City of Phenix City, Alabama

Office of the City Council
601 12th Street
Phenix City, Alabama 36867
Ph. 334-448-2720/Fax 334-448-2721

EDDIE N. LOWE
MAYOR

JOHNNY BARFIELD
COUNCILMEMBER AT LARGE

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COUNCIL MEMBER DISTRICT 1

GAIL N. HEAD
COUNCIL MEMBER DISTRICT 2

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CITY CLERK

MEDIA RELEASE

10:00 A.M. – MONDAY SEPTEMBER 12, 2016
RIBBON CUTTING CEREMONY FOR THE OPENING OF THE 10TH AVENUE BRIDGE OVER HOLLAND CREEK IN PHENIX CITY

The City of Phenix City is proud to announce the opening of the New 10th Avenue Bridge over Holland Creek and invites you to join them for the Ribbon Cutting Ceremony to be held at 10:00 a.m. Eastern Time, Monday, September 12, 2016.

The 10th Avenue bridge had many of the same transportation issues as the old 12th Avenue Bridge. Both bridges have been a concern of the City for nearly three decades. The Phenix City Engineering Department worked with the Alabama Department of Transportation to bring this project into being. This bridge replacement project, like the 12th Avenue Bridge Replacement Project, was also funded through grants secured by the Phenix City Engineering Department. Total Construction Cost for the 10th Avenue Bridge was $1,186,870; of those funds $941,512 were federal grant dollars with the City responsible for $245,358.

The Old Bridge – Constructed in 1940 was a 119' long, 3 span steel bridge and could carry only one lane of traffic and a sidewalk on the right side. The total bridge width was 21'11" with a curb-to-curb width of 19'8". It consisted of three (3) spans. Spans 1 and 3 were steel multigirder spans consisting of a combination of 6 – 18" deep W flange steel girders and 1 – 18" deep steel channel. Span 2, the main span, was a steel thru truss span supporting a steel floor beam and stringer system. The substructure of this bridge consisted of cast in place concrete abutments and intermediate piers with steel pier caps.

The old bridge was load posted for 4 tons. 10th Avenue is functionally classified as an *urban local roadway*; it does, however, provide a vital connection for school and emergency vehicles who previously could not utilize the route due to load restrictions. Heavy vehicles serving the residential areas accessed by the 10th Avenue Bridge were being diverted as far as 6 miles due to the conditions of the bridge.

The New 10th Avenue Bridge - Replacing the bridge called for a slight realignment of 10th Avenue. This provides a more direct approach to the bridge such that the approach does not encroach on the intersections of 10th Avenue and 12th Street. The realignment also will provide better sight distance for vehicles turning from the 12th Street crossing south over the bridge without having to wait for oncoming traffic to cross, thus improving safety. The new bridge provides adequate deck width for 2 – 12' travel lanes and a 5' pedestrian walkway. The new structure allows for heavy vehicles such as school buses, police and fire vehicles, which will no longer be diverted to access residential areas serviced by the bridge. The new bridge is 135 ft. long and 36.6' wide. The superstructure consists of 5 ALDOT standard precast concrete girders. The bridge barrier rail consists of ALDOT standard precast concrete barrier sections.

The new 12th Avenue Bridge opened August 19th.