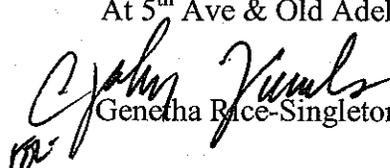


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007477, Colquitt County **OFFICE** Preconstruction
CSSFT-0007-00(477)
SR 133 Safety Improvements **DATE** March 26, 2008
At 5th Ave & Old Adel Road

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Joe Sheffield
Paul Liles
Brent Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Traffic Operations

PROJECT CONCEPT REPORT

SR 133 Safety Improvements at 5th Ave & Old Adel Road

Project Number: CSSFT-0007-00(477)

P.I. NO. 0007477

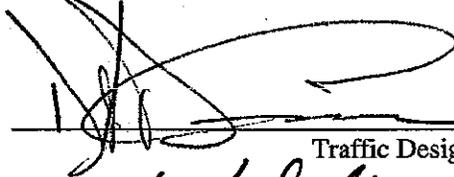
County: Colquitt

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 133

Prepared by:

DATE 2-18-08



Traffic Design Manager

DATE 2-18-08



State Traffic Operations Engineer

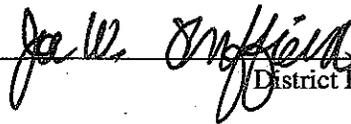
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 3/15/08



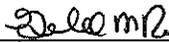
State Transportation Planning Administrator

DATE 3-18-08¹⁹



District Engineer

DATE 3/24/08



Chief Engineer

BENEFIT COST ANALYSIS WORKSHEET

SR 133 @ Old Adel Rd/ 5th Ave
Colquitt

Cost includes utilities, R/W

ACCIDENT DATA

Description	Symbol	Value
Property Damage Accidents (no fatality or injury)	P	11.5
Fatalities	F	0.2
Injuries	I	6.8

FIXED VALUES

Description	Symbol	Value
Fatality Cost	Fc	\$5,800,000
Injury Cost	Ic	\$333,500
Property Damage Cost	Pc	\$4,400
Maintenance/Operating Cost	Cm	\$50,000

TABLE VALUES

Description	Symbol	Value
Reduction Factor (fatalities and injuries) (Appendix E)	R	0.865
Reduction Factor (property damage) (Appendix E)	Rp	0.5905
Capital Recovery Factor (Appendix E)	Ek	0.135
Initial Improvement Cost (Itemized Cost Estimate)	Ci	\$3,352,700.49



Q = Weighted cost of fatal and injury collisions

$$Q = \frac{(Fc \times F) + (Ic \times I)}{F + I}$$

$$Q = 489685.7143$$

B = Benefit

$$B = Q (F + I) (R) + Pc (P) (Rp)$$

$$B = 2994926.3$$

C = Cost

$$C = Ek (Ci) + Cm$$

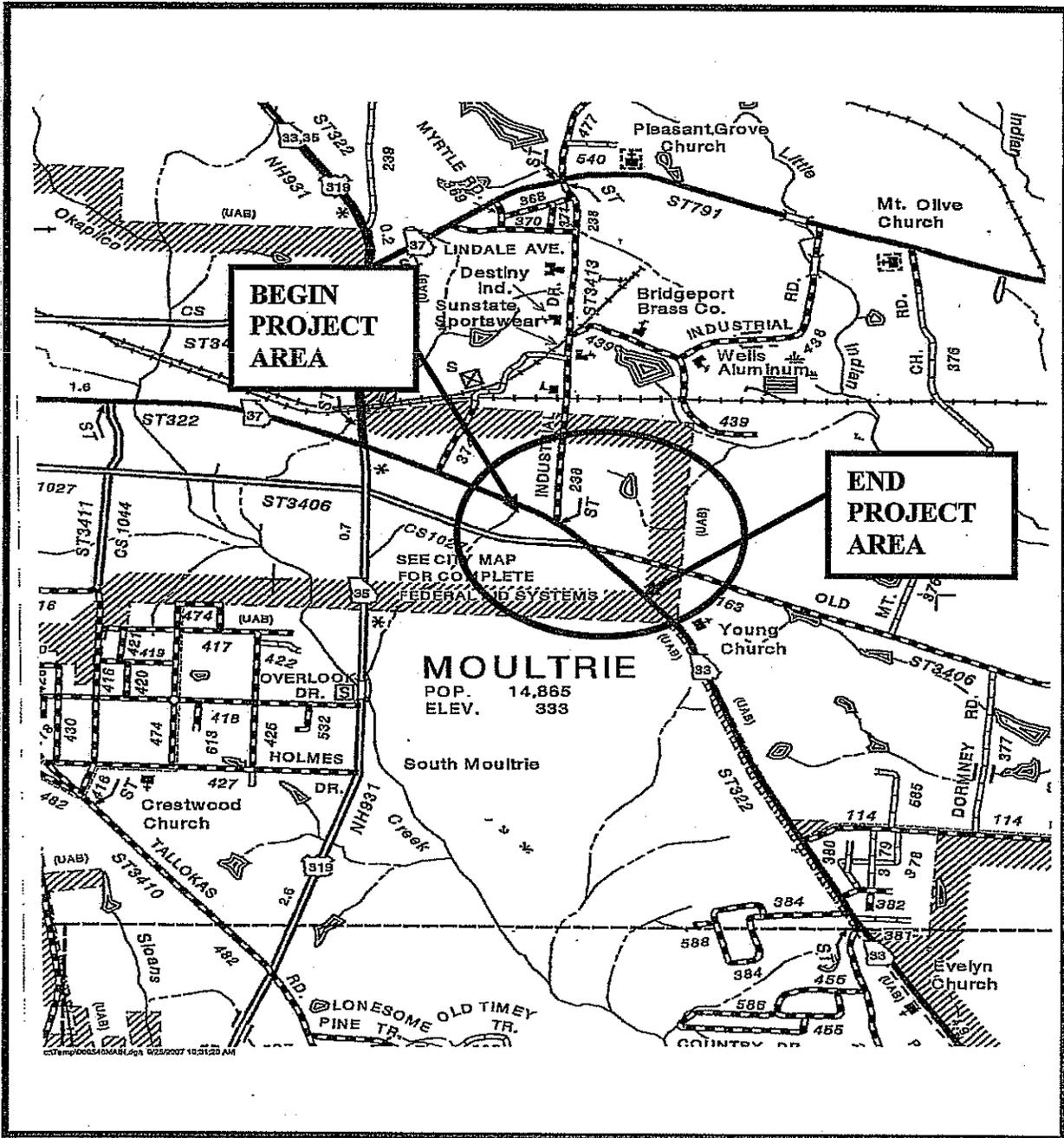
$$C = 502614.5662$$

B/C = Benefit/Cost Ratio

$$B/C = 5.958693802$$

BENEFIT/COST RATIO: 5.96

Project Concept Report page 2 .
 Project Number: CSSFT-0007-00(477)
 P. I. Number: 0007477
 County: Colquitt



Project: CSSFT-0007-00(477) PI No.: 0007477
 Description: S.R. 133 Safety Improvements at 5th Ave & Old Adel Road

Project Concept Report page 3
Project Number: CSSFT-0007-00(477)
P. I. Number: 0007477
County: Colquitt

Need and Purpose: State Route 133 is a major arterial route located between Valdosta and Albany, Georgia. It has a posted speed limit of 45 mph. Old Adel Road provides access to a heavily residential area and has a posted speed limit of 45 mph while S.E. Fifth Avenue which has a posted speed limit of 45 mph also, serves as the connection route between the Moultrie Bypass and SR 133, and is often used as a shortcut to the local high school. Both Old Adel Road and S.E. Fifth Avenue intersect SR 133 at a severely skewed angle, resulting in limited sight distance which contributes to an increased number of angle and rear-end crashes at these locations. The proposed project will improve the overall safety and operation of the intersection of S.E. Fifth Avenue and Old Adel Road.

Description of the proposed project: CSSFT-0007-00(477) in Colquitt County is proposed to improve a total of approximately 1 mile of SR 133 from 25th Street (Colquitt County Mile Post 14.3) to Regency Village (Colquitt County Mile Post 13.6) including realigning Old Adel Road and S.E. Fifth Avenue. The project is located 4 miles inside the city limits of Moultrie and 0.5 miles east of SR 35/East Moultrie Bypass. This safety project is within the project limits of STP-032-2(28) and has an accelerated schedule in order to address safety concerns at the intersection of Old Adel Road and S.E. Fifth Avenue. Improvements consist of widening SR 133 to a four-lane roadway with turn lanes as required, a 14' center turn lane, curb and gutter and sidewalk throughout the corridor. Old Adel Road will be realigned to intersect SR 133 at a 90 degree angle. S.E. Fifth Avenue and Industrial Drive will be realigned to intersect at an improved skew angle of 80 degrees with a traffic signal. A cul-de-sac will be provided on the existing S.E. Fifth Avenue in order to provide access for the residents onto the realigned S.E. Fifth Avenue.

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

PDP Classification: Major _____ Minor X _____

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

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): N/A **State Route Number(s):** 133

Traffic (AADT):

Current Year: (2010) 7025 Design Year: (2030) 10475

Existing design features:

- 4 – 12 ft. lanes with 2ft. paved shoulders and 8ft. grassed shoulders

Project Concept Report page 4
 Project Number: CSSFT-0007-00(477)
 P. I. Number: 0007477
 County: Colquitt

- Posted speed 45 mph
- Maximum grade: 2.5%
- Width of right-of-way: Varies 100-130 feet
- Major structures: None
- Major interchanges or intersections along the project: S.E. Fifth Ave. at Old Adel Rd.
- Existing length of roadway segment: 0.7 miles (from MP 14.3 to MP 13.6 in Colquitt County)

Proposed Design Features:

- Urban Section containing 4 – 12 ft. lanes with a 14 ft. center turn lane and 12' shoulders consisting of 30" curb & gutter, 2' grassed strip and 5' sidewalks
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 2.60% Maximum grade allowable 3%
- Maximum Side Street grade allowable 7%
- Maximum driveway grade allowable 10%
- Proposed Maximum curve radius 4000' Minimum allowable radius 643'
- Right-of-Way
 - Width Varies 120 – 130 ft
 - Easements: R/W (X), Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 37 Number of displacements:
 - Business: 1
 - Residences: _____
 - Mobile homes: _____
 - Other: _____
- Structures:
 - Bridges: None
 - Retaining walls : None
- Major intersections and interchanges. None
- Traffic control during construction: Maintain traffic on existing alignment
- Design Exceptions to controlling criteria anticipated:

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

Project Concept Report page 5

Project Number: CSSFT-0007-00(477)

P. I. Number: 0007477

County: Colquitt

VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: Minimum Curve Lengths

- Environmental concerns:
 - Potential Hazardous Waste Sites
 - Potential Underground Storage Tank Sites

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate?
 - Yes (X), No ()
 - Categorical Exclusion Anticipated
 - Yes (X), No ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI)
 - Yes (), No (X)
 - Environmental Impact Statement (EIS)
 - Yes (), No (X)

- Utility Involvements:
 - Telephone: Windstream
 - Power: Colquitt EMC, City of Moultrie
 - Gas: City of Moultrie
 - Cable TV: Mediacom
 - Water: City of Moultrie
 - Sewer: City of Moultrie

VE Study Required: Yes () No (X)

Project responsibilities:

- Design: Wolverton & Associates Inc.
- Right-of-Way Acquisition : Georgia Department of Transportation
- Relocation of Utilities: Responsibility of Utility Owner
- Letting to contract: Georgia Department of Transportation
- Supervision of construction: Georgia Department of Transportation
- Providing material pits: Contractor
- Providing detours: Georgia Department of Transportation – None anticipated.
Maintain traffic on existing alignment.

Project Concept Report page 6
Project Number: CSSFT-0007-00(477)
P. I. Number: 0007477
County: Colquitt

Coordination

- Initial Concept Meeting: April 16, 2004 (See Attachment #5)
- Concept Meeting: January 27, 2006 (See Attachment #6)
- P A R meetings: October 12, 2005 (See Attachment #7)
- FEMA, USCG, and/or TVA – N/A
- Public involvement.
 - Public Information Open House held May 10, 2005 in Morven and Moultrie: Community showed overwhelming support with 94% of respondents expressing approval or conditional approval of the project.
 - Public Hearing Open House held September 13, 2007 in Morven and Moultrie
- Other projects in the area.
 - STP-032-2(28) P.I. No. 431780

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right-of-way plans: 2 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right-of-way: 8 Months.
- List other major items that will affect the project schedule: N/A Months.

Other alternates considered:

Alternate 1: SR 133 and Old Adel Road remain the same as the preferred alternate. S.E. Fifth Avenue and Industrial Drive intersect at a 90 degree angle with a traffic signal. This alternate was eliminated because it would have resulted in reducing the speed limit on S.E. Fifth Avenue from 45 mph to 35 mph.

Alternate 2: SR 133 and Old Adel Road remain the same as the preferred alternate. S.E. Fifth Avenue and Industrial Drive intersect with a traffic signal at a 70 degree angle. This alternate was eliminated because it would have resulted in reducing the speed limit on S.E. Fifth Avenue from 45 mph to 35 mph and it is an undesirable skew angle.

Alternate 3: SR 133 remains the same as the preferred alternate. S.E. Fifth Avenue and Old Adel Road intersect at a 90 degree angle with a traffic signal. This alternate was eliminated because it would have resulted in additional potential displacements, greater right of way impacts and increased construction costs.

Alternate 4: No Build. Does not meet the Need and Purpose of the project.

Project Concept Report page 7
Project Number: CSSFT-0007-00(477)
P. I. Number: 0007477
County: Colquitt

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right-of-Way, and
 - c. Utilities.
2. Typical sections,
3. Accident summaries,
4. Capacity analysis,
5. SR 133 Widening Concept Team Meeting Minutes
6. SR 133 Widening PAR Meeting Results
7. Concept Team Meeting Minutes
8. Concept Layout
9. Benefit Cost Analysis

Attachment 1

Cost Estimates

Estimate Report for file "0007477"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	200000.00	TRAFFIC CONTROL -	200000.00
153-1300	1	EA	76829.70	FIELD ENGINEERS OFFICE TP 3	76829.70
210-0100	1	LS	100000.00	GRADING COMPLETE -	100000.00
310-1101	3100	TN	19.98	GR AGGR BASE CRS, INCL MATL	61938.00
318-3000	580	TN	19.48	AGGR SURF CRS	11298.40
402-1812	9280	TN	65.05	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	603664.00
402-3121	1410	TN	63.99	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	90225.90
402-3130	740	TN	65.79	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	48684.60
402-3190	710	TN	63.21	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	44879.10
413-1000	540	GL	2.00	BITUM TACK COAT	1080.00
441-0016	70	SY	42.44	DRIVEWAY CONCRETE, 6 IN TK	2970.80
441-0104	3520	SY	33.67	CONC SIDEWALK, 4 IN	118518.40
441-0748	130	SY	56.52	CONCRETE MEDIAN, 6 IN	7347.60
441-4020	500	SY	44.07	CONC VALLEY GUTTER, 6 IN	22035.00
441-4030	420	SY	53.05	CONC VALLEY GUTTER, 8 IN	22281.00
441-6222	6020	LF	19.04	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	114620.80
446-1100	5000	LF	3.20	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	16000.00
500-3101	90	CY	600.77	CLASS A CONCRETE	54069.30
500-9999	469	CY	177.43	CLASS B CONC, BASE OR PVMT WIDENING	83214.67
511-1000	7470	LB	0.94	BAR REINF STEEL	7021.80
550-1180	2500	LF	45.96	STORM DRAIN PIPE, 18 IN, H 1-10	114900.00
550-2180	350	LF	32.87	SIDE DRAIN PIPE, 18 IN, H 1-10	11504.50
550-3418	20	EA	593.02	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	11860.40
550-3618	20	EA	659.02	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	13180.40
550-4218	2	EA	672.20	FLARED END SECTION 18 IN, STORM DRAIN	1344.40
603-2182	100	SY	61.02	STN DUMPED RIP RAP, TP 3, 24 IN	6102.00
603-7000	100	SY	4.71	PLASTIC FILTER FABRIC	471.00
610-9099	1	LS	4938.26	REM WINGWALLS & PARAPETS, STA -	4938.26
634-1200	36	EA	99.53	RIGHT OF WAY MARKERS	3583.08
668-1100	12	EA	2784.43	CATCH BASIN, GP 1	33413.16
668-2100	3	EA	3987.53	DROP INLET, GP 1	11962.59
Section Sub Total:					\$1,899,938.86

Section PERMANENT EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	1	AC	1600.00	PERMANENT GRASSING	1600.00
700-7000	2	TN	59.64	AGRICULTURAL LIME	119.28
700-7010	3	GL	22.32	LIQUID LIME	66.96
700-8000	2	TN	292.83	FERTILIZER MIXED GRADE	585.66
700-8100	100	LB	2.31	FERTILIZER NITROGEN CONTENT	231.00
Section Sub Total:					\$2,602.90

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	679.69	TEMPORARY GRASSING	679.69
163-0240	20	TN	161.07	MULCH	3221.40
163-0300	2	EA	1655.76	CONSTRUCTION EXIT	3311.52
163-0501	1	EA	764.08	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	764.08
163-0503	1	EA	529.93	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	529.93
163-0550	20	EA	282.90	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	5658.00
165-0020	2500	LF	1.43	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	3575.00

165-0085	1	EA	170.84	MAINTENANCE OF SILT CONTROL GATE, TP 1	170.84
165-0087	1	EA	169.84	MAINTENANCE OF SILT CONTROL GATE, TP 3	169.84
165-0101	2	EA	607.78	MAINTENANCE OF CONSTRUCTION EXIT	1215.56
165-0105	20	EA	96.97	MAINTENANCE OF INLET SEDIMENT TRAP	1939.40
167-1000	1	EA	1278.47	WATER QUALITY MONITORING AND SAMPLING	1278.47
167-1500	12	MO	944.75	WATER QUALITY INSPECTIONS	11337.00
171-0020	5000	LF	2.84	TEMPORARY SILT FENCE, TYPE B	14200.00
Section Sub Total:					\$48,050.73

Section SIGNING AND MARKING AND SIGNALS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	50	SF	15.19	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	759.50
636-1033	50	SF	19.57	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	978.50
636-1041	50	SF	35.66	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	1783.00
636-2070	100	LF	8.27	GALV STEEL POSTS, TP 7	827.00
636-2080	100	LF	10.87	GALV STEEL POSTS, TP 8	1087.00
636-2090	100	LF	8.66	GALV STEEL POSTS, TP 9	866.00
639-2002	250	LF	3.30	STEEL WIRE STRAND CABLE, 3/8 IN	825.00
639-4004	4	EA	7218.58	STRAIN POLE, TP IV	28874.32
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO -	75000.00
653-0120	26	EA	73.54	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1912.04
653-1501	9500	LF	0.68	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	6460.00
653-1502	7500	LF	0.62	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4650.00
653-1704	110	LF	4.53	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	498.30
653-2501	2	LM	1353.68	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2707.36
653-2502	2	LM	1371.03	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2742.06
653-3501	6000	GLF	0.51	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	3060.00
653-3502	2000	GLF	0.39	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	780.00
653-4501	2	GLM	813.86	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1627.72
653-4502	1	GLM	837.97	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	837.97
653-6004	340	SY	2.85	THERMOPLASTIC TRAF STRIPING, WHITE	969.00
653-6006	500	SY	3.19	THERMOPLASTIC TRAF STRIPING, YELLOW	1595.00
Section Sub Total:					\$138,839.77

Total Estimated Cost: \$2,089,432.26

Subtotal Construction Cost	\$2,089,432.26
E&C Rate 10.0 %	\$208,943.23
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
Total Construction Cost	\$2,298,375.49
Right Of Way	\$1,957,038.00
ReImb. Utilities	\$0.00
Grand Total Project Cost	\$4,255,413.49

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE Preliminary R/W Cost Estimate **OFFICE** R/W
DATE January 17, 2008

FROM Phil Copeland, Right of Way Administrator

TO Angela Snyder, EIT Wolverton & Associates, Inc.

SUBJECT Preliminary Right of Way Cost Estimate
Project: STP-0007-00(477)Colquitt
P.I. No.:0007477
Description: SR 133 @ Old Adel Intersection Improvement

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

PC:GAM

Attachments

Cc: Wes Brock, Chief of Appraisal & Review
File

PRELIMINARY ESTIMATE OF R/W COSTS

DATE: 1-15-08

P.I. #: 0007477

PROJECT: CSSTP-0007-00(477)

COUNTY: Colquitt

PARCELS: 37

PROJECT DESCRIPTION: SR 133 Safety Improvement at 5th Ave. & Old Adel Road

LAND AND IMPROVEMENTS

2.9 Ac. x \$210,000/Ac. = \$609,000

1 Displacement 150,000

Total

\$759,000

RELOCATION

Business 1 x \$15,000 = \$15,000

Total

\$15,000

PROPERTY MANAGEMENT

Number of Sites with USTs 3 x \$50,000 = \$150,000

Total

\$150,000

Estimated Cost of Right of Way

\$924,000

C/O, Condemnation Increase & Legal Cost (50% of R/W) \$462,000

Service Fees and Appraisal Cost (37 par x \$7,500) \$277,500

Condemnation Cost (37 Par x 15% x \$7,500) \$ 41,625

Incidentals (37 par x \$2,000) \$ 74,000

Net Cost

\$855,125

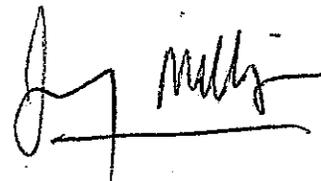
Market Appreciation (5% rural, 10% urban)

\$177,913

TOTAL COST

\$1,957,038

Linda D. Edmondson

 approved

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **CSSFT-0007-00(477)** OFFICE: **Tifton**
 County: **COLQUITT** DATE: **November 29, 2007**

P.L. # **0007477**

Description: **SR 133 @ CR 238/INDUSTRIAL DR & @ CS 1027/SE
5TH AVE**

n/w
 FROM **Tim Warren, P.E., District Utilities Engineer**
 TO **Derrick Cameron, Project Manager**

SUBJECT UTILITY COST ESTIMATE

A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>
City Of Moultrie	\$0.00	\$719,364.51
Colquitt Emc	\$0.00	\$238,000.00
Mediacom	\$0.00	\$10,013.41
Windstream	\$0.00	\$13,629.36
Total	\$ 0.00	\$981,007.28

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

Bl
 TW:BC:KC:ec

c: **Jeff Baker, P.E., State Utilities Engineer**
Brent Thomas, District Preconstruction Engineer
Jamie Simpson, State Financial Management Administrator
Keith Golden, P.E., State Traffic Safety Design Engineer

Attachment 2

Typical Sections

Attachment 3

Crash Summaries

Crash Data

Crash data for Old Adel Road, S.E Fifth Avenue and Industrial Drive was provided by the Office of Traffic Operations of the Georgia Department of Transportation. The data was then compiled by year and type of crash. The following table is a summary of that data.

Crashes by Year and Type						
Crash Type	2002	2003	2004	2005	2006	Total
1 - Angle	11	7	4	6	3	31
2 - Head On	1	0	0	0	0	1
3 - Rear End	15	8	10	10	10	53
4 - Sideswipe	1	2	1	1	0	5
Total	28	17	15	17	13	90

Attachment 4

Capacity Analysis

4. DATA ANALYSIS

Capacity

Capacity analysis was used to evaluate the projected volumes at the study intersections along the corridor. This process was used to define the lane geometrics and the type of traffic control needed to result in acceptable levels of service for the projected conditions.

The *Synchro Program* was used to conduct capacity analysis. *Synchro* implements the capacity methods of the *Highway Capacity Manual (HCM)* for performing the industry standard evaluation of intersection performance. The delays used in the reports follow the procedure as recommended by the HCM.

The Highway Capacity Manual defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay and final acceleration delay.

The levels of service definitions for both stop controlled and signal controlled intersections are provided in Table 1.

Table 1 – Level of Service Criteria

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)	
	WITH STOP-SIGN CONTROL	WITH SIGNAL CONTROL
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Highway Capacity Manual

The GDOT has ranges of acceptable Levels of Service based on the area. Rural, sparsely developed areas have a minimum LOS requirement of C. This is due to the expectancy of rural residents for relatively un-congested conditions and design flexibility related to lower right of way costs of impacts. The minimum LOS for urban areas is D. This reflects the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The project corridor is rural in nature and has a minimum LOS requirement of C.

Capacity Analysis Results

No Build

Study intersections were initially evaluated with a no build option. This analysis shows what the level of service would be at each intersection in the Years 2010 and 2030 if the existing facility were to remain unchanged. This establishes a baseline for comparing improvements.

Table 2 contains the results of capacity analysis of projected volumes for the un-signalized and signalized intersections in the Build and Design Years.

The values shown in parenthesis indicate the estimated delay in seconds per vehicle. Asterisks indicate very high delay that is beyond the limits that can be estimated within the valid range of the capacity analysis procedure. Synchro printouts are provided in Appendix B for Design Year No Build Scenario.

**Table 3 Cont. – Capacity Analysis Results, Build,
Un-Signalized Intersections**

SR 133 @ 26th St	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Eastbound from 26th St	B (10.7)	B (11.1)	B (12.2)	B (12.9)
Northbound Left from SR 133	A (8.8)	A (9.0)	A (9.9)	B (10.4)

SR 133 @ 5th Ave/Industrial Dr	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Westbound from Industrial Dr	C (16.0)	C (16.6)	D (34.6)	F (50.2)
Southbound Left from SR 133	A (8.4)	A (8.6)	A (9.2)	B (10.4)
Eastbound from SE 5th Ave	C (18.5)	C (22.9)	F (83.4)	F (354.4)
Northbound Left from SR 133	A (9.6)	A (9.6)	B (12.4)	B (12.2)

SR 133 @ WMTM Rd	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Westbound from WMTM Rd	B (11.4)	B (12.3)	B (13.8)	C (16.0)
Southbound Left from SR 133	A (8.6)	A (9.0)	A (9.6)	B (10.3)

SR 133 @ Old Adel Rd	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Westbound from Old Adel Rd	B (14.5)	C (15.2)	D (28.5)	D (28.8)
Southbound Left from SR 133	A (8.8)	A (9.3)	B (10.0)	B (11.4)

SR 133 @ Regency Village	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Eastbound from Regency Village	B (13.1)	B (13.9)	C (17.5)	C (19.2)
Northbound Left from SR 133	A (8.6)	A (8.9)	A (9.6)	B (10.1)

SR 133 @ Norman Estates	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Westbound from Norman Estates	B (14.3)	C (15.4)	C (19.8)	C (22.7)
Southbound Left from SR 133	A (8.7)	A (9.0)	A (9.7)	B (10.3)

SR 133 @ Dunn LA	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				
Eastbound from Dunn LA	B (11.1)	B (11.0)	B (12.6)	B (12.8)
Northbound Left from SR 133	A (8.7)	A (8.9)	A (9.7)	B (10.1)

SR 133 @ Deer Run Rd	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Movement				

**Table 3 Cont. – Capacity Analysis Results, Build,
Un-Signalized Intersections**

Westbound from Price Rd	B (12.2)	B (13.4)	C (15.1)	C (18.0)
Northbound Left from SR 133	A (8.4)	A (8.3)	A (9.2)	A (9.0)
Southbound Left from SR 133	A (8.3)	A (8.7)	A (9.0)	A (9.7)

SR 133 @ Dean Matthews Rd	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Eastbound from Dean Matthews Rd	B (12.8)	B (12.8)	C (16.2)	C (16.1)
Northbound Left from SR 133	A (8.4)	A (8.4)	A (9.3)	A (9.2)

SR 133 @ North Pine Dr	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Eastbound from North Pine Dr	B (13.6)	B (14.6)	C (18.0)	C (20.6)
Westbound from North Pine Dr	B (11.4)	B (12.2)	B (13.7)	C (15.8)
Northbound Left from SR 133	A (8.4)	A (8.3)	A (9.1)	A (9.0)
Southbound Left from SR 133	A (8.2)	A (8.5)	A (8.8)	A (9.3)

SR 133 @ Edmondson Rd	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
Westbound from Edmondson Rd	B (11.3)	B (12.7)	B (13.3)	C (15.9)
Southbound Left from SR 133	A (8.2)	A (8.5)	A (8.8)	A (9.4)

Table 3 shows the delays from Old Adel Road and 5th Ave to SR 133 are below the acceptable LOS C threshold for rural locations during the 2030 AM and PM peak hours. For this reason a signalized analysis was completed for the two intersection intersection.

Table 4 – Capacity Analysis Results, Build, Signalized Intersections

Intersection	2010		2030	
	AM Peak	PM Peak	AM Peak	PM Peak
SR 133 @ Old Adel Rd	A (6.3)	A (4.8)	A (7.7)	A (6.0)
SR 133 @ 5th Ave/Industrial Dr	A (5.6)	A (7.1)	A (6.6)	A (8.8)

The intersection operates at an acceptable level of service with signal control. A simple two phase operation was used to obtain the levels of service shown in Table 4. Capacity analysis indicates that a signal may improve intersection operations, however signal warrants need to be completed to determine if a signal is appropriate at this location.

Attachment 5

SR 133 Widening Concept Team Meeting Minutes

INITIAL CONCEPT MEETING MINUTES – BATCH 6/SR 133

TO: GEORGIA DOT OFFICE OF CONSULTANT DESIGN

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

MEETING LOCATION: GDOT District 4 Office, Tifton, Georgia

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

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

I. INTRODUCTIONS

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

II. OVERVIEW OF TEAM RESPONSIBILITIES

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

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

III. NEED & PURPOSE

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

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

IV. PROJECT CORRIDOR

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

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

- MPH and constructing a 5-lane section with curb and gutter. This will be investigated during concept development.
- It was suggested that we look at the traffic volumes at the intersection of Troupville Road and SR 133 to see if a signal is warranted. This will be investigated during concept development.
- Bell South has "Slick Sites" (telecommunication sites) adjacent to SR 133 that should be avoided if at all possible. The cost for relocation is approximately \$200k.
- There may be vertical deficiencies at Studstill Road. This will be investigated during concept development.
- If a 44 ft. wide median is used, what side would be widened? – Joe said that this will be determined during concept development

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

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

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

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

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

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

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

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

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

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

VI. PUBLIC INVOLVEMENT PROCESS

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

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

VII. EXISTING STRUCTURES

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

VIII. RAILROAD CROSSINGS

- (Covered in Contract 2).

IX. PROJECT SCHEDULE

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

X. COORDINATION WITH OTHER PROJECTS IN THE AREA

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

JRM:kg

File


Wolverton & Associates

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

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

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

The following people were in attendance at the meeting:

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

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

The comments from attendees were:

STP-0000-00(543)

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

STP-0000-00(544)

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

STP-0000-00(545)

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

STP-0000-00(546)

- No Comments or questions

STP-032-2(28)

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

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

Attachment 6

SR 133 Widening PAR Meeting Results


Wolverton & Associates

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

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

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

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

Lisa Westberry/GDOT-OEL	David Hedeem/GDOT-OEL	Clint Parker/Wolverton
Neel Vanikar/FHWA	Doug Chamblin/GDOT-OEL	Jonathan Sell/Edwards-Pitman
Michele Lindberg/FHWA	Gail A. Davino/GDOT-OEL	Ken Parr/TN Valley Authority
Jennifer Giersch/FHWA	Jaime M. Collazo/GDOT-OEL	David Norwood/GDOT-OCD
Mike Harris/GA DNR	Ryan Fowler/GDOT-OEL	Mindy Sanders/JB Trimble
Katy Allen/FHWA	Samantha Gooch/GDOT-OEL	Mary Best/PBQD
Yates Allen/USFWS	Laura Hanlon/GDOT-OEL	David Pearce/Edwards-Pitman
Pete Pattavina/USFWS	Chris Canalos/GA DNR	Kristin Belyea/Wolverton
Alex Coley/GDOT-OEL	Michael Ruth/USACE	Joe Macrina/Wolverton
Susan Knudson/GDOT-OEL	Mary Dills/USACE	Kerrie Boyette/Wolverton
Mara Lindsley/GDOT-OEL	Erik Alford/GDOT Mitig. Team	Galen Barrow/GDOT
Chris Coppola/GDOT-OEL	Keith Parsons/GA DNR-EPD	

Practical Alternatives Report (PAR) Meeting

October 12, 2005

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

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

Follow-up comments after the PAR Meeting

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

Attachment 7

Concept Team Meeting Minutes


Wolverton & Associates

TO: Attendees
MEETING DATE: December 18, 2007, 10:00AM-11:30AM
LOCATION: GDOT District 4 Conference Room, Tifton, Georgia
DATE: December 19, 2007
RE: CSSFT-0007-00(477) P.I. No. 007477
SR 133 Safety Improvements at S.E. 5th Ave. & Old Adel Rd.
SUBJECT: Concept Team Meeting

A Concept Team Meeting was held on Tuesday, December 18, 2007, 10:00AM – 11:30AM at the GDOT District 4 Conference Room in Tifton, GA.

This project proposes to improve the overall safety and operation of the intersection of S.E. Fifth Ave. and Old Adel Rd. by widening SR 133 from four (4) lanes to a five (5) lane section and adding a signal at the realigned intersection of S.E. Fifth Ave. and Industrial Dr.

The following people were in attendance at the meeting:

Joe Macrina/Wolverton	Van Mason/GDOT Traffic Ops	David Gronbeck/GDOT
Mario Macrina/Wolverton	Sonja Thompson/GDOT	Linda Edmondson/GDOT-R/W
Angela Snyder/Wolverton	Shannon Dickerson/Mediacom	Roger Ruis/City of Moultrie
Derrick Cameron/GDOT	Danny P. Gay/GDOT Traffic Ops	Daniel Word/City of Moultrie
David Norwood/GDOT	Brent A. Thomas/GDOT-	
Tim Warren/GDOT Utilities	Preconstruction	
Bill Cooper/GDOT Utilities	Shane Pridgen/GDOT	

The meeting was opened by Derrick Cameron who briefly described the purpose of the project and then handed the meeting over to Mario Macrina. Mr. Macrina asked everyone to introduce themselves and began discussing the project by reviewing the concept report. He pointed out key issues from the report and gave a detailed description of the project by using the concept layout. Angela Snyder then discussed the other three (3) alternates for the project. Questions and comments were noted by members of the design team.

The comments from attendees were:

- David Norwood, GDOT, asked if the basic footprint of SR 133 would be designed to match the future construction of STP-032-2(28).
Joe Macrina's Response: The ultimate footprint would be built so that right of way would only be acquired once throughout the corridor of this project.
- Roger Ruis, City of Moultrie, stated that King Street was not a city maintained roadway.
Mario Macrina's Response: The improvements to King Street will be coordinated with the City of Moultrie and GDOT.
- Sonja Thompson, GDOT, stated that the speed limit location was recently moved outside of the project limits near Sanderson Farms.
Mario Macrina's Response: The speed limit location will be revised in the concept report and on the layout.
- Danny Gay, GDOT Traffic Ops, expressed concern about striping the left turn lanes on SR 133 between Old Adel Rd. and S.E. Fifth Ave. because the layout showed a typical 14' center turn lane instead of dedicated left turn lanes.
Mario Macrina's Response: Adequate storage lengths and tapers would be provided for both left turn movements based on the turning volumes at each intersection.
- Danny Gay, GDOT Traffic Ops, asked if Old Adel Rd. could be shifted further east away from the proposed S.E. Fifth Ave. intersection with Industrial Dr. Sonja Thompson indicated that both properties on the southeast corner of Old Adel Rd. were vacant.
Mario Macrina's Response: The property was avoided because it is a hazardous waste site.
- David Norwood, GDOT, indicated that, depending on the type of UST site that was present at that location, the alignment could go through it if special provisions are provided for removing the hazardous material present.
Mario Macrina / Joe Macrina's Response: Alternates will be investigated in order to shift the alignment while staying within the construction limits of the original concept limits.
- Brent Thomas, GDOT Preconstruction, requested S.E. Fifth Ave. be shown as a roadway tying into Realigned S.E. Fifth Ave. and not considered a driveway. He also requested that Fifth Ave. be called S.E. Fifth Ave. in the report and on the layout.
- Danny Gay, GDOT Traffic Ops, requested adding dedicated left turn lanes on Industrial Dr. and S.E. Fifth Ave. since it is a signalized intersection.
- Bill Cooper, GDOT Utilities, voiced concern about having the water and sewer lines under the roadway. He explained that his utility cost estimate included relocating all of the utilities within the project limits.
- Daniel Word, City of Moultrie, stated that the sewer lines were very deep and would probably be avoided with the drainage design and able to be left in place.
- Tim Warren, GDOT Utilities, asked if enough right of way would be provided to relocate the water lines and other utilities.
Mario Macrina / Sonja Thompson's Response: The existing and proposed right of way should be adequate for relocating utilities.

- Brent Thomas, GDOT Preconstruction, requested that right of way be placed outside of the construction slopes. He also asked what type of shoulders would be on S.E. Fifth Ave.
Mario Macrina's Response: Rural shoulders will be provided on S.E. Fifth Ave. as well as the other side roads.
- Linda Edmondson, GDOT R/W, stated that she thought that the costs for right of way shown in the report were extremely low. She stated that property has been valued much higher in that area recently.
Mario Macrina's Response: Wolverton & Associates sent an email to Jerry Milligan, GDOT Right of Way, on 12/5/07 for his use in providing a more accurate right of way cost. There has been no response as of 12/26/07.
- Brent Thomas, GDOT Preconstruction, commented that Reflective Sheeting Type 6 should be changed to Type 9 for signs in the cost estimate.
- Danny Gay, GDOT Traffic Ops, pointed out that the leveling quantity seemed too low and the traffic control seemed too high for this project.
Mario Macrina's Response: Typically, GDOT requires Traffic Control to be 7-10% of the total construction costs and the amount of leveling is based on adjusting the superelevation of the cross slopes and grade changes along SR 133. These quantities will be verified.
- David Norwood, GDOT, stated that PFPR could possibly be held without an approved CE.
- Derrick Cameron, GDOT, said that PFPR could possibly be held without an approved concept report.
- Tim Warren, GDOT Utilities, requested that plans be sent to utility owners as soon as possible once the GDOT Project Manager is confident that the design will be approved.
- Mario Macrina concluded the meeting at 11:30AM.

If anyone has any revisions to this record please contact Mario Macrina at (770) 447-8999 or at mario.macrina@wolverton-assoc.com.

Attachment 8

Concept Layout

