

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0000520 **OFFICE** Design Policy & Support
STP00-0000-00(520)
GDOT District 4 - Tifton
Colquitt & Worth Counties **DATE** May 16, 2011
SR 133 GRIP CORRIDOR

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Douglas Fadool, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0000-00(520)

County: Colquitt, Worth

P.I. Number: 0000520

Federal Route Number: N/A

State Route Number: 133

The features from the approved concept report being revised are the width of the depressed median, the width of the pavement of the outside shoulder, the length of the storage areas for left turn lanes and the replacement of the SR 133/Georgia & Florida Railway and the SR 133/SR 33 grade separations with at-grade crossings.

Submitted for approval:

DATE 2-24-11

Step 31
J.B. Trimble, Inc.

DATE 2/20/11

[Signature]
Office Head (Project Manager's Office)

DATE 2/28/11

[Signature]
Project Manager

Recommendation for approval:

DATE 3/15/11

Glenn Bowman *
State Environmental Administrator

DATE 4/26/11

Ben Rabun *
State Bridge Design Engineer (if applicable)

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 3/30/11

Cynthia VanDyke *
State Transportation Planning Administrator

* Recommendation on file. KKF

Need and Purpose

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. The proposed project would improve a 13.81 mile stretch from 1,100 feet south of the intersection of SR 133 and US 319 at Colquitt County Mile Post 17.0 to 2,000 feet north of the Colquitt/Worth County line at Worth County Mile Post 0.46.

This corridor is part of the Governor's Road Improvement Program (GRIP) with adjacent projects programmed between Valdosta and Albany. This program aims to connect 95% of Georgia's cities with a population of 2,500 or more to the Interstate System, ensuring that 98% of all areas of the state are within 20 miles of a four-lane road.

Traffic

The AADT for this roadway is predicted to be 6,135 in the year 2017 and 7,490 in the design year of 2037. This translates to a level of service A for the design year.

Crashes

Within this 13.81 mile project study corridor section, SR 133 is classified as a Principal Arterial, Non-Freeway, NHS, Urban roadway for 0.19 miles and a Minor Arterial, NHS, Rural roadway for the remaining 13.62 miles. Of the 39 total crashes that occurred within this project study corridor section during the three year analysis period (2007-2009), all were recorded within the project's rural section. The most common type of crash within the project's rural section was departure crashes (11) where vehicles left the SR 133 roadway. All of these crashes were single vehicle crashes that did not involve another vehicle. Six of these departure crashes occurred at night during dark conditions. The second and third most common types of crashes were rear end crashes (6), left turn crashes (6), right angle crashes (5), and sideswipe in the same direction crashes (5). In most of the left turn crashes, SR 133 left turn vehicles stop in the thru travel lane as they wait for a gap in the opposing traffic stream to occur. This situation of stopped vehicles in the SR 133 thru travel lane may have also contributed to some of the rear end crashes. In most of the right angle crashes, the side street vehicles were entering onto or crossing SR 133. Finally, a majority of the sideswipe in the same direction crashes were attributed to passing/lane changing vehicles on SR 133.

In terms of severity, 16 of the 39 crashes were injury crashes (41%) and one was a fatal crash (3%). These severe crashes resulted in a total of 25 injuries and one fatality. For the rural section, Table 1 presents a summary of the crash rates calculated for each year (2007, 2008, and 2009) including the three-year average and compared against the statewide average crash rates for similar facilities. A crash rate comparison summary was not summarized for the project's urban section since no crashes occurred within that project study area.

Table 1 – Crash Rate Comparison Summary [Rural Section Only]

Year	Type	Project Study Corridor Section		Statewide Average Crash Rate*
		Number of Crashes	Crash Rate*	
2007	Crashes	15	44	149
	Injuries	8	23	67
	Fatalities	1	2.92	1.60
2008	Crashes	13	38	152
	Injuries	3	9	75
	Fatalities	0	0.00	1.85
2009	Crashes	11	32	142
	Injuries	5	15	74
	Fatalities	0	0.00	1.75
2007-2009 Overall Average	Crashes	39	38	148
	Injuries	16	16	72
	Fatalities	1	0.97	1.73

*Indicates the crash rate shown is per 100 million vehicle miles (MVM).

Note: The project crash rates shown in bold represent values that exceeded the statewide average crash rate.

As shown in Table 1, the project’s 2007-2009 overall average crash rates for all three types (crashes, injuries, and fatalities) were below the statewide average crash rates. However, the fatality crash rate in 2007 exceeded the statewide average crash rate.

Description of the approved concept: Project No. STP00-0000-00(520) had proposed to widen and reconstruct the existing two-lane (24-ft) roadway to two 12-ft lanes in each direction with 10-ft outside shoulders and 6-ft inside shoulders, from just south of US 319 at Colquitt County Mile Post 12.3 to 2,300 feet north of the Colquitt/Worth County line at Worth County Mile Post 0.5. The mainline would have a proposed design speed of 65 mph (44-ft and 32-ft median) and 55 mph (24-ft median).

South of US 319, the existing four travel lanes would be retained, and a second left turn lane from SR 133 northbound to US 319 westbound would be added. Existing travel lanes would be retained until 700 feet north of US 319, where new southbound lanes would be constructed, retaining the existing pavement as northbound lanes. This alignment would continue beyond Okapilco Creek, where the existing 208 feet long by 45.50 feet wide bridge would be retained and a new bridge would be constructed for southbound traffic. Approximately 1,600 feet south of SR 33/Sylvester Highway, the alignment would transition to new location to the east of the existing alignment. This new alignment is approximately 1.2 miles long and contains two sets of parallel bridges which would cross over SR 33 and the Georgia-Florida Railnet line, with lengths of 180 feet and 316 feet, respectively. A connector road between SR 33 and SR 133 would be constructed approximately 3,000 feet south of the existing SR 33 intersection.

The new location alignment meets with the existing alignment approximately 500 feet north of CR 358/Blasingame Road. At this point, new northbound lanes would be constructed, retaining the existing pavement for use by southbound traffic. A 32-ft depressed grassed median is present from CR

292/McElroy Road to “The Beverly House”. The alignment traverses the Ochlocknee River floodplain, where new parallel 303 feet long by 41.25 feet wide bridges would be constructed for both travel directions. The alignment continues beyond where the Georgia-Florida Railnet swings back to run adjacent to SR 133 on the west side, with the construction of new northbound lanes, retaining the existing pavement as the southbound lanes. The railroad runs adjacent to SR 133 for approximately 5 miles. This alignment would retain the existing right of way that is shared with this railway. Where necessary, the centerline of the new alignment would be shifted an additional 12 feet so that right turn lanes can be added to the southbound lanes for storage in the event of train traffic. This occurs at CR 297/Sam Sells Road/Swift Canteen Road, CR 26/Cowtail Alley Road, and CR 187/Mike Horne Road.

The 44-ft median typical section would continue northward to approximately 300 feet north of the existing intersection with CR 187/Mike Horne Road, where the median would transition to a 24-ft raised median. The existing right of way along the “Doerun Pitcher Plant Bog Natural Area” would remain intact by using this reduced median width, as well as adding retaining walls and steeper side slopes where required. The 24-ft median section would continue to CR 343/Edge Road, widening to the east, constructing new northbound lanes. Just south of CR 343/Edge Road, SR 133 would transition back to a 44-ft grassed median typical section, constructing new northbound lanes for approximately 1,000 feet before shifting onto new alignment to bypass the City of Doerun. The alignment returns to the existing SR 133, approximately 1,600 feet north of the Colquitt/Worth County boundary, where the project would widen to the east, adding new northbound lanes.

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 (2030). Improving SR 133 to a multi-lane facility with separate turning lanes will reduce turning conflicts from the through traffic and improve operations.

PDP Classification: Major X Minor _____

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

Functional Classification: Urban Principal Arterial (within Moultrie); Rural Minor Arterial (remainder of project)

US Route Number(s): N/A

State Route Number(s): 133

Traffic (AADT) as shown in the approved concept:

Base Year: (2010) 7,352

Design Year: (2030) 11,183

Updated traffic data (AADT):

Base Year: (2017) 6,135

Design Year: (2037) 7,490

Approved Programmed/Schedule:

P.E.: 2003

R/W: 2014

Construction: 2016

VE Study Required: Yes (X) No ()

Note: A VE Study was held in January 2010 and implemented in July 2010.

Benefit/Cost Ratio: N/A

Is the project located in an Ozone Non-attainment area? Yes () No (X)

Is the project located in a PM2.5 Non-attainment area? Yes () No (X)

<p>Approved Features:</p> <p>A Value Engineering Study held in January 2010 and implemented in July 2010 recommended the roadway 44-ft depressed median typical section be revised to a 32-ft depressed median to minimize right-of-way and environmental impacts and reduce construction and right-of-way acquisition costs. The Study also recommended reducing storage lengths for left turn lanes to minimum allowable lengths and reducing the paved shoulder from 6.5-ft to 4-ft to reduce construction costs. Additional recommendations included upgrading the existing at-grade railroad crossings in lieu of constructing grade separations, one at SR 133 over the railroad and the other at SR 133 over SR 33. This will also result in a reduction in construction costs.</p>	<p>Proposed Features:</p> <p>The 44-ft depressed median was reduced to a 32-ft depressed median. The outside paved shoulder was reduced from 6.5-ft to 4-ft. The storage lengths for left turn lanes were reduced to minimum allowable lengths. The proposed SR 133/Georgia & Florida Railway and SR 133/SR 33 grade separations were replaced with upgraded at-grade railroad crossings.</p> <p>** Note: A 24-ft raised median and a 32-ft depressed median is proposed in lieu of the standard GRIP 44-ft depressed median to minimize environmental impacts and displacements. Therefore, a design variance would be required for the median.</p>
<p>Reason for Change:</p> <p>The reductions in median width, paved shoulder width and left turn storage length and the elimination of the proposed SR 133/Georgia & Florida Railway and the SR 133/SR 33 grade separations were due to the implementation of VE recommendations.</p>	

Potential Environmental Impacts of Proposed Revision: The reduction in the roadway median from a 44-ft depressed median to a 32-ft depressed median will reduce environmental impacts. The elimination of the grade separation of SR 133 over SR 33 necessitated a realignment of SR 33, and the environmental studies have found no additional adverse impacts.

Have proposed revisions been reviewed by environmental staff? Yes (X) No ()

Environmental Responsibilities: Consultant, GDOT

Updated cost estimates: See attached.

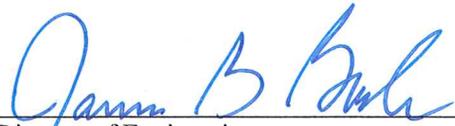
Table 2 – Cost Estimate Summary

STP00-0000-00(520)	
Base Construction Cost:	\$38,146,575
Engineering and Inspection @ 5%:	\$1,907,329
Fuel Adjustment:	\$4,562,958
Liquid AC Adjustment:	\$7,306,206
Total Construction Cost:	\$51,923,068
Right of Way:	\$13,070,000
Reimbursable Utilities:	\$1,025,249
Reimbursable Railroad:	\$422,000
Mitigation Costs:	\$1,306,624
Grand Total Project Cost:	\$67,746,941

Recommendation: It is recommended that the proposed revision to the concept report be approved for implementation.

Attachments:

1. Location Map
2. Cost Estimate
3. Utility Cost Estimate
4. Preliminary Right of Way Cost Estimate
5. Preliminary Railroad Concept Estimate
6. Fuel Adjustment
7. Environmental Mitigation Cost Estimate
8. Typical Sections
9. Value Engineering Implementation Letter
10. Approved Traffic Data

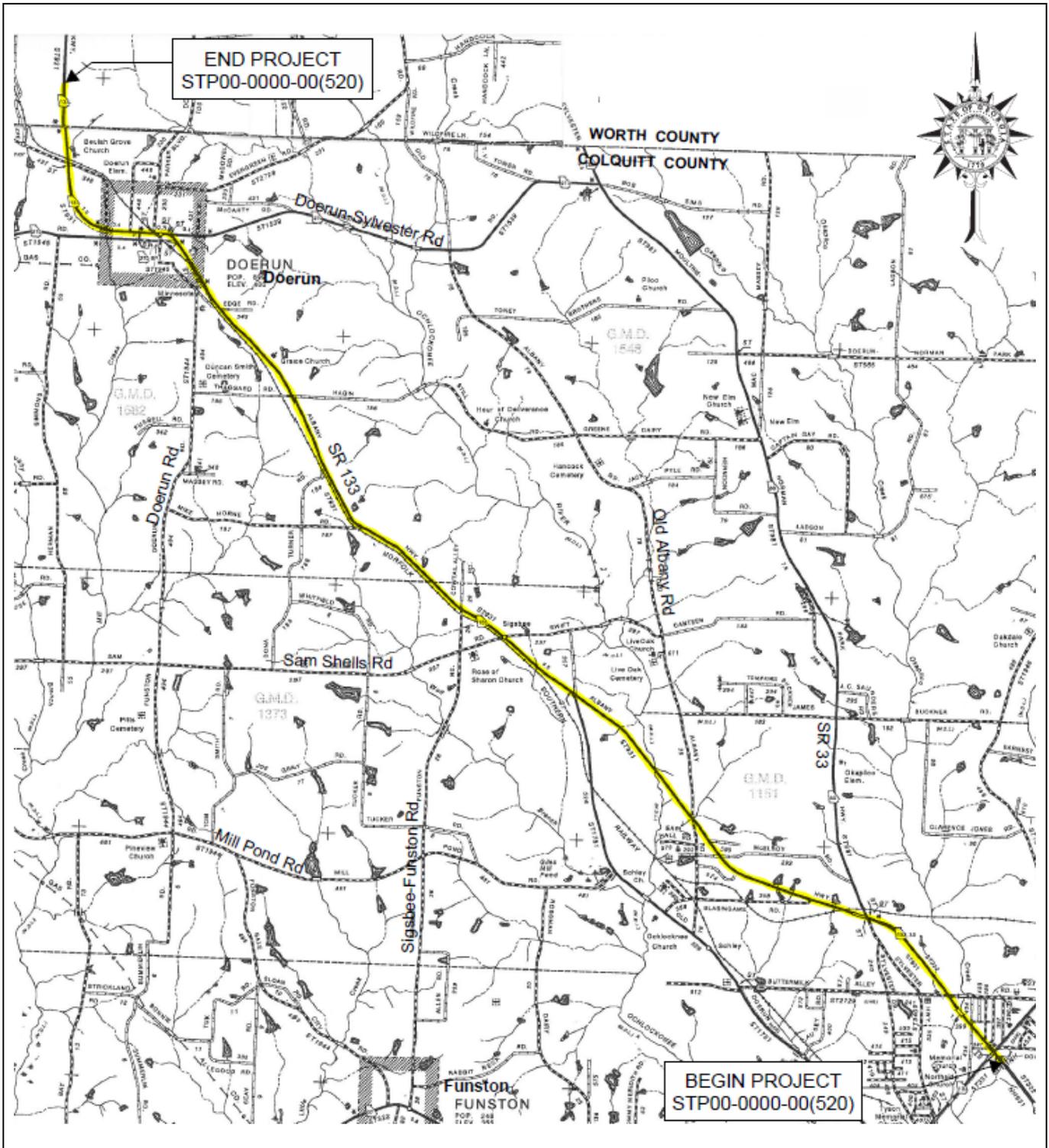
Concur: 
Director of Engineering

Approve: 
Chief Engineer

05/13/2011
Date

ATTACHMENT 1
LOCATION MAP

LOCATION MAP



Project: STP00-0000-00(520) **P.I. No.:** 0000520

Description: Widening of SR 133 from 1,100 feet south of the intersection of SR 133 and US 319 to 2,000 feet north of the Colquitt/Worth County line

ATTACHMENT 2
COST ESTIMATE

COST ESTIMATE SUMMARY

STP00-0000-00(520)	
Base Construction Cost:	\$38,146,575
Engineering and Inspection @ 5%:	\$1,907,329
Fuel Adjustment:	\$4,562,958
Liquid AC Adjustment:	\$7,306,206
Total Construction Cost:	\$51,923,068
Right of Way:	\$13,070,000
Reimbursable Utilities:	\$1,025,249
Reimbursable Railroad:	\$422,000
Mitigation Costs:	\$1,306,624
Grand Total Project Cost:	\$67,746,941

Project No. STP00-0000-00(520)
P.I. No. 000520
Description: SR 133 From South of SR 35/US 319 to North of Colquitt County Line

**CONSTRUCTION COST ESTIMATE
CONCEPTUAL**

Item No.	ITEMS:	Unit	Total Qty	Price	Cost
ROADWAY ITEMS					
310-1101	GR AGGR BASE CRS, INCL MATL	TN	59000	\$15.56	\$918,040
318-3000	AGGR SURF CRS	TN	1500	\$17.42	\$26,130
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	4000	\$67.00	\$268,000
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	126000	\$54.85	\$6,911,100
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	TN	59000	\$59.62	\$3,517,580
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	TN	77000	\$54.05	\$4,161,850
413-1000	BITUM TACK COAT	GL	78000	\$1.91	\$148,980
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	39000	\$2.20	\$85,800
433-1000	REINF CONC APPROACH SLAB	SY	920	\$146.78	\$135,038
441-3999	CONCRETE V GUTTER	LF	44000	\$20.35	\$895,400
641-1100	GUARDRAIL, TP T	LF	132	\$67.91	\$8,964
641-1200	GUARDRAIL, TP W	LF	2500	\$17.23	\$43,075
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	12	\$636.60	\$7,639
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	2	\$1,691.55	\$3,383
Sub-Total					\$17,130,979
EARTHWORK					
205-0001	UNCLASS EXCAV	CY	372357	\$4.54	\$1,690,501
206-0002	BORROW EXCAV, INCL MATL	CY	676428	\$4.42	\$2,989,812
Sub-Total					\$4,680,313
DRAINAGE ITEMS					
500-3101	CLASS A CONCRETE	CY	1874	\$704.67	\$1,320,552
511-1000	BAR REINF STEEL	LB	201765	\$0.76	\$153,341
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	15674	\$31.34	\$491,223
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	3171	\$40.22	\$127,538
550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	LF	2705	\$53.76	\$145,421
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	1962	\$62.43	\$122,488
550-1420	STORM DRAIN PIPE, 42 IN, H 1-10	LF	340	\$80.80	\$27,472
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	174	\$76.92	\$13,384
550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	LF	2070	\$23.96	\$49,597
550-2240	SIDE DRAIN PIPE, 24 IN, H 1-10	LF	360	\$38.93	\$14,015
550-3318	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	EA	221	\$695.93	\$153,801
550-3324	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	EA	4	\$927.47	\$3,710
550-4118	FLARED END SECTION 18 IN, SIDE DRAIN	EA	138	\$458.63	\$63,291
550-4124	FLARED END SECTION 24 IN, SIDE DRAIN	EA	24	\$520.97	\$12,503
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	74	\$536.18	\$39,677
550-4224	FLARED END SECTION 24 IN, STORM DRAIN	EA	54	\$679.18	\$36,676
550-4230	FLARED END SECTION 30 IN, STORM DRAIN	EA	40	\$932.97	\$37,319
550-4236	FLARED END SECTION 36 IN, STORM DRAIN	EA	36	\$1,021.63	\$36,779
550-4242	FLARED END SECTION 42 IN, STORM DRAIN	EA	8	\$1,513.03	\$12,104
668-2100	DROP INLET, GP 1	EA	238	\$2,524.35	\$600,795
Sub-Total					\$3,461,685
TEMPORARY EROSION CONTROL					
163-0232	TEMPORARY GRASSING	AC	100	\$418.87	\$41,887
163-0240	MULCH	TN	4200	\$135.55	\$569,310
163-0300	CONSTRUCTION EXIT	EA	30	\$1,649.59	\$49,488
163-0503	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	EA	140	\$557.51	\$78,051
163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	LF	6500	\$12.54	\$81,510
163-0521	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	EA	100	\$193.05	\$19,305
163-0523	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	EA	1400	\$165.96	\$232,344
163-0530	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	LF	4000	\$3.84	\$15,360
163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	EA	12	\$8,263.21	\$99,159
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	238	\$133.44	\$31,759
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	30000	\$0.42	\$12,600
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	3500	\$0.94	\$3,290
165-0040	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	EA	1500	\$56.33	\$84,495
165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	EA	12	\$1,537.49	\$18,450
165-0070	MAINTENANCE OF BALED STRAW EROSION CHECK	LF	2000	\$1.29	\$2,580
165-0087	MAINTENANCE OF SILT CONTROL GATE, TP 3	EA	140	\$104.89	\$14,685
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	30	\$618.49	\$18,555
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	238	\$86.45	\$20,575
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	20	\$815.46	\$16,309
167-1500	WATER QUALITY INSPECTIONS	MO	36	\$844.68	\$30,408
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	7000	\$1.23	\$8,610
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	60000	\$3.07	\$184,200
Sub-Total					\$1,632,929

**CONSTRUCTION COST ESTIMATE
CONCEPTUAL**

Item No.	ITEMS:	Unit	Total Qty	Price	Cost
<u>PERMANENT EROSION CONTROL</u>					
603-2181	STN DUMPED RIP RAP, TP 3, 18 IN	SY	1600	\$36.87	\$58,992
603-2024	STN DUMPED RIP RAP, TP 1, 24 IN	SY	2000	\$42.99	\$85,980
603-7000	PLASTIC FILTER FABRIC	SY	3600	\$4.06	\$14,616
700-6910	PERMANENT GRASSING	AC	100	\$971.98	\$97,198
700-7000	AGRICULTURAL LIME	TN	400	\$78.51	\$31,404
700-7010	LIQUID LIME	GL	500	\$19.83	\$9,915
700-8000	FERTILIZER MIXED GRADE	TN	275	\$517.84	\$142,406
700-8100	FERTILIZER NITROGEN CONTENT	LB	9900	\$1.62	\$16,038
710-9000	PERMANENT SOIL REINFORCING MAT	SY	7500	\$3.63	\$27,225
716-2000	EROSION CONTROL MATS, SLOPES	SY	30000	\$0.87	\$26,100
Sub-Total					\$509,874
<u>SIGNING & MARKING</u>					
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	956	\$14.23	\$13,604
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	1484	\$17.69	\$26,252
636-2070	GALV STEEL POSTS, TP 7	LF	3662	\$7.41	\$27,135
636-5100	MILEPOST SIGNS	EA	28	\$133.91	\$3,749
640-1025	RAILROAD CROSSBUCK SIGNS	EA	4	\$950.00	\$3,800
652-0100	PAVEMENT MARKING, RR-HWY CROSSING SYMBOL	EA	6	\$170.81	\$1,025
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	84	\$65.81	\$5,528
653-0170	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	EA	48	\$78.84	\$3,784
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	783	\$3.45	\$2,701
653-2501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LM	40	\$1,479.92	\$59,197
653-2502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LM	39	\$1,291.48	\$50,368
653-4501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GL	38	\$1,029.73	\$39,130
653-4502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GL	2	\$792.83	\$1,586
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	41321	\$2.59	\$107,021
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	1089	\$3.02	\$3,289
654-1001	RAISED PVMT MARKERS TP 1	EA	1675	\$3.73	\$6,248
654-1003	RAISED PVMT MARKERS TP 3	EA	5738	\$3.45	\$19,796
Sub-Total					\$374,213
<u>Bridges</u>					
999-9999	Bridge No. 1 (180' x 39'-3")	LS	1	\$671,175.00	\$671,175
999-9999	Bridge No. 2 (2 - 460' x 39'-3")	LS	1	\$3,611,000.00	\$3,611,000
Sub-Total					\$4,282,175
<u>MISCELLANEOUS ITEMS</u>					
150-1000	TRAFFIC CONTROL -	LS	1	\$1,000,000.00	\$1,000,000
153-1300	FIELD ENGINEERS OFFICE TP 3	EA	1	\$68,980.10	\$68,980
201-1500	CLEARING & GRUBBING -	LS	1	\$4,300,000.00	\$4,300,000
620-0100	TEMPORARY BARRIER, METHOD NO. 1	LF	1000	\$32.29	\$32,290
632-0003	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	EA	2	\$9,346.46	\$18,693
634-1200	RIGHT OF WAY MARKERS	EA	800	\$92.02	\$73,616
647-1000	TRAFFIC SIGNAL INSTALLATION NO -	LS	1	\$50,827.70	\$50,828
999-9999	RAILROAD WARNING DEVICE INSTALLATIONS	LS	1	\$330,000.00	\$330,000
999-9999	RAILROAD WARNING DEVICE INSTALLATIONS	LS	1	\$200,000.00	\$200,000
Sub-Total					\$6,074,407
CONSTRUCTION SUBTOTAL =					\$38,146,575

ATTACHMENT 3
UTILITY COST ESTIMATE



engineering and constructing a better tomorrow

December 20, 2010

Mr. Tim Warren
District Utilities Engineer
Georgia Department of Transportation
710 West 2nd St
Tifton, GA 31793-7510

Subject: **Master Contract No. TOOOUUTL100621**
Completed - Preliminary Utility Cost Estimates- S.R. 133 Albany to Moultrie
STP-0000-00 (520) P.I. # 0000520, Colquitt/Worth Counties
STP-0000-00 (475) P.I. # 0000475, Dougherty County
STP-0000-00 (473) P.I. # 0000473, Dougherty County
STP-0000-00 (519) P.I. # 0000519, Worth County
Task Order No. 1, Job Order No. 4

Dear Mr. Warren:

MACTEC Engineering and Consulting Inc. (MACTEC) is please to submit our findings for the Reimbursable and Non-Reimbursable Utility Estimates as per your request on the above referenced projects.

The scope of services consists of MACTEC securing Reimbursable and Non-Reimbursable estimates of utility facilities owned by private or public Entities on SR 133from Albany to Moultrie.

STP-0000-00 (520) P.I. # 0000520, Colquitt/Worth Counties

FACILLITY OWNER	REIMBURSABLE	NON-REIMBURSABLE
AT&T	\$ 0.00	\$ 50,600.00
City of Doerun	90,000.00	160,363.70
City of Moultrie	16,500.00	0.00
Colquitt E.M.C.	0.00	752,925.27
MEAG	598,749.00	0.00
Georgia Power (Dis.)	210,000.00	0.00
Mediacom C. C .	0.00	29,790.00
Windstream Comm.	110,000.00	210,800.00
Sub Total	\$1,025,249.00	\$1,204,478.97
Total	<u>\$2,229,727.97</u>	

Private Irrigation Xing around Mile Post 29.75 should be addressed in the right of way acquisition.

~~STP 0000-00 (475) P.I. # 0000475, Dougherty County~~

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE
AT&T	\$ 0.00	\$ 340,000.00
MCI/Verizon Business	0.00	92,500.00
Mitchell E.M.C.	469,411.37	905,146.20
Mediacom C.C.	0.00	26,318.00
Sub Total	\$469,411.37	\$1,363,964.20
Total	<u>\$1,833,375.57</u>	

~~STP 0000-00 (473) P.I. # 0000473, Dougherty County~~

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE
AT&T	\$ 0.00	\$ 513,000.00
Albany Water, Gas & Power	0.00	58,450.00
Dixie Pipeline	273,000.00	0.00
Mitchell E.M.C.	2,111,382.00	673,714.46
Southern Natural Gas Co.	524,260.00	0.00
Mediacom C.C.	0.00	20,000.00
Sub Totals	\$2,908,642.00	\$1,265,164.46
Total	<u>\$4,173,806.46</u>	

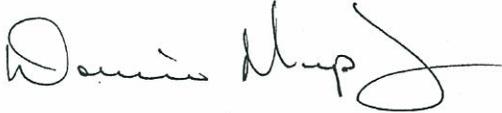
~~STP 0000-00 (519) P.I. # 0000519, Worth County~~

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE
AT&T	\$ 0.00	\$225,000.00
Mitchell E.M.C.	521,023.70	250,863.27
Colquitt E.M.C.	0.00	198,250.20
Sub Totals	\$521,023.70	\$674,113.47
Total	<u>\$1,195,137.17</u>	

Should you need additional information, please contact Donnie Murphy at 770-421-70239 or 678-776-9701.

Sincerely,

MACTEC Engineering and Consulting, Inc.

A handwritten signature in black ink that reads "Donnie Murphy". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Donnie Murphy
Utility Coordination Manager

A handwritten signature in black ink that reads "Charles Law". The signature is cursive and somewhat stylized, with a long horizontal stroke at the end.

Charles Law
Senior Principle Engineer

ATTACHMENT 4
PRELIMINARY RIGHT OF WAY COST ESTIMATE

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE January 19, 2011
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Douglas Fadool, AVS, Project Manager
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: STP-0000-00(520) Dougherty/Worth County
P.I. No.: 000520
Description: SR 133 Widening, Moultrie to Albany

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

,
PC: LA
Attachments
c: File

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
 By: LaShone Alexander

Date: January 6, 2011
Project: STP-0000-00(520)Colquitt/Worth Co.
Existing/Required R/W: Varies/Varies
Project Termini: SR 133 from just North of Doerun to just North of SR 112
Project Description: SR 133 Widening, Moultrie to Albany

P.I. Number: 000520
No. Parcels: 150

Land:	Rural Residential		
	77 acres @ \$15,000/acre	\$	1,155,000
	Agricultural		
	110 acres @ \$3,000/acre		330,000
		\$	1,485,000
Improvements:	18 residences, 2 double wide mobile homes, 1 Bldg., & 1 deep well		2,550,000
Relocation:	Commerical (0) Residential (20)		800,000
Damage:	Proximity Consequential Cost to Cure		435,000
	Net Cost	\$	5,270,000

Net Cost			\$ 5,270,000
Scheduling Contingency	55%		2,898,500
Adm/Court Cost	60%		4,901,100
		\$	13,069,600

Total Cost **\$13,070,000**

Note: This estimate is based on estimate by consultant dated January 6, 2011.

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate

ATTACHMENT 5
PRELIMINARY RAILROAD CONCEPT ESTIMATE

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(520), Colquitt County
PI No. 0000520

OFFICE: State Utilities Office

FROM: Jeff Baker, State Utilities Engineer

DATE: May 5, 2010

TO: Bobby Hilliard, Office of Program Delivery
ATTN: Doug Fadool, Associate Project Manager

SUBJECT: PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Georgia& Florida Railway	\$0.00	\$422,000.00
Total Reimbursement Cost:	\$0.00	\$422,000.00

Total railroad surface work reimbursable cost for the above project is estimated to be:

\$422,000.00

Please note that this amount does not include other reimbursable utility and railroad warning device costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Richard Crowley, (404) 631-1372, rcrowley@dot.ga.gov or Loren Bartlett, (404) 631-1370, lbartlett@dot.ga.gov.

JB:RLC:lfh

cc: Lee Upkins, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Tim Warren, District 4 Utilities Engineer
Key Phillips, Railroad Crossing Program Manager

ATTACHMENT 6
FUEL ADJUSTMENT

P.I. Number #0000520

County Worth & Colquitt

Project Number STP00-0000-00(520)

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

ENTER FPL DIESEL	2.986
ENTER FPM DIESEL	6.719

ENTER FPL UNLEADED	2.672
ENTER FPM UNLEADED	6.012

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	372357.000	0.29	107983.53	0.15	55853.55	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	405927.000	0.29	117718.83	0.24	97422.48	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	264537.000	2.90	767157.30	0.71	187821.27	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211	160.00	40.00	6.4000	8.00	51.20	1.50	9.60	
Class __ Concrete (CY) Section 500	70.00	550.00	38.5000	8.00	308.00	1.50	57.75	
Class __ Concrete (CY) Section 500	400.00	570.00	228.0000	8.00	1824.00	1.50	342.00	
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500	245.00	875.00	214.3750	8.00	1715.00	1.50	321.56	
Superstru Con Class __ (CY) Section 500	1440.00	875.00	1260.0000	8.00	10080.00	1.50	1890.00	
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500	2200.00	50.00	110.0000	8.00	880.00	1.50	165.00	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507	990.00	180.00	178.2000	8.00	1425.60	1.50	267.30	
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511	74000.00	1.00	74.0000	8.00	592.00	1.50	111.00	
Stru Reinf <u>Plan Quantity</u> (LB) Section 511	434000.00	1.00	434.0000	8.00	3472.00	1.50	651.00	
Bar Reinf Steel (LB) Section 511	80700.00	1.00	80.7000	8.00	645.60	1.50	121.05	
Piling____ inch (LF) Section 520	1800.00	60.00	108.0000	8.00	864.00	1.50	162.00	
Piling____ inch (LF) Section 520	5500.00	60.00	330.0000	8.00	2640.00	1.50	495.00	
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547	375.00	250.00	93.7500	8.00	750.00	1.50	140.63	
Pile Encasement,____(LF) Section 547	525.00	250.00	131.2500	8.00	1050.00	1.50	196.88	
SUM QF DIESEL=		1019157.06		SUM QF UNLEADED=		346028.06		
DIESEL PRICE ADJUSTMENT(\$)				\$3,499,683.43				
UNLEADED PRICE ADJUSTMENT(\$)				\$1,063,275.03				

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

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

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

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
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REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$3,499,683.43

UNLEADED PRICE ADJUSTMENT(\$) \$1,063,275.03

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$179,579.60

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$7,126,626.78

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

REMARKS:

TOTAL ADJUSTMENTS	\$11,869,164.84
--------------------------	------------------------

ATTACHMENT 7
ENVIRONMENTAL MITIGATION COST ESTIMATE

PRELIMINARY ENVIRONMENTAL MITIGATION COST ESTIMATE

Date: February 1, 2011
Project: SR 133 Widening
Project No.: STP00-0000-00(520)
P.I. Number: 0000520
Project Termini: 1,100 feet south of the intersection of SR 133 and US 319 to 2,000 feet north of the Colquitt/Worth County line
Project Description: Widening of SR 133 from 1,100 feet south of the intersection of SR 133 and US 319 to 2,000 feet north of the Colquitt/Worth County line

Mitigation cost assuming a Wetland Credit cost of \$3,500 per credit and a Stream Credit cost of \$45 per credit.

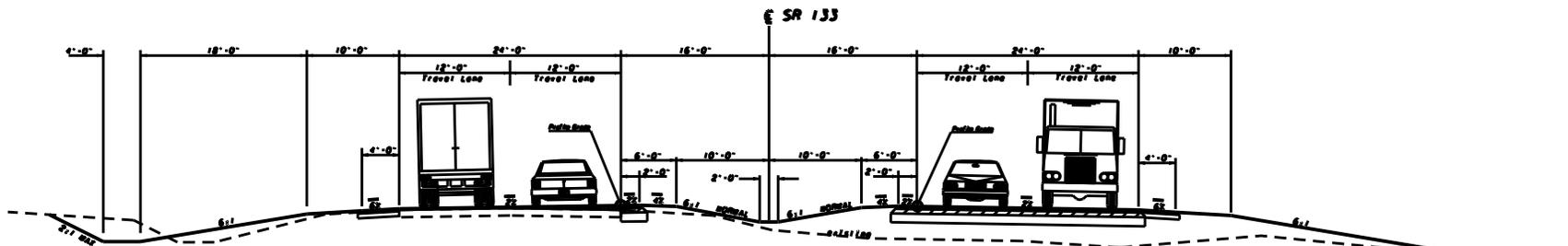
Project No.	Required Stream Credits	Cost of Credit	
STP00-0000-00(520)	13717.75	\$45.00	\$617,298.75
Total Stream Credits	13717.75		
		Sub-Total	\$617,298.75

Project No.	Required Wetland Credits	Cost of Credit	
STP00-0000-00(520)	196.95	\$3,500.00	\$689,325.00
Total Wetland Credits	196.95		
		Sub-Total	\$689,325.00
		Total	\$1,306,623.75

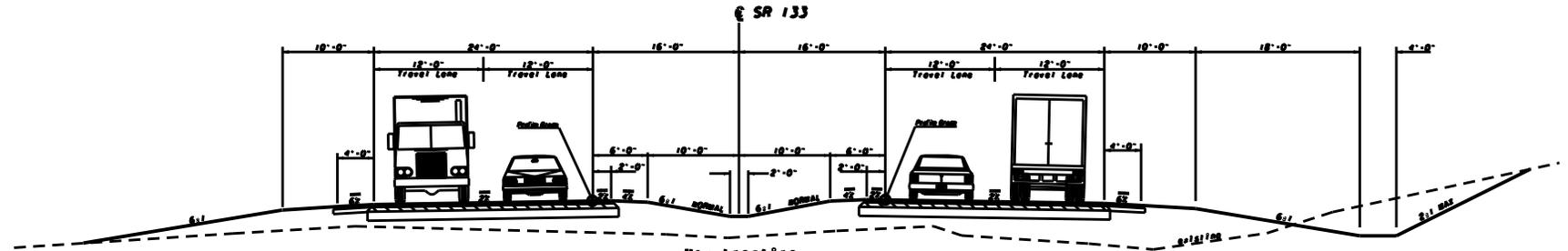
ATTACHMENT 8
TYPICAL SECTIONS

DATE: 08/11/11
 DRAWN BY: RUSCH

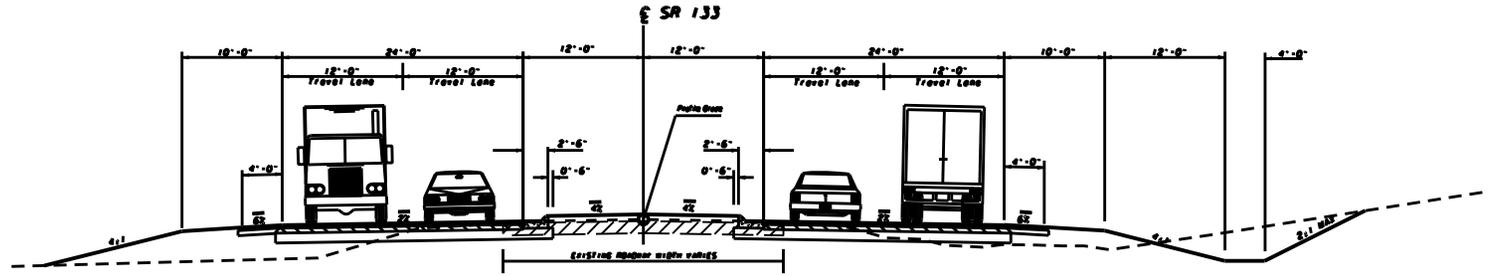
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	17000-0000-0013301		



Widen to One Side
 4 Lanes With a 32' Median
 (D. S. 65mph)
 NORMAL CROWN



New Location
 4 Lanes With a 32' Median
 (D. S. 65mph)
 NORMAL CROWN



4 Lanes With a 24' Median
 (D. S. 55mph)
 NORMAL CROWN

JBT J.B. TRIMBLE, INC.
 2650 Heritage Court, SE.
 Suite 250
 Atlanta, GA 30339

REVISION	DATE

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE:

TYPICAL SECTIONS

SR 133 (MOULTRIE ROAD)

DRAWING NO.
 5-01

ATTACHMENT 9
VALUE ENGINEERING IMPLEMENTATION LETTER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-00(473)(475)(519)(520) **OFFICE:** Engineering Services
Colquitt Dougherty Worth
P.I. Nos.: 0000473/0000475/0000519/0000520
SR 133 Widening **DATE:** June 24, 2010

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Douglas Fadool

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held January 19-22, 2010. Responses were received on June 24, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Reduce the amount of northerly shift in the SR 133 alignment to eliminate the need to grade separate SR 33 while keeping the railroad grade separation	\$1,838,000	No	This cannot be done because A-1.1 will be implemented.
A-1.1	Follow existing SR 133 alignment and construct new at-grade crossings in lieu of grade separations at SR 33 and the railroad	Proposed = \$6,807,000 Actual = \$6,787,000	Yes	This will be done. Redesign costs of \$20,000 will reduce the proposed savings.
A-6	Reduce pavement thickness for the median left turn/U-turn lanes	Proposed = \$4,755,000 Actual = \$1,804,000	Yes, partially	OMR has approved a different pavement design than what was proposed by the VE Team. The new design will consist of 6.5" of asphalt over 10" of GAB. Full depth left turn lanes will be utilized at the SR 133 and South Mock Road intersection; all others will utilize the new pavement design. This results in a revised savings of \$1,805,000 which will be reduced by \$1,000 for redesign costs.

A-7	Use the minimum allowable lengths for the storage areas in the median left turn/U-turn lanes	Proposed = \$1,600,000 Actual = \$1,595,000	Yes, partially	There are 12 intersections where the total storage length will be reduced by 150 ft and 20 intersections where the total storage length will be reduced by 250 ft. Redesign costs of \$5,000 will reduce the proposed savings.
A-8	Reduce the median width from 44 ft to 32 ft for the entire length of the project	Proposed = \$878,000 Actual = \$678,000	Yes	This will be done. Redesign costs of \$200,000 will reduce the proposed savings.
A-9	Reduce the width of the paved outside shoulder from 6.5 ft to 4.0 ft	Proposed = \$1,375,000 Actual = \$1,372,500	Yes	This will be done. Redesign costs of \$2,500 will reduce the proposed savings.
B-2	Reverse the girder direction (make perpendicular to the RR alignment) of the SR 133 bridge over the Georgia/Florida Railway	\$418,000	No	This cannot be done because B-2.1 will be implemented.
B-2.1	Eliminate the SR 133 bridge over the Georgia/Florida Railway track and construct an at-grade crossing	Proposed = \$3,565,000 Actual = \$3,545,000	Yes	This will be done. Redesign costs of \$20,000 will reduce the proposed savings.
B-8	Reduce the length of the SR 133 bridge over SR 33 by reducing the clear area from 26 ft to 14 ft	\$529,000	No	This cannot be done because B-2.1 will be implemented.
D-1	Reduce all 6:1 sloped shoulder sections to 4:1 slopes throughout the entire project	\$943,000	No	Increasing the slope increases the required clear zone which will increase the amount of excavation and required ROW. The additional ROW, excavation and redesign costs would cause an overall project increase of \$1,900,000.
J-3	Substitute Type W guardrail for Type T guardrail throughout the entire project	\$892,000	Yes	This will be done.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 7/6/10
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Ben Buchan
Mike Haithcock/David Norwood/Douglas Fadool
Paul Liles/Bill Duvall/Bill Ingalsbe/Jenny Harris-Dunham
Alexis John
Joe Cowan/Sonja Thompson/Tony Cravey
Ken Werho
Lisa Myers
Matt Sanders

ATTACHMENT 10
APPROVED TRAFFIC DATA

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0000-00(520) **OFFICE** Planning
Colquitt & Worth Counties
P.I. # 0000520
DATE February 14, 2011

FROM Cindy VanDyke, State Transportation Planning Administrator

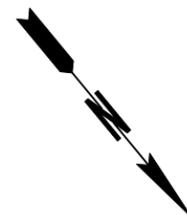
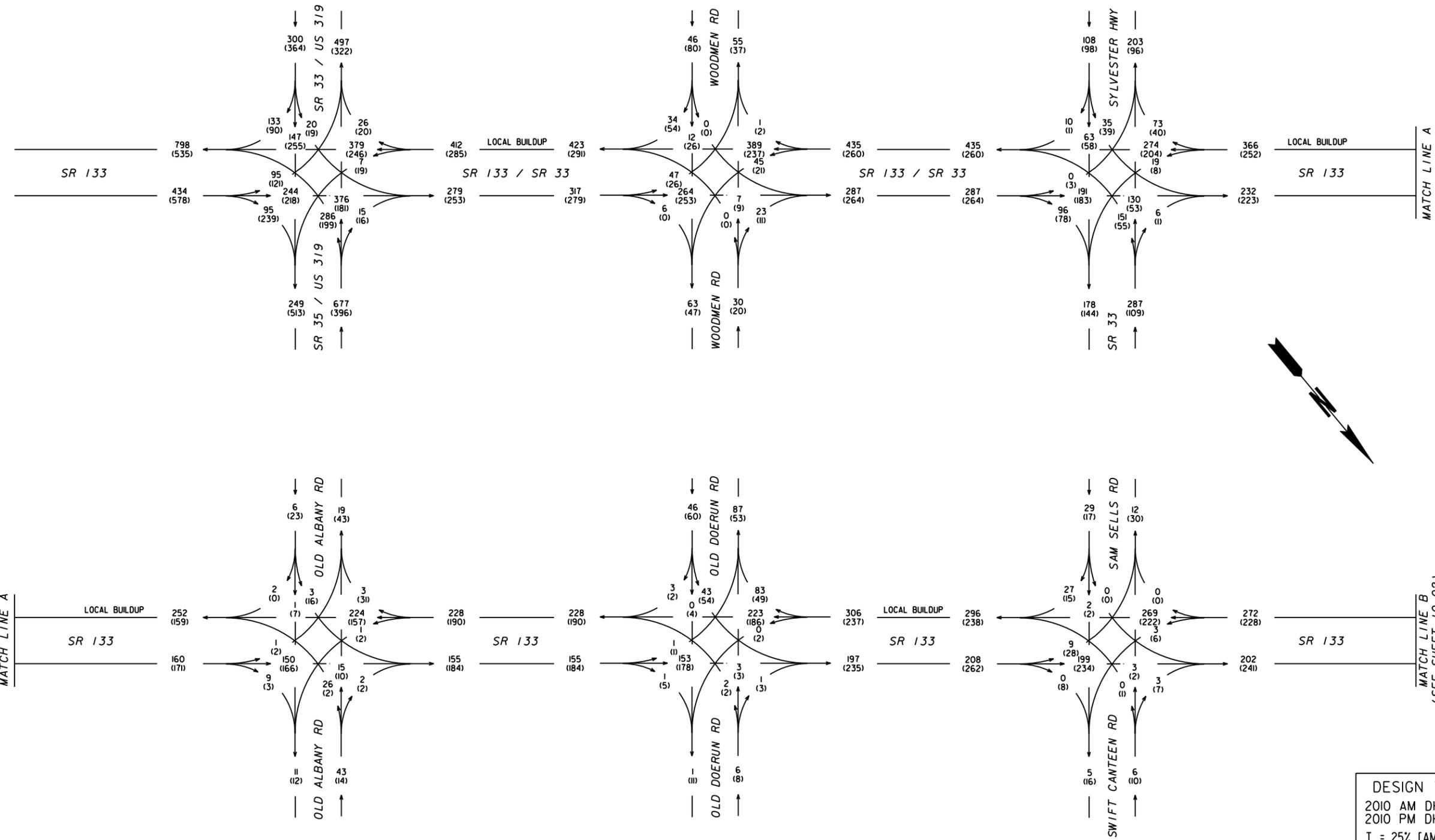
TO Bobby K. Hilliard, P.E., State Program Delivery Design Engineer
Attention: Doug Fadool

SUBJECT **Reviewed** Design Traffic for S.R. 133 from S of S.R. 35/U.S. 319 to N of Colquitt County Line.

As per your request, we reviewed the consultant's Design Traffic for the above project.

The Design Traffic is approved based on the information furnished. If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

CLV/AFE



DESIGN TRAFFIC
 2010 AM DHV = 000
 2010 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

DATE/TIME***
#USER#

DATE/TIME***
#USER#

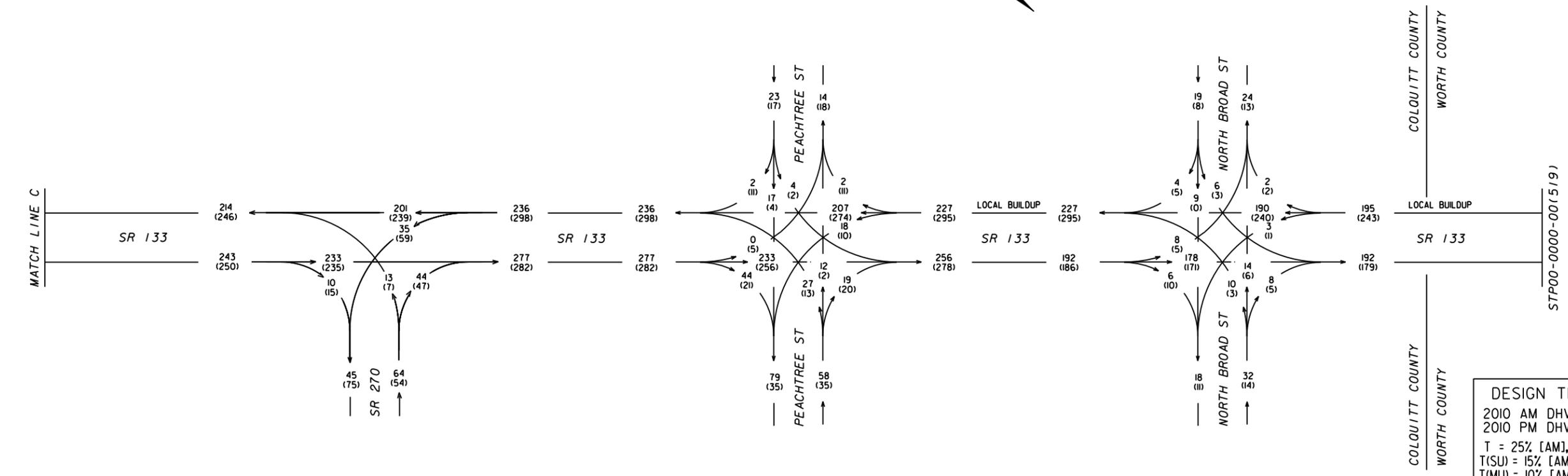
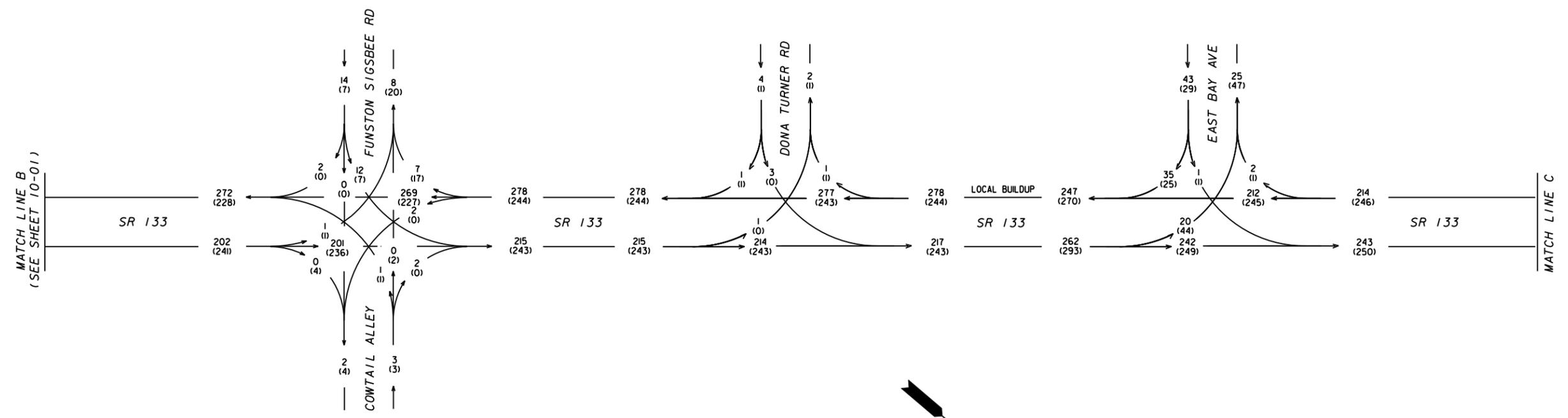
*****CONSPECIFICATION*****
 *****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLQUITT/WORTH COUNTIES
 2010 AM/PM DHV

DRAWING No.
10-01



DESIGN TRAFFIC
2010 AM DHV = 000
2010 PM DHV = (000)
T = 25% [AM], 23% [PM]
T(SU) = 15% [AM], 13% [PM]
T(MU) = 10% [AM], 10% [PM]

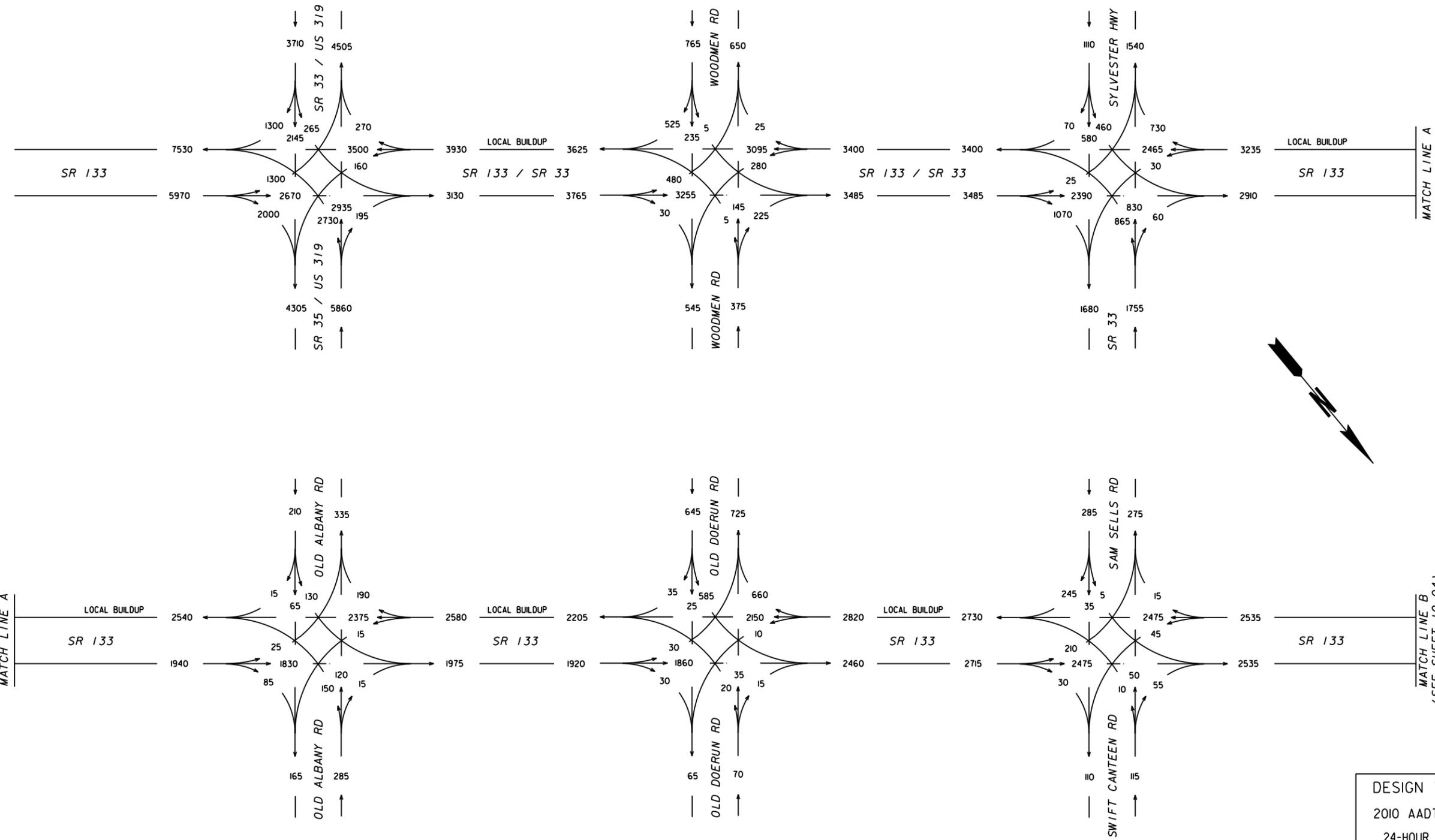
*****CONSOLIDATION*****
*****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2010 AM/PM DHV

DRAWING No.
10-02



DATE/TIME***
#USER#

DATE/TIME***
#USER#

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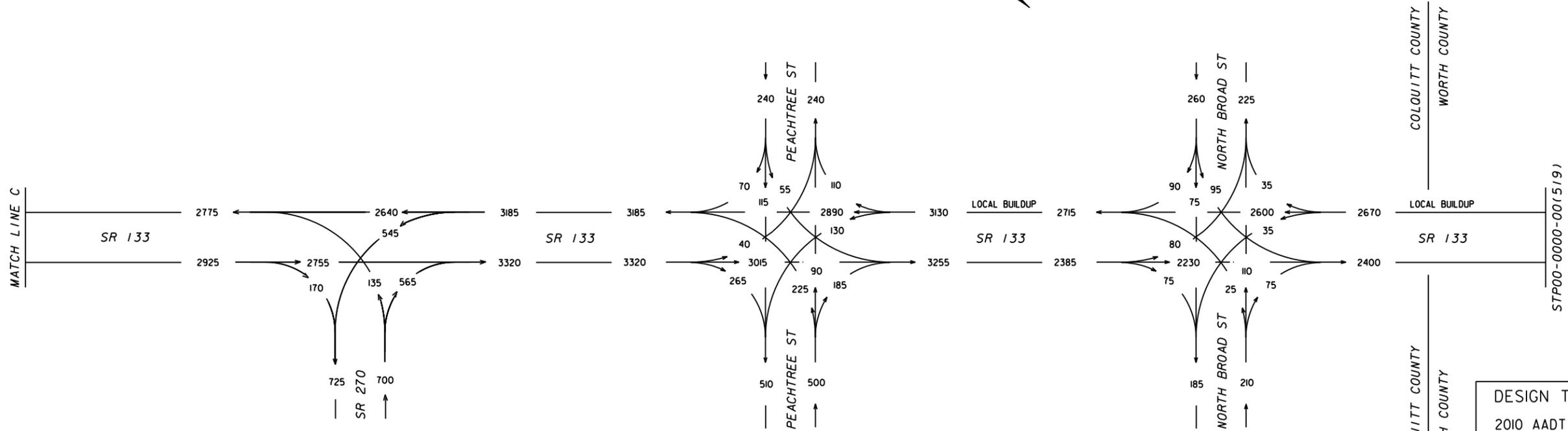
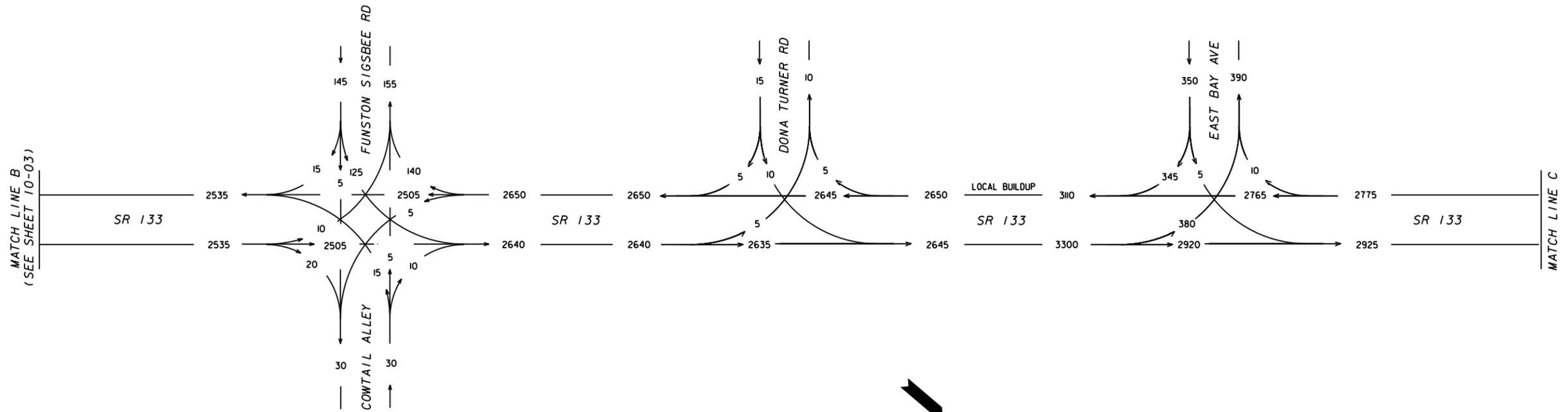
DESIGN TRAFFIC
 2010 AADT = 000
 24-HOUR T = 28%
 24-HOUR T(SU) = 15%
 24-HOUR T(MU) = 13%

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLQUITT/WORTH COUNTIES
 2010 AADT

DRAWING No.
10-03



DESIGN TRAFFIC
2010 AADT = 000
24-HOUR T = 28%
24-HOUR T(SU) = 15%
24-HOUR T(MU) = 13%

PLW

PLW

*****DGN SPECIFICATION*****
*****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025
DRAWN BY SKB	DATE 12/17/10
CHECKED BY BSW	SCALE N.T.S.

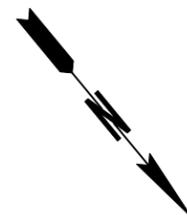
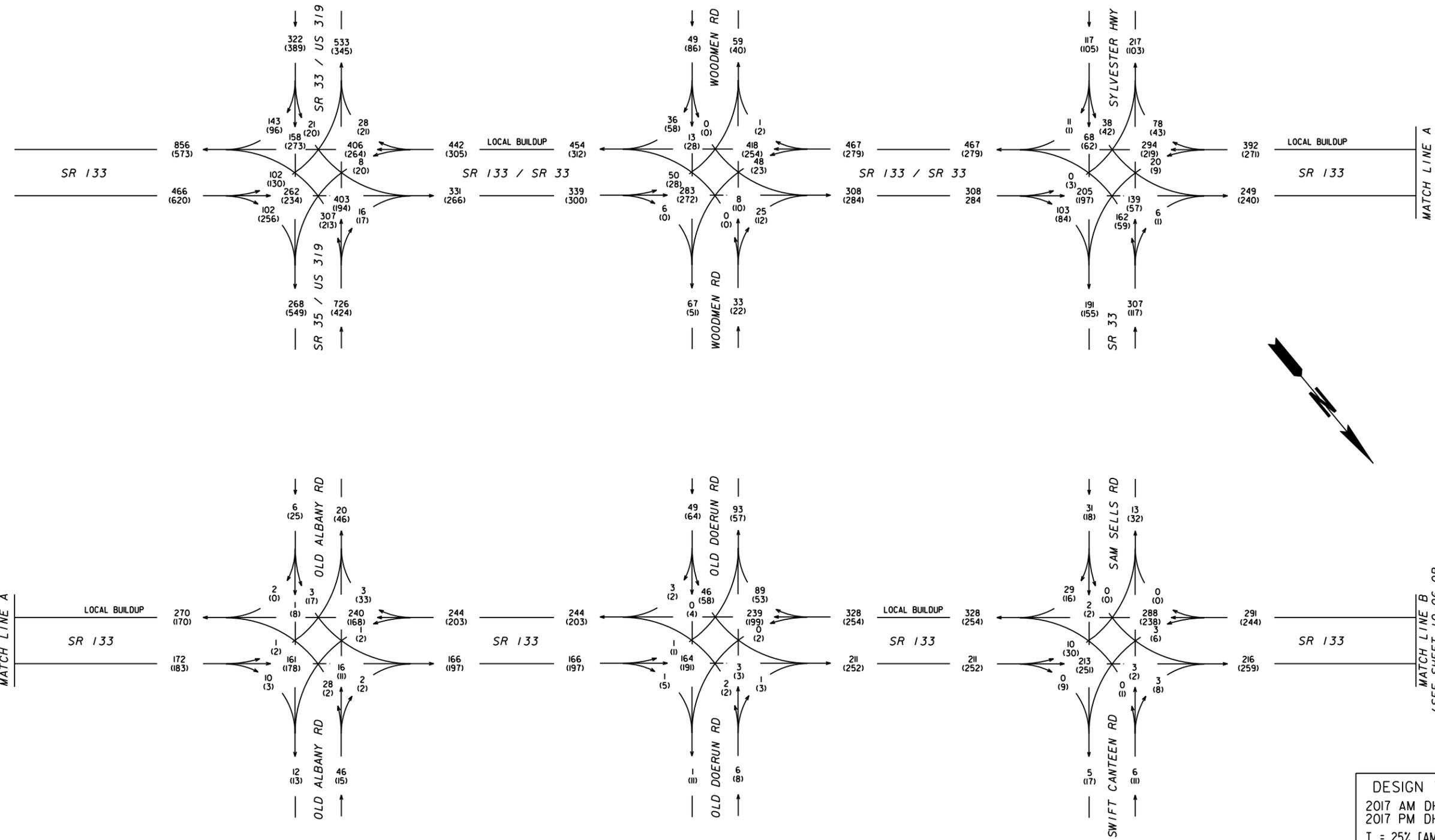


1780 Corporate Drive
Suite 400
Norcross, Georgia 30093
Tel 770.931.8005
Fax 770.931.8555
www.transystems.com

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2010 AADT

DRAWING No.
10-04



DATE/TIME***
#USERS#

DATE/TIME***
#USERS#

DESIGN TRAFFIC
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2017 PM DHV = (000)
T = 25% [AM], 23% [PM]
T(SU) = 15% [AM], 13% [PM]
T(MU) = 10% [AM], 10% [PM]

MATCH LINE B
(SEE SHEET 10-06 OR
SHEET 10-07 FOR PROPOSED
DOERUN BYPASS CONNECTOR)

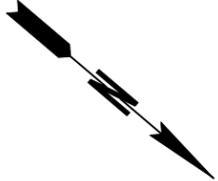
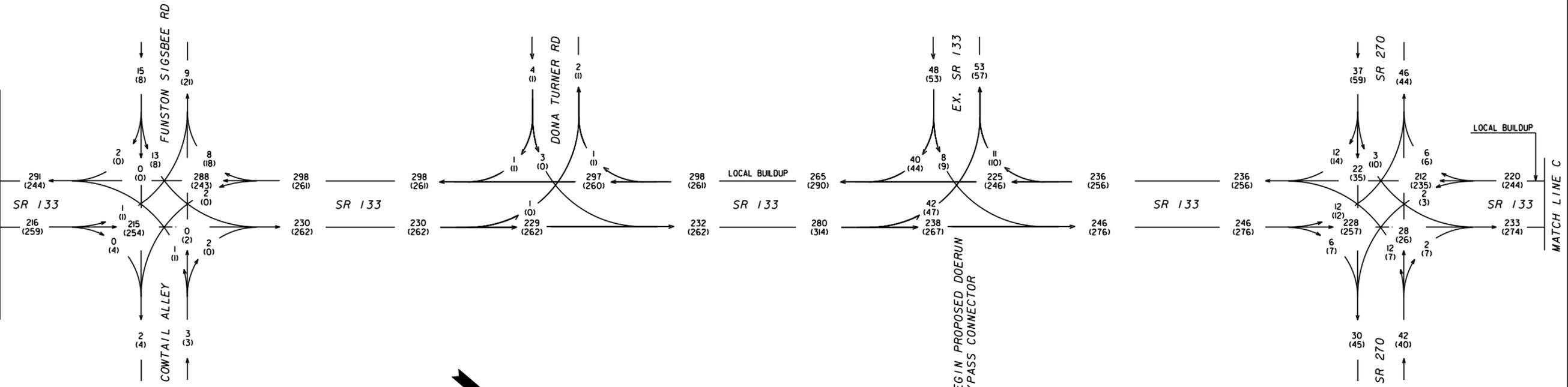
DESIGNED BY SKB	TRANSYSTEMS NO. A317100025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

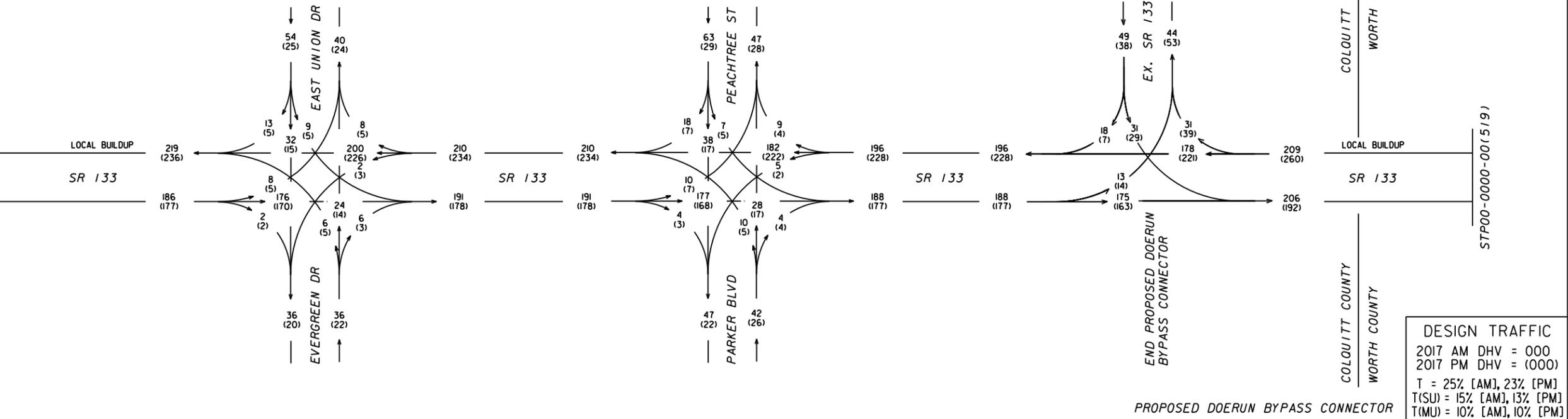
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2017 AM/PM DHV
NO BUILD

DRAWING No.
10-05

MATCH LINE B (SEE SHEET 10-05)



MATCH LINE C



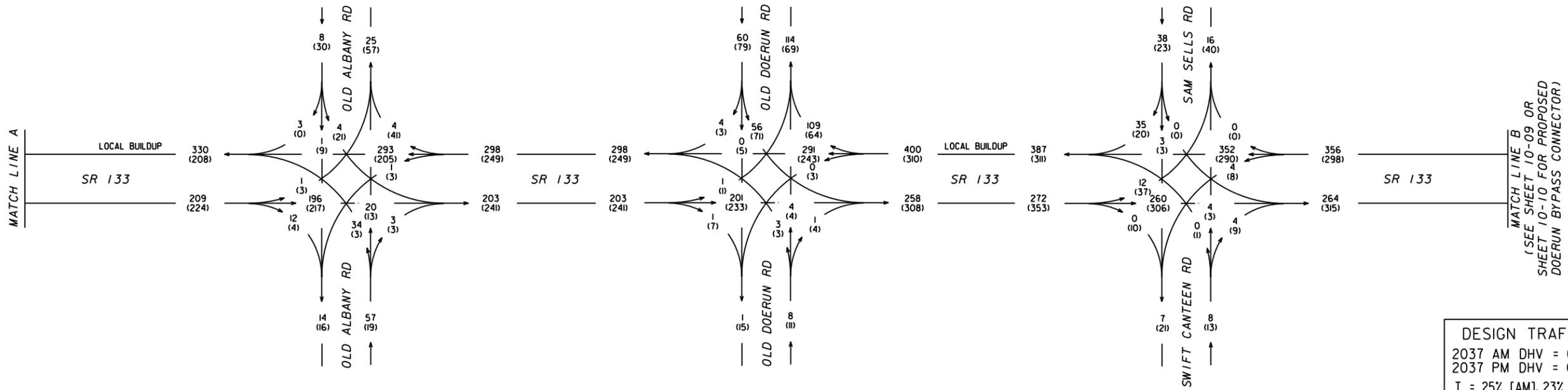
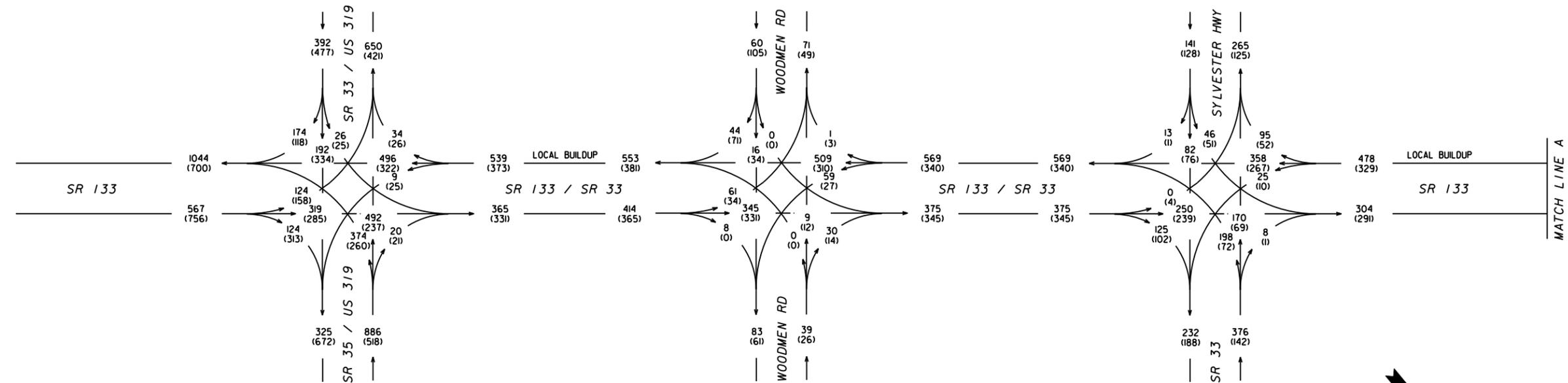
DESIGN TRAFFIC
2017 AM DHV = 000
2017 PM DHV = (000)
T = 25% [AM], 23% [PM]
T(SU) = 15% [AM], 13% [PM]
T(MU) = 10% [AM], 10% [PM]

PROPOSED DOERUN BYPASS CONNECTOR

*****SPECIFICATION*****
*****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A317100025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: CONSULTANT DESIGN
	TRAFFIC DIAGRAM
	SR 133 (P.I. *0000520)
	COLQUITT/WORTH COUNTIES
	2017 AM/PM DHV
	NO BUILD
	DRAWING No. 10-07



DESIGN TRAFFIC
 2037 AM DHV = 000
 2037 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

DATE/TIME***
#USERS

DATE/TIME***
#USERS

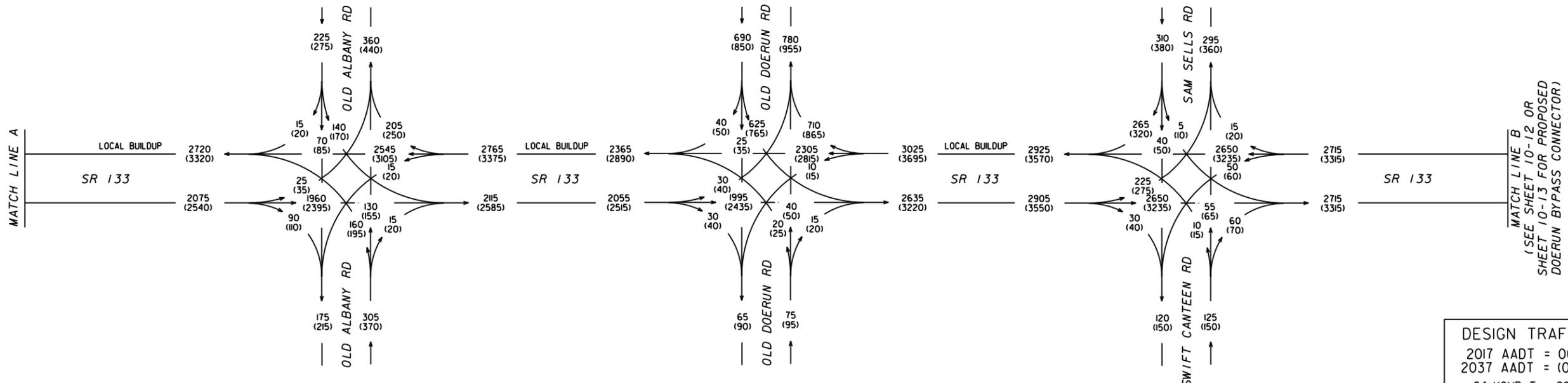
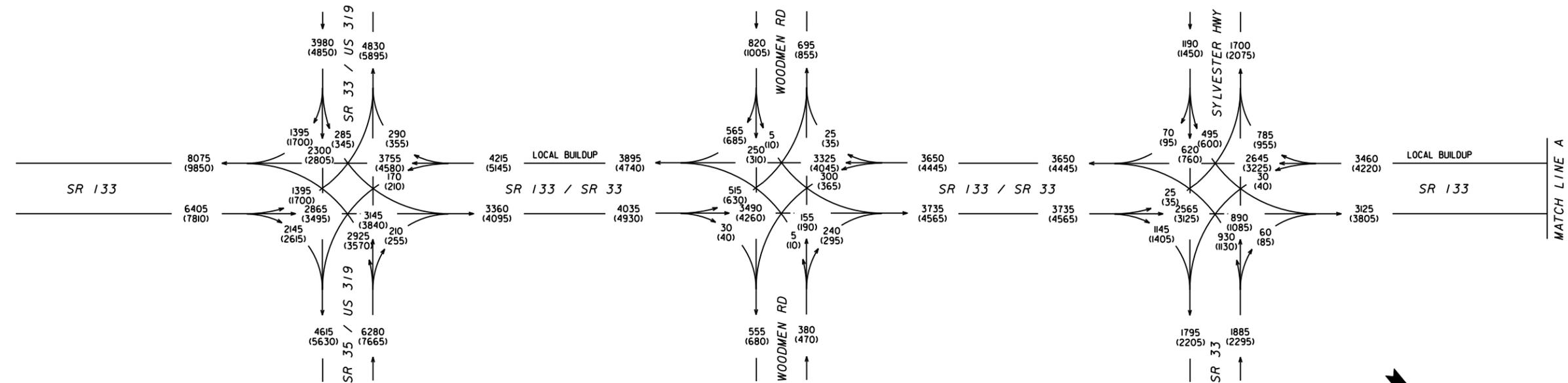
*****DGN SPECIFICATION*****
*****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	 1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLOUITT/WORTH COUNTIES
 2037 AM/PM DHV
 NO BUILD

DRAWING No.
10-08



DESIGN TRAFFIC
 2017 AADT = 000
 2037 AADT = (000)
 24-HOUR T = 28%
 24-HOUR T(SU) = 15%
 24-HOUR T(MU) = 13%

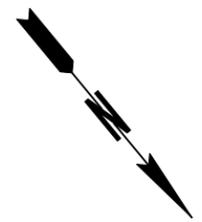
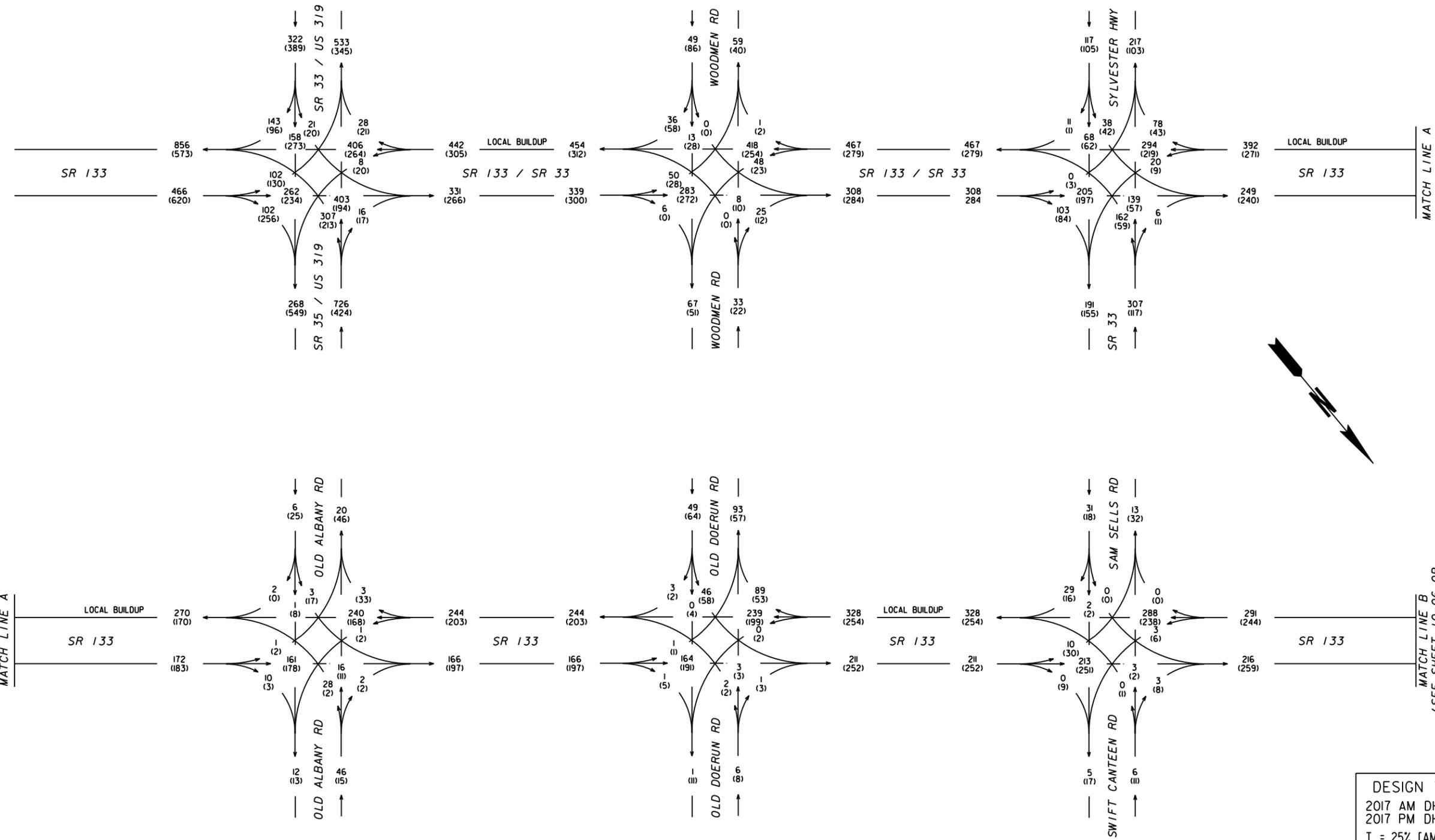
*****DGN SPECIFICATION*****
 *****SYTIME*****

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DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLOUITT/WORTH COUNTIES
 2017/2037 AADT
 NO BUILD

DRAWING No.
10-11



DATE/TIME***
#USER#

DATE/TIME***
#USER#

*****DGN SPECIFICATION*****
*****SYTIME*****

DESIGN TRAFFIC
2017 AM DHV = 000
2017 PM DHV = (000)
T = 25% [AM], 23% [PM]
T(SU) = 15% [AM], 13% [PM]
T(MU) = 10% [AM], 10% [PM]

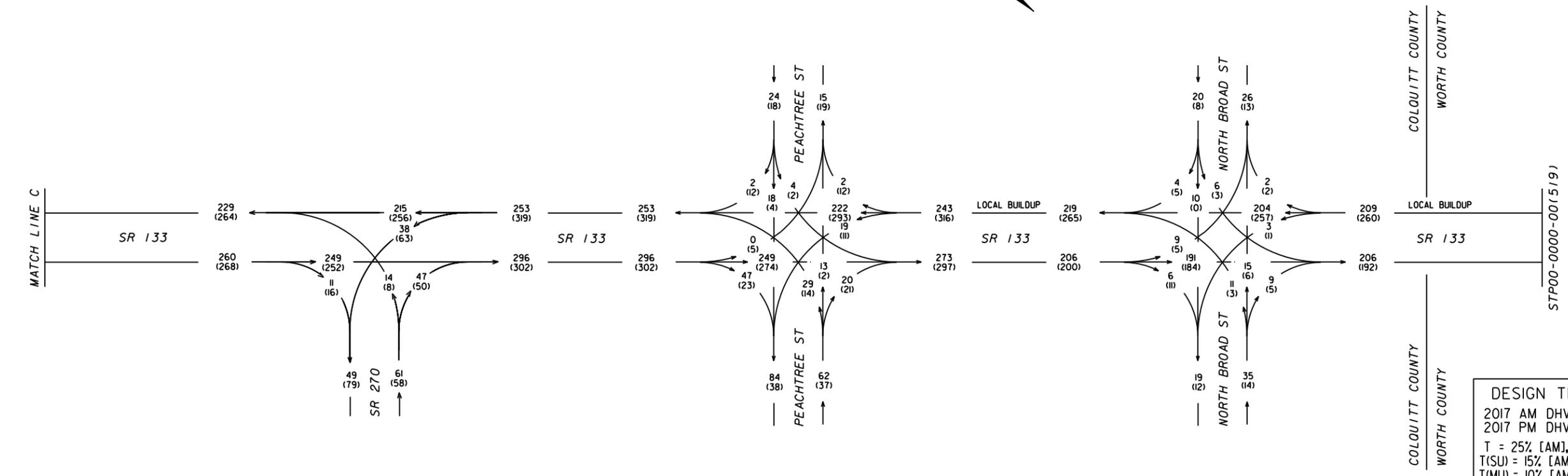
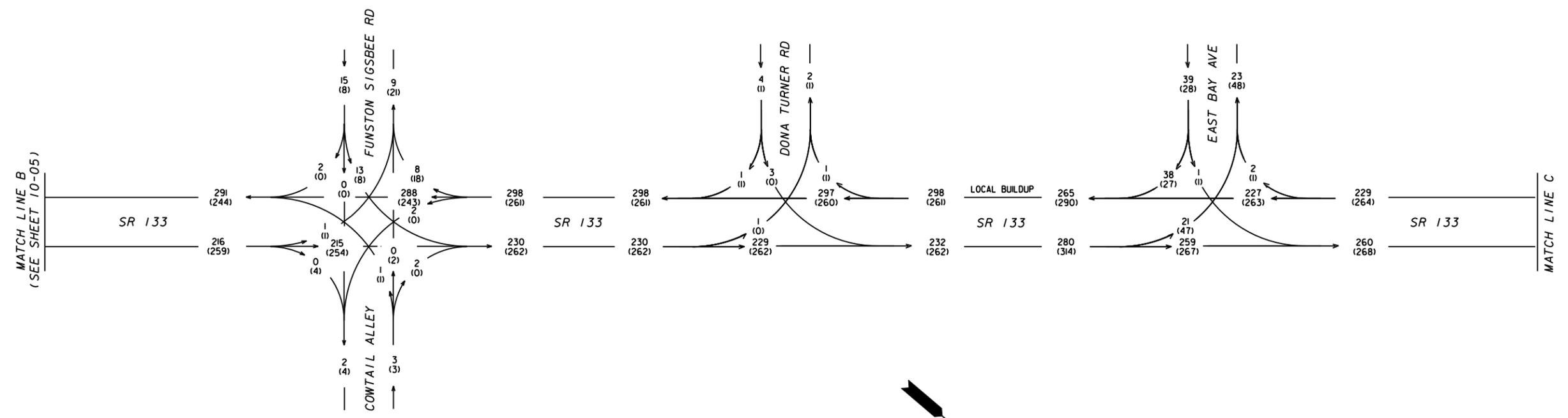
MATCH LINE B
(SEE SHEET 10-06 OR
SHEET 10-07 FOR PROPOSED
DOERUN BYPASS CONNECTOR)

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DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2017 AM/PM DHV
BUILD

DRAWING No.
10-14



DESIGN TRAFFIC
 2017 AM DHV = 000
 2017 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

DATE/TIME### USER###

DATE/TIME### USER###

#####DGN SPECIFICATION#####
 #####SYTIME#####

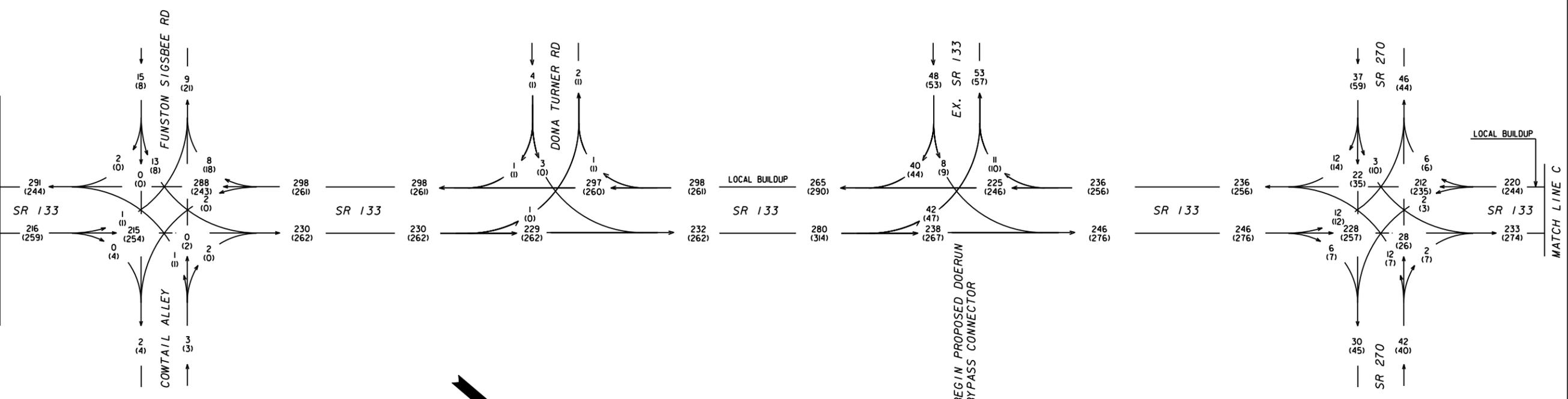
DESIGNED BY SKB	TRANSYSTEMS NO. A317100025	1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLOUITT/WORTH COUNTIES
 2017 AM/PM DHV
 BUILD

DRAWING No.
10-15

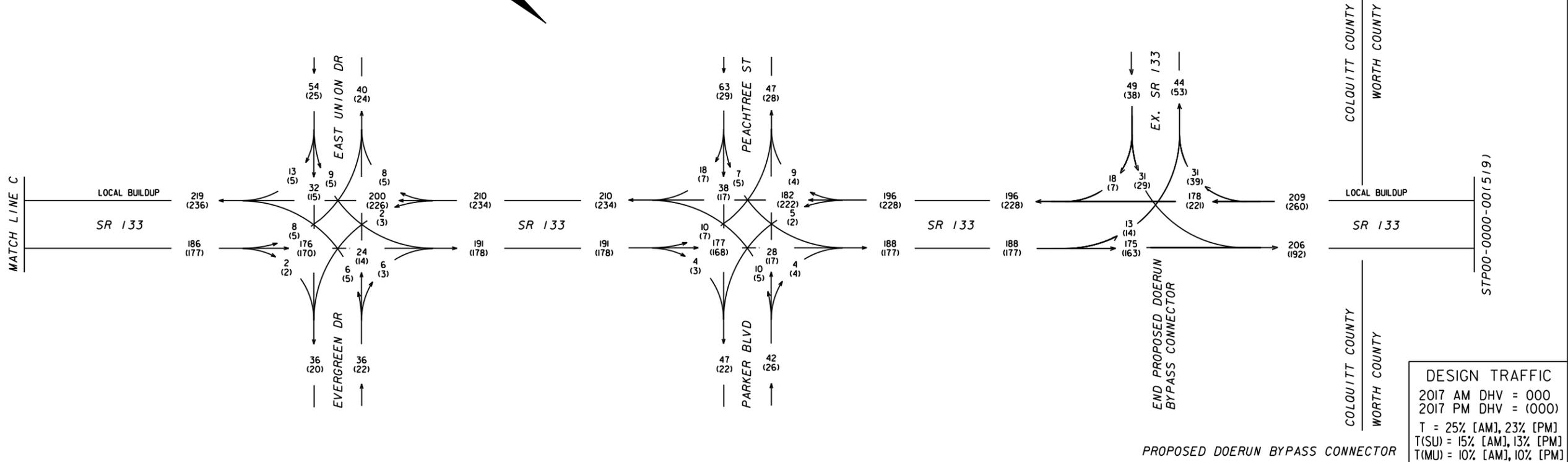
MATCH LINE B (SEE SHEET 10-05)



STP00-0000-00(519)

STP00-0000-00(519)

STP00-0000-00(519)

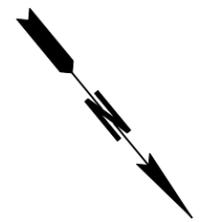
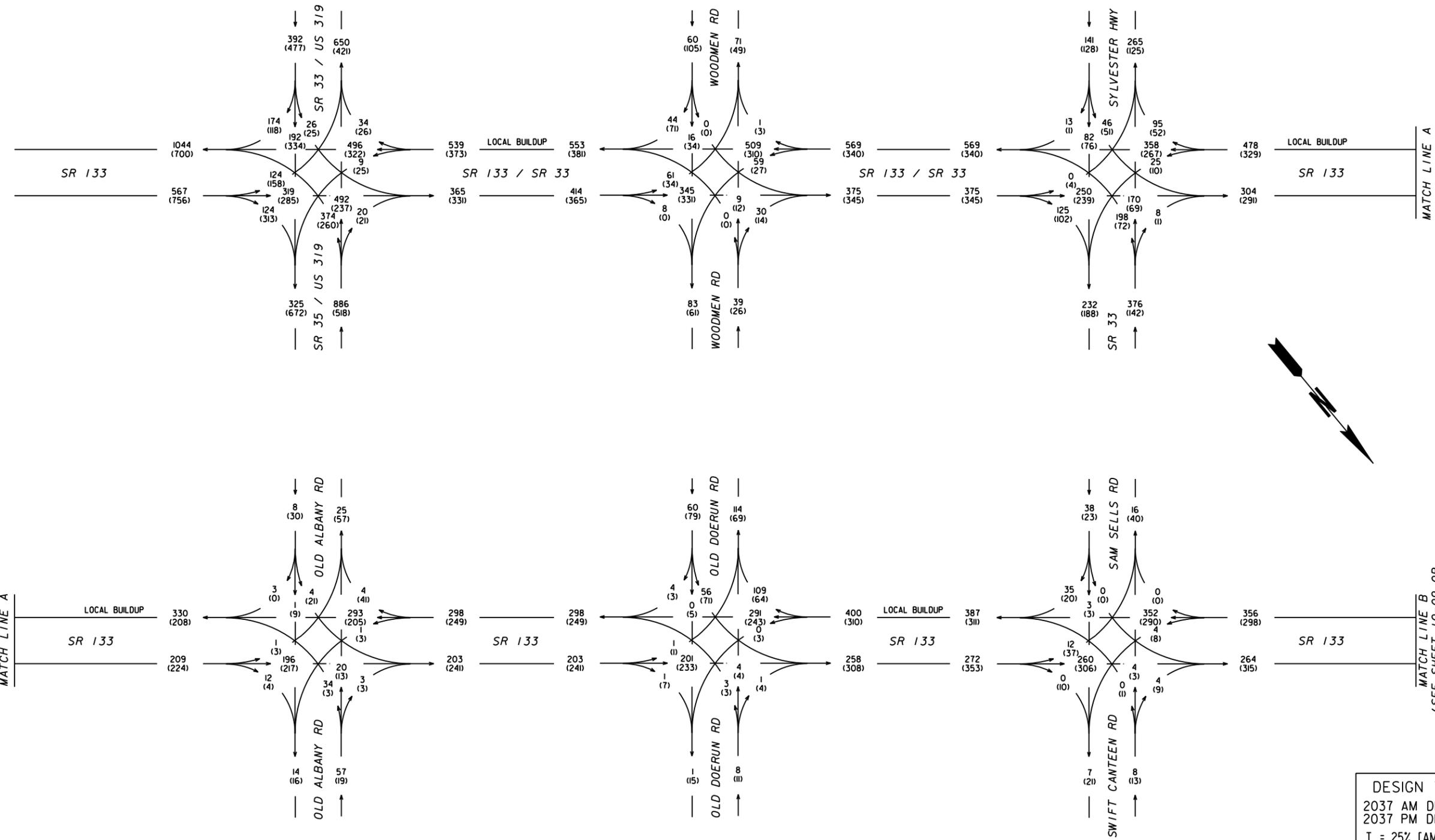


COLQUITT COUNTY
 WORTH COUNTY

DESIGN TRAFFIC
 2017 AM DHV = 000
 2017 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

DESIGNED BY SKB	TRANSYSTEMS NO. A317100025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: CONSULTANT DESIGN
	TRAFFIC DIAGRAM
	SR 133 (P.I. *0000520)
	COLQUITT/WORTH COUNTIES
	2017 AM/PM DHV BUILD
	DRAWING No. 10-16



DATE/TIME*** USER** TIME*** #PRF# #PENTABLE** #DGN# COUNTY PROJECT NUMBER SHEET NO. TOTAL SHEETS

DATE/TIME*** USER** TIME*** #PRF# #PENTABLE** #DGN# COUNTY PROJECT NUMBER SHEET NO. TOTAL SHEETS

*****CONSPECIFICATION*****
 *****SYTIME*****

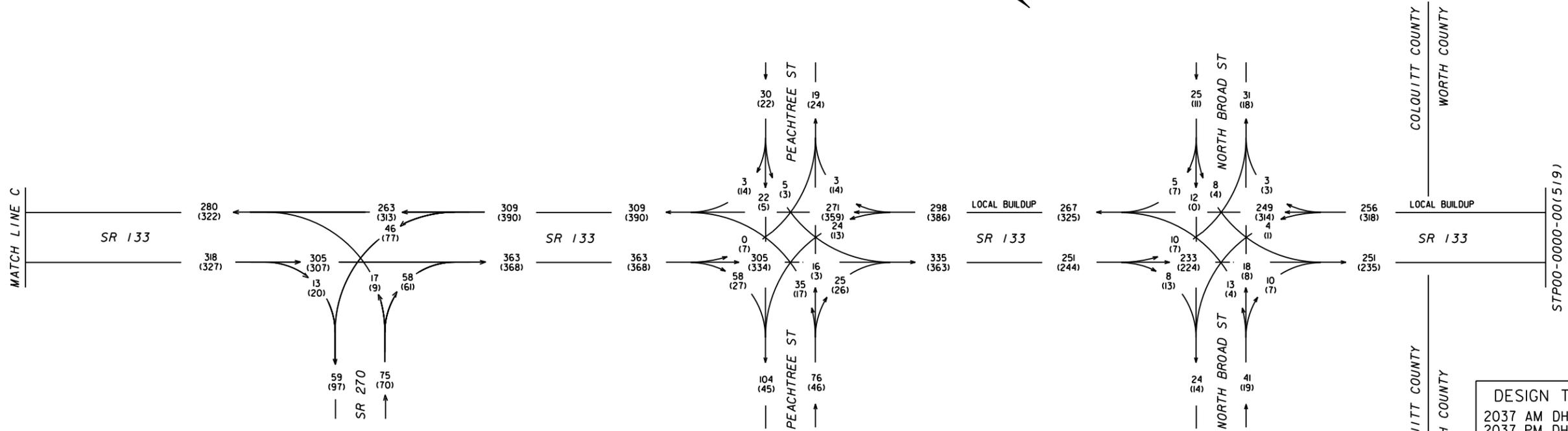
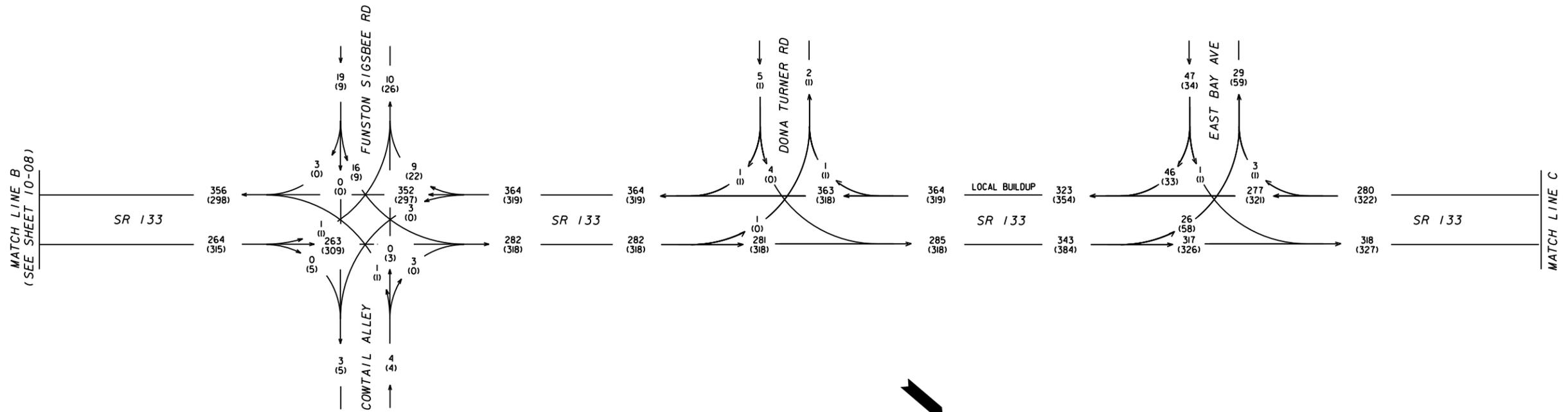
DESIGN TRAFFIC
 2037 AM DHV = 000
 2037 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

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DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLQUITT/WORTH COUNTIES
 2037 AM/PM DHV
 BUILD

DRAWING No. 10-17



DESIGN TRAFFIC
2037 AM DHV = 000
2037 PM DHV = (000)
T = 25% [AM], 23% [PM]
T(SU) = 15% [AM], 13% [PM]
T(MU) = 10% [AM], 10% [PM]

DATE/TIME
#USER#

DATE/TIME
#USER#

*****DGN SPECIFICATION*****
*****SYTIME*****

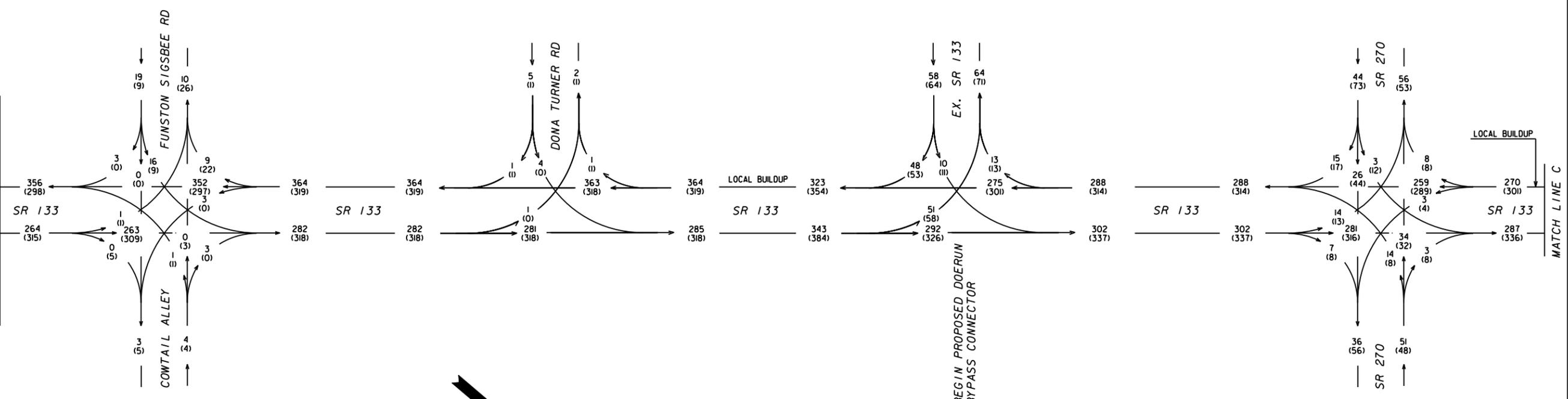
DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2037 AM/PM DHV
BUILD

DRAWING No.
10-18

MATCH LINE B (SEE SHEET 10-08)

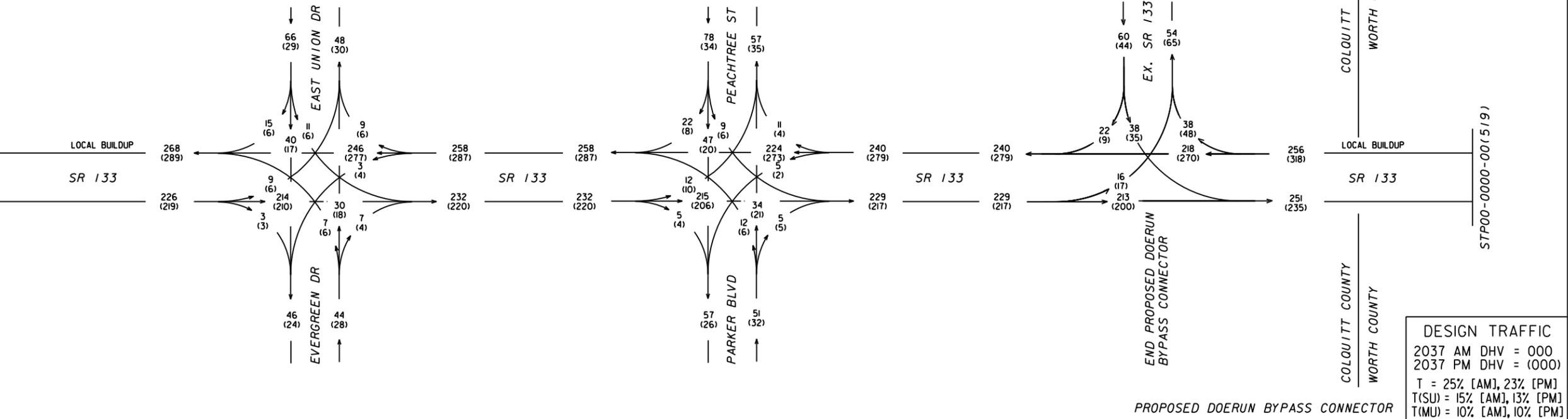


DATE/TIME### USER###

DATE/TIME### USER###

DATE/TIME### USER###

MATCH LINE C

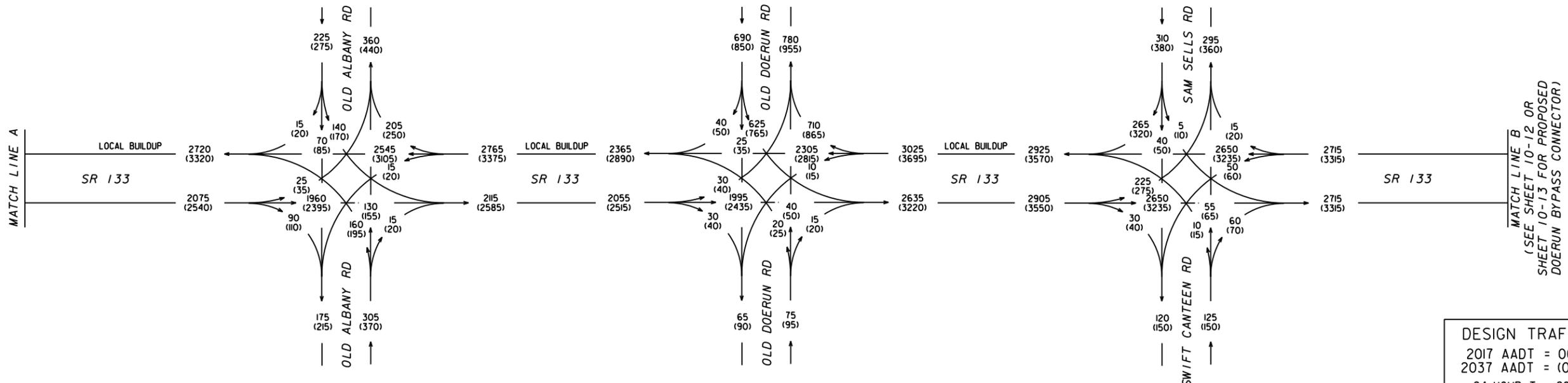
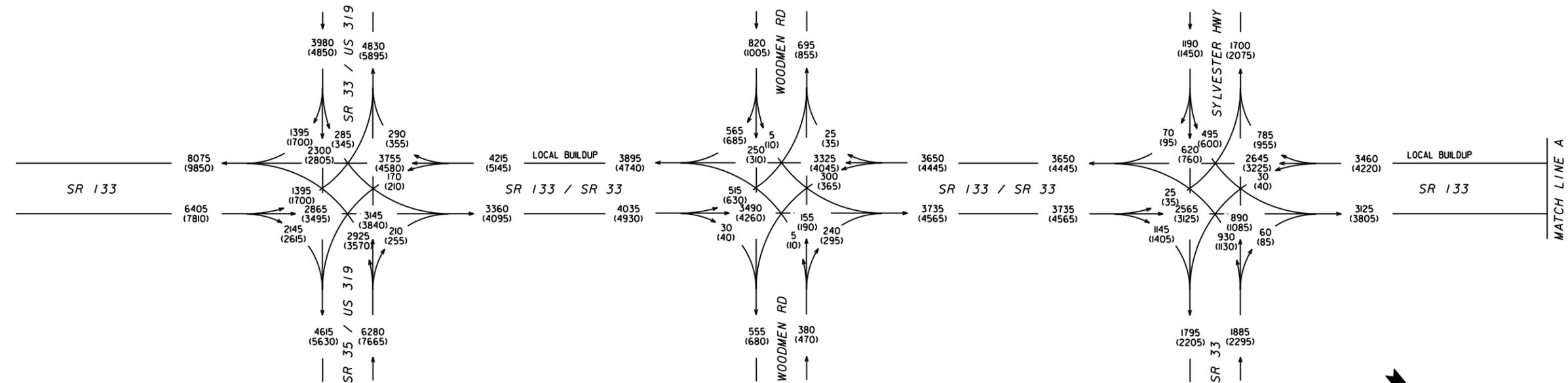


COLQUITT COUNTY
 WORTH COUNTY

DESIGN TRAFFIC
 2037 AM DHV = 000
 2037 PM DHV = (000)
 T = 25% [AM], 23% [PM]
 T(SU) = 15% [AM], 13% [PM]
 T(MU) = 10% [AM], 10% [PM]

DESIGNED BY SKB	TRANSYSTEMS NO. A317100025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: CONSULTANT DESIGN
	TRAFFIC DIAGRAM
	SR 133 (P.I. *0000520)
	COLQUITT/WORTH COUNTIES
	2037 AM/PM DHV BUILD
	DRAWING No. 10-19



DESIGN TRAFFIC
 2017 AADT = 000
 2037 AADT = (000)
 24-HOUR T = 28%
 24-HOUR T(SU) = 15%
 24-HOUR T(MU) = 13%

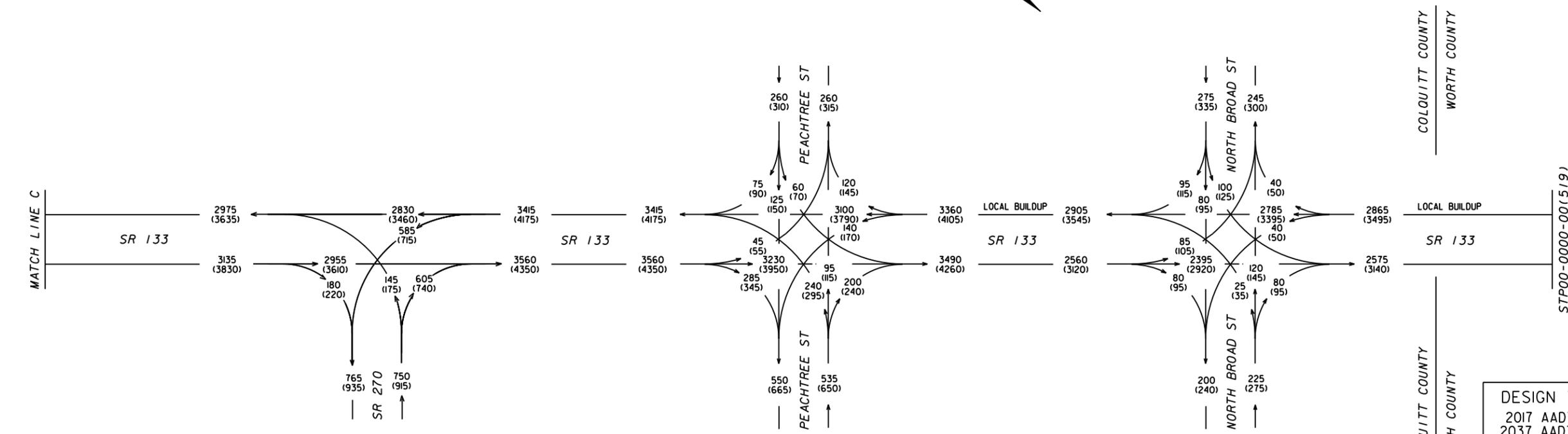
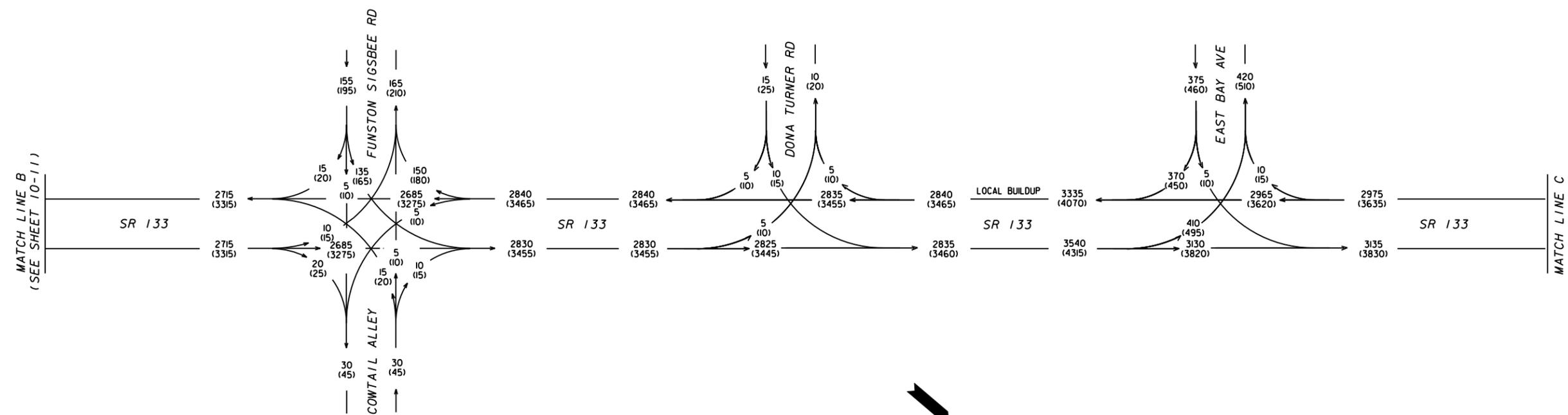
*****DGN SPECIFICATION*****
 *****SYTIME*****

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	 1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com
DRAWN BY SKB	DATE 12/17/10	
CHECKED BY BSW	SCALE N.T.S.	

REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN
 TRAFFIC DIAGRAM
 SR 133 (P.I. *0000520)
 COLQUITT/WORTH COUNTIES
 2017/2037 AADT
 BUILD

DRAWING No.
10-20



DESIGN TRAFFIC
2017 AADT = 000
2037 AADT = (000)
24-HOUR T = 28%
24-HOUR T(SU) = 15%
24-HOUR T(MU) = 13%

DESIGNED BY SKB	TRANSYSTEMS NO. A31700025	<p>1780 Corporate Drive Suite 400 Norcross, Georgia 30093 Tel 770.931.8005 Fax 770.931.8555 www.transystems.com</p>
DRAWN BY SKB	DATE 12/17/10	
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REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TRAFFIC DIAGRAM
SR 133 (P.I. *0000520)
COLQUITT/WORTH COUNTIES
2017/2037 AADT
BUILD

DRAWING No.
10-21

