

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-7062(1) Columbia County **OFFICE** Preconstruction  
P. I. No. 250600  
*CWH* **DATE** June 9, 1998  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Marta Rosen (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Don Mills  
Joe Palladi  
Mike Thomas

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-7062(1) Columbia County **OFFICE** Preconstruction  
P.I. No. 250600  
*Walker W. Scott* **DATE** June 3, 1998  
**FROM** Walker W. Scott, Jr., P.E., Director of Preconstruction  
**TO** Wayne Shackelford, Commissioner  
**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Flowing Wells Road from the I-20/Wheeler Road interchange to SR 104 for a total of 2.60km. Prior to construction of the I-20/Wheeler Road interchange, Flowing Wells Road intersected Wheeler Road north of I-20 with a stop condition. Because of existing and future travel demand, the intersection of Wheeler Road and Flowing Wells Road was realigned during construction of the I-20/Wheeler Road interchange. The realigned facility now provides the through movement to the Flowing Wells Road/Wheeler Road traffic, tying-in the western portion of Wheeler Road with a stop condition. The Augusta Regional Transportation Study (ARTS) identified the Flowing Wells corridor as experiencing existing and future transportation deficiencies. The proposed improvement is a component of the ARTS' year 2015 Transportation Plan, adopted by the ARTS policy committee on December 8, 1994. The existing Flowing Wells Road is a rural two lane facility (two, 3.6m lanes) and variable width graded shoulders. A total of 173 accidents occurred within the project limits between the years 1993 and 1995. Of the 173 accidents, 74 were rear end collisions and 80 angle intersecting accidents. The base traffic (2001) for this project is 18,000 VPD and the design year traffic (2021) projection is 28,400 VPD. The proposed design speed is 70km/h.

The proposed construction will widen Flowing Wells Road to a four lane divided urban section with a 6.1m raised median (four, 3.6m through lanes) and a 1.2m bicycle lane on each side of the roadway. The typical section will include a 3.6m shoulder with a 1.5m sidewalk on each side of the roadway. Traffic will be maintained at all times during construction. A five lane alternative was considered; however, the median alternative is preferred for the safety of the motorist due to the heavy traffic volumes.

A design variance is not approved for the median opening spacing along Flowing Wells Road between Old Anderson Road and Day Road, Day Road and Pleasant Home Road, and Brockwood Street and Columbia Road.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing is required; one possible UST impacted; time saving procedures are not appropriate.

Wayne Shackelford  
Page 2

STP-7062(1) Columbia  
June 3, 1955

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$4,114,000	\$2,080,000	2001	LR
Right-of-Way & Utilities*	Local	Local		

\*Columbia County signed LGPA on 8-95 to be responsible for right-of-way and utilities; no Augusta or Richmond County utilities involved (1-96).

The project's southern terminus has been revised to tie into the Wheeler Road/I-20 interchange and improvements (four lanes with median) just north of I-20. I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR

  
\_\_\_\_\_  
Frank L. Danchetz, P.E., Chief Engineer

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED

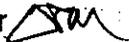
APR 08 1998

PRECONSTRUCTION

**FILE:** STP-7062(1) Columbia  
P.I. Number 250600

**OFFICE:** Atlanta, Georgia

**DATE:** April 8, 1998

**FROM:** Bob Mustin, Project Review Engineer 

**TO:** C. Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT**

We have reviewed the concept report submitted April 7, 1998 by the letter from Joseph Palladi dated April 3, 1998 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 3,400,000
Inflation	\$ 340,000
E & C	\$ 374,000
Right of Way	\$ ? (LGPA)
Reimbursable Utilities	\$ ? (LGPA)

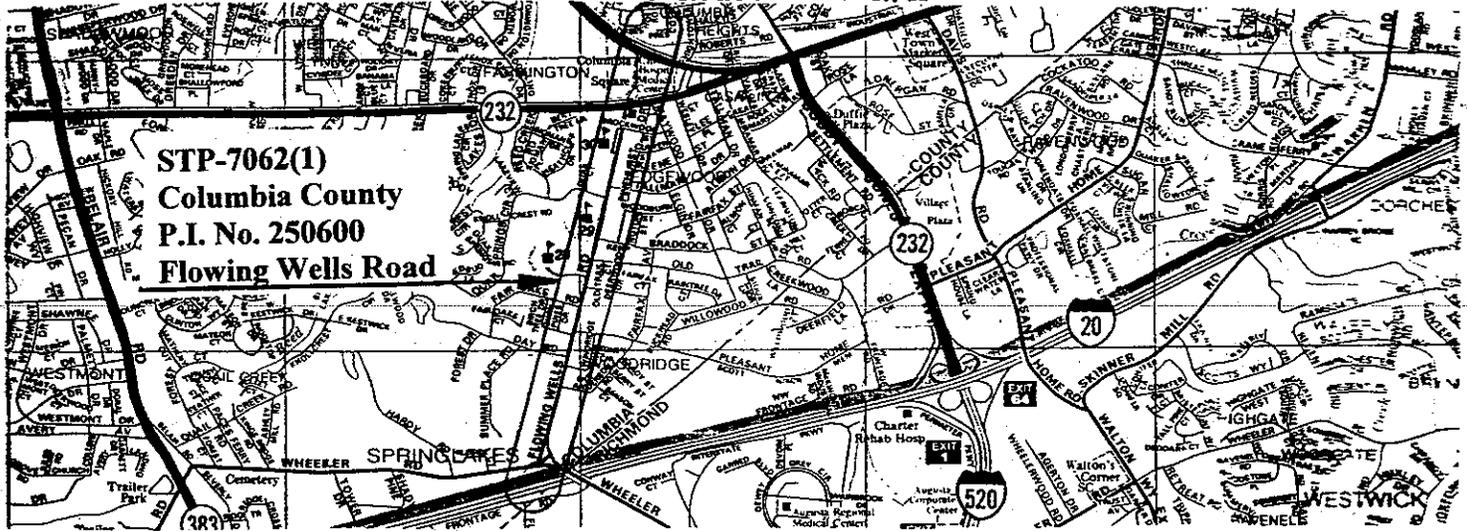
DTM

c: Joe Palladi – Attention: Joe Wheeler

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-7062(1)

County: Columbia  
GaDOT P.I. No.: 250600  
U.S. Route No.: N/A  
State Route No.: N/A



Date of Report: 3-31-98

RECOMMENDATION FOR APPROVAL

4/3/98  
Date

Joseph P. Pelled  
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

This project is contained in both the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP). The concept as presented herein and submitted for approval resembles that which was modeled in the RTP and TIP.

Date

State Transportation Planning Administrator

**PROJECT CONCEPT REPORT**

**PROJECT NO.:** STP-7062(1)

**P.I. No.:** 250600

**PREVIOUS PROJECT NO.:** N/A

**ROUTE NO.:** N/A

**LOCATION:** Flowing Wells Road from Wheeler Road to Washington Road/  
S.R. 104 in Augusta, Columbia County, Georgia.

**TRAFFIC:**           **CURRENT ADT**    18,000 (YR 2001)  
                      **PROJECTED ADT** 28,400 (YR 2021)

**EXISTING TYPICAL SECTION:** Two 3.6 m lanes with variable-width  
graded shoulders.

**POSTED SPEED LIMIT:** 45 mph

**EXISTING MAJOR STRUCTURES:** None

**ACCIDENT HISTORY:**

The following is a summary of the accident data available for  
Flowing Wells Road.

	1993	1994	1995
<b>Total Accidents</b>	70	38	65
<b>Total Injuries</b>	14	30	16
<b>Total Fatalities</b>	0	0	0
<b>Accident Rate</b>	1113	1004	1151
<b>Statewide Accident Rate</b>	540	538	549
<b>Injury rate</b>	223	458	283
<b>Statewide Injury Rate</b>	233	265	263

Statewide Accidents Rate and Injury Rate are for Urban Minor  
Arterials. All rates are accidents per million vehicle miles  
traveled.

Accident data indicates there were 74 rear end collisions and 80  
angle intersecting accidents over the three year period.

**STATEMENT OF NEED AND PURPOSE OF PROJECT:** See attached.



**LEVEL OF PUBLIC INVOLVEMENT:** A public hearing will be required.

**TIME SAVINGS PROCEDURES APPROPRIATE?** YES NO **X**

**DESIGN VARIANCES REQUIRED:** The proposed median opening spacing is approximately 185.9 m (610 feet) between Old Anderson Road and Day Road, 149.4 m (490 feet) between Day Road and Pleasant Home Road, and 144.8 m (475 feet) between Brockwood Street and Columbia Road. The queue lengths have been calculated for each intersection. The left queue lengths are acceptable, but the queue lengths are not sufficient for the thru volumes. The roadway is located in a residential area with proposed median openings located at major access streets. Due to the close proximity of these major access streets, it is not possible to design for sufficient queue lengths for thru traffic volumes on Flowing Wells Road.

<b>DESIGN EXCEPTIONS REQUIRED</b>	<b>UNDETERMINED</b>	<b>YES</b>	<b>NO</b>
<b>HORIZONTAL ALIGNMENT</b>	( )	( )	(X)
<b>ROADWAY WIDTH</b>	( )	( )	(X)
<b>SHOULDER WIDTH</b>	( )	( )	(X)
<b>VERTICAL GRADES</b>	( )	( )	(X)
<b>CROSS SLOPES</b>	( )	( )	(X)
<b>STOPPING SIGHT DISTANCE</b>	( )	( )	(X)
<b>SUPERELEVATION</b>	( )	( )	(X)
<b>HORIZONTAL CLEARANCE</b>	( )	( )	(X)
<b>SPEED DESIGN</b>	( )	( )	(X)
<b>VERTICLE CLEARANCE</b>	( )	( )	(X)

**ALTERNATES CONSIDERED:** A five-lane section with four 3.6 m lanes and one 4.2 m center turn lane was considered. This alternate was rejected in the Concept Meeting due to the heavy traffic volumes.

An alignment alternate that was analyzed holds the existing Flowing Wells Road centerline as it approaches Columbia Road. The tangent section is held through the intersection, relocating the section of Flowing Wells Road between Columbia Road and Washington Road to the north. This alternate improves the intersection at Columbia Road, but it has significant impacts to the medical facility parking lot and the shopping center parking lot. An additional disadvantage of this alternate includes reverse curves which may produce problems with superelevation transitioning. Also, the construction limits may encroach upon part of the shopping center. Advantages of this alternate include saving the gas station and needing less right-of-way from homeowners. This alternate was rejected due to the impacts on the shopping center parking lot.

The proposed project concept is the preferred alternate due to the reduction of impacts on the medical center facility. The geometry is preferable because there are no reverse curves. The right-of-way requirements in the shopping center parking lot are not as extensive, and the shopping center is not impacted as much by the

construction limits. The median is preferred for the safety of the motorists due to heavy traffic volumes.

**PROPOSED MEDIAN OPENINGS:**

Proposed locations of the median openings include:

<u>LOCATION</u>	<u>APPROX. DISTANCE BETWEEN OPENINGS</u>
Wheeler Road	268.5 m (881')
Old Anderson Road	185.9 m (610')
Day Road	149.4 m (490')
Pleasant Home Road	419.1 m (1375')
Old Trail Road	294.1 m (965')
Quail Springs Circle	413.0 m (1355')
Brockwood Street	144.8 m (475')
Columbia Road	

**OTHER PROJECTS IN AREA:**

- STP-7011(3), Wheeler Road widening from I-20 to Medical Center Drive (under construction, 4-lane with median)
- NH-20-2(137), Wheeler Road/I-20 interchange & improvements (under construction, 4-lane with median)
- NH-IM-520-1(14), I-520 widening
- NH-IM-520-1(15), I-20/I-520 interchange reconstruction (under design)

**CONCEPT TEAM MEETING HELD:** January 6, 1998

**PRESENT:** See attached sign-in sheet.

**FIELD REVIEW HELD:** A formal field review has not been held at this time, but the project site has been visited.

**RAILROAD INVOLVEMENT:** N/A

**POSSIBLE UNDERGROUND STORAGE TANK SITES:** BP station on the corner of Flowing Wells and Columbia Road.

**COMMENTS:** It is recommended that the project limits be changed in Datatrieve. Datatrieve currently lists the project limits for this project as the widening of Flowing Wells Road from I-20 to Washington Road. The portion of Flowing Wells Road from I-20 to Wheeler Road (approximately 185 m) has already been widened under

Project NH-20-2(137). This project ties into Project NH-20-2(137) at the Wheeler Road and Flowing Wells Road intersection.

The alignment shown in the concept holds the existing right-of-way on the east side of Flowing Wells Road and shifts the widening to the west. This was done in order to reduce impacts to neighborhoods and houses.

The project concept layout presented during the concept meeting was a five-lane section with four 3.6 m lanes and one 4.2 m center turn lane. Even with the five-lane section, the local representatives expressed grave concern over the cost of proposed required right-of-way and utility relocations. The four-lane section with a raised median will increase the cost of required right-of-way and utility relocations. Georgia Natural Gas and BellSouth have utilities located within the project limits that will require expensive relocation. The local representatives requested that the Georgia Department of Transportation supply them with both a right-of-way cost estimate and a utility cost estimate. Columbia County officials stressed that right-of-way funds are limited and that the county may not have the necessary funds available to fulfill their obligations.

Columbia County is pursuing an interim project that will provide a three-lane section for Flowing Wells Road.

Finally, if the project is to move forward, regardless of the expensive right-of-way and utility costs, a Public Information Meeting should be held upon concept approval to inform the citizens affected by this project. A meeting was held last year, at Board Member Jimmy Lester's request, to discuss the concept with selected residents. The results of the concept work, and supporting studies should be presented at a Public Information Meeting to determine project direction and schedule.

**ATTACHMENTS:** Typical Sections, Cost Estimate, Need and Purpose Statement, Concept Team Meeting Minutes



**PRELIMINARY COST ESTIMATE**  
**URBAN DESIGN OFFICE**

DATE: 2/4/98

PREPARED BY: LVD

PROJECT NO: STP-7062(1)

FILE NAME: flowing well cost est

P.I. NO: 250600

MILEAGE: 2.6 km (1.62 miles)

PROJECT DESCRIPTION: Flowing Wells Road widening and reconstruction from Wheeler Road to SR 104/ Washington Road

EXISTING ROADWAY: Two 3.6 m lanes with variable width graded shoulders

TRAFFIC: CURRENT ADT  
18,000 (2001)

PROJECTED ADT  
28,000 (2021)

- ( ) PROGRAMMING PROCESS
- (X) CONCEPT DEVELOPMENT
- ( ) DURING PROJECT DEVELOPMENT

**PROJECT COSTS**

A. RIGHT OF WAY	lump sum (By Locals)		\$0.00
		<b>SUBTOTAL</b>	<b>\$0.00</b>
B. UTILITIES	lump sum (By Locals)		\$0.00
		<b>SUBTOTAL</b>	<b>\$0.00</b>
C. CLEARING AND GRUBBING	7.3 ha @	\$29,700.00	\$216,810.00
		<b>SUBTOTAL</b>	<b>\$216,810.00</b>
D. EARTHWORK			
<u>Embankment</u>			
In-Place Embankment	25882 m3 @	\$10.00	\$258,820.00
		<b>SUBTOTAL</b>	<b>\$258,820.00</b>

## E. BASE AND PAVING

### Aggregate Base

Graded Aggregate (300 mm)	22656 Mg @	\$15.00	\$339,840.00
Graded Aggregate (150 mm)	4584 Mg @	\$7.00	\$32,088.00

### Asphalt Paving

12.5 mm mix Asph Conc	6080 Mg @	\$36.00	\$218,880.00
19 mm mix Asph Conc	7600 Mg @	\$36.00	\$273,600.00
Asph Conc Base	7555 Mg @	\$35.00	\$264,425.00
Leveling	317 Mg @	\$38.00	\$12,046.00
Tack Coat	15740 L @	\$0.30	\$4,722.00

**SUBTOTAL \$1,145,601.00**

## F. DRAINAGE

### Longitudinal System

450 mm Conc. Pipe	3455 lm @	\$86.00	\$297,130.00
600 mm Conc. Pipe	1725 lm @	\$102.00	\$175,950.00
750 mm Conc. Pipe	200 lm @	\$138.00	\$27,600.00
600 mm F.E.S.	10 EA @	\$400.00	\$4,000.00
750 mm F.E.S.	15 EA @	\$540.00	\$8,100.00

### Drainage Structures

Catch Basins	69 EA @	\$1,380.00	\$95,220.00
Drop Inlets	10 EA @	\$1,210.00	\$12,100.00

**SUBTOTAL \$620,100.00**

## G. CONCRETE WORK

Curb and Gutter (Type 2)	8358 lm @	\$37.00	\$309,246.00
Driveway Conc. 150 mm thick	600 m2 @	\$32.00	\$19,200.00
Concrete Median	1590 m2 @	\$43.50	\$69,165.00
Sidewalk	7765 m2 @	\$23.00	\$178,595.00
Class B Conc., Base/Pvmt Wdng	50 m2 @	\$26.00	\$1,300.00

**SUBTOTAL \$577,506.00**

## H. TRAFFIC CONTROL

	lump sum	\$100,000.00	\$100,000.00
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**SUBTOTAL \$100,000.00**

I. EROSION CONTROL

lump sum \$140,000.00 \$140,000.00

**SUBTOTAL \$140,000.00**

J. SIGNS, STRIPING, SIGNALS, LIGHTING

Signing and Marking

lump sum \$50,000.00 \$50,000.00

Traffic Signals

5 EA @ \$50,000.00 \$250,000.00

**SUBTOTAL \$300,000.00**

K. GRASSING/LANDSCAPING

1.12 ha @ \$1,250.00 \$1,400.00

**SUBTOTAL \$1,400.00**

L. MISCELLANEOUS

Field Engineer Office (Type 2)

1 EA @ \$23,000.00 \$23,000.00

Fencing

350 lm @ \$32.00 \$11,200.00

Right-of-Way Markers

45 EA @ \$60.00 \$2,700.00

**SUBTOTAL \$36,900.00**

M. MAJOR STRUCTURES

Box Culverts

Concrete

0 m3 @ \$406.00 \$0.00

Bar Reinf. Steel

0 kg @ \$1.00 \$0.00

**SUBTOTAL \$0.00**

## ESTIMATE SUMMARY

A. Right of Way (By Locals)	\$0.00
B. Reimbursable Utilities (By Locals)	\$0.00

### CONSTRUCTION COST SUMMARY

C. Clearing And Grubbing	\$217,000.00
D. Earthwork	\$259,000.00
E. Base and Paving	\$1,146,000.00
F. Drainage	\$621,000.00
G. Concrete Work	\$578,000.00
H. Traffic Control	\$100,000.00
I. Erosion Control	\$140,000.00
J. Signs, Striping, Signals, Lighting	\$300,000.00
K. Grassing/Landscaping	\$2,000.00
L. Miscellaneous	\$37,000.00
<b>ROADWAY SUBTOTAL</b>	<b>\$3,400,000.00</b>
M. Major Structures	\$0.00
<b>CONSTRUCTION TOTAL</b>	<b>\$3,400,000.00</b>
2 years of inflation at 5%	\$348,500.00
10% E & C	\$374,850.00
<b>CONSTRUCTION ESTIMATE SUBTOTAL</b>	<b>\$4,123,350.00</b>
<b>TOTAL CONSTRUCTION ESTIMATE</b>	<b>\$4,124,000.00</b>

Flowing Wells Road  
Need and Purpose Statement  
STP-7062(1)  
PI# 250600, Columbia County

Located near the border of Columbia and Richmond Counties, Flowing Wells Road serves as an inter-radial connector to major radial transportation corridors. Existing land use along Flowing Wells Road is predominantly residential with interspersed religious and educational institutions. Commercial land use characterizes the area near the northern terminus.

The proposed improvement is to widen Flowing Wells Road from two through lanes to four through lanes with turn lanes as needed. The proposed southern terminus is the I-20/Wheeler Road interchange, currently under construction. Proceeding northward, Flowing Wells Road crosses Columbia Road (SR232) before terminating at Washington Road (SR104). Both intersecting routes are major radial routes providing access between rapidly growing areas of Columbia County and employment and shopping areas of the Augusta area.

Prior to construction of the I-20/Wheeler Road interchange, Flowing Wells Road intersected Wheeler Road north of I-20 with a stop condition. To address existing and future travel demand, the intersection of Wheeler Road and Flowing Wells Road was realigned during construction of the I-20/Wheeler Road interchange. The realigned facility now provides the through movement to the Flowing Wells Road/Wheeler Road traffic, tying-in the western section of Wheeler Road with a stop condition.

Wheeler Road funnels traffic to Flowing Wells Road from I-520 and areas accessing Wheeler Road as it proceeds southeasterly to downtown Augusta. Rapid development of Columbia County has increased travel demand between Columbia County and other sections of the Augusta area. With the construction of the new I-20/Wheeler Road interchange, and realignment of Wheeler Road to provide through movement to Flowing Wells Road, travel demand along Flowing Wells will increase and can only exacerbate existing travel conditions.

The Augusta Regional Transportation Study identified the Flowing Wells corridor as experiencing existing and future transportation deficiencies. The proposed improvement is a component of the ARTS Year 2015 Transportation Plan, adopted by the ARTS Policy Committee on December 8, 1994. The transportation study is a comprehensive, cooperative, and continuing transportation planning process conducted by the local governments, the Georgia and South Carolina Departments of Transportation, and the Federal Highway and Federal Transit Administrations. The proposed improvement is included in the current ARTS Transportation Improvement Program and the State Transportation Improvement Program.

## FLOWING WELLS ROAD CONCEPT MEETING MINUTES

The meeting held on January 6, 1998 began at 10:30 a.m. Joe Wheeler introduced himself and welcomed everyone. A sign-up sheet (attached) was passed around and each person introduced himself or herself and their affiliation.

Joe Wheeler identified project STP-7062(1), PI 250600, as the widening and reconstruction of Flowing Wells Road from Wheeler Road to S.R 104 / Washington Road. The project is an urban minor arterial located in Augusta, Georgia in Columbia County. The project ties into the existing I-20 / Wheeler Road project.

Cora Cook read the Need and Purpose Statement for the project. She pointed out that Flowing Wells Road connects an interstate at one end of the project to two state routes at the other end.

Joe Wheeler stated that the injury rates for Flowing Wells Road are average, but the accident rates are twice the statewide average. The two-way average daily traffic counts are 18,000 vpd for the year 2001 and 28,000 vpd for the year 2021. The existing typical section is a two-lane rural section. The proposed section was proposed to be two 3.6 m lanes in each direction with a 4.2 m two-way center turn lane. A 1.2 m bike lane and a 3.6m shoulder with curb and gutter are included on each side of the roadway. The minimum right-of-way width is 28.2 m. A possible interim project consisting of a three-lane section to be built by Columbia County will be discussed later. The estimated cost of the project is \$3.3 million. The speed design will be 70 km/h (45 mph). Drainage will consist of pipe systems and curb and gutter rather than ditches. The minimum radius is 215 m, and the existing grades will be held. There are no major structures known at this time. There are three definite right-of-way displacements and two possible displacements. Right-of-way will be purchased by Columbia County.

Joe Wheeler asked for comments from representatives of the utility companies.

*Harold Cox - Georgia Power Company* - There is a possible conflict with power lines on the west side of the roadway.

*Kevin O'Meara - Jones Intercable, Inc.* - We share the power poles so many of our lines are located there. The cable lines for the subdivisions are located underground.

*Ronnie Hutto - Columbia County* - Georgia Natural Gas Company has a major distribution line at Pleasant Home Road. BellSouth has conduit on the west side that will be very expensive to replace.

*Joe Wheeler - DOT - Urban Design* - Columbia County is responsible for utility relocations.

*Joe Palladi - DOT - Urban Design* - Minor grade adjustments are possible for the coordination of the proposed drainage with the underground utilities.

Joe Wheeler explained that the existing roadway will be widened 6.6 feet to the east side. From that point it will be widened five lanes to the west. Joe Palladi stated that this was a request from the county to minimize right-of-way impacts to homeowners on the east side of the road.

Joe Wheeler explained two additional alternates and why they were not used. The first alternate improved the angle at the Columbia Road intersection. This alternate used reverse curves and was considered in order to save the BP station. However, the alternate had major impacts on the parking lots at the medical facility and the shopping center. The second alternate reduced impacts to the shopping center but affected the BP Station. The traffic projections indicate volumes that are borderline as to requiring a raised median, so we would like to get further input from the District.

*Joe Palladi – DOT - Urban Design – Cora, will the Belair Road extension relieve traffic on Flowing Wells Road?*

*Cora Cook – DOT - Planning - Access to I-20 would encourage people to use Belair Road. Traffic counts for Flowing Wells should decrease by three or four thousand vehicles per day.*

*Joe Palladi – DOT - Urban Design – A decrease of only three or four thousand vehicles per day would not be enough to keep Flowing Wells out of the raised median range. DOT criteria is to use a median for design year traffic in excess of 20,000 to 24,000 vpd. I met with county officials and they expressed a preference for a bike path on the west side of the road in lieu of bike lanes. I have had no other feedback from them on this matter. Another alternate proposed by the county includes a 3-lane roadway with urban section on the west and rural section on the east. If this alternate is used, the right-of-way must be purchased for a future 5-lane section. A question we need to consider is whether the project can be done in two phases to enable the 3-lane to be built now and the 5-lane to be built later.*

*Cora Cook – DOT - Planning – A separate bike lane has been suggested. Also, with a church, two schools, and many homes along the project, pedestrian facilities will be needed on both sides of the road.*

*Joe Palladi – DOT - Urban Design – Add sidewalks to both sides of the roadway. We need to find out if bike lanes or the bike path will be used.*

*Joe Wheeler – DOT - Urban Design – Phil, are there any major environmental conflicts?*

*Phillip Scarborough – DOT - District 2 – I don't foresee any conflicts. There may be one underground storage tank. There are no wetlands.*

*Joe Palladi – DOT - Urban Design – Are there any historical resources?*

*Phillip Scarborough – DOT - District 2 – I did not see anything that would be eligible.*

*Joe Wheeler – DOT - Urban Design – Will any special permits be needed?*

*Phillip Scarborough – DOT - District 2* – Not that I can think of. The project is pretty cut and dried. There are five houses sitting on a hill that are possible displacements. Right now it looks like the project is a CE (Categorical Exclusion).

*David Griffith – DOT – District 2* – Currently the project is scheduled for 2001, but 2004 is more realistic.

*Joe Wheeler – DOT - Urban Design* – Consultant authorization has been approved.

*Nick Crawford – Columbia County* – Is there an estimate of right-of-way or utility costs?

*Joe Wheeler – DOT - Urban Design* – No, not at this time.

*Joe Palladi – DOT - Urban Design* – The minimum required right-of-way is shown on the typical section. There could be more, depending on the addition of a median, berms, etc.

*Nick Crawford – Columbia County* – The county has limited funds. If the required right-of-way is increased, we will not have the money to purchase what is needed. We really need a good cost estimate.

*Joe Palladi – DOT - Urban Design* – I understand money problems. Let's get through the concept meeting. We can address money problems later. Ronnie, are you still considering a 3-lane section?

*Ronnie Hutto – Columbia County* – A 3-lane section is not compatible with your concept. There will be tremendous fill in the parking lot since the shopping center is in a hole. A retaining wall is possible for this area. Old American Store is on the southern end of the shopping center. CiCi's Pizza, a very popular, high-traffic restaurant, is next door. That end of the parking lot is usually fairly crowded. There have been several calls from the medical facility. The elementary school will lose some parking. The homeowners and the Baptist church have some concerns. Augusta Prep School is realigning the northernmost driveway so it will be directly across from Old Trail Road, and a signal will be added at the intersection. There is a house at Fair Oaks Road that will be displaced. Even a wall would not improve the bad driveway grade. There are some major drainage problems at points along the project. A \$600,000 water line on the east side will have to be relocated. Atlanta Gas Light Company and BellSouth have lines on the west side. The utility costs will be astronomical, as will right-of-way costs. My thoughts on the 3-lane section would be to widen on each side of the road. I would like to see how Belair Road helps Flowing Wells Road.

*Joe Palladi – DOT - Urban Design* – If we used a 3-lane with ditches, we would have to consider the clear zone.

*Ronnie Hutto – Columbia County* – From Brockwood to Tallman I do not foresee any drainage problems. There may be some between Tallman and Old Trail.

*Joe Palladi – DOT - Urban Design* – Is holding the right-of-way on the east still advantageous? Would it be better to slide the alignment to the east where the five houses are sitting high on the west side?

*Ronnie Hutto – Columbia County* – Either way, houses will be impacted. Consultants have sent us cross-sections of the area, but I cannot figure out the scale that was used.

*David Mulling – DOT – Engineering Services* – No comment.

*Ken Estes – DOT – Traffic Operations* – Have mid-block accidents been checked?

*Joe Palladi – DOT - Urban Design* – No, but we will check for rear ends and sideswipes.

*Ken Estes – DOT – Traffic Operations* – Our office would prefer a median. Bike lanes add another turning conflict for motorists to consider.

*Joe Palladi – DOT - Urban Design* – Side streets do not line up, causing a problem with median openings.

*Ronnie Hutto – Columbia County* – This is an excellent project, but it will be a financial burden for Columbia County. They should be okay with relocating the 4" gas line, but there is no way they can afford the BellSouth conduit relocation.

*Joe Palladi – DOT - Urban Design* – This could be a CLASP project in which utilities are located during survey. Talk to Georgene in Utilities.

*David Griffith – DOT – District 2* – Design for a median so we can get the right-of-way. A median would cause minimal disturbances.

*Cora Cook – DOT - Planning* – I would like to see a 4-lane with a landscaped raised median.

*Joe Palladi – DOT - Urban Design* – We should probably design the roadway with a raised median and bike lanes. Then we will go to the PIM and talk to residents in the area.

*Patricia Cooley – DOT – Urban Design* – There are a lot of side streets. How should we choose where median openings will be placed?

*Joe Palladi – DOT - Urban Design* – Cora, where would you recommend openings?

*Cora Cook – DOT - Planning* – Pleasant Home is highly traveled, and there is a possibility that Pleasant Home will be extended to Wheeler Road. Quail Springs will probably need one. Old Trail and Augusta Prep will need one with the signal that will be placed there soon. The neighborhood at Quail Springs and the church also want a right turn lane.

*Ronnie Hutto – Columbia County* – Day Road is a good candidate for an opening.

*Joe Palladi – DOT - Urban Design – We may need one at the elementary school.*

*Ronnie Hutto – Columbia County – Brockwood is closed early in the morning due to the heavy foot traffic.*

*Joe Palladi – DOT - Urban Design – This may be a good location for a signal for pedestrian crossing.*

*Ronnie Hutto – Columbia County – Augusta Prep and Quail Springs want a right turn lane.*

*Joe Palladi – DOT - Urban Design – Show right turn lanes at the church and the neighborhood off of Quail Springs Circle. Show only a decel lane for Augusta Prep.*

*Phillip Scarborough – DOT – District 2 – Send us the maximum required right-of-way width after making changes to the concept.*

*Joe Palladi – DOT - Urban Design – We are adding the median.*

*Ronnie Hutto – Columbia County – There are a couple of ponds located down Day Road that will need protection.*

*Patricia Cooley – DOT – Urban Design – Cora, do you need anything from us if we change the description of the project to include medians?*

*Cora Cook – DOT - Planning – No. Datatrieve needs to be changed to show the beginning of the project at Wheeler Road rather than I-20.*

*Joe Wheeler – DOT - Urban Design – Are there any other comments?*

*Joe Palladi – DOT - Urban Design – Medians have been proven to calm traffic and to reduce accidents. They reduce conflict points, even for driveways. It is a wise decision to include a median in this project. We understand Columbia County has financial problems, but we need to do it right the first time. All median openings need U-turn capabilities. We may need to have videos available at the PIM for the locals to view.*

*Cora Cook – DOT – Planning – The residents in the area do not want more truck traffic.*

*Joe Palladi – DOT - Urban Design – That is a county responsibility. They will have to make a decision and enforce it.*

*Cora Cook – DOT - Planning – Signing on I-20 could be used to route truck traffic to Belair Road.*

*Patricia Cooley – DOT – Urban Design – Who is responsible for the right-of-way cost estimate?*

*Joe Palladi – DOT - Urban Design* – We will send the county a copy of the concept for their use, and we will ask the Office of Right-of-Way for an estimate. They usually resist getting involved with local government right-of-way.

The meeting adjourned at 11:45.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Flowing Wells Road Concept Meeting  
 LOCATION: PI 250600, STP-7062(1) Columbia County  
 DATE: 1-6-98 HOUR: 10:30 a.m.  
 MODERATOR: Joe Wheeler

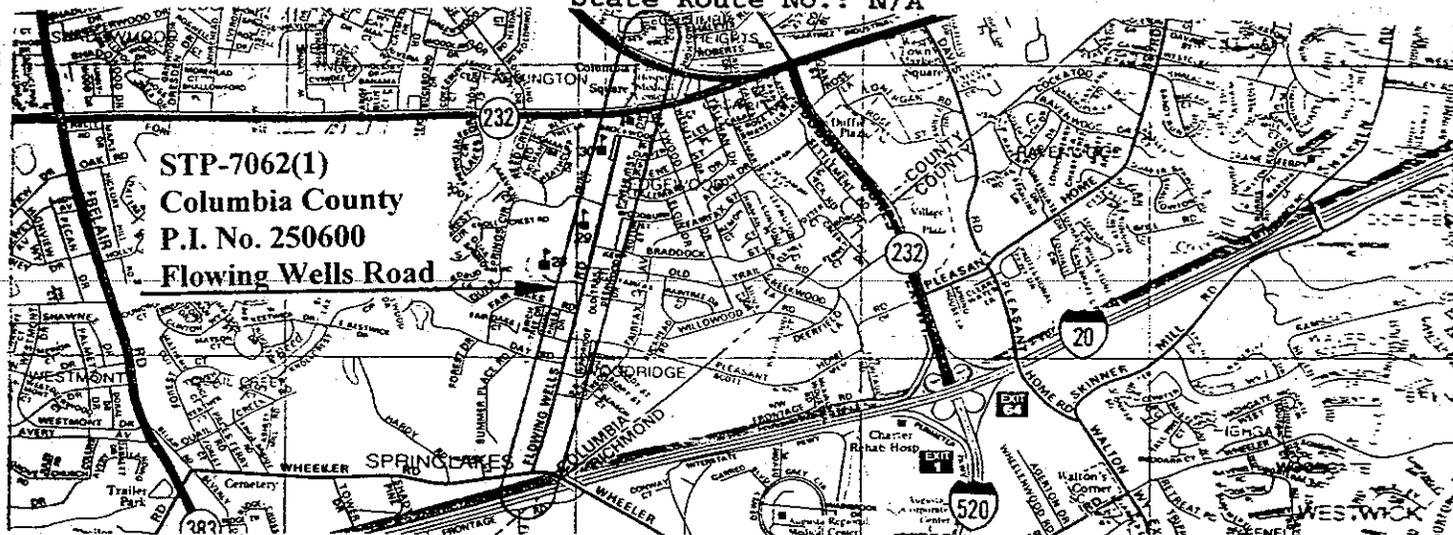
	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	<u>Patricia K. Cooley</u>	<u>Urban Design - GDOT</u>	<u>404-656-5445</u>
2.	<u>Kevin O'Meara</u>	<u>Jones Interchange Inc</u>	<u>706-739-1665</u>
3.	<u>HAROLD Cox</u>	<u>Geologic Partners</u>	<u>404-526-1422</u>
4.	<u>Vickie Dodson</u>	<u>Urban Design GDOT</u>	<u>404 656 5445</u>
5.	<u>FRANK BROSCH</u>	<u>URBAN DESIGN GDOT</u>	<u>404-656-5445</u>
6.	<u>NATE SMITH</u>	<u>"</u>	<u>"</u>
7.	<u>Joe Pallad</u>	<u>" " "</u>	<u>404 656 5446</u>
8.	<u>Rennie Hutto</u>	<u>Col. Co.</u>	<u>706-541-3944</u>
9.	<u>Phillip Scarborough</u>	<u>DOT, Tennille</u>	<u>912-553-2283</u>
10.	<u>Ken Estes</u>	<u>Traffic Operations</u>	<u>404-635-8127</u>
11.	<u>David Mulling</u>	<u>Engineering Services - GDOT</u>	<u>404-651-7470</u>
12.	<u>Lick Crawlers</u>	<u>Col G</u>	<u>706-541-3949</u>
13.	<u>CORA COOK</u>	<u>GDOT - Planning</u>	<u>404 657 6687</u>
14.	<u>DAVID GR. FLITH</u>	<u>GDOT - Dist 2</u>	<u>912-552-4629</u>
15.	<u>Joe Wheeler</u>	<u>GDOT - Urban Design</u>	<u>404-656-5445</u>
16.			
17.			
18.			
19.			
20.			

REMARKS: \_\_\_\_\_  
 \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-7062(1)

County: Columbia  
GaDOT P.I. No.: 250600  
U.S. Route No.: N/A  
State Route No.: N/A



STP-7062(1)  
Columbia County  
P.I. No. 250600  
Flowing Wells Road

Date of Report: 3-31-98

RECOMMENDATION FOR APPROVAL

4/3/98  
Date

Joseph P. Kelly  
State Urban Design Engineer

Date  
4/9/98  
Date

State Environmental Location Engineer  
Merion S. Waters  
State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

This project is contained in both the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP). The concept as presented herein and submitted for approval resembles that which was modeled in the RTP and TIP.

Date

State Transportation Planning Administrator

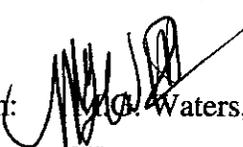
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED  
APR 13 1998  
PRECONSTRUCTION

File: STP-7062(1)/Columbia County  
P.I. No. 250600

Office: Traffic Operations  
Atlanta, Georgia  
Date: April 9, 1998

From:  G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of Flowing Wells Road beginning at the intersection of Wheeler Road and extending in a northeasterly direction to S.R. 104/Washington Road. Currently, the existing typical section is a two 3.6 m lane roadway with variable width graded shoulders. The posted speed is 45 mph.

This route serves as a major corridor between Columbia County residents and the Augusta/Richmond County area. Previously, Flowing Wells Rd. intersected Wheeler Rd. with a stop condition. Because of existing and future travel demand, this intersection is being realigned to provide a free flow movement for the Flowing Wells Rd./Wheeler Rd. traffic, in an existing ongoing project. The western section of Wheeler Rd. traffic will then become the stop condition. During a three year period there were 74 rear end collisions and 80 angle intersecting accidents.

Flowing Wells Rd. will be widened, with an urban typical section design, to a four 3.6 m lane travel way with a 6 m raised median and turn lanes as needed. There will also be 1.2 m bicycle lanes and 1.5 m sidewalks on both sides of the roadway.

We recommend the easternmost drive, of the Augusta Preparatory School be realigned with Old Trail Road. This will increase safety and take advantage of the new signal that is proposed for this intersection.

We recommend increasing the median width to 8.4 m (28 ft.) at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

We believe this concept will improve safety and operational capacity along this section of roadway.

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

Joseph P. Palladi, P.E., State Urban Design Engineer

Attn. Joe Wheeler

Bob Mustin, w/ attachment

General Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

RECEIVED

APR 22 1998

PRECONSTRUCTION

FILE STP-7062 (1) Columbia  
P.I. 250600

OFFICE Tennille

DATE April 20, 1998

FROM *Dob.* David O. Griffith, District Preconstruction Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT **CONCEPT REPORT**

Personnel from this office have reviewed the concept report on the referenced project and find it satisfactory. The District Utilities Office will be meeting with the county soon to determine the utilities cost. A signed cover sheet is attached for your further handling.

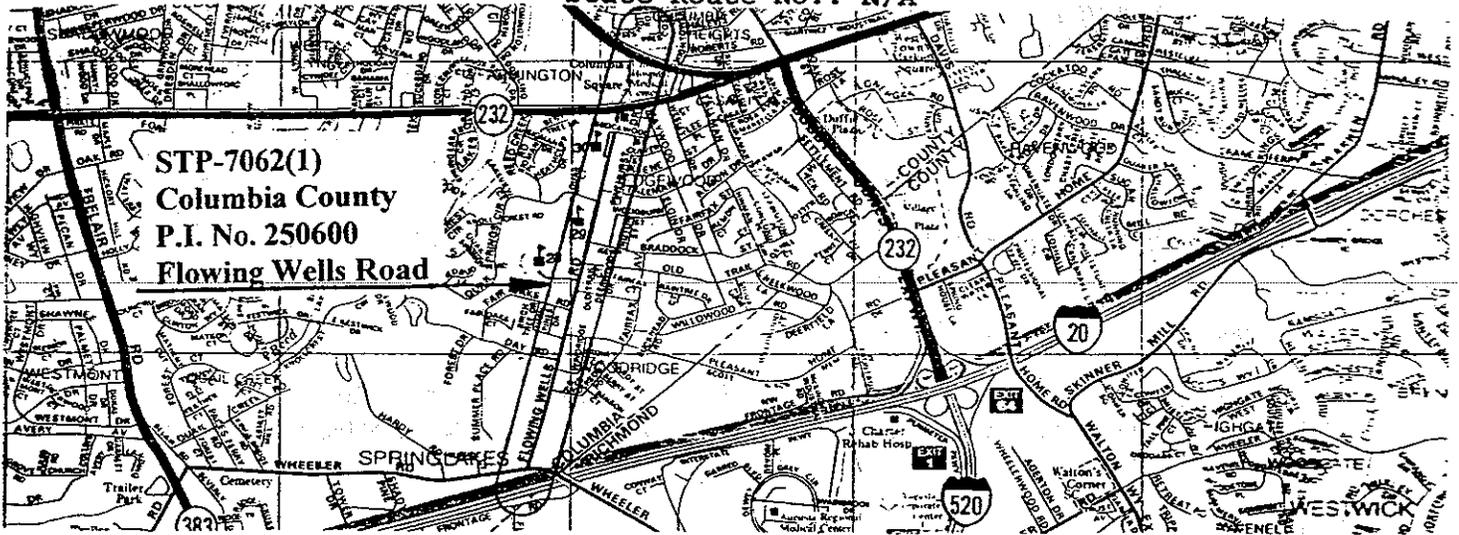
DOG:MGI  
Attachment

cc: Joe Palladi

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-7062(1)

County: Columbia  
GaDOT P.I. No.: 250600  
U.S. Route No.: N/A  
State Route No.: N/A



Date of Report: 3-31-98

RECOMMENDATION FOR APPROVAL

4/3/98  
Date

Joseph P. Keller  
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

4/17/98

Michael L. Thomas  
District Engineer *D.L.G.*

Date

Project Review Engineer

This project is contained in both the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP). The concept as presented herein and submitted for approval resembles that which was modeled in the RTP and TIP.

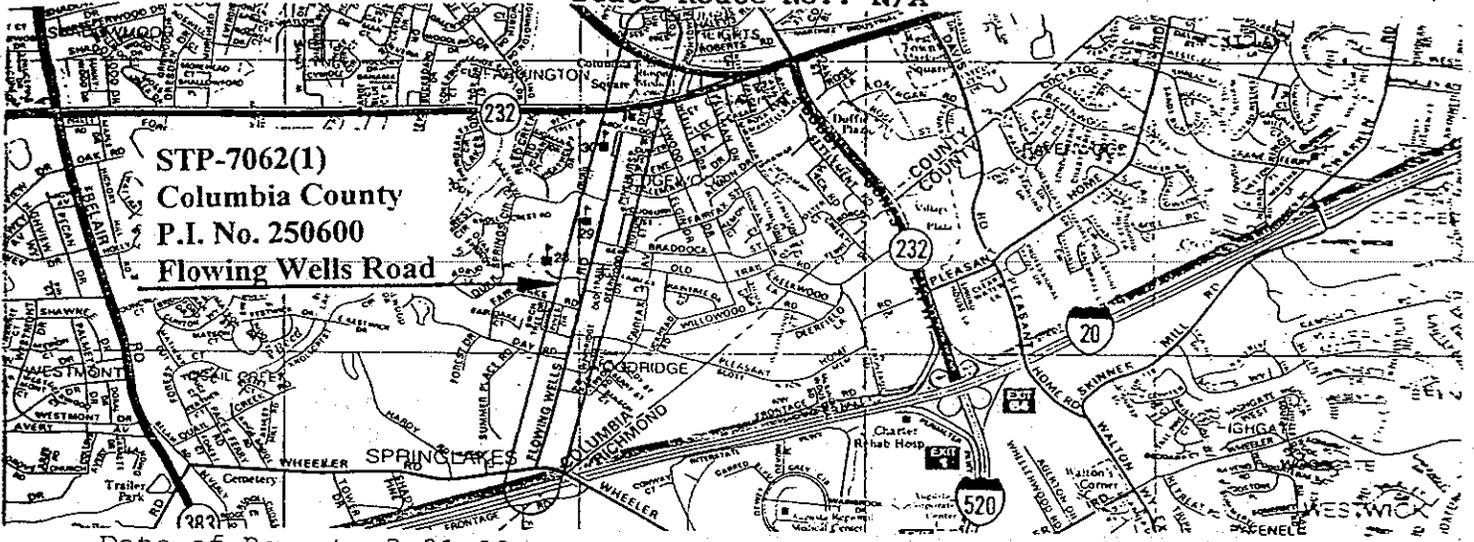
Date

State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-7062(1)

County: Columbia  
GaDOT P.I. No.: 250600  
U.S. Route No.: N/A  
State Route No.: N/A



Date of Report: 3-31-98

RECOMMENDATION FOR APPROVAL

4/3/98  
Date

Joseph P. Palled  
State Urban Design Engineer

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

The project concept is contained in the appropriate Transportation Improvement Program (TIP) and/or STIP.

6/02/98  
Date

Joni Dunagan  
State Transportation Planning Administrator

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE: STP-7062(1) Columbia County  
PI# 250600

OFFICE: Atlanta

DATE: June 2, 1998

*re: [handwritten initials]*  
FROM: Toni Dunagan, State Transportation Planning Administrator

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT: Concept Report Review : STP-7062(1), PI# 250600; Columbia County

We have reviewed the proposed concept report for the widening of Flowing Wells Road from I-20 to Washington Road. To improve clarity, we request the first comment by Cora Cook on page 2 of the concept meeting minutes be changed to read as follows:

*"Cora Cook - DOT - Planning - Improved access between I-20 and SR28 would encourage people to use Belair Road and the proposed extension. Traffic volumes for Flowing Wells should decrease by three to four thousand vehicles per day."*

Reflective of our comment, we find this report satisfactory for approval. If you have any questions, please call Cora Cook at (404) 657-6687.

TD:CJC

Attachment (signature page)

cc: Joe Palladi; attn.: *Joe Wheeler*