ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-006-2(55) Dougherty County
P. I. No. 422550
Liberty Expressway at SR 91 Interchange
Reconstruction

OFFICE Preconstruction

DATE May 20, 2004

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

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Jamie Simpson
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Ben Buchan
David Crim
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-006-2(55) Dougherty County
P.I. No. 422550
Liberty Expressway @ SR 91 Interchange Reconstruction

OFFICE Preconstruction

DATE May 4, 2004

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

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the reconstruction of the SR 3/Liberty Expressway interchange at North Jefferson Street in Albany. State Route 9/North Jefferson Street is a major north-south route through downtown Albany and is classified as an urban principal arterial. Philema Road, which is a southwest road extending into a high growth area of Lee County, intersects with SR 91/North Jefferson Street just north of the interchange. The close proximity of Philema Road to the interchange creates operational conflicts with the traffic on SR 91/North Jefferson Street. In addition, there is a significant amount of traffic weaving occurring on westbound SR 3/Liberty Expressway in the area of the interchange, specifically around the entrance and exit ramps to SR 91/North Jefferson Street. There were 113 accidents within the interchange limits between 1995-1997 and in 2001. At least 25 of these accidents were "rear-end" type accidents and 15 were "sideswipes" which suggests a weaving conflict. By the year 2025, traffic volumes on SR 3/Liberty Expressway and SR 91/North Jefferson Street in the area of the interchange are expected to be 54,000 and 35,000 VPD respectively. This translates into a level-of-service of "F" for the interchange ramps and mainline.

The proposed construction will relocate the westbound exit and entrance ramps directly across from Philema Road, which will create a four-leg intersection and require a new westbound entrance ramp and bridge over the Central of Georgia Railroad. The project would also remove the existing SR 3/Liberty Expressway westbound entrance loop ramp from SR 91/North Jefferson Street and the SR 3/Liberty Expressway ramp to SR 91/North Jefferson Street, and widen SR 91/North Jefferson Street from the SR 3/Liberty Expressway bridge to Philema Road. In addition, it would add left turn lanes at the Philema Road - SR 91/North Jefferson Street intersection, add a second right turn lane on northbound SR 91/North Jefferson Street to Philema Road, and add sidewalks/raised medians/bike lanes to SR 91/North Jefferson Street. Traffic will be maintained at all times during construction.

NH-006-2(55) Dougherty
May 4, 2004

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$7,049,000	$2,178,000	Q05	2007
Right-of-Way	$ 743,000	$1,851,000	Q05	
Utilities*	$ 50,000	-----		

*LGPA sent 10-4-94 request the City of Albany do utilities; county has no utility involvement.

I recommend this project concept be approved and "Modified Parclo B" be implemented.

MBP:JDQ/cj

Attachment

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

APPROVE _____
Paul V. Mullins, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-006-2(55) Dougherty
P.I. No.: 422550
Liberty Expressway @ S.R. 91 Interchange

OFFICE: Engineering Services

DATE: April 15, 2004

FROM: David Mulling, Project Review Engineer REW

TO: Meg Pirkle, Assistant Director of Preconstruction

RECEIVED APR 19 2004

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report submitted March 31, 2004 by the letter from Ben Buchan, dated March 26, 2004, and have no comments.

The costs for this project are:

Construction	$5,535,496
Inflation	$872,533
E&C	$640,803
Reimbursable Utilities	$50,000
Right of Way	$733,180

REW

c: Ben Buchan, Attn.: Phil Magoon

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
NH-006-2(55)	Dougherty	422550

Report Date:	Concept By:
March 29, 2004	DOT Office: Urban Design
☒ Concept Stage	Consultant: N/A

Project Type: Choose One From Each Column			
	☒ Major	☒ Urban	☐ ATMS
	☐ Minor	☐ Rural	☐ Bridge Replacement
			☐ Building
			☒ Interchange Reconstruction
			☐ Intersection Improvement
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAR 31 2004

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-006-2 (55), Dougherty County
SR 3 / Liberty Expressway @ SR 91 interchange reconstruction
P.I. No. 422550

OFFICE Urban Design

DATE March 26, 2004

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

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

SUBJECT: **Project Concept Report**

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

JBB:AVS
Attachment

cc: Paul Mullins
Thomas L. Turner
Joseph Palladi, State Transportation Planning Administrator, w/ attachment
Percy Middlebrooks, State Financial Management Administrator, w/attachment
Harvey Keepler, State Environmental/Location Engineer, w/ attachment
Phillip Allen, State Traffic Safety & Design Engineer, w/ attachment
Buddy Gratton, District 7 Engineer, w/ attachment
Paul Liles, State Bridge and Structural Design Engineer, w/ attachment
David Mulling, State Project Review Engineer, w/ attachment

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR 3 / Liberty Expressway at SR 91 & North Jefferson Interchange Ramps

Project Number: **NH-006-2(55)**
County: **Dougherty**
P. I. Number: **422550**

Federal Route Numbers: *Liberty Expressway:* **US 82**
State Route Numbers:
Liberty Expressway: **SR 3 and 520**
North Jefferson Street: **SR 133**; *Philema Road*: **SR 91**

Recommendation for approval:

DATE 3-29-04 _____
Urban Design Project Manager

DATE 3-29-04 _____
State Urban 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 the State Transportation Improvement Program (STIP).

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
State Financial Management Administrator

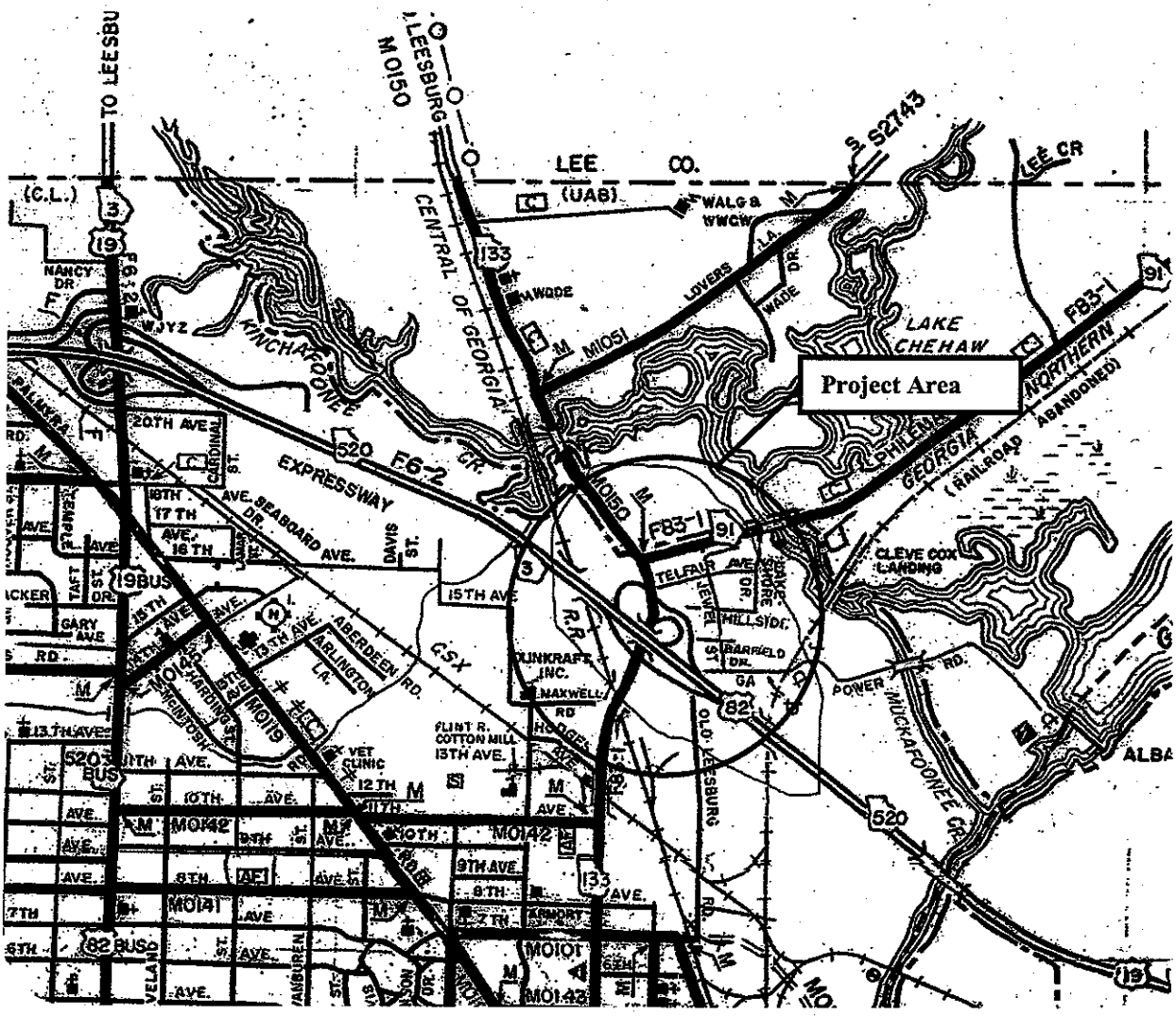
DATE _____ _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety & Design Engineer

DATE _____ _____
District Engineer

DATE _____ _____
Project Review Engineer

DATE _____ _____
State Bridge Design Engineer



Description of the proposed project: This project adds turn lanes on 0.5 miles of North Jefferson Street (SR 133) from the bridge at Liberty Expressway (SR 3) to north of Philema Road (SR 91). This project relocates the westbound exit and entrance ramps of SR 3/Liberty Expressway to the intersection of Philema Road at North Jefferson Street.

Need and Purpose: See Attachment #1

Description of the proposed project:
This project proposes to reconfigure the SR 3/Liberty Expressway interchange at North Jefferson Street. The reconfiguration includes:

1. Relocating the WB exit and entrance ramps directly across from Philema Road creating a four-legged intersection. The new WB entrance ramp requires a new bridge over the Central of Georgia Railroad (CGR). The relocated WB exit ramp requires a new bridge over North Jefferson Street.
2. Remove the existing SR 3/Liberty Expressway WB entrance loop ramp from North Jefferson Street.
3. Remove the existing SR 3/Liberty Expressway WB exit ramp to northbound North Jefferson Street.
4. Widening North Jefferson Street from the SR 3/Liberty Expressway Bridge to Philema Road; consisting of adding left turn lanes at the Philema Road / North Jefferson Street intersection; adding a second right turn lane on NB North Jefferson Street to Philema Road, adding sidewalks, a raised median, and bike lanes to North Jefferson Street.

Is the project located in a Non-attainment area? **No**
PDP Classification: **Major Project**
Federal Oversight: **Full Oversight ( ),** Exempt (X), State Funded ( ), or Other ( )
Functional Classification: *Liberty Expressway (US 82, SR 3/520):* **Urban Freeway**
North Jefferson Street (SR 133): **Urban Principal Arterial**
U. S. Route Number: *Liberty Expressway*: **U.S. 82**
State Route Number(s): *Liberty Expressway*: **SR 3 and 520**; *North Jefferson Street*: **SR 133**; *Philema Road*: **SR 91**

Traffic (AADT):	Current Year: (2005)	Design Year: (2025)
Liberty Expressway (SR 3/520)	**: 53,840**	**: 87,260**
North Jefferson Street (SR 91/133)	**: 35,100**	**: 59,200**

Existing design features:

- Typical Sections:
  North Jefferson Street: Four 12′ travel lanes divided by a raised 4′ median with turn lanes
  Liberty Expressway: Four 12′ travel lanes divided by a 24′ depressed median

		North Jefferson St	Liberty Expressway
• Posted Speeds:		45 mph	55 mph
Maximum Grades:		3.3%	0.5%
• Max Degree of Curvature:		8°	4.75°
• Minimum Radius:		716.2′	1206.2′
• Widths of right of way:	max.	110′	350′
	min.	100′	300′

- Major structures:
  - **Liberty Expressway bridges**

TRAVEL	ID #	SUFFICIENCY	LENGTH	WIDTH
(EBL)	095-0012-0	95.8	172′	44.4′
(WBL)	095-0013-0	79.5	172′	52.6′

- Major interchange: Liberty Expressway at North Jefferson Street
- Major intersections: Philema Road at North Jefferson Street.
- Existing lengths: North Jefferson Street: 0.6 miles, beginning MP 14.1, SR133
  Liberty Expressway: 0.6 miles, beginning MP 6, SR3
  Philema Road: 0.8 miles, beginning MP 14.5, SR133

Proposed Design Features:

- Typical section: - *North Jefferson Street*
  Four 12′ through lanes with 16′ urban shoulders and 4′ bicycle lanes divided by an 18′ to 28′ raised median with turn lanes.

• Design Speed: North Jefferson St.:	**45 mph**	Liberty Expessway: **55 mph**
North Jefferson St.		
• Maximum grade:	**3.5 %**	Maximum grade allowable: 6.0 %.
Min. radius of curve:	**730 ft.**	Minimum radius allowable: 730 ft.
• Max degrees of curve:	**8 °**	Maximum degree allowable: 8°
• Maximum grade of Side Streets:	**2 %**	Maximum grade allowable: 6.0 %.
• Maximum grade of driveways:-	**10 %**	
Ramps		
• Maximum grade:	**6 %**	Maximum grade allowable: 8%
• Max degree of curve:	**4 °**	Maximum degree allowable: 12°
• Min. radius of curve:	**300 ft.**	Minimum radius allowable: 300 ft.
• Max degree of curve:	**20 °**	Maximum degree allowable: 20°

- Right of way:

	North Jefferson St	Liberty Expressway
Widths: max.	125′	350′
min.	110′	300′

  - Easements: Permanent (X), Utility (X), Temporary ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: **10 : 3** businesses displaced, **0** residential displaced

- **Structures:**
  Bridges - SR 3 WB entrance ramp bridge, 300′ x 52′, over Central of Ga. Railway
  - SR 3 WB exit ramp bridge, 330′ x 36 ′, over North Jefferson St.
  Retaining walls – None anticipated
- **Major intersections and interchanges**: **North Jefferson Street at Philema Road** will be widened to provide two left turn lanes, two through lanes and one right turn lane in each direction. An additional right turn lane will be added to northbound North Jefferson Street. The Liberty Expressway eastbound entrance and exit ramps will align with Philema Road to provide a western leg to this intersection.
- **Amenities:**
  The present park and ride lot is located across from Philema Road. This lot will have to be relocated because of the proposed westbound entrance and westbound exit ramp locations. A possible site for this lot relocation is the area of the removed northeast loop ramp which has vacant right-of-way.
- **Traffic** will be maintained at all times during construction.

- **Design Exceptions** to controlling criteria anticipated:

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

- Design Variances: none expected
- Environmental concerns: Possible hazardous sites, USTs, and wetlands.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvement: Existing utilities include, but are not limited to, water, sewer, power, light, telephone, fiber optic cable, natural gas, railroads, and petroleum.

Project responsibilities:

- Design - Urban Design, GDOT
- Right of Way Acquisition - GDOT
- Relocation of Utilities - to be determined
- Letting to contract - Urban Design, GDOT
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours – not applicable.

Coordination

- The final concept team meeting was held on February 3, 2004. Realignment of the Liberty Expressway WB ramps to Philema Road would address the project's need and purpose. (See attached minutes)
- The initial concept meeting was held on April 22, 2003. New longer bridges were recommended to be added to the concept design. Improvements south of the Liberty Expressway were deemed beyond the scope of this project and where removed from the proposed concept. (See attached minutes)
- Public involvement.
- Local government comments. – Old Leesburg Road should stay open and unaffected by construction.
- Other projects in the area:
  - **SR 3 / Liberty Expressway @ Moultrie Road**
    NH-006-2(57); P.I. # 422570
  - **SR 3 / Liberty Parkway @ Clark Avenue**
    NH-006-2(56); P.I. # 422560
  - **Clark Avenue Extension**
    STP-0134(6); P.I. # 450540

- Railroads border this project on three sides. Coordination with CSX, Norfolk-Southern, and Central of Georgia Railways will be necessary.

Scheduling – Responsible Parties' Estimate to be determined at the concept meeting.

- Time to complete the environmental process: 8 months.
- Time to complete preliminary construction plans: 12 months.
- Time to complete right of way plans: 3 months.
- Time to complete the Section 404 Permit: not applicable.
- Time to complete final construction plans: 12 months.
- Time to complete to purchase right of way: 12 months.
- List other major items that will affect the project schedule: railroad coordination

Other alternates considered: *(see attachment 4 for alternate sketches)*

Alternate 1 - Compressed Diamond: This alternate removes the two westbound loop ramps and adds two direct ramps, creating the diamond interchange. This alternate eliminated the weaving section on westbound Liberty Expressway, but was operationally insufficient and did not address the capacity problems at Philema Road.

Alternate 2 - Modified Parclo B: This alternate retains the loop ramp in the northwest quadrant of the interchange and replaces the loop ramp in the northeast quadrant with an exit ramp for westbound Liberty Expressway traffic going northbound on North Jefferson Street. This alternate eliminates an intersection and removes the weaving section on westbound Liberty Expressway. However, this alternate did not correct the weave problem between the westbound Liberty Expressway traffic going northbound on North Jefferson Street, and the northbound North Jefferson Street traffic going eastbound on Philema Road.

Alternate 3 – Parclo B: This alternate retains the loop ramp in the northwest quadrant of the interchange and adds an entrance ramp for westbound Liberty Expressway traffic aligned with Philema Road. It also adds a loop ramp in the southeast quadrant for eastbound Liberty Expressway traffic headed northbound on North Jefferson Street and shifts the southern intersection on North Jefferson Street further south. This alternate proposes a cul-de-sac for Old Leesburg Road. Old Leesburg Road cannot be blocked because it is a critical access point to businesses. This alternate creates a weave problem between the northbound traffic and both exit ramp traffic volumes. Note: all alternates proposing construction south of Liberty Expressway require new, wider Liberty Expressway bridges over North Jefferson Street. These new bridges will dramatically increase costs and have been deemed beyond the scope of the project.

Alternate 4 – Modified Parclo A: This alternate removes the ramps in the northeast and southeast quadrants; realigns the loop ramp in the northwest quadrant to be an eastbound leg of the Philema Road intersection with North Jefferson Street; and adds a loop ramp in the southwest quadrant for the eastbound entrance ramp to Liberty Expressway. Old Leesburg Road is realigned to intersect North Jefferson Street opposite the eastbound exit ramp for Liberty Expressway. This alternate violates driver expectancy and encroaches on the railroad's right-of-way southwest of the western quadrant's ramps. Additionally the Eastbound Liberty Expressway exit ramp and Old Leesburg Road intersection is moved too close to the North Jefferson Street railroad bridge south of the interchange, causing a potential vertical sight distance problem at the intersection.

Alternate 5 – Modified Parclo B with exit at Philema Road: This alternate removes the ramp in the northeast quadrant; realigns the loop ramp in the northwest quadrant to be a leg of the Philema Road intersection with North Jefferson Street; and adds a loop ramp in the southeast quadrant for the eastbound exit ramp from Liberty Expressway. Old Leesburg Road is realigned to intersect North Jefferson Street. This alternate would require the reconstruction of the Liberty Expressway mainline bridges. This is deemed beyond the need and purposed and scope of the project. In addition, this alternate would require moving Old Leesburg Road intersection closer to the railroad bridge south of the interchange, potentially causing a vertical sight distance problem.

Alternate 6 – Modified Parclo B with Old Leesburg Road underpass: This alternate removes the ramp in the northeast quadrant; realigns the loop ramp in the northwest quadrant to be a leg of the Philema Road intersection with North Jefferson Street; and realigns Old Leesburg Road with a grade-separated eastbound entrance ramp to Liberty Expressway. This has been deemed beyond scope of the project. The alternate also moved the southern ramps too close to the railroad bridge south of the interchange, potentially causing a vertical sight distance problem. Additionally the Old Leesburg Road traffic desiring to access Liberty Expressway eastbound was restricted.

A No-Build Alternate does not meet the safety and operational needs of the interchange.

The local representatives anticipate that a project will be programmed to add lanes to SR 3/Liberty Expressway. Improvements to the eastbound ramp interchange, including the scissors intersection with the entrance ramp and Old Leesburg Road should be included.

Attachments:

1. Need And Purpose Statement
2. Existing Condition Sketch
3. Proposed Concept Sketch
4. Alternates 1-6 Sketches
5. Cost Estimates:
    a. Construction, including E&C,
    b. Right of Way
    c. Utilities.
6. Typical sections
7. Accident summary
8. Traffic Diagrams
9. Capacity analysis
10. Bridge inventory
11. Concept Team Meeting Minutes
12. Scoring Results

Need and Purpose Statement
SR 3/Liberty Expressway@ SR 91 and N. Jefferson Interchange Ramps
NH-006-2(55), PI# 422550
Dougherty County

Background

SR 3/Liberty Expressway is functionally classified as an urban expressway that provides a bypass around downtown Albany on the eastern and northern sides of the city. SR 3/Liberty Expressway has an existing interchange with SR 91/N. Jefferson Street directly north of downtown Albany. SR 91/N. Jefferson Street is the major north-south route through downtown Albany and is classified as an urban principal arterial. Philema Road, which is a northeast-southwest road extending into a high-growth area of Lee County, intersects with SR 91/N. Jefferson Street just north of the interchange. The close proximity of Philema Road to the interchange creates operational conflicts with the traffic on SR 91/N. Jefferson Street. In addition, there is a significant amount of traffic weaving occurring on westbound SR 3/Liberty Expressway in the area of the interchange, specifically around the entrance and exit ramps to SR 91/N. Jefferson Street. Land use surrounding the proposed project is mostly commercial.

Travel Demand and Operational Conditions and Safety

Increasing traffic volumes during the morning and afternoon peak hours have caused this interchange's operations to deteriorate over time. The operational deficiency occurs at the two loop ramps (at SR 3/Liberty Expressway westbound to SR 91/N. Jefferson Street southbound, and at SR 91/N. Jefferson Street northbound & southbound to SR 3/Liberty Expressway westbound), which creates extensive weaving movements on the SR 3/Liberty Expressway mainline. These weaving movements decrease operations and capacity on SR 3/Liberty Expressway as well as contribute to accidents on this section of the freeway.

Traffic Volumes

The existing and anticipated traffic volumes show an unacceptable level of service for the interchange. By the year 2005, total traffic volumes on SR 3/Liberty Expressway and SR 91/N. Jefferson Street are expected to be approximately 54,000 and 35,000 vehicles per day, respectively. This translates into a level-of-service of "F" for the interchange ramps and mainline, which is considered unacceptable traffic conditions.

By the year 2025, traffic volumes on SR 3/Liberty Expressway and SR 91/N. Jefferson Street in the area of the interchange are expected to be approximately 87,000 and 59,000 vehicles per day, respectively. This is a level-of-service LOS "F", with motorists experiencing increased congestion, weaving, delay, and possibly more accidents.

Accident Data

There were 113 accidents within the interchange limits between 1995-1997 and in 2001 (the latest years that complete accident data was available). At least 25 of these accidents were "rear-end" type accidents and 15 were "sideswipes" which suggests a weaving conflicts between: westbound 'through' vehicles on SR 3/Liberty Expressway, vehicles on westbound SR 3/Liberty Expressway that are exiting at SR 91/N. Jefferson Street, and vehicles entering westbound SR 3/Liberty Expressway from SR 91/N. Jefferson Street.

Accident data for the years 2000 and 2001, showed 23 and 45 accidents, respectively, that occurred specifically on SR 3/Liberty Expressway in the area of the interchange. Many of these accidents are indicative of conflicts between vehicles weaving off of, or onto, the westbound lanes of SR 3/Liberty Expressway. For the year 2000, 65% of the accidents were "rear-end" type and 26% were "sideswipe" or "angle-intersecting". Similarly, for year 2001 accident data 55% were "rear-end" and 31% were "sideswipe" or "angle-intersecting".

Proposed Project

The project proposed to improve the interchange is known as P.I. 422550. It should address and correct the existing safety and operational deficiencies in the area of SR 91/N. Jefferson Street, Philema Road, and SR 3/Liberty Expressway. This is important because the existing interchange has insufficient capacity for current and future volumes.

Specifically, the project proposed to relocate the westbound exit and entrance ramps directly across from Philema Road, which will create a four-leg intersection and require a new westbound entrance ramp and bridge over the Central of Georgia Railroad. The project would also remove the existing SR 3/Liberty Expressway westbound entrance loop ramp from SR 91/N. Jefferson Street and the SR 3/Liberty Expressway exit ramp to SR 91/N. Jefferson Street, and widen SR 91/N. Jefferson Street from the SR 3/Liberty Expressway bridge to Philema Road. In addition, it would add left turn lanes at the Philema Road SR 91/N. Jefferson Street intersection, add a second right turn lane on northbound SR 91/N. Jefferson Street to Philema Road, and add sidewalks/raised median/bikelanes to SR 91/N. Jefferson Street.

This project is listed in the locally-adopted Dougherty Area Regional Transportation Study (DARTS) Transportation Improvement Program and is a critical component of the DARTS year 2025 Transportation Plan. The project is not located on a designated State Bicycle Route.

Project Termini

The eastern logical terminus for this project is on Philema Road at its intersection with Jewel Street. The project's western logical terminus is SR 3/Liberty Expressway. The north and south termini are approximately one-half mile north and south of this interchange on SR 3/Liberty Expressway. These project termini are logical because the operational improvement being proposed does not require an additional project to accompany it, and the termini of the proposed project are limited by needing only enough distance to provide ample merging opportunities without causing weaving problems.

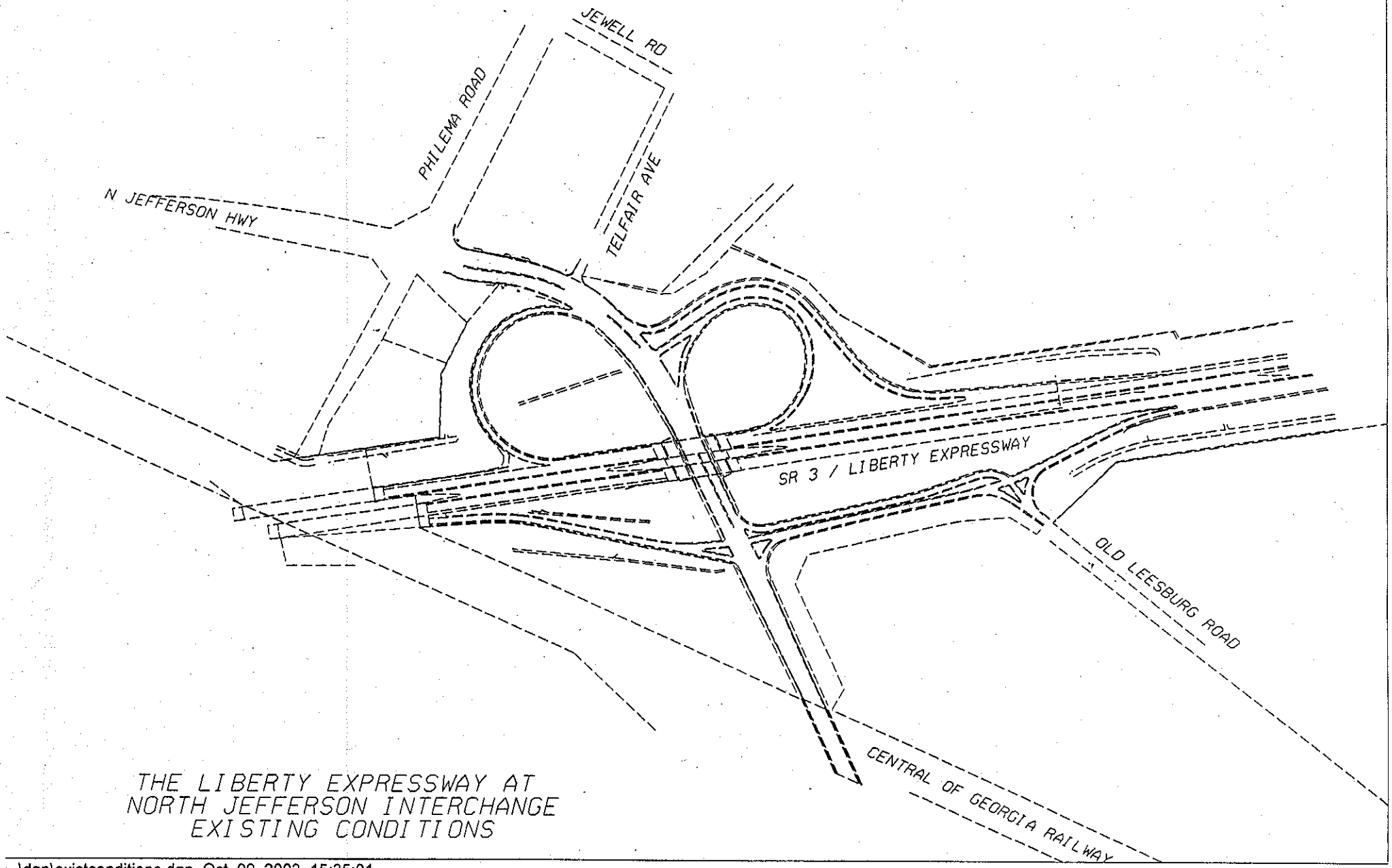
Other Programmed Projects

There are two programmed projects in the area, which are also proposed interchange improvement projects on SR 3/Liberty Expressway. They are known as P.I. 422560 (SR 3/ Liberty Parkway at Clark Avenue) and P.I. 422570 (SR 3/ Liberty Expressway at SR 133/ Moultrie Road).

Need and Purpose

The need exists to reduce congestion, improve operations and improve safety on the area of the interchange of SR 3/Liberty Expressway interchange at SR 91/N. Jefferson Street interchange, as well as at the intersection of SR 91/N. Jefferson Street at Philema Road. These improvements are also needed for vehicles using the loop ramps to exit or enter westbound SR 3/Liberty Expressway at SR 91/N. Jefferson Street, as well as on SR 91/N. Jefferson Street up to Philema

Road. The project's purpose is to improve safety, reduce accidents, and improve the operation and level-of-service of the interchange and at a key intersection that is adjacent on the northern side.



THE LIBERTY EXPRESSWAY AT
NORTH JEFFERSON INTERCHANGE
EXISTING CONDITIONS

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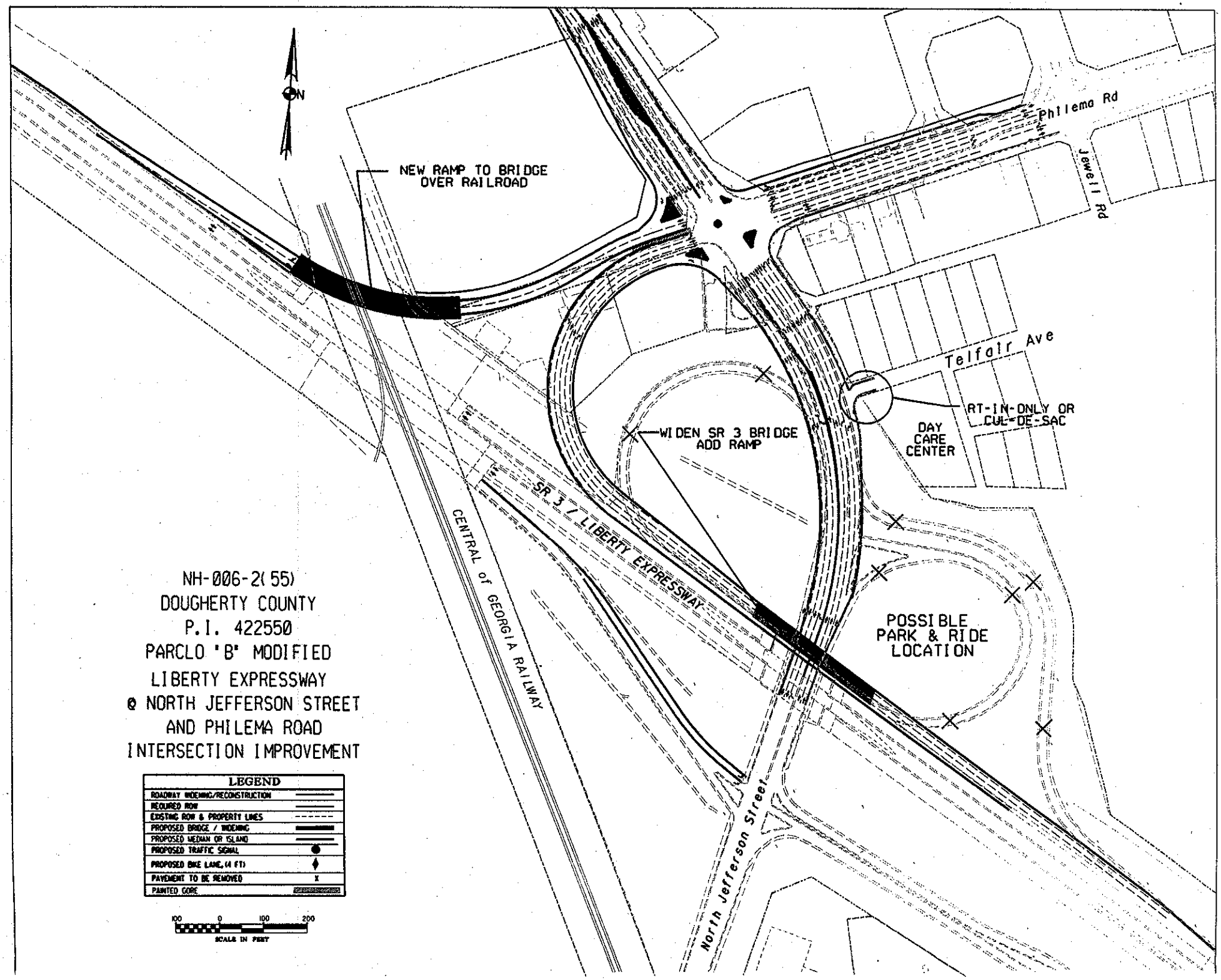
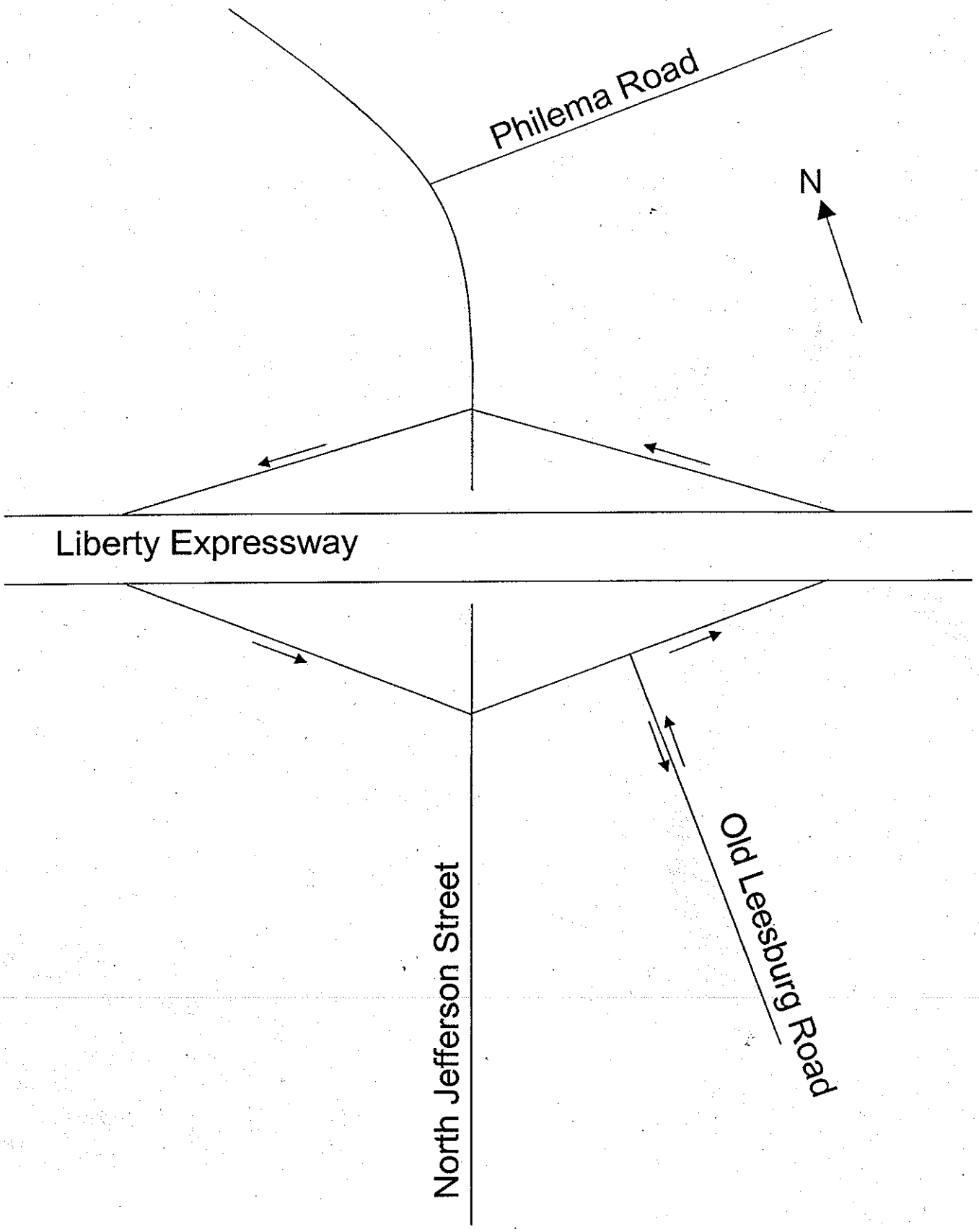
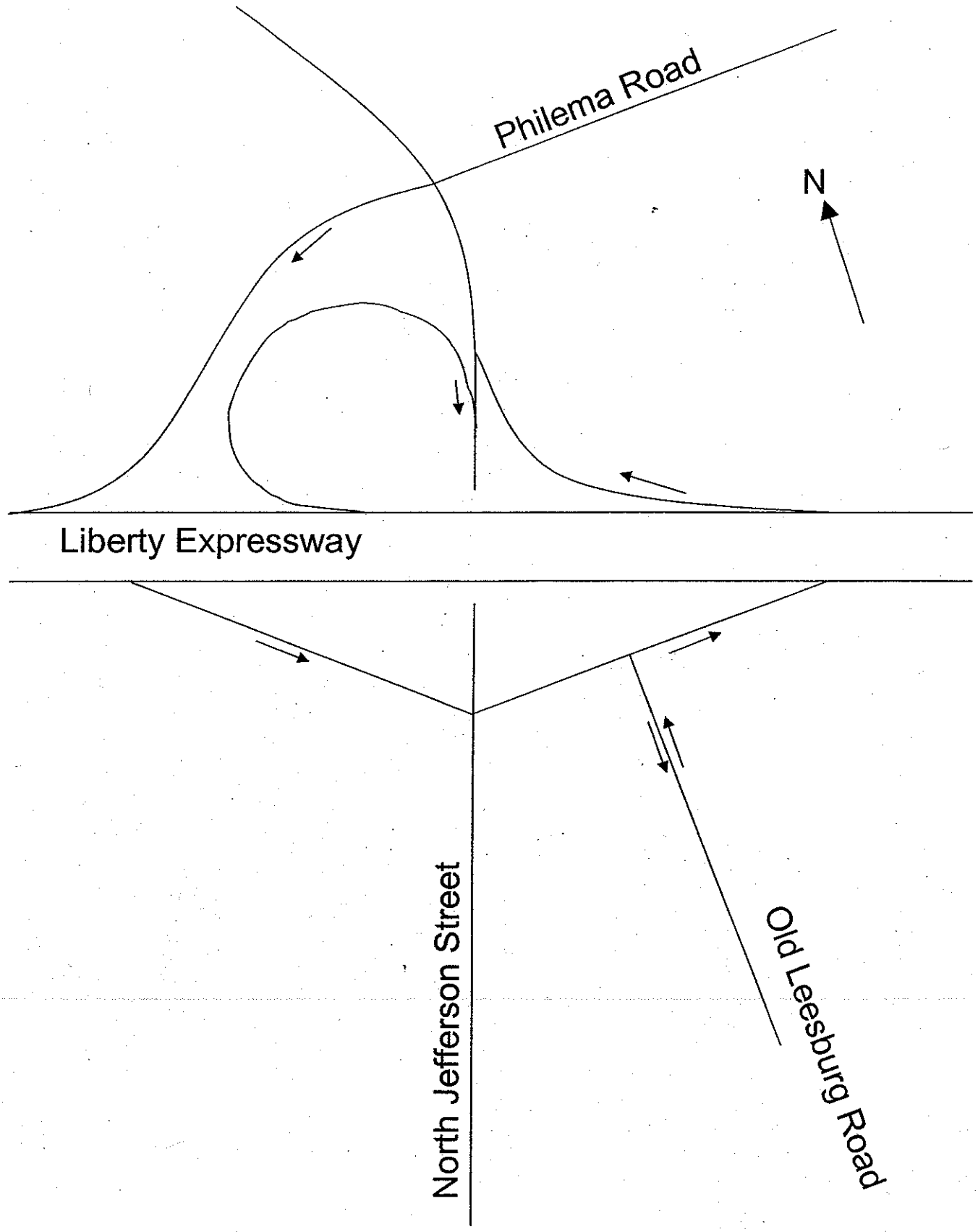
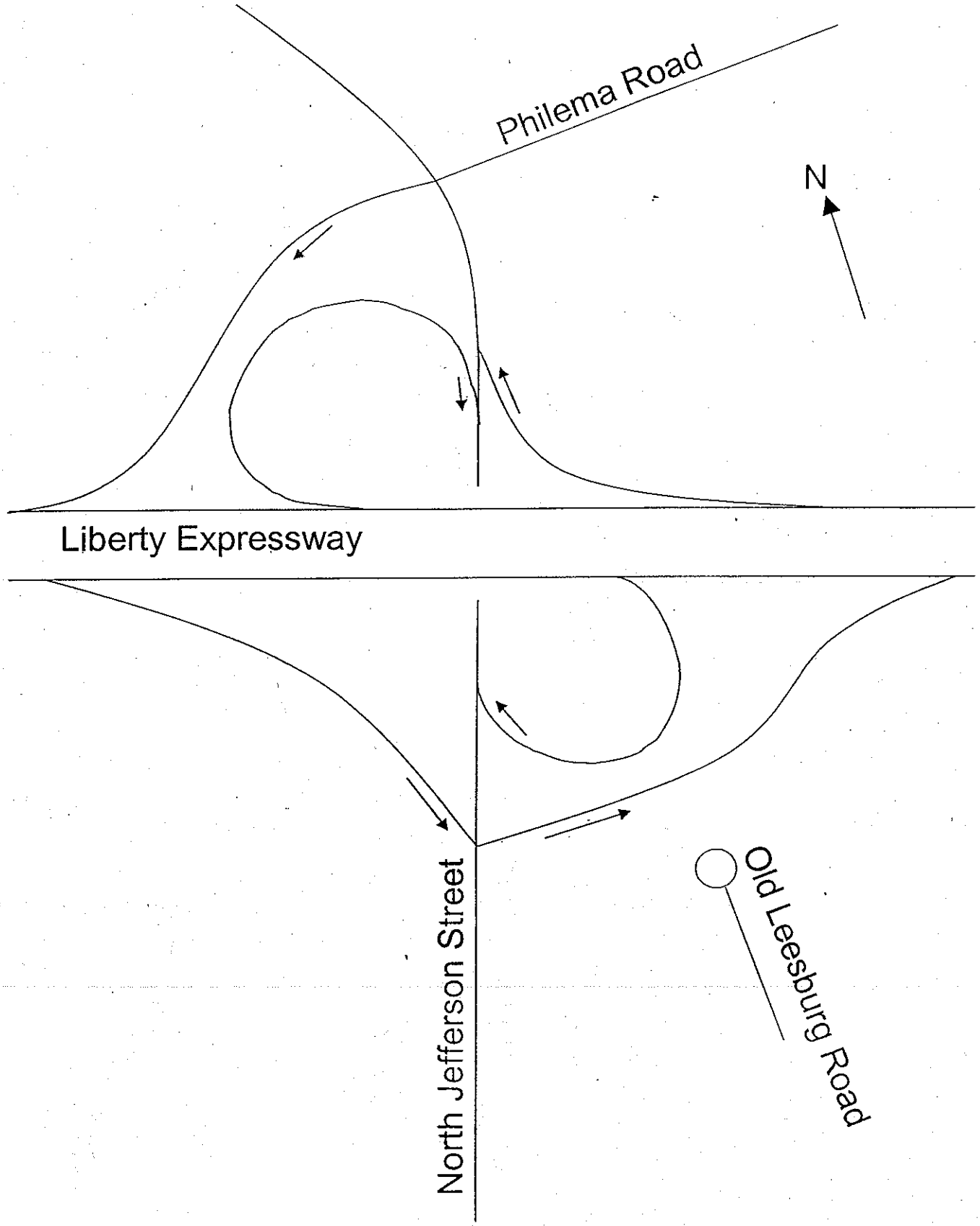

N
NEW RAMP TO BRIDGE
OVER RAILROAD
Philema Rd
Jewell Rd
Telfair Ave
RT-IN-ONLY OR
CUL-DE-SAC
DAY
CARE
CENTER
WIDEN SR 3 BRIDGE
ADD RAMP
SR 3 / LIBERTY EXPRESSWAY
CENTRAL of GEORGIA RAILWAY
POSSIBLE
PARK & RIDE
LOCATION
North Jefferson Street
NH-006-2(55)
DOUGHERTY COUNTY
P.I. 422550
PARCLO 'B' MODIFIED
LIBERTY EXPRESSWAY
@ NORTH JEFFERSON STREET
AND PHILEMA ROAD
INTERSECTION IMPROVEMENT
LEGEND
ROADWAY WIDENING/RECONSTRUCTION
REQUIRED ROW
EXISTING ROW & PROPERTY LINES
PROPOSED BRIDGE / WIDENING
PROPOSED MEDIAN OR ISLAND
PROPOSED TRAFFIC SIGNAL
PROPOSED BIKE LANE, (4 FT)
PAVEMENT TO BE REMOVED
PAINTED CORE
100 0 100 200
SCALE IN FEET



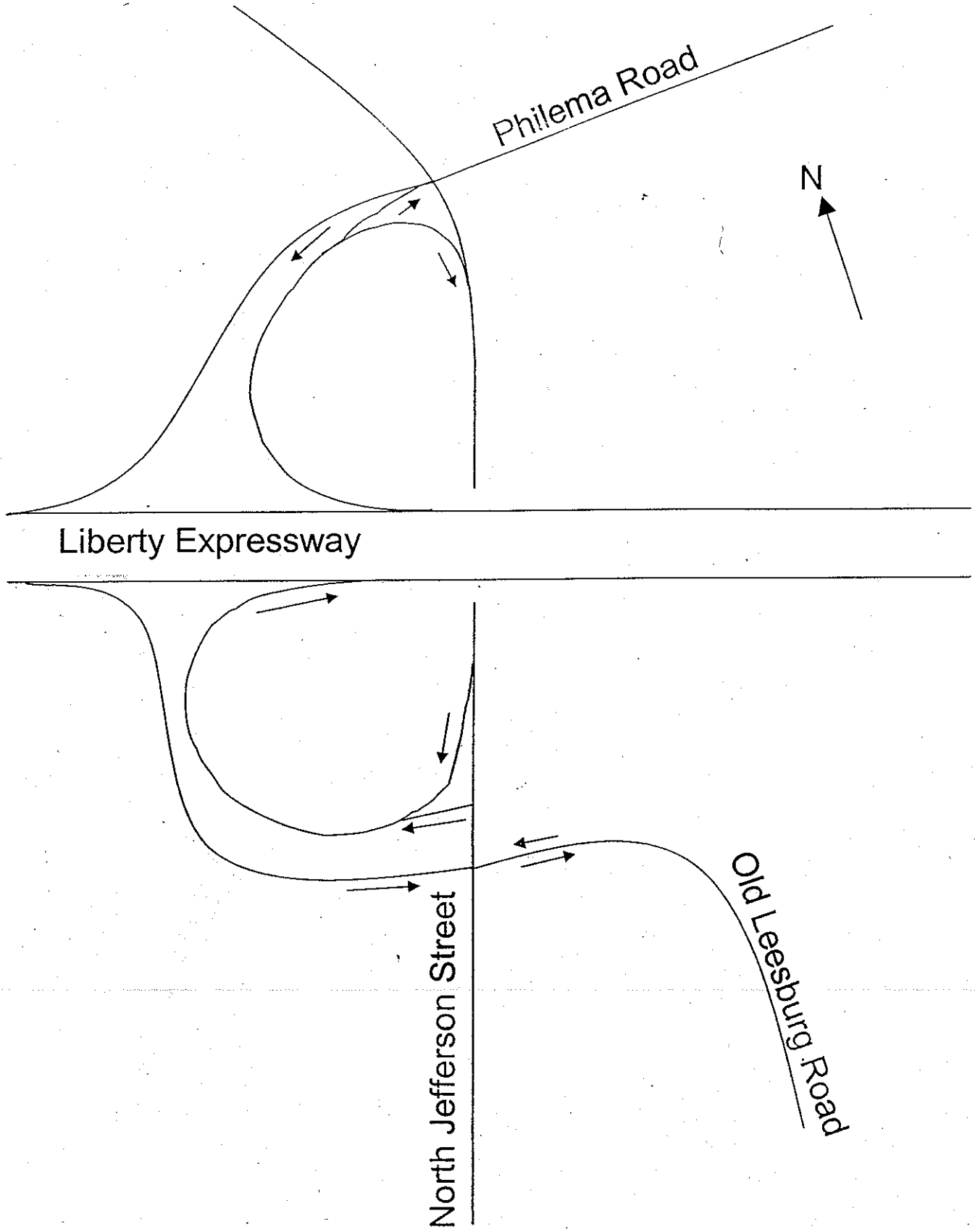
Alternate 1: Compressed Diamond



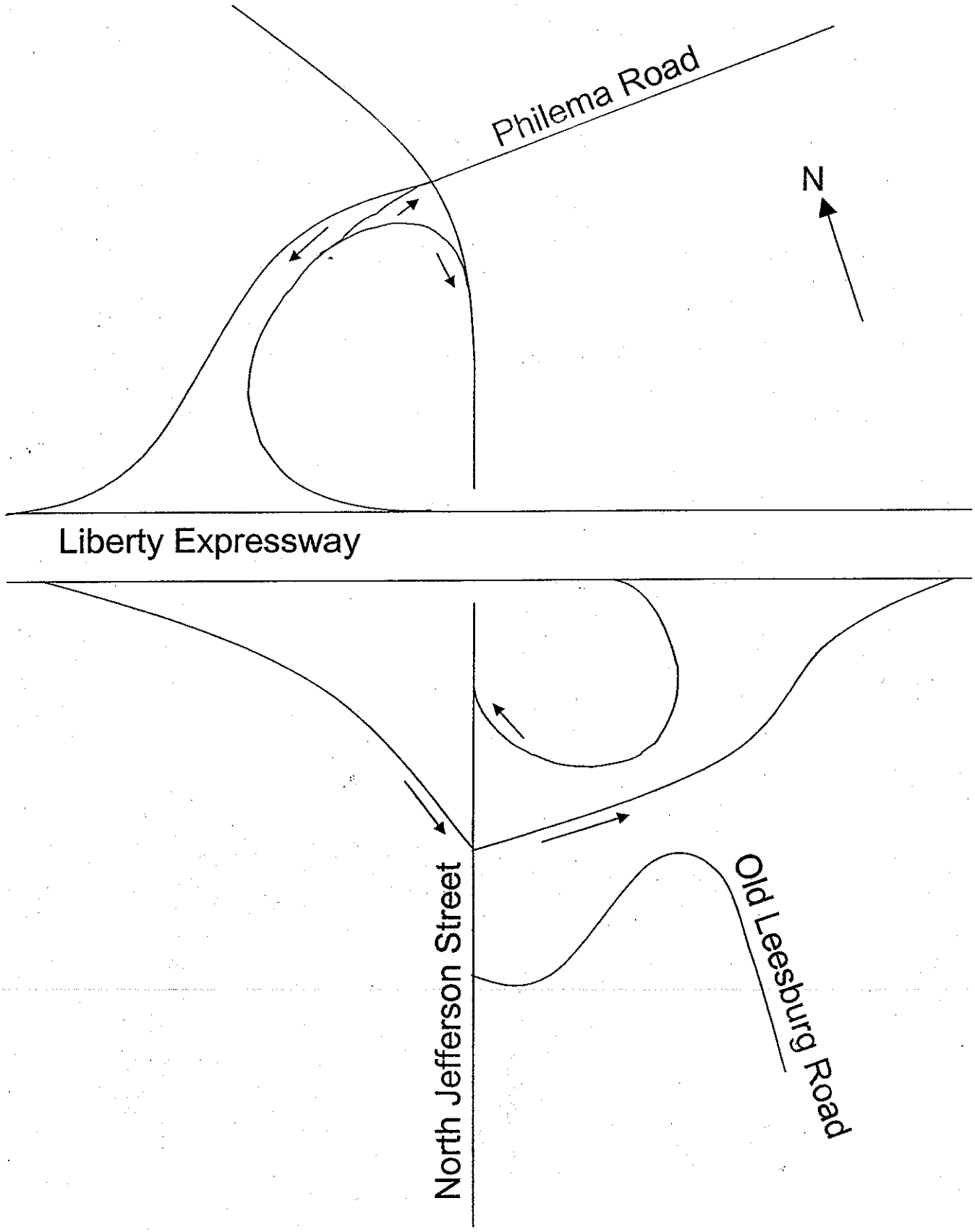
Alternate 2: Modified Parclo B



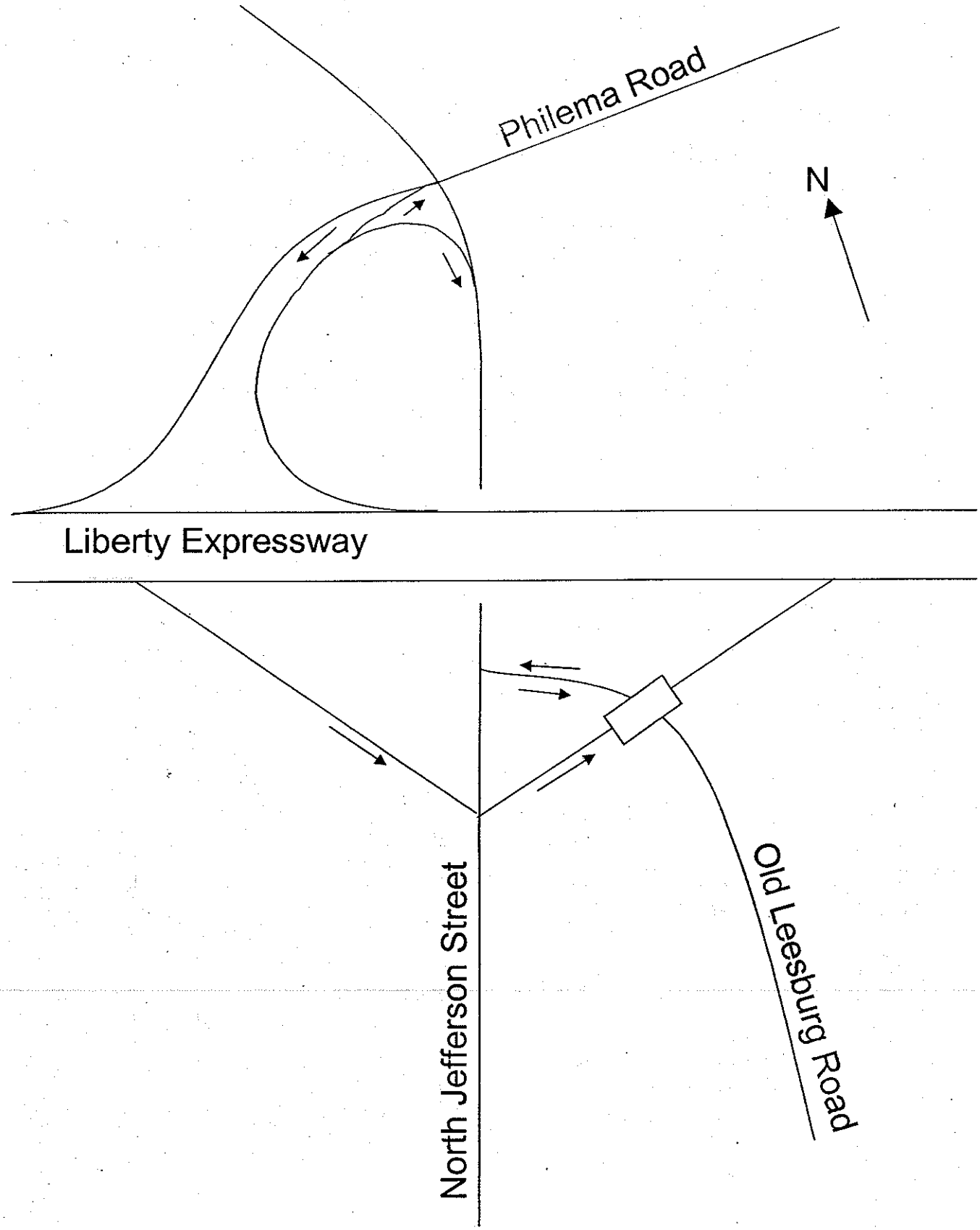
Alternate 3: Parclo B



Alternate 4: Modified Parclo A



Alternate 5: Modified Parclo B with WB exit at Philema Road



Alternate 6: Modified Parcio B with Old Leesburg underpass

PRELIMINARY COST ESTIMATE

URBAN DESIGN, Group 6

SR 3 @ SR 91, Liberty Expressway @ North Jefferson Street and Philema Road.

DATE: **November, 2003** PREPARED BY: **Phil Magoon**

PROJECT NO.: **NH-006-2(55)** FILE NAME: **Preliminary Cost Estimate**

P.I. NO.: **422550** MILEAGE: 1.2 miles

PROJECT DESCRIPTION/CONCEPT:

SR 3 / Liberty Expressway at SR 91 & North Jefferson Interchange Ramps

TRAFFIC:	**CURRENT ADT**	**PROJECTED ADT**
	35,100 (2005)	59,200 (2025)

- ☐ **PROGRAMMING PROCESS**
- ☑ **CONCEPT DEVELOPMENT**
- ☐ **DURING PROJECT DEVELOPMENT**

PROJECT COSTS:

A. RIGHT OF WAY							
9 Parcels		lump sum			**SUBTOTAL**	**$**	**733,180**
B. UTILITIES							
(Reimbursable)		lump sum				$	50,000
Non-Reimbursable		lump sum				$	1,119,216

CONSTRUCTION COSTS:

C. CLEARING AND GRUBBING	13	acres	@	$9,400	**SUBTOTAL**	**$**	**122,200**
D. EARTHWORK							
Unclassified Excavation	25,864	cu yd	@	$4			
					SUBTOTAL	**$**	**103,456**
E. BASE AND PAVING							
Asphalt Paving							
12.5 mm Superpave	4,507	tons	@	$50		$	225,350
19 mm Superpave	6,009	tons	@	$45		$	270,405
25 mm Superpave	9,013	tons	@	$40		$	360,520
Bituminous Tack Coat	2,185	gallons	@	$1.44		$	3,147
Graded Aggregate Base 10"	29,892	tons	@	$12		$	358,704
					SUBTOTAL	**$**	**1,218,126**
F. DRAINAGE							
Drainage Lump Sum							
Cost per Mile	1.3	miles	@	$250,000		$	325,000
					SUBTOTAL	**$**	**325,000**
G. CONCRETE WORK							
Curb and Gutter (Type 2)	13,656	lin. ft.	@	$11		$	150,216
Curb and Gutter (Type 7)	3,200	lin. ft.	@	$11		$	35,200
4" Sidewalk	18,208	sy	@	$19		$	345,952
Concrete Approach Slabs	694	sy	@	$120		$	83,328
					SUBTOTAL	**$**	**614,696**
H. TRAFFIC CONTROL							
		lump sum			**SUBTOTAL**	**$**	**500,000**
I. EROSION CONTROL							
		lump sum			**SUBTOTAL**	**$**	**200,000**

J. GUARDRAIL							
W-Beam Rail	5,000	lin ft	@	$11		$	55,000
T-Beam Rail	120	lin ft	@	$28		$	3,360
Type 1 Anchors	2	each	@	$426		$	852
Type 12 Anchors	2	each	@	$1,575		$	3,150
					SUBTOTAL	**$**	**62,362**
K. SIGNS, STRIPPING, SIGNALS, LIGHTING							
Striping		lump sum				$	18,992
Roadside Signs		lump sum				$	11,255
Traffic Signals	2	each	@	$50,000		$	100,000
Lighting		lump sum					TBD
					SUBTOTAL	**$**	**130,247**
L. GRASSING/LANDSCAPING		lump sum			**SUBTOTAL**	**$**	**50,864**
M. MICELLANEOUS							
Field Engineers Office Tp.3	1	each	@	$60,000		$	60,000
Fencing	3,500	lin ft	@	$19		$	66,500
Right-of-Way Markers	15	each	@	$67		$	1,005
					SUBTOTAL	**$**	**127,505**
N. MAJOR STRUCTURES							
367x52 Bridge (entrance fr Philema to SR3 WB)	19,084	sq. ft.	@	$60		$	1,145,040
300x52 Bridge (SR 3 EB/WB exit to Philema)	15,600	sq. ft.	@	$60		$	936,000
					SUBTOTAL	**$**	**2,081,040**

ESTIMATE SUMMARY

A. Right of Way		**$**	**733,180**
B. Utilities	Reimbursable	**$**	**50,000**
	Non-Reimbursable	**$**	**1,119,216**

CONSTRUCTION COST SUMMARY

C. Clearing and Grubbing	$	122,200
D. Earthwork	$	103,456
E. Base and Paving	$	1,218,126
F. Drainage	$	325,000
G. Concrete Work	$	614,696
H. Traffic Control	$	500,000
I. Erosion Control	$	200,000
J. Guardrail	$	62,362
K. Signs, Striping, Signals, Lighting	$	130,247
L. Grassing / Landscaping	$	50,864
M. Miscellaneous	$	127,505
SUBTOTAL CONSTRUCTION	**$**	**3,454,456**
N. Major Structures	**$**	**2,081,040**
SUBTOTAL	**$**	**5,535,496**
3 years of inflation at 5 %	$	6,408,029
10 % E & C	$	640,804
TOTAL CONSTRUCTION ESTIMATE:	**$**	**7,048,832**

MAP FOR PARCEL # CAN BE FOUND IN PROPERTY.DGN LEVEL 50

Right-of-Way Cost Estimate for Philema Road intersection

Parcel #	SUBTOTAL
5	13,000
6	11,900
7	34,500
8	10,800
9	3,300
10	17,300
11	13,000
12	486,080
13	94,800
14	48,500
	733,180

cost estimate by Phil Magoon

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **NHS-006-2 (55) Dougherty**
P.I. #422550

OFFICE Tifton

DATE March 10, 2004

FROM Jerry A. Bruce, District Utilities Engineer

TO Jeff Baker, P.E. State Utilities Engineer
ATTN: Scott Greene

SUBJECT UTILITY COST ESTIMATE

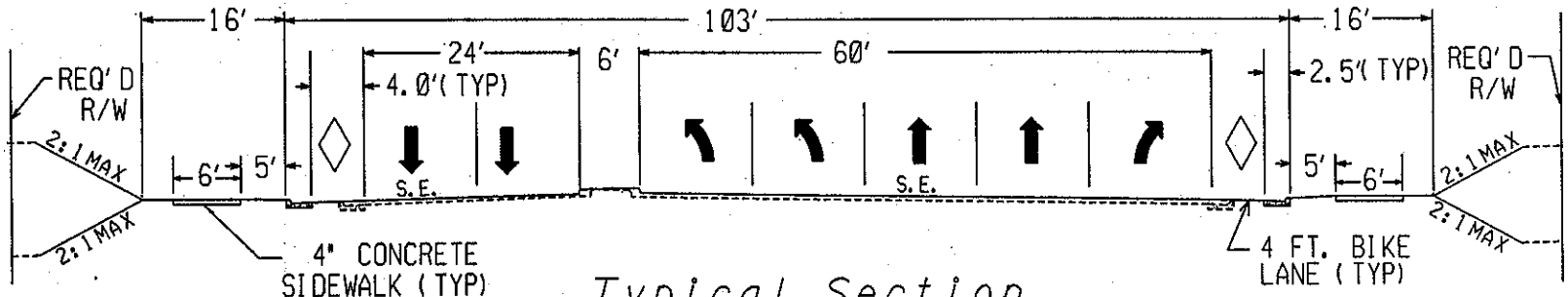
A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

Albany Water, Gas & Light		
Non-Reimbursable	=	$418,308.00
City of Albany		
Non-Reimbursable	=	$534,308.00
Georgia Power Transmission		
Reimbursable	=	$ 50,000.00
Non-Reimbursable	=	$125,000.00
Georgia Power Distribution		
Non-Reimbursable	=	$ 14,000.00
Bellsouth		
Non-Reimbursable	=	$ 18,400.00
Mediacom		
Non-Reimbursable	=	$ 9,200.00
TOTAL-Reimbursable	=	$ 50,000.00
Non-Reimbursable	=	$ 1,119,216.00

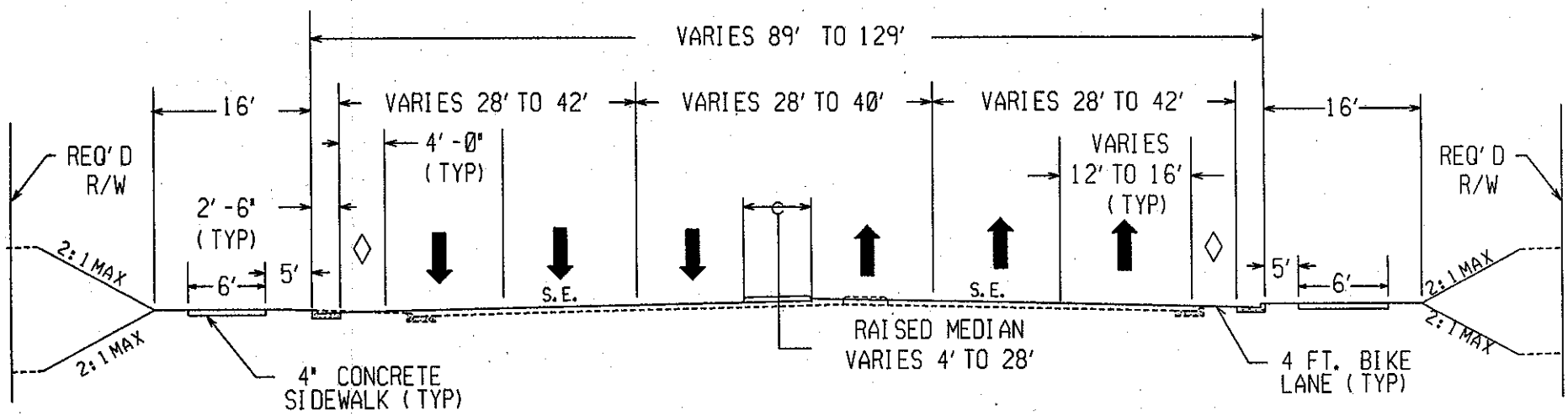
If additional information is needed, contact Emory L. Giddens, Assistant District Utilities Engineer at (229) 386-3288.

JAB:ELG:BC:sm

c: Tom Turner, Director of Preconstruction
Percy Middlebrooks, Administrator, Office of Financial Management
Gerald Ross, State Road & Airport Design Engineer
Paul V. Liles, State Bridge Engineer
Ben Buchan, State Urban Design Engineer
Harvey D. Keepler, State Environmental/Location Engineer
Phillip Allen, State Traffic Safety and Design Engineer



Typical Section
PHILEMA ROAD
(Looking Westward)



Typical Section
NORTH JEFFERSON STREET

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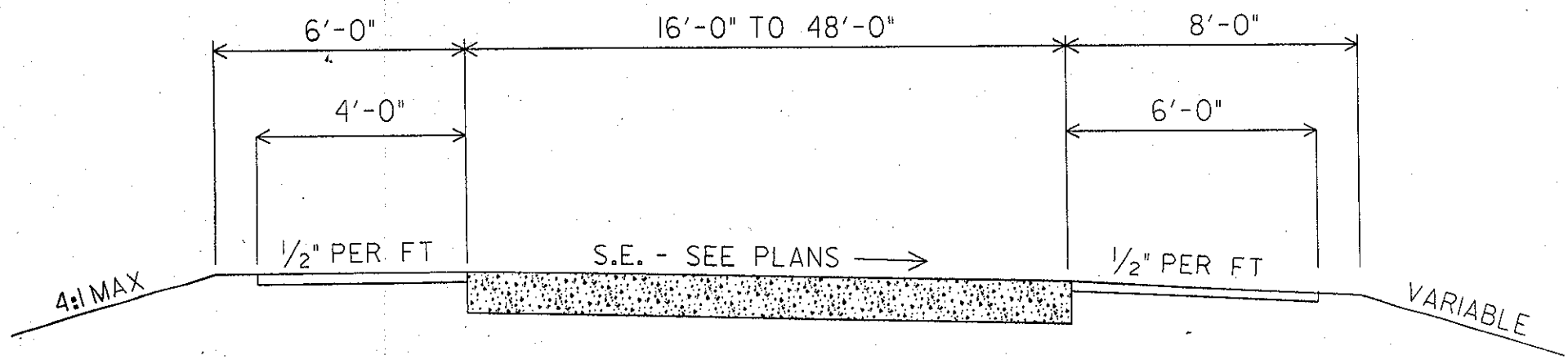

TYPICAL SECTION - RAMPS

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Project Concept Report Attachment #6
Project Number: NH-006-2(55)
P. I. Number: 422550
County: Dougherty

Attachment #6

Analysis of Accident, Injury and Fatality Rates

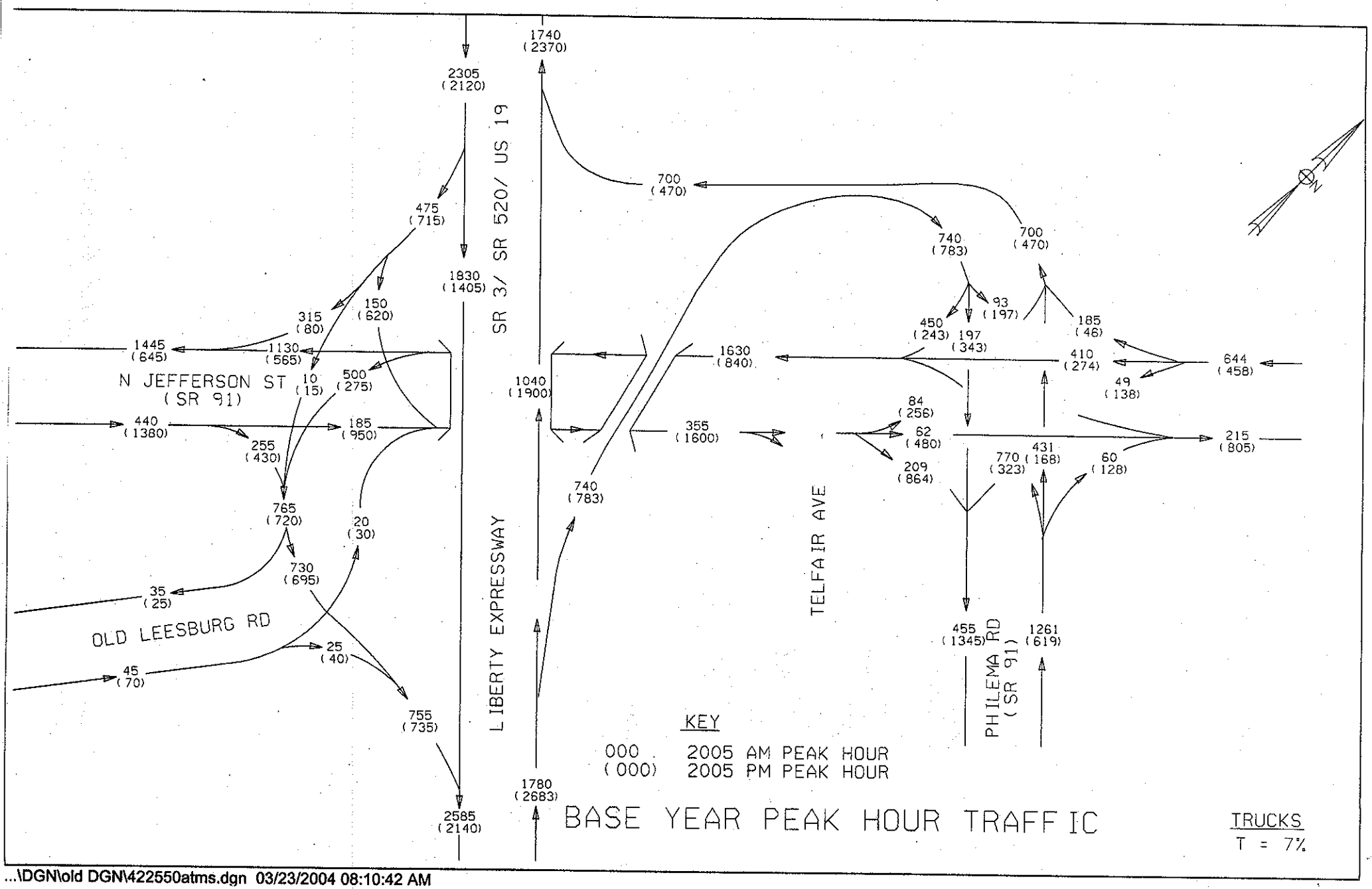
For Liberty Expressway (SR 520) @ North Jefferson Street (SR 91)

Liberty Expessway is above the statewide averages, while North Jefferson Street is below the statewide averages.

Year	State Route	Accidents		State A'ge	Injuries		State A'ge	Fatalities		State A'ge
		Number	Rate		Number	Rate		Number	Rate	
2001	520	45	684	172	33	502	59	0	0	0.64
	91	33	486	547	10	147	223	0	0	1.49
2000	520	23	410	NA	16	285	NA	0	0	NA
	91	26	438	NA	15	253	NA	0	0	NA
1997	520	24	255	198	23	245	77	0	0	0.68
	91	15	446	663	5	149	298	0	0	1.71

Numbers in parentheses are statewide average rates for an urban principal arterial.

Note: Rates are per 100 million vehicle miles



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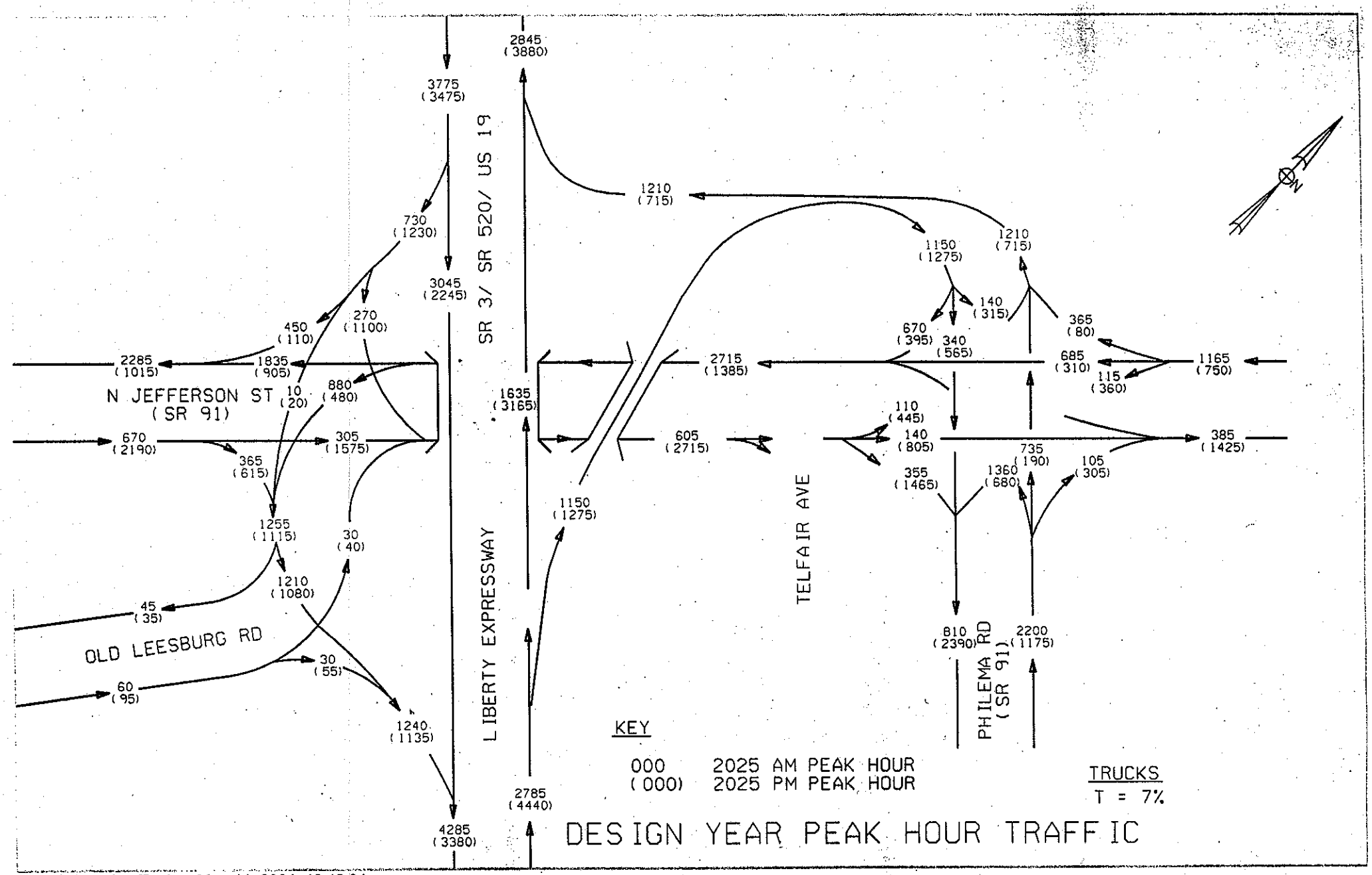

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	M1 - 006 - 2(551)		

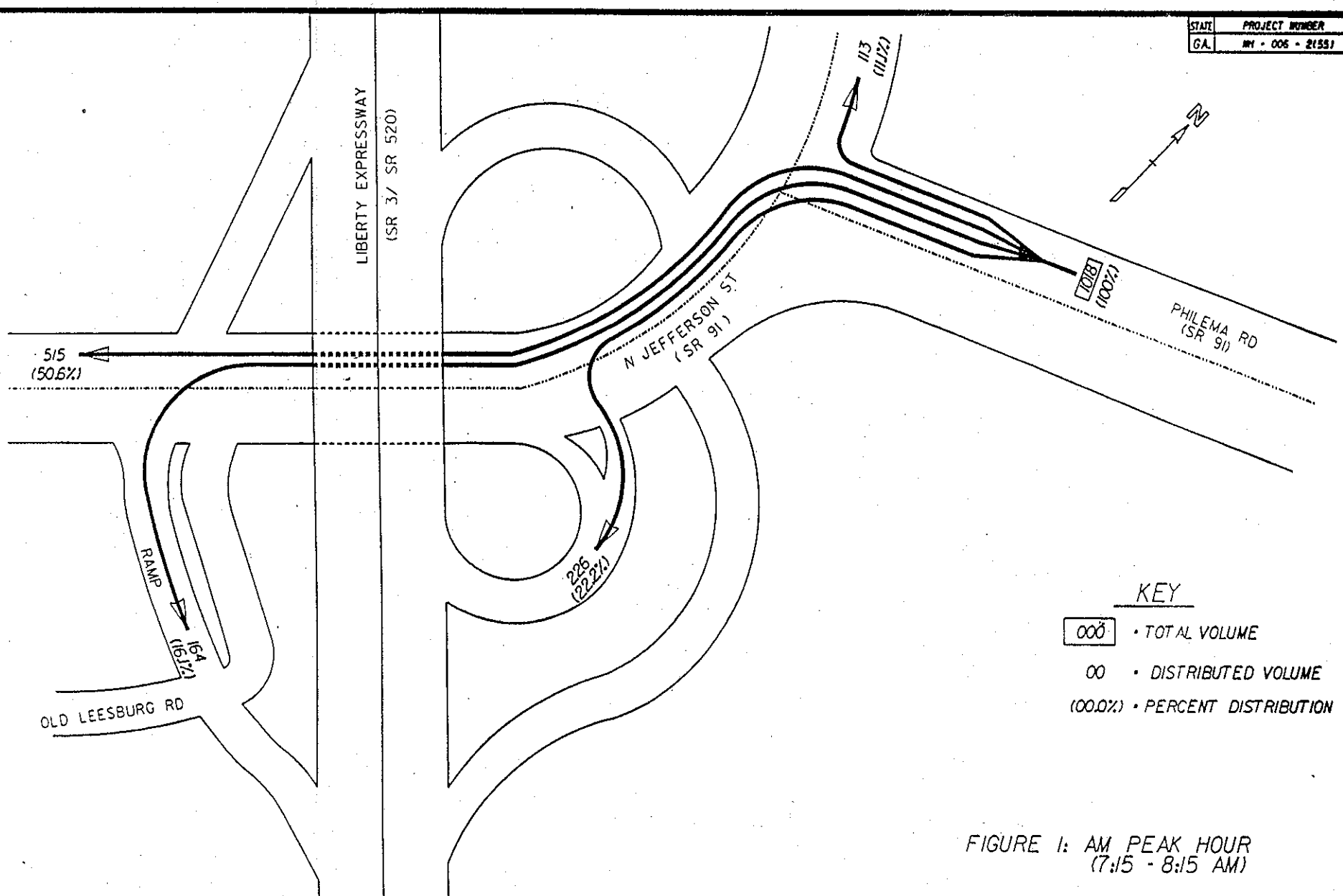

FIGURE 1: AM PEAK HOUR
(7:15 - 8:15 AM)

NOT TO SCALE

GREENHORNE & O'MARA
GO PROJECT NO. ATL-0094-043
2211 NEWMARKET PARKWAY
SUITE 104
MARIETTA, GA. 30067
(770) 988-9555

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ORIGIN/DESTINATION DIAGRAM
PROJECT: LIBERTY EXP @ N JEFFERSON ST
COUNTY: DOUGHERTY
DATE: 6/2001 Drawing

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STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	M1 - 006 - 2(55)		

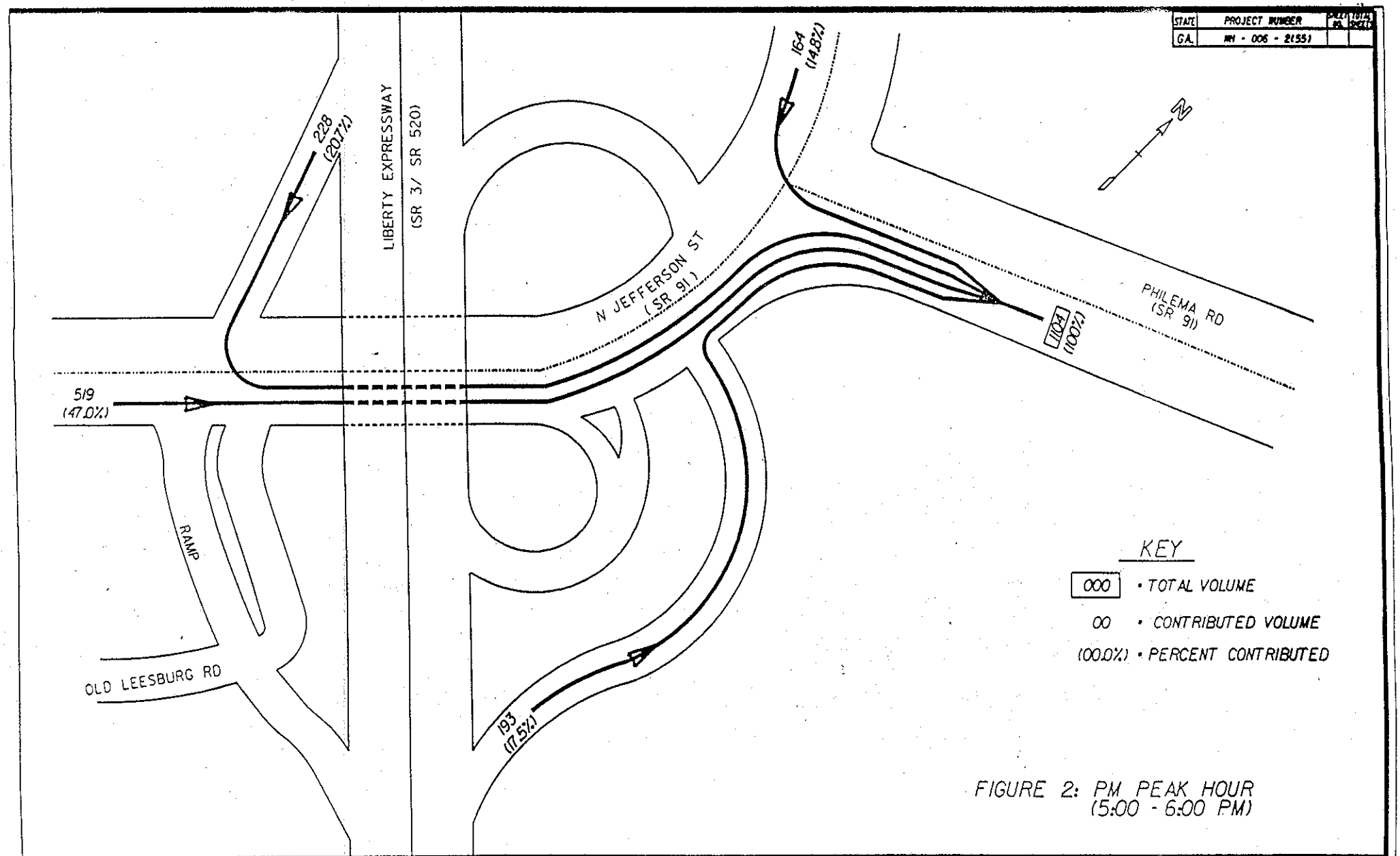

FIGURE 2: PM PEAK HOUR
(5:00 - 6:00 P.M)

NOT TO SCALE

GREENHORNE & O'MARA
GO PROJECT NO. AFL-0094-043
2211 NEWMARKET PARKWAY
SUITE 104
MARIETTA, GA. 30067
(770) 988-9555

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ORIGIN/DESTINATION DIAGRAM
PROJECT: LIBERTY EXP @ N.JEFFERSON ST
COUNTY: DOUGHERTY
DATE: 6/2001 DRAWING

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Proj.- NH-006-2(55)
P.I.# 422550
Dougherty County

Capacity Analysis

Liberty Expressway @ North Jefferson Street Traffic Analysis - Intersection Level of Service Summary

Signalized Intersection		2005 NO BUILD		2025 NO BUILD		2025 PARCLO-DIAMOND	
		Level of Service	Intersection Delay	Level of Service	Intersection Delay	Level of Service	Intersection Delay
N. Jefferson Street @ Liberty Expressway EB							
	AM	C	26	F	204	E	78
	PM	F	203	F	NA	D	51
N. Jefferson Street @ Philema Road							
	AM	D	38	F	446	D	44
	PM	F	362	F	NA	D	41
N. Jefferson Street @ Liberty Expressway WB							
	AM	B	12	F	278	XX	- - - -
	PM	C	17	F	928	XX	- - - -

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 095-0012-0 **Dougherty County** SUFF. RATING: 95.8

Location & Geography

* Structure I.D. No.: 095-0012-0
200 Bridge Information: 06

* 6A Freature Int.: SR 91 (SR 133)
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00520
* 7B Facility Carried: SR 520 (EBL)
* 9 Location: ALBANY - NORTHSIDE
2 DOT District: 4
207 Year Photo: 1998

* 91 Inspection Frequency: 24 Date: 12/23/1999
92A Fract Crit Insp Freq: 0 00 Date: 0000
92B Underwater Insp Freq: 0 00 Date: 0000
92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 01052

* 5 Inventory Route (O/U): 1
Type: 2
Designator: 1
Number: 00019
Direction: 0

* 16 Latitude: 31-36.9
* 17 Longitude: 84 -10.5

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

* 100 Defense Highway: 1
* 101 Parallel Structure: R
* 102 Direction of Traffic: 1
264 Road Inventory Mile Post: 004.33

* 208 Inspection Area: 11 Initials: JWH

* Location I.D. No: 095-00520D-004.33E
* XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 1
* 26 Functional Classification: 12
* 204 Federal Route Type: F No: 006-2
* 110 Truck Route: 1
206 School Bus Route: 1
217 Benchmark Elevation: 224.58
218 Datum: 2
* 19 Bypass Length: 1
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 6
37 Historical Significance: 5
205 Congressional District: 02
* 27 Year Constructed: 1974
106 Year Reconstructed: 0000
33 Bridge Median: 0
34 Skew: 73
35 Structure Flared: 0
38 Navigation Control: N
213 Special Steel Design: 0
267 Type of Paint: 2

* 42 Type Service On: 1
Under: 1
214 Movable Bridge: 00
203 Type Bridge: Z-O-M-O
259 Pile Encasement: 3
* 43 Structure Type Main: 3 02
45 No. Spans Main: 001
44 Structure Type Appr: 3 3
46 No. Spans Appr: 0002
226 Bridge Curve Horz: 0 Vert: 0
111 Pier Protection: 0
107 Deck Structure Type: 1

108 Wearing Surface Type: 1
Membrane: 0
Protection: 0

Signs & Attachments

223 Expansion Joint Type: 02
242 Deck Drains: 0

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 0.8 1
239 Handrail: 1 1
* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
Width: 0

* 230 Guardrail Loc Dir Rear: 3
Fwrd: 1
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab: 3
224 Retaining Wall: 0

233 Posted Speed Limit: 65
236 Warning Sign: 1
234 Delineator: 1
235 Hazard Boards: 0

237 Utilities Gas: 00
Water: 00
Electric: 00
Telephone: 00
Sewer: 00

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 03

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RATING: 79.5

Structure ID: 095-0013-0

Dougherty County

Location & Geography

* Structure I.D. No.: 095-0013-0
200 Bridge Information: 06

* 6A Freature Int.: SR 91 (SR 133)
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00520
* 7B Facility Carried: SR 520 (WBL)
* 9 Location: ALBANY - NORTHSIDE
2 DOT District: 4
207 Year Photo: 1998

* 91 Inspection Frequency: 24 Date: 12/23/1999
92A Fract Crit Insp Freq: 0 00 Date: 0000
92B Underwater Insp Freq: 0 00 Date: 0000
92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 01052

* 5 Inventory Route (O/U): 1
Type: 2
Designator: 1
Number: 00019
Direction: 0

* 16 Latitude: 31-36.9
* 17 Longitude: 84 -10.5

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

* 100 Defense Highway: 1
* 101 Parallel Structure: L
* 102 Direction of Traffic: 1
264 Road Inventory Mile Post: 004.34

* 208 Inspection Area: 11 Initials: JWH

* Location I.D. No: 095-00520D-004.34E
* XReferen I.D. No: 000-000000-000.000

* 104 Highway System: 1
* 26 Functional Classification: 12
* 204 Federal Route Type: F No: 006-2
* 110 Truck Route: 1
206 School Bus Route: 1
217 Benchmark Elevation: 224.58
218 Datum: 2
* 19 Bypass Length: 1
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 6
37 Historical Significance: 5
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* 27 Year Constructed: 1974
106 Year Reconstructed: 0000
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34 Skew: 73
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213 Special Steel Design: 0
267 Type of Paint: 2

* 42 Type Service On: 1
Under: 1
214 Movable Bridge: 00
203 Type Bridge: Z-O-M-O
259 Pile Encasement: 3
* 43 Structure Type Main: 3 02
45 No. Spans Main: 001
44 Structure Type Appr: 3 3
46 No. Spans Appr: 0002
226 Bridge Curve Horz: 0 Vert: 0
111 Pier Protection: 0
107 Deck Structure Type: 1

108 Wearing Surface Type: 1
Membrane: 0
Protection: 0

Signs & Attachments

223 Expansion Joint Type: 02
242 Deck Drains: 0

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 0.8 1
239 Handrail: 1 1
* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
Width: 0

* 230 Guardrail Loc Dir Rear: 3
Fwrd: 3
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab: 3
224 Retaining Wall: 0

233 Posted Speed Limit: 65
236 Warning Sign: 1
234 Delineator: 1
235 Hazard Boards: 0

237 Utilities Gas: 00
Water: 00
Electric: 00
Telephone: 00
Sewer: 00

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 03

Report Date: 01/26/2000

CONCEPT TEAM MEETING MINUTES FOR
NH-006-2(55) Dougherty County
SR 3 / Liberty Expressway at SR 91 & North Jefferson Interchange Ramps
P.I. No. 422550

Date of Meeting: April 22, 2003
Location of Meeting: GDOT Office of Urban Design Conference Room
Time of Meeting: 1:00 p.m.

ATTENDEES:

GDOT- Urban Design: Albert Shelby, Phil Magoon, Darrell Richardson, Angela Alexander, Joseph Palladi, Joseph Ford
GDOT – District 4: Joe Sheffield, Danny Gay, Brent Thomas, Don Gaskins
GDOT – Engineering Services: Ron Wishon
GDOT – Traffic Safety & Design: Stan Petoski
GDOT – Planning: Robert Hughes

MINUTES:

Albert Shelby opened the meeting with a welcome, stated the project number and description of the project, passed around sign-in sheets and asked everyone to introduce themselves and state their affiliation.

Next, Albert Shelby asked **Robert Hughes** of the Office of Planning to read the Need and Purpose Statement. Albert then turned the meeting over to **Phil Magoon,** the designer, to describe the project concept. After Phil completed the conceptual description the floor was opened to comments from the attendees.

Joe Sheffield shared the comments he received from **Bob Alexander, City of Albany traffic engineer**. Mr. Alexander is concerned that the Oxford Construction Company, located on Old Leesburg Road, will have to send their trucks out of Old Leesburg Road to North Jefferson Street, turn right, u-turn at the North Jefferson Street and Philema Road intersection and come back past where they came out to access eastbound Liberty Expressway. His suggestion was to have a ramp from the relocated Old Leesburg directly onto the Liberty Expressway eastbound ramp. DMR commented that he would be surprised if the acceleration distance would be enough. Bob Alexander also expressed concern for the existing no right on red condition at the intersection of Philema Road and North Jefferson. He would like to see no right on red come down. DMR said he would defer to the local traffic operations department.

Joe Sheffield, District 4 Preconstruction Engineer, then shared his comment about Old Leesburg Road. He does not like the configuration of Old Leesburg Road coming out between the two ramps. He said it does not meet driver expectations. There was some discussion about swapping the ramp and Old Leesburg Road and eliminating the bridge. The sight distance off of the railroad bridge to the south was a concern for either location close to the bridge. The reason for the location of Old Leesburg Road was to eliminate the weave the 30 cars per day in 2025 traffic coming out of Old Leesburg and the volume of cars turning right onto the eastbound ramp. **Angela Alexander** mentioned the issue of the desire to close the Seventh Street at-grade crossing made keeping Old Leesburg Road open a priority. Otherwise we would be closing this end of the road.

Mr. Sheffield also commented that the McDonald's Corporation had inquired about a parcel of land in the southwest corner of the Philema Road and North Jefferson Street intersection and the limit of access for the ramps. **Joe Palladi** responded that the 100' limit of access at the intersection approach would be there. Angela Alexander inquired about the strip of land between the parcels and its purpose. The response was that we will have to research that.

Ron Wishon of Engineering Services asked what the design speed was on Old Leesburg road was. The answer was 25 mph.

Danny Gay and **Brent Thomas** from Traffic Operation in District 4 had a list of comments to address.

- They commented that the u-turns at Philema Road were politically sensitive. The dual right turns from North Jefferson to Philema Road were discussed as possibly being no right turn on red.

- There is an existing maintenance agreement between the Department and Dougherty County for landscaping and irrigation installed by the county at the existing park and ride. If we shift the park and ride to an area of the removed ramps, we may need to put back the landscaping and irrigation. Angela Alexander asked if there were any particular points of access or types of access that we would have to maintain. They responded no.

- They expressed concerns about the proposed relocation of Old Leesburg Road and the stopping sight distance from the railroad bridge, which has a horizontal and vertical curve. The railroad bridge is posted for 40 mph, but speeds are typically faster than that. They recommended that the location of Old Leesburg Road be moved to the south side of the eastbound on-ramp to have a clear line of limited access control. They also stated that there is an existing advance warning signal on the railroad bridge.

- They recommended that the traffic signal at the intersection of Philema Road and North Jefferson Street be upgraded to a 2070 signal controller.

- They recommended that the existing high mast lighting be retained in new project.

- They recommended that the project include new exit signs and new exit numbers.

- They suggested widening of the bridge underneath to accommodate the eastbound entrance ramp.

- They had concerns about the high speeds of the freeways going to the ramps and how to slow them down. The suggestion of possible flashers and chevrons was discussed. The project is going to be an in-house design, thus allowing for the District to make these changes.

- They had concerns about the back-up onto Liberty Expressway. **Darrell Richardson** responded that the exit loop ramp is free-flowing to eliminate back-up on Liberty Expressway.

Darrell Richardson then commented that the bike lane configurations need to be addressed.

Joe Palladi was concerned about whether the project merges meet MUTCD. He also suggested a possible diamond interchange.

The Office of Environment and Location was not represented. Albert Shelby stated that there are few, if any, environmental concerns in this area. The daycare on Telfair Road was pointed out and a discussion ensued as to how to maintain access. A possible right-in only was discussed for Telfair Road.

Robert Hughes said there were no comments from planning.

Albert Shelby asked if there were any comments from Right of Way. There was not a representative present, but Joe Sheffield asked how many parcels we have on the project. Darrell Richardson said we will request a right-of-way cost estimate.

Joe Palladi of Urban Design then had some comments.

- Check the through lane taper lengths and storage lengths.
- Check the southern approach to the intersection and the alignment for speed design compliance.
- Discussion of possible widening of the Liberty Expressway Bridge if the long term plan has additional lanes on Liberty Expressway.
- Sight distance worries.

Darrell Richardson stated that more survey is needed to further assess the conceptual design. Joe Palladi asked if a u-turn count was necessary at the Philema Road intersection. There are various businesses on Philema Road headed north including an apartment complex and the Bates tackle shop.

Angela Alexander suggested that the diamond configuration be further reviewed with the re-construction of the Liberty Expressway Bridge. Then another concept team meeting may need to be held.

Absentee comments:

Wendy Bickers, operations analyst for the Office of Financial Management:

> We have requested the City of Albany to do the utilities on October 4, 1999; however it has yet to be signed. Also, on October 18, 1999 it was stated that the County doesn't have any utilities affected.

Jerry Bruce, District Utilities Engineer:

Total reimbursable utilities:	$50,000.00
Total non-reimbursable utilities:	$700,908.00

Albert Shelby then adjourned the meeting.

These are the minutes as understood and recorded by Albert Shelby and Joseph Ford.

NH-006 – 2(55), Dougherty County
S.R. 3/ Liberty Expressway at North Jefferson Street
P.I. 422550

CONCEPT TEAM MEETING MINUTES
(Teleconference with District 4)
February 3, 2004

Meeting Places: Urban Design Conference Room in Atlanta, Georgia
District 4 Assembly Room in Tifton, Georgia

Time: 1:30 pm – 2:30 pm

Attendees: (Atlanta)
Darrell Richardson, GDOT Urban Design
Albert Shelby, GDOT Urban Design
Phil Magoon, GDOT Urban Design
Joseph Ford, GDOT Urban Design
Tom McQueen, GDOT Planning
Scott Zehngraff, GDOT Traffic Safety & Design
Stan Petoski, GDOT Traffic Safety & Design
Andy Norris, GDOT TEA
Ron Wishon, GDOT Engineering Services
(District 4 – Tifton)
Don Gaskins, GDOT Preconstruction
Joe W. Sheffield, GDOT Preconstruction
Ken Cheek, GDOT Utilities
Russell Wilson, Ga. Power – Transmission
Bob Alexander, City of Albany – Engineer
Larry Marchbanks, Water, Gas & Light
Grady Bryan, GDOT Traffic Operations
Geno Hasty, GDOT Traffic Operations
Danny Gay, GDOT Traffic Operations
Brent A. Thomas, GDOT Traffic Operations
Graylin Duncan, GDOT Area Engineer, Albany
Roger Fowler, GDOT Asst. Area Engineer, Albany
Jim Vaught, Dougherty County Public Works
Wayne Cowart, Dougherty County Public Works
Bill Swindle, Mediacom CATV, Albany

Minutes:

The meeting was opened by Albert Shelby who stated the project and invited the attendees to introduce themselves. Albert then introduced the designer, Phil Magoon, who described the project criteria and proposed the design. Albert then asked each Atlanta and District 4 office if there were any comments or concerns.
The following comments were recorded:

Ron Wishon of **Engineering Services** had no comments at the time.

Windy K. Bickers of **Financial Management** wasn't able to make the meeting. However, Albert Shelby read an email aloud containing the following information:

Phase	Approved FY	Proposed FY	Amount
ROW	2005	2006	$1,851,000
CST.	2006	2007	$2,178,000

LGPA
GDOT has requested Albany / Dougherty County to do Utilities on 10-4-99. The County advised that they have no Utilities on 10-18-99.

Scott Zehngraff of **Traffic Safety and Design** commented that the traffic diagrams do not reflect the design. He suggested that a new diagram should be redrawn to show turn movements with the new design. Mr. Zehngraff also commented that the number of lanes should be consistent throughout the project and dual left lanes may be needed on all approaches to the Philema Road / N. Jefferson Street intersection.

Bob Alexander, **the City of Albany Engineer,** commented on the relocation of the existing park and ride lot, because of the need to mitigate some property and landscaping issues. Mr. Alexander also commented on fixing the "Scissors-Ramp", which is located in the southeastern quadrant of the interchange. However, there was a safety concern in regards to the ramp. Alternate 5 (partial cloverleaf B/ eliminate the need of a traffic light) was abandoned because the railroad side of Old Leesburg will be closed.

The following are other comments, made by Mr. Alexander:

- Retain the high mast lighting,
- Upgrade the signal equipment to the latest standards,
- There are no bike lanes on the railroad bridge for the proposed bike lanes to tie into,
- Converting Telfair into a Cul-de-sac is beneficial to the area
- Jewel Street at Philema Road needs a signal because of development in the area
- Dual right lanes may be necessary at the North Jefferson/ Philema Road Intersection,
- Planning has to update need and purpose needs updated ASAP

Ken Cheek of **District Utilities** commented on the following:

- Cost estimate was updated from 700,00 to 1 million (non-reimbursable)
- The bridge over North Jefferson Street should be a separate structure to be useful throughout the future widening of Liberty Expressway. All present agreed.
- Remove existing lights off ramp on the north side of Liberty.
- The present utilities are water, gas, electricity, and communications

Joe W. Sheffield, **District Engineer**, has made the following comments:

- All bridge extensions may be last thing that gets done in this project.
- The relocation of the park and ride lot should be taken into consideration.

During the meeting, other comments have been made that weren't part of any specific office:

- Traffic currently backs up onto eastbound Liberty Expressway though lanes at peak hour. Attempts to widen the eastbound exit ramp to dual lefts should be studied.
- Traffic will be maintained during construction
- Year 2000 LOS was shown incorrectly on hwy capacity software··· this problem was recognized in other offices.
- County has property in back and Railroad Company uses it for access··· Please call Railroad Company to see if they still use it.
- Accurate traffic volumes are needed
- Possible project extension to include Jewel Road (signal lights needed at intersection at Philema Road).
- GA Power has a facility off of Jewel Road··· their trucks use the intersection
- Give Albert some traffic counts for a feasibility study on signalization on Jewell Road and Philema Road.
- Straighten the westbound entrance ramp alignment.

The meeting was adjourned at 2:30 pm.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

SR 3 / Liberty Expressway at SR 91 & North Jefferson Interchange Ramps

Project Number: **NH-006-2(55)**
County: **Dougherty**
P. I. Number: **422550**

Federal Route Numbers: *Liberty Expressway:* **US 82**
State Route Numbers:
Liberty Expressway: **SR 3 and 520**
North Jefferson Street: **SR 133**; *Philema Road*: **SR 91**

Recommendation for approval:

DATE 3-29-04 _____ Urban Design Project Manager

DATE 3-29-04 _____ State Urban 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 the State Transportation Improvement Program (STIP).

DATE 4-5-04 _____ State Transportation Planning Administrator

DATE _____ _____ State Financial Management Administrator

DATE _____ _____ State Environmental/Location Engineer

DATE _____ _____ State Traffic Safety & Design Engineer

DATE _____ _____ District Engineer

DATE _____ _____ Project Review Engineer

DATE _____ _____ State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 422550**

OFFICE: Environment/Location

DATE: April 20, 2004

FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
NH-006-2(55) / Dougherty County
CR 3 / Liberty Expressway @ SR 91 interchange reconstruction

The above subject concept report has been reviewed. This Office has no comment at this time.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: David Mulling
Ben Buchan, P.E., State Urban Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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DATE _____ _____ Project Review Engineer

DATE 5/13/04 _____ State Bridge Design Engineer