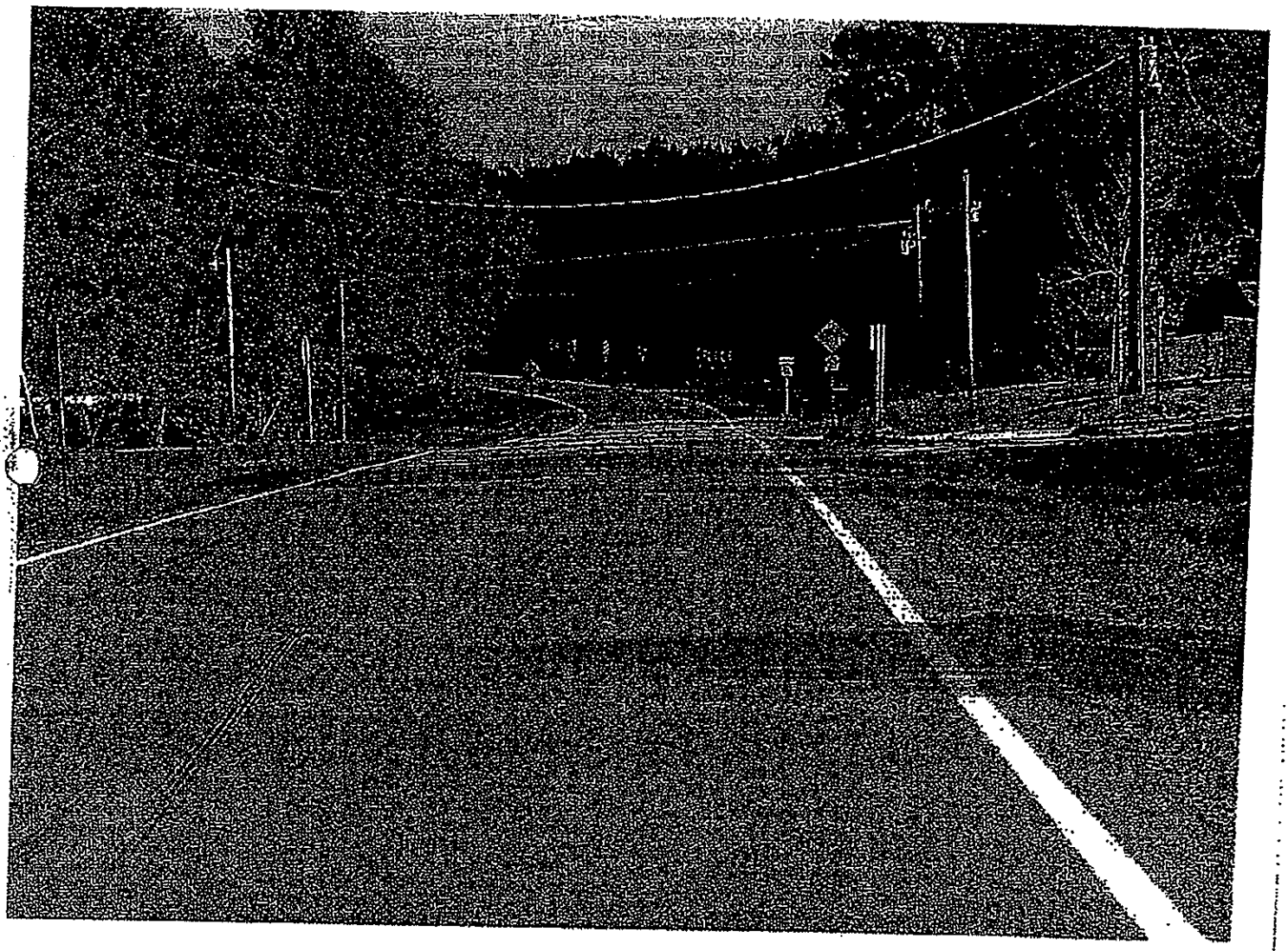
Total Accidents: 3 Total Vehicles: 6 Total Injuries: 6 Total Fatalities: 0

Accident Analysis Report 1

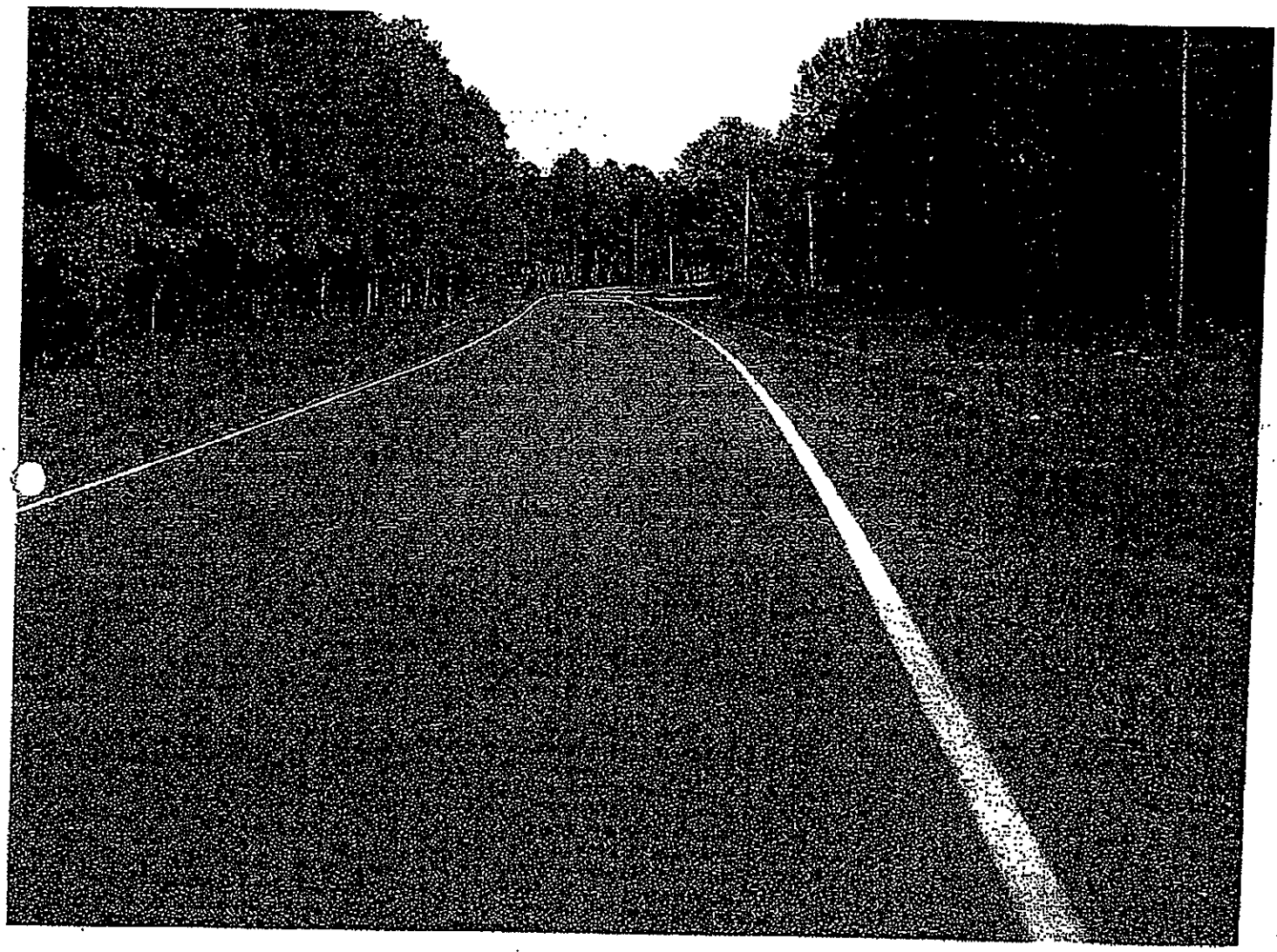
Accident Id	Date	Time	County	Rt TP	Rt No	Mile	IntRt TP	InterRt	Ramp	Inj	Fatal	Collision	Loc Impact	Harmful Event	Light	Surf	D1	D2	Vh
22380503	07/26/2002	04:37:PM	Montgomery	State	005600	.03				2	0	1-Angle	1-On Roadway	11-Motor Vehicle in	1-Daylight	Dry	N	N	0!
22380503	07/26/2002	04:37:PM	Montgomery	State	005600	.03				2	0	1-Angle	1-On Roadway	11-Motor Vehicle in	1-Daylight	Dry	N	N	0!
22380503	07/26/2002	04:37:PM	Montgomery	State	005600	.03				2	0	1-Angle	1-On Roadway	11-Motor Vehicle in	1-Daylight	Dry	N	N	0!



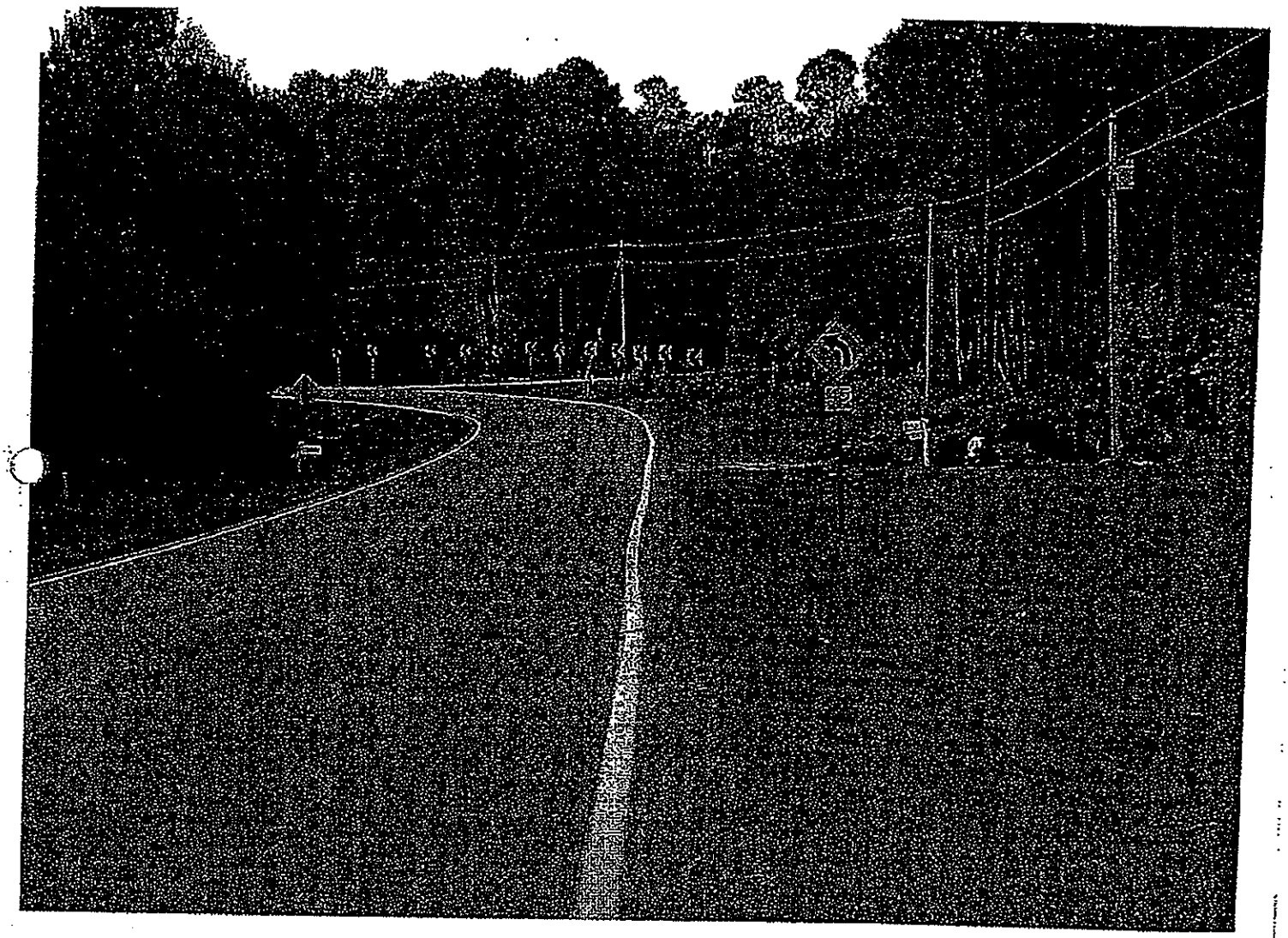
SR 56, NB



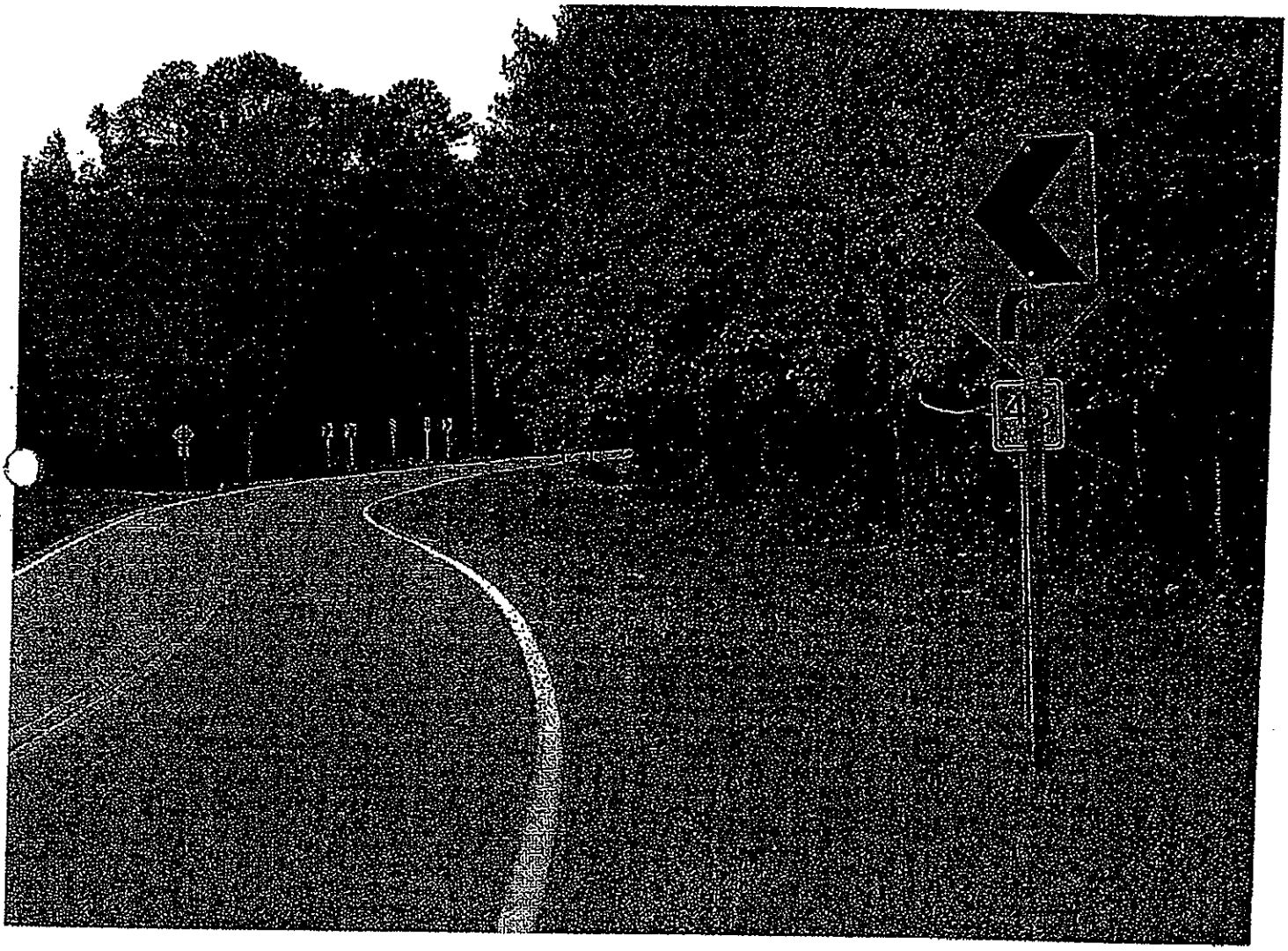
SR 56, NB



SR 56, NB



SR 56, 513



SR 56, SB