

Submitted By: Peter Norris, Resident
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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: Yes - SPLOST 2020; Park Ave. / Talmadge Dr. at Prince Ave.
Intersection Improve

Continuation Project: No

Executive Summary: The offset intersection of Talmadge Drive and Park Avenue at Prince Avenue is dangerous for all road users and a hazard for pedestrians. This project will implement recommendations of ACCUG and GDOT to realign the intersection to a safer rectilinear configuration. The project has support from the Prince Avenue User Group and Piedmont Athens Regional.

Project Total Cost: \$ 6,602,000

Total Operating Cost: \$ 48,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Right of Way and easements

Project/Program Description: Intersection of Park Avenue/Talmadge Drive at Prince Avenue is an offset intersection adjacent to the newly constructed Prince Tower of Piedmont Athens Regional. The intersection spans a curve in the narrowing roadway. West bound traffic has a protected left turn lane and signal to turn onto Talmadge Drive (and access the hospital parking deck). East bound traffic has no left turn lane or signal and must pause 115 feet (approximately nine car lengths) from the stop bar to await a break in traffic to proceed left onto Park Avenue.

The intersection has crosswalks on only three sides (North, South, & East). Pedestrians wishing to cross Prince Avenue from Talmadge Drive to Park Avenue must activate the crossing signal that is 110 feet from Talmadge Drive. Traffic turning right from Talmadge Drive to Prince Avenue cannot see pedestrians crossing Prince Avenue until they are into their acceleration phase. There is significant pedestrian traffic from Piedmont Athens Regional (PAR) to the eateries and businesses on the North side of Prince Avenue.

This project will re-align the intersection into a traditional rectilinear configuration with crosswalks on all four legs. The attached professionally drawn project concept illustrates the proposed reconfiguration.

ACCGov owns the right of way for Talmadge Drive and Park Avenue. The segment of Prince Avenue from SR10 Loop to Milledge Avenue is designated as SR15 Business and is within the Georgia State Highway Rights of Way. The privately owned property at 1226 Prince Avenue is zoned as Commercial-Neighborhood.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Prince Avenue Traffic Engineering Study - North Milledge Loop Interchange/Sunset Drive, 2019

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 E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: The intersection of Prince Avenue, Talmadge Drive, and Park Avenue is a nexus of physical care and healthy lifestyle. The South side of Prince Avenue at this intersection is exclusively delegated to the Piedmont Athens Regional complex while the North side contains businesses providing additional medical services and establishments for sustenance. Staff and visitors to the hospital often transit Prince Avenue for food, drink, and entertainment. Talmadge Drive and Park Avenue are gateways for re

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: Sidewalks without safe crosswalks limit accessibility to healthcare, restaurants, and businesses by citizens of all ages and abilities. The intersection of Prince Avenue/Talmadge Drive /Park Avenue has seen significant transformation over the last three years including new hospital facilities (Piedmont Athens Regional), renovation of old spaces (Athentic, Daily Grocery, BikeAthens) and development of a small food court (Flying Biscuit, Barbaritos). Vehicular and pedestrian patrons should be able

Goal Area 5; Section E: Enhance safety for all modes of transportation: The Prince Avenue/Talmadge Drive /Park Avenue intersection is hazardous to vehicles turning left, bicyclists travelling along Prince Avenue, and pedestrians crossing Prince Avenue. Eastbound left turning vehicles do not have a protected turn and must wait well within the intersection. The curving and narrowing roadway within the intersection is particularly hazardous for cyclists as vehicles do not realize the diminishing width and crowd cyclists against the curb. Vehicles turning onto Prince Av

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:	\$ 1,000,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 500,000
3. Miscellaneous Fees: (Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 338,000
4. Construction:	\$ 3,375,000
5. Construction Contingency: (10% of the Construction line item)	\$ 338,000
6. Testing:	\$ 75,000
7. Project Management: (4% of the total budget line items above)	\$ 226,000
8. Project Contingency: (10% of the total budget line items above)	\$ 586,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 34,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 6,472,000
14. Program Management (2% of Project Subtotal):	\$ 130,000
TSPLOST 2026 Project Total:	\$ 6,602,000

Staff Comments regarding the estimate:

Estimated cost provided by design professional in 2021 were increased by 35% to account for the minimum construction increases over the last four years.

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? No

Operating Cost

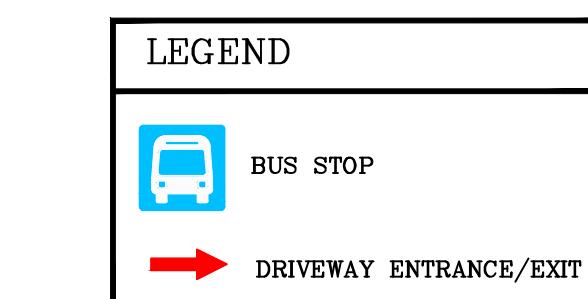
Total Annual Net Operating Costs when Project is complete:

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	0
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	0
2. Annual Utilities:	
• Natural Gas:	0
• Electrical:	0
• Water:	0
• Sewer:	0
• Phone:	0
• Solid Waste Collection:	0
• Other:	0
3. Operating Supplies:	0
4. Equipment Maintenance:	0
5. Facility Maintenance:	0
6. Other: Maintenance - Public Art	1,000
7. Other: Annual Maintenance	15,000
8. Other: Life Cycle Replacement	32,000
TOTAL EXPENDITURES	48,000
NET OPERATING COSTS OF PROJECT:	\$ 48,000



PRINCE AVENUE - PARK AVENUE
RE-ALIGNMENT



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SCALE IN FEET

October 30, 2024

RE: Letter in Support of the TSPLOST Prince Avenue -Talmadge Drive- Park Avenue Intersection Improvement

To Whom It May Concern:

Piedmont Athens Regional (PAR) is submitting this letter as a co-sponsor with ACC for the potential TPLOST project referenced above. We wholeheartedly support this improvement as it will provide a safer and more efficient pedestrian and vehicular travel path, including that of emergency vehicles. This is especially relevant as the hospital has expanded its footprint in this intersection which has led to increased pedestrian and vehicular traffic. We want to continue to advocate for and support our community by providing safer entry and exit into our facility without increasing risk to the pedestrian travel pathways. The project will provide the needed structure necessary for safer access to our facility as a critical healthcare provider to our community.

Although safety is the key driver for this project, it is important to also note the economic impact that an improved travel path would have on the hospital. There are approximately 3,200 PAR employees, making us the second largest employer in Athens and in our region. During FY24, PAR provided care during more than 83,500 emergency room visits, admitted over 24,000 patients and saw more than 314,000 outpatient encounters. Also, as a non-profit healthcare provider, we have provided \$125 million in charity care for our community. Our community is not only Athens but also includes a 17-county service area. The corner of Prince and Talmadge is busy as-is and will continue to become a traffic concern as we continue to grow.

Furthermore, our campus is more than the hospital proper. We currently provide outpatient care at the Clay Community Care Clinic and physician practices at 1270 Prince Avenue and have physician practices at 1010 Prince Avenue and will soon open outpatient rehab services at that location. These facilities support much-needed outpatient care and help to decompress our Emergency Department. However, they add vehicular traffic, and our providers and patients use the sidewalks and crosswalks to navigate between the clinics and hospital. Unfortunately, jaywalking is not unusual due to the inefficiency of the current structure which adds safety hazards for both pedestrians and motorists.

Another factor in our decision to co-sponsor and support this project is the 6-story patient tower at PAR that opened in 2022. This tower is the front door of the hospital and is on the corner of Talmadge and Prince. The proposed revisions in this project will account for and support the new Tower in a way that the current crosswalk path does not.

Finally, the Normaltown neighborhood is growing. There are new restaurants, breweries, businesses, and homes, which all impact traffic. The new intersection will allow safer travel on Prince and encourage walking versus vehicle travel, improving air quality and our neighborhood as a whole. Businesses would benefit from this increased foot traffic, as many people avoid Normaltown due to parking limitations.

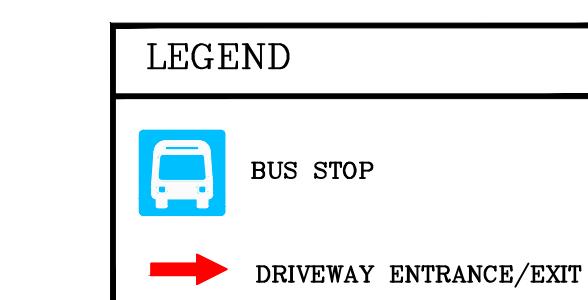
In closing, PAR, for all the reasons listed above, fully supports this 2026 TPLOST project to improve the Talmadge/Park/Prince Avenue intersection. Please do not hesitate to reach out to me directly for any further clarification or questions. We look forward to seeing this move forward and working with our partners in making a positive difference in our community.

A handwritten signature in black ink that reads "J. Michael Burnett".

J. Michael Burnett, FACHE
Chief Executive Officer



PRINCE AVENUE - PARK AVENUE
RE-ALIGNMENT



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SCALE IN FEET