

Banks Road

Category: Detailed Planning Study/
Possible Federal Aid Corridor
Improvement Project

Location: Banks Road

SPLOST Detailed Planning Study \$47,000

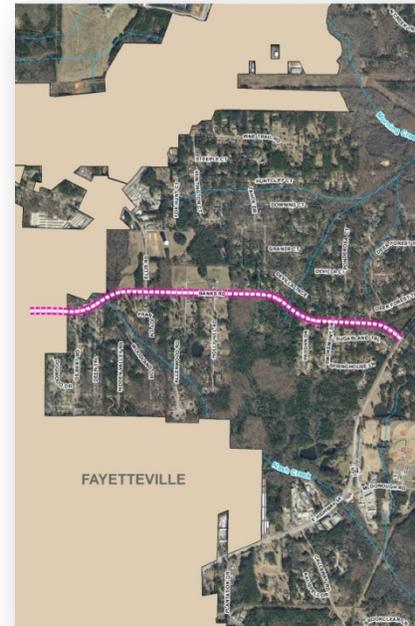
Project Description

Banks Road is a 1.7-mile road extending from SR 54 to SR 314. The western end of Banks Road (approximately 0.38 miles) is within the limits of Fayetteville.

The road is used a cut-thru between SR 314, SR 85, SR 54 and McDonough Road but is not properly designed for current (and future) traffic volumes and pedestrian demands. For example, a 1.25-mile stretch of Banks has 10 intersections, 25 residential driveways, and approximately 250 acres of undeveloped land with existing road frontage on Banks. There are no sidewalks, bike lanes or multi-use paths.

This project will ensure Banks Road is improved to meet current and future transportation demands. Possible improvements could include: capacity increases (e.g., addition of a third lane), shoulder improvements, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical sight distances, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be determined from the Detailed Planning Study.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$12,000,000

Local Match: \$3,000,000

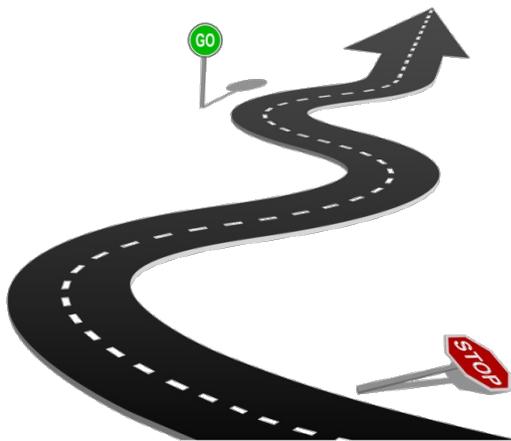
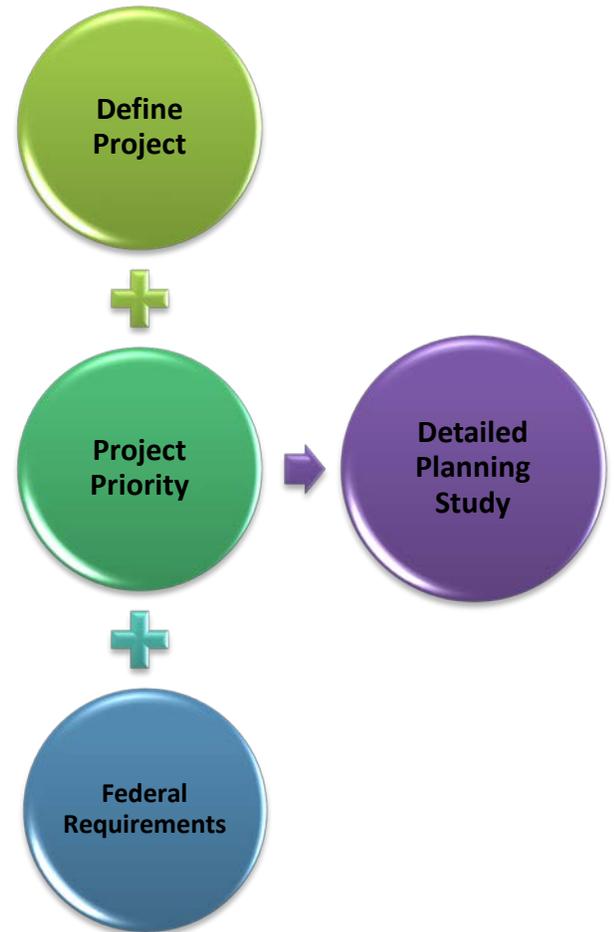
Detailed Planning Studies

Approximately 3.2% of the SPLOST transportation dollars are allocated for Detailed Planning Studies. The studies have three primary purposes:

1. Define the project;
2. Assist with project prioritization; and
3. Satisfy federal requirements.

On large corridor projects, considerable data collection and engineering analysis is required to make accurate project recommendations. A Detailed Planning Study will collect the minimum data to allow for these analyses and provide results and recommendations for the Board of Commissioners to prioritize and advance the highest-rated projects. Having this information is prudent for local officials making decisions on projects with cost estimates in the tens-of-millions range and is required by state and regional planning agencies if the project is to be competitive in seeking Federal-aid.

Each of the Detailed Planning Studies will complete common tasks in order to address the three goals noted above, including:



- Identify need and purpose;
- Define the project scope;
- Consider alternatives;
- Perform cursory environmental screening;
- Assess impacts to utilities and railroads;
- Assess impacts to private properties;
- Gauge public support and opposition;
- Identify applicable design criteria;
- Develop a schedule; and
- Determine preliminary budget and funding options.

The SR 279 Capacity and Operational Improvement Study is different from the other studies in that the recommendations of the study are not eligible for implementation with SPLOST money. Since this project is entirely along a State Route, the study will be used to encourage the Georgia Department of Transportation to advance the project using state and federal dollars.