

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0134-00(006)

County: Dougherty

P. I. Number: 450540

Federal Route Number: N/A

State Route Number: N/A

The Revised Project Concept Report changes the roadway and bridge typical section features, reducing the typical section widths by 24 feet and 14 feet respectively. The revisions are based on recommendations from a Value Engineering Study. The Revised Project Concept Report also changes the proposed pavement cross slope from 2% to 3%, excluding certain specific locations, to improve pavement drainage on a flat terrain .

Submitted for approval:

DATE 9/08/2010

Bill R. McManis
Office of Roadway Design

DATE 9/15/2010

Bobby Halliard
Office of Program Delivery

DATE 9/14/10

Albert V. Shelby
Project Manager

Recommendation for approval:

DATE 10/7/2010

* GIENNO BONMAN / [Signature]
State Environmental Administrator

DATE 1/12/2010

* BEN RABUN / [Signature]
State Bridge Design Engineer

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

DATE 10/18/2010

* ANGELA ALEXANDER / [Signature]
State Transportation Planning Administrator

* RECOMMENDATION ON FILE

REVISED PROJECT CONCEPT REPORT

P. I. Number: 450540
Project Number: STP00-0134-00(006)
Dougherty County

Need and Purpose:
See Attachment #1.

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 0.67 miles of new bridge over the Flint River. The project begins at mile log 0.71 on West Society Avenue and ends at mile log 1.33 on Clark Avenue.

Description of the approved concept:

The approved concept consists of 0.44 miles of widening and grade changes along West Society Avenue from Jefferson Street (changed from Washington Street to Jefferson Street in Rev. C. R. 2003) east to a new bridge that spans the flood plain of the Flint River at a southeastern 45° angle for 0.67 miles and turns east to tie into a new location extension of Clark Avenue for 0.23 miles before continuing along the existing Clark Avenue eastbound for 1.41 miles of widening to terminate at the northbound ramp of Liberty Expressway.

The roadway improvements include widening to four 12' travel lanes and constructing a 20' raised median (changed from a 16' flush median to a 20' raised median in Rev. C.R. 2003). Four-foot bike lanes in each direction are proposed. Curb and gutter and 5' sidewalks on both sides are also proposed within 16' shoulders (changed from 12' shoulders to 16' shoulders in Rev. C.R. 2003).

The bridge includes four 12' travel lanes and an 8' raised median, 4' bike lanes each direction, 2' gutter (added in Rev. C.R. 2003), 6' sidewalks (changed from 10' to 8' in Rev. C.R. 2003 and changed again from 8' to 6' in Rev. C.R. 2007) and a Texas rail parapet.

PDP Classification: Major Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): N/A **State Route Number(s):** To be designated for R/W acquisition from February 28, 2007 meeting between Commissioner Linnenkohl and City of Albany.

Traffic (AADT) as shown in the approved concept:

Base Year: (2004) 12,400

Design Year: (2024) 22,600

Updated traffic data (AADT):

Base Year: (2013) 12,400 Design Year: (2033) 22,600

Approved/Programmed Schedule:

P.E. Authorized R/W: 2012 Construction: 2020

VE Study Required Yes No

**Note: A VE study was held 11/27-30/2007. See Attachment #3 for VE Study Implementation.*

Benefit/Cost Ratio: 1.37 See Attachment#4.

Is the project located in an Ozone Non-attainment area? Yes No

Is the project located in a PM2.5 Non-attainment area? Yes No

Approved Features:	Proposed Features:
<p>Roadway typical section widths are revised based on recommendations from a Value Engineering Study. The pavement cross slopes are revised to improve pavement drainage on an otherwise flat terrain. The approved typical section features to be changed include:</p> <ul style="list-style-type: none"> • 12' travel lanes (two in each direction), • 20' raised median, • 4' bike lanes in each direction, • 16' shoulders, and • 2% cross slopes. <p>The bridge typical section is revised based on recommendations from a Value Engineering Study. The approved typical section features to be changed include:</p> <ul style="list-style-type: none"> • 12' travel lanes (two in each direction), • 8' raised median, and • 4' bike lanes in each direction. 	<p>Proposed roadway typical section revisions are listed below. As a result of reducing the width of travel lanes, shoulders, and the median, and removing the bike lanes, the roadway typical section is reduced by 24'.</p> <ul style="list-style-type: none"> • 11' travel lanes (two in each direction), • 16' raised median (a Design Variance may be required), • remove 4' bike lanes, • 12' shoulders, and • 3% cross slopes except at the locations specified below: <ul style="list-style-type: none"> ○ From Washington Street to Dewey Street. <p>Proposed bridge typical section revisions are listed below. As a result of reducing the width of each travel lane and the median, and removing the bike lanes, the bridge typical section is reduced by 14'.</p> <ul style="list-style-type: none"> • 11' travel lanes (two in each direction), • 6' raised median, and • remove 4' bike lanes.
<p>Reason for Change: The changes to the roadway and bridge typical section feature widths are a result of implementing recommendations from a Value Engineering Study. Changes to the typical section cross slopes from 2% to 3% is proposed except for specific locations along the alignment to sustain adequate pavement drainage on an otherwise flat terrain.</p>	

Potential Environmental Impacts of Proposed Revision:

Environmental impacts are not expected to increase by the proposed revision. On the contrary, it is anticipated that by reducing the typical section widths, the potential environmental impacts, particularly to the adjacent historic districts, are reduced.

Have Proposed Revisions Been Reviewed by Environmental Staff? Yes No

Environmental Responsibilities (Studies/Documents/Permits): GDOT.

Updated Cost Estimate	
Base Construction Cost	\$37,317,203.00
Engineering and Inspection	\$ 1,865,860.00
Fuel/Asphalt Cement Price Adjustment	\$ 1,804,098.00
<u>Total Construction Cost</u>	\$40,987,161.00
Right-of-Way	\$21,665,000.00
Utility (reimbursable)	\$190,000.00
Railroad (reimbursable)	\$413,000.00

*See Attachment#6.

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

Attachments:

1. Need and Purpose Statement,
2. Sketch Map,
3. VE Study Implementation correspondence,
4. Benefit/cost ratio,
5. Typical Sections,
6. Cost Estimates (CES Report, Fuel/Asphalt Cement Price Adjustment, Right of Way Cost Estimate, Utility Cost Estimate and Preliminary Railroad Cost Estimate for surface work), and
7. City of Albany Meeting Minutes dated February 28, 2007.

Concur: _____

Jamie B. Baul
Director of Engineering

Approve: _____

Debra M. P...

Date: 02/11/2011

Revised Project Concept Report page 4
P. I. Number: 450540
County: Dougherty

ATTACHMENTS

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

Attachment #1

P. I. Number: 450540

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.

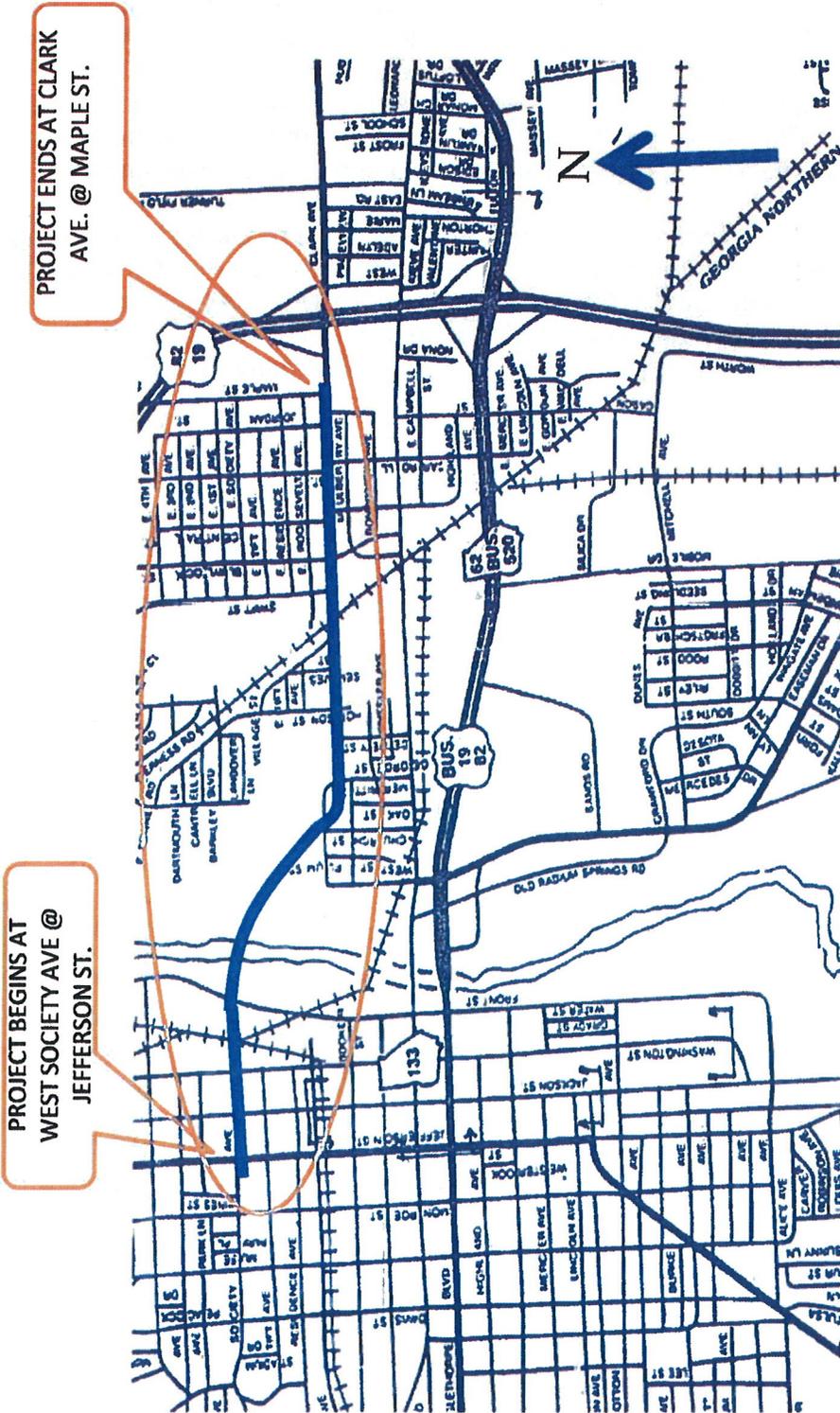
The addition of the Clark Avenue Extension will provide a less flood prone bridge crossing the Flint River, serving the need for emergency medical service between eastern and western Albany. The project also provides relief to traffic demands on the Broad Avenue and Oglethorpe Boulevard bridges. An additional 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.

Attachment #2

P. I. Number: 450540

County: Dougherty

PROJECT LOCATION SKETCH



CLARK AVENUE EXTENSION FROM JEFFERSON ST. @ W. SOCIETY AVE. TO CLARK AVE. @ MAPLE ST.
PI #450540; STP00-0134-00(006)

DOUGHERTY COUNTY
ALBANY, GA

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0134(6) Dougherty
P. I. No.: 450540
Clark Avenue Extension over the Flint River

OFFICE: Engineering Services

DATE: March 5, 2008

FROM: Brian Summers, P.E., Project Review Engineer *RSW*

TO: Ben Buchan, P.E. State Urban Design Engineer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
BRIDGE (BR)				
BR-1	Use a 6' median with a positive barrier	\$55,729	No	Would require that an attenuator be installed in the median to protect the end of the Barrier Wall which is not desirable. Would also limit Emergency Vehicle access across the bridge.
BR-3	Use combined 10' pedestrian/bike lane shoulder	\$2,297,766 (proposed) \$4,223,106 (actual)	Yes	This has been modified to remove the Bike Lanes from the bridge and roadway. In addition, the median on the bridge has been revised to 6' for a total bridge width reduction of 10'.
BR-4	Provide one 8' bike lane and one 6' sidewalk	\$2,916,033	No	This no longer applies since the Bike Lanes have been removed.
BR-5	Use 10' pedestrian/bike lane with a delineator in between	\$2,215,299	No	This no longer applies since the Bike Lanes have been removed.

ALT No.	Description	Savings PW & LCC	Implement	Comments
BRIDGE (BR) - continued				
BR-6	Construct bike and pedestrian lane/trail at grade with separate bridge	\$5,081,674	No	This no longer applies since the Bike Lanes have been removed.
BR-7	Construct separate bike/pedestrian bridge	\$2,140,686	No	This no longer applies since the Bike Lanes have been removed.
BR-8	Reduce 8' median to a 4' raised to a 4'' flush striped median	\$1,493,168	No	Cost savings of going to a 6' median (2' raised) is included in BR-3.
BR-12	Use MSE Walled Abutments and reduce end spans	\$658,756	No	The Bridge Office does not want to use MSE Walls at the abutments in the floodplain of the Flint River because of concerns with the MSE Walls being vulnerable to undermining in a flood event.
BR-13	Re-align to the northeast; use embankment in Zone "X"	\$4,168,373	No	This VE Alternative is not feasible due to topographic constraints such as the drainage canal that drains into the Flint River, which must be avoided. The wetlands and floodplain would also have to be either filled or bridged which would increase the environmental impacts.
BR-14	Re-align roadway along the abandoned railroad northwest of the apartment complex	\$4,868,589	No	This VE Alternative is not feasible due to topographic constraints such as the drainage canal that drains into the Flint River, which must be avoided. The wetlands and floodplain would also have to be either filled or bridged which would increase the environmental impacts.
BR-17	Lower bridge profile after crossing the railroad	\$972,702	No	Access to the flood control valves located along a service road below the bridge has to be maintained as well as an adequate vertical clearance to allow construction equipment to pass under the bridge.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY (RD)				
RD-1	Use 11' lanes	\$1,758,273	Yes	This also includes savings for using 11' lanes across the bridge.
RD-2	Use a 12' shoulder	\$93,632	Yes	This should be done.
RD-4	Move bike lanes and combine with sidewalk to make a multi-use trail	\$186,469	No	This no longer applies since the Bike Lanes have been removed.
RD-5	Move bike lane to shoulder adjacent to sidewalk	\$215,698	No	This no longer applies since the Bike Lanes have been removed.
RD-6	Re-align Merritt and Line Streets	Design Suggestion	No	This work is beyond the scope of this project and would increase the cost significantly.
RD-8	Close access to Village Street	Design Suggestion	Yes	This should be done.
RD-9	Consider the use of "Eyebrows" at Merritt, Maple, and Blaylock Streets	Design Suggestion	Yes	This should be done.

NOTE: It should be pointed out that the Project Manager took some of the recommendations from the Value Engineering Study and enhanced them even further for more savings than was proposed. Specifically, the Bike Lanes have been removed from the roadway as well as the bridge. In addition, the median width on the roadway has been revised to 16' (12' raised) and the median width on the bridge has been revised to 6' (2' raised). These suggestions weren't specifically mentioned in the VE Alternatives but the estimates have been modified to include these cost savings.

A meeting was held on February 26, 2008 to discuss the above recommendations. Albert Shelby and Amos Jenkins, Jr. with Urban Design, and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Additional information was provided by the Design Office on March 4, 2008.

Approved: Gerald M. Ross Date: 4/11/08
Gerald M. Ross, P. E., Chief Engineer

Attachments

c: Gus Shanine
Todd Long
James Magnus
Darrell Richardson
Albert Shelby
Amos Jenkins, Jr.
Peter Eze
Paul Liles
Bill Ingalsbe
Bill Duvall
Irene Bellinfante
Joe Cowan
Amber Perkins
Ken Werho
Nabil Raad
Kristy Langdon
Lisa Myers

Attachment #4
 P. I. Number: 450540
 County: Dougherty

**Benefit Cost Analysis Work Sheet
 CONGESTION Projects**

PROJECT NUMBER
 450540
 DOUGHERTY

CLARK AVE EXTENSION FROM JEFFERSON @ W SOCIETY TO CLARK AVE
 @ MAPLE

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.066666
ADT	22,600.00
Tb (\$s)	\$51,791,148.75

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.066666
% Truck Traffic	0.06
ADT	22,600.00
CMb	\$16,418,735.81

Fuel Savings Benefit (Fb)

ADT	22,600.00
Fb (\$s)	\$18,048,430.63

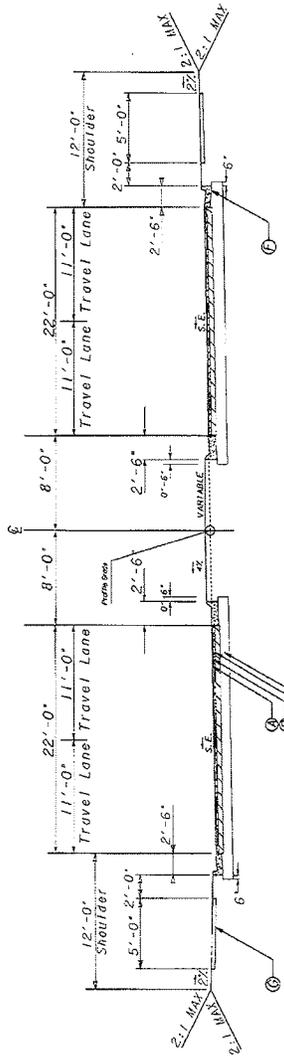
Total Congestion Benefit	\$86,258,315.19
Total Project Cost	\$63,046,025.00
B/C Ratio	1.37

Attachment #4
P. I. Number: 450540
County: Dougherty

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

DATE: 08/03/12 2017	REV: 02 OF 03 (03/15/2017)	USER: gary\jacob\gpc\assess\jacob2007.dwg	PROJECT NUMBER: ST200-0174-001(06)	SHEET NO: TOTAL SHEETS: 5
COUNT: 0000/0001		COUNT: 0000/0001		

TYPICAL SECTIONS



ROADWAY - TYPICAL SECTION 5
 *END OF BRIDGE TO WEST OF MFERRITT ST.
 (STA 189+60 TO STA 201+5.06)

*NOTE: SEE PLAN SHEETS FOR SUPERELEVATION RATES AND TRANSITIONS.

- REQUIRED PAVEMENT AND CONCRETE ITEMS:
- ① 165 LBS/ SY ASPH CONC 12.5 MM SUPERPAVE GP 1 OR 2, HCL BOTTOM MATL & H/LINE
 - ② 220 LBS/ SY ASPH CONC 12.5 MM SUPERPAVE GP 1 OR 2, HCL BOTTOM MATL & H/LINE
 - ③ 310 LBS/ SY ASPH CONC 25 MM SUPERPAVE GP 1 OR 2, HCL BOTTOM MATL & H/LINE
 - ④ GRADED AGGREGATE BASE
 - ⑤ LEVELLING COURSE - AS DIRECTED BY ENGINEER
 - ⑥ CONCRETE CURB AND GUTTER, TYPE 2, 8'-X'30"
 - ⑦ CONCRETE SIDEWALK, 4'

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION		OFFICE: ROADWAY DESIGN	
DRAWING NOT TO SCALE		TYPICAL SECTIONS	
REVISION DATES		CLARK AVENUE EXTENSION	
		DRAWING NO. 5-03	

JOB DETAIL ESTIMATE

JOB NUMBER : 450540
SPEC YEAR: 01
DESCRIPTION: CLARKE AVE EXT FM JEFFERSON @ W.SOCIETY TO CLARKE @ MAPLE

COST GROUPS FOR JOB 450540

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ASPH	ASPHALT (TN)	10069.488	71.65804	721559.77	N
BASE	BASE/AGGREGATE (TN)				N
CONC	CONCRETE (SY)				N
CURB	CURB & GUTTER (LF)				N
DRNGPCTO	DRAINAGE (PERCENT OF JOB)	309275.681	2.56000	791745.74	Y
EROCPCO	EROSION CONTROL (PERCENT OF JOB)	309275.681	6.73000	2081425.34	Y
ERTHCY	EARTHWORK (CY)	151000.000	12.50000	1887500.00	N
GDRL	GUARDRAIL/BARRIER (LF)				N
GENR	GENERAL/FIELD OFFICE/ETC (LS)				N
LSCPCTO	LANDSCAPING (PERCENT OF JOB)	309275.681	0.65000	201029.19	Y
LWNGPCTO	LIGHTING (PERCENT OF JOB)	309275.681	0.57000	176287.14	Y
MILL	MILLING (SY)				N
MOBLPCTT	MOBILIZATION (PERCENT ON TOP)	259822.500	0.00	0.00	N
PVMKPCO	PAVEMENT MARKING (PERCENT OF JOB)	309275.681	0.30000	92782.70	Y
ROW	RIGHT OF WAY COST GROUP				N
SENL	TRAFFIC SIGNALS (LS)				N
SIGNPCTO	SIGNS (PERCENT OF JOB)	309275.681	0.18000	55669.62	Y
STRO	STRUCTURES, OTHER (LS)	247450.000	105.00000	25982250.00	Y
TRFTPCTO	TRAFFIC CONTROL-TEMPORARY (PCT OF JOB)	309275.681	5.00000	1546378.41	Y
ACTIVE COST GROUP TOTAL				30927568.14	
INFLATED COST GROUP TOTAL				30927568.14	

ITEMS FOR JOB 450540

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	57470.14	57470.14
0010	402-3121		TN	RECYL AC 25MM SP, GP1/2, RM&HL	9266.000	63.36	587102.75
0015	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2, INC RM&HL	6177.000	67.36	416138.19
0020	402-4510		TN	RECYL AC 12.5 MM SP, GP2ONLY, INC P-MB&HL	5643.000	89.07	502654.68
0025	413-1000		GL	BITUM TACK COAT	4982.000	2.58	12858.84
0030	310-5120		SY	GR AGGR BS CRS 12IN INCL MATL	67910.000	12.07	819833.97
0035	433-1100		SY	REF CONC APPR SL/INCL CURB	397.000	143.15	56831.61
0040	441-0104		SY	CONC SIDEWALK, 4 IN	11075.000	28.37	314307.61
0045	441-0748		SY	CONC MEDIAN, 6 IN	7493.000	34.19	256217.67
0050	441-0754		SY	CONC MEDIAN, 7 1/2 IN	3070.000	41.70	128046.54
0055	441-4030		SY	CONC VALLEY GUTTER, 8 IN	1603.000	44.97	72102.88
0060	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	22040.000	11.43	252084.26
0065	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	13233.000	11.69	154771.58
0070	641-1100		LF	GUARDRAIL, TP T	170.000	55.44	9425.40
0075	641-1200		LF	GUARDRAIL, TP W	2387.000	16.19	38664.98
0080	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	721.82	1443.65

JOB DETAIL ESTIMATE

EA	LS	TP	QUANTITY	UNIT PRICE	TOTAL
0085	641-5012	EA	2.000	1738.35	3476.72
0090	647-1000	LS	1.000	80000.00	80000.00
0095	647-1000	LS	1.000	80000.00	80000.00
0100	647-1000	LS	1.000	80000.00	80000.00
0105	647-1000	LS	1.000	80000.00	80000.00
0110	647-1000	LS	1.000	80000.00	80000.00
0115	639-4004	EA	20.000	6036.88	120737.60
0120	634-1200	EA	340.000	93.12	31661.48
0125	201-1500	LS	1.000	1127000.00	1127000.00
0130	206-0002	CY	160170.000	4.78	767171.05
0135	205-0001	CY	35712.000	7.27	259633.38
ITEM TOTAL					6389634.98
INFLATED ITEM TOTAL					6389634.98

TOTALS FOR JOB 450540

ESTIMATED COST: 37317203.13
 CONTINGENCY PERCENT (0.0): 0.00
 ESTIMATED TOTAL: 37317203.13

TASKS FOR JOB ITEM LINE NUMBER: 0005

TASK: BID 001 TYPE: BID-BASED ACTIVE?: Y
 AVERAGE: 57470.14
 MODEL: 47 WORKTYPE: STRL AREA: 4 SEASON: FALL HIGHWAY TYPE: ASPH URBAN/RURAL: URBN QUANTITY LEVEL: 5
 COMMENT: AVERAGE MODEL 47

TASKS FOR JOB ITEM LINE NUMBER: 0010

TASK: BID 001 TYPE: BID-BASED ACTIVE?: Y
 REGRESSION: 63.36
 MODEL: 7 WORKTYPE: STRL AREA: 4 SEASON: FALL HIGHWAY TYPE: ASPH URBAN/RURAL: URBN QUANTITY LEVEL: 3
 COMMENT: REGRESSION MODEL 7

TASKS FOR JOB ITEM LINE NUMBER: 0015

TASK: BID 001 TYPE: BID-BASED ACTIVE?: Y
 REGRESSION: 67.36
 MODEL: 5 WORKTYPE: STRL AREA: 4 SEASON: FALL HIGHWAY TYPE: ASPH URBAN/RURAL: URBN QUANTITY LEVEL: 4
 COMMENT: REGRESSION MODEL 5

TASKS FOR JOB ITEM LINE NUMBER: 0020

PROJ. NO.

STP00-0134-00(006)

P.I. NO.

450540

DATE

5/5/2010

FUEL ADJUSTMENTS - ROADWAY

FPA = (((FPM-FPL)/FPL)-.10)xQxF)FPL

GRADED AGGREGATE BASE

Fuel Price Adjustment (FPA)

Monthly Fuel Price for month work was accomplished (FPM)

Monthly Fuel Price for month when project was let (FPL)

Quantity Placed (Q)

Fuel Usage Factor (F)

Max. Cap

125%

*SY not eligible for the fuel price adjustment. See Shelf
Special Provision 109.

REGULAR UNLEADED	DIESEL	TOTALS
\$ -	\$ -	\$ -
\$ 6.309	\$ 6.791	\$ 13.100
\$ 2.804	\$ 3.018	\$ 5.822
0.24	0.29	

ASPHALT

Fuel Price Adjustment (FPA)

Monthly Fuel Price for month work was accomplished (FPM)

Monthly Fuel Price for month when project was let (FPL)

Quantity Placed (Q)

Fuel Usage Factor (F)

Max. Cap

125%

21086

REGULAR UNLEADED	DIESEL	TOTALS
\$ 48,275.68	\$ 212,231.22	\$ 260,506.90
\$ 6.309	\$ 6.791	\$ 13.100
\$ 2.804	\$ 3.018	\$ 5.822
0.71	2.90	

EARTHWORK

Fuel Price Adjustment (FPA)

Monthly Fuel Price for month work was accomplished (FPM)

Monthly Fuel Price for month when project was let (FPL)

Quantity Placed (Q)

Fuel Usage Factor (F)

Max. Cap

125%

151000

REGULAR UNLEADED	DIESEL	TOTALS
\$ 73,037.19	\$ 151,981.95	\$ 225,019.14
\$ 6.309	\$ 6.791	\$ 13.100
\$ 2.804	\$ 3.018	\$ 5.822
0.15	0.29	

TOTAL ROADWAY FUEL ADJUSTMENTS

\$ 485,526.05

PROJ. NO.
P.I. NO.
DATE

STP00-0134-00(006)
450540
5/5/2010

INDEX (TYPE)

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	May-10	\$ 2.804
DIESEL		\$ 3.018
LIQUID AC		\$ 509.00

LIQUID AC ADJUSTMENTS

PA={[(APM-APL)/APL]-0.05}xTMTxAPL

Asphalt

Price Adjustment (PA)				\$	643,966.44
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%		\$	1,145.25
Monthly Asphalt Cement Price month project let (APL)				\$	509.00
Total Monthly Tonnage of asphalt cement (TMT)					1054.3

ASPHALT

	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	5643	5.0%	282.15
9.5 mm SP	0	5.0%	0
25 mm SP	9266	5.0%	463.3
19 mm SP	6177	5.0%	308.85
	21086		1054.3

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	13,069.48
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%		\$	1,145.25
Monthly Asphalt Cement Price month project let (APL)				\$	509.00
Total Monthly Tonnage of asphalt cement (TMT)					21.39731052

Bitum Tack

Gals	gals/ton	tons
4982	232.833	21.3973105

TOTAL LIQUID AC ADJUSTMENT

\$ 657,035.92

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: December 9, 2010

Project: STP-0134-00(006)Dougherty

UPDATE

P.L. Number: 450540

Existing/Required R/W: Varies/Varies

No. Parcels: 175

Project Termini : Clark Ave. Extension from SR 9/Jefferson St. to SR 3 to Maple Street

Project Description: Clark Avenue Extension

Land: Commercial R/W: 2.00 acres @ \$100,000/acre	\$ 200,000	
Residential R/W: 10.04 acres @ \$20,000/acre	<u>200,800</u>	\$ 400,800

Improvements : school bldg. church, businesses, residences, misc. site improvements		6,550,000
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Relocation: Commercial (12)	300,000	
Residential (35)	1,400,000	1,700,000

Damage : Proximity (4)	\$ 60,000	
Consequential(0)		
Cost to Cure(2)	<u>25,000</u>	<u>85,000</u>

Net Cost		\$ 8,735,800
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Net Cost		\$ 8,735,800
Scheduling Contingency 55 %		4,804,469
Adm/Court Cost 60 %		<u>8,124,294</u>
		\$ 21,664,784

Total Cost \$21,665,000

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **STP00-0134-00(006)**
 County **DOUGHERTY**
 P.I. # **450540-**

OFFICE: **Tifton**
 DATE: **December 1, 2010**

Description: **CLARKE AVE EXT FM JEFFERSON @ W.SOCIETY TO CLARKE @ MAPLE**

vw
 FROM Tim Warren, P.E., District Utilities Engineer

TO Albert Shelby, Project Manager (VIA EMAIL)

SUBJECT **UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Ga Power Distribution	\$0.00	\$21,000.00	Site Visit / Available Drawings
Albany Water, Gas & Light **	\$0.00	\$1,748,000.00	Site Visit / Available Drawings
At&T Cable Services	\$0.00	\$32,500.00	Site Visit / Available Drawings
Ga Power Transmission	\$135,000.00	\$624,000.00	Site Visit / Available Drawings
City Of Albany	\$0.00	\$468,000.00	Site Visit / Available Drawings
MEDIACOM	\$0.00	\$32,000.00	Site Visit / Available Drawings
Bellsouth/AT&T Of Ga	\$0.00	\$788,400.00	Site Visit / Available Drawings
Level 3 Communications	\$25,000.00	\$60,000.00	Site Visit / Available Drawings
Qwest Communications	\$30,000.00	\$0.00	Site Visit / Available Drawings
Total	\$190,000.00	\$3,773,900.00	

**** Indicates Potential Utility Aid Request from Local Gov't**

If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

BC
 TW:BC:KC:ec

c: Jeff Baker, P.E., State Utilities Engineer
 Brent Thomas, District Preconstruction Engineer
 Angela Robinson, State Financial Management Administrator

FILE

BUCHAN _____
 HASTY _____
 RICHARDSON SKH
 VANMETER _____
 OTHER _____
 GROUP _____
 FILE 1-6-4 SR-62 46 APR - 9, 2007
SR-013416 Dougherty

FROM THE DESK OF.....
MIKE DOVER, P.E., EXECUTIVE ASSISTANT

February 28, 2007

JURAN DESIGN

COUNTY: DOUGHERTY-City of Albany

Commissioner Linnenkohl met with a delegation from City of Albany on February 28, 2007. Among those attending were: Mayor Willie Adams, Alfred Lott, City Manager, and Bob Alexander City Engineer.

Senator Michael S. Meyer von Bremen also attended.

Board Member Billy Langdale was also present.

Ben Buchan, Darrell Richardson, Michael Henry, Ben Rabun, Joe Sheffield, and Brent Thomas represented GDOT.

The meeting began with Bob Alexander describing the city's request to alter the state route designations of SR 62 and 133 in downtown Albany. This would allow the city to maintain Radium Springs Rd.

The Commissioner, however, recommended the following:

1. SR-62 Revisions
 - a. Remove from the State System Cordele Road from Clark Avenue to Sylvester Road
 - b. Remove the SR-62 designation that is common with SR-520 Business from Cordele Road westerly along Oglethorpe Boulevard to Slappey Boulevard
 - c. Remove the SR-62 designation from Slappey Boulevard that is common with SR-234 from Oglethorpe Boulevard to its junction with SR-91

2. SR-133 Revisions
 - a. Add SR-133 to run along the Liberty Expressway beginning at Moultrie Road to the Jefferson Street interchange (north Albany)
 - b. Remove SR-133 common with SR-234 from the Moultrie Road interchange with Liberty Expressway to its intersection with Radium Springs Road
 - c. Remove from the State System Radium Springs Road from its intersection with Oakridge Drive northerly to West Broad Avenue
 - d. Remove from the State System West Broad Avenue from Old Radium Springs Road to Jefferson Street
 - e. Remove SR-133 common with SR-520 Business from West Broad Avenue northerly to the Jefferson Street interchange (north Albany).

The Commissioner said this order would take approx. 30 days to execute. The City accepted this recommendation.

The city requested assistance with funding R/W for **PI 450540** and a discussion of the schedule occurred. **The Commissioner agreed to place this route on the administrative SR system when the schedule required, and fund the R/W for this project in FY '09 provided funds can be identified. The Commissioner asked the District Office and the City to work with the local MPO to identify projects that can be shifted in the local area to fund R/W for this project.**

PI 0007550, bridge rehabilitation of Broad Ave., was discussed. In the above scenario of SR designations, this bridge would be removed from the SR system. Currently, there are approx. \$2 million of rehab funds for substructure repair. Total superstructure and substructure repair is estimated at \$6 million. **The Commissioner asked Ben Rabun to determine if the rehab funds could be utilized for cosmetic purposes if this bridge is converted to ped only, then the city will make the determination if this bridge will become a ped bridge or a load restricted bridge after Clark Ave Ext is completed.**

The meeting was then adjourned.

Copy: Gratton, Buddy; Studstill, David; Mahfuz, Earl; Long, Todd; Henry, Stephen; Graham, David; Ross, Gerald; Burgess, Sandra; Pirkle, Meg; Rice-Singleton, Genetha; Simpson, Jamie; Gable, Terry; Alexander, Angela; Curtis, Gloria; Taylor, Tammy; Henson, Anita; Presley, Karen; Fowler, Mathew; VanDyke, Cindy; Sheffield, Joe; Cravey, Tony

Board Member: Billy Langdale

District: Joe Sheffield

Area: Tony Cravey

File: Dougherty