

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0134(6) Dougherty County **OFFICE** Preconstruction
P. I. No. 450540
DATE September 26, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

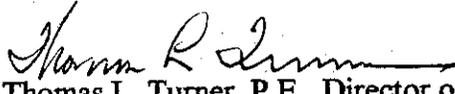
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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0134(6) Dougherty County **OFFICE** Preconstruction
P.I. No. 450540 **DATE** September 13, 2000

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

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the extension of Clark Avenue from Liberty Expressway westward, crossing the Flint River with a new bridge, then tying into the Central Business District at Washington Street. The Clark Avenue Extension is needed to provide emergency access across the Flint River and to provide traffic relief for the Oglethorpe Boulevard and Broad Avenue bridges. In 1994, the Flint River in the City of Albany experienced severe flooding. During this flood all east-west bridge crossings in Albany were closed, including the Broad Avenue and Oglethorpe Boulevard bridges. A serious consequence of this flooding was that eastern Dougherty County was separated from the emergency medical services of Phoebe-Putney Hospital, which is located west of the Flint River just north of downtown Albany. The proposed project will provide emergency access across the Flint River and the flood plains. Clark Avenue is currently a two to three lane roadway with the travel width varying from 36' to 50', including curb and gutter on both sides and a posted speed limit varying from 30 MPH to 45 MPH. The base year traffic (2004) is 12,400 VPD and the design year traffic (2024) is 22,600 VPD.

The recommended alternative (C4-2) will tie into West Society Avenue and will extend Clark Avenue from the Merritt Street intersection west of Church Street, then curving northwest and angling across the river. This alignment will provide connection to the Phoebe Putney Hospital area and the west side of Albany without impacting the proposed development along the river's frontage. The proposed typical section includes four, 12' lanes with a 16' flush median, 4' bicycle lanes, curb and gutter, and a 5' sidewalk on both sides (10' sidewalk on bridge structure). Traffic will be maintained along the existing roadway during construction.

Alternatives considered during concept development are as follows:

1. C1-1 Tying into Pine Avenue - Alignment 1
2. C1-2 Tying into Pine Avenue - Alignment 2
3. C2 Tying into Flint Avenue
- *4. C3-1 Tying into Roosevelt Avenue - Alignment 1
5. C3-2 Tying into Roosevelt Avenue - Alignment 2

J. Tom Coleman, Jr.

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STP-0134(6) Dougherty

September 13, 2000

- *6. C4-1 Tying into West Society Avenue - Alignment 1
- *7. C4-2 Tying into West Society Avenue - Alignment 2
- 8. C5 Tying into Seventh Avenue
- 9. C6 No Build

* Alternatives C3-1, C4-1, and C4-2 will be taken through the environmental process to ascertain which is more feasible based on a variety of factors including cost effectiveness, historical and wetland issues, and urban structures affected.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$60,401,000	\$8,000,000	2002	03-09
Right-of-Way & Utilities*	Local	Local		

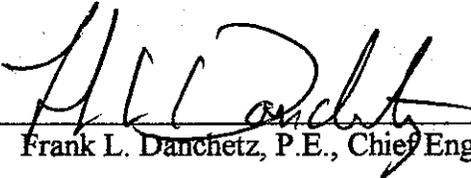
*City of Albany signed LGPA on 8-20-99 for right-of-way, utilities, and 20% of sidewalk costs.

The proposed Clark Avenue Extension will provide a less flood prone bridge crossing the Flint River, serving the need for emergency medical service between eastern and western Albany. This project is in the STIP. I recommend this project concept be approved and alternative C4-2 be implemented.

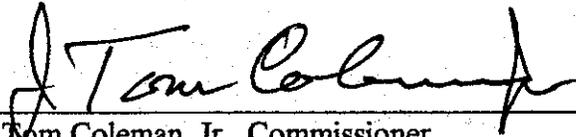
TLT:JDQ/cj

Attachment

CONCUR


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

APPROVE


J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

U.S. Route Number: N/A
State Route Number: N/A

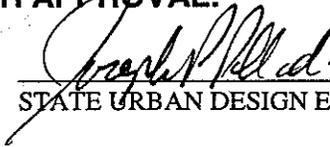
Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00

DATE



STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

**Clark Avenue Extension from Liberty Expressway to Washington St.
STP-0134 (6) P.I. 450540**

Project STP-0134(6) consists of the widening and extension of Clark Avenue from Liberty Expressway westward, crossing the Flint River with a new bridge, then tying into the central business district at Washington Street. Clark Avenue improvements include widening from Liberty Expressway to Merritt Street from two lanes to four lanes and then extending the four lanes to Washington Street. The roadway would be an urban roadway, which would include 13' lanes, curb and gutter, sidewalk, bicycle lanes and a 16' flush median with the possibility of a future raised median.

The nine alternate alignments proposed for Clark Avenue are:

- | | | |
|----|-------------|--|
| 1. | C1-1 | Tying into Pine Avenue – alignment 1 |
| 2. | C1-2 | Tying into Pine Avenue – alignment 2 |
| 3. | C-2 | Tying into Flint Avenue |
| 4. | C3-1 | Tying into Roosevelt Avenue – alignment 1 |
| 5. | C3-2 | Tying into Roosevelt Avenue – alignment 2 |
| 6. | C4-1 | Tying into West Society Avenue – alignment 1 |
| 7. | C4-2 | Tying into West Society Avenue – alignment 2 |
| 8. | C5 | Tying into Seventh Avenue |
| 9. | C6 | No Build |

Tying into Pine Avenue

C1-1 Alignment one into Pine Avenue involves extending Clark Avenue from the Clark Avenue / Merritt Street intersection straight across the Flint River to a reverse curve. The curved section must span the railroad with a minimum of 30 feet of clearance. The proposed alignment ties into Pine Avenue at its furthestmost eastern end.

C1-2 Alignment two into Pine Avenue involves extending Clark Avenue from the Clark Avenue / Merritt Street intersection and angles southward to curve across the river to another curve that merges into Pine Avenue at its furthestmost eastern end.

Comment: The Pine Avenue alignments would have a negative impact on the proposed River Center, which is the cornerstone of the riverfront development. It would also conflict with the Pine Avenue Trailhead, which is a proposed pedestrian plaza at the eastern terminus of Pine Avenue adjacent to the Flint River.

Tying into Flint Avenue

C2 The alignment into Flint Avenue involves extending Clark Avenue from the Clark Avenue / Merritt Street intersection west at a slight curve over Church

Street, then straight over Broadway Street and the Flint River to merge into the easternmost terminus of Flint Avenue.

Comment: The Flint alignment is not feasible due to its negative impact on the proposed River Center plan.

Tying into Roosevelt Avenue

C3-1 Alignment one into Roosevelt Avenue involves extending Clark Avenue from the Merritt Street intersection west across Church Street and curving northwest towards the river, curving again to cross the river. Once across the river the alignment goes into a reverse curve and ties into Roosevelt Avenue.

Comment: This alignment misses the historical train depot, while still providing access to the proposed Riverside Center.

C3-2 Alignment two into Roosevelt Avenue involves extending Clark Avenue from the Merritt Street intersection curving northwest over Church Street, then curving west across the river to connect to Roosevelt Avenue.

Comment: This alignment is not feasible because it goes over the historical train depot located at the end of Roosevelt Avenue.

Tying into West Society Avenue

C4-1 Alignment one into West Society Avenue involves extending Clark Avenue from the Merritt Street intersection west to Church Street, then curving northward over the Clark Avenue existing road and angling to a curve. This turns traffic westward and merges straight into West Society Avenue.

Comment: The West Society Avenue alignment was logical in that it would provide a good connection to the Phoebe Putney hospital area and the west side of Albany.

C4-2 Alignment two into West Society Avenue involves extending Clark Avenue from the Merritt Street intersection west to Church Street, then curving northwest and angling across the river. This turns traffic westward and merges straight into West Society Avenue.

Comment: The West Society Avenue alignment was logical in that it would provide a good connection to the Phoebe Putney hospital area and the west side of Albany.

Tying into Seventh Avenue

C-5 The alignment into Seventh Street involves extending Clark Avenue from the Merritt Street intersection west to Church Street, then curving northward over the Clark Avenue existing road and going straight north. This merges into a curve heading west to connect into Seventh Avenue.

Comment: The Seventh Avenue alignment is undesirable because it would disperse traffic at a great distance away from the area that it was intended to serve. It also would not relieve the traffic on Broad Avenue and Oglethorpe Boulevard bridges.

No Build

Comment: The No Build option is undesirable because of the traffic forecasts in the area that would overload the existing facilities.

After the Public Information Meeting held in October 1999, two alternates were marked as desirable according to the comments received verbally and via a written survey sheet. They were **C3-1 Roosevelt Avenue alternate** and **C4-1 West Society Avenue alternate**.

After the Concept Team Meeting on April 19, 2000 **Alternate C4-2 West Society Avenue alternate** was identified as a possibility by John Tiernan of Bridge Design. This alternate is more easily modeled by current bridge software and a better design hydraulically.

Alternates C3-1, C4-1 and C4-2 will be taken through the environmental process to ascertain which is more feasible based on a variety of factors including cost effectiveness, historical and wetland issues, and urban structures effected.

PROJECT CONCEPT REPORT

Clark Avenue Extension from Liberty Expressway to Washington Street & New Bridge

DATE: 8/8/00

PROJECT NUMBER: STP-0134(6)

COUNTY: Dougherty

DESCRIPTION: Road Widening and new location with a new bridge. Roosevelt Avenue Alternate (C3-1) ties to Washington Street at Roosevelt Avenue. West Society Avenue Alternates 1 (C4-1) and 2 (C4-2) tie to Washington Street at West Society Avenue.

LENGTH: 3.24 miles (Roosevelt Alt. C3-1) 3.62 miles (West Society Alt. C4-1) 2.59 miles (West Society Alt. C4-2)

P.I. NO.: 450540

U.S. ROUTE NO.: N/A

STATE RT. NO.: N/A

LOCATION: Clark Avenue from SR 3 / Liberty Expressway to Washington Street

TRAFFIC

CURRENT

PROJECTED

YEAR: 2004 **AADT:** 12,400

YEAR: 2024 **AADT:** 22,600

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

Major

Existing: Urban Local Street / Urban Principal Arterial
Proposed: Urban Principal Arterial

FULL OVERSIGHT () EXEMPT (X) N/A ()

EXISTING DESIGN

TYPICAL SECTION: Varying 2 to 3 travel lanes with a travel width varying from 36' to 50'; curb and gutter on both sides.

POSTED SPEED

MIN. EXISTING RADIUS OF CURVE

MAX. EXISTING GRADE

30 to 45 m.p.h.

none

5%

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED: None

S.RTG.: N/A

LENGTH: N/A

WIDTH: N/A

ACCIDENT HISTORY

The following is a summary of the accident data available for Clark Avenue.

	1995	1996
Total Accidents	64	49
Total Injuries	47	41
Total Fatalities	0	0
Accident Rate	1469	1132
Injury Rate	1079	947
Fatality Rate	0	0
State Accident Rate	661	671
State Injury Rate	319	316
State Fatality Rate	1.56	1.59

The accident rates and injury rates are higher than the statewide averages and indicate a need for improvements to the roadway.

All rates are per 100 million vehicles.

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: Four 12' travel lanes (two in each direction) and a 16' flush median for easy conversion to a raised median if accident rates rise to an unacceptable level; 4' bike lanes in each direction; curb and gutter and sidewalks on both sides within the 12' shoulders. Typical sections attached.

PROPOSED RIGHT-OF-WAY WIDTH: 96' total

DESIGN SPEED: 35 m.p.h.

MAX. DEGREE OF CURVE: Allowable: 11.5 Proposed: 7.4 (Roosevelt Alt. C3-1)
8.7 (West Society Alt. C4-1)
0.5 (West Society Alt. C4-2)

MAX. GRADE: Allowable: 7% Proposed: 7%

TYPE ACCESS: By local permit

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic during construction.

PROPOSED STRUCTURES

One bridge spanning the Flint River and adjacent 500 year floodplains

DESIGN EXCEPTIONS REQUIRED FOR CONTROLLING CRITERIA

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

NUMBER OF PARCELS: 146 (Roosevelt Alt.) 136 (West Society Alt.)

DISPLACEMENTS: 8 (Roosevelt Alt. C3-1) 7 (West Society Alt. C4-1 & C4-2)

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE: April 19, 2000

CONFORMS TO TIP / STIP? Yes

MEETS LOGICAL TERMINI REQUIREMENTS? Yes

P.A.R. MEETING: After an evaluation of the alternates was done, it was determined that a P.A.R. would not be needed (see attached letter)

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

PUBLIC INVOLVEMENT: Public Hearing

PERMITS REQUIRED (COE 404, WATER, QUALITY, TVA): COE 404 (Individual)

TIME SAVINGS PROCEDURE APPROPRIATE: No

SCHEDULING CONSIDERATIONS:

TIME TO COMPLETE ENVIRONMENTAL: (MONTHS) 18

TIME TO COMPLETE PRELIMINARY RD/RW PLANS: (MONTHS) 11

TIME TO COMPLETE 404 PERMIT: (MONTHS) 18

TIME TO COMPLETE FINAL CONSTRUCTION PLANS: (MONTHS) 12

TIME TO BUY RIGHT-OF-WAY: (MONTHS) 30

LOCAL GOVERNMENT COMMITMENTS: Albany has signed a LGPA for right-of-way, utilities and 20% of sidewalk costs

OTHER PROJECTS IN THE AREA:

SR 3 / Liberty Pkwy @ Clark Avenue SB exit ramp	NH-006-2(56)	p.i. 422560
Riverside Dr. / CS 836 from Oakridge Dr. to Philema Rd.	STP-0101(4)	p.i. 450500
Flint River Greenway Multi-use Trail	STP-000E(166)	p.i. 471430

PROBABLE LOCATION OF UST'S: 2 confirmed sites, 3 possible sites

PROBABLE LOCATION OF HAZARDOUS WASTE: unknown

OTHER ALTERNATES CONSIDERED:

- 1 No-build**
- 2. Tying into Pine Avenue – alignment 1**
Would have a negative impact on the proposed River Center, which is the cornerstone of the riverfront development. It would also conflict with the Pine Avenue Trailhead, which is a proposed pedestrian plaza at the eastern terminus of Pine Avenue adjacent to the Flint River.
- 3. Tying into Pine Avenue – alignment 2**
Would have a negative impact on the proposed River Center, which is the cornerstone of the riverfront development. It would also conflict with the Pine Avenue Trailhead, which is a proposed pedestrian plaza at the eastern terminus of Pine Avenue adjacent to the Flint River.
- 4. Tying into Flint Avenue**
The Flint alignment is not feasible due to its negative impact on the proposed River Center plan.
- 5. Tying into Seventh Street**
The Seventh Avenue alignment is undesirable because it would disperse traffic at a great distance away from the area that it was intended to serve. It also would not relieve the traffic on Broad Avenue and Oglethorpe Boulevard bridges.
- 6. Tying into Roosevelt over the train depot**
This alignment is not feasible because it goes over the historical train depot located at the end of Roosevelt Avenue.

COMMENTS:

The local government expressed that the two most desirable alternates at the time of the Public Information Meeting were alternates C3-1 and C4-1. Please refer to the attached letter from Albany and Dougherty County Planning and Development Services. During the concept team meeting a third alternate was determined to be most feasible and was designated to be C4-2.

The recommended alternate, pending all environmental and historical factors, is West Society Alternate C4-2

ATTACHMENTS: Need and Purpose Statement, Cost Estimates, Sketch Map, Typical Sections, Concept Team Meeting minutes, P.A.R. analysis letter, Albany and Dougherty County Planning and Development Services letter

Need and Purpose
Clark Avenue Extension from
Liberty Expressway to Washington Street
STP-0134(6) Dougherty County
P.I. No. 450540

The Clark Avenue Extension is needed to provide emergency access across the Flint River and to provide traffic relief for the Oglethorpe Boulevard and Broad Avenue bridges. The Clark Avenue Extension is included in Albany's Long-Range Transportation Plan and the Transportation Improvement Program.

The Dougherty Area Regional Transportation Study (DARTS) has considered an extension of Clark Avenue over the Flint River connecting to one of several east-west streets in central Albany from Pine Avenue in downtown Albany to as far north as Seventh Avenue. The other proposed east-west connections include Flint Avenue, Roosevelt Avenue, and Society Avenue. The purpose of considering these alternate crossings was to provide capacity in order to relieve the Broad Avenue and Oglethorpe Boulevard bridges to the south. In 1994, after this proposal, the Flint River in the City of Albany experienced severe flooding. During this flooding all east-west bridge crossings in Albany were closed, including the Broad Avenue and Oglethorpe Boulevard bridges. A serious consequence of this flooding was that eastern Dougherty County was separated from the emergency medical services of Phoebe-Putney Hospital, which is located west of the Flint River just north of Downtown Albany. DARTS consequently revised the concept for the Clark Avenue extension. The revision called for a bridge that would provide emergency access across the Flint River and the floodplains.

Existing Average Annual Daily Traffic (AADT) is 14,240 vehicles per day (vpd) on the Broad Avenue Bridge and 29,650 on the Oglethorpe Boulevard Bridge. Without the Clark Avenue Extension but with the widening of Oglethorpe Boulevard, the DARTS travel demand model estimates that the AADT will be 10,460 vpd on Broad Avenue and 49,320 vpd on Oglethorpe Boulevard by the year 2025. With the Clark Avenue Bridge, the existing bridges will be relieved of between 6% (if connected to Seventh Avenue) and 30% (if connected to Pine Avenue) of the estimated traffic increase. The further north the Clark Avenue Bridge ties in, the less impact it has on the traffic on the existing bridges. If the Clark Avenue Bridge is constructed combined AADT on Broad Avenue and Oglethorpe Boulevard will be 42,150 vpd. If the Clark Avenue Bridge is not constructed the combined AADT on Broad Avenue and Oglethorpe Boulevard will be 59,780 vpd. Construction of the Clark Avenue Bridge will reduce traffic on the Broad Avenue and Oglethorpe Boulevard bridges by 17,630 vpd.

Nearby Transportation Enhancement Activity projects include the streetscaping project in historic downtown Albany (P.I. 470914, STP-000E (91)), the Pine Avenue Trailhead (P.I. 470430, STP-000E(166)) and the Albany Bicycle/Pedestrian Trail (P.I. 470916, STP-000E (90)). The Pine Avenue Trailhead and the Albany Bicycle/Pedestrian Trail projects are major considerations in planning the Clark Avenue Extension. The Pine Avenue Trailhead is a proposed pedestrian plaza at the eastern

terminus of Pine Avenue adjacent to the Flint River. The Albany Bicycle/Pedestrian Trail project will construct bicycle/pedestrian trails along the western side of the Flint River from Veteran's Plaza, near the Albany Civic Center to Philema Road, near Lakeshore Drive. The City of Albany hopes to connect its bicycle/pedestrian trail system to eastern Albany using the new Clark Avenue Bridge. The City is also considering converting the Broad Avenue Bridge from its current three-lane operation to two traffic lanes and one bicycle/pedestrian lane.

The addition of the Clark Avenue Extension will provide a less flood prone bridge crossing the Flint River, serving the need for emergency medical service between eastern and western Albany. The project also provides relief to traffic demands on the Broad Avenue and Oglethorpe Boulevard bridges. An additional benefit of the project is that it will allow the City of Albany to retain one of its historic bridges while complementing Albany's planned bicycle/pedestrian trail system.

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE
ROOSEVELT AVENUE ALTERNATE C3-1

DATE: 5/25/00 **PREPARED BY:** Albert Shelby
PROJECT NO.: STP-0134(6) **FILE NAME:** Roosevelt Prelim. Cost Est.
P.I. NO.: 450540 **MILEAGE:** 3.24 miles
PROJECT DESCRIPTION/CONCEPT: Clark Avenue Extension from SR 3/Liberty Expressway to Washington Street with 4 lanes, a flush median, bicycle lanes and a bridge that spans the Flint River

EXISTING ROADWAY: Clark Avenue - varying 2 to 3 lanes with curb and gutter on both sides.

TRAFFIC: **CURRENT ADT** **PROJECTED ADT**
 12,400 (2004) 22,600 (2024)

- PROGRAMMING PROCESS
- CONCEPT DEVELOPMENT
- DURING PROJECT DEVELOPMENT

PROJECT COSTS:

A. RIGHT OF WAY		lump sum			\$3,370,300
				SUBTOTAL	\$3,370,300
B. UTILITIES (Reimbursable)		lump sum			
				SUBTOTAL	\$0
C. CLEARING AND GRUBBING		18	acres @	\$9,400	\$173,703
				SUBTOTAL	\$173,703
D. EARTHWORK					
Unclassified Excavation	39673	cu yd	@	\$4	\$158,691
				SUBTOTAL	\$158,691
E. BASE AND PAVING					
<u>Asphalt Paving</u>					
12.5 mm Superpave	6721	tons	@	\$45	\$302,425
19 mm Superpave	8961	tons	@	\$39	\$344,988
25 mm Superpave	13441	tons	@	\$37	\$497,321
Bituminous Tack Coat	3258	gallons	@	\$1	\$4,692
Leveling		tons	@	\$41	
<u>Aggregate Base</u>					
Graded Aggregate Base 10"	44577	tons	@	\$12	\$527,351
				SUBTOTAL	\$1,676,777
F. DRAINAGE					
<u>Drainage Lump Sum</u>					
Cost per Mile	2	miles	@	\$250,000	\$495,909
				SUBTOTAL	\$495,909

G. CONCRETE WORK

Curb and Gutter (Type 2)	20947	lin. ft.	@	\$11	\$233,561
4" Sidewalk	11637	sy	@	\$19	\$222,040
Concrete Parapet, Spcl Design	13239	lin. ft.	@	\$75	\$992,903
				SUBTOTAL	\$1,448,505

H. TRAFFIC CONTROL				lump sum	\$88,555
				SUBTOTAL	\$88,555

I. EROSION CONTROL				lump sum	\$35,422
				SUBTOTAL	\$35,422

J. GUARDRAIL

W-Beam Rail	5983	lin ft	@	\$11	\$63,541
T-Beam Rail	120	lin ft	@	\$28	\$3,344
Type 1 Anchors	2	each	@	\$426	\$852
Type 12 Anchors	2	each	@	\$1,574	\$3,149
				SUBTOTAL	\$70,886

K. SIGNS, STRIPPING, SIGNALS, LIGHTING

Striping				lump sum	\$20,233
Roadside Signs				lump sum	\$11,564
Traffic Signals	2	each	@	\$50,000	\$100,000
Lighting				lump sum	\$556,295
				SUBTOTAL	\$688,092

L. GRASSING/LANDSCAPING				lump sum	\$3,543
				SUBTOTAL	\$3,543

M. MICELLANEOUS

Field Engineers Office Tp. 2	1	each	@	\$28,000	\$28,000
Fencing		lin ft	@	\$19	\$0
Right-of-Way Markers		each	@	\$66	\$0
				SUBTOTAL	\$28,000

N. MAJOR STRUCTURES

Bridges	688413	sq. ft.	@	\$50	\$34,420,649
Walls			@		\$0
				SUBTOTAL	\$34,420,649

ESTIMATE SUMMARY

A. Right of Way	\$3,370,300
B. Reimbursable Utilities	\$0

CONSTRUCTION COST SUMMARY

C. Clearing and Grubbing	\$173,703
D. Earthwork	\$158,691
E. Base and Paving	\$1,676,777
F. Drainage	\$495,909
G. Concrete Work	\$1,448,505
H. Traffic Control	\$88,555
I. Erosion Control	\$35,422
J. Guardrail	\$70,886
K. Signs, Striping, Signals, Lighting	\$688,092
L. Grassing / Landscaping	\$3,543
M. Miscellaneous	\$28,000

SUBTOTAL CONSTRUCTION \$4,868,082

N. Major Structures \$34,420,649

SUBTOTAL \$39,288,731

5 years of inflation at 4 % \$10,854,752

10 % E & C \$501,435

TOTAL CONSTRUCTION ESTIMATE: \$50,644,918

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE
WEST SOCIETY ALTERNATE C4-1

DATE: 5/25/00 **PREPARED BY:** Albert Shelby
PROJECT NO.: STP-0134(6) **FILE NAME:** West Society Prelim Cost Est.
P.I. NO.: 450540 **MILEAGE:** 3.62 miles
PROJECT DESCRIPTION/CONCEPT: Clark Avenue Extension from SR 3/Liberty Expressway to Washington Street with 4 lanes, a flush median, bicycle lanes and a bridge that spans the Flint River
EXISTING ROADWAY: Clark Avenue - varying 2 to 3 lanes with curb and gutter on both sides.

TRAFFIC: **CURRENT ADT** **PROJECTED ADT**
 12,400 (2004) 22,600 (2024)

- PROGRAMMING PROCESS
- CONCEPT DEVELOPMENT
- DURING PROJECT DEVELOPMENT

PROJECT COSTS:

A. RIGHT OF WAY		lump sum			\$4,475,100
				SUBTOTAL	\$4,475,100
B. UTILITIES (Reimbursable)		lump sum			\$0
				SUBTOTAL	\$0
C. CLEARING AND GRUBBING	18	acres	@	\$9,400	\$170,242
				SUBTOTAL	\$170,242
D. EARTHWORK					
Unclassified Excavation	39026	cu yd	@	\$4	\$156,105
				SUBTOTAL	\$156,105
E. BASE AND PAVING					
<u>Asphalt Paving</u>					
12.5 mm Superpave	6611	tons	@	\$45	\$297,498
19 mm Superpave	8815	tons	@	\$39	\$339,368
25 mm Superpave	13222	tons	@	\$37	\$489,219
Bituminous Tack Coat	3205	gallons	@	\$1	\$4,616
Leveling		tons	@	\$41	
<u>Aggregate Base</u>					
Graded Aggregate Base 10"	43851	tons	@	\$12	\$518,759
				SUBTOTAL	\$1,649,460
F. DRAINAGE					
<u>Drainage Lump Sum</u>					
Cost per Mile	2	miles	@	\$250,000	\$487,829
				SUBTOTAL	\$487,829

G. CONCRETE WORK

Curb and Gutter (Type 2)	20606	lin. ft.	@	\$11	\$229,756
4" Sidewalk	11448	sy	@	\$19	\$218,423
Concrete Parapet, Spcl Design	17602	lin. ft.	@	\$75	\$1,320,128
				SUBTOTAL	\$1,768,307

H. TRAFFIC CONTROL				lump sum	\$87,113
				SUBTOTAL	\$87,113

I. EROSION CONTROL				lump sum	\$34,845
				SUBTOTAL	\$34,845

J. GUARDRAIL

W-Beam Rail	5642	lin ft	@	\$11	\$59,917
T-Beam Rail	120	lin ft	@	\$28	\$3,344
Type 1 Anchors	2	each	@	\$426	\$852
Type 12 Anchors	2	each	@	\$1,574	\$3,149
				SUBTOTAL	\$67,262

K. SIGNS, STRIPPING, SIGNALS, LIGHTING

Striping				lump sum	\$22,613
Roadside Signs				lump sum	\$12,924
Traffic Signals	2	each	@	\$50,000	\$100,000
Lighting				lump sum	\$665,787
				SUBTOTAL	\$801,324

L. GRASSING/LANDSCAPING				lump sum	\$3,485
				SUBTOTAL	\$3,485

M. MICELLANEOUS

Field Engineers Office Tp. 2	1	each	@	\$28,000	\$28,000
Fencing		lin ft	@	\$19	\$0
Right-of-Way Markers		each	@	\$66	\$0
				SUBTOTAL	\$28,000

N. MAJOR STRUCTURES

Bridges	915289	sq. ft.	@	\$50	\$45,764,451
Walls			@		\$0
				SUBTOTAL	\$45,764,451

ESTIMATE SUMMARY

A. Right of Way	\$4,475,100
B. Reimbursable Utilities	\$0

CONSTRUCTION COST SUMMARY

C. Clearing and Grubbing	\$170,242
D. Earthwork	\$156,105
E. Base and Paving	\$1,649,460
F. Drainage	\$487,829
G. Concrete Work	\$1,768,307
H. Traffic Control	\$87,113
I. Erosion Control	\$34,845
J. Guardrail	\$67,262
K. Signs, Striping, Signals, Lighting	\$801,324
L. Grassing / Landscaping	\$3,485
M. Miscellaneous	\$28,000

SUBTOTAL CONSTRUCTION \$5,253,972

N. Major Structures \$45,764,451

SUBTOTAL \$51,018,424

5 years of inflation at 4 % \$14,095,450

10 % E & C \$651,139

TOTAL CONSTRUCTION ESTIMATE: \$65,765,012

PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE
WEST SOCIETY ALTERNATE C4-2

DATE: 5/25/00 **PREPARED BY:** Albert Shelby
PROJECT NO.: STP-0134(6) **FILE NAME:** West Society2 Prelim Cost Est.
P.I. NO.: 450540 **MILEAGE:** 2.59 miles

PROJECT DESCRIPTION/CONCEPT: Clark Avenue Extension from SR 3/Liberty Expressway to Washington Street with 4 lanes, a flush median, bicycle lanes and a bridge that spans the Flint River

EXISTING ROADWAY: Clark Avenue - varying 2 to 3 lanes with curb and gutter on both sides.

TRAFFIC: **CURRENT ADT** **PROJECTED ADT**
 12,400 (2004) 22,600 (2024)

- PROGRAMMING PROCESS
- CONCEPT DEVELOPMENT
- DURING PROJECT DEVELOPMENT

PROJECT COSTS:

A. RIGHT OF WAY		lump sum			\$4,475,100
				SUBTOTAL	\$4,475,100
B. UTILITIES (Reimbursable)		lump sum			\$0
				SUBTOTAL	\$0
C. CLEARING AND GRUBBING		17	acres @	\$9,400	\$159,015
				SUBTOTAL	\$159,015
D. EARTHWORK					
Unclassified Excavation		36930	cu yd @	\$4	\$147,719
				SUBTOTAL	\$147,719
E. BASE AND PAVING					
<u>Asphalt Paving</u>					
12.5 mm Superpave		6256	tons @	\$45	\$281,516
19 mm Superpave		8341	tons @	\$39	\$321,137
25 mm Superpave		12512	tons @	\$37	\$462,937
Bituminous Tack Coat		3033	gallons @	\$1	\$4,368
Leveling			tons @	\$41	
<u>Aggregate Base</u>					
Graded Aggregate Base 10"		41495	tons @	\$12	\$490,891
				SUBTOTAL	\$1,560,848
F. DRAINAGE					
<u>Drainage Lump Sum</u>					
Cost per Mile		2	miles @	\$250,000	\$461,622
				SUBTOTAL	\$461,622

G. CONCRETE WORK

Curb and Gutter (Type 2)	19499	lin. ft.	@	\$11	\$217,413
4" Sidewalk	10833	sy	@	\$19	\$206,689
Concrete Parapet, Spcl Design	15705	lin. ft.	@	\$75	\$1,177,900
				SUBTOTAL	\$1,602,001

H. TRAFFIC CONTROL				lump sum	\$82,433
				SUBTOTAL	\$82,433

I. EROSION CONTROL				lump sum	\$32,973
				SUBTOTAL	\$32,973

J. GUARDRAIL

W-Beam Rail	4535	lin ft	@	\$11	\$48,160
T-Beam Rail	120	lin ft	@	\$28	\$3,344
Type 1 Anchors	2	each	@	\$426	\$852
Type 12 Anchors	2	each	@	\$1,574	\$3,149
				SUBTOTAL	\$55,506

K. SIGNS, STRIPPING, SIGNALS, LIGHTING

Striping				lump sum	\$16,164
Roadside Signs				lump sum	\$9,238
Traffic Signals	2	each	@	\$50,000	\$100,000
Lighting				lump sum	\$665,787
				SUBTOTAL	\$791,190

L. GRASSING/LANDSCAPING				lump sum	\$3,298
				SUBTOTAL	\$3,298

M. MICELLANEOUS

Field Engineers Office Tp. 2	1	each	@	\$28,000	\$28,000
Fencing		lin ft	@	\$19	\$0
Right-of-Way Markers		each	@	\$66	\$0
				SUBTOTAL	\$28,000

N. MAJOR STRUCTURES

Bridges	816677	sq. ft.	@	\$50	\$40,833,855
Walls			@		\$0
				SUBTOTAL	\$40,833,855

ESTIMATE SUMMARY

A. Right of Way	\$4,475,100
B. Reimbursable Utilities	\$0

CONSTRUCTION COST SUMMARY

C. Clearing and Grubbing	\$159,015
D. Earthwork	\$147,719
E. Base and Paving	\$1,560,848
F. Drainage	\$461,622
G. Concrete Work	\$1,602,001
H. Traffic Control	\$82,433
I. Erosion Control	\$32,973
J. Guardrail	\$55,506
K. Signs, Striping, Signals, Lighting	\$791,190
L. Grassing / Landscaping	\$3,298
M. Miscellaneous	\$28,000

SUBTOTAL CONSTRUCTION \$4,924,604

N. Major Structures \$40,833,855

SUBTOTAL \$45,758,459

5 years of inflation at 4 % \$12,642,219

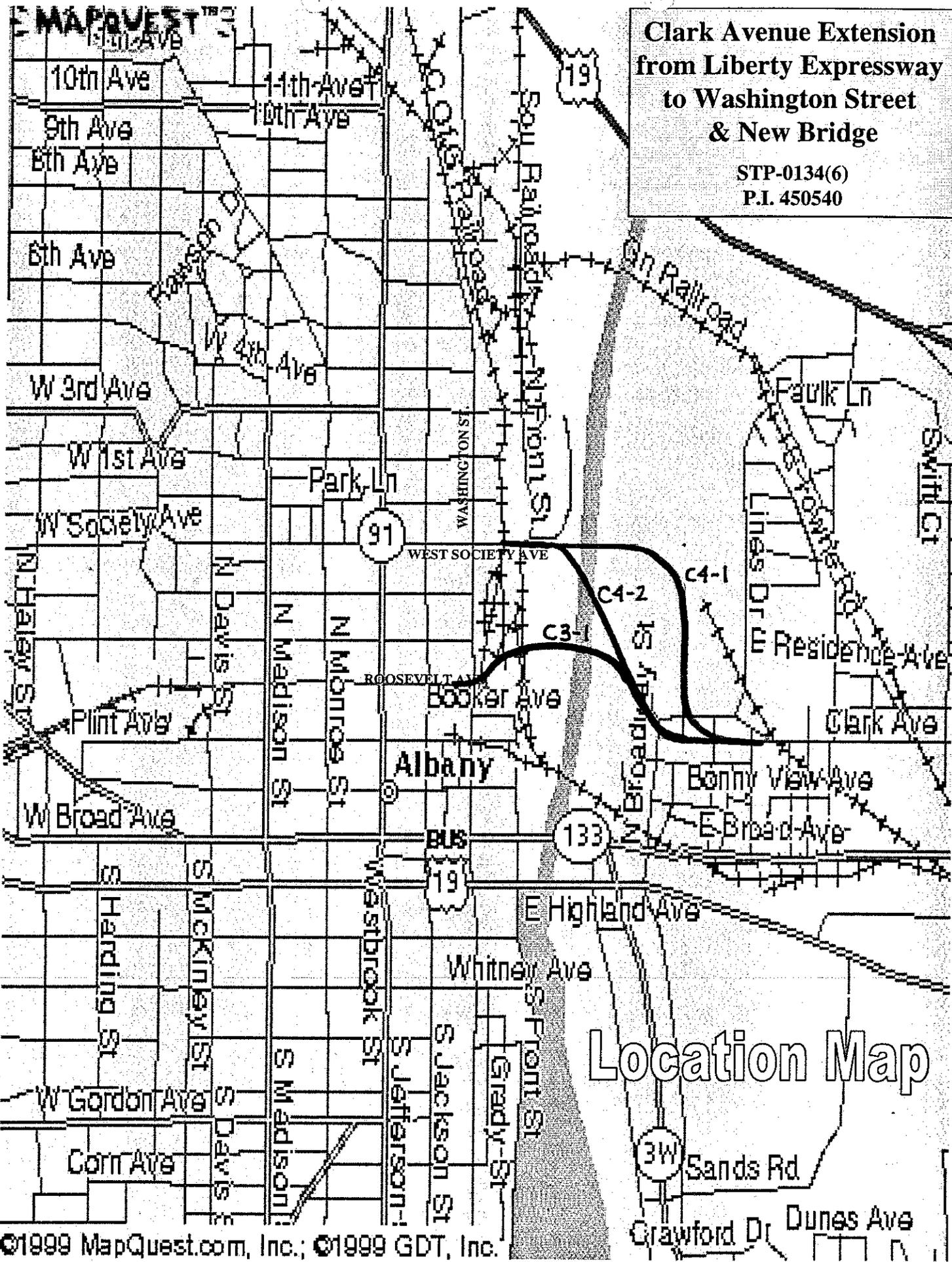
10 % E & C ~~\$584,007~~

5,491,000 - 10%.

TOTAL CONSTRUCTION ESTIMATE: \$58,984,684

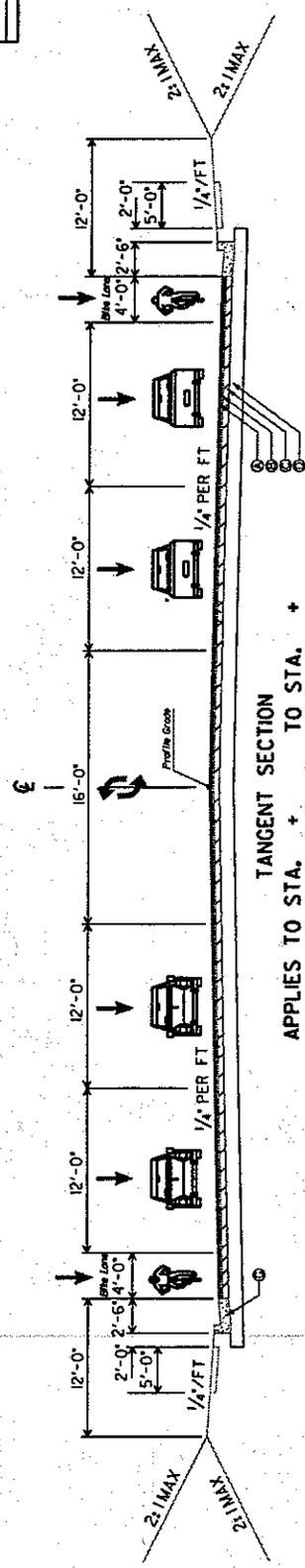
**Clark Avenue Extension
from Liberty Expressway
to Washington Street
& New Bridge**

STP-0134(6)
P.I. 450540

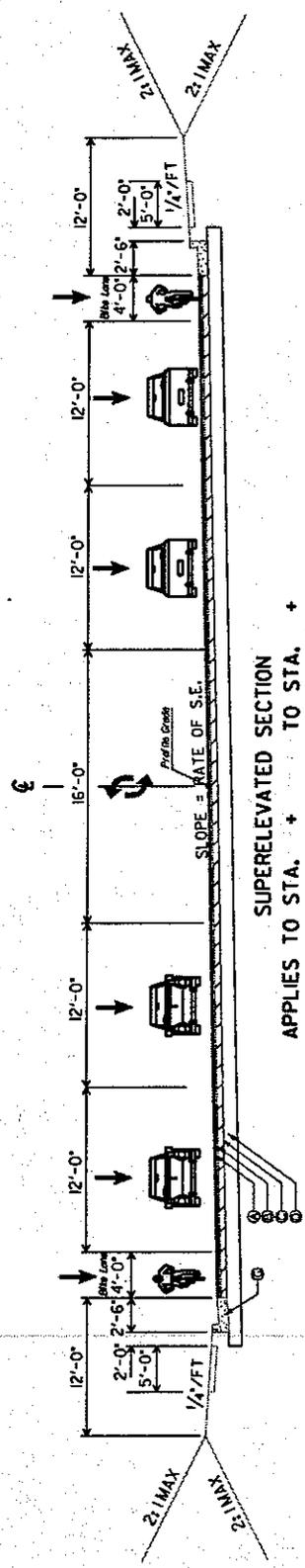


Location Map

STATE PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
100-100000-000	1	1
SECTION	DATE	BY
SECTION	DATE	BY



TANGENT SECTION
 APPLIES TO STA. + TO STA. +
 TYPICAL SECTION NO. 1
 5 -LANE WITH BIKE LANES

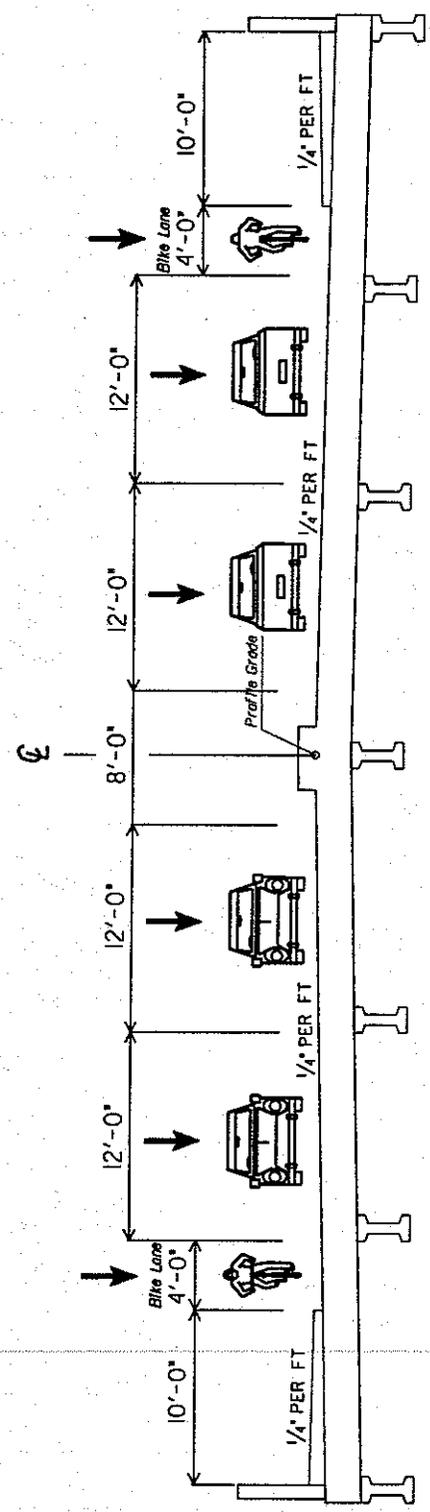


SUPERELEVATED SECTION
 APPLIES TO STA. + TO STA. +
 TYPICAL SECTION NO. 2
 5 -LANE WITH BIKE LANES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE OF URBAN DESIGN

STP-0134(6)
 TYPICAL SECTIONS
 CLARK AVENUE EXTENSION

STATE	PROJECT NUMBER	SHEET TOTAL
GA	134	6
	SECTION	
	DATE	
	DESIGNER	
	CHECKER	
	DATE	



TANGENT SECTION
BRIDGE TYPICAL SECTION NO. 1

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF URBAN DESIGN

SIP-0134(6)
BRIDGE TYPICAL SECTION
CLARK AVENUE EXTENSION

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Clark Avenue Extension CONCEPT TEAM MEETING

LOCATION: Urban Design Conference Room

DATE: April 19, 2000 HOUR: 1:00

MODERATOR: _____

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	<u>Tim Smith</u>	<u>GDOT-TRAFFIC OPTS</u>	<u>404-635-8126</u>
2.	<u>JAN C HILLIARD</u>	<u>GADOT-URBAN DESIGN</u>	<u>4-656-5445</u>
3.	<u>Ken Estes</u>	<u>GDOT Traffic Opts</u>	<u>4-635-8127</u>
4.	<u>Katie Mullins</u>	<u>GDOT Programming</u>	<u>4-656-5445 651-703</u>
5.	<u>David Crim</u>	<u>GDOT Dist 4</u>	<u>912 386 3280</u>
6.	<u>JOE W. SARGFIELD</u>	<u>GDOT DIST 4</u>	<u>912-386-3300</u>
7.	<u>Don R. Gaskins</u>	<u>GDOT Dist 4</u>	<u>912-386-3045</u>
8.	<u>Joe Wheeler</u>	<u>GDOT-Urban Design</u>	<u>404-656-5445</u>
9.	<u>Joe Palladis</u>	<u>GDOT-Urban Design</u>	<u>4-656-5446</u>
10.	<u>Albert Shelby</u>	<u>GDOT-Urban Design</u>	<u>4-656-5445</u>
11.	<u>ROBERT HOLMES</u>	<u>GDOT-URBAN DESIGN</u>	<u>4-656-5445</u>
12.	<u>John P. Tierman</u>	<u>GDOT-BRIDGE DESIGN</u>	<u>4-656-5284</u>
13.	<u>Susan Beck</u>	<u>GDOT-Bridge Design</u>	<u>4-656-5285</u>
14.	<u>Ben Buchan</u>	<u>GDOT-Urban Design</u>	<u>4-656-5454</u>
15.	<u>W P LANGDALE</u>	<u>BOARD MEMBER</u>	<u>912-7450</u>
16.	<u>BOB ALEXANDER</u>	<u>CITY OF ALBANY</u>	<u>912 431-2170</u>
17.	<u>David Mullins</u>	<u>GDOT-Eng. Serv.</u>	<u>404-656-6846</u>
18.	<u>MATTHEW FOWLER</u>	<u>GDOT-PLANNING</u>	<u>404-657-6913</u>
19.	<u>Richard Williams</u>	<u>GDOT-ENV</u>	<u>404 699-4409</u>
20.	_____	_____	_____

REMARKS: _____

**MINUTES OF THE
CONCEPT TEAM MEETING
PROJECT STP-0134(6) DOUGHERTY COUNTY
P. I. NUMBER 450540
APRIL 19, 2000**

The meeting was held as scheduled by Joe Palladi in correspondence dated March 28, 2000. The meeting was held in room 352 of the GDOT General Office in Atlanta beginning at 1:00 P. M.

Jan Hilliard opened the meeting and welcomed the attendees. She asked the attendees to introduce themselves and explain their role in the project.

Albert Shelby explained the project as shown on the concept display. The following items were presented:

- Clark Avenue is classified as an urban local street between Merritt Street and Blaylock Avenue. From Blaylock Avenue to the Liberty Expressway, it is classified as a principal arterial.
- The existing typical section is 2-3 lanes with urban shoulders
- The proposed typical section is four lanes (two in each direction) with a two way left turn lane. Also included are bike lanes (both directions), urban shoulders, and sidewalks (both sides).
- The existing Clark Avenue will be widened from the beginning of the project to Merritt Street. Beginning at Merritt Street, the project will be on new location and will tie to either Roosevelt Avenue or West Society Avenue.
- The estimated cost is \$20,200,000 for the Roosevelt Avenue alternate and \$23,300,000 for the West Society Avenue.
- The speed design is 35 mph.
- Access is by local permit.
- The proposed bridge over the Flint River is to span the 500 year flood plain. It is also desirable for the profile of the bridge to be above the 500 year flood elevation.
- Utility companies with existing facilities on the project were identified.

- Reference was made to a display that showed several alternate alignments that had been presented at an earlier Public Information Meeting. These alignments and the reasons for their rejection were explained as follows:

- 1) ***Tying into Pine Avenue –2 alignments*** - Both alignments would have a negative impact on the proposed River Center that is the cornerstone of the riverfront development. They would also conflict with the proposed Pine Avenue Trailhead. This is a pedestrian plaza at the eastern terminus of Pine Avenue adjacent to the Flint River.
- 2) ***Tying into Flint Avenue*** – This alignment is not feasible due to its negative impact on the proposed River Center.
- 3) ***Tying into Seventh Street*** – This alignment is undesirable because it would disperse traffic away from the downtown area that it was intended to serve. This alternate also would not provide any relief to the Broad Avenue and Oglethorpe Boulevard bridges.
- 4) ***Tying into Roosevelt Avenue over the train depot*** – This alignment is not feasible because it goes over the historical train depot (Throneteeska).
- 5) ***No build*** – This alternate would not fulfill the need and purpose of the project.

- Traffic is to be maintained during construction.
- The level of environmental analysis is expected to be an environmental assessment and a PAR meeting. Environmental concerns include historical sites, UST's, and wetlands.
- Other projects in the area were referenced.

Joe Palladi noted that there was no way for people to cross the Flint River during the last flood and that this project would provide emergency access to the hospitals located on the west side of the river.

Jan Hilliard referenced a previous meeting with planners from the City of Albany and the Albany Tomorrow group. Those two bodies had stated their desire to provide a river center development in downtown Albany near Flint Avenue.

Jan asked each individual office for comments/questions as follows:

- ***Engineering Services*** – no comment
- ***Programming*** – no comment

- Traffic Operations** – Ken Estes asked questions as follows:
When will a decision be made as to the alternate used?
 Joe Palladi responded that the decision will come through the environmental and PAR process.
What typical section will be used?
 A five lane section will be recommended in the concept report.
What is the typical section of Clark Avenue where it ties on the east end?
 Part of Clark Avenue is five lanes and part of it is four lanes with a median.
If a five lane section is used, will the intersections with overlapping left turns function properly?
 Joe Palladi acknowledged that some adjustments to the side streets will need to be made.
- Dougherty County Engineering** – Bob Alexander noted that they want Radium Springs Road to connect to Clark Avenue. He also said that using the Roosevelt Avenue alignment would require re-alignment of the railroad and installation of gates, lights, and bells at the crossing. Using the West Society Avenue alignment would provide another exit for the stadium. He added that the city had expressed a slight preference for the Roosevelt Avenue alignment.
- District 4** – Joe Sheffield asked what would be done about the railroad if the Roosevelt Avenue alignment is used. The proposal is that the Roosevelt Avenue alignment would span the railroad. It was acknowledged that it would be desirable if the railroad agreed to close some of the tracks. Joe noted that the proposed road would have a steep grade if the Roosevelt Avenue alternate is used. This would present a challenge in providing access to the historical properties along this alignment. Joe also requested that a more detailed project location map be included in the final concept report.
- Environment/Location** – Rich Williams noted that their concerns were with the wetlands and the 404 permitting process.
- Bridge Design hydraulics** – Susan Beck commented that both locations were bad for a crossing and that she recommended the no build alternate. She expressed concern for the regulatory floodway. She was unsure of the effect that fill would have on the hydraulics of the area. She added that the software that is currently utilized in Bridge Design cannot properly analyze this situation and that they would probably have to hire a consultant. She suggested that consideration be given to an alignment that ties into West Society Avenue, crosses the river at a skew and then ties to the Roosevelt Avenue alternate on the eastern side of the river. She noted that they

ordinarily base their designs on 100 year storms. In response to Susan's suggested alignment, Ben Buchan asked "What are the chances of going straight across the river from where Clark Avenue presently ends?" It was agreed that there was no chance of this happening due to the impact that this would have on the river center and Thronateeksa area.

- **Bridge Design structures** – John Tieman said that he was confused about the location of the wetlands as shown on the concept display. Albert Shelby stated that they were drawn correctly based on the information that he had been provided. Joe Sheffield expressed concern about being able to get to the bridge if the approaches were flooded. John Tieman noted that the floodway could be changed but the local government would be required to get every property owner affected to agree to the change. John also noted that the skew for the Roosevelt Avenue alternate is terrible for crossing the railroad.
- **Urban Design** – Ben Buchan said that the concept report should clearly state the year storm for which the project is being designed. He noted the traffic that the project brings to the other river crossings and questioned whether this is a benefit or a need. Ben also questioned the dual functional classification for the road and stated that there should only be one classification. Joe Palladi added that it should be classified as an urban arterial. Ben commented that the design traffic by alternate should be clarified. Albert Shelby stated that the actual design traffic volumes do not vary for the Roosevelt Avenue and West Society Avenue alternates. Ben also noted that the Need and Purpose statement states that the existing traffic on Broad Street is given as 14240 vehicles per day and that it will decrease to 10000 vehicles per day if the project is not built. Ben questioned the accuracy of this statement.
- **State Transportation Board** – Billy Langdale did not have any comments but did inquire about the schedule. Don Gaskins replied that the project is scheduled for a FY 2004 letting. Joe Palladi restated that the bridge is useless if the approaches are inundated. He cited a need for a gentle grade, as opposed to relatively steep grades, so that the bridge could be more accessible to pedestrians and bicyclists. Joe added that it might be necessary to research another alternate (including profile information) before the concept report is submitted. Mr. Langdale mentioned the Jim Allen company. This company has used private funds to build several bridge projects in Alabama. Mr. Langdale explained the team approach that the company uses to determine the location of their bridges. Joe Palladi added that he was familiar with the company and also noted that their bridges are toll facilities.

Joe Palladi said that the Urban Design office would issue a concept report with a recommendation so that the environmental process could begin. He warned that if a suitable location for the river crossing could not be found, then there would be no road project. He said that the PAR should be held as soon as possible. If necessary, a revised concept based on the PAR recommendations can be issued.

Joe Palladi stressed that the project is important to the City of Albany and also to the Lieutenant Governor.

Joe Sheffield asked about the existing sections for Roosevelt Avenue and West Society Avenue. Bob Alexander answered that Roosevelt Avenue has a railroad in the middle of the street and has 120 feet of right of way. West Society has 80 feet of right of way with 36 feet of pavement that includes 2 lanes and parking.

Joe Palladi noted that Roosevelt Avenue has an advantage because of the receiving width of the existing section. Albert Shelby added that this alignment ties directly into Gillionville Road thus providing a good east-west access.

Albert Shelby asked if the team had reached a consensus about using a five-lane section. Joe Palladi stated that a raised median would be preferable but added that the Department has built other projects that include four 13-foot wide lanes and a 16-foot wide flush median. If the accident rates rise to unacceptable levels, the road can easily be converted to four 12-foot lanes with a 20-foot raised median. Ken Estes replied that this approach was reasonable. Joe Palladi said that this section would be recommended in the concept report.

The meeting was adjourned at 1:45 P. M.

Respectfully submitted,



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

PALLADI _____
BUCHAN Jew
ALEXANDER _____
OTHER _____
GROUPS _____
FILE _____

FILE P.I. #450540

OFFICE Environment/Location

DATE July 14, 2000

HDK
FROM Harvey D. Keeper, State Environment/Location Administrator

TO Joe Palladi, P.E., State Urban Design Engineer
attn: Joe Wheeler

SUBJECT Project STP-0134(6), Dougherty County, Clarke Avenue Extension

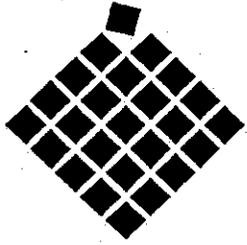
As requested, this office has reviewed the three alternatives in order to determine if a Practical Alternative Report (PAR) analysis was needed for the subject project. The three alternatives were field reconnoitered in order to determine the impacts to wetlands and other non-wetland waters of the U.S. Based on the results of the field surveys, the only alternative that would require a PAR is Alternate #1, West Society Avenue Tie-in C4-1, due to the 900 foot longitudinal encroachment.

However, this office has been notified that this alternative is not being considered. Alternates #2 and #3, Roosevelt Avenue Tie-in C3-1 and West Society Avenue Tie-in C4-2, respectively, would not require a PAR due to no or minimal impacts. The second alternative would however require a permit since the project would have minimal wetland impacts. The third alternative, the Department's preferred alternative, would not require a 404 permit, as currently proposed, since there are not impacts to any waters of the U.S.

If you have any questions or need additional information regarding this matter, please feel free to contact John Hutton at (404) 699-4429 or Lisa Westberry at (404) 699-4433.

HDK/lmw

cc: Tom Turner



PLANNING & DEVELOPMENT SERVICES

Serving the Citizens of Albany and Dougherty County

222 PINE AVENUE/P.O. BOX 447 ALBANY, GEORGIA 31702-0447

PHONE: 912-438-3900 FAX: 912-438-3965

BISHAN _____
 ROSS J.W.
 WHITEHURST _____
 GROUPS _____
 FILE _____

Joseph P. Palladi, P.E.
 State Urban Design Engineer, Georgia Department of Transportation
 #2 Capitol Square, S.W.
 Atlanta, Georgia 30334-1002

Dear Mr. Palladi:

As per the Department of Transportation's request for the review of the proposed alignments that will be presented in a Public Information Meeting (PIM), the two alignments that are the most desirable and the most feasible are the north, curved Roosevelt tie-in and the straight Society tie-in.

The bicycle lanes and the various road diagrams are still being researched and Merle Grimes is making the recommendations. If you have any questions please call Merle Grimes at (303) 571-5787.

Sincerely,

Tracy Hester
 APADS Interim Director

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

U.S. Route Number: N/A
State Route Number: N/A

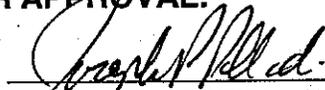
Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00

DATE



STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

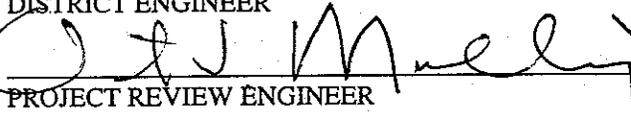
STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

8/16/00

DATE



PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

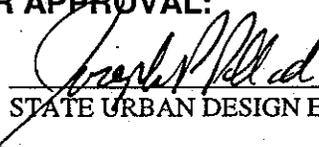
U.S. Route Number: N/A
State Route Number: N/A

Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00
DATE


STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

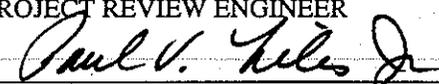
DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

8/17/00
DATE


BRIDGE DESIGN ENGINEER

*alternate C4-2
is least desirable
from a bridge standpoint.*

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

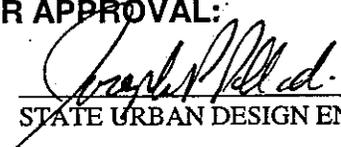
U.S. Route Number: N/A
State Route Number: N/A

Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00
DATE


STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

DATE

STATE TRAFFIC OPERATIONS ENGINEER

8-24-00
DATE


DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

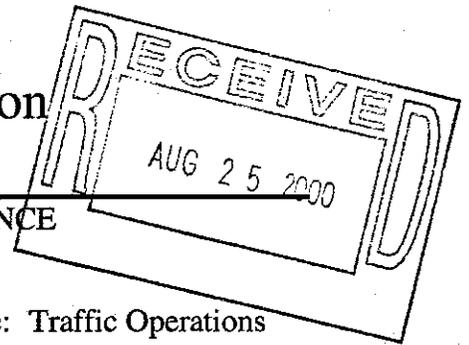
This project concept is contained in the Regional Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the RTIP and/or the STIP.

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR

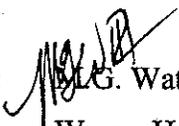
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-0134(6)/Dougherty County
P.I. No. 450540

Office: Traffic Operations
Atlanta, Georgia
Date: August 18, 2000

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

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and improvements to Clark Avenue, including a new bridge spanning the Flint River.

The accepted alternate would tie into West Society Avenue, and involves extending Clark Avenue from the Merritt Street intersection west to Church Street, then curving northwest and angling across the river. This alignment will provide connection to the *Phoebe Putney Hospital* area and the west side of Albany, without interfering with proposed development along the river's frontage.

Clarke Avenue, is currently a two to three lane roadway with the travel width varying from 36 to 50 feet, including curb and gutter on both sides and a posted speed limit varying from 30 to 45mph. The accident and injury rates, for the 1995 and 1996 inventoried years, were higher than the statewide average for a facility of this type. The 2004 AADT is expected at 12,400vpd, rising to 22,600vpd by the 2024 design year.

The proposed typical section includes four 12 foot travel lanes with a 16 foot flush median, 4 foot bicycle lanes, curb and gutter, and a 5 foot sidewalk on both sides. Originally, the proposal was to include 13 foot travel lanes and a 16 foot flush median, with the intention of providing a 20 foot raised median, if future needs were warranted.

We recommend including a typical section with 13 foot travel lanes, for the inclusion of the preferred 20 foot wide raised median.

We believe this concept will improve safety and traffic operations along this section of roadway.

With the recommended statement, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler

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

Attention: Joe Wheeler or Jan Hilliard

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

U.S. Route Number: N/A
State Route Number: N/A

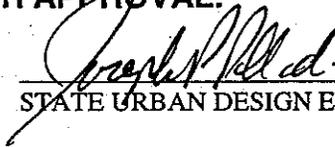
Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00

DATE



STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

DATE

STATE ENVIRONMENTAL / LOCATION ENGINEER

8/23/2000

DATE



STATE TRAFFIC OPERATIONS ENGINEER

DATE

DISTRICT ENGINEER

DATE

PROJECT REVIEW ENGINEER

DATE

BRIDGE DESIGN ENGINEER

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STATE TRANSPORTATION PLANNING ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT SIGN-OFF FORM

Clark Avenue Extension from Liberty Expressway to
Washington Street and new bridge

STP-0134(6)
Dougherty County
P.I. 450540

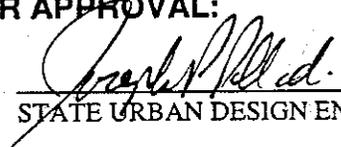
U.S. Route Number: N/A
State Route Number: N/A

Date of Report: August 8, 2000
Project Manager: Joe Wheeler

(See attached location map)

RECOMMENDATION FOR APPROVAL:

8/15/00
DATE


STATE URBAN DESIGN ENGINEER

DATE

STATE TRANSPORTATION PROGRAMMING ENGINEER

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STATE ENVIRONMENTAL / LOCATION ENGINEER

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DISTRICT ENGINEER

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8/22/00
DATE


STATE TRANSPORTATION PLANNING ADMINISTRATOR