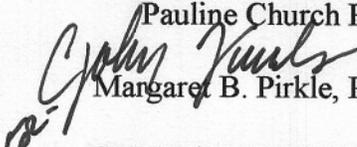


D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0000543, Brooks County **OFFICE** Preconstruction  
STP-0000-00(543)  
SR 133 Widening from Trouville Road/CR 276 to  
Pauline Church Road/CR 10 **DATE** March 23, 2006

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

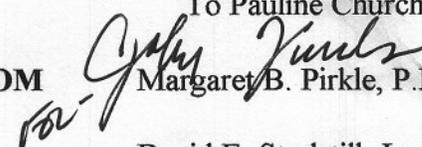
DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0000543, Brooks County **OFFICE** Preconstruction  
 STP-0000-00(543)  
 SR 133 Widening from Troupeville Road/CR 276  
 To Pauline Church Road/CR 10 **DATE** March 9, 2006

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 133 from Troupeville Road/CR 276 to Pauline Church Road/CR 10, where it ties into project STP-0000-00(544). The total project length is 6.68 miles. The existing roadway consists of two, 12' lanes with 10' shoulders (2' paved) on a variable 100'-180' of existing right-of-way. There are no major structures within the project limits. State Route 133 is a major north-south corridor and is part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing SR 133 is to be multilaned. The base year traffic (2010) is 10,140 VPD and the design year traffic (2030) is 14,900 VPD. The proposed design speeds are 45 MPH from the beginning of the project to Fellowship Lane and 65 MPH from Fellowship Lane to the end of the project.

The proposed construction will consist of widening the existing two lane SR 133 to a four lane roadway with turn lanes as needed. The project begins 0.57 mile outside the Valdosta city limits at CR 276/Troupeville Road where it ties in to an existing 20' raised median typical section. This 20' raised median typical section includes a rural shoulder and is maintained to Ridgeland Road. At Ridgeland Road the rural shoulder transitions to an urban shoulder including curb and gutter and sidewalks, abut maintains the same 20' raised concrete median. This urban 20' raised median typical section is maintained through the densely populated area which ends at Fellowship Lane. At Fellowship Lane the 20' raised median transitions to the standard GRIP 44' depressed median typical section and maintains this typical section for the remainder of the project which terminates at CR 10/Pauline Church Road. The widening of the existing roadway shifts from one side to the other in a number of places in order to minimize right-of-way impacts. State Route 133 will be posted at 45 MPH from CR 276/Troupeville Road to Fellowship Lane and 55 MPH from Fellowship Lane to CR 10/Pauline Church Road.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment is anticipated; a public hearing open house will be held; time saving procedures are not appropriate.

David Studstill

Page 2

P. I. No. 0000543, Brooks

March 9, 2006

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$18,773,000	\$18,773,000	EDS	2010
Right-of-Way	\$ 2,063,000	\$ 4,148,000	L050	2008
Utilities*	\$ 1,353,000	-----	-----	

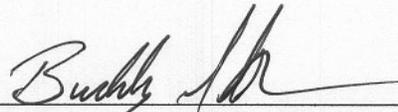
\*Brooks County refused LGPA for utilities 4-18-02; rescission letter sent to Brooks County 10-21-05.

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

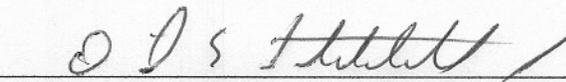
MBP:JDQ/cj

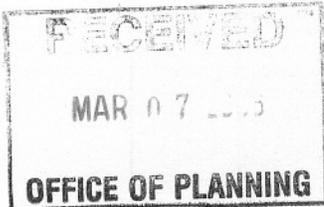
Attachment

CONCUR

  
Buddy Gratton, P.E., Director of Preconstruction

APPROVE

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



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
Office of Consultant Design  
PROJECT CONCEPT REPORT

Project Number: STP-0000-00(543)  
Counties: BROOKS  
P.I. Number: 0000543

Federal Route Number: N/A  
State Route Number: 133



Recommendation for approval:

DATE 2/15/06

DATE 2/21/06

David A. Rowland  
Project Manager

M. John Shubert  
State Consultant Design Engineer

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

3/7/06  
DATE

Joseph P. [Signature]  
State Transportation Planning Administrator

DATE

Office of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

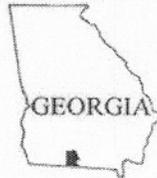
Project Number: STP-0000-00(543)

Counties: BROOKS

P.I. Number: 0000543

Federal Route Number: N/A

State Route Number: 133



Recommendation for approval:

DATE 2/15/06

David A. Rowland  
Project Manager

DATE 2/21/06

M. Behr Shubakem  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE 3-3-06

Heidi Soll  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

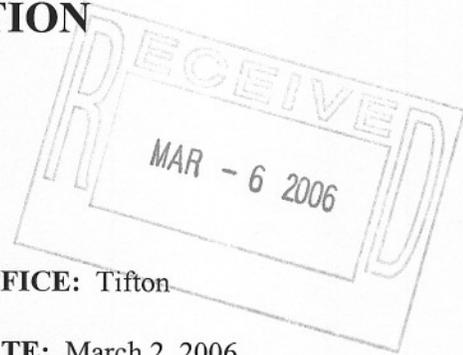
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**



**FILE:** STP-0000-00(543) Brooks  
PI# 0000543  
SR 133 from CR 276/Troupville Rd to  
CR 10/Pauline Church Rd

**OFFICE:** Tifton

**DATE:** March 2, 2006

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

A handwritten signature in cursive script that reads "Joe W. Sheffield".

**TO** Johnny 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: David Norwood, Design Group Manager  
Brent Thomas, District Preconstruction Engineer

Attachment

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP-0000-00(543)

Counties: BROOKS

P.I. Number: 0000543

Federal Route Number: N/A

State Route Number: 133



Recommendation for approval:

DATE 2/15/06

David A. Rowland  
Project Manager

DATE 2/21/06

M. John Alsbaker  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE 3-2-06

Joe W. Snifford  
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

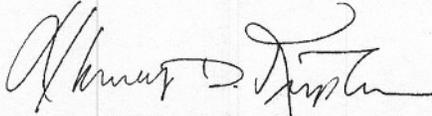
---

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P.I. No. 0000543

**OFFICE:** Environment/Location

**DATE:** March 8, 2006



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

**TO:** Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT:** **PROJECT CONCEPT REPORT  
STP-0000-00(543) / Brooks County**

The above subject concept report has been reviewed. This Office has no comments at this time.

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

HDK:lc

Attachment

cc: Brian Summers  
Babs Abubakari  
Keith Golden  
Joe Palladi  
Jamie Simpson  
Joe Sheffield

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP-0000-00(543)

Counties: BROOKS

P.I. Number: 0000543

Federal Route Number: N/A

State Route Number: 133



Recommendation for approval:

DATE 2/15/06

DATE 2/21/06

David A. Powell  
Project Manager

M. Ben Alshabkan  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

3.08.04

Alvin D. Taylor  
State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

Office of Consultant Design

**PROJECT CONCEPT REPORT**

Project Number: STP-0000-00(543)

Counties: BROOKS

P.I. Number: 0000543

Federal Route Number: N/A

State Route Number: 133



Recommendation for approval:

DATE 2/15/06

David A. Nourred  
Project Manager

DATE 2/21/06

M. Behr Akhbari  
State Consultant Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Office of Financial Management Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

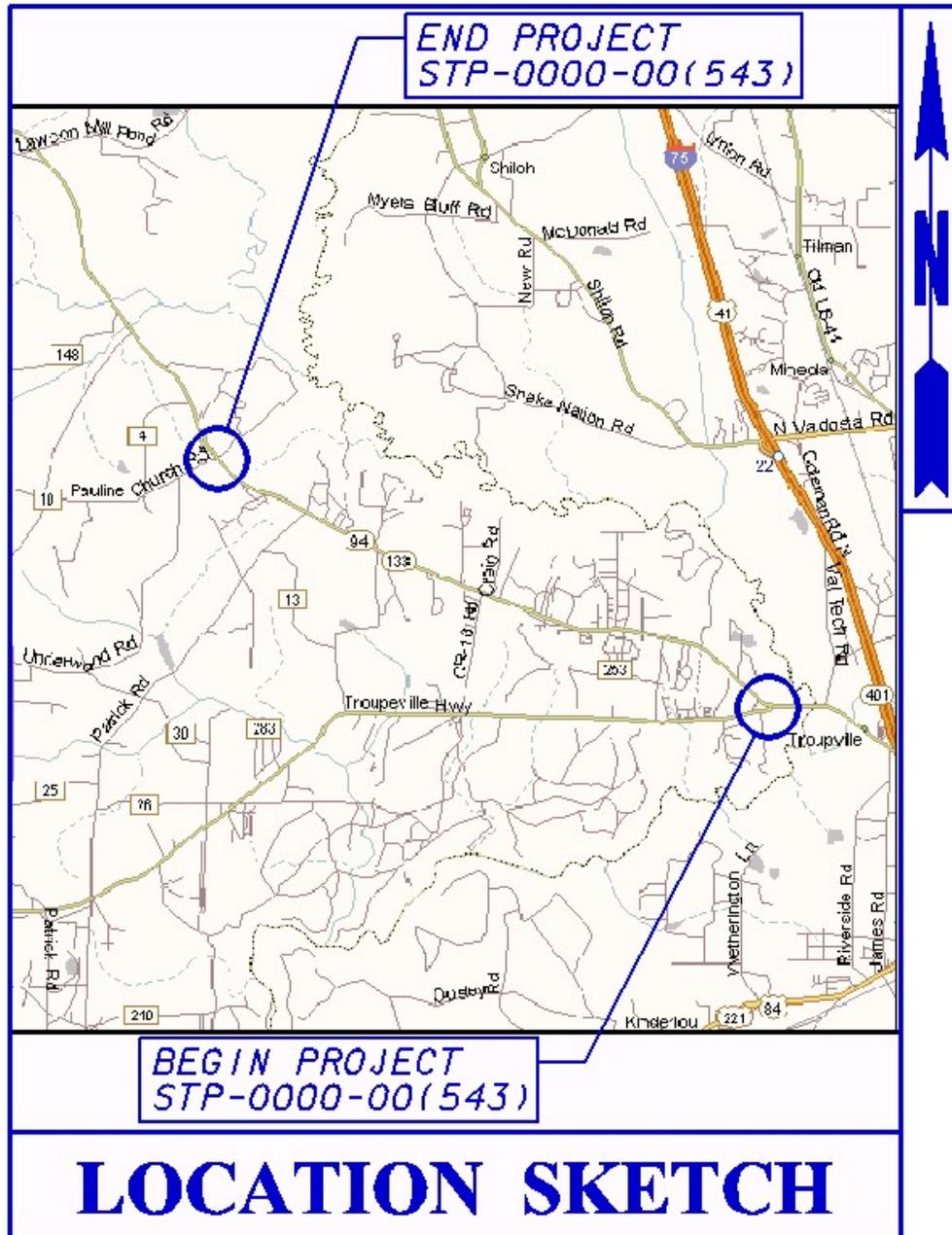
\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Review Engineer



**Project:** STP-0000-00(543) **PI No.:** 0000543  
**Description:** Widening of SR 133 from Troupeville Road (CR 276) to Pauline Church Road (CR10)

## **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 Brooks County, whose population grew by 6.8% between 1990 and 2000 to a total population of 10,282. This project is located in Brooks County Census tract 9903 which had minority populations of 25.0% 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 that 23.4% of Brooks County lived below the poverty level in 1999, compared to a statewide average of 13.0%.

### **Traffic**

Year 2005 traffic volumes within the project limits are 9,025 vehicles per day (VPD) which corresponds to an unacceptable Level of Service "D". Build year traffic (2010) is projected to be 10,140 VPD and design year traffic (2030) is expected to be 14,990 VPD. The LOS for the build and design year correspond to a LOS of "D" and LOS "E" respectively which represents an unacceptable LOS under a "no build" scenario for the design year traffic.

### **Accidents**

Overall crash rates along this section of SR 133 are below the statewide averages for this type of road, which is functionally classified as a rural minor arterial. Analysis of the most current accident data that was available (years 2000, 2001 and 2002) shows that most of the accidents that occurred on the roadway itself were angle-intersect, sideswipe, and rear-end type accidents.

### **Proposed Scope of Work**

Project P.I. 0000543 proposes to widen SR 133 from 2 to 4 lanes (with turn lanes as needed) between CR 276/Troupeville Road and CR 10/Pauline Church Road. In addition to its mandated improvement as a GRIP route, the project will improve capacity on SR 133 by improving the LOS for both the build year (2010) and the design year (2030) to LOS "A". Improving SR 133 to a multi-lane facility with separate turning lanes will also remove turning conflicts from the through traffic and should increase safety.

Project Concept Report Page 4  
Project Number: STP-0000-00(543)  
P.I. Number: 0000543  
County: BROOKS

Project P.I. 0000543 is not on a route designated in the GDOT Statewide Bicycle & Pedestrian Plan or a local bike plan. This project is one of 9 projects that will widen SR 133 between Albany and Valdosta. More specifically, there are 5 projects to widen SR133 between Valdosta and Moultrie and 4 projects between Moultrie and Albany. The proposed limits of the 5 projects (PI # 0000543, 0000544, 0000545, 0000546 and 431780) between Valdosta and Moultrie have logical termini; the southern terminus of these projects will tie into the existing four lane section of SR 133 near CR 276/Troupeville Road in Brooks County and the northern terminus of these projects will tie into the existing four lane section at the SR 35/Moultrie Bypass in Colquitt County.

**Description of the proposed project:**

STP-0000-00(543) in Brooks County is proposed to improve 6.68 miles of SR 133 from CR 276/Troupeville Road (Brooks County Mile Post 0.71) to CR 10/Pauline Church Road (Brooks County Mile Post 7.39) where it ties to Project STP-0000-00(544). Improvements consist of widening the existing two-lane SR 133 to a four-lane roadway with turn lanes as needed. The project begins 0.57 miles outside the Valdosta City Limits at CR 276/Troupeville Road where it ties in to an existing 20' raised median typical section. This 20' raised median typical section includes a rural shoulder and is maintained to Ridgeland Road. At Ridgeland Road the rural shoulder transitions to an urban shoulder including curb and gutter and sidewalks, but maintains the same 20' raised concrete median. This urban 20' raised median typical section is maintained through the densely populated area which ends at Fellowship Lane. At Fellowship Lane the 20' raised median transitions to the standard GRIP 44' depressed median typical section and maintains this typical section for the remainder of the project which terminates at CR 10/Pauline Church Road. The widening of the existing roadway shifts from one side to the other in a number of places in order to minimize right-of-way impacts. SR 133 will be posted at 45 mph from CR 276/Troupeville Road to Fellowship Lane and 55 mph from Fellowship Lane to CR 10/Pauline Church Road.

**Is the project located in a Non-attainment area?** \_\_\_ Yes \_\_\_ **X** No

**PDP Classification:** Major \_\_\_ **X** \_\_\_ Minor \_\_\_\_\_

**PDP Designation:** Full Oversight ( ), Exempt ( **X** ), State Funded ( ), or Other ( )

**Functional Classification:** Rural Minor Arterial

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

**State Route Number(s):** 133

**Traffic (AADT):**

Current Year: (2010) 10140

Design Year: (2030) 14990

**Existing design features:**

- Typical Section:
  - 2 – 12 ft. Lanes with 2 ft. paved shoulders and 8 ft. grassed shoulders
- Posted Speed: 55 mph                      Maximum degree of curvature: 2°01'41"
- Maximum grade: 3.3% Mainline
- Width of right of way: Varies 100-180 feet
- Major structures:
  - N/A
- Major interchanges or intersections along the project:
- Troupeville Road (CR 276)
- Existing length of roadway segment: 6.68 miles (from MP 0.71 to MP 7.39 in Brooks Co.)

**Proposed Design Features:**

- Proposed typical section(s):
  - Rural Section consisting of 4 – 12 ft. lanes with a 20 ft. raised median and 10' shoulders (6.5' paved, 3.5' grassed) from the beginning of the project at Troupeville Road (MP 0.71) to Ridgeland Road (MP 2.45)
  - Urban Section consisting of 4 – 12 ft. lanes with a 20 ft. raised median and 16' shoulders consisting of 30" curb & gutter, 6' grassed strip and 5' sidewalks from Ridgeland Road (MP 2.45) to Fellowship Lane (MP 4.98)
  - Rural Section consisting of 4 – 12 ft. lanes with a 44 ft. depressed grassed median and 10' shoulders (6.5' paved, 3.5' grassed) from Fellowship Lane (MP 4.98) to the end of the project at Pauline Church Road (MP 7.39)
- Proposed Design Speeds:
  - SR133
    - ◆ 45 mph from beginning of project at Troupeville Road (MP 0.71) to Fellowship Lane (MP 4.98)
    - ◆ 65 mph from Fellowship Lane (MP 4.98) to end of project at Pauline Church Road (MP 7.39)
- Proposed Max grade Mainline: 2.95%                      Max grade allowable: 3% (65mph), 5% (45mph)
- Maximum Side Street grade allowable: 7%
- Maximum driveway grade allowable: 10%

- Prop Max deg of curve: 2°45'00" (R=2083') (65mph) Max allow: 3°52'15" (R=1480') (65 mph)  
2°00'00" (R=2865') (45mph) 8°54'45" (R=643') (45 mph)

- Maximum Superelevation : 8.0% (65mph), 6.0% (45mph)

- Right of Way

- Width: Varies 150 -200 feet
- Easements: Temporary( **X** ), Permanent( **X** ), Utility( ), Other( ).
- Type of access control: Full( ), Partial( ), By Permit( **X** ), Other( ).
- Number of parcels: 128                      Number of displacements: 8
  - ◆ Businesses: 1
  - ◆ Residences: 4
  - ◆ Mobile Homes: 3
  - ◆ Other: 0

- Structures:

- Bridges: None
- Retaining Walls: None

- Major intersections and interchanges:

- Troupeville Road (CR 276)

- Traffic control during construction: Maintain traffic on existing alignment

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ ALIGNMENT:	( )	( )	( X )
ROADWAY WIDTH:	( )	( )	( X )
SHOULDER WIDTH:	( )	( )	( X )
VERTICAL GRADES	( )	( )	( X )
CROSS SLOPES:	( )	( )	( X )
STOPPING SIGHT DISTANCE:	( )	( )	( X )
SUPERELEVATION RATES:	( )	( )	( X )
HORIZONTAL CLEARANCE:	( )	( )	( X )
SPEED DESIGN:	( )	( )	( X )
VERTICAL CLEARANCE:	( )	( )	( X )
BRIDGE WIDTH:	( )	( )	( X )
BRIDGE STRUCTURAL CAPACITY:	( )	( )	( X )

- Design Variances: None

- Environmental Concerns:
  - Involvement with waters of the US (404 Permit)
  - No historical or archaeological concerns are anticipated.
  - Potentially suitable foraging habitat for the Wood Stork.
  - Pauline Church Cemetery, Simmons Cemetery at Providence Methodist Church and a private cemetery located at the Crowder parcel adjacent to Heritage Drive will be avoided.
- Level of Environmental Analysis:
  - Are Time Saving Procedures Appropriate? Yes ( ), No (X)
  - Categorical Exclusion Anticipated? Yes ( ), No (X)
  - Environmental Assessment/Finding of No Significant Impact: Yes (X), No ( )
  - Environmental Impact Statement (EIS): Yes ( ), No (X)
- Utility Involvements:
  - Telephone: Bellsouth
  - Power: Colquitt EMC, MEAG
  - Gas: None
  - Cable TV: Mediacom
  - Water: None
  - Sewer: None

**Project Responsibilities:**

- Design: Street Smarts/Wolverton and Associates Inc
- Right of way acquisition: Georgia Department of Transportation
- Relocation of utilities: No LGPA has been signed
- Letting to contract: Georgia Department of Transportation
- Supervision of construction: Georgia Department of Transportation
- Providing material pits: Contractor
- Providing detours: Georgia Department of Transportation – None anticipated

**Coordination:**

- Initial Concept Team Meeting, April 16, 2004: (See attachment#3)
- Concept Meeting, January 27, 2006: (See attachment#4)
- P.A.R. Meeting, October 12, 2005: (See attachment #5)
- FEMA, USCG and/or TVA: None

- Public involvement (See attachment #6):
  - Public Information Open House held May 10, 2005 in Morven and Moultrie: Community showed overwhelming support with 94% of respondents expressing approval or conditional approval of the project.
  - A public hearing will be held upon approval of the Draft Environmental Assessment.
- Other projects in the area:
  - STP-0000-00(544) P.I. No.: 0000544
  - STP-0000-00(545) P.I. No.: 0000545
  - STP-0000-00(546) P.I. No.: 0000546
  - STP-032-2(28) P.I. No.: 431780
  - CSSFT-0007-00(477) P.I.No.: 0007477
- Other coordination to date:
  - Meeting with Stakeholders on September 21, 2004 (See attachment#8a)
  - Meeting with Stakeholders on January 6, 2005 (See Attachment #8b)

**Scheduling – Responsible Parties’ Estimate** (some activities overlap)

Time to complete the environmental process:	<u>12</u> Months
Time to complete preliminary construction plans:	<u>12</u> Months
Time to complete right of way plans:	<u>6</u> Months
Time to complete the section 404 permit:	<u>4</u> Months
Time to complete final construction plans:	<u>12</u> Months
Time to complete the purchase right-of-way:	<u>18</u> Months

**Other alternates considered:**

All alternates considered are the same from the beginning of the project to the intersection of CR 10/Pauline Church Road. The preferred alternate was selected because it minimizes impacts to wetlands and to the number of displacements. Described below are the alternates considered for this project (STP-0000-00(543)) :

**Alternate 1** - This alternate will allow for an urban typical section through the residential area near the southern end of the project between CR 276/Troupeville Road to Fellowship Lane. The proposed urban section will consist of a 24’ raised median, sidewalks within the densely populated areas, curb & gutter, and 10’ of additional pavement between the face of curb and travel lane to allow for a 65 mph design speed. The 24’ raised median will transition to the standard GRIP 44’ depressed median typical section at Fellowship Lane. This alternate will be posted at 55 mph and it is proposed to minimize right-of-way impacts along the densely populated area. There is still a greater amount of wetlands and number of displacements impacted with this alternate compared to the chosen alternate and therefore this alternate was eliminated.

**Alternate 2** – This alternate consists of a 44’ depressed median typical section along the existing SR 133/Billy Langdale Parkway throughout the project limits. This alternate was considered because this typical section is the standard GRIP typical section and provides the clear zone for 65 mph design speed. Efforts were taken to minimize right-of-way by widening the existing road either to the west or east. There is still a greater amount of wetlands and number of displacements impacted with this alternate compared to the chosen alternate and therefore this alternate was eliminated.

**Alternate 3** – No Build – Does not meet the Need and Purpose of the project.

**Attachments:**

1. Cost Estimates:

	\$ 22,187,971
a. Construction including E&C	\$ 18,772,971
b. Right of Way	\$ 2,062,500
c. Utilities	\$ 1,352,500
Reimbursable	\$ 1,202,500
Non-reimbursable	\$ 150,000
2. Typical sections
3. Initial Concept Team Meeting Minutes
4. Concept Meeting Minutes
5. PAR Meeting Results
6. PIOH Summary of comments and responses
7. Letter of Concurrence – Georgia DNR, Historic Preservation Division
8. Meeting Minutes in support or objection to the concept
  - a. 1<sup>st</sup> Meeting with Stakeholders on September 21, 2004
  - b. 2<sup>nd</sup> Meeting with Stakeholders on January 6, 2005
9. Location and Design Notice-to be developed at a later date
10. Accident Summary
11. GDOT District Utility Cost Estimate

Attachment 1

Cost Estimates

## COST ESTIMATE

### SR 133 from Troupeville Road (CR 276) to Pauline Church Road (CR10)

PROJECT NUMBER:   STP-0000-00(543)                      COUNTY:    Brooks  
 DATE:                      December, 2005                      ESTIMATED LETTING DATE:                      2010  
 PREPARED BY:            Ellie Cargin                      PROJECT LENGTH (MILES):                      6.68  
 ( ) PROGRAMMING PROCESS    (X) CONCEPT DEVELOPMENT                      ( ) DURING PROJECT DEV.

PROJECT COST				
ITEM	UNIT	UNIT PRICE	QUANTITY	COST
<b>A. RIGHT-OF-WAY:</b>				
1. PROPERTY (LAND & EASEMENT):	AC	\$10,000	68.00	\$ 680,000
2. DISPLACEMENTS: RES 4; BUS 1; MH 3	EA	\$12,813	8	\$ 102,500
3. OTHER COST (ADM./ COST, INFLATION)	EA	\$10,000	128	\$ 1,280,000
<b>SUBTOTAL: A</b>				<b>\$ 2,062,500</b>
<b>B. REIMBURSABLE UTILITIES: (LGPA)</b>				
1. RAILROAD			0	\$ 0
2. TRANSMISSION LINES			1	\$ 150,000
3. SERVICES			2	\$ 1,202,500
<b>SUBTOTAL: B</b>				<b>\$ 1,352,500</b>
<b>CONSTRUCTION</b>				
<b>C. MAJOR STRUCTURES:</b>				
1. BRIDGES	SF	\$55	0	\$ 0
2. BOX CULVERTS	LS	LUMP SUM	0	\$ 0
<b>SUBTOTAL: C</b>				<b>\$ 0</b>

<b>D. GRADING, DRAINAGE AND EROSION CONTROL:</b>				
<b>1. EARTHWORK</b>				
a. Permanent Borrow:	CY	\$5	338000	\$ 1,521,000
b. Permanent Excavation:	CY	\$4	85000	\$ 297,500
SUBTOTAL: D-1				\$ 1,818,500
<b>2. DRAINAGE:</b>				
a. Storm Drain Pipe	LF	\$40	20500	\$ 820,000
b. Side Drain Pipe	LF	\$30	1500	\$ 45,000
c. Catch Basins	EA	\$1,700	78	\$ 132,600
d. Median Drop Inlets	EA	\$2,200	20	\$ 44,000
e. Concrete V Gutter	LF	\$18	0	\$ 0
f. Curb and Gutter	LF	\$15	54650	\$ 819,750
g. Miscellaneous	LS	LUMP SUM	LUMP SUM	\$ 62,792
SUBTOTAL D-2				\$ 1,924,142
<b>3. TEMPORARY EROSION CONTROL:</b>				
a. Silt Fence - Type A	FT	\$3	45000	\$ 135,000
b. Silt Fence - Type C	FT	\$5	2000	\$ 9,500
c. Temporary Grass	AC	\$520	40	\$ 21,052
d. Mulch	TN	\$200	1,174	\$ 234,812
e. Silt Control Gates	EA	\$650	13	\$ 8,450
f. Construction Exits	EA	\$1,600	6	\$ 9,600
g. Inlet Sediment Traps	EA	\$200	78	\$ 15,600
h. Check Dams/Ditch Checks	EA	\$200	300	\$ 60,000
i. Alteration of Lake	EA	\$5,000	0	\$ 0
j. Sediment Basins	EA	\$9,000	9	\$ 81,000
k. Water Quality Monitoring and Sampling	EA	\$900	60	\$ 54,000
l. Water Quality Inspections	MO	\$850	36	\$ 30,600
SUBTOTAL: D-3				\$ 659,614
<b>4. PERMANENT EROSION CONTROL:</b>				
a. Permanent Soil Reinforcing Mat	SY	\$4	9000	\$ 36,000
b. Bituminous Treated Roving	SY	\$3	30000	\$ 82,500
c. Stone Dumped Rip Rap	SY	\$40	104	\$ 4,160
d. Erosion Blankets or Mats	SY	\$2	156	\$ 312
e. Agricultural Lime	TN	\$60	162	\$ 9,716
f. Liquid Lime	GL	\$21	202	\$ 4,251
g. Fertilizer Mixed Grade	TN	\$275	73	\$ 20,040
h. Fertilizer Nitrogen Content	LB	\$2	4048	\$ 8,097
i. Permanent Grassing	AC	\$800	81	\$ 64,776
j. Concrete Ditch Paving	SY	\$30	0	\$ 0
SUBTOTAL: D-4				\$ 229,852
SUBTOTAL: D				\$ 4,632,108

<b>E. BASE AND PAVING:</b>				
<b>1. PERMANENT ROADWAY</b>				
a. Aggregate Base	TN	\$16	160561.19	\$ 2,568,979
b. Surface	TN	\$60	21015.28	\$ 1,260,917
c. Binder	TN	\$60	26492.60	\$ 1,589,556
d. Base	TN	\$60	26492.60	\$ 1,589,556
e. Leveling	TN	\$60	5121.80	\$ 307,308
f. Tack Coat	GAL	\$1	22925.76	\$ 25,218
g. Concrete Median	SY	\$25	20682	\$ 517,050
h. Aggregate Surface Course	TN	\$17	9920	\$ 168,640
i. Rumble Strips	GLM	\$900	3	\$ 2,700
j. Concrete Sidewalk	SY	\$31	10500	\$ 322,035
SUBTOTAL: E				\$ 8,351,959
<b>F. LUMP ITEMS:</b>				
1. TRAFFIC CONTROL	LS	LUMP SUM	LUMP SUM	\$ 282,163
2. CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	\$ 482,515
3. ENGINEERS OFFICE	EA	\$58,000	1.00	\$ 58,000
SUBTOTAL: F				\$ 822,678
<b>G. MISCELLANEOUS:</b>				
<b>1. SIGNING AND RIGHT OF WAY</b>				
a. Right of Way Markers	EA	\$83	135	11,205
b. Signs & Posts	EA	\$25	353	\$ 8,818
c. Signals (Troupeville Road)	EA	\$75,000	1	\$ 75,000
SUBTOTAL: G-1				\$ 95,023
<b>2. STRIPING</b>				
a. 5 In White Solid	LF	\$0.30	81390	\$ 24,417
b. 5 In Yellow Solid	LF	\$0.25	68830	\$ 17,208
c. 5 In White Skip	GLF	\$0.15	103395	15,509
d. 24 In White Solid	LF	\$3.15	268	844
e. Thermoplastic Yellow	SY	\$2.55	291	742
f. Thermoplastic White	SY	\$2.40	26115	62,676
g. Pavement Marking Arrow (Thermoplastic)	EA	\$65	267	17,355
SUBTOTAL: G-2				\$ 138,751

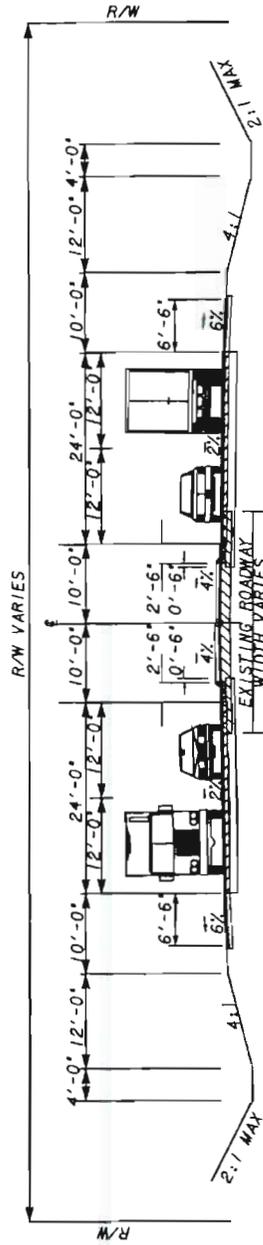
<b>3. GUARDRAIL</b>				
a. Type W	LF	\$16	0	\$ 0
b. Type T	LF	\$34	0	0
c. Type 12 Anchors	EA	\$1,800	0	\$ 0
d. Type 1 Anchors	EA	\$520	0	\$ 0
		SUBTOTAL: G-3		\$ 0
		SUBTOTAL: G		\$ 233,774

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$ 2,062,500
B. REIMBURSABLE UTILITIES		\$ 1,352,500
CONSTRUCTION		
C. MAJOR STRUCTURES		\$ 0
D. GRADING, DRAINAGE AND EROSION CONTROL		\$ 4,632,108
E. BASE AND PAVING		\$ 8,351,959
F. LUMP ITEMS		\$ 822,678
G. MISCELLANEOUS		\$ 233,774
SUBTOTAL CONSTRUCTION COST		\$ 14,040,518
INFLATION (5% PER YEAR)		\$ 3,025,819
	NUMBER OF YEARS	4
E. & C. (10%)		\$ 1,706,634
TOTAL CONSTRUCTION COST		\$ 18,772,971
GRAND TOTAL PROJECT COST		\$ 22,187,971

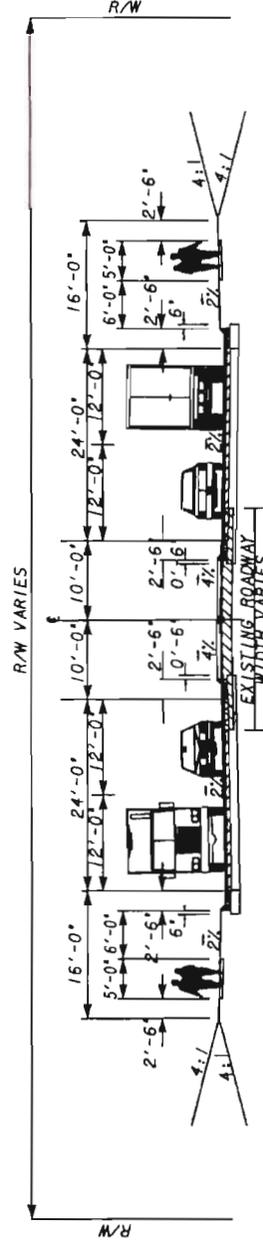
## Attachment 2

### Typical Sections

STATE PROJECT NUMBER  
 GA. STP-0000-001(543)



4 Lanes With a 20' Raised Concrete Median and Rural Shoulder (45 mph)  
 From the beginning of project (Troupeville Road)  
 to Ridgeland Road

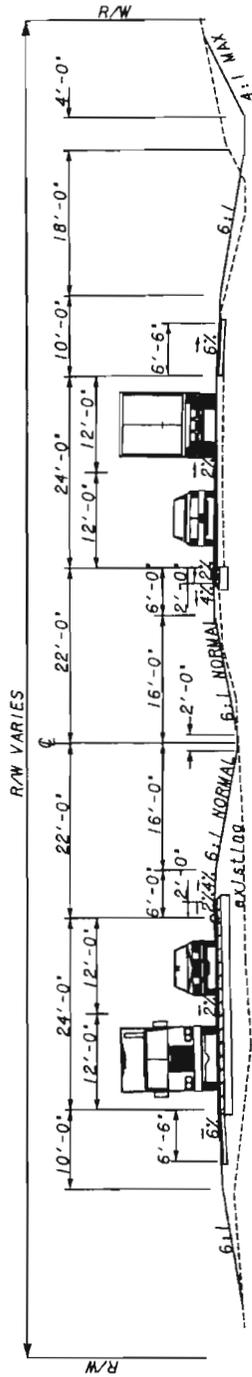


4 Lanes With a 20' Raised Concrete Median and Urban Shoulder (45 mph)  
 From Ridgeland Road to Fellowship Lane

NOT TO SCALE

GEORGIA DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS PROJECT: STP-0000-001(543) COUNTY: BROOKS	
DATE	REVISIONS
DATE	REVISIONS
DATE	REVISIONS
 <b>Wolverton &amp; Associates</b> <small>INCORPORATED</small> <small>1000 Peachtree Street, N.E.</small> <small>Atlanta, Georgia 30309</small> <small>Phone: (404) 525-8800</small> <small>Fax: (404) 525-8801</small>	

STATE	PROJECT NUMBER
GA	STP-0000-001(543)



4 Lanes With a 44' Depressed Median (55 mph)  
 From Fellowship Lane to  
 end of project (Pauline Church Road)

NOT TO SCALE

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TYPICAL SECTIONS  
 PROJECT: STP-0000-00(543)  
 COUNTY: BROOKS

DATE	REVISIONS	DATE	REVISIONS

**W**  
 Wolverton & Associates  
 Consulting Engineers, Inc.  
 1000 Peachtree Street, N.E.  
 Atlanta, Georgia 30309  
 Phone: (404) 525-8800  
 Fax: (404) 525-8801

## Attachment 3

### Initial Concept Team Meeting Minutes

## INITIAL CONCEPT MEETING MINUTES – BATCH 6/SR 133

**TO:** GEORGIA DOT OFFICE OF CONSULTANT DESIGN

**MEETING DATE:** April 16, 2004 @ 9:00 AM

**MEETING LOCATION:** GDOT District 4 Office, Tifton, Georgia

**RE:** Batch 6 – SR 133 GRIP Corridor – Brooks & Colquitt Counties

**TO:** David Norwood, GDOT – OCD  
Joe Macrina – W&A  
Clint Parker – W&A  
**Attendees:** Please see attached Sign-In-Sheet

---

### I. INTRODUCTIONS

- David Norwood (DN) of GDOT-OCD opened the meeting, stating the purpose of the Initial Concept Team Meeting.
- DN opened the floor for introductions and then turned the meeting over to Joe Macrina (JM) of Wolverton and Associates.

### II. OVERVIEW OF TEAM RESPONSIBILITIES

JM gave a brief overview of the team responsibilities and introduced the corridor design consultants. JM also gave a brief description of each project within the “Batch 6” corridor,

- Clyde Johnson (CJ) of FHWA asked whether there would be one or two environmental documents for the Batch 6 project and the project that picks up beyond the Moultrie Bypass. – JM stated that the request has been made with GDOT. DN stated that the N&P statement notes that there should be one environmental document.
- CJ asked if there was any difference in the existing laneage of Contract 5 in the proposed typical section. – JM responded that the existing road is a 4-lane undivided and the proposed section is a 5-lane section with a center turn lane.
- CJ asked if the State Historic Preservation Office (SHPO) has looked at the historic properties. – JM responded No, the historic document is in the process of being prepared for GDOT.

### III. NEED & PURPOSE

Robert Hughes (RH) of GDOT Planning read the "Need & Purpose" Statement for the first project, P.I. #0000543. (NTP will be forwarded to attendees by RH)

- JM commented that Tom Udell (TU) of Wolverton & Associates had information on the traffic counts that would affect the LOS. TU commented that he and RH met about the issue earlier before the meeting officially began.
- RH motioned that the N&P Statements for the remainder of the projects not be read in their entirety. Instead, only certain parts of the remaining statements that are different will be highlighted since they are similar to P.I. #0000543. – No one objected to this motion.
- RH read the remainder of the N&P statements.
- It was noted that Brooks County will be changed to Colquitt County in the N&P statements for projects STP-0000-00-(546) and STP-032-2(28) in the last sentence of the "Demographics" paragraph. – RH concurred and stated that the corrections will be made along with any corrections due to traffic counts. The corrected N&P statements will be forwarded to everyone on the sign-in sheet.

### IV. PROJECT CORRIDOR

#### A. STP-0000-00(543), Brooks County – Contract 1

- JM requested that everyone approach the tables to view the layouts of STP-0000-00(543), STP-0000-00(544), STP-0000-00(545), STP-0000-00(546), and STP-032-02(28) for an in-depth overview of each project corridor. JM stated the project limits and typical section proposed for this section of the corridor (STP-0000-00(543)). The proposed typical section is a 4-lane divided, 44 ft. depressed median section designed for 65 MPH and posted 55 MPH. JM stated that there was a significant reduction in traffic volume after Troupville Road/CR 276. JM also stated that consideration would be given for a different section through the residential area at the beginning of the project if the posted speed limit could be reduced to 45 MPH through the residential area.
- The existing speed limit changes from 45 MPH to 55 MPH.
- JM opened the floor for comments or questions. Comments are as follows:
  - Cemetery sites are located on Contract 1.
  - Priority should be given to churches for median openings.
  - Some access points to SR 133 from sideroads in residential areas should be closed for safety reasons.
  - Closing access points would only force U-turn movements which would be unsafe.
  - A 5-lane section through this area would be unsafe due to posted speed of 55 MPH.
  - GDOT allows 5-lane sections for 45 MPH posted speeds and if the road meets a certain traffic volume.
  - Closing access points would restrict some roads due to a pond and a river located in the back of the residential area. There may be some safety issues associated with a posted speed of 55 MPH through the residential area. Since this is a populated area, we may want to consider lowering the speed to 45

MPH and constructing a 5-lane section with curb and gutter. This will be investigated during concept development.

- It was suggested that we look at the traffic volumes at the intersection of Troupville Road and SR 133 to see if a signal is warranted. This will be investigated during concept development.
- Bell South has “Slick Sites” (telecommunication sites) adjacent to SR 133 that should be avoided if at all possible. The cost for relocation is approximately \$200k.
- There may be vertical deficiencies at Studstill Road. This will be investigated during concept development.
- If a 44 ft. wide median is used, what side would be widened? – Joe said that this will be determined during concept development

**B. STP-000-00(544), Brooks County – Contract 2**

- JM stated the project limits and typical sections proposed for STP-0000-00(544) (Contract 2). Contract 2 goes through the City of Morven. A 4-lane divided, 44 ft. depressed median section with widening to one side will be picked up from Contract 1. This section will change as it approaches Morven. The proposed alternates that go through the City of Morven are a 5-lane section that will include a center turn lane or a one-way pair utilizing existing SR 133 and a location near SR 133 through the city limits. An alternate will also be looked at that will by-pass Morven on new location with a 4-lane divided section with a 44 ft. depressed median. The by-pass will either be to the east or west of SR 133 and will maintain a 65 MPH design speed and 55 MPH posted speed.
- The existing speed limit drops from 55 MPH to 45 MPH through Morven.
- JM opened the floor for comments or questions. Comments are as follows:
  - The project begins at Pauline Church Road and ends at Old Quitman Highway.
  - Historic sites were pointed out on the layouts as delineated with the “historic boundary”. These historic properties will cause no major re-routing of the corridor.
  - A cemetery and historic church is located at the beginning of the project so that the project may need to widen away from cemetery.
  - Douglas Cochran (DC) asked why the railroad is historic. – GDOT stated that the majority of railroads in Georgia are historic just due to their age and contributions.
  - Will “the railroad being historic” cause any design restrictions? – GDOT stated that it should not be a problem.
  - DC of Georgia & Florida RailNet (headquartered in Albany, Georgia) stated that the layout is incorrect in having Norfolk Southern listed as the owner of the railroad through Morven. Norfolk Southern sold the track in 1995 to Northern Ohio. Northern Ohio sold the track in 1999 to Georgia & Florida RailNet. The railroad currently offers six trains a week.
  - DC stated that the railroad will require that 3 at-grade crossings be closed if 1 new at-grade crossings are introduced. DC stated that widening the road from 2 lanes through Morven constitutes 2 new at-grade crossings.

- DC stated that if a by-pass route is chosen, the railroad crossing should be grade separated.
- DC stated that RR preference is always grade separated.
- The desirable typical section through Morven is a 5 lane roadway with center 14 foot median lane with curb & gutter sections using the new 16 foot wide shoulder section. The citizens of Morven have indicated that this is the most desirable alternative to aid in the economic survival of the town.
- Other alternatives include a by-pass with grade separation(s) over the railroad. A one-way pair through Morven was also discussed as a possible alternative.
- CJ of the FHWA suggested the possibility of closing some of the roadway intersections and combining some of the routes with other intersections.
- Bill Cooper (BC) of GDOT District Utilities stated that a Georgia Natural Gas line crossing exists in this project.
- The Approved EA for the project is anticipated in approximately 2 years.

**C. STP-000-00(545), Brooks/Colquitt Counties – Contract 3**

- JM stated the project limits and typical sections proposed for STP-0000-00(545) (Contract 3). A 4-lane divided, 44 ft. depressed median section will be used throughout this section. Contract 3 will require new location due to conflicts with historical properties. Contract 3 contains two areas where historical properties are on both sides of the road. The existing portion of SR 133 intersects with a free flowing hurricane route SR 333 which causes a stop condition on southbound SR 133. It is proposed that SR 333 intersect SR 133 at a 90 degree angle which will eliminate the stop condition on SR 133 and create the stop condition on SR 333. This intersection is a “T” intersection. The proposed speed design will be 65 MPH and posted 55 MPH for this section.
- JM opened the floor for comments or questions. Comments are as follows:
  - An Alltel telecommunications site is located at property D-18C.
  - There is a telecommunications site near the end of the project west of SR 133.
  - The City of Moultrie is looking into purchasing one of the historical properties (H-37, Tillman Property).
  - Are there any special design criteria for the hurricane route (SR 333)? – DN responded that he has been looking into this and, so far, sources at GDOT have told him that there are no special criteria.

**D. STP-0000-00(546), Colquitt County – Contract 4**

- JM stated the project limits and typical sections proposed for STP-0000-00(546) (Contract 4). A 4-lane divided, 44 ft. depressed median section will be used throughout this section. Contract 4 will require new location due to conflicts with historical properties. Contract 4 contains several large historical tracts located on both sides of the road. The existing posted speed drops from 55 MPH to 45 MPH through the City of Berlin for a short section of less than ½ mile and then goes back to 55 MPH. The proposed speed design will be 65 MPH and posted 55 MPH for this section. There is not enough room to drop the design speed through Berlin to get back to a 65 MPH design speed. The 4-lane divided section will be maintained through Berlin.
- JM opened the floor for comments or questions. There were no comments of record.

**E. STP-0032-2(28), Colquitt County – Contract 5**

- JM stated the project limits and typical sections proposed for STP-032-02(28) (Contract 5). A 5-lane section with a 14 ft. center turn lane will be used throughout this section. Contract 5 is a dense area that holds an annual expo at Spence Field each year. There is also a pond alongside SR 133 at Spence Field that is used as a runway for sea planes. The designers of Contract 5 will correct any substandard intersection angles. The historic properties should not affect alignment location.
- No alignments have been picked as of this date.
- Existing R/W between 100 ft. to 130 ft.
- A local official commented that the existing R/W drops to 80 ft. R/W in some sections near Moultrie.
- New Hospital Route proposed between SR 133 and US 319.
- Minimum 70° skew for side road ties to proposed SR 133.
- Jeff Bridges - New signal plans @ Bypass and SR 133 (dual lefts on Bypass to SR 133).
- Speed drops from 55 to 45 MPH prior to beginning of project just north of Edmonson Road.
- Try to stay in the existing right-of-way.
- High pressure gas main on the north side of the right-of-way and ends before pond.
  - 15 ft. utility easement continues on north side of pond, which is currently used to land airplanes, but does not currently contain utilities.
- 1,400 employees required for proposed factory north of SR 133 on City of Moultrie land.
  - 180 trucks a day for this site.
  - Need to get a copy of the plans from the City of Moultrie.
  - Planned for employees to work 2 shifts.
- \$150,000 to move Alltel, DLC (fiber optics site on the south of roadway in Moultrie).
- Most accidents at Old Adel Road.

- Realign Old Adel Road and 5th Ave South East.
  - Grady Bryan, GDOT District Traffic – GDOT has looked at several concepts for realigning this intersection and has copies we can use.
- October – There is a huge festival (2 car shows, Calico Arts Festival, Wildlife Festival) – Contact Chip Blailock, Expo Manager, at 229-985-1968 for more information. The festival would be a good time and location for project meetings.
- No bridges in this section (could change due to proximity of lake, size of outlet structure and how GDOT wants to handle water at outlet structure).
- JM opened the floor for comments or questions. Comments are as follows:
  - Utility easement is located on east side of SR 133 along Spence Field.
  - Industrial plant is proposed for the City of Moultrie along the corridor that could affect traffic numbers but the City is not 100% sure yet.
  - Telecommunications site is located at Deer Drive.
  - Skewed sideroad at Old Moultrie-Adel Road.
  - There is an intersection improvement project at SR 133 and SR 35.
  - Will there be any work time restrictions during expo? – DN responded, yes.

## **VI. PUBLIC INVOLVEMENT PROCESS**

- Marsha with Street Smarts went back and looked at the population after their first visit so that the right kind of activities were targeted for them to design their program.
- Street Smarts (SS) got copies of the demographic population and went back to the census (permanent population) and found that there is a very significant Spanish population in the area so they plan to have several of their materials bi-lingual (newsletters, letters) and make contact with Spanish speaking churches.
- SS is going to tap into local community organizations and plan to hold meetings at their facilities so they'll get a better response.
- With the help of the people along the corridor, SS put together a list of contacts in the government, chamber and more physical organizations and are circulating it among the team members and local folks to supplement the list. The more we directly contact people, the better response we'll get.
- SS had initial contacts with the media and newspapers and they're going to be responsive to them so we can get positive press.
- SS wants suggestions for a standard look for the outreach materials.
- SS is in the beginning stages of discussing the creation of a website with DOT and team members. They think the project is big enough and the number of people large enough to warrant a website. The website will allow us to:
  - Communicate among the team members and local folks
  - Dialog with media
  - Collect input/suggestions from the public, using the forms Street Smarts has designed
  - Communicate with team members through an email distribution system
  - Post maps or drawings that need to be exchanged

- As SS works with different local groups, they'll find out what kind of events and activities are planned that already have a core group of people established so we can piggy back those contacts.
- The times when Street Smarts will be in Valdosta and the times when they'll be doing outreach, web posting, emails, etc. are being scheduled.
- Team members and others in attendance were asked to email Street Smarts with the names of contacts and information on specific groups and key people in the area.

**VII. EXISTING STRUCTURES**

- 35 miles of roadway.
- Contracts 2, 3 and 4 have box culverts.

**VIII. RAILROAD CROSSINGS**

- (Covered in Contract 2).

**IX. PROJECT SCHEDULE**

- Two Project Information Open Houses (PIOH) on Concept this Summer/Fall.
- Projected completion: 2 years – PFPR/Approved CE, 9 months – R/W plans and Final plans – 1 year.

**X. COORDINATION WITH OTHER PROJECTS IN THE AREA**

- Team members need to know if any governmental or building permits are issued that might impact our projects, specifically the alignment.
- There is a proposed intersection improvement project located at SR 133 and SR 35/Moultrie Bypass.

JRM:kg

File

## Attachment 4

### Concept Meeting Minutes

---

**W**  
**Wolverton & Associates**

---

**TO:** Attendees  
**MEETING DATE:** January 27, 2006, 9:00AM-12:00PM  
**LOCATION:** GDOT District 4 Conference Room, Tifton, Georgia  
**DATE:** February 8, 2006  
**RE:** STP-0000-00(543), (544), (545), (546) and STP-032-2(28)  
0000543, 0000544, 0000545, 0000546 and 431780  
SR 133 Widening from Valdosta to Moultrie  
**SUBJECT:** Concept Team Meeting

---

A Concept Team Meeting was held on Friday, January 27, 2006, 9:00AM – 12:00PM at the GDOT District 4 Conference Room in Tifton, GA.

These projects propose to widen SR 133 from two (2) to four (4) lanes in Brooks and Colquitt Counties. More specifically, there are five (5) projects to widen SR 133 between Valdosta and Moultrie. The southern terminus of these projects will tie into the existing 4-lane section of SR 133 near/CR 276 Troupeville Road in Brooks County and the northern terminus of these projects will tie into the existing 4-lane section at SR 35/Moultrie Bypass.

The following people were in attendance at the meeting:

Joe Macrina/Wolverton	Roger Touchton/Colquitt EMC	Shane Pridgen/GDOT-D4 Planning
Maureen Nerenbaum, Street Smarts	Sonja Thompson/GDOT	Joe W. Sheffield/GDOT-DE, Tifton
Andy Anderson/Street Smarts	Neal Mathis/Mediacom	Ed Johnson/ Brooks County
Doug Williams/GA Trans. Corp.	Karyn Matthews/GDOT-OCD	Dean Baerwald/GDOT-D4 R/W
Tom Udell/Wolverton	Paul Cook/Columbia Engineering	Kirby D. Hall/GDOT-R/W
David Norwood/GDOT-OCD	Danny P. Gay/GDOT	Mike Harnage/AllTell
Joe Cowan/GDOT-District Constr.	Brent A. Thomas/GDOT-	Roger Ruis/City of Moultrie
Tim Warren/GDOT	Preconstruction, Tifton	Darrell Osborne/GDOT-RW

The meeting was opened by David Norwood who made introductions and gave the purpose of the meeting. Joe Macrina gave a brief overview of the project history, highlighted key issues from the concept reports and gave a detailed description for each of the five (5) projects using the concept layouts of the project on aerial photographs. During and after each presentation for each project, questions and comments were asked and noted by members of the design team.

**The comments from attendees were:**

**STP-0000-00(543)**

- Doug Williams stated that the Georgia Power easement is actually owned by Georgia Transmission Corporation.
- Tim Warren, GDOT–District 4 Utilities asked about the status of the SUE on the project.  
*Joe Macrina's Response:* Quality Level D for SUE work has been completed for the concept phase and Quality Level B and C will be required for design.
- Ed Johnson stated that Bell South has 5 cabinets on private easements
- Danny Gay, GDOT asked why not a 5 lane section?  
*Joe Macrina / David Norwood's Response:* Per direction of Tom Turner they want a raised median for safety.
- Danny Gay, GDOT–District 4 asked if the urban section required a sidewalk.  
*Joe Macrina's Response:* Yes, where curb and gutter is present.

**STP-0000-00(544)**

- Brent Thomas asked about the spacing on median cross-overs.  
*Joe Macrina's response:* 1320 on 55 mph, as well as field locate existing farm drives and line-up proposed median openings to continue to access the farms.
- Joe Cowan, GDOT–District 4 requested replacing all existing drainage structures instead of extending the existing structures.

**STP-0000-00(545)**

- Mike Harnage from All Tel stated that All Tel has an easement north of the SR 133 @ SR 333 intersection
- Doug Williams from Georgia Transmission Corporation stated that the existing transmission line on Old Peachtree Road crosses SR 133 to the distribution center.  
*Joe Macrina's Response:* Georgia Transmission Corporation's comments were received a week earlier. There are no impacts to the line.
- Brent Thomas asked what the offset to the 24' raised median was.  
*Joe Macrina's Response:* The 24' median consists of a 20' raised median with a mountable curb and an additional 2' inside paved shoulder.
- David Norwood–GDOT said he appreciates Wolverton developing the 24' median solution to minimize historic property impacts and that FHWA was consulted and approved of the design.
- Brent Thomas asked if the skews on Gorday, Cooper, and Burton Roads could be reworked?  
*Joe Macrina's Response:* The concept focused on paved roads, assuming unpaved roads did not have the volume to warrant realignment. Wolverton will evaluate further.

**STP-0000-00(546)**

- No Comments or questions

**STP-032-2(28)**

- Brent Thomas asked if signals are warranted at both Old Adel Road and Fifth Street.  
*Joe Macrina's Response:* Yes, both meet 8-hr, 4-hr and peak hr warrants in the build and design year.
- Roger Ruis from the City of Moultrie stated that the 45mph speed limit is now posted to south of Norman Estates is due to the new industrial development.
- Danny Gay from GDOT asked if the business (skate park) will need to be purchased to realign Fifth Street.  
*Joe Macrina's Response:* The intersection of Fifth and Old Adel has been broken out into a separate safety project. The optimum alignment will be determined when that project progresses to concept development.
- Roger Ruis from the City of Moultrie asked if additional ROW will be required along the corridor.  
*Joe Macrina's Response:* Yes
- Roger Ruis from the City of Moultrie asked if the high pressure gas line will need to be relocated.  
*Joe Macrina's Response:* Yes
- Roger Ruis from the City of Moultrie asked if the current realignment intersection of Old Adel and 5<sup>th</sup> Avenue design will accommodate the SR 133 project.  
*Joe Macrina's Response:* Yes
- Roger Ruis from the City of Moultrie asked if drainage has been a problem along this section of SR133 in the City of Moultrie.  
*Joe Macrina's Response:* Drainage issues will be addressed in design.
- Roger Ruis from the City of Moultrie asked if the Spence Field Gate 3 will have access.  
*Joe Macrina's Response:* Yes, full access
- Roger Ruis from the City of Moultrie asked how realistic the 2008 date (for final plans submittal) is.  
*David Norwood—GDOT PM's Response:* 2008 can be met barring any unforeseen design problems  
*Darrell Osborne—GDOT ROW Consultant's Response:* The final letting depends on the completion of all plan sets on all contracts as well as staffing requirements.
- Drainage is a problem around Spence Field. Roger Ruis from the City of Moultrie stated that water overtops SR 133 at Spence Field once a year and other locations along SR 133.  
*Joe Macrina's Response:* The Project Team will look at raising the grade of SR 133 mainline, during design, to help with the drainage issue.

If anyone has any revisions to this record please contact Joe Macrina at (770) 447-8999 or at [joe.macrina@wolverton-assoc.com](mailto:joe.macrina@wolverton-assoc.com).

## Attachment 5

### PAR Meeting Results



**TO:** Attendees  
**MEETING DATE:** October 12, 2005 from 1:00PM – 2:00PM  
**LOCATION:** GDOT – Office of Environment/Location Offices  
**DATE:** October 12, 2005  
**RE:** STP-0000-00(543), (544), (545), (546) and STP-032-2(28)  
0000543, 0000544, 0000545, 0000546 and 431780  
SR 133 Widening from Valdosta to Moultrie  
**SUBJECT:** Practical Alternatives Report (PAR) Meeting  
SR 133 Widening Project

---

A PAR meeting was held during the interagency quarterly meeting at GDOT–Office of Environment/Location on October 12, 2005, 1:00PM – 2:00 PM.

These projects propose to widen SR 133 from two (2) to four (4) lanes in Brooks and Colquitt Counties. More specifically, there are five (5) projects to widen SR 133 between Valdosta and Moultrie. The southern terminus of these projects will tie into the existing 4-lane section of SR 133 near/CR 276 Troupeville Road in Brooks County and the northern terminus of these projects will tie into the existing 4-lane section at SR 35/Moultrie Bypass.

Various team members from Fish and Wildlife Services, EPA, FHWA, GDOT–Preconstruction, Army Corps of Engineers (ACOE), GDOT–Office of Environment/Location, GDOT–Office of Consultant Design and the Wolverton Project Team were present†. The following people were in attendance at the meeting:

Lisa Westberry/GDOT-OEL  
Neel Vanikar/FHWA  
Michele Lindberg/FHWA  
Jennifer Giersch /FHWA  
Mike Harris/GA DNR  
Katy Allen/FHWA  
Yates Allen/USFWS  
Pete Pattavina/USFWS  
Alex Coley/GDOT-OEL  
Susan Knudson/GDOT-OEL  
Mara Lindsley/GDOT-OEL  
Chris Coppola/GDOT-OEL

David Hedeem/GDOT-OEL  
Doug Chamblin/GDOT-OEL  
Gail A. Davino/GDOT-OEL  
Jaime M. Collazo/GDOT-OEL  
Ryan Fowler/GDOT-OEL  
Samantha Gooch/GDOT-OEL  
Laura Hanlon/GDOT-OEL  
Chris Canalos/GA DNR  
Michael Ruth/USACE  
Mary Dills/USACE  
Erik Alford/GDOT Mitig. Team  
Keith Parsons/GA DNR-EPD

Clint Parker/Wolverton  
Jonathan Sell/Edwards-Pitman  
Ken Parr/TN Valley Authority  
David Norwood/GDOT-OCD  
Mindy Sanders/JB Trimble  
Mary Best/PBQD  
David Pearce/Edwards-Pitman  
Kristin Belyea/Wolverton  
Joe Macrina/Wolverton  
Kerrie Boyette/Wolverton  
Galen Barrow/GDOT

## **Practical Alternatives Report (PAR) Meeting**

**October 12, 2005**

**Page 2**

The meeting was opened by Joe Macrina, Wolverton & Associates, Inc., who gave a detailed description of the project using the concept layouts on aerial photography. The description of the project included the preferred alignment and various typical sections proposed as well as how wetlands impacts were minimized or eliminated either through avoidance or reduction in the typical section foot-print, i.e. 32 foot-wide depressed median, 24 foot raised median.

Several questions were asked regarding project minimization to wetlands impacts and Mr. Macrina responded to all questions to the satisfaction of the questionnaires. The PAR meeting was concluded with no questions remaining unsolved.

### **Follow-up comments after the PAR Meeting**

Mr. Macrina followed-up with Lisa Westberry–GDOT/OEL on November 18<sup>th</sup> to check on the status of the 30-day follow-up comments. Lisa responded that EPA had asked for an additional 30-day review period on November 3, 2005. Lisa suggested that we move forward with our concept team meeting since we had not heard anything. On November 30, 2005, Lisa received email comments from Yates Allen-FWS. On December 7, 2005, Wolverton & Associates, Inc. responded to Yates Allen's comments via email. On December 20, 2005 at a GRIP update meeting at GDOT–OEL, since Wolverton & Associates, Inc./GDOT–OEL had not received any additional comments regarding the PAR, David Norwood (GDOT–OCD), Joe Macrina (W&A), Buddy Gratton (GDOT–Preconstruction) and Susan Knudson (GDOT–OEL) decided to move forward with the concept meeting and not wait for any additional comments.

## Attachment 6

### PIOH Summary of Comments and Responses



## Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 656-5206

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

*State of Georgia*  
*#2 Capitol Square, S.W.*  
*Atlanta, Georgia 30334-1002*

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

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

August 8, 2005

«TITLE» «NAME»  
«STREET\_ADDRESS»  
«CITY»

RE: STP-0000-00(543, 544, 545, 546) and STP-032-2(28), Brooks & Colquitt Counties  
P.I. Nos. 0000543, 0000544, 0000545, 0000546, & 431780

Dear «TITLE» «NAME»:

The Department would like to thank you for your time and effort to provide us with your comments and concerns at the Public Information Open House for the planned widening of SR 133 (Billy Langdale Parkway) from Valdosta to Moultrie that was held on Tuesday, May 10, 2005. This letter summarizes the comments received concerning the project followed by the Department's responses.

### **Summary:**

Overall, the responses indicated support for the project. The overwhelming majority of the responses received were either "for" the project or offered "conditional" support. The few responses that were opposed to the project were related mostly to the impact on three specific properties and the financial impact of relocating television cable lines. Most of the conditional support responses related to concern about the impact of the project on specific properties.

Several of the responses questioned the need for a four-lane median-divided highway from Valdosta to Moultrie, citing the proximity to I-75 and State Highway 84 as alternate routes. A number of the respondents (primarily at either end of the project) indicated a preference for either a five-lane section with a two-way left-turn lane or additional passing lane sections, referencing their concern that construction of a median would increase accidents.

**Project Specific Comments:**

**Project STP-0000-00(543)**

SR 133 from Troupeville Road to Pauline Church Road, Alternate 1B would be the preferred alternative. Alternate 1B proposes an urban typical section consisting of a 20' raised median with curb and gutter from Troupeville Road to West Drive with four 12' travel lanes and 16' shoulders consisting of curb & gutter, 6' grassed area and a 5' sidewalk then transitioning to a rural typical section with a 44' depressed median, four 12' travel lanes, and 10' shoulder (6.5' paved and 3.5' grassed) for the remainder of the project which ends at Pauline Church Road. The urban typical section would be posted at 45 mph while the rural typical section would be posted at 55 mph. Maintaining a 45 mph speed limit (or lowering speeds) and minimizing the impacts to adjacent properties were cited as reasons for the preference for this alternative.

Comments – Comments that conditionally support the project suggested minor realignments to reduce impacts on occupied homes.

GDOT Responses – *Right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The roadway alignment is currently being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.*

Comments – Concern about the location of median openings was also expressed, with one property and business owner near Troupeville Road suggesting an urban designation be used to determine median opening spacing for the more densely occupied areas.

Widen to 3 lanes with center turn lane.

Widen to 5 lanes with center turn lane instead of a raised median.

Lower the speed limit to 45 mph.

GDOT Responses – *Medians are provided for safety reasons. A two-way center left turn lane would not provide adequate safety for crossover movements. A raised median reduces conflicts with opposing traffic, eliminates passing in the wrong lane, and reduces head on collisions. A raised median would also improve safety for left turn movements and u-turn movements. A 20' raised median, posted at 45 mph, is proposed from Troupeville Road to Fellowship Home Lane. Urban spacing requirements for median openings would be used in this area.*

Comments – Concern was raised about existing drainage issues.

GDOT Responses – *All drainage issues would be further evaluated during the initial design phase when more topographic data is available.*

**Project STP-0000-00(543), Continued**

Comments – An emergency traffic signal at Cates Road at the fire station was requested.

*GDOT Responses – An emergency traffic signal for the Volunteer Fire Department at Cates Road will be evaluated during the initial design phase.*

Comments – Provide a weigh station for trucks.

*GDOT Responses - A weigh station is not part of the overall scope for this project.*

Comments - Raise the speed limit to 65 mph.

*GDOT Responses - The posted speed limit would not be raised to 65 mph due to safety concerns and additional impacts to property owners.*

Comments - Provide a turn lane at various side roads.

*GDOT Responses - A left turn lane would be provided at all median openings and a right turn lane would be provided at all paved side roads.*

Comments - A property owner was concerned about a burial site in their front yard being impacted by the project.

*GDOT Responses - Steps will be taken to avoid all cemeteries and burial sites located within the project corridor. No known cemeteries or burial sites shall be knowingly disturbed without obtaining a permit per Georgia Code (OCGA 36-72-4).*

**Project STP-0000-00(544)**

For SR 133 from Pauline Church Road, through the City of Morven, to Old Quitman Road, 12 of 14 responses indicated support for the project. The conditional support responses related to the impact on specific properties, median opening locations, and truck traffic. Median openings at Campground Road, the Whiddon/McCranie property line, and the Johnson/Whiddon property line were of concern on several of the comment cards.

Comments - The comments that were against the project were concerned about property impacts.

*GDOT Responses – Right-of-way impacts will be further evaluated during the initial design phase being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.*

**Project STP-0000-00(544) Continued**

Comment - Request median opening at Campground Road.

*GDOT Responses - The median opening at Raiford Street would have to be eliminated in order to provide a median opening at Campground Road due to minimum median opening spacing requirements at Campground Road. The addition of a median opening at Campground Road (which would require the elimination of the Raiford Street median opening) will be considered because Campground Road serves as a local collector (providing access to Raiford Street) and would meet the minimum spacing requirements for median openings.*

Comments - Shift the turn around to coincide with the Whiddon McCranie property line.  
I would like for the turn lanes to line up with the new driveway we have planned to access the McCranie house.

*GDOT Responses - The median opening location in the area of the Johnson, Whiddon, and McCranie properties will be re-evaluated during the initial design phase. Measures will be taken to provide the best possible location for the median opening while minimizing impacts to property and the wetland that is located in this area. The project is currently in the conceptual phase and the median openings were placed to meet minimum spacing requirements while maintaining access to the majority of the properties in the area.*

**Project STP-0000-00(545)**

SR 133 from Old Quitman Road to Old Berlin Road, all but one of the responses was supportive of the project. Preference for Alternates A and B was equal, but concerns about serious impacts on specific properties were cited. Alternate 3A proposed a rural typical section with a 44' depressed median from CR 1/Old Quitman Road to McAllister Road then transitions to a 24' raised median section for the remainder of the project which ends at CR 256/Old Berlin Road. This alternate would be constructed along the existing SR133 corridor and have a posted speed limit of 55 mph.

Alternate 3B proposes a 44' depressed median section for the entire length of the project but would be built on new location north of existing SR 133 in order to avoid impacts to eligible historic properties and still maintain the 44' depressed median throughout. Alternate 3B would go on new location at approximately 1000 feet south of McAllister Road and would parallel the existing SR 133 a little over a half mile to the northeast, tying back into the existing SR 133 a half mile north of CR 256.

**Project STP-0000-00(545), Continued**

Comment - Megacable expressed concern that the cost of relocation of their lines along the right-of-way would negatively impact their company; because of this, they indicated opposition to the project.

*GDOT Responses - The Georgia Department of Transportation typically does not pay for relocations of utilities that are impacted by construction and located on the right-of-way.*

Comment - The existing road should be used. I am building a house on 3B which splits my land in half.

*All right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The concept alignment alternatives proposed for this project are being developed to avoid eligible historic properties. Evaluations will be made to minimize impacts to individual residences and farmland while still avoiding the eligible historic properties during the initial design phase.*

Comment - Provide a traffic light at Highway 122 & SR 133.

*GDOT Responses - A signal warrant analysis for SR 133 has determined that a signal is not needed for the build year at the intersection of SR 133 and SR 122. The Manual on Uniform Traffic Control Devices (2003 Edition) establishes eight (8) different warranting conditions that are used to assist in evaluating the need for a traffic signal. Some of the conditions are 8-hour vehicle volume, 4-hour vehicle volume and crash experience. The intersection of SR 133 and SR 122 met none of the 8 warrants for a traffic signal.*

**Project STP-0000-00(546)**

SR 133 from Old Berlin Road, through the City of Berlin, to Hawthorne Road, the majority of the responses were supportive of the project. Alternative 4A was slightly preferred over Alternate 4C; however, most of the reasons for the preference cited impacts to specific properties, particularly on trees, farm land, and irrigation systems. Alternate 4A proposes a rural typical section with a 24' raised median from CR 256/Old Berlin Road to Cannon Road. At Cannon Road the road transitions to an urban typical section consisting of a 20' raised median with curb and gutter which is maintained through the Berlin city limits to Langford Street then transitioned back to a rural typical section with a 24' raised median which is maintained for the remainder of the project which ends at CR388/Hawthorne Road. The rural typical section is posted at 55 mph while the urban typical section through the City of Berlin is posted at 45mph. This alternate is proposed along the existing SR 133 corridor.

**Project STP-0000-00(546), Continued**

Alternate 4C proposes a rural typical section with a 44' depressed median for the entire length of the project maintaining a 55 mph posted speed limit. This alternate takes off on new location approximately 2000 ft north of CR 256 and ties back into SR 133 just north of Cook Road. Alternate 4C is located over a mile from the existing SR 133 at its furthest point. Alternate 4C goes on new location in order to avoid impacts to potentially historic properties with the 44' depressed median.

Comment - Megacable was against the project because of the financial impact of relocating lines.

*GDOT Responses - The Georgia Department of Transportation typically does not pay for relocations of utilities that are impacted by construction and located on the right-of-way.*

Comment - Responses that were opposed to the project were related to individual property impacts and questioned the need for widening SR 133 at this time.

*GDOT Responses - All right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The concept alignment alternatives developed for this project were developed to avoid eligible historic properties. Evaluations will be made to minimize impacts to individual residences, irrigation systems, and farmland while still avoiding the eligible historic properties during preliminary design.*

Comment - A couple of comments requested a passing lane and several of the comment cards indicated a need for a median opening at Farmer's Gin and Peanut, with one suggestion to change the speed limit to 45 mph at this location.

*GDOT Responses - A median opening at the Farmer's Gin and Peanut Company will be evaluated however the median opening located at Edmondson Road takes precedence because the road is a public access road and will not be eliminated for a private drive. Any median opening at the Farmer's Gin and Peanut Company will maintain the required spacing from the Edmondson Road median opening.*

*For safety reasons, passing lanes are not being considered as part of this project.*

**Project STP-0000-00(546), Continued**

*The location of the change in posted speed from 55 mph to 45 mph at Farmer's Gin and Peanut Company is being evaluated in conjunction with the various alternates proposed for Project STP-032-2(28).*

**Project STP-032-2(28)**

SR 133 from Hawthorne Road to the East Moultrie Bypass, all responses indicated support for the project. Preferences for Alternates 5A and 5B were approximately equal.

Alternate 5A proposes a 24' raised median typical section from CR 388/Hawthorne Road to Norman Estates Road where SR 133 transitions to an urban typical section with a 20' raised median for the remainder of the project which ends at SR 35/E. Moultrie Bypass. This alternate will be posted at 55 mph for the 24' raised median section and 45 mph for the 20' raised median section. Alternate 5B consists of an urban typical section with a 20' raised median posted at 45 mph for the entire length of the project.

Comment - Concerns about impacts on properties at Spence Field were cited.

*GDOT Responses - Right-of-way impacts will be further evaluated during the initial design phase being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.*

Comment - Several comments requested no median be installed and two-way left-turn lane be provided for access reasons.

*GDOT Responses - Medians are provided for safety reasons. A two-way center left-turn lane would not provide adequate safety for crossover movements. A raised median reduces conflicts with opposing traffic, eliminates passing in the wrong lane, and reduces head-on collisions. A raised median would also improve safety for left turn movements and u-turn movements.*

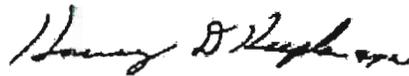
The concerns expressed about the effect of the alignment of the roadway on individual properties will be considered when the construction plans are prepared. The design of the roadway will need to consider safety as a first priority.

Thank you for your comments regarding the proposed SR 133 widening project. Your comments made as a result of the May 10, 2005, Public Information Open House have been entered into the official public record. We hope that you will be able to attend future public information open houses and continue to provide the Department with your comments regarding the SR 133 widening project. In order to help keep you informed about the project status, a SR 133

newsletter will be mailed out periodically. You are also encouraged to visit the project web page at [www.dot.state.ga.us/specialsubjects/sr133](http://www.dot.state.ga.us/specialsubjects/sr133). The Department appreciates your concerns and patience and will respond to all inquiries as soon as possible.

Thank you for your time and input to help in the development of this project.

Sincerely,



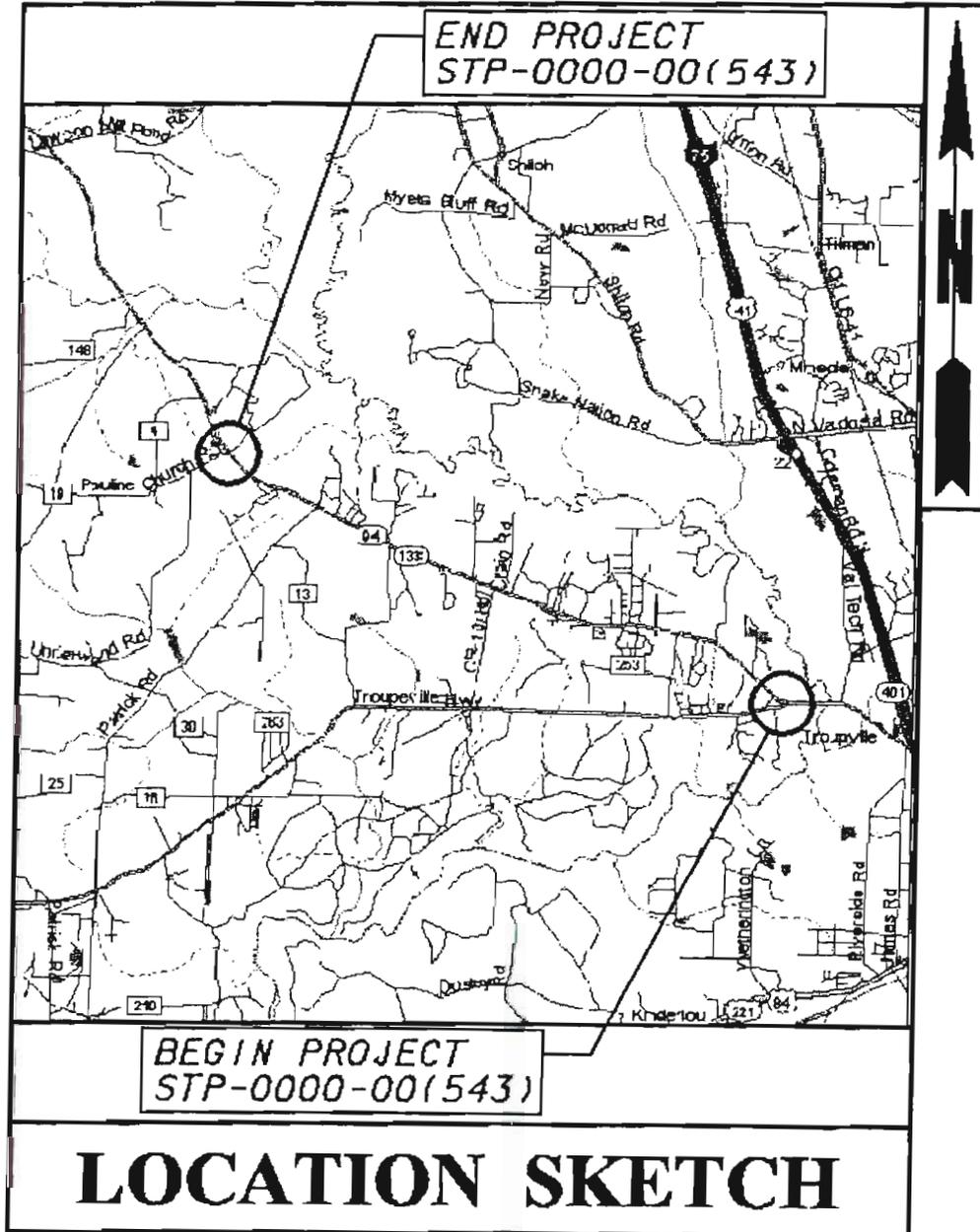
Harvey D. Keeper  
State Environment/Location Engineer

HDK:kg

Attachments: Location Maps

cc: David Norwood, GDOT Office of Consultant Design  
Joe Macrina, Wolverton and Associates  
Marsha Anderson Bomar, Street Smarts

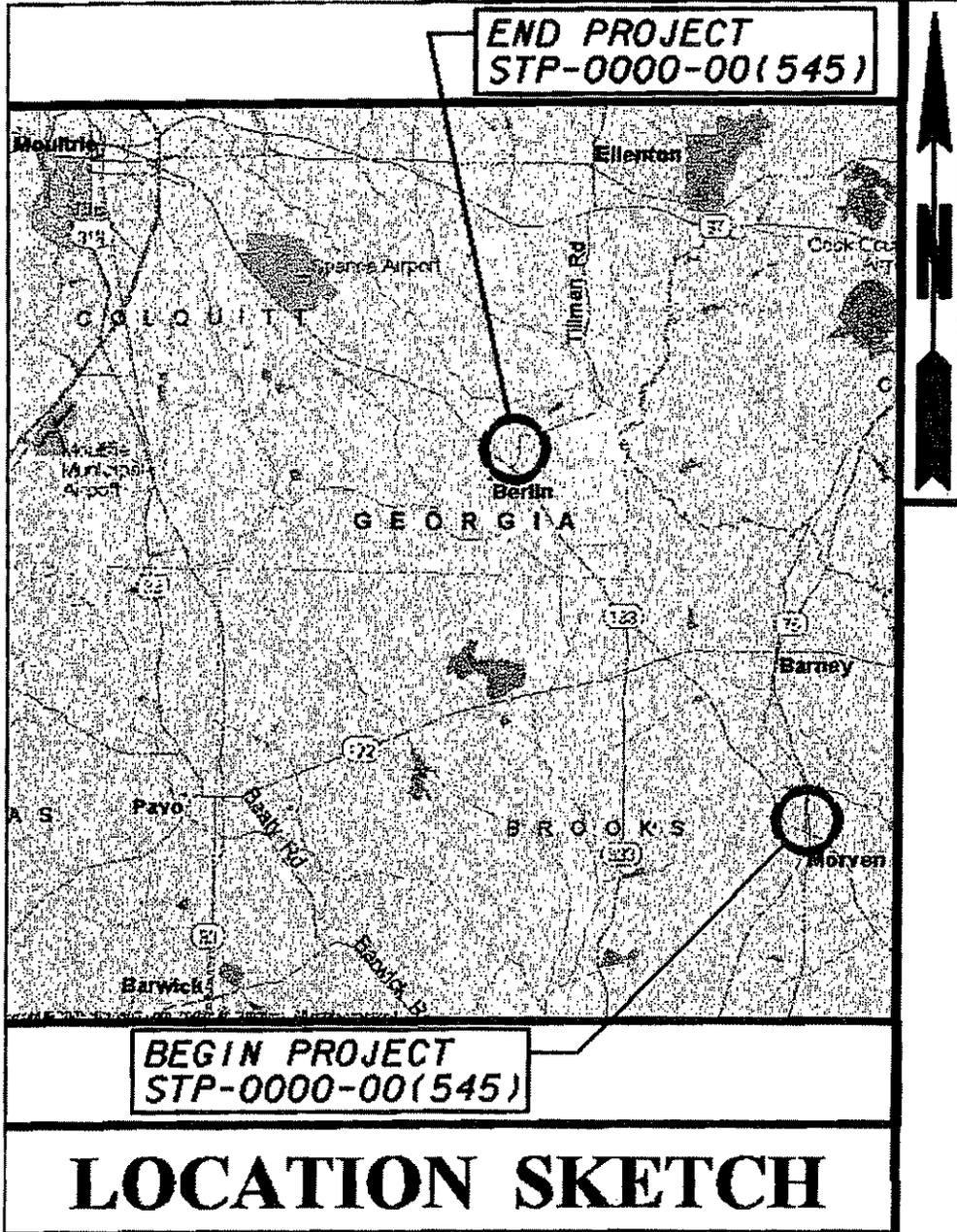
Georgia Department of Transportation SR 133 GRIP Corridor  
Widening of SR 133/Billy Langdale Parkway from Troupeville Road  
(CR 276) to Pauline Church Road (CR10)  
Project STP-0000-00(543), Brooks County  
P.I. No. 0000543



NOT TO SCALE



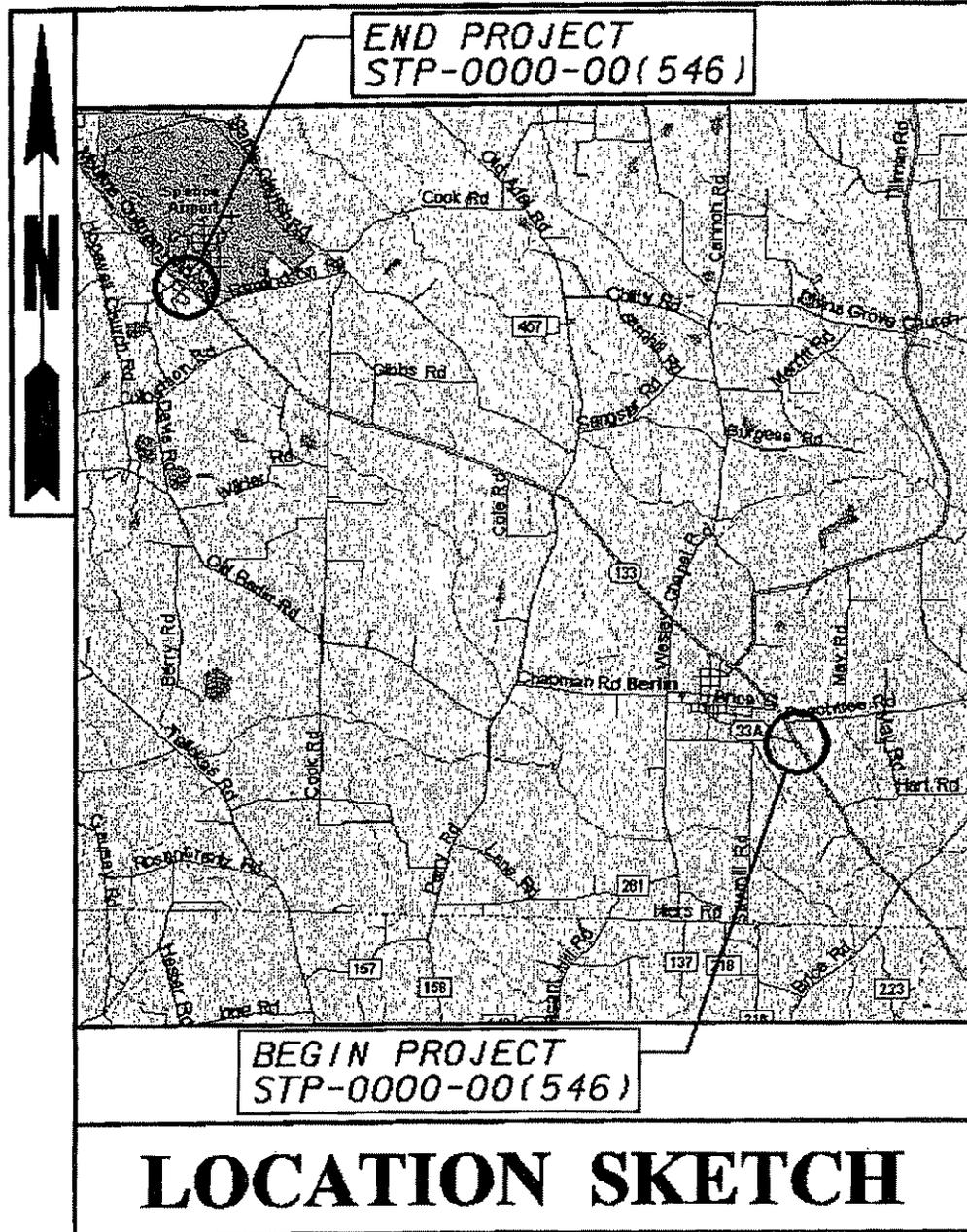
**Widening of SR 133/Billy Langdale Parkway from Old Quitman Road  
(CR 1) to Old Berlin Road (CR 256)  
Project STP-0000-00(545), Brooks and Colquitt Counties  
P.I. No. 0000545**



NOT TO SCALE

Georgia Department of Transportation SR 133 GRIP Corridor

**Widening of SR 133/Billy Langdale Parkway from Old Berlin Road  
(CR 256) to Hawthorne Road (CR 388)  
Project STP-0000-00(546), Colquitt County  
P.I. No. 0000546**



**NOT TO SCALE**  
**Georgia Department of Transportation SR133 GRIP Corridor**



## Attachment 7

Letter of Concurrence  
Georgia DNR, Historic Preservation Division

# Georgia Department of Natural Resources

## Historic Preservation Division

Noel Holcomb, Commissioner

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>

September 10, 2004

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

RECEIVED  
SEP 18 2004

BY  
EDWARDS-PITMAN ENV.

RE: GDOT Projects STP-0000-00(543)(544)(546) and STP-032-2(28)  
P.I. Nos. 0000543, 0000544, 0000546 and 431780  
Widening and Reconstruction of SR 133  
Brooks and Colquitt Counties, Georgia  
HP030402-006

Dear Mr. Keeper:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the proposed widening and reconstruction of SR 133 in Brooks and Colquitt 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 that the following properties should be considered eligible for listing in the National Register of Historic Places: Barnes House, Wainer House, South Georgia Railroad, Johnson House, Morven Rosenwald School, Williams Farmstead, Graham House, Gay Multiple Property, Rill Property, Goble Property, Tompkins Barn, Hart Farmstead, Tillman Farmstead, Ladson Farmstead, Mathews Farmstead, Reeves House, Smith House, Sunset Body Shop, JH Tillman House, RG Williams House, Evans Farmstead, Moore Barn, Sangster Farmstead, Stripling House and Gibbs Property. HPD further concurs with GDOT that the additional 54 resources identified in this survey should be considered not eligible for listing in the National Register.

We look forward to working with the GDOT as this project continues. Please refer to project number Hp030402-006 in any future correspondence regarding this project. If we may be of further assistance, please contact Betsy Shirk, Transportation Projects Coordinator, at (404) 463-6687.

Sincerely,



Richard Cloues  
Deputy State Historic Preservation Officer

RC/ECS

cc: Robert M. Callan, P.E., FHWA  
Anne S. Floyd, Central Savannah River Area RDC  
Laurie Cotton-Smith, Edwards-Pitman Environmental, Inc.

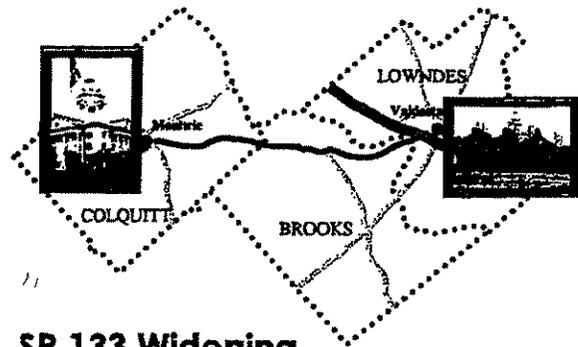
## Attachment 8

Meeting Minutes in Support  
or Objection to the Concept

# Minutes

Date: 21 September 2004  
Location: Heritage Room  
Morven City Hall  
178 Second Street  
Morven, Georgia

Attachments: List of Attendees  
Agenda  
Newsletter  
Input Forms  
Comments



## SR 133 Widening Plans from Moultrie to Valdosta



Attendees were greeted, nametags distributed, and light refreshments made available.

The meeting was opened by David Norwood with a general greeting to the attendees and an explanation of the GDOT plan development process. He cautioned that the process requires a significant amount of time and that we were at the beginning of the process. A chart indicated the following steps:

### CONCEPT STAGE

- ◆ Initial Concept Development and Initial Concept Meeting
- ◆ Environmental Studies
- ◆ Surveying and Mapping
- ◆ Concept Plans
- ◆ Concept Team Meeting
- ◆ Concept Report

### PRELIMINARY DESIGN

- ◆ Preliminary Design
- ◆ Preliminary Right-of-way Plans
- ◆ Preliminary Field Plan Review (PFPR)

### FINAL DESIGN

- ◆ Final Right-of-way Plans
- ◆ Right-of-way Acquisition
- ◆ Final Field Plan Review (FFPR)
- ◆ Submissions of Plans for Letting
- ◆ Right-of-way Certification
- ◆ Utility Certification
- ◆ Environmental Certification

Marsha Anderson Bomar had the 50 attendees introduce themselves by name and affiliation with an icebreaker activity of identifying themselves as either a red, amber, or green traffic signal. They were also requested to explain why they had chosen the particular color to represent themselves. Most of the attendees identified themselves as property or business owners along SR 133 and most identified themselves as green or amber. They explained that they were either ready to go or needed additional information about the project.

A sign-in sheet was also circulated to document the attendees and the names of additional stakeholders to be included in the future were solicited. Twelve of the thirty invited stakeholders were represented by sixteen individuals, including four of the five Morven City Council Members. The invited stakeholders represented were geographically, approximately evenly divided between Brooks and Colquitt Counties in residence or business location. An additional seventeen attendees identified themselves on the sign-in sheet as either representing themselves or as business or property owners. In addition, a state representative, a candidate for state senate, two RDC representatives, a representative from the Valdosta Chamber of Commerce, and eight GDOT representatives also attended.

Joe Macrina presented an overview of the activities that have already occurred in the planning process and identified the remaining steps to be taken, shown as follows:

#### Project History

- Team Members.
- Project Length, Construction Contract Break-out.

#### Major Work Completed to Date

- The **Initial Concept Team Meeting** was held on April 16, 2004 in Tifton to establish communication between team members, discuss environmental and cultural issues identified within the project corridor, review the overall project schedule and gain a better understanding of the project corridor.
- The **Aerial Photography** for the project corridor was flown on February 19, 2004 in order to develop project mapping and concept photography.
- The **Cultural Survey (Historic Report)** was submitted to GDOT and the State Historic Preservation Office (SHPO) and approved on September 10, 2004.
- The **Ecology Report** will be completed and submitted to GDOT in Summer, 2004.
- The **Survey Project Control** is 90% complete.
- The **Mapping Photo Control** is 50% complete.
- The **Base Plans on Aerial Photography** showing historic and ecological resources, R/W and property owners' names and concept typical sections are complete and ready to move forward with concept development.
- The **Public Involvement Plan** has been developed with input from Mr. Billy Langdale and Mr. Max Hancock, along with GDOT.
- The **Need and Purpose** of the project has been identified.
- The **Existing and Projected Traffic Volumes** as well as **Accident History** have been evaluated.

### **Public Involvement Process**

- Websites, Newsletters, Shareholders Meeting, Project Logo.

### **Major Work to Be Accomplished in Upcoming Months**

- The First Stakeholders Meeting is being held on September 21, 2004. This meeting is intended to identify specific issues and areas of concern within the project corridor.
- Schedule the Second Stakeholders Meeting for Winter, 2004 where various alignment alternates and typical sections can be reviewed and discussed in order to develop a preferred alternate alignment throughout the project corridor. Schedule and attend.
- Schedule the Public Information Open House (PIOH) in Spring, 2005 when the alignment alternates and typical sections are presented to the public for review and comment. Complete and submit a Draft Environmental Assessment (EA) Summer, 2005 for FHWA approval by Summer, 2006.
- Submit the Concept Report for approval by Summer, 2005. Complete Survey for project corridor by Summer, 2005.

### **Anticipated Project Schedule**

- Approved Concept Report Summer, 2005.
- Approved Environmental Document by FHWA Summer, 2006.
- Completed Preliminary Plans Summer, 2006.
- Completed R/W Plans Spring, 2007.
- Completed R/W Acquisition Winter, 2009.
- Completed Final Construction Plans Fall, 2007.

### **General Overview of Alignment Issues/Typical Sections**

- Contract 1 - STP-0000-00(543) Brooks County  
Troupville Road (CR 276) to Pauline Church Road
- Contract 2 - STP-0000-00(544) Brooks County  
Pauline Church Road (CR 10) to Old Quitman Road
- Contract 3 - STP-0000-00(545) Brooks/Colquitt County  
Old Quitman Road (CR1) to Old Berlin Road (CR256)
- Contract 4 - STP-0000-00(546) Colquitt County  
Old Berlin Road (CR 256) to Hawthorne Road (CR 388)
- Contract 5 - STP-032-2(28) Colquitt County  
Hawthorne Road (CR 388) to E. Moultrie Bypass (SR 35)

Marsha Anderson Bomar explained the public involvement process for this project. She noted that this meeting was the first of two stakeholders meetings, with the second stakeholders meeting likely to be held in early December 2004. At the second stakeholders meeting alternative alignments and roadway cross-sections will be presented to the participants and input from this second meeting will be used to create the final plans. Also, a public information presentation will be given in the Spring of 2005 when the plans are completed.

### **Input from the Stakeholders**

In order to focus the meeting on existing conditions, Marsha Anderson Bomar distributed a form with thirteen items relating to specific aspects of perceptions of the existing roadway to be scored 1 through 5 (strongly disagree to strongly agree), with space for comments and additional items. All participants were encouraged to complete the form, the numerical scores were tallied, and the median, average, and modes calculated for each item (See Form 1.)

Meanwhile, a second form with nine items was distributed focusing on concerns if SR 133 is not widened. The participants were asked to score each of these items and provide additional comments and items. The numerical scores were tallied (See Form 2.)

Marsha Anderson Bomar reported the results of the first two sets of items to the attendees. She noted that the perception of the presence of large trucks and high traffic volumes seasonally were considered the most important issues by the participants as a whole. Also strongly perceived were the issues of safety and high morning and evening traffic volumes. Most of the participants agreed pedestrians and bicyclists conflicting with vehicles is not an issue with the present transportation system. Most of the participants indicated strong agreement with all of the concerns listed if SR 133 was not improved or widened.

A third form with seven benefits from SR 133 construction listed were distributed and scored by the participants. A fourth form with a list of concerns regarding the SR 133 construction was also completed by the participants. While these two lists were tabulated, questions from the attendees concerning the width of right-of-way that would be required and procedures for right-of-way acquisition were fielded by Joe Macrina and David Norwood (See Form 3.)

The challenges created by the identification of historical and environmental areas, especially where both sides of the existing roadway are affected were discussed. Concern was expressed about the necessity of acquisition of up to a 200 foot wide right-of-way in some areas and the impact of the right-of-way acquisition on set-backs for existing and future construction. GDOT representatives assured the attendees that a fair and impartial assessment of the value and usability of property affected by right-of-way acquisition would be undertaken. They did note that GDOT does not have the ability to change local ordinances regarding building set-back requirements or other zoning related issues.

The results of the final two sets of items were reported to the attendees. Almost all of the participants strongly agreed with benefits from the SR 133 construction (See Form 4.) The response to most of the concerns, except safety during construction, was much more varied. More responses strongly agreed with concerns about the impact on farms and packers, local neighborhoods, businesses and reconstruction of intersecting roads than with the other concerns. Impact on historical sites, wetlands/environment, and the railroad scored lowest. Also noted: SR 133 added to GDOT's regional bicycle routes.

The meeting was summarized and the next steps in the planning process to be taken were reviewed. The availability of information from the soon to be activated website and the newsletters that will be distributed was announced. The participants were reminded of the second stakeholders meeting to be held in early December.

Open discussion continued and participants were encouraged to view county level detail maps and aerial photos of the existing route with the lot lines and existing roadway right-of-way indicated. Participants were encouraged to place adhesive dots on areas of particular concern and to make notes or speak with a team member about the specific issues in noted locations.

The following concerns were voiced:

- ◆ Near Fellowship Home Lane (P.I. 0000543)
  - Large volume of elderly drivers
  - Safety concern
  - Need turn lanes
- ◆ Near Green Lake Circle (P.I. 0000543)
  - G. Ellenberg Property – Move road South, house close to road
  - Debbie Reeves – Densely populated, move road South
- ◆ Studstill Road/CR 14 @ SR 133 (P.I. 0000543)
  - Intersection trying to get on SR 133 is too hilly
  - Charles Busby property
- ◆ Pauline Church Road/CR 10 (P.I. 0000543)
  - Maybe a route around the church (229-775-2323)
  - Van Murphy left phone # 229-263-8936
- ◆ McCranie Property (P.I. 0000544)
  - Concerned about the amount of property that may be lost and where the road may be built
- ◆ Murphy Property (P.I. 0000544) – Property Loss (Van Murphy 229-775-2338)
- ◆ Third @ SR 133 (P.I. 0000544) – Lawson Peach shed
- ◆ Rock Hill Road @ SR 133 (P.I. 0000545)
- ◆ Highway 122 @ SR 133 (P.I. 0000545) – McConnell Property (Pablo Campa)
- ◆ Langford Street @ SR 133 (P.I. 0000546) – Skewed Intersection
- ◆ BCT Gin Property (P.I. 0000546) – Van Murphy 229-263-8936
- ◆ Southland Avenue @ SR 133 (P.I. 0000546) – Skewed intersection
- ◆ 5th Avenue @ SR 133 (P.I. 431780)
  - Concerned about trailer park at Hutson & Moss property (Robert Hutson)

GDOT STP-0000-00 (543, 544, 545, 546) & STP-032-2 (28) P.I. 0000543, 544, 545, 546, 431780

## EXISTING ROADWAY PERCEPTIONS

ITEMS CONSIDERED	COMMENTS	AREA
High morning traffic	I drive a school Bus More congested near Valdosta Affects Moultrie and Colquitt Counties Morven to Valdosta People driving to work and school in Valdosta Veterans Parkway highway 133	Morven Berlin Moultrie  Morven Moultrie
High evening traffic	Veterans Parkway highway 133 People returning from work and school in Valdosta Congested first few miles From Morven to Valdosta morning and afternoon Affects Moultrie and Colquitt Counties Morven to Valdosta	Moultrie Morven Berlin Morven Moultrie
High midday traffic	Semi truck traffic Affects Moultrie and Colquitt Counties 5 <sup>th</sup> Avenue SE and SR133 impossible to turn left Slow moving traffic no passing lanes	Morven Moultrie Moultrie Morven
High nighttime traffic	Semi trucks Semi-trucks Affects Moultrie and Colquitt Counties	Morven Valdosta Moultrie
High traffic weekend	Affects Moultrie and Colquitt Counties Its good for our business Less traffic	Moultrie Morven Morven
High seasonal traffic	Sun Belt Expo Speed differences with farm vehicles Expo traffic, Spence field events Schools, harvest season spring and fall Affects Moultrie County Sun Belt expo, Car Show, Arts & Craft Shows Valdosta to Moultrie, mid October (Aq Expo)	Moultrie  Valdosta Morven Moultrie Moultrie
Farm vehicle congestion	Much farm land in Morven and Valdosta Dangerous to drive tractor down road Its dangerous for farm equipment to be on Hwy 133 Affects Colquitt County Morven to Moultrie	Morven Valdosta Morven Moultrie Berlin

Local congestion	Affects Moultrie and Colquitt Counties	Moultrie
Large truck presence	Affects Colquitt County	Moultrie
	Morven to Moultrie	Berlin
	A lot of fuel trucks	Berlin
	A lot of trucks don't slow down	Morven
	Enhanced access to I-75 via 133 for commerce	
	Sanderson farms	Moultrie
	Valdosta to Moultrie	
Daytime safety	Increasing every year	Morven
	Large trucks are avoiding I-75 probably because of construction and the weigh station on the interstate	Morven
	Entirely too many semi's	Morven
	Fellowship Home Lane	
Nighttime safety	Inside city limits	Berlin
	Affects Colquitt County	Moultrie
	4 lanes are better than 2	Moultrie
	Trucks impatient	Morven
Pedestrian conflicts	Trucks impatient	Morven
	Fellowship Home Lane	
	4 lanes are better than 2	Moultrie
	Affects Colquitt County	Moultrie
Bicyclist conflicts	Inside city limits	Berlin
	No area for crossing	
Bicyclist conflicts	Affects Moultrie and Colquitt Counties	Morven
	I would not ride a bike on the highway	Berlin
	Affects Moultrie and Colquitt Counties	Moultrie

**OTHER ITEMS:**

Auto accident deaths – no turn lanes	Moultrie
Industries (trucks) can't make time will not come	Moultrie
Speeding inside city limits	
Employees leaving work place trying to pull into heavy traffic, our business is on Hwy 133	
Customers trying to leave our business or come into our business	Moultrie
Sanderson Farms processing plan – Strongly agree	
People slam on brakes in Morven when they see a cop	
No turning lanes	
Route through Morven – Strongly agree	Brooke Co
I'm from Valdosta and not really familiar with 133 traffic situation	

**CONCERNS IF NOT WIDENED**

<b>ITEMS CONSIDERED</b>	<b>COMMENTS</b>	<b>AREA</b>
Increased traffic	Big truck need room to go Sanderson farms many trucks coming in next few yrs Increased accidents with increase truck traffic More accidents Morven to Valdosta	Moultrie Valdosta Morven/Valdosta
Farm equipment	Higher accidents with increased residents Drivers are more impatient	Valdosta Morven/Valdosta
Farm products	Dangerous	Morven/Valdosta
Business access	Fellowship Home Lane	
Increased accidents	Growing residents in S. GA not keeping up with demand Especially at the intersection of 133 & 122 Head on collision and rear end collisions	Valdosta
Increased speeds	Need to increase Morgan and Berlin	Moultrie
Military retention	Brooke & Colquitt Co Moody AFB employees travel SR 133/122	Morven
College access	VSU and Val Tech depend on 133 for quick access	Morven

**OTHER ITEMS:**

Increased use by large trucks for purpose of avoiding I-75		Morven
Economic development – Strongly agree		Moultrie
Land values – Strongly agree		Moultrie
Reduce traffic 50% + if weight station was put on road for semi- trucks.		
Continued slow growth for Colquitt County Strongly agree		Colquitt Co
Our county is being left behind – Strongly agree		Colquitt Co
Families can't make a decent income – Strongly agree		
Businesses will move North – Strongly agree		
Businesses will dwindle more – Strongly agree		
People will find other routes – Strongly agree		
South Georgia will be in more trouble – Strongly agree		

## CONSTRUCTION BENEFITS

ITEMS CONSIDERED	COMMENTS	AREA
Safe movement	Less safe because of speeds will increase More lanes	Valdosta Valdosta
Passing farm equipment	More lanes	Valdosta
Business development	Morven has great development potential	Morven
College access	VSU and Val Tech are both growing	Morven
Military retention	Important consideration for base realignment decision to be made in the near future	Morven

### OTHER ITEMS:

More efficient & safe movement of large volumes of vehicles during seasonal events	Strongly agree	
New jobs!!	Strongly agree	Moultrie
Safer work commute from Moultrie to Valdosta	Strongly agree	
Less traffic problems during X PO	Strongly agree	Moultrie

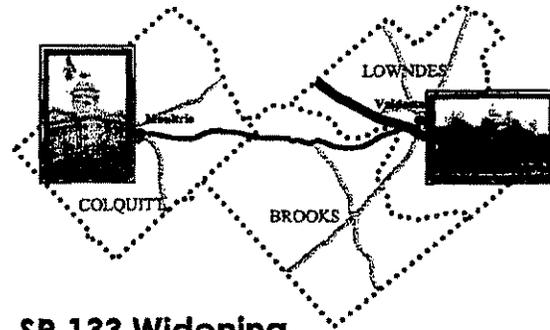
## CONSTRUCTION CONCERNS

ITEMS CONSIDERED	COMMENTS	AREA
Historic sites	Pauline Church	Morven
Impact wetlands	I have pond at the edge of roadway workable	Morven
Neighborhoods	Dangerous	Morven
Small businesses	Loss of time	Morven
Large businesses	Loss of time	Morven
Farms & packers	Loss of time	Morven
Add congestion	This results in more business opportunities	
Impact railroad	Please use concrete drive over not wood asphalt	
Pedestrians & bicyclists	Adding SR 133 to GDOT regional routes	Valdosta

### OTHER ITEMS:

Impact on Landowners	Strongly agree	
----------------------	----------------	--

# Agenda



## SR 133 Widening Plans from Moultrie to Valdosta



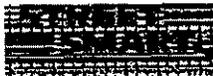
Subject: Stakeholders Input  
Date: 6 January 2005  
Time: 2:00 & 6:00 PM  
Locations: Spence Field Community Center

---

General Greeting & Brief Explanation of GDOT Plan Development Process	David Norwood
Self-introduction of Participants & Icebreaker Activity	Marsha Anderson Bomar
Update of Status of Project & Public Involvement Process	Joe Macrina
General Explanation of Right-Of-Way Requirements and Procedures, Intersection Realignment, & Description of Plans' Legends (Accidents)	David Norwood & Joe Macrina
Summary of Input from September Stakeholders Meeting	Marsha Anderson Bomar
Next Steps in Public Information Process	Marsha Anderson Bomar
Stakeholder Input Process Description & Questions Answered	Marsha Anderson Bomar
Stakeholders Provide Input at each Contract Section Display	Project Team Engineers

### Locations of Contract Sections:

Contract #1: Troupeville Road to Pauline Church Road	STA 000-(543)
Contract #2: Pauline Church Road to Old Quitman Road	STA 000-(544)
Contract #3: Old Quitman Road to Old Berlin Road	STA 000-(545)
Contract #4: Old Berlin Road to Hawthorne Road	STA 000-(546)
Contract #5: Hawthorne Road to East Moultrie Bypass	STA 032-2(28)



## Attachment 9

Location and Design Notice  
To be Developed at a Later Date

## Attachment 10

### Accident Summary

### Accident Summary STP-0000-00(543)

The crash analysis examines the crash rates along SR 133 corridor and compares them to statewide averages of similar facilities. The statewide averages are calculated using crash data annually collected by GDOT. Crash rates are based on the number of property damage, injury, and fatal crashes per one hundred million vehicle miles traveled. The calculations are as follows:

Crash data is collected for the previous three years that the data is available. Data for this project was collected for the years 2000, 2001, and 2002. Table 1 shows the comparison of SR 133 crash rates with statewide averages.

**Table 1 – Crash Rates**

Section	Type	2000		2001		2002	
		SR 133	Statewide	SR 133	Statewide	SR 133	Statewide
Troupeville Rd to CR10	Collision	148.93	182	144.29	190	84.28	199
	Injuries	63.83	58	75.94	60	32.41	64
	Fatalities	7.09	2.06	7.59	2.26	6.48	2.50

The section of SR 133 is consistently lower than the statewide average for fatal, injury, and total crashes.

## Attachment 11

# GDOT DISTRICT UTILITY COST ESTIMATE



Page 2

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

*ELG*  
JAB:ELG:sm

c: Tom Turner, Director of Preconstruction  
Herman Griffin, State Transportation Programming Adm.  
Gerald Ross, State Road & Airport Design Engineer  
Paul V. Liles, State Bridge Engineer  
Joe Palladi, State Urban Design Engineer  
Ben Buchan, State Consultant Design Engineer  
Harvey Keepler, State Environmental/Location Engineer  
Wayne Carroll, Chairman, Brooks County Commission