

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(723)
County: Tift
P I Number: 0008723
Federal Route Number: 82 and 319
State Route Number: 520 and 35

Operational Improvement At US 82/ SR 520 and US 319/ SR 35

Submitted for approval:

DATE: 4/1/11

[Signature]
Office Head (Project Manager's Office)
[Signature]
Project Manager

DATE: 4-1-11

Recommendation for approval:

DATE: _____

Program Control Administrator
GLENN BOWMAN*/EKP

DATE: 4/27/11

State Environmental Administrator
KATHY ZAHUL*/EKP

DATE: 4/26/11

State Traffic Engineer
RON WISHON*/EKP

DATE: 4/22/11

Project Review Engineer
ANDREW HOENIG*/EKP

DATE: 4/21/11

^{FOR} State Utilities Engineer
[Signature]
District Engineer

DATE: 4-4-11

DATE: _____

State Transportation Financial Management Administrator

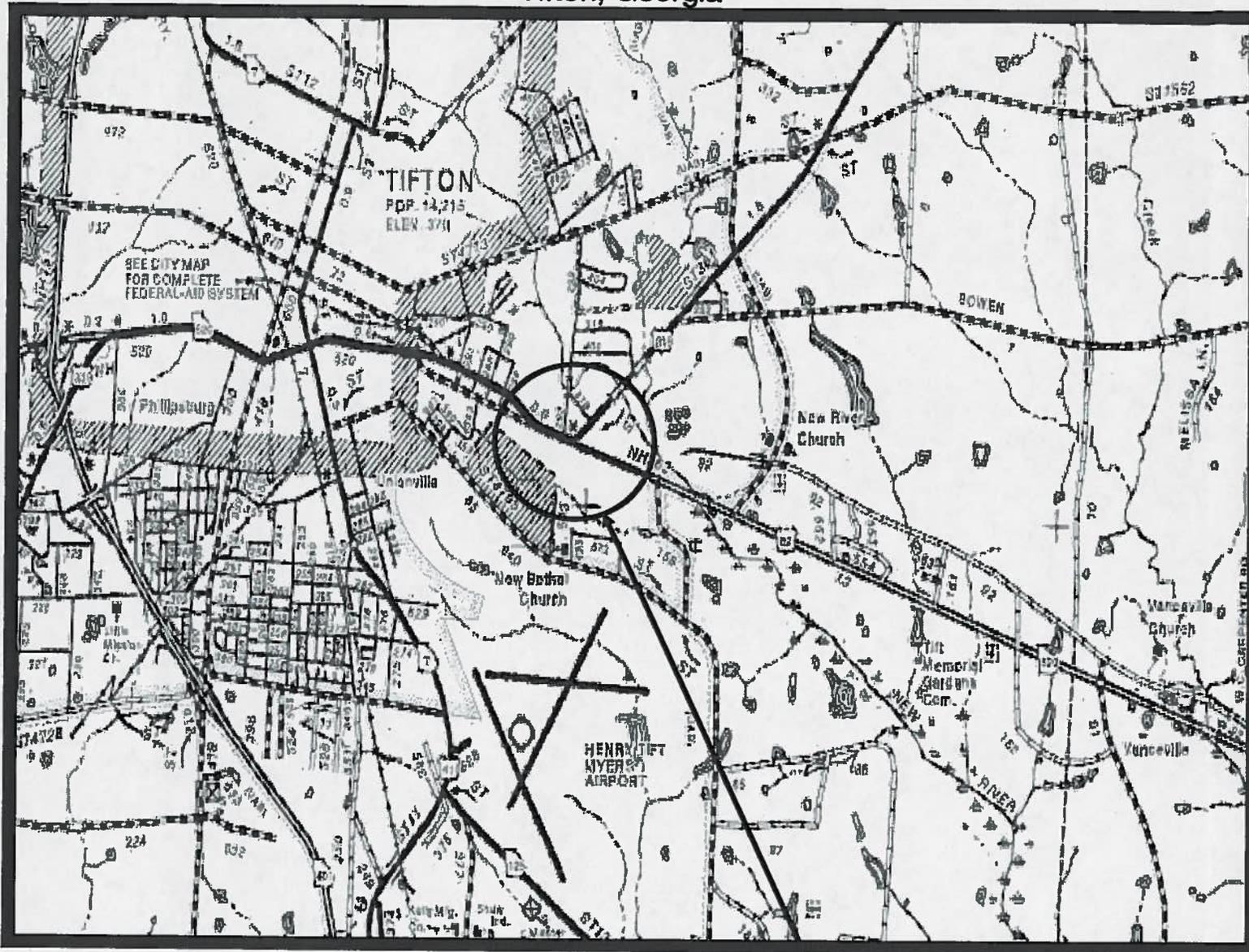
* - RECOMMENDATION ON FILE

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

DATE: 5-4-11

[Signature]
State Transportation Planning Administrator

Tifton, Georgia



Project Location

NEED AND PURPOSE:

Background

The proposed project consists of an intersection improvement at the intersection of US 82/SR 520 and US 319/SR 35. As illustrated by Figure 1, the intersection's current alignment is atypical, and US 319/SR 35 lacks any turn lanes. US 319/SR 35 dead ends at this intersection and vehicles are forced to turn onto US 82/SR 520 to continue their trip. US 319/SR 35 continues as a common section with US 82/SR 520 to the west of the intersection into Tifton. The proposed project would add turn lanes and signalization. The area in the project's immediate vicinity serves mostly industrial and commercial purposes with residential neighborhoods nearby.

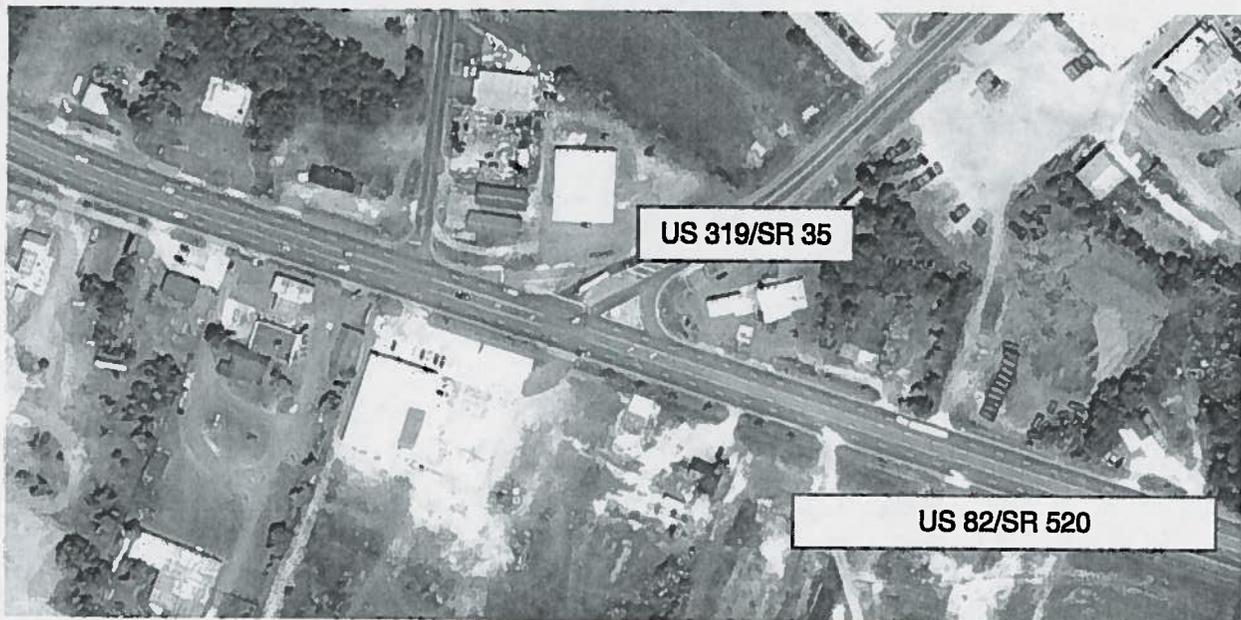


Figure 1. Location map of the intersection of US 82/SR 520 and US 319/SR 35.

Traffic

The intersection of US 82/SR 520 and US 319/SR 35 has an Annual Daily Traffic (ADT) of 16,250 vehicles in 2010. This number is expected to increase to 25,700 by the year 2036. In the current configuration as an unsignalized intersection, the approach of US 319/SR 35 onto US 82/SR 520 experiences heavy delays due to the required stop. US 319/SR 35 is two lanes on its approach to this intersection. In the design year of 2036, this approach would function at a level of service (LOS) F in both the morning and afternoon peaks periods.

US 82/SR 520 is 4 lanes and does not have any stop control at this intersection. Traffic is able to flow efficiently and LOS is acceptable for the through movement at the intersection. In 2036, the through movement on US82/SR 520 will function at LOS A. The left hand turn movement from US 82/SR 520 to US 319/SR 35 will function at LOS C in the morning peak and LOS B in the afternoon peak.

In 2036, east/west travel will be acceptable, but traffic traveling south into the intersection will experience heavy delays. The numbers indicate adequate capacity on the roadway, but vehicles traveling southbound on US 319/SR 35 to continue on US82/SR 520 require intersection improvements.

Crashes

The section of US 82/SR 520 within a tenth of a mile of the intersection in question has seen a large number of crashes in the past seven years. This intersection has been the site of 59 crashes, including 25 involving injuries, but no fatalities. The vast majority, 58%, have been angle crashes. These are usually demonstrative of a need for signal control as cars are not able to complete turning maneuvers safely.

Other Projects

Project STP00-0001-00(044) P.I. 0001044 is planned to widen US 319/SR 35 from this intersection north into Irwin County. This would convert US 319/SR 35 from a two-lane road to a four-lane road. However, this project is currently planned for long range.

Need and Purpose

There is a need to improve the operation of the intersection due to the heavy delays experienced by vehicles traveling southbound from US 319/SR 35 onto US 82/SR 520. The purpose of this improvement would be to improve the flow of traffic on US 319/SR 35 through the intersection and to reduce the potential for crashes for cars performing turns at the intersection.

Description of the proposed project: The proposed project will be adding a right turn lane to the southbound lane of US 319/SR 35 and a traffic signal on US 82/SR 520 at the intersection of US 319/SR 35. The project is located within the city limits of Tifton, Ga. The project limits are from the intersection of US 319/SR 35 and US 82/SR 520 (12.88 MP) to approximately 362 feet north along US 319/SR 35 (12.94 MP). The design speed is 45mph and the proposed typical section is an additional 12' right turn lane added to the southbound lane of US 319/SR 35 with a five-foot sidewalk separated from the back of curb by a six-foot grass strip. The proposed right-of-way will be an additional 10 feet with a total of 1,119 square feet (0.03 acres).

Is the project located in a PM 2.5 Non-Attainment area? _____ Yes No

Is the project located in an Ozone Non-Attainment area? _____ Yes No

PDP Classification: Major _____ Minor

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

Functional Classification: US 319/ SR 35 - Urban Principal Arterial
US 82/ SR 520 - Urban Principal Arterial

US Route Number(s): 82 and 319

State Route Number(s): 520 and 35

Traffic (ADT):

	Base Year: (2016)	Design Year: (2036)
<u>US 319/ SR 35 -</u>	<u>5,950</u>	<u>8,500</u>
<u>US 82/ SR 520-</u>	<u>16,900</u>	<u>24,100</u>

Existing Design Features:

- Typical Section: US 319/ SR 35- Urban roadway-two 11' travel lanes total width, 5' grass shoulders, Open ditches
- Posted Speed: 45 mph
- Minimum radius of curve: 573 ft
- Maximum super-elevation rate for curve: 6 %
- Maximum grade: 3.0%
- Width of Right of Way: 100 ft
- Major Structures: None
- Major interchanges or intersections along the project: US 82/ SR 520 and US 319/ SR 35
- Existing length of roadway segment and the beginning mile logs for each county segment: Project begins at MP 12.88 and extends northward approximately 404 feet (12.95 MP).

- Typical Section: US 82/ SR 520- Urban roadway-5-lane roadway with a two way left turn lane and curb and gutter, 12' lanes
- Posted Speed: 45 mph
- Minimum radius of curve: None
- Maximum super-elevation rate for curve: None
- Maximum grade: 1.98%
- Width of Right of Way: 100 ft
- Major Structures: None
- Major interchanges or intersections along the project: US 82/ SR 520 and US 319/ SR 35
- Existing length of roadway segment and the beginning mile logs for each county segment: Construction begins at MP 11.45 and extends east approximately 146.5 feet (11.48 MP).

Proposed Design Features:

US 319/ SR35

- Proposed Typical Section(s): One 12' right turn lane, curb and gutter, 5' sidewalk with existing two 11' travel lanes total width, 5' grass shoulders, Open ditches
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum Grade Mainline: 4.0% Maximum Grade Allowable: 7.0%
- Proposed Maximum Grade Side Street: N/A Maximum Grade Allowable: N/A
- Proposed Maximum Grade Driveway: N/A Minimum Radius of curve 643 ft
- Minimum Radius Allowable: 643 ft
- Maximum Allowable Superelevation rate 6.0%
- Proposed Maximum Superelevation rate 6.0%

- Right of Way
 Width: Varies from the existing 100 ft to 120 ft
 Easements: Temporary (X) Permanent () Utility () Others ()
 Type of Access Control: Full () Partial () By Permit (X) Others ()
 Number of Parcel: 2 Number of Displacements: 0
 - Business: _____
 - Residences: _____
 - Mobile homes: _____
 - Other: _____

US 82/ SR520

- Proposed Typical Section(s): Curb and Gutter, 5' Sidewalk with existing 5-lane roadway with a two way left turn lane and curb and gutter, 12' lanes
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum Grade Mainline: N/A Maximum Grade Allowable: N/A
- Proposed Maximum Grade Side Street: N/A Maximum Grade Allowable: N/A
- Proposed Maximum Grade Driveway: N/A
- Proposed Maximum Degree of Curve: N/A Maximum Degree Allowable: N/A
- Right of Way
 Width: N/A
 Easements: Temporary (X) Permanent () Utility () Others ()
 Type of Access Control: Full () Partial () By Permit (X) Others ()
 Number of Parcel: 0 Number of Displacements: 0
 - Business: _____
 - Residences: _____
 - Mobile homes: _____
 - Other: _____
- Structures: None
- Retaining Walls: None
- Major Intersections and Interchanges: Yes
- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to Controlling Criteria Anticipated:

	YES	NO	UNDERMINED
HORIZONTAL ALIGNMENT*	(X)	()	()
LANE WIDTH	()	(X)	()
SHOULDERWIDTH	()	(X)	()
VERTICALGRADES	()	(X)	()
CROSS SLOPES	()	(X)	()
STOPPING SIGHT DISTANCE	()	(X)	()
SUPERELEVATION RATES	()	(X)	()
VERTICAL ALIGNMENT	()	(X)	()
SPEED DESIGN	()	(X)	()
VERTICAL CLEARANCE	()	(X)	()
BRIDGE WIDTH	()	(X)	()
BRIDGE STRUCTURAL CAPACITY	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION	()	(X)	()

* Refer to comments section for more information.

- Design Variances: None anticipated

- Environmental concerns: Possible stream approximately 300' from the intersection of US 82/SR 520 and US 319/ SR 35 along US 319/SR 35 on the north side of the roadway.
- Level of environmental analysis:
 - Are time saving procedures appropriate: Yes (X) No ()
 - Categorical Exclusion: Yes (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
 - Environmental Impact Statement (EIS) ()
- Utility involvement: Yes (City of Tifton and Georgia Power Distribution)
- VE Study Anticipated: Yes () No (X)
- Benefit/Cost Ratio 1.46

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
BY WHOM	GDOT	GDOT	GDOT	GDOT	GDOT
\$ AMOUNT	\$105,000.00	\$25,500.00	\$0.00	\$273,578.53	\$0.00

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:*

Project Activities Responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Right of Way Funding (Real Property): GDOT
- Relocation of Utilities: Utility Owners
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: N/A
- Providing detours: N/A
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: GDOT

Coordination:

- Initial Concept Meeting Date: Due to this being a Minor Project, no initial meeting was held.
- Concept Meeting Date: 1/6/2011
- PAR Meeting: A PAR is not required due to minimal impacts.
- FEMA, USCG, and/or TVA
- Public involvement: None. Public Involvement is not required on Minor Projects.
- Local government comments: None
- Other projects in area: STP00-0001-00(044) P.I. 0001044 – Widening of US 319/SR 35
- Railroads: None
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: August 2011 – August 2012
- Time to complete preliminary construction plans: January 2011 – October 2011
- Time to complete right of way plans: October 2011 – January 2012
- Time to complete the Section 404 Permit: November 2012 – May 2013
- Time to complete final construction plans: September 2012 – September 2013
- Time to complete the purchase of right of way: November 2012 – November 2013
- List other major items that will affect the project schedule: None

** The baseline schedule will be established once the concept is approved.

Other alternates considered: Realignment of US 319/SR 35 would cause displacement of a gas station business on the northeast quadrant of the intersection resulting in a large amount of commercial right-of-way to be purchased. Realignment of US 319/SR 35 just east of the existing gas station would cause displacement of a large agricultural grain-buying business along US 319/SR 35 which would cause more commercial property required to be purchased.

Comments: The existing intersection angle is approximately 45 degrees. A design exception will be needed. This project will be signed and marked according to current standards and specifications in order to lessen the impact of not meeting the minimum 60 degree angle. A traffic signal on US 82/SR 520 will also be added. A channelized island will be used at the northeast quadrant of the intersection. Three pedestrian crosswalks and applicable signs will be installed across US 82/SR 520 and US 319/SR 35. Yield signs will be used at both right turn locations. Turning radii of all left and right turns will be analyzed to insure adequate room for standard vehicles.

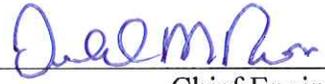
Attachments:

1. Detailed Cost Estimates:
 - a) Construction including Engineering and Inspection
 - b) Completed Fuel & Asphalt Price Adjustment forms.
 - c) Right-of-Way
 - d) Utilities
 - e) Environmental Mitigation (EPD, etc.)
2. Typical Sections
3. Accident summaries
4. Traffic diagrams
5. Capacity analysis summary.
6. Summary of Signal Warrant Studies
7. Minutes of Concept meetings
8. Benefit Cost Analysis
9. Letter to the locals
10. Project layout

Concur: _____


Director of Engineering

Approve: _____


Chief Engineer

Date: 10-20-11

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , OFFICE
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 251,021.37	(Base Estimate)
Engineering and Inspection:	\$ 12,551.07	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 3,152.95	(From attached worksheet)
Total Liquid AC Adjustment	\$ 6,853.14	(From attached worksheet)
Construction Total:	\$ 273,578.53	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

N/A

N/A

Attachments

DETAILED COST ESTIMATE

JOB NUMBER: 0008723

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

ENGINEERING AND INSPECTION:

DESCRIPTION: TURN LANE & SIGNAL; SR 520/ US 82 @ SR 35
319 & 82

ITEMS FOR JOB 0008723

0010 - ROADWAY

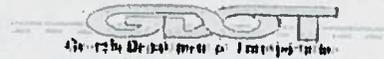
LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$31,225.00	TRAFFIC CONTROL - CSSTP-0008-00(723)	\$31,225.00
0010	210-0100	1.000	LS	\$51,050.00	GRADING COMPLETE - CSSTP-0008-00(723)	\$51,050.00
0015	318-3000	20.000	TN	\$32.11	AGGR SURF CRS	\$642.24
0020	402-1812	38.000	TN	\$88.17	RECYL AC LEVELING, INC BM&HL	\$3,350.36
0025	402-3103	148.000	TN	\$83.34	REC AC 9 5 MM SP, TP1, GP2, INCL RM & H L	\$12,394.28
0034	402-3180	25.000	TN	\$101.65	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	\$2,541.29
0035	413-1000	203.000	GL	\$3.58	BITUM TACK COAT	\$726.11
0039	432-0205	684.000	SY	\$1.24	MILL ASPH CONC PVMT/ 1 25" DEP	\$848.49
0040	441-0104	220.000	SY	\$42.13	CONC SIDEWALK, 4 IN	\$9,268.03
0045	441-4030	48.000	SY	\$45.30	CONC VALLEY GUTTER, 9 IN	\$2,171.60
0050	441-8222	403.000	LF	\$26.14	CONC CURB & GUTTER/ 6"X30"TP2	\$10,534.49
0055	500-9889	1.000	CY	\$182.94	CL B CONG, BASE OR PVMT WIDEN	\$182.94
0060	550-2180	298.000	LF	\$25.56	SIDE DR PIPE 18", H 1-10	\$7,618.90
0065	550-3818	2.000	EA	\$560.88	SAFETY END SECTION 18", SD, & 1	\$1,121.36
0069	634-1200	5.000	EA	\$113.41	RIGHT OF WAY MARKERS	\$567.07
0070	648-8200	450.000	LF	\$2.52	BARRIER FENCE (ORANGE), 4 FT	\$1,133.66
0185	668-1100	3.000	EA	\$1,962.20	CATCH BASIN, GP 1	\$5,886.59
Total for ROADWAY						\$141,228.51

0020 - SIGNING AND MARKING

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0190	458-2012	1.000	GLM	\$3,321.07	INTENT RUMB. STRIPS - GRND-IN-PL (CONT)	\$3,321.07
0074	638-4004	4.000	EA	\$5,717.70	STRAIN POLE, TP IV	\$22,870.78
0076	647-1000	1.000	LS	\$60,000.00	TRAF SIGNAL INSTALLATION NO - CSSTP-0008-00 (723)	\$60,000.00
0080	662-0110	4.000	EA	\$36.82	PAVEMENT MARKING, ARROW, TP 1	\$147.27
0085	652-5451	281.000	LF	\$0.22	SOLID TRAF STRIPE, 6 IN, WHITE	\$58.42
0080	652-5452	652.000	LF	\$0.13	SOLID TRAF STRIPE, 6 IN, YELLOW	\$86.58
0095	652-6501	100.000	GLF	\$0.08	SKIP TRAF STRIPE, 6 IN, WHITE	\$7.33
0183	653-1704	33.000	LF	\$4.61	THERM SOLID TRAF STRIPE, 24", WH	\$152.04
0182	653-1804	1008.000	LF	\$1.63	THERM SOLID TRAF STRIPE, 8", WH	\$1,646.66
0100	654-1001	10.000	EA	\$4.84	RAISED PVMT MARKERS TP 1	\$48.36
0105	654-1003	19.000	EA	\$3.58	RAISED PVMT MARKERS TP 3	\$68.56
Total for SIGNING AND MARKING						\$88,385.41

0030 - EROSION CONTROL - TEMPORARY

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	163-0292	1.000	AC	\$93.80	TEMPORARY GRASSING	\$93.80
0116	163-0240	16.000	TN	\$230.27	MULCH	\$3,684.35
0119	163-0300	3.000	EA	\$1,221.67	CONSTRUCTION EXIT	\$3,665.01
0120	163-0528	40.000	LF	\$5.27	CONSTR AND REM FAB CK DAM - TP C BLT FN	\$210.79
0125	165-0030	185.000	LF	\$0.71	MAINT OF TEMP SILT FENCE, TP C	\$118.98
0130	165-0041	20.000	LF	\$1.67	MAINT OF CHECK DAMS - ALL TYPES	\$33.41
0124	165-0101	3.000	EA	\$528.80	MAINT OF CONST EXIT	\$1,586.41
0135	167-1000	1.000	EA	\$435.45	WATER QUALITY MONITORING AND SAMPLING	\$435.45
0140	167-1500	6.000	MO	\$824.71	WATER QUALITY INSPECTIONS	\$5,548.28



DETAILED COST ESTIMATE

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0145	171-0030	330.000	LF	\$3.89	TEMPORARY SILT FENCE, TYPE C	\$1,284.82
<i>Total for EROSION CONTROL - TEMPORARY</i>						\$16,859.08

0040 - EROSION CONTROL - PERMANENT

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0185	803-2180	11.000	SY	\$70.71	STN DUMPED RIP RAP, TP 3, 12"	\$777.84
0150	700-8910	1.000	AC	\$715.29	PERMANENT GRASSING	\$715.29
0155	700-7000	3.000	TN	\$37.17	AGRICULTURAL LIME	\$111.52
0180	700-7010	8.000	GL	\$19.33	LIQUID LIME	\$57.88
0185	700-8000	1.000	TN	\$518.36	FERTILIZER MIXED GRADE	\$518.36
0170	700-8100	100.000	LB	\$2.99	FERTILIZER NITROGEN CONTENT	\$299.23
0175	700-8300	208.000	SY	\$5.49	SOD	\$1,141.96
0180	718-2000	830.000	SY	\$1.70	EROSION CONTROL MATS, SLOPES	\$1,071.23
<i>Total for EROSION CONTROL - PERMANENT</i>						\$4,693.41

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0200	803-7000	11.000	SY	\$5.20	PLASTIC FILTER FABRIC	\$57.16
<i>Total for</i>						\$57.16

GRAND TOTAL FOR JOB 0008723 **\$251,021.57**

TOTALS FOR JOB 0008723

ESTIMATED COST:	\$251,021.57
CONTINGENCY PERCENT (0.0):	0.00
ENGINEERING AND INSPECTION (0.0)	0.00
ESTIMATED TOTAL:	\$251,021.57

P.I. Number 8723

County TIFT

Date 3/31/2011

Project Number CSSTP-0008-00(723)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	3.66
ENTER FPM DIESEL	3.295

ENTER FPL UNLEADED	
ENTER FPM UNLEADED	

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
25.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.28				
Excavations paid as specified by Sections 208 (CUBIC YARD)		0.28				
GAB paid as specified by the ton under Section 310 (TON)		0.89				
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		8.00				
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	211.000	2.90	611.90			
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25				

BRIDGE ITEMS	Quantity	Unit Price	CF/1000	Diesel Factor	Gallons Diesel	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Bridge Excavation (CY) Section 211				5.00				
Class __ Concrete (CY) Section 500	1.00	182.84		8.00	1.48			Class B, Base or Pvrml Widen
Class __ Concrete (CY) Section 500				8.00				
Class __ Concrete (CY) Section 500				8.00				
Superstru Con Class __ (CY) Section 500				8.00				
Superstru Con Class __ (CY) Section 500				8.00				
Superstru Con Class __ (CY) Section 500				8.00				
Concrete Handrail (LF) Section 500				8.00				
Concrete Barrier (LF) Section 500				8.00				

BRIDGE ITEMS	Quantity	Unit Price	CF/1000	Diesel Factor	Gallons Diesel	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00			
Stru Steel Plan Quantity (LB) Section 501				8.00			
PSC Beams (LF) Section 507				8.00			
PSC Beams (LF) Section 507				8.00			
PSC Beams (LF) Section 507				8.00			
Stru Reinf Plan Quantity(LB) Section 511				8.00			
Stru Reinf Plan Quantity(LB) Section 511				8.00			
Bar Reinf Steel (LB) Section 511				8.00			
Piling ___Inch (LF) Section 520				8.00			
Piling ___Inch (LF) Section 520				8.00			
Piling ___Inch (LF) Section 520				8.00			
Piling ___Inch (LF) Section 520				8.00			
Piling ___Inch (LF) Section 520				8.00			
Piling ___Inch (LF) Section 520				8.00			
Drilled Caisson, (LF) Section 524				8.00			
Drilled Caisson, (LF) Section 524				8.00			
Drilled Caisson, (LF) Section 524				8.00			
Pile Encasement, (LF) Section 547				8.00			
Pile Encasement, (LF) Section 547				8.00			
SUM OF DIESEL				609.88	QUANTITY IN LEADS		609.88
DIESEL PRICE ADJUSTMENT(\$)							52,581.65
UNLEADED PRICE ADJUSTMENT(\$)							1,357.30

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

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

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

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only

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

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$2,581.65

UNLEADED PRICE ADJUSTMENT(\$) \$571.30

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$523.14

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$6,330.00

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

REMARKS:

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: January 19, 2011

Project: CSSTP-0008-00(723) (Tift County)

Existing/Required R/W: Varies/Varies

Project Termini: Operational Improvement Intersection of US 82/SR520 and US 319/SR 35

Project Description: Operational Improvement Intersection of US 82/SR520 and US 319/SR 35

P.L. Number: 0008723

No. Parcels: 3

Land: Commercial 0.026 acres @ \$ 200,000/acre \$ 5,200

Improvements : houses, business, landscaping, misc. site improvements 5,000

Relocation:

Residential (0) @ \$40,000
 Commercial (0) @ \$25,000 0

Damage : Cost to Cure (0)

Proximity (0)
 Uneconomic Remnants 0

Net Cost \$ 10,200

Net Cost		\$ 10,200
Scheduling Contingency	55 %	5,610
Adm/Court Cost	60 %	<u>9,486</u>
		\$ 25,296

Total Cost **\$ 25,500**

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

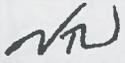
INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: CSSTP-0008-00(723)
County TIFT
P.L. # 0008723

OFFICE: Tifton
DATE: January 24, 2011

Description: SR 520/US 82 @ SR 35/US 319



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

TO Sandy Griffin, Project Manager

SUBJECT UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted without a design concept.. 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>
City Of Tifton	\$0.00	\$5,280.00	Site Visit / Available Drawings
Georgia Power Distribution	\$0.00	\$14,000.00	Site Visit / Available Drawings
Total	\$ 0.00	\$19,280.00	

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

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


TW:BC:KC:ec

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

Cook, Dennis

From: Popp, Mike
Sent: Monday, March 07, 2011 8:17 AM
To: Cook, Dennis
Cc: Carter, Dennis; Griffin, Ralph (Sandy)
Subject: FW: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

FYI

From: Williams, Rich
Sent: Monday, March 07, 2011 8:16 AM
To: Popp, Mike
Subject: RE: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

Excellent. Based on that, it doesn't appear that any funding will be needed for mitigation.

Thank you,

Rich

Richard J. Williams
Georgia Department of Transportation
Office of Environmental Services
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, GA 30308
rwilliams@dot.ga.gov
(office) 404 631-1084
(blackberry) 404 803-5034

From: Popp, Mike
Sent: Monday, March 07, 2011 8:12 AM
To: Williams, Rich
Subject: RE: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

That drainage areas northwest of Fletcher Rd., the slopes will remain in the existing R/W, no rip rap will be placed at this location. There will not be any construction activities at the fairgrounds locations.

From: Williams, Rich
Sent: Friday, March 04, 2011 12:47 PM
To: Popp, Mike
Cc: Cook, Dennis; Carter, Dennis
Subject: RE: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

Good Afternoon,

I looked this up in TREX and Google maps. There appear to be two drainages northwest of Fletcher Road and another two across from the fairground. Looking at Google maps Streetview, there are drop in-lets at each area that I am referring to. Without doing a survey, I don't know if they would be jurisdiction waters or if EPD would view them as a

buffered state water. Can you tell me what the construction activities might be in these areas and if we would need to push the toe of slope out or place any rip-rap at the end of the drainpipes that may result in filling jurisdictional waters?

Thank you,

Rich

Richard J. Williams
Georgia Department of Transportation
Office of Environmental Services
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, GA 30308
rwilliams@dot.ga.gov
(office) 404 631-1084
(blackberry) 404 803-5034

From: Popp, Mike
Sent: Friday, February 25, 2011 7:53 AM
To: Williams, Rich
Cc: Cook, Dennis; Carter, Dennis
Subject: FW: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

Rich,

We don't anticipate any ESA areas on this project, please provide the estimate as soon as possible.

From: Cook, Dennis
Sent: Thursday, February 24, 2011 4:43 PM
To: Williams, Rich
Cc: Popp, Mike
Subject: CSSTP-0008-00(723) Tift Co. - PI # 0008723 - Intersection of US 82/ SR 520 and US 319/ SR 35

Rich,

We are completing a concept for the subject project. We need an estimate for the mitigation and were told you were the one to contact.

What information do we need to send for you to provide us with this very preliminary estimate?

Thanks,
Dennis L. Cook
Design Engineer 2
District 4 Design- Tifton
229.386.3036

From CARE: Years 2000-2007 on SR 520 between mileposts 11.4 and 11.5

Fatal Crash 0

Non-Fatal Injury Crash 25

PDO Crash 34

1-Angle 34

2-Head On 0

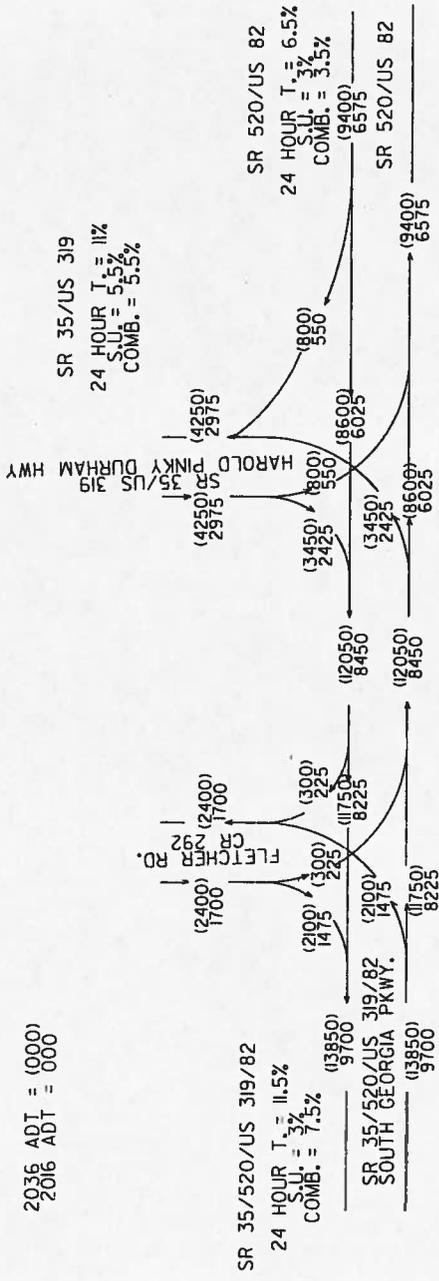
3-Rear End 13

4-Sideswipe - Same Direction 5

5-Sideswipe - Opposite Direction 2

6-Not A Collision With A Motor Vehicle 5

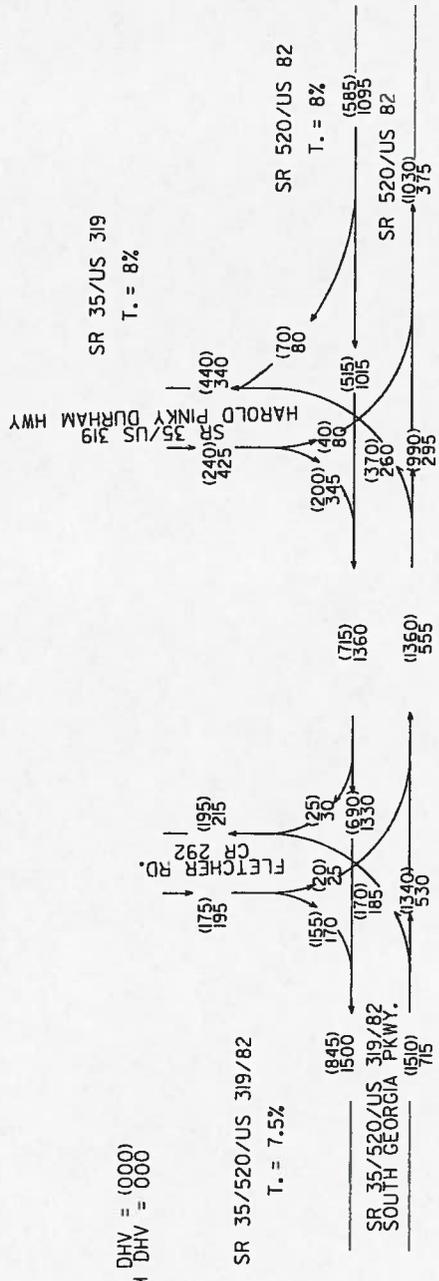
2036 ADT = (000)
2016 ADT = 000



2036 PM DHV = (000)
2036 AM DHV = 000

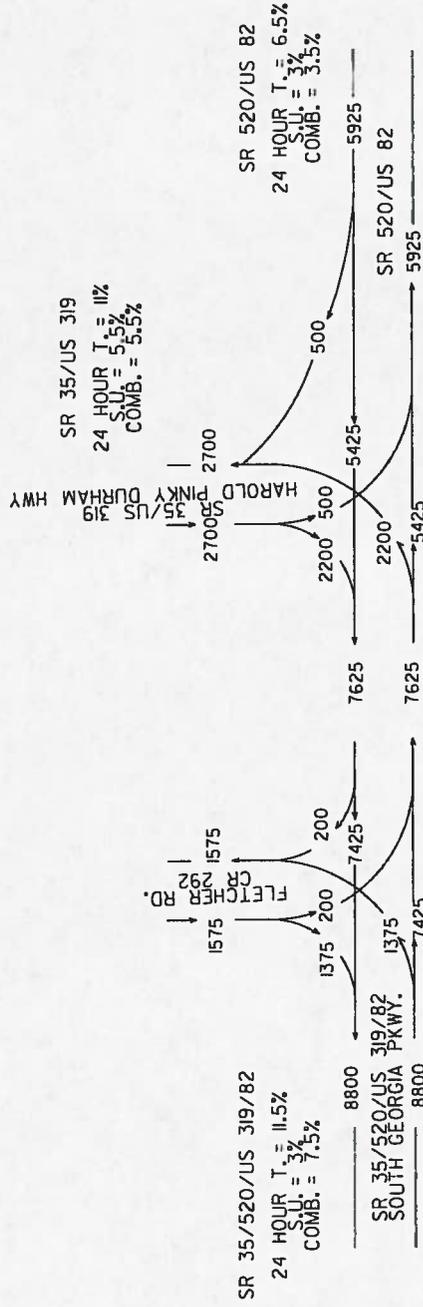


TIFT COUNTY
CITY OF TIFTON



CSSTP-0008-00(723)
P.L.# 0008723
TIFT COUNTY
SR 520/US 82 @
SR 35/US 319

TIFT COUNTY
CITY OF TIFTON



CSSTP-0008-00(723)
P.I.# 0008723
TIFT COUNTY
SR 520/US 82 @
SR 35/US 319
EXISTING 2010
ADT
AFE
09/00

FULL REPORT

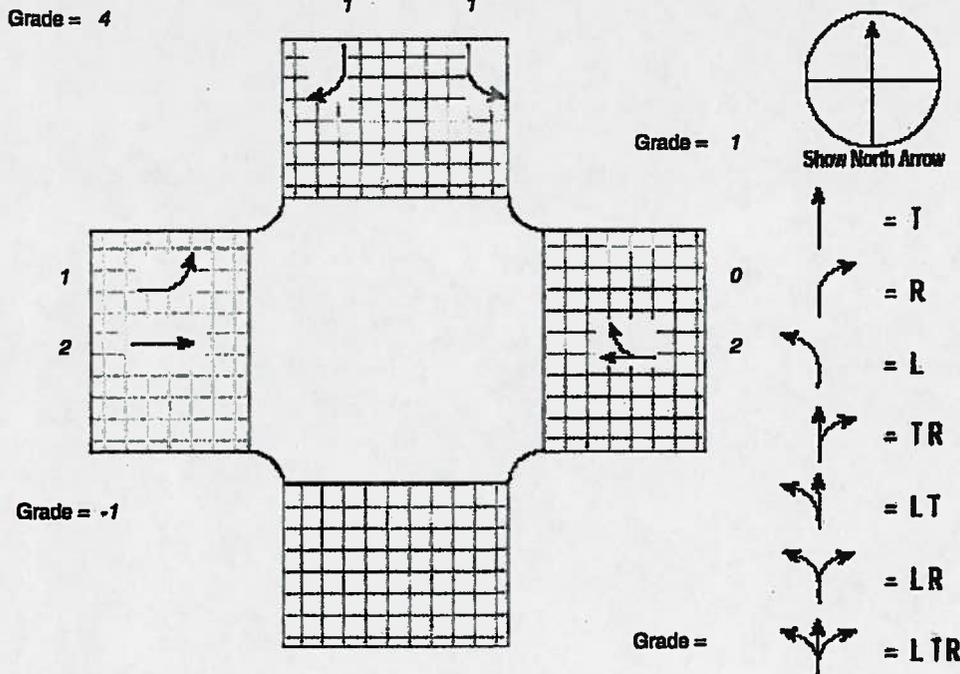
General Information

Analyst
 Agency or Co. *GDOT*
 Date Performed *02/22/2011*
 Time Period *5:00 pm*

Site Information

Intersection *US 82/SR 520 & US 319/SR 35*
 Area Type *All other areas*
 Jurisdiction
 Analysis Year *Baseline*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	370	990			1095	80				80		345
% Heavy Veh	8	8			8	8				8		8
PHF	0.92	0.92			0.92	0.92				0.92		0.92
Actuated (P/A)	A	A			A	A				P		P
Startup Lost Time	2.0	2.0			2.0					2.0		2.0
Extension of Effective Green	2.0	2.0			2.0					2.0		2.0
Arrival Type	3	3			3					3		3
Unit Extension	3.0	3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0		0	0	7				0	0	294
Lane Width	12.0	12.0			12.0					12.0		12.0
Parking (Y or N)	N		N	N		N				N		N
Parking/Hour												
Bus Stops/Hour	0	0			0					0		0
Pedestrian Timing	3.2			3.2						3.2		
	EB Only	EW Perm	03	04	SB Only	06	07	08				
Timing	G = 17.8	G = 32.3	G =	G =	G = 17.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				

Duration of Analysis (hrs) = 0.25

Cycle Length C = 79.1

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Intersection of US 82/SR 520 and US 319/SR 35*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	370	990			1095	80				80		345
PHF	0.92	0.92			0.92	0.92				0.92		0.92
Adjusted Flow Rate	402	1076			1190	79				87		55
Lane Group	L	T			TR					L		R
Adjusted Flow Rate	402	1076			1269					87		55
Proportion of LT or RT	1.000	--	0.000		--	0.062		--			--	1.000

Saturation Flow Rate

Base Satflow	1900	1900			1900					1900		1900
Number of Lanes	1	2			2	0				1		1
f_w	1.000	1.000			1.000					1.000		1.000
f_{HV}	0.926	0.926			0.926					0.926		0.926
f_g	1.005	1.005			0.995					0.980		0.980
f_p	1.000	1.000			1.000					1.000		1.000
f_{bb}	1.000	1.000			1.000					1.000		1.000
f_a	1.000	1.000			1.000					1.000		1.000
f_{LU}	1.000	0.952			0.952					1.000		1.000
f_{LT}	0.950	1.000	--		1.000	--			--	0.950		--
Secondary f_{LT}	0.110	0.110	--			--			--			--
f_{RT}	--	1.000		--	0.991		--			--		0.850
f_{Lpb}	1.000	1.000	--		1.000	--			--	1.000		--
f_{Rpb}	--	1.000		--	1.000		--			--		1.000
Adjusted Satflow	1680	3366			3302					1638		1465
Secondary Adjusted Satflow	195	371	--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Intersection of US 82/SR 520 and US 319/SR 35*

Capacity Analysis

	EB		WB		NB		SB	
	L	T		TR			L	R
Lane Group								
Adjusted Flow Rate	402	1076		1269			87	55
Satflow Rate	1680	3366		3302			1638	1465
Lost Time	2.0	2.0		2.0			2.0	2.0
Green Ratio	0.68	0.68		0.41			0.21	0.21
Lane Group Capacity	469	2302		1348			352	315
v/c Ratio	0.86	0.47		0.94			0.25	0.17
Flow Ratio	0.22	0.32		0.38			0.05	0.04
Critical Lane Group	Y	N		Y			Y	N
Sum Flow Ratios	0.66							
Lost Time/Cycle	12.00							
Critical v/c Ratio	0.78							

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
	L	T		TR			L	R
Lane Group								
Adjusted Flow Rate	402	1076		1269			87	55
Lane Group Capacity	469	2302		1348			352	315
v/c Ratio	0.86	0.47		0.94			0.25	0.17
Green Ratio	0.68	0.68		0.41			0.21	0.21
Uniform Delay d_1	21.0	5.8		22.5			25.7	25.3
Delay Factor k	0.39	0.11		0.45			0.50	0.50
Incremental Delay d_2	14.6	0.2		13.0			1.7	1.2
PF Factor	1.000	1.000		1.000			1.000	1.000
Control Delay	35.6	6.0		35.5			27.4	26.5
Lane Group LOS	D	A		D			C	C
Approach Delay	14.0		35.5				27.1	
Approach LOS	B		D				C	
Intersection Delay	24.1		intersection LOS				C	

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Intersection of US 82/SR 520 and US 319/SR 35*

Capacity Analysis

	EB		WB		NB		SB	
	L	T		TR			L	R
Lane Group								
Adjusted Flow Rate	402	1076		1269			87	55
Satflow Rate	1680	3366		3302			1638	1465
Lost Time	2.0	2.0		2.0			2.0	2.0
Green Ratio	0.68	0.68		0.41			0.21	0.21
Lane Group Capacity	469	2302		1348			352	315
v/c Ratio	0.86	0.47		0.94			0.25	0.17
Flow Ratio	0.22	0.32		0.38			0.05	0.04
Critical Lane Group	Y	N		Y			Y	N
Sum Flow Ratios	0.66							
Lost Time/Cycle	12.00							
Critical v/c Ratio	0.78							

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
	L	T		TR			L	R
Lane Group								
Adjusted Flow Rate	402	1076		1269			87	55
Lane Group Capacity	469	2302		1348			352	315
v/c Ratio	0.86	0.47		0.94			0.25	0.17
Green Ratio	0.68	0.68		0.41			0.21	0.21
Uniform Delay d_1	21.0	5.8		22.5			25.7	25.3
Delay Factor k	0.39	0.11		0.45			0.50	0.50
Incremental Delay d_2	14.6	0.2		13.0			1.7	1.2
PF Factor	1.000	1.000		1.000			1.000	1.000
Control Delay	35.6	6.0		35.5			27.4	26.5
Lane Group LOS	D	A		D			C	C
Approach Delay	14.0		35.5				27.1	
Approach LOS	B		D				C	
Intersection Delay	24.1		Intersection LOS				C	

**GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS**

File Name : untitled4
Site Code : 00000000
Start Date : 01/18/2006
Page No : 1

Groups Printed Unshifted

Start Time	SR 35 Southbound				SR 520 Westbound				Northbound				SR 520 Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
10:30 AM	34	0	2	1	6	82	0	0	0	0	0	0	0	79	35	0	239
10:45 AM	30	0	4	0	7	71	0	0	0	0	0	0	0	78	28	0	218
Total	64	0	6	1	13	153	0	0	0	0	0	0	0	157	63	0	457
11:00 AM	22	0	1	0	3	89	0	0	0	0	0	0	0	70	24	0	209
11:15 AM	46	0	3	0	8	82	0	0	0	0	0	0	0	70	30	0	239
11:30 AM	34	0	3	0	3	80	0	0	0	0	0	0	0	70	35	0	225
11:45 AM	37	0	6	0	6	96	0	0	0	0	0	0	0	87	32	0	284
Total	139	0	13	0	20	347	0	0	0	0	0	0	0	297	121	0	937
12:00 PM	42	0	2	0	7	107	0	0	0	0	0	0	0	85	41	0	284
12:15 PM	45	0	2	0	3	90	0	0	0	0	0	0	0	79	29	0	248
12:30 PM	43	0	7	0	5	95	0	0	0	0	0	0	0	82	37	0	289
12:45 PM	50	0	4	0	8	95	0	0	0	0	0	0	0	79	35	0	271
Total	180	0	15	0	23	387	0	0	0	0	0	0	0	325	142	0	1072
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	43	0	2	0	5	102	0	0	0	0	0	0	0	100	41	0	293
03:15 PM	64	0	4	0	4	104	0	0	0	0	0	0	0	99	46	0	321
03:30 PM	46	0	4	0	9	102	0	0	0	0	0	0	0	113	40	0	314
03:45 PM	45	0	5	0	5	94	0	0	0	0	0	0	0	103	41	0	293
Total	198	0	15	0	23	402	0	0	0	0	0	0	0	415	168	0	1221
04:00 PM	48	0	4	0	10	93	0	0	0	0	0	0	0	105	36	0	296
04:15 PM	54	0	6	0	1	106	0	0	0	0	0	0	0	132	48	0	347
04:30 PM	51	0	7	0	3	117	0	0	0	0	0	0	0	137	45	0	360
04:45 PM	58	0	4	0	5	98	0	0	0	0	0	0	0	110	37	0	312
Total	211	0	21	0	19	414	0	0	0	0	0	0	0	484	166	0	1315
05:00 PM	60	0	6	0	6	108	0	0	0	0	0	0	3	160	66	0	409
05:15 PM	71	0	7	0	6	112	0	0	0	0	0	0	0	146	61	0	403
Grand Total	923	0	83	1	110	1923	0	0	0	0	0	0	3	1984	787	0	5814
Approch %	91.7	0.0	8.2	0.1	5.4	94.6	0.0	0.0	0.0	0.0	0.0	0.0	0.1	71.5	28.4	0.0	
Total %	15.9	0.0	1.4	0.0	1.9	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	34.1	13.5	0.0	

**GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS**

File Name : untitled3
Site Code : 00000000
Start Date : 01/11/2006
Page No : 1

Groups Printed Unshifted

Start Time	SR 35 Southbound				SR 520 Westbound				Northbound				SR 520 Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45 AM	34	0	4	0	1	84	0	0	0	0	0	0	0	47	27	0	197
Total	34	0	4	0	1	84	0	0	0	0	0	0	0	47	27	0	197
07:00 AM	39	0	0	0	5	93	0	0	0	0	0	0	0	40	22	0	199
07:15 AM	39	0	4	0	5	123	0	0	0	0	0	0	0	28	31	0	230
07:30 AM	63	0	3	0	4	180	0	0	0	0	0	0	0	50	51	0	351
07:45 AM	60	0	4	0	7	206	0	0	0	0	0	0	0	60	60	0	397
Total	201	0	11	0	21	602	0	0	0	0	0	0	0	178	164	0	1177
08:00 AM	54	0	4	0	7	155	0	0	0	0	0	0	0	66	41	0	327
08:15 AM	26	0	1	0	2	111	0	0	0	0	0	0	0	64	32	0	236
08:30 AM	33	0	0	0	1	87	0	0	0	0	0	0	0	56	32	0	209
08:45 AM	29	0	2	0	3	75	0	0	0	0	0	0	0	52	28	0	189
Total	142	0	7	0	13	428	0	0	0	0	0	0	0	238	133	0	961
09:00 AM	38	0	4	0	3	93	0	0	0	0	0	0	0	61	41	0	240
09:15 AM	36	0	3	0	5	88	0	0	0	0	0	0	0	58	31	0	221
09:30 AM	39	0	2	0	7	81	0	0	0	0	0	0	0	52	28	0	209
Grand Total	490	0	31	0	50	1376	0	0	0	0	0	0	0	634	424	0	3005
Approch %	94.0	0.0	6.0	0.0	3.5	96.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.9	40.1	0.0	
Total %	16.3	0.0	1.0	0.0	1.7	45.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	14.1	0.0	

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS

File Name : sr35@sr520delay
Site Code : 00000000
Start Date : 01/19/2006
Page No : 6

6:48:00 AM - 8:18:00 AM	Lane 1
Total Vehicle Count:	311
Delayed Vehicle Count:	311
Through Vehicle Count:	0
Average Stopped Time:	30.78
Maximum Stopped Time:	113
Min. Secs. for Delay:	0
Average Queue:	1.77
Queue Density:	2.69
Maximum Queue:	12

**GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS**

sr35@sr520 delay
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : sr35@sr520delay
Site Code : 00000000
Start Date : 01/19/2006
Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	6:48:01 AM	6:48:11 AM	10
1	2	6:48:14 AM	6:48:31 AM	17
1	3	6:48:03 AM	6:48:10 AM	7
1	4	6:48:05 AM	6:48:12 AM	7
1	5	6:48:11 AM	6:48:37 AM	26
1	6	6:48:15 AM	6:48:55 AM	40
1	7	6:48:20 AM	6:50:03 AM	43
1	8	6:50:16 AM	6:50:30 AM	14
1	9	6:51:12 AM	6:51:24 AM	12
1	10	6:51:27 AM	6:51:38 AM	11
1	11	6:51:43 AM	6:52:08 AM	25
1	12	6:51:53 AM	6:52:20 AM	27
1	13	6:51:58 AM	6:52:25 AM	27
1	14	6:52:34 AM	6:52:45 AM	11
1	15	6:52:59 AM	6:53:09 AM	10
1	16	6:53:02 AM	6:53:14 AM	12
1	17	6:53:25 AM	6:53:34 AM	9
1	18	6:54:23 AM	6:54:33 AM	10
1	19	6:54:26 AM	6:54:41 AM	15
1	20	6:54:54 AM	6:55:19 AM	25
1	21	6:55:09 AM	6:55:31 AM	22
1	22	6:55:12 AM	6:55:39 AM	27
1	23	6:56:03 AM	6:56:24 AM	21
1	24	6:56:38 AM	6:56:48 AM	10
1	25	6:57:11 AM	6:57:39 AM	28
1	26	6:57:53 AM	6:58:09 AM	16
1	27	6:57:56 AM	6:58:32 AM	36
1	28	6:58:00 AM	6:58:34 AM	34
1	29	6:58:03 AM	6:58:49 AM	46
1	30	6:58:37 AM	6:59:54 AM	17
1	31	7:00:31 AM	7:00:38 AM	7
1	32	7:00:34 AM	7:00:45 AM	11
1	33	7:02:17 AM	7:02:31 AM	14
1	34	7:02:18 AM	7:02:33 AM	15
1	35	7:02:24 AM	7:02:40 AM	16
1	36	7:03:21 AM	7:03:43 AM	22
1	37	7:03:26 AM	7:03:48 AM	22
1	38	7:03:35 AM	7:03:53 AM	18
1	39	7:03:39 AM	7:04:05 AM	26
1	40	7:04:11 AM	7:04:18 AM	8
1	41	7:04:49 AM	7:05:05 AM	16
1	42	7:05:11 AM	7:05:36 AM	25
1	43	7:05:12 AM	7:05:41 AM	29
1	44	7:05:13 AM	7:05:46 AM	33
1	45	7:05:16 AM	7:05:53 AM	37
1	46	7:06:15 AM	7:06:26 AM	11
1	47	7:06:22 AM	7:06:34 AM	12
1	48	7:06:30 AM	7:06:46 AM	16
1	49	7:06:59 AM	7:07:09 AM	10
1	50	7:07:12 AM	7:07:20 AM	8
1	51	7:07:15 AM	7:07:24 AM	9
1	52	7:07:21 AM	7:07:36 AM	15
1	53	7:07:33 AM	7:07:47 AM	14
1	54	7:07:55 AM	7:08:00 AM	5
1	55	7:07:58 AM	7:08:04 AM	6
1	56	7:08:02 AM	7:08:11 AM	9
1	57	7:08:06 AM	7:08:16 AM	10
1	58	7:08:27 AM	7:08:39 AM	12
1	59	7:08:03 AM	7:08:21 AM	18
1	60	7:08:30 AM	7:08:40 AM	10
1	61	7:08:34 AM	7:08:43 AM	9
1	62	7:08:45 AM	7:10:05 AM	20
1	63	7:08:48 AM	7:10:15 AM	27

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L. n.	No.	Joined Queue	Released From Queue	Delay
1	64	7:10:24 AM	7:10:56 AM	32
1	65	7:11:22 AM	7:11:29 AM	7
1	66	7:12:00 AM	7:12:09 AM	9
1	67	7:12:03 AM	7:12:15 AM	12
1	68	7:12:18 AM	7:12:29 AM	11
1	69	7:12:56 AM	7:13:10 AM	14
1	70	7:13:28 AM	7:13:35 AM	7
1	71	7:13:46 AM	7:13:54 AM	8
1	72	7:14:08 AM	7:14:16 AM	8
1	73	7:14:44 AM	7:14:53 AM	9
1	74	7:15:03 AM	7:15:18 AM	15
1	75	7:15:06 AM	7:15:23 AM	17
1	76	7:15:10 AM	7:15:29 AM	19
1	77	7:15:54 AM	7:16:17 AM	23
1	78	7:15:58 AM	7:16:22 AM	24
1	79	7:16:07 AM	7:16:30 AM	23
1	80	7:16:12 AM	7:16:37 AM	25
1	81	7:16:33 AM	7:16:52 AM	19
1	82	7:17:24 AM	7:17:37 AM	13
1	83	7:17:46 AM	7:18:01 AM	16
1	84	7:18:27 AM	7:18:49 AM	22
1	85	7:18:52 AM	7:19:03 AM	11
1	86	7:18:54 AM	7:19:09 AM	16
1	87	7:19:05 AM	7:19:15 AM	10
1	88	7:19:08 AM	7:19:20 AM	12
1	89	7:19:32 AM	7:19:41 AM	9
1	90	7:19:33 AM	7:19:44 AM	11
1	91	7:19:35 AM	7:19:50 AM	15
1	92	7:19:46 AM	7:19:59 AM	11
1	93	7:19:56 AM	7:20:07 AM	12
1	94	7:20:16 AM	7:20:24 AM	8
1	95	7:20:53 AM	7:21:06 AM	12
1	96	7:21:08 AM	7:21:23 AM	14
1	97	7:21:19 AM	7:21:41 AM	22
1	98	7:22:00 AM	7:22:21 AM	21
1	99	7:22:13 AM	7:22:28 AM	15
1	100	7:22:48 AM	7:22:58 AM	10
1	101	7:22:51 AM	7:23:02 AM	11
1	102	7:23:08 AM	7:23:29 AM	21
1	103	7:23:47 AM	7:23:51 AM	4
1	104	7:23:53 AM	7:24:50 AM	57
1	105	7:24:25 AM	7:24:57 AM	32
1	106	7:24:25 AM	7:25:14 AM	49
1	107	7:24:27 AM	7:25:25 AM	58
1	108	7:24:29 AM	7:25:30 AM	61
1	109	7:24:54 AM	7:25:42 AM	48
1	110	7:25:17 AM	7:25:47 AM	30
1	111	7:25:32 AM	7:25:53 AM	21
1	112	7:26:38 AM	7:26:48 AM	10
1	113	7:27:18 AM	7:27:25 AM	7
1	114	7:27:36 AM	7:27:55 AM	19
1	115	7:27:43 AM	7:28:01 AM	18
1	116	7:28:28 AM	7:28:35 AM	7
1	117	7:28:39 AM	7:28:48 AM	9
1	118	7:29:03 AM	7:29:14 AM	11
1	119	7:29:06 AM	7:29:26 AM	20
1	120	7:29:15 AM	7:29:34 AM	19
1	121	7:29:20 AM	7:29:40 AM	20
1	122	7:29:24 AM	7:29:56 AM	32
1	123	7:29:59 AM	7:30:23 AM	24
1	124	7:30:14 AM	7:30:39 AM	25
1	125	7:30:49 AM	7:30:55 AM	6
1	126	7:31:02 AM	7:31:07 AM	5

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L n.	No.	Joined Queue	Released From Queue	Delay
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1	128	7:31:29 AM	7:31:41 AM	12
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1	131	7:31:42 AM	7:32:13 AM	31
1	132	7:31:53 AM	7:32:38 AM	45
1	133	7:32:04 AM	7:32:54 AM	50
1	134	7:32:06 AM	7:33:03 AM	57
1	135	7:32:18 AM	7:33:04 AM	46
1	136	7:32:20 AM	7:33:08 AM	48
1	137	7:32:22 AM	7:33:14 AM	52
1	138	7:32:33 AM	7:33:18 AM	45
1	139	7:32:40 AM	7:33:21 AM	41
1	140	7:32:53 AM	7:33:25 AM	32
1	141	7:33:11 AM	7:33:35 AM	24
1	142	7:34:03 AM	7:34:23 AM	20
1	143	7:34:46 AM	7:34:55 AM	9
1	144	7:34:53 AM	7:35:04 AM	11
1	145	7:35:06 AM	7:35:13 AM	7
1	146	7:35:09 AM	7:35:18 AM	9
1	147	7:35:12 AM	7:35:29 AM	17
1	148	7:35:14 AM	7:35:36 AM	22
1	149	7:35:16 AM	7:35:40 AM	24
1	150	7:35:21 AM	7:35:54 AM	33
1	151	7:36:10 AM	7:36:29 AM	19
1	152	7:37:02 AM	7:37:15 AM	13
1	153	7:37:09 AM	7:37:20 AM	11
1	154	7:37:49 AM	7:38:08 AM	19
1	155	7:37:54 AM	7:38:23 AM	29
1	156	7:38:18 AM	7:38:47 AM	29
1	157	7:38:27 AM	7:38:53 AM	26
1	158	7:39:24 AM	7:39:30 AM	6
1	159	7:40:02 AM	7:40:14 AM	12
1	160	7:40:21 AM	7:40:39 AM	18
1	161	7:40:26 AM	7:40:54 AM	28
1	162	7:40:49 AM	7:41:03 AM	14
1	163	7:41:05 AM	7:41:17 AM	12
1	164	7:41:08 AM	7:41:31 AM	23
1	165	7:41:11 AM	7:41:39 AM	28
1	166	7:41:23 AM	7:41:44 AM	21
1	167	7:41:52 AM	7:42:10 AM	18
1	168	7:41:54 AM	7:42:28 AM	32
1	169	7:41:58 AM	7:42:30 AM	32
1	170	7:41:59 AM	7:42:48 AM	47
1	171	7:42:03 AM	7:42:49 AM	46
1	172	7:42:06 AM	7:43:03 AM	55
1	173	7:42:19 AM	7:43:07 AM	48
1	174	7:42:21 AM	7:43:21 AM	60
1	175	7:42:58 AM	7:43:53 AM	55
1	176	7:43:01 AM	7:44:05 AM	64
1	177	7:43:09 AM	7:44:14 AM	65
1	178	7:43:12 AM	7:44:31 AM	79
1	179	7:43:23 AM	7:44:33 AM	70
1	180	7:43:30 AM	7:44:53 AM	83
1	181	7:44:02 AM	7:45:18 AM	76
1	182	7:44:07 AM	7:45:22 AM	75
1	183	7:44:18 AM	7:45:26 AM	68
1	184	7:44:20 AM	7:45:31 AM	71
1	185	7:44:21 AM	7:45:35 AM	74
1	186	7:45:15 AM	7:45:57 AM	42
1	187	7:45:55 AM	7:46:25 AM	30
1	188	7:45:58 AM	7:46:40 AM	42
1	189	7:46:23 AM	7:46:43 AM	20

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L n.	No.	Joined Queue	Released From Queue	Delay
1	190	7:46:41 AM	7:46:51 AM	10
1	191	7:47:09 AM	7:47:20 AM	11
1	192	7:47:10 AM	7:47:54 AM	44
1	193	7:47:14 AM	7:47:56 AM	44
1	194	7:47:38 AM	7:48:02 AM	24
1	195	7:48:16 AM	7:48:26 AM	10
1	198	7:48:30 AM	7:48:48 AM	18
1	197	7:48:36 AM	7:48:51 AM	15
1	198	7:48:47 AM	7:49:02 AM	15
1	199	7:48:09 AM	7:49:31 AM	22
1	200	7:49:12 AM	7:49:45 AM	33
1	201	7:49:21 AM	7:49:56 AM	35
1	202	7:49:44 AM	7:50:02 AM	18
1	203	7:50:17 AM	7:50:25 AM	8
1	204	7:50:49 AM	7:50:55 AM	6
1	205	7:50:59 AM	7:51:16 AM	17
1	206	7:51:03 AM	7:51:23 AM	20
1	207	7:51:53 AM	7:52:04 AM	11
1	208	7:52:56 AM	7:53:25 AM	29
1	209	7:53:10 AM	7:53:35 AM	25
1	210	7:53:14 AM	7:53:41 AM	27
1	211	7:53:45 AM	7:54:15 AM	30
1	212	7:53:53 AM	7:54:53 AM	60
1	213	7:54:08 AM	7:54:55 AM	47
1	214	7:54:11 AM	7:55:00 AM	49
1	215	7:54:19 AM	7:55:07 AM	48
1	216	7:54:25 AM	7:55:18 AM	53
1	217	7:54:32 AM	7:55:21 AM	49
1	218	7:55:03 AM	7:55:32 AM	29
1	219	7:55:04 AM	7:55:56 AM	52
1	220	7:55:15 AM	7:55:58 AM	43
1	221	7:55:41 AM	7:56:18 AM	37
1	222	7:56:00 AM	7:56:27 AM	27
1	223	7:56:02 AM	7:56:48 AM	46
1	224	7:56:05 AM	7:57:08 AM	63
1	225	7:56:20 AM	7:57:23 AM	63
1	226	7:56:24 AM	7:57:34 AM	70
1	227	7:56:44 AM	7:57:46 AM	62
1	228	7:56:53 AM	7:58:05 AM	72
1	229	7:57:42 AM	7:58:19 AM	37
1	230	7:57:50 AM	7:58:29 AM	39
1	231	7:57:52 AM	7:58:36 AM	44
1	232	7:58:18 AM	7:58:45 AM	27
1	233	7:58:37 AM	7:58:46 AM	11
1	234	7:58:36 AM	7:58:51 AM	13
1	235	7:58:39 AM	7:59:06 AM	27
1	236	7:58:50 AM	7:59:13 AM	23
1	237	7:58:55 AM	7:59:16 AM	21
1	238	7:59:20 AM	7:59:30 AM	10
1	239	8:00:07 AM	8:00:47 AM	40
1	240	8:00:14 AM	8:01:01 AM	47
1	241	8:00:20 AM	8:01:03 AM	43
1	242	8:00:24 AM	8:01:19 AM	55
1	243	8:00:37 AM	8:01:43 AM	66
1	244	8:00:53 AM	8:01:46 AM	53
1	245	8:00:54 AM	8:01:59 AM	65
1	246	8:01:06 AM	8:02:01 AM	55
1	247	8:01:17 AM	8:02:04 AM	47
1	248	8:01:43 AM	8:02:10 AM	27
1	249	8:03:03 AM	8:03:10 AM	7
1	250	8:03:05 AM	8:03:15 AM	10
1	251	8:03:20 AM	8:03:51 AM	31
1	252	8:03:33 AM	8:05:10 AM	97

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L n.	No.	Joined Queue	Released From Queue	Delay
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1	254	8:03:53 AM	8:05:14 AM	81
1	255	8:04:03 AM	8:05:17 AM	74
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1	257	8:04:12 AM	8:05:22 AM	70
1	258	8:04:40 AM	8:05:24 AM	44
1	259	8:04:43 AM	8:05:27 AM	44
1	260	8:04:51 AM	8:05:32 AM	41
1	261	8:04:58 AM	8:05:37 AM	39
1	262	8:05:29 AM	8:05:41 AM	12
1	263	8:05:42 AM	8:05:58 AM	14
1	264	8:05:44 AM	8:06:11 AM	27
1	265	8:05:48 AM	8:06:15 AM	29
1	266	8:05:49 AM	8:06:22 AM	33
1	267	8:05:54 AM	8:06:35 AM	41
1	268	8:06:20 AM	8:06:40 AM	20
1	269	8:06:45 AM	8:06:51 AM	6
1	270	8:06:46 AM	8:06:54 AM	8
1	271	8:07:28 AM	8:07:39 AM	11
1	272	8:07:29 AM	8:07:42 AM	13
1	273	8:07:33 AM	8:07:54 AM	21
1	274	8:07:39 AM	8:08:15 AM	36
1	275	8:07:53 AM	8:08:20 AM	27
1	276	8:08:52 AM	8:08:59 AM	7
1	277	8:08:53 AM	8:09:06 AM	13
1	278	8:08:55 AM	8:09:22 AM	27
1	279	8:09:41 AM	8:09:53 AM	12
1	280	8:10:02 AM	8:10:41 AM	39
1	281	8:10:17 AM	8:12:04 AM	107
1	282	8:10:20 AM	8:12:13 AM	113
1	283	8:10:32 AM	8:12:21 AM	109
1	284	8:10:52 AM	8:12:36 AM	104
1	285	8:11:01 AM	8:12:39 AM	98
1	286	8:11:07 AM	8:12:59 AM	112
1	287	8:11:34 AM	8:13:12 AM	98
1	288	8:12:23 AM	8:13:20 AM	57
1	289	8:12:34 AM	8:13:28 AM	54
1	290	8:12:34 AM	8:13:31 AM	57
1	291	8:12:52 AM	8:13:46 AM	54
1	292	8:12:53 AM	8:13:56 AM	65
1	293	8:12:53 AM	8:14:00 AM	67
1	294	8:12:53 AM	8:14:25 AM	92
1	295	8:12:54 AM	8:14:31 AM	97
1	296	8:13:08 AM	8:14:35 AM	87
1	297	8:13:08 AM	8:14:39 AM	91
1	298	8:13:09 AM	8:14:52 AM	103
1	299	8:14:08 AM	8:14:59 AM	51
1	300	8:14:09 AM	8:15:04 AM	55
1	301	8:15:30 AM	8:15:37 AM	7
1	302	8:15:57 AM	8:16:09 AM	12
1	303	8:15:59 AM	8:16:13 AM	14
1	304	8:16:01 AM	8:16:21 AM	20
1	305	8:16:10 AM	8:16:25 AM	15
1	306	8:16:16 AM	8:16:38 AM	22
1	307	8:16:23 AM	8:16:45 AM	22
1	308	8:17:09 AM	8:17:32 AM	23
1	309	8:17:11 AM	8:17:36 AM	25
1	310	8:17:49 AM	8:17:55 AM	6

Concept Meeting Minutes

CSSTP-0008-00(723) Tift Co.

PI NO. 0008723

1/6/11 District 4 Assembly Room

- 1/6/11 – 10:00a.m. Sandy Griffin started the meeting by reading the project description and then asked for introductions of other attendees.
- Dennis Cook read the project Need and Purpose.
- Dennis Carter (Environmental) stated that the project could be handled with a PCE.
- Van Mason (Traffic Ops)
 1. Asked for clarification of the impact on the gas station.
 2. Discussed realignment and avoiding the gas station.
- Scott Chambers (Construction)

No Comment
- Sonja Thompson (Construction)
 1. Consider extending outfall pipe to drainage ditch.
 2. Consider adjusting the driveway on Parcel 1 and 2.
- Bill Cooper (Utilities)
 1. May be able to use “joint use” with Georgia Power.
- City of Tifton stated that there may be a sewer line in conflict with the proposed drainage system.
- Shane Pridgen (Plan & Programming)

No Comment
- Brent Thomas (Preconstruction)
 1. Commented on Need and Purpose to add purposed LOS after signalization.
 2. Requested schedule be revised to start the purchase of R/W in August and not June.
- Roger Dill (Tift County)

No Comment other than glad to get the project done.

- Joe Sheffield talked about the aspect of the way the project is funded according to how realigning the roadway would affect the amount of time it would take to get the project to let.
- Dennis Carter noted the environmental schedule should be revised.
- Roger Dill questioned the R/W schedule showing completion in 2013.
- Brent Thomas said we will push on environmental and R/W to be completed sooner than the schedule states because of it being a lump sum project.

No further comments.

- Meeting was adjourned at 10:30 a.m.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

OFFICE: Planning

DATE: February 16, 2011

FROM Cindy L. VanDyke, State Transportation Planning Administrator

TO Joe Sheffield, District 4 District Engineer

ATTN Dennis Cook

SUBJECT Benefit/Cost Calculation for Concept Report - Operational Improvement at US 82/ SR 520 and US 319/ SR 35, P.I. No. 0008723

The Office of Planning is providing the Benefit/Cost Calculation for Project ID No. 0008723 as requested and in accordance with the Plan Development Process Manual of Guidance. Based on the February 14, 2011 review, the Benefit/Cost for this project is 1.46, as calculated in the attached documentation.

Please note that this B/C ratio is provided for incorporation into the project's concept report. The B/C ratio should not be used to determine the project's importance or need. A project's need is articulated in the need and purpose statement. A project's importance can be determined based on the project's schedule in the Construction Work Program and/or STIP.

If any changes occur to the proposed concept, please notify this office immediately. If you have any questions, please call Marco Trigueros at (404) 631-1780.

CLV:mat

cc: Genetha Rice-Singleton

Enclosure

GDOT Benefit-Cost Equations

1. Annualized Cost

$$A = P \times \frac{i}{1 - (1 + i)^{-n}}$$

where

A	annualized cost
P	total cost (PE + ROW + CST)
n	design life
i	discount rate

2. Auto Delay Savings

$$DC_A = (VHT_{NB} - VHT_B) \times (1 - T) \times Value_A$$

where

DC _A	auto delay cost savings
VHT _{NB}	vehicle hours traveled in 2035 - no build
VHT _B	vehicle hours of travel in 2035 - build
T	percent of traffic consisting of trucks
Value _A	value of time for autos

3. Truck Delay Savings

$$DC_T = (VHT_{NB} - VHT_B) \times T \times Value_T$$

where

DC _T	truck delay cost savings
VHT _{NB}	vehicle hours traveled in 2035 - no build
VHT _B	vehicle hours of travel in 2035 - build
T	percent of traffic consisting of trucks
Value _T	Value of time for trucks

4. Fuel Cost Savings

$$FC = (VMT_{NB} - VMT_B) \times \left(\frac{\text{Fuel Price}}{\text{Fuel Economy}} \right)$$

where

FC	fuel cost savings
VMT _{NB}	vehicle hours of travel in 2035 - no build
VMT _B	vehicle hours of travel in 2035 - build

5. Change in gross state product

$$GSP = (DC_A \times 0.0000071) + (DC_T \times 0.0000701)$$

where

GSP	Change in GSP
DC _A	auto delay cost savings
DC _T	truck delay cost savings

6.a Benefits with no GSP component

$$Benefits = DC_A + DC_T + FC$$

where

DC _A	auto delay cost savings
DC _T	truck delay cost savings
FC	fuel cost savings

6.b. Benefits with GSP component

$$Benefits = 0.7 \times (FC_A + DC_A) + GSP$$

where

FC _A	auto fuel cost savings
DC _A	auto delay cost savings

7. Benefit-Cost Ratio

$$B/C = \frac{Benefits}{Annualized Cost}$$

GDOT Benefit-Cost Calculator

enter information in green cells

Project Information

ID 0008723
 Description Operational Improvement At US 82/ SR 520 and US 319/ SR 35

Cost Estimate

Date of estimate 11/19/10
 PE cost \$ 105,000
 ROW cost \$ 25,500
 UTILITY cost \$ 19,280
 CST cost \$ 236,403
 Total \$ 386,183

Traffic In 2035

Source of traffic data Design traffic provided by PM; Analysis in Synchro 7 and CORSIM; Signals added and optimized; network analysis of both 1 hour peak AM and 1 hour peak PM periods

Without project (nobuild)
 Annual VMT 201,513
 Annual VHT 12,303
 Average speed (mph) 16

With project (build)
 Annual VMT 213,613
 Annual VHT 10,443
 Average speed (mph) 20

Parameters

Parameters	Default		Override		Used
	2035	2035	2035	2035	2035
Analysis year	2035	2035	2035	2035	2035
Discount rate	4.0%	20	20	20	4%
Design life (years)	25	20	2008	2008	20
Base year of cost estimate	N/A	2014	2014	2014	2014
Current CST program year	N/A				
Fuel price (\$/gallon)	3.22				3.22
Fuel economy (mpg)	18.03				18.03
Value of auto travel (\$/hr)	13.75				13.75
Value of truck travel (\$/hr)	72.65				72.65
Percent trucks	12%		8%		8%
Include GSP benefits	No				No

Costs	
Total cost	\$ 386,183
Annualized cost	\$ 22,101
Auto Delay Costs	
Nobuild	\$ 155,627
Build	\$ 132,104
Auto delay savings	\$ 23,523
Truck Delay Costs	
Nobuild	\$ 71,502
Build	\$ 60,695
Truck delay savings	\$ 10,807
Fuel Costs	
Nobuild	\$ 35,988
Build	\$ 38,149
Fuel cost savings	\$ (2,161)
Change in GSP	
Auto delay cost adjustment	NA
Truck delay cost adjustment	NA
Fuel cost adjustment	NA
Total benefit adjustment	NA
Benefits In 2035	\$ 32,169
Benefit-Cost Ratio	1.46

Notes

Gerald M. Ross, P.E., Commissioner/Chief Engineer



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 800 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 14, 2009

Honorable Jamie Cater
Mayor, City of Tifton
P.O. Box 229
Tifton, GA 31793

Dear Mayor Cater:

Subject: Department Project Notification - Local Government Responsibilities

Project No.: CSSTP-0008-00(723) Tift Co. PI# 0008723
SR 520/US 82 @ SR 35/US 319

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department's policy for projects identified by the Department and generated by a State Highway System need will no longer require upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

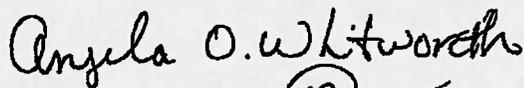
However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Official Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will coordinate with you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own utility facilities to include such relocation work into the project.

We hope this policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 631-1290 or Joe Sheffield, District Engineer in Tifton at your convenience.

Sincerely yours,



Angela O. Whitworth 
Office of Financial Management Administrator

AOW:RR:kp

cc: Joe Sheffield - District 4 Engineer
cc: Tim Warren - District 4 Utilities Engineer
cc: Jeff Baker - State Utilities Engineer
cc: Ralph Griffin - Project Manager, District 4

Gerald M. Ross, P.E., Commissioner/Chief Engineer



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 14, 2009

Mr. Grady Thompson
Commission Chairman, Tift County
P.O. Box 826
Tifton, GA 31793

Dear Chairman Thompson:

Subject: Department Project Notification - Local Government Responsibilities

Project No.: CSSTP-0008-00(723) Tift Co. PI# 0008723
SR 520/US 82 @ SR 35/US 319

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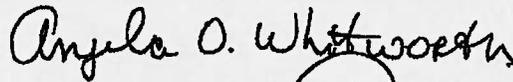
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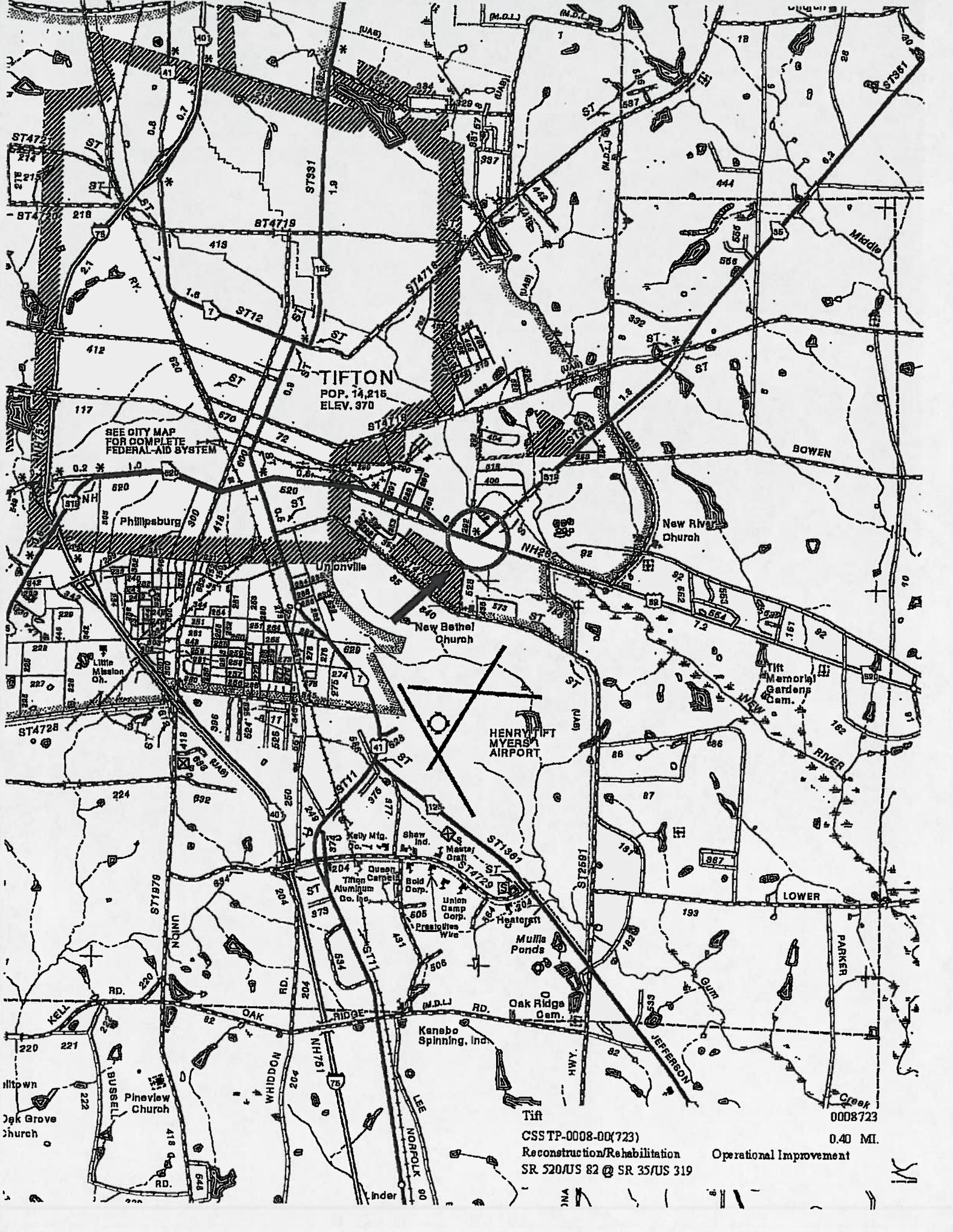
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Angela O. Whitworth
Office of Financial Management Administrator

AOW:RR:kp

- cc: Joe Sheffield - District 4 Engineer
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- cc: Jeff Baker - State Utilities Engineer
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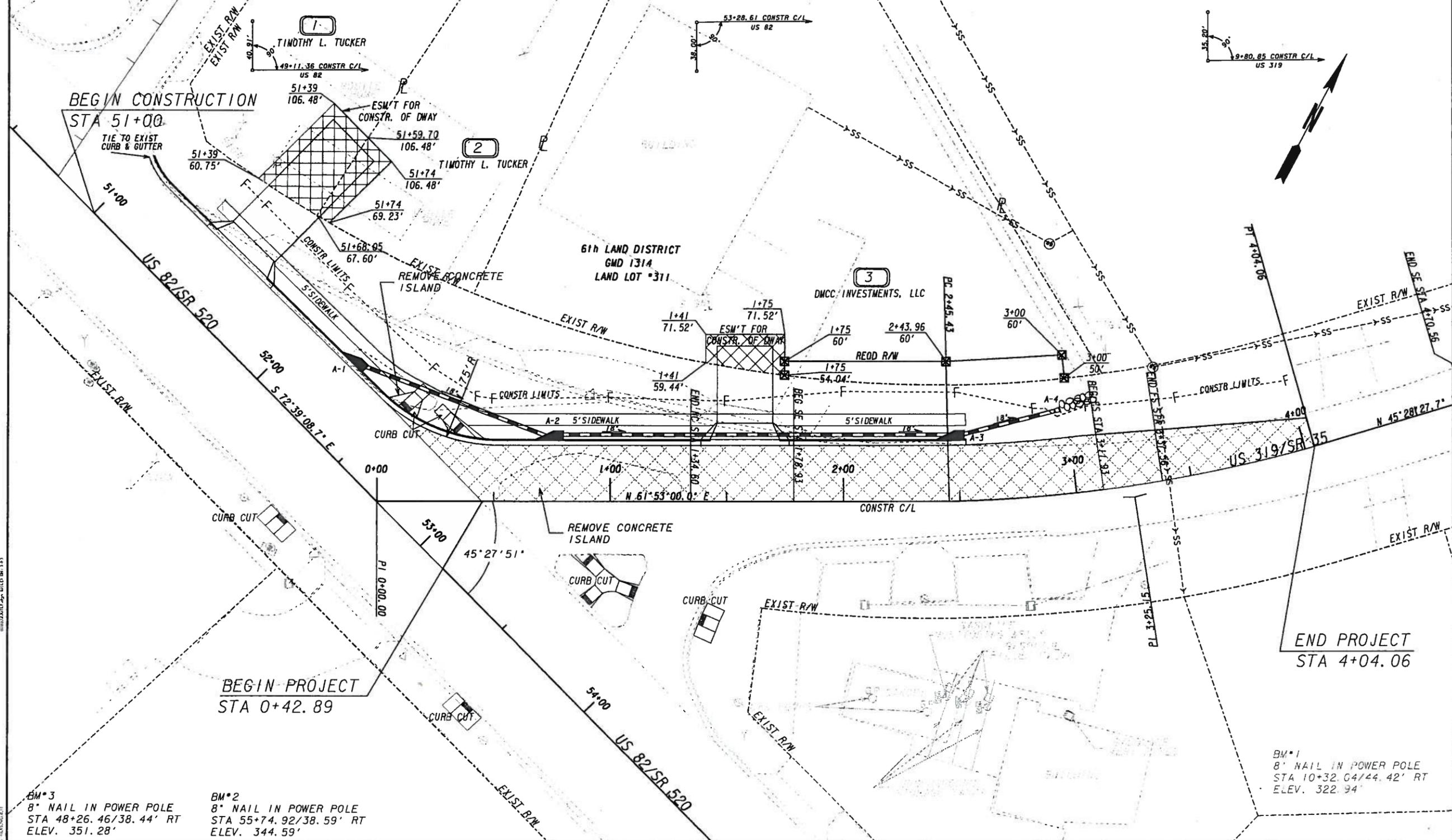
SEE CITY MAP FOR COMPLETE FEDERAL-AID SYSTEM

TIFTON
POP. 14,215
ELEV. 370

HENRY TIFT MYERS AIRPORT

Kanebo Spinning, Inc.

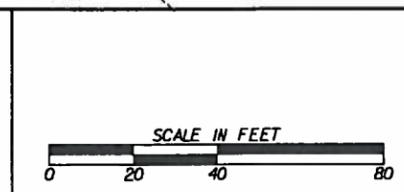
Tift
CSS TP-0008-00(723)
Reconstruction/Rehabilitation
SR 520/US 82 @ SR 35/US 319
Operational Improvement
0.40 MI.
0008723



PROPERTY AND EXISTING R/W LINE --- 2 ---
 REQUIRED R/W LINE --- G --- F ---
 CONSTRUCTION LIMITS --- G --- F ---
 EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS
 MILL & OVERLAY CONSTRUCTION

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION



REVISION DATES	

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 4 DESIGN
MAINLINE PLAN