

Submitted By: Heather Benham
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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

General Program Goal: Social Well-Being

Previously Submitted and Rejected: No

Continuation Project: Yes - TSPLOST 2018, Project 13

Project Total Cost: \$ 2,971,000

Total Annual Operating Cost: \$ 29,000

Abbreviated - Project Description: This project is to fund the roundabout that is being designed for the intersection of West Broad Street and Hancock Avenue.

Project Location/Address: Intersection of West Broad Street and Hancock Avenue.

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

Is the Site within State Highway Rights-of-Way? Yes

Site Specific Information: This intersection improvement is an important upgrade for the entire community, but it will take all the funds that were previously designated for West Broad pedestrian improvements. The residents have a list of projects that they would like to see completed in their neighborhood, so it makes sense for the roundabout to be funded through the upcoming TSPLOST since it won't be ready for construction until 2024 at the earliest. Then the existing funding can be used for sidewalks, traffic calming, street improvements and other upgrades identified by the residents.

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 project is to fund the roundabout that is being designed for the intersection of West Broad Street and Hancock Avenue.

Project Mission Statement/Selection Criteria: The roundabout will address a number of community issues - with the intersection having one of the highest crash rates in the community, it will slow down traffic and make that stretch of Broad Street safer for automobiles, bikes, and pedestrians. It will reduce traffic congestion, reduce time spent traveling in cars, but most importantly even though it wasn't included on your list of criteria - it will increase the safety of our community. Funding the roundabout with the upcoming TSPLOST also shows a commitment to equity by addressing the neighborhood wish list - of sidewalks, street improvements, and traffic calming, while recognizing that the roundabout is a broader community project and not just a neighborhood need.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The 5-legged roundabout project concept was approved by ACC M&C in

December 2019, and in order to receive the GDOT grant funding, \$2.5 million construction and \$250,000 for utility relocation, ACCGov is now responsible for funding all other costs associated with the project (i.e. the Design, Land Acquisition, Testing, Legal, and any other construction cost in excess of the total GDOT portion of \$2,750,000). It is anticipated based on the approved concept by M&C in 2019 and by GDOT (expected September 2021), the overall ACCGov portion of the projected would amount to approximately \$3,226,735. It has been proposed that this portion of the project could be paid by the TSPLOST Project #13 funds which will leave approximately \$554,356 for construction contingency or other pedestrian improvements in the W. Broad Area.

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:

The project addresses an unsafe intersection in a historically underserved neighborhood.

Protects the community's existing Transportation Infrastructure Investments: The project has already been approved by the Mayor and Commission as an important upgrade but it also preserves existing funding needed to address neighborhood pedestrian improvements.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: A safer intersection will make it easier for residents to walk and to access bus stops.

Promotes increased access to existing public facilities: Being able to safely cross a major thoroughfare allows in town residents to walk to needed services and facilities.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: Being able to safely access bus stops will increase ridership on Athens Transit.

Maintains or Improves Air Quality: A roundabout decreases wait times at intersections thereby reducing emissions. Also creating a way for people to safely cross Broad Street will allow more residents to walk or ride bikes to nearby shopping opportunities.

Reduces vehicle miles traveled and traffic congestion: A roundabout decreases wait times at intersections thereby reducing congestion. Also creating a way for people to safely cross Broad Street will allow more residents to walk or ride bikes to nearby shopping opportunities.

Reduces time spent traveling in vehicles: A roundabout decreases wait times at intersections thereby reducing time in the vehicle. Also creating a way for people to safely cross Broad Street will allow more residents to walk or ride bikes to nearby shopping opportunities.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements:

This intersection has a high crash rate for our community so improving it will increase safety.

Promotes Health and Safety: Giving in town residents a safe way to cross Broad Street will allow for a more walkable community and addressing the sight line issues for the intersection will increase safety of riders. The roundabout will also slow traffic creating a safer walking and crossing environment.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Having a safer intersection on one of our major corridors into our community is a huge economic benefit. It also would help eliminate the divide of Broad Street allowing pedestrians to access services on either side of the corridor in a safer and more enjoyable manner, which could create more shoppers for local businesses.

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

Positive Benefits for the Social Well-Being of our Residents and visitors: Increasing safety will benefit both residents and visitors. It also allows residents to walk to see friends and family on either side of Broad Street.

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

Positive Impacts on the Environment: Better air quality from emissions would be a big benefit to the neighborhood.

Detrimental Impacts on the Environment: none

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: Rocksprings Park would be better able to serve residents on the North side of Broad Street and it would create safer access to Clarke Central High School, Foot Hills, and the Career Academy for many neighborhood youth.

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:	\$ 800,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ -
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 250,000
4. Construction:	\$ 1,356,000
5. Construction Contingency: (10% of the Construction line item)	\$ 136,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ -
8. Project Management: (4% of the total budget line items above)	\$ 102,000
9. Project Contingency: (10% of the total budget line items above)	\$ 254,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 14,000
11. Other 1:	\$ -
12. Other 2:	\$ -
Project Subtotal:	\$ 2,912,000
14. Program Management (2% of Project Subtotal):	\$ 59,000
TSPLOST 2023 Project Total:	\$ 2,971,000

Attachments:

[Attachment 1 - Roundabout Costs](#)

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: Additional Landscape Maint. Crew	22,000
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other:	
3. Operating Supplies:	5,000
4. Equipment Maintenance:	1,000
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 29,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2023, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest \$1,000.

Project Sources (round to thousand)	Amount
1. TSPLOST 2023 ¹ :	\$ 2,971,000
OTHER SOURCES	
2. ACCGov General Fund:	\$
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$ 2,750,000
5. Federal Grant:	\$
6. Previous SPLOST:	\$
7. Other (describe):	\$
8. Other (describe):	\$
TOTAL SOURCES:	\$ 5,721,000

¹ If any additional sources of funding other than TSPLOST 2023 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2023 funding for matching funds, you would need to provide specific written approval by GDOT)

Describe the current commitments for the other sources funding this project: GDOT

Other Attachments:

[Attachment 2 - Roundabout Revised Option 6](#)

ATHENS-CLARKE COUNTY, GEORGIA

INTER-DEPARTMENTAL MEMORANDUM

TO: Blaine Williams, Manager

FROM: Keith Sanders, TSPLOST Program Administrator

DATE: December 18, 2019

RE: **W. Broad St and W. Hancock Ave Roundabout, Revised Option #6**

Attached is the recommendation from the Design Team regarding the revised Option 6. The construction estimate for the Revised Option #6 is approximately \$400,000 less than the previous version. However, with the reduction contingency, in land, permitting, and design the total Project Budget has been reduced by \$876,000 for the Revised Option #6 cost of \$5,956,000. A summary of the estimates for Option #2, and both versions of Option 6 are shown below:

	Roundabout Option 2	Roundabout Option 6	Revised Roundabout Option 6
Estimated Construction Cost	\$ 3,070,000	\$ 3,464,055	\$ 3,085,000
Construction Contingency	\$ 768,000	\$ 866,000	\$ 771,000
Total Construction Budget	\$ 3,838,000	\$ 4,330,055	\$ 3,856,000
Estimated Engineering	\$ 750,000	\$ 900,000	\$ 800,000
Misc., Legal, PM Fees	\$ 250,000	\$ 250,000	\$ 250,000
ROW	\$ 708,000	\$ 1,100,000	\$ 800,000
Utility Relocation	\$ 250,000	\$ 250,000	\$ 250,000
Total Estimated Project Budget	\$ 5,796,000	\$ 6,830,055	\$ 5,956,000
Anticipated GDOT Funding	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000
Remaining ACCGov Costs	\$ 3,046,000	\$ 4,080,055	\$ 3,206,000

To keep the design moving and to meet the deadlines with GDOT please let us know if it is acceptable to continue with this revised Option #6.

Please let me know if there are any other concerns or if we need to provide additional information on any of these items.

Attached:

- Designer Team Memo 12-20-2019
- Drawing of Revised Option #6

Memorandum

TO: Keith Sanders, TSPLOST Program Administrator
FROM: Erik Hammarlund, Project Manager
SUBJECT: West Broad Street and Hancock Avenue roundabout – Revised Option #6
DATE: December 20, 2019

On Tuesday December 3, 2019 the M&C approved the Roundabout Option #6 with conditions and with Option #2 as the second choice. The approval came with the request that ACC staff work with the design team to create a “Revised Option #6” that meets as many of the following conditions as possible:

- Maintains all connector streets entering and exiting the roundabout;
- Keep the roundabout in the existing Right of Way (ROW), as much as possible thus protecting value of residential properties/limit takings of residential properties;
- Maintain Plaza at current traffic density but slows traffic – reducing exit speeds is preferable;
- Protect the creek as much possible;
- Protect the tree canopy in the area to extent possible;
- Identify and incorporate landscaping areas early in the design process. Specifically, where there may be unused areas remaining after construction;
- And/or: If Option #2 is used, eliminate slip lane from W. Hancock or at least force reduced speeds.

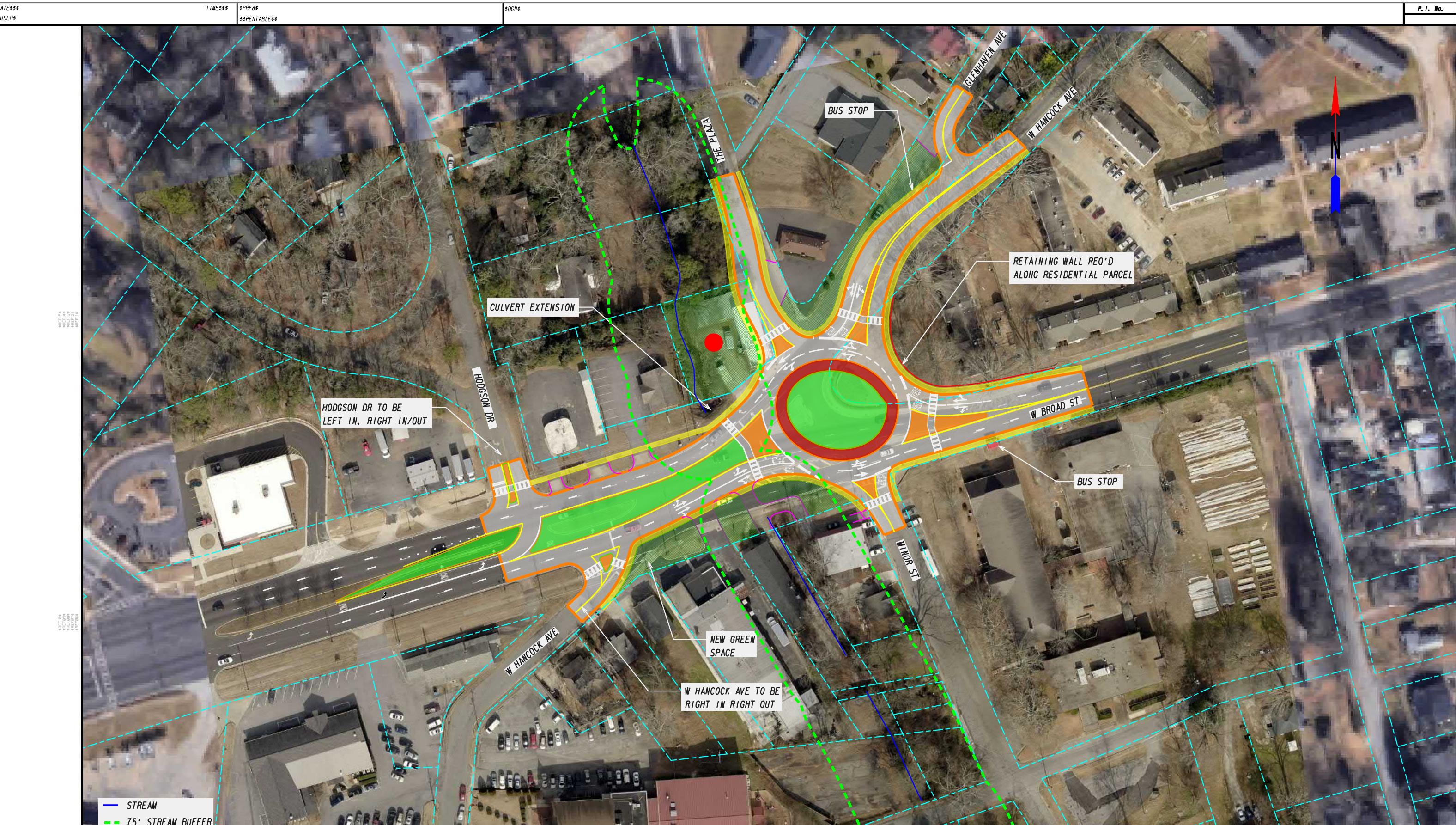
The attached Revised Option #6 meets most of the above requested items but still does not fully eliminate the need for some additional ROW from the property owner at 201 Hodgson Ave and it doesn’t fully eliminate tree canopy impact along the existing Plaza ROW. The exact square footages of impact will not be known until further into the design process but the impacts have been significantly reduced compared to previous version. The design team will continue to work with ACC staff to reduce and mitigate impacts to private property, tree canopy, and the stream. However, it would be disingenuous, at this phase of the design, to claim there would be no impacts to these resources.

As noted in the work session, all of the options will require land acquisition from All American Plumbing business and Athens Housing Authority. This option does appear to mitigate the need for permanent land acquisition from Upper Cutz Barber Shop. However, the need for construction and access easements are still to be determined.

The general geometry of the revised Option #6 falls within acceptable ranges for speed control, sight distance, etc. One drawback to the revised Option #6, compared to the previous version, is the tighter intersection angle between The Plaza and W. Hancock. Although this angle does require a tighter right-turn movement, based on available traffic data, this is a relatively infrequent turning movement and it still falls within acceptable geometry standards.

For comparison, the initial five-legged roundabout geometry created nearly ideal intersection angles between the legs. However, as the concept design progressed and additional constraints were identified, the roundabout geometry was modified to mitigate impacts to resources and reduce cost.

The design team recommends the revised Option #6 and requests approval to move forward with the Concept Development phase for GDOT consideration.



PROPOSED CONSTRUCTION



Alfred Benesch & Company
1005 Broad Street, Suite 200
Augusta, GA 30901 P 706.722.4114

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Kimley»Horn

Engineering, Planning, and Environmental Consultants
817 West Peachtree Street NW, Suite 601, Atlanta, GA 30303
(404) 419-8700

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REVISION DATES

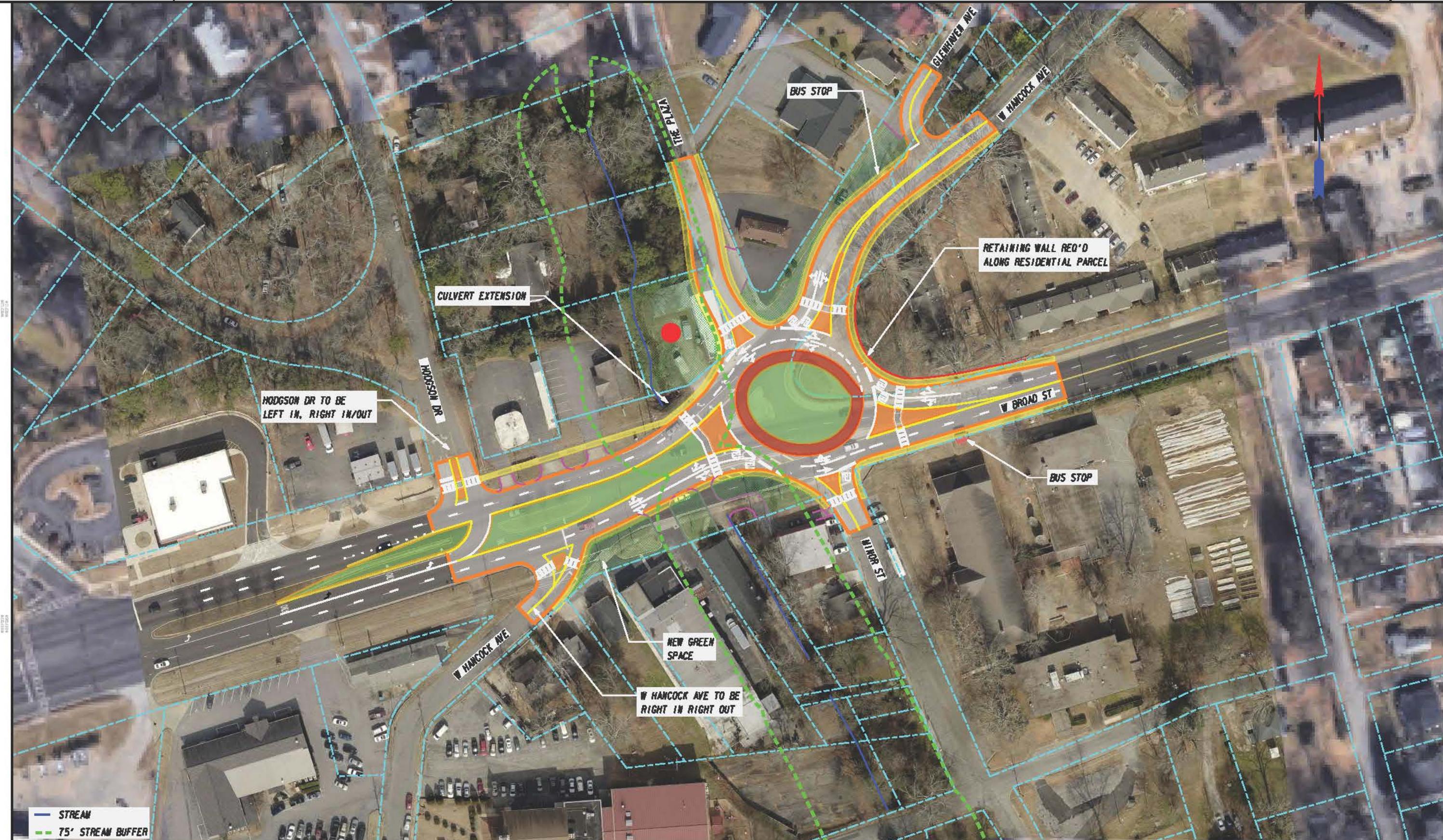
REVISION DATES	
9/19	

W BROAD ST @ W HANCOCK AVE
REVISED OPTION 6 (CONCEPT)

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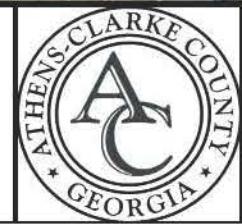
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P. 1 of 1



STREAM
75' STREAM BUFFER

PROPOSED CONSTRUCTION
CONCRETE MEDIAN
LANDSCAPED MEDIAN
SIDEWALK
ROW TAKE



benesch

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SCALE IN FEET
0 50 100 200

REVISION DATES

12/19/19

**W. BROAD ST @ W. HANCOCK AVE
REVISED OPTION 6 (CONCEPT)**

CHECKED:	DATE:	DRAWING NO.