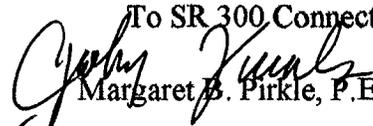


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 422470-, Crisp County **OFFICE** Preconstruction
STP-030-2(29)
SR 30/US 280 Widening from Lake Blackshear
To SR 300 Connector **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
Joe Sheffield
BOARD MEMBER

David Studstill

Page 2

P. I. No. 422470-, Crisp

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)	\$20,099,000	\$20,099,000	L250	LR
Right-of-Way	\$ 7,098,000	\$ 7,097,000	L250/LY10	2010/2007
Utilities*	\$ 65,000	-----		

*Notification letter sent to Crisp County 12-14-05; notification letter sent to Cordele 12-20-05.

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

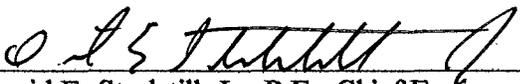
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF PROGRAM DELIVERY AND CONSULTANT DESIGN
PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-030-2(29)

County: Crisp

Project P.I. Number: 422470

Federal Route Number: 280

State Route Number: 30

Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 300 Connector West of Cordele

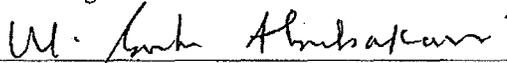
Recommendation for Approval:

Date: 5-19-06



Project Manager

Date: 05/19/2006



State Program Delivery and Consultant Design Engineer

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

Date: _____

State Transportation Planning Administration

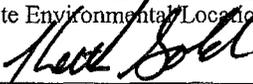
Date: _____

State Transportation Financial Management Administrator

Date: _____

State Environmental Location Engineer

Date: 5/30/06



State Traffic and Safety Design Engineer

Date: _____

District 4 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 CONCEPT REPORT

PROJECT NUMBER: STP-030-2(29)

County: Crisp

Project P.I. Number: 422470

Federal Route Number: 280

State Route Number: 30

Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 300 Connector West of Cordele

Recommendation for Approval:

Date: 5-19-06



Project Manager

Date: 05/19/2006



State Program Delivery and Consultant Design Engineer

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

Date: _____

State Transportation Planning Administration

Date: _____

State Transportation Financial Management Administrator

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic and Safety Design Engineer

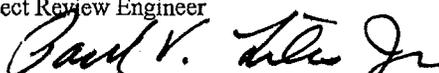
Date: _____

District 4 Engineer

Date: _____

Project Review Engineer

Date: 6/4/06



State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF PROGRAM DELIVERY AND CONSULTANT DESIGN
PROJECT CONCEPT REPORT

PROJECT NUMBER: STP-030-2(29)

County: Crisp

Project P.I. Number: 422470

Federal Route Number: 280

State Route Number: 30

Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 300 Connector West of Cordele

Recommendation for Approval:

Date: 5-14-06


Project Manager

Date: 05/17/2006

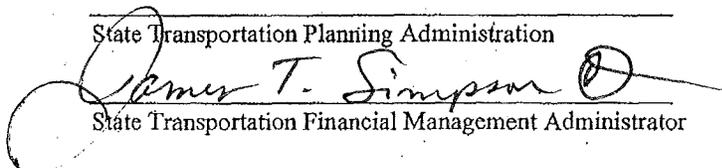

State Program Delivery and Consultant Design Engineer

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

Date: _____

State Transportation Planning Administration

Date: 5-24-06


State Transportation Financial Management Administrator

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic and Safety Design Engineer

Date: _____

District 4 Engineer

Date: _____

Project Review Engineer

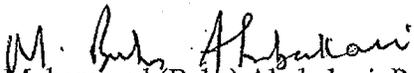
Date: _____

State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-030-2(29) OFFICE Program Delivery & Consultant Design
P.I. 422470, Crisp 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
- Joe Sheffield, District 4 Engineer
- Paul Liles, State Bridge Design Engineer

MBA:MAH:OC
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(29)

County: Crisp

Project P.I. Number: 422470

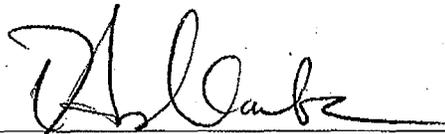
Federal Route Number: 280

State Route Number: 30

Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 30 Connector West of Cordele

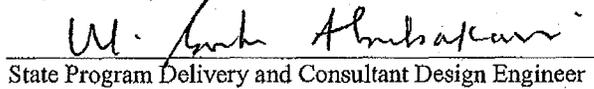
Recommendation for Approval:

Date: 5-19-06



Project Manager

Date: 05/19/2006



State Program Delivery and Consultant Design Engineer

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

Date: _____

State Transportation Planning Administration

Date: _____

State Transportation Financial Management Administrator

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic and Safety Design Engineer

Date: _____

District 4 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 CONCEPT REPORT**

PROJECT NUMBER: STP-030-2(29)

County: Crisp

Project P.I. Number: 422470

Federal Route Number: 280

State Route Number: 30

Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 300 Connector West of Cordele

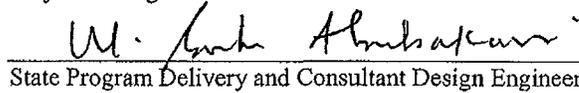
Recommendation for Approval:

Date: 5-19-06



Project Manager

Date: 05/19/2006



State Program Delivery and Consultant Design Engineer

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

Date: _____

State Transportation Planning Administration

Date: _____

State Transportation Financial Management Administrator

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic and Safety Design Engineer

Date: 5-24-06



District 4 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 CONCEPT REPORT

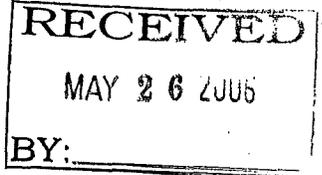
PROJECT NUMBER: STP-030-2(29)

County: Crisp

Project P.I. Number: 422470

Federal Route Number: 280

State Route Number: 30



Widening and Reconstruction of US 280/SR 30 from East of Lake Blackshear to the SR 300 Connector West of Cordele

Recommendation for Approval:

Date: 5-14-06

Project Manager

Date: 05/19/2006

State Program Delivery and Consultant Design Engineer

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

Date: 5/25/06

State Transportation Planning Administration

Date: _____

State Transportation Financial Management Administrator

Date: _____

State Environmental/Location Engineer

Date: _____

State Traffic and Safety Design Engineer

Date: _____

District 4 Engineer

Date: _____

Project Review Engineer

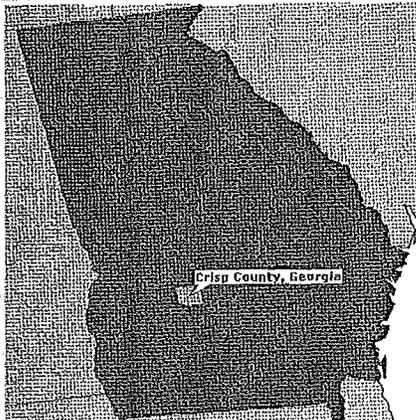
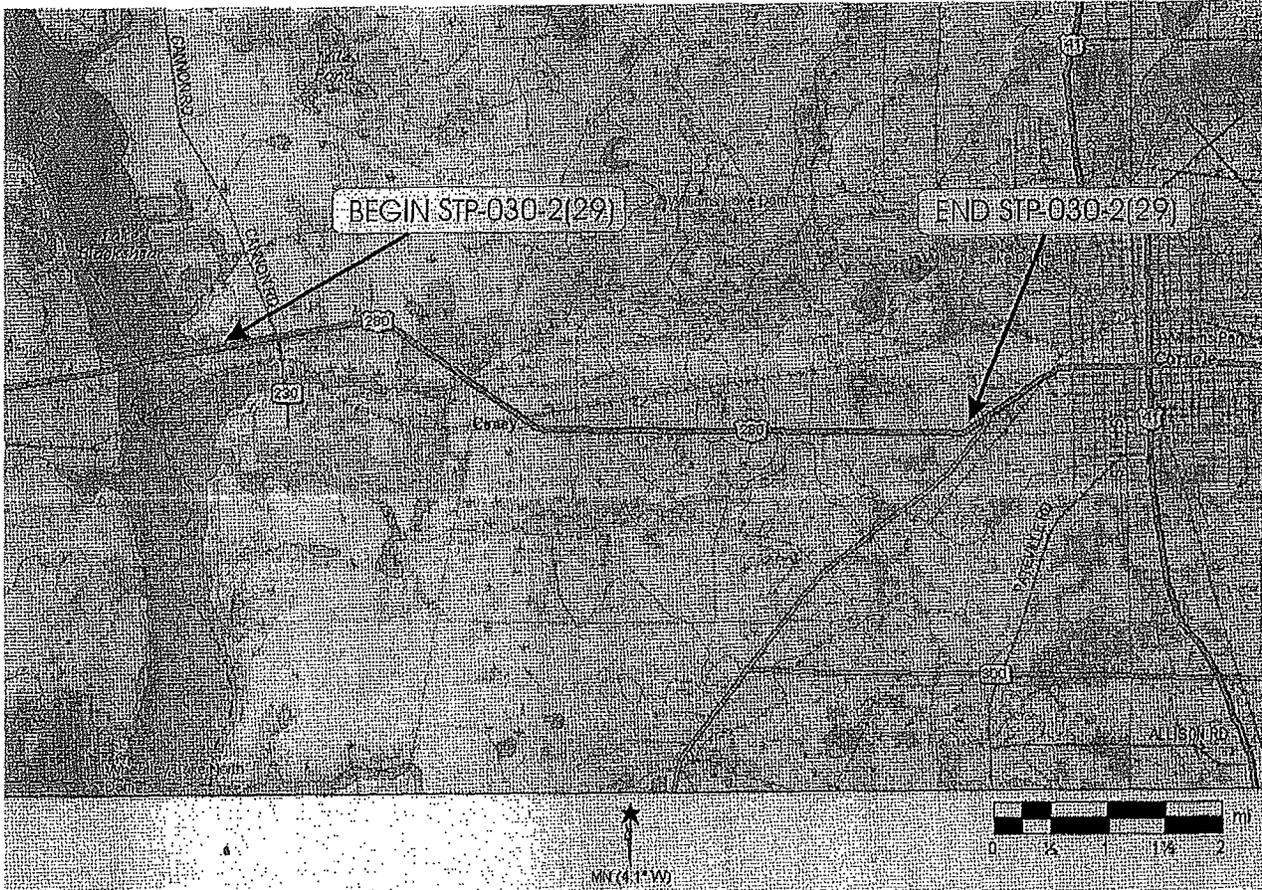
Date: _____

State Bridge and Structural Design Engineer

Note- LOS < C noted in report for intersection LOS; question results w/ < 12,000 AADT; what improvements on cross roads are needed to provide acceptable LOS in the future.

SITE LOCATION MAP

Project: STP-030-2(29), Crisp County PI No: 422470
Description: SR 30/US 280 East of Lake Blackshear to SR 300 Connector



Need and Purpose: See attached Need and Purpose Statement.

Description of the proposed project: Project STP-030-2(29) is located in Crisp County and runs from approximately 1000 feet east of the Lake Blackshear (Flint River) bridge to the SR 300 Connector just west of Cordele for a project length of approximately 7.6 miles. The project consists of the widening and reconstruction of US 280/SR 30 to a 5-lane section with a 14-foot flushed median from the beginning of the project through the Georgia Veterans Memorial State Park area, then transitioning to a 4-lane section with a 44-foot depressed median. The project then transitions back into the existing 5-lane section and ends at Fish Hatchery Road, just west of Cordele. All shoulders and right-turn bays will be bicycle-friendly to comply with the Middle Flint RDC bicycle plan.

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) Other ()

Functional Classification: Rural Principal Arterial

U.S. Route Number: 280

State Route Number: 30

Traffic (AADT): Base Year (2012): 7,950

Design Year (2032): 11,650

Existing Design Features:

- Typical sections: US 280/SR 30 consists of sections with (a) 2 - 12-foot travel lanes, (b) 2 - 12-foot travel lanes with alternating 12-foot passing lanes, and (c) 4 - 12-foot travel lanes where US 280/SR 30 ties to SR 300. All three sections have 10-foot rural shoulders and roadside ditches.
- Posted speed: 55 MPH Maximum Degree of Curvature: 3°09'55"
- Maximum grade: 3.0%
- Width of right-of-way: Varies from approximately 100-200 feet
- Major Structures: 6-yr old, 200-foot x 44-foot (5-40 foot spans) concrete T-beam bridge over Gum Creek – to be removed.
- Major interchanges or intersections along the project: US 280/SR 30 ties into SR 300 at the east end of the project. The access to SR 300 from US 280/SR 30 will be reconstructed.
- Existing length of roadway segment and the beginning logs for each county segment:
 - 3.3 mile section with 2 – 12 foot lanes
 - 3.7 mile section with 2 – 12 foot lanes w/12 foot passing lane
 - 0.6 mile section with 4 – 12 foot lanes

Proposed Design Features:

- Proposed typical sections: Two 12-foot lanes in each direction, with a 14-foot two-way left-turn center lane, and 10-foot shoulders from beginning of project to just east of the Georgia Veterans Memorial State Park. The section then transitions to two 12-foot lanes in each direction with a depressed 44-foot median with 10-foot shoulders and then to four 12-foot lanes with a 10-foot flush median at the east end of the project. Shoulders and right-turn bays for this project shall be bicycle friendly to comply with the Middle Flint RDC bicycle plan.
- Proposed design speed mainline: 65 mph (55 mph through Veterans Memorial State Park)
- Proposed maximum grade mainline: 4% Maximum grade allowable: 4%
- Proposed maximum grade side street: 8% Maximum grade allowable: 8%
- Proposed maximum grade driveway: 11% commercial, 15% residential
- Proposed minimum curve radius: 1800'
- Minimum curve radius allowable: 1485' (65 mph); 965' (55 mph)
- Right of way
 - Width: 250 + feet
 - Easements: Temporary (X) Permanent (X) Utility (X) Other ()
 - Type of access control: Full () Partial () By Permit (X) Other ()
 - Number of parcels: 76
 - Number of displacements:
 - Business: 1
 - Residences: 4
 - Mobile Homes: 0
 - Other: 0
- Major structures:
 - Gum Creek - Parallel 200-foot x 44-foot (5 spans x 40-foot) bridge
 - Heart of Georgia Railroad - Parallel 3-span x 117-foot roadway bridges
- Major intersections and interchanges: US 280/SR 30 intersection at SR 300 CONNECTOR
- Traffic control during construction: This project will be constructed under traffic. No offsite detours are necessary, and property access will be maintained 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 Slopes			X
Stopping Site Distance			X
Super Elevation Rates			X
Horizontal Clearance			X
Speed Design			X
Vertical Clearance			X
Bridge Width			X
Bridge Structural Capacity			X

- Design Variances: None anticipated
- Environmental concerns: Streams, wetlands, potential UST/hazardous waste sites, cultural resources (park)
- 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
 - Environmental Impact Statement (EIS) (N/A)
 - GEPA Environmental Effects Report (X)
 - Standard 404 Permit
- Utility Involvements:
 - Crisp County Power Commission
 - BellSouth
 - City of Cordele (water/sewer/gas)
 - Citizens Telephone
 - Citizens Cable TV
 - Mediacom
 - Heart of Georgia Railroad
 - Plant Telephone
 - MCI

Project Responsibilities:

- Design: Office of Program Delivery and Consultant Design ~ Greenhorne & O'Mara ~ Street Smarts
- Right-of-way acquisition: District 4 Right of Way
- Relocation of utilities: District 4 Utilities
- Letting to Contract: General Office (Office of Contract Administration)
- Supervision of Construction: District 4 Construction
- Providing material pits: Responsibility of the construction contractor
- Providing detours: Temporary on-site detours/maintenance of traffic designed by consultant

Coordination

- Kickoff meeting -- 9/25/03
- Initial Concept Meeting -- 1/15/04
- Concept meeting and brief summary -- 1/11/06
- P.A.R. meetings, dates, and results -- 7/12/05
- FEMA, possibly Coast Guard to be completed
- Public involvement -- One PIOH and One PHOH -- PIOH held 6/10/04
- Local Government Comments -- TBD
- Other Projects in the area (See "Need and Purpose" for details).
 - STP-030-2(28) -- US 280/SR ~~28~~ 30
 - STP-030-2(30) -- US 280/SR ~~28~~ 30
 - STP-030-2(31) -- US 280/SR ~~28~~ 30

- Heart of Georgia Railroad – Coordinate new double bridges over railroad
- Stream Buffer Variance
- Other Coordination to date --
 - Project Alignment Review Meeting – GDOT OCD – 8/3/04
 - Project Coordination Meeting – Americus Area Office – 3/4/04
 - Meeting at Georgia Veteran's Memorial State Park – 3/4/04

Scheduling – Responsible Parties' Time Estimate

- Time to complete environmental process – 12 months
- Time to complete preliminary construction plans – 12 months
- Time to complete right-of-way plans – 4 months
- Time to complete the Section 404 permit – 12 months
- Time to complete final construction plans – 8 months
- Time to complete the purchase of right-of-way – 30 months
- Time to complete the stream buffer variance – 6 months

Other Alternates Considered:

1. No Build.
2. Construct normal GRIP section (4 – 12 foot lanes with 44 foot median) throughout project.

Attachments:

1. Cost Estimate
2. Need and Purpose Statement
3. Typical Sections
4. Traffic Assignments
5. Bridge Inventory
6. Concept Team Meeting Minutes
7. PAR Meeting Minutes
8. Alignment Review Meeting Minutes
9. PIOH Minutes
10. Coordination Meeting Minutes
11. Veteran's Park Meeting Minutes
12. Initial Concept Team Meeting Minutes
13. Kickoff Meeting Minutes
14. Scoring Sheet

US 280/SR 30 WIDENING AND RECONSTRUCTION
STP-030-2(28)(29)(30)(31) Sumter/Crisp Counties
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

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 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 Road/Pinecrest Drive	AM	B	12.4	B	14.8	C	24.1
	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 1/2 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

Project	PI	County	Description
	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
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.

Estimate Report for file "253-510"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	240000.00	TRAFFIC CONTROL - STP-030-2(29)	240000.00
150-5000	150	EA	429.32	TRAFFIC CONTROL, TEMPORARY SAND LOADED ATTENUATOR MODULE	64398.00
201-1500	1	LS	240000.00	CLEARING & GRUBBING -	240000.00
205-0001	190050	CY	3.22	UNCLASS EXCAV	611961.00
206-0002	86550	CY	4.99	BORROW EXCAV, INCL MATL	431884.50
310-1101	159600	TN	18.00	GR AGGR BASE CRS, INCL MATL	2872800.00
318-3000	5000	TN	15.86	AGGR SURF CRS	79300.00
402-3112	26000	TN	50.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1300000.00
402-3121	78000	TN	45.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3510000.00
402-3130	19500	TN	45.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	877500.00
413-1000	35500	GL	0.99	BITUM TACK COAT	35145.00
433-1000	1780	SY	147.07	REINF CONC APPROACH SLAB	261784.60
500-3101	520	CY	453.44	CLASS A CONCRETE	235788.80
511-1000	34800	LB	0.72	BAR REINF STEEL	25056.00
550-1180	4200	LF	29.21	STORM DRAIN PIPE, 18 IN, H 1-10	122682.00
550-1181	500	LF	30.86	STORM DRAIN PIPE, 18 IN, H 10-15	15430.00
550-1240	1000	LF	34.89	STORM DRAIN PIPE, 24 IN, H 1-10	34890.00
550-1300	200	LF	44.56	STORM DRAIN PIPE, 30 IN, H 1-10	8912.00
550-2180	1440	LF	23.53	SIDE DRAIN PIPE, 18 IN, H 1-10	33883.20
550-3318	60	EA	645.66	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	38739.60
550-3518	60	EA	557.09	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	33425.40
550-4218	72	EA	422.29	FLARED END SECTION 18 IN, STORM DRAIN	30404.88
550-4224	16	EA	490.20	FLARED END SECTION 24 IN, STORM DRAIN	7843.20
550-4230	4	EA	651.29	FLARED END SECTION 30 IN, STORM DRAIN	2605.16
622-1033	1500	LF	28.13	PRECAST CONCRETE MEDIAN BARRIER, METHOD 3	42195.00
641-1100	340	LF	30.15	GUARDRAIL, TP T	10251.00
641-1200	5100	LF	12.94	GUARDRAIL, TP W	65994.00
641-5001	8	EA	459.73	GUARDRAIL ANCHORAGE, TP 1	3677.84
641-9912	8	EA	1204.73	TEMPORARY GUARDRAIL ANCHORAGE, TP 12	9637.84
668-2100	55	EA	1976.68	DROP INLET, GP 1	108717.40
668-2105	15	EA	3309.44	DROP INLET, GP 1, SPCL DES	49641.60
Section Sub Total:					\$11,404,548.02

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	56	AC	481.77	TEMPORARY GRASSING	26979.12
163-0240	1800	TN	202.85	MULCH	365130.00
163-0503	15	EA	478.63	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	7179.45
163-0521	250	EA	145.69	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	36422.50
163-0530	18080	LF	2.44	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	44115.20
163-0531	15	EA	7421.10	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	111316.50
165-0010	3030	LF	0.92	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2787.60
165-0030	3030	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3636.00
165-0040	250	EA	58.62	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	14655.00
165-0060	45	EA	946.64	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	42598.80
165-0070	9040	LF	1.30	MAINTENANCE OF BALED STRAW EROSION CHECK	11752.00
165-0087	15	EA	166.79	MAINTENANCE OF SILT CONTROL GATE, TP 3	2501.85
171-0010	6060	LF	1.83	TEMPORARY SILT FENCE, TYPE A	11089.80

171-0030	6060	LF	3.13	TEMPORARY SILT FENCE, TYPE C	18967.80
603-2012	320	SY	27.90	STN DUMPED RIP RAP, TP 1, 12 IN	8928.00
603-7000	320	SY	3.91	PLASTIC FILTER FABRIC	1251.20
700-6910	112	AC	775.82	PERMANENT GRASSING	86891.84
700-7000	340	TN	57.15	AGRICULTURAL LIME	19431.00
700-7010	280	GL	18.63	LIQUID LIME	5216.40
700-8000	100	TN	252.40	FERTILIZER MIXED GRADE	25240.00
700-8100	5600	LB	1.46	FERTILIZER NITROGEN CONTENT	8176.00
715-2100	8000	SY	1.74	BITUMINOUS TREATED ROVING, SLOPES	13920.00
716-2000	950	SY	1.14	EROSION CONTROL MATS, SLOPES	1083.00
Section Sub Total:					\$869,269.06

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	890	SF	13.34	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	11872.60
636-1029	300	SF	19.91	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	5973.00
636-1031	990	SF	16.72	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	16552.80
636-2070	2060	LF	6.53	GALV STEEL POSTS, TP 7	13451.80
636-2080	2510	LF	8.60	GALV STEEL POSTS, TP 8	21586.00
653-0120	15	EA	57.07	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	856.05
653-0170	15	EA	75.66	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1134.90
653-1501	84200	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	21050.00
653-1502	83700	LF	0.24	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	20088.00
653-6004	80400	SY	2.46	THERMOPLASTIC TRAF STRIPING, WHITE	197784.00
653-6006	1900	SY	2.57	THERMOPLASTIC TRAF STRIPING, YELLOW	4883.00
654-1001	150	EA	3.39	RAISED PVMT MARKERS TP 1	508.50
654-1003	1980	EA	3.27	RAISED PVMT MARKERS TP 3	6474.60
657-1054	840	LF	3.32	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	2788.80
657-6054	840	LF	3.56	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	2990.40
Section Sub Total:					\$327,994.45

Section Bridge 1					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-1100	1155000	LS	1.00	CONSTR OF BRIDGE - COMPLETE - TO BOTTOM OF CAP	1155000.00
Section Sub Total:					\$1,155,000.00

Section Bridge 2					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-1100	2027000	LS	1.00	CONSTR OF BRIDGE - COMPLETE - TO BOTTOM OF CAP	2027000.00
Section Sub Total:					\$2,027,000.00

Total Estimated Cost: \$15,783,811.53

Subtotal Construction Cost \$15,783,811.53

E&C Rate 10.0 % \$1,578,381.15

Inflation Rate 5.0 % @ 3.0 Years \$2,736,715.62

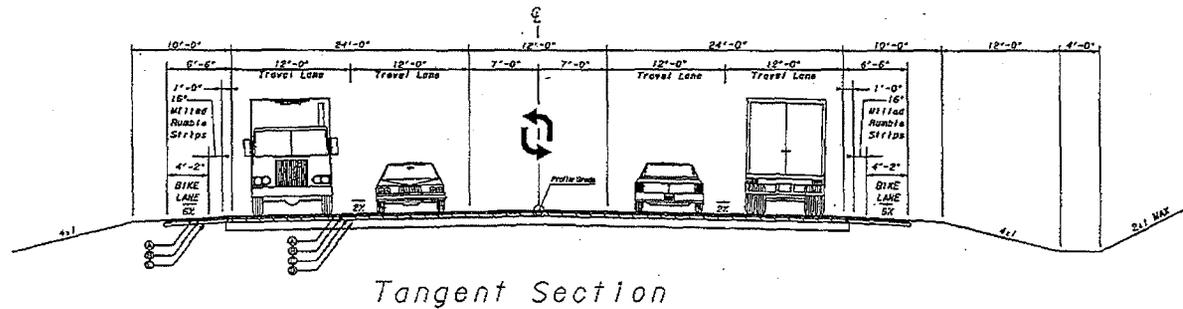
Total Construction Cost \$20,098,908.30

Right Of Way	\$7,097,400.00
ReImb. Utilities	\$65,000.00

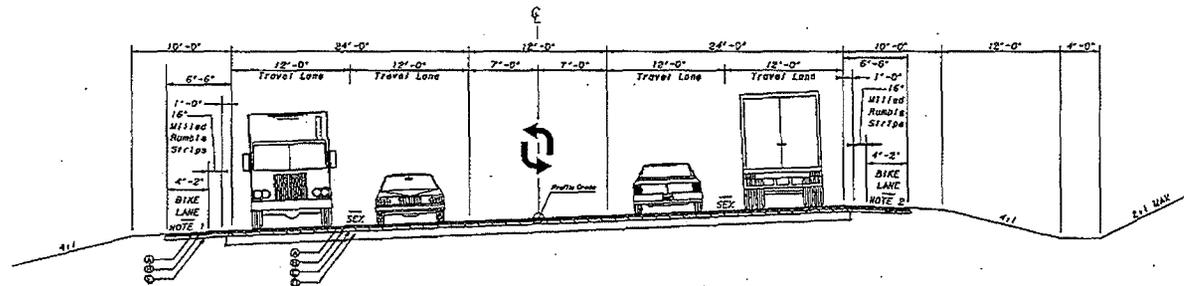
Grand Total Project Cost \$27,261,308.30

TYPICAL SECTION

US 280/SR 30 5-LANE SECTIONS
Rural 4-Lane 14' Flush Median



Tangent Section

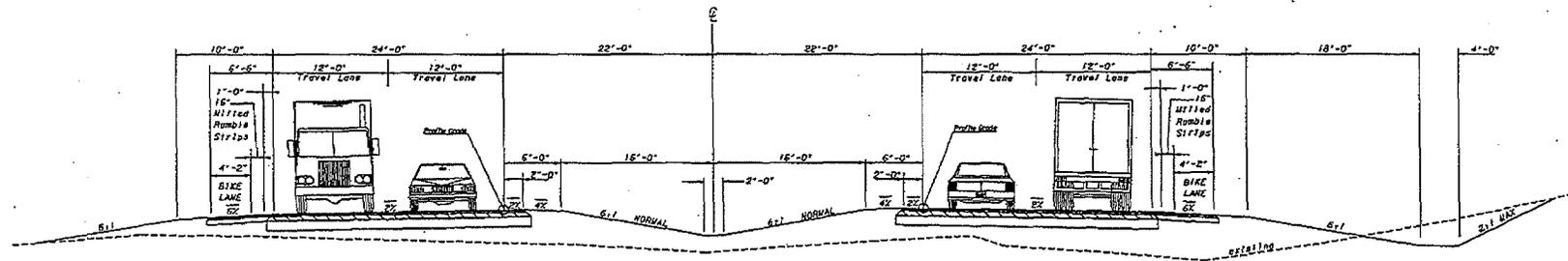


Superelevation Section

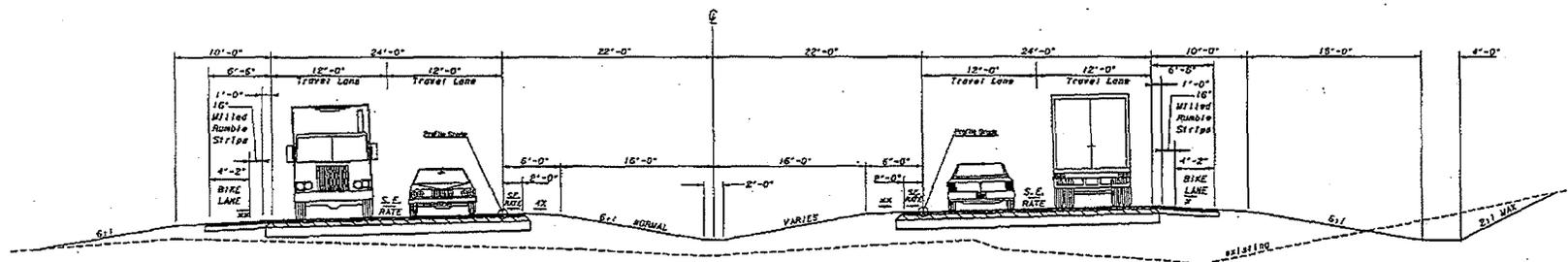
TYPICAL SECTION

US 280/SR 30 4-LANE WITH A 44' MEDIAN

PROJECT NUMBER
STP-030-2(29)



NORMAL CROWN SECTION
(D. S. 65mph)



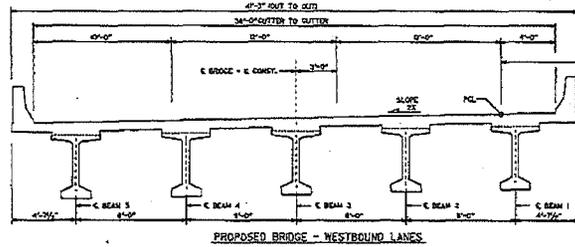
SUPERELEVATED SECTION
(D. S. 65mph)

- * SHOULDER TO SLOPE AT NORMAL RATE, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 2% MINIMUM SHOULDER SLOPE TO BE 2%.
- ** SHOULDER TO SLOPE AT NORMAL RATE OR SUPERELEVATION RATE, WHICHEVER IS GREATER.

STREET SMARTS
PLANNING • TRANSPORTATION ENGINEERING • SURVEYING

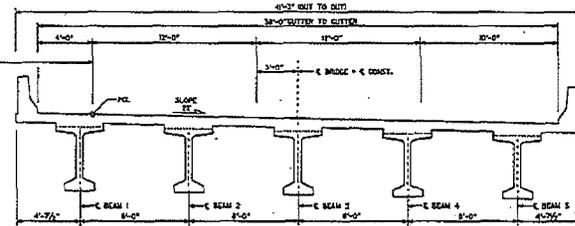
3090 Premiere Parkway
Suite 200
Duluth, Georgia 30097
Phone: 770-813-0882
Fax: 770-813-0888

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-030-2(29)		



PROPOSED BRIDGE - WESTBOUND LANES

PROPOSED BRIDGE ALTERNATE - 1



PROPOSED BRIDGE - EASTBOUND LANES

P. I. 422470
BRIDGE NO. 2



3340 PEACHTREE ROAD, NE
SUITE 2400, TOWER PLACE 100
ATLANTA, GA 30326-1001

GEORGIA
DEPARTMENT OF TRANSPORTATION
PRECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

DESIGN CONCEPT ALTERNATES
SR 30 TWIN BRIDGES OVER
HEART OF GEORGIA RAILROAD

CRISP COUNTY

STP-030-2(29)

SCALE: 1" = 4'-0"

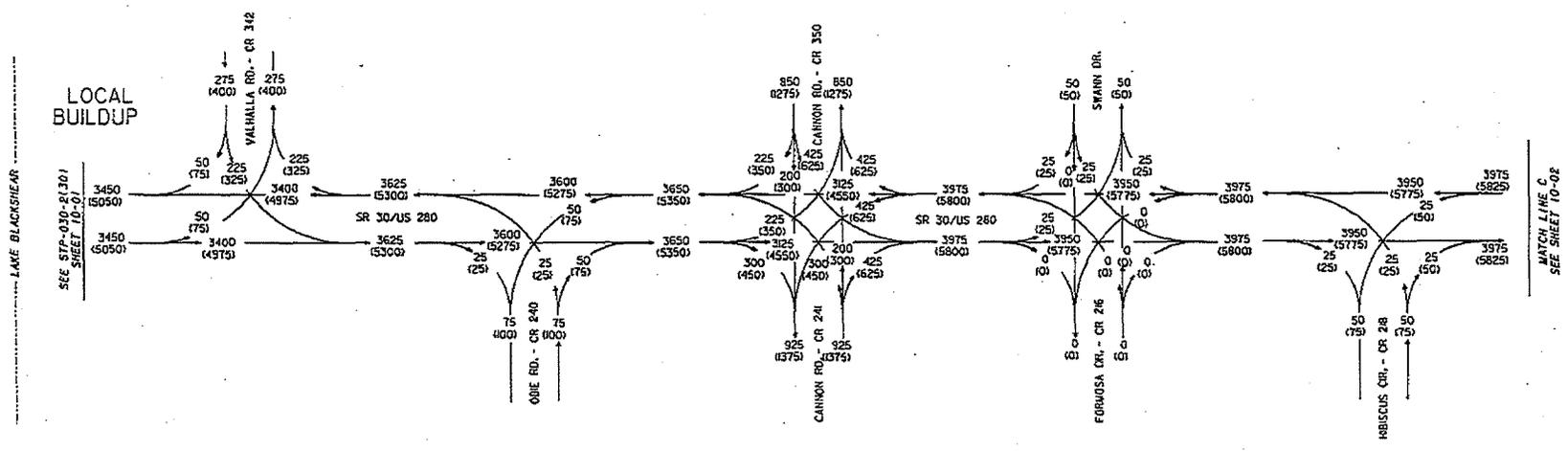
SEPTEMBER 2005

DESIGNED	DWH	CHECKED	CPD	APPROVED	MST
DRAWN	DWH	DESIGN FIELD	EGC	APPROVED	PIC

48057401EN
48057402EN
48057403EN

BRIDGE SHEET
1 OF 1

DATE	REVISIONS	BY



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

2012 AND 2032 AVERAGE DAILY TRAFFIC VOLUMES

P.I. 422470
 CRISP COUNTY
 TRUCK PERCENTAGE
 T = 18.2%
 24 HR. T = 20.8%
 S.U. = 11.2%
 COMB. = 9.6%
 R.G.D. & T.A.D. 11/03



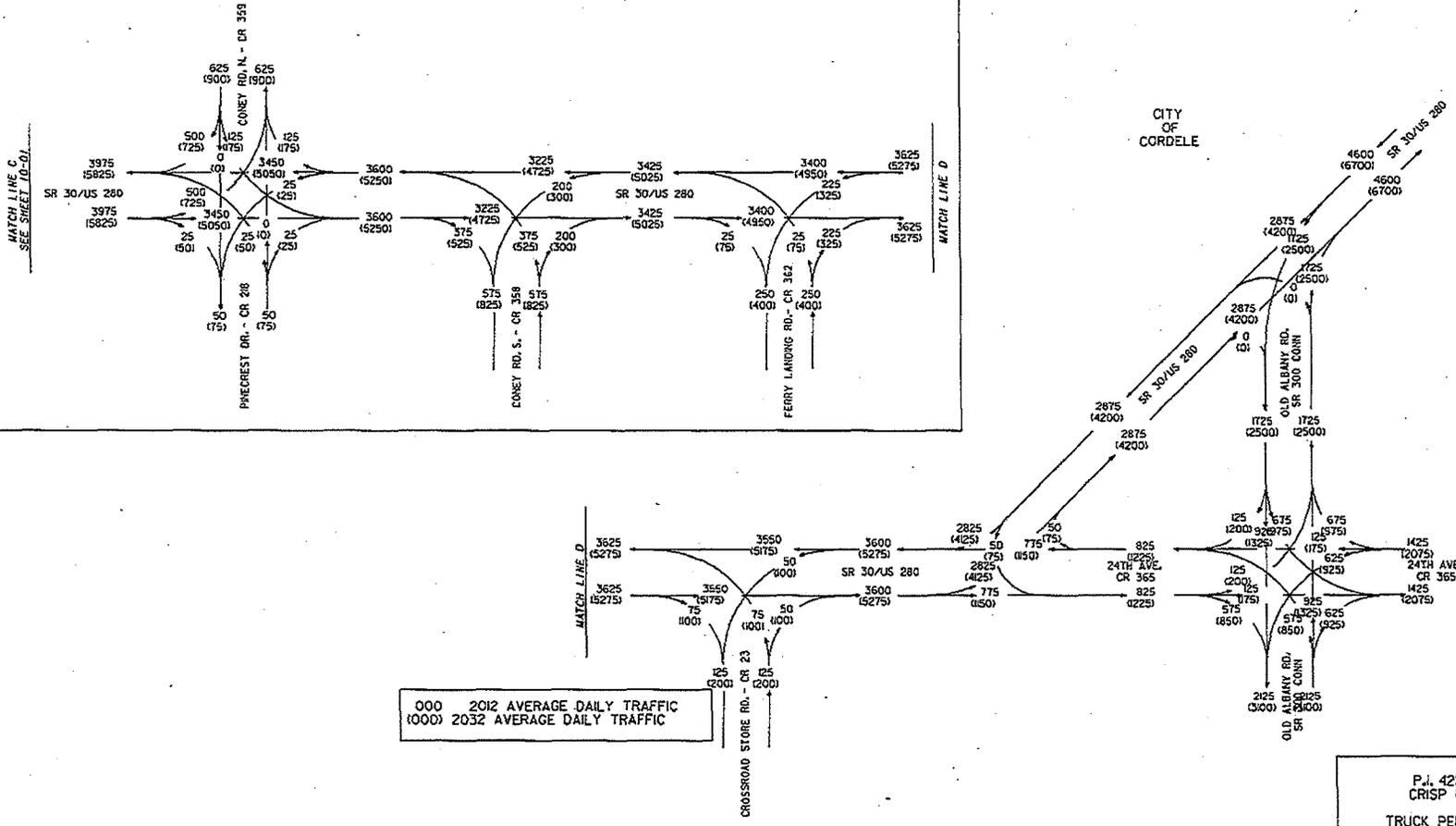
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

OFFICE: TRAFFIC DIAGRAM

PROJECT: STP-030-2(29)

DRAWING NO.
 10-01



2012 AND 2032 AVERAGE DAILY TRAFFIC VOLUMES

P.L. 422470
CRISP COUNTY
TRUCK PERCENTAGE
T = 18.2%
24 HR. T = 20.8%
S.U. = 11.2%
D.O.M.B. = 9.6%
R.G.D. & T.A.D. 11/03



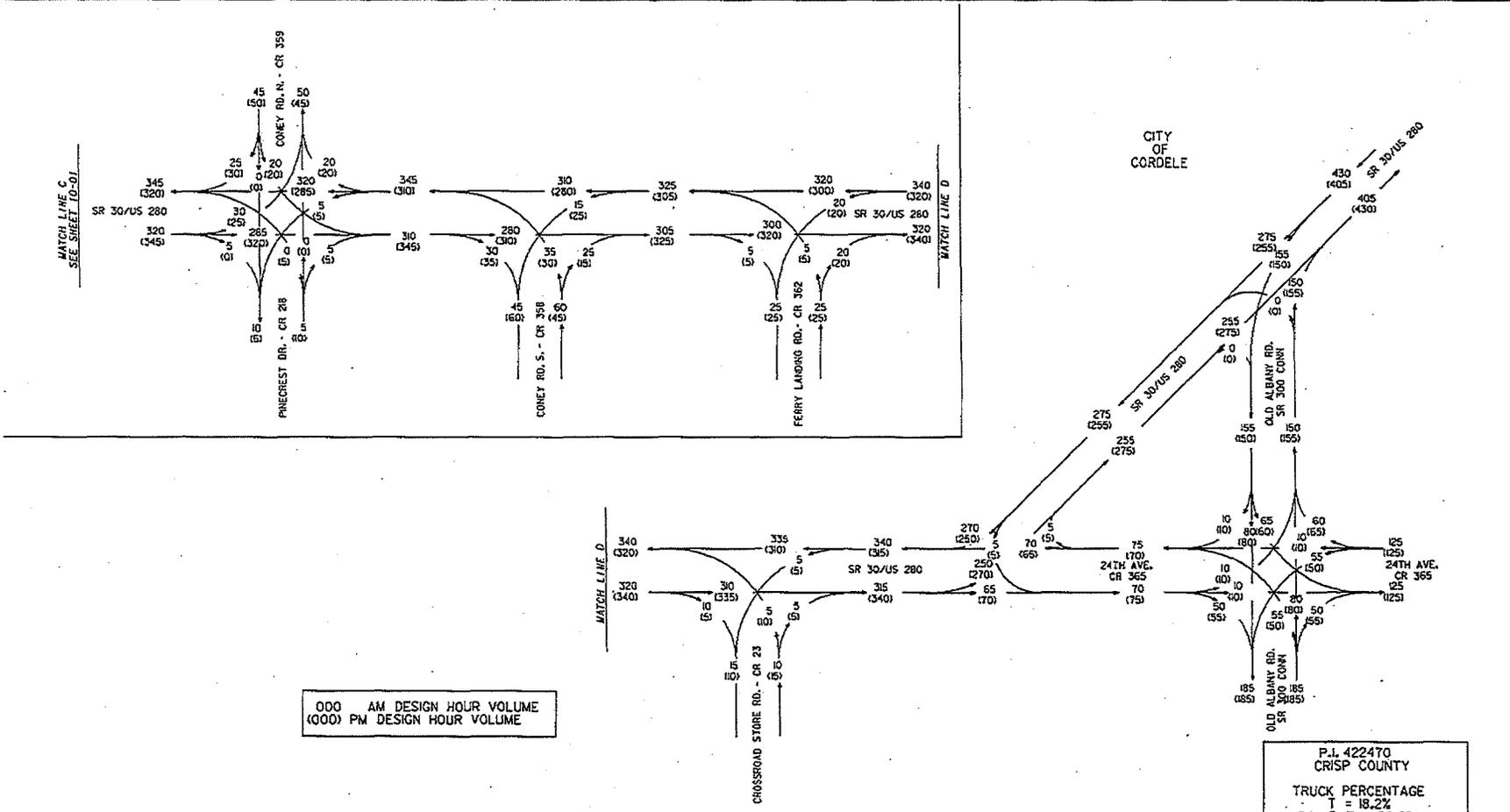
2010 Program Partner
Crisp County, Georgia 30507
Phone: 770-637-6862
Fax: 770-637-6868

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: **TRAFFIC DIAGRAM**

PROJECT: **STP-030-2(29)**

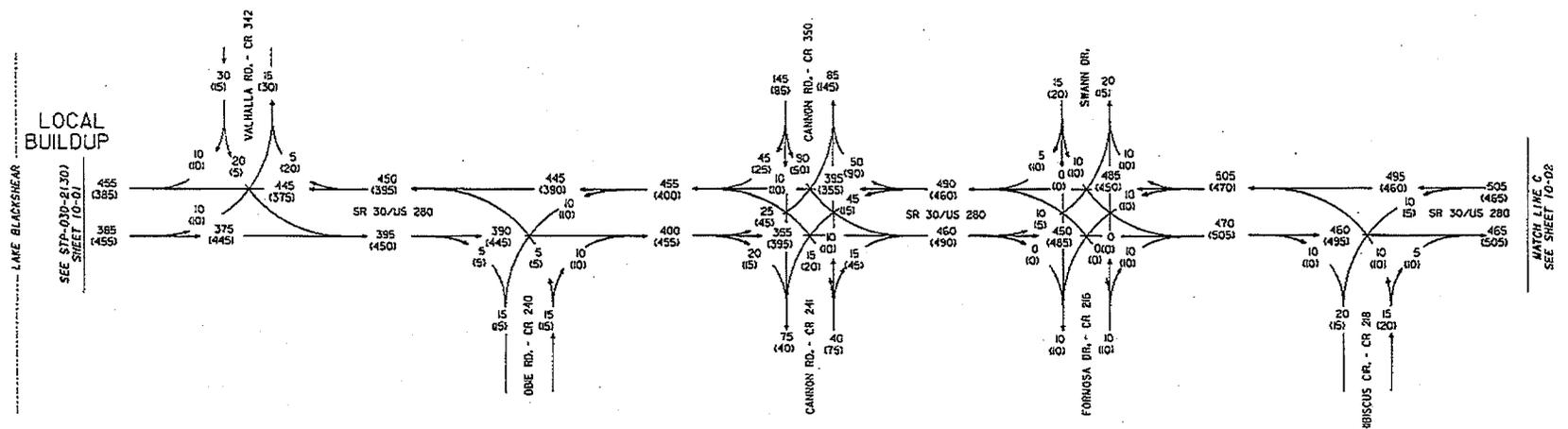


2000 Express Parkway
Dunwoody, GA 30087
Phone: 770-413-0882
Fax: 770-413-0882

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TRAFFIC DIAGRAM
PROJECT: STP-030-2(29)

DRAWING NO.
10-02



000 AM DESIGN HOUR VOLUME
 (0000) PM DESIGN HOUR VOLUME

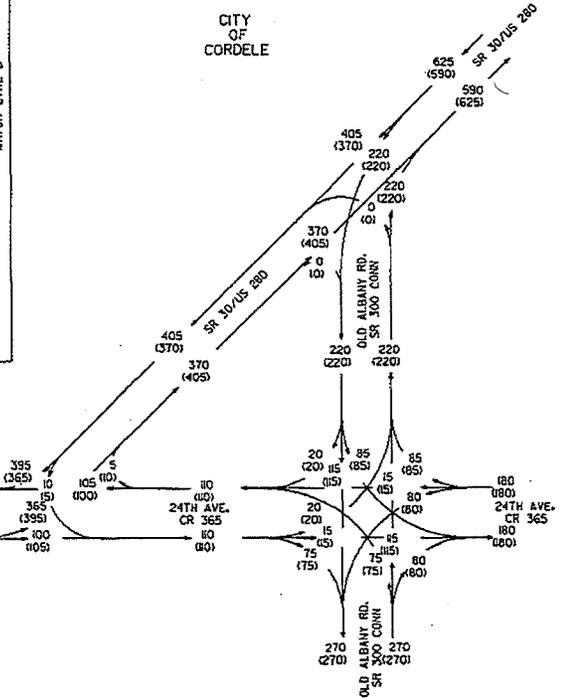
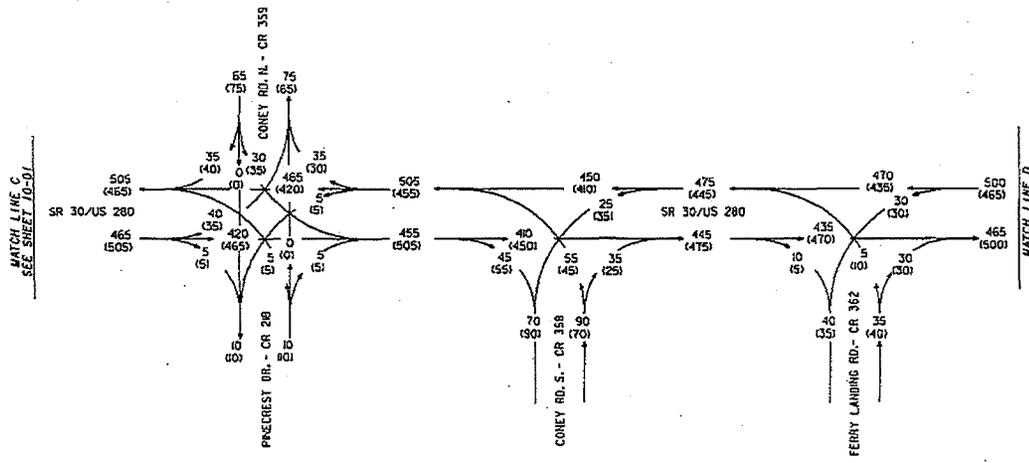
P.L. 422470
 CRISP COUNTY
 TRUCK PERCENTAGE
 T = 18.2%
 24 HR. T = 20.8%
 S.L. = 11.2%
 COMB. = 9.6%
 R.G.D. & T.A.D. 11/03

2032 DESIGN HOUR TRAFFIC VOLUMES



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 TRAFFIC DIAGRAM
 PROJECT: STP-030-2(29)
 DRAWING No. 10-01



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

2032 DESIGN HOUR TRAFFIC VOLUMES

P.J. 422470
 CRISP COUNTY
 TRUCK PERCENTAGE
 T = 18.2%
 24 HR. T = 20.8%
 S.U. = 11.2%
 COMB. = 9.6%
 R.G.D. & T.A.D. 11/03



REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
 TRAFFIC DIAGRAM
 PROJECT: STP-030-2(29)

DRAWING NO.
 10-02

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 081-0071-0

Crisp County

SUFF. RATING: 99.3

Location & Geography

* Structure I.D. No.: 081-0071-0
 200 Bridge Information: 02

* 6A Feature Int.: GUM CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: SR00030
 * 7B Facility Carried: ANDERSONVILL TRAIL
 * 9 Location: CONEY - NORTH SECTION
 2 DOT District: 4
 207 Year Photo: 1997

* 91 Inspection Frequency: 24 Date: 09/20/1999
 92A Fract Crit Insp Freq: 0 00 Date: 0000
 92B Underwater Insp Freq: 0 00 Date: 0000
 92C Other Spc. Insp Freq: 1 12 Date: 10/05/2000

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1
 Type: 2
 Designator: 1
 Number: 00280
 Direction: 0

* 16 Latitude: 31-57.7
 * 17 Longitude: 83 -53.0

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: 003.00

* 208 Inspection Area: 11 Initials: JWH

* Location I.D. No: 081-00030D-003.10E
 * XReferen I.D. No: 000-000000-000.000

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 02
 * 204 Federal Route Type: F No: 030-2
 * 110 Truck Route: 1
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum: 0
 * 19 Bypass Length: 2
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 02
 * 27 Year Constructed: 1990
 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: 1 04
 45 No. Spans Main: 005
 44 Structure Type Appr: 0 0
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1

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
 Fwr: 6
 Oppo Dir Rear: 0
 Fwr: 0

244 Approach Slab: 3
 224 Retaining Wall: 0

233 Posted Speed Limit: 45
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0

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

247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 081-0071-0

Crisp County

SUFF. RATING: 99.3

Programming Data

201 Project No: BRF-ACBRF-30-2 (15)
 202 Plans Available: 2
 249 Prop. Proj No: STP-30-2 (29)
 250 Approval Status: 0000
 251 P.I. No: 422470
 252 Contract Date: 0000
 260 Seismic No: 00000
 75 Type Work: 000
 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: 008250 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: 3
 216 Water Depth: 01.2 Br Height: 18.0
 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 U/W Insp. Area: 0 Diver: ZZZ
 * Location I.D. No: 081-00030D-003.10E
 * XReferen I.D. No: 000-000000-000.000

Measurements

* 29 ADT: 005500 Year: 1999
 109 % Trucks: 19
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0040
 * 49 Structure Length: 200
 51 Br. Rdwy. Width: 44.3
 52 Deck Width: 47.7
 * 47 Tot. Horz. Cl: 44.3
 50 Curb/Sdewlk Width: 0.0/0.0
 32 Approach Rdwy Width: 024
 * 229 Shlder Width:
 Rear Lt: 6.0 Type: 8 Rt: 6.0
 Fwd Lt: 6.0 Type: 8 Rt: 6.0
 Pvment Width:
 Rear: 24.0 Type: 2
 Fwd: 24.0 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 1
 Transition: 2
 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: 8.5
 Deck Thick Approach: 0.0
 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: 38
 64 Operating Type: 2 Rating: 63
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 40 0
 261 H Inventory Rating: 22
 262 H Operating Rating: 44
 67 Structural Evaluation: 7
 58 Deck Condition: 8
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 7
 68 Deck Geometry: 9
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

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

US 280/SR 30-Design Concept Team Meeting

January 11, 2006

Page 4 of 4

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 ttkacs@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

11/17/2005

Page 2 of 2

- 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:

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



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
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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
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Kerry Gore	GDOT Dist 3 Utilities Engr	706-646-6552	kerry.gore@dot.state.ga.us

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

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

