

Submitted By: University of Georgia Office of University Architects
Tom Breedlove
Phone: (706) 542-3605
Email: trb@uga.edu

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

Previously submitted but not selected: No

Continuation Project: No

Executive Summary: UGA is currently constructing a new Track & Field Complex on South Milledge Avenue directly across from the existing Jack Turner Family Complex. This project proposes to place a new traffic circle along S. Milledge Avenue at the intersections of these two sports complexes to facilitate better movement in and out of the facilities with the least disruption to traffic moving along the S. Milledge corridor.

Project Total Cost: \$ 5,671,000

Total Operating Cost: \$ 47,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Rights of Way and easement. UGA would be required to quitclaim the necessary ROW for the project or the project cost would need to be increased for the value of the land needed.

Project/Program Description: The University of Georgia is currently constructing a new Track & Field Complex on South Milledge Ave. to the east and directly across the street from the existing Jack Turner Family Complex which is home to the UGA Softball and Soccer teams. The primary drive into the new track and field facilities will align with the driveway that serves the Jack Turner complex. This project proposes to construct a new traffic circle in S. Milledge Ave. at the location of these aligned driveways to form a new circulation pattern that maintains safe traffic flow along S. Milledge Ave. while also providing entry to and egress from both UGA sporting facilities.

The proposed traffic circle is envisioned to be very similar in size and scale to the one currently forming the terminus of S. Milledge at its intersection with Whitehall Rd. One vehicular travel lane around the circle will provide movement north and south along S. Milledge Ave. and east and west to and from the Jack Turner complex and the new track & field complex. Pedestrian circulation and safety will be included in the design with sidewalks, crosswalks, and areas of pedestrian refuge integral to the design. Associated improvements to the area for stormwater management, utility relocations, lighting, signage, and landscaping, will be included in the project.

The nature of operations at the two sports facilities makes a traffic circle an appealing solution for managing vehicular access and speed coupled with pedestrian safety and access. When large sporting events are not occurring, the facilities are used for regular practices and remote parking, thus there is some, but not a significant amount, of ingress and egress traffic at these times. As such, normal traffic moving north and south on S. Milledge will remain largely uninterrupted during these times. On occasion, pedestrians may need to cross S. Milledge Ave. from one facility to another. The slower vehicular speeds induced by the traffic circle

along with the pedestrian crosswalks and refuge islands that allow for crossing one lane at a time, are beneficial for this purpose. During the rarer large events at the sporting facilities, the traffic circle will still maintain its functionality in all directions, calming traffic to manageable levels while allowing safe and measured flow as vehicles move into and out of the circle. For both high and low traffic volumes, the traffic circle provides a good alternative to other traffic control devices for this locale.

Staff Comment:

1. 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 to include solar/storage charging options; if installed, bench and rest areas to 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.
2. Impacted Utilities, if any, may require relocation and/or Upgrading as a result of this work.

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: Traffic control at this location would likely be met by a road widening and traffic signal or a traffic circle. The traffic circle provides a solution that allows the dominant normal flow of traffic to continue and provides a preferred aesthetic solution. No mast arms, overhead wires or signals clutter your view. The circle forms a gateway along the road and into the sports facilities with a scale better related to pedestrians than that of a roadway with acceleration and deceleration lanes.

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: Pedestrian circulation and safety will be integral in the design of the traffic circle. Alternative forms of circulation will be able to utilize and navigate the intersection safely with lower travel speeds induced by the nature of the design itself.

Goal Area 5; Section E: Enhance safety for all modes of transportation: The traffic circle will improve safety at the intersection for all modes of traffic by virtue of its design. Vehicular traffic that is currently posted at 40-50mph in this location (but often exceeds it) will be slowed to the 20-25mph range to enter the circle. This calming benefits both vehicles and pedestrians moving through the circle. Clearly defined crosswalks and islands for pedestrian refuge will note priority for individuals traversing the circle on foot when present.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: This proposal provides a traffic management solution for the intersection and corridor in keeping with its lower density and more rural character. The traffic circle allows continued movement along the S. Milledge without stopping at a light and will also serve the needs of the sports facilities during low or high-volume events. Pedestrians that need to cross S. Milledge Avenue will now have a location to accommodate this with a speed of traffic that has been reduced to the 20mph range.

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.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: As an alternative to a signalized intersection, the proposed traffic circle requires none of the upgrades, maintenance or electricity required by signalization equipment. Maintenance of the circle is essentially the same as the rest of the roadway. With no additional utility support required, the circle is resilient to power outages or damage that could render a signal unusable until repaired.

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.)	\$	700,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$	105,000
4. Construction:	\$	3,500,000
5. Construction Contingency: (10% of the Construction line item)	\$	350,000
6. Testing:	\$	175,000
7. Project Management: (4% of the total budget line items above)	\$	193,000
8. Project Contingency: (10% of the total budget line items above)	\$	502,000
9. Public Art: Calculated at 1% of the Construction line item.	\$	35,000
10. Other 1:	\$	
11. Other 2:	\$	
Project Subtotal:	\$	5,560,000
14. Program Management (2% of Project Subtotal):	\$	111,000
TSPLOST 2026 Project Total:	\$	5,671,000

Staff Comment regarding the estimate: Construction and Design Fees increased due to recent bid cost for similar roundabouts and the impacted properties and existing infrastructure.

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:	
4. Equipment Maintenance:	
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other: Annual Maintenance	16,000
8. Other: Life Cycle Replacement	30,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 47,000