

## FAYETTE COUNTY TRANSPORTATION COMMITTEE

### DRAFT Meeting Minutes

October 7, 2025 at 1:30 PM

Peachtree City Council Chambers

153 Willowbend Road, Peachtree City 30269

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1. Call to Order – Chairman, Maurice Ungaro at 1:30 PM
2. Ascertainment of Quorum was established - Maurice Ungaro, Chris Hindman, David Borkowski, Martin Sas, JT Rabun, Phil Mallon, Paola Kimbell.
3. Approval of Agenda- No changes
4. Introduction of Members & Guests – Sign in sheet attached
5. Approval of August Meeting Minutes- Motion to approve by JT Rabun, seconded by Chris Hindman – Minutes approved (7-0-0).
6. Report from Committee Members
  - a. Brooks – Maurice Ungaro
    - i. Completed the Liberty Tech Charter School gravel driveway project. A little over 950 linear feet of gravel was installed across town property and a small portion of school property alleviating traffic congestion on the public right-of-way for the student pick-up and drop off. Special thanks to Fayette County Board of Commissioners and Board of Education.
  - b. Fayette County – Phil Mallon
    - i. Fayette County was awarded a grant for the PE Phase of two projects from the Georgia Department of Transportation (GDOT) 2026 Transportation Alternative Program:
      - Kenwood Rd multi-use path Safe Routes to School (\$1.25M)
      - Sandy Creek Rd multi-use path (\$1.25M)
      - Applications were submitted in February
      - Next step is to develop and execute the Project Framework Agreements (PFA's), Goal to start design in 2026
      - Project totals for all phases: Sandy Creek Rd (\$4,968,960); Kenwood Rd (\$5,976,826)
    - ii. GDOT is seeking competitive funding proposals for Transportation Alternative (TA) and Congestion Mitigation and Air Quality (CMAQ) grants. Applications are due by the end of October.

Fayette County is preparing one application for two intersection improvements along McDonough Rd to address safety, congestion, and lack of pedestrian crosswalks.

- iii. Fayette County received four (4) proposals for the 2026 Comprehensive Transportation Plan (CTP) update, and they are under review by the evaluation team. We plan to begin work on the CTP in January 2026. ARC will be doing a similar project that will be 100% focused on paths called the Metro Southern Trails Plan. We will be coordinating with ARC on public engagement so not to have parallel meetings.
  - iv. The Federal Aid resurfacing contract (PI 0017812) is nearing completion. We have a significant punch list for the contractor on Banks Rd and New Hope Rd. We are in the process of negotiating fees from their inspection services. They are seeking additional funding, which could impact Tyrone, Fayetteville, and Peachtree City. The last road is Kelly Dr/Kelly Green. Scheduling that work is dependent on coordination with the railroad. The contractor may seek an extension to their contract because of the delay in working with the RR.
  - v. A meeting was held on September 15<sup>th</sup> with personnel from Fayette County, GDOT, Coweta County, Tyrone, Fayetteville, and Peachtree City to outline a scope of work for a study to assess the SR 54 corridor and possible inter-connectivity options between Coweta County and Fayette County. Paola and Phil to create a firm outline of comments from the meeting and to distribute to those who attended.
  - vi. Hwy 85 Connector and SR 85 traffic signal only received one (1) bid so it's being worked on to go back out to bid. It was rejected due to cost.
- c. Fayetteville – Chris Hindman
- i. The City of Fayetteville was awarded a GDOT TAP grant for their High Priority path project, the Woodland Link section. PE work should begin in the next few months.
- d. Peachtree City- Dave Borkowski
- i. Per the contractor, the Huddleston and SR 54 dual left project lead times have doubled for the mast arms. They are looking at 24-36 weeks for delivery. The project will not start until January 2026. Still moving forward with submittals and approvals through GDOT.
  - ii. Decorative columns for the street signs for SR 74 and SR 54 project are beginning. This consists of a painted truss system that will look like a bridge, stamped colored concrete that looks like brick with the logo on them, base will be stone, and the cap will

have a decorative cap like the top of the pyramids. There will be two (2) sets, one set going south and the other going north on SR74.

- e. Tyrone – Phillip Trouquet
  - i. Completed our sidewalk project and some miscellaneous paving projects off Castlewood Rd in neighborhoods.
  - ii. Next phase of the sidewalk project is going out to bid soon.
  - iii. Biggest project is the roundabout at Palmetto Rd, Arrowood Rd, and Spencer Ln. This was on hold due to Atlanta Gas Light (AGL) needing to procure a contractor to move their line. They have procured a contractor and are moving forward. The project is on schedule.
  - iv. Tyrone will soon bid two path projects:
    - E Crestwood Rd – FDR and a new side path, bid to go out in the next month or so.
    - Laurelwood Rd – Path connector to downtown.
- f. Woolsey – Not Present
  - i. Paola Kimbell gave an update on the roundabout. Right-of-way plans have been received, and the Engineer is working on submitting the rest for GDOT's review. A southbound through lane has been incorporated.
- g. Fayette County Water System- Not Present
- h. Fayette County Sheriff's Office – Not Present
- i. Citizen Representatives- Nothing to Report

## 7. Public Comment

- a. Keith Larson – Bike Walk Fayette Community Advocate
  - i. Notes from the Georgia Bike Walk Live Summit held October 2-4, 2025, in Columbus, GA.
    - GDOT Deputy Commissioner Andrew Heath announced a policy update that took place last year regarding speed management.
    - The 85<sup>th</sup> percentile rule will no longer be the only rule in town for the engineering study to determine speed limits.
    - GDOT now utilizes the safe systems approach considering other factors in determining speed limits.

- Peachtree City already has in their ordinance that they consider other factors in establishing local speed limits, as part of a safe systems approach.
- Keith distributed out portion of the Georgia code for alterations to speed limit by local authorities. (to be shared by email later). Minimum speed limit local authorities can establish is 25 mph on highways. We need legislation to enable local jurisdictions to establish speed limits to include shared paths. This would enable law enforcement, once in ordinance, to use speed detection devices to monitor speed and enforce speed on the path system. This call for legislation is for all Georgia communities not just Peachtree City, Tyrone, or Fayette County.
- Proposes that local Fayette County communities take a leadership role in submitting the resolution to Georgia legislation because it must be a community requirement.
- GDOT now has the Vulnerable Roadway User (VRU) Task Team which I participated in and will bring updates from this task force that consists of GDOT representatives, local community representatives, residents, advocates, and stake holders. The task force addresses traffic safety for vulnerable users, pedestrians, etc.

b. Randy Ognio

- i. Thanks to GDOT for the SR 92 roundabout improvements but people still treat the section between the two (2) roundabouts as a drag strip.
- ii. Randy asked about the timeline for the completion of SR 85 Bridge. GDOT stated that the decorative concrete is being completed and project completion is expected this winter.

c. Peachtree City Councilman Clint Holland

- i. Glad to see the start of the SR 54 corridor study and hopes funding can be allocated. Clint believes this is the number one issue among voters in Peachtree City and would like to make sure that everyone in the community is involved before any work begins.

**8. Unfinished Business**

- a. Phil Mallon - Asked for feedback from all attendees of the ARC 's September Regional Active Transportation Roundtable
  - i. Martin Sas stated he enjoyed the presentation. He agreed with the overview and how they are planning to start bringing things

together countrywide. There is a lot to be gained by just being there.

- ii. Chris Hindsman stated that it brings the focus of ARC back in to the county and Keith Larson did an excellent job, Justin as well. Bringing some of the history of the Peachtree City Path system was neat. He didn't realize some of the legislation that went in to that.
- iii. Maurice Ungaro stated that the Peachtree City Path system that was laid out very well by Justin and reinforced by Keith's presentation. Everyone is looking for models, but we have one that works pretty good here in the county with 115 miles of an active path system. No one has mentioned looking at Peachtree City. I am happy to see the effort to bring attention to the area. Once we get something up and running, we should invite ARC back again.
- iv. Phil Mallon - the CTP update is a good opportunity to reassess projects, create new ones, and prioritize them. ARC's Southern Metro Path study is over \$1M and is focused on interconnectivity from Coweta, Fayette, Spalding, Clayton, Henry and South Fulton. It's an opportunity for regional connectivity.

b. Review of outstanding grant Applications – Paola Kimbell

- i. Working to get RFQ for Sandy Creek and Eastin Rd posted on the Georgia Procurement Registry.
- ii. TAP PE Award for Sandy Creek Road Path & Kenwood Road Path
- iii. Pending Grant Awards:
  - No response from the SS4A implementation grant application.
  - Submitted application for Rural and Tribal for Tyrone Rd & Ellison Rd for PE funding but no response yet.
  - At the end of the month, we will be submitting a grant application for intersection work on McDonough Rd through the GDOT CMAQ/TA programs.

9. New Business

a. GDOT District 3 – Thomaston – Adam Smith, Pre-Construction Engineer

i. Design Phase

- Tri-County Rd at Line Creek tributary. It has concrete abutments, not sure of the foundation, and it has timber beams and caps. Hope to begin right-of-way purchasing in 2026. Construction funding years for the bridge program are being discussed. Trying to identify the exact construction year for that. This project is a state funded low impact bridge project, with no local funding match.

- McDonough Rd at Flint River which is part of our local bridge program and only requires local government to match right-of-way usually 50% or up to a certain dollar amount. I want to say that one is about \$50,000 and that is slated for right-of-way in 2027. We will be widening the shoulders; the bridge will probably be raised about 7 ft., giving more clearance over the river. Just routed a revised concept report for this project. It originally proposed an off-site detour but has been revised to propose an on-site detour and that's under final review. District level has signed off on it and now it is in Atlanta for official approval. A second bridge can be added if needed for the McDonough Rd widening.
- The SR 279, Corinth Road, SR 85 project is a locally sponsored project by Fayette County. We have right-of-way plans under review now. Right-of-way purchasing can begin again within the next six to eight months after the appraisals are received and money's have been authorized. There are some operational improvements through there as well as adding some additional protected left turn phases in certain areas. Right-of-way is in this fiscal year, and construction is proposed in 2028.
- SR 92 and Goza Rd, GDOT received PE money through the Freight Operations and Rural Development (FORD) program. No definite schedule yet but the preliminary engineering can begin this fiscal year and looking at right-of-way in 2028 and construction in 2029. Previous high-level sketches and some studies show more than likely it will be a roundabout. When preliminary design is complete, there will be a concept team meeting that will involve some public involvement in person or online or both.
- Adam has printed out the rules and regulations and frequently asked questions about the Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) projects. TA projects are usually more of the rural areas and CMAQ can be in some of the more rural areas if there are air quality challenges. TA is more geared towards pedestrian facilities, bicycle facilities, and safe school routes. CMAQ funding allows for different projects like roundabouts, intersection improvements, traffic signals, and even traffic engineering studies and Intelligent Transportation System (ITS). GDOT can now do one statewide call for projects. Funding is competitive but no minimum or maximum for project budget.

ii. Under Construction Projects

- Fayette County’s resurfacing project is ongoing.
- SR 54 and SR 74 intersection improvement their doing the concrete pours for the caissons and the footings for the overhead signs and decorative signs. Hoping to have it open to traffic sometime in the first quarter of 2026 but completion by next spring or summer 2026 with more of a summer punch list. It is roughly 50% complete if you look at it by budget.
- Coastline Rd bridge opened in August.
- Whitewater Creek bridge working on decorative elements hope to open in winter 2025. Existing bridge will be dismantled.
- SR 74 interchange project District 7, clearing and grubbing is mostly complete, utilities have been relocated, traffic is being shifted to allow work on the bridge footings and columns in the median. Completion hoped for fall 2027.
- Quick Response Program threshold has been increased from \$200K to \$500K but no additional program funding.
- GDOT is working on SR 279 improvements at North Dr, Dix Lee On Dr, LaFayette Dr, Morning Springs Walk, and Old Ford Rd. We’re looking at maybe left turn lanes or other turn lanes. Surveys were done which aren’t usually done with QR, but we wanted to be certain not to get off the right-of-way. We provided those right-of-way plans to Phil so they can go out and do some work in conjunction with us.
- Tyler Peek explained funding for the widening of SR 85 that has been shifted out. Funds need to be advocated through ARC from the local level to further prioritize widening. Phil Mallon suggested it might be an appropriate time to prioritize this project with the CTP update, along with other projects. Tyler said federal funding would most likely be necessary for a project of that scale. It could possibly qualify for CMAQ.
- Clint Holland wanted to clarify that the completion date for the SR 54 and SR 74 displaced left-hand turn is in first quarter of 2026. Tyler responded, that is their anticipated open to traffic (OTP) date. OTP means motorists can utilize the product, but the project is not completed due to other corrective actions needing to take place. The completion date is set for summer 2026.
- SR 54 Corridor study – GDOT (Adam Smith) explained that this would need to be an official study, and he envisions it

being with federal funds that are solicited by the local government. It would start with a scoping study and likely end in a concept report. Tyler Peek explained the reason it starts with a local led effort is because it is multi-jurisdictional, spanning two counties, inside/outside Peachtree City, and has some impacts and interests to Tyrone and Senoia. Lots of stakeholders from a local government standpoint. The study would have to evaluate if there are other routes that need to be considered, whether they exist today or will be newly built. Also, locally driven because the concept report may come back and state there needs to be other local route connections constructed or improved rather than widening of SR 54. The end product could be a local project, a state-led project, or a combination of both.

- Phil Mallon – A draft scope of work is being prepared now at the staff level. Once completed, we will elevate it up to the elected official's level, make any edits needed, and get ready for an ARC call for projects to submit the application, possibly in spring 2026. GDOT (Daniel Trevorrow) added that a re-timing of the SR 54 corridor would need to be done from McDuff Pkwy to Flat Creek upon completion of the DLT project.
- Maurice Ungaro – Would like to open this meeting next year to Coweta County and Senoia. We have more than a couple of regional impacts going on with our neighboring territories which affect us greatly either directly in or adjacent to Senoia that could more than double the population in that town. For traffic, I currently see it either going out SR 85 or down Rockaway Rd to SR 74. Does GDOT have any thoughts on projects of that scope and how it affects us? GDOT (Tyler Peek) is reviewing DRI's. Coweta and Fayette Counties are both in the GRETA coverage region which gives local government the greater advantage. The local governing authority, whether city or county, has a greater role in obligating a developer in what to do or not to do through a re-zoning effort or developer agreements. Tyler suggested the best strategy would be to talk one-on-one with the local government to express your concerns.
- Phil Mallon asked what the process would be to set posted speed limits using something beyond the 85<sup>th</sup> percentile? Keith Larson - There's a specific language in the MUTCD, a new passage with the 11th edition that adds this comment about considering use of safe systems approach and other factors in the engineering study. The GDOT deputy

TRANSPORTATION COMMITTEE

Chair – Maurice Ungaro

Vice Chair – J.T. Rabun

Secretary – Martin Sas

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commissioner did not share what the actual policy was that GDOT is adapting, but made it sound like it was an in-house policy for guidance of GDOT studies and speed management. GDOT (Daniel Trevorrow) the way we've been treating the MUTCD change is we're still requiring the data 85<sup>th</sup> percentile but also looking at general context information like system approach, crash history, land use, and functional purpose of the corridor. We expect the pending speed management policy to provide more guidance.

- 10. Adjournment – Motion to adjourn by Chris Hindman and seconded by Maurice Ungaro at 2:50pm. Motion approved (7-0-0)**