

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS-0001-00(570) Thomas County
P.I. No.: 0001570
Safety Improvements @ Various Median Openings

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: September 18, 2000

FROM: ^{KPW} Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO: David Crim, District Engineer, Tifton
Attn: Joe Sheffield

SUBJECT: APPROVED CONCEPT REPORT

Attached is a copy of the approved concept report and a copy of our files on the above listed project for your use and further handling.

This project consists of the reconstruction of the existing median cross overs located on S.R. 300/U.S. 19 in Thomas County.

By copy of this letter, this office is transmitting a copy of the approved concept report to the Office of Environmental/Location for their use in performing the appropriate environmental studies.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

Attachments

cc: Frank Danchetz
Tom Turner, w/attach.
David Millins, w/attach.
Wayne Hutto, w/attach.
Herman Griffin, w/attach.
Harvey Keepler, w/attach.
Brent Thomas, w/attach.
Dick Graves, w/attach.
Jim Chambers, Attn: Otis Clarke, w/attach.
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

THOMAS COUNTY

NHS-0001-00(570)

FEDERAL ROUTE NO: 19

STATE ROUTE NO: 300

GADOT P.I. NO:0001570

SEE ATTACHED
LOCATION SKETCH

Date of Report: August 14, 2000

RECOMMENDED:	<u>8/16/2000</u>	<u><i>Marvin Helton</i></u>
	DATE	STATE TRAFFIC OPERATIONS ENGINEER
RECOMMENDED:	<u>8-24-00</u>	<u><i>[Signature]</i></u>
	DATE	DISTRICT ENGINEER
RECOMMENDED:	<u>8-24-00</u>	<u><i>[Signature]</i></u>
	DATE	CHIEF ENGINEER
APPROVED:	_____	<u><i>[Signature]</i></u>
	DATE	COMMISSIONER

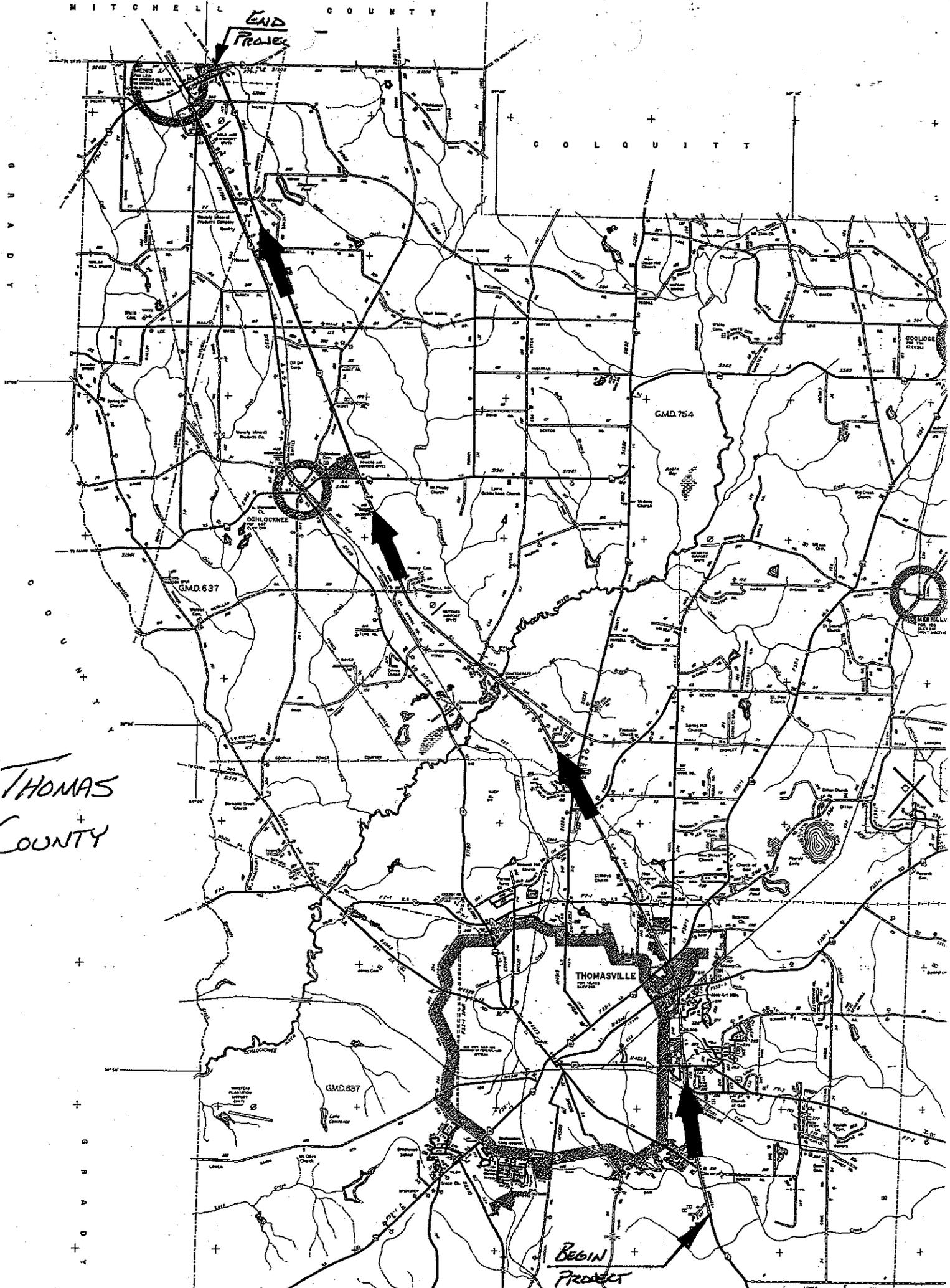
MITCHELL COUNTY

COLQUITT

END PROJECT

THOMAS COUNTY

BEGIN PROJECT



PROJECT CONCEPT REPORT

P.I. No.: 0001570

Project No.: NHS-0001-00(570) Thomas County

Route No.: SR 300/US 19 @
Thomas County

- | | |
|--|--|
| CR 219/Sunset Drive | CR 79/Fredonia Rd. |
| CR 246/Old Monticello Rd. | SR 202 & CR 247/County Line Rd. |
| CS 7891/Heritage Drive | CR 193/Pasco Rd. |
| Median X-Over MP 11.49 | Median X-Over MP 18.82 |
| Median X-Over MP 11.64 | CR 70/Egg & Butter Extension |
| Median X-Over MP 12.59 | CR 157/Egg & Butter Rd. & Myrick Rd. |
| Median X-Over MP 12.73 | Median X-Over MP 21.15 |
| Median X-Over MP 13.04 | CR 159/McMillian Rd. & Whip-O-Will Rd. |
| CR 359//Timber Ridge Dr. | CR 415/Groover Rd. |
| CR 234/Commercial Dr. | SR 188 |
| SR 122 & CR 385/Remington Ave & Pavo Rd. | CR 126/Stage Rd. |
| Median X-Over MP 13.60 | CR 200/Chasen Rd. |
| CS 7401/Colonial Dr. | CR 133/Rupp Rd. |
| SR 35BU & 319BU/Plantation Pkwy | CR 129/Hansell Rd. |
| Median X-Over MP 14.22 | CR 205/Midway Church Rd. |
| Median X-Over MP 14.46 | Median X-Over MP 29.34 |
| CR 287/Clark Rd. | CR 305/Palmer Rd. |
| CR 190/Patterson Still Rd. | CR 127/Marshall St. |
| SR 35/North Bypass | SR 111 |
| CR 192/St. Mary's Church Rd. | |

Location: The project begins approximately 3.03 miles south of the Thomasville City Limits, in Thomas County and runs north through Thomas County to the Thomas/Mitchell County Line, approximately 20.42 miles, on SR 300/US 19.

Description: At the various locations located on this corridor the existing median cross over will be reconstructed to provide Type "B" Median Cross Overs – Offset left turn lanes for S.R. 300. The existing Type "A" Median Cross Overs – Adjacent Left turn Lanes will be reconstructed as Type "B" Median Cross Overs. Right turn lanes will also be constructed and/or extended to meet speed design deceleration distances at various locations. Right turn lanes will only be constructed if they can be done within the existing R/W.

Traffic – Current ADT: S.R. 300 from:

Thomas County	M.P. 10.50 to M.P. 10.65 -----	8,000 (1998 ADT)
	M.P. 10.65 to M.P. 12.28 -----	7,200 (1998 ADT)
	M.P. 12.28 to M.P. 13.52 -----	29,000 (1998 ADT)
	M.P. 13.52 to M.P. 15.08 -----	18,200 (1998 ADT)
	M.P. 15.08 to M.P. 17.41 -----	11,600 (1998 ADT)
	M.P. 17.41 to M.P. 23.64 -----	7,900 (1998 ADT)
	M.P. 23.64 to M.P. 30.24 -----	6,200 (1998 ADT)
	M.P. 30.24 to M.P. 30.83 -----	5,800 (1998 ADT)
	M.P. 30.83 to M.P. 30.92 -----	6,900 (1998 ADT)

Existing Typical: S.R. 300: 4 – 12’ Travel lanes two in each direction, with 10’ paved outside shoulder and 4’ paved inside shoulder. Median width is 44’ with left & right turn lanes at various locations.

Existing Right of Way: S.R. 300 ----- 200’ & 250’ (Estimated)

Existing Traffic Control: S.R. 300 currently has 3 stop & go traffic signals, with the remainder of the corridor a through movement. The side roads are controlled by stop signs.

Existing Major Structures: None.

Statement of Need & Purpose: Accident history for the years of ’95 – ’98 shows 38% of the accidents are rear end, 30% are angle intersecting, 15% are struck object and 9% are side swipe. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight distance to on coming traffic. The construction of these turn lanes would allow vehicles to move out of the flow of traffic to decelerate, decreasing rear end and side swipe accidents. To improve the safety and orderly progression of traffic through the corridor and help eliminate angle intersecting, rear end and side swipe accidents, these improvements are recommended.

Length: 20.42 miles

Termini: - SR 300 -

<u>From M.P.:</u>	10.50
<u>To M.P.:</u>	30.92

PDP Class: Minor Existing

Functional Class: S.R. 300 - Thomas -- MP 10.50 to MP 16.27 --- Urban Principal Arterial
MP 16.27 to MP 30.92 --- Rural Principal Arterial

Max Degree of Curve: +/- 2 Degrees **Max Grades:** +/- 2.0 %

Design Speed: 45, 55 & 65 mph

Proposed Typical Section: S.R. 300: 4 – 12’ Travel lanes two in each direction, with 10’ paved outside and 4’ paved inside shoulders with 12’ left & right turn lanes added or reconstructed.

Proposed major structures: None.

Type Access: By Permit.

Traffic Control During Construction: Existing operation shall be maintained during construction.

Right-of-Way Requirement: Georgia Department of Transportation shall be responsible for the acquisition of all Required Right-of-Way for this project. None anticipated.

Utilities: Georgia Department of Transportation shall be responsible for all Utility adjustments.

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>
R/W -----	\$ 0 (Ga. D.O.T.)
Utilities -----	\$ 0 (Ga. D.O.T.)
Estimated LGPA Total -----	\$ 0
Construction -----	\$ 10,865,361
Traffic Signals -----	\$ 150,000
E & C 10% -----	\$ 1,101,536
Total Construction -----	\$ 12,116,897

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

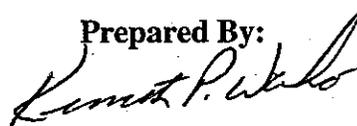
Time Saving Procedures Appropriate: Yes (X) No ()

Design Variances Required: None.

Alternatives Considered: None.

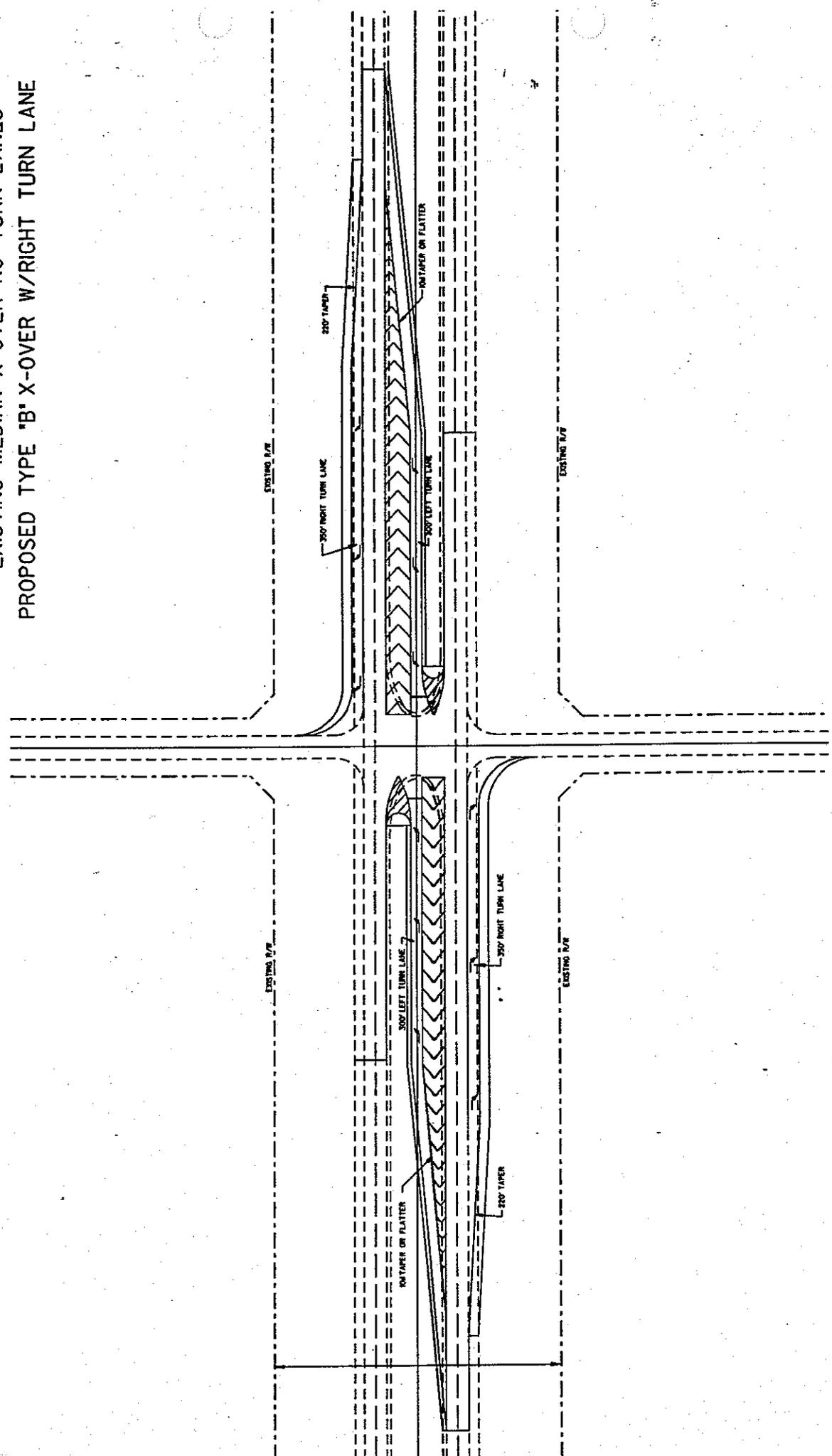
Comments: None.

Prepared By:



Ken Werho

EXISTING MEDIAN X-OVER NO TURN LANES
PROPOSED TYPE 'B' X-OVER W/RIGHT TURN LANE



EXISTING TYPE "A" X-OVER

PROPOSED TYPE "B" X-OVER W/RIGHT TURN LANE

