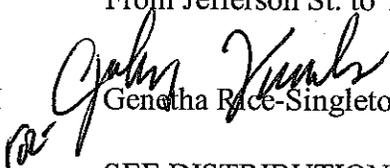


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0002445, Dougherty County **OFFICE** Preconstruction  
NHS00-0002-00(445)  
Widening of SR 520 Business  
From Jefferson St. to Thornton Dr. **DATE** September 12, 2008

**FROM**  Genetha Race-Singleton, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

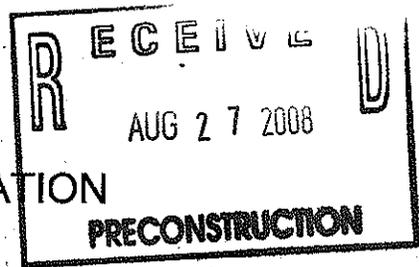
Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

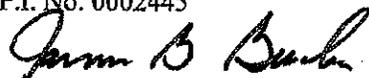
Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Ben Buchan  
Paul Liles  
Joe Sheffield  
Brent Thomas  
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

**FILE** NHS-0002-00(445), Dougherty County **OFFICE** Urban Design  
SR 520BU from Jefferson St. to Thornton Dr.  
P.I. No. 0002445 **DATE** August 13, 2008

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

**TO** Genetha Rice-Singleton, Assistant Director of Preconstruction

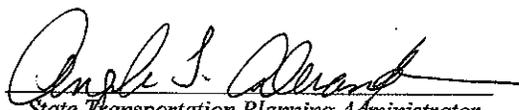
**SUBJECT** Revised Project Concept Report

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The proposed project widens SR 520 Business from four lanes (two in each direction) to six lanes (three in each direction) for 2.91 miles from Jefferson Street to Thornton Drive. In addition, the improvements will include a 14-foot raised median from Jefferson Street to Radium Springs Road, and a 24-foot raised median from Radium Springs Road to Thornton Drive, and sidewalks. The existing bridge that crosses the Flint River will be widened and the two existing bridges over the CSX railroad and the Norfolk Southern railroad will be replaced.

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

DATE 8/22/08

  
State Transportation Planning Administrator

JBB: LAJ AVS  
Attachments

Distribution:

Glenn Bowman, P.E., State Environmental/Location Engineer  
Keith Golden, P.E., State Traffic Operations Engineer  
Angela Alexander, State Transportation Planning Administrator  
Jamie Simpson, State Transportation Financial Management Administrator  
Joe Sheffield, District 4 Engineer  
Paul Liles, P.E., State Bridge Design Engineer  
Brian Summers, P.E. Project Review Engineer

# REVISED PROJECT CONCEPT REPORT

Project No. NHS-0002-00(445) , Dougherty County  
SR 520BU from Jefferson Street to CS 905/Thornton Drive  
P. I. No. 0002445

## Need and Purpose:

See Attachment #5.

## Project location:

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

## Description of the approved concept:

The approved project concept consists of improvements on SR 520 Business from Washington Street (MP 4.45) to Thornton Drive (MP 7.08), for a distance of 2.63 mi. The proposed improvements include widening from four, 12' lanes (2 in each direction) to six, 12' lanes (three in each direction), and the addition of bike lanes, sidewalks, and a raised median.

**PDP Classification:** Major  Minor   
**Federal Oversight:** Full Oversight (  ), Exempt(), 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) as shown in the approved concept:

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

## Proposed features to be revised:

Typical Sections – The approved Concept Report is revised to address changes to the typical sections throughout the project corridor. The revision accommodates the recommendations of a Value Engineering Study that was performed August 20-23, 2007.

Project termini – The approved Concept Report is also revised to extend the western terminus from Washington Street to Jefferson Street. The reason for changing the western logical terminus is based on traffic data that indicates that volume drops by approximately 26% between Washington Street and Jefferson Street. See the attached Need and Purpose Statement.

## Describe the revised feature(s) to be approved:

The typical sections of the approved Concept Report are revised as follows.

- Travel lane width is reduced from 12' to 11'
- The 4' bike lanes are removed

The project's logical termini is revised as follows.

- The western logical terminus is extended from Washington Street (MP 4.45) to Jefferson Street (MP 4.17)

**Updated traffic data (AADT):** \*Note: The traffic data from the February 28, 2006 approved Concept Report is shown below.

Current Year: (2010) 41,050

Design Year: (2030) 52,400

**Programmed/Schedule:**

P.E. Authorized

R/W: Long Range

Construction: Long Range

VE Study Required Yes (X)\* No ( ) \*Note: A VE study was held August 20 - 23, 2007. The VE Final Report was submitted August 30, 2007 by PBS&J. See Attachment #3 for VE Study Report Responses.

**Revised cost estimates:**

- |                                |                           |
|--------------------------------|---------------------------|
| 1. Construction cost estimate, | \$24,486,518.37           |
| 2. Right-of-Way, and           | \$8,208,660.00            |
| 3. Utilities                   | No reimbursable utilities |

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

**Recommendation:** Recommend that the proposed revision to the concept be approved for implementation.

**Attachments:**

1. Sketch Map,
2. Cost Estimate,
3. VE Study Final Report Responses,
4. Typical Sections, and
5. Need and Purpose Statement.

Concur: \_\_\_\_\_

*[Signature]*  
Director of Preconstruction

Approve: \_\_\_\_\_

*[Signature]*  
Chief Engineer

**ATTACHMENT 1**



**ATTACHMENT 2**

**PROJECT:**

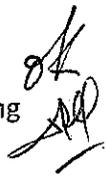
**SR 520BU FM CS 835/WASHINGTON ST TO CS 905/THORNTON DR**

P.I. 0002445

Construction Cost Estimate:	\$22,059,926.46
Engineering and Inspection:	\$1,102,996.32
Sub-total Const:	\$23,162,922.78
Construction contingency:	\$1,323,595.59
TOTAL Const.:	\$24,486,518.37
Utility Cost Estimate:	\$0.00
Utility Contingency:	\$0.00
TOTAL Utility:	\$0.00
Right-of-Way Estimate:	\$8,208,660.00
<b>PROJECT TOTAL:</b>	<b>\$32,695,178.37</b>

5%

6% major widening



**Estimate Report for file "P.I. #0002445 SR 520  
Business200861834"**

<b>Section Roadway Items</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	90000.00	FIELD ENGINEERS OFFICE TP 3	90000.00
210-0100	1	LS	500000.00	GRADING COMPLETE -	500000.00
310-1101	97700	TN	25.00	GR AGGR BASE CRS, INCL MATL	2442500.00
402-3121	57714	TN	65.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	3751410.00
402-3130	10821	TN	65.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	703365.00
402-3190	14428	TN	65.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	937820.00
413-1000	15740	GL	2.00	BITUM TACK COAT	31480.00
441-0104	25169	SY	28.19	CONC SIDEWALK, 4 IN	709514.11
441-0740	15645	SY	34.95	CONCRETE MEDIAN, 4 IN	546792.75
441-0754	6468	SY	49.22	CONCRETE MEDIAN, 7 1/2 IN	318354.96
441-6022	31799	LF	19.93	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	633754.07
441-6720	21045	LF	10.75	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	226233.75
634-1200	70	EA	100.00	RIGHT OF WAY MARKERS	7000.00
641-1100	100	LF	40.00	GUARDRAIL, TP T	4000.00
641-1200	2300	LF	35.00	GUARDRAIL, TP W	80500.00
641-5001	8	EA	650.00	GUARDRAIL ANCHORAGE, TP 1	5200.00
641-5012	8	EA	2100.00	GUARDRAIL ANCHORAGE, TP 12	16800.00
<b>Section Sub Total:</b>					<b>\$11,004,724.64</b>

<b>Section Traffic Control</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	Lump Sum	2000000.00	TRAFFIC CONTROL	2000000.00
<b>Section Sub Total:</b>					<b>\$2,000,000.00</b>

<b>Section Major Structures</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1102	1	LS	365688.41	REMOVAL OF EXISTING BR, BR NO - 3	365688.41
540-1102	1	LS	365688.41	REMOVAL OF EXISTING BR, BR NO - 2	365688.41
xxx-xxxx	32647	SF	75.00	Bridge #1- Widening frm 721 ft by 68 ft TO 721 ft by 108 ft	2448525.00
xxx-xxxx	31750	SF	75.00	Bridge #2 - 250 ft by 127 ft (replacement)	2381250.00
xxx-xxxx	20574	SF	75.00	Bridge #3 - 162 ft by 127 ft (replacement)	1543050.00
<b>Section Sub Total:</b>					<b>\$7,104,201.82</b>

<b>Section Signalization</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	20	EA	3800.00	STRAIN POLE, TP IV	76000.00
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	75000.00
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	75000.00
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	75000.00
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	75000.00
647-1000	1	LS	75000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	75000.00
xxx-xxxx	1	Lump Sum	56000.00	STRIPING	56000.00
xxx-xxxx	1	Lump Sum	99000.00	ROADSIDE SIGNS	99000.00
<b>Section Sub Total:</b>					<b>\$606,000.00</b>

<b>Section Drainage</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	3	mi	250000.00	DRAINAGE	750000.00
<b>Section Sub Total:</b>					<b>\$750,000.00</b>

**Section Erosion Control**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	Lump Sum	595000.00	Erosion Control	595000.00
<b>Section Sub Total:</b>					<b>\$595,000.00</b>

**Total Estimated Cost: \$22,059,926.46**

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**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.

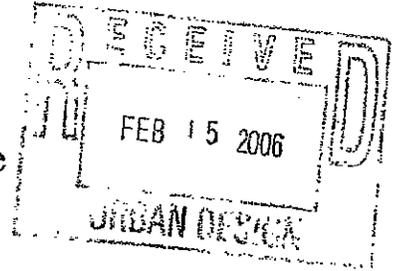
TW:BC:KC:sm

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

BUCHAN \_\_\_\_\_  
BYRMAN \_\_\_\_\_  
RICHARDSON Stelby (Amos)  
VONMETER \_\_\_\_\_  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence



**FILE** R/W Cost Estimate **OFFICE** Atlanta  
**FROM** Don Brown, Right of Way Administrator **DATE** February 13, 2006  
**TO** Ben Buchan, State Urban Design Engineer  
ATTN: Amos Jenkins  
**SUBJECT** Preliminary Right of Way Cost Estimate  
Project: NEIS-0002-00(445)Dougherty Updated  
P.I. No.: 0002445  
Description: SR 520 Business from Washington St. to Thornton Drive

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

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

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

-----  
DB::GAM:jm

Attachments

c: Brian Summers, Engineering Services  
Wilhelmina Mueller, R/W  
Windy Bickers, Financial Management  
File

# Preliminary Right of Way Cost Estimate

**Date:** UPDATED February 9, 2006  
**Project:** NH-0002-00(445) DOUGHERTY **P.I. Number** 0002445  
**Existing/Required R/W:** 100 Feet; 150 Feet; 200 Feet **Number Parcels** 39  
**Project Termini:** SR520 Business from Washington Street to Thornton Drive  
**Project Description:** Widening SR520 Business (W. Oglethorpe Blvd.)

**Land:**

Small Commercial;	21,600 SF @	\$13.00 / SF =	\$280,800
Commercial;	27,550 SF @	\$2.30 / SF =	\$63,365
Large commercial	12,700 SF @	\$0.40 / SF =	<u>\$5,080</u>
			\$349,245

**Improvements:**

2 businesses, 1 houses, 0 mobile homes, curbing, paving, signs, fencing, and site improvements \$1,835,000

**Relocation::**

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

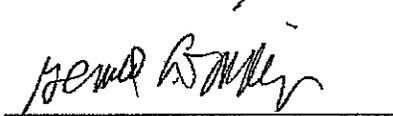
**Damages:**

Proximity	5 Parcels	\$50,000	
Consequential	1 Parcels	\$10,000	
Cost-to-Cure	5 Parcels	<u>\$50,000</u>	
			\$110,000
			\$2,364,245

Net Cost		\$2,364,245
Scheduling Contingency	55 %	\$1,300,335
Adm./Court Cost	60 %	\$2,198,748
Inflation Factor	40 %	\$2,345,331
<b>Total</b>		<b>\$8,208,659</b>

**Total Cost = \$8,208,660**

Prepared by:   
 RLS Acquisition, LLC

Approved:   
 GDOT R/W

**ATTACHMENT 3**

VE responses page 1  
P.I. 0002445

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NHS-0002-00(445), Dougherty County **OFFICE** Urban Design  
SR520 Business from Jefferson Street  
To Thornton Drive  
PI No. 0002445 **DATE** November 19, 2007  
*James B. Buchan*  
**FROM** James B. Buchan, P.E., State Urban Design Engineer  
**TO** Brian Summers, P.E., State Review Engineer

**SUBJECT Value Engineering Study Report Responses**

This office has received and reviewed the Value Engineering Study Final Report dated August 30, 2007. The study has developed ten alternative ideas and eleven design suggestions. The following are the alternatives and design suggestions with Urban Design's recommendations for each.

**BRF-1: Provide separate new structures for pedestrians and bikes; modify design for six travel lanes.** This will allow for a safe transition off of the bridge structure behind the existing archway and allow for the placement of guardrail on the trailing end of the bridge. Additionally the alternative addresses part of BRF-5's concerns. This alternative is recommended and will be implemented as a part of this project.

**BRF-2: Provide a 10' multi-use trail in lieu of 10' sidewalk and 4' bike lane.** The corridor was originally designated by the Office of Planning as a bicycle route because the bridge portions of the project were designated as needing bicycle provisions. Research found that S.R. 520 is located on neither the state nor regional bicycle networks. Since the bridges will have wider sidewalks to allow for bicycles off of the roadway, the bicycle lanes can be removed from the corridor. Therefore this alternate is not recommended, since a multi-use trail is not necessary in this corridor.

**BRF-3: Provide a new bridge for the 100 year flood event.** This design alternative would have a detrimental effect on existing and planned civic locations adjacent to the bridge, not limited to the Albany Archway and the proposed Ray Charles Plaza. This would prove counterproductive to the MPO and the City of Albany's downtown plan. Additionally, there is another project in the area: the proposed Clarke Avenue Extension that would provide the east-west connectivity during a 100-year flood event. This design alternative is not recommended as a part of this project.

M:\0002445 - SR 520-BUS\Design\VE Study\0002445 inter 070924 VE report responses.doc

VE responses page 2  
P.I. 0002445

**BRF-5 Give consideration to possible negative effects of widening the bridge - it may increase its risk of floating.** This design alternative would decrease the Level of Service of the SR 520/Front Street intersection by removing the needed left turn lane off of SR 520 onto Front Street as well as the right turn lane on to Front Street. Furthermore the speed design of the section (50 mph) requires that a median of at least 14' (10' raised) be used. This design alternative is not recommended as a part of this project. Additionally, Jefferson Street is the logical termini for the six lanes of traffic volume and this requires six lanes on the bridge.

**BRF-6: Provide a "free right turn" onto Front Street.** This design alternative is addressed with BRF-7.

**BRF-7: Extend the Front Street right turn storage to top of bridge to decrease the potential for rear end collisions.** The sight distance and storage improvement will potentially improve the operation of the intersection and eliminate the issue that design alternative BRF-6 addresses. This design alternative is recommended and will be implemented as a part of this project.

**BR2-1 & BR3-1: Provide a single span bridge over railroad with walled abutments.** This alternative is addressed with the response to design alternative BR2-5.

**BR2-2 & BR 3-2: Combine bike lanes and sidewalks as a 10' multi-use trail with special markings.** This design alternative is addressed with the response to BRF-2.

**BR2-3 & BR3-3: Use a 14' median (10' raised) and 11' foot travel lanes.** The speed limit for the roadway section east of Radium Springs Road is 55 mph. As per table 6.3 of the GDOT Design Standards for Arterial Roadways; this road section is classified as an Urban Arterial and as such all median widths in this section shall be at least 24' (16' raised). The use of 14' medians for this section is not recommended as a part of this project; the use of 11' foot travel lanes will be addressed with the response to RD-1

**BR2-5: Combine BR2 and BR3 and construct one new bridge.** The current bridge spans have the required 23' feet of clearance from the top of the highest track to the bottom of the bridge beams. If a longer bridge were to be constructed in the place of the two separate structures the longer spans may require deeper bridge beams and a raising of the proposed profile elevations to meet the required 23' of clearance for the rail lines. This design suggestion has a conditional recommendation; the condition being that if the longer spans do not require deeper beams and profile changes, the single bridge can be implemented as a part of this project.

VE responses page 3  
P.I. 0002445

**RD-1: Construct 11' travel lanes throughout the project.** Reduction of travel lane width from 12' to 11' would reduce the amount of full-depth paving required. Also, 11' lanes east of Radium Springs Road would result in a more consistent typical section throughout the corridor. This alternative is recommended and will be implemented as a part of this project.

**RD-2: Move 4' bike lanes to a 10' multi-use trail from Front Street to the project terminus.** This design alternative is addressed with the response to BRF-2.

**RD-4: Consider pavement design alternatives regarding thickness build-ups.** No existing pavement evaluation has been done at this time. However, the current design intends to retain as much of the existing pavement as possible. This design alternative is recommended and will be implemented as a part of this project.

**RD-5: Consider reducing the number of median openings and provide additional signals.** A Signal Warrant Study is being requested from District 4 for the intersection of SR 520 and Sands Road. Additionally, the remaining openings between Radium Springs Road and Cason Street have been channelized for right-in movements only. This design alternative is recommended and will be implemented as a part of this project.

**RD-8: Coordinate traffic control plan with "new Clark Avenue" "local traffic only"**  
The Project Manager will coordinate traffic control with other projects in the area. This design alternative is recommended and will be implemented as a part of this project.

**RD-9: Verify the Norfolk Southern rail line is still an active line.**  
The Project Manager will verify if the line is in use. Preliminary discussions with the District have yet to clarify the use of the rail line. Continued coordination will clarify the issue before the preliminary bridge design is completed.

**RD-10: Consider using double left turns/'u' turns at signals to calm traffic.**  
**Jefferson Street @ SR 520 Business/ Oglethorpe Avenue**

- The turning volumes do not warrant the double left turn lanes.

**Jackson Street @ SR 520 Business/ Oglethorpe Avenue:**

- Right-of-Way issues (i.e. the purchase of the Health & Human Services and City of Albany Police buildings) preclude double turn lanes at this intersection. Additionally, the turning volumes do not warrant the double left turn lanes.

**Washington Street @ SR 520 Business/ Oglethorpe Avenue:**

- Right-of-Way issues (i.e. the purchase of the Health & Human Services and City of Albany Police buildings) preclude double turn lanes at this intersection. Additionally, the turning volumes do not warrant the double left turn lanes.

VE responses page 4

P.I. 0002445

**Front Street @ SR 520 Business/ Oglethorpe Avenue:**

- Right-of-Way issues (i.e. the purchase of the Hilton Garden Inn and Albany Convention Center, addition Right-of-Way needed from the Albany Civic Center and impacts to the Ray Charles Plaza and Albany Arch) preclude double turn lanes at this intersection. Additionally, the turning volumes do not warrant the double left turn lanes.

**Radium Springs Road @ SR 520 Business/ Oglethorpe Avenue**

- This intersection has an existing double left turn on the southern approach of Radium Springs Road that will be maintained as a part of this project. None of the other left turn movements at this intersection warrant double turn lanes.

**Cason Street @ SR 520 Business/ Oglethorpe Avenue**

- The turning volumes do not warrant the double left turn lanes.

**Thornton Drive @ SR 520 Business/ Oglethorpe Avenue**

- The turning volumes do not warrant the double left turn lanes.

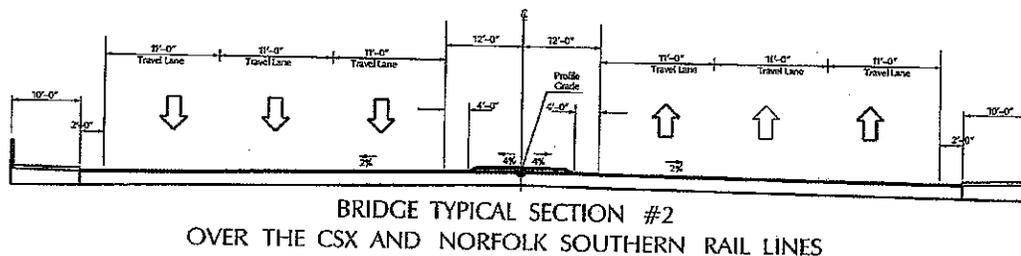
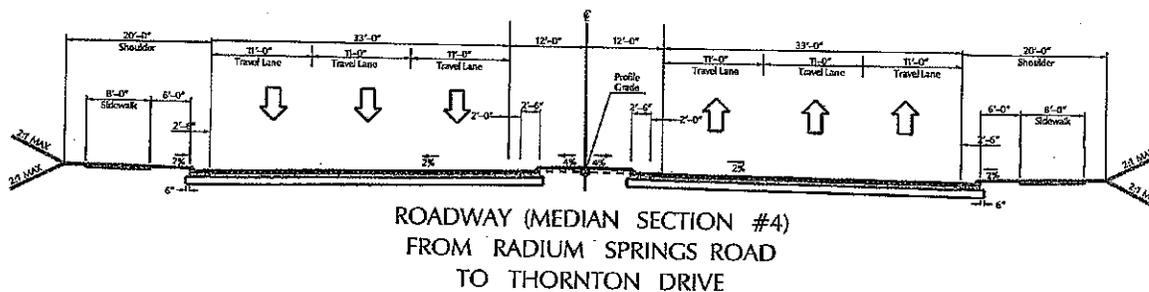
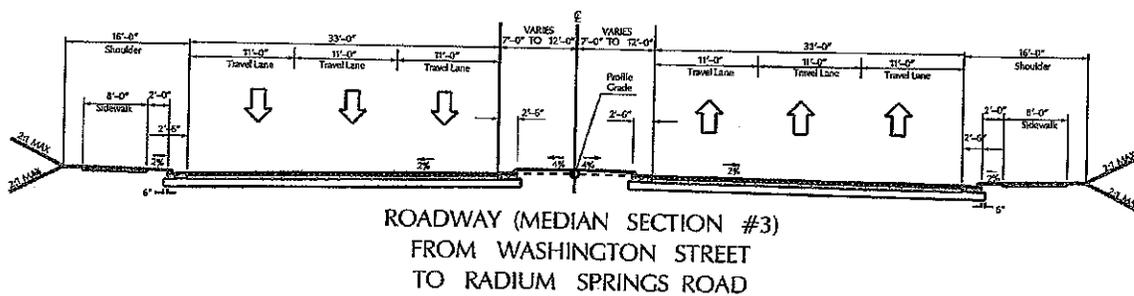
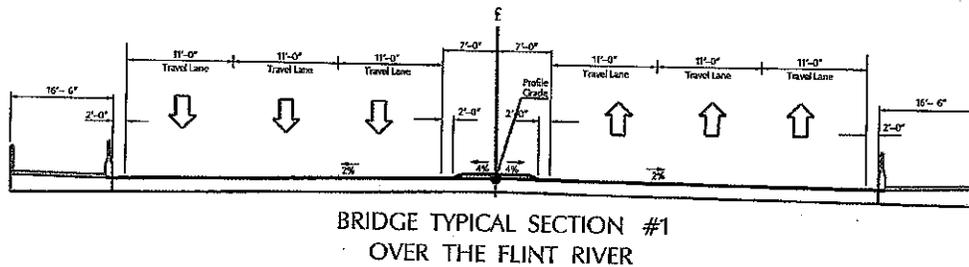
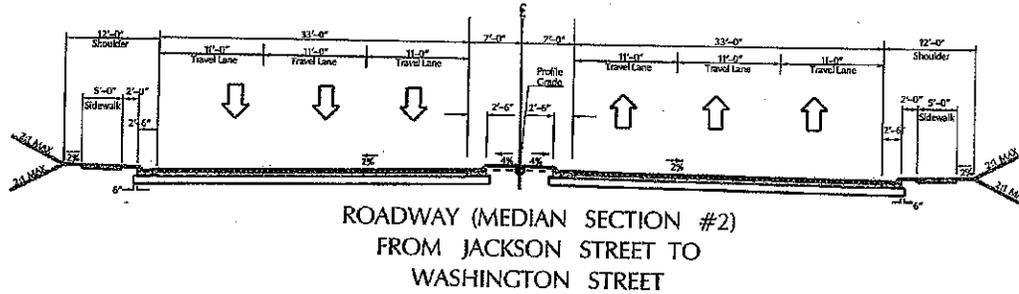
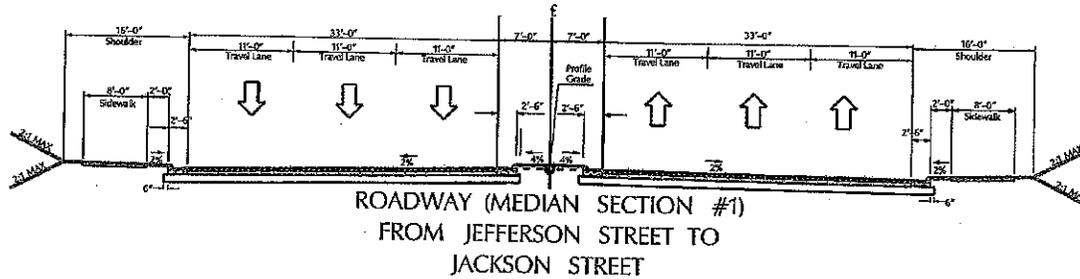
**RD-11: Redesign Radium Springs Road to decrease intersection angle**

Questions to both the City of Albany Traffic Operations and District 4 Traffic Operations have revealed that there have been no significant complaints or issues about the Radium Springs/ SR 520 Business intersection. The skew angle for this intersection is 81.95°. There have been 77 accidents in the last three years. There have been two fatalities and both resulted from a single head-on collision. This design alternative is not recommended and will not be implemented as a part of this project.

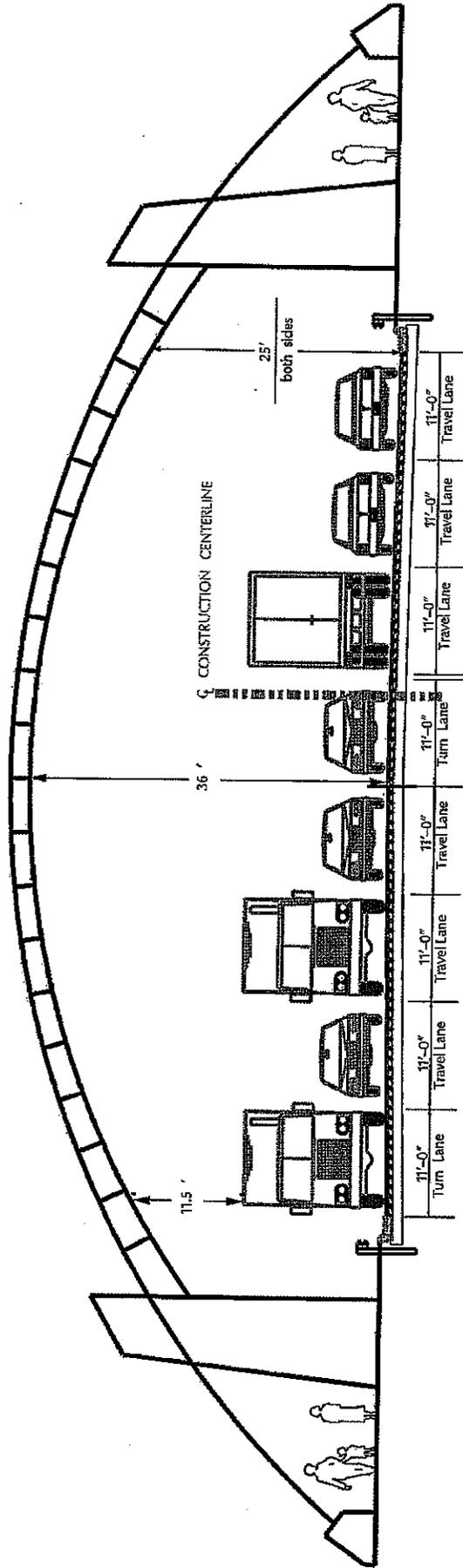
JBB: ajj *AVS*

**ATTACHMENT 4**

# TYPICAL SECTIONS



# TYPICAL SECTIONS



ARCHWAY

**ATTACHMENT 5**

SUCHA \_\_\_\_\_  
BOWMAN \_\_\_\_\_  
RICHARDS *Shelby*  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** NHS-0002-00(445)-Dougherty County **OFFICE** Planning  
P.I. 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

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Attachment

# REVISED PROJECT CONCEPT REPORT

## Need and Purpose:

### 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)

SR 520BU	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)**

	0000	0001	0002	0003	0004	0005
0000	955	430	1,160	473	972	504
0001	754	172	939	191	486	197
0002	0	1.34	0.00	1.32	0	1.45

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

	0000	0001	0002	0003	0004	0005
0000	248	430	253	473	303	504
0001	178	172	156	191	186	197
0002	0	1.34	0.00	1.32	0	1.45

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

	0000	0001	0002	0003	0004	0005
0000	0	430	0	473	40	504
0001	0	172	0	191	0	197
0002	0	1.34	0	1.32	0	1.45

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

	0000	0001	0002	0003	0004	0005
0000	724	430	574	473	718	504
0001	258	172	209	191	96	197
0002	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 Intersection	Rear End	Collision	Head-on	Fatalities	
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.

Year	Current AADT	Future AADT	Level of Service
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 stream. 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.

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.