



# **STATE ROUTE 279 APPENDICES**



# **STATE ROUTE 279**

## **APPENDICES**

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# APPENDIX A

## Stakeholder Committee 1 Meeting Summary

# **SR 279 CORRIDOR STUDY**

## **STAKEHOLDER COMMITTEE MEETING NOTES**

Monday, February 4, 2019

### **SUMMARY**

The first of three stakeholder meetings was held at the Kenwood First Baptist Church. Of the 19 members invited to participate, 12 attended. Represented in attendance were Fayette County, Georgia Department of Transportation, Non – Profit, Media, Institutions, Homeowners' Association and Faith Groups were represented. After introductions, a power point was presented about corridor study goals, current data, and timeline (attached). Interactive discussions were held to facilitate conversation about corridor conditions.

### **A. MAPPING STATION**

Prior to the meeting, stakeholders had the opportunity to identify specific transportation challenges within the corridor. See the attached Stakeholder Comment Matrix for summary of comments.

### **B. POWERPOINT PRESENTATION**

### **C. ACTIVITIES**

#### **1. Interactive Word Cloud**

For the corridor, questions were answered via phone app response so the group could instantaneously see the responses. See attached Word Clouds for results.

#### **2. Kahoot Questionnaire**

See attached response summaries.

## D. GENERAL DISCUSSION

- Parks and Recs
  - A Needs Assessment was completed for multi-use connectivity
  - Residents north of Kenwood Park need access to park without having to get in cars
- Phil (Fayette County Public Works Director)
  - The SR 279 and SR 85 Intersections Realignment with Corinth Road, a 2017 SPLOST project, is NOT part of the East Fayetteville Bypass (EFB) project. The only portion in this area of the EFB, which is a 2004 SPLOST project, is the sharp curve on Corinth Road proposed to be flattened as part of the bypass project.
  - What will happen to signal at SR 279 and SR 85?
    - Given realignment, possible traffic control alternatives will be evaluated at each existing and new intersection.
- Fayette County Roadway
  - Old Ford Road is a major cut through
    - High number of crashes
    - Need for realignment
    - Need for left turn lane
- Citizens/HOA
  - Attention should be paid to improving aesthetics of corridor, i.e. landscaping
  - Median divided corridors need better landscaping
  - City of South Fulton is completing a study for SR 279 (Old National Highway) simultaneously
    - Coordination with adjacent study is necessary and beneficial to create a partnership with GDOT
    - Potential Contact: Councilwoman Jackson (City of South Fulton)

SAFETY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#8)	Speeding on SR 279 near Helmer Road	1
Sticker (#4)	Safety issues with crases/cars exiting/entering subdivisions	1
Sticker (#3)	Traffic queing to turning left onto Helmer Road potential crashes	1
Sticker (#2)	Dangerous intersection and curvature at Kenwood Road	1
Gen Discussion	High number of Crashes at Old Ford Road	1
<b>TOTAL</b>		<b>5</b>

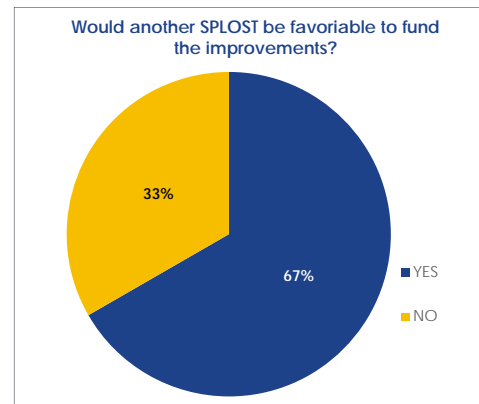
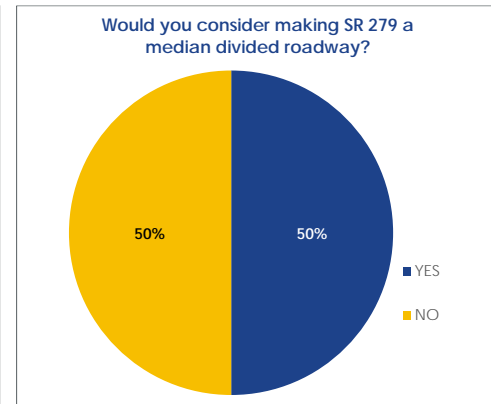
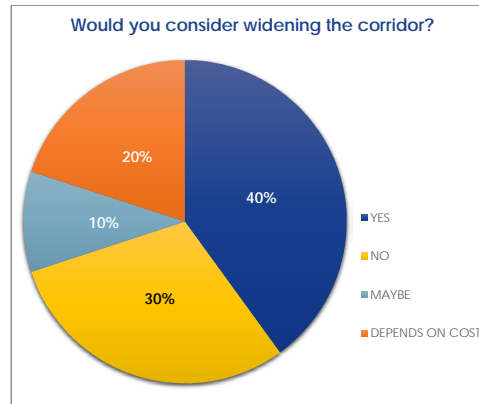
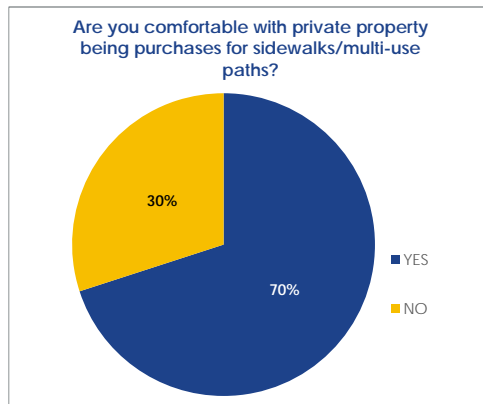
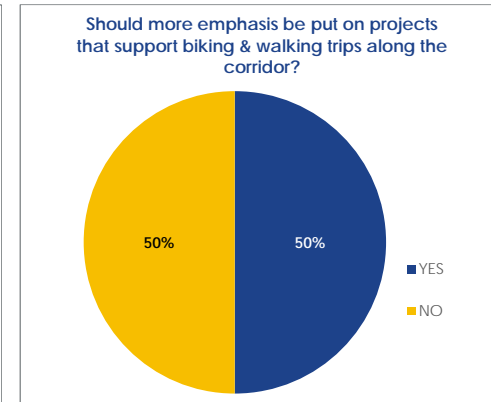
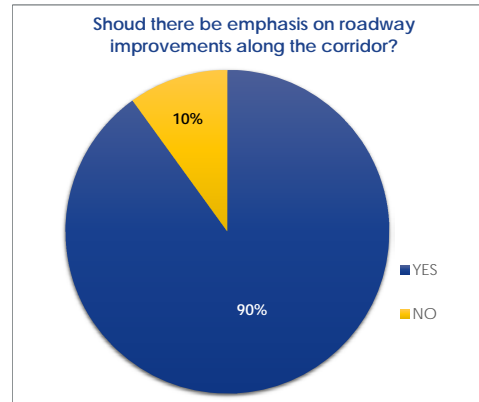
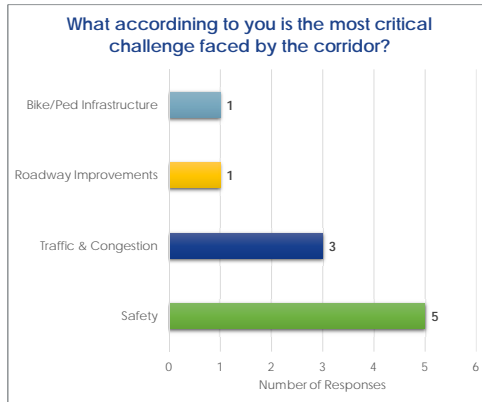
ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#49)	Turn lanes on SR 279 at Helmer Road	1
Gen Discussion	Realignment near Old Ford Road and left turn lanes	1
<b>TOTAL</b>		<b>2</b>

CONGESTION & DELAY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#8)	Congestion at Helmer Road; Intersection needs Traffic Signal	1
Sticker (#27)	Congestion near North Drive	1
Sticker (#26)	At SR 85 turn lanes being lengthened but still sig. delays	1
Sticker (#25)	Heavy congestion near Mayfair Lane in the afternoon	1
Gen Discussion	Old Ford Road is major cut through; queuing on SR 279	1
<b>TOTAL</b>		<b>5</b>

BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#74)	Improvements needed near SR 314 to accommodate bicycle traffic	1
Gen Discussion	Residents north of Kenwood Park need walkable access	1
<b>TOTAL</b>		<b>2</b>

ECONOMIC DEVELOPMENT		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
<b>TOTAL</b>		<b>0</b>

OTHER COMMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Gen Discussion	Attention should be paid to aesthetics of corridor (i.e. landscaping)	1
Gen Discussion	Median divided corridors need better landscaping	1
Gen Discussion	Should corridor with City of South Fulton SR 279/Old National Study	1
<b>TOTAL</b>		<b>3</b>



**WHAT ARE YOUR PERCEPTIONS OF THE  
EXISTING CONDITIONS OF THE CORRIDOR?**



Word Cloud - Response & Frequency	
safety	5
inadequate	4
rush-hour	4
no sidewalks	4
congestion	3
traffic	3
residential	1
bike-friendly	1
speeding	1
potholes	1
confusing	1
new developments	1



## WHAT WOULD YOU WANT THE CORRIDOR TO BE?



Word Cloud - Response & Frequency	
safe	7
pedestrian friendly	6
four lanes	5
sidewalk	4
roadway condition	3
congestion free	2
efficient	2
bike-lanes	1
transit	1
residential	1

## APPENDIX B

### Stakeholder Committee 2 Meeting Summary

## STATE ROUTE 279

### Summary of Comments





The second stakeholder committee meeting for the State Route 279 corridor study was held on May 22, 2019 from 5 pm to 7 pm at the Fayette County Public Library. The stakeholder committee meeting was in conjunction with the other three corridors also being studied by Fayette County.

The meeting was workshop style where committee members and county staff worked on three activities and focused on the draft concepts and their priority.

The first activity was the SWOT Analysis (Strengths, Weakness, Opportunities, Trepidation). The summary of the State Route 279 SWOT is shown below.

## SWOT Analysis – State Route 279

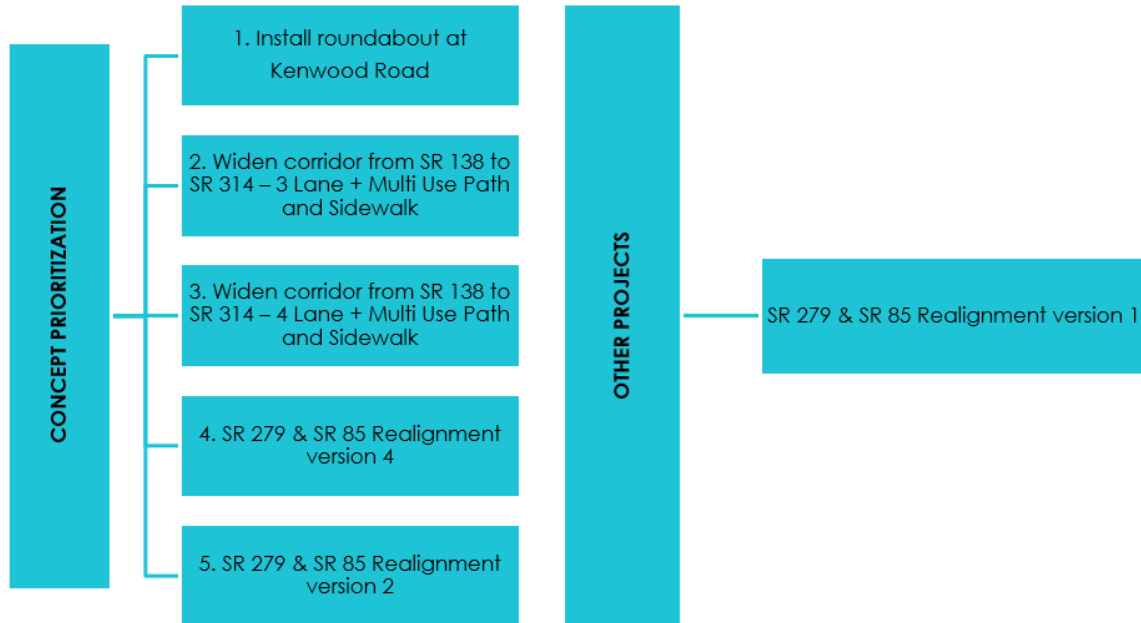
- Stakeholder Committee Meeting Comments

Strengths		Weaknesses	
 <b>IN WHAT AREAS DOES THE CORRIDOR DO WELL?</b>	• Connectivity (location in county)	• Striping and signage	 <b>WHERE DO WE NEED TO IMPROVE?</b>
	• Primarily residential	• No sidewalk or multi use facilities	
	• Desirable real estate	• No access to transit	
	• Citizens identify need for change	• No turn lanes at subdivisions	
Opportunities		Trepidations	
 <b>WHAT ARE OUR GOALS?</b>	• Connections	• No commercial around SR 314	 <b>WHAT CHALLENGES WILL WE FACE?</b>
	• Some walking traffic	• Purchasing private property for improvements	
	• Better channelizing traffic at school		

The second workshop activity was discussing the draft concepts and prioritizing them. The concepts identified by the committee in rank order are displayed in the graphic below.

## Project Prioritization – State Route 279

- Stakeholder Committee Meeting Concept Prioritization



The third activity was called “Show me the Money”. To aid further prioritization, each stakeholder was given 1 million dollars in funds to invest in projects. Below is the aggregate for project investment for all stakeholder committee members.

## Show Me The Money – State Route 279

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Widen Corridor from SR 138 to SR 314 (4 lanes median divided, multi-use path, sidewalk)	\$1.3 Million
2.	Install Roundabout at Kenwood	\$1.3 Million
3.	Widen Corridor from SR 138 to SR 314 (3 lanes, multi-use path, sidewalk)	\$800,000
4.	SR 279 & SR 85 Realignment version 1	\$500,000
5.	Lower 55 mph speed limit on SR 279	\$500,000
6.	SR 279 & SR 85 Realignment version 3	\$200,000

## APPENDIX C

# Road Safety Audit Summary

# Summary of Road Safety Audit

## State Route 279

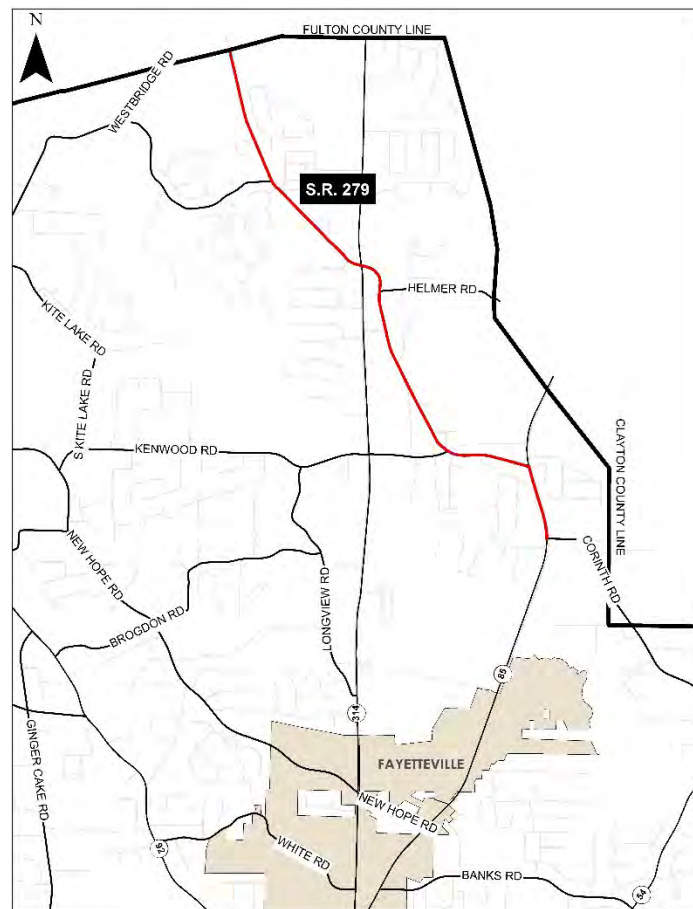
**Date:** Thursday, April 11, 2019

### **RSA Team and Participants:**

Phil Mallon (Fayette County Public Works)  
Vanessa Birrell (Fayette County Environmental Management)  
Scott Langford (Town of Tyrone)  
Stanford Taylor (GDOT District 3)  
Aimee Turner (Croy Engineering)  
Dan Dobry (Croy Engineering)

### **Background:**

The RSA was conducted on State Route 279 from Fayette-Fulton county line to SR 85. The purpose of this RSA was to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was administered by Fayette County as part of the overall corridor studies for Sandy Creek Road, Banks Road, Tyrone Road-Palmetto Road, and SR 279.



### **RSA Process:**

The RSA was conducted over a half-day period by having the RSA Team observed the corridor and intersections on foot and a windshield survey. In addition, the team also examined crash data and public input responses for the corridor to help identify safety issues or concerns. The field observations and supplemental data was used together to identify roadway countermeasures that will help improve traffic safety.

## Major RSA Findings

**Location(s):** @ Our Lady of Mercy High School Driveway

**Observations/Safety Issues:**

The signage and striping at driveways makes circular confusing.

**Location(s):** From SR 138 to SR 314

**Observations/Safety Issues:**

Pedestrians observed. Vegetation encroaching on right-of way along entire segment. Significant number of rear end crashes and subdivision intersections.

**Location(s):** @ Dix Lee On Drive

**Observations/Safety Issues:**

Significant number of rear end and angle crashes at intersection.

**Location(s):** @ North Drive

**Observations/Safety Issues:**

Vegetation needs trimming, currently impact sight distance.

**Location(s):** @ Morning Springs Walk

**Observations/Safety Issues:**

Vegetation needs trimming, which currently impacts sight distance.

**Location(s):** @ Imperial Way

**Observations/Safety Issues:**

Sight distance looking west is challenged to crest.

**Location(s):** @ SR 314/W Fayetteville Road

**Observations/Safety Issues:**

Pedestrian countdown timers need to be upgraded. SR 314 northbound left turn lane striping can be confusing for unfamiliar drivers.

**Location(s):** @ Helmer Road

**Observations/Safety Issues:**

Vegetation at intersection needs to be trimmed back. Steady traffic flow to and from Helmer Road.

**Location(s):** @ Kenwood Road

**Observations/Safety Issues:**

Intersection is significantly skewed and in a vertical curve; intersection improvement needed. Vegetation needs to be trimmed.

## Overall Takeaways

- There was a steady flow of traffic along SR 279 from SR 138 to SR 314.
- The road capacity coupled with need to implement access management makes SR 279 from SR 138 to SR 314 a good candidate to be 4 lanes median divided.
- Kenwood Road intersection needs to be improved.
- Overgrown vegetation along the corridor limits sight distance at certain of intersections.
- Based on the crash severity along SR 279 being higher the state average, consideration should be given to reducing the 55 mph speed limit.

## Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along SR 279	Low	Short-Term	Low
Intersection Improvement at Kenwood Road	Moderate	Intermediate	High
Reduce 55 mph speed limit	Low	Intermediate	Low
Implement short-term Access Management strategies from SR 138 to SR 314	Moderate	Intermediate	Moderate
Widen to 4-lane median divided from SR 138 to SR 314	High	Long Term	High

## Legend

Level of Effort	Time Frame	Cost
<b>Low</b> <i>SPLOST/Local Funding</i>	<b>Short Term</b> <i>1 to 6 months</i>	<b>Low</b> <i>\$0 to \$100,000</i>
<b>Moderate</b> <i>Full Construction Plan – Low Impacts</i>	<b>Intermediate</b> <i>6 to 24 months</i>	<b>Moderate</b> <i>\$100,000 to \$300,000</i>
<b>High</b> <i>Full Construction Plan – High Impacts</i>	<b>Long Term</b> <i>Greater than 24 months</i>	<b>High</b> <i>Greater than \$300,000</i>



## APPENDIX D

### PIOH 1 Flyers and Meeting Materials

# PUBLIC INFORMATION

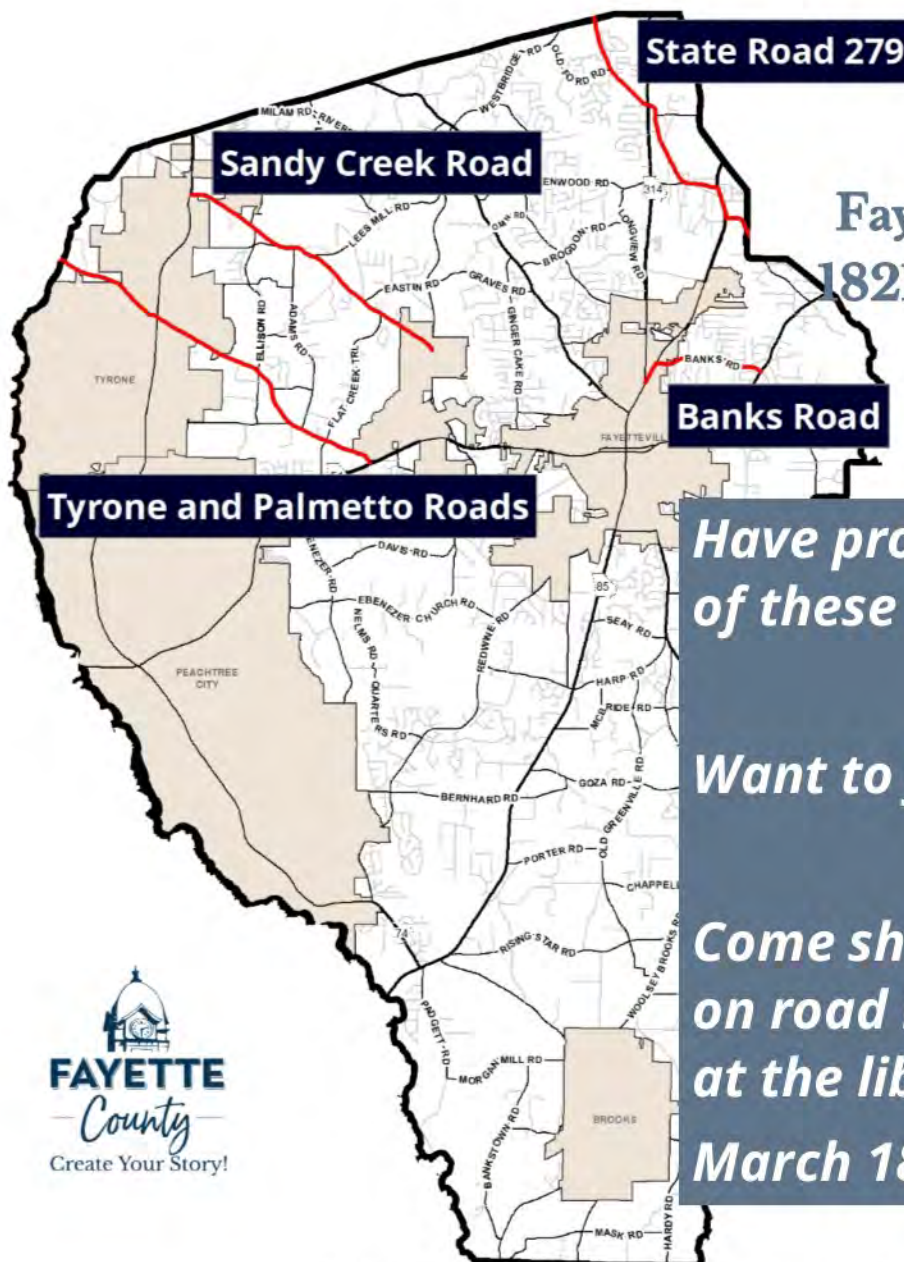
## TRANSPORTATION CORRIDOR STUDIES

## OPEN HOUSE

### MONDAY

### MARCH 18, 2019

### 4 to 7 p.m.



Fayette County Library  
1821 Heritage Parkway  
Fayetteville

*Have problems with one  
of these roads?*

*Want to fix the problem?*

*Come share your ideas  
on road improvements  
at the library Monday,  
March 18, 2019.*



Visit us at: [www.fayettecountyga.gov/transportation-planning](http://www.fayettecountyga.gov/transportation-planning)  
Phil Mallon, Fayette County Public Works, [pmallon@fayettecountyga.gov](mailto:pmallon@fayettecountyga.gov), (770)-320-6010  
Dan Dobry, Croy Engineering, [ddobry@croyengineering.com](mailto:ddobry@croyengineering.com), (770)-971-5407

# FAYETTE Press Release

BOARD OF COMMISSIONERS

## Fayette County Hosting Public Meeting for Study of Four Corridors

**Fayette County, Georgia, March 1st, 2019** – You are invited to a public information open house to discuss transportation improvements for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday March 18, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region Fayette County has started the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from the public will be used to develop alternative transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Information provided at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

###

Issued:

Contact: Tameca P. White, County Clerk

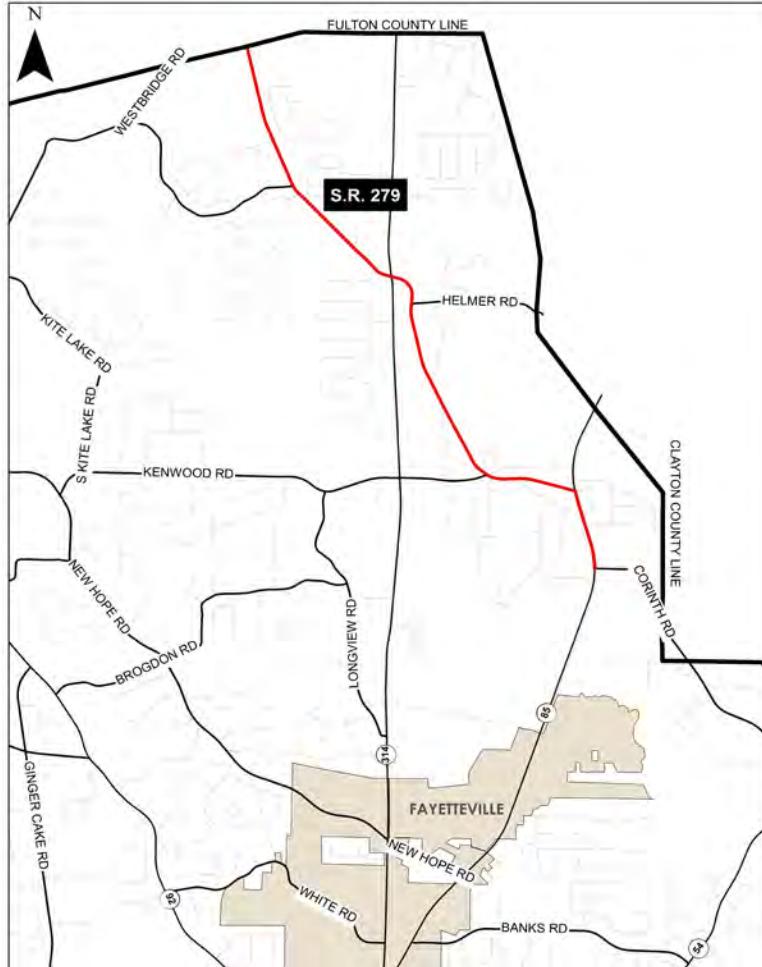
Office: (770) 305-5103

Email: [twhite@fayettecountyga.gov](mailto:twhite@fayettecountyga.gov)

# State Route 279 Corridor Study

This project aims at identifying traffic & transportation solutions from a holistic perspective, to ensure safety, promote economic development, understand prospects for multi-modal uses and create sustainable infrastructure improvements for the citizens. The is a joint collaboration between Fayette County, Atlanta Regional Commission & Croy Engineering, LLC.

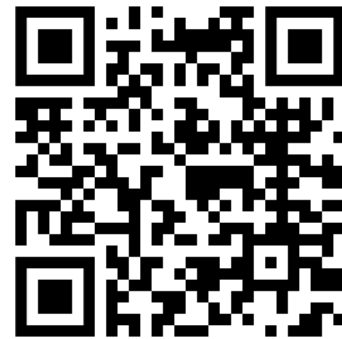
## STUDY AREA



## GET INVOLVED

**Submit Feedback at :**

<https://www.surveymonkey.com/r/SD9JVDS>



**For more information, visit our webpage:**

<http://www.fayettecountyga.gov/transportation-planning/>

## CONTACT US

**Philip Mallon, P.E., Program Manager**  
Fayette County Public Works  
[pmallon@fayettecountyga.gov](mailto:pmallon@fayettecountyga.gov)

**Joseph L. Robison, P.E., R.L.S.,**  
SR 279 Corridor Project Manager  
Fayette Co Public Works  
[jrobison@fayettecountyga.gov](mailto:jrobison@fayettecountyga.gov)

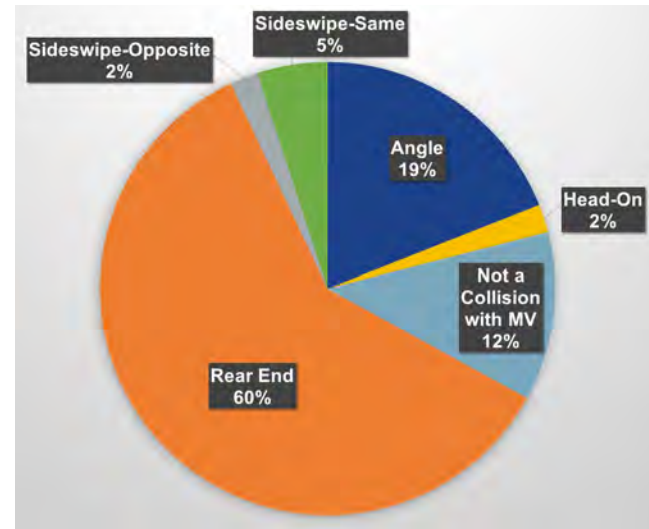
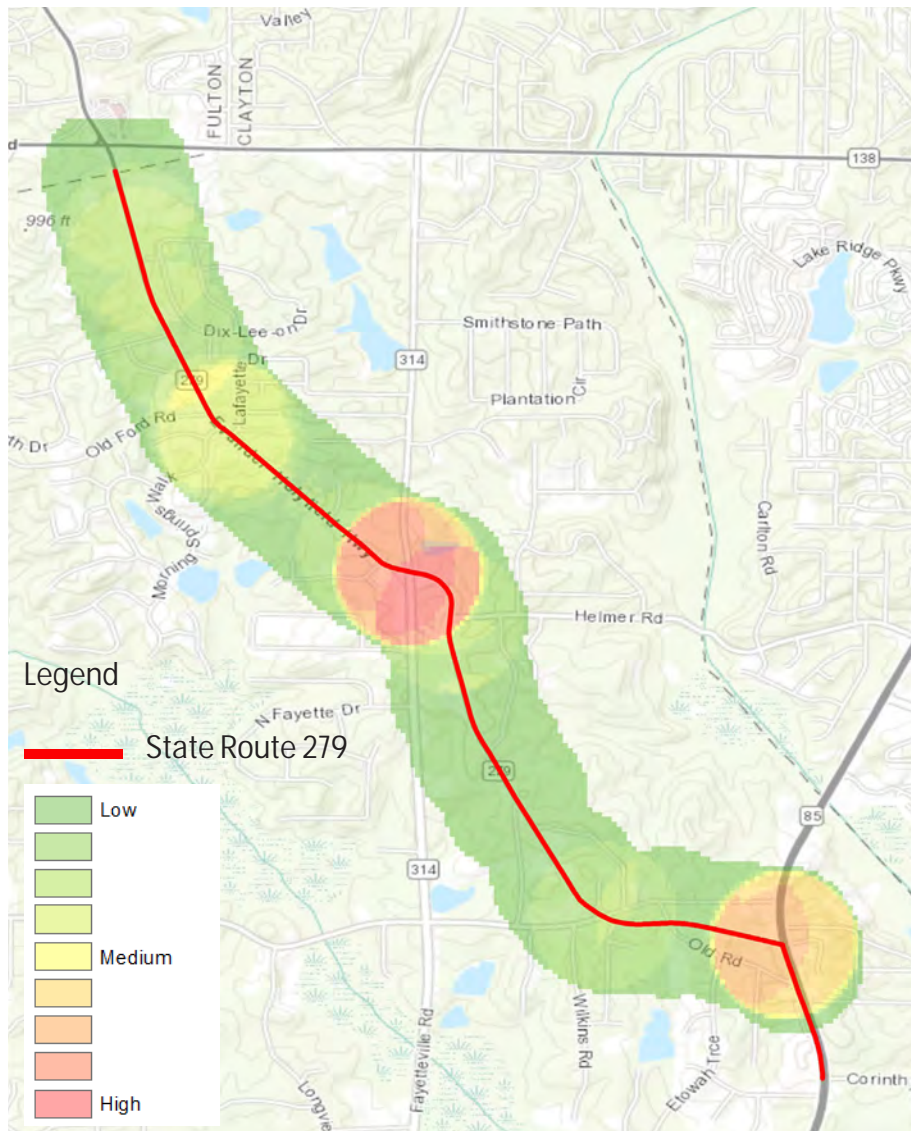
**Daniel B. Dobry, Jr., P.E., PTOE, AICP**  
Croy Engineering, LLC  
[ddobry@croyengineering.com](mailto:ddobry@croyengineering.com)

## STUDY TIMELINE





## TRAFFIC VOLUMES & CRASH DATA



11,225 vehicles per day  
5.3% heavy vehicles



Corridor averages  
81 crashes/ year

## POTENTIAL IMPROVEMENTS



# Fayette County Transportation Corridors Study

STATE ROUTE 279

## Comment Sheet



Name

---

Email Address (optional if you want to receive updates)

---

1. What are the current challenges faced by the corridor?

- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Speeding     | <input type="checkbox"/> Trucks       |
| <input type="checkbox"/> No sidewalks | <input type="checkbox"/> Sharp Curves |
| <input type="checkbox"/> Congestion   | <input type="checkbox"/> Safety       |
| <input type="checkbox"/> Other        |                                       |
- 

2. What types of improvements would you like to see along the corridor?

- |   |   |
|---|---|
| <input type="checkbox"/> Additional Lanes | <input type="checkbox"/> Bike Lanes       |
| <input type="checkbox"/> Wider Shoulders  | <input type="checkbox"/> Multi – Use Path |
| <input type="checkbox"/> Traffic Signals  | <input type="checkbox"/> Street Lighting  |
| <input type="checkbox"/> Other            |   |
- 

3. Should non-construction alternatives be considered?

- |  |  |
|--|--|
| <input type="checkbox"/> Lower Speed Limit | <input type="checkbox"/> Truck Restriction |
| <input type="checkbox"/> Other             |  |
- 

4. Should private property be acquired to improve community cohesiveness and aesthetics?

- |                              |                             |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

5. Other Comments

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Daniel B. Dobry, Jr., P.E., PTOE, AICP  
Croy Engineering, LLC  
200 North Cobb Parkway, Building 400, Suite 413, Marietta, GA 30062  
Phone: (770) 971-5407; E-mail: ddobry@croyengineering.com

## APPENDIX E

### PIOH 1 Summary



# Fayette County Transportation Corridors Study



PIOH 1 Results



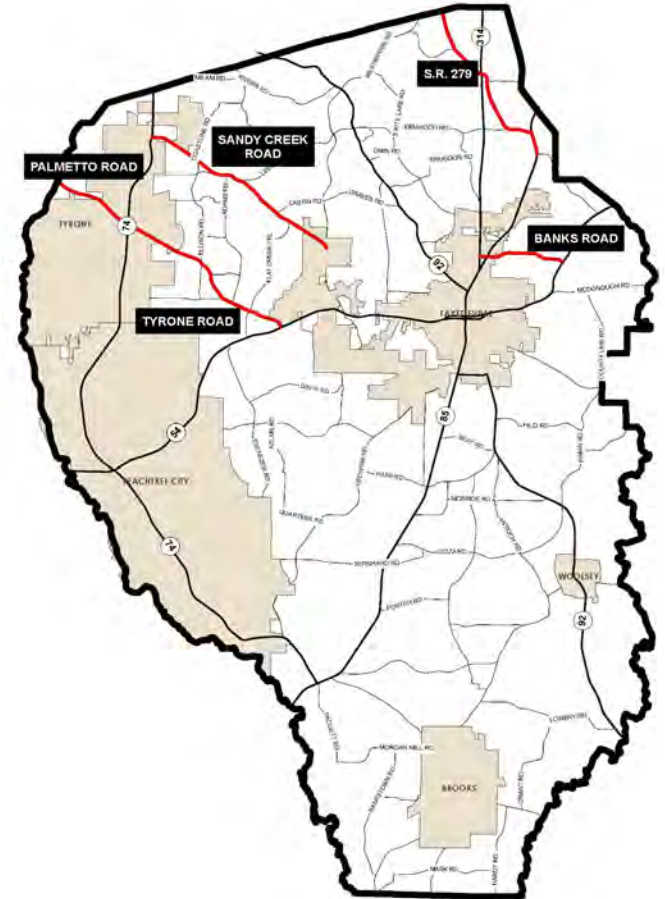




# Corridor Review

# THE CORRIDORS

- Tyrone Road - Palmetto Road
- Sandy Creek Road
- Banks Road
- State Route 279

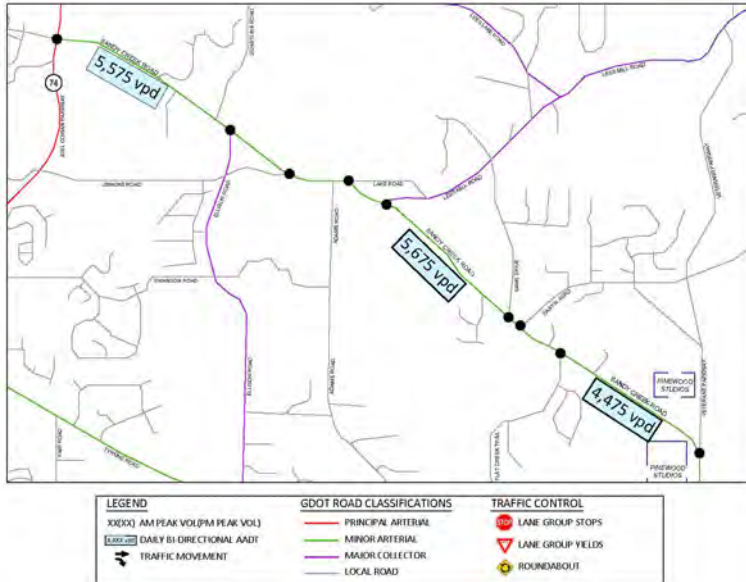




# Existing Conditions Recap

# Sandy Creek Road

- **Study Limits** - Veterans Parkway In Fayetteville To State Route 74 In Tyrone
- **Roadway** – Two-lane Undivided With Minimal Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 17 Intersections (1 RCUT; 1 Roundabout; No Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services



## Top 5 Crash Locations

1. Highway 74 (54 Crashes)

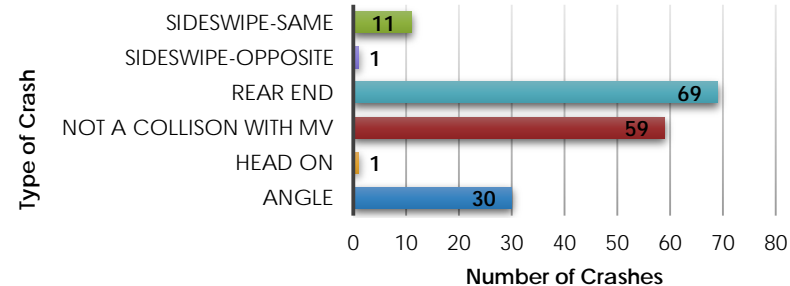
2. Eastin Road (17 Crashes)

3. Lees Mill Road (16 Crashes)

4. Sandy Ridge Trl (11 Crashes)

5. Ellison Road (10 Crashes)

## 5-Year Crash Data by Type



# Tyrone Road – Palmetto Road

- **Study Limits** - Tyrone Road From State Route 54 To Senoia Road and Palmetto Road From Senoia Road To The Coweta County Line
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 23 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities (Small Golf Cart Stretch)
- **Transit Facilities** – No Fixed Route Services



## Top 5 Crash Locations

1. Highway 74 (84 Crashes)

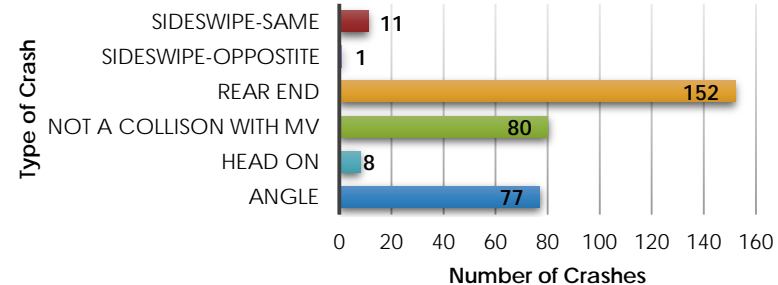
2. Highway 54 (84 Crashes)

3. Flat Creek Trl (20 Crashes)

4. Dogwood Trail (19 Crashes)

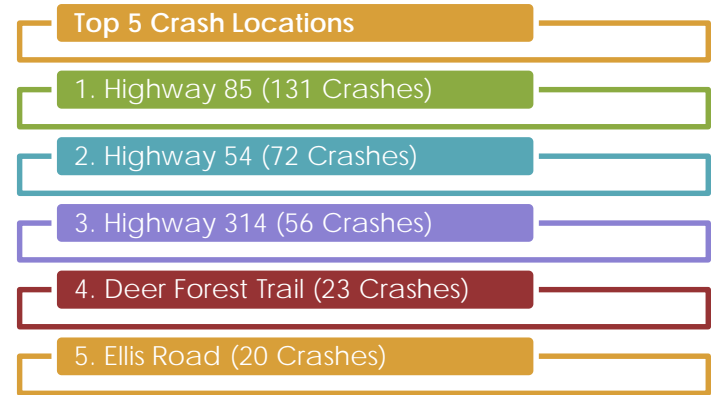
5. Adams Road (15 Crashes)

## 5-Year Crash Data by Type

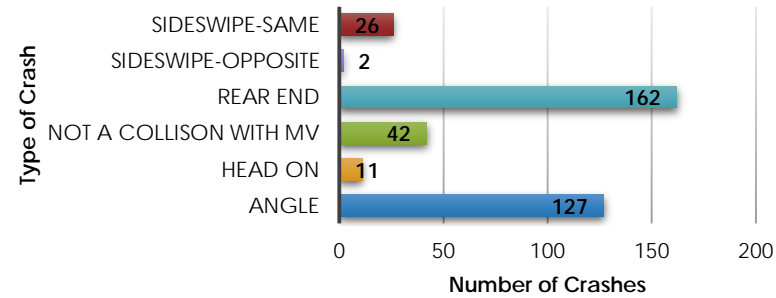


# Banks Road

- **Study Limits** - Extends From State Route 54 To State Route 314
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 15 Intersections (3 Signalized)
- **Bike/Pedestrian Facilities** - Continuous Sidewalk Along Both Sides From SR 314 To SR 85 After Which Continues On The North Side Only For Approximately 800 Feet. No Sidewalks Or Bicycle Facilities East Of The Banks Station Shopping Center
- **Transit Facilities** – No Fixed Route Services

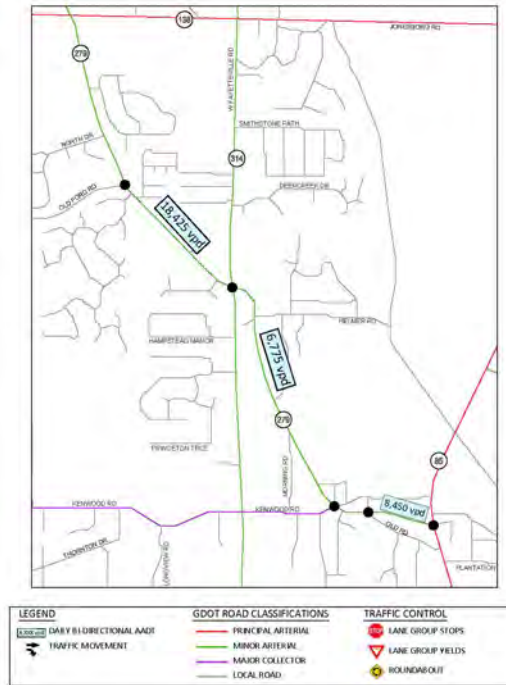


5-Year Crash Data by Type



# State Route 279

- **Study Limits** – Extends From Corinth Road To The Fulton/Fayette County Border
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 18 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services
- **Planned Improvements** – SR 279 at SR 85 Intersection Improvements (GDOT) and SR 279 and Corinth Road Realignment Study



## Top 5 Crash Locations

1. Highway 85 (95 Crashes)

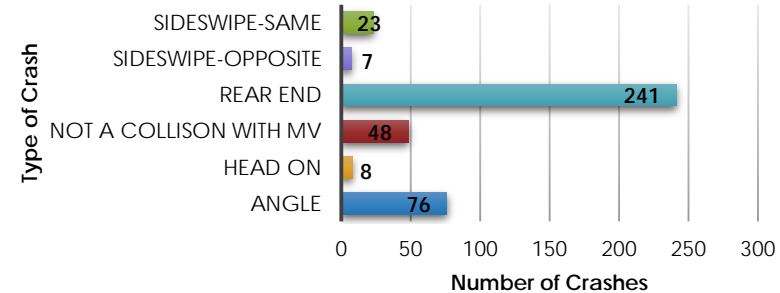
2. Highway 314 (95 Crashes)

3. Dix Lee On Drive(31 Crashes)

4. Helmer Road (30 Crashes)

5. Lafayette Drive(25 Crashes)

## 5-Year Crash Data by Type





# Public Open House Recap

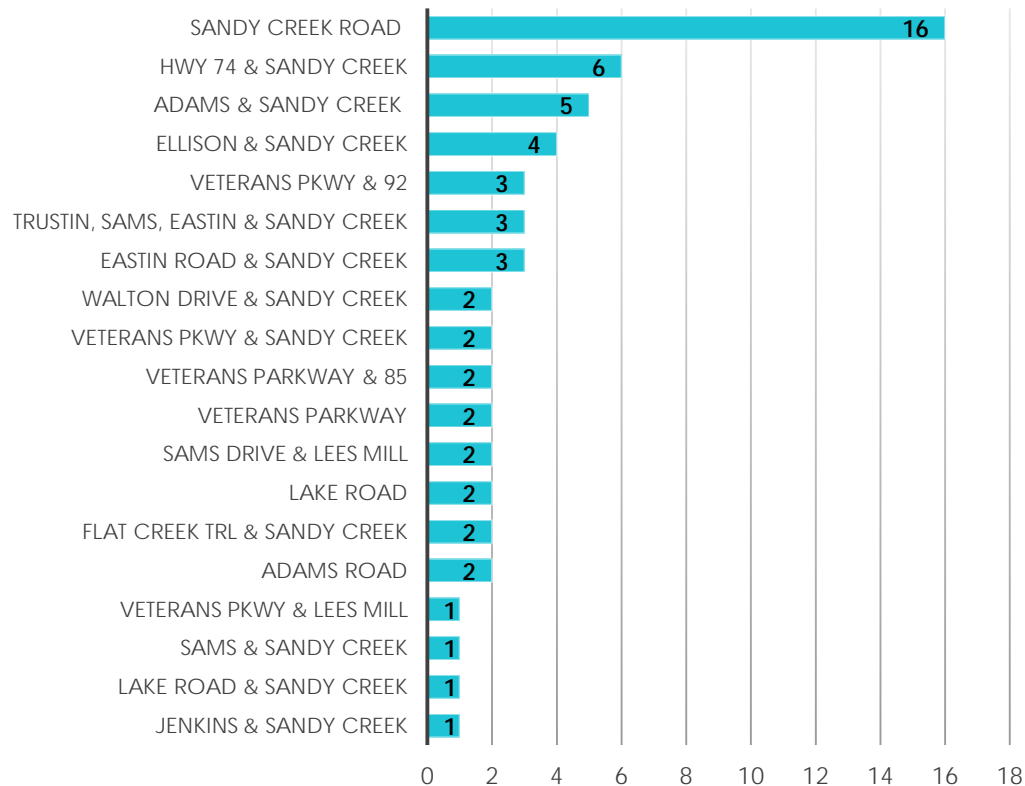


FAYETTE COUNTY CORRIDOR STUDY						
PUBLIC INFORMATION OPEN HOUSE: MARCH 18, 2019						
TOTAL NUMBER OF PARTICIPANTS = 195						
BANKS ROAD				STATE ROUTE 279		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
80	46	30		31	9	12
Total Comments		156		Total Comments		52
SANDY CREEK ROAD				TYRONE ROAD - PALMETTO ROAD		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
61	16	8		30	4	7
Total Comments		85		Total Comments		41
TOTAL NUMBER OF COMMENTS = 334						

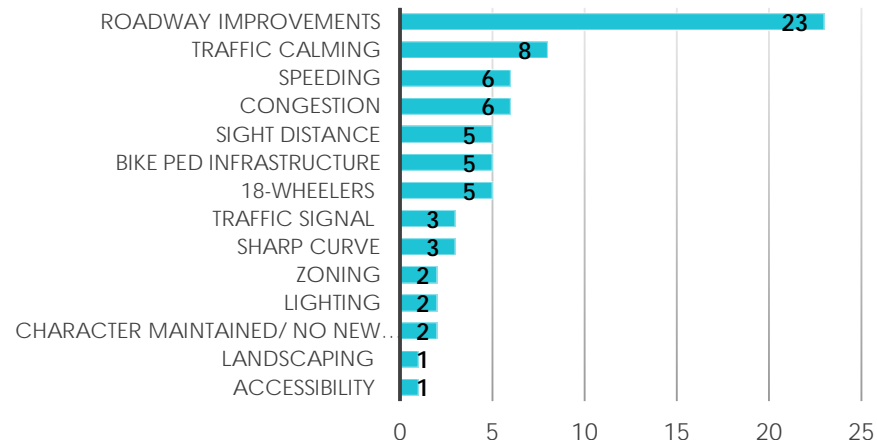


# Sandy Creek Road

COMMENT LOCATION

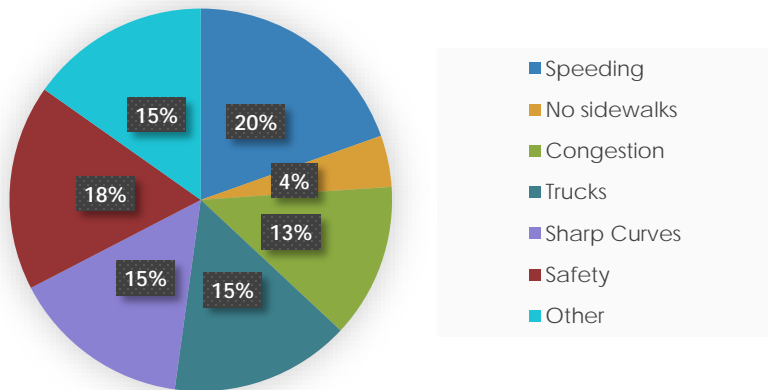


COMMENT CATEGORY

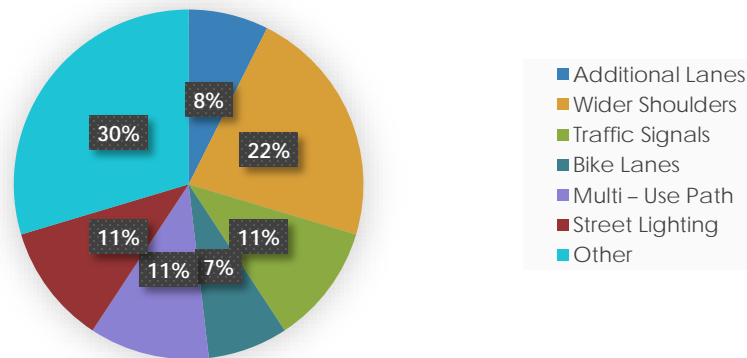


# Sandy Creek Road

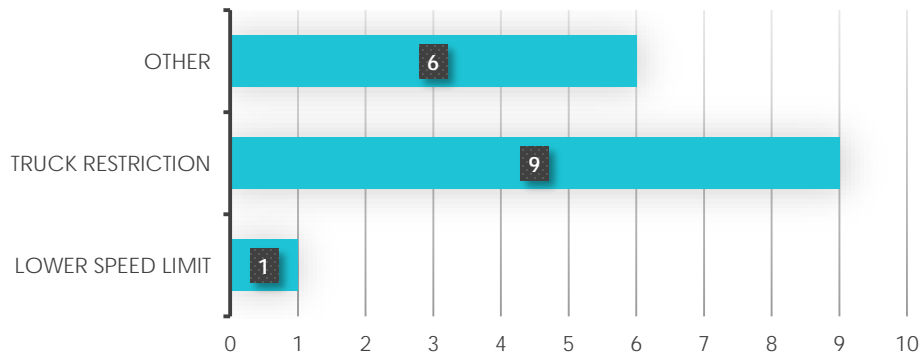
What Are The Current Challenges Faced By The Corridor?



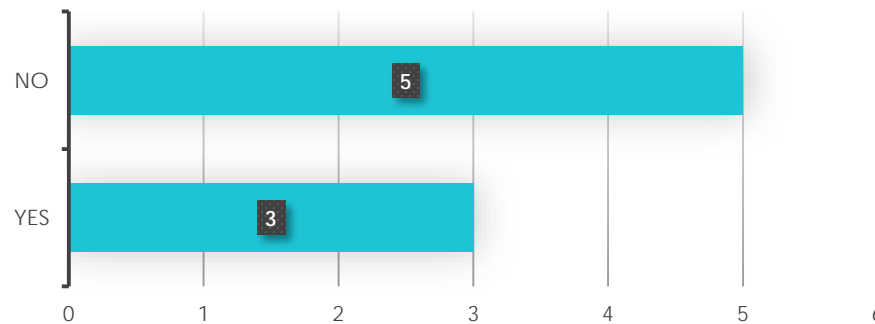
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

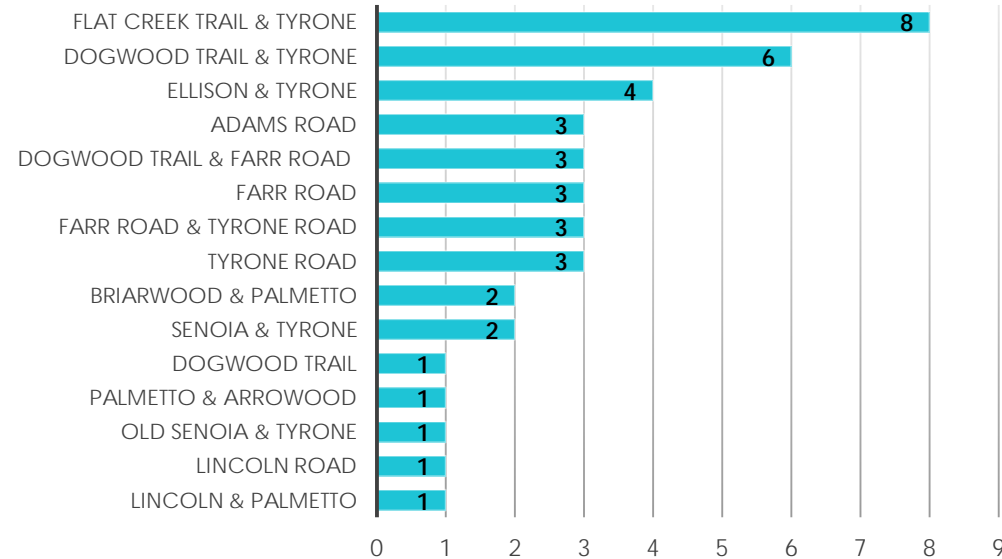


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

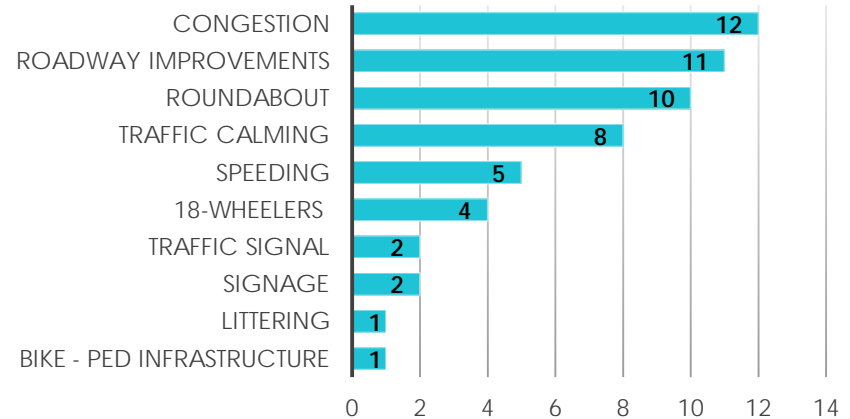


# Tyrone Road – Palmetto Road

COMMENT LOCATIONS

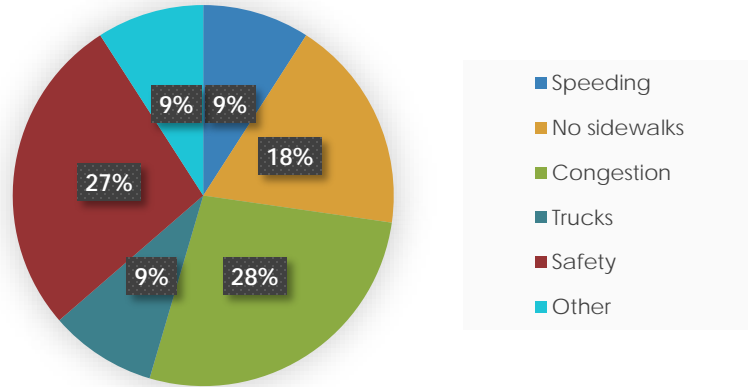


COMMENT CATEGORY

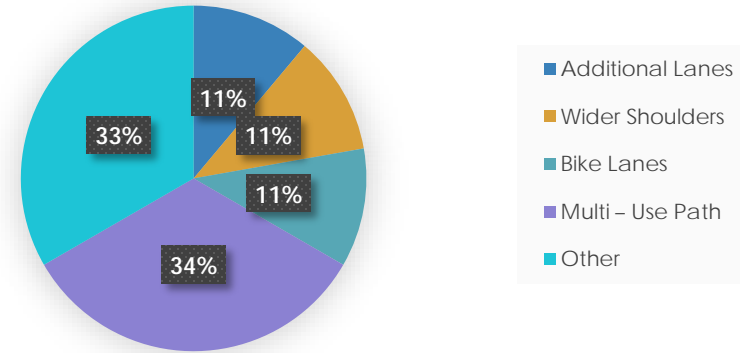


# Tyrone Road – Palmetto Road

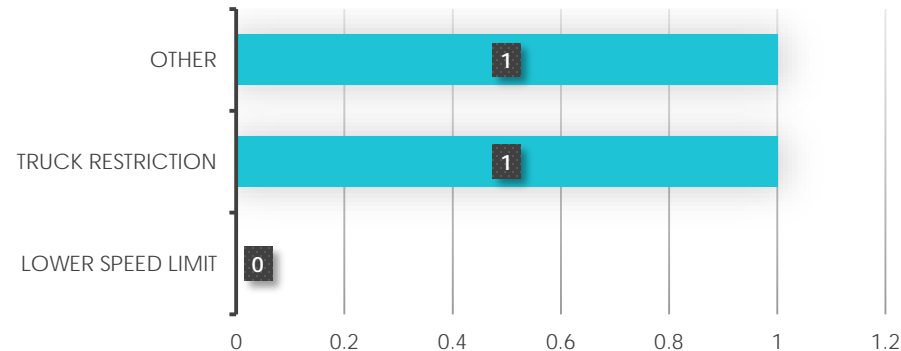
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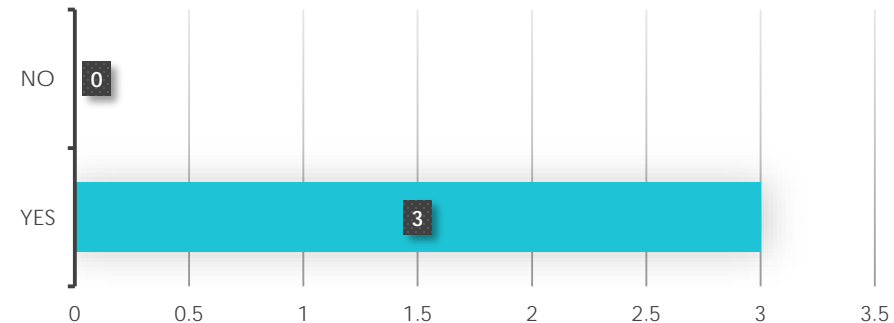
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

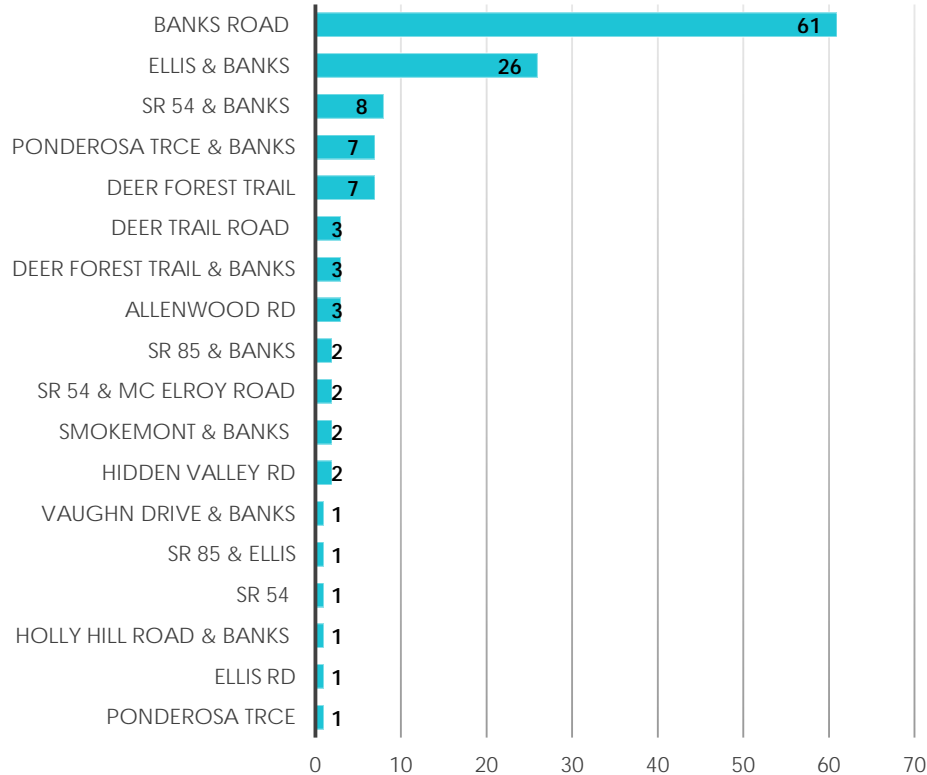


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

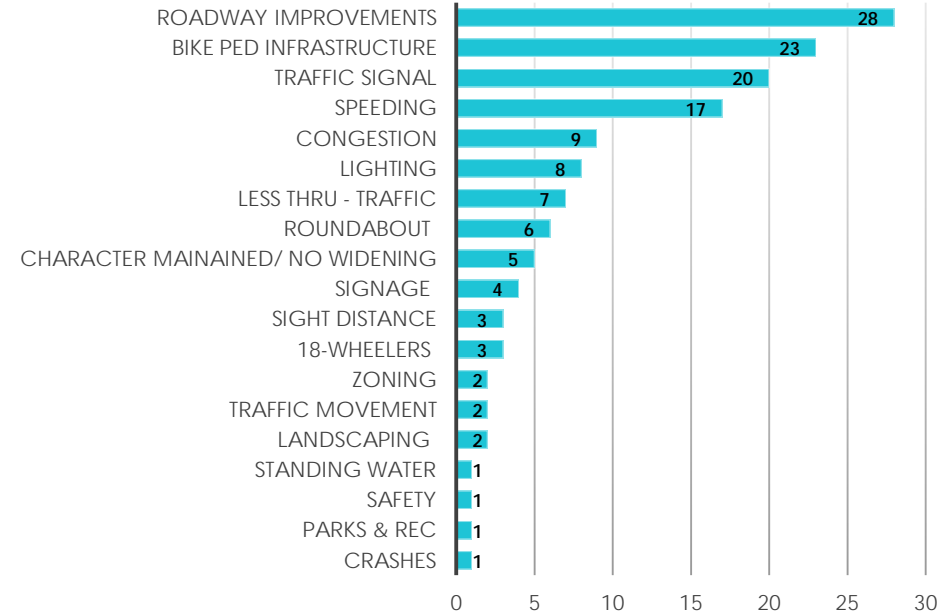


# Banks Road

COMMENT LOCATIONS

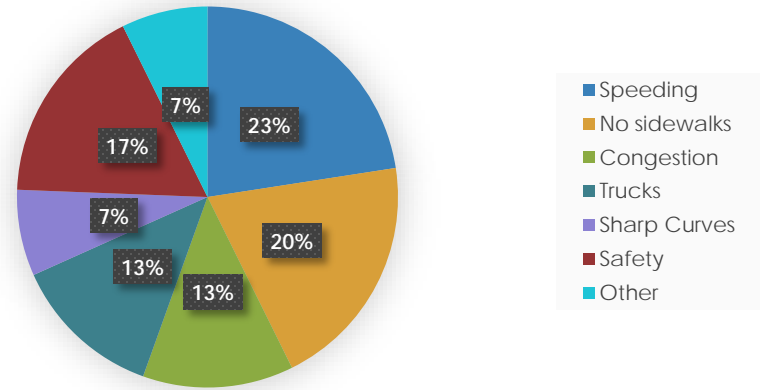


COMMENT CATEGORY

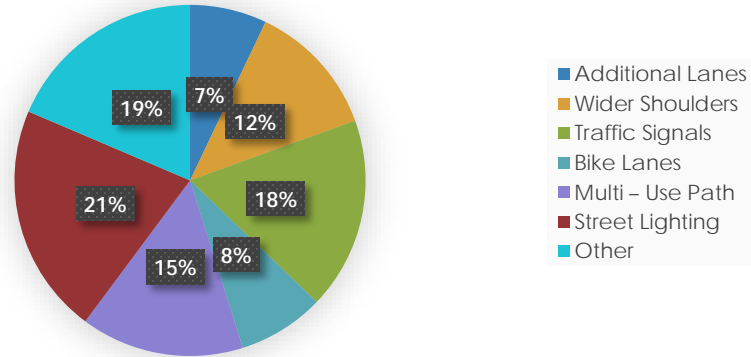


# Banks Road

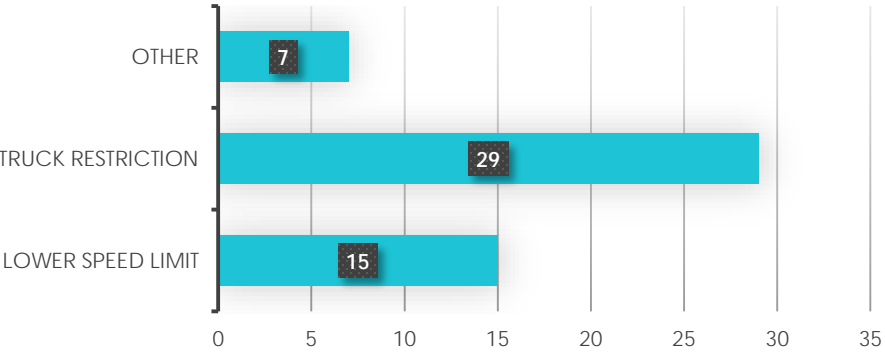
What Are The Current Challenges Faced By The Corridor?



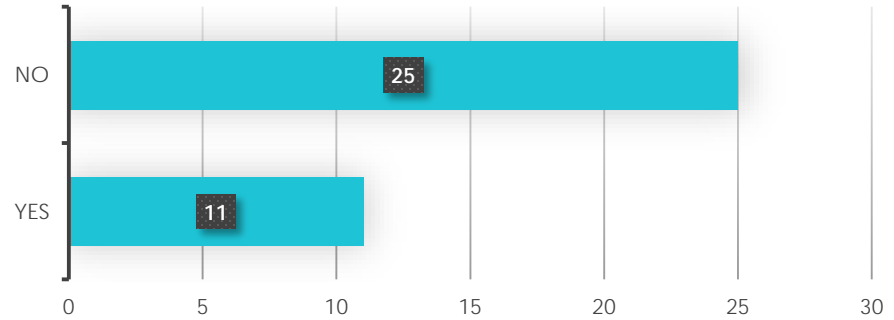
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

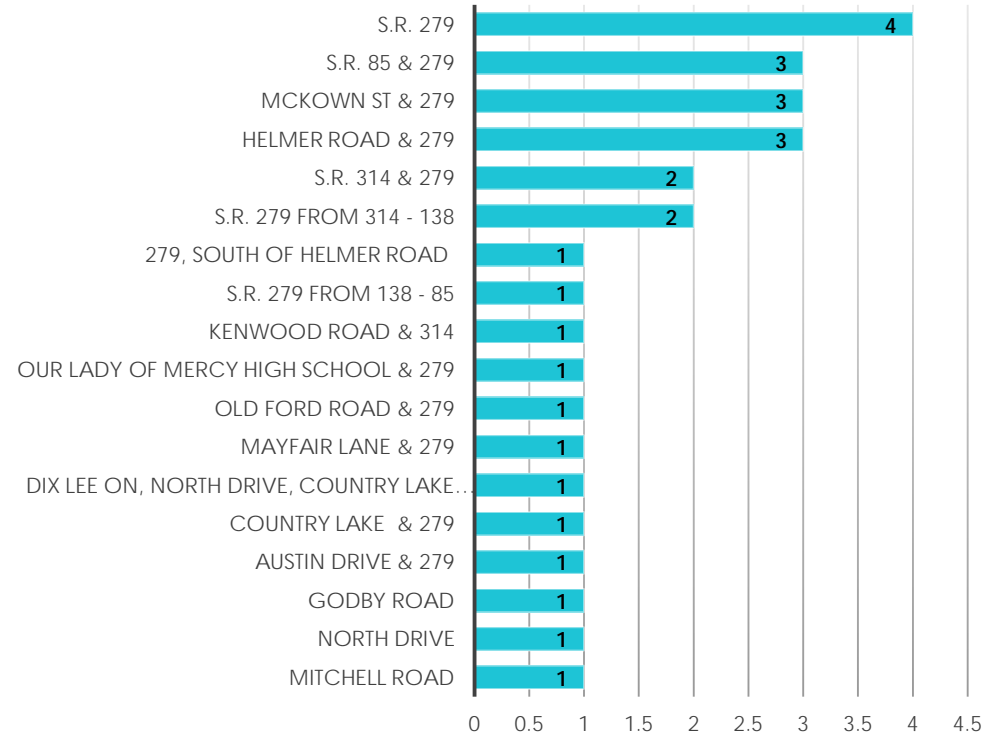


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

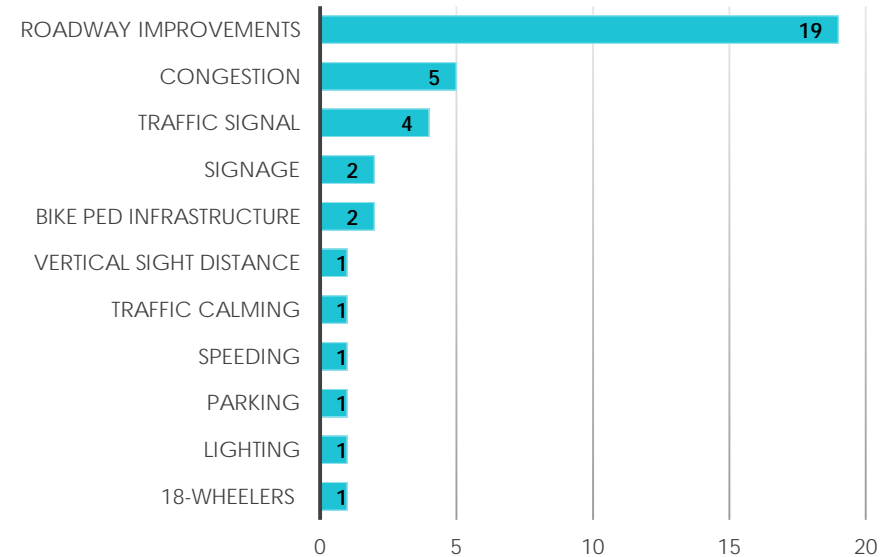


# SR 279

COMMENT LOCATION

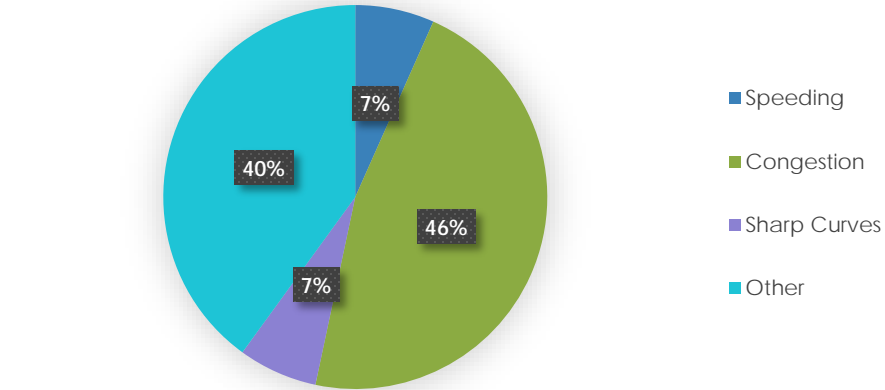


COMMENT CATEGORY

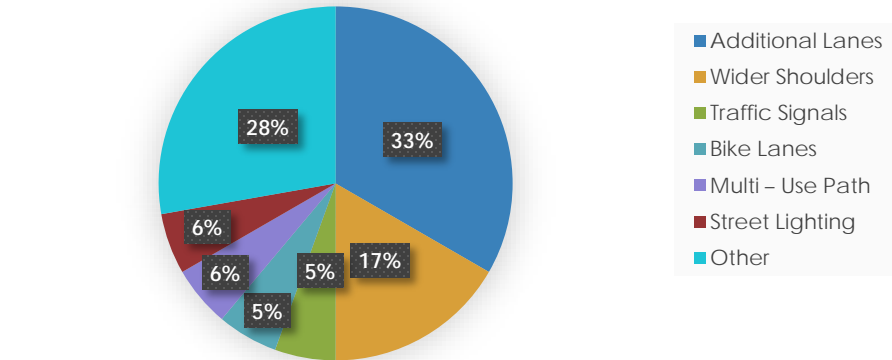




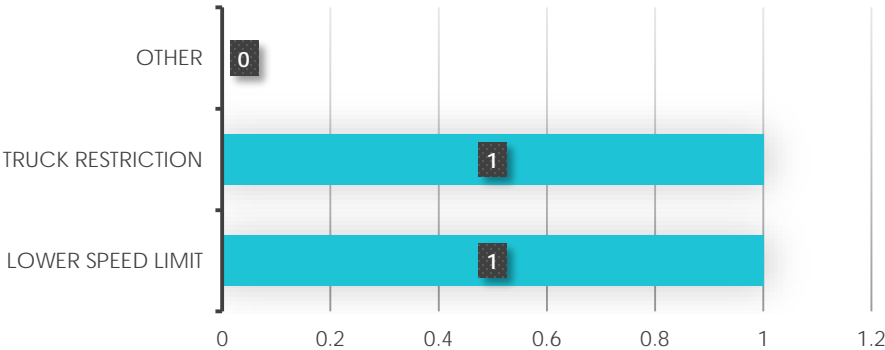
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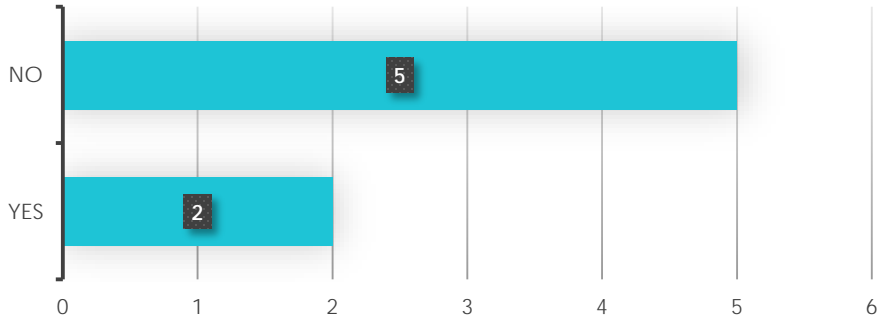
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?



Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?





# Road Safety Audit Recap

# Road Safety Audit

## Monday, April 8, 2019 -

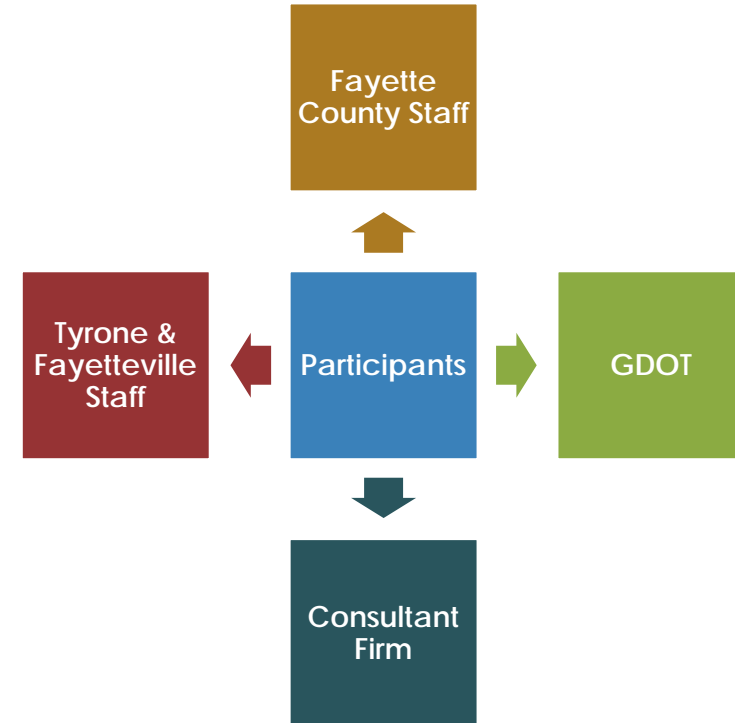
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

## Thursday, April 11, 2019 -

- Tyrone Road-Palmetto Road from Fayette-Coweta Line to SR 54
- SR 279 from Fayette-Fulton Line to SR 85

## Handout Package included -

- Road Safety Audit Overview
- Corridor Fact Sheets
- RSA Checklists
- Corridor Aerial + Crashes Sets



## APPENDIX F

# PIOH 2 Flyers and Meeting Materials

# Fayette County Transportation Corridor Studies

**State Route 279      Banks Road**  
**Sandy Creek Road      Tyrone- Palmetto Road**



**Please Join Us At The Public Open House**



**Monday, July 15th, 2019**



**4:00 - 7:00 PM**



**Fayette County Library  
1821 Heritage Pkwy,  
Fayetteville, GA 30214**

**Help Prioritize Projects**  
**CITIZEN INPUT IS CRITICAL**

**For More Information  
call us on 770-320-6010  
or visit us at**

**<http://www.fayettecountygga.gov/transportation-planning/>**

# FAYETTE Press Release

BOARD OF COMMISSIONERS

## Fayette County Hosting Public Meeting for Study of Four Corridors

**Fayette County, Georgia, June 25, 2019** – You are invited to a public information open house to discuss transportation improvement draft concepts for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday July 15, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region, Fayette County had initiated the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from stakeholders and the public were used to develop draft concepts to facilitate transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Draft concepts displayed at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

###

Contact: Tameca P. White, County Clerk

Office: (770) 305-5103

Email: [twhite@fayettecountyga.gov](mailto:twhite@fayettecountyga.gov)

**Fayette County Transportation Corridor Studies**
**STATE ROUTE 279**

Concepts	Benefits	Do you think this concept would benefit the corridor?		Rank the concept on a scale of 1 to 5, 5 being the most suited.
1. Lower 55 Mph Speed Limit On SR 279	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2a. Install Roundabout At Kenwood Road	Operations	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2b. Install Turn Lanes At Kenwood Road +Remove School Street Access	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Widen Corridor From SR 138 To SR 314 ~ 2 Miles(4 Lane Median Divided + Multi-Use Path & Sidewalk)	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4. Widen Corridor From SR 138 To SR 314 ~ 2 Miles (3 Lane + Multi-Use Path & Sidewalk)	Capacity Safety Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5. Multi-Use Path On North Side Of Road	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6a. SR 279 And SR 85 Realignment - Version 1	Operations Capacity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6b. SR 279 And SR 85 Realignment - Version 2	Operations Capacity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6c. SR 279 And SR 85 Realignment - Version 3	Operations Capacity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6d. SR 279 And SR 85 Realignment - Version 4	Operations Capacity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	



Help Prioritize Projects  
**CITIZEN INPUT IS CRITICAL**



## **Fayette County Transportation Corridor Studies**

### **STATE ROUTE 279**

Additional Comments:



# STATE ROUTE 279

## POTENTIAL IMPROVEMENTS CONCEPT DESIGNS

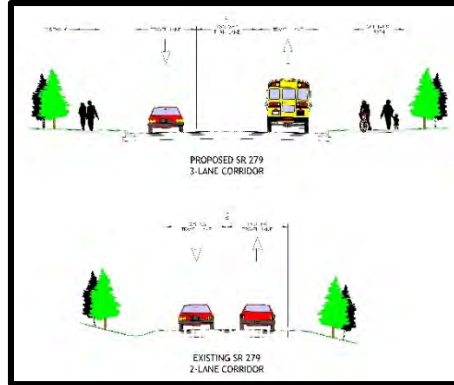
All feedback on Concepts must be received by **Friday, August 2<sup>nd</sup>, 2019.**

Comment forms can be dropped off at Fayette County Public Library or mailed to Croy Engineering, 200 N Cobb Parkway, Ste 413, Marietta, Georgia 30062

**2A: INSTALL ROUNDABOUT AT KENWOOD ROAD**



**4: WIDEN CORRIDOR FROM SR 138 TO SR 314  
(3 LANE + MULTI-USE PATH & SIDEWALK)**



**6B: SR 279 AND SR 85 REALIGNMENT - VERSION 2**



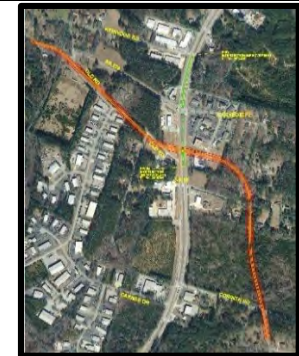
**2B: INSTALL TURN LANES AT KENWOOD ROAD  
+REMOVE SCHOOL STREET ACCESS**



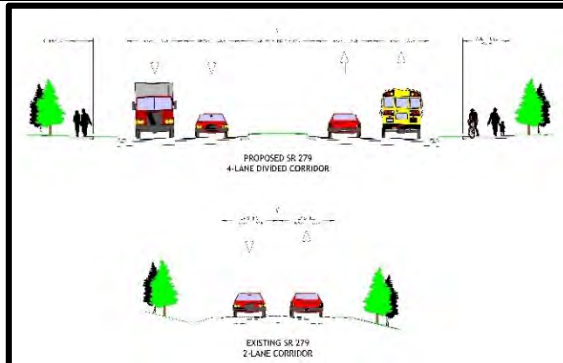
**5: MULTI-USE PATH ON NORTH SIDE OF ROAD**



**6C: SR 279 AND SR 85 REALIGNMENT - VERSION 3**



**3: WIDEN CORRIDOR FROM SR 138 TO SR 314  
(4 LANE MEDIAN DIVIDED + MULTI-USE PATH & SIDEWALK)**



**6A: SR 279 AND SR 85 REALIGNMENT - VERSION 1**



**6D: SR 279 AND SR 85 REALIGNMENT - VERSION 4**



# STATE ROUTE 279

## POTENTIAL IMPROVEMENTS INFORMATION

### State Route 279: Entire Corridor

- Average No. Crashes Per Year - 80
- 2018 LOS (AM/PM) - B/D

#### Proposed Improvements -

#### Lower 55 MPH Speed Limit

- Time Frame: 1 year
- Benefits: Safety
- Cost: \$

### State Route 279: Entire Corridor

- Average No. Crashes Per Year - 80
- 2018 LOS (AM/PM) - B/D

#### Proposed Improvements -

#### Multi Use Path: North Side Of Road

- Time Frame: 3 - 5 years
- Benefits: Bike-Ped, Access Mgmt
- Cost: \$\$\$\$

### State Route 279 From County Line To SR 314

- Average No. Crashes Per Year - 46.8\*
- 2018 LOS (AM/PM) - C/E

#### Proposed Improvements -

#### Widen Corridor - 3 Lane, Multi Use Path & Sidewalk

- Time Frame: 10 - 20 years
- Benefits: Capacity, Safety
- Cost: \$\$\$\$\$

### State Route 279 From County Line To SR 314

- Average No. Crashes Per Year - 65.8
- 2018 LOS (AM/PM) - D/D

#### Proposed Improvements -

#### Widen Corridor - 4 Lane Median Divided, Multi Use Path & Sidewalk

- Time Frame: 10 - 20 years
- Benefits: Capacity, Safety
- Cost: \$\$\$\$\$

### State Route 279 At Kenwood Road

- Average No. Crashes Per Year - 4.4\*
- 2018 LOS (AM/PM) - B/C

#### Proposed Improvements -

#### Install Roundabout

- Time Frame: 3 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$\$

### State Route 279 At Kenwood Road

- Average No. Crashes Per Year - 4.4\*
- 2018 LOS (AM/PM) - B/C

#### Proposed Improvements -

#### Install Turn Lanes, Remove School Street Access

- Time Frame: 2 years
- Benefits: Safety, Operations
- Cost: \$\$\$

### State Route 279 East Of Old Road

- Average No. Crashes Per Year - 21
- 2018 LOS (AM/PM) - C/C

#### Proposed Improvements -

#### SR 279 & SR 85 Realignment -Version 1

- Time Frame: 5 - 10 years
- Benefits: Capacity, Operations
- Cost: \$\$\$\$\$

### State Route 279 East Of Old Road

- Average No. Crashes Per Year - 21
- 2018 LOS (AM/PM) - C/C

#### Proposed Improvements -

#### SR 279 & SR 85 Realignment -Version 2

- Time Frame: 5 - 10 years
- Benefits: Capacity, Operations
- Cost: \$\$\$\$\$

### State Route 279 East Of Old Road

- Average No. Crashes Per Year - 21
- 2018 LOS (AM/PM) - C/C

#### Proposed Improvements -

#### SR 279 & SR 85 Realignment -Version 3

- Time Frame: 5 - 10 years
- Benefits: Capacity, Operations
- Cost: \$\$\$\$\$

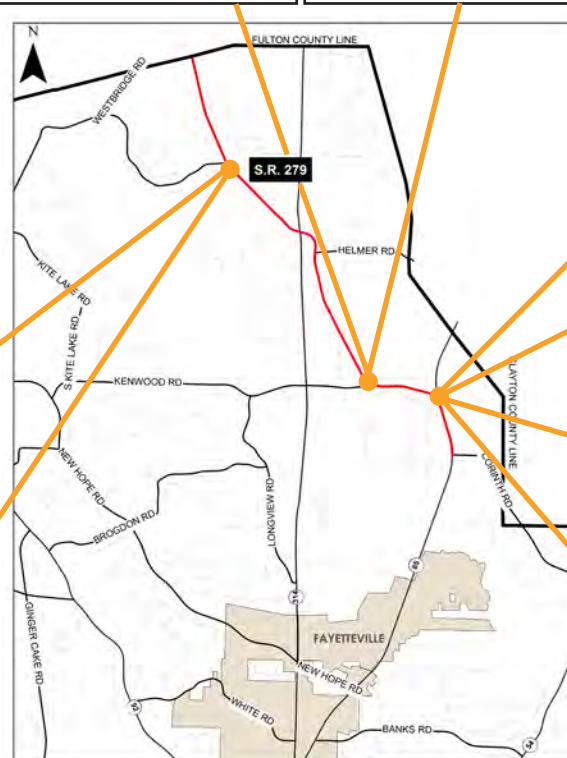
### State Route 279 East Of Old Road

- Average No. Crashes Per Year - 21
- 2018 LOS (AM/PM) - C/C

#### Proposed Improvements -

#### SR 279 & SR 85 Realignment -Version 4

- Time Frame: 5 - 10 years
- Benefits: Capacity, Operations
- Cost: \$\$\$\$\$



For more information!

Visit [www.fayettecountygga.gov/transportation-planning/sr279-corridor-study.htm](http://www.fayettecountygga.gov/transportation-planning/sr279-corridor-study.htm)

Prefer to leave feedback online? Visit [www.surveymonkey.com/r/highway279](http://www.surveymonkey.com/r/highway279)

Notes: LOS - Levels of Service. Qualitative measure to rate quality of traffic flow based on performance measures such as vehicle speed density, congestion, etc. The rating is from A to F. A = good; F = fail

Legend: \$ < \$250,000 \$\$ < \$500,000 \$\$\$ < \$1,000,000 \$\$\$\$ < \$2,000,000 \$\$\$\$\$ < \$5,000,000

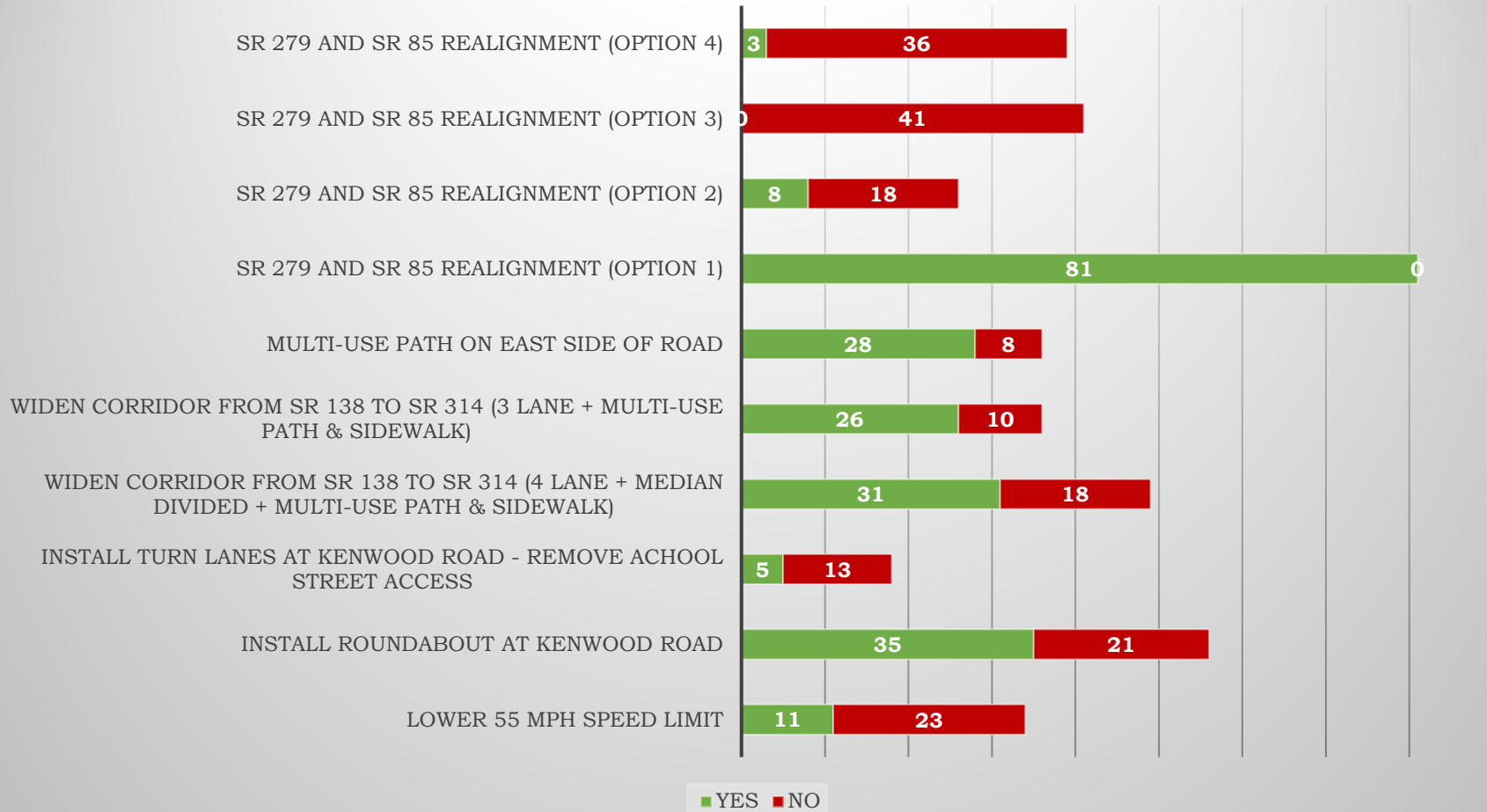
\* crash frequency higher than state average

## APPENDIX G

### PIOH 2 Summary

## PIOH 2 RESULTS: SR 279

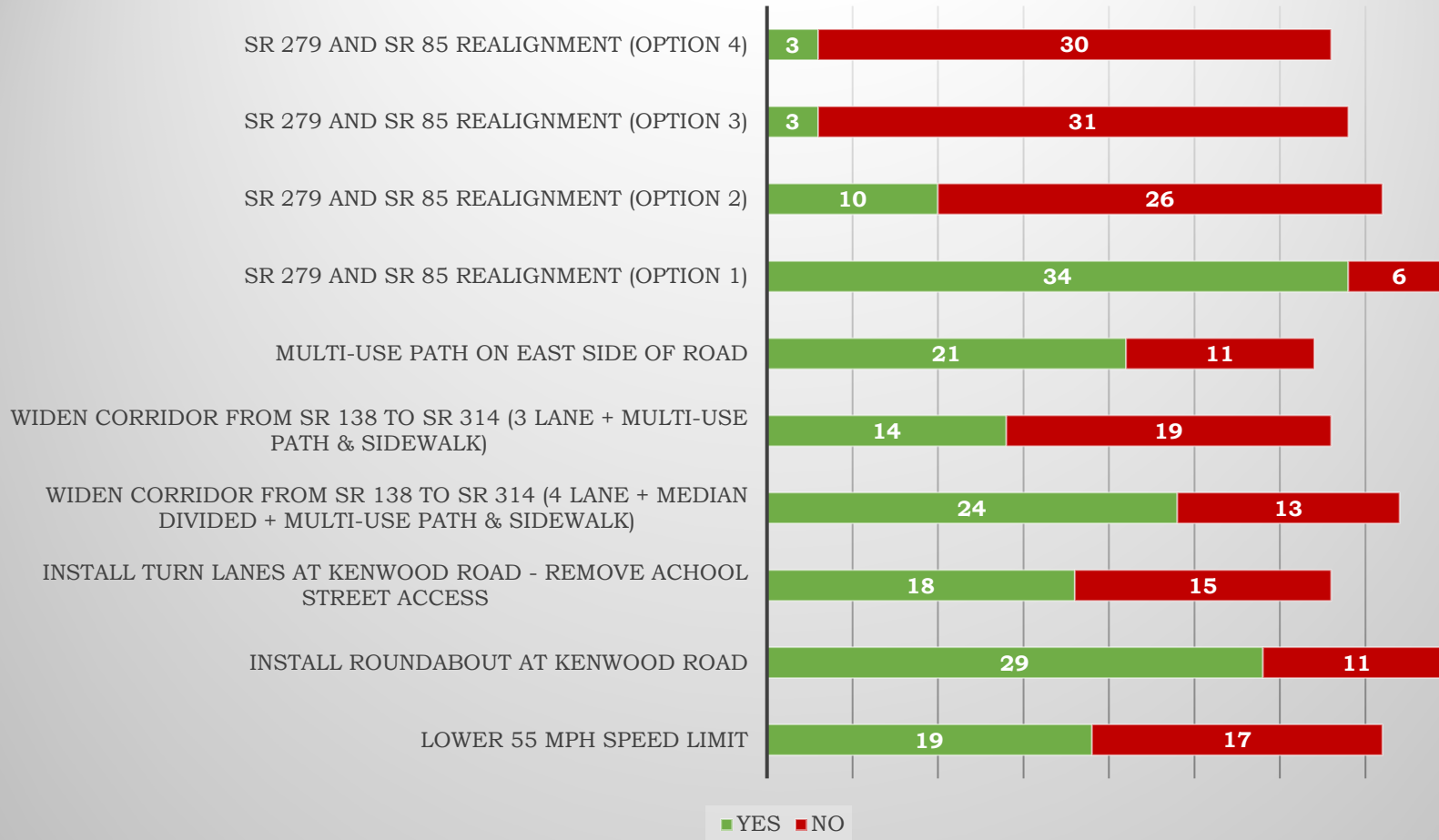
### Sticker Station Responses





## PIOH 2 RESULTS: SR 279

### Comment Form Responses

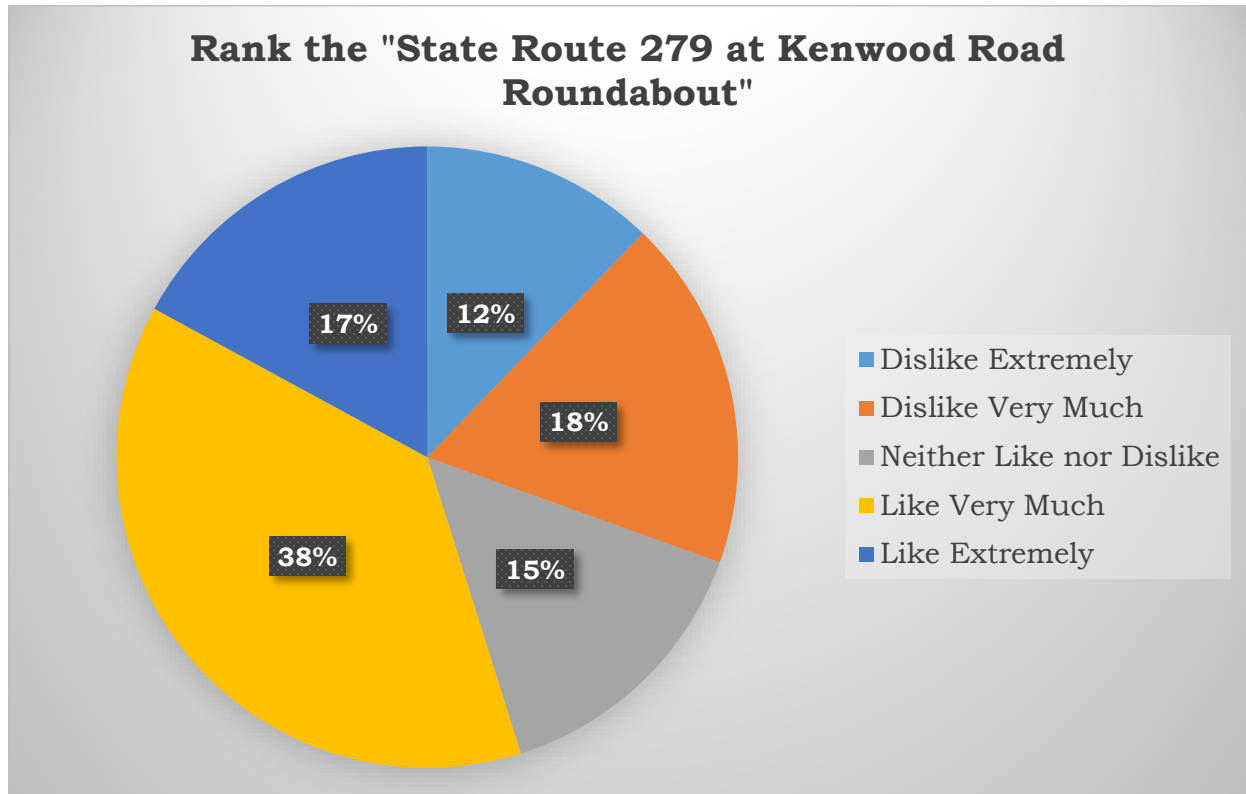


## APPENDIX H

### Online Survey Summary

## ONLINE SURVEY COMMENTS – SR 279

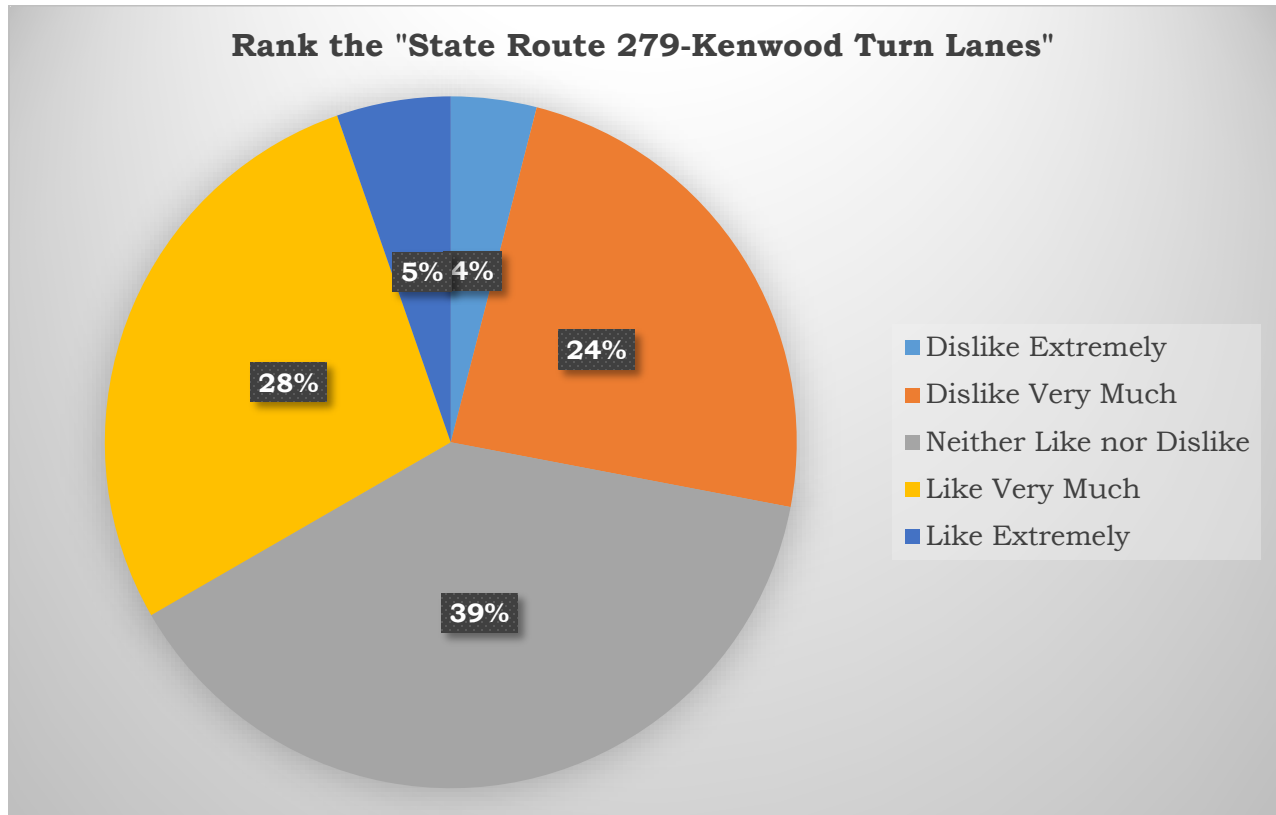
- **State Route 279 at Kenwood Road Roundabout**



1. No ..... too many cars come down 279 to hwy. 85
2. Roundabouts are always a good safety concept as long as the cost is not prohibited
3. Not sure about a roundabout

## ONLINE SURVEY COMMENTS – SR 279

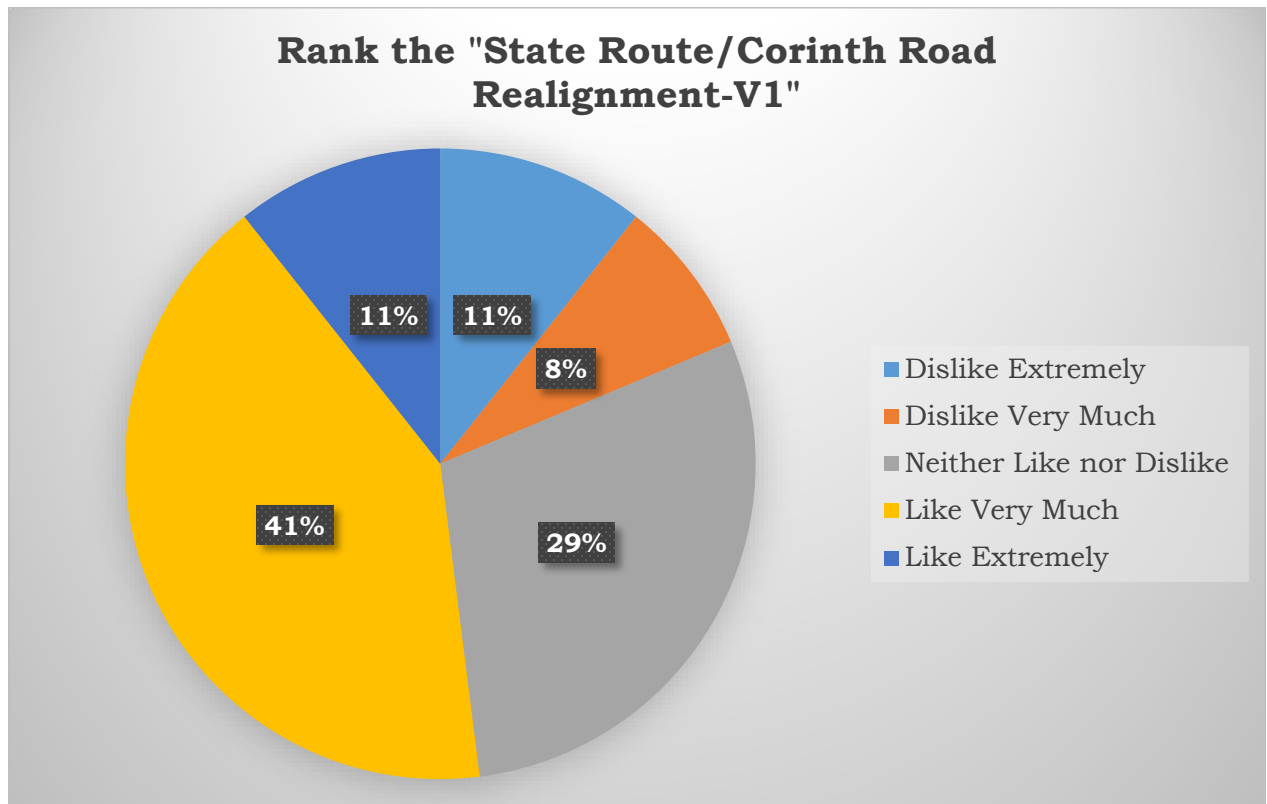
- **State Route 279- Kenwood Turn Lanes**



1. Not aware of a school there. A Church yes, but not a school.



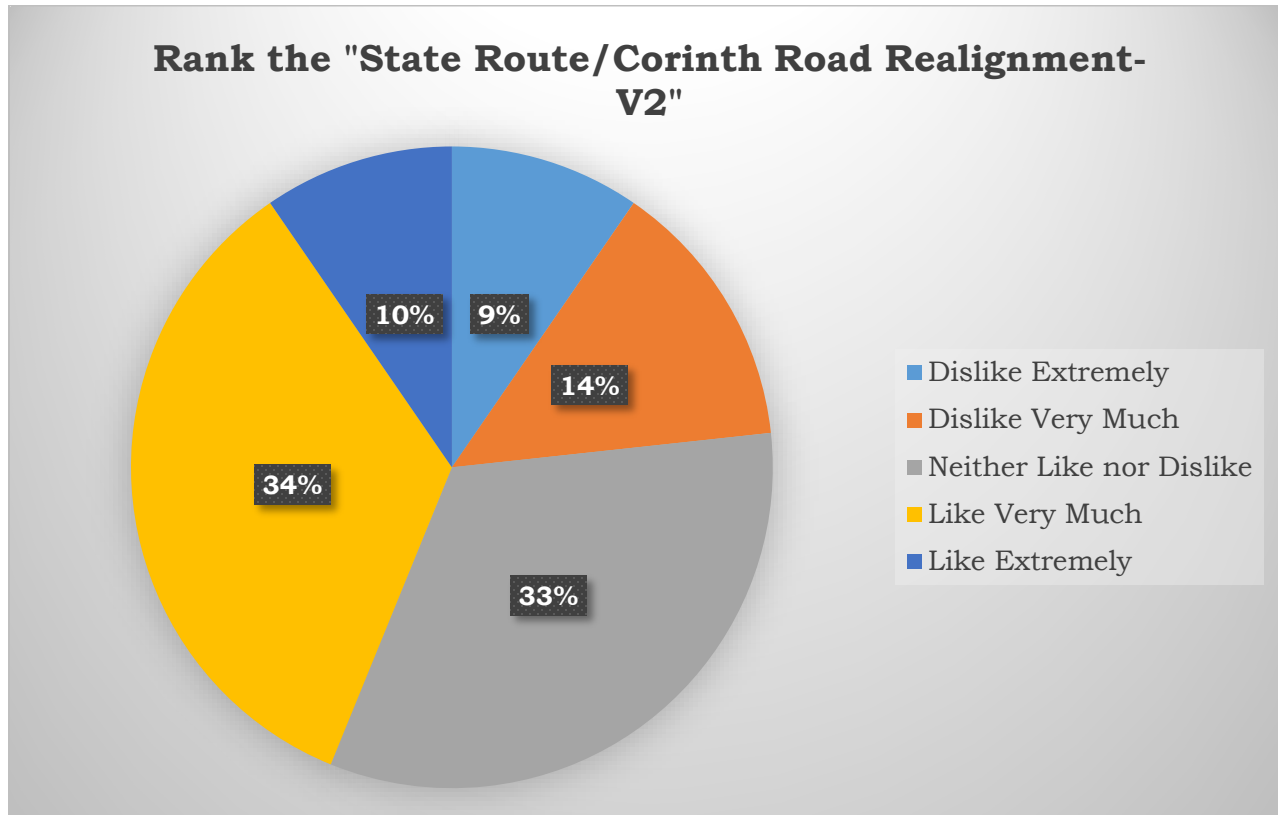
- **State Route/ Corinth Road Realignment- V1**



1. I don't want more traffic from 279 coming through. If you are going to do it anyway then this plan looks fine.
2. More direct intersection are always safer and make better use of traffic control
3. Seems to be the best option to prevent disruption of the established neighborhood of Kenwood Forest

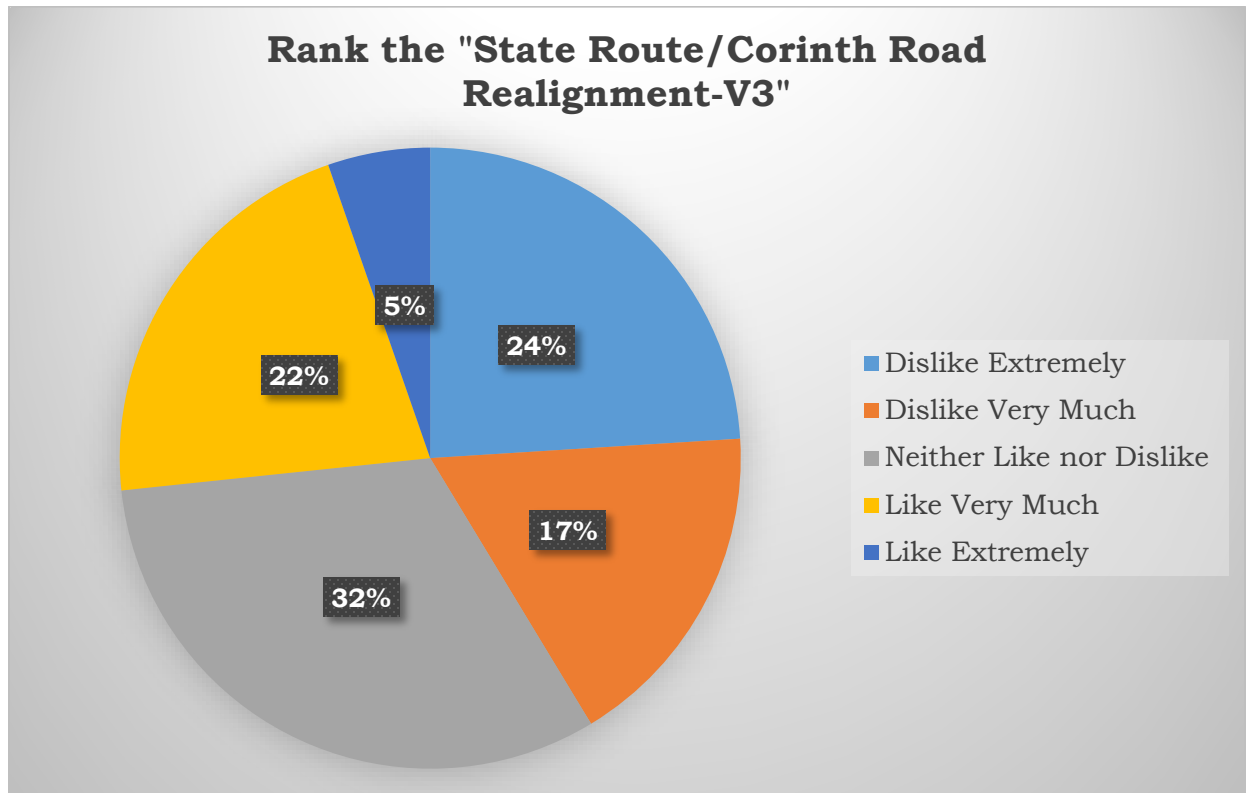
## ONLINE SURVEY COMMENTS – SR 279

- **State Route/ Corinth Road Realignment- V2**



1. Need additional information about the land use on either side of planned 279 extension at corner of Corinth Rd and Hwy 85.
2. V1 or V2 - whichever is less expensive.

• **State Route/ Corinth Road Realignment- V3**



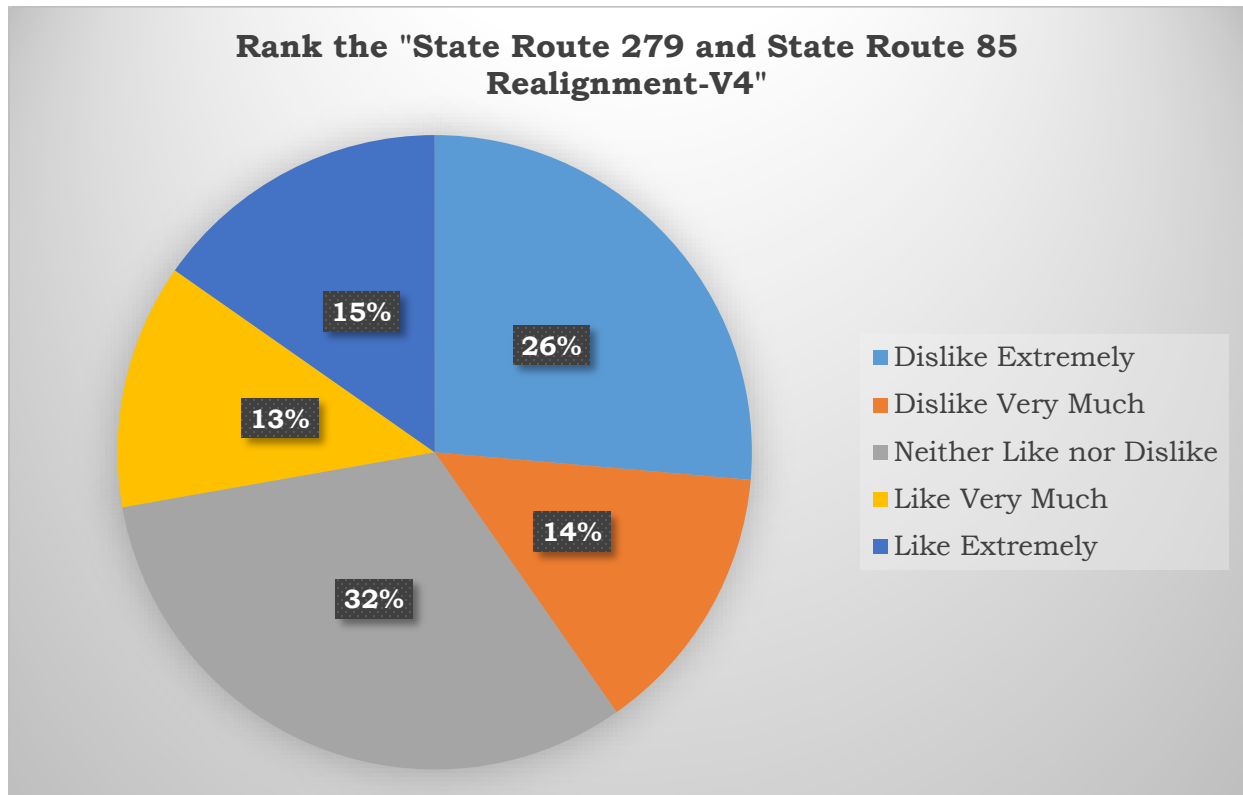
1. Seems like it will dump too many cars on the other neighborhoods off Corinth
2. This is cutting through my street. Absolutely hate this plan.
3. This plan cuts through my neighborhood and reduces the value of my home. Why do this when you have 2 other options that don't take people's homes/
4. Would ruin an entire neighborhood and would be too expensive. You will encounter litigation expenses.
5. Horrible
6. I like it but am not sure it is necessary unless a part of a larger by-pass system.
7. Kenwood Forest is an established neighborhood, with many long term residents of 30-40 years or more. There are many senior citizens in the community whose lives would be greatly disrupted by having to move or find other living arrangements. Also many may not have adequate support or resources to make such a move. The majority of the community planned on this being their forever home and have no plans or desire to relocate. This would be a huge disruption to everyone's lives.

## ONLINE SURVEY COMMENTS – SR 279

There seem to be much better options than having to destroy our wonderful neighborhood. We absolutely would not support any plan to take a major highway through this neighborhood.

## ONLINE SURVEY COMMENTS – SR 279

- **State Route 279 and State Route 85 Realignment- V4**

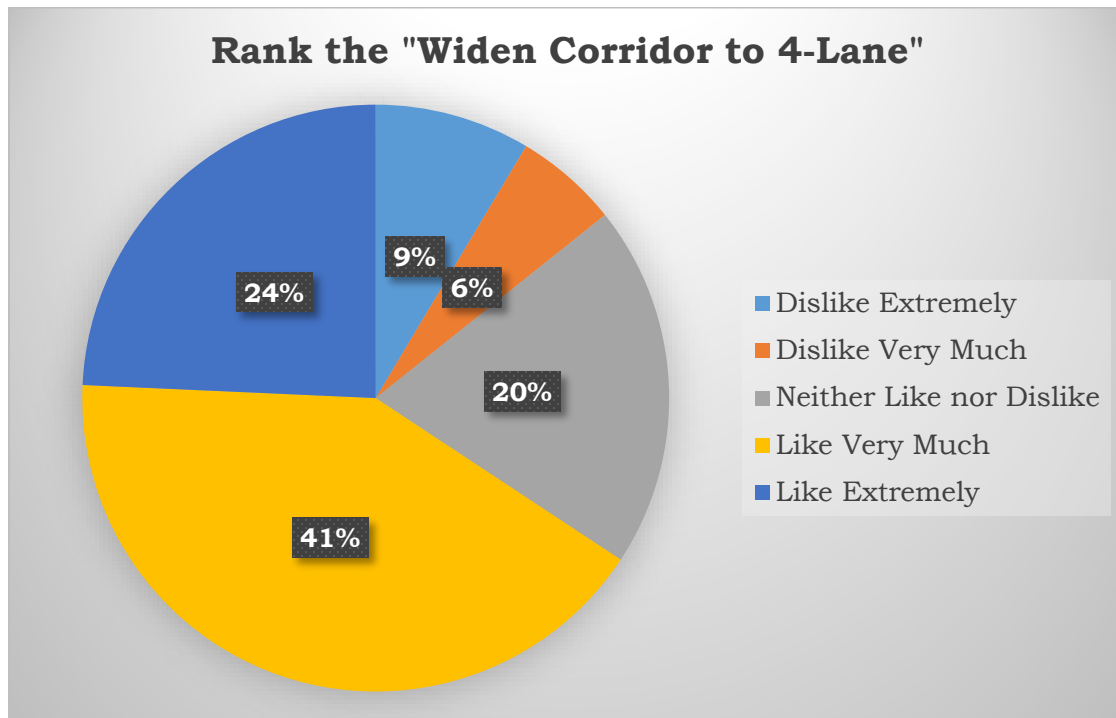


1. tearing up too much land
2. Damn. I thought the last plan was bad. The road is in my yard! Really really absolutely HATE this plan!!
3. This is the worst one yet. It destroys the neighborhood completely. Again, why destroy people's homes when you have two options that don't.
4. Would ruin an entire neighborhood, negatively impact the value of numerous homes and you will face additional expenses due to litigation from those homeowners.
5. Even more horrific than last one! Seriously? Seriously awful.
6. Unless part of a larger by-pass system I don't know if the money is best spent here. But the concept is nice.
7. Kenwood Forest is an established neighborhood, with many long term residents of 30-40 years or more. There are many senior citizens in the community whose lives would be greatly disrupted by having to move or find other living arrangements.

## ONLINE SURVEY COMMENTS – SR 279

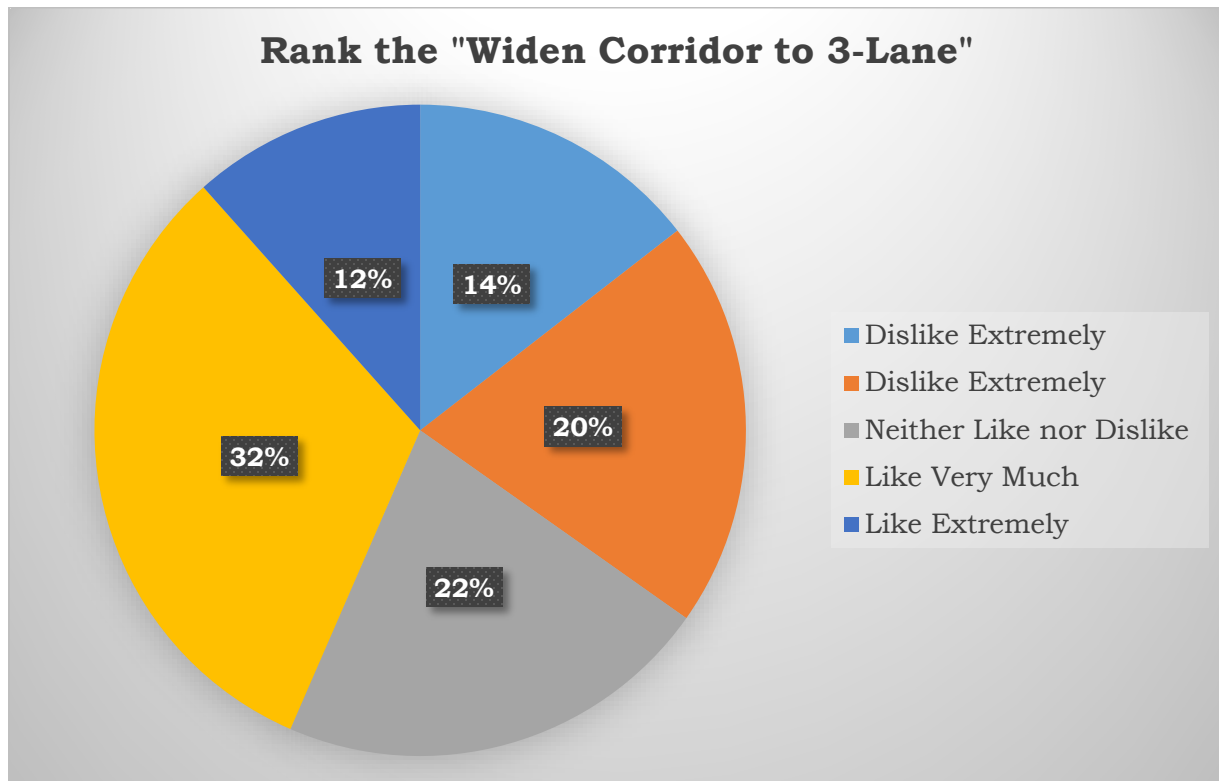
Also many may not have adequate support or resources to make such a move. The majority of the community planned on this being their forever home and have no plans or desire to relocate. This would be a huge disruption to everyone's lives. There seem to be much better options than having to destroy our wonderful neighborhood. We absolutely would not support any plan to take a major highway through this neighborhood.

• **Widen Corridor to 4- Lane**



1. How will the people who live on hwy 279 go north on 279 toward 138 if there is median there? Will the subdivisions like Northridge, Country Lake and Dix Lee On have an access road to get in and out? Now, one can spend 6 mins+ during peak times and now off peak trying to make a left turn to exit their subdivision. to go north on 279 (toward 138)
2. Unless there's an access for subdivisions along Hwy 279 to make left hand turns
3. Traffic flows well on 314 with the divided highway. As long as the median is wide enough for a full size pickup to sit in.
4. Ridiculous.
5. I definitely do not want to encourage that traffic flow!
6. Ruin Fayette County by making it just a pass through for Fulton County residents. Will increase crime and congestion in Fayette County.
7. The four lane enlargement is needed. I strongly oppose the addition of a multi-use pathway.
8. Probably inevitable in my lifetime.
9. Should extend all the way to Georgia Highway 85

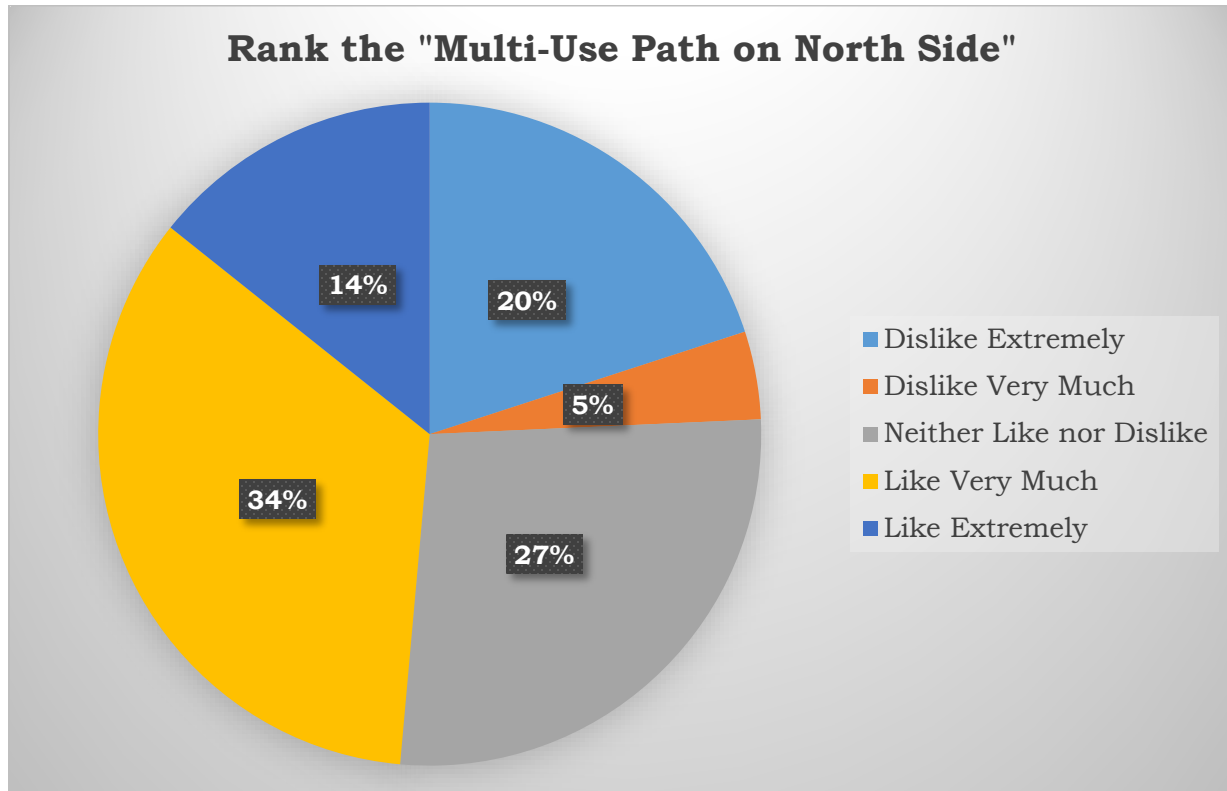
• **Widen Corridor to 3-Lane**



1. People do walk on Hwy 279 but not many I don't see the need for sidewalks but it would make it safer. I would like to see an access lane for the subdivisions to make it easier for people to make left turns to get onto Hwy 279 to go north
2. The middle lane will get abused by impatient drivers and put others at risk.
3. Again ridiculous! Spend my tax dollars elsewhere. Creating walkways adds no value to existing property. In fact, it takes away land ownership.
4. Serves no beneficial purpose to Fayette County or its residents. Crime will increase in volume and significance.
5. A three lane roadway would reduce congestion, however, I strongly oppose a multi-use path.
6. Better than the last one.



• **Multi-Use Path on North Side**



1. Where are the people going that live off Hwy 279? I rather see something to move the cars through
2. Don't see the need for this There's not much pedestrian traffic
3. Vague. Needs a specific location.
4. These pedestrian and bike paths would be unsafe in this area. I would expect many muggings.
5. These would not be used as much due to the number of residence and attraction or shopping in the area
6. We are building out Fayette County to the extent that there are no green areas on 74 or 85 left. We have lost some of the warmth that kept us set apart from neighboring counties. If we create areas such as identified above, I believe this will make our soon to be heavily trafficked congested areas more family friendly.
7. Will increase crime and dangerous activity for Fayette residents.

- **Any additional ideas for improvements along State Route 279**

1. Can something be done to slow down growth of the traffic in the area? It's ever increasing and it's too fast. Can we make a bypass for the people who travel down Hwy 279 from Fulton and Clayton so that the residents of Fayette can get to and leave their homes without putting their life in jeopardy every day?
2. Improve each intersection separately let the traffic stay on state 85 no need to divert a few feet either way not very cost effective
3. Need to put light at old ford road to slow down traffic and allow residents time to get into flow of traffic.
4. Needs to be 4 laned from 138 to Hwy 85.
5. Stop improving access to Fayetteville from Riverdale!
6. There needs to be more communication between Fulton& Clayton countries to implement more traffic controls around Fayette Co. There needs to be a traffic light on Westbridge and Hwy 138 It would be nice to have a access road for the subdivisions along 279 so they can get in & out easier
7. Use existing intersections and a flyover bridge in between to directly connect 279 and Corinth. SOUTH of Kenwood Forest subdivision.
8. We just need law enforcement presence in northern Fayette County to deal with what is now going on in North Fayette... The addition of Kenwood Park is one thing that has increased unwanted activity in this area. To spend tax payer money to provide easier highway access to that park will have a negative effect on our already challenged area. North Fayette used to be THE desired area to live in Fayette County. No longer is this true and land values reflect this fact. Look what has happened in PTC at intersection of Hwy 54 and Hwy 74. What a mess it is!

# APPENDIX I

## State Route 279

### Concept Scoring Worksheets

Safety Score Background Analysis

State Route 279

Intersection Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value	Crash Costs <sup>1</sup>	EPDO Score <sup>2</sup>	Daily Entering Volume <sup>3</sup>	Crash Rate <sup>4</sup>	Crash Rate Score <sup>5</sup>	
at Old Ford Road/North Dr	15	0	0	0	4	11	0	151	\$ 4,122,300	4.7	17,209	0.48	1.4	6.1
at SR 314	99	0	1	3	31	64	0	1289	\$ 35,189,700	10.0	27,091	2.00	6.1	16.1
at Helmer Road	31	0	0	0	2	29	0	99	\$ 2,702,700	4.3	11,587	1.47	4.4	8.8
at Kenwood Road	25	0	3	2	6	14	0	399	\$ 10,892,700	6.3	11,827	1.16	3.5	9.8
at Old Road	3	0	0	0	0	3	0	3	\$ 81,900	3.7	10,960	0.15	0.5	4.2
at SR 85	110	0	1	6	26	77	1	1232	\$ 33,633,600	10.0	33,774	1.78	5.4	15.4
SR 85 at Old Road	3	0	0	0	0	3	0	3	\$ 81,900	3.7	33,302	0.05	0.2	3.9
SR 85 at Corinth Road	122	0	0	4	30	88	0	1278	\$ 34,889,400	10.0	32,077	2.08	6.3	16.3
SR 85 at Carnes Drive	12	0	0	0	3	9	0	114	\$ 3,112,200	4.4	n/a	n/a	n/a	0.0

Road Segment Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Length of Segment	Crashes/ mile/yr	Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value per Mile	Crash Costs <sup>1</sup>	EPDO Score <sup>2</sup>	Annual Daily Traffic (2-Way) <sup>3</sup>	Crash Rate <sup>6</sup>	Crash Rate Score <sup>5,7</sup>			
State Route 279 Corridor	232	1	5	13	56	157	2	821	\$ 84,093,100.00	6.1	10,987	3.09	9.3	3.75	12.4	15.4
SR 279 from SR 138 to SR 314	150	0	1	7	47	95	2	1148	\$ 55,146,000.00	7.8	16,332	2.86	8.6	1.76	17.0	16.4
SR 279 from SR 314 to SR 85	82	1	4	6	9	62	0	533	\$ 28,947,100.00	4.6	5,642	4.00	10.0	1.99	8.2	14.6
State Route 85 (SR 279 to Carnes Dr)	251	1	1	10	57	182	3	4746	\$ 79,042,600.00	10.0	31,897	7.07	10.0	0.61	82.3	20.0

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score <sup>7</sup>	Crash Costs Analysis			Notes
			Annual Crash Cost (2014-2018)	Potential Annual Crash Cost Savings	Crash Cost Savings over 20-Yr Design Life <sup>8</sup>	
Install Roundabout at Kenwood Road	71%	7.1	\$ 2,178,540	\$ 1,546,763	\$ 16,386,411	
Install Turn Lanes at Kenwood Road + Remove School Street Access	44%	4.4	\$ 2,178,540	\$ 958,558	\$ 10,154,959	
SR 279 And SR 85 Realignment - Version 1	45%	4.5	\$ 14,359,800	\$ 6,461,910	\$ 68,457,475	
SR 279 And SR 85 Realignment - Version 2	45%	4.5	\$ 14,359,800	\$ 6,461,910	\$ 68,457,475	
SR 279 And SR 85 Realignment - Version 3	45%	4.5	\$ 14,359,800	\$ 6,461,910	\$ 68,457,475	
SR 279 And SR 85 Realignment - Version 4	45%	4.5	\$ 14,359,800	\$ 6,461,910	\$ 68,457,475	
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	66%	6.6	\$ 16,818,620	\$ 11,100,289	\$ 117,596,464	
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	20%	2.0	\$ 16,818,620	\$ 3,414,180	\$ 36,169,821	

Overall Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Install Roundabout at Kenwood Road	9.8	7.1	16.9
Install Turn Lanes at Kenwood Road + Remove School Street Access	9.8	4.4	14.2
SR 279 And SR 85 Realignment - Version 1	20.0	4.5	24.5
SR 279 And SR 85 Realignment - Version 2	20.0	4.5	24.5
SR 279 And SR 85 Realignment - Version 3	20.0	4.5	24.5
SR 279 And SR 85 Realignment - Version 4	20.0	4.5	24.5
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	16.4	6.6	23.0
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	16.4	2.0	18.5

Notes

1. Fatal, Injury and PDO Crash Costs are based on GDOT's Highway Safety Improvement Program Report (2016).

2. EPDO Score is normalized relative to max EPDO for 4 Fayette Corridor Studies.

3. Daily entering volumes pulled from ARC 2015 Travel Demand Model.

4. Crashes per million entering vehicles.

5. Crash Rate Score is normalized relative to 2016 statewide average crash rate of 3.31 crashes per million vehicle miles traveled (VMT).

6. Crashes per million vehicle miles.

7. If crash rate exceeds statewide average, crash severity score defaults to 10.

8. Safety Improved Score is normalized CRFs with 100% being max crash reduction.

9. Assumes 7% Rate over 20 years.

Traffic Operations Score Background Analysis

State Route 279

2040 Build vs No Build Delay Analysis

Project Name	2040 No Build LOS		2040 Build LOS		Delay Difference <sup>1,2</sup>		Traffic Ops Score <sup>3</sup>
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Install Roundabout at Kenwood Road	C (24.8 s)   C (16.7 s)	F (85.0 s)   F (51.4 s)	A (8.8 s)	B (10.5 s)	12.0	57.7	10.0
Install Turn Lanes at Kenwood Road + Remove School Street Access	C (24.8 s)   C (16.7 s)	F (85.0 s)   F (51.4 s)	C (16.4 s)   C (16.3 s)	E (35.3 s)   E (46.8 s)	4.4	27.2	8.0
SR 279 And SR 85 Realignment - Version 1 <sup>7</sup>	338	461	255	377	83.0	84.0	12.0
SR 279 And SR 85 Realignment - Version 2 <sup>7</sup>	338	461	255	377	83.0	84.0	12.0
SR 279 And SR 85 Realignment - Version 3 <sup>7</sup>	338	461	255	377	83.0	84.0	12.0
SR 279 And SR 85 Realignment - Version 4 <sup>7</sup>	338	461	255	377	83.0	84.0	12.0
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	D (v/c - 0.40)	F (v/c - 1.33)	B (v/c - 0.28)	B (v/c - 0.30)	0.12	1.03	20.0
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	D (v/c - 0.40)	F (v/c - 1.33)	D (v/c - 0.40)	F (v/c - 1.33)	0.00	0.00	0.0

Traffic Operations Score Legend

Delay Difference	Capacity Difference	Ranking
> 300 s	< 1.00	10
240 s - 299 s	0.80 - 0.99	9
180 s - 239 s	0.70 - 0.79	8
120 s - 179 s	0.60 - 0.69	7
50 s - 119 s	0.50 - 0.59	6
30 s - 49 s	0.40 - 0.49	5
20 s - 29 s	0.30 - 0.39	4
10 s - 19 s	0.20 - 0.29	3
5 s - 9 s	0.10 - 0.19	2
1 s - 4 s	0.00 - 0.09	1
< 0 s	< 0.00	0

2040 Build vs No Build Travel Time Analysis

Project Name	Total Travel Time				Travel Time Difference		Annualized Vehicle Hours		Annual Delay Cost Savings <sup>5</sup>	Delay Savings over Design Life <sup>6</sup>
	2040 No Build		2040 Build				2040 No Build (hrs) <sup>4</sup>	2040 Build (hrs) <sup>4</sup>		
	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)				
Install Roundabout at Kenwood Road	17	28	15	22	2	6	56,250	53,750	\$ 43,210.00	\$ 457,766.74
Install Turn Lanes at Kenwood Road + Remove School Street Access	17	28	16	25	1	3	56,250	55,000	\$ -	\$ -
SR 279 And SR 85 Realignment - Version 1	105	173	45	89	60	84	347,500	272,500	\$ 1,296,300.00	\$ 13,733,002.20
SR 279 And SR 85 Realignment - Version 2	105	173	45	89	60	84	347,500	272,500	\$ 1,296,300.00	\$ 13,733,002.20
SR 279 And SR 85 Realignment - Version 3	105	173	45	89	60	84	347,500	272,500	\$ -	\$ -
SR 279 And SR 85 Realignment - Version 4	105	173	45	89	60	84	347,500	272,500	\$ -	\$ -
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	74	131	66	121	8	10	256,250	246,250	\$ 172,840.00	\$ 1,831,066.96
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	74	131	73	130	1	1	256,250	255,000	\$ 21,605.00	\$ 228,883.37

**Notes**

1. If LOS (delay) not available, average % delay reduction for treatment shown.

2. Max delay between AM and PM peak used to ranking Traffic Operartions.

2. Traffic Score is based on normalized delay based on Traffic Operations Score Legend relative to max score for Traffic category.

4. Calculations based on GDOT Benefit-Cost Equations.

5. Assuming 6% Truck Traffic.

6. Assumes 7% Rate over 20 years.

7. Delay shown is average for vehicle for entire realignment network.



## Environmental Score Background Analysis

### State Route 279

Project Name	Resources Present <sup>1</sup>	Ranking	Environmental Impact Score <sup>2</sup>
Install Roundabout at Kenwood Road	5	3	3.0
Install Turn Lanes at Kenwood Road + Remove School Street Access	5	3	3.0
SR 279 And SR 85 Realignment - Version 1	7	1	1.0
SR 279 And SR 85 Realignment - Version 2	7	1	1.0
SR 279 And SR 85 Realignment - Version 3	7	1	1.0
SR 279 And SR 85 Realignment - Version 4	7	1	1.0
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	3	4	4.0
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	3	4	4.0

### Environmental Impact Legend

Resources Impact	Number	Ranking
Negligible	0 Impacts	5
Minor	1 to 4 Impact	4
Moderate	5 to 9 Impact	3
Major	10 to 15 Impacts	2
Significant	16+ Impacts <i>Presence of USTs or Cemetery</i>	1

#### Notes

1. Environmental Resources present based on number environmental resources within 1/4 mile radius of project.
2. Environmental Impact Score is normalized based on Environmental Impact Legend relative to max score for Environmental category.

Right-of-Way Score Background Analysis

State Route 279

Project Name	Parcel Type			Right-of-Way Impacts <sup>1</sup>	Ranking	R/W Impact Score <sup>2</sup>
	Undeveloped Parcels	Developed (Residential)	Developed (Commercial)			
Install Roundabout at Kenwood Road	1	2	0	5	3	9.0
Install Turn Lanes at Kenwood Road + Remove School Street Access	0	2	0	4	4	12.0
SR 279 And SR 85 Realignment - Version 1	9	17	9	88	1	3.0
SR 279 And SR 85 Realignment - Version 2	7	16	1	44	1	3.0
SR 279 And SR 85 Realignment - Version 3	5	16	3	52	1	3.0
SR 279 And SR 85 Realignment - Version 4	2	14	9	75	1	3.0
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	2	53	2	118	1	3.0
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	2	53	2	118	1	3.0

Right-of-Way Legend

R/W Impact by Parcel Type
(1) Undeveloped Parcel = 1 Impact
(1) Developed Residential Parcel = 2 Impacts
(1) Developed Commercial Parcel - 5 Impacts

Right-of-Way Impact	Number	Ranking
Neglible	0 Impacts	5
Minor	1 to 5 Impact	4
Moderate	6 to 19 Impact	3
Major	20 to 99 Impacts or <b>Impacts Railroad Xing</b>	2
Significant	100 to 149 Impacts	1
Monumental	> 150 Impacts	0

**Notes**  
1. Right-of-Way Impacts based on number of parcels encroached upon.  
2. Right-of-Way Impact Score is normalized based on Right-of-Way Impact Legend relative to max score for Right-of-Way Category.

Project Costs Score Background Analysis

State Route 279

Project Name	Project Construction Cost Estimate	Relative Project Cost Score <sup>1</sup>	Benefit-to-Cost Analysis					Overall Project Cost Score
			Crash Costs Savings over Design Life	Delay Savings over Design Life	Total Benefits	B/C Ratio	Relative B/C Score <sup>2</sup>	
Install Roundabout at Kenwood Road	\$ 1,650,000.00	12.0	\$ 16,386,411	\$ 457,767	\$ 16,844,178	10.2	4.0	16.0
Install Turn Lanes at Kenwood Road + Remove School Street Access	\$ 125,000.00	15.0	\$ 10,154,959	\$ -	\$ 10,154,959	81.2	5.0	20.0
SR 279 And SR 85 Realignment - Version 1	\$ 2,350,000.00	9.0	\$ 68,457,475	\$ 13,733,002	\$ 82,190,477	35.0	5.0	14.0
SR 279 And SR 85 Realignment - Version 2	\$ 2,350,000.00	9.0	\$ 68,457,475	\$ 13,733,002	\$ 82,190,477	35.0	5.0	14.0
SR 279 And SR 85 Realignment - Version 3	\$ 1,850,000.00	12.0	\$ 68,457,475	\$ -	\$ 68,457,475	37.0	5.0	17.0
SR 279 And SR 85 Realignment - Version 4	\$ 2,050,000.00	9.0	\$ 68,457,475	\$ -	\$ 68,457,475	33.4	5.0	14.0
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	\$ 4,600,000.00	9.0	\$ 117,596,464	\$ 1,831,067	\$ 119,427,531	26.0	5.0	14.0
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	\$ 3,500,000.00	9.0	\$ 36,169,821	\$ 228,883	\$ 36,398,705	10.4	4.0	13.0

Project Cost Score Legend

Project Cost	Ranking
\$0 to \$999,999	10
\$1,000,000 to \$1,999,999	8
\$2,000,001 to \$4,999,999	6
\$5,000,000 to \$9,999,999	4
\$10,000,000 to \$24,999,999	2
> \$25,000,000	0

B/C Score Legend

B/C Ratio	Ranking
> 20.00	5
10.00 to 19.99	4
5.00 to 9.99	3
3.00 to 4.99	2
1.01 to 2.99	1
< 1	0

Notes

1. Relative Project Cost Score based on Project Cost Score Legend relative to 66% max score for Project Cost category.
2. Relative B/C Score based on B/C Score Legend relative to 33% max score for Project Cost category.



Public Support Score Background Analysis

State Route 279

Project Name	PIOH 2 Comment Form - Phase II Score 1	Online Survey - Phase II Score 2	Typical Comments/Major Takeaways	Public Support Score
Lower 55 Mph Speed Limit On SR 279	5.51	4.5		10.0
Install Roundabout at Kenwood Road	4.19	4.935	<ul style="list-style-type: none"><li>• Too much traffic to function well</li><li>• Slow speeds approaching Kenwood Road</li></ul>	9.1
Install Turn Lanes at Kenwood Road + Remove School Street Access	4.25	4.605		8.9
SR 279 And SR 85 Realignment - Version 1	6.50	4.995	<ul style="list-style-type: none"><li>• Best option to avoid disrupting neighborhoods</li><li>• TC likes Versions 1 and 2 of realignment</li></ul>	11.5
SR 279 And SR 85 Realignment - Version 2	3.00	4.815	<ul style="list-style-type: none"><li>• TC likes Versions 1 and 2 of realignment</li></ul>	7.8
SR 279 And SR 85 Realignment - Version 3	2.25	4.005	<ul style="list-style-type: none"><li>• Would ruin entire community</li></ul>	6.3
SR 279 And SR 85 Realignment - Version 4	1.50	4.14	<ul style="list-style-type: none"><li>• Tearing through too much land</li></ul>	5.6
Widen Corridor from SR 138 To SR 314 (4 Lane Median Divided + Multi-Use Path & Sidewalk)	5.07	5.505	<ul style="list-style-type: none"><li>• Northridge, Country Lake and Dix Lee On driveways need full median breaks<ul style="list-style-type: none"><li>• Oppose MUP</li></ul></li><li>• Needs to be 4 lanes from SR 138 to SR 85</li></ul>	10.6
Widen Corridor from SR 138 To SR 314 (3 Lane + Multi-Use Path & Sidewalk)	5.18	4.59	<ul style="list-style-type: none"><li>• Oppose MUP</li></ul>	9.8
Multi-Use Path On North Side of Road	4.94	4.785	<ul style="list-style-type: none"><li>• Path will make neighborhood more family friendly</li></ul>	9.7

Other Comment/Project Ideas
Westbridge Road needs to be included, is a major backup, esp at Highway 138
Warning light signage at LaFayette Drive
Left turn lane at Imperial Way

Notes

1. Comment Forms Score is normalized (max 5 pts) relative to max ranking of projects 5.
2. Online Survey Score is normalized (max 5 pts) relative to max ranking of projects 5.