
PROJECT 47

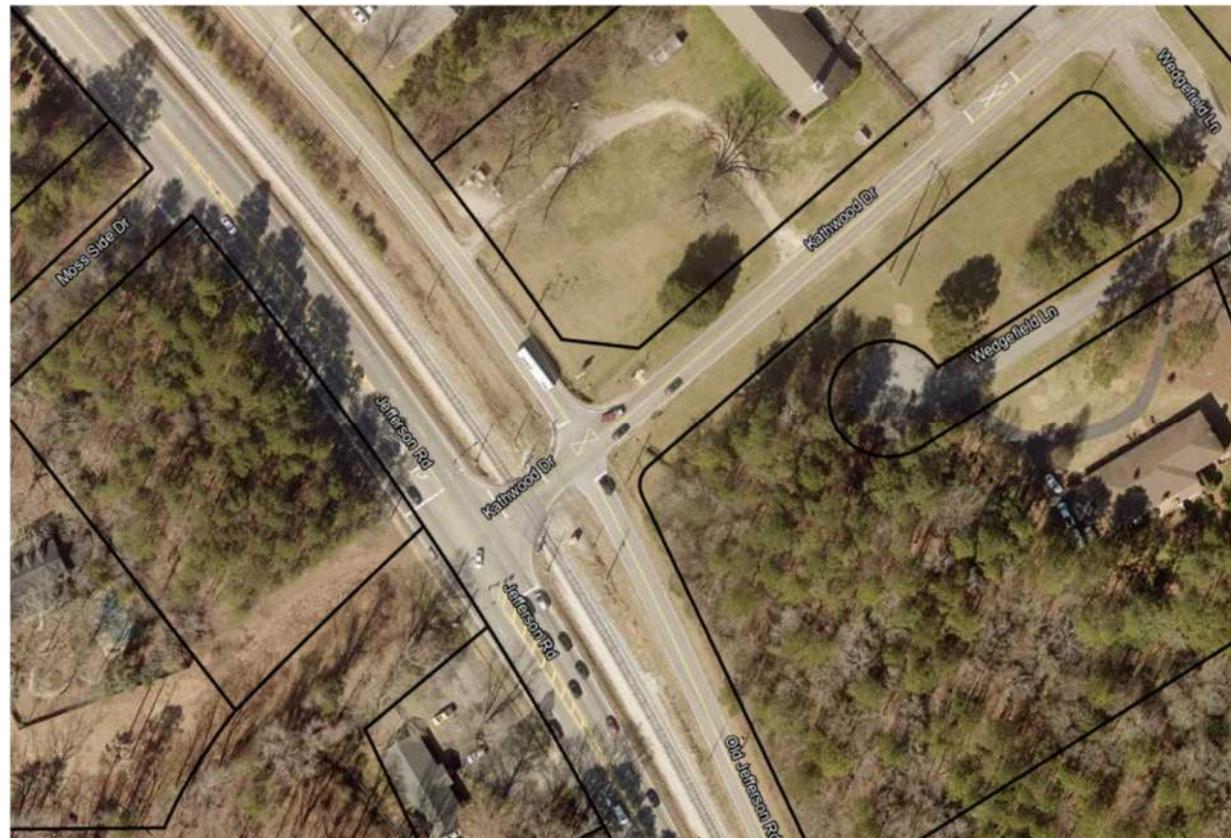
**JEFFERSON ROAD AT KATHWOOD DRIVE
INTERSECTION IMPROVEMENTS**

TSPL0ST 2026

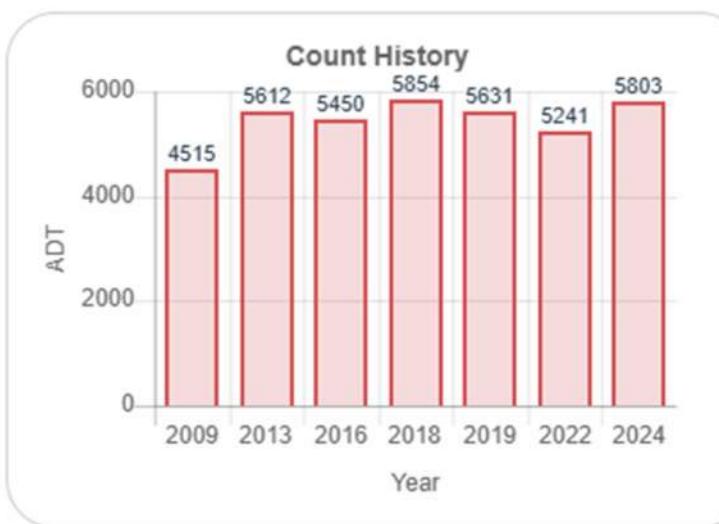
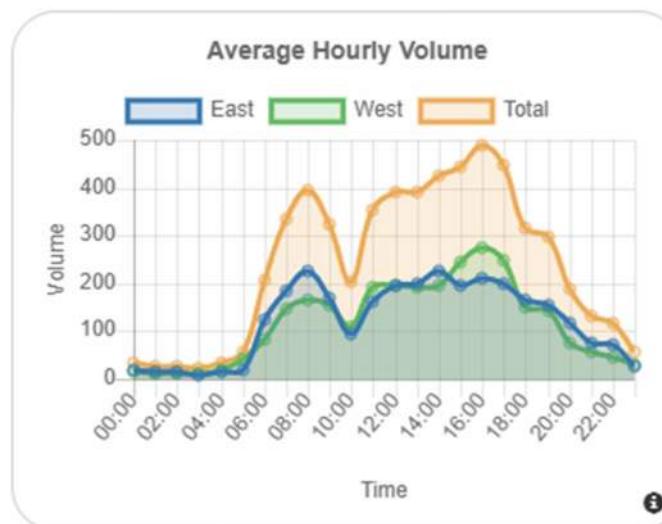
PROJECT GOALS

- Improve the intersection of Jefferson Road, Kathwood Drive, Old Jefferson Road, and CSX Railroad in a manner that reduces crashes, provides safer vehicular, pedestrian, and cyclist access.
- Improve the coordination of the existing signals along Jefferson Road, Kathwood Drive, Old Jefferson Road and CSX Railroad, including prioritization of pedestrian and cyclist crossings.
- Improve existing bus stop to a covered stop and provide additional street lighting.
- Relocate existing utilities as required to achieve the necessary improvements.
- Enhance landscaping at the intersection with street trees and other plantings.

CURRENT INTERSECTION



TRAFFIC DATA – KATHWOOD DRIVE



2. Passenger cars 79.81%
2 axles. Can have 1- or 2-axle trailers.

3. Pickups, panels, vans 16.41%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.

4. Buses 0.43%
2- or 3-axle, full length.

5. Single-unit trucks 1.89%
2-axle, 6-tire, (dual rear tires), single-unit trucks.

6. Single-unit trucks 0.46%
3-axle, single-unit trucks.

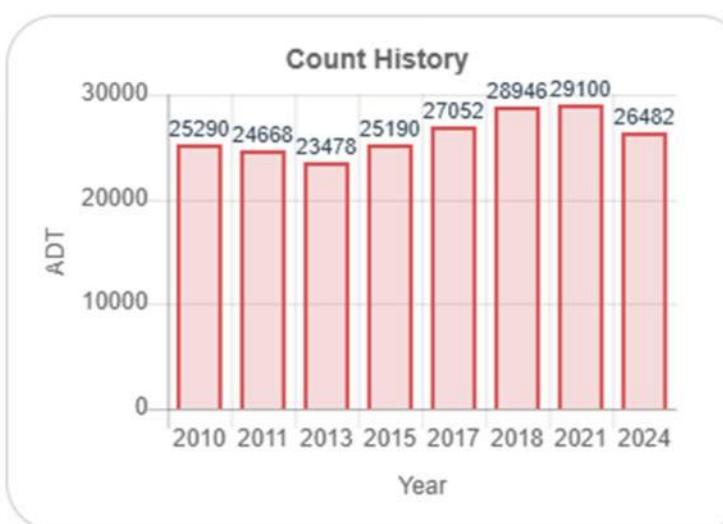
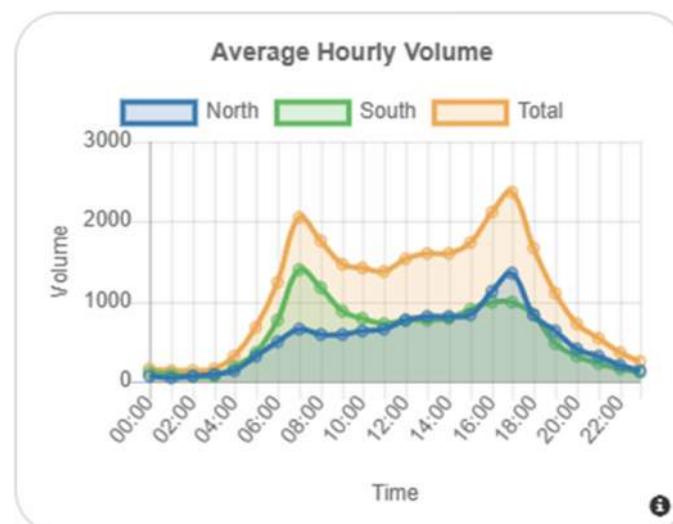
7. Single-unit trucks 0.03%
4 or more axle, single-unit trucks.

8. Single-trailer trucks 0.34%
3- or 4-axle, single-trailer trucks.

9. Single-trailer trucks 0.28%
5-axle, single-trailer trucks.

10. Single-trailer trucks 0.02%
6 or more axle, single-trailer trucks.

TRAFFIC DATA – JEFFERSON ROAD



2. Passenger cars  64.86%
2 axles. Can have 1- or 2-axle trailers.

3. Pickups, panels, vans  25.39%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.

4. Buses  1.80%
2- or 3-axle, full length.

5. Single-unit trucks  2.60%
2-axle, 6-tire, (dual rear tires), single-unit trucks.

6. Single-unit trucks  0.76%
3-axle, single-unit trucks.

7. Single-unit trucks  0.03%
4 or more axle, single-unit trucks.

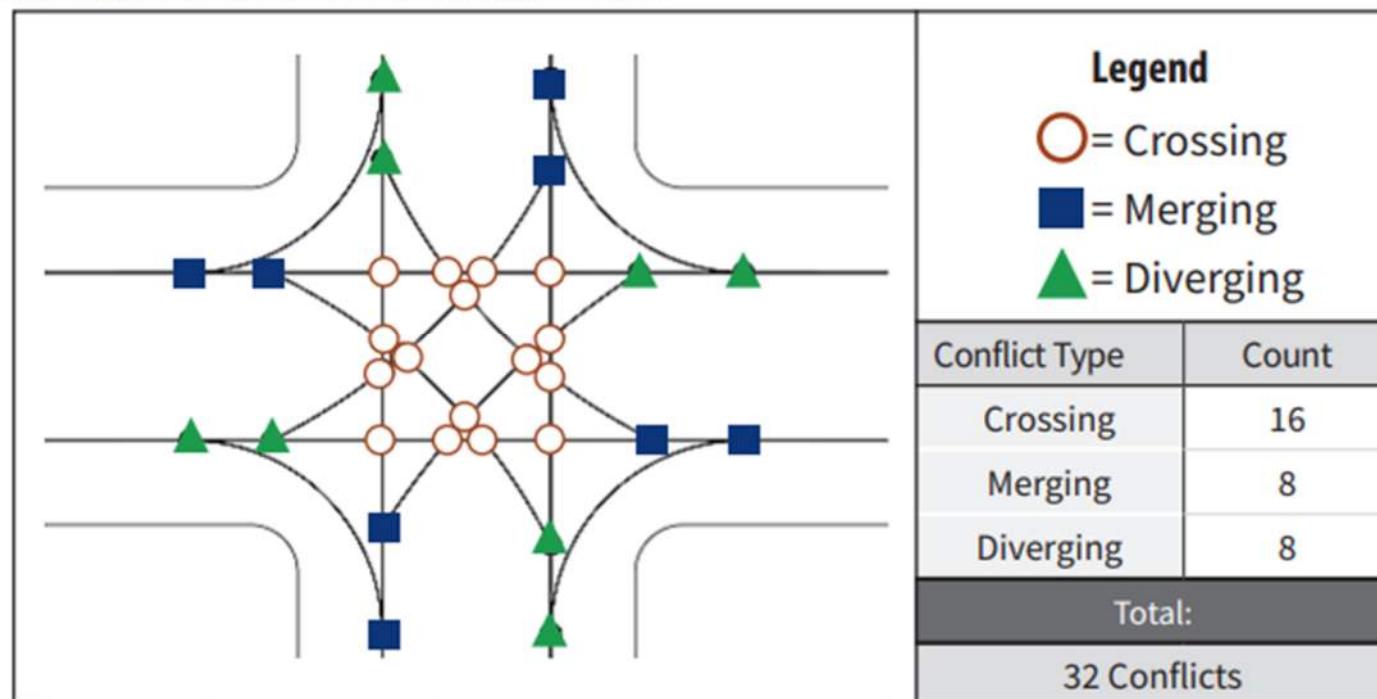
8. Single-trailer trucks  0.55%
3- or 4-axle, single-trailer trucks.

9. Single-trailer trucks  3.83%
5-axle, single-trailer trucks.

10. Single-trailer trucks  0.04%
6 or more axle, single-trailer trucks.

CURRENT UNMANAGED CONFLICT POINTS

Conventional Intersection: Conflict Points



PROPOSED CONCEPT SKETCH - VEHICULAR



- Kathwood Dr
 - New right turn lane to Old Jefferson Road and improved through lane to Jefferson Road
- Old Jefferson Rd
 - New right turn lane to Jefferson Rd / Kathwood Dr and improved through and left turn lane
- CSX Railroad
 - New crossing signal and gates
- Jefferson Road
 - New mast arms and signal heads
- Overall Intersection
 - New mast arms, signal heads, phasing, and timing

PROPOSED CONCEPT SKETCH – BIKE & PED

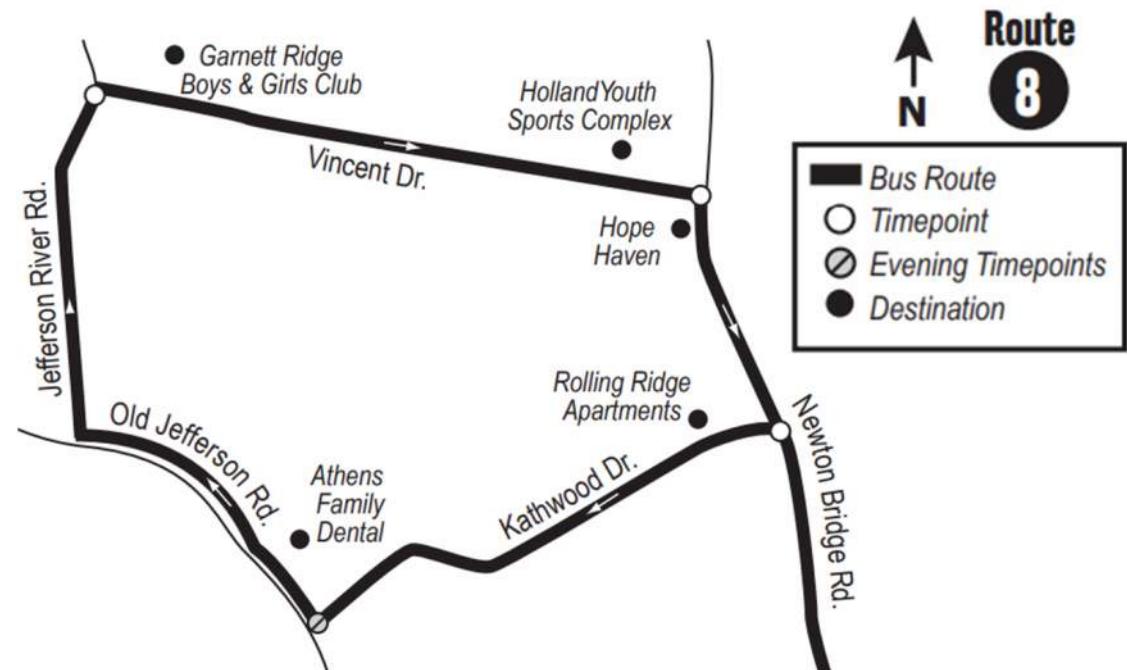


- Kathwood Dr
 - New crosswalks, 12' multi-use trail along northern side
- Old Jefferson Rd
 - New crosswalks, 12' multi-use trail along eastern side
- CSX Railroad
 - New pedestrian and bike crossing and signals
- Jefferson Road
 - New pedestrian and bike crossing connecting to Kathwood and Old Jefferson Road
- Overall Intersection
 - New signal heads, phasing, and timing prioritizing pedestrians and bikes

PROPOSED CONCEPT SKETCH - TRANSIT



- New covered art shelter bus stop along the north side of Kathwood Drive



PROPOSED CONCEPT SKETCH – AESTHETIC CORRIDORS



- New street tree plantings along Old Jefferson Road and Kathwood Drive
- Mast arm traffic signals
- Art shelter bus stops

WHY IS THIS PROJECT IMPORTANT

Goal Area 1 – Good Neighbors

- Transforms the intersection by creating welcoming spaces to key medical and residential corridor.
- Promotes healthy lifestyles by providing walkable, bikeable access to medical and residential corridor

Goal Area 2 – Safely Move Around Athens

- Creates new sidewalks and shared use path facilities
- Provides improved covered transit facilities
- Provides safe modes of transportation
- Creates an aesthetic corridor for entrances to our community

WHY IS THIS PROJECT IMPORTANT

Goal Area 3 – Built and Natural Infrastructure

- Creates a well-planned intersection and gateway to areas identified on the future land use plan for growth
- Enhances equitable access to enhance driver, pedestrian, and cyclist safety
- Provides adequate funding to construct needed infrastructure improvements
- Provides for sustainable and resilience infrastructure

THANK YOU

