

## Proposed North Augusta Park & Ride Facility I-20 at Exit 5

March 11, 2010

### Location

The proposed North Augusta Park and Ride facility will be located on a ±3.4 acre parcel of SCDOT right of way in the northwest quadrant of Exit 5 of I-20. The location is readily accessible to I-20 in both directions, southbound I-520 (Palmetto Parkway) and US 25 in both directions. Average daily traffic volume on I-20 in the vicinity of Exit 5 is approximately 37,000. The volume on US 25 is approximately 25,000 vehicles per day. The parcel is situated between the frontage road (Austin Graybill Road) and the ramp to westbound I-20. The I-520 and Exit 5 construction work in the area is complete. It is anticipated that the parcel will be utilized pursuant to an encroachment permit from SCDOT. Access will be from the frontage road which is signalized at US 25.



### Demand

A park and ride facility has been a project listed in the Augusta Regional Transportation Study (ARTS) Long Range Transportation Plan for at least ten years. Recently several area industries and public agencies indicated preliminary interest in participating in the project. Depending on the circumstances, SRS Nuclear Solutions and Bridgestone have identified a demand by their employees. Kimberly-Clark Corporation has responded that it is unlikely that their employees will utilize the facility but that the corporation may be inclined to help with financing because of the benefit it could provide to the region. The Best Friend Express transit system operated by the Lower Savannah Council of Governments (LSCOG) has preliminarily stated that it could schedule a route to service the site if demand warranted. Additionally, special routes from the park and ride facility to industry destinations might also be possible if demand is adequate and operating costs can be recovered.

### **Design**

A preliminary design for the facility has been completed by Cranston Engineering of Augusta. The design shows that the site could accommodate 200 vehicles, a transit transfer area and two shelters. Low impact development has been included in the site design to minimize negative impacts on storm water quality and to reduce maintenance costs. Landscaping will also be designed for low impact and reduced maintenance. It is anticipated that solar powered light fixtures will be installed to light the parking and shelter areas. Neither the light fixtures nor the landscaping have been shown on the preliminary plan. A reduced copy of the preliminary design is attached.

### **Cost Estimate**

The cost of improvements is estimated at approximately \$800,000 and includes fill material, paving, curb and gutter, stormwater management, landscaping and lighting. The original estimate was much lower but did not include curb and gutter, low impact stormwater management, landscaping or lighting. A copy of the preliminary cost estimate is attached.

### **Support**

The types of support and cost participation preliminarily discussed include design and construction costs, continuing operation of the completed facility, and ongoing maintenance. Bridgestone and SRNS have indicated a willingness to consider financial participation. There is a potential that SCE&G may be able to donate a portion of the cost of the lighting. Federal, state, local and additional private sources may be available and are currently being evaluated. Augusta Richmond County has not utilized its potential allocation of mass transit funding for facilities in recent years and those funds could be available for a portion of the construction cost. The potential for utilizing Surface Transportation funding allocated to the Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS) by SCDOT may be another possibility. Preliminary evaluations of the sources of federal funds available indicate that matching requirements for the various sources and potential conflicts between agency regulations could be a significant administrative challenge. The total cost of the project will be less than a million dollars and utilizing a single source may be the easiest and fastest funding solution. Maintenance and security responsibilities for the facility once it is in operation have not been finalized but the City of North Augusta has preliminarily expressed a willingness to manage the facility upon completion.

### **Benefits**

The recent announcement by EPA that decisions on new and potentially more stringent national pollutant level standards will be made in the next few years. The result could be more difficulty in attaining the air quality standard and more time required to overcome nonattainment. The potential negative impacts of an air quality nonattainment determination in Aiken County are significant. The proposed park and ride facility could provide a positive example of an early action, predetermination project to reduce pollutions generated by commuter traffic and improve air quality in Aiken County, SC and Richmond County, GA.



**North Augusta Park & Ride Facility**  
**Conceptual Cost Estimate (No Detailed Design Performed)**  
**January 12, 2010**

Project No. 2009-231

| <u>Description</u>                 | <u>Quantity</u> | <u>Unit</u> | <u>Est. Unit Cost</u> | <u>Total Estimated Cost</u> |
|------------------------------------|-----------------|-------------|-----------------------|-----------------------------|
| Strip & Stockpile Topsoil          | 4.7             | acres       | \$500.00              | \$2,350.00                  |
| Imported Fill In Place             | 15,165          | cy          | \$6.00                | \$90,992.00                 |
| Finished Grading                   | 4.7             | acres       | \$2,000.00            | \$9,400.00                  |
| Construction Staking               | 1               | ls          | \$5,000.00            | \$5,000.00                  |
| Conduits                           | 1               | ls          | \$5,000.00            | <u>\$5,000.00</u>           |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$112,742.00</b>         |
| Silt Fence                         | 1,500           | lf          | \$4.00                | \$6,000.00                  |
| Rip-Rap Pads @ Discharge           | 1               | ea          | \$1,000.00            | \$1,000.00                  |
| Inlet Sediment Traps               | 4               | ea          | \$400.00              | \$1,600.00                  |
| Temporary Sediment Basin           | 1               | ea          | \$5,000.00            | \$5,000.00                  |
| Construction Entrances             | 2               | ea          | \$1,500.00            | \$3,000.00                  |
| Misc. Erosion Control & Monitoring | 1               | ls          | \$10,000.00           | <u>\$10,000.00</u>          |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$26,600.00</b>          |
| 18" RCP                            | 380             | lf          | \$30.00               | \$11,400.00                 |
| 24" RCP                            | 100             | lf          | \$35.00               | \$3,500.00                  |
| 30" RCP                            | 480             | lf          | \$45.00               | \$21,600.00                 |
| 30" FES                            | 1               | ea          | \$1,250.00            | \$1,250.00                  |
| Storm Drainage Structures          | 4               | ea          | \$2,500.00            | <u>\$10,000.00</u>          |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$47,750.00</b>          |
| 6" Perforated Underdrain           | 1,100           | lf          | \$15.00               | \$16,500.00                 |
| Bio-Retention Area Overflow Drains | 8               | ea          | \$1,000.00            | \$8,000.00                  |
| Bio-Retention Areas                | 5,400           | sf          | \$15.00               | \$81,000.00                 |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$105,500.00</b>         |
| Light Poles                        | 15              | ea          | \$1,500.00            | \$22,500.00                 |
| Concrete Header Curb               | 5,094           | lf          | \$15.00               | \$76,410.00                 |
| 6-Inch GAB & 2-Inch Asphalt Paving | 10,962          | sy          | \$20.00               | \$219,240.00                |
| Curb Stops                         | 200             | ea          | \$75.00               | \$15,000.00                 |
| Concrete Sidewalks                 | 145             | sy          | \$35.00               | <u>\$5,075.00</u>           |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$338,225.00</b>         |
| Landscaping/Grassing               | 1               | ls          | \$50,000.00           | \$50,000.00                 |
| Large Trees for Interior Islands   | 30              | ea          | \$500.00              | \$15,000.00                 |
| Small Trees on Project Exterior    | 100             | ea          | \$250.00              | \$25,000.00                 |
| Irrigation                         | 1               | ls          | \$20,000.00           | <u>\$20,000.00</u>          |
| <b>Sub-Total</b>                   |                 |             |                       | <b>\$110,000.00</b>         |
| <b>Project Sub-Total</b>           |                 |             |                       | <b>\$740,817.00</b>         |
| <b>10% Contingencies</b>           |                 |             |                       | <b><u>\$74,081.70</u></b>   |
| <b>Grand Total</b>                 |                 |             |                       | <b>\$814,898.70</b>         |