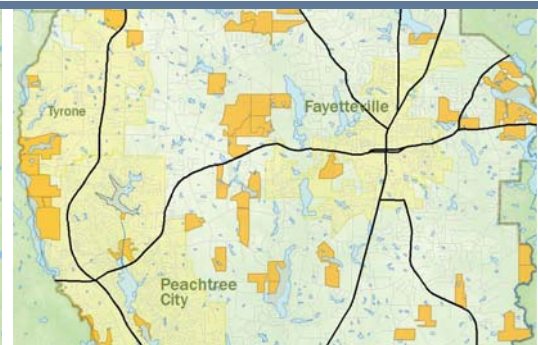
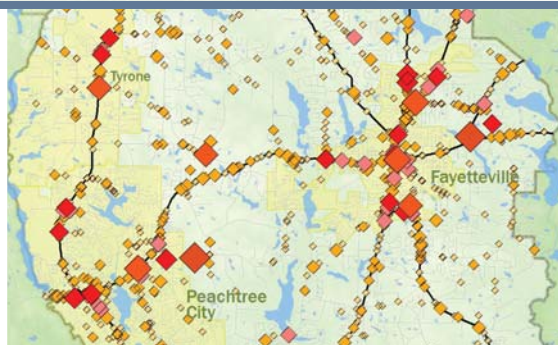
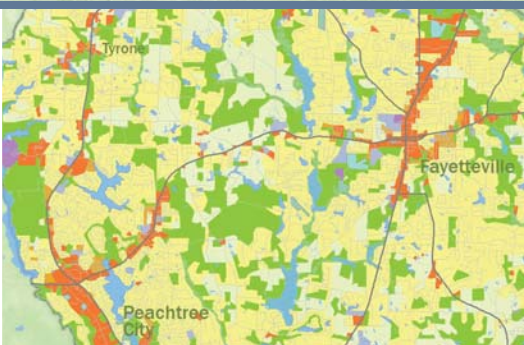


Candidate Project Descriptions



Appendix C

Appendix C **Candidate Project Descriptions**

The needs assessment and public input gave the Fayette Forward project team a broad set of ideas for potential transportation investments to provide connection and mobility while preserving the special qualities of Fayette County. However, the final outcome of the Fayette Forward process is a transportation plan that considers short-term funding availability and that reflects community consensus over projects that will best serve the County's residents, workers and economic needs. Because of this, not every idea developed in response to the needs assessment and public input may become a project recommendation for the plan. Many of these project ideas will be shown in the technical evaluation process (described in more detail in Chapter 5) to have limitations, from standpoints of either cost, constructibility or environmental or community impact.

Nonetheless, it is important to review all of these ideas as they represent a body of thought that responds to the questions and challenges suggested in the needs assessment and input from the public. The evaluation and assessment phase of the project that followed the development of these candidate ideas refined the list and established a system for prioritizing project implementation, but these candidates constitute the 'raw input' to be considered for developing a plan for Fayette County's transportation needs through 2030.

The candidate projects are not project recommendations. They are the unfiltered collection of ideas that were refined to lead to an ultimate set of recommendations, and they are presented here without specific technical commentary on their likely function or feasibility. The technical evaluation process that led to their recommended prioritization and selection is described in Chapter 5 of this plan, and the policy and specific project recommendations to which these project candidates contributed are discussed in Chapter 6.



TABLE C Explanation of Codes Used for Candidate Projects

<i>Project Code</i>	<i>Explanation/Description</i>
BG	Bridges. Bridge projects can refer to either construction of a new bridge, or maintenance or replacement of an existing bridge.
BR	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.
IR	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).
IS	Intersection signalization. This refers to the addition of a traffic signal at an intersection.
NS	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.
NW	New streets that are intended to be public projects or that involve significant public contribution to private development streets.
OP	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 widenings, 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.
PD	Pedestrian-oriented projects. These involve projects targeted to the pedestrian realm, including sidewalk and landscaping enhancements, as well as intersection improvements to facilitate crossing.
RA	Roadway realignment. These projects 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.
RC	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).
RTP	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.
TR	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 Appendix A for a comprehensive list of all candidate projects in alphabetical order.



Project Candidate Organization

While the public input activities, needs assessment and design workshops suggested many different projects that could be developed and ultimately recommended through the Fayette Forward plan, these projects were not always presented in the context of others.

This appendix presents the candidate concepts and organizes them into thematic groups, generally based on geography, neighborhoods and project function. The purpose of doing this is to introduce the intent behind these different projects and to demonstrate the extent to which they work together. To be sure, some projects are complex and important enough to be described on their own, but many smaller projects serve a role that can be best understood in the context of other projects: for example, an intersection improvement project may work in conjunction with other such projects on the same road to increase safety and relieve congestion.

What this suggests is that project prioritization, discussed in greater detail in Chapter 5, does not always depend on a set of technical criteria, but can be based on Fayette County's understanding of a larger area's transportation needs. This helps to balance the influence of using a technical evaluation process to create investment priorities and demonstrates that the mutual benefit that some projects share with others may help in selecting which projects to choose, namely those that have a greater area of benefit than in their specific project scope.



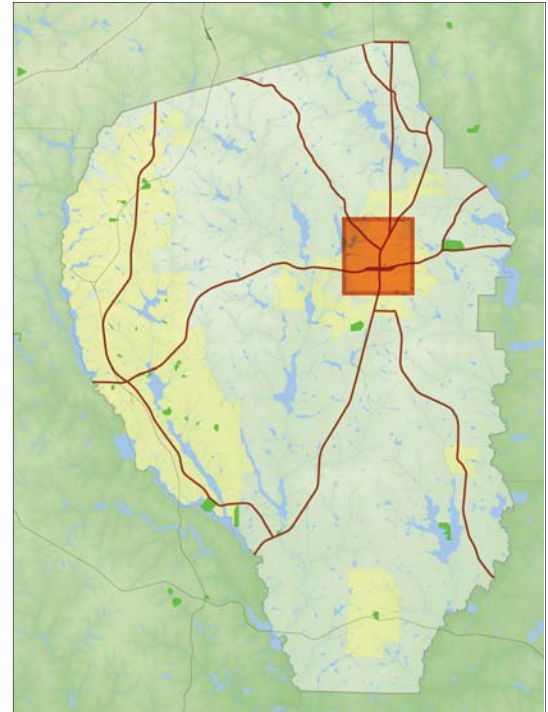
C.1 Downtown Fayetteville

As the traditional civic center of Fayette County, downtown Fayetteville has special significance within the community. The City of Fayetteville has worked in the recent past to enrich connectivity and walkability in the city center, especially from the town square to adjacent neighborhoods.

One of the challenges that Fayetteville faces is the use of its principal thoroughfares as regional mobility corridors. This has led to high levels of congestion at the two intersections of State Road 54 and State Roads 85/92 (the intersections of Glynn and Lanier and of Glynn and Stonewall).

These candidate projects seek not only to enrich Glynn and Lanier Streets as primary public spaces in downtown Fayetteville, but also to improve intersections for pedestrians, to add an off-street trail and to manage traffic operations to alleviate congestion at the two State Road 54 intersections.

Overall, the candidate projects presented here are intended to offer a broad palette of enhancements to enable downtown Fayetteville to redevelop and mature as a walkable small-city downtown environment.



Location of candidate projects within Fayette County.

TABLE C.1 Downtown Fayetteville Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
RTP-006	Hood Road sidewalk/pedestrian improvements from SR 85 to Mary Lynn Lane.
RTP-008	State Road 92 improvements from SR 85 to Lakeshore Drive.
IR-023	Intersection redesign at Grady and Beauregard, including the option of a roundabout.
IR-025	Stonewall Avenue/Glynn Street Intersection. This candidate concerned the configuration of left turn movements from eastbound SR 54 (Stonewall) to northbound SR 85 (Glynn). In more detailed evaluation, the ultimate recommendation was to remove the shared through-left turn status in the middle lane on Stonewall.
IR-026	Lafayette Avenue/Tiger Trail Intersection Improvements. This considered a roundabout as well as the addition of left and right turn lanes to improve traffic flow to and from Fayette County High School.
NW-012	Lafayette Avenue Extension across SR 85.



Downtown Fayetteville Projects

Project candidates for downtown Fayetteville focused on small-scale improvements, especially to pedestrian amenities, traffic operations enhancements, and new street connections. The extension of SR 92 across SR 85 is discussed in more detail in Section C.5.

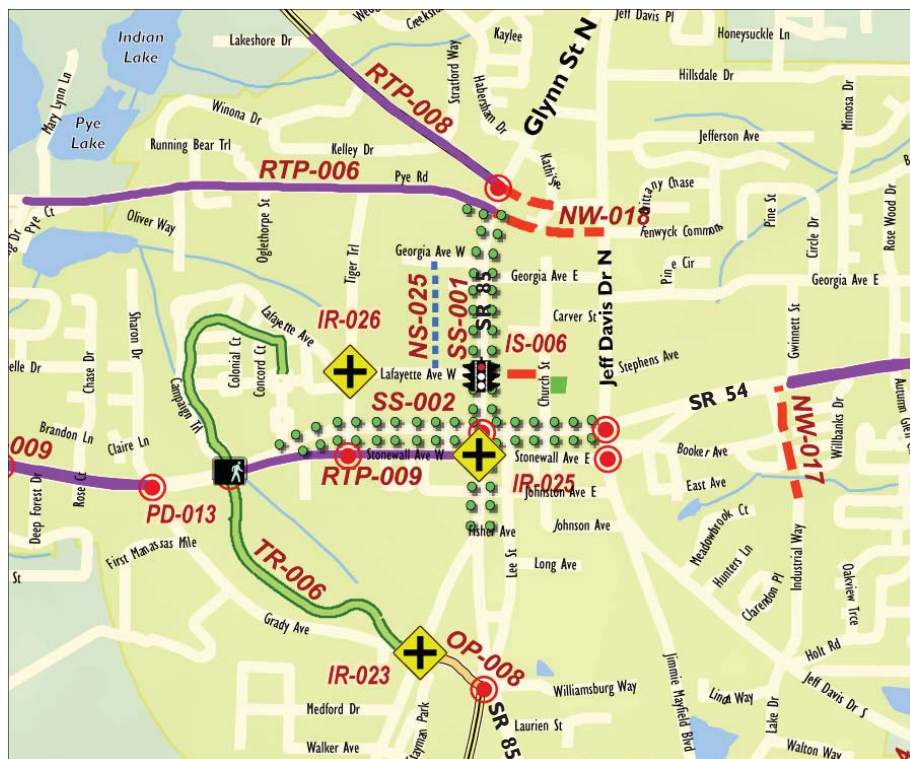


TABLE C.1 Downtown Fayetteville Projects (continued)

Candidate Projects in this Section	Project Description
NW-017	Industrial Way extension. Lack of street network and connections to SR 54 have concentrated traffic at a limited number of intersections. Recommendation is to extend the existing road north to SR 54. Existing right-of-way along the proposed alignment may reduce project cost.
NW-018	State Road 92/Hood Avenue Extension (refer to Section 4.4)
OP-008	Grady Avenue Operational Improvements.
PD-013	Campaign Trail/SR 54 Intersection Improvements. Improve pedestrian crossings with crosswalk striping and countdown timing
SS-001	Glynn Street Streetscape.
SS-002	Lanier Street Streetscape.
TR-006	Downtown Fayetteville Trail System

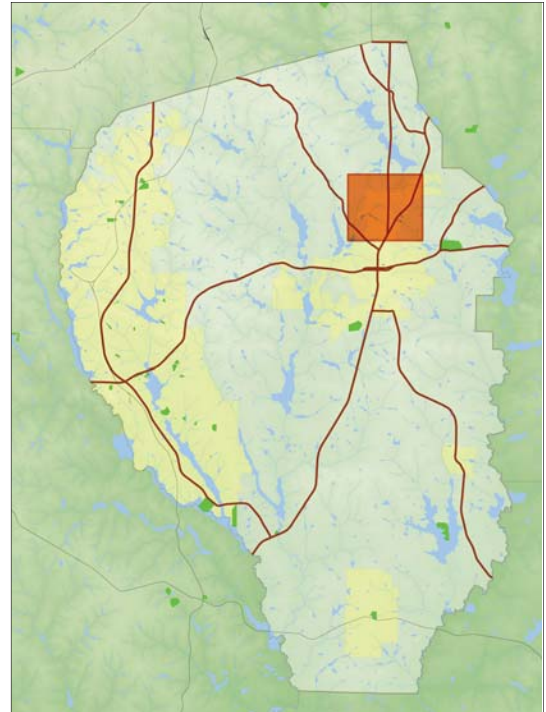


C.2 North Fayetteville

North Fayetteville does not have the same connected street work as the central part of the city, and as such major thoroughfares such as State Road 314, State Road 85 and New Hope Road carry much of the through traffic of the area. Many of the candidate projects are focused on these roads, though as with central Fayetteville they focus on a smaller scale of improvement, emphasizing intersection projects and, in one case, smoothing a horizontal curve in an old roadway alignment.

The focus of this part of the County is to correct relatively small problems of roadway and intersection geometry and to introduce pedestrian improvements, some of which have already been identified by Fayetteville and Fayette County in the ARC Envision6 long-range transportation plan.

Refer to Section C.1 for adjacent projects in downtown Fayetteville.

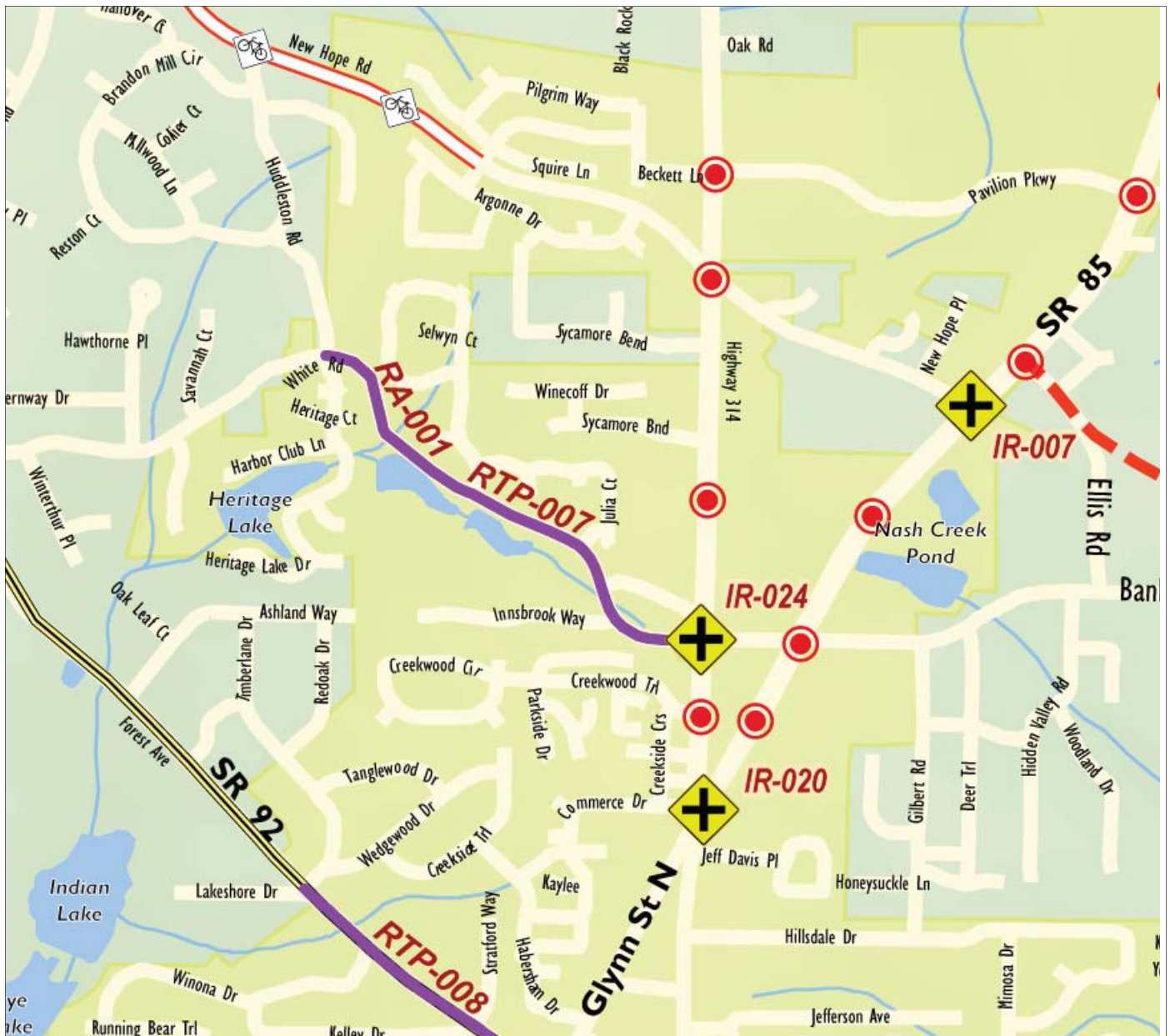


Location of candidate projects within Fayette County.

TABLE C.2 North Fayetteville Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-007	This project seeks to address queuing issues on New Hope Road by adding an eastbound right turn lane on New Hope. Coordinate with OP-011a.
IR-020	SR 85/SR 314 intersection realignment. Ideas for this project candidate included further attempts to correct angle skew at the intersection, reconfiguring turn lanes and storage capacity.
IR-024	SR 314/White Road intersection. Add turn lane storage capacity.
RA-001	Smooth the horizontal curve between Heritage Lake and Woodbyne.
RTP-007	Pedestrian improvements along White Road.





North Fayetteville Projects

As with downtown Fayetteville, projects in the northern area of the city focused on small-scale improvements, especially to pedestrian amenities, enhancing safety through roadway curve and intersection modification, and new street connections. The extension of SR 92 across SR 85 is discussed in more detail in Section C.4 of this appendix.



C.3 Northeast Fayette Neighborhoods

North of Fayetteville is one of unincorporated Fayette County's most developed areas. Based on growth patterns identified in the Inventory and Needs Assessment (refer to Section 2.2.1), this part of the County has seen the most direct effects of the outward growth of the Atlanta metropolitan area: development between Fayetteville and the Clayton County boundary has occurred largely since the 1980s.

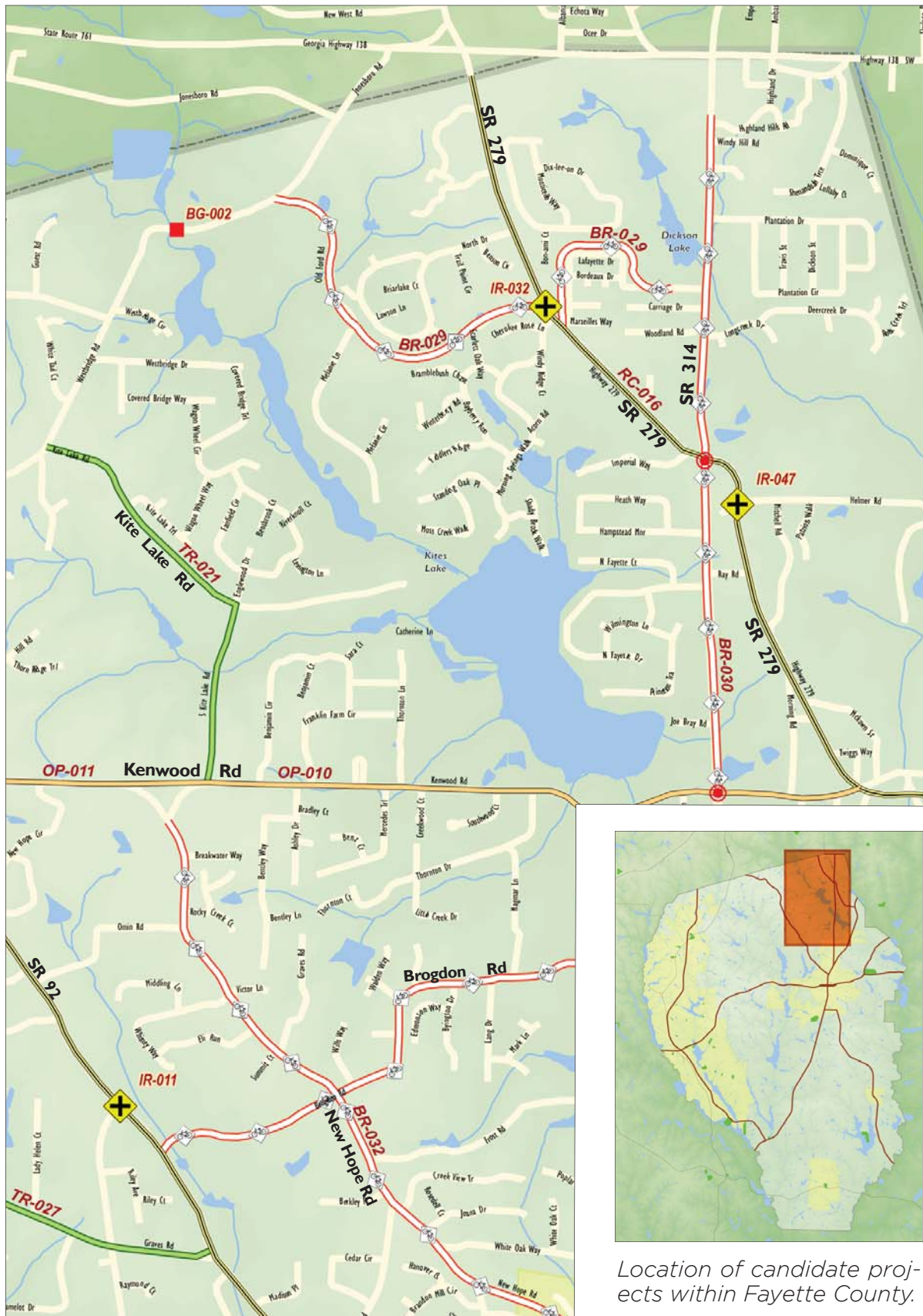
Many of the roads through this section of the county were historically rural roads providing access to more open agricultural lands. As residential and commercial development began to occur in this part of the county, these roads became collectors and arterials that functioned to move traffic from local streets. As in other parts of the county, however, these roads were not originally designed for that purpose and have geometric design features and closely spaced intersections that create safety and operational challenges.

The Southern Regional Accessibility Study also noted that State Road 279 is a regional thoroughfare making an important connection between Hartsfield-Jackson Atlanta International Airport and Fayette County, and as such may need to have capacity improvements made to accommodate future travel demand between the major employment and freight distribution center to the north and Fayette County communities to the south.

TABLE C.3 Northeast Fayette Neighborhood Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
BR-029	Old Ford-Lafayette Drive Bicycle Connector. This was envisioned as following existing streets with special signposting and pavement marking to designate a bicycle corridor.
BR-030	Bicycle Route on State Road 314 north of Fayetteville. This does not have to take the form of a separate project, but rather can be coordinated with future resurfacing or reconstruction of Highway 314.
BR-032	New Hope Road Bicycle Route. As with other bicycle routes in the Fayette Forward plan, this route is envisioned as an addition of bicycle-suitable shoulders in a future rehabilitation or reconstruction of the roadway. It provides connection from neighborhood streets to SR 279.
BR-034	Brogden Road Bicycle Route. As with other bicycle routes in the Fayette Forward plan, this route is envisioned as an addition of bicycle-suitable shoulders in a future rehabilitation or reconstruction of the roadway. It provides connection from neighborhood streets to SR 279.
IR-032	Old Ford Road/SR 279 Intersection Realignment. Seeks 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.
IR-047	Helmer Road/SR 279 Intersection Capacity. Adds a southbound left turn lane from SR 279 to Helmer.
TR-021	Kite Lake Trail. If Kenwood Road operational improvements are implemented (refer to OP-010 in Section C.9), this trail should be aligned to provide safe access to New Hope bicycle route (BR-032).





Location of candidate projects within Fayette County.



C.4 Highway 92 Extension in Fayetteville

During the Fayette Forward design workshop, the project team explored how the street network of central Fayetteville could better accommodate the traffic currently passing through the SR 54/SR 85-92 intersection. This is a junction of three regional routes, but it also carries a high amount of local traffic. Due to a lack of network alternatives, the local traffic is required to use the same streets as regional traffic, thus sending heavy traffic loads through two adjacent intersections, and these streets passing through these intersections form the core of Fayetteville’s downtown.

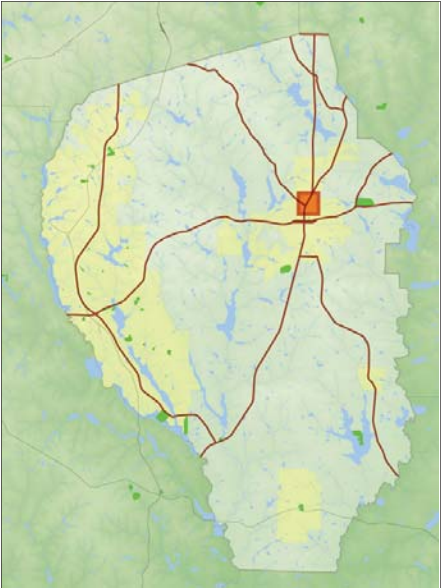
However, these are not the only streets in the Fayetteville street network, and not even the only streets with vehicle-carrying capacity. The project team explored ways that the various network streets could assist with this problem of confluence, and one of the most notable possibilities that they observed was Jeff Davis Parkway, a north-south divided street three blocks east of State Road 85. This street is, for all intents and purposes, another arterial through central Fayetteville, yet its only connection from the SR 92 corridor to the northwest is through local streets.

This candidate project concept explored the extension of SR 92 to Jeff Davis Drive, essentially building a new street to cross the SR 85 mainline and taking the alignment of the existing Kathy Street to intersect with Jeff Davis Drive. It is possible, though not necessary, that GDOT redesignate State Road 92 to this new alignment, thus allowing vehicles wishing to maintain one route or another to avoid the confluence.

One important factor of this candidate is that it must be coordinated with redevelopment of the commercial property to the east of the present intersection. It is identified as a public project in the candidate project naming system because it will require assistance from public agencies, including GDOT, but it is essentially a development-added contribution in that it provides an opportunity to work with property owners and the local community to promote re-development within the city limits.

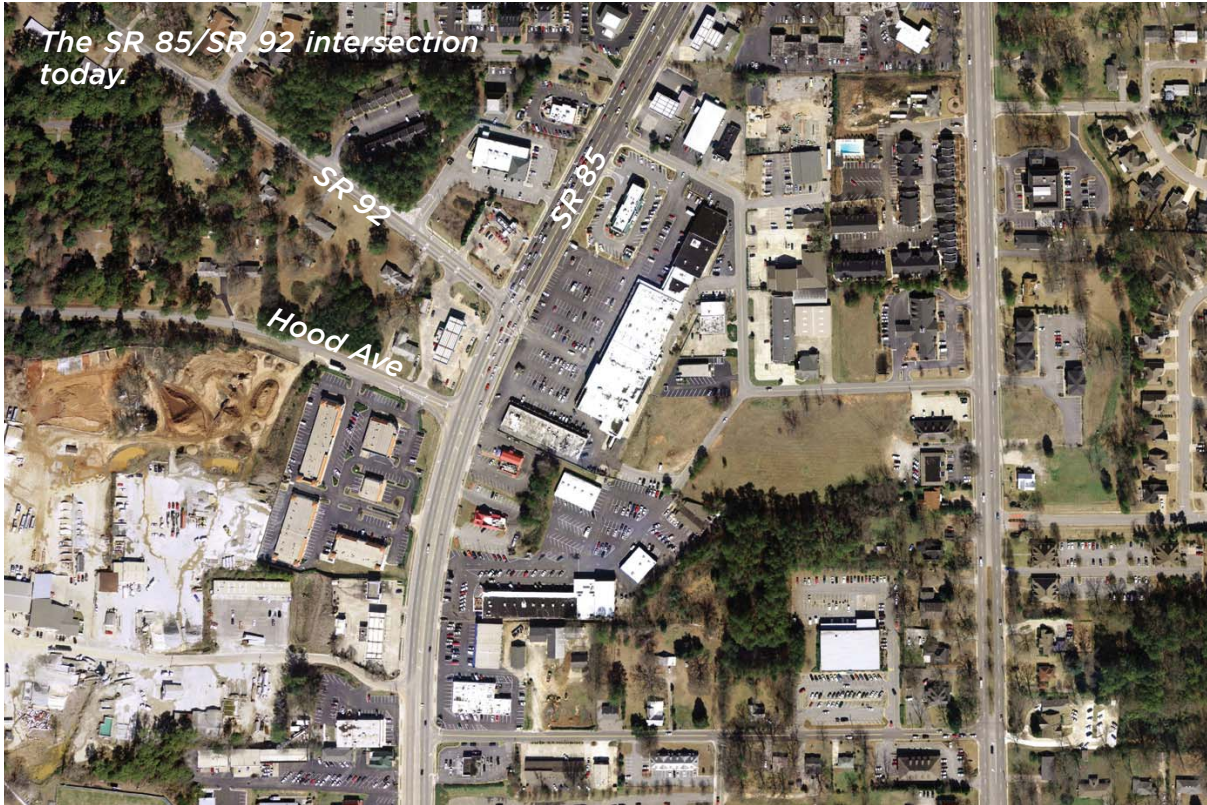
TABLE C.4 Highway 92 Extension Project

Candidate Project in this Section	Project Description
NW-014 or NW-018	<p>Extension of Hood Avenue or Forest Avenue (SR 92) across SR 85. This is classified as a public project because of likelihood that it would be publicly constructed, but it will be coordinated with property owners. The greatest benefit to traffic operations comes from the extension of Forest, although one or the other of these two streets should be chosen for the extension.</p> <p>Both NW-014 and NW-018 are listed here because both achieved the same purpose. The likely outcome of these two projects is that one will be implemented, although the implementation of both would have greater benefit for this part of Fayetteville.</p>



Location of candidate project within Fayette County.





C.5 McDonough Road Extension

Just as the confluence of State Roads 85 and 92 creates added traffic and congestion through central Fayetteville, the intersection of State Road 54 and McDonough Road east of the town center requires traffic to use State Road 54 to reach practically all regional routes to the north, south and west. This candidate, divided into two project phases during the design process, would extend McDonough across SR 54, ultimately connecting it to SR 85 north of Fayetteville.

The candidate as presented here uses the existing Ellis Road alignment to approach State Road 85, primarily because of the traffic signal already in place there. It was noted during the project candidate's development, however, that tying an extended McDonough to an intersection closer to SR 85 and New Hope Road would create a more comprehensive regional connection and establish a de facto alternative for east Fayetteville motorists wishing to travel north on State Road 92.

Concerns include impacts that this road may have on wetlands and existing single-family neighborhoods. As the project is developed, these issues will need to be explored more thoroughly.

Location of candidate project within Fayette County.

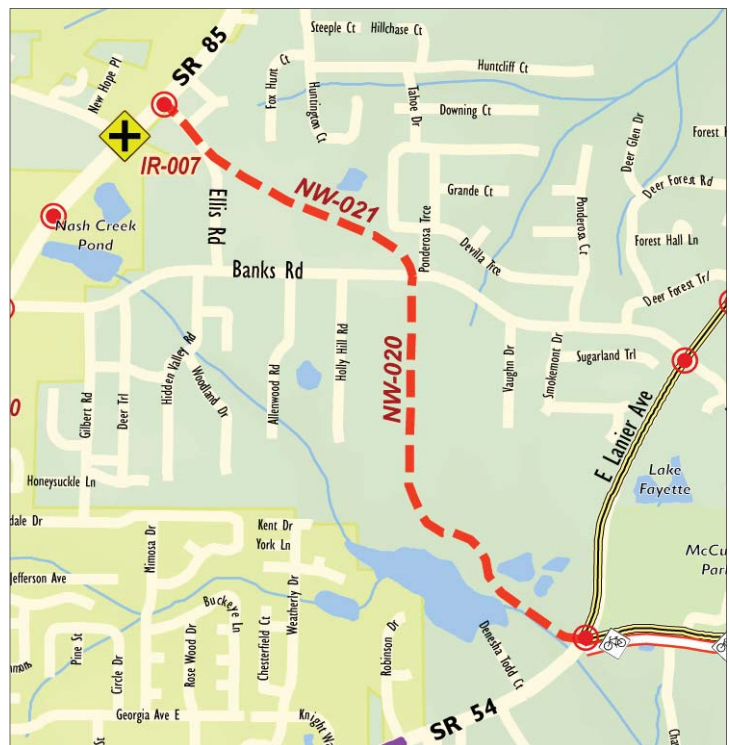


TABLE C.5 McDonough Road Extension Component Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
NW-020	McDonough Road Extension, Phase 1. This phase extends McDonough from State Road 54 to Banks Road and comprises a new roadway.
NW-021	McDonough Road Extension, Phase 2. This phase extends McDonough from Banks Road to State Road 85 and comprises a new roadway for most of its length, using the alignment of Ellis Road and its existing signal for the northernmost approach to SR 85.



C.6 West Fayetteville Parkway

Originally defined in the 2003 Transportation Plan, this road on the west side of Fayetteville has been proposed to alleviate traffic that, due to constraints in the regional road network, currently passes directly through Fayetteville.

As a new road project that has historically been envisioned as a four-lane facility, the parkway has generated much debate and controversy throughout the Fayette County community. The project team sought to offer revised approaches to the original design intent and more carefully explored existing and projected traffic patterns. They explored the idea of this road being designed to a two-lane section, adding turn lanes and landscaped medians at key intersections and generally controlling access between them. The intent of this alternative design was two-fold: to decrease the needed right-of-way (and therefore decrease the project cost by reducing needed right-of-way to acquire) and to find a functional design that would lessen impact on the open, rural landscape of this part of Fayette County.

**TABLE C.6 West Fayetteville Parkway
Component Project**

<i>Candidate Project in this Section</i>	<i>Project Description</i>
RTP-003	West Fayetteville Parkway, Phase III. At the time of Fayette Forward's completion, Phases I and II have either begun construction or are in advanced stages of design and engineering.

West Fayetteville Parkway

As illustrated on the map to the right, the West Fayetteville Parkway is being designed and constructed in three phases. When complete, the project will connect State Road 85 at Ha



C.7 East Fayetteville Parkway

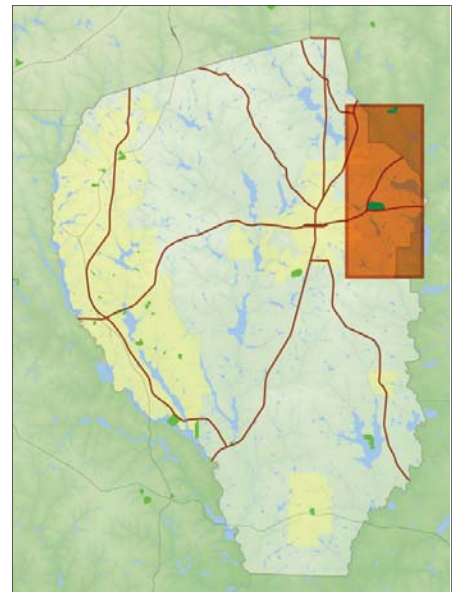
The East Fayetteville Bypass, another parkway/bypass project recommended in the 2003 Transportation Plan, would provide additional network for regional circulation and would help in alleviating current traffic congestion from the principal points of congestion in Fayetteville, the SR 54/SR 85-92 intersections. The parkway concept, as defined in the 2003 plan, proposed to use Corinth Road between State Roads 54 and 85 to carry the road, and would add a new road between SR 54 and Jeff Davis Drive. While not originally part of the parkway plan, this concept also includes the capacity improvement of Inman Road from Jeff Davis to SR 92.

The 2003 Transportation Plan envisioned this as a four-lane bypass around Fayetteville, though ongoing discussions during the Fayette Forward planning process suggested that a primarily two-lane roadway may adequately serve the needs of the County for the next 20 years. This suggestion, which supports many of the CTP's goals, is being further studied by the County.

Concerns for the roadway's implementation include its northern half, currently envisioned to be aligned on the existing Corinth Road. This road provides access to numerous private properties and access management for the road will need to be defined as it enters more advanced planning and design.

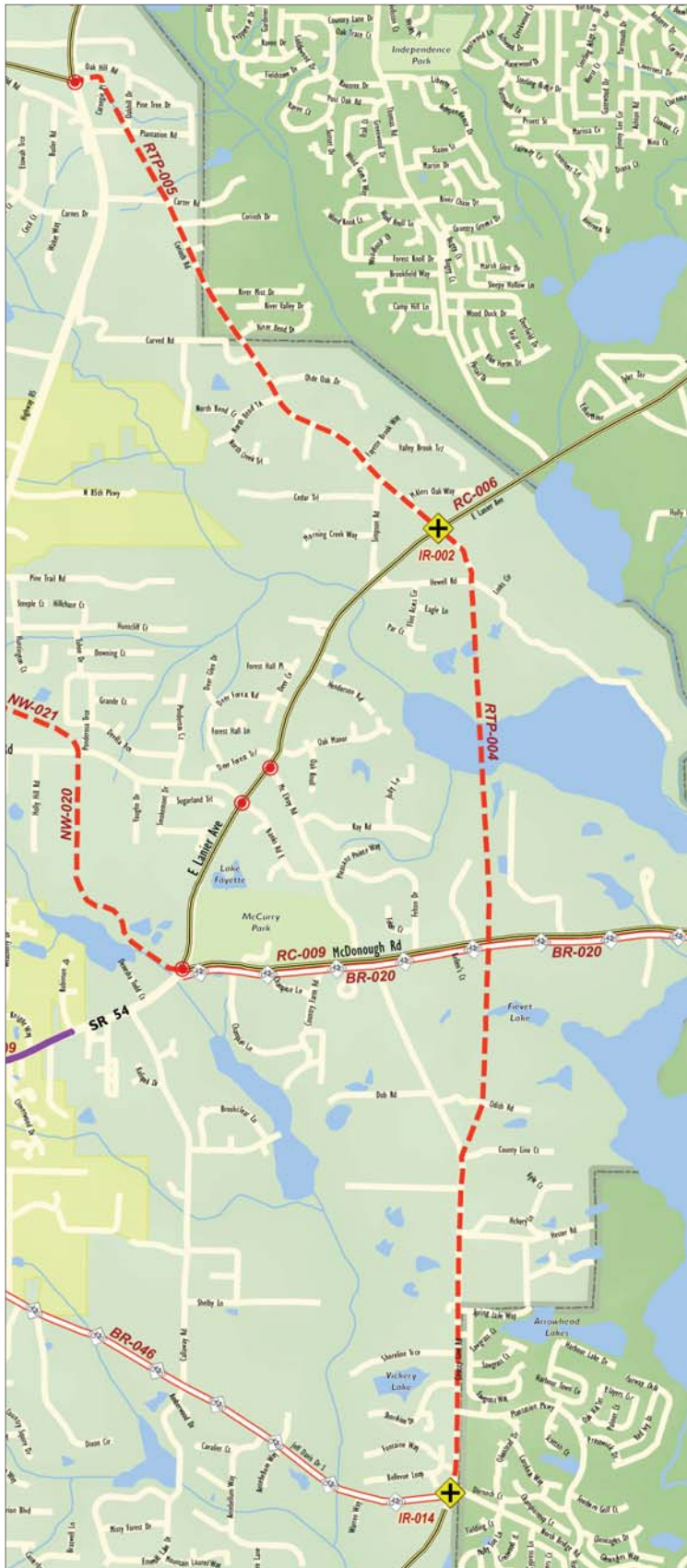
TABLE C.7 East Fayetteville Parkway Phases

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
RTP-004	East Fayetteville Parkway, Phase 1. This phase extends from Jeff Davis Drive to State Road 54 and comprises a new roadway.
RTP-005	East Fayetteville Parkway, Phase 2. This phase of the parkway uses existing Corinth Road as the alignment, connecting State Roads 54 and 85. A portion of this road is in Clayton County.



Location of candidate project within Fayette County.





East Fayetteville Parkway

As illustrated on the map to the left, the East Fayetteville Parkway is envisioned to connect from SR 85 to Jeff Davis Parkway. The northern half of its alignment would use the existing alignment of Corinth Road. South of SR 54, this constitutes a new roadway that intersects with McDonough Road and Jeff Davis. Although the 2003 Transportation Plan had envisioned this as a four-lane road, traffic model projections and early conceptual design during the Fayette Forward workshop led to a recommendation that it be planned and designed as a two-lane roadway.

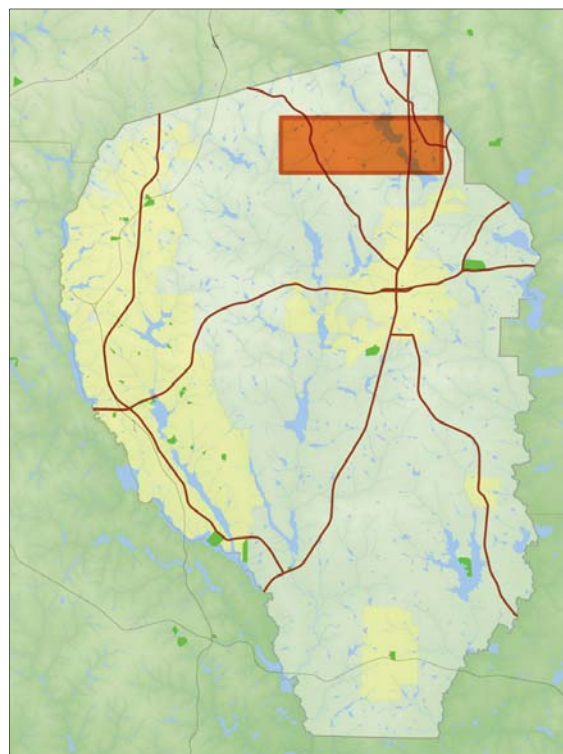


C.8 North Fayette Connector

As Fayetteville's eastern and western parkway projects were intended to provide additional road network in the higher-population area of the county around Fayetteville, a need has long been identified and discussed in the county to provide east-west alternatives, particularly north of State Road 54. This concept was discussed during the Fayette Forward design workshop as both a single roadway and as a series of projects, but in the end was defined primarily as a series of operations-focused improvements.

The connector corridor concept comprises three main projects: one that would include improvements to Kenwood Road from State Road 279 to the existing intersection of New Hope and Kenwood, another that would improve New Hope from Kenwood to State Road 92, and a third that would extend these corridor improvements west along Lee's Mill Road from SR 92 to the West Fayetteville Parkway. While these projects are intended to address the needs of an entire corridor, they are divided into these three components for purposes of programming and coordination with other capital projects.

In the end, it is envisioned that these three projects together will facilitate access from the West Fayetteville Bypass to State Route 85, thus allowing traffic from south Fayette County to reach SR 85 without needing to travel through Fayetteville and without constituting major impacts to the north Fayette communities through which the three roads described below pass. By focusing on a series of operational improvements, projected future traffic on these roads can be accommodated with a focus on safety and reducing congestion.

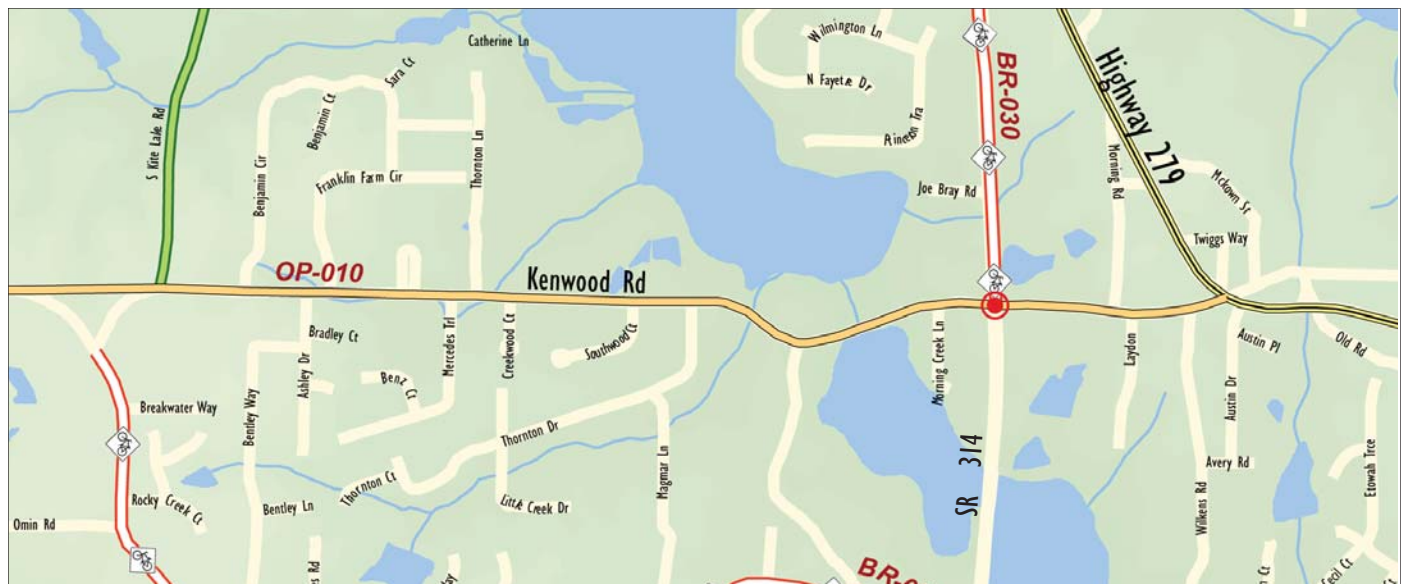
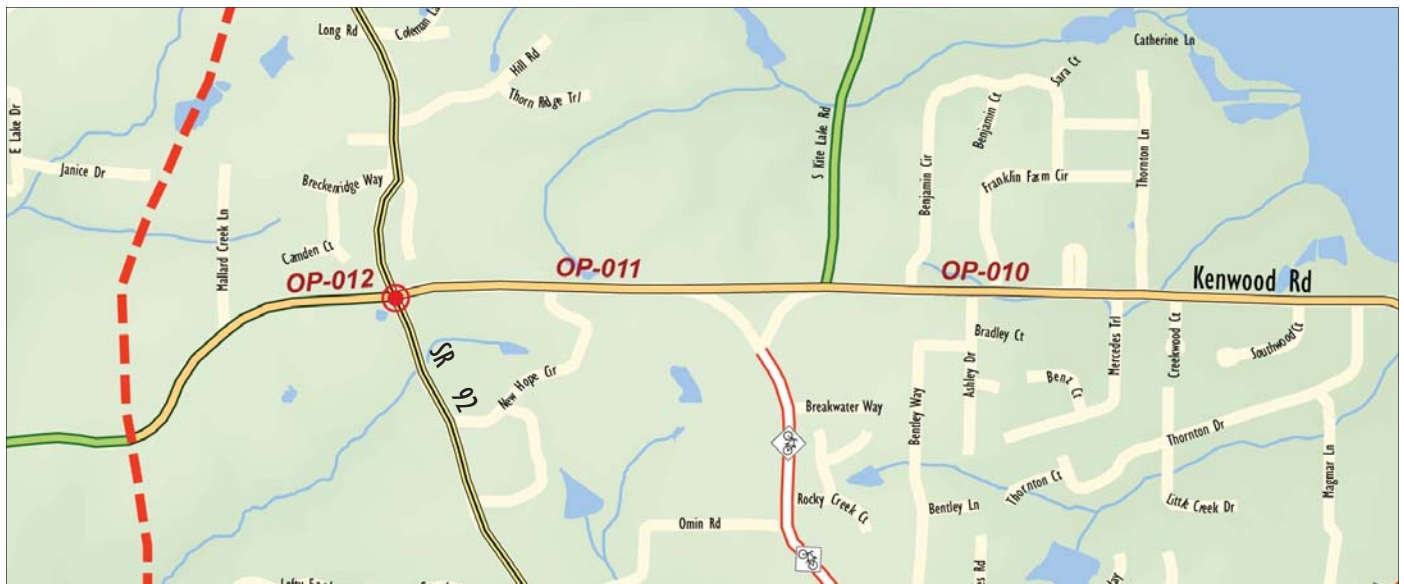


Location of candidate projects within Fayette County.

TABLE C.8 North Fayette Connector Component Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
OP-010	Widen existing Kenwood to add turn lanes as needed, from SR 279 to New Hope, correcting problematic geometries and improving intersections. Tied to general access from West Fayetteville Bypass to SR 85. Improve safety and drainage, as needed.
OP-011	Widen existing New Hope to add turn lanes as needed, from realigned intersection to SR 92 and correct safety and drainage concerns.
OP-012	Widen existing Lees Mill to add turn lanes as needed, from SR 92 to West Fayetteville Bypass and correct safety and drainage concerns.





North Fayette Connector

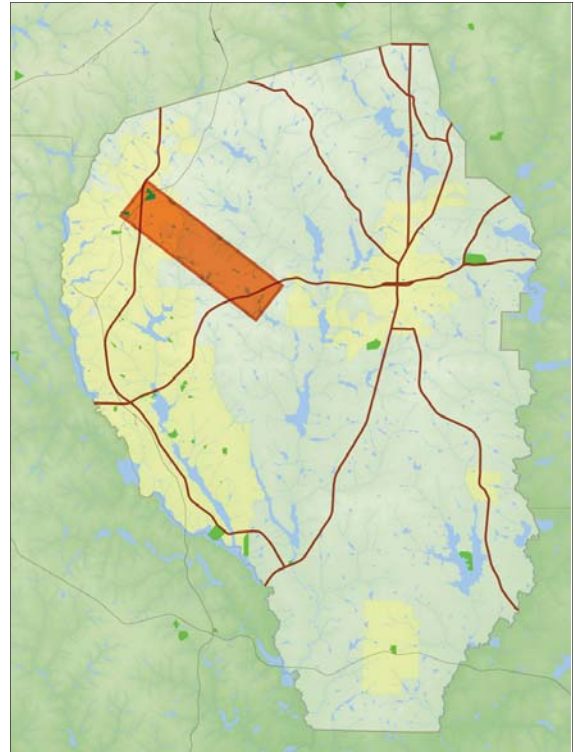
The North Fayette connector consists primarily of three operational projects that would add left turn lanes as needed to facilitate traffic operations. At the western end of this corridor, these improvements would allow a connection to the West Fayetteville Parkway.



C.9 Tyrone Road Corridor

In northwest Fayette County, Tyrone Road is a direct connection between western Fayetteville and the town of Tyrone. It also continues across State Road 74 as Palmetto Road, providing a connection to Interstate 85. As such, it serves as a desirable connection for some Fayette County commuters. However, it has not historically been planned for as a major transportation thoroughfare, and as such today carries commute traffic on an otherwise rural two-lane road.

This series of projects explored several ways in which Tyrone Road could carry improvements to control vehicle speeds while allowing the road to be the direct connection in the street network that it is. It focused on an ‘operational corridor’ approach that added improvements at key locations, but it also introduces roundabout as a design option for intersections in Fayette County. In exploring existing conditions for the area, the project team found that many key intersecting roads have volumes roughly equal to Tyrone Road. This in addition to the similar roadway geometries are ideal conditions for selecting roundabout design: the similar daily traffic volumes suggest that the operations of the roundabout will not be compromised by one road’s heavy volumes (if one road’s volume is significantly greater than the other’s, vehicles from the second roadway have difficulty and delay in entering the roundabout).

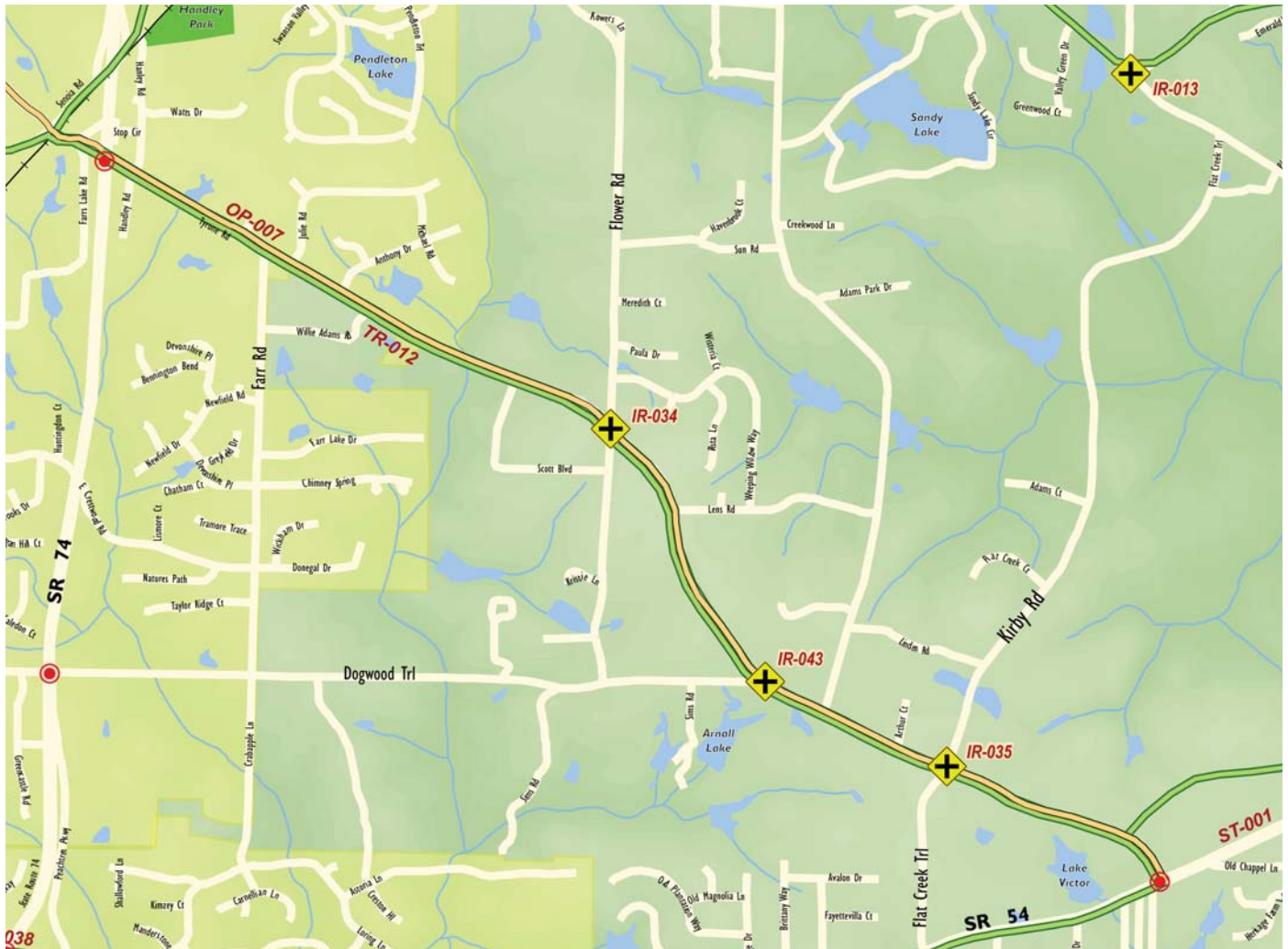


Location of candidate projects within Fayette County.

TABLE C.9 Tyrone Corridor Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
OP-007	Tyrone Road Operational Improvements. This considered widening Tyrone from 2 to 3 lanes from SR 54 to SR 74 at key intersections and locations where turn lanes are needed. This project is not intended to include the separate intersection projects discussed in this section.
IR-034	Ellison Road/Tyrone Road Intersection Reconfiguration. Options considered in the design workshop included a roundabout or a realignment of Ellison approaches.
IR-035	Flat Creek Trail/Tyrone Road Intersection Reconfiguration. Options considered in the design workshop included a roundabout or realignment of Flat Creek Trail approaches.
IR-043	Dogwood Trail/Tyrone Road Intersection Reconfiguration. Realign Dogwood approach to correct intersection skew.
TR-012	Tyrone Road Trail. This is intended to be an off-road multi-use path adjacent to Tyrone Road. It would extend generally between SR 54 and 74, with a connection west of SR 74 to another planned trail following Old Senoia Road. North of SR 54, it would connect to a planned trail that would serve the planned Fayette County medical and office complex.





In addition, roundabout intersections also provide an opportunity for aesthetic enhancement through their circulating roadway and multiple approach ‘splitter’ islands. This part of Fayette County displays the characteristics defined in Chapters 2 and 3 as the rural landscape that is highly valued by the Fayette community, and design options that enhance it can solve transportation problems while contributing to the sense of place on this corridor.

Tyrone Road Corridor Projects

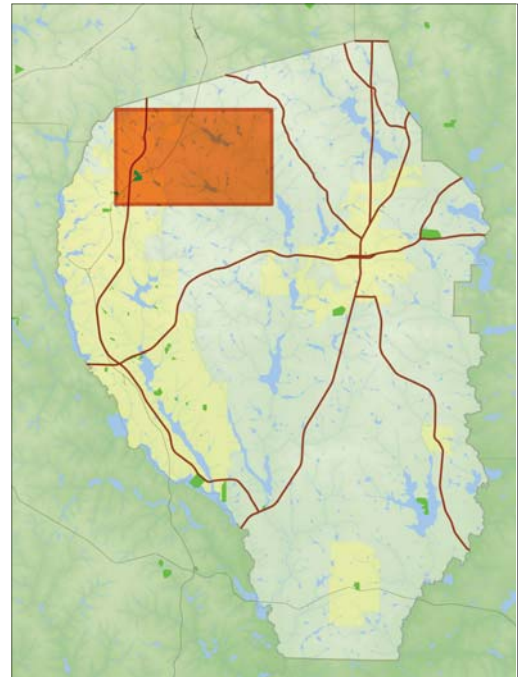
The Tyrone Road corridor is widely used as a regional thoroughfare in northern Fayette County. However, it is also a residential corridor where residents have expressed concerns about travel speeds. By introducing roundabout intersections, the same amount of traffic can be carried on the corridor without a need for long stops and delays at intersections, where the speed control that the roundabouts bring can improve safety.



C.10 Sandy Creek and Northwest Fayette

Sandy Creek Road is another northwest Fayette connection with several challenging intersections and locations. Generally parallel to Tyrone Road, it serves as a connecting road option from western Fayetteville to northwest Fayette County, providing access to Interstate 85 via State Route 74.

One of the most significant transportation challenges of this area of the County is the intersections of Ellison, Jenkins and Sandy Creek Roads. Acute angles of intersection combined with traditionally higher travel speeds on Sandy Creek have presented notable safety concerns at these intersections. The Fayette Forward planning team considered several options at these intersections, including the closure of the Jenkins/Sandy Creek intersection to eliminate high-speed westbound left turns.

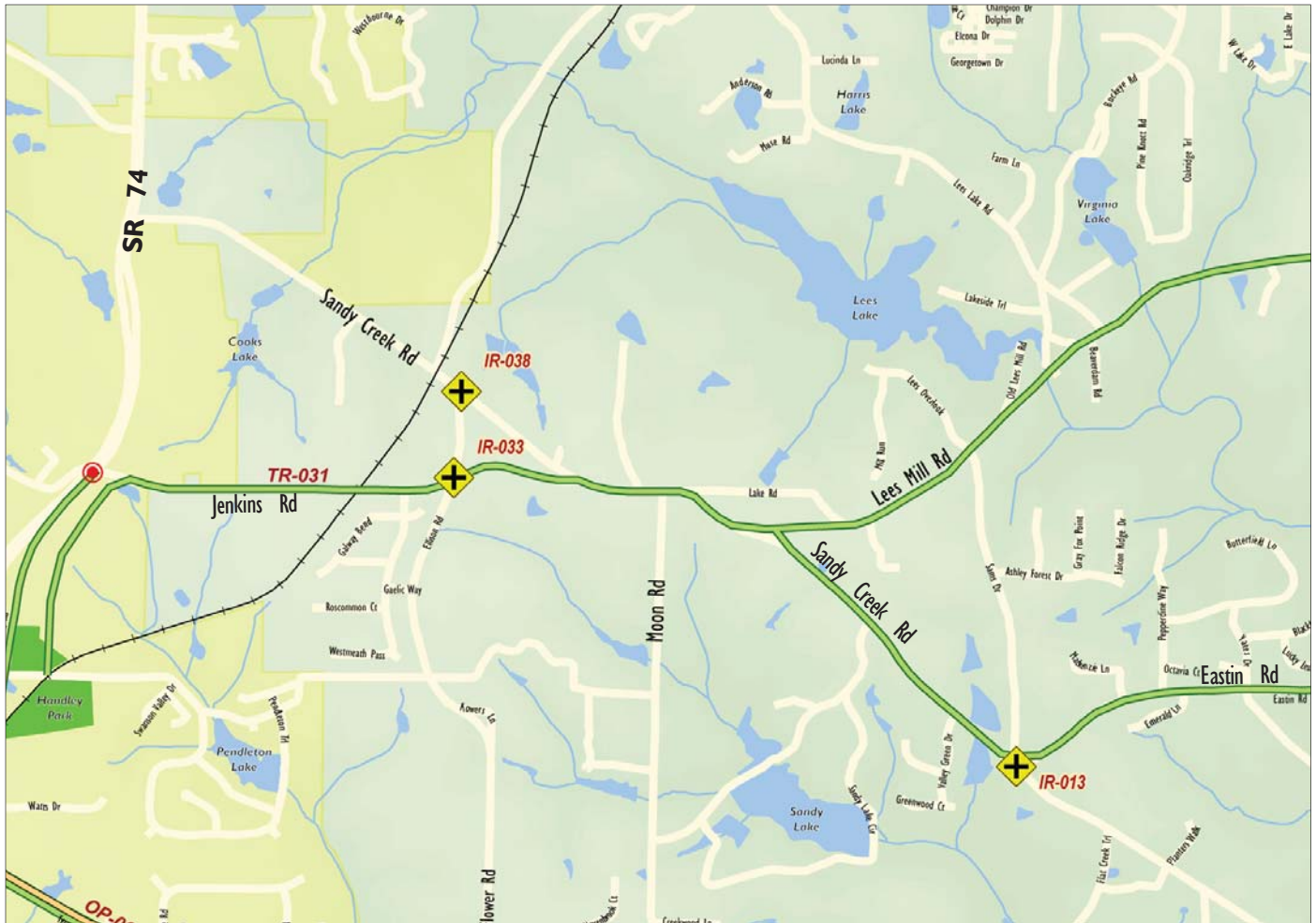


Location of candidate projects within Fayette County.

TABLE C.10 Northwest Fayette Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-038	Sandy Creek/Ellison Road intersection. This proposes to realign the intersection to correct a skewed angle and improve safety.
IR-033	Jenkins Road/Ellison Road intersection. This proposes to realign the intersection to correct a skewed angle and improve safety.
IR-013	Sams Drive and Eastin Road at Sandy Creek Road. 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.
TR-031	Sandy Creek Trail, forming an east-west trail connection from the north Fayetteville neighborhoods. This would connect to the Old Senoia trail discussed in Section C.19 and eventually into the Peachtree City system.
TR-027	Eastin Trail. This would connect to the Sandy Creek trail, and eventually to the Old Senoia trail discussed in Section C.19 and eventually into the Peachtree City system.





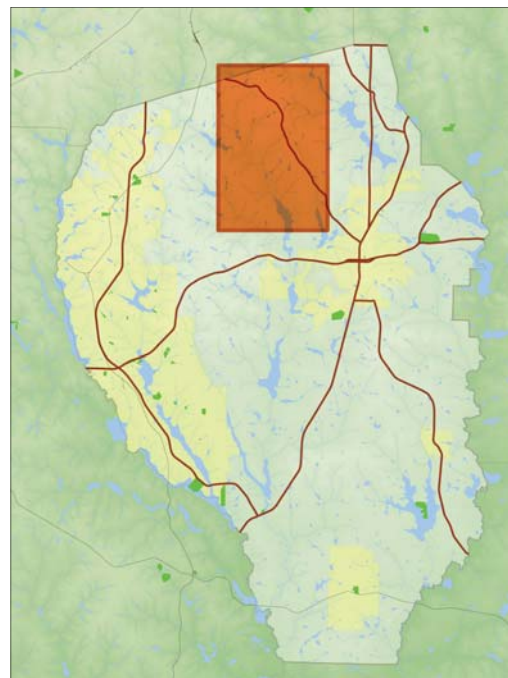
C.11 North State Road 92

Northwest of Fayetteville, State Road 92 is presently a two-lane highway section passing through established residential communities. This is a well-used commute route for Fayetteville and east Fayette residents wishing to connect to Interstate 85. Though State Road 92 does not have a direct interchange with Interstate 85, motorists use a variety of connections to reach interstate access.

As part of the Southern Regional Accessibility Study, State Road 92 was proposed for a capacity enhancement through a conventional four-lane widening, from SR 85 to the Fulton-Fayette County Line.

Aside from capacity concerns, SR 92 has several operational and design features that compromise safety and, at certain times of the day, contribute to traffic congestion. These include curves, unsafe and uncomfortable intersection angles, and frequent driveways in certain areas that require turning vehicles to wait against oncoming traffic.

While it is possible that a four-lane widening project could address the needs currently posed for the road by operational issues, the project team noted that safety issues, especially through crash data, are notable only at key points. For this reason, both operational improvements through intersection projects and the SRAS-recommended capacity study are shown here.

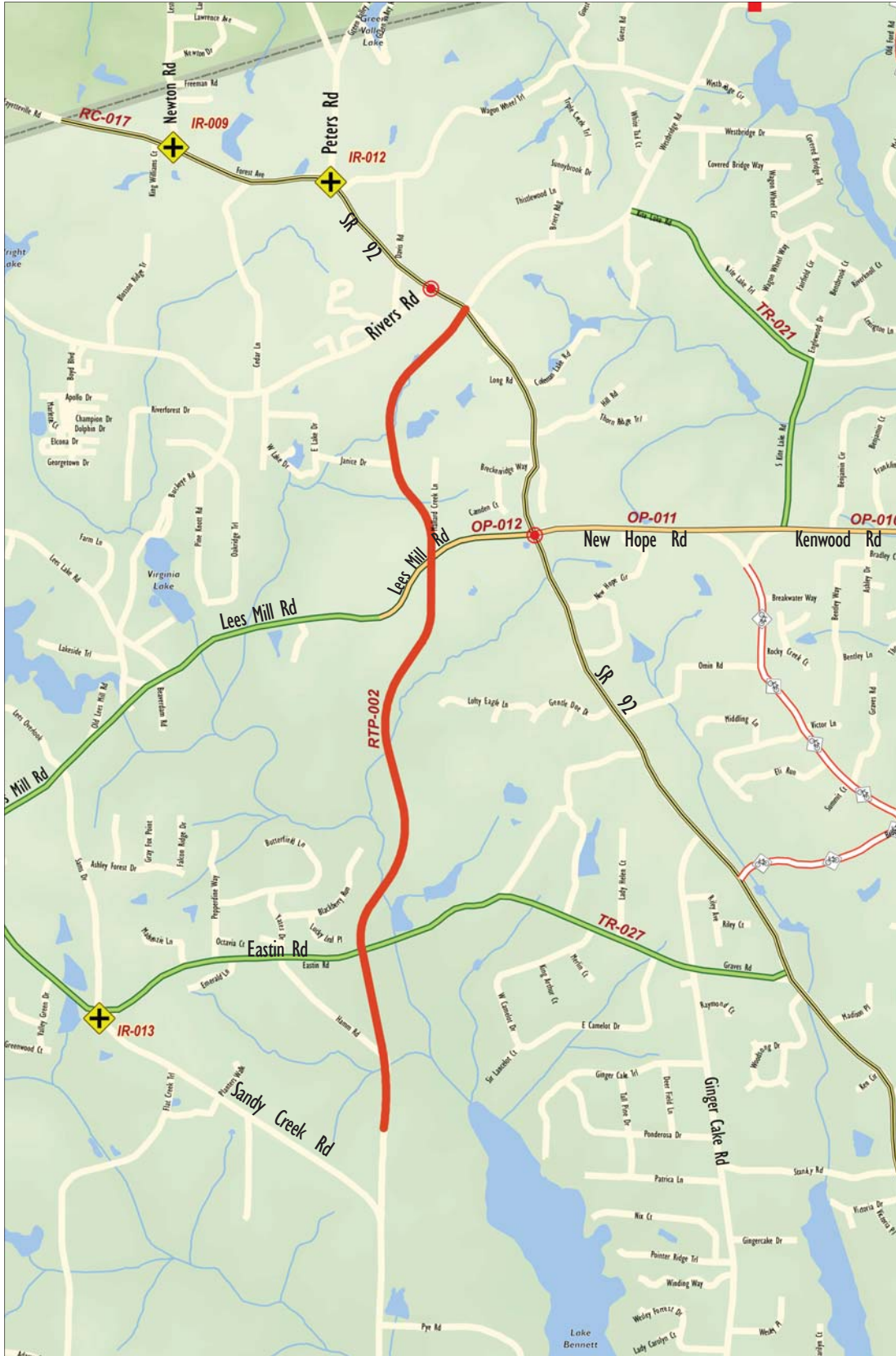


Location of candidate projects within Fayette County.

TABLE C.11 North State Road 92 and Related Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-012	Peters Road/SR 92 Intersection Redesign.
IR-009	Newton Road/SR 92 Intersection Redesign.
RC-017	Widen SR 92 from 2 to 4 lanes from SR 85 to Fulton-Fayette County line. This concept was first proposed in the Southern Regional Accessibility Study and also includes widening of SR 92 into Fulton County.

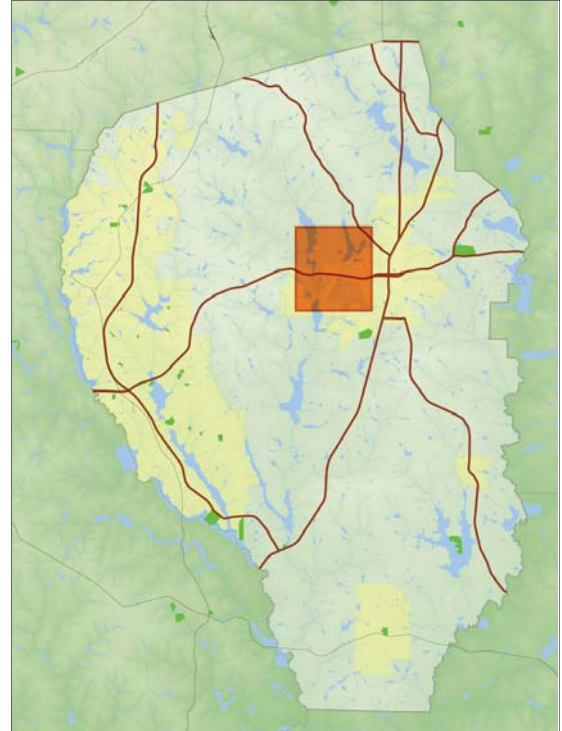




C.12 West Fayetteville

Western Fayetteville is marked by newer development and, as is typical for more recent residential development patterns throughout the Atlanta region, less emphasis on street connectivity and a reliance on higher-class thoroughfares to carry all regional traffic. As a result, certain intersections in the area, such as the intersection of Gingercake Road and State Route 54, have experienced problems of capacity and traffic operations.

Another significant project in this part of Fayette County is the construction of a new connecting road between First Manassas Mile Road and State Route 54. This is intended to reduce the need for trucks and heavy vehicles to use downtown Fayetteville streets to access the waste transfer station on First Manassas Mile.



Location of candidate projects within Fayette County.

TABLE C.12 West Fayetteville Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-021	Gingercake/State Road 54 intersection. Gingercake is a primary collector for the residential areas west of downtown Fayetteville and provides them with access to State Routes 54 and 92. This project would add turn lane storage capacity to intersection.
NW-009	Add connecting street between SR 54 and First Manassas Mile Road. This project would facilitate movements of trucks and other heavy vehicles that currently use local (and residential) streets in Fayetteville to access the state highway system.
RTP-009	Pedestrian improvements from Gwinnett Street to Robinson Drive; from Fayette County Complex to North Lafayette Avenue; and from Grady Avenue to Burch Road.
BG-007	Restore Hood Avenue bridge over Lake Bennett/Whitewater Creek.
BG-009	State Road 54 culvert improvements (near Hickory Road intersection)





C.13 Central Fayette Connections

The central area of Fayette County is not presently as populous as Fayetteville or Peachtree City, which lie on either side of it, yet it is an area where growth potential is among the greatest in the county. Part of the reason for this is the allowed densities in present zoning and land use, but another major part is the County's plan for the development of an employment center featuring a hospital campus near State Road 54 and Sandy Creek Road.

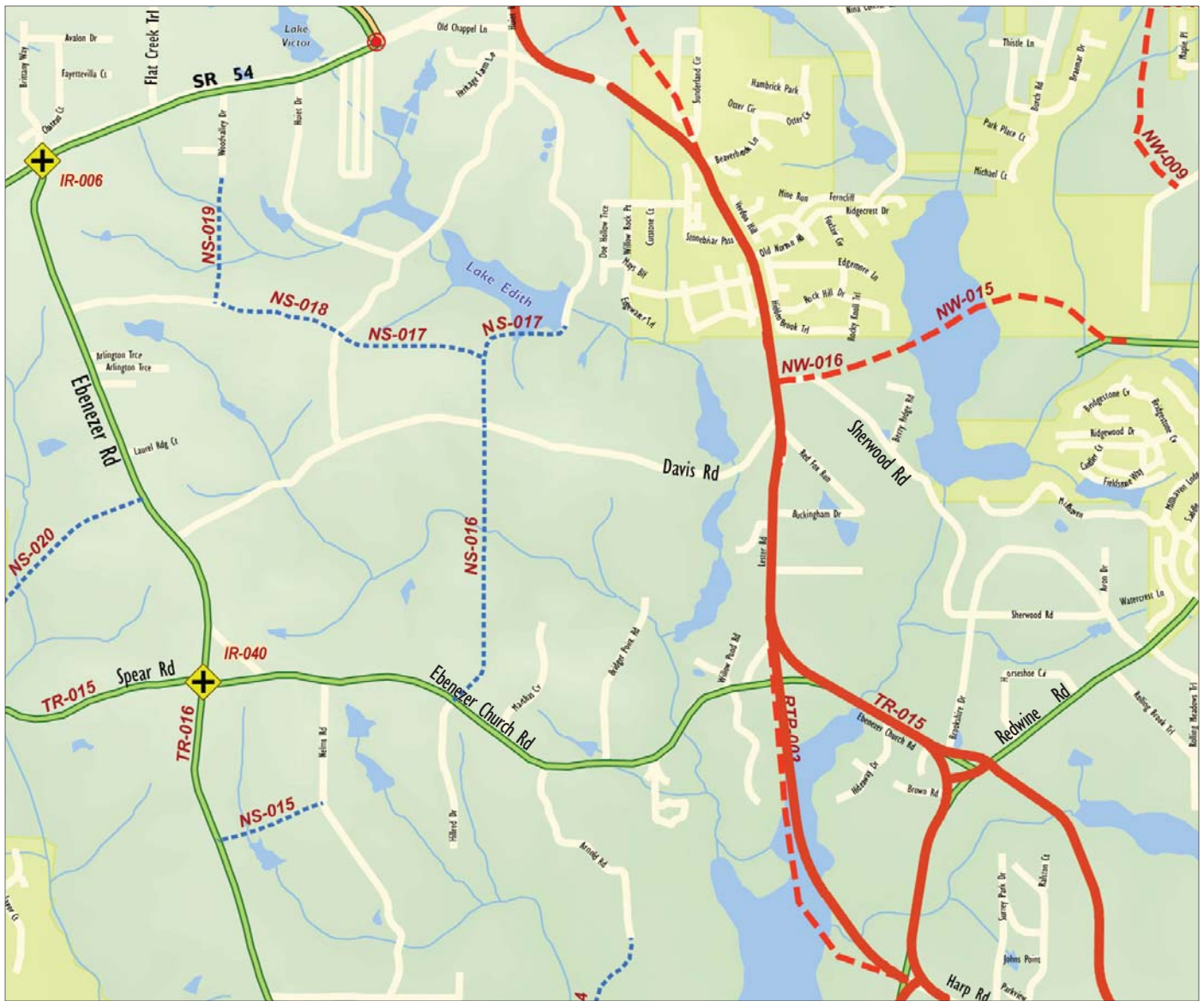
The need for cross-county connectivity coupled with a potential addition of highly-skilled jobs to the County suggested that this area be the focus of several major connection routes. However, this involved more than roadway capacity: two intersections can be reconfigured to address safety issues and make operations more efficient, and one street can be extended to establish a more direct east-west connection. This is an example of a common occurrence in Fayette County: that older roads, using design parameters that did not anticipate the needs of residential communities with relatively high automobile use, can be redesigned with low-impact, small-scale improvements, and that these projects being implemented together can work to greatly modernize the County's transportation system.

This part of Fayette County also received a significant amount of attention during the design workshop as a location for expanded trail network to allow Fayetteville and its surrounding neighborhoods multimodal access to the Peachtree City cart path network.

TABLE C.13 Central Fayette Connection Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-006	Ebenezer/ State Road 54 Intersection.
IR-040	Offset intersection has led to accidents, some involving injuries. The need for speed control along Ebenezer has been expressed in particular by the public. Recommendation is for intersection reconfiguration; options include roundabout or realignment to a single point. Coordination with proximate cemetery will be necessary.
NW-015	First Manassas Mile extension. This would extend First Manassas Mile to Lester Road from its current terminus near the east bank of Gingercake Creek.
NW-016	Extend Sherwood Road to Lester Road. This should be coordinated with NW-015, or at least construct the extension along geometric parameters that would allow a First Manassas extension to use the extension provided in this project.
TR-015	Spear-Ebenezer Church Trail. This trail is envisioned as a principal connection between Fayetteville and Peachtree City.





Location of candidate projects within Fayette County.



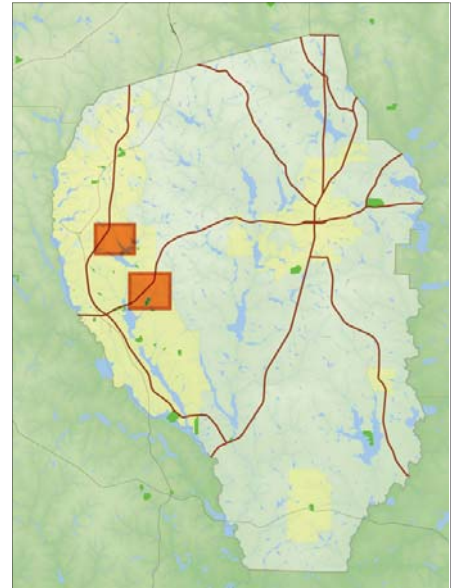
C.14 Peachtree City Neighborhoods

Peachtree City is a master-planned community and as such its street network was defined well in advance of its construction. Nonetheless, the city has made minor enhancements to its transportation system over the past four decades, and the Fayette Forward plan has identified additional ways that these enhancements could be carried out. These involve the expansion of the city's side-path network to allow clearer and safer crossings of major highways, especially State Road 54, and to complete gaps in the path network presently along-side local streets.

These enhancements also include operational improvements at Walt Banks Road and Peachtree Parkway, already identified by the City of Peachtree City and Fayette County as a project to be pursued under the 2004 SPLOST program.

The need for such enhancements has been identified by Peachtree City residents as well as by other Fayette County residents wishing to have better bicycle and pedestrian access to the Peachtree City system.

Peachtree City also has a transportation plan (prepared by QK4 in February 2007) with multiple small projects not mapped in this section. Please to refer to that plan for additional detail on small-scale recommendations.

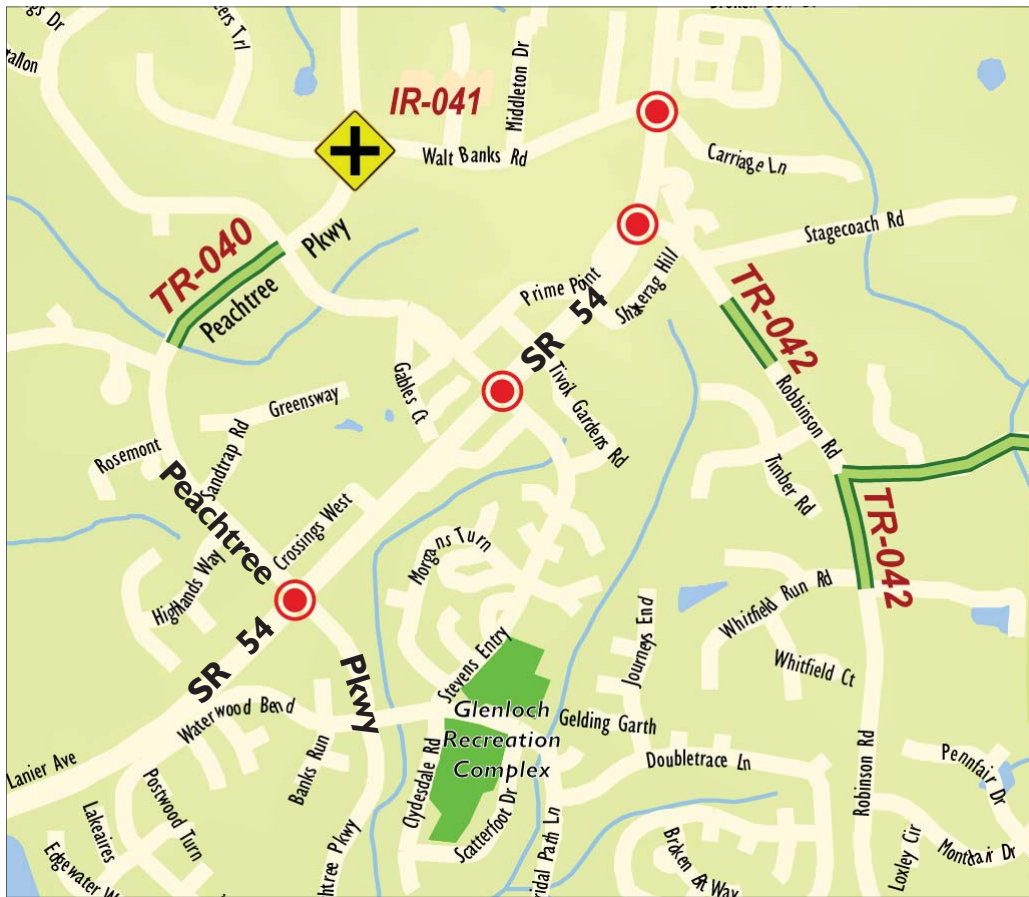
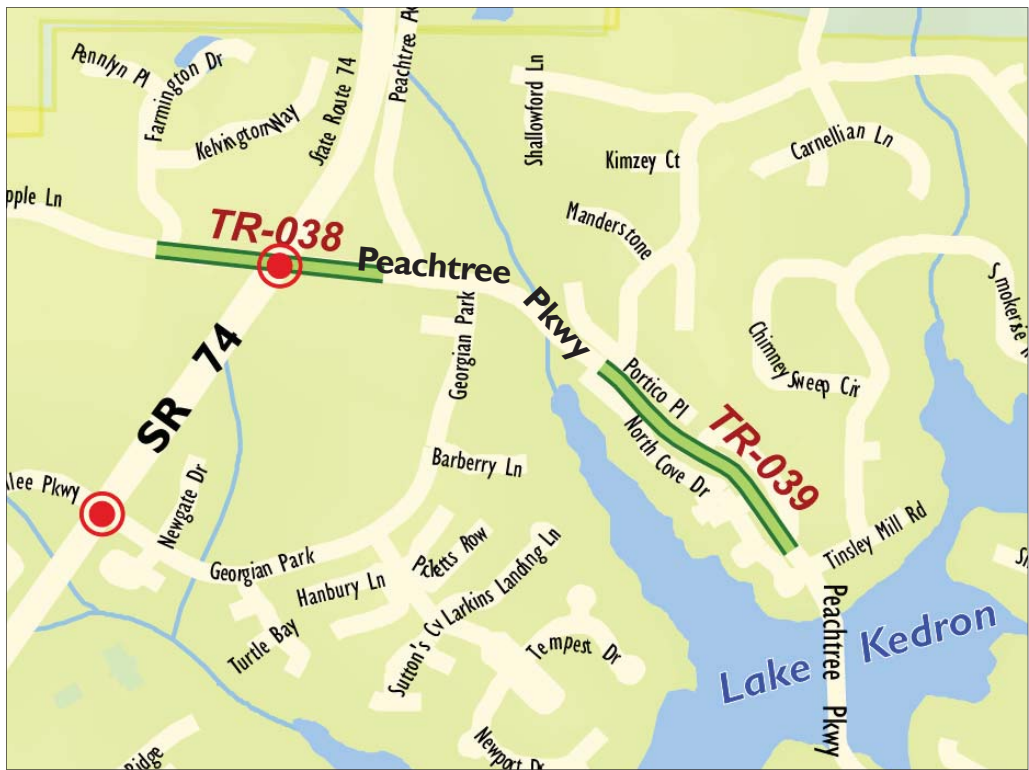


Location of candidate projects within Fayette County.

TABLE C.14 Peachtree City Neighborhood Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
TR-038	Fill in trail gaps on Crabapple Lane and Peachtree Parkway between Farrington Drive and Georgian Park.
TR-039	Fill in gaps in trail on Peachtree Parkway between Tinsley Mill and Crabapple Lane
TR-040	Fill in gap in trail system along Peachtree Parkway between Flat Creek Road and Interlochen Drive
TR-042	Fill in various gaps in trail system along Robinson Road north and south of Spear Road intersection
IR-041	Walt Banks Road and Peachtree Parkway intersection operational improvements.

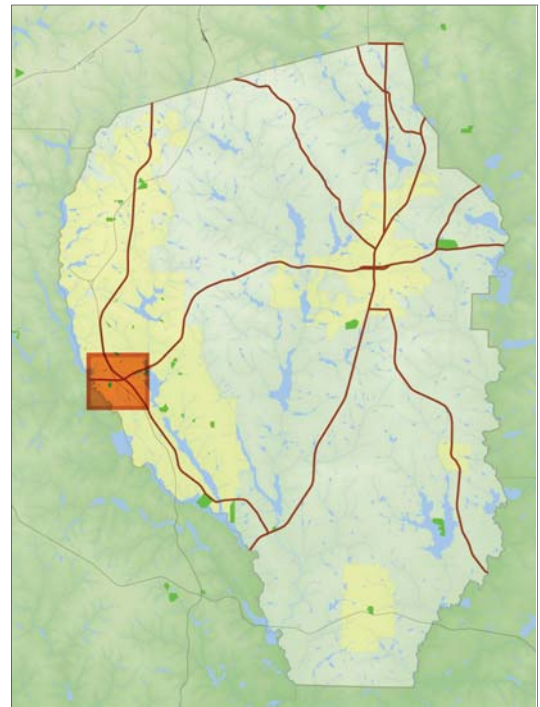




C.15 Intersection of State Roads 54 and 74

The intersection of State Roads 54 and 74 is the single busiest intersection in Fayette County. It experiences heavy volumes during morning and afternoon peak travel periods with significant amounts of congestion and travel delay. At the time of Fayette Forward's development, the Georgia Department of Transportation was exploring the reconstruction of this intersection as a grade-separated interchange, where one of the two highways would pass over the other with a bridge and access between the two would be accommodated by entry and exit ramps.

Peachtree City is interested in exploring other potential approaches to mitigating congestion at this intersection. The Fayette Forward project team explored two such alternatives during its public design workshop and follow-up efforts.

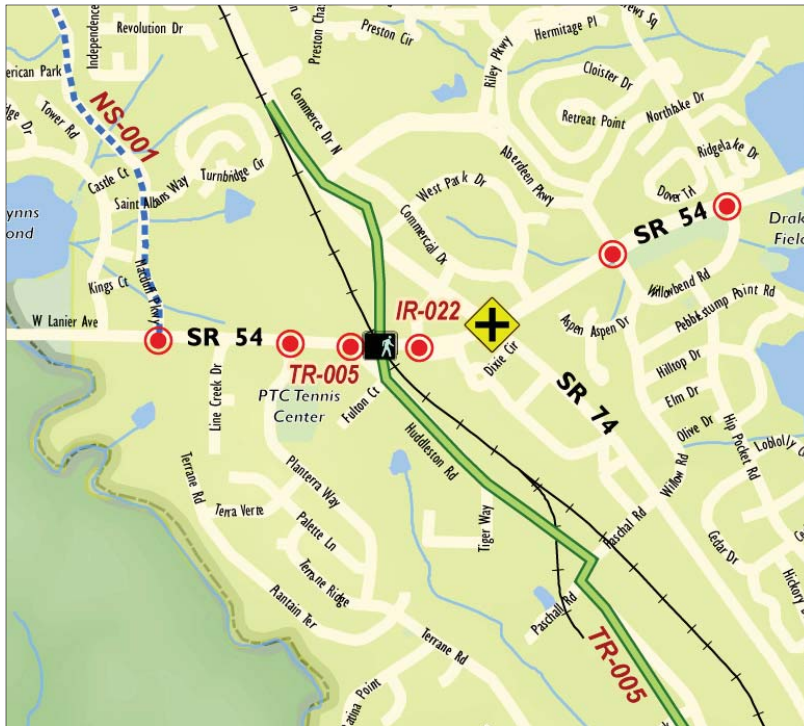


Location of candidate projects within Fayette County.

TABLE C.15 SR 54/74 and Related Candidate Projects

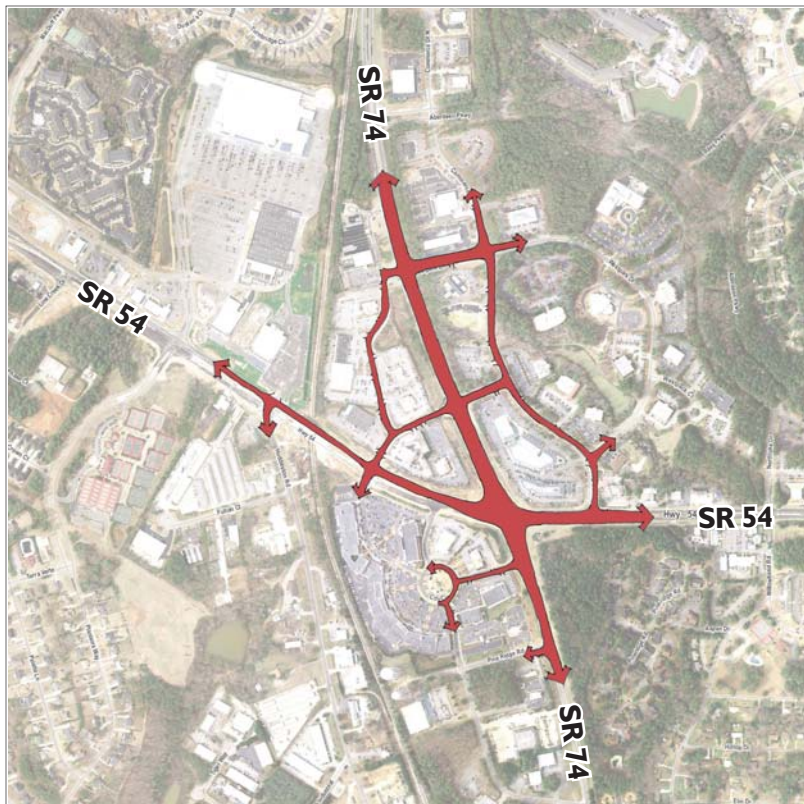
<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-022	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)
TR-005	Bicycle and pedestrian path





Context of the Intersection

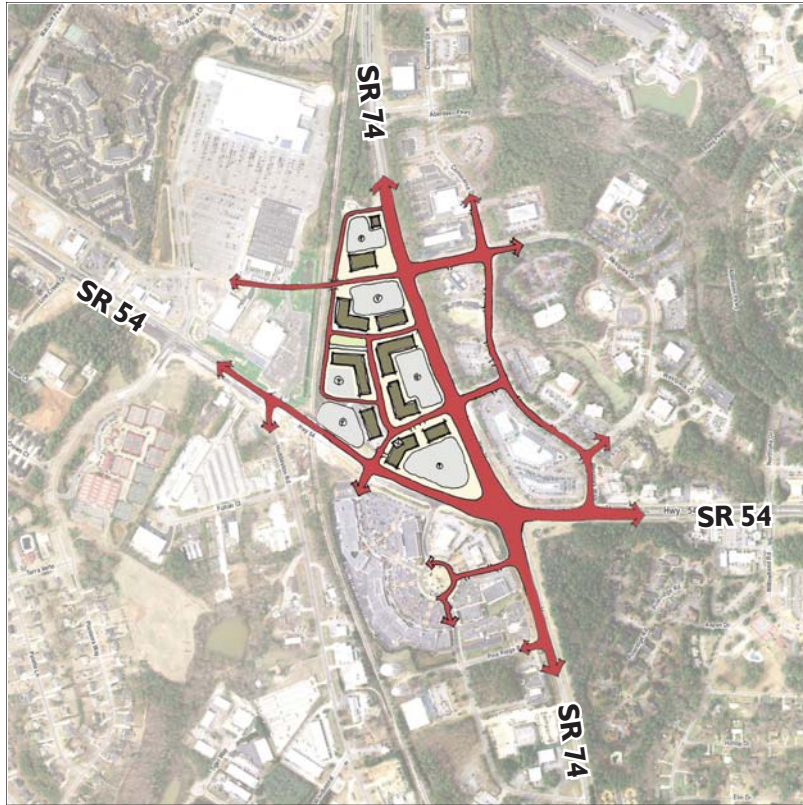
The intersection of State Roads 54 and 74 is in one of Peachtree City's largest commercial districts and as such access to property is highly important. Previous intersection capacity improvements have already controlled access to properties, making some driveway entry points accessible by right turn only.



SR 54/SR 74 Intersection, Option 1

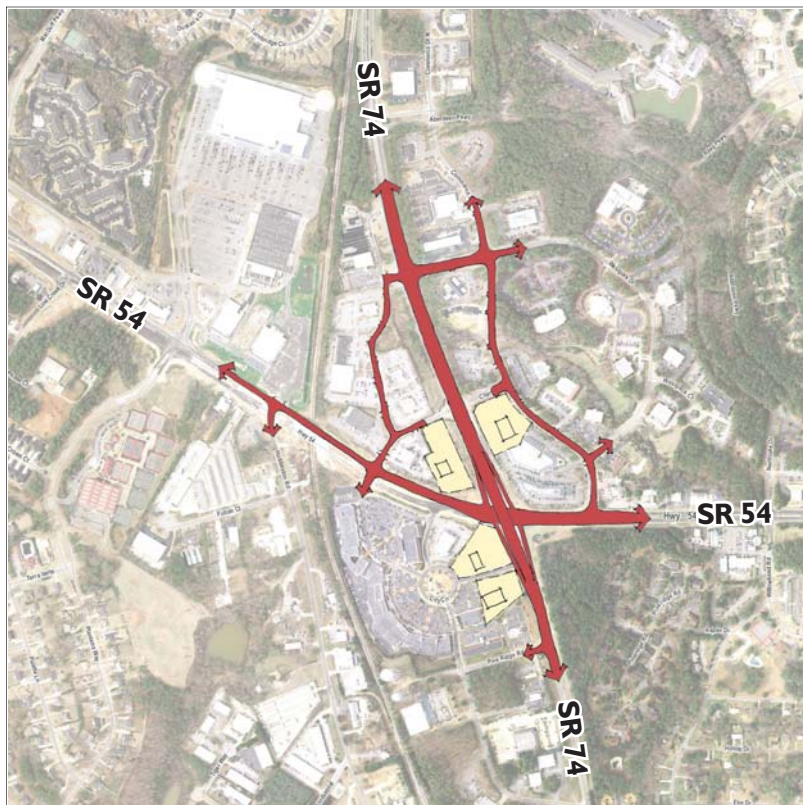
This proposes a conventional intersection widening, adding additional turn lanes where possible. As one of the major movements through this intersection, especially in the morning peak period, is the eastbound left turn (from eastbound SR 54 to northbound SR 74), the addition of a left turn lane would provide additional storage but is complicated by the insufficient space to accommodate standard geometries for adding the turn lane.





SR 54/SR 74 Intersection, Option 2

Instead of focusing movement and turning capacity at the intersection itself, this approach proposes to enhance existing street network, and provide an option for local trips not needing to use State Roads 54 or 74 for internal circulation.



SR 54/SR 74 Intersection, Option 3

This illustration shows the grade-separated interchange that was being considered for feasibility at the time that the Fayette Forward planning process began. As the approaches to the access ramps must begin far in advance of the crossing to accommodate roadway design speeds, it is likely that at least two property access points would need to be closed.

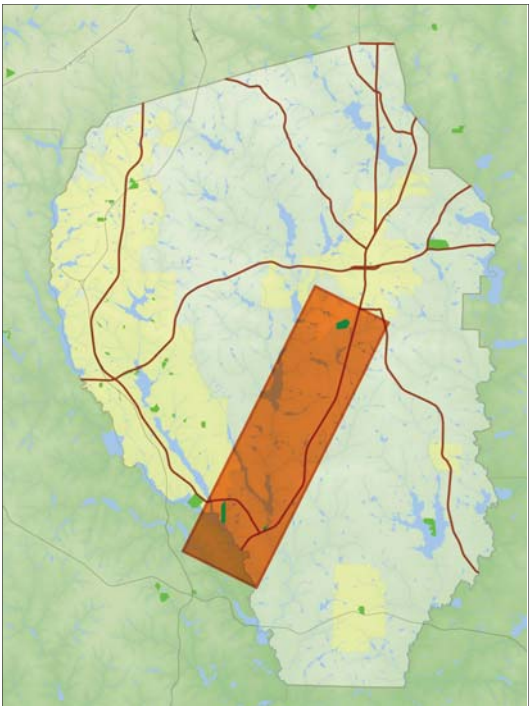


C.16 Redwine-to-Brooks Trail

At present, Fayette County’s primary trail outside of the Peachtree City system is a trail along Redwine Road, extending generally from the Fayetteville city limits south to Quarters Road. Extension of this trail was being considered as the Fayette Forward planning process began. Extension of this trail and the addition of a second trail generally following Highway 85 Connector will allow both southern-central Fayette and the town of Brooks to access the Starr’s Mill school complex as well as the Peachtree City path system.

While not a facility that is likely to reduce vehicular traffic, especially for commuting, this forms a core component of a multi-use path network for which Fayette residents have expressed strong interest. For programming purposes, it has been divided into multiple segments based on current completion along Redwine and key intersecting roadways.

The map on the following page illustrates the extent of this trail. Section C.18 focuses on projects that deal with roadway intersections but that have relevance .



Location of candidate projects within Fayette County.

TABLE C.16 Redwine-to-Brooks Trail Component Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
TR-026	SR 85 to Brooks (ends at Woods Road). Trail design should take into account access and driveway needs; in Brooks, trail may transition into on-street bicycle lanes.
TR-036	Includes Redwine Road trail previously identified in Peachtree City plan (Foreston Place to The Preserve).





C.17 Redwine Road Intersections

Looking more closely at the Redwine Road corridor, two intersections presented safety challenges due to typical travel speeds and close proximity to horizontal curves. The intersections of Redwine with Quarters-Birkdale Road and with South Peachtree Parkway-Bernhard Road are both points where somewhat higher traffic volumes, especially those making turns might be expected. The Peachtree Parkway-Bernhard Road intersection in particular is the junction of two long-distance thoroughfares, with Peachtree Parkway being the main internal arterial roadway through Peachtree City and its intersection with Redwine being a turning point for south Peachtree City traffic traveling to Fayetteville. Both Birkdale and Quarters provide access to large subdivisions and see higher levels of turning traffic in the commute hours.

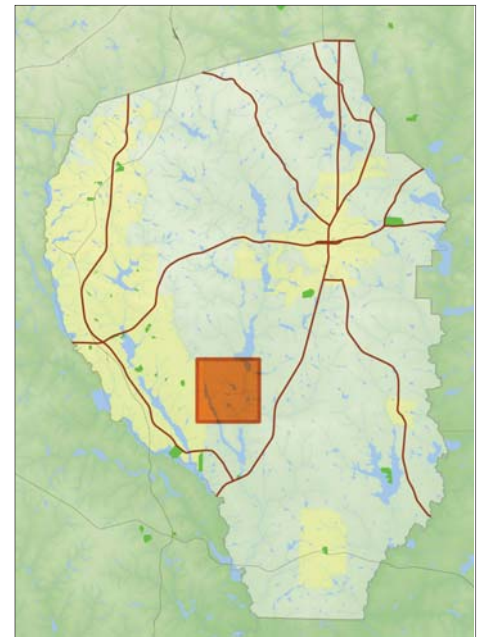
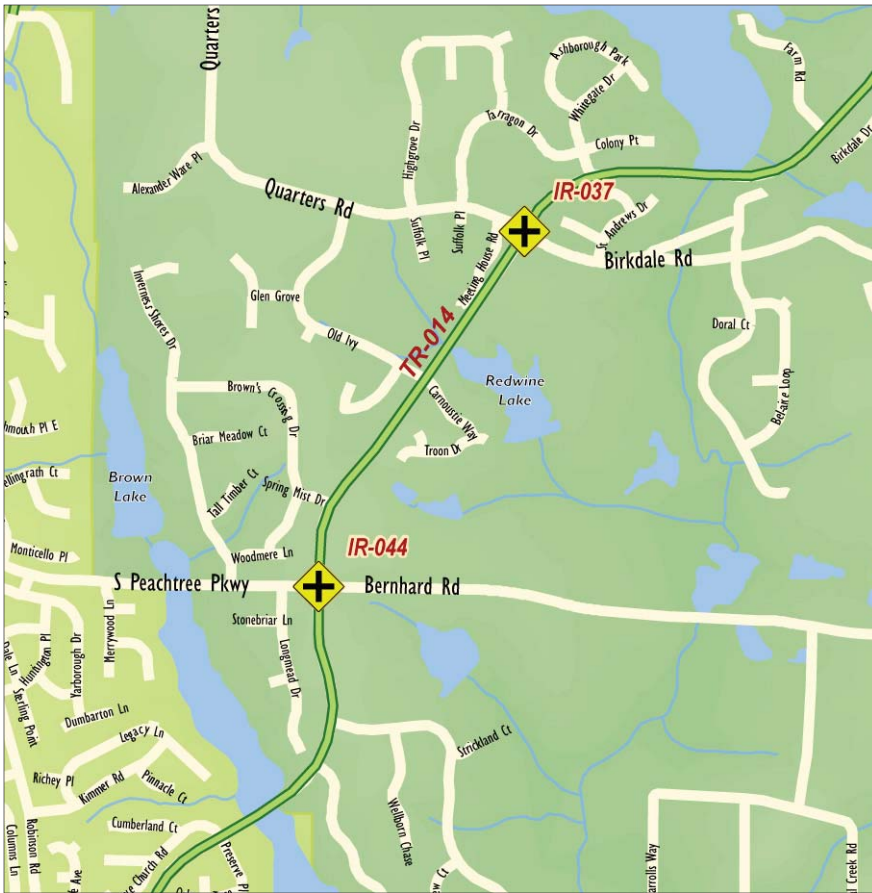
Roundabout projects offer a distinct advantage of safety and speed control (for other examples of where roundabouts are recommended for safety reasons, refer to Section C.9). Traffic on Redwine from the north passes around a curve before approaching this intersection, and, with vegetation located near the roadway, sight distances are limited for vehicles to see cross-street traffic advancing into the intersection. The roundabout naturally slows down vehicles through its horizontal deflection and circulating roadway and introduces Redwine traffic to a condition where they will need to be prepared to yield to vehicles already circulating in the roundabout, thus potentially reducing a vehicular accident risk or accident severity by controlling speeds.

Roundabouts at these two intersections would provide an opportunity for aesthetic enhancement as entry features for the residential subdivisions in the vicinity. Although visibility concerns suggest that the circular island of a roundabout should not be landscaped with trees, groundcover and other aesthetic features could be provided to enhance the intersection’s appearance and respect the surrounding built environment context.

TABLE C.17 Redwine Road Intersection Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-037	Redwine intersection with Quarters-Birkdale. Intersection redesign, including option of roundabout due to its ability to slow traffic coming off of north-eastern curve. Roundabout choice also has particular potential for aesthetic enhancement for surrounding residential communities.
IR-044	Explore intersection configuration to alleviate traffic queues from four-way stop, consider roundabout. Roundabouts can help to manage intersection volumes that might otherwise warrant a traffic signal.





Location of candidate projects within Fayette County.



Redwine/Quarters Intersection

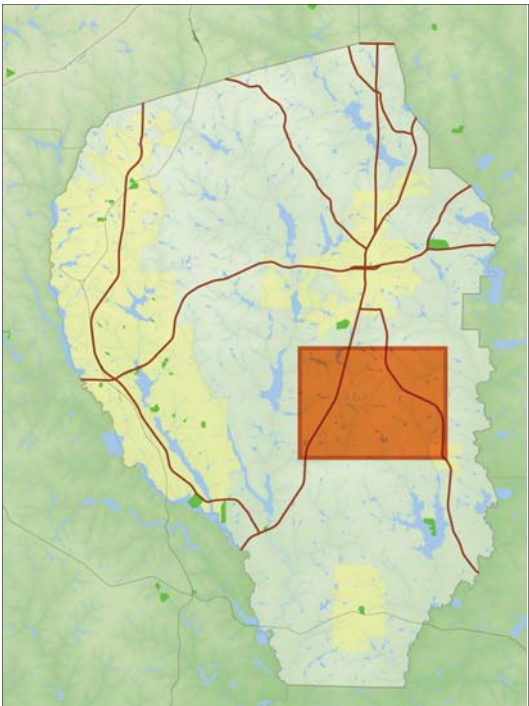
The Redwine/Quarters intersection was proposed to have a roundabout added as a way of controlling vehicle speeds and mitigating the potential hazards of combined horizontal and vertical curves along Redwine. In addition, the roundabout could provide a landscaping opportunity that adds to the intersection's aesthetic value.



C.18 South Fayette Improvements

South of Fayetteville, the County’s rural landscapes are far more prevalent, with many roads between State Roads 85 and 92 featuring tree canopies and gentle curves following topography. Some roads providing longer connections, such as Old Greenville Road, remain unpaved. This is also an area of the County where development densities are and will remain low through the County’s zoning ordinance and land use policies.

This part of the County is where there is special need to balance safety- and capacity-based improvements with the environmental context, especially with an objective of preserving the particular qualities of place that make Fayette County a desirable place to live to its residents. For this reason, the design team explored several of the intersections and roadways through this area with low-impact designs in mind. These include simple intersection alignments to correct difficult angles, operational improvements along thoroughfare roads, and guidance on street network additions to be provided should larger properties be considered for subdivision into residential lots.



Location of candidate projects within Fayette County.

One of the more significant candidate projects discussed in this section is the proposal for operational improvements along State Road 85 between Bernhard and Harp Roads. This section currently experiences traffic congestion and delay as it accommodates regional through traffic and turning traffic for the schools on SR 85. An operational enhancement project to add a center two-way left turn lane or distinct left turn storage lanes could assist the capacity problems that the road presently suffers from these competing movements.

TABLE C.18 South Fayette Projects (table continues on Page 40)

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
BG-006	Replacement of Snead Road Bridge over Shoal Creek (dependent upon development of surrounding land).
IR-004	Bernhard Road/SR 85 Intersection Redesign.
IR-005	Harp Road/SR 85 Intersection Redesign.
IR-008	Antioch Road/Seay Road/Harp Road/SR 92 intersection.



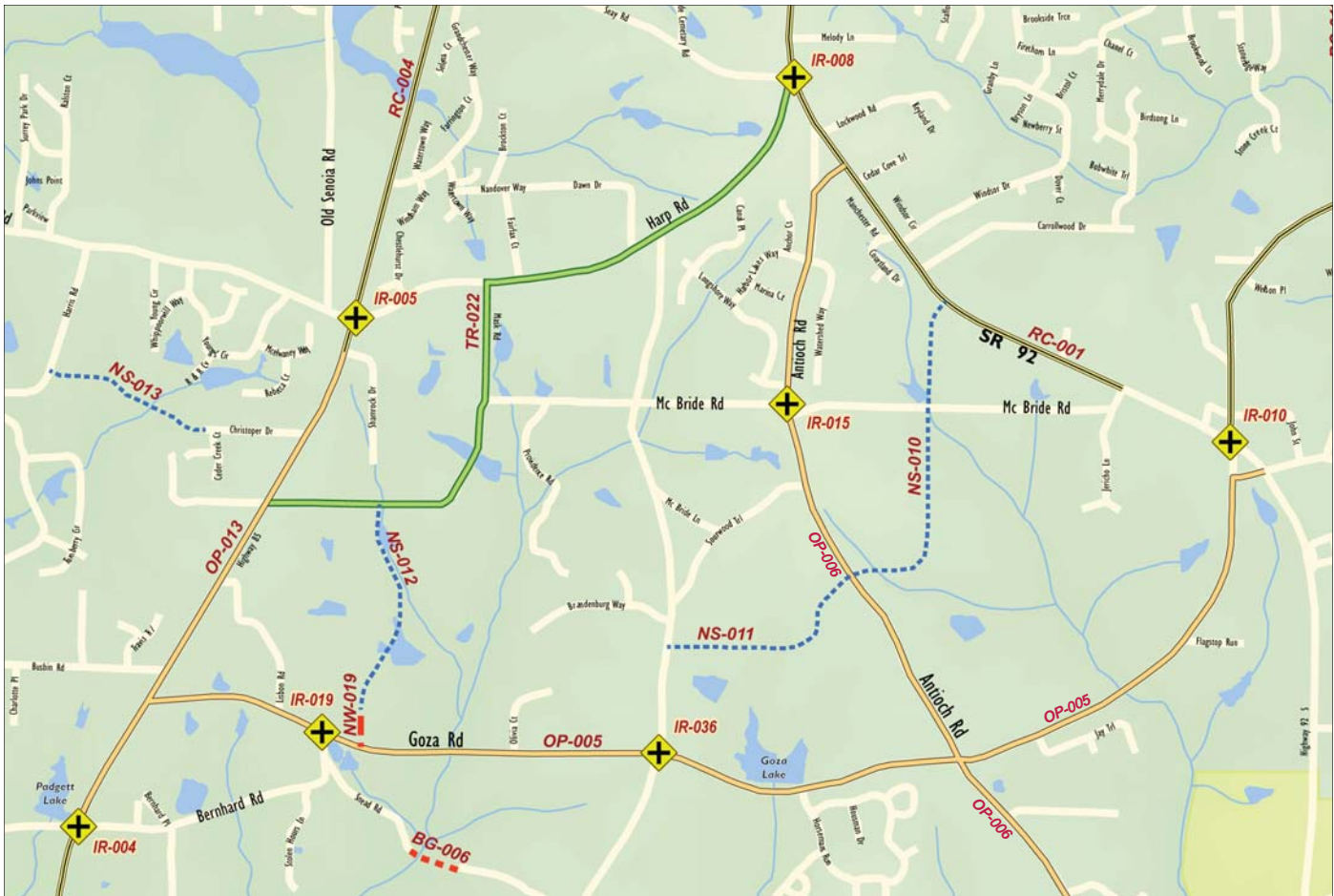


TABLE C.19 South Fayette Projects (continued from Page 39)

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-010	Inman Road/Goza Road intersection. Offset intersection creates safety and operational challenges. New intersection design to realign offset Inman and Goza into a single point.
IR-015	Antioch Road/McBride Road intersection.
IR-019	Goza Road/Bernhard Road intersection. 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.
IR-036	Goza Road/Old Greenville Road intersection. 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
OP-005	Goza Road Operational Improvements. This project considered operational improvements from SR 85 to SR 92 at intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.
OP-006	Antioch Road operational improvements from Brooks-Woolsey Rd to SR 92 at intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.





Goza/Old Greenville Intersection (IR-036)

The Redwine/Quarters intersection was proposed to have a roundabout added as a way of controlling vehicle speeds and mitigating the potential hazards of combined horizontal and vertical curves along Redwine. In addition, the roundabout could provide a landscaping opportunity that adds to the intersection's aesthetic value.

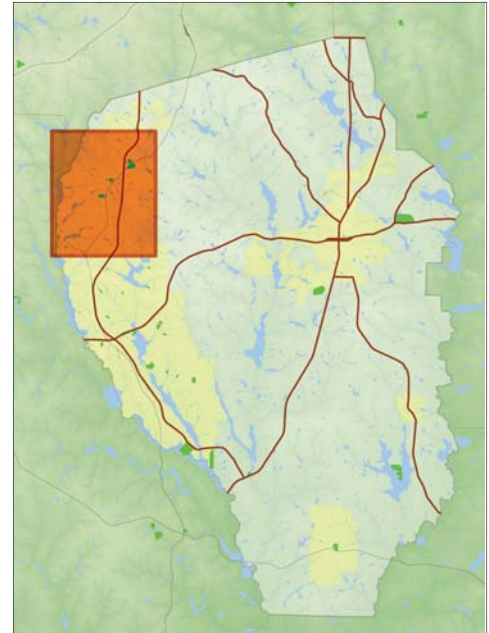


C.19 Town of Tyrone

Tyrone is one of Fayette County's smaller communities and is located primarily west of State Road 74 in the county's northwest corner. The intersection of Palmetto and Old Senoia Roads is the primary commercial center of the town. The link that Palmetto Road provides to Interstate 85 makes it an important regional thoroughfare, although it has also brought increased traffic volume and raised questions about future capacity needs for this corridor.

One of the project candidates developed here, the operational corridor project for Palmetto Road, sought to address these capacity needs in a manner similar to other projects throughout the county: instead of pursuing a widening, two lanes of traffic with added turn lanes and continuous two-way left turn lanes as needed could preserve mobility and lessen the impact on the town's built environment.

There are also two intersection project candidates featured in this section: one proposes to align the closely-spaced intersections of Arrowood/Palmetto and Swanson/Palmetto at a single point, likely realigning Arrowood from its east-west alignment to curve south to align with Swanson south of Palmetto Road. The other would provide a right-turn storage lane on northbound Old Senoia Road so that right-turning vehicles could have space to queue apart from through-moving vehicles when northbound traffic is held by passing trains just north of the Old Senoia/Dogwood intersection. Some of these northbound motorists, if they so desired, could use the northbound right turn lane to avoid the delay at the rail crossing and use State Road 74 to resume their northward travel.

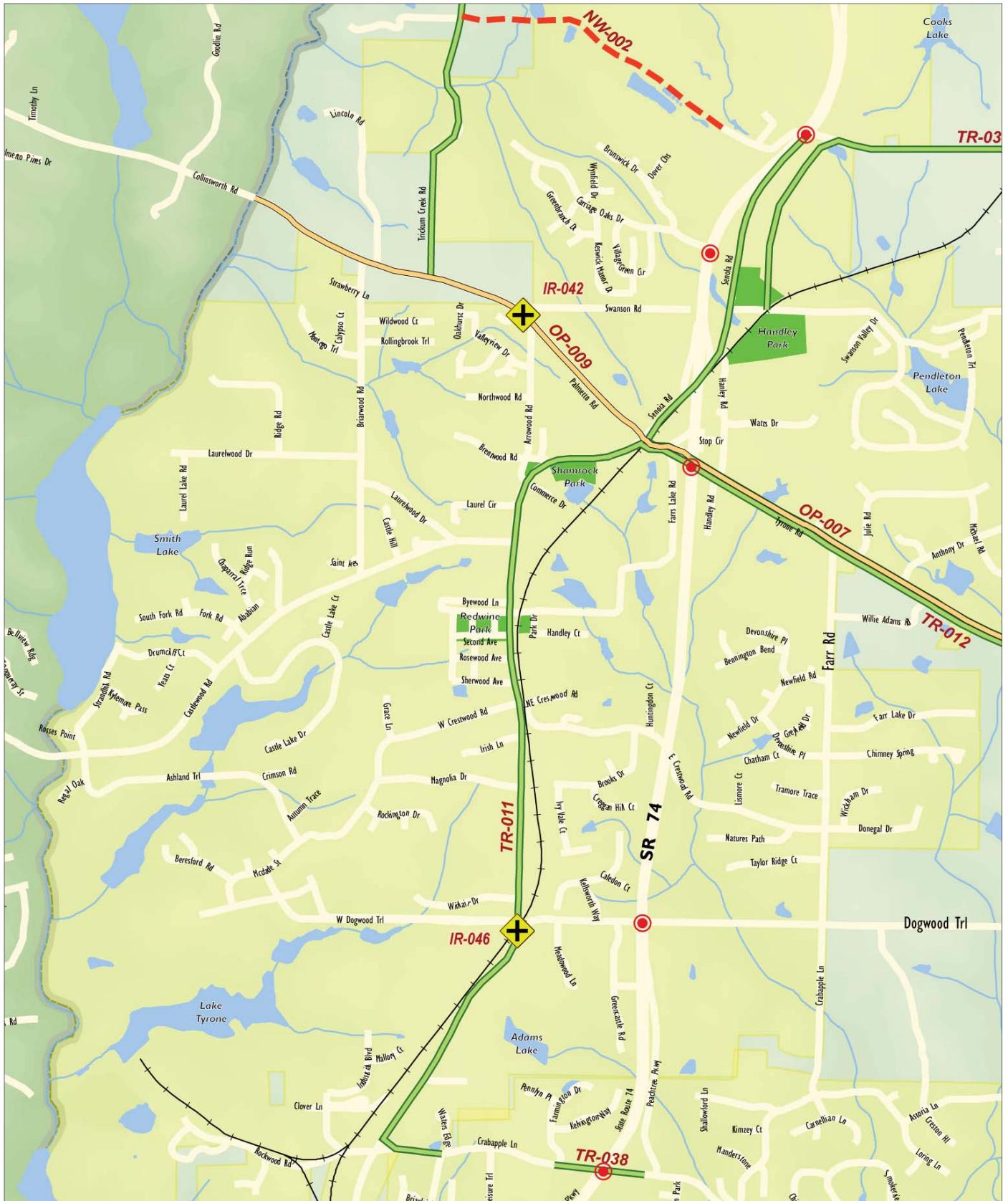


Location of candidate projects within Fayette County.

TABLE C.19 Town of Tyrone Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
NW-002	Jenkins Road Extensions. This project candidate sought to extend Jenkins from its current dead-end west of SR 74 through to Trickum Creek Road or Mann Road.
IR-042	Realign Swanson and Arrowood to intersect with Palmetto at a single point.
IR-046	Add NB right turn lane allowing bypass of queues at railroad for traffic wishing to reach SR 74
OP-009	Operational improvements as needed from SR 74 to county line
TR-011	Old Senoia Road Trail from Palmetto Road to Crabapple Lane. This could tie into the Peachtree City path system via the Crabapple/SR 74 intersection.





C.20 Town of Woolsey

Woolsey is centered at the intersection of State Road 92 and Hampton Road, and these two streets constitute a large part of its street network. As development is limited in this part of the county, the principal candidate projects suggested here are a realignment of the Hampton Road/ State Road 92 intersection and a potential improvement to Hampton Road to connect the town to other bicycle route projects identified in this plan in the southern part of Fayette County.

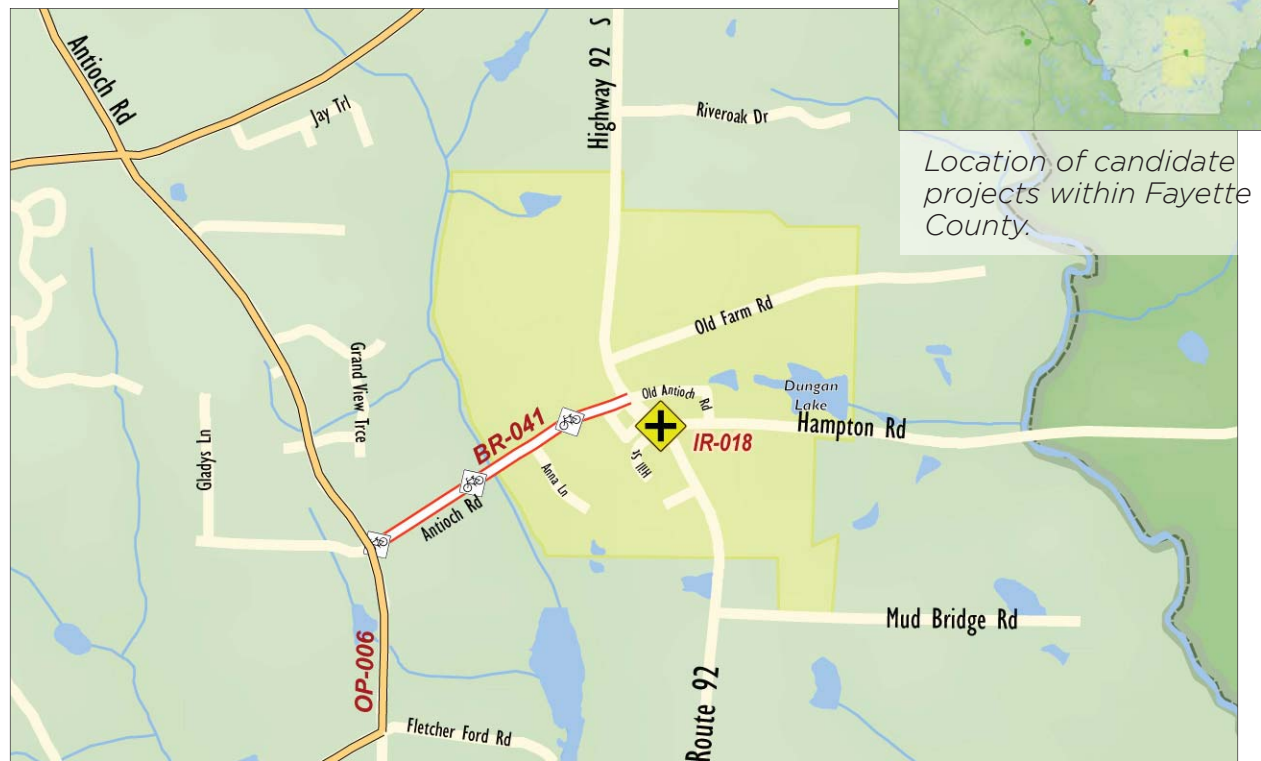


TABLE C.20 Town of Woolsey Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-018	Realignment of off-set intersection of Hampton Rd and SR 92. This is intended to facilitate traffic movements and improve safety
BR-041	Primary bicycle route on Antioch Rd between Woolsey-Brooks Rd and SR 92
OP-006	Antioch Road operational corridor: adds left turn lanes and two-way left turn lanes at key points as needed.



C.21 Town of Brooks

Brooks is located in the far south of the county at the intersection of Woolsey-Brooks Road and Highway 85 Connector. Outside of a small village center near the historic Central of Georgia railroad corridor the town and its surrounding areas are marked by low development densities and undeveloped lands.



As these patterns of development will be preserved by the County's zoning and land use policies, this part of the county has relatively few transportation needs to be addressed by projects. However, it does have generally more large undeveloped lots than other parts of the County, suggesting that future subdivision could occur even with the existing large-lot zoning. As such several privately-provided new street alignments are recommended to guide any future subdivision that occurs to add to the street network, thus preserving the operations and capacity of existing transportation infrastructure.

TABLE C.21 Town of Brooks Projects

<i>Candidate Projects in this Section</i>	<i>Project Description</i>
IR-045	Realignment of off-set intersections of Old Greenville/Woolsey-Brooks and Grant Road/Woolsey-Brooks.
TR-028	Central of Georgia Trail. This trail would use the inactive Central of Georgia right-of-way for an east-west connection across southern Fayette County. It
OP-004	Woolsey-Brooks Road operational corridor.

