

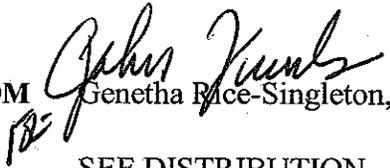
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0000314, Turner/Irwin Counties
STP00-0000-00(314)
SR 107 Widening from CR 250/Waterloo Highway &
Rebecca Hwy to CR 264/Cleveland/Jeff Davis Road

OFFICE: Program Control

DATE August 11, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Rachel Brown
Paul Liles
Joe Sheffield
Bobby Hilliard
Peter Emmanuel
BOARD MEMBER

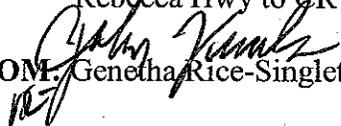
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0000314, Turner/Irwin Counties
STP00-0000-00(314)
SR 107 Widening from CR 250/Waterloo Highway &
Rebecca Hwy to CR 264/Cleveland/Jeff Davis Road

OFFICE: Program Control

DATE: August 3, 2009

FROM:  Genetha Rice-Singleton, Program Control Administrator

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

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct SR 107 from CR 250/Waterloo and Rebecca Highway to CR 264/Cleveland/Jeff Davis Road. The proposed project fills in the gap between STP00-0000-00(311) and STP00-0000-00(313). The total project length is 7.10 miles. State Route 107 is an east-west corridor in South Georgia and provides a connection from the city of Fitzgerald westward to I-75. This project would also provide regional benefits by facilitating access to area development and providing the necessary infrastructure for continued future economic development. The existing roadway consists of two, 12' lanes with rural shoulders on 100' of existing right-of-way. The existing major structures are (1) 304'x 42.5' bridge over Deep Creek with a sufficiency rating of 85.72; (2) 304 x 42.5' bridge over Alapaha River with a sufficiency rating of 84.27. The base year traffic (2012) is 2150 VPD and the design year (2032) traffic is 3400 VPD. The posted speed is 55 MPH and the design speed is 65 MPH.

The proposed construction will widen SR 107 to a 4 lane roadway with a 44' depressed grassed median for the entire project limits. A 6' inside shoulder with 2' paved as well as 10' outside shoulder with 6.5' paved will be provided. Two bridges along the route, one over Deep Creek and the other over the Alapaha River, will be replaced with four bridges, each direction of travel will have a separate bridge. Left and right turn lanes will be placed at all median openings or any other location they are warranted. This project in conjunction with projects STP00-0000-00(311) & (313) will provide four lanes between I-75 and the city of Fitzgerald.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment is anticipated; a Public Information Open House was held on May 15, 2007; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 42,673,000	\$ 60,692,234	L250	LR
Right-of-way	\$ 8,430,000	\$ 8,430,000	L250	LR
Utilities*	\$ 570,000			

*Notification Needed

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

Heretha King-Sykes *for Smith*

Director of Preconstruction

APPROVED

Gerald M. Ross

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

PRECONSTRUCTION STATUS REPORT FOR PI:0000311,0000313,0000314

PROJ ID: 0000314
COUNTY: Irwin, Turner
LENGTH (MI): 7.13
PROJ NO.: STP00-0000-00(3/14)
PROJ MGR: Emmanuel, Peter B.
AOHD Initials: MAH
OFFICE: Program Delivery
CONSULTANT: Consultant Design (DOT contract)
SPONSOR: GDOT
DESIGN FIRM: Jacobs Civil, Inc.

SR 107 FROM CR 250/TURNER TO CR 264/IRWIN COUNTY
MGMT LET DATE:
MGMT ROW DATE:
DOT DIST: 4
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE: 04
BRIDGE SUFF:
SCHED LET DATE: 6/17/2013
WHO LETS?: GDOT Let
LET WITH:

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				STIP AMOUNTS					
						Phase	Approved	Proposed	Cost	Fund	Status	Date Auth	Phase	Cost	Fund
	7/16/2009	Concept Development	3/21/2006	2/2/2006	98	PE	2003	2003	1,768,780.16	Q25	AUTHORIZED	11/18/2002			
		Concept Meeting	2/2/2006	12/15/2008	100	ROW	LR	LR	8,430,000.00	L250	PRECST				
		PM Submit Concept Report	12/15/2008	7/7/2009	100	CST	LR	LR	60,692,234.26	L250	PRECST				
	7/16/2009	Receive Preconstruction Concept Approval	7/14/2009		75										
	8/25/2009	Management Concept Approval Complete	12/19/2007		43										
		Value Engineering Study	5/15/2007	5/15/2007	100										
		Public Information Open House Held	1/30/2007		6										
	10/14/2010	Environmental Approval			0										
5/28/2010	7/22/2010	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0										
9/4/2009	9/24/2009	Mapping			0										
		Field Surveys/SDE	10/14/2003	8/16/2005	100										
7/17/2009	6/17/2010	Preliminary Plans			0										
10/23/2009	1/22/2010	Preliminary Bridge Design	9/11/2007	11/29/2007	0	PE	8,430,000.00	8,430,000.00	5/14/2007	PE					
		Underground Storage Tanks			0	ROW	37,259,767.00	37,259,767.00	6/20/2008	ROW					
7/17/2009	10/1/2009	404 Permit Obtainment			0	CST				CST			0.00	L250	
1/12/2011	1/13/2011	PPFR Inspection			0										
1/14/2011	5/5/2011	R/W Plans Preparation			0										
5/6/2011	6/8/2011	R/W Plans Final Approval			0										
2/21/2011	2/23/2011	L & D Approval			0										
6/9/2011	4/19/2013	R/W Acquisition			0										
11/17/2011	11/14/2011	Stake R/W			0										
10/23/2009	10/26/2010	Soil Survey			0										
1/25/2010	12/22/2010	Bridge Foundation Investigation			0										
2/24/2011	1/5/2012	Final Design			0										
4/19/2011	8/8/2011	Final Bridge Plans Preparation			0										
4/27/2012	4/30/2012	PPFR Inspection			0										
5/14/2012	5/25/2012	Submit PPFR Responses (OES)			0										

PDD: Reassigned to Consult Design 11/12/02, Not GRIP - Envir & Concept Only, 10/1/03.
Bridge: BRIDGE REQUIRED
Design: Concept Report submitted for approval 10/08 with 0000311
EIS: EAINotApvdInSchedROW/Phillips 12-2-08
LGPA: NOTIFICATION LETTER SENT TO IRWIN & TURNER 6-12-09.
Programming: #1 7-05#2 1-06
ROW: Preliminary Parcel Count is 46
Traffic Op: CAHSND CNSLTNT PLNS FR REVW030603
Utility: 1st Sub to DZN 1(-2) 06-05-09
EMG: 2107 (H85(94)V88); REFLY 6273/04@250; DOT=M/S; C=D

PE PROJ NO: PESTP000000314
 1) Contract expires 12/31/2010
 2) 2012 ADT=2,150 and 2032 ADT=3,400
 3) Concept Report submitted for approval 4-12 ft. lanes 2 44ft depressed median 10 shoulder
 4) VE Study Requested 12/19/2007

District Comments

Prel. Parcel CT: 46
Under Review: Total Parcel in ROW System:
Released: Options - Pending: Relocations:
 Condemnations- Pend: Acquired:

Acquired by: DOT
Acquisition MGR:
R/W Cert Date:

DEEDS CT:

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Consultant Design

PROJECT CONCEPT REPORT

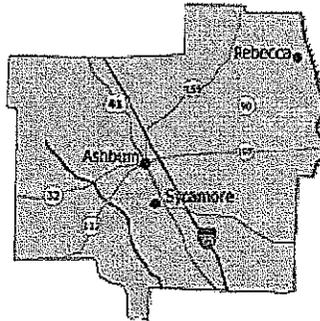
Project Number: STP-0000-00(314)

Counties: Turner and Irwin

P. I. Number: 0000314

Federal Route Number: N/A

State Route Number: 107



Recommendation for approval:

DATE 10-31-08

DATE 11-3-08

Kimberly W. Pedgett
Project Manager
Michael [Signature]
Office Head/District Engineer

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

DATE _____	_____
	State Transportation Planning Administrator
DATE _____	_____
	State Transportation Financial Management Administrator
DATE _____	_____
	State Environmental/Location Engineer
DATE _____	_____
	State Traffic Safety and Design Engineer
DATE _____	_____
	District Engineer
DATE _____	_____
	Project Review Engineer
DATE _____	_____
	State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Consultant Design

PROJECT CONCEPT REPORT

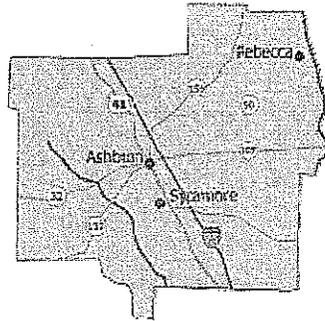
Project Number: STP-0000-00(314)

Counties: Turner and Irwin

P. I. Number: 0000314

Federal Route Number: N/A

State Route Number: 107



Recommendation for approval:

DATE _____

Project Manager

DATE _____

Office Head/District Engineer

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

DATE 11/7/2008

Angela J. Alexander
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Consultant Design

PROJECT CONCEPT REPORT

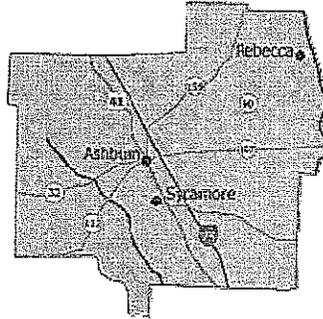
Project Number: STP-0000-00(314)

Counties: Turner and Irwin

P. I. Number: 0000314

Federal Route Number: N/A

State Route Number: 107



Recommendation for approval:

DATE _____

Project Manager

DATE _____

Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental Location Engineer

DATE 11-5-08

[Handwritten Signature]

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-000-00(314) Turner/Irwin Counties **OFFICE:** Tifton
PI# 0000314
SR 107 widening from CR 250/Waterloo & **DATE:** November 3, 2008
Rebecca Hwy to CR 264/Cleveland/Jeff Davis Rd

FROM Joe W. Sheffield, P.E., District Engineer 
TO Johnny D. Quarles, Project Concept Review Engineer
SUBJECT CONCEPT REPORT SIGNATURE PAGE

Please find attached a cover sheet for the above referenced project bearing my signature. The District supports the project and looks forward to its completion.

If you have any questions, please feel free to call me at (229) 386-3280.

JWS/bt

Attachment

c: Michael A. Haithcock, PE, Asst State Consultant Design & Prog Delivery Engineer
Kimberly W. Nesbitt, Consultant Design Group Manager
Brent A. Thomas, District Preconstruction Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Consultant Design

PROJECT CONCEPT REPORT

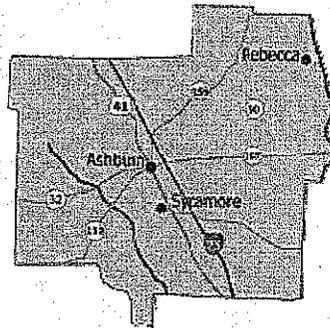
Project Number: STP-0000-00(314)

Counties: Turner and Irwin

P. I. Number: 0000314

Federal Route Number: N/A

State Route Number: 107



Recommendation for approval:

DATE _____

Project Manager

DATE _____

Office Head/District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 11-3-08

Joe W. Sniffen

District Engineer

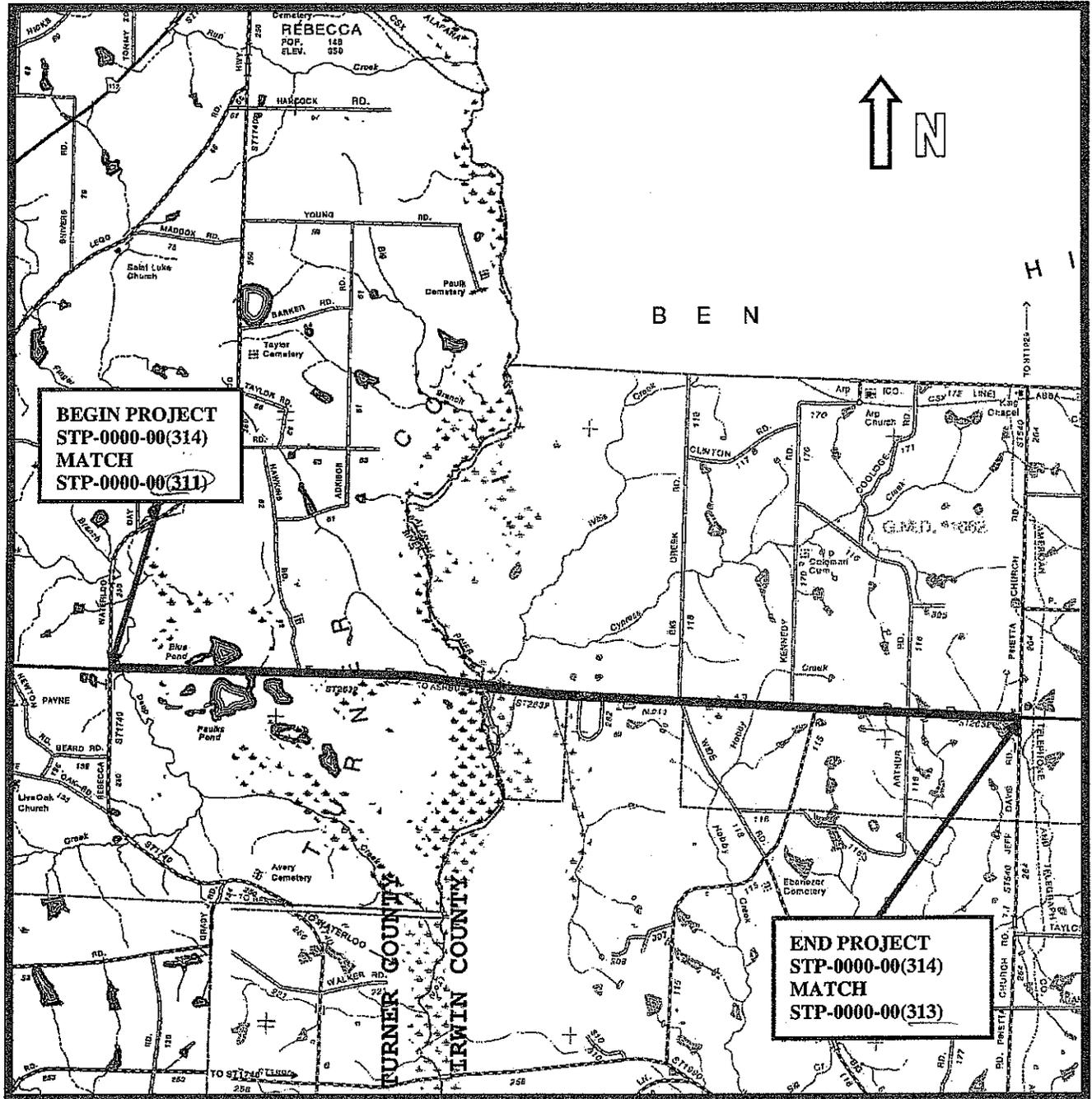
DATE _____

Project Review Engineer

DATE _____

State Bridge Engineer

Project Location



Need and Purpose: In 1998, the Office of Planning completed a study that evaluated the benefits of widening SR 107 in Ben Hill, Irwin and Turner Counties. This study concluded that no improvements were required for SR 107 in Turner, Irwin or Ben Hill County based upon existing or forecast traffic and accident rates. Current data supports the findings of the study conducted in 1998. However, this section of SR 107 does not meet current GDOT standards for horizontal clearances at the existing posted speed of 55 mph. Approximately 14% of this seven mile section of SR 107 has sight distance deficiencies. There are two intersections that do not have required intersection sight distance for 55 mph (trucks control) and one vertical curve that does not meet stopping sight distance for the existing 55 mph posted speed limit. The project's primary goal is to enhance safety by bringing the corridor up to current GDOT standards for the existing posted speed of 55 mph.

The project's secondary goal is to improve capacity and improve the corridor for the purpose of enhancing goods movement through the corridor and promoting area economic development. To assist in the accomplishment of this goal, the proposed project would provide four-lanes of capacity and increase the posted speed to 65 mph in the non-urban area.

Description of the proposed project: The beginning of this project is located just west of the intersection of SR 107 and Waterloo and Rebecca Highway (CR 250) and continues approximately 7.1 miles east to the intersection of SR 107 and Cleveland Road/Jeff Davis Road (CR 264). This project is situated between projects STP-0000-00(311) which proposes to widen SR 107 from I-75 in the city of Ashburn to Waterloo and Rebecca Highway (CR 250) in Turner County, and STP-0000-00(313) which will widen SR 107 from Cleveland/Jeff Davis Road (CR 264) to SR 11/SR 90/US129 in Irwin and Ben Hill Counties and the city of Fitzgerald. The existing roadway consists of 2 - 12' lanes with graded shoulders. Additionally, a three-lane section, which stretches from just west of the intersection with Truman Road/Big Creek Road (CR 118) to just west Cleveland Road/Jeff Davis Road (CR 264), allows vehicles traveling both eastbound and westbound to pass slower moving vehicles. The proposed project would widen SR 107 to a 4-lane roadway with a 44' depressed median that separates eastbound and westbound traffic. A 6' inside shoulder with 2' paved as well as 10' outside shoulder with 6.5' paved will be provided. Two bridges along the project, one over Deep Creek and the other over the Alapaha River, will be replaced with four bridges, each direction of travel will have a separate bridge. Left and right turning lanes will be placed at all median openings or any other location where they are warranted. Additional median openings that are not adjacent to a roadway intersection will also be provided; however, these locations will be determined based on driveways and proximity to intersection openings.

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

PDP Classification: Major X Minor _____

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

Functional Classification: Rural Major Collector

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

State Route Number(s): 107

Traffic (AADT):

Current Year: (2012) 2150 Design Year: (2032) 3400

Existing design features:

- Typical Section: Two 12' lanes, graded shoulders
- Posted speed: 55 mph Minimum radius for curve: 21,983.81'
- Maximum superelevation rate for curve: Normal Crown
- Maximum grade: 4.2%
- Width of right of way: 100'-130'
- Major structures:
 1. Bridge over Deep Creek:
 - Structure ID: 287-0013-0
 - 304' x 42.50' Two-lane bridge
 - Suff. Rating: 85.72
 2. Bridge over Alapaha River
 - Structure ID: 287-0014-0
 - 304' x 42.50' Two-lane bridge
 - Suff. Rating: 84.27
- Major interchanges or intersections along the project:
 - Waterloo and Rebecca Highway (CR 250) intersection
 - Cleveland Road /Jeff Davis Road (CR 264) intersection
- Existing length of roadway segment and the begin and end mile logs for each county segment: Begin mile log 7.90 (Turner County), End mile log 4.84 (Irwin County); Total project length 7.10 miles

Proposed Design Features:

- Proposed typical section:
 - Four 12' lanes
 - 44' depressed median with 2' paved inside shoulders
 - 10' outside shoulders with 6.5' paved
 - Left and right turn lanes provided where warranted
- Proposed Mainline Design Speed: 65 mph
- Proposed Maximum Mainline grade: 6.0% Maximum grade allowable: 6.0%
- Proposed Maximum Side Street grade: 8.0% Maximum grade allowable: 8.0%
- Proposed Maximum grade driveway:
 - Commercial: 11.0 %
 - Residential: 15.0 %
- Proposed Maximum degree of curve: 0°15'40" Maximum degree allowable: 3°27'5.6"
- Proposed Maximum superelevation rate for curves: 6 %
- Right of way
 - Width: 200' (Minimum).
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().

- o Number of parcels: 46 Number of displacements:
 - o Business: 0
 - o Residences: 9
 - o Mobile homes: 0
 - o Other: 0

- Structures:
 - o Bridges:
 - 304' x 63.25' westbound bridge over Deep Creek
 - 304' x 41.25' eastbound bridge over Deep Creek
 - 304' x 41.25' westbound bridge over Alapaha River
 - 304' x 41.25' eastbound bridge over Alapaha River
- Major intersections and interchanges:
 - o Waterloo and Rebecca Highway (CR 250) intersection
 - o Cleveland Road/Jeff Davis Road (CR 264) intersection
- Traffic control during construction:
 - o Traffic to 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 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 anticipated
- Environmental concerns: Waters of the U.S. (individual permit required), protected species habitat, historic resources, underground storage tank sites
- Level of environmental analysis:
 - o Are Time Savings Procedures appropriate? Yes (), No (X),
 - o Categorical exclusion (),
 - o Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - o Environmental Impact Statement (EIS) ().
- Utility involvements:
 - o Power - Irwin EMC
 - o Telephone – Windstream Communications
 - o Cable TV - Mediacom

VE Study Required: Yes (X) No ()

Project responsibilities:

- o Design: GDOT Consultant Design, Jacobs – McGee Partners, Inc

Project Concept Report - Page 6
Project Number: STP-0000-00(314)
P. I. Number: 0000314
Counties: Turner and Irwin

- o Right of Way Acquisition: GDOT
- o Relocation of Utilities: GDOT
- o Letting to contract: GDOT
- o Supervision of construction: GDOT
- o Providing material pits: Contractor
- o Providing detours: N/A – No offsite detours.

Coordination

- Initial Concept Team Meeting: held May 31, 2006. Minutes attached.
- Concept Team Meeting: held December 18, 2007. Minutes attached.
- P. A. R. meetings, dates and results: meeting has not yet been held
- FEMA, USCG, and/or TVA: none required
- Public involvement:
 1. A public information open house was held on May 15, 2007 in conjunction with two other projects, STP-0000-00(311) and STP-0000-00(313). The open houses were held simultaneously in the cities of Fitzgerald and Ashburn.
 2. A meeting was held on October 23, 2007 in the city of Fitzgerald with property owners on SR 107 between Eisenhower Road and Jeff Davis Road/Cleveland Road. Property owners were asked to review and provide comments on two alternatives being considered in the area. The first alternative was widening to the south along the existing alignment and would result in nine displacements. The second alternative was to shift SR 107 approximately 800' to the south of the existing roadway behind the homes along SR 107 to avoid any displacements. Nine property owners chose the alternative that would widen along the existing alignment and none chose the alignment that shifted SR 107 behind the homes.
- Local government comments: None
- Other projects in the area:
 1. SR 107 widening in Turner County – STP-0000-00(311), PI No. 0000311
 2. SR 107 widening in Irwin and Ben Hill Counties – STP-0000-00(313), PI No. 0000313
- Railroads: None required
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 34 Months
- Time to complete preliminary construction plans: 16 Months
- Time to complete right of way plans: 5 Months
- Time to complete the Section 404 Permit: 12 Months
- Time to complete final construction plans: 18 Months
- Time to purchase right of way: 16 Months
- List other major items that will affect the project schedule: Months

Project Concept Report - Page 7
Project Number: STP-0000-00(314)
P. I. Number: 0000314
Counties: Turner and Irwin

Other alternates considered:

- **No Build:** This alternate does not meet the operational and safety requirements of this corridor.

- **Shift the alignment to the south approximately 800' between Eisenhower Road and Jeff Davis Road/Cleveland Road (CR 264):**
This alternate would shift SR 107 approximately 800' to the south between Eisenhower Road and Jeff Davis Road/Cleveland Road on a new alignment. This alternate would avoid displacements but would divide several parcels and separate homes from the remaining property to the south. This alternative met the need and purpose for this project; however it was eliminated due to comments received from the affected property owners.

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Project Location Map,
3. Typical Sections,
4. Accident Summary,
5. Traffic Study/Capacity Analysis,
6. Minutes of Initial Concept Team Meetings,
7. Minutes of Concept Team Meeting,
8. Bridge Inventories,
9. PIOH Summary of Comments,
10. Environmental Summary.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , OFFICE

DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

RIGHT OF WAY \$

UTILITIES \$

DATE

DATE

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES** \$

* Costs contain % Engineering and Inspection and % Construction Contingencies.

** Costs contain % contingency.

REASON FOR COST INCREASE

Addition of 125% adjustments for fuel and asphalt cement.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 33,567,358.04	(Base Estimate)
Engineering and Inspection:	\$ 1,678,367.90	(Base Estimate x 5 %)
Construction Contingency:	\$ 1,342,694.32	(Base Estimate x 4 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ 2,574,923.47	(From attached worksheet)
Total Liquid AC Adjustment	\$ 3,508,871.98	(From attached worksheet)
Construction Total:	\$ 42,672,215.71	
Utility Cost Estimate:	\$ 438,000.00	
Utility Contingency:	\$ 131,400.00	30 %
Utility Total:	\$ 569,400.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Irwin EMC	\$438,000.00
Alltel	\$0.00
Mediacom	\$0.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.419
ENTER FPM DIESEL	5.443

ENTER FPL UNLEADED	2.448
ENTER FPM UNLEADED	5.508

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	89100.000	0.29	25839.00	0.15	13365.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	346000.000	0.29	100340.00	0.15	51900.00	
GAB paid as specified by the ton under Section 310 (TON)	179700.000	0.29	52113.00	0.24	43128.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	167100.000	2.90	484590.00	0.71	118641.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500	2480.00	760.00	1884.8000	8.00	15078.40	1.50	2827.20	Class AA Superstructure
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500	460.00	250.00	115.0000	8.00	920.00	1.50	172.50	Class A
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500	2400.00	43.00	103.2000	8.00	825.60	1.50	154.80	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511	868260.00	1.00	868.2600	8.00	6946.08	1.50	1302.39	Superstructure
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511	53520.00	1.00	53.5200	8.00	428.16	1.50	80.28	Substructure
Piling__inch (LF) Section 520	8800.00	50.00	440.0000	8.00	3520.00	1.50	660.00	14" PSC
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Piling__inch (LF) Section 520				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
SUM QF DIESEL=			690600.24	SUM QF UNLEADED=			232231.17	
DIESEL PRICE ADJUSTMENT(\$)					\$1,921,146.28			
UNLEADED PRICE ADJUSTMENT(\$)					\$653,777.19			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00% INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$1,921,146.28</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$653,777.19</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$59,927.98</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$3,448,944.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:

TOTAL ADJUSTMENTS \$6,083,795.45

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **STP-0000-00-(314)**
County **IRWIN/TURNER**
P.I. # **0000314**

OFFICE: **Tifton**
DATE: **May 26, 2006**

Description: *Widening & reconstruction of SR107 from CR 264 in Irwin County to CR 250 in Turner County*

FROM Tim Warren, P.E., District Utilities Engineer

TO Mike Haithcock, Project Manager

SUBJECT **UTILITY COST ESTIMATE**

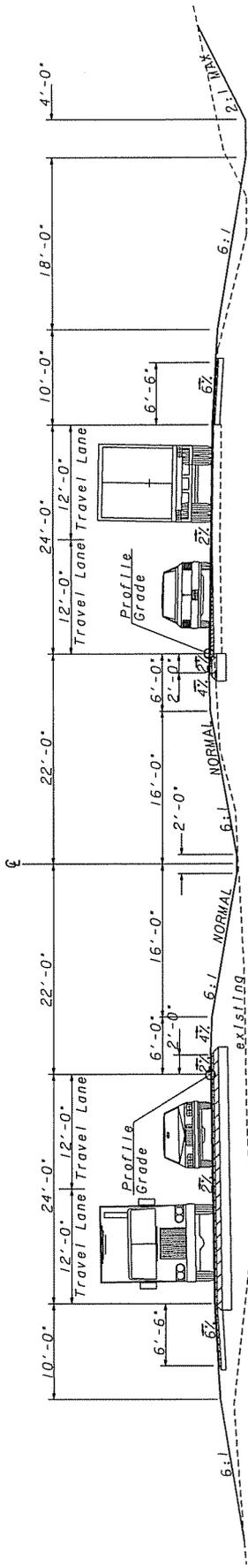
A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non- Reimbursable</u>
Irwin Emc	\$438,000.00	\$492,000.00
Alltel	\$0.00	\$254,000.00
Mediacom	\$0.00	\$118,400.00
Total	\$438,000.00	\$864,400.00

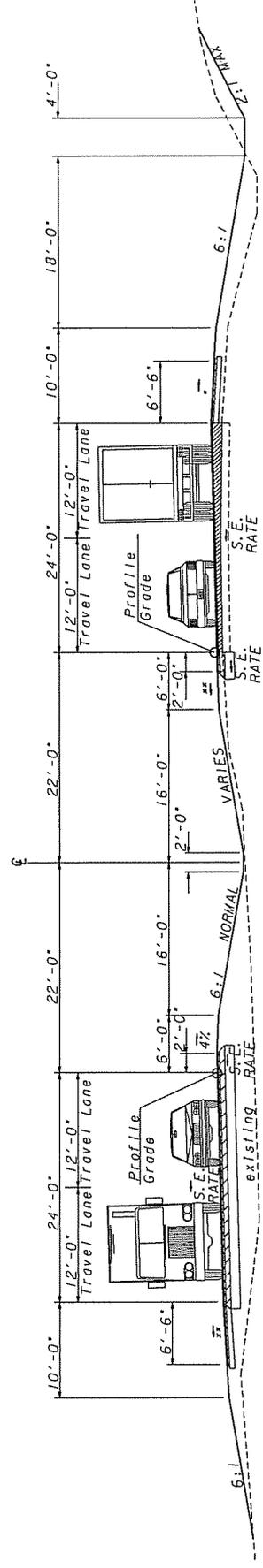
If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

TW:BC:KC:sm

c: Jeff Baker, P.E., State Utilities Engineer
Brent Thomas, District Preconstruction Engineer
Jamie Simpson, State Financial Management Administrator
Babs Abubakari, P.E., State Consultant Design Engineer



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



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

CONCEPTUAL TYPICAL SECTIONS
SR 107
STP-0000-00(314)
P. I. NO. 0000314
TURNER/IRWIN COUNTY, GEORGIA
N. T. S.
MAY 15, 2007

Accident Summaries

	2001		2002		2003		2004	
	SR 107	State						
Accidents	0	-	2	-	0	-	2	-
Accident Rate	0	180	29	195	0	211	34	273
Injuries	0	-	0	-	0	-	2	-
Injury Rate	0	98	0	104	0	110	34	145
Fatalities	0	-	0	-	0	-	0	-
Fatality Rate	0	2.29	0	2.37	0	2.95	0	3.24

TECHNICAL MEMORANDUM

SR 107 Widening Project

Turner and Irwin Counties, Georgia

STP-0000-00(311) Turner County, P.I. No. 0000311, I-75 to Waterloo & Rebecca Hwy.

STP-0000-00(314) Turner/Irwin Counties, P.I. No. 0000314, Waterloo & Rebecca Hwy. to CR 264/Jeff Davis Rd.

Prepared for:

Georgia Department of Transportation



Prepared By:

JE[®] JACOBS
Carter Burgess

1718 Peachtree Street NW, Suite 400

Atlanta, Georgia 30309

Phone: (404) 249-7550

Fax: (404) 249-7705

www.c-b.com

December 2007



INTRODUCTION

Jacob Carter Burgess, Inc. has been retained by the Georgia Department of Transportation (GDOT) to prepare roadway construction plans for SR 107 in Turner and Irwin Counties. As part of the design process, Jacobs Carter Burgess conducted an analysis of the future traffic conditions and transportation needs for the proposed SR 107 corridor widening project in Turner and Irwin Counties, Georgia. This technical memorandum summarizes the results of the analysis and recommended improvements.

Project STP-0000-00(311) is located on SR 107 in Turner County, Georgia. The proposed project is approximately 7.9 miles in length and is located between I-75 and Waterloo & Rebecca Highway (CR 250). Project STP-0000-00(314) is located on SR 107 in Turner and Irwin Counties, Georgia. The proposed project is approximately 7.1 miles in length and is located between Waterloo & Rebecca Highway and Jeff Davis Rd (CR 264). Both projects consist of widening SR 107 from two travel lanes with a five-foot shoulder to a rural four-lane section with a 44-foot depressed grass median from Thompson Road to Jeff Davis Road. Because of historical property concerns, the project will use a 24-foot raised median on a four-lane section with rural shoulders between I-75 and Thompson Road. This project, in conjunction with Project STP-0000-00(313), will provide four-lane access between Interstate 75 and the City of Fitzgerald. SR 107 is functionally classified as a Rural Major Collector. The location of the SR 107 widening project is shown in Figure 1. For the purposes of this study, SR 107 is referenced as having an east/west orientation.

Projects STP-0000-00(311) and STP-0000-00(314) were programmed to promote economic development in Ben Hill, Coffee, Dodge, Irwin, Telfair, Turner, and Wilcox Counties. SR 107 is the most direct route to the City of Fitzgerald from Interstate 75 and therefore is the most utilized route for manufacturing facilities to receive and ship goods. The existing right-of-way varies between 100 to 130 feet in width.

Peak hour traffic projections were analyzed based on the methodologies contained in the 2000 Highway Capacity Manual (HCM 2000). Based on the design year traffic projections for the corridor and the results from the capacity analysis, recommended lane geometry and traffic control needs were developed for the study area. The following paragraphs summarize the results of the analysis.

EXISTING ROADWAY CONDITIONS

SR 107 is a two-lane roadway with a five-foot shoulder and a speed limit of 55 miles per hour. From I-75, SR 107 and SR 112 run concurrently to the east for 3.2 miles before SR 112 splits northeast towards Rebecca and SR 107 continues east towards Fitzgerald. Figure 2 shows the southbound approach of the SR 107 at SR 112 intersection. SR 112 continues to the right of the photo and merges with SR 107, shown on the left with a westbound truck.

FIGURE 1: LOCATION MAP

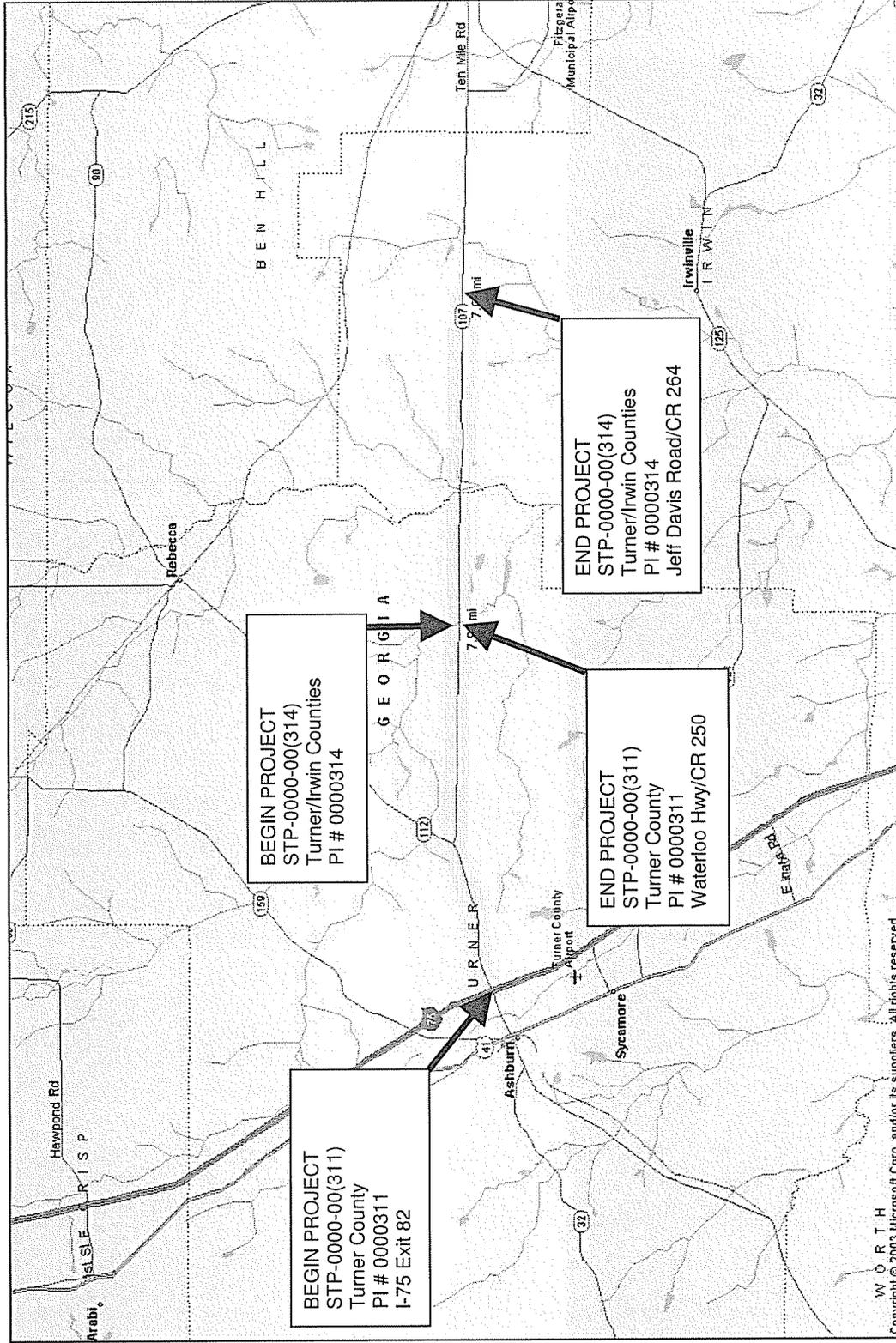




Figure 2
Intersection of SR 107 and SR 112
(Looking Southbound)



There are two paved roads intersecting SR 107 within the Project STP-0000-00(311): CR 54 (Monroe Road)/CR 1 (Stanford Road) and CR 250 (Waterloo Highway/Rebecca). Jeff Davis Rd (CR 264) within the Project STP-0000-00(314) is also paved. Additional non-paved roadways intersect SR 107 along the corridor. The minor road approaches along SR 107 are under stop sign control.

Development along SR 107 within the study area is primarily rural and agricultural, though the roadway is also used by through commercial traffic heading to and from I-75. Existing traffic counts show very strong (20%) peak hour truck percentages on SR 107 and these percentages are projected to reach 30% for 2012 and 2032 future peak hour conditions.

TRAFFIC VOLUMES

Peak hour turning movement counts were determined for existing conditions and projected for the build year (2012) and the design year (2032). These traffic flow diagrams are attached to this technical memorandum. Table 1 shows the GDOT historical average annual daily traffic (AADT) volumes for SR 107, SR 112, Waterloo Highway and Jeff Davis Road.



**Table 1
Average Annual Daily Traffic Volumes**

TC Station	County	Description	2004	2005	2006
167	Turner	SR 107/112 west of Geoghagan Rd	4,080	2,960	3,510
154	Turner	SR 107, west of Waterloo Hwy	2,360	1,740	2,000
145	Irwin	SR 107 west of Jeff Davis Road	2,190	2,350	2,210
169	Turner	SR 112, north of SR 107	1,270	1,120	1,060
234	Turner	Waterloo Hwy, north of SR 107	330	330	370
143	Irwin	Jeff Davis Road, north of SR 107	360	370	360

CRASH HISTORY

Crash data was compiled from 2004, 2005, and 2006 for the SR 107 corridor from I-75 to Waterloo Highway and from Waterloo Highway to Jeff Davis Road. Table 2 shows the number of crashes for each of these years, Table 3 shows the average crash rate per 100 million vehicle miles (100 MVM) along the segment, and Table 4 shows the number of crashes that resulted in injuries or fatalities.

**Table 2
Summary of Historic Crash Data (Number of Crashes)**

Project	SR 107 Segment	2004	2005	2006
STP-0000-00(311)	I-75 to Waterloo Highway	6	5	9
STP-0000-00(314)	Waterloo Highway to Jeff Davis Road	1	2	2

**Table 3
Summary of Average Crash Rate**

Project	SR 107 Segment	2004	2005	2006
STP-0000-00(311)	I-75 to Waterloo Highway	80.65	74.13	109.73
STP-0000-00(314)	Waterloo Highway to Jeff Davis Road	17.67	32.79	34.24
Statewide Average (Rural Major Collector)		273	197	203

**Table 4
Crashes Resulting in Injuries and Fatalities**

Project	SR 107 Segment	2004		2005		2006	
		INJ	FAT	INJ	FAT	INJ	FAT
STP-0000-00(311)	I-75 to Waterloo Highway	6	0	0	0	4	0
STP-0000-00(314)	Waterloo Highway to Jeff Davis Road	1	0	1	1	1	0

INJ = Injury, FAT = Fatality



As shown in Table 4, there was one fatality along the study stretch of roadway (for both projects) over these three years. Although this fatality causes this portion of SR 107 to exceed the statewide average for 2005, over three years the historical crash data results in a fatality rate of approximately 2.5 per 100 MVM for SR 107 between I-75 and Jeff Davis Road. This fatality rate is lower than the statewide average fatality rates for any of those three years: 2.93 in 2004, 3.00 in 2005, and 3.28 in 2006. As shown in Table 3, the average crash rate for all crashes was below the statewide average for all three years.

EXISTING YEAR (2006) CORRIDOR LEVEL OF SERVICE

The generalized AADT tables used by the Georgia Regional Transportation Authority (GRTA) were used to compare historical daily traffic volumes with a level of service (LOS) condition. Each LOS definition spans from minimal delay (LOS A) to high delay (LOS F). LOS F is considered unacceptable for most drivers.

Based on an AADT volume of 3,510 vehicles for 2006, SR 107 currently operates acceptably (LOS B or better conditions). The light amount of traffic and minimal number of intersections provides for a good level of service based on the average daily traffic volumes along the corridor.

OPENING YEAR (2012) AND DESIGN YEAR (2032) CORRIDOR LEVEL OF SERVICE

The GRTA AADT tables were used to evaluate the opening year (2012) and design year (2032) projected average daily traffic (ADT) volumes. Based on the attached traffic flow diagrams, the segment with the highest ADT volume for Project STP-0000-00(311) is located between I-75 and Monroe Road and has ADT volumes of 4,950 vpd for 2012 and 7,400 vpd for 2032. For Project STP-0000-00(314), the highest ADT location is between Reagan Road and Jeff Davis Road and has ADT volumes of 2,150 vpd for 2012 and 3,400 vpd for 2032. These volumes indicate acceptable (LOS B or better conditions) for all SR 107 segments included within the study area for both 2012 and 2032 traffic conditions.

Multi-lane roadway analysis was also performed for the 2032 peak hour conditions using Highway Capacity Software (HCS), which utilizes the HCM 2000 methodology for determining acceptable LOS. The analysis results are shown in Table 5.

**Table 5
Corridor Level of Service**

Project	SR 107 Location (Highest Volume)	2032	
		AM	PM
STP-0000-00(311)	Between I-75 and Monroe Road	A	A
STP-0000-00(314)	Between Reagan Road and Jeff Davis Road	A	A



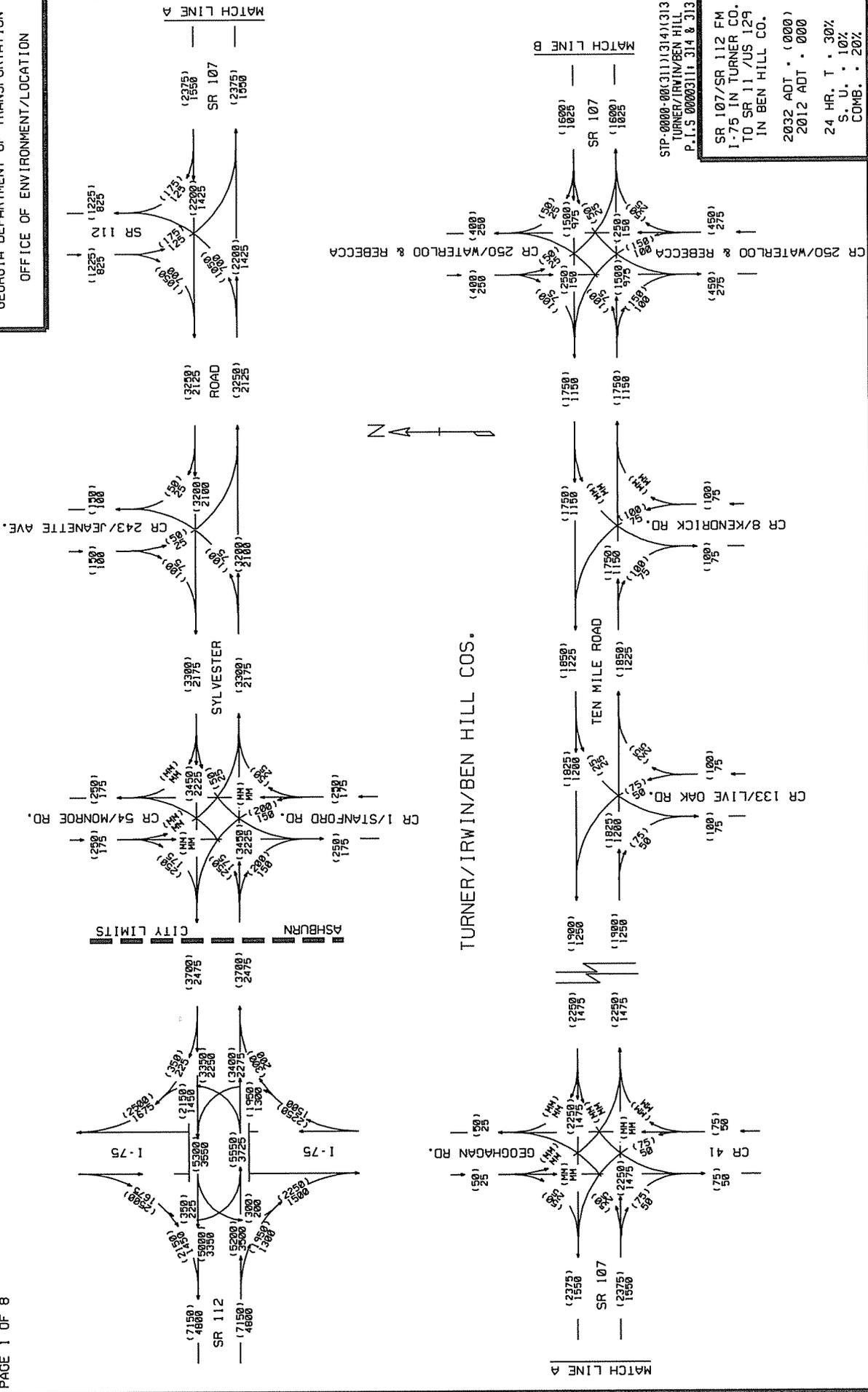
BUILD ROADWAY GEOMETRY

The proposed typical section for SR 107/SR 112 consists of a rural four-lane roadway with a 44-foot depressed grass median. The proposed right-of-way will be 170 to 220 feet in width.

The intersection of SR 107 and SR 112 currently has SR 112 as the main movement with minor street stop control on SR 107. Because the higher volumes show the predominate movement is east-west along SR 107, Jacobs Carter Burgess recommends realigning the intersection to reflect this precedence.

SUMMARY

In order to encourage economic growth, SR 107 through Turner and Irwin Counties will be widened to a four-lane roadway with a 44-foot depressed grass median. Left and right turn deceleration lanes and median openings are recommended as per GDOT policy. The level of service for the corridor is expected to remain acceptable (LOS A) through 2032.



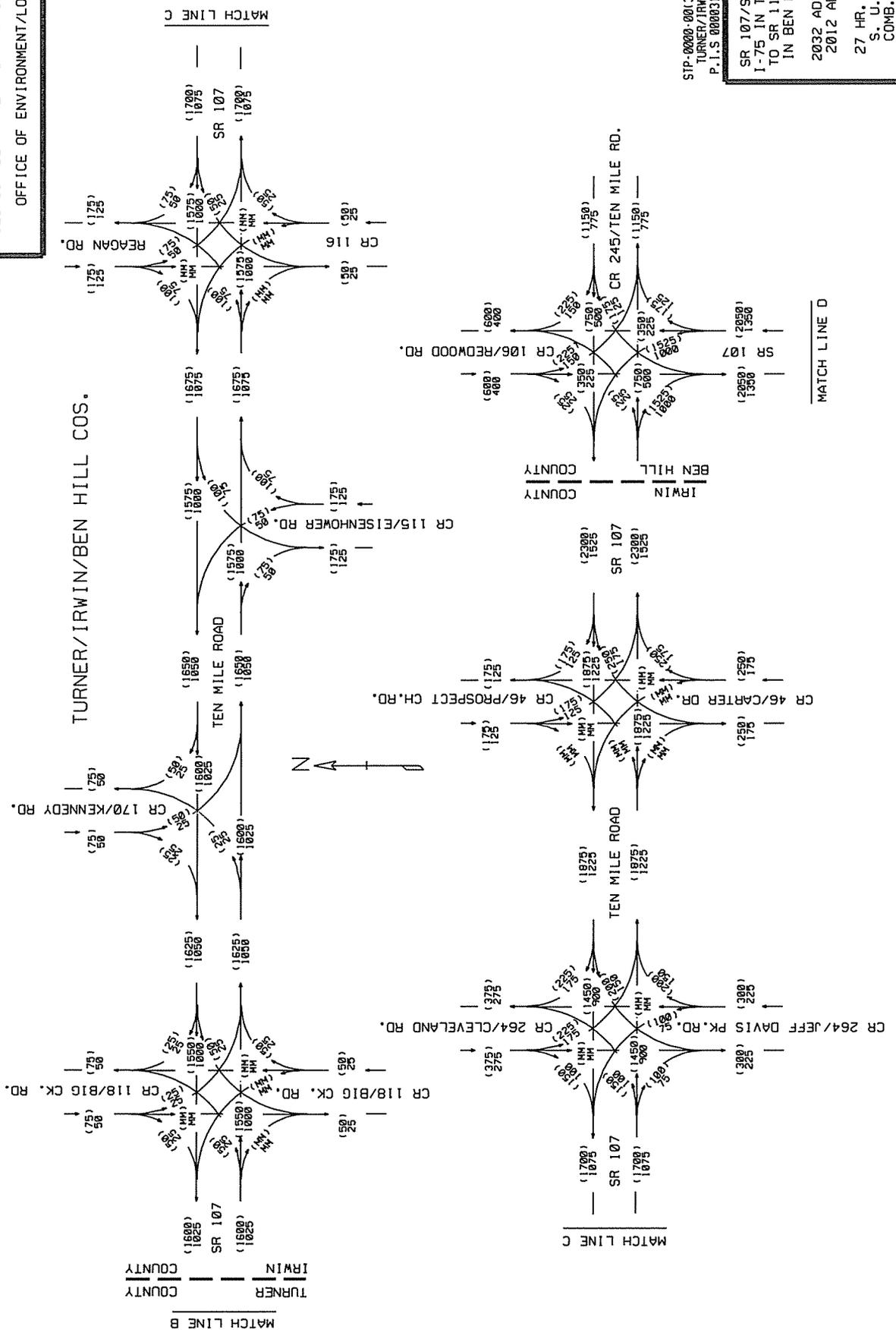
SR 107/SR 112 FM
1-75 IN TURNER CO.
TO SR 11 /US 129
IN BEN HILL CO.

2032 ADT • (000)
2012 ADT • 000

24 HR. T • 30%
S. U. • 10%
COMB. • 20%

STP-0000-00(311)(314)(313)
TURNER/IRWIN/BEN HILL
P.L.S 0000311: 314 & 313

TURNER/IRWIN/BEN HILL COS.

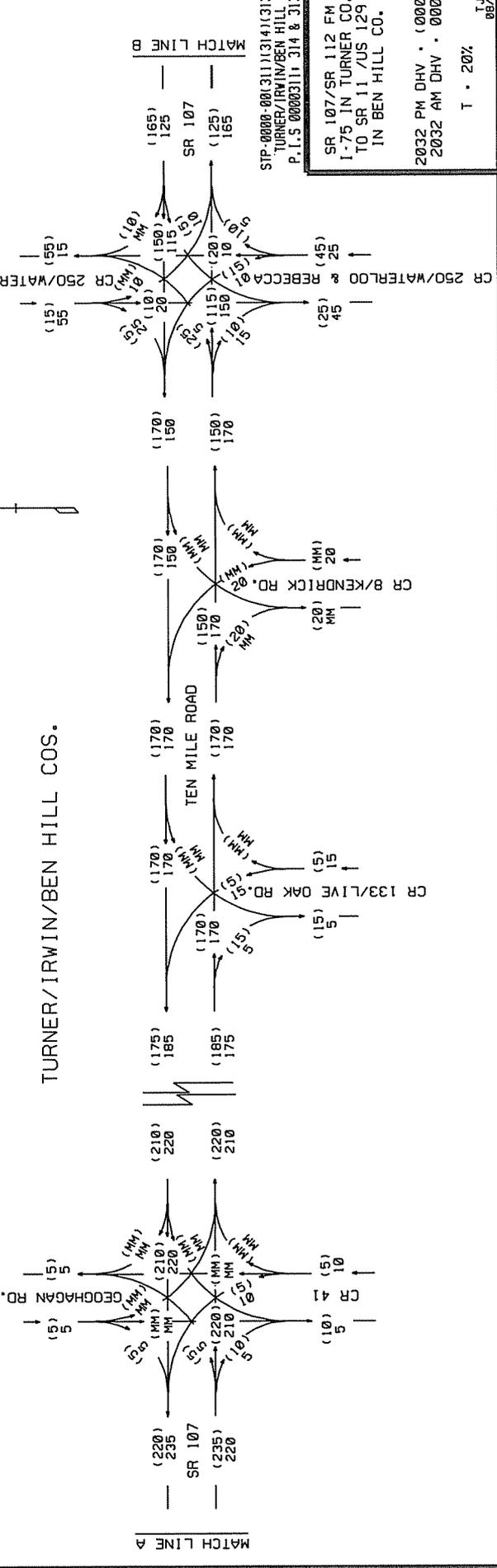
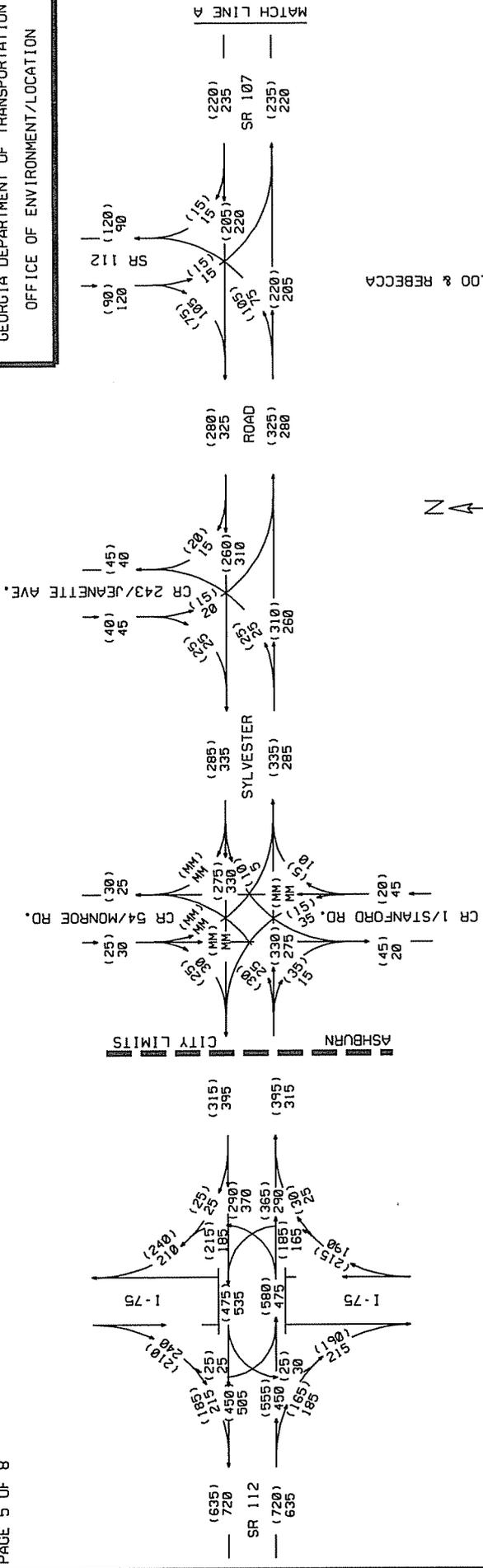


STP-0000-00(311)(314)(313)
TURNER/IRWIN/BEN HILL
P.I.S 0000311, 314 & 313

SR 107/SR 112 FM
I-75 IN TURNER CO.
TO SR 11 /US 129
IN BEN HILL CO.

2032 ADT • (000)
2012 ADT • 000
27 HR. T • 30%
S. U. • 10%
COMB. • 20%

17/86
08/86

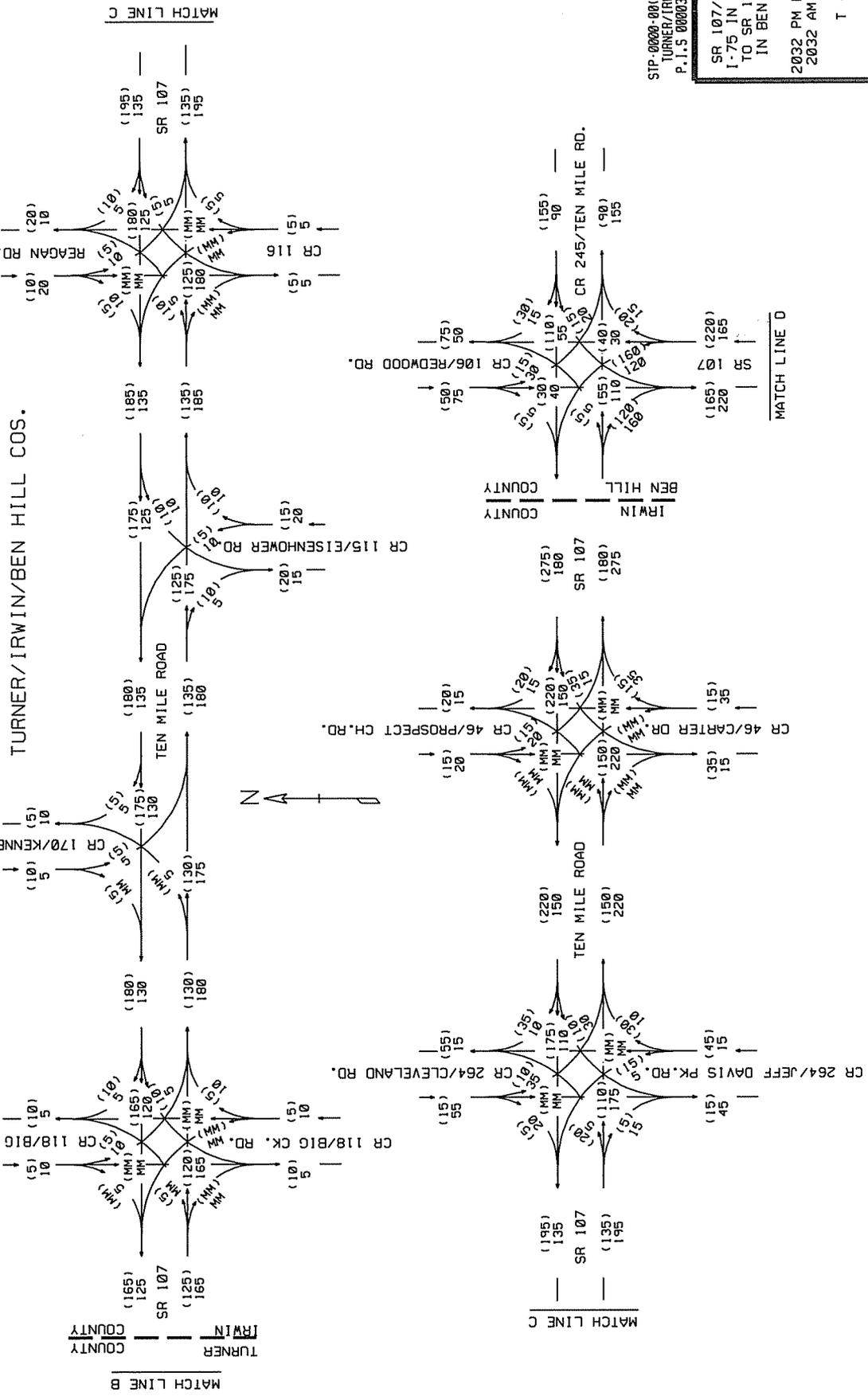


SR 107/SR 112 FM
I-75 IN TURNER CO.
TO SR 11 /US 129
IN BEN HILL CO.

SR 107/SR 112 FM
I-75 IN TURNER CO.
TO SR 11 /US 129
IN BEN HILL CO.

2032 PM DHV - (000)
2032 AM DHV - 000
T - 20%

TJT
08/05



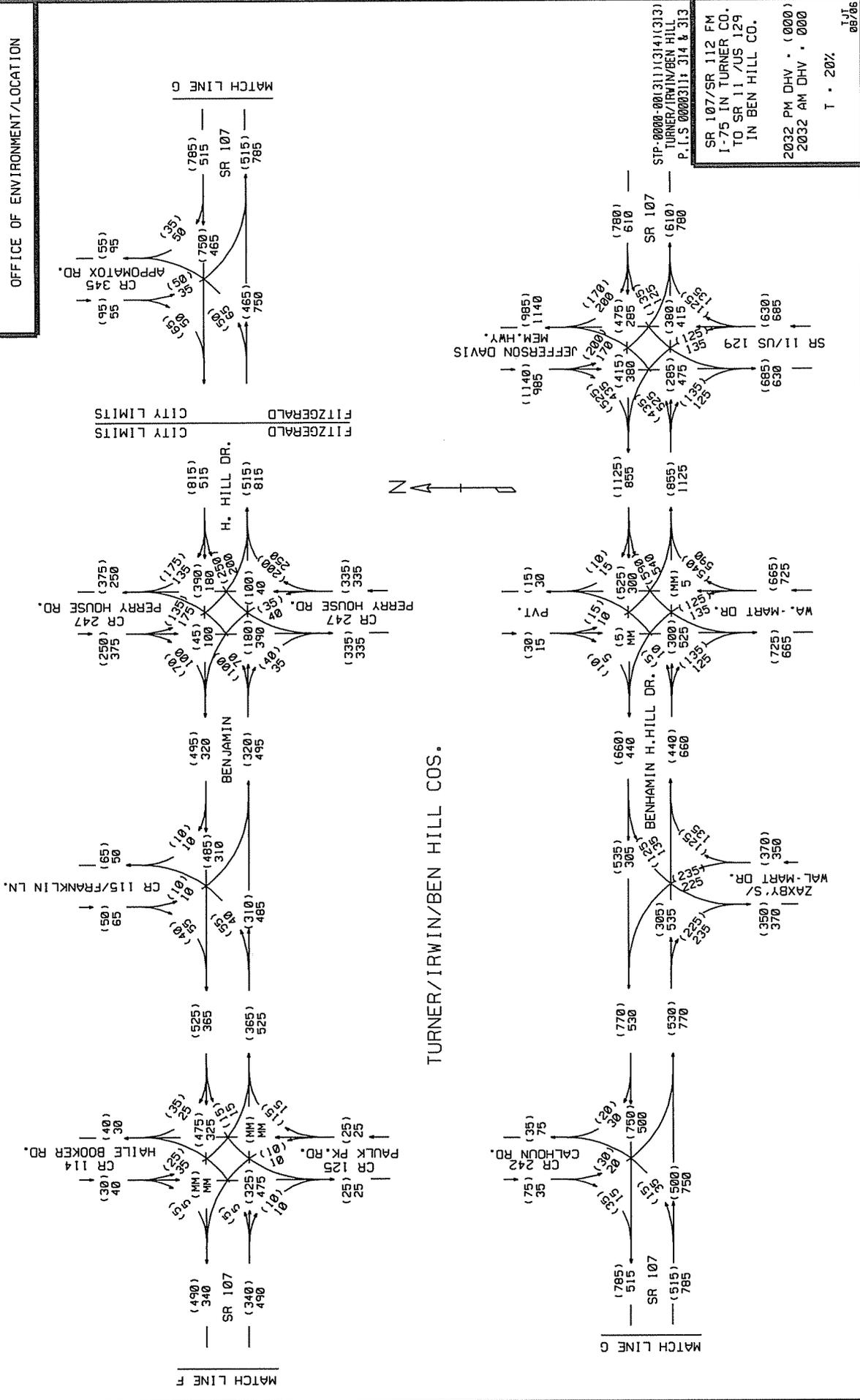
SR 107/SR 112 FM
1.75 IN TURNER CO.
TO SR 117/US 129
IN BEN HILL CO.

2032 PM DHV • (000)
2032 AM DHV • 000

T • 20%

T.J.
06/206

STP-0000-00(311)(314)(313)
TURNER/IRWIN/BEN HILL
P.I.S 0000311 314 & 313



SR 107/SR 112 FM
1-.75 IN TURNER CO.
TO SR 11 /US 129
IN BEN HILL CO.

2032 PM DHV • (000)
2032 AM DHV • 000

T • 20%

TJT
08/06

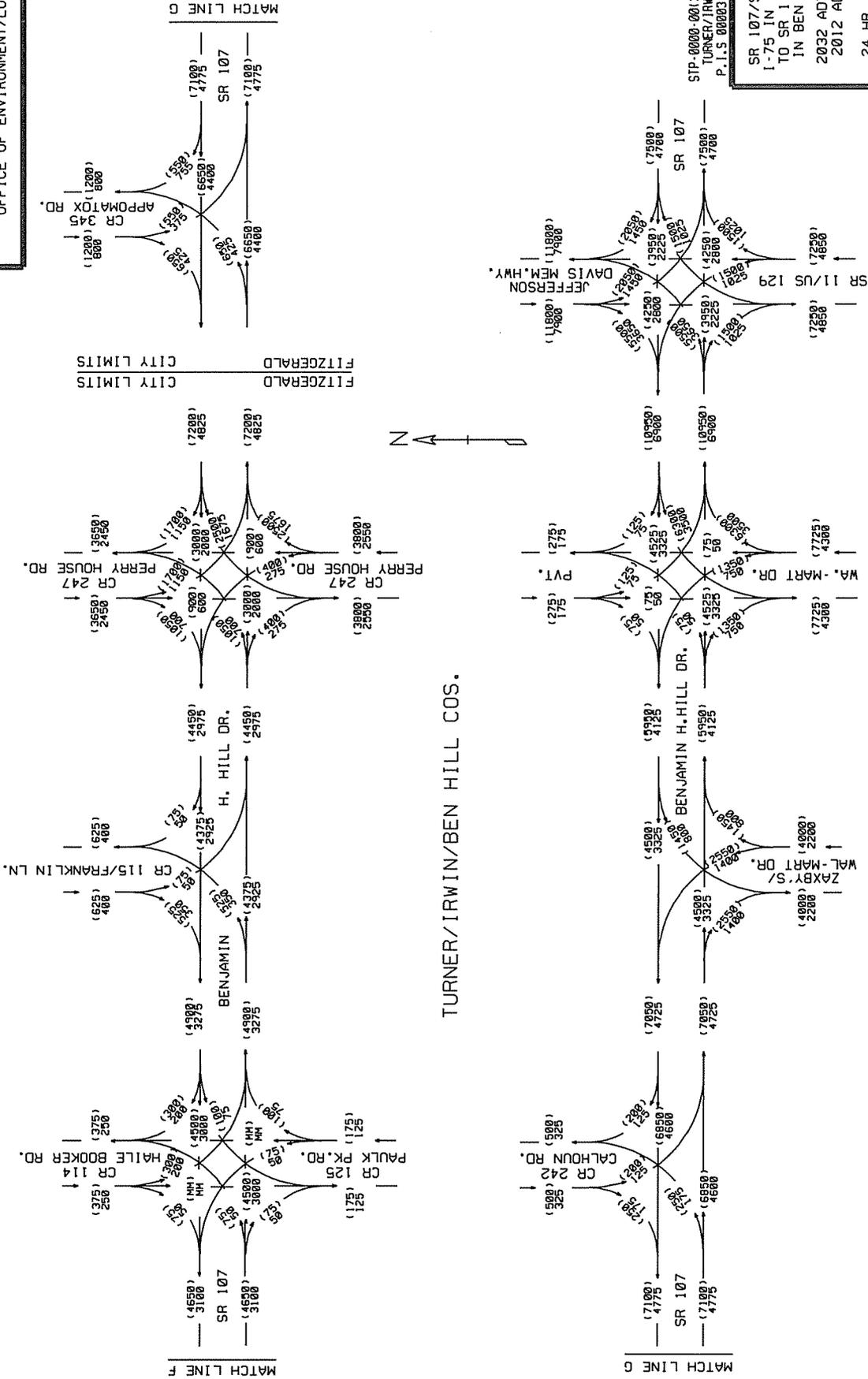
TURNER/IRWIN/BEN HILL COS.

MATCH LINE G

MATCH LINE F

FITZGERALD CITY LIMITS

MATCH LINE G



INITIAL CONCEPT MEETING MINUTES

SUBJECT: STP-0000-00(311) Turner County
PI No. 0000311
SR 107 Widening from I-75 to CR 250
DWA #06008

STP-0000-00(314) Tuner and Irwin Counties
PI No 0000314
SR 107 Widening from CR 250 to CR 264
DWA # 06009

Initial Concept Meeting

MEETING DATE: May 31, 2006

TODAY'S DATE: June 13, 2006

PREPARED BY: Rob Dell-Ross, Day Wilburn Associates, Inc. (DWA)

ATTENDEES: Mike Haitchcock, GDOT Office of Program Delivery and Consultant Design (OPDCD)
James T. Griffin, GDOT
Mike Whittington, GDOT
Brent Thomas, GDOT
Gary Hampton, GDOT
David Moyer, GDOT
Bill Cooper, GDOT District 4 Utilities
Ronnie Hall, GDOT District 4 Construction
Glenn Ritchie, South Georgia RDC
Janice Bishop, Alltel
Tony Strickland, Fitzgerald WL&B
Wayne Lancaste, Fitzgerald WL&B
Larry Moore, Fitzgerald WL&B
Tom Calhoun, Fitzgerald Utilities
Danny McBryde, Fitzgerald Utilities
Jeff Lewis, Fitzgerald Utilities
Ernest Pikard, Fitzgerald Utilities
Wenzel Bryant, Fitzgerald Utilities
Tommy Tucker, Irwin Co. Road Department
Joey Whitley, Irwin Co. Comm.
Jimmy McLaughlin, Mediacom
Ira Smith, Mediacom
Henry Tyson, City of Fitzgerald
David Walker, City of Fitzgerald
Marvin McKie, Ben Hill Co.
David McCranie, Ben Hill. Co. Comm.
Ben Taylor, City of Ashburn
Carlton Webb, City of Ashburn
Allen Green, Irwin EMC
Linda Edwards, Edwards-Pitman Environmental, Inc. (EPE)
Jennifer Dudley, EPE
Keith Franklin, Florence & Hutcheson (F&H)
Ben Clopper, F&H
Bryan Cox, F&H

Tom Tkacs, Greenhorne & O'Mara, Inc. (G&O)
Tommy Crochet, McGee Partners, Inc. (MPI)
Jill Hodges, MPI
Rick Day, DWA
Jeff VanDyke, DWA
Rob Dell-Ross, DWA

LOCATION: GDOT Area Office - Fitzgerald

Introduction

Mike Haithcock called the meeting to order. He discussed the purpose of the Initial Concept Meeting in relation to the PDP and gave a brief project background. The reason why the three projects are having one Initial Concept Meeting is that Edwards-Pitman Environmental is preparing one environmental document for the corridor.

Unit 311/314

Jeff VanDyke introduced himself and the three projects. A project schedule was distributed. The project teams plan to have a final Concept Team Meeting in approximately 6-9 months.

- Project Data – Database has been supplied to the design teams by GDOT. Some additional database enhancements will be required. Traffic has been given to the design teams by GDOT. Coordination with OEL is needed to grow traffic to proper build year.
- Need & Purpose – Completed by GDOT.
- Safety Concerns – I-75 interchange is being reconstructed by URS, NB ramps are being shifted to the east. This project has completed the preliminary design phase. Unit 311 will need to coordinate to establish the beginning of their project limits. Two other projects were mentioned in long range, SR 11 widening and SR 125 widening. The group discussed realigning the intersection of SR 107 and SR 112 to encourage the heavier traffic movement eastbound. It was felt that SR 107 should be the through movement.
- Review alternates – Will be completed at the final Concept Team Meeting.
- Preliminary traffic – Coordination between design teams and GDOT OEL is needed.
- Accident Data – The design teams will pull the crash data from the GDOT database.
- Traffic Engineering Report – The design teams will perform the traffic analysis for each unit.
- ITS Opportunities – None.
- Staging & Traffic Control – Some questions will be answered in the concept phase. One lane of traffic in each direction should be maintained at all time.
- Maintenance Problems – The Deep Creek bridge has been closed before due to flooding. There is a sag point near MP 3 on Unit 311 that has potential drainage problems. Mike Haithcock asked the design teams to request a pavement evaluation and to proceed assuming an overlay on existing pavement.
- Design Criteria – Brent Thomas asked the design teams to use a 65 mph design speed. Side roads should be realigned to intersect with SR 107 as close to 90 degrees as possible.
- Access Control – No change, by permit.
- Public Concerns & contacts to date – The city of Fitzgerald is very interested in 4-lane access to I-75. There have been some questions/concerns by people living along the corridor. The Sheriff has asked the design teams to contact them if they have people out taking pictures. There will be two public involvement meetings, one in Ashburn and one in Fitzgerald. All 3 units will be presented at both meetings.
- Utilities – SUE may be needed for the Unit 313. Most of the utilities on 311 and 314 are overhead and already picked up by GDOT survey. Sewer lift stations on unit 314 are costly to relocate and should be avoided whenever possible. There are three switch sites which are also expensive. Mike Haithcock asked the design teams to cut sheets and mail them to District Utilities so that existing facilities can be marked.
- Existing structures – All pipe systems (culverts, cross drains, side drains) should be replaced. The district prefers RCP for side drains. Both bridges on Unit 314 were built in 1975 and have sufficiency ratings in the 80's.
- Environmental Concerns - Two potentially eligible sites on Unit 311, One on Unit 314. The farm site between Units 314 and 313 is a major concern. There is also a potential habitat for indigo snakes. Tom Tkacs at G&O will be doing an investigation in the winter. There is also a potential habitat for the platwood salamander. These environmental surveys will need to happen before the PAR meeting. The PAR (Practical Alternatives Review) should happen before the Concept Team Meeting and the Public

Information Open House. Any impacts to a well for the irrigation sites should be minimized. Ponds are also used for irrigation and impacts should be minimized if possible. There are no known EJ communities along the corridor.

- Other modes of transportation – The regional development council has designated SR 107 as a bike route. All three units should accommodate bike traffic.

Action Items

- DWA/MPI/F&H
 - Coordinate with GDOT OEL on traffic numbers
 - Coordinate with URS on I-75 interchange.
 - Coordinate utility submittal with the district
 - Submit for pavement evaluation

These meeting minutes reflect the notes and memory of Rob Dell-Ross. If any additions, deletions, or corrections are necessary, please contact Rob Dell-Ross at 404-249-7550 or rdell-ross@daywilburn.com

If no responses are received within five days, these meeting minutes will be considered final.

Meeting Minutes

Date:	<u>December 18, 2007</u>	<u>2:00 pm</u>
Location:	<u>Georgia DOT, Bridge Design Conference Room</u>	
Subject:	<u>GDOT District 4 Office - Tifton</u>	
Project No:	<u>STP-0000-00(311), Turner County</u>	<u>0000311,</u>
	<u>STP-0000-00(314), Turner and Irwin Counties</u>	<u>0000314,</u>
	<u>STP-0000-00(313), Irwin and Ben Hill Counties</u>	PI: <u>0000313</u>
Recorded By:	<u>Darren Wilton</u>	

<u>Attendees</u>	<u>Organization</u>	<u>Email</u>
Mike Haithcock	GDOT OCD	Mike.Haithcock@dot.state.ga.us
Joe W. Sheffield	GDOT – District 4	Joe.Sheffield@dot.state.ga.us
Brent A. Thomas	GDOT – District 4	Brent.Thomas@dot.state.ga.us
Danny P. Gay	GDOT – District 4 Traffic	Danny.Gay@dot.state.ga.us
Van Mason	GDOT – District 4 Traffic	Van.Mason@dot.state.ga.us
Tim Warren	GDOT – District 4 Utilities	Tim.Warren@dot.state.ga.us
Bill Cooper	GDOT – District 4 Utilities	Bill.Cooper@dot.state.ga.us
Kim W. Bradford	GDOT – District 4 R/W	Kim.Bradford@dot.state.ga.us
David Sparks	GDOT – District 4 Area 3	David.Sparks@dot.state.ga.us
Shane Pridgen	GDOT – District 4 Area 3	Shane.Pridgen@dot.state.ga.us
Jeff Lewis	Fitzgerald Utilities	Jeff-lewis@mchsi.com
Larry Moore	Fitzgerald Utilities	Larrymoore@mchsi.com
Danny McBryde	Fitzgerald Utilities	DMcbryde@mchsi.com
Tim Ingram	Ingram & Associates	Tim@ingrameng.com
Larry E. Davis	Ben Hill County Commission	
Tim Kegebein	Ben Hill Road Department	
Philip Jay	Ben Hill County Commission	
Jeff Vandyke	Carter & Burgess	jeff.vandyke@c-b.com
Tom Kuzmeskus	Carter & Burgess	tom.kuzmeskus@c-b.com
Jill Hodges	McGee Partners	jhodges@mcgeepartners.com
Darren Wilton	McGee Partners	dwilton@mcgeepartners.com
Ben Clopper	Florence & Hutcheson	bclopper@flohut.com
John M. Baxter	Florence & Hutcheson	jbaxter@flohut.com
Terri Malone	Edward Pitman	tmalone@edwards-pitman.com
Thomas Tkacs	G & O	Ttkacs@G-and-O.com
Gerald H. Thompson	Mayor - City of Fitzgerald	

Introduction

Joe Sheffield called the meeting to order and performed introductions. He discussed the purpose of the Concept Team Meeting in relation to the PDP and gave a brief project overview. He explained how the corridor is split into three projects but the entire corridor be covered in one Concept Team Meeting since there will be one environmental document for the corridor.

Z:\Projects (2006)\06008-00_SR-107-Turner\Concept\Concept Team Meeting\mtgmin.071218.Concept Team Meeting Minutes.djw.doc

Meeting Notes

Georgia DOT, District 4 - Tifton
December 18, 2007
SR 107

Corridor Overview

Jeff Vandyke outlined the Concept Team Meeting purpose. The meeting is conducted to discuss specific project issues, present the project scope, and verify the preferred concept.

- **Project Limits** - Jeff described Unit 311 as beginning at the new I-75 interchange ramps and SR 107 will be widened from three lanes to four lanes with a 24' raised median that will transition to a four lane rural section with a 44' depressed median near Thompson Road and continue to CR 250/ Waterloo Highway. Unit 314 begins at CR 250/Waterloo Highway and continues to CR 264/Jeff Davis Road in Turner and Irwin Counties. In this portion of the project, SR 107 will be widened from two travel lanes with five foot shoulders to a rural, four lane section with a 44' depressed median. Unit 313 begins at CR 264/Jeff Davis Road and ends at SR 11/US 129 in Irwin and Ben Hill Counties. From CR 264/Jeff Davis Road to Bells Cabin Road, SR 107 will be widened from two travel lanes with a five foot shoulder to four travel lanes with a 44' depressed median. From Bells Cabin Road to SR 11/US 129, SR 107 will be widened from two travel lanes with a five foot shoulder to four travel lanes with a 24' raised median.
- **Design Exceptions** - Jeff stated that approximately 30% of the existing corridor contains substandard vertical curvature and substandard shoulders exist throughout the entire corridor. Design exceptions might be required in sag vertical curve locations if saving existing pavement for overlay proves to be cost efficient. Crest vertical curvature would be corrected at all locations.
- **Need and Purpose** - Improve capacity in the corridor for goods movement to improve economic development.
- **Ben Clopper** presented the proposed design criteria for the entire project corridor.
- **Right of Way** – Ben discussed how many parcels and displacements are necessary for each project:
 - STP-0000-00(311), 63 Parcels, 2 Displacements
 - STP-0000-00(314), 46 Parcels, 10 Displacements
 - STP-0000-00(313), 89 Parcels, 6 Displacements
- **Staging** – Ben explained how traffic would remain on existing travel lanes while constructing the additional lanes. He mentioned that there are six crossovers on the project which could be simplified by designing the proposed profile as close to the existing profile as possible. Other solutions involved reduce existing lane widths as necessary and temporary lane closures.
- **Environmental Concerns** – Jill Hodges explained that the resources were located on both the north and south sides of the existing SR 107 alignment. She presented the number of wetlands, ponds, and streams along the corridor. All historical resources will be avoided including 2 cemeteries. Hazardous waste and UST's have been identified, but no contamination was encountered. Habitat for threatened and endangered species has been identified throughout the project.
- **Utilities** – A railroad crossing exist on Unit 313. The companies involved were listed and it was noted that utilities owned by Alltel are now owned by Windstream Communications.

Meeting Notes

Georgia DOT, District 4 - Tifton
December 18, 2007
SR 107

- Coordination – Agencies were coordinated with through the project progression. This included:

SR 32/SR 107 Local Official Briefing - November 2007
FHWA Meetings
SHPO Technical Assistance - August 2007
GDOT Initial Concept Team Meeting

Also, the following public meetings were conducted and responses were sent out:

PIOH – May 2007
Unit 314 Alternatives Property Owner Open House – October 2007

- Schedule – Right of Way - FY 2009, Construction – FY 2011
- Other Projects in the Area – It was recommended that SR 32 be added to the concept report. Joe Sheffield explained briefly how SR 32 is a GRIP corridor to the south within 10-15 miles of SR 107 and the corridors would parallel each other. The Mayor of the City of Fitzgerald favored SR 107 and thought that it was programmed before SR 32.

Specific Project Details

- Jeff Vandyke discussed project specific details for Unit 311. Historical resources exist on both sides of the SR 107 in the beginning of the project; however the property owner has agreed to move the house on the south side of SR 107. Decisions about widening to the north or south of the existing alignment were dependent on wetland and other ecology impacts. Also, a major intersection at SR 112/SR 107 would be realigned with a horizontal curve to make SR107 the through movement.
- Jill Hodges discussed Unit 314. There is an existing bridge at the beginning of the project with two 12' lanes with 8' shoulders. A bridge condition evaluation has not been performed yet so it is undetermined if the bridge will need to be replaced. There have also been reports of overtopping which may require raising the profile at the bridge. The first shift in alignment to the south occurs to avoid impacting a sod farm business. The other shift in alignment occurs at the Turner-McSwain Farm and the Land Family Farm to avoid impacts to the historical properties. Most displacements occur in the area across from the Land Family Farm. An alternate alignment was studied about 800' to the south of the existing alignment and behind the existing homes that would be displaced. An additional property owner meeting dedicated to this area of the project was held and responses from the property owners indicated that they preferred the roadway remain on the existing alignment.
- Ben Clopper discussed Unit 313. The Land Family Farm and Gentry Family Farms are historical properties at the beginning of the project which continues the widening to the south of the existing alignment. The next resources to avoid were two cemeteries. Further to the east, the existing SR 107 turns 90° to the south requiring a curve in the proposed alignment in order to make SR 107 the through movement. An alternate alignment was studied in this area, but proved to have the same number of displacements,

Meeting Notes

Georgia DOT, District 4 - Tifton
December 18, 2007
SR 107

increased cost and no sufficient method of tying back in to the existing alignment. The next feature is a bridge over the Willacoochee River which needs to be widened. Replacement would only be necessary if the hydraulic & hydrologic study requires it. A CSX railroad crossing exist just before CR 242/Calhoun Road which will not be grade separated to avoid excessive business impacts to the area. Also, an existing signal at Wal-mart would be relocated back to Zaxby's/Wal-mart entrance to provide more storage at the US 129/SR 11 signalized intersection. Interconnect between these two signals is proposed at this time.

Q & A

- Paul Condit commented that most environmental resources were avoided.
- Terri Malone requested information about a park near Fitzgerald near Bells Cabin Road. The county and city officials were unaware of any parks and the area was privately owned.
- Windstream Communications stated that there are slick sites along the corridor with existing utility easements. It is recommended by their company to acquire enough easements to include relocation of these sites. Specific locations are:
 - Northeast side of SR 107 / Kennedy Road Intersection
 - South of SR 107 on Cleveland Road
 - Approximately 250' south of SR 107 on Carter Drive
 - Approximately 1000' west of Bells Cabin Road Intersection
 - Northwest side of SR 107 / Perry House Road Intersection
- Unit 313 will require SUE and Unit 311 and 314 will send plans to utility companies for markups.
- GDOT District 4 Traffic Operations recommended retaining the flasher on all approaches at SR 125 if signal warrants are not met (Unit 313). Also requested that the designers setup pay item for new signals at locations that warrant and setup pay item for overhead signs when dropping a lane. Extend Culverts were possible instead of using guardrail.
- Median Openings on Unit 313 were discussed. Comments indicated that a median opening was needed more at Jeff Davis Hwy/CR 361 instead of Meadow Lane/CR 381. It was also recommended that a median opening be added at El Harris Road/CR 113.
- Joe Sheffield mentioned designing the SR 125 intersection to accommodate the future 4-lane SR 125 GRIP project.
- A comment was noted that two box culverts near US 129/SR 11 may need to be resized because of flood plain issues in the area. Ben Clopper addressed that they would be impacted by the project and resized according to the hydraulic study.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

structure ID: 2013-0 Tr SUFF. RATIN 85.72

Location & Geography

Structure I.D.No: 287-0013-0
 200 Bridge Information 07
 6A Feature Int: DEEP CREEK
 6B Critical Bridge: 0
 7A Route Number Carried: SR00107
 7B Facility Carried: SR 107
 9 Location: 5.9 MILES OF REBECCA
 2 DOT District: 4
 207 Year Photo: 1997
 91 Inspection Frequency: 24 Date: 11/07/2002
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 60 Date: 10/01/2001
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 4 Place Code: 00000
 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00107
 Direction: 0
 16 Latitude: 31-43.3 MMS Prefix: SR
 17 Longitude 83-30.2 MMS Suffix: 00 MP: 8.00
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 000000000000000000
 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 2871010700
 13B Sub Inventory Route: 0
 101 Parallel Structure: N
 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 004.77
 208 Inspection Area: 04 Initials: BCN
 Engineer's Initial: JAL

104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: S No.: 02632
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0157.74
 218 Datum: 2
 * 19 Bypass Length: 08
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 02
 27 Year Constructed: 1975
 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: 1
 * 42 Type of Service on: 1
 Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: G-N-O-O
 259 Pile Encasement: 0
 * 43 Structure Type Main: 1 04
 45 No. Spans Main: 008
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Membrane: 8
 Protection: 8

104 Highway System: 0
 * 26 Functional Classification: 07
 * 204 Federal Route Type: S No.: 02632
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0157.74
 218 Datum: 2
 * 19 Bypass Length: 08
 * 20 Toll: 3
 * 21 Maintenance: 01
 * 22 Owner: 01
 * 31 Design Load: 6
 37 Historical Significance: 5
 205 Congressional District: 02
 27 Year Constructed: 1975
 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: 1
 * 42 Type of Service on: 1
 Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: G-N-O-O
 259 Pile Encasement: 0
 * 43 Structure Type Main: 1 04
 45 No. Spans Main: 008
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Membrane: 8
 Protection: 8

225 Expansion Joint Type: 02
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.80 1
 239 Handrail: 1 1
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00
 * 230 Guardrail Loc Dir Rear: 3
 Fwrd: 3
 Oppo Dir Rear: 0
 Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 0
 233 Posted Speed Limit: 55
 236 Warning Sign: 0
 234 Delineator: 1
 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: 0013-0

T R

SUFF. RATIN.

85.72

Programming Data

201 Project No.: PR 5092 (2)
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 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: 000000 Year: 2021

Measurements

* 29 ADT: 000000 Year: 2001
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0038
 * 49 Structure Length: 304
 51 Br. Rwdy. Width: 40.00
 52 Deck Width: 42.50
 * 47 Tot. Horz. Cl: 40.00
 50 Curb/Sdewlk Width 0.50/0.50
 * 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwrd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwrd: 24.00 Type: 2
 Intersection Rear: 1 Fwrd: 0
 36 Safety Features Br. Rail: 2
 Transition:
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm Dir:
 Oppo. Dir:
 Posted Odm. Dir:
 Oppo. Dir:
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.50
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 1988

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 35
 64 Operating Type: 2 Rating: 60
 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: 21
 262 H Operating Rating: 39
 67 Structural Evaluation: 5
 58 Deck Condition: 6
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: 7
 60C Underwater Condition: 6
 71 Waterway Adequacy: 6
 61 Channel Protection Cond: 8
 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 Load -Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0153.6 Year: 1977
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00177
 Area Of Opening: 002002
 113 Scour Critical: 6
 216 Water Depth: 05.0 Br. Height: 14.4
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwrd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 2 Diver: RM

* Location I.D. No.: 287-00107D-008.00E

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

structure ID: 2014-0 Tu SUFF. RATING 84.27

Location & Geography

Structure I.D.No: 287-0014-0
 200 Bridge Information 07
 6A Feature Int: ALAPAHA RIVER
 6B Critical Bridge: 0
 7A Route Number Carried: SR00107
 7B Facility Carried: SR 107
 9 Location: APP 10 MILE OF ASHBURN
 2 DOT District: 4
 207 Year Photo: 1997
 91 Inspection Frequency: 24 Date: 11/07/2002
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 4 Place Code: 00000
 5 Inventory Route (O/U): 1
 Type: 3
 Designation: 1
 Number: 00107
 Direction: 0
 16 Latitude: 31-43.1 MMS Prefix: SR
 17 Longitude 83-27.6 MMS Suffix: 00 MP: 10.70
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 2871010700
 13B Sub Inventory Route: 0
 101 Parallel Structure: N
 102 Direction of Traffic 2
 264 Road Inventory Mile Post: 007.54
 208 Inspection Area: 04 Initials: BCN
 Engineer's Initial: JAL
 Location I.D. No.: 287-00107D-010.70E

Signs & Attachments

*	104 Highway System:	0	225 Expansion Joint Type:	02
*	26 Functional Classification:	07	242 Deck Drains:	1
*	204 Federal Route Type:	S No.: 02632	243 Parapet Location:	0
*	105 Federal Lands Highway:	0	Height:	0.00
*	110 Truck Route:	0	Width:	0.00
	206 School Bus Route:	1		
	217 Benchmark Elevation:	0159.44		
	218 Datum:	2	238 Curb:	0.80 1
*	19 Bypass Length:	08	239 Handrail:	1 1
*	20 Toll:	3	* 240 Median Barrier Rail:	0
*	21 Maintenance:	01	241 Bridge Median Height:	0.00
*	22 Owner:	01	Width:	0.00
*	31 Design Load:	6		
	37 Historical Significance:	5	* 230 Guardrail Loc Dir Rear:	3
	205 Congressional District:	02	Fwd:	3
	27 Year Constructed:	1975	Oppo Dir Rear:	0
	106 Year Reconstructed:	0000	Fwd:	0
	33 Bridge Median:	0	244 Approach Slab:	3
	34 Skew:	00	224 Retaining Wall:	0
	35 Structure Flared:	0	233 Posted Speed Limit:	55
	38 Navigation Control:	0	236 Warning Sign:	0
	213 Special Steel Design:	0	234 Delineator:	1
	267 Type of Paint:	1	235 Hazard Boards:	0
*	42 Type of Service on:	1	237 Utilities Gas:	00
	Under:	5	Water:	00
	214 Movable Bridge:	0	Electric:	00
	203 Type Bridge:	G-N-O-O	Telephone:	21
	259 Pile Encasement:	0	Sewer:	00
*	43 Structure Type Main:	1 04	247 Lighting Street:	0
	45 No. Spans Main:	008	Navigaion:	0
	44 Structure Type Appr:	0 00	Aerial:	0
	46 No. Spans Appr:	0000	* 248 County Continuity No.:	00
	226 Bridge Curve Horz:	0 Vert: 0		
	111 Pier Protection:	0		
	107 Deck Structure Type:	1		
	108 Wearing Surface Type:	1		
	Membrane:	8		
	Protection:	8		

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

structure ID: 2 014-0

Tu

SUFF. RATING

84.27

Programming Data

201 Project No.: PR 5092 (2)
 202 Plans Available: 4
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 000000
 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: 003150 Year: 2021

Measurements

* 29 ADT: 002100 Year: 2001
 109 % Trucks: 10
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0038
 * 49 Structure Length: 304
 51 Br. Rwdy. Width: 40.00
 52 Deck Width: 42.50
 * 47 Tot. Horz. Cl: 40.00
 50 Curb/Sdewlk Width 0.50/0.50
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 2
 App. Rail End: 2
 53 Minimum Cl.Over: 99 ' 99 "
 Under: N 00 ' 00 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.50
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 1988

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 35
 64 Operating Type: 2 Rating: 60
 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: 21
 262 H Operating Rating: 39
 67 Structural Evaluation: 5
 58 Deck Condition: 6
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 5
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 6
 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 Load -Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0152.0 Year: 1977
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00199
 Area Of Opening: 002200
 113 Scour Critical: 6
 216 Water Depth: 04.5 Br. Height: 12.0
 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: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 287-00107D-010.70E

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 0000311, 0000314, & OFFICE: Environment/Location
 0000313 DATE: June 13, 2007
 FROM: *GSB/MM*
 Glenn S. Bowman, State Environmental/Location Engineer
 TO: Distribution Below

SUBJECT: Project STP-0000-00(311), (314), & (313), Turner, Irwin, & Ben Hill Counties,
 Summary of Comments Received During the Public Comment Period – Widening
 of SR 107

COMMENT TOTALS:

A total of 117 people attended the two public information open houses held for the subject project. The first meeting was held at the Ben Hill-Irwin Technical College in Fitzgerald, Georgia. The second meeting was held at the Moultrie Technical College in Ashburn, Georgia. From those attending the two meetings, 41 comment forms, 0 letters and 10 verbal statements were received. An additional 14 comments were received during the ten-day comment period following the public information open houses, for a total of 65 comments. They are summarized as follows:

No. Opposed	No. In Support	Uncommitted	Conditional
<u>32</u>	<u>12</u>	<u>5</u>	<u>16</u>
Alternative Alignments			
Kennedy Road		Prospect Church Road	
Existing Alignment	Southern Alignment	Existing Alignment	Southern Alignment
8	8	10	5

MAJOR CONCERNS:

1. Why is SR 107 being widened more to the south? This results in a loss of wetlands, irrigation pivots, and a loss of too much agricultural land. The project should stay on the existing alignment and widen to both sides equally.
2. Do not take people's yards, ponds, gardens and homes when you can avoid them.
3. There is not enough traffic along SR 107 to justify this project.

4. Do not take property from working farms or take small areas from working farms. If a lot of property is taken from an operating farm, there is a loss of revenue.
5. The proposed project will widen SR 107 too close to homes.

OFFICIALS:

Officials attending included the following:

Ashburn Meeting: No Officials

Fitzgerald Meeting:

Larry Davis, Ben Hill County Board of Commissioners

Alvie Dorminy, Former City Administrator

John Fletcher, Councilman

John Hageman, Councilman

Jason Holt, Councilman

Vernie Horton, Councilman and Chair of Street Committee

Wilbert King, Former City Councilman

Gerald Thompson, Mayor of Fitzgerald

Henry Tyson, City Administrator

DISPOSITION OF COMMENTS:

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

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Design CNB/FNH	26, 46, 49, 51, 54, 59, 61	Why is SR 107 being widened more to the south? This results in a loss of wetlands, irrigation pivots, and a loss of too much agricultural land. The project should stay on the existing alignment and widen to both sides equally.
CNB/FNH	35, 47, 50, 51	Do not take people's yards, ponds, gardens and homes when you can avoid them.
CNB/FNH	9, 45, 47, 49	Do not take property from working farms or take small areas from working farms. If a lot of property is taken from an operating farm, there is a loss of revenue.
CNB/FNH	2, 6, 24, 28, 29, 30, 60, 63	There is not enough traffic along SR 107 to justify the project.
CNB/FNH	20, 50, 54, 61, 63	The proposed project will widen SR 107 too close to homes.
FNH	1, 3, 4, 16, 23	The southern alternative near Prospect Church Road will split a property in half, taking the owner's barn, which is unnecessary and too costly.
FNH	3, 4	GDOT needs to reduce the speed limit on Ben Hill Drive.
FNH	7	Ben Hill County would like the box culverts at the intersection of SR 129 and SR 109 to be enlarged.
FNH	8, 9, 27	The proposed project should stay close to the existing alignment near the intersection of SR 107 (10 Mile Road) and Redwood Road. This will result in less impacts to irrigated/agricultural land.
FNH	17	Keep the same roadway alignment coming across Benjamin Hill Drive in order to allow me to keep some of my land?
CNB/FNH	26	A median crossing is needed for property owners to access their properties across the street.
CNB	31, 32	Please go to the south of my fields. If the alignment stays where it is, the project would impact my water supply to my agricultural fields.
CNB	31, 32	I would prefer SR 107 to be three lanes at my property.

Summary of Comments

STP-0000-00(311), (314), & (313), PI Nos. 0000311, 0000314, & 0000313, Turner, Irwin, & Ben Hill Counties

June 13, 2007

Page 4

CNB	33	Take the land behind my house, but do not take my house.
CNB	37	The rock blasting at SR 107 and Geoghagen Road would affect my house.
CNB	41	When the third lane was added to SR 107, the road was widened on my property and not to the other side of SR 107. Please acquire property on the other side of SR 107 for this project.
CNB	58	The proposed project would put my house between two roads, which I do not want.
CNB	60	GDOT should widen Highway 41 to four lanes instead of SR 107, since it is used as a detour from I-75.
FNH	62	The proposed project is a huge expense for a road to nowhere. It would end near the southwest corner of Fitzgerald with no connecting road other than the two-lane traffic.
CNB/FNH	51, 63, 64	GDOT should widen SR 32 and connect with SR 125 through Waterloo as opposed to widening SR 107.
CNB	50, 64	Look at other alternatives for the intersection of SR 107 and SR 112.
CNB	46	Study alternatives for the widening of SR 107 to the north instead of the south between Waterloo-Rebecca Highway and Live Oak Road.
CNB	48	At SR 107 and Thompson Road, please take the alignment to the south through my fields even though the eligible house is located there in order to avoid the house I live in (on the north side). In addition, the well that provides water to both houses is located on the north side.
FNH	53	Eliminate the "S" curve, beginning at the Phillips farm to the south, with a straighter line to the Ben Hill – Irwin County line as opposed to the sweeping curve proposed by GDOT.
CNB/FNH	55	The 24-foot median will force residents to make U-turns over two lanes when trying to go into driveways. This is very dangerous due to the number of trucks. A traffic control device is needed.

Summary of Comments

STP-0000-00(311), (314), & (313), PI Nos. 0000311, 0000314, & 0000313, Turner, Irwin, & Ben Hill Counties

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EPEI	36	This comment concerns GDOT project NHS-0000-00(804). Is GDOT going to respond to my comments on that project?
CNB/FNH	65	The property owner at the intersection of SR 107 and Jeff Davis Park Road/Cleveland Road is labeled incorrectly.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Traffic Operations/ FNH	52	A traffic light is needed at the intersection of SR 107 and SR 125.

RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
Environment	22	Noise barriers are needed due to the traffic noise.
	56	Do the public comments make an impact on DOT's decision?
	60, 62, 63	What is the true benefit of the project and who benefits from it (Need and Purpose)? Has a cost benefit analysis been done?
	61, 65	What are the criteria for declaring a farm historic?
	39, 40	How will the project affect my property? How does DOT handle displacements?

Summary of Comments

STP-0000-00(311), (314), & (313), PI Nos. 0000311, 0000314, & 0000313, Turner, Irwin, & Ben Hill Counties

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RESPONSIBLE OFFICE	COMMENT #	NATURE OF COMMENT
All Letters	All	<p>Thank you for your input regarding the public information open house for the proposed project. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.</p> <p>The attendees of the open house and those persons sending in comments afterwards raised the following questions and concerns. The GDOT has prepared one response to all comments so that everyone can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below along with their response.</p>

Edwards-Pitman Environmental, Inc. will respond to all comments on behalf of the GDOT.

Please review and email any comments to the responses to Terri Malone (tmalone@edwards-pitman.com) and copy Paul Condit (paul.condit@dot.state.ga.us) by August 16, 2007.

Attached is a complete transcript of the comments received during the comment period and a copy of the public information open house handout.

If you have any questions about the comments, please either email or call Paul Condit at (404) 699-4413.

HDK/pc/epei-tvm

Attachments

DISTRIBUTION:

David E. Studstill, Jr. P.E.

Todd Long

Joe Sheffield

Jonathan Cox

Michael Haithcock

Craig Solomon

SR 107 – Environmental Summary

Unit 314: STP-0000-00(314)

SR 107 from CR 250/Waterloo Highway to CR 264/Jeff Davis Road, Turner and Irwin Counties

Land use - 52 parcels

Archaeology – fieldwork ongoing

History – two eligible structures

- Turner-McSwain Family Farm
- Land Family Farms

Ecology

- Waters Of the US (considered impacted if adjacent to roadway or within the proposed required right-of-way)
 - 26 Wetlands
 - 9 Streams
 - 12 Open Waters
- T&E Species:
 - Woodstork Foraging Habitat present (federal)
 - Flatwood Salamander Habitat (federal)
 - Gopher Tortoise Habitat (state)
 - Eastern Indigo Snake Habitat (federal)
 - Picher Plant Habitat (state)

Migratory Bird issues on all three units