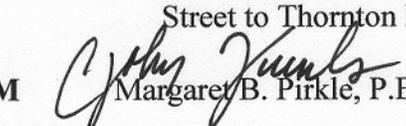


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0002445, Dougherty County **OFFICE** Preconstruction
NHS-0002-00(445)
SR 520 Business Widening – Washington
Street to Thornton Drive **DATE** February 28, 2006

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

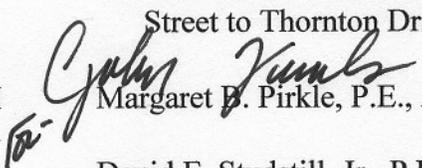
DISTRIBUTION:

- Brian Summers
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- Paul Liles
- Babs Abubakari
- Ben Buchan
- Joe Sheffield
- BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0002445, Dougherty County **OFFICE** Preconstruction
 NHS-0002-00(445)
 SR 520 Business Widening-Washington
 Street to Thornton Drive **DATE** February 17, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 520 Business from Washington Street to Thornton Road in Albany. The existing roadway within the project limits is a four lane section with a median of various width. The most current traffic data (2002) indicates that the total traffic volume varies from 23,000 to 37,000 vehicles per day (VPD). State Route 520 Business is also known as Oglethorpe Boulevard and is a vital east-west corridor of the Albany Metropolitan Area Transportation System. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
SR 520 Bus over Flint River	720' x 69' bridge	71.19
SR 520 Bus over CSX Railroad	248' x 64' bridge	48.37
SR 520 Bus over Norfolk Southern Railroad	160' x 64' bridge	54.93
SR 133 Overpass	NBL 153' x 49' bridge	94.82
SR 133 Overpass	SBL 153' x 49' bridge	94.82

The accident and injury rates along this section of SR 520 Bus exceeds the statewide average for similar facilities. Furthermore, this section of SR 520 Bus is projected to operate at an unacceptable level of service (LOS) in the year 2030. The need exists to alleviate traffic congestion and decrease accidents along this corridor.

Widening SR 520 Bus is proposed as follows:

- from Jefferson Street to Jackson Street - six, 12' travel lanes, 4' bike lanes with 16' urban shoulders, a 14' median (10' raised), and 8' sidewalks
- from Jackson Street to Washington Street - six, 11' travel lanes, 4' bike lanes with 12' urban shoulders, a 14' median (10' raised), and 8' sidewalk on the north side the block and 5' sidewalk on the south side of the block

David Studstill

Page 2

P.I. No. 0002445, Dougherty

February 17, 2006

- from Washington Street to Radium Springs Road, including the bridge over the Flint River - six, 12' travel lanes (three in each direction), 4' bike lanes, a 14' median (10' raised), and 10' sidewalks
- from Radium Springs Road to Thornton Road - six, 12' travel lanes, 4' bike lanes with 16' urban shoulders, a 24' median (16' raised), and 8' sidewalks

The bridge over the Flint River will be widened to 725' by 120' in order to accommodate the new roadway footprint and the two structurally deficient bridges over the two railroads are proposed to be replaced. The bridge over the CSX Railroad is estimated to be 163' x 120' and the bridge over the Norfolk Southern Railroad is estimated to be 163' x 120'.

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

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)	\$23,117,000	\$1,680,000	L200	2009
Right-of-Way	\$ 7,789,000	\$7,789,000	L200	2007
Utilities*	-----	-----		

*Notification letter sent to Albany and Dougherty 9-30-5.

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

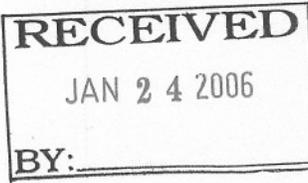
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00 (445)
County: Dougherty
P. I. Number: 0002445

Federal Route Number: US 82 Business/ US 19 Business
State Route Number: SR 520



Recommendation for approval:

DATE 1/23/06

Albert Shelby
Project Manager

DATE 1-23-06

David Pitt
for 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 1/24/06

Joseph P. Bellet
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer – District 4

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00 (445)

County: Dougherty

P. I. Number: 0002445

Federal Route Number: US 82 Business/ US 19 Business

State Route Number: SR 520

Recommendation for approval:

DATE 1/23/06

Albert Shelby
Project Manager

DATE 1-23-06

Daniel Pitt
for 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 Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 1-25-06

Kevin Gohl
State Traffic Safety & Design Engineer

DATE _____

District Engineer – District 4

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00 (445)

County: Dougherty

P. I. Number: 0002445

Federal Route Number: US 82 Business/ US 19 Business

State Route Number: SR 520

Recommendation for approval:

DATE 1/23/06

Albert Shelby
Project Manager

DATE 1-23-06

David Pitt
for 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 Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer - District 4

DATE _____

Project Review Engineer

DATE 2/5/06

Paul V. Tuller Jr
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00 (445)

County: Dougherty

P. I. Number: 0002445

Federal Route Number: US 82 Business/ US 19 Business

State Route Number: SR 520

Recommendation for approval:

DATE 1/23/06

Albert Shelby
Project Manager

DATE 1-23-06

Edmund Pitt
for 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 2-17-06

James Gorman
State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer - District 4

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS-0002-00(445), Dougherty County
SR 520 Business from Washington St.
To Thornton Drive
P.I. No. 0002445
James B. Buchan
OFFICE: Urban Design
DATE: January 17, 2006

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:AAJ *AVS*
Attachment

C: Johnny Quarles

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0002-00 (445)

County: Dougherty

P. I. Number: 0002445

Federal Route Number: US 82 Business/ US 19 Business

State Route Number: SR 520

Recommendation for approval:

DATE 1/23/06

Albert Shelby
Project Manager

DATE 1-23-06

Daniel Pitt
for 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 Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer – District 4

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

Location: This project is located in the City of Albany in Dougherty County. The project includes 2.91 miles from Jefferson Street (MP 4.17) to Thornton Drive (MP 7.08) on SR 520 Business (Oglethorpe).

Need and Purpose: See attachment #1

Description of the proposed project: The project consists of improvements along 2.91 miles of SR 520 Business from Jefferson Street (MP 4.17) to Thornton Drive (MP 7.08); the improvements include widening from four lanes (2 in each direction) to six lanes (three in each direction), the addition of bike lanes, sidewalks and a raised median.

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 19 Bus., US 82 Bus. **State Route Number(s):** 520

Traffic (AADT):

Current Year: (2010) 41050 Design Year: (2030) 52400

Existing design features:

- **Typical Section:**
 - From Jefferson Street to Front Street: five 12' travel lanes with 5' sidewalks and urban shoulders.
 - From Front Street to Radium Springs Road, including the bridge over the Flint River, two 12' travel lanes and a 14' raised median
 - From Radium Springs Road to Thornton Road: four 12' travel lanes with 6' – 10' rural shoulders and a 30' depressed median
- **Posted speed:** From Jefferson Street to Radium Springs Road the posted speed is 35 mph. From Radium Springs road to Thornton Road the posted speed limit is 50 mph
- **Maximum radius:** 5000'
- **Maximum grade:** 5%
- **Width of right of way:** 120 ft from Washington Street to the SR 133/SR520 bus interchange. 200ft from the interchange to Thornton Road.
- **Major structures:**
 - A four lane bridge carrying SR 520 Business over the Flint River built in 1953.
Bridge Structure I.D. No.: 095-0003-0
Sufficiency Rating: 71.19 **Length:** 720' **Width:** 69'
To be widened
 - A four lane bridge carrying SR 520 Business over the CSX rail line built in 1954.
Bridge Structure I.D. No.: 095-0033-0
Sufficiency Rating: 48.37 **Length:** 248' **Width:** 64'
To be replaced

- A four lane bridge carrying SR 520 Business over the Norfolk Southern rail line built in 1954.
Bridge Structure I.D. No.: 095-0033-0
Sufficiency Rating: 54.93 **Length:** 160' **Width:** 64'
To be replaced
- Two, two lane bridges carrying SR 133 Business over SR 520 Business built in 1974.
Bridge Structure I.D. Nos.: 095-0026-0 and 095-0026-0
Sufficiency Rating: 94.82 **Length:** 153' **Width:** 49.10'
To remain in place
- **Major interchanges or intersections along the project:** Liberty Expressway (SR 133) at Oglethorpe Road (SR 520 Business) Interchange; Signalized intersections at SR 520 Business at Jefferson Street, Jackson Street, Washington Street, Front Street, Radium Springs Road, Cason Street and Thornton Road.
- **Existing length of roadway segment and the beginning mile logs for each county segment.** The project includes 2.91 miles from Jefferson Street (MP 4.17) to Thornton Drive (MP 7.08) on SR 520 Business (Oglethorpe).

Proposed Design Features:

- **Proposed typical section(s):**
 - From Jefferson Street to Jackson Street: six 12' travel lanes, 4' bike lanes with 16' urban shoulders, a 14' median (10' raised) and 8' sidewalks.
 - From Jackson Street to Washington Street: six 11' travel lanes, 4' bike lanes with 12' urban shoulders, a 14' median (10' raised) and 5' sidewalks.
 - From Washington Street to Radium Springs Road, including the bridge over the Flint River: six 12' travel lanes (three in each direction), 4' bike lanes, a 14' median (10' raised) and 10' sidewalks.
 - From Radium Springs Road to Thornton Road: six 12' travel lanes, 4' bike lanes with 16' urban shoulders, a 24' median (16' raised) and 8' sidewalks
- **Proposed Design Speed Mainline** From Jackson Street to Radium Springs Road 35 mph & from Radium Springs Road to Thornton Road 50 mph
- **Proposed Maximum grade Mainline** 5 % **Maximum grade allowable** 5 %.
- **Proposed Maximum grade Side Street** 5 % **Maximum grade allowable** 5 %.
- **Proposed Maximum grade driveway** 5 %
- **Proposed Maximum radius** 5000'.
- **Right of way**
 - Width Varies 128' to 172'.
 - Easements: Temporary (), Permanent (X), Utility (X), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 40 Number of displacements: 3
 - Business: 2
 - Residences: 1
 - Mobile homes: none

- **Structures:**

- Bridges: The Bridge over the Flint River will be widened to 725' by 120' in order to accommodate the new roadway footprint and the two structurally deficient bridges over the two railroads are proposed to be replaced. The bridge over the CSX railroad is estimated to be 163' by 217' and the bridge over the Norfolk Southern railroad is estimated to be 163' by 152' (120') - 1000

- **Major interchanges or intersections along the project:** Liberty Expressway (SR 133) at Oglethorpe Road (SR 520 Business) Interchange. There will be no change of the interchange geometry.

Signalized intersections include:

SR 520 Business at Jefferson Street, Jackson Street, Washington Street, Front Street, Radium Springs Road, Cason Street and Thornton Road.

- **Traffic control during construction:** To maintain traffic during construction parallel bridge structures will be built over the railroads and traffic will be shifted to maintain traffic.

Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
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)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- **Design Variances:**

- A design variance will be needed for the median width of 14' between Jefferson Street and Radium Springs Road including the bridge over the Flint River. As a result of limited Right-of-Way width (120') between the Health & Human Services Building and the new Albany Police station, the proposed typical sections between Jefferson Street and Radium Springs Road vary from standard GDOT practices. This portion of the corridor was designed with a 35 mph speed design. The median is narrower than GDOT policy allows.
- A design variance will be needed for the distance between median openings which is approximately 590' west of the intersection of SR 520 business and Thornton Road. This violates the urban spacing distance for median openings of 660'.

- **Environmental concerns:** USTs, Flint River encroachment and possibly endangered/threatened species

- **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 involvements:** CSX Rail Company, Norfolk Southern Rail Company, and others to be identified

Project responsibilities:

- 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 anticipated

Coordination

- Initial Concept Meeting was held on 9/15/05.
- Concept meeting was held on 10/19/05; Minutes attached.

Other projects in the area:

- Clarke Avenue Extension, STP-0134(6)
- Liberty Expressway at Moultrie, NH-006-2 (57)
- Liberty Expressway at North Jefferson, NH-006-2(55)
- Liberty Expressway at Clarke Avenue, NH-006-2(56).

Scheduling – Responsible Parties' Estimate

According to the TPRO schedule agreed upon by the project team:

- Time to complete the environmental process: 12 Months.
 - **January 2007 R/W plans submission**
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 6 Months.
 - **Final Plans submission September 2008**
- Time to complete to purchase right of way: 18 Months.
- List other major items that will affect the project schedule: Railroad Coordination

Other alternates considered: The no build Alternate was considered. This alternate would result in an unacceptable level of service for the corridor in the design year and would not address the safety or operational issues in the corridor.

Comments: none

Project Concept Report Page 7
Project Number: NHS-0002-00 (445)
P. I. Number: 0002445
County: Dougherty

Attachments:

1. Need and Purpose
2. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
3. Typical sections,
4. Accident summaries,
5. Capacity analysis,
6. Traffic Diagrams,
7. Bridge inventory,
8. Minutes of Concept meeting, (Concept team meeting held 10-19-05)

BUCHAN
BOWMAN
RICHARDS *Shelby*
OTHER
GROUPS
FILE

RECEIVED
JUL 15 2005
URBAN DESIGN

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0002-00(445) Dougherty County **OFFICE** Planning
P.L. 0002445
DATE July 15, 2005
FROM *for Matthew Fowler* Joseph P. Palladi, P.E., State Transportation Planning Administrator
TO Ben Buchan, P.E., State Urban Design Engineer
Attn.: Albert Shelby
SUBJECT Need and Purpose Statement – Dougherty County NHS-0002-00(445)

As requested, please find the attached Need and Purpose Statement for the proposed widening of SR520BU in Dougherty County.

Please provide the Office of Planning AADT for SR520BU in Albany between Washington Street and Madison Street for 2005 and estimates for 2010 and 2030. This information will be used for further evaluation of the western logical termini.

If you have any questions, please contact Robert Hughes at (404)657-6699.

JPP: rmh

Attachment

**Concept Need and Purpose Statement
NHS-0002-00(445), Dougherty County
PI No 0002445 Widening of SR 520 Business**

Corridor Description

The section of SR 520 BU/ Oglethorpe Boulevard between Washington Street and Thornton Drive is a four lane section of road with a median of various width. The most current traffic data (2002) indicates that the total traffic volume varies from 23,000 to 37,400 vehicles per day (VPD). SR 520BU is also known as Oglethorpe Boulevard and is a vital east-west corridor of the Albany

Metropolitan areas transportation system. This section of SR 520BU is designated by the DART's 2030 Transportation Plan as a local bicycle and pedestrian route.

Land Use and Community Issues

Land use immediately along the project limits are mainly commercial use and undeveloped areas. Commercial use is concentrated on the western half of SR 520BU (closest to the Albany Downtown area) while the undeveloped areas are concentrated on the eastern portion of SR520BU.

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%, 71%, 100% and 80% residents of the census tracts 1309502, 1309513, 1309514.01 and 13095107, respectively, were classified by the 2000 census as minority. The entire 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 SR520BU (from Washington Street to Thornton Drive) is functionally classified as an Urban Principal Arterial. The tables below provide a comparison of the accident rates on this section of the road with the state average for the similar functionally classified road for the years 2000-2002.

Traffic Count Station #23 (Mile point 4.45-4.59)

SR520BU	2000		2001		2002	
	SR520BU	State	SR520BU	State	SR520BU	State
Accident Rate	2,050	430	2,505	473	1,647	504
Injury Rate	1,653	172	1,252	191	1,252	197
Fatality Rate	0	1.34	0.00	1.32	0	1.45

Traffic Count Station #21 (Mile point 4.60-4.98)

SR 520BU	2000		2001		2002	
	SR520BU	State	SR520BU	State	SR520BU	State
Accident Rate	955	430	1,160	473	972	504
Injury Rate	754	172	939	191	486	197
Fatality Rate	0	1.34	0.00	1.32	0	1.45

Traffic Count Station #107 (Mile point 4.99-6.54)

SR 520BU	2000		2001		2002	
	SR520BU	State	SR520BU	State	SR520BU	State
Accident Rate	248	430	253	473	303	504
Injury Rate	178	172	156	191	186	197
Fatality Rate	0	1.34	0.00	1.32	0	1.45

Traffic Count Station #109 (Mile point 6.55-6.87)

SR 520BU	2000		2001		2002	
	SR520BU	State	SR520BU	State	SR520BU	State
Accident Rate	0	430	0	473	40	504
Injury Rate	0	172	0	191	0	197
Fatality Rate	0	1.34	0	1.32	0	1.45

Traffic Count Station #67 (Mile point 6.88-7.13)

SR 520BU	2000		2001		2002	
	SR520BU	State	SR520BU	State	SR520BU	State
Accident Rate	724	430	574	473	718	504
Injury Rate	258	172	209	191	96	197
Fatality Rate	0	1.34	0.00	1.32	0	1.45

The accident and injury rates typically far exceed the statewide average in most sections as indicated above. However, there were no reported fatalities in those years.

About 80% of the accidents that occurred each year were 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/%)
2000	29 / 25%	66 / 57%	12 / 10%	7 / 7%	1 / 1%	0
2001	26 / 22%	72 / 61%	19 / 15%	2 / 2%	0 / 0%	0
2002	30 / 28%	55 / 52%	13 / 12%	7 / 7%	1 / 1%	0

Travel Demand and Operational Conditions

The volume of traffic on this section of SR520BU has grown significantly in the last few years. Below is a table listing current and future traffic as provided by the Georgia Department of Transportation's Office of Environment and Location. Traffic volumes are reported as total AADT (average annual daily traffic) in both directions.

Roadway Segment	Existing AADT (2005)	Future AADT (2030)	Existing LOS	Future LOS (No Build)
SR520BU from Washington Street to Thornton Drive	23,000 to 37,400	31,700 to 51,500	C to E	D to 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.

Project Description

The proposed improvement will provide a six lane section with turn lanes as needed on SR520BU from MP 4.45 (Washington Street) to MP 7.08 (Thornton Drive), for a distance of approximately 2.63 miles.

The project is identified and included in the Dougherty Area Regional Transportation Study (DARTS) 2005-2030 Long Range Transportation Plan, which was adopted in December 2004. It is also shown in the DARTS Fiscal Year 2006-2008 Transportation Improvement Program as project number HR-99-11 (PE authorized, Right of Way is in FY 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 and rear end type accidents.

Logical Termini

The Office of Planning proposes that Jefferson Street be considered for the western terminus of this widening project and the recommended eastern terminus is at Thornton Drive. The western terminus is logical because traffic volumes drop by approximately 26% between Washington Street and Jefferson Street based upon available traffic data. The eastern terminus is logical because the proposed project is joining with an existing six lane section and future (2030) operating conditions are forecasted to operate at a LOS "D".

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.

P.I Number	Project Description	Project Schedule
450500	CS 836/RIVERSIDE DR FM OAKRIDGE DR TO PHILEMA RD & NEW LOC	PE - Authorized ROW - Local CST - LR
422560	SR 3/LIBERTY PKWY @ CLARK AVE - RAMPS & TURN LANES/ALBANY	PE - Authorized ROW - 2006 CST - 2008

Need and Purpose

The accident and injury rates along this section of SR520BU exceed the statewide average for similar facilities, furthermore, this section of SR520BU is projected to operate at an unacceptable level-of-service in the year 2030. The need exists to alleviate traffic congestion and decrease accidents on SR520BU between Washington Street and Thornton Drive.

Preliminary Cost Estimate

P.I. #002445

Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	51853	FIELD ENGINEERS OFFICE TP 3	51853
210-0100	1	LS	500000	GRADING COMPLETE -	500000
310-1101	64252	TN	13.89	GR AGGR BASE CRS, INCL MATL	892460.28
402-3121	64577	TN	36.74	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	2372558.98
402-3190	16144	TN	39.36	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	635427.84
402-4510	12108	TN	43.82	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL	530572.56
413-1000	17612	GL	0.97	BITUM TACK COAT	17083.64
441-0104	25169	SY	22.91	CONC SIDEWALK, 4 IN	576621.79
441-0740	22883	SY	23.25	CONCRETE MEDIAN, 4 IN	532029.75
441-6720	21495	LF	10.75	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	231071.25
441-6725	31382	LF	12.2	CONC CURB & GUTTER, 12 IN X 30 IN, TP 2	382860.4
610-1055	3818	LF	1.19	REM GUARDRAIL	4543.42
610-1075	8	EA	97.75	REM GUARDRAIL ANCH, ALL TYPES	782
634-1200	70	EA	84.51	RIGHT OF WAY MARKERS	5915.7
641-1100	2000	LF	29.84	GUARDRAIL, TP T	59680
641-2100	250	LF	40.98	DBL FACED GUARDRAIL, TP T	10245
641-5012	8	EA	1520.26	GUARDRAIL ANCHORAGE, TP 12	12162.08
Section Sub Total:					\$6,815,867.69

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	2.91	mi	250000	DRAINAGE	727,500.00
Section Sub Total:					\$727,500.00

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	Lump Sum	1500000	Erosion Control	1500000
Section Sub Total:					\$1,500,000.00

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	Lump Sum	500000	TRAFFIC CONTROL	500000
Section Sub Total:					\$500,000.00

Section Signalization

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	20	EA	4086.72	STRAIN POLE, TP IV	81734.4
647-1000	1	LS	39820.26	TRAFFIC SIGNAL INSTALLATION NO - 1	39820.26
647-1000	1	LS	39820.26	TRAFFIC SIGNAL INSTALLATION NO - 2	39820.26
647-1000	1	LS	39820.26	TRAFFIC SIGNAL INSTALLATION NO - 3	39820.26
647-1000	1	LS	39820.26	TRAFFIC SIGNAL INSTALLATION NO - 4	39820.26
647-1000	1	LS	39820.26	TRAFFIC SIGNAL INSTALLATION NO - 5	39820.26
xxx-xxxx	1	Lump Sum	56000	STRIPING	56000
xxx-xxxx	1	Lump Sum	99000	ROADSIDE SIGNS	99000
Section Sub Total:					\$435,835.70

Section Major Structures

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	87000	SF	75	Bridge #1 (725' X 120')	6525000
xxx-xxxx	35371	SF	75	Bridge #2 (217' X 163')	2652825
xxx-xxxx	24776	SF	75	Bridge #3 (152' X 163')	1858200
Section Sub Total:					\$11,036,025.00

Total Estimated Cost	\$21,015,228.39
-----------------------------	------------------------

Subtotal Construction Cost	\$21,015,228.39
E&C Rate 10.0 %	\$2,101,522.84
Inflation Rate 0.0 % @ 3.0 Years	\$0.00
Total Construction Cost	\$23,116,751.23
Right Of Way	\$7,789,300.00
ReImb. Utilities	\$0.00
Grand Total Project Cost	\$30,906,051.23

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: NHS-0002-00(445)
County Dougherty
P.I. # 0002445

OFFICE: Tifton
DATE: 09/27/2005

Description: Widening & Reconstruction of Sr 520 Bu from
Washington St. to Thornton Drive in Dougherty County

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

TO Jeff Baker, P.E., State Utilities Engineer
Attn: Brent D'Angelo, P.E.

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.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non- Reimbursable</u>
Albany WG&L	\$0.00	\$4,681,675.00
City of Albany	\$0.00	\$ 567,700.00
BellSouth	\$0.00	\$600,000.00
Total	\$ 0.00	\$5,849,375.00

If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

TW:BC:KC:sm

c: Buddy Gratton, Director of Preconstruction
Jamie Simpson, State Financial Management Administrator
Brent Story, State Road & Airport Design Engineer
Paul V. Liles, State Bridge Engineer
Ben Buchan, State Urban Design Engineer
Harvey Keeper, State Environmental/Location Engineer
Keith Golden, State Traffic Safety & Design Engineer
Babs Abubakari, State Consultant Design Engineer
Brent Thomas, District Preconstruction Engineer

Preliminary Right of Way Cost Estimate

Date: October 8, 2005
Project: NH-0002-00(445) **P.I. Number** 0002445
 DOUGHERTY
Existing/Required R/W: 100 Feet; 150 Feet; 200 Feet **Number Parcels** 30
Project Termini: SR520 Business from Washington Street to Thornton Drive
Project Description: Widening SR520 Business (W. Oglethorpe Blvd.)

Land:

Small Commercial;	21,100 SF @	\$13.00 / SF =	\$274,300
Commercial;	7,600 SF @	\$2.30 / SF =	\$17,480
Large commercial	6,700 SF @	\$0.40 / SF =	<u>\$2,680</u>
			\$294,460

Improvements:

2 businesses, 1 houses, 0 mobile homes, curbing, paving, signs, fencing, and site improvements \$1,769,000

Relocation::

2 Commercial	@ \$ 25,000 =	\$50,000	
1 Residential	@ \$ 20,000 =	<u>\$20,000</u>	
			\$ 70,000

Damages:

Proximity	5 Parcels	\$50,000	
Consequential	1 Parcels	\$10,000	
Cost-to-Cure	5 Parcels	<u>\$50,000</u>	
			\$110,000

\$2,243,460

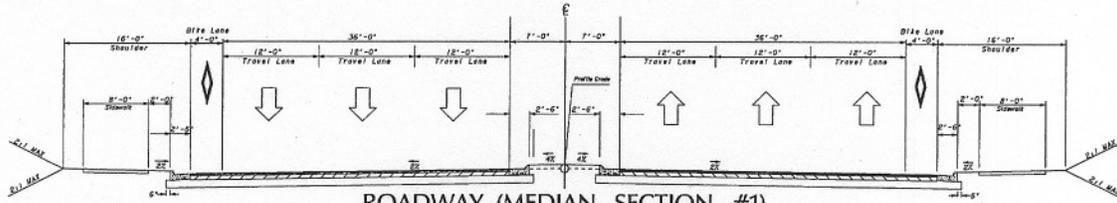
Net Cost		\$2,243,460
Scheduling Contingency	55 %	\$1,233,903
Adm./Court Cost	60 %	\$2,086,418
Inflation Factor	40 %	<u>\$2,225,512</u>
Total		\$7,789,293

Total Cost = \$7,789,300

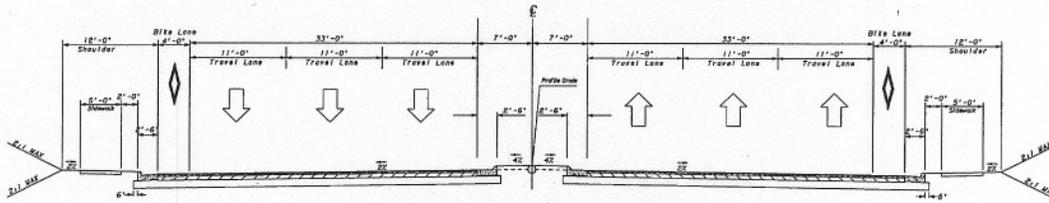
Prepared by: _____
 RLS Acquisition, LLC

Approved: _____
 GDOT R/W

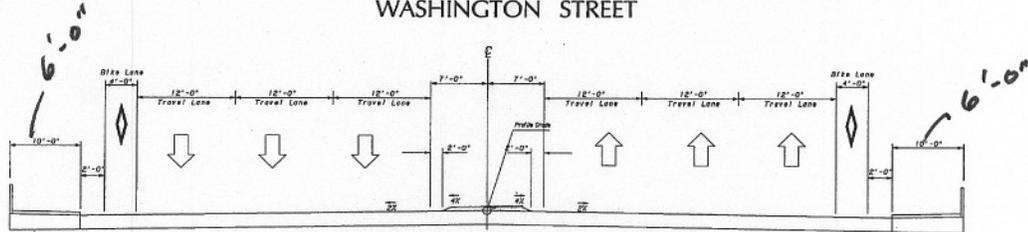
TYPICAL SECTIONS



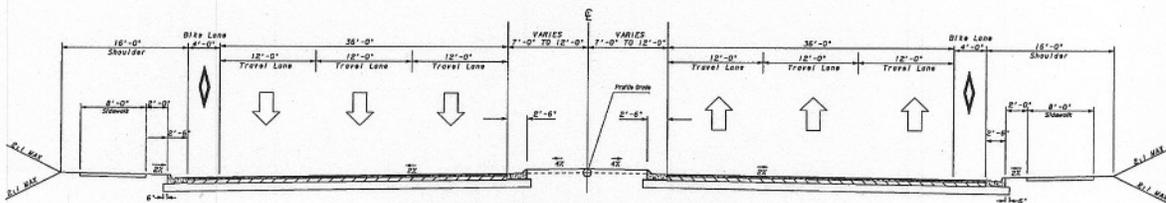
ROADWAY (MEDIAN SECTION #1)
FROM JEFFERSON STREET TO
JACKSON STREET



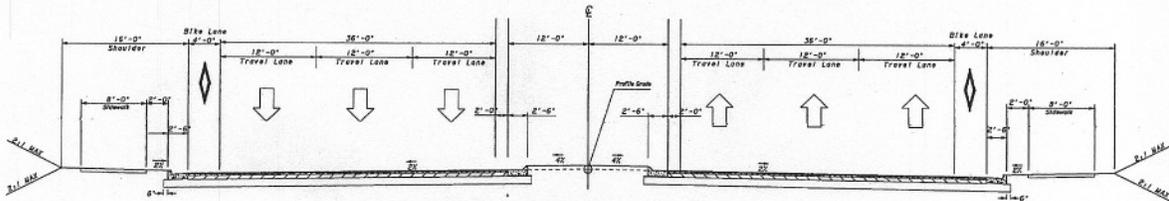
ROADWAY (MEDIAN SECTION #2)
FROM JACKSON STREET TO
WASHINGTON STREET



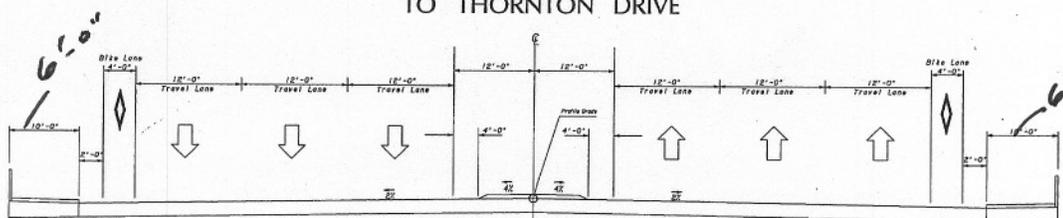
BRIDGE TYPICAL SECTION #1
OVER THE FLINT RIVER



ROADWAY (MEDIAN SECTION #3)
FROM WASHINGTON STREET
TO RADIUM SPRINGS ROAD



ROADWAY (MEDIAN SECTION #4)
FROM RADIUM SPRINGS ROAD
TO THORNTON DRIVE



BRIDGE TYPICAL SECTION #2
OVER THE CSX AND NORFOLK SOUTHERN RAIL LINES

PER BRIDGE DESIGN
ADD
2/10/06

SR 520BU from Jefferson St to Thorton Rd

2002

Total Vehicle Miles: 61,478	Total Accidents: 152	Accident Rate: 677
Average ADT: 21,126	Total Injuries: 64	Injury Rate: 285
Length in Miles: 2.91	Total Fatalities: 0	Fatality Rate: 0.00

2003

Total Vehicle Miles: 70,955	Total Accidents: 123	Accident Rate: 475
Average ADT: 24,383	Total Injuries: 68	Injury Rate: 263
Length in Miles: 2.91	Total Fatalities: 0	Fatality Rate: 0.00

2004

Total Vehicle Miles: 61,632	Total Accidents: 161	Accident Rate: 716
Average ADT: 21,179	Total Injuries: 84	Injury Rate: 373
Length in Miles: 2.91	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

SR 520 Business from Jefferson Street to Thorton Road

	AM Level of Service (delay)	PM Level of Service (delay)	AM Level of Service (delay)	PM Level of Service (delay)
Cross Street	Existing conditions 2010 [delay]	Existing conditions 2010 [delay]	Design Year 2030 (delay)	Design Year 2030 (delay)
Jefferson Street				
Jackson Street	C [23.4]	D [53]	B (16.2)	D (51.5)
Washington Street	F [158.5]	F [253.5]	B (18.8)	C (24.5)
Front Street	F 164]		B (18.0)	C (33.5)
Radium Springs Road	D [46.7]		D (52.2)	F (182.2)
Thorton Road	D [45.6]	E [76	C (29.7)	D (42.4)

Albany Model Analysis

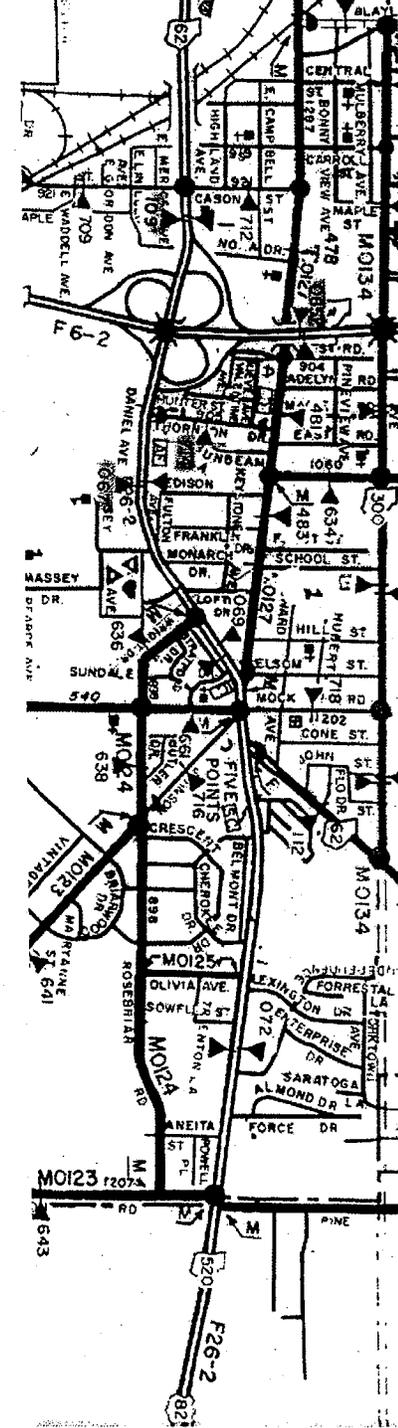
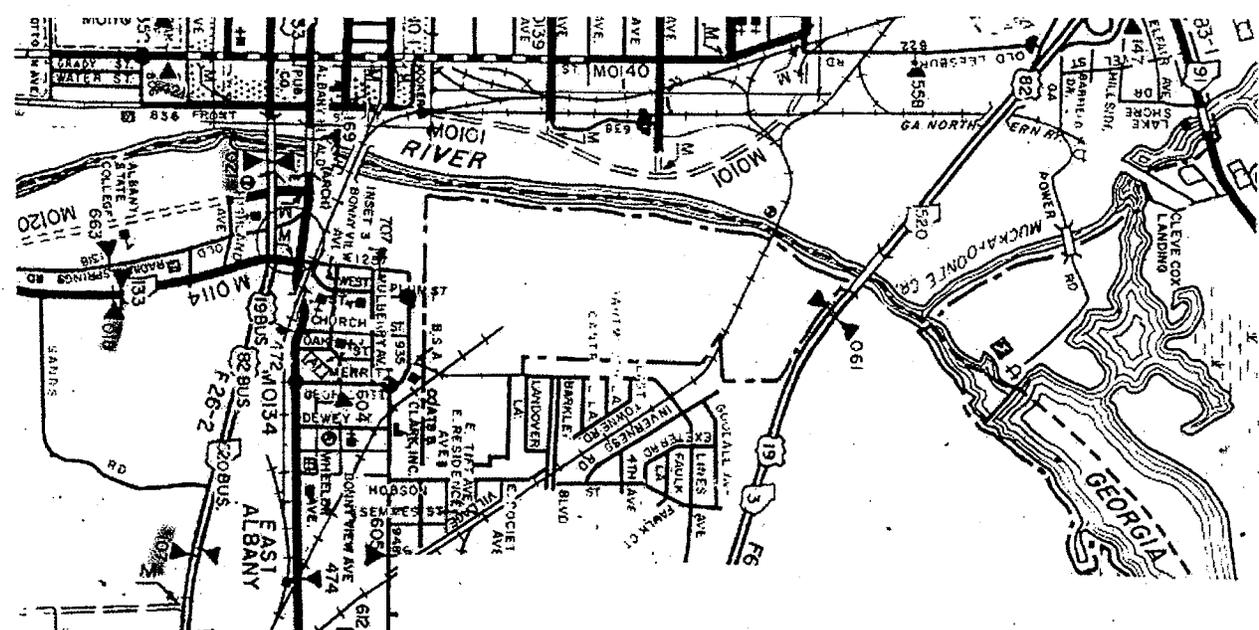
SR 620 Business (Washington St. to Thornton Dr.)

DARTS 2002 Base Year Network

GDOT Count Station	2002 GDOT AADT	2002 Model ADT ¹	2002 Model Deviation	2-way Number of Lanes	Facility Type	Area Type	VIC using 2002 Model		VIC using 2002 Model		VIC using 2002 Model	
							ADT	ADT	ADT	ADT	ADT	ADT
Mainline												
21	26,740			4						0.701		D
107	24,330			4						0.633		C
109	21,330			4						0.557		C
67	22,910			6						0.479		B
Side streets												
421	440			2						0.661		A
18	9,720			4						0.292		A
712	1,080			2						0.162		A
85	29,020			4						0.453		B
235	26,160			4						0.462		B
714	1,480			2						0.226		A

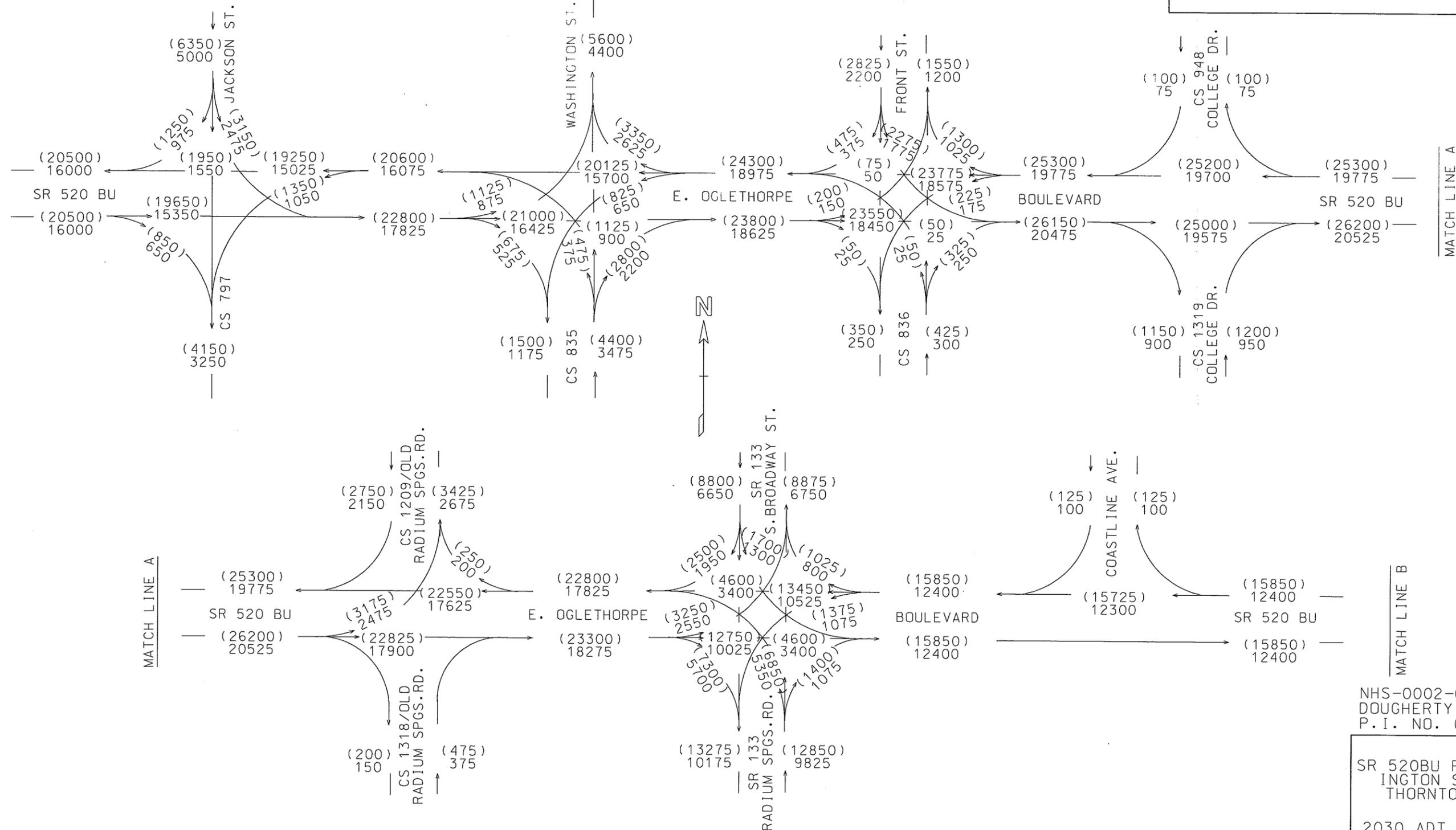
DARTS 2030 LRTP Network

GDOT Count Station	2002 Model AADT	2002 Model "Raw" ADT ¹	2002 Model Deviation	2030 Model "Refined" ADT ²	2030 Model Deviation	2030 Model Number of Lanes	2030 Model Facility Type	2030 Model Area Type	VIC using 2030 Model		VIC using 2030 Model		VIC using 2030 Model	
									ADT	ADT	ADT	ADT	ADT	ADT
Mainline														
21	33,140			6						0.597		C		
197	32,230			6						0.583		C		
109	29,660			6						0.508		C		
67	33,250			6						0.665		C		
Side streets														
421	3,290			2						0.268		B		
18	8,815			4						0.264		A		
712	1,040			2						0.190		A		
85	47,470			6						0.494		B		
235	36,620			6						0.462		B		
714	1,930			2						0.280		A		



DOUGHERTY COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



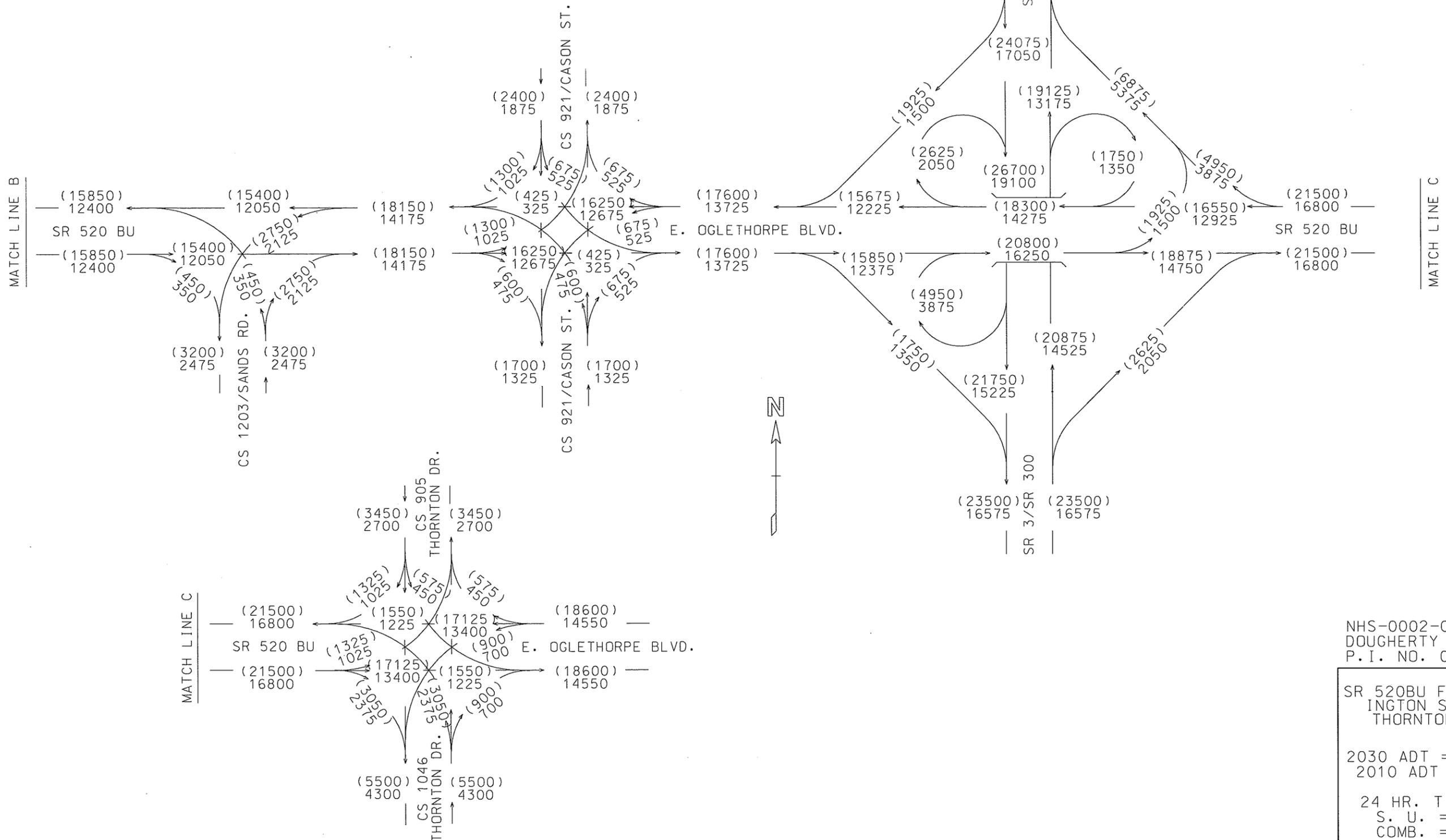
NHS-0002-00(445)
DOUGHERTY COUNTY
P.I. NO. 0002445

SR 520BU FM WASH-
INGTON ST. TO
THORNTON DR.

2030 ADT = (000)
2010 ADT = 000

24 HR. T = 6%
S. U. = 4%
COMB. = 2%

DOUGHERTY COUNTY



NHS-0002-00(445)
DOUGHERTY COUNTY
P.I. NO. 0002445

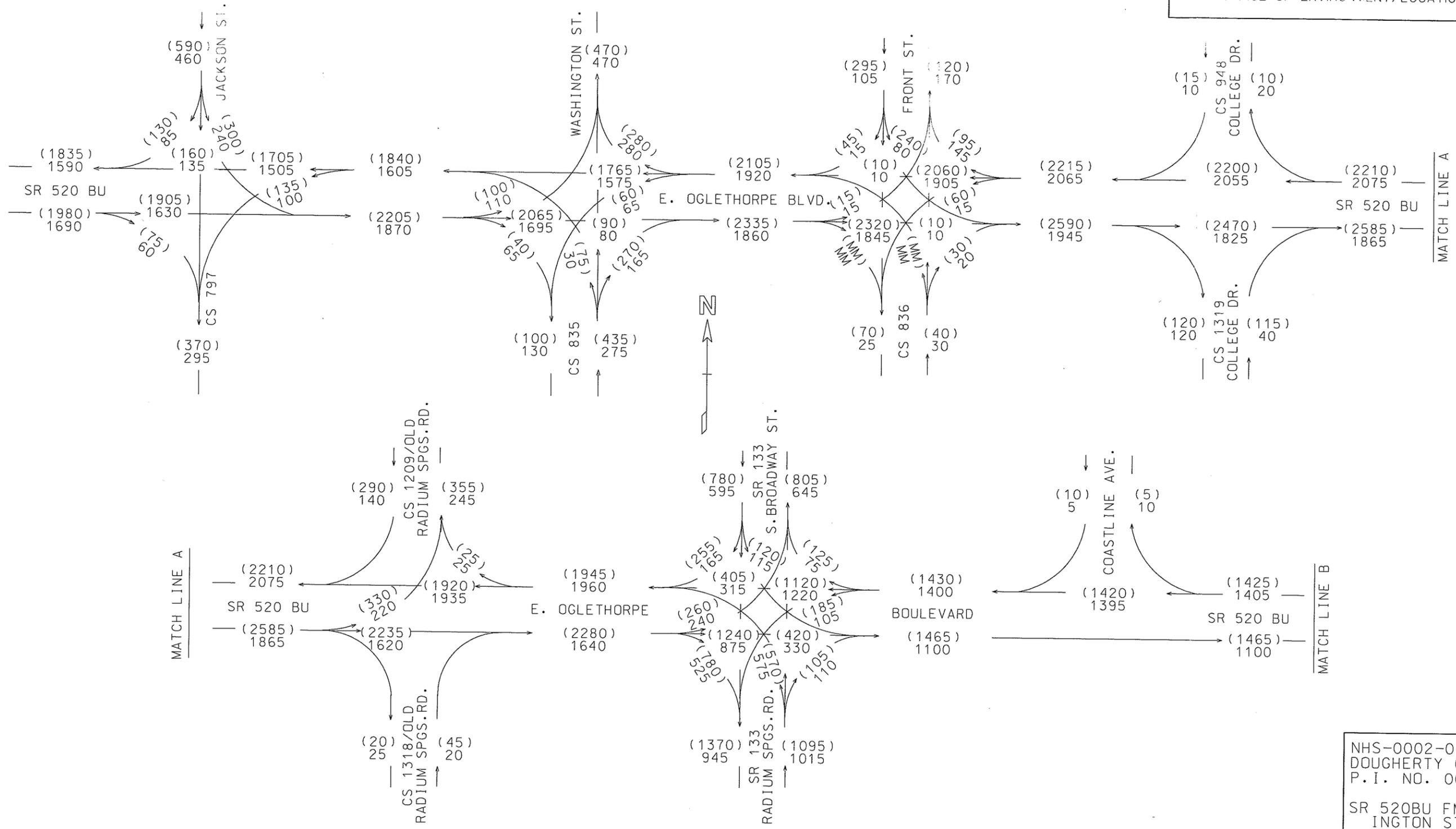
SR 520BU FM WASH-
INGTON ST. TO
THORNTON DR.

2030 ADT = (000)
2010 ADT = 000

24 HR. T = 6%
S. U. = 4%
COMB. = 2%

DOUGHERTY COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



NHS-0002-00(445)
DOUGHERTY COUNTY
P.I. NO. 0002445
SR 520BU FM WASH-
INGTON ST. TO
THORNTON DR.
2030 PM DHV = (000)
2030 AM DHV = 000
T = 7%

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 095-0003-0

Dougherty

SUFF. RATING: 71.19

Location & Geography		Signs & Attachements			
* Structure ID:	095-0003-0	* 104 Highway System:	1	225 Expansion Joint Type:	04
200 Bridge Information:	06	* 26 Functional Classification:	14	242 Deck Drains:	1
* 6A Feature Int:	FLINT RIVER	* 204 Federal Route Type:	F No. 00262	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00520	* 110 Truck Route:	0	Width:	0.00
* 7B Facility Carried:	SR 520 BUSINESS	206 School Bus Route:	1	238 Curb Height:	0.8
* 9 Location:	OGLETHORPE BOULEVARD	217 Benchmark Elevation:	0192.68	Curb Material:	1
2 DOT District:	4	218 Datum:	1	239 Handrail:	1 1
207 Year Photo:	2003	* 19 Bypass Length:	01	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24 Date: 12/18/2003	* 20 Toll:	3	241 Bridge Median Height:	0.4
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	4.0
92B Underwater Insp Freq:	60 Date: 9/18/2001	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	0
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	5	Fwd:	0
* 4 Place Code:	01052	37 Historical Significance:	2	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	205 Congressional District:	02	Oppo. Fwd:	0
Type:	2	27 Year Constructed:	1953	244 Approach Slab:	3
Designation:	6	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00019	33 Bridge Median:	2	233 Posted Speed Limit:	35
Direction:	0	34 Skew:	00	236 Warning Sign:	0
* 16 Latitude:	31 - 34.6 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	0
* 17 Longitude:	84 - 08.7 HMMS Suffix: BU MP:4.76	38 Navigation Control:	0	235 Hazzard Boards:	0
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	21
99 ID Number:	0000000000000000	267 Type of Paint:	2	Water:	00
* 100 STRAHNET:	2	* 42 Type of Service on:	5	Electric:	34
12 Base Highway Network:	1	Type of Service under:	5	Telephone:	23
13A LRS Inventory Route:	9510520	214 Movable Bridge:	0	Sewer:	22
13B Sub Inventory Route:	0	203 Type Bridge:	A O M O	247 Lighting - Street:	1
101 Parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	2	* 43 Structure Type Main:	4 02	Aerial:	0
* 264 Road Inventory Mile Post:	004.76	45 No. Spans Main:	004	* 248 County Continuity No.:	00
* 208 Inspection Area:	11 Initials: JWH	44 Structure Type Appr:	3 02		
Engineer's Initial:	jal	46 No. Spans Appr:	0006		
		226 Bridge Curve Horz:	0 Vert: 0		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	095-00520B-004.76E	108 Wearing Surface Type:	1		
		Membrane Type:	0		
		Deck Protection:	0		

Structure ID: 095-0003-0

Programming Data		Measurements		Ratings	
201 Project No.:	U-006-2 (2)	* 29 ADT:	026700 Year: 2002	65 Inventory Rating Method:	1
202 Plans Available:	1	109 % Trucks:	3	63 Operating Rating Method:	1
249 Prop. Proj. No.	00000000000000000000000000000000	* 28 Lanes On:	04 Under: 00	66 Inventory Type:	2 Rating: 29
250 Approval Status:	0 0 0 0	210 No. Tracks On:	00 Under: 00	64 Operating Type:	2 Rating: 49
251 P.I. No.:	0000000	* 48 Max. Span Length:	0100	231 Calculated Loads	
252 Contract Date:	2/1/1901	* 49 Structure Length:	720	H-Modified:	20 0
260 Seismic No.:	00000	51 Br. Rwdy. Width:	54.00	HS-Modified:	25 0
75 Type Work:	00 0	52 Deck Width:	69.30	Type 3:	28 0
94 Bridge Imp. Cost:	\$0	* 47 Tot. Horiz. Cl:	68.00	Type 3s2:	40 0
95 Roadway Imp. Cost:	\$0	50 Curb / Sidewalk Width:	5.00 / 5.00	Timber:	36 0
96 Total Imp Cost:	\$0	32 Approach Rdwy. Width:	066	Piggyback:	40 0
76 Imp. Length:	000000	* 229 Shoulder Width:		261 H Inventory Rating:	22
97 Imp. Year:	0000	Rear Lt:	2.0 Type: 2 Rt: 10.0	262 H Operating Rating:	40
114 Future ADT:	040050 Year: 2022	Fwrld Lt:	2.0 Type: 2 Rt: 10.0	67 Structural Evaluation:	6
		Pavement Width:		58 Deck Condition:	6
		Rear:	54.0 Type: 2	59 Superstructure Condition:	6
			54.0 Type: 2	* 227 Collision Damage:	0
Hydraulic Data		Intersection Rear:	1 Fwrld: 1	60A Substructure Condition:	6
215 Waterway Data				60B Scour Condition:	6
Highwater Elev.:	0000.0 Year: 1900	36 Safety Features Br. Rail:	2	60C Underwater Condition:	6
Flood Elevation:	0000.0 Freq.: 00	Transition:	0	71 Waterway Adequacy:	8
Avg. Streambed Elev.:	0000.0	App. G. Rail:	0	61 Channel Protection Cond.:	7
Drainage Area:	05230	App. Rail End:	0	68 Deck Geometry:	5
Area of Opening:	016900	53 Minimum Cl. Over:	99' 99 "	69 UnderClr. Horz/Vert:	N
113 Scour Critical:	U	Under:	N 00' 00 "	72 Appr. Alignment:	8
216 Water Depth:	08.0 Br. Height: 45.7	* 228 Minimum Vertical Cl		62 Culvert:	N
222 Slope Protection:	6	Act. Odm Dir.:	99' 99 "		
221 Spur Dikes Rear:	0 Fwrld: 0	Oppo. Dir:	99' 99 "	Posting Data	
219 Fender System:	0	Posted Odm. Dir:	00' 00 "	70 Bridge Posting Required:	5
220 Dolphin:	0	Oppo. Dir:	00' 00 "	41 Struct Open, Posted, CL:	A
223 Culvert Cover:	000	55 Lateral Undercl. Rt:	N 99.9	* 103 Temporary Structure:	0
Type:	0	56 Lateral Undercl. Lt:	0.0	232 Posted Loads	
No. Barrels:	0	* 10 Max Min Vert Cl:	99' 99 " Dir: 0	H-Modified:	00
* Width:	0.00 Height: 0.00	39 Nav Vert Cl:	000 Horiz: 0000	HS-Modified:	00
* Length:	0 Apron: 0	116 Nav Vert Cl Closed:	000	Type 3:	00
265 U/W Insp. Area:	2 Diver: RMO	245 Deck Thickness Main:	7.50	Type 3s2:	00
		Deck Thick.	7.50	Timber:	00
		Approach:		Piggyback:	00
		246 Overlay Thickness:	0.00	253 Notification Date:	2/1/1901
		212 Year Last Painted:	Sup: 1985 Sub: 0000	258 Fed Notify Date:	2/1/1901

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 095-0034-0

Dougherty

SUFF. RATING: 54.93

Location & Geography				Signs & Attachments	
* Structure ID:	095-0034-0	* 104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	06	* 26 Functional Classification:	14	242 Deck Drains:	1
* 6A Feature Int:	NORFOLK SOUTHERN RR	* 204 Federal Route Type:	F No. 00262	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00520	* 110 Truck Route:	0	Width:	0.00
* 7B Facility Carried:	SR 520 BUSINESS	206 School Bus Route:	1	238 Curb Height:	1.2
* 9 Location:	ALBANY - EASTSIDE	217 Benchmark Elevation:	0232.46	Curb Material:	1
2 DOT District:	4	218 Datum:	2	239 Handrail:	1 1
207 Year Photo:	2003	* 19 Bypass Length:	02	* 240 Median Barrier Rail:	2
* 91 Inspection Frequency:	24 Date: 12/15/2003	* 20 Toll:	3	241 Bridge Median Height:	3.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	4.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	8
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	5	Fwr:	8
* 4 Place Code:	01052	37 Historical Significance:	5	Oppo. Dir. Rear:	8
* 5 Inventory Route (O/U):	1	205 Congressional District:	02	Oppo. Fwr:	8
Type:	2	27 Year Constructed:	1954	244 Approach Slab:	3
Designation:	6	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00019	33 Bridge Median:	3	233 Posted Speed Limit:	50
Direction:	0	34 Skew:	30	236 Warning Sign:	1
* 16 Latitude:	31 - 34.3 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	1
* 17 Longitude:	84 - 07.3 HMMS Suffix: BU MP:6.26	38 Navigation Control:	N	235 Hazzard Boards:	1
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	0	Water:	00
* 100 STRAHNET:	2	* 42 Type of Service on:	1	Electric:	21
12 Base Highway Network:	1	Type of Service under:	2	Telephone:	00
13A LRS Inventory Route:	9510520	214 Movable Bridge:	0	Sewer:	22
13B Sub Inventory Route:	0	203 Type Bridge:	O O O O	247 Lighting - Street:	0
101 Parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	2	* 43 Structure Type Main:	1 04	Aerial:	0
* 264 Road Inventory Mile Post:	006.26	45 No. Spans Main:	001	* 248 County Continuity No.:	00
* 208 Inspection Area:	11 Initials: JWH	44 Structure Type Appr:	1 04		
Engineer's Initial:	jal	46 No. Spans Appr:	0004		
		226 Bridge Curve Horz:	0 Vert: 1		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	095-00520B-006.26E	108 Wearing Surface Type:	6		
		Membrane Type:	0		
		Deck Protection:	0		

Structure ID: 095-0034-0

Programming Data		Measurements		Ratings	
201 Project No.:	AF-026-2 (4)	* 29 ADT:	024300 Year: 2002	65 Inventory Rating Method:	1
202 Plans Available:	1	109 % Trucks:	5	63 Operating Rating Method:	1
249 Prop. Proj. No.:	000000000000000000000000	* 28 Lanes On:	04 Under: 00	66 Inventory Type:	2 Rating: 20
250 Approval Status:	0 0 0 0	210 No. Tracks On:	00 Under: 01	64 Operating Type:	2 Rating: 34
251 P.I. No.:	0000000	* 48 Max. Span Length:	0040	231 Calculated Loads	
252 Contract Date:	2/1/1901	* 49 Structure Length:	160	H-Modified:	20 0
260 Seismic No.:	00000	51 Br. Rwdy. Width:	54.00	HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	64.00	Type 3:	28 0
94 Bridge Imp. Cost:	\$33	* 47 Tot. Horiz. Cl:	27.00	Type 3s2:	40 0
95 Roadway Imp. Cost:	\$69	50 Curb / Sidewalk Width:	2.00 / 2.00	Timber:	36 0
96 Total Imp Cost:	\$165	32 Approach Rdwy. Width:	048	Piggyback:	40 0
76 Imp. Length:	000371	* 229 Shoulder Width:		261 H Inventory Rating:	23
97 Imp. Year:	1990	Rear Lt:	4.0 Type: 8 Rt: 10.0	262 H Operating Rating:	36
114 Future ADT:	036450 Year: 2022	Fwrd Lt:	4.0 Type: 8 Rt: 10.0	67 Structural Evaluation:	4
		Pavement Width:		58 Deck Condition:	6
		Rear:	48.0 Type: 2	59 Superstructure Condition:	7
Hydraulic Data				* 227 Collision Damage:	0
215 Waterway Data			48.0 Type: 2	60A Substructure Condition:	7
Highwater Elev.:	0000.0 Year: 1900	Intersection Rear:	1 Fwrd: 0	60B Scour Condition:	N
Flood Elevation:	0000.0 Freq.: 00	36 Safety Features Br. Rail:	2	60C Underwater Condition:	N
Avg. Streambed Elev.:	0000.0	Transition:	2	71 Waterway Adequacy:	N
Drainage Area:	00000	App. G. Rail:	1	61 Channel Protection Cond.:	N
Area of Opening:	000000	App. Rail End:	1	68 Deck Geometry:	5
113 Scour Critical:	N	53 Minimum Cl. Over:	99' 99 "	69 UnderChr. Horz/Vert:	6
216 Water Depth:	00.0 Br. Height: 00.0	Under:	R 22' 04 "	72 Appr. Alignment:	8
222 Slope Protection:	0	* 228 Minimum Vertical Cl		62 Culvert:	N
221 Spur Dikes Rear:	0 Fwrd: 0	Act. Odm Dir.:	99 ' 99 "		
219 Fender System:	0	Oppo. Dir:	99 ' 99 "	Posting Data	
220 Dolphin:	0	Posted Odm. Dir:	00 ' 00 "	70 Bridge Posting Required:	5
223 Culvert Cover:	000	Oppo. Dir:	00 ' 00 "	41 Struct Open, Posted, CL:	A
Type:	0	55 Lateral Undercl. Rt:	R 16.3	* 103 Temporary Structure:	0
No. Barrels:	0	56 Lateral Undercl. Lt:	0.0	232 Posted Loads	
* Width:	0.00 Height: 0.00	* 10 Max Min Vert Cl:	99' 99 " Dir: 0	H-Modified:	00
* Length:	0 Apron: 0	39 Nav Vert Cl:	000 Horiz: 0000	HS-Modified:	00
265 U/W Insp. Area:	0 Diver: ZZZ	116 Nav Vert Cl Closed:	000	Type 3:	00
		245 Deck Thickness Main:	6.00	Type 3s2:	00
		Deck Thick:	6.00	Timber:	00
		Approach:		Piggyback:	00
		246 Overlay Thickness:	2.00	253 Notification Date:	2/1/1901.
		212 Year Last Painted:	Sup: 0000 Sub: 0000	258 Fed Notify Date:	2/1/1901

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 095-0033-0

Dougherty

SUFF. RATING: 48.37

Location & Geography				Signs & Attachments	
* Structure ID:	095-0033-0	* 104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	06	* 26 Functional Classification:	14	242 Deck Drains:	1
* 6A Feature Int:	CSX RAILROAD	* 204 Federal Route Type:	F No. 00262	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00520	* 110 Truck Route:	0	Width:	0.00
* 7B Facility Carried:	SR 520 BUSINESS	206 School Bus Route:	1	238 Curb Height:	1.2
* 9 Location:	ALBANY - EASTSIDE	217 Benchmark Elevation:	0205.92	Curb Material:	1
2 DOT District:	4	218 Datum:	2	239 Handrail:	1 1
207 Year Photo:	2003	* 19 Bypass Length:	04	* 240 Median Barrier Rail:	2
* 91 Inspection Frequency:	24 Date: 12/15/2003	* 20 Toll:	3	241 Bridge Median Height:	3.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	4.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	8
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	5	Fwr:	8
* 4 Place Code:	01052	37 Historical Significance:	5	Oppo. Dir. Rear:	8
* 5 Inventory Route (O/U):	1	205 Congressional District:	02	Oppo. Fwr:	8
Type:	2	27 Year Constructed:	1954	244 Approach Slab:	3
Designation:	6	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00019	33 Bridge Median:	3	233 Posted Speed Limit:	50
Direction:	0	34 Skew:	30	236 Warning Sign:	1
* 16 Latitude:	31 - 34.3 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	1
* 17 Longitude:	84 - 07.3 HMMS Suffix: BU MP:6.20	38 Navigation Control:	N	235 Hazzard Boards:	1
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	1	Water:	00
* 100 STRAHNET:	2	* 42 Type of Service on:	1	Electric:	00
12 Base Highway Network:	1	Type of Service under:	2	Telephone:	00
13A LRS Inventory Route:	9510520	214 Movable Bridge:	0	Sewer:	21
13B Sub Inventory Route:	0	203 Type Bridge:	O O N O	247 Lighting - Street:	0
101 Parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	2	* 43 Structure Type Main:	3 02	Aerial:	0
* 264 Road Inventory Mile Post:	006.20	45 No. Spans Main:	001	* 248 County Continuity No.:	00
* 208 Inspection Area:	11 Initials: JWH	44 Structure Type Appr:	1 04		
Engineer's Initial:	jal	46 No. Spans Appr:	0006		
		226 Bridge Curve Horz:	0 Vert: 1		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	095-00520B-006.20E	108 Wearing Surface Type:	6		
		Membrane Type:	0		
		Deck Protection:	0		

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 095-0028-0

Dougherty

SUFF. RATING: 94.54

Location & Geography				Signs & Attachments	
* Structure ID:	095-0028-0	* 104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	06	* 26 Functional Classification:	12	242 Deck Drains:	0
* 6A Feature Int:	SR 520 BUSINESS	* 204 Federal Route Type:	F No. 00062	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00003	* 110 Truck Route:	1	Width:	0.00
* 7B Facility Carried:	SR 3 (SBL)	206 School Bus Route:	1	238 Curb Height:	0.8
* 9 Location:	ALBANY - EASTSIDE	217 Benchmark Elevation:	0231.23	Curb Material:	1
2 DOT District:	4	218 Datum:	2	239 Handrail:	1 1
207 Year Photo:	2003	* 19 Bypass Length:	01	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24 Date: 12/15/2003	* 20 Toll:	3	241 Bridge Median Height:	0.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	0.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	6	Fwr:	1
* 4 Place Code:	01052	37 Historical Significance:	5	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	205 Congressional District:	02	Oppo. Fwr:	0
Type:	2	27 Year Constructed:	1974	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00019	33 Bridge Median:	1	233 Posted Speed Limit:	65
Direction:	0	34 Skew:	00	236 Warning Sign:	0
* 16 Latitude:	31 - 34.2 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	1
* 17 Longitude:	84 - 06.6 HMMS Suffix: 00 MP:8.92	38 Navigation Control:	N	235 Hazzard Boards:	0
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	2	Water:	00
* 100 STRAHNET:	2	* 42 Type of Service on:	1	Electric:	00
12 Base Highway Network:	1	Type of Service under:	1	Telephone:	00
13A LRS Inventory Route:	951000300	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	A O M O	247 Lighting - Street:	0
101 Parallel Structure:	L	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	1	* 43 Structure Type Main:	3 02	Aerial:	0
* 264 Road Inventory Mile Post:	008.96	45 No. Spans Main:	002	* 248 County Continuity No.:	03
* 208 Inspection Area:	11 Initials: JWH	44 Structure Type Appr:	3 02		
Engineer's Initial:	jal	46 No. Spans Appr:	0002		
		226 Bridge Curve Horz:	1 Vert: 1		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	095-00003D-008.96N	108 Wearing Surface Type:	1		
		Membrane Type:	0		
		Deck Protection:	0		

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 095-0029-0

Dougherty

SUFF. RATING: 94.82

Location & Geography		Signs & Attachements			
* Structure ID:	095-0029-0	* 104 Highway System:	1	225 Expansion Joint Type:	02
200 Bridge Information:	06	* 26 Functional Classification:	12	242 Deck Drains:	0
* 6A Feature Int:	SR 520 BUSINESS	* 204 Federal Route Type:	F No. 00062	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00003	* 110 Truck Route:	1	Width:	0.00
* 7B Facility Carried:	SR 3 (NBL)	206 School Bus Route:	1	238 Curb Height:	0.8
* 9 Location:	ALBANY - EASTSIDE	217 Benchmark Elevation:	0231.23	Curb Material:	1
2 DOT District:	4	218 Datum:	2	239 Handrail:	1 1
207 Year Photo:	2003	* 19 Bypass Length:	01	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24 Date: 12/15/2003	* 20 Toll:	3	241 Bridge Median Height:	0.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	0.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	6	Fwr:	1
* 4 Place Code:	01052	37 Historical Significance:	5	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	205 Congressional District:	02	Oppo. Fwr:	0
Type:	2	27 Year Constructed:	1974	244 Approach Slab:	3
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00019	33 Bridge Median:	1	233 Posted Speed Limit:	65
Direction:	0	34 Skew:	00	236 Warning Sign:	0
* 16 Latitude:	31 - 34.2 HMMS Prefix: SR	35 Structure Flared:	1	234 Delineator:	1
* 17 Longitude:	84 - 06.6 HMMS Suffix: 00 MP:8.87	38 Navigation Control:	N	235 Hazzard Boards:	0
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	2	Water:	00
* 100 STRAHNET:	2	* 42 Type of Service on:	1	Electric:	00
12 Base Highway Network:	1	Type of Service under:	1	Telephone:	00
13A LRS Inventory Route:	951000300	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	O O M O	247 Lighting - Street:	0
101 Parallel Structure:	R	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	1	* 43 Structure Type Main:	3 02	Aerial:	0
* 264 Road Inventory Mile Post:	008.95	45 No. Spans Main:	002	* 248 County Continuity No.:	03
* 208 Inspection Area:	11 Initials: JWH	44 Structure Type Appr:	3 02		
Engineer's Initial:	jal	46 No. Spans Appr:	0002		
		226 Bridge Curve Horz:	1 Vert: 1		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	095-00003D-008.95N	108 Wearing Surface Type:	1		
		Membrane Type:	0		
		Deck Protection:	0		

**PROJECT CONCEPT MEETING MINUTES
FOR
PROJECT NUMBER: NHS-0002-00(445)
DOUGHERTY COUNTY
P. I. NO. 0002409
October 19, 2005**

ATTENDEES: Ben Buchan, Urban Design
Albert Shelby, Urban Design
Amos Jenkins, 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
Michael Hester, GDOT Office of Environment Location
Bob Alexander, City of Albany – City Engineer
Nabil Raad, GDOT Office of Traffic Safety and Design
Dan Everitt, GA Power-Transmission
Keith William, GA Power-Transmission
Scott Morgan, GA Power-Transmission
Keith Goodin, Water, Gas & Light Company (Albany)
Larry Marchbanks, Water, Gas & Light Company (Albany)

SUBJECT: This meeting was held on October 19, 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. This project is identified as Federal State Route US 82 BUS, and State Route Number SR 520 BUS / SR 62. This project consists of improvements between Washington Street and Thornton Drive.

Minutes for this report were compiled and written by Amos Jenkins Jr.

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 Amos Jenkins 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 alternate considered and reasons for

rejection were discussed. 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 were mentioned. Albert Shelby also noted that the public hearing for this project will be held at a later date. 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 describing the conclusions of a Downtown Study done in 1995. The 1995 study recommended changing both Washington and Jackson Streets from one-way streets to two-way streets and placing medians on SR 520 Business (Oglethorpe Blvd.), Broad and Pine Avenues. Mr. Alexander also went on to tell of the findings of a study completed this year by URS Corporation. This new study recommended that there be medians on Oglethorpe Boulevard from Front Street to Jefferson Street. Mr. Alexander then stated the City's desire for the Department to extend the western termini of the project to Jefferson Street. Additionally Bob Alexander brought up the City's wish that any interconnectivity between the traffic signals be done in fiber optic. Bob Alexander went on saying that the City wanted their Downtown Overlay used on this project. The overlay consists of vegetated medians and other various landscaping features. Albert Shelby said that a PMA would be needed for that. Tracey Hester responded by saying that the City already had one. Bob Alexander concluded by stating the City's desire for a pedestrian friendly concourse west of the Flint River.
2. Tracey Hester followed with the suggestion of transitioning to a smaller footprint across (the west side) the river. Albert Shelby responded to this by saying that a compromise in LOS would need to be reached before there was any change in foot print. Brent Thomas asked about foot traffic on the pedestrian bridge over SR 520 Business. Bob Alexander said that he would check on the status of the pedestrian bridge.
3. Nabil Raad commented that the number of median openings might be more than needed and brought forward the idea of possible closures. Mr. Raad also mentioned that directional median openings would operate best at the remaining openings. Van Mason followed by stating the City's desire to accommodate the various car dealerships along the corridor. Mr. Mason echoed Nabil Raad's comments about directional median openings at the remaining openings. Mr. Mason then told of the possible signal locations at Sands Drive and at the Moultrie Road punch-through. Mr. Mason also pointed out the need to review the project footprint west of the Flint River and brought up the possibility of widening to the southside by the Civic Center.

4. Albert Shelby asked Tracey Hester whether or not the bridge carrying SR 520 Business over the Flint River was historic. Mr. Hester replied that while the bridge does have a flooding problem it is not historic. Brent Thomas raised the issue of whether or not the bridge needs to be raised to accommodate new FEMA/FHWA regulations. If so, the approaching profiles will need to be checked and if not then a variance might be required. Mr. Thomas commented that the existing lighting along the corridor will have to be replaced.
5. Ben Buchan asked that the Department and the City take a closer look at pedestrian movement at the interchange of SR 520 Business and Liberty Expressway (US 19/SR 3). Mr. Buchan went on to state that the Department's policy for median separation, even on bridges, is a minimum of 4 feet. Both the City and County representatives voiced their concern with potential right-of-way impacts due to bridge widening.
6. Keith Goodin began by expressing his thanks for being invited to the meeting and his hope that this meeting, and future meetings, would be productive. R. Goodin stated Albany Water Gas & Light's desire in lighting the corridor as well as retaining an eight inch gas line under the existing roadway bed. Tim Warren responded that a SUE was desired and that he would be taking steps to get that prepared. Georgia Power Transmission's representatives informed the assembly that they have three perpendicular crossings over SR 520 BUS.

CONCLUSION:

This meeting was conducted with no one expressing any adverse or unfavorable comments or concerns.

ACTION ITEMS:

1. Planning
 - a. Run Viper Model for 2-way operation for Jackson and Washington Streets
 - b. Run model for logical termini west of Flint River
2. Urban Design
 - a. Review footprint on Westside of Flint River
 - b. Review median openings

GEORGIA DEPARTMENT OF TRANSPORTATION MEETING / CONFERENCE RECORD OF ATTENDEES

PURPOSE: S.R. 520 Business Concept Team Meeting

LOCATION: Urban Design Conference Room

DATE: 10/19/2005

TIME: 10:00 AM

MODERATOR: Amos Jenkins Jr.

GDOT suffix: @dot.state.ga.us

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS
1	Amos Jenkins	GDOT-UD	6-5440	amos.jenkins@
2	Albert Shelby	GDOT-UD	6-5440	albert.shelby@
3	Brent Thomas	GDOT-DIST 4 PRECINCT.	(229) 386-3300	brent.thomas@
4	Van Mason	GDOT-DIST 4 TRAFFIC	(229) 386-3435	van.mason@
5	Tim Warren	GDOT DIST 4 UTILITIES	229-386-3288	Tim.Warren@DOT
6	DAN EVERITT	GA. POWER - TRANSMISSION	404.506.2889	DJEVERIT@SOUTHERNCO.COM
7	Keith Williams			404-506-7790 KeithWill@SouthernCo.com
8	Scott Morgan	GA Power - Transmission	404.506.6743	scmorgan@southernco.com
9	Ben Buchan	GDOT Urban Design	404-656-5436	ben.buchan
10	Nicoe Alexander	GDOT-URBAN	4) 6-5440	
11	Nabil Raad	GDOT-TS&D	(4) 653-8126	nabil.Raad@dot...
12	Michael Hester	GDOT-OEL	404-699-3473	Michael.Hester@...
13	KEITH GOODIN	WATER, GAS & LIGHT Comm.	229 883 8330 EXT.600	KGOODIN@WGL.ALBANY.GA.ORG
14	Harry Marchbanks	Water Gas & Light Comm	229 883 8330 611	
15	TRACY HESTER	PLANNING & DEVELOPMENT ALBANY	DO.CO (229) 438-3922	THESTER@DOUGHERTY.GA.NET
16	Robert Hughes	GDOT	(404) 657-6699	robert.hughes@dot.state.ga.us
17	BOB ALEXANDER	CITY OF ALBANY	229 431-2821	BOBALEXANDER@ALBANY.GA.NET
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