

Submitted By: Dexter Fisher, District 5
Phone: (706) 338-6926 Alt. Phone: (762) 772-0750
Email: bbacon@waengineering.com

Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: No

Continuation Project: No

Executive Summary: The proposed project would improve the intersection of Jefferson Road, Kathwood Drive, Old Jefferson Road, and CSX Railroad in a manner that reduces crashes, provides for safer vehicular, pedestrian, and vehicular access. The project would include coordination of the existing traffic signal with new signal heads along Kathwood Drive and Old Jefferson Road, including pedestrian crosswalks, sidewalks, improved cyclist experiences, improved bus stops, lighting, utility relocations, and other necessary improvements to improve the safety of all users.

Project Total Cost: \$ 6,541,000

Total Operating Cost: \$ 79,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Rights of Way and easement

Project/Program Description: The proposed project would improve the intersection of Jefferson Road, Kathwood Drive, Old Jefferson Road, and CSX Railroad in a manner that reduces crashes, provides for safer vehicular, pedestrian, and vehicular access. The project would include coordination of the existing traffic signal with new signal heads along Kathwood Drive and Old Jefferson Road, including pedestrian crosswalks, sidewalks, improved cyclist experiences, improved bus stops, lighting, utility relocations, and other necessary improvements to improve the safety of all users.

Staff Comment: 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.

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 proposed project is located directly adjacent to Jefferson Road/US Hwy 129, a primary entrance to Athens, the Normaltown area, Boulevard area, Piedmont Hospital, the planned Medical College of Georgia campus, and other critical medical services in Athens. The current condition of the intersection is not welcoming to users of the intersection. A more accessible intersection would create a more inviting space.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: The proposed project is located directly adjacent to Jefferson Road/US Hwy 129, a primary entrance to Athens, the Normaltown area, Boulevard area, Piedmont Hospital, the planned Medical College of Georgia campus, and other critical medical services in Athens. The current intersection does not provide for the safety of the users. The proposed improvements would provide safe vehicular access to the medical offices served by this intersection, as well as improved pedestrian access at the intersection.

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: The current intersection does not provide for the safety of the pedestrian and transit users. The proposed improvements would include sidewalks, crosswalks, and safe access to the existing bus stop at the intersection.

Goal Area 5; Section B: Pursue inter-city travel options to connect Athens with other cities: The proposed project is located directly adjacent to Jefferson Road/US Hwy 129, a primary entrance to Athens, the Normaltown area, Boulevard area, Piedmont Hospital, the planned Medical College of Georgia campus, and other critical medical services in Athens. The corridor along Jefferson Road is a key connection to points north, providing vital connectivity to the regional medical resources along the Prince Avenue and Jefferson Road corridor. Furthermore, this intersection is traversed by visi

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: The existing bus stop that is intended to provide access to the transit system to the nearby residence and businesses has no walkable access. Currently, riders accessing the existing bus stop must walk along the shoulder of the road, with no sidewalks, no crosswalks, and no safe access. The proposed intersection improvements would provide sidewalks and crosswalks to safely access the existing bus stop.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The intersection of Jefferson Road, Kathwood Drive and Old Jefferson Road is a location where commercial and residential traffic intermingle. A gateway to the Kathwood Drive area. The project will include curb and gutter, sidewalks, lighting, improvements to drainage, and other aesthetic improvements to the intersection.

Goal Area 5; Section E: Enhance safety for all modes of transportation: The current intersection has is currently dangerous to all users. The proposed intersection improvements would incorporate safety for all users, including sidewalks and crosswalks for pedestrians to access the existing bus stop, reduce the number of conflict points within the intersection, and improve lighting and signage.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: The future land use plan anticipates continued commercial and residential growth along the connecting corridors along Jefferson Road and Newton Bridge Road. The proposed intersection improvements support the framework by providing safer, more effective, and more efficient interconnectivity.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: As this area of the community has grown due to commercial and residential development, the transportation systems have not experienced compensatory investments. This project would provide an equitable distribution of the revenue collected by this growth.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: The implementation of a roundabout at this intersection would be a more sustainable and resilient solution, as it would require less impervious surfaces, reduce accidents, reduce emissions, and is able to serve a growing traffic count without the need for further expansion.

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:	\$ 350,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 500,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 750,000
4. Construction:	\$ 3,500,000
5. Construction Contingency: (10% of the Construction line item)	\$ 350,000
6. Testing:	\$ 125,000
7. Project Management: (4% of the total budget line items above)	\$ 223,000
8. Project Contingency: (10% of the total budget line items above)	\$ 580,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 35,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 6,413,000
14. Program Management (2% of Project Subtotal):	\$ 128,000
TSPLOST 2026 Project Total:	\$ 6,541,000

Staff Comments regarding the Costs: Added \$500K to misc. and \$1M to construction for this item for CSX coordination and agreements. There is unpredictable and very likely expensive control measure that will be imposed by the railroad when upgrading this intersection.

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:	20,000
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other: Annual Maintenance	22,000
8. Other: Life Cycle Replacement	36,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 79,000