**ORIGINAL TO GENERAL FILES**

D.O.T. 66

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

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**INTERDEPARTMENT CORRESPONDENCE**

| | | | |
|---|---|---|---|
| **FILE** | P.I. No. 0000519, Worth County<br>STP-0000-00(519)<br>SR 133 Widening and Reconstruction | **OFFICE**<br><br>**DATE** | Preconstruction<br><br>March 5, 2007 |

**FROM** Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Paul Liles
Babs Abubakari
Joe Sheffield
BOARD MEMBER

D.O.T. 66

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

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## INTERDEPARTMENT CORRESPONDENCE

**FILE:** P. I. No. 0000519, Worth County
STP-0000-00(519)
SR 133 Widening and Reconstruction

**OFFICE:** Preconstruction

**DATE:** February 26, 2007

**FROM:** Genetha Rice-Singleton, Assistant Director of Preconstruction

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

**SUBJECT:** **PROJECT CONCEPT REPORT**

This project is the widening and reconstruction of SR 133 from 2,300' north of the Colquitt-Worth county line, where it ties into project STP-0000-00(520), to 1,500' north of SR 112, where it ties into project STP-0000-00(475). The total project length is 7.72 miles. The existing roadway consists of two, 12' lanes with rural shoulders on 100' of existing right-of-way. This project is part of the Governor's Road Improvement Program (GRIP) and involves the multilaning of this primary north-south corridor, serving as a catalyst for development of this region. The base year traffic (2010) is 9,782 VPD and the design year (2030) traffic is 10,483 VPD. The posted speed is 55 MPH and the design speed is 65 MPH.

The proposed construction consists of widening the existing two lane SR 133 to four, 12' lanes with a 44' depressed grassed median and 10' outside shoulders (6.5' paved) for the entire project length. The widening of the existing roadway shifts from one side to the other in a number of places to avoid historic resources and to minimize right-of-way impacts. Approximately 1,000' north of Causey Road at Worth County MP 5.0, SR 133 will be located on new alignment to the north to correct an existing substandard horizontal curve, while reducing wetland impacts and avoiding severe impact to the large ponds to the west of the existing road. This alignment will then return to the existing corridor, constructing new northbound lanes and retaining the existing lanes for southbound trafafic, avoiding several homes that would be impacted if new southbound lanes were constructed.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; public hearing open houses were held on July 11 and November 17, 2005; time saving procedures are not appropriate.

P. I. No. 00000519), Worth
February 26, 2007

The estimated costs for this project are:

| | PROPOSED | APPROVED | FUNDING | PROG DATE |
|---|---|---|---|---|
| Construction (includes E&C and inflation) | $18,927,000 | $17,664,000 | EDS | LR |
| Right-of-Way | $ 4,379,000 | $ 4,397,000 | EDS | LR |
| Utilities* | $ 465,000 | | | |

*Worth County refused LGPA for utilities 3-6-02.

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

GRS:JDQ/cj

Attachment

CONCUR_____
Todd I. Long, P.E., Director of Preconstruction

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

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

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## INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-0000-00(519) Worth
P.I. No. 0000519
S.R. 133 Widening/Reconstruction

**OFFICE:** Engineering Services

**DATE:** January 25, 2007

**FROM:** Brian K. Summers, P.E., Project Review Engineer REW

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT:** **CONCEPT REPORT**

We have reviewed the Concept Report submitted January 5, 2007, and have no comments.

The costs for this project are:

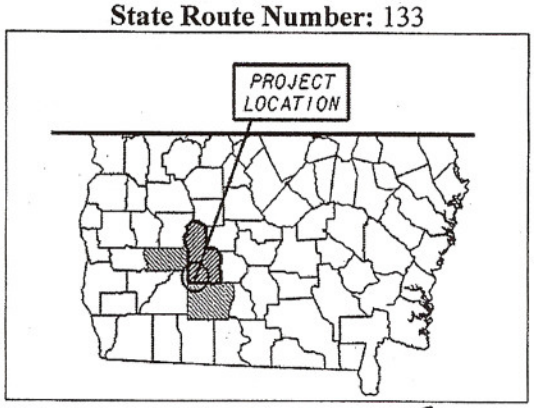
| | |
|---|---|
| Construction | $17,207,414 |
| Inflation | $0.00 |
| E & C | $1,720,741 |
| Reimbursable Utilities | $465,000 |
| Right of Way | $4,379,288 |

REW

c: Babs Abubakari, Attn.: David Norwood

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA
## Office of Program Delivery and Consultant Design
# PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — David A. Norwood
Project Manager

DATE 1/3/7 — M Bals Abulaban (MB)
State Consultant Design Engineer

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

| | |
|---|---|
| DATE | State Transportation Planning Administrator |
| DATE | State Transportation Financial Management Administrator |
| DATE | State Environmental / Location Engineer |
| DATE | State Traffic Safety & Design Engineer |
| DATE | District Engineer |
| 1/25/07 DATE | Brian K Summers REW Project Review Engineer |

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** **P.I. No. 0000519** **OFFICE:** Environment/Location

**DATE:** January 24, 2007

**FROM:** Harvey D. Keepler, State Environmental/Location Engineer

**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT:** **PROJECT CONCEPT REPORT**
**STP-0000-00(519) / Worth County**

The above subject concept report has been reviewed. Instead of four (4) months, it will take approximately twelve (12) months to get a 404 permit. Approximately $500,000 should be added to ROW estimate for the cost of wetland and stream mitigation.

If you have any questions, please contact me at (404) 699-4401.

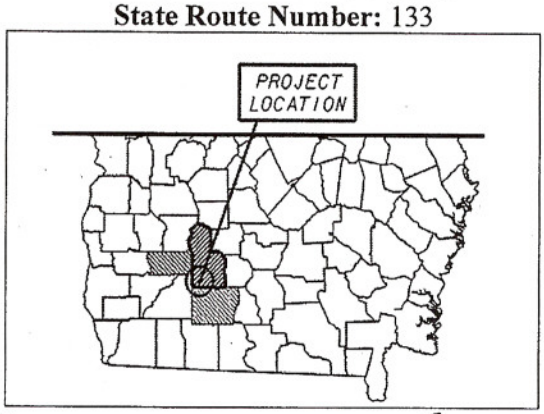
HDK/lc

Attachment

cc: Brian Summers
Babs Abubakari
Angela Alexander
Jamie Simpson
Keith Golden
Paul Liles
Joe Sheffield

**DEPARTMENT OF TRANSPORTATION**
**STATE OF GEORGIA**
**Office of Program Delivery and Consultant Design**
# PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — Project Manager

DATE 1/3/7 — State Consultant Design Engineer

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

| | |
|---|---|
| DATE | State Transportation Planning Administrator |
| DATE | State Transportation Financial Management Administrator |
| 1.24.07 DATE | State Environmental / Location Engineer |
| DATE | State Traffic Safety & Design Engineer |
| DATE | District Engineer |
| DATE | Project Review Engineer |

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE:** **STP-0000-00(519) Worth** **OFFICE:** Tifton
**PI# 0000519**
Widening of SR 133 from 2300' north of Colquitt/Worth County Line to just south of SR 112 **DATE:** January 8, 2007

**FROM** Joe W. Sheffield, P.E., District Engineer Joe W. Sheffield

**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.

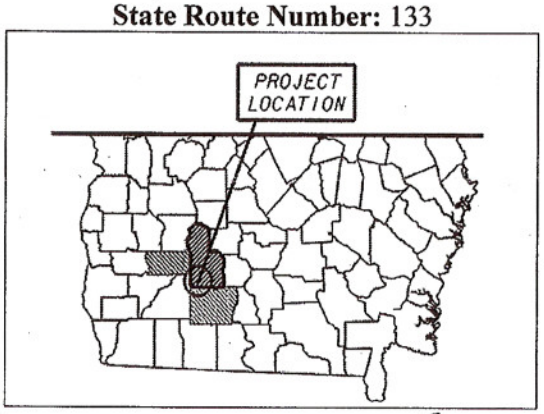
JWS/bt

c: M. Babs Abubakari, P.E., State Consultant Design & Program Delivery Engineer
David Norwood, Design Group Manager
Brent Thomas, District Preconstruction Engineer

Attachment

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA
## Office of Program Delivery and Consultant Design
## PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — Project Manager

DATE 1/3/7 — State Consultant Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Financial Management Administrator

DATE — State Environmental / Location Engineer

DATE — State Traffic Safety & Design Engineer

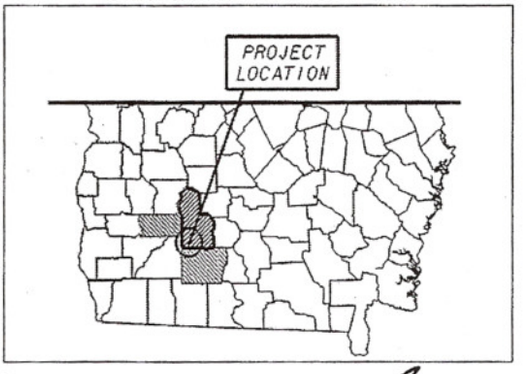
DATE 1-8-07 — District Engineer

DATE — Project Review Engineer

1-5-07
WKB

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA
## Office of Program Delivery and Consultant Design
# PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — David A. Norwood
Project Manager

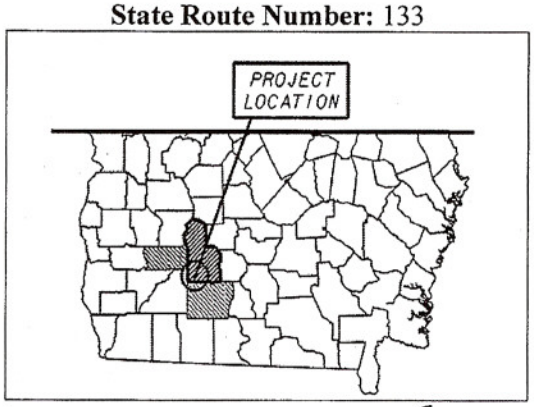
DATE 1/3/7 — M Bala Abulaka (MH)
State Consultant Design Engineer

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

| | |
|---|---|
| DATE | State Transportation Planning Administrator |
| 1-9-07 DATE | James T. Simpson (R) State Transportation Financial Management Administrator |
| DATE | State Environmental / Location Engineer |
| DATE | State Traffic Safety & Design Engineer |
| DATE | District Engineer |
| DATE | Project Review Engineer |

**DEPARTMENT OF TRANSPORTATION**
**STATE OF GEORGIA**
**Office of Program Delivery and Consultant Design**
# PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — David A. Simmons
Project Manager

DATE 1/3/7 — M Bala Abdalla (MS)
State Consultant Design Engineer

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

DATE 1/8/07 — Angela S. Alexander
State Transportation Planning Administrator

DATE — State Transportation Financial Management Administrator

DATE — State Environmental / Location Engineer

DATE — State Traffic Safety & Design Engineer

DATE — District Engineer

DATE — Project Review Engineer

# SCORING RESULTS AS PER TOPPS 2440-2

| **Project Number:** | **County:** | **PI No.:** |
|---|---|---|
| STP-0000-00(519) | Worth | 0000519 |

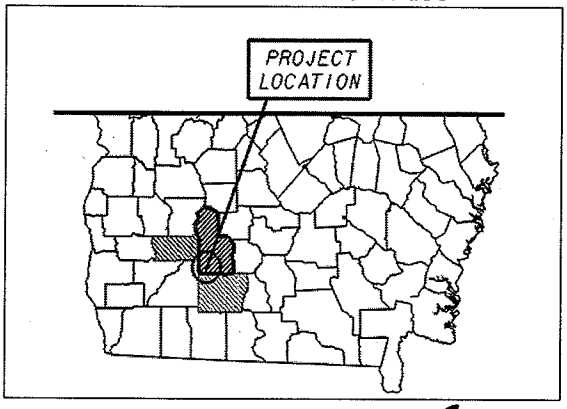
| **Report Date:** | **Concept By:** |
|---|---|
| January 3, 2007 | DOT Office: Consultant Design |
| | |
| ☒ Concept Stage | Consultant: J.B Trimble, Inc. |

| **Project Type:** Choose One From Each Column | | | |
|---|---|---|---|
| | ☒ Major<br>☐ Minor | ☐ Urban<br>☒ Rural | ☐ ATMS<br>☐ Bridge Replacement<br>☐ Building<br>☐ Interchange Reconstruction<br>☐ Intersection Improvement<br>☐ Interstate<br>☐ New Location<br>☒ Widening & Reconstruction<br>☐ Miscellaneous |

| FOCUS AREAS | SCORE | RESULTS |
|---|---|---|
| **Presentation** | 100 | |
| **Judgement** | 100 | |
| **Environmental** | 100 | |
| **Right of Way** | 100 | |
| **Utility** | 100 | |
| **Constructability** | 100 | |
| **Schedule** | 100 | |

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA
### Office of Program Delivery and Consultant Design
# PROJECT CONCEPT REPORT

**Project Number:** STP-0000-00(519)
**County:** Worth
**P.I. Number:** 0000519
**Federal Route Number:** N/A
**State Route Number:** 133




Recommendation for approval:

DATE 1/2/07 — David A. Rousseau
Project Manager

DATE 1/3/7 — M Bala Abulaban (MB)
State Consultant Design Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Financial Management Administrator

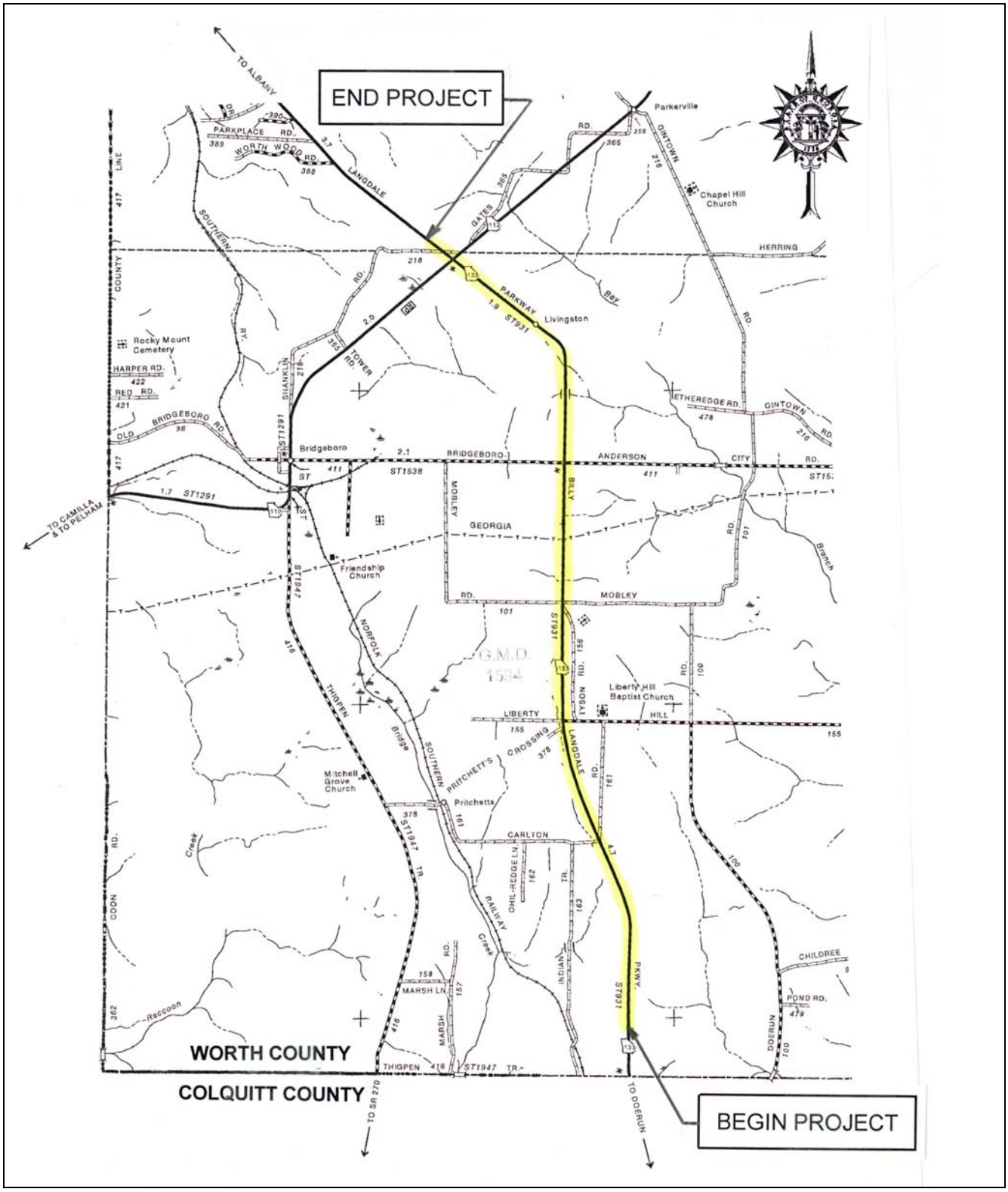
DATE — State Environmental / Location Engineer

DATE — State Traffic Safety & Design Engineer

DATE — District Engineer

DATE — Project Review Engineer

## PROJECT LOCATION MAP




**Project**: STP-0000-00(519) **P.I. No.** 0000519
**Description**: Widening of SR 133 from 2300-ft. north of the Colquitt/Worth County Line to 1500-ft. north of SR 112 in Worth County

**Need and Purpose:**

**History**

State Route 133 is a major north-south corridor in South Georgia and provides a vital connection between Valdosta on the south with Albany to the north. For its entire length between Valdosta and Albany, SR 133 is identified for eventual widening due to its inclusion on the Governor's Road Improvement Program (GRIP). The GRIP was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. SR 133 was recently added to the GRIP by the State Legislature and approved by the Governor.

**Demographics**

SR 133 crosses through Worth County, whose population has increased by 11.3% between 1990 and 2000. The 2000 population for Worth County was 21,967 between SR 112 and CR 417/Countyline Road, SR 133 crosses through Worth County Census tract 9506 which had a minority population of 15.4% in the year 2000. By comparison, in the year 2000, the statewide average was 34.9% (the U.S. Census defines a minority population as Black/African-American, Hispanic/Latino, Asian/Pacific Islander, or American Indian/Alaska Native). The U.S. Census Bureau estimated 18.5% of Worth County lived below the poverty level in 1999, compared to a statewide average of 13.0%.

**Traffic**

Along SR 133 within the project limits there are eight permanent GDOT traffic counting stations. For this section of SR 133 there are two traffic counting stations, one is located south of Liberty Hill Road, and the other is one mile south of SR 112. As shown in Table 2 of Attachment 3, year 2004 counts were taken along SR 133 at these stations and compared to 1997 counts. Comparing the traffic volumes at the stations, the average annual growth rate is 2.12 percent.

The volumes for the traffic counting station located south of Liberty Hill Road were 4,472 vehicles per day (vpd) in 1997 and 5,671 vpd in 2004. Using the above 2.12 percent growth rate the traffic volumes for the estimated time of completion 2010 (ETC) are 5,671 vpd, and the 2030 (ETC+20) traffic volumes are 9,782 vpd. Under the No-Build alternative, which retains the existing 2-lane configuration, the level of service (LOS) for ETC is “B” and “C” for ETC+20. Under the Proposed Condition which is 4-lanes divided, the LOS for both ETC and ETC+20 is “A.”

The volumes for the traffic counting station located one mile south of SR 112 were 5,062 vpd in 1997 and 6,077 in 2004. Again using the above 2.12 percent growth rate the traffic volumes for the ETC are 6,077 vpd, and 10,483 vpd for ETC+20. Under the No-Build alternative, which retains the existing 2-lane configuration, the LOS for ETC is “B” and “C” for ETC+20. Under the Proposed Condition, the LOS for both ETC and ETC+20 is “A.” Refer to Attachment 3 for further information.

**Accidents**

| Year | Total Accidents/ Accident Rate* | Total Injuries/ Injury Rate* | Total Fatalities/ Fatality Rate* |
|---|---|---|---|
| 2000 | 80 / 120 | 44 / 66** | 3 / 4.51** |
| 2001 | 75 / 122 | 49 / 80** | 2 / 3.25** |
| 2002 | 59 / 103 | 47 / 82** | 2 / 3.49** |
| 2003 | 90 / 152** | 83 / 141** | 4 / 6.77** |
| 2004 | 66 / 110 | 40 / 67** | 3 / 4.99** |
| Avg. | 121.4 | 87.2** | 4.60** |

* All accident, injury, and fatality rates are per 100 million vehicle miles
** Exceeds statewide average for that year

From the table above, it is noticed that while the overall accident rate for SR 133 is 13% below the statewide average for similar routes, the injury rate is 184% of the statewide average and the fatality rate is 231% of the statewide average. In reviewing the accident records, several of the accidents were run off the road type accidents which can be attributed to inadequate geometry, inadequate shoulders and clear zones. This project would improve all of those elements, which should improve the safety of this section of SR 133. Refer to Attachment 4 for further information.

**Proposed Scope of Work**

Due to its inclusion on the GRIP project listing, Project No. STP-0000-00(519) is proposed to widen SR 133 from 2 to 4 lanes (with turn lanes as needed) from 2300-ft. north of the Colquitt/Worth County line to 1500-ft. north of SR 112 in Worth County. In addition to its mandated improvement as a GRIP route, the project would improve the anticipated capacity deficiencies on SR 133 by improving the LOS for the design year design year (2030) to LOS "A". Improving SR 133 to a multi-lane facility with separate turning lanes would also remove turning conflicts from the through traffic and should increase safety.

Project No. STP-0000-00(519) is not on a state or locally designated bicycle corridor. This project is one of nine proposed projects that would widen SR 133 between Albany and Valdosta. More specifically, there are five projects to widen SR 133 between Valdosta and Moultrie and four projects between Moultrie and Albany. The proposed limits of the four projects (P.I. Nos. 0000520, 0000519, 0000475, and 0000473) between Moultrie and Albany have logical termini; the southern terminus of these projects would tie into the existing four lane section of SR 133 near Moultrie and the northern terminus of these projects would tie into the existing four lane section in southern Albany.

**Description of the Proposed Project:**

**Project Length:** 6.49 miles (34,285-ft. from Sta. 822+90 to Sta. 1165+75)

Project No. STP-0000-00(519), P.I. No. 0000519 along SR 133 would consist of the widening and reconstruction of the existing SR 133 2-lane (24-foot) roadway to two, 12-foot lanes in each direction with 10-foot outside shoulders and 6-foot inside shoulders, from 2,300 ft north of the Colquitt/Worth county line at Worth County Mile Post (MP) 0.5 to SR 112 at Worth County MP 6.6.

In order to match the alignment of this project to Project No. STP-0000-00(520) to the south, approximately 2,300 feet north of the Colquitt/Worth County line the project would widen to the east, adding two northbound lanes, while maintaining the existing alignment to the west creating two southbound lanes.

As SR 133 continues north, compared to widening to the west, this alignment would reduce the amount of wetland impacts, would avoid impacts to six large ponds, each with a footprint of 5 acres or more, and would avoid impacts to the view-shed of "The Cole House", an historically eligible resource located on the west side of SR 133, approximately 2700 feet north of CR 101/Mobley Rd. This alignment would impact seven wetlands and six streams.

Immediately north of "The Cole House", through the addition of new southbound lanes, the alignment would cross over to widen to the west to prevent the potential displacement of six homes that would otherwise be necessary if the alignment continued widening to the east. This alignment would not affect the historically eligible resource, "The Causey House", located on CR 411/Bridgeboro/Anderson City Rd. near its intersection with SR 133 in the Liberty Hill Community. In this section of the widening project, one wetland and one stream would be impacted.

Approximately 1,000 feet north of Causey Road at Worth County MP 5.0, SR 133 would be located on new alignment to the north to correct an existing substandard horizontal curve, while reducing wetland impacts and avoiding severe impact to the large ponds to the west of the existing road. This alignment would then return to the existing corridor, constructing new northbound lanes and retaining the existing lanes for southbound traffic, avoiding several homes that would be impacted if new southbound lanes were constructed. Proposed construction in this area would impact two wetlands.

**Project Length:** 6.49 miles (34,275 ft., from Sta. 822+91 to Sta. 1165+66)

**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 Minor Arterial

**US Route Number(s):** N/A **State Route Number(s):** 133

**Traffic (ADT):**
Current Year (2010): 9,782 Design Year (2030): 10,483

**Existing design features:**
- Typical Section: 2-12 ft. lanes with 2 ft. paved shoulders and 8 ft. grass shoulders.
- Posted Speed: 55 mph,
- Maximum Grade: 4.06% – sub-standard vertical curves at eight locations (Sta. 829+00 to Sta. 832+20, Sta. 839+50 to Sta. 843+75, Sta. 863+00 to Sta. 867+30, Sta. 873+70 to Sta. 903+80, Sta.

999+00 to Sta. 1019+10, Sta. 1021+30 to Sta. 1026+40, Sta. 1070+90 to Sta. 1091+00, Sta. 1096+50 to Sta. 1114+40).

- Width of Right of Way: 100-ft.
- Major Structures:
  - Bridges: N/A
  - Retaining Walls
  - Culverts: There are no box culverts having a width greater than 20-ft.
- Major Interchanges or intersections along the project: Liberty Hill Road (CR 155), Mobley Road (CR 101), Bridgeboro/Anderson City Road (CR 411), SR 112
- Existing length of roadway segment: 6.47 miles (34,169-ft.)

**Proposed design features:**

- Proposed typical section: 4-12 ft lanes with a 44 ft. depressed grassed median and 10 ft. outside shoulders (6.5' paved and 3.5 ft. grassed) (See Attachment 2)
- Proposed Design Speed Mainline: 65 mph
- Proposed Maximum grade Mainline: 3% Maximum grade allowable: 3%
- Proposed Maximum grade Side Street: 3% Maximum grade allowable: 7%
- Proposed Maximum grade driveway: 7%
- Proposed Maximum Degree of Curve: 3°27'05.6" (1,660 ft.)
  Minimum degree allowable: 3°27'05.6" (1,660 ft.)
- Proposed Minimum Radius: 1,660 ft
- Maximum Superelevation: 6%
- Right of Way:
  - Width: Variable 200-ft. to 300-ft.
  - Easements: Temporary (X), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( )
  - Number of parcels: 129
  - Number of displacements: 6
    - Business: 1
    - Residences: 5
    - Mobile homes: 0
    - Other: 0
- Structures: There are no proposed bridges or structures within this project.
- Major Interchanges or intersections along the project: Liberty Hill Road (CR 155), Mobley Road (CR 101), Bridgeboro/Anderson City Road (CR 411), SR 112
- Profile Adjustments for Hydraulics: Raising existing grade to an elevation of 384 from Sta. 873+51 to Sta. 901+88 (flood prone area).
- Traffic control during construction: Maintain traffic on existing alignment.
- Design exceptions to controlling criteria anticipated:

| | UNDETERMINED | YES | NO |
|---|---|---|---|
| HORIZONTAL ALIGNMENT: | ( ) | ( ) | (X) |
| ROADWAY WIDTH: | ( ) | ( ) | (X) |
| SHOULDER WIDTH: | ( ) | ( ) | (X) |
| VERTICAL GRADES: | ( ) | ( ) | (X) |
| CROSS SLOPES: | ( ) | ( ) | (X) |
| STOPPING SIGHT DISTANCE: | ( ) | ( ) | (X) |

| | | | |
|---|---|---|---|
| SUPERELEVATION RATES: | ( ) | ( ) | (X) |
| HORIZONTAL CLEARANCE: | ( ) | ( ) | (X) |
| SPEED DESIGN: | ( ) | ( ) | (X) |
| VERTICAL CLEARANCE: | ( ) | ( ) | (X) |
| BRIDGE WIDTH: | ( ) | ( ) | (X) |
| BRIDGE STRUCTURAL CAPACITY: | ( ) | ( ) | (X) |

- Design Variances: None Anticipated
- Environmental Concerns: (See Attachment 12)
    - Streams: Impact to one stream due to fill and morphology – Sta. 878+00 (21-ft.); impacts to seven streams due to culvert extension (1,036-ft total).
    - Wetlands: Impacts to ten wetlands (8.16 acres total).
    - Ponds: Impacts to six ponds (0.58 acres total) – Sta. 895+00 to Sta. 912+00 (0.43 acres); Sta. 942+50 to Sta. 945+50 (0.05 acres); Sta. 946+50 to Sta. 947+00 (0.01 acres); Sta. 987+50 to Sta. 988+50 (0.01 acres); Sta. 1091+00 to Sta. 1093+50 (0.04 acres); and Sta. 1091+00 to Sta. 1101+50 (0.04 acres).
    - Protected Species and Habitats: Migratory birds – possible adverse effects due to impacts on mature forest habitats; pondberry – no effects expected; wood stork – possible effect, but no adverse effect expected; Eastern Indigo Snake – possible effect, but no adverse effect expected; mussels species – no effects expected; parrot pitcher plant – significant adverse effect expected.
    - Historic Structures: Cole House and Causey House – no effects expected.
    - Archaeological Sites: None known at this time.
    - Potential Permits: USACE Section 404 individual permits for anticipated impacts to wetlands and streams; stream buffer variance may be required for impacts within stream buffer zones.
    - Floodplains: There are no floodplains within Project No. STP-0000-00(519).
    - Farmlands: Potential impacts are possible, and owners would receive fair market value compensation.
    - Hazardous Waste/Hazardous Materials/Underground Storage Tanks: None known at this time.
- Level of Environmental Analysis:

| | Yes | No |
|---|---|---|
| Are Time Saving Procedures Appropriate? | ( ) | (X) |
| Categorical Exclusion Anticipated? | ( ) | (X) |
| Environmental Assessment / Finding of No Significant Impact | (X) | ( ) |
| Environmental Impact Statement | ( ) | (X) |

    - Utility involvements: (Refer to Attachment 11):
        - Telephone: Alltel and Bell South
        - Fiber optic: Bell South
        - Power: Colquitt EMC, Georgia Power Transmission

**Project responsibilities:**

- Design: KCI Technologies, Inc.
- Right-of-Way Acquisition: GDOT
- Relocation of Utilities: By Others
- Letting of Contract: GDOT
- Supervision of Construction: GDOT

- Providing material pits: Contractor
- Providing detours: GDOT - None Anticipated

**Coordination:**

- Initial Concept Meeting date: December 13, 2004 (See Attachment 5)
- PAR meetings, dates and results: January 25, 2006 (See Attachment 6)
- Concept Team Meeting date: November 13, 2006 (See Attachment 7)
- FEMA, USCG, and/or TVA: Not Applicable within Project No. STP-0000-00(519)
- Public Involvement: (See Attachment 8)
    - PIOH #1 – held July 11, 2005 in Albany, Doerun and Moultrie. Approximately 244 citizens attended the three meetings, which covered the entire 32-mile corridor. Within Project No. STP-0000-00(519), two alternatives to the No-Build Alternative were presented. (Refer to the "Other Alternatives Considered" section on the following page). Five citizens who indicated a preference between the two alternatives, selected Alternative 7A, which would widen SR 133 to the east, avoiding impacts to wetlands and a large pond approximately one mile south of SR 112. None preferred Alternative 7B which would widen to the west. Four others were uncommitted.
    - PIOH #2 – held November 17, 2005 in Doerun. Approximately 206 citizens attended the meeting, which covered the entire 32-mile corridor. Within Project No. STP-0000-00(519), one alternative to the No-Build Alternative was presented. Of the seven attendees providing comments, six expressed support of the project, and the remaining citizen was uncommitted.
- Local government comments: (See Attachment 9)
    - Doerun City Council Meeting – held May 3, 2005
    - Doerun City Council Meeting – held August 31, 2005
- Other projects in area.
    - STP-0000-00(522) P.I. No: 0000522
    - STP-0000-00(520) P.I. No: 0000520
    - STP-0000-00(475) P.I. No: 0000475
    - STP-0000-00(473) P.I. No: 0000473

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 31 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right-of-way plans: 9 Months.
- Time to complete the Section 404 Permit: 4 Months.
- Time to complete final construction plans: 15 Months.
- Time to purchase right-of-way: 18 Months.

**Other Alternates Considered:**

Alternate 7A: This alternate varies from the preferred alternate in that the proposed widening is to the east throughout the entire length of the project. It was eliminated due to an impact to the Cole House (historic resource) and also due to the fact that is caused more displacements than the preferred alternate.

Alternate 7B: this alternate varies form the preferred alternate in that the realignment to correct the

substandard horizontal curve was accomplished by flattening the existing curve. This flattening moved the proposed alignment to the west of the existing alignment, resulting in impacts to several ponds in the area. These impacts were avoided by the preferred alternate.

**Attachments:**

1. Cost Estimates

| | | |
|---|---|---|
| Construction including E&C (10%) (excluding Inflation) | | $18,928,155 |
| Right-of-Way | | $4,379,288 |
| Utilities | Reimbursable | $465,000 |
| | (Non-reimbursable – not included in total cost) | $407,148 |

2. Typical Sections
3. Capacity Analysis
4. Accident Summary
5. Initial Concept Team Meeting Minutes
6. PAR Meeting Results
7. Concept Team Meeting Minutes
8. PIOH Fact Sheets and Summaries of Comments and Responses
   a. PIOH #1 – July 11, 2005
   b. PIOH #2 – November 17, 2005
9. Local Government Comments
   a. Doerun City Council Meeting – May 3, 2005
   b. Doerun City Council Meeting – August 31, 2005
10. Letter of Concurrence – Georgia DNR, Historic Preservation Division
11. Location and Design Notice
12. GDOT District Utility Cost Estimate
13. Environmental Concerns

**Prepared by:** J.B. Trimble, Inc.

# STP-0000-00(519)

# Attachment 1

# Cost Estimate

# Estimate Report for file "0000519"

**Section ROADWAY**

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---|---|---|---|---|---|
| 150-1000 | 1 | LS | 265000.00 | TRAFFIC CONTROL - | 265000.00 |
| 153-1300 | 1 | EA | 63074.48 | FIELD ENGINEERS OFFICE TP 3 | 63074.48 |
| 201-1500 | 104 | AC | 2500.00 | CLEARING & GRUBBING | 260000.00 |
| 205-0001 | 174861 | CY | 4.34 | SOIL EXCAVATION | 758896.74 |
| 206-0002 | 6478 | CY | 4.99 | BORROW EXCAV, INCL MATL | 32325.22 |
| 208-0100 | 0 | CY | 9.94 | IN PLACE EMBANKMENT | 0.00 |
| 310-1101 | 135998 | TN | 15.94 | GR AGGR BASE CRS, INCL MATL | 2167808.12 |
| 402-1812 | 52030 | TN | 75.00 | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME | 3902250.00 |
| 402-3121 | 1498 | TN | 65.00 | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 97370.00 |
| 402-3131 | 30593 | TN | 75.00 | RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME | 2294475.00 |
| 402-3190 | 71781 | TN | 70.00 | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME | 5024670.00 |
| 413-1000 | 52030 | GL | 1.32 | BITUM TACK COAT | 68679.60 |
| 433-1200 | 0 | SY | 157.45 | REINF CONC APPROACH SLAB, INCL SLOPED EDGE | 0.00 |
| 441-0106 | 0 | SY | 38.81 | CONC SIDEWALK, 6 IN | 0.00 |
| 441-0204 | 0 | SY | 30.91 | PLAIN CONC DITCH PAVING, 4 IN | 0.00 |
| 441-0748 | 0 | SY | 29.87 | CONCRETE MEDIAN, 6 IN | 0.00 |
| 441-4030 | 0 | SY | 42.88 | CONC VALLEY GUTTER, 8 IN | 0.00 |
| 441-6022 | 0 | LF | 17.89 | CONC CURB & GUTTER, 6 IN X 30 IN, TP 2 | 0.00 |
| 500-0001 | 0 | SF | 80.00 | BRIDGE | 0.00 |
| 500-3101 | 239 | CY | 509.29 | CLASS A CONCRETE | 121720.31 |
| 500-3107 | 0 | SF | 50.00 | RETAINING WALLS | 0.00 |
| 500-3750 | 0 | LF | 278.04 | TEXAS RAIL | 0.00 |
| 511-1000 | 17958 | LB | 0.86 | BAR REINF STEEL | 15443.88 |
| 550-1150 | 0 | LF | 27.91 | STORM DRAIN PIPE, 15 IN, H 1-10 | 0.00 |
| 550-1180 | 9569 | LF | 36.25 | STORM DRAIN PIPE, 18 IN, H 1-10 | 346883.50 |
| 550-1240 | 1809 | LF | 44.42 | STORM DRAIN PIPE, 24 IN, H 1-10 | 80391.32 |
| 550-1300 | 342 | LF | 54.20 | STORM DRAIN PIPE, 30 IN, H 1-10 | 18536.40 |
| 550-1360 | 0 | LF | 66.20 | STORM DRAIN PIPE, 36 IN, H 1-10 | 0.00 |
| 550-1420 | 709 | LF | 87.86 | STORM DRAIN PIPE, 42 IN, H 1-10 | 62292.74 |
| 550-1480 | 115 | LF | 106.20 | STORM DRAIN PIPE, 48 IN, H 1-10 | 12213.00 |
| 550-4215 | 0 | EA | 386.16 | FLARED END SECTION 15 IN, STORM DRAIN | 0.00 |
| 550-4218 | 18 | EA | 558.11 | FLARED END SECTION 18 IN, STORM DRAIN | 10045.98 |
| 550-4224 | 12 | EA | 638.42 | FLARED END SECTION 24 IN, STORM DRAIN | 7661.04 |
| 550-4230 | 6 | EA | 730.65 | FLARED END SECTION 30 IN, STORM DRAIN | 4383.90 |
| 550-4236 | 0 | EA | 1029.39 | FLARED END SECTION 36 IN, STORM DRAIN | 0.00 |
| 550-4242 | 0 | EA | 1280.92 | FLARED END SECTION 42 IN, STORM DRAIN | 0.00 |
| 550-4248 | 0 | EA | 1950.00 | FLARED END SECTION 48 IN, STORM DRAIN | 0.00 |
| 611-3000 | 0 | EA | 1919.91 | RECONSTR CATCH BASIN, GROUP 1 | 0.00 |
| 611-3010 | 74 | EA | 2453.51 | RECONSTR DROP INLET, GROUP 1 | 181559.74 |
| 611-3030 | 4 | EA | 1577.87 | RECONSTR STORM SEW MANHOLE, TYPE 1 | 6311.48 |
| 621-6203 | 0 | LF | 782.90 | CONCRETE SIDE BARRIER, TP 2-SC | 0.00 |
| 634-1200 | 186 | EA | 94.14 | RIGHT OF WAY MARKERS | 17510.04 |
| 636-1000 | 1 | Lump Sum | 26323.00 | ROAD SIGNS | 26323.00 |

| | | | | | |
|---|---|---|---|---|---|
| 638-1001 | 1 | LS | 76249.89 | STR SUPPORT FOR OVERHEAD SIGN, TP I , STA - | 76249.89 |
| 641-1100 | 500 | LF | 36.01 | GUARDRAIL, TP T | 18005.00 |
| 641-1200 | 0 | LF | 15.99 | GUARDRAIL, TP W | 0.00 |
| 641-5001 | 14 | EA | 548.21 | GUARDRAIL ANCHORAGE, TP 1 | 7674.94 |
| 641-5012 | 4 | EA | 1712.51 | GUARDRAIL ANCHORAGE, TP 12 | 6850.04 |
| 643-0155 | 0 | LF | 8.24 | FIELD FENCE SPCL DESIGN | 0.00 |
| 647-1000 | 0 | LS | 44366.49 | TRAFFIC SIGNAL INSTALLATION NO - | 0.00 |
| 653-6002 | 1 | Lump Sum | 208102.00 | STRIPING | 208102.00 |
| 681-1000 | 0 | Lump Sum | 0.00 | LIGHTING | 0.00 |
| 700-6910 | 104 | AC | 834.69 | PERMANENT GRASSING | 86807.76 |
| | | | | **Section Sub Total:** | **$16,249,515.12** |

**Section EROSION CONTROL - PERMANENT**

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---|---|---|---|---|---|
| 441-0204 | 43 | SY | 30.91 | PLAIN CONC DITCH PAVING, 4 IN | 1341.80 |
| 603-2182 | 357 | SY | 47.10 | STN DUMPED RIP RAP, TP 3, 24 IN | 16824.12 |
| 603-7000 | 357 | SY | 4.31 | PLASTIC FILTER FABRIC | 1539.53 |
| 700-6910 | 78 | AC | 834.69 | PERMANENT GRASSING | 65573.25 |
| 700-7000 | 157 | TN | 59.53 | AGRICULTURAL LIME | 9352.16 |
| 700-7010 | 196 | GL | 19.04 | LIQUID LIME | 3743.26 |
| 700-8000 | 70 | TN | 293.86 | FERTILIZER MIXED GRADE | 20790.60 |
| 700-8100 | 3928 | LB | 1.71 | FERTILIZER NITROGEN CONTENT | 6717.22 |
| 710-9000 | 79668 | SY | 3.68 | PERMANENT SOIL REINFORCING MAT | 293179.34 |
| 715-2200 | 43 | SY | 1.97 | BITUMINOUS TREATED ROVING, WATERWAYS | 85.50 |
| 716-2000 | 43 | SY | 1.12 | EROSION CONTROL MATS, SLOPES | 48.61 |
| | | | | **Section Sub Total:** | **$419,195.40** |

**Section EROSION CONTROL - TEMPORARY**

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---|---|---|---|---|---|
| 163-0232 | 39 | AC | 523.01 | TEMPORARY GRASSING | 20658.90 |
| 163-0240 | 354 | TN | 204.26 | MULCH | 72348.89 |
| 163-0300 | 1 | EA | 1818.63 | CONSTRUCTION EXIT | 3091.67 |
| 163-0503 | 2 | EA | 519.91 | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3 | 1128.20 |
| 163-0530 | 2213 | LF | 3.04 | CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK | 6729.65 |
| 163-0550 | 141 | EA | 267.59 | CONSTRUCT AND REMOVE INLET SEDIMENT TRAP | 37748.92 |
| 165-0010 | 71271 | LF | 1.00 | MAINTENANCE OF TEMPORARY SILT FENCE, TP A | 71271.90 |
| 165-0030 | 4470 | LF | 1.32 | MAINTENANCE OF TEMPORARY SILT FENCE, TP C | 5901.46 |
| 165-0070 | 1106 | LF | 1.77 | MAINTENANCE OF BALED STRAW EROSION CHECK | 1959.04 |
| 165-0087 | 2 | EA | 172.38 | MAINTENANCE OF SILT CONTROL GATE, TP 3 | 374.06 |
| 165-0101 | 1 | EA | 486.83 | MAINTENANCE OF CONSTRUCTION EXIT | 847.08 |
| 165-0105 | 141 | EA | 95.48 | MAINTENANCE OF INLET SEDIMENT TRAP | 13469.36 |
| 167-1000 | 0 | EA | 1480.42 | WATER QUALITY MONITORING AND SAMPLING | 1287.97 |
| 167-1500 | 15 | MO | 910.01 | WATER QUALITY INSPECTIONS | 14196.16 |
| 171-0010 | 142543 | LF | 1.81 | TEMPORARY SILT FENCE, TYPE A | 258004.40 |
| 171-0030 | 8941 | LF | 3.32 | TEMPORARY SILT FENCE, TYPE C | 29685.78 |
| | | | | **Section Sub Total:** | **$538,703.44** |

**Total Estimated Cost: $17,207,413.95**

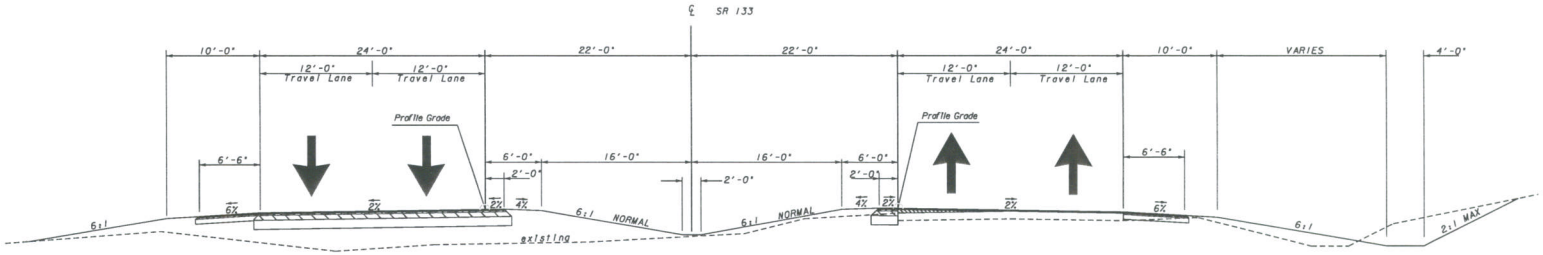
| | |
|---|---|
| **Subtotal Construction Cost** | **$17,207,413.95** |
| E&C Rate 10.0 % | $1,720,741.40 |
| Inflation Rate 5.0 % @ 0 Years | $0.00 |
| **Total Construction Cost** | **$18,928,155.35** |
| Right Of Way | $4,379,288.00 |
| ReImb. Utilities | $465,000.00 |
| **Grand Total Project Cost** | **$23,772,443.35** |

# STP-0000-00(519)

# Attachment 2

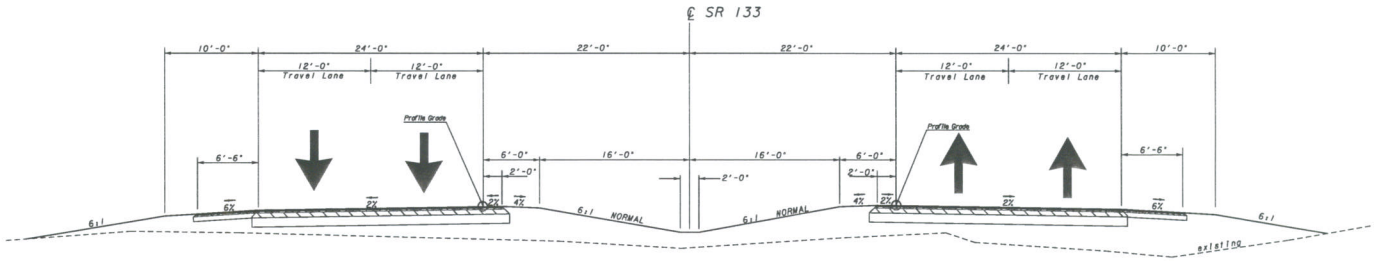
# Typical Sections

| DATETIME$$$ | TIME$$$ | | $DGN$ | COUNTY | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|---|
| _USER_ | | $$PENTABLE$$ | | DOOLY | IM-NH-75-1(227) | | |




TYPICAL SECTION SR 133

WIDEN TO ONE SIDE
4 LANES WITH A 44 MEDIAN
(D.S. 65 MPH)
NORMAL CROWN




TYPICAL SECTION SR 133

FULL DEPTH PAVEMENT
4 LANES WITH A 44' MEDIAN
(D.S. 65 MPH)
NORMAL CROWN

| REVISION DATES | | |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |


J.B. TRIMBLE, INC.
6445 Powers Ferry Road,
Suite 100
Atlanta, GA 30339

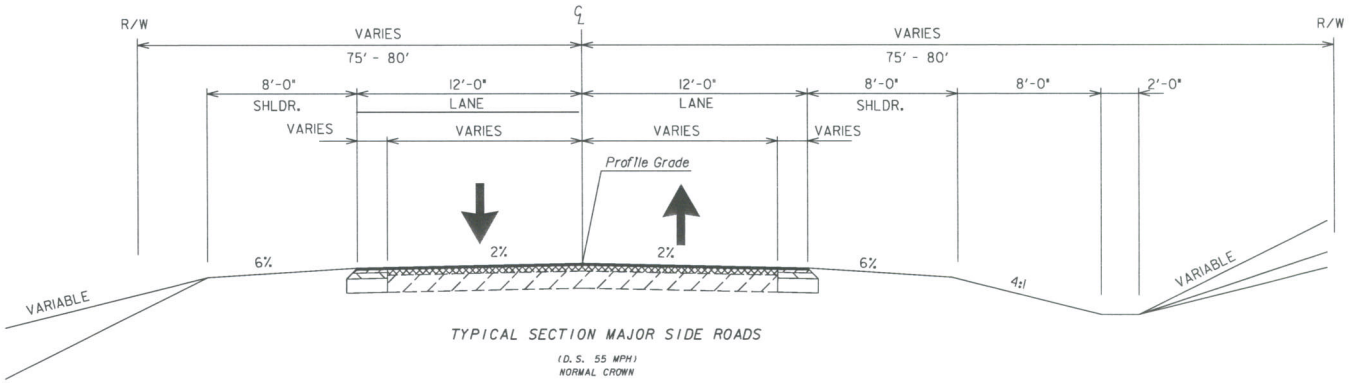

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

# TYPICAL SECTIONS
## SR 133 CONCEPT

DRAWING No. 5-01

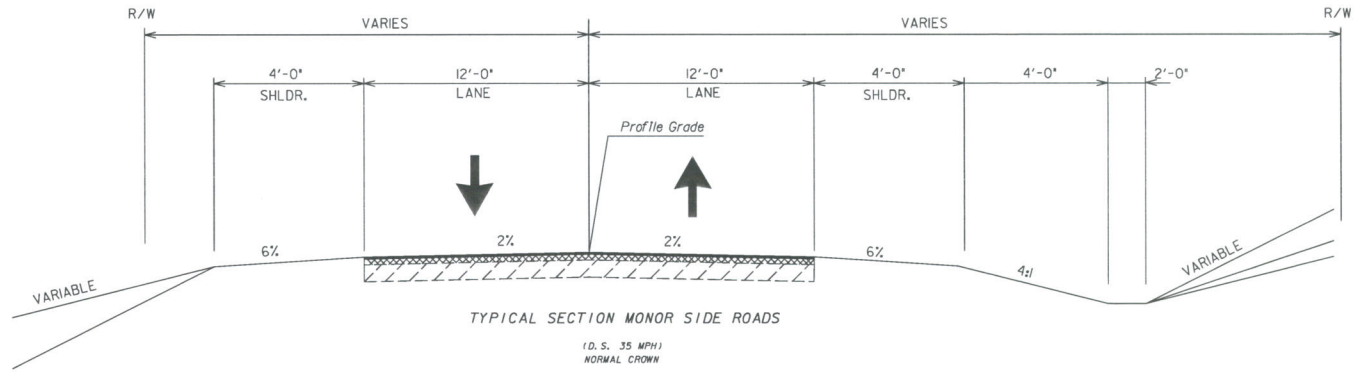
GPLW

| DATETIME$$$ TIME$$$ _USER_ | $$PENTABLE$$ | $DGN$ | COUNTY | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | | DOOLY | IM-NH-75-1(227) | | |




TYPICAL SECTION MAJOR SIDE ROADS

(D. S. 55 MPH)
NORMAL CROWN




TYPICAL SECTION MONOR SIDE ROADS

(D. S. 35 MPH)
NORMAL CROWN

| REVISION DATES | STATE OF GEORGIA<br>DEPARTMENT OF TRANSPORTATION<br>OFFICE: CONSULTANT DESIGN |
|---|---|
| | TYPICAL SECTIONS<br>SR 133 CONCEPT |
| | DRAWING No. 5-04 |

GPLH

# STP-0000-00(519)

# Attachment 3

# Capacity Analysis

# Traffic Analysis

# SR 133 – Moultrie to Albany

## STP-0000-00(520), Colquitt County
## STP-0000-00(519), Colquitt / Worth Counties
## STP-0000-00(475), Worth County
## STP-0000-00(473), Dougherty County

Prepared By:

LONG
ENGINEERING, INC

1780 Corporate Drive
Suite 410
Norcross, GA 30093
770-931-8005

Date: October 12, 2005

# Traffic Analysis Report

## General Information

This report provides traffic information and analysis on the SR 133 corridor in Colquitt, Worth and Dougherty Counties, from US 319 in Colquitt County to South Mock Road in Dougherty County, approximately 32 miles in length. The report discusses existing traffic volumes, traffic projections, traffic assignments, capacity analysis, traffic signalization issues and accident history.

## Traffic Volumes

As a basis for traffic forecasting and traffic signal warrant analysis, Long Engineering obtained new peak hour turning movement counts and 24-hr. directional tube counts from Traffic Data Collection. The counts were taken in November 2004. Table 1 lists locations where the counts were taken, along with the type of count taken at the location. A copy of raw count data is included in Appendix "A"

**Table 1 – Traffic Count Locations**

| Location | Date of Peak-Hr Turning Movement Count | Date of 24-Hr Tube Count |
|---|---|---|
| SR 133 @ US 319/SR 35 | 11/02/04 | 11/16/04 |
| SR 133 @ Woodmen Road/Buttermilk Alley | 11/02/04 | 11/16/04 |
| SR 133 @ SR 33 | 11/02/04 | None |
| SR 133 @ Old Albany Road | 11/03/04 | 11/17/04 |
| SR 133 @ Old Doerun Road | 11/03/04 | 11/17/04 |
| SR 133 @ Sam Sells Rd / Swift Canteen Road | 11/03/04 | 11/17/04 |
| SR 133 @ SR 26 | 11/03/04 | None |
| SR 133 @ Dona Turner Road | 11/04/04 | 11/22/04 |
| SR 133 @ E. Bay Ave. & S. Fain St. | 11/04/04 | 11/18/04 |
| SR 133 @ SR 270 | 11/04/04 | 11/18/04 |
| E. Broad Ave. (SR 133) @ Peachtree St. | 11/04/04 | 11/18/04 |
| SR 133 @ Liberty Hill Road | 11/11/04 | 11/18/04 |
| SR 133 @ CR 411 (Bridgeboro Rd / Anderson City Rd.) | 11/11/04 | 11/18/04 |
| SR 133 @ SR 112 | 11/11/04 | 11/11/04 |
| SR 133 @ County Line Road | 11/10/04 | 11/10/04 |
| SR 133 @ CR 417 (Nelms Rd) | 11/10/04 | 11/11/04 |
| SR 133 @ CR 466 (Gravel Hill Rd) | 11/09/04 | 11/10/04 |
| SR 133 @ Honeysuckle Road | 11/09/04 | 11/10/04 |
| SR 133 @ S. Mock Rd / Holly Dr. | 11/10/04 | 11/10/04 |

## Vehicle Classification

Vehicle Classification counts were taken at 4 locations along the corridor. Vehicles were classified in accordance with FHWA Scheme 13, with the results for each class recorded. For this report, "trucks" were considered vehicles with 3 or more axles. With this roadway being a major shipping route between Valdosta, Moultrie and Albany, plus with the timber industry prevalent along the route, a fairly large percentage of the vehicles observed fell in the truck classification. The results for each of the classification count were close so a simple average of the percent trucks was taken which resulted in 19.6% of the vehicles observed classified as "trucks."

## Traffic Forecasting

This project is anticipated to be open to traffic in approximately the year 2010 with the design year for traffic being 2030. Thus it is necessary to forecast traffic both for the opening year and design year.

Growth Factor Method – The growth factor method of traffic projection uses historical traffic count data along with professional experience to develop a growth factor to apply to recent traffic data in order to predict future traffic data for design purposes. The formula used is:

$$\text{Growth Factor} = (1 + i)^{N,}$$ where;

I = avg. yearly increase in traffic volume (in decimal percentage)

N = Number of years into the future to project traffic volume

In order to review historic traffic growth patterns along SR 133, traffic counts from GDOT permanent counting stations at 8 locations along the corridor were compared to 24-hr counts taken in 2004. Generally traffic from 1997 was compared to the 2004 counts, with one exception noted in Table 2 below:

**Table 2 - Annual Growth Rate Calculations**

| Location | 2004 Volume | 1997 Volume | Total Growth | Annual Growth |
|---|---|---|---|---|
| **Colquitt County** | | | | |
| TC-98 North of McElroy Rd. | 6012 | 5409 | 11.15% | 1.59% |
| TC-100 North of Dona Turner Road | 6483 | 5532 | 17.19% | 2.46% |
| TC-102 N. of Roberts St. in Doerun | 6121 | 5075 | 20.61% | 2.94% |
| **Worth County** | | | | |
| TC-169 South of Liberty Hill Rd | 5671 | 4472 | 26.81% | 3.83% |
| TC-172 1 mi. south of SR 112 | 6077 | 5062 | 20.05% | 2.86% |
| TC-174 Near Park Place | 5370* | 4952 | 8.44%* | 1.41% |
| **Dougherty County** | | | | |
| TC-154 N. of CR 466 | 8341 | 8075 | 3.29% | 0.47% |
| TC-158 Near Pecan Lane | 9441 | 8594 | 9.86% | 1.41% |
| | | Average Annual Traffic Growth | | **2.12%** |

*Note: 2003 traffic used at TC-174 due to unexplained increase in 2004 traffic at this location.

*Population Growth*

As a comparison to traffic growth, U.S. Census data was obtained for the most recent year available, 2003 and also for the census years of 2000 and 1990.

**Table 3 - Population Growth**

| Location | 2003 Population | 2000 Population | 1990 Population | Annual Growth 2000-2003 | Annual Growth 1990-2000 |
|---|---|---|---|---|---|
| **Colquitt County** | 43203 | 42053 | 36645 | 0.91% | 1.48% |
| **Worth County** | 21849 | 21967 | 19745 | -0.18% | 1.13% |
| **Dougherty County** | 95684 | 96065 | 96311 | -0.13% | -0.03% |
| | | | Average Annual Population Growth | | **0.86%** |

The actual average annual population growth of 0.86% compares favorably with a population study for 1995-2020 developed by the Southwest Georgia RDC that predicted 0.83% annual population growth for the RDC counties in that region, of which Colquitt, Worth and Dougherty are members.

Based on review of the information studied at this time, an annual growth rate of 2.12% has been selected as a basis for forecasting the opening year 2010 traffic and the design year 2030 traffic since it is the highest of the traffic and population growth observed.

Thus from the Growth Factor Formula above: Opening Year 2010 and Design Year 2030 Traffic will be obtained by applying the following growth factors to 2004 traffic counts:

Opening Year 2010 Growth Factor = $(1 + 0.0212)^{6} = 1.134$

Design Year 2030 Growth Factor = $(1 + 0.0212)^{26} = 1.725$

## Traffic Analysis

*Mainline Traffic Projections & Level of Service*

The table below lists mainline SR 133 traffic projections, broken by contract limits, along with Level of Service predictions for each segment of mainline roadway, if the existing 2-lane roadway was kept (No-Build) and if the proposed four lane divided roadway were constructed.

Capacity Analysis was performed along the mainline roadway segments for opening year 2010 and design year 2030 traffic conditions for each contract limit. These analyses were performed using Highway Capacity Software, (HCS 2000) to determine the operating characteristics of the intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and representing free flow conditions with low delay and F the worst with high congestion levels. Typically, LOS C or D is the desired goal for the design year of an improvement project.

**Table 4a - Mainline Segment Traffic Projections – No Build Scenario – Existing 2 lane**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | No-Build LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 6 - US 319 to Ticknor Rd.** | | | | |
| North of McElroy Rd. | 6,817 | 10,371 | B | C |
| North of Dona Turner Road | 7,352 | 11,183 | B | C |
| N. of Roberts St. in Doerun | 6,941 | 10,559 | B | C |

**Table 4b - Mainline Segment Traffic Projections – Proposed Condition – 4 lane divided**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | Proposed LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 6 - US 319 to Ticknor Rd.** | | | | |
| North of McElroy Rd. | 6,817 | 10,371 | A | A |
| North of Dona Turner Road | 7,352 | 11,183 | A | A |
| N. of Roberts St. in Doerun | 6,941 | 10,559 | A | A |

**Table 4c - Mainline Segment Traffic Projections – No Build Scenario – Existing 2 lane**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | No-Build LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 7 - Ticknor Rd. to SR 112** | | | | |
| South of Liberty Hill Rd | 5,671 | 9,782 | B | C |
| South of SR 112 | 6,077 | 10,483 | B | C |

**Table 4d - Mainline Segment Traffic Projections – Proposed Condition – 4 lane divided**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | Proposed LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 7 - Ticknor Rd. to SR 112** | | | | |
| South of Liberty Hill Rd | 5,671 | 9,782 | A | A |
| South of SR 112 | 6,077 | 10,483 | A | A |

**Table 4e - Mainline Segment Traffic Projections – No Build Scenario – Existing 2 lane**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | No-Build LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 8 - SR 112 to Worth/Dougherty County Line** | | | | |
| Near Park Place | 6,219 | 9,460 | B | C |

**Table 4f - Mainline Segment Traffic Projections – Proposed Condition – 4 lane divided**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | Proposed LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 8 - SR 112 to Worth/Dougherty County Line** | | | | |
| Near Park Place | 6,219 | 9,460 | A | A |

**Table 4g - Mainline Segment Traffic Projections – No Build Scenario – Existing 2 lane**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | No-Build LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 10 - Worth/Dougherty County Line to S. Mock/ Holly Dr.** | | | | |
| Just North of CR 466 | 9,459 | 14,388 | C | D |
| Near Pecan Lane | 10,706 | 16,285 | D | E |

**Table 4h - Mainline Segment Traffic Projections – Proposed Condition – 4 lane divided**

| Location | 2010 Opening Year Volume ADT | 2030 Design Year Volume ADT | No-Build LOS for: 2010 | 2030 |
|---|---|---|---|---|
| **Contract 10 - Worth/Dougherty County Line to S. Mock/ Holly Dr.** | | | | |
| Just North of CR 466 | 9,459 | 14,388 | A | A |
| Near Pecan Lane | 10,706 | 16,285 | A | B |

*Intersection Traffic Forecasts & Level of Service*

The turning movement traffic forecasts for each of the 19 intersections counted along the corridor are included in Appendix "B".

A summary of Level of Service and delay for each significant intersection for both existing and proposed conditions is provided in Table 5A-1 through 5R-3. The detailed Capacity Analysis printouts from HCS 2000 for unsignalized intersections and Synchro V7 for signalized intersections are provided in the Appendix.

Recommended lane configurations for each significant intersection follow the LOS tables. LOS listed is based on the recommended lane configuration. LOS printouts are contained in Appendix "B".

**TABLE 5A-1**
**Existing, Opening and Design Year Volumes**

**SR 133 @ US 319**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB US 319 2004 | 72 | 85 | 161 | 213 | 118 | 277 |
| EB US 319 2010 | 82 | 96 | 183 | 242 | 134 | 314 |
| EB US 319 2030 | 124 | 147 | 278 | 367 | 204 | 478 |
| WB US 319 2004 | 17 | 7 | 350 | 221 | 27 | 16 |
| WB US 319 2010 | 19 | 8 | 397 | 251 | 31 | 18 |
| WB US 319 2030 | 29 | 12 | 604 | 381 | 47 | 28 |
| SB SR 133 2004 | 14 | 15 | 162 | 294 | 118 | 95 |
| SB SR 133 2010 | 16 | 17 | 184 | 333 | 134 | 108 |
| SB SR 133 2030 | 24 | 26 | 279 | 507 | 204 | 164 |
| NB SR 133 2004 | 260 | 184 | 246 | 185 | 13 | 16 |
| NB SR 133 2010 | 295 | 209 | 279 | 210 | 15 | 18 |
| NB SR 133 2030 | 449 | 317 | 424 | 319 | 22 | 28 |

**TABLE 5A-2**
**Design Year and Opening Year LOS**

**SR 133 @ US 319**

| Approach | No Build LOS for: | | | | Proposed LOS for: | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| **NB SR 133** | F | F | F | F | C | C | C | C |
| **SB SR 133** | A | B | B | B | B | B | B | C |
| **EB US 319** | C | B | D | C | C | B | C | B |
| **WB US 319** | C | C | E | D | C | B | C | C |
| **Overall Intersection** | F | E | F | F | C | B | C | C |

**TABLE 5A-3**
**Proposed Lane Configurations**
**SR 133 @ US 319**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **Northbound** | 2 | 200 | 2 | 1 | 200 |
| **Southbound** | 1 | 200 | 2 | 1 | 200 |
| **Eastbound** | 1 | 200 | 2 | 0 | N/A |
| **Westbound** | 1 | 200 | 2 | 1 | 200 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5B-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ ST 2729 Woodmen Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 39 | 34 | 166 | 248 | 0 | 0 |
| NB SR 133 2010 | 44 | 39 | 188 | 281 | 0 | 0 |
| NB SR 133 2030 | 67 | 59 | 286 | 428 | 0 | 0 |
| SB SR 133 2004 | 20 | 13 | 360 | 207 | 0 | 1 |
| SB SR 133 2010 | 23 | 15 | 408 | 235 | 0 | 1 |
| SB SR 133 2030 | 35 | 22 | 621 | 357 | 0 | 2 |
| EB Woodmen Rd 2004 | 2 | 2 | 10 | 32 | 34 | 29 |
| EB Woodmen Rd 2010 | 2 | 2 | 11 | 36 | 39 | 33 |
| EB Woodmen Rd 2030 | 3 | 3 | 17 | 55 | 59 | 50 |
| WB Woodmen Rd 2004 | 2 | 2 | 22 | 19 | 24 | 16 |
| WB Woodmen Rd 2010 | 2 | 2 | 25 | 22 | 27 | 18 |
| WB Woodmen Rd 2030 | 3 | 3 | 38 | 33 | 41 | 28 |

**TABLE 5B-2**
**Design Year and Opening Year LOS**
**SR 133 @ ST 2729 Woodmen Road**

| Approach | No Build LOS for: | | Proposed LOS for: | | | |
|---|---|---|---|---|---|---|
| | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* | Opening Yr 2010 | | Design Yr 2030 | |
| | | | AM | PM | AM | PM |
| Northbound | A | A | A | A | A | A |
| Southbound | A | A | A | A | A | A |
| Eastbound | B | C | B | B | C | C |
| Westbound | B | C | B | B | C | C |

*Note: Traffic volumes similar for AM & PM so highest volumes used for analysis of existing.

**TABLE 5B-3**
**Proposed Lane Configurations**
**SR 133 @ ST 2729 Woodmen Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| Northbound | 1 | 200 | 2 | 1 | 200 |
| Southbound | 1 | 200 | 2 | 1 | 200 |
| Eastbound | 0 | N/A | 1 | 0 | N/A |
| Westbound | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

*SR 33 @ SR 133 Intersection*

The existing SR 133 @ SR 33 intersection is an at-grade signalized intersection. Due to the close proximity of the existing at-grade railroad crossing to the north, the proposed improvements include a grade separated interchange at SR 33 @ SR 133, with SR 133 passing over SR 33 and the railroad to the north. For access to SR 133, a new SR 33 connector is proposed approximately ½ mile to the south. The traffic analysis studied the two new intersections proposed, namely the SR 33 @ SR 33 connector intersection to the southwest of the existing intersection, and the new SR 33 connector @ SR 133 intersection.

Capacity analysis and traffic signal warrant analysis revealed that, due to the elimination of the westbound SR 33 left turns onto southbound SR 133, there was not a need for signalization at the new SR 33 connector @ SR 133 intersection.

Traffic projections for both the existing location of the intersection (No-build scenario) and the two new intersections follows.

**TABLE 5C-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Hwy 33**
**No-Build**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 0 | 2 | 109 | 183 | 92 | 79 |
| NB SR 133 2010 | 0 | 2 | 124 | 208 | 104 | 90 |
| NB SR 133 2030 | 0 | 3 | 188 | 316 | 159 | 136 |
| SB SR 133 2004 | 22 | 5 | 230 | 161 | 60 | 39 |
| SB SR 133 2010 | 25 | 6 | 261 | 183 | 68 | 44 |
| SB SR 133 2030 | 38 | 9 | 397 | 278 | 104 | 67 |
| EB Hwy 33 2004 | 22 | 55 | 74 | 91 | 1 | 0 |
| EB Hwy 33 2010 | 25 | 62 | 84 | 103 | 1 | 0 |
| EB Hwy 33 2030 | 38 | 95 | 128 | 157 | 2 | 0 |
| WB Hwy 33 2004 | 146 | 59 | 125 | 55 | 8 | 5 |
| WB Hwy 33 2010 | 166 | 67 | 142 | 62 | 9 | 6 |
| WB Hwy 33 2030 | 252 | 102 | 216 | 95 | 14 | 9 |

**TABLE 5C-2**
**Design Year and Opening Year LOS**

**SR 133 @ Hwy 33 (existing intersection)**

| Approach | No Build LOS for: Opening Yr 2010 | | No Build LOS for: Design Yr 2030 | | Proposed LOS listed in tables below | | | |
|---|---|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | | | | |
| **NB SR 133** | **A** | **A** | **B** | **B** | | | | |
| **SB SR 133** | **A** | **A** | **B** | **B** | | | | |
| **EB SR 33** | **B** | **B** | **B** | **B** | | | | |
| **WB SR 33** | **B** | **B** | **C** | **B** | | | | |
| **Overall Intersection** | **B** | **A** | **B** | **B** | | | | |

**TABLE 5C-1A**
**Opening and Design Year Volumes**

**SR 133 @ Hwy 33 Connector**
**Alternate A - SR 33 Connector south of interchange**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2010 | 104 | 92 | 124 | 208 | N/A | N/A |
| NB SR 133 2030 | 159 | 140 | 188 | 316 | N/A | N/A |
| SB SR 133 2010 | N/A | N/A | 261 | 183 | 93 | 50 |
| SB SR 133 2030 | N/A | N/A | 397 | 278 | 141 | 76 |
| EB Hwy 33 Conn.2010 | 25 | 62 | N/A | N/A | 1 | 0 |
| EB Hwy 33 Conn.2030 | 38 | 95 | N/A | N/A | 2 | 0 |

**TABLE 5C-2A**
**Opening Year and Design Year LOS**

**SR 133 @ Hwy 33 Connector**

| Approach | Proposed LOS for: | | | |
|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM |
| **NB SR 133** | **A** | **A** | **A** | **A** |
| **SB SR 133** | **A** | **A** | **A** | **A** |
| **EB SR 33 Conn.** | **B** | **B** | **B** | **C** |

**TABLE 5C-3A**
**Proposed Lane Configurations**
**SR 133 @ Hwy 33 Connector**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | N/A | N/A |
| **SB SR 133** | N/A | N/A | 2 | 1 | 200 |
| **EB SR 33 Conn.** | 1 | 200 | N/A | 1 | 200 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5C-1B**
**Opening and Design Year Volumes**
**SR 33 @ Hwy 33 Connector**
**Alternate A - SR 33 Connector south of interchange**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 33 2010 | N/A | N/A | 84 | 103 | 26 | 62 |
| NB SR 33 2030 | N/A | N/A | 128 | 157 | 40 | 95 |
| SB SR 33 2010 | 175 | 73 | 142 | 62 | N/A | N/A |
| SB SR 33 2030 | 266 | 111 | 216 | 95 | N/A | N/A |
| WB Hwy 33 Conn. 2010 | 68 | 46 | N/A | N/A | 129 | 96 |
| WB Hwy 33 Conn. 2030 | 104 | 70 | N/A | N/A | 197 | 145 |

**TABLE 5C-2B**
**Opening Year and Design Year LOS**
**SR 133 @ Hwy 33 Connector**

| Approach | Proposed LOS for: Opening Yr 2010 | | Design Yr 2030 | |
|---|---|---|---|---|
| | AM | PM | AM | PM |
| Northbound | A | A | A | A |
| Southbound | A | A | A | A |
| Westbound | B | A | C | B |

**TABLE 5C-3B**
**Proposed Lane Configurations**
**SR 33 @ Hwy 33 Connector**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| Northbound | N/A | N/A | 1 | 1 | 200 |
| Southbound | 1 | 200 | 1 | N/A | N/A |
| Westbound | 1 | 200 | N/A | 1 | 200 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5D-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Old Albany Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 0 | 4 | 137 | 203 | 5 | 28 |
| NB SR 133 2010 | 0 | 5 | 155 | 230 | 6 | 32 |
| NB SR 133 2030 | 0 | 7 | 236 | 350 | 9 | 48 |
| SB SR 133 2004 | 0 | 0 | 216 | 147 | 0 | 3 |
| SB SR 133 2010 | 0 | 0 | 245 | 167 | 0 | 3 |
| SB SR 133 2030 | 0 | 0 | 373 | 254 | 0 | 5 |
| EB Old Albany Rd 2004 | 1 | 0 | 10 | 13 | 6 | 4 |
| EB Old Albany Rd 2010 | 1 | 0 | 11 | 15 | 7 | 5 |
| EB Old Albany Rd 2030 | 2 | 0 | 17 | 22 | 10 | 7 |
| WB Old Albany Rd 2004 | 30 | 11 | 14 | 15 | 3 | 0 |
| WB Old Albany Rd 2010 | 34 | 12 | 16 | 17 | 3 | 0 |
| WB Old Albany Rd 2030 | 52 | 19 | 24 | 26 | 5 | 0 |

**TABLE 5D-2**
**Design Year and Opening Year LOS**
**SR 133 @ Old Albany Road**

| Approach | No Build LOS for: | | Proposed LOS for: | |
|---|---|---|---|---|
| | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* |
| **NB SR 133** | **A** | **A** | **A** | **A** |
| **SB SR 133** | **A** | **A** | **A** | **A** |
| **EB Old Albany** | **B** | **B** | **B** | **B** |
| **WB Old Albany** | **B** | **C** | **B** | **B** |

*Note: Traffic volumes generally low and similar for AM & PM so highest volumes used for analysis of existing.

**TABLE 5D-3**
**Proposed Lane Configurations**
**SR 133 @ Old Albany Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **SB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **EB Old Albany** | 0 | N/A | 1 | 0 | N/A |
| **WB Old Albany** | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5E-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Old Doerun Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 1 | 4 | 136 | 187 | 0 | 4 |
| NB SR 133 2010 | 1 | 5 | 154 | 212 | 0 | 5 |
| NB SR 133 2030 | 2 | 7 | 235 | 323 | 0 | 7 |
| SB SR 133 2004 | 2 | 0 | 203 | 149 | 77 | 49 |
| SB SR 133 2010 | 2 | 0 | 230 | 169 | 87 | 56 |
| SB SR 133 2030 | 3 | 0 | 350 | 257 | 133 | 85 |
| EB Old Doerun Rd 2004 | 36 | 65 | 0 | 2 | 3 | 1 |
| EB Old Doerun Rd 2010 | 41 | 74 | 0 | 2 | 3 | 1 |
| EB Old Doerun Rd 2030 | 62 | 112 | 0 | 3 | 5 | 2 |
| WB Old Doerun Rd 2004 | 1 | 0 | 3 | 0 | 1 | 2 |
| WB Old Doerun Rd 2010 | 1 | 0 | 3 | 0 | 1 | 2 |
| WB Old Doerun Rd 2030 | 2 | 0 | 5 | 0 | 2 | 3 |

**TABLE 5E-2**
**Design Year and Opening Year LOS**
**SR 133 @ Old Doerun Road**

| Approach | No Build LOS for: | | Proposed LOS for: | |
|---|---|---|---|---|
| | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* |
| NB SR 133 | A | A | A | A |
| SB SR 133 | A | A | A | A |
| EB Old Doerun | B | C | B | C |
| WB Old Doerun | A | B | A | A |

*Note: Traffic volumes generally low and similar for AM & PM so highest volumes used for analysis of existing.

**TABLE 5E-3**
**Proposed Lane Configurations**
**SR 133 @ Old Doerun Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 0 | N/A |
| SB SR 133 | 1 | 200 | 2 | 0 | N/A |
| EB Old Doerun | 0 | N/A | 1 | 0 | N/A |
| WB Old Doerun | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5F-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Sam Sells - Swift Canteen Rd.**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 3 | 27 | 168 | 231 | 0 | 2 |
| NB SR 133 2010 | 3 | 31 | 191 | 262 | 0 | 2 |
| NB SR 133 2030 | 5 | 47 | 290 | 398 | 0 | 3 |
| SB SR 133 2004 | 7 | 5 | 249 | 189 | 0 | 5 |
| SB SR 133 2010 | 8 | 6 | 282 | 214 | 0 | 6 |
| SB SR 133 2030 | 12 | 9 | 430 | 326 | 0 | 9 |
| EB Sam Sells Rd 2004 | 1 | 1 | 4 | 8 | 41 | 8 |
| EB Sam Sells Rd 2010 | 1 | 1 | 5 | 9 | 46 | 9 |
| EB Sam Sells Rd 2030 | 2 | 2 | 7 | 14 | 71 | 14 |
| WB Swift Canteen Rd 2004 | 3 | 1 | 7 | 13 | 6 | 2 |
| WB Swift Canteen Rd 2010 | 3 | 1 | 8 | 15 | 7 | 2 |
| WB Swift Canteen Rd 2030 | 5 | 2 | 12 | 22 | 10 | 3 |

**TABLE 5F-2**
**Design Year and Opening Year LOS**
**SR 133 @ Sam Sells - Swift Canteen Rd.**

| Approach | No Build LOS for: | | Proposed LOS for: | |
|---|---|---|---|---|
| | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* | Opening Yr 2010 Peak Period* | Design Yr 2030 Peak Period* |
| **NB SR 133** | **A** | **A** | **A** | **A** |
| **SB SR 133** | **A** | **A** | **A** | **A** |
| **EB Swift Canteen** | **B** | **B** | **B** | **B** |
| **WB Swift Canteen** | **B** | **C** | **B** | **C** |

*Note: Traffic volumes generally low and similar for AM & PM so highest volumes used for analysis of existing.

**TABLE 5F-3**
**Proposed Lane Configurations**
**SR 133 @ Sam Sells - Swift Canteen Rd.**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **SB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **EB Swift Canteen** | 0 | N/A | 1 | 0 | N/A |
| **WB Swift Canteen** | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

*City of Doerun*

Currently SR 133 is routed through the City of Doerun along Broad Ave. In addition to the no build analysis, two scenarios were analyzed for this study. A one-way pair through the city using existing SR 133 (East & West Broad Ave.) for the southbound lanes and Robinson St. for the northbound lanes of SR 133 (Alternate 2 on the concept plans) was considered along with a new location bypass to the northeast of the city.

*No-Build*

For the no-build analysis, the existing SR 133 – East Broad Ave. intersection was considered the only intersection of significance.

**TABLE 5G-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ East Broad Street**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 214 | 214 | N/A | N/A | 9 | 14 |
| NB SR 133 2010 | 243 | 243 | N/A | N/A | 10 | 16 |
| NB SR 133 2030 | 369 | 369 | N/A | N/A | 16 | 24 |
| WB E. Broad Ave. (SR 270) 2004 | 12 | 7 | 42 | 44 | N/A | N/A |
| WB E. Broad Ave. (SR 270) 2010 | 14 | 8 | 48 | 50 | N/A | N/A |
| WB E. Broad Ave. (SR 270) 2030 | 21 | 12 | 72 | 76 | N/A | N/A |
| SB SR 133 (E. Broad) 2004 | N/A | N/A | 34 | 56 | 215 | 199 |
| SB SR 133 (E. Broad) 2010 | N/A | N/A | 39 | 64 | 244 | 226 |
| SB SR 133 (E. Broad) 2030 | N/A | N/A | 59 | 97 | 371 | 343 |

| TABLE 5G-2<br>Design Year and Opening Year LOS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SR 133 @ East Broad Street | | | | | | | | |
| Approach | No Build LOS for: | | | | | | | |
| | Opening Yr 2010 | | Design Yr 2030 | | | | | |
| | AM | PM | AM | PM | | | | |
| NB SR 133 | A | A | A | A | | | | |
| SB SR 133 | A | A | A | A | | | | |
| WB SR 270 | C | C | F | F | | | | |

*One-Way Pair thru the City*

The only two routes with significant traffic trough the city are SR 133 and SR 270. Currently SR 270 follows Bay Ave. from the west; turns left along S. Broad St. to East Broad Ave., then follows East Broad Ave. eastward through the city. Under this Alternate 2 scenario, SR 270 traffic from west to east would continue to follow Bay Ave., turn left on S. Broad St., then right on East Broad Ave. (southbound lanes of SR 133), then pass through a new intersection with the northbound lanes of SR 133 before passing out of town to the east. From east to west, westbound SR 270 traffic would pass through the intersection with the northbound lanes of new SR 133, across the intersection with the southbound lanes of SR 133, then right on Bay Ave. to continue west on SR 270.

The only intersection worthy of analysis in this scenario was the intersection of East Broad Ave. and the new northbound lanes of SR 133.

| TABLE 5H-1<br>Opening and Design Year Volumes<br>SR 133 northbound @ SR 270<br>One-Way Pair Alternate 2 | | | |
|---|---|---|---|
| MOVEMENT | LEFT<br>Peak Hr. | THROUGH<br>Peak Hr. | RIGHT<br>Peak Hr. |
| WB SR 270 2010 | N/A | 14 | 48 |
| WB SR 270 2030 | N/A | 21 | 72 |
| EB SR 270 2010 | 0 | 39 | N/A |
| EB SR 270 2030 | 0 | 59 | N/A |
| NB SR 133 2010 | 19* | 318 | 10 |
| NB SR 133 2030 | 28* | 483 | 16 |

Note: For new intersection, peak period of day (AM or PM) was considered for design
½ of NB SR 133 to WB SR 270 traffic was assumed to turn left at this intersection, remaining traffic to turn left at S. Broad St., as presently signed.

| TABLE 5H-2<br>Opening Year and Design Year LOS<br>SR 133 northbound @ SR 270<br>One-Way Pair Alternate 2 | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Proposed LOS for: Opening Yr 2010 Peak Hr. | Design Yr 2030 Peak Hr. | | | | |
| WB SR 270 | A | A | | | | |
| EB SR 270 | B | B | | | | |
| NB SR 133 | A | B | | | | |

| TABLE 5H-3<br>Proposed Lane Configurations<br>SR 133 northbound @ SR 270<br>One-Way Pair Alternate 2 | | | | | |
|---|---|---|---|---|---|
| Approach | LEFT | | THRU | RIGHT | |
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| WB SR 270 | 0 | N/A | 1 | 0 | N/A |
| EB SR 270 | 0 | N/A | 1 | 0 | N/A |
| NB SR 133 | 1 | 200 | 2 | 1 | 200 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

*Doerun Bypass*

The new location bypass of Doerun would run to the northeast of the city and create new intersections with CR 494 – Funston – Doerun Rd, SR 270, East Union Dr., Peachtree St./Parker Blvd., and existing SR 133 (W. Broad Ave.) at the Colquitt/Worth Co. line.

Traffic generation and distribution for the new intersections was made using the following assumptions:

- 75% of existing traffic on SR 133 in the vicinity of Doerun is through traffic.
- Based on projecting local traffic to Opening Year 2010, total local traffic in Doerun currently using SR 133 will be approximately 900 vpd, which was converted to peak hour traffic of 90 vph by assuming a PHF of 0.10.
- Traffic from Doerun to SR 133 bypass will be assigned by the following percentages: 40% on SR 270, 30% on Peachtree/Parker Blvd., 25% on W. Broad Ave. (Old SR 133), 5% on East Union St.

- The 25% of local traffic from the SR 133 bypass to downtown Doerun will exit to Doerun at the following locations and percentages:
  Northbound on SR 133 – 1% at CR 494, 10% at SR 270, 5% at East Union, 8% at Parker Blvd., 1% at W. Broad Ave.
  Southbound on SR 133 – 5% at W. Broad Ave., 10% at Parker Blvd., 2% at East Union, 5% at SR 270, 1% at CR 494.
  These figures balance reasonably well with existing traffic on the local roads mentioned.

Due to the low predictions of traffic for both directions, CR 494, was deemed insignificant for analysis. Based on the above assumptions, the traffic assignments and analysis for the other 4 intersections are as follows:

**TABLE 5I-1**
**Projected Opening and Design Year Volumes**
**SR 133 Bypass @ SR 270**

| MOVEMENT | LEFT Peak Hr.* | THROUGH Peak Hr.* | RIGHT Peak Hr.* |
|---|---|---|---|
| NB SR 133 2010 | 37 | 318 | 16 |
| NB SR 133 2030 | 56 | 483 | 24 |
| SB SR 133 2010 | 10 | 272 | 14 |
| SB SR 133 2030 | 15 | 445 | 21 |
| EB SR 270 2010 | 18 | 56 | 18 |
| EB SR 270 2030 | 27 | 85 | 27 |
| WB SR 270 2010 | 14 | 34 | 11 |
| WB SR 270 2030 | 21 | 52 | 17 |

Note: Peak hr. of day projected for design purposes.

**TABLE 5I-2**
**Opening Year and Design Year LOS**
**SR 133 Bypass @ SR 270**

| Approach | Proposed LOS for: Opening Yr 2010 Peak Hr. | Design Yr 2030 Peak Hr. | | | | |
|---|---|---|---|---|---|---|
| **NB SR 133** | **A** | **A** | | | | |
| **SB SR 133** | **A** | **A** | | | | |
| **EB SR 270** | **C** | **D** | | | | |
| **WB SR 270** | **C** | **D** | | | | |

**TABLE 5I-3**
**Proposed Lane Configurations**
**SR 133 Bypass @ SR 270**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | 1 | 200 |
| **SB SR 133** | 1 | 200 | 2 | 1 | 200 |
| **EB SR 270** | 1 | 100 | 1 | 0 | N/A |
| **WB SR 270** | 1 | 100 | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5J-1**
**Projected Opening and Design Year Volumes**
**SR 133 Bypass @ East Union St.**

| MOVEMENT | LEFT | THROUGH | RIGHT |
|---|---|---|---|
| | Peak Hr.* | Peak Hr.* | Peak Hr.* |
| NB SR 133 2010 | 13 | 311 | 5 |
| NB SR 133 2030 | 20 | 473 | 8 |
| SB SR 133 2010 | 4 | 293 | 4 |
| SB SR 133 2030 | 6 | 445 | 6 |
| EB East Union 2010 | 8 | 4 | 8 |
| EB East Union 2030 | 12 | 6 | 12 |
| WB East Union 2010 | 8 | 4 | 8 |
| WB East Union 2030 | 12 | 6 | 12 |

Note: Peak hr. of day projected for design purposes.

**TABLE 5J-2**
**Opening Year and Design Year LOS**
**SR 133 Bypass @ East Union St.**

| Approach | Proposed LOS for: Opening Yr 2010 Peak Hr. | Design Yr 2030 Peak Hr. | | | | |
|---|---|---|---|---|---|---|
| **NB SR 133** | **A** | **A** | | | | |
| **SB SR 133** | **A** | **A** | | | | |
| **EB E. Union** | **B** | **C** | | | | |
| **WB E. Union** | **B** | **C** | | | | |

**TABLE 5J-3**
**Proposed Lane Configurations**
**SR 133 Bypass @ East Union St.**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **SB SR 133** | 1 | 200 | 2 | 0 | N/A |
| **EB E. Union** | 0 | N/A | 1 | 0 | N/A |
| **WB E. Union** | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5K-1**
**Projected Opening and Design Year Volumes**
**SR 133 Bypass @ Peachtree/Parker Blvd.**

| MOVEMENT | LEFT | THROUGH | RIGHT |
|---|---|---|---|
| | Peak Hr.* | Peak Hr.* | Peak Hr.* |
| NB SR 133 2010 | 16 | 35 | 9 |
| NB SR 133 2030 | 24 | 53 | 14 |
| SB SR 133 2010 | 9 | 35 | 16 |
| SB SR 133 2030 | 14 | 53 | 24 |
| EB Parker Blvd. 2010 | 9 | 304 | 27 |
| EB Parker Blvd. 2030 | 14 | 462 | 41 |
| WB Parker Blvd. 2010 | 27 | 272 | 9 |
| WB Parker Blvd. 2030 | 41 | 413 | 14 |

Note: Peak hr. of day projected for design purposes.

**TABLE 5K-2**
**Opening Year and Design Year LOS**
**SR 133 Bypass @ Peachtree/Parker Blvd.**

| Approach | Proposed LOS for: Opening Yr 2010 Peak Hr. | Design Yr 2030 Peak Hr. |
|---|---|---|
| NB SR 133 | A | A |
| SB SR 133 | A | A |
| EB (NB)Parker Blvd. | B | C |
| WB (SB)Parker Blvd. | B | C |

**TABLE 5K-3**
**Proposed Lane Configurations**
**SR 133 Bypass @ Peachtree/Parker Blvd.**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 1 | 200 |
| SB SR 133 | 1 | 200 | 2 | 1 | 200 |
| EB (NB)Parker Blvd. | 1 | 100 | 1 | 0 | N/A |
| WB (SB)Parker Blvd. | 1 | 100 | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5L-1**
**Opening and Design Year Volumes**
**SR 133 Bypass @ W. Broad Ave. (Old SR 133)**

| MOVEMENT | LEFT Peak Hr. | THROUGH Peak Hr. | RIGHT Peak Hr. |
|---|---|---|---|
| NB SR 133 2010 | 36 | 268 | N/A |
| NB SR 133 2030 | 55 | 407 | N/A |
| SB SR 133 2010 | N/A | 340 | 36 |
| SB SR 133 2030 | N/A | 517 | 55 |
| EB W. Broad Ave. 2010 | 44 | N/A | 29 |
| EB W. Broad Ave. 2030 | 67 | N/A | 44 |

Note: For new intersection, one peak period of day (AM or PM) was considered for design

**TABLE 5L-2**
**Opening Year and Design Year LOS**
**SR 133 Bypass @ W. Broad Ave. (Old SR 133)**

| Approach | Proposed LOS for: Opening Yr 2010 Peak Hr. | Design Yr 2030 Peak Hr. |
|---|---|---|
| NB SR 133 | A | A |
| SB SR 133 | A | A |
| EB W. Broad | B | C |

**TABLE 5L-3**
**Proposed Lane Configurations**
**SR 133 Bypass @ W. Broad Ave. (Old SR 133)**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 0 | N/A |
| SB SR 133 | 0 | N/A | 2 | 1 | 200 |
| EB W. Broad | 1 | 100 | 0 | 1 | 100 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5M-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ CR 411 Bridgeboro / Anderson City Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| NB SR 133 2004 | 2 | 4 | 171 | 164 | 4 | 3 |
| NB SR 133 2010 | 2 | 5 | 194 | 186 | 5 | 3 |
| NB SR 133 2030 | 3 | 7 | 295 | 283 | 7 | 5 |
| SB SR 133 2004 | 6 | 28 | 125 | 195 | 0 | 1 |
| SB SR 133 2010 | 7 | 32 | 142 | 221 | 0 | 1 |
| SB SR 133 2030 | 10 | 48 | 216 | 336 | 0 | 2 |
| EB CR 411 2004 | 1 | 1 | 8 | 8 | 5 | 3 |
| EB CR 411 2010 | 1 | 1 | 9 | 9 | 6 | 3 |
| EB CR 411 2030 | 2 | 2 | 14 | 14 | 9 | 5 |
| WB CR 411 2004 | 1 | 5 | 4 | 4 | 42 | 15 |
| WB CR 411 2010 | 1 | 6 | 5 | 5 | 48 | 17 |
| WB CR 411 2030 | 2 | 9 | 7 | 7 | 72 | 26 |

**TABLE 5M-2**
**Design Year and Opening Year LOS**
**SR 133 @ CR 411 Bridgeboro / Anderson City Road**

| Approach | No Build LOS for: | | | | Proposed LOS | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| NB SR 133 | A | A | A | A | A | A | A | A |
| SB SR 133 | A | A | A | A | A | A | A | A |
| EB CR 411 | B | B | B | C | B | B | B | B |
| WB CR 411 | A | B | B | B | A | B | B | B |

**TABLE 5M-3**
**Proposed Lane Configurations**
**SR 133 @ CR 411 Bridgeboro / Anderson City Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 0 | N/A |
| SB SR 133 | 1 | 200 | 2 | 0 | N/A |
| EB CR 411 | 0 | N/A | 1 | 0 | N/A |
| WB CR 411 | 0 | N/A | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5N-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ SR 112**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB SR 112 2004 | 25 | 13 | 63 | 45 | 0 | 1 |
| EB SR 112 2010 | 28 | 15 | 71 | 51 | 0 | 1 |
| EB SR 112 2030 | 43 | 22 | 109 | 78 | 0 | 2 |
| WB SR 112 2004 | 6 | 7 | 30 | 41 | 14 | 24 |
| WB SR 112 2010 | 7 | 8 | 34 | 46 | 16 | 27 |
| WB SR 112 2030 | 10 | 12 | 52 | 71 | 24 | 41 |
| SB SR 133 2004 | 30 | 21 | 123 | 215 | 13 | 30 |
| SB SR 133 2010 | 34 | 24 | 139 | 244 | 15 | 34 |
| SB SR 133 2030 | 52 | 36 | 212 | 371 | 22 | 52 |
| NB SR 133 2004 | 1 | 0 | 205 | 170 | 10 | 6 |
| NB SR 133 2010 | 1 | 0 | 232 | 193 | 11 | 7 |
| NB SR 133 2030 | 2 | 0 | 354 | 293 | 17 | 10 |

**TABLE 5N-2**
**Design Year and Opening Year LOS**
**SR 133 @ SR 112**

| Approach | No Build LOS for: | | | | Proposed LOS | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| **NB SR 133** | A | A | A | A | A | A | A | A |
| **SB SR 133** | A | A | A | A | A | A | A | A |
| **EB SR 112** | B | C | D | C | B | B | C | C |
| **WB SR 112** | B | B | C | C | B | B | C | C |

**TABLE 5N-3**
**Proposed Lane Configurations**
**SR 133 @ SR 112**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| **NB SR 133** | 1 | 200 | 2 | 1 | 200 |
| **SB SR 133** | 1 | 200 | 2 | 1 | 200 |
| **EB SR 112** | 1 | 150 | 1 | 0 | N/A |
| **WB SR 112** | 1 | 100 | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5O-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ County Line Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB County Line Rd 2004 | 37 | 14 | 34 | 13 | 11 | 10 |
| EB County Line Rd 2010 | 42 | 16 | 39 | 15 | 12 | 11 |
| EB County Line Rd 2030 | 64 | 24 | 59 | 22 | 19 | 17 |
| WB County Line Rd 2004 | 45 | 35 | 27 | 31 | 51 | 23 |
| WB County Line Rd 2010 | 51 | 40 | 31 | 35 | 58 | 26 |
| WB County Line Rd 2030 | 78 | 60 | 47 | 53 | 88 | 40 |
| SB SR 133 2004 | 17 | 27 | 121 | 245 | 7 | 34 |
| SB SR 133 2010 | 19 | 31 | 137 | 278 | 8 | 39 |
| SB SR 133 2030 | 29 | 47 | 209 | 423 | 12 | 59 |
| NB SR 133 2004 | 14 | 13 | 273 | 189 | 61 | 24 |
| NB SR 133 2010 | 16 | 15 | 310 | 214 | 69 | 27 |
| NB SR 133 2030 | 24 | 22 | 471 | 326 | 105 | 41 |

**TABLE 5O-2**
**Design Year and Opening Year LOS**
**SR 133 @ County Line Road**

| Approach | No Build LOS for: | | | | Proposed LOS | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| NB SR 133 | A | A | A | A | A | A | A | A |
| SB SR 133 | A | A | A | A | A | A | A | A |
| EB County Line | C | B | D | D | B | B | D | C |
| WB Co. Line | C | C | D | E | B | B | C | C |

**TABLE 5O-3**
**Proposed Lane Configurations**
**SR 133 @ County Line Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 1 | 200 |
| SB SR 133 | 1 | 200 | 2 | 1 | 200 |
| EB County Line | 1 | 150 | 1 | 0 | N/A |
| WB Co. Line | 1 | 150 | 1 | 0 | N/A |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5P-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Gravel Hill Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB Gravel Hill Road 2004 | 75 | 18 | N/A | N/A | 14 | 10 |
| EB Gravel Hill Road 2010 | 85 | 20 | N/A | N/A | 16 | 11 |
| EB Gravel Hill Road 2030 | 129 | 31 | N/A | N/A | 24 | 17 |
| SB SR 133 2004 | N/A | N/A | 134 | 363 | 14 | 57 |
| SB SR 133 2010 | N/A | N/A | 152 | 412 | 16 | 65 |
| SB SR 133 2030 | N/A | N/A | 231 | 626 | 24 | 98 |
| NB SR 133 2004 | 14 | 14 | 176 | 454 | N/A | N/A |
| NB SR 133 2010 | 16 | 16 | 200 | 515 | N/A | N/A |
| NB SR 133 2030 | 24 | 24 | 304 | 783 | N/A | N/A |

**TABLE 5P-2**
**Design Year and Opening Year LOS**
**SR 133 @ Gravel Hill Road**

| Approach | No Build LOS for: | | | | Proposed LOS | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| NB SR 133 | A | A | A | A | A | A | A | A |
| SB SR 133 | A | A | A | A | A | A | A | A |
| EB Gravel Hill | B | C | C | D | B | B | B | C |

**TABLE 5P-3**
**Proposed Lane Configurations**
**SR 133 @ Gravel Hill Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 0 | N/A |
| SB SR 133 | 1 | 200 | 2 | 1 | 200 |
| EB Gravel Hill | 1 | 150 | 0 | 1 | 100 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5Q-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ Honeysuckle Road**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB Honeysuckle 2004 | 30 | 81 | N/A | N/A | 2 | 7 |
| EB Honeysuckle 2010 | 34 | 92 | N/A | N/A | 2 | 8 |
| EB Honeysuckle 2030 | 52 | 140 | N/A | N/A | 3 | 12 |
| SB SR 133 2004 | N/A | N/A | 160 | 422 | 93 | 13 |
| SB SR 133 2010 | N/A | N/A | 181 | 479 | 105 | 15 |
| SB SR 133 2030 | N/A | N/A | 276 | 728 | 160 | 22 |
| NB SR 133 2004 | 15 | 2 | 494 | 196 | N/A | N/A |
| NB SR 133 2010 | 17 | 2 | 560 | 222 | N/A | N/A |
| NB SR 133 2030 | 26 | 3 | 852 | 338 | N/A | N/A |

**TABLE 5Q-2**
**Design Year and Opening Year LOS**
**SR 133 @ Honeysuckle Road**

| Approach | No Build LOS for: | | | | Proposed LOS | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| NB SR 133 | A | A | A | A | A | A | A | A |
| SB SR 133 | A | A | A | A | A | A | A | A |
| EB Gravel Hill | C | C | D | E | B | B | C | D |

**TABLE 5Q-3**
**Proposed Lane Configurations**
**SR 133 @ Honeysuckle Road**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 0 | N/A |
| SB SR 133 | 1 | 200 | 2 | 1 | 200 |
| EB Honeysuckle | 1 | 150 | 0 | 1 | 100 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**TABLE 5R-1**
**Existing, Opening and Design Year Volumes**
**SR 133 @ S. Mock Road / Holly Dr.**

| MOVEMENT | LEFT | | THROUGH | | RIGHT | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| EB Holly Dr. 2004 | 16 | 4 | 275 | 156 | 9 | 11 |
| EB Holly Dr. 2010 | 18 | 5 | 312 | 177 | 10 | 12 |
| EB Holly Dr. 2030 | 28 | 7 | 474 | 269 | 16 | 19 |
| WB S. Mock Rd. 2004 | 51 | 84 | 138 | 223 | 348 | 386 |
| WB S. Mock Rd. 2010 | 58 | 95 | 156 | 253 | 395 | 438 |
| WB S. Mock Rd. 2030 | 88 | 145 | 238 | 385 | 600 | 666 |
| SB SR 133 2004 | 505 | 253 | 205 | 274 | 8 | 9 |
| SB SR 133 2010 | 573 | 287 | 232 | 311 | 9 | 10 |
| SB SR 133 2030 | 871 | 436 | 354 | 473 | 14 | 16 |
| NB SR 133 2004 | 14 | 10 | 452 | 220 | 75 | 46 |
| NB SR 133 2010 | 16 | 11 | 513 | 249 | 85 | 52 |
| NB SR 133 2030 | 24 | 17 | 780 | 380 | 129 | 79 |

**TABLE 5R-2**
**Design Year and Opening Year LOS**
**SR 133 @ S. Mock Road / Holly Dr.**

| Approach | No Build LOS for: | | | | Proposed LOS for: | | | |
|---|---|---|---|---|---|---|---|---|
| | Opening Yr 2010 | | Design Yr 2030 | | Opening Yr 2010 | | Design Yr 2030 | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| NB SR 133 | C | B | D | C | C | B | F | C |
| SB SR 133 | C | B | D | C | C | B | D | B |
| EB Holly | C | B | C | C | C | B | B | A |
| WB S. Mock | B | A | D | B | A | A | C | B |
| Overall Intersection | C | B | D | C | C | B | E | B |

**TABLE 5R-3**
**Proposed Lane Configurations**
**SR 133 @ S. Mock Road / Holly Dr.**

| Approach | LEFT | | THRU | RIGHT | |
|---|---|---|---|---|---|
| | No. | Length (ft.)* | No. | No. | Length (ft.)* |
| NB SR 133 | 1 | 200 | 2 | 1 | 200 |
| SB SR 133 | 2 | 500 | 2 | 0 | N/A |
| EB Holly | 1 | 200 | 2 | 0 | N/A |
| WB S. Mock | 1 | 200 | 2 | 2 | 200 |

*Note: LT & RT bay length should be controlled by speed design criteria, lengths listed are for traffic capacity purposes only.

**Traffic Signalization**

*Existing*
Traffic Signals are currently located at the following locations:

- SR 133 @ US 319 / SR 35
- SR 133 @ SR 33
- SR 133 @ S. Mock Road / Holly Dr.

Flashing Beacons are currently located at the following locations:

- SR 133 @ SR 112
- SR 133 @ County Line Road

# STP-0000-00(519)

# Attachment 4

# Accident Summary

*Proposed*

The existing traffic signals will be kept and upgraded at:

- SR 133 @ US 319 / SR 35
- SR 133 @ S. Mock Road / Holly Dr.

Due to the proposed grade-separated interchange at SR 33, analysis revealed that no traffic signal was required at the SR 33 Connector @ SR 133 intersection.

Traffic projections reveal that no new traffic signals at other locations are warranted based on the information currently reviewed.

- SR 133 @ Woodmen Road – Side Road traffic not predicted high enough for 2010, but likely for 2030. Location should be monitored in the future.

- SR 133 @ SR 112 – Side road traffic somewhat significant, but not high enough for 2010, marginal for 2030.

- SR 133 @ County Line Road – There is a separate project currently in design by URS to realign and improve this intersection. Traffic forecasts do not indicate a signal warrant is met for this location for opening year 2010 or design year 2030. Accident history reveals a fairly consistent pattern of 3-5 persons per year injured in accidents at this location, with 3-5 right-angle accidents per year. Discussions with District traffic engineering staff reveal that accidents have be reduced after the installation of the flashing beacon at this location. The accident numbers are marginal to warrant a traffic signal. The recommendation is to install the improvements at this location, retain the flashing beacon and monitor the site in the future.

**Accident History**

A 5-year history of accidents along SR 133 and the major intersecting routes of SR 33 and SR 112 is contained in Appendix "C" The information provides the total number of vehicle miles, total number of accidents, total number of injuries and fatalities, along with the rate (per 100 Million vehicle miles) for accidents, injuries and fatalities. Statewide accident rates for rural principle arterial roads over the same period were averaged and presented in Table 6 below.

**Table 6: Statewide Accident History Rate, Rural Principal Arterial**

**(Rates shown are average from 2000-2003)**

| Accident Rate | Injury Rate | Fatality Rate |
|---|---|---|
| 140 | 47.3 | 1.99 |

**Table 7: Accident History of SR 133 from US 319 in Moultrie to Holly Dr. / South Mock Road in Albany**

| Year | Total Accidents/ Accident Rate* | Total Injuries/ Injury Rate* | Total Fatalities/ Fatality Rate* |
|---|---|---|---|
| 2000 | 80/120 | 44/66** | 3 / 4.51** |
| 2001 | 75/122 | 49/80** | 2 / 3.25** |
| 2002 | 59/103 | 47/82** | 2 / 3.49** |
| 2003 | 90/152** | 83/141** | 4 / 6.77** |
| 2004 | 66/110 | 40/67** | 3 / 4.99** |
| Avg. | 121.4 | 87.2** | 4.60** |

* All accident, injury, and fatality rates are per 100 million vehicle miles.
** Exceeds statewide average for that year.

From the tables above, it is noticed that while the overall accident rate for SR 133 is 13% below the statewide average for similar routes, the injury rate is 184% of the statewide average and the fatality rate is 231% of the statewide average. In reviewing the accident records, several of the accidents were run off the road-type accidents which can be attributed to inadequate geometry, inadequate shoulders and clear zones. This project will improve all of those elements, which should improve the safety of this section of SR 133.

# SR 133, COLQUITT, DOUGHERTY AND WORTH COUNTIES

ACCIDENT RATE CALCULATION for years 2000 - 2004

| Year | County | Rt Type | Route Num | Low Milelog | High Milelog | ADT | Distance | Vehicle Miles |
|---|---|---|---|---|---|---|---|---|
| 2000 | Colquitt | 1 | 003300 | 12.32 | 12.32 | 9,700 | 0.00 | 0 |
| 2000 | Colquitt | 1 | 003300 | 12.32 | 12.99 | 8,300 | 0.67 | 5,561 |
| 2000 | Colquitt | 1 | 003300 | 12.99 | 14.10 | 7,300 | 1.11 | 8,103 |
| 2000 | Colquitt | 1 | 003300 | 14.10 | 14.10 | 2,600 | 0.00 | 0 |
| 2000 | Worth | 1 | 013300 | 0.00 | 4.78 | 3,800 | 4.78 | 18,164 |
| 2000 | Worth | 1 | 013300 | 4.78 | 6.69 | 4,300 | 1.91 | 8,213 |
| 2000 | Worth | 1 | 013300 | 6.69 | 10.35 | 5,100 | 3.66 | 18,666 |
| 2000 | Worth | State Route | 011200 | 0 | 0 | 0 | 0.00 | 0 |
| 2000 | Dougherty | 1 | 013300 | 0 | 4.38 | 7,200 | 4.38 | 31,536 |
| 2000 | Dougherty | 1 | 013300 | 4.38 | 5.76 | 7,600 | 1.38 | 10,488 |
| 2000 | Dougherty | 1 | 013300 | 5.76 | 8.00 | 10,100 | 2.24 | 22,624 |
| 2000 | Colquitt | 1 | 013300 | 18.95 | 18.95 | 0 | 0.00 | 0 |
| 2000 | Colquitt | 1 | 013300 | 18.95 | 22.61 | 5,700 | 3.66 | 20,862 |
| 2000 | Colquitt | 1 | 013300 | 22.61 | 28.74 | 5,100 | 6.13 | 31,263 |
| 2000 | Colquitt | 1 | 013300 | 28.74 | 30.23 | 4,600 | 1.49 | 6,854 |

| | | |
|---|---|---|
| Total Vehicle Miles: 182,334 | Total Accidents: 80 | Accident Rate: 120 |
| Average ADT: 5,805 | Total Injuries: 44 | Injury Rate: 66 |
| Length in Miles: 31.41 | Total Fatalities: 3 | Fatality Rate: 4.51 |

NOTE: Rates are per 100 Million Vehicle Miles

| Year | County | Rt Type | Route Num | Low Milelog | High Milelog | ADT | Distance | Vehicle Miles |
|---|---|---|---|---|---|---|---|---|
| 2001 | Colquitt | 1 | 003300 | 12.32 | 12.32 | 9,600 | 0.00 | 0 |
| 2001 | Colquitt | 1 | 003300 | 12.32 | 12.99 | 6,900 | 0.67 | 4,623 |
| 2001 | Colquitt | 1 | 003300 | 12.99 | 14.10 | 6,500 | 1.11 | 7,215 |
| 2001 | Colquitt | 1 | 003300 | 14.10 | 14.10 | 2,000 | 0.00 | 0 |
| 2001 | Worth | 1 | 013300 | 0.00 | 4.78 | 4,000 | 4.78 | 19,120 |
| 2001 | Worth | 1 | 013300 | 4.78 | 6.69 | 4,700 | 1.91 | 8,977 |
| 2001 | Worth | 1 | 013300 | 6.69 | 10.35 | 5,200 | 3.66 | 19,032 |
| 2001 | Worth | State Route | 011200 | 0 | 0 | 0 | 0.00 | 0 |
| 2001 | Dougherty | 1 | 013300 | 0 | 4.38 | 5,400 | 4.38 | 23,652 |
| 2001 | Dougherty | 1 | 013300 | 4.38 | 5.76 | 8,400 | 1.38 | 11,592 |
| 2001 | Dougherty | 1 | 013300 | 5.76 | 8.00 | 7,300 | 2.24 | 16,352 |
| 2001 | Colquitt | 1 | 013300 | 18.95 | 18.95 | 0 | 0.00 | 0 |
| 2001 | Colquitt | 1 | 013300 | 18.95 | 22.61 | 5,400 | 3.66 | 19,764 |
| 2001 | Colquitt | 1 | 013300 | 22.61 | 28.74 | 5,100 | 6.13 | 31,263 |
| 2001 | Colquitt | 1 | 013300 | 28.74 | 30.23 | 4,800 | 1.49 | 7,152 |

| | | |
|---|---|---|
| Total Vehicle Miles: 168,742 | Total Accidents: 75 | Accident Rate: 122 |
| Average ADT: 5,372 | Total Injuries: 49 | Injury Rate: 80 |
| Length in Miles: 31.41 | Total Fatalities: 2 | Fatality Rate: 3.25 |

NOTE: Rates are per 100 Million Vehicle Miles

| Year | County | Rt Type | Route Num | Low Milelog | High Milelog | ADT | Distance | Vehicle Miles |
|---|---|---|---|---|---|---|---|---|
| 2002 | Colquitt | 1 | 003300 | 12.32 | 12.32 | 8,100 | 0.00 | 0 |
| 2002 | Colquitt | 1 | 003300 | 12.32 | 12.99 | 6,800 | 0.67 | 4,556 |
| 2002 | Colquitt | 1 | 003300 | 12.99 | 14.10 | 5,600 | 1.11 | 6,216 |
| 2002 | Colquitt | 1 | 003300 | 14.10 | 14.10 | 2,200 | 0.00 | 0 |
| 2002 | Worth | 1 | 013300 | 0.00 | 4.78 | 4,100 | 4.78 | 19,598 |
| 2002 | Worth | 1 | 013300 | 4.78 | 6.69 | 4,600 | 1.91 | 8,786 |
| 2002 | Worth | 1 | 013300 | 6.69 | 10.35 | 5,300 | 3.66 | 19,398 |
| 2002 | Worth | State Route | 011200 | 0 | 0 | 0 | 0.00 | 0 |
| 2002 | Dougherty | 1 | 013300 | 0 | 4 | 5,300 | 4.00 | 21,200 |
| 2002 | Dougherty | 1 | 013300 | 4 | 4.38 | 0 | 0.38 | 0 |
| 2002 | Dougherty | 1 | 013300 | 4.38 | 5.76 | 7,000 | 1.38 | 9,660 |
| 2002 | Dougherty | 1 | 013300 | 5.76 | 7 | 7,300 | 1.24 | 9,052 |
| 2002 | Dougherty | 1 | 013300 | 7 | 7.3 | 0 | 0.30 | 0 |
| 2002 | Dougherty | 1 | 013300 | 7.3 | 8.00 | 7,300 | 0.70 | 5,110 |
| 2002 | Colquitt | 1 | 013300 | 18.95 | 18.95 | 0 | 0.00 | 0 |
| 2002 | Colquitt | 1 | 013300 | 18.95 | 22.61 | 4,300 | 3.66 | 15,738 |
| 2002 | Colquitt | 1 | 013300 | 22.61 | 28.74 | 5,100 | 6.13 | 31,263 |
| 2002 | Colquitt | 1 | 013300 | 28.74 | 29.10 | 4,600 | 0.36 | 1,656 |
| 2002 | Colquitt | 1 | 013300 | 29.10 | 29.20 | 0 | 0.10 | 0 |
| 2002 | Colquitt | 1 | 013300 | 29.20 | 30.23 | 4,600 | 1.03 | 4,738 |

| | | |
|---|---|---|
| Total Vehicle Miles: 156,971 | Total Accidents: 59 | Accident Rate: 103 |
| Average ADT: 4,997 | Total Injuries: 47 | Injury Rate: 82 |
| Length in Miles: 31.41 | Total Fatalities: 2 | Fatality Rate: 3.49 |

NOTE: Rates are per 100 Million Vehicle Miles

| Year | County | Rt Type | Route Num | Low Milelog | High Milelog | ADT | Distance | Vehicle Miles |
|---|---|---|---|---|---|---|---|---|
| 2003 | Colquitt | 1 | 003300 | 12.32 | 12.32 | 8,100 | 0.00 | 0 |
| 2003 | Colquitt | 1 | 003300 | 12.32 | 12.99 | 6,800 | 0.67 | 4,556 |
| 2003 | Colquitt | 1 | 003300 | 12.99 | 14.10 | 5,600 | 1.11 | 6,216 |
| 2003 | Colquitt | 1 | 003300 | 14.10 | 14.10 | 2,200 | 0.00 | 0 |
| 2003 | Colquitt | 1 | 013300 | 18.95 | 18.95 | 0 | 0.00 | 0 |
| 2003 | Colquitt | 1 | 013300 | 18.95 | 22.61 | 4,300 | 3.66 | 15,738 |
| 2003 | Colquitt | 1 | 013300 | 22.61 | 28.74 | 5,100 | 6.13 | 31,263 |
| 2003 | Colquitt | 1 | 013300 | 28.74 | 30.23 | 4,600 | 1.49 | 6,854 |
| 2003 | Worth | State Route | 011200 | 0 | 0 | 0 | 0.00 | 0 |
| 2003 | Dougherty | 1 | 013300 | 0.00 | 4.38 | 5,300 | 4.38 | 23,214 |
| 2003 | Dougherty | 1 | 013300 | 4.38 | 5.76 | 7,000 | 1.38 | 9,660 |
| 2003 | Dougherty | 1 | 013300 | 5.76 | 8.02 | 7,300 | 2.26 | 16,498 |
| 2003 | Dougherty | 1 | 013300 | 8.02 | 8.02 | 14,700 | 0.00 | 0 |
| 2003 | Worth | 1 | 013300 | 0.00 | 4.78 | 4,100 | 4.78 | 19,598 |
| 2003 | Worth | 1 | 013300 | 4.78 | 6.69 | 4,600 | 1.91 | 8,786 |
| 2003 | Worth | 1 | 013300 | 6.69 | 10.35 | 5,300 | 3.66 | 19,398 |

| | | |
|---|---|---|
| Total Vehicle Miles: 161,781 | Total Accidents: 90 | Accident Rate: 152 |
| Average ADT: 5,147 | Total Injuries: 83 | Injury Rate: 141 |
| Length in Miles: 31.43 | Total Fatalities: 4 | Fatality Rate: 6.77 |

NOTE: Rates are per 100 Million Vehicle Miles

| Year | County | Rt Type | Route Num | Low Milelog | High Milelog | ADT | Distance | Vehicle Miles |
|---|---|---|---|---|---|---|---|---|
| 2004 | Colquitt | 1 | 003300 | 12.32 | 12.32 | 7,020 | 0.00 | 0 |
| 2004 | Colquitt | 1 | 003300 | 12.32 | 12.99 | 6,970 | 0.67 | 4,670 |
| 2004 | Colquitt | 1 | 003300 | 12.99 | 14.10 | 5,590 | 1.11 | 6,205 |
| 2004 | Colquitt | 1 | 003300 | 14.10 | 14.10 | 2,200 | 0.00 | 0 |
| 2004 | Colquitt | 1 | 013300 | 18.95 | 18.95 | 0 | 0.00 | 0 |
| 2004 | Colquitt | 1 | 013300 | 18.95 | 22.61 | 4,550 | 3.66 | 16,653 |
| 2004 | Colquitt | 1 | 013300 | 22.61 | 28.74 | 4,580 | 6.13 | 28,075 |
| 2004 | Colquitt | 1 | 013300 | 28.74 | 30.23 | 5,070 | 1.49 | 7,554 |
| 2004 | Worth | State Route | 011200 | 0 | 0 | 0 | 0.00 | 0 |
| 2004 | Dougherty | 1 | 013300 | 0.00 | 4.38 | 5,740 | 4.38 | 25,141 |
| 2004 | Dougherty | 1 | 013300 | 4.38 | 5.76 | 8,240 | 1.38 | 11,371 |
| 2004 | Dougherty | 1 | 013300 | 5.76 | 8.02 | 6,680 | 2.26 | 15,097 |
| 2004 | Dougherty | 1 | 013300 | 8.02 | 8.02 | 14,430 | 0.00 | 0 |
| 2004 | Worth | 1 | 013300 | 0.00 | 4.78 | 4,340 | 4.78 | 20,745 |
| 2004 | Worth | 1 | 013300 | 4.78 | 6.69 | 4,310 | 1.91 | 8,232 |
| 2004 | Worth | 1 | 013300 | 6.69 | 10.35 | 5,730 | 3.66 | 20,972 |

| | | |
|---|---|---|
| Total Vehicle Miles: 164,716 | Total Accidents: 66 | Accident Rate: 110 |
| Average ADT: 5,241 | Total Injuries: 40 | Injury Rate: 67 |
| Length in Miles: 31.43 | Total Fatalities: 3 | Fatality Rate: 4.99 |

NOTE: Rates are per 100 Million Vehicle Miles

# STP-0000-00(519)

# Attachment 5

# Initial Concept Team Meeting Minutes

# S.R. 133 MEETING NOTES

**Date:** December 13, 2004

**Place / Time:** GDOT District 4 / 1:30

**Subject:** Initial Concept Meeting

**Attendees:** see attached sheets

- David Norwood (GDOT OCD) opened the meeting the meeting with a description of the project
- Billy Langdale (GDOT Board) made several opening remarks regarding the importance of the project and lending his support
- Steve Tiedemann (JBT) gave general project information and project history to date
- Leza Mundt (Mulkey) described the project Need and Purpose
- David Jackson (Long) described traffic and safety issues
- Leza Mundt (Mulkey) described environmental issues
- Larry Cook (JBT) described design issues, coordination and schedule
- Comments were then received from attendees:
    - Mike Haithcock (GDOT OCD) asked about scheduling of Public Information Meetings, and consultant team responded that a Public Involvement Plan is to be prepared in the near future, once the magnitude of the amount of EJ communities is assessed
    - D. Cochran (GA FLA Railnet) raised several concerns:
        - Grade separations and safety
        - Numerous at grade crossings (nine) in Doerun
        - Economic justice (lost railroad revenue due to a enhanced truck transportation)
        - Anything adversely affecting the railroad should be corrected
    - Donnie Stanfill (Mitchell EMC) noted that there is a substation at Spring Flats Road that they would prefer not be relocated
    - Jimmy Revell (Alltel) mentioned that they have a Slick 96 site just south of Cowtail Alley
    - Danny Gay (GDOT Traffic Ops.) raised several issues:
        - Upgrade traffic signal at SR 33
        - Typical section at SR 112 intersection, SR 112 has a high truck volume and it would be helpful to have a wide median to accommodate them at a stop condition
        - Existing warning flashers should be upgraded
        - County Line Road intersection should be upgraded to eliminate bad skew, it was noted that the GDOT Office of Traffic and Safety has an ongoing design project at this intersection
        - Recommended design speed is 65 mph

- Doerun city officials had the following comments:
  - A public information meeting is needed to gather public input
  - The Community Center (on SR 133) can be used for Public Information Meetings
  - If a bypass is selected, they would prefer it be as close to the city as possible
  - An alternate where the railroad tracks are relocated to the west of town should be investigated
- General comments:
  - Access to the Marine Base should be considered
  - It was noted that median openings should be placed at all churches

C: Attendees
David Norwood, GDOT OCD
Leza Mundt, Mulkey
David Jackson, Long
Steve Tiedemann, JBT
Aric Mance, JBT
Sean Garland, JBT
Mindy Sanders, JBT
Bradley Parks, JBT
Sally Alverson, JBT
File 31-4074

# Georgia Department of Transportation

## SR 133 Widening and Reconstruction: Moultrie to Albany

**STP-0000-00(520) (519) (475) (473)**

**Colquitt / Worth / Dougherty Counties**

**PI Nos. 0000520, 0000519, 0000475, 0000473**

**Initial Concept Meeting**

**December 13, 2004**

| Name | Organization | Telephone | E-Mail |
|---|---|---|---|
| Heather Colston | Mulkey | | hcolston@mulkeyinc.com |
| Mark Hancock | Colquitt Co. Comm. | 985-8926 | |
| Rebecca Whitaker | Colquitt Co. Com | 769-5565 | |
| Deborah Cox | Colquitt Co | 229-616-7409 | dcoxmccc@netscape.net |
| Shane Pridgen | GA DOT | 229-386-3045 | |
| Jimmy Revell | ALLTEL | 229-890-4319 | Jimmy.Revell@alltel.com |
| Mark Hollifield | Alltel | 229-890-4326 | |
| Joe Clark | Colquitt Co | 229 891 1623 | |
| Graylin Duncan | GDOT | 229-386-3465 | graylin.duncan@dot.state.ga.us |
| Tim Warren | GDOT | 229-386-3288 | |
| Joe W. Sheffield | GDOT | 229-386-3300 | |
| Grady Bryant | GDOT | 229-386-3435 | |
| Billy Mixon | Colquitt Co | 229-616-7404 | |
| Sally Alverson | JB Trimble | | salverson@JBtrimble.com |
| Femi Adesanya | J.B. Trimble | 770 952 1022 | fadesanya@jbtrimble.com |
| David Jackson | Long Engineering | 770-931-8005 | djackson@longeng.com |
| Sonja Thompson | DOT | 229-891-7130 | |
| Richard Bidwell | Doerun City | | |
| George Saunders | Doerun City | | |
| Douglas Cochran | Georgia & Florida RR | 229 435 6629 | dcochran@gafrailnet.com |
| Danny P. Gay | GDOT T-Ops | 229-386-3435 | |
| Jeff Bridges | GDOT - Design | 229-386-3300 | Jeff.Bridges@dot... |
| | | | |

# Georgia Department of Transportation

## SR 133 Widening and Reconstruction: Moultrie to Albany

**STP-0000-00(520) (519) (475) (473)**

**Colquitt / Worth / Dougherty Counties**

**PI Nos. 0000520, 0000519, 0000475, 0000473**

**Initial Concept Meeting**

**December 13, 2004**

| Name | Organization | Telephone | E-Mail |
|---|---|---|---|
| STEVE TIEDEMANN | JB TRIMBLE | 770-952-1022 | STIEDEMANN@JBTRIMBLE.COM |
| Sean Garland | J.B. Trimble | 770-952-1022 | sgarland@jbtrimble.com |
| Aric MANCE | J.B. TRIMBLE | 770-952-1022 | AMANCE@JBTRIMBLE.COM |
| Tony Craney | G.D.O.T | 229-430-4198 | |
| Bradley Park | J.B Trimble | 770-952-1022 | Bparks@jbtrimble.com |
| Donnie Stanfill | Mitchell EMC | 229-336-5221 | donnie.stanfill@Mitchellemc.com |
| JOE COWAN | GDOT | 2293863304 | JOE.COWAN@DOT.STATE.GA.US |
| SIMMY MCKEOWN | BELLSOUTH | 229 382-6782 | simmy.mckeown@bellsouth.com |
| [illegible] | Colquitt Co. | 229-782-5741 | |
| Joe BURNS | DOT | 229-386-3046 | JoeBURNS@DOTSTATE.com |
| Don Sonkbeil | City of Doerun | 782-7449 | |
| Roger Ruiz | City of Moultrie | 229-890-5420 | rogerr@moultriega.com |
| Bill Cooper | G DOT UT | 229-3863288 | |
| ALLEN FERGUSON | GA DOT UTIL. | 404-635-8045 | |
| Randy Casagrande | city of Albany | 229-883-6955 | RCDCLC@yahoo.com |
| David Hamilton | City of Albany | 229 438-3907 | |
| Elbert P. Jones | Southern Natural GAS | 229-226-4744 | elbert.jones@elpaso.com |
| Tommie Postell | City of Albany | 229 431-2161 | |
| BRENT THOMAS | GDOT | (229) 386-3435 | brent.thomas@dot.state.ga.us |
| LEZA MUNDT | MULKEY | | |
| LARRY COOK | JBT | | |
| | | | |
| | | | |

# STP-0000-00(519)

# Attachment 6

# PAR Meeting Results

MULKEY
ENGINEERS & CONSULTANTS

## MEETING SUMMARY

MEETING DATE: January 25, 2006
LOCATION: GDOT, OEL Conference Room
SUBJECT: SR 133 Practical Alternatives Report Review Meeting
STP-0000-00(520)(519)(475)(473), Colquitt/Worth/Dougherty Counties
PARTICIPANTS: See page 4

### DISCUSSION ITEMS:

The purpose of the meeting was to review the Practical Alternatives Report for the SR 133 widening project from Moultrie to Albany with federal and state environmental review agencies.

1. Larry Cook opened the meeting with introductions of the project team members present and a brief explanation of their roles on the team. A copy of the Practical Alternatives Report (PAR) was provided to meeting participants. Review agencies were also provided a copy of the Ecology Report.
2. Ron Johnson provided a summary of the project's ecology study and findings. He noted that most of the drainage in the project area was related to wetlands, which are heavily impacted by farm irrigation. Symmetrical wetlands on either side of SR 133 are consistent throughout the corridor, with fewer found at the north end of the project. A few High Quality wetland systems exist along the corridor; however, the High Quality wetland system in the Doerun Pitcher Plant Bog Natural Area is avoided. In response to questions, Ron stated that with the exception of some isolated wetlands at the north end of the project, the wetlands are associated with streams and that the wetlands have not yet been verified by the Corps. **Lisa Westberry stated that a letter needs to go out to the Corps because a determination needs to be made.** Ron noted he would also like the Corps' input on some of the farm ponds as they are all being considered jurisdictional at this stage. It was noted that under FHWA regulations, mitigation is required for ponds. The ponds can be considered Waters of the US but exempt from permitting.
3. Ron noted some of the design changes that have occurred to date to minimize project impacts. In the Doerun area, a northern bypass alternative was dropped because of wetland impacts and the eastern bypass was realigned to reduce wetland impacts. In the area of Dry Creek where the stream divides, alignment changes were made to avoid or reduce impacts to the stream, high quality wetlands and Cooley's meadowrue, a federally endangered plant.
4. The meeting participants discussed protected species in the project area. Ron noted there were a large number of species listed for the three counties. Federally

endangered wood storks were observed foraging within and adjacent to the study corridor. A state Threatened species, the parrot pitcher plant was observed in the study corridor and plants would be impacted at Wetland 074. A meeting participant noted they would inform Tom Patrick about the impact, noting the plant may be moved. No mussels or mussel habitat were found. A population of Cooley's meadowrue is being avoided. **It was noted that the plans should be labeled as ESA where the alignment shifts to avoid this plant.** In response to questions, it was noted that the Doerun Pitcher Plant Bog Natural Area, which the project avoids, carries the protective designation of State Natural Area and is open to the public.

5. Lisa Westberry asked if the longitudinal impacts to Stream 005 were in the right-of-way. Ron stated that they were and noted this is an area he would like the Corp's determination because the stream begins as a drainage ditch. Lisa asked if there was any way to avoid the stream and its buffer, noting that **buffers need to be labeled on the plans. If there is an impact to the stream buffer, a variance will be required.** It was mentioned that widening to the other side also has constraints, including wetland, stream and property impacts. It was stated that purchased right-of-way should not be a limiting factor when determining roadway alignment. Lisa stated that a 401 permit is needed before requesting a variance.

6. A meeting participant inquired about the source of the hydrology at the pitcher plant natural area and questioned if it would be impacted by the project. Ron Johnson stated that the source was groundwater, with no active stream feeding into it. A discussion of area drainage and potential impacts from a nearby hog farm followed. David Norwood stated that outfall locations along SR 133 would be the same. Drainage problems associated with the farm are between the state natural area and the farm: Modifications to the roadway drainage would not change the drainage between the farm and the natural area. It was noted that the proposed design in the vicinity of the Doerun Pitcher Plant Bog Natural Area includes a reduced median width, as well as a median opening and a turn lane for the unpaved access road.

7. Larry Cook presented the "Best Fit" and "Wetland Avoidance" alternatives in the January 24, 2006 revision of the Practical Alternatives Report. After the alternatives were described, meeting participants discussed avoidance/minimization along the project corridor.

8. Much of the discussion focused on the area around the Ochlocknee River. In response to a question regarding median width, it was noted that a 32-foot median is proposed through this area for approximately three miles to reduce wetland impacts. It was asked if lengthening the bridge was considered as an option. David Norwood asked about criteria on bridge length for minimization of wetland impacts. Lisa Westberry noted that while it would be beneficial for wetlands, the cost of bridging is also a factor that needs to be considered. An inquiry was made about using 24-foot medians in this area. It was estimated that a 24-foot median would minimize wetland impacts by approximately two acres. David noted that the standard median width for GRIP projects is 44 feet and the 32-foot median width policy for minimization of impacts to wetlands is followed. He stated that 24-foot raised medians are not desirable for roads with a design speed of 65 miles per hour. Using steeper side

slopes with guardrail was also discussed. It was noted that a wider shoulder would be required and benefits would not be realized in areas with less than six feet of fill. Ron Johnson stated that most of the wetland systems were around two-to-three feet below grade. It was agreed that the design team would **evaluate using a narrower footprint at the Ochlocknee River floodplain.**

9. Meeting participants inquired if any additional culverts were being considered as they could provide benefits similar to bridging. Larry Cook noted that the project was not at the point in design yet where culverts were being evaluated.

10. It was asked if a 32-foot median was considered between miles 25 and 28 where there are nine acres of wetland impacts. Larry Cook noted that the area did not meet the wetland minimization guidelines. David Norwood stated that this was an area that there were concerns and asked if there was any guidance on bridging or culvert size so that a determination regarding benefit could be made. It was noted that using a 24-foot culvert would raise the profile and result in a wider footprint; therefore, it may not decrease impacts.

11. A question was asked regarding if anything was being done to address water quality at Okapilco Creek, which is a 303 (d) stream. David Norwood responded that guidelines for 303 (d) streams will be followed.

12. Lisa Westberry stated she would provide information to the Corps and have them determine if everyone wants a site visit. A question was asked regarding the timeframe for permitting the project. Lisa said it would be at the end of 2007.

13. It was noted that mitigation would be needed for this project and that the mitigation bank was an option. Ron Johnson stated that potential mitigation opportunities that have been identified include the road through the pitcher plant area (remove/cul-de-sac), at Dry Creek where the roadway goes on new location (remove existing roadway), and at ponds along the Bypass alternative (potential stream restoration opportunity). It was asked if the pond series after the Bypass would be a mitigation opportunity. Ron stated that the landowners would not be in favor of losing the ponds and that they are currently functioning as good wetlands. Lisa Westberry asked if there were any wetland mitigation opportunities at the Brooks County site, to which the response was "no". It was noted that mitigation staff should probably see the area where Cooley's meadowrue is growing and that The Nature Conservancy could be helpful in pursuing mitigation opportunities there.

**MEETING PARTICIPANTS:**

| | |
|---|---|
| Katy Allen | Federal Highway Administration |
| Yates Allen | US Fish and Wildlife Service |
| Andrick Anderson | Georgia Department of Transportation |
| Galen Barrow | Georgia Department of Transportation |
| Chris Canalos | Georgia Department of Natural Resources |
| Doug Chamblin | Georgia Department of Transportation |
| Jaime Collazo | Georgia Department of Transportation |
| Larry Cook | JB Trimble |
| Chris Coppola | Georgia Department of Transportation |
| Jonathan Cox | Georgia Department of Transportation |
| Gail Daxino | Georgia Department of Transportation |
| Ryan Fowler | Georgia Department of Transportation |
| Jennifer Giersch | Federal Highway Administration |
| Samantha Gooch | Georgia Department of Transportation |
| Ryan Handley | Georgia Department of Transportation |
| Laura Hanlon | Georgia Department of Transportation |
| David Hedeen | Georgia Department of Transportation |
| Ron Johnson | Earth Tech |
| Liz Kovasckitz | Mulkey |
| Michele Lindberg | Federal Highway Administration |
| Mara Lindsley | Georgia Department of Transportation |
| Bob Lord | Environmental Protection Agency |
| David Norwood | Georgia Department of Transportation |
| Karen Matthews | Georgia Department of Transportation |
| Sharilyn Meyers | Georgia Department of Transportation |
| Keith Parsons | Georgia Department of Natural Resources |
| Dave Peters | Georgia Department of Transportation |
| Lee Peterson | Georgia Department of Transportation |
| Mindy Sanders | JB Trimble |
| Chris Sheahan | JB Trimble |
| Mike Stoltzfus | KCI |
| Ken Thompson | Georgia Department of Transportation |
| Neel Vanikar | Federal Highway Administration |
| Lisa Westberry | Georgia Department of Transportation |

# STP-0000-00(519)

# Attachment 7

# Concept Team Meeting Minutes

# S.R. 133 WIDENING: MOLUTRIE TO ALBANY

## CONTRACT 6: STP-0000-00(520) COLQUITT/WORTH COUNTIES
## CONTRACT 7: STP-0000-00(519) WORTH COUNTY
## CONTARCT 8: STP-0000-00(475) WORTH/DOUGHERTY COUNTIES
## CONTRACT 10: STP-0000-00(473) DOUGHERTY COUNTY

## CONCEPT TEAM MEETING

## MEETING MINUTES

**Date:** November 13, 2006

**Place / Time:** GDOT District 3 - Tifton / 9:00

**Attendees:** See attached Sign-in Sheet

- Brent Thomas welcomed the attendees and made introductions
- Larry Cook introduced the consultant team, presented overall information, project history and upcoming schedule
- Liz Kovasckitz provided an environmental overview
- Larry provided an overview of the technical issues along the corridor
- Larry provided detailed descriptions of Contracts 6 and 10
- Mindy Sanders provided detailed descriptions of Contracts 7 and 8
- The following issues were raised by the attendees:
    - Contract 7 – Comment: the design team should consider leaving the intersection with Carlton Rd. (left side of SR 133) open, as it is used by farm equipment, which would be dangerous to run on SR 133 for the mile or so it would take, on the configurations shown. Response: the designers will consider this suggestion.

- Contracts 6 and 10 – Question: what are the heights of proposed retaining walls? Answer: Wall No. 1 is 25' high, Wall Nos. 2 through 4 are all around 5' high.
- Contract 10 – Question: is there a need to replace the existing culvert at Spring Flats branch? Answer: the initial hydraulic analysis showed that a 120' bridge is needed at that location.
- Contract 6 – Comment: it was requested that a cul-de-sac be constructed on Green St. near its intersection with SR 133, as opposed to the right in / right out presently show. Response: the designers are to investigate this option.
- All contracts – Question: what is the total number of displacements? Answer: there are presently 35 displacements shown along the entire 32 mile project corridor.
- All contracts – Questions: what happens to abandoned right of way (for relocated side roads)? Answer: it often cam be deeded to the adjacent landowner(s).
- Contract 6 – Question: what is the proposed driveway access to the Saunders property at the intersection of SR 133 and Parker Blvd.? Answer: the design team will investigate.
- All contracts – Question: does the design speed was 65 mph apply to the entire corridor? Answer: yes it does, except for 24' median sections, where it is 55 mph and near the end of the project at Holly Dr. / South Mock Rd., where it could be reduced to 45 mph as this is a more-urbanized area.
- Contract 8 – Question: are the flashing signals at County Line Rd. to be retained? Answer: this item will be dealt with in future phases but it is likely to be advance warning.
- Contract 7 – Question: will there be a signal added at the SR 112 intersection? Answer: it was studied and found not to be warranted for opening year 2010 and it is likely a flashing signal will be implemented at that location.
- Contract 10 – Question: will if the dual right turn lanes from South Mock Road WB to SR 133 NB have a free-flowing lane? Answer: yes the outside lane does, for one block, to Trailer Lane.
- All contracts – Question: it was asked what the next step, following concept approval, is regarding local government involvement and utilities? Answer: the next phase is the Preliminary Plans Phase, early in that phase a Public Hearing will be held and Utility Plans will be sent to all owners for location verification of all existing facilities.
- Contract 10 – Question: was consideration given to having a median opening at Pecan Lane? Answer: yes it was, but it was decided to locate the median opening at Wildflower Lane, because Pecan Lane is too close to Holly Drive / South Mock Road to fit in all the tapers needed to develop two median openings.
- All contracts – Question: when will construction start? Answer: it is now scheduled for 2010 and all contracts could be constructed independently; at this time it is the designers' thought that Contract 8 (the shortest of the four contracts) be completed first. However, it is too early in the process to be certain that this will be the case.

- All contracts – Question: what materials are available for the general public? Answer: plots are available at the Moultrie and Albany Area Offices.
- All contracts – Question: is anything is available online? Answer: yes the PIOH #2 (held in November, 2005) displays are on the GDOT website.
- All contracts – Question: have any major changes have been made to the design since PIOH # 2? Answer: no large changes have been made, only refinements once the Doerun Bypass was adopted, but some of the refinements have added / removed displacements.
- Contract 6 – Question: why is the Sam Sells Road intersection, an accident-prone area which was originally to have a cul-de-sac, now an intersection / median opening with SR 133? Answer: there was a considerable amount of public opposition to the cul-de-sac, so the intersection was added to the design, please also note that the geometrics will be much improved over the existing conditions.
- All Contracts – Comment: there are several locations along the corridor that have drainage issues. Response: yes these areas have been addressed in the concept design, and profiles will be raised near Carlton Road (Contract 7) and Dry Creek (Contract 8) to properly drain these flood-prone areas.
- All contracts – Question: what is the next step in the Public Involvement Process? Answer: the Public Hearing, which is scheduled to be held in the Spring of 2007.
- Contract 6 – Question: will two new bridges will be built at the Ochlocknee Rive? Answer: yes, the existing bridge lacked the needed sufficiency rating to be retained.
- Contract 7 – Question: is the store at the corner of SR 112 being displaced? Answer: yes it is, there were fewer impacts along that particular stretch of SR 133 by widening to the side where that store is located.
- Contract 10 – Comment: the proposed bridge over Spring Flats Branch will increase runoff downstream due to the increased hydraulic opening of the bridge vs. the existing culvert. Response: yes this is true and the designers will provide the Dougherty County staff with hydraulic data so they can evaluate their facilities downstream of SR 133.
- All Contracts – Question: in what fiscal year that Right of Way is to clear? Answer: 2008.
- All Contracts – Question: will the Right of way for all four contracts will be acquired simultaneously? Answer: it highly unlikely this will be the case and there is a good chance that the Right of Way for Contract 8 will be acquired first.
- All Contracts – Question: do displacements take longer to negotiate than cases where only land is purchased? Answer: yes.

C: Attendees
File 31-4074

# SIGN IN SHEET

PROJECT NO.: STP-0000-00(473) DOUGHERTY, STP-0000-00(475) WORTH, STP-0000-00(519) COLQUITT/WORTH, STP-0000-00(520) COLQUITT
P. I. NO.: 0000473, 0000475, 0000519, 0000520
COUNTY:
DATE: NOVEMBER 13, 2006
TIME: 9:00 AM

| NAME | AGENCY | PHONE NO. |
|---|---|---|
| R. V. Braswell | Doerun | 782-5444 |
| BRENT THOMAS | GDOT - DIST PRECONSTRUCTION | 229-386-3300 |
| TONY CRANEY | GDOT - ALBANY | 229-430-4198 |
| STACY AULTMAN | GDOT - MAINT TIFTON | 229-386-3312 |
| Scott Carter | GDOT DME | 386 3312 |
| SONJA THOMPSON | GDOT - AE | 891-7130 |
| DARRELL OSBORNE | GA DOT R/W CONSULTANT | (229) 777-1527 |
| TONY C KIERCE | DIXIE Pipeline Co. | 678 6887889 |
| LARRY COOK | DOUGHERTY CO. | 229-430-6120 |
| LIZ KOVASCKITZ | Mulkey, Inc. | (919) 858-1808 |
| BILL BRADLEY | DOUGHERTY CO | 229-430-6120 |
| Roger Rhodes | City of Moultrie | 229-890-5420 |
| JOE COWAN | GDOT - DIST CONST | 229 386 3304 |
| Jeff Hamilton | Southwest GA RDC | 229-522-3552 |
| Jack D. Byrd | Colquitt County | 229-616-7404 |
| Steve Linley | J.B Trimble | 770 952-1022 |
| MARK HOLLIFIELD | WINDSTREAM | 229-890-4326 |
| Don Senkbeil | Doerun Ga - City Council | 229-782-7449 |
| ~~Richard~~ Ray Saunders | Colquitt Co. Commissioner | 229-782- |

# SIGN IN SHEET

**PROJECT NO.:** _____
**P. I. NO.:** _____
**COUNTY:** _____
**DATE:** _____
**TIME:** _____

| NAME | AGENCY | PHONE NO. |
|---|---|---|
| Tammy Revell | Windstream | 229 890-4319 |
| Russell Moody | Colquitt Co EMA/Code enforcement | 229 616 7417 |
| Tim Warren | GDOT | 229-386-3288 |
| Bill Cooper (William) | GDOT Utilities | 229-386-3288 |
| Chris Stewart | GDOT Right of Way | 229-386-3035 |
| Danny P. Gray | GDOT - Traffic Operations | 229-386-3435 |
| Van Mason | GDOT - Traffic | 229-386-3435 |
| Joe Burns | GDOT- Environmental | 229-386-3046 |
| Shane Pridgen | GDOT - Planning | 229-386-3045 |
| Joe W. Sheffield | GDOT - Tifton | 229-386-3280 |
| Mindy Sanders | JB Trimble | 770-200-1710 |
| Roger Stockton | Colquitt EMC | 229-386-2278 |
| Ken Breedlove | City of Albany | 229-430-5215 |
| Randy Casagrande | City of Albany | 229-883-6955 |
| Alexis H John | GDOT - OEL | 404-699-6865 |
| Billy Pate | Mitchell EMC | 229-903-3236 |
| Larry Cook | J.B. Trimble | (770) 200-1729 |
| | | |
| | | |

# STP-0000-00(519)

# Attachment 8

# PIOH Fact Sheets and Summaries of Comments and Responses

**STP-0000-00(519)**

**PIOH # 1**

**July 11, 2005**

Plan #1

# FACT SHEET

| | |
|---|---|
| PROJECT NUMBER: | STP-0000-00(520), (519), (475), & (473) |
| P.I. NUMBER: | 000520, 000519, 000475, & 000473 |
| COUNTIES: | Colquitt, Worth, & Dougherty |
| LOCATION: | STATE ROUTE (SR) 133 FROM US 319 NEAR MOULTRIE TO HOLLY DRIVE/SOUTH MOCK ROAD NEAR ALBANY |
| LENGTH: | 32.0 MILES |
| SPEED DESIGN: | 65 MPH RURAL (55 MPH 24-FT MEDIAN), 45 MPH URBAN |
| POSTED SPEED: | 55 MPH, 35 MPH DOERUN |
| EXISTING ROADWAY: | TWO, 12-FT LANES ON SR 133, ONE IN EACH DIRECTION |
| PROPOSED ROADWAY: | TWO 12-FT LANES IN EACH DIRECTION, 44-FT DEPRESSED GRASS MEDIAN WITH 10-FT SHOULDERS. IN DOERUN, 3 ALTERNATIVES INCLUDING A BYPASS TO THE EAST AND TWO, ONE WAY PAIR OPTIONS – ONE USING ROBINSON STREET AND THE OTHER SR 270. NEAR THE PITCHER PLANT BOG AREA, THE ROADWAY WIDTH WOULD BE REDUCED TO ACCOMMODATE A 24-FT MEDIAN AND WALL OR A GUARDRAIL WITH 2 TO 1 SIDE SLOPES. |
| DETOURS PROPOSED: | NONE |
| EXISTING R/W: | VARIES FROM 70-FT IN DOERUN TO 260-FT NEAR MOULTRIE WHERE SR 133 TRANSITIONS FROM 4 TO 2 LANES |
| ESTIMATED RELOCATIONS: | P.I. # 0000520: Alt. A: 46 residential, 0 businesses<br>Alt. B: 45 residential, 0 businesses<br>Alt. C: 46 residential, 0 businesses<br>P.I. # 0000519: 12 residential, 2 businesses<br>P.I. # 0000475: 4 residential, 0 businesses<br>P.I. # 0000473: Alt. A: 23 residential, 2 businesses<br>Alt. B: 20 residential, 1 business<br>Alt. C: 10 residential, 1 business |
| PROPOSED R/W: | VARIABLE 250-FT |
| ESTIMATED CONSTR. COST: | P.I. # 0000520: $24 million<br>P.I. # 0000519: $16 million<br>P.I. # 0000475: $8 million<br>P.I. # 0000473: $16 million |
| ESTIMATED R/W COST: | P.I. # 0000520: $6 million<br>P.I. # 0000519: $4 million<br>P.I. # 0000475: $2 million<br>P.I. # 0000473: $4 million |
| ESTIMATED UTILITY COST: | NOT KNOWN |
| ESTIMATED LET DATE: | LR (anticipate FY 2009) |

**ESTIMATED CONSTR. TIME:** **30-36 MONTHS**

**BEGIN R/W ACQUISITION:** **LR (anticipate FY 2007)**

**NUMBER OF PARCELS:** **411**

**SR 133 ADT:** **6,500 to 17,000 (2008); 9,500 to 24,700 (2030)**

**ACCIDENT SUMMARY:** According to available accident data, the injury and fatality rates along the project corridor exceeded the statewide rates. In the latest year, Year 2002, the fatality rate along the project corridor was almost 40 percent higher than the statewide rate and the injury rate was 28 percent higher than the statewide injury rate for rural minor arterial. The accident data support the need for providing additional capacity while improving operations and safety in a developing regional economic area along the SR 133 GRIP corridor. These types of accidents indicate that a depressed median, designated median openings, and turn lanes with adequate storage would improve safety. With the increase of traffic volumes expected for this corridor, injury rates and fatality rates are anticipated to continue to exceed the statewide rates should the project not be built. For all three years, the accident rate along SR 133 within the project limits was considerably lower than the statewide average. However, the three-year history of accidents, injuries, and fatalities on SR 133 that is shown in Table 1, Accident History of SR 133 from Moultrie to Albany suggests other trends. This table provides the number of accidents and accident rates; the number of injuries and injury rates; and the number of fatalities and fatality rates per unit per year between 2000 and 2002. For comparison, the statewide accident and injury rates for rural minor arterial roads for 2000 to 2002 are provided in Table 2, Statewide Rate Rural Minor Arterial. All accident, injury, and fatality rates are per 100 million vehicle miles.

**TABLE 1: Accident History of SR 133 from Moultrie to Albany***

| YEAR | ACCIDENT/ ACCIDENT RATE | INJURY/ INJURY RATE | FATALITIES |
|---|---|---|---|
| 2000 | 80/120 | 44/66** | 3/4.51** |
| 2001 | 75/122 | 49/80** | 2/3.25** |
| 2002 | 59/103 | 47/82** | 2/3.49** |

*All rates are per 100 million vehicle miles of travel.
**Exceeds statewide average for that year.

**TABLE 2: Statewide Rates, Rural Minor Arterial***

| YEAR | ACCIDENT RATE | INJURY RATE | FATALITY RATE |
|---|---|---|---|
| 2000 | 182 | 58 | 2.06 |
| 2001 | 190 | 60 | 2.26 |
| 2002 | 199 | 64 | 2.50 |

*All rates are per 100 million vehicle miles of travel.

**ENVIRONMENTAL:** **COE: INDIVIDUAL PERMIT, ENVIRONMENTAL ASSESSMENT**

**SIGNALIZATION:** **EXISTING FLASHING SIGNAL WILL BE RETAINED AT THE SR 112 INTERSECTION; SIGNAL WILL BE ADDED AT NEW SR 33/SR 133 CONNECTOR ROAD NEAR MOULTRIE.**

# Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
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DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

*State of Georgia*
*3993 Aviation Circle*
*Atlanta, Georgia 30336*

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224


October 7, 2005

Name
Street
City

RE: STP-0000-00(520) (519) (475) & (473); Colquitt, Worth, and Dougherty Counties
P. I. Nos. 0000520, 0000519, 0000475, 0000473; SR 133 Improvements from Moultrie to Albany, Georgia

Dear____:

On behalf of the Georgia Department of Transportation (GDOT), I would like to thank you for providing comments regarding the proposed widening of SR 133 from Moultrie to Albany at, or following the Public Information Open Houses held in Albany, Doerun, and Moultrie on Monday, July 11, 2005. Input from citizens affected by transportation proposals is invaluable to the project planning process. You may be interested to know that approximately 240 citizens attended the three meetings. For your information, this letter summarizes the written and verbal comments received concerning the project, followed by the Department's responses.

## Summary:

The comments received indicated overall support for the project as a whole. Of the 137 respondents, 86 indicated support for the project; 32 expressed opposition to the project; and 19 appeared uncommitted.

Many of the citizens expressing opposition to the project were concerned about its impact on specific properties, particularly possible residential displacements in the Old Doerun Road area in the Sigsbee community.

Several citizens had questions about the right-of-way acquisition process. Others questioned the need for the proposed 44-foot grassed median, preferring a continuous left-turn lane and four travel lanes instead.

Several citizens noted instances where property owner names or property lines shown on the displays were incorrect.

*GDOT Response -* *The GDOT is aware of the hardship that residential displacements can place on families and rural communities and regrets the inconvenience it causes. We make every effort to minimize the number of displacements, but we also must comply with federal laws, current design standards, and be mindful of the need for safety enhancements on roadways like SR 133. We will continue to work to reduce displacements as we move further along with the project's design. The right-of-way acquisition process would begin only after a final environmental assessment is approved by FHWA and after detailed roadway construction plans have been completed and delivered to GDOT right-of-way agents. These agents would work with families affected by the project and explain the services and payments available to displaced families. The agents would also provide families with a list of comparable housing currently available within the area. Whenever displacements occur, homeowners would be offered fair market value for their property, based on an appraisal, and relocation assistance would be provided to both homeowners and tenants.*

*Medians are often provided to enhance safety on high-speed roadways where traffic travels at speeds of 55 miles per hour or greater. A 44-foot median reduces conflicts with opposing traffic, eliminates passing in the wrong lane, and provides a "recovery zone" which substantially reduces head-on collisions. The width of the recovery zone is directly related to the speed of traffic. Medians also improve safety by controlling the locations of left turn and U-turn movements. Continuous or two-way center left-turn lanes provide none of these benefits. In fact, studies have shown they often contribute to an increase in head-on and angle crashes. SR 133 has a higher than average fatality rate for similar roadways in the state. Therefore, improvements to safety are an important purpose of the project.*

*The property owner information and property lines illustrated on the displays at the open house meetings were obtained from county tax records. Additional deed research for all properties affected by the project will be conducted so that the latest, most accurate information is available to the designers and ultimately, to the right-of-way agents.*

## Project Specific Comments:

### Project STP-0000-00(520), Contract 6, from US 319 in Moultrie to just north of the Colquitt/Worth County Line

Most comments received concerned the options for improving SR 133 in the Doerun area. The majority of the citizens were in favor of Alternative A, with 44 commenters showing support for the bypass, followed by Alternative B, the one-way pair alternate using SR 270, supported by 18 respondents. Only 10 citizens preferred Alternative C, the one-way pair alternate using Robinson Street. A figure showing the three Alternatives in the Doerun area is attached to this letter. Four citizens expressed that they preferred either Alternative B or Alternative C. Those in favor of Alternative A preferred it because it was safer. Many felt that moving the increasing SR 133 traffic through Doerun through town would "kill" or "destroy" the town, as the truck traffic would be dangerous, especially to children and the noise would be detrimental to residential areas. Conversely, those same verbs were used by many citizens in favor of either of the two one-way pair alternates. Many of these respondents felt that a bypass would hurt the town's economy. Thirteen citizens expressed strong concern about the effects of a bypass on the businesses in downtown Doerun. Five citizens asked if the railroad could be relocated, rather than bypass Doerun.

Several citizens suggested that the proposed median opening at Clifton Road be relocated north to McElroy Road (CR 292), which serves several businesses and a school bus route.

Many citizens expressed concern about the number of residential displacements in the Sigsbee area, particularly in the vicinity of Old Doerun Road (CR 526). Several respondents expressed distress that some of these displacements were caused by the need to avoid a historic property. One citizen asked that GDOT move the historic property further east, so that the homes on the west side would not be displaced. Others in the Sigsbee community wrote requesting that the Sam Sells Road (CR 297) intersection with SR 133 remain open, rather than be closed as shown in the concept designs presented at the public information open houses. Sam Sells Road provides access to the Rose of Sharon Baptist Church, an important community resource in Sigsbee.

One citizen asked that an alternative be developed for the realignment of Sigsbee-Funston Road (CR 26).

Three citizens asked that SR 133 be widened symmetrically throughout the project corridor so that right-of-way is acquired equally from property owners on both sides.

A farmer wrote concerning the impacts of Alternative A, the bypass around Doerun, to his farm, irrigation pond, and pivot.

*GDOT Response –* *The decision regarding the selection of an alternative in the Doerun area is a difficult one. The comments of affected citizens and local officials, as well as safety and roadway capacity considerations will all be weighed in*

*selecting an alternative. More information regarding the historic district in Doerun has been obtained since the open houses. This will also factor into the decision. Another public information open house will be held November 17, 2005 at Doerun Elementary School from 4:00 p.m. to 8:00 p.m. A recommended alternative will be presented at this time.*

*The Georgia & Florida RailNet, which operates the railroad running through part of the SR 133 project corridor, is a private corporation. Railroads have unique charters with the federal government protecting their rights-of-way. The GDOT has no authority to relocate their facilities.*

*Our design team reevaluated the median opening location at Clifton Road and agrees that a median opening at McElroy Road, rather than Clifton Road, would better serve the interests of the community, while still providing access to the Clifton Road subdivision. Therefore, the McElroy intersection design will be revised accordingly.*

*The SR 133 project would be funded, in part, with federal funds. Therefore, the project must comply with federal laws and regulations, including the National Historic Preservation Act, of 1966 and the U.S. Department of Transportation Act of 1966. The law established the criteria for eligibility to the National Register of Historic Places, which includes resources 50 years or more in age and stipulates that a eligible structure embody the distinctive characteristics of a type, period, or method of construction, among other considerations. A section in the U.S. Department of Transportation Act of 1966, states that highway projects will not use property from historic sites on or eligible for the National Register unless there are no "prudent and feasible" alternatives. Abundant case law has set a high threshold for "prudent and feasible." Therefore, we often have no alternative but to widen an existing roadway in a way that avoids impacts to a historic property, even if residential displacements are an unfortunate result.*

*The criteria that determines eligibility for the National Register of Historic Places includes a structure's setting and "context." Therefore, a historic resource typically includes the structure and the property associated with it. Moving the Beverly House would change its setting and context, and in all likelihood, compromise its eligibility status. Therefore, the GDOT cannot, by law, move the building.*

*We have reevaluated the design at the intersection of Old Doerun Road (CR 526) and SR 133 in an effort to minimize the number of displacements resulting from the need to improve the intersection's geometry and still avoid the historic property. We have developed a new design that would*

*reduce the number, but not entirely eliminate the displacements at the intersection, as well as along SR 133, in its vicinity.*

*Our project design team proposed closing the intersection of Sam Sells Road (CR 297) and SR 133 due to its low volume of traffic and the advantage provided in closing an existing railroad crossing. However, we are now aware of the relationship between the Sigsbee community and the Rose of Sharon Baptist Church and have reevaluated the intersection proposal. We have concluded that the intersection can remain open, although further redesign to improve its geometry is anticipated.*

*The realignment of Sigsbee-Funston Road is necessary to improve the intersection's substandard geometry and poor sight distance. It also includes the closure of an existing railroad crossing at Miller Lane (CR 659), a safety enhancement. The proposed design avoids displacing two residences at the intersection. However, we have reevaluated the design and minimized property impacts at the intersection, while maintaining acceptable design standards.*

*Although widening SR 133 symmetrically sounds equitable, it is not necessarily so to all taxpayers. By widening to one side, we would be able to continue to utilize the existing roadway both during and after construction. A symmetrical widening would require that the existing pavement be torn up, temporary roadways be built and detours created so that traffic could be maintained during construction. All of this would add significantly to the overall cost of the project. Additionally, as we plan roadway improvements, we attempt to minimize residential and business displacements, as well as environmental impacts on wetlands, streams, archaeological sites, and historic properties, something that would be difficult to achieve if we held to a symmetrical widening throughout the 32-mile project.*

*We are aware of the impacts to the viability of a farm that this and other new location roadway projects can have. Therefore, if Alternative A is selected, we will coordinate with affected farmers during the preliminary design phase in an effort to avoid these structures. If unavoidable, farmers are duly compensated for the replacement value of this equipment.*

**Contract 7: Project No. STP-0000-00(519) from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County**

Ten citizens indicating a preference between the two alternatives in this contract selected Alternative A, which would widen SR 133 to the east, avoiding impacts to wetlands and a large pond approximately one mile south of SR 112. None preferred Alternative B, which would widen to the west. Several property owners asked about the right-of-way acquisition process.

One property owner asked how the Department would ensure that their property tax rate would remain the same if they had to relocate.

One citizen approved of the proposal to realign Shanklin Road (CR 218) to intersect with SR 112 rather than SR 133, noting that it will improve safety. Two citizens requested that Toni Lee Road (CR 378) be paved as part of the project.

A property owner along Carlton Road asked GDOT to consider closing the intersection of Carlton Road and SR 133, as his family is the primary user and can access their property from Liberty Hill Road.

*GDOT Response -* *Reference is made to the previous response concerning right-of-way acquisition and relocation assistance. It should be noted that efforts were made to present a "worst-case scenario" of right-of-way impacts, including possible displacements, at the public information open houses. Some displacements have already been eliminated. All right-of-way impacts will be further evaluated during the more detailed preliminary engineering design phase to minimize displacements and property impacts.*

*Because property tax rates are set by local governments, the Department, a state agency, cannot guarantee that property tax rates will remain unchanged should your home be relocated as a result of the project. The tax rate associated with a new property would be based on the value of the land and structures as assessed by the appropriate city or county authority.*

*Toni Lee Road is on the Worth County road system. Therefore, Worth County, rather than the Georgia Department of Transportation, is responsible for its maintenance and improvement. However, the Department's policy is to provide a paved roadway for all new roadway constructed. Consequently, the realigned portion of Toni Lee Road would be paved.*

*We have evaluated the proposal to close the intersection of Carlton Road and SR 133 and agree with the recommendation to close the intersection of SR 133 and Carlton Road.*

**Contract 8: Project STP-0000-00(475) from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417 (Worth), CR 459 (Dougherty) County Line Road at the Worth/Dougherty County line**

No alternate alignments were presented in this contract, however, of the 19 citizens commenting on this portion of the project, opinions were mixed. Eleven supported the project, five expressed opposition, and three had specific questions, but indicated no opinion. Several citizens wrote with concern about periodic flooding and drainage problems in the Dry Creek area. One citizen

asked the GDOT to address a flooding problem created when a railroad bridge was replaced with culverts. Others approved of the proposed new location alignment and crossing of Dry Creek, but some asked that it be moved further from their homes. A citizen noted that the design presented would acquire her family's in-ground pool and barn, and requested that it be reevaluated. One citizen complimented the Department on avoiding the Nature Conversancy property at Dry Creek.

One citizen requested a median opening at her property, and asked how she would be compensated for pasture acquired for right-of-way. She also asked why the roadway was proposed for widening on the east side, when there is nothing across the street from her home.

Another property owner noted that the proposed realignment of SR 133 in the vicinity of Moree's Store would run behind her home and asked that it be moved further away.

Several citizens asked that Nelms Road (CR 417) remain open, rather than be cul-de-saced, as shown at the open houses. Two writers asked that driveway access to Groveland Drive (CR 393) be maintained.

*GDOT Response –* *Consideration of drainage is a major aspect of any design which the Department undertakes. Our designers are aware of the flooding problem throughout the SR 133 corridor and correcting this problem is a key component of the project. The comments provided about the reoccurring problems in the Dry Creek area gave us valuable information regarding the drainage environment there, and we are now exploring possible solutions. Detailed hydraulic analyses and designs will be conducted during the preliminary engineering design phase. However, we must inform the public that the GDOT cannot address all flooding issues outside the roadway right-of-way caused by the actions of others.*

*The proposed realignment of SR 133 in the Dry Creek and County Line Road area has been modified since the open houses, based on public input. The Dry Creek area design now avoids impacts to the swimming pool and barn, as requested by the citizen in the Dry Creek area. The revisions can be viewed at a planned public information open house being held in Doerun on November 17, 2005.*

*Median openings are provided at public roadway intersections with higher traffic volumes, at large traffic generators such as shopping centers and large employers, and at other points along the corridor to permit U-turns within a reasonable distance. Roadway design guidelines in Georgia require median openings at a minimum of every two (2) miles, but no closer than one-quarter mile (1,320 ft) in rural areas. Therefore, we are unable to provide a median opening at every driveway location. Although medians do create a minor inconvenience for some citizens, this is offset by the enhanced safety they provide.*

*Pasture, farmland, and other private property acquired for right-of-way will be purchased at fair market value, based on an appraisal of the property and other reasonable considerations that would affect its value. The roadway is proposed for widening on the east side in Contract 8 to minimize residential displacements, impacts to wetlands, and to avoid displacing Moree's Store. The roadway is being designed for speeds up to 65 miles per hour (it will be posted for 55 miles per hour (mph)). Therefore, curves must be long and flat, which limits the transitions that can be safely designed from one side of the roadway to the other and ultimately, where the roadway can be located.*

*The design team reevaluated the Nelms Road proposal after learning that it served as an important route to property owners west of SR 133. It has been realigned to tie into County Line Road (CR 417/CR 459), rather than SR 133, a lower volume facility with fewer large trucks.*

*A minor realignment of Groveland Drive at its intersection with SR 133 is proposed to improve its geometry. However, all driveway access to the roadway is expected to be maintained.*

**Contract 10: Project STP-0000-00(473) from 1,700 feet north of CR 417 (Worth), CR 459 (Dougherty)/County Line Road at the Worth/Dougherty County line to 1,000 feet north of Holly Drive/South Mock Road in Albany**

Preferences regarding the alternatives presented in the Honeysuckle Road area were mixed. Of those expressing a preference between the alternatives presented, one preferred Alternative A, two preferred Alternative B, three preferred Alternative C, and two preferred either Alternatives A or C. Seven citizens supported the project and two expressed opposition. Several others asked with concern about potential displacements, particularly for elderly residents.

One citizen wrote to say that her first choice was the no-build alternative. She stated that her understanding was that Alternatives A and B in Contract 10 would displace 23 or 10 residents, respectively. This concerned citizen suggested that if the no-build alternative was not an option, to improve safety, Pecan Lane should be closed, signs should be installed every 500 to 1000 feet to alert motorists that driveways are present, and that the roadway be widened to three lanes, on the west side.

*GDOT Response -* *The selection of the alternative in the Honeysuckle Road area has not been made. Input from citizens in the area, as well as local officials, will be taken into consideration during the decision-making process, with safety being an important factor.*

*As previously mentioned, all right-of-way impacts will be further evaluated during the preliminary engineering phase to minimize property impacts. Also, as noted before, the right-of-way impacts presented at the public information open houses represented a "worst case" at most*

*locations. The total number of displacements, and the property owner's opinions about potential displacement, are factored into the selection of an alternative.*

*We will evaluate the suggestion of closing the intersection of SR 133 and Pecan Lane (CR 291). It should be noted that the roadway serves several businesses, and their access will have to be taken into consideration.*

*The installation of signs every 500 to 1000 feet to alert motorists that driveways are present would create a distraction, and therefore a safety hazard along the roadway and make other regulatory, directional, and warning signs difficult to see when traveling at 55 miles per hour. Widening the roadway to three lanes would address some, but not all of the safety problems that currently exist along the roadway. Additionally, three-lane roadways are typically not posted for 55 mph travel.*

All comments, written and verbal, made as a result of the July 11, 2005 public information open houses were entered into the official public record for the project. We hope that you will be able to attend the next public information open house being held November 17, 2005 from 4:00 p.m. to 8:00 p.m. at Doerun Elementary School, 111 Mathis Street in Doerun and continue to provide the Department your comments regarding the SR 133 widening project. We appreciate your interest in the project and thank you for taking the time to comment. When the public gets involved and provides information we can use to develop a better design, everyone benefits.

If you have questions about the project, or would like to provide additional comments, you are encouraged to call the "SR 133 Hotline" at 1-800-894-6934 during regular business hours.

Sincerely,

Harvey D. Keepler
State Environment/Location Engineer

HDK/lwm

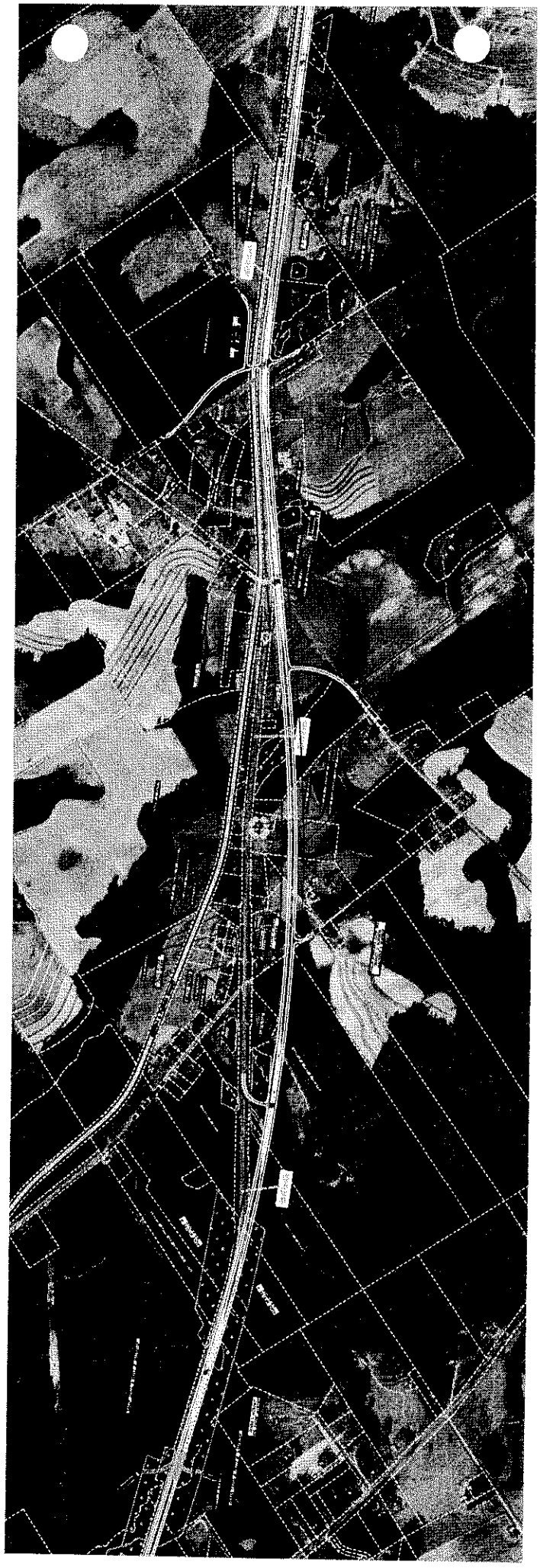
cc: David Norwood, GDOT Office of Consultant Design
Larry Cook, JB Trimble, Inc.

| Respose letter? | Last Name | First Name | Contract # | Support | Alternative | Comments | Letter to Rep? |
|---|---|---|---|---|---|---|---|
| Yes | Beverly | John T. | 6 | No | A | Owns hist. prop., & would rather that be taken than the | |
| Yes | Beverly | Virginia M. | 6 | No | A | house that they live in. | |
| Yes | Bolin | Alana | 6 | No | A | Doesn't want houses destroyed or CR 297 made cul de sac | Yes - 7/22/05 |
| Yes | Brown | Billy Alan | 6 | No | A | Very upset by the land acquisition | |
| Yes | Clark | John D. | 6 | No | A | Concerned for elderly that would be displaced | |
| Yes | Clark | Judy | 6 | No | A | Had suggestion for proj improvement | |
| Yes | Phillips | Pam | 6 | No | A | Thinks alt A safest, doesn't like impact to sigsby comm. | |
| Yes | Phillips | Randolph | 6 | No | A | Concerned for safety of children & their land | |
| Yes | Mashburn | Sarah | 6 | No | B or C | Suggests imprvmnts & doesn't like making CR 297 cul de sac | Yes - 7/19/05 |
| Yes | Everett | Amanda | 6 | No | C | Says other alt. would destroy farm | |
| Yes | Everett | C.J. (Jr.) | 6 | No | C | Says other alt. would destroy farm | |
| Yes | Allen | Lanell McEver | 6 | No | | Had suggestion for proj improvement | |
| Yes | Carlton | Vickie | 6 | No | | Says to find another way | |
| Yes | Dixon | Robert | 6 | No | | Wants another alt explored | |
| Yes | Dixon | Vickie McEver | 6 | No | | Had suggestion for proj imprvmnt - doesn't want home taken | |
| Yes | Gay | James | 6 | No | | Had suggestion for proj imprvmnt - doesn't want home taken | |
| Yes | Jordan | Alice | 6 | No | | Concerned about CR 297 being a cul de sac & displaced residents | Yes - 7/21/05 |
| Yes | McCoy | Patricia Ann | 6 | No | | *Concerned about her land | |
| Yes | McEver | Grady | 6 | No | | Had suggestion for proj imprvmnt - doesn't want home taken | |
| Yes | Strickland | Joan | 6 | No | | Wants another alt explored | |
| Yes | Tomlinson | Terri | 6 | No | | Wants another alt explored | |
| Yes | Whitfield | George | 6 | No | | Says to just leave it alone | |
| No | Bius | Leon | 6 | Yes | A | *Supports bypass | |
| Yes | Carter | Julia | 6 | Yes | A | Says Alt C would take their land | |
| Yes | Chatman | Tom | 6 | Yes | A | Concerned for safety of children & the elderly | |
| No | Chatman | Jeanette | 6 | Yes | A | *Concerned about safety | |
| Yes | Cook | Jeannie | 6 | Yes | A | | |
| Yes | Cook | Ron | 6 | Yes | A | | |
| Yes | Davidson | C.W. | 6 | Yes | A | Proud to see a new road | |
| Yes | Davidson | C.W.- Mrs. | 6 | Yes | A | Proud to see a new road | |
| Yes | Fincher | J.C. - Mrs. | 6 | Yes | A | Concerned w/ safety & land, suggests exits to help dwntwn. | |
| Yes | Free | George | 6 | Yes | A | A - w/ suggested changes | |
| Yes | Gregory | Gary | 6 | Yes | A | | |
| Yes | Gregory | Lori | 6 | Yes | A | Concerned w/ safety | |
| Yes | Gregory | Timothy | 6 | Yes | A | | |
| Yes | Gregory | Winowa | 6 | Yes | A | | |
| Yes | Griffin | John | 6 | Yes | A | Would want equal amnt of land taken on both sides. | |
| No | Hancock | Kim | 6 | Yes | A | *Concerned about safety | |
| No | Hardin | Dorothy | 6 | Yes | A | *Concerned about safety | |
| Yes | Harrell | Linda | 6 | Yes | A | | |
| Yes | Harrell | Raymond | 6 | Yes | A | | |
| Yes | Hatcher | Mildred | 6 | Yes | A | | |
| Yes | Hiers | Mitch | 6 | Yes | A | Concerned w/ land | |
| Yes | Hobby | Penny | 6 | Yes | A | Likes widening between Moultrie & Thomasville | |
| Yes | McGraw | A.H. | 6 | Yes | A | Concerned w/ land and traffic | |
| Yes | Mercer | Brady | 6 | Yes | A | | |
| Yes | Oakes | C.J. | 6 | Yes | A | *Supports bypass | |
| Yes | Sanderson | Norman | 6 | Yes | A | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Yes | Sanderson | Ruth | 6 | Yes | A | Concerned w/ fast traffic through downtown | |
| Yes | Stamper | Clara | 6 | Yes | A | | |
| No | Stephen | Edward | 6 | Yes | A | *Supports bypass | |
| No | Tate | Paul | 6 | Yes | A | *Concerned about safety | |
| No | Waid | Herbert (Reverend) | 6 | Yes | A | *Supports bypass | |
| No | Waid | Geraldine | 6 | Yes | A | *Supports bypass | |
| No | Website | Comment | 6 | Yes | A | Concerned about safety | |
| Yes | Blakely | Dan | 6 | Yes | B | | |
| Yes | Bledsoe | Gerald | 6 | Yes | B | | |
| Yes | Bledsoe | Maurene | 6 | Yes | B | Doesn't like making CR 297 cul de sac | |
| Yes | Davis | Gertrude | 6 | Yes | B | | |
| Yes | Davis | Jimmy | 6 | Yes | B | | |
| Yes | Fussell | A.H. (Jr.) | 6 | Yes | B | Doesn't want to see town destroyed | |
| Yes | Fussell | Herbert Allan | 6 | Yes | B | Concerned about farmland | |
| Yes | Hancock | Maxwell | 6 | Yes | B | Chairman - wants road to go through downtown | |
| Yes | Hobby | Chris | 6 | Yes | B | | |
| Yes | Massey | Joyce | 6 | Yes | B | Wants road through downtown | |
| Yes | Mercer | Margaret | 6 | Yes | B | | |
| Yes | Pierce | Kevin | 6 | Yes | B | Wants to keep integrety of downtown | |
| Yes | Reynolds | Mike | 6 | Yes | B | | |
| Yes | Tumlin | J.M. | 6 | Yes | B | | |
| No | Wimberly | Ernie | 6 | Yes | B | *Concerned about downtown busisness | |
| Yes | Kimbrell | Jerry | 6 | Yes | B or C | | |
| Yes | Kimbrell | Myra | 6 | Yes | B or C | | |
| Yes | Saunders | George | 6 | Yes | B or C | B is 1st choice, C is 2nd choice | |
| Yes | Gardner | Don | 6 | Yes | C | Says to move RR out of town | |
| Yes | Gardner | Tara | 6 | Yes | C | Doesn't want doerun bypassed, suggests moving RR | |
| Yes | Handfield | Gerald | 6 | Yes | C | Doesn't want doerun bypassed, suggests moving RR | |
| Yes | Handfield | Johnsie | 6 | Yes | C | Doesn't want doerun bypassed, suggests moving RR | |
| Yes | Marshall | Charlie | 6 | Yes | C | Doesn't want doerun bypassed, wants fewer residents impacted | |
| Yes | Marshall | Charlie-Mrs. | 6 | Yes | C | Doesn't want doerun bypassed, wants fewer residents impacted | |
| Yes | Turpin | Dewayne | 6 | Yes | C | Thinks state should purchase anyone's land that feels they're affected | |
| Yes | Hall | Joyce | 6 | Yes | | Had suggestions for proj improvement | |
| Yes | Senkbeil | Don | 6 | Yes | | Doesn't want downtown to die, but concerned about residents being displaced | |
| Yes | Shippey | Glenda | 6 | Yes | | *Concerned about her land | |
| Yes | Patterson | Mary | 6 | Uncommitted/Not indicated | A | Had suggestion for proj improvement | |
| Yes | Slocomb | Alice | 6 | Uncommitted/Not indicated | A | Feels strongly about A b/c of prop. Value | |
| Yes | Slocomb | Clyde | 6 | Uncommitted/Not indicated | A | Doesn't want downtown doerun destroyed | |
| Yes | Cagle | Tommy | 6 | Uncommitted/Not indicated | B | Feels bypass would hurt his downtown business | |
| Yes | Hufstetler | David | 6 | Uncommitted/Not indicated | B | Had suggestion for proj improvement | |
| Yes | Wheeler | Brad | 6 | Uncommitted/Not indicated | B | Suggests moving RR, thinks town will dry up w/ bypass | |
| Yes | Parker | Joe | 6 | Uncommitted/Not indicated | C | Does not want Doerun bypassed | |
| Yes | Dorminey | Marvin | 6 | Uncommitted/Not indicated | | Concerned about CR 297 being a cul de sac, elderly, & disp res. | Yes - 7/19/05 |
| Yes | Jordan | N.B. | 6 | Uncommitted/Not indicated | | Concerned about CR 297 being a cul de sac | Yes - 7/21/05 |
| Yes | Shell | Betty M. | 6 | Uncommitted/Not indicated | | Concerned about residents being displaced | |
| Yes | Sjogren | Hettie | 6 | Uncommitted/Not indicated | | Concerned about CR 297 being a cul de sac & displaced residents | Yes - 7/19/06 |

*This represents a court report that was given with no comment sheet filled out. If they did not specifically say that they did not support the project and took the oppurtunity to provide suggestions or comments, they were counted as being in support of the project.

NOTE: If we did not send someone a letter it was b/c they did not provide their address and we did not have their address on file



PIOH #1

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0000520, 0000519, 0000475, 0000473 OFFICE: Environment/Location

DATE: August 8, 2005

FROM: Harvey D. Keepler, State Environment/Location Engineer

TO: Distribution Below

SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

| | | |
|---|---|---|
| PROJECT NO. & COUNTIES: | STP-0000-00(520) (519) (475) & (473)<br>Colquitt, Worth, and Dougherty Counties | |
| PROJECT DESCRIPTION: | GRIP - SR 133 Widening from Moultrie to Albany, Georgia | |
| MEETING DATE: | July 11, 2005 | |
| NUMBER IN ATTENDANCE: | Okapilco Elementary School, Moultrie = 20<br>Radium Springs Middle School, Albany = 52<br>Doerun Elementary School, Doerun = 172 | |
| FOR: | 43 | |
| CONDITIONAL: | 0 | |
| UNCOMMITTED: | 11 | |
| AGAINST: | 15 | |
| CONTRACT 6: | A total length of 13.8 miles, from 1,000 feet south of US 319 in Moultrie to 2,300 feet north of the Colquitt/Worth County line. | |
| ALTERNATIVES PREFERRED: | ALTERNATIVE A:<br>ALTERNATIVE B:<br>ALTERNATIVE C:<br>UNCOMMITTED:<br>CONDITIONAL: | 14<br>15<br>7<br>3<br>0 |
| CONTRACT 7: | A total length of 6.5 miles, from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County. | |
| ALTERNATIVES PREFERRED: | ALTERNATIVE A:<br>ALTERNATIVE B:<br>UNCOMMITTED:<br>CONDITIONAL: | 5<br>0<br>4<br>0 |

| | | |
|---|---|---|
| *CONTRACT 8:* | *A total of 3.7 miles, from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417/CR 459 (County Line Road) at the Worth/Dougherty County line.* | |
| ALTERNATIVES PREFERRED: | NO ALTERNATES PRESENTED | 0 |
| *CONTRACT 10:* | *A total of 8.0 miles, from 1,700 feet north of CR 417/CR 459 (County Line Road) at the Worth/Dougherty County line to 1,000 north of Holly Drive/South Mock Road in Albany.* | |
| ALTERNATIVES PREFERRED*: | ALTERNATIVE A: | 3 |
| | ALTERNATIVE B: | 0 |
| | ALTERNATIVE C: | 2 |
| | UNCOMMITTED: | 3 |
| | CONDITIONAL: | 1 |

| | | |
|---|---|---|
| OFFICIALS IN ATTENDANCE: | Moultrie: | Billy Langdale, DOT Board Member |
| | Albany: | Billy Langdale, DOT Board Member; Michael Meyer von Bremen, State Senator; Ed Rynders, State Representative; Dr. Willie Adams, Jr., Albany Mayor |
| | Doerun: | Billy Langdale, DOT Board Member; Ed Rynders, State Representative; Wade Etheridge, Mayor of Doerun; Richard Birdwell, Doerun City Council; Don Senkbeil, Doerun City Council; May Hancock, Colquitt County Commission Chair |
| ADDITIONAL COMMENTS: | No additional comments. Verbal comments received at the open houses closely reflected those presented in the written comments. | |
| PREPARED BY: | Heather Colston and Leza Mundt, Mulkey Engineers & Consultants | |
| TELEPHONE No.: | (678) 461-3511 / (919) 858-1851 | |

cc: David E. Studstill, Jr., P.E.
David Norwood
Chauncey Elston
Harvey Keepler
Rich Williams
Greg Hood
Larry Cook, JB Trimble
Leza Mundt, Mulkey

**STP-0000-00(519)**

**PIOH # 2**

**November 17, 2005**

Plot #2

# FACT SHEET

| | |
|---|---|
| **PROJECT NUMBER:** | STP-0000-00(520), (519), (475), & (473) |
| **P.I. NUMBERS:** | 0000520, 0000519, 0000475, & 0000473 |
| **COUNTIES:** | Colquitt, Worth, & Dougherty |
| **LOCATION:** | State Route (SR) 133 from US 319 near Moultrie to Holly Drive/South Mock Road near Albany |
| **LENGTH:** | 32.0 miles |
| **SPEED DESIGN:** | 65 mph Rural (55 mph 24-foot median), 45 mph Urban |
| **POSTED SPEED:** | 55 mph, 35 mph @ Doerun |
| **EXISTING ROADWAY:** | One 12-foot lane in each direction |
| **PROPOSED ROADWAY:** | Two 12-foot lanes in each direction, 44-foot depressed grass median with 10-foot shoulders<br>In Doerun, two alternatives, including a bypass to the east and a one way pair option using SR 270 (E. Bay Avenue)<br>Near the Pitcher Plant Bog Area, the roadway width would be reduced to accommodate a 24-foot median and a wall or guardrail with 2:1 side slopes<br>Near Holly Drive/South Mock Road, the roadway width would be reduced to accommodate a 24-foot median |
| **DETOURS PROPOSED:** | None |
| **EXISTING R/W:** | Varies from 70 feet in Doerun to 260 feet near Moultrie where SR 133 transitions from 4 to 2 lanes |
| **ESTIMATED RELOCATIONS:** | P.I. # 0000520: Alt. A: 28 residential, 0 business<br>Alt. B: 29 residential, 0 business<br>P.I. # 0000519: 7 residential, 1 business<br>P.I. # 0000475: 4 residential, 0 business<br>P.I. # 0000473: 10 residential, 0 business |
| **PROPOSED R/W:** | Variable 250 feet |
| **ESTIMATED CONSTR. COST:** | P.I. # 0000520: $24 million<br>P.I. # 0000519: $16 million<br>P.I. # 0000475: $8 million<br>P.I. # 0000473: $16 million |
| **ESTIMATED R/W COST:** | P.I. # 0000520: $6 million<br>P.I. # 0000519: $4 million<br>P.I. # 0000475: $2 million<br>P.I. # 0000473: $4 million |
| **ESTIMATED UTILITY COST:** | P.I. # 0000520: $1.75 million<br>P.I. # 0000519: $870,000<br>P.I. # 0000475: $400,000<br>P.I. # 0000473: $1.4 million |

| | |
|---|---|
| **ESTIMATED LET DATE:** | LR (anticipate FY 2009) 10 |
| **ESTIMATED CONSTR. TIME:** | 30-36 months |
| **BEGIN R/W ACQUISITION:** | LR (anticipate FY 2007) 8 |
| **NUMBER OF PARCELS:** | 437 |
| **SR 133 ADT:** | 6,200 to 10,700 (2010); 9,500 to 16,300 (2030) |

**ACCIDENT SUMMARY:** Table 1 shows the number of accidents, injuries, and fatalities in the SR 133 project corridor for the most recent three-year period available. The table also includes the rate of accidents, injuries and fatalities per 100 million vehicle miles for each year. For comparison, statewide accident, injury and fatality rates for rural minor arterial roads are provided in Table 2.

For all three years, the accident rate along SR 133 within the project limits was considerably lower than the statewide average; however, with the exception of the 2004 injury rate, the fatality and injury rates in the project corridor were higher than statewide rates for similar roadways. Fatality rates along the corridor for the three-year period studied range between 28 percent and 62 percent higher than statewide rates. Injury rates for the project corridor for 2002 and 2003 are 22 percent and 20 percent higher, respectively, than the state rates for the same years; however, the statewide injury rate in 2004 is double that of the injury rate for the corridor.

Many of the accidents occurring in the corridor were side-swipe, rear-end or angle type crashes, supporting a depressed median, designated median openings and turn lanes with adequate storage for improved safety. With the increased traffic volumes expected for the SR 133 corridor, it can be anticipated that injury and fatality rates will continue to be higher than the statewide rates without the proposed improvements.

**TABLE 1: Accident History of SR 133 from Moultrie to Albany***

| YEAR | ACCIDENT/ ACCIDENT RATE | INJURY/ INJURY RATE | FATALITIES/ FATALITY RATE |
|---|---|---|---|
| 2002 | 59 / 103 | 47 / 82** | 2 / 3.49** |
| 2003 | 90 / 152 | 83 / 141** | 4 / 6.77** |
| 2004 | 66 / 110 | 40 / 67 | 3 / 4.99** |

*All rates are per 100 million vehicle miles of travel.
**Exceeds statewide average for that year.

**TABLE 2: Statewide Rates, Rural Minor Arterial***

| YEAR | ACCIDENT RATE | INJURY RATE | FATALITY RATE |
|---|---|---|---|
| 2002 | 199 | 64 | 2.50 |
| 2003 | 212 | 113 | 2.56 |
| 2004 | 243 | 134 | 2.77 |

*All rates are per 100 million vehicle miles of travel.

| | |
|---|---|
| **ENVIRONMENTAL:** | COE: Individual Permit<br>Environmental Assessment |
| **SIGNALIZATION:** | Signals at US 319 and Holly Drive/South Mock Road will be retained<br>Existing flashing signals will be retained at the SR 112 intersection and in downtown Doerun |

# S.R. 133 Widening: Moultrie to Albany

**STP-0000-00(520)(519)(475)(473)**
**Colquitt, Worth, and Dougherty Counties**
**P.I. Nos. 0000520, 0000519, 0000475, 0000473**
## Changes made between PIOH #1 and PIOH #2

- **Overall**
  - Made changes to improve geometry, reduce displacements, appease property owners, reduce wetland impacts, and incorporate new information where possible
  - Reduced some displacements by being less conservative/more realistic about r/w limits and r/w proximity to home that would require a displacement
  - Change to footprint of Doerun Historic District

- **Contract 6A**
  1. Mile 3.5 - McElroy Rd. area
     - Symmetrical widening to Old Albany Rd. and then widening to the east – changed from widening west for the entire area – reduced displacements from 12 residential to 1 residential
     - By request, the median opening moved from Clifton Rd. to McElroy (school bus route); this affected the geometry of McElroy Rd. – 1 displacement (already present at PIOH #1)
     - McCoy Rd. now intersects with Old Albany Rd. instead of SR 133
  2. Mile 5 – Old Doerun Rd.
     - Changed alignment of the western half of Old Doerun Rd – reduced displacements from 8 to 6
  3. Mile 6 – Sam Sells Rd.
     - Changed alignment to cross RR for better access
  4. Mile 6.5 – Miller Ln.
     - Moved closer to RR right of way – will reduce right of way take
  5. Doerun Bypass
     - Adjusted the r/w to match property lines along N. Green St.; now showing pavement removal along N. Green St.

- **Contract 6B**
  6. Mile 13 – Doerun One-Way Pair
     - Shifted alignment on west side of town closer to the existing alignment – reduced r/w take and impacts to field; added 1 res. displacement (shown on PIOH #1 – 6A, not 6B)

- **Contract 6C – Eliminated**

- **Contracts 7A, 7B, and 7C (created after PIOH #1) – Eliminated**

- **Contract 7D – Similar to 7A from PIOH #1 with exceptions:**
  7. Mile 15 – Carlton Rd.
     - Closed Access to SR 133 on east side of intersection to improve safety; still will have access to SR 133 via Liberty Hill Rd.
  8. Mile 17 – "The Cole House"
     - Historic property added since PIOH #1 – realigned to avoid it (from west to east here)
     - Alignment switches back to the west after the historic property (not in an existing curve) to avoid displacements – reduced from 6 residential to 4 residential
     - 1 displacement not shown at PIOH #1 on any alternate – Lorenzo Drayton

- **Contract 8A**
  9. Mile 23 – Bypass around Morree Subdivision
     - Moved the alignment closer to existing alignment by additional curve will reduce right of way take
     - Reduces affects to property owners in the subdivision (particularly at the ends)
     - Improves the stream crossing at Dry Creek (only crosses one branch now instead of two)
     - Removal of pavement shown at Nature Conservancy (possible mitigation credit)
     - Improved skew of intersection with County Line Road.
     - Added intersection of Nelms Rd. to SR 133 – accomplished by reducing the left turn lane length of SR 133 at County Line Rd.

- **Contracts 10A, 10B, and 10C - Eliminated**

- **Contract 10D**
  - Combination of 10A beginning, 10B middle, and 10C end from PIOH #1

  11. Mile 26 – Gibson Rd. area
      - Switched widening from east to west – reduces displacements from 9 residential to 4 residential properties (the 4 displacements were shown at PIOH #1 on 10B: Marian Bryant, Thomas Frolong, Johnie Janes, & Helen Parks)
  12. Mile 29 – Pecan City
      - Two additional historic properties: "Farmers International Company Commissary" and other property beyond Railroad– no affect on alignment
      - Widen symmetrical (changed from widening west) after RR Bridge – avoid Farmers Investment Company building – did not widen to east to ease transition back to the west near Wildflower Lane.

# Department of Transportation

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February 21, 2006

RE: GDOT Project Nos. STP-0000-00(520) (519) (475) & (473)
P. I. Nos. 0000520, 0000519, 0000475, 0000473
SR 133 Improvements from Moultrie to Albany, Georgia
Colquitt, Worth, and Dougherty Counties

On behalf of the Georgia Department of Transportation (GDOT), I would like to thank you for providing comments regarding the proposed widening of SR 133 from Moultrie to Albany at, or following, the Public Information Open House held in Doerun on Thursday, November 17, 2005. Input from citizens affected by transportation proposals is invaluable to the project planning process. You may be interested to know that 206 citizens attended the meeting. For your information, this letter summarizes the written and verbal comments received concerning the project, followed by the Department's responses.

**SUMMARY:**

The comments received at the November 17th Public Information Open House, and through the mail during the subsequent comment period, indicate overall support for the project as a whole. Of the 144 respondents, 65 indicated support for the project; 9 expressed opposition to the project; and 70 did not indicate a preference.

Specific comments are addressed by project segment as identified by contract number below. In general, many of the citizens expressing opposition to the project or specific alternatives were concerned about its impact on certain properties, particularly the amount of land being taken from yards of homes, businesses, and churches.

Several citizens were concerned about drainage and flooding in general and in specific areas. A few citizens noted instances where property owner names or property lines shown on the displays were incorrect.

**GDOT RESPONSE:**

The GDOT is aware of the hardship that residential displacements can place on families and rural communities and regrets the inconvenience it causes. We make every effort to minimize the number of displacements, but we also must comply with federal laws, current design standards, and be mindful of the need for safety enhancements on roadways like SR 133. We will continue to work to reduce displacements as we move further along with the project's design. Comments received at the first Public Information Open Houses held in July 2005 resulted in the reduction of displacements along the entire corridor from approximately 89 to 51. The Department's design team will continue to examine displacements as detailed plans for the roadway are developed. The right-of-way acquisition process would begin only after a final Environmental Assessment is approved by the Federal Highway Administration (FHWA) and after detailed roadway construction plans have been completed and provided to GDOT right-of-way agents. These agents will work with families affected by the project and explain the services and payments available to displaced families. The agents provide families with a list of comparable housing currently available within the area. When displacements occur, homeowners are offered fair market value for their property based on an appraisal, and relocation assistance would be provided to both homeowners and tenants.

Consideration of drainage is a major aspect of any design which the Department undertakes. Our designers are aware of the flooding problem throughout the SR 133 corridor and correcting this problem is a key component of the project. The comments provided about the reoccurring problems in between Liberty Hill Church Road and Carlton Road gave us valuable information regarding the drainage environment there, and we are now exploring possible solutions. Detailed hydraulic analyses and designs will be conducted during the preliminary engineering design phase. However, we must note that the GDOT cannot address all flooding issues outside the roadway right-of-way caused by the actions of others.

The property owner information and property lines illustrated on the displays at the open house meetings were obtained from county tax records. Additional deed research for all properties affected by the project will be conducted during the course of the project so that the latest, most accurate information is available to the designers and ultimately, to right-of-way agents.

**PROJECT SPECIFIC COMMENTS:**

**Contract 6: Project STP-0000-00(520), from 1,000 feet south of US 319 in Moultrie to 2,300 feet north of the Colquitt/Worth County Line**

Most comments received concerned the options for improving SR 133 in the Doerun area. The majority of the citizens were in favor of Alternative A, with 85 commenters showing support for a bypass. Alternative B, the one-way pair alternative using SR 270, was supported by 13 respondents. Eight citizens did not indicate a preference for either alternative. Those in favor of Alternative A preferred it because it was safer for children, pedestrians, and elderly residents. Many felt that Alternative A would be "least disruptive to the community" and would preserve the community feel, small town aesthetic, and "charm" of Doerun. Under Alternative A, several respondents stated that

citizens could continue to experience the "peaceful, quiet" quality of the town as well as participate in community activities like the annual May Day festival. Other respondents supporting Alternative A were concerned with potential parking problems downtown and increased agricultural traffic along SR 270 that would result if Alternative B were chosen.

Conversely, those in favor of Alternative B suggested that using existing SR 133 and SR 270 through Doerun would help the town "survive", and would "help visibility and promote growth". These respondents suggested that businesses would "suffer" and that the town would "dry up" if the town were bypassed. One citizen requested the Department consider closing access to Green Street if Alternative A were chosen. Another respondent noted that Alternative B would minimize the expense and work required for the project by using existing roads. Five respondents felt that a bypass would hurt downtown businesses; however, a few respondents supporting Alternative A felt that the residents of Doerun rather than out-of-town guests sustain the local businesses. Another citizen stated that she was happy that Alternative C (One-way pair option using Robinson Avenue and SR 133) had been removed from further consideration.

One citizen requested that Sigsbee-Funston Road (CR 26) be closed or cul-de-sac'ed and that Sam Sells Road (CR 297) remain open to provide access to homes and the Rose of Sharon Baptist Church in the Sigsbee community.

One citizen requested that the proposed two-lane road to the residence on Miller Lane be eliminated since the family that owns the residence prefers to "make and use" their own lane.

One citizen requested that the proposed realignment for Old Albany Road (CR 78) be reviewed to assess whether the curves could be tightened to reduce impacts to homeowners in the area.

A business owner was concerned about impacts to weighing scales (agricultural) in front of his office building. He was also concerned about impacts to his business during road construction from September through mid-November when volumes of agricultural truck traffic near the Demott Peanut Company increase during the busy processing season.

A farmer wrote concerning the impacts of Alternative A, the bypass around Doerun, to his farm and irrigation pond.

**GDOT RESPONSE:**

Based on our evaluation of the alternatives to date, which includes preliminary environmental studies and public input, the Department has identified Alternative A as the preferred alternative for the section near Doerun. However, I must caution that although Alternative A has been identified as the preferred, an alternative cannot be officially selected until after completion and FHWA approval of the Environmental Assessment. This approval is expected to occur in early to mid 2007. Subsequent to the final approval, a public hearing at which the public will be afforded another opportunity to offer comments on the project, as well as our evaluation and analysis, will be held.

Based on comments received at the first public information open houses, changes were made in the Sigsbee community to accommodate the wishes of the area's residents. The intersection of Sam Sells Road and SR 133 was left open due to the strong relationship

between the Rose of Sharon Baptist Church and the Sigsbee community. The realignment of Sigsbee-Funston Road was also redesigned to avoid property impacts at the intersection with SR 133. The Department's designers are currently evaluating the proposal to cul-de-sac Sigsbee-Funston Road to determine if it is a feasible option.

The design team reevaluated the proposed design that would construct Miller Lane as a two-lane road. We agree that the alternative suggested, retaining Miller Lane as a private driveway, is preferable and have made changes to the proposed design accordingly.

The design team is also reevaluating the proposed changes at Old Albany Road (CR 78) to determine the possibility of tightening the curves to reduce property impacts. It should be noted that each curve must meet current design standards and provide a safe roadway at the proposed design speed.

Impacts to businesses are carefully considered during the alternative selection process, including supporting infrastructure such as irrigation ponds or weighing scales. This comment was valuable to the Department and our designers are now reviewing potential impacts to the weighing scales. Staging plans and construction schedules have not yet been established; however, we will take into consideration the company's busy season as the project progresses.

We are aware of the impacts that this and other new location roadway projects can have to the viability of a farm. Therefore, if Alternative A is selected, we will coordinate with affected farmers during the preliminary design phase in an effort to minimize impacts. If unavoidable, farmers are duly compensated for the value of their land, equipment, and other related improvements that have been made upon the land.

**Contract 7: Project No. STP-0000-00(519) from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County**

Two citizens stated that they would like to see a traffic light installed at the intersection of SR 112 and SR 133 for safety reasons. They cited heavy truck traffic and a high number of accidents at this intersection.

One respondent requested that the proposed median opening at Mile 19.3 just south of the SR 112/ SR 133 intersection be relocated further south to accommodate a higher number of residences and farms in the area.

Two citizens were concerned with flooding and drainage problems along this section of the roadway between Liberty Hill Church Road and Carlton Road.

Another respondent requested that the roadway be widened further to the east near the SR 133/SR 112 intersection to avoid impacts to a property owner's yard.

**GDOT RESPONSE:**

Medians are often provided to enhance safety on high-speed roadways where traffic travels at speeds of 55 miles per hour or greater. Medians also improve safety by limiting the number of locations available for left turns and U-turns. Safety at the SR 112/SR 133 intersection is expected to improve due to the addition of these medians and left and right turn lanes. Because safety improvements are an important purpose of the project, all four legs of the intersection will include a left turn lane that will provide refuge for turning motorists. Right turn lanes are proposed in both directions along SR 133 for turning movements onto SR 112. We believe that these improvements would greatly enhance the safety of this intersection; however, the Department's consultants are reconsidering the need for a traffic signal based on the comments received at the meeting. If it is determined that a traffic signal is not warranted at this time, traffic volumes would be monitored into the future to assess changing traffic conditions.

The design team reevaluated the proposed design that would construct a median at Mile 19.3 just south of the SR 133/SR 112 intersection. We agree that area residents and businesses would be better served by a median placed further to the south near Mile 19.1 where there are a higher number of driveways, and we have made changes to the proposed design accordingly.

Reference is made to the previous response concerning drainage along this section of the roadway. The Department is exploring possible solutions to drainage problems occurring between Liberty Hill Church Road and Carlton Road based on comments received at the meeting.

Reference is made to the previous response concerning right-of-way acquisition. All right-of-way impacts will be further evaluated during the more detailed preliminary engineering design phase to minimize displacements and property impacts.

**Contract 8: Project STP-0000-00(475) from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road)**

No alternate alignments were presented in this contract. Of the 17 respondents commenting on Contract 8, 14 indicated support for the proposed alignment and two expressed opposition. Two citizens complimented the Department on avoiding the protected plant Cooley's meadowrue and the Nature Conversancy property at Dry Creek. Another citizen liked that her property would now be on a cul-de-sac. Two respondents stated that they were anxious for the project to begin due to current dangerous conditions along SR 133.

One respondent requested that the proposed median break north of Nelms Road between Miles 24 and 25 be moved to Nelms Road (CR 417). This citizen also suggested that Nelms Road could be re-routed to intersect with SR 133 farther to the north so that it lines up with the median opening.

One citizen requested that the median opening proposed at Oak Grove Road (CR 391) be moved to Piney Woods Drive (CR 392) since many residents living along Tanglewood Drive use Piney Woods Drive to access SR 133.

One respondent was concerned that only one exit would be available from the portion of existing SR 133 that will be cul-de-sac'ed near the Nature Conservancy Property and suggested that an emergency road be constructed through the Conservancy's property.

One citizen requested that the proposed new location of the roadway beginning near Groveland Drive be routed further to the east to minimize impacts to a property owner's yard.

Two writers asked that driveway access to Groveland Drive (CR 393) be maintained.

**GDOT RESPONSE:**

Median openings are provided at public roadway intersections with higher traffic volumes, at large traffic generators such as shopping centers and large employers, and at other points along the corridor to permit U-turns within a reasonable distance. Roadway design guidelines in Georgia require median openings at a minimum of every mile, but no closer than one-quarter mile (1,320 feet) in rural areas. We are unable to provide a median opening at Nelms Road and SR 133 because it is too close to the intersection of SR 133 and County Line Road (CR 417). In addition, routing Nelms Road (CR 417) so that it matches the location of the proposed median opening to the north would not be practical since it would require a large amount of new right-of-way and a new crossing of the Georgia-Florida Railway.

Likewise, the proposed median opening at Oak Grove Drive cannot be moved to Piney Woods Drive (CR 392) due to the presence of a median opening at Groveland Drive (CR 393). Although medians create a minor inconvenience for some citizens, this is offset by the enhanced safety they provide.

Safety along the proposed SR 133 corridor is an important consideration for the Department, and every effort is being made to improve the roadway's safety characteristics for drivers, residents, and businesses. An emergency access road constructed through the Nature Conservancy's property or leaving the existing roadway in place to provide access for emergency vehicles cannot be accommodated for two reasons. First, the Nature Conservancy's property houses important threatened and endangered species, wetlands, and a stream that the roadway should avoid if possible. Second, the existing roadway is proposed for removal so that the area between Gary Moree's property and the Nature Conservancy's property can be reestablished as a continuous wetland environment. This area was disturbed during the initial construction of SR 133, and the removal of pavement and the bridge over Dry Creek is intended to allow the streams and wetlands to recover. Access to SR 133 via the improved intersection of Groveland Drive and SR 133 is considered to provide adequate safety for residents and access for emergency vehicles.

The Department's consultants evaluated the placement of the new location section of the proposed roadway in the Groveland Drive (CR 393) area; however, it was decided that the option to move it farther to the east would not be further pursued. The roadway is being

designed for speeds that will be posted at 55 miles per hour. Therefore, curves must be long and flat, which limits the transitions that can be safely designed from one side of the roadway to the other and ultimately, where the roadway can be located. The proposed alignment minimizes residential and commercial displacements and impacts to wetlands to the extent possible between Groveland Drive and Nelms Road.

A minor realignment of Groveland Drive at its intersection with SR 133 is proposed to improve its geometry. However, due to design requirements that require a "clear zone" free of obstructions within a certain distance from the proposed roadway, the existing pavement that is proposed for removal in this area cannot be retained for driveway access to Groveland Drive. Driveway access for residents will be provided along the proposed SR 133 alignment.

**Contract 10: Project STP-0000-00(473) from 1,700 feet north of CR 417 [in Worth County]/ CR 459 [in Dougherty County] (County Line Road) to 1,000 feet north of Holly Drive/South Mock Road in Albany**

No alternate alignments were presented for this contract. Most of the respondents (15 of 17) who provided comments supported the overall project.

Six citizens did not support the proposed alignment in the vicinity of Wildflower Lane and want the proposed roadway to be widened further to the west so that properties are less impacted.

Several members of the Mercedes Baptist Church attended the meeting and wrote to express their support for the project and to request that the land and driveway in front of the church be left as they are now. A few members of the congregation also asked that the roadway to be widened to the west to avoid potential impacts to the church's property. Twenty-three (23) members of the church mailed in comments after the comment period ended. Each of these 23 members requested that the existing roadway be left in its present condition in relation to the church.

One citizen was concerned about potential impacts to a new well on his property.

Three respondents operating a business near Gibson Road (CR 134) requested that the roadway be moved farther to the west to avoid homes and businesses on the east side.

**GDOT Response:**

As previously mentioned, all proposed right-of-way acquisitions will be further evaluated during the preliminary engineering phase to minimize impacts. The total number of displacements and the property owner's opinions about potential displacement are considered. Reference is made to the previous response concerning property displacements and right-of-way acquisitions.

In the vicinity of Wildflower Lane (CR 577) specifically, the proposed roadway was redesigned after the first public information open houses to include a 24-foot median rather than a 44-foot depressed grass median to avoid displacements and minimize property impacts. The roadway was shifted slightly to the west near Wildflower Lane and then shifted again to the east heading north from Spring Flats Branch to avoid displacements on the

opposite sides of the roadway. Because the roadway in this area is being designed for a posted speed of 55 miles per hour, curves must be long and flat, which limits the transitions that can be safely designed from one side of the roadway to the other and ultimately, where the roadway can be located. The alternative presented at the November 17th Public Information Open House minimizes property impacts to the extent practical while still providing for a safe roadway for motorists.

In the vicinity of Gibson Road (CR 134) specifically, the proposed alignment was reevaluated and we agree that the roadway can be shifted farther to the west to avoid possible adverse impacts to residents and businesses on the east side of the roadway.

At Mercedes Baptist Church, the alignment currently widens to the west to avoid residential impacts and impacts to the church's property. The design team is currently reevaluating the alignment in this area to determine if the proposed right-of-way impacts to the church can be reduced.

All comments, written and verbal, made as a result of the November 17, 2005 public information open house were entered into the official public record for the project. Public comments received before December 14, 2005 have been included in the final comment tally that records the number of comments received, whether the proposed project is supported or opposed, and preferences for any alternatives. Any comments received after the comment period closed are not included in the final tally of comments, but each will receive a response from the Department. We appreciate your interest in the project and thank you for taking the time to comment. When the public gets involved and provides information we can use to develop a better design, everyone benefits.

If you have questions about the project, or would like to provide additional comments, you are encouraged to call the "SR 133 Hotline" at 1-800-894-6934 during regular business hours.

Sincerely,

Harvey D. Keepler
State Environment/Location Engineer

HDK/lk

cc: David Norwood, GDOT Office of Consultant Design
Larry Cook, JB Trimble, Inc.

PIOH #2

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0000520, 0000519, 0000475, 0000473 OFFICE: Environment/Location

DATE: February 3, 2006

FROM: Harvey D. Keepler, State Environment/Location Engineer

TO: Distribution Below

SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

| | |
|---|---|
| PROJECT NO. & COUNTIES: | STP-0000-00(520) (519) (475) & (473) |
| | Colquitt, Worth, and Dougherty Counties |
| | |
| PROJECT DESCRIPTION: | GRIP - SR 133 Widening from Moultrie to Albany, Georgia |
| | |
| MEETING DATE: | November 17, 2005 |
| | |
| MEETING LOCATION: | Doerun Elementary School, Doerun |
| | |
| NUMBER IN ATTENDANCE: | 206 |

| CONTRACT | PROJECT SUPPORT | | | ALTERNATIVE SUPPORT | | | ALTERNATIVE SUPPORT | | |
|---|---|---|---|---|---|---|---|---|---|
| | Yes | No | Not Indicated | Yes | No | Not Indicated | A* | B** | Not Indicated |
| 6 | 32 | 5 | 69 | | | | 85 | 13 | 8 |
| 7 | 6 | 0 | 1 | 4 | 3 | 0 | | | |
| 8 | 15 | 2 | 0 | 14 | 2 | 1 | | | |
| 10 | 15 | 2 | 0 | 3 | 6 | 8 | | | |

*Alternate A – Bypass around Doerun
**Alternate B – One-way pair using SR 133 and East Bay Avenue (SR 270)

OFFICIALS IN ATTENDANCE: Ray Sanders, Colquitt County Commissioner District 5
Max Hancock, Colquitt County Commission Chair District 7

ADDITIONAL COMMENTS:***

Contract 6:

One citizen was concerned with water drainage on his property.

A few citizens suggested that the Sigsbee-Funston Road be closed or converted to a cul-de-sac and that Sams Sells Road remain open.

One citizen requested to have Miller Lane as a private driveway instead of a two-lane road.

One citizen requested that the proposed realignment for Old Albany

Road be reviewed to assess whether the curves could be tightened to reduce impacts to homeowners in the area.

Five citizens expressed that the downtown merchants would suffer less under Alternative B.

One person said that his land would be less affected by Alternative B.

One business owner was concerned about impacts to weighing scales in front of his office building and impacts to his business during its busy season from September to mid-November.

Seven citizens commented on safety concerns for children and the elderly under Alternative B.

Two citizens who support the project are concerned with their land being taken, their house being too close to the road, and they suggest widening to the opposite side.

Two citizens who support the project are concerned with their land being taken.

Three citizens who do not support the project are concerned with their land being taken.

A letter sent to Harvey Keepler and Commissioner Linnenkohl was written and signed by 62 citizens. The letter expresses support for Alternate A and dislike for Alternatives B or C (Alternative C was presented at the first public information open house on July 11, 2005, but was removed from consideration prior to the November 17, 2005 meeting because it would impact historic resources). They disagreed with the theory that the downtown Doerun businesses would fail if Alternative A were chosen. They stated that Alternatives B and C would make downtown travel dangerous and parking very difficult therefore, these alternatives would hurt business. They also expressed concern for pedestrian safety and impacts to properties from Alternates B and C.

Contract 7:

Two citizens were concerned with access to a locally owned shop, flooding in the area, beavers, and the maintenance of culverts.

Three citizens made suggestions about adding traffic lights and location of crossovers at the SR 133 & SR 112 intersection.

Two citizens expressed concerns about losing their homes.

Contract 8:

Two citizens suggested leaving the existing pavement for an access drive from their house to Groveland Drive.

One citizen requested that the houses that will be too close to the road after construction be moved.

Two citizens who do not support the project are concerned with their land being taken, their house being too close to the road, and they suggest an alternate design.

Three citizens corrected the lot information that was displayed on the maps and expressed concern that the proposed cul-de-sac in the Dry Creek area would only provide for one exit.

One citizen commented about liking the cul-de-sac design.

One citizen suggested moving the median break from Oak Grove Drive to Piney Wood Drive.

One citizen suggested moving the median break to Nelms Road or extending Percy Hatcher Road to intersect SR 133 at the proposed median break.

Two citizens stated that they like the noise reduction and protection of the Cooley's meadowrue; however, they would like the road to curve farther from their house.

Two citizens commented that they are in support of the project and ready for it to start because of their safety concerns.

Contract 10:

Seven citizens expressed concern about right-of-way impacts to the driveway and yard in front of Mercedes Baptist Church. Twenty-three (23) members of the church mailed comment cards after the comment period ended. Each of these 23 members requested that the existing roadway be left in its present condition in relation to the church.

Six citizens commented on their concern for their land being taken, and requested that the widening to stay on opposite side to affect less people in the vicinity of Wildflower Lane.

One citizen expressed concern about how the widening will affect his new well.

Three respondents operating a business near Gibson Road requested that the roadway be moved farther to the west to avoid homes and businesses on the east side.

***The summary of comments provided in this synopsis is representative of major concerns received by the Department and may not account for the total number of comments received from the public. Some citizens listed more than one concern or provided more than one comment, and several citizens only indicated overall support or a preference for a particular alternative.

*Note: Three commenters indicated overall project support on comment forms for both Contracts 6 and 8; therefore, the total number of people indicating overall project support is considered to be 65.*

cc: David E. Studstill, Jr., P.E.
Mohammed (Babs) Abubakari, P.E., State Program Delivery and Consultant Design Engineer, ATTN: David Norwood
Alexis John
Rich Williams
Michael Murdoch
Greg Hood
Larry Cook, JB Trimble
Liz Kovasckitz, Mulkey

| CONTRACT 7 | | | | | | | |
|---|---|---|---|---|---|---|---|
| No. | Last Name | First Name | Support Project | Support Alternative | Comments | Letter to Rep? | Post PIOH? |
| B 107 | | | Not Indicated | Yes | Traffic would be slow if it was kept in Doerun | | |
| B 108 | Bacon | David | Yes | No | Wants B&R shop/house moved due to flooding, concrened w/ fast traffic | | |
| B 109 | Blalock | Ann | Yes | Yes | Wants signal at inter of 112 & 133 for safety | | Yes |
| B 110 | Cosby | Sandra | Yes | No | Concerned with B&R shop access/flooding, beavers, & maint of culverts | | |
| B 111 | Howell | Max | Yes | No | Concerned about house being taken | | |
| B 112 | Shanklin | Al | Yes | Yes | Made suggestions about 133 & 112 intersection | | Yes |
| B 113 | Shanklin | Debbie | Yes | Yes | Made suggestions about 133 & 112 intersection | | Yes |

## TOTALS

| Contract | Support Project? | | | Support Alternative? | | | Alternative | | |
|---|---|---|---|---|---|---|---|---|---|
| | Yes | No | Not Indicated | Yes | No | Not Indicated | A | B | Not Indicated |
| **6** | 31 | 4 | 65 | N/A | N/A | N/A | 83 | 13 | 4 |
| **7** | 6 | 0 | 2 | 4 | 3 | 1 | | | |
| **8** | 17 | 2 | 0 | 16 | 2 | 1 | | | |
| **10** | 15 | 2 | 1 | 3 | 6 | 9 | | | |

# STP-0000-00(520)

# Attachment 9

# Local Government Comments

# STP-0000-00(519)

# Doreun City Council Meeting # 1

# May 3, 2005

# S.R. 133 MEETING NOTES

**Date:** May 3, 2005

**Place / Time:** Doerun City Hall / 7:00 PM

**Subject:** Potential Alignments in City of Doerun

**Attendees:** Wade Ethridge, Mayor, City of Doerun
Richard Bridwell, Mayor Pro-tem, City of Doerun
Mike Campbell, City of Doerun
Don Senkbeil, City of Doerun
Donald Irvin, City of Doerun
George Saunders, City of Doerun
Leza Mundt, Mulkey
Sally Alverson, JBT
Mindy Sanders, JBT
Larry Cook, JBT

- Mindy and Leza described potential alternate alignments in the Doerun area, which included three bypass options and two one-way pair options
- Leza noted that there could be history problems on SR 270, in that changes to the typical section, such as curb & gutter roadway and increased noise could damage the character of the historic neighborhood
- JBT informed the City that the Public Information Open house is scheduled for either July 11 or 12
- The Doerun officials expressed a preference for the one-way pair alternates
- Doerun merchants are expected to favor the one-way pairs also
- Residents on SR 270 are likely to oppose the one-way pair that utilizes that road
- JBT is to check on the possibility of using a rural section (no curb & gutter) on SR 270
- JBT is to mail the City 10 plots of the alternate alignments (P.O. Box 37, Doerun 31744)
- JBT is also to mail the City some of the 800# cards
- JBT is to check on the projected truck volume, and inform the City
- The City may hold their own stakeholders' meeting prior to the PIOH

C: Attendees
David Norwood, GDOT
File 31-4074

# STP-0000-00(519)

# Doreun City Council Meeting # 2

# August 31, 2005

MULKEY
ENGINEERS & CONSULTANTS

## MEETING SUMMARY

DATE: August 31, 2005

LOCATION: Doerun City Hall

SUBJECT: Status of Proposed Alternatives at Doerun

PARTICIPANTS: Wade Ethridge, Mayor, City of Doerun
Richard Bridwell, Mayor Pro-tem, City of Doerun
Mike Campbell, City of Doerun
Don Senkbeil, City of Doerun
Donald Irvin, City of Doerun
George Saunders, City of Doerun
David Norwood, Georgia Department of Transportation
Karen Matthews, Georgia Department of Transportation
Mindy Sanders, JB Trimble
Leza Mundt, Mulkey

### DISCUSSION ITEMS:

The purpose of the meeting was to update the Doerun City Council on the status of the alternative development and selection in the Doerun vicinity for the SR 133 project.

1. Leza Mundt opened the meeting with introductions of the project team members present and a brief explanation of their roles on the team. She noted Larry Cook's absence and that he sent his apologies.

2. Leza noted that the project will be constructed with federal funds, and therefore an environmental assessment document was required. Leza then went on to explain that because Alternative B, the one-way pair using SR 270 (Bay Street) was in a historic district, it triggers an assessment of effects under Section 106 of the National Historic Preservation Act. It is likely that the alternative will result in an adverse effect due to noise. Therefore, Alternative C using Robinson Street was developed. Its advantage was that it impacted a smaller residential area. However, additional investigation of the historic district was needed due to the Alternative C alignment, which resulted in a greatly expanded historic boundary. The expanded historic district includes the area around Alternative C.

3. She also explained another environmental law, Section 4(f) of the Department of Transportation Act, which prohibits the use of land from historic sites or districts. Because Alternative C required acquisition of residences determined to be eligible for the National Register, and there are other prudent and feasible alternatives, it had to be eliminated from consideration.

4. Leza summarized the public comments received as a result of the July 11 PIOH. Commenter preferences were: Alternative A: 46 of 77 (60 %)
   Alternative B: 19 of 77 (25%)
   Alternative C: 9 of 77 (11%)
   It was noted that the total did not reach 100 percent, as not all who commented expressed a preference between the three alternatives.

5. The date of the next PIOH, November 17, 2005 was announced. It will be held at the Doerun Elementary School from 4:00 to 8:00 pm. Leza said that flyers will be mailed and distributed to area churches.

6. Leza stated that no decision had been made between the Alternative A (bypass) and Alternative B (one-way pair) alignments. The next PIOH would weigh heavily on that decision. David indicated the decision would be made by the end of the year, but thought that it was likely to be Alternative A. Council members asked if the PIOH really mattered. David explained that it did, that it was a critical factor in the decision-making process.

7. One council member asked if the railroad crossing factored into the selection, due to its cost. David said that while bridges are expensive, one bridge, when considering the cost of the entire SR 133 project from Albany to Valdosta, is not that much and will not control the Doerun decision.

8. Mindy asked the Council's opinion about the proposed locations of the median openings along the bypass. They approved.

9. The City Council then began general discussions about annexation along the bypass, speed and law enforcement, future development, and other issues.

# STP-0000-00(519)

# Attachment 10

# Letter of Concurrence – Georgia DNR, Historic Preservation Division

Recvd HPD 12/16/05

**DEPARTMENT OF TRANSPORTATION**

**STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. #s 0000520, 0000519, 0000475 & 0000473

**OFFICE** Environment/Location

**DATE** December 9, 2005

**FROM** Madeline L. White

**TO** Files

**SUBJECT** GDOT Projects STP-000-00(520)(519)(475)(473), Colquitt, Worth and Dougherty Counties;
P.I. #s 0000520, 0000519, 0000475 & 0000473 and HP #041018-021:
Revised Property Information Form for the Doerun Downtown Historic District.

Attached is the revised Property Information Form for the Doerun Downtown Historic District prepared for the subject projects by Terracon. After further examination, the proposed boundary has been expanded to include areas not previously included within the original. This document describes the Department's efforts to identify historic properties located within the proposed projects' area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places.

MLW/

cc: Robert M. Callan, P.E., FHWA, w/attachment (Attn: Neel Vanikar)
W. Ray Luce, Deputy SHPO, w/attachment
Southwest Georgia Regional Development Center, w/attachment

**CONCUR:** Elizabeth C Shirley **DATE:** 1/4/06
for
W. Ray Luce, Deputy SHPO

cc: Lisa Westberry, GDOT Permitting, w/attachment
Amber Perkins, GDOT NEPA, w/attachment
Nancy E-K McReynolds, Terracon

RECEIVED

RECEIVED
OCT -5 2005
OFFICE OF
HISTORIC PRESERVATION DIVISION

**DEPARTMENT OF TRANSPORTATION**

**STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. #s 0000520, 0000519, 0000475 & 0000473

**OFFICE** Environment/Location

**DATE** September 29, 2005

**FROM** Madeline L. White

**TO** Files

**SUBJECT** GDOT Projects STP-000-00(520)(519)(475)(473), Colquitt, Worth and Dougherty Counties;
P.I. #s 0000520, 0000519, 0000475 & 0000473 and HP #041018-021:
Revised Property Information Forms.

Attached are the revised Property Information Forms for the Cole House, the Farmers International Company Commissary and Sunnyland Farms, Inc. prepared for the subject projects by Terracon. This document describes the Department's efforts to identify historic properties located within the proposed projects' area of potential effects and the evaluation of all identified properties through the application of the Criteria of Eligibility to determine eligibility for inclusion in the National Register of Historic Places.

MLW/

cc: Robert M. Callan, P.E., FHWA, w/attachment (Attn: Neel Vanikar)
W. Ray Luce, Deputy SHPO, w/attachment
Southwest Georgia Regional Development Center, w/attachment

**CONCUR:** _____ **DATE:** 14 Oct. 05
W. Ray Luce, Deputy SHPO

cc: Lisa Westberry, GDOT Permitting, w/attachment
Chauncey Elston, GDOT NEPA, w/attachment
Terracon

# Georgia Department of Natural Resources

Noel Holcomb, Commissioner

## Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
47 Trinity Avenue, S.W., Suite 414-H, Atlanta, Georgia 30334
Telephone (404) 656-2840 Fax (404) 657-1040 http://www.gashpo.org


June 24, 2005

Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RECEIVED

RE: GDOT Projects STP-0000-00(520)(519)(473)(475)
P.I. Nos. 0000520, 0000519, 0000473 & 0000475
Colquitt, Worth and Dougherty Counties, Georgia
HP041018-021

Dear Mr. Keepler:

The Historic Preservation Division (HPD) has received documentation concerning the proposed widening and other improvements to SR 133 in Colquitt, Worth and Dougherty Counties, Georgia. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with Section 106 of the National Historic Preservation Act.

Based on the information provided in the survey report, HPD concurs with GDOT's determination that the Beverly House (Resource T-7), the Bell House (Resource T-15), Doerun Downtown Historic District (Resource THD-1), the Causey House (Resource T-36), the Oven Fresh Pizza Building (Resource T-46), and the Georgia Northern Railroad (Resource T-49) should be considered eligible for listing in the National Register of Historic Places. HPD further concurs with GDOT's determination that Resources T-1 through T-6, T-8 through T-14, T-16 through T-26, T-27 through T-30, T-32 through T-35, and T-37 through T-45 should be considered not eligible for listing in the National Register. However, we disagree that Resources T-31, T-47 and T-48 are not eligible. Resource T-31 appears eligible as a good, reasonably intact example of a front-gabled bungalow. Resource T-47 appears eligible as an intact rural commissary, a rare surviving use. In addition, T-48 appears eligible as one of the surviving company buildings, perhaps an office, of the Sunnydale Farms, a large-scale pecan operation. Furthermore, in our opinion Resources T-47, T-48 and the pecan grove, along with possibly Resource T-46, may be sufficient elements to make up a district.

We look forward to working with the GDOT as this project continues. Please refer to project number HP041018-021 in any future correspondence regarding this project. If we may be of further assistance, please contact Elizabeth (Betsy) Shirk, Environmental Review Coordinator, at (404) 651-6624.

Sincerely,

Richard Cloues

Richard Cloues
Deputy State Historic Preservation Officer

RC/ECS

cc: Robert M. Callan, P.E., FHWA (Attn: Clyde Johnson)
Dan H. Latham, Jr., Coosa Valley RDC
Terracon

Georgia Department of Natural Resources

Noel Holcomb, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
47 Trinity Avenue, S.W., Suite 414-H, Atlanta, Georgia 30334
Telephone (404) 656-2840 Fax (404) 657-1040 http://www.gashpo.org

RECEIVED
JAN 1 1 2005

**MEMORANDUM**

TO: Harvey D. Keepler
State Environmental / Location Administrator
Office of Environment and Location
Georgia Department of Transportation

FROM: Elizabeth Shirk
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

**Project Title: P.I. #0000520, 0000519, 0000475, 0000473**
**STP-000-00(520)(519)(475)(473)**
**Widen and Improve SR 133**

Project Number: HP-041018-021

Counties: Colquitt, Worth, and Dougherty

DATE: January 5, 2005

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ES:mav

cc: S. Lorraine Norwood, Terracon

# STP-0000-00(519)

# Attachment 11

# Location and Design Notice

# NOTICE OF LOCATION AND DESIGN APPROVAL

**Project Nos. STP-0000-00(520) (519) (475) (473)**
**P.I. Nos. 0000520, 0000519, 0000475, 0000473**

## To be developed at a later date.

# STP-0000-00(519)

# Attachment 12

# GDOT District Utility Cost Estimate

D.O.T. 66

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-0000-00 (519) Colquitt/Worth
P.I. #0000519

**OFFICE** Tifton

**DATE** December 8, 2004

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

**TO** Jeff Baker, P.E. State Utilities Engineer
Attn: Brent D'Angelo

**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.

| | | |
|---|---|---|
| Colquitt EMC | | |
| Reimbursable | = | $ 215,000 |
| Non-Reimbursable | = | $ 190,000 |
| | | |
| Alltel | | |
| Reimbursable | = | $ 180,000 |
| Non-Reimbursable | = | $ 214,948 |
| | | |
| Georgia Power Transmission | | |
| Reimbursable | = | $ 70,000 |
| Non-Reimbursable | = | $ 2,200 |
| | | |
| TOTAL-Reimbursable | = | $ 465,000 |
| Non-Reimbursable | = | $ 407,148 |

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

TW:BC:KC:sm

c: Tom Turner, Director of Preconstruction
Jamie Simpson, State Financial Management Administrator
Gerald Ross, State Road & Airport Design Engineer
Paul V. Liles, State Bridge Engineer
Ben Buchan, State Urban Design Engineer
Brent Story, State Consultant Design Engineer
Harvey Keepler, State Environmental/Location Engineer
Phillip M. Allen, State Traffic Safety & Design Engineer

# STP-0000-00(519)

# Attachment 13

# Environmental Concerns

# Summary of Environmental Concerns

State Route 133 from Moultrie to Albany
GDOT Projects STP-0000-00(520), (519), (475), & (473)
P. I. Nos. 000520, 000519, 000475, & 000473
Colquitt, Worth, and Dougherty Counties

**Contract 7:** Project No. STP-0000-00(519) from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County

**Streams:**

- Stream 052 – 21 feet of impacts (fill and morphology)
- Stream 055 – 104 feet of impacts (culvert extension)
- Stream 058 – 123 feet of impacts (culvert extension)
- Stream 063 – 106 feet of impacts (culvert extension)
- Stream 069 – 151 feet of impacts (culvert extension)
- Stream 071 – 111 feet of impacts (culvert extension)
- Stream 073 – 225 feet of impacts (culvert extension)
- Stream 075 – 219 feet of impacts (culvert extension)

**Wetlands:**

- W/L 054 – 0.34 acres of impacts
- W/L 057 – 0.30 acres of impacts
- W/L 062 – 0.41 acres of impacts
- W/L 065 – 1.01 acres of impacts
- W/L 068 – 0.67 acres of impacts
- W/L 070 – 0.16 acres of impacts
- W/L 072 – 0.84 acres of impacts
- W/L 074 – 1.13 acres of impacts
- W/L 076 – 2.06 acres of impacts
- W/L 077 – 1.24 acres of impacts

**Ponds:**

- Pond 053 – no impacts anticipated
- Pond 056 – 0.43 acres of impacts
- Pond 059 – no impacts anticipated
- Pond 060 – no impacts anticipated
- Pond 061 – no impacts anticipated
- Pond 064 – 0.05 acres of impacts

- Pond 066 – 0.01 acres of impacts
- Pond 067 – 0.01 acres of impacts
- Pond 068a – no impacts anticipated
- Pond 073a – no impacts anticipated
- Pond 078 – no impacts anticipated
- Pond 079 – 0.04 acres of impacts
- Pond 080 – 0.04 acres of impacts

**Protected Species and Habitat:**

Migratory bird habitat for several species was identified throughout the project corridor. These include the barn swallow, northern parula, indigo bunting, Acadian flycatcher, and gray catbird. Widening the existing rights-of-way or construction of new alignment will result in the loss of some habitat where mature forests and other areas important to migratory species are impacted. Although a number of areas are fairly large tracts containing both mature forest and younger pine plantation, only four areas of contiguous mature forest habitat of 100 acres or greater were identified in the study corridor. Impacts to these may have adverse effects to some species of migratory birds.

Habitat for the endangered species pondberry was found in W/L 077; however, no pondberry was found in the proposed alignment and no effect is expected to these populations.

Foraging habitat for the endangered species wood stork was found within Contract 7 at Pond 056, Pond 066, Pond 067, and W/L 072. Due to sightings of the birds and the presence of suitable ponds and wet shallows, the project may affect – not likely to adversely affect wood stork populations. Special Provision 107.23G will be implemented to further minimize project effects to the species.

One gopher tortoise burrow, which provides habitat for the threatened Eastern Indigo Snake, was observed 500 feet of existing SR 133 and throughout the Doerun Pitcher Plant Bog Natural Area. Eastern Indigo Snakes were not observed, so the project may affect, but is not likely to adversely affect, the threatened snakes due to habitat presence. Special provision 107.23G applies to this project and will be implemented. The provision requires monitoring for the presence of the snake during construction activities.

Streams along the corridor do provide appropriate habitat for several species of protected mussels; however, no species were identified during surveys and no effect to any species is expected as a result of the proposed project.

The state threatened parrot pitcher plant is expected to experience a significant adverse effect as a result of impacts to W/L 074 where one occurrence of the plant was discovered during field surveys.

**Historic Structures:**

- Cole House (Resource T-31)
- Causey House (Resource T-36)

No adverse effect is anticipated to either of these resources; however, the assessment of effects report for historic resources is incomplete.

**Archaeological Sites:**

- None are known; however, the survey is incomplete.

**Potential Permits:**

- USACE Section 404 individual permits for anticipated impacts to wetlands and streams.
- Stream buffer variance may be required for impacts within stream buffer zones.

**Floodplains:**

- There are no identified floodplains along Contract 7.

**Farmlands:**

Potential farmland impacts (conversion of agricultural farming land uses to transportation uses) are possible along Contract 7. Potential conversions would take place within pine plantations or pecan groves, as well as other croplands including peanuts and cotton. These impacts are expected to be minimal and will be mitigated to the extent possible. Further, some farmlands could experience impacts to infrastructure including irrigation ponds or other permanent equipment. Owners would receive fair market value compensation for impacts to land, infrastructure, and lost business/revenue resulting from the proposed project.

**Hazardous Waste/Hazardous Materials/Underground Storage Tanks:**

- None are known; however, the survey is incomplete.

**Social Environment:**

Impacts to the social environment and the surrounding communities are expected to be minimal. The Liberty Hill community comprises several homes in a cohesive setting; however, many of these homes are vacant and only one home in this area would likely be displaced by the proposed project.

Environmental justice populations are not expected to experience disproportionately adverse impacts as a result of this contract.

**Churches and other Institutions:**

The Liberty Hill Baptist Church and cemetery located at 728 Liberty Hill Road will not experience any right-of-way impacts or displacement. The church's functions as a community resource are not expected to be adversely affected by the proposed project.

**Other Concerns or General Notes:**

- Approximately five residences and one business are expected to be displaced along Contract 7.
- Noise and air quality impacts are expected to be minimal and not adverse.
- A Section 4(f) evaluation is not expected for this Contract.