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

Previously submitted but not selected: No

Continuation Project: No

Executive Summary: UGA is constructing a new vehicular drive with pedestrian sidewalks into the Health Science Campus on the south side of Prince Ave. which will align with Pound St. on the north side of Prince Ave. This will create a new four-way intersection at this location. This project proposes to place a new traffic signal at this intersection with pedestrian crosswalks and associated hardware to support full vehicular and pedestrian control of the new four-way intersection.

Project Total Cost: \$ 3,530,000

Total Operating Cost: \$ 32,000

Does this Project require the acquisition of any land? Yes, most likely for foundations and utility relocations

What means of land acquisition will be required? Right of Way (ROW)/Permanent & Temporary easements and utility easements will be required. The existent is unknown at this time especially considering potential intersection improvements.

Project/Program Description: In the near future, UGA will begin infrastructure improvements on the Health Science Campus which is located on the southwest corner of Prince Avenue and Oglethorpe Avenue. Part of these improvements include a new street that will intersect with Prince Avenue and align with the existing Pound St. intersection on the north side of Prince Ave. With the installation of this new street, the nearby Kenny Rd. and Gilmore Circle access points along Prince will be removed.

This project is proposing a new traffic signal at this Pound St. intersection with appropriate lane configurations and striping to support full vehicular and pedestrian control. This improvement will provide safe vehicular ingress and egress to and from Prince Ave. for both the existing Pound St. and the new HSC drive which is expected to be a primary entry point into the Health Science Campus. New crosswalks and pedestrian signalization will provide safe passage across all streets to all four corners of the new intersection.

Inclusion of a traffic signal at this location will also provide a more immediate path of travel onto the Prince Avenue Corridor for ACC busses and other vehicles located at the county's facilities at the west end of Boulevard Avenue. This will keep more of that traffic off the Boulevard corridor and move it to a better suited arterial collector more quickly.

It is also worthy to note the location of the current Social Security office at the northwest corner of this proposed intersection. With a bus stop already in the vicinity on the south side of Prince Avenue, persons arriving at this location will now have a safer and more direct route that crosses Prince Avenue with the installation of the signal and associated crosswalk infrastructure.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? GaDOT Prince Avenue Corridor Signal Improvements #PI 013954 - this would upgrade to full signal from planned PHB (pedestrian hybrid beacon) proposed within current scope.

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 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 improvements will allow greater connectivity of existing and proposed sidewalks and facilities through the new signalized intersection and series of installed crosswalks and curb cuts at all four corners of the intersection.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: The new intersection provides better route options for Transit access, allowing for turning movements to/from Prince, Pound, and the new HSC street through a controlled intersection that would be very problematic to navigate without signalization. Pedestrians will have additional and often shorter and safer routes crossing Prince to reach desired destinations and transit stops located on opposite sides of the street.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The new HSC street will be an improved primary entry into this UGA campus on Prince. Enhanced connectivity at this location will provide safer and more direct access to those crossing any of the existing and proposed streets at this location. This is anticipated to become a preferred route for ACC vehicles moving to/from the government facilities at the west end of the Boulevard neighborhood, alleviating some of the through traffic currently witnessed in the neighborhood.

Goal Area 5; Section E: Enhance safety for all modes of transportation: The proposed signal will slow down and control traffic in what has become a more congested area that is expected to receive further development in the future. Pedestrians will have established crosswalks in a location they do not currently exist. Automobiles, busses, and bicycles will have protected turning movements that do not currently exist.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: This intersection follows a UGA plan to enhance access and circulation for the Health Science Campus. Streets and sidewalks will begin to stitch together a more dense network of infrastructure that will reinforce the town fabric and strengthen the resilience of the infrastructure investment for the area, providing a well-designed alignment that does not currently exist for the campus and Prince Avenue corridor.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: The intersection will be designed to current standards, providing infrastructure to support safe passage and accessibility for all, including appropriate curb cuts, gradients, and hardware in compliance with ADA standards.

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:	\$ 100,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 102,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 26,000
4. Construction:	\$ 2,500,000
5. Construction Contingency: (10% of the Construction line item)	\$ 250,000
6. Testing:	\$ 26,000
7. Project Management: (4% of the total budget line items above)	\$ 120,000
8. Project Contingency: (10% of the total budget line items above)	\$ 312,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 25,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 3,461,000
14. Program Management (2% of Project Subtotal):	\$ 69,000
TSPLOST 2026 Project Total:	\$ 3,530,000

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:	1,000
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	7,000
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other: Annual Maintenance	8,000
8. Other: Life Cycle Replacement	15,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 32,000