

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 450540-, Dougherty County **OFFICE** Preconstruction  
STP-0134(6)  
Clark Avenue Extension **DATE** January 22, 2007

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

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers  
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STATE OF GEORGIA

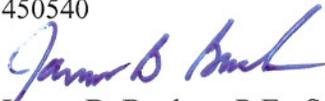
INTERDEPARTMENT CORRESPONDENCE

DEC 20 2006

**FILE** STP-0134(6), Dougherty County  
Clark Avenue Extension from Liberty Expressway  
To Jefferson Street & New Bridge over the Flint River  
P.I. No. 450540

**OFFICE** Urban Design

**DATE** December 18, 2006

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

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

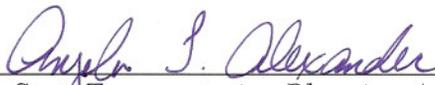
**SUBJECT** Revised Project Concept Report

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

The feature to be revised from the original concept report is the bridge typical section. The sidewalk widths on the bridge typical are to be changed from 8' to 6'. This change was made as a result of a request by Bridge Design.

The revised 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 1/2/07

  
State Transportation Planning Administrator

JPP/AAJ <sup>one</sup> AVS

Distribution:

Brian Summers  
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ANGELA ALEXANDER

# REVISED PROJECT CONCEPT REPORT

## **Need and Purpose:**

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.

**Project location:**

This project is located in the City of Albany in Dougherty County. The project consists of a total of 2.75 miles of improvements, including .67 miles of new bridge over the Flint River, from Jefferson Street to Liberty Expressway. The project comprises of .44 miles of widening and grade changes along West Society Avenue from Jefferson Street east to a new bridge that spans the floodplain of the Flint River at a southeastern 45° angle for .67 miles and turns east to tie into a new location extension of Clark Avenue for .23 miles before continuing along the existing Clark Avenue eastbound for 1.41 miles of widening to terminate at Liberty Expressway.

**Description of the approved concept:**

The approved concept consists of a total of 2.59 miles of roadway improvements on West Society Avenue and Clark Avenue, and a new bridge structure. The project limits were from Washington Street east to a new bridge that connected West Society Avenue to Clark Avenue and continued east along Clark Avenue to Liberty Expressway. The roadway improvements include widening to four 12' travel lanes and a 16' flush median for easy conversion to a raised median if accident rates rise to an unacceptable level. Four foot bike lanes in each direction, and curb and gutter and sidewalks on both sides are also proposed within the 12' shoulders. The bridge would include four 12' travel lanes, an 8' raised median, 2' gutter, 8' sidewalk and a Texas rail parapet.

**PDP Classification:** Major X Minor \_\_\_\_\_

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

**Functional Classification:** Urban Principal Arterial

**U. S. Route Number(s):** N/A

**State Route Number(s):** N/A

**Traffic (AADT) as shown in the approved concept:**

Current Year (2004): 12,400

Design Year (2024): 22,600

**Proposed features to be revised:**

*Typical sections:*

**Bridge typical:** The bridge sidewalks are to be changed from 8' to 6' sidewalks

**Programmed/Schedule:**

P.E. 1998 R/W: Local Construction: 2013

**Revised cost estimates:**

1. Construction cost including inflation and E&C - \$39,406,408.07
2. Right-of-way - \$4,475,100
3. Utilities – Reimbursable - \$83,000; Non-Reimbursable - \$2,337,500

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

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

**Attachments:**

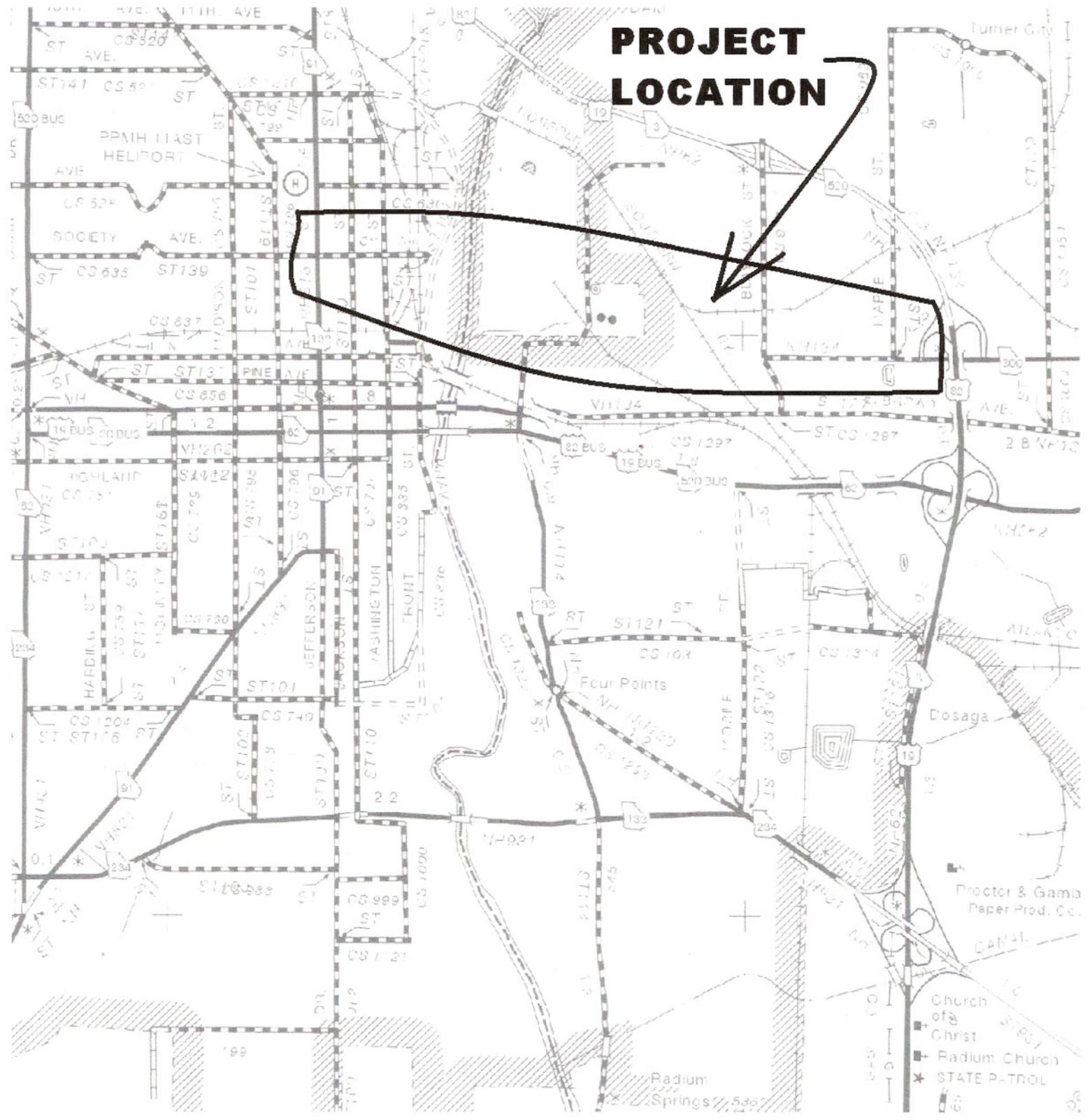
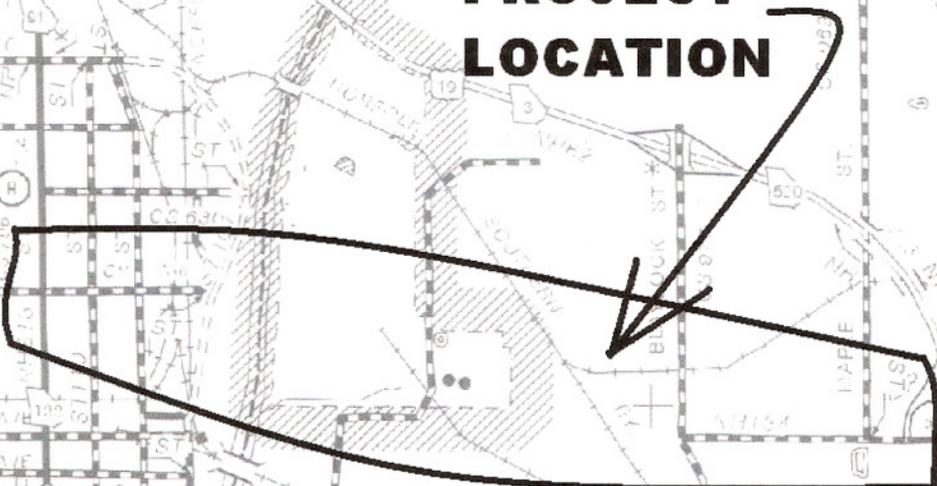
1. Revised Bridge Typical,
2. Cost Estimate

• **Exempt Project**

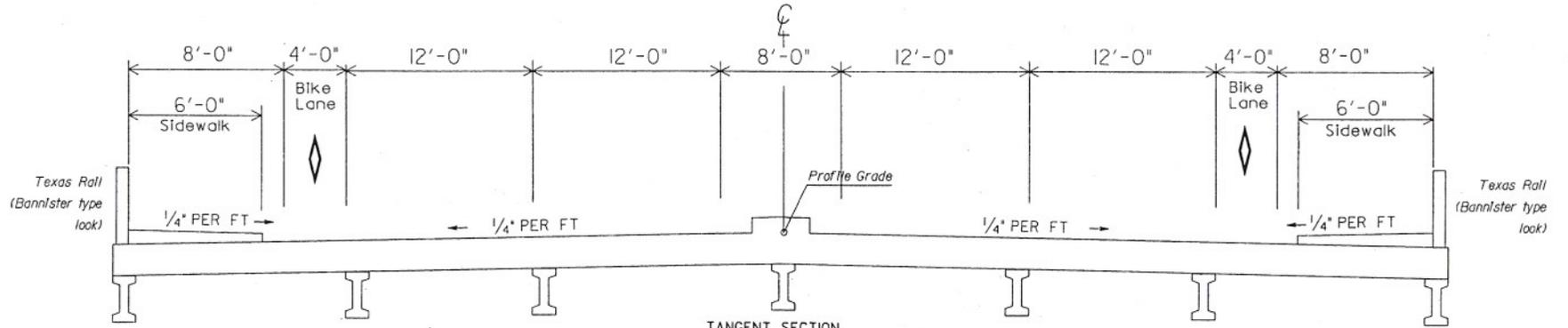
Concur:  \_\_\_\_\_  
Director of Preconstruction

Approve:  \_\_\_\_\_  
Chief Engineer

# PROJECT LOCATION



## BRIDGE TANGENT SECTION



TANGENT SECTION  
 APPLIES TO STA. 151+80 TO STA. 152+16.75  
 APPLIES TO STA. 161+93 TO STA. 185+72.16

	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF URBAN DESIGN	DRAWING NOT TO SCALE	REVISION DATES <table border="1" style="width:100%; height: 40px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>									STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: URBAN DESIGN <b>TYPICAL SECTIONS</b> CLARK AVENUE EXTENSION	DRAWING No. <b>5-02</b>

**Estimate Report for file " P.I. #450540 Clarke Avenue Extension "**

<b>Section Roadway Items</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
153-1300	1	EA	90000.00	FIELD ENGINEERS OFFICE TP 3	90000.00
210-0100	1	LS	850000.00	GRADING COMPLETE -	850000.00
310-1101	64252	TN	30.00	GR AGGR BASE CRS, INCL MATL	1927560.00
402-3121	17680	TN	80.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1414400.00
402-3190	11786	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	942880.00
402-4510	8840	TN	85.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	751400.00
413-1000	4286	GL	2.00	BITUM TACK COAT	8572.00
441-0104	12203	SY	28.82	CONC SIDEWALK, 4 IN	351690.46
441-0748	27550	SY	29.78	CONCRETE MEDIAN, 6 IN	820439.00
441-4030	200	SY	43.42	CONC VALLEY GUTTER, 8 IN	8684.00
441-6725	21965	LF	12.20	CONC CURB & GUTTER, 12 IN X 30 IN, TP 2	267973.00
441-6730	21850	LF	16.30	CONC CURB & GUTTER, 12 IN X 30 IN, TP 7	356155.00
641-1100	120	LF	40.00	GUARDRAIL, TP T	4800.00
641-1200	3485	LF	35.00	GUARDRAIL, TP W	121975.00
641-5001	2	EA	650.00	GUARDRAIL ANCHORAGE, TP 1	1300.00
641-5012	2	EA	2100.00	GUARDRAIL ANCHORAGE, TP 12	4200.00
<b>Section Sub Total:</b>					<b>\$7,922,028.46</b>

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

<b>Section Erosion Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
xxx-xxxx	3	Lump Sum	750000.00	Erosion Control	2250000.00
<b>Section Sub Total:</b>					<b>\$2,250,000.00</b>

<b>Section Traffic Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
xxx-xxxx	1	Lump Sum	300000.00	Traffic Control	300000.00
<b>Section Sub Total:</b>					<b>\$300,000.00</b>

<b>Section Grassing/Landscaping</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
xxx-xxxx	1	Lump Sum	500000.00	Grassing/Landscaping	500000.00
<b>Section Sub Total:</b>					<b>\$500,000.00</b>

<b>Section Signs, Striping, Signals &amp; Lighting</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	50000.00
xxx-xxxx	1	Lump Sum	700000.00	Lighting	700000.00
xxx-xxxx	1	Lump Sum	25000.00	Striping	25000.00
xxx-xxxx	1	Lump Sum	11000.00	Roadside Signs	11000.00
<b>Section Sub Total:</b>					<b>\$886,000.00</b>

<b>Section Major Structures</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
433-1100	454	SY	113.72	REINF CONC APPROACH SLAB, INCL CURB	51628.88
xxx-xxxx	309418	SF	75.00	Bridge - #1	23206350.00
<b>Section Sub Total:</b>					<b>\$23,257,978.88</b>

**Total Estimated Cost: \$35,866,007.34**

**Subtotal Construction Cost      \$35,866,007.34**

E&C Rate 10.0 %      \$3,586,600.73

Inflation Rate 0.0 % @ 0.0 Years      \$0.00

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**Total Construction Cost      \$39,452,608.07**

Right Of Way      \$4,475,100.00

ReImb. Utilities      \$2,337,500.00

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**Grand Total Project Cost      \$46,265,208.07**