ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0000546
STP00-0000-00(546)
GDOT District 4 - Tifton
Colquitt County
Widening of SR 133 from CR 256/Old Berlin Rd. to
CR 388/Hawthorne Dr.

OFFICE Design Policy & Support

DATE July 27, 2011

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED LOCATION & DESIGN REPORT**

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Phil Copeland, State Right-of-Way Administrator
Glenn Bowman, State Environmental Administrator
Bobby Hilliard, State Program Delivery Engineer
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ken Thompson, Location Bureau Chief
Ben Rabun, State Bridge Engineer
Angela Robinson, Financial Management Administrator
Sonja Thompson, Area Engineer - D4, A4
William Pridgen, District Planning & Programming Engineer
Brent Thomas, District Preconstruction Engineer
Joe Sheffield, District Engineer
Douglas Fadool, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0000-00(546), Colquitt County
P.I. Number: 0000546
Widening of SR 133 from Old Berlin Rd (CR 256) to Hawthorne Rd (CR 388)

OFFICE District 4
DATE 5/14/11

FROM: Bobby Hilliard, P.E.
Office of Program Delivery

TO: Brent Story, P.E., State Design Policy Engineer
Attn: Dave Peters, State Conceptual Design Group Manager

SUBJECT: **Request for Location and Design Approval**

Description and Project Proposal:

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, S.R. 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. STP00-0000-00(546) 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 at the SR 35/East Moultrie Bypass in Colquitt County.

STP00-0000-00(546) in Colquitt County is proposed to improve 7.86 miles of SR 133 from Old Berlin Road/ CR 256 (Colquitt County Mile Post 2.19), where it ties to Project STP00-0000-00(545), to Hawthorne Road/ CR 388 (Colquitt County Mile Post 10.05) where it ties to Project STP00-0032-02(028). Improvements consist of widening the existing two-lane SR 133 to a four-lane roadway with turn lanes as needed. Project P.I. 0000546 proposes a 24' raised median from Old Berlin Road/ C.R. 256 to Cannon Road that transitions to a 14' flush median through the City of Berlin. The median then transitions back to a 24' raised median and is maintained to Edmondson Road and then transitions back down to a 14' flush median to Hawthorne Road/ C.R. 388. Improving S.R. 133 to a multi-lane facility with separate turning lanes will reduce turning conflicts from the through traffic and improve operations.

Concept Approval Date: Original Concept Report Approved: March 23, 2006
Revised Concept Report Approved: August 9, 2010

Concept Update: No updates have occurred after the approval of the Revised Concept Report.

Environmental Document Type, Approval Date & any Reevaluations: **EA/FONSI, July 12, 2011**

Public Involvement:

- Public Hearing Open House Results:
  - September 13, 2007 held in Moultrie & Morven, GA for all 5 projects
  - Please see Attached PHOH Synopsis
  - 60 Total Comments Received for all 5 projects
  - Total Comments For or Against the Project:
    - For: 43
    - Conditional: 7
    - Uncommitted: 5

        - Against: 5
    - Total Number of Attendees:
        - Moultrie: 67
        - Morven: 141
        - Officials: 3
    - No major changes were made as a result of the comments received at the public hearings.
- Public Information Open House
    - May 10, 2005 held in Moultrie, GA for all 5 projects
    - Please see Attached PIOH Response Letter

Consistency with Approved Planning:
The design description as presented herein and submitted for approval is consistent with the approved Revised Concept Report.

Recommendations: Recommend that the project be approved and that the attached Notice be approved for advertising.

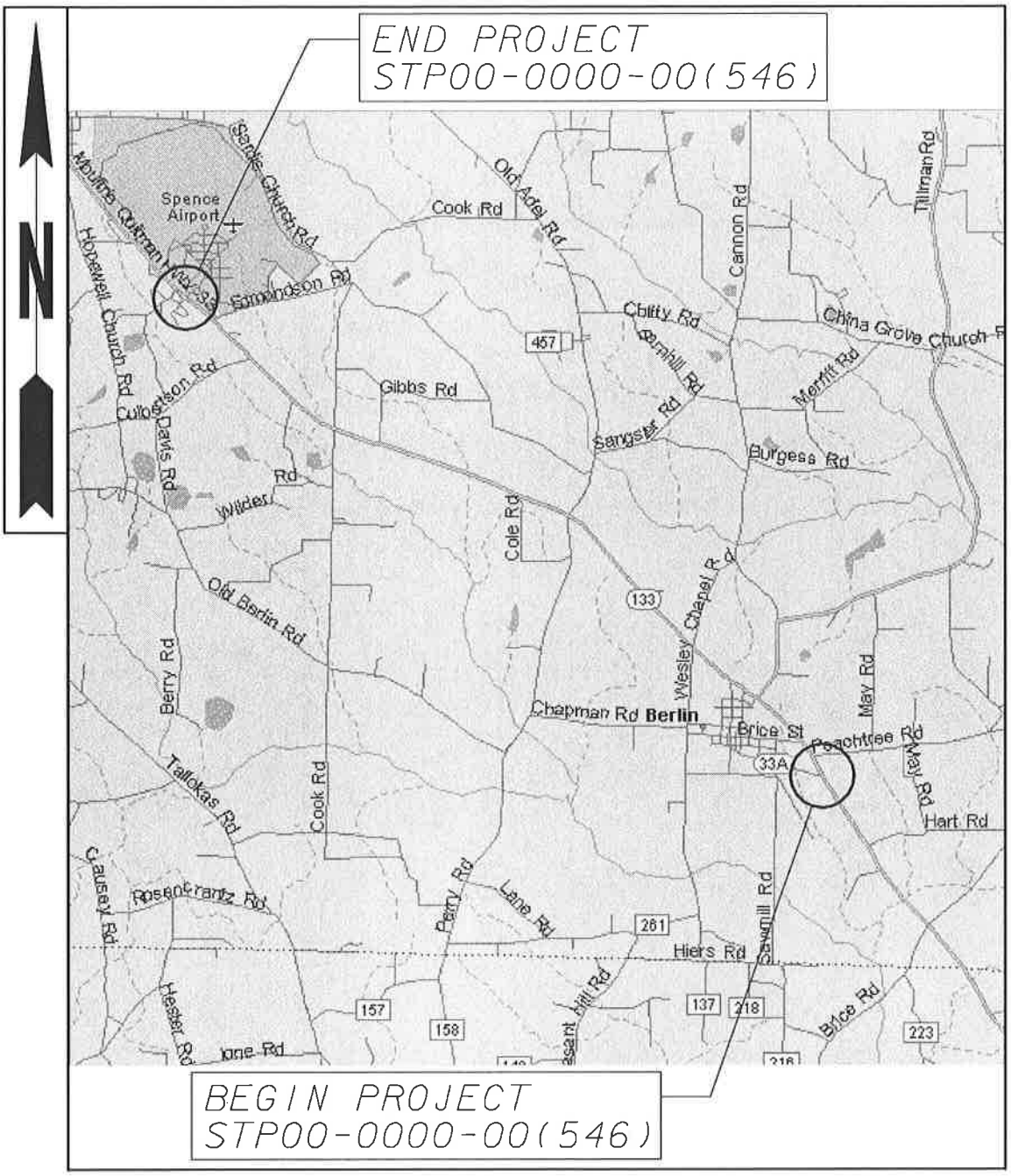
RECOMMEND: _____
Director of Engineering

APPROVE: _____ 7/21/2011
Chief Engineer Date

DATE OF LOCATION AND DESIGN APPROVAL: July 27, 2011
(To be entered by the State Conceptual Design Group Manager)

Attachments:

- Sketch Map
- Cost Estimate
- Notice of Location and Design Approval
- PHOH Synopsis
- PIOH Response Letter



LOCATION MAP

Project: STP00-0000-00(546) **PI No.:** 0000546
Description: Widening of SR 133 from **Old Berlin Road (CR 256)** to **Hawthorne Road (CR 388)**

STATE HIGHWAY AGENCY

DATE : 08/31/2010
PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0000546_BR
DESCRIPTION: SR 133 - TO 5

SPEC YEAR: 01

ITEMS FOR JOB 0000546_BR

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - STP00-0000-00(546)	1.000	1300000.00	1300000.00
0010	150-5000		EA	TRAF CTRL,TEMP SL ATTEN MODULE	8.000	459.11	3672.88
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	60146.65	60146.65
0020	201-1500		LS	CLEARING & GRUBBING - STP00-0000-00(546)	1.000	700000.00	700000.00
0025	205-0001		CY	UNCLASS EXCAV	220000.000	4.25	935477.40
0030	206-0002		CY	BORROW EXCAV, INCL MATL	290000.000	4.20	1218484.30
0035	207-0203		CY	FOUND BKFILL MATL, TP II	340.000	43.14	14670.91
0040	310-1101		TN	GR AGGR BASE CRS, INCL MATL	180000.000	13.14	2366379.00
0045	318-3000		TN	AGGR SURF CRS	9000.000	22.72	204499.89
0050	402-1812		TN	RECYL AC LEVELING,INC BM&HL	10000.000	70.57	705769.50
0055	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	64000.000	54.90	3513648.00
0060	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	31000.000	59.59	1847463.29
0065	402-3131		TN	RECYL AC 9.5 MM SP,GP 2,INCL BM & HL	900.000	85.00	76500.00
0070	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	40000.000	59.09	2363722.40
0075	413-1000		GL	BITUM TACK COAT	36000.000	2.40	86468.04
0080	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	50000.000	1.45	72947.50
0085	413-1000		GL	BITUM TACK COAT	1100.000	3.37	3711.16
0090	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	130.000	46.35	6025.66
0095	441-0303		EA	CONC SPILLWAY, TP 3	1.000	1886.87	1886.87
0100	441-0740		SY	CONC MEDIAN, 4 IN	8600.000	23.25	200017.77
0105	441-0748		SY	CONC MEDIAN, 6 IN	140.000	45.18	6325.36
0110	441-3999		LF	CONCRETE V GUTTER	3000.000	16.18	48558.00
0115	441-4020		SY	CONC VALLEY GUTTER, 6 IN	170.000	33.52	5699.17
0120	441-5002		LF	CONC HEADER CURB, 6", TP 2	340.000	13.71	4663.83
0125	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	860.000	16.51	14204.41
0130	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	71000.000	10.22	725972.16
0135	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	50.000	4.87	243.87
0140	446-1002		LF	PVMT REF FABRIC STRIPS,TP2,BIT	45000.000	2.89	130050.00
0145	456-2012		GLM	INTENT. RUMB. STRIPS - GRND-IN-PL	16.000	658.51	10536.32

(CONT)

0150	500-3101	CY	CLASS A CONCRETE	580.000	553.87 321245.36
0155	500-3200	CY	CL B CONC	150.000	151.09 22664.21
0160	500-9999	CY	CL B CONC,BASE OR PVMT WIDEN	250.000	139.32 34831.05
0165	511-1000	LB	BAR REINF STEEL	59000.000	0.64 37951.75
0170	550-1180	LF	STM DR PIPE 18",H 1-10	6300.000	26.22 165200.55
0175	550-1240	LF	STM DR PIPE 24",H 1-10	2400.000	33.72 80942.33
0180	550-1300	LF	STM DR PIPE 30",H 1-10	410.000	52.10 21364.18
0185	550-1360	LF	STM DR PIPE 36",H 1-10	520.000	51.00 26521.61
0190	550-1420	LF	STM DR PIPE 42",H 1-10	300.000	62.97 18892.06
0195	550-2180	LF	SIDE DR PIPE 18",H 1-10	4700.000	20.28 95358.35
0200	550-2240	LF	SIDE DR PIPE 24",H 1-10	220.000	26.86 5909.39
0205	550-2300	LF	SIDE DR PIPE 30",H 1-10	56.000	38.38 2149.53
0210	550-2360	LF	SIDE DR PIPE 36",H 1-10	110.000	46.54 5119.59
0215	550-3318	EA	SAFETY END SECTION 18",STD,4:1	58.000	604.33 35051.33

0220	550-3324	EA	SAFETY END SECTION 24",STD,4:1	31.000	927.47 28751.82
0225	550-3330	EA	SAFETY END SECTION 30",STD,4:1	5.000	1375.15 6875.78
0230	550-3336	EA	SAFETY END SECTION 36",STD,4:1	7.000	1888.42 13218.95
0235	550-3342	EA	SAFETY END SECTION 42",STD,4:1	2.000	2632.68 5265.37
0240	550-3418	EA	SAFETY END SECTION 18",SD,4:1	91.000	494.17 44969.79
0245	550-3424	EA	SAFETY END SECTION 24",SD,4:1	4.000	560.02 2240.11
0250	550-3430	EA	SAFETY END SECTION 30",SD,4:1	1.000	886.87 886.88
0255	550-3436	EA	SAFETY END SECTION 36",SD,4:1	2.000	
0260	550-3618	EA	SAFETY END SECTION 18",SD,6:1	90.000	677.06 60935.78
0265	550-3624	EA	SAFETY END SECTION 24",SD,6:1	4.000	636.24 2544.97
0270	550-3630	EA	SAFETY END SECTION 30",SD,6:1	1.000	1604.01 1604.02
0275	550-3636	EA	SAFETY END SECTION 36",SD,6:1	2.000	2364.44 4728.89
0280	550-4218	EA	FLARED END SECT 18 IN, ST DR	4.000	494.60 1978.43
0285	550-4224	EA	FLARED END SECT 24 IN, ST DR	3.000	534.92 1604.76
0290	550-4236	EA	FLARED END SECT 36 IN, ST DR	5.000	993.46 4967.31
0295	550-4242	EA	FLARED END SECT 42 IN, ST DR	4.000	956.76 3827.07
0300	573-2006	LF	UNDDR PIPE INCL DRAIN AGGR 6"	1000.000	13.15 13152.68
0305	576-1010	LF	SLOPE DRAIN PIPE, 10 IN	33.000	34.18 1128.19
0310	577-1100	EA	METAL DR INLET - CMPLT ASSMBLY	3.000	1087.36 3262.10
0315	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	700.000	47.15 33011.65
0320	603-7000	SY	PLASTIC FILTER FABRIC	83000.000	3.29 273646.02
0325	610-9230	LS	REM CLVT, CONCRETE, STA - 194+77	1.000	4500.00 4500.00
0330	610-9230	LS	REM CLVT, CONCRETE, STA - 273+45	1.000	

4500.00	4500.00			
0335 620-0100		LF	TEMP BARRIER, METHOD NO. 1	1000.000
26.66	26666.54			
0340 641-1200		LF	GUARDRAIL, TP W	9300.000
13.02	121095.39			
0345 641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	14.000
618.13	8653.92			
0350 641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	14.000
1803.14	25244.00			
0355 668-1100		EA	CATCH BASIN, GP 1	52.000
2060.65	107153.86			
0360 668-2100		EA	DROP INLET, GP 1	19.000
1787.50	33962.50			
0365 668-4300		EA	STORM SEW MANHOLE, TP 1	9.000
2138.33	19245.00			
0370 700-6910		AC	PERMANENT GRASSING	65.000
1113.15	72354.93			
0375 700-7000		TN	AGRICULTURAL LIME	130.000
43.59	5667.19			
0380 700-7010		GL	LIQUID LIME	170.000
16.55	2814.54			
0385 700-8000		TN	FERTILIZER MIXED GRADE	66.000
459.31	30314.70			
0390 700-8100		LB	FERTILIZER NITROGEN CONTENT	3300.000
2.29	7573.90			
0395 715-2200		SY	BITUM TRTD ROVING, WATERWAYS	2100.000
1.23	2595.75			
0400 716-2000		SY	EROSION CONTROL MATS, SLOPES	1500.000
1.65	2489.63			
0405 163-0232		AC	TEMPORARY GRASSING	33.000
458.28	15123.47			
0410 163-0240		TN	MULCH	1600.000
129.41	207065.18			
0415 163-0300		EA	CONSTRUCTION EXIT	19.000
1006.10	19116.07			
0420 163-0503		EA	CONSTR AND REMOVE SILT CONTROL GATE,TP	25.000
383.65	9591.36			
			3	
0425 163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN	5.000
276.68	1383.44			
			BG	
0430 163-0528		LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	2300.000
3.66	8430.21			
0435 163-0529		LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	8000.000
2.67	21439.12			
0440 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 181+20	
0445 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 199+00	
0450 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 212+00	

0455 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 216+00	
0460 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 249+00	
0465 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 277+30	
0470 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 292+25	
0475 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000
8459.81	8459.82			
			NO- 297+25	
0480 163-0531		EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA	1.000

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8459.81          8459.82
                                    NO- 381+00
0485  163-0531              EA      CONSTR & REM SEDIMENT BASIN,TP 1,STA          1.000
8459.81          8459.82
                                    NO- 400+80
0490  163-0531              EA      CONSTR & REM SEDIMENT BASIN,TP 1,STA          1.000
8459.81          8459.82
                                    NO- 413+70
0495  163-0531              EA      CONSTR & REM SEDIMENT BASIN,TP 1,STA          1.000
8459.81          8459.82
                                    NO- 471+30
0500  163-0531              EA      CONSTR & REM SEDIMENT BASIN,TP 1,STA          1.000
8459.81          8459.82
                                    NO- 477+50
0505  163-0550              EA      CONS & REM INLET SEDIMENT TRAP               75.000
 150.36         11277.44
0510  165-0010              LF      MAINT OF TEMP SILT FENCE, TP A             6400.000
   0.67          4290.62
0515  165-0030              LF      MAINT OF TEMP SILT FENCE, TP C             7900.000
   0.50          4007.67
0520  165-0041              LF      MAINT OF CHECK DAMS - ALL TYPES            2300.000
   0.93          2155.51
0525  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    181+20
0530  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    199+00
0535  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    212+00
0540  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    216+00
0545  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    249+00
0550  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    277+30
0555  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    292+25
0560  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    297+25
0565  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    381+00
0570  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    400+80
0575  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    413+70
0580  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    471+30
0585  165-0060              EA      MAINT OF TEMP SEDIMENT BASIN,STA NO -         2.000
 893.74          1787.48
                                    477+50
0590  165-0071              LF      MAINT OF SEDIMENT BARRIER - BALED STRAW    4000.000
   0.75          3034.00

0595  165-0087              EA      MAINT OF SILT CONTROL GATE, TP 3             25.000
  92.75          2318.84
0600  165-0101              EA      MAINT OF CONST EXIT                          19.000
 308.92          5869.55
0                                                   STATE HIGHWAY AGENCY
DATE  : 08/31/2010
PAGE  : 4

                                                   JOB DETAIL ESTIMATE
==========================================================================================
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0605  165-0105              EA      MAINT OF INLET SEDIMENT TRAP                 75.000
  50.10          3758.08
0610  167-1000              EA      WATER QUALITY MONITORING AND SAMPLING         7.000
 628.44          4399.13
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0615  167-1500                MO      WATER QUALITY INSPECTIONS                          24.000
 637.05          15289.30
0620  171-0010                LF      TEMPORARY SILT FENCE, TYPE A                    13000.000
   1.67          21780.33
0625  171-0030                LF      TEMPORARY SILT FENCE, TYPE C                    16000.000
   3.17          50782.56
0630  643-8200                LF      BARRIER FENCE (ORANGE), 4 FT                    27000.000
   1.52          41094.81
0635  636-1020                SF      HWY SGN,TP1MAT,REFL SH TP3                        320.000
  13.48           4315.22
0640  636-1029                SF      HWY SGN,TP2 MATL,REFL SH TP 3                     260.000
  15.62           4062.92
0645  636-1033                SF      HWY SIGNS, TP1MAT,REFL SH TP 9                   1100.000
  17.51          19266.68
0650  636-1041                SF      HWY SIGNS,TP 2MAT,REFL SH TP 9                     48.000
  24.40           1171.31
0655  636-2070                LF      GALV STEEL POSTS, TP 7                           3300.000
   6.90          22795.18
0660  636-2080                LF      GALV STEEL POSTS, TP 8                            400.000
   8.70           3481.98
0665  653-0120                EA      THERM PVMT MARK, ARROW, TP 2                      110.000
  66.65           7332.36
0670  653-0170                EA      THERM PVMT MARK, ARROW, TP 7                      120.000
  85.82          10298.53
0675  653-1501                LF      THERMO SOLID TRAF ST 5 IN, WHI                  120000.000
   0.23          27682.80
0680  653-1502                LF      THERMO SOLID TRAF ST, 5 IN YEL                   85000.000
   0.26          22217.30
0685  653-1704                LF      THERM SOLID TRAF STRIPE,24",WH                    680.000
   3.16           2150.68
0690  653-2501                LM      THERMO SOLID TRAF ST, 5 IN, WH                     23.000
1227.77          28238.80
0695  653-2502                LM      THERMO SOLID TRAF ST, 5 IN YE                      17.000
1353.24          23005.11
0700  653-3501                GLF     THERMO SKIP TRAF ST, 5 IN, WHI                   91000.000
   0.12          11481.47
0705  653-3502                GLF     THERMO SKIP TRAF ST, 5 IN, YEL                    6100.000
   0.12            784.64
0710  653-4501                GLM     THERMO SKIP TRAF ST, 5 IN, WHI                     18.000
 650.65          11711.80
0715  653-4502                GLM     THERMO SKIP TRAF ST, 5 IN, YEL                      2.000
 713.48           1426.98
0720  653-6004                SY      THERM TRAF STRIPING, WHITE                        320.000
   2.93            938.37
0725  653-6006                SY      THERM TRAF STRIPING, YELLOW                       630.000
   2.83           1787.10
0730  654-1001                EA      RAISED PVMT MARKERS TP 1                          270.000
   3.43            926.67
0735  654-1003                EA      RAISED PVMT MARKERS TP 3                         2100.000
   2.87           6034.83
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  ITEM TOTAL
19280910.39
  INFLATED ITEM TOTAL
19280910.39


  TOTALS FOR JOB 0000546_BR
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  ESTIMATED COST:
19280910.37
  CONTINGENCY PERCENT (  0.0 ):
     0.00
  ESTIMATED TOTAL:
19280910.37
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Date 5/25/2011

P.I. Number **0000546** County **Colquitt**

Project Number **STP00-0000-00(546)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	4.079
ENTER FPM DIESEL	9.178

ENTER FPL UNLEADED	3.862
ENTER FPM UNLEADED	8.6895

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**	220000.000	0.29	63800.00	0.15	33000.00	
Excavations paid as specified by Sections 206 **(CUBIC YARD)**	290000.000	0.29	84100.00	0.15	43500.00	
GAB paid as specified by the ton under Section 310 **(TON)**	180000.000	0.29	52200.00	0.24	43200.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	145900.000	2.90	423110.00	0.71	103589.00	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	580.00	554.00	321.3200	8.00	2570.56	1.50	481.98	Class A Ret Wall
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**625780.56**	**SUM QF UNLEADED=**	**223770.98**

DIESEL PRICE ADJUSTMENT($)	**$2,935,442.74**
UNLEADED PRICE ADJUSTMENT($)	**$993,834.05**

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

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL 604 **ENTER APM** 1359

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		36000	154.6236	

TMT = 154.6236

PRICE ADJUSTMENT($)	$112,071.19

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 604 **ENTER APM** 1359

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

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-1812		10000.000	5.00	500.00	Leveling
402-3121	25 mm SP	64000	5.00	3200.00	
402-3130	12.5 mm SP	31000	5.00	1550.00	
402-3131	9.5 mm SP	900	5.00	45.00	
402-3190	19 mm SP	40000	5.00	2000.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	7295.00	

PRICE ADJUSTMENT($)	$5,287,416.00

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

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

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

ENTER APL 604

ENTER APM 1359

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$2,935,442.74
UNLEADED PRICE ADJUSTMENT($)	$993,834.05
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$112,071.19
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$5,287,416.00
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:

TOTAL ADJUSTMENTS	$9,328,763.98

DWM 10/08

COST ESTIMATE SUMMARY
STP00-0000-00(546)

Base Construction Cost:	$19,280,910.37
Engineering and Inspection @ 5%:	$964,045.52
Fuel Adjustment:	$3,929,276.79
Liquid AC Adjustment	$5,399,487.19
Total Construction Cost:	**$29,573,719.87**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos.	0000543, 0000544, 0000545, 0000546, and 431780	OFFICE:	Environmental/Location
		DATE:	September 28, 2007

FROM Glenn Bowman, P.E., State Environmental/Location Engineer

TO Distribution Below

SUBJECT PUBLIC HEARING OPEN HOUSE SYNOPSIS

PROJECT Nos. & COUNTIES:	STP-0000-00(543), (544), (545), (546), and STP-032-2(28) Brooks and Colquitt
PROJECT DESCRIPTION:	Widening of State Route 133 from CR 276/Troupeville Road to SR 35/E. Moultrie Bypass
DATE:	September 13, 2007 4 p.m. – 7 p.m.
NUMBER IN ATTENDANCE:	67 – Moultrie Meeting 141 – Morven Meeting
FOR:	43
CONDITIONAL:	7
UNCOMMITTED:	5
AGAINST:	5
OFFICIALS IN ATTENDANCE:	3 (All attended the Morven Meeting.) W.P. Billy Langdale – Board Member DOT Ellis Black – State Representative Jody Redding – Office of Senator Johnny Isakson
ADDITIONAL COMMENTS:	Two PHOHs were held simultaneously at two different locations, Spence Field Community Center in Moultrie on the projects northern end and Morven City Hall on the projects southern end.
PREPARED BY:	Scarlett Sharpe, PBS&J for GDOT (Alexis John)
TELEPHONE No.:	(404) 699-4409

cc: Todd Long, P.E.
Gerald M. Ross, P.E.
Joe W. Sheffield, P.E.
David Norwood
Jeff Bridges
Craig A. Solomon
Scarlett Sharpe, PBS&J

GENA L. ABRAHAM,
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

Department of Transportation

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

BUDDY GRATTON, P.E.
DEPUTY
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

January 16, 2008

<<Title>><<Name>>
<<Street Address>>
<<City>>

Re: State Route 133 GRIP Improvements
GDOT Project Numbers STP-0000-00(543)(544)(545)(546), and STP-032-2(28)
P.I. Numbers 0000543, 0000544, 0000545, 0000546, and 431780
Brooks and Colquitt Counties

Dear <<Title>><<Name>>:

Thank you for your input the Public Hearing Open House (PHOH) for the referenced project. All written and recorded comments have been reviewed and will be taken into consideration as we continue the design process. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

As you are aware, the PHOH was held for the referenced project on September 13, 2007, at the Spence Field Community Center in Moultrie and the Morven City Hall in Morven simultaneously. Of the comments received, 43 were in support of the project, and five (5) were opposed to the project. There were 11 comments that stated their support was conditional, and five (5) people were uncommitted or did not specify their position on the proposed project.

The attendees of the PHOH and those persons sending in comments afterwards raised the following questions and concerns. The Georgia Department of Transportation (Department) has prepared one response letter that addresses all comments received so that everyone can be aware of the concerns raised and responses given. Please find the comments, concerns, and questions listed below along with the Department's response.

The majority of the total comments state concerns over right-of-way; including, taking right-of-way from individual properties, taking more right-of-way from one side of the road than the other, the need to move homes from their current location due to right-of-way acquisition, and the placement of existing and future wells and septic systems once right-of-way is acquired.

The Department's Right-of-Way Office will be in contact with all property owners where right-of-way would need to be acquired. All property where right-of-way would be necessary will be appraised at fair market value. Should the relocation of a well or septic system be necessary, this expense will be factored into the reimbursement.

At this time, the Department does not anticipate having to move any homes. The relocation of a household is only considered when right-of-way is necessary from property that would leave the home uninhabitable. For more information, please refer to the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended at http://www.access.gpo.gov/uscode/title42/chapter61_.html.
The design consultant is currently determining the right-of-way needs for the project. There are several areas located along the project corridor that require more right-of-way on one side than the other. Some reasons for this include minimizing impacts to historic resources, increased number of impacts to additional properties, minimizing impacts to the Georgia transmission towers in the area, minimizing impacts to wetlands and widening the road to one side to save the existing pavement on the other. The consultant will investigate ways to minimize impacts to affected property owners.

Several comments were in regard to the use of concrete medians versus grass medians for left turns, the placement of median openings, and U-turns.

It is true that a median does not allow left turns at all locations; however, studies show that the safety benefits of a raised median outweigh the inconvenience to motorists. It has been shown that raised medians reduce accident rates by as much as 55 percent. In regard to the concrete median versus a grass median, a grass median would be more aesthetically pleasing; however, left turns and U-turns would still only be allowed at designated left turn lanes and median openings.

Several comments were concerned about the speed and safety of the improved roadway.

The speed limit of SR 133 would be designed and posted according to Department design standards. The improvements to SR 133 would improve its operational safety not only through the placement of medians, but also through the addition of left turn lanes which would remove turning conflicts from through traffic.

Several comments suggested the placement of traffic lights, one at the intersection of Cates Road and SR 133 and one within the City of Morven.

At this time, traffic does not warrant a traffic light at the intersection of Cates Road and SR 133 or within the City of Morven; therefore, it is not proposed as part of this project.

Several comments were concerned with large trucks being able to safely turn onto their farms due to median placement and driveway width.

Median openings have been provided at all major intersections, public roads and at locations that meet Department design requirements. U-turn bays would be provided at median break allowing large trucks and farm vehicles to safely make U-turns.

The design consultant will reassess the possibility of relocating median openings to current large farming operations to be more accommodating.

The opportunity to discuss the width of proposed drives to the farming operations would be available during the right-of-way negotiations.

One comment stated that in the design documents, the name on their property is incorrect.

The property tax records will be verified prior to final design being completed.

One comment was concerned with drive entrances and access to barns on GA Hwy 122.

Driveway entrances on Hwy 122 would not be affected.

One comment stated the Department should award the contract for this project to a company with a proven record with regards to quality and a proven track record of completing projects on time.

The Department fully agrees. Contracts are not awarded on lowest bids. Rather, they are awarded on past performances and qualifications through a performance based review process.

One comment stated the intent of the property owner to pave a road from their house along the left side of their property that would join SR 133 a few feet north of the turn lane near their property. They would like the Department to provide an entrance and a drain pipe at this location.

Proposed driveways will be provided only in locations where a current driveway exists. Median openings are only to be placed where they safely meet Department design standards

One comment would like to see a scale and inspection station to slow down truck traffic.

The addition of a DOT scale/inspection station would only slow truck traffic in the area of the scale/inspection station as trucks enter and leave the station. It would not slow traffic throughout the project corridor.

One comment would like more information on the purchase of wetlands for mitigation purposes.

For information regarding the purchase of wetlands, please contact the Department's Office of Environment and Location, Ecology Section, at 404-699-4400.

One comment would like to know when properties will be appraised.

The Department's Right-Of-Way Office will set meeting and appraisal times that are convenient for the property owners. At this time, it is not known when right-of-way appraisals will specifically take place.

Several comments were in support of the project.

The Department appreciates all support of the proposed project.

Comments were also received that were not in favor of the project. They did not see a need for a four lane divided highway.

The proposed widening of SR 133 is part of the Governor's Road Improvement Program (GRIP) that will provide connectivity to 95 percent of the State of Georgia's cities (with a population of 2,500 or more) to a major interstate system, provide opportunities for growth, provide effective and efficient transportation for the states growing population, and provide safer travel in rural areas. The GRIP system will ensure that 98 percent of all areas within the state will be within 20 miles of a four-lane road.

Thank you again for your comments. Should you have any further questions concerning this project, please call Alexis John at (404) 699-4409 or Michael Murdoch at (404) 699-4417, both of my staff.

Sincerely,

Glenn Bowman, P.E.
State Environmental/Location Engineer

GB/AHJ/ss

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 by 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. 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. Keepler
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

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT STP00-0000-00(546), Colquitt County

P. I. NUMBER 0000546

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is **July 27, 2011.**

STP00-0000-00(546) in Colquitt County is proposed to improve 7.86 miles of SR 133 from Old Berlin Road/ CR 256 (Colquitt County Mile Post 2.19), where it ties to Project STP00-0000-00(545), to Hawthorne Road/ CR 388 (Colquitt County Mile Post 10.05) where it ties to Project STP00-0032-02(028). This project is located in Land Districts 8 and 9.

Improvements consist of widening the existing two-lane SR 133 to a four-lane roadway with turn lanes as needed. Project P.I. 0000546 proposes a 24' raised median from Old Berlin Road/ C.R. 256 to Cannon Road that transitions to a 14' flush median through the City of Berlin. The median then transitions back to a 24' raised median and is maintained to Edmondson Road and then transitions back down to a 14' flush median to Hawthorne Road/ C.R. 388. Improving S.R. 133 to a multi-lane facility with separate turning lanes will reduce turning conflicts from the through traffic and improve operations.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Sonja Thompson
District 4 Area 4 Engineer
sonja.thompson@dot.state.ga.us
120 Veterans Parkway North
Moultrie, GA 31768
(229) 891-7130

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Douglas Fadool, AVS
Office of Program Delivery
dfadool@dot.ga.gov
One Georgia Center
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(404) 308-1353

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.