



TYRONE ROAD – PALMETTO ROAD APPENDICES



TYRONE ROAD – PALMETTO ROAD APPENDICES

Table of Contents

- A. Stakeholder Committee 1 Meeting Summary**
- B. Stakeholder Committee 2 Meeting Summary**
- C. Road Safety Audit Summary**
- D. PIOH 1 Flyers and Meeting Materials**
- E. PIOH 1 Summary**
- F. PIOH 2 Flyers and Meeting Materials**
- G. PIOH 2 Summary**
- H. Online Survey Summary**
- I. Tyrone Road – Palmetto Road Concept Scoring**

Worksheets

APPENDIX A

Stakeholder Committee 1 Meeting Summary

SANDY CREEK ROAD & TYRONE RD-PALMETTO RD CORRIDOR STUDY

STAKEHOLDER COMMITTEE MEETING NOTES

Tuesday, February 5, 2019

SUMMARY

The first of three stakeholder meetings was held at the Fayette County Library. Of the 27 members invited to participate, 18 attended. Represented in attendance were Fayette County, Town of Tyrone, City of Fayetteville, Georgia Department of Transportation, Non – Profit, Media, Institutions and Faith Groups. 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 both corridors, the same 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

- Simplify technical terms (i.e. major vs minor arterials)
- Crash Data
 - i. Crashes for more detailed analysis (particularly non-motor vehicle crashes)
 - ii. High School drivers uses both corridors; increases inexperienced driver factors

- iii. Conduct comparative analysis of Sandy Creek Rd at SR 74 before and after RCUT installation
 - iv. Conduct comparative analysis of Sandy Creek Rd at Veterans Parkway before and after roundabout installation
- Sandy Creek Rd is a primary corridor for emergency vehicles to/from hospital
 - Perception is Sandy Creek Road does not support the existing speed limit.
 - For proposed improvements, should consider what can be done within the existing right of way.
 - Focus on high crash locations and opportunities to implement traffic calming.
 - Given new development (i.e. Pinewood Studios, Pinewood Forest) desire for walkability
 - For Tyrone Rd-Palmetto Rd, coordination with Coweta County (Collinsworth Rd) would be beneficial
 - Need for bike/ped improvements on Tyrone Rd-Palmetto Rd
 - A number of rezonings are occurring on Dogwood Trail off Tyrone Road
 - Fayette Chamber, Cities' Facebook Groups, etc. are a great avenue to get word out about Public Meeting and survey
 - To be considerate of commuting to general public meeting at the library, suggest open house for Tyrone residents.

SANDY CREEK ROAD CORRIDOR STUDY
MATRIX OF COMMENTS RECEIVED DURING 1ST STAKEHOLDER COMMITTEE MEETING
Tuesday, February 5, 2019

SAFETY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Gen Discussion	Police not enforcing truck ban & speed limits	1
Gen Discussion	Intersection at Eastin Road is dangerous	1
Gen Discussion	Sandy Creek Road does not support the existing speed limit.	1
TOTAL		3

ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#233)	Roadway geometry and sight distance all along the corridor	1
Comment Form	Geometric features to reduce speeding without compromising capacity	1
TOTAL		2

CONGESTION & DELAY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#337)	Traffic congestion at Ellison Rd	1
TOTAL		1

BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#289)	Multi - use path connection between Pinewood offices crossing road to studio	1
Sticker (#290)	Road width & shoulder condition for bicycles traveling local bike route with passing vehicles. No bike lanes or multi - use path	1
Sticker (#291/78)	Tyrone, Fayetteville & Fayette County have expanded multi - use path system. Synergy and connection with new proposed paths is essential	1
Sticker (#292/79)	Need development policies to require impact construction of bike/ped infrastructure with right-of-ways	1
Gen Discussion	Strong desire for walkability	1
TOTAL		5

ECONOMIC DEVELOPMENT		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
TOTAL		0

OTHER COMMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Comment Form	Preserve residential integrity and adapt to growth	2
Comment Form	There is an absence of "neighborhood" along the corridor; need to connect "neighborhoods"	1
TOTAL		3

TYRONE ROAD-PALMETTO ROAD CORRIDOR STUDY
MATRIX OF COMMENTS RECEIVED DURING 1ST STAKEHOLDER COMMITTEE MEETING
Tuesday, February 5, 2019

SAFETY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#151)	Roailroad crossing & Senoia Road crossing	1
TOTAL		1

ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#76)	complete street, expanding path and sidewalk, network witout safe crossing infrastructure	1
Sticker (#29)	Traffic circle needed at Senoia Rd here to handle peak load safely	1
Sticker (#53)	Flat Creek and Tyrone needs a roundabout	1
Sticker (#54)	Arrowood, Spencer and Palmetto will be receiving a roundabout	1
Sticker (#52)	Pave Trickum Creek Road,	1
Comment Form	Geometric features to reduce speeding without compromising capacity	1
TOTAL		6

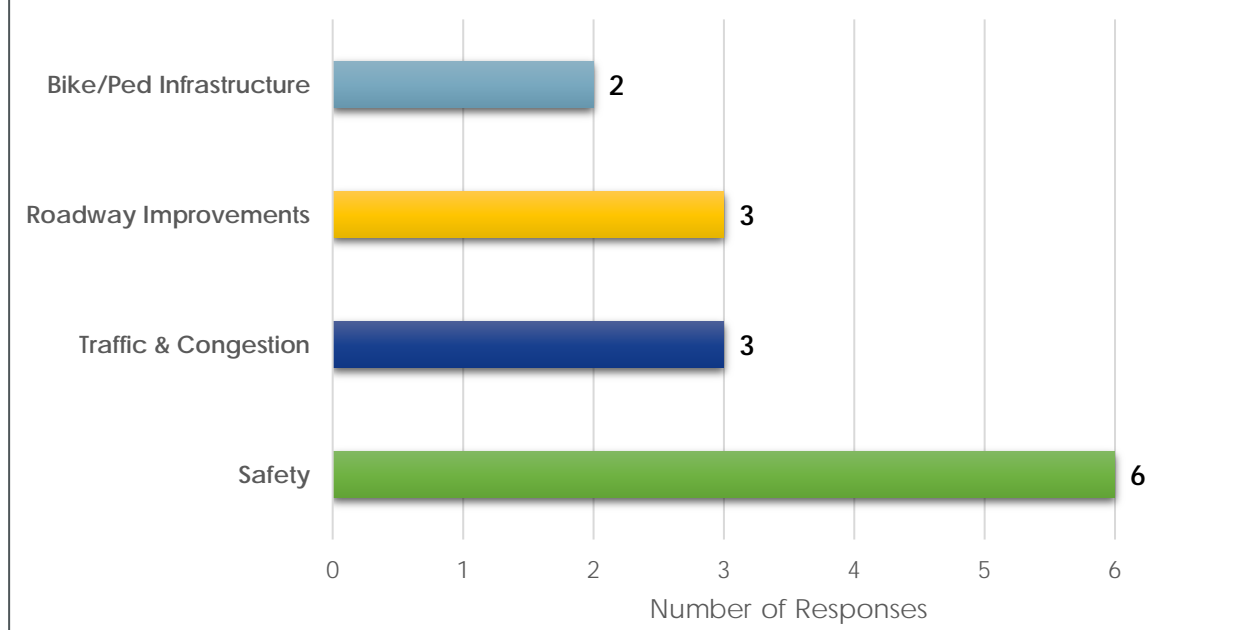
CONGESTION & DELAY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#104)	Difficult to go straight through at Ellison Road and Tyrone Road	1
Gen Discussion	Heavy traffic at Ellison Road	1
Gen Discussion	Heavy traffic at Dogwood Trail	1
TOTAL		3

BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#75)	Designated state bike route, no signs or bike crossing signs at intersections, 3 ft law passing	1
Sticker (#77)	road width & shoulder condition for bicycles traveling local bike route with passing vehicles. No bike lanes or multi - use path	1
Sticker (#78)/Gen Discussion	Tyrone, Fayetteville & Fayette County have expanded multi - use path system. Synergy and connection with new proposed paths is essential	2
Sticker (#79)	need development policies to require impact construction of bike/ped infrastructure with right-of-ways	1
Gen Discussion	Connection from residential areas to commercial node	1
Comment Form	There is an absence of "neighborhood" along the corridor; need to connect "neighborhoods"	1
TOTAL		7

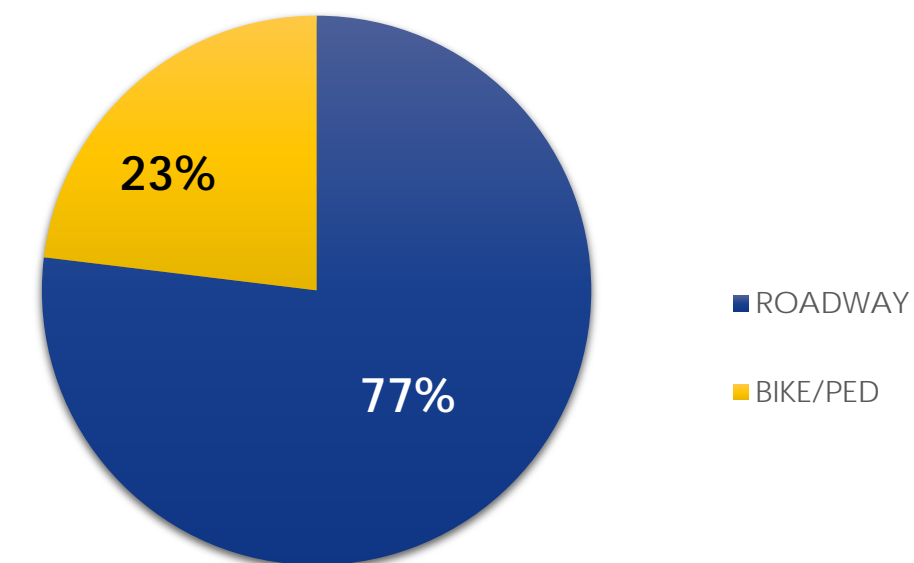
ECONOMIC DEVELOPMENT		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Gen Discussion	A number of rezoning are occuring on Dogwood Trail	1
TOTAL		1

OTHER COMMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#207)	Lighting is needed along corridor,	1
Comment Form	Preserve residential integrity and adapt to growth	1
TOTAL		2

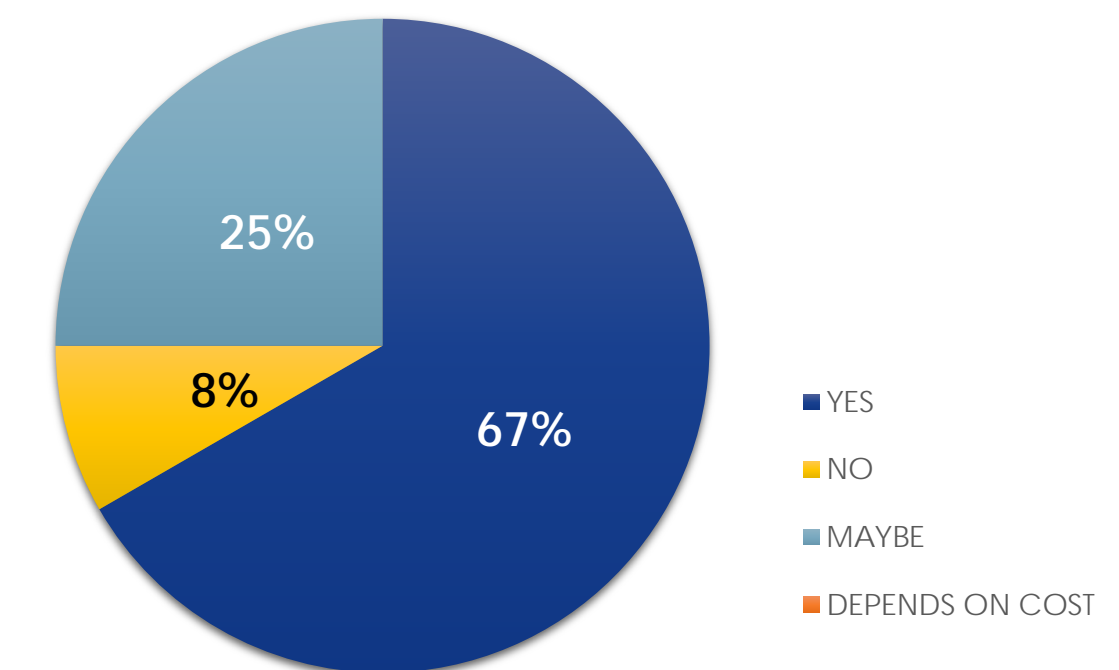
What according to you is the most critical challenge faced by the corridor?



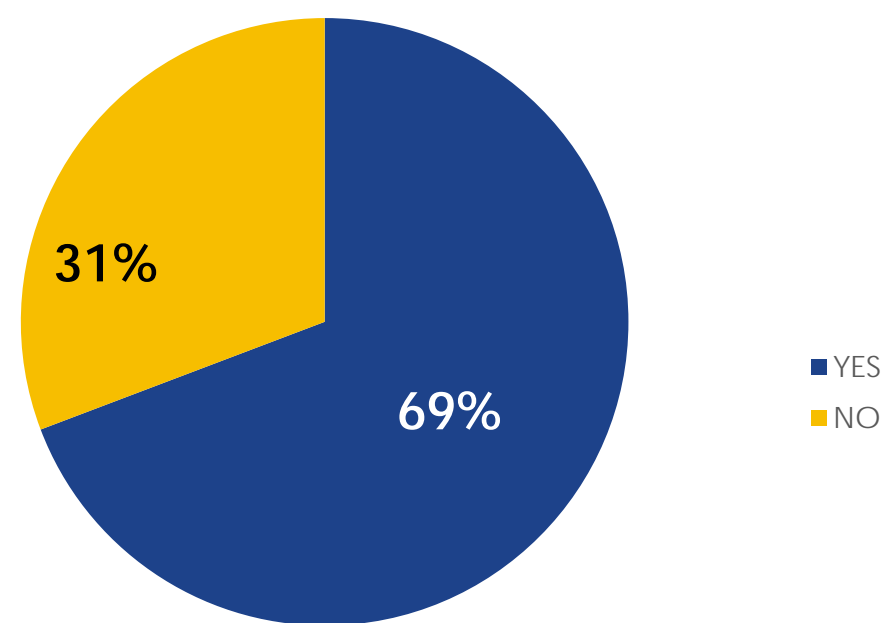
Should more emphasis be put on roadway improvements or bike/pedestrian infrastructure projects?



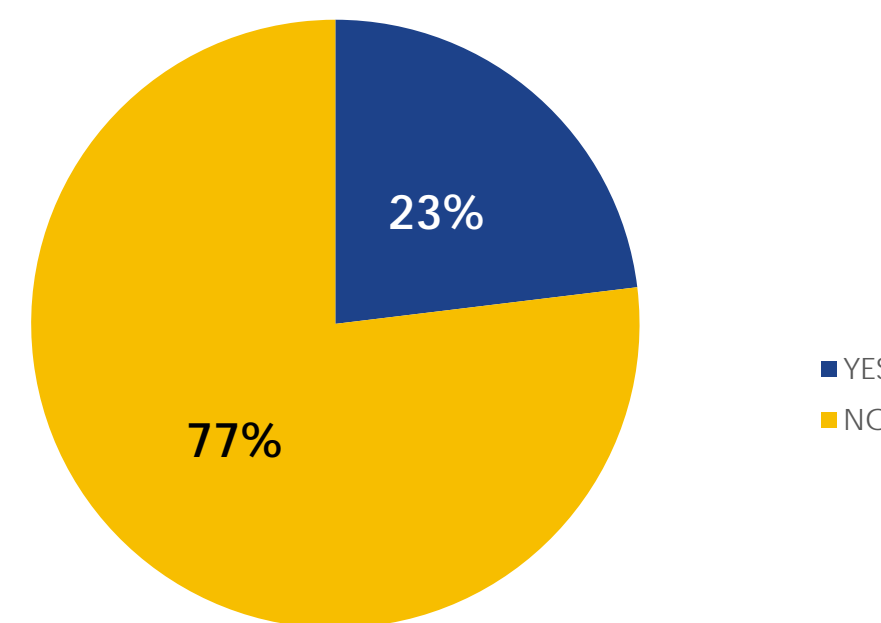
Would you consider widening the corridor?



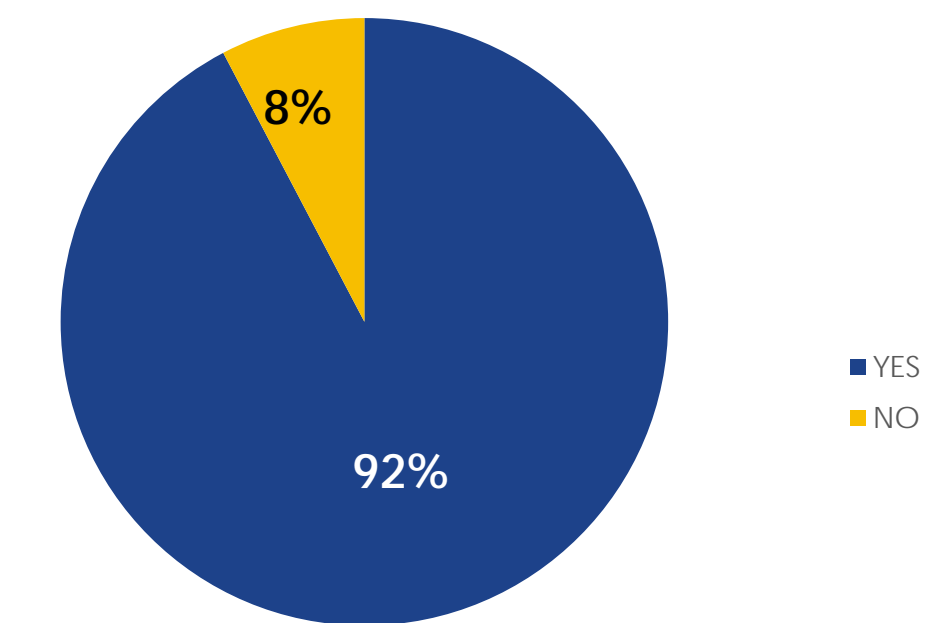
Are you comfortable with private property being purchased for sidewalks/multi-use paths?



Would you consider making the corridor a median divided roadway?



Would another SPLOST be favorable to fund the improvements?



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



Word Cloud - Response & Frequency	
narrow	8
congestion	6
winding	5
speeding	4
dangerous	3
residential	3
unsafe intersections	3
turn lanes	2
trucks	1
dark	1

WHAT WOULD YOU WANT THE CORRIDOR TO BE?



Word Cloud - Response & Frequency	
safe	7
free flowing	6
bike-ped paths	5
four lanes	5
roadway improvements	4
complete street	3
sidewalks	3
landscaping	2
accessible	1
growth	1
lighting	1

APPENDIX B

Stakeholder Committee 2 Meeting Summary

TYRONE ROAD – PALMETTO ROAD

Summary of Comments





The second stakeholder committee meeting for the Tyrone Road – Palmetto Road 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 Tyrone Road – Palmetto Road SWOT is shown below.

SWOT Analysis – Tyrone Road : Palmetto Road

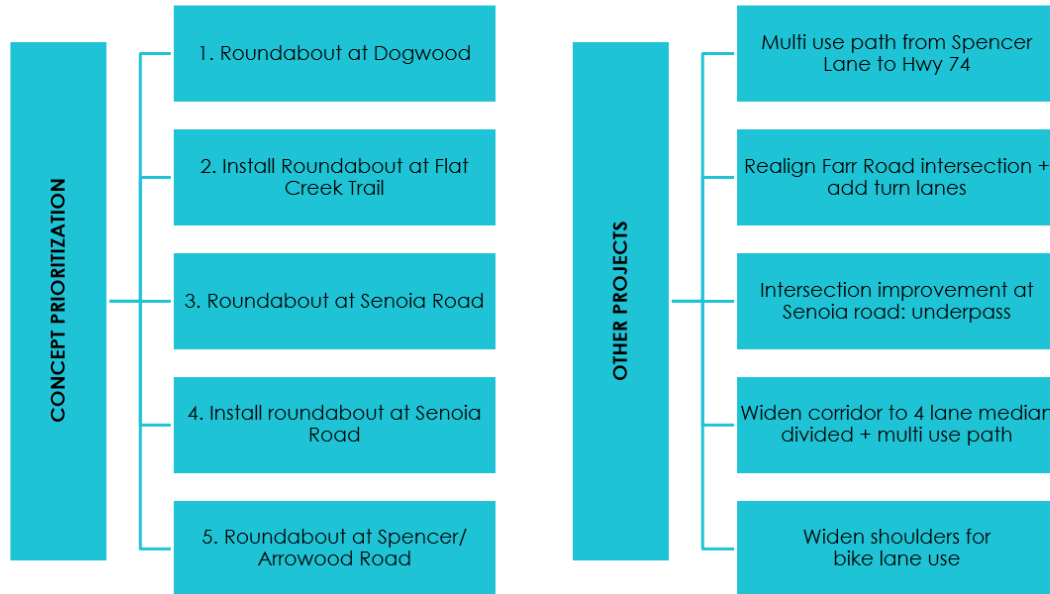
- Stakeholder Committee Meeting Comments

Strengths		Weaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	• Nice rural road	• Congestion within intersections during peak traffic	 WHERE DO WE NEED TO IMPROVE?
	• Good Connectivity & Capacity	• Truck traffic	
	• Relatively Good Flow Throughout Most Of The Corridor		
	• Low Intensity Land Use		
Opportunities		Trepidations	
 WHAT ARE OUR GOALS?	• Further opportunity and connectivity in the future	• Minimal Right of Way	 WHAT CHALLENGES WILL WE FACE?
	• Connectivity to the interstate	• Railroad	
		• Pressure for development (public pushback)	

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 – Tyrone Road : Palmetto Road

- 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 – Tyrone Road : Palmetto Road

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Other: Roundabout at Dogwood, Roundabout at Senoia Road, and Roundabout at Spencer/ Arrowood Road	\$1.9 Million
2.	Install Roundabout At Flat Creek Trail	\$600,000
3.	Roundabout At Ellison Road	\$500,000
4.	Multi-Use Path From Spencer To Hwy 74	\$400,000
5.	Intersection Improvement At Senoia Rd: Underpass	\$300,000
6.	Widen Corridor: 4 Lane Median Divided	\$100,000
7.	Realign Farr Rd Intersection & Turn Lanes	\$100,000
8.	Intersection Improvements At SR 54	\$100,000

APPENDIX C

Road Safety Audit Summary

Summary of Road Safety Audit

Tyrone Road – Palmetto Road

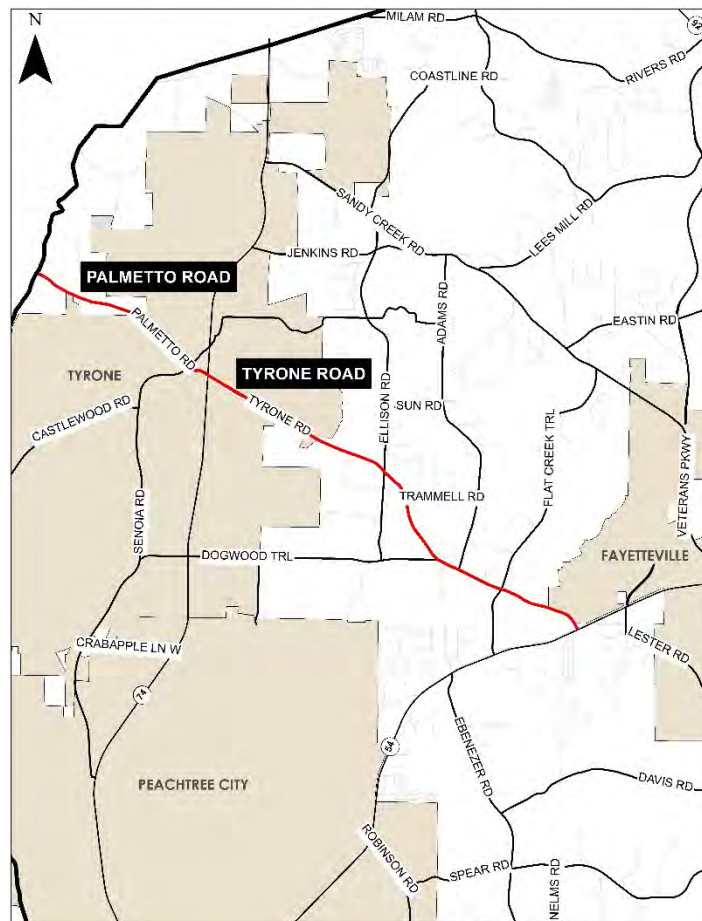
Date: Thursday, April 11, 2019

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 Tyrone Road – Palmetto Road from Fayette-Coweta county line to SR 54. 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 observe 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): East of County Line Road

Observations/Safety Issues:

Limited to no shoulder along stretch of road. Vegetation and trees within clear zone. Right of way along stretch needs to be reclaimed. A number of accidents involving deer in this section of roadway.

Location(s): @ Briarwood Road

Observations/Safety Issues:

Sight distance challenges looking east and west do to vertical and horizontal curves.

Location(s): @ Lincoln Road

Observations/Safety Issues:

Extremely limited sight distance looking west. No culvert present on northwest corner.

Location(s): @ Trickum Creek Road

Observations/Safety Issues:

The fence being installed on the NW corner appears to within right-of-way and is affecting sight distance. There is also a vertical embankment at shoulder.

Location(s): @ Point View Court

Observations/Safety Issues:

Trees obstructing sight distance looking west. Horizontal and vertical curve in both directions affect sight distance as well.

Location(s): @ Spencer Road/Allenwood Road

Observations/Safety Issues:

Roundabout currently under design by the Town of Tyrone. Will design of roundabout accommodate trucks (i.e. WB67)? Lack of cross drain on Palmetto Road.

Location(s): @ Senoia Road

Observations/Safety Issues:

Intersection's proximity to railroad crossing presents safety concern. Traffic backs up over train track. Intersection improvement at intersection would be a good candidate for federal aid. Shell gas station sign obstructs sight distance looking south on sight distance.

Location(s): @ SR 74/Joel Cowan Parkway

Observations/Safety Issues:

Westbound left turn phase timing gaps out while vehicles are still in queue. Pedestrian ramps on NE corner are not connected. Striping on SR 74 approaches is faded and no raised pavement markers.

Location(s): @ Farr Road

Observations/Safety Issues:

Farr Road intersects Tyrone Road at a skewed angle. Vegetation on SW corner is overgrown. Farr Road approach radius accommodates two vehicles turning even though single lane.

Location(s): @ Julie Road

Observations/Safety Issues:

Stones in shoulder could present safety hazard.

Location(s): near Flat Creek

Observations/Safety Issues:

Guardrail near creek to improve safety.

Location(s): @ Scott Boulevard

Observations/Safety Issues:

Vegetation is overgrown at intersection.

Location(s): @ Ellison Road

Observations/Safety Issues:

Ellison Road intersects at a skew angle. Vegetation needs trimming at the intersection, and fallen tree is leaning on telephone line. Ditch needs to be redefined. Horizontal curve east of intersection.

Location(s): @ Flat Creek Trail

Observations/Safety Issues:

Significant queues at intersection during peak periods. Traffic control improvements needed.

Location(s): @ SR 54

Observations/Safety Issues:

Pedestrian countdown timers are not working properly on some approaches. Southbound vehicles turning right on Tyrone Road cannot see pedestrian waiting to cross. Southbound trucks turning onto Tyrone Road encroach on eastbound approach.

Overall Takeaways

- There was a steady flow of traffic along Tyrone Road-Palmetto Road, specifically truck traffic.
- Limited shoulder present along certain stretches safety issues for drivers.
- Overgrown vegetation along the corridor limits sight distance at certain of intersections.
- Significant number of off-roadway crashes.

Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along Tyrone Rd-Palmetto Rd	Low	Short-Term	Low
Intersection Improvement at Flat Creek Trail	Moderate	Intermediate	High
Intersection Improvement at Senoia Road	Low	Intermediate	Low
Upgrade signal, signing and marking improvements at SR 74			
Widen to 4-lane median divided from SR 138 to SR 314	High	Long Term	High

Legend

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

APPENDIX D

PIOH 1 Flyers and Meeting Materials

PUBLIC INFORMATION

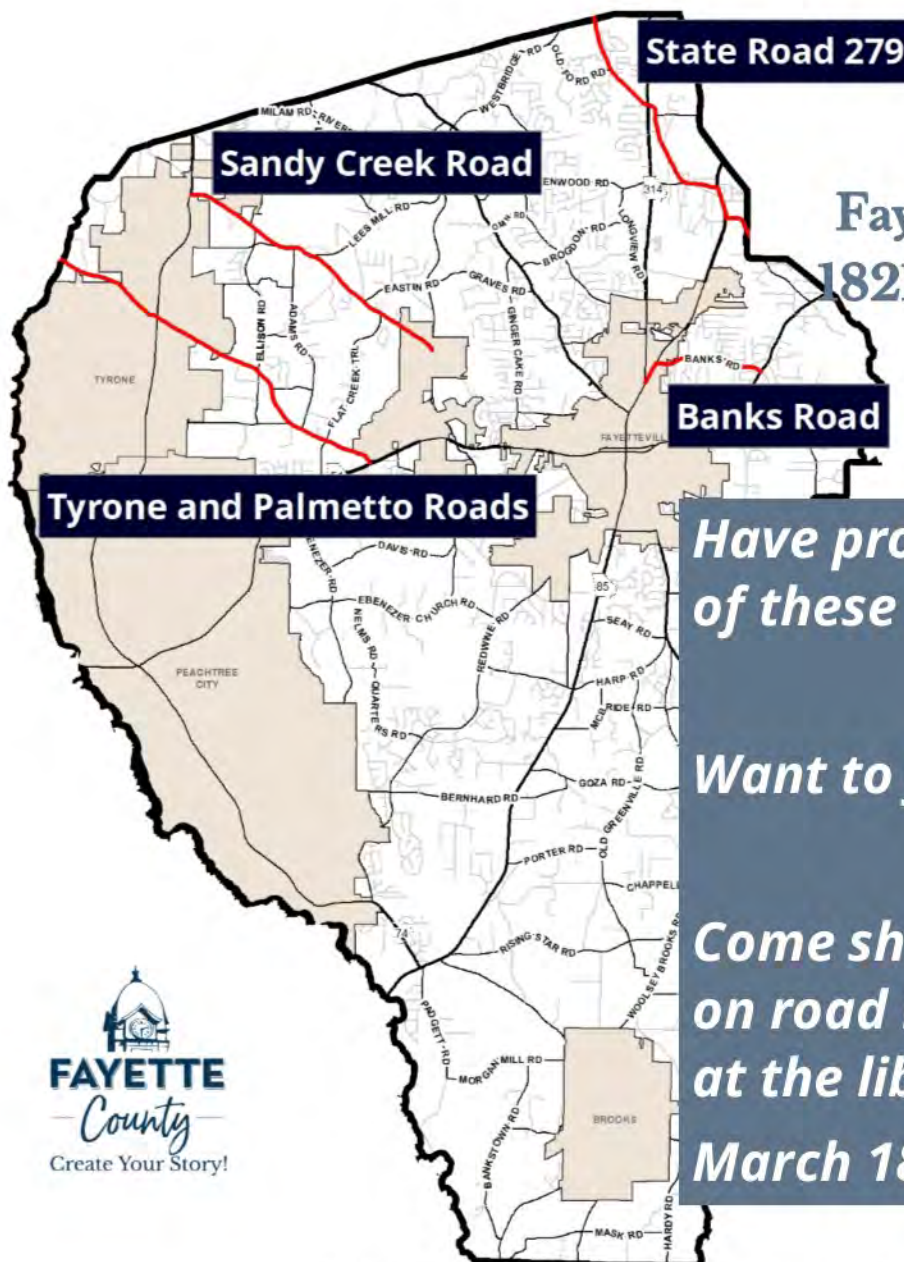
TRANSPORTATION CORRIDOR STUDIES

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
Phil Mallon, Fayette County Public Works, pmallon@fayettecountyga.gov, (770)-320-6010
Dan Dobry, Croy Engineering, 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

Tyrone Road - Palmetto Road Corridor

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; also working in partnership with the City of Fayetteville and Town of Tyrone.

STUDY AREA



GET INVOLVED

Submit Feedback at :

<https://www.surveymonkey.com/r/PVD6HWG>



For more information, visit our webpage:

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

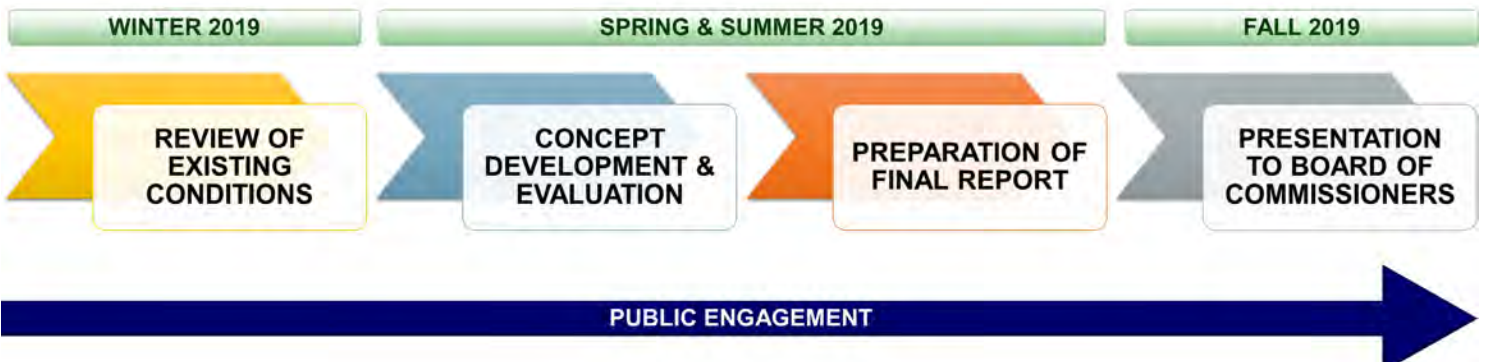
CONTACT US

Philip Mallon, P.E., Program Manager
Fayette County Public Works
pmallon@fayettecountyga.gov

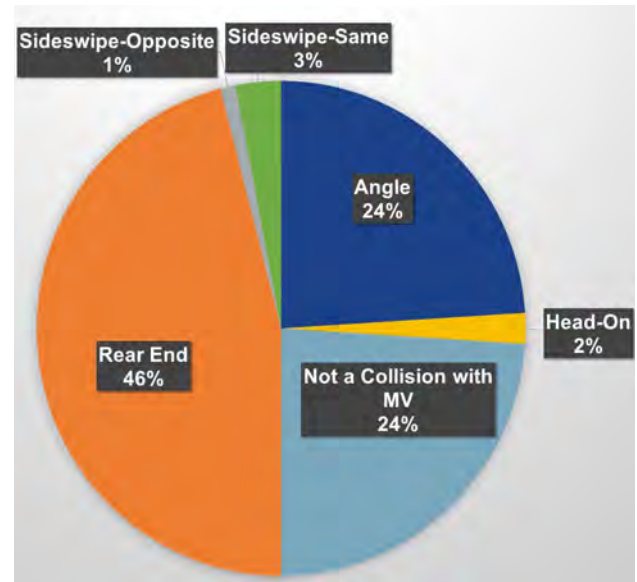
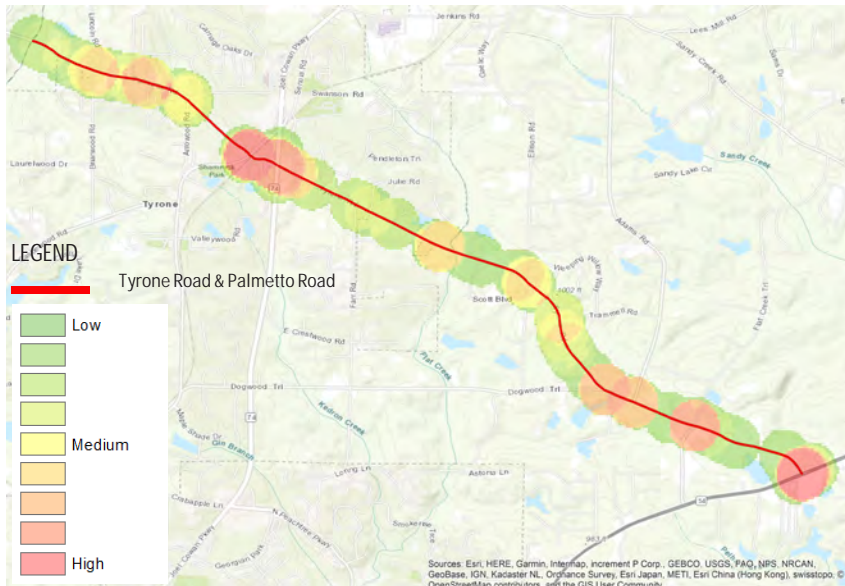
Vanessa Birrell, Sandy Creek Road Project Manager,
Fayette County Environmental Management Department
vbirrell@fayettecountyga.gov

Daniel B. Dobry, Jr., P.E., PTOE, AICP
Croy Engineering, LLC
ddobry@croyengineering.com

STUDY TIMELINE



TRAFFIC VOLUMES & CRASH DATA



8,575 vehicles per day
6.2% heavy vehicles



Corridor averages
66 crashes/ year

POTENTIAL IMPROVEMENTS



Fayette County Transportation Corridors Study

TYRONE ROAD – PALMETTO ROAD

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



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

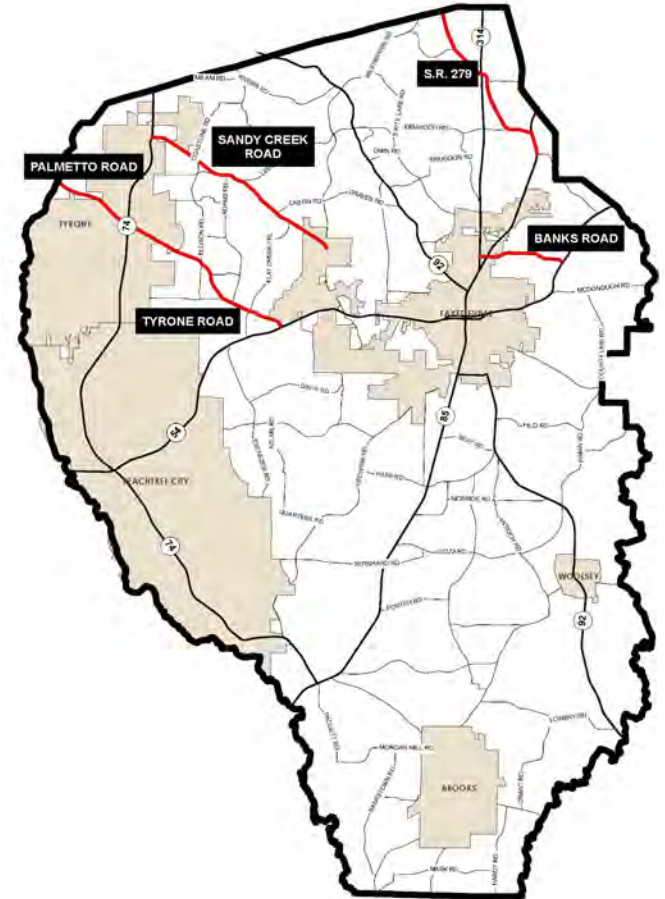




Corridor Review

THE CORRIDORS

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

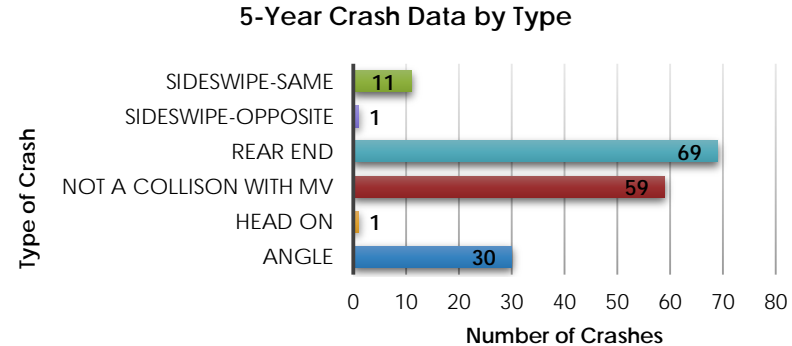
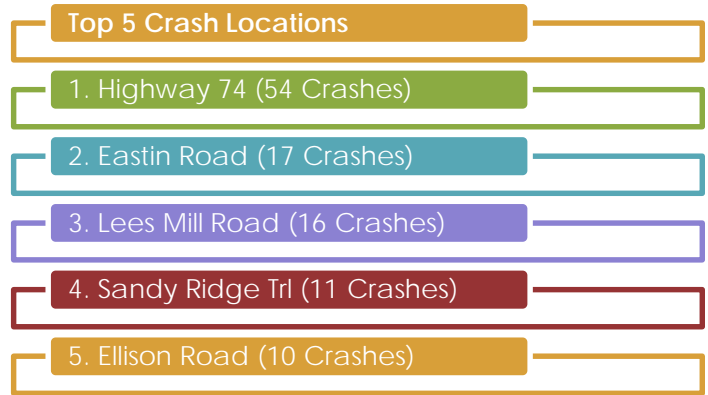
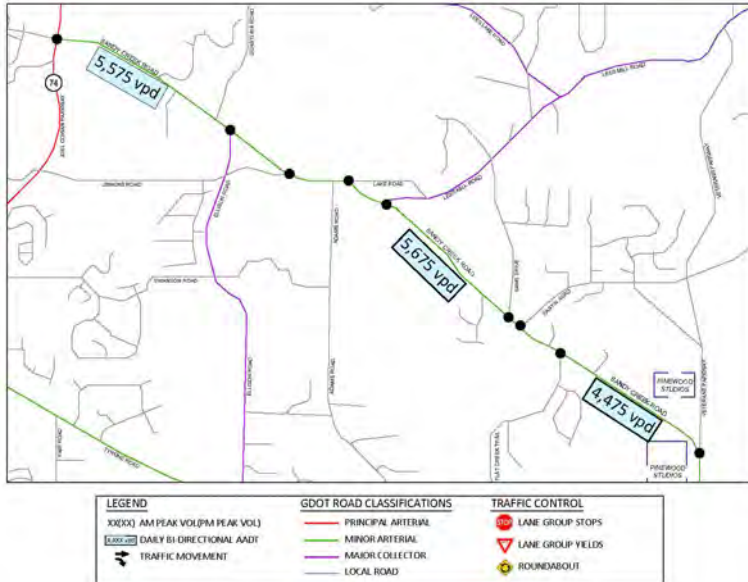




Existing Conditions Recap

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



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)

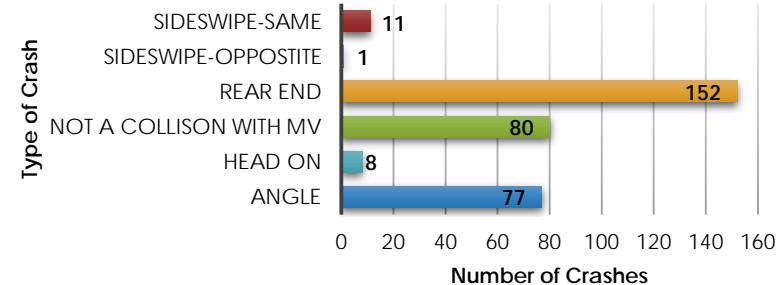
2. Highway 54 (84 Crashes)

3. Flat Creek Trl (20 Crashes)

4. Dogwood Trail (19 Crashes)

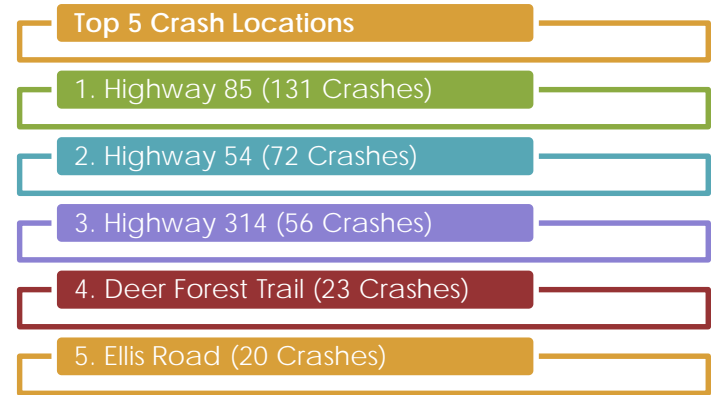
5. Adams Road (15 Crashes)

5-Year Crash Data by Type

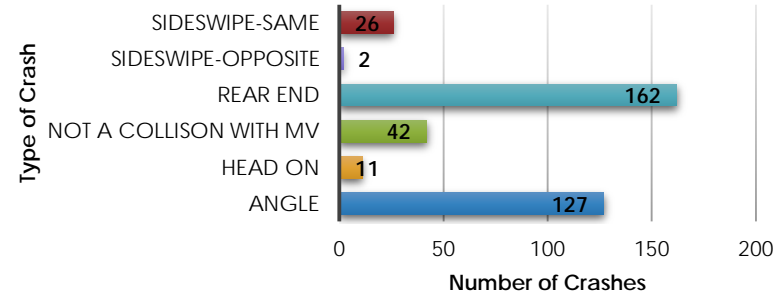


Banks Road

- **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

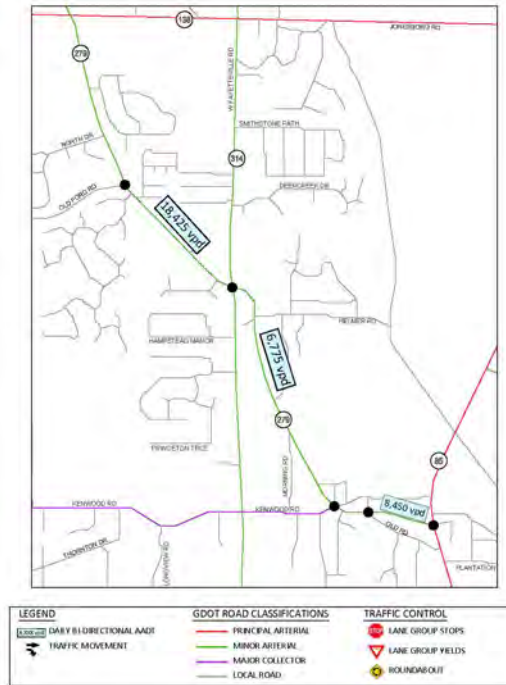


5-Year Crash Data by Type



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)

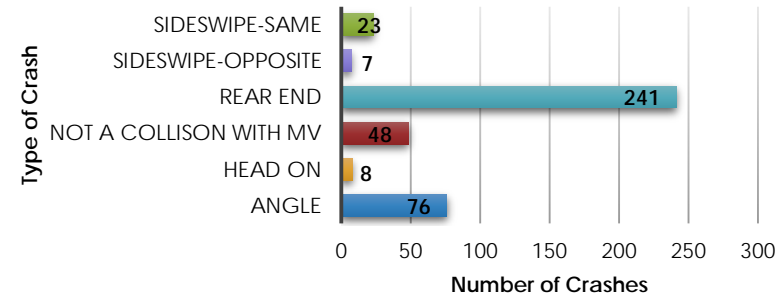
2. Highway 314 (95 Crashes)

3. Dix Lee On Drive(31 Crashes)

4. Helmer Road (30 Crashes)

5. Lafayette Drive(25 Crashes)

5-Year Crash Data by Type





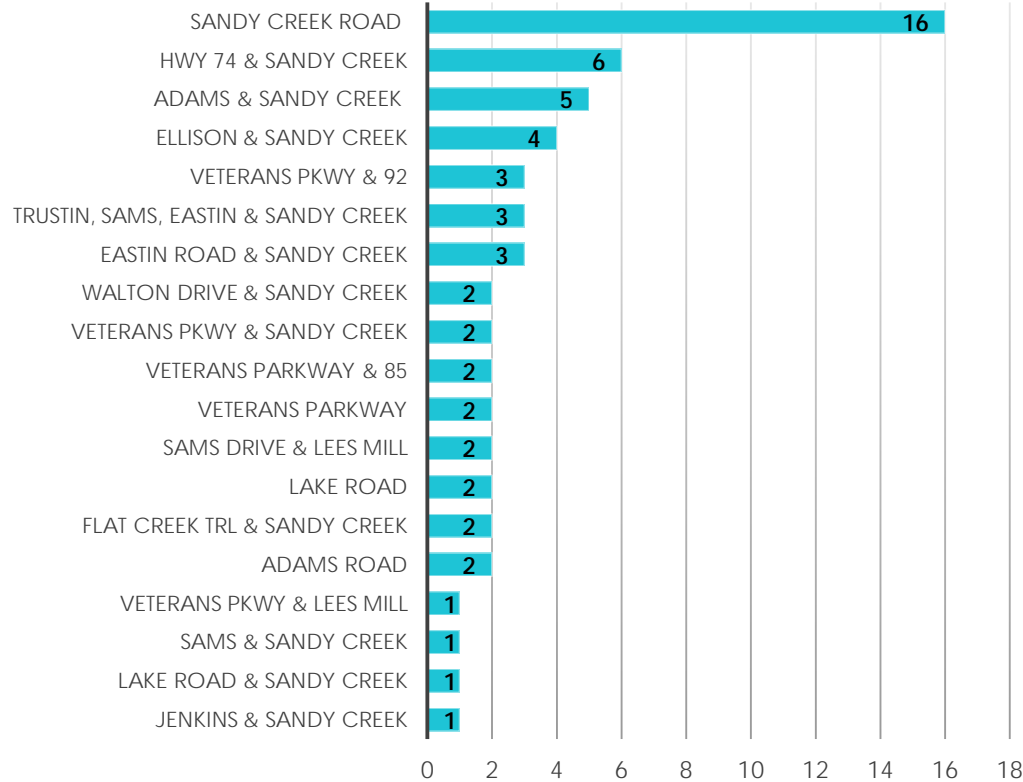
Public Open House Recap

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						

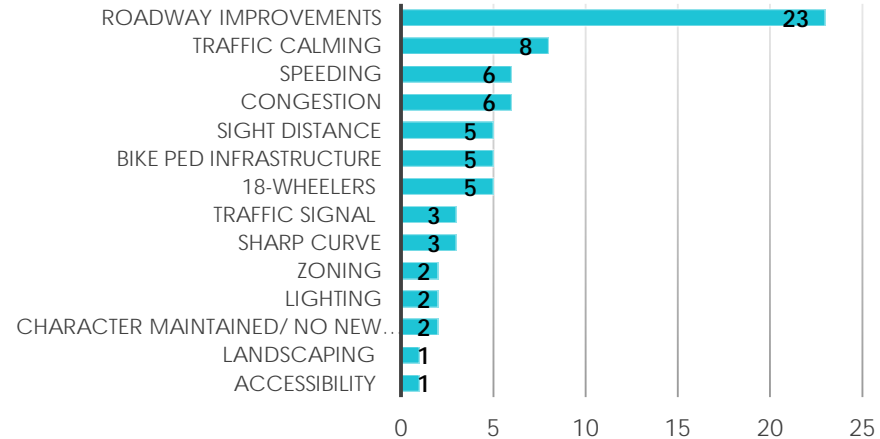


Sandy Creek Road

COMMENT LOCATION

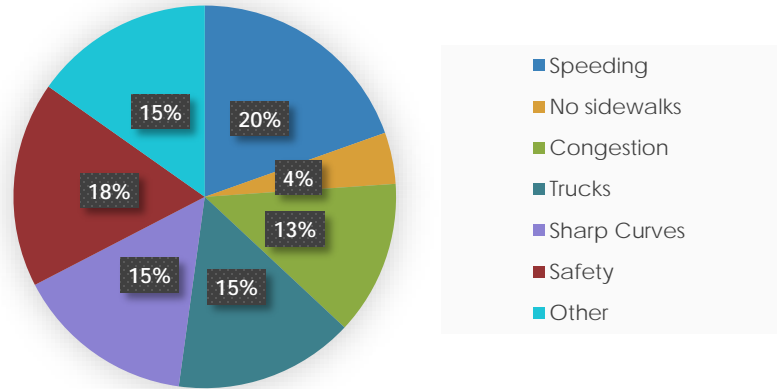


COMMENT CATEGORY

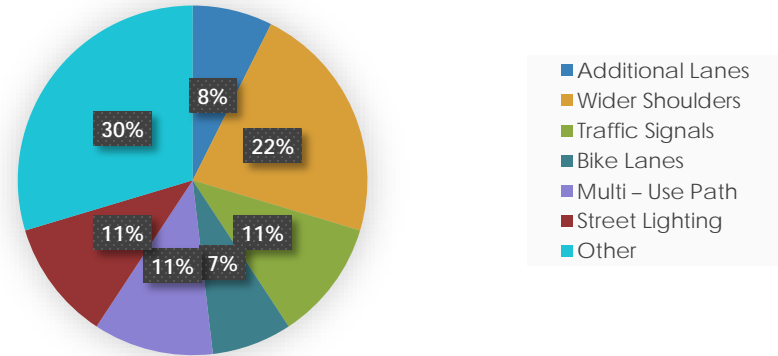


Sandy Creek Road

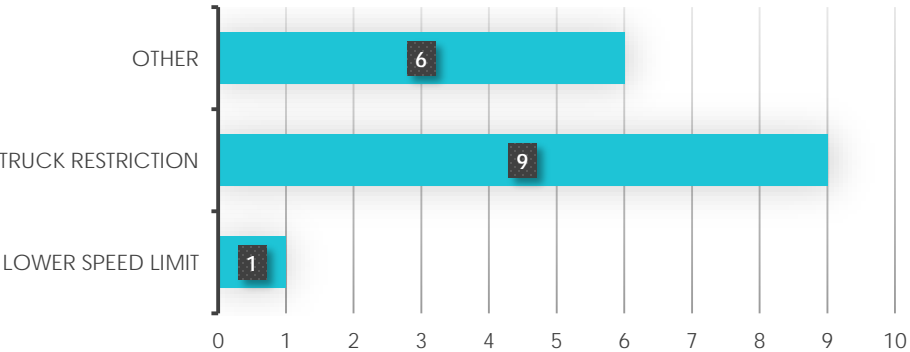
What Are The Current Challenges Faced By The Corridor?



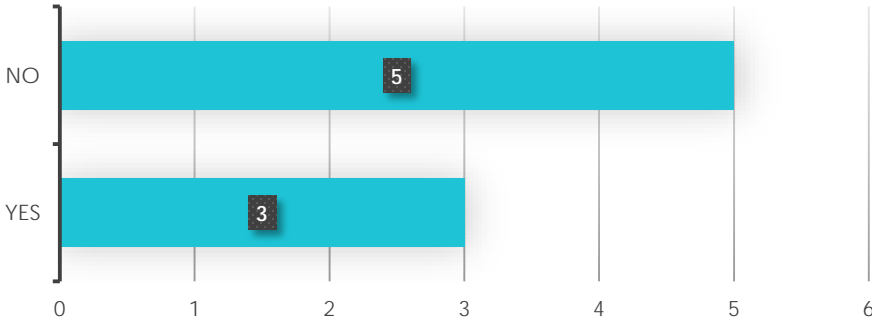
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

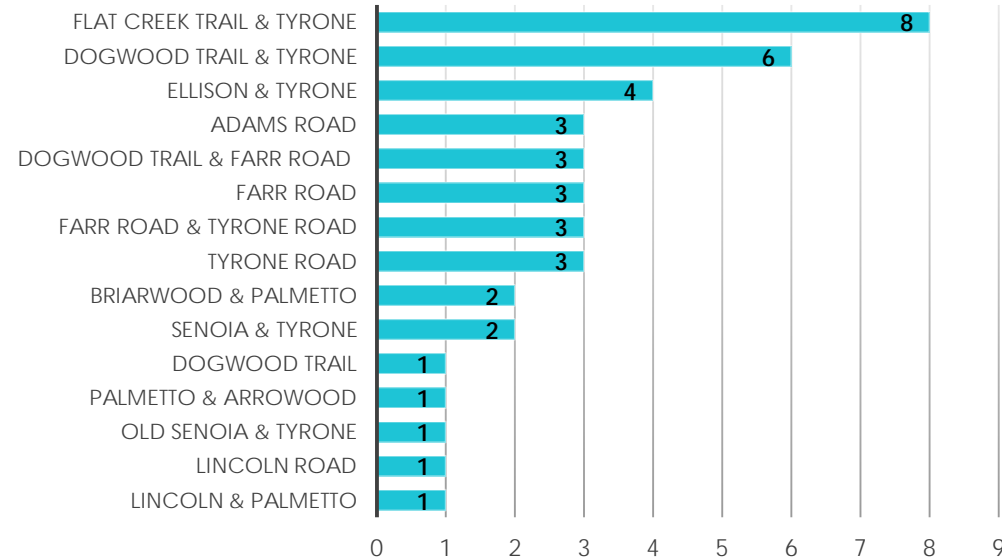


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

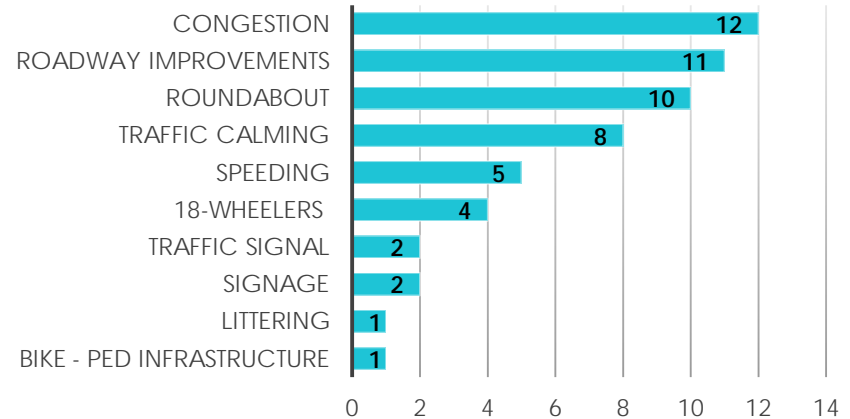


Tyrone Road – Palmetto Road

COMMENT LOCATIONS

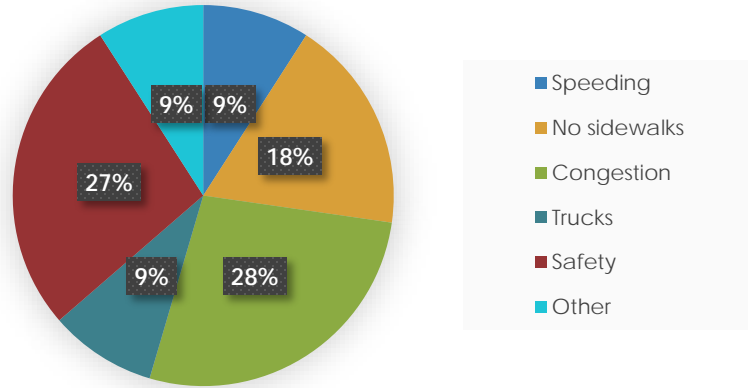


COMMENT CATEGORY

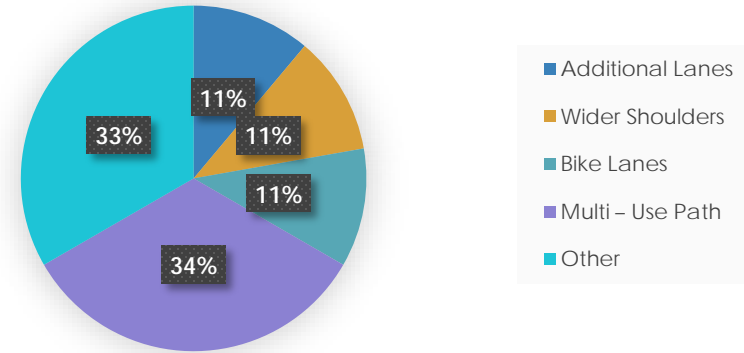


Tyrone Road – Palmetto Road

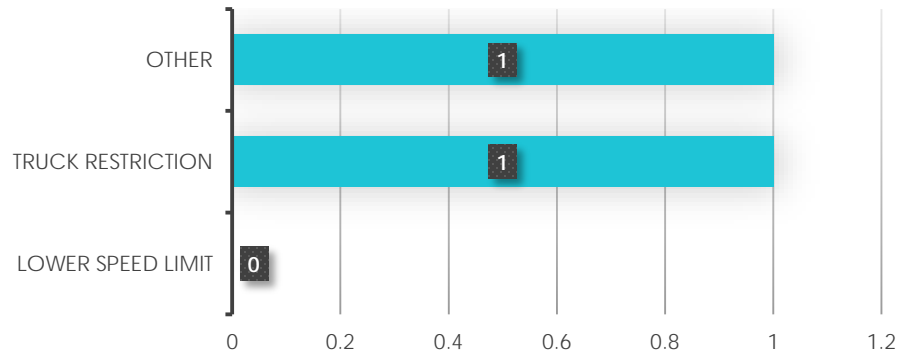
What Are The Current Challenges Faced By The Corridor?



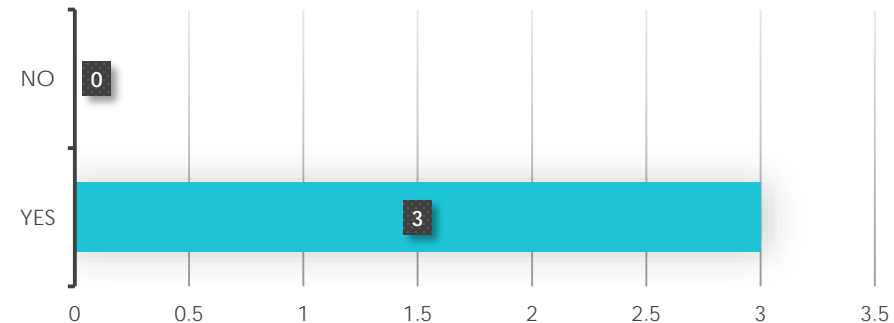
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

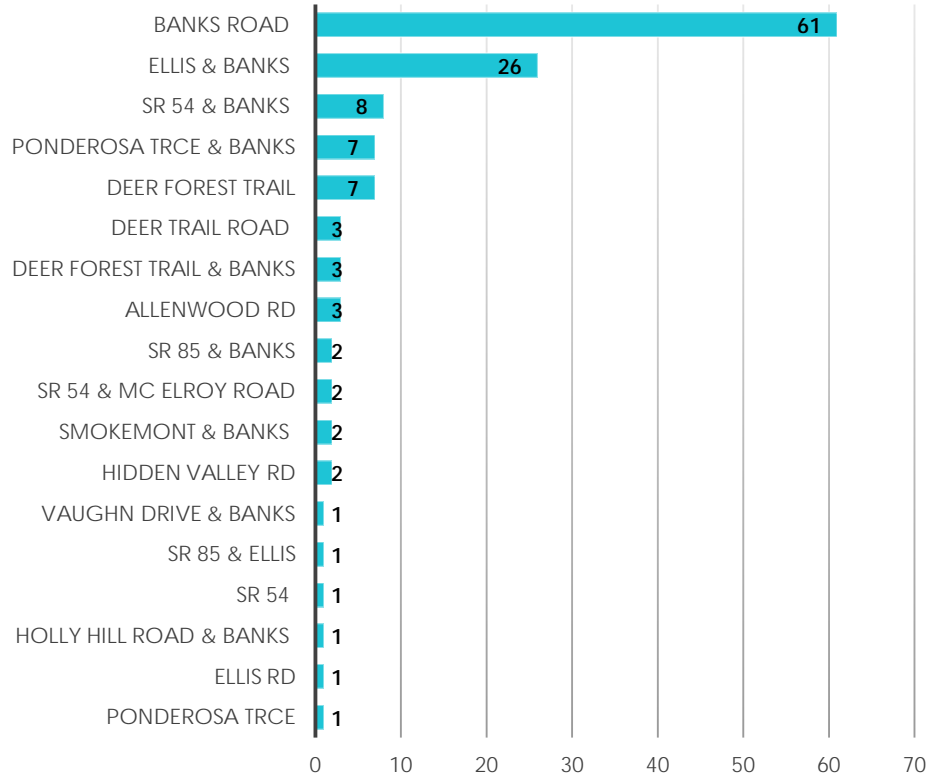


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

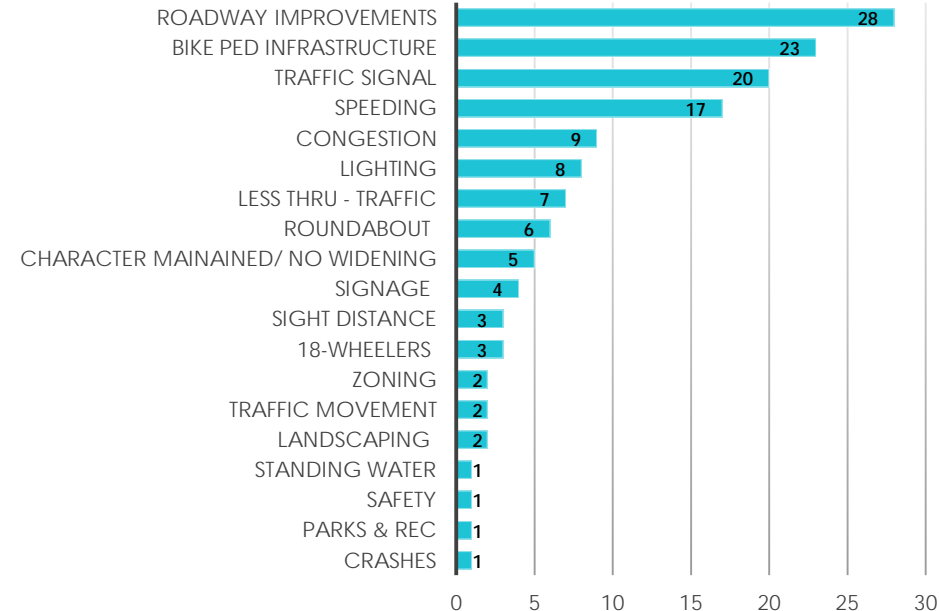


Banks Road

COMMENT LOCATIONS

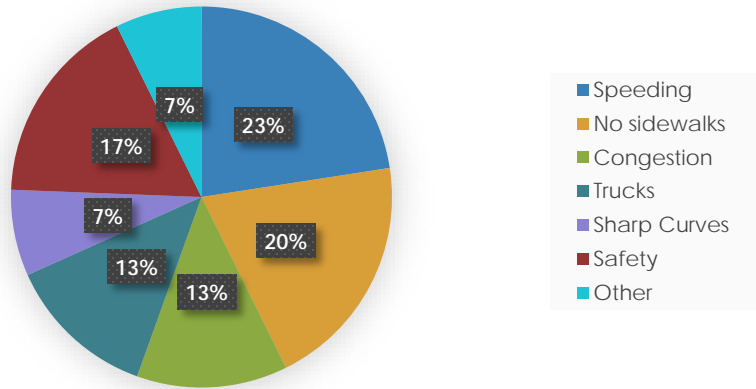


COMMENT CATEGORY

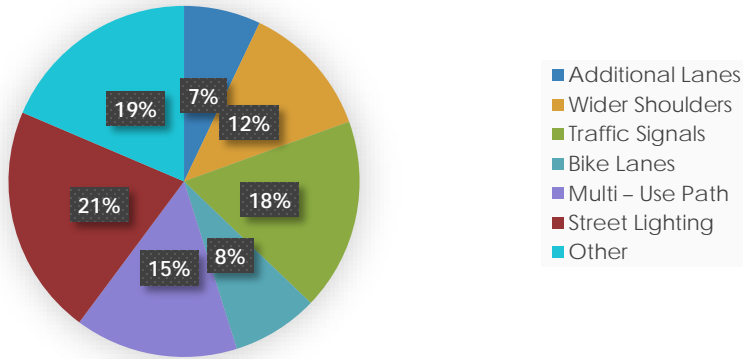


Banks Road

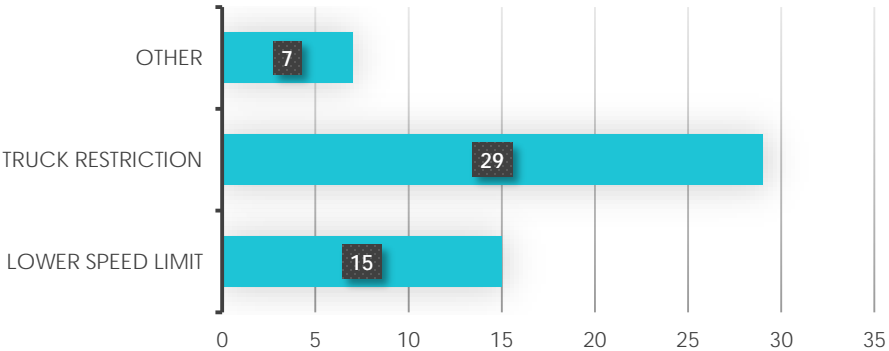
What Are The Current Challenges Faced By The Corridor?



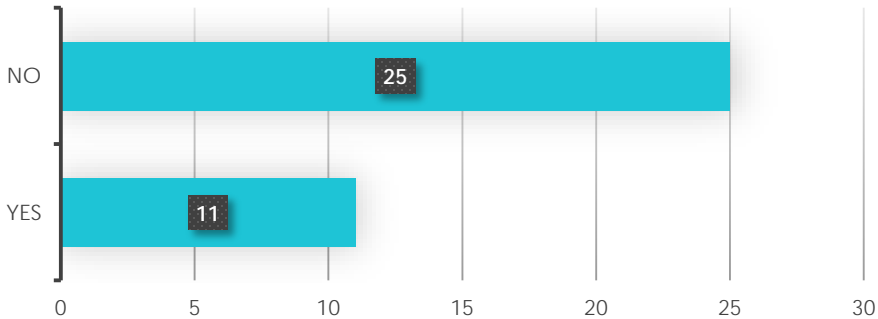
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

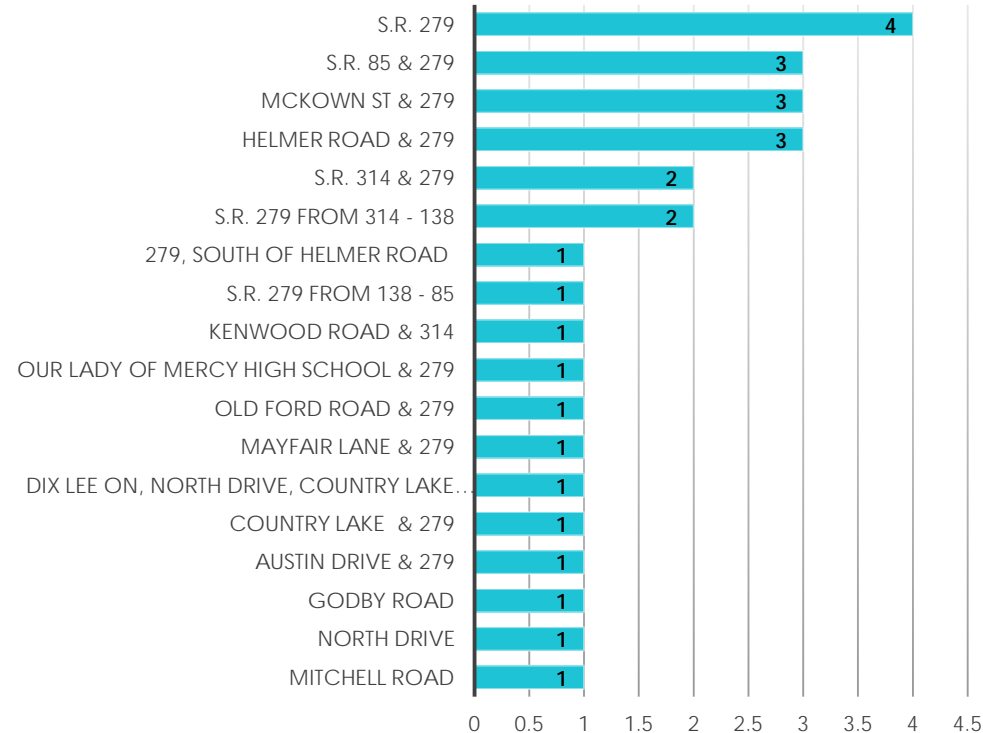


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

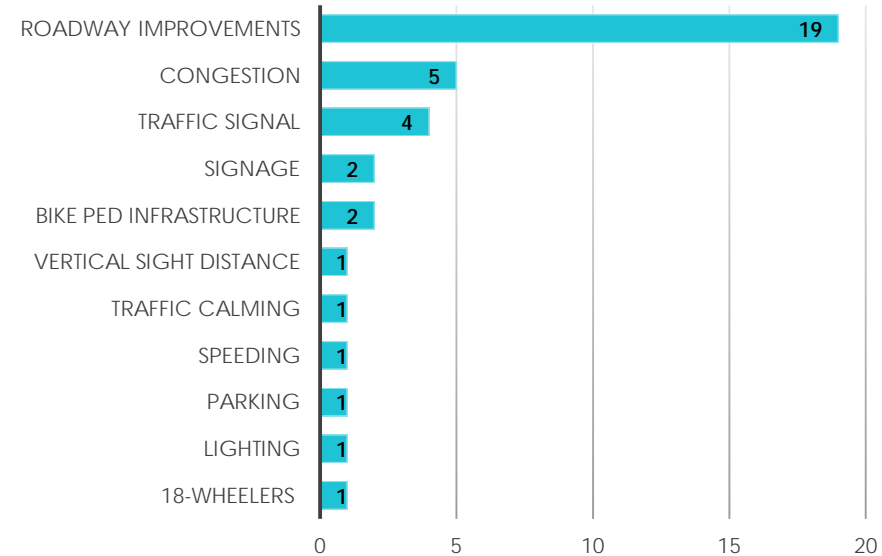


SR 279

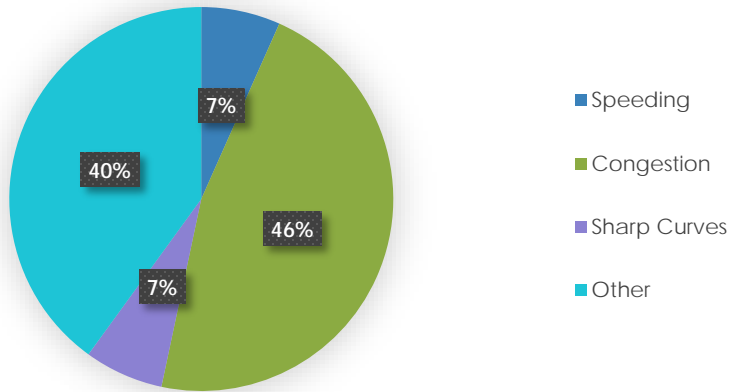
COMMENT LOCATION



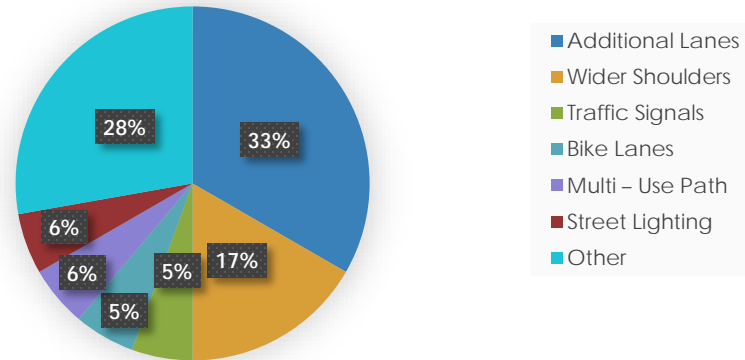
COMMENT CATEGORY



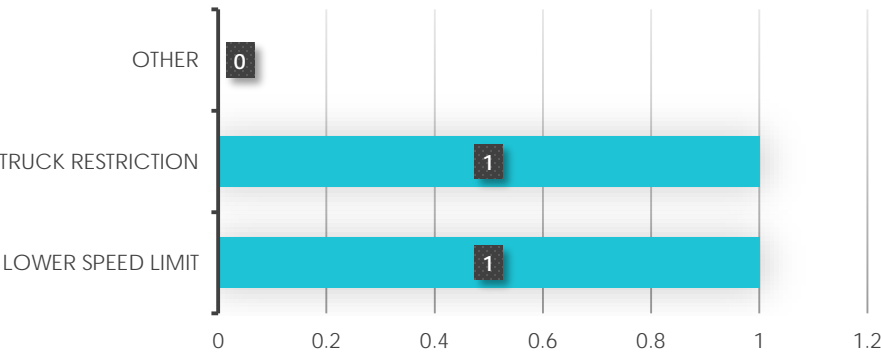
What Are The Current Challenges Faced By The Corridor?



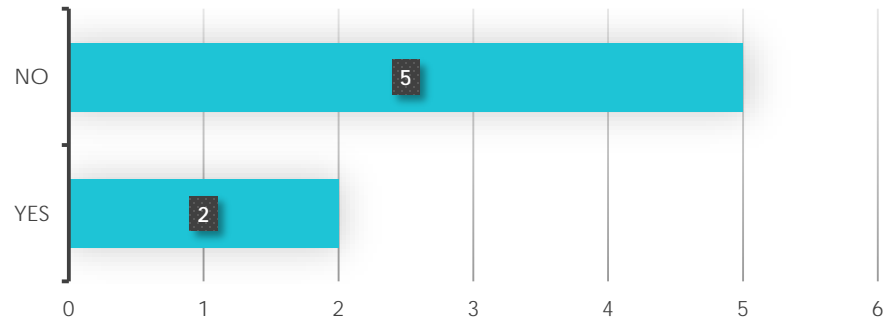
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?



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





Road Safety Audit Recap

Road Safety Audit

Monday, April 8, 2019 -

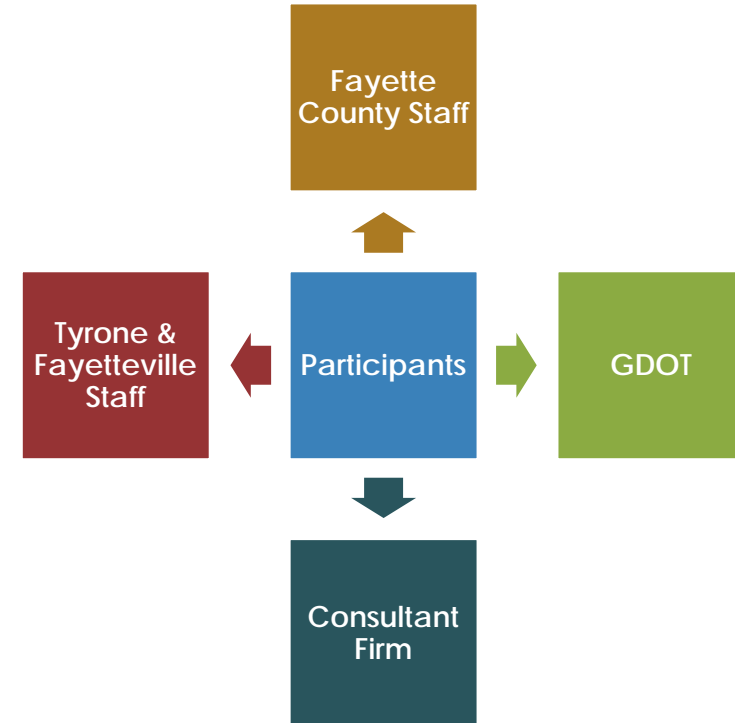
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

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

Fayette County Transportation Corridor Studies

TYRONE ROAD - PALMETTO ROAD CORRIDOR

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. Multi-Use Path From Spencer Lane To Highway 74 ~ 1 Mile	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2. Intersection Improvement At Senoia Rd: Underpass	Operations	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Realign Farr Road Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4. Install Roundabout At Ellison Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5a. Realign Dogwood Trail Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5b. Install Roundabout At Dogwood Trail	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6a. Install Traffic Signal At Flat Creek Trail	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6b. Install Roundabout At Flat Creek Trail	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Intersection Improvements At SR 54	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Widen Corridor: 4-Lane Median Divided With Multi-Use Path On Southside	Capacity Safety Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
9. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
10. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	



**Help Prioritize Projects
CITIZEN INPUT IS CRITICAL**



**Fayette County Transportation Corridor Studies
TYRONE ROAD - PALMETTO ROAD CORRIDOR**

Additional Comments:

TYRONE ROAD – PALMETTO ROAD POTENTIAL IMPROVEMENTS CONCEPT DESIGNS

All feedback on Concepts must be received by **Friday, August 2nd, 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

**2: INTERSECTION IMPROVEMENT AT
SENOIA RD: UNDERPASS**



**5A: REALIGN DOGWOOD TRAIL
INTERSECTION + ADD TURN LANES**



6B: INSTALL ROUNDABOUT AT FLAT CREEK TRAIL



3: REALIGN FARR ROAD INTERSECTION + ADD TURN LANES



5B: INSTALL ROUNDABOUT AT DOGWOOD TRAIL



7: INTERSECTION IMPROVEMENTS AT SR 54



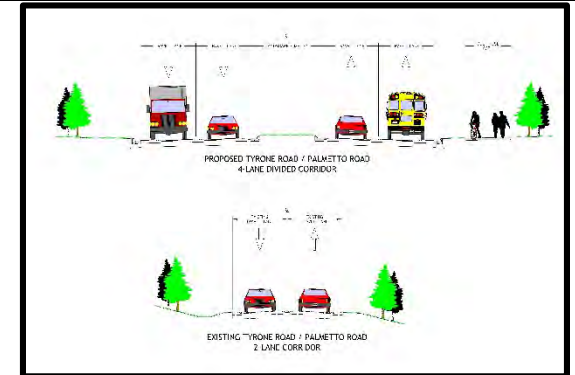
4: INSTALL ROUNDABOUT AT ELLISON ROAD



6A: INSTALL TRAFFIC SIGNAL AT FLAT CREEK TRAIL



**8: WIDEN CORRIDOR: 4-LANE MEDIAN DIVIDED WITH
MULTI-USE PATH ON SOUTHSIDE**



TYRONE ROAD - PALMETTO ROAD

POTENTIAL IMPROVEMENTS INFORMATION

Palmetto Road At Senoia Road

- Average No. Crashes Per Year - 2.6
- 2018 LOS (AM/PM) - A/A

Proposed Improvements -

Intersection Improvement, Underpass

- Time Frame: 10 - 20 years
- Benefits: Operations
- Cost: \$\$\$\$\$

Tyrone Road At Ellison Road

- Average No. Crashes Per Year - 2.4
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Install Roundabout

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

Tyrone Road At Ellison Road

- Average No. Crashes Per Year - 2.4
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Install Roundabout

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

Tyrone - Palmetto Road: Entire Corridor

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

Proposed Improvements -

Widen Corridor - 4 Lane Median Divided, Multi Use Path on Southside

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

Tyrone Road At Farr Road

- Average No. Crashes Per Year - 0.8
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Realign Intersection, Add Turn Lanes

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

Tyrone Road At Dogwood Trail

- Average No. Crashes Per Year - 3.8
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Realign Intersection, Add Turn Lane

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

Tyrone Road At Dogwood Trail

- Average No. Crashes Per Year - 3.8
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Install Roundabout

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

Tyrone Road At Flat Creek Trail

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - D/E

Proposed Improvements -

Install Roundabout

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

Tyrone Road At Flat Creek Trail

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - D/E

Proposed Improvements -

Install Traffic Signal

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

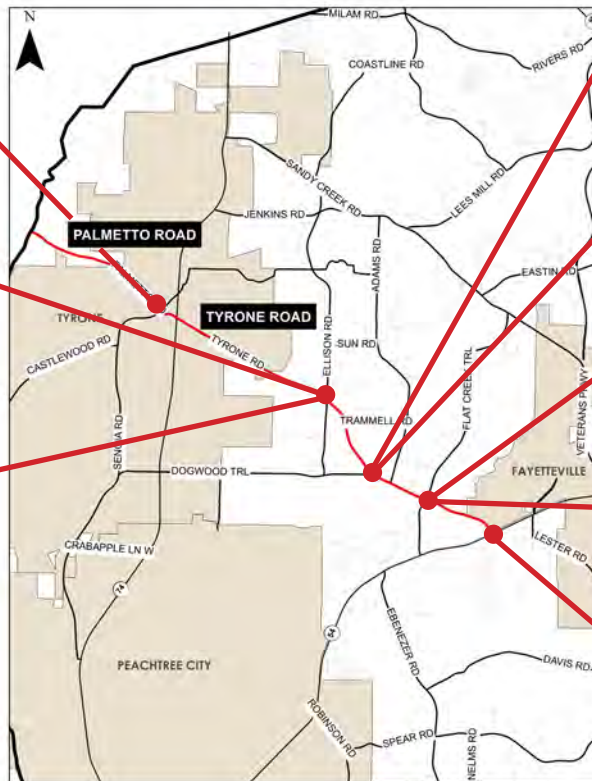
Tyrone Road At State Route 54

- Average No. Crashes Per Year - 16.8
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Intersection Improvements at State Route 54

- Time Frame: 4 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$



For more information!

Visit www.fayettecountyga.gov/transportation-planning/tyrone-palmetto-study.htm

Prefer to leave feedback online? Visit www.surveymonkey.com/r/TyronePalmetto

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

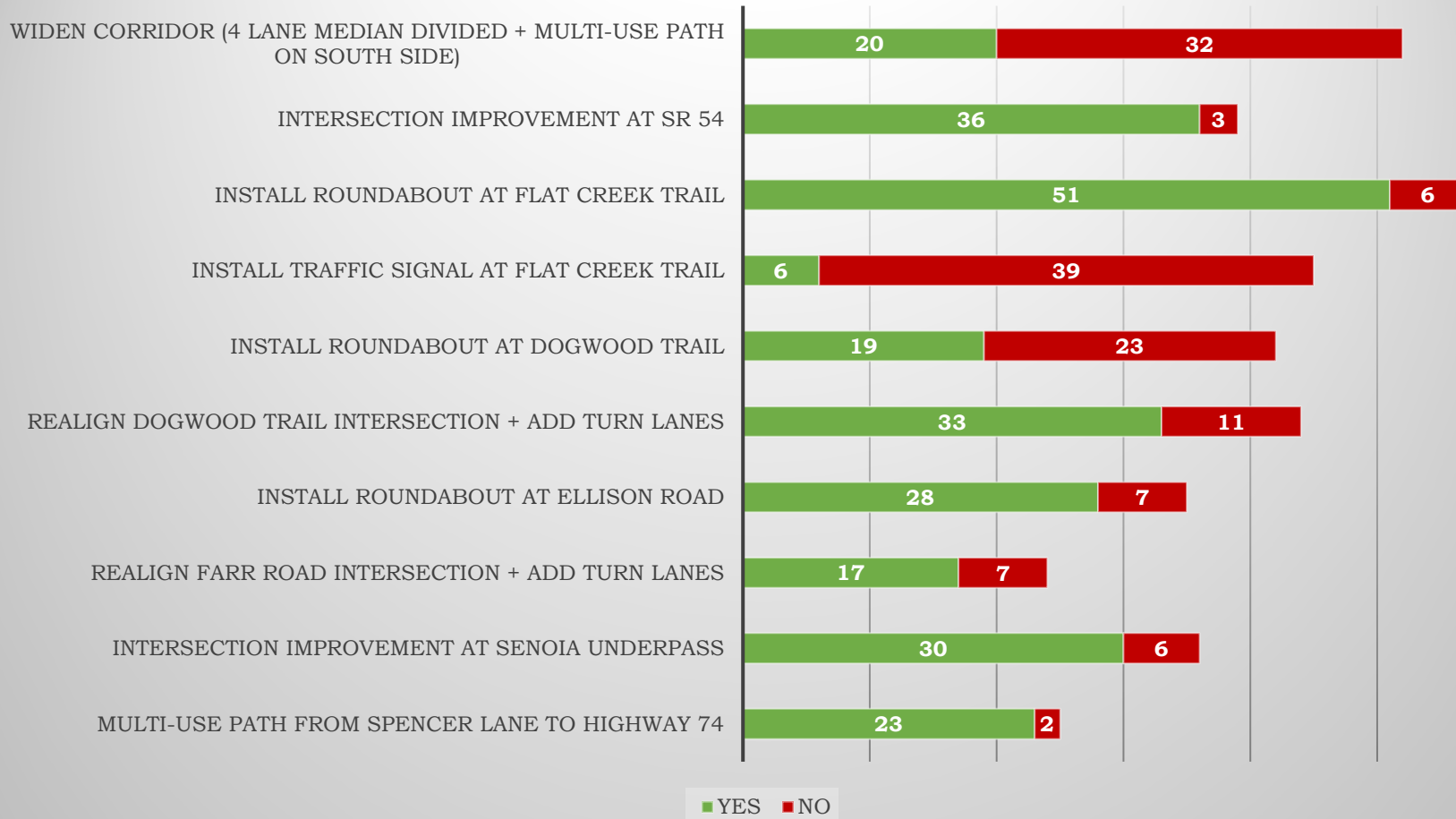
* crash frequency higher than state average

APPENDIX G

PIOH 2 Summary

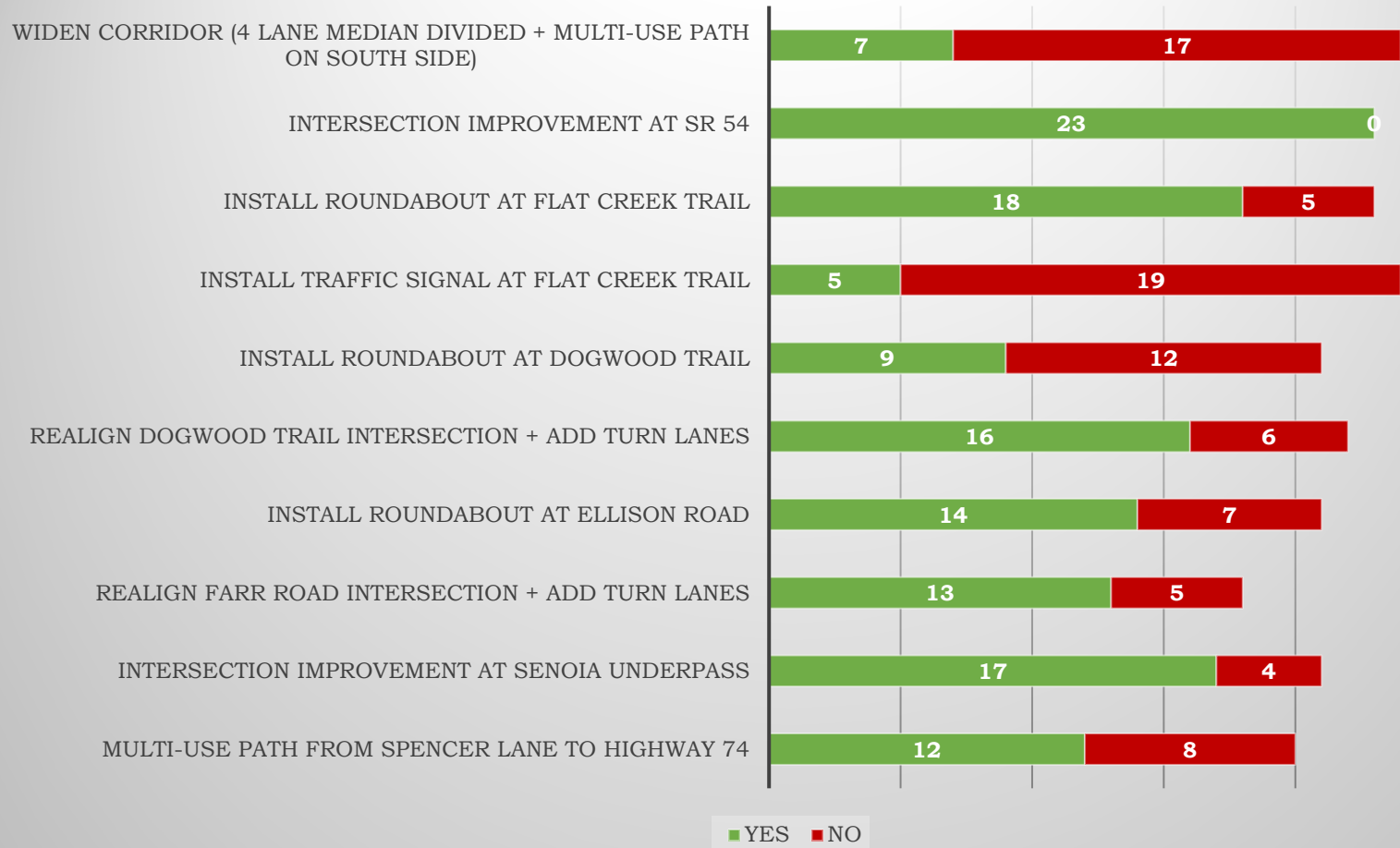
PIOH 2 RESULTS: TYRONE ROAD – PALMETTO ROAD

Sticker Station Responses



PIOH 2 RESULTS: TYRONE ROAD – PALMETTO ROAD

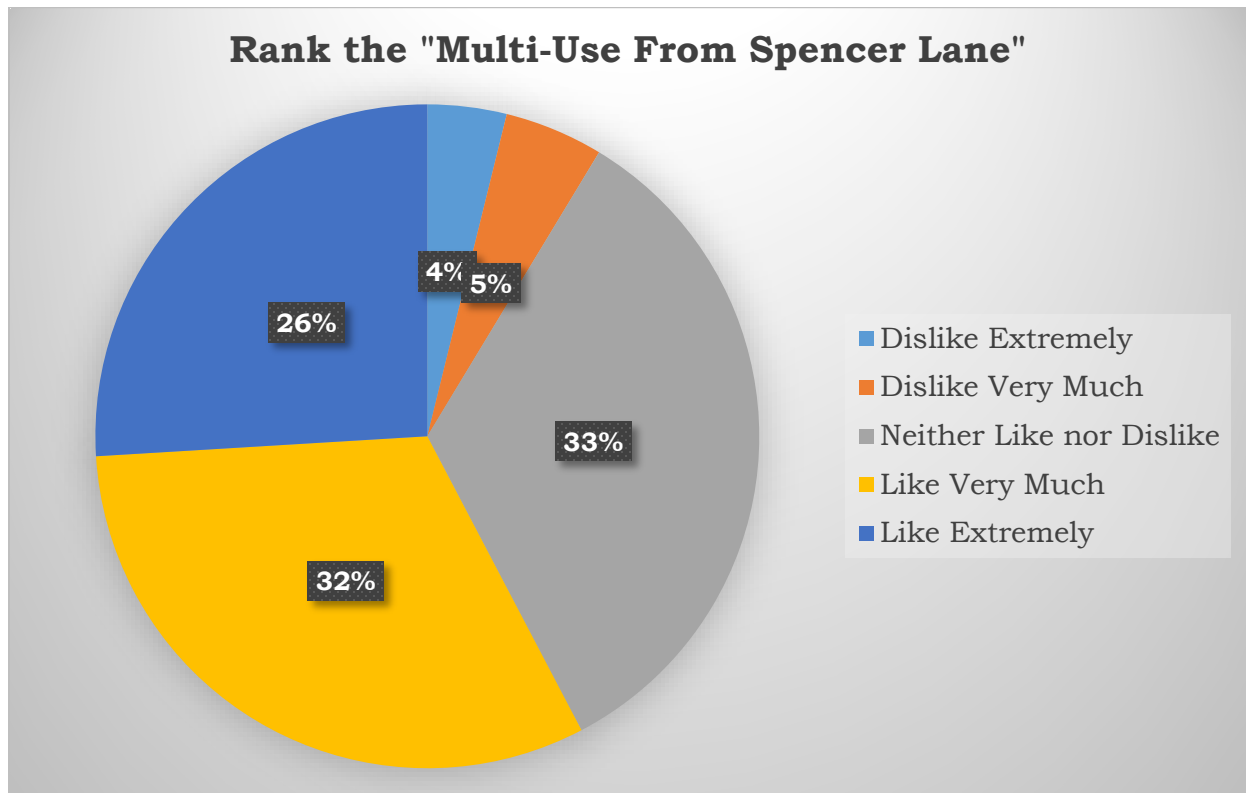
Comment Form Responses



APPENDIX H

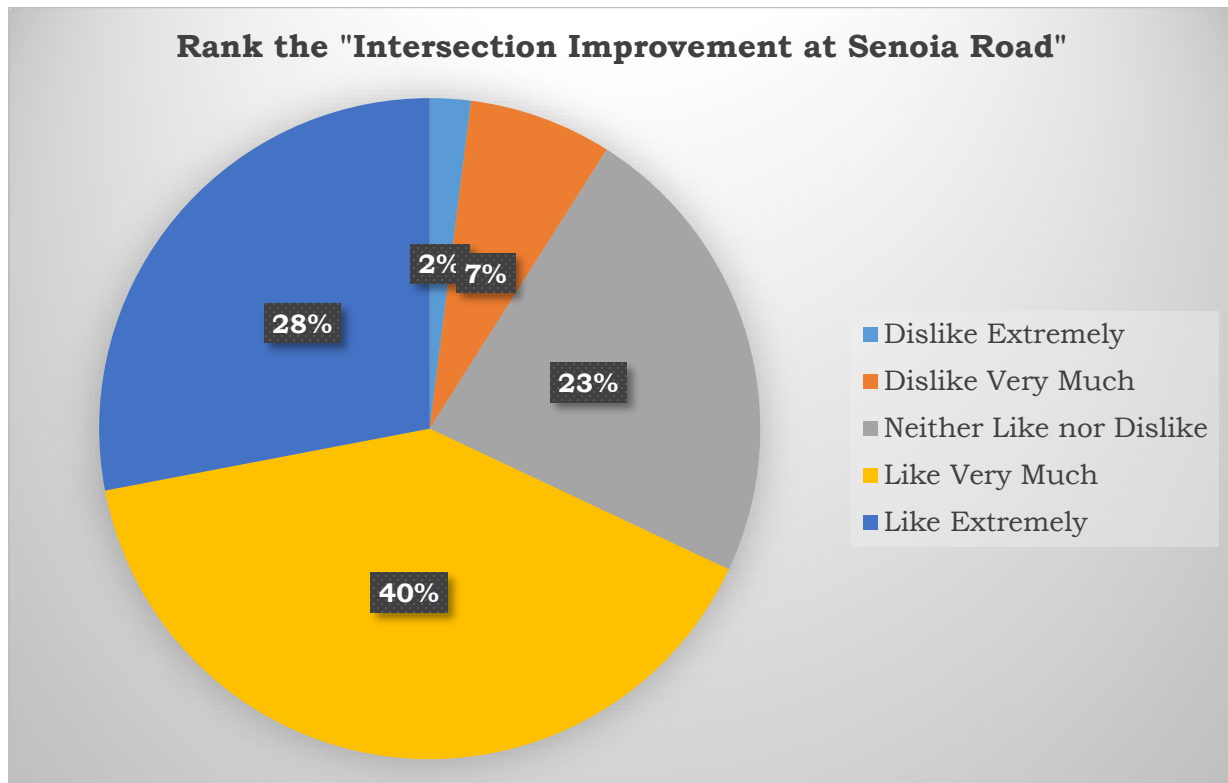
Online Survey Summary

- **Multi-Use from Spencer Lane**



1. Poorly presented Need map!!!!
2. The multi-use path should be on the entire corridor.
3. Not sure why this is necessary at all! Maybe make this the connector through to 74 when underpass is being built. Then you could keep old roadbed and not disturb property lines of existing land owners.

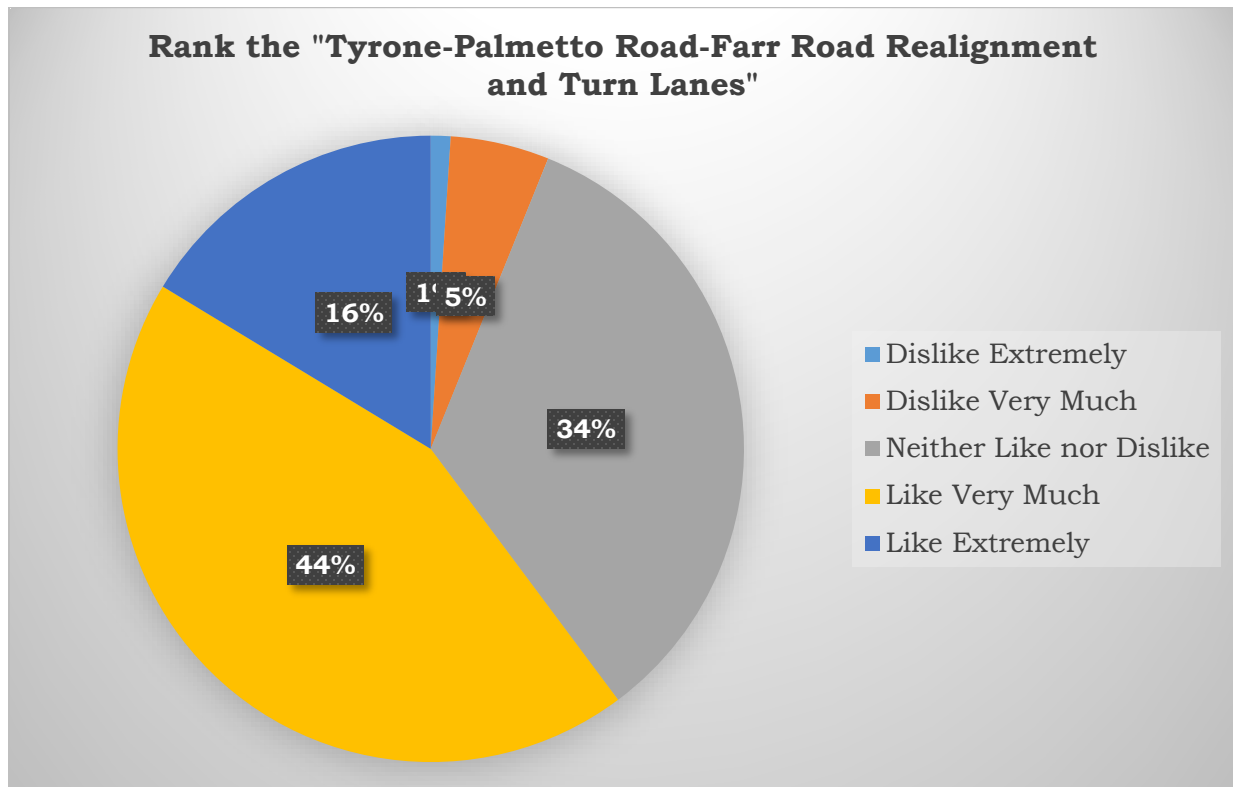
- **Intersection Improvement at Senoia Road**



1. This is sorely needed. I have concerns over the safety at the existing RR crossing. An underpass will alleviate this existing safety hazard.
2. Concerned about access to service station. Also wondering if it could be located a little more south so the parking lot on the north side would not be compromised.
3. Please continue work to eliminate at-grade railroad crossing
4. Maybe a traffic circle would be better than another light
5. I understand the need for an underpass but why relocate the road bed? This accomplishes what?
6. This is not a very clear description or diagram.
7. this should be a priority project and implemented as soon as possible

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

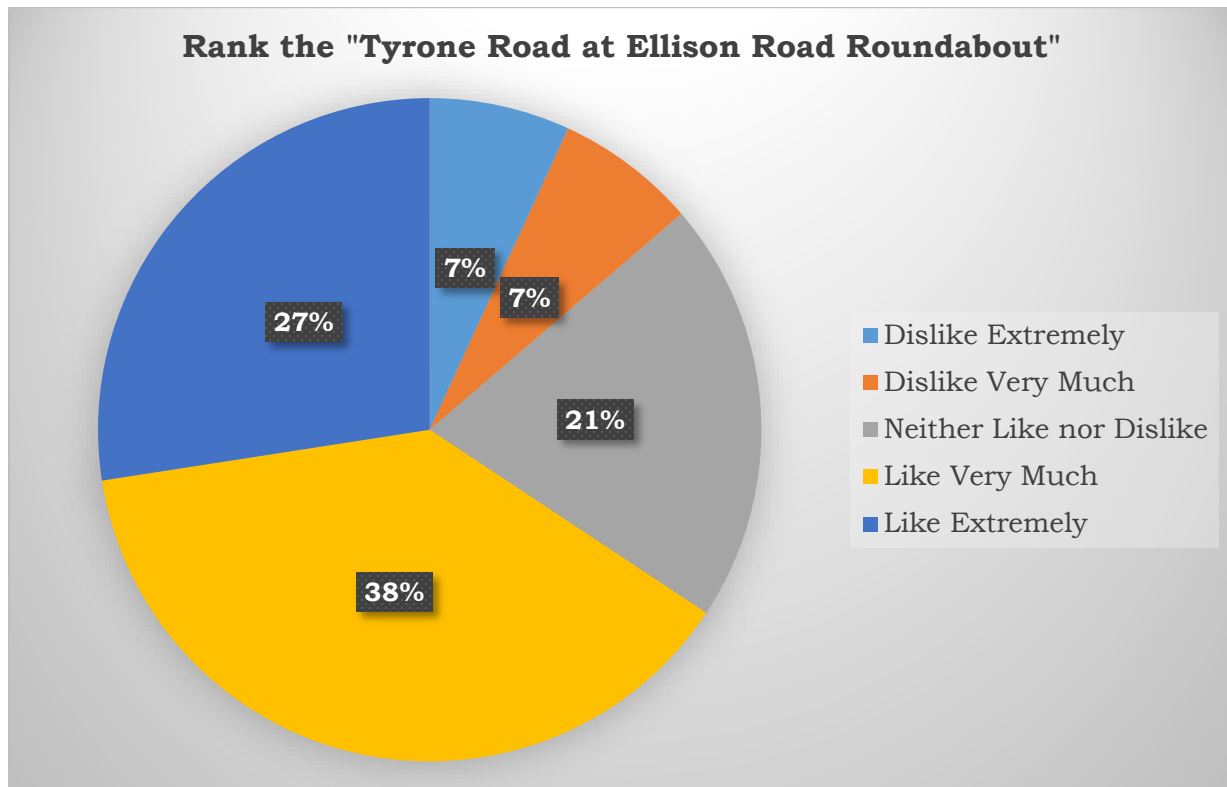
- Tyrone- Palmetto Road- Farr Road Realignment and Turn Lanes**



1. Not the highest priority but should consider elimination of blind spots
2. I don't know that the turn lane is needed
3. Doesn't seem to be enough traffic on Farr Rd. to justify this. Maybe if Crabapple were paved. This would add more traffic.
4. Anytime the line of sight is correct and made better this a good option

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

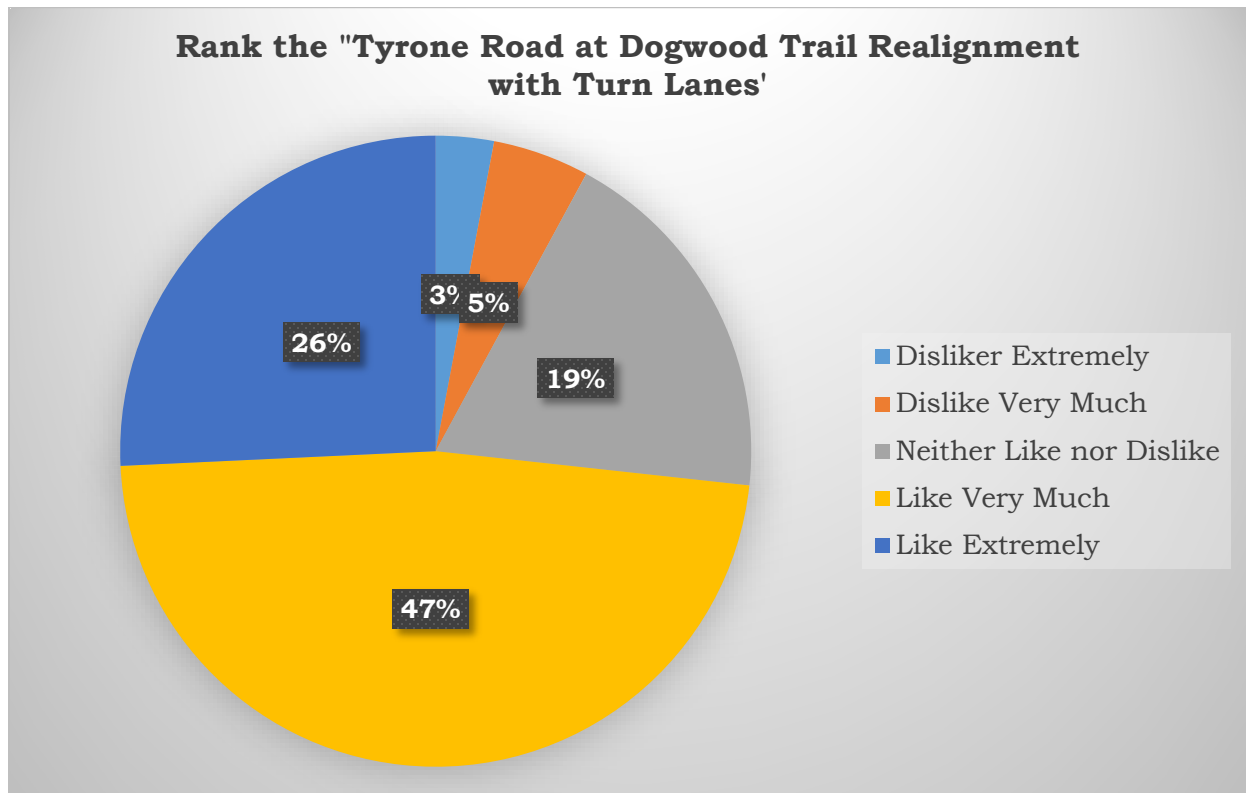
• Tyrone Road at Ellison Road Roundabout



1. What's one more roundabout in this vicinity? This should improve flow and safety
2. This is such an unsafe intersection right now. It's very hard to see oncoming traffic if you are tutor I got from Ellison onto Tyrone Road. A roundabout is the perfect solution.
3. Like Roundabouts! The crossing of Tyrone Rd at Ellison is an awkward angle. Ellison is also a good way to go north and not get on 74 through Tyrone.
4. Not needed
5. This road needs to have additional lanes. This I believe would only backup traffic creating MORE of an issue. I live on Adams road and many mornings cannot get off Adams onto Tyrone rd. to head to work.
6. This intersection has needed help for a long time. I hope this passes.

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

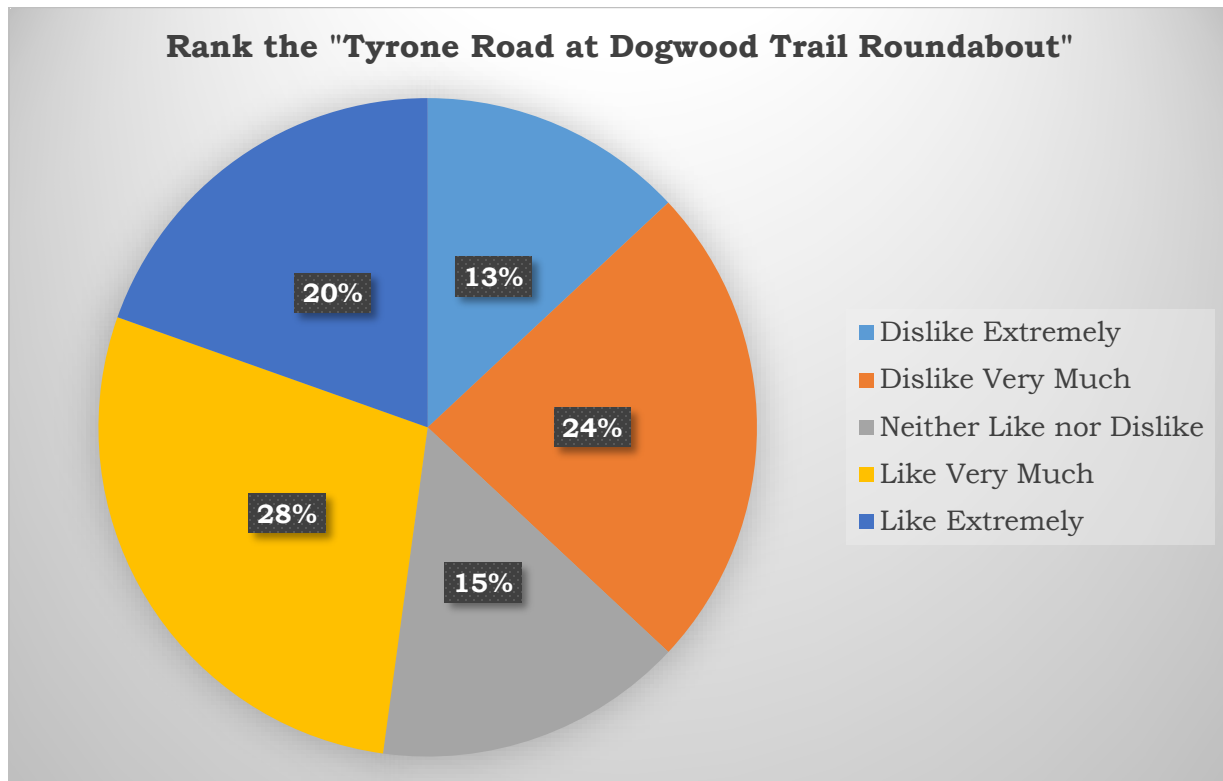
• Tyrone Road at Dogwood Trail Realignment with Turn Lanes



1. Safer than what is there now.
2. Realign to make Tyrone westbound straighter with Dogwood. Divert traffic off of Tyrone onto Dogwood
3. Seems like a roundabout would be perfect here. Dogwood Trl is heavily traveled now and the angles at Dogwood and Tyrone Rd are bad. With roundabout, angles would not matter.
4. Need this
5. Why not do a roundabout here?
6. That existing turn slows traffic before the stop.
7. This is much needed!
8. You can't see what's coming around curve on right side Need to remove the hill on left side

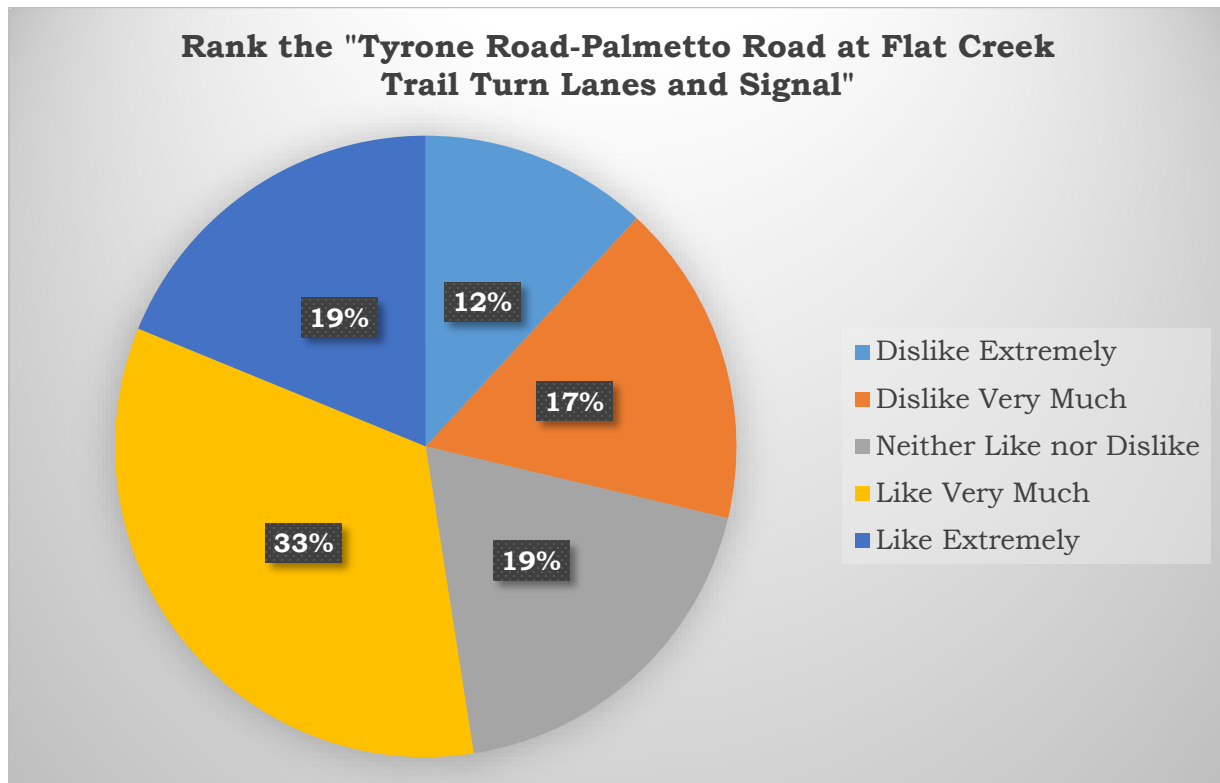
ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

- Tyrone Road at Dogwood Trail Roundabout**



ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

• Tyrone Road- Palmetto Road at Flat Creek Trail Turn Lanes and Signal



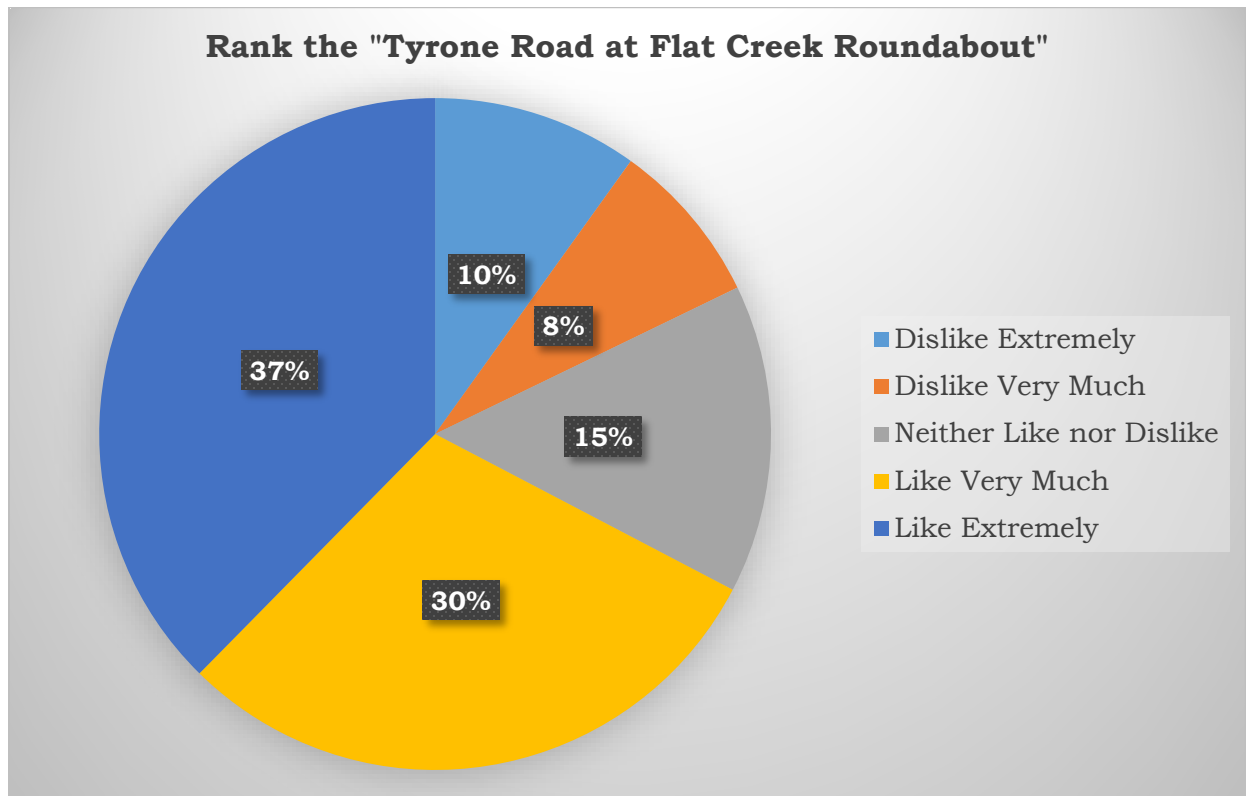
1. During rush hours - this is very congested. Light should have a blinking yellow light to allow left hand turns.
2. NEED ROUNDABOUT!!!!!!
3. This should be a roundabout in the long run.
4. I think a roundabout would be better
5. Something needs to be done here to relieve congestion. I would prefer a roundabout but a traffic signal is far superior to the current 4-way stop.
6. Traffic light would do nothing for this intersection. 4way stop now is better. Bad morning traffic now. Go roundabout!
7. Here's where the rotary should be. Much traffic here and often tied up! Ellison doesn't have the need.
8. Roundabout
9. What about right turn lanes too?
10. Roundabout would be better

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

11. Traffic light would make this road even worse. We need more lanes. Then if you installed a traffic light this would work. There are not enough lanes and the traffic flow is too heavy - this would only make travel time much worse. Check out the flow of traffic on Tyrone road mornings and evenings. It gets worse each year!
12. Why not use a flashing red light?
13. Currently this is a four way stop and traffic moves pretty quickly. I'm never at this intersection for more than a few seconds. Putting in a light will make this much slower
14. Don't think you need another traffic light. Maybe a round-a-bout here would be better.
15. What about your loved round about
16. Why not a roundabout?

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

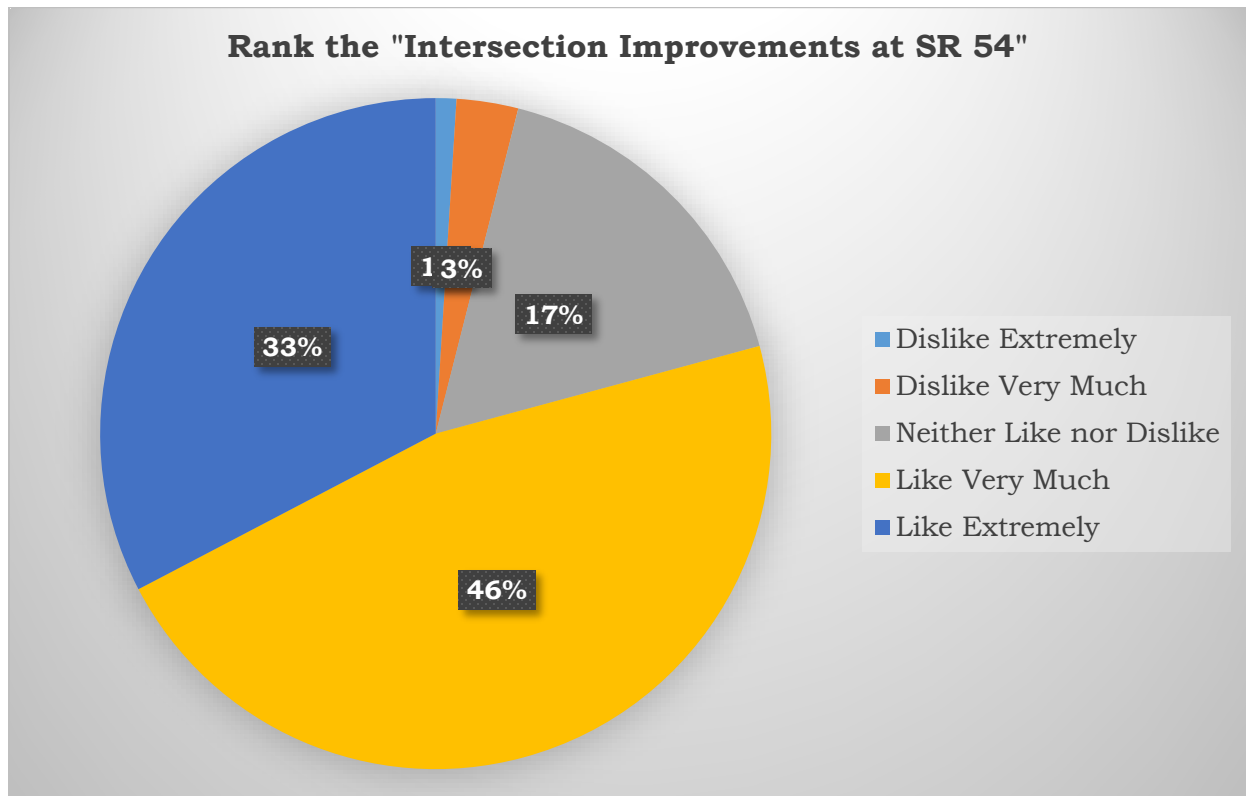
• Tyrone Road at Flat Creek Trail Roundabout



1. prefer signal
2. YES!!!! don't waste taxpayers \$ on stopgap traffic signal. Delay and pay more!
3. Better than a light
4. This is better than a stoplight because the backups don't happen throughout the day. It's just in morning rush and afternoon rush. The roundabout will keep people from waiting needlessly during the middle of the day.
5. This is the perfect place for roundabout!
6. Yes!!!
7. MORE LANES - a roundabout would only slow the traffic backing it up even worse!
8. I think it functions great as is. Maybe improve the turn lanes, but don't change the light
9. Roundabouts are always a good safety idea if the cost does not prevent it
10. This would be ideal! A stop light would not decrease traffic but a roundabout would keep things moving. Yes please!

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

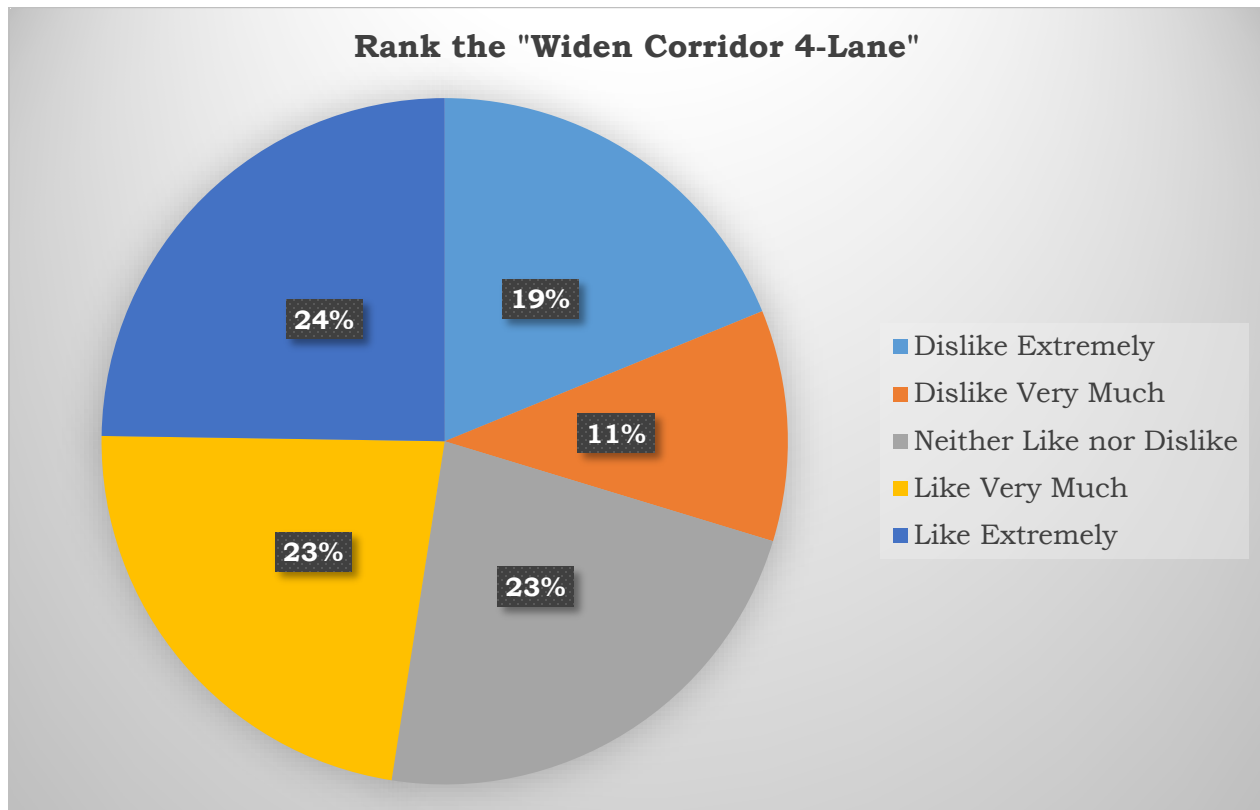
- **Intersection Improvements at SR 54**



1. Not as high priority, traffic flows well today
2. add lane to 54 w so right turns from Tyrone rd do not stop, keep moving
3. This is good. I suggest lengthening the right hand turn lane on Hwy 54 to Tyrone Rd. This road has a significant number of large trucks and the road is not large enough to support it.
4. Improved turn lanes are nice

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

• Widen Corridor 4- Lane



1. Tyrone does not need another 4 lane road. Too many homes will be destroyed. Afraid it might actually cause more traffic to come.
2. Just so i get paid enough so i can afford to move to quieter place there are already terrible storm water problems on Tyrone rd at 775 and this widening will make it worse! Runoff needs to be sent down right of way to flat creek!
3. That's more like it
4. Not sure this is necessary.
5. I like this but it should be up to Tyrone to make this decision
6. I live on the Tyrone Road side which I consider the North/east side. We were promised a cart path years ago. I do not want a 4-lane, we already have a "large truck" problem. No 4-lane, but please install a cart path.
7. I really like the plan with the multi-use path included.
8. Is this east or west of 74 or both? Do not know if traffic would ever justify 4 lane with median on this corridor. Maybe in the future but certainly not now!

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

9. Not sure that the amount of traffic justifies the number of lanes other than for a few hours on weekdays.
10. Sandy Creek Road should be the one to be widen. This will provide much faster access to the Hospital and Pinewood Studios
11. should the bulk of traffic be on veterans pkwy
12. This is next to impossible. The amount of right-of-way that would need to be purchased is a nightmare. Additionally, there would be significant public objection. The traffic in downtown Tyrone is already heavy. We don't need to encourage it with this corridor.
13. This is one of the few roads that leads directly to I-85. Logic dictates a divided highway would be better, but the property owners will adamantly object.
14. unclear on need
15. We desperately need more lanes. All other proposals will create more of a problem than a solution. Rip the band aid off and fix it correctly please! I live on Adams Rd, the 4 way is the best option until lanes are added! We deal with the traffic every day and the traffic increased each year.
16. We DO NOT NEED a four lane, median divided roadway on Tyrone Road!!!!!!!!!!

ONLINE SURVEY COMMENTS: TYRONE ROAD – PALMETTO ROAD

- **Any additional ideas for improvements along Tyrone Road/ Palmetto Road**

1. Attention to Dogwood Trail improvements are needed as a feeder road into Tyrone/Palmetto Rd. Portions of Dogwood are unsafe because of steep road shoulders.
2. Could an additional lane be added in some places like a passing lane?
3. Get water runoff on right of way to creeks without sending it across private property!!
4. If there are rail corridor to be considered in this area, a stop should be considered on this corridor, probably at Tyrone road- railroad crossing. Ensure
5. Multi-use path from Handley Rd where the path already exists extending to at least the sidewalk at Farr Rd or further along Tyrone Rd.
6. Multiuser cart path along full length of Tyrone Rd
7. Thanks for thinking about solutions for this corridor. There are things in here that will really make a difference.

APPENDIX I

Tyrone Road – Palmetto Road Concept Scoring Worksheets

Safety Score Background Analysis

Tyrone Road - Palmetto Road

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 ¹	EPDO Score ²	Daily Entering Volume ³	Crash Rate ⁴	Crash Rate Score ⁵	
at SR 54	85	0	0	6	20	59	0	969.00	\$ 26,453,700	9.9	30,469	1.53	4.6	14.5
at Senoia Road	53	0	1	2	11	39	0	529.00	\$ 14,441,700	7.1	18,123	1.60	4.8	11.9
at SR 74	41	0	1	5	7	28	0	483.00	\$ 13,185,900	6.8	31,803	0.71	2.1	8.9
at Dogwood Trail	16	0	0	2	4	10	0	220.00	\$ 6,006,000	5.1	16,440	0.53	1.6	6.7
at Flat Creek Trail	19	0	0	1	1	17	0	87.00	\$ 2,375,100	4.2	17,668	0.59	1.8	6.0
at Ellison Road	12	0	0	2	1	9	0	114.00	\$ 3,112,200	4.4	13,502	0.49	1.5	5.9
at Arrowood-Spencer	8	0	0	0	0	8	0	8.00	\$ 218,400	3.7	15,547	0.28	0.9	4.6
at Trickum Creek	4	0	0	1	0	3	0	38.00	\$ 1,037,400	3.9	14,776	0.15	0.5	4.4
at Briarwood Road	6	0	0	0	0	6	0	6.00	\$ 163,800	3.7	16,614	0.20	0.6	4.3
at Farr Road	3	0	0	0	0	3	0	3.00	\$ 81,900	3.7	8,551	0.19	0.6	4.3
at Valleywood Rd	3	0	0	0	0	3	0	3.00	\$ 81,900	3.7	13,670	0.12	0.4	4.1
at Lincoln Road	3	0	0	0	0	3	0	3.00	\$ 81,900	3.7	15,181	0.11	0.3	4.0
at Scott Blvd	1	0	0	0	0	1	0	1.00	\$ 27,300	3.7	8,004	0.07	0.2	3.9

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 ¹	EPDO Score ²	Annual Daily Traffic (2-Way) ³	Crash Rate ⁶	Crash Rate Score ⁵			
Tyrone Road-Palmetto Road Corridor	220	1	1	16	37	165	0	383.98	\$ 131,031.00	3.8	13,351	1.45	4.4	6.22	7.1	8.23
Palmetto Road from County Line to SR 74	94	1	1	3	13	76	0	525.83	\$ 64,849.00	4.6	14,479	1.86	5.6	1.91	9.8	10.20
Tyrone Road from Dogwood Trail to SR 54	53	0	0	6	6	41	0	313.61	\$ 33,369.00	3.5	12,223	1.62	4.9	1.47	7.2	8.36

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score ⁸	Notes	Crash Costs Analysis		
				Annual Crash Cost (2014-2018)	Potential Annual Crash Cost Savings	Crash Cost Savings over 20-Yr Design Life ⁷
Intersection Improvement at Senoia Rd (Underpass * Roundabout)	81%	8.1		\$ 2,888,340	\$ 2,341,866	\$ 24,809,729
Intersection Improvement at Senoia Rd (Underpass * Signal)	76%	7.6		\$ 2,637,180	\$ 2,002,147	\$ 21,210,746
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	44%	4.4		\$ 16,380	\$ 7,240	\$ 76,700
Intersection Improvement at Ellison Road (Roundabout)	71%	7.1		\$ 622,440	\$ 441,932	\$ 4,681,832
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	44%	4.4		\$ 1,201,200	\$ 530,930	\$ 5,624,677
Intersection Improvement at Dogwood Trail (Roundabout)	71%	7.1		\$ 1,201,200	\$ 852,852	\$ 9,035,114
Install Traffic Signal at Flat Creek Trail	44%	4.4		\$ 475,020	\$ 209,009	\$ 2,214,239
Install Roundabout at Flat Creek Trail	71%	7.1		\$ 475,020	\$ 337,264	\$ 3,572,977
Intersection Improvements at SR 54	58%	5.8		\$ 5,290,740	\$ 3,084,501	\$ 32,677,208
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	66%	6.6		\$ 26,206	\$ 17,265	\$ 182,902
Widen to 4-Lane: County Line to SR 74	66%	6.6		\$ 12,970	\$ 8,545	\$ 90,520
Widen to 4-Lane: Dogwood Trail to SR 54	66%	6.6		\$ 6,674	\$ 4,397	\$ 46,579

Overall Safety Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Intersection Improvement at Senoia Rd (Underpass * Roundabout)	11.9	8.1	20.0
Intersection Improvement at Senoia Rd (Underpass * Signal)	11.9	7.6	19.5
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	4.3	4.4	8.7
Intersection Improvement at Ellison Road (Roundabout)	5.9	7.1	13.0
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	6.7	4.4	11.1
Intersection Improvement at Dogwood Trail (Roundabout)	6.7	7.1	13.8
Install Traffic Signal at Flat Creek Trail	6.0	4.4	10.4
Install Roundabout at Flat Creek Trail	6.0	7.1	13.1
Intersection Improvements at SR 54	14.5	5.8	20.4
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	8.2	6.6	14.8
Widen to 4-Lane: County Line to SR 74	10.2	6.6	16.8
Widen to 4-Lane: SR 74 to SR 54	8.4	6.6	14.9

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 EPDO for the 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. Assumes 7% Rate over 20 years.
8. Safety Improved Score is normalized CRFs with 100% being max crash reduction.

Traffic Operations Score Background Analysis

Tyrone Road - Palmetto Road

2040 Build vs No Build Delay Analysis

Project Name	2040 No Build LOS		2040 Build LOS		Delay Difference ¹²		Traffic Ops Score ³
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	F (109.6 s)	F (159.3 s)	C (15.3 s)	C (20.4 s)	94.3	138.9	14
Intersection Improvement at Senoia Rd (Underpass & Traffic Signal)	F (109.6 s)	F (159.3 s)	C (30.4 s)	C (33.6 s)	79.2	125.7	14
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Intersection Improvement at Ellison Road (Roundabout)	C (17.2 s) D (27.5 s)	C (17.3 s) E (39.4 s)	A (7.5 s)	A (7.8 s)	20.0	31.6	10
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	D (26.6 s)	C (21.6 s)	C (18.9 s)	C (16.5 s)	7.7	5.1	4
Intersection Improvement at Dogwood Trail (Roundabout)	D (26.6 s)	C (21.6 s)	B (10.3 s)	A (9.2 s)	16.3	12.4	6
Install Traffic Signal at Flat Creek Trail	F (146.8 s)	F (176.9 s)	C (31.5 s)	C (30.8 s)	115.3	146.1	14
Install Roundabout at Flat Creek Trail	F (146.8 s)	F (176.9 s)	B (14.4 s)	C (15.3 s)	132.4	161.6	14
Intersection Improvements at SR 54	D (41.1 s)	C (30.3 s)	C (27.7 s)	C (22.4 s)	13.4	7.9	6
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	D (v/c - 0.44)	D (v/c - 0.46)	A (v/c - 0.15)	A (v/c - 0.15)	0.29	0.31	8
Widen to 4-Lane: County Line to SR 74	D (v/c - 0.44)	D (v/c - 0.46)	A (v/c - 0.13)	A (v/c - 0.14)	0.31	0.32	8
Widen to 4-Lane: Dogwood Trail to SR 54	D (v/c - 0.44)	D (v/c - 0.45)	A (v/c - 0.13)	A (v/c - 0.14)	0.31	0.32	8

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

	Total Travel Time									
	2040 No Build		2040 Build		Delay Travel Time		Annualized Vehicle Hours Traveled ²		Delay Cost Savings	
Project Name	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	2040 No Build (hrs)	2040 Build (hrs)	Annual Delay Cost Savings ³	Delay Savings over Design Life ⁴
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	61	85	14	12	47	73	182,500	32,500	\$ 2,592,600	\$ 27,466,004
Intersection Improvement at Senoia Rd (Underpass & Traffic Signal)	61	85	27	29	34	56	182,500	70,000	\$ 1,944,450	\$ 20,599,503
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Intersection Improvement at Ellison Road (Roundabout)	36	40	35	38	1	2	95,000	91,250	\$ 64,815	\$ 686,650
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	28	32	28	31	0	1	75,000	73,750	\$ 21,605	\$ 228,883
Intersection Improvement at Dogwood Trail (Roundabout)	28	32	26	29	2	3	75,000	68,750	\$ 108,025	\$ 1,144,417
Install Traffic Signal at Flat Creek Trail	86	106	36	43	50	63	240,000	98,750	\$ 2,441,365	\$ 25,863,821
Install Roundabout at Flat Creek Trail	86	106	23	29	63	77	240,000	65,000	\$ 3,024,700	\$ 32,043,672
Intersection Improvements at SR 54	60	49	47	41	13	8	136,250	110,000	\$ 453,705	\$ 4,806,551
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	311	344	275	306	36	38	818,750	726,250	\$ 1,598,770	\$ 16,937,369
Widen to 4-Lane: County Line to SR 74	69	55	50	44	19	11	155,000	117,500	\$ 648,150	\$ 6,866,501
Widen to 4-Lane: SR 74 to SR 54	242	289	225	262	17	27	663,750	608,750	\$ 950,620	\$ 10,070,868

- 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 in (hrs) for entire realignment network.

Environmental Score Background Analysis

Tyrone Road - Palmetto Road

Project Name	Resources Present ¹	Ranking	Environmental Impact Score ²
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	4	1	1.0
Intersection Improvement at Senoia Rd (Underpass & Traffic Signal)	4	1	1.0
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	1	4	4.0
Intersection Improvement at Ellison Road (Roundabout)	0	5	5.0
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	0	5	5.0
Intersection Improvement at Dogwood Trail (Roundabout)	0	5	5.0
Install Traffic Signal at Flat Creek Trail	3	4	4.0
Install Roundabout at Flat Creek Trail	3	4	4.0
Intersection Improvements at SR 54	2	1	1.0
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	19	1	1.0
Widen to 4-Lane: County Line to SR 74	7	1	1.0
Widen to 4-Lane: Dogwood Trail to SR 54	14	1	1.0

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

Tyrone Road - Palmetto Road

Project Name	Parcel Type			Right-of-Way Impacts ¹	Ranking	R/W Impact Score ²
	Undeveloped Parcels	Developed (Residential)	Developed (Commercial)			
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	4	0	3	19	2	6.0
Intersection Improvement at Senoia Rd (Underpass & Traffic Signal)	4	0	3	19	2	6.0
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	0	2	0	4	4	12.0
Intersection Improvement at Ellison Road (Roundabout)	3	4	0	11	3	9.0
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	0	2	0	4	4	12.0
Intersection Improvement at Dogwood Trail (Roundabout)	1	4		9	3	9.0
Install Traffic Signal at Flat Creek Trail	1	6	1	18	3	9.0
Install Roundabout at Flat Creek Trail	1	5	1	16	3	9.0
Intersection Improvements at SR 54	2	1	1	9	3	9.0
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	20	65	11	205	0	0.0
Widen to 4-Lane: County Line to SR 74	9	44	9	142	1	3.0
Widen to 4-Lane: Dogwood Trail to SR 54	11	21	2	63	2	6.0

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
Negligible	0 Impacts	5
Minor	1 to 5 Impact	4
Moderate	6 to 19 Impact	3
Major	20 to 99 Impacts or Impacts Railroad Xing	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

Tyrone Road - Palmetto Road

Project Name	Preliminary Project Cost Estimate	Relative Project Cost Score ¹	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 ²	
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	\$ 1,650,000	8.00	\$ 24,809,729.17	\$ 27,466,004.40	\$ 52,275,733.57	31.68	5.00	13.0
Intersection Improvement at Senoia Rd (Underpass & Traffic Signal)	\$ 30,000,000	0.00	\$ 21,210,745.91	\$ 20,599,503.30	\$ 41,810,249.21	1.39	1.00	1.0
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	\$ 150,000	10.00	\$ 76,700.14	\$ -	\$ 76,700.14	0.51	0.00	10.0
Intersection Improvement at Ellison Road (Roundabout)	\$ 1,650,000	8.00	\$ 4,681,831.85	\$ 686,650.11	\$ 5,368,481.96	3.25	2.00	10.0
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	\$ 285,000	10.00	\$ 5,624,676.66	\$ 228,883.37	\$ 5,853,560.03	20.54	5.00	15.0
Intersection Improvement at Dogwood Trail (Roundabout)	\$ 1,650,000	8.00	\$ 9,035,114.09	\$ 1,144,416.85	\$ 10,179,530.94	6.17	3.00	11.0
Install Traffic Signal at Flat Creek Trail	\$ 360,000	10.00	\$ 2,214,239.23	\$ 25,863,820.81	\$ 28,078,060.04	77.99	5.00	15.0
Install Roundabout at Flat Creek Trail	\$ 1,650,000	8.00	\$ 3,572,976.93	\$ 32,043,671.80	\$ 35,616,648.73	21.59	5.00	13.0
Intersection Improvements at SR 54	\$ 75,000	10.00	\$ 32,677,208.04	\$ 4,806,550.77	\$ 37,483,758.81	499.78	5.00	15.0
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	\$ 14,850,000	2.00	\$ 182,901.64	\$ 16,937,369.38	\$ 17,120,271.02	1.15	1.00	3.0
Widen to 4-Lane: County Line to SR 74	\$ 2,450,000	6.00	\$ 90,520.48	\$ 6,866,501.10	\$ 6,957,021.58	2.84	2.00	8.0
Widen to 4-Lane: SR 74 to SR 54	\$ 5,315,000	4.00	\$ 46,578.63	\$ 10,070,868.28	\$ 10,117,446.91	1.90	1.00	5.0

Project Cost Score Legend

Project Cost	Ranking
\$0 to \$999,999	10
\$1,000,000 to \$1,999,999	8
\$2,000,000 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.
1. Relative B/C Score based on B/C Score Legend relative to 33% max score for Project Cost category.

Public Support Score Background Analysis

Tyrone Road - Palmetto Road

Project Name	PIOH 2 Comment Form - Phase II Score ¹	Online Survey - Phase II Score ²	Typical Comments/Major Takeaways	Public Support Score
Multi-Use Path from Spencer Lane to Highway 74	4.01	4.76	<ul style="list-style-type: none">• Should extend to SR 54• What about Tyrone Road?	8.8
Intersection Improvement at Senoia Rd (Underpass & Roundabout)	6.81	5.78	<ul style="list-style-type: none">• Can it be moved more south to avoid parking lot?• Roundabout may be better	12.6
Intersection Improvement at Farr Road (Realignment & Turn Lanes)	4.94	5.54	<ul style="list-style-type: none">• Doesn't seem to be enough traffic on Farr Road to justify	10.5
Intersection Improvement at Ellison Road (Roundabout)	4.41	5.60	<ul style="list-style-type: none">• Unsafe intersection, improvements needed	10.0
Intersection Improvement at Dogwood Trail (Realignment & Turn Lanes)	6.09	5.82	<ul style="list-style-type: none">• Remove the hill on the north side to improve safety	11.9
Intersection Improvement at Dogwood Trail (Roundabout)	4.31	4.76		9.1
Install Traffic Signal at Flat Creek Trail	3.44	4.97	<ul style="list-style-type: none">• Traffic signal will cause inconvenience• Very congested during afternoon peak hour	8.4
Install Roundabout at Flat Creek Trail	5.84	5.66	<ul style="list-style-type: none">• Perfect location• Would like to know how it functions compared to a traffic signal• Better option than signal because it doesn't cause backups during the day	11.5
Intersection Improvements at SR 54	5.70	6.02		11.7
Widen Corridor: 4-Lane Median Divided with Multi-Use Path on One Side	4.38	4.86	<ul style="list-style-type: none">• Provides direct access to Interstate 85	9.2

Other Comment/Project Ideas
Sight Distance Issue at Lincoln Road
Sight Distance Issue at Trickum Creek Road
Intersection Improvement at Highway 74 and Dogwood Trail
Dogwood Trail needs to be improved between SR 74 and Tyrone Road
Get water runoff on right of way to creeks without sending it across private property
Golf cart path on Flat Creek Trail
Status of land Fayetteville designated an industrial park at SR 54 and Tyrone Road
Add rail/transit options

Notes

1. Comment Forms Score is normalized relative to max score for 50% Public Support category.
2. Online Survey Score is normalized (max 5 pts) relative to max score for 50% Public Support category.