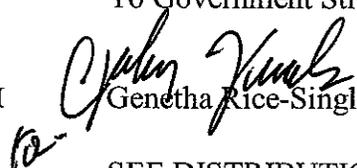


DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 220680-, Richmond County **OFFICE** Preconstruction  
STP00-0043-01(057)  
SR4/15<sup>th</sup> Street from Milledgeville Road  
To Government Street **DATE** July 7, 2008

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

**TO** *ra-* SEE DISTRIBUTION

**SUBJECT** APPROVED REVISED PROJECT CONCEPT REPORT

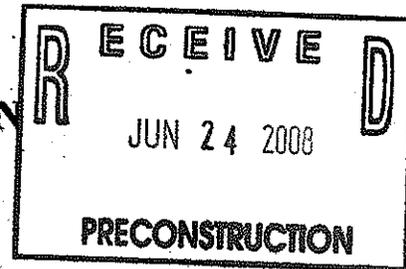
Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Scott Lee  
Paul Liles  
Ben Buchan  
Tony Collins  
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0043-01(057)/Richmond County OFFICE Urban Design  
P. I. No. 220680  
SR 4/15<sup>th</sup> Street from Milledgeville Rd  
to Government St. DATE June 19, 2008

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

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT **Revised Project Concept Report**

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

The revised concept report proposes to revise the typical section for SR 4 from Olive Road to Government Street. In accordance with the Value Engineering (VE) Study recommendations, the following changes have been approved: reduce 12-foot wide travel lanes to 11-foot wide travel lanes throughout, reduce shoulder widths from 14-foot and 15-foot to 12-foot on east side from Olive Road to Government Street and reduce the 20-foot median to 16-foot median on SR 4/15<sup>th</sup> Street section of the project.

The revised 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 6/23/08

*Angela J. Alexander*  
State Transportation Planning Administrator

JBB: JIS

Attachments

cc: Brian Summers P.E., Project Review Engineer  
Glenn Bowman P.E., State Environmental/Location engineer  
Keith Golden P.E., State Traffic Operations Engineer  
Angela Alexander, State Transportation Planning Administrator  
Jamie Simpson, State Financial Management Administrator  
Tony Collins P.E., District 2 Engineer

# REVISED PROJECT CONCEPT REPORT

**Project location:** The location of the proposed project is Richmond County in Augusta Georgia. The total project length is 1.59 miles from SR 4/Milledgeville Road to Government Street.

**Description of the approved concept:**

**PDP Classification:** Major   X   Minor           

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

**Functional Classification:** *Urban Principal Arterial*

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

**State Route Number(s):** 4

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

Current Year (2010):   33,525   Design Year (2030):   44,950  

**Proposed features to be revised:**

The features to be revised are the typical sections.

**SR 4/Milledgeville Rd./MLK Blvd.:**

- Approved typical section(s): 4-11foot travel lanes, two in each direction, and an 18-foot raised median with a 12-foot left turn lane at median openings. From Milledgeville Road to Olive Road, the roadway will have a 12-foot shoulder with a 5-foot sidewalk and curb and gutter on both sides of the roadway. Existing curb and gutter and sidewalk to be maintained wherever possible from Milledgeville Road to Olive Road. From Olive Road to 15<sup>th</sup> Avenue, the roadway will have a 14-foot shoulder with an 8-foot shared use path and curb and gutter on both sides of the roadway.

**SR 4/15<sup>th</sup> Street Section:**

- Approved typical section(s): 4-12foot travel lanes, two in each direction, and a 20-foot raised median with a 12-foot left turn lane at median opening, a 15-foot shoulder with an 8-foot shared use path and curb and gutter on both sides of the roadway.

**Describe the revised feature(s) to be approved:**

**SR 4/Milledgeville Rd./MLK Blvd.:**

- Proposed typical section(s): 4-11foot travel lanes, two in each direction, and an 18-foot raised median with a 12-foot left turn lane at median openings. From Milledgeville Road to Olive Road, the roadway will have a 12-foot shoulder with a 5-foot sidewalk and curb and gutter on both sides of the roadway. Existing curb and gutter and sidewalk to be maintained wherever possible from Milledgeville Road to Olive Road. From Olive Road to 15<sup>th</sup> Avenue, the road will have a 14-foot shoulder with an 8-foot sidewalk and curb

and gutter on west side of roadway and a 12-foot shoulder with a 5-foot sidewalk and curb and gutter on east side of roadway.

**SR 4/15<sup>th</sup> Street Section:**

- Proposed typical section(s): 4-11foot travel lanes, two in each direction, and a 16-foot raised median with a 12-foot left turn lane at median openings, a 15-foot shoulder with an 8-foot sidewalk and curb and gutter on west side of roadway and a 12-foot shoulder with a 5-foot sidewalk on east side of roadway.

**Updated traffic data (AADT):**

Current Year (2011): 36,575 Design Year (2031): 49,675

**Programmed/Schedule:**

P.E. 1992

R/W: 1997 - Authorized  
FY 2008 - Proposed  
Long Range Proposed

Construction: Long Range

VE Study Required Yes (X) No ( ) VE Study completed February 22, 2007

**Revised cost estimates:**

- |   |                 |
|---|-----------------|
| 1. Construction Cost Estimate (including Utilities) | \$ 9,525,000.00 |
| 2. Right-of-Way,                                    | \$11,858,875.00 |

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

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

**Attachments:**

1. Location Map,
2. Need and Purpose,
3. Cost Estimate,
  - a. Construction Cost Estimate
  - b. R/W Cost Estimate
  - c. Utility Cost Estimate
4. Typical Sections
5. Concept Layout Sheets

• **Exempt projects**

Concur: [Signature]  
Director of Preconstruction

Approve: [Signature]  
Chief Engineer



**Need and Purpose Statement**  
**SR 4/M.L. King Jr. Blvd/15<sup>th</sup> Street**  
**From Milledgeville Road North to Government Street**  
**Project Numbers – STP00-0043-01(057), Richmond County**  
**P.I. No.: 220680**  
**Widening Project**

**Project Description & History**

Project STP00-0043-01(057) or PI# 220680 is located along SR 4 within the City of Augusta and Richmond County, Georgia. The proposed improvements for PI# 220680 entail the widening and installation of raised median along SR 4 from M.L. King Jr. Blvd to Government Street. The project also will construct a raised median on the existing four lane section of SR 4 from Milledgeville Road to 15<sup>th</sup> Street. The Preliminary engineering phase of this project PI# 220680 was authorized in 1992 and in 1997. The Right of Way phase is scheduled for 2008 and long range, and the construction phase is long range.

In October 1982 the widening of SR 4 was added to the Augusta Regional Transportation Study's (ARTS) Long Range Transportation Plan by the ARTS Policy Committee. The project, justified based on traffic volumes and travel demand model runs, was added to the ARTS Transportation Improvement Program in the late-1980s and Preliminary Engineering began in the early-1990s.

Josey High School is the major activity center and traffic generator located on the eastern end of the project on SR 4 near Eagles Way. Local officials have expressed that this school zone is causing a congestion problem along this section of two-lane road during AM/PM peak hours. State Route 4 is currently a two lane facility in front of Josey High School and does not have Left or Right turn lanes.

The improved facility will be multi-modal in nature. During the design phase in 2007, meetings were held with local stakeholders to discuss potential improvements for PI 220680. The stakeholders involved members of the local community to discuss potential intersection improvements and additional multi-modal improvements. Pedestrians, motorists, transit users, bicyclists, and others will benefit by the upgraded SR 4. The reconstructed SR 4 will improve access to and from the Augusta Medical Center, downtown Augusta, employment centers, residences, schools, churches and community gathering places.

**Existing Route Conditions**

State Route 4 runs in a north-south direction through the center of Augusta, GA. The speed limit along SR 4 is 40 mph from Milledgeville Road to Wooten Road and is 35 mph from Wooten Road to Government Street. State Route 4 is a four lane road with 12 foot lanes with a 14 foot center turn lane from Milledgeville Road to Wooten Road. State Route 4 is a two lane road with 12 foot lanes from Wooten Road to Government Street. The functional classification for SR 4 throughout the corridor is an Urban Principal Arterial. Martin Luther King Jr. Blvd and 15<sup>th</sup> Avenue east of the project corridor is classified as an Urban Minor Arterial. Milledgeville Road

west of the project corridor is also classified as an Urban Minor Arterial. Olive Road and Sunset Avenue crossing the project corridor are classified as an Urban Collector Streets. The percentage of trucks along the bypass corridor is estimated at 5%.

### Existing and Projected Traffic Conditions

Existing SR 4 average daily traffic based on 2006 AADT ranges from 16,740 to 27,080 vehicles. The traffic on the existing two lane section of SR 4 corridor is currently experiencing heavy congestion.

The western four lane section of SR 4 experienced an Annual Average Daily Traffic (AADT) volume of approximately 27,080 in the year 2006 on the Milledgeville Road / M.L. King Jr. Blvd portion of SR 4. Based on the design traffic, traffic volumes on the western four lane section of SR 4 are expected to rise to 48,950 by the year 2031.

The eastern two lane section of SR 4 experienced an Annual Average Daily Traffic (AADT) volume of approximately 16,740 in the year 2006 on the 15<sup>th</sup> Street portion of SR 4. Based on the design traffic, traffic volumes on SR 4 are expected to rise to 37,250 by the year 2031. Traffic volumes which are this high result in intense congestion and can contribute to accidents along the route. The proposed widening on this section of SR 4 would provide a sufficient level of service.

Level-of-Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS at which a roadway can operate. Each of the six LOS are identified by a letter, A through F. LOS "A" represents the best operating conditions and LOS "F" represents the worst. LOS "C" is the point at which travel begins to deteriorate for the motorist and LOS "E" represents a facility which is operating at capacity. Table 1 shows the forecasted traffic and LOS for the SR 4 / 15<sup>th</sup> Street widening for the existing and design year no-build condition. As can be seen in the Table 1, the two lane portion of SR 4 / 15<sup>th</sup> Street currently operates at LOS E and is expected to operate at LOS F in future design year.

The following table depicts LOS on SR 4 in 2006 and in the Design Year 2031:

TABLE 1: AADT / Level of Service

No Build - current 2 lane (project will widen to 4 lane) SR 4 - 15th Street from M.L. King Jr. Blvd to Government Street		
Year	AADT	LOS
2006	16,740	E
2031	37,250	F

A problem created by intense congestion is the fact that motorists often find other routes, many times through residential neighborhoods, on which to drive. Improving SR 4 will help to reduce congestion on the roadway and thus reduce driver's propensity for using unacceptable cut-through routes in surrounding residential areas.

Truck traffic represents 5% of the vehicle mix flowing along SR 4 between Milledgeville Road and Government Street. Thus, over 1,000 heavy trucks travel on SR 4 daily. Trucks accelerate,

decelerate and negotiate turning movements with greater difficulty than passenger cars, which exacerbates congestion. An improved SR 4 will facilitate a more uniform flow of traffic. Since trucks generate increased noise while accelerating, the improved SR 4 will not require trucks to experience stop and go traffic as often, and thus decreasing the noise which they generate.

### Environmental Justice

There are four Census Tracts (CT) on the south side of downtown Augusta that border the SR 4 project corridor; CT 13, 14, 103, and 104. According to the US Census bureau, these four census tracts are primarily African-American residents and are well above the statewide average of 33% for minority residents.

**TABLE 2**  
**Demographics**

Census Tract	% Minority	\$0-25K Per Household	\$25-50K Per Household	\$50-75K Per Household	\$75-100K Per Household	\$100K+ Per Household	1990 Pop.	2000 Pop
13	61%	47%	32%	13%	6%	3%	1,794	1,513
14	99%	76%	18%	5%	1%	1%	2,678	2,956
103	78%	62%	26%	8%	3%	1%	5,927	5,337
104	79%	61%	27%	10%	1%	1%	4,995	4,259

\*Total percentages may be greater or less than 100% due to rounding

### Land Use

The land use along this route is a mixture of residential, commercial, and industrial. The corridor runs through central Augusta and is highly urbanized. Josey High School is also located on SR 4 / 15<sup>th</sup> Street corridor and is a busy activity center located within the project scope.

### Bike and Pedestrian Facilities

According to the 2003 Augusta-Richmond Planning Commissions Bike and Pedestrian Plan, the SR 4 corridor is listed as a proposed future "on-road bicycle facility." The proposed route runs south on SR 4/15<sup>th</sup> Street from downtown Augusta, then turns west following SR 4 onto M.L. King Jr Blvd / Milledgeville Road. The proposed bike route exits the SR 4 project corridor by turning south onto Kratha Drive. The SR 4 corridor is not designated as a bike route according to GDOT or the Central Savannah River Regional Development Center. Pedestrian mobility is an important component of the SR 4 reconstruction. Presently, the route has virtually no sidewalks, where sidewalks do exist they are in poor condition and in need of repair. The improved SR 4 will include sidewalks, accessible for all users, along the entire route. In addition to sidewalks, improved crosswalks will be provided at intersections. New sidewalks and crosswalks will provide a safer environment for neighborhood children walking to and from school. Improved access to and from transit facilities (bus stops) and providing a sidewalk on which transit patrons can stand while waiting for the bus will be an important benefit derived from the SR 4 reconstruction.

The new crosswalks will be more visible to motorists and should result in a safer environment for pedestrians. A raised median will also provide a refuge for pedestrians while crossing the street and will result in a safer street for pedestrians.

**Improved Community:**

Enhancing community cohesion will be an important benefit generated by the reconstruction of SR 4. The reconstructed SR 4 will improve access to local schools, churches, community centers, places of employment and other community gathering places. The improved access will benefit all travelers in the community including: motorists, pedestrians and transit users.

A reconstructed SR 4 is an important component of maintaining a healthy and cohesive community. The improved facility will serve to showcase the area as a vibrant and livable community for all.

**Adjacent Projects**

**TABLE 3  
Adjacent Projects**

<b>PROJECT NO.</b>	<b>P.I. NO.</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>DESCRIPTION</b>
STP00-0003-00(790)	0003790	SR 4	SR 4/15th Street @ CR2207 / Central Ave in Augusta	Intersection Improvement

**Accident Analysis Results**

The additional capacity, raised median, improved geometrics and other improvements to SR 4 will provide a safer and more efficient environment for both regional and local motorists. Tables 4, 5, 6, and 7 on the next two pages shows accident data for 2004, 2005, and 2006. 2006 is the latest year that complete accident data is available for the SR 4 / Milledgeville Road (PI# 220680) project corridor. A review of Table 4 and 5 on page 5 shows that the accident rates for PI# 220680 on SR 4 / Milledgeville Road is higher than the statewide average for two of the years (2004 and 2006). The injury rate for PI# 220680 on the existing four lane section of SR 4 / Milledgeville Road is higher than the statewide average for all three years (2004, 2005, and 2006). The 15<sup>th</sup> Street, existing two lane section, exceed the statewide average injury rate in 2004 and 2006. Only the fatality rate was lower than the statewide average in all three years.

The following tables illustrate the SR 4 accident rate in relation to the statewide rate for a similar facility (please note accident rates are expressed per 100 Million Vehicle Miles Traveled):

**TABLE 4**  
**Accidents / Accident Rates for the SR 4 / M.L. King Jr Blvd / Milledgeville Road**  
**From: Milledgeville Road to Wooten Road**

	2004		2005		2006	
	SR 4 / MLK / Milledgeville Rd	State	SR 4 / MLK / Milledgeville Rd	State	SR 4 / MLK / Milledgeville Rd	State
Accidents	98		40		88	
Accident Rate	1430	637	470	727	1158	787
Injuries	42		25		31	
Injury Rate	613	159	294	179	408	189
Fatalities	0		0		0	
Fatality Rate	0	1.26	0	1.73	0	1.87

**TABLE 5**  
**Accidents / Accident Rates for the SR 4 / 15<sup>th</sup> Street**  
**From: Milledgeville Road to Government Street**

	2004		2005		2006	
	SR 4 / 15th	State	SR 4 / 15th	State	SR 4 / 15th	State
Accidents	49		13		60	
Accident Rate	790	637	237	727	1184	787
Injuries	17		5		12	
Injury Rate	274	159	91	179	237	189
Fatalities	0		0		0	
Fatality Rate	0	1.26	0	1.73	0	1.87

Tables 6 and 7 on Page 6 indicate the prominent types of accidents along the SR 4 corridor. The analysis indicates that the most prominent types of accidents are "rear end" and "angle" collisions which are indicative of congestion and / or significant turning movements along a roadway. Table 6 also indicates 39% of all accidents on the western four lane section of SR 4 / M.L. King Jr Blvd / Milledgeville Road are rear-end collisions. The addition of a raised median will help reduce the opportunity for rear-end collisions by relocating turning vehicles to designed access points, thereby reducing the places a vehicle can turn across oncoming traffic. Table 6 also shows that forty-two (42%) percent of collisions on the existing four lane section of SR 4 are angle-intersection collisions. This type of accident occurs when a vehicle is struck while turning in front of an on-coming vehicle. The addition of a raised median will reduce the opportunity for motorists to turn in front of on-coming vehicles, thus reducing the opportunity for angle-intersection collisions.

**TABLE 6: Accidents Type for the SR 4 / M.L. King Jr Blvd  
Milledgeville Road  
From Milledgeville Road to Wooten Road  
During the years 2004, 2005, and 2006**

Type of Accident	2004	2005	2006	Total	Percent
Angle	40	19	35	94	42%
Head On	2	1	1	4	2%
Rear End	38	16	35	89	39%
Side Swipe	10	2	10	22	10%
Collision with Vehicle	8	2	7	17	8%
Sub-total	98	40	88	226	100%

**TABLE 7: Accidents Type for the SR 4 / 15th Street  
From Wooten Road to Government Street  
During the years 2004, 2005, and 2006**

Type of Accident	2004	2005	2006	Total	Percent
Angle	7	3	12	22	18%
Head On	1	0	1	2	2%
Rear End	29	8	34	71	58%
Side Swipe	5	1	5	11	9%
Collision with Vehicle	7	1	8	16	13%
Sub-total	49	13	60	122	100%

Table 7 above displays that 58% of all accidents on the eastern two lane section of SR 4/ 15<sup>th</sup> Street are rear-end collisions. Additional capacity will help reduce rear-end collisions, by decreasing the lengths of queues in terms of time and size. The addition of a raised median in this section of the widening project will also reduce the chances for rear-end collisions by relocating turning vehicles to designed access points, thereby reducing the places a vehicle can turn across oncoming traffic. Eighteen (18%) percent of collisions on the eastern two lane section of SR 4 are angle-intersection collisions. The addition of a raised median will limit the number of opportunities for motorists to turn in front of on-coming vehicles.

### **Logical Termini - Capacity Improvements**

SR 4 / 15<sup>th</sup> St between M.L. King Jr. Blvd and Government St.

As envisioned during the Planning process, it is anticipated that the widening portion of this project will alleviate the congestion along SR 4 between M.L. King Jr. Blvd and Government Street. A southern capacity terminus at M.L. King Jr. Blvd is logical because the widening project would tie into the existing four lane facility along SR 4 at the intersection of M.L. King Jr Blvd and Milledgeville Road. As 15<sup>th</sup> Street terminates at this large intersection, SR 4 traffic will be able to continue onto the existing four lane section of SR 4 / M.L. King Jr Blvd / Milledgeville Road to get to points west via SR 4 (Deans Bridge Road and Milledgeville Road).

The northern capacity terminus at Government Street is logical because the widening project ties into the existing four lane facility. The existing four lane facility heads north into downtown Augusta and will not require additional improvements. Once complete, SR 4 will provide an enhanced transportation access between downtown Augusta and Southern Richmond County. It is also anticipated that capacity adding improvements would not create the need for future capacity adding roadway projects and would have independent utility.

### **Logical Termini - Operational Improvements**

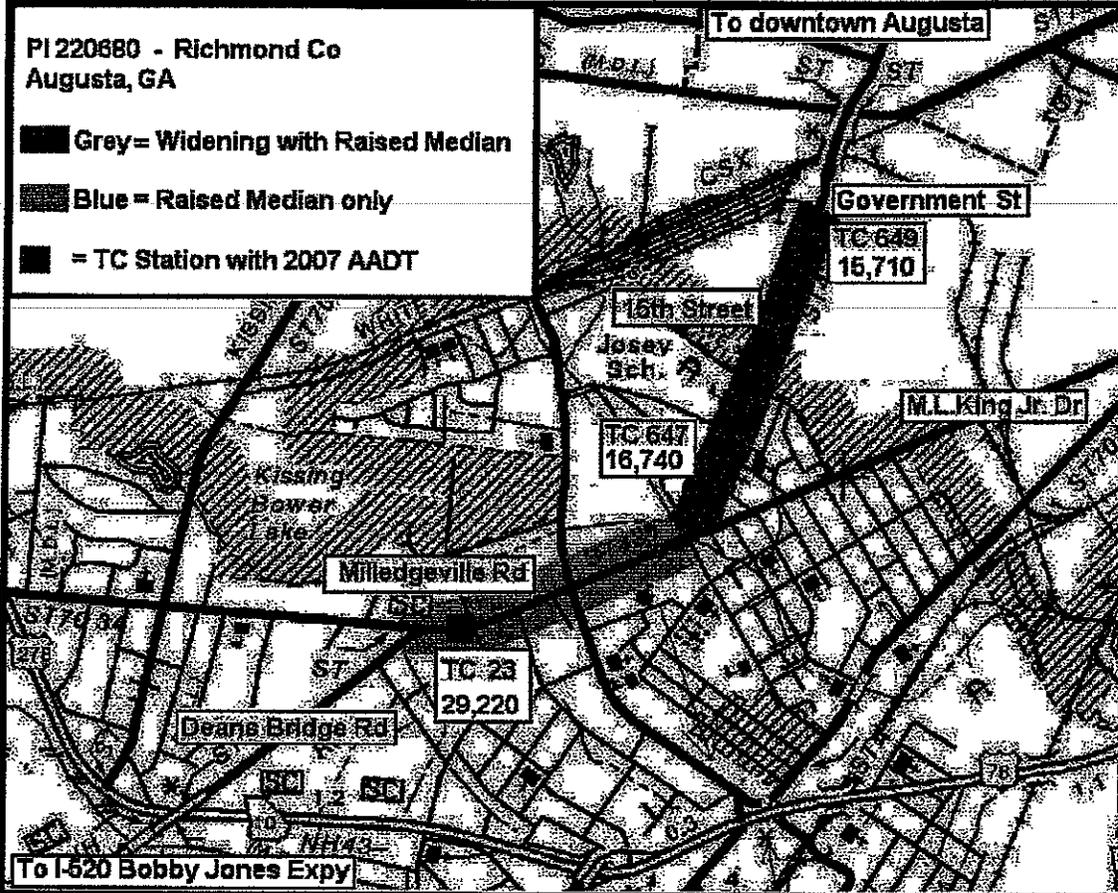
SR 4 / M.L. King Jr. Blvd between Milledgeville Rd and 15<sup>th</sup> St.

The funneling effect of traffic on this section of SR 4 / M.L. King Jr. Blvd. (between Milledgeville Road and 15<sup>th</sup> Street) exacerbates the already challenging operational conditions along SR 4 associated with numerous curb cuts. The Planning process envisions these operational challenges can be alleviated or lessened with the construction of a raised median. The western end of the median installation at Milledgeville Road is logical to address the operational issues concerning left turn movements that are magnified by the funneling effect of traffic traveling westbound. The eastern end of the median installation at Government Street is logical to address the operational and capacity issues concerning left turn movements along the corridor up to Government Street.

### **Need and Purpose Statement:**

This project is needed to satisfactorily accommodate current and future traffic demands. Potential benefits of the project include improved safety and operational improvements along the SR 4 and improve access to schools and to the downtown business district.

**SR 4/M.L. King Jr. Blvd/15<sup>th</sup> Street**  
**From Milledgeville Road North to Government Street**  
**Project Numbers – STP00-0043-01(057), Richmond County**



SUMMARY

Date: 14, June 2008

Project # STP00-0043-01-(057)

County: RICHMOND

Project Description:

PI # 220680

Alternate:

Estimate For - Revised Concept Report

	Estimate	COMMENTS
CONSTRUCTION COST (w/o 10% E&C)	\$7,750,000.00	SEE ATTACHED CONSTRUCTION COST ESTIMATE
ENGINEERING & INSPECTION (5%)	\$387,500.00	
CONSTRUCTION CONTINGENCY (6%)	\$465,000.00	RECONSTRUCTION WITH ADDED CAPACITY
UTILITY COST	\$709,546.00	SEE ATTACHED UTILITY COST ESTIMATE
UTILITY CONTINGENCY (30%)	\$212,863.80	SEE ATTACHED UTILITY COST ESTIMATE

TOTAL

\$9,524,909.80

J 9,525,000.00 ✓ OKM
   
 6/25/2008

Prepared by: Janique Suber

<b>Project Type</b>	<b>Contingency</b>
Bridge - New Construction	2%
Bridge Rehabilitation	3%
Bridge Replacement with No Added Capacity	12%
Bridge Replacement with Added Capacity	8%
Enhancements	3%
Environmental Improvements	3%
New Construction - Roadway	5%
Other Enhancements	6%
Reconstruction with Added Capacity	6%
Major Widening	6%
Restoration, Rehabilitation & Resurfacing	5%
Safety Improvements	8%
Traffic Management	6%

## Estimate Report for file "220680"

<b>Section Roadway Items</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	500000.00	TRAFFIC CONTROL -	500000.00
153-1300	1	EA	90000.00	FIELD ENGINEERS OFFICE TP 3	90000.00
210-0100	1	LS	1100000.00	GRADING COMPLETE -	1100000.00
310-1101	22879	TN	21.59	GR AGGR BASE CRS, INCL MATL	493957.61
318-3000	250	TN	23.28	AGGR SURF CRS	5820.00
402-1811	350	TN	108.73	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	38055.50
402-3113	7688	TN	70.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	538160.00
402-3121	6086	TN	70.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	426020.00
402-3190	10251	TN	70.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	717570.00
413-1000	8808	GL	1.90	BITUM TACK COAT	16735.20
432-5010	6000	SY	1.63	MILL ASPH CONC PVMT, VARIABLE DEPTH	9780.00
441-0104	16393	SY	33.24	CONC SIDEWALK, 4 IN	544903.32
441-0740	3575	SY	35.93	CONCRETE MEDIAN, 4 IN	128449.75
441-4030	6222	SY	53.89	CONC VALLEY GUTTER, 8 IN	335303.58
441-5002	100	LF	19.03	CONCRETE HEADER CURB, 6 IN, TP 2	1903.00
441-6022	28600	LF	19.78	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	565708.00
441-6720	8485	LF	15.95	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	135335.75
446-1100	7314	LF	2.44	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	17846.16
500-9999	8	CY	209.50	CLASS B CONC, BASE OR PVMT WIDENING	1676.00
634-1200	100	EA	101.50	RIGHT OF WAY MARKERS	10150.00
<b>Section Sub Total:</b>					<b>\$5,677,373.87</b>

<b>Section Driveway Items</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	5164	TN	21.59	GR AGGR BASE CRS, INCL MATL	111490.76
402-3113	936	TN	71.47	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	66895.92
402-3190	1249	TN	63.01	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	78699.49
441-4020	534	SY	41.43	CONC VALLEY GUTTER, 6 IN	22123.62
441-4030	1055	SY	53.89	CONC VALLEY GUTTER, 8 IN	56853.95
<b>Section Sub Total:</b>					<b>\$336,063.74</b>

<b>Section Drainage</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	3925	LF	40.19	STORM DRAIN PIPE, 18 IN, H 1-10	157745.75
550-1240	1850	LF	46.13	STORM DRAIN PIPE, 24 IN, H 1-10	85340.50
550-1241	1260	LF	54.78	STORM DRAIN PIPE, 24 IN, H 10-15	69022.80
550-1301	2986	LF	70.50	STORM DRAIN PIPE, 30 IN, H 10-15	210513.00
550-1361	1795	LF	82.79	STORM DRAIN PIPE, 36 IN, H 10-15	148608.05
550-1421	2175	LF	92.63	STORM DRAIN PIPE, 42 IN, H 10-15	201470.25
668-1110	127	LF	297.51	CATCH BASIN, GP 1, ADDL DEPTH	37783.77
668-2100	27	EA	2402.61	DROP INLET, GP 1	64870.47
668-2200	2	EA	2986.77	DROP INLET, GP 2	5973.54
668-4300	6	EA	2306.54	STORM SEWER MANHOLE, TP 1	13839.24
<b>Section Sub Total:</b>					<b>\$995,167.37</b>

<b>Section Temporary Erosion Control</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	5	AC	728.93	TEMPORARY GRASSING	3644.65
163-0240	317	TN	181.22	MULCH	57446.74
163-0300	12	EA	1807.17	CONSTRUCTION EXIT	21686.04
163-0550	162	EA	230.68	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	37370.16
165-0010	14000	LF	0.74	MAINTENANCE OF TEMPORARY SILT FENCE, TP	10360.00

165-0101	12	EA	531.92	A MAINTENANCE OF CONSTRUCTION EXIT	6383.04
165-0105	162	EA	81.41	MAINTENANCE OF INLET SEDIMENT TRAP	13188.42
167-1000	2	EA	1087.83	WATER QUALITY MONITORING AND SAMPLING	2175.66
167-1500	24	MO	973.27	WATER QUALITY INSPECTIONS	23358.48
171-0010	28000	LF	1.59	TEMPORARY SILT FENCE, TYPE A	44520.00
<b>Section Sub Total:</b>					<b>\$220,133.19</b>

**Section Permanent Erosion Control**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	12	AC	1022.21	PERMANENT GRASSING	12266.52
700-7000	34	TN	59.39	AGRICULTURAL LIME	2019.26
700-7010	29	GL	21.47	LIQUID LIME	622.63
700-8000	6	TN	291.02	FERTILIZER MIXED GRADE	1746.12
700-8100	600	LB	2.40	FERTILIZER NITROGEN CONTENT	1440.00
<b>Section Sub Total:</b>					<b>\$18,094.53</b>

**Section Signing and Marking**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	Lump Sum	141700.00	Signing and Marking	141700.00
<b>Section Sub Total:</b>					<b>\$141,700.00</b>

**Section Signals**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	6	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO -	360000.00
<b>Section Sub Total:</b>					<b>\$360,000.00</b>

**Total Estimated Cost: \$7,748,532.70**

USE \$7,750,000.00

# Preliminary Right of Way Cost Estimate

  
**Phil Capeland**  
 Right of Way Administrator  
 By: Jerry Milligan

Date: April 21, 2008

Project: STP-043-1(57)Richmond UPDATED

P.I. Number: 220680

Existing/Required R/W: Varies/Varies

No. Parcels: 208

Project Termini : SR 4/15<sup>th</sup> Street from Milledgeville to Government Street

Project Description: SR 4 Widening Improvements

**Land:**

Commercial R/W: 253,134 sf @ \$ 5.00/sf	\$	1,265,670	
Commercial Esmt.: 268,444 sf \$5.00/sf @ 50%		671,110	
Residential R/W: 127,039sf @ \$2.00/sf		254,078	
Residential Esmt.: 115,946sf @ \$2.00/sf @ 50%		<u>115,946</u>	\$ 2,306,804

**Improvements :** Businesses, curbing, paving, signs,  
 fencing, misc. site improvements

1,000,000

**Relocation:** Commercial (11)  
 Residential (20)

\$	275,000	
	<u>800,000</u>	800,000

**Damage :** Proximity (22)  
 Consequential (10)  
 Cost to Cure (18)

\$	400,000	
	200,000	
	<u>100,000</u>	<u>700,000</u>

Net Cost \$ 4,781,804

Net Cost		\$ 4,781,804
Scheduling Contingency	55 %	2,629,992
Adm/Court Cost	60 %	<u>4,447,077</u>
		\$ 11,858,873

**Total Cost \$11,858,875**

Note: The updated estimate is based upon estimate by consultant dated March 9, 2007.

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

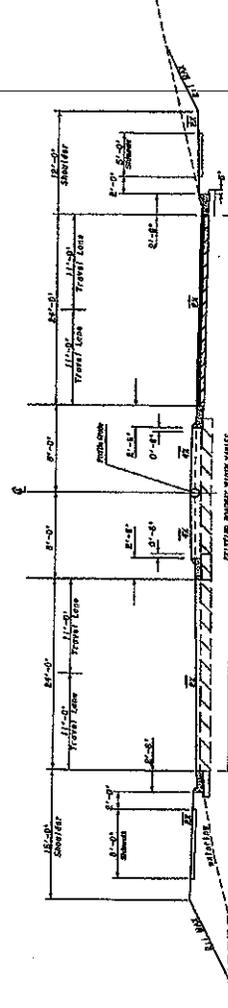
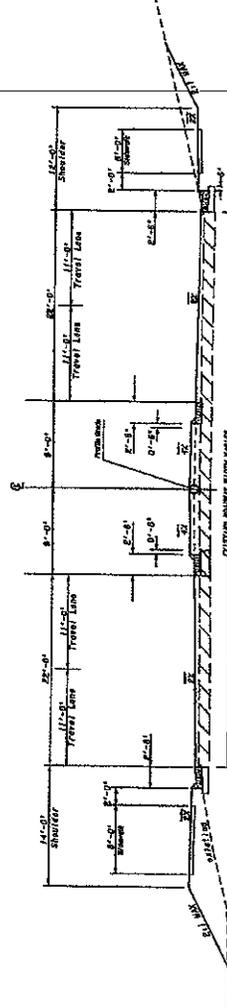
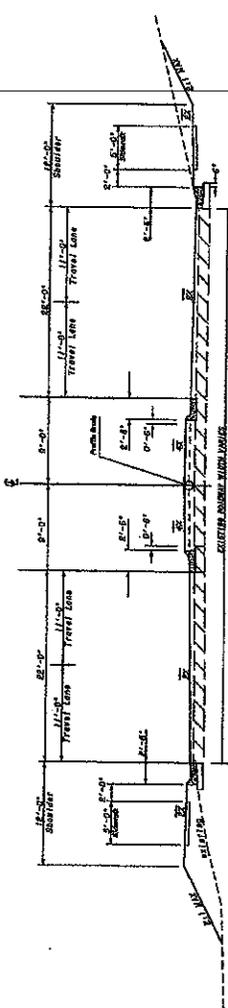
Project Concept Report Page 15  
 Project Number: STP-043-1(57)  
 P.I. Number: 220680  
 County: Richmond

PROJECT NO.	CITY	PROJECT NAME	ENGINEER	DATE
STP-043-1(57)	Richmond	Widening and Resurfacing SR 4, 15th ST & MLK Drive	220680	
30		<p><b>GEORGIA POWER</b></p> <p>Relocate Distribution Power Poles</p> <p>Relocate Transmission Structure.</p> <p>This owner also has facilities located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by.</p>	\$7,000.00	\$210,000.00
<b>SUB-TOTAL</b>				
<b>\$210,000.00</b>				
<b>CITY OF AUGUSTA</b>				
3900	Lin Ft	Relocate Water Main - 12	\$25.50	\$99,450.00
6900	Lin Ft	Relocate Water Main - 6	\$20.34	\$140,848.00
300	Lin Ft	Relocate Water Main - 10	\$23.80	\$7,140.00
6	Each	Relocate Fire Hydrant	\$1,650.00	\$9,900.00
25	Each	Tile Into Existing Main	\$500.00	\$12,500.00
50	Lump	Service, Tie-ins, etc.	\$150.00	\$7,500.00
<p>These facilities are located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by</p>				
<b>SUB-TOTAL</b>				
<b>\$276,236.00</b>				
<b>CITY OF AUGUSTA</b>				
4630	Lin Ft	Relocate Sanitary Sewer - 8 inch	\$42.00	\$194,460.00
50	Lump	Services, Tie-ins, etc.	\$225.00	\$11,250.00
11	Each	Sanitary Sewer Manhole	\$1,600.00	\$17,800.00
<p>These facilities are located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by</p>				

Georgia Department of Transportation, Office of Urban Design, # 2 Capital Square SW, Atlanta, Georgia 30334-1002,  
 Telephone (404) 656-5555, Fax (404) 657-7921



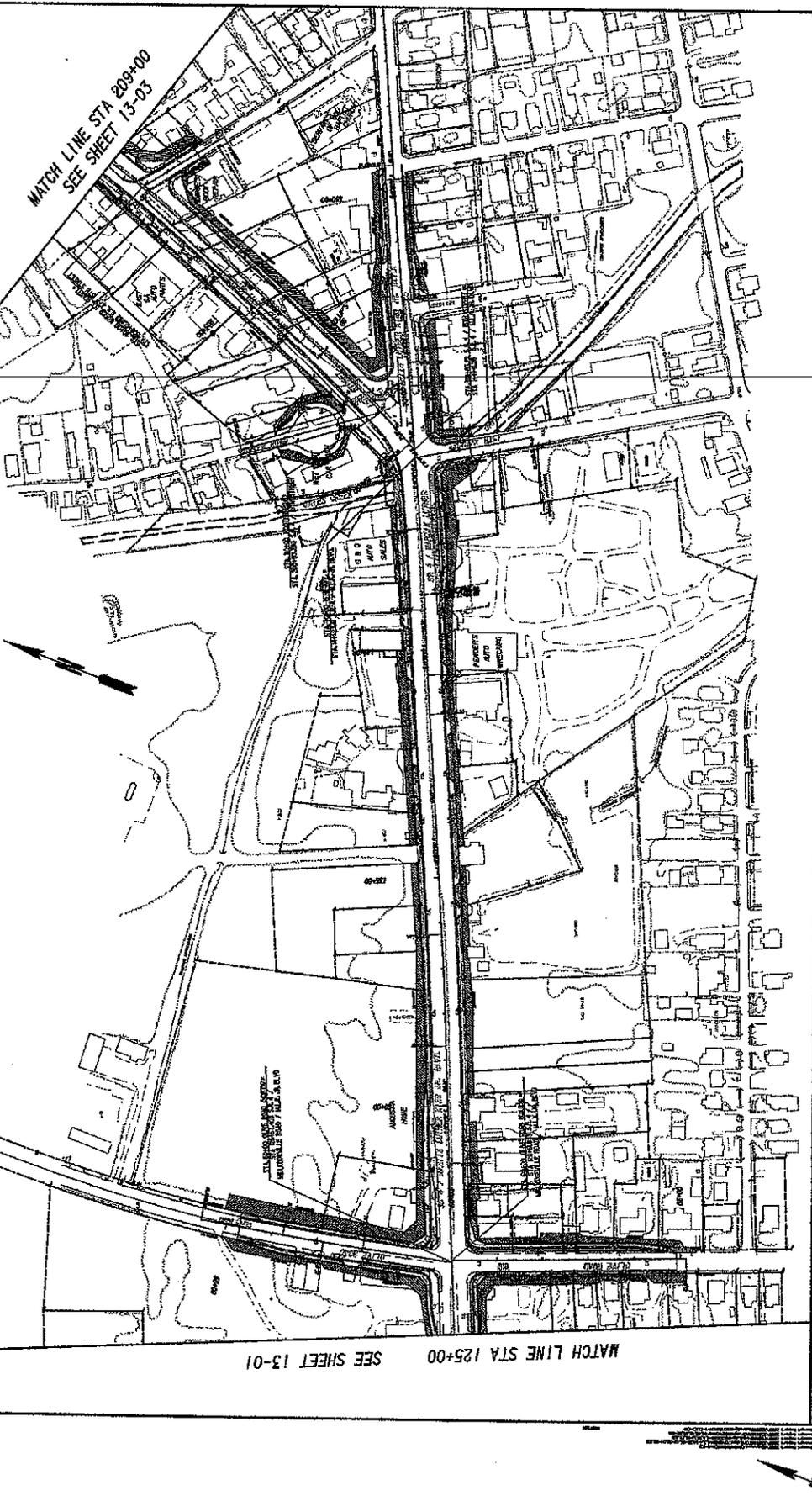




GEORGIA DEPARTMENT OF TRANSPORTATION	NOT TO SCALE	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: URBAN DESIGN	SHEET NO. 1 TOTAL SHEETS 1
		TYPICAL SECTIONS	3-01	



STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE OF URBAN DESIGN  
 PROJECT NUMBER: ST-2009-03-01(07)  
 SHEET NO. 02  
 TOTAL SHEETS 07  
 MATCH LINE STA 209+00  
 SEE SHEET 13-03  
 MATCH LINE STA 125+00  
 SEE SHEET 13-01  
 PROJECT: 2009-03-01(07)  
 DATE: 07/12/2009  
 DRAWN BY: J. J. JONES  
 CHECKED BY: J. J. JONES  
 PROJECT: 2009-03-01(07)  
 SHEET NO. 02  
 TOTAL SHEETS 07



STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE OF URBAN DESIGN  
**MAINLINE PLAN**  
**CONCEPT LAYOUT**

REVISION DATES:

NO.	DATE	DESCRIPTION

SCALE IN FEET: 0, 50, 100, 200, 400

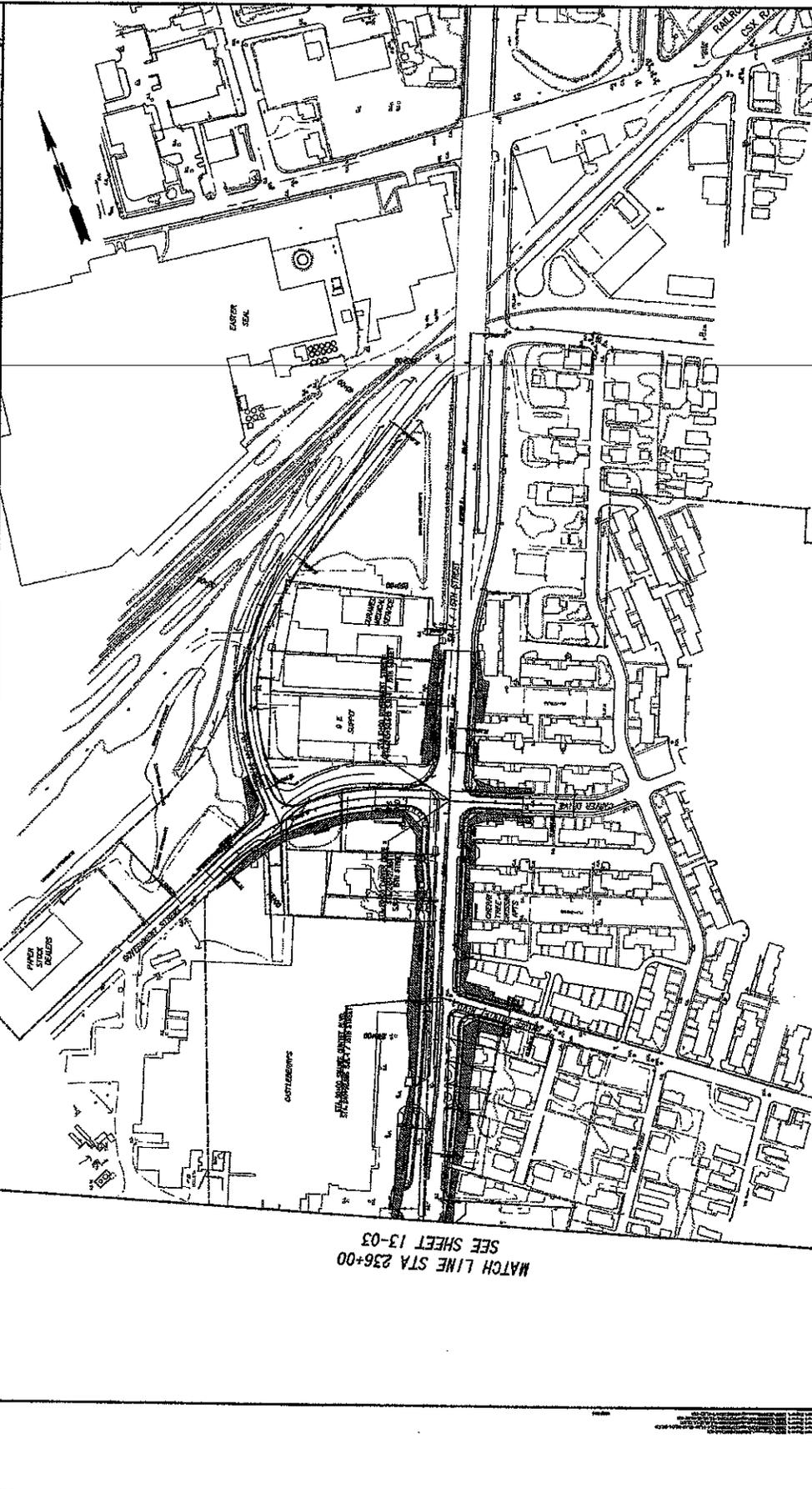
GEORGIA DEPARTMENT OF TRANSPORTATION

BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS.....ELA  
 EXISTING EASEMENT FOR ACCESS  
 EXISTING EASEMENT FOR HISTORIC PROPERTY

PROPERTY AND EXISTING R/W LINE  
 PROPOSED R/W LINE  
 CONSTRUCTION LIMITS  
 EASEMENT FOR CONSTR  
 & MAINTENANCE OF SLOPES  
 EASEMENT FOR CONSTR OF SLOPES  
 EASEMENT FOR CONSTR OF DRIVES



07/19/2009  
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 © 2009 AUTODRAWING.COM  
 PROJECT NUMBER: 17200-0048-01.0071  
 STATE: GA  
 SHEET NO.: TOTAL SHEETS: 04



PROJECT NUMBER: 17200-0048-01.0071  
 STATE: GA  
 SHEET NO.: TOTAL SHEETS: 04  
 MATCH LINE STA 236+00 SEE SHEET 13-03  
 PROPERTY AND EXISTING R/W LINE  
 CONSTRUCTION R/W LINE  
 EASEMENT FOR CONSTR.  
 EASEMENT FOR CONSTR. OF SLOPES & MAINTENANCE OF SLOPES  
 EASEMENT FOR CONSTR. OF DRIVES  
 BEGIN LIMIT OF ACCESS  
 END LIMIT OF ACCESS  
 LIMIT OF ACCESS  
 LIMIT OF ACCESS  
 EXISTING HISTORIC PROPERTY  
 EXISTING HISTORIC PROPERTY  
 FROM STAZ. HEADS  
 CONSTRUCTION  
 PHOT. STATION  
 EASTING STAZ.  
 RAILROAD  
 OSK. R.  
 STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE OF URBAN DESIGN  
 MAINLINE PLAN  
 CONCEPT LAYOUT  
 REVISION DATES  
 SCALE IN FEET  
 13-04