

Submitted By: Commissioners Allison Wright and Mike Hamby
Phone: (706) 338-3970 Alt. Phone: (762) 772-0831
Email: mike.hamby@accgov.com

Project Type: 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; 27-Five Points Intersection Safety Improvements

Executive Summary: This project proposes to develop a safer Milledge Avenue for pedestrian, cycling, and vehicle activities. The intent is to develop a multiuse path and burying the power lines to help make Milledge safer for pedestrians, cyclists, and vehicles.

Project Total Cost: \$ 50,482,000

Total Operating Cost: \$ 81,000

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 Easement. In general terms and for estimates, anticipated that approximately 20 feet on both sides of the road, outside of the current ROW, for the length of the project would be needed. This equates to a combined conservative estimate of approximately 7.5 acres of land.

Project/Program Description: Develop a multiuse path and burying the power lines to help make Milledge safer for pedestrians, cyclists, and vehicles. Milledge Avenue is perhaps the heaviest area in Athens for pedestrian and cycling activity. The proposal, which can be phased, is to cover the areas between Prince Avenue and Lumpkin Street, and by doing so we would create an important connectivity for moving around Athens.

As submitted, this proposed project would include the sections of Milledge Avenue from the intersection at Lumpkin Street (i.e. Five Points) to intersection with Prince Avenue.

Staff Comments:

1. *The proposed corridor improvements are likely to involve significant existing underground utility accommodation work such as relocations of sewer mains, water mains, fire hydrants, gas mains, stormwater, and services. This may also involve securing additional utility easements.*
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 to include solar/storage charging options; if installed, bench and rest areas to 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. *There are a significant number of mature trees, front yards, and established property entry walkways that would be impacted by the additional width for the bike/ped paving, unless space is taken from the existing roadway. The cost to obtain the additional ROW necessary for planting street trees would*

have to be included, as well as the replacement trees and corrective actions for relocated property entry walkways.

4. There are approximately 117 parcels along both sides of this section of Milledge that would likely be impacted in some fashion.
5. This is a GDOT (state) owned roadway (ROW) and any modifications to lane configuration must be approved by the state. Also, all existing signals will need to be evaluated and dedicated turn lanes may be required adding more cost to the project. If GDOT is not in favor of reducing the roadway to 2 lanes (from 3-lanes), there will be a need to purchase "expensive" ROW.

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

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? Included in both AIM and Macorts as an area of interest.

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: Milledge Avenue is one of the most heavily traveled streets by visitors and residents alike. By making it easier to travel, and more aesthetically pleasing, it becomes more welcoming.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: Allows for safer mobility to handle larger volume of pedestrians and cyclists with multi use path.

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: Provides for a multi-use path from Prince to Lumpkin.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: Burying the power lines to help with expanded travel opportunities will also create more visually appealing Milledge Avenue by reducing the sight of power lines and poles.

Goal Area 5; Section E: Enhance safety for all modes of transportation: Creating the multi-use path creates safety for both the pedestrian and cyclists. Burying the powerless lines and removing the poles (which are often located close to the curb) removes a visual and physical obstacle for the driver.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: This project is key to connecting all the other smaller and important travel improvements. This project would create a county wide connectivity that would be safer for all users.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: Milledge Makeover would connect neighborhoods from Prince Avenue, West Broad, Five Points, Downtown, and others.

Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure: Burying the power lines could save money in the long run for public safety and other departments who have to respond to downed lines or poles due to storms or vehicle crashes.

Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution: By providing a wider multi use path this would be safer for the pedestrian and cyclists- which would help make more people feel more comfortable and safer choosing these modes of getting around. And, when more people are depending less on cars to get to where they'd like to go that helps our environment, creates a healthy community, and lessens the burden on our streets.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: A multi-use path along Milledge would perhaps help increase the activity level for folks who would like to walk or ride a bike, but don't feel safe doing so on Milledge. The current sidewalks aren't very wide and can be difficult to accommodate large amounts of people.

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:	\$ 3,000,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 4,500,000
3. Miscellaneous Fees: (Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 2,000,000
4. Construction:	\$ 30,000,000
5. Construction Contingency: (10% of the Construction line item)	\$ 3,000,000
6. Testing:	\$ 500,000
7. Project Management: (4% of the total budget line items above)	\$ 1,720,000
8. Project Contingency: (10% of the total budget line items above)	\$ 4,472,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 300,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 49,492,000
14. Program Management (2% of Project Subtotal):	\$ 990,000
TSPLOST 2026 Project Total:	\$ 50,482,000

Staff Comments on the Estimate:

1. For comparison purposes the re-imagine North Avenue project was estimated at a construction cost of \$17.5 million for a section that is a little more than half as long as this project, not including contingencies. The intent of the two projects is very similar, i.e. goal of adding multi-use path on both sides of the street. Using that engineering estimate equates to a construction cost of ~ \$33 million for this project. (This pricing assumes that Georgia Power would be willing to participate significantly in the cost of burying the electrical utilities as part of their on-going grants program.) The significant comparison difference between the two projects is that North Avenue project is doing work within the existing ROW and for Milledge Avenue would predominately require additional ROW on both sides of the road.
2. Electrical service to each facility/home, on both sides of the road, would be impacted.
3. ROW required would impact 117 parcels, approximately total 7.5 acres, at a rate of \$400,000/acre. This is significantly lower than recent appraisals but lower average rates could be realized with some combination of additional ROW and potential lane reductions.

Operating Cost

Total Annual Net Operating Costs when Project is complete:

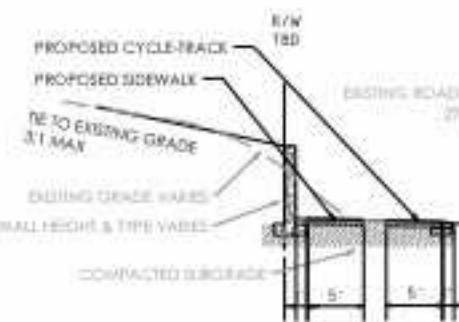
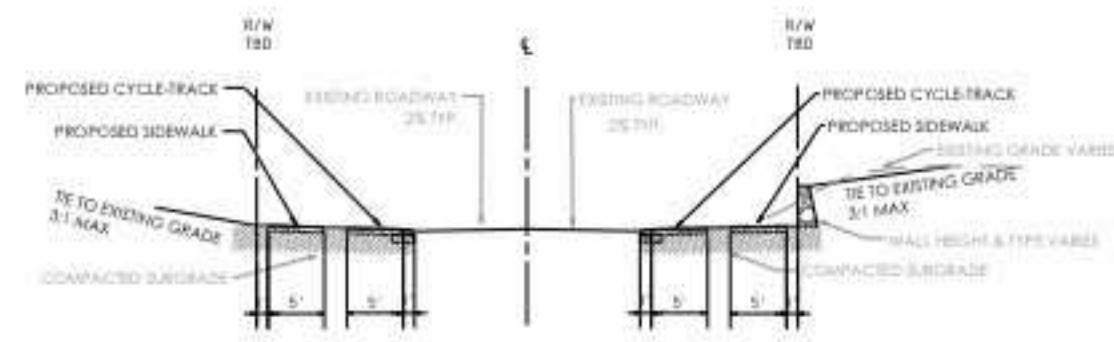
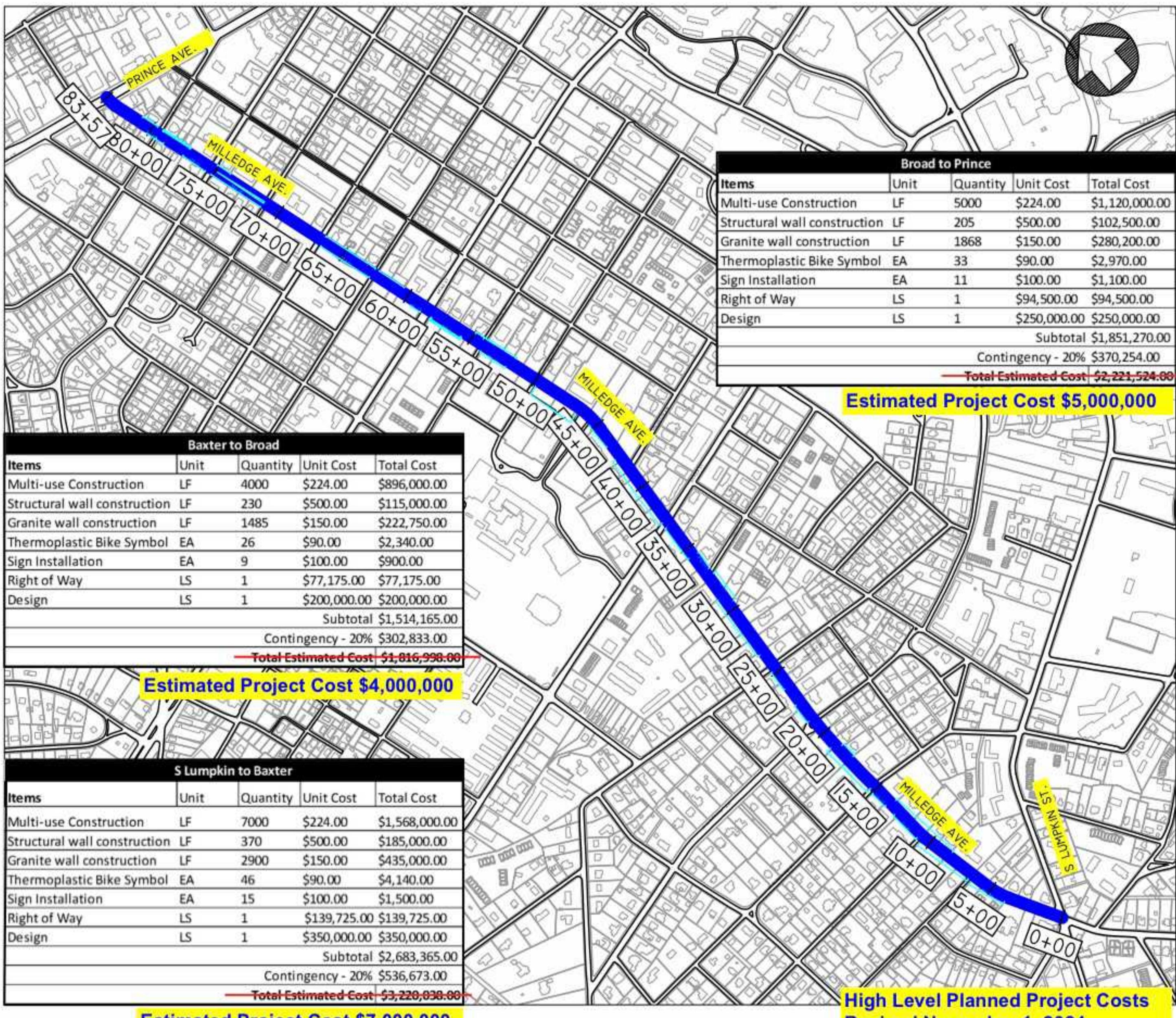
Only identify additional or net operating costs to be paid by ACCGov as a result of this Project. Identify the additional or net costs needed, above ACCGov's current operating budget, to operate the requested project; as well as any additional Project related revenues that would be generated. Provide 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	35,000
8. Other: Life Cycle Replacement	45,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 81,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? Yes. *Ideally this project would have some involvement from the state or federal level for additional funding but none has been committed at this time.*

Typical sections

TYPICAL SECTION
NHS
VARIES FROM STA 0+00 TO STA 75+00TYPICAL SECTION
NHS
VARIES FROM STA 75+00 TO STA 43+00

**The Unified Government of Athens-Clarke County
Department of Transportation and Public Works
Engineering Division**

120 West Dougherty Street
Athens, Georgia 30603

Tel: 706.613.3440
accgov.com/publicworks

PROJECT:
CYCLE-TRACK AND SIDEWALK
MILLEDGE AVE.
(S LUMPKIN ST. TO PRINCE AVE.)
DATE: MAY 14, 2019

HORIZONTAL SCALE: 1" : 1000'
1000' 0' 1000' 2000'



Prepared by:
Design Coordinator,
Jason McClellan &
Bike Ped Safety Coordinator,
Hillary Essig

SHEET:
MAINLINE PLAN

SHEET NO: 13-01