

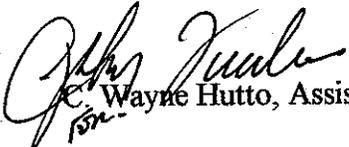
ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-006-2(56) Dougherty County **OFFICE** Preconstruction
P.I. No. 422560 **DATE** June 28, 2001

FROM  Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

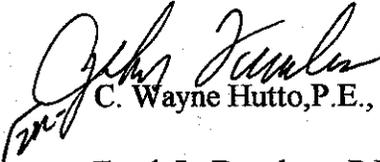
DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers
David Crim
Joe Palladi
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-006-2(56) Dougherty County **OFFICE** Preconstruction
P.I. No. 422560 **DATE** June 21, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the SR 3/Liberty Expressway at Clarke Avenue interchange improvements in Albany, Georgia. The intersections of Clarke Avenue with Liberty Expressway southbound and northbound ramps are currently functioning at unacceptable levels during peak hours. This project addresses the current deficiencies in level of service at the ramp intersections with Clarke Avenue. There were a total of 52 accidents within the vicinity of the interchanges from 1995 through 1997. Approximately 46% of the accidents occurred at or on a ramp and over 50% of the total accidents were the result of rear end collisions. Traffic estimates are as follows:

	<u>2005 ADT</u>	<u>2025 ADT</u>
Clarke Avenue	34,790	55,280
SB exit ramp	11,220	17,340
NB entrance ramp	11,220	17,340
NB exit ramp	3,875	6,120

The interchange improvements will include dual left turn lanes on the northbound and southbound exit ramps. A second right turn lane will be added at the northbound entrance ramp and the right turn lane to the southbound entrance ramp will be extended. These improvements will require interconnected signals to be installed at the ramps. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information meeting will be held; time saving procedures are appropriate.

Frank L. Danchetz

Page 2

NH-006-2(56) Dougherty

June 21, 2001

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,323,000	\$234,000	2002	02-07
Right-of-Way	\$1,145,000	----		
Utilities*	\$ 100,000	----		

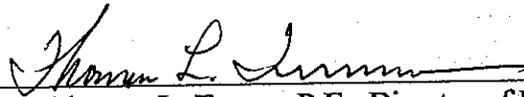
*LGPA sent 10-99 requesting Dougherty County do utilities; City of Albany signed LGPA for utilities 11-99.

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

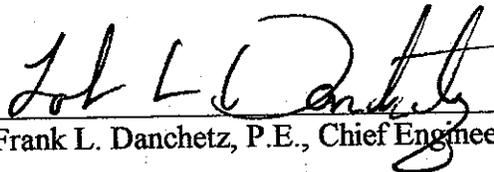
Attachment

CONCUR



Thomas L. Turner, P.E., Director of Preconstruction

APPROVE



Frank L. Danchetz, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-006-2(56) Dougherty
P.I. Number 422560-

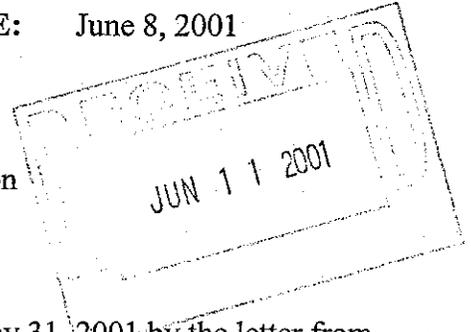
OFFICE: Engineering Services

DATE: June 8, 2001

FROM: David Mulling, ^{COM} Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted May 31, 2001 by the letter from Joseph P. Palladi dated May 16, 2001, and have the following comments:

SEE
COLLECTED
TRAFFIC DATA
ON PAGE 13
JHP

1. Clark Avenue traffic should be presented as the total for both directions of travel. Average Daily Traffic (ADT) is usually presented in this manner.
2. Traffic for Clark Avenue is not consistent throughout the report. Page 2 shows year 2025 traffic as 35,905 vpd, the Need and Purpose Statement shows year 2025 traffic as 39,000 vpd, and the cost estimate shows year 2025 vpd as 11,535 vpd.
3. Accident information is presented on Page 3 for northbound ramps and in the Need and Purpose Statement for the southbound exit ramp. The presentation is difficult to follow and appears to be inconsistent. Also, the collision diagram referenced on Page 2 was not included in the report.

The costs for the project are:

Construction	\$1,146,000
Inflation	\$ 57,000
E&C	\$ 120,000
Reimbursable Utilities	\$ 100,000
Right of Way	\$1,145,000

DTM

c: Joe Palladi

SCORING RESULTS AS PER MOG 2440-2

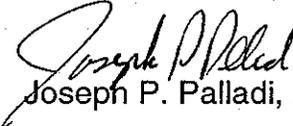
Project Number: NH-006-2(56)		County: Dougherty		PI No.: 422560-	
Report Date: 5/16/01		Concept By: DOT Office: URBAN DESIGN			
<input checked="" type="checkbox"/> CONCEPT		DOT Project Manager: DARRELL RICHARDSON			
Consultant: GREENHORN & O'MARA					
Project Type: Choose One From Each Column		<input 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 <input type="checkbox"/> Building <input checked="" type="checkbox"/> Interchange <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	90%	Traffic information not consistent. Accident information difficult to follow.			
Judgement	100%				
Environmental	100%				
Right of Way	100%				
Utility	100%				
Constructability	100%				
Schedule	100%				

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-006-2(56) Dougherty County OFFICE Atlanta, Georgia
SR 3 / Liberty Expressway at Clark Avenue Interchange
P.I. No. 422560

DATE May 16, 2001

FROM  Joseph P. Palladi, P.E., State Urban Design Engineer

TO Thomas L. Turner, Director of Preconstruction
Attn.: Wayne Hutto



SUBJECT **Proposed Project Concept Report**

Attached for your further handling is the Project Concept Report for the SR 3 / Liberty Expressway at Clark Avenue Interchange in Dougherty County.

Please process this report through the Department's project development process.


JPP:AVS
Attachment

cc: Herman Griffin, w/ attachment
Harvey Keepler, w/ attachment
Marion Waters, w/ attachment
Paul Liles, w/ attachment
David Mulling, w/ attachment
David Crim, District 4 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

SR 3/Liberty Expressway at
Clark Avenue Interchange

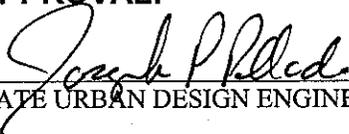
NH-006-2(56)
Dougherty County
P.I. No. 422560

U.S. Route Number: N/A
State Route Number: 3
Date of Report: May 21, 2001
Project Manager: Darrell Richardson

(See attached location map)

RECOMMENDATION FOR APPROVAL:

5/23/01
DATE


STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

PROJECT CONCEPT REPORT
Liberty Expressway at Clark Avenue Interchange

DATE: May 21, 2001

PROJECT NUMBER: NH-006-2(56)

COUNTY: Dougherty

DESCRIPTION: SR 3/Liberty Expressway at Clark Avenue Interchange Improvements include adding a second left-turn lane on the northbound and the southbound exit ramps, extending the length of the right-turn lane on Clark Avenue at the southbound entrance ramp, adding a second right-turn lane on Clark Avenue at the northbound entrance ramp and extending the existing right turn lane, signaling the intersection of Clark Avenue at the northbound ramps, widening the northbound entrance ramp to two lanes for several hundred feet and then tapering back to one lane before merging with the expressway, and minor widening of Clark Avenue at the southbound ramps.

LENGTH: 1.20 mile

P.I. NO.: 422560

U.S. ROUTE NO.: N/A

STATE RT. NO.: 3

LOCATION: SR 3 / Liberty Expressway at the Clark Avenue Interchange

TRAFFIC

	<u>2005 AADT</u>	<u>2025 AADT</u>
Clark Avenue	6,285 34,790	35,905 55,280
SB Exit Ramp	11,220	17,340
NB Entrance Ramp	11,220	17,340
NB Exit Ramp	3,875	6,120

*Del
22-June-2001*

PDP CLASSIFICATION

Major

FUNCTIONAL CLASSIFICATION

Liberty Expressway: Urban Freeway and Expressway
 Clark Avenue: Urban Principal Arterial

FULL OVERSIGHT ()

EXEMPT (X)

N/A ()

EXISTING DESIGN

TYPICAL SECTION: Five-lane section with curb and gutter on each side of the roadway

	POSTED SPEED	MIN. EXISTING RADIUS OF CURVE	MAX. EXISTING GRADE
Liberty Exp. Ramps:	45 m.p.h.	425'	3.9%
Clark Avenue:	45 m.p.h.	N/A	N/A

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED: None

S.RTG.: N/A

LENGTH: N/A

WIDTH: N/A

ACCIDENT HISTORY

Traffic accident reports from 1995 through 1997 for the Liberty Expressway and Clark Avenue Interchange (depicted in the attached collision diagram) were reviewed to identify any correctable accident patterns that might suggest a safer design.

There was only one accident on the northbound exit ramp, thus there are no significant accident patterns for the years analyzed. There were no accidents on the northbound entrance ramp.

Accidents at the northbound exit ramp should be monitored every few years in the event that an out-of-control accident pattern emerges, suggesting an altered interchange form.

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: Typical sections attached.

PROPOSED RIGHT-OF-WAY WIDTH: 106'

DESIGN SPEED	MIN. PROPOSED RADIUS OF CURVE	MAX. PROPOSED GRADE
Liberty Exp. Ramps: 45 m.p.h.	425'	3.9%
Clark Avenue: 45 m.p.h.	N/A	N/A

TYPE ACCESS: Limited access on Liberty Expressway and at the interchange. Extend limit of access along north side of Clark Avenue from Liberty Expressway to Turner Field Road.

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic during construction.

PROPOSED STRUCTURES: None

DESIGN EXCEPTIONS REQUIRED FOR CONTROLLING CRITERIA

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT	()	()	(X)
ROADWAY WIDTH	()	()	(X)
SHOULDER WIDTH	()	()	(X)
VERTICAL GRADES	()	()	(X)
CROSS SLOPES	()	()	(X)
STOPPING SIGHT DISTANCE	()	()	(X)
SUPERELEVATION RATES	()	()	(X)
HORIZONTAL CLEARANCE	()	()	(X)
SPEED DESIGN	()	()	(X)
VERTICAL CLEARANCE	()	()	(X)
BRIDGE WIDTH	()	()	(X)
BRIDGES STRUCTURAL CAPACITY	()	()	(X)

NUMBER OF PARCELS: 1

DISPLACEMENTS: 0

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE: March 19, 2001

CONFORMS TO TIP / STIP? Yes

MEETS LOGICAL TERMINI REQUIREMENTS? Yes

P.A.R. MEETING: N/A

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

PUBLIC INVOLVEMENT: Public Information Meeting

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA): None

TIME SAVING PROCEDURE APPROPRIATE: No

SCHEDULING CONSIDERATIONS:

TIME TO COMPLETE ENVIRONMENTAL: (MONTHS) 6

TIME TO COMPLETE PRELIMINARY RD/RW PLANS: (MONTHS) 8

TIME TO COMPLETE NPDES: (WEEKS) Not applicable. Less than 5 acres disturbed.

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: (MONTHS) 6

TIME TO BUY RIGHT-OF-WAY: (MONTHS) 6

LOCAL GOVERNMENT COMMITMENTS: LGPA for ~~right of way and~~ utilities

OTHER PROJECTS IN THE AREA:

Clark Avenue Extension STP-0134(6) P.I. 450540

PROBABLE LOCATION OF UST'S: 2 confirmed sites

PROBABLE LOCATION OF HAZARDOUS WASTE: unknown

OTHER ALTERNATES CONSIDERED: No Build

ATTACHMENTS: Location Sketch Map, Need and Purpose Statement, Cost Estimate, Typical Sections, Capacity Analysis, Project Sketch showing laneage at intersections

Need and Purpose Statement
Liberty Expressway/ Clark Avenue Interchange
STP-NH-006-2(56)
PI# 422560
DOUGHERTY County

The proposed project is part of the Dougherty Area Regional Transportation Study's (DARTS) 2025 Transportation Plan and the Department's State Transportation Improvement Program. The project will add a second left-turn lane on the northbound and southbound exit ramps; extend the length of the right-turn lanes on SR-520/Clark Avenue at the southbound and the northbound entrance ramps; signalize the intersection of Clark Avenue at the northbound ramps; and widen Clark Avenue just west of the southbound ramps. The limits of the project will tie back into the five lane section of Clark Avenue and the ramp widening will terminate on the existing ramps providing the project with logical terminus. The project will not include any work on SR-3/Liberty Expressway.

There is one programmed project in the area and two planned projects identified in DARTS' 2025 Transportation Plan. The programmed project is the Clark Avenue Extension project, STP-0134 (6), PI# 450540, which will widen Clark Avenue beginning at the Liberty Expressway Interchange and will bridge over the Flint River and tie into one of the existing east west routes. The existing section of Clark Avenue would be widened to four lanes. The projects identified in the 2025 Transportation Plan includes widening Clark Avenue east of the interchange from five to six lanes beginning at the interchange and ending at SR-62. This project is identified as Project 21 in the 2025 Transportation Plan and is proposed for construction between 2005 and 2015. The second project is identified as Project 29 in the 2025 Transportation Plan with proposed construction between 2015 and 2025. Project 29 would widen Liberty Expressway from four to six lanes between SR-133 and Dawson Road. The proposed interchange project will not restrict consideration of alternates for the identified projects in the 2025 Transportation Plan or the programmed Clark Avenue Extension project.

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. Clark Avenue is not part of the state's bicycle and pedestrian plan.

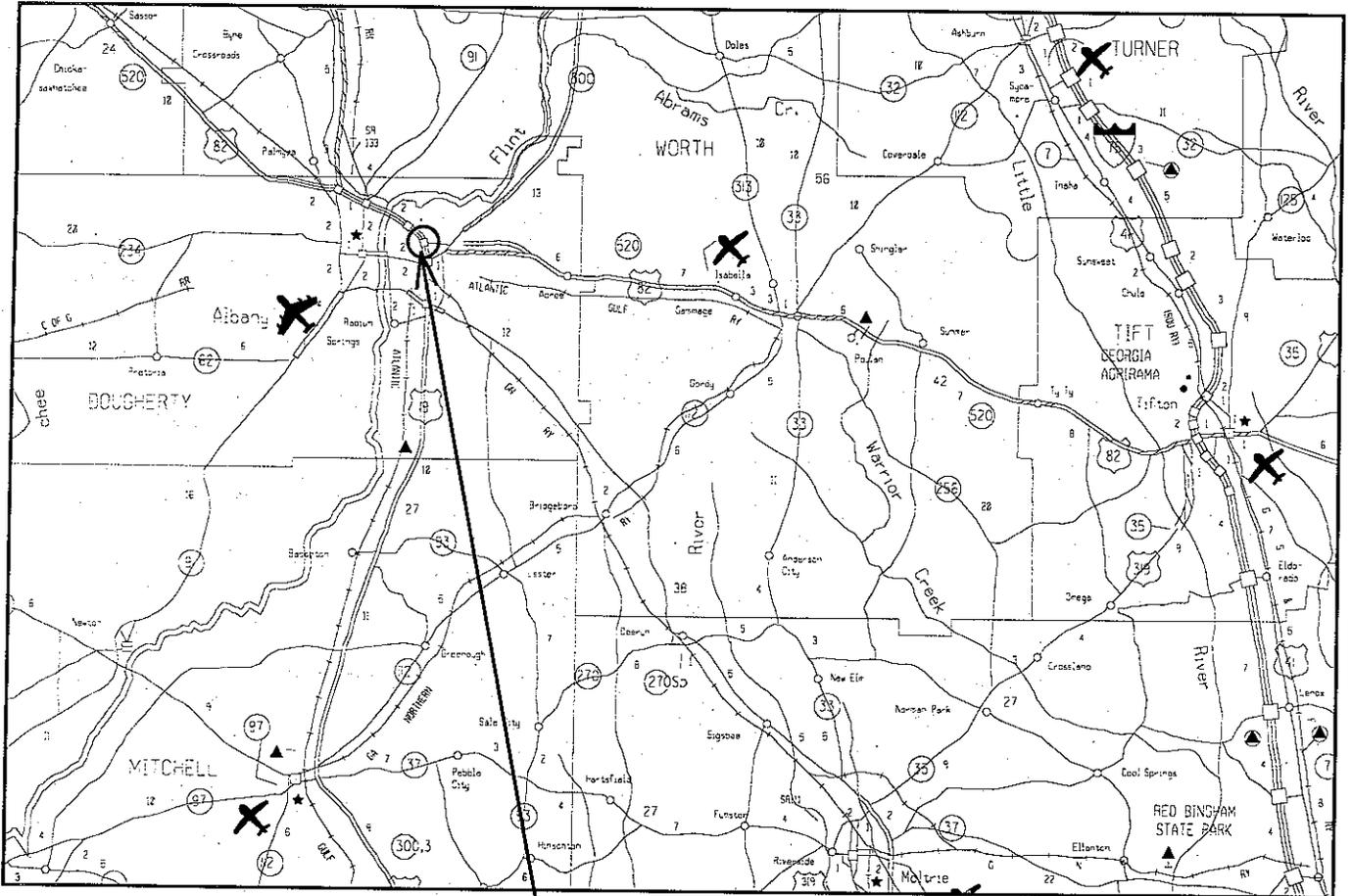
Land adjacent to the northeast, northwest and southwest quadrants of the interchange is currently undeveloped. The northeast quadrant is zoned commercial, and the northwest and southwest quadrants contain detention ponds. The southeast quadrant has residential land use. A low-income housing development is located in the southeast quadrant. This project will have to address environmental justice concerns.

There were a total of 52 accidents within the vicinity of the interchange from 1995 through 1997. Approximately 46% of the accidents occurred at or on a ramp and over 50% of the total accidents were the result of rear end collisions. There were a total of 22 accidents in 1995 and nine of the accidents occurred on Liberty Expressway at the southbound exit ramp to Clark Avenue. There were 14 accidents in 1996 with only one accident at the southbound exit ramp from Liberty Expressway to Clark Avenue and 15 accidents in 1997 with only four accidents occurring at the Liberty Expressway southbound exit ramp to Clark Avenue. During 1996 and 1997, there was a considerable drop in the number of accidents occurring at the southbound exit ramp from Liberty Expressway to Clark Avenue.

Traffic volumes for the project were projected for Design Year 2005 and future year traffic of 2025. Design year traffic (2005) for the southbound ramp from Liberty Expressway to Clark Avenue and the northbound ramp from Clark Avenue to Liberty Expressway is estimated at 11,200 vehicles per day and the traffic is projected to increase to 17,300 vehicles by 2025. Traffic volumes on the ramp from Clark Avenue to southbound Liberty Expressway and the northbound ramp from Liberty Expressway to Clark Avenue are estimated at 3,900 vehicles per day by 2005 and 6,100 vehicles per day by 2025. Design year traffic for Clark Avenue is 24,000 vehicles per day with projected 2025 traffic at 39,000 vehicles per day.

The ramps and the mainlines, Clark Avenue and Liberty Expressway, currently function at acceptable Level of Services. However, the intersections of Clark Avenue with Liberty Expressway southbound and northbound ramps are currently functioning at unacceptable levels during peak hours. This project addresses the current deficiencies in Level of Service at the ramp intersections with Clark Avenue.

PROJECT NH-006-2(56)
PI 422560 DOUGHERTY COUNTY
LOCATION SKETCH MAP



SR 3/LIBERTY EXPRESSWAY @
CLARK AVENUE INTERCHANGE

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE
PARCLO "AB" INTERCHANGE

DATE: 4/25/2001 **PREPARED BY:** Greenhorne & O'Mara, Inc.
PROJECT NO.: NH-006-2(56) **FILE NAME:** Prelim WO6 Cost Est.xls
P.I. NO.: 422560 **MILEAGE:** 1.05 miles
PROJECT DESCRIPTION/CONCEPT: SR 3/Liberty Expressway - Clark Avenue Interchange Improvements

EXISTING ROADWAY: Clark Avenue - varying 2 to 5 lanes with curb and gutter on both sides.
Liberty Expressway Exit Ramps - one right-turn lane and one left-turn lane

TRAFFIC:	CURRENT ADT	PROJECTED ADT
Clark Avenue	6,285 (2005)	11,535 (2025)
SB Exit Ramp	11,220 (2005)	17,340 (2025)
NB Exit Ramp	3,875 (2005)	6,120 (2025)

- PROGRAMMING PROCESS
- CONCEPT DEVELOPMENT
- DURING PROJECT DEVELOPMENT

PROJECT COSTS:

A. RIGHT OF WAY (Local)		lump sum			\$1,144,604
				SUBTOTAL	\$1,144,604
B. UTILITIES (Local)					
City of Albany Water, Gas & Light		non-reimbursable			\$351,000
Georgia Power Company		reimbursable			\$100,000
Georgia Power Company		non-reimbursable			\$100,000
BellSouth		non-reimbursable			\$100,000
				REIMBURSABLE SUBTOTAL	\$100,000
				NON-REIMBURSABLE SUBTOTAL	\$551,000
C. CLEARING AND GRUBBING	3	acres	@	\$1,182	\$3,546
				SUBTOTAL	\$3,546
D. EARTHWORK					
Unclassified Excavation	3142	cu yd	@	\$5	\$15,710
				SUBTOTAL	\$15,710
E. BASE AND PAVING					
<u>Asphalt Paving</u>					
12.5 mm Superpave	2831	tons	@	\$45	\$127,395
19 mm Superpave	3776	tons	@	\$35	\$132,160
25 mm Superpave	1084	tons	@	\$42	\$45,528
Bituminous Tack Coat	2518	gallons	@	\$1	\$2,518
Leveling	4265	tons	@	\$41	\$174,353
<u>Aggregate Base</u>					
Graded Aggregate Base 12"	1951	tons	@	\$12	\$23,412
				SUBTOTAL	\$505,366

SR 3/Liberty Exp. @ Clark Ave Interchange
Preliminary Cost Estimate

F. DRAINAGE

Drainage Lump Sum

Cost per Mile	1.05	miles	@	\$250,000	\$262,500
				SUBTOTAL	\$262,500

G. CONCRETE WORK

Curb and Gutter (Type 2)	610	lin. ft.	@	\$11	\$6,802
				SUBTOTAL	\$6,802

H. TRAFFIC CONTROL

lump sum \$39,500

SUBTOTAL \$39,500

I. EROSION CONTROL

lump sum \$28,250

SUBTOTAL \$28,250

J. GUARDRAIL

W-Beam Rail	0	lin ft	@	\$11	\$0
T-Beam Rail	0	lin ft	@	\$28	\$0
Type 1 Anchors	0	each	@	\$426	\$0
Type 12 Anchors	0	each	@	\$1,574	\$0
				SUBTOTAL	\$0

K. SIGNS, STRIPING, SIGNALS, LIGHTING

Strain Poles, TP IV, for Overhead Signs	8	each	@	\$5,000	\$40,000
Striping			lump sum		\$5,815
Signing			lump sum		\$11,325
Traffic Signals	1	each	@	\$75,000	\$75,000
Traffic Signal Modification	1	each	@	\$50,000	\$50,000
Traffic Signal System Master	1	each	@	\$20,000	\$20,000
Fiber Optic Cable			lump sum		\$60,000
				SUBTOTAL	\$262,140

L. GRASSING

lump sum \$1,875

SUBTOTAL \$1,875

M. MISCELLANEOUS

Field Engineers Office Tp. 1	1	each	@	\$20,000	\$20,000
Right-of-Way Markers	6	each	@	\$66	\$398

SUBTOTAL \$20,398

N. MAJOR STRUCTURES

Bridges			@		\$0
Walls			@		\$0
				SUBTOTAL	\$0

ESTIMATE SUMMARY

A. Right of Way (Local)	\$1,144,604
B. Utilities (Local)	
Reimbursable	\$100,000
Non-Reimbursable	\$551,000

CONSTRUCTION COST SUMMARY

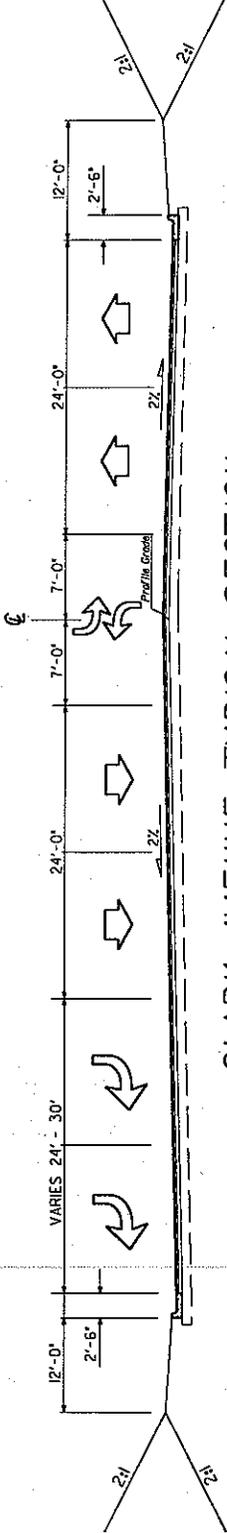
C. Clearing and Grubbing	\$3,546
D. Earthwork	\$15,710
E. Base and Paving	\$505,366
F. Drainage	\$262,500
G. Concrete Work	\$6,802
H. Traffic Control	\$39,500
I. Erosion Control	\$28,250
J. Guardrail	\$0
K. Signs, Striping, Signals, Lighting	\$262,140
L. Grassing	\$1,875
M. Miscellaneous	\$20,398
N. Major Structures	\$0
SUBTOTAL CONSTRUCTION	\$1,146,087

1 year of inflation at 4 % \$45,843

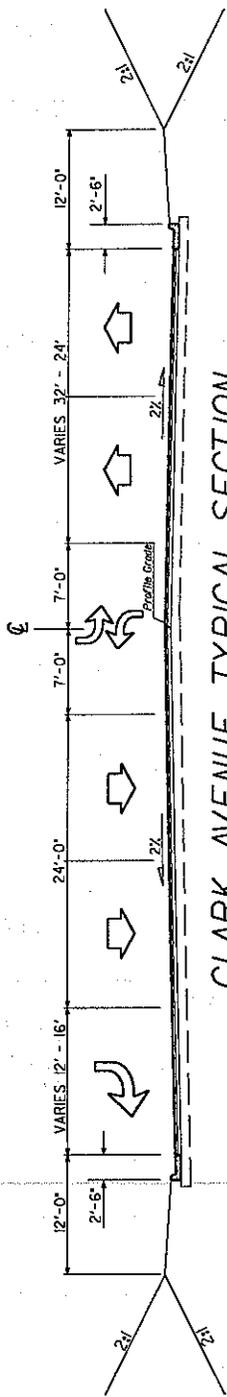
10 % E & C \$119,193

TOTAL CONSTRUCTION ESTIMATE: \$1,311,124

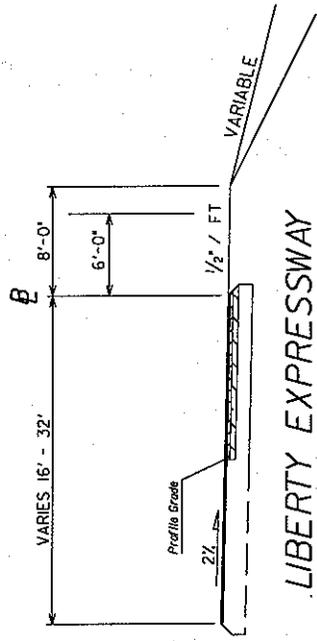
STATE: GA PROJECT NUMBER: MI-008-2(136)



CLARK AVENUE TYPICAL SECTION
AT NORTHBOUND RAMPS



CLARK AVENUE TYPICAL SECTION
AT SOUTHBOUND RAMPS



LIBERTY EXPRESSWAY
NORTHBOUND RAMP
TYPICAL SECTION

GEORGIA DEPARTMENT OF TRANSPORTATION
TYPICAL SETTINGS
PROJECT: MI-008-2(136)
COUNTY: DOUGHERTY
DATE: 11/11/13

NO.	DATE	BY	CHK	APP

GREENHORNE & O'MARA
2221 NEWMARKET PARKWAY
SUITE 104
MARIETTA, GA 30067
(770) 576-3000



NOT TO SCALE

SR 3 @ CLARK AVE INTERCHANGE
Capacity Analysis

Base Conditions

Table 1: Freeway 2005 No Build Level of Service

LOCATION	NUMBER OF LANES	AVERAGE SPEED (MPH)	DENSITY (PC/MI/LN)	LEVEL OF SERVICE
SR 3 SB TO CLARK AVE	2	65	20.4	C

Table 2: Ramp Merge/Diverge 2005 No Build Level of Service

SR 3 RAMPS	AM PEAK HOUR			PM PEAK HOUR		
	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)
SR 3/CLARK AVE NB OFF RAMP	B	13+	53	B	18+	53
SR 3/CLARK AVE NB ON RAMP	C	21-	57.4	C	23-	57.2
SR 3/CLARK AVE SB OFF RAMP	C	23-	53	C	21-	53
SR 3/CLARK AVE SB ON RAMP	B	19-	57.5	B	14+	57.8

Table 3: Intersection 2005 No Build Level of Service

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	LOS	AVG. DELAY (SEC/VEH)	LOS	AVG. DELAY (SEC/VEH)
MAPLE ST/CLARK AVE	C	20.7	B	19.3
SR 3 SB RAMPS/CLARK AVE	D	51.0	E	67.4
SR 3 NB RAMPS/CLARK AVE ¹	F	5778.8	F	7837.7

¹Analyzed as stop-controlled intersection.

Projected Conditions

Table 4: Freeway 2025 No Build Level of Service

LOCATION	NUMBER OF LANES	AVERAGE SPEED (MPH)	DENSITY (PC/MI/LN)	LEVEL OF SERVICE
SR 3 SB to CLARK AVE	2	66.2	28.4	D

Table 5: Ramp Merge/Diverge 2025 No Build Level of Service

SR 3 RAMPS	AM PEAK HOUR			PM PEAK HOUR		
	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)
SR 3/CLARK AVE NB OFF RAMP	B	18+	55	C	26-	54
SR 3/CLARK AVE NB ON RAMP	D	28+	58.7	D	31-	57.5
SR 3/CLARK AVE SB OFF RAMP	D	32+	54	D	30-	54
SR 3/CLARK AVE SB ON RAMP	C	25+	59.7	B	19-	60.9

Table 6: Intersection 2025 No Build Level of Service

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	LOS	AVG. DELAY (SEC/VEH)	LOS	AVG. DELAY (SEC/VEH)
MAPLE ST/CLARK AVE	D	42.1	C	32.2
SR 3 SB RAMPS/CLARK AVE	F	473.0	F	561.1
SR 3 NB RAMPS/CLARK AVE ¹	F	61022.7	F	98942.9

¹Analyzed as stop-controlled intersection.

Table 7: Freeway 2025 Build Level of Service

LOCATION	NUMBER OF LANES	AVERAGE SPEED (MPH)	DENSITY (PC/MI/LN)	LEVEL OF SERVICE
SR 3 SB TO CLARK AVE	2	66.2	28.4	D

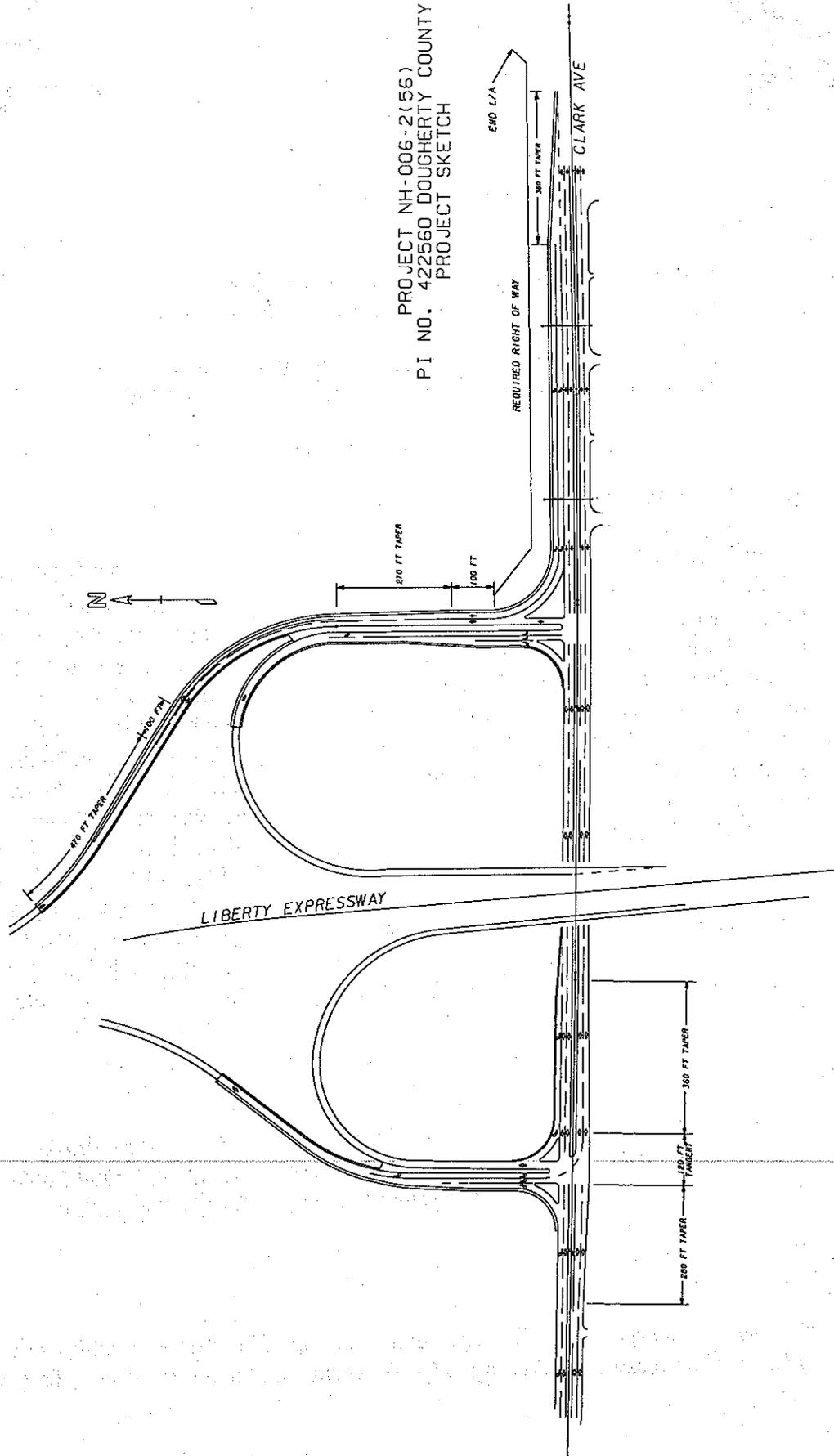
Table 8: Ramp Merge/Diverge 2025 Build Level of Service

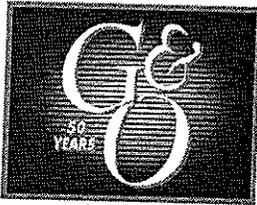
SR 3 RAMPS	AM PEAK HOUR			PM PEAK HOUR		
	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)	LOS	DENSITY (PC/MI/LN)	SPEED (MPH)
SR 3/CLARK AVE NB OFF RAMP	B	18+	55	C	26-	54
SR 3/CLARK AVE NB ON RAMP	D	28+	58.7	D	31-	57.5
SR 3/CLARK AVE SB OFF RAMP	D	32+	54	D	30-	54
SR 3/CLARK AVE SB ON RAMP	C	25+	59.7	B	19-	60.9

Table 9: Intersection 2025 Build Level of Service

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	LOS	AVG. DELAY (SEC/VEH)	LOS	AVG. DELAY (SEC/VEH)
MAPLE ST/CLARK AVE	C	24.6	C	21.6
SR 3 SB RAMPS/CLARK AVE	C	31.3	C	30.2
SR 3 NB RAMPS/CLARK AVE	B	14.8	B	18.2

PROJECT NH-006-2(56)
PI NO. 422560 DOUGHERTY COUNTY
PROJECT SKETCH





MEMORANDUM OF MEETING NO. 4

PROJECT: SR 3/Liberty Expressway at Clark Avenue Interchange
 Project No. NH-006-2(56), Dougherty County, P.I. No. 422560

SR 3/Liberty Expressway at SR 133/Moultrie Road Interchange
 Project No. NH-006-2(57), Dougherty County, P.I. No. 422570

G&O Project No. 0094, Work Order No. 6 & 7

DATE/PLACE: March 19, 2001 Georgia DOT Office of Urban Design

PRESENT:	Albert Shelby, GDOT UD	404-656-5440	albert.shelby@dot.state.ga.us
	Vickie Dodson, G&O	770-956-8510 x 223	vdodson@g-and-o.com
	Emory Giddens, GDOT Utilities	229-386-3288	emory.giddens@dot.state.ga.us
	Danny P. Gay, GDOT D Tr Ops	229-386-3435	danny.gay@dot.state.ga.us
	Don R. Gaskins, GDOT DPP&E	229-386-3045	gaskins.don@dot.state.ga.us
	David Mulling, GDOT Eng Srves	404-656-6846	david.mulling@dot.state.ga.us
	Angela T. Alexander, GDOT UD	404-657-9872	angela.alexander@dot.state.ga.us
	Joe Palladi, GDOT UD	404-656-5436	joe.palladi@dot.state.ga.us
	Erik Dilts, G&O	770-956-8510 x 224	edilts@g-and-o.com
	Darrell Richardson, GDOT UD	404-656-5440	darrell.richardson@dot.state.ga.us
	Ulysses Mitchell, GDOT Plng	404-656-5560	ulysses.mitchell@dot.state.ga.us
	Katie Mullins, GDOT Progrmg	404-651-7043	katie.mullins@dot.state.ga.us
	Brook Martin, GDOT Traffic Ops	404-635-8127	brook.martin@dot.state.ga.us
	Andrew Aiello, GDOT OEL	404-699-4432	andrew.aiello@dot.state.ga.us
	Jan C. Hilliard, GDOT UD	404-656-5440	jan.hilliard@dot.state.ga.us
	David Low, G&O	770-956-8510 x 252	dwlow@g-and-o.com

DISTRIBUTION:

Those present		
Bob Miller, G&O	770-956-8510 x 217	bmiller@g-and-o.com
Theon Grojean, G&O	770-956-8510 x 218	tgrojean@g-and-o.com
Xuewen Le, G&O	770-956-8510 x 231	xle@g-and-o.com

PURPOSE: Concept Team Meeting

DISCUSSION:

Darrell Richardson was in charge of the Concept Team Meeting. He said the meeting would cover interchanges on Liberty Expressway in Albany at Clark Avenue and Moultrie Road. They will be let

separately.

I. SR 133/Moultrie Road at Liberty Expressway Interchange

Project Introduction and Presentation of the Concept

1. Darrell Richardson introduced the project. This is NH-006-2(57) Dougherty County, P.I. No. 422570.
2. Don Gaskins said this project is scheduled for letting in FY 2002. It will be tough to make that schedule.
3. David Low presented the proposed concept report and concept plan. For both of these projects, the traffic projections, project limits and costs are significantly higher than what was programmed in the TIP. For the Moultrie Road interchange, he recommended converting the existing cloverleaf interchange into a Parclo A interchange with signals at the two ramp terminals. He discussed other alternatives that were studied and rejected including the No Build, Diamond and Parclo B. David reviewed the proposed cost estimate. Please refer to the attached brief for additional details.

Environmental Issues

4. Erik Dilts said that the environmental document will be a Categorical Exclusion (CE). Nationwide Permit 23 will authorize impacts to the Marine Corps Canal if FHWA approves the project as a CE.
5. Three wood storks, a Federally endangered species, were observed in a detention pond at the Clark Avenue interchange. Because of this occurrence, Erik said that OEL has requested the use of special measures during construction at the Clark Avenue interchange. These special measures will also be implemented at the Moultrie Road interchange, because of its proximity to the Clark Avenue interchange and because the Marine Corps Canal provides wood stork foraging habitat. Special measures will include training of construction personnel, additional erosion and sediment control measures, work stoppage if any wood storks are observed in the vicinity of the project, and recording of any wood stork sightings made during construction.
6. Erik said the Ecology Report is complete with the exception of a survey of the Marine Corps Canal for protected fish and mussels, which was requested by OEL. Dan Gaskins asked when Erik anticipates getting the document to OEL for approval and then to FHWA. Erik said that is dependent on when the fish and mussel survey is completed.

Moultrie Road is a Designated Bicycle Route

7. Although Moultrie Road is a designated bicycle route, it is currently just a line on a map and

there are no active plans for bicycle facilities. Joe Palladi asked what would be recommended if there were bike lanes on Moultrie Road? David Low said the bridge would be widened on each side for a bike lane and shoulder. There are currently no shoulders on the bridge.

Length of Deceleration Lane and Sight Distance

8. Darrell Richardson asked if the EB decel lane to the NB loop ramp is long enough to get around traffic queued at the new signal so it will not block free flow to the ramp.
9. Joe Palladi asked if you can see the traffic queue in time to stop. Danny Gay was also concerned with sight distance. He said that people travel at 60 to 65 mph over this crest. He's worried about people not seeing traffic backed up at a signal in time to stop. Examine the sight distance over the crest vertical curve. Look at the EB approach to both signals. Sight distance going across the crest needs to be examined both for the signal and the traffic queued from the signal.

Bridge Rating

10. Angela Alexander asked if the bridge sufficiency rating had been pulled. It had not.

Lighting

11. Darrell Richardson asked why lighting was included in the cost estimate. David Low said there are mast cluster lights at the Clark Avenue interchange and we have several accidents, especially where the SB entrance ramp merges with the SB main line. Lighting would make the entire interchange safer. There have also been several weaving and out of control type accidents at this interchange. Joe Palladi said that Urban Design needs to check with the locals on the lighting issue to determine if the locals will pay to energize and maintain.

(Darrell Richardson received a subsequent request from Mr. Richard Crowdis, Dougherty County Administrator, to include lighting in the Moultrie Road interchange.)

NB to EB Ramp Modification

12. David Mulling asked why part of NB to EB ramp was relocated and none on the other side of the interchange? David Low said that Darrell had suggested it to increase the weaving distance to the truck terminal.

Swap Program Funds for Right of Way between Moultrie Road and Clark Avenue Interchanges

13. Katie Mullins asked if any right of way was required for this project. David Low said that all improvements would be constructed within the existing right of way. Katie said money had been programmed for right of way at the interchange but have none programmed for right of way at the Clark Avenue interchange. These need to be swapped.

Free Flow Movements

14. Danny Gay said he felt that we were going in the wrong direction by installing traffic signals and removing the free-flow of the interchange. He asked if there is a way to maintain the loop ramps.

David Low said the reason to modify this interchange is because of the accident problem, not a capacity problem. Even with the proposed improvements, there is excess capacity at this interchange in the design year. Accidents occur because vehicles traveling at a high rate of speed on the Liberty Expressway main line are not able to see the gore on the far side of the interchange in time to slow down enough to negotiate the loop ramp at a safe speed. Several vehicles have had “out of control” type accidents on the loop ramp. Removing the loop ramps in the SW and NE quadrants is recommended to solve this problem. Keeping these loop ramps will not resolve this accident problem. There is enough extra capacity at this interchange to make this conversion to a Parclo A interchange. With this change and signalization of the ramp terminals, both ramp terminals will operate at LOS B in the design year, 2025, AM and PM peak hours.

Speed Differential

15. Joe Palladi asked what the speeds are on the mainline and the loop ramps. David Low said the speed limits are 55 on Liberty Expressway, 45 on Moultrie Road, and the loop ramps have 25 mph advisory speeds. Joe noted that the speed differential is one of the main problems at this interchange. He asked how there can be a mainline speed of 45 or 55 transitioning to a speed of 25 on the loop ramp. The green book says there should be no more than a 10 mph speed differential. He directed G&O to separate the EB decel lane from the EB mainline on Moultrie Road with a concrete barrier and to provide advance signing for a reduction in speed on the decel lane and the loop ramp.
16. Joe said we want Liberty Expressway to operate as an expressway. The highest volume loop ramp is in the SE quadrant and second highest is in the SW quadrant. Joe said you have to take out the loop in the SW quadrant to resolve the speed differential between the 55 mph SB mainline and the 25 mph SB to EB loop ramp.

Interchange Form

17. Joe said that a diamond interchange is more bicycle-friendly than a Parclo. However a diamond interchange has a worse level of service because the signals have three phases. Parclo interchanges provide more capacity than diamond interchange designs because the signals have only two phases. In this case a Parclo interchange will operate at LOS B while a diamond interchange will operate at LOS C and D in the AM and PM peak hours respectively.
18. Angela Alexander asked if the locals have expressed a preference for a concept. Urban Design will ask when they meet with them soon.

Need and Purpose Statement

19. Ulysses Mitchell will provide an updated Need and Purpose Statement in the next two weeks.

Utilities

20. Emory Giddens said the utilities in the area include City of Albany Water, Gas and Light, Georgia Power transmission and distribution lines, and Municipal Electric Cooperative of Georgia. There is a major 10-inch gas line on the west side of Liberty Expressway. Emory gave Jan Hilliard a copy of the utility cost estimate, which she in turn gave to G&O. Emory said he thinks the utility cost estimate he prepared prior to the Concept Team Meeting is much too high based on the relatively minor impacts he learned of at the meeting.
21. Joe Palladi asked if we need ITS. Danny Gay said yes, to include fiber optic cable in the cost estimate.

II. Clark Avenue at Liberty Expressway Interchange

Project Introduction and Presentation of the Concept

1. Darrell Richardson introduced the project. This is NH-006-2(56), Dougherty County, P.I. No. 422560.
2. Don Gaskins said this project is also scheduled for letting in FY 2002. Again, it will be tough to make that schedule.
3. David Low presented the proposed concept report, concept plan and cost estimate. As with the Moultrie Road interchange, the traffic projections, project limits and costs for the Clark Avenue interchange are much higher than programmed in the TIP. Please refer to the attached brief for additional details.

Need and Purpose Statement

4. Ulysses Mitchell will provide an updated Need and Purpose Statement in the next two weeks.

Environmental Issues

5. Erik Dilts said that the environmental document will be a Categorical Exclusion (CE). No impacts to any areas of U.S. Army Corps or Engineers jurisdiction are expected.
6. Erik said that three wood storks, a Federally endangered species, were observed in the large detention pond in the NW quadrant of this interchange during field survey. As a result special measures must be taken during construction to avoid impacts to wood storks or their habitat. These special measures are described in the project ecology report, which he distributed. These

special measures include additional erosion and sediment control best management practices to minimize sedimentation of wood stork foraging habitat (e.g., multiple rows of silt fences, blanket placement, rapid stabilization of disturbed areas) and personnel instruction. Construction workers should be trained to know what wood storks look like, their habits, etc. If there is a sighting of wood storks, all work must stop until the birds move a safe distance from the project. Under no conditions should these birds be harmed or harassed in any way. If these special measures are followed, there should not be a need for formal Section 7 consultation with the U.S. Fish and Wildlife Service (FWS). However, U.S. FWS may still comment on the project when the CE is circulated among agencies.

Bow Out for Heavy Left Turns

7. Joe Palladi brought up the heavy left turn from the SB exit ramp to EB Clark Avenue. He asked what the truck percentage is on the ramps. OEL did the traffic projections showing 12% trucks on the expressway. Joe said we are proposing double lefts, but do we have additional pavement width to receive this movement? Should we provide 6 lanes through the interchange now so that we won't have to come back and do it when Clark Avenue is widened to 6-lane divided? Angela Alexander said that would require replacing the existing bridge, so Joe abandoned that idea. Joe said to provide a quick bow out to 30 feet of pavement (two 15-foot lanes) on EB Clark Avenue for a few hundred feet to receive the double lefts and then provide an appropriate taper before going under the bridge. Joe said not to show the 6 lane widening, bicycle lanes or sidewalks. Darrell Richardson said a 100-foot taper should be enough.

Program Funds for Right of Way

8. Katie Mullins said that funds should be set up to acquire right of way for this project. Joe Palladi said that this should be programmed with the state paying for right of way since this is a state route. Darrell Richardson asked G&O to generate a square footage of required right of way so that the GDOT right of way office can estimate the cost.

Provide High Type Design for WB Right Turn

9. Danny Gay was concerned about the heavy WB Clark Avenue right turn onto NB freeway entrance ramp. Danny has observed long queues of vehicles, including many trucks, in the right lane approaching this intersection. There is only one right turn lane currently for this movement. Passenger cars will often speed up in the through lanes and cut in front of trucks into the right turn lane leading to disputes between drivers. Joe Palladi discussed this and concluded that this movement should have a higher-type design with a larger turning radius allowing two lanes to make this right turn movement and tapering back to one lane before this entrance ramp merges with the northbound freeway. Increase the radius to 100 or 150 feet.

Right of Protection

10. Joe Palladi suggested protecting the right of way for widening to 6-lane divided all on the north

side of the road down to Turner Field Road. Developers have shown an interest in a parcel in the NW quadrant of the Turner Field/Clark Avenue intersection. Right of way acquisition should address what will be needed for the higher type right turn design (involving acquiring the access rights on the north side from the NB entrance ramp to Turner Field Road), and the right of way ultimately needed for widening to a 6-lane divided section. The Albany Housing Authority owns property on the south side of the road, raising environmental justice issues, so all widening should be done on the north side of the road. Include 4-foot bike lanes and sidewalks in the required right of way. The 6-lane project has not been programmed yet. Joe Palladi asked Ulysses Mitchell to see what he can find out about that future project. Joe said that if the 6-lane project is programmed, we should purchase right of way for a 6-lane divided section with bicycle lanes, sidewalks and extend limited access to Turner Field Road. Andrew Aiello said that OEL needs to know if GDOT will be buying right of way. We can get environmental clearance for a 50 to 60 foot strip with no problem.

Utilities

11. Emory Giddens said the utilities for this project include City of Albany Water, Power and Lights, Georgia Power, and BellSouth. There are gas and water lines under the pavement on the quadrant of the interchange where widening is planned. Should fiber optic cable be included in the cost estimate for ITS?

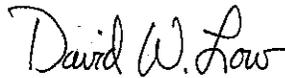
Eliminate Existing Acceleration Lanes

12. Darrell Richardson said to eliminate acceleration lanes where both the NB and SB exit ramps intersect with Clark Avenue. Make the radius (from the exit ramp right turn lane) tangent with the Clark Avenue north edge of pavement instead of using the existing short acceleration lane.

The above represents our understanding of the items discussed. Please notify me right away of any changes or questions.

Sincerely,

Greenhorne & O'Mara, Inc.



David W. Low, P.E.

Project Manager

Presentation of Concept Plan and Concept Report

Liberty Expressway at Clark Avenue Interchange

1. Project Description from TIP
Add 1 lane to the southbound exit. \$234,000 in long range.
Project length: 0.20 mile. 1997 ADT: 8,100 2015 ADT: 8,900
2. Project Limits – GDOT instructions to G&O
 - a. STP-0134 – The eastern terminus of the Clark Avenue Extension is Liberty Expressway.
 - b. NH-006-2(56) – Liberty Expressway at Clark Avenue Interchange – This project, as programmed in the TIP, is for the addition of a lane on the southbound exit ramp. This project will maintain the existing width on Clark Avenue to the extent possible. Some restriping on Clark Avenue may be necessary.
 - c. Regarding Clark Avenue's designation as a future on-street bicycle corridor in the 2015 DARTS Transportation Plan, G&O was instructed to not make any provisions for bicycle lanes on Clark Avenue at this time. The local bike plan includes bike lanes along Clark Avenue from Blaylock Street to SR 300. There is a long-range project to widen Clark Avenue between Liberty Expressway and SR 300 to six lanes. Provisions for the proposed bike lanes will be included in that project.
3. Need and Purpose Statement – Ulysses Mitchell, GDOT Office of Planning
4. Design Traffic
 - a. OEL provided design traffic for 2004 and 2024. G&O updated projections to 2005 and 2025. G&O did turning movement counts at adjacent intersections with Maple Street and Turner Field Road for CORSIM analysis.
 - b. SB exit ramp 2005 ADT: 11,220 2025 ADT: 17,340
2005 SB left turn is 750 vph in AM peak hour and 915 in PM peak hour.
2025 SB left turn is 1,130 vph in AM peak hour and 1,375 in PM peak hour.
 - c. NB entrance ramp 2005 ADT: 11,220 2025 ADT: 17,340
2005 WB right turn is 915 vph in AM peak hour and 750 in PM peak hour.
2025 WB left turn is 1,375 vph in AM peak hour and 1,130 in PM peak hour.
 - d. NB exit ramp 2005 ADT: 3,875 2025 ADT: 6,120
2005 SB left turn is 245 vph in AM peak hour and 370 in PM peak hour.
2025 SB left turn is 360 vph in AM peak hour and 540 in PM peak hour.
5. Concept Plan and Concept Report
6. Traffic Issues
 - a. Safety – Although we thought that limited sight distance of the NB exit gore might be a problem, there was only one accident on the NB exit ramp. There are no significant accident patterns. There are no problems with the NB entrance ramp.

b. Capacity

(1) NB ramps intersection is LOS F for 2005 and 2025 AM and PM peak hours if it remains unsignalized. After signalization and providing a second SB left turn lane, it improves to LOS B for 2025 AM and PM peaks. City of Albany did signal warrants analysis in March 2000, and found that Warrants 1, 2 and 6 are satisfied for at least 12 hours.

(2) SB ramps intersection

(a) No Build - LOS D and E for 2005 AM and PM peak hours and LOS F for 2025 in both AM and PM peak hours.

(b) Build - LOS B for both AM and PM peak hours.

(3) Intersection of Turner Field Road will need three through lanes in each direction in 2025.

c. Sight distance - gore for NB exit ramp is potential problem but no significant accident pattern.

d. Interchange form - Keep present form.

e. Recommendations

(1) Provide a second left-turn lane on the SB exit ramp.

(2) Signalize intersection of NB ramps with Clark Avenue and provide a second SB left run lane.

d. Include bike lanes and sidewalks in programmed long-range project to widen Clark Avenue between Liberty Expressway and SR 300 to six lanes.

7. Environmental Issues - Tom Tkacs and Eric Dilts, Greenhorne & O'Mara

a. Ecology Report is complete and available.

b. A wood stork (protected) was observed in the pond in the northwest quadrant of the interchange. Special measures will be required during construction (i.e. additional erosion and sediment control BMPs, personnel instruction, work stoppage at the sight of a wood stork, etc.).

**DOUGHERTY AREA REGIONAL TRANSPORTATION STUDY
FY 1999-2001 TRANSPORTATION IMPROVEMENT PROGRAM**

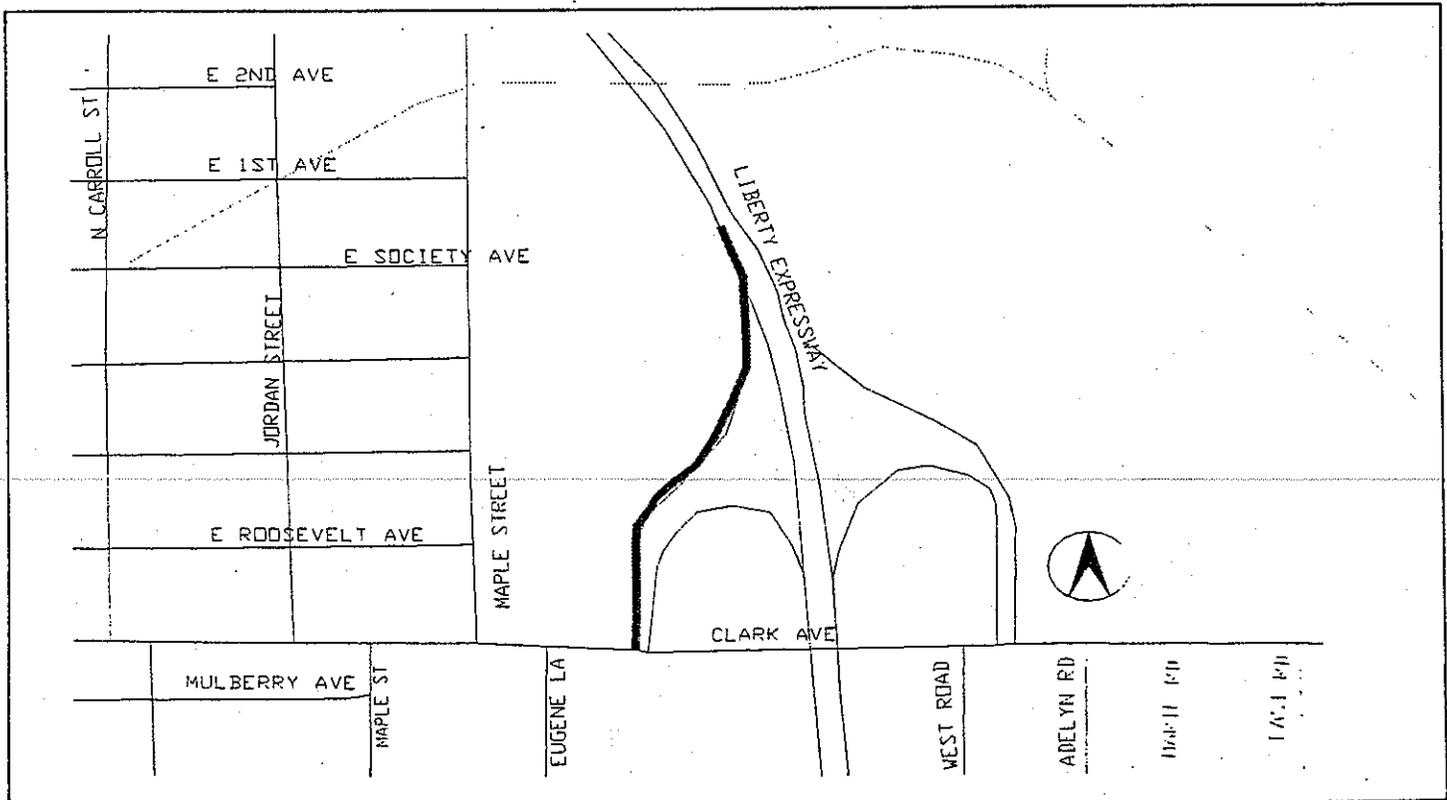
PROJECT NAME: Liberty Expressway Southbound Exit at Clark Avenue
PROJECT DESCRIPTION: Addition of one lane to the southbound exit at Clark Avenue.

PROJECT #: NHS	PROJECT LENGTH (Mi): 0.20	COUNTY: Dougherty
PI #: 422560	EXISTING LANES: 1	DOT DISTRICT: 4
TIP #:	PROPOSED LANES: 2	CONG DIST: 2.8
FUNDING CODE: 315	1997 ADT: 8,100 2015 ADT: 8,900	RDC: SWG
FUNDING: NHS-006-2(56)	STATE/US #: SR 3	LOCAL RD #:

COMMENTS/REMARKS:

PROJECT PHASE	\$ SOURCE	Long Range			TOTAL
PRELIM. ENGINEERING	Federal/State	\$ 10,000			\$ 10,000
RIGHT-OF-WAY					\$ -
UTILITIES					\$ -
CONSTRUCTION	Federal/State	\$ 234,000			\$ 234,000
PROJECT COST	NA	\$ 244,000	\$ -	\$ -	\$ 244,000
FEDERAL COST	NA	\$ 195,200	\$ -	\$ -	\$ 195,200
STATE COST	NA	\$ 48,800	\$ -	\$ -	\$ 48,800
LOCAL COST	NA				\$ -

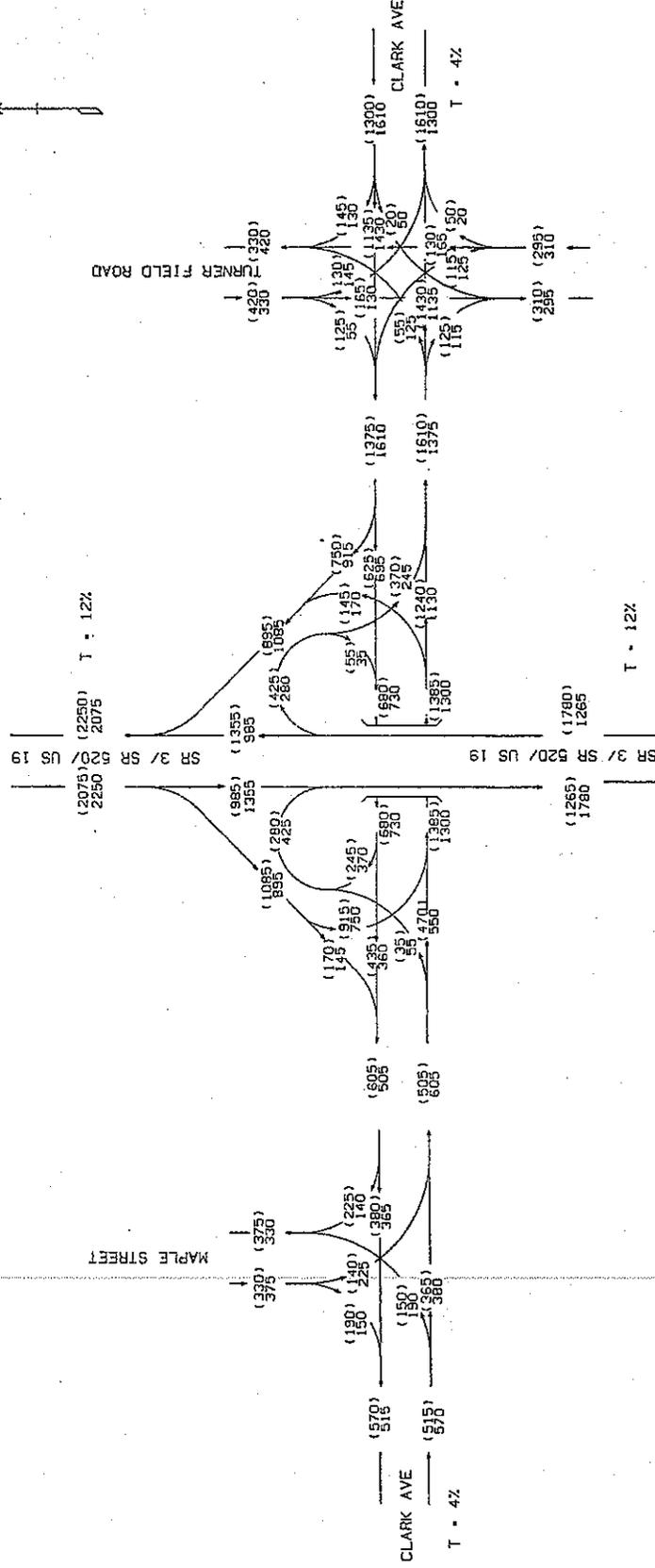
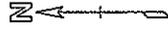
PROJECT LOCATION



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

SHEET 2 OF 3

DOUGHERTY COUNTY CITY OF ALBANY



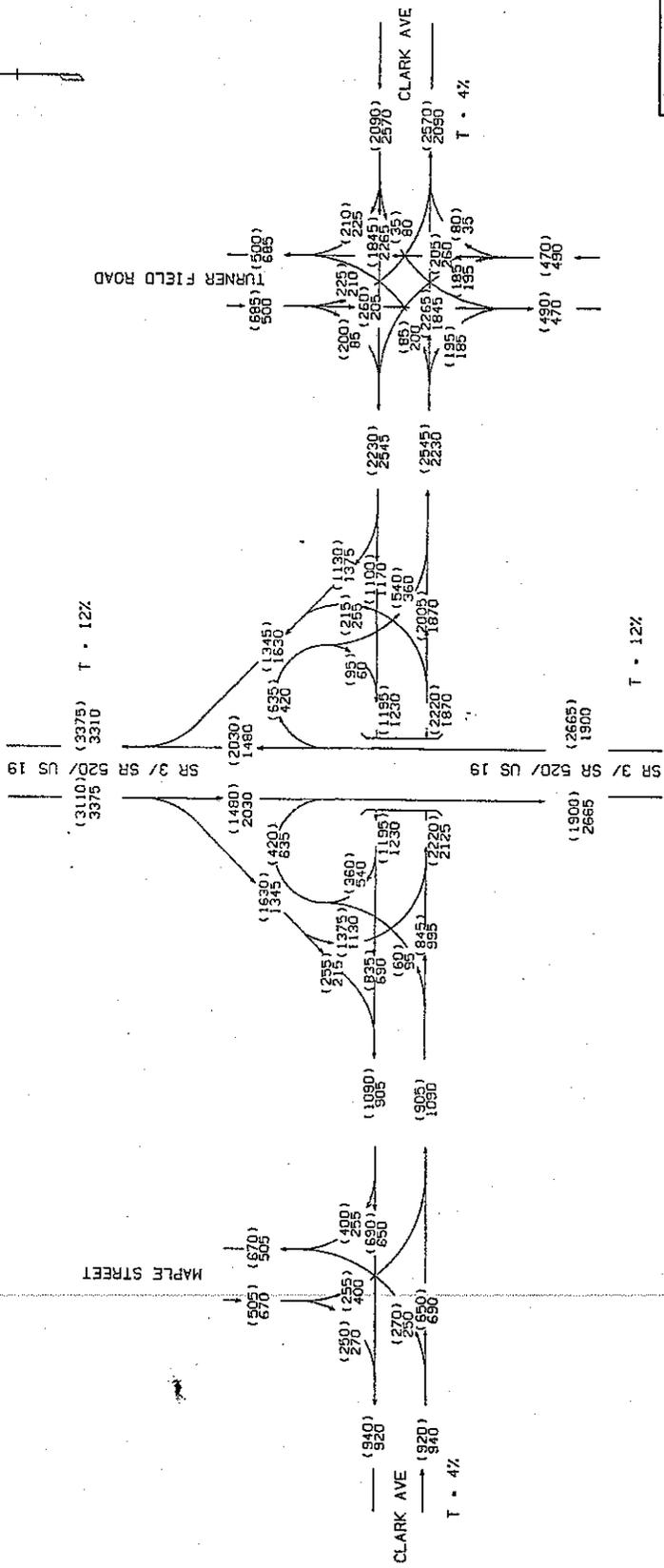
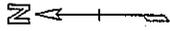
NH - 006-2(56)
P.L. 422660
DOUGHERTY COUNTY
S.R. 3/ LIBERTY PKWY.
CLARK AVE. .
2005 PM DHV * (000)
2005 AM DHV * 000

revised date 07/00
05/00

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

SHEET 3 OF 3

DOUGHERTY COUNTY
CITY OF ALBANY

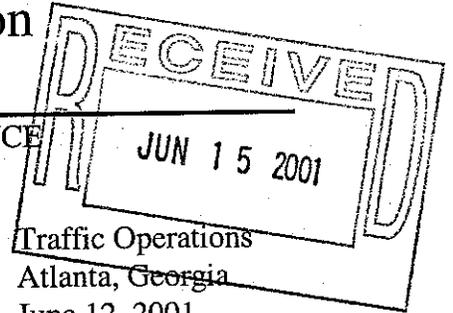


NH - 006-2(56)
P.L. 422560
DOUGHERTY COUNTY
S.R. CLARK AVE.
2025 PM.DHV. (000)
2025 AM.DHV. (000)
AFE
05/00

rev/engdgo 07/00

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: NH-006-2 (56) / Dougherty County
P.I. No. 422560

Office: Traffic Operations
Atlanta, Georgia
Date: June 12, 2001

From:  G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the SR 3/Liberty Expressway at Clark Avenue interchange improvements in Dougherty County.

The interchange improvements will include dual left turn lanes on the northbound and southbound exit ramps. A second right turn lane will be added at the northbound entrance ramp and the right turn lane to the southbound entrance ramp will be extended. These improvements will require interconnected signals to be installed at the ramps.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Keepler, Environmental Location
Joseph Palladi, State Urban Design Engineer
David Mulling, Engineering Services, w/ attachment
Marta Rosen, Office of Planning
David Crim, District Engineer – Tifton
Attention: Brent Thomas, District Traffic Engineer
Chuck Hasty, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

SR 3/Liberty Expressway at
Clark Avenue Interchange

NH-006-2(56)
Dougherty County
P.I. No. 422560

U.S. Route Number: N/A
State Route Number: 3
Date of Report: May 21, 2001
Project Manager: Darrell Richardson

(See attached location map)

RECOMMENDATION FOR APPROVAL:

5/23/01
DATE

Joseph P. Pelled
STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

06/13/01
DATE

Marion S. Slaton
STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

SR 3/Liberty Expressway at
Clark Avenue Interchange

NH-006-2(56)
Dougherty County
P.I. No. 422560

U.S. Route Number: N/A
State Route Number: 3
Date of Report: May 21, 2001
Project Manager: Darrell Richardson

(See attached location map)

RECOMMENDATION FOR APPROVAL:

5/23/01
DATE


STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

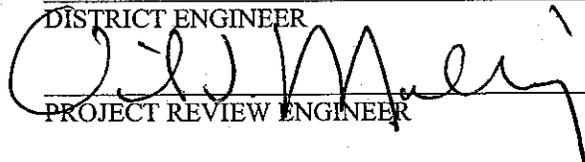
DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

6/8/01
DATE


PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR