FAYETTE

TRANSPORTATION PLAN

Recommendations Report

November 2019

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1. Introduction and Background

The Atlanta Regional Commission (ARC) created the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop joint long-range transportation plans. ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region. This CTP, known as the FAYETTE TRANSPORTATION PLAN, is funded with financial support from ARC and will be used to make funding and implementation decisions in the county for the next five years and beyond. Transportation projects identified during this planning process will be eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal and state funding. The Recommendations Report details project and policy recommendations developed as part of the Fayette Transportation Plan.

This plan incorporates and builds upon the previous 2010 CTP. Unimplemented recommendations from that plan were reevaluated under current situations to ensure validity. A unique part of this planning process is a deep dive into a countywide bicycle, pedestrian, and golf cart path network. This network is known as the Master Path Plan (MPP).

1.1. Plan Overview

The Fayette Transportation Plan follows a three-step technical documentation process (**Figure 1**):

- The first step is an INVENTORY of the present-day makeup and condition of the transportation network in and around Fayette County. This includes factors that influence transportation such as demographics, employment, land use, and development.
- The second step is an ASSESSMENT of transportation needs both today and through the year 2040. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders.
- The third step is the development of policy and project RECOMMENDATIONS designed to address the issues identified in step two.

This document is the third step in the planning process: the Recommendations Report.

Figure 1: The Planning Process

1.2. Purpose of Recommendations Report

The purpose of the Recommendations Report is to detail recommended projects and policies developed through the planning process. It also includes background on the public involvement process that informed project and policy development. A description of the project prioritization methodology is also provided, which was used to help determine the appropriate time frame for the implementation of projects.

2. Stakeholder Engagement & Public Outreach

This section provides a high-level overview of the Stakeholder Engagement and Public Outreach activities for the Fayette Transportation Plan. The Stakeholder Engagement and Public Outreach activities also informed the MPP for Fayette County, which was developed concurrently and focuses on non-automotive modes of travel. Stakeholder engagement focused on coordination with both the Project Management Team (PMT) and the Stakeholder Committee (SC), whereas Public Outreach focused on the public at-large and community interaction and feedback. More detail on the process can be found in **Appendices A-C**. Appendix A includes a detailed summary of engagement and outreach activities. Appendix B documents all the materials used in the engagement and outreach activities. Appendix C includes the results of both of the community surveys that were conducted.

2.1. Purpose

Stakeholder involvement was a key element in the Fayette Transportation Plan because there are various layers of information regarding transportation planning. Community members have firsthand knowledge of the transportation issues in Fayette County and informed the plans for greater community impact. This knowledge was used to identify problems and opportunities in the transportation system. It is a critical method of verifying and adding to other data driven planning analysis.

Figure 2: The Stakeholder Engagement and Public Outreach Process

2.2. Community and Stakeholder Engagement by the Numbers

2 Electronic Surveys

1,300 Responses

4 Public Meeting Open Houses

400 attendees

6 Community Events

Brooks Farmers Market, Fayette Visioning Summit, Peachtree City Nigh Market, Balloons Over Fayette, FACTOR, Hot Off the Press

3 Stakeholder Meetings

3. Build Scenario Modeling

To assess the potential benefits of proposed capacity improvements projects were modeled within the Travel Demand Model for operation in 2040. These capacity projects, referred to as the 2040 Build Scenario, consist of proposed roadway widenings and new roadway alignments. This set of projects was compared to the existing E+C roadway network with the addition of committed projects, which are those funded and likely to occur in the near-term, in future year 2040 (2040 E+C network). This comparison showed major overall travel time savings countywide and corridor specific reductions in congestion. The results of the 2040 Build Scenario were used to refine capacity projects to better address future needs.

3.1. Vehicle Miles Traveled (VMT)

Vehicle miles traveled (VMT) is a unit to measure vehicle travel made by private vehicles within Fayette County, such as automobiles, vans, pickup trucks, and/or motorcycles. Each mile traveled counts as one vehicle-mile regardless of the number of persons in the vehicle. When VMT is used with vehicle hours traveled (VHT), an estimate of the average speed over the entire network can be ascertained. Used as part of a travel model, this provides an indication of the relative effectiveness of transportation improvements.

3.1.1 Observations: Difference between 2040 E+C and 2040 Build Networks

Table 1 is a comparison of VMT between the 2017 base year network, the 2040 E+C network, and the 2040 build network. VMT in the 2040 E + C scenario is projected to increase by about 29% over 2017 levels. Overall, the VMT in the 2040 build scenario changes very little compared to the 2040 E+C scenario. The results show that if the build scenario were implemented overall VMT on the Fayette County roadway network would increase by less than 1%. The most prominent change is a slight shift in travel from major collectors to minor arterials.

Table 1: Travel Demand Model Vehicle Miles Traveled (VMT) Summary

Vehicle Miles Traveled (VMT)				
	2017 Base Year	**2040 E+C**	**2040 Build**	**Percentage Change 2040 E+C to 2040 Build**
Principal Arterial	77,778,458	96,115,558	96,072,043	-0.05%
Minor Arterial	35,556,159	46,812,568	46,938,578	0.27%
Major Collector	8,919,235	13,156,902	13,081,608	-0.57%
Minor Collector	10,545,796	14,198,457	14,204,815	0.04%
Local	15,576,268	20,784,967	20,797,056	0.06%
Total	**148,375,916**	**191,068,452**	**191,094,099**	**0.013%**

Source: Project Team, ARC - Travel Demand Model

The slight increase in overall VMT may be attributed to the addition of several new roadway segments expanding the network within Fayette County. The concept of induced traffic demand states that after roadway supply increases people will be more likely to travel via car. This is reflected in the results of the future year travel demand model.

3.2. Vehicle Hours Traveled (VHT)

VHT is a measurement of the total hours traveled by all vehicles within Fayette County. VHT is calculated by multiplying the number of vehicles by the travel time of those vehicles on a specific link, or the entire Fayette County roadway network. VHT is an indicator of how additional travel demand influences congestion in the system from a travel time standpoint. It is commonly used as a system-wide measurement of travel demand.

3.2.1 Observations: Difference between 2040 E+C and 2040 Build Networks

The travel demand model results show a decrease in overall VHT, which indicates that the transportation projects added as part of the 2040 Build network result in a positive reduction of travel time (travel time savings) for all vehicles within Fayette County, as shown in **Table 2**.

Table 2: Travel Demand Model Vehicle Hours Traveled (VHT) Summary

Vehicle Hours Traveled (VHT)				
	2017 Base Year	**2040 E+C**	**2040 Build**	**Percentage Change 2040 E+C to 2040 Build**
Principal Arterial	1,833,851	2,610,786	2,608,966	-0.07%
Minor Arterial	1,180,528	1,727,664	1,728,561	0.05%
Major Collector	243,651	418,263	415,612	-0.63%
Minor Collector	382,390	568,536	568,350	-0.03%
Local	506,232	743,607	744,368	0.10%
Total	**4,146,652**	**6,068,856**	**6,065,858**	**-0.58%**

Source: Project Team, ARC - Travel Demand Model

3.3. Vehicle Hours of Delay (VHD)

Vehicle hours of delay (VHD) is defined as the difference between vehicles hours traveled under congested conditions and vehicle hours of travel that would otherwise be expected under free flow conditions. Thus, VHD is calculated using travel times and travel speeds.

3.3.1 Observations: Difference between 2040 E+C and 2040 Build Networks

Comparison of the 2040 Build and 2040 E+C results indicate a reduction of VHD for all road types. Minor collectors experienced the largest reduction of 43%, as shown in **Table 3**.

Table 3:Travel Demand Model Vehicle Hours of Delay Summary

Vehicle Hours of Delay (VHD)				
	2017 Base Year	**2040 E+C**	**2040 Build**	**Percentage Change 2040 E+C To 2040 Build**
Principal Arterial	357,301	754,617	658,672	-12.71%
Minor Arterial	149,165	329,074	327,332	-0.53%
Major Collector	20,680	74,759	55,254	-26.09%
Minor Collector	5,380	19,492	11,123	-42.94%
Local	90,892	167,829	153,888	-8.31%

Source: Project Team, ARC - Travel Demand Model

The travel demand model results show a substantial decrease in overall VHD, which indicates that the transportation projects added as part of the 2040 Build network would result in less traffic congestion for all vehicles within Fayette County. VHD reductions were realized for all functional road types.

3.4. Level-of-Service (LOS)

Level of service (LOS) is a qualitative rating of the effectiveness of roadway traffic conditions measured in terms of operating conditions. LOS describes the state of traffic flow on a roadway, and is derived from other measures such as travel speed and volume-to-capacity ratio. Six letter grades, ranging from A (most desirable) to F (least desirable), are used to rank performance of roadways.

3.4.1 Observations: Difference between 2040 E+C and 2040 Build Networks

A comparison of the LOS for the 2040 E+C against the 2040 Build networks for both the AM and PM peak periods was completed. The results indicate that the number of modeled roadway segments with LOS A/B experienced the largest increase of (0.15%). Those counts with a LOS C-F experienced reductions ranging from (0.09% to 0.04%), as shown in **Table 4**.

The travel demand model results indicate a slight increase in segment counts with LOS A/B and a slight decrease in those counts with LOS C, D, E and F. These results align with the other metrics, particularly VHD, indicating the projects within the 2040 Build would have a positive impact reducing travel congestion within Fayette County.

The comparison between the E+C and the build scenarios shows small changes especially relative to other counties in the Atlanta region. This is because Fayette County has comparatively small amounts of congestion. Because of these lower levels of roadway congestion fewer road capacity projects have been recommended and modeled. Overall less than 12% of Fayette road links are expected to have failing levels of congestion in the 2040 Build scenario.

Table 4: Travel Demand Model Level of Service Summary

LOS Comparison between 2040 E+C and 2040 Build (in segment counts)							
	Network	**A/B**	**C**	**D**	**E**	**F**	**Total**
AM Peak Period (6 AM to 10 AM)	2040 E +C	56,760	7,556	4,062	3,190	3,055	**74,623**
	2040 Build	56,858	7,523	4,057	3,161	3,038	74,637
	Change	98	-33	-5	-29	-17	
PM Peak Period (3 PM to 7 PM)	2040 E +C	51,971	8,838	5,259	4,183	4,372	**74,623**
	2040 Build	52,095	8,809	5,191	4,179	4,363	74,637
	Change	124	-29	-68	-4	-9	

LOS Comparison between 2040 E+C and 2040 Build							
	Network	**A/B**	**C**	**D**	**E**	**F**	**Total**
AM Peak Period (6 AM to 10 AM)	2040 E +C	76.06%	10.13%	5.44%	4.27%	4.09%	100%
	2040 Build	76.18%	10.08%	5.44%	4.24%	4.07%	100%
	Change	0.12%	-0.05%	0.01%	0.04%	0.02%	
PM Peak Period (3 PM to 7 PM)	2040 E +C	69.64%	11.84%	7.05%	5.61%	5.86%	100%
	2040 Build	69.80%	11.80%	6.95%	5.60%	5.85%	100%
	Change	0.15%	-0.04%	0.09%	0.01%	0.01%	

Source: Project Team, ARC - Travel Demand Model

4. Policy Recommendations

This section outlines transportation policy changes recommended for Fayette County. These policy recommendations were identified during the planning process through a variety of sources including stakeholder input, public comment and technical analysis. These policy recommendations were made in

support of the goals from the 2010 transportation plan (which were reviewed and confirmed during this planning process). The goals are:

- Support the county's vision for positive growth
- Develop safe and balanced choices
- Preserve Community Character
- Make Fayette a desirable place for all citizens
- Develop regional strategies
- Maintain fiscal responsibility

4.1 Coweta-Fayette Connectivity Working Group

A need was identified during this planning process for additional roadway connectivity with Coweta County. The travel demand model showed significant demand for inter-county travel. Currently there are only four road connections between Coweta and Fayette - SR 85, Rockaway Road, SR 54, and Castlewood Road. Several locations were explored for recommendations but discussions between Fayette County, Peachtree City, and the Town of Tyrone failed to reach a consensus on exactly where a new connection might be made.

It is recommended that a working group be created to develop consensus on the best location for a new connection. The working group should include Fayette County, Peachtree City, the Town of Tyrone, Coweta County, City of Senoia, GDOT, and ARC. Due to the regional nature of issue it is recommended that ARC convene and lead the working group.

4.2 Veterans Parkway Overlay District

Veterans Parkway is a recently built corridor intended to act as a western bypass of downtown Fayetteville. This corridor currently has little commercial development. It is recommended that the county develop an overlay district that will encourage best practices in access management such as proper driveway spacing, shared driveways, interparcel access, frontage/backage roads, and turning lanes as new development is proposed and built along the corridor. The overlay could also incorporate visual design preferences such as set backs, fencing, building facades, signage, and others.

4.3 County-Wide Truck Route Ordinance

Currently, Fayette County has designated a few county-owned roads as truck prohibited routes (Brogdon Road, Buckeye Road, Gingercake Road, and Jenkins Road). These routes are not currently signed as non-truck routes and county police and sheriff have trouble enforcing the prohibitions. It is recommended that the county officially designate all state routes, Tyrone Road, and Veterans Parkway as truck routes and prohibit through truck movements on all other county roads. When the East Fayetteville Bypass project is built, it is recommended that it is added as a truck route as well. The Bernhard/Goza corridor may warrant addition as a truck route in the future if commercial development occurs south of SR 54.

4.4 Explore Transit Partnership with Mobility Service Company

Section 7 of the Needs Assessment Report discusses transit needs in Fayette County. Input from public meetings and electronic surveys indicated that traditional transit solutions such as local, bus commuter rail, bus rapid transit, light rail, and heavy rail were not ideas for Fayette County. Most respondents supported human services transit options such as dial-a-ride bus service and paratransit service. Currently, Fayette County government does not operate any transit service. They are currently provided by Fayette Senior Services, a 501 (C)(3) non-profit.

As demand for these types of services increase it is recommended that Fayette County explore the option of partnering with a Mobility Service Company such as Lyft, Uber, or Via to provide additional transit service without the need to invest in new vehicles, drivers, and administrative staff. More details on such a partnership are included in Section 5.3.

4.5 Path Design Guidelines

As part of the process in creating a Master Path Plan for Fayette County, a set of Path System Guidelines was created. The intent of the guidelines is to assist Fayette County and the cities of Brooks, Fayetteville, Tyrone, and Woolsey in the selection and design of multi-use paths and other selected pedestrian and bicycle facilities. The guidance was developed based on local and national best practices and is tailored to the needs of an unconventional path system that is used not only by people walking and bicycling, but also shared with people operating golf carts.

4.6 Tyrone Road/Sandy Creek Road Needs Assessment

Fayette County is currently conducting several corridor studies. Due to public comments and rapid population growth, this plan will provide input on the Tyrone Road and Sandy Creek Road studies. The CTP will ultimately defer to the outcomes of those studies for the ultimate recommendations. However, these corridors have both been identified as having needs during this planning process.

- Tyrone Road –Identified needs include congestion, safety, freight, regional commute (connection to SR 74 and I-98)
- Sandy Creek – Identified needs include safety concerns (truck traffic, speeding), complete streets (sidepath that connects Fayetteville and Tyrone including the Sandy Creek school cluster via Jenkins Road)

4.7 Fayetteville City Hall & Park Project

New Growth and redevelopment within the City limits of Fayetteville are having significant countywide impacts to transportation infrastructure needs and operations. An example is the City Hall and Project. This is a large city initiative that will change land use, pedestrian needs, and traffic patterns in and around downtown Fayetteville. The project is integrated with other City efforts to expand its system of paths and sidewalks, consistent with many of the recommendations in this Transportation Plan. The project is also a critical step for enhancing the network of streets connecting SR 54, SR 85, Beauregard Boulevard, and Grady Avenue.

In 2018 the City used SPLOST funds to purchase approximately eight acres of land from the Fayette County Board of Education for redevelopment as a multi-faceted city park. The City also used non-SPLOST funds to purchase an adjacent two-acre tract fronting Stonewall Avenue (SR 54 eastbound) for construction of a new City Hall. Both parcels are southwest of the Courthouse Square in Downtown Fayetteville. The park land also abuts the Fayette County Public Library, which provides opportunities for improved bicycle and pedestrian connectivity. Updates on the project are available through the City of Fayetteville webpage.

Coordination should continue between the City and County on this project and other land-use changes to help ensure the transportation infrastructure is consistent with public needs.

5. Project Recommendations

The final recommendations are based on technical analysis from the Existing Conditions and Needs Assessment phases as well as public and stakeholder input. The project recommendations are broken down into roadway and active transportation categories. Each category includes multiple sub-types of project types (**Table 5**). Project categories and sub-types are explained in detail below. Each project has a unique ID beginning with FTP (**F**ayette **T**ransportation **P**lan) followed by a number. Project IDs do not correspond to priority level (i.e. FTP-1 is not necessarily higher in priority than FTP-100). Projects are presented on maps and tables with additional description.

Table 5: Project Categories and Sub-Types

Project Category	Sub-Type	Project Category	Sub-Type
Roadway	Capacity (Widening)	Active Transportation	Sidewalks
	Capacity (New Location)		Sidepaths
	Corridor Improvements		Greenway Trails
	Intersections		Signed Share the Road
	Bridges		

5.1. Roadway Projects

A variety of projects are recommended to improve the roadway network within the county to facilitate automobile movements. These include widenings, new locations, corridor improvements, new roadways, intersection improvements, bridge upgrade, and studies. Roadway projects have been grouped into these five sub-types and have been detailed in following sections. All roadway recommendations are shown together in **Figure 3**. Each project type is described in detail in the following sections.

5.1.1. Roadway Capacity

Capacity projects will add additional travel lanes to existing roadways. Roadway widenings are the most cost-prohibitive and high-impact means of increasing capacity on an existing roadway. Despite this, roadways with severe congestion may require additional through lanes in order to facilitate a level of service that is acceptable to users. Given the expense of such projects, widenings should be prioritized

along the most critical roadways in a given area. Data inputs used to identify widening projects include previous studies, the regional travel demand model, INRIX speed data, and public and stakeholder input. Roadway widenings must incorporate intersection and design standard improvements, where appropriate, to ensure that the added capacity is utilized to its full potential. Recommended road widening projects are described in **Table 6** and shown in **Figure 4**.

Figure 3: Roadway Recommendations

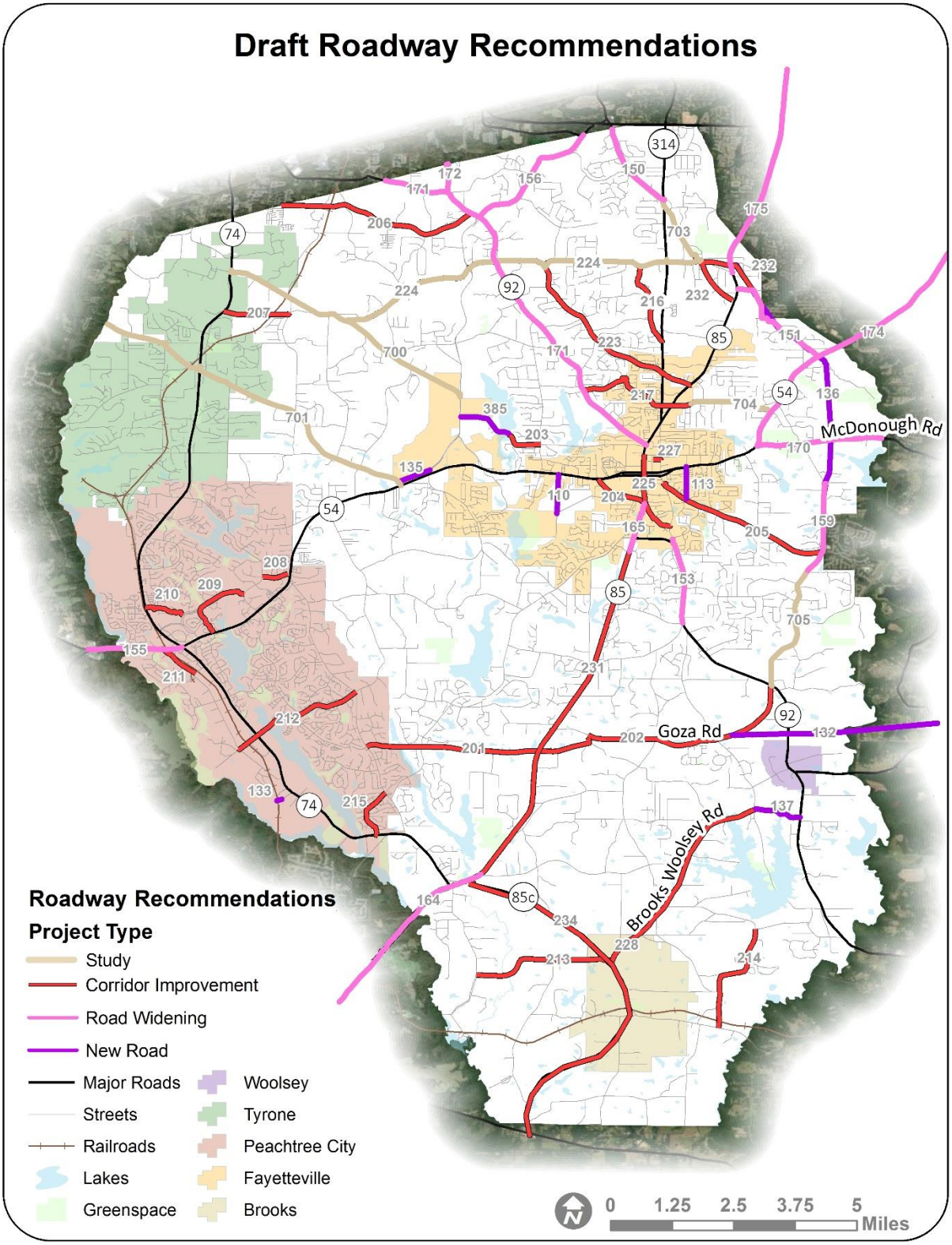
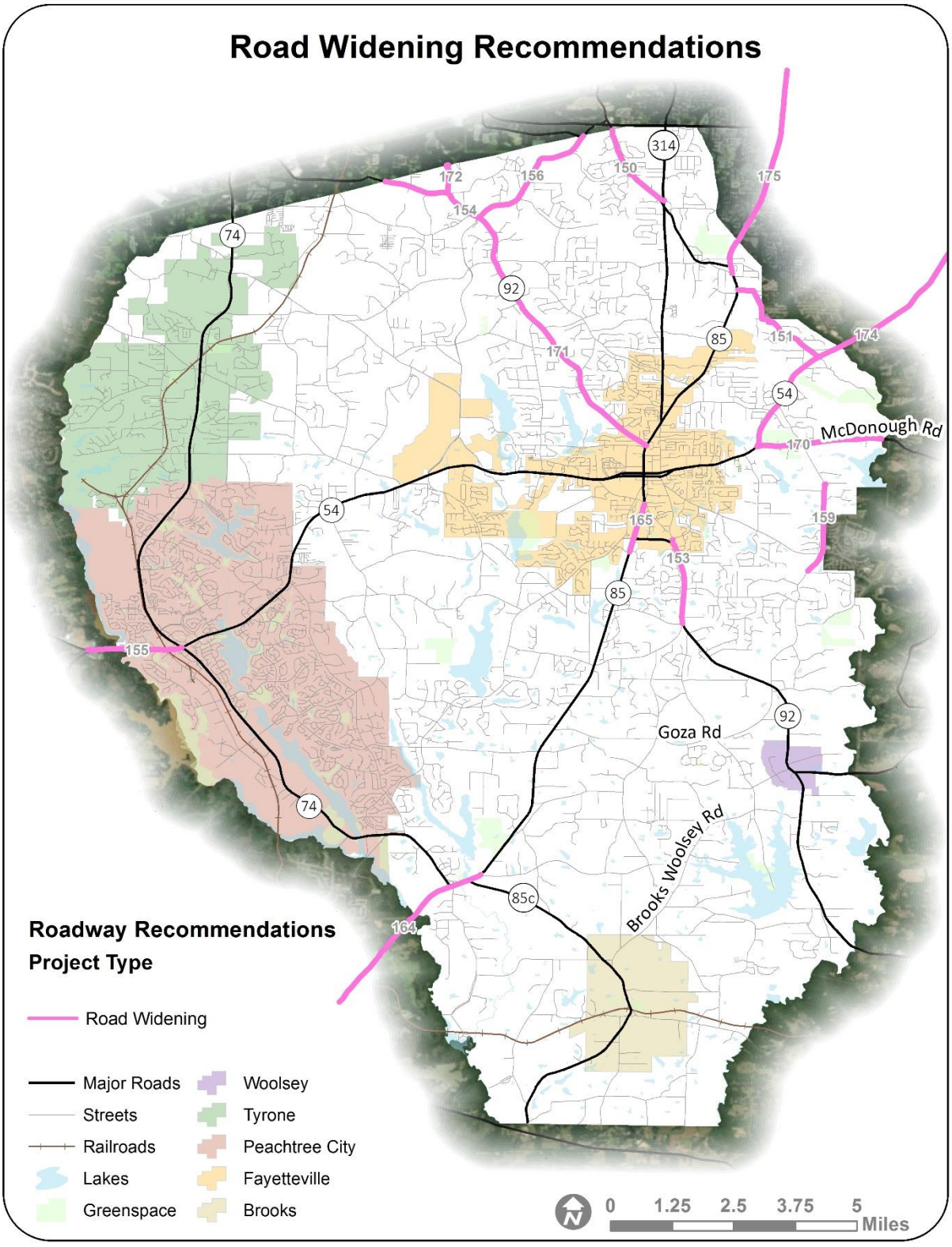


Table 6: Recommended Road Widening Projects

ID	Project Name	From	To	Description
FTP-150	SR 279 Widening	SR 138	SR 314	Widening from 2 to 4 lanes
FTP-151	Corinth Road Widening	SR 85	SR 54	Widening from 2 to 4 lanes
FTP-153	SR 92 Widening	Hilo Road	SR 92 Connector	Widening from 2 to 4 lanes
FTP-154	SR 92 Widening	New Hope Road/Lee Mills Rd	Wagon Wheel Trail	Widening from 2 to 4 lanes
FTP-155	SR 54 Widening	SR 74	SR 34 (in Coweta County)	Widening from 4 to 6 lanes – to include grade separation of SR 54 and SR 74
FTP-156	Westbridge Road Widening	SR 92	SR 138	Widening from 2 to 4 lanes
FTP-159	County Line Road Widening	Ridgemont Drive	County Line Court	Widening from 2 to 4 lanes
FTP-164	SR 85 Widening	SR 85C	SR 16 (in Coweta County)	Widening from 2 to 4 lanes
FTP-165	SR 85 Widening	Price Road	Grady Avenue	Widening from 2 to 4 lanes
FTP-170	SR 920	SR 54	US 19/41	Widening from 2 to 4 lanes
FTP-171	SR 92 North Widening	SR 85	Fulton County Line	Widening from 2 to 4 lanes
FTP-172	SR 92/SR 138 Connector	SR 92	SR 138	Widening from 2 to 4 lanes or construct new location
FTP-174	SR 54 Widening	McDonough Road	US 19/41	Widening from 2 to 4 lanes
FTP-175	SR 85 Widening	SR 279	Roberts Drive	Widening from 4 to 6 lanes

Figure 4: Recommended Roadway Widening Projects



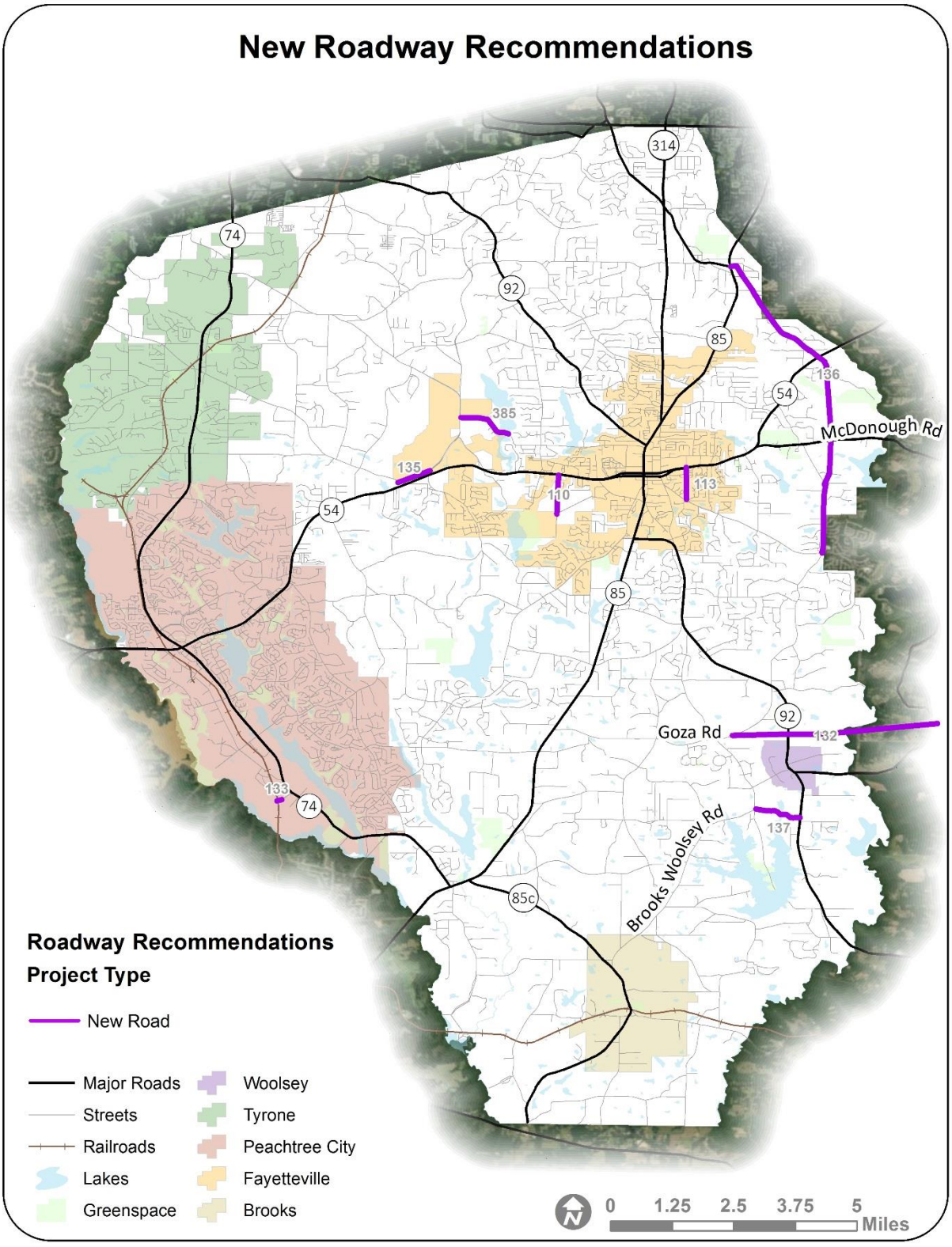
5.1.2. New Roadway Connections

This project sub-type includes new roadway alignments or extensions of existing roadways. New roadways provide critical missing connections within the county and can help alleviate congestion on overburdened existing routes. New roadway connections may also help correct existing roadway alignment problems. New roadway recommendations are listed in **Table 7** and depicted in **Figure 5**.

Table 7: Recommended New Connections

ID	Project Name	From	To	Project Description
FTP-110	SR 54 to First Manassas Mile Connector	SR 54	First Manassas Mile	New alignment from 0 to 2 lanes
FTP-113	Industrial Way	SR 54	Jeff Davis Drive South	New alignment from 0 to 2 lanes
FTP-132	Goza Road/SR 20 Connector	Goza Road	SR 20 in Henry County	New alignment from 0 to 2 lanes
FTP-133	SR 74 South Interparcel Connection	Sierra Drive	Aviation Way	New alignment from 0 to 2 lanes
FTP-135	Veterans-Tyrone Connector	Tyrone Road	Veterans Pkwy	New alignment from 0 to 2 lanes
FTP-136	East Fayetteville Bypass	South Jeff Davis Drive	SR 85	New alignment from 0 to 2 lanes
FTP-137	Fletcher Ford Road Extension	Antioch Road	SR 92	New bridge and improvements to existing road segments
FTP-385	Hood Road Connection	Sandy Creek Road	Whitewater Creek	New bridge and improvements to existing road segment

Figure 5: Recommended New Connections



5.1.3 Corridor Improvements

Corridor improvement projects encompass a variety of roadway modifications to increase the efficiency and safety of the roadway network without requiring higher-cost increases in capacity. These projects may include adding turning or passing lanes, signal retiming or making shoulder additions to improve roadways. These can be relatively low-cost projects that have a major impact on improving roadway conditions with minimal negative impacts. Good candidates for operational improvements are roadways where widening is not feasible due to right-of-way or environmental constraints. The identified corridor improvement projects are detailed in **Table 8** and displayed in **Figure 6**.

Table 8: Recommended Corridor Improvement Projects

ID	Project Name	From	To	Project Description
FTP-201	Bernhard Road Arterial Upgrade	Robinson Road	SR 85	Safety & Operational Upgrades
FTP-202	Goza Road Arterial Upgrade	Bernhard Road	SR 92	Safety & Operational Upgrades
FTP-203	Hood Avenue	Gingercake Road	SR 85	Safety & Operational Upgrades
FTP-204	Grady Avenue and Bradley Drive	SR 54	Jimmie Mayfield Boulevard	Safety & Operational Upgrades
FTP-205	South Jeff Davis Drive	Jimmie Mayfield Boulevard	County Line Road	Safety & Operational Upgrades
FTP-206	Rivers Road/Milam Road	SR 92	Fulton County Line	Safety & Operational Upgrades
FTP-207	Jenkins Road	SR 74	Ellison Road	Safety & Operational Upgrades
FTP-208	Walt Banks Road	North Peachtree Parkway	SR 54	Safety & Operational Upgrades
FTP-209	Flat Creek Road	SR 54	North Peachtree Parkway	Safety & Operational Upgrades
FTP-210	Wisdom Road	SR 74	Riley Parkway	Safety & Operational Upgrades
FTP-211	Huddleston Road	SR 54	Paschall Road	Safety & Operational Upgrades
FTP-212	TDK Boulevard/Crosstown Drive	Dividend Drive	Robinson Road	Safety & Operational Upgrades
FTP-213	Morgan Mill Road	Padgett Road	85 Connector	Safety & Operational Upgrades
FTP-214	Grant Road	Lowery Road	W. McIntosh Road	Safety & Operational Upgrades
FTP-215	Holly Grove Road	Robinson Road	SR 74	Safety & Operational Upgrades
FTP-216	Longview Road	Kenwood Road	SR 314	Safety & Operational Upgrades
FTP-217	White Road	SR 92	SR 314	Safety & Operational Upgrades
FTP-218	Banks Road	SR 314	SR 54	Safety & Operational Upgrades
FTP-222	Kenwood Road	SR 279	New Hope Rd	Safety & Operational Upgrades

ID	Project Name	From	To	Project Description
FTP-223	New Hope Road	SR 85	SR 92	Safety & Operational Upgrades
FTP-224	Lees Mill Road	SR 92	Sandy Creek Road	Safety & Operational Upgrades
FTP-225	SR 85	Grady Avenue	Georgia Avenue	Safety & Operational Upgrades
FTP-227	Washington Street/Carver Street	SR 85	Washington Street	Safety & Operational Upgrades
FTP-228	Brooks-Woolsey Road	SR 85C	Antioch Road	Safety & Operational Upgrades
FTP-232	SR 279 Realignment	Carter Road	Kenwood	Safety & Operational Upgrades
FTP-234	SR 85C Operational Improvements	SR 85	SR 16	Safety & Operational Upgrades

5.1.3 Scoping Studies

Several corridors have been previously identified for study in the 2017 SPLOST list. Four of those corridors were identified for improvements during this planning process by both data analysis and public input. These are important parallel corridors in the northeast quadrant of the county.

- **Sandy Creek Road**– Identified needs include safety concerns (truck traffic, speeding), complete streets, and possible sidepaths connecting Fayetteville, Tyrone, Sandy Creek High School and other destinations
- **Tyrone Road/Palmetto Road** – Identified needs include congestion, safety concerns, truck/freight, regional commute (connection to SR 74 and I-85)
- **Banks Road –** Identified needs include vehicular safety improvements, new capacity, and multiuse path improvements
- **SR 279 –** Identified needs include capacity, operations, safety, pedestrian, and several intersection bottlenecks

This plan will defer to the outcomes of the scoping studies for the ultimate recommendations on these roads. All proposed studies are listed in **Table 9** and illustrated in **Figure 7**.

Table 9: Scoping Study Recommendations

ID	Project Name	From	To	Project Description
FTP-700	Sandy Creek Road Scoping Study	Veterans Parkway	SR 74	Study
FTP-701	Tyrone Road Scoping Study	SR 54	Coweta County	Study
FTP-702	Lees Mill/New Hope/Kenwood Roads Scoping Study	Sandy Creek Road	Kenwood Road	Study
FTP-703	SR 279 Scoping Study	SR 314	Kenwood Road	Study
FTP-704	Banks Road	Deer Trail	SR 54	Study
FTP-705	Inman Road/SR 279 Extension	Ss Jeff Davis Dr	SR 92	Study

Figure 6: Recommended Corridor Improvements

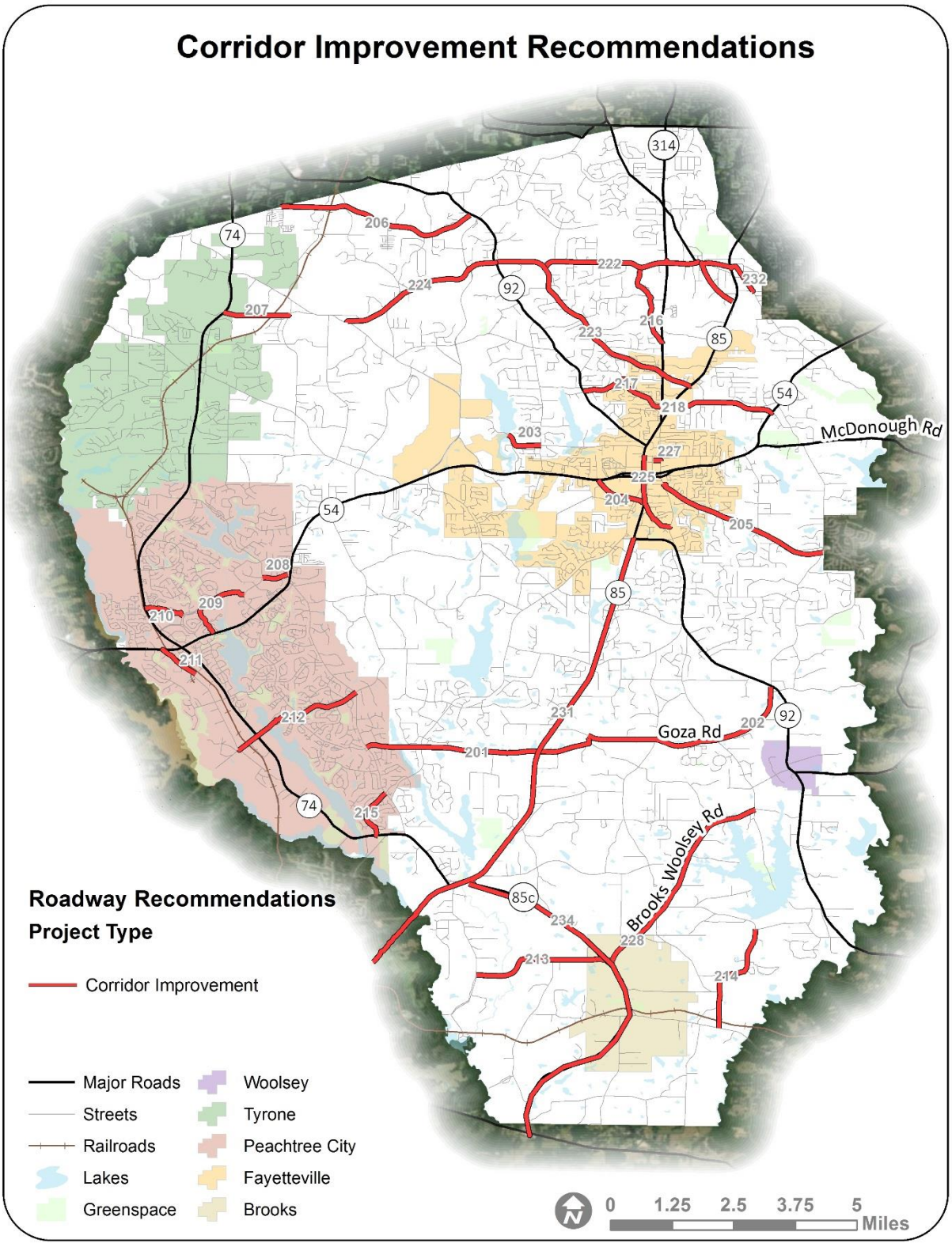
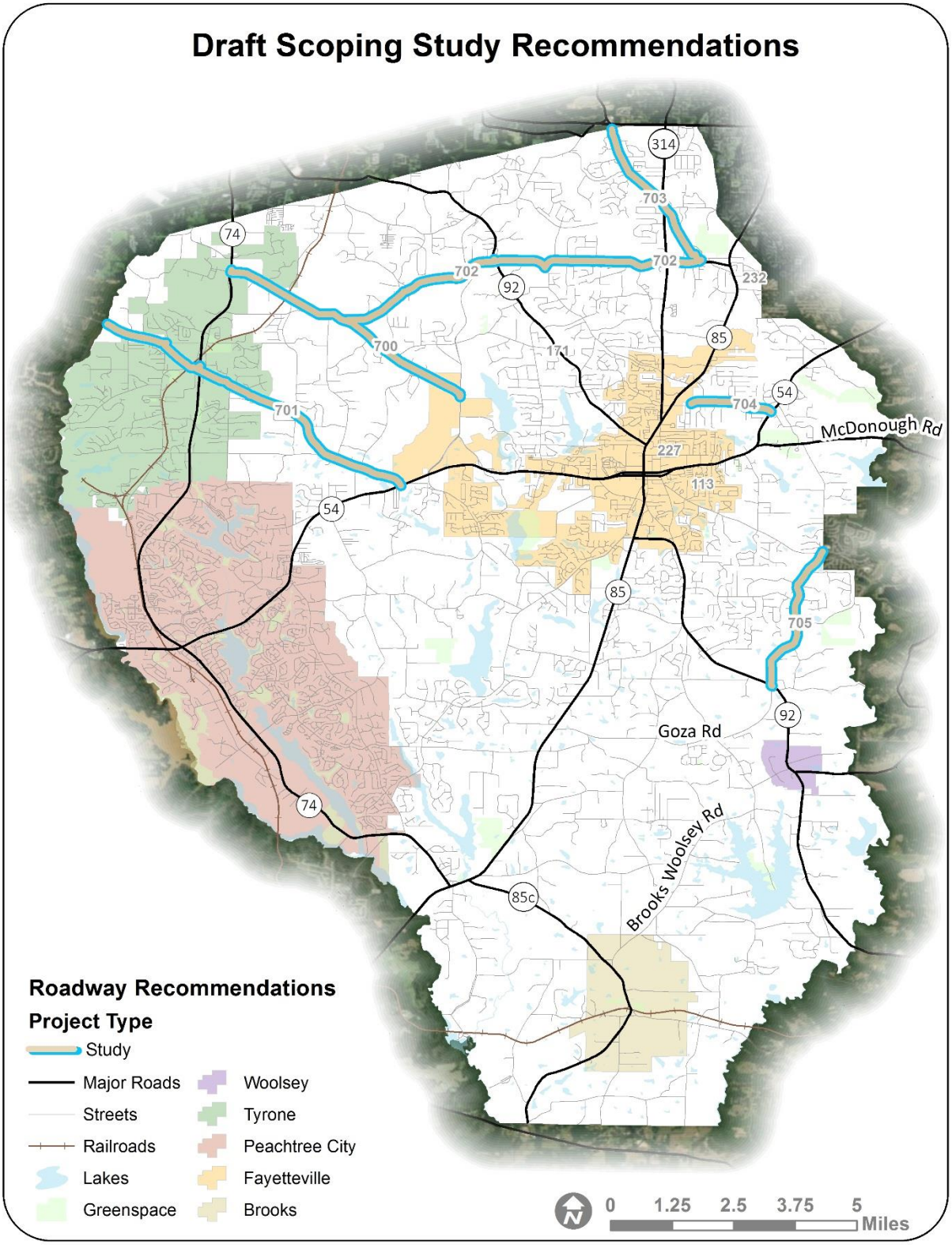


Figure 7: Scoping Study Recommendations



5.1.4 Intersection Improvements and Bridge Upgrades

There are a variety of projects that improve the operation and safety characteristics of intersections and include signalization, adding turn lanes, signal retiming and coordination, intersection realignments, roundabout retrofits, grade separations, etc. Bridge upgrades have also been included in this sub-type and include the rehabilitation of bridges to bring them up to current standards and pedestrian improvements. Recommended intersection improvement projects are described in **Table 10** and bridges in **Table 11,** and displayed in **Figure 7 and Figure 8**, respectively. A map with a focus on projects in Peachtree City is provided in **Figure 9**.

Table 10: Recommended Intersection Improvement Projects

ID	Project Name	Project Description	Notes
FTP-300	SR 74 @ Aberdeen Parkway	Intersection Scoping Study	High Crash Rate Intersection
FTP-302	Sandy Creek @ Eastin Road	Intersection Scoping Study	High Crash Rate Intersection
FTP-304	SR 314 @ Kenwood Road	Intersection Scoping Study	Crash Hot Spot, High Crash Rate Intersection
FTP-305	SR 314 @ Beckett Lane/Pavilion Parkway	Intersection Scoping Study	High Crash Rate Intersection
FTP-306	SR 314 @ New Hope Road	Intersection Scoping Study	High Crash Rate Intersection Public Comments
FTP-307	SR 85 @ SR 314	Intersection Scoping Study	Crash Hot Spot, High Crash Rate Intersection
FTP-308	Glynn Street @ E. Lanier Ave.	Intersection Scoping Study	Crash Hot Spot, High Crash Rate Intersection
FTP-309	Glynn Street @ Stonewall Ave. E.	Intersection Scoping Study	Crash Hot Spot, High Crash Rate Intersection
FTP-315	SR 54 @ Peachtree Parkway	Intersection Scoping Study	Crash Hot Spot
FTP-318	SR 85 @ Corinth Road	Intersection Scoping Study	Crash Hot Spot
FTP-320	SR 279 @ SR 314	Intersection Scoping Study	Crash Hot Spot - Safety Concern. Study intersection to recommend safety improvements.
FTP-322	SR 54 @ Tyrone Road	Intersection Scoping Study	Crash Hot Spot
FTP-324	SR 54 @ Ginger Cake Road	Intersection Scoping Study	Crash Hot Spot; City of Fayetteville project
FTP-325	SR 74 @ E. Crestwood Road	Intersection Scoping Study	Public Comments
FTP-326	Redwine Road at Longlake Approach	Intersection Scoping Study	Public Comments
FTP-327	SR 314 @ North Fayette Drive	Intersection Scoping Study	Public Comments
FTP-332	SR 92 @ Helen Sams Parkway	Intersection Scoping Study	Public Comments
FTP-333	SR 92 @ Marion Boulevard	Intersection Scoping Study	Public Comments
FTP-334	Tyrone Road @ Flat Creek Trail	Intersection Scoping Study	Public Comments
FTP-337	Greenvalley Road @ Peters Road	Intersection Scoping Study	Public Comments
FTP-340	SR 279 @ Morning Springs Walk	Stop control such as roundabout, stop sign, or signal. Two-way center turn lane between Old Ford and Lafayette	Public Comments; Short intersection spacing. Coordinate with **FTP-368** (Old Ford Rd).

ID	Project Name	Project Description	Notes
FTP-344	SR 92 @ New Hope Road/Lees Mill Road	Intersection Improvement; Signal Timing	Public Comments
FTP-345	SR 54 @ Stevens Entry	Intersection Improvement; Signal Timing	Public Comments
FTP-346	SR 74 @ Rockaway Road	Intersection Scoping Study	Public Comments
FTP-348	Tyrone Road @ Adams Road	Intersection Scoping Study	Public Comments
FTP-350	North Jeff Davis Drive @ Georgia Avenue	Intersection Scoping Study	Public Comments
FTP-353	Sandy Creek Road @ Flat Creek Trail	Intersection Scoping Study	Improve sight distance. Add accel/decl lanes?
FTP-354	SR 314 @ SR 138	Intersection Improvement; Signal Timing	INRIX bottleneck
FTP-357	SR 85 @ SR 74	Intersection Improvement; Signal Timing	INRIX bottleneck
FTP-358	SR 54 @ McDonough Road	Intersection Improvement; Signal Timing	INRIX bottleneck
FTP-359	SR 74 @ North Peachtree Parkway/Crabapple Lane	Intersection Improvement; Signal Timing	INRIX bottleneck
FTP-360	SR 74 @ Redwine Road	Intersection Improvement; Signal Timing	INRIX bottleneck
FTP-363	Dogwood Trail @ Tyrone Road	Intersection Improvement; Realignment	Public Comment
FTP-365	SR 92 @ Newton Road	Intersection Improvement; Realignment	SPLOST (FC-14)
FTP-367	Peachtree Parkway at Crosstown Drive	Intersection Improvement;	SPLOST (I-16); 2017 PTC SPLOST (#3)
FTP-368	SR 279 at Old Ford Road	Intersection Scoping Study	Coordinate with **FTP-340**. Close intersection spacing.
FTP-369	Jenkins Road at Ellison Road	Intersection Improvement; Realignment	SPLOST (R-4a); Coordinate with Jenkins Road Operations and Safety Project (**FTP-207**) and **FTP-370**
FTP-370	Sandy Creek Road at Ellison Road	Intersection Improvement; Realignment	SPLOST (R-4a). Coordinate with **FTP-207** and **FTP-369**. Could potentially be let as one project.
FTP-373	Peachtree Parkway at Braelinn Road	Intersection Improvement	SPLOST project
FTP-374	Redwine Road at Robinson Road	Intersection Scoping; Study and New Signal	2010 CTP
FTP-375	SR 85 at New Hope Road	Intersection Improvement; Turn Lane	SPLOST (FC-10); This is inside City of Fayetteville Project
FTP-376	Lafayette Avenue at Tiger Trail	Intersection Improvement Study	2010 CTP
FTP-377	Tyrone Road at Ellison Road	Roundabout or realignment	2010 CTP
FTP-378	Redwine Road at Birkdale/Quarters Road	Roundabout or redesign	2010 CTP
FTP-380	SR 279 at Helmer Road	Southbound Left-turn lane	2010 CTP
FTP-381	Crosstown Road at Robinson Road	Intersection Improvement	2010 CTP

ID	Project Name	Project Description	Notes
FTP-382	SR 54 at Commerce Drive	Intersection Scoping Study	2010 CTP
FTP-600	Peachtree Parkway at Loring Lane	Intersection Scoping Study	2010 CTP
FTP-601	Peachtree Parkway at Georgian Park	Intersection Scoping Study	SR 74 Corridor Study, 2010 CTP
FTP-602	SR 54 at Robinson Road	Intersection Scoping Study	2010 CTP
FTP-605	Peachtree Parkway at Tinsley Road	Intersection Scoping Study	2010 CTP
FTP-606	SR 74 at Dogwood Trail	RCUT	SR 74 Corridor Study, Short Term
FTP-613	SR 74 at Thompson Road	J-Turn	SR 74 Corridor Study, Short Term
FTP-614	SR 74 at Kirkley Road	J-Turn	SR 74 Corridor Study, Short Term
FTP-615	SR 74 at Sandy Creek Road	RCUT	SR 74 Corridor Study, Short Term
FTP-616	SR 74 at Jenkins Road	RCUT	SR 74 Corridor Study, Short Term
FTP-617	SR 74 at Carriage Oaks Drive	RCUT	SR 74 Corridor Study, Short Term
FTP-618	SR 74 Tyrone Road	MUT	SR 74 Corridor Study, Short Term
FTP-620	SR 74 at Maple Shade Drive	J-Turn	SR 74 Corridor Study, Short Term
FTP-625	SR 74 at Wisdom Road	Conventional Intersection	SR 74 Corridor Study, Mid Term
FTP-630	SR 74 @ North of Carriage Oaks Drive	Grade separated crossing	SR 74 Corridor Study
FTP-632	S. Fairfield Drive at W. Manor	Access Management	SR 74 Corridor Study, With development
FTP-633	S. Fairfield Drive at Sherrels Ford	Access Management	SR 74 Corridor Study, With development
FTP-636	Veterans Parkway at Eastin Road	Roundabout	Public Input
FTP-637	SR 92 at Hampton Road	Intersection Improvement Study	City of Woolsey
FTP-638	Redwine Road at Bernhard Road	Roundabout	SPLOST Project
FTP-639	Ebenezer Road at Spear Road	Roundabout	SPLOST Project
FTP-640	Antioch Road at Goza Road	Roundabout	SPLOST Project, Coordinate with **FTP-202**
FTP-641	SR 85 Connector at Gable Road/Brooks Road	Realignment and stop control (4-way stop or roundabout)	City of Brooks SPLOST Project
FTP-644	Palmetto Road at Spencer Road/Arrowood Road	Roundabout	Town of Tyrone SPLOST Project
FTP-645	Downtown Master Plan Road Engineering	Downtown Fayetteville Redevelopment	City of Fayetteville SPLOST Project
FTP-646	Redwine Road at Ramah Road	Roundabout	City of Fayetteville SPLOST Project, INRIX Bottleneck
FTP-647	Lester Road at Ebenezer Church Road	Intersection Improvement	Transportation Committee Comments
FTP-648	Ebenezer Church Road @ Redwine Road	Intersection Improvement	Transportation Committee Comments

Table 11: Recommended Bridge Upgrades

ID	Project Name	Project Description
FTP-137	Fletcher Ford Road @ Woolsey Creek	Bridge Rebuild
FTP-385	Hood Road @ Whitewater Creek	Bridge Rebuild
FTP-387	SR 54 @ Hickory Avenue Culvert Improvements	Bridge Upgrade
FTP-388	Helmer Road @ Camp Creek	Bridge Upgrade
FTP-391	McDonough Road @ Flint River	Bridge Upgrade
FTP-393	Redwine Road @ Whitewater Creek	Bridge Upgrade
FTP-397	Mann Road @ Line Creek	Bridge Rebuild
FTP-398	N. Peachtree Pkwy @ Lake Kedron	Bridge Rebuild
FTP-399	Macintosh Trail @ Lake Peachtree Spillway	Bridge Rebuild
FTP-649	Walt Banks Road @ SR 54	New golf cart/pedestrian bridge over SR 54
FTP-650	Genevieve Court @ SR 54	New golf cart/pedestrian bridge over SR 54
FTP-651	TDK Boulevard @ Railroad	Bridge Upgrade to accommodate golf cart/pedestrian path

Figure 8: Recommended Intersection Improvements and Bridge Upgrades

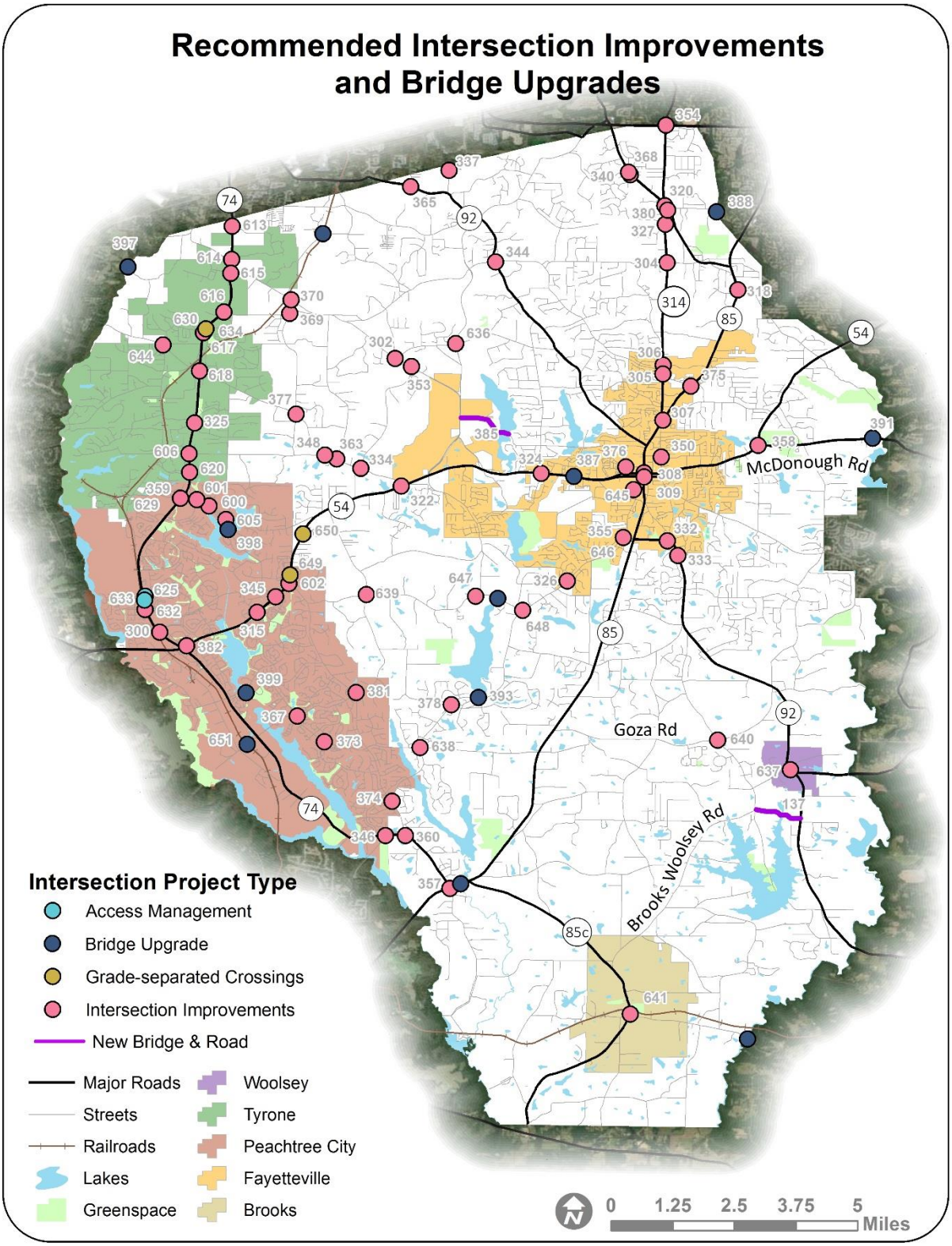
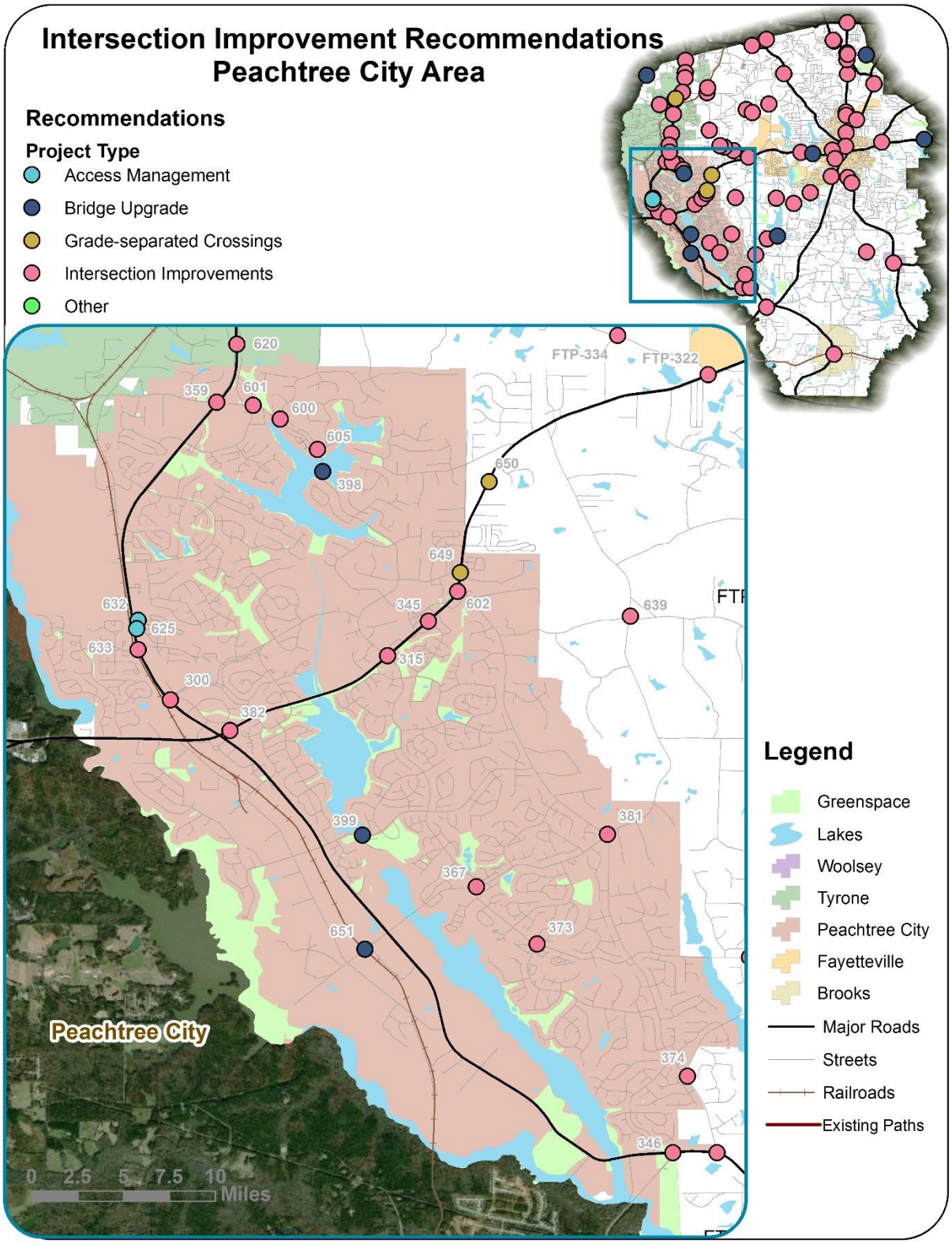


Figure 9: Recommended Intersection Projects, Peachtree City Inset



5.2 Master Path Plan

A major initiative of this planning process was the creating of a Master Path Plan (MPP) for Fayette County and its constituent cities of Brooks, Fayetteville, Peachtree City, Tyrone, and Woolsey. Peachtree City was one of the first cities in the nation to have an integrated path system that forms a core portion of its transportation network. There is significant citizen demand to expand the path network throughout the entire county. The Master Path Plan will balance the needs of pedestrians, bicyclists, and golf cart users. The future path network will ensure compatibility and safety among the different users. The MPP recommendations describe below provide key connections to schools, parks, population centers, shopping, jobs, and government facilities. All Master Path Plan recommendations are shown in **Figure 10**. Project subtypes are described in detail in the sections below.

5.2.1 Master Path Plan Sidewalks

The MPP focused mainly on greenways, sidepaths, and signed share the road projects. However, one sidewalk project has been recommended for safety purposes, and is listed in **Table 12** and shown in **Figure 11**.

Table 12: Recommended MPP Sidewalk Projects

ID	Project Name	From	To	Project Description
FTP-432	Quarters Road Sidewalks	Alexander Ware Pl	Old Ivy	Sidewalk

5.2.1 Master Path Plan Greenways

Greenway trails are wide paved paths that may be used by bicyclists and pedestrians. Greenway trails operate on their own right-of-way, generally in a natural setting. The Silver Comet Trail, Panola Mountain PATH Trail, and the Atlanta BeltLine are examples of greenways. These projects may include extensions to the county's greenway system, found in parks, along rivers, streams, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Greenway projects are listed in **Table 13** and shown in **Figure 12**.

Table 13: Recommended MPP Greenway Projects

ID	Project Name	From	To	Project Description
FTP-403	Sandy Creek Greenway	Veterans Parkway near Hood Road	Adams Road near Sun Road	Greenway Trail
FTP-404	SR 54 Greenway	Sumner Road	Ginger Cake Road in Fayetteville	Greenway Trail
FTP-409	Spring Hill Greenway	Ridge Nature Preserve	Bradford Road	Greenway Trail
FTP-410	Whitewater Creek Greenway	SR 54	Redwine Road via Ebenezer Church Road	Greenway Trail
FTP-413	Gasline Greenway	Senoia Road	Kenwood Park	Greenway Trail
FTP-424	Southside Rail-to-Trail	Line Creek	Flint River	Rail-to-Trail
FTP-430	Sandy Creek Greenway Alternate	FTP-403 Alignment	Gasline Greenway	Greenway Trail
FTP-444	Stars Mill Greenway	SR 85	Stars Mill High School	Greenway Trail
FTP-560	Flint River Greenway	SR 54	SR 92	Greenway Trail

Figure 10: Master Path Plan Projects

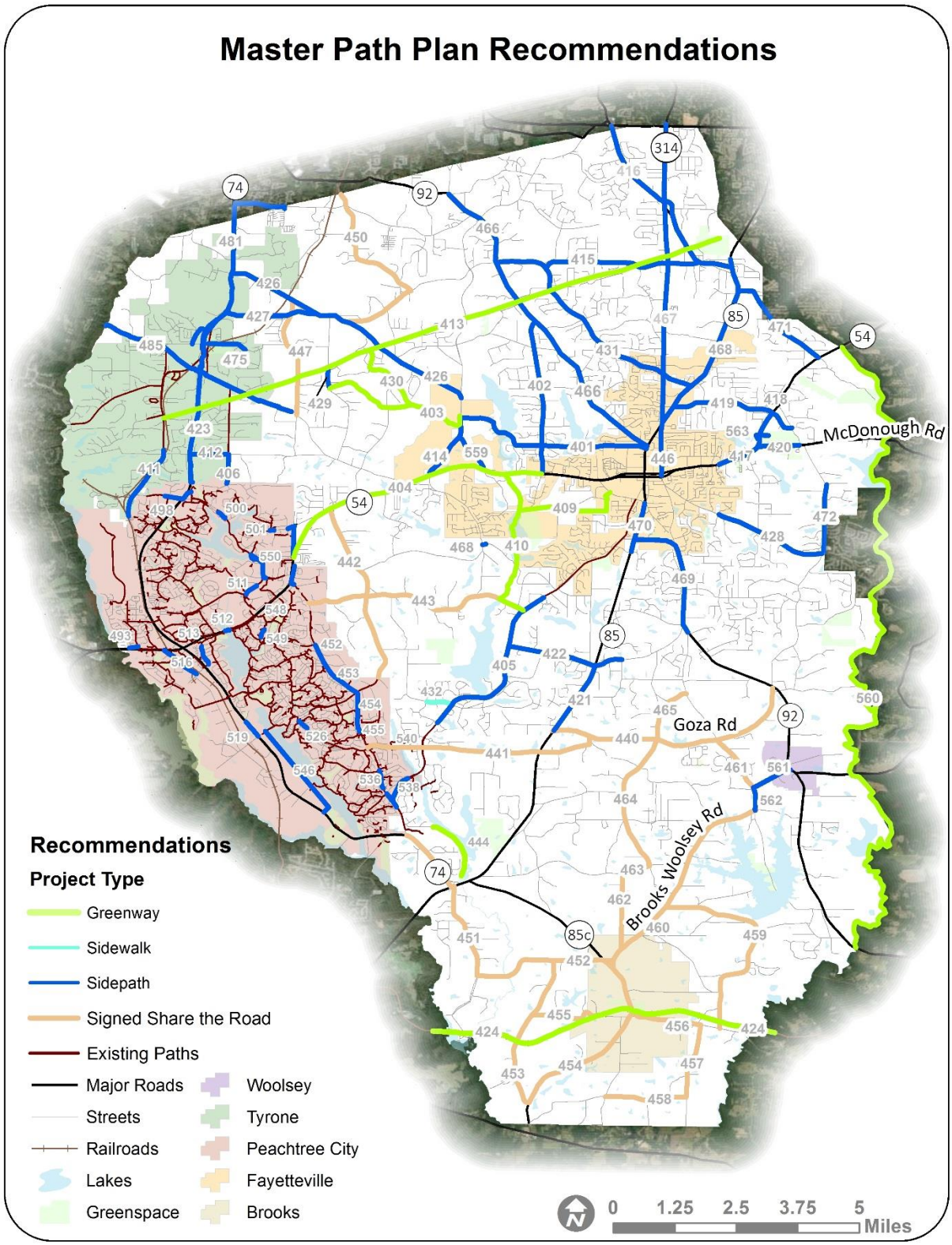


Figure 11: Recommended Sidewalk Projects

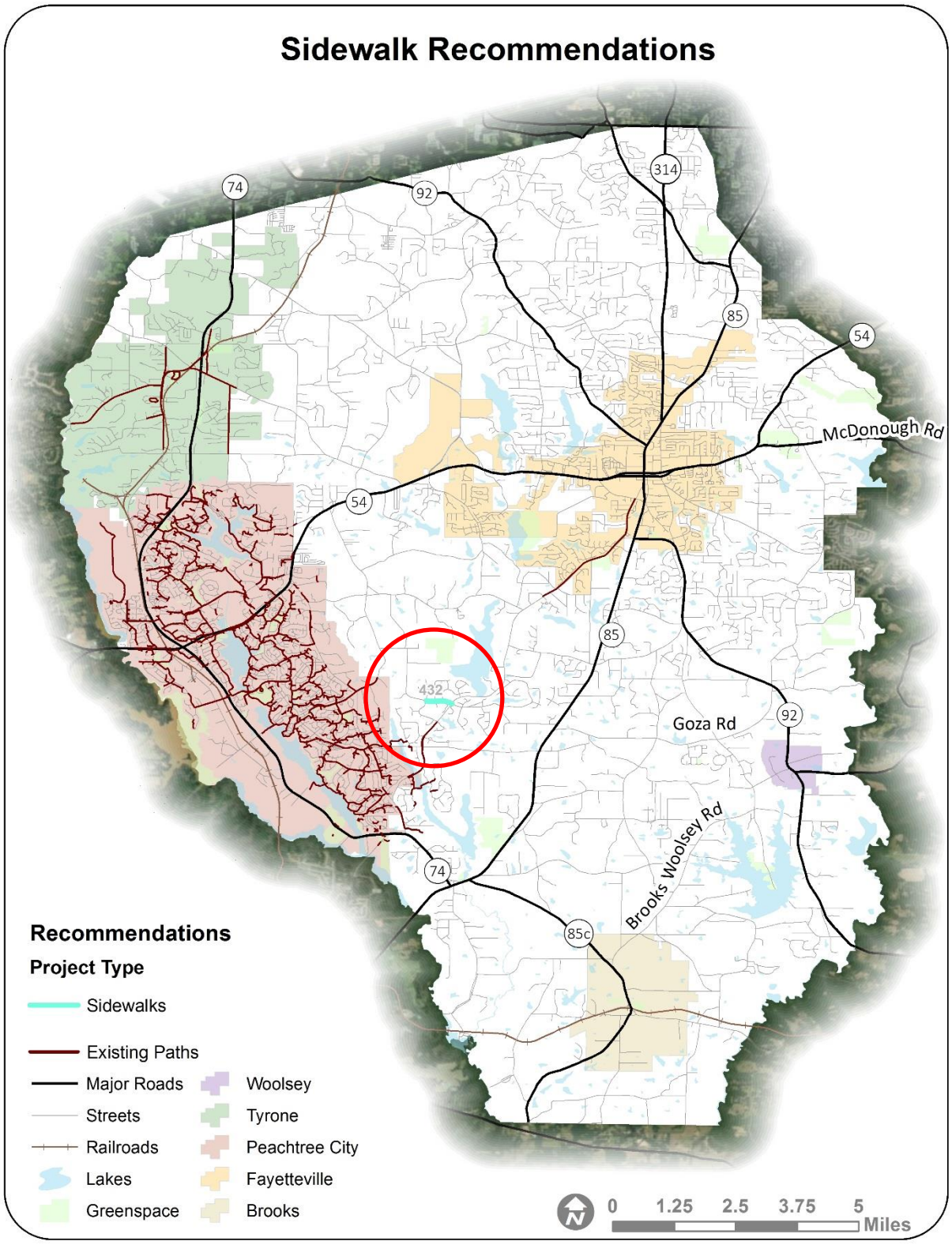
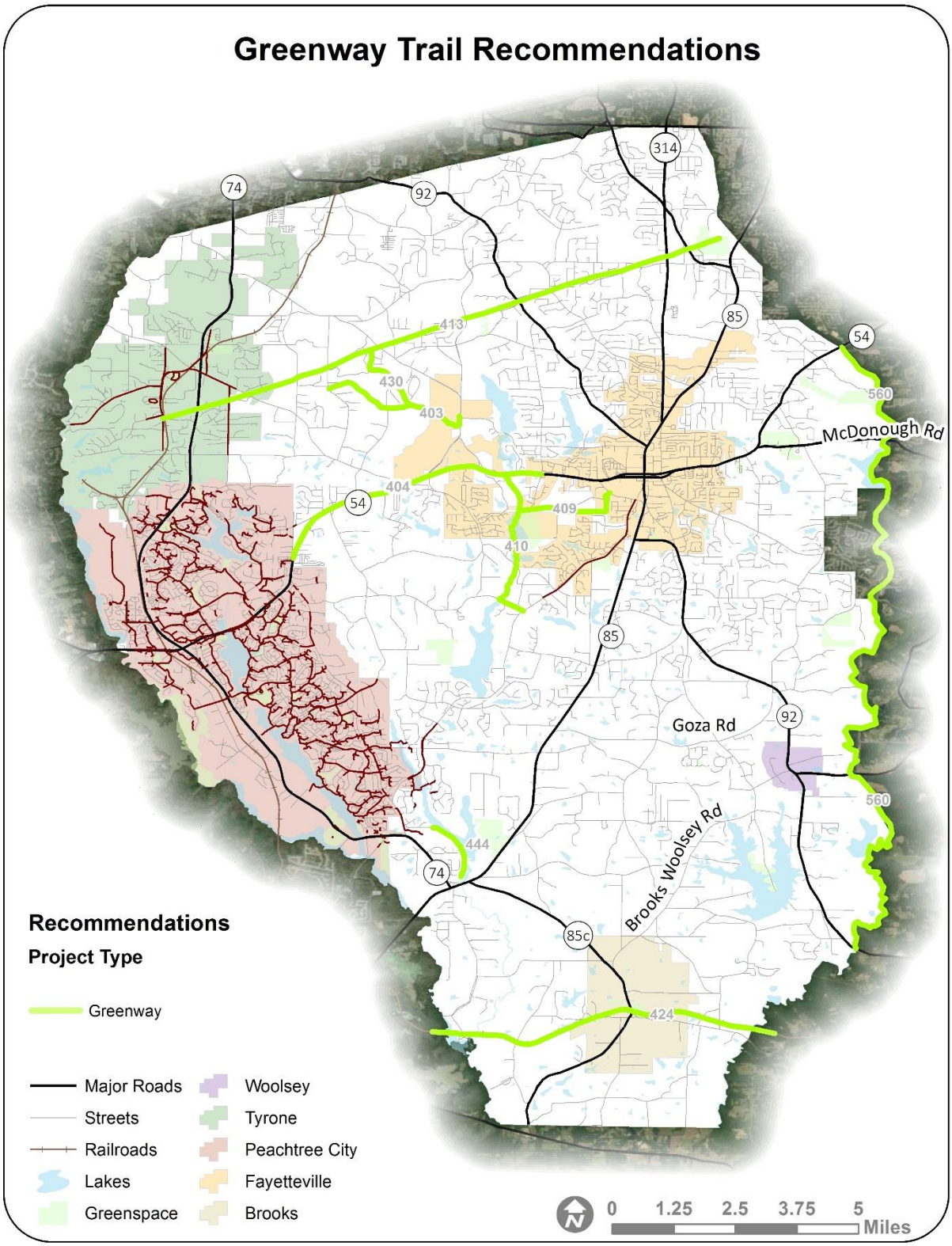


Figure 12: Recommended Greenway Projects



5.2.2 Master Path Plan Sidepaths

Sidepaths can accommodate pedestrians, bicyclists, and golf cart users along roadways. Most existing paths in Fayette County, such as along Redwine Road, can be considered sidepaths. The sidepath projects are broken out in **Table 14** and **Figure 13 and 14** below.

Table 14: Recommended Sidepath Projects

ID	Project Name	From	To	Project Description
FTP-401	Hood Road Sidepath	SR 85	Veterans Parkway	Sidepath
FTP-402	Ginger Cake Road Sidepath	SR 54	SR 92	Sidepath
FTP-405	Redwine Road Sidepath	Old Ivy	Horseshoe Circle	Sidepath
FTP-406	Crabapple Lane Sidepath	PTC boundary	Dogwood Trail	Sidepath
FTP-411	Senoia Road Sidepath	PTC boundary	Dogwood Trail	Sidepath
FTP-412	Dogwood Trail Sidepath	SR 74	Farr Road	Sidepath
FTP-414	Veterans Parkway Sidepath	SR 54	Hood Road	Sidepath
FTP-415	Kenwood Road Sidepath	New Hope Road	SR 279	Sidepath
FTP-416	SR 279 Sidepath	SR 314	SR 138	Sidepath
FTP-417	SR 54 Sidepath Segment 1	Swanbrook Road	McDonough Road	Sidepath
FTP-418	SR 54 Sidepath Segment 2	McDonough Road	Banks Road	Sidepath
FTP-419	Banks Road Sidepath	SR 85	McElroy Road	Sidepath
FTP-420	McDonough Road Sidepath	SR 54	McElroy Road	Sidepath
FTP-421	SR 85 South Sidepath	Goza Road	Harp Road	Sidepath
FTP-422	Harp Road Sidepath	Redwine Road	Mask Road	Sidepath
FTP-423	SR 74 Sidepath	PTC boundary	E. Crestwood Road	Sidepath
FTP-426	Sandy Creek Road Sidepath	SR 74	Veterans Parkway	Sidepath
FTP-427	Jenkins Road Sidepath	SR 74	Sandy Creek Road	Sidepath
FTP-428	S. Jeff Davis Road Sidepath	Country Squire Drive	Inman Road	Sidepath
FTP-429	Adams Road Connector and Trailhead	Sandy Creek Greenway	Gasline Greenway	Sidepath
FTP-431	New Hope Road Sidepath	SR 85	SR 92	Sidepath
FTP-445	Sidepaths and Trails for West Fayetteville Neighborhoods	Veterans Parkway	Sandy Creek Road	Sidepath
FTP-446	N. Jeff Davis Sidepath	SR-85/Glynn St.	SR-54	Sidepath
FTP-466	SR 92 Sidepath	SR 85 in Fayetteville	Peters Road	Sidepath
FTP-467	SR 314 Sidepath	SR 85 in Fayetteville	SR 138 in Fulton County	Sidepath
FTP-468	SR 85 Sidepath	N Jeff Davis Road	Kenwood Road	Sidepath
FTP-469	SR 92 South Sidepath	Antioch Road	SR 85	Sidepath
FTP-470	SR 85 South Sidepath	Price Road	Grady Avenue	Sidepath
FTP-471	Corinth Road Sidepath	SR 54	SR 85	Sidepath
FTP-472	County Line Road Sidepath	S Jeff Davis Road	County Line Court	Sidepath

ID	Project Name	From	To	Project Description
FTP-475	Swanson Road Multi-Use Path	SR 74	Pendleton Trail	Sidepath
FTP-476	Multi-Use Path	SR 74	Swanson Road	Sidepath
FTP-481	Milam Road Multi-Use Path	Greenview Boulevard	SR 74	Sidepath
FTP-483	Multi-Use Path	SR 74	Near Ellison Road	Sidepath
FTP-484	SR 74 Multi-Use Path	Milam Road	Peachtree Parkway	Sidepath
FTP-485	Tyrone Road Other	Fayette County Line	Near Ellison Road	Sidepath
FTP-486	Sherwood Road Multi-Use Path	Sherwood Road	Lester Road	Sidepath
FTP-488	Starrs Mill Pond Multi-Use Path	Stars Mill Pond	Starrs Mill High School	Sidepath
FTP-489	Inman Road Multi-Use Path	Inman Road	Inman School	Sidepath
FTP-491	Senoia Road	Tyrone Depot	SR 74 North	Sidepath
FTP-498	SR 74N Multi-Use Bridge and Path	Crabapple Lane	Kedron Circle Park	Sidepath
FTP-500	North Peachtree Pkwy. (North Hill connection)	North Hill North	North Hill South	Sidepath
FTP-501	Smokerise Point (Phase I)	Tuxedo Lane	White Springs Lane	Sidepath
FTP-502	Smokerise Point (Phase II)	Hidden Springs Lane	Sumner Road	Sidepath
FTP-503	North Peachtree Pkwy. (Boat Docks tunnel)	Under N. Peachtree Parkway	Lake Kedron Lagoon	Sidepath
FTP-504	North Peachtree Pkwy. (Fayette County Boat Docks)	FC Kedron Boat Docks	Parkway Drive	Sidepath
FTP-505	Sumner Road	SR 54	Smokerise Point	Sidepath
FTP-507	SR 54 E (Phase II)	Carriage Lane	Peachtree East	Sidepath
FTP-508	SR 54 E (Phase I)	Robinson Road	Carriage Lane	Sidepath
FTP-511	North Peachtree Pkwy (Flat Creek Rd. Connection)	Flat Creek Road	Interlochen Drive	Sidepath
FTP-512	SR 54E/Lake Peachtree Multiuse Bridge Replacement	Lake Peachtree on SR 54E	None	Sidepath
FTP-513	Willow Road	Aspen Drive	SR 74	Sidepath
FTP-516	Huddleston Road	SR 54 West	Dividend Drive	Sidepath
FTP-519	Crosstown Business Park	Police Station	Crosstown Drive	Sidepath
FTP-523	Crosstown Drive (Crossing)	Mid-block crossing from U-store	Existing Path	Sidepath
FTP-526	South Peachtree Parkway (Phase I)	Village Park	Balmoral Village	Sidepath

ID	Project Name	From	To	Project Description
FTP-536	Robinson Road (The Colonnade)	Braelinn Road	Colonade Drive	Sidepath
FTP-537	Robinson Road (Holly Grove Road)	Holly Grove Road	Redwine Road	Sidepath
FTP-538	Redwine Road (Phase I)	The Preserve	Foreston Place	Sidepath
FTP-542	Robinson Road (Camp Creek Estates)	Windgate Road	McIntosh Trail	Sidepath
FTP-543	Robinson Road (Crosstown Drive)	McIntosh Trail	Crosstown Drive	Sidepath
FTP-544	Robinson Road (The Summit)	Crosstown Drive	Crestwood Drive	Sidepath
FTP-545	Robinson Road (The Marks South)	Crestwood Drive	The Estates	Sidepath
FTP-546	Flat Creek Nature Area (Crosstown Drive)	Crosstown Drive	Flat Creek Cart Bridge	Sidepath
FTP-549	South Peachtree Parkway	South of Waterwood Bend	North of Waterwood Bend	Sidepath
FTP-550	North Peachtree Parkway	Parkway Drive	Walt Banks Road	Sidepath
FTP-559	Sandy Creek Road Sidepath	SR 54	Veterans Parkway	Sidepath
FTP-560	Flint River Trail (eastern part/border of County)	Unknown	Unknown	Sidepath
FTP-561	Hampton Road Sidepath	Antioch Road	SR 92	Sidepath
FTP-562	Antioch Road Sidepath	Brooks Woolsey Road	Hampton Road	Sidepath
FTP-563	SR 54 Pedestrian Bridge at McCurry Park	SR 54 @ McCurry Park		Sidepath and Bridge

Figure 13: Recommended Sidepath Projects

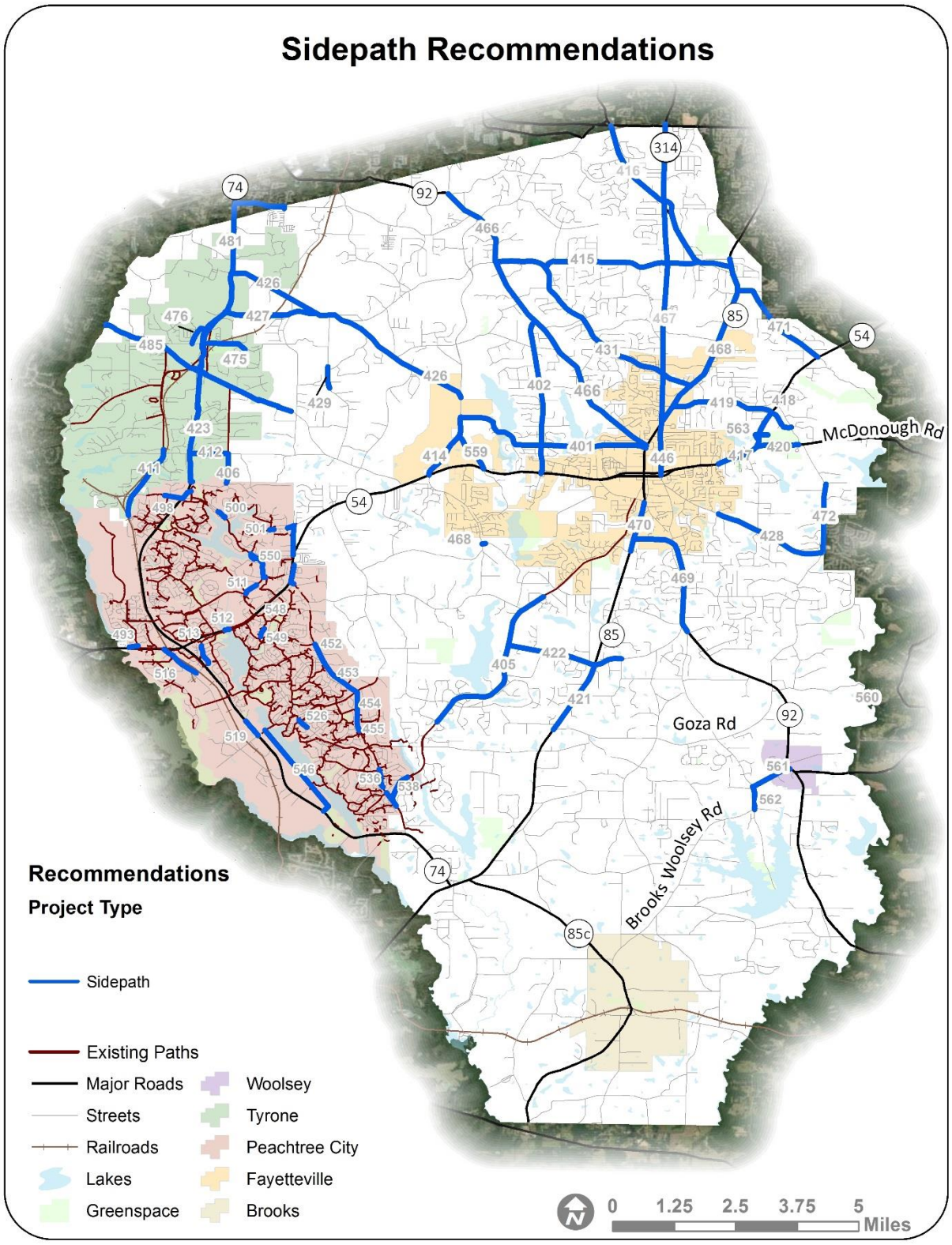
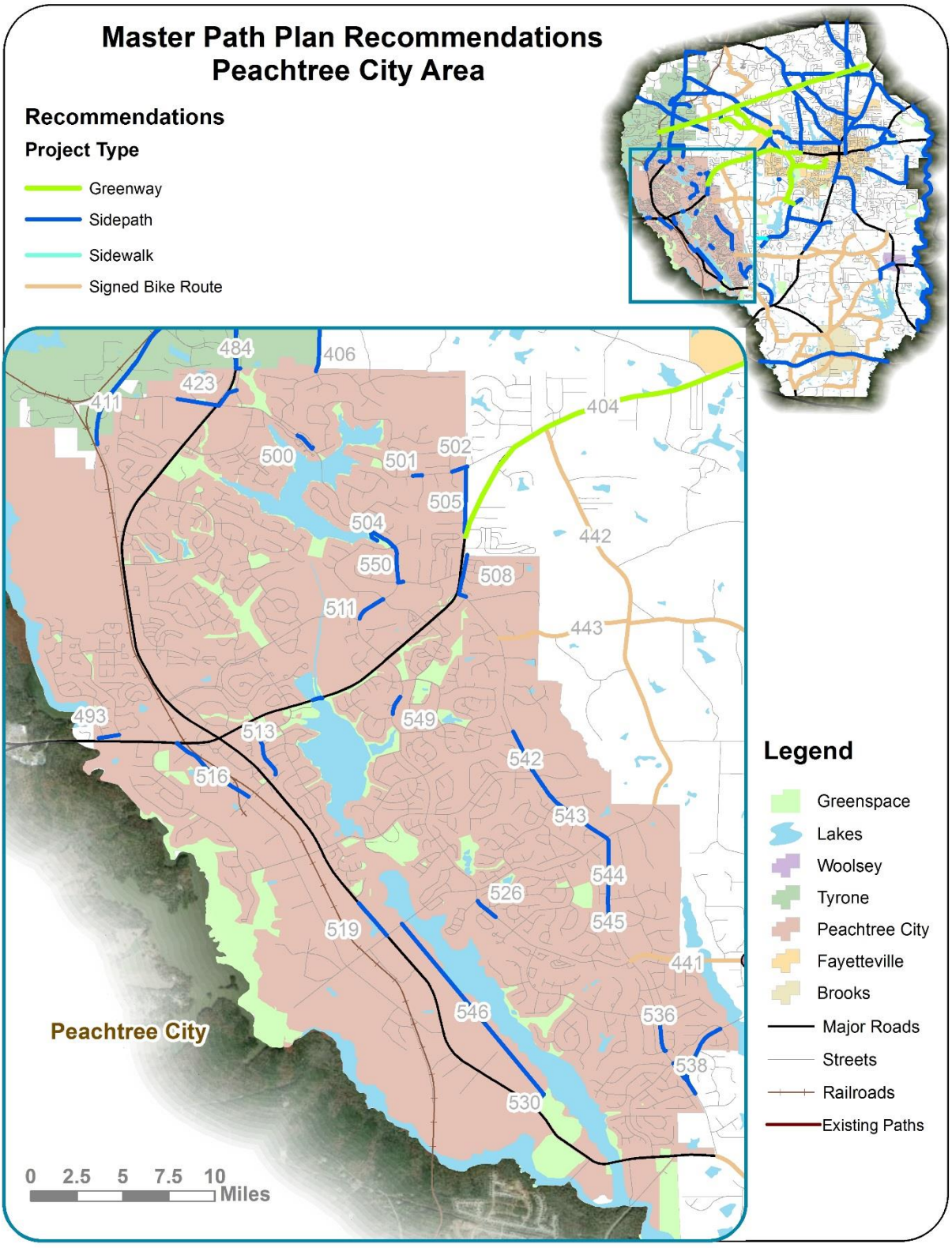


Figure 14: MPP Sidepath Recommendations Peachtree City Inset



5.2.3 Bike Routes

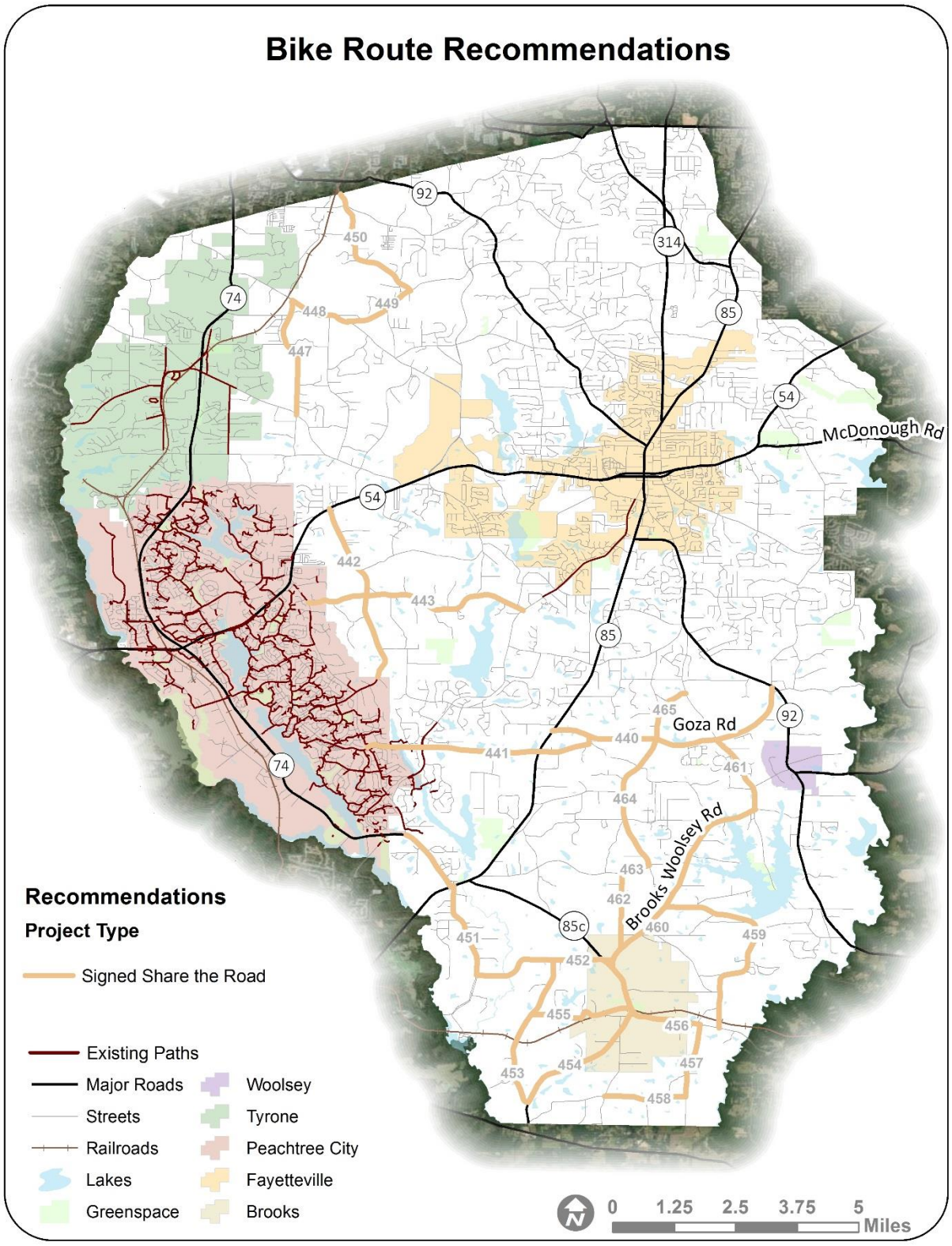
These routes were identified through technical analysis and outreach with the cycling community. Many of the routes are popular with the recreational cycling community. Many are found in the southern portion of the county, south of Goza Road on rural roads with low traffic volumes. Signed Share the Road routes feature signage alerting motorists to the presence of bicyclists. This project type is low-cost but can have a positive effect on bicycle safety. Recommended Signed Share the Road projects are listed in **Table 15** and shown in **Figure 15**. Where feasible, Fayette County could add bikeable shoulders in conjunction with a signed share the road project. Such treatments would give cyclists extra space outside of the travel lane to utilize if/when passed by a vehicle.

Table 15: Recommended Bike Route Projects

ID	Project Name	From	To	Project Description
FTP-440	Goza Road Bikable Shoulder	SR 85	SR 92	Signed Share the Road
FTP-441	Bernhard Road Signed Share the Road	Robinson Road	Goza Road	Signed Share the Road
FTP-442	Ebenezer Road Signed Share the Road	PTC Boundary	SR 54	Signed Share the Road
FTP-443	Ebenezer Church Road Signed Share the Road	Robinson Road	Redwine Road	Signed Share the Road
FTP-447	Flower Road/Ellison Road Signed Share the Road	Tyrone Road	Sandy Creek Road	Signed Share the Road
FTP-448	Sandy Creek Road Signed Share the Road	Ellison Road	Lees Mill Road	Signed Share the Road
FTP-449	Lees Mill Road Signed Share the Road	Sandy Creek Road	Lees Lake Road	Signed Share the Road
FTP-450	Lees Lake Road Signed Share the Road	Lees Mill Road	SR 92	Signed Share the Road
FTP-451	SR 74/Padgett Road Signed Share the Road	Redwine Road	Morgan Mill Road	Signed Share the Road
FTP-452	Morgan Mill Road Signed Share the Road	Padgett Road	Brooks-Woolsey Road	Signed Share the Road
FTP-453	Bankstown Road Signed Share the Road	Morgan Mill Road	85C	Signed Share the Road
FTP-454	85C Signed Share the Road	Bankstown Road	Morgan Mill Road	Signed Share the Road
FTP-455	Price Road Signed Share the Road	Bankstown Road	85C	Signed Share the Road
FTP-456	McIntosh Road Signed Share the Road	85C	Hardy Road	Signed Share the Road
FTP-457	Hardy Road Signed Share the Road	McIntosh Road	Mask Road	Signed Share the Road
FTP-458	Mask Road Signed Share the Road	Brooks Road	Hardy Road	Signed Share the Road

ID	Project Name	From	To	Project Description
FTP-459	Grant Road Signed Share the Road	McIntosh Road	Brooks-Woolsey Road	Signed Share the Road
FTP-460	Brooks-Woolsey Road Signed Share the Road	85C	Antioch Road	Signed Share the Road
FTP-461	Antioch Road Signed Share the Road	Brooks-Woolsey Road	Goza Road	Signed Share the Road
FTP-462	Huckaby Road Signed Share the Road	Brooks-Woolsey Road	Rising Star Road	Signed Share the Road
FTP-463	Rising Star Road Signed Share the Road	Huckaby Road	Old Greenville Road	Signed Share the Road
FTP-464	Old Greenville Road Signed Share the Road	Rising Star Road	Sourwood Trail	Signed Share the Road
FTP-465	Sourwood Trail Signed Share the Road	Old Greenville Road	Antioch Road	Signed Share the Road

Figure 15: Master Path Plan Bike Route Projects



5.3 Transit and Ride Share

Public meeting feedback confirmed that traditional transit solutions such as local bus, commuter rail, bus rapid transit, light rail, and heavy rail were not ideal for Fayette County at this time. Human Services transit options such as dial-a-ride were supported by the majority, as well as express bus options. To bring these transit solutions to Fayette County, the County can work with the Fayette Senior Services (FSS) and GRTA Xpress.

5.3.1 Fayette Senior Services

Fayette County does not directly offer any dial-a-ride or paratransit service. These services are offered by Fayette Senior Services (FSS), a non-profit, 501(c)(3). FSS offers flexible transportation in Fayette County for disabled and older adults. The transportation programs are open to Fayette County residents age 60 and older, as well as disabled adults age 18 to 59 who cannot drive by no fault of their own. There are no fixed routes. The service is demand response service only, which is advance scheduled curb-to-curb rides. Public feedback indicated that this service could be expanded throughout the community.

5.3.2 GRTA Xpress Bus Service

Expanding commuter coach transit service into Fayette County could mitigate traffic congestion. GRTA Xpress does not currently offer direct service to Fayette County. The closest park and ride lots are located to the north in Union City in Fulton County, and to the northeast in the City of Riverdale and at the Southern Regional Hospital in Clayton County. There is also a park and ride lot located in Newnan in Coweta County, approximately 7.7 miles due west of the intersection of SR 74 and SR 54 in Peachtree City. These lots are located too far for great utilization by residents of Fayette County.

The City of Fairburn, in partnership with the South Fulton CID, have plans to build a new Park and Ride lot on SR 74 near the interchange with I-85. This lot has a higher likelihood of usage by residents of Tyron, Peachtree City and west Fayette County.

If express bus service were to be provided in Fayette County, potential appropriate locations for park and ride lots would be in Peachtree City and Tyrone, in areas along SR 74, where there are higher levels of commuter traffic.

5.3.3 Ridesharing Services

Ride sharing services and on-demand transportation is a rapidly growing field of transportation technology that entails using an app to hail a ride. From on-demand vanpool sharing services that enable riders to hail a commuter van from their smartphones, to services like Uber and Lyft, companies of these services can work with the jurisdictions they operate within to design and operate a service tailored to the needs of the locale. Operating hours and service area are set depending on the jurisdiction.

Section 7.3 of the Needs Assessment Report discusses the use of a ridesharing service to operate public transit service. If a decision is made to use public funding for expanded transit service, a policy recommendation has been made in **Section 4.4** of this Recommendations Report to explore the option of using such a partnership.

Eliminating 1.1 million miles of vehicle travel, Georgia Commute Options is a program serving metro Atlanta that provides solutions to single occupant vehicular travel. With a smartphone app offering incentives for users, commuters and businesses in the following Georgia counties can find commute alternatives: Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton. For more information, visit: http://gacommuteoptions.com/.

5.3.4 ATL Transit Authority

In May 2018, Governor Nathan Deal signed House Bill 930 into law, creating a new regional transit authority that coordinates transit planning and expansion within a 13-county area surrounding Atlanta. Member counties include Fayette, in addition to Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties. This law creates the Atlanta-region Transit Link Authority, known as the ATL, which became active on January 1, 2019.

The ATL serves as a toolbox giving local governments the ability to establish or expand public transit service in ways that best fit their communities. Each member county will have the option to hold 30-year T-SPLOST referendums to enable special sales taxes of up to 1 percent to fund transit projects in their county. These projects must be identified prior to a public vote and must be included in a regional transit plan. The new law also provides $100 million in transit bonds from the state budget and grants the ATL the authority to issue its own bonds.

Developing a regional transit plan is a major function of the ATL. This plan will coordinate existing and future transit service in the 13-county area and will include coordination and potential unification between MARTA, GRTA Xpress, CobbLinc, Gwinnett County Transit, and Cherokee Area Transit Service. A consistent branding and unified logo across all agencies will be required by January 1, 2023.

The ATL is governed by a 16-person board. Ten of those people were chosen by county commission chairmen and a caucus of local legislative delegations to represent 10 transit districts within the 13-county footprint. Fayette County is District 10 which also includes Coweta, Fayette, part of Fulton, part of Clayton, and part of Henry County. The remaining six board members are appointed by the Governor, Lieutenant Governor, and Speaker of the House.

The legislation includes specific language that pertains to certain member counties (i.e. Gwinnett, Fulton and Cobb), but does not include any specific language pertaining to Fayette County. At this point, the long-range implications of the ATL authority on transit planning within Fayette County remain to be seen. If Fayette County choses to pursue transit expansion, the ATL authority provides a great opportunity and mechanism to achieve this. The legislation is set-up to ensure member counties maintain control over transit expansion and this cannot be mandated from the regional authority. Member counties must “opt-in” to any specific project or funding mechanisms and local sales tax cannot be raised without approval from residents via a referendum.

Due to the unforeseen impacts of the ATL authority on Fayette County, the effects cannot be adequately addressed within the 2019 CTP. If significant changes occur before the next scheduled plan update, either through the passage of a T-SPLOST referendum or through the receipt of additional state or

regional transit funding, it is recommended that the 2019 CTP be updated to sufficiently account for these changes.

What is clear is that the ATL authority provides a mechanism to vastly improve transit coordination, integration and efficiency within the Atlanta region. Through a seamless and unified transit governance and funding structure, the benefits of coordination will be experienced by Fayette County residents should they chose to 'opt-in' to the funding referendum or not. The legislation permits Fayette County to remain in the driver's seat to control its own destiny for when and how they choose to pursue transit expansion.

6. Funding

Having sufficient funds is critical for implementation of the Fayette Transportation Plan. Communities that are consistently successful in expanding their walking and biking systems leverage funds from a variety of sources and are consistent, year over year, making investments in capital and maintenance projects.

6.1 Funding Forecast

This section of the Recommendations Report focuses on how transportation projects are funded. An analysis of transportation funding is essential to the planning process in order to understand available funding and to prioritize projects. Current and projected levels of funding in the transportation system have be used to create a financially constrained project list.

In general, there are three primary sources of transportation funding for projects in Fayette County: local, state, and federal.

- **Local:** County and City transportation dollars typically come from either the general fund or specially dedicated sales taxes such as the 1 percent Special Purpose Local Option Sales Tax (SPLOST). Currently Fayette County uses SPLOST to finance transportation improvements with infrequent application of general funds.

- **State:** State transportation dollars come mainly through a combination of a 26 cents per gallon excise tax on gasoline, a 29 cents per gallon excise tax on diesel, a $5 per day hotel/motel fee, an annual fee for heavy vehicles, and an annual fee on alternative fuel vehicles.

- **Federal:** Federal transportation dollars come mainly through the Highway Trust Fund which is backed by an 18.4 cents per gallon gasoline tax, a 24.3 cents per gallon diesel tax, and other taxes on tires, trucks, and trailers. In general, federal transportation dollars can only fund between 50 percent and 80 percent of the total cost of a project. The remaining amount must be paid with matching state and/or local funds.

Local, state, and federal funds have been projected through year 2040. Data was collected from Fayette County, the Atlanta Regional Commission, the Georgia Department of Transportation, and the Federal Highway Administration.

6.1.1 Local Funds

Local Fayette transportation funds are allocated from one main source: SPLOST. In the past, general funds have been applied to transportation projects on an ad hoc basis. However, the preference is to fund transportation through SPLOST since general funds cannot be relied upon to regularly fund transportation projects. The forecast of local funds uses only SPLOST. Fayette County's existing SPLOST runs through 2023. Votes would be needed to continue generating revenue as shown.

6.1.1.1 SPLOST

SPLOST data was gathered from Fayette County. The 2017 SPLOST data was projected out with a flat growth rate of two percent (**Table 16 & Figure 16**). The average growth rate in SPLOST collections between 2008 and 2017 was 2.00 percent. In order to forecast future SPLOST revenues this growth rate was applied to the projected year 2017 revenue to revenues from 2018 through the year 2040.

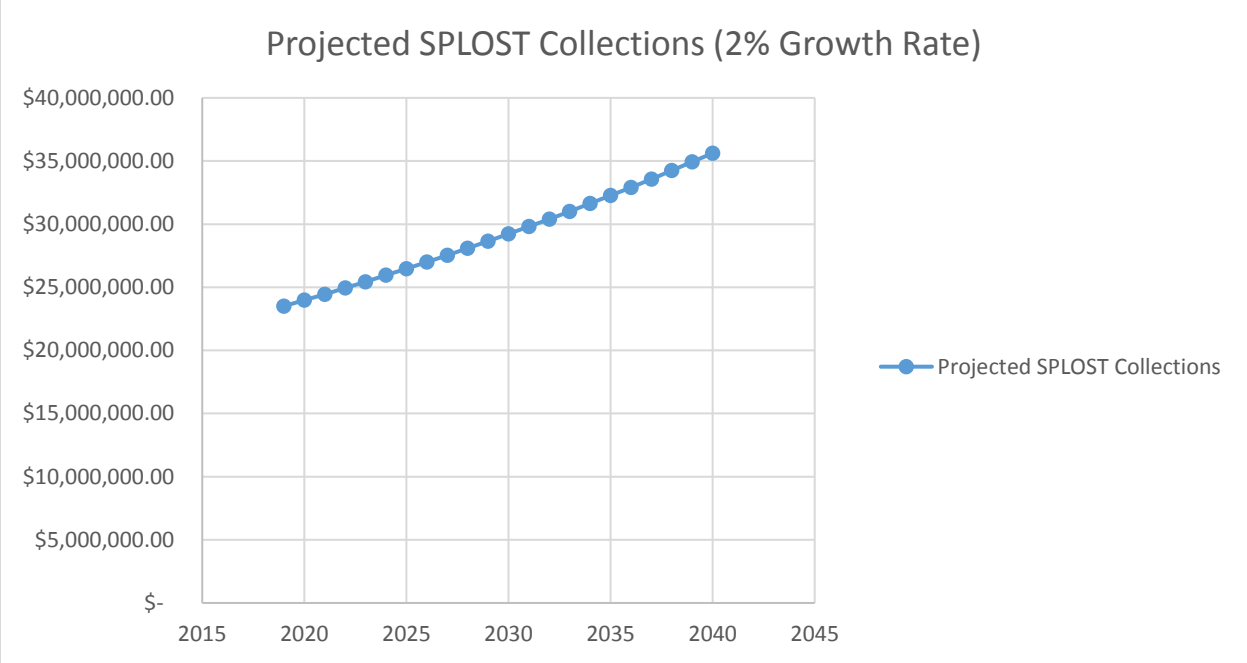
Table 16: Projected SPLOST Revenue

SPLOST Year	Total Revenues
2019	$ 23,502,359.50
2020	$ 23,972,406.69
2021	$ 24,451,854.82
2022	$ 24,940,891.92
2023	$ 25,439,709.76
2024	$ 25,948,503.95
2025	$ 26,467,474.03
2026	$ 26,996,823.51
2027	$ 27,536,759.98
2028	$ 28,087,495.18
2029	$ 28,649,245.09
2030	$ 29,222,229.99
2031	$ 29,806,674.59
2032	$ 30,402,808.08
2033	$ 31,010,864.24
2034	$ 31,631,081.53
2035	$ 32,263,703.16
2036	$ 32,908,977.22
2037	$ 33,567,156.77
2038	$ 34,238,499.90
2039	$ 34,923,269.90
2040	$ 35,621,735.30

Source: Jacobs

.

Figure 16: Projected SPLOST Collections (2% Growth Rate)



Source: Jacobs

6.1.1.2 Transportation Related SPLOST Funds

In addition to transportation, SPLOSTs are often used to fund a variety of other capital projects such as parks, libraries, schools, courts, and/or public safety. The 2017 Fayette County SPLOST project lists were analyzed to determine a reasonable estimate of future SPLOST allocations for transportation purposes.

As illustrated in **Figure 17**, the current 2017 SPLOST rate was used as a low SPLOST Transportation Share (30%). Rates of 50 percent, and 70 percent were then used to create other possible funding scenarios. The total projected SPLOST collections were then adjusted per the low, medium, and high scenarios to determine how much SPLOST funding can reasonably expected to be available through the year 2040.

Figure 17: Fayette County SPLOST Allocations

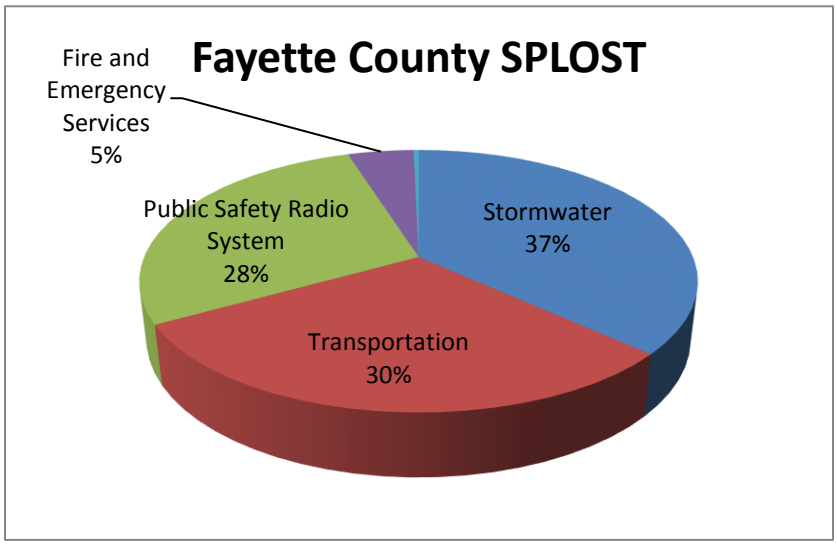


Table 17 displays the results of the SPLOST growth projections.

Table 17: Future SPLOST Transportation Funds

Year	Projected SPLOST Collections	Low Transportation Share (30%)	Planning Range Total	Medium Transportation Share (50%)	Planning Range Total	High Transportation Share (70%)	Planning Range Total
2019	$23,502,360	$7,050,708	**Short Range**	$11,751,180	**Short Range**	$16,451,652	**Short Range**
2020	$23,972,407	$7,191,722	**$36,692,167**	$11,986,203	**$61,153,611**	$16,780,685	**$85,615,056**
2021	$24,451,855	$7,335,556		$12,225,927		$17,116,298	
2022	$24,940,892	$7,482,268		$12,470,446		$17,458,624	
2023	$25,439,710	$7,631,913		$12,719,855		$17,807,797	
2024	$25,948,504	$7,784,551	**Mid-Range**	$12,974,252	**Mid-Range**	$18,163,953	**Mid-Range**
2025	$26,467,474	$7,940,242	**$57,872,560**	$13,233,737	**$96,454,266**	$18,527,232	**$135,035,972**
2026	$26,996,824	$8,099,047		$13,498,412		$18,897,776	
2027	$27,536,760	$8,261,028		$13,768,380		$19,275,732	
2028	$28,087,495	$8,426,249		$14,043,748		$19,661,247	
2029	$28,649,245	$8,594,774		$14,324,623		$20,054,472	
2030	$29,222,230	$8,766,669		$14,611,115		$20,455,561	
2031	$29,806,675	$8,942,002	**Long Range**	$14,903,337	**Long Range**	$20,864,672	**Long Range**
2032	$30,402,808	$9,120,842	**$97,912,431**	$15,201,404	**$163,187,385**	$21,281,966	**$228,462,339**
2033	$31,010,864	$9,303,259		$15,505,432		$21,707,605	
2034	$31,631,082	$9,489,324		$15,815,541		$22,141,757	
2035	$32,263,703	$9,679,111		$16,131,852		$22,584,592	
2036	$32,908,977	$9,872,693		$16,454,489		$23,036,284	
2037	$33,567,157	$10,070,147		$16,783,578		$23,497,010	
2038	$34,238,500	$10,271,550		$17,119,250		$23,966,950	
2039	$34,923,270	$10,476,981		$17,461,635		$24,446,289	
2040	$35,621,735	$10,686,521		$17,810,868		$24,935,215	
Total		**$192,477,158**		**$320,795,263**		**$449,113,368**	

Source: Jacobs

6.1.2 State Funds

In May of 2015 the governor signed into law HB 170, The Transportation Funding Act. This law completely overhauled the collection of the state gas tax and the way the state funds transportation projects. State transportation dollars are now collected through a combination of a 26 cents per gallon excise tax on gasoline, a 29 cents per gallon excise tax on diesel, a $5 per day hotel/motel fee, an annual fee for heavy vehicles, and an annual fee on alternative fuel vehicles. The Transportation Funding Act is expected to generate an additional $900 million to $1 billion in revenue on an annual basis. County and municipal governments can expect to see more state funding for large and complicated transportation projects as well as an increase in Local Maintenance and Improvement Grant (LMIG) program administered by GDOT.

The method for forecasting the amount of state funds available to Fayette County revolves around three main questions:

- How big is the overall pot of state funding and how fast will it grow?
- Historically, how much state funding has been available to Fayette County?
- What share of funds can reasonably be expected moving forward?

These questions have already been, in large part, addressed for the Atlanta region. Growth projections were developed by ARC for use in financially constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The 2018-2023 TIP document was referenced for this analysis.

The average yearly allocations of state funds in the TIP represents a base amount of what can reasonably be expected for Fayette County. The state funding forecast scenarios are illustrated in **Table 18**.

Table 18: State Funding Forecast

State Year	Total Revenues
2019	$ 192,661.83
2020	$ 196,515.07
2021	$ 200,445.37
2022	$ 204,454.28
2023	$ 208,543.36
2024	$ 212,714.23
2025	$ 216,968.51
2026	$ 221,307.88
2027	$ 225,734.04
2028	$ 230,248.72
2029	$ 234,853.70
2030	$ 239,550.77
2031	$ 244,341.79
2032	$ 249,228.62
2033	$ 254,213.19
2034	$ 259,297.46
2035	$ 264,483.41
2036	$ 269,773.07
2037	$ 275,168.54
2038	$ 280,671.91
2039	$ 286,285.34
2040	$ 292,011.05

Source: Jacobs

6.1.2.1 Local Maintenance Improvement Grant (LMIG)

The Local Maintenance Improvement Grant (LMIG) is a GDOT program that helps local governments conducted improvements to the state's roadway network. LMIG formula amounts were analyzed to forecast future funds.

Table 19: 2017-2019 Unincorporated Fayette County LMIG Funds

Year	LMIG Funds	Annual Growth Rate
2017	$762,047.27	
2018	$821,817.40	8%
2019	$837,185.81	2%

Source: GDOT

Table 19 Illustrates a downward trend in annual growth rate between 2017 and 2019 for unincorporated Fayette County. This can be attributed to the large onetime bump in LMIG funds allocated to counties with the onset of HB 170 collections. Annual growth rates for cities and towns in Fayette County were also analyzed and an annual average for both unincorporated Fayette County alone, and the annual average across all jurisdictions, including the county, came out to five percent, respectively. **Table 20** documents the forecasted LMIG allocations for transportation from the 2019 base year.

Table 20: Projected LMIG Revenue

LMIG Year	Total Revenues
2019	$ 837,185.81
2020	$ 879,045.10
2021	$ 922,997.36
2022	$ 969,147.22
2023	$ 1,017,604.58
2024	$ 1,068,484.81
2025	$ 1,121,909.05
2026	$ 1,178,004.51
2027	$ 1,236,904.73
2028	$ 1,298,749.97
2029	$ 1,363,687.47
2030	$ 1,431,871.84
2031	$ 1,503,465.43
2032	$ 1,578,638.70
2033	$ 1,657,570.64
2034	$ 1,740,449.17
2035	$ 1,827,471.63
2036	$ 1,918,845.21
2037	$ 2,014,787.47
2038	$ 2,115,526.85
2039	$ 2,221,303.19
2040	$ 2,332,368.35

Source: Jacobs

6.1.3 Federal Funds

Funds from the Highway Trust Fund are generally allocated through two separate agencies: the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Because Fayette County does not utilize federal transit funds the analysis focuses on highway funds allocated by FHWA.

Since the passage of the Georgia Transportation Funding Act in 2015, there has been a general change in philosophy at GDOT in how federal funds under their programing authority are allocated. FHWA funds generally have more stringent guidelines for use than state and local funds. Often, the use of federal funding can result in delays in implementation and greater risk. GDOT now places a priority on using federal funds in situations that have low risk for implementation delays or on projects that will have federal oversight – projects like bridge replacements, roadway maintenance, public-private partnerships, and anything impacting the Interstate Highway network. Given this new philosophy, federal funds under GDOT programming authority (L240) will not be considered for use in this financial forecast because there are no interstates in Fayette County.

The ARC has programing authority over federal Surface Transportation Block Grant (STBG) funds. We can reasonably expect Fayette County to continue to receive a portion of these funds going forward. ARC allocates these funds by need while attempting to equitably distribute to all jurisdictions within the region. Analysis of past ARC allocations shows that Fayette County has received an average of about $1.665 million per year in federal funds. This forecast uses a $1.665 million starting point in the first year after the 2018 TIP and grows by 2.0 % per year. **Table 21** displays the results of the federal funding forecast.

Table 21: Federal Funding Forecast

Year	Federal Funds (ARC STBG)	Planning Range Total
2019	$1,665,439	**Short Range**
2020	$1,698,747	**$8,667,009**
2021	$1,732,722	
2022	$1,767,377	
2023	$1,802,724	
2024	$1,838,779	**Mid-Range**
2025	$1,875,554	**$13,670,002**
2026	$1,913,065	
2027	$1,951,327	
2028	$1,990,353	
2029	$2,030,160	
2030	$2,070,763	
2031	$2,112,179	**Long Range**
2032	$2,154,422	**$23,127,768**
2033	$2,197,511	
2034	$2,241,461	

Year	Federal Funds (ARC STBG)	Planning Range Total
2035	$2,286,290	
2036	$2,332,016	
2037	$2,378,656	
2038	$2,426,229	
2039	$2,474,754	
2040	$2,524,249	
Total	**$45,464,778**	

Source: Jacobs

6.1.4 Total Available Funding

The 2040 planning horizon was divided into three planning terms. The first term (short) ranges from 2019-2023, while the second (medium) ranges from 2024-2030, and the third (long) from 2031-2040. Projections for each funding source (Local, State, and Federal) were summed by phase and per each growth scenario (low, medium, high). These projections are shown in **Tables 22, 23, and 24**, respectively. They represent three options for use in financially constraining the final Fayette Transportation Plan. Based on the projections Fayette County may have anywhere between approximately $500 million and $2.26 billion through the year 2040.

Table 22: Funding Forecast - Low Growth Scenario

	Years	Local	State	Federal	Total
Short Range	2018 - 2022	$41,318,147	$19,331,619	$8,667,009	**$69,316,775**
Mid	2023 - 2030	$66,572,172	$84,781,668	$13,670,002	**$165,023,842**
Long	2031 - 2040	$116,822,858	$124,948,525	$23,127,768	**$264,899,151**
Total		**$224,713,177**	**$229,061,812**	**$45,464,779**	**$499,239,768**

Source: Jacobs

Table 23: Funding Forecast - Medium Growth Scenario

	Years	Local	State	Federal	Total
Short Range	2018 - 2022	$65,779,591	$72,065,741	$8,667,009	**$146,512,341**
Mid	2023 - 2030	$105,153,878	$316,054,936	$13,670,002	**$434,878,816**
Long	2031 - 2040	$182,097,812	$465,791,712	$23,127,768	**$671,017,292**
Total		**$353,031,282**	**$853,912,389**	**$45,464,779**	**$1,252,408,449**

Source: Jacobs

Table 24: Funding Forecast - High Growth Scenario

	Years	Local	State	Federal	Total
Short Range	2018 - 2022	$90,241,036	$146,214,849	$8,667,009	**$245,122,894**
Mid	2023 - 2030	$143,735,585	$641,246,788	$13,670,002	**$798,652,375**
Long	2031 - 2040	$247,372,766	$945,049,119	$23,127,768	**$1,215,549,653**
Total		**$481,349,387**	**$1,732,510,756**	**$45,464,779**	**$2,259,324,922**

6.2 Federal Funding Sources for Bicycle and Pedestrian Projects

The funding sources listed in this section are all federal programs. Each program listed contains an overview description, as well as website links to program details following the description.

6.2.2 Transportation Alternatives (TA) via Surface Transportation Block Grant (STBG)

The FAST Act includes a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). This category includes the construction, planning, and design of a range of pedestrian and bicycle infrastructure including "on–road and off–road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety–related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity.

More Information: https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf and https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf

6.2.3 Livable Centers Initiative (LCI)

The ARC's Livable Centers Initiative (LCI) is a grant program that provides up to 80% of project funds using federal transportation dollars. This program assists local jurisdictions by funding plans and projects which increase mobility and accessibility for people that walk, bike, and use public transit. The three main goals of LCI are:

- Providing access to a variety of travel modes including transit, roadways, walking and biking
- Encouraging mixed-income residential neighborhoods, employment, shopping and recreation options
- Developing an outreach process that promotes the involvement of all stakeholders

The program has invested $201 million in 120 communities within the greater Atlanta region since the year 2000, leading to more vibrant and walkable communities. Transportation projects are a major element of the LCI program and focus on creating healthier communities by increasing and improving pedestrian and bicycle infrastructure and reducing vehicle miles travelled.
More Information: https://atlantaregional.org/community-development/livable-centers-initiative

6.2.4 Community Development Block Grants (CDBG)

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Trails and greenway projects that enhance accessibility are the best fit for this funding source.

More Information:
https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs

6.2.5 Recreational Trails Program (RTP)

Recreational Trails Program (RTP) funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)
- Grant applications are typically due in April each year

More Information: https://www.fhwa.dot.gov/environment/recreational_trails/

6.2.6 Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan (SHSP).

Pedestrian and bicycle strategies identified in the 2015 SHSP include engineering bike lanes, sidewalks and shared-use paths, especially where supported by crash data, educational programs and targeted enforcement.

More Information: https://safety.fhwa.dot.gov/hsip/hsip.cfm and
https://www.gahighwaysafety.org/highway-safety/shsp/

6.2.7 Rivers, Trails, and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development

in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.

More Information: https://www.nps.gov/orgs/rtca/apply.htm

6.2.8 Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right–of–way acquisition and construction. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Funding is also available for new parks, and trail corridor acquisition can be funded with LWCF grants as well. This program requires a 50-50 match – applications are due in the spring. Over the last 50 years, the LWCF has provided the State of Georgie with over $334 million in funding to protect valuable lands for conservation and recreation.
More Information: https://www.lwcfcoalition.com/ and https://static1.squarespace.com/static/58a60299ff7c508c3c05f2e1/t/5b2d3e9f575d1f4d465d103b/1529691809262/Georgia+fact+sheet+6.13.18.pdf

6.2.9 EPA Green Infrastructure Grants

The EPA offers a number of grant sources and tools that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Nonpoint Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants.

More Information: https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities

6.2.10 Federal Transit Administration (FTA) Funding Sources for Bicycle and Pedestrian Infrastructure

Most FTA funding can be used to fund pedestrian and bicycle projects “that enhance or are related to public transportation facilities.”

According to the FTA, an FTA grantee may use any of the following programs under Title 49, Chapter 53, of the United States Code to fund capital projects for pedestrian and bicycle access to a public transportation facility:

- Section 5307 Urbanized Area Formula Program
- Section 5309 New Starts and Small Starts Major Capital Investment Programs
- Section 5309 Fixed Guideway Modernization Program
- Section 5309 Bus and Bus Facilities Discretionary Program
- Section 5310 Elderly Individuals and Individuals with Disabilities Formula Program
- Section 5311 Non-Urbanized Area Formula Program
- Section 5311 Public Transportation on Indian Reservations;
- Section 5316 Job Access and Reverse Commute Formula Program;
- Section 5317 New Freedom Program; and,
- Section 5320 Paul S. Sarbanes Alternative Transportation in Parks and Public Lands.

More Information: https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle and https://www.transit.dot.gov/grants

6.2.11 Centers for Disease Control and Prevention (CDC) Grants

The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs.

More Information: https://www.cdc.gov/grants/aboutcdcgrants/index.html

6.2.12 Additional Federal Funding

The landscape of federal funding opportunities for pedestrian and bicycle programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to pedestrian and bicycle planning and implementation, and may do so again in the future.

Federal agencies offering funding programs list these opportunities on the Grants.gov website. This website is a single, secure Federal website listing 1000 grant opportunities from 26 Federal grant-making agencies including the Federal Transit Administration (FTA), which provides a large amount of funding for transportation-related projects. Jurisdictions need to create profiles on the Grants.gov Workspace to fill out applications for Federal grants.

More Information: https://www.grants.gov/, https://www.cdc.gov/grants/applying/index.html, https://www.grants.gov/web/grants/applicants/apply-for-grants.html, https://www.transit.dot.gov/funding/grants/applying/applying-fta-funding

6.3 Other Funding Sources

This section discusses non-traditional funding sources that come from various areas of the community that could be explored to support bicycle and pedestrian project implementation.

6.3.2 Private Funding Sources

To promote healthy lifestyles and attract talent, large companies are building active transportation amenities for their campuses and surrounding communities. Additionally, many private funding sources are available for pedestrian and bicycle projects, from small grants for marketing activities to multi-year foundation grants. Small scale projects and improvements that require land acquisition are often funded primarily from private sources. Specific funding sources for creating active communities in metro Atlanta include AARP, Kaiser, The Blank Foundation, Advocacy Advance, health departments, Grantmakers in Aging, the Coca Cola Foundation, the Robert Wood Johnson Foundation, and People for Bikes. Additional information about these grants can be found on company websites or by contacting company employees working to distribute funding these types of projects.

6.3.3 Public-Private Partnerships

Public-private partnerships are contractual agreements that can leverage funds from both sectors for infrastructure projects and facilities. Where municipal budgets fall short, private revenue can fill the gaps.

6.3.4 Innovative Funding Sources

Increasingly, non-profits organizations, municipalities, and individual advocates are using crowdsourcing to fund innovative pedestrian and bicycle projects. Crowdsourcing uses a large audience for fundraising, typically with the help of internet donation websites such as Ioby.org and kickstarter.com.

MARTA used ioby.org to raise $4,500 for self-service bicycle maintenance kiosks at select transit stations. The kiosks will be useful for basic repairs such as fixing flat tires or broken chains and will complement Atlanta's bike share program.

6.3.5 Local Set-Asides

Transportation is only successful if users can safely access it by walking or biking. Local governments can set aside portions of general transportation revenue, public school bonds, county health department funding, parking fees, and traffic violation revenue for upgrades to walking and biking facilities.

7. Implementation

This section presents all identified project recommendations by implementation phase. There are three implementation phases and a set of unfunded projects:

- **5-Year Action Plan** (Short-Range) which includes the years 2019 – 2023
- **Mid-Range** which includes the years 2023 – 2030
- **Long-Range** which includes the years 2031 – 2040
- **Unfunded** beyond 2040

7.1 5-Year Action Plan (Short-Range Recommendations 2019 – 2023)

The 5-Year Action Plan (2019-2022) is made up of the projects to be undertaken, in whole or in part, in Fayette County over the next five years. These projects were deemed to be of the highest priority and/or are already under development (TIP, SPLOST). All of the new roadway and roadway widening projects included in the 5-Year Action Plan are currently listed in the ARC's TIP and did not directly originate from this planning process (needs for these projects were confirmed in the Needs Assessment Document). Currently programmed projects have been joined in the 5-Year Action Plan by recommendations for active transportation projects, a roadway safety project, intersection operation projects.

Figure 18: Short-Range Project Recommendations

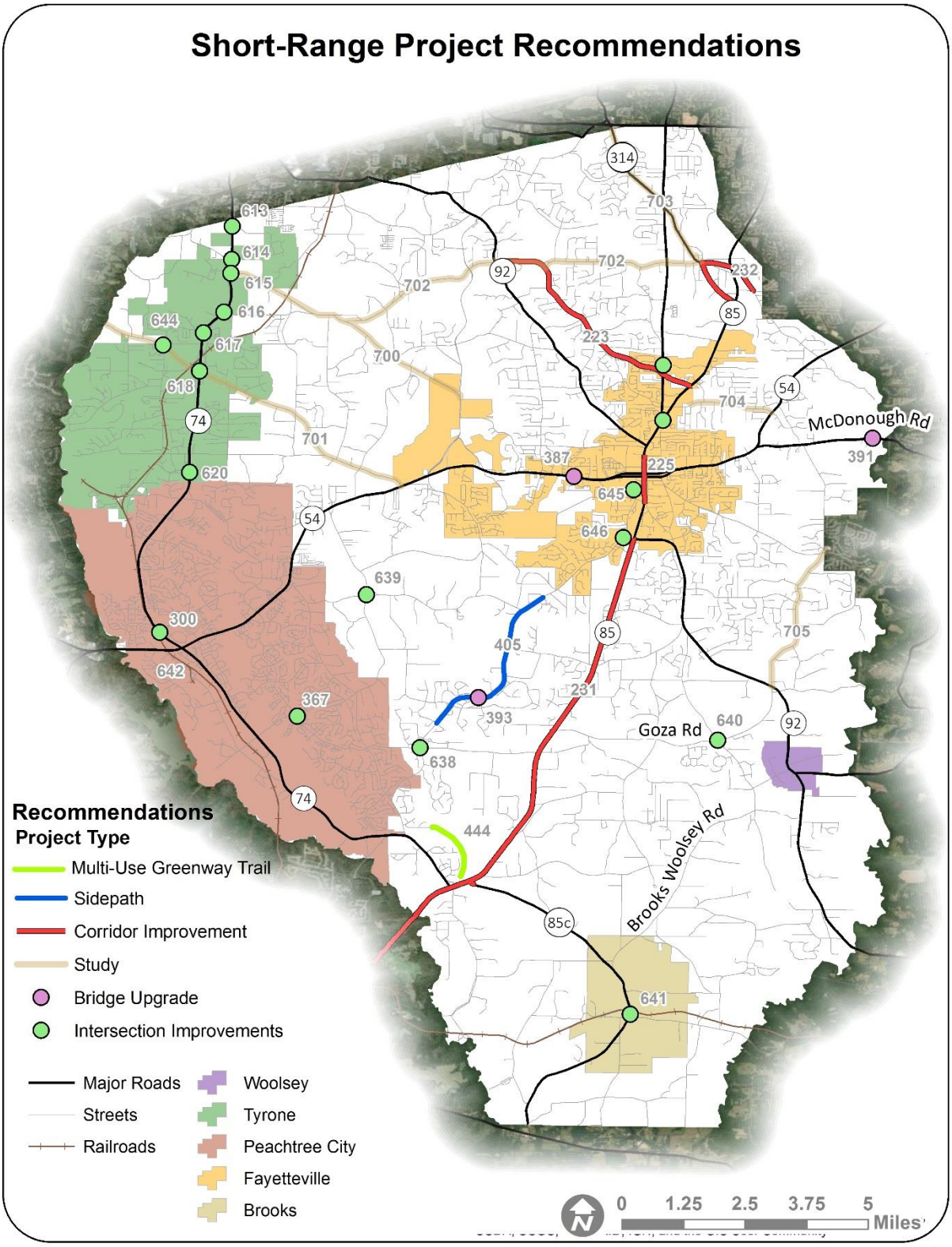


Table 25: 5-Year Action Plan (Short-Range Recommendations 2019 - 2023) Page 1 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-223	2010 FTP		Corridor Improvements	New Hope Road	SR 85	SR 92	$3,831,569	Arterial Upgrade
FTP-225	2010 FTP	OP-014	Corridor Improvements	SR 85	Grady Avenue	Georgia Avenue	$806,646	Scoping to explore locations of safety and operational improvements
FTP-231	TIP	AR-302	Corridor Improvements	SR 85	SR 92	SR 16 (Coweta County)	$9,242,819	Safety Upgrades
FTP-232	SPLOST		Corridor Improvements	SR 279	Carter Road	Kenwood to SR 85	$1,848,563	Arterial Upgrade
FTP-300	2018 FTP, SR 74 Corridor Study	INT-25	Intersection Improvements	SR 74 @ Aberdeen Parkway			$46,000	Intersection Improvement Study
FTP-305	2018 FTP	NA	Intersection Improvements	SR 314 @ Beckett Lane/Pavilion Parkway			$46,000	Intersection Improvement Study
FTP-307	2018 FTP	NA	Intersection Improvements	SR 85 @ SR 314			$46,000	Intersection Improvement Study
FTP-367	2010 FTP, SPLOST	IR-031	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Crosstown Drive	$2,600,000	Turn Lane and Roundabout
FTP-387	2010 FTP	BG-009	Bridge Upgrade	SR 54 @ Hickory Avenue Culvert Improvements			TBD	Bridge Upgrade
FTP-391	2018 FTP	NA	Bridge Upgrade	McDonough Road @ Flint River			$2,366,000	Bridge Upgrade
FTP-393	2018 FTP	NA	Bridge Upgrade	Redwine Road @ Whitewater Creek			$1,420,000	Bridge Upgrade
FTP-405	2018 FTP		Sidepath	Redwine Road Sidepath	Old Ivy	Horseshoe Circle	$3,501,000	Sidepath
FTP-444	TIP	FA-352	Sidepath	Starrs Mill Complex	SR 85	Stars Mill High School	$1,651,753	Sidepath
FTP-445	TIP	FA-353	Sidepath	SR 54	Veterans Parkway	Sandy Creek Road	$5,373,816	Sidepath
FTP-613	SR 74 Corridor Study	INT-06	Intersection Improvements	SR 74 @ Thompson Road				J-Turn

Table 25: 5-Year Action Plan (Short-Range Recommendations 2019 - 2023) Page 2 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-614	SR 74 Corridor Study	INT-08	Intersection Improvements	SR 74 @ Kirkley Road				J-Turn
FTP-616	SR 74 Corridor Study	INT-10	Intersection Improvements	SR 74 @ Jenkins Road				RCUT
FTP-617	SR 74 Corridor Study	INT-12	Intersection Improvements	SR 74 @ Carriage Oaks Drive				RCUT
FTP-618	SR 74 Corridor Study	INT-13	Intersection Improvements	SR 74 @ Tyrone Road				MUT
FTP-620	SR 74 Corridor Study	INT-16	Intersection Improvements	SR 74 @ Maple Shade Drive				J-Turn
FTP-638	SPLOST		Intersection Improvements	Redwine Road @ Bernhard Road	Redwine Road	Bernhard Road	$1,200,000	Roundabout
FTP-639	SPLOST		Intersection Improvements	Ebenezer Road @ Spear Road	Ebenezer Road	Spear Road	$1,500,000	Roundabout
FTP-640	SPLOST		Intersection Improvements	Antioch Road @ Goza Road	Antioch Road	Goza Road	$1,070,000	Roundabout
FTP-641	SPLOST		Intersection Improvements	SR 85C	@ Gable Road/Brooks Road		$392,000	4-way stop or roundabout
FTP-644	SPLOST		Intersection Improvements	Palmetto Rd	@ Spencer/Arrowood		$1,200,000	Roundabout
FTP-645	SPLOST		Intersection Improvements	Downtown Master Plan Road Engineering	City of Fayetteville		$500,000	Engineering for portion of new downtown ROW
FTP-646	SPLOST		Intersection Improvements	Redwine	Road @ Ramah Road		$1,200,000	Roundabout
FTP-700	2018 FTP	SPLOST	Study	Sandy Creek Road	Veterans Parkway	SR 74	$250,000	In-depth study of corridor
FTP-701	2018 FTP	SPLOST	Study	Tyrone Road	SR 54	I-85 (in Coweta County)	$250,000	In-depth study of corridor

Table 25: 5-Year Action Plan (Short-Range Recommendations 2019 - 2023) Page 3 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-702	2018 FTP	SPLOST	Study	Lees Mill Road	Sandy Creek Road	Kenwood Road	$250,000	In-depth study of corridor
FTP-703	2018 FTP	SPLOST	Study	SR 279	SR 314	Kenwood Road	$250,000	In-depth study of corridor
FTP-704	2018 FTP	SPLOST	Study	Banks Road	Deer Trail	SR 54	$250,000	In-depth study of corridor
FTP-705	2018 FTP	SPLOST	Study	Inman Road	South Jeff Davis Drive	SR 92	$250,000	In-depth study of corridor

Figure 19: Mid-Range Project Recommendations

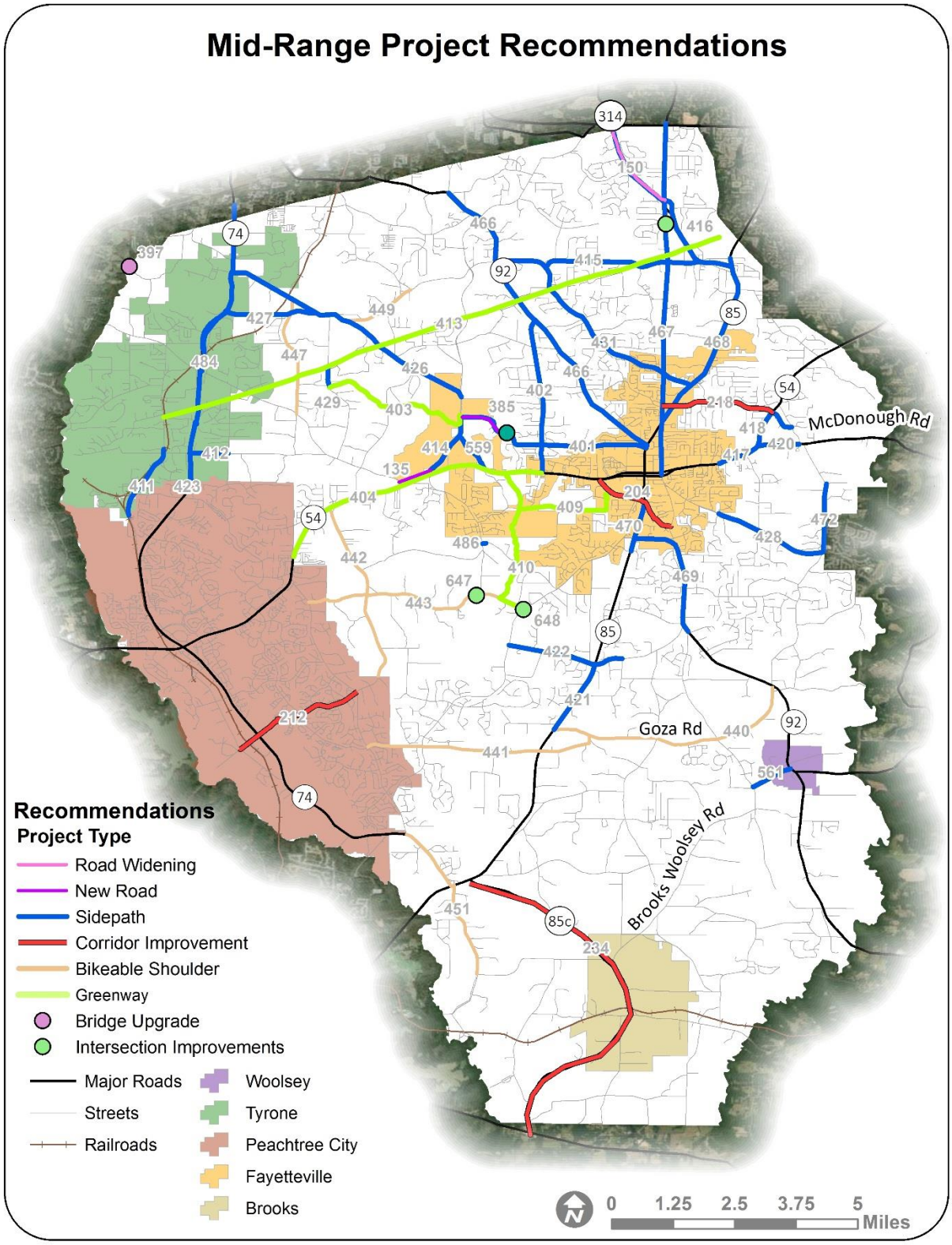


Table 26: Mid-Range Project Recommendations (2023-2030) Page 1 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-135	2018 FTP		New Road	Veterans-Tyrone Connector	Tyrone Road	Veterans Pkwy	$3,379,000	New alignment from 0 to 2 lanes.
FTP-150	2018 FTP	NA	Road Widening	SR 279 Widening	SR 138	SR 314	$13,246,000	Widening from 2 to 4 lanes
FTP-204	2018 FTP	NA	Corridor Improvements	Grady Avenue	SR 54	Jimmie Mayfield Boulevard	$847,000	Safety Upgrades
FTP-212	2018 FTP	NA	Corridor Improvements	TDK Boulevard/Crosstown Drive	Dividend Drive	Robinson Road	$1,827,000	Safety Upgrades
FTP-218	2018 FTP	NA	Corridor Improvements	Banks Road	SR 314	SR 54	$1,613,292	Safety Upgrades
FTP-234	2018 FT		Corridor Improvements	SR 85C Operational Upgrades	SR 85	SR 16 in Coweta County	$2,000,000	Safety & Operational
FTP-327	2018 FTP	NA	Intersection Improvements	SR 314 @ North Fayette Drive	SR 314	North Fayette Drive	$46,000	Intersection Improvement Study
FTP-385	2010 FTP	BG-007	Bridge Upgrade	Hood Road @ Whitewater Creek	Hood Road	Whitewater Creek	$2,839,000	Bridge Upgrade
FTP-397	2018 FTP		Bridge Upgrade	Mann Road @ Line Creek	Mann Road	Line Creek	$2,000,000	Bridge Upgrade
FTP-401	2018 FTP	NA	Sidepath	Hood Road Sidepath	SR 85	Veterans Parkway	$5,932,000	Complete Street Upgrades
FTP-402	2018 FTP	NA	Sidepath	Ginger Cake Road Sidepath	SR 54	SR 92	$6,441,000	New Sidepath along both sides of Gingercake Road
FTP-403	2018 FTP	NA	Greenway Trail	Sandy Creek Greenway	Veterans Parkway near Hood Road	Adams Road near Sun Road	$3,489,000	Multi-Use Greenway Trail
FTP-404	2018 FTP	NA	Greenway Trail	SR 54 Greenway	Sumner Road	Ginger Cake Road in Fayetteville	$8,076,000	Greenway
FTP-409	2018 FTP	NA	Greenway Trail	Spring Hill Greenway	Ridge Nature Preserve	Bradford Road	$2,640,000	Multi-Use Greenway Trail
FTP-410	2018 FTP	NA	Greenway Trail	Whitewater Creek Greenway	SR 54	Redwine Road via Ebenezer Church Road	$3,881,000	Multi-Use Greenway Trail
FTP-411	2018 FTP	NA	Sidepath	Senoia Road Sidepath	PTC Boundary	Dogwood Trail	$1,919,000	Sidepath
FTP-412	2018 FTP	NA	Sidepath	Dogwood Trail Sidepath	SR 74	Farr Road	$1,137,000	Sidepath
FTP-413	2018 FTP	NA	Greenway Trail	Gasline Greenway	Senoia Road	Kenwood Park	$14,014,000	Multi-Use Greenway Trail

Table 26: Mid-Range Project Recommendations (2023-2030) Page 2 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-414	2018 FTP	NA	Sidepath	Veterans Parkway Sidepath	SR 54	Hood Road	$1,333,000	Sidepath
FTP-415	2018 FTP	NA	Sidepath	Kenwood Road Sidepath	New Hope Road	SR 279	$2,725,000	Sidepath
FTP-416	2018 FTP	NA	Sidepath	SR 279 Sidepath	SR 314	SR 138	$3,697,000	Sidepath
FTP-417	2018 FTP	NA	Sidepath	SR 54 Sidepath Segment 1	Swanbrook Road	McDonough Road	$1,550,000	Sidepath
FTP-418	2018 FTP	NA	Sidepath	SR 54 Sidepath Segment 2	McDonough Road	Banks Road	$840,000	Sidepath
FTP-419	2018 FTP	NA	Sidepath	Banks Road Sidepath	SR 85	McElroy Road	$2,408,000	Sidepath
FTP-420	2018 FTP	NA	Sidepath	McDonough Road Sidepath	SR 54	McElroy Road	$740,000	Sidepath
FTP-421	2018 FTP	NA	Sidepath	SR 85 South Sidepath	Goza Road	Harp Road	$1,822,000	Sidepath
FTP-422	2018 FTP	NA	Sidepath	Harp Road Sidepath	Redwine Road	Mask Road	$1,096,000	Sidepath
FTP-423	2018 FTP	NA	Sidepath	SR 74 Sidepath	Peachtree City Boundary	E. Crestwood Road	$1,923,000	Sidepath
FTP-426	2018 FTP	NA	Sidepath	Sandy Creek Road Sidepath	SR 74	Veterans Parkway	$5,791,000	Sidepath
FTP-427	2018 FTP	NA	Sidepath	Jenkins Road Sidepath	SR 74	Sandy Creek Road	$1,759,000	Sidepath
FTP-428	2018 FTP	NA	Sidepath	S. Jeff Davis Road Sidepath	Country Squire Drive	Inman Road	$1,986,000	Sidepath
FTP-429	2018 FTP	NA	Sidepath	Adams Road Connector and Trailhead	Sandy Creek Greenway	Gasline Greenway	$430,000	Sidepath
FTP-431	2018 FTP	NA	Sidepath	New Hope Road Sidepath	SR 85	SR 92	$4,565,000	Sidepath
FTP-440	2018 FTP	NA	Last Mile Connectivity/Bicycle Facilities	Goza Road Bikable Shoulder	SR 85	SR 92	$35,000	Bikeable Shoulder
FTP-441	2018 FTP	NA	Last Mile Connectivity/Bicycle Facilities	Bernhard Road Bikeable Shoulder	Robinson Road	Goza Road	$135,000	Bikeable Shoulder
FTP-442	2018 FTP	NA	Last Mile Connectivity/Bicycle Facilities	Ebenezer Road Signed Share the Road	PTC Boundary	SR 54	$125,000	Bikeable Shoulder
FTP-443	2018 FTP	NA	Last Mile Connectivity/Bicycle Facilities	Ebenezer Church Road Bikeable Shoulder	Robinson Road	Redwine Road	$134,000	Bikeable Shoulder
FTP-446	2018 FTP		Sidepath	N. Jeff Davis Sidepath	SR-85/Glynn St.	SR-54	$1,427,000	Sidepath

Table 26: Mid-Range Project Recommendations (2023-2030) Page 3 of 3

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-447	2018 FTP		Bikeable Shoulder	Flower Road/Ellison Road Signed Share the Road	Tyrone Road	Sandy Creek Road	$83,000	Bikeable Shoulder
FTP-448	2018 FTP		Bikeable Shoulder	Sandy Creek Road signed Share the Road	Ellison Road	Lees Mill Road	$34,000	Bikeable Shoulder
FTP-449	2018 FTP		Bikeable Shoulder	Lees Mill Road Signed Shar the Road	Sandy Creek Road	Lees Lake Road	$47,000	Bikeable Shoulder
FTP-451	2018 FTP		Bikeable Shoulder	SR 74/Padgett Road Signed Share the Road	Redwine Road	Morgan Mill Road	$110,000	Bikeable Shoulder
FTP-466	2018 FTP		Sidepath	SR 92 Sidepath	SR 85 in Fayetteville	Peters Road	$14,855,000	Sidepath
FTP-467	2018 FTP		Sidepath	SR 314 Sidepath	SR 85 in Fayetteville	SR 138 in Fulton County	$13,447,000	Sidepath
FTP-468	2018 FTP		Sidepath	SR 85 Sidepath	N Jeff Davis Road	Kenwood Road	$9,837,000	Sidepath
FTP-469	2018 FTP		Sidepath	SR 92 South Sidepath	Antioch Road	SR 85	$7,071,000	Sidepath
FTP-470	2018 FTP		Sidepath	SR 85 South Sidepath	Price Road	Grady Avenue	$2,881,000	Sidepath
FTP-472	2018 FTP		Sidepath	County Line Road Sidepath	S Jeff Davis Road	County Line Court	$1,692,000	Sidepath
FTP-484	SR 74 Corridor Study	MUP-03	Sidepath	SR 74 Multi-Use Path	Milam Road	Peachtree Parkway		Multi-Use Path
FTP-486	2018 FTP		Sidepath	Sherwood Road Multi-Use Path	Sherwood Road	Lester Road	$90,000	Multi-Use Path
FTP-559	2018 FTP		Sidepath	Sandy Creek Road Sidepath	SR 54	Veterans Parkway	$1,268,000	Sidepath
FTP-561	2018 FTP		Sidepath	Hampton Road Sidepath	Antioch Road	SR 92	$948,000	Sidepath
FTP-647	2018 FTP		Intersection Improvements	Lester Road @ Ebenezer Church Road	Lester Road	Ebenezer Church Road	$1,800,000	Intersection Improvement
FTP-648	2018 FTP		Intersection Improvements	Ebenezer Church Road @ Redwine Road	Ebenezer Church Road	Redwine Road	$1,500,000	Intersection Improvement

Figure 20: Long-Range Project Recommendations

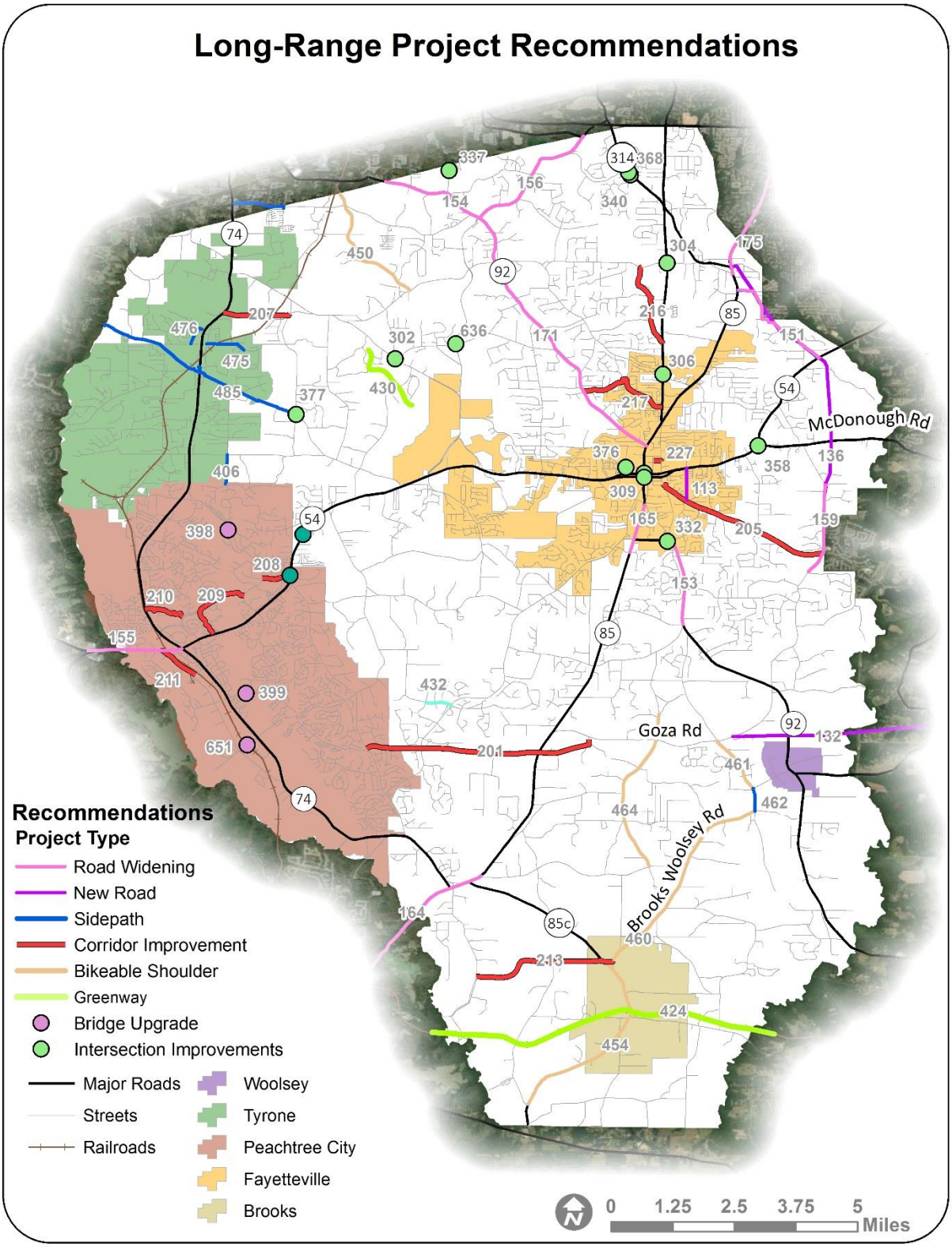


Table 27: Long-Range Project Recommendations (2031-2040) Page 1 of 4

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-113	2010 FTP	NW-017	New Road	Industrial Way	SR 54	Jeff Davis Drive South	$3,881,000	New alignment from 0 to 2 lanes.
FTP-132	2018 FTP	NA	New Road	Goza Road/SR 20 Connector	Goza Road	SR 20 in Henry County	$19,865,000	New alignment from 0 to 2 lanes.
FTP-136	RTP		New Road	East Fayetteville Bypass	South Jeff Davis Drive	SR 85	$37,135,000	New alignment from 0 to 2 lanes.
FTP-151	2018 FTP	NA	Road Widening	Corinth Road	SR 85	SR 54	$14,605,000	Widening from 2 to 4 lanes
FTP-153	2018 FTP	NA	Road Widening	SR 92	Hilo Road	SR 92 Connector	$7,102,000	Widening from 2 to 4 lanes
FTP-154	2018 FTP	NA	Road Widening	SR 92	New Hope Road/Lee Mills Road	Wagon Wheel Trail	$12,378,000	Widening from 2 to 4 lanes
FTP-155	2018 FTP	NA	Road Widening	SR 54 Widening	SR 74	SR 34 (in Coweta County)	$60,000,000	Widening from 4 to 6 lanes. Includes grade separation of SR 54 and SR 74
FTP-156	2018 FTP	NA	Road Widening	Westbridge Road	SR 92	SR 138	$20,425,000	Widening from 2 to 4 lanes
FTP-159	2018 FTP	NA	Road Widening	County Line Road	Ridgemont Drive	County Line Court	$13,038,000	Widening from 2 to 4 lanes
FTP-164	2018 FTP	NA	Road Widening	SR 85	SR 85C	SR 16 (in Coweta County)	$8,228,000	Widening from 2 to 4 lanes
FTP-165	2010 FTP	RC-004b	Road Widening	SR 85	Price Road	Grady Avenue	$9,160,000	Widening from 2 to 4 lanes
FTP-171	2010 FTP	RC-020	Road Widening	SR 92	SR 85	Fulton County Line	$65,451,000	Widening from 2 to 4 lanes
FTP-175	RTP		Road Widening	SR 85	SR 279	Roberts Drive	$29,409,808	Widening from 4 to 6 lanes
FTP-201	2018 FTP	NA	Corridor Improvements	Bernhard Road	Robinson Road	SR 85	$2,453,548	Arterial Upgrade
FTP-205	2018 FTP	NA	Corridor Improvements	South Jeff Davis Drive	Jimmie Mayfield Boulevard	County Line Road	$1,584,000	Safety/Operational Upgrades
FTP-207	2018 FTP	NA	Corridor Improvements	Jenkins Road	SR 74	Ellison Road	$52,000	Safety/Operational Upgrades
FTP-208	2018 FTP	NA	Corridor Improvements	Walt Banks Road	North Peachtree Parkway	SR 54	$9,000	Safety/Operational Upgrades

Table 27: Long-Range Project Recommendations (2031-2040) Page 2 of 4

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-209	2018 FTP	NA	Corridor Improvements	Flat Creek Road	SR 54	North Peachtree Parkway	$9,000	Safety/Operational Upgrades
FTP-210	2018 FTP	NA	Corridor Improvements	Wisdom Road	SR 74	Riley Parkway	$9,000	Safety/Operational Upgrades
FTP-211	2018 FTP	NA	Corridor Improvements	Huddleston Road	SR 54	Paschall Road	$219,000	Safety/Operational Upgrades
FTP-213	2018 FTP	NA	Corridor Improvements	Morgan Mill Road	Padgett Road	85 Connector	$1,974,602	Safety/Operational Upgrades
FTP-216	2018 FTP	NA	Corridor Improvements	Longview Road	Kenwood Road	SR 314	$1,095,000	Safety/Operational Upgrades
FTP-217	2018 FTP	NA	Corridor Improvements	White Road	SR 92	SR 314	$34,000	Safety/Operational Upgrades
FTP-227	2010 FTP	OP-100	Corridor Improvements	Washington Street/Carver Street	SR 85	Washington Street	$181,495	Arterial Upgrade
FTP-302	2018 FTP	NA	Intersection Improvements	Sandy Creek @ Eastin Road	Sandy Creek Road	Eastin Road	$46,000	Intersection Improvement Study
FTP-304	2018 FTP	NA	Intersection Improvements	SR 314 @ Kenwood Road	SR 314	Kenwood Road	$46,000	Intersection Improvement Study
FTP-306	2018 FTP	NA	Intersection Improvements	SR 314 @ New Hope Road	SR 314	New Hope Road	$46,000	Intersection Improvement Study
FTP-308	2018 FTP	NA	Intersection Improvements	Glynn Street @ E. Lanier Ave.	Glynn S	E. Lanier Ave.	$46,000	Intersection Improvement Study
FTP-309	2018 FTP	NA	Intersection Improvements	Glynn Street @ Stonewall Ave. E.	Glynn S	Stonewall Ave. E.	$46,000	Intersection Improvement Study
FTP-332	2018 FTP	NA	Intersection Improvements	SR 92 @ Helen Sams Parkway	SR 92	Helen Sams Parkway	$46,000	Intersection Improvement Study
FTP-337	2018 FTP	NA	Intersection Improvements	Greenvalley Road @ Peters Road	Greenvalley Road	Peters Road	$46,000	Intersection Improvement Study

Table 27: Long-Range Project Recommendations (2031-2040) Page 3 of 4

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-340	2018 FTP	NA	Intersection Improvements	SR 279 @ Morning Springs Walk	SR 279	Morning Springs Walk	$121,000	Intersection Improvement New Signal
FTP-358	2018 FTP	NA	Intersection Improvements	SR 54 @ McDonough Road	SR 54	McDonough Road	$12,000	Intersection Improvement; Signal Timing
FTP-368	2010 FTP	IR-032	Intersection Improvements	SR 279	SR 279	Old Ford Road	$46,000	Intersection Improvement Study
FTP-376	2010 FTP	IR-026	Intersection Improvements	Lafayette Avenue	Lafayette Avenue	Tiger Trail	$46,000	Intersection Improvement Study
FTP-377	2010 FTP	IR-034	Intersection Improvements	Tyrone Road	Tyrone Road	Ellison Road	$2,215,000	Intersection Improvement; Roundabout
FTP-398	2018 FTP	NA	Bridge Replacement	N. Peachtree Parkway @ Lake Kedron	N. Peachtree Parkway	Lake Kedron	$2,000,000	Bridge Replacement
FTP-399	2018 FTP	NA	Bridge Replacement	Macintosh Trail @ Lake Peachtree Spillway	Macintosh Trail	Lake Peachtree Spillway	$2,000,000	Bridge Replacement
FTP-406	2018 FTP	NA	Sidepath	Crabapple Lane	Carnellian Lane	Dogwood Trail	$903,000	Sidepath
FTP-424	2018 FTP	NA	Greenway Trail	Old Rail Line	Line Creek	Flint River	$8,212,000	Rail-to-Trail
FTP-430	2018 FTP	NA	Greenway Trail	Sandy Creek Greenway	FTP-403 Alignment	Gasline Greenway	$1,715,000	Greenway
FTP-432	2018 FTP	NA	Sidewalk	Quarters Road	Redwine Road	Old Ivy	$83,000	Sidewalk
FTP-450	2018 FTP		Signed Share the Road	Lees Lake Road	Lees Mill Road	SR 92	$96,000	Signed Share the Road
FTP-454	2018 FTP		Signed Share the Road	85C	Bankstown Road	Morgan Mill Road	$131,000	Signed Share the Road
FTP-460	2018 FTP		Signed Share the Road	Brooks-Woolsey Road	85C	Antioch Road	$144,000	Signed Share the Road
FTP-461	2018 FTP		Signed Share the Road	Antioch Road	Brooks-Woolsey Road	Goza Road	$57,000	Signed Share the Road
FTP-464	2018 FTP		Signed Share the Road	Old Greenville Road	Rising Star Road	Sourwood Trail	$113,000	Signed Share the Road

Table 27: Long-Range Project Recommendations (2031-2040) Page 4 of 4

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-471	2018 FTP		Sidepath	Corinth Road	SR 54	SR 85	$2,313,000	Signed Share the Road
FTP-475	SR 74 Corridor Study	MUP-10	Sidepath	Swanson Road	SR 74	Pendleton Trail		Multi-Use Path
FTP-476	SR 74 Corridor Study	MUP-09	Sidepath	None	SR 74	Swanson Road		Multi-Use Path
FTP-481	SR 74 Corridor Study	MUP-07	Sidepath	Milam Road	Greenview Boulevard	SR 74		Multi-Use Path
FTP-483	SR 74 Corridor Study	MUP-08	Sidepath	Jenkins Road	SR 74	Near Ellison Road		Multi-Use Path
FTP-485	SR 74 Corridor Study	OTH-05	Sidepath	Tyrone Road	Fayette County Line	Near Ellison Road		Other
FTP-488	2018 FTP		Sidepath	Starrs Mill Complex	Stars Mill Pond	Starrs Mill High School	$804,000	Multi-Use Path
FTP-562	2018 FTP		Sidepath	Antioch Road	Brooks Woolsey Road	Hampton Road	$555,000	Sidepath
FTP-636	2018 FTP		Intersection Improvements	Veterans Parkway	Veterans Parkway	Eastin Road	$516,000	Roundabout
FTP649	2018 FTP	NA	Grade Separated Crossing	Walt Banks Road @ SR 54	Walt Banks Road	SR 54	$2,000,000	New golf cart/pedestrian bridge over SR 54
FTP-650	2018 FTP	NA	Grade Separated Crossing	Genevieve Court @ SR 54	Genevieve Court	SR 54	$2,000,000	New golf cart/pedestrian bridge over SR 54
FTP-651	2018 FTP	NA	Bridge Upgrade	TDK Boulevard @ Railroad	TDK Boulevard	Railroad	$2,000,000	Widen bridge to accommodate golf cart/ pedestrian path

Figure 21: Unfunded Project Recommendations

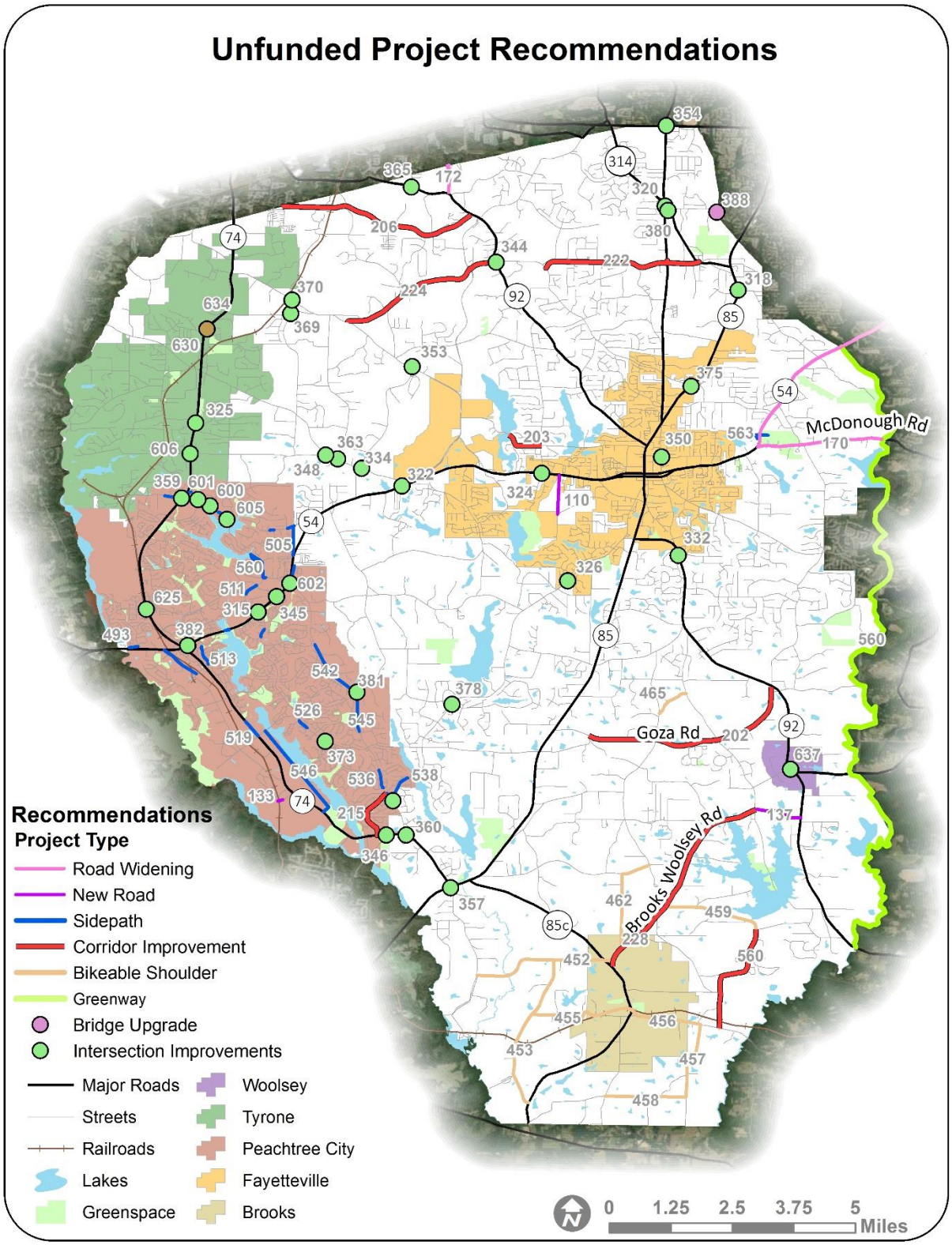


Table 28: Unfunded Project Recommendations Page 1 of 6

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-110	2010 FTP	NW-009	New Road	SR 54 to First Manassas Mile Connector	SR 54	First Manassas Mile	$4,784,000	New alignment from 0 to 2 lanes.
FTP-133	2010 FTP	NS-100	New Road	SR 74 South Interparcel connection	Sierra Drive	Aviation Way	$567,000	New alignment from 0 to 2 lanes.
FTP-137	2018 FTP	NA	Road Extension	Fletcher Ford Road Extension	Antioch Road	SR 92	$3,000,000	New alignment from 0 to 2 lanes. Includes new bridge over Woolsey Creek
FTP-170	2010 FTP	RC-025	Road Widening	SR 920 Widening	SR 54	US 19/41	$60,000,000	Widening from 2 to 4 lanes
FTP-172	2010 FTP	RC-025	Road Widening	SR 92/SR 138 Connector	SR 92	SR 138	$15,430,000	Widening from 2 to 4 lanes
FTP-174	RTP		Road Widening	SR 54 Widening	McDonough Road	US 19/41	$79,312,000	Widening from 2 to 4 lanes
FTP-202	2010 FTP	OP-005	Corridor Improvements	Goza Road	Bernhard Road	SR 92	$3,226,585	Arterial Upgrade
FTP-203	2018 FTP	NA	Corridor Improvements	Hood Avenue	Gingercake Road	SR 85	$1,543,000	Safety/Operational Upgrades
FTP-206	2018 FTP	NA	Corridor Improvements	Rivers Road/Milam Road	SR 92	Fulton County Line	$763,000	Safety/Operational Upgrades
FTP-214	2018 FTP	NA	Corridor Improvements	Grant Road	Lowery Road	W. McIntosh Road	$1,983,005	Safety/Operational Upgrades
FTP-215	2018 FTP	NA	Corridor Improvements	Holly Grove Road	Robinson Road	SR 74	$1,489,000	Safety/Operational Upgrades
FTP-222	2010 FTP	OP-010a	Corridor Improvements	Kenwood Road	SR 279	New Hope Road	$2,268,692	Arterial Upgrade
FTP-224	2010 FTP	OP-012a	Corridor Improvements	Lees Mill Road	SR 92	West Fayetteville Bypass	$2,470,353	Safety/Operational Upgrades
FTP-228	2010 FTP	OP-004	Corridor Improvements	Brooks-Woolsey Road	SR 85C	Antioch Road	$1,252,500	Arterial Upgrade
FTP-315	2018 FTP	NA	Intersection Improvements	SR 54 @ Peachtree Parkway	SR 54	Peachtree Parkway	$46,000	Intersection Improvement Study
FTP-318	2018 FTP	NA	Intersection Improvements	SR 85 @ Corinth Road	SR 85	Corinth Road	$46,000	Intersection Improvement Study
FTP-320	2018 FTP	NA	Intersection Improvements	SR 279 @ SR 314	SR 279	SR 314	$46,000	Intersection Improvement Study

Table 28: Unfunded Project Recommendations Page 2 of 6

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-322	2018 FTP	NA	Intersection Improvements	SR 54 @ Tyrone Road	SR 54	Tyrone Parkway	$46,000	Intersection Improvement Study
FTP-324	2018 FTP	NA	Intersection Improvements	SR 54 @ Ginger Cake Road	SR 54	Ginger Cake Road	$46,000	Intersection Improvement Study
FTP-325	INT-14	Pond	Intersection Improvements	SR 74 @ E. Crestwood Road	SR 74	E. Crestwood Road	$46,000	Intersection Improvement Study
FTP-326	2018 FTP	NA	Intersection Improvements	Redwine Road at Longlake Approach	Redwine Road	Longate	$46,000	Intersection Improvement Study
FTP-333	2018 FTP	NA	Intersection Improvements	SR 92 @ Marion Boulevard	SR 92	Marion Boulevard	$46,000	Intersection Improvement Study
FTP-334	2018 FTP	NA	Intersection Improvements	Tyrone Road @ Flat Creek Trail	Tyrone Road	Flat Creek Trail	$46,000	Intersection Improvement Study
FTP-344	2018 FTP	NA	Intersection Improvements	SR 92 @ New Hope Road/Lees Mill Road	SR 92	New Hope Road/Lees Mill Road	$12,000	Intersection Improvement; Signal Timing
FTP-345	2018 FTP	NA	Intersection Improvements	SR 54 @ Stevens Entry	SR 54	Stevens Entry	$12,000	Intersection Improvement; Signal Timing
FTP-346	2018 FTP	NA	Intersection Improvements	SR 74 @ Rockaway Road	SR 74	Rockaway Road	$46,000	Intersection Improvement Study
FTP-348	2018 FTP	NA	Intersection Improvements	Tyrone Road @ Adams Road	Tyrone Road	Adams Road	$46,000	Intersection Improvement Study
FTP-350	2018 FTP	NA	Intersection Improvements	North Jeff Davis Drive @ Georgia Avenue	North Jeff Davis Drive	Georgia Avenue	$46,000	Intersection Improvement Study
FTP-353	2018 FTP	NA	Intersection Improvements	Sandy Creek Road @ Flat Creek Trail	Sandy Creek Road	Flat Creek Trail	$46,000	Intersection Improvement Study
FTP-354	2018 FTP	NA	Intersection Improvements	SR 314 @ SR 138	SR 314	SR 138	$12,000	Intersection Improvement; Signal Timing
FTP-357	2018 FTP	NA	Intersection Improvements	SR 85 @ SR 74	SR 85	SR 74	$12,000	Intersection Improvement; Signal Timing
FTP-359	INT-17	Pond	Intersection Improvements	SR 74 @ North Peachtree Parkway/Crabapple Lane	SR 74	North Peachtree Parkway/Crabapple Lane	$12,000	Intersection Improvement; Signal Timing

Table 28: Unfunded Project Recommendations Page 3 of 6

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-360	2018 FTP	NA	Intersection Improvements	SR 74 @ Redwine Road	SR 74	Redwine Road	$12,000	Intersection Improvement; Signal Timing
FTP-363	2010 FTP	IR-043	Intersection Improvements	Dogwood Trail @ Tyrone Road	Dogwood Trail	Tyrone Road	$362,000	Intersection Improvement; Realignment
FTP-365	2010 FTP	IR-009	Intersection Improvements	SR 92 @ Newton Road	SR 92	Newton Road	$362,000	Intersection Improvement; Realignment
FTP-369	2010 FTP	IR-033	Intersection Improvements	Jenkins Road	Jenkins Road	Ellison Road	$362,000	Intersection Improvement; Realignment
FTP-370	2010 FTP	IR-038	Intersection Improvements	Sandy Creek Road	Sandy Creek Road	Ellison Road	$362,000	Intersection Improvement; Realignment
FTP-373	2010 FTP	IR-201	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Braelinn Road	$121,000	Intersection Improvement; New Signal
FTP-374	2010 FTP	IR-202	Intersection Improvements	Redwine Road	Redwine Road	Robinson Road	$167,000	Intersection Improvement; Study and New Signal
FTP-375	2010 FTP	IR-007	Intersection Improvements	SR 85	SR 85	New Hope Road	$394,000	Intersection Improvement; Turn Lane
FTP-378	2010 FTP	IR-037	Intersection Improvements	Redwine Road	Redwine Road	Birkdale Road/Quarters Road	$2,215,000	Intersection Improvement; Roundabout
FTP-380	2010 FTP	IR-047	Intersection Improvements	SR 279	SR 279	Helmer Road	$364,000	Intersection Improvement; Turn lane
FTP-381	2010 FTP	IR-203	Intersection Improvements	Crosstown Road	Crosstown Road	Robinson Road	$121,000	Intersection Improvement; New Signal
FTP-382	2010 FTP	IR-204	Intersection Improvements	SR 54	SR 54	Commerce Drive/Westpark Walk	$46,000	Intersection Improvement; Intersection Improvement Study

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ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-388	2010 FTP	BG-010	Bridge Upgrade	Helmer Road	Helmer Road	Camp Creek	$473,000	Bridge Upgrade
FTP-452	2018 FTP		Signed Share the Road	Morgan Mill Road	Padgett Road	Brooks-Woolsey Road	$85,000	Signed Share the Road
FTP-453	2018 FTP		Signed Share the Road	Bankstown Road	Morgan Mill Road	85C	$106,000	Signed Share the Road
FTP-455	2018 FTP		Signed Share the Road	Price Road	Bankstown Road	85C	$62,000	Signed Share the Road
FTP-456	2018 FTP		Signed Share the Road	McIntosh Road	85C	Hardy Road	$41,000	Signed Share the Road
FTP-457	2018 FTP		Signed Share the Road	Hardy Road	McIntosh Road	Mask Road	$51,000	Signed Share the Road
FTP-458	2018 FTP		Signed Share the Road	Mask Road	Brooks Road	Hardy Road	$48,000	Signed Share the Road
FTP-459	2018 FTP		Signed Share the Road	Grant Road	McIntosh Road	Brooks-Woolsey Road	$138,000	Signed Share the Road
FTP-462	2018 FTP		Signed Share the Road	Huckaby Road	Brooks-Woolsey Road	Rising Star Road	$51,000	Signed Share the Road
FTP-463	2018 FTP		Signed Share the Road	Rising Star Road	Huckaby Road	Old Greenville Road	$17,000	Signed Share the Road
FTP-465	2018 FTP		Signed Share the Road	Sourwood Trail	Old Greenville Road	Antioch Road	$22,000	Signed Share the Road
FTP-489	2018 FTP		Sidepath	Inman Road	Inman Road	Inman School		Multi-Use Path
FTP-493	PTC	PTC	Sidepath	SR 54	MacDuff Crossing	MacDuff Parkway		Multi-Use Path
FTP-498	PTC	PTC	Sidepath	SR 74	Crabapple Lane	Kedron Circle Park		Multi-Use Path
FTP-500	PTC	PTC	Sidepath	North Peachtree Parkway	North Hill North	North Hill South		Multi-Use Path
FTP-501	PTC	PTC	Sidepath	Smokerise Point	Tuxedo Lane	White Springs Lane		Multi-Use Path
FTP-502	PTC	PTC	Sidepath	Smokerise Point	Hidden Springs Lane	Sumner Road		Multi-Use Path
FTP-503	PTC	PTC	Sidepath	North Peachtree Parkway	Under N. Peachtree Parkway	Lake Kedron Lagoon		Multi-Use Path
FTP-504	PTC	PTC	Sidepath	North Peachtree Parkway	FC Kedron Boat Docks	Parkway Drive		Multi-Use Path
FTP-505	PTC	PTC	Sidepath	Sumner Road	SR 54	Smokerise Point		Multi-Use Path

Table 28: Unfunded Project Recommendations Page 5 of 6

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-507	PTC	PTC	Sidepath	SR 54	Carriage Lane	Peachtree East		Multi-Use Path
FTP-508	PTC	PTC	Sidepath	SR 54	Robinson Road	Carriage Lane		Multi-Use Path
FTP-511	PTC	PTC	Sidepath	North Peachtree Parkway	Flat Creek Road	Interlochen Drive		Multi-Use Path
FTP-512	PTC	PTC	Sidepath	SR 54	Lake Peachtree on SR 54E	None		Multi-Use Path
FTP-513	PTC	PTC	Sidepath	Willow Road	Aspen Drive	SR 74		Multi-Use Path
FTP-516	PTC	PTC	Sidepath	Huddleston Road	SR 54 West	Dividend Drive		Multi-Use Path
FTP-519	PTC	PTC	Sidepath	SR 74	Police Station	Crosstown Drive		Multi-Use Path
FTP-526	PTC	PTC	Sidepath	South Peachtree Parkway	Village Park	Balmoral Village		Multi-Use Path
FTP-536	PTC	PTC	Sidepath	Robinson Road	Braelinn Road	Colonade Drive		Multi-Use Path
FTP-537	PTC	PTC	Sidepath	Robinson Road	Holly Grove Road	Redwine Road		Multi-Use Path
FTP-538	PTC	PTC	Sidepath	Redwine Road	The Preserve	Foreston Place		Multi-Use Path
FTP-542	PTC	PTC	Sidepath	Robinson Road	Windgate Road	McIntosh Trail		Multi-Use Path
FTP-543	PTC	PTC	Sidepath	Robinson Road	McIntosh Trail	Crosstown Drive		Multi-Use Path
FTP-544	PTC	PTC	Sidepath	Robinson Road	Crosstown Drive	Crestwood Drive		Multi-Use Path
FTP-545	PTC	PTC	Sidepath	Robinson Road	Crestwood Drive	The Estates		Multi-Use Path
FTP-546	PTC	PTC	Sidepath	None	Crosstown Drive	Flat Creek Cart Bridge		Multi-Use Path
FTP-549	PTC		Sidepath	Peachtree Parkway	South of Waterwood Bend	North of Waterwood Bend		Multi-Use Path
FTP-550	PTC		Sidepath	Peachtree Parkway	Parkway Drive	Walt Banks Road		Multi-Use Path
FTP-560	2018 FTP		Sidepath	None	Unknown	Unknown		Multi-Use Path
FTP-563	2018 FTP		Sidepath	SR 54 Sidepath and Pedestrian Bridge	SR 54	@ McCurry Park	$3,200,000	Multi-Use Path and Bridge
FTP-600	2010 FTP	IR-209	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Loring Lane	$46,000	Intersection Improvement; Intersection Improvement Study

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ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-601	2010 FTP, SR 74 Corridor Study	IS-010, CRS-03	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Georgian Park	$167,000	Intersection Improvement; Intersection Improvement Study and New Signal
FTP-602	2010 FTP	IR-205	Intersection Improvements	SR 54	SR 54	Robinson Road	$46,000	Intersection Improvement; Intersection Improvement Study
FTP-605	2010 FTP	IR-208	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Tinsley Road	$46,000	Intersection Improvement; Intersection Improvement Study
FTP-606	SR 74 Corridor Study	INT-15	Intersection Improvements	SR 74	SR 74	Dogwood Trail		RCUT
FTP-625	SR 74 Corridor Study	INT-23	Intersection Improvements	SR 74	SR 74	Wisdom Road		Conventional Intersection
FTP-630	SR 74 Corridor Study	CRS-02	Grade-separated Crossings	SR 74	SR 74	North of Carriage Oaks Drive		Grade-separated crossings
FTP-637	2018 FTP		Intersection Improvements	SR 92	SR 92	Hampton Road	$46,000	Intersection Improvement Study