**Submitted By:** Transportation & Public Works Department
Stephen Bailey, Director

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

**Previously submitted but not selected:** No
**Continuation Project:** Yes - SPLOST 2011; 26-Road and Bridge Improvement and Replacement Program

**Executive Summary:** This program will support currently active intersection improvement projects that are approaching construction phase in the next 1-3 years. In addition, this program will create and utilize a new data-driven prioritization matrix to identify and improve high-priority intersections throughout ACC. Using crash data, operational analysis, and infrastructure condition assessments, this program funds comprehensive safety improvements including signal upgrades, roundabouts, geometric modifications, and unsignalized intersection enhancements. Project selection balances safety, performance, infrastructure lifecycle needs, and multi-modal accessibility.
(This would be Intersection Improvements Program (as there would be multiple sub-projects and there is no pre-defined locations.)

**Project Total Cost: $ 16,467,000** **Total Operating Cost: $ 120,000**

**Does this Project require the acquisition of any land?** Yes

**What means of land acquisition will be required?** Rights of Way

**Project/Program Description:** The Intersection Improvement Program would support the construction of already approved intersection improvement projects and supplement match funding for already approved projects such as the North Chase Street Transportation Alternative Program. In addition, this program would begin with the creation of a new prioritization matrix to identify and rank all controlled intersections within Athens-Clarke County for enhancements. The prioritization matrix would weigh values including (but not limited to) safety, accessibility, congestion, and multi-modal level of service in its analysis. The program would then design and build the top two to three highest rated intersection improvement projects as funding is available.

Staff Comments: 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 may include solar/storage charging options; if installed, bench and rest areas may 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.

**How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan?** This program is a continuation of the M&C-approved Intersection Improvement Program, created in 2018 in coordination with MACORTS.

**How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)?** This would provide supplemental funding for the existing MACORTS TIP Project titled "ACC Intersection Improvement Program"

# 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 North Chase Street TAP Project is 80% state funded, and 20% locally funded. The proposed program will fund the local match of the project. This transformational project includes major operational and safety improvements with a 10-foot multiuse path and sidewalks from Barber Street to Oneta Street.

**Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care:** Safe, well-designed intersections support healthy lifestyles by reducing stress for all users and creating more comfortable environments for active transportation. By implementing proven safety countermeasures, the program helps prevent crashes while encouraging walking and cycling through enhanced crossings and improved visibility.

**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:** By incorporating Complete Streets aspects into intersection improvements, these projects enhance ACC's pedestrian and bicycle networks, and fill in critical gaps within the Athens in Motion network. Intersection improvements also include upgrades to pedestrian crossing facilities (crosswalks, pedestrian push buttons, etc.)

**Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents:** Improved intersections directly support transit operations through better signal timing, enhanced bus stop access, and safer pedestrian crossings. These systematic improvements make transit more reliable while protecting passengers accessing bus stops.

**Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas:** Intersections are obvious gateways along corridors, which separate areas of different uses. Intersections can use a change in speed, design, and aesthetic such as lighting and landscaping to create a feeling of transition between these different areas, and to make travelers aware that they are entering somewhere with a different context and land use. This also serves a safety feature, especially when the intersection transitions motorists into a more heavily residential/pedestrian friendly area.

**Goal Area 5; Section E: Enhance safety for all modes of transportation:** This is the program's primary focus. Using detailed crash analysis and proven countermeasures, this program can systematically improve Athens' highest-risk intersections. Improved intersections benefits users of all transportation modes: car users, bicyclists, pedestrians, freight operators, and transit riders; improving safety and congestion issues.

**Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework:** Intersection improvements will take into account current and future travel volumes as well as surrounding land use, designing these improvements to accommodate anticipated changes to the nearby transportation system.

**Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity:** By using both crash data and equity metrics in the prioritization matrix, this program would ensure fair distribution of safety improvements throughout the community based on highest need.

**Goal Area 6; Section C: Provide adequate funding for maintenance of existing and newly constructed infrastructure:** Each improvement includes appropriate maintenance planning and funding considerations. The program emphasizes durable, proven designs that provide long-term safety benefits while minimizing future maintenance needs.

**Goal Area 6; Section D: Follow through on commitment to 100% Clean and Renewable Energy resolution:** Reduced congestion at intersections will work to improve idling emissions and increase air quality. New signals incorporate energy -efficient LED technology, supporting sustainability while improving safety.

**Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience:** As mentioned above, reductions in idling and congestion lead to increased air quality. Upgrading intersection infrastructure (whether improving signals, upgrading mast arms, replacing electronic components, or even converting a signal to a roundabout) will prolong infrastructure lifespan, reduce maintenance costs, and future-proof equipment against weather and aging.

# 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: | $ | 980,000 |
| 2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.) | $ | 1,176,000 |
| 3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary. | $ | 490,000 |
| 4. Construction: | $ | 9,800,000 |
| 5. Construction Contingency: (10% of the Construction line item) | $ | 980,000 |
| 6. Testing: | $ | 294,000 |
| 7. Project Management: (4% of the total budget line items above) | $ | 549,000 |
| 8. Project Contingency: (10% of the total budget line items above) | $ | 1,427,000 |
| 9. Public Art: Calculated at 1% of the Construction line item. | $ | 98,000 |
| 10. Other 1: Smart Systems Integration | $ | 200,000 |
| 11. Other 2: Public Outreach/Education | $ | 150,000 |
| **Project Subtotal:** | $ | 16,144,000 |
| 14. Program Management (2% of Project Subtotal): | $ | 323,000 |
| **TSPLOST 2026 Project Total:** | **$** | **16,467,000** |

# 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: | |
| 5. Facility Maintenance: | |
| 6. Other: Public Art Maintenance | 4,000 |
| 7. Other: Annual Maintenance | 35,000 |
| 8. Other: Life Cycle Replacement | 81,000 |
| **TOTAL EXPENDITURES** | |
| **NET OPERATING COSTS OF PROJECT:** | **$ 120,000** |

# Project Financing

**Is the proposed Project to receive funding from source(s) other than TSPLOST 2026?** Yes

## Total Capital Financing for Project:

*If the proposed Project is to receive funding other than TSPLOST 2026, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest $1,000.*

| Project Sources (round to thousand) | | Amount |
|---|---|---|
| 1. TSPLOST 2026[1]: | $ | 16,467,000 |
| **OTHER SOURCES** | | |
| 2. ACCGov General Fund: | $ | |
| 3. ACCGov Enterprise Fund: | $ | |
| 4. State Grant: TAP | $ | 12,000,000 |
| 5. Federal Grant: | $ | |
| 6. Previous SPLOST: | $ | 300,000 |
| 7. Other (describe): | $ | |
| 8. Other (describe): | $ | |
| TOTAL SOURCES: | $ | 28,767,000 |

[1] If any additional sources of funding other than TSPLOST 2026 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2026 funding for matching funds, you would need to provide specific written approval by GDOT)

**Describe the current commitments for the other sources funding this project**:

The locally sponsored North Chase Street Transportation Alternative Program (TAP) Project is moving into ROW phase in the summer of 2025 and expected to enter construction in fall 2026. This project is slated to continue receiving 80% state funds (reimbursement of qualified expenses) and requires 20% local match. The project has utilized SPLOST 2011-26 to provide matching funds to support the Preliminary Engineering phase of the project following GDOT Plans Development Process (Federal requirements). With increased construction cost from 2020 and added safety improvements along the corridor, this project experienced increase cost estimates from $8,000,000 cost to $16,000,000.