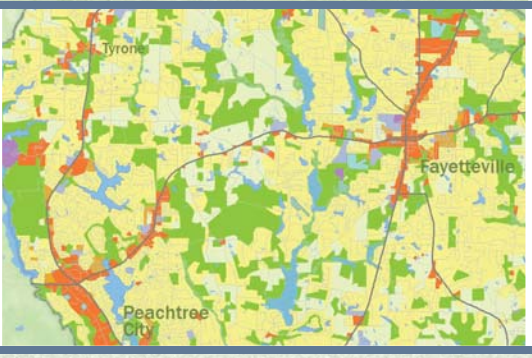
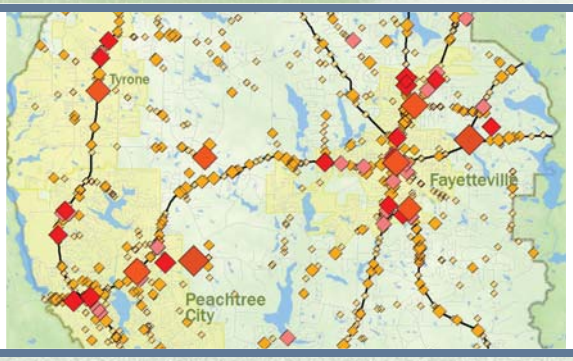
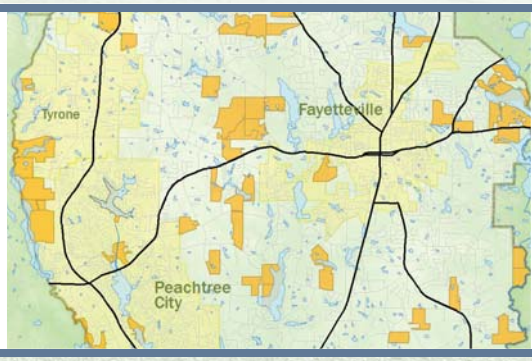
Travel Demand Model Outputs







Appendix D

Appendix D Travel Demand Model Outputs by Model Scenario

As detailed in Chapter 5, project evaluation that used the ARC regional travel demand model grouped candidate projects into scenarios organized by theme. This was done primarily to facilitate model evaluation: coding and configuring the model is a time-consuming effort and beyond the scale of Fayette Forward's intended analysis. Developing a version of the model to evaluate each specific project that could be input into the model was not a practical method of evaluation. However, instead of configuring the travel demand model to evaluate all candidate projects at once, the Fayette Forward team was able to define two different scenarios that considered projects based on 1) operational improvement and 2) capacity-based improvement. The intent of this organization is to show measures of effectiveness for specific projects while grouping projects of a similar nature into a larger model construction.

Four scenarios were developed, as discussed in Chapter 5. The performance measures of these different scenarios are shown by scenario and are organized as follows:

Project Code	*Explanation/Description*
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 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.
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.

Refer to Chapter 4 for a more detailed description of these project types, to Chapter 6 for specific project recommendations organized into a system of priority tiers and to Appendix C for a detailed description of project candidates.

Model Scenarios 1 and 2

Existing and Committed Roadways with ARC Socioeconomic and Modified Fayette County Socioeconomic Inputs

Scenarios 1 and 2 represent a base network of existing roadways and committed projects through the ARC long-range transportation plan. ARC maintains a version of the travel demand model representing this existing and committed (E + C) network; that model was used for this evaluation. The purpose of these two model scenarios was to illustrate the difference between the socioeconomic data (consisting of population, employment and households in each of the region's traffic analysis zones) developed by ARC and a modified set of socioeconomic data developed by the Fayette Forward planning team and intended to reflect actual adopted land use policies. There are no new projects added between the two scenarios; only the socioeconomic inputs for the year 2030 differ. Overall, Scenario 2 represents a more modest growth in population and employment than Scenario 1. The socioeconomic dataset used in Scenario 2 was then used for Scenarios 3 and 4.

Project ID	Project Name	Project Description	2030 Base Network with ARC SE data (Scenario 1)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
NS-001	McDuff Parkway	Connection from 74 to 54, to be built largely by private development	1	3.03	0.38	1,114	3,317	62.8	1.1	22.0	23	8.3	8
NW-004	W. Fayetteville Bypass - Phase I	From Lester Rd to Sandy Creek Rd	1	0.64	0.54	1,736	4,934	21.7	1.1	28.1	31	1.4	1
NW-005	W. Fayetteville Bypass - Phase II	From Sandy Creek Rd to SR 92	1	5.38	0.61	2,093	6,002	266.5	1.2	30.5	34	10.6	10
IR-008	Antioch Rd/SR 92/ Seay Rd/Harp Rd	Realign off-set intesection into single intersection	1	0.62	0.39	1,018	2,820	7.7	1.1	28.0	29	1.3	1
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.	1	2.66	0.61	1,512	3,883	96.7	1.1	24.8	27	6.4	6
OP-011	New Hope Operational Corridor	Widen existing New Hope from 2 to 3 lanes as needed from realigned intersection to SR 92.	1	0.87	0.69	2,334	5,766	38.5	1.2	30.1	33	1.7	2

Project ID	2030 Base Network with Fayette SE data (Scenario 2)										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
NS-001	1	3.03	0.44	1,253	3,711	140.9	1.15	19.2	20.9	9.5	8.7
NW-004	1	0.64	0.48	1,535	4,246	13.1	1.08	29.8	31.4	1.3	1.2
NW-005	1	5.38	0.59	2,002	5,886	265.3	1.16	30.5	32.9	10.6	9.8
IR-008	1	0.62	0.36	937	2,497	5.7	1.06	28.2	29.3	1.3	1.3
OP-010	1	2.66	0.62	1,603	4,034	101.7	1.15	25.6	27.7	6.2	5.8
OP-011	1	0.87	0.69	2,355	5,945	42.1	1.15	29.9	32.9	1.7	1.6

Project ID	Project Name	Project Description	2030 Base Network with ARC SE data (Scenario 1)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
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.	1	0.43	0.47	1,321	2,780	5.0	1.1	29.8	32	0.9	1
OP-004 - RC-010	Brooks-Woolsey Rd	Widen Brooks-Woolsey Rd from 2 to 3 lanes from SR 85C to Antioch Rd	1	4.21	0.33	917	2,794	68.9	1.1	30.9	32	8.2	8
OP-005 - RC-011	Goza Rd	Widen Goza Rd from 2 to 3 lanes from SR 85 to SR 92	1	4.52	0.43	1,488	3,769	71.7	1.1	34.2	36	7.9	8
OP-006 - RC-012	Antioch Rd	Widen Antioch Rd from 2 to 3 lanes from Woolsey-Brooks Rd to SR 92	1	3.92	0.30	1,042	3,049	24.2	1.0	37.9	39	6.2	6
OP-007 - RC-013	Tyrone Rd	Widen Tyrone Rd from 2 to 3 lanes from SR 54 to SR 74	1	4.37	0.60	1,952	6,248	283.2	1.2	27.4	30	9.6	9
IR-004	Bernhard Rd/SR 85	New turn lanes (with IS-002)	1	0.54	0.56	1,571	4,469	19.0	1.1	27.8	30	1.2	1
IR-005	Harp Rd/SR 85	New turn lanes (with IS-003)	1	0.41	0.27	712	1,880	1.8	1.0	29.3	30	0.8	1
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	2	0.08	0.80	4,789	15,185	35.0	1.4	15.7	21	0.3	0
OP-009	Tyrone-Palmetto Rd	Operational improvements as needed from SR 74 to county line - 2 to 3 lane widening from SR 74 to the Cowetta County Line	1	1.86	0.79	2,528	8,102	390.1	1.4	19.0	24	5.9	5
RC-001	SR 92	Widen from 2 to 4 lanes from McBride Rd to Jimmy Mayfield Dr	1	1.81	0.70	2,635	8,246	344.3	1.5	21.4	27	5.1	4
IR-020	SR 85/Jeff Davis/ SR 314	Additional lanes; dual left turn lanes onto Jeff Davis	2	0.66	0.57	5,180	16,412	105.7	1.2	27.0	31	1.5	1
RC-002	SR 74 (Joel Cowan Pkwy)	Widen from 2 to 4 lanes from SR 85 to south of Crosstown Dr	1	5.44	0.54	2,148	6,895	647.9	1.4	23.1	30	14.2	11
RC-003	SR 85	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Bernhard Rd	1	3.48	0.55	2,274	7,114	293.7	1.3	29.0	34	7.2	6
RC-004	SR 85	Widen from 2 to 4 lanes from Bernhard Rd to Grady Ave	1	5.61	0.61	2,474	7,875	416.8	1.2	30.1	34	11.2	10
RC-005	Crosstown Drive	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Pkwy	1	0.80	0.70	2,106	6,907	154.5	1.4	14.7	19	3.2	3

Project ID	2030 Base Network with Fayette SE data (Scenario 2)										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
OP-012	1	0.43	0.44	1,147	2,541	4.6	1.07	27.6	29.1	0.9	0.9
OP-004 - RC-010	1	4.21	0.32	887	2,832	70.5	1.11	33.3	34.2	7.6	7.4
OP-005 - RC-011	1	4.52	0.42	1,462	3,732	66.1	1.08	35.7	37.4	7.6	7.2
OP-006 - RC-012	1	3.92	0.31	1,104	3,129	23.7	1.04	39.6	40.4	5.9	5.8
OP-007 - RC-013	1	4.37	0.59	1,945	6,246	251.8	1.17	29.1	31.1	9.0	8.4
IR-004	1	0.54	0.50	1,398	3,841	13.1	1.11	28.9	30.7	1.1	1.0
IR-005	1	0.41	0.25	658	1,633	1.3	1.03	29.3	30.1	0.8	0.8
IR-028	2	0.08	0.76	4,566	14,519	26.4	1.33	18.1	21.8	0.3	0.2
OP-009	1	1.86	0.77	2,452	7,801	288.8	1.34	21.7	25.4	5.1	4.4
RC-001	1	1.81	0.70	2,614	8,094	318.5	1.43	21.8	27.8	5.0	3.9
IR-020	2	0.66	0.54	4,925	15,345	82.5	1.15	28.0	31.3	1.4	1.3
RC-002	1	5.44	0.51	2,051	6,483	331.1	1.19	29.8	34.0	11.0	9.6
RC-003	1	3.48	0.55	2,370	7,343	298.8	1.27	30.5	36.2	6.8	5.8
RC-004	1	5.61	0.61	2,479	7,740	409.0	1.19	29.5	33.7	11.4	10.0
RC-005	1	0.80	0.64	1,932	6,280	77.4	1.22	20.9	23.7	2.3	2.0

Project ID	Project Name	Project Description	2030 Base Network with ARC SE data (Scenario 1)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
RC-006	SR 54 (Fayetteville Rd/Jonesboro Rd)	Widen from 2 to 4 lanes from McDonough Rd in Fayette Co to US 19/41 in Clayton Co	2	5.51	0.63	3,771	11,814	1,254.9	1.4	23.4	28	14.2	12
RC-009	SR 920 (McDonough Rd)	Widen from SR 54 (Jonesboro Rd) in Fayette Co to US 19/41 (Tara Blvd) in Clayton Co; 2 to 4 lanes	1	2.45	0.90	2,888	8,824	795.1	1.6	15.3	21	9.6	7
RC-016	SR 279 Widening	Widen SR 279 from 2 to 4 lanes from SR 85 to county line	1	3.49	0.43	1,559	4,656	263.1	1.3	23.8	29	8.8	7
RC-017	SR 92 Widening (North)	Widen SR 92 from 2 to 4 lanes from SR 85 in Fayetteville north to county line	1	7.69	0.69	2,892	8,808	894.0	1.3	27.9	33	16.5	14
RC-018	Inman Rd Widening	Widen Inman Rd from 2 to 4 lanes from Jeff Davis Dr south to SR 92	1	3.06	0.54	1,934	5,028	96.4	1.1	34.1	37	5.4	5
IR-025	Stonewall Ave/SR 85	New left turn	3	0.43	0.73	9,260	25,975	101.9	1.2	26.3	30	1.0	1
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	2	0.46	0.71	5,076	16,013	98.8	1.2	21.4	23	1.3	1
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	2	0.52	0.38	3,097	9,064	14.3	1.0	27.2	28	1.1	1
IR-032	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	1	0.80	0.41	1,325	3,616	11.8	1.1	30.6	32	1.6	2
IR-032	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	1	0.59	0.41	826	2,482	8.8	1.1	24.1	25	1.5	1
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	2	1.24	0.60	5,785	17,592	112.4	1.1	36.1	38	2.1	2
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	1	0.48	0.43	1,386	3,887	7.2	1.1	30.7	32	0.9	1
IS-005	Gingercake Rd/SR 92	New signal (with IR-011)	1	0.18	0.28	954	2,824	0.8	1.0	36.4	37	0.3	0
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	2	1.96	0.56	5,264	16,698	164.7	1.1	34.3	36	3.4	3
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	1	0.30	0.43	1,289	3,848	4.7	1.1	26.6	27	0.7	1
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	2	1.38	0.54	3,332	9,553	126.6	1.1	23.2	26	3.6	3
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	1	0.50	0.40	1,205	3,590	6.5	1.1	26.7	28	1.1	1

Project ID	2030 Base Network with Fayette SE data (Scenario 2)										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
RC-006	2	5.51	0.62	3,690	11,479	1,107.4	1.34	24.4	28.9	13.6	11.5
RC-009	1	2.45	0.89	2,861	8,733	801.6	1.64	15.0	20.8	9.8	7.1
RC-016	1	3.49	0.43	1,552	4,625	259.2	1.31	24.2	29.4	8.6	7.1
RC-017	1	7.69	0.67	2,745	8,233	733.2	1.24	28.6	33.5	16.1	13.8
RC-018	1	3.06	0.52	1,874	4,927	85.1	1.12	35.1	37.6	5.2	4.9
IR-025	3	0.43	0.68	8,617	24,836	83.3	1.14	27.6	30.5	0.9	0.8
IR-022	2	0.46	0.70	5,059	15,344	95.0	1.18	21.1	22.9	1.3	1.2
IR-022	2	0.52	0.33	2,642	7,534	8.5	1.03	27.7	28.2	1.1	1.1
IR-032	1	0.80	0.26	830	2,432	3.4	1.03	32.5	33.0	1.5	1.5
IR-032	1	0.59	0.32	635	1,850	3.8	1.05	25.3	25.8	1.4	1.4
IR-006	2	1.24	0.57	5,448	16,517	91.5	1.09	36.8	38.4	2.0	1.9
IR-006	1	0.48	0.28	887	2,655	2.2	1.03	32.6	33.1	0.9	0.9
IS-005	1	0.18	0.22	711	2,178	0.4	1.02	33.3	33.4	0.3	0.3
IR-021	2	1.96	0.56	5,244	16,626	159.3	1.10	34.7	36.1	3.4	3.3
IR-021	1	0.30	0.39	1,185	3,542	3.8	1.05	26.9	27.6	0.7	0.7
IS-007	2	1.38	0.49	3,051	8,442	71.4	1.10	26.8	28.7	3.1	2.9
IS-007	1	0.50	0.28	907	2,807	2.4	1.03	32.7	33.1	0.9	0.9

Project ID	Project Name	Project Description	Differences between Scenario 1 and Scenario 2										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
NS-001	McDuff Parkway	Connection from 74 to 54, to be built largely by private development	0	0	0.06	139	394	78.1	0.07	-2.8	-1.8	1.2	0.7
NW-004	W. Fayetteville Bypass - Phase I	From Lester Rd to Sandy Creek Rd	0	0	-0.06	-201	-688	-8.6	-0.04	1.7	0.9	-0.1	-0.1
NW-005	W. Fayetteville Bypass - Phase II	From Sandy Creek Rd to SR 92	0	0	-0.02	-91	-116	-1.2	0	0.0	-0.6	0.0	0.2
IR-008	Antioch Rd/SR 92/ Seay Rd/Harp Rd	Realign off-set intesection into single intersection	0	0	-0.03	-81	-323	-2.0	-0.01	0.2	0.3	0.0	0.0
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.	0	0	0.01	91	151	5.0	0.01	0.8	1.0	-0.2	-0.2
OP-011	New Hope Operational Corridor	Widen existing New Hope from 2 to 3 lanes as needed from realigned intersection to SR 92.	0	0	0	21	179	3.6	0	-0.2	-0.3	0.0	0.0
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.	0	0	-0.03	-174	-239	-0.4	0	-2.2	-2.6	0.0	0.1
OP-004 - RC-010	Brooks-Woolsey Rd	Widen Brooks-Woolsey Rd from 2 to 3 lanes from SR 85C to Antioch Rd	0	0	-0.01	-30	38	1.6	0.01	2.4	2.5	-0.6	-0.6
OP-005 - RC-011	Goza Rd	Widen Goza Rd from 2 to 3 lanes from SR 85 to SR 92	0	0	-0.01	-26	-37	-5.6	0	1.5	1.6	-0.3	-0.4
OP-006 - RC-012	Antioch Rd	Widen Antioch Rd from 2 to 3 lanes from Woolsey-Brooks Rd to SR 92	0	0	0.01	62	80	-0.5	0	1.7	1.7	-0.3	-0.3
OP-007 - RC-013	Tyrone Rd	Widen Tyrone Rd from 2 to 3 lanes from SR 54 to SR 74	0	0	-0.01	-7	-2	-31.4	-0.01	1.7	1.1	-0.6	-0.3
IR-004	Bernhard Rd/SR 85	New turn lanes (with IS-002)	0	0	-0.06	-173	-628	-5.9	-0.02	1.1	0.7	-0.1	-0.1
IR-005	Harp Rd/SR 85	New turn lanes (with IS-003)	0	0	-0.02	-54	-247	-0.5	-0.01	0.0	0.2	0.0	0.0
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	0	0	-0.04	-223	-666	-8.6	-0.09	2.4	1.3	0.0	0.0

Project ID	Percent Differences between Scenario 1 and Scenario 2										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
NS-001	0.0%	0.0%	15.8%	12.5%	11.9%	124.4%	6.5%	-12.7%	-7.9%	14.5%	8.7%
NW-004	0.0%	0.0%	-11.1%	-11.6%	-13.9%	-39.6%	-3.6%	6.0%	3.0%	-7.1%	-7.7%
NW-005	0.0%	0.0%	-3.3%	-4.3%	-1.9%	-0.5%	0.0%	0.0%	-1.8%	0.0%	2.1%
IR-008	0.0%	0.0%	-7.7%	-8.0%	-11.5%	-26.0%	-0.9%	0.7%	1.0%	0.0%	0.0%
OP-010	0.0%	0.0%	1.6%	6.0%	3.9%	5.2%	0.9%	3.2%	3.7%	-3.1%	-3.3%
OP-011	0.0%	0.0%	0.0%	0.9%	3.1%	9.4%	0.0%	-0.7%	-0.9%	0.0%	0.0%
OP-012	0.0%	0.0%	-6.4%	-13.2%	-8.6%	-8.0%	0.0%	-7.4%	-8.2%	0.0%	12.5%
OP-004 - RC-010	0.0%	0.0%	-3.0%	-3.3%	1.4%	2.3%	0.9%	7.8%	7.9%	-7.3%	-7.5%
OP-005 - RC-011	0.0%	0.0%	-2.3%	-1.7%	-1.0%	-7.8%	0.0%	4.4%	4.5%	-3.8%	-5.3%
OP-006 - RC-012	0.0%	0.0%	3.3%	6.0%	2.6%	-2.1%	0.0%	4.5%	4.4%	-4.8%	-4.9%
OP-007 - RC-013	0.0%	0.0%	-1.7%	-0.4%	0.0%	-11.1%	-0.8%	6.2%	3.7%	-6.3%	-3.4%
IR-004	0.0%	0.0%	-10.7%	-11.0%	-14.1%	-31.1%	-1.8%	4.0%	2.3%	-8.3%	-9.1%
IR-005	0.0%	0.0%	-7.4%	-7.6%	-13.1%	-27.8%	-1.0%	0.0%	0.7%	0.0%	0.0%
IR-028	0.0%	0.0%	-5.0%	-4.7%	-4.4%	-24.6%	-6.3%	15.3%	6.3%	0.0%	0.0%

Project ID	Project Name	Project Description	Differences between Scenario 1 and Scenario 2										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
OP-009	Tyrone-Palmetto Rd	Operational improvements as needed from SR 74 to county line - 2 to 3 lane widening from SR 74 to the Cowetta County Line	0	0	-0.02	-76	-301	-101.3	-0.1	2.7	1.8	-0.8	-0.3
RC-001	SR 92	Widen from 2 to 4 lanes from McBride Rd to Jimmy Mayfield Dr	0	0	0	-21	-152	-25.8	-0.03	0.4	0.5	-0.1	-0.1
IR-020	SR 85/Jeff Davis/ SR 314	Additional lanes; dual left turn lanes onto Jeff Davis	0	0	-0.03	-255	-1,067	-23.2	-0.03	1.0	0.8	-0.1	0.0
RC-002	SR 74 (Joel Cowan Pkwy)	Widen from 2 to 4 lanes from SR 85 to south of Crosstown Dr	0	0	-0.03	-97	-412	-316.8	-0.16	6.7	4.3	-3.2	-1.4
RC-003	SR 85	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Bernhard Rd	0	0	0	96	229	5.1	0.01	1.5	1.9	-0.4	-0.3
RC-004	SR 85	Widen from 2 to 4 lanes from Bernhard Rd to Grady Ave	0	0	0	5	-135	-7.8	0	-0.6	0.0	0.2	0.0
RC-005	Crosstown Drive	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Pkwy	0	0	-0.06	-174	-627	-77.1	-0.15	6.2	4.7	-0.9	-0.5
RC-006	SR 54 (Fayetteville Rd/Jonesboro Rd)	Widen from 2 to 4 lanes from McDonough Rd in Fayette Co to US 19/41 in Clayton Co	0	0	-0.01	-81	-335	-147.5	-0.03	1.0	0.7	-0.6	-0.2
RC-009	SR 920 (McDonough Rd)	Widen from SR 54 (Jonesboro Rd) in Fayette Co to US 19/41 (Tara Blvd) in Clayton Co; 2 to 4 lanes	0	0	-0.01	-27	-91	6.5	0.01	-0.3	-0.1	0.2	0.1
RC-016	SR 279 Widening	Widen SR 279 from 2 to 4 lanes from SR 85 to county line	0	0	0	-7	-31	-3.9	0	0.4	0.0	-0.2	0.0
RC-017	SR 92 Widening (North)	Widen SR 92 from 2 to 4 lanes from SR 85 in Fayetteville north to county line	0	0	-0.02	-147	-575	-160.8	-0.04	0.7	0.3	-0.4	-0.1
RC-018	Inman Rd Widening	Widen Inman Rd from 2 to 4 lanes from Jeff Davis Dr south to SR 92	0	0	-0.02	-60	-101	-11.3	-0.01	1.0	0.5	-0.2	0.0
IR-025	Stonewall Ave/SR 85	New left turn	0	0	-0.05	-643	-1,139	-18.6	-0.02	1.3	0.6	-0.1	-0.1
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	0	0	-0.01	-17	-669	-3.8	0	-0.3	0.0	0.0	0.0

Project ID	Percent Differences between Scenario 1 and Scenario 2										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
OP-009	0.0%	0.0%	-2.5%	-3.0%	-3.7%	-26.0%	-6.9%	14.2%	7.6%	-13.6%	-6.4%
RC-001	0.0%	0.0%	0.0%	-0.8%	-1.8%	-7.5%	-2.1%	1.9%	1.8%	-2.0%	-2.5%
IR-020	0.0%	0.0%	-5.3%	-4.9%	-6.5%	-21.9%	-2.5%	3.7%	2.6%	-6.7%	0.0%
RC-002	0.0%	0.0%	-5.6%	-4.5%	-6.0%	-48.9%	-11.9%	29.0%	14.5%	-22.5%	-12.7%
RC-003	0.0%	0.0%	0.0%	4.2%	3.2%	1.7%	0.8%	5.2%	5.5%	-5.6%	-4.9%
RC-004	0.0%	0.0%	0.0%	0.2%	-1.7%	-1.9%	0.0%	-2.0%	0.0%	1.8%	0.0%
RC-005	0.0%	0.0%	-8.6%	-8.3%	-9.1%	-49.9%	-10.9%	42.2%	24.7%	-28.1%	-20.0%
RC-006	0.0%	0.0%	-1.6%	-2.1%	-2.8%	-11.8%	-2.2%	4.3%	2.5%	-4.2%	-1.7%
RC-009	0.0%	0.0%	-1.1%	-0.9%	-1.0%	0.8%	0.6%	-2.0%	-0.5%	2.1%	1.4%
RC-016	0.0%	0.0%	0.0%	-0.4%	-0.7%	-1.5%	0.0%	1.7%	0.0%	-2.3%	0.0%
RC-017	0.0%	0.0%	-2.9%	-5.1%	-6.5%	-18.0%	-3.1%	2.5%	0.9%	-2.4%	-0.7%
RC-018	0.0%	0.0%	-3.7%	-3.1%	-2.0%	-11.7%	-0.9%	2.9%	1.3%	-3.7%	0.0%
IR-025	0.0%	0.0%	-6.8%	-6.9%	-4.4%	-18.3%	-1.7%	4.9%	2.0%	-10.0%	-11.1%
IR-022	0.0%	0.0%	-1.4%	-0.3%	-4.2%	-3.8%	0.0%	-1.4%	0.0%	0.0%	0.0%

Project ID	Project Name	Project Description	Differences between Scenario 1 and Scenario 2										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	0	0	-0.05	-455	-1,530	-5.8	-0.01	0.5	0.4	0.0	0.0
IR-032	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	0	0	-0.15	-495	-1,184	-8.4	-0.04	1.9	1.2	-0.1	0.0
IR-032	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	0	0	-0.09	-191	-632	-5.0	-0.03	1.2	0.8	-0.1	0.0
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	0	0	-0.03	-337	-1,075	-20.9	-0.02	0.7	0.5	-0.1	-0.1
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	0	0	-0.15	-499	-1,232	-5.0	-0.04	1.9	1.2	0.0	0.0
IS-005	Gingercake Rd/SR 92	New signal (with IR-011)	0	0	-0.06	-243	-646	-0.4	-0.01	-3.1	-3.5	0.0	0.0
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	0	0	0	-20	-72	-5.4	0	0.4	0.1	0.0	0.0
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	0	0	-0.04	-104	-306	-0.9	-0.01	0.3	0.2	0.0	0.0
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	0	0	-0.05	-281	-1,111	-55.2	-0.04	3.6	2.7	-0.5	-0.3
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	0	0	-0.12	-298	-783	-4.1	-0.02	6.0	5.5	-0.2	-0.2

Project ID	Percent Differences between Scenario 1 and Scenario 2										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-022	0.0%	0.0%	-13.2%	-14.7%	-16.9%	-40.6%	-1.0%	1.8%	1.4%	0.0%	0.0%
IR-032	0.0%	0.0%	-36.6%	-37.4%	-32.7%	-71.2%	-3.7%	6.2%	3.8%	-6.3%	0.0%
IR-032	0.0%	0.0%	-22.0%	-23.1%	-25.5%	-56.8%	-2.8%	5.0%	3.2%	-6.7%	0.0%
IR-006	0.0%	0.0%	-5.0%	-5.8%	-6.1%	-18.6%	-1.8%	1.9%	1.3%	-4.8%	-5.0%
IR-006	0.0%	0.0%	-34.9%	-36.0%	-31.7%	-69.4%	-3.7%	6.2%	3.8%	0.0%	0.0%
IS-005	0.0%	0.0%	-21.4%	-25.5%	-22.9%	-50.0%	-1.0%	-8.5%	-9.5%	0.0%	0.0%
IR-021	0.0%	0.0%	0.0%	-0.4%	-0.4%	-3.3%	0.0%	1.2%	0.3%	0.0%	0.0%
IR-021	0.0%	0.0%	-9.3%	-8.1%	-8.0%	-19.1%	-0.9%	1.1%	0.7%	0.0%	0.0%
IS-007	0.0%	0.0%	-9.3%	-8.4%	-11.6%	-43.6%	-3.5%	15.5%	10.4%	-13.9%	-9.4%
IS-007	0.0%	0.0%	-30.0%	-24.7%	-21.8%	-63.1%	-1.9%	22.5%	19.9%	-18.2%	-18.2%

Model Scenario 3

Fayette Socioeconomic Inputs with Operations-Based Improvements

This scenario featured mostly operations-based and intersection-specific projects. The intent of this organization was to illustrate overall reduction in delay if the County chose to focus on these types of lower-impact projects. The tables below illustrate the principal measures of effectiveness of each of the projects evaluated and show differences between the Scenario 3 projects and the same roadways in their current condition. Note that some projects are listed twice as they constituted changes to multiple roadway links in the model (this is especially true for intersection projects, where more than one model link was involved).

Project ID	Project Name	Project Description	2030 Base Network with Fayette SE data (Scenario 2)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-008	Antioch Rd/SR 92/ Seay Rd/Harp Rd	Realign off-set intesection into single intersection	1	0.62	0.36	937	2,497	5.7	1.1	28.2	29	1.3	1.3
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.	1	2.66	0.62	1,603	4,034	101.7	1.2	25.6	28	6.2	5.8
OP-011	New Hope Operational Corridor	Widen existing New Hope from 2 to 3 lanes as needed from realigned intersection to SR 92.	1	0.87	0.69	2,355	5,945	42.1	1.2	29.9	33	1.7	1.6
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.	1	0.43	0.44	1,147	2,541	4.6	1.1	27.6	29	0.9	0.9
OP-004 - RC-010	Brooks-Woolsey Rd	Widen Brooks-Woolsey Rd from 2 to 3 lanes from SR 85C to Antioch Rd	1	4.21	0.32	887	2,832	70.5	1.1	33.3	34	7.6	7.4
OP-005 - RC-011	Goza Rd	Widen Goza Rd from 2 to 3 lanes from SR 85 to SR 92	1	4.52	0.42	1,462	3,732	66.1	1.1	35.7	37	7.6	7.2
OP-006 - RC-012	Antioch Rd	Widen Antioch Rd from 2 to 3 lanes from Woolsey-Brooks Rd to SR 92	1	3.92	0.31	1,104	3,129	23.7	1.0	39.6	40	5.9	5.8
OP-007 - RC-013	Tyrone Rd	Widen Tyrone Rd from 2 to 3 lanes from SR 54 to SR 74	1	4.37	0.59	1,945	6,246	251.8	1.2	29.1	31	9.0	8.4

Project ID	2030 Network 3 with Fayette SE data and Scenario 4 projects										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-008	1	0.62	0.31	996	2,607	-	1.00	32.2	33.0	1.2	1.1
OP-010	1	2.66	0.62	2,330	6,511	-	1.00	32.6	34.7	4.9	4.6
OP-011	1	0.87	0.79	3,013	8,216	54.0	1.14	28.5	33.2	1.8	1.6
OP-012	1	0.43	0.49	1,752	4,009	-	1.00	34.2	35.8	0.7	0.7
OP-004 - RC-010	1	4.21	0.29	1,036	3,433	-	1.00	38.9	39.3	6.5	6.4
OP-005 - RC-011	1	4.04	0.42	1,656	4,083	2.0	1.00	38.7	40.6	6.3	6.0
OP-006 - RC-012	1	3.92	0.32	1,215	3,475	21.9	1.03	40.8	41.5	5.8	5.7
OP-007 - RC-013	1	4.37	0.63	2,350	7,869	163.9	1.09	31.1	33.5	8.4	7.8

Project ID	Project Name	Project Description	2030 Base Network with Fayette SE data (Scenario 2)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-004	Bernhard Rd/SR 85	New turn lanes (with IS-002)	1	2.01	0.55	2,296	6,997	65.1	1.1	37.4	40	3.2	3.0
IR-004	Bernhard Rd/SR 85	New turn lanes (with IS-002)	1	0.54	0.50	1,398	3,841	13.1	1.1	28.9	31	1.1	1.0
IS-003	Harp Rd/SR 85	New signal (with IR-005)	1	1.17	0.59	2,356	7,467	53.4	1.1	33.6	36	2.1	2.0
IR-005	Harp Rd/SR 85	New turn lanes (with IS-003)	1	0.41	0.25	658	1,633	1.3	1.0	29.3	30	0.8	0.8
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	2	0.08	0.76	4,566	14,519	26.4	1.3	18.1	22	0.3	0.2
OP-009	Tyrone-Palmetto Rd	Operational improvements as needed from SR 74 to county line - 2 to 3 lane widening from SR 74 to the Cowetta County Line	1	1.86	0.77	2,452	7,801	288.8	1.3	21.7	25	5.1	4.4
OP-013	SR 85 Operational Improvements	Operational improvements and access management from Harp to Bernhard, extending 2 to 3 lane improvements along entire corridor from Harp to Benhard	1	2.01	0.55	2,296	6,997	65.1	1.1	37.4	40	3.2	3.0
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	2	0.46	0.70	5,059	15,344	95.0	1.2	21.1	23	1.3	1.2
NW-011	Sandy Creek Rd Extension	Extend Sandy Creek Rd from SR 74 (Joel Cowan) to Palmetto Rd	-	-	-	-	-	-	-	-	0	-	0.0
NW-020	McDonough Rd-Banks Rd Connector	New Street connecting from existing Hwy 54/McDonough Road intersection to Banks Road. Alignment is approximated in this description.	-	-	-	-	-	-	-	-	0	-	0.0
NW-002	Jenkins Rd extension	Extend Jenkins Rd to county line	-	-	-	-	-	-	-	-	0	-	0.0
IR-032	Ebenezer Rd @ Spears Rd	Intersection reconfiguration; options include roundabout or realignment	1	0.80	0.26	830	2,432	3.4	1.0	32.5	33	1.5	1.5
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	2	1.24	0.57	5,448	16,517	91.5	1.1	36.8	38	2.0	1.9

Project ID	2030 Network 3 with Fayette SE data and Scenario 4 projects										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-004	1	2.01	0.50	2,508	7,514	20.2	1.03	40.7	42.7	3.0	2.8
IR-004	1	0.54	0.44	1,484	4,273	-	1.00	34.5	35.6	0.9	0.9
IS-003	1	1.17	0.53	2,534	7,842	16.5	1.04	36.6	38.6	1.9	1.8
IR-005	1	0.41	0.22	702	1,706	-	1.00	33.0	33.5	0.7	0.7
IR-028	2	0.08	0.65	4,648	14,733	8.1	1.10	24.1	26.4	0.2	0.2
OP-009	1	1.86	0.76	2,750	8,797	205.9	1.21	23.8	28.0	4.7	4.0
OP-013	1	2.01	0.50	2,508	7,514	20.2	1.03	40.7	42.7	3.0	2.8
IR-022	2	0.46	0.71	5,941	19,211	114.1	1.18	20.9	23.1	1.3	1.2
NW-011	1	2.30	0.26	872	2,940	12.3	1.03	35.7	35.9	3.9	3.9
NW-020	1	1.20	0.32	970	1,942	5.4	1.03	26.8	28.0	2.7	2.6
NW-002	1	1.85	0.09	248	807	7.9	1.09	30.5	31.2	3.6	3.6
IR-032	1	0.80	0.26	834	2,457	3.5	1.03	32.5	33.0	1.5	1.5
IR-006	2	1.24	0.56	5,384	16,370	87.9	1.09	36.9	38.5	2.0	1.9

Project ID	Project Name	Project Description	2030 Base Network with Fayette SE data (Scenario 2)											
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-006	Ebenezer Rd/SR 54	New turn lanes (with IS-004)	1	0.48	0.28	887	2,655	2.2	1.0	32.6	33	0.9	0.9
IS-005	Gingercake Rd/SR 92	New signal (with IR-011)	1	2.93	0.56	2,254	6,624	103.4	1.1	34.1	36	5.2	4.9
IS-005	Gingercake Rd/SR 92	New signal (with IR-011)	1	0.18	0.22	711	2,178	0.4	1.0	33.3	33	0.3	0.3
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	2	1.96	0.56	5,244	16,626	159.3	1.1	34.7	36	3.4	3.3
IR-021	SR 54/Gingercake Rd	Additional turn lanes from side streets	1	0.30	0.39	1,185	3,542	3.8	1.1	26.9	28	0.7	0.7
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	2	1.38	0.49	3,051	8,442	71.4	1.1	26.8	29	3.1	2.9
IS-007	Peachtree Pkwy @ Crosstown Rd	New signal (conceptual engineering complete)	1	1.30	0.50	1,535	4,935	79.7	1.2	22.8	25	3.4	3.1

Project ID	Project Name	Differences between Scenario 2 and Scenario 4										
		Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-008	Antioch Rd/SR 92/Seay Rd/Harp Rd	0	0	-0.05	59	110	-5.7	-0.06	4.0	3.7	-0.1	-0.2
OP-010	Kenwood Operational Corridor	0	0	0	727	2,477	-101.7	-0.15	7.0	7.0	-1.3	-1.2
OP-011	New Hope Operational Corridor	0	0	0.1	658	2,271	11.9	-0.01	-1.4	0.3	0.1	0.0
OP-012	Lee's Mill Operational Corridor	0	0	0.05	605	1,468	-4.6	-0.07	6.6	6.7	-0.2	-0.2
OP-004 - RC-010	Brooks-Woolsey Rd	0	0	-0.03	149	601	-70.5	-0.11	5.6	5.1	-1.1	-1.0
OP-005 - RC-011	Goza Rd	0	0	0	194	351	-64.1	-0.08	3.0	3.2	-1.3	-1.2
OP-006 - RC-012	Antioch Rd	0	0	0.01	111	346	-1.8	-0.01	1.2	1.1	-0.1	-0.1
OP-007 - RC-013	Tyrone Rd	0	0	0.04	405	1,623	-87.9	-0.08	2.0	2.4	-0.6	-0.6
IR-004	Bernhard Rd/SR 85	0	0	-0.05	212	517	-44.9	-0.07	3.3	2.8	-0.2	-0.2
IR-004	Bernhard Rd/SR 85	0	0	-0.06	86	432	-13.1	-0.11	5.6	4.9	-0.2	-0.1

Project ID	2030 Network 3 with Fayette SE data and Scenario 4 projects										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-006	1	0.48	0.28	881	2,641	2.2	1.03	32.6	33.0	0.9	0.9
IS-005	1	2.93	0.56	2,241	6,417	95.9	1.10	34.0	36.3	5.2	4.8
IS-005	1	0.18	0.24	760	2,251	0.5	1.02	33.1	33.3	0.3	0.3
IR-021	2	1.96	0.54	5,117	16,301	148.2	1.09	34.9	36.2	3.4	3.3
IR-021	1	0.30	0.40	1,193	3,575	3.9	1.05	26.9	27.6	0.7	0.7
IS-007	2	1.38	0.47	2,897	8,169	63.9	1.09	27.1	28.9	3.1	2.9
IS-007	1	1.30	0.53	1,621	5,173	96.0	1.21	22.1	24.7	3.5	3.2

Project ID	Percent Differences between Scenario 2 and Scenario 4										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-008	0.0%	0.0%	-13.9%	6.3%	4.4%	-100.0%	-5.7%	14.2%	12.6%	-7.7%	-15.4%
OP-010	0.0%	0.0%	0.0%	45.4%	61.4%	-100.0%	-13.0%	27.3%	25.3%	-21.0%	-20.7%
OP-011	0.0%	0.0%	14.5%	27.9%	38.2%	28.3%	-0.9%	-4.7%	0.9%	5.9%	0.0%
OP-012	0.0%	0.0%	11.4%	52.7%	57.8%	-100.0%	-6.5%	23.9%	23.0%	-22.2%	-22.2%
OP-004 - RC-010	0.0%	0.0%	-9.4%	16.8%	21.2%	-100.0%	-9.9%	16.8%	14.9%	-14.5%	-13.5%
OP-005 - RC-011	0.0%	-10.6%	0.0%	13.3%	9.4%	-97.0%	-7.4%	8.4%	8.6%	-17.1%	-16.7%
OP-006 - RC-012	0.0%	0.0%	3.2%	10.1%	11.1%	-7.6%	-1.0%	3.0%	2.7%	-1.7%	-1.7%
OP-007 - RC-013	0.0%	0.0%	6.8%	20.8%	26.0%	-34.9%	-6.8%	6.9%	7.7%	-6.7%	-7.1%
IR-004	0.0%	0.0%	-9.1%	9.2%	7.4%	-69.0%	-6.4%	8.8%	7.0%	-6.3%	-6.7%
IR-004	0.0%	0.0%	-12.0%	6.2%	11.2%	-100.0%	-9.9%	19.4%	16.0%	-18.2%	-10.0%

Project ID	Project Name	Differences between Scenario 2 and Scenario 4										
		Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IS-003	Harp Rd/SR 85	0	0	-0.06	178	375	-36.9	-0.08	3.0	3.0	-0.2	-0.2
IR-005	Harp Rd/SR 85	0	0	-0.03	44	73	-1.3	-0.03	3.7	3.4	-0.1	-0.1
IR-028	Jeff Davis Dr/Jimmie Mayfield Blvd	0	0	-0.11	82	214	-18.3	-0.23	6.0	4.6	-0.1	0.0
OP-009	Tyrone-Palmetto Rd	0	0	-0.01	298	996	-82.9	-0.13	2.1	2.6	-0.4	-0.4
OP-013	SR 85 Operational Improvements	0	0	-0.05	212	517	-44.9	-0.07	3.3	2.8	-0.2	-0.2
IR-022	SR 54/SR 74	0	0	0.01	882	3,867	19.1	0	-0.2	0.2	0.0	0.0
NW-011	Sandy Creek Rd Extension	1	2.3	0.26	872	2,940	12.3	1.03	35.7	35.9	3.9	3.9
NW-020	McDonough Rd- Banks Rd Connector	1	1.2	0.32	970	1,942	5.4	1.03	26.8	28.0	2.7	2.6
NW-002	Jenkins Rd extension	1	1.85	0.09	248	807	7.9	1.09	30.5	31.2	3.6	3.6
IR-032	Ebenezer Rd @ Spears Rd	0	0	0	4	25	0.1	0	0.0	0.0	0.0	0.0
IR-006	Ebenezer Rd/SR 54	0	0	-0.01	-64	-147	-3.6	0	0.1	0.1	0.0	0.0
IR-006	Ebenezer Rd/SR 54	0	0	0	-6	-14	0.0	0	0.0	-0.1	0.0	0.0
IS-005	Gingercake Rd/SR 92	0	0	0	-13	-207	-7.5	-0.01	-0.1	0.1	0.0	-0.1
IS-005	Gingercake Rd/SR 92	0	0	0.02	49	73	0.1	0	-0.2	-0.1	0.0	0.0
IR-021	SR 54/Gingercake Rd	0	0	-0.02	-127	-325	-11.1	-0.01	0.2	0.1	0.0	0.0
IR-021	SR 54/Gingercake Rd	0	0	0.01	8	33	0.1	0	0.0	0.0	0.0	0.0
IS-007	Peachtree Pkwy @ Crosstown Rd	0	0	-0.02	-154	-273	-7.5	-0.01	0.3	0.2	0.0	0.0
IS-007	Peachtree Pkwy @ Crosstown Rd	0	0	0.03	86	238	16.3	0.02	-0.7	-0.6	0.1	0.1

Project ID	Percent Differences between Scenario 2 and Scenario 4										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IS-003	0.0%	0.0%	-10.2%	7.6%	5.0%	-69.1%	-7.1%	8.9%	8.4%	-9.5%	-10.0%
IR-005	0.0%	0.0%	-12.0%	6.7%	4.5%	-100.0%	-2.9%	12.6%	11.3%	-12.5%	-12.5%
IR-028	0.0%	0.0%	-14.5%	1.8%	1.5%	-69.3%	-17.3%	33.1%	21.1%	-33.3%	0.0%
OP-009	0.0%	0.0%	-1.3%	12.2%	12.8%	-28.7%	-9.7%	9.7%	10.2%	-7.8%	-9.1%
OP-013	0.0%	0.0%	-9.1%	9.2%	7.4%	-69.0%	-6.4%	8.8%	7.0%	-6.3%	-6.7%
IR-022	0.0%	0.0%	1.4%	17.4%	25.2%	20.1%	0.0%	-0.9%	0.9%	0.0%	0.0%
NW-011	-	-	-	-	-	-	-	-	-	-	-
NW-020	-	-	-	-	-	-	-	-	-	-	-
NW-002	-	-	-	-	-	-	-	-	-	-	-
IR-032	0.0%	0.0%	0.0%	0.5%	1.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%
IR-006	0.0%	0.0%	-1.8%	-1.2%	-0.9%	-3.9%	0.0%	0.3%	0.3%	0.0%	0.0%
IR-006	0.0%	0.0%	0.0%	-0.7%	-0.5%	0.0%	0.0%	0.0%	-0.3%	0.0%	0.0%
IS-005	0.0%	0.0%	0.0%	-0.6%	-3.1%	-7.3%	-0.9%	-0.3%	0.3%	0.0%	-2.0%
IS-005	0.0%	0.0%	9.1%	6.9%	3.4%	25.0%	0.0%	-0.6%	-0.3%	0.0%	0.0%
IR-021	0.0%	0.0%	-3.6%	-2.4%	-2.0%	-7.0%	-0.9%	0.6%	0.3%	0.0%	0.0%
IR-021	0.0%	0.0%	2.6%	0.7%	0.9%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%
IS-007	0.0%	0.0%	-4.1%	-5.0%	-3.2%	-10.5%	-0.9%	1.1%	0.7%	0.0%	0.0%
IS-007	0.0%	0.0%	6.0%	5.6%	4.8%	20.5%	1.7%	-3.1%	-2.4%	2.9%	3.2%

Model Scenario 4

Fayette Socioeconomic Inputs with Capacity-Based Improvements

This scenario featured mostly capacity-adding projects. The intent of this organization was to illustrate overall reduction in delay if the County chose to focus on traditional road widening and new roadway construction. The tables below illustrate the principal measures of effectiveness of each of the projects evaluated and show differences between the Scenario 4 projects and the same roadways in their current condition.

Project ID	Project Name	Project Description	2030 Base Network with Fayette SE data (Scenario 2)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-001	Corinth Road/SR 85	New turn lanes (with IS-001)	1	0.27	0.42	1,095	3,303	4.8	1.1	27.4	29	0.6	1
IR-002	Corinth Road/SR 54	New turn lanes	-	-	-	-	-	-	-	-	0	-	0
IR-008	Antioch Rd/SR 92/ Seay Rd/Harp Rd	Realign off-set intesection into single intersection	1	0.62	0.36	937	2,497	5.7	1.1	28.2	29	1.3	1
RC-001	SR 92	Widen from 2 to 4 lanes from McBride Rd to Jimmy Mayfield Dr	1	2.74	0.69	2,570	7,988	408.0	1.4	23.3	29	7.0	6
IR-020	SR 85/Jeff Davis/ SR 314	Additional lanes; dual left turn lanes onto Jeff Davis	2	0.66	0.54	4,925	15,345	82.5	1.2	28.0	31	1.4	1
RC-002	SR 74 (Joel Cowan Pkwy)	Widen from 2 to 4 lanes from SR 85 to south of Crosstown Dr	1	5.44	0.51	2,051	6,483	331.1	1.2	29.8	34	11.0	10
RC-003	SR 85	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Bernhard Rd	1	3.48	0.55	2,370	7,343	298.8	1.3	30.5	36	6.8	6
RC-004	SR 85	Widen from 2 to 4 lanes from Bernhard Rd to Grady Ave	1	5.61	0.61	2,479	7,740	409.0	1.2	29.5	34	11.4	10
RC-005	Crosstown Drive	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Pkwy	1	0.80	0.64	1,932	6,280	77.4	1.2	20.9	24	2.3	2
RC-006	SR 54 (Fayetteville Rd/Jonesboro Rd)	Widen from 2 to 4 lanes from McDonough Rd in Fayette Co to US 19/41 in Clayton Co	1.5	5.51	0.62	3,690	11,479	1,107.4	1.3	24.4	29	13.6	12
RC-009	SR 920 (McDonough Rd)	Widen from SR 54 (Jonesboro Rd) in Fayette Co to US 19/41 (Tara Blvd) in Clayton Co; 2 to 4 lanes	1	2.45	0.89	2,861	8,733	801.6	1.6	15.0	21	9.8	7

Project ID	2030 Network 3 with Fayette SE data and Scenario 4 projects										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-001	1	0.27	0.60	1,919	5,829	6.9	1.07	26.1	29.0	0.6	0.6
IR-002	-	-	-	-	-	-	-	-	-	-	-
IR-008	1	0.62	0.27	849	2,510	-	1.00	32.9	33.2	1.1	1.1
RC-001	2	2.74	0.48	3,582	10,439	144.4	1.10	33.9	35.8	4.9	4.6
IR-020	2	0.66	0.49	4,525	14,415	47.2	1.09	31.2	32.9	1.3	1.2
RC-002	2	5.44	0.26	2,123	6,450	90.7	1.05	38.6	39.4	8.5	8.3
RC-003	2	3.48	0.36	3,122	8,986	58.2	1.04	43.3	44.3	4.8	4.7
RC-004	2	5.61	0.40	3,262	9,535	170.2	1.06	36.1	37.5	9.3	9.0
RC-005	2	0.80	0.29	2,349	7,063	-	1.00	32.6	33.2	1.5	1.4
RC-006	2.0	5.51	0.61	4,895	13,385	435.1	1.11	32.1	34.7	10.3	9.5
RC-009	2	2.45	0.55	3,516	9,520	172.5	1.13	27.5	30.2	5.3	4.9

Project ID	Project Name	Project Description	2030 Base Network with Fayette SE data (Scenario 2)										
			Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
RC-016	SR 279 Widening	Widen SR 279 from 2 to 4 lanes from SR 85 to county line	1	3.49	0.43	1,552	4,625	259.2	1.3	24.2	29	8.6	7
RC-017	SR 92 Widening (North)	Widen SR 92 from 2 to 4 lanes from SR 85 in Fayetteville north to county line	1	7.69	0.67	2,745	8,233	733.2	1.2	28.6	34	16.1	14
RC-018	Inman Rd Widening	Widen Inman Rd from 2 to 4 lanes from Jeff Davis Dr south to SR 92	1	3.06	0.52	1,874	4,927	85.1	1.1	35.1	38	5.2	5
IR-025	Stonewall Ave/SR 85	New left turn	3	0.43	0.68	8,617	24,836	83.3	1.1	27.6	31	0.9	1
IR-022	SR 54/SR 74	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)	2	0.46	0.70	5,059	15,344	95.0	1.2	21.1	23	1.3	1
NW-011	Sandy Creek Rd Extension	Extend Sandy Creek Rd from SR 74 (Joel Cowan) to Palmetto Rd	-	-	-	-	-	-	-	-	0	-	0
NW-020	McDonough Rd-Banks Rd Connector	New Street connecting from existing Hwy 54/McDonough Road intersection to Banks Road. Alignment is approximated in this description.	-	-	-	-	-	-	-	-	0	-	0
NW-006	W. Fayetteville Bypass - Phase III	From Lester Rd to Redwine Rd	1	2.36	0.33	897	1,996	14.2	1.1	29.1	31	4.9	5
NW-007	E. Fayetteville Bypass - Phase I	From S. Jeff Davis Dr to SR 54	1	1.49	0.36	1,144	2,775	14.8	1.1	30.8	32	2.9	3
NW-008	E. Fayetteville Bypass - Phase II	From SR 54 to SR 85	1	1.86	0.42	1,105	3,353	34.1	1.1	27.4	29	4.1	4
RC-015	SR 20 Extension	Extend SR 20 from US 41 (Hampton) to SR 54 in Peachtree City	-	-	-	-	-	-	-	-	0	-	0

Project ID	2030 Network 3 with Fayette SE data and Scenario 4 projects										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
RC-016	2	3.49	0.35	2,493	6,622	105.8	1.09	33.1	35.0	6.3	6.0
RC-017	2	7.69	0.45	3,679	10,376	445.2	1.12	34.0	37.2	13.6	12.4
RC-018	2	3.06	0.33	2,400	6,157	34.3	1.04	39.5	40.5	4.7	4.5
IR-025	3	0.43	0.70	8,845	24,707	84.8	1.14	27.3	30.4	0.9	0.8
IR-022	2	0.46	0.77	5,566	18,587	295.9	1.47	15.7	18.4	1.8	1.5
NW-011	1	2.30	0.05	162	444	0.1	1.00	36.9	37.0	3.7	3.7
NW-020	1	1.20	0.28	837	1,779	3.9	1.03	27.2	28.3	2.6	2.5
NW-006	1	3.47	0.14	405	1,032	5.7	1.03	30.9	31.4	6.7	6.6
NW-007	1	4.18	0.60	1,914	5,322	232.4	1.18	25.1	28.8	10.0	8.7
NW-008	1	1.86	0.60	1,912	5,820	46.9	1.07	26.2	29.1	4.3	3.9
RC-015	2	17.00	0.41	2,775	7,735	521.9	1.07	33.4	34.5	30.5	29.5

Project ID	Project Name	Differences between Scenario 2 and Scenario 4										
		Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-001	Corinth Road/SR 85	0	0	0.18	824	2,526	2.1	-0.01	-1.3	0.4	0.0	0.0
IR-002	Corinth Road/SR 54	0	0	0	0	0	0.0	0	0.0	0.0	0.0	0.0
IR-008	Antioch Rd/SR 92/Seay Rd/Harp Rd	0	0	-0.09	-88	13	-5.7	-0.06	4.7	3.9	-0.2	-0.2
RC-001	SR 92	1	0	-0.21	1,012	2,451	-263.6	-0.27	10.6	7.1	-2.1	-1.1
IR-020	SR 85/Jeff Davis/SR 314	0	0	-0.05	-400	-930	-35.3	-0.06	3.2	1.6	-0.1	-0.1
RC-002	SR 74 (Joel Cowan Pkwy)	1	0	-0.25	72	-33	-240.4	-0.14	8.8	5.4	-2.5	-1.3
RC-003	SR 85	1	0	-0.19	752	1,643	-240.6	-0.23	12.8	8.1	-2.0	-1.1
RC-004	SR 85	1	0	-0.21	783	1,795	-238.8	-0.13	6.6	3.8	-2.1	-1.0
RC-005	Crosstown Drive	1	0	-0.35	417	783	-77.4	-0.22	11.7	9.5	-0.8	-0.6
RC-006	SR 54 (Fayetteville Rd/Jonesboro Rd)	0.5	0	-0.01	1,205	1,906	-672.3	-0.23	7.7	5.8	-3.3	-2.0
RC-009	SR 920 (McDonough Rd)	1	0	-0.34	655	787	-629.1	-0.51	12.5	9.4	-4.5	-2.2
RC-016	SR 279 Widening	0.8	0	-0.08	941	1,997	-153.4	-0.22	8.9	5.6	-2.3	-1.1
RC-017	SR 92 Widening (North)	0.9	0	-0.22	934	2,143	-288.0	-0.12	5.4	3.7	-2.5	-1.4
RC-018	Inman Rd Widening	1	0	-0.19	526	1,230	-50.8	-0.08	4.4	2.9	-0.5	-0.4
IR-025	Stonewall Ave/SR 85	0	0	0.02	228	-129	1.5	0	-0.3	-0.1	0.0	0.0
IR-022	SR 54/SR 74	0	0	0.07	507	3,243	200.9	0.29	-5.4	-4.5	0.5	0.3
NW-011	Sandy Creek Rd Extension	1	2.3	0.05	162	444	0.1	1	36.9	37.0	3.7	3.7
NW-020	McDonough Rd- Banks Rd Connector	1	1.2	0.28	837	1,779	3.9	1.03	27.2	28.3	2.6	2.5
NW-006	W. Fayetteville Bypass - Phase III	0	1.11	-0.19	-492	-964	-8.5	-0.02	1.8	0.7	1.8	2.0
NW-007	E. Fayetteville Bypass - Phase I	0	2.69	0.24	770	2,547	217.6	0.12	-5.7	-3.2	7.1	5.9
NW-008	E. Fayetteville Bypass - Phase II	0	0	0.18	807	2,467	12.8	-0.01	-1.2	0.5	0.2	0.0
RC-015	SR 20 Extension	2	17	0.41	2,775	7,735	521.9	1.07	33.4	34.5	30.5	29.5

Project ID	Percent Differences between Scenario 2 and Scenario 4										
	Lanes (avg in each direction)	Total Length of Corridor (in miles)	PM VC Ratio (avg in each direction)	PM Average Volume (avg in each direction)	Daily Average Volume (avg in each direction)	Daily Delay	Travel Time Index (avg in each direction)	PM Average Speed (avg in each direction)	Daily Average Speed (avg in each direction)	PM Travel Time (avg in each direction)	Daily Travel Time
IR-001	0.0%	0.0%	42.9%	75.3%	76.5%	43.8%	-0.9%	-4.7%	1.4%	0.0%	0.0%
IR-002	-	-	-	-	-	-	-	-	-	-	-
IR-008	0.0%	0.0%	-25.0%	-9.4%	0.5%	-100.0%	-5.7%	16.7%	13.3%	-15.4%	-15.4%
RC-001	100.0%	0.0%	-30.4%	39.4%	30.7%	-64.6%	-19.7%	45.5%	24.7%	-30.0%	-19.3%
IR-020	0.0%	0.0%	-9.3%	-8.1%	-6.1%	-42.8%	-5.2%	11.4%	5.1%	-7.1%	-7.7%
RC-002	100.0%	0.0%	-49.0%	3.5%	-0.5%	-72.6%	-11.8%	29.5%	15.9%	-22.7%	-13.5%
RC-003	100.0%	0.0%	-34.5%	31.7%	22.4%	-80.5%	-18.1%	42.0%	22.4%	-29.4%	-19.0%
RC-004	100.0%	0.0%	-34.4%	31.6%	23.2%	-58.4%	-10.9%	22.4%	11.3%	-18.4%	-10.0%
RC-005	100.0%	0.0%	-54.7%	21.6%	12.5%	-100.0%	-18.0%	56.0%	40.1%	-34.8%	-30.0%
RC-006	33.3%	0.0%	-1.6%	32.7%	16.6%	-60.7%	-17.2%	31.6%	20.1%	-24.3%	-17.4%
RC-009	100.0%	0.0%	-38.2%	22.9%	9.0%	-78.5%	-31.1%	83.3%	45.2%	-45.9%	-31.0%
RC-016	80.0%	0.0%	-18.6%	60.6%	43.2%	-59.2%	-16.8%	36.8%	19.0%	-26.7%	-15.5%
RC-017	90.0%	0.0%	-32.8%	34.0%	26.0%	-39.3%	-9.7%	18.9%	11.0%	-15.5%	-10.1%
RC-018	100.0%	0.0%	-36.5%	28.1%	25.0%	-59.7%	-7.1%	12.5%	7.7%	-9.6%	-8.2%
IR-025	0.0%	0.0%	2.9%	2.6%	-0.5%	1.8%	0.0%	-1.1%	-0.3%	0.0%	0.0%
IR-022	0.0%	0.0%	10.0%	10.0%	21.1%	211.5%	24.6%	-25.6%	-19.7%	38.5%	25.0%
NW-011	-	-	-	-	-	-	-	-	-	-	-
NW-020	-	-	-	-	-	-	-	-	-	-	-
NW-006	0.0%	47.0%	-57.6%	-54.8%	-48.3%	-59.9%	-1.9%	6.2%	2.3%	36.7%	43.5%
NW-007	0.0%		66.7%	67.3%	91.8%	1470.3%	11.3%	-18.5%	-10.0%	244.8%	210.7%
NW-008	0.0%	0.0%	42.9%	73.0%	73.6%	37.5%	-0.9%	-4.4%	1.7%	4.9%	0.0%
RC-015	-	-	-	-	-	-	-	-	-	-	-