

Submitted By: Timothy Forward (residents group)
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Project Type: Intersection Improvements and Bicycle/Pedestrian (bicycle lanes, sidewalks, other bicycle or pedestrian infrastructure, not including Greenway or Rail-to-Trails) related projects - Transportation & Public Works

Previously submitted but not selected: No

Continuation Project: Yes - TSPLOST 2018; 15-Atlanta Highway Corridor Improvements

Executive Summary: This proposal extends the multi-use path from Epps Bridge to the Athens Point Shopping Center at Atlanta Highway and incorporates necessary redesigns for the intersection at Atlanta Highway. The intersection is unsafe for persons walking or cycling to cross in any direction. This bundling approach optimizes the project scope and reduces submission complexity as the intersection is key to the success of the Timothy Road projects. (5,700 LF)

Project Total Cost: \$ 14,238,000

Total Operating Cost: \$ 89,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Right of Way (ROW)/Permanent & Temporary easements and utility easements will be required. The existent is unknown at this time especially considering potential intersection improvements.

Project/Program Description: Extend the ten-foot multi-use path along Timothy Road from Epps Bridge Road intersection across Atlanta Highway with intersection redesign to improve safety for pedestrians, cyclists, and motor vehicle operators.

The project has two distinct parts:

1. Epps Bridge Pkwy to Atlanta Hwy MUP - 5,700' or 1.08 miles: A large portion of this roadway section will required retaining walls and storm drain with few to no areas for construction staging and traffic management. All of this section will require curb & gutter to be added. This would continue the MUP work that is proposed under other TSPLOST 2026 project and/or work that is currently underway with GDOT's reconstruction of a portion of Atlanta Highway or being done as part of the TSPLOST 2023 efforts.
2. Atlanta Hwy and Timothy Rd Intersection Improvements: Realign Intersection and signal would create the most transformative project but the intersection construction cost and land alone would likely exceed \$15,000,000. A more likely improvement would be to provide some geometric improvements and signal upgrades. The overall provided cost estimate is based on this more modest intersection improvements and the MUP.

Staff Comments:

1. Not required but because there are two very different types of work (MUP and Intersection Improvements) that are so different, staff would recommend these should be considered to be separated into two distinct projects.
2. To promote clean energy/sustainability goals, consider adding: All lighting to be dark sky compliant and, when in association with trails/woods/residences, wildlife "friendly" (2700 K or less); If installed, bike racks may include solar/storage charging options; if installed, bench and rest areas may include solar/storage charging rest areas; Solar/storage/canopy may be included to power needed lights and provide shade/heat mitigation in open concrete areas (ex: rest areas/open areas along path). Where plantings are needed, utilize native species, which are better adapted to the Piedmont region.
3. These proposed corridor improvements are likely to involve significant utility accommodation work such as relocations of sewer mains, water mains, fire hydrants, and services. This may also involve securing additional/new utility easements.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Timothy Road bike and pedestrian improvements are included in the Athens in Motion Plan (2018). Residents along Timothy Road Road submitted a TSPLOST 2023 proposal (Project #30) to overhaul the corridor from Macon Highway to Atlanta Highway. Mayor and Commission approved using TSPLOST 2018 funds to complete the survey and design work for both Timothy and Mitchell Bridge Roads. The TSPLOST 2023 proposal approved by Mayor and Commission included funds for projects on both roads. The multi-use path from Skyline Parkway to Rhodes Street is scheduled for construction bidding in 2025.

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 Timothy Road corridor, south of Epps Bridge Parkway, is sadly lacking in the most basic of community-building amenities: complete sidewalks. Residents south of Skyline Parkway have no option other than driving to venture out of their neighborhoods. Cul-de-sac communities of all sizes are cut off from each other. Moreover, residents facing Timothy Road with no sidewalks are completely isolated. A complete ten-foot multi-use path from Epps Bridge Parkway to Rhodes Drive will invite residents

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: Walking, riding bicycles, rollerblading, skateboarding, etc., are fun and healthy ways to get out of one's house and enjoy being active. The extended range afforded by the continuous ten-foot multi-use path will also free people from their cars so they can greet and get to know neighbors.

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: This project expands and improves the Timothy Road multi-use path project currently on the schedule for construction bidding. Without the completed multi-use path along Timothy Road, residents have no alternative to cars to leave their neighborhoods. Moreover, residents of Berkley Hills have access to a Transit stop which - with the extended multi-use path - will encourage Transit use by Timothy Road residents.

Goal Area 5; Section B: Pursue inter-city travel options to connect Athens with other cities: At present, there are few inter-city transportation options beyond the Groom Shuttle to Hartsfield Jackson Airport and Greyhound buses to Atlanta and a handful of small towns north and east of Athens. With the multi-use path it will become feasible to ride a bicycle or walk to Transit stops and the Groom Shuttle at Athens West Shopping Center.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: At present, there is a single Transit stop on Timothy Road - At Rhodes Drive - accessible only to residents of Berkley Hills. Funding this project will increase access to Transit along the Atlanta Highway/West Broad Corridor.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The intersection of Atlanta Highway and Timothy Road is almost as unsightly as it is dangerous. This intersection is hostile to pedestrians and people on bicycles. It is also confusing to motorists crossing from Mitchell Bridge to Timothy Road given the layout and change in elevation. GDOT has projects in planning which will improve Atlanta Highway at this location. It is critical that ACCGOV coordinate with GDOT to create a more functional and aesthetically pleasing intersection.

Goal Area 5; Section E: Enhance safety for all modes of transportation: When Timothy Road becomes a Complete Street, all users of that public right-of-way will enjoy safer transportation. Complete Streets are those which prioritize the safety of the most exposed and vulnerable users. Lower speeds, less stress for drivers going through intersections, more separation of non-drivers from vehicular traffic and other intersection improvements will enhance safety for everyone crossing Atlanta Highway at Timothy and Mitchell Bridge Roads.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: With the coming redevelopment of Athens Square Mall into a "town center" including various types of housing, retail, restaurants, and a Transit hub, Athens-Clarke County west of the Middle Oconee River will change profoundly. It is critical that the roads connecting that development to existing land use and infrastructure be well planned to take full advantage of land use opportunities that reflect our values as a growing urban center.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: Not every resident of the Timothy Road corridor has access to a vehicle. For those who do not or cannot drive safe walking or biking are easy ways for everyone - regardless of income - to get around. Even more important is how the multi-use path opens options for persons confined to wheelchairs or other mobility-assistance devices. The ability to Cross Atlanta Highway at Timothy and Mitchell Bridge Roads will serve some of our most vulnerable and economically disadvantaged neighbors.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: See cost estimates (to be provided)

Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution: Walking and riding bicycles are carbon-free activities.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: People walking and rolling are not polluting and are not wearing out roadways. Being out of a car frees one to observe the natural environment and pick up stray bits of litter.

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:	\$ 500,000
2. Design Fees: (Min.12% of New Const.; 14% of rno.; 16% for LEED proj.)	\$ 960,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 800,000
4. Construction:	\$ 8,750,000
5. Construction Contingency: (10% of the Construction line item)	\$ 875,000
6. Acquisition of Capital Equipment:	\$
7. Testing:	\$ 240,000
8. Project Management: (4% of the total budget line items above)	\$ 485,000
9. Project Contingency: (10% of the total budget line items above)	\$ 1,261,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 88,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 13,959,000
14. Program Management (2% of Project Subtotal):	\$ 279,000
TSPLOST 2026 Project Total:	\$ 14,238,000

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	33,000
8. Other: Life Cycle Replacement	55,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 89,000