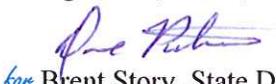


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. # 0010855 **OFFICE** Design Policy & Support  
Brooks & Colquitt Counties  
GDOT District 4 - Tifton **DATE** December 17, 2013  
Traffic signal & Pedestrian Improvements  
Along SR 35, SR 38, & SR 133

**FROM**  Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Jeff Fletcher, Statewide Location Bureau Chief  
Emmanuella Myrthil, State Safety Program Coordinator  
Joe Sheffield, District Engineer  
Brent Thomas, District Preconstruction Engineer  
Tim Warren, District Utilities Engineer  
Stevonn Dilligard, Project Manager  
BOARD MEMBER - 8th Congressional District

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

Project Type:	<u>Reconstruction/Rehabilitation</u>	P.I. Number:	<u>0010855</u>
GDOT District:	<u>4</u>	County:	<u>Brooks/Colquitt</u>
Federal Route:	<u>N/A</u>	State Route Number:	<u>35,38,133</u>

**Traffic Signal Upgrades for 3 Signals along SR 38 in Brooks County.  
Traffic Signal Upgrades for 5 Signals along SR 35 and 1 Signal along SR 133 in Colquitt County.**

**Submitted for approval:**

* * <u>Douglas Tilt</u>	<u>10-25-13</u>
Douglas Tilt & ARCADIS U.S., Inc.	DATE
<u>Bennett Rice-Slut</u>	<u>9/11/2013</u>
State Program Delivery Engineer	DATE
<u>Steven Dilligal</u>	<u>9/10/2013</u>
GDOT Project Manager	DATE

\* \* Submission on file

**Recommendation for approval:**

Program Control Administrator	DATE
* <u>Glenn Bowman / KLP</u>	<u>9-23-13</u>
State Environmental Administrator	DATE
* <u>Kathy Zahal / KLP</u>	<u>10-9-13</u>
State Traffic Engineer	DATE
* <u>Lisa Myers / KLP</u>	<u>9-16-13</u>
Project Review Engineer	DATE
* <u>Jun Birnkammer / KLP</u>	<u>9-16-13</u>
For State Utilities Engineer	DATE
* <u>Joe Sheffield / KLP</u>	<u>9-17-13</u>
District Engineer	DATE

State Bridge Design Engineer	DATE
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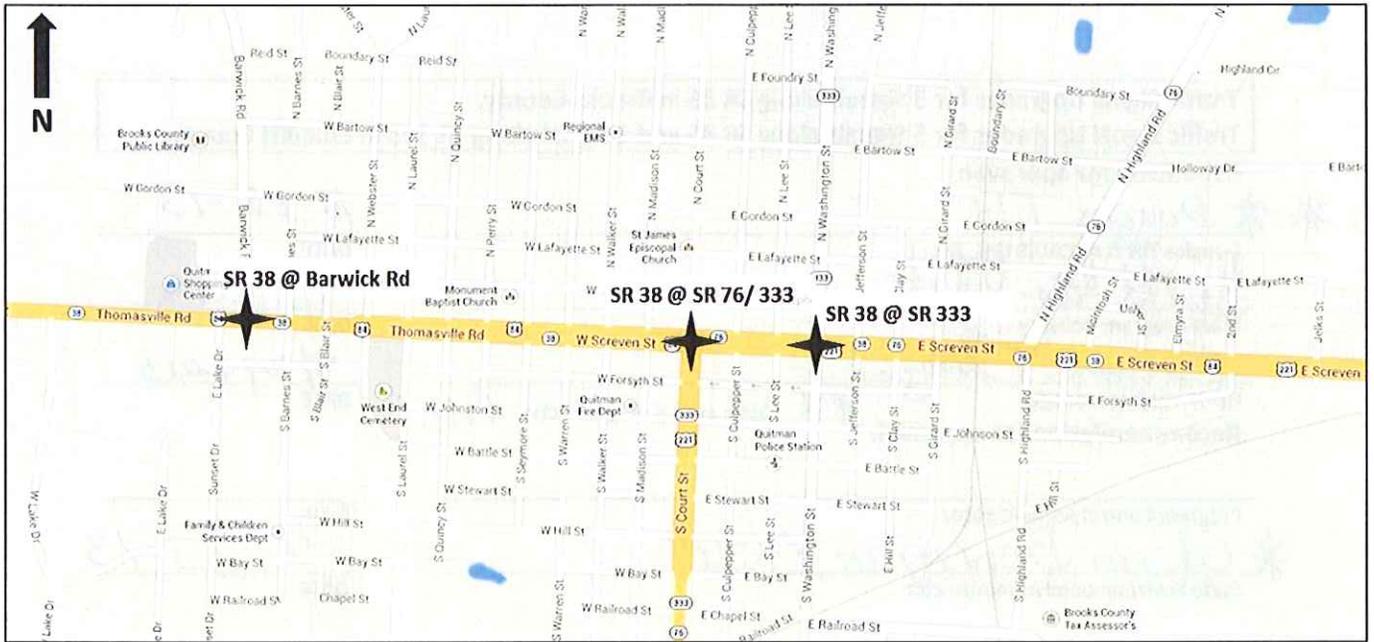
State Transportation Financial Management Administrator	DATE
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\* Recommendation on file  
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

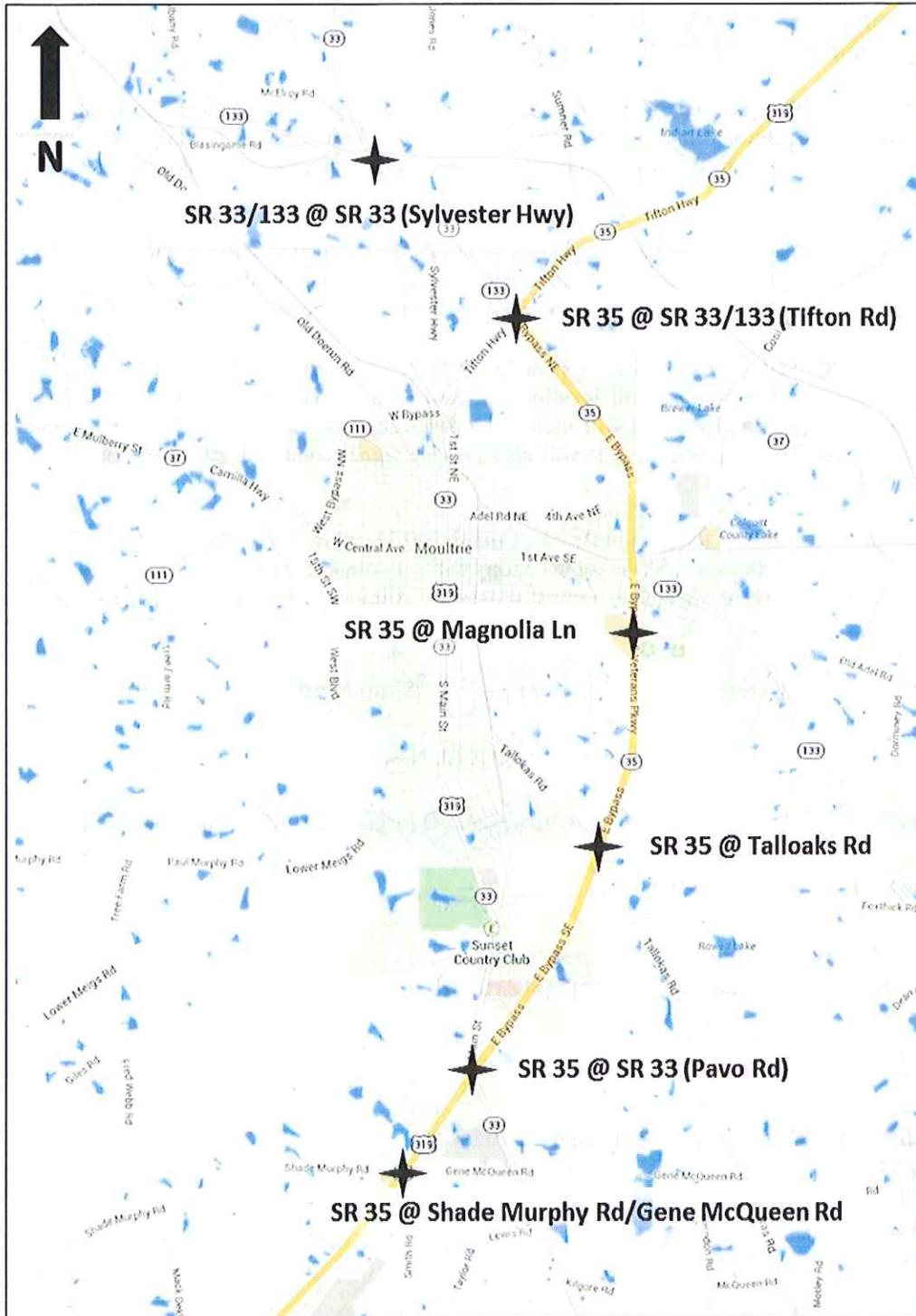
<u>Cindy Van Dyke / tem</u>	<u>10-2-13</u>
State Transportation Planning Administrator (recommendation required)	DATE

### PROJECT LOCATION

#### Project Location Map



*Brooks County*



Colquitt County

County: Brooks and Colquitt

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The project, for which this report is created, consists of nine intersections located in South Georgia. These nine intersections are separated into one group of three and one group of six intersections. The group of three intersections is located along SR 38 in Brooks County within the City of Quitman. The additional six intersections are located along SR 35 and SR 33 in Colquitt County, with five intersections located within the City of Moultrie and one outside the city limits.

SR 38 is a major corridor within the City of Quitman. All three of the project intersections are located within close proximity of one another and service vehicles within the city limits. SR 35 and SR 33 are major corridors within the City of Moultrie. The six intersections along these corridors service a large number of vehicles entering, exiting, and bypassing the City of Moultrie.

These nine project intersections are vital to their respective locations. Each location services thousands of vehicles per day according to GDOT count station data. Improving intersection operation for vehicles and pedestrians, along with reducing crash frequency and severity at these intersections is the primary purpose of this project.

**Description of the proposed project:** The proposed project located in both Brooks and Colquitt Counties will provide improved intersection conditions at all locations. Specific improvements will bring the intersections into compliance with current design standards and will include modernization of traffic signal equipment and improved pedestrian accommodations. The proposed project will also provide signal communication between SR 38 at South Court St and SR 38 at Washington St.

The approximate length of the project location in Brooks County is 0.37 miles. The approximate length of the project location in Colquitt County is 0.88 miles. These intersections will see improvements such as LED vehicular signals, countdown pedestrian signals, ADA wheelchair ramps, crosswalk striping, and other specific improvements at all project intersections.

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

**MPO:** N/A MPO Project ID: N/A

**Regional Commission:** Southern Georgia RC and Southwest Georgia RC RC Project ID: N/A

**Congressional District(s):** 8

**Projected Traffic:** This project will not add capacity.

**Functional Classification (Mainline):** Rural Principal Arterial

- **SR 38 @**
  - SR 333 (Washington St)
  - SR 76/333 (S Court St)
  - Barwick Rd

**Functional Classification (Mainline):** Urban Principal Arterial

- **SR 35, SR 33 @**
  - Shade Murphy Rd/Gene McQueen Rd
  - SR 33 (Pavo Rd)
  - Talloaks Rd
  - Magnolia Ln
  - SR 33/133 (Tifton Rd)
  - SR 33/133 (Sylvester Hwy)

County: Brooks and Colquitt

Is this a 3R (Resurfacing, Restoration, &amp; Rehabilitation) Project?

 No Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?

 None Bike Route Pedestrian Plan Transit Network**CONTEXT SENSITIVE SOLUTIONS**

Issues of Concern: N/A

Context Sensitive Solutions: N/A

**DESIGN AND STRUCTURAL DATA****Mainline Design Features: SR 38 (E/W Screven St)**

SR 38 within the project area is a 4 lane roadway with landscaped medians while providing full access to all side streets. The western portion of SR 38 approaching Barwick Rd contains a 4 lane Roadway and a Two-Way Left Turn lane in the center. This center turn lane continues along SR 38, past Barwick Rd. All lanes within the project area are 12 ft wide.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	4		N/A
- Lane Width(s)	12 ft.		N/A
- Median Width & Type	30 ft (Landscaped) & 16 ft TWLTL		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	5		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	35 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Super elevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	N/A		N/A
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	N/A		N/A
<i>Additional Items as needed</i>	N/A		N/A

\*According to current GDOT design policy if applicable

County: Brooks and Colquitt

**Side Road Design Features: Barwick Rd, SR 76 (Washington St)**

Barwick Rd is a two lane road that results in a “T” intersection with SR 38 (W Screven St) on the Westside of the project area. Barwick Rd contains a dedicated right turn bay and a right only lane. This intersection currently has pedestrian facilities, along with 12 ft lanes.

SR 76 (N/S Washington St) is a two lane road that intersects with SR 38 (E Screven Rd) on the eastside of the project area. This intersection currently has pedestrian accommodations, along with 12 ft lanes.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2		N/A
- Lane Width(s)	12 ft.		N/A
- Median Width & Type	Undivided		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	5		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	25 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Super elevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	N/A		N/A
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	N/A		N/A
Concrete Island	N/A		N/A

County: Brooks and Colquitt

**Side Road Design Features: SR 76/333 (S Court St)**

SR 76/133 (S Court St) is a 4 lane divide roadway that creates a “T” intersection with SR 76 (E/W Screven St). This side road has landscaped medians that allow access its side streets. The two northbound travel lanes become dedicated left and right turn only lanes. This intersection currently has pedestrian accommodations, along with 12 ft lanes.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	4		N/A
- Lane Width(s)	12 ft.		N/A
- Median Width & Type	10 ft (Landscaped)		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	5		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	45 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Super elevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	N/A		N/A
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	N/A		N/A
Concrete Island	N/A		N/A

County: Brooks and Colquitt

**Mainline Design Features: SR 35**

SR 35 is currently a 4 lane roadway with intermittent two-way left turning lanes and center medians. These center medians create limited access along SR 35 where located. Pedestrian accommodations are located at some intersections within the project limits. SR 35 contains 12 ft travel lanes with left turn and right turn bays located along the corridor.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- <b>Number of Lanes</b>	4		N/A
- <b>Lane Width(s)</b>	12 ft.		N/A
- <b>Median Width &amp; Type</b>	14 ft (2 Way Left Turn Lane) & 38 ft (Grass and Curb/Gutter)		N/A
- <b>Outside Shoulder or Border Area Width</b>	N/A		N/A
- <b>Outside Shoulder Slope</b>	N/A		N/A
- <b>Inside Shoulder Width</b>	N/A		N/A
- <b>Sidewalks</b>	5 ft		N/A
- <b>Auxiliary Lanes</b>	N/A		N/A
- <b>Bike Lanes</b>	N/A		N/A
<b>Posted Speed</b>	45 mph		N/A
<b>Design Speed</b>	N/A		N/A
<b>Min Horizontal Curve Radius</b>	N/A		N/A
<b>Super elevation Rate</b>	N/A		N/A
<b>Grade</b>	N/A		N/A
<b>Access Control</b>	N/A		N/A
<b>Right-of-Way Width</b>	N/A		N/A
<b>Maximum Grade – Crossroad</b>	N/A		N/A
<b>Design Vehicle</b>	N/A		N/A
<i>Additional Items as needed</i>	N/A		N/A

\*According to current GDOT design policy if applicable

County: Brooks and Colquitt

**Side Road Design Features: Shade Murphy Rd/Gene McQueen Rd**

This side street is a two lane roadway with no pedestrian accommodations. Striped islands are located in the northeast and southwest quadrants along with right turn bays. Lanes along Shade Murphy Rd/Gene McQueen Rd are 12 ft wide.

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>2</b>		<b>N/A</b>
- <b>Lane Width(s)</b>	<b>12 ft.</b>		<b>N/A</b>
- <b>Median Width &amp; Type</b>	<b>Undivided</b>		<b>N/A</b>
- <b>Outside Shoulder or Border Area Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Outside Shoulder Slope</b>	<b>N/A</b>		<b>N/A</b>
- <b>Inside Shoulder Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Sidewalks</b>	<b>N/A</b>		<b>N/A</b>
- <b>Auxiliary Lanes</b>	<b>N/A</b>		<b>N/A</b>
- <b>Bike Lanes</b>	<b>N/A</b>		<b>N/A</b>
<b>Posted Speed</b>	<b>55 mph</b>		<b>N/A</b>
<b>Design Speed</b>	<b>N/A</b>		<b>N/A</b>
<b>Min Horizontal Curve Radius</b>	<b>N/A</b>		<b>N/A</b>
<b>Super elevation Rate</b>	<b>N/A</b>		<b>N/A</b>
<b>Grade</b>	<b>N/A</b>		<b>N/A</b>
<b>Access Control</b>	<b>N/A</b>		<b>N/A</b>
<b>Right-of-Way Width</b>	<b>N/A</b>		<b>N/A</b>
<b>Maximum Grade – Crossroad</b>	<b>N/A</b>		<b>N/A</b>
<b>Design Vehicle</b>	<b>N/A</b>		<b>N/A</b>
<b>Concrete Island</b>	<b>Striped Island</b>		<b>N/A</b>

County: Brooks and Colquitt

**Side Road Design Features: SR 33 (Pavo Rd)**

This side street is a two lane roadway with one crosswalk located on the south side of the intersection, connecting the city recreation trail. One striped island is located in the southeast quadrant. A grass island, with no curb/gutter, is located in the north east quadrant. Both approaches to the main line contain a thru/left turn lane, along with a right turn only bay. Lanes along SR 33/Pavo Rd are 12 ft wide.

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>2</b>		<b>N/A</b>
- <b>Lane Width(s)</b>	<b>12 ft.</b>		<b>N/A</b>
- <b>Median Width &amp; Type</b>	<b>Undivided</b>		<b>N/A</b>
- <b>Outside Shoulder or Border Area Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Outside Shoulder Slope</b>	<b>N/A</b>		<b>N/A</b>
- <b>Inside Shoulder Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Sidewalks</b>	<b>Recreation Trail</b>		<b>N/A</b>
- <b>Auxiliary Lanes</b>	<b>N/A</b>		<b>N/A</b>
- <b>Bike Lanes</b>	<b>N/A</b>		<b>N/A</b>
<b>Posted Speed</b>	<b>55 mph</b>		<b>N/A</b>
<b>Design Speed</b>	<b>N/A</b>		<b>N/A</b>
<b>Min Horizontal Curve Radius</b>	<b>N/A</b>		<b>N/A</b>
<b>Super elevation Rate</b>	<b>N/A</b>		<b>N/A</b>
<b>Grade</b>	<b>N/A</b>		<b>N/A</b>
<b>Access Control</b>	<b>N/A</b>		<b>N/A</b>
<b>Right-of-Way Width</b>	<b>N/A</b>		<b>N/A</b>
<b>Maximum Grade – Crossroad</b>	<b>N/A</b>		<b>N/A</b>
<b>Design Vehicle</b>	<b>N/A</b>		<b>N/A</b>
<b>Concrete Island</b>	<b>Grass and Striped Island</b>		<b>N/A</b>

County: Brooks and Colquitt

**Side Road Design Features: Talloaks Rd**

This side street is a two lane roadway with no pedestrian accommodations. One striped island is located in the southeast quadrant. A grass island, with no curb/gutter, is located in the north east quadrant. Both approaches to the main line contain a thru/right turn lane, along with a left turn bay. Lanes along Talloaks Rd are 12 ft wide.

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>2</b>		<b>N/A</b>
- <b>Lane Width(s)</b>	<b>12 ft.</b>		<b>N/A</b>
- <b>Median Width &amp; Type</b>	<b>Undivided</b>		<b>N/A</b>
- <b>Outside Shoulder or Border Area Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Outside Shoulder Slope</b>	<b>N/A</b>		<b>N/A</b>
- <b>Inside Shoulder Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Sidewalks</b>	<b>N/A</b>		<b>N/A</b>
- <b>Auxiliary Lanes</b>	<b>N/A</b>		<b>N/A</b>
- <b>Bike Lanes</b>	<b>N/A</b>		<b>N/A</b>
<b>Posted Speed</b>	<b>55 mph</b>		<b>N/A</b>
<b>Design Speed</b>	<b>N/A</b>		<b>N/A</b>
<b>Min Horizontal Curve Radius</b>	<b>N/A</b>		<b>N/A</b>
<b>Super elevation Rate</b>	<b>N/A</b>		<b>N/A</b>
<b>Grade</b>	<b>N/A</b>		<b>N/A</b>
<b>Access Control</b>	<b>N/A</b>		<b>N/A</b>
<b>Right-of-Way Width</b>	<b>N/A</b>		<b>N/A</b>
<b>Maximum Grade – Crossroad</b>	<b>N/A</b>		<b>N/A</b>
<b>Design Vehicle</b>	<b>N/A</b>		<b>N/A</b>
<b>Concrete Island</b>	<b>Grass and Striped Island</b>		<b>N/A</b>

County: Brooks and Colquitt

**Side Road Design Features: Magnolia Ln**

This side street is a three lane roadway on the east side of the main line, and a two lane roadway to the west. The west side of SR 35 is the driveway for Colquitt County High School. This intersection contains pedestrian accommodations on the north and east of the intersection. Concrete islands are located in both the northeast and southeast quadrants. Magnolia Ln, which is located on the east side of SR 35, has a center median with curb/gutter. The east bound approach contains a left turn lane and a thru/right turn lane. The westbound approach contains a trap lane for thru/left turn movements, and a trap lane for right turn only movements. Lanes along Magnolia Ln are 12 ft wide.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>3</b>		<b>N/A</b>
- <b>Lane Width(s)</b>	<b>12 ft.</b>		<b>N/A</b>
- <b>Median Width &amp; Type</b>	<b>10 ft (Landscaped w/ Curb and Gutter)</b>		<b>N/A</b>
- <b>Outside Shoulder or Border Area Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Outside Shoulder Slope</b>	<b>N/A</b>		<b>N/A</b>
- <b>Inside Shoulder Width</b>	<b>N/A</b>		<b>N/A</b>
- <b>Sidewalks</b>	<b>N/A</b>		<b>N/A</b>
- <b>Auxiliary Lanes</b>	<b>N/A</b>		<b>N/A</b>
- <b>Bike Lanes</b>	<b>N/A</b>		<b>N/A</b>
<b>Posted Speed</b>	<b>25 mph</b>		<b>N/A</b>
<b>Design Speed</b>	<b>N/A</b>		<b>N/A</b>
<b>Min Horizontal Curve Radius</b>	<b>N/A</b>		<b>N/A</b>
<b>Super elevation Rate</b>	<b>N/A</b>		<b>N/A</b>
<b>Grade</b>	<b>N/A</b>		<b>N/A</b>
<b>Access Control</b>	<b>N/A</b>		<b>N/A</b>
<b>Right-of-Way Width</b>	<b>N/A</b>		<b>N/A</b>
<b>Maximum Grade – Crossroad</b>	<b>N/A</b>		<b>N/A</b>
<b>Design Vehicle</b>	<b>N/A</b>		<b>N/A</b>
<b>Concrete Island</b>	<b>Yes</b>		<b>N/A</b>

County: Brooks and Colquitt

**Side Road Design Features: SR 33/133 (Tifton Rd)**

This side street is a four lane roadway with no pedestrian accommodations. Striped islands are located in all quadrants of the intersection. Both approaches to the main line contain a two thru lanes and a left turn lane that develops from the two-way left turn lane. Lanes along SR 33/133/Tifton Rd are 12 ft wide.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	4		N/A
- Lane Width(s)	12 ft.		N/A
- Median Width & Type	Undivided		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	N/A		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	45 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Super elevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	N/A		N/A
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	N/A		N/A
Concrete Island	Striped Islands		N/A

County: Brooks and Colquitt

**Side Road Design Features: SR 33 (Sylvester Hwy)**

This side street is a two lane roadway with no pedestrian accommodations. Striped islands are located in the southeast and northwest quadrants. A railroad crossing is located north of SR 35 along SR 33 (Sylvester Hwy). Both approaches to the main line contain a thru lane along with a left turn bay. Lanes along SR 33/Sylvester Hwy are 12 ft wide.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	2		N/A
- Lane Width(s)	12 ft.		N/A
- Median Width & Type	Undivided		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	N/A		N/A
- Auxiliary Lanes	N/A		N/A
- Bike Lanes	N/A		N/A
Posted Speed	55 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Super elevation Rate	N/A		N/A
Grade	N/A		N/A
Access Control	N/A		N/A
Right-of-Way Width	N/A		N/A
Maximum Grade – Crossroad	N/A		N/A
Design Vehicle	N/A		N/A
Concrete Island	Striped Islands		N/A

Major Structures: None

**Utility Involvements:****Telecommunication**

- AT&T
- Media Comm
- Wind Stream
- Power Cloud

**Power**

- City of Moultrie
- Colquitt EMC
- Georgia Power
- City of Quitman

**Gas**

- Southern Natural Gas
- Colquitt EMC
- City of Moultrie
- City of Quitman

**Water/Sewer**

- City of Moultrie
- City of Quitman

County: Brooks and Colquitt

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

**Railroad Involvement:** None

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

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined

Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: 3  
 Total: 3  
 Businesses: 3  
 Residences:  
 Other:

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

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

**Transportation Management Plan [TMP] Required:**  No  Yes

If Yes: Project classified as:  Non-Significant  Significant

TMP Components Anticipated:  TTC  TO  PI

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

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

County: Brooks and Colquitt

**Design Variances to GDOT Standard Criteria anticipated:**

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

**VE Study anticipated:**       No       Yes       Completed – Date:

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:       NEPA:  CE       EA/FONSI       EIS

**Project Air Quality:**

Is the project located in a PM 2.5 Non-attainment area?       No       Yes  
 Is the project located in an Ozone Non-attainment area?       No       Yes  
 Is a Carbon Monoxide hotspot analysis required?       No       Yes

This project is exempt and does not add capacity or change roadway conditions therefore it is excluded from a CO hotspot.

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

This project consists of a complete signal upgrade strain poles, ADA ramps, and conduits. This project requires less than 1 acre of land disturbance, therefore is exempt from compliance with MS4 permit as described in Section 4.2.5.1a permit.

County: Brooks and Colquitt

**Environmental Permits/Variances/Commitments/Coordination anticipated:** *List all anticipated permits, variances, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

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

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** A programmatic Categorical Exclusion (PCE) will be required

**Ecology:** One perennial stream located outside project area. No buffer required.

**History:** Two intersections within Quitman are within Historic District. Report will be required and approved by Georgia’s State Historic Preservation Office (SHPO).

**Archeology:** No resources identified. No findings short form will be prepared.

**Air & Noise:** No impacts, reports will be prepared

**Public Involvement:** N/A

**Major stakeholders:**

- Georgia Department of Transportation
- Traveling Public
- First Responders/Public Safety
- City of Quitman
- City of Moultrie

**CONSTRUCTION**

Issues potentially affecting constructability/construction schedule: N/A

Early Completion Incentives recommended for consideration:  No  Yes

**PROJECT RESPONSIBILITIES**

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	<ul style="list-style-type: none"> <li>• GDOT Office of Program Delivery</li> <li>• American Engineers, Inc.</li> <li>• ARCADIS</li> </ul>
Design	American Engineers, Inc. / ARCADIS
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	N/A
Environmental Studies, Documents, and Permits	<ul style="list-style-type: none"> <li>• American Engineers, Inc.</li> <li>• Edwards Pittman Environmental, Inc.</li> <li>• GDOT</li> </ul>
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Lighting required:  No  Yes

Initial Concept Meeting: N/A

Concept Meeting: N/A

Other projects in the area: None

Other coordination to date: N/A

*\$330,000 KLP*

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	American Engineers/ ARCADIS	GDOT	GDOT	GDOT	N/A	
\$ Amount	<del>\$313,212.08</del> <i>30,000</i>	\$156,000.00	N/A	\$1,283,049.74		\$1,752,261.82
Date of Estimate	8/28/2013	11/19/2013	10/31/2013	10/25/2013		

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

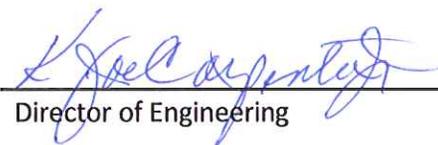
Other alternates considered: None

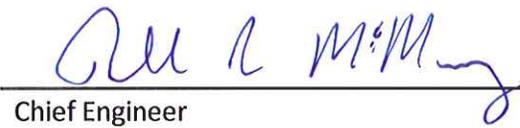
Comments: None

**Attachments:**

1. Detail Cost Estimate
2. Right-of-Way Cost Estimate
3. Utility Cost Estimate

**APPROVALS**

Concur:  12/6/2013  
Director of Engineering

Approve:  12/12/13  
Chief Engineer Date

JOB DETAIL ESTIMATE

JOB NUMBER : 0010855  
DESCRIPTION: TRAFFIC SIGNAL UPGRADE BROOKS & COLQUITT COUNTIES  
SPEC YEAR: 01  
ITEMS FOR JOB 0010855

LINE ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	LS	1.000	TRAFFIC CONTROL - PI 00010855 TRAFFIC CONTROL	1.000	90000.00	90000.00
0005	AC	1.000	TEMPORARY GRASSING	1.000	277.48	277.48
0009	TN	3.000	MULCH	3.000	38.96	116.88
0010	SY	2250.000	CONC SIDEWALK, 8 IN	2250.000	3.91	8809.13
0015	SY	1850.000	CONC MEDIAN, 6 IN	1850.000	34.68	64163.53
0020	LF	800.000	CONC CURB & GUTTER/ 8"X30"TP2	800.000	4.50	3603.16
0025	LF	1000.000	DIRECTIONAL BORE - 5" DIRECTIONAL BORE	1000.000	2.07	2074.28
0030	SF	290.000	HWY SIGNS, TP ZMAT, REFL SH TP 9	290.000	34.56	10023.73
0035	EA	2.000	STEEL STRAIN POLE, TP IV TANDEM 45' & 50' MAST ARMS	2.000	17000.00	34000.00
0040	EA	2.000	STEEL STRAIN POLE, TP IV TANDEM 45' MAST ARMS	2.000	16000.00	32000.00
0045	EA	16.000	STRAIN POLE, TP IV	16.000	5772.07	92333.22
0050	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 1	1.000	115000.00	115000.00
0055	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 2	1.000	115000.00	115000.00
0060	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 3	1.000	90000.00	90000.00
0065	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 4	1.000	90000.00	90000.00
0070	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 5	1.000	90000.00	90000.00
0075	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 6	1.000	90000.00	90000.00
0080	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 7	1.000	90000.00	90000.00
0085	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 8	1.000	50000.00	50000.00
0090	LS	1.000	TRAF SIGNAL INSTALLATION NO - TRAFFIC INSTALLATION NO 9	1.000	90000.00	90000.00
0095	EA	3.000	PULL BOX, PB-7	3.000	1200.88	3602.65
0100	EA	10.000	THERM PVMT MARK, ARROW, TP 2	10.000	89.75	897.55
0105	LF	2000.000	THERMO SOLID TRAF ST 5 IN, WHI	2000.000	0.64	1289.38
0110	LF	2000.000	THERMO SOLID TRAF ST, 5 IN, YEL	2000.000	1.00	2007.34
0115	LF	1200.000	THERM SOLID TRAF STRIPE, 24", WH	1200.000	0.29	356.69
0120	LF	15500.000	THERM SOLID TRAF STRIPE, 8", WH	15500.000	1.05	16313.60
0125	SY	850.000	THERM TRAF STRIPING, WHITE	850.000	5.93	5042.85
0130	SY	100.000	THERM TRAF STRIPING, YELLOW	100.000	8.02	802.13
0135	LF	200.000	CONDUIT, NONMETL, TP 2, 2 IN	200.000	9.14	1828.95
0140	LF	2000.000	CONDUIT, NONMETL, TP 3, 2 IN	2000.000	3.66	7320.00
0144	AC	1.000	PERMANENT GRASSING	1.000	1184.35	1184.35
0145	TN	10.76	AGRICULTURAL LIME	10.76	10.77	114.95
0149	TN	1.000	FERTILIZER MIXED GRADE	1.000	495.81	495.82
0150	LB	150.000	FERTILIZER NITROGEN CONTENT	150.000	3.42	514.30
0154	SY	2500.000	SOD	2500.000	0.02	62.73
0155	SY	2500.000	WOOD FIBER BLANKET, TP I, SLOPES	2500.000	1.12	2801.63
0160	LS	1.000	WIRELESS BRDEND ETHERNET SYS	1.000	20000.00	20000.00

ITEM TOTAL 1221952.13  
 CONFINGENCY ESTIMATE (5%) 61097.61

*KUP EGI*

JOB DETAIL ESTIMATE

TOTAL JOB ESTIMATE 1283049.74



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE**

Project No:  
County       **BROOKS COLQUITT**  
P.I. #         **0010855**

OFFICE: Tifton  
DATE: October 31, 2013

Description:     **SR 35 @ 5 LOC; SR 38 @ 3 LOC & SR 133 @ 1 LOC-SIGNAL  
UPGRADES**

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

**TO**       Stevonn J. Dilligard, Project Manager

**SUBJECT**    **UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the Project Concept Report. 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 Moultrie	\$0.00	\$5,000.00	Relocate aerial cable
City of Quitman	\$0.00	\$3,000.00	Relocation of fire hydrants
Colquitt EMC	\$0.00	\$45,000.00	Relocate transmission line and pole
Mediacom	\$0.00	\$10,000.00	Relocate aerial cable
Windstream Communications	\$0.00	\$15,000.00	Relocate aerial cable
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
<b>Total</b>	<b>\$ 0.00</b>	<b>\$78,000.00</b>	

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

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

If additional information is needed, please contact me or Mike Simmons, Utilities Coordinator at (229) 391-5447.

cc: Abdulvahid Munshi, State Utilities Office  
Lee Upkins, State Utilities Office  
Jun Birnkammer, State Utilities Office  
Brent Thomas, District Preconstruction Engineer