
BARNET SHOALS CROSSWALK & SAFETY PROJECT



TSPILOST 2026 PROJECT PROPOSAL

PRESENTER: CAROL MYERS, DISTRICT 8 COMMISSIONER

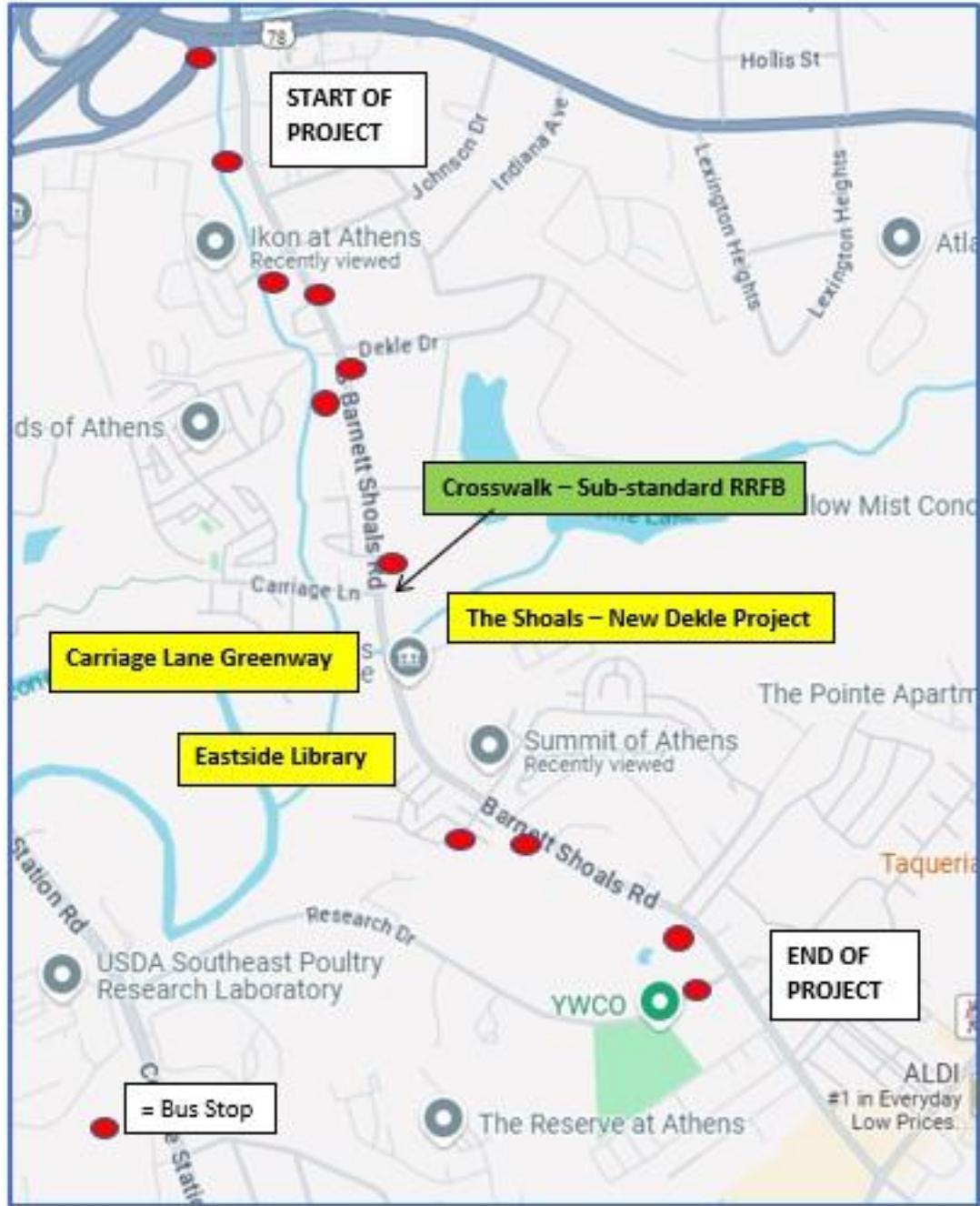
MONDAY, APRIL 14, 2025

BARNET SHOALS CROSSWALK & SAFETY PROJECT

The Barnett Shoals Crosswalk Safety project

- increases safety along the corridor and
- provides more crosswalk locations for residents living, walking and cycling between Research Dr and Lexington Rd.
- includes a roadway safety audit,
- 3-4 Pedestrian Hybrid Beacons and refuge islands, roadway preservation treatment, and improved bike lanes.





- A roadway safety audit
- The addition of 3-4 Pedestrian Hybrid Beacons at identified spots (includes initial concept design and preliminary and final construction services)
- The replacement of the RRFB with a Pedestrian Hybrid Beacon at Carriage Lane
- Roadway preservation treatment and restriping to narrow lanes and decrease speed.
- Addition of flexible delineator posts, concrete curbing or other physical barrier to create separated bike lanes.

WHY DO WE NEED THIS PROJECT?

Lexington Road to Research Drive



1.5 mile stretch

• 1 crosswalk
• 6 bus stop locations
• 1000s of residents





- Since 2000, multi-family developments like The Ikon, Woodlands of Athens, Lakewood Hills Senior Village, Ascent Athens, the Summit, and Woodsong Village have transformed greenspace into a dense multi-family residential area.

- More coming with The Shoals and new Eastside Library



Part 1: 3 - 4 Crosswalks based on Safety Audit



PEDESTRIAN HYBRID BEACON

- PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control.
- The beacon head consists of two red lenses above a single yellow lens.
- Lenses remain "dark" until a pedestrian desiring to cross the street pushes button, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop,



Roadway Configuration	Posted Speed Limit and AADT											
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000			≤30 mph	35 mph	≥40 mph
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph			
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6	① 5 6	① 4 5 6	① 5 6	① 5 6	① 4 5 6	① 5 6	① 5 6	① 4 5 6	① 5 6	① 5 6
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5	① ③ 5	① 3 4 5	① ③ 5	① ③ 5	① ③ 4 5	① ③ 5	① ③ 5	① ③ 4 5	① ③ 5	① ③ 5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① ③ 5 6	① ③ 5 6	① 3 4 5 6	① ③ 5 6	① ③ 5 6	① ③ 4 5 6	① ③ 5 6	① ③ 5 6	① ③ 4 5 6	① ③ 5 6	① ③ 5 6
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9	① ③ 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6	① ③ 5 6

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs

2 Raised crosswalk

3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line

4 In-Street Pedestrian Crossing sign

5 Curb extension

6 Pedestrian refuge island

7 Rectangular Rapid-Flashing Beacon (RRFB)**

8 Road Diet

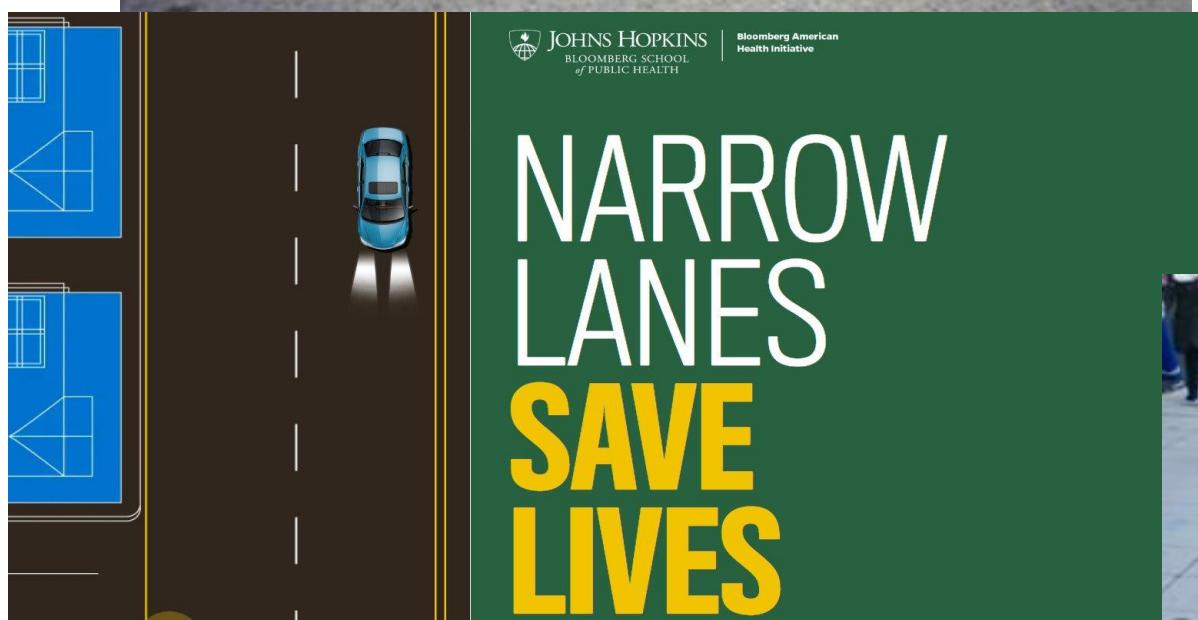
9 Pedestrian Hybrid Beacon (PHB)**

- **ACC Crosswalk Policy**
- **ACC Complete Streets policy**
- **ACC's Vision Zero policy**
- **Athens in Motion plan**

- **Over 16,000 cars trips per day**
- **54 mph 85% speed (in a 45 mph speed zone)**



The roadway preservation treatment suggested by the TPW engineer will extend the life of the pavement. According to U.S. Dept of Transportation Federal Highway Administration, "Whether a highway pavement is constructed using asphalt, concrete or a composite system, traffic loads and environmental elements will contribute to its deterioration over time. Pavement preservation treatments can slow this structural decline."



Part 2:

- 1) Roadway preservation treatment,
- 2) Restriping to narrow lanes and
- 3) Separated bike lanes



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:	\$	50,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$	400,000
3. Miscellaneous Fees: (Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$	93,000
4. Construction:	\$	3,100,000
5. Construction Contingency: (10% of the Construction line item)	\$	310,000
6. Testing:	\$	47,000
7. Project Management: (4% of the total budget line items above)	\$	159,000
8. Project Contingency: (10% of the total budget line items above)	\$	414,000
9. Public Art: calculated at 1% of the Construction line item.	\$	31,000
10. Other 1:	\$	
11. Other 2:	\$	
Project Subtotal:	\$	4,576,000
14. Program Management (2% of Project Subtotal):	\$	92,000
TSPLOST 2026 Project Total:	\$	4,668,000

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