

South Lumpkin Rd Streetscape

Project No. 0019528

Muscogee County

Columbus Consolidated Government



We do amazing.

Agenda

- Introduction
- Project Description
- Preferred Alternative (3-Lane)
- Alternative 1 (5-Lane)
- Cost Analysis/Comparison
- PIOH Comments
- Conclusion

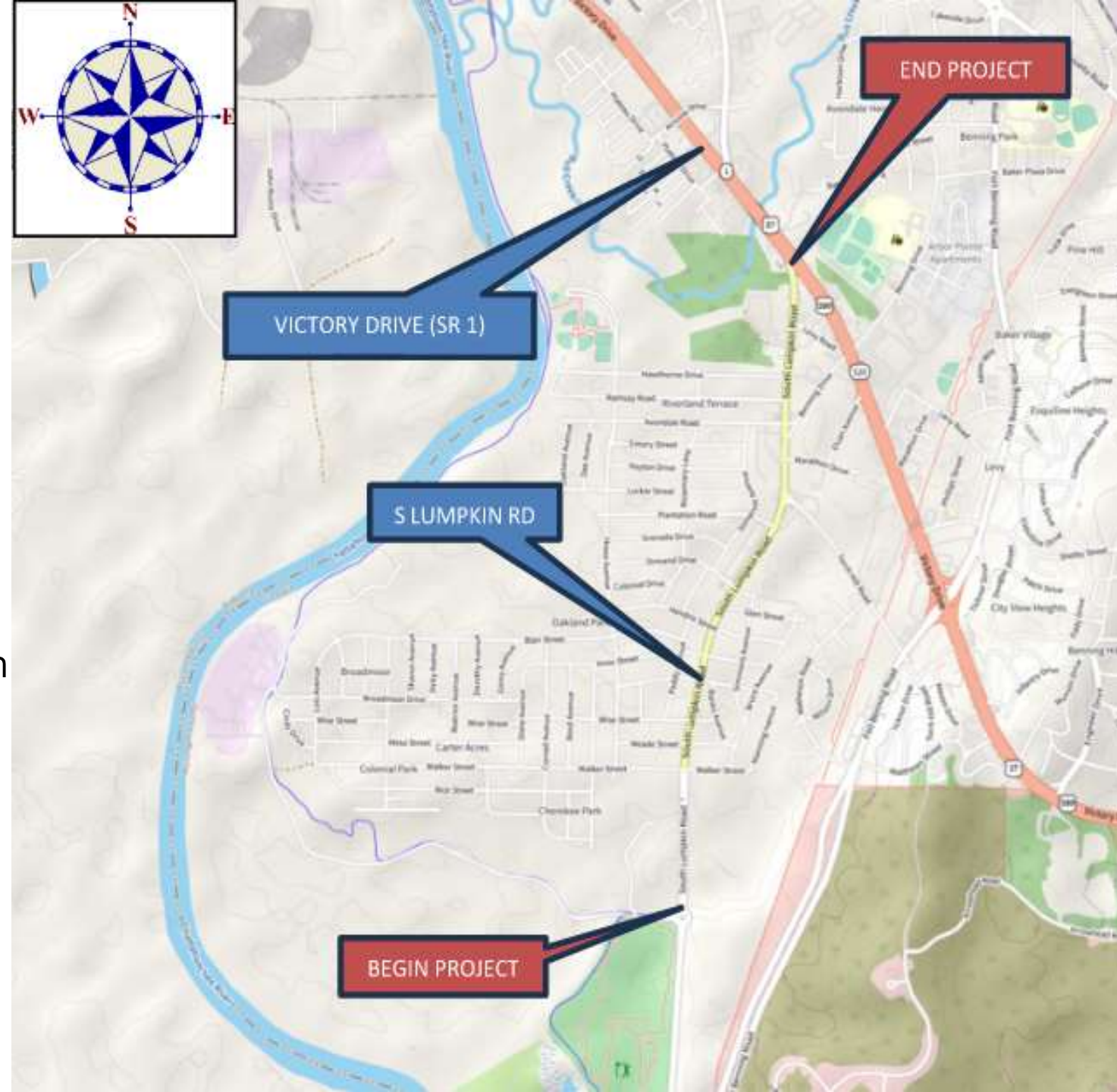


Introduction

This project will begin North of the roundabout along S Lumpkin Rd/ Infantry Rd and ends at the intersection with Victory Dr (SR 1).

Key Goals

Calming traffic while improving pedestrian and bicycle accessibility with increased safety.



Project Description

- The project will reconstruct S Lumpkin Road from the roundabout at South Columbus Water Resource Facility / Infantry Road. The roadway will be 1.82 miles long and the design speed will match existing (35MPH).
- This project is funded by TIA and has a budget of \$10,100,000 For PE, Utility, R/W, & Construction.
- NTP issued Heath & Lineback 6/14/24
- Construction Slated For 2027.
- There will be a 5' sidewalk installed on the right side along with a 10' shared use path on the left side. There are 3 rapid flashing beacons proposed along the project limits.
- A portion of the roadway will have a raised 12' median to help with traffic calming and pedestrian accessibility. The raised median is in the area adjacent to the existing schools.

Traffic Volumes

S Lumpkin Road

- 24-Hr Truck – 2.21%
- Current Year AADT (2024) – 11,450
- Base Year AADT (2028) – 11,550
- Design Year AADT (2048)-12,050
- Traffic projections by BCC Engineering

Utility Involvement



AT&T	Telecommunications
Charter Communications	Telecommunications
Liberty Utilities of Georgia	Gas
Columbus Water Works	Water
Columbus Water Works	Sewer
Georgia Power	Electric
Wide Open West Columbus	Telecommunications
Unti Fiber LLC	Telecommunications
Mediacom	Telecommunications

Preferred Alternative (3-Lane Approach)

Proposes a lane diet with a 12' flush median and raised median

10' shared use path on left (west side)

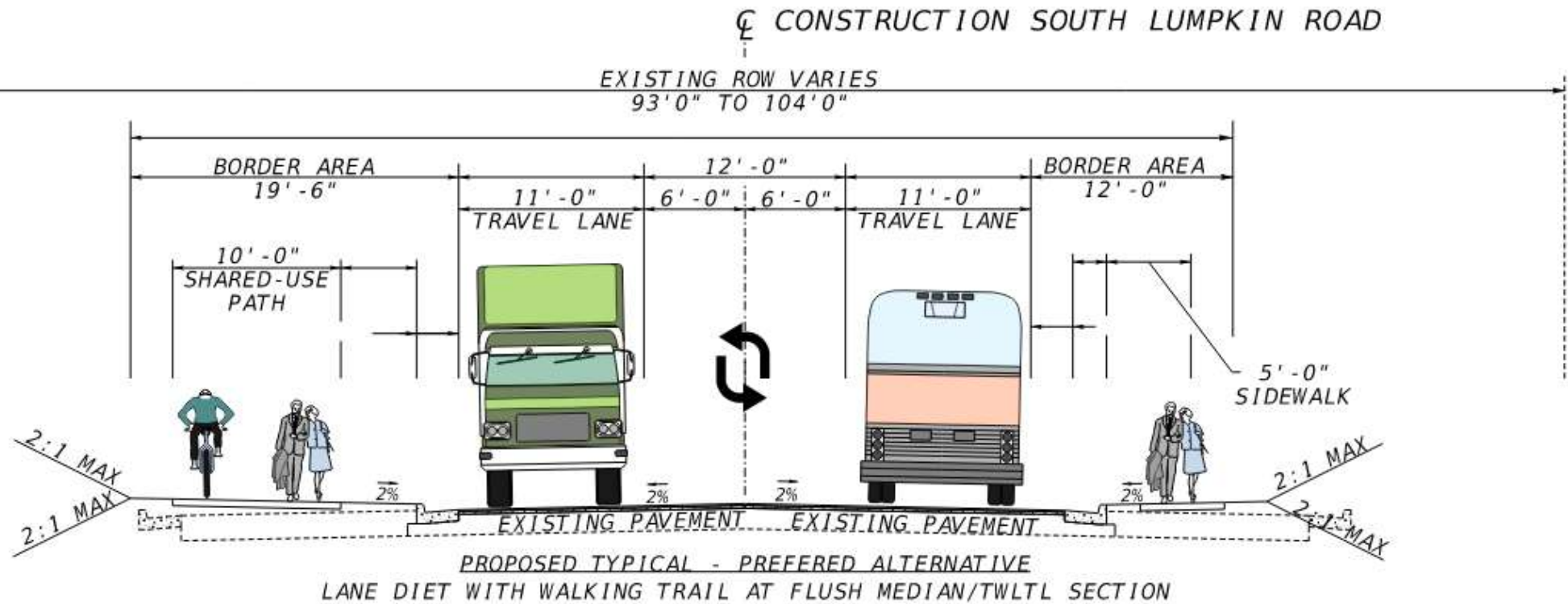
Minimal utility impacts

Addition of bus pullouts

Existing drainage will need to be rebuilt to new curb line

There are 14 parcels impacted for ROW acquisition
(4 Driveway Easement)

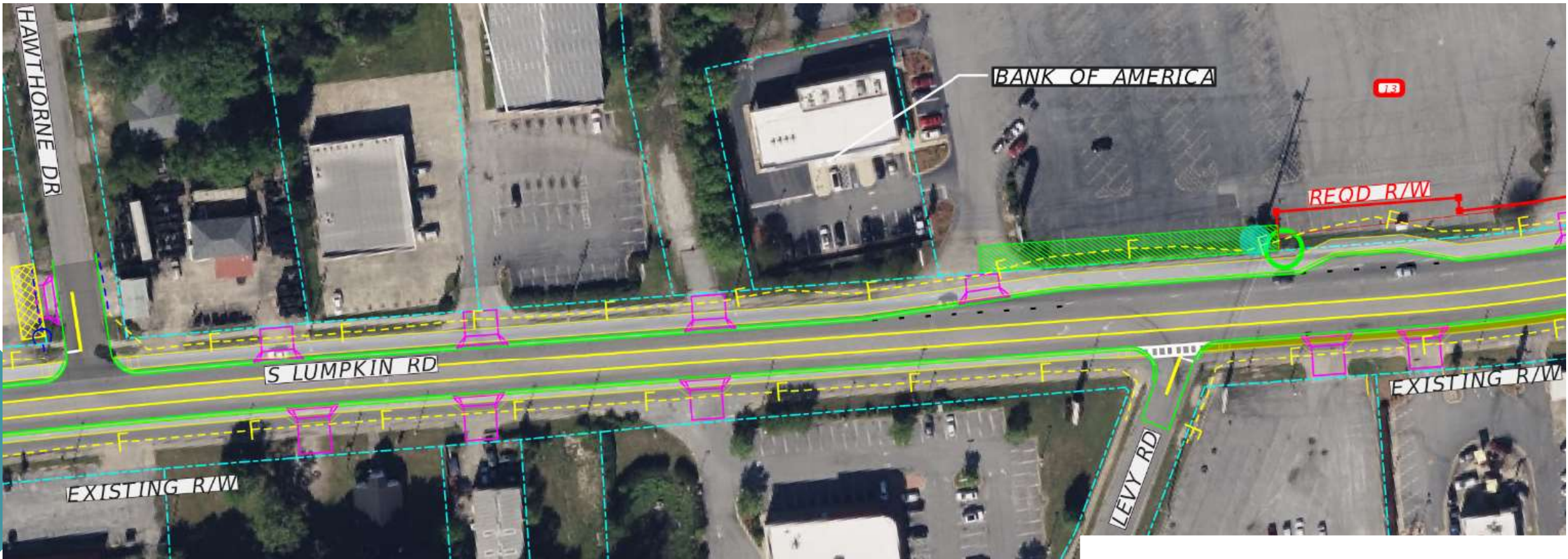
Traffic LOS A for both existing and proposed conditions



- One 11-ft lane each direction with a flush median in the middle and curb & gutter on both sides
- 10' Shared-Use Path on the left and 5' sidewalk on the right
- *All existing pavement will include 12.5 mm mill & inlay

3- Lane Approach

3- Lane Right of Way Impacts (Typical)



Driveway Easement



Permanent Easement



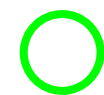
Required Right of Way



Curb Line



Bus Stop





3- Lane Utility Impacts (Typical)

3-Lane Cost Estimate

Preliminary Engineering	\$941,800
Roadway	\$3,808,600
Pavement	\$2,140,900
Drainage	\$265,072
Erosion Control	\$460,000
Signing & Marking	\$180,000
Signal	\$90,000
Landscaping	\$490,000
Utilities	\$176,000
Right of Way	\$427,000
Environmental Mitigation	\$49,635
Total	*\$11,000,000

*20% Contingency for concept level design

Alternative 1 (5-Lane Approach)

Proposes two lanes each way with 16' flush median and raised median

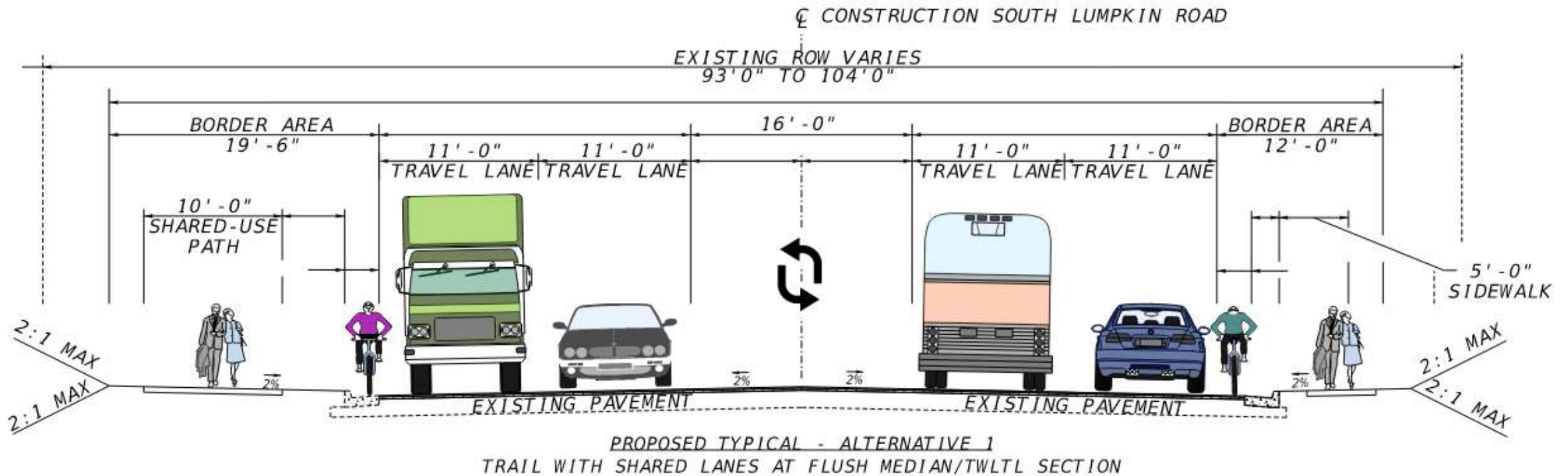
10' shared-use path on left

There are 90 parcels impacted for ROW Acquisition

Utility impacts are exponential

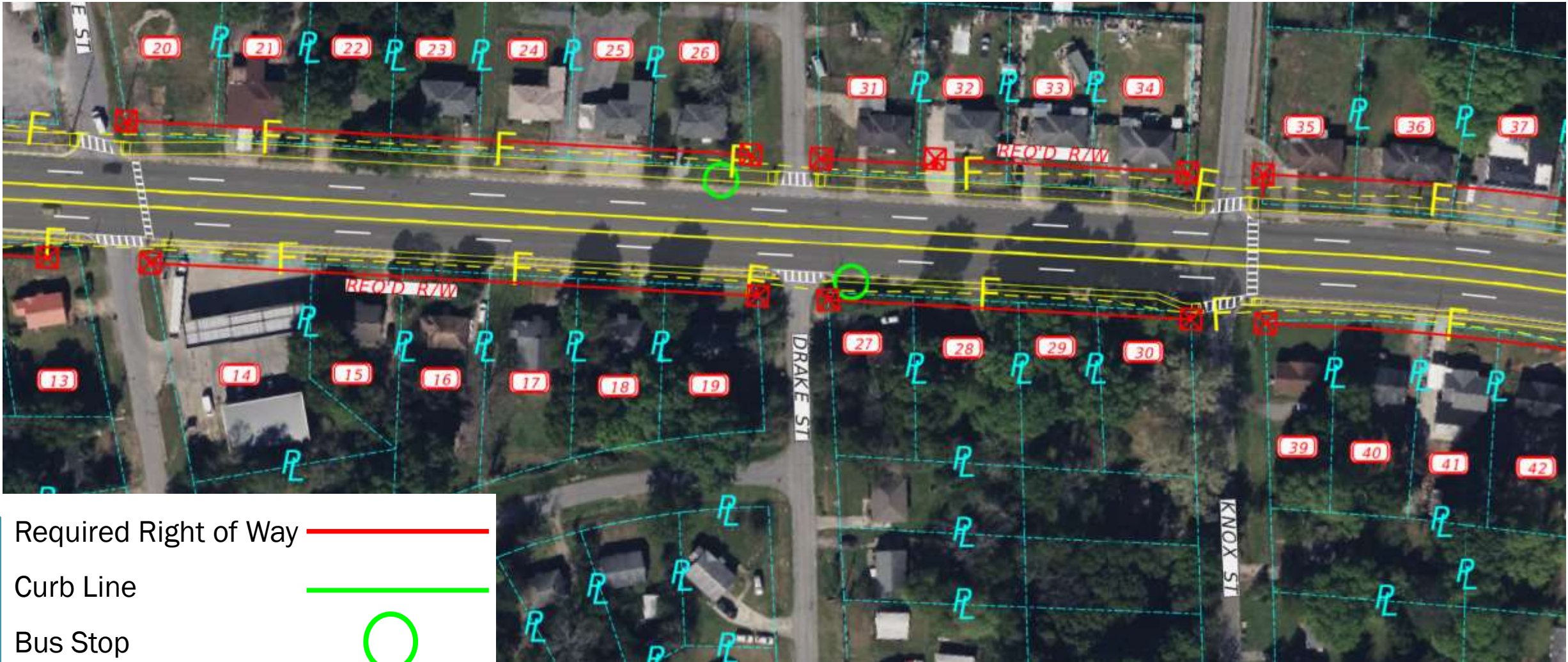
Existing drainage will not be impacted

Traffic LOS A for both existing and proposed conditions



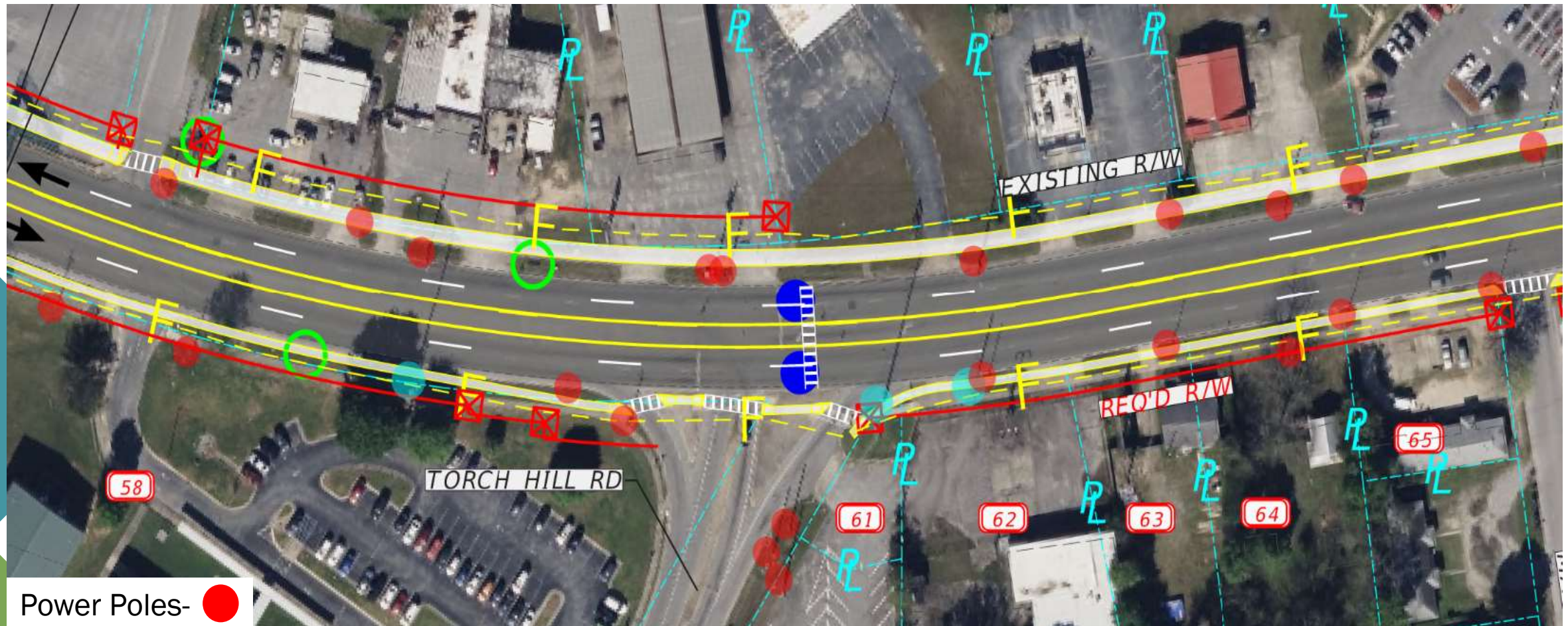
- Two 11-ft lane each direction with a 16' flush median in the middle and curb & gutter on both sides
- 10' Shared-Use Path on the left and 5' sidewalk on the right
- *All existing pavement will include 12.5 mm mill & inlay

5- Lane Approach



5-Lane Right of Way Impacts (Typical)

5-Lane Utility Impacts (Typical)

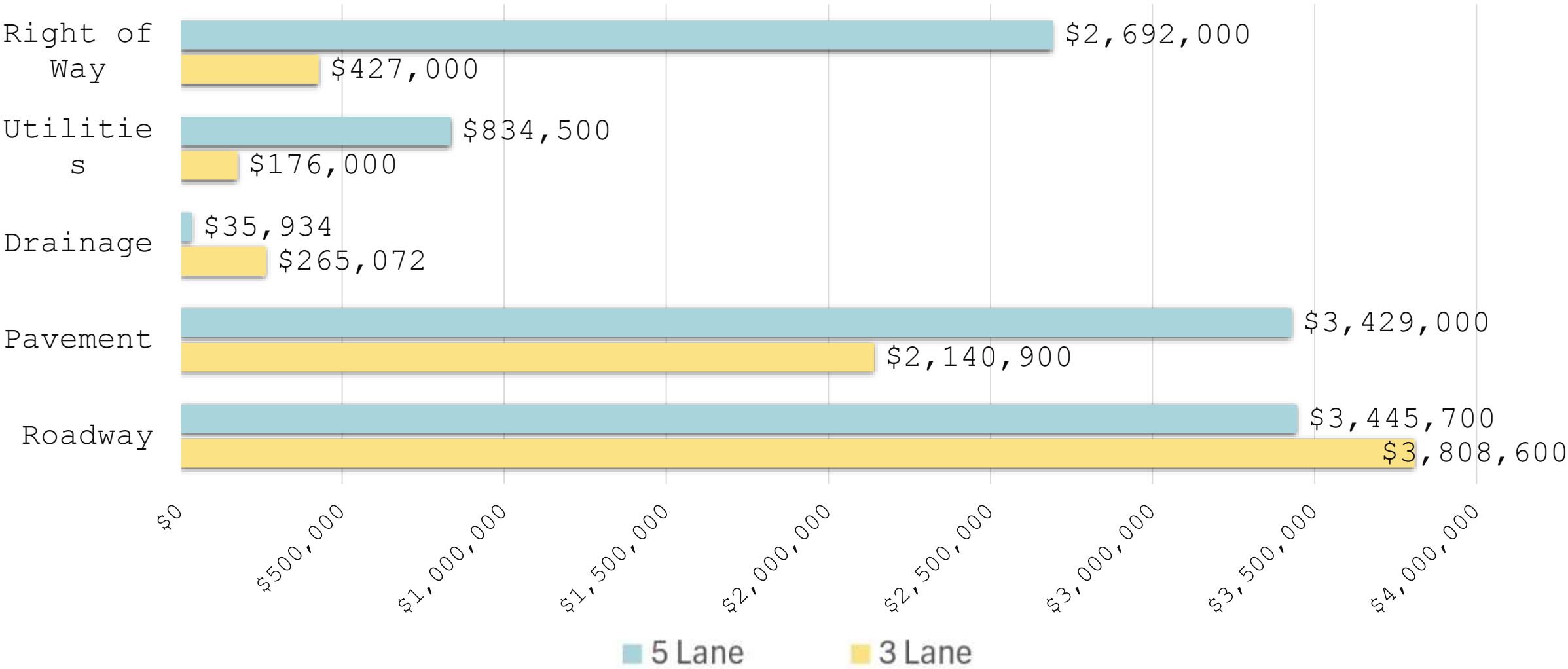


5-Lane Cost Estimate

Preliminary Engineering	\$941,800
Roadway	\$3,445,700
Pavement	\$3,429,000
Drainage	\$35,934
Erosion Control	\$515,000
Signing & Marking	\$260,000
Signal	\$690,000
Landscaping	\$350,000
Utilities	\$834,500
Right of Way	\$2,692,000
Environmental Mitigation	\$49,635
Total	*\$15,892,283

*20% Contingency for concept level design

Cost Analysis



*Preliminary Engineering, Environmental Mitigation & Signal upgrades costs will be the same for both alternatives

*Erosion Control, Signing & Marking, & Landscaping will be comparable with both alternatives

Cost Comparison

Roadway	\$3,445,700.00	\$3,808,600.00	-\$362,900.00
Pavement	\$3,429,000.00	\$2,140,900.00	\$1,288,100.00
Drainage	\$35,934.00	\$265,072.00	-\$229,138.00
Utilities	\$834,500.00	\$176,000.00	\$658,500.00
Right of Way	\$2,692,000.00	\$534,000.00	\$2,158,000.00
Total:	* \$15,892,283	* \$11,000,000	\$4,892,283.00

*20% Contingency for concept level design

PIOH Comments Received

PIOH held on March 27, 2025

19 attendees

8 comment cards collected

3-lane alternative was preferred by the majority
5 out of 8 respondents

Upset about potential business impacts and revenue

Frequently Asked Questions



Will my business be affected?

- The project aims to minimize impacts on businesses during construction and once the project is complete.

How will traffic not back up with only 3 lanes?

- The current and projected future traffic volumes maintain a high level of service, and the center left turn lane helps keep traffic moving smoothly.

Will buses block the flow of traffic?

- Bus pull-overs are proposed as part of the preferred alternative to help buses safely drop off and pick up passengers.

Will the school traffic for South Columbus Elementary School back into the road?

- An additional lane for school pickup will be considered in the design in coordination with City officials and the School Board.

Conclusion



Thank you!

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