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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: No

Continuation Project: Yes - SPLOST IV; 24-Danielsville Road Widening

Executive Summary: Design for replacement of bridges across Loop 10 to allow for bike and pedestrian access across Loop 10 safely. North Avenue - Extend multi-use trail from Collins Industrial Boulevard to Old Hull Road connecting to the RAISE Grant Improvement. Provide pedestrian connection across Loop 10 along improved bridge. Approximately 1,800 LF of 10-foot-wide multi-use trail. Additional coordination with GDOT required. Reconfigure ramps and sidewalks in order to have a safe and efficient overall area. This project will include preliminary land acquisition and initial construction preparing for the replacement of the bridges.

Project Total Cost: \$ 7,264,000

Total Operating Cost: \$ 7,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Right of Way (ROW) and easements

Project/Program Description: Design for replacement of bridges across Loop 10 to allow for bike and pedestrian access across Loop 10 safely. North Avenue - Extend multi-use trail from Collins Industrial Boulevard to Old Hull Road connecting to the RAISE Grant Improvement. Provide pedestrian connection across Loop 10 along improved bridge. Approximately 1,800 LF of 10-foot-wide multi-use trail. Additional coordination with GDOT required. Reconfigure ramps and sidewalks in order to have a safe and efficient overall area.

Land acquisition, utility relocation, and initial construction phasing also included.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? This project has been discussed extensively by DOT and even the RAISE Grant.

PROJECT JUSTIFICATION

How will the Project meet the stated Program Goals in the Mayor & Commission Strategic Plan to provide long-term, ongoing contributions to the Sustainable Transportation needs of the Athens-Clarke County?

Goal Area 1; Section D: Drive community transformation with a focus on creating spaces that are respectful and welcoming: The proposed improvements are located in the North Athens Neighborhood, along North Avenue, a traditionally underserved area of the Athens Community.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: This project connects the underserved residents of district 9 with the downtown amenities they so desperately need in order to have an equitable opportunity lifestyle. This project encourages bike and pedestrian modes of transportation, reduces vehicular trips, and reduces CO2 emissions.

Goal Area 5; Section A: Improve, expand, and maintain sidewalks, shared-use paths, and bike facilities to provide greater opportunities for residents to use active transportation safely: By widening the bridge, adding dedicated paths, improving accessibility and ensuring regular maintenance, the community can encourage more residents to choose active transportation options, enhancing their health, reducing traffic congestion, and improving the overall quality of life.

Goal Area 5; Section B: Pursue inter-city travel options to connect Athens with other cities: Widening a bridge can significantly improve inter-city travel options by increasing traffic capacity, reducing congestion, and improving travel times. This smoother flow of traffic enables more efficient movement of goods and people between Athens and other cities, fostering stronger economic ties and regional connectivity. Furthermore, a wider bridge can accommodate larger vehicles, such as trucks and buses, facilitating the movement of goods and the expansion of intercity transportation.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: Improving a bridge corridor can significantly expand multi-modal transit access by integrating it with existing and planned public transportation routes. This could include dedicated bus lanes, bike lanes, and improved pedestrian access to nearby bus stops or stations. By making it easier and more convenient for residents to use public transportation, the bridge corridor can reduce reliance on private vehicles and provide greater mobility options for the entire community.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: This can include adding wider sidewalks, dedicated bike lanes, and incorporating landscaping or public art elements that make the bridge a more inviting and visually appealing gateway between residential and commercial areas.

Furthermore, improving lighting and ensuring clear sightlines can enhance safety and create a more welcoming atmosphere for all users, encouraging greater utilization of the bridge as a convenient and enjoyable connection point between different parts of the community.

Goal Area 5; Section E: Enhance safety for all modes of transportation: This can include adding wider sidewalks, dedicated bike lanes, and incorporating landscaping or public art elements that make the bridge a more inviting and visually appealing gateway between residential and commercial areas.

Furthermore, improving lighting and ensuring clear sightlines can enhance safety and create a more welcoming atmosphere for all users, encouraging greater utilization of the bridge as a convenient and enjoyable connection point between different parts of the community.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: Improving a bridge corridor can support future land use values by aligning infrastructure development with anticipated growth patterns. This involves considering factors like projected population increases, potential development zones, and the need for efficient transportation networks to serve these areas. By strategically enhancing the bridge and its surrounding infrastructure, the city can accommodate future development while minimizing traffic congestion and promoting sustainable growth.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: Improving a bridge corridor can ensure equitable access by prioritizing the needs of all community members, regardless of income or ability. This includes providing safe and accessible pedestrian and cycling paths and ramps for those with disabilities. Furthermore, well-lit and well-maintained pathways can enhance safety for everyone, while aesthetically pleasing designs can foster a sense of community pride and ownership.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: Improving a bridge corridor requires sustainable funding for long-term maintenance. This can be achieved through a combination of sources, such as dedicated transportation budgets, potential user fees for specific services, & potential grants from government agencies or private foundations. Furthermore, establishing a long-term maintenance plan with clear funding allocations ensures the bridge & its supporting infrastructure remain in good condition, providing safe reliable transportation 4 yrs

Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution: Improving a bridge corridor can support a 100% clean and renewable energy commitment by incorporating sustainable design principles. This includes utilizing renewable energy sources like solar power to illuminate the bridge and surrounding pathways. Additionally, minimizing energy consumption through energy-efficient lighting and incorporating green infrastructure features can reduce the overall environmental impact of the bridge corridor.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: Improving a bridge corridor can enhance ecosystem health by minimizing environmental impact. This involves using sustainable materials, minimizing construction waste, and incorporating green infrastructure features like rain gardens to manage stormwater runoff. By prioritizing resilience, the bridge can be designed to withstand extreme weather events, ensuring continued functionality and minimizing disruption to the surrounding ecosystem.

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2026 only):

Project Costs (round to thousand)		Amount
1. Land Acquisition / ROW / Easement:	\$	2,500,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.,; 16% for LEED proj.)	\$	2,500,000
3. Miscellaneous Fees: (Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$	100,000
4. Construction:	\$	1,000,000
5. Construction Contingency: (10% of the Construction line item)	\$	100,000
6. Testing:	\$	15,000
7. Project Management: (4% of the total budget line items above)	\$	249,000
8. Project Contingency: (10% of the total budget line items above)	\$	647,000
9. Public Art: Calculated at 1% of the Construction line item.	\$	10,000
10. Other 1:	\$	
11. Other 2:	\$	
Project Subtotal:	\$	7,121,000
14. Program Management (2% of Project Subtotal):	\$	143,000
TSPLOST 2026 Project Total:	\$	7,264,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? No

Operating Cost

Total Annual Net Operating Costs when Project is complete:

Only identify additional or net operating costs to be paid by ACCGov as a result of this Project. Identify the additional or net costs needed, above ACCGov's current operating budget, to operate the requested project; as well as any additional Project related revenues that would be generated. Provide budget costs for each identified category below.

Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other: Annual Maintenance	3,000
8. Other: Life Cycle Replacement	3,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 7,000