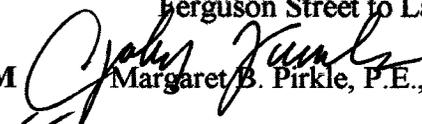


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 322775-, Sumter County **OFFICE** Preconstruction
STP-030-2(30)
SR 30/US 280 Widening from
Ferguson Street to Lake Blackshear **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 Keepler
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. 322775-, Sumter County **OFFICE** Preconstruction
STP-030-2(30)
SR 30/US 280 Widening from
Ferguson Street to Lake Blackshear **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, reconstruction and relocation of SR 30/US 280 from Ferguson Street where it ties into project STP-030-2(28), to the east side of Lake Blackshear where it ties into project STP-030-2(29). The total project length is 8.23 miles. The existing roadway consists of two, 12' travel lanes with a 2' paved and variable width grassed shoulder on 100' of existing right-of-way. The existing major structures are: (1) 110' x 28' bridge over Chokee Creek with a sufficiency rating of 63; (2) 2243' x 40' bridge over Lake Blackshear with a sufficiency rating of 87. State Route 30/US 280 is a major east-west corridor and is part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing two lane SR 30/US 280 is to be multilaned. The base year traffic (2012) is 5,510 VPD and the design year traffic (2032) is 10,450 VPD. The design speed varies from 55 MPH to 65 MPH.

The proposed construction will consist of widening the existing SR 30/US 280 to a four lane roadway with turn lanes as needed. The project begins at Ferguson Street with a 14' flush median section which transitions to a 44' median section just outside the city of Desoto. The widening of the existing roadway shifts from one side to the other to avoid historic resources and property displacements. The proposed 44' median section transitions to a 20' raised median section prior to crossing Lake Blackshear and transitions further to a 14' flush median section after crossing Lake Blackshear. The 14' flush median section is maintained for the remainder of the project. A new 85.25' x 240' concrete bridge will be constructed over Chokee Creek and a new parallel 27 span AASHTO Type IV bridge will be constructed over Lake Blackshear. All shoulders and right turn bays will be bicycle friendly to comply with the Middle Flint RDC bicycle plan.

Environmental concerns include requiring a COE 404 Permit; a GEPA Environmental Effect Report will be required; a public hearing open house is required; time saving procedures are not appropriate.

David Studstill

Page 2

P. I. No. 322775-, Sumter

June 19, 2006

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)	\$32,251,000	\$32,251,000	EDS	LR
Right-of-Way	\$ 6,580,000	\$ 6,580,000	EDS	LR
Utilities*	LGPA	LGPA		

*Sumter County signed LGPA for utilities 10-19-04; LGPA sent requesting Crisp County do utilities 2-14-02.

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

MBP:JDQ/cj

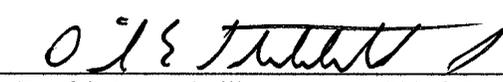
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



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

Project Concept Report page 1
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

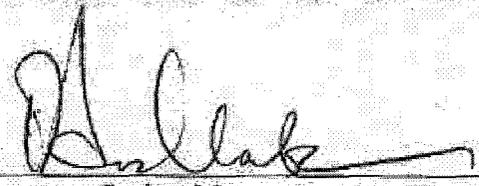
Federal Route Number: 280
State Route Number: 30

DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

Recommendation for approval:

DATE 8-17-06

DATE 05/21/2006



Project Manager
W. [Signature]
State Program Delivery & Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

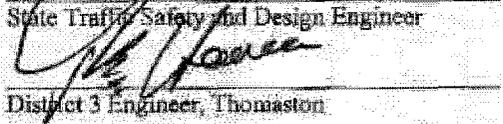
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 5/30/06



District 3 Engineer, Thomaston

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Project Concept Report page 1
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

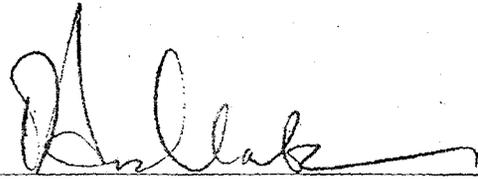
Federal Route Number: 280
State Route Number: 30

DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

Recommendation for approval:

DATE 8-15-06

DATE 05/21/2006



Project Manager
W. Bruce Stuber
State Program Delivery & Consultant Design Engineer

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

DATE _____

DATE 5-24-04

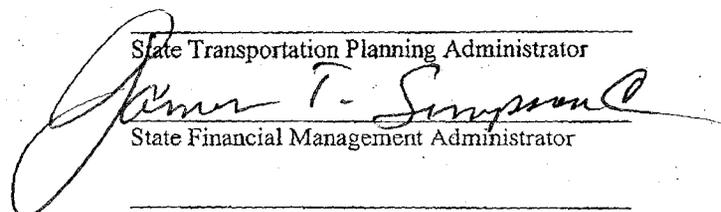
DATE _____

DATE _____

DATE _____

DATE _____

DATE _____



State Transportation Planning Administrator
State Financial Management Administrator

State Bridge and Structural Design Engineer

RECEIVED
MAY 31 2006
BY: _____

Project Concept Report page 1
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

Federal Route Number: 280
State Route Number: 30

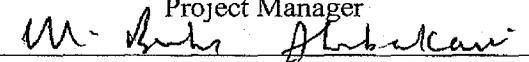
DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

Recommendation for approval:

DATE 8-19-06

DATE 05/21/2006



Project Manager


State Program Delivery & Consultant Design Engineer

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

DATE 6/26/06



State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District 3 Engineer, Thomaston

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Project Concept Report page 1
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

Federal Route Number: 280
State Route Number: 30

DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

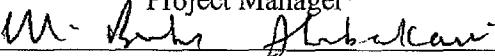
Recommendation for approval:

DATE 8-17-06

DATE 03/21/2006



Project Manager


State Program Delivery & Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 5-30-06


State Traffic Safety and Design Engineer

DATE _____

District 3 Engineer, Thomaston

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer

Project Concept Report page 1
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

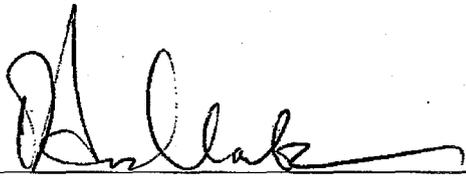
Federal Route Number: 280
State Route Number: 30

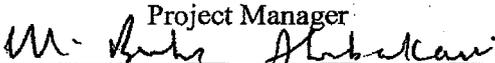
DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

Recommendation for approval:

DATE 8-15-06

DATE 05/21/2006



Project Manager


State Program Delivery & Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

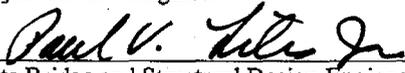
DATE _____

District 3 Engineer, Thomaston

DATE _____

Project Review Engineer

DATE 6/4/06

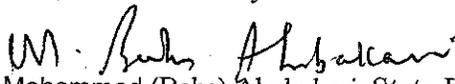


State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-030-2(30) OFFICE: Consultant Design
P.I. 322775, Sumter County
DATE: May 19, 2006

FROM: 
Mohammed (Babs) Abubakari, State Program Delivery & 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 or Theon Grojean of Greenhome & O'Mara, Inc. at (678) 987-3905.

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
1. Paul Liles, State Bridge Design Engineer

MBA: MAH: DC

Cc: Greenhome & O'Mara, Inc.

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

PROJECT CONCEPT REPORT

Project Number: STP-030-2(30)
County: SUMTER
P. I. Number: 322775

Federal Route Number: 280
State Route Number: 30

DESCRIPTION: Widening and reconstruction of US 280/SR 30 from SR 195 to the East side of Lake Blackshear

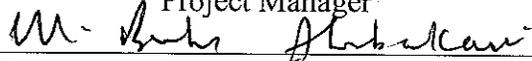
Recommendation for approval:

DATE 8-14-06

DATE 05/21/2006



Project Manager



State Program Delivery & Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

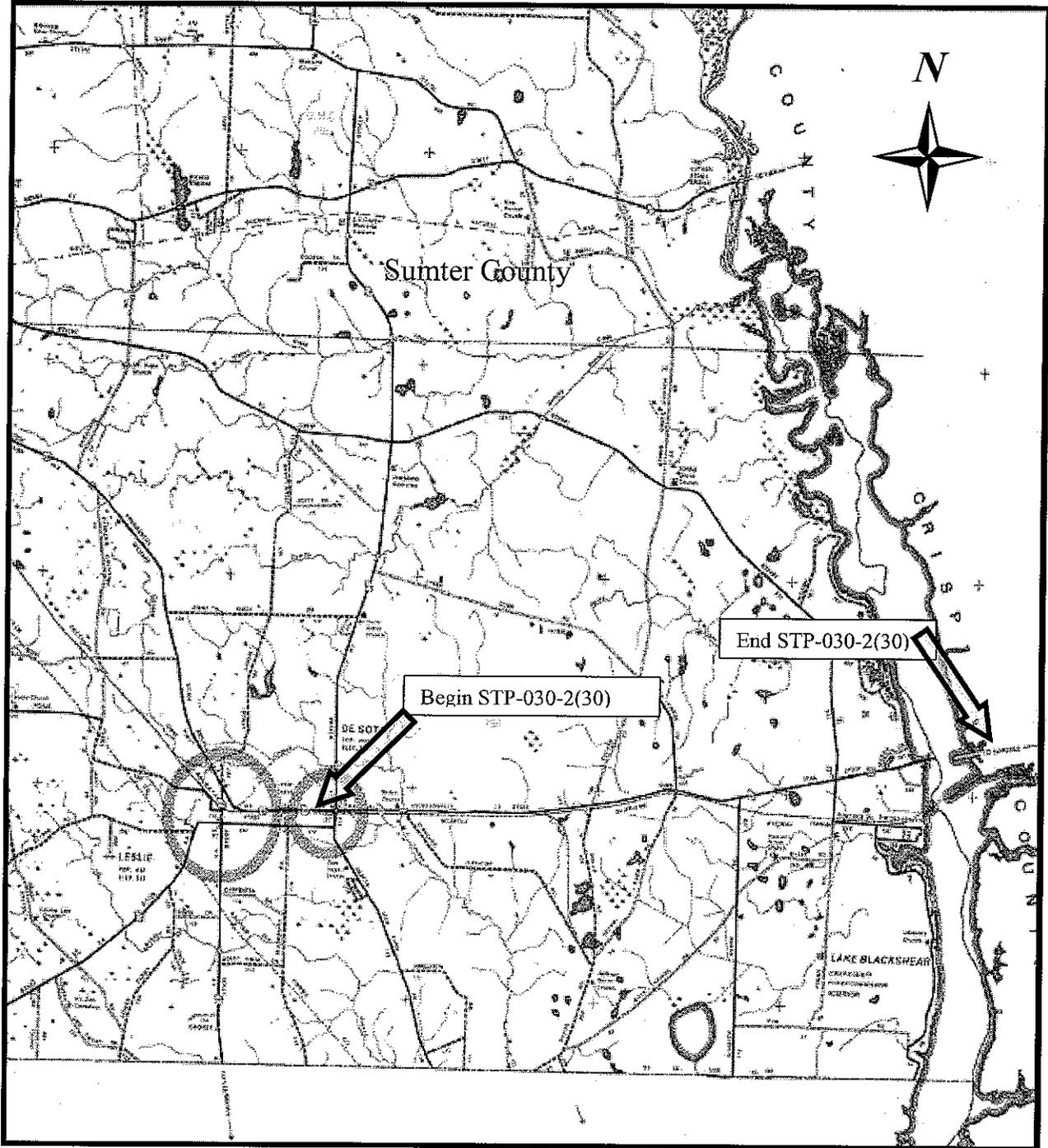
District 3 Engineer, Thomaston

DATE _____

Project Review Engineer

DATE _____

State Bridge and Structural Design Engineer



Scale: 1 inch = 2 mile

Location Map

Project: STP-030-2(30) Sumter County **PI No.:** 322775
Description: SR 30/ US 280 East of Leslie to Bridge over Lake Blackshear

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 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:
 - A Nationwide 404 permit with PCN will be required. A number of potential UST sites and Historic sites were impacted
- Level of environmental analysis:
 - Are Time Saving Procedures appropriate? Yes (), No (X),
 - Categorical exclusion: N/A
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (N/A), or GPEA Environmental Effects Report (X)
 - Environmental Impact Statement (EIS) (N/A).
- Utility involvement: Overhead power lines are present on the north and south side of S.R.30. Utility Companies involved: Georgia Power Distribution, Georgia Power Transmission, BellSouth, Citizen Telephone, Citizen Cable TV, Leslie Water, Media Communications, Seaboard Airline R/R., City Of DeSoto SUE contract by GDOT.

Project responsibilities:

- Design: Office of Consultant Design / Parsons Brinckerhoff
- Right of Way Acquisition: Dist. 3 Preconstruction R/W Office
- Relocation of Utilities: District 3 Utility Office.
- Letting to contract: General Office (Office of Contract Administration)
- Supervision of construction: District 3 Construction Office
- Providing material pits: Responsibility of the Construction Contractor
- Providing detours: Temporary "on-site" detours designed by Parsons Brinckerhoff / Office of 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 (3/4/2004 & 8/3/2004) See Attached minutes
- Concept meeting date and brief summary. Not scheduled to date.
- P. A. R. meetings, dates and results: 7/12/2005 minutes attached.

- Public involvement: Public Information Open House Held 6/10/2004 minutes attached.
- Other projects in the area: Refer to list in Need and Purpose Statement.
- Other coordination to date. Georgia Veterans Memorial Park Meeting (3/4/2004) minutes attached ; FEMA & USCG for stream buffer variance to be completed
- Railroads: The Heart of Georgia (HOG) Railroad currently operates rail service over the former *Savannah, Americus & Montgomery Railroad* (SAM)

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 4 Month.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 8 Months.
- Time to complete purchase right of way: 30 Months.
- List other major items that will affect the project schedule: 6 months (Stream Buffer Variance).

Alternates considered: (1) Construct a 4 lane divided median roadway parallel and adjacent to the existing roadway with a section on new location around the Cobb Community and a five lane flush median roadway through several other communities .

(2) Construct a 4 lane divided median roadway parallel to the existing roadway with sections on new location around the Cobb, Desoto, and Leslie Communities

(3) No Build

Comments:

Comparison Summary of Alternates 1 - 3

Alternate (1) is recommended for this concept. A design exception will be required to utilize the existing bridge shoulder configuration over Lake Blackshear, however several options to remove the existing bridge centerline crown are shown in the attached bridge typical sections. These options will add additional cost to the project and are not reflected in the attached cost estimate (Bridge Alternate 2 will add \$310,000 and Bridge Alternate 3 will add \$1.5 million dollars).

Alternate (2) is not recommended, the locals felt that the impacts that might occur to the economic development of the communities along the route would be to great.

Alternate (3) does not meet the future capacity and operational needs of the project.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,

Project Concept Report page 7
Project Number: STP-030-2(30) Sumter County
P. I. Number: 322775

- b. Right of Way, and
- c. Utilities.
- 2. Need and Purpose Statement
- 3. Typical Sections

- 4. Bridge Inventory
- 5. Traffic Assignments
- 6. Concept Team Meeting Minutes

Estimate Report for file "322775"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	130000.00	TRAFFIC CONTROL -	130000.00
153-1300	1	EA	52544.76	FIELD ENGINEERS OFFICE TP 3	52544.76
163-0232	196	AC	481.77	TEMPORARY GRASSING	94426.92
163-0240	4500	TN	202.85	MULCH	912825.00
163-0300	12	EA	1154.51	CONSTRUCTION EXIT	13854.12
163-0501	4	EA	844.39	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	3377.56
163-0503	10	EA	478.63	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	4786.30
163-0520	4000	LF	12.50	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	50000.00
163-0521	100	EA	145.69	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	14569.00
163-0530	71000	LF	2.44	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	173240.00
163-0531	13	EA	7421.10	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	96474.30
163-0550	120	EA	195.98	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	23517.60
165-0040	50	EA	58.62	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	2931.00
165-0050	160	LF	2.11	MAINTENANCE OF SILT RETENTION BARRIER	337.60
165-0060	13	EA	946.64	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	12306.32
165-0085	4	EA	306.21	MAINTENANCE OF SILT CONTROL GATE, TP 1	1224.84
165-0087	10	EA	166.79	MAINTENANCE OF SILT CONTROL GATE, TP 3	1667.90
165-0105	120	EA	81.00	MAINTENANCE OF INLET SEDIMENT TRAP	9720.00
166-0651	2	EA	5000.00	ALTERATION OF LAKE, STA -	10000.00
167-1000	2	EA	1868.74	WATER QUALITY MONITORING AND SAMPLING	3737.48
167-1500	24	MO	806.52	WATER QUALITY INSPECTIONS	19356.48
171-0010	11000	LF	1.83	TEMPORARY SILT FENCE, TYPE A	20130.00
171-0030	60000	LF	3.13	TEMPORARY SILT FENCE, TYPE C	187800.00
201-1500	Lump	LS	205000.00	CLEARING & GRUBBING -	205000.00
205-0001	155000	CY	3.22	UNCLASS EXCAV	499100.00
206-0002	100000	CY	4.99	BORROW EXCAV, INCL MATL	499000.00
310-1101	275000	TN	14.48	GR AGGR BASE CRS, INCL MATL	3982000.00
402-1812	20000	TN	39.71	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	794200.00
402-3121	125000	TN	37.85	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	4731250.00
402-3130	36000	TN	38.31	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1379160.00
402-3190	50000	TN	39.86	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1993000.00
550-1180	5000	LF	29.21	STORM DRAIN PIPE, 18 IN, H 1-10	146050.00
550-1240	900	LF	34.89	STORM DRAIN PIPE, 24 IN, H 1-10	31401.00
550-1360	450	LF	52.64	STORM DRAIN PIPE, 36 IN, H 1-10	23688.00
550-1481	700	LF	93.38	STORM DRAIN PIPE, 48 IN, H 10-15	65366.00
550-2180	1700	LF	23.55	SIDE DRAIN PIPE, 18 IN, H 1-10	40035.00
550-4218	60	EA	429.14	FLARED END SECTION 18 IN, STORM DRAIN	25748.40
550-4224	20	EA	490.20	FLARED END SECTION 24 IN, STORM DRAIN	9804.00
603-2182	2000	SY	43.06	STN DUMPED RIP RAP, TP 3, 24 IN	86120.00
603-7000	2000	SY	3.92	PLASTIC FILTER FABRIC	7840.00
641-1100	150	LF	30.15	GUARDRAIL, TP T	4522.50
641-1200	10500	LF	12.94	GUARDRAIL, TP W	135870.00
641-5001	30	EA	459.73	GUARDRAIL ANCHORAGE, TP 1	13791.90
641-5012	30	EA	1525.25	GUARDRAIL ANCHORAGE, TP 12	45757.50
641-6000	4	EA	3252.06	GUARDRAIL ANCHORAGE TP 10D, SPCL DES	13008.24
668-2100	60	EA	1976.68	DROP INLET, GP 1	118600.80
700-6910	160	AC	770.63	PERMANENT GRASSING	123300.80
700-7000	320	TN	58.28	AGRICULTURAL LIME	18649.60
700-7010	420	GL	18.52	LIQUID LIME	7778.40
700-8000	120	TN	257.70	FERTILIZER MIXED GRADE	30924.00
700-8100	8000	LB	1.48	FERTILIZER NITROGEN CONTENT	11840.00
716-2000	40000	SY	1.12	EROSION CONTROL MATS, SLOPES	44800.00
Section Sub Total:					\$16,926,433.32

Section Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

540-1102	Lump	LS	75000.00	REMOVAL OF EXISTING BR, BR NO -	75000.00
543-1100	Lump	LS	6939280.00	CONSTR OF BRIDGE - COMPLETE - TO BOTTOM OF CAP - BLASKSHAW	6939280.00
543-1100	Lump	LS	1386000.00	CONSTR OF BRIDGE - COMPLETE - TO BOTTOM OF CAP - CHOKEE	1386000.00
Section Sub Total:					\$8,400,280.00

Total Estimated Cost: \$25,326,713.32

Subtotal Construction Cost	\$25,326,713.32
E&C Rate 10.0 %	\$2,532,671.33
Inflation Rate 5.0 % @ 3.0 Years	\$4,391,335.51
<hr/>	
Total Construction Cost	\$32,250,720.16
Right Of Way	\$6,580,000.00
ReImb. Utilities	\$632,579.00
<hr/>	
Grand Total Project Cost	\$39,463,299.16

Preliminary Right of Way Cost Estimate

Date:	May 17, 2005	P.I. Number: 322775
Project:	STP - 030-2 (30) Sumter	No. Parcels: 44
Existing/Requiring R/W:	Varies/Varies	
Project Termini:	From SR 195 (Desoto) East to Crisp County Line	
Project Description:	Widening of U.S. 280	

Land:

Commercial	20,194 sf	@ \$.15/sf =	\$	3,000	
Residential	1,779,557 sf	@ \$.09/sf =	\$	160,160	
Agricultural	6,280,045 sf	@ \$.03/sf =	\$	<u>188,401</u>	
					\$ 314,561

Improvements:

5 houses, 6 businesses, signs, fencing and site improvements
 \$ 1,273,600

Relocation:

5 Residential @ \$20,000/parcel = \$100,000
 6 Commercial @ \$25,000/parcel = \$150,000

\$ 250,000

Damages:

Proximity -	\$	20,000	
Consequential	\$	0	
Cost To Cure	\$	0	

\$ 20,000

\$1,895,161

Net Cost			\$	1,895,161
Scheduling Contingency	55%		\$	1,042,339
Adm/Court Cost	60%		\$	1,762,499
Inflation Factor	40%		\$	<u>1,879,999</u>
			\$	6,579,999

Total Cost **\$ 6,580,000**

Prepared By: 
 Harvey P. Booker, Consultant
 Booker Real Estate Services, LLC

Approved: 

 GDOT R/W

SUMTER COUNTY LAND SALES

STP- 030-2 (28) SUMTER
STP- 030-2 (30) SUMTER

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/acre/sq.ft.</u>	<u>Sales Price</u>
Commercial	8.29	\$ 5,971/\$.14	\$ 49,500
	4.45	\$ 2,247/\$.05	\$ 10,000
	5.05	\$ 5,000/\$.12	\$ 25,250
	2.33	\$ 6,695/\$.15	\$ 15,600
Residential	5.39	\$ 2,968/\$.07	\$ 16,000
	6.01	\$ 2,495/\$.06	\$ 15,000
	1.07	\$ 5,607/\$.13	\$ 6,000
Agricultural	196.40	\$ 1,680/\$.04	\$ 330,065
	123.14	\$ 812/\$.02	\$ 100,000
	149.61	\$ 1,233/\$.03	\$ 184,500
	218.70	\$ 1,089/\$.03	\$ 238,120

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⁾
Unsignalized Intersections							
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⁾
Unsignalized Intersections							
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
Greenhome & 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

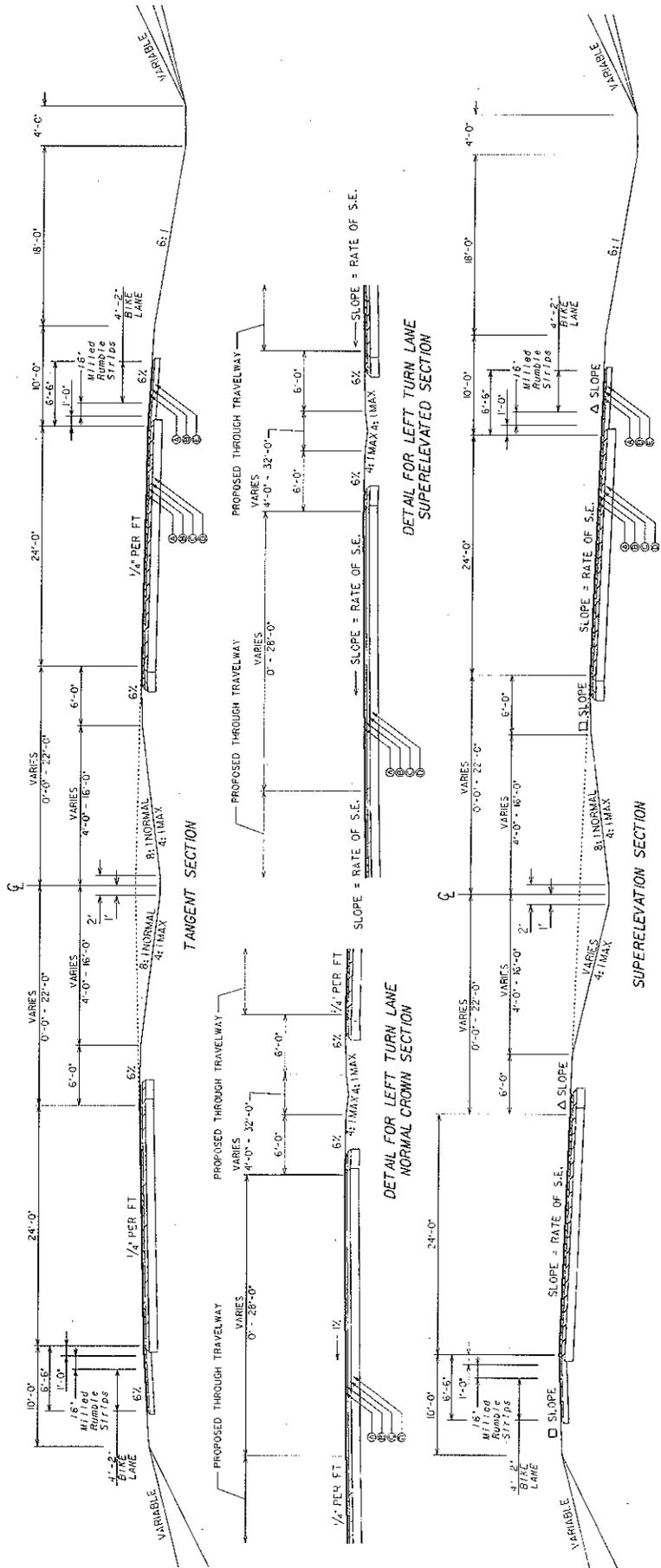
Georgia is anticipated to remain a growth state well into the future. The demands created by population and economic growth will spill over on to the non-interstate highway systems that form a critical link for both large and small communities in the state, making highway access a prime requisite for 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.

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	STP-030-2(30)	NO. SHEETS

TYPICAL SECTIONS

S. R. 30/U.S. 280



SCALE: 1" = 5'

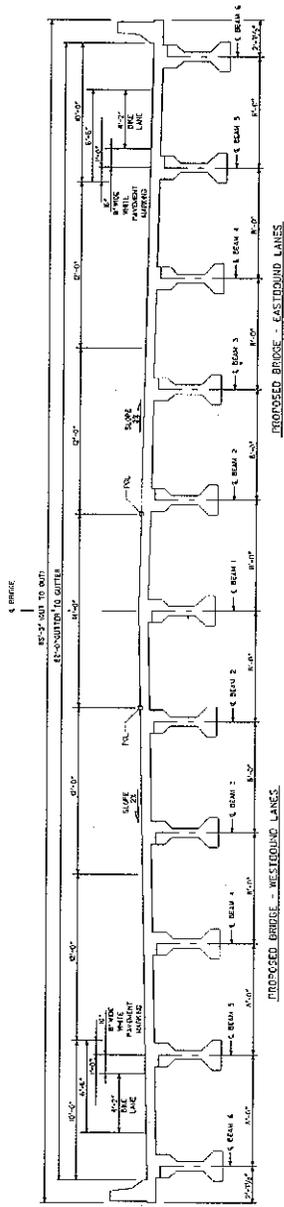
△ SEE GA STD 9028C - NOTE (G)**
 □ SEE GA STD 9028C - NOTE (H)**
 ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08'/FT
 ** ONLY USE FOR SHOULDER BREAKOVER

PAVEMENT DESIGN

⑥ 12.5 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE, GP 2 ONLY, INCL BITUM MATERIAL AND H LIME (135*/SY), MX DESIGN LEVEL B
 ⑦ 19 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE, GP FOR 2, INCL BITUM MATERIAL AND H LIME (220*/SY), MX DESIGN LEVEL B
 ⑧ 25 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE, GP FOR 2, INCL BITUM MATERIAL AND H LIME (160*/SY), MX DESIGN LEVEL A
 ⑨ 12' GRADED AGGREGATE BASE
 ⑩ 6' GRADED AGGREGATE BASE

SLOPE	CUT	FILL
4:1	ALL	0'-0"
3:1		
2:1		OVER 6'
* USE GUARDRAIL		

DATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA. 5TP-030-2(30)			



P.L. 322776
BRIDGE NO. 1

3340 PEACHTREE ROAD, N.E.
ATLANTA, GA. 30326-1001



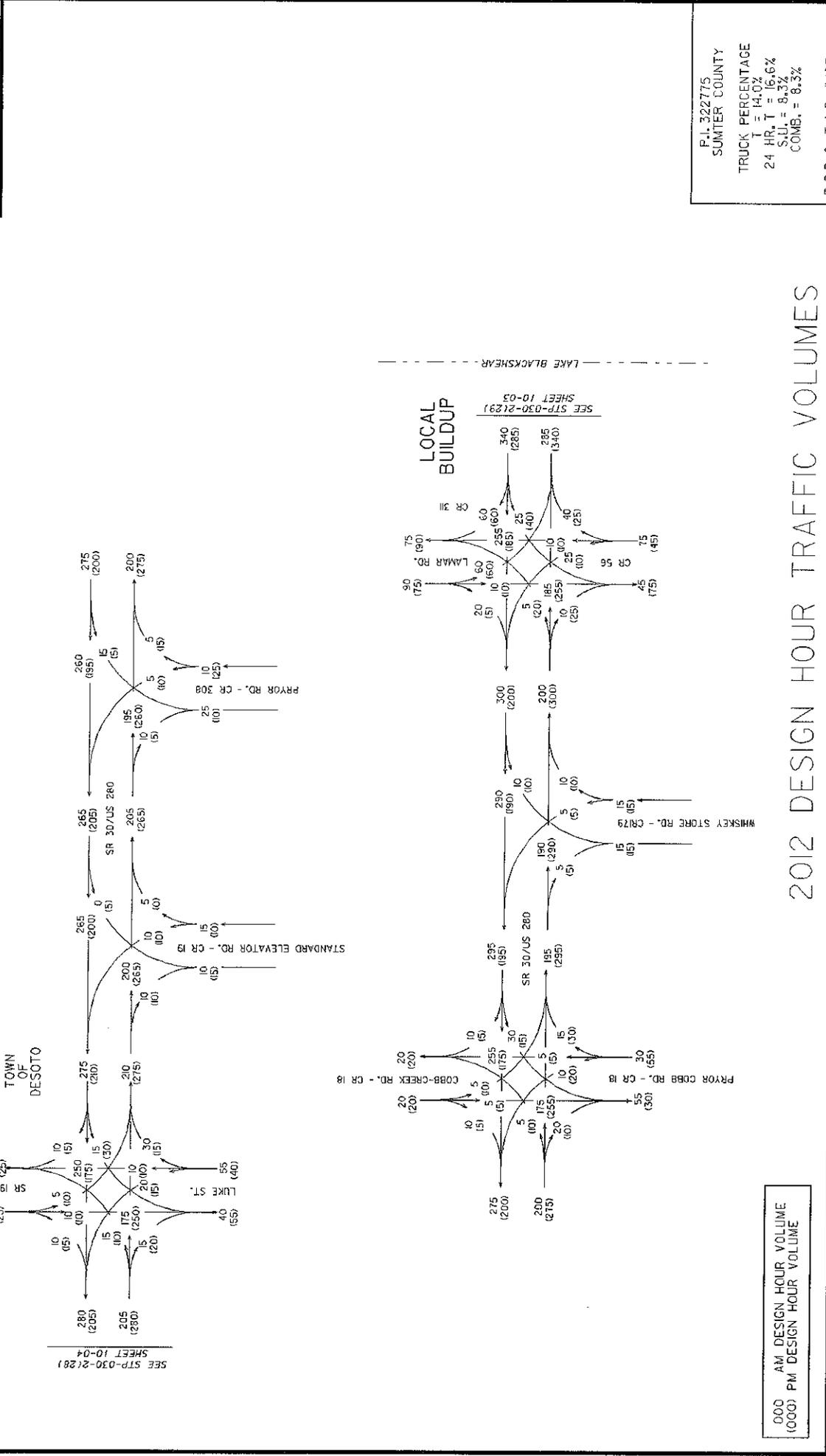
GEORGIA
DEPARTMENT OF TRANSPORTATION
RECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

DESIGN CONCEPT
SR 30 BRIDGE CONSTRUCTION
OVER CHOKEE CREEK

SUMTER COUNTY
STP-030-2(30)

SCALE: 1" = 4'-0"	DATE	BY

BRIDGE SHEET
1 OF 1



SEE STP-030-2128 SHEET 10-04

SEE STP-030-21291 SHEET 10-03

2012 DESIGN HOUR TRAFFIC VOLUMES

P.I. 322775
 SUMNER COUNTY
 TRUCK PERCENTAGE
 T = 14.0%
 24 HR. T = 16.6%
 S.U. = 8.3%
 COMB. = 8.3%

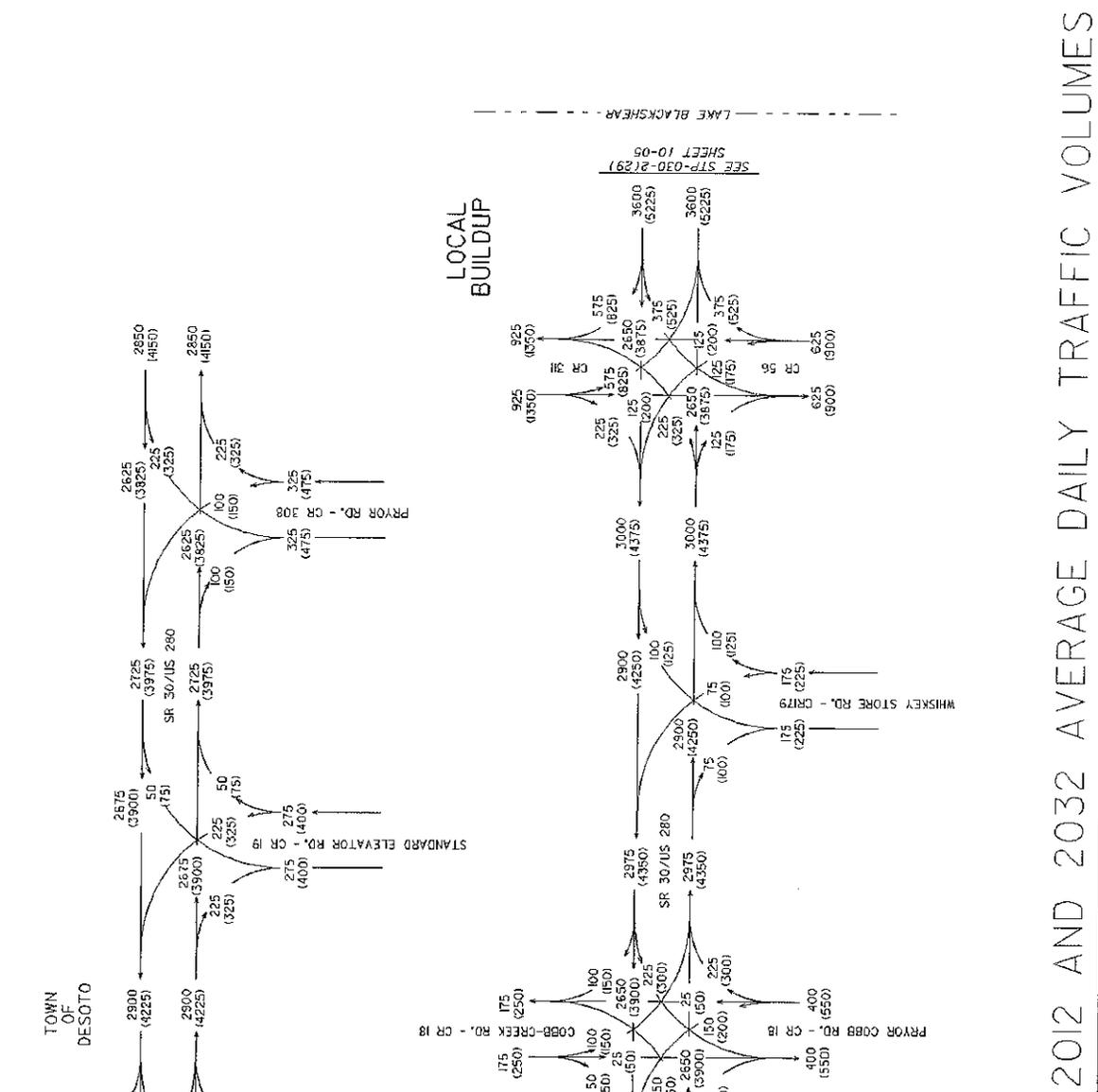
R.G.D. & T.A.D. II/03

MISSOURI
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC DIVISION
 PROJECT ST-030-2128
 COUNTY: SUMNER
 DATE: 10-02

GREENHORNE & O'MARA
 2211 NEWMARKET PARKWAY
 HANESVILLE, GA 30057
 770-968-9886



STATE	PROJECT NUMBER	DATE
GA.	STP-030-2130	



SEE STP-030-2128
SHEET 10-06

SEE STP-030-2129
SHEET 10-05

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

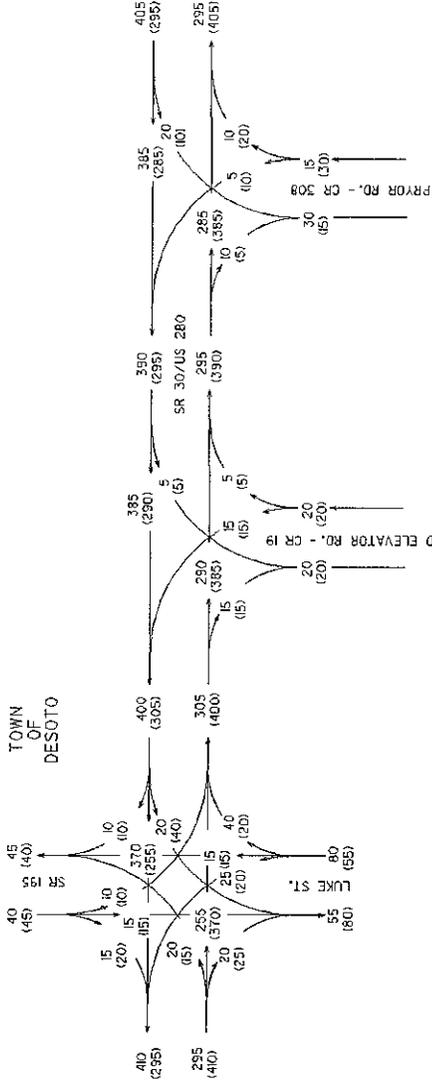
P-I: 322775
SUMNER COUNTY
TRUCK PERCENTAGE
T = 14.0%
24 HR. T = 16.6%
S.U. = 8.3%
COMB. = 8.3%

R.G.D. & T.A.D. II/03

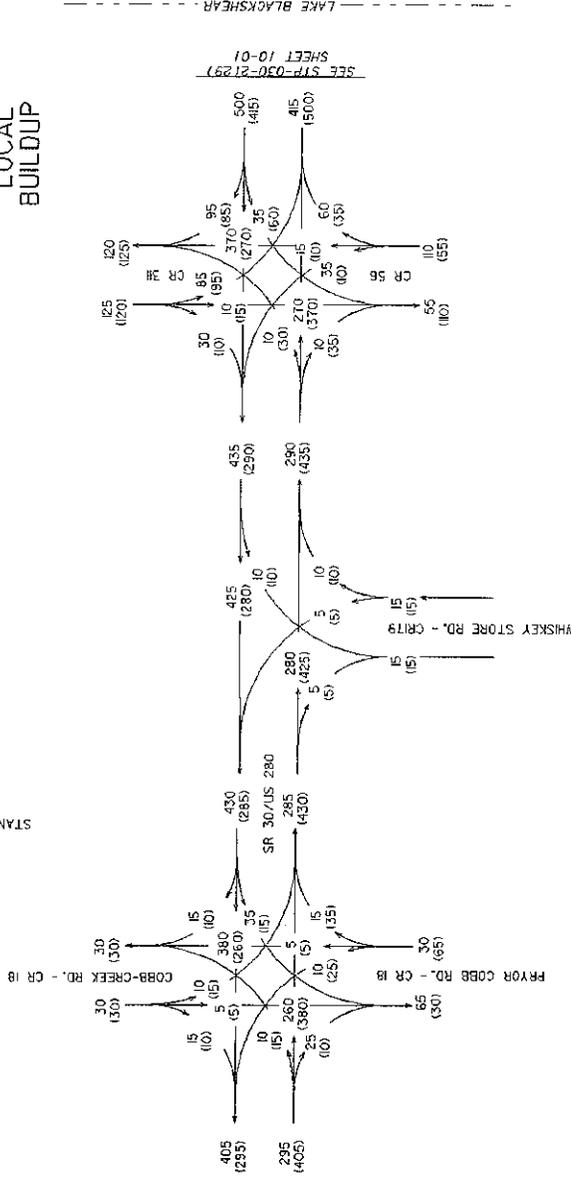
GEORGIA
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIVISION
PROJECT: STP-030-2130
COUNTY: SUMNER
DATE: 10-03

GREENHORNE & O' MARA
2211 NEW MARKET PARKWAY
SUITE 104
MARIETTA, GA 30067
770-488-6855

TOWN OF DESOTO



LOCAL BUILDUP



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

P.I. 322775
 SUMNER COUNTY
 TRUCK PERCENTAGE
 T = 14.0%
 24 HR. T = 16.6%
 S.U. = 8.3%
 COMB. = 6.3%
 R.C.D. & T.A.D. 11/03

2032 DESIGN HOUR TRAFFIC VOLUMES

DEPARTMENT OF TRANSPORTATION
 PROJECT STP-030-2(30)
 COUNTY SUMNER
 10-01

GREENHORNE & O'MARA
 2211 SULLITE PARKWAY
 MARLBOROUGH, MA 01901
 (774) 898-6666



BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 261-0016-0

Location & Geography Sumter County

SUFF. RATING: 63.8

Signs & Attachments

<p>* 104 Highway System: 0</p> <p>* 26 Functional Classification: 02</p> <p>* 204 Federal Route Type: S No: 00302</p> <p>* 110 Truck Route: 1</p> <p>206 School Bus Route: 1</p> <p>217 Benchmark Elevation: 0.00</p> <p>218 Datum: 0</p> <p>* 19 Bypass Length: 12</p> <p>* 20 Toll: 3</p> <p>* 21 Maintenance: 01</p> <p>* 22 Owner: 01</p> <p>* 31 Design Load: 6</p> <p>37 Historical Significance: 5</p> <p>205 Congressional District: 02</p> <p>* 27 Year Constructed: 1968</p> <p>106 Year Reconstructed: 0000</p> <p>33 Bridge Median: 0</p> <p>34 Skew: 00</p> <p>35 Structure Flared: 0</p> <p>38 Navigation Control: 0</p> <p>213 Special Steel Design: 0</p> <p>267 Type of Paint: 1</p> <p>* 42 Type Service On: 1 Under: 5</p> <p>214 Movable Bridge: 00</p> <p>203 Type Bridge: O-N-O-O</p> <p>259 Pile Encasement: 2</p> <p>* 43 Structure Type Main: 1 04</p> <p>45 No. Spans Main: 001</p> <p>44 Structure Type Appr: 1 1</p> <p>46 No. Spans Appr: 0002</p> <p>226 Bridge Curve Horiz: 0 Vert: 0</p> <p>111 Pier Protection: 0</p> <p>107 Deck Structure Type: 1</p> <p>108 Wearing Surface Type: 1 Membrane: 0 Protection: 0</p>	<p>223 Expansion Joint Type: 02</p> <p>242 Deck Drains: 1</p> <p>243 Parapet Location: 0 Height: 0 Width: 0</p> <p>238 Curb: 0.8 1</p> <p>239 Handrail: 1 1</p> <p>* 240 Median Barrier Rail: 0</p> <p>241 Bridge Median Height: 0 Width: 0</p> <p>* 230 Guardrail Loc Dir Rear: 3 Fwrd: 3. Oppo Dir Rear: 0 Fwrd: 0</p> <p>244 Approach Slab: 3</p> <p>224 Retaining Wall: 0</p> <p>233 Posted Speed Limit: 55</p> <p>236 Warning Sign: 0</p> <p>234 Delineator: 1</p> <p>235 Hazard Boards: 0</p> <p>237 Utilities Gas: 00 Water: 00 Electric: 00 Telephone: 32 Sewer: 00</p> <p>247 Lighting Street: 0 Navigation: 0 Aerial: 0</p> <p>* 248 County Continuity No: 00</p>	<p>6A Freature Int.: CHOKEE CREEK</p> <p>* 6B Critical Bridge: 0</p> <p>* 7A Route Number Carried: SR00030</p> <p>* 7B Facility Carried: US 280</p> <p>* 9 Location: 0.7 M I E OF DESOTO</p> <p>2 DOT District: 3</p> <p>207 Year Photo: 1997</p> <p>* 91 Inspection Frequency: 24 Date: 02/12/2001</p> <p>92A Fract Crit Insp Freq: 0 00 Date: 0000</p> <p>92B Underwater Insp Freq: 0 00 Date: 0000</p> <p>92C Other Spc. Insp Freq: 0 00 Date: 0000</p> <p>* 4 Place Code: 00000</p> <p>* 5 Inventory Route (O/U): 1 Type: 2 Designator: 1 Number: 00280 Direction: 0</p> <p>* 16 Latitude: 31-57.4</p> <p>* 17 Longitude: 84-02.9</p> <p>98 Border Bridge: 000 %Shared: 00</p> <p>99 ID Number: 0000000000000000</p> <p>* 100 Defense Highway: 0</p> <p>* 101 Parallel Structure: N</p> <p>* 102 Direction of Traffic: 2</p> <p>264 Road Inventory Mile Post: 029.06</p> <p>* 208 Inspection Area: 08 Initials: JLA</p> <p>* Location I.D. No: 261-00030D-029 06E</p> <p>* XReferen I.D. No: 000-000000-000.000</p>
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BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 261-0016-0

Sumter County

SUFF. RATING: 63.8

Programming Data

201 Project No: RAB (6) SP 1034 (8)
 202 Plans Available: 0
 249 Prop. Proj No: STP-030-2 (30)
 250 Approval Status: 0000
 251 P.I. No: 322775
 252 Contract Date: 0000
 260 Seismic No: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 007200 Year: 2019

Measurements

* 29 ADT: 004800 Year: 1999
 * 109 % Trucks: 12
 * 28 Lanes On: 02 Under: 00
 * 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0038
 * 49 Structure Length: 110
 51 Br. Rdwy. Width: 28.0
 52 Deck Width: 34.5
 * 47 Tot. Horiz. Cl: 28.0
 50 Curb/Sidewlk Width: 2.0/2.0
 32 Approach Rdwy Width: 027
 * 229 Shldr Width:

Ratings

66 Inventory Type: 2 Rating: 24
 64 Operating Type: 2 Rating: 40
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3&2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 21
 262 H Operating Rating: 38
 67 Structural Evaluation: 5
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: 6
 216 Water Depth: 2.8 Br Height: 11.5
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 UAW Insp. Area: 0 Diver: ZZZ

* Location I.D. No: 261-00030D-029.06E
 * XReferen I.D. No: 000-000000-000.000

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3&2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 0000
 253 Fed Notify Date: 0000

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 261-0017-0

Sumter County

SUFF. RATING: 87.9

Location & Geography

* Structure I.D. No.: 261-0017-0
 * 200 Bridge Information: 03
 * 6A Feature Int.: FLINT RIVER
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00030
 * 7B Facility Carried: US 280
 * 9 Location: 7.5 MILE OF LESLIE
 * 2 DOT District: 3
 * 207 Year Photo: 1997
 * 91 Inspection Frequency: 24 Date: 02/12/2001
 * 92A Fract Crit Insp Freq: 0 00 Date: 0000
 * 92B Underwater Insp Freq: 2 60 Date: 05/15/1997
 * 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 00000

* 5 Inventory Route (ORU): 1
 Type: 2
 Designator: 1
 Number: 00280
 Direction: 0

* 16 Latitude: 31-57.9
 * 17 Longitude: 083-56.6

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 035.65

* 208 Inspection Area: 08 Initials: JLA

* Location I.D. No: 261-00030D-035.65E
 * XReferen I.D. No: 000-0000000-000.000

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 02
 * 204 Federal Route Type: S No: 00302
 * 110 Truck Route: 1
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum: 0
 * 19 Bypass Length: 34
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 02
 * 27 Year Constructed: 1984
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 0

* 42 Type Service On: 1 Under: 5

214 Movable Bridge: 00
 203 Type Bridge: D-O-O-O
 259 Pile Encasement: 3
 * 43 Structure Type Main: 5 02
 45 No. Spans Main: 039
 44 Structure Type Appr: 5 5
 46 No. Spans Appr: 0002
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 2

108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

223 Expansion Joint Type: 02
 242 Deck Drains: 1

243 Parapet Location: 0
 Height: 0
 Width: 0

238 Curb: 0.0 0
 239 Handrail: 9 9
 * 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
 Width: 0

* 230 Guardrail Loc Dir Rear: 6
 Fwrd: 6
 Oppo Dir Rear: 0
 Fwrd: 0

244 Approach Slab: 3
 224 Retaining Wall: 0

233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delimitator: 0
 235 Hazard Boards: 0

237 Utilities Gas: 00
 Water: 32
 Electric: 31
 Telephone: 32
 Sewer: 00

247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 261-0017-0

Sumter County

SUFF. RATING: 87.9

Programming Data

201 Project No: BRF-030-2 (6)
 202 Plans Available: 2
 249 Prop. Proj No: STP-030-2 (30)
 250 Approval Status: 0000
 251 P.I. No: 322775
 252 Contract Date: 0000
 260 Seismic No: 0000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp. Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 007050 Year: 2019

Hydraulic Data

215 Waterway Data
 Highwater Elev: 0000.0 Year: 0000
 Flood Elev: 0000.0 Freq: 00
 Avg. Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000000
 113 Scour Critical: 6
 216 Water Depth: 33.0 Br Height: 18.6
 222 Slope Protection: 3
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No Barrels: 0
 Width: 0.0
 Height: 0.0
 Length: 0
 Apron: 0
 * 265 U/W Insp. Area: 2 Diver: WSR

* Location I.D. No: 261-00030D-035.65E
 * XReferen I.D. No: 000-000000-000.000

Measurements

* 29 ADT: 004700 Year: 1999
 * 109 % Trucks: 13
 * 28 Lanes On: 02 Under: 00
 * 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0055
 * 49 Structure Length: 2243
 * 51 Br. Rdwy. Width: 40.0
 * 52 Deck Width: 43.3
 * 47 Tot. Horz. Cl: 40.0
 * 50 Curb/Sdewik Width: 0.7/0.7
 * 32 Approach Rdwy Width: 024
 * 229 Sllder Width:
 Rear Lt: 8.0 Type: 8 Rt: 8.0
 Fwrd Lt: 8.0 Type: 8 Rt: 8.0
 Pymnt Width:
 Rear: 24.0 Type: 2
 Fwrd: 24.0 Type: 2
 Intersction Rear: 1 Fwrd: 1
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99' 99"
 Under: N 00' 00"
 * 228 Min. Vert. Cl
 Act. Odm. Dir: 99' 99"
 Oppo. Dir: 99' 99"
 Posted Odm. Dir: 00' 00"
 Oppo. Dir: 00' 00"
 55 Lateral Undercl. Rt: N 99.9
 56 Lateral Undercl. Lt: 0.0
 * 10 Max Min Vert Cl: 99' 99" Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.5
 Deck Thick Approach: 7.5
 246 Overlay Thickness: 0.0
 211 Tons Structural Steel: 0.0
 212 Year Last Painted: Sup: 0000 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 37
 64 Operating Type: 2 Rating: 78
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 23
 262 H Operating Rating: 45
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 7
 60C Underwater Condition: 7
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 6
 69 UnderCl. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3S2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 0000
 253 Fed Notify Date: 0000 0



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 Lafevers	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	



O'MARA, INC.

VISIONS. SOLUTIONS.

GENERAL CIVIL
TRANSPORTATION
ENVIRONMENTAL
GEOGRAPHIC SCIENCES

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. EFR can proceed without COE S100 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 3-lane section through Leslie and along the park entrance.
11. USFWS is satisfied with the Cobb bypass and alignment 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 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. Keepler, 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 @ 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



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:

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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



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:

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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:

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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