

# **South Lumpkin Rd Streetscape**

**PI No. 0019528**

**Muscogee County**

**Columbus Consolidated Government**



**We do amazing.**

# Agenda

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- Introduction
- Project Description
- 3- Lane Approach
- 5- Lane Approach
- Cost Analysis
- Summary



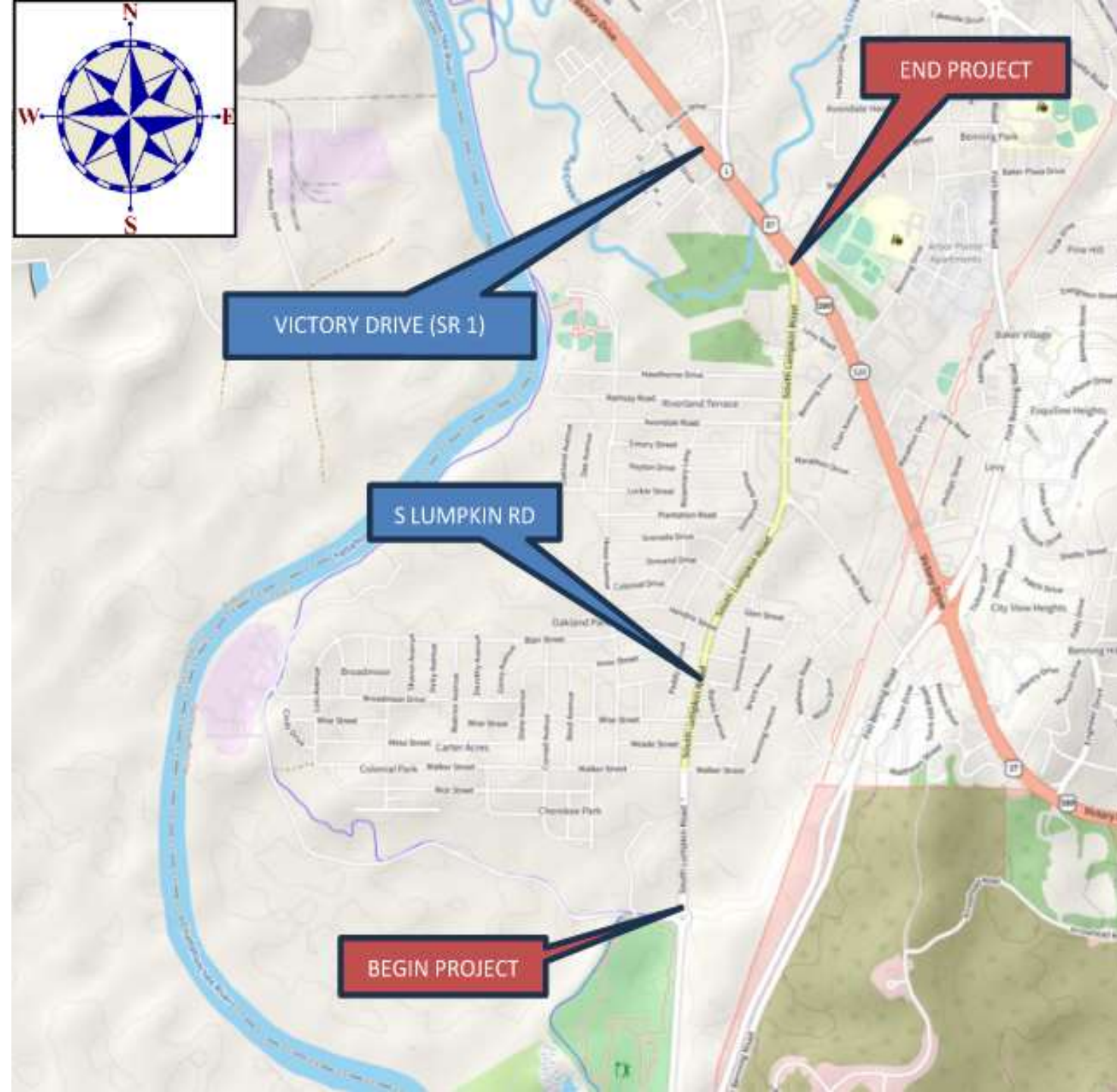
# Introduction

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

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## Key Goals

Beautify the Corridor, improve pedestrian and bicycle accessibility, and calm traffic.



# Project Description

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- The project will reconstruct S Lumpkin Road from the roundabout at South Columbus Water Resource Facility / Infantry Road. The roadway is 1.82 miles long and The design speed will match existing (35MPH).
- This project is funded by TIA/using TSPLOST funds and has a budget of \$10,100,000 For PE, Utility, R/W, & Construction.
- NTP issued Heath & Lineback 6/14/24.
- Construction Scheduled 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 16' median to help with traffic calming and pedestrian accessibility. The raised median is located in the area of the existing schools.

# Traffic Volumes

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## South 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

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



# 3- Lane Approach

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Proposes a lane diet with a 16' Flush Median and Raised Median

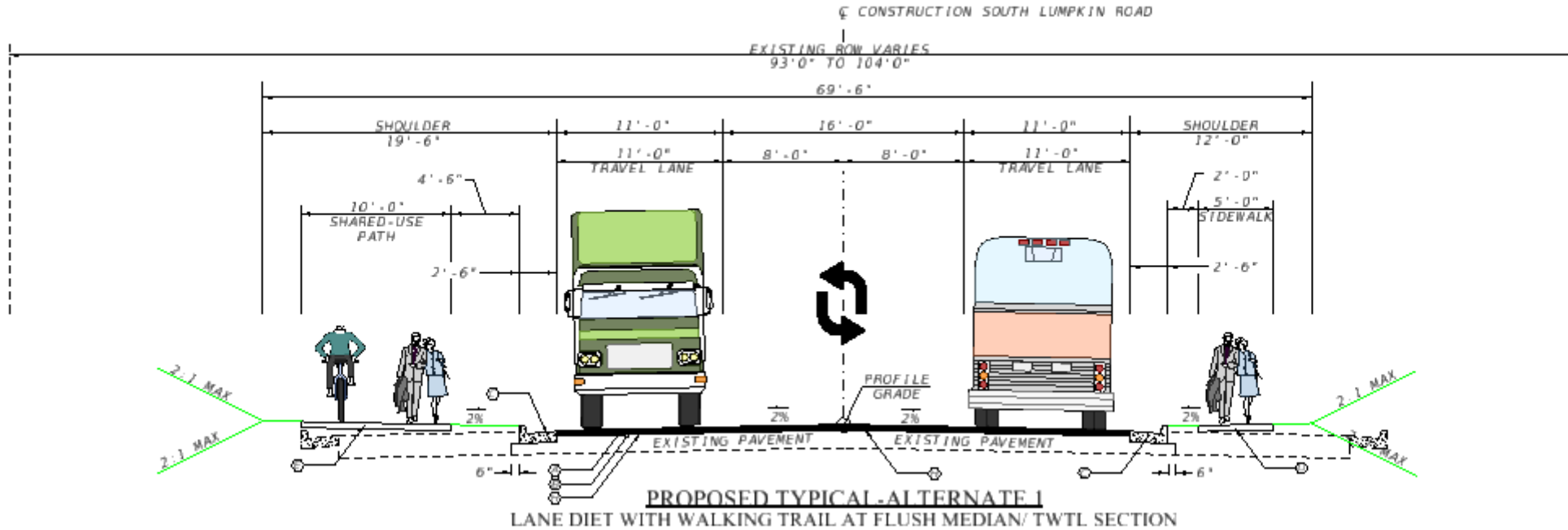
10' Shared use path on left

Minimal Utility Impacts

Existing drainage will need to be rebuilt to new curb line

There will be 7 parcels impacted for ROW acquisition

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**



|                          |                     |
|--------------------------|---------------------|
| Preliminary Engineering  | \$941,800           |
| Roadway                  | \$3,833,630         |
| Pavement                 | \$2,292,607         |
| Drainage                 | \$265,071           |
| Erosion Control          | \$460,000           |
| Signing & Marking        | \$330,000           |
| Signal                   | \$690,000           |
| Landscaping              | \$250,000           |
| Utilities                | \$176,470           |
| ROW                      | \$272,000           |
| Environmental Mitigation | \$49,635            |
| <b>Total**</b>           | <b>\$11,285,097</b> |

\*\*20% Contingency for concept level design

## **3- Lane Cost Estimate**

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# 5- Lane Approach

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Maintain existing curb lines

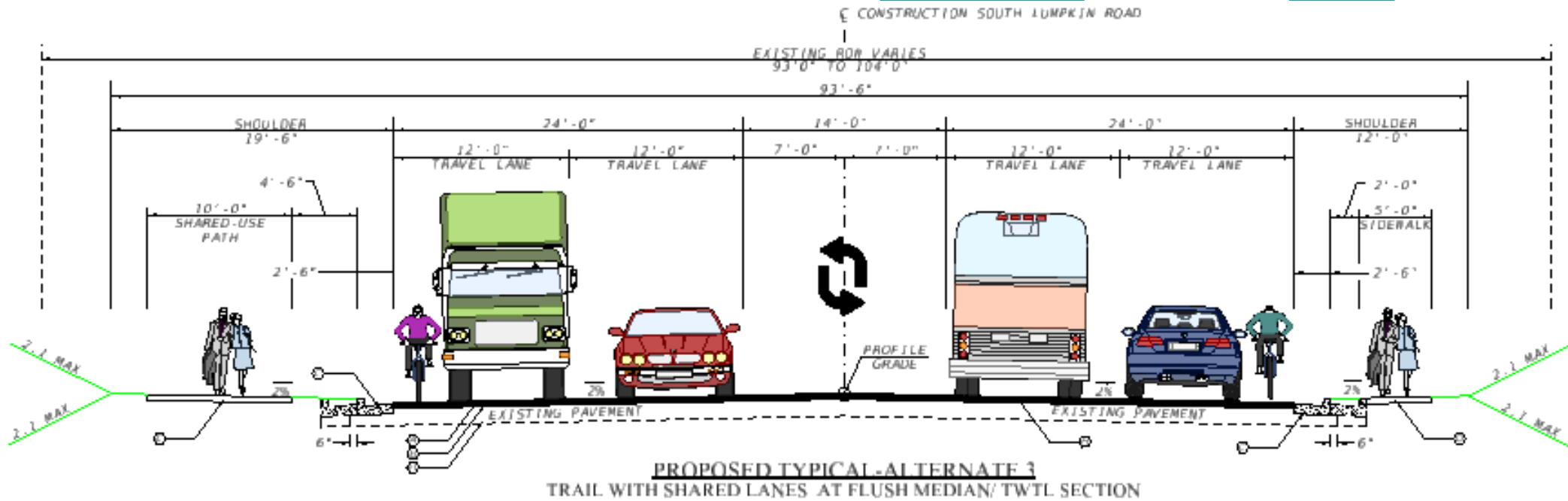
10' Shared-Use path on left

There will be 90 parcels impacted for ROW Acquisition

The Utility impacts are exponential

Existing drainage won't be impacted

Traffic LOS A existing and proposed



- Two 12-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.

## 5- Lane Approach

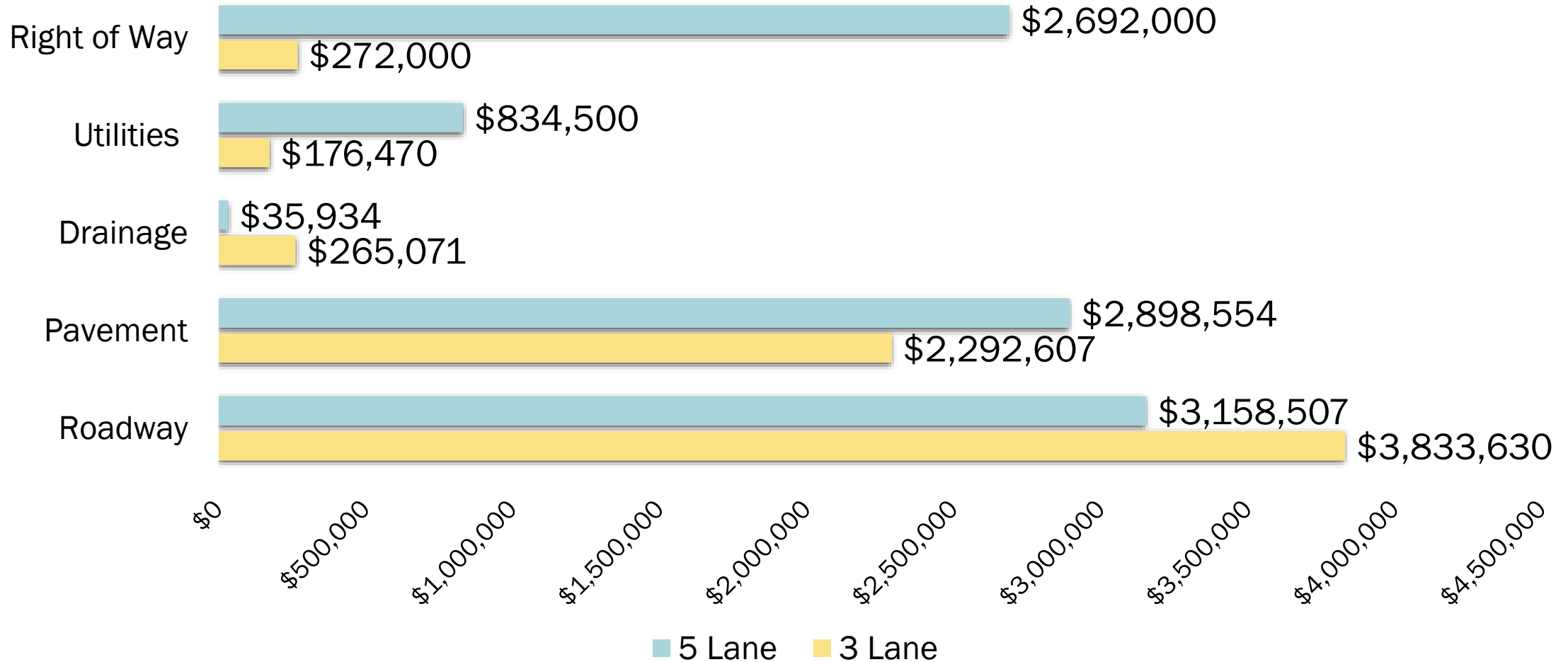
|                          |                     |
|--------------------------|---------------------|
| Preliminary Engineering  | \$941,800           |
| Roadway                  | \$3,158,507         |
| Pavement                 | \$2,898,554         |
| Drainage                 | \$35,934            |
| 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            |
| <b>Total</b>             | <b>\$14,722,758</b> |

\*\*20% Contingency for concept level design

## **5- Lane Cost Estimate**

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# 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

|                  | 5 Lane              | 3 Lane              | 5 lane minus 3 lane |
|------------------|---------------------|---------------------|---------------------|
| Roadway          | \$3,158,507         | \$3,833,630         | -\$675,123          |
| Pavement         | \$2,898,554         | \$2,292,607         | \$605,947           |
| Drainage         | \$35,934            | \$265,071           | -\$229,137          |
| Utilities        | \$834,500           | \$176,470           | \$658,030           |
| Right of Way     | \$2,692,000         | \$272,000           | \$2,420,000         |
| <b>** Total:</b> | <b>\$14,722,758</b> | <b>\$11,285,097</b> | <b>\$3,437,661</b>  |

\*\*20% Contingency for concept level design

# Summary

## ➤ 3 Lane

- Requires drainage reconstruction
- Only 7 parcels impacted
- Minimal utility impacts
- Allows room for more landscaping
- Allows better accessibility to existing ped bridge @ schools
- Total Construction cost: \$11,285,097

## ➤ 5 Lane

- Requires minimal drainage reconstruction
- 90 parcels impacted
- Numerous utility impacts
- Minimal landscaping opportunity
- Unable to provide better accessibility to the ped bridge @ schools
- Total construction cost: \$14,722,758

# Summary

- ❖ The 3- lane alternative meets all the project's Key Goals. This alternative provides beautification for the corridor, Improved pedestrian and Bicycle accessibility, and traffic calming. This alternative offers improved pedestrian safety along the project corridor.
- ❖ The 5- lane alternative meets some of the project's Key Goals. This alternative provides beautification for the corridor and Improved pedestrian and Bicycle accessibility. This alternative provides minimal traffic calming along the area adjacent to the existing schools. This alternative offers minimal pedestrian safety along the project corridor.



# Thank you!

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