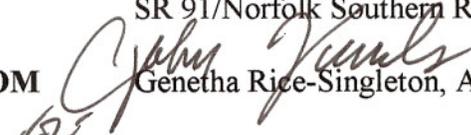


D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0007512, Dougherty County **OFFICE** Preconstruction  
CSSTP-0007-00(512)  
SR 91/Norfolk Southern Railroad **DATE** November 6, 2006

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

**TO**  SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

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

Project Concept Report Page 2  
Project Number: CSSTP-0007-00(512)  
P.I. Number 0007512  
County: Dougherty  
Prepared by: ARCADIS

Recommendation for approval:

DATE 9/18/06

James K. Phillips  
Project Manager

DATE 9/20/06

Keith Selden  
Traffic Safety & Design Engineer

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

DATE 10/24/06

Joseph P. Bell  
State Transportation Planning Administrator

DATE 9-28-06

John W. Hoffman  
District Engineer

DATE 11/6/06

O. J. Stahl  
CHIEF ENGINEER

Project Concept Report Page 23  
Project Number: CSSTP-0007-00(512)  
P.I. Number 0007512  
County: Dougherty  
Prepared by: ARCADIS

NOTICE OF LOCATION AND DESIGN APPROVAL

**SR 91 / Norfolk Southern Railroad**  
**Project Number: CSSTP-0007-00(512) - Dougherty County**  
**P. I. Number: 0007512**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is *NOVEMBER 6, 2006*

*Project CSSTP-0007-00(512) in Dougherty County will reconstruct 0.10 miles of CS 837 W. Roosevelt Street to allow for the installation of medians in between the Norfolk Southern Railroad and the East / West bound traffic to channelize motorists away from the railroad track. Currently the Norfolk Southern Railroad operates in the center of Roosevelt Street, adjacent to the travel way. Approximately 500 feet of SR 91 / North Jefferson St will be reconstructed on grade in advance of the at grade railroad crossing.*

*This safety project is necessary to allow for the installation of train activated warning devices (Bells, Lights, & Gates) along SR 91 / N. Jefferson St. at US DOT / AAR Crossing No. 734089K. The existing geometry of the roadway intersection will not allow for the installation of the equipment (Bells, Lights, & Gates)*

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

*Joe Cowan*  
[joe.cowan@dot.state.ga.us](mailto:joe.cowan@dot.state.ga.us)  
710 West 2nd Street (P.O. Box 7510)  
Tifton, GA 31793-7510  
(229)-386-3304

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

*James Key Phillips*  
*Office of Traffic Safety & Design*  
[Key.Phillips@dot.state.ga.us](mailto:Key.Phillips@dot.state.ga.us)  
935 E. Confederate Ave. Bldg # 24  
Atlanta, GA 30316  
404.635.8120

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

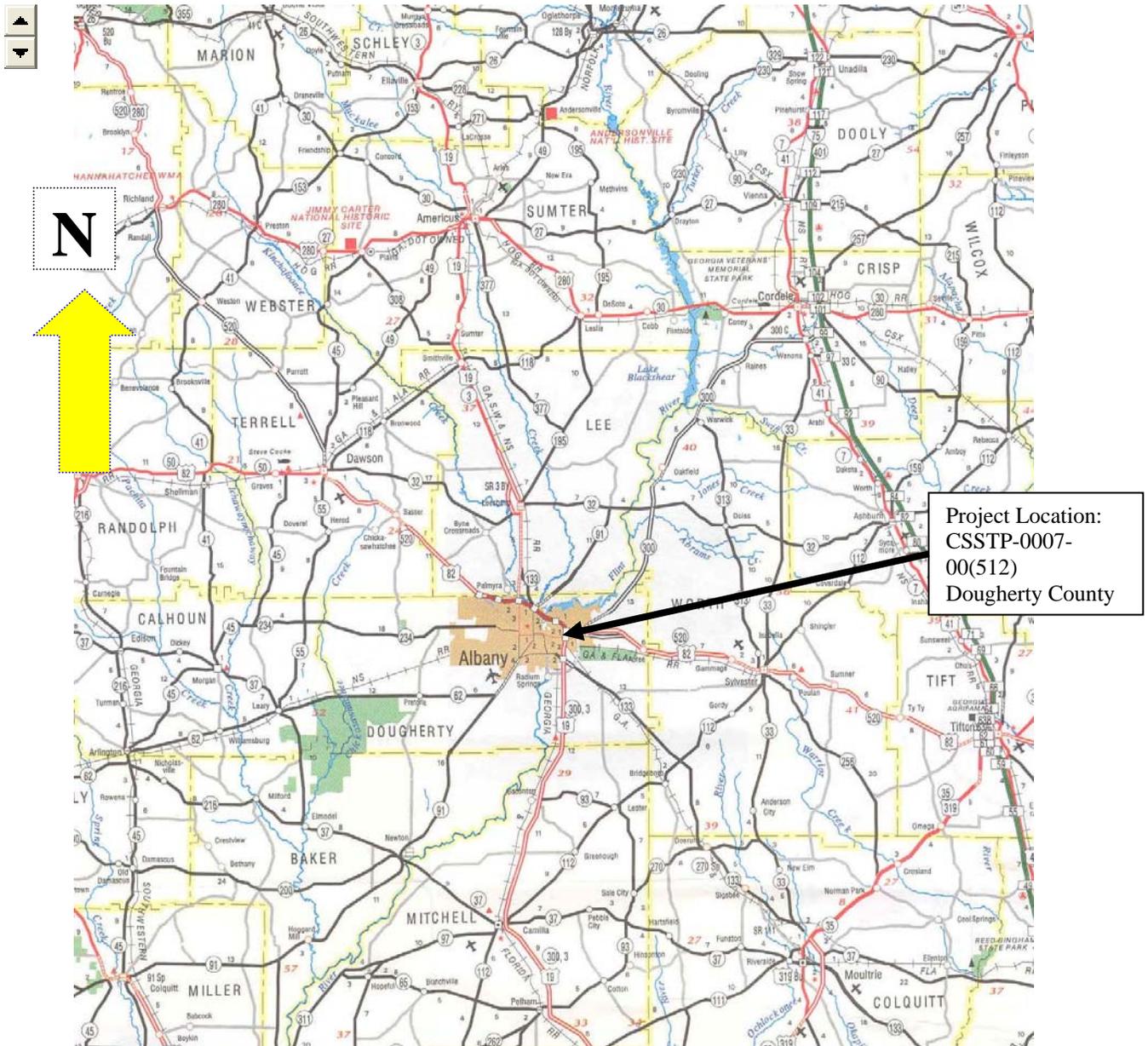
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
*OFFICE OF TRAFFIC SAFETY & DESIGN*  
**PROJECT CONCEPT REPORT**

Prepared by: ARCADIS

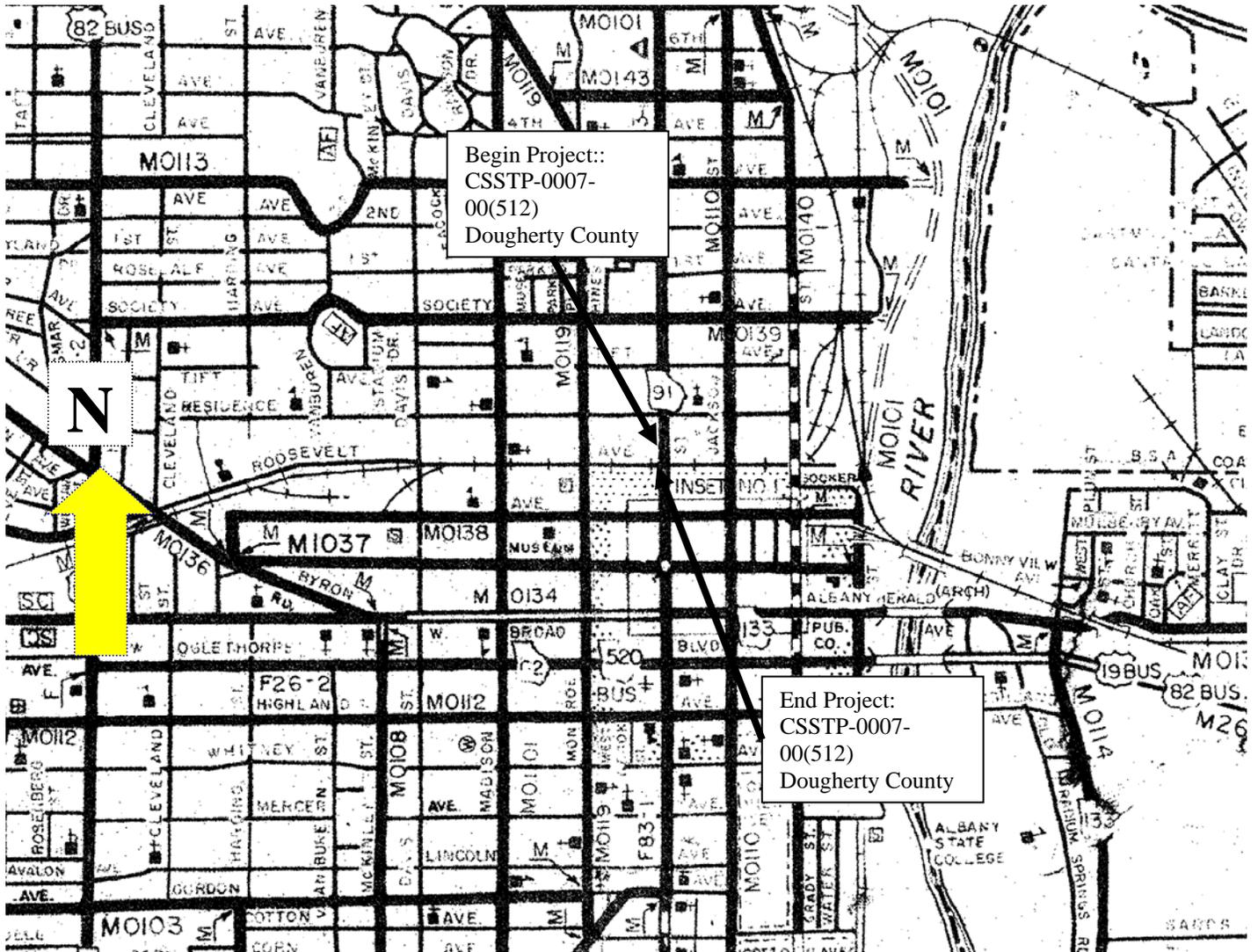
**SR 91 / Norfolk Southern Railroad**  
Project Number: CSSTP-0007-00(512)  
Counties: Dougherty  
P. I. Number: 0007512

Federal Route Number: NA  
State Route Number: 91

Project Location Map



### Project Location Map



**Project:** CSSTP-0007-00(512) Dougherty County **PI No.:** 0007512  
**Description:** SR 91 (Jefferson St / Norfolk Southern RR)

**Need and Purpose:**

Project CSSTP-0007-00(512) in Dougherty County will reconstruct 0.10 miles of CS 837 W. Roosevelt Street to allow for the installation of medians in between the Norfolk Southern Railroad and the East / West bound traffic to channelize motorists away from the railroad track. Currently the Norfolk Southern Railroad operates in the center of Roosevelt Street, adjacent to the travel way. Approximately 500 feet of SR 91 / North Jefferson St will be reconstructed on grade in advance of the at grade railroad crossing.

The 2005 traffic volume was 11,450 for SR 91 and 2572 for Roosevelt Street. There are a total of 6 school buses that use this highway-railroad crossing on a daily basis during the school year.

There are no known large projects within the immediate project area.

There are 5 accidents on record for the NS Railroad Crossing.

This safety project is necessary to allow for the installation of train activated warning devices (Bells, Lights, & Gates) along SR 91 / N. Jefferson St. at US DOT / AAR Crossing No. 734089K. The existing geometry of the roadway intersection will not allow for the installation of the equipment (Bells, Lights, & Gates)

**Description of the proposed project:** This project is located in Dougherty County, Georgia. The project begins 600 feet south of the NS railroad crossing on SR 91/ Jefferson St. and continues along SR 91 approximately 500 feet north of the intersection with Roosevelt Street. The project will include installing raised medians along Roosevelt Street, approximately 1,000 feet East and West of SR 91/ Jefferson St. The medians will divert traffic away from the Norfolk Southern Railroad tracks which are located in the middle of Roosevelt Street. The median will allow for Norfolk Southern to install (under Force Account Agreement) train activated warning devices.

SR 91 / Jefferson St.

The existing roadway consists of variable width lanes (from 14' to 20') approaching the railroad crossing. SR 91 includes curb & gutter. Sidewalk is located approximately 10' from the edge of travel way. On street parking exists along SR 91 in this location.

CS 837 / W. Roosevelt Street

The existing roadway consists of two 26' lanes with curb & gutter and sidewalk. Roosevelt Street includes a Norfolk Southern Rail line located approximately in the centerline of the roadway. On street parking exists along Roosevelt Street in this location, which will be impacted by this project. However the parking was on the public & railroad right of way.

Is the project located in a Non-attainment area? \_\_\_\_\_Yes ~~\_\_\_\_\_X\_\_\_\_\_~~ No.

**PDP Classification:** Major ( ), Minor (X )

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

**Functional Classification:** Urban Minor Arterial

U. S. Route Number(s): \_\_\_\_\_ NA \_\_\_\_\_ State Route Number(s): \_\_\_\_\_ **91** \_\_\_\_\_

**Traffic (AADT):**

**SR 91/ N. Jefferson**  
Current Year: (2005) 11,450  
Design Year: (2025) 18,150

**CS 837 / W. Roosevelt St.**  
Current Year: (2005) 2,572  
Design Year : (2025) 3,860



- Proposed Design Speed: 35 MPH
- Proposed Maximum grade (Urban): Match Existing
  
- Proposed Maximum grade driveway: Match Existing
- Proposed Maximum degree of curve (Urban): 9<sup>0</sup>-50'
  
- Right of way
  - Width : 80' (SR 91) 120' (Roosevelt St.)
  - Easements: Temporary (X), Permanent (X), Utility (X), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X), Other ( ).
  - Number of parcels : 4
  - Number of displacements:
    - Business: 0
    - Residences 0
    - Mobile homes
    - Other: None
  
- Structures:
  - None
- Major intersections:
  - NS RR Crossing 734089K
  - Roosevelt St & SR 91 Intersection
- Traffic control during construction: Traffic control will maintain four-lane, two-way traffic utilizing minimum lane widths in conjunction with applicable work-zone signs, barriers, and barricades to facilitate construction of the passing lanes, shoulders, and milling and resurfacing operations, and other roadway improvements.
- 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)

None of the above design criteria, indicated as "NO", will require a design exception, based on field review information and proposed improvements.

- Design Variances; It is anticipated that no design variances will be required for design criteria which do not require a design exception.

- Environmental concerns:
  - **Potential Underground Storage Tanks:** Closed Gas station just SW of intersection.
  - **Potential Hazardous Waste Sites:** None known at this time
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X) No ( ),
  - Categorical exclusion (X)
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or Environmental Impact Statement (EIS) ( )
- Utility involvements: Standard distribution utilities within project limits.

**Project responsibilities:**

- Design, GDOT
- Right of Way Acquisition, GDOT
- Relocation of Utilities, Utility Owner
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours. Contractor (If Required)

**Coordination**

- Initial Concept Meeting – 4/12/06 (minutes attached)
- Other projects in the area - NHS-0002-00(445), SR 520 Bus. from CS 835/Washington Street to CS 905/Thornton Dr – Widen & Reconstruct.
- L & D Notice - attached

**Scheduling – Responsible Parties’ Estimate**

- Time to complete the environmental process:  8  Months.
- Time to complete preliminary construction plans:  3  Months.
- Time to complete right of way plans:  2  Months.
- Time to complete the Section 404 Permit:  4  Months.
- Time to complete final construction plans:  2  Months.
- Time to complete to purchase right of way:  10  Months.
- List other major items that will affect the project schedule:  0  Months.

**Other alternates considered:**

1. No Build
2. Include Traffic Signals with Pre-emption.

Project Concept Report Page 9  
Project Number: CSSTP-0007-00(512)  
P.I. Number 0007512  
County: Dougherty  
Prepared by: ARCADIS

**Comments:**

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way - Provided by GDOT
  - c. Utilities - Provided by GDOT
2. Typical sections
3. Environmental Scan
4. Ecology Memorandum
5. L & D Notice
6. Concept Team Meeting Minutes

## PRELIMINARY COST ESTIMATE

PREPARED BY: ARCADIS

PROJECT LENGTH: 7.33 MILES

<b>PROJECT COST</b>	
<b>A. RIGHT-OF-WAY:</b>	
1. PROPERTY (LAND & EASEMENT) 2,490 sf @ \$13.00/sf	\$32,370
2. IMPROVEMENTS	\$10,000
3. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$0
4. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$104,730
SUBTOTAL: A	\$147,108
<b>B. REIMBURSABLE UTILITIES:</b>	
1. TRANSMISSION LINES:	BY LGPA
2. DISTRIBUTION LINES	BY LGPA
3. OTHER UTILITIES	BY LGPA
SUBTOTAL: B	BY LGPA
<b>C. CONSTRUCTION:</b>	
1. MAJOR STRUCTURES: None	\$0
SUBTOTAL: C-1	\$0
2. GRADING AND DRAINAGE:	
a. EARTHWORK	\$25,000
b. DRAINAGE	\$15,000
c. Curb & Gutter, Sidewalk	\$6,500
SUBTOTAL: C-2	\$46,500
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (205 Ton @ \$18 / Ton)	\$3,690

b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (800 tons x \$39)	\$31,200
2. Asph Conc, 2" superpave binder (535 tons x \$39)	\$20,865
3. Asph Conc, 1 1/2" superpave surface (415tons x \$39)	\$16,185
SUBTOTAL: C-3.b	\$68,250
c. BITUMINOUS TACK COAT - (2,077 gal x \$1.20)	\$2,492
d. Milling, Asph Conc, 1 1/2" (1000 SY x \$1.68)	\$1,680
SUBTOTAL: C-3	\$76,112
4. LUMP ITEMS:	
a. TRAFFIC CONTROL(.40 mi.@ \$110,000/mile)	\$44,000
b. CLEARING AND GRUBBING (1.1 Acres @ \$11,000/Acre)	\$12,100
c. GRASSING (.4 miles @ \$20,500/mile)	\$8,200
d. EROSION CONTROL (.4 miles @ \$52,500 / mile)	\$21,000
e. SIGNALS	
1. Train Activated Warning Devices(Bells,Lights&Gates)	\$170,000
SUBTOTAL: C-4.e	\$170,000
SUBTOTAL: C-4	\$255,300
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$30,000
b. FIELD OFFICE	\$0
e. GUARDRAIL	\$0
SUBTOTAL: C-5	\$30,000
Project Construction Total	\$377,912
<b>Project Grand Total</b>	<b>\$599,431</b>

<b>ESTIMATED COST</b>			
CONSTRUCTION:	\$407,912	RIGHT-OF-WAY:	\$147,108
E & C (10%):	\$40,791	ACQUIRED BY:	
INFLATION (5%, 3yrs):	\$70,727	UTILITIES:	BY LGPA
		ADJUSTED BY:	BY LGPA
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$519,430</b>		

<b>ESTIMATE SUMMARY</b>		
A. RIGHT-OF-WAY:		\$147,108
B. REIMBURSABLE UTILITIES:		BY LGPA
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	\$0	
2. GRADING AND DRAINAGE	\$46,500	
3. BASE AND PAVING	\$76,112	
4. LUMP ITEMS	\$255,300	
5. MISCELLANEOUS	\$30,000	
6. SPECIAL FEATURES	\$0	
SUBTOTAL CONSTRUCTION COST	\$407,912	
E. & C. (10%)	\$40,791	
INFLATION (5% PER YEAR)	70,727	
NUMBER OF YEARS: 3		
TOTAL CONSTRUCTION COST	<b>\$519,430</b>	
<b>GRAND TOTAL PROJECT COST</b>		<b>\$666,538</b>

**MEMO – Environmental Scan**

To:  
Georgia Department of Transportation

Copies:  
Marwan Abboud

From:  
Jeff S. Lay, ARCADIS  
Ecologist

Date:  
March 20, 2006

ARCADIS Project No.:  
GA063229.0815

Subject:  
SR 91/N. Jefferson Street Railroad Crossing Safety Project  
Project Number CSSTP-0007-00(512), Dougherty County, P.I. No. 0007512

On December 28, 2005 ARCADIS completed a field reconnaissance site visit for the subject project. The purpose of this site visit was to identify potential environmental constraints associated with proposed improvements to the at-grade railroad crossing of the Norfolk Southern Railroad and SR 91/N. Jefferson Street located within the downtown city limits of Albany, Dougherty County.

The field reconnaissance was conducted to determine the presence of potential environmental constraints within the proposed project corridor, which included the presence of jurisdictional waters of the U.S., threatened/endangered plant and animal species, and historic resources. :

Under provisions of Executive Order 11990 and subsequent federal regulations, jurisdictional wetland determinations were performed using parameters described in the *1987 Army Corps of Engineers Wetlands Delineation Manual* and supplementary technical literature for hydrophytic vegetation, hydric soils, and hydrology indicators. No jurisdictional wetlands or waters were identified during the field survey of the project area.

Due to the surrounding development, which included, commercial, residential, and industrial development, plant and animal populations are limited within the proposed project area. Overstory vegetation in the project area primarily consists of live oak (*Quercus virginiana*) and pecan (*Carya illinoensis*). Various grass species exist surrounding the railroad right-of-way. These areas are not expected to support a significant wildlife population. In addition, the field survey did not identify any listed threatened and endangered species potentially occurring in Dougherty County, or their habitats.

The Migratory Bird Treaty Act decrees that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. No prime habitat for migratory birds would be impacted as a result of the proposed project. Therefore, impacts to migratory birds are not anticipated.

Essential fish habitat is defined for federally managed fish species as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” Essential fish habitat is not found in Dougherty County; therefore, no essential fish habitat would be impacted by the proposed project.

A review of the National Register of Historic Places, an online server associated with the National Register, indicated several listings in the vicinity of the project corridor. Since this corridor is exclusively within existing ROW and involves minimal land disturbance, no effect on these listings is anticipated.

It does not appear that any impact would occur to residents or neighborhoods, in that none exist within the immediate project area. The corridor is comprised mainly of commercial businesses, none of which are unique to the area. No relocations are anticipated. Air and Noise surveys should not be necessary for this safety improvement project.

## MEMORANDUM

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<b>Ecology Memorandum</b>	CSSTP-0007-00(512)
SR 91/N. Jefferson Street Railroad Crossing Safety Project	Dougherty County
Albany, Georgia	P.I. No. 0007512
Prepared for the Office of Environment/Location Georgia Department of Transportation	February 1, 2006

Prepared by ARCADIS G&M

Preparer: Jeff S. Lay

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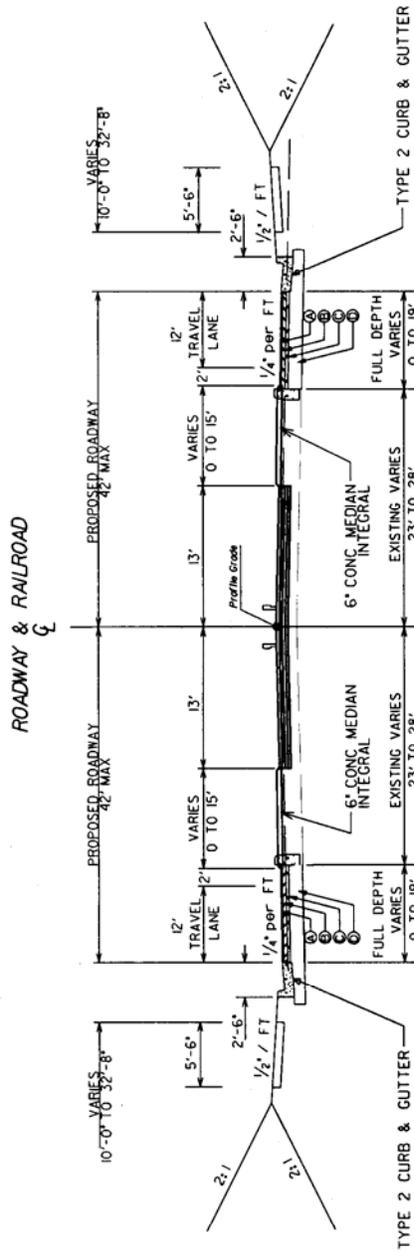
## INTRODUCTION

This Ecology Memorandum provides an assessment of natural systems associated with the State Road (SR) 91/N. Jefferson Street Railroad Crossing Safety Project [CSSTP-0007-00(512); P.I. No. 0007512], which is part of the Railroad Crossing Hazard Elimination Program. This project is located in Albany, Georgia (Figure 1).

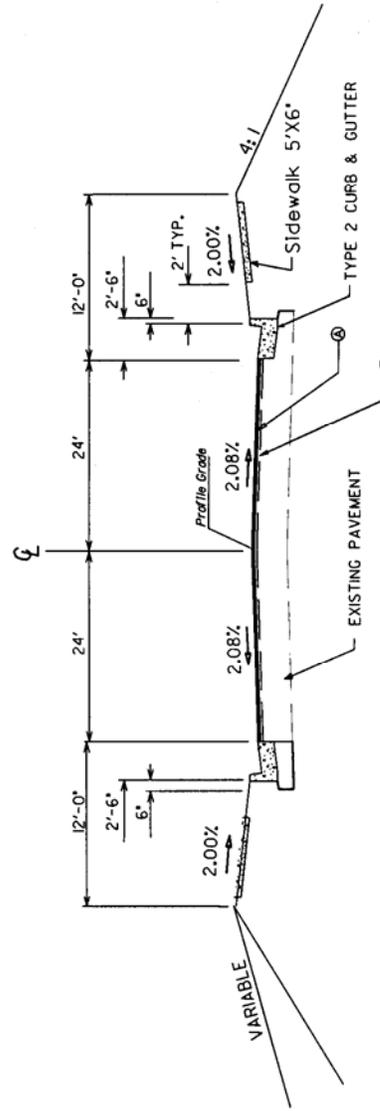
### *Project Description*

The Railroad Crossing Hazard Elimination Program improves the existing railroad crossings by road realignment and construction of train-activated warning devices throughout Georgia. This project would reconstruct 0.10 mile of CS 837 West Roosevelt Street to allow for median installation between the existing Norfolk Southern Railroad track and east/west bound Roosevelt Street traffic. Figure 1 depicts the approximate project area. The median would divert traffic away from the railroad track, which is located within the centerline of Roosevelt Street. The median is necessary to allow for the installation of train-activated warning devices (e.g. bells, lights, and gates) on SR 91/N. Jefferson Street at the railroad/Roosevelt Street crossing. The existing geometry of the roadway intersection prohibits the installation of the train-activated warning devices. Approximately 500 feet of SR 91/N. Jefferson Street would be reconstructed on grade in advance of the at-grade railroad crossing. This project would be constructed entirely within existing right-of-way (ROW).

The proposed project corridor lies entirely within Hydrologic Unit Code 03130008 of the Flint River Basin in the northeast section of the Albany West Quadrangle of the United States Geologic Survey (USGS) 7.5-minute topographic map. Approximate coordinates of the median point in the project are Latitude 31° 34' 53" North and Longitude 84° 9' 21" West.



TYPICAL SECTION #1  
 CS 837 / W. ROOSEVELT STREET



TYPICAL SECTION #2  
 SR 91 / N. JEFFERSON STREET

REQUIRED PAVEMENT

- A. ASPHALTIC CONCRETE 125 mm SUPERP/AE.165 LBS/SQ YD
- B. ASPHALTIC CONCRETE 19mm SUPERP/AE.220 LBS/SQ YD
- C. ASPHALTIC CONCRETE 25mm SUPERP/AE.440 LBS/SQ YD
- D. 12" GRADED AGGREGATE BASE COURSE/INCL.MATL.
- E. ASPHALTIC CONCRETE LEVELING/VARIABLE THICKNESS

### ***Need and Purpose***

The purpose of the project is to improve railroad and street crossing safety at the SR 91/N. Jefferson Street at US DOT/AAR Crossing 734089K. The project would provide safety features, such as bells, lights, and gates, to increase driver awareness and reduce unsafe automobile crossings at this intersection. The intersection would be realigned to improve traffic flow and increase visibility.

## **HABITAT DESCRIPTION AND PROJECT EFFECTS**

### **Water Quality**

The proposed project corridor lies entirely within Hydrologic Unit Code 03130008 of the Flint River Basin. No waterways or wetlands under the jurisdiction of the United States are located within the project corridor. The proposed project would not affect demand from available water resources and would not degrade water quality.

### ***Floodplain***

Executive Order 11988 requires the avoidance of floodplain impacts to the greatest extent possible. A survey of the project corridor and a review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) were performed. The proposed project is exclusively within existing developed ROW and would involve minimal land disturbance. The project corridor is located within an area determined to be outside, but adjacent to, the 100-year floodplain located on FEMA map 13095C0110 D dated October 5, 2001.

### **Biotic Resources**

ARCADIS G&M conducted a field survey for biotic resources on December 28, 2005. Due to the surrounding development, which included, commercial, residential, and industrial development, plant and animal populations are limited. Vegetation in the project area primarily consists of live oak (*Quercus virginiana*) and pecan (*Carya illinoensis*).

Most animal populations would be confined to undeveloped areas, which are outside of the project area. The railroad easement contains primarily grass species surrounding the railroad ROW, but these areas are not expected to support a significant wildlife population.

### ***Migratory Bird Habitat***

The Migratory Bird Treaty Act protects all common wild birds found in the United States, except the house sparrow, starling, feral pigeon, and resident game birds, such as pheasant, grouse, quail, dove, and wild turkey. The Migratory Bird Treaty Act decrees that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The project area consists of residential and commercially developed land and roadway ROW. No prime habitat for migratory birds would be impacted as a result of the proposed project. Therefore, impacts to migratory birds are not anticipated.

### *Essential Fish Habitat*

Essential fish habitat is defined for federally managed fish species as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” Essential fish habitat can be found in the following Georgia counties: Camden, Glynn, McIntosh, Liberty, Bryan, and Chatham. Essential fish habitat is not found in Dougherty County; therefore, no essential fish habitat will be impacted by the proposed project.

### *Invasive Species*

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. No invasive species were located within the proposed project area during the field survey. If any invasive species are encountered, the Department will take measures during project construction to prevent or minimize the spread of these species as appropriate for the time of the year. These measures will include removing and disposing of vegetative parts in the soil that may reproduce by root raking prior to moving the soil, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning vehicles and other equipment prior to leaving the infested site. The measures used will be those that are appropriate for the particular species and the specific site conditions on the project, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of ROW.

### Jurisdictional Waters of the United States

Under provisions of Executive Order 11990 and subsequent federal regulations, jurisdictional wetland determinations were performed using parameters described in the *1987 Army Corps of Engineers Wetlands Delineation Manual* and supplementary technical literature for hydrophytic vegetation, hydric soils, and hydrology indicators. No jurisdictional wetlands or waters were identified during field surveys of the project area.

## **Protected Species**

Under the provisions of the Endangered Species Act of 1973, as amended, federal law requires that actions likely to adversely affect a species classified as federally protected be subject to review by the U.S. Fish and Wildlife Service (USFWS). A list of threatened and endangered species potentially occurring in Dougherty County, updated May 2004, was obtained from the Georgia Department of Natural Resources and the USFWS. Table 1 lists these federal and state threatened and endangered species, their federal and state status, the existence of suitable habitat within the survey corridor, and the conclusion of effect. The December 28, 2005 field survey of the proposed project area did not identify any listed threatened and endangered species, or their habitats. Therefore, impacts to any of these listed species are not anticipated.

**Table 1. Federal and State Threatened and Endangered Species of Potential Occurrence in Dougherty County (May 2004)**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Suitable Habitat</b>	<b>Biological Conclusion of Effect</b>
<b>Fauna</b>					
Alligator snapping turtle	<i>Macrolemys temminckii</i>	N/A	T	None	None
Altamaha shiner	<i>Cyprinella xaenura</i>	N/A	E	None	None
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	E	None	None
Barbour's map turtle	<i>Graptemys barbouri</i>	N/A	T	None	None
Bluestripe shiner	<i>Cyprinella callitaenia</i>	N/A	T	None	None
Eastern indigo snake	<i>Drymarchon corais couperi</i>	T	T	None	None
Fat three-ridge mussel	<i>Amblema neislerii</i>	E	E	None	None
Georgia blind salamander	<i>Haideotriton wallacei</i>	N/A	T	None	None
Gopher tortoise	<i>Gopherus polyphemus</i>	N/A	T	None	None
Gulf moccasinshell mussel	<i>Medionidus pencillatus</i>	E	E	None	None
Oval pigtoe mussel	<i>Pleurobema pyriforme</i>	E	E	None	None
Purple bankclimber mussel	<i>Elliptoideus sloatianus</i>	T	T	None	None
Red-cockaded woodpecker	<i>Picoides borealis</i>	E	E	None	None
Shiny-rayed pocketbook mussel	<i>Lampsilis subangulata</i>	T	T	None	None
Spotted bullhead	<i>Ameiurus serracanthus</i>	N/A		None	None
Wood stork	<i>Mycteria Americana</i>	E	E	None	None
<b>Common Name</b>	<b>Scientific Name</b>	<b>Federal Status</b>	<b>State Status</b>	<b>Suitable Habitat</b>	<b>Biological Conclusion of Effect</b>
<b>Flora</b>					
American chaffseed	<i>Schwalbea americana</i>	E	E	None	None
Buckthorn	<i>Sideroxylon thornei</i>	N/A	E	None	None
Cooley meadowrue	<i>Thalictrum cooleyi</i>	E	E	None	None
Pickering's morning-glory	<i>Stylisma pickeringii</i>	N/A	E	None	None

E = Endangered

T = Threatened

N/A = Not Applicable

### ***Historic Resources***

A review of the National Register of Historic Places, an online server associated with the National Register, indicated several listings in the vicinity of the project corridor. Since the proposed project corridor is exclusively within existing ROW and involves minimal land disturbance, no effect on these listings is anticipated. The listings can be found at <http://www.nationalregisterofhistoricplaces.com/>.

### ***Erosion Control***

The proposed railroad crossing improvements would not encroach within any stream buffer areas; however, precautions would be taken to minimize impacts to water resources and water quality in the project area. Due to increased amounts of exposed soils, the project would be expected to produce some increased siltation within wetlands and streams during the construction phase. Although no jurisdictional areas are located within the project limits, downstream communities may be present. Under the provisions of the Georgia Erosion and Sedimentation Act of 1975, as amended, and the Federal-Aid Policy Guide, Part 650, Subpart B, the project is required to include measures to control erosion and sedimentation. All land-disturbing activities must comply with state and local erosion and sediment control and stormwater management regulations.

Provisions in the construction contract would require the contractor to utilize best management practices (BMPs) during construction to prevent the pollution and sedimentation of streams in the project vicinity.

These BMPs include the following:

- 1) Preservation of roadside vegetation beyond the limits of construction, where possible;
- 2) Early revegetation of disturbed areas so as to minimize soil erosion;
- 3) The use of slope drains, detention/retention structures, or surface, subsurface, and cross drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected (the outlets may require aprons, bank protection, silt basins, and energy dissipaters);
- 4) Inclusion of construction features for the control of predicted erosion and water pollution in the plans and specifications and contract pay items (Georgia Standard Specifications –1993, Sections 161 through 171 and 700 through 715 identify the pollution control measures that may be used);
- 5) The dumping of chemicals, fuels, lubricants, bitumens, raw sewage, and other harmful waste into or alongside of streams or impoundments, or into natural or manmade channels leading thereto, would be prohibited;
- 6) Compliance with terms of the National Pollution Discharge Elimination System (NPDES) permit for construction activities to include preparation and submittal of project Notice of Intent (NOI) and Notice of Termination (NOT). The NPDES permit also requires preparation and implementation of an Erosion, Sedimentation and Pollution Control (ES&PC) Plan and a Comprehensive Monitoring Program (CMP). BMPs outlined in the ES&PC Plan must be consistent with, and no less

stringent than, practices set forth in the *Manual for Erosion and Sedimentation Control in Georgia*.

#### **SUMMARY**

The natural resource investigation indicates that significant environmental effects are not expected to occur as a result of the SR 91/N. Jefferson Street Railroad Crossing Safety Project. Construction of these improvements would not result in the loss of wildlife habitat and no federal- or state-listed species or their associated habitats were discovered during the field surveys. In addition, there were no wetlands or streams under the jurisdiction of the United States located within the project corridor. All land-disturbing activities would comply with state and local erosion and sediment control and stormwater management regulations. Provisions in the construction contract would require the contractor to utilize environmental BMPs during construction.

NOTICE OF LOCATION AND DESIGN APPROVAL

**SR 91 / Norfolk Southern Railroad**  
**Project Number: CSSTP-0007-00(512) - Dougherty County**  
**P. I. Number: 0007512**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is

*Project CSSTP-0007-00(512) in Dougherty County will reconstruct 0.10 miles of CS 837 W. Roosevelt Street to allow for the installation of medians in between the Norfolk Southern Railroad and the East / West bound traffic to channelize motorists away from the railroad track. Currently the Norfolk Southern Railroad operates in the center of Roosevelt Street, adjacent to the travel way. Approximately 500 feet of SR 91 / North Jefferson St will be reconstructed on grade in advance of the at grade railroad crossing.*

*This safety project is necessary to allow for the installation of train activated warning devices (Bells, Lights, & Gates) along SR 91 / N. Jefferson St. at US DOT / AAR Crossing No. 734089K. The existing geometry of the roadway intersection will not allow for the installation of the equipment (Bells, Lights, & Gates)*

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

*Joe Cowan*  
[joe.cowan@dot.state.ga.us](mailto:joe.cowan@dot.state.ga.us)  
710 West 2nd Street (P.O. Box 7510)  
Tifton, GA 31793-7510  
(229)-386-3304

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

*James Key Phillips*  
*Office of Traffic Safety & Design*  
[Key.Phillips@dot.state.ga.us](mailto:Key.Phillips@dot.state.ga.us)  
935 E. Confederate Ave. Bldg # 24  
Atlanta, GA 30316  
404.635.8120

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.



ARCADIS GBM, Inc.  
2849 Paces Ferry Road  
Suite 400  
Atlanta  
Georgia 30339  
Tel 770 431 8666  
Fax 770 435 2666

## MEETING REPORT

Subject:

CSSTP-0007-00(512)  
P.I. No. 0007512  
Concept Team Meeting

Department:

Transportation

ARCADIS Project No.:

GA063229.0815

Place/Date of Meeting:

GDOT Area 5 Engineers Office-District 4  
Conference Room  
April 12, 2006

Minutes by:

Brian L. Webb

Issue Date:

April 13, 2006

Participants:

Brian Webb, ARCADIS  
Tim Smith, GaDOT-TSAD-RR  
Key Phillips, GaDOT-TSAD-RR  
Larry Marchbanks, City of Albany WG&L  
Ken Breedlove, City Of Albany  
Tony Cravey, GaDOT-Albany  
Rick Ray, Norfolk Southern Corp.  
Rod Hutchinson, City of Albany Engineering  
Danny Gay, GaDOT-Albany  
Paul Condit, GaDOT/OEL  
Randy Casagrande, City of Albany Engineering

- 
1. Key Phillips opened the meeting with some general discussion about the project and introductions were made. He then asked Brian Webb to explain the geometrics of the project's proposed alignment.
  2. Brian Webb presented the concept for the proposed reconstruction of the intersection of SR 91/Jefferson St. and Roosevelt St. which channels vehicles away from the railroad tracks upon approaching the intersection.
  3. After Mr. Webb's presentation, Rick Ray asked what plans were in place to keep drivers from driving between the tracks and the proposed medians.
  4. Tim Smith mentioned that the asphalt up to about 10 feet on either side of the tracks along Roosevelt St. would be removed and replaced with ballast. Danny Gay also mentioned that striped "channeling" should begin at least 1 block before the intersection and should direct traffic away from the tracks.

5. Danny Gay asked if the “lane drop” along the NB Jefferson St. approach could be extended and if the turning movements along this approach could be made clearer by using overhead signage. Key Phillips stated that lane configurations could be modified and additional signage included at the recommendation of the District. Further coordination on this matter should take place at a later date.
6. Key Phillips mentioned that granite curb was along the proposed improvements and that there may be an environmental/historical conflict as this relates to this issue and the part of the project where Jefferson St. would be widened. Paul Condit stated that he would check the historical significance of the curb.
7. Danny Gay noticed discrepancies between the proposed concept and the proposed typical section. Brian Webb stated that those issues would be corrected. It was also noted that the median tapers on the north side of the tracks along Roosevelt St. were shorter than those on the south. Mr. Webb stated that this matter would also be corrected.
8. The City of Albany asked about drainage considerations. Key Phillips stated that required drainage improvements would be done as part of the project those details would be considered at a later date.
9. Key Phillips closed the meeting around 2:20 p.m.