

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0012846

**OFFICE** Design Policy & Support

Lowndes County  
GDOT District 4 - Tifton  
Traffic Signal Upgrades - 15 Locations in  
Valdosta

**DATE** 4/30/2015

**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:**

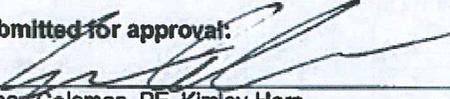
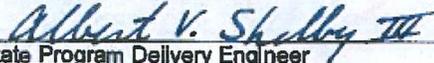
Glenn Bowman, Director of Engineering  
Joe Carpenter, Director of P3/Program Delivery  
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery  
Albert Shelby, State Program Delivery Engineer  
Bobby Hilliard, Program Control Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Hiral Patel, State Environmental Administrator  
Andrew Heath, 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  
Richard Cobb, Statewide Location Bureau Chief  
Chad Hartley, 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  
LIMITED SCOPE PROJECT CONCEPT REPORT**

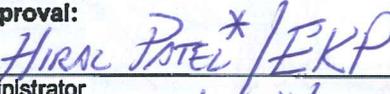
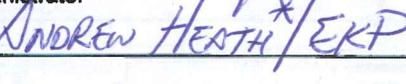
Project Type: Signals (Reconstruction/ Rehabilitation) P.I. Number: 0012846  
GDOT District: District 4 County: Lowndes  
Federal Route Number: N/A State Route Number: 7 BUS, 38  
Project Number: \_\_\_\_\_

**SR 7 BUS & SR 38 @ 15 LOCS IN LOWNDES COUNTY**

**Submitted for approval:**

 2-17-15  
Sean Coleman, PE, Kimley-Horn Date  
 2-23-15  
State Program Delivery Engineer Date  
 2-23-2015  
GDOT Project Manager Date

**Recommendation for approval:**

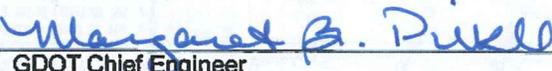
 \* / EKP 2/27/15  
State Environmental Administrator Date  
 \* / EKP 3/2/15  
State Traffic Engineer Date

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

 \* / EKP 3/2/15  
State Transportation Planning Administrator Date

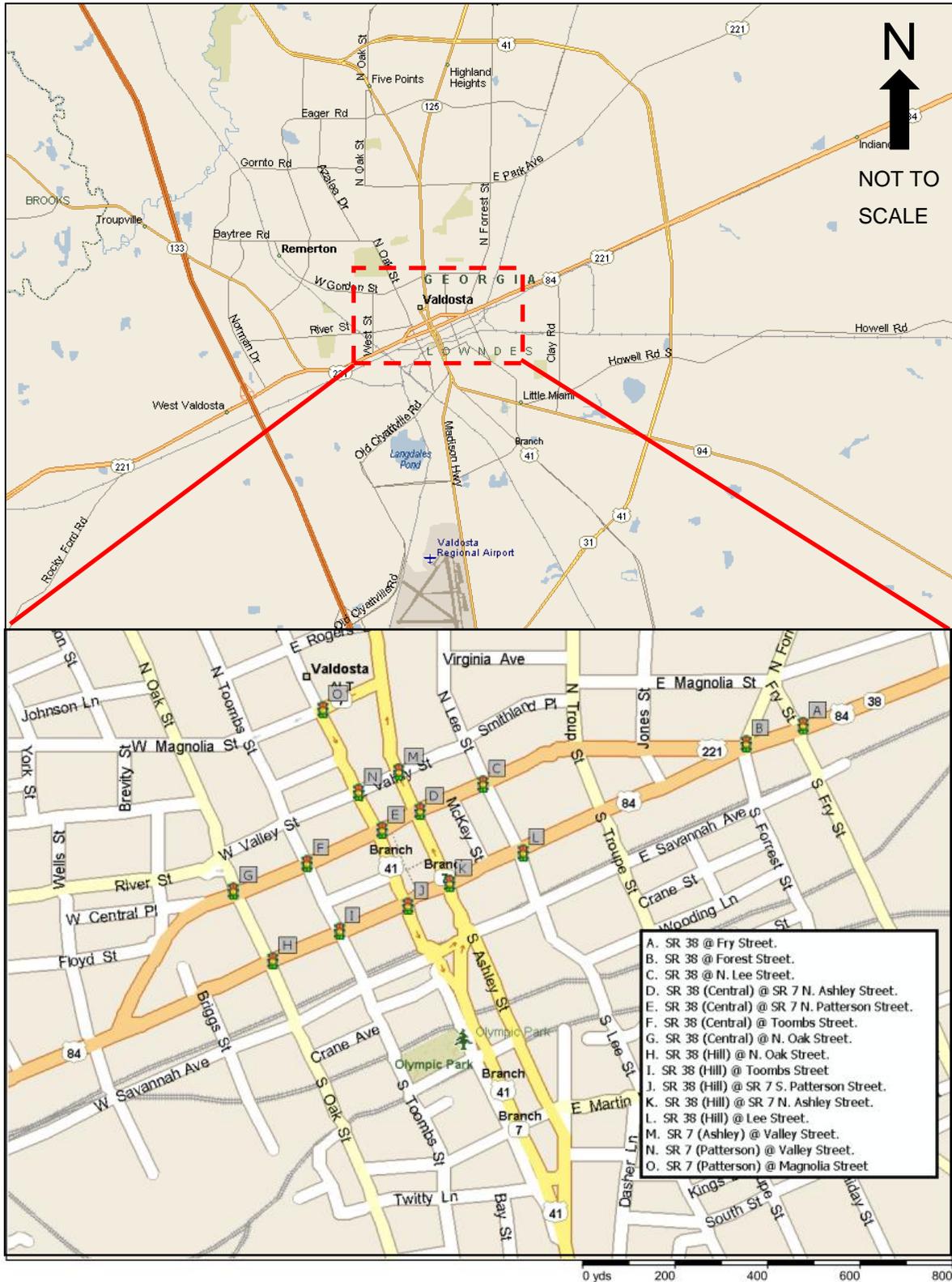
**Approval:**

Concur:  4/23/2015  
GDOT Director of Engineering Date

Approve:  4-28-15  
GDOT Chief Engineer Date

*\* - RECOMMENDATION ON FILE*

# PROJECT LOCATION



- A. SR 38 @ Fry Street.
- B. SR 38 @ Forest Street.
- C. SR 38 @ N. Lee Street.
- D. SR 38 (Central) @ SR 7 N. Ashley Street.
- E. SR 38 (Central) @ SR 7 N. Patterson Street.
- F. SR 38 (Central) @ Toombs Street.
- G. SR 38 (Central) @ N. Oak Street.
- H. SR 38 (Hill) @ N. Oak Street.
- I. SR 38 (Hill) @ Toombs Street
- J. SR 38 (Hill) @ SR 7 S. Patterson Street.
- K. SR 38 (Hill) @ SR 7 N. Ashley Street.
- L. SR 38 (Hill) @ Lee Street.
- M. SR 7 (Ashley) @ Valley Street.
- N. SR 7 (Patterson) @ Valley Street.
- O. SR 7 (Patterson) @ Magnolia Street

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** There are fifteen (15) signalized intersections in Lowndes County/ City of Valdosta in need of improvements to address compliance with current GDOT standards, the Manual on Uniform Traffic Control Devices (MUTCD), and the requirements of the Americans with Disabilities Act (ADA). The proposed project will enhance efficiency for vehicular and pedestrian movements at several locations by providing upgraded traffic signal equipment and pedestrian platforms, energy saving LED signal heads, wheelchair ramps, pedestrian signals, and crosswalk striping.

The intersections listed in Table 1 and located in Lowndes County have been identified by The Office of Traffic Operations and by District 4 as high priority for minor intersection improvements. Table 1 also shows the reason the District has identified these intersections to be upgraded. The proposed project is to be included in the GDOT Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program from the Office of Traffic Operations.

**Table 1: Intersection Upgrade Needs**

County	City	Primary Route	Intersecting Road	Reason for Upgrade
Lowndes	Valdosta	SR 38/Hill Ave	Fry St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave/Central Ave	Forrest St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38 WE/Central Ave	N Lee St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38 WE /Central Ave	SR 7 BUS/N Ashley St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38 WE/Central Ave	SR 7 SB/ N Patterson St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38 WE/Central Ave	Toombs St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38 WE/Central Ave	N Oak St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave	N Oak St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave	Toombs St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave	SR 7 SB/S Patterson St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave	SR 7 BUS/N Ashley St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 38/Hill Ave	Lee St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 7 BUS/Ashley St	Valley St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 7 SB/Patterson St	Valley St	Obsolete Equipment/ADA
Lowndes	Valdosta	SR 7 SB/Patterson St	Magnolia St	Obsolete Equipment/ADA

**Existing conditions:**

- SR 38/Hill Ave at Fry St is a four-lane roadway with 12-foot lanes and a center two-way left-turn lane.
- SR 38/Hill Ave/Central Ave at Forrest St is a four-lane roadway with 12-foot lanes and a westbound left-turn lane.
- SR 38 WE/Central Ave at N Lee St is a westbound, one-way, three-lane roadway with 12-foot lanes including a shared through/right turn lane and a shared through/left-turn lane.
- SR 38 WE/Central Ave at SR 7 BUS/N Ashley St is a westbound, one-way, three-lane roadway with 12-foot lanes including a through/shared right-turn lane.

County: Lowndes

- SR 38 WE/Central Ave at SR 7 SB/N Patterson St is a westbound, one-way, three-lane roadway with 12-foot lanes including a shared through/left-turn lane.
- SR 38 WE/Central Ave at Toombs St is a westbound, one-way, three-lane roadway with 11-foot lanes including a shared through/left-turn lane and a shared through/right-turn lane.
- SR 38 WE/Central Ave at N Oak St is a westbound, one-way, two-lane roadway with 11-foot lanes including a shared through/right-turn lane as well as a dedicated westbound left-turn lane.
- SR 38/Hill Ave at N Oak St is an eastbound, one-way, two-lane roadway with 12-foot lanes including a shared through/left-turn lane as well as a dedicated eastbound right-turn lane.
- SR 38/Hill Ave at Toombs St is an eastbound, one-way, two-lane roadway with 12-foot lanes including a shared through/left-turn lane and a shared through/right-turn lane.
- SR 38/Hill Ave at SR 7 SB/S Patterson St is an eastbound, one-way, two-lane roadway with 12-foot lanes including a shared through/right-turn lane.
- SR 38/Hill Ave at SR 7 BUS/N Ashley St is an eastbound, one-way, two-lane roadway with 12-foot lanes including a shared through/left-turn lane.
- SR 38/Hill Ave at Lee St is an eastbound, one-way, two-lane roadway with 12-foot lanes including a shared through/left-turn lane and a shared through/right-turn lane.
- SR 7 BUS/Ashley St at Valley St is a northbound, one-way, two-lane roadway with 12-foot lanes including a shared through/left-turn lane and a shared through/right-turn lane.
- SR 7 SB/Patterson St at Valley St is a southbound, one-way, two-lane roadway with 11-foot lanes including a shared through/left-turn lane and a shared through/right-turn lane.
- SR 7 SB/Patterson St at Magnolia St is a southbound, one-way, two-lane roadway with 12-foot lanes including a shared through/right-turn lane

#### Other projects in the area:

- **0000837 – CR 784/Jerry Jones Rd FM Gornto RD to Oak Street (Jadan Place) / Status: Programmed** – This project involves widening and improving various intersections on Jerry Jones Road from Gornto Road to Oak Street to match Eager Drive/Northside Drive. This will relieve traffic congestion along Jerry Jones from Gornto to Oak.
- **450200 – CR 138/North Forrest St From CS1428/Park Ave to SR 125 / Status: Programmed** – This project is part of both the Valdosta-Lowndes MPO 2035 Transportation Master Plan and the City of Valdosta. This project entails widening Forrest Street from a two lane road into a four or five lane road with bike lanes, turn lanes, and sidewalks. It will add travel lanes and increase capacity along a vital north-south route as well as provide pedestrian and bike accommodations, enhance safety, provide congestion relief, increase modal options, and provide for adequate pedestrian and bike travel. This project will provide bike and pedestrian options between residential areas and several schools.

**Description of the proposed project:** The project is to upgrade equipment, accommodate pedestrians, and to bring intersections to ADA standards at the following intersections:

- SR 38/Hill Ave @ Fry St
- SR 38/Hill Ave/Central Ave @ Forrest St
- SR 38 WE/Central Ave @ N Lee St
- SR 38 WE/Central Ave @ SR 7 BUS/N Ashley St
- SR 38 WE/Central Ave @ SR 7 SB/N Patterson St
- SR 38 WE/Central Ave @ Toombs St
- SR 38 WE/Central Ave @ N Oak St
- SR 38/Hill Ave @ N Oak St
- SR 38/Hill Ave @ Toombs St
- SR 38/Hill Ave @ SR 7 SB/S Patterson St
- SR 38/Hill Ave @ SR 7 BUS/N Ashley St
- SR 38/Hill Ave @ Lee St
- SR 7 BUS/Ashley St @ Valley St
- SR 7 SB/Patterson St @ Valley St
- SR 7 SB/Patterson St @ Magnolia St

County: Lowndes

The District has given the following reasons for these intersections to be upgraded:

- Pedestrian Accommodations (Pedestrian heads only, no buttons required)
- Compliance (ADA)
- Old Conductor Cable
- Upgraded 332 Cabinet with 2070C controllers
- New Support Poles
- Utility Conflicts
- Hardwire Interconnect

The project limits will be 200 feet from the center point of the intersection, unless a setback loop needs to be replaced where the project limit will be 500 feet from the center point of the intersection. With this being a minor improvement traffic studies were not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and bringing intersection to ADA standards. With the project funding coming from the Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program it is included in the STIP.

**MPO:** Valdosta-Lowndes MPO

TIP #: N/A

**TIA Regional Commission:** Not a TIA Project

RC Project ID: N/A

**Congressional District(s):** 8

**Federal Oversight:**

Exempt

State Funded

Other

**Projected Traffic:** N/A 24 HR T: N/A %

Current Year (20WW): N/A Open Year (20XX): N/A

Design Year (20YY): N/A

Traffic Projections Performed by: N/A

**Functional Classification (Mainline):**

- SR 7 BUS – Rural Principal Arterial
- SR 7 SB – Rural Principal Arterial
- SR 7 SB – Rural Minor Arterial
- SR 38 – Rural Principal Arterial
- SR 38 WE – Rural Principal Arterial

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

Warrants met:

None

Bicycle

Pedestrian

Transit

**Pavement Evaluation and Recommendations**

Preliminary Pavement Evaluation Summary Report Required?  No  Yes

Preliminary Pavement Type Selection Report Required?  No  Yes

Feasible Pavement Alternatives:

HMA

PCC

HMA & PCC

## DESIGN AND STRUCTURAL

### Description of Proposed Project:

Major Structures: N/A

### Mainline Design Features:

#### SR 7 BUS – Rural Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	11ft – 12ft	N/A	N/A
- Sidewalks	Yes	N/A	N/A
Posted Speed	25 mph		N/A

#### SR 7 SB – Rural Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	Varies: 11ft – 12ft	N/A	N/A
- Sidewalks	Yes	N/A	N/A
Posted Speed	25 mph		N/A

#### SR 7 SB – Rural Minor Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	12ft	N/A	N/A
- Sidewalks	Yes	N/A	N/A
Posted Speed	35 mph		N/A

#### SR 38 – Rural Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	Varies: 2-4	N/A	N/A
- Lane Width(s)	Varies: 11ft – 12ft	N/A	N/A
- Sidewalks	Yes	N/A	N/A
Posted Speed	Varies: 25 mph; 35 mph; 45 mph		N/A

#### SR 38 WE – Rural Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	Varies: 2-4	N/A	N/A
- Lane Width(s)	Varies: 11ft – 12ft	N/A	N/A
- Sidewalks	Yes	N/A	N/A
Posted Speed	25 mph		N/A

**Major Interchanges/Intersections:**

- SR 38/Hill Ave @ Fry St
- SR 38/Hill Ave/Central Ave @ Forrest St
- SR 38 WE/Central Ave @ N Lee St
- SR 38 WE/Central Ave @ SR 7 BUS/N Ashley St
- SR 38 WE/Central Ave @ SR 7 SB/N Patterson St
- SR 38 WE/Central Ave @ Toombs St
- SR 38 WE/Central Ave @ N Oak St
- SR 38/Hill Ave @ N Oak St
- SR 38/Hill Ave @ Toombs St
- SR 38/Hill Ave @ SR 7 SB/S Patterson St
- SR 38/Hill Ave @ SR 7 BUS/N Ashley St
- SR 38/Hill Ave @ Lee St
- SR 7 BUS/Ashley St @ Valley St
- SR 7 SB/Patterson St @ Valley St
- SR 7 SB/Patterson St @ Magnolia St

**Lighting required:**  No  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes  
If Yes: Project classified as:  Non-Significant  Significant  
TMP Components Anticipated:  TTC  TO  PI

**Will Context Sensitive Solutions procedures be utilized?**  No  Yes

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** None

**Design Variances to GDOT Standard Criteria anticipated:** None

**UTILITY AND PROPERTY**

**Temporary State Route Needed:**  No  Yes  Undetermined

**Railroad Involvement:** None

**Utility Involvements:**

- Georgia Power – Electric Distribution / Transmission
- City of Valdosta – Water and Sewer
- Bellsouth – Telecom
- Mediacom – Cable TV/Internet
- Tower Cloud – Telecom
- Atlanta Gas Light – Natural Gas

**SUE Required:**  No  Yes

**Public Interest Determination Policy and Procedure recommended?**  No  Yes

**Right-of-Way:** Existing width: \_\_\_\_\_ft. Proposed width: \_\_\_\_\_ft.  
Required Right-of-Way anticipated:  No  Yes  Undetermined

**Easements anticipated:**  None  Temporary  Permanent  Utility  Other

Anticipated total number of impacted parcels: N/A  
 Displacements anticipated:      Businesses: N/A  
    Residences: N/A  
    Other: N/A  
 Total Displacements: N/A

## ENVIRONMENTAL AND PERMITS

### Anticipated Environmental Document:

GEPA:       NEPA:  CE       PCE

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

**Environmental Permits, Variances, Commitments, and Coordination anticipated:** Initial findings during environmental special studies concluded that most of the project falls within two National Register Historic Districts.

### 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  
 Carbon Monoxide hotspot analysis:     Required       Not Required       TBD

**NEPA/GEPA Comments & Information:** Based on the nature of the project, impacts to archaeology, ecology, air, and noise are expected to be minimal to none. Impacts to the historic districts will be minimized by using mast arms at the majority of the intersections and by not taking ROW from within the districts.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

**Project Meetings:** Project Kick-Off Meeting 01/28/2015. Meeting minutes attached.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Kimley-Horn (Atkins)
Design	Kimley-Horn (Atkins)
Right-of-Way Acquisition	GDOT
Utility Relocation	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Atkins
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

**Other coordination to date:** Kick-Off Meeting 01/28/2015

### Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	N/A	
\$ Amount	\$375,000	\$0	\$0	\$2,334,464.41	N/A	\$2,709,464.41
Date of Estimate	1/14/2014			02/17/2015		

\*CST Cost includes: Construction, Engineering and Inspection, and Contingencies.

## ALTERNATIVES DISCUSSION

<b>No-Build Alternative:</b>			
<b>Estimated Property Impacts:</b>	N/A	<b>Estimated Total Cost:</b>	N/A
<b>Estimated ROW Cost:</b>	N/A	<b>Estimated CST Time:</b>	N/A
<b>Rationale:</b> Does not fulfill the objectives of the Project Justification Statement			

**Comments/Additional Information:** None

## LIST OF ATTACHMENTS/SUPPORTING DATA

1. Revisions to Program Costs
2. Cost Estimate
3. Kick-Off Meeting Minutes

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 12846

**OFFICE** Program Delivery

**PROJECT DESCRIPTION**

SR 7BU; SR 7SB; SR 38 & SR 38BU @ 15 LOCS IN LOWNDES COUNTY

**DATE** March 18, 2015

**From:** Albert V. Shelby III, State Program Delivery Engineer



**To:** Lisa L. Myers, State Project Review Engineer

**Subject:** REVISIONS TO PROGRAMMED COSTS

**PROJECT MANAGER** Stevonn J. Dilligard



**MGMT LET DATE** 7/15/2017

**MGMT ROW DATE** 7/15/2016

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$ 1,750,000.00

RIGHT OF WAY \$ 330,000.00

UTILITIES \$

DATE

DATE

DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 2,334,464.41

RIGHT OF WAY \$ -

UTILITIES \$ -

\*Cost Contains 5 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

Original project cost was the programming estimate. Updated construction cost estimate was determined using knowledge from the field visit and proposed work to intersections. Project Type: Reconstruction/Rehabilitation; Risk: Low; Project Phase: Concept

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	2,117,428.04	Base Estimate From CES	
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	105,871.40	Base Estimate (A) x	5 %
<b>C. CONTINGENCY:</b>	\$	111,164.97	Base Estimate (A) + E & I (B) x	5 %
			<a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>	
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	-	Total From Liquid AC Spreadsheet	
<b>E. CONSTRUCTION TOTAL:</b>	\$	2,334,464.41	(A + B + C + D = E)	

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
<b>TOTAL</b>	\$ -

**ATTACHMENTS:**

JOB DETAIL ESTIMATE

JOB NUMBER : 0012846 SPEC YEAR: 13  
 DESCRIPTION: SR 7BU; SR 38 & SR 38BU @ 15 LOCS IN LOWNDES COUNTY

ITEMS FOR JOB 0012846

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0012846	1.000	90000.00	90000.00
0010	163-0232		AC	TEMPORARY GRASSING	1.000	260.45	260.46
0015	163-0240		TN	MULCH	15.000	347.03	5205.48
0025	171-0010		LF	TEMPORARY SILT FENCE, TYPE A	3000.000	1.86	5597.58
0035	441-0108		SY	CONC SIDEWALK, 8 IN	915.000	32.75	29967.85
0040	636-1020		SF	HMY SGN, TP1MAT, REFL SH TP3	225.000	15.47	3480.75
0045	636-1041		SF	HMY SIGNS, TP 2MAT, REFL SH TP 9	540.000	35.16	18986.40
0050	636-2080		LF	GALV STEEL POSTS, TP 8	390.000	8.90	3472.52
0120	639-3004		EA	STEEL STRAIN POLE, TP IV	25.000	13510.45	337761.47
0125	639-4004		EA	STRAIN POLE, TP IV	4.000	6240.35	24961.43
0130	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	75000.00	75000.00
0135	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	100000.00	100000.00
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	100000.00	100000.00
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	100000.00	100000.00
0150	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	100000.00	100000.00
0155	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	100000.00	100000.00
0160	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 7	1.000	100000.00	100000.00
0165	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 8	1.000	100000.00	100000.00
0170	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 9	1.000	100000.00	100000.00
0175	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 10	1.000	100000.00	100000.00
0180	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 11	1.000	100000.00	100000.00
0185	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 12	1.000	100000.00	100000.00
0190	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 13	1.000	100000.00	100000.00
0195	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 14	1.000	100000.00	100000.00
0200	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 15	1.000	100000.00	100000.00
0210	647-2150		EA	PULL BOX PB-5	15.000	2400.00	36000.00
0215	653-1704		LF	THERM SOLID TRAF STRIPE, 24, WH	1275.000	4.85	6190.60
0220	653-1804		LF	THERM SOLID TRAF STRIPE, 8, WH	7500.000	1.63	12247.80
0245	682-6233		LF	CONDUIT, NONMETL, TP 3, 2 IN	1500.000	6.79	10185.00
0250	682-9950		LF	DIRECTIONAL BORE - 3"	1500.000	10.06	15090.00
0255	700-6910		AC	PERMANENT GRASSING	1.000	555.22	555.23
0260	700-7000		TN	AGRI CULTURAL LIME	5.000	7.88	39.43
0265	700-8000		TN	FERTILIZER MIXED GRADE	5.000	625.62	3128.13
0270	700-8100		LB	FERTILIZER NITROGEN CONTENT	300.000	2.40	721.81
0275	935-1117		LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 96 FBR	1500.000	2.75	4125.00
0280	935-1512		LF	OUT PLNT FBR OPT CBL, DROP, SM, 12 FBR	3150.000	1.52	4788.00
0285	935-3107		EA	FIBER OPTIC CLOSURE, UNDRGRD, 96 FIBER	15.000	875.00	13125.00
0290	935-3402		EA	FIBER OPTIC CLOSURE, FDC(RACK MTD), 12 FBR	15.000	615.70	9235.50
0295	935-4010		EA	FIBER OPTIC SPLICE, FUSION	180.000	40.57	7302.60
ITEM TOTAL							2117428.04
INFLATED ITEM TOTAL							2117428.04
TOTALS FOR JOB 0012846							
ESTIMATED COST:							2117428.04
CONTINGENCY PERCENT ( 5.0 ) :							105871.40
ESTIMATED TOTAL:							2223299.44

# Meeting Notes

**PROJECT:** ITS On-Call Task Order #13  
PI #: 0012846

**SUBJECT:** Kick-off Meeting Minutes

**DATE AND TIME:** January 28, 2014 – 8:00 **MEETING NO:** 1

**MEETING PLACE:** Field **MINUTES BY:** Sean Coleman / Winnie Long

---

**PRESENT:**

Cynthia Burney  
Stevonn Dilligard  
Bill Cooper  
Aneece Louaked  
Brian Starling  
Brent Lupo  
Geno Hasty  
Randy Rathburn  
Johnny Caillier  
Kevin Tolliver  
Julious Holloway  
Larry Ogden  
Brandon Corbitt  
Gary Mullis  
David Andrews  
Sean Coleman  
Winnie Long  
Ashlyn Morgan

**REPRESENTING:**

GDOT  
GDOT  
GDOT/KCI  
GDOT  
GDOT  
GDOT  
GDOT  
GDOT  
City of Valdosta  
AT&T  
Georgia Power  
Kimley-Horn  
Kimley-Horn  
Atkins

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**CC:**

Alan Davis

**REPRESENTING:**

GDOT

**MINUTES:**

***Overall Notes***

- Replace all existing cabinets with 332 cabinets and 2070C controllers
- All intersections are on 96 single-mode fiber optic interconnect, with rack mounted Ethernet switches
  - 4 fibers utilized for signals and 2 fiber utilized for CCTV (if present) in drop cable for CCTV
  - Closed loop dual ring system
  - **City of Valdosta to provide Kimley-Horn with fiber optic routing schematic**
- ITS design shall incorporate a method for the traffic signals to be connected back to GDOT's network, likely via a cellular modem.

- All pedestrian signal heads shall be countdown heads
- All downtown intersections are pre-timed with no vehicular detection or pedestrian pushbuttons installed, with the exception of two intersections
  - A) SR 38 @ Fry Street – video detection and pedestrian pushbuttons
  - B) SR 38 @ Forest Street – video detection and pedestrian pushbuttons
- Initial findings during environmental special studies concluded that most of the project falls are historic properties, but it is undetermined at the time if they fall under the local or National Register.
- Significant utility issues at the majority of the intersections will require mast arm installations, as discussed below
- All signals are maintained by the City of Valdosta

### ***SR 38 @ Fry Street***

- Span wire installation proposed
- Overhead utilities present – phone, cable, & power
- Underground utilities present – gas & water
- Fiber interconnect is overhead
- 3 new strain poles are required on SE, SW, and NW corners
  - AT&T will reattach to strain pole in SW corner; AT&T to determine if concrete or steel strain pole is required
- Georgia Power to set a joint use self-support pole in NE corner in order to mitigate utility conflicts, and shall be placed away from the corner to accommodate proposed ADA wheelchair ramps
- Possible Right-of-way constraints in all corners
- Upgrade all ramps to ADA compliance
- Replace cabinet in same corner (NE corner)

### ***SR 38 @ Forest Street***

- Mast arm installation proposed due to significant utility conflicts
  - Single diagonal arm proposed to avoid multiple overhead utility conflicts
  - Matches configuration of existing single span wire installation
  - Signal pole proposed in SW corner in parking lot; right-of-way appears to be available
  - Protect pole with a header curb
  - Pedestal pedestrian poles at remaining 3 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – gas & water
- Fiber interconnect is overhead
- Right-of-way and significant utility constraints in NW corner
- Install pedestrian cut through in concrete island in NE corner
- Avoid City park in median along west side of intersection
- Upgrade all ramps to ADA compliance
- Replace cabinet in same corner (SW corner)

**SR 38 (Central) @ N. Lee Street**

- Mast arm installation proposed due to significant utility conflicts
  - Single and tandem mast arms proposed
  - Pedestal mount pedestrian signal heads
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas, & water
- Significant overhead and underground utility conflicts in SE corner, including large AT&T distribution vault
- Fiber interconnect is underground
- Upgrade all ramps to ADA compliance
  - Bulb out NE corner to build separated, dual ramps
  - Shift ramp to avoid AT&T vault in SE corner
- Replace cabinet in same corner (NE corner)

**SR 38 (Central) @ SR 7 (N. Ashley Street)**

- Mast arm installation proposed due to existing mast arm installation.
  - Replace mast arm poles adjacent to existing poles
- Underground utilities present – phone, power, gas, & water
- Replace luminaire arms on mast arms, City to provide lighting
- Replace CCTV camera on new mast arm on NE corner
- Relocate police wi-fi on new mast arm on NE corner
- Fiber interconnect is underground
- Upgrade all ramps to ADA compliance
- Relocate GPS-based emergency vehicle preemption
- Brick streetscape on SW and SE corners to be replaced with new ramp installation
- Replace cabinet in same corner (SE corner)

**SR 38 (Central) @ SR 7 N. (Patterson Street)**

- Mast arm installation proposed due to existing mast arm installation
  - Replace mast arm poles adjacent to existing poles
- Underground utilities present – power, gas, & water
- Replace luminaire arms on mast arms, City to provide lighting
- Fiber interconnect is underground
- Upgrade all ramps to ADA compliance
  - Relocate water valve in curb ramp in SE corner
- Brick streetscape on SE/SW corners to be replaced with new ramp installation
- Replace cabinet in same corner (NE corner)

**SR 38 (Central) @ Toombs Street**

- Mast arm installation proposed due to significant utility conflicts
  - Single diagonal arm proposed to avoid multiple overhead utility conflicts
  - Matches configuration of existing single span wire installation
  - Signal pole proposed in NE corner
  - Pedestal pedestrian poles at remaining 3 corners

- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Fiber interconnect is underground
- Replace luminaire arms on mast arms, City to provide lighting
- Significant overhead utility constraints in NW and SW corners
- Large AT&T distribution vault on SE corner, cannot place signal pole on corner
- Upgrade all ramps to ADA compliance
  - Locate N/S ramp on NE corner to avoid drainage structure; skew crosswalk to accommodate
  - Lower AT&T vault cover for ramp installation on SE corner; possible drainage structure relocation required
- Replace cabinet in same corner (NE corner)

### ***SR 38 (Central) @ N. Oak Street***

- Mast arm installation proposed due to significant utility conflicts
  - Single and tandem mast arms proposed; place poles based upon location of gas lines, as gas is present on all corners
  - Pedestal pedestrian poles at remaining 2 corners
  - Significant utility constraints in SE corner; avoid placing mast arm pole in SE corner
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Fiber interconnect is underground
- NB left-turn is not warranted and does not serve an exclusive left turn lane. Remove left-turn phase
- Upgrade all ramps to ADA compliance
- Replace cabinet in same corner (NE corner)
  - Locate closer to intersection

### ***SR 38 (Hill) @ N. Oak Street***

- Mast arm installation proposed due to significant utility conflicts
  - Single diagonal arm proposed to avoid multiple overhead utility conflicts
  - Signal pole proposed in SW corner
  - Pedestal pedestrian poles at remaining 3 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Fiber interconnect is overhead
- Significant utility constraints on all corners except SW
- Relocate GPS-based emergency vehicle preemption
- Upgrade all ramps to ADA compliance
  - Drainage structure in the middle of curb radius on NW corner. Move drainage or skew crosswalk and add ramp to avoid drainage
  - Will require closing 2 driveways for property in NW corner
- Replace cabinet in same corner (SW corner)

### ***SR 38 (Hill) @ Toombs Street***

- Mast arm installation proposed due to significant utility conflicts
  - Single and tandem mast arms proposed
  - Pedestal pedestrian poles at remaining 2 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Fiber interconnect is overhead on west side of intersection, and transitions to underground on east side of intersection
- Significant utility constraints on NW and SW corners
- Upgrade all ramps to ADA compliance
  - Will require single curb ramp for SW corner due to large utility pole
- Relocate GPS-based emergency vehicle preemption
- Possible cabinet relocation to NE corner
  - Will require splicing in new 96 SMFO cable to transition from overhead to underground installation, and to accommodate cabinet relocation

### ***SR 38 (Hill) @ SR 7 (S. Patterson St)***

- Mast arm installation proposed due to existing mast arm installation
  - Replace mast arm poles adjacent to existing poles
- Underground utilities present – power, gas, & water
- Replace luminaire arms on mast arms, City to provide lighting
  - Remove signal pole in NE corner with luminaire (replace with pedestrian pedestal pole), and relocate luminaire to mast arm pole on SW corner
- Fiber interconnect is underground
- Upgrade all ramps to ADA compliance
- Replace CCTV camera on new mast arm on SW corner
- Relocate police wi-fi on new mast arm on NE corner
- Relocate GPS-based emergency vehicle preemption
- Brick streetscape on all corners to be replaced with new ramp installation
- Replace cabinet in same corner (NW corner)

### ***SR 38 (Hill) @ SR 7 (N. Ashley St)***

- Mast arm installation proposed due to existing mast arm installation
  - Replace mast arm poles adjacent to existing poles
- Underground utilities present – power, gas, & water
- Replace luminaire arms on mast arms, City to provide lighting
  - Remove signal pole in SW corner with luminaire, and relocate luminaire to mast arm pole
- Fiber interconnect is underground
- Upgrade all ramps to ADA compliance
  - Relocate E/W crosswalk on north side of the intersection to be more in line with sidewalk
  - Relocate water valve in curb ramp in SE corner
- Relocate GPS-based emergency vehicle preemption
- Brick streetscape on all corners to be replaced with new ramp installation

- Replace cabinet in same corner (SW corner)

#### ***SR 38 (Hill) @ Lee Street***

- Mast arm installation proposed due to significant utility conflicts and historic character of downtown Valdosta
  - Single and tandem mast arms proposed
  - Pedestal pedestrian poles at remaining 2 corners
  - New mast arm pole in SE corner will require relocation of MediaComm pole
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Fiber interconnect is overhead on east side of intersection, and transitions to underground on west side of intersection
- Significant utility constraints on SW and NW corner
- Upgrade all ramps to ADA compliance
  - All ramps shall be dual, separated ramps
- Replace cabinet in same corner (NE corner)

#### ***SR 7 (Ashley) @ Valley Street***

- Mast arm installation proposed due to significant utility conflicts and historic character of downtown Valdosta
  - Single and tandem mast arms proposed
  - Pedestal pedestrian poles at remaining 2 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Replace luminaire arms on mast arms, City to provide lighting
  - Remove signal pole in SE corner with luminaire, and relocate luminaire to mast arm pole
- Fiber interconnect is underground
- Significant utility constraints on SW corner
- Relocate GPS-based emergency vehicle preemption
- Upgrade all ramps to ADA compliance
- Install FYA for EB left turn
- Replace cabinet in same corner (SE corner)

#### ***SR 7 (Patterson) @ Valley Street***

- Mast arm installation proposed due to significant utility conflicts and historic character of downtown Valdosta
  - Single and tandem mast arms proposed
  - Pedestal pedestrian poles at remaining 2 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Replace luminaire arms on mast arms, City to provide lighting
  - Remove all signal poles and replace luminaries
- Fiber interconnect is overhead
- Significant utility constraints on NW corner

- Upgrade all ramps to ADA compliance
- Replace cabinet in same corner (NW corner)

**SR 7 (Patterson) @ Magnolia Street**

- Mast arm installation proposed due to significant utility conflicts
  - 2-Single mast arm poles proposed
  - Pedestal pedestrian poles at remaining 2 corners
- Overhead utilities present – phone, cable, & power
- Underground utilities present – phone, gas & water
- Significant AT&T and gas lines along east side of intersection
- Replace luminaire arms on mast arms, City to provide lighting
  - Remove all signal poles and replace luminaries
- Fiber interconnect is overhead
- Upgrade all ramps to ADA compliance
  - All ramps shall be dual, separated ramps
  - Shift drainage in SW corner to accommodate new ramp
  - Will require closing 2 driveways for property in NW corner
- Replace cabinet in same corner (SW corner)

This document represents Kimley-Horn’s interpretation of the meeting. Please contact Sean Coleman at [sean.coleman@kimley-horn.com](mailto:sean.coleman@kimley-horn.com) or 404-419-8781 if you have any questions, comments or concerns.

*Attachments:*  
*Sign-in Sheet*