

August 17, 2011

Lesa Walker
 GDOT Planning
 600 W Peachtree St. NW
 Atlanta, GA 30308

RE: VLMPO FY12-14 TIP Administrative Modification #1

Dear Ms. Walker:

Per the request of the Georgia Department of Transportation the following administrative modification has been made to the FY2012-2015 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area. This administrative modification has been carried out in accordance with the guidelines set forth in this TIP. Please find attached an updated Financial Plan, Tier I Project List and Project Data Sheet.

| PI# | VLMPO# | Sponsor | Fund Type | Fund Code | Year | Phase | Description | Type of Work | Federal \$ | State \$ | Local \$ | Total Phase \$ | Total Project \$ (2035 LRTP) |
|----------------|--------|---------|-----------|-----------|------|-------|--------------------------------|--------------|--------------|-------------|----------|----------------|------------------------------|
| Old 0000762 | G015 | GDOT | STP | LY20S | 2012 | ROW | I-75 at Exit 22 and Exit 29 | Interchange | \$14,399,136 | \$3,599,784 | \$ - | \$17,998,920 | \$52,317,424 |
| New 0000762 | G015 | GDOT | STP | LY20S | 2013 | ROW | I-75 at Exit 22 and Exit 29 | Interchange | \$14,687,119 | \$3,671,780 | \$ - | \$18,358,898 | \$52,317,424 |

Should you have any questions please feel free to contact me at chull@sgrc.us or 229-333-5277.

Sincerely,



Corey Hill
 MPO Coordinator

Enclosures

Cc:
 VLMPO Policy Committee
 Ann-Marie Day, FHWA
 Robert Buckley, FTA
 Parris Orr, FTA
 Steve Kish, GDOT

An Equal Opportunity Employer / Program

FY2012-2015 Transportation Improvement Program - VLMP0 - Valdosta, GA Urbanized Area

Anticipated Revenue FY2012-2015, all amounts include Federal, State and Local Funds

| Fund Type | Fund Code | Tier I or Lump Sum | Description of Funds | FY2012 | FY2013 | FY2014 | FY2015 | Total |
|---|-----------|--------------------|-----------------------------------|---------------------|----------------------|---------------------|----------------------|----------------------|
| NHS | L050 | Tier I | National Hwy Sys (road) | \$ 3,104,880 | \$ 31,404,591 | \$ - | \$ 26,952,561 | \$ 61,462,032 |
| BRG | L1C0 | Tier I | On/Off System Bridges | \$ - | \$ 6,336,881 | \$ - | \$ - | \$ 6,336,881 |
| STP | L200 | Tier I | Surface Transportation Prog | \$ - | \$ - | \$ - | \$ 10,800,735 | \$ 10,800,735 |
| LOC | LOC | Local | Local | \$ - | \$ 121,264 | \$ - | \$ - | \$ 121,264 |
| LOC | LOC | Tier I Local | 100% Local Funded Projects | \$ 2,808,934 | \$ 383,500 | \$ - | \$ - | \$ 3,192,434 |
| Total Tier I Revenue | | | | \$ 5,913,814 | \$ 38,246,236 | \$ - | \$ 37,753,296 | \$ 81,913,346 |
| Group 1: Maintenance | | | | | | | | |
| IM | L010 | Lump Sum | Interstate Maint. (road) | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| IM | L010 | Lump Sum | Interstate Maint. (bridge) | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| NHS | L050 | Lump Sum | National Hwy Sys (Miant) | \$ 245,000 | \$ 245,000 | \$ 245,000 | \$ 245,000 | \$ 980,000 |
| STP | L240 | Lump Sum | Bridge Painting | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 140,000 |
| STP | L240 | Lump Sum | Force Account Maintenance | \$ 126,000 | \$ 126,000 | \$ 126,000 | \$ 126,000 | \$ 504,000 |
| STP | L240 | Lump Sum | Road Maintenance | \$ 700,000 | \$ 700,000 | \$ 700,000 | \$ 700,000 | \$ 2,800,000 |
| Group 2: Safety | | | | | | | | |
| SFT | LS30 | Lump Sum | Safety | \$ 435,000 | \$ 445,000 | \$ 455,000 | \$ 465,000 | \$ 1,800,000 |
| STP | L240 | Lump Sum | RRX Hazard Elimination | \$ 30,000 | \$ 31,000 | \$ 32,000 | \$ 32,000 | \$ 125,000 |
| STP | LS50 | Lump Sum | Railroad Crossing Protection | \$ 30,000 | \$ 31,000 | \$ 32,000 | \$ 32,000 | \$ 125,000 |
| Group 3: Preliminary Engineering | | | | | | | | |
| | | Lump Sum | Preliminary Engineering | \$ - | \$ - | \$ - | \$ - | \$ - |
| Group 4: Traffic and Revenue/Design-Build/Special Studies | | | | | | | | |
| STP | L240 | Lump Sum | Traffic & Rev./Design-Build Stdy. | \$ 21,000 | \$ 21,000 | \$ 21,000 | \$ 21,000 | \$ 84,000 |
| EB | LZ20 | Lump Sum | Construction Management | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 420,000 |
| Group 5: Roadway/Interchange Lighting | | | | | | | | |
| NHS | L050 | Lump Sum | National Hwy Sys (Light) | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 28,000 |
| Group 6: Rights of Way - Protective Buying and Hardship Acquisitions | | | | | | | | |
| STP | L240 | Lump Sum | RW Protective Buying | \$ 18,000 | \$ 18,000 | \$ 18,000 | \$ 18,000 | \$ 72,000 |
| Group 7: Transportation Enhancement | | | | | | | | |
| Trails | L940 | Lump Sum | Recreational Trails | \$ 9,000 | \$ 9,000 | \$ 9,000 | \$ 9,000 | \$ 36,000 |
| TEA | L220 | Lump Sum | Transportation Enhancement | \$ 182,000 | \$ 182,000 | \$ 182,000 | \$ 182,000 | \$ 728,000 |
| Group 8: Livable Centers Initiative | | | | | | | | |
| | | Lump Sum | Livable Centers Initiative | NA | NA | NA | NA | NA |
| Group 9: Safe Routes to School | | | | | | | | |
| SRS | LU10 | Lump Sum | Safe Route to School Program | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 8,000 |
| SRS | LU20 | Lump Sum | Safe Route to School Infr. | \$ 16,000 | \$ 16,000 | \$ 16,000 | \$ 16,000 | \$ 64,000 |
| SRS | LU30 | Lump Sum | Safe Route to School Either | \$ 4,000 | \$ 4,000 | \$ 4,000 | \$ 4,000 | \$ 16,000 |
| Group 10: High Risk Rural Roads | | | | | | | | |
| SFT | LS20 | Lump Sum | High Risk Rural Road Safety | \$ 26,000 | \$ 27,000 | \$ 28,000 | \$ 28,000 | \$ 109,000 |
| Group 11: Regional Traffic Signal Optimization | | | | | | | | |
| STP | L240 | Lump Sum | Traffic Control Devices | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| STP | L240 | Lump Sum | Operational | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| Total Lump Sum Revenue | | | | \$ 2,271,000 | \$ 2,284,000 | \$ 2,297,000 | \$ 2,307,000 | \$ 9,159,000 |
| Subtotal of Highway Program Revenue | | | | \$ 8,184,814 | \$ 40,530,236 | \$ 2,297,000 | \$ 40,060,296 | \$ 91,072,346 |
| FTA | 5310 | Operations | Elderly and Disabled (Ops) | \$ 571,127 | \$ 571,127 | \$ 571,127 | \$ 571,127 | \$ 2,284,508 |
| FTA | 5310 | Capital | Elderly and Disabled (Cap) | \$ 61,162 | \$ 61,468 | \$ 64,541 | \$ 64,541 | \$ 251,712 |
| FTA | 5311 | Operations | Rural Transit (Ops) | \$ 374,844 | \$ 374,844 | \$ 374,844 | \$ 374,844 | \$ 1,499,376 |
| FTA | 5311 | Capital | Rural Transit (Cap) | \$ 199,000 | \$ 49,800 | \$ 136,800 | \$ 49,900 | \$ 435,500 |
| FTA | 5316 | Operations | JARC | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 160,000 |
| FTA | 5317 | Operations | New Freedoms | \$ 163,000 | \$ 163,000 | \$ 163,000 | \$ 163,000 | \$ 652,000 |
| Total Transit Revenue | | | | \$ 1,409,133 | \$ 1,260,239 | \$ 1,350,312 | \$ 1,263,412 | \$ 4,631,096 |
| Grand Total Anticipated Revenue | | | | \$ 9,593,947 | \$ 41,790,475 | \$ 3,647,312 | \$ 41,323,708 | \$ 95,703,442 |

Amended: 8/17/11

**FY2012-2015 Transportation Improvement Program
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area
Tier I Projects FY2012-2015 - Anticipated Expenditures by Fiscal Year and Source**

| PI # | VLMP# # | Sponsor | Fund Type | Fund Code | Fund Year | Phase | Description | Type of Work | Federal \$ | State \$ | Local \$ | Total Phase \$ | Total Project \$ (2035 LRTP) |
|---------------------|---------|----------|-----------|-----------|-----------|-------|--|--------------|----------------------|----------------------|---------------------|----------------------|------------------------------|
| 0010297 | G016 | GDOT | NHS | L050 | 2012 | PE | I-75 at Exit 11 (SR 31) | Interchange | \$ 1,241,952 | \$ 310,488 | \$ - | \$ 1,552,440 | \$ 42,581,019 |
| 0010298 | G020 | GDOT | NHS | L050 | 2012 | PE | I-75 at Exit 18 (SR 133) Southbound Ramp Improvement | Interchange | \$ 1,241,952 | \$ 310,488 | \$ - | \$ 1,552,440 | \$ 1,003,820 |
| FY2012 Total | | | | | | | | | \$ 2,483,904 | \$ 620,976 | \$ - | \$ 3,104,880 | |
| 0000762 | G015 | GDOT | NHS | L050 | 2013 | ROW | I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) | Interchange | \$ 14,687,119 | \$ 3,671,780 | \$ - | \$ 18,358,898 | \$ 52,317,424 |
| 422710 | G003 | GDOT | Local | LOC | 2013 | UTL | US84 Grade Separation @ Norfolk Southern RR | Bridge | \$ - | \$ - | \$ 121,264 | \$ 121,264 | \$ 22,857,979 |
| 422710 | G003 | GDOT | NHS | L050 | 2013 | CST | US84 Grade Separation @ Norfolk Southern RR | Bridge | \$ 10,436,555 | \$ 2,609,139 | \$ - | \$ 13,045,693 | \$ 22,857,979 |
| 432100 | G002 | GDOT | STP | L1CO | 2013 | CST | SR 31 Bridge over Withlacoochee River at GA/FL line | Bridge | \$ 5,069,505 | \$ 1,267,376 | \$ - | \$ 6,336,881 | \$ 6,298,483 |
| FY2013 Total | | | | | | | | | \$ 30,193,179 | \$ 7,548,295 | \$ 121,264 | \$ 37,862,736 | |
| FY2014 Total | | | | | | | | | \$ - | \$ - | \$ - | \$ - | |
| 0000837 | V001 | Valdosta | STP | L200 | 2015 | CST | Jerry Jones Dr., from Gornito Rd. to Oak St. | Widening | \$ 1,400,000 | \$ - | \$ 9,400,735 | \$ 10,800,735 | \$ 10,800,735 |
| 0007386 | G014 | GDOT | NHS | L050 | 2015 | ROW | I-75 at Exit 2 (Lake Park-Bellville Rd.) | Interchange | \$ 21,562,049 | \$ 5,390,512 | \$ - | \$ 26,952,561 | \$ 31,066,101 |
| FY2015 Total | | | | | | | | | \$ 22,962,049 | \$ 5,390,512 | \$ 9,400,735 | \$ 37,753,296 | |
| Total | | | | | | | | | \$ 55,639,132 | \$ 13,559,783 | \$ 9,521,999 | \$ 78,720,912 | |

Amended: 8/17/11

Total Tier I Program Anticipated Revenue Less Locally Funded Projects \$ 78,720,912
Total Tier I Program Cost \$ 78,720,912
Difference \$ (0)

VLMPO Project Data Sheet

| Project Information | | | | | | | |
|---------------------|-----------------------------------|-------------|--------|---------------------|---------|---------|---------|
| Project Name: | I-75 Bridges, Exit 22 and Exit 29 | | | PI Number: | 0000762 | City: | Hahira |
| Local Name/#: | NA | State/US #: | SR 401 | Local ID: | G015 | County: | Lowndes |
| Sponsor: | GDOT | GDOT Dist: | 4 | Congressional Dist: | 1 & 2 | RC: | SGRC |

| Project Details | | | | | | | | |
|-----------------------------|--|---------|------|-----------------------------|--------------|------------|---------------------|--------|
| Project Description: | The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future, clear zones remaining | | | | | | | |
| Purpose and Need: | The principal reasons for reconstructing the various interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes. | | | | | | | |
| Termini: | From: | Exit 22 | To: | Exit 29 | Length (mi): | 1.42 | | |
| Current AADT: | 8254 | Year: | 2006 | # of Lanes: | 2 | Truck %: | NA | |
| Future AADT: | 10611 | Year: | 2035 | # of Lanes: | 4 | 85% Speed: | NA | |
| Func. Class.: | R - Interstate | | | | | | | |
| Crash Year: | 2006 | 2007 | 2008 | Value Engineering Analysis: | Complete | | Base Yr LOS: | B |
| PDO Crashes: | 1 | 0 | 7 | Benefit/Cost Ratio: | 0.05 | | Build LOS: | D |
| Injury Only: | 1 | 0 | 3 | Financial Plan: | NA | | No Build LOS: | C |
| Fatal/Injury: | 0 | 0 | 0 | Local Priority: | Medium | | Bridge Sufficiency: | Varies |
| Total Crashes: | 2 | 0 | 10 | Priority Selection Score: | NA | | | |
| Crash Rate: | 2.66 /Mill Ent Veh | | | Env. Mitigation Anlys: | Ongoing | | | |
| Bike and Pedestrian: | NA | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | |
| Land Use/Access Mgmt: | Yes | | | | | | | |
| Safety/Security Elements: | Yes | | | | | | | |
| Companion Projects: | aka: I-75 FM N OF SR 133 TO COOK COUNTY LINE - PHASE II | | | | | | | |

| Project Funding | | | | | | | |
|----------------------------|-------------|--|------------------|------|------|------------------|----------|
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | Total | TIP Tier |
| | | 2012 | 2013 | 2014 | 2015 | | |
| Preliminary Engineering: | | | | | | \$ - | |
| Right-of-Way Acquisition: | 1050 | | \$ 18,358,898.00 | | | \$ 18,358,898.00 | Tier I |
| Construction: | | | | | | \$ - | |
| Total Project Cost: | | \$ - | \$ 18,358,898.00 | \$ - | \$ - | \$ 18,358,898.00 | |
| Federal Amount: | | | \$ 14,687,119.00 | | | \$ 14,687,119.00 | |
| State Amount: | | | \$ 3,671,780.00 | | | \$ 3,671,780.00 | |
| Local Amount: | | | \$ - | | | \$ - | |

| Project Timeline | |
|-------------------------------|-----------------------|
| Activity | Actual/Estimated Date |
| Concept Approval | 12/15/1998 |
| Value Engineering Study | 4/22/2008 |
| Public Information Open House | |
| Environmental Approval | |
| Preliminary Plans | |
| R/W Acquisition | |
| Final Design | |
| Let Date | |
| Project Manager: | Derrick Brown |
| Design Consultant: | |

