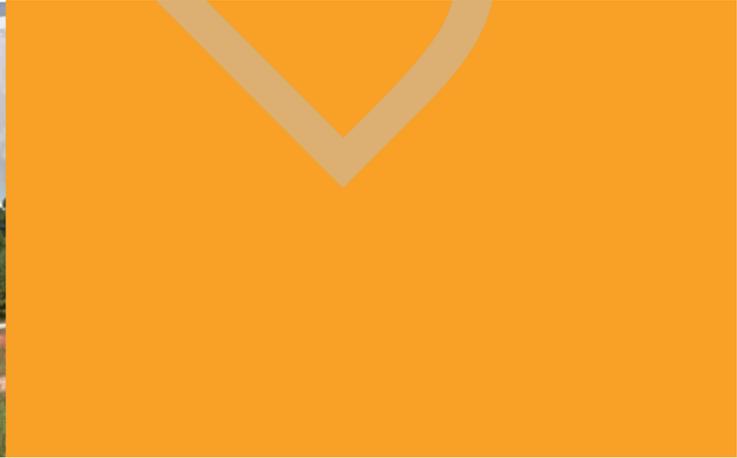




# Tyrone Road - Palmetto Road Corridor Study Recommendations & Implementation Report

**Fayette County Public Works**  
2017 SPLOST No. 17 TAE



### **Mission Statement:**

The Tyrone Road - Palmetto Road corridor study recognizes the regional and local importance of the corridor. The primary goal of the study is to address, in cooperation with our state, regional and local stakeholders, issues and concerns related to safety, connectivity and capacity; and formulate multi-modal mobility concepts, proposals, recommendations and projects. Additionally, the study will develop proposals and recommendations to protect the human and natural environment as Fayette County and its cities continue to grow. The projects will formulate a complementary infrastructure improvement plan that will improve the corridor aesthetics and enhance the quality of life of the adjoining neighborhoods.



## Chapter 5: Recommendations & Implementation Report

### 5.1 Introduction - Page 4

This section of the report introduces details the recommendations for the Tyrone Road - Palmetto Road corridor and the implementation plan for the preferred alternative.

### 5.2 Final Recommendations - Page 4

The section details the final recommendations which are divided into recommendations for the corridor's typical section, specific intersection improvements and bicycle and pedestrian improvements.

### 5.3 Quick Response Recommendations - Page 11

This segment discusses the proposed list of quick response improvements for Tyrone Road - Palmetto Road.

### 5.4 Implementation Plan - Page 12

The implementation plan for Tyrone Road - Palmetto Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities.

### 5.5 Phased Recommended Projects - Page 13

This section lists the recommended projects for Tyrone Road - Palmetto Road.



## 5.1 Introduction

The report details the recommendations for the Tyrone Road - Palmetto Road corridor and the implementation plan for the preferred alternative. As detailed in previous sections, these recommendations were developed through several analyses, including:

- Review of existing conditions
- Need Assessment analysis for corridor
- Input from citizens, stakeholders, and agencies
- A comprehensive evaluation of potential impacts including safety, traffic operations, environmental, and right-of-way
- Consideration of land use policies and development goals in Fayette County

The needs of the corridor were outlined in the Needs Assessment. The final recommendations for Tyrone Road - Palmetto Road meet those needs while adhering to the goals of Fayette County outline in the 2010 Comprehensive Transportation Plan summarized in Graphic 1.

**Graphic 1- 2010 Comprehensive Transportation Plan Goals**



## 5.2 Final Recommendations

The recommendations for Tyrone Road - Palmetto Road are divided into recommendations for the corridor's typical section, specific intersection improvements, bicycle and pedestrian improvements and quick-response improvements. A corridor transportation system comprised of multiple elements including safety enhancements, roadway capacity, and streetscapes, was developed as part of the final recommendations.

These improvements were developed in tandem with Fayette County and local municipalities Future Land Use plans to maximize the effectiveness of the final recommendations with regard to both land use and transportation.

### Summary of Corridor Recommendations

The recommended typical section is to widen the Tyrone Road-Palmetto Road to 4-lanes with a center median and install a shared-use path on one side of the road. The roadway recommendations for Tyrone Road - Palmetto Road include correcting horizontal and vertical curves where needed based on an evaluation of sight distance availability along the corridor and upgrading and adding warning signage to guide drivers along the corridor.

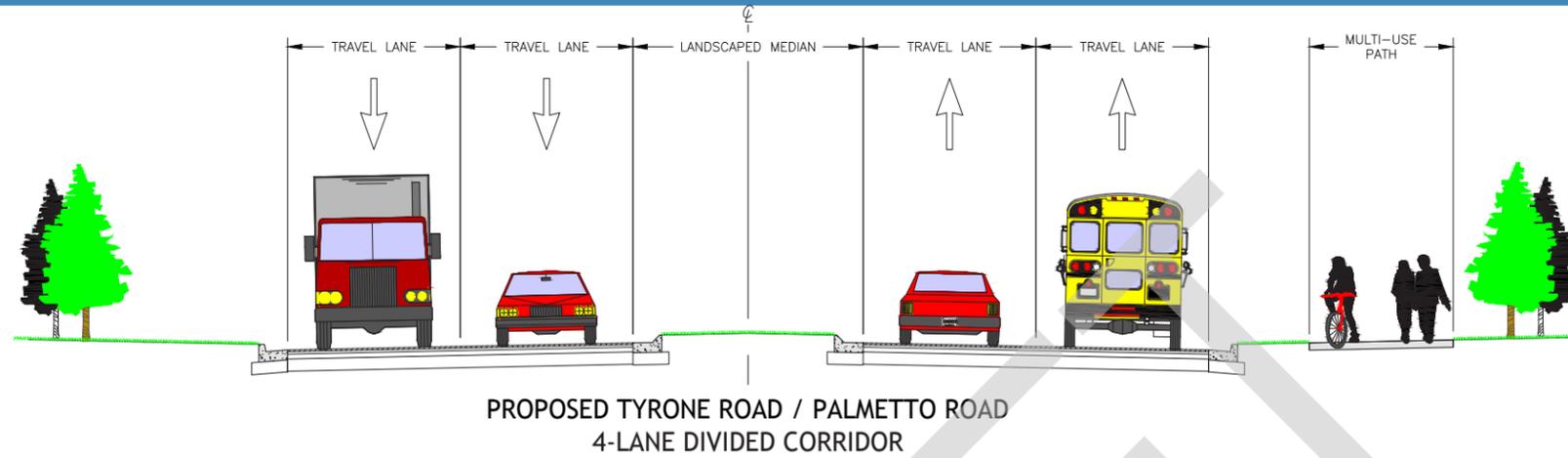
Following a road capacity analysis of Tyrone Road – Palmetto Road, it is recommended that the widening of Tyrone Road – Palmetto Road be phased in segments. The project limits and order of the phases are based on the location of major intersections and the existing need for each road segment to improve capacity and operations. The proposed phasing of the widening of Tyrone Road – Palmetto Road is listed below:

- Phase 1: Widen Tyrone Road from SR 54 to Dogwood Trail (Priority)
- Phase 2: Widen Tyrone Road from Dogwood Trail to SR 74/Joel Cowan Parkway
- Phase 3: Widen Palmetto Road from SR 74/Joel Cowan Parkway to Fayette – Coweta county line

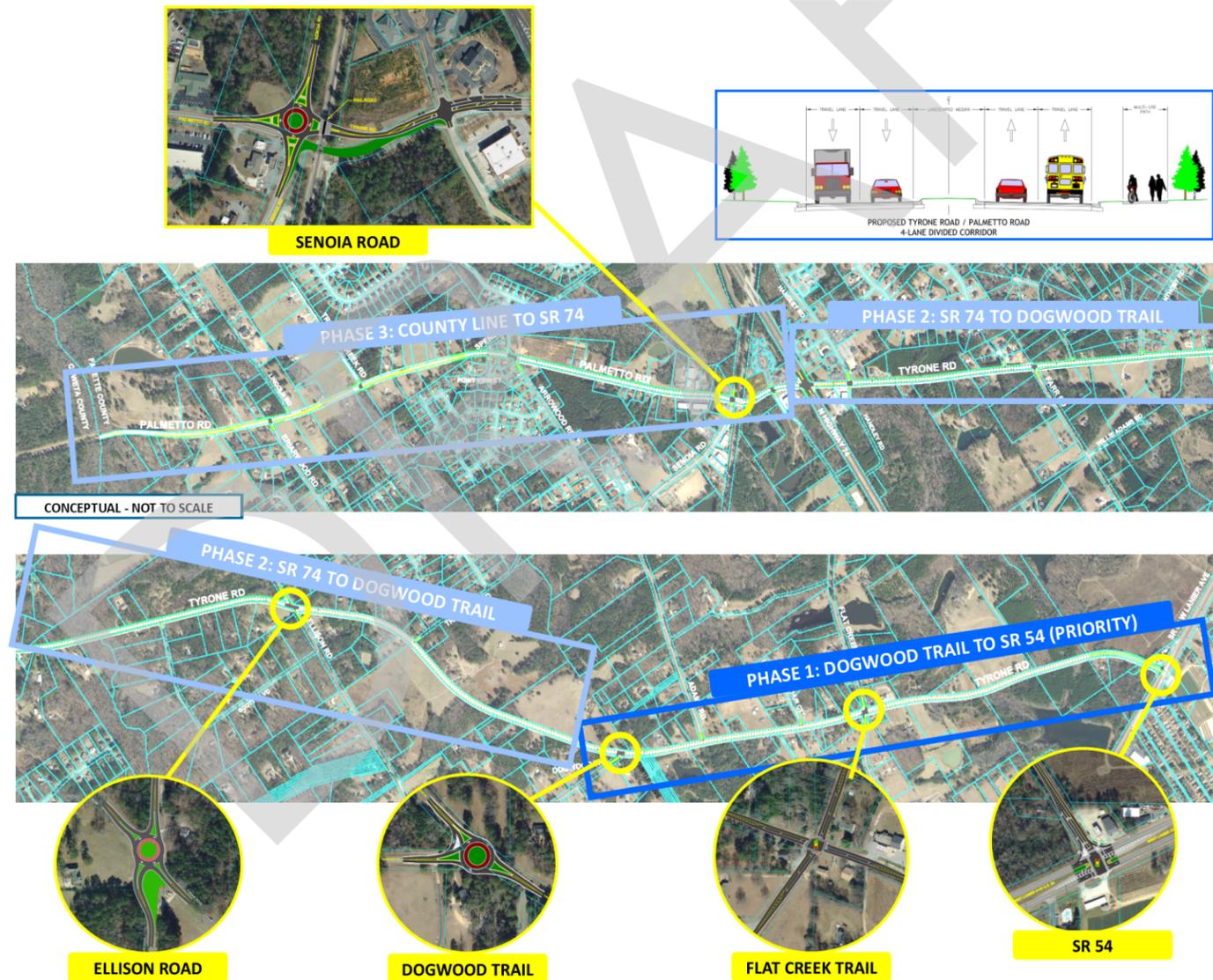
The proposed typical section is shown in Graphic 2. In addition to the proposed typical section and correcting horizontal/ vertical curves, the following intersection improvements are recommended along Tyrone Road - Palmetto Road as well:

- Intersection Improvement at SR 54
- Install Traffic Signal at Flat Creek Trail
- Intersection Improvement at Dogwood Trail
- Intersection Improvement at Ellison Road
- Realign and Install Traffic Signal at Senoia Road

**Graphic 2 - Tyrone Road - Palmetto Road Proposed Improvements Typical Section**



**Graphic 3 - Tyrone Road - Palmetto Road Corridor Recommendations**



- **Roadway Recommendations**

Tyrone Road - Palmetto Road is a vital east-west arterial in Fayette County, which provides access to abutting neighborhoods, connects multiple state routes, and serves as a direct route between Fayette County and Coweta County to the northwest.

As a minor arterial, Tyrone Road - Palmetto Road serves an important mobility function for longer trips between destinations in Fayette County and beyond, and it also plays an essential role in accessing adjacent land uses. Meeting the, sometimes conflicting, needs of these two uses must be at the center of roadway design decisions in this corridor to reach an equilibrium between mobility and access.

The Fayette County Comprehensive Transportation Plan (CTP) analyzed key road segments consisting of primary local or regional connectors using the ARC Travel Demand Model during the afternoon peak period to provide an understanding of origins and destinations. The CTP Needs assessment discussed the downtown Fayetteville bottleneck and the need for additional east-west routes.

Tyrone Road – Palmetto Road specifically was identified as a link for traffic from downtown Fayetteville and continuing northwest on Tyrone Road and onto Interstate 85 southbound in Coweta County. Given Tyrone Road-Palmetto Road’s connectivity to major routes and Interstate 85, coupled with Fayette County’s need for additional east-west routes, widening the corridor to 4-lanes with a raised median provides additional capacity for the region, along the corridor, and improves safety.

### **1. Truck Route**

One of the needs identified in the CTP was to designate new east-west and north-south truck routes throughout the county to mitigate future congestion. Tyrone Road-Palmetto Road was identified as a potential candidate for the east-west truck route. Truck count data indicates that trucks travel heavily along SR 74, which provides access to I-85, the Fairburn intermodal yard, and warehousing/distribution centers along Oakley Industrial Boulevard.

In conjunction with the 4-lane widening recommendation for Tyrone Road-Palmetto Road, it is also recommended that the corridor be designated as a truck route after it is open to traffic. With Tyrone Road-Palmetto Road being designated as a truck route, it is imperative that all improvements be designed to accommodate truck traffic.

### **2. Phasing of 4-Lane Widening**

The AADT on Tyrone Road for the segment between Dogwood Trail and SR 54 is the highest for the entire corridor; increasing from 5,950 vehicles per day northwest of Dogwood Trail to 10,550 vehicles per day southwest of Dogwood Trail, a 77% increase. This increase can be associated with Dogwood Trail’s connection to SR 74 west of Tyrone Road.

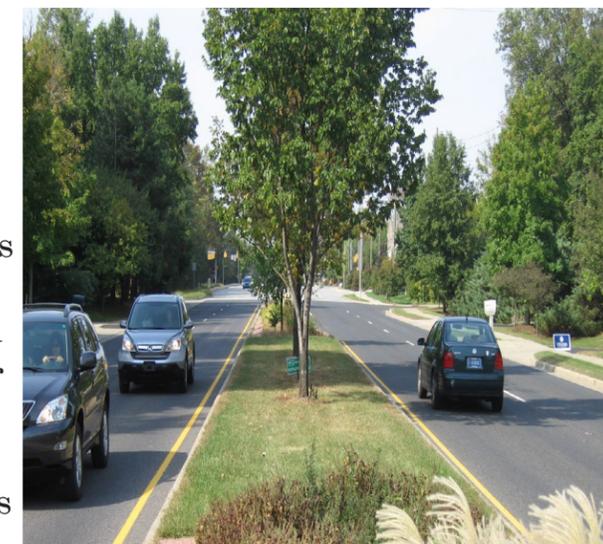
The corridor segment was also analyzed using the Atlanta Regional Commission’s (ARC) Travel Demand Model (Year 2040) to project future traffic conditions. By 2040, significant delays will be experienced at Flat Creek Trail, LOS “F”, and for both peak hour periods deficiencies begin to emerge at Dogwood Trail. Additionally, analyzing the road capacity for 2040, it is observed that Tyrone Road would operate at a LOS of “D”.

Given the traffic volume and regional connectivity, Tyrone Road from Dogwood Trail to SR 54, would be the most ideal candidate for widening on the entire Tyrone Road-Palmetto Road corridor in terms of phasing. The implementation of Phase 2 and Phase 3 of the widening should be decided based on road capacity needs and future funding availability. Public input regarding the proposed widening was mixed, with many people, including the Town of Tyrone, opposing a capacity project. The recommendation is made, nonetheless, based on analysis of existing traffic data and projected growth in and around Fayette County.

### **3. Safety Benefits of Widening**

Widening the corridor to 4-lanes with a raised median provides additional capacity along the corridor as well as improves safety. Tyrone Road-Palmetto Road crash rates indicate that its rate of total crashes and crashes involving injuries falls below the statewide average; however, Tyrone Road-Palmetto Road’s crash rates for fatal accidents is higher than the statewide average for minor arterials. Moreover, over the past 5-years along Tyrone Road - Palmetto Road shows that the overall frequency of crashes off-road crashes is substantial.

Correcting horizontal and vertical curvature along Tyrone Road - Palmetto Road is a safety measure that can address the corridor’s frequency of off-road crashes. For horizontal curves, providing superelevation at the curve helps keep vehicles on the road and reduces off-road crashes.



According to the Federal Highway Administration's (FHWA) Highway Safety Manual, crash prediction models indicate that inadequate superelevation increase crashes inside horizontal curves. It should be noted, however, that the increase in driver comfort associated with increasing superelevation may increase driver speeds.

A comprehensive analysis of the road's profile to identify locations along Tyrone Road - Palmetto Road where the horizontal or vertical curvatures of the road creates inadequate sight distance is recommended. When restoring superelevation, a sufficient grade must be maintained along the superelevation transition to provide proper drainage as the cross slope levels. Ensuring reverse curves have appropriate transition distance must be taken into consideration as well.



Additional low cost treatments that can improve road safety along Tyrone Road - Palmetto Road include adding advance warning signs, such as intersection warning or chevron alignment signs, and enhancing signing countermeasures via use of highly retroreflective and fluorescent sheeting. Curve warning signage can also be enhanced using supplemental beacons and/or messages that activate when a motorist approaches the curve at a high speed.

Dynamic curve warning systems typically involve a combination of a speed monitoring device and a variable message sign. The advantage of dynamic curve warning systems is that they have a much greater effect on high-speed vehicles than a static curve warning sign. Given that these systems are costlier than status signs, their implementation should be limited to locations with high crash rates.



For the purposes of this scoping study, the widening of Tyrone Road - Palmetto Road is proposed to occur symmetrically from the existing roadway centerline. Detailed survey and design work during the preliminary engineering phase of the project will determine whether that is the preferred solution or if the new centerline will shift to one side or the other.

Adjustments to the proposed alignment of the widening could shift based on conditions at specific locations, such as environmental hazards or sensitive areas; minimizing ROW impacts, construction costs; or improving roadway alignment to enhance visibility and safety.

The width of the raised median is the distance between the inside edges of the travel lanes. Given the suburban context along the majority of Tyrone Road-Palmetto Road, it is recommended that the median width be designed to accommodate turning and crossing maneuvers by larger vehicles near major intersections. For median openings along the roadway, spacing often is selected to provide openings at all public roads and at major traffic generators such as shopping centers.



Additional openings should be provided so as not to reduce safety benefits of the access management provided by a median. Left-turn lanes should be provided at all median openings and right-turn lanes should be provided at intersections with highways or other major public roads.

#### • **Intersection Improvement Recommendations**

Recommended intersection improvements along Tyrone Road - Palmetto Road are discussed in detail below. All such improvements are associated with the recommended overall corridor improvements, although some may be implemented in advance of the ultimate corridor wide road improvement project.

#### **1. Intersection Improvement at SR 54**

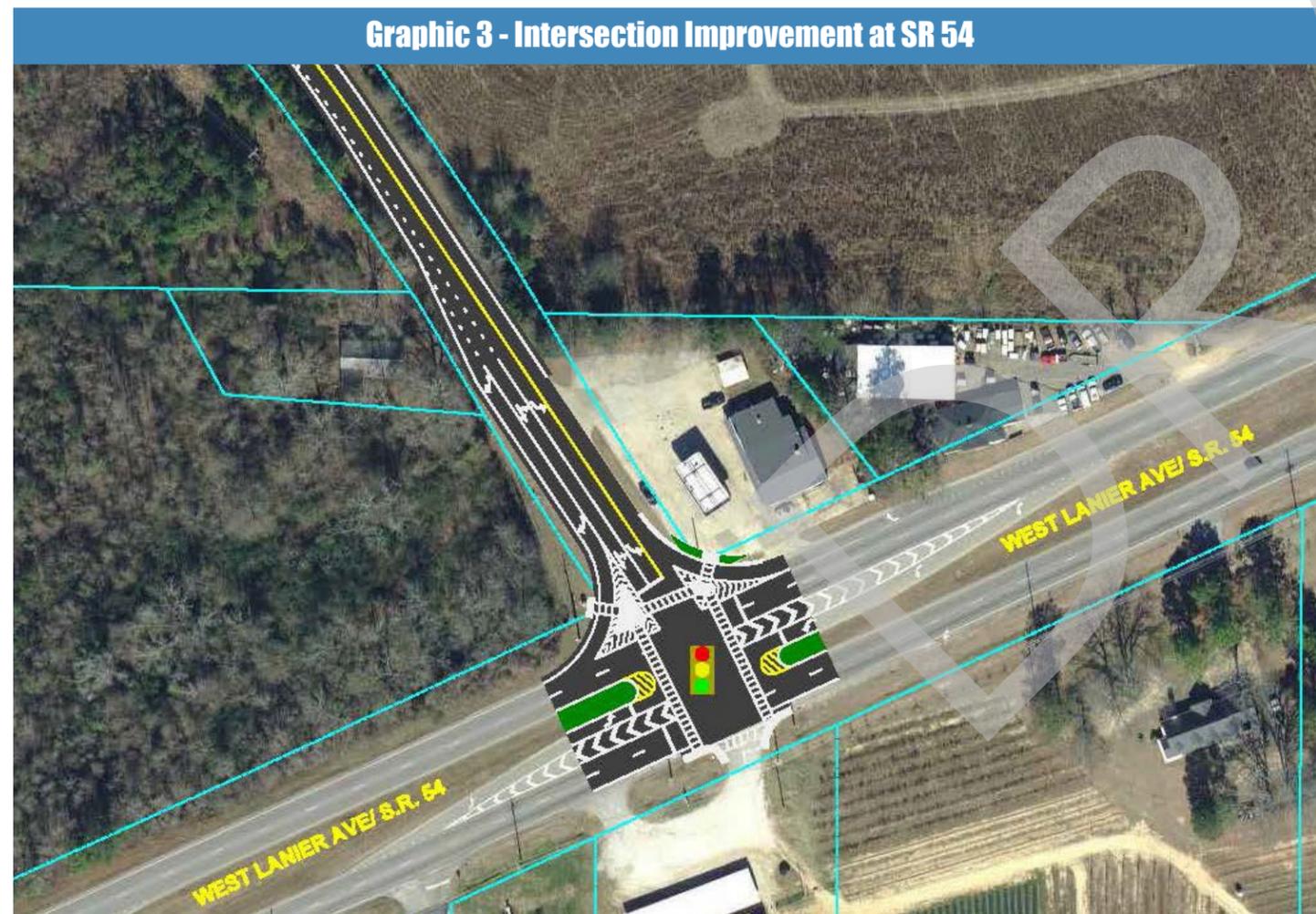
Tyrone Road at SR 54 was one of the top crash intersections along the Tyrone Road - Palmetto Road corridor. At the first public open house, citizens expressed concerns of delays experienced at the intersection.

During the Road Safety Audit, southbound trucks turning onto Tyrone Road encroach on eastbound approach. Southbound vehicles turning right on Tyrone Road cannot see pedestrian waiting to crossing. Moreover, pedestrian countdown timers were not working properly on some approaches.

Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations. The final recommendation for the intersection of Tyrone Road and SR 54 is to upgrade signal timing and install and additional left turn lane for the eastbound Tyrone Road approach.

Graphic 4 shows the proposed concept for Tyrone Road at SR 54 and the table shows the 2040 traffic operations for the No Build for Build conditions.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Tyrone Road at SR 54	D (41.1 s)	C (30.3 s)	C (27.7 s)	C (22.4 s)



**Graphic 3 - Intersection Improvement at SR 54**

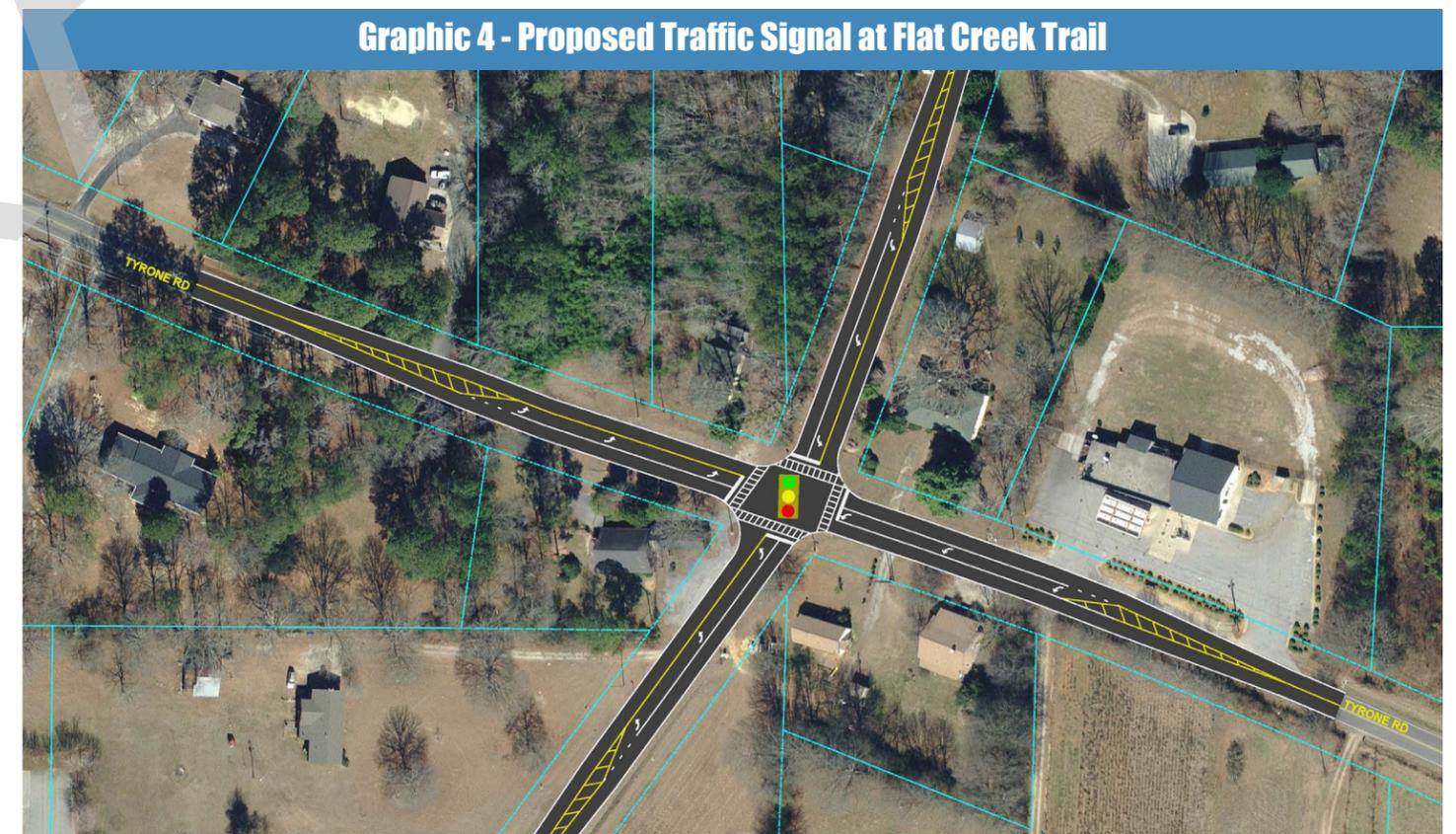
## **2. Install Traffic Signal at Flat Creek Trail**

Excessive delays at Tyrone Road and Flat Creek Trail were enumerated by several public comments at the first public open house. Citizens expressed concerns of long queues at the all-way stop controlled intersection. By 2040, the traffic operations at the intersection approach LOS F during both the morning and afternoon peak hours.

Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations. The final recommendation for the intersection of Tyrone Road and Flat Creek Trail is a traffic signal, to be constructed in conjunction with the recommended widening between Dogwood Trail and SR 54. This intersection improvement is suitable to accommodate the traffic volumes forecasted for the intersection through the 2040 design year.

Graphic 4 shows the proposed concept for Tyrone Road at Flat Creek Trail and the table shows the 2040 traffic operations for the No Build for Build conditions.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Tyrone Road at Flat Creek Trail	F (146.8 s)	F (176.9 s)	C (31.5 s)	C (30.8 s)



**Graphic 4 - Proposed Traffic Signal at Flat Creek Trail**

### 3. Intersection Improvement at Dogwood Trail

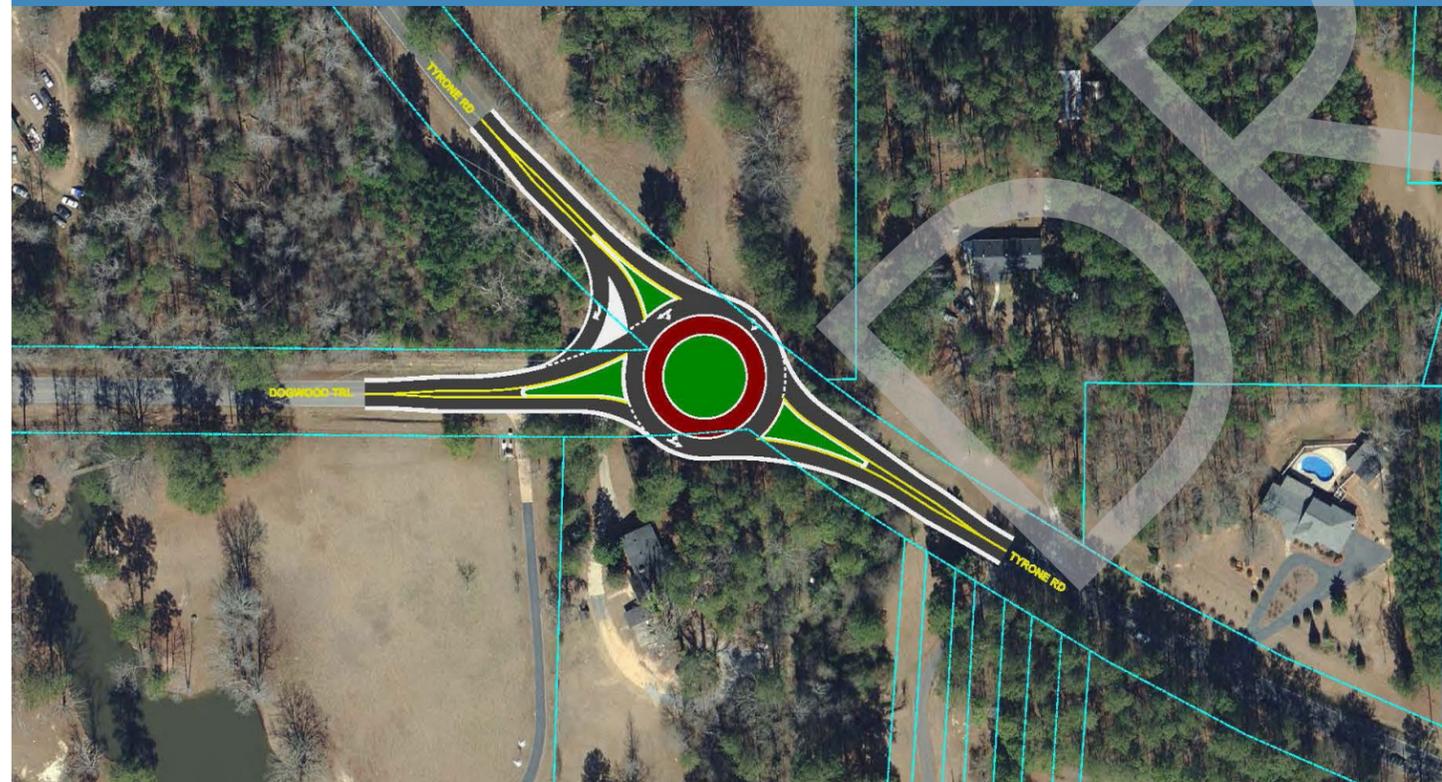
Concerns of excessive delays for the Dogwood Trail approach at Tyrone Road by several public comments at the first public open house. The current alignment of the intersection creates sight distance issues, and there were a number of rear end crashes at the intersection over the 5-year analysis period.

Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations. The final recommendation for the intersection of Tyrone Road and Dogwood Trail, to be constructed in conjunction with the recommended widening between Dogwood Trail and SR 54. This intersection improvement is suitable to accommodate the traffic volumes forecasted for the intersection through the 2040 design year.

Graphic 5 shows the proposed concept for Tyrone Road at Dogwood Trail and the table shows the 2040 traffic operations for the No Build for Build conditions.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Tyrone Road at Dogwood Trail	D (26.6 s)	C (21.6 s)	B (10.3 s)	A (9.2 s)

**Graphic 5 - Intersection Improvement at Dogwood Trail**



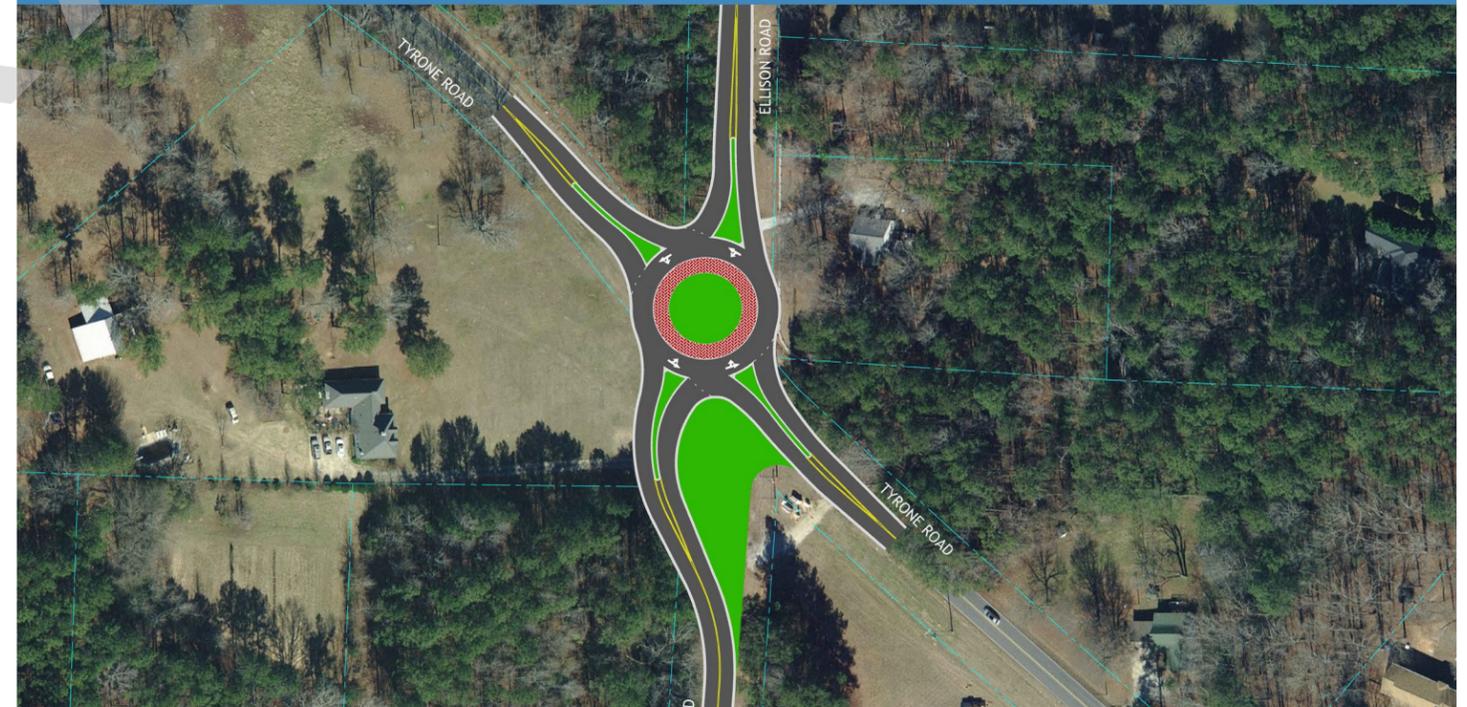
### 4. Intersection Improvement at Ellison Road

Safety concerns at Tyrone Road and Ellison Road were enumerated by several public comments at the first public open house. Citizens expressed concerns of sight distance issues and speeding along this stretch of Tyrone Road making turning movements at Ellison Road very dangerous. The combination of horizontal and vertical curvature at the intersection present sight distance challenges at the intersection. By 2040, the traffic operations at the intersection for Ellison Road's southbound approach will approach LOS E during the afternoon peak hours.

Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations. The final recommendation for the intersection of Tyrone Road and Ellison Road is a single-lane roundabout. This intersection improvement is suitable to accommodate the traffic volumes forecasted for the intersection through the 2040 design year. Graphic 6 shows the proposed concept for Tyrone Road at Ellison Road and the table shows the 2040 traffic operations for the No Build for Build conditions.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Tyrone Road at Ellison Road (NB/SB)	C (17.2 s) D (27.5 s)	C (17.3 s) E (39.4 s)	A (7.5 s)	A (7.8 s)

**Graphic 6 - Intersection Improvement at Ellison Road**



## 5. Realign and Install Traffic Signal at Senoia Road

Safety concerns at Palmetto Road and Senoia Road were enumerated by several public comments at the first public open house. The intersection's proximity to the railroad crossing present safety and operational challenges at the all-way stop controlled intersection. During the Road Safety Audit, it was observed that the Shell gas station sign on the southwest corner obstructs sight distance for drivers looking south. Moreover, traffic was observed to back up over the train track for the westbound approach. By 2040, the traffic operations at the intersection approach LOS F during both the morning and afternoon peak hours.

Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations. The final recommendation for the intersection of Palmetto Road and Senoia Road is to realign the intersection to the north and install a traffic signal. This intersection improvement is suitable to accommodate the traffic volumes forecasted for the intersection through the 2040 design year. Moreover, the recommended intersection improvement would be a good candidate for federal aid. Graphic 7 shows the proposed concept for Palmetto Road and Senoia Road and the table shows the 2040 traffic operations for the No Build for Build conditions.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Palmetto Road and Senoia Road	F (109.6 s)	F (159.3 s)	C (30.4 s)	C (33.6 s)

**Graphic 7 - Intersection Improvement at Senoia Road**



## • Pedestrian and Bicycle Accommodations

There is a pedestrian presence along Tyrone Road - Palmetto Road, and providing bike and pedestrian accommodations for residents to travel along Tyrone Road - Palmetto Road and to downtown Tyrone can be of great value.

As part of Fayette County's recent Comprehensive Transportation Plan Update, a Master Path Plan for the county was developed, including a set of Path System Guidelines. The guidelines took into account local and national best practices for pedestrian and bicycle facilities and were tailored to the specific shared use needs of Fayette County, i.e. pedestrians, bicyclists and golf carts. Fayette County's Master Path Plan identified recommendations divided into sidewalk, sidepaths, and greenway projects.

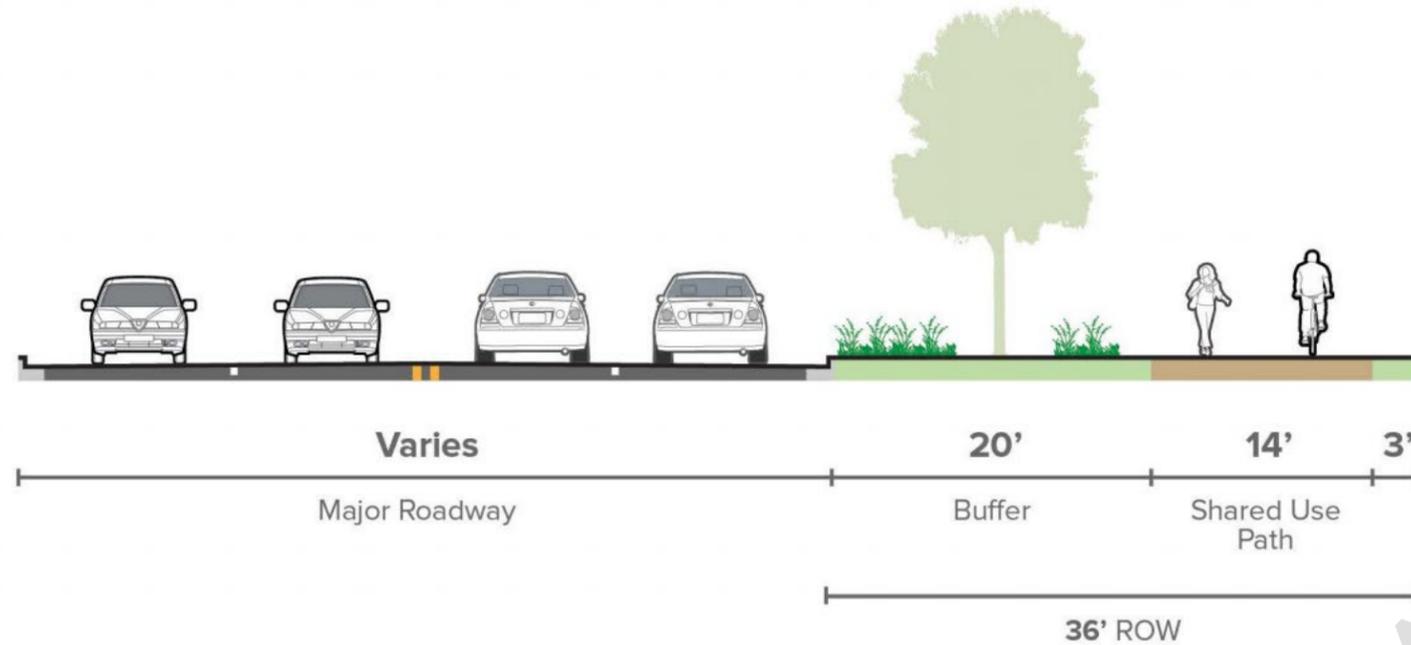
The Master Path Plan specifically recommends the addition of a sidepath along the extent of Tyrone Road - Palmetto Road from the Fayette County line to Ellison Road. Sidepaths, similar to multi-use paths, are trails that can accommodate pedestrians, bicyclists, and golf carts adjacent and parallel to the alignment of an existing roadway. Fayette County's Path System Design Guidelines should be reference when determine the geometrics of the sidepath for Tyrone Road - Palmetto Road.

In line with recommendations outlined in Fayette County's CTP, a multi-use path is recommended along Tyrone Road - Palmetto Road. The CTP Needs Assessment collected bicycle usage data and Tyrone Road was identified as one of the major commute corridors as well as a prime candidate for multi-use and bicycle lane treatments to accommodate bicyclists already present and to encourage those who are interested but many not feel comfortable riding on the main road.

Given the recommended widening along Tyrone Road-Palmetto Road, the multi-use path is recommended for the full extent of the widening. An initial determination of the preferred side of the path was made based on adjacent land uses, terrain, and desirable opportunities for crossing Tyrone Road - Palmetto Road. Future development and information obtained from more detailed design should ultimately influence the final decision for the alignment.

Graphic 8 shows the preferred conditions for a sidepath along a minor roadway as outlined in Fayette County's Path Design Guidelines.

## Graphic 8 - Side Path Recommendations (CTP Appendix D: Path Design Guidelines)



### 5.3 Quick Response Recommendations

The proposed list of short-term improvements for Tyrone Road - Palmetto Road was developed via significant input received through coordination with Fayette County, stakeholders, and public input. The specific recommendations contained in this list are based on the results of the Needs Assessment, baseline travel data, deficiencies identified along the corridor during the Road Safety Audit, and opportunities to implement cost-effective improvement projects over a short period of time. Short-term recommendations along Tyrone Road - Palmetto Road:

#### 1. Clear overgrown vegetation along Tyrone Road - Palmetto Road

An immediate measure for improving sight distance along a corridor is cutting back foliage reducing the line of sight for drivers, especially in horizontal curves. Overgrown vegetation also obstructs various traffic signs, reducing guidance for drivers along the corridor.



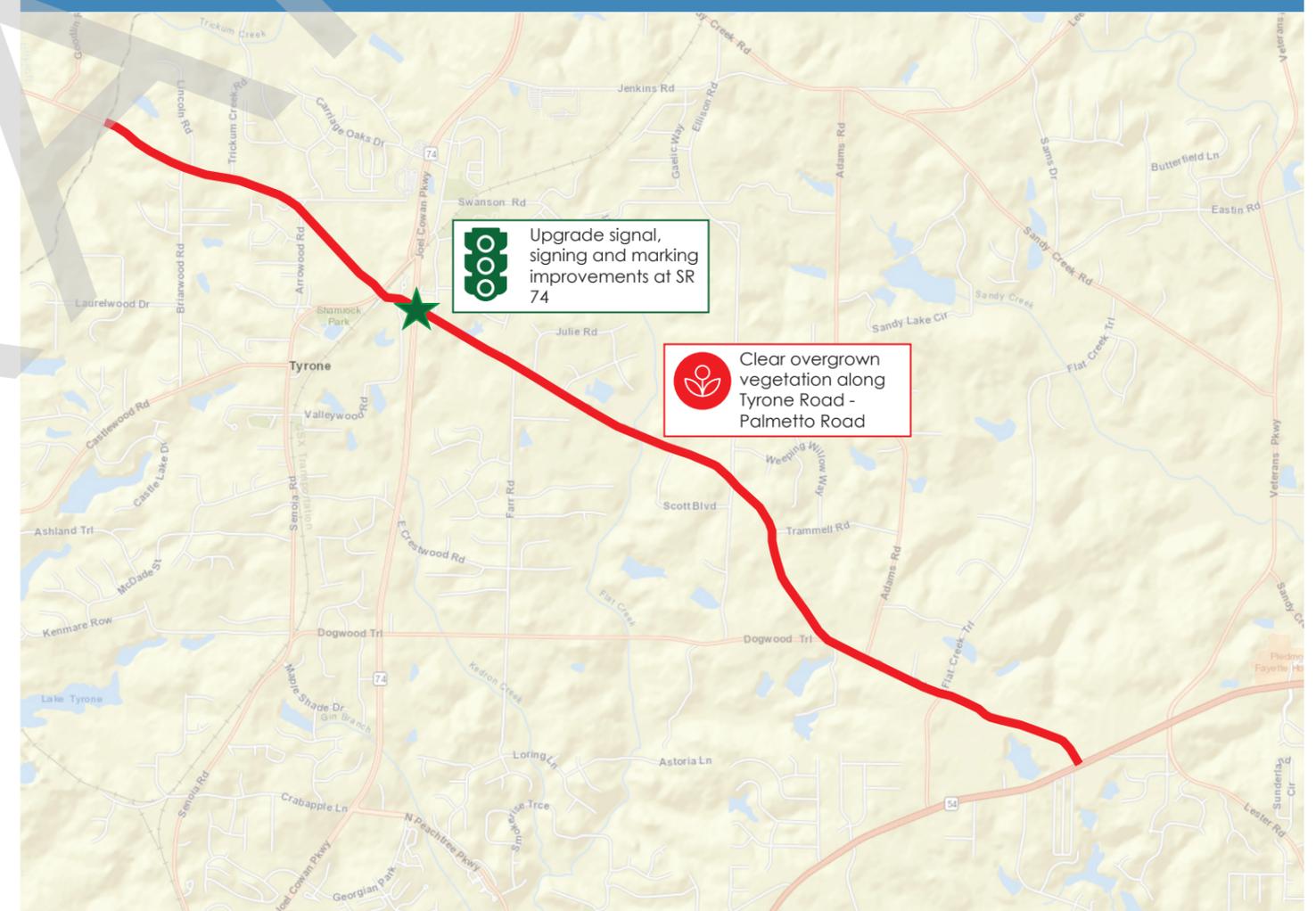
### 2. Maintenance at SR 74

A request should be made to GDOT to perform routine maintenance at the intersection of SR 74 and Tyrone Road. During the Road Safety Audit, striping on SR 74 approaches were faded and there was no presence of raised pavement markers. Moreover, the westbound left turn phase frequently gapped out during observations while vehicles were still in queue.

Moreover, the pedestrian ramps on the northeast corner are not connected to the rest of the sidewalk network. Quick response recommendations for the intersection include upgrading the signal timing and making signing and marking improvements on all approaches.

Graphic 9 shows the locations of the proposed quick response projects along Tyrone Road - Palmetto Road.

### Graphic 9 - Quick Response Recommendations On Tyrone Road - Palmetto Road



## 5.4 Implementation Plan

The implementation plan for Tyrone Road - Palmetto Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities. The development of the implementation plan considered the functionality of each project to make sure that projects had logical termini.

Dependencies between projects were also a point of consideration in the development of the implementation plan. Overall, for the plan to succeed, several agencies must coordinate their efforts, such as Fayette County, City of Fayetteville, Town of Tyrone, ARC, and GDOT.

### • Construction Cost Estimates

For recommended roadway improvements, construction cost estimates were generated by estimating the quantities of materials and/or equipment required for each improvement. Aerial photography and field surveys of existing conditions along the corridor were used to develop quantities to complete the construction of each project. The quantities were put into a cost estimate tool and then multiplied by a typical unit cost for to determine the construction cost.

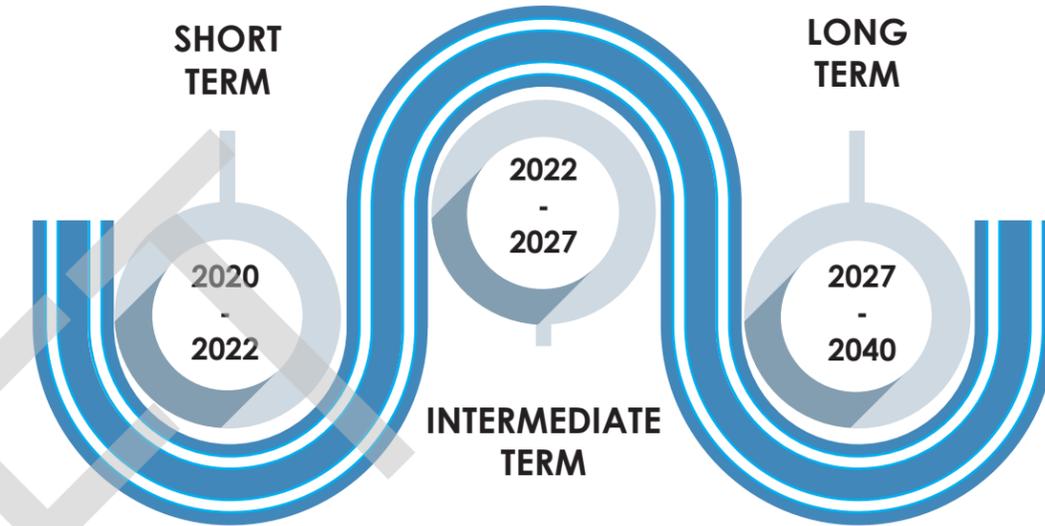
The detailed cost estimate sheets for roadway projects are included as Appendix C of this document. Aside from projects identified as qualifying projects for the Atlanta Regional Commission's Transportation Improvement Program (ARC TIP), the construction cost estimates do not include the cost of right-of-way or utilities.

### • Project Scheduling

The proposed scheduling for the recommended projects was based on three generalized timeframes within a 20-year planning horizon. These timeframes are as follows:

- Short-Term, 2020-2022
- Intermediate-Term, 2022-2027
- Long-Term, 2027-2040

Graphic 4 - Project Scheduling



The proposed short-term projects are lower cost improvements for the corridor that would provide immediate benefits. Potential funding opportunities for these projects existing through Fayette County's maintenance and SPLOST programs. For the intermediate and long-term projects listed in the implementation plan, higher costs and additional analyses are required to fully develop the project scopes for implementation.

The planning-level cost estimates are appropriate for corridor-wide planning, but more detailed analyses are needed to set the projects' scope. The securing of local funding for the intermediate and long-term projects will be an important step in project development.

## 5.5 Phased Recommended Projects

The following table lists the recommended projects for Tyrone Road - Palmetto Road, including the projects' description, benefits, construction cost estimate, and time frame. The implementation of projects may take place across multiple segments of the corridor or efforts may focus in one segment as resources allow. Implementation is prioritized by safety, traffic operations benefits, and potential to serve as a catalyst for continued corridor improvement.

Table 1 - Phased Recommended Projects					
PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION	BENEFITS	CONSTRUCTION COST ESTIMATE	TIME FRAME
TP-1	ROUTINE MAINTENANCE ALONG TYRONE ROAD - PALMETTO ROAD	CLEAR OVERGROWN VEGETATION ALONG TYRONE ROAD - PALMETTO ROAD	SAFETY	TBD	SHORT - TERM
TP-2	INTERSECTION IMPROVEMENT AT SR 74	UPGRADE SIGNAL, SIGNING AND MARKING IMPROVEMENTS AT SR 74	SAFETY, OPERATIONS	TBD	SHORT - TERM
TP-3	INTERSECTION IMPROVEMENT AT ELLISON ROAD	INSTALL ROUNDABOUT AT ELLISON ROAD.	SAFETY, OPERATIONS	\$1,400,000	INTERMEDIATE - TERM
TP-4	SENOIA ROAD AT PALMETTO ROAD RE-ALIGNMENT	REALIGN THE INTERSECTION OF SENOIA ROAD AND INSTALL TRAFFIC SIGNAL.	SAFETY, OPERATIONS	\$1,325,000	INTERMEDIATE - TERM
TP-5	INTERSECTION IMPROVEMENT AT SR 54	INSTALL TURN LANES AND UPGRADE SIGNAL TIME.	SAFETY, OPERATIONS, CAPACITY	\$250,000	INTERMEDIATE - TERM
TP-6	PHASE 1 WIDENING ON TYRONE ROAD: SR 54 TO DOGWOOD TRAIL	WIDEN TYRONE ROAD TO 4-LANES WITH RAISED LANDSCAPED MEDIAN FROM SR 54 TO DOGWOOD TRAIL. PROJECT INCLUDES THE INSTALLATION OF A MULTI-USE PATH ALONG THE SOUTH SIDE OF THE ROAD. INTERSECTION IMPROVEMENT INCLUDE INSTALLING TRAFFIC SIGNAL AT FLAT CREEK TRAIL AND ROUNDABOUT AT DOGWOOD TRAIL.	SAFETY, OPERATIONS, CAPACITY, BIKE-PEDESTRIAN IMPROVEMENTS	\$14,296,000*	INTERMEDIATE - TERM
TP-7	PHASE 2 WIDENING ON TYRONE ROAD: DOGWOOD TRAIL TO SR 74	WIDEN TYRONE ROAD TO 4-LANES WITH RAISED LANDSCAPED MEDIAN FROM DOGWOOD TRAIL TO SR 74. PROJECT INCLUDES THE INSTALLATION OF A MULTI-USE PATH ALONG THE SOUTH SIDE OF THE ROAD.	SAFETY, OPERATIONS, CAPACITY, BIKE-PEDESTRIAN IMPROVEMENTS	\$26,875,000	LONG - TERM
TP-8	PHASE 2 WIDENING ON PALMETTO ROAD: SR 74 TO FAYETTE-COWETA COUNTY LINE	WIDEN TYRONE ROAD TO 4-LANES WITH RAISED LANDSCAPED MEDIAN FROM SR 74 TO FAYETTE-COWETA COUNTY LINE. PROJECT INCLUDES THE INSTALLATION OF A MULTI-USE PATH ALONG THE SOUTH SIDE OF THE ROAD.	SAFETY, OPERATIONS, CAPACITY, BIKE-PEDESTRIAN IMPROVEMENTS	\$18,205,000	LONG - TERM

\* COST ESTIMATES INCLUDES RIGHT-OF-WAY AND UTILITIES. COSTS ARE IN 2019 DOLLARS AND NEED TO BE ADJUSTED FOR INFLATION FOR PROJECTS IN THE FUTURE.