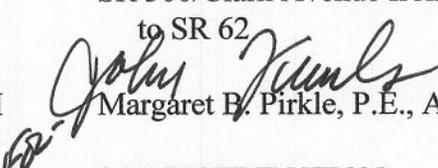


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0002409, Dougherty County **OFFICE** Preconstruction
STP-0002-00(409)
SR 300/Clark Avenue from Turner Field Road
to SR 62 **DATE** October 17, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

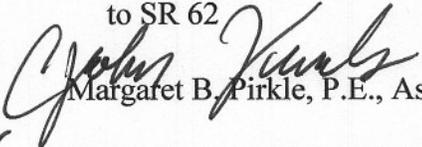
DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Ben Buchan
Joe Sheffield
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0002409, Dougherty County **OFFICE** Preconstruction
STP-0002-00(409)
SR 300/Clark Avenue from Turner Field Road
to SR 62 **DATE** September 19, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *for* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 300/Clark Avenue from Turner Field Road to SR 62 in Albany. The proposed project length is 1.03 miles. Currently, this portion of SR 300/Clark Avenue consists of four, 12' travel lanes (two in each direction) with a two-way left turn lane, curb and gutter, grass shoulders, with a posted speed limit of 45 MPH. The accident, injury and fatality rates along this section of SR 300/Clark Avenue exceed the statewide average for similar facilities. The projected traffic for SR 300/Clark Avenue is 32,000 VPD and 50,500 VPD in the years 2010 and 2030 respectively. With the projected traffic volumes steadily increasing and the high crash rates, a need exists to improve this roadway to better accommodate existing and future traffic volumes. Without the proposed improvements, the corridor will operate at level of service (LOS) "E" in 2030. Widening SR 300/Clark Avenue will improve operating conditions to LOS "C."

The reconstruction of SR 300/Clark Avenue includes widening from four, 12' travel lanes (two in each direction) to a typical section of six, 12' travel lanes (three in each direction), 4' bicycle lanes, a 20' raised median, and 16' urban shoulders with an 8' sidewalk on the south side of the project in the area of the school and residential districts, and a 5' sidewalk on the north side of the project. The construction centerline alignment will be shifted 39' to the north of the existing alignment after it has passed the existing water tank located on the Miller Brewing Company property. This alignment will then shift back to the existing alignment prior to the intersection of SR 300/Clark Avenue and the Georgia-Florida Parkway (SR 62/SR 300), to avoid multiple displacements along the south side of the current alignment. Traffic will be maintained during construction.

Environmental concerns include requiring an Environmental Assessment be prepared; a public information open house will be held; time saving procedures are not appropriate.

David Studstill

Page 2

P. I. No. 0002409, Dougherty
September 19, 2005

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$7,159,000	\$2,108,000	Q20	2010
Right-of-Way	\$7,277,000	\$7,277,000	Q20	2007
Utilities*	-0-	-0-		

*Total non-reimbursable \$1,869,000

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: STP-0002-00(409) Dougherty
P.I. No. 0002409
Clark Avenue Widening/Reconstruction

OFFICE: Engineering Services

DATE: September 19, 2005

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted September 9, 2005 from Ben Buchan, and have no comments.

The costs for this project are:

Construction	\$5,354,091
Inflation (4 years)	\$1,153,840
E & C	\$650,793
Reimbursable Utilities	\$0.00
Right of Way	\$7,277,000

REW

c: Ben Buchan, Attn.: Albert Shelby

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0002-00(409)		County: Dougherty		PI No.: 0002409	
Report Date: September 6, 2005		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

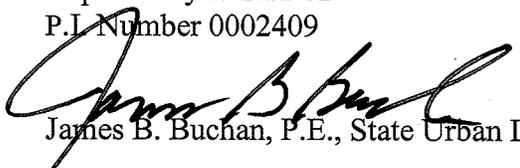
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(409), Dougherty County
Clark Avenue / S.R. 300 from Liberty
Expressway to S.R. 62
P.L. Number 0002409

OFFICE Urban Design

DATE August 31, 2005

FROM 
James B. Buchan, P.E., State Urban Design Engineer

TO Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

Submitted via PDF format to conceptreport@dot.state.ga.us is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). Please distribute to the appropriate offices for approval.

JBB:AVS 
Attachment

C: Johnny Quarles

8/25/2005

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(409)

County: Dougherty

P. I. Number: 0002409

Federal Route Number: US 82

State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE 8/31/05

Albert Shelby
Project Manager

DATE 9/6/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

Description of the proposed project:

This project consists of improvements in Dougherty County along 1.03 miles of the existing Clark Avenue from Turner Field Road to the Georgia-Florida Parkway (SR 62/SR 300). The reconstruction of Clark Avenue includes widening from four 12' travel lanes (two in each direction), to a typical section of six 12' travel lanes (three in each direction), 4' bike lanes, a 20' raised median, and 16' urban shoulders with an 8' sidewalk on the south side of the project, in the area of the school and residential districts, and a 5' sidewalk on the north side of the project. The construction centerline alignment will be shifted 38 feet to the north of the existing alignment after it has passed the existing water tank located on the Miller Brewing Company property. This alignment will then shift back to the existing alignment prior to the intersection of Clark Avenue and the Georgia-Florida Parkway (SR 62 / SR 300). This alternate will avoid multiple displacements along the south side of the current alignment.

Is the project located in a Non-attainment area? Yes X No

PDP Classification: Major (X) Minor ()

Federal Oversight: Full Oversight (), Exempt(X), State Funded (), or Other ()

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): US 82

State Route Number(s):

SR 300/SR 520 Clark Avenue

SR 62/SR 300 Georgia-Florida Parkway

Traffic (AADT):

Current Year: (2010) 32,000 Design Year: (2030) 50,500

Existing design features:

- **Typical Section:** Clark Avenue: Four 12' travel lanes (two in each direction), with a two-way left turn lane, curb and gutter, and grass shoulders.
- **Posted speed:** 45 mph
- **Minimum Radius:** 5730 feet
- **Maximum grade:** Mainline: 3%, Cross Roads and Driveways: 5%
- **Width of right of way:** 130 feet
- **Major structures:** None
- **Major interchanges or intersections along the project:**
 1. The intersection of Clark Avenue and Turner Field Road
 2. The intersection of Clark Avenue and the Georgia-Florida Parkway (SR 62/SR 300)
- **Existing length of roadway segment:** 1.03 miles of Clark Avenue from Turner Field Road to the Georgia-Florida Parkway (SR 62/SR 300)

- * The proposed horizontal alignment design exception is the intersection angle of Clark Avenue and the Georgia Florida Parkway (SR 62/SR 300) which is less than 60°. It is anticipated that this intersection angle will remain.
- **Design Variances:** None Expected
- **Environmental concerns:** Possible Underground Storage Tanks
- **Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes () No (X)
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvement:** Potential water line running parallel to Clark Avenue on the north side of this project.

Project responsibilities:

- Design - Urban Design, GDOT
- Right of Way Acquisition – GDOT
- Relocation of Utilities - GDOT
- Letting to contract – GDOT
- Supervision of construction – GDOT
- Providing material pits – Contractor
- Providing detours - None Expected

Coordination

- Concept meeting was held on August 3, 2005. There were no adverse comments to the proposed concept.
- P. A. R. meetings: None anticipated
- FEMA, USCG, and/or TVA involvement: Not applicable
- Public involvement: A public information open house was held on June 28, 2005. There were no adverse comments to the proposed concept layouts displayed.
- Local government comments:
- Other projects in the area.
 1. P.I. No. 450540; STP-0134(6); Clark Avenue Extension from Jefferson Street to Liberty Expressway (Proposed let date: 2010)
 2. P.I. No. 422560; NH-006-2(56); SR3 Liberty Expressway at Clark Avenue Ramps and Turn Lanes Improvements (Proposed let date: 2008)
 3. P.I. No. 422550; NH-006-2(55); SR3 Liberty Expressway at SR91/N. Jefferson St. Ramps and Turn Lanes Improvements (Proposed let date: 2007)
 4. P.I. No. 422570; NH-006-2(57); SR3 Liberty Expressway at SR133/Moultrie Rd. Ramps and Turn Lanes Improvements (Proposed let date: 2006)
 5. P.I. No. 0002445; NHS-0002-00(445); SR520 BUS from Washington St. to Thornton Drive (Proposed let date: LR)

Other coordination to date: None

- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 18 Months
- List other major items that will affect the project schedule: None anticipated

Other alternates considered:

1. Widening the existing alignment of Clark Avenue from Turner Field Road to the Georgia Florida Parkway (SR 300 / SR 520). This includes widening symmetrically from four 12' travel lanes (two in each direction), to a typical section of six 12' travel lanes (three in each direction), 4' bike lanes, a 20' raised median, and 16' urban shoulders. In addition, having 8' sidewalks on the south side of the project, and 5' sidewalks on the north side of the project. This alternate will involve environmental justice issues on the south side of the alignment by infringing on the existing residential homes and businesses in this area. The water tower located on the Miller Brewing Company property will not be affected by this alternate. This alternate will result in 27 property displacements.
2. No Build. This alternate will result in increased accident, injury and fatality rates as traffic volumes increase. The need exists to alleviate traffic congestion and decrease accidents on SR 300 / SR 520 between Turner Field Road and SR 62 / SR 300.

Comments: None

Attachments:

1. Need and Purpose Statement,
2. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities,
3. Typical sections,
4. Accident summaries,
5. Traffic analysis,
6. Minutes of the concept team meeting,
7. Project layout,
8. Scoring Results as per TOPPS 2440-2

ATTACHMENT 1

Need and Purpose Statement
STP-0002-00(409), Dougherty County
PI No 0002409 Widening of SR 300

Corridor Description

This section of SR 300/Clarke Avenue currently is a 4 lane section of road with a center turn lane that has total traffic volume of 29,000 vehicles per day (VPD) in the year 2002. SR 300 is known as the Georgia Florida Parkway and is a vital component of the Albany Metropolitan areas transportation system. This section of SR 300 / Clarke Avenue is not part of the state designated bike route; however the DART's 2025 Transportation Plan identified this section of Clark Avenue as part of a locally proposed bicycle and pedestrian network. The 2025 Transportation Plan proposes an on-street bike corridor along the section of Clark Avenue between SR-62 and Blaylock Street. The 2025 plan also proposes extending the existing sidewalk at the Clark Avenue interchange to Mock Road.

Land Use and Community Issues

Land use immediately along the project limits are a mix of residential and commercial use areas. Commercial use is concentrated north of this section of SR 300 / Clarke Avenue while residential use is concentrated on the south side of SR 300/ Clarke Avenue.

According to 2000 census, in Dougherty county 62.2% of the residents were classified by the census as minority. In the state of Georgia, the 2000 census reported 34.9% of the residents were classified as minorities. 96% residents of the census tract 1309502 and 80% of census tract 13095107, which is where the project is located, were classified by the 2000 census as minority. The population of Dougherty County has declined by 0.3% from 96,354 residents in 1990 to 96,065 residents in 2000.

Safety

This section of SR 300 (from Turner Field Road to SR 62) is functionally classified as an Urban Principal Arterial. The table below provides a comparison of the accident rates on this section of the road with the state average for the similar functionally classified road for the year 1999-2002.

SR 300	1999		2000		2001		2002	
	SR300	State	SR300	State	SR300	State	SR300	State
Accident Rate	458	560	894	430	541	473	860	504
Injury Rate	145	278	782	172	333	191	596	197
Fatality Rate	0.00	1.76	44.69	1.34	0.00	1.32	26.48	1.45

The accident, injury or fatality rates do not exceed the statewide averages for the years 1999. However, the accident and injury rates for the years 2000, 2001 and 2002 were significantly above the comparable state average. There were also 4 fatalities in 2000 and two fatalities in 2002.

About 80% of the accidents that occur each year are angle intersection and rear end type accidents. These accidents occurred at intersecting streets and curb cuts for driveway and business entrances.

Year	Angle (Number/%)	Rear End (Number/%)	Side Swipe (Number/%)	Not A Collision with another vehicle (Number/%)	Head-On (Number/%)	Fatality (Number/%)
1999	8 / 20%	29 / 71%	4 / 9%	0 / 0%	0 / 0%	0
2000	32 / 40%	32 / 40%	10 / 13%	5 / 6%	1 / 1%	4
2001	29 / 48%	17 / 28%	12 / 20%	2 / 4%	0 / 0%	0
2002	24 / 37%	29 / 45%	5 / 7%	4 / 6%	3 / 4%	2

Travel Demand and Operational Conditions

The volume of traffic on this section of SR 300 has grown significantly in the last few years. Below is a table listing current and future traffic as provided by the Office of Urban Design.

Roadway Segment	Existing AADT (2003)	Future AADT (2030)	Existing Level of Service	Future LOS (No Build)
SR 300 from Turner Field Road to SR 62	26,700	50,500	C	E

Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic streams. There are six defined LOS tiers at which a roadway can operate. Each of the six tiers are identified by a letter, "A " represents the best operating conditions and LOS " F" represents the worst. If a roadway is operating at LOS "A", "B", or "C", that is considered acceptable operating conditions. If no improvements are made, this intersection of SR 300 will be operating at a LOS "E" by the year 2030 which is considered unacceptable.

Project Description

The proposed improvement will provide a 6 lane section with turn lanes as needed on SR 300/ SR 520 from MP 8.54 (Turner Field Road) to MP 9.63 (SR 62), for a distance of approximately 1.09 miles.

The project is identified and included in the Dougherty Area Regional Transportation Study (DARTS) 2000-2025 Long Range Transportation Plan, which was adopted in December 1999. It is also shown in the DARTS Fiscal Year 2004-2006 Transportation Improvement Program as project number HR-99-9 (PE authorized, Right of Way is in 2007, and Construction is in Long Range).

The proposed addition of one lane in each direction will add capacity and will help reduce the opportunity for rear end collisions to occur by decreasing the lengths of queues in terms of time and size. It will also provide greater opportunity for vehicles to change lanes, avoid slower drivers preparing to make turns onto or off the roadway, and provide better management of access points, thus reducing the angle intersection type accidents.

Logical Termini

The western terminus of this widening project is at Turner Field Road and the eastern terminus is at SR 62. The western terminus is logical because traffic volumes drop by approximately 13% at Turner Field Road, and this project complements an adjacent project PI # 422560, which is the reconstruction of the Liberty Expressway interchange at SR 300. The interchange reconstruction project will not add east-west through capacity to SR 300 under the interchange, however the reconstructed interchange will add turn lanes that will provide a transition from the capacity being added via PI # 0002409 (The interchange reconstruction is a need separate from SR 300 widening.). The eastern terminus is logical due to the traffic volumes drop by approximately 42% at SR 62.

Projects in the Area

The following projects are located within the area and are programmed in the Department's Construction Work Program and Long Range Program.

PI Number	Project Description	Project Schedule
422560	SR 3/LIBERTY PKWY @ CLARK AVE - RAMPS & TURN LANES/ALBANY	PE – Authorized ROW – 2005 CST – 2006

Need and Purpose

The accident, injury and fatality rates along this section of SR 300/SR 520 exceed the statewide average for similar facilities, furthermore, this section of SR 300/SR 520 is projected to operate at a deficient level-of-service in 2030. The need exists to alleviate traffic congestion and decrease accidents on SR 300/SR 520 between Turner Field Road and SR 62.

ATTACHMENT 2

Estimate Report for file "0002409"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	1000000.00	TRAFFIC CONTROL - 0002409	1000000.00
153-1300	1	EA	49465.29	FIELD ENGINEERS OFFICE TP 3	49465.29
210-0100	1	LS	352704.41	GRADING COMPLETE - 0002409	352704.41
310-1101	39680	TN	13.35	GR AGGR BASE CRS, INCL MATL	529728.00
402-3113	4741	TN	44.70	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	211922.70
402-3121	18963	TN	35.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	677168.73
402-3190	9482	TN	39.12	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	370935.84
413-1000	7252	GL	0.94	BITUM TACK COAT	6816.88
432-5010	500	SY	1.49	MILL ASPH CONC PVMT, VARIABLE DEPTH	745.00
441-0018	1000	SY	33.40	DRIVEWAY CONCRETE, 8 IN TK	33400.00
441-0104	11933	SY	22.04	CONC SIDEWALK, 4 IN	263003.32
441-0748	8067	SY	30.63	CONCRETE MEDIAN, 6 IN	247092.21
441-4030	500	SY	32.93	CONC VALLEY GUTTER, 8 IN	16465.00
441-6022	13644	LF	10.07	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	137395.08
441-6720	11111	LF	10.75	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	119443.25
441-7013	30	EA	750.00	CURB CUT WHEELCHAIR RAMP, TYPE C	22500.00
550-1180	10560	LF	27.78	STORM DRAIN PIPE, 18 IN, H 1-10	293356.80
634-1200	25	EA	83.24	RIGHT OF WAY MARKERS	2081.00
643-1172	4500	LF	39.78	CH LK FENCE, ZC COAT, 10 FT, 9 GA	179010.00
668-1100	52	EA	1756.49	CATCH BASIN, GP 1	91337.48
668-4300	4	EA	1741.60	STORM SEWER MANHOLE, TP 1	6966.40
Section Sub Total:					\$4,611,537.39

Section Erosion Control Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	10	AC	447.01	TEMPORARY GRASSING	4470.10
163-0240	5	TN	193.05	MULCH	965.25
163-0300	4	EA	1041.36	CONSTRUCTION EXIT	4165.44
163-0530	1000	LF	2.16	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	2160.00
163-0550	52	EA	181.23	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	9423.96
165-0010	7500	LF	0.97	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	7275.00
165-0030	625	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	750.00
165-0070	500	LF	1.20	MAINTENANCE OF BALED STRAW EROSION CHECK	600.00
165-0101	4	EA	335.59	MAINTENANCE OF CONSTRUCTION EXIT	1342.36
165-0105	52	EA	80.58	MAINTENANCE OF INLET SEDIMENT TRAP	4190.16
167-0100	1	MO	955.65	WATER QUALITY MONITORING	955.65
167-0200	2	EA	58.24	WATER QUALITY SAMPLING	116.48
171-0010	15000	LF	1.69	TEMPORARY SILT FENCE, TYPE A	25350.00
171-0030	1250	LF	3.08	TEMPORARY SILT FENCE, TYPE C	3850.00
201-1500	1	LS	250000.00	CLEARING & GRUBBING -	250000.00
700-6910	10	AC	739.28	PERMANENT GRASSING	7392.80
700-7000	5	TN	59.64	AGRICULTURAL LIME	298.20
700-7010	25	GL	20.71	LIQUID LIME	517.75
700-8000	5	TN	234.18	FERTILIZER MIXED GRADE	1170.90
700-8100	400	LB	1.43	FERTILIZER NITROGEN CONTENT	572.00
700-9300	500	SY	4.83	SOD	2415.00
716-2000	1000	SY	1.12	EROSION CONTROL MATS, SLOPES	1120.00
Section Sub Total:					\$329,101.05

Section Signing and Marking Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	8829.17	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	17658.34
636-1020	600	SF	12.96	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	7776.00
636-1031	600	SF	17.12	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	10272.00
636-2080	1000	LF	8.72	GALV STEEL POSTS, TP 8	8720.00

636-2090	1000	LF	7.13	GALV STEEL POSTS, TP 9	7130.00
652-0094	12	EA	39.40	PAVEMENT MARKING, SYMBOL, TP 4	472.80
653-0110	36	EA	51.22	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	1843.92
653-0120	56	EA	56.18	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	3146.08
653-0130	12	EA	71.44	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	857.28
653-0160	8	EA	97.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 6	776.00
653-0170	4	EA	80.73	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	322.92
653-0210	30	EA	87.62	THERMOPLASTIC PVMT MARKING, WORD, TP 1	2628.60
653-0220	4	EA	87.64	THERMOPLASTIC PVMT MARKING, WORD, TP 2	350.56
653-0230	12	EA	124.89	THERMOPLASTIC PVMT MARKING, WORD, TP 3A	1498.68
653-1501	28300	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7075.00
653-1502	12000	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2760.00
653-1704	600	LF	3.16	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1896.00
653-1804	9000	LF	1.45	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	13050.00
653-3501	22500	GLF	0.13	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2925.00
654-1003	621	EA	3.19	RAISED PVMT MARKERS TP 3	1980.99
Section Sub Total:					\$93,140.17

Section Traffic Signal Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-2001	5500	LF	1.19	STEEL WIRE STRAND CABLE, 1/4 IN	6545.00
639-3004	16	EA	6548.40	STEEL STRAIN POLE, TP IV	104774.40
647-1000	4	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -	157397.64
647-2140	8	EA	988.91	PULL BOX, PB-4	7911.28
682-6233	1200	LF	2.78	CONDUIT, NONMETL, TP 3, 2 IN	3336.00
935-1113	5500	LF	1.80	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE	9900.00
935-1511	1000	LF	2.08	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE,	2080.00
935-3203	4	EA	563.94	FIBER OPTIC CLOSURE, AERIAL (SEALED), 24 FIBER	2255.76
935-4010	200	EA	41.38	FIBER OPTIC SPLICE, FUSION	8276.00
935-5060	6	EA	120.18	FIBER OPTIC SNOWSHOE	721.08
935-6562	4	EA	1514.16	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE	6056.64
935-8000	4	LS	2764.66	TESTING	11058.64
Section Sub Total:					\$320,312.44

Total Estimated Cost: \$5,354,091.05

Subtotal Construction Cost \$5,354,091.05

E&C Rate 10.0 % \$535,409.11

Inflation Rate 3.0 % @ 0 Years \$0.00

Total Construction Cost \$5,889,500.16

Right Of Way \$7,277,000.00

ReImb. Utilities \$0.00

Grand Total Project Cost \$13,166,500.16

Project: STP-0002-00(409), Dougherty County
Clark Avenue/SR300 from Turner Field Road to SR62
PI 0002409

Attachment 2

COST ESTIMATE

Section	Estimated Cost
Roadway Items Subtotal	\$4,611,537
Erosion Control Subtotal	\$329,101
Signing and Marking Subtotal	\$93,140
Traffic Signal Subtotal	\$320,312
Construction Subtotal	\$5,354,091
E&C Rate 10%	\$535,409
Total Construction Cost	\$5,889,500
Right of Way Cost	\$7,277,000
Reimbursable Utility Cost	\$0
Total Project Cost	\$13,166,500



Department of Transportation

State of Georgia

BUCHAN _____
 BOWMAN _____
 RICHARDSON *Shelby*
 OTHER _____
 GROUPS _____
 FILE _____

Interdepartmental Correspondence

FILE .R/W Cost Estimate
FROM *DB/GAM*
 Don Brown, Right of Way Administrator
TO Ben Buchan, State Urban Design Engineer
ATTN: Albert Shelby or Larry Smith
SUBJECT Preliminary Right of Way Cost Estimate
 Project: STP-0002-00(409)Dougherty
 P.I. No.: 0002409

OFFICE Atlanta
DATE June 15, 2004

Description: SR 300/Clark Ave. from Liberty Expressway to SR 62

Per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

DB::GAM:jm
 Attachments
 c: David Mulling, Engineering Services
 Wilhelmina Mueller, R/W
 Windy Bickers, Financial Management
 File

Preliminary Right of Way Cost Estimate

Date: June 3, 2004
Project: STP-0002-00 (409) Dougherty
Existing/Required R/W: Varies/Varies
Project Termini: SR300/Clark Avenue from Liberty Expressway to SR 32
Project Description: Clark Avenue proposed alignment and Widening Improvements
P.I. Number: 0002409
No. Parcels: 21

Land:

Commercial	71,365 sf @ \$ 2.06/ sf = \$ 147,011
Residential	11,200 sf @ \$ 1.14/ sf = \$ 12,768

Improvements:

22 mobile homes, curbing, paving, signs, fencing and site improvements

\$ 159,779

Relocation:

22 Residential @ \$ 20,000 / parcel = \$ 440,000

\$ 1,046,100

Damages:

Consequential - 3 Parcels

\$ 450,000

\$ 440,000

\$ 2,095,879

Net Cost		\$ 2,095,879
Scheduling Contingency 55 %		\$ 1,152,733
Adm/Court Cost 60 %		\$ 1,949,167
Inflation Factor 40 %		\$ 2,079,111
		\$ 7,276,890

Total Cost \$ 7,277,000

Prepared By: T. Charles Poole
 R.O.W. Acquisitions, LLC

Approved: [Signature]
 GDOT R/W

Dougherty County Land Sales

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/ac</u>	<u>Sales price</u>
Small Tract Residential	1.070	\$ 43,000 / \$0.98 sf	\$ 46,000
	0.459	\$ 47,275 / \$1.08 sf	\$ 21,700
	0.459	\$ 66,000 / \$1.51 sf	\$ 30,300
Commercial	2.13	\$ 84,507 / \$1.95 sf	\$ 180,000
	0.403	\$ 86,848 / \$1.99 sf	\$ 35,000
	2.549	\$ 88,466 / \$2.03 sf	\$ 225,500
Industrial	32.00	\$ 5,313	\$ 170,00
	33.56	\$ 5,959	\$ 200,00
	50.36	\$ 5,500	\$ 277,103

BUCHAN M
BOWMAN _____
RICHARDSON Albert Shelby
OTHER _____
GROUPS _____
FILE _____

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00 (409) Dougherty OFFICE Tifton
P.I. #0002409 CLARKE AVE/SR 300
Fm Liberty Expy to SR 62 DATE September 30, 2004

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

TO Jeff Baker, P.E., State Utilities Engineer

SUBJECT UTILITY COST ESTIMATE

A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

Albany water Gas & Light Non-Reimbursable	=	\$1,783,400.00
<hr/>		
Bellsouth Non-Reimbursable	=	\$ 25,200.00
City of Albany Non-Reimbursable	=	\$ 20,250.00
Georgia Power Distribution Non-Reimbursable	=	\$ 40,000.00
TOTAL - Non-Reimbursable	=	\$1,868,850.00

If additional information is needed, please contact me at (229) 386-3288.

BC
TW:BC:KC:sm

- c: Tom Turner, Director of Preconstruction
- Jamie Simpson, State Financial Management Administrator
- Gerald Ross, State Road & Airport Design Engineer
- Paul V. Liles, State Bridge Engineer
- Ben Buchan, State Urban Design Engineer
- Harvey Keeper, State Environmental/Location Engineer
- Phillip Allen, State Traffic Safety & Design Engineer
- Brent Story, State Consultant Design Engineer

ATTACHMENT 3

ATTACHMENT 4

ATTACHMENT 4

URBAN PRINCIPAL ARTERIAL

Year	Manner of Collision				Total Accidents	Fatalities	Injuries
	Rear End	Angle	Sideswipe	Head On			
2000	32	32	10	1	5	4	70
2001	17	29	12	0	2	0	37
2002	29	24	5	3	4	2	45
Totals	78	85	27	4	11	6	152

Year	Accident Rates		Injury Rates		Fatality Rates	
	Project	Statewide	Project	Statewide	Project	Statewide
2000	894	430	782	172	44.69	1.34
2001	541	473	333	191	0.00	1.32
2002	860	504	596	197	26.48	1.45

Note: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION for year(s)2000,2001,2002
Accident Data Information System

Go To
List of Routes
Query Summary
Year Selection

ACCIDENT RATE CALCULATION 2000

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2000	Dougherty	1	052000	8.54	8.54	26,100	0.00	0
2000	Dougherty	1	052000	8.54	9.17	21,400	0.63	13,482
2000	Dougherty	1	052000	9.17	9.57	25,600	0.40	10,240
2000	Dougherty	1	052000	9.57	9.63	13,300	0.06	798

Total Vehicle Miles: 24,520	Total Accidents: 80	Accident Rate: 894
Average ADT: 22,495	Total Injuries: 70	Injury Rate: 782
Length in Miles: 1.09	Total Fatalities: 4	Fatality Rate: 44.69

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2001

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2001	Dougherty	1	052000	8.54	8.54	31,400	0.00	0
2001	Dougherty	1	052000	8.54	9.17	27,200	0.63	17,136
2001	Dougherty	1	052000	9.17	9.57	31,200	0.40	12,480
2001	Dougherty	1	052000	9.57	9.63	13,200	0.06	792

Total Vehicle Miles: 30,408	Total Accidents: 60	Accident Rate: 541
Average ADT: 27,897	Total Injuries: 37	Injury Rate: 333
Length in Miles: 1.09	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2002

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2002	Dougherty	1	052000	8.54	8.54	26,900	0.00	0
2002	Dougherty	1	052000	8.54	9	25,500	0.46	11,730
2002	Dougherty	1	052000	9	9.17	0	0.17	0
2002	Dougherty	1	052000	9.17	9.35	24,200	0.18	4,356
2002	Dougherty	1	052000	9.35	9.41	0	0.06	0
2002	Dougherty	1	052000	9.41	9.57	24,200	0.16	3,872
2002	Dougherty	1	052000	9.57	9.63	12,300	0.06	738

Total Vehicle Miles: 20,696	Total Accidents: 65	Accident Rate: 860
Average ADT: 18,987	Total Injuries: 45	Injury Rate: 596
Length in Miles: 1.09	Total Fatalities: 2	Fatality Rate: 26.48

QUERY SUMMARY

For Year(s): 2000,2001,2002

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2000	Dougherty	State Route	052000	8.54	9.63	80	158	70	4
2000 SubTotal						80	158	70	4
2001	Dougherty	State Route	052000	8.54	9.63	60	126	37	0
2001 SubTotal						60	126	37	0
2002	Dougherty	State Route	052000	8.54	9.63	65	136	45	2
2002 SubTotal						65	136	45	2
All Year(s)Total						205	420	152	6

Based on the above table you may now run the Accident Rates and/or Pre-Defined and User-Defined Reports

PRE-DEFINED REPORTS	USER-DEFINED REPORTS
<p>Accident Rates </p> <p>Column Descriptions for Analysis Reports</p> <p>Analysis Report 1  </p> <p>Analysis Report 2  </p> <p>Analysis Report 3  </p>	<p>Report Field Selection (to select or view fields selected)</p> <p>Enter Report Title: ----- -----</p> <p style="text-align: center;"><input type="button" value="Add Title/Clear Title"/></p> <p>Title in use:</p> <p>Run Report  </p>
<p>You may CHANGE the Route(s) and/or Year(s) for both the PRE-DEFINED and USER-DEFINED Reports by clicking on the links below.</p>	
<p>  Home Page  Year Select Page  Route Select Page </p>	

Statewide Mileage, Travel, and Accident Data - 2000

Highway System	Roads & Streets in Service			Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents			All Non-Fatal Injuries from Fatal & Non-Fatal Accidents			All Accidents	
	Miles	Annual Veh. Miles Millions	Usage DVM/Mile ADT	Accidents		Fatalities		100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
				Number	100 MVM	Number	100 MVM											
Interstate, Rural	807	10884	38951	100	0.92	125	1.15	20	2123	3772	35	6827	35	6827	61			
Interstate, Urban	437	16584	103972	108	0.65	124	0.75	48	7997	12123	73	32451	73	32451	196			
Subtotal, Interstate	1244	27468	60494	208	0.76	249	0.91	37	10120	15895	58	39078	58	39078	142			
Principal Arterial, NHS, Rural	2135	6229	7893		0.00		0.00	0			0		0		0			
Principal Arterial, Non-NHS, Rural	693	1595	6560		0.00		0.00	0			0		0		0			
Subtotal, Principal Arterial, Rural	2798	7814	7651	136	1.74	154	1.97	48	3723	6510	83	11146	83	11146	143			
Principal Arterial, Freeway, NHS, Urban	98	2060	57590		0.00		0.00	0			0		0		0			
Principal Arterial, Freeway, Non-NHS, Urban	67	891	36434		0.00		0.00	0			0		0		0			
Subtotal, Principal Arterial, Freeway, Urban	165	2951	49000	22	0.75	23	0.78	40	1168	1716	58	4950	58	4950	168			
Principal Arterial, Non-Freeway, NHS, Urban	634	4590	19792		0.00		0.00	0			0		0		0			
Principal Arterial, Non-Freeway, Non-NHS, Urban	1164	7746	18232		0.00		0.00	0			0		0		0			
Subtotal, Principal Arterial, Non-Freeway, Urban	1798	12328	19209	162	1.31	181	1.47	128	15568	24509	199	60769	199	60769	493			
Subtotal, All Principal Arterial, Urban	1923	15277	21765	184	1.20	204	1.34	110	16737	28225	172	65719	172	65719	430			
Subtotal, All Principal Arterial	4721	23091	13400	320	1.39	358	1.55	89	20460	32735	142	76865	142	76865	333			
Minor Arterial, NHS, Rural	316	628	5427		0.00		0.00	0			0		0		0			
Minor Arterial, Non-NHS, Rural	5286	8695	4507		0.00		0.00	0			0		0		0			
Subtotal, Minor Arterial, Rural	5602	9321	4559	164	1.76	192	2.06	58	5434	9283	99	16931	99	16931	182			
Minor Arterial, NHS, Urban	75	417	15233		0.00		0.00	0			0		0		0			
Minor Arterial, Non-NHS, Urban	2900	10775	10179		0.00		0.00	0			0		0		0			
Subtotal, Minor Arterial, Urban	2975	11192	10307	153	1.37	161	1.44	166	16604	28861	258	73852	258	73852	660			
Subtotal, All Minor Arterial	8577	20513	6552	317	1.55	353	1.72	117	24038	38124	186	90783	186	90783	443			
Major Collector, Rural	13694	8339	1668	190	2.28	211	2.53	62	5189	8089	97	15685	97	15685	188			
Minor Collector, Rural	7466	2532	929	52	2.05	59	2.33	47	1190	1811	72	3524	72	3524	139			
Collector, Urban	2125	3979	6130	57	1.43	59	1.48	127	5036	7591	191	20486	191	20486	515			
Local, Rural	56754	8504	411	133	1.56	139	1.63	55	4836	6842	80	14488	80	14488	170			
Local, Urban	20146	10297	1400	107	1.04	120	1.17	104	10718	16090	156	48425	156	48425	470			
Subtotal, Local	76900	18801	670	240	1.28	259	1.38	82	15354	22932	122	62913	122	62913	355			
Subtotal, All State, Rural	15058	31453	5723	510	1.62	597	1.90	46	14491	24722	79	42929	79	42929	136			
Subtotal, All State, Urban	3047	35383	31815	373	1.05	412	1.16	100	35338	56088	156	134989	156	134989	362			
Subtotal, All State	18105	66836	10114	883	1.32	1009	1.51	75	49829	79810	119	177918	119	177918	266			
Subtotal, Non-State, Rural	72063	15940	608	265	1.66	283	1.78	49	7804	11565	73	25472	73	25472	160			
Subtotal, Non-State, Urban	24559	21947	2448	236	1.08	258	1.17	108	23754	35802	163	105944	163	105944	483			
Subtotal, Non-State	96622	37887	1074	501	1.32	539	1.42	83	47367	71567	125	131416	125	131416	347			
Subtotal, Rural	87121	47393	1490	775	1.64	880	1.86	47	22295	36287	77	68401	77	68401	144			
Subtotal, Urban	27606	57330	5690	609	1.06	688	1.17	103	59092	90890	159	240933	159	240933	420			
Total	114727	104723	2501	1384	1.32	1548	1.48	78	81387	127177	121	309334	121	309334	295			

Statewide Mileage, Travel, and Accident Data - 2001

Highway System	Roads & Streets in Service Miles			Road Mileage & Travel			Fatal Accidents				Non-Fatal Injury Accidents			All Non-Fatal Injuries from Fatal & Non-Fatal Accidents			All Accidents	
	Miles	Annual Veh. Millions	DVM/Mile	Number	Accidents		Fatalities		Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM
					100 MVM	100 MVM	Number	100 MVM										
Interstate, Rural	806	11124	37812	103	0.93	133	1.20	19	2112	34	3780	79	33510	197	40571	144		
Interstate, Urban	439	17033	106300	118	0.69	138	0.81	51	8722	51	13446	61	17226	144				
Subtotal, Interstate	1245	28157	61962	221	0.78	271	0.96	38	10834	38	17226	61	40571	144				
Principal Arterial, NHS, Rural																		
Principal Arterial, Non-NHS, Rural																		
Subtotal, Principal Arterial, Rural	2811	8176	7969	158	1.93	171	2.09	45	3707	45	6438	79	10969	134				
Principal Arterial, Freeway, NHS, Urban																		
Principal Arterial, Freeway, Non-NHS, Urban																		
Subtotal, Principal Arterial, Freeway, Urban	120	2675	61073	16	0.60	17	0.64	40	1070	40	1577	59	4610	172				
Principal Arterial, Non-Freeway, NHS, Urban																		
Principal Arterial, Non-Freeway, Non-NHS, Urban																		
Subtotal, Principal Arterial, Non-Freeway, Urban	1582	10967	19360	148	1.35	163	1.49	143	15638	143	24415	223	59964	547				
Subtotal, All Principal Arterial, Urban	1672	13642	22354	164	1.20	180	1.32	122	16708	122	25992	191	64574	473				
Subtotal, All Principal Arterial	4493	21818	13334	322	1.48	351	1.61	94	20415	94	32430	149	75543	346				
Minor Arterial, NHS, Rural																		
Minor Arterial, Non-NHS, Rural																		
Subtotal, Minor Arterial, Rural	5573	9099	4473	180	2.09	211	2.32	60	6504	60	9202	101	16933	186				
Minor Arterial, NHS, Urban																		
Minor Arterial, Non-NHS, Urban																		
Subtotal, Minor Arterial, Urban	3201	13506	11560	167	1.24	189	1.40	143	19254	143	29462	218	74322	550				
Subtotal, All Minor Arterial	8774	22605	7059	357	1.58	400	1.77	110	24758	110	38684	171	91255	404				
Major Collector, Rural																		
Minor Collector, Rural																		
Collector, Urban	2160	3933	4889	58	1.47	65	1.65	138	5338	138	7891	201	20746	527				
Local, Rural	57071	8652	415	148	1.71	156	1.80	54	4829	54	8862	79	14537	168				
Local, Urban	20681	10099	1338	134	1.33	146	1.45	111	11215	111	16449	163	48798	483				
Subtotal, Local	77752	18751	691	282	1.50	302	1.61	84	15844	84	23311	124	63335	338				
Subtotal, All State, Rural	15056	32367	5890	553	1.71	631	1.95	45	14627	45	24738	76	44584	138				
Subtotal, All State, Urban	3039	35938	32398	376	1.05	425	1.18	102	35516	102	56685	158	139703	389				
Subtotal, All State	18095	68305	10342	929	1.36	1056	1.55	75	51142	75	81423	119	184287	270				
Subtotal, Non-State, Rural	72324	17394	659	270	1.55	295	1.70	45	7879	45	11769	68	23879	137				
Subtotal, Non-State, Urban	25114	22275	2430	265	1.19	293	1.32	111	24722	111	36575	164	102247	459				
Subtotal, Non-State	97438	39669	1115	535	1.35	588	1.48	82	32601	82	48344	122	126126	318				
Subtotal, Rural	87380	49761	1560	823	1.65	926	1.86	45	22508	45	36507	73	68463	138				
Subtotal, Urban	28153	58213	5665	641	1.10	718	1.23	105	61237	105	93260	160	241950	416				
Total	115533	107974	2560	1464	1.36	1644	1.52	78	83743	78	129767	120	310413	287				

Statewide Mileage, Travel, and Accident Data - 2002

Highway System	Roads & Streets				Road Mileage & Travel				Fatal Accidents				Non-Fatal Accidents				All Non-Fatal Injuries			
	In Service		Usage		Annual Veh. Miles		ADT		Accidents		Fatalities		Injury Accidents		Fatal Accidents		Fatal & Non-Fatal			
	Miles	ADT	Millions	ADT	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM	Number	100 MVM		
Interstate, Rural	805	11,138	37,907	87	0.78	114	1.02	2,321	21	3,991	36	8,127	73							
Interstate, Urban	439	17,192	107,292	80	0.47	92	0.54	8,465	49	12,709	74	35,148	204							
Subtotal, Interstate	1,244	28,330	62,393	167	0.59	206	0.73	10,786	38	16,700	59	43,275	153							
Principal Arterial, NHS, Rural	2,154	6,453	8,208	94	1.16	114	1.41	2,693	33	4,587	57	7,669	95							
Principal Arterial, Non-NHS, Rural	682	1,657	6,858	39	2.35	46	2.78	1,247	75	2,048	124	3,798	229							
Subtotal, Principal Arterial, Rural	2,816	8,110	7,890	133	1.64	160	1.97	3,940	49	6,635	82	11,467	141							
Principal Arterial, Freeway, NHS, Urban	85	2,030	65,431	3	0.15	4	0.20	727	36	1,043	51	3,159	156							
Principal Arterial, Freeway, Non-NHS, Urban	35	688	53,655	3	0.44	3	0.44	361	52	508	74	1,467	213							
Subtotal, Principal Arterial, Freeway, Urban	120	2,718	62,055	6	0.22	7	0.26	1,088	40	1,549	57	4,626	170							
Principal Arterial, Non-Freeway, NHS, Urban	657	4,883	20,279	73	1.50	86	1.77	5,273	108	8,453	174	20,398	419							
Principal Arterial, Non-Freeway, Non-NHS, Urban	895	5,908	18,085	93	1.57	103	1.74	10,649	180	16,599	281	42,988	728							
Subtotal, Principal Arterial, Non-Freeway, Urban	1,552	10,771	19,014	166	1.54	189	1.75	15,922	148	25,052	233	63,386	588							
Subtotal, All Principal Arterial, Urban	1,672	13,489	22,103	172	1.28	196	1.45	17,010	128	26,601	197	68,012	504							
Subtotal, All Principal Arterial	4,488	21,599	13,185	305	1.41	368	1.65	20,950	97	33,236	154	79,479	368							
Minor Arterial, NHS, Rural	323	610	5,174	12	1.97	13	2.13	165	27	287	47	493	81							
Minor Arterial, Non-NHS, Rural	5,255	8,297	4,327	185	2.23	210	2.53	5,563	67	9,500	114	17,284	208							
Subtotal, Minor Arterial, Rural	5,576	8,907	4,376	197	2.21	223	2.50	5,728	64	9,787	110	17,757	199							
Minor Arterial, NHS, Urban	76	444	16,006	3	0.68	3	0.68	292	66	415	93	1,253	282							
Minor Arterial, Non-NHS, Urban	3,126	13,177	11,549	148	1.12	163	1.24	19,121	145	29,238	222	76,048	577							
Subtotal, Minor Arterial, Urban	3,202	13,621	11,655	151	1.11	166	1.22	19,413	143	29,553	218	77,301	568							
Subtotal, All Minor Arterial	8,778	22,528	7,031	348	1.54	389	1.73	25,141	112	39,440	175	95,058	422							
Major Collector, Rural	13,685	8,599	1,722	189	2.20	204	2.37	5,806	68	8,913	104	16,762	195							
Minor Collector, Rural	7,424	4,196	1,848	54	1.29	57	1.36	1,325	32	1,912	46	3,732	89							
Collector, Urban	2,157	4,104	5,213	47	1.15	50	1.22	5,462	133	8,149	7,906	21,902	534							
Local, Rural	57,154	8,830	423	163	1.85	170	1.93	5,091	58	7,651	86	15,977	181							
Local, Urban	20,846	10,114	1,329	96	0.95	100	0.99	11,691	116	16,982	168	52,087	515							
Subtotal, Local	78,000	18,944	665	259	1.37	270	1.43	16,782	89	24,563	130	68,064	359							
Subtotal, All State, Rural	15,037	32,272	5,880	537	1.66	622	1.93	15,619	48	26,169	81	47,866	148							
Subtotal, All State, Urban	3,018	35,701	32,409	337	0.94	381	1.07	36,780	103	56,744	159	146,961	412							
Subtotal, All State	18,055	67,973	10,314	874	1.29	1,003	1.48	52,399	77	82,913	122	194,827	287							
Subtotal, Non-State, Rural	71,232	16,565	637	286	1.73	306	1.85	8,692	52	12,650	76	25,956	157							
Subtotal, Non-State, Urban	24,709	22,246	2,467	209	0.94	223	1.00	25,261	114	37,950	168	107,489	483							
Subtotal, Non-State	95,941	38,811	1,108	495	1.28	529	1.36	33,653	87	50,000	129	133,445	344							
Subtotal, Rural	87,460	49,780	1,559	823	1.65	928	1.86	24,211	49	38,819	78	73,822	148							
Subtotal, Urban	28,318	58,520	5,662	546	0.93	604	1.03	62,041	106	94,094	161	254,450	435							
Total	115,776	108,300	2,563	1,369	1.26	1,582	1.41	66,252	80	132,913	123	328,272	303							

ATTACHMENT 5

CLARK AVE - 0002409 - INTERSECTION LEVEL OF SERVICE

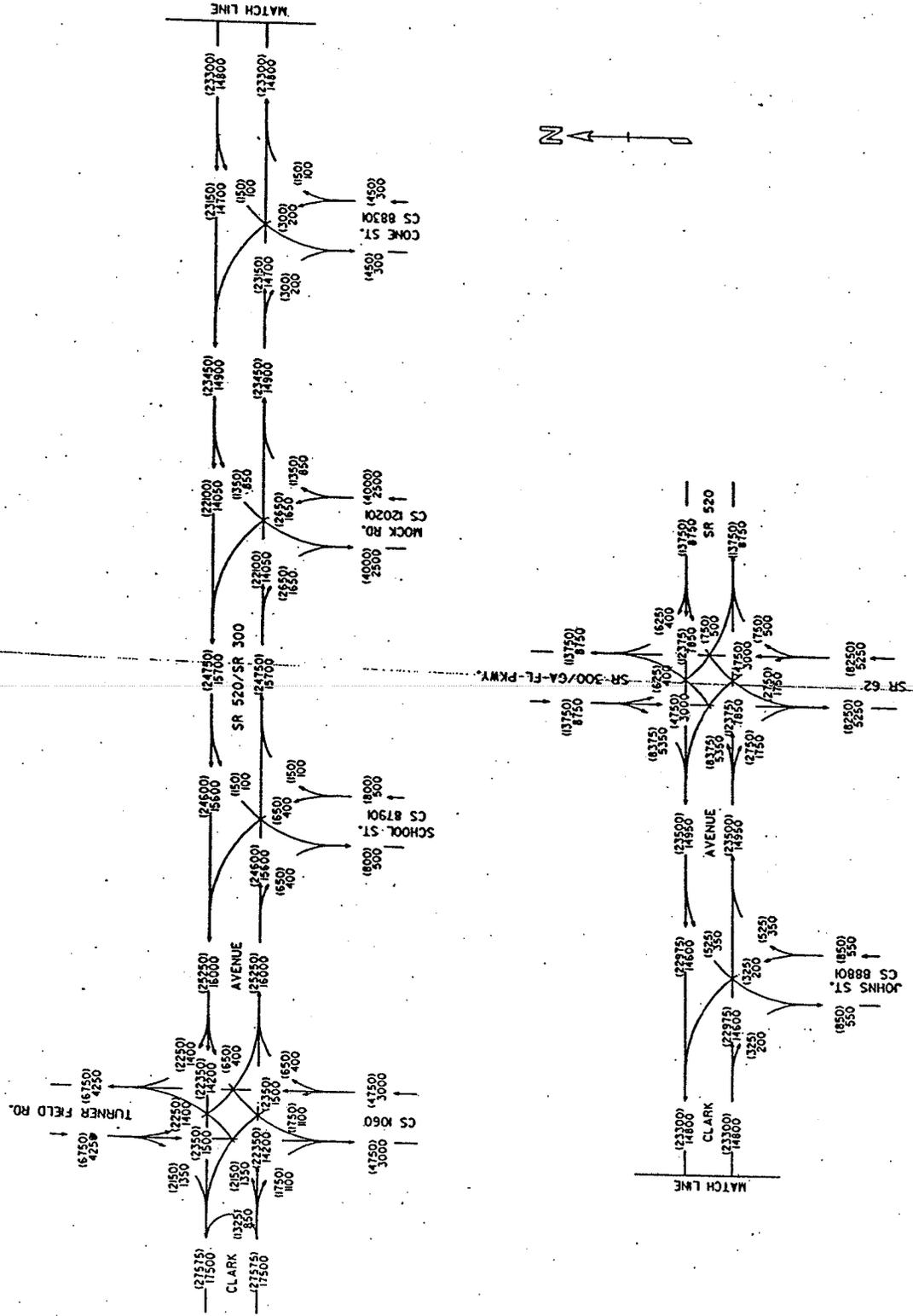
TRAFFIC ANALYSIS USING HCS2000 PROGRAM

July 11, 2005

2030 No Build - Using Projected Traffic Calculations			
		AM	PM
Intersection	Level of Service	Intersection Delay (s)	Level of Service
Signalized - With existing alignment			
Clark Ave & Turner Field Road	F	133.2	F
Clark Ave & School Road	F	151.3	F
Clark Ave & Mock Road	F	109.8	F
Clark Ave & SR 62	F	198.9	F

2030 Build - Using Projected Traffic Calculations			
		AM	PM
Intersection	Level of Service	Intersection Delay (s)	Level of Service
Signalized - Proposed alignment			
Clark Ave & Turner Field Road	C	35	C
Clark Ave & School Road	C	25.8	C
Clark Ave & Mock Road	C	20.3	C
Clark Ave & SR 62	C	31.5	C

SHEET 1 OF 2



HCS2000™ DETAILED REPORT

General Information				Site Information			
Analyst	JGJ	Intersection	CLARK AT TURNER FIELD	Area Type	All other areas	Jurisdiction	DOUGHERTY CO
Agency or Co.	GDOT	Analysis Year	2030	Project ID	0002409	Date Performed	7/11/05
Time Period	AM						

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	1	3	1	1	3	1	1	1	1	1	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	295	1765	150	55	2195	150	125	190	45	165	180	105
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, I ₁	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08				
Timing	G = 13.0	G = 52.0	G =	G =	G = 4.0	G = 16.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 101.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	328	1961	167	61	2439	167	139	211	50	183	200	117
Lane group capacity, c	290	3343	1343	91	2519	1524	172	284	1524	164	284	362
v/c ratio, X	1.13	0.59	0.12	0.67	0.97	0.11	0.81	0.74	0.03	1.12	0.70	0.32
Total green ratio, g/C	0.68	0.68	0.88	0.51	0.51	1.00	0.24	0.16	1.00	0.24	0.16	0.24
Uniform delay, d ₁	33.6	8.5	0.8	18.2	23.7	0.0	38.7	40.5	0.0	41.1	40.3	31.8
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1.000	0.950	1.000	1.000	1.000

Delay calibration, k	0.50	0.50	0.11	0.24	0.50	0.11	0.35	0.50	0.11	0.50	0.50	0.11
Incremental delay, d_2	93.0	0.8	0.0	17.5	11.9	0.0	24.1	16.1	0.0	104.7	13.7	0.5
Initial queue delay, d_3												
Control delay	126.6	9.2	0.8	35.6	35.6	0.0+	62.8	56.6	0.0+	145.8	53.9	32.3
Lane group LOS	F	A	A	D	D	A	E	E	A	F	D	C
Approach delay	24.3			33.4			51.7			82.5		
Approach LOS	C			C			D			F		
Intersection delay	35.0-						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	JGJ					Intersection	CLARK AT TURNER FIELD					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	7/11/05					Jurisdiction	DOUGHERTY CO					
Time Period	PM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	1	3	1	1	3	1	1	1	1	1	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	225	2195	125	45	1765	165	150	180	55	150	190	185
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, I ₁	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08				
Timing	G = 16.0	G = 52.0	G =	G =	G = 6.0	G = 14.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 104.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	250	2439	139	50	1961	183	167	200	61	167	211	206
Lane group capacity, c	331	3387	1055	69	2447	1202	167	241	1524	172	241	352
v/c ratio, X	0.76	0.72	0.13	0.72	0.80	0.15	1.00	0.83	0.04	0.97	0.88	0.59
Total green ratio, g/C	0.69	0.69	0.69	0.50	0.50	0.79	0.23	0.13	1.00	0.23	0.13	0.23
Uniform delay, d ₁	28.4	9.8	5.4	20.4	21.7	2.6	40.8	43.8	0.0	40.8	44.1	35.6
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1.000	1.000

Delay calibration, k	0.31	0.50	0.11	0.29	0.50	0.11	0.50	0.50	0.11	0.48	0.50	0.18
Incremental delay, d_2	9.5	1.4	0.1	31.3	2.9	0.1	69.6	26.9	0.0	59.9	33.0	2.5
Initial queue delay, d_3												
Control delay	37.9	11.2	5.5	51.7	24.6	2.7	110.5	70.8	0.0+	100.7	77.2	38.1
Lane group LOS	D	B	A	D	C	A	F	E	A	F	E	D
Approach delay	13.3			23.4			76.2			70.1		
Approach LOS	B			C			E			E		
Intersection delay	26.9						Intersection LOS			C		

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	CLARK AT SCHOOL					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	4/23/2004					Jurisdiction	DOUGHERTY CO					
Time Period	AM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	3	1	1	3	0	1	0	1	0	0	0
Lane group	L	T	R	L	T		L		R			
Volume, V (vph)	0	1920	55	4	2330		70		10			
% Heavy vehicles, %HV	6	6	6	6	6		6		6			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P			
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT	3	3	3	3	3		3		3			
Unit extension, UE	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0	0			0		0	0		
Lane width	12.0	12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08				
Timing	G = 4.0	G = 49.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	0	2133	61	4	2589		78		11			
Lane group capacity, c	156	2664	1524	156	2664		473		423			
v/c ratio, X	0.00	0.80	0.04	0.03	0.97		0.16		0.03			
Total green ratio, g/C	0.63	0.54	1.00	0.63	0.54		0.28		0.28			
Uniform delay, d_1	0.0	16.6	0.0	11.6	19.8		24.6		23.6			
Progression factor, PF	1.000	1.000	0.950	1.000	1.000		1.000		1.000			

Delay calibration, k	0.11	0.50	0.11	0.11	0.50		0.50		0.50			
Incremental delay, d_2	0.0	2.6	0.0	0.1	12.0		0.7		0.1			
Initial queue delay, d_3												
Control delay	0.0	19.2	0.0+	11.7	31.8		25.3		23.8			
Lane group LOS	A	B	A	B	C		C		C			
Approach delay	18.7			31.8			25.2					
Approach LOS	B			C			C					
Intersection delay	25.8						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	CLARK AT SCHOOL					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	4/23/2004					Jurisdiction	DOUGHERTY CO					
Time Period	PM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	3	1	1	3	0	1	0	1	0	0	0
Lane group	L	T	R	L	T		L		R			
Volume, V (vph)	0	2330	70	10	1920		55		4			
% Heavy vehicles, %HV	6	6	6	6	6		6		6			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	P	P		P		P			
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT	3	3	3	3	3		3		3			
Unit extension, UE	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0	0			0		0	0		
Lane width	12.0	12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08				
Timing	G = 4.0	G = 49.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	0	2589	78	11	2133		61		4			
Lane group capacity, c	156	2664	1524	156	2664		473		423			
v/c ratio, X	0.00	0.97	0.05	0.07	0.80		0.13		0.01			
Total green ratio, g/C	0.63	0.54	1.00	0.63	0.54		0.28		0.28			
Uniform delay, d_1	0.0	19.8	0.0	17.8	16.6		24.3		23.5			
Progression factor, PF	1.000	1.000	0.950	1.000	1.000		1.000		1.000			

Delay calibration, k	0.11	0.50	0.11	0.50	0.50		0.50		0.50			
Incremental delay, d_2	0.0	12.0	0.0	0.9	2.6		0.6		0.0			
Initial queue delay, d_3												
Control delay	0.0	31.8	0.0+	18.7	19.2		24.9		23.6			
Lane group LOS	A	C	A	B	B		C		C			
Approach delay	30.9			19.2			24.8					
Approach LOS	C			B			C					
Intersection delay	25.7						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>LCS</i>	Intersection <i>CLARK AT MOCK</i>
Agency or Co. <i>GDOT</i>	Area Type <i>All other areas</i>
Date Performed <i>4/23/2004</i>	Jurisdiction <i>DOUGHERTY CO</i>
Time Period <i>AM</i>	Analysis Year <i>2030</i>
	Project ID <i>0002409</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	3	1	1	3	0	1	0	1	0	0	0
Lane group	L	T	R	L	T		L		R			
Volume, V (vph)	0	1655	275	195	2170		160		70			
% Heavy vehicles, %HV	6	6	6	6	6		6		6			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P			
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type, AT	3	3	3	3	3		3		3			
Unit extension, UE	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0		0	0			0		0	0		
Lane width	12.0	12.0	12.0	12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0		0		0			
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	EW Perm	04		NB Only		06		07		08
Timing	G = 4.0	G = 8.0	G = 41.0	G =	G = 21.0		G =		G =		G =	
	Y = 4	Y = 4	Y = 4	Y =	Y = 4		Y =		Y =		Y =	
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	0	1839	306	217	2411		178		78			
Lane group capacity, c	156	2229	1524	383	2881		397		356			
v/c ratio, X	0.00	0.83	0.20	0.57	0.84		0.45		0.22			
Total green ratio, g/C	0.68	0.46	1.00	0.68	0.59		0.23		0.23			
Uniform delay, d_1	0.0	21.4	0.0	18.3	15.0		29.5		27.9			
Progression factor, PF	1.000	1.000	0.950	1.000	1.000		1.000		1.000			

Delay calibration, k	0.11	0.50	0.11	0.16	0.50		0.50		0.50			
Incremental delay, d_2	0.0	3.6	0.1	2.0	3.1		3.6		1.4			
Initial queue delay, d_3												
Control delay	0.0	25.0	0.1	20.3	18.1		33.2		29.3			
Lane group LOS	A	C	A	C	B		C		C			
Approach delay	21.5			18.3			32.0					
Approach LOS	C			B			C					
Intersection delay	20.3						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

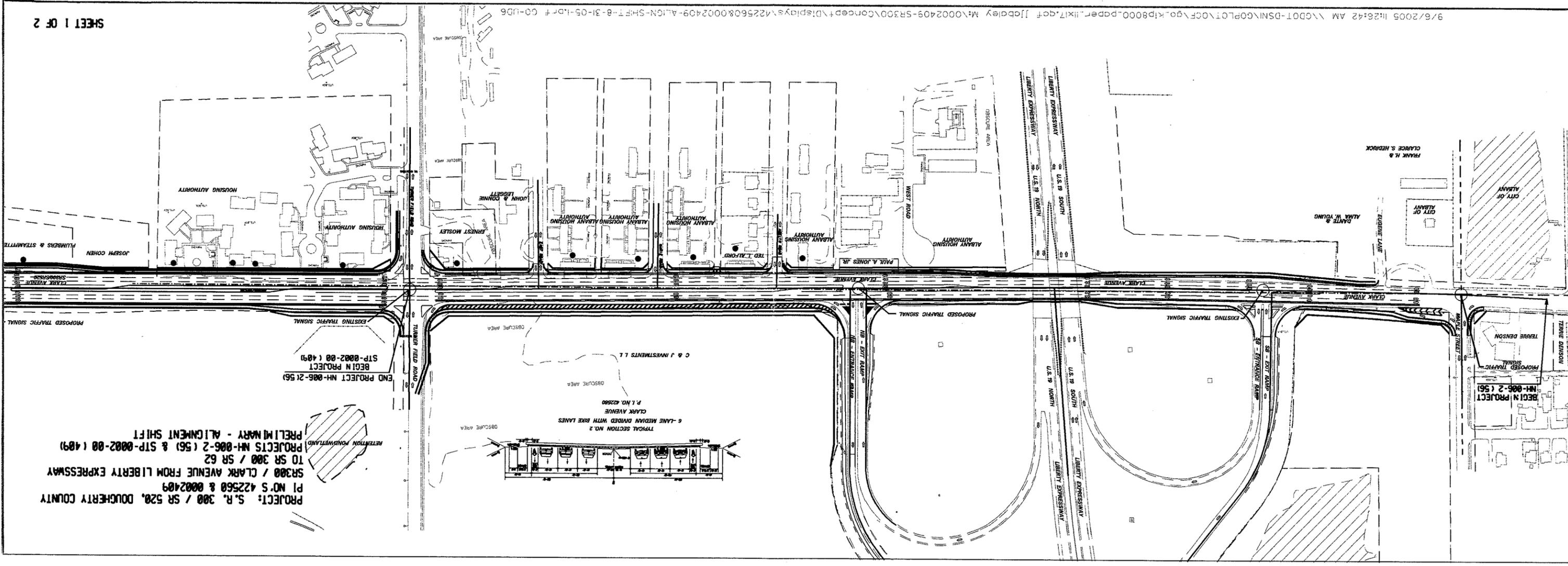
Version 4.1c

HCS2000™ DETAILED REPORT													
General Information						Site Information							
Analyst LCS Agency or Co. GDOT Date Performed 4/23/2004 Time Period PM						Intersection CLARK AT MOCK Area Type All other areas Jurisdiction DOUGHERTY CO Analysis Year 2030 Project ID 0002409							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of lanes, N ₁	1	3	1	1	3	0	1	0	1	0	0	0	
Lane group	L	T	R	L	T		L		R				
Volume, V (vph)	0	2170	160	120	1655		275		140				
% Heavy vehicles, %HV	6	6	6	6	6		6		6				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90		0.90		0.90				
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P				
Start-up lost time, I ₁	2.0	2.0	2.0	2.0	2.0		2.0		2.0				
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0		2.0		2.0				
Arrival type, AT	3	3	3	3	3		3		3				
Unit extension, UE	3.0	3.0	3.0	3.0	3.0		3.0		3.0				
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000				
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0		0.0		0.0				
Ped / Bike / RTOR volumes	0		0	0			0		0	0			
Lane width	12.0	12.0	12.0	12.0	12.0		12.0		12.0				
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N	
Parking maneuvers, N _m													
Buses stopping, N _B	0	0	0	0	0		0		0				
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2			
Phasing	Excl. Left	EW Perm	03		04		NB Only		06		07		08
Timing	G = 6.0	G = 47.0	G =		G =		G = 25.0		G =		G =		G =
	Y = 4	Y = 4	Y =		Y =		Y = 4		Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted flow rate, v	0	2411	178	133	1839		306		156				
Lane group capacity, c	194	2555	1287	194	2555		473		423				
v/c ratio, X	0.00	0.94	0.14	0.69	0.72		0.65		0.37				
Total green ratio, g/C	0.63	0.52	0.84	0.63	0.52		0.28		0.28				
Uniform delay, d ₁	0.0	20.3	1.2	18.1	16.5		28.6		26.2				
Progression factor, PF	1.000	1.000	1.000	1.000	1.000		1.000		1.000				

ATTACHMENT 8

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

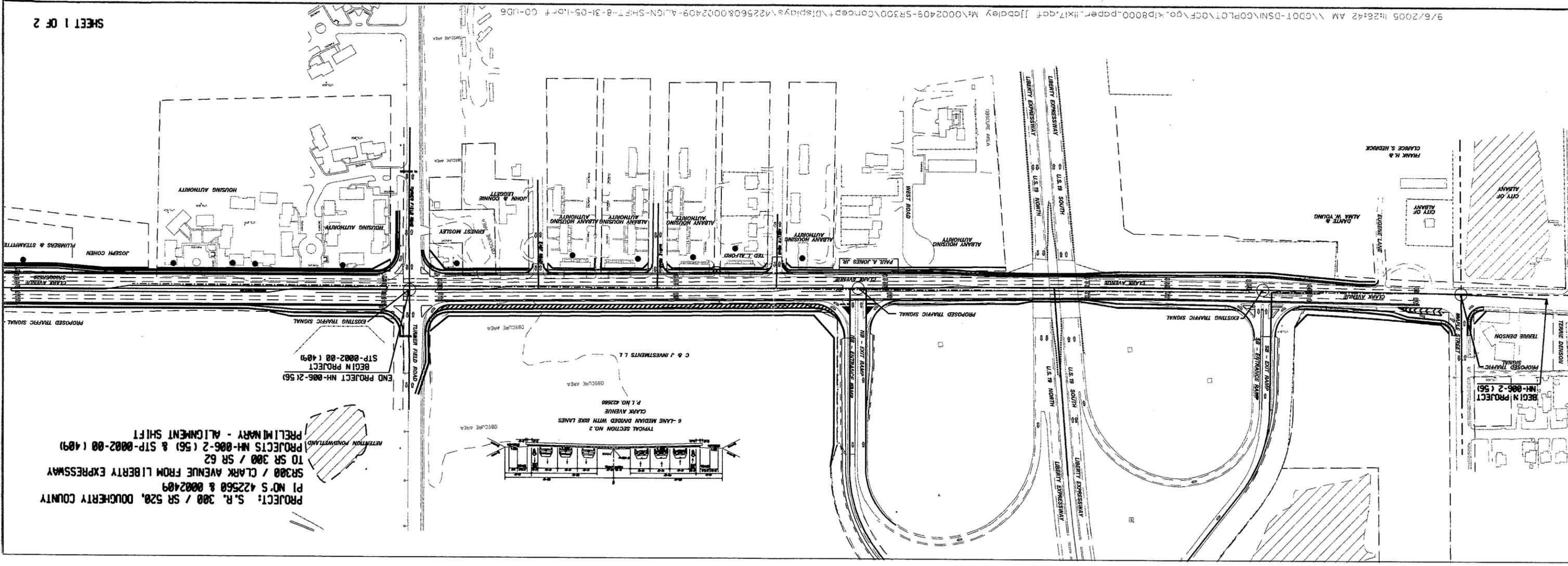


PROJECT: S.R. 300 / SR 520, DOUGHERTY COUNTY
 PI NO'S 422560 & 002409
 SR300 / CLARK AVENUE FROM LIBERTY EXPRESSWAY
 TO SR 300 / SR 62
 PROJECTS NH-006-2 (156) & STP-0002-00 (1491)
 PRELIMINARY - ALIGNMENT SHIFT

END PROJECT NH-006-2(156)
 BEGIN PROJECT
 STP-0002-00 (1491)

BEGIN PROJECT
 NH-006-2 (156)
 PROPOSED TRAFFIC
 SIGNAL

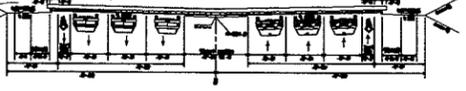
TERRE DENSON



PROJECT: S.R. 300 / SR 520, DOUGHERTY COUNTY
 PI NO'S 422560 & 0002409
 SR300 / CLARK AVENUE FROM LIBERTY EXPRESSWAY
 TO SR 300 / SR 62
 PROJECTS NH-006-2 (156) & STP-0002-00 (1491)
 PRELIMINARY - ALIGNMENT SHIFT

END PROJECT NH-006-2(156)
 BEGIN PROJECT
 STP-0002-00 (1491)

BEGIN PROJECT
 NH-006-2 (156)
 PROPOSED TRAFFIC SIGNAL



JOSEPH COHEN
 PLUMBERS & STEAMFITTERS

HOUSING AUTHORITY

JOHN & DONNE
 ERNEST MOSLEY

ALBANY HOUSING AUTHORITY

ALBANY HOUSING AUTHORITY

ALBANY HOUSING AUTHORITY

ALBANY HOUSING AUTHORITY

PAUL A. JONES JR.

TED L. ALLORD

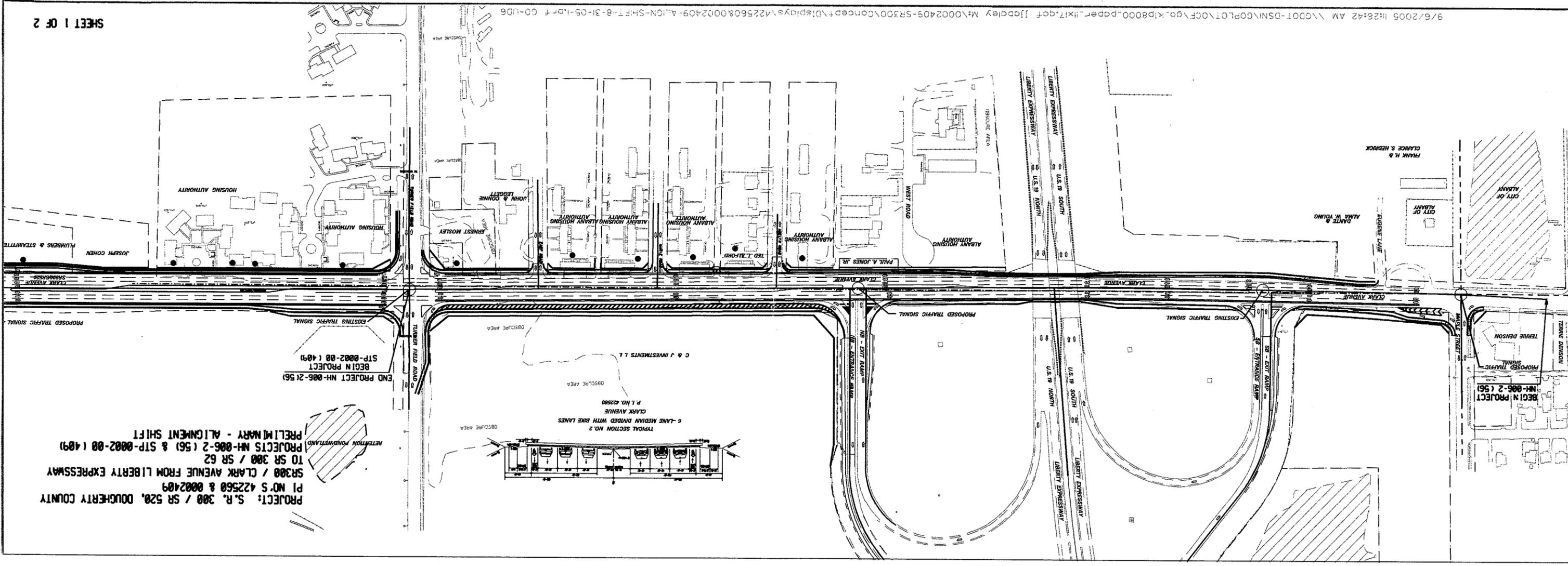
ALMA W. YOUNG

FRANK H. &
 CLARKE S. HERRICK

CITY OF ALBANY

TERRE DENSON

TERRE DENSON



PROJECT: S.R. 300 / SR 520, DOUGHERTY COUNTY
 PI NO'S 422560 & 002409
 SR300 / CLARK AVENUE FROM LIBERTY EXPRESSWAY
 TO SR 300 / SR 62
 PROJECTS NH-006-2 (156) & STP-0002-00 (1491)
 PRELIMINARY - ALIGNMENT SHIFT

END PROJECT NH-006-2(156)
 BEGIN PROJECT
 STP-0002-00 (1491)

BEGIN PROJECT
 NH-006-2 (156)
 PROPOSED TRAFFIC SIGNAL

LEGEND

MEDIAN / ISLAND 

SIDEWALK 

LANE STRIPING 

BIKE LANES 

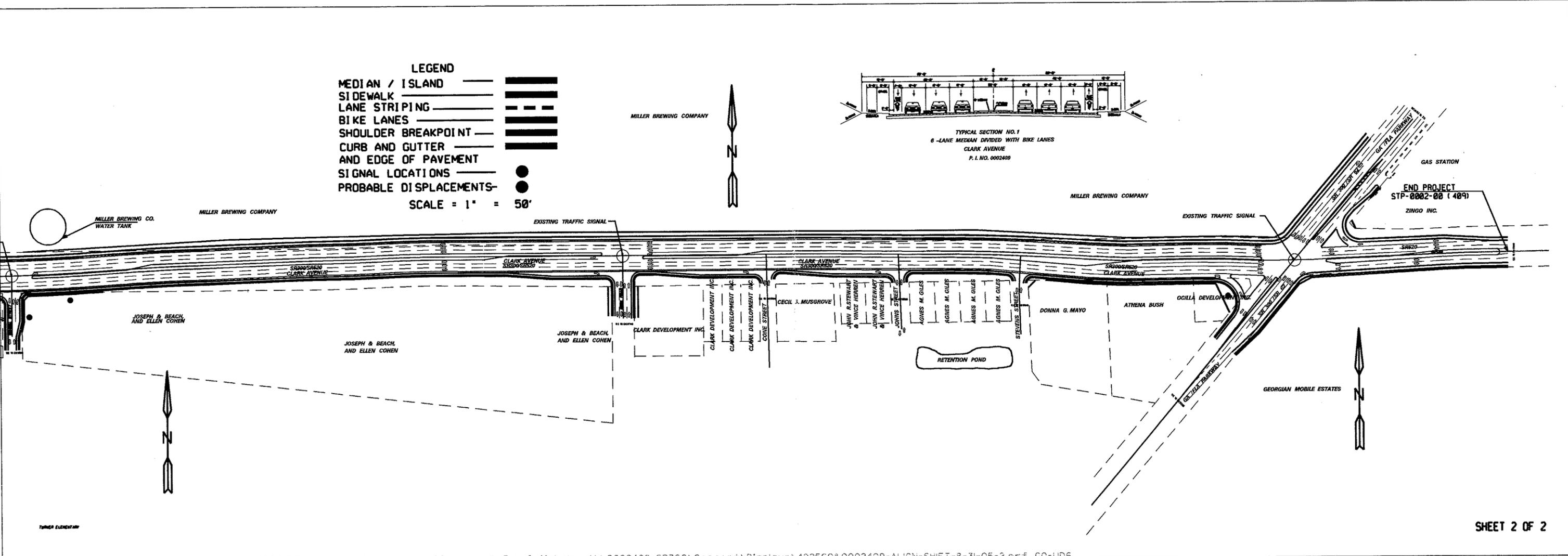
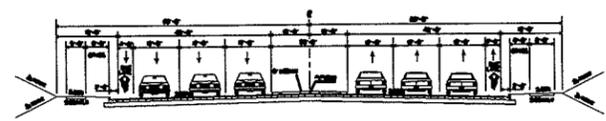
SHOULDER BREAKPOINT 

CURB AND GUTTER AND EDGE OF PAVEMENT 

SIGNAL LOCATIONS 

PROBABLE DISPLACEMENTS 

SCALE = 1" = 50'



Delay calibration, k	0.11	0.50	0.11	0.25	0.50		0.50		0.50			
Incremental delay, d_2	0.0	8.8	0.0	9.6	1.8		6.7		2.5			
Initial queue delay, d_3												
Control delay	0.0	29.0	1.3	27.8	18.2		35.3		28.6			
Lane group LOS	A	C	A	C	B		D		C			
Approach delay	27.1			18.9			33.0					
Approach LOS	C			B			C					
Intersection delay	24.4						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT

General Information													Site Information			
Analyst <i>JGJ</i>							Intersection <i>CLARK AT SR62</i>									
Agency or Co. <i>GDOT</i>							Area Type <i>All other areas</i>									
Date Performed <i>7/11/2005</i>							Jurisdiction <i>DOUGHERTY CO</i>									
Time Period <i>AM</i>							Analysis Year <i>2030</i>									
							Project ID <i>0002409</i>									
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of lanes, N_1	2	2	1	1	2	1	1	2	1	1	2	2				
Lane group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>				
Volume, V (vph)	600	915	250	60	1280	35	200	345	55	55	415	840				
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
Pretimed (P) or actuated (A)	<i>A</i>	<i>P</i>	<i>A</i>	<i>A</i>	<i>P</i>	<i>A</i>	<i>A</i>	<i>P</i>	<i>A</i>	<i>A</i>	<i>P</i>	<i>A</i>				
Start-up lost time, I_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3				
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000				
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0				
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0				
Parking / Grade / Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>				
Parking maneuvers, N_m																
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0				
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2						
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08								
Timing	$G = 4.0$	$G = 47.0$	$G =$	$G =$	$G = 9.0$	$G = 26.0$	$G =$	$G =$								
	$Y = 4$	$Y = 4$	$Y =$	$Y =$	$Y = 4$	$Y = 4$	$Y =$	$Y =$								
Duration of Analysis, $T = 0.25$							Cycle Length, $C = 102.0$									
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted flow rate, v	667	1017	278	67	1422	39	222	383	61	61	461	933				
Lane group capacity, c	805	1569	1524	205	1569	1524	305	868	1524	338	868	1025				
v/c ratio, X	0.83	0.65	0.18	0.33	0.91	0.03	0.73	0.44	0.04	0.18	0.53	0.91				
Total green ratio, g/C	0.54	0.46	1.00	0.54	0.46	1.00	0.38	0.25	1.00	0.38	0.25	0.38				
Uniform delay, d_1	30.9	21.1	0.0	14.3	25.5	0.0	29.3	31.9	0.0	20.7	32.7	29.8				
Progression factor, PF	1.000	1.000	0.950	1.000	1.000	0.950	1.000	1.000	0.950	1.000	1.000	1.000				

Delay calibration, k	0.37	0.50	0.11	0.11	0.50	0.11	0.29	0.50	0.11	0.11	0.50	0.43
Incremental delay, d_2	7.2	2.1	0.1	0.9	9.1	0.0	8.5	1.6	0.0	0.3	2.3	11.8
Initial queue delay, d_3												
Control delay	38.2	23.2	0.1	15.3	34.6	0.0+	37.8	33.5	0.0+	20.9	35.1	41.7
Lane group LOS	D	C	A	B	C	A	D	C	A	C	D	D
Approach delay	25.0			32.9			31.9			38.7		
Approach LOS	C			C			C			D		
Intersection delay	31.5						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT

General Information

Analyst JGJ
 Agency or Co. GDOT
 Date Performed 7/11/05
 Time Period PM

Site Information

Intersection CLARK AT SR62
 Area Type All other areas
 Jurisdiction DOUGHERTY CO
 Analysis Year 2030
 Project ID 0002409

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	2	2	1	1	2	1	1	2	1	1	2	2
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	895	1280	200	55	915	55	250	415	60	35	345	555
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, I_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EB Only	EW Perm	04	NS Perm	NS Perm	07	08				
Timing	G = 5.0	G = 15.0	G = 40.0	G =	G = 11.0	G = 24.0	G =	G =				
	Y = 4	Y = 4	Y = 4	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 115.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	994	1422	222	61	1017	61	278	461	67	39	383	617
Lane group capacity, c	1156	1747	888	153	1185	636	298	711	888	268	711	910
v/c ratio, X	0.86	0.81	0.25	0.40	0.86	0.10	0.93	0.65	0.08	0.15	0.54	0.68
Total green ratio, g/C	0.59	0.51	0.58	0.39	0.35	0.42	0.34	0.21	0.58	0.34	0.21	0.34
Uniform delay, d_1	19.4	23.4	11.7	23.0	34.9	20.3	40.6	41.6	10.5	26.6	40.6	32.6
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Delay calibration, k	0.39	0.50	0.11	0.11	0.50	0.11	0.45	0.50	0.11	0.11	0.50	0.25
Incremental delay, d_2	6.7	4.3	0.1	1.7	8.2	0.1	34.9	4.5	0.0	0.3	2.9	2.0
Initial queue delay, d_3												
Control delay	26.1	27.7	11.9	24.7	43.0	20.4	75.5	46.2	10.5	26.9	43.5	34.7
Lane group LOS	C	C	B	C	D	C	E	D	B	C	D	C
Approach delay	25.8			40.8			53.3			37.6		
Approach LOS	C			D			D			D		
Intersection delay	35.0-						Intersection LOS			C		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	NO BUILD CLARK AT TURNER FIELD					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	4/01/04					Jurisdiction	DOUGHERTY CO					
Time Period	PM					Analysis Year	2030					
						Project ID	0002409					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	1	2	1	1	2	1	1	1	1	1	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	225	2195	125	45	1765	165	150	180	55	150	190	185
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, l ₁	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08				
Timing	G = 16.0	G = 38.0	G =	G =	G = 6.0	G = 14.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	250	2439	139	50	1961	183	167	200	61	167	211	206
Lane group capacity, c	383	2195	982	80	1438	1151	213	279	1524	221	279	406
v/c ratio, X	0.65	1.11	0.14	0.63	1.36	0.16	0.78	0.72	0.04	0.76	0.76	0.51
Total green ratio, g/C	0.64	0.64	0.64	0.42	0.42	0.76	0.27	0.16	1.00	0.27	0.16	0.27
Uniform delay, d ₁	21.5	16.0	6.3	20.4	26.0	3.1	31.4	36.1	0.0	31.1	36.4	28.0
	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1.000	1.000

Progression factor, PF												
Delay calibration, k	0.23	0.50	0.11	0.21	0.50	0.11	0.33	0.50	0.11	0.31	0.50	0.12
Incremental delay, d_2	3.9	57.2	0.1	14.3	168.2	0.1	17.3	14.6	0.0	13.8	17.3	1.1
Initial queue delay, d_3												
Control delay	25.5	73.2	6.3	34.8	194.2	3.1	48.7	50.8	0.0+	44.9	53.7	29.0
Lane group LOS	C	E	A	C	F	A	D	D	A	D	D	C
Approach delay	65.7			174.7			42.7			42.5		
Approach LOS	E			F			D			D		
Intersection delay	101.4						Intersection LOS			F		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	NO BUILD CLARK AT TURNER FIELD					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	4/01/04					Jurisdiction	DOUGHERTY CO					
Time Period	AM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	1	1	1	1	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	295	1765	150	55	2195	150	125	190	45	165	180	105
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, I_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08				
Timing	G = 13.0	G = 41.0	G =	G =	G = 4.0	G = 16.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	328	1961	167	61	2439	167	139	211	50	183	200	117
Lane group capacity, c	326	2195	1321	80	1552	1524	211	319	1524	203	319	406
v/c ratio, X	1.01	0.89	0.13	0.76	1.57	0.11	0.66	0.66	0.03	0.90	0.63	0.29
Total green ratio, g/C	0.64	0.64	0.87	0.46	0.46	1.00	0.27	0.18	1.00	0.27	0.18	0.27
Uniform delay, d_1	28.6	13.4	0.9	20.4	24.5	0.0	31.3	34.5	0.0	34.5	34.2	26.2
	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1.000	0.950	1.000	1.000	1.000

Progression factor, PF												
Delay calibration, k	0.50	0.50	0.11	0.31	0.50	0.11	0.23	0.50	0.11	0.42	0.50	0.11
Incremental delay, d_2	51.4	6.1	0.0	34.4	260.3	0.0	7.4	10.3	0.0	37.3	9.0	0.4
Initial queue delay, d_3												
Control delay	80.0+	19.5	0.9	54.8	284.8	0.0+	38.6	44.8	0.0+	71.8	43.2	26.6
Lane group LOS	F	B	A	D	F	A	D	D	A	E	D	C
Approach delay	26.3			261.7			37.1			49.8		
Approach LOS	C			F			D			D		
Intersection delay	133.2						Intersection LOS			F		

HCS2000™ DETAILED REPORT

General Information				Site Information			
Analyst	LCS	Intersection	NO BUILD CLARK AT	Agency or Co.	GDOT	TURNER FIELD	
Date Performed	4/01/04	Area Type	All other areas	Jurisdiction	DOUGHERTY CO	Analysis Year	2030
Time Period	PM	Project ID	0002409				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	1	2	1	1	2	1	1	1	1	1	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	225	2195	125	45	1765	165	150	180	55	150	190	185
% Heavy vehicles, %HV	6	6	6	6	6	6	6	6	6	6	6	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, I ₁	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	EW Perm	03	04	NS Perm	NS Perm	07	08				
Timing	G = 16.0	G = 38.0	G =	G =	G = 6.0	G = 14.0	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	250	2439	139	50	1961	183	167	200	61	167	211	206
Lane group capacity, c	383	2195	982	80	1438	1151	213	279	1524	221	279	406
v/c ratio, X	0.65	1.11	0.14	0.63	1.36	0.16	0.78	0.72	0.04	0.76	0.76	0.51
Total green ratio, g/C	0.64	0.64	0.64	0.42	0.42	0.76	0.27	0.16	1.00	0.27	0.16	0.27
Uniform delay, d ₁	21.5	16.0	6.3	20.4	26.0	3.1	31.4	36.1	0.0	31.1	36.4	28.0
	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1.000	1.000

Progression factor, PF												
Delay calibration, k	0.23	0.50	0.11	0.21	0.50	0.11	0.33	0.50	0.11	0.31	0.50	0.12
Incremental delay, d_2	3.9	57.2	0.1	14.3	168.2	0.1	17.3	14.6	0.0	13.8	17.3	1.1
Initial queue delay, d_3												
Control delay	25.5	73.2	6.3	34.8	194.2	3.1	48.7	50.8	0.0+	44.9	53.7	29.0
Lane group LOS	C	E	A	C	F	A	D	D	A	D	D	C
Approach delay	65.7			174.7			42.7			42.5		
Approach LOS	E			F			D			D		
Intersection delay	101.4						Intersection LOS			F		

HCS2000™ DETAILED REPORT	
General Information	Site Information
Analyst <i>LCS</i> Agency or Co. <i>GDOT</i> Date Performed <i>4/23/2004</i> Time Period <i>AM</i>	Intersection <i>NO BUILD CLARK AT SCHOOL</i> Area Type <i>All other areas</i> Jurisdiction <i>DOUGHERTY CO</i> Analysis Year <i>2030</i> Project ID <i>0002409</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	0	2	0	1	2	0	1	0	1	0	0	0
Lane group		T		L	T		L		R			
Volume, V (vph)		1920		4	2330		70		10			
% Heavy vehicles, %HV		6		6	6		6		6			
Peak-hour factor, PHF		0.90		0.90	0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P			
Start-up lost time, I ₁		2.0		2.0	2.0		2.0		2.0			
Extension of effective green, e		2.0		2.0	2.0		2.0		2.0			
Arrival type, AT		3		3	3		3		3			
Unit extension, UE		3.0		3.0	3.0		3.0		3.0			
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000	1.000			
Initial unmet demand, Q _b		0.0		0.0	0.0		0.0		0.0			
Ped / Bike / RTOR volumes	0						0		0	0		
Lane width		12.0		12.0	12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N _m												
Buses stopping, N _B		0		0	0		0		0			
Min. time for pedestrians, G _p		3.2					3.2				3.2	
Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08				
Timing	G = 4.0	G = 49.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2133		4	2589		78		11			
Lane group capacity, c		1854		156	1854		473		423			
v/c ratio, X		1.15		0.03	1.40		0.16		0.03			
Total green ratio, g/C		0.54		0.63	0.54		0.28		0.28			
Uniform delay, d ₁		20.5		19.4	20.5		24.6		23.6			
		1.000		1.000	1.000		1.000		1.000			

Progression factor, PF											
Delay calibration, k		0.50		0.11	0.50		0.50		0.50		
Incremental delay, d_2		74.5		0.1	181.8		0.7		0.1		
Initial queue delay, d_3											
Control delay		95.0		19.5	202.3		25.3		23.8		
Lane group LOS		F		B	F		C		C		
Approach delay		95.0		202.0			25.2				
Approach LOS		F		F			C				
Intersection delay		151.3					Intersection LOS		F		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	NO BUILD CLARK AT SCHOOL					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	4/23/2004					Jurisdiction	DOUGHERTY CO					
Time Period	PM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	2	0	1	2	0	1	0	0	0	0	0
Lane group		T		L	T		L					
Volume, V (vph)		2330		10	1920		55					
% Heavy vehicles, %HV		6		6	6		6					
Peak-hour factor, PHF		0.90		0.90	0.90		0.90					
Pretimed (P) or actuated (A)	A	P	A	P	P		P			P		
Start-up lost time, I_1		2.0		2.0	2.0		2.0					
Extension of effective green, e		2.0		2.0	2.0		2.0					
Arrival type, AT		3		3	3		3					
Unit extension, UE		3.0		3.0	3.0		3.0					
Filtering/metering, I		1.000		1.000	1.000		1.000	1.000				
Initial unmet demand, Q_b		0.0		0.0	0.0		0.0					
Ped / Bike / RTOR volumes	0									0		
Lane width		12.0		12.0	12.0		12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N_m												
Buses stopping, N_B		0		0	0		0					
Min. time for pedestrians, G_p		3.2								3.2		
Phasing	EW Perm	EW Perm	03	04	NB Only	06	07	08				
Timing	G = 4.0	G = 49.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2589		11	2133		61					
Lane group capacity, c		1854		156	1854		473					
v/c ratio, X		1.40		0.07	1.15		0.13					
Total green ratio, g/C		0.54		0.63	0.54		0.28					
Uniform delay, d_1		20.5		19.5	20.5		24.3					
		1.000		1.000	1.000		1.000					

Progression factor, PF											
Delay calibration, k		0.50		0.50	0.50		0.50				
Incremental delay, d_2		181.8		0.9	74.5		0.6				
Initial queue delay, d_3											
Control delay		202.3		20.4	95.0		24.9				
Lane group LOS		F		C	F		C				
Approach delay		202.3		94.6			24.9				
Approach LOS		F		F			C				
Intersection delay		151.8					Intersection LOS			F	

HCS2000™ DETAILED REPORT

General Information	Site Information
Analyst <i>LCS</i> Agency or Co. <i>GDOT</i> Date Performed <i>4/23/2004</i> Time Period <i>AM</i>	Intersection <i>NO BUILD CLARK AT MOCK</i> Area Type <i>All other areas</i> Jurisdiction <i>DOUGHERTY CO</i> Analysis Year <i>2030</i> Project ID <i>0002409</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	0	2	0	0	2	0	1	0	1	0	0	0
Lane group		T			T		L		R			
Volume, V (vph)		1655			2170		160		70			
% Heavy vehicles, %HV		6			6		6		6			
Peak-hour factor, PHF		0.90			0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P			
Start-up lost time, I ₁		2.0			2.0		2.0		2.0			
Extension of effective green, e		2.0			2.0		2.0		2.0			
Arrival type, AT		3			3		3		3			
Unit extension, UE		3.0			3.0		3.0		3.0			
Filtering/metering, I		1.000			1.000		1.000	1.000	1.000			
Initial unmet demand, Q _b		0.0			0.0		0.0		0.0			
Ped / Bike / RTOR volumes							0		0	0		
Lane width		12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N _m												
Buses stopping, N _B		0			0		0		0			
Min. time for pedestrians, G _p							3.2			3.2		
Phasing	EW Perm	EW Perm	EW Perm	04	NB Only	06	07	08				
Timing	G = 4.0	G = 8.0	G = 41.0	G =	G = 21.0	G =	G =	G =				
	Y = 4	Y = 4	Y = 4	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		1839			2411		178		78			
Lane group capacity, c		1552			2006		397		356			
v/c ratio, X		1.18			1.20		0.45		0.22			
Total green ratio, g/C		0.46			0.59		0.23		0.23			
Uniform delay, d ₁		24.5			18.5		29.5		27.9			
		1.000			1.000		1.000		1.000			

Progression factor, PF											
Delay calibration, k		0.50			0.50		0.50		0.50		
Incremental delay, d ₂		90.1			95.9		3.6		1.4		
Initial queue delay, d ₃											
Control delay		114.6			114.4		33.2		29.3		
Lane group LOS		F			F		C		C		
Approach delay		114.6			114.4			32.0			
Approach LOS		F			F			C			
Intersection delay		109.8					Intersection LOS			F	

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst LCS Agency or Co. GDOT Date Performed 4/23/2004 Time Period PM						Intersection NO BUILD CLARK AT MOCK Area Type All other areas Jurisdiction DOUGHERTY CO Analysis Year 2030 Project ID 0002409						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	0	2	0	0	2	0	1	0	1	0	0	0
Lane group		T			T		L		R			
Volume, V (vph)		2170			1655		275		140			
% Heavy vehicles, %HV		6			6		6		6			
Peak-hour factor, PHF		0.90			0.90		0.90		0.90			
Pretimed (P) or actuated (A)	A	P	A	A	P		P		P			
Start-up lost time, I ₁		2.0			2.0		2.0		2.0			
Extension of effective green, e		2.0			2.0		2.0		2.0			
Arrival type, AT		3			3		3		3			
Unit extension, UE		3.0			3.0		3.0		3.0			
Filtering/metering, I		1.000			1.000		1.000	1.000	1.000	1.000		
Initial unmet demand, Q _b		0.0			0.0		0.0		0.0			
Ped / Bike / RTOR volumes							0		0	0		
Lane width		12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N		N
Parking maneuvers, N _m												
Buses stopping, N _B		0			0		0		0			
Min. time for pedestrians, G _p							3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NB Only	06	07	08				
Timing	G = 6.0	G = 47.0	G =	G =	G = 25.0	G =	G =	G =				
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		2411			1839		306		156			
Lane group capacity, c		1779			1779		473		423			
v/c ratio, X		1.36			1.03		0.65		0.37			
Total green ratio, g/C		0.52			0.52		0.28		0.28			
Uniform delay, d ₁		21.5			21.5		28.6		26.2			
		1.000			1.000		1.000		1.000			

Progression factor, PF											
Delay calibration, k		0.50			0.50		0.50		0.50		
Incremental delay, d_2		163.6			30.6		6.7		2.5		
Initial queue delay, d_3											
Control delay		185.1			52.1		35.3		28.6		
Lane group LOS		F			D		D		C		
Approach delay		185.1			52.1		33.0				
Approach LOS		F			D		C				
Intersection delay		118.3					Intersection LOS				F

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

HCS2000™ DETAILED REPORT												
General Information						Site Information						
Analyst	LCS					Intersection	NO BUILD CLARK AT SR62					
Agency or Co.	GDOT					Area Type	All other areas					
Date Performed	5/03/04					Jurisdiction	DOUGHERTY CO					
Time Period	PM					Analysis Year	2030					
						Project ID	0002409					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	0	0	2	1	0	2	0	0	2	0
Lane group	L	T			T	R		T			T	
Volume, V (vph)	895	1280			915	55		415			345	
% Heavy vehicles, %HV	6	6			6	6		6			6	
Peak-hour factor, PHF	0.90	0.90			0.90	0.90		0.90			0.90	
Pretimed (P) or actuated (A)	A	P	A	A	P	A	A	P	A	A	P	A
Start-up lost time, l_1	2.0	2.0			2.0	2.0		2.0			2.0	
Extension of effective green, e	2.0	2.0			2.0	2.0		2.0			2.0	
Arrival type, AT	3	3			3	3		3			3	
Unit extension, UE	3.0	3.0			3.0	3.0		3.0			3.0	
Filtering/metering, I	1.000	1.000			1.000	1.000		1.000			1.000	
Initial unmet demand, Q_b	0.0	0.0			0.0	0.0		0.0			0.0	
Ped / Bike / RTOR volumes				0		0						
Lane width	12.0	12.0			12.0	12.0		12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0			0	0		0			0	
Min. time for pedestrians, G_p				3.2								
Phasing	EW Perm	EW Perm	EW Perm	04		NS Perm	NS Perm	07		08		
Timing	G = 4.0	G = 9.0	G = 40.0	G =		G = 9.0	G = 26.0	G =		G =		
	Y = 4	Y = 4	Y = 4	Y =		Y = 4	Y = 4	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 108.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	994	1422			1017	61		461			383	
Lane group capacity, c	339	1671			1261	1524		820			820	
v/c ratio, X	2.93	0.85			0.81	0.04		0.56			0.47	
Total green ratio, g/C	0.56	0.49			0.37	1.00		0.24			0.24	
Uniform delay, d_1	32.2	24.0			30.5	0.0		36.0			35.1	
Progression factor, PF	1.000	1.000			1.000	0.950		1.000			1.000	

Delay calibration, k	0.50	0.50			0.50	0.11		0.50			0.50	
Incremental delay, d_2	877.5	5.7			5.6	0.0		2.8			1.9	
Initial queue delay, d_3												
Control delay	909.7	29.7			36.1	0.0+		38.8			37.0	
Lane group LOS	F	C			D	A		D			D	
Approach delay	391.8				34.1				38.8		37.0	
Approach LOS	F				C				D		D	
Intersection delay	234.0						Intersection LOS				F	

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1c

**PROJECT CONCEPT MEETING MINUTES
FOR
PROJECT NUMBER: STP-0002-00(409)
DOUGHERTY COUNTY
P. I. NO. 0002409
AUGUST 3, 2005**

ATTENDEES: Darrell Richardson, Urban Design
Albert Shelby, Urban Design
Joe Jabaley, Urban Design
Van Mason, District 4 Traffic Operations
Tim Warren, District 4 Utilities
Brent Thomas, District 4 Preconstruction Engineer
Tracy Hester, Albany / Dougherty County Planning
Robert Hughes, GDOT Urban Planning
Nicoe Alexander, Urban Design
Joseph Ford, Urban Design
Michael Hester, GDOT Office of Environment Location
Bob Alexander, City of Albany – City Engineer
Nabil Raad, GDOT Office of Traffic Safety and Design

SUBJECT: This meeting was held on August 3, 2005, in room 352 of the GDOT general office. The purpose of this meeting was to discuss the project concept report for this project and resolve any issues brought about by any of the attendees. Also, the two main alternates, both the shifted alignment and the symmetrical widening were also to be discussed. This project is identified as Federal State Route US 82, and State Route Number SR 300 / SR 520 / SR 62. This project consists of improvements between Turner Field Road and SR 62 / SR 300.

Minutes for this report were compiled and written by Joe Jabaley, with additional assistance from a report submitted by Joseph Ford.

MEETING DISCUSSION:

STRUCTURED AGENDA:

1. The structured section of this meeting started with an agenda beginning with an introduction by Albert Shelby who welcomed the attendees. Following the introduction of the attendees the meeting was turned over to Joe Jabaley who discussed the project identification, the functional classification of the project, the need and purpose statement, the accident history, the traffic counts, the typical sections, and the proposed project description. Design criteria, any major structures, design exceptions, the number of right of way displacements, and any utility concerns were also noted. Next, the three alternates considered and reasons for rejection were discussed using two display plots showing the proposed construction areas. Traffic concerns were also discussed, as well as erosion

control and drainage for this project. The level of environmental analysis and environmental concerns were also noted. Other proposed projects in the vicinity of this project, as well as noting that the public hearing for this project that was held on June 28, 2005 in Albany were also noted. Albert Shelby then concluded the final part of the structured discussion by opening the meeting to questions and comments from the attendees.

QUESTION AND DISCUSSION AGENDA:

1. The question and discussion part of this meeting began with Bob Alexander commenting on the good design that both alternatives had shown. He also remarked that the project was needed based on the accident history at the intersections of SR 300 and Clark Avenue. He also remarked that local businesses were in less opposition to this project than to the Oglethorpe project (P. I. 0002445).
2. Tracy Hester also noted concern about the residential area adjacent to Clark Avenue. He made mention that there were code issues related to the mobile home park. He expressed that the city of Albany had long range plans to remove the mobile home park, with backing from community support. He did question the validity of a sidewalk adjacent to the Miller Brewing Company property stating that it did not serve any purpose and referred to it as a waste of money, and manpower. He felt that it was not necessary for this project and recommended that the sidewalk be eliminated. Albert Shelby replied to this issue saying that GDOT guidelines required the sidewalk.
3. Darrell Richardson addressed the pedestrian crossing issues saying that there were two schools in the area and there was concern for the safety of school children. He also remarked that a cost estimate of the water line relocation in the area of the shifted alignment was necessary. Tim Warren did acknowledge that the DOT office in the Albany area would look at this cost because removal is pending as either alternate will involve moving this water line.
4. Bob Alexander then noted that the city is interested in improving the Clark Avenue area because this is considered a gateway into the Albany community. Regarding this fact, Tracy Hester added that a T-grant for improvement is being considered making this project a priority. Bob also showed concern about the access to Turner Elementary School, stating that should an open median be used or should it be closed. Darrell Richardson replied that if the median is to be closed, another PIOH would be required. Tracy Hester also suggested that the school may not be in the school system's long range plan. He also stated that demolition of this school may be upcoming in the near future. There was a concern relating to the visibility of curb-cuts and pedestrian crossings on the plans. Tracy Hester noted that if Miller Brewing Company does sell parts of their property, the curb cuts should be shown on the original design set of construction plans.
5. Albert Shelby had noted in explaining this project that the intersection at Clark Avenue is going to be built fully during this project, and not as originally planned partially built in the Clark Avenue Interchange Improvement project. Tracy

Hester questioned why this has occurred, and it was clarified that the Clark Avenue project widening is a separate project going from Turner Field Road to the SR 300 intersection. Albert had stated that the widening portion of the Clark Avenue improvements cannot support the intersection projects due to the amount of funding. Since both phases of this project are two fiscal years apart, the Turner Field intersection project has its own funding and let date.

6. Darrell Richardson asked if it were possible to consolidate the environmental documents between the Clark Avenue Interchange project and this project. The response was that we cannot because the projects have separate need and purpose statements.
7. Bob Alexander asked as to lighting for this project and it was noted that GDOT responded that the city can request to do the lighting plans, which requires an agreement with the state agency. Additionally Bob asked if the planned power poles could be replaced with underground utilities. District 4 GDOT personnel replied that traffic and utility layouts would be required to study the feasibility of underground utilities.
8. Members of the district 4 GDOT staff remarked favorably over this project and voiced no areas of concern or dissatisfaction.

CONCLUSION:

This meeting was conducted with no one expressing any adverse or unfavorable comments or concerns. Following this meeting, members of GDOT district 7 and Albert Shelby discussed the Clark Avenue Interchange project and how it would tie in with this project.

ATTACHMENT 6

ATTACHMENT 7

ATTACHMENT 8

8/25/2005

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(409)

County: Dougherty

P. I. Number: 0002409

Federal Route Number: US 82

State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE 8/31/05

Albert Shelby
Project Manager

DATE 9/6/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 9/14/05

Joseph P. Mal...
State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(409) Dougherty **OFFICE** Tifton
P.I. No. 0002409 **DATE** September 14, 2005

FROM Joe W. Sheffield, P.E., District Engineer *Joe W. Sheffield*

TO Johnny Quarles, Project Concept Review Engineer

SUBJECT **CONCEPT REPORT SIGNATURE PAGE**

Please find attached a cover sheet for the above referenced project bearing my signature. The District supports the project and looks forward to its completion.

If you have any questions, please feel free to call me at 229-386-3280.

JWS/bt

- c Albert Shelby, Design Group Manager
- Brent Thomas, District Preconstruction Engineer

8/25/2005

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(409)

County: Dougherty

P. I. Number: 0002409

Federal Route Number: US 82

State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE 8/31/05

Albert Shelby
Project Manager

DATE 9/6/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 9-14-05

John W. Greffier
District Engineer

DATE _____

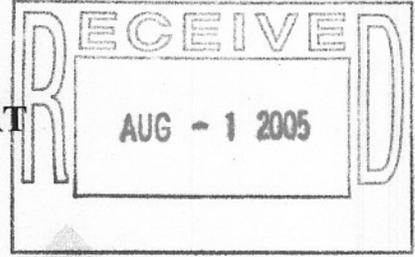
Project Review Engineer

7/13/2005

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT



Project Number: STP-0002-00(409)

County: Dougherty

P. I. Number: 0002409

Federal Route Number: US 82

State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE _____

Project Manager

DATE _____

State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 7/29/05



State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

ROUTING	<input type="checkbox"/>	<u>Joe</u>
<u>Chambers</u>	<input type="checkbox"/>	<u>Chambers</u>
<u>Robert</u>	<input type="checkbox"/>	<u>May</u>
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(409)
County: Dougherty
P. I. Number: 0002409

Federal Route Number: US 82
State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE 8/31/05

Albert Shelby
Project Manager

DATE 9/6/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 9-12-05

Heath Sells
State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

8/25/2005

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(409)

County: Dougherty

P. I. Number: 0002409

Federal Route Number: US 82

State Route Number: SR 300/SR 520/SR 62

Recommendation for approval:

DATE 8/31/05

Albert Shelby
Project Manager

DATE 9/6/05

James B. Bush
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 9/19/05

Bruce K. Summers *REW*
Project Review Engineer