

Submitted By: Tawana Mattox, Pittard Road Residents

Phone: (706) 461-6678 Alt. Phone: (706) 461-6678

Email: drtawanamattox@gmail.com

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

Previously submitted but not selected: No

Continuation Project: No

Executive Summary: The purpose of this project is to improve the safety of this intersection, particularly with turns from Pittard Road unto Hull Road, as it is dangerous with each car. There is a stop sign and then a very short median which people attempt to dash to then when they believe is possible, they turn on Hull Road. There is a barrier to see cars in time coming down Hull Road and if a driver turns out they could be hit. There is a need for a traffic light so that cars can safely proceed on Hull Road. (Staff Comments: It is unlikely that a traffic signal would meet the required warrants for this intersection. Therefore, cost are based on providing an R-Cut at the intersection.)

Project Total Cost: \$ 1,046,000

Total Operating Cost: \$ 31,000

Does this Project require the acquisition of any land? No, there appears to be adequate ROW for Traffic Signal addition.

Project/Program Description: Insert a traffic light at Pittard Road/Hull Road so that drivers can safely turn left on Hull Road. There is a stop sign and then a very short median which people attempt to dash to then when they believe is possible, they turn on Hull Road. There is a barrier to see cars in time coming down Hull Road and if a driver turns out they could be hit. There is a need for a traffic light so that cars can safely proceed on Hull Road.

The main purpose is safety improvements. As an alternative to a traffic light. Modify the intersection so that traffic coming down Pittard word and reaching Hull Road will have to turn right and go to the next intersection, Harvey Mathis Road and make a U-turn. Those traveling westbound on highway 72 would be able to make a left turn onto Pittard Road.

Staff Comments:

1. *Intersection is on GDOT Roadway. As such ACCGov cannot dictate that a traffic signal be added. A warrant analysis and GDOT approval would be required for any improvements. Recommended changing name to Intersection Improvements in case Traffic Signal is not allowed by GDOT but other types of improvements may be allowed.*
2. *Initial review would seem to indicate that it is unlikely a traffic signal would meet the required warrants for this intersection. Therefore, cost are based on providing an R-Cut at the intersection.*

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 E: Enhance safety for all modes of transportation: The current intersection at US Hwy 72 and Pittard Road is currently unsignalized. The residents along Pittard Road cannot safely enter the intersection. As the node at US Hwy 29 N and US Hwy 72 continue to grow, the traffic along US Hwy 72 continues to increase, making it increasing difficult for the nearby residents to safely navigate the intersection. By adding a signal at this location, the residents along Pittard Road would be able to safely enter the street.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: The residents of this neighborhood have been underserved by public improvements. Investing in their safety would be an equitable distribution of public funds.

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:	\$
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.) ¹	\$ 150,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 30,000
4. Construction:	\$ 600,000
5. Construction Contingency: (10% of the Construction line item)	\$ 60,000
6. Testing:	\$ 50,000
7. Project Management: (4% of the total budget line items above) ¹	\$ 36,000
8. Project Contingency: (10% of the total budget line items above)	\$ 93,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 6,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 1,025,000
14. Program Management (2% of Project Subtotal):	\$ 21,000
TSPLOST 2026 Project Total:	\$ 1,046,000

Staff Comments regarding Estimate:

1. Higher design and PM fees than the minimum percentages because the smaller projects still require a certain amount of fixed cost work for GDOT coordination projects as do larger dollar projects.
2. Traffic Signal would require warrant analysis and approval by GDOT.

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:	10,000
4. Equipment Maintenance:	10,000
5. Facility Maintenance: Life Cycle Replacement Cost	10,000
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	31,000
NET OPERATING COSTS OF PROJECT:	\$ 31,000