

**LOCATION & DESIGN DESCRIPTION
STP-0000-00 (520) (519) (475) & (473)
COLQUITT, WORTH, AND DOUGHERTY COUNTIES
P.I. Nos. 0000520, 0000519, 0000475, & 0000473**

SR 133 IMPROVEMENTS FROM MOULTRIE TO ALBANY

The proposed SR 133 improvements from Moultrie to Albany consist of four projects, identified primarily by contract numbers and federal “STP” numbers. Although broken into four contracts, the entire section of SR 133 from Moultrie to Albany is being planned, designed, and presented at the public information open house as one project. The project limits begin 1,000 feet south of US 319 in Moultrie and end 1,000 feet north of South Mock Road/Holly Drive just south of Albany, a distance of approximately 32 miles. The existing roadway is a two-lane, 24-foot roadway with 2-foot paved shoulders. Passing lanes, creating a three-lane roadway, are currently found at four locations between Moultrie and Albany. Short sections of four-lane roadway with a grassed median are found at each end of the project and at the intersection of SR 133 with SR 33.

The Georgia Department of Transportation proposes to widen the existing two-lane roadway to four lanes, with a 44-foot grassed median throughout most of the corridor, though a 24-foot median is proposed at some locations. The project begins by tying into the existing four-lane median-divided roadway 1,000 feet south of US 319 in Moultrie. The project’s terminus just south of the City of Albany in Dougherty County would tie into the existing four-lane section 1,000 feet north of Holly Drive/South Mock Road, which has two existing 12-foot lanes in each direction with a 32-foot depressed grass median.

The project provides both independent utility and logical termini by improving the primary route between Moultrie and Albany. The four projects are among nine comprising the entire SR 133 corridor. The other five projects include Projects STP-0000-00(543)(544)(545)(546), and STP-032-2(28). These would widen approximately 34.5 miles of SR 133 from I-75 in Valdosta to SR 35(East Moultrie Bypass) in Colquitt County. These five projects are being designed by others and are not part of this presentation.

The right-of-way width for the proposed project is variable, depending on constraints such as the railroad, as well as topography and the type of structures required at streams and other grade separations. Generally, 250 feet of right-of-way width is required for the project. The following information provides a detailed description of the conceptual alternates proposed for the project. Your input will assist the project team in fine-tuning the conceptual designs.

Contract 6: STP-0000-00(520) from 1,000 feet south of US 319 in Moultrie to 2,300 feet north of the Colquitt/Worth County line

SUMMARY:

Project Length:	13.8 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside and 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median from 1,000 feet south of US 319 to CR187(Mike Horne Road),

and from CR 343 (Edge Road) to the end of the contract; 24-foot raised grass median from CR 187(Mike Horne Road) to CR 343(Edge Road).

One-way Pair System Option (urban): In Doerun, northbound lanes of SR 133 would include a 44-foot roadway with curb and gutter and 10-foot wide parallel parking on both sides from Peachtree Street to Broad Street. In other locations in Doerun, SR 133 would have a 24-foot roadway with curb and gutter and a 5-foot sidewalk. The southbound lanes using SR 270 would include a 24-foot roadway similar to SR 133 from S. Fain Street to CR 346(Ticknor Road). The proposed one-way pair system includes a 44-foot grassed median from CR 343(Edge Road) to S. Fain Street and from 2,300 feet south of Georgia-Florida Railway, Inc. to the end of the contract. Two 24-foot roadways with no curb and gutter are proposed from CR 346(Ticknor Road) to 2,300 feet south of Georgia-Florida Railway, Inc..

Existing Right-of-Way: Variable; 100-foot for most of project, with 70-foot in Doerun and 260-foot in Moultrie where it transitions from four to two lanes.

Proposed Right-of-Way: Variable; 250-foot, less within Doerun City limits u

nder Alternate A

Design Speed (rural): 55 mph (24-ft median), 65 mph (44-ft median)

Design Speed (urban): 45 mph

Total Possible Displacements: Alt. A - Bypass: 28 residential, 0 business
Alt. B - Robinson: 29 residential, 0 business

DETAILED DESCRIPTION:

Project STP-0000-00(520) consists of the widening and reconstruction of the existing SR 133 two-lane (24-foot) roadway to two, 12-foot lanes in each direction with 10-foot shoulders from 1,000 feet south of US 319 in Moultrie to 2,300 feet north of the Colquitt/Worth County line.

The project begins by tying into the existing four-lane, median-divided roadway just south of US 319. It continues the four-lane roadway to the north, with a 44-foot depressed grass median, and widens to the west until approximately 2,100 feet south of the intersection of SR 133 and SR 33(Sylvester Highway). Just south of SR 33, the project transitions onto new location to the east to avoid impacts to the Mobley Plant Company and allow for maintenance of traffic on existing SR 133 during construction of parallel bridges over the

railroad. A new signalized “T” intersection may be added approximately 0.5 mile south of the existing intersection of SR 33 and SR 133 to accommodate traffic to and from SR 33. The existing SR 33/SR 133 intersection would be eliminated due to the proximity of the proposed structures immediately north of that intersection. The proposed improvements transition back to the existing SR 133 alignment approximately 1,700 feet north of Gusty Road, widening to the east until Clifton Road where the alignment widens to both sides to CR 78 (Old Albany Road) to minimize residential impacts. At CR 78(Old Albany Road), the alignment transitions to the east to approximately 4,000 feet south of existing CR 526(Old Doerun Road), then transitions to the west to avoid impacts to a historic property on the east side of SR 133. The historic property is located 1,700 feet north of CR 526(Old Doerun Road). Past this historic property, the widening transitions back to the east to avoid conflicts with the Georgia-Florida Railway, Inc. on the west side of the roadway. This alignment will not impact the historic property located 1,000 feet south of CR 26 (Cowtail Alley Road).

The 44-foot median would transition to a 24-foot raised median, at CR 187 (Mike Horne Road). The reduced median is required to avoid any impacts to the “Doerun Pitcher Plant Bog Natural Area”. The existing right-of-way along this natural area resource would remain intact by using this reduced median width, as well as adding retaining walls and steeper side slopes where required. The 24-foot median section will continue to CR 343/Edge Rd., where it will transition back to a 44-foot depressed grass median.

As noted above, new parallel bridges would be constructed over SR 33 near Moultrie and at the Georgia-Florida Railway, Inc. crossing 800 feet north of the existing SR 33 intersection with SR 133. The existing major structures along the project include bridges over Okapilco Creek and the Ochlocknee River. The bridge at Okapilco Creek would be retained and a new parallel bridge constructed immediately adjacent and to the west of the existing bridge. The existing bridge at the Ochlocknee River would be removed and replaced with two new bridges.

Two alternates are proposed in the Doerun vicinity, beginning approximately 1,600 feet south of CR 494(Funston-Doerun Road). **Alternate A** creates an eastern bypass around the City of Doerun. Alternate A continues the two 12-foot lanes in each direction with a 44-foot depressed grass median along the entire length of the bypass and ends approximately 2,300 feet north of the Colquitt/Worth County line, where the proposed alignment ties back into the existing SR 133 alignment at the north end of Doerun. The bypass extends on new location to the east of town for approximately 2.9 miles, close to the Doerun city limits. Alternate A potentially displaces 28 residences, but no businesses. This alternate eliminates the need for a bridge over the Georgia-Florida Railway, Inc. north of Doerun and avoids potential impacts to the Doerun Historic District.

Alternate B uses a one-way pair system through Doerun by utilizing the existing two 12-foot lanes on SR 133 for northbound traffic and by using the two existing 12-foot lanes on SR 270(East Bay Avenue) for southbound traffic. Northbound SR 133 extends onto new location for a short distance on the east side of Doerun near S. Fain Street, then ties back into existing SR 133 through town. On the west side of Doerun, SR 133 exits town onto new location between the Doerun Gin Company and the Mobley Gin Company. The new location roadway is located west of, and parallel to, existing SR 133. The proposed roadway continues north, bridging the Georgia-Florida Railway, Inc. and CR 497(Ticknor Road), transitioning back to a 44-foot median typical section 3,700 feet south of the Colquitt/Worth

County line. The proposed SR 133 ties back into existing SR 133 approximately 1,900 feet north of the Colquitt/Worth County line, with widening to the east.

Under Alternate B, parallel bridges are proposed at the new crossing over Georgia-Florida Railway, Inc. and extend over CR 497(Ticknor Road), which is adjacent to the rail line. The existing at-grade Georgia-Florida Railway, Inc. crossing in town would be retained. This alternative potentially displaces 29 residences, no businesses; has potential impacts to the Doerun Historic District; and requires a reduced traffic design speed.

Contract 7: Project No. STP-0000-00(519) from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County

SUMMARY:

Project Length:	6.5 miles
Lanes:	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed:	65 mph
Total Possible Displacements:	7 residential, 1 business

DETAILED DESCRIPTION:

Project STP-0000-00(519) consists of the widening and reconstruction of the existing two-lane (24-foot) roadway to two 12-foot lanes with 10-foot shoulders in each direction from 2,300 feet north of the Colquitt/Worth County line to approximately 1,500 feet north of SR 112 in Worth County. The project begins at the northern terminus of Contract 6, Project STP-0000-00(520), and widens to the east with two 12-foot lanes in each direction and a 44-foot depressed grass median. To enhance safety, the intersection of CR 378(Toni Lee Road) with SR 133 is eliminated; Toni Lee Road would be realigned to intersect with CR 155(Liberty Hill Road) to the north. This alignment will avoid impacts to a historic resource located approximately 2,600 feet north of the SR 133 intersection with CR 101(Mobley Road). Approximately 800 feet north of the historic resource, the proposed roadway would shift to the west to avoid impacts to the Liberty Hill community and a historic resource at the intersection of CR 411 (Bridgeboro/Anderson Road). The proposed project relocates CR 156 (Tyson Road) to with intersect CR 101(Mobley Road) to the east of SR 133.

Between CR 411(Bridgeboro/Anderson Road) and SR 112, the proposed project widens SR 133 to the east to avoid impacts to wetlands and a pond approximately one mile south of SR 112. In addition to minimizing wetland impacts, the widening would improve the geometry of the existing substandard curve along SR 133 in the vicinity of the pond. The intersection of SR 133 with CR 218(Shanklin Road) is proposed to be eliminated to enhance safety, which is a concern due to its close proximity with the intersection with SR 112. Shanklin Road would be realigned to intersect with SR 112, west of SR 133. Widening is

proposed to remain to the east side of SR 133 to the end of Contract 7, 1,500 north of SR 112. The proposed project potentially displaces of seven residences and one business.

Contract 8: Project STP-0000-00(475) from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road)

SUMMARY:

Project Length:	3.7 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders and 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed (rural):	65 mph
Total Possible Displacements:	4 residential, 0 business

DETAILED DESCRIPTION:

Project STP-0000-00(475) consists of the widening and reconstruction of the existing two-lane (24-foot) roadway to two 12-foot lanes with 10-foot shoulders in each direction from 1,500 feet north of SR 112 in Worth County to 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road). At the beginning of the proposed project, widening of SR 133 is to the east to a point just north of CR 392(Piney Woods Drive) to minimize the number of residential displacements. At CR 392(Piney Woods Drive), the roadway leaves its existing corridor and goes on new location to the east, avoiding residential displacements along SR 133, Nature Conservancy property, and several populations of a federally-protected plant species. The new location corridor crosses Dry Creek and ties back into existing SR 133 just north of CR 459(County Line Road). The existing intersection of CR 417(Nelms Road) and SR 133 would be realigned to the north due to its close proximity with the SR 133/County Line Road intersection.

On the existing SR 133 alignment, major structures include a culvert over Dry Creek. The new location crossing of Dry Creek proposes parallel bridges.

The proposed project would result in the potential displacement of approximately four residences and no businesses

Contract 10: Project STP-0000-00(473) from 1,700 feet north of CR 417 [in Worth County]/CR 459 [in Dougherty County] (County Line Road) to 1,000 feet north of Holly Drive/South Mock Road in Albany

SUMMARY:

Project Length:	8.0 miles
Lanes (rural):	Increase to four lanes (12-foot wide lanes with 10-foot outside shoulders, 6-foot inside shoulders)
Median (rural):	44-foot depressed grass median, except for a 24-foot raised grass median beginning approximately 1,700 feet south of CR 577(Wildflower Lane) to the end of the project
Existing Right-of-Way:	Variable 100-foot
Proposed Right-of-Way:	Variable 250-foot
Design Speed (rural):	55 mph (24-ft median), 65 mph (44-ft median)
Total Possible Displacements:	10 residential, 0 business

DETAILED DESCRIPTION:

Project STP-0000-00(473) consists of the widening and reconstruction of the existing two-lane (24-foot) roadway to two 12-foot lanes with 10-foot shoulders in each direction. The proposed project extends from 1,700 feet north of CR 459(County Line Road) near the Worth/Dougherty County line to approximately 1,000 feet north of the existing four-lane section at Holly Drive/South Mock Road in southern Albany.

The proposed project begins widening to the west side of existing SR 133 to minimize residential displacements but transitions to the east after approximately 3,200 feet to avoid impacts to Antioch Baptist Church and a cemetery. The proposed widening transitions back to the west side approximately 2,000 feet after the unnamed road that provides access to Antioch Baptist Church to avoid impacts to the Mercedes Baptist Church and reduce residential displacements. Intersections at CR 134(Gibson Road) and CR 468(Spring Flats Road) are proposed for realignment to improve safety. Widening to the west continues to approximately 3,300 feet south of CR 76(Honeysuckle Road), at which point the roadway transitions onto new location to the east to avoid historic resources. The new location alignment lies approximately 180 feet to the east of existing SR 133 for almost one mile and allows for maintenance of traffic on the existing roadway during construction of parallel bridges over the railroad. The new location alignment continues to approximately 3,600 feet north of CR 76(Honeysuckle Road), transitioning back to widen to both sides of existing SR 133 to avoid impacts to a large farm building located to the west. To avoid relocation impacts, the proposed project will then widen to the west from approximately 1,500 feet south of CR 577(Wildflower Lane) to 300 feet south of CR 291(Pecan Lane), and then to the east

until Holly Drive/South Mock Road. In addition, the 44-foot median transitions to a 24-foot median 1,600 feet south of CR 577(Wildflower Lane). The proposed alignment relocates the intersection of CR 291(Pecan Lane) with SR 133 approximately 250 feet north of its existing location to improve the alignment of the intersection and increase its distance from the bridge over Spring Flat Branch. Proposed improvements tie into the existing four-lane section just north of Holly Drive/South Mock Road. The existing signal at the SR 133 intersection with Holly Drive/South Mock Road will remain.

The proposed project transitions from a 44-foot depressed grass median to a 24-foot raised grass median approximately 1,700 feet south of CR 577(Wildflower Lane) to reduce residential displacements. The 24-foot raised grass median continues to the end of the project.

The existing major structures along the project corridor include a culvert over Spring Flat Branch. New parallel bridges are proposed for this location and at the Georgia-Florida Railway, Inc. crossing just north of CR 76(Honeysuckle Road).

The proposed project, STP-0000-00(473), potentially displaces 10 residences and no businesses.

The No-Build Alternate

The No-Build Alternate is one in which the Georgia Department of Transportation would take no action to construct the proposed projects. While this alternate would avoid right-of-way impacts, it is not prudent because it does not meet the project's Need and Purpose along the SR 133 corridor and in the project vicinity, as part of the Governor's Road Improvement Program. The No-Build Alternate would not address the project's stated need and purpose to enhance economic development in southwest Georgia, nor would it correct deficiencies in safety, substandard roadway geometry, and future roadway capacity at the project's southern and northern termini in Albany and Moultrie.