

Submitted By: Transportation & Public Works
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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: No

Project Total Cost: \$ 5,406,000 Total Annual Operating Cost: \$ 18,000

Abbreviated - Project Description: Construction of new facility for Traffic Engineering with an upgraded and larger capacity Traffic Management Center. The current facility is over 40 years old. New facility will increase the operational capacity for signs, markings, traffic signals, fiber optic, and traffic studies. Will improve public access by having the multiple T&PW Divisions on one campus. Adjacent to FFT.

Project Location/Address: Public Works Campus/605 Spring Valley Road, Athens, Ga 30605

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: The selected site should at least be equal to, preferably larger than, the current location along Lexington Road, which is roughly just over 1.5 acres in improved area. The present parcel does not accommodate necessary operational functions and stands to gain from increased structured and non-structured storage space. It is expected that the overall building footprint(s) will increase from that of the existing floor space, and adequate public/staff parking will need to be accounted for.

The project site is located at 605 Spring Valley Rd, Parcel ID 231016. Site is 31 acres owned by Athens Clarke County Government.

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? No

Project/Program Description: Project will include the construction of a new facility for Traffic Engineering to include an upgraded and larger capacity Traffic Management Center. The warehouse, storage and office areas will increase the operational capacity for signs, markings, traffic signals, fiber optic and traffic studies.

The location will improve public access by having multiple Public Works divisions on one campus, including Traffic, Streets & Drainage, and Engineering Design.

Project Mission Statement/Selection Criteria: Traffic Engineering priority to provide safety for pedestrians, bicycles, motorists, transit and emergency services is increased with the operational

capacity of a new-upgraded facility. The current facility is over 40 years of age and the structural integrity is a safety factor for the public, employees and costly equipment that is under storage.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? The construction of a new facility for the Traffic Engineering Division of the Transportation & Public Works Department is associated with the following Needs & Opportunities, Policies, and Strategies of the 2018 Athens-Clarke County Comprehensive Plan. Environment: Needs & Opportunities (h) - Provide incentives for construction of energy-efficient buildings that make it feasible and affordable to do so. Environment: Policy (F) - Increase energy efficiency, sources, and use of renewables. Environment: Strategy (8) - Create policies that promote building practices that utilize sustainable principles, such as adaptive reuse of buildings, energy efficiency, sustainably-sourced materials, low-impact development, ecological landscaping and responsible management of construction waste. Government Operations: Needs & Opportunities (i) - Consolidation of government departments into more strategically located facilities that are modernized to meet growing space constraints and provide improved customer service. With the age, structural condition and lack of facility space needed for operational requirements at the current location, Traffic Engineering will be upgraded to a new facility next to Streets and Drainage on the Public Works campus site.

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? Advanced Transportation Management System (ATMS) Project (V-8)

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:

A replacement facility will eliminate the need for capital funds which would be required to repair and upgrade the existing location to meet the requirements for safety and operational needs to serve the residents and visitors using the roadways in Athens-Clarke County.

Protects the community's existing Transportation Infrastructure Investments: Adequate infrastructure, including physical facilities that house critical traffic information systems are vital to the continued prosperity of our past and future transportation investments.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: The Traffic Management Center at the new location will offer the ability to use smart connected technology for signs, signals and interact with alternative transportation by adapting to the demand of roadway users.

Promotes increased access to existing public facilities: The current Traffic Engineering facility is located along a major arterial highway, and part of an informal "public safety" campus for which general awareness in location and access are not ideal. When citizens choose to visit this facility, public parking is limited and not conducive to formal parking lot design. There is no formal entryway or lobby upon initial building access.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: The smart connected technology capabilities with the upgraded Traffic Engineering facility will allow for advanced pedestrian detection to reduce the wait times for walking access even during high vehicle volumes by adaptive timing. Connected technology will also standardize additional pedestrian safety features including advanced signage, markings, smart ped signals, electronic button activation systems and ADA access.

Increases capital for Transit Services or expands the Transit System: The upgraded facility with fiber connectivity and smart technology can reduce transit travel times by detecting the public transit vehicles and providing real time travel delay within the proximity of intersections therefore reducing the delay during peak vehicle volumes.

Maintains or Improves Air Quality: The new facility will provide technology and detection to reduce the delay times for all roadway users. Vehicle and pedestrian wait times are greatly reduced through advanced signs, markings, adaptive technology and traffic signal timing that changes with volume data therefore improving air quality by reducing idle times.

Reduces vehicle miles traveled and traffic congestion: Through construction of a new, state-of-the-art facility for Traffic Engineering, the technology utilized to control traffic congestion and plan for alternative routes can be deployed in a manner advantageous to the community and visitors, while protecting equipment assets and providing necessary facilities for staff directly tasked with transportation planning.

Reduces time spent traveling in vehicles: The Traffic Engineering facility is the primary location for traffic information systems technology and daily operations. From this location, engineers can view real-time traffic patterns and congestion, while adjusting signals and communicating emergency maintenance.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: All roadway improvements completed or in progress from TSPLOST 2018 stand to gain from construction of a new Traffic Engineering facility given they fall within the jurisdiction of ACCGov's Service Delivery Strategy and transportation coordination responsibility.

Promotes Health and Safety: The Traffic Engineering Division is directly responsible for the daily operational efficiency and effectiveness of comprehensive traffic systems throughout the county, to include signalization, traffic flow, and roadway design. The priority is the safety of all roadway users with bicycles, pedestrians, public transit, motorists and public safety accessibility.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Provide new or maintain existing infrastructure needed to grow economic development as may be identified in previously adopted plans.

Reduce existing and/or future operating costs.

Support other capital expenses needed to achieve action items identified in previously adopted plans for Land Use, Economic Development, Transportation and/or Infrastructure Elements.

Continued use of the existing facility in its current state will result in potential interruption to Traffic Engineering services should the operational equipment housed in this location become increasingly subject to damage from interior/exterior environmental hazards.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: N/A

Positive Benefits for the Social Well-Being of our Residents and visitors: The upgraded Traffic Engineering facility will provide the operational capability to serve the residents, UGA students and visitors with technology that will accommodate smart connectivity for pedestrians, vehicles, public transit and location services.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: N/A

Positive Impacts on the Environment: The technology applications with the new facility will allow for reduced traffic congestion through connectivity to the roadway devices resulting in reduced emissions and impact to the roadway surface.

Recommendation: To build community resiliency and meet Mayor and Commission Clean Energy Goals, maximize solar capacity and design to be “battery ready”. Include EV charging infrastructure. Utilize native plantings and green infrastructure to reduce heat island and promote habitat; include rainwater capture and on-site infusion. Investment will significantly offset operating costs and reduce greenhouse gas production.

Detrimental Impacts on the Environment: N/A

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: The proposal for a new facility is supported by the Central Services Department given the following statistics regarding facility maintenance.

Maintenance work orders on the existing Traffic Engineering building
July 1, 2019 - June 29, 2021

Number of maintenance events
Preventive maintenance work orders 63 each
Corrective maintenance work orders 29 each

Total materials cost
Preventive maintenance \$2,500
Corrective maintenance \$3,500

Total labor cost

Preventive Maintenance \$1,700

Corrective maintenance \$6,000

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:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 390,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 97,000
4. Construction:	\$ 3,648,000
5. Construction Contingency: (10% of the Construction line item)	\$ 365,000
6. Acquisition of Capital Equipment:	\$ -
7. Testing:	\$ 97,000
8. Project Management: (4% of the total budget line items above)	\$ 184,000
9. Project Contingency: (10% of the total budget line items above)	\$ 478,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 37,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 5,300,000
14. Program Management (2% of Project Subtotal):	\$ 106,000
TSPLOST 2023 Project Total:	\$ 5,406,000

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:	17,000
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	18,000
NET OPERATING COSTS OF PROJECT:	\$ 18,000

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 :	\$ 5,406,000
OTHER SOURCES	
2. ACCGov General Fund:	\$
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$
5. Federal Grant:	\$
6. Previous SPLOST:	\$
7. Other (describe): Capital Fund Savings (Central Services)	\$ 300,000
8. Other (describe):	\$
TOTAL SOURCES:	\$ 5,706,000

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: Capital Fund Savings: \$300,000 derived from estimates for a new roof at existing facility planned for 2032

Other Attachments:

[Attachment 1 - Spring Valley Site](#)

