

County Transportation List for SPLOST 2017 Referendum

Infrastructure Preservation and Improvements		Federal/State	SPLOST	Total
A.1	Ebenezer Church Road Bridge Replacement	\$3,062,983	\$659,500	\$3,722,483
A.2	Kenwood Road School Zone	\$0	\$600,000	\$600,000
A.3	Paved Roads, Gravel Roads & Bridges	\$0	\$2,209,273	\$2,209,273
Subtotal A		\$3,062,983	\$3,468,773	\$6,531,756

Possible Federal Aid Corridor Improvements		Federal/State	SPLOST	Total
B.1	Realignment of SR 279 and Corinth Road*			
	◦ Detailed Planning Study	\$0	\$64,500	\$64,500
	◦ Design & Construction	\$18,000,000	\$4,500,000	\$22,500,000
B.2	Sandy Creek Road Operational Improvements*			
	◦ Detailed Planning Study	\$0	\$71,800	\$71,800
	◦ Design & Construction	\$12,144,000	\$3,036,000	\$15,180,000
B.3	SR 74 Corridor Study Recommendations*	\$2,880,000	\$720,000	\$3,600,000
Subtotal B		\$33,024,000	\$8,392,300	\$41,416,300

Intersection Improvements		Federal/State	SPLOST	Total
C.1	Redwine, Bernhard & Peachtree Parkway	\$0	\$1,200,000	\$1,200,000
C.2	Brogdon & New Hope Roads	\$0	\$1,200,000	\$1,200,000
C.3	Ebenezer Church, Ebenezer & Spear Roads	\$0	\$1,500,000	\$1,500,000
C.4	Antioch & Goza Roads	\$0	\$1,070,000	\$1,070,000
C.5	Intersection Safety Improvements	\$0	\$500,000	\$500,000
Subtotal C		\$0	\$5,470,000	\$5,470,000

Pedestrian, Bicycle and Multi-Use Path Projects		Federal/State	SPLOST	Total
D.1	Redwine Road Multi-Use Path	\$1,073,000	\$556,680	\$1,629,680
D.2	Starr's Mill School Tunnel	\$0	\$900,000	\$900,000
D.3	Bike Lanes and Multi-Use Paths	\$0	\$250,000	\$250,000
Subtotal D		\$1,073,000	\$1,706,680	\$2,779,680

Detailed Planning Studies		Federal/State	SPLOST	Total
E.1	Banks Road Detailed Planning Study	\$0	\$47,000	\$47,000
E.2	Tyrone & Palmetto Roads Detailed Planning Study	\$0	\$84,600	\$84,600
E.3	Lees Mill, New Hope & Kenwood Detailed Planning Study	\$0	\$76,600	\$76,600
E.4	Inman Road Detailed Planning Study	\$0	\$59,000	\$59,000
E.5	SR 279 Detailed Planning Study	\$0	\$65,400	\$65,400
E.6	Transportation Studies	\$0	\$150,000	\$150,000
Subtotal E		\$0	\$482,600	\$482,600

Proposed SPLOST Total of Categories A, B, C, D & E		\$37,159,983	\$19,520,353	\$56,680,336
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Eligible but unfunded Federal-Aid Corridor Improvement Projects		Federal/State	SPLOST	Total
F.1	Banks Road Operational Improvements*	\$12,000,000	\$3,000,000	\$15,000,000
F.2	Tyrone & Palmetto Roads Operational Improvements*	\$24,800,000	\$6,200,000	\$31,000,000
F.3	Lees Mill, New Hope & Kenwood Operational Improvements*	\$25,600,000	\$6,400,000	\$32,000,000
F.4	Inman Road Operational Improvements*	\$14,400,000	\$3,600,000	\$18,000,000
Subtotal F (Unfunded)		\$76,800,000	\$19,200,000	\$96,000,000

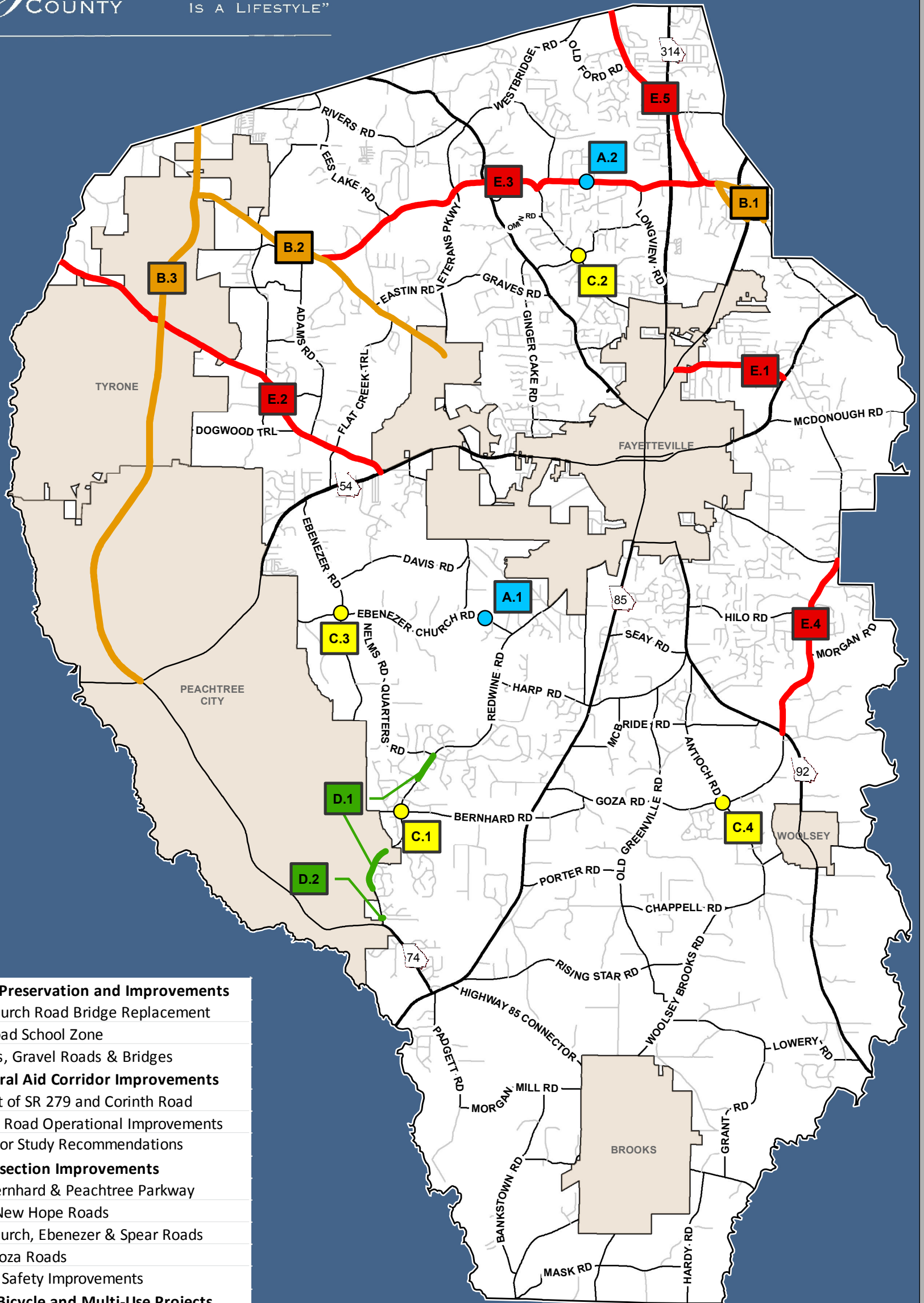
* There are seven eligible Federal-Aid Corridor Improvement Projects on the list. Since the anticipated cost for all seven projects exceeds available SPLOST funding, only the top-rated projects will be advanced through construction (i.e., built). For the referendum, Fayette County's Transportation Committee developed this priority list using available information. The final prioritization and funding levels, however, will be established by the Transportation Committee and the Board of Commissioners upon completion of a Detailed Planning Study for each project. Any one of the seven projects may or may not be advanced beyond the Detailed Planning Study.

SPLOST 2017 Transportation Improvements



Fayette
COUNTY

"WHERE QUALITY
IS A LIFESTYLE"



Infrastructure Preservation and Improvements
A.1 Ebenezer Church Road Bridge Replacement
A.2 Kenwood Road School Zone
A.3 Paved Roads, Gravel Roads & Bridges
Possible Federal Aid Corridor Improvements
B.1 Realignment of SR 279 and Corinth Road
B.2 Sandy Creek Road Operational Improvements
B.3 SR 74 Corridor Study Recommendations
Intersection Improvements
C.1 Redwine, Bernhard & Peachtree Parkway
C.2 Brogdon & New Hope Roads
C.3 Ebenezer Church, Ebenezer & Spear Roads
C.4 Antioch & Goza Roads
C.5 Intersection Safety Improvements
Pedestrian, Bicycle and Multi-Use Projects
D.1 Redwine Road Multi-Use Path
D.2 Starrs Mill School Tunnel
D.3 Bike Lanes and Multi-Use Paths
Detailed Planning Studies
E.1 Banks Road Scoping Study
E.2 Tyrone & Palmetto Roads Scoping Study
E.3 Lees Mill, New Hope & Kenwood Scoping Study
E.4 Inman Road Scoping Study
E.5 SR 279 Scoping Study
E.6 Transportation Studies

- Infrastructure Preservation and Improvements
- Federal Aid Corridor Improvements
- Intersection Improvements
- Pedestrian, Bicycle and Multi-use Projects
- Scoping Studies

TRANSPORTATION

Benefits

- Expands County’s existing preservation and maintain program for roads and bridges
- Provides funding for safety, capacity, and operational improvements that have no other funding source
- Provides money for use as local match on large, federal-aid transportation projects (typically at a 4:1 ratio)
- Allows for pro-active transportation planning to address current and future growth concerns
- Expands network of paths for pedestrians, bicyclists and golf carts

Needs Assessment

The March 2017 SPLOST referendum allocates \$19,520,353 dollars for unincorporated County Transportation Projects. One of the primary goals is to use approximately 40 percent of the money as local match for one or more, large, Federal-aid project. Although it adds complexity and time, participating in the Federal-aid project can leverage local dollars at a 4:1 ratio (i.e., for every one local dollar spent on a project there can be up to four federal dollars spent). This allows Fayette County to design and build projects that it could not afford otherwise. The Federal-Aid Corridor project(s) ultimately delivered will depend on the recommendations of the Detailed Planning Studies.

In addition to the Federal-aid projects, the transportation SPLOST has four other categories of projects.

Category	SPLOST Budget	Percent of SPLOST
Infrastructure Preservation and Improvements	\$3,468,773	17.8%
Federal-Aid Corridor Improvements	\$8,256,000	42.3%
Intersection Improvements	\$5,470,000	28.0%
Pedestrian, Bicycle and Multi-Use Path Projects	\$1,706,680	8.7%
Detailed Planning Studies	\$618,900	3.2%
Total SPLOST Allocation	\$19,520,353	100%

There are seven eligible Federal-Aid Corridor Improvement Projects on Fayette County’s SPLOST list. Since the anticipated cost for all seven projects exceeds available SPLOST funding, only the top-rated projects will be advanced through construction (i.e., built). For the referendum,

Fayette County's Transportation Committee developed a draft priority list (projects B.1 – B.3 and projects F.1 – F.4)) using available information. The final prioritization and funding levels, however, will be established by the Transportation Committee and the Board of Commissioners upon completion of a Detailed Planning Study for each project. Any one of the seven projects may or may not be advanced beyond the Detailed Planning Study.

Infrastructure Preservation and Improvements

The purpose of this category is to maintain or improve existing County roads and bridges. The SPLOST money will supplement, not replace, existing annual budgets used for this work.

Ebenezer Church Road Bridge Replacement

This is a Georgia Department of Transportation (GDOT) sponsored bridge replacement project that is in early stages of design.

The existing bridge was built in 1965 and consists of four spans of reinforced concrete deck girders on steel piles, concrete columns and concrete caps. The overall condition of the bridge is good but the design vehicle used for the bridge is below current standards, so the bridge is posted with weight restrictions. The new structure will be wider and meet all current design standards. Fayette County is working with GDOT to coordinate the new bridge design with possible future bike lanes or multi-use paths along Ebenezer Church Road.

Costs for the project are based on a GDOT August 24, 2016 estimate. Fayette County's costs are for land acquisition and utility relocations. The balance of the project will be paid with state and/or federal dollars.

GDOT's schedule for construction is fiscal year 2019.

Kenwood Road School Zone

This is a Fayette County safety project on Kenwood Road.

The purpose of the project is to design and construct auxiliary lanes (e.g., center left turn lanes) on Kenwood Road for the North Fayette Elementary School. Kenwood Road's annual average daily traffic is in excess of 2,650 vehicles per day. Providing turn lanes will reduce the risk of rear-end collisions and reduce delays to thru traffic. The design process would include soliciting input from the School System, Sheriff's Office, and other stakeholders in the area.

The project would be funded entirely with SPLOST dollars.

Paved Road, Gravel Roads and Bridges

This project will help maintain existing roads and bridges in the unincorporated County.

Each year the Fayette County Road Department repairs and resurfaces 4 to 5 percent of the paved roads in the unincorporated County. The Department also maintains the County's bridges and approximately 50 miles of gravel roads. This project will provide additional resources for asphalt resurfacing, other pavement preservation treatments, bridge work, shoulder grading, drainage improvements, dust control treatments, etc. Treatment technologies and work priorities will be established using the results of a comprehensive, 2016 Pavement Evaluation.

The resurfacing and other maintenance work would likely be funded entirely with SPLOST dollars, but opportunities may exist to use the money as local match for state or Federal-aid.

Detailed Planning Studies

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

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

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

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

- Identify need and purpose;
- Define the project scope;
- Consider alternatives;
- Perform cursory environmental screening;
- Assess impacts to utilities and railroads;
- Assess impacts to private properties;
- Gauge public support and opposition;
- Identify applicable design criteria;

- Develop a schedule; and
- Determine preliminary budget and funding options.

Studies will be completed for the seven projects listed below and possibly other locations as needs change over the six-year SPLOST. It is expected that Federal-aid will be required, at least for the construction phase, to fully fund any one or more of the projects. The advantage of having a project in the Federal-aid program is the potential amount of money paid by state or federal agencies. Typically the ratio is 80/20 (federal/local), so a project costing \$15,000,000 could receive up to \$12,000,000 in federal and state aid, and only cost the County's SPLOST program \$3,000,000.

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

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

SPLOST-Funded Detailed Planning Studies

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

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

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

Intersection Improvements

The SPLOST project list includes improvements at four specific locations plus a small allocation for other intersections that may be identified in the future. Each of the locations was selected based on citizen input over the years, known congestion issues, geometry concerns, and/or crash data.

Intersection of Redwine Road, Bernhard Road & Peachtree Parkway

This is an existing 4-way stop intersection that experiences heavy delays in the morning and afternoon. It also has multi-use paths along Redwine Road that are frequently used by local residents for access to the Stars Mill School complex, shopping/dining, golf, recreation, exercise, etc. Morning queues of 25 cars are common on Redwine Road. The average annual daily traffic is 7,600 vehicles per day on Redwine Road and 4,160 vehicles per day on Bernhard.

The intent of this project is to improve operating conditions during AM and PM peak hours and maintain (or improve) the ability of pedestrians, bicyclists, and golf carts to safely cross the roads.

A roundabout is envisioned for the location, but the design process will consider various alternatives and make a recommendation for Board of Commissioner approval prior to full design. A concern with roundabouts is how they are integrated with the multi-use paths. This will be evaluated during the design process. One option is to provide marked cross-walks a short distance away from the roundabout, thereby providing separation between the turn-movements of the roundabout and the crossing. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will all be provided, as applicable, for the project.

Intersection of Brogdon Road and New Hope Road

This is an existing 2-way stop intersection that generates complaints about traffic speed on New Hope Road, limited sight distance, and vehicles pulling out in front of traffic. There are no sidewalks or multi-use paths in the area. The annual average daily traffic on New Hope Road is 5,630 vehicles per day.

The goal of this project is to improve safety and reduce thru speeds on New Hope Road.

The project's budget is based on conversion to a roundabout, although the design process will consider various alternatives and make a recommendation for Board of Commissioner approval prior to full design. Other options may include roadway realignment for improved sight

distance and intersection conversion to a 4-way stop. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will all be provided, as applicable, for the project.

Intersection of Ebenezer Road with Ebenezer Church Road and Spear Road

This location has two intersections offset from each other by approximately 150 feet. The intersections generate above-average complaints about vehicle speed on Ebenezer Road and sight distance limitations. Ebenezer Church and Spear Road are each stop-controlled. There are no sidewalks or multi-use paths in the area but there is high bike use, especially on the weekends. Both Ebenezer and Ebenezer Church are designated in the 2010 Comprehensive Transportation Plan (CTP) as future bike/path roadways. The annual average daily traffic on Ebenezer, Ebenezer Church and Spear Roads is 3,450, 2,210 and 1,770 vehicles per day, respectively.

The goal of this project is to improve safety, reduce vehicles speeds on Ebenezer Road, and optimize the intersections with bike use and future multi-use path expansion.

The project's budget is based on conversion to an oval roundabout, although the design process will consider various alternatives and make a recommendation for Board of Commissioner approval prior to full design. Other options may include intersection realignment; installation of two, smaller roundabouts; vertical curve modifications to improve sight distance; or other geometry changes. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will all be provided, as applicable, for the project.

Intersection of Antioch Road and Goza Road

This is an existing 2-way stop intersection with stop control on Goza Road. The intersection was realigned in 2011 to eliminate an offset between Goza Road and add turn lanes to each of the four approaches. Rarely does the queue length exceed two or three cars in any direction but safety remains an issue at this location. Since 2011, the crash rate remains higher than average and Fayette County has received several requests for changes at this intersection. Antioch Road has an annual average daily traffic county of 2,430 vehicles per day. Goza Road has an annual average daily traffic county of 4,090 vehicles per day.

The goal of the project is to further study the intersection and make safety improvements to reduce the crash rate.

The project's budget is based on conversion to a roundabout, although the design process will consider various alternatives and make a recommendation for Board of Commissioner approval prior to full design. Other options may include grading changes on Antioch Road for improved sight distance or conversion to a 4-way stop. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will all be provided, as applicable, for the project.

Pedestrian, Bicycle and Multi-Use Projects

This category of projects is for improvements or expansion of infrastructure serving pedestrians, bicyclists and golf cart operators.

Redwine Road Multi-Use Path

This is an existing, Federal-aid, design-build project that will install 1.5 miles of new multi-use path along Redwine Road. When complete, there will be a continuous path along Redwine Road from Birkdale Drive to Panther Path. The project will also include an at-grade crossing of Redwine Road near the Birkdale Drive/Quarters Road intersection.

The purpose of the project is to expand the existing path system and thereby provide convenient and safe alternatives to traditional automobile-based transportation. Common uses of the path include trips to schools, churches, neighbors, shops, restaurants, golf courses, for exercise, etc.

The project is currently in the land acquisition phase. It will be advertised and awarded for design-build/construction by the Georgia Department of Transportation upon County completion of all right-way and easement needs.

SPLOST money would be used to help pay the local match portion of the project.

Starrs Mill School Tunnel

This is a path project that will provide a tunnel under Redwine Road at Panther Path, the entrance to the Starrs Mill School complex. The tunnel would allow pedestrians, bicyclists and golf carts safe passage across Redwine Road with no impacts to vehicular traffic. The project would also include construction of new path (approximately 0.5 miles) on the west side of Redwine Road from Summer Place to Panther Path.

The intent of the project is to provide a permanent and safe crossing option for path users who are on the west side of Redwine Road and need access to the Elementary, Middle or High School. A field survey in 2015 measured approximately 600 golf cart trips per day along Panther Path and half of those originated from the west side of Redwine Road at Foreston Place subdivision (i.e., at the Summer Place intersection). For comparison, that section of Redwine Road carries over 8,400 vehicles per day.

This project would be 100 percent SPLOST funded.

Bike Lanes and Multi-Use Paths

Within unincorporated Fayette County there is a disconnected system of bike lanes, designated bike routes, sidewalks and multi-use paths. This project will provide some funding for implementation of recommendations from the Comprehensive Path Plan currently underway. The Comprehensive Path Plan will make recommendations for short and long-term projects to connect these systems and establish uniform and appropriate standards for signs, pavement striping, etc.

Some of the money may be used as local match for a larger Federal-aid project, depending on the specific recommendations and available Federal-aid opportunities. Example project includes: installation and/or improvements of crossings; construction of new paths or bike lanes; and installation of new bike route signs along designated routes. The emphasis of all projects will be on improved safety and connectivity.

Federal-Aid Corridor Projects

Projects within this category are all large in terms of scope and cost and are more complex from a design, permitting and construction perspective. Because of their high costs, each of these projects will be dependent upon receiving Federal-aid to advance through construction.

A Detailed Planning Study will be completed for each project in this category and the results used to prioritize and refine budgets. The anticipated cost for all seven projects exceeds the projected Transportation SPLOST dollars, so only the top-rated project will be advanced. The others will be delayed until alternative funding sources are available or possibly dropped from consideration if the Planning Studies find either better alternatives or that the benefits do not justify the costs.

For planning purposes, the County's Transportation Committee and the Board of Commissioners identified the Realignment of SR 279 and Corinth Road, Sandy Creek Road and SR 74 as the highest priorities. These may be reprioritized once the Detailed Planning Studies are complete.

Realignment of SR 279 and Corinth Road

SR 279 and SR 85 intersect approximately one-half mile north of the Corinth Road intersection. Both intersections are controlled with traffic signals. There is often a large queue of traffic making left turns from SR 85 onto SR 279 (especially in the AM) and Corinth Road (in the PM). Completion of the East Fayetteville Bypass is expected to increase traffic on Corinth Road and these intersections. Typical traffic volumes are:

- SR 279: 5,080 vehicles per day (vpd);

- SR 85: 28,000 vpd, and
- Corinth Road: 6,040 vpd.

This project aligns Corinth Road and SR 279, thereby eliminating a traffic signal and the associated turning movements. Doing so improves safety and operational efficiency (i.e., less delay). The project requires Federal-aid and support from the Georgia Department of Transportation (GDOT) since it involves two state routes.

This project's Detailed Planning Study will consider all options for bringing these intersections together, as well as other safety and operational improvements. It will quantify the costs and benefits of each option allowing a go/no-go decision to be made along with selection of a preferred alignment.

Sandy Creek Road Operational Improvements

Sandy Creek Road is a 4.6-mile arterial road extending from Veterans Parkway in Fayetteville to SR 74 in Tyrone. Recent and expected growth within Fayetteville and around the Pinewood Studios is expected to increase traffic on Sandy Creek Road, which currently ranges around 5,000 vehicles per day. Fayette County received feedback from citizens with concerns about intersection safety, increasing truck use, and vehicle speeds.

This project develops a plan to ensure Sandy Creek Road is improved in a way that adequately meets current and future transportation needs. Examples of possible operational improvements include: reconfiguration of intersections, addition of passing lanes, shoulder build-out, correction of sub-standard horizontal and vertical curves, an improved railroad crossing, and measures to balance growth demands with existing property owner needs and desires along the corridor.

SR 74 Corridor Study Recommendations

There is an existing, multi-jurisdictional corridor study for SR 74 that extends approximately 12 miles, from SR 54 in Peachtree City to U.S. 29 in Fairburn. The study is broad in scope and is expected to generate several specific recommendations with respect to access management, intersection controls, sidewalks and paths, frontage roads, landscaping, right-of-way maintenance, etc. Approximately one mile of the corridor is within the unincorporated County.

The intent of this project is to have funds available for the implementation of some recommendations from the study within the unincorporated areas. Depending on the specific recommendation(s), they may be strong candidates for Federal-aid because of SR 74's regional significance.

As of December 2016, procurement for the SR 74 study is underway. The study should take approximately 18 months so final recommendations will be available in late 2018. Depending on the recommendation, implementation may also be dependent upon coordination with Peachtree City, Tyrone and Fairburn.

Eligible but Unfunded Federal-Aid Corridor Improvement Projects

Banks Road Operational Improvements

Banks Road is a 1.7-mile road extending from SR 54 to SR 314. The western end of Banks Road (approximately 0.38 miles) is within the limits of Fayetteville. The road is used as a cut-thru between SR 314, SR 85, SR 54 and McDonough Road but is not properly designed for current (and future) traffic volumes and pedestrian demands. For example, a 1.25 mile stretch of Banks has 10 intersections, 25 residential driveways, and approximately 250 acres of undeveloped land with existing road frontage on Banks. There are no sidewalks, bike lanes or multi-use paths.

This project will ensure Banks Road is improved to meet current and future transportation demands. Possible improvements could include: capacity increases (e.g., addition of a third lane), shoulder build-out, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical curves, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be determined from the Detailed Planning Study.

Tyrone Road and Palmetto Road Operational Improvements

Tyrone Road is a 4.5-mile arterial road extending from SR 54 to Senoia Road in Tyrone. Palmetto Road is also an arterial road running 1.7 miles from Senoia Road to the Coweta County border. Palmetto Road is often used for access to Interstate I-85 at the Collinsworth Road interchange (Exit 56). Approximately 1.5 miles of the corridor are within the limits of Tyrone. With the exception of the Tyrone portion the majority of this corridor has no pedestrian or bicycle accommodations. Many side street intersections have poor skew angles and restricted sight distance. The annual average traffic count varies from 5,690 to 8,400 vehicles per day.

This project will ensure Tyrone Road is improved to adequately meet current and future transportation needs. Possible improvements may include: capacity increases (e.g., addition of a third lane in select areas), shoulder build-out, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical curves, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be determined from the Detailed Planning Study.

Some specific intersections that may be realigned or changed to a different type of intersection control (e.g., a roundabout) include: Arrowood Road and Spencer Lane with Palmetto Road; Ellison Road and Tyrone Road; Dogwood Trail with Tyrone Road; and Flat Creek Trail with Tyrone Road.

This is a joint effort with the Town of Tyrone and they are supportive of the project.

Lees Mill Road, New Hope Road and Kenwood Road Operational Improvements

When considered as one corridor, these three roads provide east-west connectivity in the north part of Fayette County, with intersections at Sandy Creek Road, Veterans Parkway, SR 92, SR 314, SR 279 and SR 85 (only a small portion of new Hope Road is included in the project). The roads are all two-lane, County Arterials. There are no sidewalks, bike lanes or multi-use paths along these two-lane roads. The annual average traffic count varies from 2,190 to 2,650 vehicles per day.

This project will provide safety and operational improvements along the corridor, including intersection improvements and possible addition of bike lanes, sidewalks and/or multi-use paths. Public input will be sought to determine latent demand for these features. Possible improvements include: shoulder build-out, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical curves, installation of guardrails, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be better defined with the Detailed Planning Study.

Inman Road Operational Improvements

Inman Road extends from County Line Road at South Jeff Davis Road to SR 92 across from Goza Road. It is a two lane road, posted at 35 mph, and has no stop signs or traffic signals between the termini intersections noted above. Traffic is expected to increase on Inman as growth continues in surrounding counties, and with construction of the East Fayetteville Bypass. Traffic on Inman is approximately 2,410 vehicles per day. A common complaint received from citizens about Inman Road is significant speeding.

This project will ensure Inman Road is maintained as a free-flow road meeting current and future transportation needs for safety and efficient traffic movement. Possible operational improvements include: addition of turn lanes at intersections and passing lanes, shoulder build-out and establishment of proper clear zones, correction of sub-standard horizontal and vertical curves, and guardrail installations.

Ebenezer Church Road Bridge Replacement

Category: Infrastructure Preservation and Improvements

Location: Ebenezer Church Road at Whitewater Creek Bridge

Estimated Cost:

SPLOST Match \$659,500

Federal/State Match \$3,062,983

Total Cost **\$3,722,483**

Project Description

This is a Georgia Department of Transportation (GDOT) sponsored bridge replacement project that is currently in the early stages of design.

The existing bridge, built in 1965, and consists of four spans of reinforced concrete deck girders on steel piles, concrete columns and concrete caps. The overall condition of the bridge is good, the design vehicle used for the bridge is below current standards, so the bridge is posted with weight restrictions.

The new structure will be wider and meet all current design standards. Fayette County is working with GDOT to coordinate the new design with possible future bike lanes or multi-use paths along Ebenezer Church Road.

Costs for the project are based on an August 24, 2016 estimate. The balance of the project (\$3,620,983) will be paid with state and federal dollars. GDOT's schedule for construction is fiscal year 2019.

Map Location



Ebenezer Church Road is located southwest of downtown and can be accessed by Redwine, Lester, and Ebenezer Roads.

Existing Conditions



Ebenezer Church Road has two bridges. One crosses at Whitewater Creek and second at Pelham Creek. This project is for bridge replacement over Whitewater Creek, which is located between Hideaway Drive and Lester Road.

Kenwood Road School Zone

Category: Infrastructure Preservation and Improvements

Location: Kenwood Road at North Fayette Elementary

Estimated Cost: \$600,000

Project Description

This is a Fayette County safety project on Kenwood Road.

This project provides design and construction of auxiliary lanes (e.g., center left turn lane) on Kenwood Road for the North Fayette Elementary School.

Providing turn lanes will reduce the risk of rear-end collisions and reduce delays to thru traffic. The design process would include soliciting input from the School System, Sheriff's Office, and other stakeholders in the area.

The project would be funded entirely with SPLOST dollars.

Existing Conditions



Proposed Project



Paved Roads, Gravel Roads, and Bridges

Category: Infrastructure Preservation and Improvements

Location: Multiple Locations

Estimated Cost: \$2,209,273

Project Description

This project will help maintain existing roads and bridges in the unincorporated County.

Each year the Fayette County Road Department repairs and resurfaces four to five percent of the paved roads in the unincorporated County. The Department also maintains the County's bridges and approximately 50 miles of gravel roads.

This project will provide additional resources for asphalt resurfacing, other pavement preservation treatments, bridge work, shoulder grading, drainage improvements, dust control treatments, etc. Treatment technologies and work priorities will be established using the results of a comprehensive 2016 Pavement Evaluation.

Resurfacing and other maintenance work will be funded entirely with SPLOST dollars, but opportunities may exist to use the money as local match against state or federal aid.

Paved Roads



Gravel Roads



Bridges



SR 279 and Corinth Road Realignment

Category: Possible Federal Aid Corridor Improvement Project

Location: SR 279 and Corinth Road at the intersection of SR 85

SPLOST Detailed Planning Study: \$64,500

Project Description

SR 279 and SR 85 intersect approximately one-half mile north of the Corinth Road intersection. Both intersections are controlled with traffic signals. There is often a large queue of traffic making left turns from SR 85 onto SR 279 (especially in the AM) and Corinth Road (in the PM). Completion of the East Fayetteville Bypass is expected to increase traffic on Corinth Road and these intersections.

This project aligns Corinth Road and SR 279, thereby eliminating a traffic signal and the associated turning movements. Doing so improves safety and operational efficiency (i.e., less delay). The project requires Federal-aid and support from the Georgia Department of Transportation (GDOT) since it involves two state routes.

This project's Detailed Planning Study will consider all options for bringing these intersections together, as well as other safety and operational improvements. It will quantify the costs and benefits of each option allowing a go/no-go decision to be made along with selection of a preferred alignment.

Existing Conditions



SR 85 at Corinth Road



SR 85 at SR 279



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$18,000,000

Local Match: \$4,500,000

Sandy Creek Road

Category: Possible Federal Aid Corridor Improvement Project

Location: Tyrone and Palmetto Roads

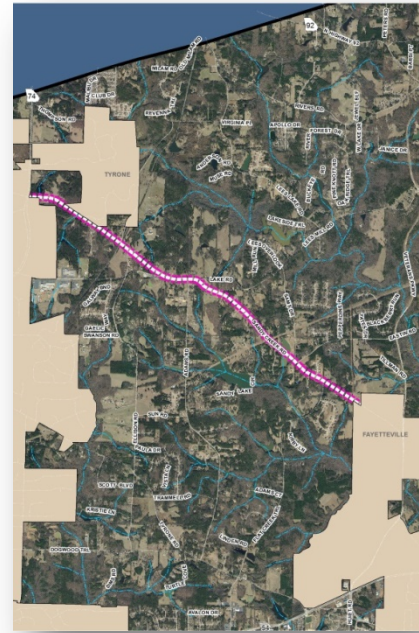
SPLOST Detailed Planning Study: \$71,800

Project Description

Sandy Creek Road is a 4.6-mile major road extending from Veterans Parkway in Fayetteville to SR 74 in Tyrone. Recent and expected growth within Fayetteville and around the Pinewood Studios is expected to increase traffic on Sandy Creek Road. Fayette County received feedback from citizens with concerns about intersection safety, increasing truck use, and vehicle speeds.

This project develops a plan to ensure Sandy Creek Road is improved in a way that adequately meets current and future transportation needs. Examples of possible operational improvements include: reconfiguration of intersections, addition of passing lanes, shoulder improvements, correction of sub-standard horizontal and vertical sight distances, an improved railroad crossing, and measures to balance growth demands with existing property owner needs and desires along the corridor.

Location



Existing Conditions



Possible Intersection Reconfiguration : Sandy Creek Road, Eastin Road, Sams Drive and Trustin Lake Drive

This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$12,144,000

Local Match: \$3,036,000

SR 74 Corridor Study Recommendations

Category: Possible Federal Aid Corridor Improvement Project

Location: State Route 74

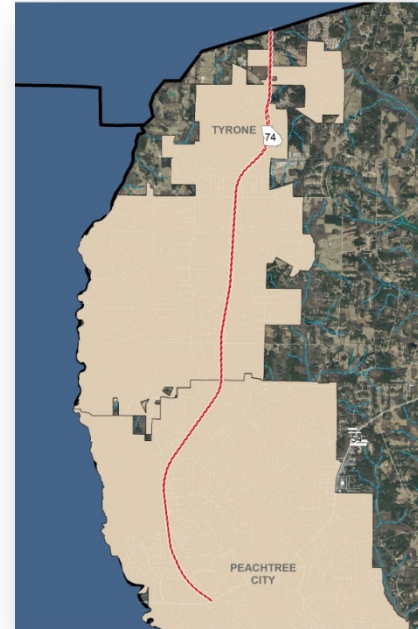
Project Description

There is an existing, multi-jurisdictional corridor study for SR 74 that extends approximately 12 miles, from SR 54 in Peachtree City to U.S. 29 in Fairburn. The study is broad in scope and is expected to generate several specific recommendations with respect to access management, intersection controls, sidewalks and paths, frontage roads, landscaping, right-of-way maintenance, etc. Approximately one mile of the corridor is within the unincorporated County.

The intent of this project is to have some funds available for the implementation of some recommendations from the study along the unincorporated areas. Depending on the specific recommendation(s), they may be strong candidates for Federal-aid.

As of December 2016, procurement for the SR 74 study is underway. The study should take approximately 18 months so final recommendations will be available in late 2018. Depending on the recommendation, implementation may also be dependent upon coordination with Peachtree City, Tyrone and Fairburn.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$2,880,000

Local Match: \$720,000

Redwine, Bernhard, and Peachtree Parkway

Category: Intersection Improvements

Location: Redwine Road, Bernhard Road and Peachtree Parkway

Estimated Cost: \$1,200,000

Project Description

This is an existing 4-way stop intersection that experiences heavy delays in the morning and afternoon. It also has multi-use paths along Redwine Road that are frequently used by local residents for access to the Stars Mill School complex, shopping/dining, golf, recreation, exercise, etc. Morning queues of 25 cars or more is common on Redwine Road.

The intent is to improve operating conditions during AM and PM peak hours and improve the ability of pedestrians, bicyclists, and golf carts to safely cross the roads.

A roundabout is envisioned for the location, but the design process will consider various alternatives and make a recommendation for the Board of Commissioner's approval prior to the full design phase. A concern with roundabouts is how they are integrated with the multi-use paths. This will be evaluated during the design process. One option is to provide marked cross-walks a short distance away from the roundabout, thereby providing separation between the turn-movements of the roundabout and the crossing. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will all be provided, as applicable, for the project.

Existing Conditions



The current design consists of a four way stop controlled intersection with stop signs and multiuse paths.

Proposed Project



The work may include realignments, changing the intersection control, addition of turn lanes, new signs, striping and/or reflective pavement markers, addition of night time lighting, etc.

Brogdon and New Hope Roads

Category: Intersection Improvements

Location: Brogdon and New Hope Roads

Estimated Cost: \$1,200,000

Project Description

This existing two-way stop intersection generates frequent complaints about traffic speed on New Hope Road, limited sight distance, and vehicles pulling out in front of traffic. There are no sidewalks or multi-use paths in the area.

The project will improve safety and reduce speeds on New Hope Road. The design process will consider all options and make a recommendation for Board of Commissioner approval prior to full design.

Options may include roadway realignment for improved sight distance and intersection conversion to a four-way stop. The project's budget is based on conversion to a roundabout. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will be provided.

Existing Conditions



The current design consists of a controlled intersection with stop signs on Brogdon Road.

Proposed Project



The work may include realignments, changing the intersection control, addition of turn lanes, new signs, striping and/or reflective pavement markers, addition of night time lighting, etc.

Ebenezer Church, Ebenezer and Spear Roads

Category: Intersection Improvements

Location: Ebenezer Church, Ebenezer and Spear Roads

Estimated Cost: \$1,500,000

Project Description

This location has two intersections offset from each other by approximately 150 feet. The intersections generate above-average complaints about vehicle speed on Ebenezer Road and sight distance limitations. Ebenezer Church and Spear Roads are each stop-controlled.

There are no sidewalks or multi-use paths in the area but there is high bike use, especially on weekends. Both Ebenezer and Ebenezer Church Roads are designated in the 2010 Comprehensive Transportation Plan as future bike-path roadways.

This project's goal is to improve safety, reduce vehicles speeds on Ebenezer Road, and optimize the intersections with bike use and future multi-use path expansion.

The design process will consider all options and make a recommendation for Board of Commissioner approval prior to full design. Options may include roadway realignment for improved sight distance and intersection conversion to a four-way stop. The project's budget is based on conversion to a roundabout. Signs, striping, landscaping, lighting, reflective pavement markers, etc. will be provided as applicable.

Existing Conditions



The current design consists of a controlled intersection with stop signs on Spear and Ebenezer Church Roads.

Proposed Project



The work may include realignments, changing the intersection control, addition of turn lanes, new signs, striping and/or reflective pavement markers, addition of night time lighting, etc.

Antioch and Goza Roads

Category: Intersection Improvements

Location: Antioch and Goza Roads

Estimated Cost: \$1,070,000

Project Description

This is an existing two-way stop intersection with stop control on Goza Road. The intersection was realigned in 2011 to eliminate an offset between Goza Road and add turn lanes to each of the four approaches. Rarely does the number of vehicles exceed two or three cars in any direction but safety remains an issue at this location. Since 2011, the crash rate remains higher than average and Fayette County has received several requests for changes at this intersection.

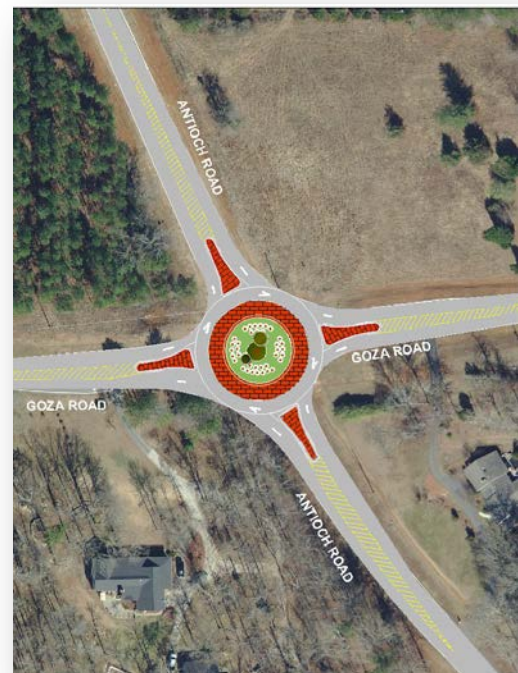
The goal of the project is to further study the intersection and make safety improvements to reduce the crash rate. The design process will consider all options and make a recommendation for Board of Commissioner approval prior to full design. Options may include roadway realignment for improved sight distance and intersection conversion to a four-way stop. The project's budget is based on conversion to a roundabout, signs, striping, landscaping, lighting, reflective pavement markers, etc. will be provided as applicable.

Existing Conditions



The current design consist of a controlled intersection with stop signs, turn lanes and rumble strips long Goza Road and turn lanes along Antioch Road.

Proposed Project



The work may include realignments, changing the intersection control, addition of turn lanes, new signs, striping and/or reflective pavement markers, addition of night time lighting, etc.

Redwine Road Multi-Use Path

Category: Pedestrian, Bicycle and Multi-Use Path Projects

Location: Redwine Road

Estimated Cost:

SPLOST	\$556,680
Federal/State	\$1,073,000
Total Cost	\$1,629,680

Project Description

This is an existing, federal-aid, design-build project installing 1.5 miles of new multi-use path along Redwine Road. When complete, there will be a continuous path along Redwine Road from Birkdale Drive to Panther Path. The project will also include an at-grade crossing of Redwine Road near the Birkdale Drive and Quarters Road intersection.

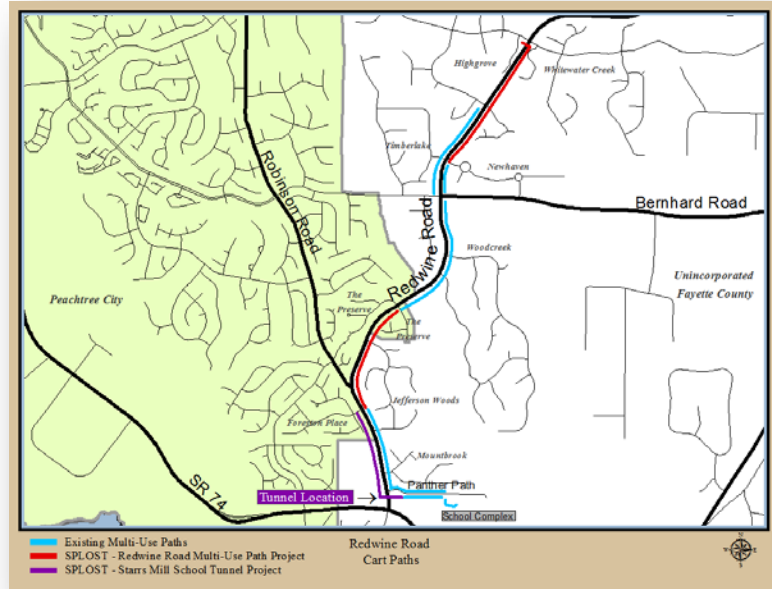
The project expands the existing path system, providing convenient and safe transportation alternatives. Common path uses include trips to school, church, neighbors, shopping, dining, golf, exercise, etc.

The project is currently in the land acquisition phase by the County. It will be advertised and awarded for design-build/construction by GDOT.

Existing Conditions



Proposed Project



Starr's Mill School Tunnel

Category: Pedestrian, Bicycle and Multi-Use Path Projects

Location: Redwine Road at Panther Path

Estimated Cost: \$900,000

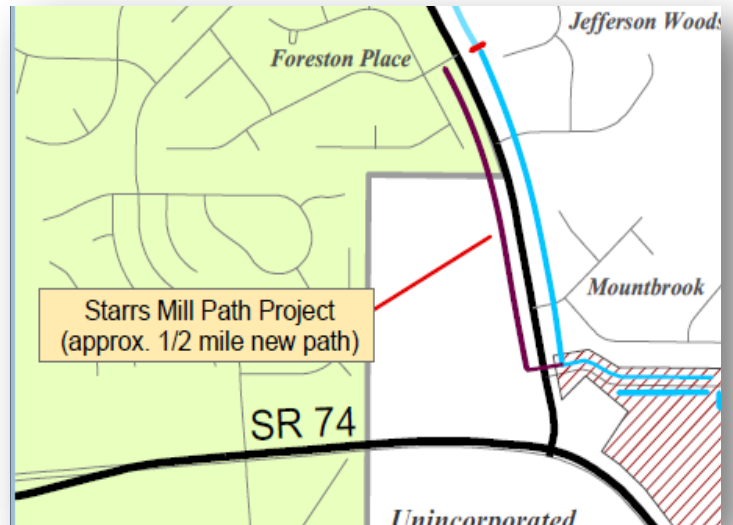
Project Description

This path project provides a tunnel under Redwine Road at Panther Path, the entrance to the Starr's Mill School complex. A tunnel provides pedestrians, bicyclists and golf carts safe passage across Redwine Road without impacting vehicular traffic. It includes construction of a new path (approximately 0.5 miles) on the west side of Redwine Road from Summer Place to Panther Path.

The intent is to provide a permanent and safe crossing option for path users who are on the west side of Redwine Road to the school complex.

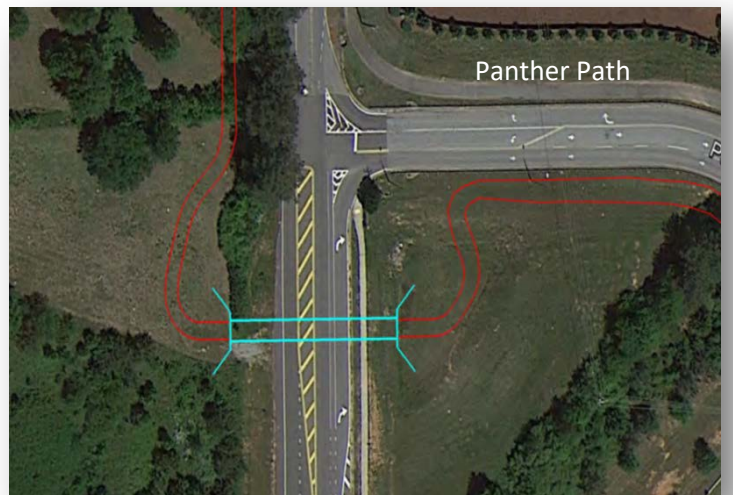
A 2015 survey counted approximately 600 golf cart trips per day along Panther Path with half originating from the west side of Redwine Road at the Summer Place.

Map Location



The blue portion in the above map identifies existing multi-use paths that are located east of Redwine Road. The purple portion identifies the new multi-use path that will be installed with this project.

Proposed Project



It is anticipated that a multi-use path along the west side of Redwine Road would significantly reduce the number of carts and pedestrians crossing Redwine Road and the hazardous intersection of Foreston Place. The concrete tunnel will be installed south of Panther Path allowing safe passage for carts and pedestrians.

Bike Lane and Multi-Use Paths

Category: Pedestrian, Bicycle and Multi-Use Path Projects

Location: Multiple Locations

Estimated Cost: \$250,000

Project Description

Within unincorporated Fayette County, there is a disconnected system of bike lanes, designated bike routes, sidewalks and multi-use paths. Independent of the 2017 SPLSOT referendum, Fayette County is completing a Comprehensive Path Plan which will make recommendations for short and long-term projects to connect these systems and establish uniform and appropriate standards for signs and pavement striping.

This project will provide some funding for the implementation of some the Path Plan recommendations. Some of the money may be used as local match for a larger Federal-aid Project, depending on the specific recommendations and available federal-aid opportunities.

Examples of anticipated projects include: installation and improvements of crossings; construction of new paths or bike lanes; and installation of new bike route signs along designated routes. The emphasis of all projects will be on improved safety and connectivity.



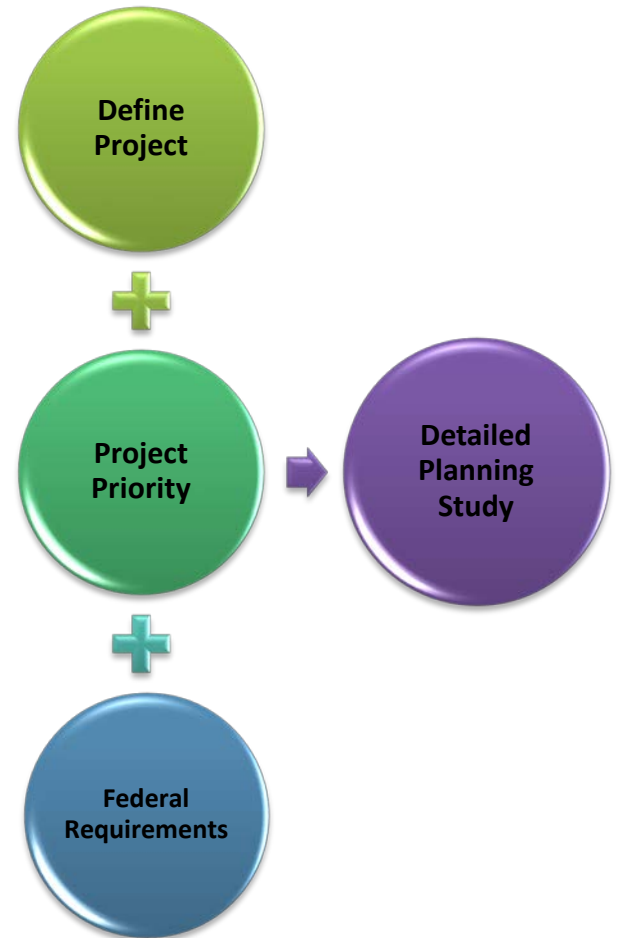
Detailed Planning Studies

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

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

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

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



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



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

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

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

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

SPLOST-funded Detailed Planning Studies

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



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

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

Banks Road

Category: Detailed Planning Study/
Possible Federal Aid Corridor
Improvement Project

Location: Banks Road

SPLOST Detailed Planning Study \$47,000

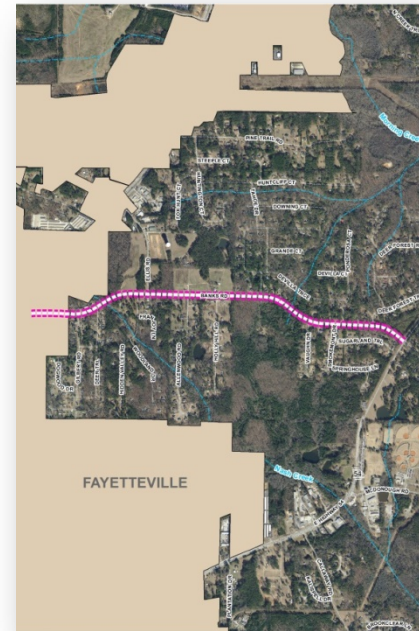
Project Description

Banks Road is a 1.7-mile road extending from SR 54 to SR 314. The western end of Banks Road (approximately 0.38 miles) is within the limits of Fayetteville.

The road is used a cut-thru between SR 314, SR 85, SR 54 and McDonough Road but is not properly designed for current (and future) traffic volumes and pedestrian demands. For example, a 1.25-mile stretch of Banks has 10 intersections, 25 residential driveways, and approximately 250 acres of undeveloped land with existing road frontage on Banks. There are no sidewalks, bike lanes or multi-use paths.

This project will ensure Banks Road is improved to meet current and future transportation demands. Possible improvements could include: capacity increases (e.g., addition of a third lane), shoulder improvements, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical sight distances, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be determined from the Detailed Planning Study.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$12,000,000

Local Match: \$3,000,000

Tyrone & Palmetto Roads

Category: Detailed Planning Study/
Possible Federal Aid Corridor
Improvement Project

Location: Tyrone and Palmetto Roads

SPLOST Detailed Planning Study: \$84,600

Project Description

Tyrone Road is a 4.5-mile road extending from SR 54 to Senoia Road in Tyrone. Palmetto Road runs 1.7 miles from Senoia Road to the Coweta County border. Palmetto Road is often used for access to Interstate I-85 at the Collinsworth Road interchange.

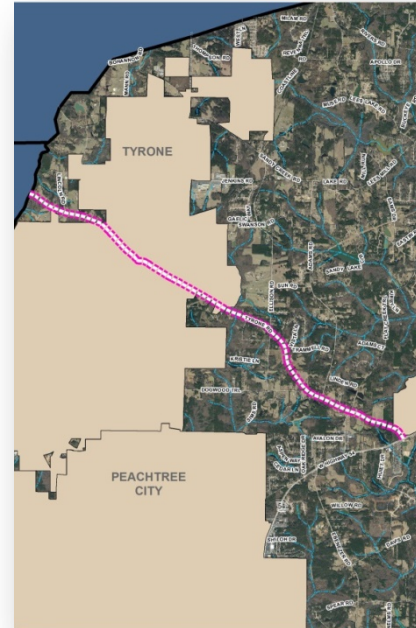
With the exception of the Tyrone portion, the majority of this corridor has no pedestrian or bicycle accommodations.

This project will ensure Tyrone Road is improved to adequately meet current and future transportation needs. Possible improvements may include: capacity increases, shoulder improvements, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical sight distance, and addition of sidewalks, bike lanes or multi-use paths.

Some specific intersections to be realigned or changed to a different type of intersection control (e.g., a roundabout) include: Arrowwood Road and Spencer Lane with Palmetto Road; Ellison Road and Tyrone Road; Dogwood Trail with Tyrone Road; and Flat Creek Trail with Tyrone Road. Details of this project will be coordinated with Town of Tyrone SPLOST projects.

This is a joint effort with the Town of Tyrone and they are supportive of the project.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$24,800,000

Local Match: \$6,200,000

Lee's Mill Road, New Hope Road, and Kenwood Road

Category: Detailed Planning Study/
Possible Federal Aid Corridor
Improvement Project

Location: Lee's Mill Road, New Hope Road, and Kenwood Road intersecting at Sandy Creek Road, Veterans Parkway, SR 92, SR 314, SR 279 and SR 85

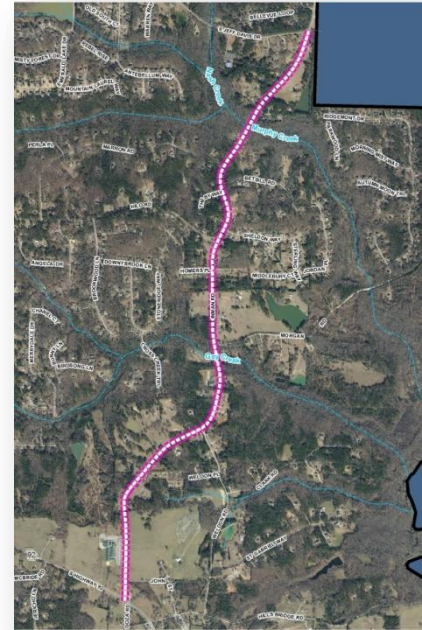
SPLOST Detailed Planning Study: \$76,600

Project Description

When considered as one corridor, these three roads provide east-west connectivity in the north part of Fayette County, with intersections at Sandy Creek Road, Veterans Parkway, SR 92, SR 314, SR 279 and SR 85 (only a small portion of new Hope Road is included in the project), which are all two-lane roads. There are no sidewalks, bike lanes or multi-use paths along the corridor.

This project will provide safety and operational improvements along the corridor, including intersection improvements and possible addition of bike lanes, sidewalks and/or multi-use paths. Public input will be sought to determine latent demand for these features. Examples of possible improvements include: shoulder build-out, turn lanes, different intersection controls, correction of sub-standard horizontal and vertical sight distances, installation of guardrails, and addition of sidewalks, bike lanes and/or multi-use paths. Similar to the other Corridor Projects, the specific scope will be better defined with the Detailed Planning Study.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$25,600,000

Local Match: \$6,400,000

Inman Road

Category: Detailed Planning Study/
Possible Federal Aid Corridor
Improvement Project

Location: Inman Road from County Line
Road at South Jeff Davis Road
to SR 92 across from Goza
Road.

SPLOST Detailed Planning Study: \$59,000

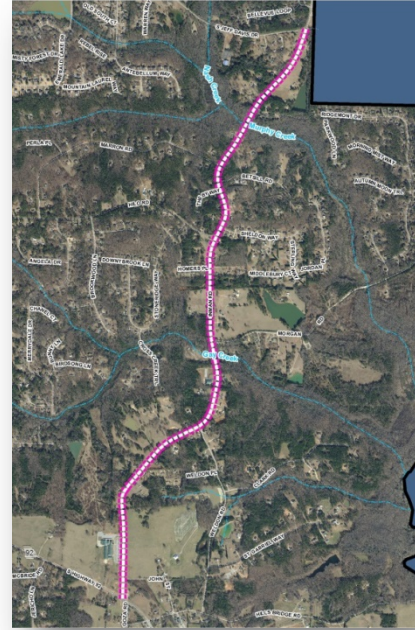
Project Description

Inman Road is a three mile road that extends from County Line Road at South Jeff Davis Road to SR 92 across from Goza Road. It is a two lane road, posted at 35 mph, and has no stop signs or traffic signals between the intersections noted above.

Traffic is expected to increase on Inman as growth continues in Spalding and Clayton Counties and with construction of the East Fayetteville Bypass, which will provide a direct path from Inman Road to SR 85 north of Fayetteville. A common complaint received from citizens about Inman Road is the amount of vehicles speeding on the road.

This project will ensure Inman Road is maintained as a free-flow road meeting current and future transportation needs for safety and efficient traffic movement. Possible operational improvements include: addition of turn lanes at intersections and passing lanes; shoulder build-out and establishment of proper clear zones; correction of sub-standard horizontal and vertical curves, and installation of guardrails.

Location



This project may or may not be advanced beyond the Detailed Planning Study. The final prioritization and funding levels for this project and the other eligible Federal-Aid Corridor Improvement Projects will be set by the Transportation Committee and the Board of Commissioners upon completion of the Detailed Planning Studies.

Operational Improvements Cost if funded:

Federal/State: \$14,400,000

Local Match: \$3,600,000