DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013992
Dougherty County
GDOT District 4 - Tifton
SR 520BU @ Flint River in Albany
Bridge Replacement

OFFICE Design Policy & Support

DATE 8/20/2018

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Ritchie Swindell, District Engineer
Tim Warren, District Preconstruction Engineer
Stacy Aultman, District Utilities Engineer
Scott Mann, Project Manager
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Bridge Replacement	P.I. Number:	0013992
GDOT District:	4	County:	Dougherty
Federal Route Number:	82BU	State Route Number:	520BU
		Project Number:	N/A

This project will replace the existing bridge on SR 520BU/US 82BU over the Flint River in Albany, Georgia with a new bridge consisting of 4 – 12-ft lanes, 2-ft gutters, and 5.5-ft sidewalks.

Updated Report Received 07/11/2018

Submitted for approval:

STV Incorporated — Date: 5/7/18

Kimberly W. Nesbitt

State Program Delivery Administrator — Date: 5/25/18

SHP C.L.B.

GDOT Project Manager — Date: 5/7/2018

Recommendation for approval: *Recommendations on File

*Eric Duff/AJ — State Environmental Administrator — Date: 05/31/2018

*Christina D. Barry/AJ — for State Traffic Engineer — Date: 06/12/2018

*Bill DuVall/AJ — State Bridge Engineer — Date: 06/21/2018

*Ritchie Swindell/AJ — District Engineer — Date: 06/08/2018

☑ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☐ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

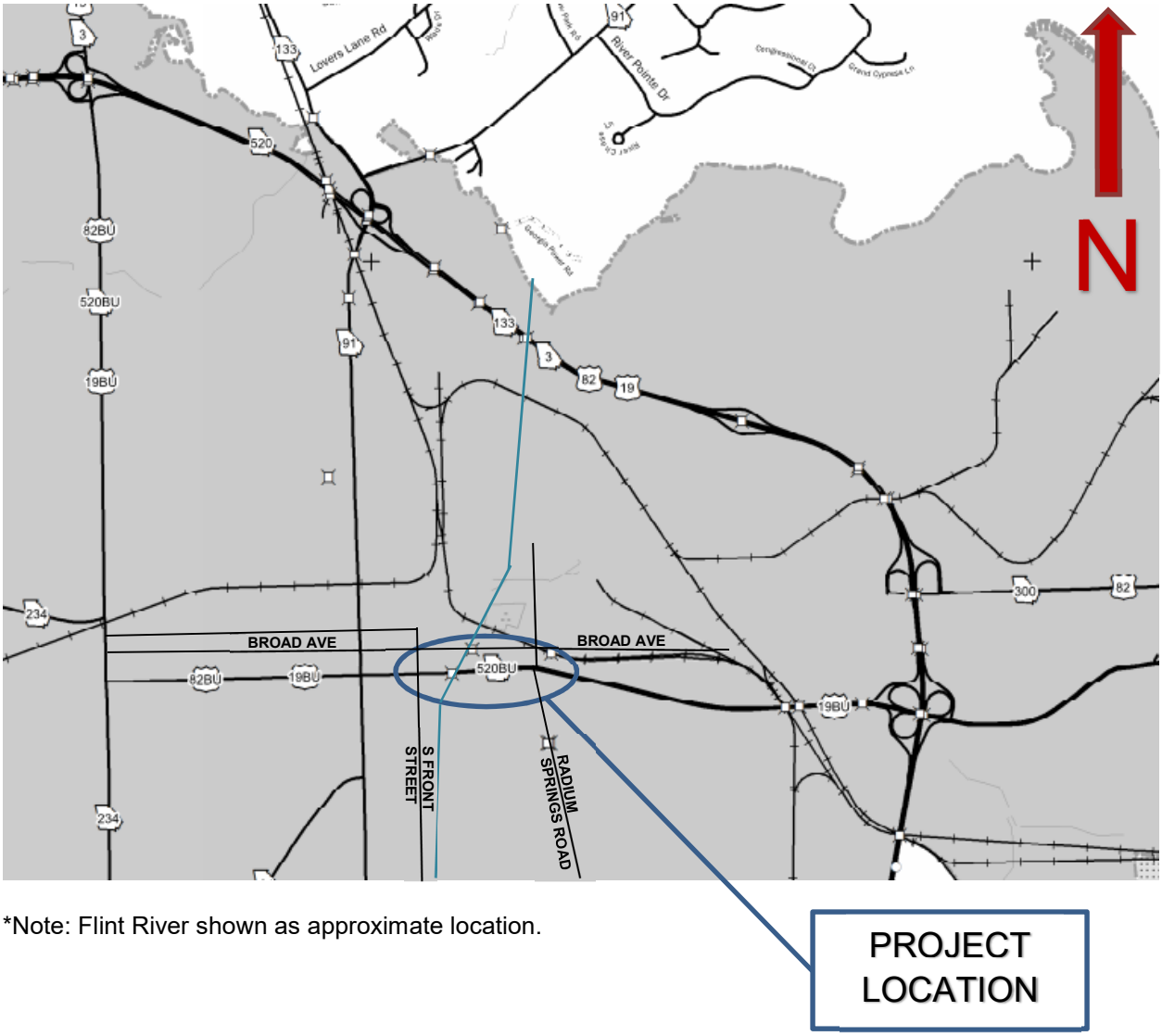
*Cynthia L. VanDyke/AJ — State Transportation Planning Administrator — Date: 06/04/2018

Approval:

Concur: GDOT Director of Engineering — Date: 7/30/18

Approve: Margaret B. Pitts — GDOT Chief Engineer — Date: 8/1/18

PROJECT LOCATION MAP



*Note: Flint River shown as approximate location.

PROJECT LOCATION

SR 520BU/US 82BU @ Flint River

Bridge Replacement

P.I. # 0013992

Dougherty County

PLANNING & BACKGROUND DATA

Project Justification Statement:
The bridge on SR 520 Business over Flint River, Structure ID 095-0003-0, was built in 1953. This bridge consists of ten (10) spans of continuous steel beams on concrete caps with concrete columns. A structural analysis shows there is no reserve carrying capacity in the substructure of this bridge. This bridge was designed using an HS-20 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in satisfactory condition with moderate cracking with efflorescence. The superstructure is in satisfactory condition with minor corrosion in the steel beams and misalignment of the bearings. The substructure is in fair condition with moderate cracking in the concrete caps and heavy abrasion at the waterline on the concrete columns. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the age of the structure, the structural analysis of the bridge, and unknown foundation of the substructure, replacement of this 64-year-old bridge is recommended.

Existing conditions: The existing bridge consists of 4 – 12ft through lanes, a narrow, slightly raised median, 2ft gutters, and 5ft sidewalks. On the west approach to the bridge, there is a signalized intersection with S Front Street. On the east approach to the bridge, there are 2 unsignalized intersections at College Drive and Old Radium Springs Road and a signalized intersection at Radium Springs Road/S Broadway Street approximately 1400ft from the existing bridge. SR 520BU/US 82BU is on the STRAHNET and is designated as non-interstate.

Other projects in the area:
Flint River Trails Project – Albany/Dougherty County
0013562 – SR 520BU from SR 91 to CS 905/Thornton Drive
422670 – ATMS/Updgrade Traffic Signals in Albany

MPO: Albany **TIP #:** N/A

Congressional District(s): 2

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 5.50%
Current Year (2018): 26,375 Open Year (2023): 27,725 Design Year (2043): 33,825
Traffic Projections Performed by: STV Incorporated
Date approved by the GDOT Office of Planning: April 10, 2018

Functional Classification (Mainline): Urban Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☐None ☒Bicycle ☒Pedestrian ☐Transit
Pedestrian Warrants #1 & #2
Pedestrian Guidelines #1, #2, & #4
Bicycle Warrants #2 & #3
Bicycle Guidelines #1, #2, #3, & #4

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?	☒No	☐Yes
Initial Pavement Type Selection Report Required?	☒No	☐Yes
Feasible Pavement Alternatives: ☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project, with an approximate total length of 0.22 miles, will replace the existing bridge on SR 520BU/US 82BU over the Flint River in Albany, Georgia with a new bridge consisting of 4 – 12ft lanes, 2ft gutters, and a 5.5ft sidewalk on the north side of the bridge and 12.0ft barrier separated, shared use path on the south side of the bridge. The existing roadway will be detoured in order to construct the proposed bridge in the same location as the existing bridge. The existing westbound right turn lane and left turn lane will be lengthened in order to provide a longer taper and queue length.

Major Structures:

Structure ID	Existing	Proposed
095-0003-0	The existing four-lane bridge is approximately 720 feet long with a total bridge deck width of approximately 69.3 feet, while the total bridge lane width is approximately 54 feet.	The proposed bridge will be approximately 725 feet long, consisting of four 12-foot lanes, 2-foot gutter, pedestrian facilities on both sides, and 1ft-7.5in barrier. The north side of the bridge will have a 5.5ft sidewalk and the south side of the bridge will have a 12ft barrier separated, shared use path. A right turn lane and left turn lane will be developed on the western end of the bridge. The total deck width will be 74.75 feet and widen to 98.75 feet on the western end of the bridge.

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes
The preferred alternate for this bridge replacement involves an off-site detour. The anticipated closure duration for the construction of the bridge is 18 months. Due to the size of the bridge, the potential for cofferdams and caisson foundations, and the anticipated overall cost of the project, additional expense for ABC measures to limit the impact of construction is not recommended.

Mainline Design Features: SR 520BU/US 82B

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	4		4-6
- **Lane Width(s)**	**12ft**	**11ft-12ft**	**12ft**
- **Median Width & Type**	**4ft – 6ft Raised Concrete**	**14ft**	**4ft – 6ft Striped**
- **Border Area Width**	**7.5ft – 20ft**	**10ft – 16ft**	**7.5ft – 16ft**
- **Outside Shoulder Slope**	**2%**	**2%**	**2%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**5.0ft - 5.5ft**	**5.0ft – 6.0ft**	**5.0ft – 12.0ft**
- Auxiliary Lanes	12ft		12ft
- **Bike Accommodations**	**N/A**	**4.0ft**	**12.0ft Path**
Posted Speed	35 MPH		35 MPH
Design Speed	**35 MPH**	**35 MPH**	**35 MPH**
Minimum Horizontal Curve Radius	**3000ft**	**371ft**	**3000ft**
Maximum Superelevation Rate	**4%**	**4%**	**N/A**
Maximum Grade	**8%**	**8%**	**2.4%**
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB-67		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☐ No ☒ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:
N/A

Design Variances to GDOT Standard Criteria anticipated:
Lateral Offset to Obstructions (Existing features to remain in place).
Median Width (Matching existing conditions utilizing a variable 4ft-6ft striped median)

Lighting required: ☐ No ☒ Yes
*Lighting design to be done by GDOT-Lighting. A lighting commitment letter will be requested during preliminary design.

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: SR 520BU @ South Front Street

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:
Albany WG&L (Utility Board) (Water)
Albany WG&L (Utility Board) (Gas)
Albany WG&L (Utility Board) (Electric)
Bellsouth (AT&T) (Telephone)
City of Albany (Sewer)

SUE Required: ☐ No ☒Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 150-300 ft. Proposed width: 150-300 ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other
*Permanent easements to be purchased with the right to place utilities.

Anticipated total number of impacted parcels:		4
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The existing structure contains sidewalks and lighting. There is an adjacent park with walkable paths and a downtown convention center immediately adjacent to the project area. Coordination with the city of Albany informed the design team that a trail network is proposed in and around the city.

Context Sensitive Solutions Proposed: Design proposed structure to match existing features such as sidewalks and accommodate possible future lighting attachments. Ensure paths are connected to proposed bridge and signals/crosswalks are designed with pedestrian mobility in mind. Propose a 12ft wide shared use path to connect the proposed trail network to ASU. This decision was coordinated with the local government and confirmed with GDOT-Bridge Office.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	☐ PCE	☒ CE	☐ EA-FONSI
GEPA:	☐ Type A	☐ Type B	☐ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☐ No ☒ Yes

See attachments for drainage area map and MS4 concept report summay.

Is Non-MS4 water quality mitigation anticipated? ☐ No ☒ Yes

The project is anticipated to require mitigation related to wetland and streams impacts as required for the Section 404 permit from USACE.

Environmental Permits, Variances, Commitments, and Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☐	☒	
4. 33 USC 408 Decision	☒	☐	
5. Tennessee Valley Authority Permit	☒	☐	
6. Buffer Variance	☐	☒	Flint River, SBV might be required
7. Coastal Zone Management Coordination	☒	☐	
8. NPDES	☐	☒	
9. FEMA	☐	☒	
10. Cemetery Permit	☒	☐	
11. Other Permits	☒	☐	
12. Other Commitments	☐	☒	Special Provision 107.23H for the protection of protected aquatic species
13. Other Coordination	☐	☒	Section 7 Consultation for mussels

Air Quality:

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

Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information:

NEPA/GEPA: Federally funded project with NEPA document required. Given project type (bridge replacement), Categorical Exclusion (CE) anticipated. Section 4f evaluation will be required for history (bridge) and park (Riverfront Park).

Ecology: Two perennial stream (Flint River). Full ecology report and assessment of effects anticipated (no combined document). A protected aquatic species survey is anticipated due to the crossing of a named perennial stream and known occurrences of a state protected aquatic species within the watershed. Further coordination with GADNR may be required based on the findings of the surveys. Enhanced Best Management Practices (BMPs) and time period restrictions may be recommended in Special Provision 107.23H for the protection of protected aquatic species.

History: The bridge is eligible for the National Register of Historic Places (NRHP) per the Georgia Historic Bridge Survey (GHBS). There are two historic commercial buildings less

than 1,000 feet east of the bridge on the north side of SR 520BU. Both of these buildings are potentially eligible. Eligibility of these resources is not finalized and effects assessment is pending. There are no historic resources within 1,000 feet of the bridge on its west side.

Archeology: One previously identified site, 9DU284, is located within the project area in Riverfront Park on the north side of SR 520BU, west of the Flint River. The site is a prehistoric and historic site recorded during a survey for intersection improvements at SR 520BU and Front Street. The portion of 9DU284 recorded was recommended as not having significant data potential but having unknown NRHP eligibility overall due to the site not being fully delineated.

Noise Effects: A Type III Noise Impact Screening is anticpated . No impacts anticipated and no mitigation would be required.

Public Involvement: A PIOH to include a detour meeting will be held.

Major stakeholders: Local business owners and local government officials.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Conference call progress meetings were held monthly. An initial concept meeting was held with Bill Duval on 1/25/18. See attachments for meeting minutes. A concept team meeting was held on 4/24/18. See attachments for meeting minutes. A detour PIOH is currently listed for 1/11/2019 in the project schedule.

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	STV Incorporated
Design	STV Incorporated
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Edwards-Pitman Environmental, Incorporated
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW	Reimbursable Utilities	CST*	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$500,000	$60,000	TBD**	$4,500	$15,979, 419	TBD
Date of Estimate	3/3/2018	6/22/2018	Requested	4/24/2018	6/22/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.
**ROW costs were requested from GDOT on 5/18/2018.

ALTERNATIVES DISCUSSION

Preferred Alternative: Detour the roadway and construct the proposed bridge in the same location as the existing bridge. Lengthen the westbound right and left turn lanes at the west end of the bridge as practical to provide additional storage and deceleration length. Install a 12ft wide, barrier separated shared use path on the south side of the proposed bridge and a 5.5ft sidewalk on the north side of the proposed bridge.

Estimated Property Impacts:	**4**	**Estimated Total CST:**	**$15,979, 419**
Estimated ROW Cost:	**TBD**	**Estimated CST Time:**	**24 months**

Rationale: In order to avoid undue impacts to the surrounding properties and environment, the design team recommends detouring the roadway and constructing the proposed bridge in the same location as the existing bridge. This alternative will expedite construction time compared to the other alternatives of horizontally offsetting or stage constructing the proposed bridge. Relatively positive feedback was received from the locals on closing the roadway due to the other river crossings in the area and a multitude of state routes bypassing the project site. Traffic control costs and R/W costs would be reduced in this alternative compared to a horizontal offset bridge or a staged constructed bridge. At the concept team meeting, the City of Albany informed the design team and GDOT that they wished to include a 12ft wide, barrier separated shared use path on at least one side of the proposed bridge. This shared use path would serve as a connector for Albany State University to a trail network planned throughout the area. See attachments for map of trail system. GDOT Bridge Office concurred and supported adding a barrier separated shared use path on the south side of the proposed bridge. A 5.5ft sidewalk will be installed on the north side of the bridge.

No-Build Alternative: Retain existing bridge.

Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**

Rationale: Due to the structural integrity of the bridge pertaining to the design vehicle, replacement of this bridge is recommended.

Alternative 1: Detour the roadway and construct the proposed bridge in the same location as the existing bridge. Lengthen the westbound right and left turn lanes at the west end of the bridge as practical to provide additional storage and deceleration length. Install 5.5ft sidewalks on the north and south sides of the proposed bridge.			
Estimated Property Impacts:	**4**	**Estimated Total CST:**	**$14,280,243**
Estimated ROW Cost:	**TBD**	**Estimated CST Time:**	**24 months**
Rationale: This alternative was not chosen due to discussions at the concept team meeting with the City of Albany requesting a barrier separated, shared use path on at least one side of the proposed bridge. The addition of shared use path is supported by the GDOT Bridge Office. See rationale for preferred alternative.			

Alternative 2: Horizontally offset the proposed bridge to allow for the existing bridge to remain open during construction. Lengthen the westbound right and left turn lanes at the west end of the bridge as practical to provide additional storage and deceleration length. Install 5.5ft sidewalks on the north and south sides of the proposed bridge.			
Estimated Property Impacts:	**6**	**Estimated Total CST:**	**$16,372,983**
Estimated ROW Cost:	**TBD**	**Estimated CST Time:**	**36 months**
Rationale: Constructing the proposed bridge horizontally offset from the existing bridge would result in undue impacts to the surrounding properties and environment. Additional roadway approach work and cost would be necessary in order to accommodate an offset bridge alignment. This alternative would add multiple back to back revserse curves into an otherwise relatively tangent alignment. The design team estimates that multiple properties would require R/W and approximately 35 commercial parking spots would be impacted if this alternative is advanced.			

Alternative 3: Stage construct the proposed bridge in the same location as the existing bridge to allow construction to proceed while traffic is maintined. Lengthen the westbound right and left turn lanes at the west end of the bridge as practical to provide additional storage and deceleration length. Install 5.5ft sidewalks on the north and south sides of the proposed bridge.			
Estimated Property Impacts:	**5**	**Estimated Total CST:**	**$16,682,421**
Estimated ROW Cost:	**TBD**	**Estimated CST Time:**	**36 months**
Rationale: Staged construction of the proposed bridge would result in an extended construction time, introduction of horizontal curves into an existing tangent alignment, the reduction to 1 lane across the bridge during the first phase of construction, and a more dangerous/confusing driving situation for the traveling public. Due to the width and configuration of the existing bridge, the existing 4 lane roadway would need to be reduced to 1 lane across the bridge while staged construction progresses. There is an existing longitudinal joint down the center of the existing bridge. Staged construction would require the contractor to remove half of the existing bridge in the first phase of construction. The remaining width of the bridge is not adequate to accommodate 2 lanes (1 in each direction) and temporary concrete barrier. If staged construction was preferred, the proposed bridge would still need to be horizontally offset from the existing bridge to allow the contractor room to work, install temporary concrete barrier, and shift traffic as needed. Therefore, a curved alignment would need to be introduced into an otherwise relatively tangent section of roadway. The staged construction alternative would place vehicles into an active construction zone, increasing the probability for accidents. For these reasons and taking into account the positive feedback the design team has received on a possible detour, this alternative is not recommended.			

Additional Comments/ Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
    a. Construction (Including Engineering and Inspection)
    b. Completed Fuel & Asphalt Price Adjustments Forms
    c. Preliminary Right of Way Cost Estimate (Awaiting from GDOT)
    d. Preliminary Utility Cost Estimate
    e. Mitigation Cost Documentation
4. Traffic Study Approval Memo
5. Bridge Inventory Data
6. MS4 Concept Report Summary
7. Detour Maps
8. Flint River Trails Exhibits
9. Meeting Minutes

GDOT

STV 100 Years

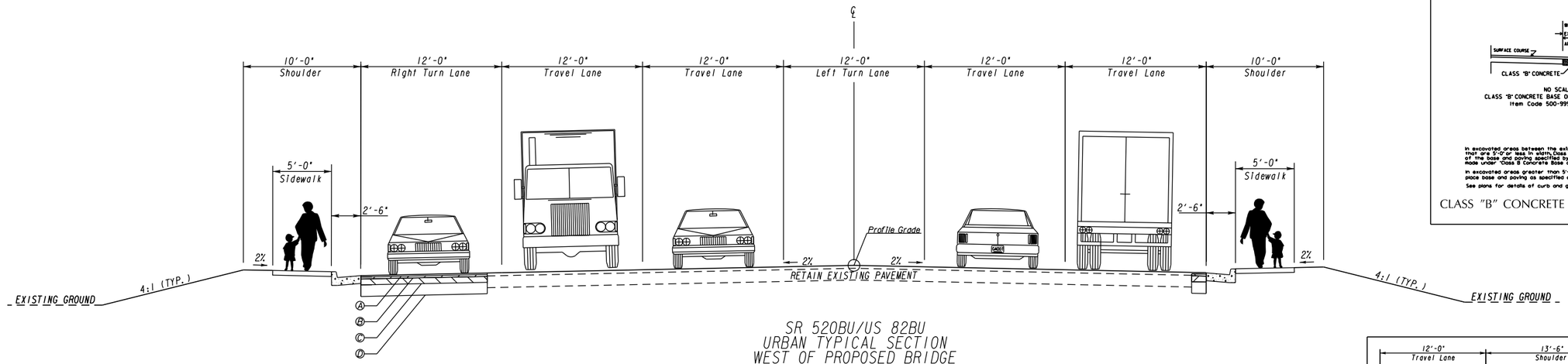
3700 CRESTWOOD PARKWAY NW, SUITE 800
DULUTH, GEORGIA 30096
PHONE: (770)452-0797 FAX: (770)936-9171

SCALE IN FEET
0 50 100 200

REVISION DATES		

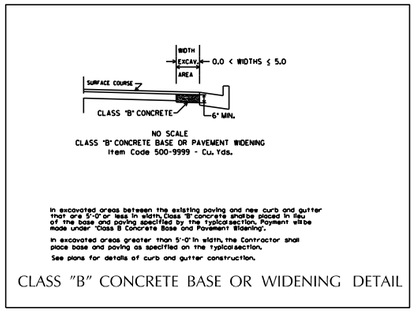
CONSTRUCTION PLAN
SR 520BU/US 82BU
PREFERRED ALTERNATIVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

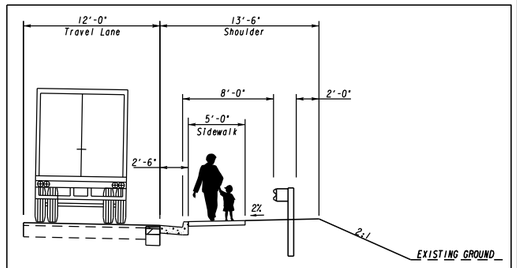


SR 520BU/US 82BU
URBAN TYPICAL SECTION
WEST OF PROPOSED BRIDGE

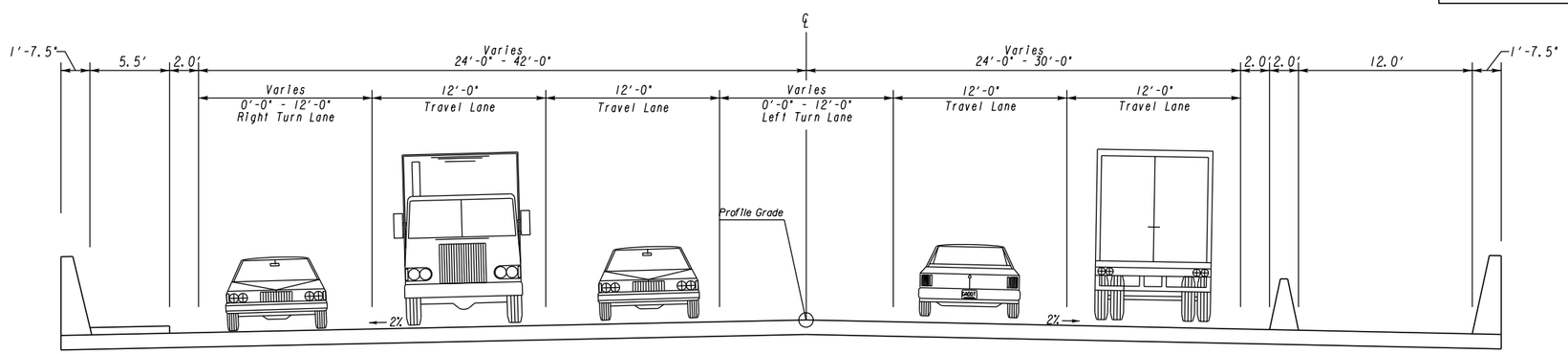
Ⓐ 1.5 IN.RECYCLED ASPH CONC 12.5 MM SUPERPAVE,GP 2 ONLY,INCL POLYMER MODIFIED BITUM MATL & H LIME
Ⓑ 2 IN.RECYCLED ASPH CONC 19 MM SUPERPAVE,GP 1 OR 2,INCL BITUM MATL & H LIME
Ⓒ 4 IN.RECYCLED ASPH CONC 25 MM SUPERPAVE,GP 1 OR 2,INCL BITUM MATL & H LIME
Ⓓ 12" GRADED AGGREGATE BASE



CLASS "B" CONCRETE BASE OR WIDENING DETAIL



TYPICAL GUARDRAIL DETAIL
PER GDOT STANDARD 4391



SR 520BU/US 82BU
BRIDGE TYPICAL SECTION

STV 100 Years
3700 CRESTWOOD PARKWAY NW, SUITE 800
DULUTH, GEORGIA 30096
PHONE: (770)452-0797 FAX: (770)936-9171

NOT TO SCALE

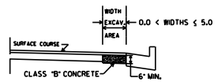
REVISION DATES

TYPICAL SECTIONS

SR 520BU/US 82BU @ FLINT RIVER

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 05-0001



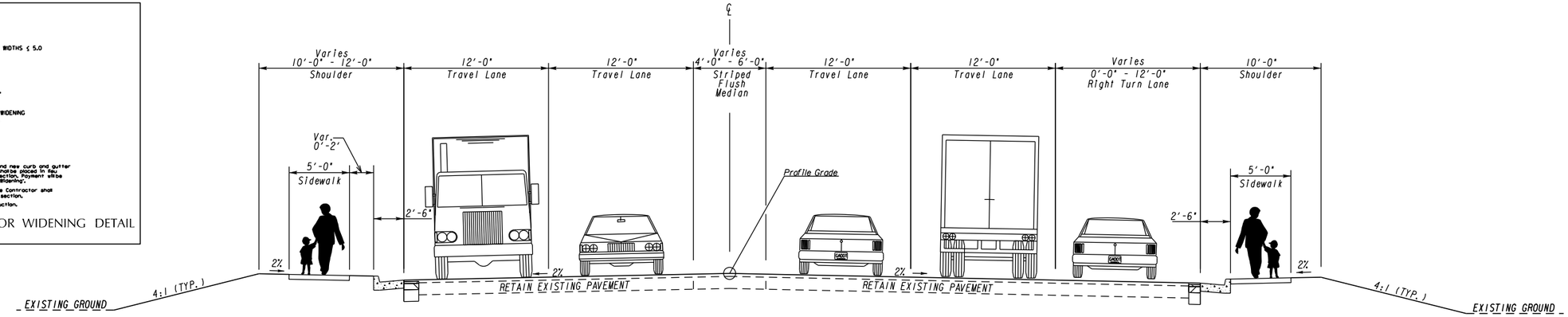
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 3'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

In excavated areas greater than 3'-0" in width, the Contractor shall place base and paving as specified on the typical section.

See plans for details of curb and gutter construction.

CLASS "B" CONCRETE BASE OR WIDENING DETAIL



SR 520BU/US 82BU
URBAN TYPICAL SECTION
EAST OF PROPOSED BRIDGE

STV 100 Years
3700 CRESTWOOD PARKWAY NW, SUITE 800
DULUTH, GEORGIA 30096
PHONE: (770)452-0797 FAX: (770)936-9171

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS
SR 520BU/US 82BU @ FLINT RIVER

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 05-0002

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013992**

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 520 BU/US 82 BU/Oglethorpe Blvd @ Flint River, Dougherty County

DATE June 22, 2018

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: **CostEstimatesandUpdates@dot.ga.gov**

Subject: REVISIONS TO PROGRAMMED COSTS

MGMT LET DATE 4/15/2021

PROJECT MANAGER Scott Mann

MGMT ROW DATE 1/9/2020

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$	8,500,000.00	DATE	Planning
RIGHT OF WAY	$	250,000.00	DATE	Planning
UTILITIES	$	0.00	DATE	Planning

REVISED COST ESTIMATES

CONSTRUCTION*	$	15,979,418.63
RIGHT OF WAY	$	TBD
UTILITIES	$	4,500.00

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Concept level cost estimate for concept report increased from planning level estimate after attending the concept team meeting. Bridge width increased due to inclusion of shared use path on south side of proposed bridge. Increased unit cost of proposed bridge included per direction from GDOT-Bridge Office. Included updated utility cost estimate. Awaiting R/W estimate from GDOT. Additional comments received from DP&S and Engineering Services utilized to refine concept and estimate. Added conceptual lighting quantities and costs.

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 13,226,349.66	Base Estimate From CES	
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 661,317.48	Base Estimate (A) x	5 %
C.	**CONTINGENCY:**	$ 2,083,150.07	Base Estimate (A) + E & I (B) x See % Table in "Risk Based Cost Estimation" Memo	15 %
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 8,601.42	Total From Liquid AC Spreadsheet	
E.	**CONSTRUCTION TOTAL:**	$ **15,979,418.63**	(A + B + C + D = E)	

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
City of Albany Sewer	$ 4,500.00
TOTAL	**$ 4,500.00**

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS (Does not included lighting and landscaping)
Liquid AC Adjustment Spreadsheet
Consultant Validation of QC QA
Utility Cost Estimate

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME: STV Incorporated

VALIDATION OF FINAL QC/QA

PRINTED NAME: Jeff Church

TITLE: Project Manager

SIGNATURE: Jeff B Church

DATE: 6/20/18

JOB ESTIMATE REPORT

JOB NUMBER : 0013992 SPEC YEAR: 13
DESCRIPTION: SR 520BU/US 82BU @ FLINT RIVER
ALBANY, DOUGHERTY COUNTY

ITEMS FOR JOB 0013992

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - TRAFFIC CONTROL - DETOUR	1.000	135000.00	135000.00
0009	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	83138.69	83138.69
0010	210-0100		LS	GRADING COMPLETE - GRADING COMPLETE	1.000	900000.00	900000.00
0014	310-1101		TN	GR AGGR BASE CRS, INCL MATL	78.000	45.97	3585.90
0015	402-1812		TN	RECYL AC LEVELING,INC BM&HL	256.000	98.26	25154.61
0018	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	26.000	117.33	3050.62
0019	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	14.000	84.73	1186.28
0020	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	242.000	104.39	25264.41
0025	413-0750		GL	TACK COAT	749.000	1.86	1393.14
0030	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	1250.000	8.84	11053.25
0034	441-0104		SY	CONC SIDEWALK, 4 IN	571.000	67.49	38540.37
0035	441-0108		SY	CONC SIDEWALK, 8 IN	304.000	63.94	19439.73
0040	433-1100		SY	REF CONC APPR SL/INCL CURB	572.000	193.85	110886.75
0045	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	924.000	30.66	28337.12
0050	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	997.000	5.35	5336.42
0055	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	21.000	289.75	6084.84
0060	550-1180		LF	STM DR PIPE 18,H 1-10	200.000	53.04	10609.08
0065	550-1240		LF	STM DR PIPE 24,H 1-10	100.000	65.13	6513.58
0070	550-1360		LF	STM DR PIPE 36,H 1-10	100.000	84.92	8492.45
0074	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	9911.31	19822.62
0075	634-1200		EA	RIGHT OF WAY MARKERS	20.000	130.93	2618.71
0080	641-1100		LF	GUARDRAIL, TP T	70.000	71.91	5033.82
0085	641-1200		LF	GUARDRAIL, TP W	230.000	20.67	4755.32
0090	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	1045.96	2091.94
0095	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	2.000	2976.45	5952.90
0100	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	1100.000	2.23	2453.40
0105	668-1100		EA	CATCH BASIN, GP 1	8.000	2868.04	22944.36
0110	610-9001		EA	REM SIGN	5.000	75.00	375.02
0115	611-5551		EA	RESET SIGN	5.000	116.35	581.80
0120	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	90.000	19.00	1710.46
0125	636-1036		SF	HWY SGN,TP1MAT,REFL SH TP 11	90.000	16.07	1446.30
0130	636-2090		LF	GALV STEEL POSTS, TP 9	260.000	8.19	2131.95
0134	647-1000		LS	TRAF SIGNAL INSTALLATION NO - SIGNAL POLE AND LOOP RECONSTRUCTION	1.000	100000.00	100000.00
0135	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	4.000	91.59	366.40
0140	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1254.000	0.70	880.12
0145	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	880.000	0.69	614.84
0150	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	53.000	9.16	485.89
0155	653-1804		LF	THERM SOLID TRAF STRIPE, 8,WH	370.000	2.32	858.65

JOB ESTIMATE REPORT

0160	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	825.000	0.47	390.68
0165	654-1001	EA	RAISED PVMT MARKERS TP 1	37.000	4.21	156.08
0170	654-1003	EA	RAISED PVMT MARKERS TP 3	63.000	3.84	242.21
0175	657-1084	LF	PRF PL SD PVMT MKG,8,WH,TP PB	1771.000	8.55	15142.05
0180	657-3085	GLF	PRF PL SK PVMT MKG,8,B/W,TPPB	1711.000	3.89	6666.76
0185	657-5002	SY	PREFORMED PLASTIC PVMT MKG, YE, TP PB	165.000	22.40	3697.21
0190	657-5017	EA	PRF PL PVT MKG,ARW TP2,WH,TPPB	2.000	643.49	1286.98
0195	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	611.000	6.80	4158.60
0200	163-0232	AC	TEMPORARY GRASSING	2.000	662.33	1324.66
0205	163-0240	TN	MULCH	25.000	301.15	7528.98
0210	163-0300	EA	CONSTRUCTION EXIT	2.000	1505.53	3011.08
0215	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	9.000	192.94	1736.47
0220	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	649.000	0.85	552.55
0225	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	649.000	0.93	606.31
0230	165-0101	EA	MAINT OF CONST EXIT	2.000	611.93	1223.88
0235	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	9.000	83.38	750.45
0240	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	6.000	410.24	2461.49
0245	167-1500	MO	WATER QUALITY INSPECTIONS	24.000	867.48	20819.75
0250	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	1298.000	3.18	4132.55
0255	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	1298.000	4.62	6006.07
0260	603-2180	SY	STN DUMPED RIP RAP, TP 3, 12	80.000	68.60	5488.07
0265	603-7000	SY	PLASTIC FILTER FABRIC	80.000	4.79	383.80
0270	700-6910	AC	PERMANENT GRASSING	4.000	1294.01	5176.05
0275	700-7000	TN	AGRICULTURAL LIME	9.000	21.81	196.33
0280	700-8000	TN	FERTILIZER MIXED GRADE	4.000	679.89	2719.58
0285	700-8100	LB	FERTILIZER NITROGEN CONTENT	220.000	3.63	799.26
0290	716-2000	SY	EROSION CONTROL MATS, SLOPES	550.000	2.72	1496.29
0295	540-1101	LS	REM OF EX BR, STA NO - COMPLICATED REMOVAL ESTIMATED @ $50/SF	1.000	2460000.00	2460000.00
0300	543-9000	LS	CONSTR OF BRIDGE COMPLETE - ESTIMATED @ $150/SF PER GDOT BRIDGE OFF.	1.000	8600000.00	8600000.00
0305	500-3101	CY	CLASS A CONCRETE	7.000	859.24	6014.70
0310	511-1000	LB	BAR REINF STEEL	1400.000	1.37	1925.36
0315	682-9950	LF	DIRECTIONAL BORE - 1.5 IN	50.000	15.18	759.00
0320	647-2130	EA	PULL BOX, PB-3	12.000	328.94	3947.28
0325	681-4165	EA	LT STD, 18' MH, POST TOP	2.000	4000.00	8000.00
0330	681-4175	EA	LIGHTING STD, 19 FT MH, POST TOP	14.000	5500.00	77000.00
0335	681-4210	EA	LT STD, 30' MH, POST TOP	10.000	8394.00	83940.00
0340	681-6308	EA	LUMINAIRE,TP 3, 70 W,HP SODIUM	22.000	2434.26	53553.72
0345	681-6320	EA	LUMINAIRE,TP 3, 150W,HP SODIUM	12.000	3500.00	42000.00
0350	681-6346	EA	LUMINAIRE,TP 3, 250W,HP SODIUM	8.000	4500.00	36000.00
0355	682-1504	LF	CABLE, TP RHH/RHW, AWG NO 10	2970.000	8.00	23760.00
0360	682-1506	LF	CABLE, TP RHH/RHW, AWG NO 6	9468.000	6.00	56808.00
0365	682-1507	LF	CABLE, TP RHH/RHW, AWG NO 4	3855.000	4.00	15420.00
0370	682-6221	LF	CONDUIT, NONMETL, TP 2, 1 1/2	1035.000	5.50	5692.50
0375	682-6115	LF	CONDUIT, RIGID, 1 1/2 IN	3156.000	13.00	41028.00
0380	682-9021	EA	ELEC JCT BX,CONC GRD MOUNTED	2.000	1842.14	3684.30
0385	682-9022	EA	ELEC JCT BX,REF PLASTIC MORTAR	4.000	699.61	2798.44
0390	682-9000	LS	MAIN SVC PICK UP POINT	1.000	7672.43	7672.43
ITEM TOTAL						13226349.63
INFLATED ITEM TOTAL						13226349.63

JOB ESTIMATE REPORT

TOTALS FOR JOB 0013992

ESTIMATED COST:	13226349.66
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	13226349.66

PROJ. NO.	SR 520 BU/US 82 BU @ Flint River (Dougherty County)	CALL NO.	0/00/2016
P.I. NO.	0013992		
DATE	6/22/2018		

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Jun-18	$ 2.814
DIESEL		$ 3.124
LIQUID AC		$ 476.00

Link to AC Index:
http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**7682.64**	**$ 7,682.64**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	761.60	
Monthly Asphalt Cement Price month project let (APL)			$	476.00	
Total Monthly Tonnage of asphalt cement (TMT)				26.9	

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	256	5.0%	12.8
12.5 OGFC		5.0%	0
12.5 mm	242	5.0%	12.1
9.5 mm SP		5.0%	0
25 mm SP	26	5.0%	1.3
19 mm SP	14	5.0%	0.7
	538		**26.9**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**918.78**	**$ 918.78**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	761.60	
Monthly Asphalt Cement Price month project let (APL)			$	476.00	
Total Monthly Tonnage of asphalt cement (TMT)				3.217030591	

Bitum Tack Gals	gals/ton	tons
749	232.8234	3.21703059

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	761.60	
Monthly Asphalt Cement Price month project let (APL)			$	476.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$ 8,601.42**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:
County **DOUGHERTY**
P.I. # **0013992**
Description: ***SR 520BU @ FLINT RIVER IN ALBANY***

Office: **Tifton**
Date: **April 24, 2018**

FROM Stacy Aultman, District Utilities Engineer

TO Scott Mann, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE - PREFERRED ALTERNATE**

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

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Albany WG&L Water **	$0.00	$72,000.00	Site Visit / Available Drawings
Albany WG&L Gas **	$0.00	$42,000.00	Site Visit / Available Drawings
Bellsouth	$0.00	$500,000.00	Site Visit / Available Drawings
City of Albany Sewer **	$4,500.00	$76,000.00	Site Visit / Available Drawings
Georgia Public Web	$0.00	$1,200.00	Site Visit / Available Drawings
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
	$0.00	$0.00	
Total 100.00%	$4,500.00	$691,200.00	
Department Responsibility 100.00%	$4,500.00		
Local Sponsor Responsibility 0.00%	$ 0.00	$ 0.00	PFA Dated N/A with N/A

Update All

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

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Mike Simmons at (229) 391-5447.

cc: Jeff Church, Designer
Patrick Allen, P.E., State Utilities Office
Yulonda Pride Foster, State Utilities Preconstruction Engineer
Tim Warren, P.E., District Preconstruction Engineer

Syen, David B.

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Friday, June 22, 2018 9:50 AM
To: Syen, David B.
Cc: Osbun, Jenna C; Mann, Scott; Church, Jeff
Subject: PI 0013992, Dougherty County - Estimated Mitigation Cost for Concept Report

David,

As requested, the estimated mitigation costs for the subject project is **$60,000.00**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or change once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | Special Projects Coordinator | Office of Environmental Services | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Dougherty County
P.I. # 0013992

OFFICE Planning

DATE April 10, 2018

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly Nesbitt, State Program Delivery Administrator
Attention: Scott Man

SUBJECT **Design Traffic Forecasts** for SR 520BU at Flint River in Albany

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project are as follows:

BRIDGE ID # 095-0003-0

	2018 (Existing Year)	2023 (Base Year)	2025(Base Year +2)	2043 (Design Year)	2045 (Design Year + 2)
AADT	26375	27725	28275	33825	34500
DHV (AM/PM)	1970/ 2220	2070/ 2335	2110/ 2380	2525/ 2845	2575/ 2905
K% (AM/PM)	7.5%/ 8.5%	Same as Existing Year			
D% (AM/PM)	52.5%/ 50.5%				
24 HR. T% - S.U.	4.0%				
24 HR. T% - COMB.	1.5%				
24 HR. T% - TOTAL	5.5%				
T% - S.U. (AM/PM)	4.0%/ 2.5%				
T% - COMB. (AM/PM)	1.5%/ 1.0%				
T% - TOTAL (AM/PM)	5.5%/ 3.5%				

If you have any questions concerning this information, please contact Dan Funk at 404-631-1959.

CLV/drf

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:11/17/2016

Parameters: Bridge Serial Number

Bridge Serial Number: 095-0003-0 **County: Dougherty** **SUFF. RATING: 54.3**

Location & Geography

Structure ID:	095-0003-0
200 Bridge Information:	06
*6 Feature Intersected:	FLINT RIVER
*7A Route Number Carried:	SR00520
*7B Facility Carried:	SR 520 BUSINESS
9 Location:	OGLETHORPE BOULEVARD
2 GDOT District:	4841400000 - D4 District Four Tifton
*91 Inspection Frequency:	24 Date: 10/26/2015
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	60 Date: 01/15/2013
92C Other Spc. Insp Freq:	00 Date: 02/01/1901
* 4 Place Code:	01052
*5A Inventory Route(O/U):	1
5B Route Type:	2 - U.S. Numbered
5C Service Designation:	5- Business
5D Route Number:	00019
5E Directional Suffix:	0. Not applicable
*16 Latitude:	31 - 34.5197
*17 Longtitude:	84 - 8.9215
98A Border Bridge:	00 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	2- The Feature is on a Non-Interstate STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	9510520
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	4.76
*208 Inspection Area:	Area 11
*104 Highway System:	1-Inventory Route is on the NHS
*26 Functional Classification:	14- Urban - Other Principal Arterial
*204A Federal Route Type:	F - Primary.
*204B Federal Route Number:	00262
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0192.68
* Location ID No:	095-00520B-004.76E

218 Datum:	1- Assumed
*19 Bypass Length:	1
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	5- HS 20
37 Historical Significance:	2- Eligible for the National Register of Historic Places
205 Congressional District:	002
27 Year Constructed:	1953
106 Year Reconsrtucted:	0
33 Bridge Median:	2-Closed (no barrier)
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	2- Non-Lead Oil Alkyd System (System IV). Year : 1985
267B Type Paint Sub Structure:	0- Not Applicable Year : 0000
*42A Type of Service On:	5-Highway-Pedestrian
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	A- Spread footing. O. Concrete M. Steel O. Concrete
259 Pile Encasement:	3
*43A Structure Type Main material:	4-Steel (Continuous)
*43B Structure Type Main Type:	2-Stringer/Multi-Beam or Girder
45 Number of Main Spans:	10
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	1

Signs & Attachments

225 Expansion Joint Type:	04- Armored joint (spring tension).
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	0.8
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	4
*230A Guardrail Location Direction Rear:	0- None.
*230B Guardrail Location Direction Fwrd:	0- None.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	35
236 Warning Sign:	No
234 Delineator:	No
235 Hazard Boards:	No
237A Gas:	22- Bottom Right.
237B Water:	21- Bottom Left.
237C Electric:	34- Side Left and Right.
237D Telephone:	23- Bottom Center.
237E Sewer:	00- Not Applicable
247A Lighting: Street:	Yes
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	0- Does not meet standards
36C Approach Guardrail:	0- Does not meet standards
36D Approach Guardrail Ends:	0- Does not meet standards

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:11/17/2016

Bridge Serial Number: 095-0003-0 **County: Dougherty** **SUFF. RATING: 54.3**

Programming Data

201 Project Number:	U-006-2 (2)
202 Plans Available:	1- Plans at General Office.
249 Proposed Project Number:	NHS-0002-00(445)
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013992
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$4,348
95 Roadway Improvement Cost: (X$1,000)	$435
96 Total Improvement Cost: (X$1,000)	$6521
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	45150
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	11.4
216B Bridge Height:	45.2
222 Slope Protection:	6
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	000'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	000

Measurements:

*29 AADT:	30100
*30 AADT Year:	2012
109 % Truck Traffic:	4
* 28A Lanes On:	4
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	100
* 49 Structure Length:	720
51 Bridge Roadway Width:	54.0'
52 Deck Width:	69.3'
* 47 Total Horizontal Clearance:	54.0'
50A Curb / Sidewalk Width Left:	5.0
50B Curb / Sidewalk Width Right:	5.0
32 Approach Rdwy. Width:	66.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	2	*Right Width:*10.0	Type: 2 - Asphalt.
Fwd Shoulder: Left Width:	2	*Right Width:*10.0	Type: 2 - Asphalt.
Rear Pavement: Width:	54.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	54.0	*Type:*2- Asphalt.	
Intersection Rear:	1	*Forward:*1	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	7.5
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	25
64A Operating Type:	2 - HS loading.
64B Operating Rating:	41

231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	24	No
231C Timber:	28	No
231D HS-Modified:	26	No
231E Type 3S2:	31	No
231F Piggyback:	35	No
261 H Inventory Rating:	15	
262 H Operating Rating:	26	

67 Structural Evaluation:	5
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	6 - Satisfactory Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	5 - Fair Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

MS4 Concept Report Summary

Attach the following checklist information to the Concept Report Template:

Is there a Project Level Exclusion that applies to this project: ☒ No ☐ Yes

If yes, please indicate which of the following exclusions apply:

- ☐ Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.
- ☐ The project location is not within a designated MS4 area.
- ☐ Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.
- ☐ Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.
- ☐ Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft^2 of impervious area.

If the project has a Project Level Exclusion nothing further is needed.

If the project does not have a Project Level Exclusion use the MS4 Concept Level Design Spreadsheet to estimate the treatment volumes and flow rates, size the BMP's, complete the tables below, and include as an attachment to the Concept Report. Add additional rows, if necessary. It is understood that this information will be approximate based on available information at the time of the concept.

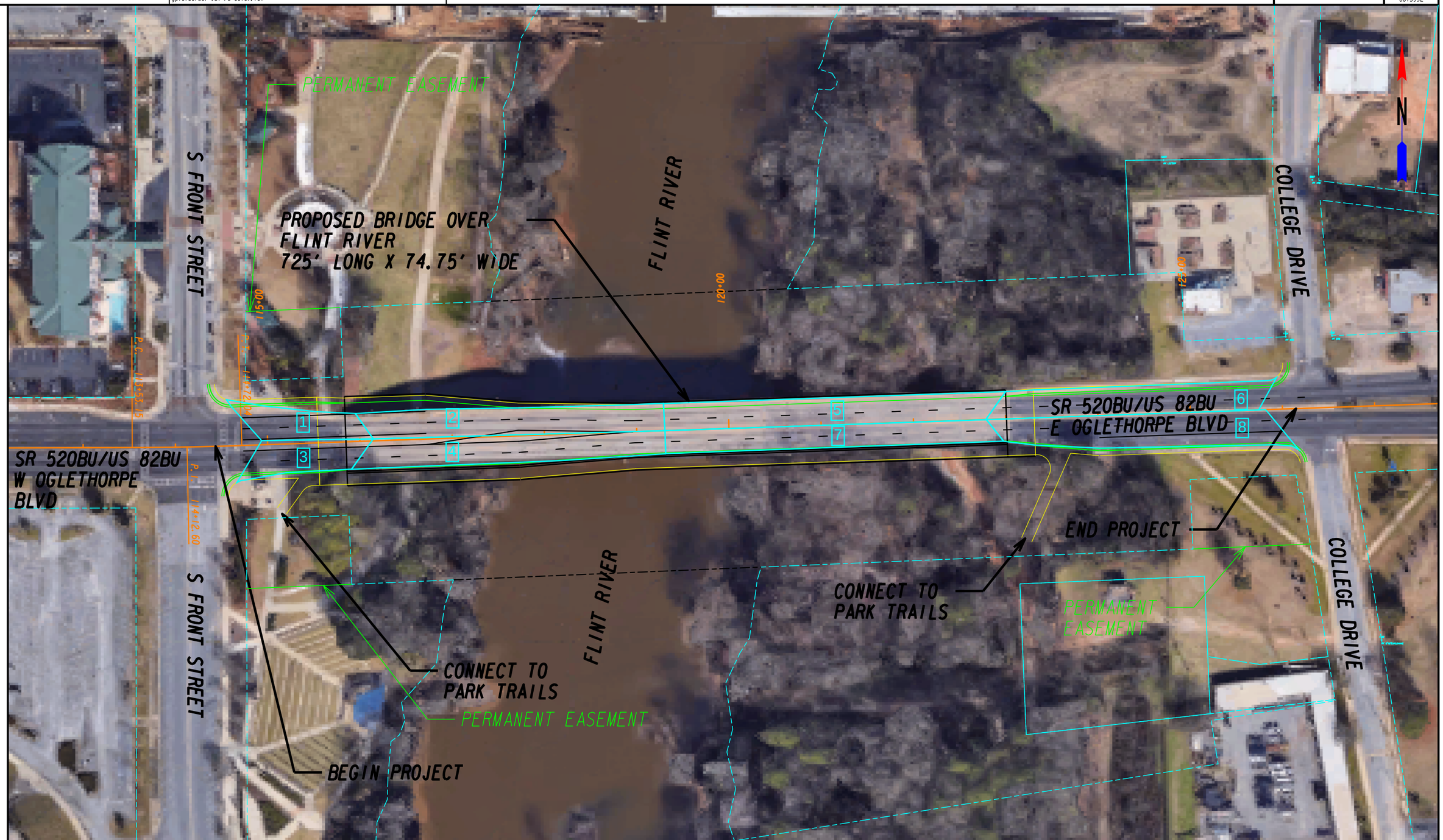
In MS4 designated areas, water quantity requirements may be waived for drainage areas that flow directly into surface waters that have a drainage area greater than 5 square miles.

Drainage Area Summary									
Outfall Area	Pre-Development			Post-Development			Water Quality Volume (Cubic Feet)	Channel Protection Volume (Cubic Feet)	Required Detention Volume (Cubic Feet)
	Tc	Weighted CN	Area (Acres)	Tc	Weighted CN	Area (Acres)			
1	5	98	0.010	5	98	0.13	538	N/A	N/A
2	5	98	0.22	5	98	0.28	1159	N/A	N/A
3	5	98	0.10	5	98	0.11	455	N/A	N/A
4	5	98	0.22	5	98	0.26	1076	N/A	N/A
5	5	98	0.24	5	98	0.24	993	N/A	N/A
6	5	98	0.21	5	98	0.21	869	N/A	N/A
7	5	98	0.20	5	98	0.24	993	N/A	N/A
8	5	98	0.24	5	98	0.28	1159	N/A	N/A

BMP Selection and Feasibility Summary						
	Outfall Level Exclusion?			Is the BMP Feasible?		
Outfall Area	Y/N	Exclusion No.	BMP Selected	Y/N	Infeasibility Criteria No.	[1]Feasibility of an Infiltration BMP
1	N	N/A	infiltration trench	Y	N/A	limited suitability
2	N	N/A	infiltration trench	Y	N/A	limited suitability
3	N	N/A	infiltration trench	Y	N/A	limited suitability
4	N	N/A	infiltration trench	Y	N/A	limited suitability
5	Y	6	N/A	N/A	N/A	N/A
6	N	N/A	infiltration trench	Y	N/A	limited suitability
7	N	N/A	infiltration trench	Y	N/A	limited suitability
8	N	N/A	infiltration trench	Y	N/A	limited suitability

1 - For outfall areas considering an infiltration BMP indicate if an infiltration BMP is well-suited, potentially suitable, has limited suitability, or is unsuitable for the outfall area.

In addition to the above charts, attach the Drainage Area Map, drainage basin summary spreadsheets, and cost estimates (if required) to the Concept Report. For outfall areas considering an infiltration BMP, attach Worksheet J-1. See Appendix J of the GDOT Drainage Design for Highways Manual (Drainage Manual).



EXISTING DRAINAGE AREAS

GDOT

STV 100 Years

3700 CRESTWOOD PARKWAY NW, SUITE 800
DULUTH, GEORGIA 30096
PHONE: (770)452-0797 FAX: (770)936-9171

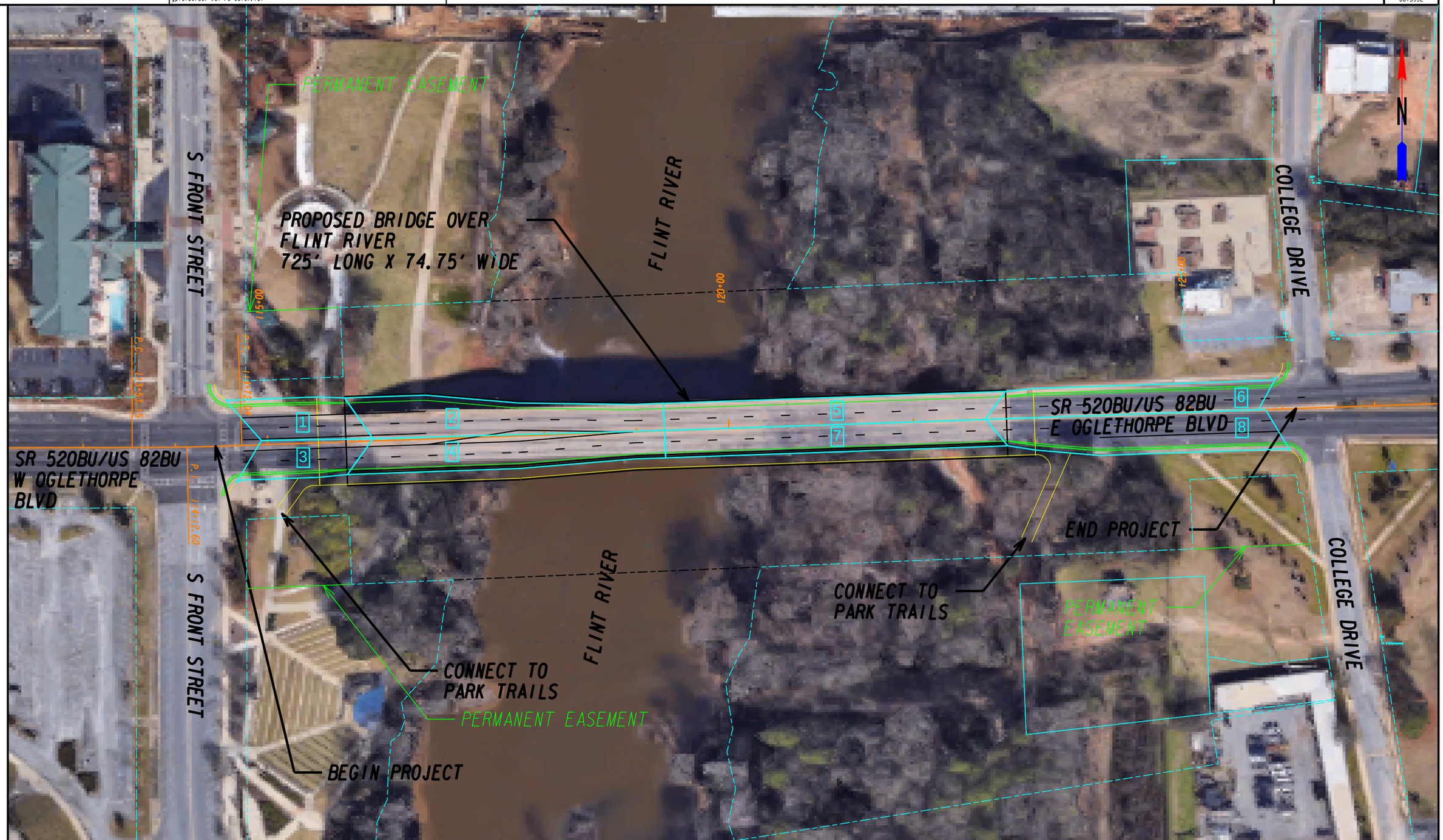
SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
SR 520BU/US 82BU
PREFERRED ALTERNATIVE

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
13-0001



PROPOSED DRAINAGE AREAS

GDOT

STV 100 Years

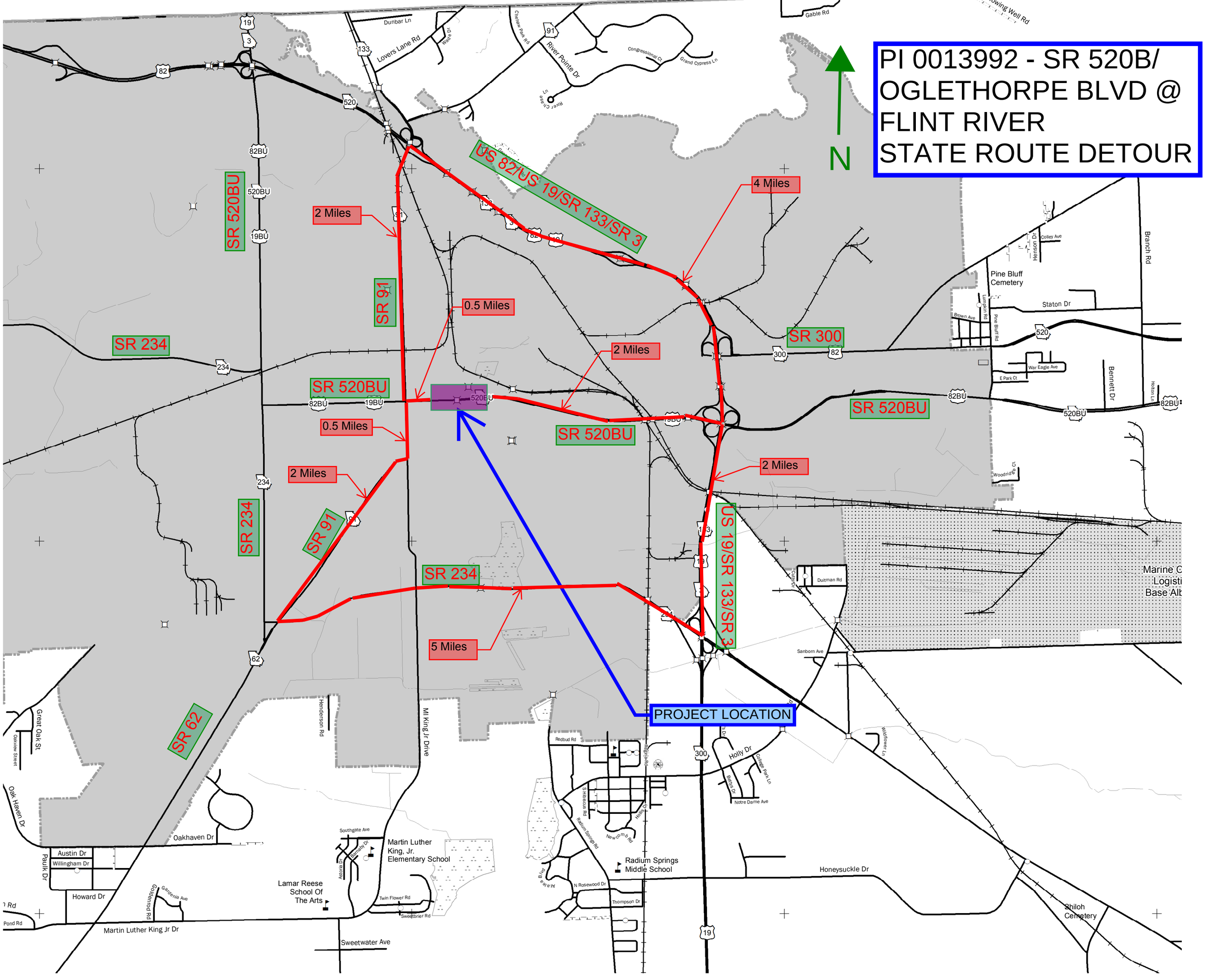
3700 CRESTWOOD PARKWAY NW, SUITE 800
DULUTH, GEORGIA 30096
PHONE: (770)452-0797 FAX: (770)936-9171

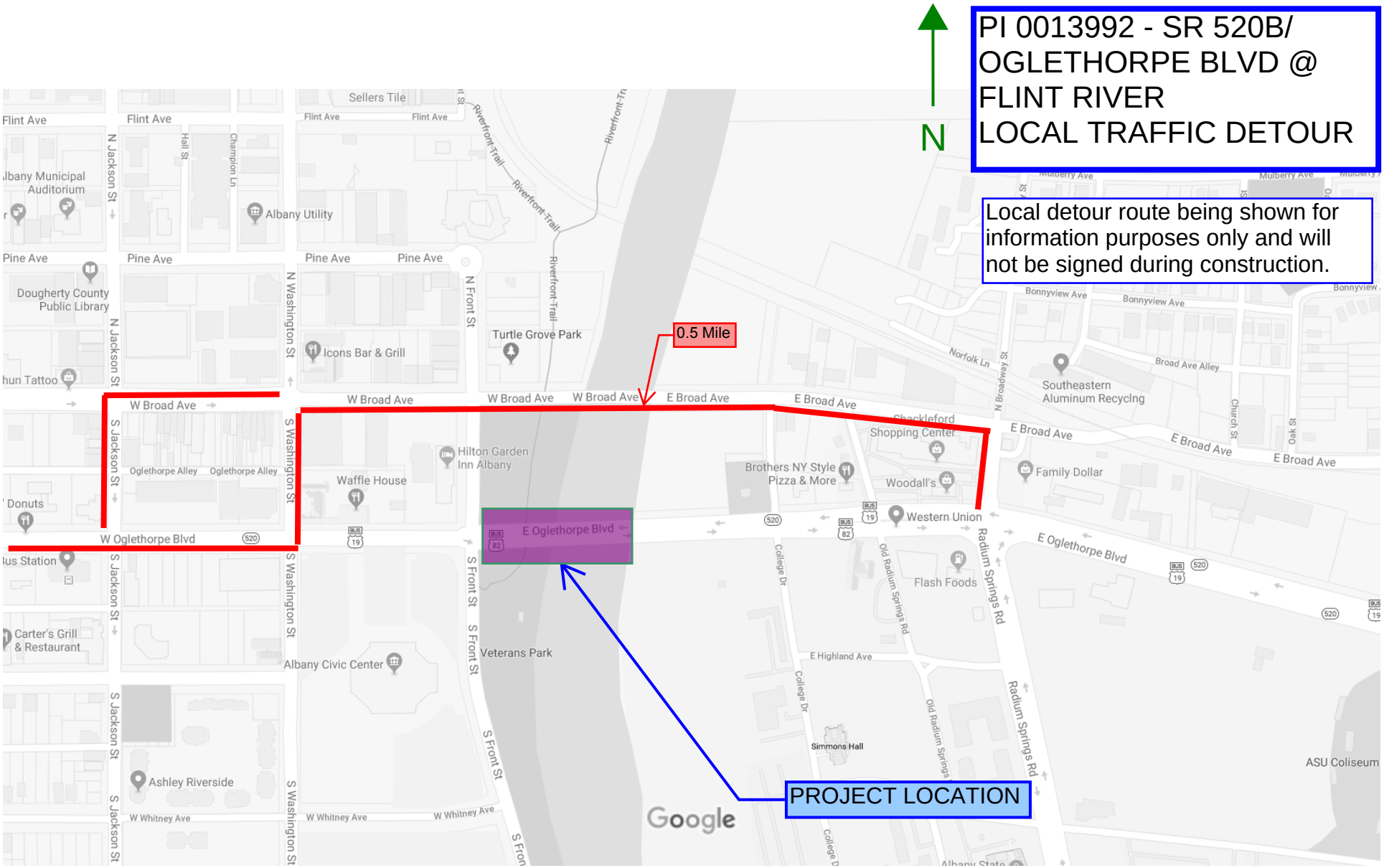
SCALE IN FEET
0 50 100 200

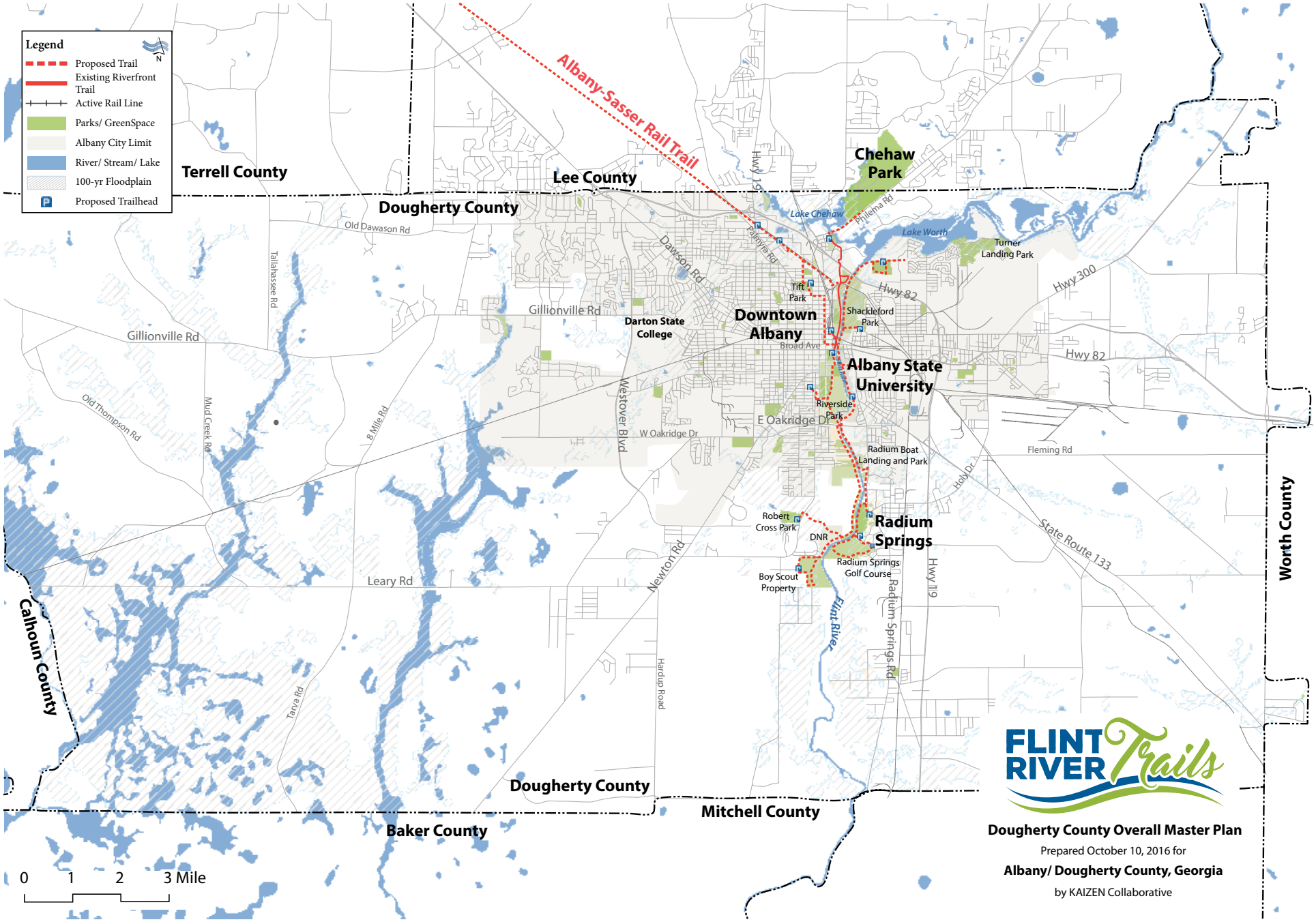
REVISION DATES		

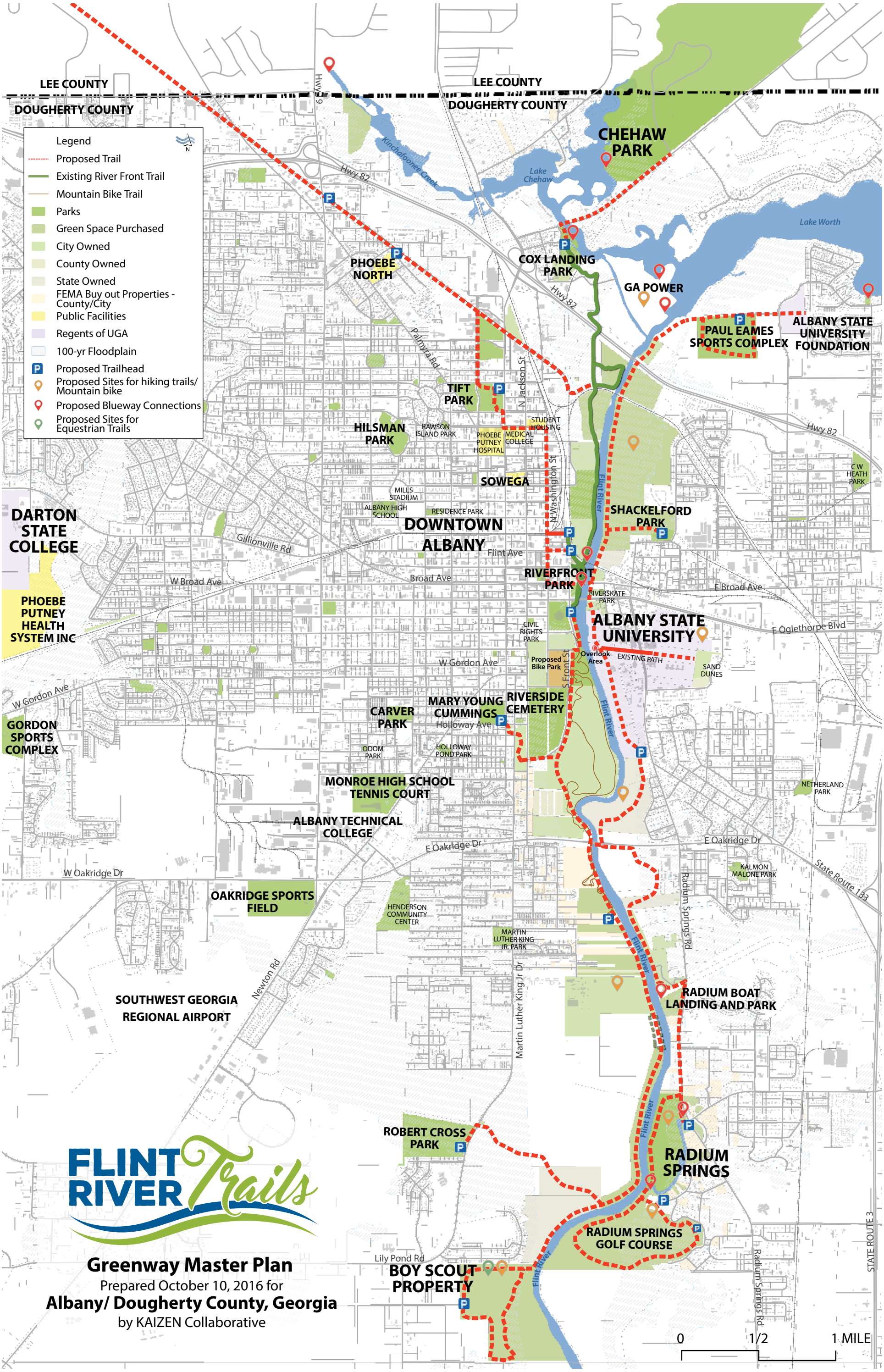
CONSTRUCTION PLAN
SR 520BU/US 82BU
PREFERRED ALTERNATIVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		


PI 0013992 - SR 520B/
OGLETHORPE BLVD @
FLINT RIVER
STATE ROUTE DETOUR
N
US 82/US 19/SR 133/SR 3
SR 520BU
SR 91
SR 234
SR 300
SR 62
2 Miles
4 Miles
0.5 Miles
2 Miles
0.5 Miles
2 Miles
2 Miles
5 Miles
PROJECT LOCATION
Dunbar Ln
Lovers Lane Rd
Ware Dr
Cherokee Park Rd
River Pointe Dr
Congressional Ct
Grand Cypress Ln
River Chase Ln
Gable Rd
Pine Bluff Cemetery
Staton Dr
Brown Ave
Lumpkin Rd
Pine Bluff Rd
Henson Dr
Colley Ave
Branch Rd
War Eagle Ave
E Park Ct
Bennett Dr
Holton Ln
Woodridge Ct
Great Oak St
Oakview Street
Oak Haven Dr
Oakhaven Dr
Austin Dr
Willingham Dr
Paulk Dr
Howard Dr
Goldenrod Rd
Gardenia Ave
Martin Luther King Jr Dr
Lamar Reese
School Of
The Arts
Southgate Ave
Barnsley Dr
Astoria Dr
Martin Luther
King, Jr.
Elementary School
Twin Flower Rd
Sweetbrier Rd
Sweetwater Ave
Henderson Rd
Ml King Jr Drive
Redbud Rd
Radium Springs Rd
S Hibiscus Rd
Newcomb Rd
Holly Dr
Radium Springs
Middle School
N Rosewood Dr
Thompson Dr
Dunson Rd
Duitman Rd
Sanborn Ave
Wildflower Ln
College Park Ln
Bedford Dr
Notre Dame Ave
Honeysuckle Dr
Shiloh
Cemetery
Marine C
Logisti
Base Alb


PI 0013992 - SR 520B/
OGLETHORPE BLVD @
FLINT RIVER
LOCAL TRAFFIC DETOUR
N
Local detour route being shown for information purposes only and will not be signed during construction.
0.5 Mile
PROJECT LOCATION
W Broad Ave
E Broad Ave
W Oglethorpe Blvd
E Oglethorpe Blvd
N Jackson St
S Jackson St
N Washington St
S Washington St
N Front St
S Front St
Flint Ave
Pine Ave
Albany Municipal Auditorium
Albany Utility
Dougherty County Public Library
Icons Bar & Grill
Turtle Grove Park
Hilton Garden Inn Albany
Waffle House
Oglethorpe Alley
Veterans Park
Albany Civic Center
Carter's Grill & Restaurant
Ashley Riverside
W Whitney Ave
Riverfront Trail
Sellers Tile
Southeastern Aluminum Recycling
Shackleford Shopping Center
Brothers NY Style Pizza & More
Woodall's
Family Dollar
Western Union
Flash Foods
Radium Springs Rd
E Highland Ave
Simmons Hall
ASU Coliseum
Bonnyview Ave
Broad Ave Alley
Norfolk Ln
Mulberry Ave
Google


Legend
Proposed Trail
Existing Riverfront Trail
Active Rail Line
Parks/ GreenSpace
Albany City Limit
River/ Stream/ Lake
100-yr Floodplain
Proposed Trailhead
N
Albany-Sasser Rail Trail
Terrell County
Lee County
Dougherty County
Calhoun County
Baker County
Mitchell County
Worth County
Chehaw Park
Lake Chehaw
Lake Worth
Turner Landing Park
Tift Park
Shackleford Park
Downtown Albany
Darton State College
Albany State University
Riverside Park
Radium Boat Landing and Park
Radium Springs
Robert Cross Park
DNR
Radium Springs Golf Course
Boy Scout Property
Flint River
Old Dawason Rd
Gillionville Rd
Old Thompson Rd
Mud Creek Rd
Tallahassee Rd
8 Mile Rd
Leary Rd
Tanya Rd
Dawson Rd
Westover Blvd
W Oakridge Dr
E Oakridge Dr
Broad Ave
Philema Rd
Hwy 19
Hwy 82
Hwy 300
Fleming Rd
Holy Dr
State Route 133
Newton Rd
Hardup Road
Radium Springs Rd
0 1 2 3 Mile
FLINT RIVER Trails
Dougherty County Overall Master Plan
Prepared October 10, 2016 for
Albany/ Dougherty County, Georgia
by KAIZEN Collaborative


Legend
Proposed Trail
Existing River Front Trail
Mountain Bike Trail
Parks
Green Space Purchased
City Owned
County Owned
State Owned
FEMA Buy out Properties - County/City
Public Facilities
Regents of UGA
100-yr Floodplain
Proposed Trailhead
Proposed Sites for hiking trails/ Mountain bike
Proposed Blueway Connections
Proposed Sites for Equestrian Trails
LEE COUNTY
DOUGHERTY COUNTY
LEE COUNTY
DOUGHERTY COUNTY
CHEHAW PARK
Lake Chehaw
Lake Worth
Kinchafoonee Creek
Hwy 9
Hwy 82
PHOEBE NORTH
COX LANDING PARK
GA POWER
PAUL EAMES SPORTS COMPLEX
ALBANY STATE UNIVERSITY FOUNDATION
Palmyra Rd
TIFT PARK
N Jackson St
HILSMAN PARK
RAWSON ISLAND PARK
PHOEBE PUTNEY HOSPITAL
MEDICAL COLLEGE
STUDENT HOUSING
SOWEGA
MILLS STADIUM
ALBANY HIGH SCHOOL
RESIDENCE PARK
DOWNTOWN ALBANY
N Washington St
Flint River
SHACKELFORD PARK
C W HEATH PARK
DARTON STATE COLLEGE
Gillionville Rd
Flint Ave
W Broad Ave
Broad Ave
RIVERFRONT PARK
RIVERSKATE PARK
E Broad Ave
PHOEBE PUTNEY HEALTH SYSTEM INC
CIVIL RIGHTS PARK
ALBANY STATE UNIVERSITY
E Oglethorpe Blvd
Proposed Bike Park
Overlook Area
EXISTING PATH
SAND DUNES
S Front St
W Gordon Ave
MARY YOUNG CUMMINGS
RIVERSIDE CEMETERY
CARVER PARK
Holloway Ave
GORDON SPORTS COMPLEX
ODOM PARK
HOLLOWAY POND PARK
MONROE HIGH SCHOOL TENNIS COURT
NETHERLAND PARK
ALBANY TECHNICAL COLLEGE
E Oakridge Dr
W Oakridge Dr
KALMON MALONE PARK
State Route 133
OAKRIDGE SPORTS FIELD
HENDERSON COMMUNITY CENTER
MARTIN LUTHER KING JR. PARK
Radium Springs Rd
Newton Rd
Martin Luther King Jr Dr
SOUTHWEST GEORGIA REGIONAL AIRPORT
RADIUM BOAT LANDING AND PARK
ROBERT CROSS PARK
RADIUM SPRINGS
RADIUM SPRINGS GOLF COURSE
Lily Pond Rd
BOY SCOUT PROPERTY
STATE ROUTE 3
FLINT RIVER Trails
Greenway Master Plan
Prepared October 10, 2016 for
Albany/ Dougherty County, Georgia
by KAIZEN Collaborative
0
1/2
1 MILE

PI 0014901 – SR 37 @ Ochlockonee River (Moultrie - Colquitt County)
PI 0013992 – SR 520BU @ Flint River (Albany - Dougherty County)
PI 0014073 – SR 376 @ Alapohoochee River (Statenville - Echols County)
PI 0014902 – SR 62 @ Breastworks Branch, Dry Creek, and Dry Creek Overflow (Blakely - Early County)

Minutes for Coordination Meeting

January 25, 2018
1:30 pm GDOT Conference Room

Attendees: Jeff Church (STV), Josh Stamm (STV), David Syen (STV), Scott Mann (GDOT), Bill DuVall (GDOT)

A. PI 0014073 – Who is the internal bridge office point of contact?
    a. Lyn Clements during concept
    b. Will go to Susan Beck's group during preliminary design for hydraulic analysis
B. PI 0013992
    a. Bill did not know of a bridge type study that exists for this project
    b. Multiple lessons learned from Broad Avenue project
        i. Public involvement led the decision to propose an unconventional bridge design
        ii. Environmental expectations were to span the river at a significant cost premium
        iii. Involved a complicated demo process regardless of whether the proposed bridge spanned the river or not
        iv. Broad Avenue is a much different project than SR 520BU is/will be
    c. Exist SR 520BU bridge is 10 spans (max. of 100'), with 3 bents in the river during normal flow.
    d. STV believes that conventional design could accommodate 2 bents in the river with 150' prestressed concrete girder spans
        i. STV will not anticipate spanning the river at this stage of design based on the GDOT Bridge Office's preference
        ii. Environmental leads may push to clear span the river, but any long-span solution would come at a significant cost premium
        iii. In the event that the project evolves to a long-span solution, the preferred bridge type at this location would be a continuous steel girder bridge. A balanced cantilever box girder bridge similar to Broad Avenue is not desirable by the Bridge Office and is not considered to be cost effective.
    e. The design team is not required to give bridge type options at the public meetings
    f. Design group should engage environmental sub and OES early as regardless of whether we span the river or not, the contractor will need to access the river for demo of existing structure
    g. Current ADT on bridge is ~30,000
        i. Detour routes, both state and local, are not very long so detouring is a viable alternative
    h. Would need to discuss with district 4 traffic engineer if they favor a one-way pair solution utilizing the Broad Avenue bridge if a detour is not utilized
    i. There is an approved/revised concept report for widening of SR 520BU

i. This project is a bridge replacement project so the design team will not incorporate the widening of SR 520BU
ii. The design team can investigate widening the end of the bridge to provide an adequate turn lane length/taper
    1. Would not widening the bridge for the entire length
    2. Could utilize trapezoidal span to accommodate

C. General Discussion for all four projects
    a. The design team will not know if detours are approved until much later in concept or preliminary
    b. Should proceed with concept reports with 3 alternatives
        i. Detour
        ii. Horizontal Offset
            1. Specifically in existing roadway horizontal curves
        iii. Stage Construct
            1. Certain projects will not lend themselves to stage construction and therefore might only have 2 alternatives

ACTION ITEMS

GDOT:

STV:
1. Continue with concept reports utilizing 3 alternatives
2. Engage environmental leads to determine the need to span the Flint River

PI 0013992 – SR 520BU @ Flint River (Albany - Dougherty County)

Concept Team Meeting Minutes

GDOT District 4, Area 5 Office – April 24, 2018 @ 10:30 AM

Attendees: See attached sign in sheet

A. Introductions

B. Project Description
   a. Bridge replacement project
   b. SR 520 BU over Flint River in Albany

C. Justification Statement
   a. Run through of project justification statement provided by GDOT-Planning and included in concept report

D. Existing Conditions
   a. Review of the existing conditions (4 lane 10 span bridge with steel beams)

E. Traffic
   a. Traffic report approved on 4/10/18

F. Typical Sections
   a. Run through of typical sections and alternatives discussion
   b. Urban typical section with 5' sidewalks
   c. The City of Albany stated that they would like to explore any opportunity to add bike lanes to the bridge
   d. The City already has a trail planned and bike lanes across the proposed bridge would connect ASU to downtown and the trail system
   e. As a bridge replacement project, the directive that the design team has received has been not to increase the scope of the project over what is existing condition
      i. The decision whether to add bike lanes to the bridge would be dependent on the associated costs due to the additional bridge width
   f. The City requested that a 12' multi-use trail (preferably on both sides of the bridge but definitely on one side of the bridge) be separated from vehicles with a barrier
      i. If only one side of the bridge incorporated a bike lane, the City would prefer it on the south side of the bridge

g. Bridge office representative stated that they would look into the request of adding width for trail but that they would probably only approve the addition on one side of the bridge

G. Conceptual Layout
   a. Preferred alternative is to detour the proposed roadway to allow for quicker construction time.
      i. Multiple detour routes (both state route and local) around the project area
   b. Horizontal offset to the south would result in major R/W and construction impacts to surrounding businesses and a reverse curve alignment in an otherwise tangent section of roadway
   c. Staged construction would only be possible if the bridge was reduced to 1 lane total during the first stage of construction
   d. The proposed bridge would consist of 6 spans with prestressed concrete girders
   e. Turn lanes will be coordinated with the bent locations for maximum taper and storage possible given the bridge layout

H. Lighting
   a. Lighting is not included in the scope nor was it included in the RFQ for this contract
   b. Design team and GDOT need to discuss how it will be included in the construction documents (if at all)
   c. The City of Albany requests the use of LED lights on the bridge

I. Detour
   a. Discussed above.
   b. Detour route probable to limit construction time and avoid undue impacts to surrounding properties and environment.
   c. The City has already begun quietly informing citizens there may be a bridge closure in the future

J. Utilities
   a. There are several utilities attached to the bridge
   b. GDOT prefers that the utilities not attach to the proposed bridge but recognize that sometimes there are no other options
   c. If utilities are to be attached to the bridge, utility companies and the City of Albany need to coordinate with bridge design group to ensure that the proposed structure can accommodate the utilities
   d. AT&T has a number of fibers running across the existing bridge

i. AT&T requested a duct bank with ten 4” ducts be added to the proposed bridge for future use.

e. Some utilities were bored across the river for the Broad Avenue bridge project
   i. May need to look into doing that on this project as well since the first stage of the preferred alternate involves removing the existing bridge.

f. The City does not have enough capacity in utilities running near Broad Avenue to cut off the utilities running across Oglethorpe during construction
   i. Currently, the City has an 8” natural gas line and a 12” water line running across the existing bridge

g. R/W negotiations should include utilities in permanent easements

h. GDOT R/W prefers hard R/W over easement if possible
   i. Environmental stated that taking hard R/W from the park may be more difficult than easement if it comes to that
   ii. GDOT R/W cannot condemn on temporary easements

K. Environmental
   a. Run through of environmental section of concept report
   b. Federal funds means anticipated NEPA document with a CE
   c. Ecology field work has been completed
   d. Will survey for mussels and other aquatic species – scheduled for June or July

L. Public Involvement
   a. A PIOH will be held for this project

M. Schedule
   a. Concept Report approval – 8/2/18
   b. PIOH – 1/11/19
   c. PFPR – 6/12/19
   d. CE approval –11/19/19

N. Other Discussion
   a. The City of Albany requested that the design team look into signal connectivity across the bridge as the design moves forward
   b. The City of Albany stated that if the archway on the west side of the bridge needs to be removed for construction of the proposed bridge, that would be OK.

Georgia Department of Transportation

STV 100 Years

CONCEPT TEAM MEETING SIGN IN SHEET

PI 0013992 – SR 520BU @ Flint River (Albany - Dougherty County)

Date: April 24, 2018 – 10:30 A.M.

Location: GDOT District 4, Area 5 Office, 2060 Newton Road, Albany, GA 31701

Name	Firm	Phone	Email
Jeff Church	STV Incorporated	678-892-4958	jeff.church@stvinc.com
David Syen	STV Incorporated	678-892-4957	david.syen@stvinc.com
Josh Stamm	STV Incorporated	678-892-4955	josh.stamm@stvinc.com
Scott Mann	GDOT Program Delivery	770-702-7033	smann@dot.ga.gov
Russ Danner	Edwards-Pitman	770-332-9481	rdanner@edwards-pitman.com
Katie West	Edwards-Pitman	678-996-4842	kwest@edwards.pitman.com
Tim WARREN	GDOT - PRECONSTRUCTION	229-386-3300	twarren@dot.ga.gov
Mande Bishop	GDOT- ROW	2293915486	cbishop@dot.ga.gov
Brian Donley	GDOT-A-5 Construction	229-304-9945	bdonley@dot.ga.gov
Ken Breedlove	City of Albany	229-883-6955	Kbreedlove@albanyga.gov
Dennis Carter	GDOT-Planning/Prog.	229-391-5504	decarter@dot.ga.gov
Theo Parker	GDOT Utilities	229-391-5514	thparker@dot.ga.gov
Derrick Willerson	GDOT-A5 Construction	229-430-4198	dwillerson@dot.ga.gov
Randy Rathburn	GDOT - Traffic Ops	229-386-3435	rrathburn@dot.ga.gov
SHARON SUBADON	CITY OF ALBANY	229 878-3390	SASUBADON@ALBANYGA.GOV
Jimmy Norman	City of Albany	229-809-0846	jnorman@albanyga.gov
Bruce Maples	City of Albany	229-883-6955	kmaples@albanyga.gov
Phil Roberson	City of Albany	229-431-2842	proberson@albany.ga.gov
Shane Pridgen	GDOT Utilities	229-391-5471	spridgen@dot.ga.gov
Don Berry	AT&T	229-432-2800	db5553@att.com
Bobby Dollar (via phone)	GDOT NEPA	404-631-1920	rdollar@dot.ga.gov
Carol Kalafut (via phone)	GDOT bridge	404-631-1882	ckalafut@dot.ga.gov