

## Tyrone & Palmetto Roads

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

**Location:** Tyrone and Palmetto Roads

**SPLOST Detailed Planning Study:** \$84,600

### Project Description

Tyrone Road is a 4.5-mile road extending from SR 54 to Senoia Road in Tyrone. Palmetto Road runs 1.7 miles from Senoia Road to the Coweta County border. Palmetto Road is often used for access to Interstate I-85 at the Collinsworth Road interchange.

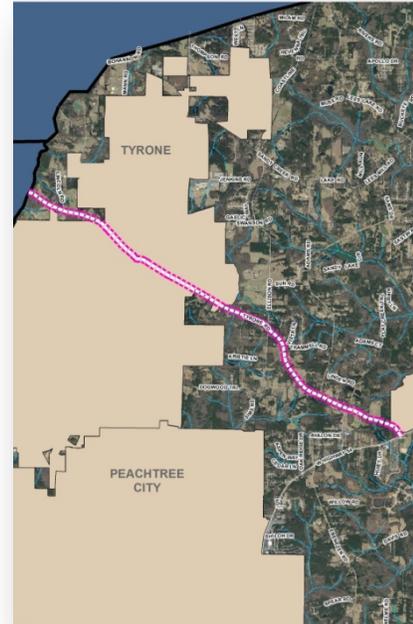
With the exception of the Tyrone portion, the majority of this corridor has no pedestrian or bicycle accommodations.

This project will ensure Tyrone Road is improved to adequately meet current and future transportation needs. Possible improvements may include: capacity increases, shoulder improvements, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical sight distance, and addition of sidewalks, bike lanes or multi-use paths.

Some specific intersections to be realigned or changed to a different type of intersection control (e.g., a roundabout) include: Arrowwood Road and Spencer Lane with Palmetto Road; Ellison Road and Tyrone Road; Dogwood Trail with Tyrone Road; and Flat Creek Trail with Tyrone Road. Details of this project will be coordinated with Town of Tyrone SPLOST projects.

This is a joint effort with the Town of Tyrone and they are supportive of the project.

### 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: \$24,800,000**

**Local Match: \$6,200,000**

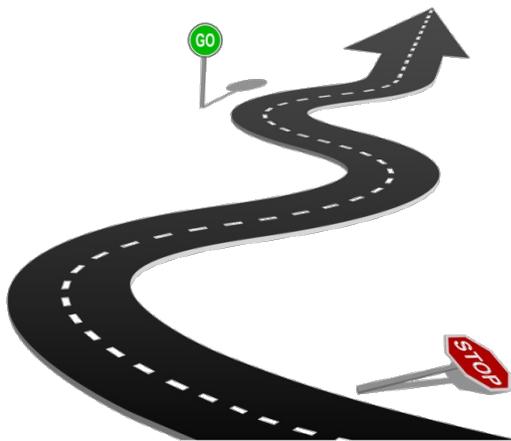
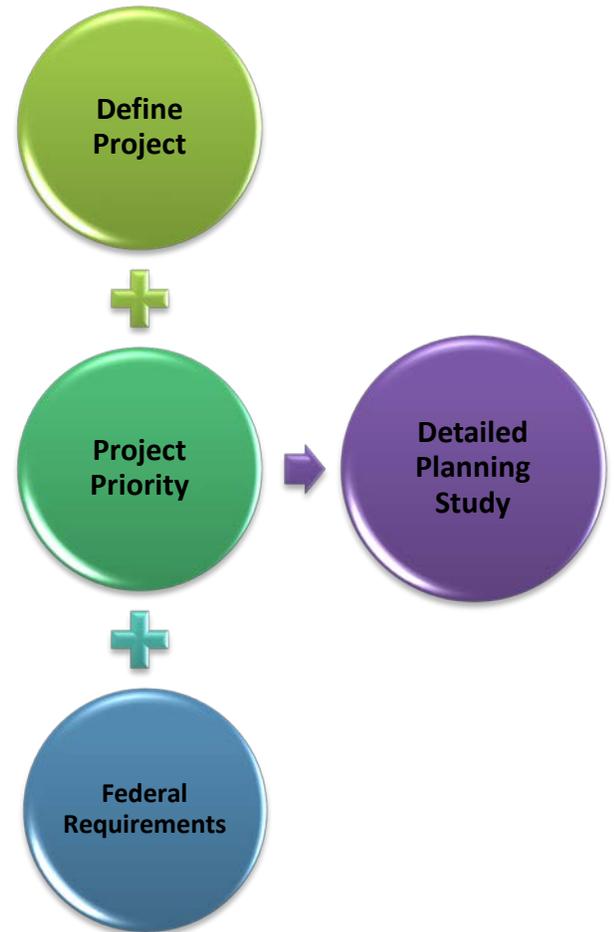
# Detailed Planning Studies

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.



Studies will be completed for the seven projects listed below and possibly other locations as needs change over the six-year SPLOST. It is expected that Federal-aid will be required, at least for the construction phase, to fully fund any one or more of the projects. The advantage of having a project in the Federal-aid program is the potential amount of money paid by state or federal agencies. Typically the ratio is 80/20 (federal/local), so a project costing \$15,000,000 could receive up to \$12,000,000 in federal and state aid,

and only cost the County's SPLOST program \$3,000,000.

The process for being awarded Federal-aid is competitive due to the large number of project applications, uncertainties associated with federal funds and availability, and the pre-defined criteria/performance measures a project must meet to be ranked high. Hence the need for a Detailed Planning Study to properly "vet" Fayette County projects prior to submission for consideration against the other projects in the Atlanta Metropolitan region.

As described above, the information provided in a Detailed Planning Study is essential for the funding process. The information is also integral to the design process so much of the work completed in the planning stage is used in full design. Also, having a planning study allows Consultants and Engineers to provide more focused and cost-effective proposals for design services.

#### *SPLOST-funded Detailed Planning Studies*

- Realignment of SR 279 and Corinth Road
- Sandy Creek Road Operational Improvements
- Banks Road Operational Improvements
- Tyrone & Palmetto Roads Operational Improvements
- Lees Mill, New Hope and Kenwood Road Operational Improvements
- Inman Road Operational Improvements
- SR 279 Capacity and Operational Improvements
- Other Transportation Studies, as needed



For budgeting purposes, it is assumed that the Detailed Planning Studies will be 100 percent SPLOST funded, although there is a possibility of receiving Federal-aid to offset the cost for some of the studies. If this is achieved, savings can be used for additional studies or reallocate to another project category, such as resurfacing or intersection improvements.

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.