



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
PROJECT CONCEPT REPORT**

Project Type: Intersection Improvement  
 GDOT District: 4  
 Federal Route Number: N/A

P.I. Number: 0007273  
 County: Tift  
 State Route Number: SR 35 Conn.

CR 299/OMEGA ROAD FROM SR 35/US 319 TO I-75

Submitted for approval:

C. Andrew Cury \_\_\_\_\_ DATE 9/27/12  
 Design Phase Office Head (Roadway Design)

Albert Shelby \_\_\_\_\_ DATE 10/2/12  
 Office Head (GDOT Project Manager's Office)

J. W. B. \_\_\_\_\_ DATE 10/1/2012  
 GDOT Project Manager

\* Recommendations on file  
 Recommendation for approval:

Program Control Administrator \_\_\_\_\_ DATE \_\_\_\_\_  
 \* Glenn Bowman / KLP \_\_\_\_\_ DATE 10-16-12

State Environmental Administrator \_\_\_\_\_ DATE \_\_\_\_\_  
 \* Kathy Zahal / KLP \_\_\_\_\_ DATE 10-29-12

State Traffic Engineer \_\_\_\_\_ DATE \_\_\_\_\_  
 \* Lisa Myer / KLP \_\_\_\_\_ DATE 10-10-12

Project Review Engineer \_\_\_\_\_ DATE \_\_\_\_\_  
 \* Patrick Allen / KLP \_\_\_\_\_ DATE 10-12-12

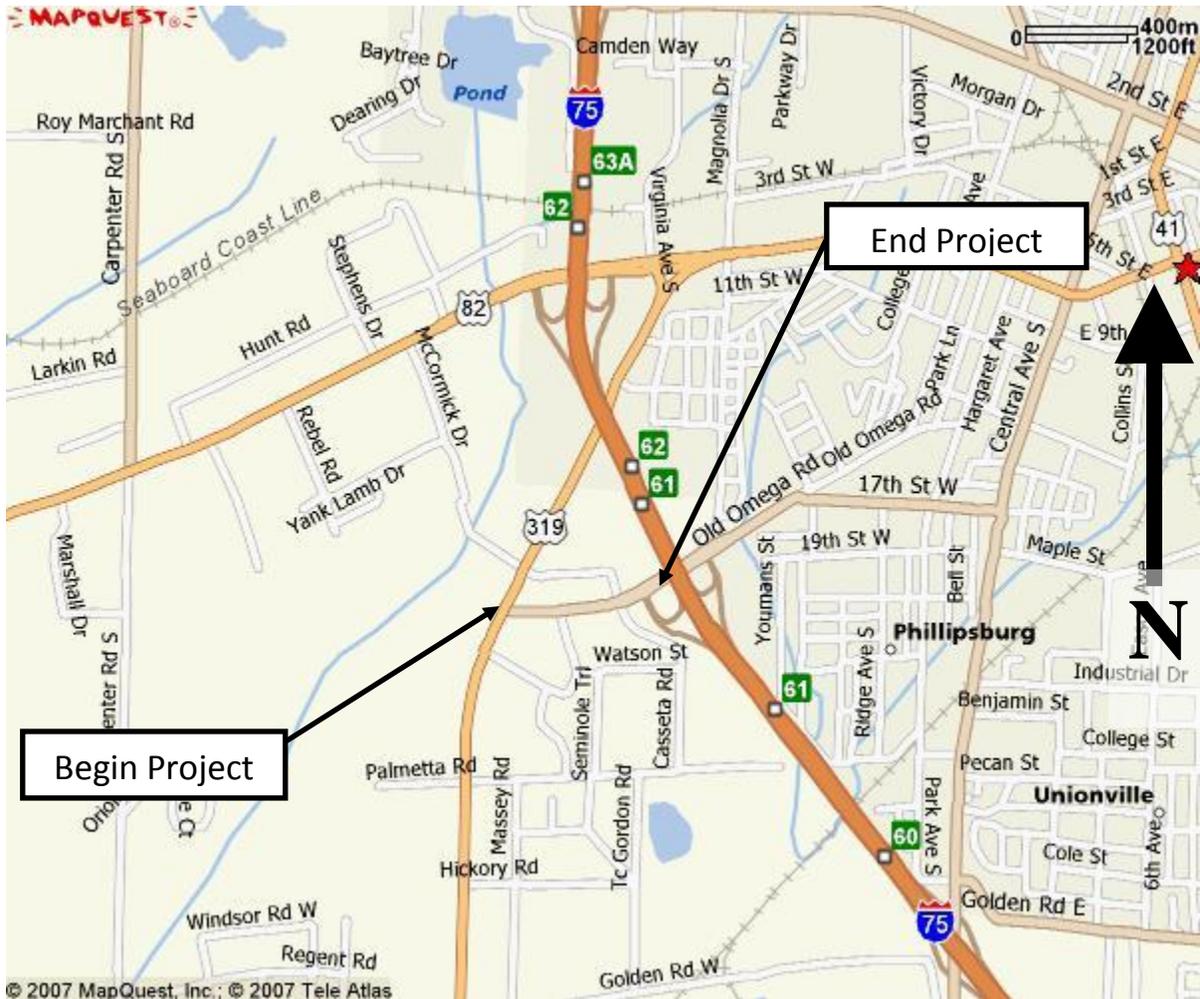
for \* Joe Sheffield / KLP \_\_\_\_\_ DATE 10-4-12  
 State Utilities Engineer \_\_\_\_\_ DATE \_\_\_\_\_  
 District Engineer

State Transportation Financial Management Administrator \_\_\_\_\_ DATE \_\_\_\_\_

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

Cynthia L. Vaufler \_\_\_\_\_ DATE 10-10-12  
 State Transportation Planning Administrator

### PROJECT LOCATION



No Scale

### INTERSECTION IMPROVEMENT – CR 299/OMEGA RD @ US 319/SR 35

P.I. Number: 0007273

TIFT COUNTY

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** Currently, Omega Road / CR 299 intersects US 319 / SR 35 at approximately 60 degrees. The intersection corners are small and are being damaged by truck traffic. The existing intersection skew and radius are causing operation and maintenance concerns as truck traffic increasingly uses Omega Road / CR 299 to access I-75. CCSTP-0007-00(273) proposes improving geometric features of the intersection by realigning Omega Road / CR 299 at its intersection with US 319 / SR 35.

A further feature of the proposed project involves directing a portion of the US 319 / SR 35 traffic from an adjacent I-75 interchange to the Omega Road / I-75 interchange. US 319 / SR 35 traffic on I-75 is currently directed to the US 82 / SR 520 / 7<sup>th</sup> Street interchange. US 319 / SR 35 southbound traffic must travel to the east side of the interchange where it makes a right turn. This maneuver has caused some operational issues at the congested I-75 / US 82 / SR 520 / 7<sup>th</sup> Street interchange. Project CCSTP-0007-00(273) proposes to re-sign several signs on I-75 to redirect the US 319 / SR 35 southbound traffic from the US 82 interchange to the Omega interchange.

**Description of the proposed project:** The proposed project improves Omega Road/CR 299 to State Route standards from US 319/SR 35 (MP 0.00) to I-75 (MP 0.30) for a total distance of approximately 0.3 miles. This section of roadway will be designated as a SR 35 Connector. The beginning of the project realigns Omega Road/CR 299 to tie in US 319/SR 35 at an angle closer to 90 degrees. Left and right turn lanes are proposed at the intersection of Omega/CR 299 onto US 319/SR 35 and a right-turn lane is proposed from US 319/SR 35 to Omega. The project also includes modifying several signs along I-75 southbound leading up to exits for US 82/SR 520/7<sup>th</sup> Street and Omega Road due to the designation of Omega Road as a SR 35 Connector. The I-75 southbound single lane exit ramp to Omega Road will be modified to a left and right turn lane at the intersection and a median barrier will be added to separate the entrance and exit ramps.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:**  N/A  MPO – N/A  
MPO Project TIP # N/A

**Regional Commission:**  N/A  RC – Southern Georgia RC  
RC Project ID # NA

**Congressional District(s):** 8

**Projected Traffic AADT:**

Current Year (2011): 6500      Open Year (2016): 7200      Design Year (2036): 9700

**Functional Classification (Mainline):** Urban Collector Street

**Is this project on a designated bike route?**  No  YES

**Is this project located on a pedestrian plan?**  No  YES

**Is this project located on or part of a transit network?**  No  YES

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** Close proximity to the existing buffered lake located in the southeast quadrant of the US 319/SR 35 @ Omega Road/CR 299 intersection with the addition of a proposed right turn lane from US 319/SR 35 Northbound to Omega Road.

**Context Sensitive Solutions:** Provide flat shoulder slopes to blend roadway widening into existing terrain to minimize impacts to buffer and existing right of way.

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features: CR 299/Omega Road

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	11'-12'	12'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type	6' graded	8' graded	10' Urban
- Outside Shoulder Slope	N/A	6%	2%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	5'	N/A**
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	45		45
Design Speed	45	N/A	45
Min Horizontal Curve Radius	1900	711	711
Superelevation Rate	4%	4% min.	4%
Grade	4%	8%	4%
Access Control	By Permit	N/A	By Permit
Right-of-Way Width	100' Total	N/A	100-120'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	WB-67

\*According to current GDOT design policy if applicable

\*\*Variance will be requested for permission to omit sidewalk on urban shoulder

### Major Structures:

Structures	Existing	Proposed
ID #	N/A	N/A
Retaining walls	N/A	N/A
Other	N/A	N/A

### Major Interchanges/Intersections:

- SR 35/US 319 Intersection
- I-75 Interchange

**Utility Involvements:**

**Electric Distribution & Transmission – Colquitt EMC**  
**Gas, Water & Sewer (Including Sanitary Sewer Lift Station) – City of Tifton**  
**Telecommunications - Bellsouth**

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  YES  NO

**SUE Required:**  Yes  No

**Railroad Involvement: N/A**

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:**

Required Right-of-Way anticipated:  YES  NO  Undetermined  
 Easements anticipated:  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: 2  
 Anticipated number of displacements (Total): 0  
 Businesses: 0  
 Residences: 0  
 Other: 0

**Location and Design approval:**  Not Required  Required

**Off-site Detours Anticipated:**  No  Yes  Undetermined

**Transportation Management Plan Anticipated:**  YES  NO

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Design Variances to GDOT standard criteria anticipated:**

<b>GDOT Standard Criteria</b>	<b>Reviewing Office</b>	<b>YES</b>	<b>Appvl Date (if applicable)</b>	<b>NO</b>	<b>Undetermined</b>
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations (Sidewalk*)	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

**\*Design Variance to be requested to omit the inclusion of sidewalk due to low pedestrian traffic.**

**VE Study anticipated:**  No       Yes       Completed – Date: N/A

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:       NEPA:  Categorical Exclusion       EA/FONSI       EIS

**Air Quality:**

Is the project located in a PM 2.5 Non-attainment area?       No       Yes  
 Is the project located in an Ozone Non-attainment area?       No       Yes

**MS4 Compliance – Is the project located in an MS4 area?**       No       Yes

**Environmental Permits/Variations/Commitments/Coordination anticipated:**

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Is a PAR required?**     No     Yes     Completed – Date: [Click here to enter a date.](#)

**NEPA/GEPA:** Categorical Exclusion anticipated.

**Ecology:** Possible Waters of the US located along corridor.

**History:** Desktop review revealed no known resources.

**Archeology:** No known concerns at this time.

**Air & Noise:** No known concerns at this time.

**Public Involvement:** A Public Information Open House meeting was held on August 28, 2007 with a 3 lane center turn lane concept.

An additional Public Meeting should be held to see if there are any public concerns with the current scope of the project.

**Major stakeholders:** The Local and Interstate traveling public, FHWA, businesses and residents in the area, Emergency Services and the Trucking Industry.

**ROUNDBOUTS**

**Lighting agreement/commitment letter received:**     No     Yes

**Planning Level assessment:** N/A

**Feasibility Study:** N/A

Peer Review required:  No  Yes  Completed – Date: N/A

## CONSTRUCTION

### Issues potentially affecting constructability/construction schedule:

Sanitary Sewer Lift Station relocation.

Early Completion Incentives recommended for consideration:  No  Yes

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – Roadway Design
Design	GDOT – Roadway Design
Right-of-Way Acquisition	GDOT – Right of Way
Utility Relocation	Utility Owners
Letting to Contract	GDOT – Bidding Administration
Construction Supervision	GDOT – District Construction
Providing Material Pits	Contractor
Providing Detours	GDOT – To be implemented by the Contractor
Environmental Studies, Documents, and Permits	GDOT – Environmental Services
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT – Materials and Research

Lighting required:  No  Yes - Existing To be replaced on Ramps due to widening.

Initial Concept Meeting: 8/30/2012

Concept Meeting: TBD

### Other projects in the area:

PI # 0000803, NHS-000-00(803), I-75 @ CR 410/Brighton Road – Ph II, Interchange Reconstruction  
PI # 0007183, SR 35 - Miscellaneous Safety Improvements in Colquitt & Tift Counties

### Other coordination to date:

- PIOH was held on August 28, 2007 on original 3 lane section with center turn lane design.
- Original Concept Team Meeting was held on December 19, 2007 by Consultant Jacobs Carter Burgess on behalf of Tift County.
- Tift County met with then Commissioner Vance Smith on October 19, 2009 pushing project as a way to relieve traffic at US 82/ SR 520 Interchange with I-75.
- Tift County Request Letter for GDOT to take over project due to lack of Local Funding.
- Project Scope reduced and assigned to Roadway Design September 20, 2011.
- Met with Local Official to discuss reduced project scope October 5, 2011.
- Coordination with Office of Transportation Data to add SR 35 Connector to State Route System.

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT		
\$ Amount	\$90,500	\$285,000	\$7,000**	\$1,166,725.90	N/A	\$1,549,226
Date of Estimate	10/27/2011	8/30/2012	5/31/2012	9/21/2012	N/A	

\*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

\*\*City of Tifton indicates potential Utility Aid Request of \$312,500.00

**ALTERNATIVES DISCUSSION**

**Alternative selection:**

**Alternative #1(Preferred):** The preferred alternate will improve CR 299/Omega Rd from US 319/SR 35 to I-75. The beginning of the project will realign the existing Omega/CR 299 alignment to tie into US 319/SR 35 at a 90 degree angle, while shifting to the north side of the existing Sanitary Sewer Lift Station. Left and right turn lanes are proposed to be added at the intersection of Omega/CR 299 and US 319/SR 35 and a right turn lane is proposed from US 319/SR 35 to Omega/CR 299. The project also includes modifying several signs along I-75 leading up to exits for US 82/SR 520/7<sup>th</sup> Street and Omega Rd. The existing intersection at SR 35/US 319 and Old Tifton-Moultrie Hwy/Casseta Drive is proposed to be modified to a “right in” and “right out” only intersection to minimize conflict with relocated Omega Road due to its close proximity. The I-75 southbound single lane exit ramp to Omega Road will be modified to a left and right turn lane at the intersection and a median barrier will be added to separate the entrance and exit ramps. The proposed project length is 0.3 miles.

<b>Estimated Property Impacts:</b>	<b>2</b>	<b>Estimated Total Cost:</b>	<b>\$1,549,226</b>
<b>Estimated ROW Cost:</b>	<b>\$285,000</b>	<b>Estimated CST Time:</b>	<b>9 MONTHS</b>

**Rationale:** The preferred alternate is most desirable as it allows for shorter construction time, a 90 degree intersection angle, avoiding the relocation of the Sanitary Sewer Lift Station, minimum Right of Way impacts and less reconstruction to the existing drainage including the the spillway t the lake.

**Alternative #2:** The second alternate will improve CR 299/Omega Rd from US 319/SR 35 to I-75. The beginning of the project will realign Omega/CR 299 to tie into US 319/SR 35 at a 75 degree angle. Left and right turn lanes are proposed to be added at the intersection of Omega/CR 299 and US 319/SR 35 and a right turn lane is proposed from US 319/SR 35 to Omega/CR 299. The project also includes modifying several signs along I-75 leading up to exits for US 82/SR 520/7<sup>th</sup> Street and Omega. The I-75 southbound single lane exit ramp to Omega Road will be modified to a left and right turn lane at the intersection and a median barrier will be added to separate the entrance and exit ramps. The proposed project length is 0.3 miles.

<b>Estimated Property Impacts:</b>	<b>1</b>	<b>Estimated Total Cost:</b>	<b>\$1,698,722*</b>
<b>Estimated ROW Cost:</b>	<b>\$132,000</b>	<b>Estimated CST Time:</b>	<b>10 MONTHS</b>

**Rationale:** This alternate is less desirable since it will require the relocation of the Sanitary Sewer Lift Station which may result in an Utility Aid request from the City of Tifton of \$312,500, potential reconstruction of the existing drainage system including the spillway at the lake, a slightly longer construction time due to relocation and possible additional Right of Way impacts.

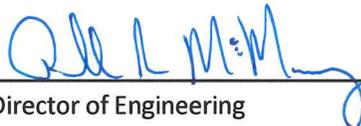
\*Total Cost includes an anticipated City of Tifton Utility Aid Request of \$312,500.

<b>Alternative #3 (No Build):</b> This alternate would retain Omega Rd/CR 299 as it currently is.			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>0 MONTHS</b>
<b>Rationale:</b> This alternate is less desirable due to the increasing volume of truck traffic using Omega Rd/CR 299 to access to I-75 causing operation and maintenance concerns due to a substandard intersection skew, substandard intersection radii and a deteriorating pavement structure.			

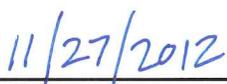
**Attachments:**

1. Concept Layouts
  - a) Preferred Alternate
  - b) Alternate 2
  - c) Signs (3 Sheets)
2. Typical Sections
3. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustment forms
  - c. Right-of-Way
  - d. Utilities
4. Traffic Data
5. Crash Summaries
6. Capacity Analysis Summary (*tabular format*)
7. Highway Safety Manual Crash Reduction Factor Calculations
8. Minutes of Concept Meetings
  - a. CTM – December 19, 2007
  - b. CTM – August 30, 2012
9. Minutes of any meetings that shows support or objection to the concept.
  - a. Tift County Meeting with Commissioner
  - b. PIOH Summary of Comments - August 28, 2007

**APPROVALS**

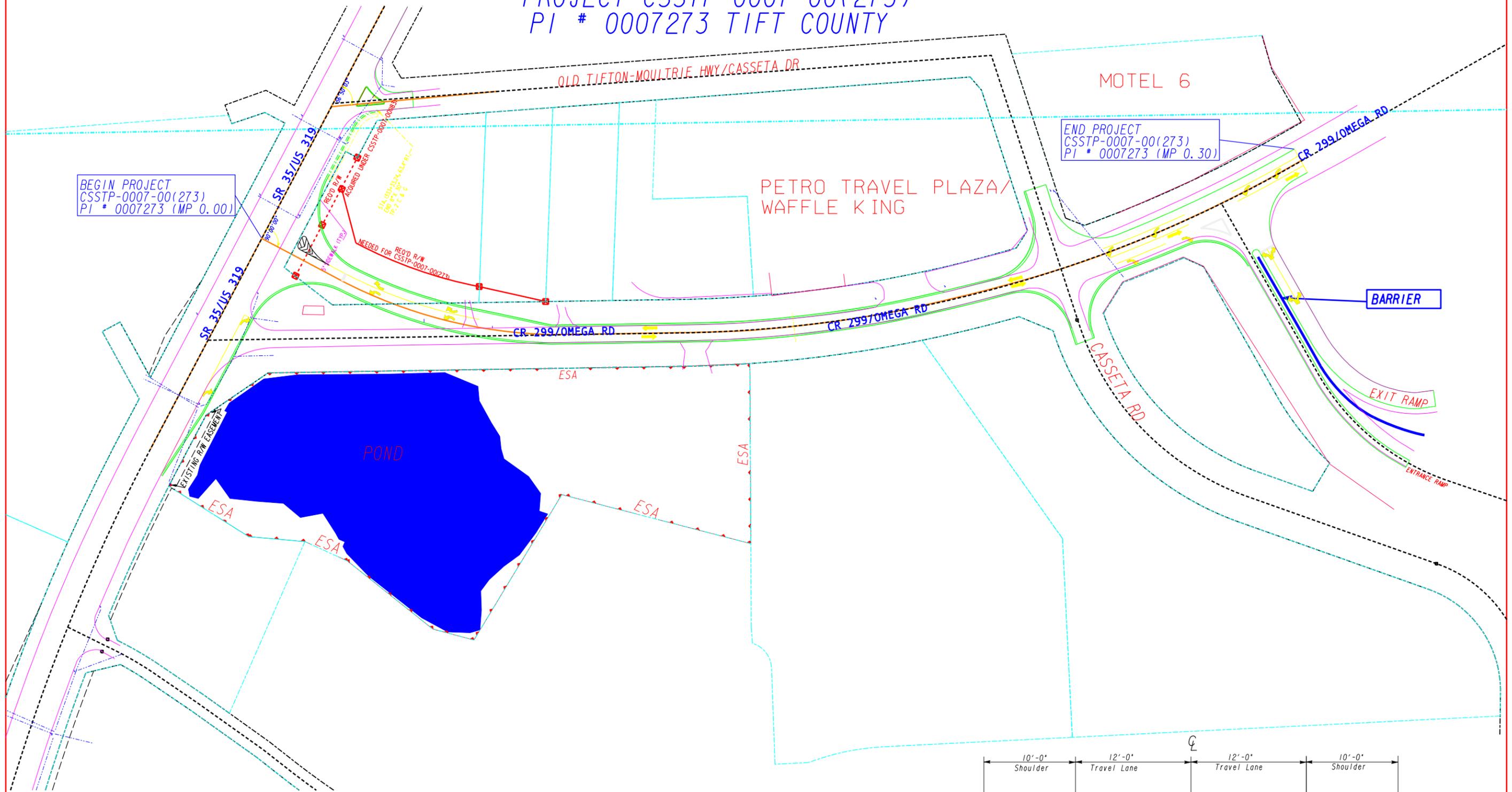
Concur:   
\_\_\_\_\_  
Director of Engineering

Approve:   
\_\_\_\_\_  
Chief Engineer

  
\_\_\_\_\_  
Date

CONCEPT  
 OLD OMEGA RD  
 PROJECT CSSTP-0007-00(273)  
 PI # 0007273 TIFT COUNTY

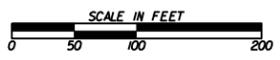
PREFERRED ALTERNATE



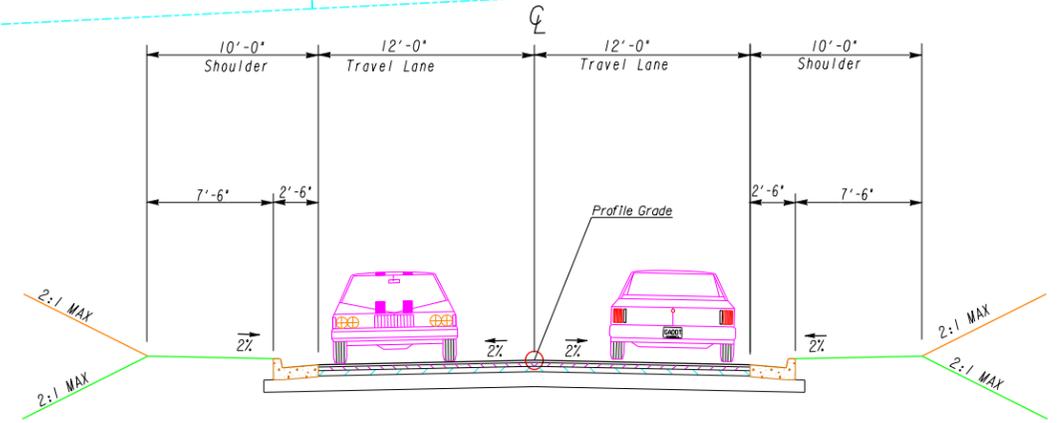
BEGIN PROJECT  
 CSSTP-0007-00(273)  
 PI # 0007273 (MP 0.00)

END PROJECT  
 CSSTP-0007-00(273)  
 PI # 0007273 (MP 0.30)

- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- REQUIRED R/W
- - - R/W EASEMENT LINE
- - - ACQUIRED R/W UNDER CSSTP-0007-00(183)
- - - EXISTING PROPERTY LINE
- - - EXISTING DRAINAGE STRUCTURE
- - - ENVIRONMENTAL SENSITIVE AREA
- ▨ PROPOSED CONSTRUCTION UNDER PROJECT NUMBER: CSSTP-0007-00(183)
- P. I. #: 0007183
- POND

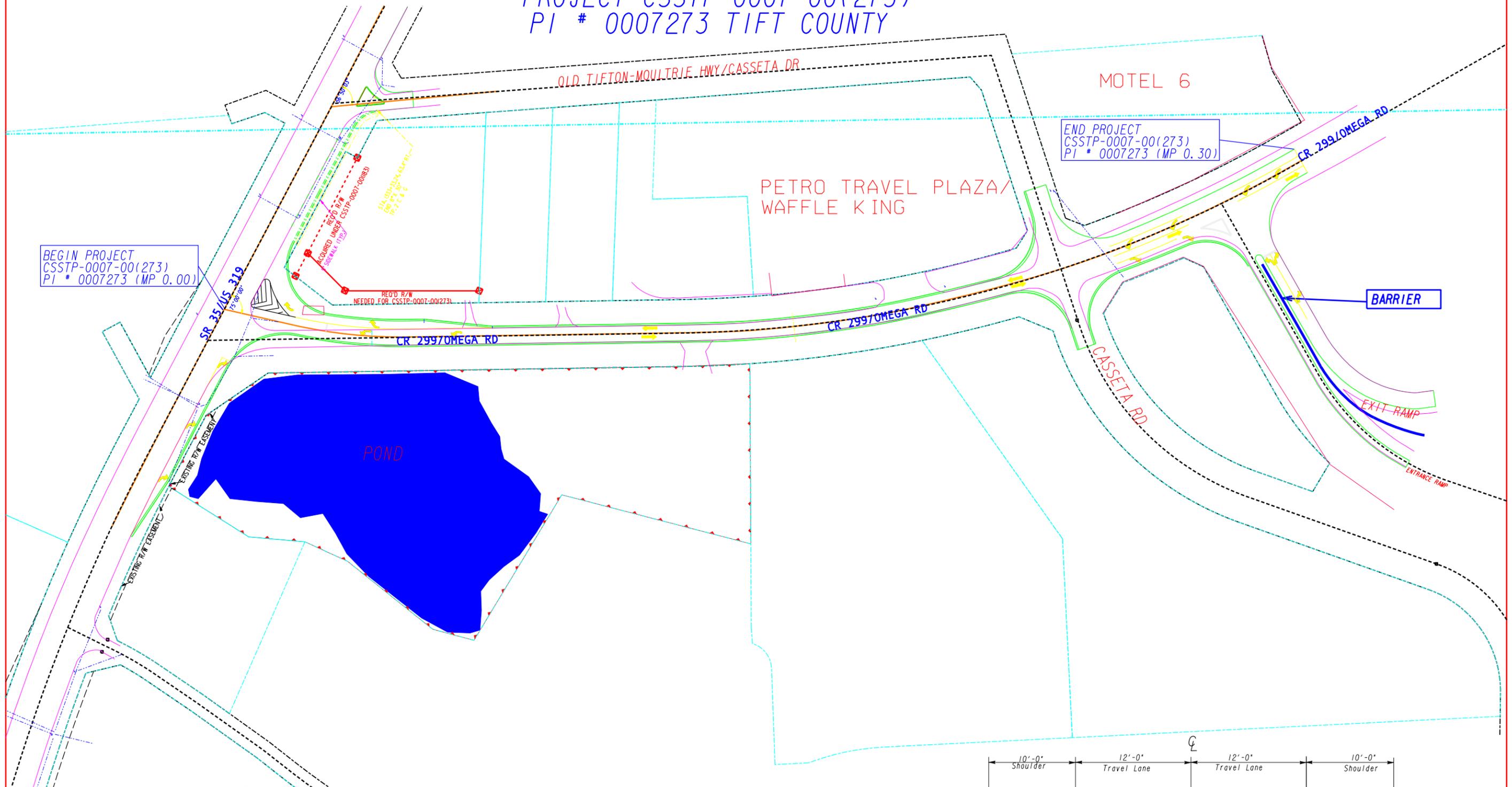


**GEORGIA**  
 DEPARTMENT  
 OF  
 TRANSPORTATION



CONCEPT  
 OLD OMEGA RD  
 PROJECT CSSTP-0007-00(273)  
 PI # 0007273 TIFT COUNTY

ALTERNATE #2



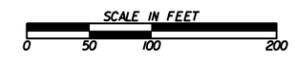
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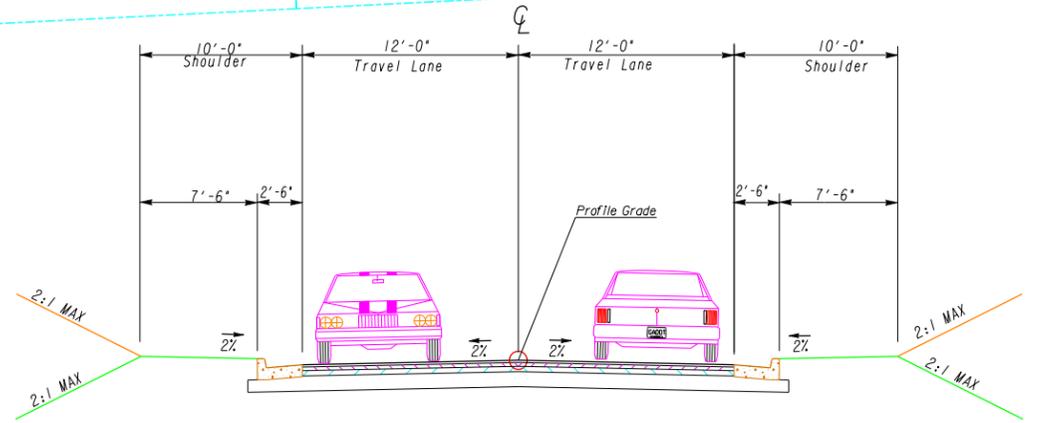
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- PROPOSED EDGE OF PAVEMENT
- REQUIRED R/W
- - - ACQUIRED R/W UNDER CSSTP-0007-00(183)
- - - EXISTING PROPERTY LINE
- - - EXISTING PROPERTY EASEMENT LINE
- - - EXISTING DRAINAGE STRUCTURE
- - - PROPOSED CONSTRUCTION UNDER PROJECT NUMBER: CSSTP-0007-00(183) P.I. #: 0007183



POND



**GEORGIA**  
 DEPARTMENT  
 OF  
 TRANSPORTATION



*SHEET 1*  
CONCEPT  
OLD OMEGA ROAD  
PROJECT # CSSTP-0007-00(273)  
PI0007273 --TIFT COUNTY



EXIT 61  
OLD OMEGA RD  
TO  
SOUTH SOUTH  
319 35  
MOULTRIE  
THOMASVILLE  
EXIT 3/4 MILE

PROPOSED SIGN



PROPOSED SIGN

EXIT 61  
OLD OMEGA RD  
TO  
SOUTH SOUTH  
319 35  
MOULTRIE  
THOMASVILLE  
EXIT ONLY



# SHEET 2

## CONCEPT

OLD OMEGA ROAD  
PROJECT # CSSTP-0007-00(273)  
PI0007273 --TIFT COUNTY



EXIT 62 TO NORTH  
82 520 319  
ALBANY WAYCROSS EXIT 3/4 MILE

PROPOSED SIGN

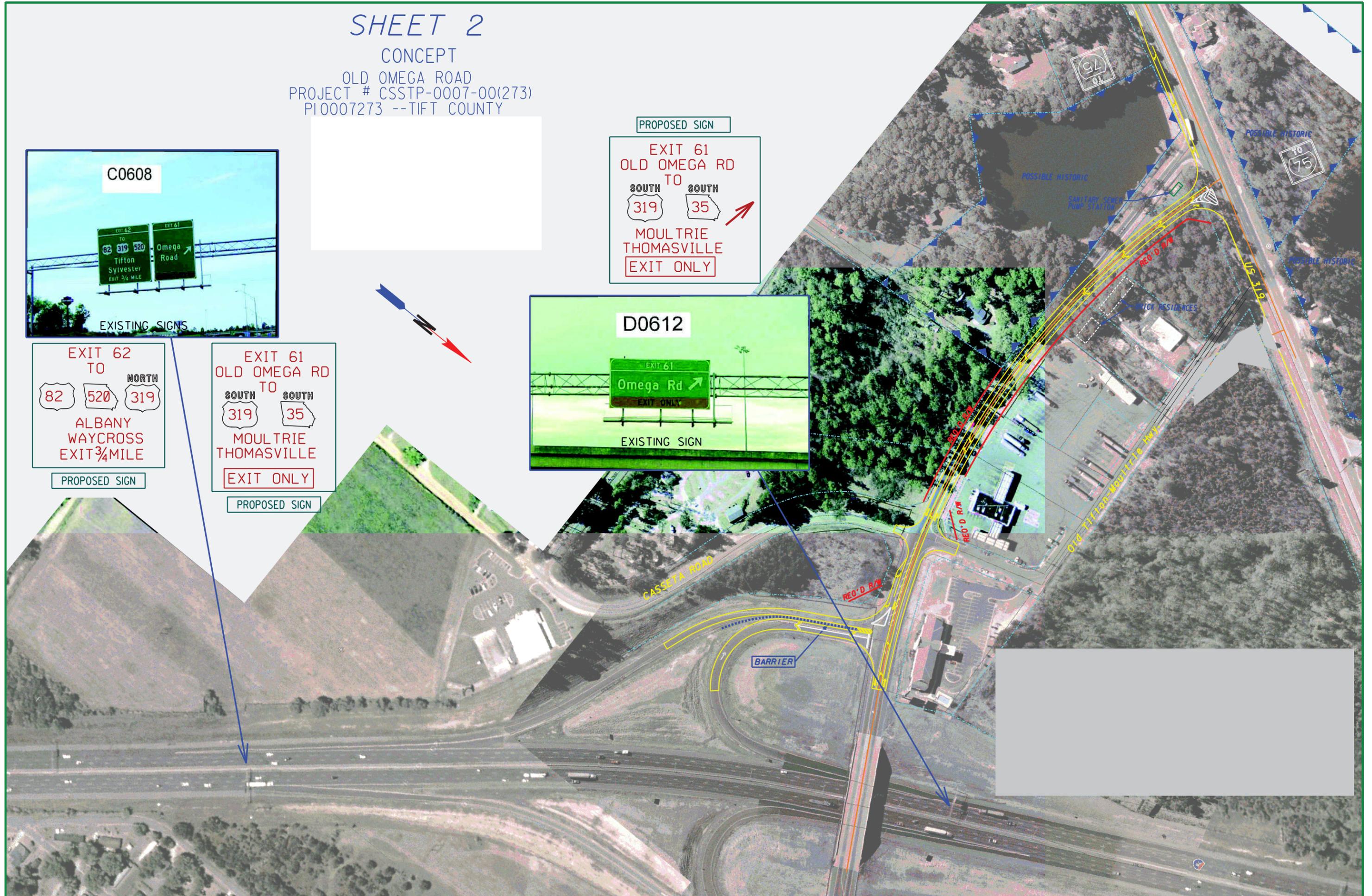
EXIT 61 OLD OMEGA RD TO SOUTH SOUTH  
319 35  
MOULTRIE THOMASVILLE

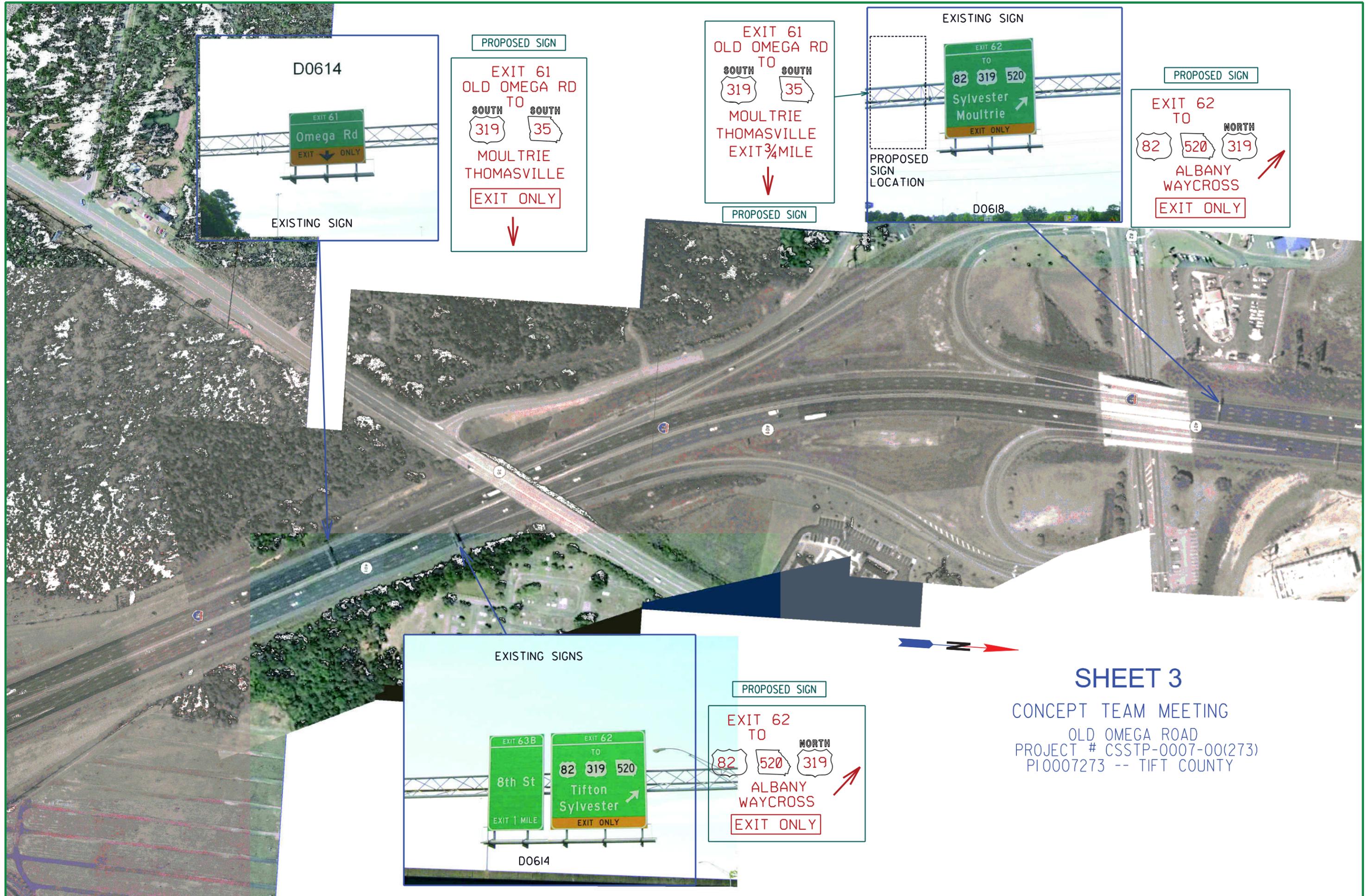
EXIT ONLY

PROPOSED SIGN

PROPOSED SIGN

EXIT 61 OLD OMEGA RD TO SOUTH SOUTH  
319 35  
MOULTRIE THOMASVILLE  
EXIT ONLY

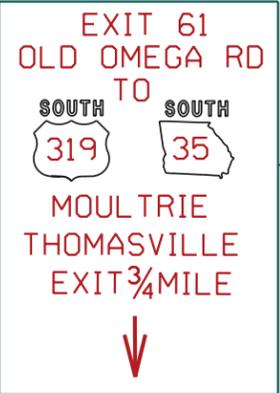




D0614



PROPOSED SIGN



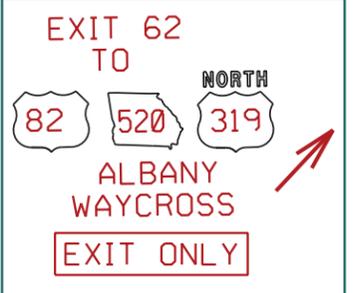
EXISTING SIGN



PROPOSED SIGN LOCATION

D0618

PROPOSED SIGN

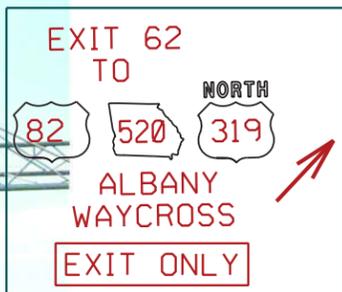


EXISTING SIGNS



D0614

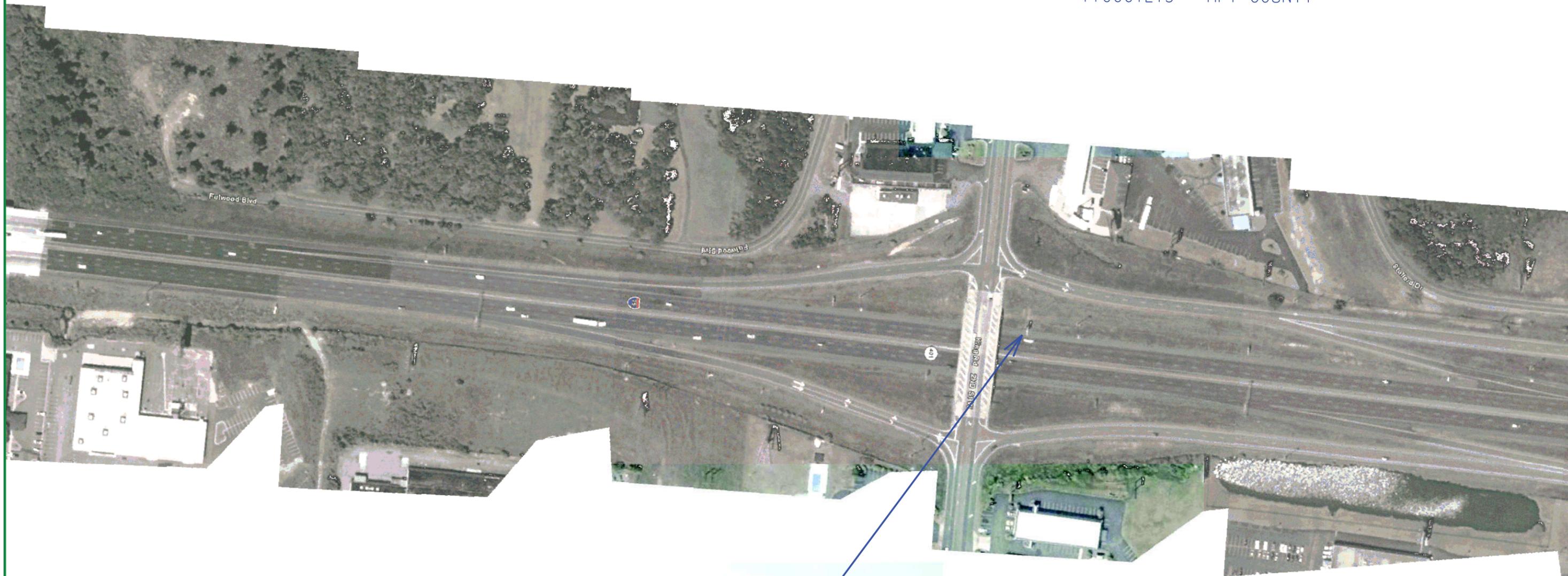
PROPOSED SIGN



### SHEET 3

CONCEPT TEAM MEETING  
OLD OMEGA ROAD  
PROJECT # CSSTP-0007-00(273)  
PI0007273 -- TIFT COUNTY

SHEET 4  
CONCEPT  
OLD OMEGA ROAD  
PROJECT # CSSTP-0007-00(273)  
P10007273 --TIFT COUNTY



EXIT 3/4 MILE



# DETAILED COST ESTIMATE



**Job: 0007273CONCEPT1**

JOB NUMBER: 0007273CONCEPT1

FED/STATE PROJECT NUMBER CSSTP-0007-00(273)

SPEC YEAR: 01

DESCRIPTION: CR 299/OMEGA ROAD FROM SR 35/US 319 TO I-75

CONCEPT MEETING ESTIMATE- PREFERRED ALTERNATE

**ITEMS FOR JOB 0007273CONCEPT1**

**0010 - ROADWAY ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - 0007273	\$50,000.00
0170	432-5010	1000.000	SY	\$5.91162	MILL ASPH CONC PVMT,VARB DEPTH	\$5,911.62
0100	441-0016	50.000	SY	\$42.95362	DRIVEWAY CONCRETE, 6 IN TK	\$2,147.68
0115	441-5002	100.000	LF	\$18.40025	CONC HEADER CURB, 6", TP 2	\$1,840.03
0110	441-6222	3000.000	LF	\$14.74696	CONC CURB & GUTTER/ 8"X30"TP2	\$44,240.88
0120	444-1000	50.000	LF	\$5.13442	SAWED JTS IN EXIST PVMTS - PCC	\$256.72
0190	621-3020	500.000	LF	\$102.76197	CONCRETE BARRIER, TYPE 20	\$51,380.99
0050	634-1200	6.000	EA	\$115.84637	RIGHT OF WAY MARKERS	\$695.08
0155	641-1100	200.000	LF	\$53.18791	GUARDRAIL, TP T	\$10,637.58
0165	641-5001	2.000	EA	\$669.89636	GUARDRAIL ANCHORAGE, TP 1	\$1,339.79
0160	641-5012	2.000	EA	\$1,855.92700	GUARDRAIL ANCHORAGE, TP 12	\$3,711.85
0185	643-8200	5500.000	LF	\$2.14791	BARRIER FENCE (ORANGE), 4 FT	\$11,813.51
0340	648-1350	1.000	EA	\$16,087.46000	IMPACT ATT UNIT, TP-P- 0007273	\$16,087.46
<b>SUBTOTAL FOR ROADWAY ITEMS:</b>						<b>\$200,063.19</b>

**0020 - PAVEMENT ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0275	310-5120	3080.000	SY	\$13.68363	GR AGGR BS CRS 12IN INCL MATL	\$42,145.58
0280	318-3000	100.000	TN	\$24.91253	AGGR SURF CRS	\$2,491.25
0200	402-1812	200.000	TN	\$82.84383	RECYL AC LEVELING,INC BM&HL	\$16,568.77
0205	402-3121	620.000	TN	\$71.34793	RECYL AC 25MM SP,GP1/2,BM&HL	\$44,235.72
0010	402-3130	910.000	TN	\$82.08647	RECYL AC 12.5MM SP,GP2,BM&HL	\$74,698.69
0204	402-3190	415.000	TN	\$74.14003	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$30,768.11
0210	413-1000	520.000	GL	\$3.45420	BITUM TACK COAT	\$1,796.18
0015	500-3200	10.000	CY	\$364.18657	CL B CONC	\$3,641.87
<b>SUBTOTAL FOR PAVEMENT ITEMS:</b>						<b>\$216,346.17</b>

**0030 - EARTHWORK ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0175	210-0100	1.000	LS	\$100,000.00000	GRADING COMPLETE - 0007273	\$100,000.00
<b>SUBTOTAL FOR EARTHWORK ITEMS:</b>						<b>\$100,000.00</b>

**0040 - DRAINAGE ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0065	550-1180	420.000	LF	\$32.96541	STM DR PIPE 18",H 1-10	\$13,845.47
0070	550-1240	50.000	LF	\$44.10561	STM DR PIPE 24",H 1-10	\$2,205.28
0215	550-2180	200.000	LF	\$29.85021	SIDE DR PIPE 18",H 1-10	\$5,970.04
0085	550-3318	12.000	EA	\$553.95610	SAFETY END SECTION 18",STD,4:1	\$6,647.47
0055	668-1100	6.000	EA	\$2,028.83579	CATCH BASIN, GP 1	\$12,173.01
0060	668-5000	4.000	EA	\$1,636.37891	JUNCTION BOX	\$6,545.52
<b>SUBTOTAL FOR DRAINAGE ITEMS:</b>						<b>\$47,386.79</b>

**0060 - LIGHTING ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0330	441-0004	10.000	SY	\$89.71560	CONC SLOPE PAV, 4 IN	\$897.16
0335	500-3101	10.000	CY	\$482.49146	CLASS A CONCRETE	\$4,824.91
0320	681-4215	3.000	EA	\$5,000.00000	LIGHTING STD,35 FT MH,POST TOP	\$15,000.00
0325	681-6446	3.000	EA	\$727.52500	LUMINAIRE,TP 4, 250W,HP SODIUM	\$2,182.58
<b>SUBTOTAL FOR LIGHTING ITEMS:</b>						<b>\$22,904.65</b>

# DETAILED COST ESTIMATE



**Job: 0007273CONCEPT1**

**0070 - SIGNING AND MARKING ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0285	636-1020	30.000	SF	\$15.56668	HWY SGN,TP1MAT,REFL SH TP3	\$467.00
0290	636-1033	30.000	SF	\$20.48647	HWY SIGNS, TP1MAT,REFL SH TP 9	\$614.59
0295	636-1041	3000.000	SF	\$21.68050	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$65,041.50
0300	636-2070	45.000	LF	\$8.33515	GALV STEEL POSTS, TP 7	\$375.08
0305	638-1001	1.000	LS	\$350,000.00000	STR SUPPORT OVHD SIGN,TP I,STA I-75 SIGNS	\$350,000.00
0310	639-2002	136.000	LF	\$4.42588	STEEL WIRE STRAND CABLE, 3/8"	\$601.92
0315	639-4002	6.000	EA	\$5,580.76492	STRAIN POLE, TP II	\$33,484.59
0220	653-0120	10.000	EA	\$77.68636	THERM PVMT MARK, ARROW, TP 2	\$776.86
0225	653-1704	100.000	LF	\$4.56864	THERM SOLID TRAF STRIPE,24",WH	\$456.86
0230	653-2501	0.600	LM	\$1,326.64683	THERMO SOLID TRAF ST, 5 IN, WH	\$795.99
0235	653-2502	0.300	LM	\$1,443.10811	THERMO SOLID TRAF ST, 5 IN YE	\$432.93
0240	653-4501	1.000	GLM	\$1,081.81166	THERMO SKIP TRAF ST, 5 IN, WHI	\$1,081.81
0245	653-4502	1.000	GLM	\$786.43845	THERMO SKIP TRAF ST, 5 IN, YEL	\$786.44
0265	653-6004	400.000	SY	\$3.29611	THERM TRAF STRIPING, WHITE	\$1,318.44
0260	653-6006	200.000	SY	\$3.37114	THERM TRAF STRIPING, YELLOW	\$674.23
0250	654-1001	80.000	EA	\$3.97774	RAISED PVMT MARKERS TP 1	\$318.22
0255	654-1002	20.000	EA	\$3.89876	RAISED PVMT MARKERS TP 2	\$77.98
<b>SUBTOTAL FOR SIGNING AND MARKING ITEMS:</b>						<b>\$457,304.44</b>

**0130 - EROSION CONTROL - TEMPORARY**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	161-1000	1.000	LS	\$15,000.00000	EROSION CONTROL - TEMPORARY	\$15,000.00
<b>SUBTOTAL FOR EROSION CONTROL - TEMPORARY:</b>						<b>\$15,000.00</b>

**0140 - EROSION CONTROL - PERMANENT**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0135	161-1000	1.000	LS	\$15,000.00000	EROSION CONTROL - PERMANENT	\$15,000.00
<b>SUBTOTAL FOR EROSION CONTROL - PERMANENT:</b>						<b>\$15,000.00</b>

**COST GROUP FOR JOB 0007273CONCEPT1**

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	TN	NORM			ASPH	ASPHALT (TN)	
00000002	TN	NORM			BASE	BASE/AGGREGATE (TN)	
00000003	CY	NORM			ERTHCY	EARTHWORK (CY)	
00000004	TN	NORM			CONC	CONCRETE (SY)	
00000005	SY	NORM			EROC	EROSION CONTROL (SY)	
00000006	SF	NORM			STRO	STRUCTURES, OTHER (SF)	
00000007	LF	NORM			GDRL	GUARDRAIL/BARRIER (LF)	
00000009	LS	NORM			TRFT	TRAFFIC CONTROL-TEMPORARY (LS)	
00000011	LF	NORM			CURB	CURB & GUTTER (LF)	
00000012	LF	NORM			THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING	
00000013	LS	NORM			RMVL	REMOVALS (LS)	
<b>SUBTOTAL:</b>							

**TOTALS FOR JOB 0007273CONCEPT1**

<b>ITEMS COST:</b>	<b>\$1,074,005.24</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$1,074,005.24</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$1,127,705.50</b>

# DETAILED COST ESTIMATE



**Job: 0007273CONCEPTB**

JOB NUMBER: 0007273CONCEPTB

FED/STATE PROJECT NUMBER CSSTP-0007-00(273)

SPEC YEAR: 01

DESCRIPTION: CR 299/OMEGA ROAD FROM SR 35/US 319 TO I-75-ALTERNATE #2  
CONCEPT MEETING ESTIMATE

**ITEMS FOR JOB 0007273CONCEPTB**

**0010 - ROADWAY ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - 0007273	\$50,000.00
0170	432-5010	1000.000	SY	\$5.91162	MILL ASPH CONC PVMT,VARB DEPTH	\$5,911.62
0100	441-0016	50.000	SY	\$42.95362	DRIVEWAY CONCRETE, 6 IN TK	\$2,147.68
0115	441-5002	100.000	LF	\$18.40025	CONC HEADER CURB, 6", TP 2	\$1,840.03
0110	441-6222	3000.000	LF	\$14.74696	CONC CURB & GUTTER/ 8"X30"TP2	\$44,240.88
0120	444-1000	50.000	LF	\$5.13442	SAWED JTS IN EXIST PVMTS - PCC	\$256.72
0190	621-3020	500.000	LF	\$102.76197	CONCRETE BARRIER, TYPE 20	\$51,380.99
0050	634-1200	6.000	EA	\$115.84637	RIGHT OF WAY MARKERS	\$695.08
0155	641-1100	200.000	LF	\$53.18791	GUARDRAIL, TP T	\$10,637.58
0165	641-5001	2.000	EA	\$669.89636	GUARDRAIL ANCHORAGE, TP 1	\$1,339.79
0160	641-5012	2.000	EA	\$1,855.92700	GUARDRAIL ANCHORAGE, TP 12	\$3,711.85
0185	643-8200	5500.000	LF	\$2.14791	BARRIER FENCE (ORANGE), 4 FT	\$11,813.51
0340	648-1350	1.000	EA	\$16,087.46000	IMPACT ATT UNIT, TP-P- 0007273	\$16,087.46
<b>SUBTOTAL FOR ROADWAY ITEMS:</b>						<b>\$200,063.19</b>

**0020 - PAVEMENT ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0275	310-5120	3405.000	SY	\$13.54046	GR AGGR BS CRS 12IN INCL MATL	\$46,105.27
0280	318-3000	100.000	TN	\$24.91253	AGGR SURF CRS	\$2,491.25
0200	402-1812	210.000	TN	\$82.69420	RECYL AC LEVELING,INC BM&HL	\$17,365.78
0205	402-3121	565.000	TN	\$71.79280	RECYL AC 25MM SP,GP1/2,BM&HL	\$40,562.93
0010	402-3130	910.000	TN	\$82.08647	RECYL AC 12.5MM SP,GP2,BM&HL	\$74,698.69
0204	402-3190	380.000	TN	\$74.57108	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$28,337.01
0210	413-1000	505.000	GL	\$3.46088	BITUM TACK COAT	\$1,747.74
0015	500-3200	10.000	CY	\$364.18657	CL B CONC	\$3,641.87
<b>SUBTOTAL FOR PAVEMENT ITEMS:</b>						<b>\$214,950.54</b>

**0030 - EARTHWORK ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0175	210-0100	1.000	LS	\$100,000.00000	GRADING COMPLETE - 0007273	\$100,000.00
<b>SUBTOTAL FOR EARTHWORK ITEMS:</b>						<b>\$100,000.00</b>

**0040 - DRAINAGE ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0065	550-1180	420.000	LF	\$32.96541	STM DR PIPE 18",H 1-10	\$13,845.47
0070	550-1240	50.000	LF	\$44.10561	STM DR PIPE 24",H 1-10	\$2,205.28
0215	550-2180	200.000	LF	\$29.85021	SIDE DR PIPE 18",H 1-10	\$5,970.04
0085	550-3318	12.000	EA	\$553.95610	SAFETY END SECTION 18",STD,4:1	\$6,647.47
0055	668-1100	6.000	EA	\$2,028.83579	CATCH BASIN, GP 1	\$12,173.01
0060	668-5000	4.000	EA	\$1,636.37891	JUNCTION BOX	\$6,545.52
<b>SUBTOTAL FOR DRAINAGE ITEMS:</b>						<b>\$47,386.79</b>

**0060 - LIGHTING ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0330	441-0004	10.000	SY	\$89.71560	CONC SLOPE PAV, 4 IN	\$897.16
0335	500-3101	10.000	CY	\$482.49146	CLASS A CONCRETE	\$4,824.91
0320	681-4215	3.000	EA	\$5,000.00000	LIGHTING STD,35 FT MH,POST TOP	\$15,000.00
0325	681-6446	3.000	EA	\$727.52500	LUMINAIRE,TP 4, 250W,HP SODIUM	\$2,182.58
<b>SUBTOTAL FOR LIGHTING ITEMS:</b>						<b>\$22,904.65</b>

# DETAILED COST ESTIMATE



**Job: 0007273CONCEPTB**

**0070 - SIGNING AND MARKING ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0285	636-1020	30.000	SF	\$15.56668	HWY SGN,TP1MAT,REFL SH TP3	\$467.00
0290	636-1033	30.000	SF	\$20.48647	HWY SIGNS, TP1MAT,REFL SH TP 9	\$614.59
0295	636-1041	3000.000	SF	\$21.68050	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$65,041.50
0300	636-2070	45.000	LF	\$8.33515	GALV STEEL POSTS, TP 7	\$375.08
0305	638-1001	1.000	LS	\$350,000.00000	STR SUPPORT OVHD SIGN,TP I,STA I-75 SIGNS	\$350,000.00
0310	639-2002	136.000	LF	\$4.42588	STEEL WIRE STRAND CABLE, 3/8"	\$601.92
0315	639-4002	6.000	EA	\$5,580.76492	STRAIN POLE, TP II	\$33,484.59
0220	653-0120	10.000	EA	\$77.68636	THERM PVMT MARK, ARROW, TP 2	\$776.86
0225	653-1704	100.000	LF	\$4.56864	THERM SOLID TRAF STRIPE,24",WH	\$456.86
0230	653-2501	0.600	LM	\$1,326.64683	THERMO SOLID TRAF ST, 5 IN, WH	\$795.99
0235	653-2502	0.300	LM	\$1,443.10811	THERMO SOLID TRAF ST, 5 IN YE	\$432.93
0240	653-4501	1.000	GLM	\$1,081.81166	THERMO SKIP TRAF ST, 5 IN, WHI	\$1,081.81
0245	653-4502	1.000	GLM	\$786.43845	THERMO SKIP TRAF ST, 5 IN, YEL	\$786.44
0265	653-6004	400.000	SY	\$3.29611	THERM TRAF STRIPING, WHITE	\$1,318.44
0260	653-6006	200.000	SY	\$3.37114	THERM TRAF STRIPING, YELLOW	\$674.23
0250	654-1001	80.000	EA	\$3.97774	RAISED PVMT MARKERS TP 1	\$318.22
0255	654-1002	20.000	EA	\$3.89876	RAISED PVMT MARKERS TP 2	\$77.98
<b>SUBTOTAL FOR SIGNING AND MARKING ITEMS:</b>						<b>\$457,304.44</b>

**0130 - EROSION CONTROL - TEMPORARY**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	161-1000	1.000	LS	\$15,000.00000	EROSION CONTROL - TEMPORARY	\$15,000.00
<b>SUBTOTAL FOR EROSION CONTROL - TEMPORARY:</b>						<b>\$15,000.00</b>

**0140 - EROSION CONTROL - PERMANENT**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0135	161-1000	1.000	LS	\$15,000.00000	EROSION CONTROL - PERMANENT	\$15,000.00
<b>SUBTOTAL FOR EROSION CONTROL - PERMANENT:</b>						<b>\$15,000.00</b>

**COST GROUP FOR JOB 0007273CONCEPTB**

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000001	TN	NORM			ASPH	ASPHALT (TN)	
00000002	TN	NORM			BASE	BASE/AGGREGATE (TN)	
00000003	CY	NORM			ERTHCY	EARTHWORK (CY)	
00000004	TN	NORM			CONC	CONCRETE (SY)	
00000005	SY	NORM			EROC	EROSION CONTROL (SY)	
00000006	SF	NORM			STRO	STRUCTURES, OTHER (SF)	
00000007	LF	NORM			GDRL	GUARDRAIL/BARRIER (LF)	
00000009	LS	NORM			TRFT	TRAFFIC CONTROL-TEMPORARY (LS)	
00000011	LF	NORM			CURB	CURB & GUTTER (LF)	
00000012	LF	NORM			THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING	
00000013	LS	NORM			RMVL	REMOVALS (LS)	
<b>SUBTOTAL:</b>							

**TOTALS FOR JOB 0007273CONCEPTB**

<b>ITEMS COST:</b>	<b>\$1,072,609.61</b>
<b>COST GROUP COST:</b>	<b>\$0.00</b>
<b>ESTIMATED COST:</b>	<b>\$1,072,609.61</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.05</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$1,126,240.09</b>

**PROJ. NO.** CCSTP-0007-00(273) - PREFERRED ALTERNATE  
**P.I. NO.** 0007273  
**DATE** 8/31/2012

**CALL NO.**

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-12	\$ 3.431
DIESEL		\$ 3.786
LIQUID AC		\$ 594.00

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)				<b>38223.9</b>	\$	<b>38,223.90</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>107.25</b>		

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC		5.0%	0
12.5 mm	910	5.0%	45.5
9.5 mm SP		5.0%	0
25 mm SP	620	5.0%	31
19 mm SP	415	5.0%	20.75
	<b>2145</b>		<b>107.25</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>796.00</b>	\$	<b>796.00</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40			
Monthly Asphalt Cement Price month project let (APL)			\$	594.00			
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>2.233452479</b>			

Bitum Tack

Gals	gals/ton	tons
520	232.8234	2.23345248

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)				<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>0</b>		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

**TOTAL LIQUID AC ADJUSTMENT** \$ **39,019.90**

**PROJ. NO.** CCSTP-0007-00(273) - ALTERNATE #2  
**P.I. NO.** 0007273  
**DATE** 8/31/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-12	\$ 3.431
DIESEL		\$ 3.786
LIQUID AC		\$ 594.00

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)				<b>36709.2</b>	\$	<b>36,709.20</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>103</b>		

ASPHALT	Tons	%AC	AC ton
Leveling	210	5.0%	10.5
12.5 OGFC		5.0%	0
12.5 mm	910	5.0%	45.5
9.5 mm SP		5.0%	0
25 mm SP	565	5.0%	28.25
19 mm SP	375	5.0%	18.75
	<b>2060</b>		<b>103</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>773.04</b>	\$	<b>773.04</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40			
Monthly Asphalt Cement Price month project let (APL)			\$	594.00			
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>2.169025966</b>			

Bitum Tack

Gals	gals/ton	tons
505	232.8234	2.16902597

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)				<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
<b>Total Monthly Tonnage of asphalt cement (TMT)</b>				<b>0</b>		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

**TOTAL LIQUID AC ADJUSTMENT** \$ **37,482.24**



**GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 8/30/2012 Project: CSSTP-0007-00(273)  
 Revised: County: Tift County  
 PI: 0007273

Description: Old Omega Road Alt 2  
 Project Termini: Old Omega Road Alt 2

Existing ROW: Varies  
 Required ROW: Varies  
 Parcels: 1

Land and Improvements \$75,180.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$35,000.00

Valuation Services \$2,000.00

Legal Services \$38,175.00

Relocation \$2,000.00

Demolition \$0.00

Administrative \$14,500.00

TOTAL ESTIMATED COSTS \$131,855.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$132,000.00**

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG# 286999 8/30/2012  
 Approved By: Lashone Alexander CG# 286999 8/30/2012

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE**

Project No: **CSSTP-0007-00(273)**  
County **TIFT**  
P.I. # **0007273**

OFFICE: **Tifton**  
DATE: **May 31, 2012**

Description: **CR 299/OMEGA ROAD FROM SR 35/US 319 TO I-75**

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

TO **J. Matt Bennett, Project Manager (VIA EMAIL)**

SUBJECT **UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
BELLSOUTH	\$0.00	\$5,800.00	Site Visit / Available Drawings
City of Tifton **	\$0.00	\$312,500.00	Site Visit / Available Drawings
Colquitt EMC	\$7,000.00	\$0.00	Site Visit / Available Drawings
<b>Total</b>	<b>\$7,000.00</b>	<b>\$318,300.00</b>	

**\*\* Indicates Potential Utility Aid Request from Local Gov't**

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

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

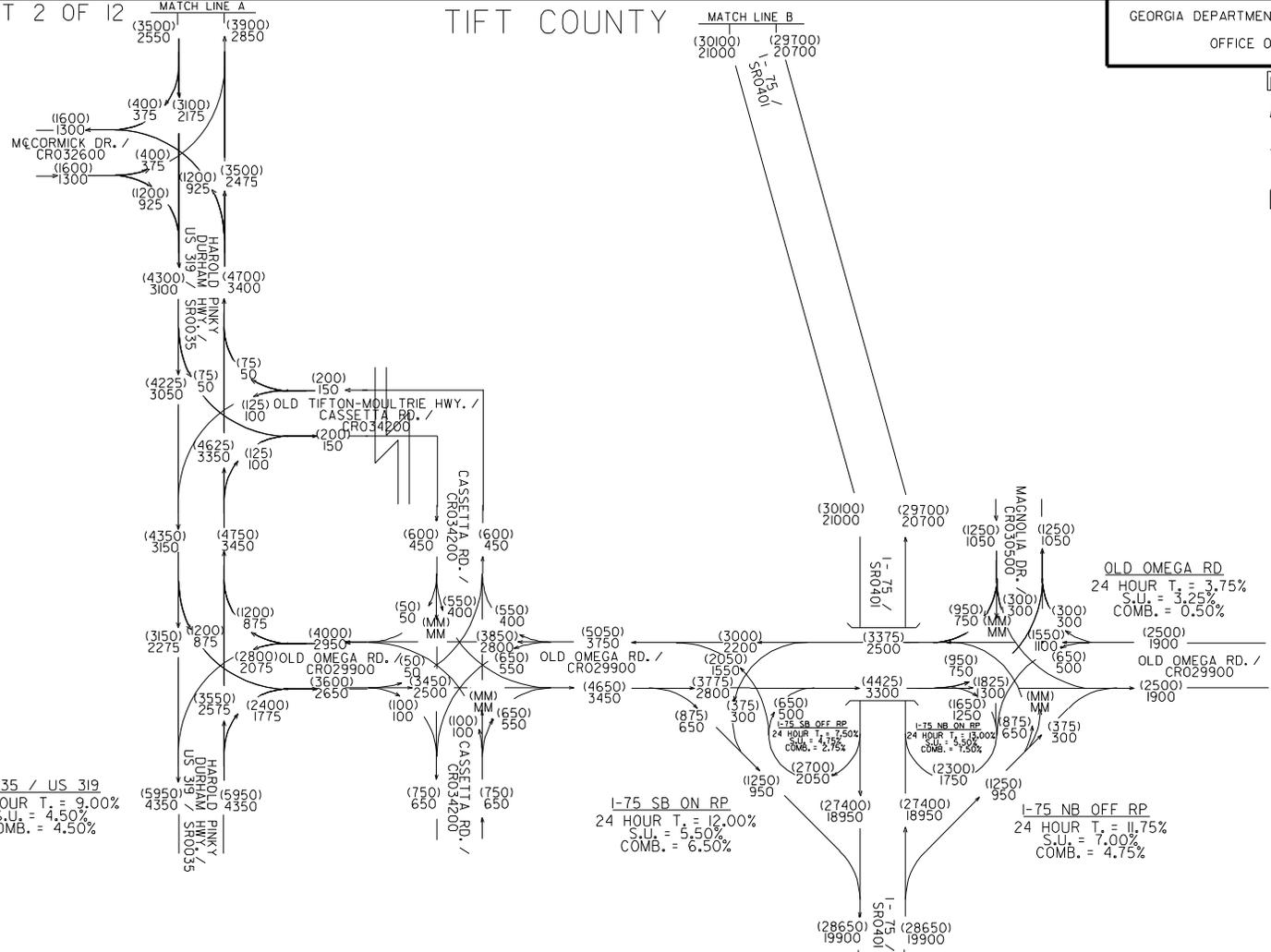
*BC*  
TW:BC:KC

c: **Jeff Baker, P.E., State Utilities Engineer**  
**Brent Thomas, District Preconstruction Engineer**  
**Angela Robinson, State Financial Management Administrator**



TIFT COUNTY

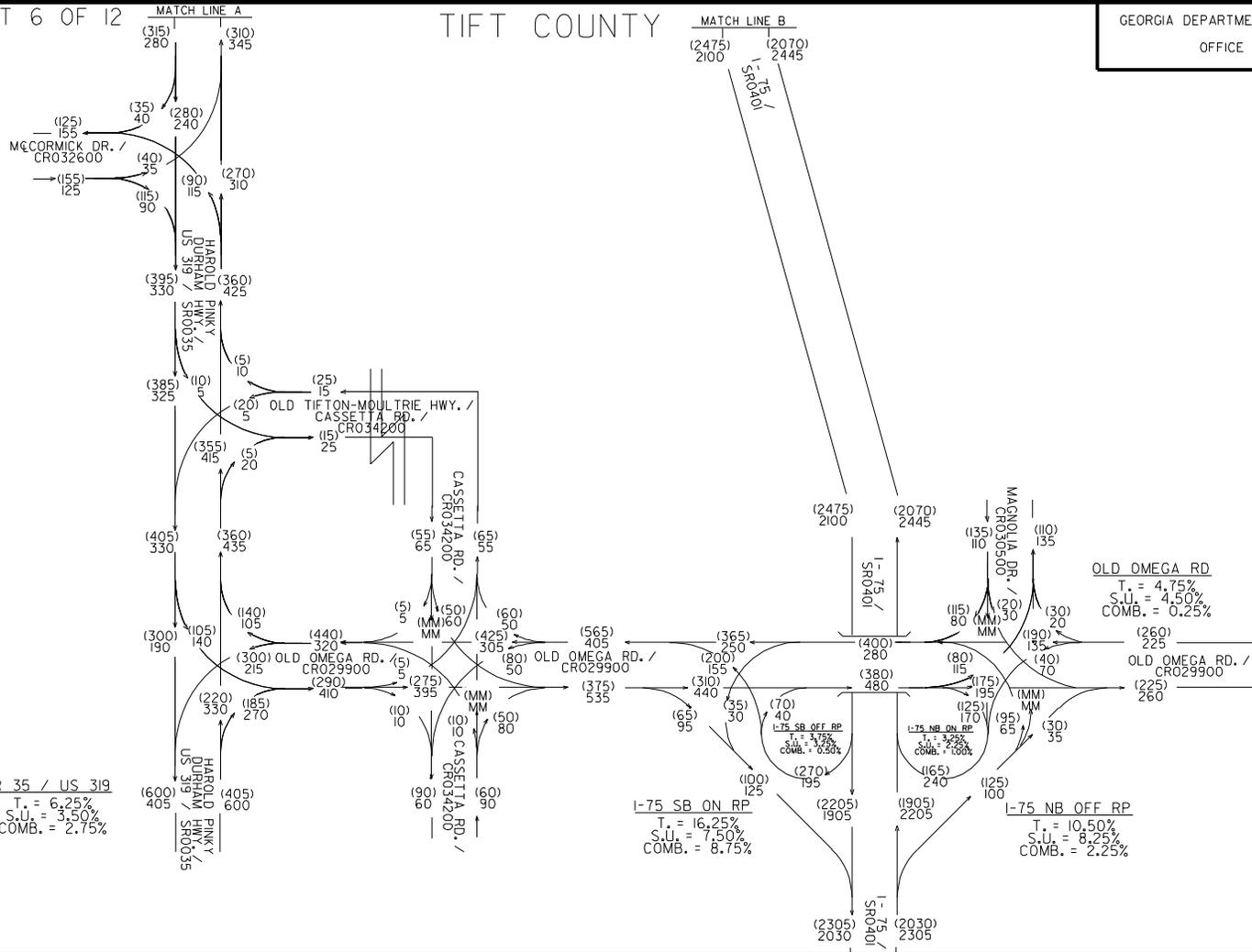
GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING









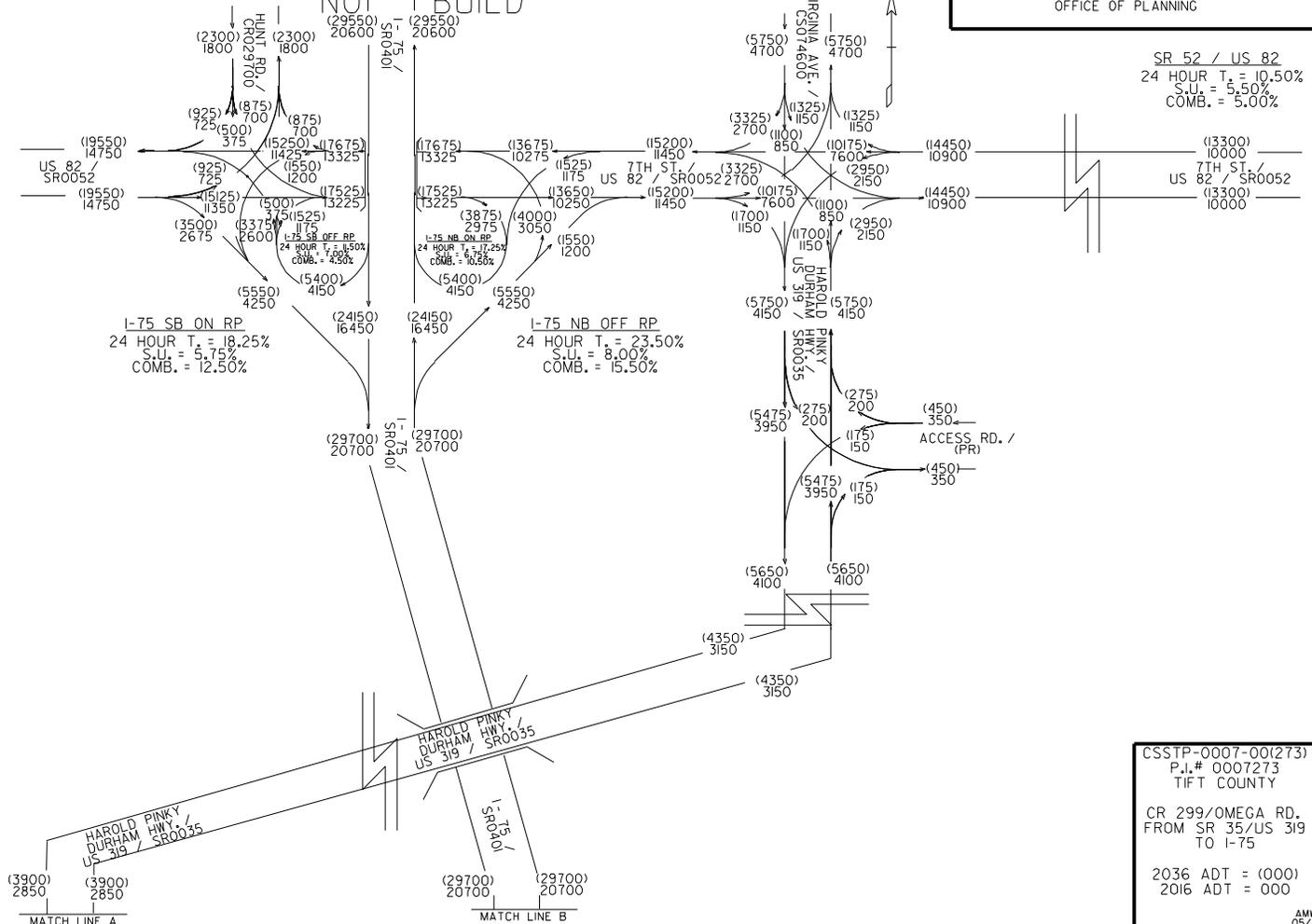


CSSTP-0007-00(273)  
P.I.# 0007273  
TIFT COUNTY  
CR 299/OMEGA RD.  
FROM SR 35/US 319  
TO I-75  
2036 PM DHV = (000)  
2036 AM DHV = 000  
AMW  
05/12

TIFT COUNTY BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING

SR 52 / US 82  
24 HOUR T = 10.50%  
S.U. = 5.50%  
COMB. = 5.00%



CSSTP-0007-00(273)  
P.L.# 0007273  
TIFT COUNTY  
CR 299/OMEGA RD.  
FROM SR 35/US 319  
TO I-75  
2036 ADT = (000)  
2016 ADT = 000

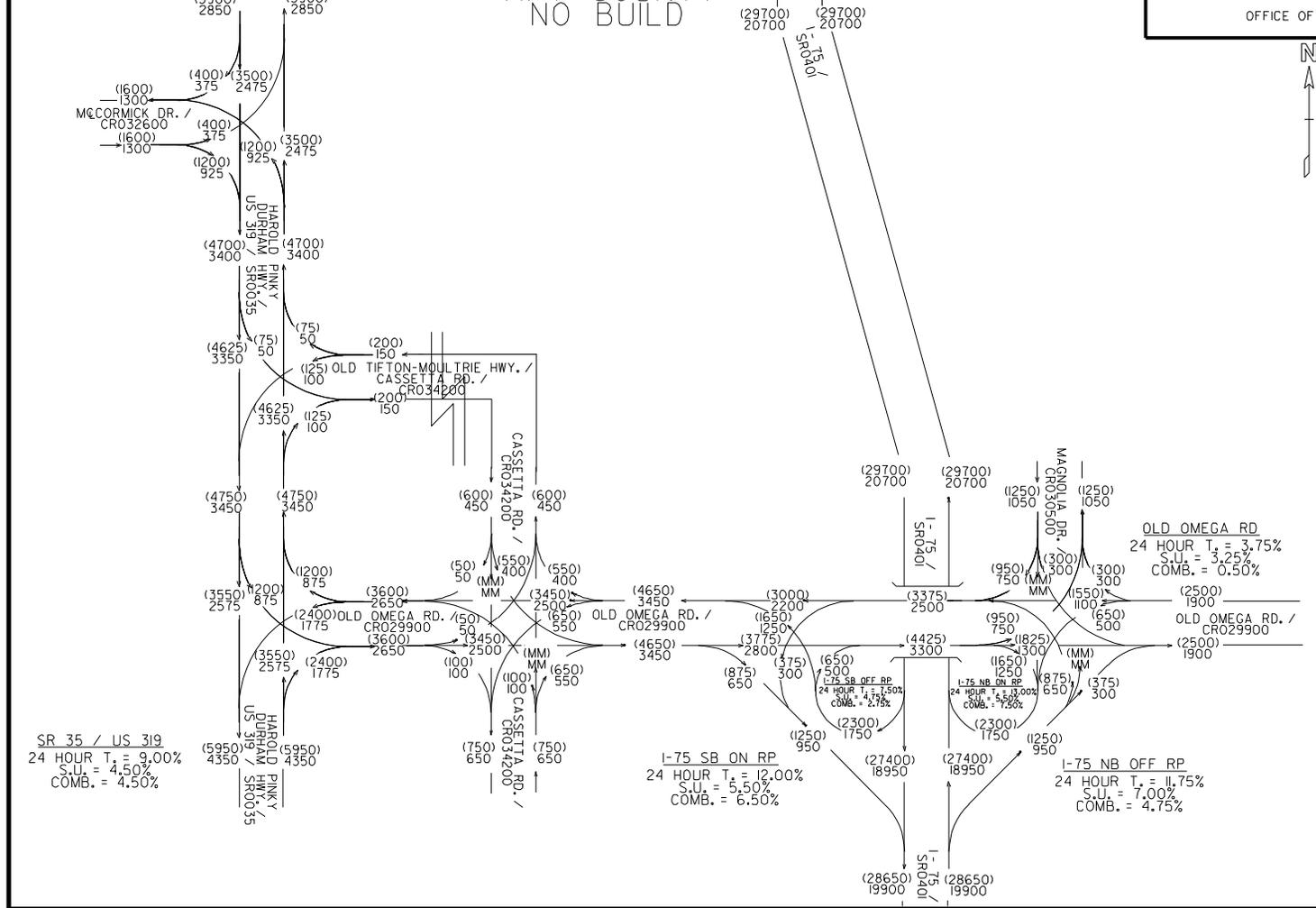
AMW  
05/16

MATCH LINE A

TIFT COUNTY  
NO BUILD

MATCH LINE B

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING



CSSTP-0007-00(273)  
P.I.# 0007273  
TIFT COUNTY  
CR 299/OMEGA RD.  
FROM SR 35/US 319  
TO I-75  
2036 ADT = (000)  
2016 ADT = 000  
AMW  
05/12

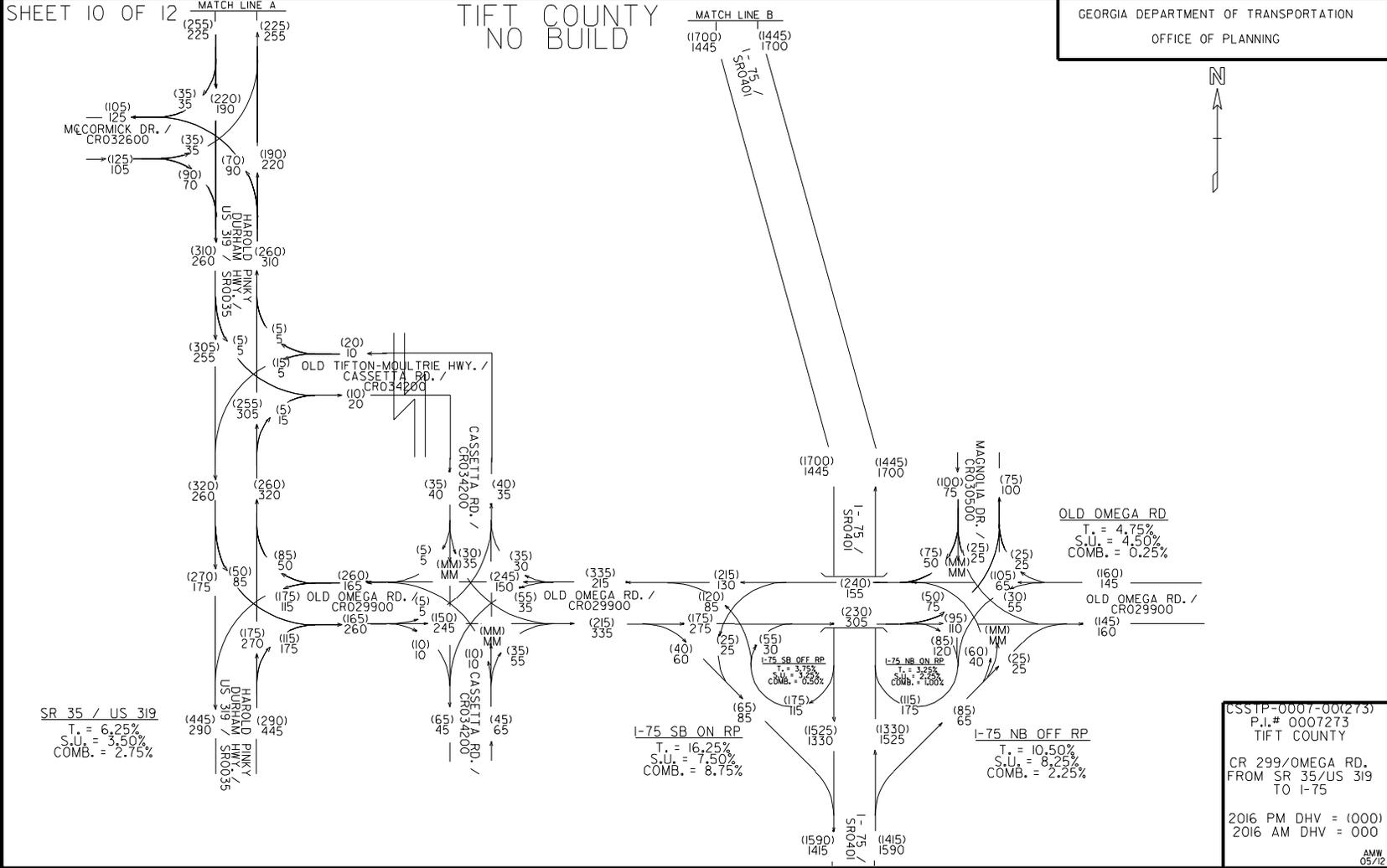


MATCH LINE A

TIFT COUNTY  
NO BUILD

MATCH LINE B

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING



CSSIP-0007-00(273)  
 P.I.# 0007273  
 TIFT COUNTY  
 CR 299/OMEGA RD.  
 FROM SR 35/US 319  
 TO I-75  
 2016 PM DHV = (000)  
 2016 AM DHV = 000  
 AMW  
 05/12





SHEET 1 OF 4

TC #  
2770243

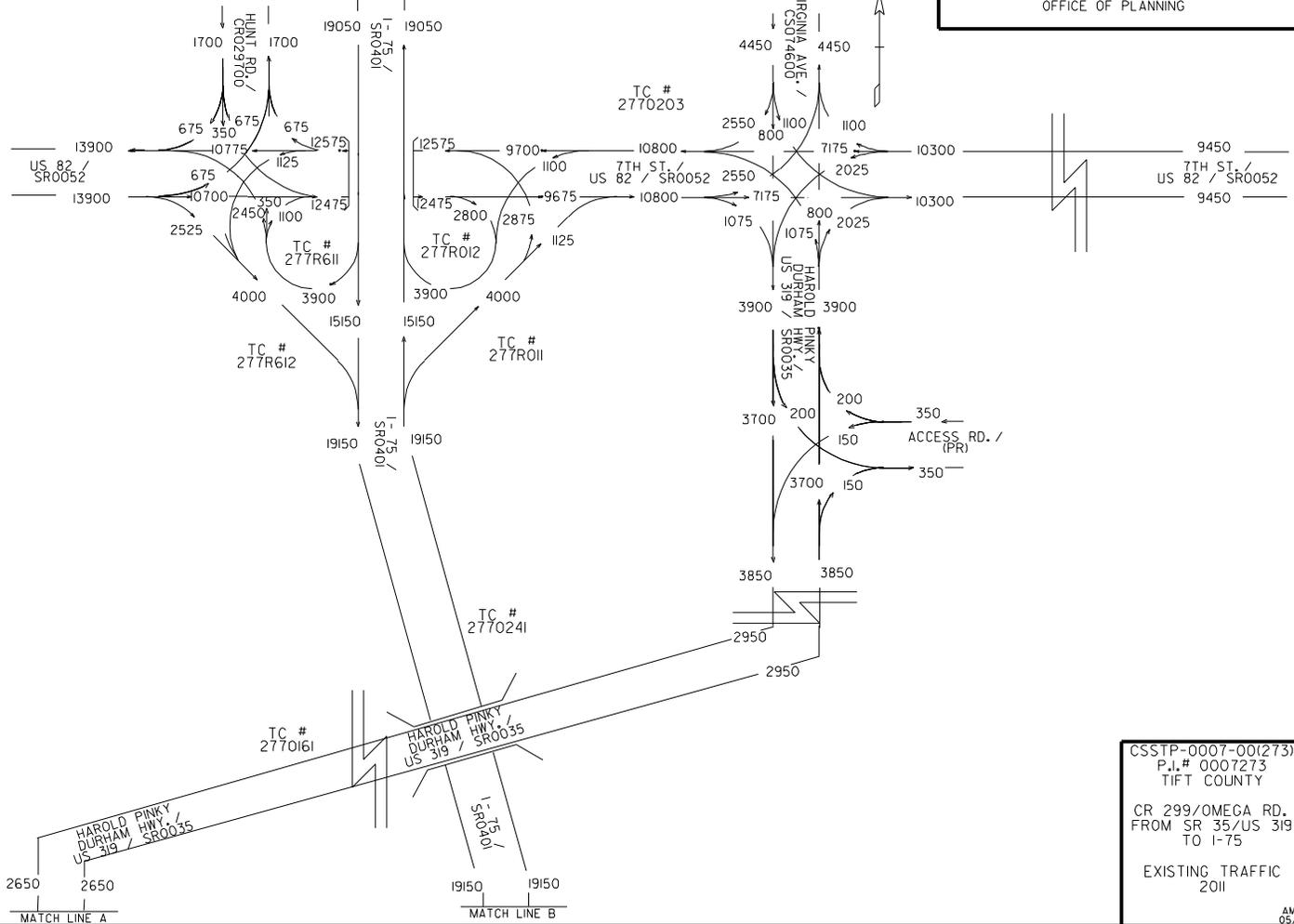
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# TIFT COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING

TC #  
2770201

TC #  
2770163



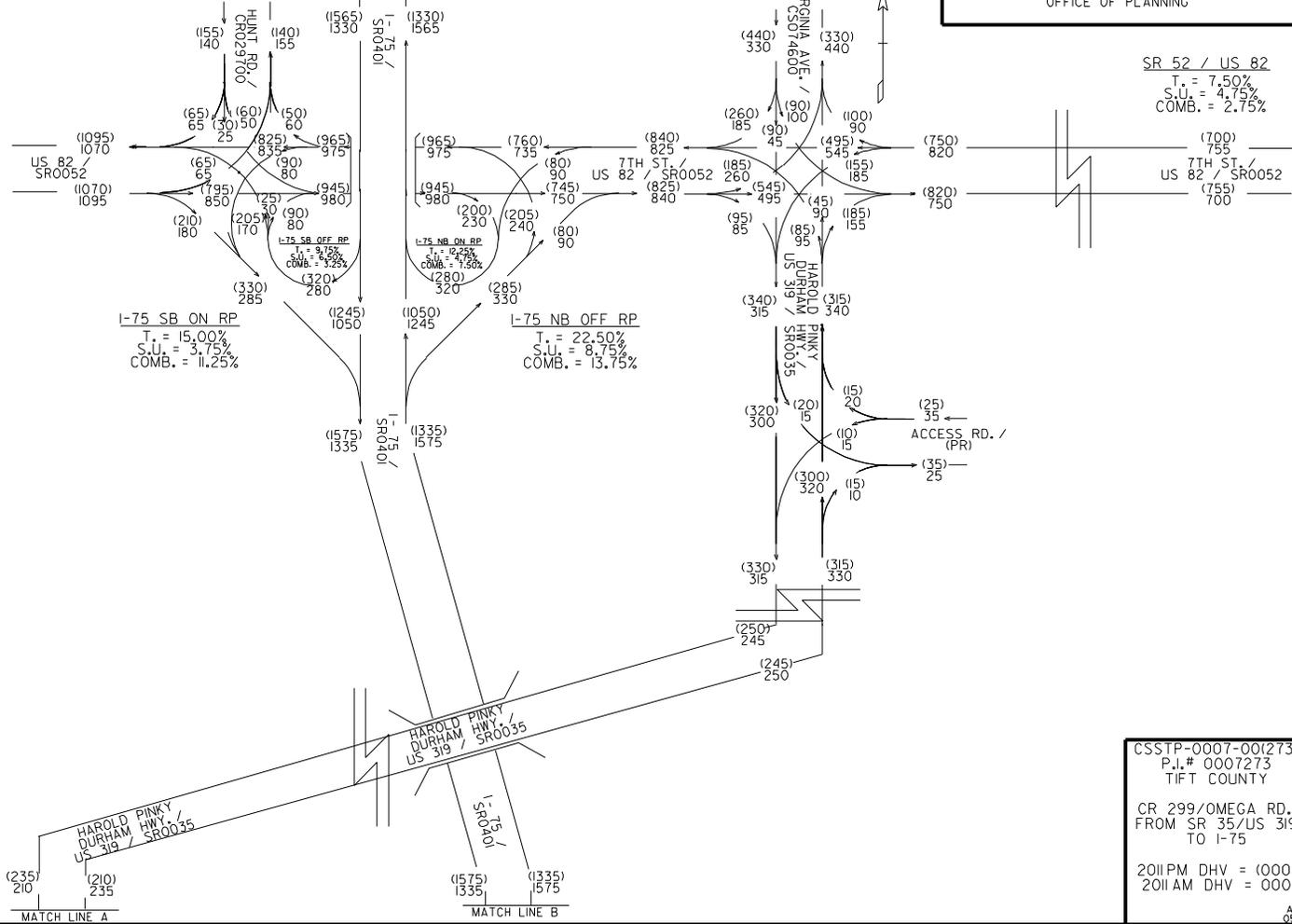
CSSTP-0007-00(273)  
 P.I.# 0007273  
 TIFT COUNTY  
 CR 299/OMEGA RD.  
 FROM SR 35/US 319  
 TO I-75  
 EXISTING TRAFFIC  
 2011

AMW  
05/15



TIFT COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING



AMW  
05/14



TIFT COUNTY, Omega Road (CR 299) from SR 35 to I-75

ACCIDENT RATE CALCULATION for year(s) 2006,2007,2008,2009

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Tift	State Route	003500	0	0	0	0.00	0
2006	Tift	State Route	003500	0	0	0	0.00	0
2006	Tift	State Route	040100	0	0	0	0.00	0
2006	Tift	2	029900	0.00	0.34	4,950	0.34	1,683
2006	Tift	2	029900	0.34	0.45	3,340	0.11	367

Total Vehicle Miles: 2,050	Total Accidents: 10	Accident Rate: 1,336
Average ADT: 4,556	Total Injuries: 6	Injury Rate: 802
Length in Miles: 0.45	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Tift	State Route	003500	0	0	0	0.00	0
2007	Tift	State Route	003500	0	0	0	0.00	0
2007	Tift	State Route	040100	0	0	0	0.00	0
2007	Tift	2	029900	0.00	0.34	4,480	0.34	1,523
2007	Tift	2	029900	0.34	0.45	3,440	0.11	378

Total Vehicle Miles: 1,902	Total Accidents: 5	Accident Rate: 720
Average ADT: 4,226	Total Injuries: 1	Injury Rate: 144
Length in Miles: 0.45	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Tift	State Route	003500	0	0	0	0.00	0
2008	Tift	State Route	003500	0	0	0	0.00	0
2008	Tift	State Route	040100	0	0	0	0.00	0
2008	Tift	2	029900	0.00	0.34	4,480	0.34	1,523
2008	Tift	2	029900	0.34	0.45	3,440	0.11	378

Total Vehicle Miles: 1,902	Total Accidents: 6	Accident Rate: 864
Average ADT: 4,226	Total Injuries: 1	Injury Rate: 144
Length in Miles: 0.45	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2009	Tift	State Route	003500	0	0	0	0.00	0
2009	Tift	State Route	003500	0	0	0	0.00	0
2009	Tift	State Route	040100	0	0	0	0.00	0
2009	Tift	2	029900	0.00	0.34	4,346	0.34	1,478
2009	Tift	2	029900	0.34	0.45	3,337	0.11	367

Total Vehicle Miles: 1,845	Total Accidents: 8	Accident Rate: 1,188
Average ADT: 4,099	Total Injuries: 7	Injury Rate: 1,040
Length in Miles: 0.45	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

## OLD OMEGA ROAD (CR 299)

### Crash Data

Crash data was obtained for Old Omega Road for the latest available four year period. The crash data was obtained for the Old Omega Road corridor from US 319 to the I-75 interchange. Crash Rates per 100 million VMT were calculated for the 0.4 mile length. Calculated crash rates were comparably high to the statewide average crash rates due to the short project segment length. In the study area, a total of 29 crashes occurred from 2006 to 2009. Fourteen of the 29 crashes from 2006-2009 occurred at the intersection of Old Omega Road and US 319. The results are summarized and shown in Table 1.

**Table 1 - Summary Of Historic Crash Data**

YEAR	CRASH TYPE	NUMBER OF CRASHES	INJURIES	FATALITIES	CRASH RATE (Per 100 Million VMT)
2006	ANGLE	5	5	0	1336
	HEAD ON	2	0	0	
	REAR END	2	0	0	
	SIDESWIPE-SAME DIRECTION	0	0	0	
	SIDESWIPE-OPPOSITE DIRECTION	0	0	0	
	NOT A COLLISION WITH A MOTOR VEHICLE	1	1	0	
	<b>TOTAL</b>	<b>10</b>	<b>6</b>	<b>0</b>	
2007	ANGLE	4	1	0	720
	HEAD ON	0	0	0	
	REAR END	1	0	0	
	SIDESWIPE-SAME DIRECTION	0	0	0	
	SIDESWIPE-OPPOSITE DIRECTION	0	0	0	
	NOT A COLLISION WITH A MOTOR VEHICLE	0	0	0	
	<b>TOTAL</b>	<b>5</b>	<b>1</b>	<b>0</b>	
2008	ANGLE	3	0	0	864
	HEAD ON	0	0	0	
	REAR END	3	1	0	
	SIDESWIPE-SAME DIRECTION	0	0	0	
	SIDESWIPE-OPPOSITE DIRECTION	0	0	0	
	NOT A COLLISION WITH A MOTOR VEHICLE	0	0	0	
	<b>TOTAL</b>	<b>6</b>	<b>1</b>	<b>0</b>	
2009	ANGLE	3	5	0	1188
	HEAD ON	0	0	0	
	REAR END	1	0	0	
	SIDESWIPE-SAME DIRECTION	0	0	0	
	SIDESWIPE-OPPOSITE DIRECTION	1	0	0	
	NOT A COLLISION WITH A MOTOR VEHICLE	3	2	0	
	<b>TOTAL</b>	<b>8</b>	<b>7</b>	<b>0</b>	

### Statewide Average Crash Rate (Urban Collector )

- 2006 – 510 per million vehicle miles
- 2007 – 475 per million vehicle miles
- 2008 – 443 per million vehicle miles
- 2009 – 431 per million vehicle miles

**EXISTING TRAFFIC OPERATIONS ANALYSIS**

Traffic conditions along the project were analyzed during the AM and PM weekday peak periods. The analysis was performed based on existing 2011 traffic volumes. The analysis was performed using Highway Capacity Software (HCS 2000) for analyzing capacity and determining level of service (LOS). The Highway Capacity Manual (HCM) provides ranges of delay for each LOS definition, ranging from very minimal delays (LOS A) to long delays (LOS F) with LOS F being considered unacceptable. Table 2 below summarizes the results of the analysis for the AM and PM existing peak periods.

**Table 2 - Summary of Existing LOS**

<b>2011 Existing Traffic Operations</b>				
<b>Intersection</b>	<b>Traffic Operations</b>			
	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>
<b>Old Omega Rd @ I-75 NB Ramp</b>				
Major Street left-turn (East/West)	A	8.1	A	7.7
Minor Street (North)	C	15.3	C	13.9
Minor Street (South)	B	12.4	B	10.7
<b>Old Omega Rd @ I-75 SB Ramp</b>				
Major Street left-turn (East/West)	A	8.4	A	8.1
Minor Street (North)	B	15.2	C	15.9
<b>Old Omega Rd @ US 319/SR 35</b>				
Major Street left-turn (North/South)	A	8.4	A	8.1
Minor Street (West)	C	15.6	C	19.8

**Summary of Existing Conditions**

Based on field observation and the capacity analysis, there are no operational or capacity issues. The existing conditions operate at an acceptable LOS.

**FUTURE TRAFFIC OPERATIONAL ANALYSIS**

Future traffic conditions along the project were analyzed during the AM and PM peak periods. An annual growth rate of 1.23 percent was applied to the existing volumes to project volumes for Opening Year 2016 and Design Year 2036 volumes. The analysis was performed using Highway Capacity Software (HCS 2000) for analyzing capacity and determining level of service (LOS).

With the need to divert interstate traffic heading to US 319 South from the adjacent I-75/US 82 interchange, redistribution was applied to future year peak volumes. Field observations were done on US 82 to get an estimate of the vehicles that exit the southbound off-ramp from I-75 on US 82 before turning south to US 319. During the field observation, only a limited number of vehicles followed this route. Based on these field observations, approximately 25-percent of right-turning volume from the I-75 at US 82 southbound off-ramp will be redistributed to Old Omega Road southbound off-ramp in the future condition. The reduction of peak hour volumes on US 82 will have minimal impacts to the existing and future year LOS on US 82. Future conditions on Old Omega Road were analyzed during the AM and PM peak periods, and the results are summarized in Table 3 and Table 4.

**Table 3 - Summary of 2016 BUILD LOS**

<b>2016 Build Traffic Operations</b>				
<b>Intersection</b>	<b>Traffic Operations</b>			
	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>
<b>Old Omega Rd @ I-75 NB Ramp</b>				
Major Street (East/West)	A	8.0	A	7.8
Minor Street (North)	C	15.2	C	15.0
Minor Street (South)	B	12.4	B	12.2
<b>Old Omega Rd @ I-75 SB Ramp</b>				
Major Street (East/West)	A	8.5	A	9.1
Minor Street (North)	B	12.3	C	18.3
<b>Old Omega Rd @ US 319/SR 35</b>				
Major Street (North/South)	A	8.9	A	8.2
Minor Street (West)	B	13.0	B	13.0

**Table 4 – Summary of 2036 DESIGN LOS**

<b>2036 DESIGN Traffic Operations</b>				
<b>Intersection</b>	<b>Traffic Operations</b>			
	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>
<b>Old Omega Rd @ I-75 NB Ramp</b>				
Major Street (East/West)	A	8.4	A	8.1
Minor Street (North)	C	21.0	C	22.1
Minor Street (South)	B	14.3	C	12.3
<b>Old Omega Rd @ I-75 SB Ramp</b>				
Major Street (East/West)	A	9.1	A	8.5
Minor Street (North)	C	15.0	D	15.9
<b>Old Omega Rd @ US 319/SR 35</b>				
Major Street (North/South)	A	9.8	A	8.7
Minor Street (West)	C	21.4	B	15.2

**Summary of Future Conditions**

Based on the results of the analysis on Old Omega Road opening year (2016) traffic will operate at an acceptable LOS. There were no anticipated operating deficiencies in the analysis for opening year (2016).

For design year (2036), traffic results from the analysis show operating deficiencies at the intersection of Old Omega Road and I-75 southbound ramp during both AM and PM peak hours. Capacity issues at this intersection are due to the number of left-turning vehicles heading west onto Old Omega Road. According to the Highway Capacity Manual (HCM 2000), a single exclusive left-turn lane should be considered for volumes greater than 100 vph. With projected growth for design year 2036, the left-turn volume is projected to be 110 vehicles during the AM peak hour and 106 vehicles during the PM peak hour. Therefore the intersection of Old Omega Road and I-75 southbound off-ramp will eventually require improvements providing two approach lanes: one exclusive left-turn lane, and one exclusive right turn lane. It is recommend this project include a right turn-lane with an island separating the right and left turn lanes at the Old Omega Road and I-75 southbound off-ramp and that this ramp approach remain stop-sign controlled. Also, with the re-alignment of Old Omega Road with US 319, it is recommended that a right-turn deceleration lane be added at Old Omega Road onto northbound US 319 and also a right-turn deceleration lane be provided at northbound US 319 onto Old Omega Road. With anticipated future growth by design year 2036, the side-stop controlled Omega Road intersection with I-75 may warrant traffic signals by 2036. Existing (2011), Opening Year (2016) and Design Year (2036) traffic flow diagrams are shown in Figures 1-16.

**Table 5 - Summary of 2016 NO-BUILD LOS**

<b>2016 Build Traffic Operations</b>				
<b>Intersection</b>	<b>Traffic Operations</b>			
	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>
<b>Old Omega Rd @ I-75 NB Ramp</b>				
Major Street (East/West)	A	7.9	A	7.9
Minor Street (North)	B	13.3	C	16.6
Minor Street (South)	B	11.4	B	11.6
<b>Old Omega Rd @ I-75 SB Ramp</b>				
Major Street (East/West)	A	8.1	A	8.4
Minor Street (North)	B	11.3	C	14.8
<b>Old Omega Rd @ US 319/SR 35</b>				
Major Street (North/South)	A	8.8	A	8.5
Minor Street (West)	B	12.1	B	15.3

**Table 6 - Summary of 2036 NO-BUILD LOS**

<b>2016 Build Traffic Operations</b>				
<b>Intersection</b>	<b>Traffic Operations</b>			
	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>LOS</b>	<b>Delay (sec)</b>	<b>LOS</b>	<b>Delay (sec)</b>
<b>Old Omega Rd @ I-75 NB Ramp</b>				
Major Street (East/West)	A	8.2	A	7.8
Minor Street (North)	C	16.5	C	15.0
Minor Street (South)	B	12.5	B	12.2
<b>Old Omega Rd @ I-75 SB Ramp</b>				
Major Street (East/West)	A	8.5	A	8.0
Minor Street (North)	B	14.8	C	15.6
<b>Old Omega Rd @ US 319/SR 35</b>				
Major Street (North/South)	A	9.7	A	8.6
Minor Street (West)	B	15.5	C	15.5

The results of the year 2016 and 2036 no-build roadway capacity analysis indicates that LOS C or better is anticipated for roadway segments US 319/SR 35 & CR 299/Omega Rd to CR 299/Omega Rd & I-75 SB RAMP. Based on the analysis no signal is warranted under no-build conditions and the results are provided on table 5 and 6.

Currently, there is no existing traffic signal within the project limits (US 319/SR 35 & CR 299/Omega Rd – CR 299/Omega Rd & I-75 SB RAMP). Based on the results of capacity analysis, a signal is not warranted at US 319/SR 35 & CR 299 nor CR 299/Omega Rd & I-75 SB RAMP by neither the build, no-build nor design year.

This analysis was performed for the forecasted future traffic conditions (Table 4). An analysis of the anticipated build year, 2016, is shown as Table 3. Design year conditions (2036) are included as Table 4. No-build conditions for both 2016 and 2036 are listed under Table 5 and 6 respectively.

**HIGHWAY SAFETY MANUAL (HSM) ANALYSIS for CONCEPT REPORTS**

This Concept Report includes an HSM predicted average crash frequency analysis for the design year ADT using the Manual’s Predictive Method. The HSM uses AADT with the Predictive Method while this analysis uses ADT since AADT is typically not available for GDOT projects. The Predictive Method analysis is based on Safety Performance Functions (SPF) for individual roadway segments and intersections that provide the crash frequency. The HSM often provides information on crash frequency distribution by collision type and severity. Crash severities include Fatality, Incapacitating Injury, Non-Incapacitating Injury, Possible Injury and Property Damage Only. Some SPFs include HSM Crash Modification Factors (CMF) that adjust the SPF crash frequency to account for difference between HSM base conditions that the function is based on and project specific conditions such as geometric design features. The HSM includes local calibration factors to further refine predicted average crash frequency. These local calibration factors have not yet been developed for GDOT.

Two Predictive Method analyses of the proposed Concept design are provided below. One analysis provides the Total predicted average crash frequency which includes all crash severities. The second analysis is for Fatal & Injury severities which includes all crash severities except Property Damage Only.

**Project Roadway Segment and Intersection Types analyzed**

Roadway Segment				Intersection	
ID #	Type	Sta. Begin	Sta. End	ID #	Type
Segment #1	2-Lane Undivided Urban/Suburban Arterial	MP 0.00	MP 0.24	CR299/Old Omega Rd & US 319/SR35	3 Leg Minor Rd Stop Control-Urban/Suburban Arterial
Segment #2	2-Lane Undivided Urban/Suburban Arterial	MP 0.24	MP 0.34	CR 299/Old Omega Rd & CR 342/Cassetta Rd	3 Leg Minor Rd Stop Control-Urban/Suburban Arterial
				CR 299 / Old Omega Rd & Interstate ON Ramp	No Analysis Available
				CR 299 / Old Omega Rd & Interstate OFF Ramp	No Analysis Available

This project is located on CR 299 / Old Omega Road in Tift County. It is approximately 0.4 miles in length and was divided into 2 segments and 2 intersections. The segments and intersections are classified and analyzed by the Highway Safety Manual using the urban / suburban arterial predictive method. The Highway Safety Manual does not provide an analysis for intersections at Interstate on/off ramps. The total predicted crashes per the HSM proposed condition is 2.8 crashes per year along CR 299/Old Omega Rd for the 2036 design year. Out of this total of 2.8 crashes per year, 0.919 are fatal & injury crashes.

**HSM Predictive Method for Urban/Suburban Divided/Undivided Arterial Roadway Segments – Total Crashes**

Segment			Roadway Segment Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (total crashes/year)	On Street Parking	Roadside Fixed Object	Median Width	Lighting	Automated Speed Enforcement	Roadway Segment Adjusted Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (total crashes/year)	Vehicle-Pedestrian (total crashes/year)	Vehicle-Bike (total crashes/year)	Total Predicted Average Crash Frequency for Roadway Segment (total crashes/year)
ID #	Length (miles)	Analysis Condition	$N_{spf\ rs}$	$CMF_{1r}$	$CMF_{2r}$	$CMF_{3r}$	$CMF_{4r}$	$CMF_{5r}$	$N_{br}$	$N_{pedr}$	$N_{biker}$	$N_{predicted\ rs}$
Segment #1	0.24	Proposed	0.522	1.00	1.00	1.00	1.00	1.00	0.522	0.003	0.002	0.527
Segment #2	0.10	Proposed	0.419	1.00	1.00	1.00	1.00	1.00	0.419	0.002	0.002	0.423
Total		Proposed	0.941						0.941	0.005	0.004	0.950

**HSM Predictive Method for Urban/Suburban Arterial Roadway Intersections – Total Crashes**

		Urban Intersection Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (total crashes/year)	Left Turn Lanes	Unsignalized – $CMF_{2i} = 1.00$ Signalized Permissive Left Turn	Right Turn Lanes	Unsignalized – $CMF_{4i} = 1.00$ Signalized Right Turn On Red	Lighting	Red Light Cameras	Urban Intersection Adjusted Crash frequency – Excluding Vehicle and Pedestrian/Bicycle (total crashes/year)	Vehicle-Pedestrian (total crashes/year)	Vehicle-Bike (total crashes/year)	Total Predicted Average Crash Frequency for Roadway Intersection (total crashes/year)
Intersection ID #	Analysis Condition	$N_{spf\ int}$	$CMF_{1i}$	$CMF_{2i}$	$CMF_{3i}$	$CMF_{4i}$	$CMF_{5i}$	$CMF_{6i}$	$N_{bi}$	$N_{pedi}$	$N_{bikei}$	$N_{predicted\ int}$
CR299/Old Omega Rd & US 319/SR35	Proposed	2.212	0.67	1.00	0.86	1.00	1.00	1.00	1.274	0.027	0.020	1.322
CR 299/Old Omega Rd & CR 342/Cassetta Rd	Proposed	0.896	0.67	1.00	0.86	1.00	1.00	1.00	0.516	0.011	0.008	0.535
Total	Proposed	3.108							1.790	0.038	0.028	1.857

**HSM Predictive Method for Urban/Suburban Divided/Undivided Arterial Roadway Segments – Fatal & Injury Crashes**

Segment			Roadway Segment Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (fatal & injury crashes/year)	On Street Parking	Roadside Fixed Object	Median Width	Lighting	Automated Speed Enforcement	Roadway Segment Adjusted Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (fatal & injury crashes/year)	Vehicle-Pedestrian (fatal & injury crashes/year)	Vehicle-Bike (fatal & injury crashes/year)	Total Predicted Average Crash Frequency for Roadway Segment (fatal & injury crashes/year)
ID #	Length (miles)	Analysis Condition	$N_{spfrs}$	$CMF_{1r}$	$CMF_{2r}$	$CMF_{3r}$	$CMF_{4r}$	$CMF_{5r}$	$N_{br}$	$N_{pedr}$	$N_{biker}$	$N_{predicted\ rs}$
Segment #1	0.24	Proposed	0.153	1.00	1.00	1.00	1.00	1.00	0.152	0.003	0.002	0.157
Segment #2	0.10	Proposed	0.126	1.00	1.00	1.00	1.00	1.00	0.125	0.002	0.002	0.129
Total		Proposed	0.279						0.277	0.005	0.004	0.286

**HSM Predictive Method for Urban/Suburban Arterial Roadway Intersections – Fatal & Injury Crashes**

		Urban Intersection Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (fatal & injury crashes/year)	Left Turn Lanes	Unsignalized – $CMF_{2i} = 1.00$ Signalized Permissive Left Turn	Right Turn Lanes	Unsignalized – $CMF_{4i} = 1.00$ Signalized Right Turn On Red	Lighting	Red Light Cameras	Urban Intersection Adjusted Crash frequency – Excluding Vehicle and Pedestrian/Bicycle (fatal & injury crashes/year)	Vehicle-Pedestrian (fatal & injury crashes/year)	Vehicle-Bike (fatal & injury crashes/year)	Total Predicted Average Crash Frequency for Roadway Intersection (fatal & injury crashes/year)
Intersection ID #	Analysis Condition	$N_{spf\ int}$	$CMF_{1i}$	$CMF_{2i}$	$CMF_{3i}$	$CMF_{4i}$	$CMF_{5i}$	$CMF_{6i}$	$N_{bi}$	$N_{pedi}$	$N_{bikei}$	$N_{predicted\ int}$
CR299/Old Omega Rd & US 319/SR35	Proposed	0.657	0.67	1.00	0.86	1.00	1.00	1.00	0.379	0.027	0.020	0.425
CR 299/Old Omega Rd & CR 342/Cassetta Rd	Proposed	0.328	0.67	1.00	0.86	1.00	1.00	1.00	0.189	0.011	0.008	0.208
Total	Proposed	0.985							0.568	0.038	0.028	0.633

## MEETING MINUTES

**SUBJECT:** CSSTP-0007-00(273)  
P.I. No. 0007273  
Old Omega Road/CR 299 from SR 35/US 319 to I-75 in Tifton  
Concept Team Meeting

**MEETING DATE:** December 19, 2007

**TODAY'S DATE:** December 20, 2007

**PREPARED BY:** Chuck Sample, Jacobs Carter Burgess

**ATTENDEES:** Sonja Thompson – Area Engineer  
David Gronbeck – Asst. Area Engineer for Construction  
Brent A. Thomas, P.E. – GDOT District 4 Preconstruction Engineer  
Van Mason – GDOT District 4 Traffic Operations  
Danny P. Gay – GDOT District 4 Traffic Operations  
Larry Riner – City of Tifton  
Bill Cooper – GDOT District 4 Utilities  
Brad McManus – GDOT Roadway Design  
Tiffany Powers – GDOT Roadway Design  
Russ Dorman – City of Tifton (Utilities)  
Joe Sheffield - GDOT District 4 Engineer  
Kim Bradford – GDOT District 4 Right of Way  
Shane Pridgen – GDOT District 4 Planning/ Programs  
Jason Jordan - Tift County  
Richard Burr - Tift County  
Roger Dill, Consultant – Tift County  
Cal Carpenter – City of Tifton  
Jeff VanDyke - Jacobs Carter Burgess  
Chuck Sample - Jacobs Carter Burgess

**LOCATION:** District Four Preconstruction Conference Room, Tifton

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### Introduction and Meeting Purpose

Joe Sheffield welcomed the group to the concept Team meeting. Jeff VanDyke led the introductions. The purpose of the meeting is to present and discuss the proposed concept as a kicking off point to the next phases.

## **Project Overview**

Jeff VanDyke led the project overview. Jeff described the proposed changes to the Old Omega Road / CR 299 intersection with US 319 / SR 35 as shown on the proposed concept display. The intersection will be realigned to improve safety and operations.

The project also includes modifying several signs along I-75 leading up to the exits for US 82 / SR 520 / 7<sup>th</sup> Street and Old Omega Road. The signs would be modified to redirect southbound US 319 traffic from the US 82 / SR 520 / 7<sup>th</sup> Street exit to the Old Omega Road exist. The I-75 southbound entrance and exit to Old Omega road will be modified for turn lanes to Old Omega Road. A median barrier is also proposed to better separate the on/off ramps.

## **Draft Concept Report Review**

- **Need and Purpose**  
The project Need and Purpose was reviewed. The need for the project is primarily safety and operational.
- **Project Description**  
The project Definition / Description was reviewed.
- **Functional Classification**  
The group requested the consultant team verify the functional classification.
- **Existing Design Features**  
The group requested the consultant team to add the existing ROW width.
- **Proposed Design Features**  
The group requested the consultant team verify the number of ROW parcels. The distance between the sidewalk to EOP was increased by 4' to accommodate ADA standards.
- **Scheduling**  
The group reviewed the schedule. Brad McManus recommend changing the ROW acquisition form 6 months to 1 Year. Joe Sheffield noted that the construction time needed to allow for the manufacture of the overhead signs.
- **Location of Environmental Resources**  
The potential environmental resources were reviewed by the group.

- **Public Input**  
Jeff VanDyke noted that a Public Information Open House (PIOH) is not normally required for minor projects. However, a PIOH was held in conjunction with a City of Tifton planning study open house. The PIOH was held on August 28, 2007.
- **Alternatives Considered**  
No build.
- **Practical Alternative Report (PAR)**  
A PAR is not required for this project.
- **Type of Environmental Document and Permits Required**  
A categorical exclusion is planned and no permits are anticipated for this project.
- **Right of Way Requirements**  
Right of Way should accommodate utilities between near lift station.
- **Railroads**  
There are no railroads on the project.
- **Bridge Assessments and Structural Needs**  
There are no bridges or structural requirements for the project.
- **Accident History**  
Accident data was inconclusive due to short length of project.
- **Construction Limits**  
The construction limits for the project will be kept at a minimum to limit right of way impacts.
- **Maintenance of Traffic**  
The project can be built under traffic with routine temporary lane closures.
- **Existing Maintenance Issues**  
The group noted that the catch basins on US 319 seemed to be clogged. They may be undersized.
- **Capacity Analysis**  
Jeff VanDyke summarized the LOS as noted in the traffic study report attached to the concept report.

- **Intersection Improvements**  
The existing intersection at US 319 and Old Omega Road has a shared lane for vehicles turning to travel North and South on US319. This project separates the traffic by providing a left turn lane for vehicles headed south and a right turn lane for vehicles headed north.
- **Constructability**  
No constructability issues were noted for this project.
- **Construction Cost Estimate**  
The group reviewed the cost estimate in the concept report. Add ROW and utility costs to estimate.
- **Project Assignments**  
The Jacobs team as a consultant to the City is responsible for all concept design.
- **Coordination with GDOT and Other Government Agencies**  
GDOT will be the reviewing and approval agency for this project.
- **Coordination with GDOT and Other Local Projects**  
There are two projects in the area. See Concept Report.

### **Additional Comments**

- **Preconstruction Engineer**
  - Change unit number on projects in area from 804 to 803.
  - GDOT is currently adding some signage to help direct trucks.
  - There are potential UST hazardous materials issues with the gas station and commercial truck wash.
- **Utilities**
  - Split Telephone and Cable in Concept Report
  - Keep road and fill to minimum at lift station. Existing mains may need encasement.
  - SUE services may be required around the lift station during design.
  - The group discussed splitting traffic around the lift station. This was discarded due to driver expectation and clear zone issue.
  - There is a critical vault cutoff located on US 319. It should be located and avoided during design.
- **Traffic / Safety**
  - Keep driveway grades under 6% commercial and 10% residential during design.
  - Add speed design of I-75 (70mph) to concept report.
  - Try to reduce / eliminate 2:1 slopes during design.

- Re- Check center turn lane width. Bridge appears to have a 14' center turn lane. Omega Road should match.
  - Remember to use safety end sections during design.
  - Look at concrete raised island at the Omega / US 319 intersection.
  - Look at overhead signage on US 319.
  - Review signal warrants looking at delays and available gaps. If the intersection does still not meet warrants, design the intersection to accommodate a future signal.
- **Road Design**
    - Should Old Omega Road be added to state route system as part of this project?
    - The project is not Full Oversight, but make sure FHWA gets a courtesy review of the design plans.
- **Right of Way**
    - Can old road bed be deeded back to the owners? Possibly, but existing utilities could be an issue.
    - Check location of houses on aerial. Roadway may be closer to the homes than shown. Impacts will likely increase.
    - Separate commercial and residential properties in concept report.

## **Action Items**

Jacobs Carter Burgess

- Incorporate review comments into concept report.

GDOT

- Check status of LGPA / Project Management Agreements.

These meeting minutes reflect the notes and memory of Chuck Sample. If any additions, deletions, or corrections are necessary, please contact Chuck Sample at 404-249-7550 or [chuck.sample@jacobs.com](mailto:chuck.sample@jacobs.com). If no responses are received within five days, these meeting minutes will be considered final.

## INITIAL CONCEPT TEAM MEETING

### MEETING MINUTES

**SUBJECT:** Project CCSTP-0007-00(273)  
P.I. No. 0007273 Tift County  
Description: Omega Rd/CR 299 from SR 35/US 319 to I-75 in Tifton

**MEETING DATE:** August 30, 2012

**TODAY'S DATE:** September 4, 2012

**TIME:** 10:00 AM to 11:00 AM

**LOCATION:** District Four Assembly Room, Tifton

**PREPARED BY:** Frantz Boileau, GDOT-Roadway Design

**Attendees:** Matt Bennett – Project Manager (Program Delivery)  
Robert L. Reid – Design Group Manager (Roadway Design)  
Nasser Rad – Lead Design Engineer (Roadway Design)  
Joe W. Sheffield – District Engineer (District 4)  
Brent Thomas – District Preconstruction Engineer (District 4)  
Shane Pridgen – Planning /Programming Engineer (District 4)  
Roger Dill – Consultant for Tift County (Tift County)  
Van Mason – District Traffic Engineer (District 4)  
Scott Chambers – District Construction Engineer (District 4)  
Sonja Thompson – Area 4 Engineer (District 4)  
Frantz Boileau – Design Engineer III (Roadway Design)  
Mehdi Bashirian – Design Engineer II (Roadway Design)  
Geno Hasty – District Traffic Operations Manager (District 4)  
Ken Cheek – Utility Engineer (District 4)  
Doug Preece – Utility Engineer (District 4)  
Daring G. Purvis – Engineering Services (District 4)  
Donna Garrison – Engineering Services (District 4)  
Jason Jordan – Tifton County Board of Commissioner  
Adam Cobb – City of Tifton

#### Introduction and Meeting Purpose

Matt Bennett welcomed the group to the Initial Concept Team Meeting. He led the introductions and followed with an overview and history of the project. The meeting was turned over to Roadway Design for the presentation of the proposed concept.

## **Project Overview**

Frantz Boileau led the project overview. Frantz discussed the project Justification Statement and the proposed project description for the Omega Road/CR 299 intersection with US 319/SR 35 as shown on the proposed concept displays. The existing skewed intersection will be realigned closer to a 90 degree angle to improve safety and operations. Omega Road will be upgraded to State Route standards.

The project also includes modifying several signs along I-75 leading up to exits for US 82/SR 520/7<sup>th</sup> Street and Old Omega Road. The signs would be modified to redirect southbound US 319 traffic from US 82/SR 520/7<sup>th</sup> Street exit to the Old Omega Road exit. The I-75 southbound entrance and exit ramp to Old Omega Road will be modified for turn lanes to Old Omega Road. A median barrier is also proposed to better separate the on/off ramps.

## **Draft Concept Report Review**

- **Justification Statement**  
The project justification statement was reviewed.
- **Project Description**  
The project Description was reviewed.
- **Functional Classification**  
Functional Classification was reviewed.
- **Existing Design Features**  
Existing design features were discussed.
- **Proposed Design Features**  
Proposed design features were described.
- **Schedule & Responsibilities**  
Project responsibilities were described relative to each office.
- **Environmental Services**  
The office Environmental Services has consulted out the assessment, survey and services for this project via Task Order which will soon be underway.
- **Alternatives considered**

Alternative #1 (Preferred) will shift and realign the existing skew of the Omega Road/CR 299 intersection with SR 35/US 319 to a 90 degree angle just north of the existing Sanitary Sewer Lift Station. This is the preferred alternate due to the cost and construction time savings realized from not having to relocate the Sanitary Sewer Lift Station.

Alternative #2 will shift and realign the existing skew of the Omega Road/CR 299 intersection with SR 35/US 319 to a 75 degree angle just north of the existing intersection. This Alternative is less desirable since it will require the relocation of the Sanitary Sewer Lift Station, potential reconstruction of the existing drainage system at the lake, slightly longer construction time and possible additional Right of Way impacts.

- **Practical Alternative Report (PAR)**  
A PAR is not required for this project.
- **Type of Environmental Document and Permits Required**  
To Be Determined. CE is anticipated.
- **Right of Way Requirements**  
Varies from 100 feet to 120 feet.
- **Railroads**  
There are no railroads on the project.
- **Major Structures**  
There no major structures for the project.
- **Accident History**  
Accident history was described.
- **Maintenance of Traffic**  
The project can be built under traffic with routine temporary lane closures.
- **Capacity Analysis**  
The capacity analysis as noted in the traffic report section was discussed.
- **Intersection Improvements**  
The existing intersection at SR 35/US 319 and Old Omega Rd/CR 299 currently has a single shared lane for vehicles turning to travel North and South on US 319. This project separates the traffic by providing a left turn lane for vehicles headed South and a right turn lane for vehicles headed North.

The existing adjoining SB Entrance and Exit Ramps will be widened with an additional lane and will be separated by adding a designed retaining wall as a divider.

The existing intersection at SR 35/US 319 and Old Tifton-Moultrie Hwy/Casseta Drive is proposed to be modified to a “right in” and “right out” only intersection to minimize conflict with relocated Omega Road due to its close proximity.

- **Constructability**

Alternative #1 - No constructability issues were noted for this design.

Alternative #2 - Could potentially have construction issues should the design widen into the existing drainage system associated with the existing lake in the southwest quadrant of the SR 35/US 319 and Omega Rd/CR 299 intersection.

- **Project Cost Estimates**

The construction cost estimates for both alternatives were presented and discussed. There was a minimum cost difference between the two of approximately \$1500. Should the City request Utility Aid for their utility relocations, the relocation of the Sanitary Sewer Lift Station as depicted in Alternative #2, could potentially increase the project costs by approximately \$300,000. The RW Cost Estimate will also offset the total project cost.

- **Project Coordination**

There are two projects in the area.

PI # 0000803 - I-75 @ CR 410/Brighten Road – PH II Interch Reconstr. in Tift County.

PI # 0007183 – Misc. SR 35 Safety Improvements in Colquitt & Tift Counties.

### **Additional Discussion/Comments**

- **Preconstruction Engineer**

- The overhead sign structures should be considered for replacement due to the current FHWA requirements on new signs.
- Curb and Gutter should be constructed through the tie into the ramp.
- Coordination recommended with Cynthia Burney for the Statewide Signing Program so that the proposed overhead sign upgrade could be included in her contract.
- Transportation Data Office should consider changing designation of Omega Road as the SR 35 Connector not just for the project limit but for the entire length of Omega Rd through the interchange.
- Ramp Lighting relocation will be added to the contract per Special Provision and should eliminate the need for lighting plans.
- Pursue early coordination with the city and/or county to modify the intersection of Old Tifton-Moultrie Hwy/Casseta Drive to a “right in” and “right out” only intersection.

- **Utilities**

- Cost for relocating the Sanitary Sewer Lift Station is estimated at approximately \$300,000 but is currently non-reimbursable. The City might request Utility Aid if the Sanitary Sewer Lift Station was to be relocated

- **Traffic/Safety**

- Verify that Overhead Exit Signs are not misleading.
- Check overhead signs in field to ensure that all Exit Signs are accounted for.
- Make sure that additional roadway signs along each route are provided with the signing and marking design.

- **Right of Way**  
Estimate for right of way was underway

**Items Utilized During Meeting:**

- Draft Concept Report
- Project Map
- Project Layouts

**Meeting Minute Notes:** Robert Reid, Nasser Rad, Frantz Boileau and Mehdi Bashirian

**Action Items:**

Matt Bennett

1. Coordinate with Cynthia Burney regarding Statewide Interchange Signing Project and pursue the possibility of including the proposed sign changes in her project.
2. Coordinate with city and/or county to agree on modifying the intersection of Old Tifton-Moultrie Hwy to a “right in” and “right out” only intersection.

Roadway Design

1. Verify that the I-75 Interchange Exits are correctly labeled and are all accounted for within the project limits.
2. Request additional survey near Old Tifton-Moultrie Hwy/Casseta Drive.

Right of Way

1. Provide requested cost estimates.

Environmental Services

1. Provide Environmental Data for Concept Report.

**Events After The Meeting:**

Right of Way Cost Estimates dated August 30, 2012 were received with the following costs:  
Alternative #1 = \$285,000 for 2 parcels  
Alternative #2 = \$132,000 for 1 parcel

A field investigation was conducted directly after the meeting to identify all of the necessary overhead signs to adequately redirect traffic from each direction to Omega Road. Photographs were taken to document the existing signs.

<u>NAME</u>	<u>OFFICE</u>	<u>EMAIL</u>	<u>PHONE #</u>
ROBERT REID	ROADWAY DESIGN	RREID@DOT.GA.GOV	4) 631-1803
FRANTZ BOILEAU	ROADWAY DESIGN	FBOILEAU@DOT.GA.GOV	4) 631-1636
Nasser Rad	Roadway Design	nrad@dot.ga.gov	4) 631-1637
Mehdi Bashirian	Roadway Design	mbashirian@dot.ga.gov	404-347-0611
MATT BENNETT	OPD	MABENNETT@DOT.GA.GOV	912-271-7411
Shane Spridgen	Dist #4	spridgen@dot.ga.gov	229-386-3042
ROGER DILL	TIFT COUNTY	roger.dill@hotmail.com	229-796-7930
KEN CHEEK	DIST 4 UTILITIES	KCHEEK@DOT.GA.GOV	229-386-3288
Doug Preece	D4 UTILITIES	dpreece@gdot.com	229-386-3288
Darin G. Purvis	ENGINEERING SERVICES	Dpurvis@dot.ga.gov	229-386-2543
SONJA THOMPSON	D4 - A4 CONST.	Sthompson@dot.ga.gov	229-891-7130
DONNA GARRISON	ENGINEERING SERVICES	dgarrison@dot.ga.gov	229-386-3466
SCOTT CHAMBERS	D4 - DIST. CONST	schambers@dot.ga.gov	229-386-3304
JASON JORDAN	Tift County board of Comm	jason.jordan@tiftcounty.org	229-387-1639
Van Mason	D4 - Traffic	vmason@dot.ga.gov	229-386-3135
Brent Thomas	D4 - PRECST	bthomas@dot.ga.gov	229-386-3300
ADAM COBB	CITY OF TIFTON	acobb@tifton.net	229-391-3949
Joe W. SHEFFIELD	GDOT - DS		
Gene Washy	GDOT Traffic OP		229-386-3431

## **Tift County**

**Attendees:** Jim Carter, County Manager  
Sen. John Crosby  
Roger Dill, Consultant  
Mike Jones, Commissioner  
Sherry Miley, Commissioner  
Rep. Jay Roberts

**Staff:** Commissioner Vance Smith  
Sidney Ross, Board Member  
Stephanie Carter  
Terry Gable  
Todd Long  
Mike Thomas

**Date:** October 19, 2009  
3:00 pm, Commissioner's Office

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**Review of County Projects:** The County provided a brief overview of projects they are currently working on with GDOT, including the **Goff Street Intersection Improvement** (State Aid), the **Owens Medford Road Project** (LARP), and **Union Road**, which will be included in the December letting for ARRA projects.

**ER Funds Repair from Spring 2009 Flood Damage:** The County is currently repairing three bridges that were damaged earlier this year, including **Culvert #10 and #11 on Tifton Eldorado Road** and **Culvert #12 on Whiddonmill Road**. The County reported they are working directly with Cale Durrence at GDOT on these projects.

**Scotterville Road Bridge at Ty Ty Creek (PI 0003094):** The County informed GDOT that they are currently experiencing mitigation permit issues on this project and they are concerned about their ability to meet the deadline for ARRA funding. ACTION: Mike Thomas promised the County he would check on the mitigation issue. Gerald Ross updated Mike on the project's status. Gerald indicated that EOL is aware of the problem and will be solving the issue with bridge design.

**Carpenter Road (PI 0003430):** This project is scheduled to let in the fall of 2011 (FY 2012). However, R/W purchase is a little behind schedule since the County must re-evaluate the Environmental Approval prior to receiving the NTP to start purchasing R/W, which is locally funded.

**South Tifton Bypass/Truck Route (PI 0001340):** The County would like to begin concept work on a roadway that would relieve heavy volumes of freight traffic traveling East and West on SR 520/US 82. The Department authorized PE funds in July of 2007 and selected a consultant. However, due to funding restraints, the consultant was never given a NTP for the work. ACTION: Todd Long committed to get concept and environmental completed. Gerald Ross will instruct staff to release the consultant to prepare concept and environmental document. The County understands that money for R/W and CST have not been identified.

**CR 299/Old Omega Road (PI 0007273):** The County wants this project to relieve traffic congestion on SR 520/US 82. The concept study is currently in progress by the County. The County is prepared

# Stephanie Carter

Special Assistant to the Commissioner

Policy and Projects

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to participate in acquisition of R/W. Roger Dill reported that GDOT owns the R/W on this local road. He indicated that it was an old state route. ACTION: Brad McManus should research this issue.

**SR 520/US 82 @ SR 35/US 319 (PI 0008723):** This project will add turn lanes and signal to this location. The County said the project is estimated to cost less than \$750 K. ACTION: Todd Long will check with Keith Golden to determine the status of this project and determine if the project qualifies for lump sum operation funds.

**Proposed Project/Intersection Improvements on CR 413 (20<sup>th</sup> St):** The County would like to add left turn lanes at three intersections on 20<sup>th</sup> Street/CR 413 in an effort to increase safety for emergency vehicles traveling to and from the hospital. One of the intersections is at SR 7/US 41. The other two are at Murray Ave and Lee Ave.

ACTION: Todd Long asked Roger Dill to get in touch with the City to determine need since they were not in attendance. The District needs to evaluate to see if the state route intersection would qualify for the operational Lump Sum improvement program under Traffic Operations. Also, the District Office is to also evaluate the two non-state route intersections to see if they would be good city contract type projects. Finally, Terry Gable suggested that the City consider a State Aid type project, if funds are available.

**I-75 Maintenance:** The County informed GDOT that the fence along I-75 was in need of repair and also mentioned that they would be interested in entering into a mowing agreement with GDOT. ACTION: The County was instructed to contact Joe Sheffield in the District Office about a possible mowing agreement with GDOT.

**Other:** The Commissioner explained the new funding criteria and changes made to the State Aid and LARP funding with SB 200. The County asked that local governments be kept up to date on the final funding formula so that they can maximize funding at the local level.

Copy: Vance Smith; Joe Sheffield; Mike Thomas; Terry Gable; Gerald Ross; Gloria Curtis; Todd Long; Keith Golden; Thomas Howell; Greg Mayo; Kathryn Pfirman; Earl Mahfuz; Sandra Burgess; Brad McManus; Ralph Griffin; Steve Adewale; Cale Durrence; Angela Alexander; Ben Buchan; Brent Story; Bobby Hilliard; Robert Rogers



Summary of Comments

CSNHS-0007-00(273) Tift – Old Omega Road / CR 299 From SR 35 / US 319 to I-75 in Tifton

Page 2

August 28, 2007

Carl Fortson – Tifton/Tift County Development

Glynda Hemby – County Clerk

Larry Riner – City of Tifton

Jimmy Stone – Tifton/Tift County Fire Dept.

DISPOSITION OF COMMENTS:

The design consultant is requested to respond to the comments listed for the following offices:

Consultant Design / Consultant	2,3,4
District	1
Right-of-Way	0
Traffic Operations / Consultant	5
Planning	0

The environmental consultant will respond to comments for the following office:

Environmental	5
Location	0

Please have the consultants send this office copies of your responses to these comments by August 31, 2007.

Attached is a complete transcript of the comments received during the comment period and a copy of the hearing handout.

If you have any questions about the comments, please call Paul Alimia at (404) 699-4448.

GSB/PPA

Attachments

DISTRIBUTION:

David Studstill, Jr., P.E.

Joe Sheffield

Jonathan Cox

Paul Alimia

Zanda Crawford

## 5. QA Review Events

### 5.1. QA Concept Report & Layout Review

**Review Panel:** Assistant Office Head, Design Group Manager, Lead Design Engineer

**Review Schedule:** Hold review 4 weeks prior to submission of the concept or revised concept reports.

**Review Elements:**

- Project addresses the Project Justification and is consistent with Project Termini.
- Project conforms to RTP/TIP/STIP (model yr/open to traffic, # of lanes, termini, cost estimates).
- Traffic volumes reflect current and design year estimates and cover side roads adequately.
- Geometric design policy has been adequately identified – functional classification, design speed, design vehicle, min radius, max grades, max SE rate, access control, clear zone, median usage. See Chapters 3, 4, and 5 of the GDOT DPM.
- Typical Sections (see Chapter 6 of the GDOT DPM).
- Capacity Analysis demonstrates acceptable Level of Service (LOS) for Functional Classification.
- Lane configuration (number of lanes, turn lanes) is consistent with the Capacity Analysis.
- Provisions for u-turns have been assessed at appropriate locations along the roadway.
- Accident/Crash History - the concept addresses critical locations along the project?
- Avoidance of environmental resources has been adequately considered.
- State Waters and Stream Buffers have been identified by the ecologist and noted on plans.
- FEMA Flood Plains, Biota Impaired Streams, Fish Passage has been assessed.
- If in MS4 area, project has been adequately assessed for water quality design and stormwater detention.
- Avoidance of major utilities has been adequately considered. PIDP has been considered.
- Considerations for pedestrian and bicycle access has been adequately addressed.
- Constructability has been assessed (staging, detours, road closures, access, major utilities, etc.).
- Structural elements have been adequately considered (bridge, culvert, retaining wall, noise wall).
- Vertical clearances are addressed (see GDOT Bridge and Structures Design Policy Manual).
- FAA coordination has occurred (if project is within 5 miles of an airport or aviation facility).
- Design Exceptions and Variances are addressed.
- Coordination with stakeholders has occurred (FHWA, local governments, civic groups, utility companies, railroad companies, other federal and state agencies, etc...).
- R/W & easement limits are reasonable (see Chapter 3 of the GDOT DPM).
- V.E. study recommendations have been implemented, if applicable.
- Feasible alternative alignments have been adequately considered and noted.
- Roadway Quantities have been reviewed and are satisfactory.**
- Revised Concept Report – if the revision involves splitting an original project into additional project phases, the revised report must clearly note the new project limits for each phase along with the related cost estimate for each phase.

TBD -  
Waiting  
on  
OES  
Task  
Order

NA

NA

NA

**Action:**

- Lead Design Engineer will incorporate revisions resulting from the review into the Concept Report and layout; and/or conduct additional studies to support decisions or resolve questions, and follow-up with Assistant Office Head for closure.
- Document and file, in QC/QA folder, a copy of the review notes and any actions taken by the review panel

Project: 0007273 Tift County - Omega Road

AOH: 

Date: 9-21-12