

Submitted By: Mykeisha Ross
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Project Type: Bicycle/Pedestrian (bicycle lanes, sidewalks, other bicycle or pedestrian infrastructure, not including Greenway or Rail-to-Trails) related projects - Transportation & Public Works
General Program Goal: Social Well-Being

Previously Submitted and Rejected: No
Continuation Project: No

Project Total Cost: \$ 4,706,000 **Total Annual Operating Cost:** \$ 1,000

Abbreviated - Project Description: Construction of sidewalks, safe crossings, and traffic calming along Old Monroe Road and accompanying streets in the Stonehenge Neighborhood (i.e. Stonehenge Way, Marlborough Downs Road, Heelstone Ave, and Altarstone Drive); improving safety, accessibility and connecting neighborhoods to the main road. Neighborhood sidewalks also prepare Stonehenge for accessible public transit opportunities.

Project Location/Address: Old Monroe Road and adjacent streets comprising the Stonehenge neighborhood in Athens, GA (postal code: Bogart, GA 30622)

Is the Site currently owned by the Unified Government of Athens-Clarke County? Yes

Is the Site within State Highway Rights-of-Way? No

Site Specific Information: Roadways along Old Monroe Road and accompanying streets in the Stonehenge neighborhood, Inc. Stonehenge Way, Marlborough Downs Road, Heelstone Ave, and Altarstone Drive.

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? Unsure

Project/Program Description: This proposal focuses on sidewalks, safe crossings, and traffic calming along Old Monroe Road and other major neighborhood streets in Stonehenge. The primary goal is to establish a safe and sufficient network of sidewalks along neighborhood roads with heavy traffic inside the densely populated residential area. This will connect Stonehenge residents internally, to the adjacent neighborhood of Creekside Manor, and to the Atlanta Highway commercial corridor which will substantially impact pedestrian safety while improving quality of life for residents and enhancing a sense of place.

Old Monroe Road is a very dangerous street that experiences a high-volume of cut-through traffic moving between Monroe Hwy and Atlanta Hwy; the hazards of heavy traffic on this road cannot be over-stated. Vehicular speeding is common and perilous along this stretch. Sidewalks, mid-block crossings, and crosswalks along each side will provide a safe way for residents to navigate the area.

Stonehenge neighborhood is densely populated with people of all ages, including young children and the elderly. Residents are often walking along informal paths riddled with loose gravel and debris. Poorly maintained roadsides are also correlated with persistent issues of roadside dumping and littering. This makes personal mobility hazardous for able-bodied people and impossible for people in wheelchairs. It also prohibits bicycles from being used safely. Along interior roads, parked vehicles, sharp curves, and vegetation result in low visibility, making walking or biking dangerous, especially for the many children in the area.

Sidewalks along the interior of the neighborhood will connect residents to each other and to amenities. Walkways on Stonehenge Way and Heelstone Avenue will connect back to the main corridor along Old Monroe Road. Walkways off Stonehenge Way at Druid Hills Circle will connect Stonehenge to the newly developed adjacent neighborhood of Creekside Manor. A walkway along Altarstone Drive will provide safe pedestrian access to the old Community Center and basketball courts. A sidewalk along Marlborough Downs Road will complete the network of safe pedestrian access throughout Stonehenge along its busiest roads.

Neighborhood sidewalks also prepare Stonehenge for accessible public transit opportunities. The infrastructure will be in place to readily embrace bus service, should the ACC transit system's service area expand as anticipated.

Project Mission Statement/Selection Criteria: As the principles that undergird Athens in Motion make clear, safe and enjoyable networks of pedestrian infrastructure foster healthier, better connected individuals and communities. There is ample research and publications supporting this, such as Walkable City by Jeff Speck. Social well-being and equity are at the core of this proposal, which provides crucial infrastructure to a diverse and densely populated neighborhood that has sorely lacked such investment for too long.

This project meets each of the following criteria:

- Promotes the Goal of Improving Equitability of Capital Improvements throughout the Community
- Promotes Increased Access to existing public facilities
- Promotes Increased Usage of the Transit System, including improving Pedestrian access to Transit Facilities
- Promotes Health and Safety
- Continues Sidewalk & Multi-Use Trail Construction
- Continues TSPLOST 2018 Corridor Improvements

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? N/A

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? N/A

PROJECT JUSTIFICATION

How will the Project meet one or more of the Selection Criteria?

Promotes the Goal of improving Equitability of capital improvements throughout the Community:

For a long time, locals have referred to Stonehenge as "The Island." This nod to the stone replica that sits on a rarely used stretch of road is actually an expression of the nearly universal sense of isolation and disconnection that residents have experienced for decades through to this day.

County services and infrastructure improvements have historically overlooked the Stonehenge community and surrounding area. Where once a strong sense of neighborly connection was fostered in conjunction with youth programming and community events, now an abandoned building stands next to basketball courts overrun by kudzu and garbage.

Efforts to revitalize the neighborhood are underway by community leaders, and investment from the County must coincide to ensure success. Safe and solid transportation infrastructure will play a key role in rekindling the sense of connection among residents who've long watched investment prioritized elsewhere and for others at their expense.

Promotes increased access to existing public facilities: Sidewalks along Altarstone Drive and connecting throughout the community will connect residents to the community center and basketball courts. Connecting the sidewalk at Druid Hills Circle to the new development of Creekside Manor will bridge the neighboring communities.

Connections to the exterior of the neighborhood will also provide an opportunity for enhanced placemaking at the replica of Stonehenge. Residents may partner with staff to employ tactical urbanism and experiment with temporary pocket parks until a more formal recreational facility is built or renovated.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: This project has the potential to promote increased usage of the transit system, by improving pedestrian access to transit facilities that are likely on the horizon. An expansion of the Athens Transit service area is anticipated to include a route further down Atlanta Hwy. Sidewalk infrastructure enables Stonehenge to be prepared for bus service with safe roadside stops, a possibility that residents are eager to take advantage of.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: This would connect the largest area neighborhood to projects proposed along the ATL Hwy corridor.

Promotes Health and Safety: Safe and enjoyable networks of pedestrian infrastructure foster healthier, better connected individuals and communities. This is foundational to the goals of Athens in Motion and is supported by ample research and publications (e.g. Walkable City by Jeff Speck).

People get more exercise, enjoy the benefits of being outdoors, and enjoy the benefits of interacting with each other while out and about. It also promotes residents' use of the community center (if and when it is renovated) and basketball courts (even in their current condition), where further benefits can be enjoyed.

Continues Sidewalk & Multi-Use Trail construction: This project is all about sidewalks, connecting residents safely within their neighborhoods and to adjacent areas.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: A safe and walkable neighborhood has a strong correlation to public safety. As commercial and industrial development along Atlanta Hwy continues to grow, the stock of affordable housing and workforce housing continues to be a challenge. Stonehenge is an affordable neighborhood with a mix of renters and homeowners. Vacant lots within the neighborhood will become increasingly attractive for homebuyers and builders when solid pedestrian infrastructure is present, especially once it is tied in to public transit. Fortunately, price points in and around Stonehenge remain feasible for people with modest incomes. As Athens is experiencing a critical shortage of affordable and workforce housing, investment is imperative in neighborhoods where such housing exists and can expand in harmony with existing structures.

Furthermore, safe walkable neighborhoods proximate to the corridor will make industrial and commercial development more attractive to businesses looking to relocate to Athens. Families with simultaneous ties to Atlanta and Athens will especially benefit from a neighborhood on the edge of the County with easy access to 316, Atlanta Hwy, and the Athens Loop.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: none

Positive Benefits for the Social Well-Being of our Residents and visitors: Safe and enjoyable networks of pedestrian infrastructure foster healthier, better connected individuals and communities. Social well-being and equity are at the core of this proposal, which provides crucial infrastructure to a diverse and densely populated neighborhood. Residents will be better connected to each other, to their environment, and to public services and amenities.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: none

Positive Impacts on the Environment: Better built and beautified neighborhood streets promote cleaner streets by reducing litter and making waste easier to clean up when it is there. Increased use of streets that are built for walking also promotes a connection to the environment and a stronger sense of place, leading to greater attention and care by individuals and communities, which yields cleaner landscapes and waterways.

This project also reduces the costs associated with safely expanding transit service to the Stonehenge neighborhood. If and when ACC transit begins to service the area, ridership from area residents should be

expected to be high. The resultant reductions in personal vehicle usage will lead to positive environmental impacts through reduced carbon emissions, and have the added benefit of alleviating traffic congestion.

Detrimental Impacts on the Environment: Any construction always has an impact on the environment. Increased paved surfaces has increase in stormwater run-off. The run-off from sidewalks is relatively small. In this case, the long-term benefits outweigh the short-term disruption to ecosystems affected by the construction of sidewalks.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: This project will improve safety, likely reducing burdens on hospitals, ACCPD, and the Fire Department.

It will promote additional use of community spaces currently in need of attention. Over time this is likely to foster a strong partnership between neighborhood leaders and ACC Leisure Services staff.

It will beautify the area, while providing surfaces that are easier to clean and maintain. This will ease the burdens on Solid Waste and Central Services, by reducing litter and making cleanup of waste and overgrown vegetation easier to manage.

It will improve the Transit Department's opportunity to expand service to the area.

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2023 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ 129,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 419,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 90,000
4. Construction:	\$ 2,990,000
5. Construction Contingency: (10% of the Construction line item)	\$ 299,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 78,000
8. Project Management: (4% of the total budget line items above)	\$ 161,000
9. Project Contingency: (10% of the total budget line items above)	\$ 417,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 30,000
11. Other 1: Utility Pole Relocation (Incl above)	\$
12. Other 2: Traffic Management Impr. (Incl above)	\$
Project Subtotal:	\$ 4,613,000
14. Program Management (2% of Project Subtotal):	\$ 93,000
TSPLOST 2023 Project Total:	\$ 4,706,000

Attachments:

[Attachment 1 - Cost Specifics](#)

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 minimum	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 1,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? No

Other Attachments:

[Attachment 2 - Safe Streets in Stonehenge Map](#)

Safe Streets in Stonehenge

T-SPLOST 2023 Project Proposal

SIDEWALKS

\$2,546,000 Total [*\$2.39M sum total estimate from staff for five streets + \$156k for Altarstone Drive*]

Old Monroe Road, northern/western side - \$200/ft. - (specific length and cost total provided as part of sum total)

- From The Ave (where the Stonehenge replica is) to Monroe Hwy/Bus. 78
 - or at least until the intersection with Couplet Drive.

Old Monroe Road, southern/eastern side - \$200/ft. - (specific length and cost total provided as part of sum total)

- From Heelstone Ave to Monroe Hwy/Bus. 78, tying into existing sidewalks on each side of Couplet Drive.
- Completing the sidewalk along the commercial end of the street, from Athens Collision Center to ATL Hwy.

Stonehenge Way - \$150/ft. - (specific length and cost total provided as part of sum total)

- All along one side of the road, probably the northern/eastern side.
- Also providing connection to sidewalks in the newly developed adjacent neighborhood of Creekside Manor, closing the gap at Druid Hills Circle.

Marlborough Downs Road - \$150/ft. - (specific length and cost total provided as part of sum total)

- All along one side of the road, probably the southern side (aka inner side of the loop).

Heelstone Ave - \$150/ft. - (specific length and cost total provided as part of sum total)

- Along the northern/eastern side; from the existing sidewalk across from Salisbury Plain Drive to the end at Marlborough Downs Road.

Altarstone Drive - \$150/ft. - 1,040 feet - **\$156k Total**

This amount is in addition to the \$2.39M estimate staff gave for the sum total of the streets listed above

- All along the northern/eastern side of the road, where the community center and basketball courts are

CROSSINGS & INTERSECTIONS

\$25,500 Total

Stonehenge Way & Old Monroe Road - \$18k Total

- Mid-block crossing, possibly a raised intersection

Couplet Drive & Old Monroe Road - \$2500 Total

- Crosswalk on Couplet Drive side
- If additional raised crossing needed, see Traffic Management Improvements below

Heelstone Avenue & Old Monroe Road - \$5000 Total

- Crosswalks across Heelstone Ave and Old Monroe Road on residential side of intersection
- If raised, see Traffic Management Improvements below

ADDITIONAL REQUIRED FIELDS ON FORM

*Percentages below calculated according to construction cost totals of above: **\$2,571,500***

Land Acquisition/ROW/Easement - \$128,575

Estimated value of property.

- 5% of construction costs

- Unsure of total; estimate based on preliminary discussion with TPW staff

Design Fees - \$308,580

Minimum of 12% of Construction costs for New Construction.

Miscellaneous Fees - \$257,150

Minimum of 3% of Construction Costs - used for permitting, etc.

Utilize minimum of 10% if land acquisition is necessary.

- Went with 10% figure due to the likelihood of needing to procure ROW/Easements for portions.

Acquisition of Capital Equipment - \$0**Testing - \$77,145**

Minimum of 3% of construction costs for projects whose construction component is over \$1 million and 5% for those whose construction component between \$1 million and \$500,000 and 10% of construction costs for projects less than \$500,000.

- Went with 3% figure, given totals of proposed sidewalk and intersection improvement construction costs.

OTHER (ADDITIONAL FIELDS ON FORM)**\$140,000 Total**

Entered into form as \$100k for "Other 1" and \$40k for "Other 2"

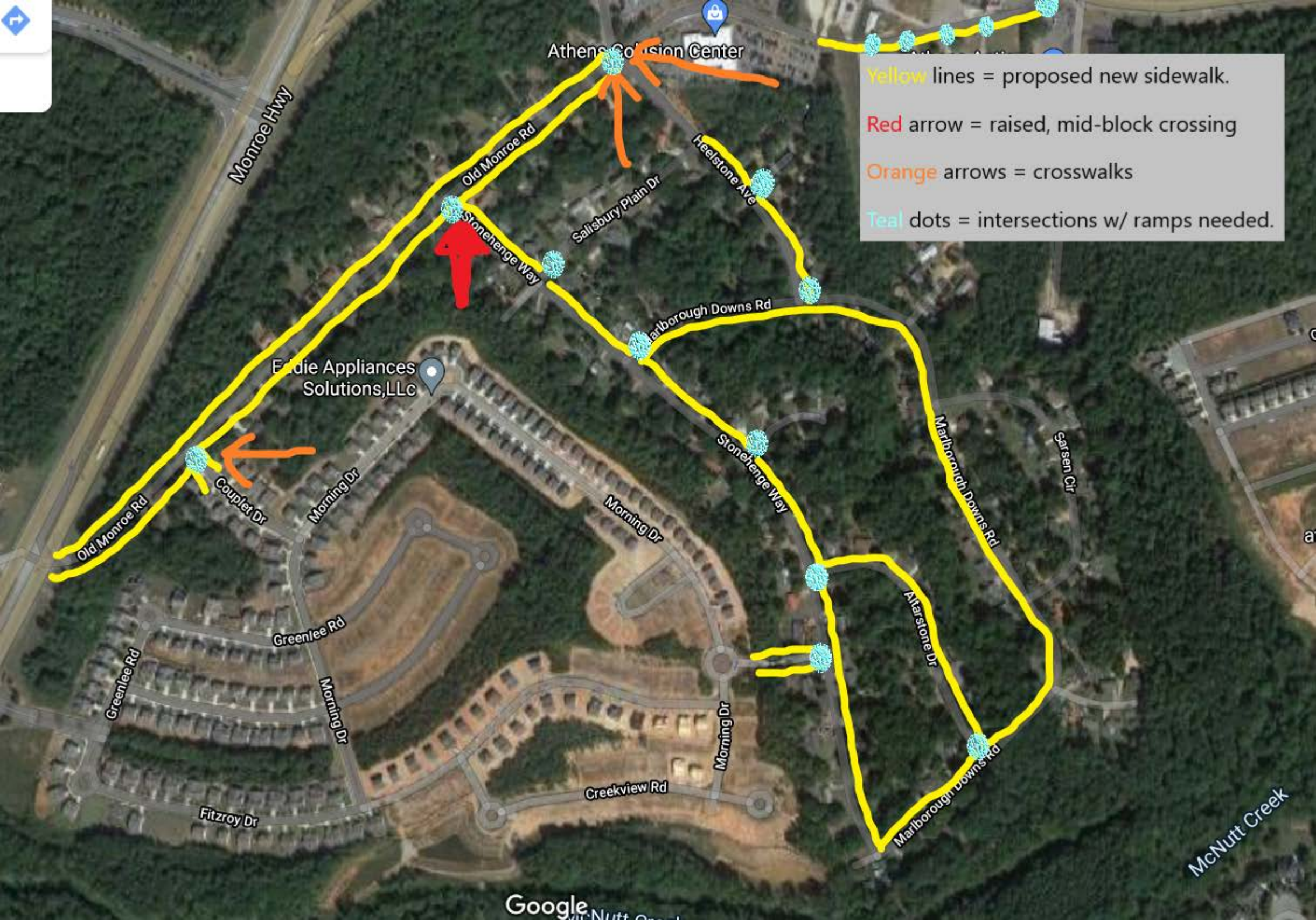
Utility Pole Relocation - \$10k/poll - \$100k Total

- 9 poles along southern side of Old Monroe Road and 1 pole on northern side

Traffic Management Improvements - \$40k total (rough estimate)

- ie: speed tables and/or radar signs along Old Monroe Road
 - Potential additional traffic calling along additional streets
 - Feasibility and specifics TBD pending study per Neighborhood Traffic Management Program (NTMP)
 - NTMP request already submitted by Commissioner Houle on May 4, 2021
- Possible raised crossings at Heelstone Avenue and/or Couplet Drive
- Could be augmented by NTMP funding if necessary, or reallocated to general NTMP funding if applicable.

Total Project Cost, inc. Automatic Figures Added in by the Form: \$4,376,197 || Approx. \$4.4M



Yellow lines = proposed new sidewalk.
 Red arrow = raised, mid-block crossing
 Orange arrows = crosswalks
 Teal dots = intersections w/ ramps needed.

Athens Collision Center

Monroe Hwy

Old Monroe Rd

Heelstone Ave

Stonehenge Way

Salisbury Plain Dr

Marlborough Downs Rd

Eddie Appliances Solutions, LLC

Couplet Dr

Morning Dr

Morning Dr

Stonehenge Way

Marlborough Downs Rd

Garsen Cir

Old Monroe Rd

Greenlee Rd

Greenlee Rd

Morning Dr

Alarstone Dr

Fitzroy Dr

Creekview Rd

Morning Dr

Marlborough Downs Rd

McNutt Creek

Google