

# METROPOLITAN TRANSPORTATION PLAN 2050 UPDATE

## Financial Feasibility Technical Memo



METROANALYTICS

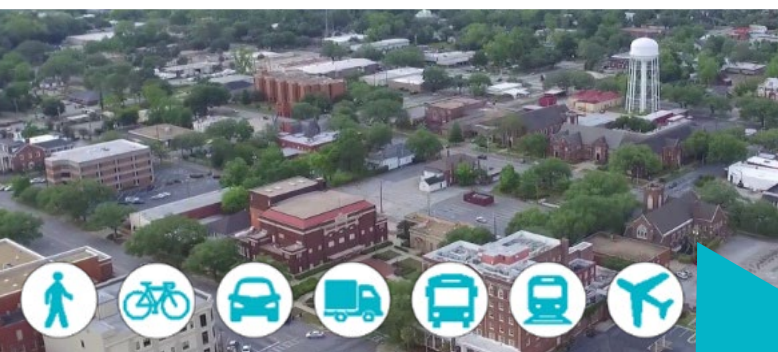


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# DARTS

SERVING THE CITY OF ALBANY, CITY OF LEESBURG,  
DOUGHERTY COUNTY AND LEE COUNTY



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## 1. Introduction

This technical memo provides the foundation for development of a cost feasible work program for the DARTS MTP 2050 Update. It will provide a set of potential funding options for proposed projects from the federal, state, and local levels. It will evaluate various federal grant programs available as part of the Bipartisan Infrastructure Law (BIL) passed in 2021, state level funding programs from the Georgia Department of Transportation (GDOT), and local funding programs such as the Dougherty and Lee County TSPLOST programs.

In addition to evaluating potential funding resources, this technical memo will also provide an evaluation of projected revenues available at the state and local levels for proposed projects.

Finally, this memo will present a costing methodology for evaluating projected cost estimates for potential projects included in the DARTS MTP 2050 Update and provide a list of remaining projects from the DART MTP 2045 Update that will be carried forward as well as anticipated new projects to be included in the DARTS MTP 2050 Update.

## 2. Funding

This chapter overviews potential funding sources at the federal, state, and local level that could be utilized for transportation infrastructure improvements in the DARTS region. Its purpose is to be informative and facilitate decision-making by equipping stakeholders with the knowledge needed to access and leverage financial resources. The stakeholder should be able to use the information in this chapter to pair transportation improvement projects with the appropriate funding opportunities.

### 2.1 Federal Grant Programs and Sources of Revenue for Transportation Projects

The Bipartisan Infrastructure Law (BIL) authorized \$550 billion to be put toward investment in the nation’s infrastructure, with \$350 billion going towards investment in highway facilities and programs over fiscal years 2022 through 2026. The \$350 billion goes towards financing over a dozen new highway programs, with focuses on safety, resilience, carbon reduction, bridges, electric vehicle charging infrastructure, reconnecting communities, and wildlife crossings.<sup>1</sup>

Additionally, the BIL made changes to existing programs and created new programs related to highway development and funding, including:

- **National Highway Freight Program:** Managed by state DOTs, this program allocates funds to states by formula, with the objective of enhancing the efficient movement of freight on the National Highway Freight Network. It now allows states to use up to 30% of funds on freight intermodal or rail projects, instead of the previous standard of 10%. It

<sup>1</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/BIL\\_overview\\_update\\_2022-11-8b.pdf](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/BIL_overview_update_2022-11-8b.pdf)

also includes the rehabilitation of lock and dam and marine highway corridors that are part of the national highway freight network as eligible projects for funding.

- **National Highway System (NHS) Funds:** These funds are closely tied to GDOT's performance targets for the statewide NHS network. Consequently, they are often directed towards major interstate facilities.
  - The **National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.<sup>2</sup>
- **Highway Safety Improvement Program (HSIP):** Allows for non-infrastructure safety projects such as those related to emergency services and safe routes to schools for funding, as well as expands the definition of safety improvements to encompass rail-highway grade crossing separations, traffic control devices to pedestrians, and roadway improvements that separate vehicles from pedestrians and cyclists.
  - **Railway Highway Crossing Program** clarifies that funds are eligible for reducing pedestrian injuries and fatalities from trespassing at crossings. Funds for this are set aside from the HSIP; the annual set-aside will be \$245 million from FY 2022 through FY 2026.<sup>3</sup>
- **Surface Transportation Block Grant (STBG) Funds - Urban:** This federal program offers substantial flexibility, allowing for the preservation and improvement of conditions and performance on Federal-aid highways and bridges. Eligible projects encompass non-motorized transportation facilities, transit capital projects, and public bus terminals and facilities.
  - **STBG - Transportation Alternatives Program:** Within the broader STBG program, funds are set aside specifically for smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, and safe routes to school initiatives.
- **Metropolitan Planning Program (MPP):** Formerly known as Metropolitan Planning (PL) funds, the MPP provides planning assistance from the Federal Highway Administration (FHWA) to GDOT, which then channels these funds to MPOs for planning programs.

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<sup>2</sup> [NHPP - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/federalaid/programs/nhpp/)

<sup>3</sup> [Railway Highway Crossing Program Overview | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/ohrt/railhighwaycrossing/)

- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT):** A newly introduced formula program administered by FHWA, PROTECT focuses on promoting resilience planning, community resilience, evacuation routes, and improvements to at-risk coastal infrastructure. It offers a higher federal share if the state develops a resilience improvement plan incorporated into its long-range transportation plan.
- National Electric Vehicle Infrastructure Formula Program (NEVI):** Another recently introduced FHWA formula program, this initiative seeks to deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Eligibility for these funds is contingent on GDOT's plan submission outlining fund allocation and the designation of alternative fuel corridors.
- Congestion Mitigation and Air Quality Program (CMAQ):** Provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. It determines project eligibility for shared micromobility, diesel replacements, zero emissions vehicles, and rehabilitation of lock and dam or marine corridors.

Additionally, the BIL retained existing discretionary grant programs and introduced new ones, offering further opportunities for federal funding:

- Safe Streets for All (SS4A):** Makes \$5 billion available for local initiatives that prevent transportation-related deaths and injuries on roadways. MPOs and local and tribal governments are eligible to receive these funds for developing safety action plans; planning, designing, and developing activities for infrastructure projects; or executing the projects in safety action plans.
- Local and Regional Project Assistance Grants (Formerly RAISE):** These discretionary grants have been recently updated and awarded based on merit criteria that encompass safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Projects falling within the range of \$5 million to a maximum of \$25 million are eligible for RAISE funding
- Nationally Significant Multimodal Freight and Highway Projects (Formerly INFRA):** This program awards competitive grants for multimodal freight and highway projects of national or regional significance. The objective is to enhance the safety, efficiency, and reliability of freight and passenger movement across rural and urban areas. Projects that promise to eliminate freight bottlenecks and enhance critical freight movements are prioritized.
- National Infrastructure Project Assistance or "Megaprojects":** This program, sometimes referred to as the "Megaprojects program" or MEGA, offers grants to support multijurisdictional or regional projects of significance that cut across multiple

transportation modes. These grants assist communities in completing large-scale projects that would otherwise be challenging to accomplish independently. Eligible projects include improvements on the National Multimodal Freight Network, National Highway Freight Network, National Highway System, and rail-highway grade separations

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) - Discretionary:** This discretionary program, akin to the formula counterpart, is aimed at funding projects that promote system resilience.
- **National Electric Vehicle (EV) Formula Program - Discretionary:** Under the BIL, a portion of this program's funding (10%) is designated for discretionary grants to state and local governments requiring additional assistance to strategically deploy EV charging infrastructure.
- **Charging and Fueling Infrastructure Program:** This discretionary initiative aims to deploy EV charging and alternative fueling infrastructure along designated alternative fuel corridors, in communities, or in public locations such as parks, schools, and public parking facilities. To utilize this program, corridors must first be designated as alternative fuels corridors, and a process for redesignating these corridors must be in place. Eligible projects include the acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure, operating assistance for the first five years post-installation, and the acquisition and installation of traffic control devices.
- **Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants:** Administered by the Federal Railway Administration (FRA), this program funds projects that enhance the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible projects span a wide spectrum, including capital investments in freight and passenger rail, safety technology deployment, planning, environmental analyses, research, workforce development, training, and locomotive emission reduction initiatives.
- **Railroad Crossing Elimination Grant:** Also administered by the FRA, this program finances rail crossing improvements, with a focus on enhancing safety and freight mobility. Eligible projects encompass grade separated rail crossings, including planning, environmental review, and design components.

## 2.2 State Grant Programs and Sources of Revenue for Transportation Projects

Federal level grants and programs are not the only potential source of funding for projects in the DARTS region. The state of Georgia also features numerous opportunities for DARTS to pursue funding for transportation infrastructure projects. Potential state revenue sources, competitive GDOT funding programs, and relevant polices are listed below.

- **Transportation Investment Act of 2010 (TIA):** Allows its economic regions to impose a one percent sales tax to fund multimodal transportation projects.
- **Transportation Funding Act (HB 170) Funds:** This program represents a cornerstone of state funding, supporting a wide array of initiatives aimed at repairing, enhancing, and expanding Georgia's transportation network. These funds can be harnessed for both routine maintenance and capital improvement projects.
- **Quick Response Projects:** Designed for efficiency and cost-effectiveness, the Quick Response Projects program targets lower-cost operational endeavors that can be executed rapidly, typically within one year, and with budgets under \$200,000. These projects encompass critical tasks such as restriping, intersection improvements, and the addition or extension of turn lanes.
- **Local Maintenance & Improvement Grant (LMIG):** The LMIG program operates on an allocation model based on the total centerline road miles within each local road system and the population of counties or cities in comparison to statewide figures. This approach ensures equitable distribution of resources. Eligible projects for LMIG funding are diverse, encompassing preliminary engineering, construction supervision and inspection, utility adjustments or replacement, roadway maintenance and resurfacing, grading, drainage, base and paving of existing or new roads, storm drainpipe or culvert replacement, intersection improvements, turn lanes, bridge repair or replacement, sidewalk construction within the right of way, roadway signage, striping, guardrail installation, and signal installation or improvement.
- **Georgia Transportation Infrastructure Bank (GTIB):** Administered by the State Road and Tollway Authority (SRTA), GTIB presents an opportunity for grant and loan funding for projects with budgets of up to \$10 million, which provides grants and low interest loans for state, local, and regional entities for transportation infrastructure improvements. When pursuing GTIB support, key considerations include demonstrating economic development potential, project readiness, and feasibility. Over the fiscal year of 2023, GTIB awarded \$3.36 million in grant amounts and \$13.9 million in loan amounts, with an investment amount of \$199 million since 2010 assisting in producing projects that total over \$1.1 billion. <sup>[OB]</sup>
- **GDOT Freight Operations Program:** Tailored to address freight-specific operational challenges, the GDOT Freight Operations Program is responsive to the needs of communities grappling with issues related to truck and freight rail activity. The program

targets solutions such as improving turn lanes and enhancing signal timing at key intersections along freight-heavy routes. The program offers awards of up to \$2 million.

### 2.3 Local Funding Sources

Local funds come from several different sources, including sales and property taxes, vehicle fees, general revenues, and are put toward matching requirements for federal grants. Both Dougherty and Lee Counties have recently passed sales tax initiatives dedicated to transportation. In November 2018, Lee County also passed a TSPLOST, with the one-cent sales tax expected to generate about \$19 million. The county plans to focus on maintaining the county road network, which consists of about 200 miles of paved roads and 200 miles of unpaved roads. In Spring 2019, Dougherty County and the City of Albany, along with neighboring Worth County, passed a TSPLOST with the one cent sales tax expected to generate approximately \$80 million over the next five years for Dougherty County and the City of Albany. These additional funds are targeted for road construction, paving/maintenance, and bridge improvements.

The Albany and Dougherty County Comprehensive Plan highlights specific initiatives that can help expand the regional economy. Concerning industrial development, the most relevant are:

- **Albany Urban Redevelopment Plan (URP) & Opportunity Zone:** This is an effort taken to revitalize the aging commercial downtown corridor. An Urban Redevelopment/Opportunity Zone is delineated where new businesses and industry qualify for a maximum job tax credit of \$3500 per job created, with a minimum requirement of two jobs created. The Opportunity Zone includes the commercial corridors of Broad Avenue and Roosevelt Avenue in downtown Albany, as well as some of the housing north of these corridors.
- **Albany Historically Underutilized Business (HUB) Program:** Enacted into law as part of the Small Business Reauthorization Act of 1997. The program falls under the auspices of the U.S. Small Business Administration. The program encourages economic development in historically underutilized business zones by establishing preferences. Albany’s HUBZone program was developed to promote economic development and employment growth in distressed areas by providing access to more federal contracting opportunities.
- **Military Zone Job Tax Credit Program:** This initiative provides for Census tracts that are located adjacent to a military base and have pervasive poverty of at least a 15 percent poverty rate, as reflected in the most recent decennial Census, to receive the highest benefit level allowed under the Job Tax Credit Program. It also provides credit to be available to any business of any nature.



## 2.4 Projected Federal, State, and Local Revenues

### 2.4.1 Federal and State Revenues

Table 1 provides the estimated annual federal and state funding allocation projections over the course of the next 25 years. This data was provided by GDOT for use in this project. As shown in the table the projected revenues per year range from \$14 to \$18 million per year and total approximately \$418 million over the 25-year span.

**Table 1: Projected 2025-2050 Federal and State Funding Projections**

	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
2025	\$12,565,766	\$1,475,552	<b>\$14,041,318</b>
2026	\$12,817,081	\$1,505,063	<b>\$14,322,145</b>
2027	\$12,945,252	\$1,520,114	<b>\$14,465,366</b>
2028	\$13,074,705	\$1,535,315	<b>\$14,610,020</b>
2029	\$13,205,452	\$1,550,668	<b>\$14,756,120</b>
2030	\$13,337,506	\$1,566,175	<b>\$14,903,681</b>
2031	\$13,470,881	\$1,581,837	<b>\$15,052,718</b>
2032	\$13,605,590	\$1,597,655	<b>\$15,203,245</b>
2033	\$13,741,646	\$1,613,631	<b>\$15,355,278</b>
2034	\$13,879,063	\$1,629,768	<b>\$15,508,830</b>
2035	\$14,017,853	\$1,646,065	<b>\$15,663,919</b>
2036	\$14,158,032	\$1,662,526	<b>\$15,820,558</b>
2037	\$14,299,612	\$1,679,151	<b>\$15,978,763</b>
2038	\$14,442,608	\$1,695,943	<b>\$16,138,551</b>
2039	\$14,587,034	\$1,712,902	<b>\$16,299,937</b>
2040	\$14,732,905	\$1,730,031	<b>\$16,462,936</b>
2041	\$14,880,234	\$1,747,332	<b>\$16,627,565</b>
2042	\$15,029,036	\$1,764,805	<b>\$16,793,841</b>
2043	\$15,179,326	\$1,782,453	<b>\$16,961,779</b>
2044	\$15,331,120	\$1,800,278	<b>\$17,131,397</b>
2045	\$15,484,431	\$1,818,280	<b>\$17,302,711</b>
2046	\$15,639,275	\$1,836,463	<b>\$17,475,738</b>
2047	\$15,795,668	\$1,854,828	<b>\$17,650,496</b>
2048	\$15,953,625	\$1,873,376	<b>\$17,827,001</b>
2049	\$16,113,161	\$1,892,110	<b>\$18,005,271</b>
2050	\$16,274,292	\$1,911,031	<b>\$18,185,323</b>
<b>Total</b>	<b>\$374,561,153</b>	<b>\$43,983,352</b>	<b>\$418,544,505</b>

\* Projection amounts are YOY \$  
 (2% growth rate for each year of IJJA/BIL & 1% after 2026)



For the development of the work program for the recommended projects within the fiscally constrained project list, only GDOT’s Project Estimates will be utilized. It is assumed that maintenance estimates will be applied to other system maintenance projects — such as pavement resurfacing, drainage maintenance, signal maintenance, and bridge repairs — on the state-owned roadways within the MPO area based on discussions with the DARTS MPO.

### 2.4.2 T-SPLOST Revenues

The following tables provide an evaluation of potential funds available for transportation projects from the City of Albany and Dougherty County T-SPLOST Revenues, which is set to expire in June of 2029. Table 2 provided by the DARTS MPO identified that historically T-SPLOST funds for the years 2019 to 2023 ranged from approximately \$14 million in 2020 to \$17.5 million dollars in 2023.

**Table 2: T-SPLOST Revenues from 2023-2024 for the City of Albany and Dougherty County**

Year	Total
2019-2020	\$13,803,664
2020-2021	\$16,240,456
2021-2022	\$17,000,813
2022-2023	\$17,526,847
2023-2024* (Partial year)	\$13,651,796
<b>Total</b>	<b>\$78,223,575</b>

Table 3 displays project T-SPLOST revenues through the expiration of the T-SPLOST in June 2029. These assume a 2% increase per year using the values provided by the historic T-SPLOST revenues in Table 2 to produce the projected revenues. The analysis identifies that projected annual revenues available through the expiration of the current T-SPLOST range from \$17.9 million in 2025 to approximately \$18.4 million in 2050 and total approximately \$82 million dollars over through June 2029. The projections have been developed for planning purposes only and represent potential revenues that can be used as local funding for transportation improvement projects. While not guaranteed, it is possible that a new T-SPLOST could replace the expiring T-SPLOST, however this study does not make any assumptions past June of 2029.

**Table 3: Projected T-SPLOST Revenues for the City of Albany and Dougherty County**

Year	<i>Projected Revenue</i>
2025	\$17,879,136
2026	\$18,057,928
2027	\$18,238,507
2028	\$18,420,892
2029* (thru June)	\$9,302,550
<b>Total</b>	<b>\$81,899,013</b>

## 2.5 Transit Funding

Albany Transit is the designated funding sub-recipient for Federal Transit Administration funding, along with GDOT Intermodal match funding. The 2015 Albany Transit Development Plan, 2018 – 2021 DARTS Transportation Improvement Program (TIP) Transit Chapter, September 2018 GDOT Group Transit Asset Management Plan, and National Transit Database annual performance reports were utilized to establish historic revenues and expenditures for Capital and Operations. These resources were also utilized to identify historic assumptions used to project future revenues for the Albany Transit System.

## 3. Costing Methodology

This section contains the proposed methodology for estimating the costs of recommended projects contained within the 5th model run for the 2050 DARTS MTP Update. This methodology considers projects in five different categories:

- 1) projects from the previous 2045 MTP adopted by the DARTS MPO in 2019
- 2) new 2050 MTP projects that are capacity expansion projects
- 3) new 2050 MTP projects that consist of adding median or center turn lanes
- 4) new 2050 MTP projects that are new roadway projects
- 5) new 2050 MTP projects that are grade separation projects.

### 3.1 2045 MTP Projects

This methodology applies escalation rates to all cost estimates completed for projects recommended in the 2045 MTP that are being carried forward into the 2050 MTP. Projects will be reviewed based on their PI number in GeoPI to ensure the latest cost estimate is acquired for each project and then apply escalation based on a rate agreed to between DARTS MPO staff and the consultant team in 2024 dollars. This methodology will also be applied to projects that cannot be simulated in the 2050 MTP model as all except for one are from the previous 2045 MTP.

### 3.2 New 2050 MTP Projects

#### 3.2.1 Capacity Expansions

This methodology will perform cost estimates for the five new roadway widening projects including the following:

- Widen US 19 from 4 to 6 Lanes, from Liberty Bypass southside ramps to Cedric St., potential access management
- Widen Westgate Drive from 2 lanes to 4 lanes from Westover Blvd. to Dawson Rd.
- Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy. to Robert B. Lee Dr.

- Widen Doublegate Dr from 2 to 3 Lanes between Martindale Dr and Dawson Rd.
- Widen Dawson Rd from 4 lanes to 6 lanes between Liberty Bypass and Fussell Road, potential access management
- Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management

The methodology includes calculating cost estimates for the following items in each of the proposed roadway widening projects:

- Curb and gutter
- Sidewalks (assuming 6' sidewalks)
- Pavement (by number of lanes and assuming 12' lanes)
- Number of driveways
- Traffic signals (new and/or upgrades)
- Trees/landscaping
- Intersection lighting
- Drainage structures and storm pipe
- Bridges
- Wall
- Lighting
- Signing and marking (both post and overhead and roadway and intersection, respectively)
- Erosion control
- Traffic control
- Grading

These costs will be calculated at a per-mile rate and then multiplied by the project length to develop the construction cost estimate in 2024 dollars. To develop the total cost estimate, project costs are allocated in the following proportions for project stage:

- Preliminary Engineering (PE): 20% of construction
- Right-of-Way (ROE): 15% of construction
- Utilities (UTL): 15% of construction
- Construction Engineering Inspection (CEI): 10% of construction
- Contingency: 20%

The total cost estimate will be rounded to the nearest \$100,000.

### 3.2.2 Median and/or Center Left-Turn Lanes

These projects will be costed utilizing the same features as specified in the previous section but also include raised concrete medians for each of the projects below:

- Widen Doublegate Dr from 2 to 3 Lanes between Martindale Dr and Dawson Rd.
- Widen Whispering Pines from 2 to 3 Lanes between Nottingham Rd. and Slapppy Blvd.
- Widen Magnolia St from 2 to 3 Lanes between Broad Ave. and Gillionville Rd.
- Widen Broad Ave/Camp Ln from 2 to 3 Lanes between Magnolia St. and Walnut St.

### 3.2.3 New Roadway

The cost estimates included in the final study document only includes construction cost estimates. As such, it will apply escalation of these construction cost figures to 2024 dollars and then apply percentages of the construction cost to PE, UTL, ROW, CEI, and contingency as specified under the capacity expansion section of this chapter.

### 3.2.4 Grade Separation

The grade separation project at US 19/Liberty Expressway at Holly Drive will be costed based on similar precedent utilized for other programmed or recently completed grade separation projects across the state of Georgia. Several that this document will review to cost this project include the following to determine the exact approach:

- Transform SR 316
  - SR 316 @ SR 53 in Barrow County (PI# 0008431)
  - SR 316 @ SR 11 in Barrow County (PI# 0008430)
- SR 365 @ Howard Road/Lanier Tech Dr in Hall County (PI# 0016074)
- I-16 @ Old Cuyler Road in Bryan County (PI# 0019451)

All of the project cost estimates developed as specified in this methodology are reviewed by an in-house roadway engineer for accuracy and ensuring the costs account for the latest information available.

## 4. Project Cost Estimates

Utilizing the methodology described earlier in this document the following project level cost estimates were developed for both the 2045 MTP projects that are being carried forward and new 2050 MTP projects being included in the final 2050 MTP Work Program. Table 4 provides project cost estimates to be used later in the project evaluation and prioritization development of the DARTS 2050 MTP. Project cost estimates are in 2024 dollars and include a 20% contingency. Estimates developed from previous estimates used a 2% escalation rate for updated costs per current guidance from GDOT. Full details of the project level cost estimates can be found in the Project Cost Estimate Worksheet in Appendix A.

**Table 4: Project Cost Estimates**

MTP Project Number	County	Short Description	Estimated Costs (20% contingency)
D-21	Dougherty	Widen Liberty Expressway (US 82/SR 520) from Dawson Rd to N. Slappey Blvd (US 19/SR 3); widen/reconfigure Dawson Rd ramps	\$ 35,641,267
D-14	Dougherty	Widen Slappey Blvd (SR 234/SR 520 BU) from Colquitt Ave N to Tift Ave; with Access Management	\$ 19,012,053

MTP Project Number	County	Short Description	Estimated Costs (20% contingency)
D-7	Dougherty	Widen Nottingham Way from 2 to 4 Lanes between Whispering Pines Rd and N. Westover Blvd	\$ 7,173,471
D-27	Dougherty/Lee	Widen Old Leesburg Rd (SR 133) from Philema Rd (SR 91) to Forrester Pkwy	\$ 44,024,187
D-13	Lee	2 Lane Extension of Westover Rd from Fussell Rd to Oakland Rd	\$ 4,406,400
D-34	Dougherty	Widen N. Jefferson St (SR 91) from 2 to 4 Lanes from Roosevelt Ave to 7th Ave	\$ 9,424,625
D-25	Dougherty	Widen Stuart Ave from 2 to 4 Lanes between Barnesday Way and Whatley Ln	\$ 13,127,517
D-23	Dougherty	Widen Liberty Expressway (US 19/US 82/SR 3/SR 520) From N. Slappey Blvd (US 19/SR 3) to Clark Ave (US 82/SR 520)	\$ 65,621,833
D-5	Dougherty/Lee	Widen Ledo Rd from 2 to 4 Lanes between Nottingham Way and N. Slappey Blvd (US 19/SR 3)	\$ 45,702,912
D-42	Dougherty	Southern Bypass - New 2 Lane Alignment from Oakhaven Dr to Liberty Expressway (US 19/SR 3/SR 300)/Williamsburg Rd	\$ 54,226,953
D-44	Lee	Kinchafoonee Creek Rd. - New 2 Lane Alignment from US 19/SR 3 to Old Leesburg Rd (SR 133) & Palmrya Rd to Creekside Dr	\$ 7,896,633
D-11	Dougherty/Lee	Signal System Upgrade @ 16 Locations - Phase IV	\$ 5,418,648
D-38	Dougherty	Safety Improvements - Intersection of N. Slappey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ Gillionville Rd (SR 234)	\$ 789,950
D-40	Dougherty	Safety Improvements - Intersection of W. Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU) @ S. Jefferson St (SR 91)	\$ 789,950

MTP Project Number	County	Short Description	Estimated Costs (20% contingency)
D-30	Dougherty	Gillionville Rd (SR 234) @ S. Westover Blvd - Add Westbound Right Turn and Southbound Left Turn Lanes	\$ 1,132,856
D-37	Dougherty	Safety Improvements - Intersection of N. Westover Blvd @ Nottingham Way	\$ 789,950
D-31	Dougherty	Widen and Realign Intersection of Sands Dr @ Radium Springs Rd	\$ 5,344,943
D-36	Dougherty	Safety Improvements - Intersection of Dawson Rd @ Stuart Ave	\$ 962,945
D-39	Lee	Safety Improvements - Intersection of Jefferson Davis Memorial Hwy (US 82/SR 520) @ N. Doublegate Dr /Oakland Pkwy	\$ 4,341,233
D-6	Dougherty/Lee	Signal System Upgrade @ 17 Locations - Phase V	\$ 4,307,896
D-33	Dougherty	Widen and Channelize Turn Lanes on W. Gordon Ave @ S. Slaphey Blvd (SR 234) with Safety Enhancements	\$ 1,369,936
D-35	Dougherty/Lee	Signal System Upgrade @ 12 CS Locations - Phase III	\$ 6,980,056
D-20	Dougherty/Lee	Signal System Upgrade @ 9 CS Locations - Phase VI	\$ 1,659,974
D-16	Dougherty	11th Ave @ N. Jefferson St (SR 91) Intersection Improvement - Minor Widening and Channelization	\$ 4,421,213
D-8	Dougherty	Widen Palmyra Rd Turn Lanes	\$ 6,443,882
D-41	Dougherty	Safety Improvements - Intersection of N. Slaphey Blvd (US 19 BU/US 82 BU/SR 520 BU) @ W. Oglethorpe Blvd (US 19 BU/US 82 BU/SR 520 BU)	\$ 1,173,825
D-29	Dougherty	Realign intersection Newton Rd (SR 91) @ Lily Pond Rd	\$ 9,473,018
D-32	Dougherty	NS Railroad Grade Separation @ N. Slaphey Blvd (US 19 BU/US 82 BU/SR 520 BU) or N. Jefferson St (SR 91)	\$ 4,453,818

MTP Project Number	County	Short Description	Estimated Costs (20% contingency)
D-15	Dougherty	SB ramp from Liberty Expressway (US 82/US 19/SR 3/SR 520) to N. Jefferson St (SR 91) @ Frontage Rd & to Philema Rd (SR 91): Additional off ramp lane to minimize backup on to expressway with dual left-turns at intersection with N. Jefferson St (SR 91) NB.	\$ 1,173,825
D-17	Dougherty	Liberty Bypass @ Nottingham Way Interchange EB Ramp: Additional EB lane through the intersection at Nottingham Way @ N. Westover Blvd and extending the ramp and merge onto expressway.	\$ 1,486,324
LC-1	Lee	Leesburg SR 32 Bypass: New connecting roadway from Robert B. Lee Dr to SR 32 east of Lovers Lane Rd	\$ 7,643,268
LC-2	Lee	Leesburg SR 32 Realignment: Realign SR 32 south of 4th St to connect to US 19/SR 3 opposite Callaway St across RR	\$ 3,352,057
LC-3	Lee	Misc. operational, active transportation projects resulting from Leesburg Connectivity Study	\$ 10,494,576
2050-1	Dougherty/Lee	Widen US 19/SR 3 from 4 to 6 Lanes, from Liberty Expressway (US 82/SR 520) southside ramps to Cedric St, potential access management	\$ 12,625,209
2050-2	Dougherty	Widen Westgate Dr from 2 lanes to 4 lanes from N. Westover Blvd to Dawson Rd	\$ 11,126,350
2050-3	Lee	Widen Lovers Lane Rd from 2 lanes to 4 lanes from Forrester Pkwy to Robert B. Lee Dr	\$ 37,016,930
2050-4	Lee	Widen Doublegate Dr from 2 to 3 Lanes between Martindale Dr and Dawson Rd	\$ 3,590,572



MTP Project Number	County	Short Description	Estimated Costs (20% contingency)
2050-5	Dougherty/Lee	Widen Jefferson Davis Memorial Hwy (US 82/SR 520) from 4 lanes to 6 lanes between Liberty Expressway (US 82/SR 520) and Fussell Rd, potential access management	\$ 7,380,169
2050-6	Dougherty	Widen Dawson Rd from 4 lanes to 6 lanes between W 3rd Ave and Stuart Ave, potential access management	\$26,794,612.3
2050-7	Dougherty	Widen Whispering Pines Rd from 2 to 3 Lanes between Nottingham Way and N. Slaphey Blvd (US 19 BU/US 82 BU/SR 520 BU)	\$ 15,990,727
2050-8	Dougherty	Widen Magnolia St from 2 to 3 Lanes between Broad Ave and Gillionville Rd (SR 234)	\$ 3,024,881
2050-9	Dougherty	Widen Broad Ave/Camp Ln from 2 to 3 Lanes between Magnolia St and Walnut St	\$4,024,231.7
2050-10	Dougherty	Add grade separation and ramps on US 19/SR 3 @ Holly Dr	\$17,119,300.8

Appendix A:  
Project Cost Estimate Worksheet