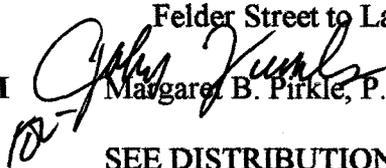


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 322760-, Sumter County **OFFICE** Preconstruction
STP-030-2(31)
SR 30/US 280 Widening from
Felder Street to Lamar Road **DATE** July 6, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

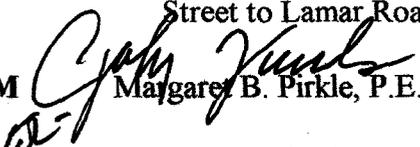
DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 322760-, Sumter County **OFFICE** Preconstruction
 STP-030-2(31)
 SR 30/US 280 Widening from Felder
 Street to Lamar Road **DATE** June 19, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 30/US 280 from Felder Street east of Americus to Lamar Road, where it ties into project STP-030-2(28). The total project length is 1.90 miles. This project is part of the Governor's Road Improvement Program (GRIP) and involves the multilaning of this primary east-west corridor, serving as a catalyst for development in the region. The existing roadway consists of two, 12' lanes with rural shoulders on 100' of existing right-of-way. The base year traffic (2012) is 5,825 VPD and the design year traffic (2032) is 8,500 VPD. The proposed speed design is 65 MPH.

The proposed construction will provide four, 12' lanes with a 44' depressed grassed median and 10' shoulders for the entire project length. Shoulders and right turn bays shall be bicycle friendly according to GDOT details to comply with Middle Flint RDC bicycle plans.

Environmental concerns include requiring a COE 404 Permit; an Environmental Effects Report will be prepared; a public information open house was held on 6-10-2004; time saving procedures are 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 and inflation)	\$4,377,000	\$2,317,000	EDS	LR
Right-of-Way	\$4,192,000	\$4,192,000	EDS	LR
Utilities*	LGPA	LGPA		

*Sumter County signed LGPA for utilities 10-19-04.

David Studstill

Page 2

P. I. No. 322760-, Sumter

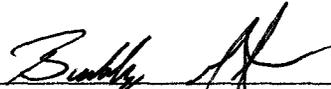
June 19, 2006

This project is part of the Governor's Road Improvement Program (GRIP). I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

5/01/2006

State of Georgia
Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery and Consultant Design

Project Number: STP-030-2(31)
County: Sumter
P.I. Number: 322760

Widening of US 280/ SR 30 from Felder Street to Lamar Road.

Federal Route Number: 280
State Route Number: 30

Recommendation for approval:

DATE 5/19/06


Project Manager

DATE 5/19/2006


State Program Delivery and Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 5-30-06



District Engineer

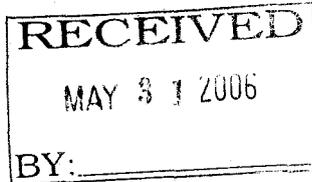
DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

5/01/2006



State of Georgia
Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Program Delivery and Consultant Design

Project Number: STP-030-2(31)
County: Sumter
P.I. Number: 322760

Widening of US 280/ SR 30 from Felder Street to Lamar Road.

Federal Route Number: 280
State Route Number: 30

Recommendation for approval:

DATE 5-19-06

Project Manager

DATE 5/19/2006

State Program Delivery and Consultant Design Engineer

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

DATE 5/26/06

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery and Consultant Design

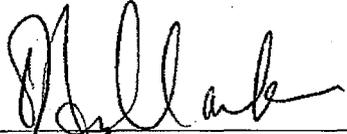
Project Number: STP-030-2(31)
County: Sumter
P.I. Number: 322760

Widening of US 280/ SR 30 from Felder Street to Lamar Road.

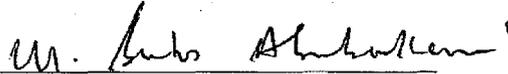
Federal Route Number: 280
State Route Number: 30

Recommendation for approval:

DATE 5-19-06


Project Manager

DATE 5/19/2006


State Program Delivery and Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

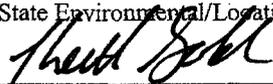
DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 5-30-06


State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

5/01/2006

State of Georgia
Department of Transportation

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery and Consultant Design

Project Number: STP-030-2(31)
County: Sumter
P.I. Number: 322760

Widening of US 280/ SR 30 from Felder Street to Lamar Road.

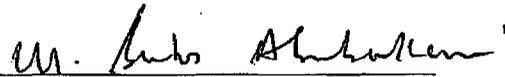
Federal Route Number: 280 ✓
State Route Number: 30

Recommendation for approval:

DATE 5-19-06


Project Manager

DATE 5/19/2006


State Program Delivery and Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

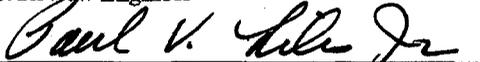
DATE _____

District Engineer

DATE _____

Project Review Engineer

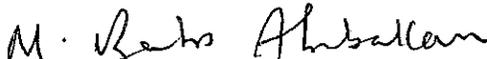
DATE 6/4/06


State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-030-2(31) OFFICE Program Delivery & Consultant Design
P.I. 322760, Sumter County DATE May 19, 2006

FROM 
Mohammed (Babs) Abubakari, P.E. State Program Delivery and
Consultant Design Engineer
TO Margaret B. Pirkle, Assistant Director of Preconstruction
SUBJECT **PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP). Those people on the distribution list below should review the concept report and send comments and/or signature page to the Preconstruction office within 10 days as per the PDP.

If you have any questions or require further information, please call Otis Clark at (404) 463-6265.

Distribution:

Brian Summers, Project Review Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Joe Palladi, State Transportation Planning Administrator
Jamie Simpson, State Financial Management Administrator
Thomas Howell, District 3 Engineer
Paul Liles, State Bridge Design Engineer

MBA:MAH:OC
cc: Greenhorne & O'Mara, Inc.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery and Consultant Design

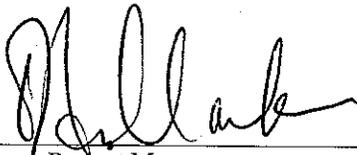
Project Number: STP-030-2(31)
County: Sumter
P.I. Number: 322760

Widening of US 280/ SR 30 from Felder Street to Lamar Road.

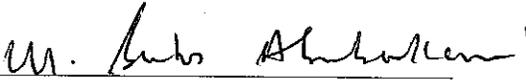
Federal Route Number: 280
State Route Number: 30

Recommendation for approval:

DATE 5-19-06


Project Manager

DATE 5/19/2006


State Program Delivery and Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

I. NEED AND PURPOSE: See attachments.

Description of the proposed project: The proposed project is the widening and reconstructing of US 280/ SR 30 from Felder Street east of Americus to Lamar Road located in Sumter County, an approximate project length of 1.9 miles. The existing three lane roadway would be widened to a four 12-foot lanes with 44-foot depressed grassed median and 10-foot shoulders. All shoulders and right-turn bays will be bicycle-friendly to comply with the Middle Flint RDC bicycle plan. The proposed widening will utilize the existing pavement where possible. The purpose of the proposed project is to promote economic development, enhance safety, and address capacity along this corridor. The proposed right-of-way width for this project varies along the alignment.

Is the project located in a Non-attainment area? _____ YES **X** NO

PDP Classification: Major **X** Minor _____

Project Designation:

Full Oversight (), Exempt (), State Funded (**X**), or Other ()

Function Classification: Rural Principal Arterial

U.S. Route Number(s): US 280

State Route Number(s): SR 30

Traffic (AADT):

Current Year: (2012) **5825**

Design Year (2032) **8500**

Existing Design Features:

- Typical Section: Two 12-foot lanes, paved shoulders, side ditches.
- Posted speed: 55 mph
- Maximum degree of curvature: 1°56'
- Maximum grade:
 - Mainline - ~5.6 %
 - Side Streets - ~2.8 %
- Width of right of way: 100 ft
- Major structures: 2 box culvert
- Major interchanges or intersection along the project: N/A
- Existing length of roadway is approximately 1.93 miles.

Proposed Design Features:

- Proposed typical sections(s): Four 12-foot lanes with a 44-foot depressed grassed median and 10-foot shoulders. Shoulders and right-turn bays shall be bicycle-friendly according to GDOT details to comply with Middle Flint RDC Bicycle plans.
- Proposed Design Speed Mainline: 65 mph
- Proposed Maximum grade Mainline: ~4.0 % Maximum grade allowable 4.0%

Proposed Design Features: (Cont)

- Proposed Maximum grade Side Street: ~3.0%
 Maximum grade allowable: 10 %(25mph), 9 %(35mph), 8%(45mph)
- Proposed grade driveway: 11 % - Commercial, 15 % Residential
- Proposed Maximum degree curve: 2°17' Maximum degree allowable: 4°
- Right of Way
 - ◆ Varies
 - ◆ Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - ◆ Type of access control: Full (), Partial (), By Permit (X), Other ().
 - ◆ Number of parcels: 22
 - ◆ Number of displacements:
 - Business: 3
 - Residences: 5
 - Mobile Homes: 13
 - Other: N/A
- Structures: 2 Box Culvert
- Major intersections and interchanges: N/A
- Traffic control during construction:
 Minimum two-way traffic will be maintained at all times during construction.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPE:	()	()	(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: Median separation.
- Environmental Concerns:
 - A 404 permit is anticipated due to wetland impacts.
 - Numerous potential UST / Hazardous waste sites.

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes () No (X)
 - Categorical exclusion (N/A).
 - Environmental Assessment/Finding of No significant Impact (FONSI) (N/A), or
 - Environmental Impact Statement (EIS) (N/A).
 - GEPA Environmental Effects Report (X)

- Utility Involvements:
 - Georgia Power Distribution
 - Georgia Power Transmission
 - Sumter EMC
 - Bellsouth
 - Citizen Telephone
 - Citizen Cable T.V.
 - MCI
 - Mediacom
 - Heart of Georgia (HOG) Railroad

Project Responsibilities:

- Design: Office of Program Delivery and Consultant Design/Greenhorne & O'Mara
- Right of Way Acquisition: Dist. 3 Preconstruction R/W Office
- Relocation of Utilities: Dist. 3 Utility Office
- Letting to contract: General Office (Office of Contract Administration)
- Supervision of construction: Dist. 3 Construction Office
- Providing material pits: Responsibility of Construction Contractor
- Providing detours: Temporary "on-site" detours designed by Greenhorne & O'Mara/Office of Program Delivery and Consultant Design

Coordination

- Project kick-off meeting: 09-25-2003, See attached meeting minutes.
- Initial Concept Meeting: 01-15-2004, See attached meeting minutes.
- Progress Meetings:
 - 03-04-2004
 - 08-03-2004
- P.A.R. meeting: 07-12-2005
- Public involvement: A PIOH was held on 06-10-2004
- Concept Team Meeting: 1-11-06, Meeting minutes attached.
- Other projects in the area: See Need & Purpose statement.
- Other coordination to date:
 - 03-04-2004 Meeting with Georgia Veteran's Memorial State Park
 - FEMA and Coast Guard – To be completed
 - Stream buffer variance
 - The Heart of Georgia (HOG) Railroad currently operates rail service over the former *Savannah, Americus & Montgomery Railroad (SAM)*

5/01/2006

Project Number: STP-030-2(31).

P.I. Number: 322760

County: Sumter

State of Georgia
Department of Transportation

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 8 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 18 Months.
- Stream buffer variance: 6 Months
- List other major items that will affect the project schedule: N/A

Other alternates considered:

- No-Build
- Abandon existing roadway and construct full width further to north.
 - Resulted in additional potential displacements and cost.

Comments: As appropriate

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way,
 - c. Utilities
2. Need & Purpose
3. Typical sections,
4. Traffic Diagrams,
5. Minutes of Initial Concept and Concept meetings,
6. Minutes of any meetings that show support or objection to the concept,

Estimate Report for file "STP-030-2(31) SUMTER"

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1	LS	30000.00	TRAFFIC CONTROL - STP-030-2(31)	30000.00
150-5000	50	EA	429.32	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	21466.00
201-1500	1	LS	150000.00	CLEARING & GRUBBING - STP-030-2(31)	150000.00
208-0100	45000	CY	6.56	IN PLACE EMBANKMENT	295200.00
310-1101	41400	TN	14.47	GR AGGR BASE CRS, INCL MATL	599058.00
318-3000	40	TN	15.85	AGGR SURF CRS	634.00
402-3121	19900	TN	37.84	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	753016.00
402-3130	6400	TN	38.71	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	247744.00
402-3190	8600	TN	40.23	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	345978.00
413-1000	9600	GL	0.99	BITUM TACK COAT	9504.00
441-0204	1000	SY	26.71	PLAIN CONC DITCH PAVING, 4 IN	26710.00
456-2015	4	GLM	700.32	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	2801.28
622-1033	500	LF	28.13	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	14065.00
634-1200	13	EA	86.22	RIGHT OF WAY MARKERS	1120.86
641-1200	1500	LF	12.97	GUARDRAIL, TP W	19455.00
641-5001	4	EA	459.90	GUARDRAIL ANCHORAGE, TP 1	1839.60
641-5012	4	EA	1527.90	GUARDRAIL ANCHORAGE, TP 12	6111.60
Section Sub Total:					\$2,524,703.34

Section DRAINAGE ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	113	CY	35.29	FOUND BK FILL MATL, TP II	3987.77
500-3101	817	CY	453.21	CLASS A CONCRETE	370272.57
511-1000	93366	LB	0.72	BAR REINF STEEL	67223.52
550-1180	2000	LF	29.21	STORM DRAIN PIPE, 18 IN, H 1-10	58420.00
550-1240	540	LF	34.89	STORM DRAIN PIPE, 24 IN, H 1-10	18840.60
550-2180	1800	LF	23.53	SIDE DRAIN PIPE, 18 IN, H 1-10	42354.00
550-4118	72	EA	251.64	FLARED END SECTION 18 IN, SIDE DRAIN	18118.08
550-4218	24	EA	422.29	FLARED END SECTION 18 IN, STORM DRAIN	10134.96
550-4224	8	EA	490.20	FLARED END SECTION 24 IN, STORM DRAIN	3921.60
603-2024	275	SY	42.01	STN DUMPED RIP RAP, TP 1, 24 IN	11552.75
603-7000	275	SY	3.91	PLASTIC FILTER FABRIC	1075.25
610-9230	1	LS	12532.16	REM CLVT, CONCRETE, STA -	12532.16
610-9230	1	LS	12532.16	REM CLVT, CONCRETE, STA -	12532.16
668-2100	24	EA	1975.78	DROP INLET, GP 1	47418.72
Section Sub Total:					\$678,384.14

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	15	AC	481.66	TEMPORARY GRASSING	7224.90
163-0240	132	TN	203.10	MULCH	26809.20
163-0300	4	EA	1153.08	CONSTRUCTION EXIT	4612.32
163-0503	10	EA	479.09	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	4790.90
163-0520	240	LF	12.50	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	3000.00
163-0530	2000	LF	2.52	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	5040.00
163-0531	8	EA	7421.10	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	59368.80
163-0550	24	EA	195.98	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	4703.52
165-0010	750	LF	0.92	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	690.00
165-0030	1200	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1440.00

165-0060	8	EA	946.64	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	7573.12
165-0087	4	EA	166.77	MAINTENANCE OF SILT CONTROL GATE, TP 3	667.08
165-0101	4	EA	377.24	MAINTENANCE OF CONSTRUCTION EXIT	1508.96
165-0105	24	EA	81.00	MAINTENANCE OF INLET SEDIMENT TRAP	1944.00
167-1000	2	EA	1872.85	WATER QUALITY MONITORING AND SAMPLING	3745.70
167-1500	24	MO	806.93	WATER QUALITY INSPECTIONS	19366.32
171-0010	1500	LF	1.78	TEMPORARY SILT FENCE, TYPE A	2670.00
171-0030	2400	LF	3.13	TEMPORARY SILT FENCE, TYPE C	7512.00
700-6910	29	AC	775.18	PERMANENT GRASSING	22480.22
700-7000	29	TN	57.19	AGRICULTURAL LIME	1658.51
700-7010	73	GL	18.63	LIQUID LIME	1359.99
700-8000	3	TN	252.35	FERTILIZER MIXED GRADE	757.05
700-8100	1450	LB	1.46	FERTILIZER NITROGEN CONTENT	2117.00
710-9000	2300	SY	4.38	PERMANENT SOIL REINFORCING MAT	10074.00
Section Sub Total:					\$201,113.59

Section SIGNING AND MARKING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	120	SF	13.33	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1599.60
636-1031	260	SF	16.72	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	4347.20
636-2070	570	LF	6.52	GALV STEEL POSTS, TP 7	3716.40
636-2080	30	LF	8.60	GALV STEEL POSTS, TP 8	258.00
636-2090	80	LF	6.30	GALV STEEL POSTS, TP 9	504.00
653-0120	56	EA	57.09	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	3197.04
653-0170	18	EA	75.66	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1361.88
653-1704	200	LF	3.28	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	656.00
653-2501	8	LM	981.47	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7851.76
653-2502	2	LM	1042.76	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2085.52
653-4501	4	GLM	582.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2329.36
653-6004	2000	SY	2.46	THERMOPLASTIC TRAF STRIPING, WHITE	4920.00
Section Sub Total:					\$32,826.76

Total Estimated Cost: \$3,437,027.83

Subtotal Construction Cost \$3,437,027.83

E&C Rate 10.0 % \$343,702.78

Inflation Rate 5.0 % @ 3.0 Years \$595,937.66

Total Construction Cost \$4,376,668.28

Right Of Way \$4,192,000.00

ReImb. Utilities \$592,068.00

Grand Total Project Cost \$9,160,736.28

US 280/SR 30 WIDENING AND RECONSTRUCTION

STP-030-2(28)(29)(30)(31) Sumter/Crisp

PI 322770, 422470, 322775 & 322760

I. NEED AND PURPOSE

A. Introduction

The proposed project would consist of the widening and reconstruction of US 280/SR 30 beginning at Felder Street in Americus, Georgia, and tying into the five lane section ½ mile west of Cordele, Georgia. The proposed project would widen the existing two and three-lane roadway to a four-lane divided highway with a 44-foot depressed grass median in rural areas with a five-lane section, with two way left turning movements, through Leslie and along the frontage of the Georgia Veterans Memorial Park. The total project length would be approximately 27.5 miles. There are several long-term development and transportation plans for this area, which illustrate the need to improve U.S. 280/S.R. 30.

B. Planning Basis for the Action

The U.S. 280/S.R. 30 route is a primary east-west corridor in southern Georgia and is part of the Governor's Road Improvement Program (GRIP). The GRIP consists of 19 corridors (economic development highways and truck routes) that include 3,184 miles of roadways. The GRIP was initiated in 1989 by a resolution of the State Legislature and the Governor to connect 95% of Georgia cities with a population of 2,500 or more to the interstate system. The GRIP system would place approximately 98% of the state's population within 20 miles of a four-lane highway. GRIP would also provide access for oversized trucks to cities having populations of 5,000 or more and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites.

The proposed project is located in a part of Georgia that lags behind the state and the nation in per capita income. Table 1 summarizes per capita income in Crisp and

Sumter Counties. The counties trail Georgia's 2001 average per capita income of \$28,523 and the 2001 national average per capita income of \$30,413.

Table 1 2001 Per Capita Personal Income

County	2001	% of State Average	% of Nat'l Average
Crisp	\$19,634	69	65
Sumter	\$21,438	75	70
State	\$28,523	N/A	94
National	\$30,413	N/A	N/A

Source: Bureau of Economic Analysis, <http://www.bea.gov>

The counties also lagged behind the Georgia's population growth rate of 26.4% from 1990 to 2000. Population growth in Crisp County was 9.9% over this same period, while population growth for Sumter County was 9.8%.

The Power Alley Initiative is an infrastructure development project designed to facilitate growth in a 43-county area of southern Georgia that lags the state in economic and population growth. Major components of the initiative include highway improvements, rail upgrades, installation of fiber optic cable throughout the region, and a natural gas pipeline. The primary transportation infrastructure improvement would be the widening of U.S. 280/S.R. 30 to four lanes. The U.S. 280/S.R. 30 route is the primary east-west highway connector across this area of Georgia. According to the Power Alley Initiative assessment document, the highway is currently made up of four lanes running from Columbus south to the intersection with S.R. 27. Throughout the majority of the corridor the highway consists of two lanes. According to the Power Alley Initiative report, the expansion of U.S. 280/S.R. 30 is, "expected to reduce transportation costs for a large number of businesses in the target area and to enhance the region's competitiveness in attracting new business development." The project would also boost the economy of the region through in-region spending during planning and construction.

The Middle Flint River Regional Development Center (RDC) Regional Plan cites the completion of road widening projects needed to open the region to additional economic development activity. The U.S. 280/S.R. 30 widening project is mentioned specifically as part of infrastructure improvements needed for the area.

A quality transportation network is mentioned in both the Crisp and Sumter County Comprehensive Plans. The Crisp County Comprehensive Plan, 1992-2012,

credits I-75 traversing the county with recent population growth in Crisp County. The existing transportation network is credited with creating a sub-regional trade and employment center that attracts workers from adjacent counties. Widening of U.S. 280/S.R. 30 is not mentioned specifically in the plan.

The Sumter County Comprehensive Plan, 1994-2014, states that "The quality and availability of community facilities and services, both publicly and privately operated, are critical to attracting and maintaining residential, commercial, and industrial development." The U.S. 19/S.R. 3 project is mentioned as critical to the economic future of Sumter County. Again, U.S. 280/S.R. 30 is not mentioned specifically, but there is a general emphasis on transportation infrastructure as being critical to community growth.

C. Traffic/Operational Safety

Traffic congestion is currently not an issue at intersections along the proposed project. All intersections currently operate at level-of-service (LOS) B or better. Level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS at which a roadway can operate. Level-of-service "A" represents free flow traffic where drivers are virtually unaffected by the presence of other vehicles; whereas, level "F" represents operating conditions in which demand exceeds capacity. The statewide standard is to provide LOS C or better for four-lane roadways. Some intersections along the proposed project are forecast to drop below LOS C standards by design year 2032 (Tables 2-5).

Table 2 Level of Service Summary for STP-030-2(31)

Intersection	Time Period	2003 (Existing)		2012 Build (Base Year)		2032 Build (Design Year)	
		LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾
US 280/SR 30 at Felder Street	AM	B	13.2	C	17.2	F	65.6
	PM	B	14.2	C	20.9	F	130.6
US 280/SR 30 at Arlington Drive	AM	B	12.0	B	13.9	C	23.4
	PM	B	11.2	B	13.1	C	16.5
US 280/SR 30 at Williams Drive	AM	B	10.5	B	11.8	B	14.6
	PM	B	11.8	B	13.8	C	18.9
US 280/SR 30 at Lamar Road	AM	B	11.1	B	12.5	C	18.3
	PM	B	11.3	B	12.8	C	19.1

Source: Greenhorne & O'Mara, Inc.

Notes: (1) Level of Service for Minor Roadway Approach
 (2) Delay in seconds per vehicle for Minor Roadway Approach

Table 3 Level of Service Summary for STP-030-2(28)

Intersection	Time Period	2003 (Existing)		2012 Build (Base Year)		2032 Build (Design Year)	
		LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾
US 280/SR 30 at Mask Road	AM	B	11.3	B	12.6	C	16.6
	PM	B	11.5	B	12.9	C	17.1
US 280/SR 30 at Huntington Road	AM	B	10.7	B	11.8	B	14.4
	PM	B	11.0	B	12.2	C	15.0
US 280/SR 30 at Parkers Crossing Road	AM	B	11.5	B	13.1	C	17.4
	PM	B	11.4	B	12.7	C	16.1
US 280/SR 30 at Tommy Smith Road	AM	B	10.3	B	11.5	B	13.4
	PM	A	9.9	B	10.7	B	12.4
US 280/SR 30 at Bone Road	AM	B	10.2	B	11.0	B	13.0
	PM	B	10.3	B	11.3	B	13.0
US 280/SR 30 at Bailey Street	AM	B	11.0	B	12.3	C	15.5
	PM	B	11.2	B	12.5	C	16.0
US 280/SR 30 at N. Bailey Avenue	AM	B	12.5	B	15.0	D	26.2
	PM	B	12.6	C	15.4	D	26.4
US 280/SR 30 at Seaboard Street	AM	A	9.5	A	9.6	B	11.2
	PM	B	10.0	B	10.7	B	12.9
US 280/SR 30 at Battle Street	AM	B	10.8	B	12.1	B	14.8
	PM	B	11.0	B	12.0	B	15.2
US 280/SR 30 at Ferguson Street	AM	B	11.1	B	12.4	C	16.1
	PM	B	11.2	B	12.6	C	16.4
US 280/SR 30 at Luke Street/SR 195	AM	B	11.4	B	12.7	C	17.1
	PM	B	11.6	B	13.4	C	18.7

Source: Greenhorne & O'Mara, Inc.

Notes: (1) Level of Service for Minor Roadway Approach
 (2) Delay in seconds per vehicle for Minor Roadway Approach

Table 4 Level of Service Summary for STP-030-2(30)

Intersection	Time Period	2003 (Existing)		2012 Build (Base Year)		2032 Build (Design Year)	
		LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾
Unsignalized Intersections							
US 280/SR 30 at Standard Elevator Road	AM	B	10.9	B	11.6	B	14.5
	PM	B	10.9	B	12.6	B	14.8
US 280/SR 30 at Pryor Road	AM	B	10.1	B	11.2	B	12.2
	PM	B	10.3	B	11.2	B	13.0
US 280/SR 30 at Pryor Cobb Road/Cobb Cheek Road	AM	B	11.1	B	12.3	C	16.0
	PM	B	11.6	B	13.3	C	16.7
US 280/SR 30 at Styles Road	AM	B	10.0	B	10.7	B	12.2
	PM	B	10.4	B	11.2	B	13.0
US 280/SR 30 at Lamar Road/CR 56	AM	B	13.5	C	17.1	E	37.6
	PM	B	14.9	C	19.9	F	60.5

Source: Greenhorne & O'Mara, Inc.

Notes: (1) Level of Service for Minor Roadway Approach

(2) Delay in seconds per vehicle for Minor Roadway Approach

Table 5 Level of Service Summary for STP-030-2(29)

Intersection	Time Period	2003 (Existing)		2012 Build (Base Year)		2032 Build (Design Year)	
		LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾
Unsignalized Intersections							
US 280/SR 30 at Valhalla Road	AM	B	11.6	B	13.2	C	17.2
	PM	B	10.8	B	10.1	B	13.7
US 280/SR 30 at Obie Road	AM	B	10.4	B	10.2	B	13.8
	PM	B	11.1	B	12.3	B	14.1
US 280/SR 30 at Cannon Road	AM	B	14.2	C	18.2	F	57.3
	PM	B	13.8	C	17.2	E	36.6
US 280/SR 30 at Formosa Drive/Swan Drive	AM	B	12.3	B	14.0	C	23.5
	PM	B	11.8	B	13.0	C	17.6
US 280/SR 30 at Hibiscus Circle	AM	B	11.3	B	12.9	C	19.3
	PM	B	11.7	B	13.0	C	17.5
US 280/SR 30 at N. Coney	AM	B	12.4	B	14.8	C	24.1

Intersection	Time Period	2003 (Existing)		2012 Build (Base Year)		2032 Build (Design Year)	
		LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾	LOS ⁽¹⁾	Delay ⁽²⁾
Unsignalized Intersections							
Road/Pinecrest Drive							
	PM	B	12.3	B	14.4	C	23.9
US 280/SR 30 at S. Coney Road	AM	B	12.3	B	14.1	C	22.8
	PM	B	12.3	B	14.7	C	22.8
US 280/SR 30 at Ferry Landing Road	AM	B	10.5	B	11.5	B	13.6
	PM	B	10.6	B	11.7	C	15.5
US 280/SR 30 at Crossroad Store Road	AM	B	11.6	B	12.8	C	17.3
	PM	B	11.7	B	13.9	C	17.5
US 280/SR 30 at 24 th Avenue	AM	B	12.8	C	15.2	D	26.6
	PM	B	12.8	C	15.1	D	25.4
US 280/SR 30 at Old Albany Road/SR 300 Connector	AM	B	10.5	B	11.5	B	14.8
	PM	B	10.6	B	11.8	C	15.7
Old Albany Road/SR 300 Connector at 24 th Avenue	AM	B	11.8	B	14.1	C	23.8
	PM	B	11.8	B	13.5	C	23.8

Source: Greenhorne & O'Mara, Inc.

Notes: (1) Level of Service for Minor Roadway Approach

(2) Delay in seconds per vehicle for Minor Roadway Approach

D. Safety

Accident rates along the proposed project were analyzed and compared to the statewide accident rate based on functional classification (Table 6). Unit 31, the western 2-mile section near Americus, showed a rate higher than the statewide rate.

While there are no specific high accident locations in this rural corridor, there are several existing safety problems that would be addressed with the widening of U.S. 280/S.R. 30. Any existing intersections with a substandard skew angle would be realigned to have an angle as close to 90 degrees as possible.

Table 6 Accident Rates

	Accidents per Million Vehicle Miles		
	2000	2001	2002
Statewide Accident Rate for Rural Principal Arterials	134	134	134
STP-030-2(31)	489	428	246
STP-030-2(28)	123	115	53
STP-030-2(30)	50	57	8
STP-030-2(29)	79	63	41

Sources: Georgia DOT Office of Traffic Safety & Design – Statewide Rates
Greenhorne & O'Mara, Inc. - US 280/SR 30 Rates

E. Logical Termini

The termini for this project are logical, beginning at Felder Street in Americus and ending at the five lane section ½ mile west of Cordele. The eastern and western termini both tie into existing four or five-lane sections of U.S. 280/S.R. 30 in Americus and Cordele.

F. Nearby Improvements

Other improvements near the subject project include:

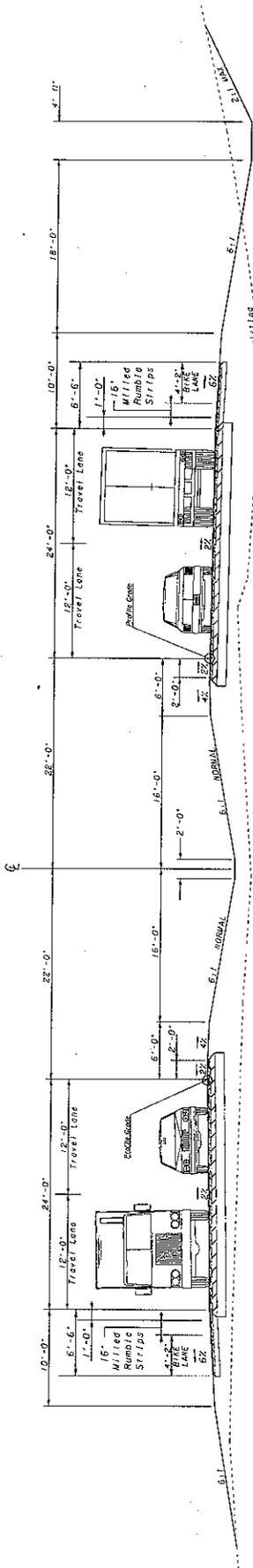
Project	PI	County	Description
STP-0000-00(481)	PI 0000481	Crisp	SR30/SR90 from 4 lanes at I-75 to Midway Road in Cordele
MSL-0004-00(754)	0004754	Crisp/Wilcox	SR30/US280 from Arc Way Ave./CS667/Crisp to SR 159/Wilcox
HPP-NH-75-1(156)CT	410260	Crisp	I-75 from SR 300 to Dooly County line
	442660	Crisp	SR90/CR366 Relocation from south of County Road 365 to SR 257
MSL-0004-00(753);	0004753	Sumter/ Webster	SR 27/US 280 from SR 41/Webster to Plains city limits/Sumter
STP-0646(1)	343230	Sumter	SR 308/Bonds Trail Road realignment from CR 32 to CR 140

Project	PI	County	Description
EDS-19(44)	462395	Lee	SR 3/US 19 from north of CR 151 Northwest to Sumter County Line at Smithville
STP-030-1(18)	322780	Sumter	SR 27/US 280 from SR 45 in Plains to SR 49 Southwest of Americus
BRM-216(5)	350750	Sumter	SR 377/Americus at Georgia Southwestern RR

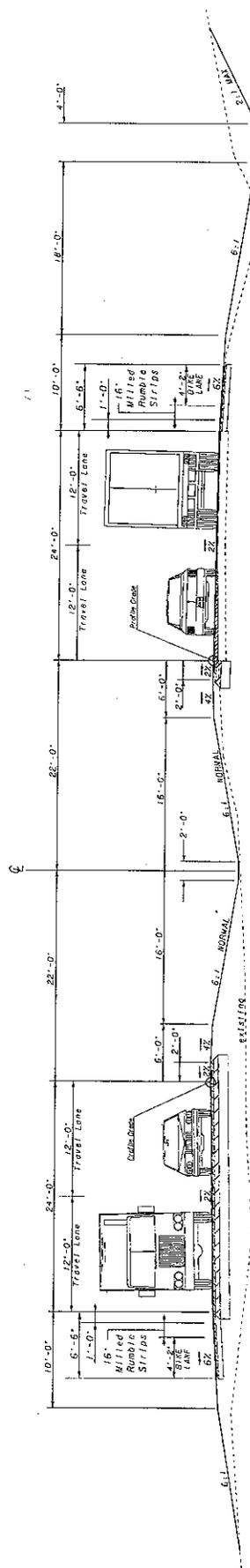
G. Summary

Georgia is anticipated to remain a growth state well into the future. The demands created by population and economic growth will spill over on to the non-interstate highway systems that form a critical link for both large and small communities in the state, making highway access a prime requisite for community growth in the future. Transportation improvements are mentioned in four planning studies addressing the project area. The U.S. 280/S.R. 30 project has been identified in the Power Alley Initiative and in the Middle Flint River RDC Regional Plan as a crucial transportation project to facilitate growth in this area of the state that lags statewide growth rates. The Comprehensive plans for Crisp County and Sumter County do not mention U.S. 280/S.R. 30 directly, but both plans mention the importance of well-developed transportation networks for growth and development.

While the project is primarily for the purpose of economic development, traffic and safety concerns would also be addressed by implementing the project. Substandard intersections and road alignments would be improved, increasing safety and efficiency along the project.



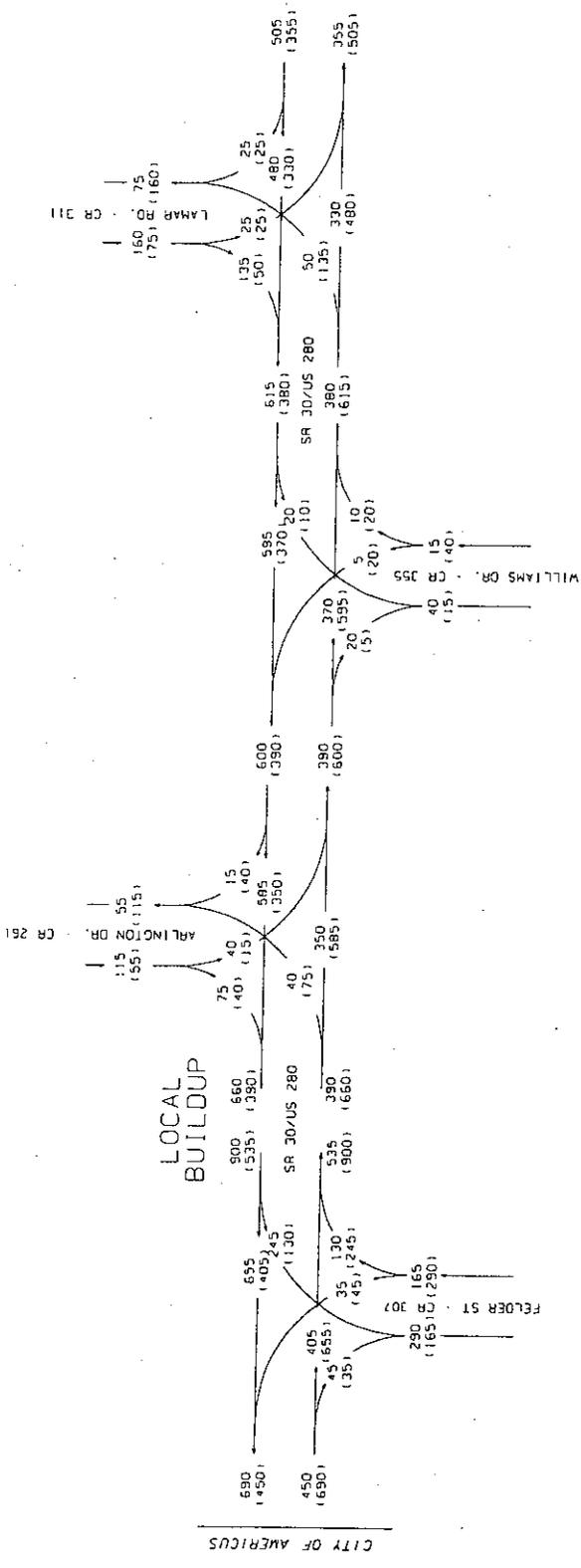
New Location
4 Lanes With a 44' Median
(D.S. 65mph)
NORMAL CROWN



Widen to One Side
4 Lanes With a 44' Median
(D.S. 65mph)
NORMAL CROWN

	GREENHORNE & O' MARA <small>GRD PROJECT NO. 0217</small> 2211 NEWMARKET PARKWAY SUITE 104 MARLETTA, GA. 30067 (770) 988-9335		DATE REVISIONS DATE REVISIONS
	GEORGIA DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS PROJECT: STP-030-2(31) COUNTY: SUMTER DATE:		

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-030-2(31)		



SEE STP-030-2(28) SHEET 10-01

000 AM DESIGN HOUR VOLUME
 (000) PM DESIGN HOUR VOLUME

P.L. 322760
 SUMNER COUNTY
 TRUCK PERCENTAGE
 24 HR. T. 8.0%
 S.U. 4.9%
 COMB. 5.1%
 R.G.D. & T.A.D. 11/03

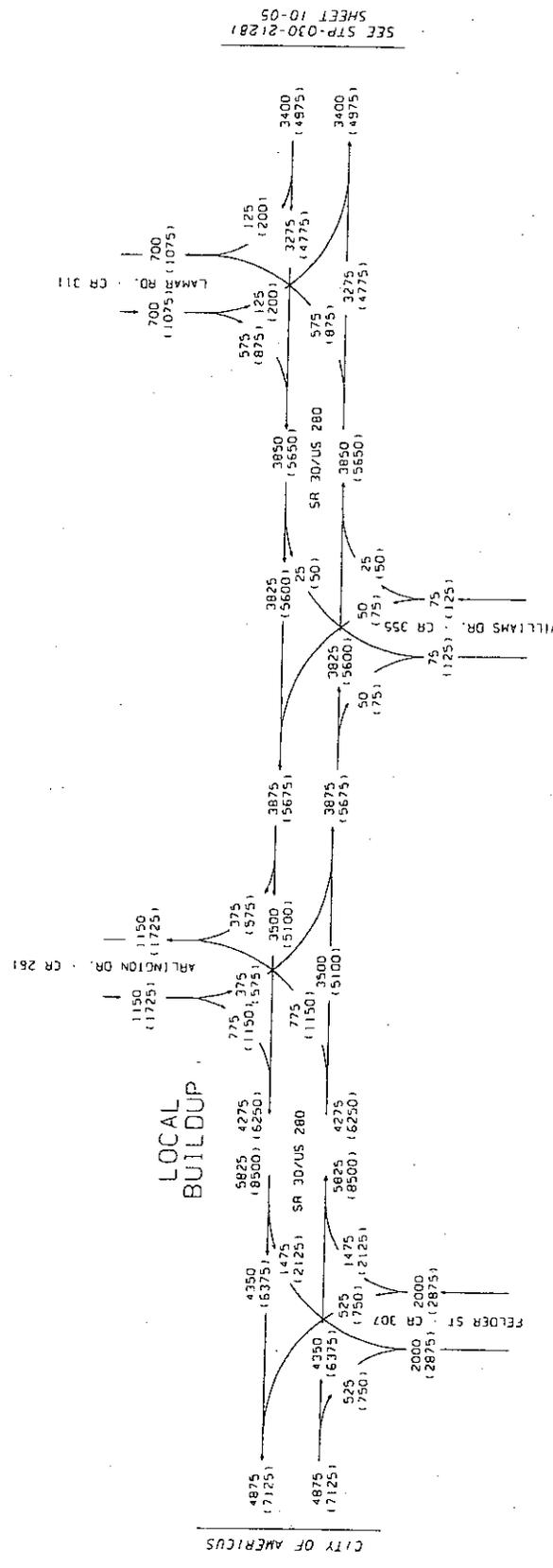
GEORGIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT: STP-030-2(31)
 COUNTY: SUMNER
 DATE: DRAWING 10-01

2032 DESIGN HOUR TRAFFIC VOLUMES

GREENHORNE & O'MARA
 2211 NEWMARKET PARKWAY
 MARIETTA, GA 30067
 (770) 988-9555

REVISIONS	DATE

STATE	PROJECT NUMBER	SHEET NO.
G.A.	STP-030-2(3)	1075



SEE STP-030-2(2B) SHEET 10-05

000 2012 AVERAGE DAILY TRAFFIC
(000) 2032 AVERAGE DAILY TRAFFIC

P.I. 322760
SUMTER COUNTY
TRUCK PERCENTAGE
24 HR. T. 8.0%
S.U. 4.9%
COMB. 5.1%

R.C.D. & T.A.D. 11/03
GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAMS
PROJECT: STP-030-2(3)
COUNTY: SUMTER
DATE: 10-03

REVISIONS	DATE

GREENHORNE & O' MARA
2211 MARKET PARKWAY
SUITE 100
MARIETTA, GA 30067
(770) 988-9535



2012 AND 2032 AVERAGE DAILY TRAFFIC VOLUMES



Meeting Memorandum

Attendees: See Attached
Date: January 11, 2006
Project: STP-030-2(28), (29), (30), & (31)
PI. 322760, 322770, 322775, & 422470
G&O No. 0217
Subject: US 280/SR 30 Design Concept Team Meeting

1. Otis Clark called the meeting to order and introduced the project and the design team.
2. Attendees introduced themselves and identified their affiliation.
3. Chris Rideout, G&O, reviewed the project alignment, identified the impacts and significant design features, and fielded questions from those in attendance. The section through Crisp County was summarized first.
4. A representative from the City of Cordele requested that the project be extended into Cordele to add a center left turn lane to their existing four lane road. Their written request was accepted by Otis Clark on behalf of GDOT. They are concerned about the expansion of Norboard and the potential increase in truck traffic at this location. District 4 personnel noted that extending the project would require further study.
5. It was noted that the current alignment will not displace any of the businesses near the state park. There will, however, be state park impacts.
6. It was brought up by the District 3 Utility Engineer, that there will likely be utility staging issues on the east side of Lake Blackshear in the fill area. There is an existing water line hanging on the south side of bridge and runs through the existing rock embankment area, which will need to be relocated. Kerry also expressed concern that designers should consider historic property impacts and wet land impacts when relocating utilities.
7. It was noted that all of the telephone lines are located on the on south side of US 280 in Crisp County.
8. Crisp County Power requested public access to bridge for fishing. Otis Clark mentioned that he would check with Babs Abubakari to see if that's something GDOT can do.
9. New Lake Blackshear bridge piers to be aligned with existing bridge piers.
10. It was noted that the five lane section along the state park can have a 55 mph design speed.
11. The alignment of the five lane section through Leslie will probably meet a 55 mph design speed, but it will be posted at 45 mph to match the existing speed limit.
12. The cities of Leslie and De Soto will need financial aid from GDOT to relocate their affected utilities.

13. The Sumter County Commission requested that we consider aligning District Line Road with Mask Road. This would serve as an eastern bypass around Americus and could help accomplish that part of the county's long range transportation plan.
14. The comment was made that a lot of valuable farmland was being taken with the new alignment between Mask Road and Bone Road. It was explained that the new alignment is designed to avoid impacts to known historic sites and also to wetland areas.
15. It was asked what was being done at the intersection at the beginning of the project. It was explained that Felder Street would be realigned. The road in front of Wal-Mart will not be impacted.
16. The District 3 Utility Engineer cautioned that the electric substation in Leslie should be avoided if at all possible. Impacts to this facility would be very costly. It was noted that we need to be careful with the drainage design along the railroad to ensure we don't cause detrimental impacts to the railroad.
17. The railroad representative requested that they be notified when surveyors or anyone else is working near the tracks and that the surveyors not be on the tracks for any length of time. Safety is the main concern.
18. There needs to be coordination with the utility companies along the historic boundary areas. Not only must the roadway construction limits avoid the historic boundary, but there must also be space available for the utilities. This same comment holds true for wetland areas as well.
19. Tom Tkacs briefly explained the process and criteria for the historic survey and how it affects the project. He then gave a summary of the environmental document and the process for obtaining environmental clearance.
20. The GDOT district representatives do not want to have limited access on the sections of the alignments on new location.
21. The question was asked if the project is included on the state bicycle route. **It has been determined that US 280 is on the 2005 Middle Flint Regional Bicycle and Pedestrian Plan as a proposed bike route.**
22. Chris Rideout reviewed the sections of the Concept Report for each of the four units of the project.

Attendees:

Name	Organization	Phone	E-mail Address
Thomas Tkacs	G&O	678-987-3920	ttkacs@g-and-o.com
Chris Rideout	G&O	678-987-3916	crideout@g-and-o.com
Theon Grojean	G&O	678-987-3905	tgrojean@g-and-o.com
Bill Rutlin	G&O	678-987-3918	wrutlin@g-and-o.com
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
James Tidwell	Street Smarts	770-813-0882	jamest@streetsmarts.us
Geoffrey Donald	PB	404-364-2656	donald@pbworld.com
Jim Graybeal	PB	404-364-8190	graybeal@pbworld.com
Danny P. Gay	GDOT	229-386-3434	danny.gay@dot.state.ga.us
David Millen	GDOT	706-646-6594	david.millen@dot.state.ga.us
Scott Parker	GDOT	706-646-6561	scott.parker@dot.state.ga.us
Thomas Howell	GDOT	706-646-6500	thomas.howell@dot.state.ga.us
Debra Benton	GDOT	706-646-6597	debra.benton@dot.state.ga.us
Pat Davis	GDOT	229-931-2434	pat.davis@dot.state.ga.us
Kerry Gore	GDOT	706-646-6552	kerry.gore@dot.state.ga.us
Willie Young	Public Work Sumter Co.	229-928-4576	willie-y@sumter.com
Carl Gamble	Crisp Co. Public Works	229-276-2650	
Gene Crapes	Crisp Co., Administrator	229-276-2672	gcrapes@crispcounty.com
Paul Condit	GDOT/OEL	404-699-4413	paul.condit@dot.state.ga.us
Joe Burns	GDOT - 4 th Dist.	229-386-3046	joe.burns@dot.state.ga.us
Heath Anderson	BellSouth Ospe	229-432-7095	heath.anderson@bellsouth.com
Duane Broxterman	HO6 Railroad	229-924-7662	dbroxterman@ho6rail.com
Paul Farr	Sumter County/DOT SAAG	229-924-1900	pfarr@b-nlaw.com
Bill Bocoen	Sumter County	229-924-7581	
Al Womack	Sumter EMC	229-924-8041	al.womack@sumteremc.com
Rene Smith	Sumter EMC	229-924-8041	rene.smith@sumteremc.com
Raymond & Carolyn Hobbs	Arrowhead Geo	229-273-8738	
Miguel Cornejo	GDOT Intermodal	404-651-9205	Miguel.cornejo@dot.state.ga.us
Ronnie Hall	GDOT D4 Construction	229-386-3465	Ronnie.hall@dot.state.ga.us
Bill Cooper	GDOT D4 Utilities	229-386-3288	Bill.cooper@dot.state.ga.us
Linda Cobb	City Clerk, Leslie, GA	229-874-1259	
Grace Jarrett	City of Leslie	229-874-1259	
Tim Warren	GDOT Utilities - Tifton	229-386-3288	paul.condit@dot.state.ga.us
W.N. Clark	Sumter County Tax Assessor	229-924-9849	
Dan Clark	GDOT DCD	404-463-6265	dan.clark@dot.state.ga.us
Andy Lindsey	GDOT Americus	229-931-2434	Andy.lindsey@dot.state.ga.us
Larry Smith	Georgia Power Co.	229-928-6112	
Ray Ellis	Media Com Cable	229-924-2147	
Brad Lafavers	Heart of Georgia RR	229-924-7662	
Charlotte Cotton	City of Americus	229-924-4411	
Darrell Osborne	GDOT R/W Consultant	229-382-8178	Southern_acquisitions@yahoo.com
Charles Ledger	Citizens Tel. & CATV	229-874-4145	
Van Mason	GDOT D4 Traffic	229-386-3435	van.mason@dot.state.ga.us
Lynn Taylor	Sumter County Admin.	229-928-4504	
David Moyer	GDOT - Fitzgerald Area	229-426-5244	david.moyer@dot.state.ga.us
Bill Gregory	Citizens Telephoning	229-874-4145	

Name	Organization	Phone	E-mail Address
Brent Thomas	GDOT D4 Preconstruction	229-386-3300	brent.thomas@dot.state.ga.us
David Thompkins	GDOT Planning	404-656-5351	david.thompkins@dot.state.ga.us
Tamrat Kassa, Jr.	GDOT Planning	404-651-5329	Tamrat.kassa@dot.state.ga.us
Shane Pridgen	GDOT D4 Planning	229-386-3045	shane.pridgen@dot.state.ga.us
Jean H. Burnette	City of Cordele	229-273-3102	
Steve Fulford	City of Cordele	229-273-3102	
Jimmy Watson	City of Cordele	229-273-6136	



Meeting Memorandum

Attendees:

Name	Organization	E-mail Address
Klint Rommel	GDOT/OEL	klint.rommel@dot.state.ga.us
Yates Allen	USFWS	yates_allen@fws.gov
Ben Dickerson	GDOT/OEL	ben.dickerson@dot.state.ga.us
Lisa Westberry	GDOT/OEL	lisa.westberry@dot.state.ga.us
Michael Ruth	USACE	micahel.s.ruth@usace.army.mil
Emily Swearingen	G&O	eswearingen@g-and-o.com
Chris Rideout	G&O	crideout@g-and-o.com
Thomas Tkacs	G&O	ttkacs@g-and-o.com
William Rutlin	G&O	wrutlin@g-and-o.com

Date: July 12, 2005

Project: STP-074-2(28-31) Sumter/Crisp Counties

PI. 322770, 422470, 322775, 322760

G&O No. 0217

Subject: PAR

1. Project is now state aid. COE is lead agency.
2. Projects require certain acreage of wetland impacts per ½ mile before median reduction would be considered. GDOT will use 32' median if project meets this criterion.
3. Project has potential habitat for several species including Canby's dropwort, Hirst's panic grass, wood stork, bald eagle and red cockaded woodpecker (RCW).
4. RCW habitat search needs to be within ½ mile of project. This has been completed. A "may affect, not likely to adversely affect" determination is recommended for RCW.
5. USFWS prefers widening existing road over new alignment and recommends minimization of side street tie-ins. Habitat fragmentation is a consideration along with wetland loss.
6. Alignment balances S106 impacts. Set up meeting with Dave Crampton/COE.

7. EER can proceed without COE S106 call.
8. OEL historian to contact Dave Crampton and send history survey report.
9. OEL to contact COE regarding adding project to the agenda of next month's complex project meeting with COE.
10. Project has 5-lane section through Leslie and along the park entrance.
11. USFWS is satisfied with the Cobb bypass and with project routed through Leslie. Major concern is with the new alignment section at the golf course. USFWS would like GDOT to consider tying back into existing alignment more quickly at the eastern end of this new alignment section.
12. 6f not an issue.
13. GDOT discourages use of one-way pair.
14. Aquatic re-survey in 2006.
15. SOP scaling factor cumulative for impact type.
16. Consider 10-digit HUC regarding mitigation.
17. COE project number = 200500820
18. In future send ecology addendum to COE not entire report.
19. Send JD to COE after preferred alignment is selected.

This represents my understanding of the meeting. If you have questions or concerns, contact me at 678-987-3920 or tkacs@g-and-o.com.

Respectfully submitted,

Greenhorne & O'Mara, Inc.

Thomas G. Tkacs, P.E.
Water & Environment

Distribution: Attendees, Otis Clark, Theon Grojean



PROJECT REVIEW MEETING

PROJECT: US 280/SR 30 Widening
 STP-030-2(28, 29, 30 & 31) Sumter and Crisp Counties
 P.I. No. 322770, 422470, 322775 & 322760

DATE/PLACE: August 3, 2004 at OCD Conference Room

ATTENDEES:

Chris Rideout	Greenhorne & O'Mara, Inc.	770-956-8510 ext 238	crideout@g-and-o.com
Ken Thompson	GDOT OEL		ken.thompson@dot.state.ga.us
Brent Story	GDOT OCD		brent.story@dot.state.ga.us
Klint Rommel	GDOT/OEL	404-699-4415	klint.rommel@dot.state.ga.us
Mike Haithcock	GDOT/OCD	404-657-9758	michael.haithcock@dot.state.ga.us
Otis Clark	GDOT OCD	404-463-6265	otis.clark@dot.state.ga.us
Theon Grojean	Greenhorne & O'Mara, Inc.	770-956-8510 ext. 218	tgrojean@g-and-o.com
Tom Tkacs	Greenhorne & O'Mara, Inc.	770-956-8510 ext 219	ttkacs@g-and-o.com

DISTRIBUTION: Attendees, Andy Anderson (Street Smarts), Geoff Donald (PBQD)

SUBJECT: Review roadway concept alignment alternatives.

DISCUSSION:

1. GDOT has met with officials from the Georgia Veterans Memorial State Park. The park is willing to give up some property frontage for ROW in order to avoid impacting the businesses across the road. Since there is 6(f) money in the park, the state will have to mitigate land. We will transition from a 4 lane divided typical section to a 5 lane section through the curve approaching the park entrance from the east. We will hold the 5 lane section approaching the bridges at Lake Blackshear and then transition back to a 4 lane divided section after crossing the bridges.
2. It has been recommended that G&O (PBQD) consider a separate parallel bridge over Lake Blackshear rather than try to widen the existing bridge.
3. Mike will speak with Rich Williams at OEL about initiating a work order for G&O to study the cultural resource issues involved with the proposed project extension into Cordele.
4. Through the first tangent section of roadway outside of Cordele, we should consider saving pavement by using the existing 2 south lanes as our proposed WB lanes. Hold the ROW along the historic resources. We should look for other opportunities along the project to do this same type of thing if the existing pavement is worth saving.

5. We need to decrease the radius of the curve at the SR 300 intersection in order to avoid impacting the new car dealership. Will need to work on the intersection through here.
6. We can consider a 200 foot proposed ROW in flat areas where the construction limits will fit.
7. Traveling east out of Americus through the commercial area/mobile homes, we should consider saving pavement and using a 200 ft. proposed ROW in order to lessen impacts.
8. The alternative identified as Segment 7 on our PIOH displays seems to be the preferred alignment. We need to be sure that we can justify it at the PAR since it is off the existing roadway. Avoiding residential impacts seems to justify the alignment.
9. Through Leslie and Desoto, we will narrow our number of alternatives down to two. One will be a 5 lane urban section through town using as much existing pavement as possible. The other will be a traditional 4 lane GRIP section north of the existing roadway that goes around everything.
10. Traveling east through Cobb, we should consider getting back on existing alignment sooner.
11. Tom will contact OEL to get on the schedule for the next round of PAR meetings in October. Hopefully after the PAR we can nail down our preferred alignment and take it forward to the Concept Team Meeting.
12. Ken suggested we deploy our archeology team to survey the cemetery limits. They could impact the alignment.
13. It was agreed that we would send a form letter in response to all the PIOH comments rather than try to address each individual concern. We will be more specific with our Public Hearing comments.

The above represents our understanding of the items discussed. Please notify me of any discrepancies or questions as soon as possible.

Respectfully submitted,
GREENHORNE & O'MARA, INC.

Theon Grojean, PE
Transportation Project Director

FILE P. I. No. 322770, 422470, 322775, 322760 OFFICE Environmental/Location
DATE 06/14/04
FROM Harvey D. Keeper, State Environmental/Location Engineer
TO **DISTRIBUTION BELOW**
SUBJECT: PUBLIC INFORMATION MEETING/ HEARING SYNOPSIS

PROJECT NAME: STP-030-2(28),(29),(30),(31), Sumter and Crisp

DATE: June 10, 2004

NUMBER IN ATTENDANCE: 180

FOR: 6

CONDITIONAL OR UNDECIDED: 9

AGAINST: 15

OFFICIALS IN ATTENDANCE:

1. Bobby Hines, City Council Member
2. William C. Deriso, Mayor, City of Leslie
3. Jean Burnette, City Manager, Cordele

ADDITIONAL COMMENTS: Additional comments included:

- Suggestions for alternative routes that avoid displacements of specific residences and businesses.
- Questioned the justification for the project, specifically traffic.
- A suggestion that the project be voted on by local voters.
- A suggestion for a truck route.
- A suggestion to add a walking/bike trail to the project and to include a veterans memorial along the project. Include sidewalk on the bridge so users can walk or bike from the park to the marina.
- Use unutilized parkland for the project right-of-way, instead of displacing businesses and residences north of U.S. 280/S.R. 30
- Questioned the need for a 44-foot grassed median, suggested use of a concrete divider or minimal right-of-way to reduce potential displacements
- Use a five-lane section in several locations.
- Concerns about noise impacts

- Crisp County Power requested a fishing pier on the proposed Lake Blackshear bridge
- Maintain more existing pavement and widen to the north or south. Residents questioned alternatives that caused displacements in order to avoid historic/4(f) resources.
- Continue the realignment between Leslie and Desoto. Use Lamar Road to relocate US 280 as much as possible.
- Cost of water line relocation.

PREPARED BY: Thomas Tkacs, Greenhorne & O'Mara, Inc.

TELEPHONE NO.: 770-956-8510, Ext. 219

Distribution: Tom Turner
Paul Mullins
Thomas Howell
David Millen
Bill Rountree
Dorothy Daniel
David Crim
Joe Sheffield
Jeff Bridges
Danny Griner
Klint Rommel



PROJECT REVIEW MEETING

PROJECT: US 280/SR 30 Widening
 STP-030-2(28, 29, 30 & 31) Sumter and Crisp Counties
 P.I. No. 322770, 422470, 322775 & 322760

DATE/PLACE: March 4, 2004 @ GDOT Americus Area Engineer's Office

ATTENDEES:

Chris Rideout	Greenhorne & O'Mara, Inc.	770-956-8510 ext 238	Crideout@g-and-o.com
Larry Rowan	GDOT Dist. 4 - Traffic Ops.	229-386-3435	Larry.rowan@dot.state.ga.us
Ronnie Hall	GDOT Fitzgerald Area Ofc	229-426-5244	Ronnie.hall@dot.state.ga.us
Andy Lindsey	GDOT AE/Dist 3	229-931-2434	andy.lindsey@dot.state.ga.us
William McCarter	GDOT AAE/Dist 3	229-931-2434	William.mccarter@dot.state.ga.us
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
Chad Lovett	Street Smarts	770-813-0882	chadl@streetsmarts.us
Klint Rommel	GDOT/OEL	404-699-4415	klint.rommel@dot.state.ga.us
Corey Carter	GDOT/OEL	404-699-4441	corey.carter@dot.state.ga.us
Geoffrey Donald	Parsons Brinckerhoff	404-367-2656	Donald@pbworld.com
Scott Parker	GDOT Dist. 3 Traffic Ops.	706-646-6557	Scott.parker@dot.state.ga.us
Tom Queen	GDOT Thomaston		Tom.queen@dot.state.ga.us
Theon Grojean	Greenhorne & O'Mara, Inc.	770-988-9555	tgrojean@g-and-o.com
Kim Brown	GDOT - Dist 3 Utilities	706-646-6548	kim.brown@dot.state.ga.us
William Rutlin	Greenhorne & O'Mara, Inc.	770-956-8510 ext 239	wrutlin@g-and-o.com

DISTRIBUTION: Attendees, Tom Tkacs - G&O

SUBJECT: Review roadway concept alignment alternatives.

DISCUSSION:

1. Need to look at the tie-in for Lamar Road. District 3 wants to improve the intersection of Lamar Road and District Line Road and extend District Line Road to US 280.
2. Near the beginning of Unit 28, need to shift the widening to the north in order to avoid the gas station on the right side. This occurs about 1000 ft. before Arlington Road.

3. The gas station near the entrance to Georgia Veteran's Memorial State Park was discussed. Can we avoid impacts to the gas station by going with a raised median section? It was decided that we would show the full GRIP section through here at the Public Information Open House.
4. District 4 requested that we extend the project into Cordele to 8th Street.
5. For the Public Information Meeting Open House, all the alternates should be clearly labeled so that the people in attendance can easily indicate their preferences on the comment cards.
6. We will not indicate a preferred alignment at the Public Information Meeting Open House.
7. Property owners need to be added to the displays for the Open House.

The above represents our understanding of the items discussed. Please notify me of any discrepancies or questions as soon as possible.

Respectfully submitted,
GREENHORNE & O'MARA, INC.

Theon Grojean, PE
Transportation Project Director



PROJECT REVIEW MEETING

- PROJECT:** US 280/SR 30 Widening
 STP-030-2(28, 29, 30 & 31) Sumter and Crisp Counties
 P.I. No. 322770, 422470, 322775 & 322760
- DATE/PLACE:** March 4, 2004 @ Georgia Veteran's Memorial State Park
- ATTENDEES:**
- | | | | |
|----------------|---------------------------|----------------------|--|
| Chris Rideout | Greenhorne & O'Mara, Inc. | 770-956-8510 ext 238 | Crideout@g-and-o.com |
| Eric Dykes | Georgia State Park | 229-276-2371 | Gavets@sowega.net |
| Charles Luther | Georgia State Park | 229-276-2371 | Charles_luther@dnr.state.ga.us |
| Klint Rommel | GDOT/OEL | 404-699-4415 | klint.rommel@dot.state.ga.us |
| Corey Carter | GDOT/OEL | 404-699-4441 | corey.carter@dot.state.ga.us |
| Tom Queen | GDOT Thomaston | | Tom.queen@dot.state.ga.us |
| Theon Grojean | Greenhorne & O'Mara, Inc. | 770-988-9555 | tgrojean@g-and-o.com |
| William Rutlin | Greenhorne & O'Mara, Inc. | 770-956-8510 ext 239 | wrutlin@g-and-o.com |
- DISTRIBUTION:** Attendees, Tom Tkacs - G&O
- SUBJECT:** Review roadway concept alignment alternatives.
- DISCUSSION:**
1. Tom Queen suggested that we check the state bicycle plan to see if this corridor is included in the plan.
 2. There are no plans at this time to do any development within the park along US 280. Everything that they have planned is back deeper into the park.
 3. Charles Luther noted that the park has used 6(f) funds for past projects. He was not certain where they were used or what they were used for.
 4. The Public Information Open House was discussed. It was to be held at the Park on April 22nd. By law, the park can not waive the parking fee for attendees. Perhaps GDOT can pay the fees directly or as a reimbursement to G&O. **NOTE: The Public Information Open House has since been postponed until further notice.**

US 280/SR 30 Widening
Coordination Meeting
March 4, 2004
Page 2 of 2

The above represents our understanding of the items discussed. Please notify me of any discrepancies or questions as soon as possible.

Respectfully submitted,
GREENHORNE & O'MARA, INC.

Theon Grojean, PE
Transportation Project Director



INITIAL TEAM CONCEPT MEETING

PROJECT: US 280/SR 30 Widening
STP-030-2(28, 29, 30 & 31) Sumter and Crisp Counties
P.I. No. 322770, 422470, 322775 & 322760

DATE/PLACE: January 15, 2004 @ GDOT Americus Area Engineer's Office

ATTENDEES:

Tom Tkacs	Greenhorne & O'Mara, Inc.	770-956-8510 ext 219	ttkacs@g-and-o.com
Jean H. Burnette	City of Cordele	229-273-3102 ext 614	Jcordele@sowega.net
Ronnie Hall	GDOT Fitzgerald Area Ofc	229-426-5244	Ronnie.hall@dot.state.ga.us
John Moretto	GDOT Traffic Ops Dist 3	706-646-6563	john.moretto@dot.state.ga.us
Lamar M. Pruitt	GDOT ADE/Dist. Const Engr	706-646-6569	lamar.pruitt@dot.state.ga.us
Andy Lindsey	GDOT AE/Dist 3	229-931-2434	andy.lindsey@dot.state.ga.us
William McCarter	GDOT AAE/Dist 3	229-931-2434	William.mccarter@dot.state.ga.us
Andy Anderson	Street Smarts	770-813-0882	andya@streetsmarts.us
Chad Lovett	Street Smarts	770-813-0882	chadl@streetsmarts.us
Klint Rommel	GDOT/OEL	404-699-4415	klint.rommel@dot.state.ga.us
Corey Carter	GDOT/OEL	404-699-4441	corey.carter@dot.state.ga.us
Geoffrey Donald	Parsons Brinckerhoff	404-367-2656	Donald@pbworld.com
David Ray	Parsons Brinckerhoff	404-364-8195	rayd@pbworld.com
Brent Thomas	GDOT Tifton Traffic Ops	229-386-3435	brent.thomas@dot.state.ga.us
Danny P. Gay	GDOT Dist 4 Traffic Ops	229-386-3438	danny.gay@dot.state.ga.us
Jeff Bridges	GDOT Dist 4 Design Engr	229-386-3300	jeff.bridges@dot.state.ga.us
Bob Miller	Greenhorne & O'Mara, Inc.	770-988-9555	rmiller@g-and-o.com
Theon Grojean	Greenhorne & O'Mara, Inc.	770-988-9555	tgrojean@g-and-o.com
Otis Clark	GDOT OCD	404-463-6265	otis.clark@dot.state.ga.us
Kim Brown	GDOT - Dist 3 Utilities	706-646-6548	kim.brown@dot.state.ga.us
William Rutlin	Greenhorne & O'Mara, Inc.	770-956-8510 ext 239	wrutlin@g-and-o.com
Donnie Wright	GDOT Dist 4 Loc Engr	229-386-7131	Donnie.wright@dot.state.ga.us
Tommy Cleveland	GDOT Dist 3 Loc Engr	706-646-6589	tommy.cleveland@dot.state.ga.us
Debra Benton	GDOT Dist 3 Envir	706-646-6597	debra.benton@dot.state.ga.us
Kerry Gore	GDOT Dist 3 Utilities Engr	706-646-6552	kerry.gore@dot.state.ga.us

David Millen GDOT Dist 3 Prct Engr 706-646-6594 david.millen@dot.state.ga.us

DISTRIBUTION: Attendees
SUBJECT: Initial Concept Team Meeting

DISCUSSION:

1. Otis Clark led the introductions and gave a brief overview of the project.
2. David Millen would like to review the database some time before the PFPR submittal. He also noted and suggested the following:
 - A. Do not use high altitude concept photography for mapping. Must use lower altitude photography to obtain the necessary accuracy. Areas of dense foliage should be field enhanced.
 - B. Pull record plans and use curve data to establish existing pavement centerline.
 - C. Existing R/W should be set concentric or centered about existing pavement centerline. Existing R/W markers do not establish the R/W.
 - D. Contact district traffic operations departments for driveway permit record information.
 - E. Coordinate with the district preconstruction offices during Concept Phase.
3. District 3 Utilities requested copies of right of way plans.
4. Utility poles should be field located. Accurate locations are necessary to determine if they are inside or outside the existing R/W or easements. This determines if their relocation is reimbursable or not.
5. Consultant contract includes R/W revisions but only 1 round of R/W staking. David Millen suggested the contract may need to be amended to include additional staking.
6. The City of Cordele expressed concern about the eastern end of the project. They suggested that the eastern end be extended to 8th Street and tie to the existing 5-lane section. This would not involve the at grade RR signal.
7. Cordele also interested in a traffic signal at 15th Street. This is on a school bus route. There is concern about accidents at this intersection.
8. The existing at-grade RR crossing east of the State Park was grade separated at one time. The at-grade crossing was constructed with a roadway re-alignment.
9. There is a history of accidents (some fatal) at the State Park entrance.
10. Cordele has a new industrial park south of 24th Avenue. It is about 300 acres. The entrance is across from the GA 300 connector. A new road is proposed out to US 280 from the park. Cordele will try to provide a concept for the proposed development.
11. Cordele is receiving requests for development permits along the eastern section of the project. They would like to see a concept in this area as soon as possible. G&O anticipates a Concept Team Meeting by late spring.
12. There is an equalizer cross drain east of the State Park that has had some water over the road. There is no outfall from this area.

13. The stakeholders along this corridor include the Power Alley Development Authority, the Lake Blackshear Association and Crisp County Power. The mayor of Americus is the Chairman of the PADA. Jean Burnette, Cordele City Manager, is also on the Authority.
14. There is a Historic District in Cordele east of the current project.
15. Will bike lanes be needed? A lot of the GRIP projects are including them. Tourism and Park may require it. Otis will check on this requirement.
16. Speed design needs to be established. The districts would prefer 65 MPH. Reducing the speed design to squeeze through some tight areas should be a last resort.
17. There was concern expressed about utilities in historic areas and along the railroad. District Utilities and preconstruction would like to see green sheets from the environmental document ASAP.
18. Environmental must be cleared R/W to R/W. The impacts caused by utility relocation should be addressed in the environmental document.
19. Removal of the old bridge over Lake Blackshear will be let this spring. There are no other maintenance projects along the corridor. No other projects are planned that will tie to this one.
20. The districts would prefer maintaining the full GRIP section over Lake Blackshear if possible. Environmental impacts may require us to construct one four-lane bridge. Initial recommendation will be to go with separate bridges.
21. Districts may be obtaining SUE surveys. G&O will coordinate survey and mapping with SUE. Mapping should be complete by late summer.
22. The Need and Purpose for this project is Economic Development. See US 19/SR 3 Need and Purpose for an example. This project will provide another E-W corridor in this section of the state.
23. Any existing pipe culverts should be considered for replacement instead of extension.
24. There are a lot of sink holes west of DeSoto and Leslie that can cause drainage problems.
25. Concern was expressed about staging and MOT to minimize or avoid detours. If detours are required, a public hearing or public information meeting is required.
26. The Districts do not want limited access control. Would prefer access by permit.
27. This project will incorporate the standard 44 foot grass median. A 32 foot median section is allowed when it will help avoid significant wetlands. It is very difficult, however, to incorporate a Type B median cross over with the narrower median.
28. Type B median cross overs will be used. Drainage is a problem with these and needs to be designed carefully. Try to locate median drains over cross drains.
29. Full depth pavement reconstruction may be required even where the existing alignment is maintained.
30. Currently there is no known opposition to the project by local residents. District 3 prefers that we not bypass Leslie. This would cause opposition.
31. There are current or former service stations at the Cobb crossroads with possible UST locations.
32. The design of all 4 projects should be accomplished to stand alone for staging. Both ends of each project should match existing pavement, so that each project could be constructed without the others.

33. David Millen suggested that we locate and identify all structures and commercial signs within 200 feet of the existing centerline or survey centerline on new location sections.
34. Donny Wright, District 4 Location Engineer, stated they can provide a previous survey of Lake Blackshear.
35. Early acquisition was considered for the concrete casting industrial facility. They have facilities on both sides of the road.
36. Returned survey letters should be kept on file.
37. Area Engineers expressed interest in a pre-PFPR meeting at that point in the project.

The above represents our understanding of the items discussed. Please notify me of any discrepancies or questions as soon as possible.

Respectfully submitted,
GREENHORNE & O'MARA, INC.

Theon Grojean, PE
Transportation Project Director



KICK-OFF MEETING

PROJECT: GRIP Acceleration Batch 4
 STP-030-2(31) Sumter Co., P.I. # 322760, SR 30/US 280
 STP-030-2(28), Sumter Co., P.I. # 322770, SR 30/US 280
 STP-030-2(30), Sumter Co., P.I. # 322775, SR 30/US 280
 STP-030-2(29), Crisp Co., P.I. # 422470, SR 30/US280
 G&O # ATL - 0127 -US 280

DATE/PLACE: September 25, 2003 @ GDOT Office of Road and Airport Design

ATTENDEES:

Otis Clark	GDOT/OCD	(404) 463-6265	otis.clark@dot.state.ga.us
Michael Haithcock	GDOT	(404) 657-9758	michael.haithcock@dot.state.ga.us
Jerry Hobbs	GDOT	(404) 699-4457	jerry.hobbs@dot.state.ga.us
Keisha Jackson	GDOT/OEL	(404) 699-6860	keisha.jackson@dot.state.ga.us
Ken Thompson	GDOT/OEL	(404) 699-4455	ken.thompson@dot.state.ga.us
Julian Grace	Greenhorne & O'Mara, Inc.	(770) 956-8510 ext. 221	jgrace@g-and-o.com
Theon Grojean	Greenhorne & O'Mara, Inc.	(770) 956-8510 ext. 218	tgrojean@g-and-o.com
Bill Rutlin	Greenhorne & O'Mara, Inc.	(770) 956-8510 ext. 239	wrutlin@g-and-o.com
Bob Miller	Greenhorne & O'Mara, Inc.	(770) 956-8510 ext. 217	Rmiller@g-and-o.com
Tom Tkacs	Greenhorne & O'Mara, Inc.	(770) 956-8510 ext. 219	Ttkacs@g-and-o.com
Dom Saulino	Parsons Brinckerhoff	(404) 364-2657	Saulino@pbworld.com

DISTRIBUTION: Those present

SUBJECT: Kick-off meeting. Discuss project scope and schedule.

DISCUSSION:

1. G&O was given NTP as of September 25, 2003, for Phases I, II and III.
2. GDOT will consider using a work order contract to provide the digital concept aerial photography (scanned and rectified). This was not included in the original contract scope of services. Theon will follow up with Otis and Robert Reid on this.
3. The City of Cordele has notified the Department by letter that they do not want the project running through the city. The plan is to end the project on the west side of town before it goes through the city.

4. During a field review with Mike and Brent Story, the possibility of using a 5-lane section between Cordele and Lake Blackshear was discussed. G&O will check the Department's design guide requirements to see if this is feasible or likely to be approved. Typical GRIP section is a 65 mph 4-lane with 44 foot depressed median. A 5-lane section would require a design variance.
5. Typical sections should show 2% pavement cross slope (rather than 1/4" per ft.), 6% shoulder slopes (rather than 3/4" per ft.), 6:1 front ditch slopes in the rural sections.
6. The railroad crossing east of Georgia Veteran's Memorial State Park should be considered for grade separation. It appears that it may have been grade separated at one time. G&O will coordinate with the Department's RR safety staff to determine RR traffic and criteria for grade separation. Changes to the RR grade would be 4f impact.
7. The Georgia Veteran's Memorial State Park is a 4(f) resource. Must avoid direct impacts.
8. There was discussion concerning the old bridge over Lake Blackshear. It appears that it is currently being used as a fishing pier. G&O will investigate if it is considered a 4(f) resource and if it is possibly linked to the State Park.
9. The existing irrigation wells should probably be avoided if possible. Historic farms may be an issue as well.
10. With a reduction in the speed limit and design speed through DeSoto and Leslie, a 5-lane urban section could be considered to avoid impacts. If this won't work and impacts still result on either side, a bypass may be necessary.
11. Is it possible to divide the environmental document into 2 documents? This would facilitate environmental review and approval, particularly if one section or the other hit a snag, the other section could proceed. However, this probably would not work since there is no real logical terminus except for Cordele and Americus.
12. GDOT suggested placing the digital quad maps behind the aerial photography. This can provide some additional coverage outside the limits of photography.
13. G&O will go through Otis in setting up meetings with the District staff. The District Preconstruction Engineers will be a good source in determining the local contacts that should be included in the Initial Concept Team Meeting and the Concept Team Meeting.
14. For an early coordination meeting with District staff (preceding the Initial Concept Team Meeting), it would be useful and a good idea to have aerial photography available with enough landmarks identified for discussion. If possible, G&O could identify on the plans some of the more obvious resources and the results of their early research for discussion. Not necessary to have any proposed alignment at this point. At the Initial Concept Team Meeting that would follow, some preliminary alignment work might be indicated on the plans.
15. It was suggested that a single Concept Team Meeting would be conducted with representatives from both District 3 and District 4 in attendance.
16. There will be 2 Public Hearings required, one for both Sumter County and Crisp County.

17. GDOT suggested that G&O get on OEL's schedule for early coordination with FHWA. G&O asked Keisha to schedule us for the November meeting.
18. G&O will coordinate and determine with the District Preconstruction Engineers how to proceed with the Phase I and Phase II assessments. OEL suggested we try to avoid junk yards.
19. G&O will draft a notification letter for property access for preliminary surveys. Keisha will provide an example letter. Mike asked that field personnel notify property owners, in addition to the letters, by knocking on doors and identifying themselves. Leaving a door hanger is also a good idea.
20. Correspondence between G&O and OEL along with environmental documentation should be copied to Otis.

The above represents our understanding of the items discussed. Please notify me of any discrepancies or questions as soon as possible.

Respectfully submitted,

GREENHORNE & O'MARA, INC.

Theon Grojean, PE

Project Director