

Fayette County Transportation Plan

Final Report

April 2003

Prepared for:

Fayette County

Prepared by:

URS

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Prepared by:

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1.0 Introduction

1.1 Purpose of Report

This report is the final technical study document in a series of technical reports that were prepared as part of the **Fayette County Transportation Plan Update**. This report documents the study process, findings and recommendations of the Plan Update. Additional study documents were previously prepared documenting the Background Data and Issues, Travel Demand Modeling Technique, and results of public outreach and input. In addition to this final technical report, a **Plan Summary** provides an overview of the final Plan.

This report is divided into four major components. This first section provides an introduction to the report and a summary of the study process. The second section presents a summary of all the input and feedback received from both citizens and officials through public outreach, technical committee meetings, agency briefings and meetings with the County's elected officials. The third component documents the study methodology and different analyses that were completed as part of the study. The fourth and final component contains recommendations for projects and programs, descriptions and concepts of recommended projects, analysis of total costs and cost allocation, and a recommendation for the phasing of improvements.

1.2 Study Process

The overall study process used in preparation of Fayette County Transportation Plan included six sequential steps:

- **Data collection** concerning existing conditions and travel desires was performed early in the planning process. This data included an inventory of the transportation system, existing travel demands and patterns, review of previous studies and proposals, interviews with local planners and engineers, and input from the public. These analyses are documented in the Background Data and Issues technical report.
- **Assessment of future travel** demands and patterns was then performed. The Atlanta Regional Commission's travel demand computer model was used, which reflected present travel patterns and anticipated population, employment and travel growth. The approach and results from this analysis is documented in the Travel Demand Modeling Technique technical report.
- **Identification of issues** within the study area was completed and documented. These issues included existing congestion, safety, deficiencies in the transportation system and adequacy of previous transportation improvement proposals. This analysis also included a quantification of existing and future transportation conditions and deficiencies. These issues were identified through data analysis, field investigation and input from citizens

and agency staff. These are documented in the Background Data and Issues technical report as well as through various meeting memorandums.

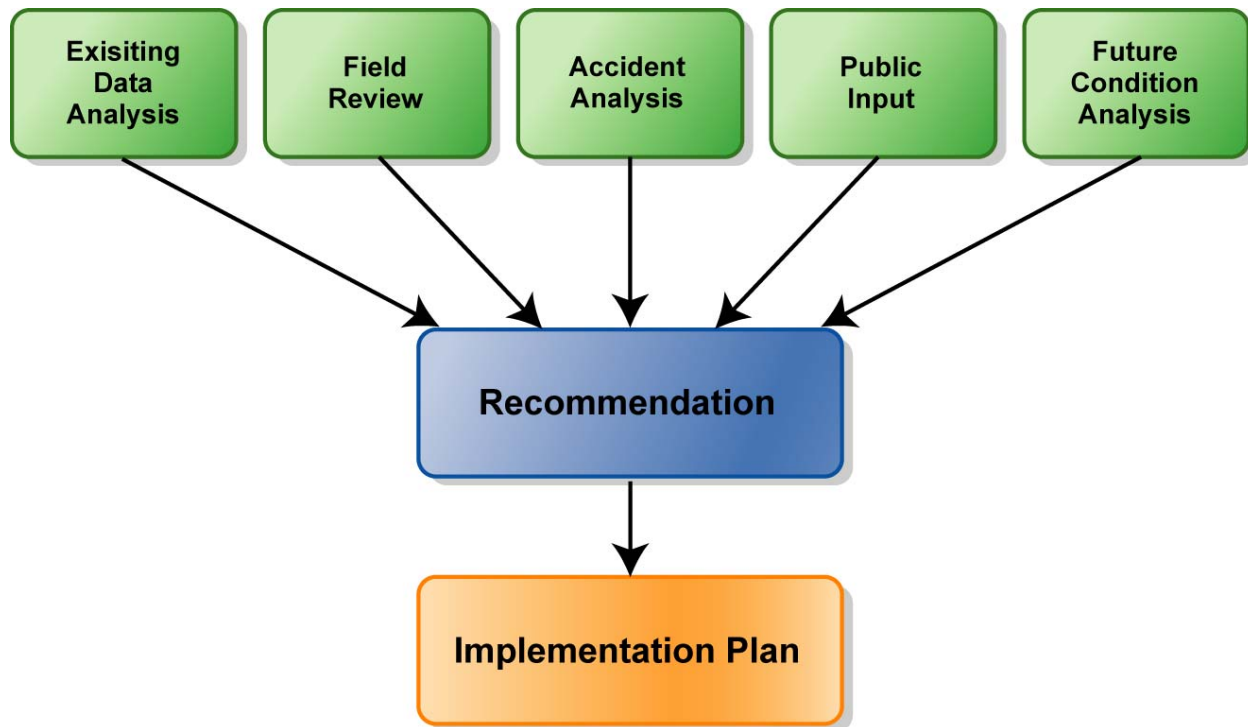
- **Analysis of improvement alternatives** meeting current and future travel needs. The assessment of alternatives considered various combinations of improvements, as well as the costs, benefits and impacts associated with each potential alternative. Potential improvements involve capital investments, policy changes, education or awareness strategies or optimization of existing facilities. The resulting recommendations are documented in this report.
- **Selection of preferred improvements** was then completed through a combination of technical reviews and input received throughout the process. These are further described in Sections 3 and 4 of this report.
- **Identification of costs and potential funding** considered the potential for private, local government, state government and federal government funding sources to meet the improvements needs within the county. Section 4 provides an assessment of total costs and potential funding sources.

These efforts have identified current and future travel needs, deficiencies and recommended solutions. Recommended projects, policies and programs are identified and prioritized into a phased implementation plan. This document describes all the recommended actions including the need for those actions, nature of the recommended improvements, anticipated costs, responsible party, and the recommended implementation date. Subsequent to completion of this Plan, eligible projects will be forwarded to the Atlanta Regional Commission (ARC) for inclusion in the region's Regional Transportation Plan (RTP), as required for implementation of regionally significant projects within the Atlanta metropolitan area.

2.0 Methodology

Fayette County’s transportation needs were assessed through an analysis of existing conditions, specific study issues and anticipated future growth. The project area includes all of Fayette County, including each municipality. Transportation issues were identified through each of the study tasks: existing data analysis, field review, accident analysis, public input and participation and future condition analysis. Each identified issue was reviewed during analysis and development of the Transportation Plan. Figure 1 illustrates the methodology employed for identifying recommendations for the Fayette County Transportation Plan Update. The following sections explain the very details of each step within the overall methodology.

Figure 1 - Methodology



Existing Data Analysis

Existing Data Analysis included collecting data and mapping, and analyzing the transportation system through assessments of traffic counts, bridge inventory data, existing travel demands and patterns and socio economic data. This data and analysis is documented in the Background Data and Issues technical report.

Field Review

Field reviews were conducted throughout the County to assess the general condition and operation of the transportation system, as well as to survey the land uses and ongoing development activity. Roadway information such as total number of through lanes, turning lanes, signal locations and type, pavement conditions, visibility of lane markings and other characteristics were reviewed. This review sought to identify any obvious deficiencies in roadway geometry, traffic control or signage, or general roadway condition.

Accident Analysis

Available accident data from the cities, County and Georgia DOT were obtained and reviewed. The top 20 most frequent accident locations were identified and assessed. An assessment included review of accident patterns and field review of that particular location. The types of accidents were taken into the consideration that showed certain patterns for different intersections. This analysis is documented in the Background Data and Issues technical report. Where appropriate, modifications or improvements were identified that may reduce the potential for accidents at those locations.

Public Input

The project team conducted public outreach through several mechanisms to inform and to solicit input from the general public. In addition, the project team periodically met with city, county and state staff, local officials and citizen representatives in order to obtain insight from various perspectives on the major transportation problems and potential solutions in Fayette County. This input provided valuable local knowledge and an understanding of local transportation desires. Section 3 of this report provides a summary of input received.

Future Condition Analysis

Future conditions were assessed through computer modeling using a Travel Demand Model provided by the Atlanta Regional Commission. TRANPLAN was used as the modeling software. The results obtained through this modeling process reflected the present travel pattern, the anticipated future travel pattern, present as well as future population and employment and the travel growth. In order to better understand the modeling process, please refer to the Travel Demand Modeling Technique report. These analyses identified anticipated future travel patterns and demands in each major corridor. Selected information from these analyses is provided in Appendix A – Modeled Roadway Volume and Capacity Data for reference.

Recommendations

Project and policy recommendations were developed through a combination of these preceding elements. For each recommendation the anticipated cost and necessary implementation actions were identified. These are described further in Section 4 of this report.

Implementation Plan

Upon completion of the preliminary recommended Plan, an Implementation Plan was identified. This Implementation Plan identifies project costs, funding sources, responsible parties, and recommended timeframes based on a number of factors, including:

- Project need (existing deficiency, short term need or long term need?) and relative priority;
- Availability of project funds;
- Time required to implement project; and
- The distribution of total project costs over time.

The resulting recommended Implementation Plan is described in Section 4.

3.0 Input and Coordination

As part of Fayette County's continuing efforts to involve the county's citizens in the transportation planning process, a public involvement program was conducted to provide early and ongoing opportunities for public participation and comment during the development of the Comprehensive Transportation Plan. Public involvement is a key component of any open decision making process in which government works with the public to address important issues. The ultimate goal of the public involvement and outreach was a well informed public that believe it has had the chance to contribute to transportation planning decision making in a meaningful way through the public involvement opportunities during the development of the Thoroughfare Plan. Detailed documentation of public activities and input received is documented through separate meeting memorandums.

In addition to public input, specific mechanisms were employed to ensure coordination with local, regional and state agencies during development of the Plan. Section 3.1 summarizes input and coordination mechanisms employed. Section 3.2 summarizes the recurring themes identified through the combination of outreach and coordination efforts.

3.1 Mechanisms

Technical Advisory Committee

The project team employed a Technical Advisory Committee to foster an inclusive approach to the project. The Technical Advisory Committee included representatives from multiple departments of Fayette County, City of Fayetteville, Town of Tyrone, Peachtree City, the Atlanta Regional Commission and the Georgia Department of Transportation. This committee met periodically at key project milestones to provide input and technical review of project data and methodologies.

Agency Coordination

In addition to the Technical Advisory Committee, the project team also met periodically with local agencies to specifically address any local issues and to solicit input to the Plan. The project team also consulted with the Atlanta Regional Commission to ensure that the Plan's components will address regional planning issues, and that the Plan will provide important input to the regional planning process.

Fayette County Transportation Plan Update

First Public Meeting

Date: August 8, 2002

Time: 5:00 – 7:00 PM

Location: Public Meeting Room, Fayette County Administrative Building

On August 8, 2002 the first public workshop for the Fayette County Transportation Plan Update was conducted. The intent of this meeting was to inform citizens of the County's effort to develop an updated transportation plan as well as seek their feedback regarding transportation concerns and potential investments. The meeting was held from 5:00-7:00 PM in the Fayette County Administrative Building in an open house style format and included a formal presentation at 5:30. Citizens were asked to view display boards representing demographic and geographic information about the County, followed by a formal presentation. Approximately 40 individuals were in attendance.

The meeting began with Lee Hearn, Fayette County Public Works Director, welcoming the public and introducing the URS consultants. Ed Ellis (URS) followed introductions with a brief discussion on the purpose and importance of this study. Tim Preece (URS) presented an overview of the study with a presentation explaining the study process, groups involved in the decision-making, public involvement opportunities, and existing transportation issues that deserve immediate attention.

The presentation was followed by an invitation for questions and discussion of major issues of concern. Citizens were also given the opportunity to submit comment forms. A survey was also distributed asking participants to list their three primary transportation concerns.

Rotary Main Street Festival Display Booth

Date: October 5-6, 2002

Time: all day retreat

Location: Fayette County Administrative Building

The project team prepared and staffed a display booth at the Main Street Festival to share information about the Plan Update and solicit input. An interactive panel asked visitors to identify their travel needs and patterns. Project Fact Sheets were distributed and comments were solicited from visitors. Project staff spoke with approximately 120 individuals about transportation and the Transportation Plan Update.

Board Retreat

Date: November 21, 2002

Time: all day retreat, 10:30 a.m. agenda item on Transportation Plan Update

Location: Aberdeen Conference Center, Peachtree City

Fayette County Transportation Plan Update

The Fayette County Board of Commissioners held a one-day retreat on November 21, 2002 to discuss a wide range of issues facing the County. At 10:30 a.m., the project team provided a presentation to the Board concerning the work progress and findings to date of the Transportation Plan Update. The Board asked many questions about the work and provided important direction about issues that must be addressed through the analysis and study process.

Second Public Meeting

Date: December 5, 2002

Time: 5:00 – 7:00 PM

Location: Public Meeting Room, Fayette County Administration Complex
140 Stonewall Avenue West, Fayetteville

On December 5, 2002 the second public workshop for the Fayette County Transportation Plan Update was conducted. The intent of this meeting was to communicate information regarding the County-Wide Transportation Plan Update as well as seek public feedback regarding transportation concerns and potential investments. The meeting was held from 5:00-7:00 PM in the Fayette County Administrative Complex. It was explained that a revision of the current plan is necessary to accommodate land use and transportation demands due to the tremendous population and employment growth that has occurred and will continue to take place within the county.

The meeting began with Lee Hearn, Fayette County Public Works Director, welcoming the public and introducing the URS consultants. Tim Preece (URS) presented an overview of the study with a presentation explaining the results of an analysis of existing conditions, identification of future transportation needs and preliminary improvement suggestions.

Lists of transportation improvements were outlined, as well as methods to obtain funding for these improvements. Different topics were discussed at this meeting that includes results of an analysis of existing conditions, identification of future transportation needs, public involvement opportunities, and existing transportation issues that deserve immediate attention. The presentation was followed by an invitation for questions and the public discussing major issues of concern and suggestions.

3.2 Recurring Themes

Throughout the public outreach activities and agency coordination meetings held with agency staff and officials, the input received has been documented in a series of meeting memorandums. Through all of the input received, below is a summary of the most common recurring themes that have served to direct the Transportation Plan Update:

Growth, Development and General Transportation

- Growing traffic congestion is a concern
- Traffic safety should be a high priority
- Public transportation (elderly, disadvantaged, disabled, students, commuters)
- Cross-county travel is important

Traffic Operations

- Traffic signals – location and timing
- School traffic impacts are substantial and require attention
- Passing and turning lanes are important to safe and efficient operations
- Lighting is desirable at certain locations

Aesthetics and Quality of Life

- Urban versus rural design aesthetics
- Maintain landscaping
- Bike lanes are desirable
- Driver education may reduce accidents

Traffic Hotspots

- SR 85 corridor in Fayetteville
- SR 54 corridor in Peachtree City
- SR 279 South of SR 138
- SR 85/SR 54 intersection
- SR 279/SR 314 intersection

Funding, Implementation and Coordination

- Plan projects must be coordinated with GDOT and ARC plans
- County should leverage local funds to secure state and federal funds

The Transportation Plan Update sought to take into account all of the input received, as well as follow the approach described in Section 2. Section 4 describes the recommended Plan resulting from the study process and input received.

4.0 Recommended Plan

Existing condition data, input from the public and local stakeholders, growth projections and the identified transportation needs were all important in developing a series of transportation recommendations for Fayette County. The Plan recommendations include immediate improvements, a bicycle plan, typical roadway sections, concept drawings for different corridors and a detailed implementation plan cost summary table.

4.1 Recommended Projects

Figure 2 locates all the recommended implementation projects. The Map ID identified in Figure 2 corresponds to the tabular listing provided in Table 1. Table 1 lists the project name and description for each project. In Table 1, projects are organized according to the Map ID number, which follows the following structure:

- B-__ Bridge projects**
- I-__ Intersection projects**
- R-__ Roadway projects**
- S-__ Streetscape and greenway projects**
- T-__ Transit Projects.**

Table 1 provides a description of each recommended project. In addition, project concept drawings for select projects are provided in Appendix B for intersection projects and in Appendix C for roadway projects. These concept drawings are intended to provide a schematic of the basic intent of the project and show the basis for cost estimates. Prior to implementation of any of these projects, detailed engineering and necessary environmental studies should be completed and will define the specifics of the project.

4.2 Bike Plan

A recommended Bike Plan is also provided in Figure 3. This Plan represents a recommended policy for future provision of bike facilities. In that way, those facilities may be systematically provided as a small incremental cost of roadway construction as corridors are reconstructed or upgraded. The specific type of bicycle facility should vary depending on the needs, opportunities and constraints within each corridor, ranging from wide, bike-friendly curb lanes, to dedicated bicycle lanes, or separate joint-use paths. Bike route signage should be included in each corridor.

Figure 2 – 2003 Project Recommendations

Table 1 – Recommended Plan

Table 1 – Recommended Projects – continued

Table 1 – Recommended Projects - continued

Table 1 – Recommended Projects - continued

Figure 3 – 2003 Bike Plan

4.3 Implementation Plan

An Implementation Plan was developed identifying resources and actions necessary to implement the Plan's recommended projects. The Implementation Plan assesses costs, funding sources, agency responsibilities, planning status and recommended implementation years.

Timing

Table 2 provides a listing of recommended projects by time period. This table identifies the current planning status and recommended year of construction. The planning status identifies whether a project is currently included in ARC's Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP), or is a recommendation of this Plan (CTP) or some other plan (such as Fayetteville's LCI plan or Peachtree City's LCI plan). (Note: Certain projects already contained in ARC's plans will also need to be updated in those plans based on the recommendations of this Plan Update.) The recommended construction year is shown in Table 2, and is recommended based on a number of factors, including:

- Project need (existing deficiency, short term need or long term need?) and relative priority;
- Availability of project funds;
- Time required to implement project; and
- The distribution of total project costs over time.

Costs, Ownership and Funding

Table 1 identifies the responsible party for each recommended project. The responsible party is that entity which is primarily responsible for advancing a project, and does not necessarily indicate that that agency is solely responsible for funding and implementation. The responsible party is normally determined according to ownership and jurisdiction of the facility. Primary project responsibilities fall to the Georgia DOT, Fayette County, or a local municipality. While most projects will require some coordination between agencies, the identified party should assume the primary responsibility for advancing the project.

Additional cost and funding information are shown in the Detailed Implementation Plan provided in Appendix D. As shown, this information details the assumptions used for potential funding sources, which may include local, state or a variety of federal sources. The identification of potential funding sources was based on facility ownership, jurisdiction, eligibility for funds and numerous other considerations. For example, projects on state routes are generally eligible for state and certain federal funds. While most projects on local roads are not eligible for federal funds, certain projects are eligible for state and certain federal funds (i.e. bridge projects are eligible for federal bridge funds). Appendix D identifies recommended primary funding source for each project.

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Table 2 – Project Recommendations by Time Period

Map ID	Project	Planning Status	Relative Priority *	Recommended Implementation Period
B-9	SR 54 bridge at SCL RR, associated with widening of SR 54	TIP 2004	high	2003 - 2005
B-10	SR 54 bridge at Line Creek, widening of bridge associated with SR 54 widening	TIP 2003	high	2003 - 2005
I-6 and I-7	Implement traffic signals at Lafayette Avenue/SR 85 and at Lafayette/SR 54 (Lanier)	Fayetteville LCI and Fayette CTP recommendation	high	2003 - 2005
I-15	SR 74 at Dividend traffic signal	Fayette CTP recommendation	high	2003 - 2005
I-17	SR 74 at Crosstown Road interim intersection improvement	Fayette CTP recommendation	high	2003 - 2005
R-3	SR 74 Corridor Plan	Fayette CTP recommendation	high	2003 - 2005
R-25	TDK Boulevard Extension	RTP year 2020, Fayette CTP recommendation year 2005	high	2003 - 2005
R-27	SR 54 W. widening to 4 lanes	RTP year 2005	high	2003 - 2005
T-1	Dial-A-Ride reimbursement, years 2003-2005	RTP years 2003-2005	high	2003 - 2005
B-4	SR 85 at Morning Creek bridge improvement	RTP year 2007	medium	2003 - 2005
I-1	SR 314 at SR 279 signal modification	Fayette CTP recommendation	medium	2003 - 2005
I-5	SR 54 at McDonough Road intersection improvements	Fayette CTP recommendation	medium	2003 - 2005
I-8	Turn lane modifications and signage on Stonewall Avenue at Glynn Street/Ga. Hwy 85, and signage at Stonewall/Lafayette	Fayetteville LCI and Fayette CTP recommendation	medium	2003 - 2005
I-9	SR 54 at Gingercake Road intersection	Fayette CTP recommendation	medium	2003 - 2005
I-16	Peachtree Pkwy at Crosstown Road	RTP year 2025	medium	2003 - 2005
S-7	Redwine Multi-Use Trail, Phase 1	RTP year 2010	medium	2003 - 2005
I-18	Huddleston Drive at Dividend Drive intersection re-alignment	RTP year 2005	low	2003 - 2005
S-3	Lafayette Avenue streetscape improvements	Fayetteville LCI recommendation	low	2003 - 2005
S-5	Peachtree City path bridge over SR 54 west of SR 74	P'tree City LCI recommendation	low	2003 - 2005

Table 2 – Project Recommendations by Time Period - continued

Map ID	Project	Planning Status	Relative Priority *	Recommended Implementation Period
B-1	Coastline Road bridge improvement	Fayette CTP recommendation	high	2006 - 2010
B-2	Westbridge Road bridge improvement	Fayette CTP recommendation	high	2006 - 2010
B-3	Kenwood Road bridge improvement	Fayette CTP recommendation	high	2006 - 2010
B-5	Inman Road bridge improvement	Fayette CTP recommendation	high	2006 - 2010
B-6	McIntosh Road bridge improvement	Fayette CTP recommendation	high	2006 - 2010
B-8	SR 74 bridge at Flat Creek (costs included in SR 74 widening)	RTP year 2010	high	2006 - 2010
I-20	SR 92 at Hilo Road and Kingswood Drive	Fayette CTP recommendation	high	2006 - 2010
R-8	East Fayetteville Bypass from SR 279 to S. Jeff Davis, Phase 1 -to include engineering	Fayette CTP recommendation	high	2006 - 2010
R-9	SR 54 east widening, 2-4 lanes	RTP year 2010	high	2006 - 2010
R-11	SR 92 (West Forest Avenue) re-alignment and extension	Fayetteville LCI and Fayette CTP recommendation	high	2006 - 2010
R-12	Hood Avenue connector	Fayetteville LCI and Fayette CTP recommendation	high	2006 - 2010
R-16	Jimmy Mayfield widening from Jeff Davis to SR 92	Fayette CTP recommendation	high	2006 - 2010
R-24	SR 74 S. widening to 4 lanes	RTP year 2010	high	2006 - 2010
R-28	W. Fayetteville Bypass	Fayette CTP recommendation	high	2006 - 2010
T-2	Dial-A-Ride reimbursement, years 2006-2010	Fayette CTP recommendation	high	2006 - 2010

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Table 2 – Project Recommendations by Time Period – continued

Map ID	Project	Planning Status	Relative Priority *	Recommended Implementation Period
B-7	SR 85 at Whitewater Creek bridge widening	RTP year 2010	medium	2006 - 2010
I-3	SR 92 at Gingercake Road traffic signal	Fayette CTP recommendation	medium	2006 - 2010
R-4	Northside Parkway (incl. Sandy Creek/Jenkins, Lees Mill)	Fayette CTP recommendation	medium	2006 - 2010
R-6	Kenwood Road operational improvements	Fayette CTP recommendation	medium	2006 - 2010
R-10	McDonough Road (SR 920) widening, 2-4 lanes	RTP year 2010	medium	2006 - 2010
R-13	SR 85/Glynn Street landscaped median	Fayetteville LCI and Fayette CTP recommendation	medium	2006 - 2010
R-17	SR 92/Jeff Davis connector	Fayette CTP recommendation	medium	2006 - 2010
S-2	SR 85 Streetscape enhancements	Fayetteville LCI recommendation	medium	2006 - 2010
I-10	S. Jeff Davis Road at Countyline Road intersection upgrade	Fayette CTP recommendation	low	2006 - 2010
I-11	SR 92/Harp Road/Seay Road intersection improvements	Fayette CTP recommendation	low	2006 - 2010
I-12	Antioch Road at McBride Road intersection improvement	Fayette CTP recommendation	low	2006 - 2010
I-14	SR 85 Connector at Brooks-Woolsey Road	RTP year 2015	low	2006 - 2010
R-14	Lafayette Avenue Extension east of SR 85	Fayetteville LCI recommendation	low	2006 - 2010
R-15	Georgia Avenue Extension	Fayetteville LCI recommendation	low	2006 - 2010
S-1	Fayetteville Greenway	Fayetteville LCI recommendation	low	2006 - 2010
S-4	Lanier Street streetscape improvements	Fayetteville LCI recommendation	low	2006 - 2010
S-6	Peachtree City path bridge over SR 74 north of SR 54	Fayette CTP recommendation	low	2006 - 2010

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Table 2 – Project Recommendations by Time Period – continued

Map ID	Project	Planning Status	Relative Priority *	Recommended Implementation Period
I-4	SR 85/Jeff Davis/SR 314	RTP year 2015	high	2011 - 2015
R-2	Jenkins Road extension from Senoia Road to Palmetto Road	Fayette CTP recommendation	high	2011 - 2015
R-5	W. Fayetteville Bypass, from SR 92 to Sandy Creek Rd	RTP year 2020	high	2011 - 2015
T-3	Dial-A-Ride reimbursement, years 2011-2015	Fayette CTP recommendation	high	2011 - 2015
T-4	Dial-A-Ride reimbursement, years 2016-2020	Fayette CTP recommendation	high	2011 - 2015
R-8	East Fayetteville Bypass from SR 279 to S. Jeff Davis, Phase 2 -to include construction	RTP year 2020	medium	2011 - 2015
R-19	SR 85 S. widening, SR 92 to Bernhard Road	RTP year 2012	medium	2011 - 2015
R-22	Hampton Road re-alignment	Fayette CTP recommendation	medium	2011 - 2015
I-2	Sandy Creek Road at Sams Drive and Eastin Road intersection alignment	Fayette CTP recommendation	low	2011 - 2015
I-13	Goza Road at Antioch Road	Fayette CTP recommendation	low	2011 - 2015
R-7	SR 314 widening, 2-4 lanes	RTP year 2015	low	2011 - 2015
R-20	SR 85 S. widening, Bernhard Road to SR 74	RTP year 2012	low	2011 - 2015
R-23	Goza Road re-alignment at Bernhard Road	Fayette CTP recommendation	low	2011 - 2015

Table 2 – Project Recommendations by Time Period – continued

Map ID	Project	Planning Status	Relative Priority *	Recommended Implementation Period
T-5	Dial-A-Ride reimbursement, years 2021-2025	Fayette CTP recommendation	high	2016 - 2020
R-26	Crosstown Drive widening	RTP year 2020	low	2016 - 2020
I-19	SR 54 at SR 74 intersection grade separation	Fayette CTP recommendation	high	2021 - 2025
R-18	SR 92 S. widening, Jimmy Mayfield to McBride Road	RTP year 2025	medium	2021 - 2025
R-1	Tyrone-Palmetto Road from SR 74 to County line, 2-4 lanes	RTP year 2025	low	2021 - 2025
R-21	SR 92 S. traffic and safety improvements, south of McBride Road	RTP year 2025	low	2021 - 2025
T-6	COMMUTER RAIL - ATLANTA TO SENOIA - (for illustrative purposes only, NOT included in costs)	RTP year 2025		

* Relative Priority suggests priorities within each 5-year planning period and do not allow comparison between projects with different time periods.

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In addition to the primary source of funding, Appendix D also identifies the assumed federal/state share and the local share. (Most federal funding will require at least 20% local funding.) In some cases, the assumed local share exceeds the minimum 20% for one of several reasons, which may include:

- The desire to advance project more quickly by beginning the engineering and environmental work with local funds, while securing federal/state funds for construction; or
- The anticipated availability of state/federal funds (Currently, the Georgia DOT is required to balance most of their funds according to congressional district. And, even state and federal funds are not unlimited.).

Generally, the “Local Share” of funding is assumed to be provided primarily by the responsible party or the jurisdiction in which the project exists.

Based on the combination of these considerations, the overall Implementation Plan was developed. The following tables provide a summary of the resulting financial requirements of the Plan.

Table 3 – Summary Plan Costs (current year dollars)

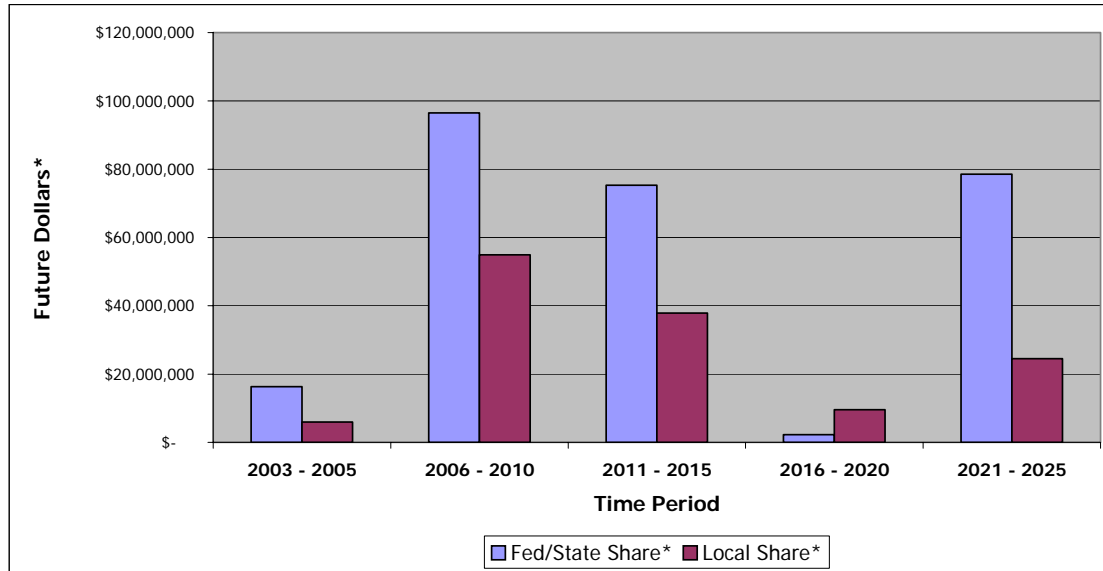
2003 Dollars (rounded to nearest 1000)					
Time Period	Fed/State Share*	Local Share*	Total Cost*	Avg. Cost per Year	
2003 - 2005	\$ 15,422,000	\$ 5,533,000	\$ 20,955,000	\$ 6,985,000	
2006 - 2010	\$ 74,667,000	\$ 44,011,000	\$ 118,678,000	\$ 23,736,000	
2011 - 2015	\$ 50,648,000	\$ 25,615,000	\$ 76,263,000	\$ 15,253,000	
2016 - 2020	\$ 1,339,000	\$ 5,101,000	\$ 6,440,000	\$ 1,288,000	
2021 - 2025	\$ 33,454,000	\$ 10,408,000	\$ 43,862,000	\$ 8,772,000	
Total	\$ 175,530,000	\$ 90,668,000	\$ 266,198,000		

Table 4 – Summary of Plan Costs (future year dollars)

Future Dollars* (rounded to nearest 1000)					
Time Period	Fed/State Share*	Local Share*	Total Cost*	Avg. Cost per Year	
2003 - 2005	\$ 16,347,000	\$ 5,950,000	\$ 22,297,000	\$ 7,432,000	
2006 - 2010	\$ 96,455,000	\$ 54,921,000	\$ 151,376,000	\$ 30,275,000	
2011 - 2015	\$ 75,320,000	\$ 37,856,000	\$ 113,176,000	\$ 22,635,000	
2016 - 2020	\$ 2,253,000	\$ 9,582,000	\$ 11,835,000	\$ 2,367,000	
2021 - 2025	\$ 78,545,000	\$ 24,483,000	\$ 103,028,000	\$ 20,606,000	
Total	\$ 268,920,000	\$ 132,792,000	\$ 401,712,000		

* Dollars inflated to year of construction

Figure 4 – Plan Costs by Time Period



* Dollars inflated to year of construction

Notes: More than half of the Fed/State costs during the period 2006 - 2010 are for a single project - the widening of SR 74.

Local Funding

Although there is no way to be absolutely certain that the required share of federal and state funds will be present in the future, current policies and local experience suggests that the primary funding challenge is typically the identification of sufficient local funds. It is expected that Fayette County, and its' municipalities, will have to carefully evaluate its' ability to implement this needed Plan through identification of local funding sources.

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