DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 450200-
STP00-4921-00(001)
Lowndes County
GDOT District 4 - Tifton
Widening: CR 138 from Park Avenue
to SR 125

OFFICE Design Policy & Support

DATE 3/21/2016

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Hiral Patel, 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
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Sandy Griffin, District Design Engineer
Chad Hartley, District Engineer
Brent Thomas, District Preconstruction Engineer
Tim Warren, District Utilities Engineer
Matt Bennett, Project Manager
BOARD MEMBER - 8th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

Project Type:	Reconstruction/ Rehabilitation	P.I. Number:	450200-
GDOT District:	4	County:	Lowndes
Federal Route Number:	N/A	State Route Number:	N/A
Project Number:	STP00-4921-00(001)		

Originally this project proposed to widen North Forrest Street from two lanes to five lanes from Park Ave. to SR 125/Bemis Road in the City of Valdosta. A Traffic Capacity Analysis was performed using updated growth factors and the results determined that a "No Build" concept is the preferred solution to the project.

Submitted for approval:

[signature] — 2/9/16
GDOT Concept/Design Phase Office Head & Office — Date

Albert Shelby — 2/10/16
State Program Delivery Engineer — Date

[signature] — 02/09/16
GDOT Project Manager — Date

Recommendation for approval:

* ERIC DUFF — 2/16/2016
State Environmental Administrator — Date

* CHRISTOPHER RAYMOND — 3/10/2016
for 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).

* CYNTHIA L. VANDYKE — 2/16/2016
State Transportation Planning Administrator — Date

* RECOMMENDATION ON FILE - [signature]

PLANNING, APPROVED CONCEPT, AND BACKGROUND

Project Justification Statement: This project (Phase One) will widen North Forrest Street/County Road 138 from two lanes to five lanes. The project limits are Bemis road/SR-125 to the north and Park Avenue/CS1428 to the south. The project's north terminus is the four-lane section of SR-125 and the south terminus is the widening project STP-002-00(424) (Phase Two). Phase Two is a continuation of Phase One, and will widen North Forrest Street/City Street 1005 from two lanes to five. State Route 125 and the phase two project provides logical terminus for Phase One.

This project is part of Valdosta/Lowndes County long-range transportation plan. It is not part of the state's bicycle and pedestrian plan. The route is, however, in an urban residential area and should include sidewalk as part of the project.

Traffic along North Forrest Street/CR-138 peaks near Park Avenue/CS 1428 and decreases as traffic approaches SR-125. Land use along North Forrest is mostly residential. There are three schools located within the project limits. Near Park Avenue/CS1428, there is some commercial property and a school. Traffic volumes are at 9,300 ADT in this area. Land use at the north section of the project turns agricultural and the traffic volumes decrease to 5,900 ADT.

North Forrest Street/CR-138 currently functions at an acceptable Level of Service. The LOS is D or greater. The LOS improves and traffic volumes decrease as traffic approaches SR-125. Traffic is anticipated to reach unacceptable levels within the next ten years.

The accident rates for 1995-1997 are below the state average for similar routes during the same period. There were 34 accidents with 27 injuries and one fatality in 1995; 31 accidents, 21 injuries and no fatalities in 1996; and 26 accidents, six injuries and no fatalities in 1997. Almost one third of the 1995 and 1996 accidents were attributed to following too close and 50% of the 1997 accidents were attributed to following too close. Close to one third of all accidents in 1995, 1996 and 1997 occurred at the signalized intersection with CR-185.

This project is necessary to address projected deficiencies. The widening will also reduce the number of accidents attributed to following too close. The additional lanes will reduce the number of cars per lane thus increasing the distance between vehicles and will allow through traffic to go around vehicles that are completing a turning movement.

Existing conditions: The existing facility is a two lane, two way, roadway with approximately 11' travel lanes in each direction, grassed shoulders, and no walkway. There are seven intersections within the project limits.

Description of the <u>approved</u> concept: Widen and reconstruct North Forrest St. from Park Avenue/CS1428 to Bemis Rd./SR 125. The existing typical section consists of a two-lane rural with open ditches on 50 feet of right of way. The proposed typical section consists of a 5-lane urban with 2-12 ft. lanes in each direction and a 20 ft. flush turn lane with curb & gutter and sidewalks on 110 feet of right of way. This project is located in Land Lot Numbers 79, 80, 81, 82, 83, 102, 103, 104, 105, & 106, in the 11th Land District, and in GMD #663. This project is approximately 3.22 miles in length from ML 0.00 to ML 3.22.

Federal Oversight: ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic as shown in the approved Concept Report: *ADT or AADT*

Open Year (2006): 13,300 Design Year (2026): 22,500

Updated Traffic: *ADT or AADT* 24 HR T: 10 %

North Forrest St. north of Park Ave.
Open Year (2017): 12,311 Design Year (2037): 15,579

North Forrest St. north of Leon Ave.
Open Year (2017): 10,812 Design Year (2037): 13,499

North Forrest St. south of Inner Perimeter Rd.
Open Year (2017): 7,887 Design Year (2037): 9,634

Functional Classification (Mainline):
Urban Minor Arterial

VE Study anticipated: ☐No ☐ Yes ☒ Completed – Date: 2/23/2009
See attached VE Implementation letter.

PROPOSED REVISIONS

Approved Features:	**Proposed Features:**
The "No Build" alternative will require that no work be done on this project and eliminate the previous proposed design of widening North Forrest St. from a 2 lane to a five lane roadway from Park Ave to SR 125/Bemiss Rd.	This Revised Concept proposes a "No Build" solution for this project based on the results of the attached Traffic Capacity Analysis using current growth rates.
Reason(s) for change: The results of the Traffic Capacity Analysis show that the LOS for the existing facility ("No Build") in the Design Year (2037) is "B" for all scenarios except the Northbound PM which is a "C". A LOS "B" or "C" is an acceptable Level of Service for this type of facility per Ch. 6 of the GDOT Design Policy Manual. Using the "Build" alternative, the only change in the LOS for the "facility" as a whole is that the Northbound PM changes from a "C" to a "B". Based on the results of the Traffic Capacity Analysis does not support a widening project; the "No Build" alternative is the best course to take on this project.	

Design Variances and/or Exceptions needed: None

ENVIRONMENTAL AND PERMITS

Potential environmental impacts of proposed revision: No Build**;** No anticipated environmental effects

Have proposed revisions been reviewed by environmental staff? ☒ No ☐ Yes

Environmental responsibilities (Studies/Documents/Permits): No Build; No anticipated environmental effects.

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

Environmental Comments and Information: No Build; No anticipated environmental effects.

NEPA: N/A
Ecology: N/A
Archeology: N/A
History: N/A
Air Quality: N/A
Noise Effects: N/A
Public Involvement: N/A

PROJECT COST AND ADDITIONAL INFORMATION

Item	Estimated Cost	Date of Estimate	Funded By
Base Construction Cost:	$0.00 (No Build)	2/4/2016	
Engineering & Inspection	$0.00 (No Build)	2/4/2016	
Contingencies	$0.00 (No Build)		
Liquid AC Adjustment	$0.00 (No Build)	2/4/2016	
Total Construction Cost.	$0.00 (No Build)		
Right-Of-Way	$0.00 (No Build)	2/4/2016	
Utilities (Reimbursable Cost)	$0.00 (No Build)	2/4/2016	
Environmental Mitigation	$0.00 (No Build)	2/4/2016	
Total Project Cost	$0.00 (No Build)		

Recommendation: Based on the Growth Rate Factors and Traffic Capacity Analysis we recommend that the "No Build" concept be approved for implementation.

Comments:

Attachments:

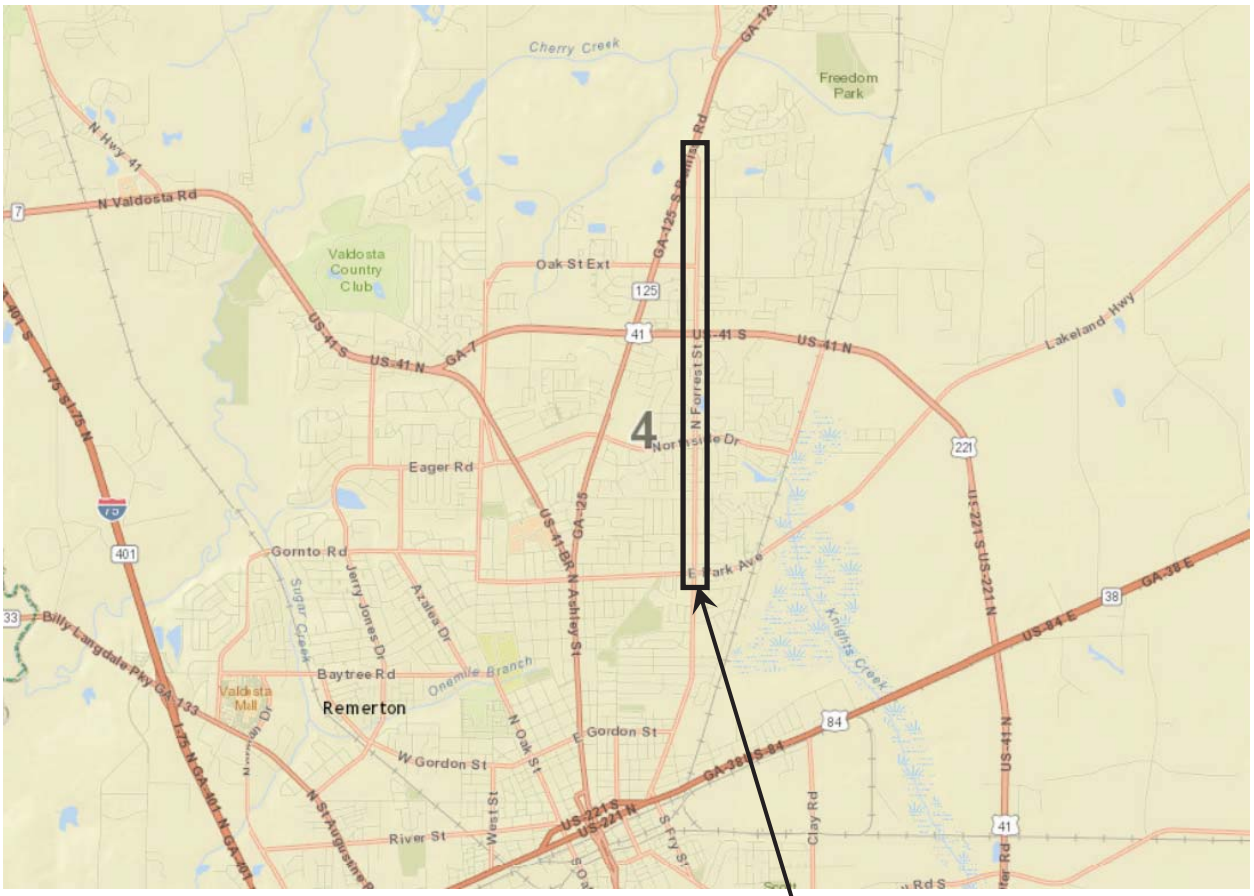
1. Sketch map
2. K and D Factors, Truck Percentages, and Traffic Growth Rates
3. Traffic Volumes & Turning Movements
4. Traffic Capacity Analysis Report
5. VE Implementation letter.

APPROVALS

Concur: _____
Director of Engineering

Approve: Margaret B. Pirkle _____ 3.16.16
Chief Engineer Date

Location Map



PROJECT LOCATION

LOWNDES COUNTY
PROJ. NO. STP00-4921-00(001)
PI NO. 450200

GRICE CONSULTING GROUP

Statewide Traffic Forecasting/Projections Studies

P.I. No. 450200

Task Order 2

K AND D FACTORS, TRUCK PERCENTAGES, AND TRAFFIC GROWTH RATES

FOR

North Forrest Street/CR 138 from Park Avenue to Bemiss Road/SR 125

Project No. STP00-4921-00(001), P.I. No. 450200

October 17, 2012

This technical memorandum summarizes the K and D factors, truck percentages, and traffic growth rates used in the traffic forecast for the subject project. The project is planned to be open in (base) year 2017 and the design year is 2037. A traffic projections/forecasting summary sheet is attached to this memo.

1. K and D Factors, and Truck Percentages

Existing (2012) twenty-four (24)-hour traffic counts were collected at 79 locations along the project corridor in September 2012. Thirty-four of these counts were collected for the N Forrest St/CR 138 mainline, and vehicle classification counts were collected at three locations.

A review and analysis on the existing traffic count data indicates that for existing traffic on N Forrest St/CR 138, the peak hour traffic percentage (K) factor ranges from 0.05 to 0.10 with an approximate average of 0.08. The peak hour directional traffic percentage (D) factor ranges from 0.50 to 0.68 with an approximate average of 0.56. The following average K factor will be used in this traffic forecast for the mainline and side streets, and the following average D factor will be used in this traffic forecast for the mainline:

K = 0.08

D = 0.55

The vehicle classification count data indicates an average 24-hour truck percentage of 10% with 8% of single unit trucks and 2% of tractor trailers, and an average of peak hour truck percentage of 13% with 10% of single unit trucks and 3% of tractor trailers. Based on both historical count and current count data, it was determined to use the following truck percentages in this traffic forecast for the mainline:

24-hour T = 10%, S.U. = 8%, Comb. = 2%

Peak hour T = 13%, S.U. = 10%, Comb. = 3%

A printout of the K and D Factors and truck percentages analysis is attached to this memo.

2. Traffic Growth Rates Development

In order to determine the future traffic growth rates for this project, historical traffic count data (1990-2011) for N Forrest St/CR 138 was collected from GDOT and regional travel demand model forecast for the corridor was also collected.

Linear regression analysis was performed using the historical traffic count data. Using the equations, future year traffic volumes were generated and growth rates were calculated. The printout of the analysis is attached to this memo.

The volume differences between the horizon years were then added to 2012 traffic count data to estimate future year traffic volumes, and future growth rates were then calculated accordingly. The calculated annual traffic growth rates to be used in traffic forecast for the No-Build condition are as follows: 1.7% from 2012 to 2017 and 1.3% from 2017 to 2037.

In addition, regional travel demand model forecast for 2006 and 2035 was reviewed. Since the roadway improvements and social economic factors such as population change have been incorporated into the regional travel demand model, it is considered that the growth rates calculated reflect the future travel demand change. The average growth rate from the travel demand model data was calculated to be 1.2%.

The proposed improvements (Build condition) consist of widening N Forrest St/CR 138 throughout the study area from two lanes to four lanes. Estimated future traffic volumes based on the growth rates for the Build condition (4-lane) would reflect future travel demand in the project corridor. Therefore, future No-Build (2-lane) traffic would not exceed the Build traffic, and would be at the level of the future demand or the capacity of a 2-lane road. Based on this assumption, the Build traffic growth rates were estimated to be the same as the No-Build condition.

The following table summarizes the future traffic growth rates for the No-Build and Build conditions to be used in the traffic forecasting for this project.

Traffic Growth Rates – N Forrest St/CR 138

Scenario	No-Build	Build
2012-2017	1.7%	1.7%
2017-2037	1.3%	1.3%

Traffic Projections/Forecasting Summary Sheet

North Forrest Street/CR 138 from
Park Avenue to Bemiss Rd/SR 125
Widening

P.I. # 450200

Lowndes County

Year the counts were taken: 2012

Growth Factors for N Forrest St/CR 138

Build	***No-Build***
Existing Year to Base Year 1.7%	Existing Year to Base Year 1.7%
Base Year to Design Year 1.3%	Base Year to Design Year 1.3%
K = 8%	K = 8%
D = 55%	D = 55%

Assumptions

- Growth rates for Build and No-Build are the same
- Base Year is 2017
- Design Year is 2037

Statewide Traffic Forecasting/Projections Studies
Task Order 2

K AND D FACTORS, TRUCK PERCENTAGES
for
N Forrest St/CR 138 from
Park Avenue to Bemiss Rd/SR 125
Widening
P.I. No. 450200

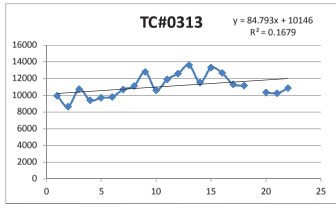
	Lowndes County P. I # 450200										TRUCK %(Peak)			TRUCK 24 hr		
	TC	enter	NE-VOL	SW-VOL	T NE-VOL	T SW-VOL	K	D	ADT	S.U	COMB	TOTAL	S .U	COMB	TOTAL
N FORREST AVE/CR 138 S/O WEST PARK AVE	9001	7.30 AM	356	388	5807	5963	0.06	0.52	11770						
N FORREST AVE/CR 138 S/O WEST PARK AVE	9001	5.00 PM	450	409	5807	5963	0.07	0.52							
WEST PARK AVE W/O N FORREST AVE/CR 138	9002	7.30 AM	317	536	5705	6336	0.07	0.63	12041						
WEST PARK AVE W/O N FORREST AVE/CR 138	9002	4.30 PM	308	432	5705	6336	0.06	0.58							
WEST PARK AVE E/O N FORREST ST/CR 138	9003	7.15 AM	174	524	3284	4396	0.09	0.75	7680						
WEST PARK AVE E/O N FORREST ST/CR 138	9003	4.45 PM	307	264	3284	4396	0.07	0.54							
N FORREST ST/CR 138 N/O WEST PARK AVE	9004	7.30 AM	375	186	4924	4302	0.06	0.67	9226	14.8%	5.5%	20.3%	9.6%	3.7%	13.3%
N FORREST ST/CR 138 N/O WEST PARK AVE	9004	4.30 PM	366	260	4924	4302	0.07	0.58		10.7%	5.4%	16.1%	9.6%	3.7%	13.3%
LAKELAND AVE W/O N FORREST ST/CR 138	9005	7.00 AM	18	7	757	600	0.02	0.72	1357						
LAKELAND AVE W/O N FORREST ST/CR 138	9005	4.45 PM	78	66	757	600	0.11	0.54							
LAKELAND AVE E/O N FORREST ST/CR 138	9006	7.15 AM	146	0	571	0	0.26	1.00	571						
LAKELAND AVE E/O N FORREST ST/CR 138	9006	4.00 PM	14	0	571	0	0.02	1.00							
N FORREST ST N/O LAKELAND AVE	9007	7.15 AM	317	304	5005	5006	0.06	0.51	10011						
N FORREST ST N/O LAKELAND AVE	9007	4.45 PM	417	357	5005	5006	0.08	0.54							
FOREST COVE E/O N FORREST AVE/CR 138	9008	7.15 AM	117	10	231	52	0.45	0.92	283						
FOREST COVE E/O N FORREST AVE/CR 138	9008	4.00 PM	5	6	231	52	0.04	0.55							
N FORREST AVE/CR 138 BTWN FOREST COVE AND LEXINGTON CIR	9009	7.45 AM	210	325	4399	4662	0.06	0.61	9061						
N FORREST AVE/CR 138 BTWN FOREST COVE AND LEXINGTON CIR	9009	4.30 PM	420	354	4399	4662	0.09	0.54							
LEXINGTON CIR E/O N FORREST ST/CR 138	9010	7.00 AM	10	13	215	198	0.06	0.57	413						
LEXINGTON CIR E/O N FORREST ST/CR 138	9010	5.30 PM	16	19	215	198	0.08	0.54							
N FORREST ST/CR 138 BTWN LEXINGTON CIR AND UNNAMED RD	9011	7.45 AM	228	353	4389	4631	0.06	0.61	9020						
N FORREST ST/CR 138 BTWN LEXINGTON CIR AND UNNAMED RD	9011	4.30 PM	417	334	4389	4631	0.08	0.56							
UNNAMED RD E/O N FORREST ST/CR 138	9012	7.30 AM	8	9	149	147	0.06	0.53	296						
UNNAMED RD E/O N FORREST ST/CR 138	9012	5.15 PM	18	13	149	147	0.10	0.58							
N FORREST ST/CR 138 N/O UNNAMED RD	9013	8.00 AM	201	300	4320	4615	0.06	0.60	8935						
N FORREST ST/CR 138 N/O UNNAMED RD	9013	4.30 PM	400	337	4320	4615	0.08	0.54							
LEONE AVE W/O N FORREST ST/CR 138	9014	7.30 AM	57	57	533	626	0.10	0.50	1159						
LEONE AVE W/O N FORREST ST/CR 138	9014	5.00 PM	39	49	533	626	0.07	0.56							
LEONE AVE E/O N FORREST ST/CR 138	9015	7.00 AM	16	33	596	620	0.04	0.67	1216						
LEONE AVE E/O N FORREST ST/CR 138	9015	5.00 PM	59	40	596	620	0.08	0.60							
N FORREST ST/CR 138 BTWN LEONE AVE & PINEVIEW DR	9016	8.30 AM	214	200	4151	4370	0.05	0.52	8521						
N FORREST ST/CR 138 BTWN LEONE AVE & PINEVIEW DR	9016	4.30 PM	374	319	4151	4370	0.08	0.54							
PINEVIEW DR W/O N FORREST ST/CR 138	9017	7.15 AM	100	94	1111	950	0.09	0.52	2061						
PINEVIEW DR W/O N FORREST ST/CR 138	9017	5.00 PM	90	63	1111	950	0.07	0.59							
PINEVIEW DR E/O N FORREST ST/CR 138	9018	7.30 AM	62	105	1278	1308	0.06	0.63	2586						
PINEVIEW DR E/O N FORREST ST/CR 138	9018	5.00 PM	122	103	1278	1308	0.09	0.54							
N FORREST ST/CR 138 S/O PAGE DR	9019	7.15 AM	248	357	4529	4435	0.07	0.59	8964						
N FORREST ST/CR 138 S/O PAGE DR	9019	4.30 PM	371	323	4529	4435	0.08	0.53							
PAGE DR W/O N FORREST ST/CR 138	9020	8.00 AM	2	6	64	92	0.05	0.75	156						
PAGE DR W/O N FORREST ST/CR 138	9020	4.00 PM	8	7	64	92	0.10	0.53							
N FORREST ST/CR 138 N/O PAGE DR	9021	7.15 AM	249	384	4595	4636	0.07	0.61	9231						
N FORREST ST/CR 138 N/O PAGE DR	9021	4.30 PM	397	357	4595	4636	0.08	0.53							
EUCLID CIR W/O N FORREST ST/CR 138	9022	7.15 AM	4	3	47	71	0.06	0.57	118						
EUCLID CIR W/O N FORREST ST/CR 138	9022	4.00 PM	4	8	47	71	0.10	0.67							
EUCLID CIR E/O N FORREST ST/CR 138	9023	7.00 AM	7	21	148	151	0.09	0.75	299						
EUCLID CIR E/O N FORREST ST/CR 138	9023	4.00 PM	16	15	148	151	0.10	0.52							
N FORREST ST/CR 138 N/O EUCLID CIR	9024	7.15 AM	259	374	4633	4668	0.07	0.59	9301						
N FORREST ST/CR 138 N/O EUCLID CIR	9024	4.30 PM	414	354	4633	4668	0.08	0.54							
SHEALY PL W/O N FORREST ST/CR 138	9025	7.15 AM	9	3	72	64	0.09	0.75	136						
SHEALY PL W/O N FORREST ST/CR 138	9025	5.30 PM	9	2	72	64	0.08	0.82							
N FORREST ST/CR 138 N/O SHEALY PL	9026	7.00 AM	258	321	4587	4590	0.06	0.55	9177						
N FORREST ST/CR 138 N/O SHEALY PL	9026	4.30 PM	398	328	4587	4590	0.08	0.55							
MEADOW PL E/O N FORREST ST/CR 138	9027	7.15 AM	11	11	213	137	0.06	0.50	350						
MEADOW PL E/O N FORREST ST/CR 138	9027	4.15 PM	1	2	213	137	0.01	0.67							
N FORREST ST/CR 138 N/O MEADOW PL	9028	7.15 AM	376	268	4554	4592	0.07	0.58	9146						
N FORREST ST/CR 138 N/O MEADOW PL	9028	4.45 PM	390	394	4554	4592	0.09	0.50							
GAREY CIR W/O N FORREST ST/CR 138	9029	7.00 AM	1	1	29	35	0.03	0.50	64						
GAREY CIR W/O N FORREST ST/CR 138	9029	4.45 PM	1	0	29	35	0.02	1.00							
N FORREST ST/CR 138 BTWN GAREY CIR & POMONA CIR	9030	7.15 AM	248	369	4408	4503	0.07	0.60	8911						
N FORREST ST/CR 138 BTWN GAREY CIR & POMONA CIR	9030	5.30 PM	345	365	4408	4503	0.08	0.51							
POMONA CIR W/O N FORREST ST/CR 138	9031	7.00 AM	3	1	39	57	0.04	0.75	96						
POMONA CIR W/O N FORREST ST/CR 138	9031	4.00 PM	3	7	39	57	0.10	0.70							
N FORREST ST/CR 138 S/O FRESNO ST	9032	7.15 AM	241	384	4440	4521	0.07	0.61	8961						
N FORREST ST/CR 138 S/O FRESNO ST	9032	4.15 PM	364	308	4440	4521	0.07	0.54							
FRESNO ST W/O N FORREST ST/CR 138	9033	7.00 AM	4	10	76	156	0.06	0.71	232						
FRESNO ST W/O N FORREST ST/CR 138	9033	4.00 PM	5	16	76	156	0.09	0.76							
FRESNO ST E/O N FORREST ST/CR 138	9034	7.15 AM	31	35	543	422	0.07	0.53	965						
FRESNO ST E/O N FORREST ST/CR 138	9034	4.00 PM	43	36	543	422	0.08	0.54							
N FORREST ST/CR 138 S/O NORTHSIDE DR	9035	7.15 AM	247	377	3996	4344	0.07	0.60	8340						
N FORREST ST/CR 138 S/O NORTHSIDE DR	9035	4.45 PM	344	290	3996	4344	0.08	0.54							
NORTHSIDE DR W/O N FORREST ST/CR 138	9036	7.15 AM	230	325	3411	3419	0.08	0.60	6830						
NORTHSIDE DR W/O N FORREST ST/CR 138	9036	4.00 PM	281	275	3411	3419	0.08	0.51							
NORTHSIDE DR E/O N FORREST ST/CR 138	9037	7.15 AM	108	276	3526	2475	0.06	0.72	6001						
NORTHSIDE DR E/O N FORREST ST/CR 138	9037	5.00 PM	333	17	3526	2475	0.06	0.95							
N FORREST ST/CR 138 N/O NORTHSIDE DR	9038	7.15 AM	289	319	4017	3919	0.08	0.52	7936						
N FORREST ST/CR 138 N/O NORTHSIDE DR	9038	4.45 PM	411	277	4017	3919	0.09	0.60							
BEHAVIOR HEALTH SVCS DWY E/O N FORREST ST/CR 138	9039	8.00 AM	6	1	78	48	0.06	0.86	126						
BEHAVIOR HEALTH SVCS DWY E/O N FORREST ST/CR 138	9039	4.15 PM	6	8	78	48	0.11	0.57							
N FORREST ST/CR 138 S/O EAST WIND RD	9040	7.15 AM	270	320	3917	3946	0.08	0.54	7863	12.1%	3.0%	15.1%	6.9%	1.4%	8.3%
N FORREST ST/CR 138 S/O EAST WIND RD	9040	5.00 PM	383	323	3917	3946	0.09	0.54		10.2%	1.3%	11.6%	6.9%	1.4%	8.3%
EASTWIND RD E/O N FORREST ST/CR 138	9041	7.00 AM	161	237	1869	1851	0.11	0.60	3720						
EASTWIND RD E/O N FORREST ST/CR 138	9041	4.00 PM	143	129	1869	1851	0.07	0.53							
N FORREST ST/CR 138 S/O HIGHLAND HEIGHTS DWY	9042	7.00 AM	290	204	3630	3735	0.07	0.59	7365						
N FORREST ST/CR 138 S/O HIGHLAND HEIGHTS DWY	9042	4.45 PM	355	285	3630	3735	0.09	0.55							
HIGHLAND HEIGHTS DWY W/O N FORREST ST/CR 138	9043	7.00 AM	69	49	522	493	0.12	0.58	1015						
HIGHLAND HEIGHTS DWY W/O N FORREST ST/CR 138	9043	4.45 PM	49	35	522	493	0.08	0.58							
VALDOSTA HIGH SCH DWY E/O N FORREST ST/CR 138	9044	7.00 AM	108	33	738	565	0.11	0.77	1303						
VALDOSTA HIGH SCH DWY E/O N FORREST ST/CR 138	9044	5.15 PM	131	59	738	565	0.15	0.69							
N FORREST ST/CR 138 N/O VALDOSTA HIGH SCH DWY	9045	7.00 AM	280	233	3383	3474	0.07	0.55	6857						
N FORREST ST/CR 138 N/O VALDOSTA HIGH SCH DWY	9045	4.45 PM	315	253	3383	3474	0.08	0.55							
DWY TO TOWNHOUSES W/O N FORREST ST/CR 138	9046	7.00 AM	11	1	76	87	0.07	0.92	163						
DWY TO TOWNHOUSES W/O N FORREST ST/CR 138	9046	5.15 PM	10	15	76	87	0.15	0.60							
N FORREST ST/CR 138 S/O VALDOSTA HIGH SCH DWY	9047	7.00 AM	247	241	3143	3460	0.07	0.51	6603						
N FORREST ST/CR 138 S/O VALDOSTA HIGH SCH DWY	9047	5.15 PM	265	311	3143	3460	0.09	0.54							
VALDOSTA HIGH SCH DWY E/O N FORREST ST/CR 138	9048	7.00 AM	49	28	369	437	0.10	0.64	806						
VALDOSTA HIGH SCH DWY E/O N FORREST ST/CR 138	9048	5.15 PM	62	70	369	437	0.19	0.54							
N FORREST ST/CR 138 N/O VALDOSTA HIGH SCH DWY	9049	7.00 AM	224	197	3106	3309	0.07	0.53	6415						
N FORREST ST/CR 138 N/O VALDOSTA HIGH SCH DWY	9049	5.15 PM	288	261	3106	3309	0.09	0.52							
INNER PERIMETER RD/SR 7 W/O N FORREST ST/CR 138	9050	7.00 AM	628	684	7614	6796	0.09	0.52	14410						
INNER PERIMETER RD/SR 7 W/O N FORREST ST/CR 138	9050	5.00 PM	781	540	7614	6796	0.09	0.59							
INNER PERIMETER RD/SR 7 E/O FORREST ST/CR 138	9051	7.15 AM	625	787	6281	6033	0.11	0.56	12314						
INNER PERIMETER RD/SR 7 E/O FORREST ST/CR 138	9051	5.00 PM	575	513	6281	6033	0.09	0.53							
N FORREST ST/CR 138 N/O INNER PERIMETER RD/SR 7	9052	7.30 AM	255	242	3971	3351	0.07	0.51	7322						
N FORREST ST/CR 138 N/O INNER PERIMETER RD/SR 7	9052	4.45 PM	467	223	3971	3351	0.09	0.68							
ENBERG AVE W/O N FORREST ST/CR 138	9053	7.15 AM	38	104	512	604	0.13	0.73	1116						
ENBERG AVE W/O N FORREST ST/CR 138	9053	4.15 PM	42	48	512	604	0.08	0.53							
N FORREST ST/CR 138 S/O CUTTER POINT	9054	7.30 AM	258	321	4114	3664	0.07	0.56	7778						
N FORREST ST/CR 138 S/O CUTTER POINT	9054	4.45 PM	498	265	4114	3664	0.10	0.65							
CUTTER POINT E/O N FORREST ST/CR 138	9055	7.00 AM	8	40	245	243	0.10	0.83	488						
CUTTER POINT E/O N FORREST ST/CR 138	9055	5.15 PM	29	26	245	243	0.11	0.53							
N FORREST ST/CR 138 BTWN CUTTER POINT AND FOREST RUN CIR	9056	7.00 AM	256	337	4176	3898	0.07	0.57	8074						
N FORREST ST/CR 138 BTWN CUTTER POINT AND FOREST RUN CIR	9056	4.45 PM	424	254	4176	3898	0.08	0.63							
FOREST RUN CIR E/O N FORREST ST/CR 138	9057	8.00 AM	10	21	227	230	0.07	0.68	457						
FOREST RUN CIR E/O N FORREST ST/CR 138	9057	5.00 PM	35	20	227	230	0.12	0.64							
N FORREST ST/CR 138 N/O FOREST RUN CIR	9058	7.00 AM	267	334	4039	3820	0.08	0.56	7859						
N FORREST ST/CR 138 N/O FOREST RUN CIR	9058	4.30 PM	397	282	4039	3820	0.09	0.58							
MT ZION CHURCH RD E/O N FORREST ST/CR 138	9059	7.15 AM	228	268	2079	1912	0.12	0.54	3991						
MT ZION CHURCH RD E/O N FORREST ST/CR 138	9059	5.00 PM	220	156	2079	1912	0.09	0.59							
N FORREST ST/CR 138 N/O MT ZION RD	9060	7.30 AM	315	254	3824	3766	0.07	0.55	7590						
N FORREST ST/CR 138 N/O MT ZION RD	9060	4.30 PM	345	292	3824	3766	0.08	0.54							
OAK ST EXT W/O N FORREST ST/CR 138	9061	7.15 AM	242	107	1608	1777	0.10	0.69	3385						
OAK ST EXT W/O N FORREST ST/CR 138	9061	5.00 PM	163	135	1608	1777	0.09	0.55							
N FORREST ST/CR 138 S/O DEWAR ELEM SCH DWY	9062	7.15 AM	237	299	3544	3594	0.08	0.56	7138						
N FORREST ST/CR 138 S/O DEWAR ELEM SCH DWY	9062	4.30 PM	359	263	3544	3594	0.09	0.58							
DEWAR ELEM SCH DWY E/O N FORREST ST/CR 138	9063	7.30 AM	1	37	1	205	0.18	0.97	206						
DEWAR ELEM SCH DWY E/O N FORREST ST/CR 138	9063	4.00 PM	1	10	1	205	0.05	0.91							
N FORREST ST/CR 138 S/O GA MILITARY COLLEGE DWY	9064	7.30 AM	225	294	3586	3545	0.07	0.57	7131						
N FORREST ST/CR 138 S/O GA MILITARY COLLEGE DWY	9064	4.45 PM	370	269	3586	3545	0.09	0.58							
GA MILITARY ACADEMY DWY W/O N FORREST ST/CR 138	9065	8.00 AM	103	13	571	621	0.10	0.89	1192						
GA MILITARY ACADEMY DWY W/O N FORREST ST/CR 138	9065	4.30 PM	22	65	571	621	0.07	0.75							
N FORREST ST/CR 138 N/O GA MILITARY COLLEGE DWY	9066	7.00 AM	219	340	3440	3346	0.08	0.61	6786						
N FORREST ST/CR 138 N/O GA MILITARY COLLEGE DWY	9066	4.45 PM	341	280	3440	3346	0.09	0.55							
NORTH VALDOSTA CONGREGATION DWY E/O N FORREST ST/CR 138	9067	8.00 AM	15	1	133	110	0.07	0.94	243						
NORTH VALDOSTA CONGREGATION DWY E/O N FORREST ST/CR 138	9067	5.00 PM	1	1	133	110	0.01	0.50							
N FORREST ST/CR 138 N/O NORTH VALDOSTA CONGREGATION DWY	9068	7.15 AM	201	375	3380	3060	0.09	0.65	6440						
N FORREST ST/CR 138 N/O NORTH VALDOSTA CONGREGATION DWY	9068	4.45 PM	339	265	3380	3060	0.09	0.56							
BUSINESS DWY S/W/O N FORREST ST/CR 138	9069	7.30 AM	18	14	130	123	0.13	0.56	253						
BUSINESS DWY S/W/O N FORREST ST/CR 138	9069	4.45 PM	31	16	130	123	0.19	0.66							
N FORREST ST/CR 138 BTWN BUSINESS DWY S & BUSINESS DWY N	9070	7.15 AM	183	373	3279	3313	0.08	0.67	6592						
N FORREST ST/CR 138 BTWN BUSINESS DWY S & BUSINESS DWY N	9070	4.30 PM	314	298	3279	3313	0.09	0.51							
BUSINESS DWY NORTH E/O N FORREST ST/CR 138	9071	7.30 AM	5	12	71	128	0.09	0.56	199						
BUSINESS DWY NORTH E/O N FORREST ST/CR 138	9071	4.30 PM	18	28	71	128	0.23	0.61							
N FORREST ST/CR 138 S/O KNIGHT ACADEMY DR	9072	7.00 AM	187	383	3073	3124	0.09	0.67	6197	6.4%	0.6%	7.0%	6.4%	0.7%	7.1%
N FORREST ST/CR 138 S/O KNIGHT ACADEMY DR	9072	5.00 PM	325	287	3073	3124	0.10	0.53		6.7%	0.8%	7.5%	6.4%	0.7%	7.1%
KNIGHT ACADEMY RD W/O N FORREST ST/CR 138	9073	7.45 AM	30	40	519	365	0.08	0.57	884						
KNIGHT ACADEMY RD W/O N FORREST ST/CR 138	9073	4.15 PM	55	23	519	365	0.09	0.71							
KNIGHT ACADEMY RD E/O N FORREST ST/CR 138	9074	7.00 AM	53	158	1559	1457	0.07	0.75	3016						
KNIGHT ACADEMY RD E/O N FORREST ST/CR 138	9074	4.30 PM	177	114	1559	1457	0.10	0.61							
N FORREST ST/CR 138 N/O KNIGHT ACADEMY RD	9075	7.15 AM	262	193	2846	2703	0.08	0.58	5549						
N FORREST ST/CR 138 N/O KNIGHT ACADEMY RD	9075	5.00 PM	251	235	2846	2703	0.09	0.52							
BRANCH POINT DR E/O N FORREST ST/CR 138	9076	7.30 AM	16	36	415	511	0.06	0.69	926						
BRANCH POINT DR E/O N FORREST ST/CR 138	9076	5.15 PM	48	35	415	511	0.09	0.58							
N FORREST ST/CR 138 S/O BEMISS RD/SR 125	9077	7.00 AM	245	225	2734	2569	0.09	0.52	5303						
N FORREST ST/CR 138 S/O BEMISS RD/SR 125	9077	4.30 PM	224	238	2734	2569	0.09	0.52							
BEMISS RD/SR 125 S/O N FORREST ST/CR 138	9078	8.00 AM	615	1028	11945	12249	0.07	0.63	24194						
BEMISS RD/SR 125 S/O N FORREST ST/CR 138	9078	4.45 PM	1168	994	11945	12249	0.09	0.54							
BEMISS RD/SR 125 N/O N FORREST ST/CR 138	9079	7.15 AM	1100	1674	14251	14854	0.10	0.60	29105						
BEMISS RD/SR 125 N/O N FORREST ST/CR 138	9079	4.30 PM	1248	1261	14251	14854	0.09	0.50							
Average K and D for N Forrest St							0.08	0.56							
						Min	0.05	0.50		6.4%	0.6%	7.0%	6.4%	0.7%	7.1%
						Max	0.10	0.68		14.8%	5.5%	20.3%	9.6%	3.7%	13.3%
						Average	0.08	0.56		10.2%	2.8%	12.9%	7.7%	1.9%	9.6%
						RECOMMENDED	0.08	0.55		10%	3%	13%	8%	2%	10%

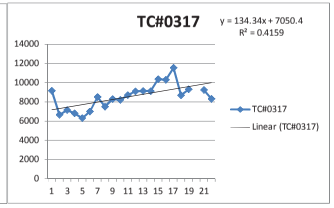
10/17/2012

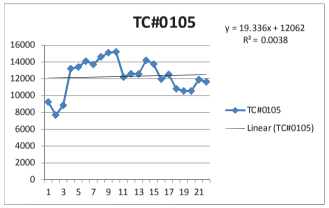
Statewide Traffic Forecasting/Projections Studies
Task Order 2

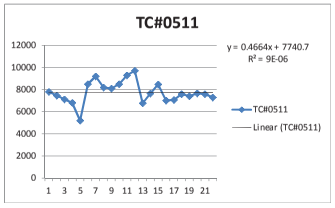
GROWTH RATES
For
N Forrest St/CR 138 from
Park Avenue to Bemiss Rd/SR 125
Widening
P.I. No. 450200

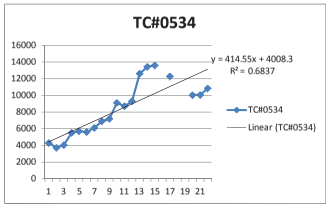
TC#0313 (N Forest St S of Park Ave)			TC#0315 (N Forest St N of Park Ave)			TC#0317 (N Forest St N of Leon Ave)			TC#0507 (N Forest St S of Inner Perimeter Rd)			TC#0105 (Park Ave W of N Forest St)			TC#0108 (Park Ave E of N Forest St)			TC#0511 (Northside Dr W of N Forest St)			TC#0532 (Inner Perimeter Rd W of			TC#0534 (Inner Perimeter Rd E of N			TC#0197 (N Oak St Extension W of Bemiss			TC#0205 (Bemiss Rd N of N Forest St)			
Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	Year		AADT	
1990	1	9939	1990	1	7829	1990	1	9146	1990	1	6747	1990	1	9244	1990	1		1990	1	7799	1990	1	6268	1990	1	4304	1990	1	6347	1990	1	13732	
1991	2	8642	1991	2	7074	1991	2	6654	1991	2	5027	1991	2	7690	1991	2		1991	2	7460	1991	2	5520	1991	2	3718	1991	2	5335	1991	2	11710	
1992	3	10738	1992	3	7881	1992	3	7149	1992	3	5842	1992	3	8840	1992	3	2826	1992	3	7122	1992	3	6736	1992	3	4057	1992	3	6280	1992	3	14788	
1993	4	9400	1993	4	8300	1993	4	6800	1993	4	5400	1993	4	13200	1993	4	3300	1993	4	6800	1993	4	7800	1993	4	5500	1993	4	6600	1993	4	15800	
1994	5	9700	1994	5	8200	1994	5	6300	1994	5	6300	1994	5	13400	1994	5	3600	1994	5	5200	1994	5	8500	1994	5	5700	1994	5	7000	1994	5	15200	
1995	6	9800	1995	6	8300	1995	6	7000	1995	6	5400	1995	6	14100	1995	6	3800	1995	6	8500	1995	6	8300	1995	6	5600	1995	6	7200	1995	6	15900	
1996	7	10700	1996	7	8900	1996	7	8500	1996	7	5800	1996	7	13700	1996	7	4600	1996	7	9200	1996	7	10000	1996	7	6100	1996	7	7900	1996	7	15100	
1997	8	11100	1997	8	8900	1997	8	7500	1997	8	5900	1997	8	14600	1997	8	4100	1997	8	8200	1997	8	9500	1997	8	6900	1997	8	7700	1997	8	18900	
1998	9	12800	1998	9	9500	1998	9	8300	1998	9	5900	1998	9	15100	1998	9	4600	1998	9	8100	1998	9	9900	1998	9	7200	1998	9	8100	1998	9	15600	
1999	10	10600	1999	10	9300	1999	10	8200	1999	10	5900	1999	10	15200	1999	10	4600	1999	10	8500	1999	10	12500	1999	10	9100	1999	10	7600	1999	10	17000	
2000	11	11900	2000	11	9600	2000	11	8700	2000	11	5700	2000	11	12200	2000	11	5100	2000	11	9300	2000	11	16900	2000	11	8700	2000	11	7700	2000	11	17700	
2001	12	12600	2001	12	9900	2001	12	9100	2001	12	7300	2001	12	12600	2001	12	4100	2001	12	9700	2001	12	17500	2001	12	9300	2001	12	7100	2001	12	16500	
2002	13	13601	2002	13	10981	2002	13	9130	2002	13	6943	2002	13	12556	2002	13	4161	2002	13	6763	2002	13	20452	2002	13	12608	2002	13	7491	2002	13	16098	
2003	14	11520	2003	14	10580	2003	14	9120	2003	14	7270	2003	14	14200	2003	14	4580	2003	14	7650	2003	14	19770	2003	14	13430	2003	14	8137	2003	14	14080	
2004	15	13300	2004	15	11200	2004	15	10370	2004	15	7870	2004	15	13750	2004	15	4300	2004	15	8480	2004	15	21390	2004	15	13610	2004	15	8900	2004	15	16920	
2005	16	12670	2005	16	11630	2005	16	10290	2005	16	5100	2005	16	11940	2005	16	4480	2005	16	7020	2005	16	18260	2005	16		2005	16	9503	2005	16	13590	
2006	17	11310	2006	17	12630	2006	17	11540	2006	17		2006	17	12510	2006	17		2006	17	7070	2006	17	19600	2006	17	12290	2006	17	9550	2006	17	19690	
2007	18	11150	2007	18		2007	18	8690	2007	18	7760	2007	18	10810	2007	18	3550	2007	18	7600	2007	18	20520	2007	18		2007	18	9639	2007	18	15970	
2008	19		2008	19		2008	19	9310	2008	19		2008	19	10540	2008	19	4160	2008	19	7410	2008	19	21140	2008	19		2008	19	10030	2008	19	15570	
2009	20	10340	2009	20		2009	20		2009	20		2009	20	10560	2009	20		2009	20	7660	2009	20		2009	20	10040	2009	20		2009	20	15600	
2010	21	10250	2010	21	9260	2010	21	9250	2010	21	7310	2010	21	11900	2010	21	4130	2010	21	7590	2010	21	24760	2010	21	10060	2010	21	9710	2010	21	15460	
2011	22	10850	2011	22	9040	2011	22	8310	2011	22	7130	2011	22	11620	2011	22	4030	2011	22	7290	2011	22	24410	2011	22	10850	2011	22	9570	2011	22	15090	
2012	23	**12,096**	**2012**	23	**11,494**	**2012**	23	**10,140**	**2012**	23	**7,450**	**2012**	23	DO NOT	**2012**	23	**4,498**	**2012**	23	DO NOT	**2012**	23	**26,471**	**2012**	23	**13,543**	**2012**	23	**10,274**	**2012**	23	DO NOT	
2017	28	**12,520**	**2017**	28	**12,311**	**2017**	28	**10,812**	**2017**	28	**7,887**	**2017**	28		**2017**	28	**4,645**	**2017**	28		**2017**	28	**31,394**	**2017**	28	**15,616**	**2017**	28	**11,241**	**2017**	28		
2037	48	**14,216**	**2037**	48	**15,579**	**2037**	48	**13,499**	**2037**	48	**9,634**	**2037**	48		**2037**	48	**5,232**	**2037**	48		**2037**	48	**51,088**	**2037**	48	**23,907**	**2037**	48	**15,109**	**2037**	48		
2009 Trk		11%	2009 Trk																														
			07-11			00-11																											
12-17		**0.7%**	**12-17**		**1.4%**	**12-17**		**1.3%**	**12-17**		**1.1%**	**12-17**		**#REF!**	**12-17**		**0.6%**	**12-17**		**#VALUE!**	**12-17**		**3.5%**	**12-17**		**2.9%**	**12-17**		**1.8%**	**12-17**		**#VALUE!**	**Average**
17-37		**0.6%**	**17-37**		**1.2%**	**17-37**		**1.1%**	**17-37**		**1.0%**	**17-37**		**#VALUE!**	**17-37**		**0.6%**	**17-37**		**#DIV/0!**	**17-37**		**2.5%**	**17-37**		**2.2%**	**17-37**		**1.5%**	**17-37**		**#DIV/0!**	**1.3%**

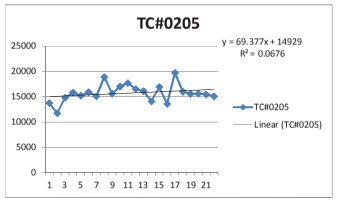


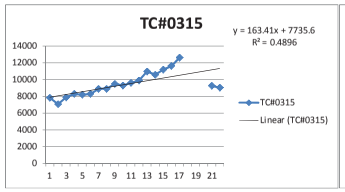


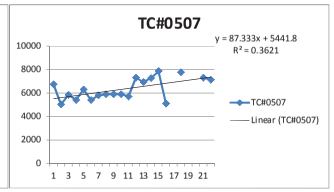


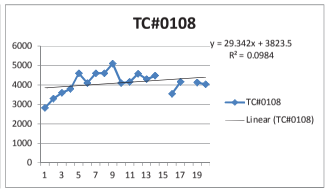


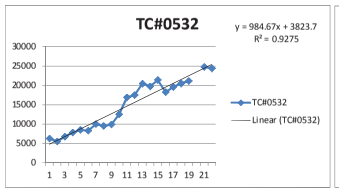


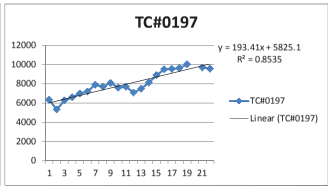










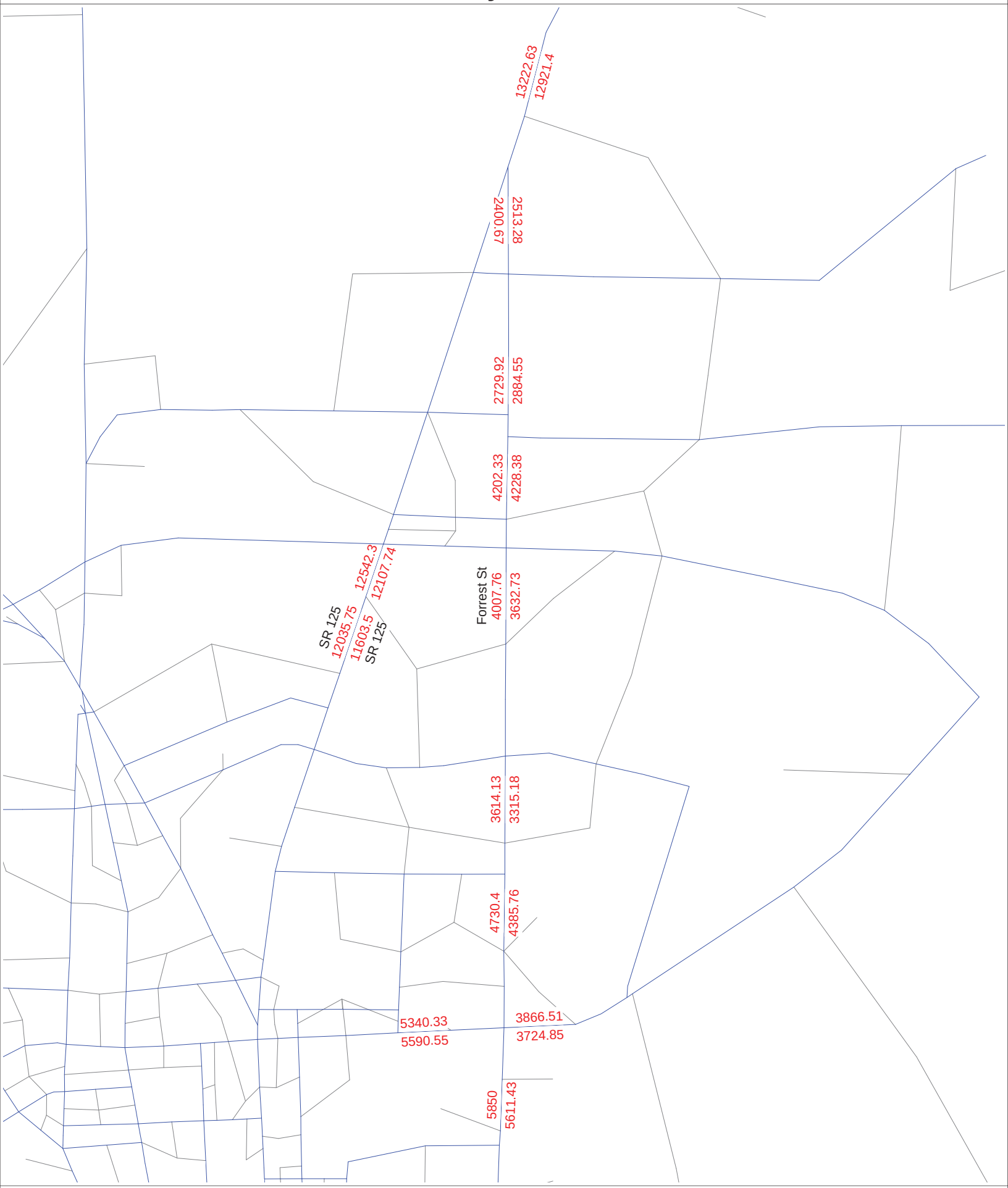


Statewide Traffic Forecasting/Projections Studies
Task Order 2

TRAVEL DEMAND MODEL GROWTH RATES
for
N Forrest St/CR 138 from
Park Avenue to Bemiss Rd/SR 125
Widening
P.I. No. 450200

Travel Demand Model Growth					
Years	**Volume**				**Average**
	Southernmost on SR 125	**Westernmost on side street**	**Easternmost on side street**	**Southernmost on N Forrest St**	
2006	23639	10931	7591	11461	
2035	30564	13708	8919	14347	
% Growth (Yearly)	1.4%	1.2%	0.9%	1.2%	**1.2%**

Valdosta 2006 Base Year Travel Demand Model
PI # 450200
One Way Volumes



Valdosta 2035 Financially Constrained Travel Demand Model
PI # 450200
One Way Volumes

SHEET 1 OF 4

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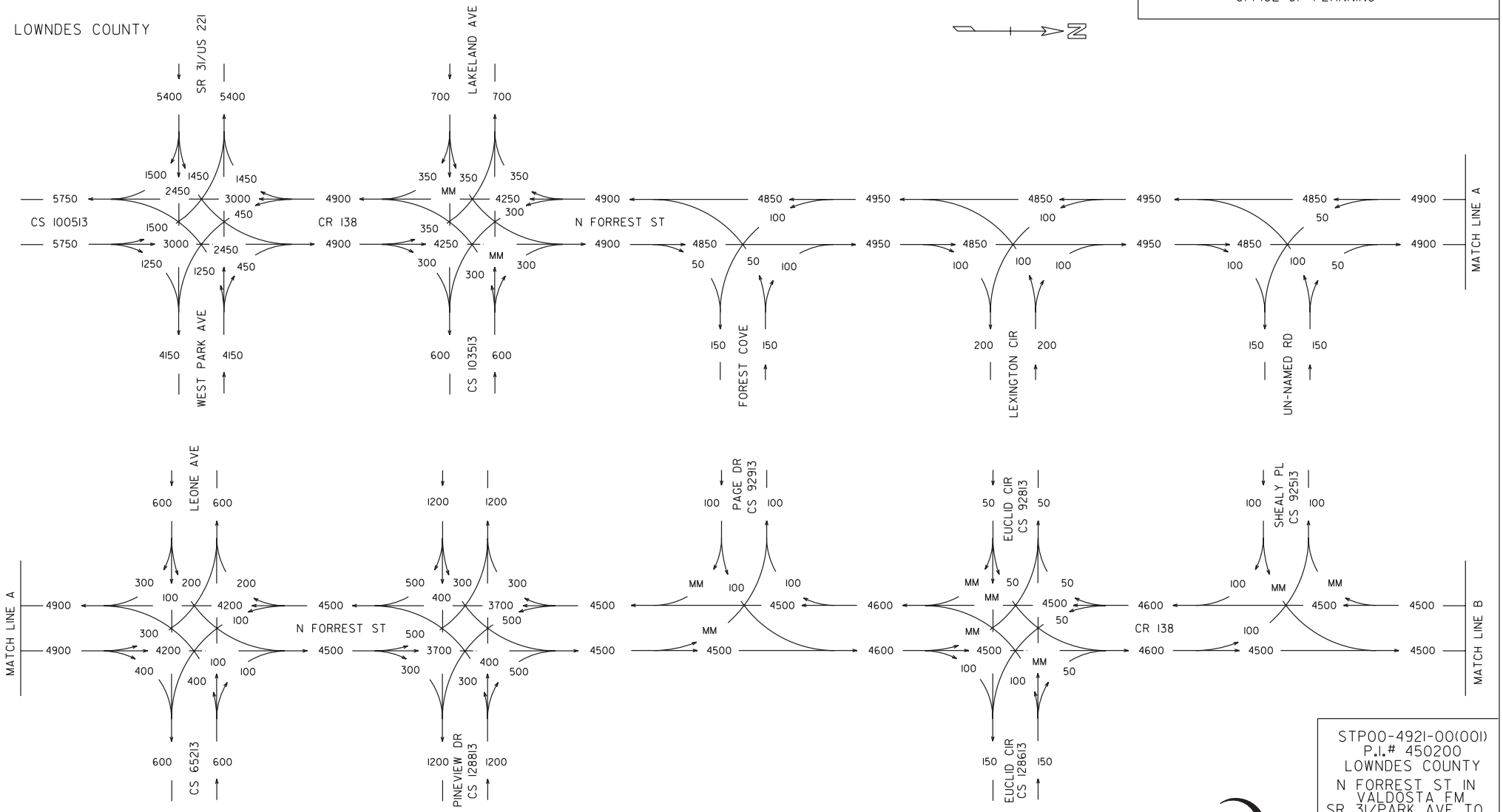
LOWNDES COUNTY



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STP00-4921-00(001)
P.I.# 450200
LOWNDES COUNTY

N FORREST ST IN VALDOSTA FM
SR 31/PARK AVE TO SR 125/BEMISS ROAD

2012 ADT

24 HOUR T = 10%
S.U. = 8%
COMB. = 2%

HF
11/12

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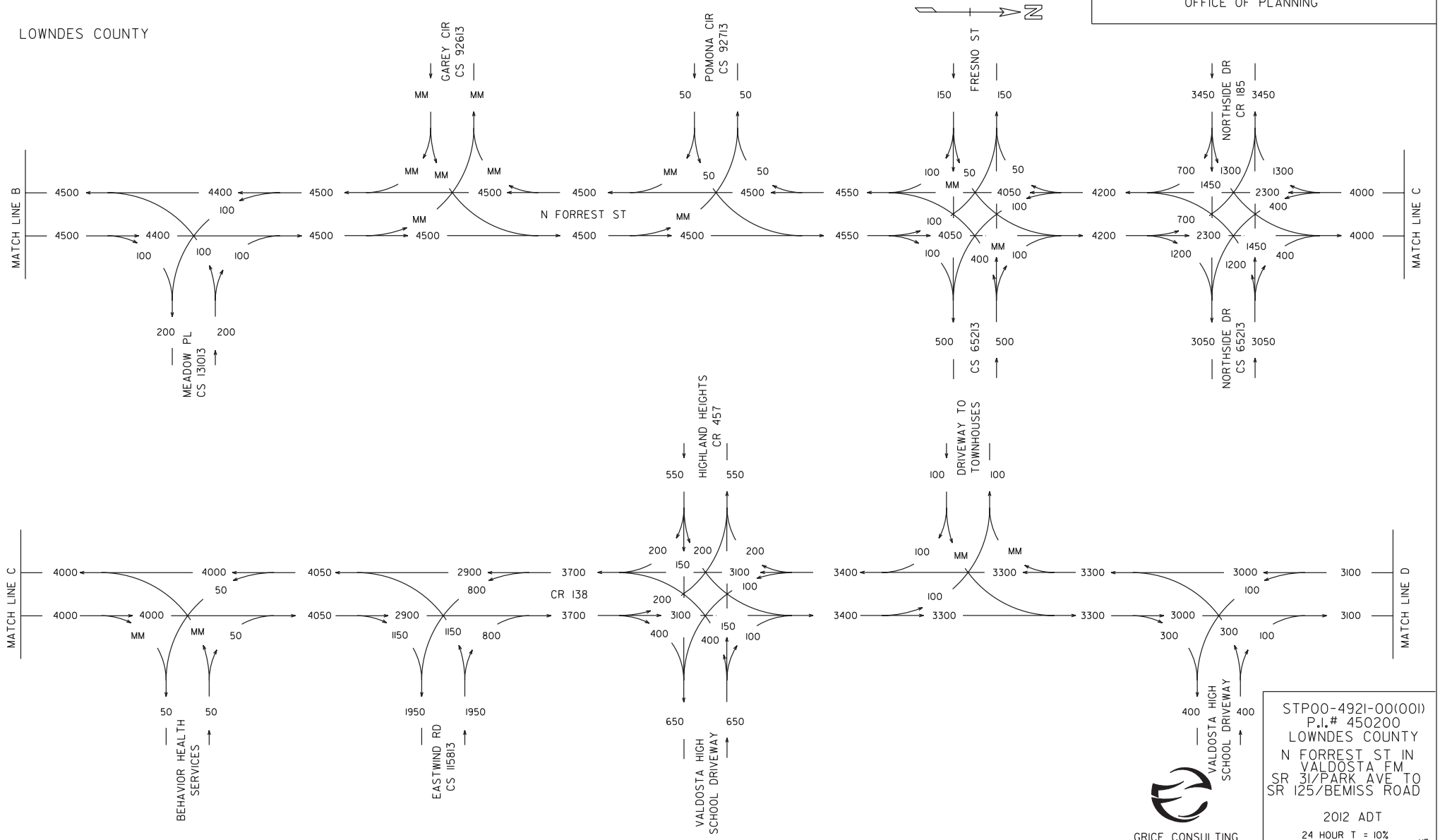

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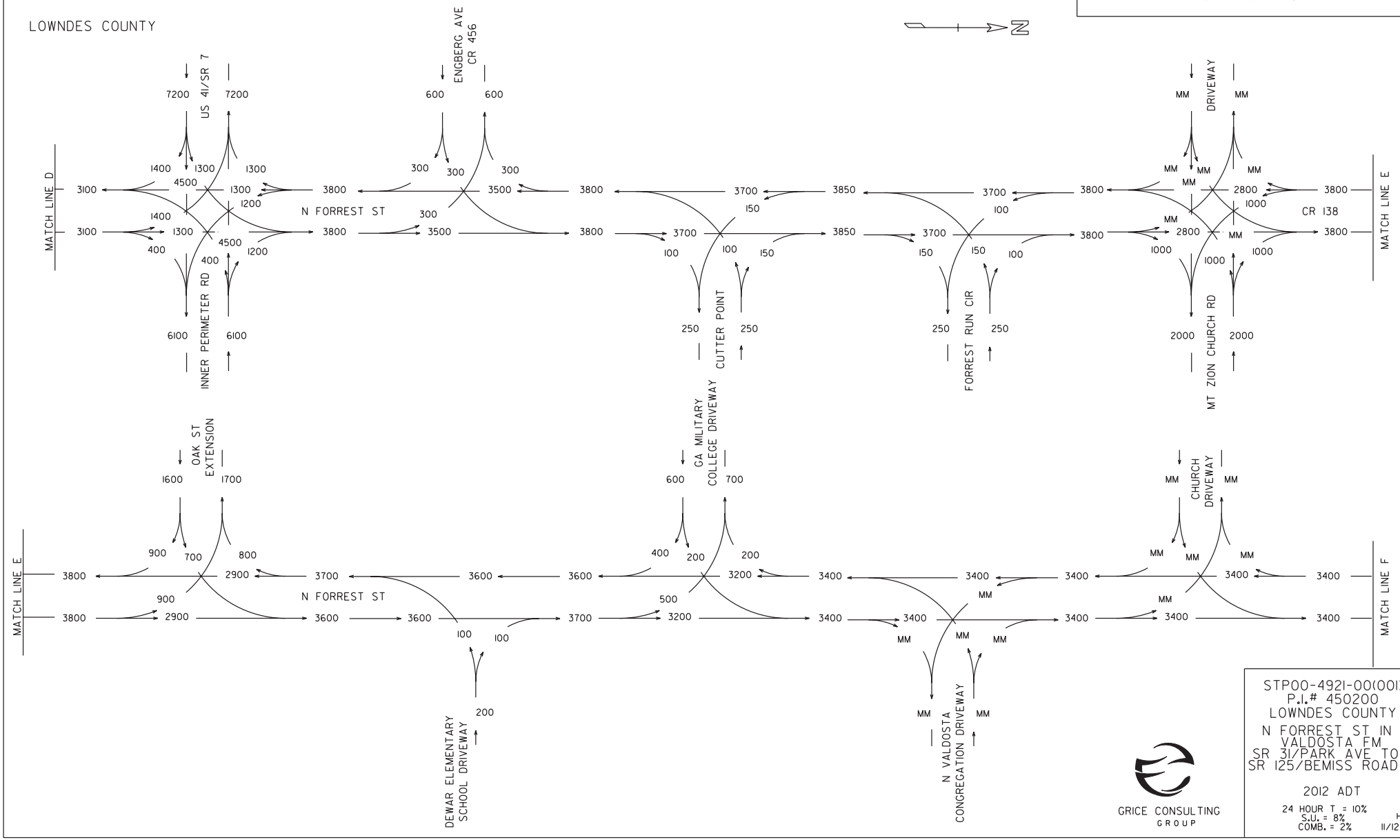

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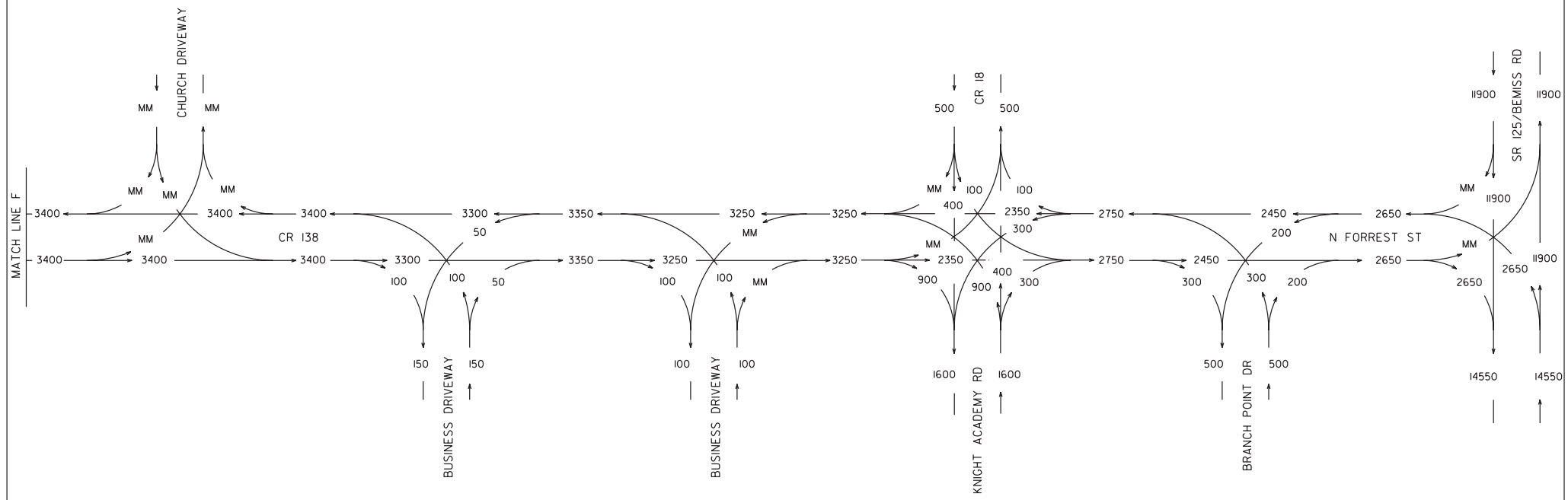

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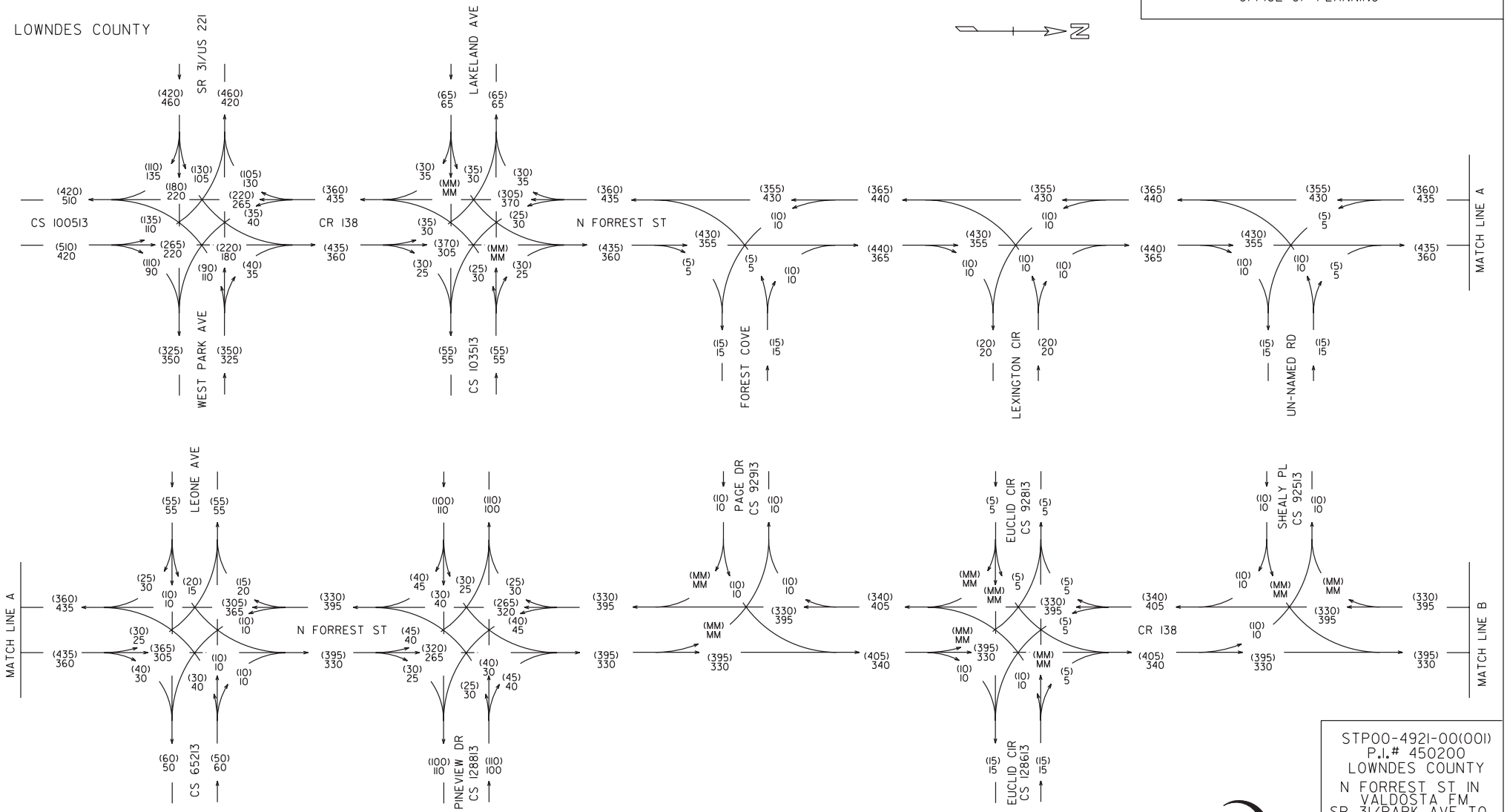

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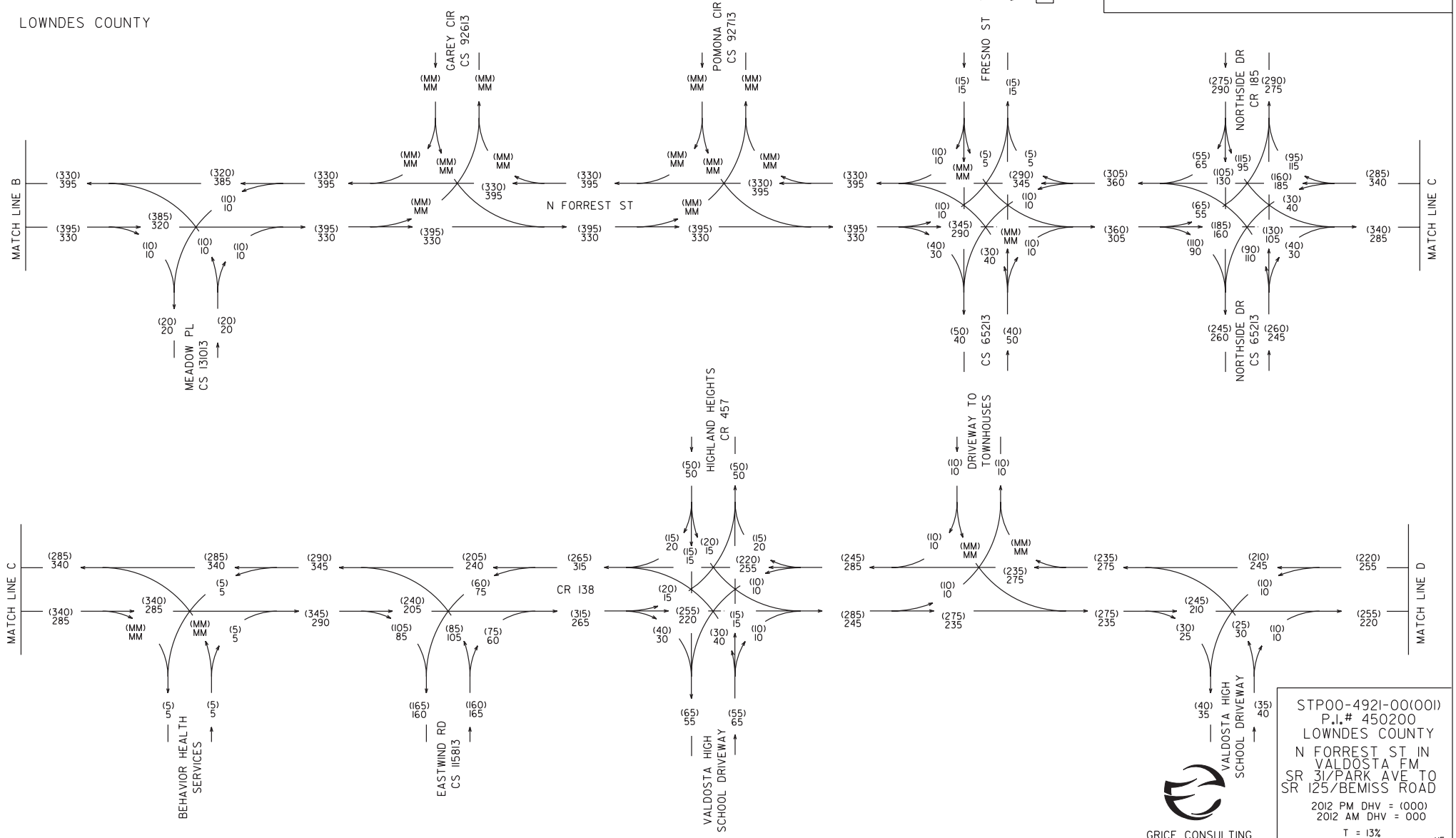

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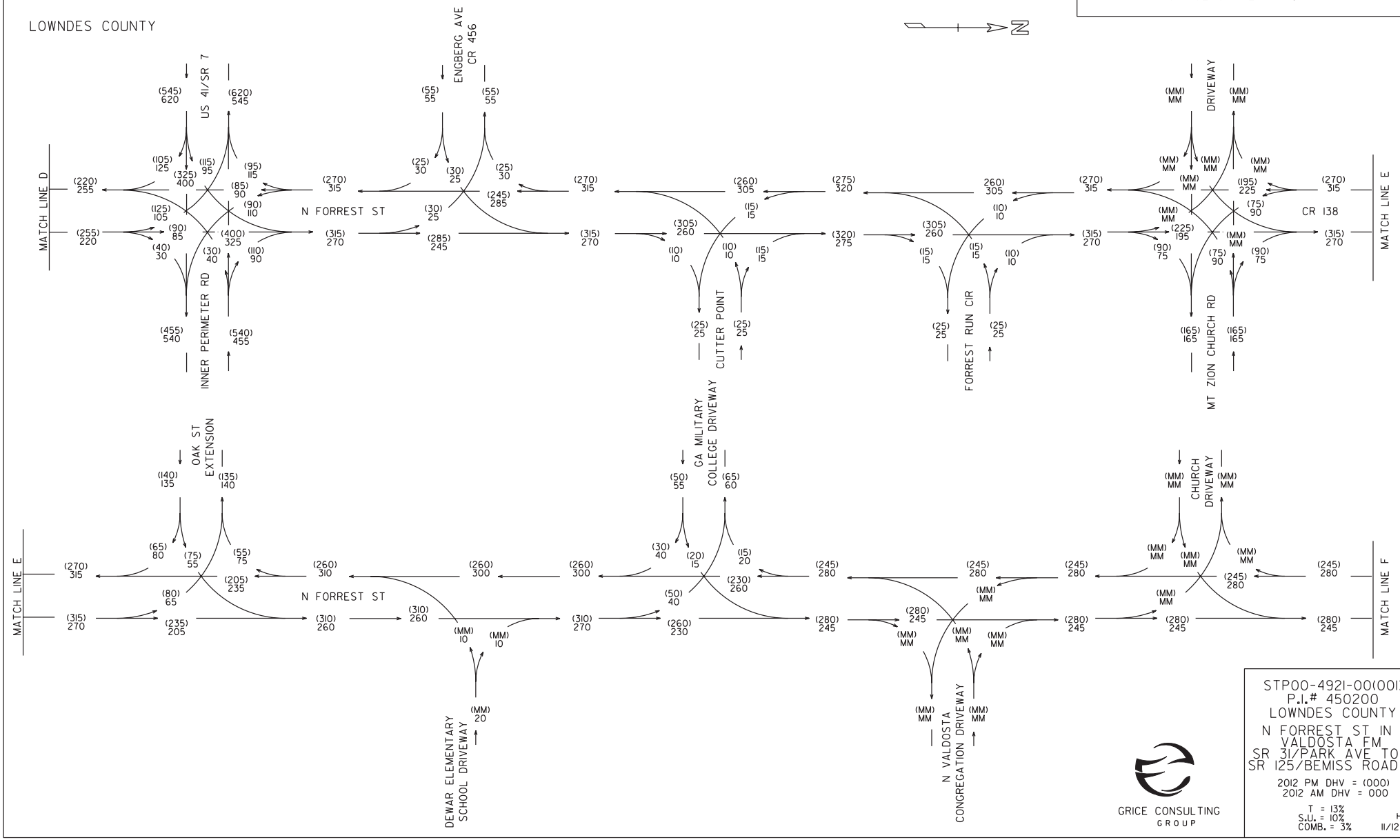

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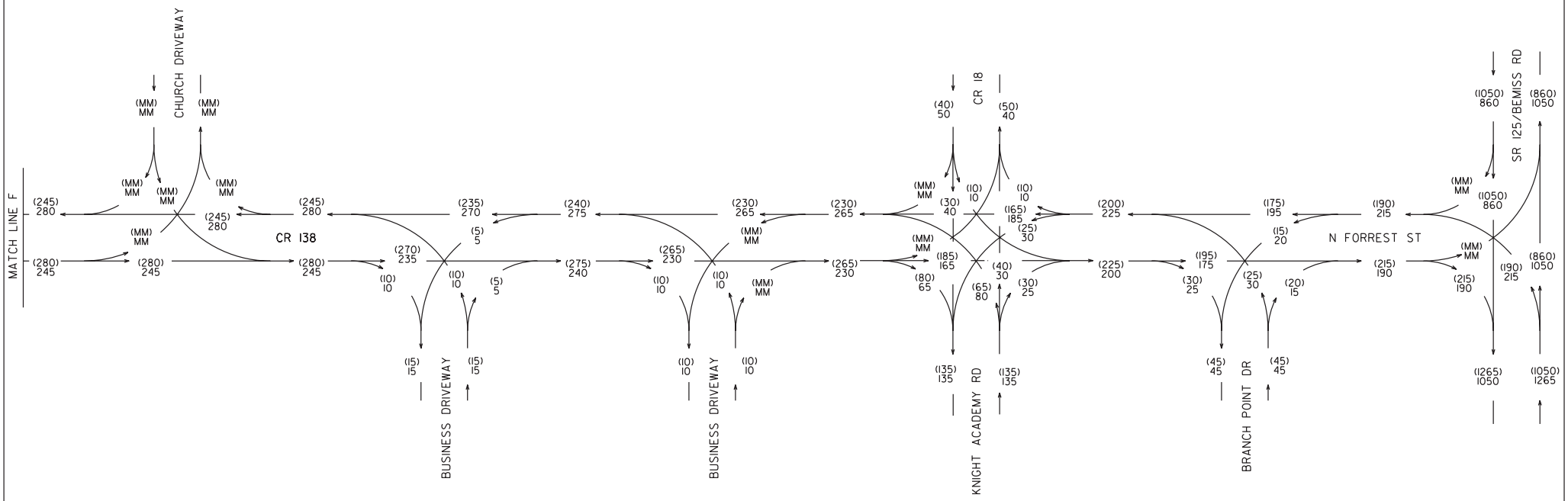

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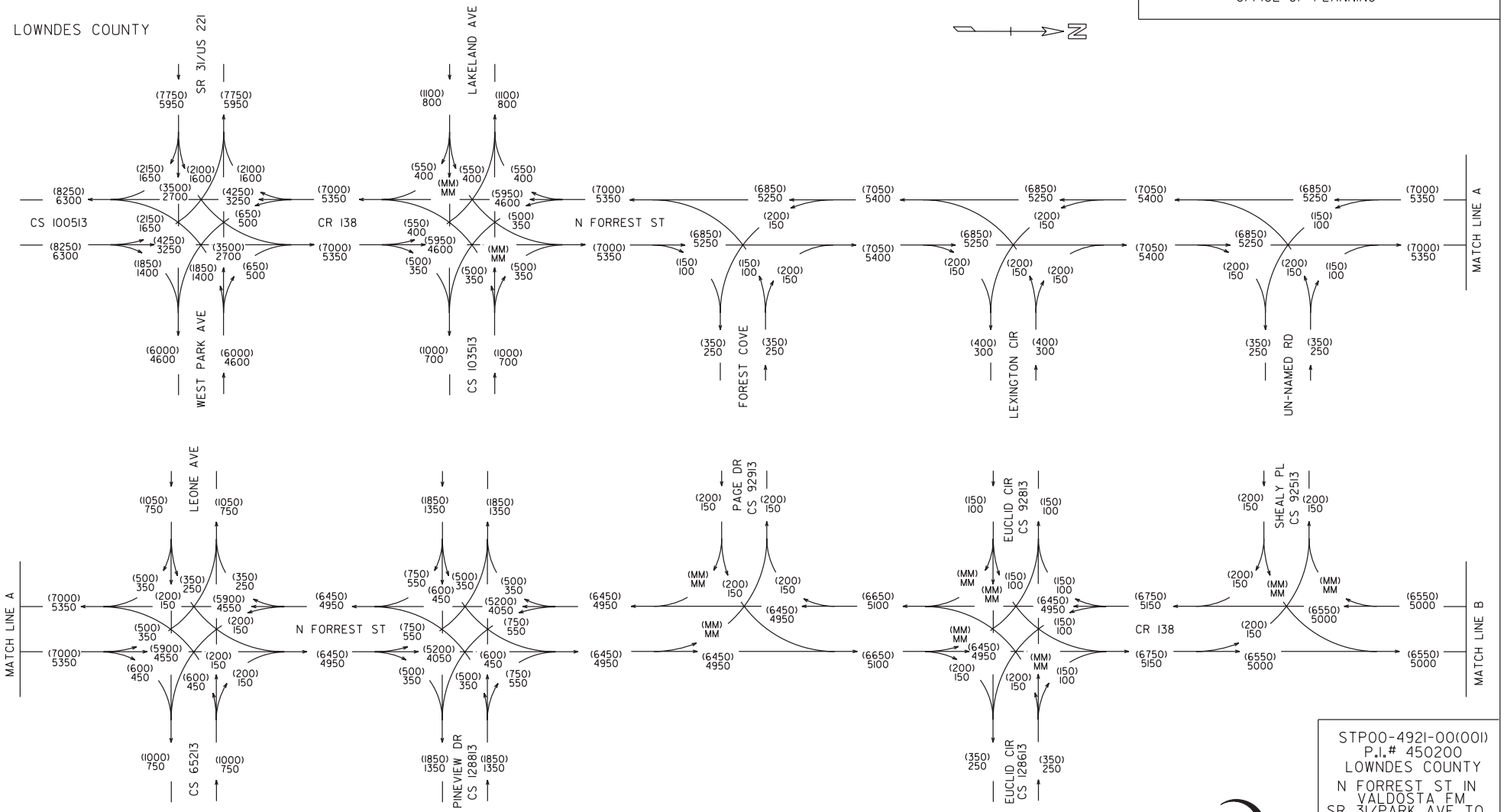

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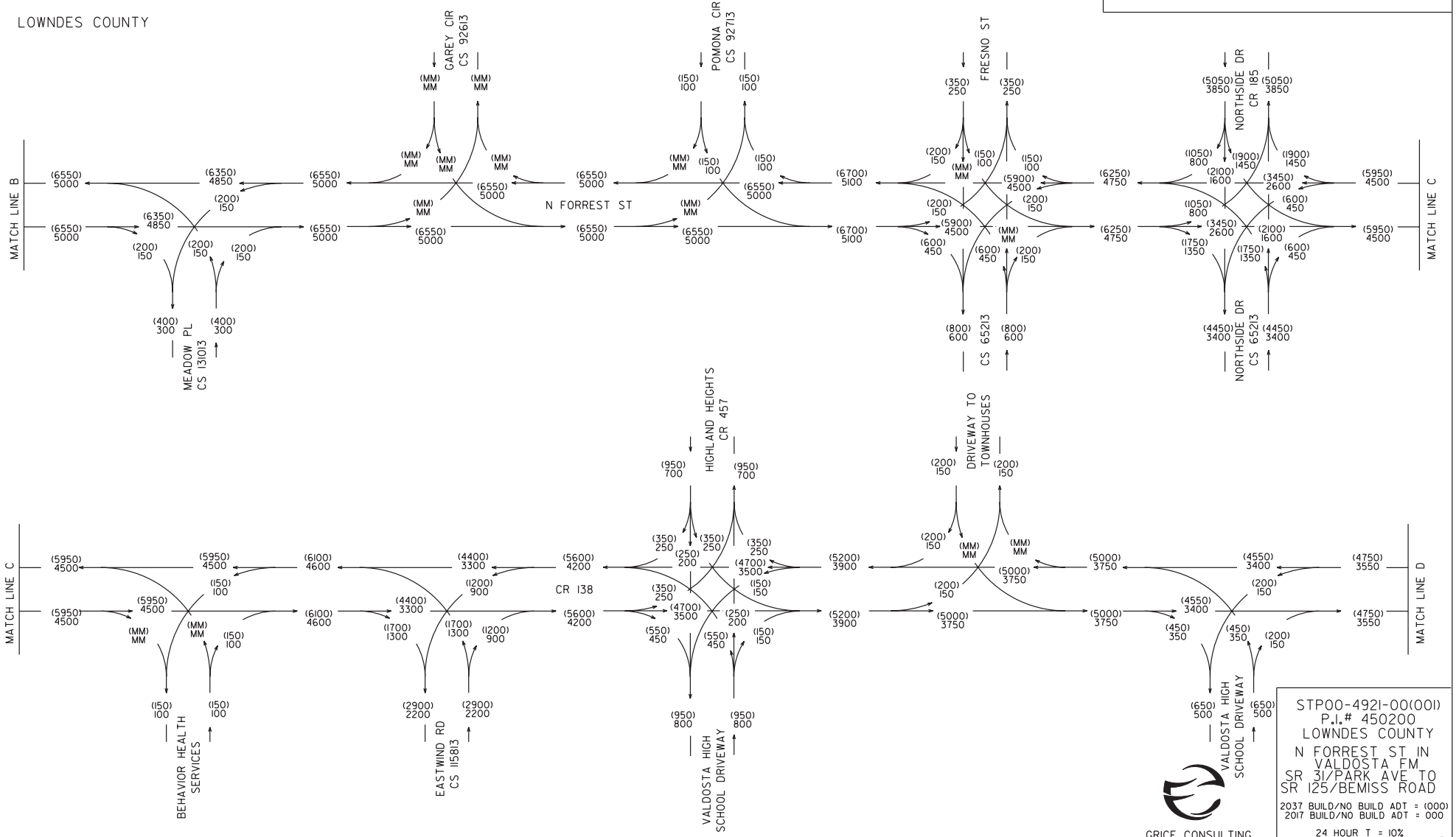

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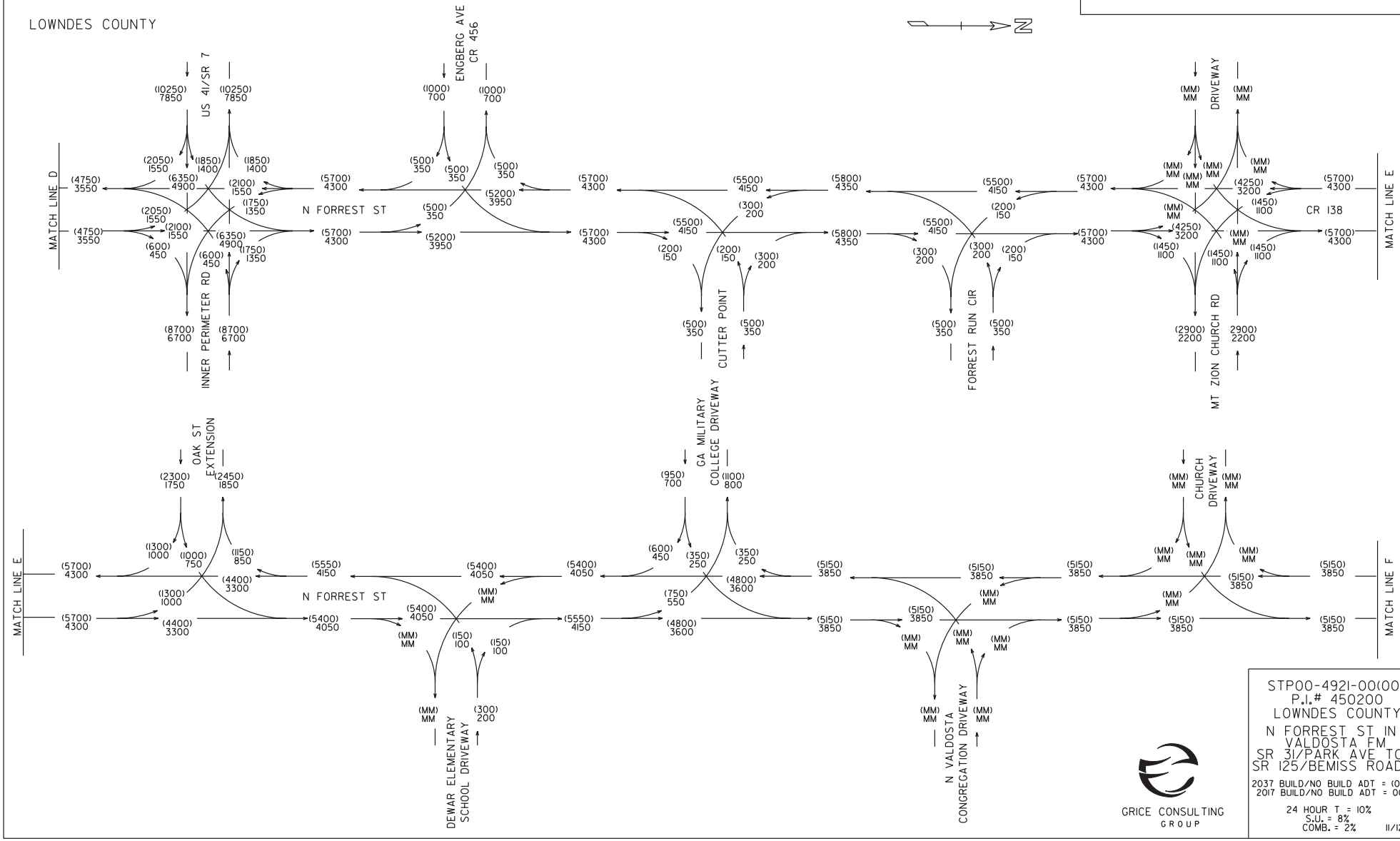

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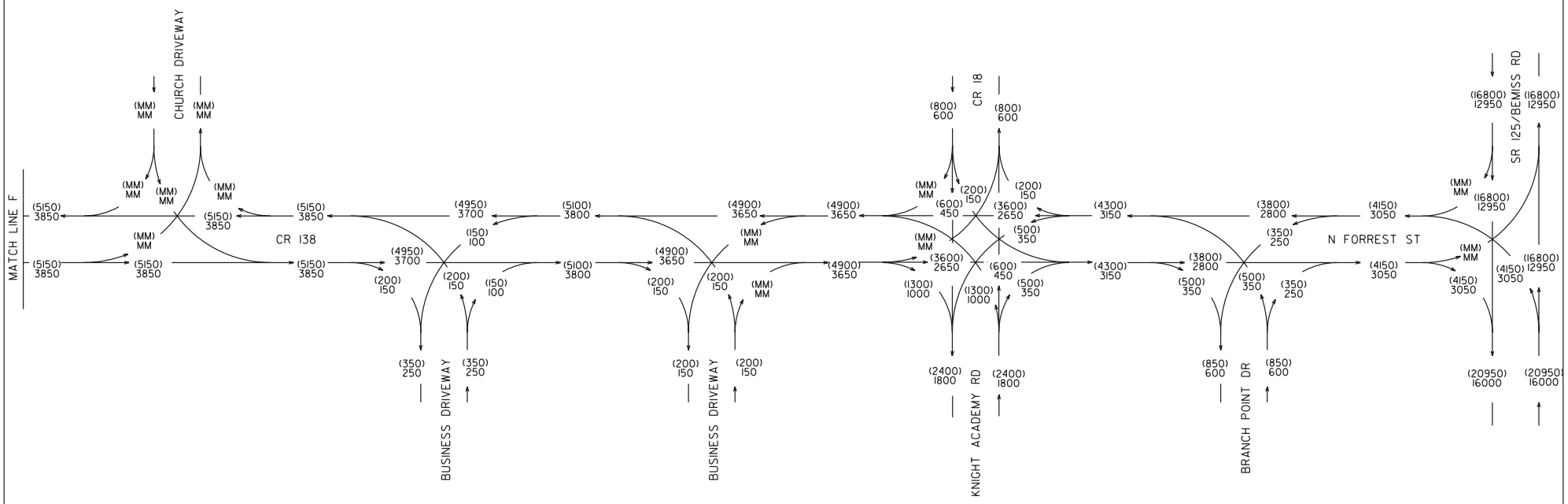

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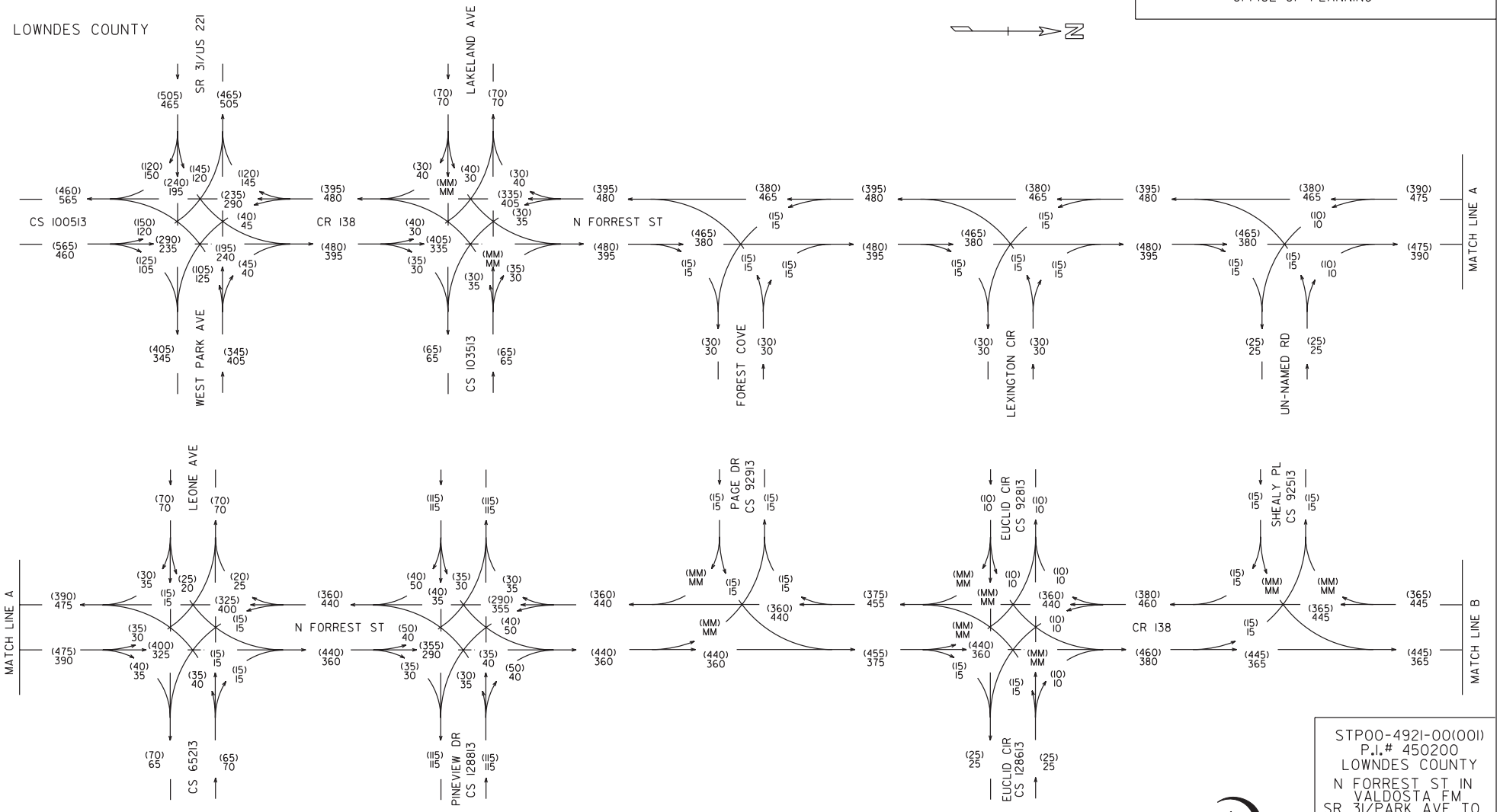

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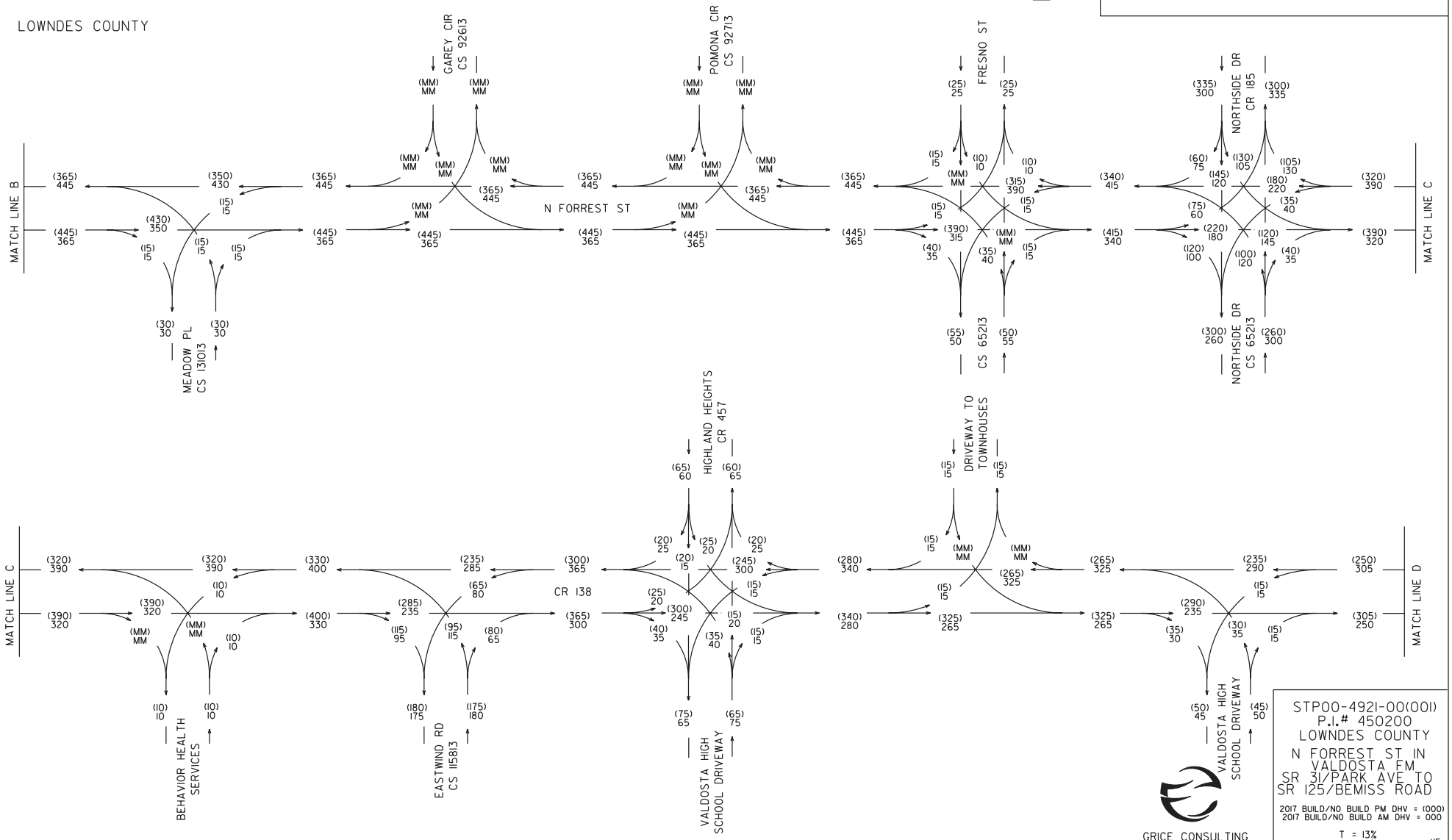

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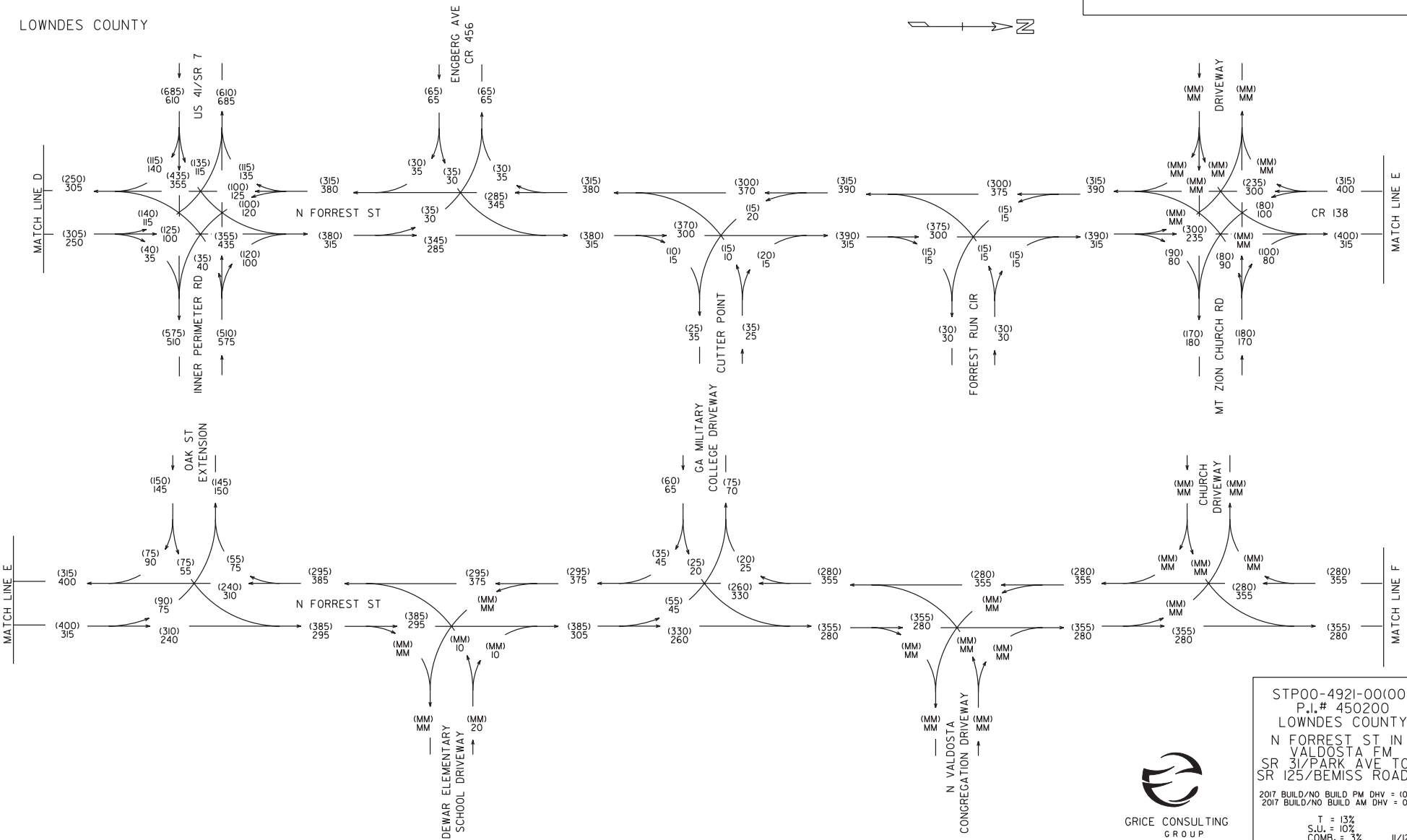

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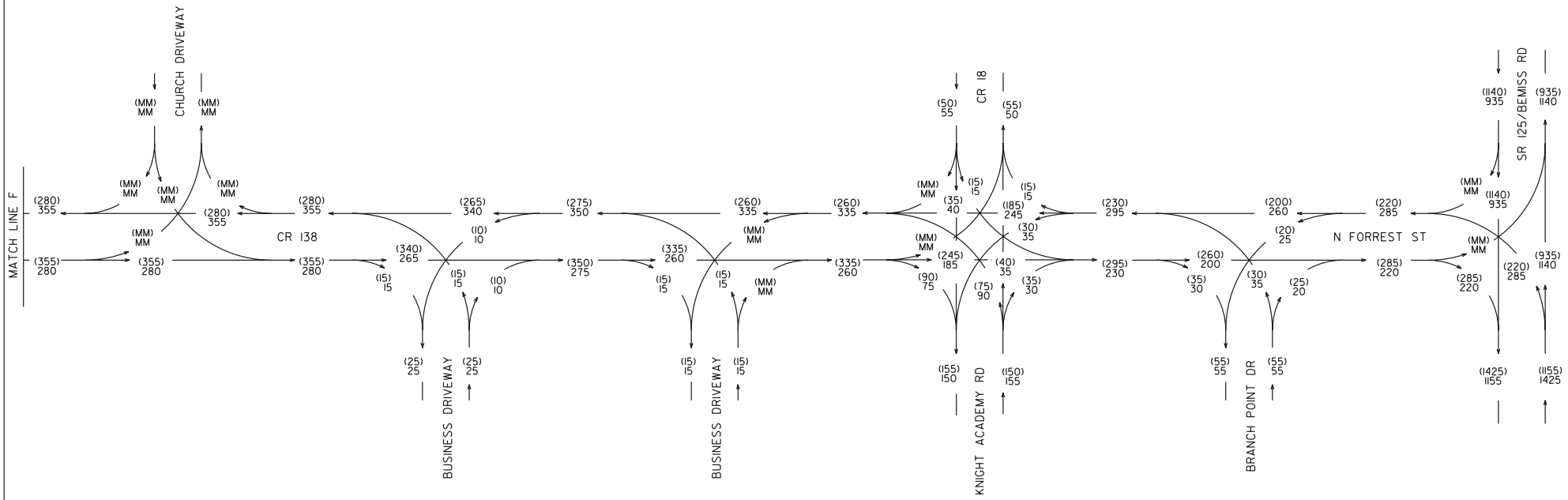

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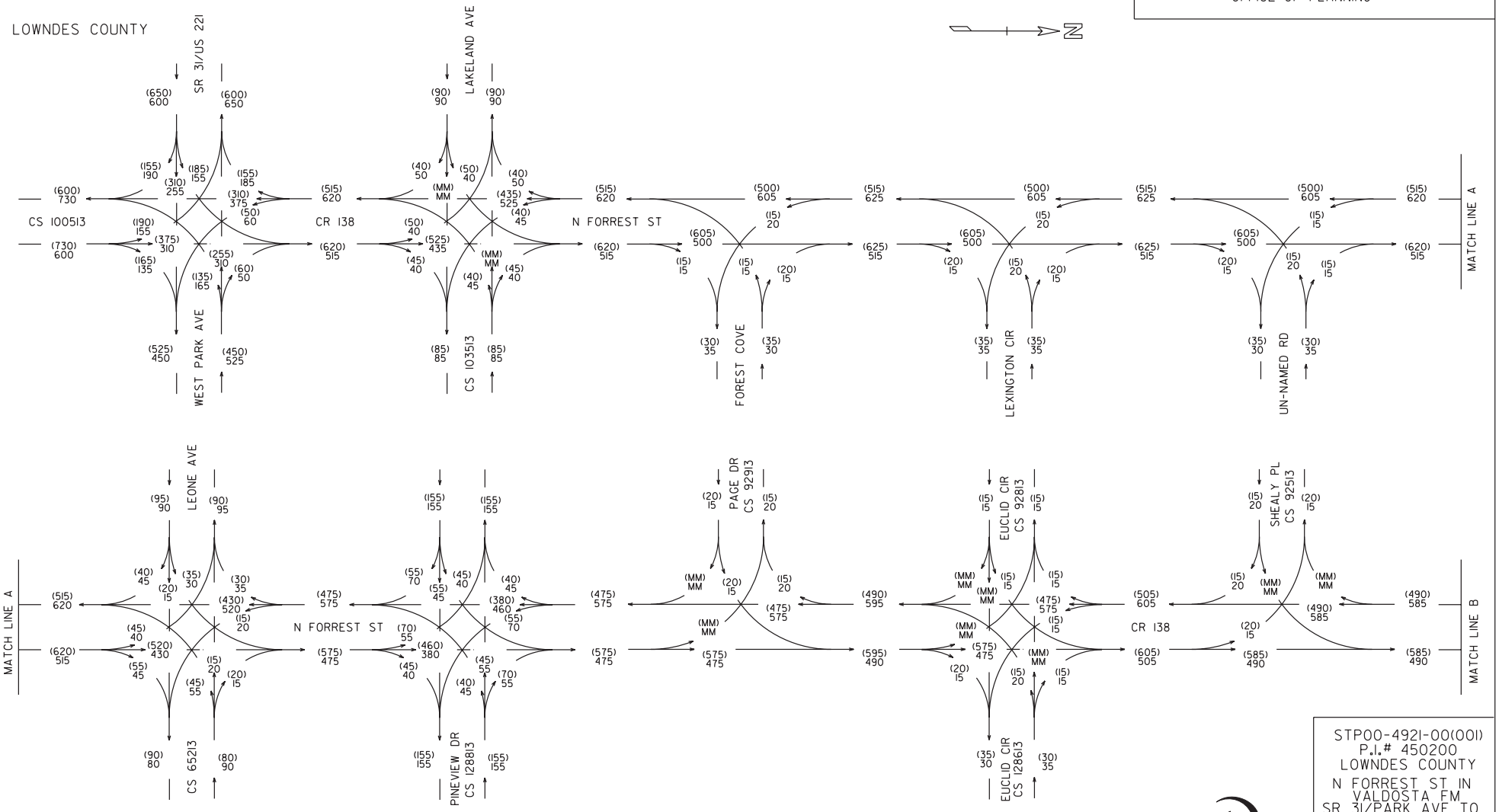

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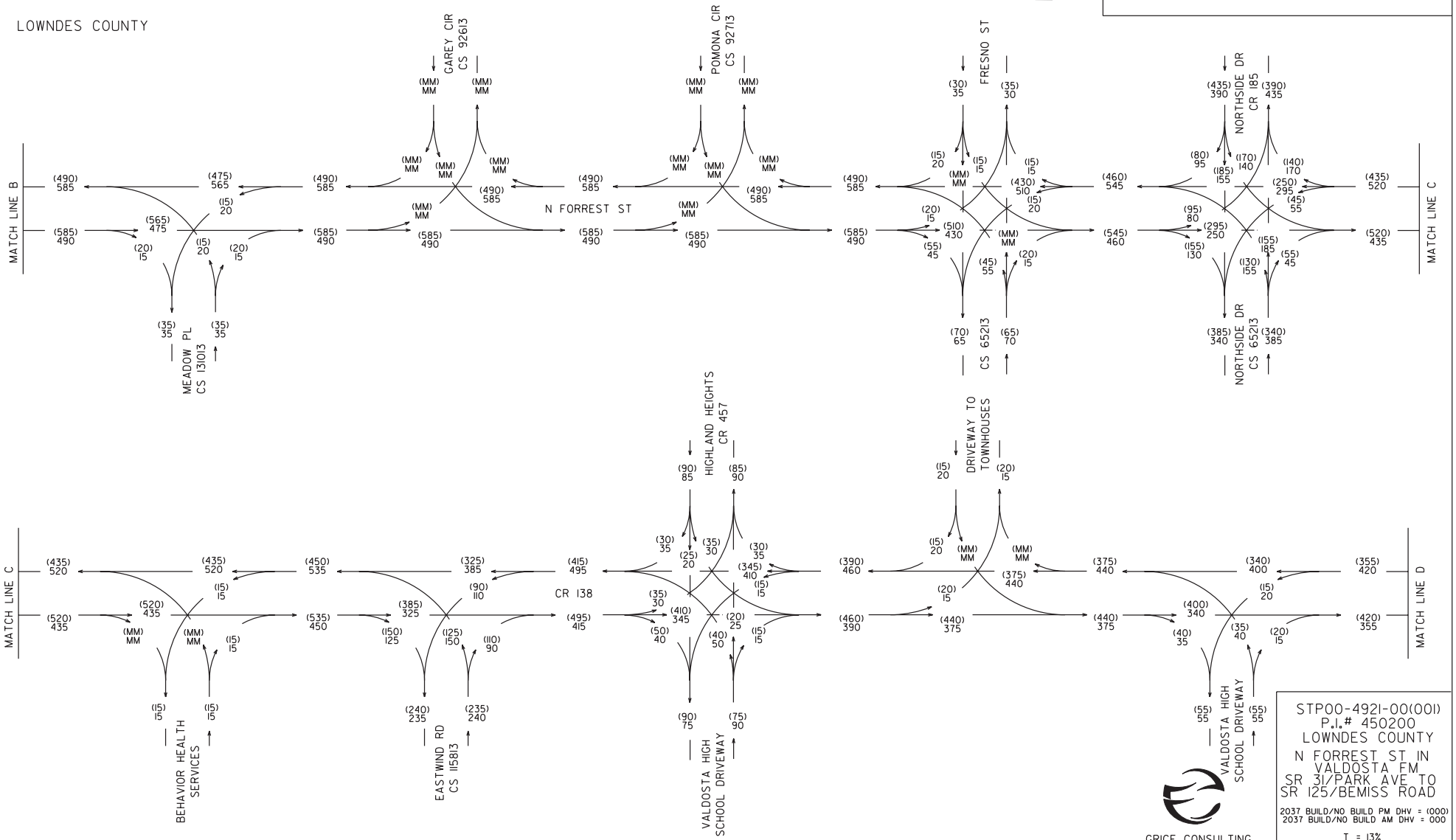

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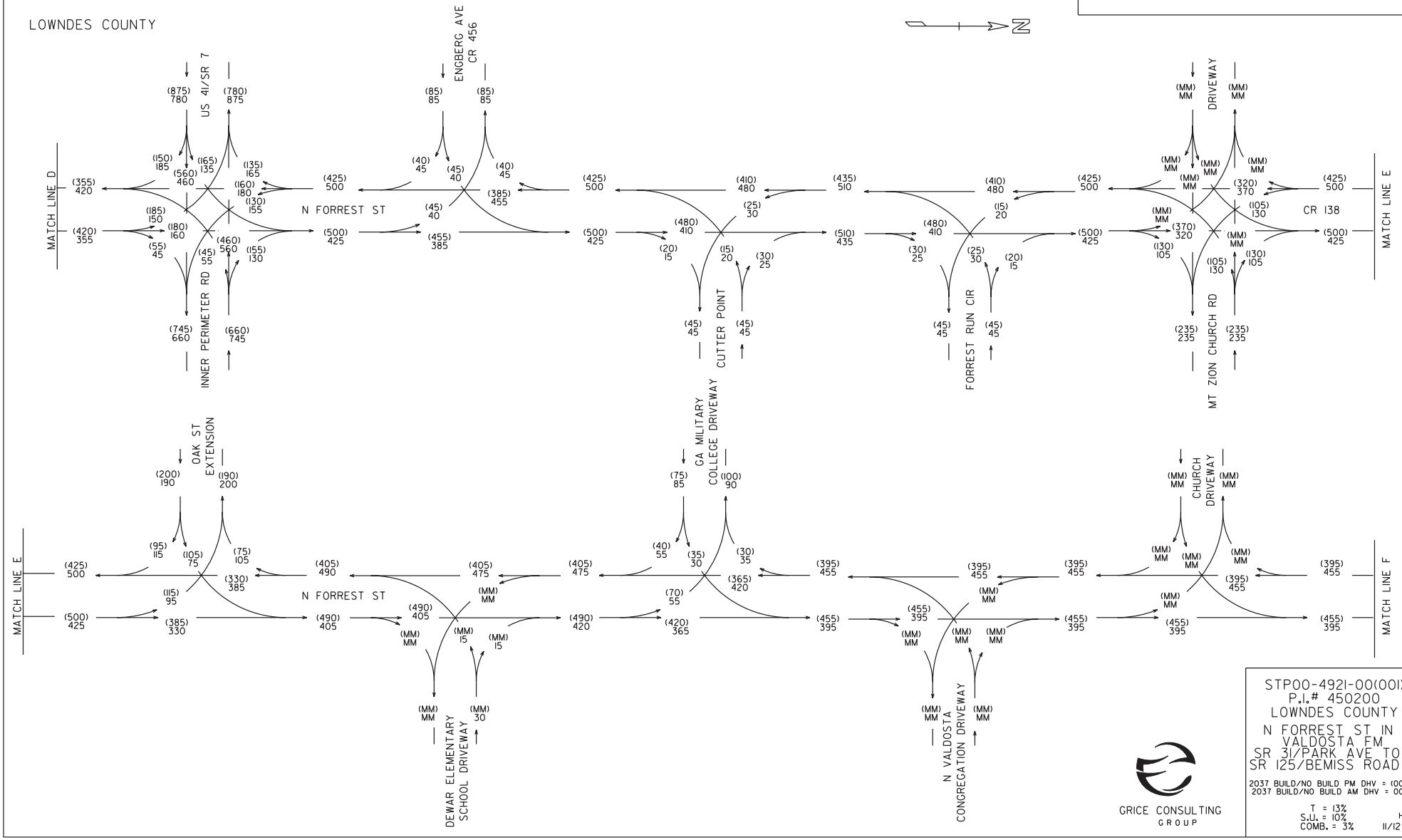

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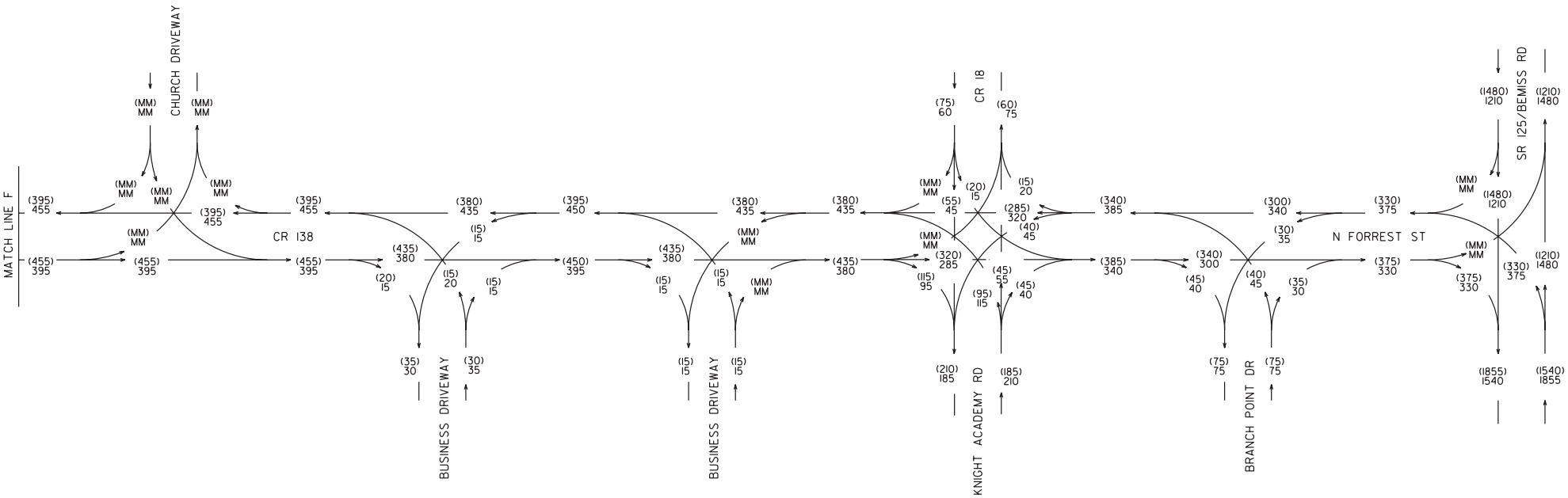

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Traffic Capacity Analysis

INTRODUCTION

This traffic capacity analysis was done to determine the Levels of Service (LOS) provided on N. Forrest St. from Park Ave. to SR 125/Bemiss Rd. (Urban Minor Arterial). This analysis was completed as a Planning/Design Analysis and is not as detailed as an operations analysis. A "No Build" alternative and a "Build" Alternative were evaluated for the projected traffic volumes for the build year (2017) and the design year (2037). The existing facility is a two lane, two way, roadway with approximately 11' travel lanes in each direction, grassed shoulders, and no walkway. The proposed facility (build alternative) was evaluated as a three lane roadway, one 12' lane in each direction with a middle Two Way Left Turn Lane (TWLTL), 4' bike lane, curb and gutter, and an 11' total walkway width. The intersections were evaluated as existing and then as "Build" with the TWLTL being input as left turn lanes with storage provided. No additional phasing for designated left turn lanes was added to the "Build" analysis. Also, no pedestrian or bike volumes were input into the analysis. This traffic capacity analysis was completed using HCS 2010.

RESULTS

Three different methods of allotting green times were used in the analysis to get a broader picture of the facility service. First, maximum green times were manually input from the ranges given in the Highway Capacity Manual 2010 (Ch. 18). Second, the facility was optimized for overall delay. Thirdly, the facility was optimized for Base Free Flow Speed (BFFS) on the facility. After, looking at the results from each, the Levels of Service obtained from optimizing the facility for overall delay is the most realistic and the one chosen to discuss here. Optimizing the facility for BFFS gives the best LOS for the facility, but shows extreme and unreasonable delays for the cross streets, some of which have greater traffic demands than N. Forrest St. The maximum green times that were manually input give reasonable results but are not optimized and so yields slightly lower Levels of Service.

As shown in Table 1 and 2 below, the Facility LOS for all scenarios yields a LOS "B" except for the Northbound (NB), Design Year, PM Volumes which has a LOS "C".

Table 1

"No Build" Arterial Levels of Service from HCS 2010			
		Build Year (2017)	Design Year (2037)
Northbound	AM Volumes	B	B
	PM Volumes	B	C
Southbound	AM Volumes	B	B
	PM Volumes	B	B

Table 2

"Build" Arterial Levels of Service from HCS 2010			
		Build Year (2017)	Design Year (2037)
Northbound	AM Volumes	B	B
	PM Volumes	B	B
Southbound	AM Volumes	B	B
	PM Volumes	B	B

All the intersections for the "No Build" alternative show an overall intersection LOS "C" or better except for the N. Forrest St./SR 125 intersection which has a LOS "D". For the "Build" alternative, an improvement in LOS is realized by adding the TWLTL at the signalized intersections because it gives a designated left turn lane with storage for the NB and SB approaches where five of the seven intersections did not previously have designated left turn lanes. The results for the overall intersection LOS is shown in Tables 3 and 4 below.

Table 3

"No Build" Intersection Levels of Service from HCS 2010			
		Build Year (2017)	Design Year (2037)
N. Forrest St./ W. Park Ave.	AM Volumes	C	C
	PM Volumes	C	C
N. Forrest St./ Pinview Dr.	AM Volumes	B	B
	PM Volumes	B	B
N. Forrest St./ Northside Dr.	AM Volumes	B	C
	PM Volumes	B	C
N. Forrest St./ Eastwind Rd.	AM Volumes	A	B
	PM Volumes	A	B
N. Forrest St./ Inner Perimeter Rd.	AM Volumes	B	C
	PM Volumes	B	C
N. Forrest St./ Mt. Zion Church Rd.	AM Volumes	A	B
	PM Volumes	A	B
N. Forrest St./ SR 125	AM Volumes	B	C
	PM Volumes	B	D

Table 4

"Build" Intersection Levels of Service from HCS 2010			
		Build Year (2017)	Design Year (2037)
N. Forrest St./ W. Park Ave.	AM Volumes	C	C
	PM Volumes	C	C
N. Forrest St./ Pinview Dr.	AM Volumes	B	B
	PM Volumes	B	B
N. Forrest St./ Northside Dr.	AM Volumes	B	B
	PM Volumes	B	B
N. Forrest St./ Eastwind Rd.	AM Volumes	A	A
	PM Volumes	A	A
N. Forrest St./ Inner Perimeter Rd.	AM Volumes	B	B
	PM Volumes	B	B
N. Forrest St./ Mt. Zion Church Rd.	AM Volumes	A	A
	PM Volumes	A	A
N. Forrest St./ SR 125	AM Volumes	B	C
	PM Volumes	B	D

The LOS for each directional approach to the intersections for the Design Year traffic can be found in Tables 5 and 6 attached to the report along with the other tables included in the report. Also the analysis results reports from HCS 2010 are attached at the end of the report.

SUMMARY

The results show that the LOS for the existing facility ("No Build") in the Design Year (2037) is "B" for all scenarios except the Northbound PM which is a "C". A LOS "B" or "C" is an acceptable Level of Service for this type of facility per Ch. 6 of the GDOT Design Policy Manual. Using the "Build" alternative, the only change in the LOS for the "facility" as a whole is that the Northbound PM changes from a "C" to a "B". After looking at all the results, the biggest improvement of the "Build" alternative to the LOS is at the intersections due to the addition of the left turn lanes.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-4921-00(001), Lowndes County
P. I. No.: 450200
North Forrest Street Widening

OFFICE: Engineering Services

DATE: February 23, 2009

FROM: Ronald E. Wishon, Acting Project Review Engineer REW

TO: Ralph S. Griffin, District Design Engineer

SUBJECT: **IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY Alignment (A)				
A-3	Replace all five traffic signals and increase the project estimate; assume that all signals will be integrated.	Design Suggestion	Yes	This should be done.
Section (S)				
S-1	Use 2:1 shoulder slopes from STA 316+00 to STA 325+00 to reduce ROW and save relocation costs.	$163,000	Yes	This should be done.
S-2	Use four 11 foot wide lanes in lieu of four 12 foot wide lanes.	$511,748	No	See S-3 below.
S-3	Use a section with two 11 foot wide lanes on the inside and two 12 foot wide lanes on the outside.	$255,874	Yes	This should be done.

Section (S) Continued				
S-5	Modify the section to use one urban shoulder on the East side and one rural shoulder on the West side.	$1,070,066	No	High residential area with mixed commercial development. More residential and commercial development planned.
S-8	Use 18 foot wide shoulders with 2:1 front slope ditches in lieu of 4:1 front slopes. Shorten the culverts and reduce total section width.	$39,960	Yes	This should be done. However, 15.5-foot shoulder widths will still be used.
S-9	Construct the project in two major phases. First phase to include 3-lanes with rural shoulders on 4 lanes of ROW.	$7,533,993	No	Does not meet the Need and Purpose which is to increase capacity.
S-10	Reduce the grass strip in the shoulder from 6 feet wide to 2 feet wide.	$116,443	No	Due to the numerous driveways, this is not practical.
S-11	Use Geogrid fabric in the pavement section and reduce the depth of base material from 5 inches to 2.5 inches.	$950,998	Yes	This should be done. Pending approval from OMR.
Drainage (D)				
D-1	Convert the box culvert structure at STA. 277 from CIP to two 72-inch pipes.	Design Suggestion	Yes	This should be done.
D-2	Reduce the number of catch basins.	Design Suggestion	Yes	This should be done.
D-4	Verify that all yard drains are necessary.	Design Suggestion	Yes	This should be done.
D-5	Modify yard drain piping concept to reduce the amount of piping required.	$15,117	Yes	This should be done where possible.

Drainage (D) Continued				
D-6	Reduce the amount of drain pipe by running only one main trunk down Forrest Street in lieu of two.	$374,914	No	A larger diameter single trunk main and more cross drains will be required. Terrain is flat and obtaining positive drainage will be difficult.
D-7	Use a paved ditch along West Lakeland Avenue in lieu of three 24-inch pipes.	$88,909	No	Safety concerns with children from nearby elementary school and an open ditch.
D-8	Modify the drainage system by adding several storm detention basins. This will reduce the time of concentration and reduce the pipe sizes. Conduct additional hydraulic modeling.	Design Suggestion	No	Will require additional ROW. ROW is very limited on the project.
D-9	Use larger but fewer elliptical pipes in lieu of circular drain pipes.	Design Suggestion	Yes	This will be used where possible.

A meeting was held on February 23, 2009 to discuss the above recommendations. Brent Thomas, Sandy Griffin, Mike Popp, with Road District 4 Design and Ron Wishon, Robert Graham and Douglas Fadool with Engineering Services were in attendance.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: _____ **Date:** 2/24/09
Gerald M. Ross, P. E., Chief Engineer

REW/DMF

Attachments

c: Genetha Rice-Singleton
Brent Thomas
Sandy Griffin
Mike Popp
Dennis Carter
James Magnus
Joe Cowan
Ken Werho
Lisa Myers
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE	**STP00-4921-00(001), Lowndes County** **PI No. 450200** **Widening and Reconstruction of North Forrest St.** **From Park Ave./SR31 to Bemiss Rd/SR 125**	**OFFICE** **DATE**	**Tifton, GA** **February 6, 2009**

FROM **Ralph S. Griffin, District Design Engineer**

TO **Lisa Myers, Design Review Manager**

SUBJECT **Responses to Value Engineering Study**

We have reviewed the comments submitted by Lewis & Zimmerman Associates, Inc. on December 24, 2008. The following are our responses in red text to the alternatives and suggestions provided by LZA.

Alignment (A)

A-3 Replace all traffic signals and include in budget.

Signals will be added to quantities and included in budget.

Section (S)

S-1 Change from 4:1 to 2:1 side slopes at STA 316 to STA 325 and reduce the amount of right of way required.

Side slopes will be reduced to 2:1 at STA 316 to STA 325. Minimum clear zone of 18' will be met.

S-2 Use four 11ft in lieu of 12 ft wide lanes.

We will consider 11 ft inside lanes and 12 ft outside lanes due to current truck traffic volumes and future increased truck traffic. This corridor is an Urban Type B roadway and will require a design variance to reduce to 11 ft lanes.

S-3 Use two 11 ft and two 12 ft wide lanes for the typical sections.

We will consider 11 ft inside lanes and 12 ft outside lanes due to current truck traffic volumes and future increased truck traffic. This corridor is an Urban Type B roadway and will require a design variance to reduce to 11 ft lanes.

S-5 One urban shoulder and one rural shoulder.

This roadway is being designed as an urban section due to current and projected growth along the corridor. Also, curb & gutter is being used to allow for sidewalk placement for current & future pedestrian traffic safety.

S-8 Use 18 ft shoulder with 2:1 front slope ditches in lieu of 4:1.

2:1 slopes will be used where possible.

S-9 Three lanes with rural shoulders within a 4-Lane right of way section.
This project is being widened due to the capacity needs of the roadway. The need & purpose of the project is to widen for capacity.

S-10 Reduce the grass strip on the shoulder from 6 ft wide to 2 ft.
The 6 ft grass strip is a desirable distance and allows the sidewalk to stay straight when crossing behind valley gutter drives. With multiple driveways along this corridor it would be impracticable to shift the sidewalk multiple times. Also, this is not a reasonable design for blind pedestrians.

S-11 Use Tensar fabric and modify the pavement section.
Will recommend to Lab to evaluate when pavement design is calculated.

Drainage (D)

D-1 Convert the box culvert structure at STA 277 from CIP to pipe. Say two 72-inch pipes.
After reviewing the hydraulic study the box culvert can be replaced with two 72 in pipes.

D-2 Reduce the number of catch basins.
We will review the gutter spread and bypass flows to determine if spacing of catch basins can be lengthened therefore reducing the number of structures.

D-4 Verify that all yard drains are necessary.
Yard drains will be verified and deleted if possible.

D-5 Modify the yard drain piping and shorten the length.
Yard drain piping will be shortened or deleted where possible.

D-6 Reduce the amount of drain pipe.
Drainage system will be reviewed and replaced with a single trunk system where allowable.

D-7 Use a paved ditch on Lakeland Ave. in lieu of three buried pipes.
Although a paved ditch will work at this location we have concerns about the close proximity of the local elementary school and the safety of pedestrian children in the area of the ditch. When the ditch is flowing full it becomes a safety hazard to the children. We will evaluate the special ditch and options to improve safety at it's possible location.

D-8 Add storm detention basins to slow down the time of concentration.
Due to the congested area and limited R/W, detention basins will not be used.

D-9 Use larger but fewer elliptical pipes in lieu of circular drain pipes.
Elliptical pipes will be evaluated and considered in the new hydraulic study.

If you have any questions or need additional information please contact Ralph S., (Sandy), Griffin at 229-386-3618.

Thank You,

RSG;sg

cc:

Brent Thomas, District Preconstruction Engineer
File

PRECONSTRUCTION STATUS REPORT FOR PI:450200-

N FORREST ST IN VALDOSTA FM SR 31/PARK AVE TO BEMISS ROAD

PROJ ID :	450200-					**MGMT LET DATE :**	Jul-11
COUNTY :	Lowndes					**MGMT ROW DATE :**	Jul-09
LENGTH (MI) :	3.20	**MPO:**	Valdosta	**DOT DIST:**	4		
PROJ NO.:	STP00-4921-00(001)	**TIP #:**	VL04	**CONG. DIST:**	1	**SCHED LET DATE :**	7/10/2013
PROJ MGR:	Griffin, Ralph	**MODEL YR :**		**BIKE:**	Y	**WHO LETS?:**	GDOT Let
OFFICE :	District 4	**TYPE WORK:**	Widening	**MEASURE:**	E	**LET WITH :**	
CONSULTANT:	No Consultant, GDOT In-House Design	**CONCEPT:**	ADD 5U(MED 14)	**BRIDGE SUFF:**			
SPONSOR :	Valdosta	**PROG TYPE:**	Reconstruction/Rehabilitation	**NEEDS SCORE:**	5		
DESIGN FIRM:		**BOND PROJ :**					

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
		Concept Development	10/8/2001	9/6/2002	100
		Concept Meeting	5/14/2002	5/14/2002	100
		PM Submit Concept Report	6/24/2002	7/26/2002	100
		Receive Preconstruction Concept Approval	8/8/2002	8/15/2002	100
		Management Concept Approval Complete	**8/27/2002**	**9/6/2002**	**100**
	2/24/2009	Value Engineering Study	8/15/2008		82
		Public Information Open House Held	9/25/2006	9/26/2006	100
	1/13/2011	**Environmental Approval**	**5/9/2002**		15
7/2/2010	8/26/2010	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0
3/13/2009	4/2/2009	Mapping			0
		Field Surveys/SDE	9/17/2002	4/3/2003	100
	12/3/2009	**Preliminary Plans**	**4/7/2003**		41
	6/18/2009	Underground Storage Tanks	4/2/2006		59
2/13/2009	4/30/2009	404 Permit Obtainment			0
2/4/2011	2/7/2011	PFPR Inspection			0
2/8/2011	5/30/2011	R/W Plans Preparation			0
5/31/2011	**7/1/2011**	**R/W Plans Final Approval**			0
3/16/2011	3/18/2011	L & D Approval			0
7/4/2011	5/14/2013	R/W Acquisition			0
11/24/2011	12/7/2011	Stake R/W			0
		Soil Survey	2/6/2004	9/23/2004	100
3/21/2011	**4/16/2012**	**Final Design**			0
5/8/2012	5/9/2012	FFPR Inspection			0
5/23/2012	6/5/2012	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2000	2000	392,000.00	Q20	AUTHORIZED	7/30/1999
ROW	LOCL	LOCL	4,344,780.00	LOC	PRECST	
CST	2010	2015	23,527,379.56	L200	PRECST	

PE Cost Est Amt:	392,000.00	Date:	
ROW Cost Est Amt:	4,344,780.00	Date:	6/4/2008
CST Cost Est Amt:	13,728,000.00	Date:	3/26/2008

STIP AMOUNTS

Phase	Cost	Fund
PE	0.00	Q20
ROW	0.00	LOC
CST	6,585,000.00	L200

District Comments

PE PROJ NO. PESTP492100001 (1) REQ. ENVIR. STUDIES 8-14-06 (2) NEED ECOL. & HISTORY

PDD:	Need environ. 3/4/04.
Bridge:	NO BRIDGE REQUIRED
Design:	MP
EIS:	FONSIIApvd9-10-86/Reev 8-21-90/not on schd ROW/new EA required/Carter 2-9-09
LGPA:	SIGNED BY VALDOSTA 3-20-85 FOR R/W & UTILITIES
Planning:	Bicycle Facilities Required- South Georgia Regional Bike/Ped Plan, page 137 9/20/06
Programming:	#1 3-04|#2 6-07|#3 8-08|#4 12-08
ROW:	WAITING ON PRELIMINARY RIGHT OF WAY PLANS
Railroad:	NO R/R ON PHASE I
Traffic Op:	>RJC/SE. WAITING ON REVISED SIGN. & MARK. PLANS 5-1-07 $1
UST:	I UST SITE TO OMR 4-2-06
Utility:	MPPLANS TO DZN 11-09-2006
EMG:	RECST/REHAB; 972 PHOTO ALIGN;FULL FIELD SURVEY-JS-9-18-02

Prel. Parcel CT:	166	**Total Parcel in ROW System:**	**Cond. Filed:**	**Acquired by:**	LOC	***DEEDS CT:***	
Under Review:		**Options - Pending:**	**Relocations:**	**Acquisition MGR:**	Robbins, Donnie (LOC)		
Released:		**Condemnations- Pend:**	**Acquired:**	**R/W Cert Date:**			

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP00-4921-00(001)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

FUNCTIONAL CLASS: URBAN MINOR ARTERIAL
PROJECT DESIGNATION: EXEMPT
DESIGN DATA
TRAFFIC A.D.T.: 13300 (2006)
TRAFFIC A.D.T.: 22500 (2026)
TRAFFIC D.H.V.: 2400
DIRECTIONAL DIST: 50%
% TRUCKS: 2%
24 HR. TRUCKS %: 3%
SPEED DESIGN: 45 MPH

PLAN AND PROFILE OF PROPOSED WIDENING AND RECONSTRUCTION OF NORTH FORREST STREET/CR 138 FROM PARK AVE/SR 31 TO BEMISS RD/SR 125 LOWNDES COUNTY

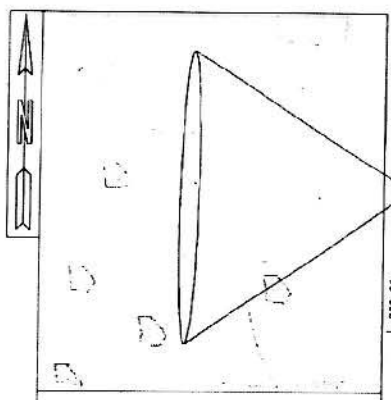
FEDERAL AID PROJECT
STP00-4921-00(001)

FEDERAL ROUTE # N/A
STATE ROUTE # N/A
P. I. NO. 450200

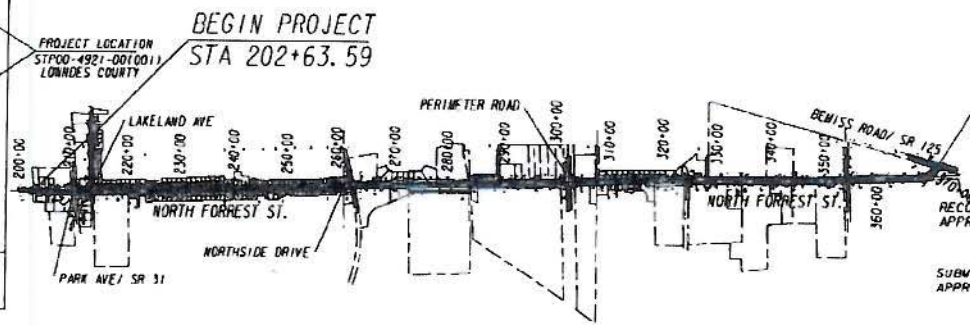
MID-POINT COORDINATES
WEST ZONE
X-780,000
Y-322,000

NOTE:
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA MEAN, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

LOCATION AND DESIGN APPROVED: 9/6/2002



LOCATION SKETCH



L. L. #79, 80, 81, 82, 83, 102, 103, 104, 105, 106
11th. LAND DISTRICT
G.M.D. # 663

SCALE IN FEET
0 1000 2000 4000

RECOMMENDED FOR APPROVAL BY: _____
DISTRICT ENGINEER

SUBMITTED FOR APPROVAL BY: _____
DISTRICT DESIGN ENGINEER

PREPARED BY: _____
DISTRICT DESIGN SQUAD LEADER

THIS PROJECT IS LOCATED 100% WITHIN LOWNDES COUNTY
THIS PROJECT IS LOCATED 100% WITHIN CONGRESSIONAL DISTRICT # 1

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

This project is prepared using the Horizontal Georgia Coordinate System of 1985 (NAD 1983) West Zone, and the North American Vertical Datum (NAVD) 1988.

LENGTH OF PROJECT	COUNTY NO. 275 MILES
NET LENGTH OF ROADWAY	3.22
NET LENGTH OF BRIDGES	0.00
NET LENGTH OF PROJECT	3.22
NET LENGTH OF EXCEPTIONS	0.00
GROSS LENGTH OF PROJECT	3.22

DATE _____ CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

STP00-4921-00(001) LOWNDES COUNTY

SHORDATETIME
DGNSPECIFICATION

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