

Submitted By: Timothy Forward (residents of the corridor)
Allen Jones
Phone: (404) 217-0965 Alt. Phone: (561) 379-6495
Email: teresa.friedlander2012@gmail.com

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 2023; 06-Timothy Road/Mitchell Bridge Road Corridor Improvements

Executive Summary: Timothy Road from Skyline Parkway to Epps Bridge Parkway: replace approximately 3,900 LF of 5' sidewalk with multi-use path (MUP) for safe alternative transportation along Timothy Road. Add safety improvements to intersection at Epps Bridge Pkwy. This is a continuation of the Timothy Road shared use path funded by TSPLOST 2023. Redesign the intersection at Epps Bridge Parkway to improve safety for pedestrians and bicyclists and to reduce crashes.

Project Total Cost: \$ 13,267,000

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: This project aims to complete a segment of the planned and funded MUP along Timothy Road, improving connectivity and safety for cyclists and pedestrians. It includes redesigning the intersection at Epps Bridge Parkway to improve traffic flow and increase safety for all users. The intersection of Timothy Road and Epps Bridge Parkway is the second most dangerous in Athens-Clarke County (#143 in Georgia). This project will include intersection redesign to improve safety for pedestrians, cyclists, and motor vehicle operators. There are numerous ways the intersection could be reconfigured, including as a roundabout. The most important goal for the intersection reconfiguration is to eliminate crashes resulting in death or serious injury.

The most important goal for the MUP extension is to separate people on bicycles from vehicular traffic where the MUP meets the 5' sidewalk at Skyline Parkway. Pedestrians will continue to enjoy sidewalks on both sides of Timothy Road from Epps Bridge Parkway to the intersection with Atlanta Highway.

The project dimensions are as follows: Epps Bridge intersection crossing - 350 LF (N/S) 290 LF (E/W)
From Skyline Parkway to SW corner of Epps Bridge intersection - 3,600 LF

There are many variables which affect construction cost estimates:

1. Skyline Pkwy to Epps Bridge MUP - 3,600' or 0.7 miles
--with curb and gutter: \$2,700,000

--without curb and gutter: \$1,200,000

2. Epps Bridge Pkwy and Timothy Rd Intersection Improvements

--Geometric improvements (removal of slip lanes/crosswalk improvements): \$500,000

--Signal Upgrades: \$1,000,000

--Roundabout (optional): \$8,000,000

The cost estimate in this proposal will be for the higher amount of \$8,000,000. A lower construction cost proposal would be \$2,700,000, plus all of the other cost items (design, contingencies, land, art, etc.).

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 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.

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? MACORTS Transportation Plan MTP# P-22: Timothy Road Corridor and Safety Improvements

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 Groome 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. The continuous multi-use path from Epps Bridge Parkway to Rhodes Drive opens opportunities for additional transit stops along Timothy Road.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The intersection of Epps Bridge Parkway and Timothy Road is almost as unsightly as it is dangerous. It is a broad, flat expanse of concrete with no landscaping or hardscape features to increase safety and provide visual interest.

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 all.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: The existing five-foot sidewalks from Skyline Parkway through the Epps Bridge intersection may not be used by people on bicycles. replacing the sidewalk on the south/west side of Timothy Road with the multi-use path is a development that realizes the goals of Athens-Clarke County's land use, traffic, and active transportation goals, values, and frameworks.

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.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: Built into this proposal are anticipated operating costs. In addition, mowing alongside Timothy Road will become less dangerous for work crews as deep ditches will be eliminated in many places.

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 reno.; 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:	\$	8,000,000
5. Construction Contingency: (10% of the Construction line item)	\$	800,000
6. Testing:	\$	240,000
7. Project Management: (4% of the total budget line items above)	\$	452,000
8. Project Contingency: (10% of the total budget line items above)	\$	1,175,000
9. Public Art: Calculated at 1% of the Construction line item.	\$	80,000
10. Other 1:	\$	
11. Other 2:	\$	
Project Subtotal:	\$	13,007,000
14. Program Management (2% of Project Subtotal):	\$	260,000
TSPLOST 2026 Project Total:	\$	13,267,000

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