

Detailed Planning Studies

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

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

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

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

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





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

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

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

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

SPLOST-funded Detailed Planning Studies

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



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

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