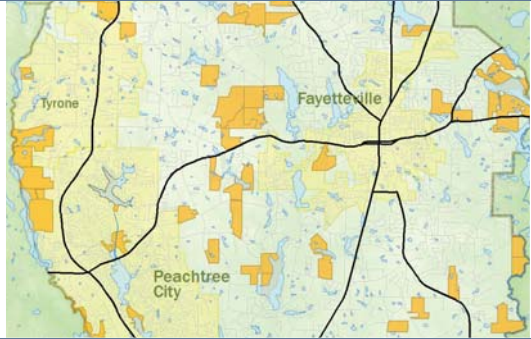
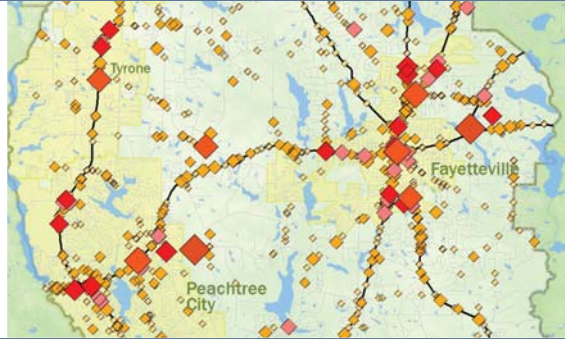




*List of All Candidate Projects Considered*





# Appendix A List of All Candidate Projects Considered

This appendix provides a complete list of all projects considered for evaluation and final recommendation in the Fayette Forward plan. The list in this appendix does NOT constitute final recommendations, which are listed in Chapter 6. For reference purposes, the table of project codes used in the Plan is repeated here from Chapter 4.

<b>Project Code</b>	<b>Explanation/Description</b>
<b>BG</b>	Bridges. Bridge projects can refer to either construction of a new bridge, or maintenance or replacement of an existing bridge.
<b>BR</b>	Bicycle Route. These projects compliment the candidate off-street, multi-use trail projects (TR). They are primarily improvements to existing roadways, especially roadway shoulders, to better accommodate bicycles.
<b>IR</b>	Intersections. The 'R' is intended to mean reconfiguration, which can take the form of a realignment of intersection approaches, the addition of vehicle capacity (especially turn lanes), or a new form of roadway-based traffic control such as a roundabout. Projects involving the addition of a traffic signal are classified differently (as IS projects).
<b>IS</b>	Intersection signalization. This refers to the addition of a traffic signal at an intersection.
<b>NS</b>	New streets that are to be partially or entirely provided by private development. In the Fayette Forward plan, several conceptual alignments were shown for such streets to provide guidance to Fayette County and its municipalities in working with developers to make infrastructure contributions. These conceptual alignments show where the key connections should be made.
<b>NW</b>	New streets that are intended to be public projects or that involve significant public contribution to private development streets.
<b>OP</b>	Operational corridor projects. These are intended as safety and capacity enhancement projects that do not constitute full roadway widening. Based on preliminary outputs from the regional travel demand model, many of these corridors are not likely to carry traffic volumes to warrant full widening, but local knowledge suggests that they have operational and/or congestion challenges nonetheless. These projects are intended to direct investment to smaller-scale enhancements, such as the placement of turning storage lanes and possibly continuous two-way left turn lanes, as a way of preserving capacity and mobility.
<b>PD</b>	Pedestrian-oriented projects. These involve projects targeted to the pedestrian realm, including sidewalk and landscaping enhancements, as well as intersection improvements to facilitate crossing.
<b>RA</b>	Roadway realignment. These projects are alter existing roadway geometry to address challenges of safety and movement. Projects were given this classification only if they did not pertain to intersection approaches, which are separately classified as IR projects.
<b>RC</b>	Roadway capacity projects. These can take the form of widening existing roads or the construction of new roads. Note that for purposes of distinguishing previously identified projects, any capacity projects already identified in the ARC regional long-range transportation plan are given their own classification (RTP).
<b>RTP</b>	Refers to projects already identified in the ARC regional long-range transportation plan prior to the development of candidate projects as part of the Fayette Forward process. This classification is applied for any projects currently in the RTP because they have already been selected for current or future programming and would not, on their own, need to be reevaluated to be added to the RTP.
<b>TR</b>	Off-street, multi-use trail. These are intended to extend the County's current trail inventory and provide non-motorized connections from other parts of the County to the existing Peachtree City trail network. While intended to accommodate a similar range of users to those found on the Peachtree City system, these are more likely to serve bicyclists and recreational pedestrian travel in other parts of the county.

Refer to Chapter 4 for a more detailed description of these project types and to Appendix C for a detailed description of project candidates.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
BG-001	Coastline Road Bridge over CSX Railroad	Bridge upgrade or replacement needed due to low structural rating (10.3). Replacement recommended.	2003 Plan/ 2004 SPLOST	B-1 (SPLOST)
BG-002	Westbridge Rd Bridge @ Morning Creek	Bridge upgrade or replacement to accommodate increasing traffic and improve safety associated with horizontal curve approaching the bridge.	2003 Plan/ 2004 SPLOST	B-2 (SPLOST)
BG-003	Kenwood Road Bridge over Morning Creek	Bridge upgrade or replacement	2003 Plan/ 2004 SPLOST	
BG-004	McIntosh Road Bridge over Flint River	Bridge upgrade or replacement needed due to low structural rating (9.2). Replacement recommended.	2003 Plan/ 2004 SPLOST	B-6 (SPLOST)
BG-005	State Road 74 at Flat Creek	Widen bridge from 2 to 4 lanes (see RC-002)	Envision6 LRTP	FA-074B2
BG-006	Snead Road Bridge over Shoal Creek	This project seeks to improve connectivity in the south County by replacing the bridge over Shoal Creek. This project should be coordinated with development of surrounding land.	Fayette Forward March 2009 Workshop	
BG-007	Hood Road Bridge over Whitewater Creek	This project seeks to improve connectivity north and west of Fayetteville by replacing the bridge over Whitewater Creek. Efforts in this project should be coordinated with neighborhood residents and property owners who have expressed concerns over the project.	Fayette Forward March 2009 Workshop	
BG-008	Hillsbridge Road Bridge over Flint River	This project seeks to improve access to and from the north County and adds a new bridge. It requires partnership with Clayton on landings and connections.	Fayette Forward March 2009 Workshop	
BG-009	SR 54 at Hickory Road culvert improvements	Potential safety problems along 54 due to current culvert condition. Recommendation is to improve 54 roadside elements to address drop-off and shoulder over box culvert.	Fayette Forward March 2009 Workshop	
BG-010	Helmer Road Bridge over Camp Creek	Current bridge is narrow and does not easily accommodate heavy vehicles. Recommendation is to replace existing structure with a wider bridge and correct approach geometry.	Fayette Forward March 2009 Workshop	
BR-020	McDonough Road Bike Route	Primary route that connects major destinations in the County.	Fayette Forward March 2009 Workshop	
BR-023	Rising Star Rd Bike Route, Ph 1	Secondary - SR 85 to Huckaby Rd	Fayette Forward March 2009 Workshop	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Preserve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
BG-001	50.0%	100.0%	83.3%	66.7%	20.0%	8.20	Commissioner comment asked to reconsider project based on bridge or removal of the bridge. This bridge was closed by GDOT in 2009 and the project has been included in Tier 2.	\$1,963,000
BG-002	33.3%	100.0%	33.3%	66.7%	40.0%	7.73	In final design prior to plan's completion. Removed from recommendations.	\$974,000
BG-003	33.3%	100.0%	66.7%	66.7%	40.0%	8.07	keep	\$1,126,600
BG-004	33.3%	100.0%	33.3%	66.7%	40.0%	7.73	In final design prior to plan's completion. Removed from recommendations.	\$4,714,000
BG-005	Not evaluated: advancing with SR 74 project							\$2,700,000
BG-006	50.0%	0.0%	33.3%	75.0%	20.0%	6.78	keep	\$1,370,000
BG-007	50.0%	0.0%	33.3%	66.7%	20.0%	6.70	keep	\$1,809,000
BG-008	50.0%	0.0%	66.7%	83.3%	0.0%	7.00	keep	\$3,486,000
BG-009	33.3%	100.0%	33.3%	66.7%	0.0%	7.33	Maintains truck/freight movement capability by providing repairs to support infrastructure for major roadway. Retained in plan.	\$155,000
BG-010	50.0%	0.0%	66.7%	83.3%	0.0%	7.00	Project is a positive safety contribution and maintains a key roadway network component in northern Fayette. Retained in plan.	\$715,000
BR-020	40.0%	100.0%	50.0%	33.3%	20.0%	7.43	To remain in plan. See Chapter 6 for overall bicycle route map.	\$850,000
BR-023	20.0%	100.0%	0.0%	33.3%	30.0%	6.83	To remain in plan. See Chapter 6 for overall bicycle route map.	\$1,000,000

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
BR-024	Rising Star Rd Bike Route, Ph 2	Secondary - Huckaby Rd to Woolsey-Brooks Rd	Fayette Forward March 2009 Workshop	
BR-025	Huckaby Rd Bike Route	Secondary: Rising Star to Brooks-Woolsey Rd	Fayette Forward March 2009 Workshop	
BR-029	Old Ford - Lafayette Trail Bike Route	Secondary	Fayette Forward March 2009 Workshop	
BR-030	Highway 314 - North Bike Route	Secondary	Fayette Forward March 2009 Workshop	
BR-032	New Hope Rd Bike Route	Secondary	Fayette Forward March 2009 Workshop	
BR-034	Brogden Road Bike Route	Secondary	Fayette Forward March 2009 Workshop	
BR-041	Hampton Road Bike Route	Primary: Connect between Antioch Rd and SR 92	Fayette Forward March 2009 Workshop	
BR-044	Southside Connector Road Bike Route	Secondary: Connects SR 92 to S Jeff Davis	Fayette Forward March 2009 Workshop	
BR-046	South Jeff Davis Dr Bike Route	Secondary: from Virginia Highlands to County Line Road/East Fayetteville Parkway	Fayette Forward March 2009 Workshop	
IR-001	Corinth Road at SR 85	New turn lanes (in conjunction with IS-001)	2003 Plan/ 2004 SPLOST	
IR-002	Corinth Road @ SR 54	New turn lanes	2003 Plan/ 2004 SPLOST	
IR-003	Sandy Creek Rd @ SR 74	New turn lanes	2003 Plan/ 2004 SPLOST	FC-3 (SPLOST)
IR-004	Bernhard Rd @ SR 85	New turn lanes (with IS-002)	2003 Plan/ 2004 SPLOST	FC-5 (SPLOST)

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
BR-024	20.0%	100.0%	0.0%	33.3%	30.0%	6.83	To remain in plan. See Chapter 6 for overall bicycle route map.	\$460,000	
BR-025	20.0%	100.0%	-50.0%	33.3%	10.0%	6.13	To remain in plan. See Chapter 6 for overall bicycle route map.	\$580,000	
BR-029	30.0%	100.0%	-50.0%	83.3%	50.0%	7.13	To remain in plan. See Chapter 6 for overall bicycle route map.	\$580,000	
BR-030	70.0%	100.0%	25.0%	83.3%	50.0%	8.28	To remain in plan. See Chapter 6 for overall bicycle route map.	\$1,000,000	
BR-032	60.0%	100.0%	50.0%	50.0%	40.0%	8.00	To remain in plan. See Chapter 6 for overall bicycle route map.	\$1,040,000	
BR-034	40.0%	100.0%	50.0%	50.0%	60.0%	8.00	To remain in plan. See Chapter 6 for overall bicycle route map.	\$920,000	
BR-041	40.0%	100.0%	100.0%	66.7%	30.0%	8.37	To remain in plan. See Chapter 6 for overall bicycle route map.	\$270,000	
BR-044	50.0%	100.0%	0.0%	66.7%	40.0%	7.57	To remain in plan. See Chapter 6 for overall bicycle route map.	\$230,000	
BR-046	80.0%	100.0%	100.0%	66.7%	40.0%	8.87	To remain in plan. See Chapter 6 for overall bicycle route map.	\$850,000	
IR-001	Not evaluated: completed and removed from consideration before evaluation and assessment phase began								
IR-002	40.0%	100.0%	100.0%	0.0%	0.0%	7.40	keep	\$972,000	
IR-003	Not evaluated: completed and removed from consideration before evaluation and assessment phase began							\$193,000	
IR-004	Not evaluated. GDOT intends to pay entire cost. Cost estimate not calculated for this reason.								

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.

Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
IR-005	Harp Road at SR 85	Insufficient storage space has created traffic operations challenges and intersection angle creates visibility and sight distance problems. Recommendation is to add turn lanes and realign intersection to approach 90 degrees. Consider traffic signal.	2003 Plan/ 2004 SPLOST	FC-6 (SPLOST)
IR-006	Ebenezer Rd @ SR 54	New turn lanes (with IS-004)	2003 Plan/ 2004 SPLOST	FC-9 (SPLOST)
IR-007	New Hope Rd/SR 85	New intersection design - add EBR on New Hope	2003 Plan/ 2004 SPLOST	FC-10 (SPLOST)
IR-008	Antioch Rd/SR 92/Seay Rd/ Harp Rd	Multiple points of intersection create safety and operational challenges. Recommendation explores either aligning off-set intersection into single intersection or to separate existing points further. Consider signal or other means for improved traffic control.	2003 Plan/ 2004 SPLOST	I-11 (SPLOST)
IR-009	Newton Rd @ SR 92	Higher-speed travel on SR 92 along with slight skew in intersection angle creates safety challenges. Recommendation is for intersection reconfiguration to realign intersection	2003 Plan/ 2004 SPLOST	FC-14 (SPLOST)
IR-010	Inman Rd/Goza Rd @ SR 92	Offset intersection creates safety and operational challenges. New intersection design to realign offset Inman and Goza into a single point.	2003 Plan/ 2004 SPLOST	FC-15 (SPLOST)
IR-011	Gingercake Rd @ SR 92	New turn lanes with potential traffic signal	2003 Plan/ 2004 SPLOST	
IR-012	Peters Rd @ SR 92	New intersection design	2003 Plan/ 2004 SPLOST	
IR-013	Sandy Creek Rd @ Sams Drive and Eastin	Intersection design changes needed to reduce potential conflicts and improve overall safety. This intersection presently features two separate roads meeting Sandy Creek in 'T' intersections closely spaced. Various alternative concepts explored include separating them farther, using a roundabout to bring the two together, or a pair of roundabouts spaced farther apart than the present approaches.	2003 Plan/ 2004 SPLOST	I-2 (SPLOST)
IR-014	S. Jeff Davis Rd @ Countyline Rd		2003 Plan/ 2004 SPLOST	I-10 (SPLOST)
IR-015	Antioch Road at McBride Road	Concept design complete; intersection redesign	2003 Plan/ 2004 SPLOST	I-12 (SPLOST)
IR-016	Goza Rd @ Antioch Rd	Concept design complete; intersection redesign	2003 Plan/ 2004 SPLOST	I-13 (SPLOST)
IR-017	SR 85 Connector @ Brooks- Woolsey Rd		2003 Plan/ 2004 SPLOST	I-14 (SPLOST)

Refer to Chapter 6 for more detailed project and policy recommendations.





Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
IR-005	60.0%	100.0%	50.0%	70.0%	60.0%	8.40		\$250,000	
IR-006	Not evaluated: completed and removed from consideration before evaluation and assessment phase began							\$238,165	
IR-007	20.0%	100.0%	50.0%	40.0%	20.0%	7.30		\$250,000	
IR-008	60.0%	100.0%	50.0%	20.0%	40.0%	7.70	keep	\$2,671,000	
IR-009	50.0%	0.0%	50.0%	40.0%	0.0%	6.40	keep	\$125,000	
IR-010	60.0%	100.0%	50.0%	20.0%	20.0%	7.50	keep	\$250,000	
IR-011	40.0%	100.0%	50.0%	40.0%	20.0%	7.50	Completed by the time of Fayette Forward adoption. Removed from recommendations.	\$250,000	
IR-012	30.0%	100.0%	50.0%	40.0%	20.0%	7.40	keep	\$836,000	
IR-013	60.0%	100.0%	50.0%	70.0%	40.0%	8.20	keep	\$1,618,000	
IR-014	40.0%	100.0%	50.0%	40.0%	0.0%	7.30	keep	\$304,000	
IR-015	Not evaluated: completed and removed from consideration before evaluation and assessment phase began							\$150,000	
IR-016	40.0%	0.0%	50.0%	40.0%	20.0%	6.50	keep	\$250,000	
IR-017	50.0%	0.0%	50.0%	40.0%	20.0%	6.60	keep	\$200,000	

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
IR-018	Hampton Road	This offset intersection has created safety and operational challenges. Recommendation is to explore realignment of intersection to create a single point and/or extend Hampton Road across SR 92 to Brooks Woolsey Road.	2003 Plan/ 2004 SPLOST	R-22 (SPLOST)
IR-019	Goza Rd Realignment @ Bernhard Rd	Current intersection angle (and angle of Bernhard/Stolen Hours Lane intersection) creates sight and safety problems. Recommendation is for realignment of Bernhard Road intersection approach.	2003 Plan/ 2004 SPLOST	R-23 (SPLOST)
IR-020	SR 85/Jeff Davis Drive/SR 314 Intersection	Additional lanes; dual left turn lanes onto Jeff Davis	2003 Plan/ 2004 SPLOST	I-4 (SPLOST)
IR-021	SR 54 @ Gingercake Rd	Current intersection configuration creates operational challenges due to insufficient left turn storage capacity. Add left turn phase to existing signal for traffic on Gingercake and Burch; needs GDOT approval	2003 Plan/ 2004 SPLOST	I-9 (SPLOST)
IR-022	SR 54 @ SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	In both 2003 plan and Envision 6 RTP	I-19 (SPLOST); FA-074A2 (LRTP)
IR-023	Grady Ave @ Beauregard Blvd	Intersection redesign, including option of roundabout	2004 SPLOST (Fayetteville); March 09 Workshop	
IR-024	SR 314 / White Rd / Banks Rd	New turn lanes: NB onto 314 from WB Banks; NB onto 314 from EB Banks; SB onto 314 from EB Banks	2004 SPLOST (Fayetteville)	
IR-025	Stonewall Ave/SR 85	Operational improvement for left turn movements from eastbound SR 54 (Stonewall) to northbound SR 85 (Glynn). Recommendation is to restripe turn lanes to remove decision lane (shared left turn-through lane) and to allow left turns from the left-most lane of Stonewall only; reconfigure signal accordingly.	2003 Plan/ 2004 SPLOST	I-8 (SPLOST)
IR-026	LaFayette Ave @ Tiger Trail	Intersection reconfiguration to explore additional capacity and improved traffic operations; dependent upon IS-006 and NW-014.	Downtown Fayetteville LCI	
IR-027	Glynn St @ Grady Ave	Eastbound left turn lane along Grady; westbound left turn lane along Bradley Dr	KHA Downtown Fayetteville Traffic Study	
IR-028	Jeff Davis Dr @ Jimmie Mayfield Blvd	Change southbound Jeff Davis laneage to one through lane and dedicated left-turn; restripe westbound approach along Jeff Davis	KHA Downtown Fayetteville Traffic Study	
IR-029	Washington St @ Carver St	Align intersections	Fayetteville LCI Concept Plan	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
IR-018	60.0%	100.0%	50.0%	40.0%	20.0%	7.70	keep	\$1,898,000	
IR-019	50.0%	100.0%	50.0%	40.0%	40.0%	7.80		\$2,001,000	
IR-020	Not evaluated: removed from consideration due to low feasibility before evaluation and assessment phase began								
IR-021	40.0%	0.0%	50.0%	40.0%	20.0%	6.50	keep	\$303,000	
IR-022	16.7%	100.0%	0.0%	0.0%	20.0%	6.37	Peachtree City Commission has indicated no support for keeping this project in the Plan.	\$13,237,000	
IR-023	Not evaluated: completed and removed from consideration before evaluation and assessment phase began								
IR-024	Not evaluated: completed and removed from consideration before evaluation and assessment phase began								
IR-025	25.0%	50.0%	0.0%	0.0%	60.0%	6.35	keep	\$75,000	
IR-026	33.3%	50.0%	50.0%	40.0%	60.0%	7.33	keep	\$197,000	
IR-027	Not evaluated: completed and removed from consideration before evaluation and assessment phase began								
IR-028	Not evaluated: completed and removed from consideration before evaluation and assessment phase began								
IR-029	Not evaluated: removed from consideration before evaluation and assessment phase began								

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
IR-030	Westbridge Rd @ SR 92	Intersection realignment and improvements	2003 Plan/ 2004 SPLOST	FC-4 (SPLOST)
IR-031	Peachtree Pkwy @ Crosstown Rd	Insufficient storage space has created traffic operations challenges. Recommendation is for new turn lanes (conceptual engineering has already been completed) with a potential traffic signal if warranted on more detailed study.	2003 Plan/ 2004 SPLOST	I-16 (SPLOST)
IR-032	Old Ford Rd @ SR 279	Intersection spacing and insufficient storage space have led to safety problems (including a notably high accident rate). Recommendation is to realign Old Ford approaches to intersection with 279 to maximize spacing between this intersection and the two intersections immediately to the south of it. Turn lanes would also be added on SR 279 to provide storage for vehicles turning on Old Ford Road.	2003 Plan/ 2004 SPLOST	FC-8 (SPLOST)
IR-033	Ellison Rd @ Jenkins Rd	Intersection reconfiguration needed due to current angle and heavy demand during school hours. This proposes to realign the intersection to correct a skewed angle and improve safety.	2003 Plan/ 2004 SPLOST	R-4a (SPLOST)
IR-034	Ellison Rd @ Tyrone Rd	Intersection angle creates sight distance problems, especially with high travel speeds that sometimes occur on Tyrone Road. Recommendation is for intersection reconfiguration adding a roundabout or realignment of Ellison approaches, dependent upon the findings of OP-007a.	Fayette Forward March 2009 Workshop	
IR-035	Flat Creek @ Tyrone Rd	Intersection reconfiguration; options include roundabout or realignment	Fayette Forward March 2009 Workshop	
IR-036	Goza Rd @ Old Greenville Rd	The current four-way stop has potential to create queuing and delay if development in the south County continues to use Goza and other thoroughfares for regional travel. Recommendation is for intersection redesign, including option of roundabout.	Fayette Forward March 2009 Workshop	
IR-037	Redwine Rd @ Birkdale/Quarters Rd	Intersection redesign, including option of roundabout	Fayette Forward March 2009 Workshop	
IR-038	Ellison Rd @ Sandy Creek Rd	Intersection reconfiguration. Recommendation is to realign the intersection to correct a skewed angle and improve safety.	2003 Plan/ 2004 SPLOST	R-4a (SPLOST)
IR-040	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	Fayette Forward March 2009 Workshop	
IR-041	Peachtree Pkwy @ Walt Banks Rd	Operational improvements		

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
IR-030	Not evaluated: completed at the time of Fayette Forward evaluation.						Completed before evaluation phase of Fayette Forward.	
IR-031	58.3%	100.0%	50.0%	40.0%	20.0%	7.68	Retained in plan.	\$1,207,000
IR-032	16.7%	100.0%	50.0%	40.0%	0.0%	7.07	Retained in plan.	\$848,000
IR-033	50.0%	100.0%	0.0%	60.0%	20.0%	7.30	Retained in plan.	\$845,000
IR-034	50.0%	100.0%	0.0%	60.0%	20.0%	7.30	Retained in plan.	\$1,906,000
IR-035	50.0%	100.0%	50.0%	70.0%	20.0%	7.90	Retained in plan.	\$1,170,000
IR-036	16.7%	100.0%	0.0%	60.0%	20.0%	6.97	Retained in plan.	\$1,195,000
IR-037	66.7%	100.0%	50.0%	70.0%	40.0%	8.27	Retained in plan.	\$977,000
IR-038	50.0%	100.0%	0.0%	70.0%	20.0%	7.40	Retained in plan.	\$807,000
IR-040	66.7%	100.0%	50.0%	80.0%	20.0%	8.17	Retained in plan.	\$617,000
IR-041	33.3%	100.0%	25.0%	0.0%	20.0%	6.78	Retained in plan.	\$664,000

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
IR-042	Arrowood/Swanson/Palmetto	Curves on Tyrone-Palmetto Road and intersection angles have created sight distance and potential safety problems. Recommendation is to realign Swanson and Arrowood to intersect with Palmetto at a single point, likely closing Swanson access to/from Palmetto and using Arrowood only. Possible roundabout control. Coordinate with OP-009.	Fayette Forward March 2009 Workshop	
IR-043	Dogwood Trail/Tyrone Road	Recommendation is to realign intersection to correct intersection skew	Fayette Forward March 2009 Workshop	
IR-044	Bernhard/Redwine	Explore intersection configuration to alleviate traffic queues from four-way stop, consider roundabout	Fayette Forward March 2009 Workshop	
IR-046	Senoia Road Railroad Crossing at Dogwood	Traffic stops due to train crossings at Senoia can cause queuing and delay. Recommendation is to add a northbound right turn lane allowing bypass of queues at railroad for traffic wishing to reach SR 74.	Fayette Forward March 2009 Workshop	
IR-047	SR 279/Helmer Road	Current southbound traffic operations are complicated by the lack of dedicated left turn lanes. Recommendation is to add a southbound left turn lane from 279 to Helmer.	Fayette Forward March 2009 Workshop	
IR-203	Crosstown at Robinson Road	Intersection Improvements to improve capacity, traffic operations and safety.	Peachtree City Transportation Plan	
IR-204	SR 54 at Commerce Drive	Intersection Improvements to improve capacity, traffic operations and safety.	Peachtree City Transportation Plan	
IR-205	SR 54 at Robinson Road	Intersection Improvements to improve capacity, traffic operations and safety.	Peachtree City Transportation Plan	
IR-206	SR 74 at Kedron Drive South	Intersection Improvements and Traffic Signal	Peachtree City Transportation Plan	
IR-207	TDK Boulevard and Dividend Drive	Intersection Improvements and Traffic Signal	Peachtree City Transportation Plan	
IR-208	Tinsley Mill at Loring Lane	Intersection Improvements	Peachtree City Transportation Plan	
IR-209	SR 54 at Walt Banks Road	Intersection Improvements to improve safety and traffic operations.	Peachtree City Transportation Plan	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
IR-042	66.7%	100.0%	50.0%	60.0%	20.0%	7.97	keep	\$1,694,000	
IR-043	50.0%	100.0%	50.0%	60.0%	20.0%	7.80	keep	\$643,000	
IR-044	50.0%	0.0%	50.0%	60.0%	20.0%	6.80	keep	\$440,000	
IR-046	75.0%	100.0%	0.0%	20.0%	20.0%	7.15	keep	\$186,000	
IR-047	80.0%	100.0%	75.0%	20.0%	40.0%	8.15	keep	\$481,000	
IR-203	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-204	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-205	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-206	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-207	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-208	Not evaluated: to be included as long-term projects due to unidentified funding sources								
IR-209	Not evaluated: to be included as long-term projects due to unidentified funding sources								

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
IS-001	Corinth Road @ SR 85	New signal (with IR-001)	2003 Plan/ 2004 SPLOST	FC-1 (SPLOST)
IS-002	Bernhard Rd @ SR 85	New signal (with IR-004)	2003 Plan/ 2004 SPLOST	FC-5 (SPLOST)
IS-003	Harp Rd @ SR 85	New signal (with IR-005)	2003 Plan/ 2004 SPLOST	FC-6 (SPLOST)
IS-004	Ebenezer Rd @ SR 54	New signal (with IR-006)	2003 Plan/ 2004 SPLOST	FC-9 (SPLOST)
IS-005	Gingercake Rd @ SR 92	New signal (with IR-011)	2003 Plan/ 2004 SPLOST	FC-17 (SPLOST)
IS-006	LaFayette Ave @ Glynn St (SR 85)	Signalize intersection	2003 Plan/ 2004 SPLOST	I-6 (SPLOST)
NW-001	Tyrone-Palmetto Road		2003 Plan/ 2004 SPLOST	R-1 (SPLOST)
NW-002	Jenkins Rd extension	Extend Jenkins Rd to Trickum Ck Rd	2003 Plan/ 2004 SPLOST	R-2 (SPLOST)
NW-003	Mann Rd Improvements	Improvements to Mann Road from Jenkins extension to Fulton County Line. Should be coordinated with NW-002. Includes reconstruction of Truckum Creek Bridge.		
NW-004	W. Fayetteville Bypass - Phase I	<i>Reclassified as RC or RTP project</i>	2003 Plan/ 2004 SPLOST and Envision6 L RTP	R-28 (SPLOST); FA-235A (LRTP)
NW-005	W. Fayetteville Bypass - Phase II	<i>Reclassified as RC or RTP project</i>	2003 Plan/ 2004 SPLOST and Envision6 L RTP	R-5 (SPLOST); FA-235B (LRTP)
NW-006	W. Fayetteville Bypass - Phase III	<i>Reclassified as RC or RTP project</i>	2003 Plan/ 2004 SPLOST and Envision6 L RTP	R-28 (SPLOST); FA-235C (LRTP)
NW-007	E. Fayetteville Bypass - Phase I	<i>Reclassified as RC or RTP project</i>	2003 Plan/ 2004 SPLOST and Envision6 L RTP	R-8 (SPLOST); FA-236A (LRTP)
NW-008	E. Fayetteville Bypass - Phase II	<i>Reclassified as RC or RTP project</i>	2003 Plan/ 2004 SPLOST and Envision6 L RTP	R-8 (SPLOST); FA-236B (LRTP)

Refer to Chapter 6 for more detailed project and policy recommendations.





Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
IS-001	Not evaluated: this project was completed before the evaluation phase of Fayette Forward						Completed under 2004 SPLOST program	N/A
IS-002	Not evaluated: this project was completed before the evaluation phase of Fayette Forward						Completed under 2004 SPLOST program	N/A
IS-003	Not evaluated: this project was completed before the evaluation phase of Fayette Forward						Completed under 2004 SPLOST program	N/A
IS-004	Not evaluated: this project was completed before the evaluation phase of Fayette Forward						Completed under 2004 SPLOST program	N/A
IS-005	Not evaluated: this project was completed before the evaluation phase of Fayette Forward						Completed under 2004 SPLOST program	N/A
IS-006	100.0%	100.0%	0.0%	60.0%	20.0%	7.80	Completed by the time of Fayette Forward public review and adoption	\$135,000
NW-001	Not evaluated: this project was redefined as another project (OP-009) before the Fayette Forward evaluation phase began							
NW-002	33.3%	66.7%	75.0%	28.6%	0.0%	7.04	keep	\$5,704,000
NW-003	50.0%	66.7%	75.0%	28.6%	0.0%	7.20	keep	\$2,679,000
NW-004	<i>Reclassified as RC or RTP project</i>							
NW-005	<i>Reclassified as RC or RTP project</i>							
NW-006	<i>Reclassified as RC or RTP project</i>							
NW-007	<i>Reclassified as RC or RTP project</i>							
NW-008	<i>Reclassified as RC or RTP project</i>							

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
NW-009	Connection to waste transfer station	Trucks and heavy vehicles accessing waste transfer station must currently make entering and exiting trips using First Manassas Mile and local Fayetteville streets. Recommendation is for new street connecting SR54 to transfer station; this would provide safety improvements and congestion relief.	Fayette Forward March 2009 Workshop	
NW-010	TDK Blvd Extension	Extend TDK from McIntosh Trail in Coweta Co. to Dividend Drive. This is envisioned as a 2-lane road and bridge over Line Creek.	Previous plans and studies; Envision6 LRTP	FA-253 (LRTP)
NW-011	Sandy Creek Rd Extension	Extend Sandy Creek Rd from SR 74 (Joel Cowan) to Palmetto Rd	Envision6 LRTP	FA-264 (LRTP)
NW-012	Lafayette Ave	Road extension east of SR 85 to Church Street (complements IS-006). Improves local circulation and provides better access to the downtown Fayetteville Post Office.	Downtown Fayetteville LCI; 2003 Plan/ 2004 SPLOST	R-14 (SPLOST)
NW-013	Georgia Avenue Extension	Extend Georgia Ave across 85 and south to Lafayette Street	Fayetteville LCI Concept Plan	
NW-014	SR 92 (Forrest Ave)	Confluence of major state routes through downtown Fayetteville contributes to traffic volumes and congestion at Glynn/Lanier and Glynn/Stonewall intersections. Recommendation is to extend either Hood Avenue or Forest Avenue (SR 92) across Glynn Street (SR 85) to connect with Jeff Davis Drive.	Fayette Forward March 2009 Workshop	
NW-015	First Manassas Mile Rd	Extend road to Lester Rd	Fayette Forward March 2009 Workshop	
NW-016	Sherwood Rd	Extend road to Lester Rd	Fayette Forward March 2009 Workshop	
NW-017	Industrial Way	Lack of street network and connections to SR 54 have concentrated traffic at a limited number of intersections. Recommendation is to extend existing road north to SR 54. Existing ROW along alignment may reduce cost.	Fayette Forward March 2009 Workshop	
NW-018	Hood Avenue extension	This extension of Hood Avenue follows general recommendations of NW-014. Likely project is the extension of one street or the other.	Fayette Forward March 2009 Workshop	
NW-019	McBride - Goza connector (portion)	New street connecting McBride Rd to Goza Rd. Build in conjunction with NS-012	Fayette Forward March 2009 Workshop	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
NW-009	33.3%	83.3%	25.0%	28.6%	20.0%	6.90	keep	\$-	
NW-010	57.1%	100.0%	100.0%	50.0%	20.0%	8.27	This was a controversial project throughout Fayette Forward's development. Ultimately County Board of Commissioners and Peachtree City Commission did not express support.	\$7,503,000	
NW-011	Not evaluated: Removed from plan consideration before evaluation phase began								
NW-012	83.3%	66.7%	50.0%	42.9%	60.0%	8.03	keep	\$425,000	
NW-013	Not evaluated: removed from consideration due to low feasibility before evaluation and assessment phase began								
NW-014	78.6%	100.0%	100.0%	57.1%	40.0%	8.76	City of Fayetteville expressed support and interest in advancing study of the project.	\$6,087,000	
NW-015	66.7%	100.0%	50.0%	21.4%	20.0%	7.58	keep	\$5,429,000	
NW-016	50.0%	83.3%	50.0%	57.1%	20.0%	7.60	keep	\$314,000	
NW-017	64.3%	83.3%	75.0%	35.7%	50.0%	8.08	keep	\$2,128,000	
NW-018	Not evaluated individually: see project NW-014 for evaluation performance.								
NW-019	Not evaluated: dependent on larger private development contribution of street network								

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
NW-020	McDonough Road Extension I	Extend McDonough Road to Banks Road. This would be part of a two-phase extension ultimately connecting State Routes 85 and 54.	Fayette Forward March 2009 Workshop	
NW-021	McDonough Road Extension II	Extend McDonough Road from Banks Road to SR 85 at Ellis Road. Only to be programmed if NW-020 is programmed prior or concurrently.	Fayette Forward March 2009 Workshop	
NW-025	Line Creek Drive/Circle	Overlay and construction of curb and gutter of Line Creek Drive and Line Creek Circle and extension of Line Creek Circle to Huddleston Road to the East and MacDuff Crossings Shopping Area to the West	Peachtree City Planning Staff	
OP-002	SR 54	Coordinated signal system	Downtown Fayetteville Traffic Study	
OP-004	Brooks-Woolsey Rd	Widen Brooks-Woolsey Rd from 2 to 3 lanes from SR 85C to Antioch Rd intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.	Fayette Forward March 2009 Workshop	
OP-005	Goza Rd	Widen Goza Rd from 2 to 3 lanes from SR 85 to SR 92 intersections and key locations where turn lanes are needed	Fayette Forward March 2009 Workshop	
OP-006	Antioch Rd	Widen Antioch Rd from 2 to 3 lanes from Woolsey-Brooks Rd to SR 92 intersections and key locations where turn lanes are needed	Fayette Forward March 2009 Workshop	
OP-007	Tyrone Rd	Widen Tyrone Rd from 2 to 3 lanes from SR 54 to SR 74 at intersections and key locations where turn lanes are needed	Fayette Forward March 2009 Workshop	
OP-008	Grady Operational Improvements	Operational improvements may include a full three-lane section with reversible turn lane on Grady from SR 85/92 to 54. Coordinate with a roundabout planned at Beauregard independent of this project. Also include evaluation of pedestrian & bicycle improvements. Coordinate with NW-009.	Fayette Forward March 2009 Workshop	
OP-009	Tyrone-Palmetto Rd	Travel demand along this extent of Tyrone to reach the Tyrone/I-85 interchange has increased traffic volumes. The project candidate considered operational improvements from SR 74 to the County line, especially at intersections and key locations where turn lanes are needed, as well as a conventional 2-lane to 4-lane widening.	Fayette Forward March 2009 Workshop	
OP-010	Kenwood Operational Corridor	Widen existing Kenwood from 2 to 3 lanes as needed from 279 to New Hope, correcting problematic geometries and realigning New Hope/Kenwood intersection. Tied to general access from West Fayetteville Bypass to SR 85.	2003 Plan/2004 SPLOST	R-4 (SPLOST)

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
NW-020	66.7%	100.0%	75.0%	21.4%	20.0%	7.83	keep - combine phases I and II	\$4,646,000	
NW-021	66.7%	100.0%	100.0%	21.4%	20.0%	8.08	consolidate with Phase I	\$3,164,000	
NW-025	Not evaluated.							\$2,113,125	
OP-002	40.0%	100.0%	75.0%	60.0%	20.0%	7.95	verify, but could be dropped as part of GDOT Fast Forward.	\$620,000	
OP-004	50.0%	83.3%	50.0%	66.7%	0.0%	7.50	keep	\$5,848,000	
OP-005	70.0%	83.3%	0.0%	66.7%	20.0%	7.40	keep	\$4,192,000	
OP-006	40.0%	83.3%	0.0%	66.7%	20.0%	7.10	keep	\$7,222,000	
OP-007	80.0%	100.0%	50.0%	66.7%	40.0%	8.37	keep	\$8,432,000	
OP-008	40.0%	83.3%	50.0%	58.3%	40.0%	7.72	keep	\$2,954,000	
OP-009	60.0%	100.0%	50.0%	66.7%	40.0%	8.17	keep	\$2,234,000	
OP-010	50.0%	83.3%	50.0%	66.7%	20.0%	7.70	keep	\$6,488,000	

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
OP-011	New Hope Operational Corridor	Widen existing New Hope from 2 to 3 lanes as needed from realigned intersection to SR 92.	2003 Plan/ 2004 SPLOST	R-4 (SPLOST)
OP-012	Lee's Mill Operational Corridor	Widen existing Lees Mill from 2 to 3 lanes as needed from SR 92 to West Fayetteville Bypass.	2003 Plan/ 2004 SPLOST	R-6 (SPLOST)
OP-013	SR 85 South - Corridor Operational Improvements for School Zone	Frequent school-related turns and insufficient storage space for these turns have complicated operations and compromised safety on SR 85. Recommendation is to enhance SR 85 with turn lanes, intersection improvements and access management from Harp Road to Bernhard Road. Consider directing some school traffic onto Goza Road.	Fayette Forward March 2009 Workshop	
OP-014	Glynn St (SR 85)	Extend medians from Hood Ave to Fisher Ave	2003 Plan/ 2004 SPLOST	R-13a and R-13b (SPLOST)
RA-001	White Road	Curve between Heritage Lake and Woodbyne is at an uncomfortable angle; recommendation is to smooth this curve.	2003 Plan/ 2004 SPLOST	Part of City 30% SPLOST
RC-001	SR 92	Widen from 2 to 4 lanes from McBride Rd to Jimmy Mayfield Dr	2003 Plan and Envision6 L RTP	
RC-002	SR 74 (Joel Cowan Pkwy)	Widen from 2 to 4 lanes from SR 85 to south of Crosstown Dr	2003 Plan and Envision6 L RTP	
RC-003	SR 85	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Bernhard Rd	2003 Plan and Envision6 L RTP	
RC-004	SR 85	Widen from 2 to 4 lanes from Bernhard Rd to Grady Ave	2003 Plan and Envision6 L RTP	FA-085B (RTP)
RC-005	Crosstown Drive	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Pkwy	2003 Plan/ 2004 SPLOST	R-26 (SPLOST)
RC-006	SR 54 (Fayetteville Rd / Jonesboro Rd)	Current traffic congestion and traffic operations challenges have suggested a need for roadway capacity enhancements. Recommendation is to widen from 2 to 4 lanes from McDonough Rd in Fayette County to US 19/41 in Clayton County. This will require coordination with GDOT and Clayton County.	2003 Plan and Envision6 L RTP	
RC-007	Jimmie Mayfield Blvd	2-to-4 lane widening	2004 SPLOST (Fayetteville)	R-16
RC-008	SR 85	Widen from 4 to 6 lanes from SR 279 in Fayette Co to Roberts Dr in City of Riverdale	2003 Plan and Envision6 L RTP	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
OP-011	50.0%	83.3%	50.0%	66.7%	20.0%	7.70	keep	\$1,593,000	
OP-012	50.0%	83.3%	0.0%	66.7%	20.0%	7.20	keep	\$1,653,000	
OP-013	60.0%	100.0%	100.0%	66.7%	20.0%	8.47	keep	\$4,797,000	
OP-014	16.7%	-25.0%	0.0%	16.7%	70.0%	5.78	keep	\$1,832,000	
RA-001	50.0%	100.0%	50.0%	42.9%	0.0%	7.43	keep	\$1,107,000	
RC-001	-28.6%	50.0%	-50.0%	-7.1%	-20.0%	4.44	low-build: drop as project	\$18,613,120	
RC-002	-57.1%	100.0%	0.0%	28.6%	0.0%	5.71	Project in final design during Fayette Forward process. Removed from recommendations and treated as under construction.	\$39,994,000	
RC-003	-21.4%	-33.3%	-75.0%	0.0%	-20.0%	3.50	low-build: drop as project	\$18,642,000	
RC-004	-14.3%	100.0%	-75.0%	14.3%	-20.0%	5.05	low-build: drop as project	\$23,812,000	
RC-005	-42.9%	0.0%	-75.0%	35.7%	0.0%	4.18	keep	\$5,467,400	
RC-006	-42.9%	100.0%	0.0%	-14.3%	-20.0%	5.23	keep	\$23,359,000	
RC-007	Not evaluated							Removed from consideration due to completion before evaluation phase of Fayette Forward planning process	
RC-008	-28.6%	66.7%	16.7%	-14.3%	-20.0%	5.20	supportive, but no county funding commitment	\$3,117,000	

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
RC-009	SR 920 (Metro Arterial Connector, McDonough Rd section)	Widen from SR 54 (Jonesboro Rd) in Fayette Co to US 19/41 (Tara Blvd) in Clayton Co; 2 to 4 lanes	Envision6 LRTP	
RC-010	SR 279 widening	Widen SR 279 from 2 to 4 lanes from SR 85 to county line	2003 Plan and Envision6 LRTP	
RC-011	Goza Rd	<i>Reclassified as OP project</i>	Fayette Forward March 2009 Workshop	
RC-012	Antioch Rd	<i>Reclassified as OP project</i>	Fayette Forward March 2009 Workshop	
RC-013	Tyrone Rd	<i>Reclassified as OP project</i>	Fayette Forward March 2009 Workshop	
RC-014	Northside Parkway	<i>Reclassified as OP project</i>	Fayette Forward March 2009 Workshop	
RC-015	SR 20 Extension	Extend SR 20 from US 41 in Hampton to SR 54 in Peachtree City	Southern Regional Accessibility Study	
RC-020	SR 92 Connector Widening (85 to Jimmie Mayfield)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. Recommendation is to Widen from 2 to 4 lanes and improve intersections between SR 85 and the Jimmie Mayfield/SR 92 intersection	2003 Plan/ 2004 SPLOST	
RC-025	SR 92- SR 138 Connector	Provide for a connection between SR 92 and SR 138 in north Fayette/south Fulton counties. The alignment of this project may consist of upgrades to the existing Peters Road or may consider a new alignment altogether. Cost estimate is based on upgrades and reconstruction of Peters Road in both Fulton and Fayette Counties.	Fayette Forward	
RTP-001	W. Fayetteville Bypass - Phase I	From Lester Rd to Sandy Creek Rd	2003 Plan/ 2004 SPLOST	R-28 (SPLOST); FA-235A (LRTP)

Refer to Chapter 6 for more detailed project and policy recommendations.





Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						COMPOSITE SCORE	Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life				
RC-009	-71.4%	-33.3%	-33.3%	-42.9%	-40.0%	2.79	County position is not to support roads of major impact with no benefit. As MAC study is progressed by ARC, County should coordinate with ARC on how this could be incorporated with other Fayette Forward projects and even advance them	\$17,085,000	
RC-010	-57.1%	50.0%	-66.7%	-28.6%	-20.0%	3.78	low-build: drop as project	\$34,263,000	
RC-011	<i>Reclassified as OP project</i>								
RC-012	<i>Reclassified as OP project</i>								
RC-013	<i>Reclassified as OP project</i>								
RC-014	<i>Reclassified as OP project</i>								
RC-015	16.7%	50.0%	-33.3%	-57.1%	-60.0%	4.16	Not recommended in plan. Fayette County has stated its position in the plan's recommendations chapter that it does not support this project due to perceived impacts.	\$283,000,000	
RC-020									
RC-025	Not evaluated: specific alignment to be identified in future scoping phase; multi-county benefit important for plan inclusion							Long-term project	
RTP-001	Not evaluated: roadway was under construction at the time of Fayette Forward evaluation process.							Construction complete.	\$6,400,000
Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.									



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
RTP-002	W. Fayetteville Bypass - Phase II	From Sandy Creek Rd to SR 92	2003 Plan/ 2004 SPLOST	R-5 (SPLOST); FA-235B (LRTP)
RTP-003	W. Fayetteville Bypass - Phase III	From Lester Rd to Redwine Rd	2003 Plan/ 2004 SPLOST and Envision6 LRTP	R-28b (SPLOST); FA-235C (LRTP)
RTP-004	E. Fayetteville Bypass - Phase I	This project addresses a general need for greater north-south connectivity and network options outside of downtown Fayetteville. This constructs a new 2-lane roadway from S. Jeff Davis Drive to SR 54.	2003 Plan and Envision6 LRTP	R-8 (SPLOST)
RTP-005	E. Fayetteville Bypass - Phase II	This project addresses a general need for greater north-south connectivity and network options outside of downtown Fayetteville. This constructs a new 2-lane roadway from SR 54 to SR 85	2003 Plan and Envision6 LRTP	R-8b (SPLOST)
TR-001	Redwine Rd	Fill-in gaps of multi-use trail	Fayette Forward March 2009 Workshop	
TR-002	SR 74 (Joel Cowan Pkwy)	Multi-use path connections	Fayette Forward March 2009 Workshop	
TR-003	Stella Place to Villages	New cart path	Fayette Forward March 2009 Workshop	
TR-004	SR 54 (in Peachtree City)	West Bicycle and Ped Bridge & Gateway	Fayette Forward March 2009 Workshop	
TR-005	SR 54 @ CSX railroad	Bicycle and pedestrian path	Fayette Forward March 2009 Workshop	
TR-006	Downtown Fayetteville Greenway System	Develop greenway system connecting major city landmarks, residential clusters, and new village green	Fayette Forward March 2009 Workshop	
TR-010	Tuckum Creek-Mann Road Trail	Secondary	Fayette Forward March 2009 Workshop	
TR-011	Senoia Road Trail	Secondary	Fayette Forward March 2009 Workshop	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
RTP-002	Not evaluated: roadway was in right-of-way acquisition and design at the time of Fayette Forward evaluation process.						Construction expected to begin in 2010.	\$10,542,000
RTP-003	20.0%	100.0%	25.0%	-33.3%	-10.0%	6.02	\$38,600,000	
RTP-004	50.0%	33.3%	25.0%	-16.7%	10.0%	6.02	Original 4-lane roadway considered has been modeled and evaluated as a 2-lane roadway. \$28,500,000	
RTP-005	41.7%	33.3%	25.0%	33.3%	10.0%	6.43	Original 4-lane roadway considered has been modeled and evaluated as a 2-lane roadway. \$33,120,000	
TR-001	90.0%	100.0%	75.0%	83.3%	40.0%	8.88	\$1,260,000	
TR-002	100.0%	100.0%	100.0%	66.7%	40.0%	9.07	\$690,000	
TR-003	80.0%	100.0%	50.0%	66.7%	20.0%	8.17	\$580,000	
TR-004	70.0%	100.0%	75.0%	66.7%	10.0%	8.22	\$-	
TR-005	70.0%	100.0%	75.0%	66.7%	40.0%	8.52	\$-	
TR-006	80.0%	100.0%	75.0%	91.7%	20.0%	8.67	\$780,000	
TR-010	20.0%	100.0%	50.0%	33.3%	70.0%	7.73	\$1,660,000	
TR-011	80.0%	100.0%	100.0%	50.0%	80.0%	9.10	\$2,640,000	

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
TR-012	Tyrone Road Trail	Primary	Fayette Forward March 2009 Workshop	
TR-013	West Fayetteville Parkway Connector Trail	Primary	Fayette Forward March 2009 Workshop	
TR-014	Redwine Road Trail	Mostly complete; need to fill in gaps	Fayette Forward March 2009 Workshop	
TR-015	Spear-Ebenezer Church Trail	Primary	Fayette Forward March 2009 Workshop	
TR-016	Ebenezer Road Trail	Secondary	Fayette Forward March 2009 Workshop	
TR-021	Kite Lake Trail	Secondary. If Kenwood Road is redesigned as Northside Parkway, this trail should be aligned to meet New Hope Road trail (TR-032) at a single crossing point.	Fayette Forward March 2009 Workshop	
TR-022	Mask Rd - Harp Rd Trails	Secondary	Fayette Forward March 2009 Workshop	
TR-026	SR 85C Trail	Primary: SR 85 to Brooks (ends at Woods Road). Trail design should take into account access and driveway needs; in the City of Brooks trail may transition into on-street bicycle lanes.	Fayette Forward March 2009 Workshop	
TR-027	Eastin Trail	Secondary	Fayette Forward March 2009 Workshop	
TR-028	Central of Georgia Railroad Trail	Primary Trail Connection along historic railroad right of way	Fayette Forward March 2009 Workshop	
TR-031	North Fayette Trail	Primary	Fayette Forward March 2009 Workshop	
TR-033	Robinson Rd Trail	Secondary	Fayette Forward March 2009 Workshop	
TR-035	West Peachtree City Trail	Secondary	Fayette Forward March 2009 Workshop	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
TR-012	70.0%	100.0%	100.0%	50.0%	50.0%	8.70		\$2,580,000
TR-013	80.0%	100.0%	100.0%	66.7%	60.0%	9.07		\$520,000
TR-014	90.0%	100.0%	100.0%	50.0%	60.0%	9.00		\$1,260,000
TR-015	100.0%	100.0%	100.0%	50.0%	60.0%	9.10		\$2,290,000
TR-016	60.0%	100.0%	25.0%	50.0%	60.0%	7.95		\$2,120,000
TR-021	20.0%	100.0%	0.0%	66.7%	40.0%	7.27		\$980,000
TR-022	60.0%	100.0%	-50.0%	33.3%	30.0%	6.73		\$1,610,000
TR-026	70.0%	100.0%	50.0%	50.0%	30.0%	8.00		\$2,180,000
TR-027	40.0%	100.0%	50.0%	50.0%	70.0%	8.10		\$2,290,000
TR-028	20.0%	100.0%	50.0%	50.0%	60.0%	7.80		\$2,980,000
TR-031	50.0%	100.0%	75.0%	50.0%	60.0%	8.35		\$3,270,000
TR-033	70.0%	100.0%	50.0%	50.0%	60.0%	8.30		\$580,000
TR-035	60.0%	100.0%	50.0%	50.0%	40.0%	8.00		\$3,780,000

Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.



Project ID	Name	Description of Project, Need and General Recommendations	Where was this concept first developed?	Other project names or ID codes used to describe it
TR-036	Starrs Mill Trail	Primary	Fayette Forward March 2009 Workshop	
TR-037	Ebenezer Road Trail (Peachtree City)	Secondary: fills gaps in existing system.	Fayette Forward March 2009 Workshop	
TR-038	Peachtree Parkway/SR 74 Approach Gaps	Secondary: fill in gaps in trail on Peachtree Parkway on approach to SR 74 intersection	Fayette Forward March 2009 Workshop	
TR-039	Peachtree Parkway Trail Gap at North Hill	Secondary: Fill in trail system gap along Peachtree Parkway at North Hill	Fayette Forward March 2009 Workshop	
TR-040	Peachtree Parkway Trail Gaps	Fill in gap in trail system along Peachtree Parkway between Flat Creek Road and Interlochen Drive	Fayette Forward March 2009 Workshop	
TR-042	Robinson Road Trail Gaps	Gaps in Trail System along Robinson Road north and South of Spear Road intersection	Fayette Forward March 2009 Workshop	
TR-043	SR 54 Trail - Peachtree City to Tyrone Road	Primary	Fayette Forward March 2009 Workshop	
TR-045	Ramah Road Trail	Secondary: connects Beaugard/Redwine to First Manassas	Fayette Forward March 2009 Workshop	
Projects TR-046 through TR-100	Additions per revisions to Peachtree City Multi-Use Path Master Plan	Refer to Peachtree City Multi-Use Path Master Plan (2011 or current version) for project descriptions, map locations and prioritization criteria for implementation.	Peachtree City Master Plan	

Refer to Chapter 6 for more detailed project and policy recommendations.



Project ID	TECHNICAL EVALUATION PERFORMANCE (Described by Goal: See Chapter 5 for Explanation of Metrics and Composite Score Calculation)						Screening Notes and Current Status	Estimated Cost
	Safe and Balanced Transportation Choices	Support Vision for Positive Growth	Maintain Fiscal Sustainability	Pre-serve Rural Character	Desirable Places for All Citizens and Stages of Life	COMPOSITE SCORE		
TR-036	80.0%	100.0%	100.0%	58.3%	60.0%	8.98		\$1,550,000
TR-037	40.0%	100.0%	50.0%	58.3%	60.0%	8.08		\$520,000
TR-038	70.0%	100.0%	50.0%	100.0%	40.0%	8.60		\$180,000
TR-039	80.0%	100.0%	50.0%	100.0%	80.0%	9.10		\$230,000
TR-040	80.0%	100.0%	50.0%	100.0%	60.0%	8.90		\$120,000
TR-042	80.0%	100.0%	100.0%	91.7%	60.0%	9.32		\$180,000
TR-043	90.0%	100.0%	-50.0%	83.3%	10.0%	7.33		\$1,380,000
TR-045	80.0%	100.0%	100.0%	58.3%	40.0%	8.78		\$920,000
Projects TR-046 through TR-100	Refer to Peachtree City Multi-Use Path Master Plan (2011 or current version) for project descriptions, map locations and prioritization criteria for implementation.							
Refer to Appendix C for a detailed description of candidate projects relative to their communities served in Fayette County.								

