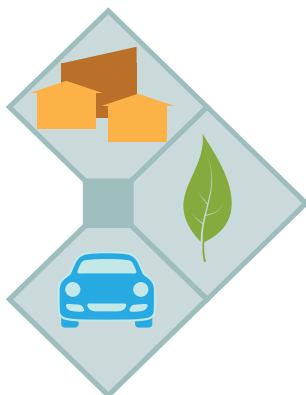




STATE ROUTE 74 COMPREHENSIVE CORRIDOR STUDY





ACKNOWLEDGMENTS

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South Fulton Community Improvement District





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APPENDICES

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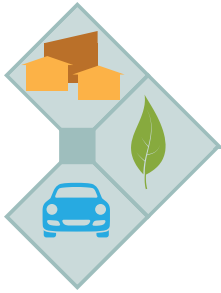
b: traffic volume count data

c: intersection analysis synchro output

d: detailed development guidelines matrix

e: future turning movement counts

f: intersection control evaluation summaries

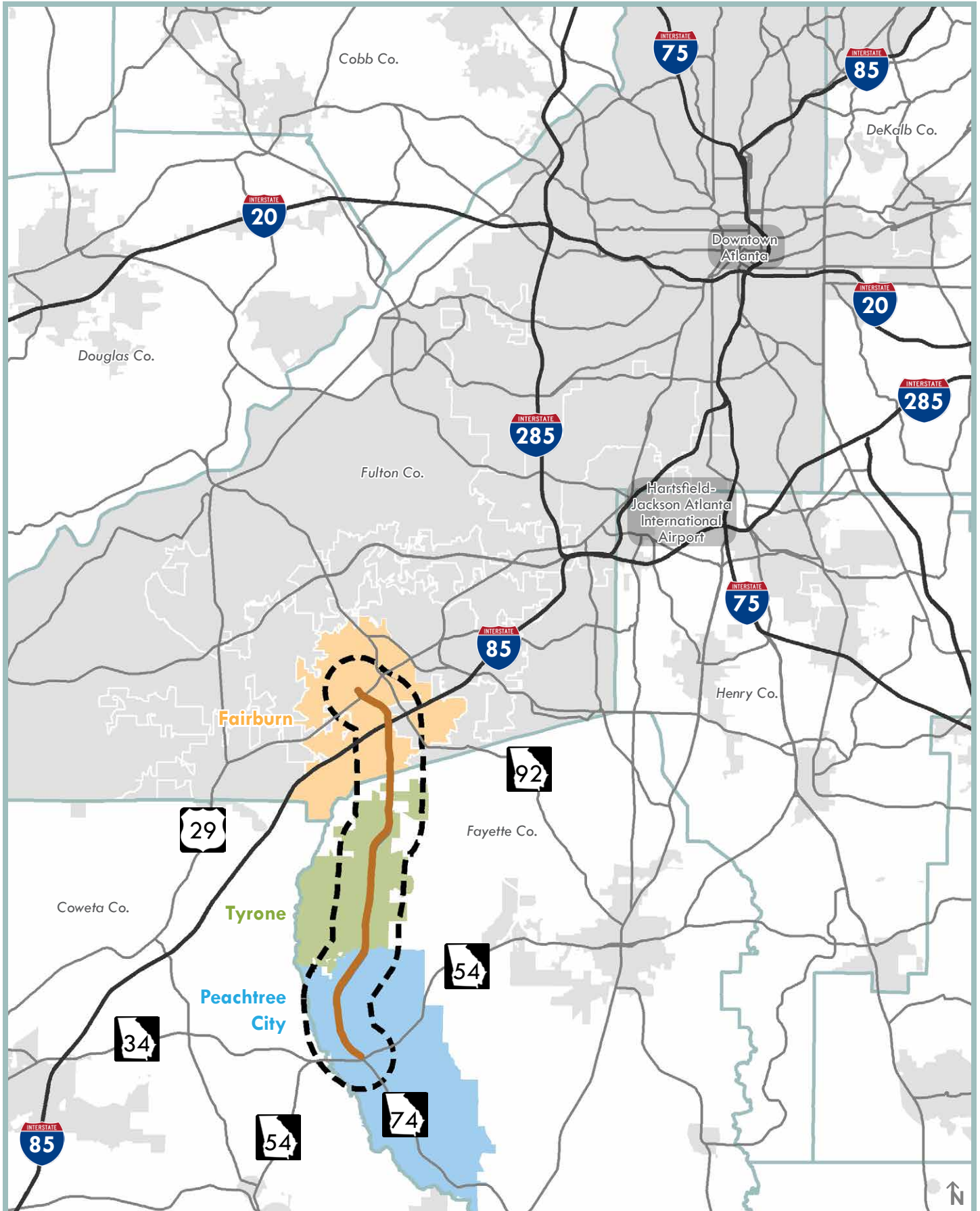


INTRODUCTION

SR 74 is a primary north-south corridor, which carries approximately 36,000 vehicles a day and connects several communities including Fulton and Fayette Counties. The focus of this Comprehensive Corridor Plan includes the section of SR 74 between US 29 and SR 54, which passes through the communities of Fairburn, Tyrone, and Peachtree City.

Twenty years ago, the majority of the corridor was rural and undeveloped with only Peachtree City on the southern end of the corridor having significant population and development. In those twenty years, Peachtree City and the overall region have continued to grow creating increased traffic demand on SR 74 which is the main connection for the area to I-85 and points beyond, including employment centers to the north in Atlanta. One of those major employment centers is the area including and surrounding the Hartsfield-Jackson Atlanta International Airport, where a significant amount of corridor residents are employed. In addition to fueling residential growth, the airport is a source of employment growth along the corridor, with many area businesses relying on the convenience and connectivity to the airport for their customers and business operations.

Study Corridor's Position in Region

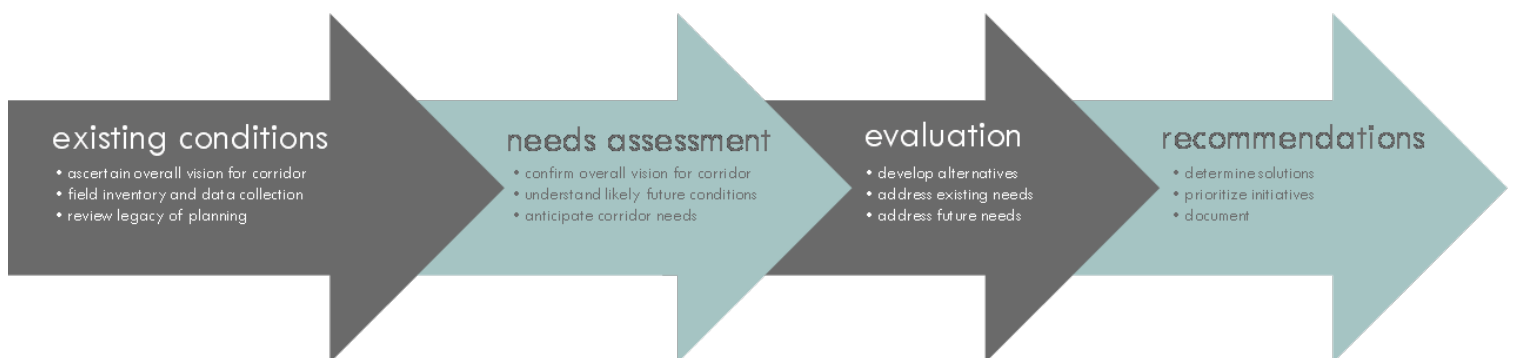


purpose

Despite the ongoing growth along the corridor, there are still large tracts of land that are undeveloped allowing for scenic views, a relatively rural feel, and limited intersections. Recognizing the ongoing development of the area and accompanying traffic growth, the SR 74 Gateway Coalition was formed to include representatives from Peachtree City, Town of Tyrone, City of Fairburn, Fayette County, and the South Fulton Community Improvement District (SFCID). With assistance from neighboring communities who utilize the corridor (including the City of Senoia, Coweta County, and Fulton County), partnering agencies (such as the Georgia Department of Transportation and Atlanta Regional Commission), and civic organizations (such as the Fayette County Chamber of Commerce), the SR 74 Gateway Coalition supported the development of a comprehensive corridor study to proactively anticipate future growth and develop a corridor plan for SR 74. Emerging over the course of the study process, overall goals of the study included:

- » Establish a Unified Vision for the Corridor
- » Understand Long-Term Transportation Needs
- » Address Congestion and Future Growth
- » Provide Capacity to Maintain Corridor Mobility

Beginning in the Summer of 2017, the SR 74 Comprehensive Corridor Study consisted of four overall phases to address these overall goals.



document organization

The following plan document is structured similarly to the study process:

establishing a vision

The study process included a variety of outreach techniques to develop an overarching vision for the future of the corridor. This outreach included participation from a combination of corridor communities' elected officials, staffs, and residents. The desire for increased mobility in the corridor emerged as the most important element for consideration for the future of the corridor, though other elements such as accessibility, active mode transportation, and aesthetics were viewed as important too.

existing corridor conditions

Building from the established Vision, the study team performed a comprehensive review of conditions along the corridor to understand travel demand, traffic operations, employment patterns, corridor access, and development regulations in the corridor's jurisdictions.

assessing future needs

Having established existing conditions on the corridor, future conditions along the corridor were anticipated including future travel demand, likely future traffic operations, and consideration of other plans and studies in the area. This process culminated in the use of an Intersection Control Evaluation (ICE) analysis to identify alternatives.

corridor plan

The ICE analysis identified what is referred to as a superstreet concept for the SR 74 corridor. This concept is anticipated to accommodate future traffic demand without widening of the corridor through a series of innovative intersection designs. These intersection designs also interface with other expressed goals for the corridor including improving safety, addressing active mode transportation, managing parcel access equity, and will work hand in hand with suggested unified development regulations for the corridor.

action plan

Adding to the recommendations, the Action Plan identifies a series of next steps for advocacy to implement the recommended initiatives along the corridor.



outreach activities

listening session

stakeholder committee

A Stakeholder Committee was developed to provide input and feedback regarding the corridor vision, needs, and study recommendations. Rooted in the members of the SR 74 Gateway Coalition, several additional organizations and representatives were invited to participate in the Stakeholder Committee:

- | | | |
|-------------------------------|--|---|
| » Atlanta Regional Commission | » Coweta County | » Key corridor property owners |
| » Bike Fayette | » Fayette County | » MARTA |
| » City of Fairburn | » Fayette County Chamber of Commerce | » Peachtree City |
| » City of Palmetto | » Fulton County | » South Fulton Community Improvement District |
| » City of Senoia | » Georgia Department of Transportation | » Town of Tyrone |
| » City of South Fulton | | |
| » City of Union City | | |

The stakeholder committee met four times throughout the course of the study:

Meeting #1, July 25, 2017: This meeting served as the formal kickoff for the SR 74 Corridor Study, and the first official gathering of the Stakeholder Committee. The meeting began with a formal presentation of the project followed by an in-depth discussion regarding the corridor vision.

Meeting #2, December 8, 2017: This meeting was conducted in an ‘open-house’ format, with four stations that included project information and exercises for the committee to participate in.

- » The background and community engagement station provided information regarding the project schedule and information on existing conditions along the corridor (i.e. traffic volumes, employment and population statistics, etc.).
- » In the vision station, stakeholders were presented with the refined goals and objectives of the vision from the previous meeting and asked to indicate their agreement.
- » As part of the assessment station, stakeholders were also asked to provide feedback on various growth scenarios developed to project traffic volumes along the corridor in 2040.
- » Stakeholders were asked to indicate their top three bottleneck locations, intersection treatment preferences, and areas where mobility and/or accessibility should be prioritized as part of the feedback station.

Meeting #3: June 21, 2018: This meeting consisted of a formal presentation of the emerging recommendation of a superstreet concept along the corridor. After the presentation, the stakeholder committee was shown a roll-plot of the corridor that indicated the location of each recommended improvement. Committee members were encouraged to provide additional feedback to assist in finalizing the recommendations.

Meeting #4: September 20, 2018: During the final stakeholder committee meeting, finalized recommendations were presented to the stakeholder committee, for any additional input prior to the drafting of the plan.





online survey

An online survey was developed to obtain a variety of input from the community. This 9-question survey asked respondents questions regarding their use of the corridor, areas of need, and potential improvements. The survey was launched in October 2017 and provided to the stakeholder committee to distribute among their respective networks. The survey received 468 responses. Full feedback received is included in Appendix A.

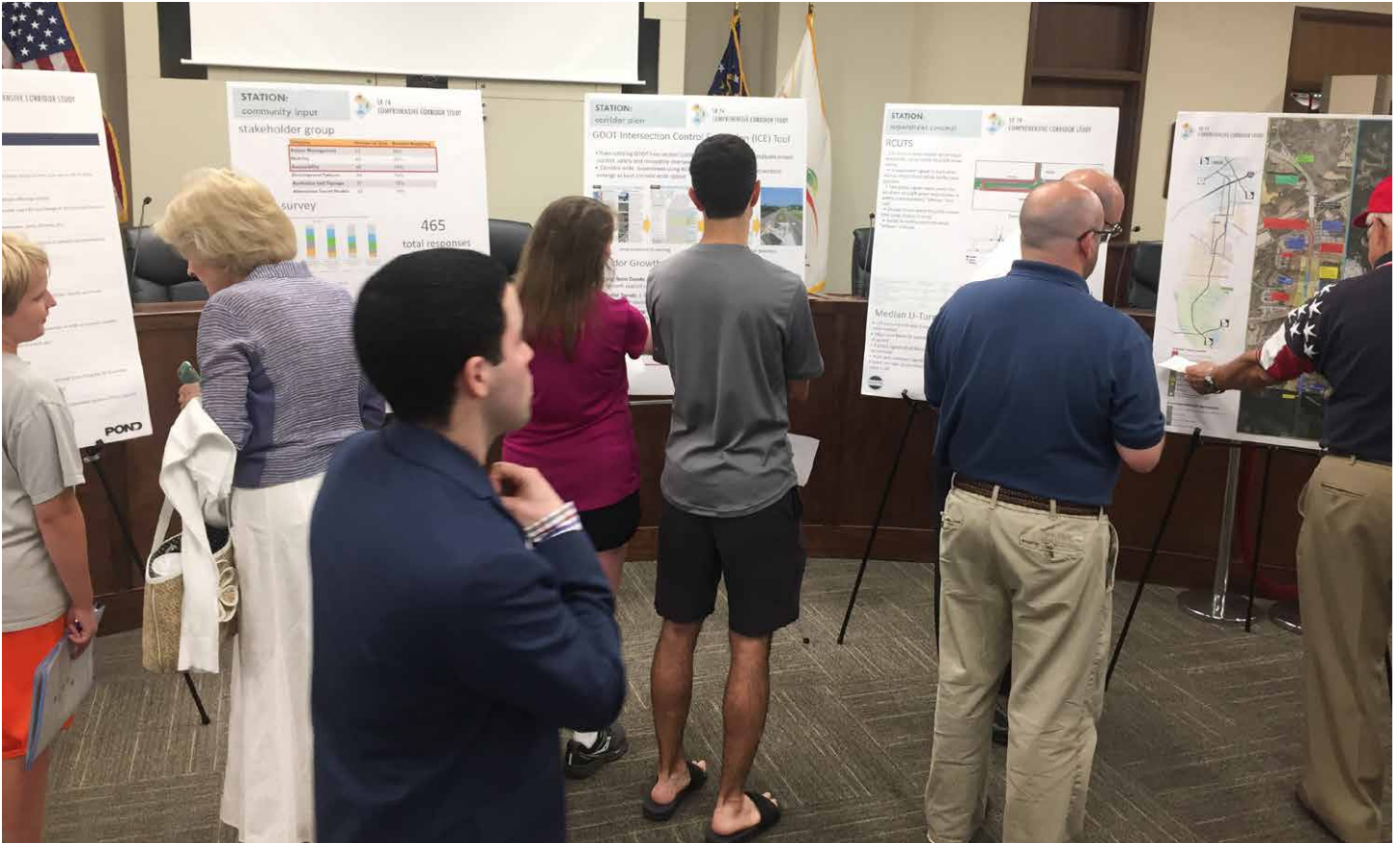
community meetings

Two rounds of public meetings were held during the Corridor Study process. Both rounds, each comprised of two meetings, were held in 'open house' formats where attendees could visit various stations and participate in exercises at their convenience. Additional information from these meetings – including photos, scans, and exercise results – can be found in Appendix A.

Round 1 Open Houses: The first two meetings were held in early March 2018. During these meetings, attendees were provided general information regarding the corridor study, and participated in three exercises geared at identifying bottleneck locations, prioritizing access and mobility, and establishing a vision for the corridor.

Round 2 Open Houses: The second round of meetings was held in July 2018. These open houses presented findings from the technical analysis of the study, and emerging recommendations for the corridor.







key vision statements

A fundamental component of the SR 74 Corridor Study was establishing a collective vision for the corridor among the various stakeholders. To create a vision that reflected the views of both the stakeholder committee and public, several exercises were conducted at several points during the study to develop the vision.

top improvement types

Using the information collected during the listening session, the project team organized preliminary input into six broad categories:

- » Access Management
- » Accessibility
- » Aesthetics & Signage
- » Alternative Travel Modes
- » Development Patterns
- » Mobility
- » Other

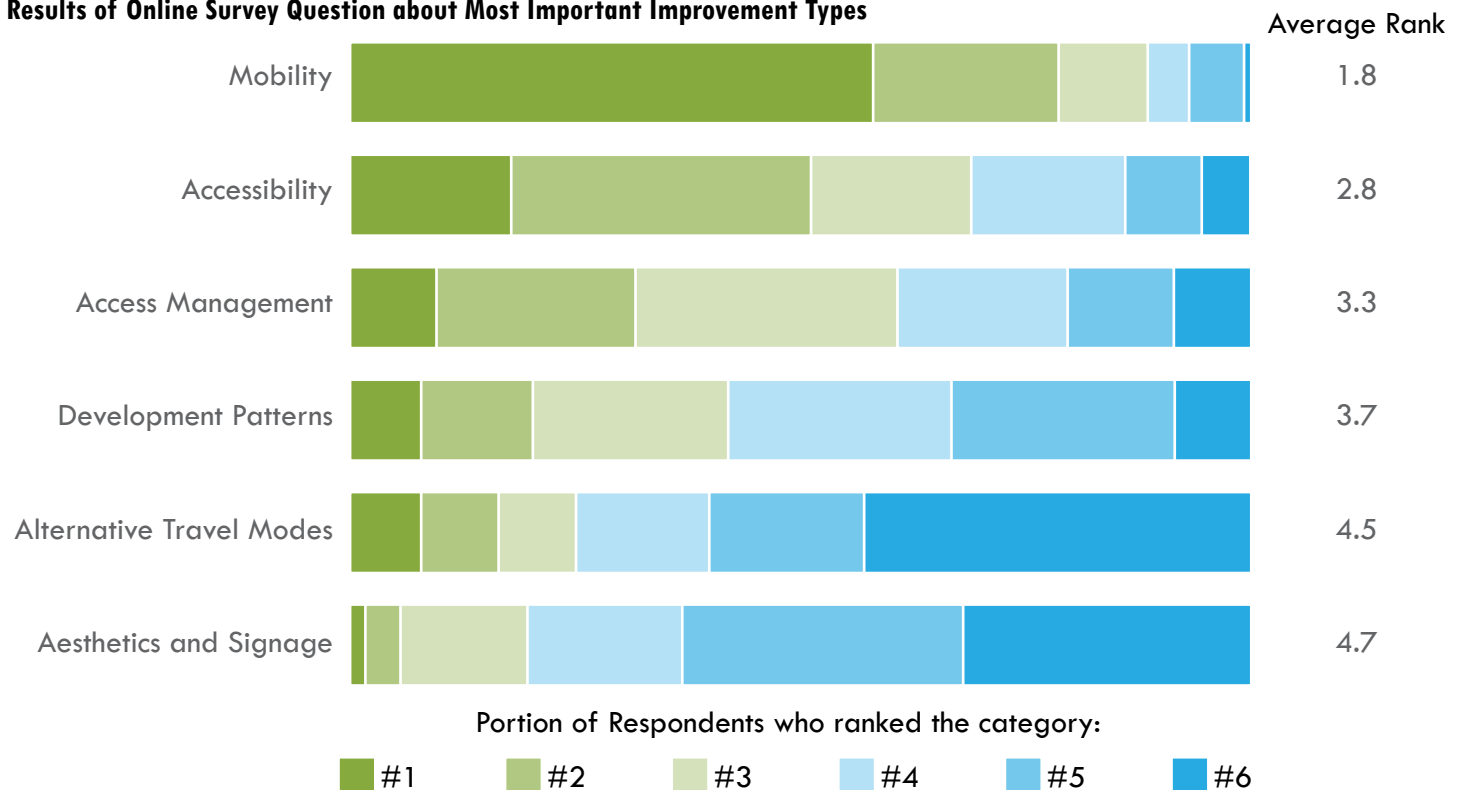
Top Improvement Categories from Stakeholder Meeting #1

Category	Number of Dots
Mobility	42
Access Management	42
Accessibility	40
Development Patterns	34
Aesthetics and Signage	31
Alternative Travel Models	22

The stakeholder committee was asked to indicate which categories were most important to them using 10 dots. Following the meeting, the results of the exercise were tallied and weighted, and are shown above.

The online survey featured a similar question which asked participants to rank to rank these six categories from most important (#1) to least important (#6). The results, shown below, show that the public feels even more strongly than the stakeholders committee that mobility is a top priority.

Results of Online Survey Question about Most Important Improvement Types

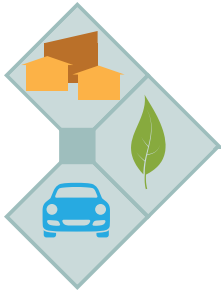


goals and objectives

Based on the results of the vision exercise from the first stakeholder meeting, the project team developed a preliminary list of 'Goals & Objectives' for the six categories indicated by the committee. Each 'Goal' was related to one of the previously identified categories (i.e. access management, alternative travel modes), along with several policies (i.e. 'Objectives') that were created by the project team.

Vision Statements

Access Management
Implement corridor-wide access management policies to help maintain mobility
Implement access management practices such as frontage/backage/access roads and inter-parcel access to limit curb cuts on SR 74 while maintaining accessibility for residents and businesses
Accessibility/Connectivity
Maintain or enhance accessibility/connectivity for residents and businesses without negatively affecting mobility
Identify new corridors and access points to I-85 to improve accessibility and mobility. Possible new I-85 interchange at SR 92/Gullatt/Johnson Rd
Improve pedestrian and bicycle access to corridor destinations and amenities (retail, downtowns, parks, libraries, etc.)
Maintain and Improve Corridor Aesthetics
Implement corridor-wide design guidelines for private development and transportation investments to ensure a cohesive, aesthetically pleasing corridor
Develop and implement consistent signage standards throughout corridor
Identify and install decorative treatments throughout corridor to highlight SR 74 as a 'Gateway Corridor'
Seek Opportunities to Encourage and Facilitate Alternative Travel Modes
Identify and implement transportation projects that encourage alternatives modes of travel including pedestrian, bicycle, and transit
Identify potential funding opportunities to fund shuttles, park and ride lots, van pools, and ride sharing
Land Use/Development Patterns
Identify and adopt zoning and development standards that balance growth with roadway network capacities in order to maintain mobility
Encourage development patterns that help reduce automobile trips (mixed-use, transit-oriented, etc.)
Accommodate anticipated economic development without jeopardizing corridor mobility
Mobility
Identify and implement transportation improvements that preserve or enhance traffic operations and travel times along the SR 74 corridor
Implement operational and capacity improvements to accommodate planned growth within the corridor
Implement 'Smart Corridor' technologies such as adaptive signal control, queue detection, intelligent transportation systems (ITS) to improve traffic operations and safety within the SR 74 corridor



EXISTING CORRIDOR CONDITIONS

existing travel volumes and demand

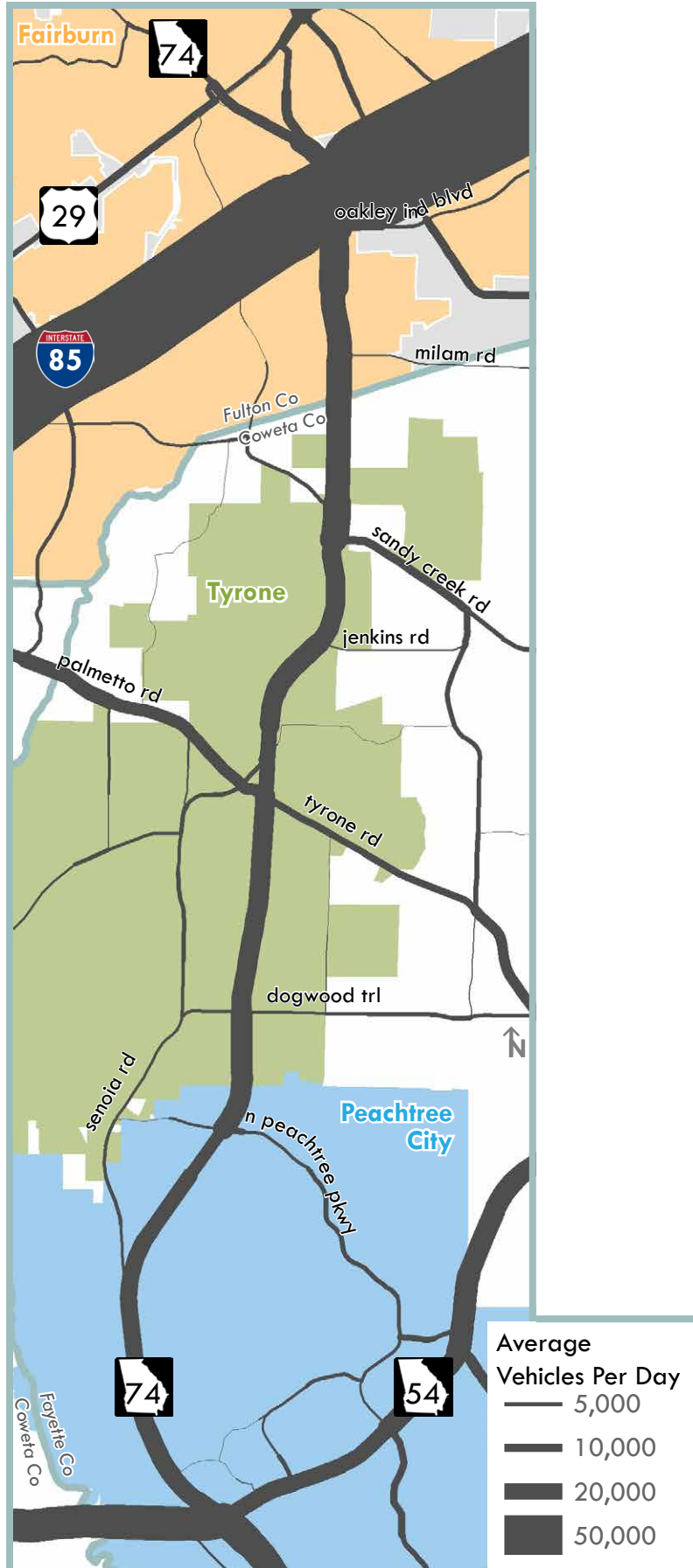
SR 74 is a primary route through western Fayette County and southern Fulton County, which provides the primary access to I-85 and the regional transportation network for many residents and businesses, connecting the communities of Fairburn, Tyrone and Peachtree City. GDOT counts from year 2016 show 33,000 to 36,000 vehicles per day south of I-85 and between 19,000 and 20,000 vehicles per day north of I-85. The map to the right shows volumes on SR 74 and nearby roadways, estimated from the Atlanta Regional Commission's (ARC's) Activity-Based Travel Demand Model (TDM), in year 2015. SR 74 is one of the most utilized roads in the area, dwarfed only by I-85, with comparable volumes on SR 54 to the south and Palmetto Road/Tyrone Road in the center of the corridor.

To better understand corridor traffic operations, twenty-four major intersections shown on the far right were specifically analyzed. Of these, four had been counted as part of recent studies (these are marked on the list below with an asterisk *). Turning movement counts at the remaining twenty intersections were performed on Tuesday, October 17, 2017. Complete count data is included in Appendix B. Analyzed intersections are shown to the far right, and are listed below:

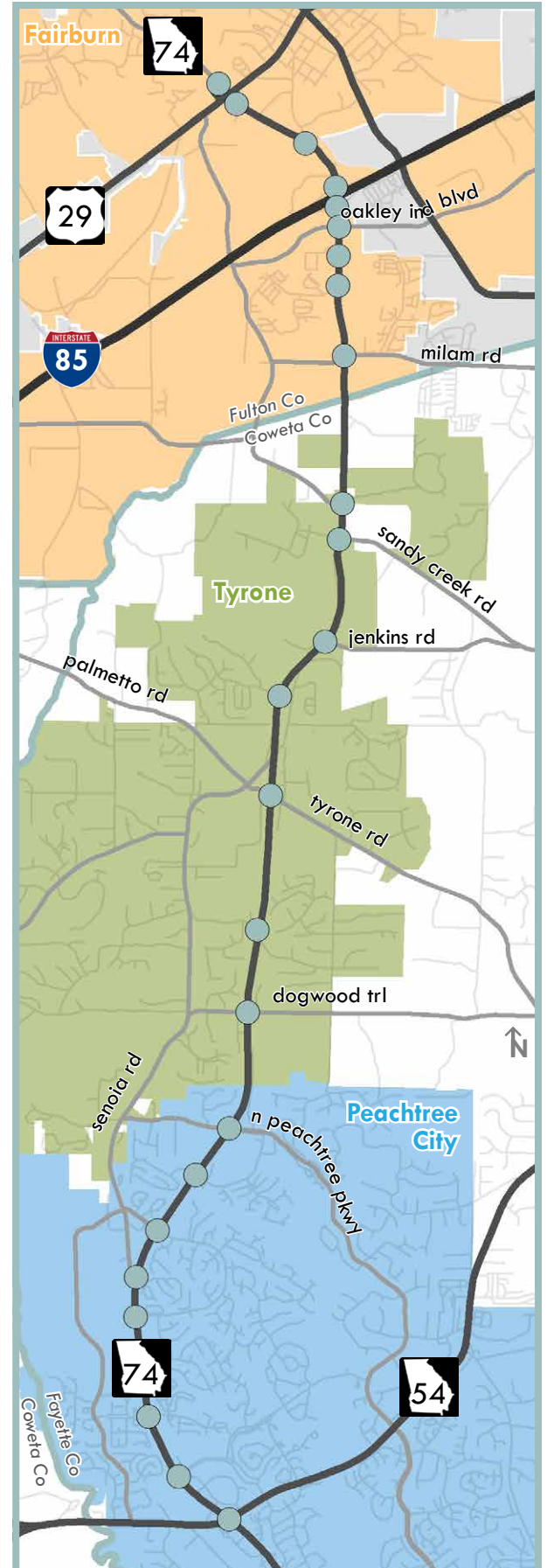
- » SR 74 and SW Broad Street/US 29 Ramp
- » SR 74 and McLarin Road Ramp
- » SR 74 and Senoia Road (north)
- » SR 74 and I-85 Southbound Ramps
- » SR 74 and I-85 Northbound Ramps*
- » SR 74 and Oakley Industrial Boulevard
- » SR 74 and Harris Road
- » SR 74 and Meadow Glen Parkway
- » SR 74 and Landrum Road/Milam Road
- » SR 74 and Kirkley Road/Westbourne Drive
- » SR 74 and Laurelmont Drive/Sandy Creek Road*
- » SR 74 and Peggy Lane/Jenkins Road
- » SR 74 and Carriage Oaks Drive
- » SR 74 and Palmetto Road/Tyrone Road
- » SR 74 and E Crestwood Road
- » SR 74 and Dogwood Trail
- » SR 74 and Crabapple Lane/N Peachtree Parkway*
- » SR 74 and Ardenlee Parkway/Georgian Park
- » SR 74 and Kedron Drive (north)
- » SR 74 and Senoia Road (south)/Lexington Pass
- » SR 74 and Kedron Drive (south)
- » SR 74 and Wisdom Road
- » SR 74 and Aberdeen Parkway
- » SR 74 and SR 54*

EXISTING CORRIDOR CONDITIONS

Daily Traffic Volumes, Year
2015, ARC Travel Demand Model



Analyzed Intersections

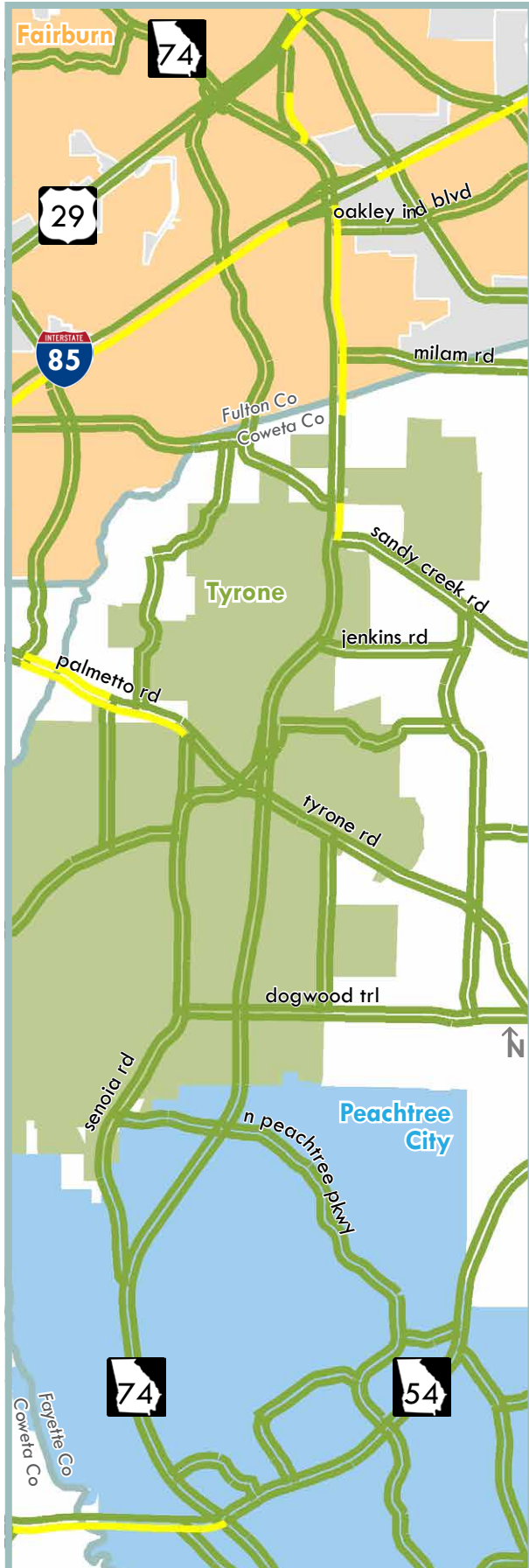


level of service

At a corridor level, the TDM can also be used to estimate congestion along roadways as shown on the facing maps. These maps use Level of Service (LOS) to measure congestion. LOS is reported as a letter, from A through F, related to the amount of congestion experienced at a certain location. Generally speaking an LOS of A through D is considered acceptable, while LOS of E or F are considered less desirable, with infrastructure improvements often needed to improve the movement of traffic. The model indicates that most of the corridor is relatively well served, with moderate levels of congestion during both the morning and evening peak periods, primarily leading up to and away from the I-85 interchange. Some areas may experience congestion not represented on these maps. As a regional model, the TDM does not capture the impacts of local operations on a roadway's congestion.



Level of Service, Year 2015 AM
Period, ARC Travel Demand Model



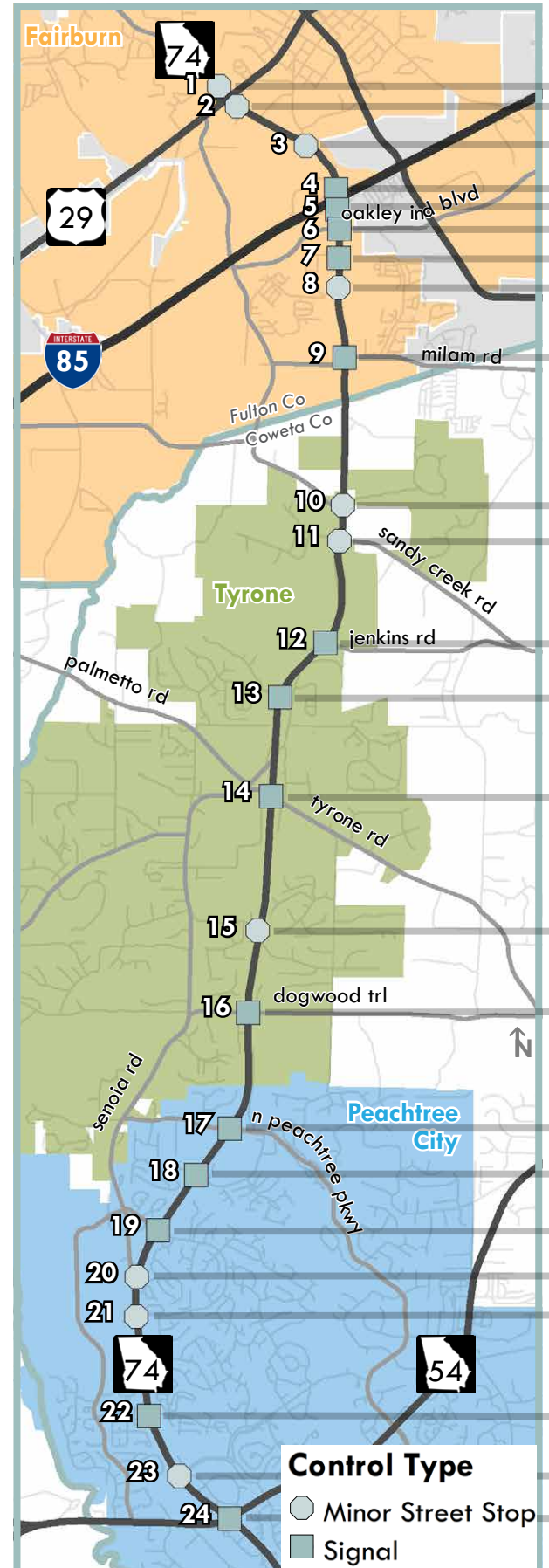
Level of Service, Year 2015 PM
Period, ARC Travel Demand Model



Deeper analysis is typically needed to understand specific conditions and operations at a given intersection. For this study, detailed intersection-level analyses were based on the criteria established in the *Highway Capacity Manual, 2000* edition. Trafficware's *Synchro Studio 10* software, using the HCM 2000 methodology, was utilized to perform the analyses for twenty-four intersections. More recent methodologies could not be used due to limitations in those methodologies concerning shared lanes and U-turn movements. Raw output of the intersection analyses performed are included in Appendix B, while the results are shown to the right. Similar to the TDM results, intersection congestion is the most pronounced near the I-85 interchange at the I-85 ramp intersections and Oakley Industrial Boulevard. Also, the intersection with SR 54 experiences very high levels of congestion. Several of the side streets that are currently stop-controlled at SR 74 experience substantial delays along the corridor as well.



Analyzed Intersections by Current Control Type



EXISTING CORRIDOR CONDITIONS | LEVEL OF SERVICE

No Build Year 2017 Intersection Analysis Results

	Intersecting Street	Existing Control	Average AM Delay* (sec/vehicle)	AM Level of Service*	Average PM Delay* (sec/vehicle)	PM Level of Service*
→	1 SW Broad St/US 29	Minor Street Stop	16	C	15	B
→	2 McLarin Road	Minor Street Stop	19	C	13	B
→	3 Senoia Road (north)	Minor Street Stop	81	F	73	F
→	4 I-85 Southbound	Signal	35	C	168	F
→	5 I-85 Northbound	Signal	256	F	82	F
→	6 Oakley Industrial Boulevard	Signal	98	F	89	F
→	7 Harris Road	Signal	11	B	16	B
→	8 Meadow Glen Parkway	Minor Street Stop	209/†	F/F†	†/†	F†/F†
→	9 Landrum Road/Milam Road	Signal	19	B	28	C
→	10 Kirkley Road/Westbourne Drive	Minor Street Stop	274/†	F/F†	226/†	F/F†
→	11 Laurelmont Drive/Sandy Creek Road	Minor Street Stop	16/221	C/F	27/29	D/D
→	12 Peggy Lane/Jenkins Road	Signal	19	B	21	C
→	13 Carriage Oaks Drive	Signal	13	B	23	C
→	14 Palmetto Road/Tyrone Road	Signal	20	C	42	D
→	15 E Crestwood Road	Minor Street Stop	84/56	F/F	†/†	F†/F†
→	16 Dogwood Trail	Signal	11	B	13	B
→	17 Crabapple Lane/N Peachtree Parkway	Signal	21	C	29	C
→	18 Ardenlee Parkway/Georgian Park	Signal	15	B	30	C
→	19 Kedron Drive (north)	Signal	15	B	31	C
→	20 Senoia Road (south)/Lexington Pass	Minor Street Stop	24/†	C/F†	135/†	F/F†
→	21 Kedron Drive (south)	Minor Street Stop	15/136	B/F	†/†	F†/F†
→	22 Wisdom Road	Signal	9	A	14	B
→	23 Aberdeen Parkway	Minor Street Stop	135	F	†	F†
→	24 SR 54	Signal	87	F	138	F

* : For minor street stop intersections, average delay and LOS for each stop-controlled approach is shown (eastbound/westbound). For signalized intersections, average intersection delay is shown.

† : At these stop-controlled locations, delay reported is over 300 seconds. This likely reflects a breakdown in the HCM methodology, while actual operations may be better.

Jurisdiction

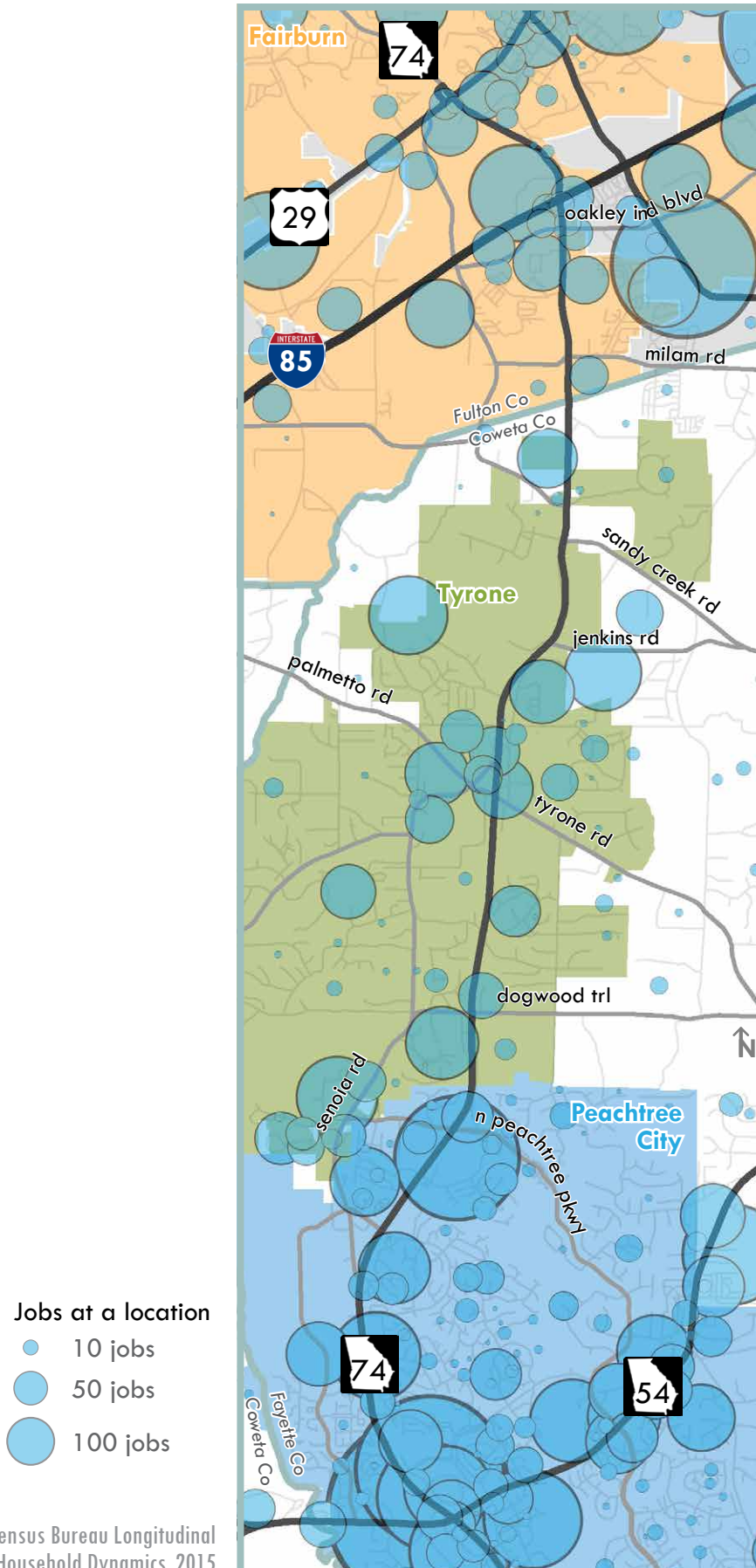
	Fairburn
	Tyrone
	Peachtree City



employment patterns

Within one mile of the study corridor, there are approximately 16,000 jobs (LEHD, 2015). Major industries include Accommodation and Food Services (14% of all employment), Retail Trade (13%), Wholesale Trade (12%), and Manufacturing (9%). The southern end of the study corridor, at SR 54, is a major hub for employment in the region, with a high concentration of retail, and services, mixed with offices and schools and other public services. The I-85 interchange is an increasingly busy employment center, with highway-oriented developments (gas stations, fast food restaurants, hotels, etc.) opening along SR 74, with residential areas, manufacturing, and warehousing facilities present just off the corridor. The study corridor also serves as a major route to other employment areas via I-85. Likewise, south of SR 54, there is a concentration of manufacturing and warehousing uses, which similarly occurs east and west of SR 74 near I-85.

Employment (2015)



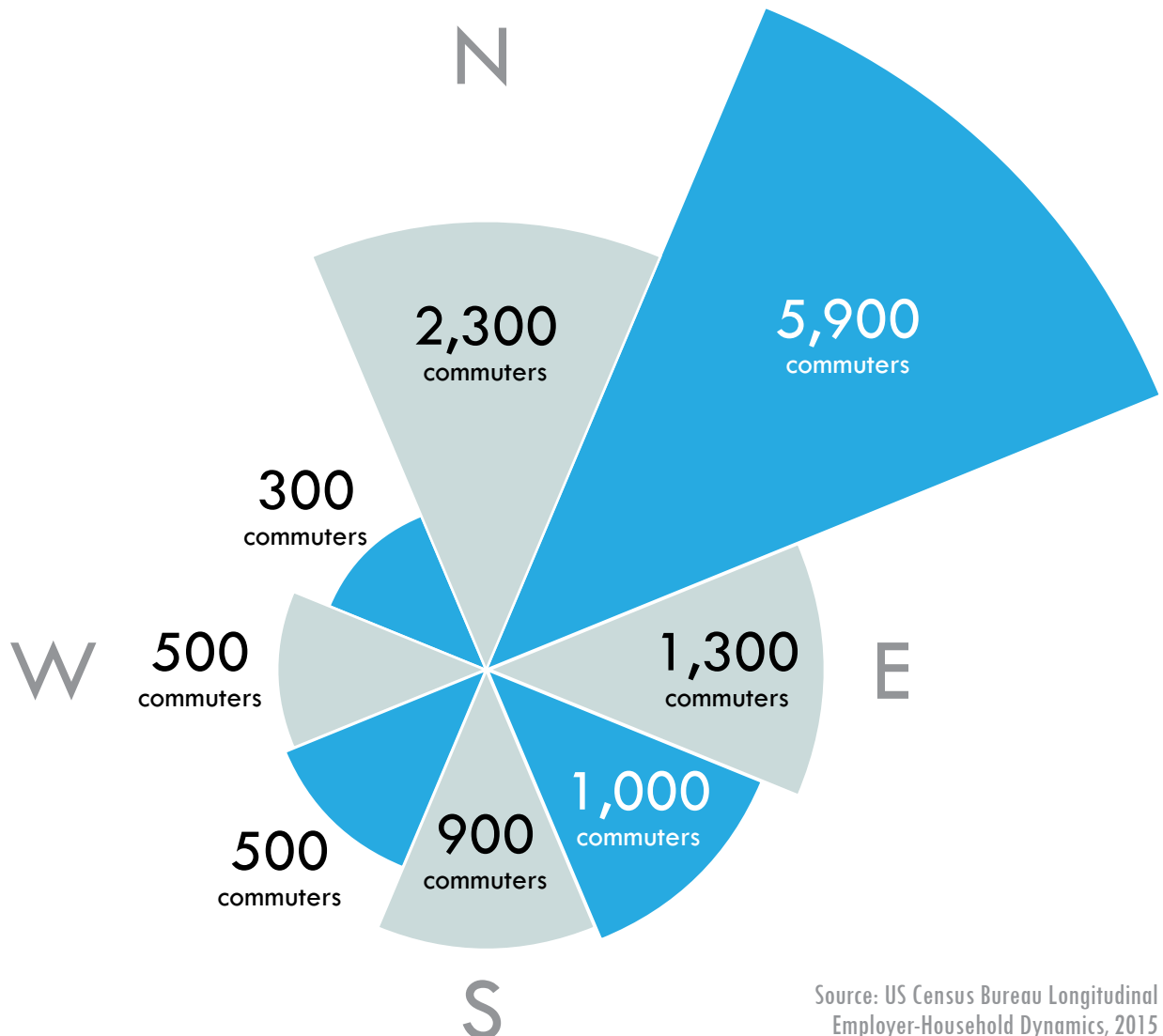
Source: US Census Bureau Longitudinal Employer-Household Dynamics, 2015



SR 74 also serves as a path to workplaces for those who live along it. The map to the right shows the workplaces of the approximately 13,000 people who live within one mile of the study corridor. The most concentrated area of employment is the area near Hartsfield-Jackson Atlanta International Airport. While not as densely concentrated, twice as many residents actually work in Tyrone or Peachtree City as work in or near the airport. Additional concentrations of jobs are found in Downtown, Midtown, and Buckhead Atlanta, as well as closer to Fayetteville and all around the southern and western parts of the Metropolitan Atlanta region.

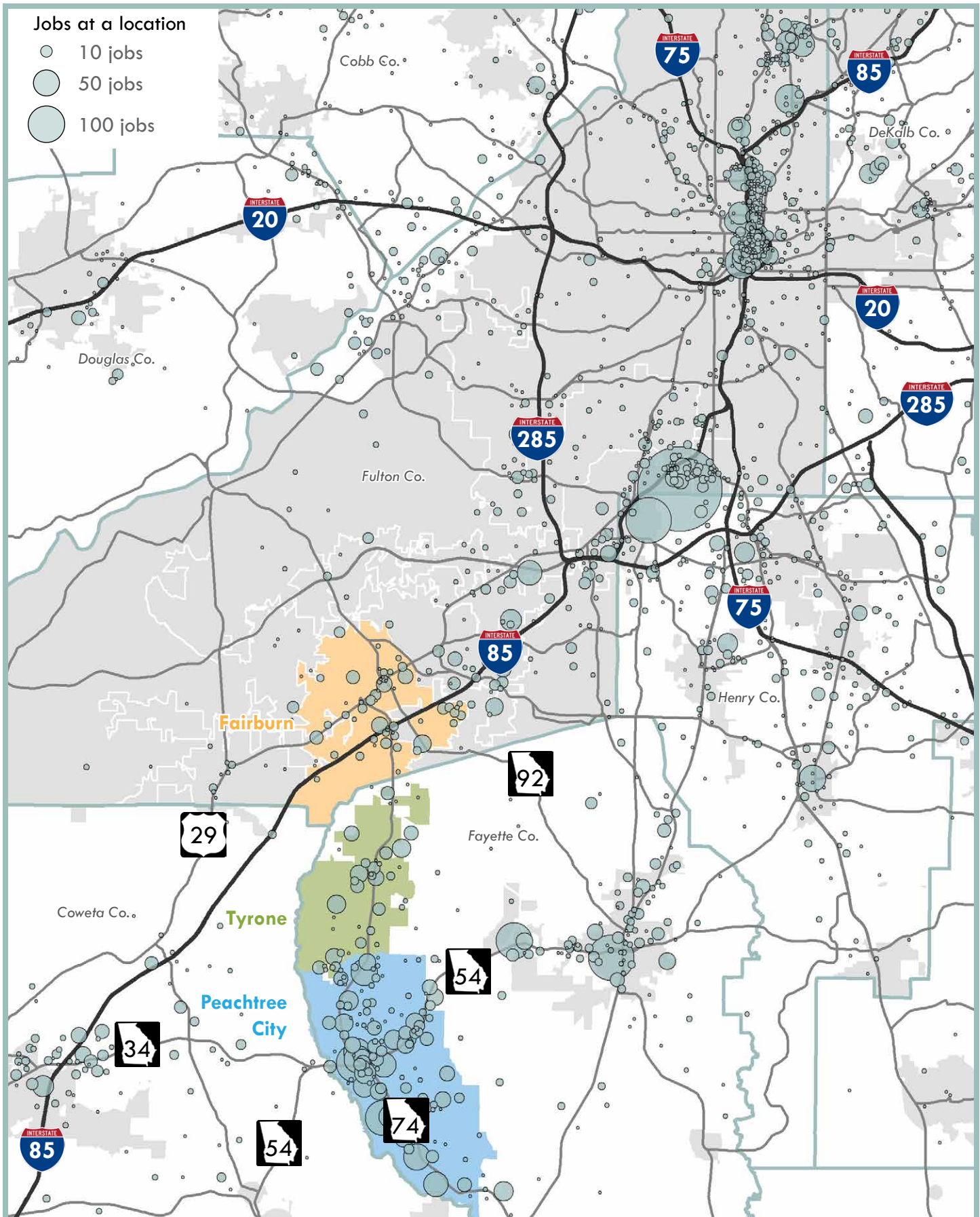
The location of these job hubs means that many workers travel substantial distances for their daily commute. Approximately 3,400 workers (27%) are lucky enough to live and work within ten miles. However, 8,300 workers (65%) work between ten and fifty miles away from home, with the remaining 1,000 workers (8%) living more than fifty miles from their workplace. The majority (65%) of workplaces for these residents are either north or northeast of their homes, which suggests a heavy reliance on SR 74 and/or I-85 to get between work and home.

Commute Direction for Those Who Live Within One Mile of Study Corridor (2015)



Source: US Census Bureau Longitudinal
Employer-Household Dynamics, 2015

Work Locations of Those Who Live Within One Mile of Study Corridor (2015)



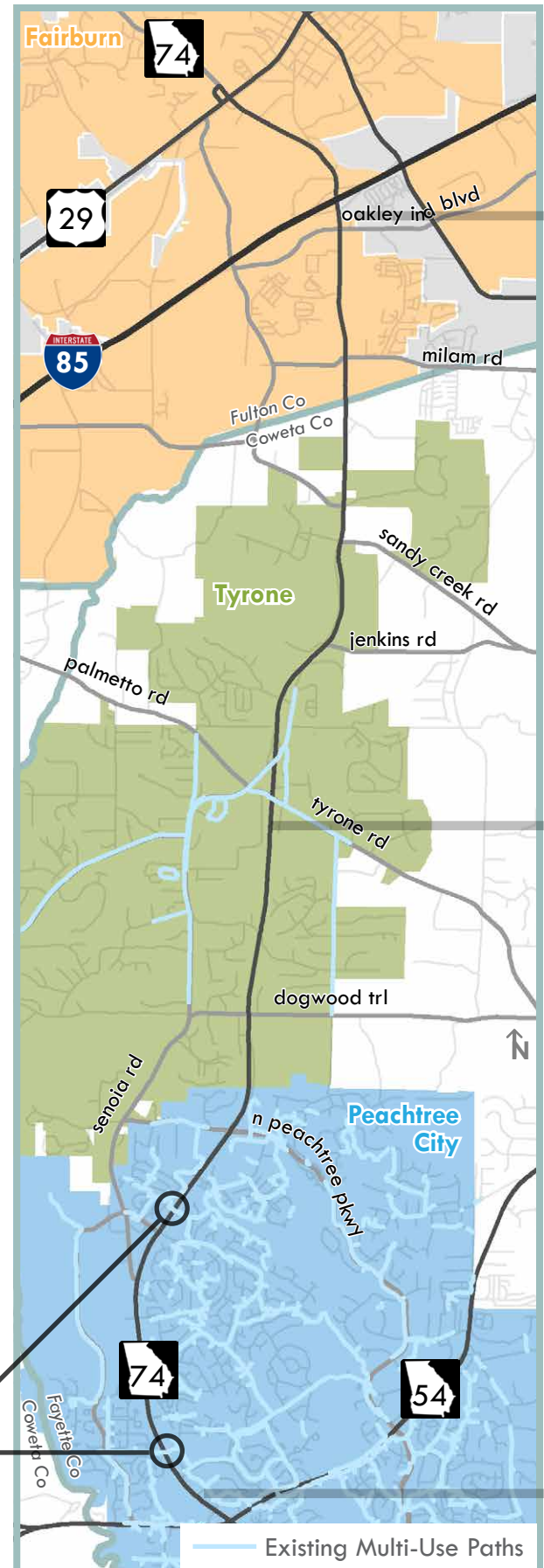
Analyzed Intersections

bicycle and pedestrian facilities

The majority of the study corridor lacks dedicated facilities for bicyclists or pedestrians. Immediately south of I-85, much of the new development has been built with sidewalks. Some sidewalks also exist at the developments around Landrum Road/Milam Road, and near SR 54, but otherwise, there are no sidewalks directly on the corridor.

At the southern end of the study corridor, Peachtree City has a substantial network of off-road multi-use trails that support not only bicyclists and pedestrians, but also Personal Transportation Vehicles (PTVs) like golf carts and similar small vehicles. Current state law prohibits PTVs from traveling along higher-speed roads such as SR 74 and limits places where PTVs can cross state routes. In the study corridor, there are two places where a trail has a grade-separated crossing of SR 74 - a trail bridge over SR 74 between Aberdeen Parkway and Wisdom Road, and a tunnel under SR 74 between Kedron Drive (north) and Ardenlee Parkway/Georgia Park.

Grade-separated
trail crossings





Though intermittent, sidewalks and pedestrian crossing features are available near the I-85 interchange



In the Tyrone area, much of the corridor has a rural feel and bicycle and pedestrian facilities are not common



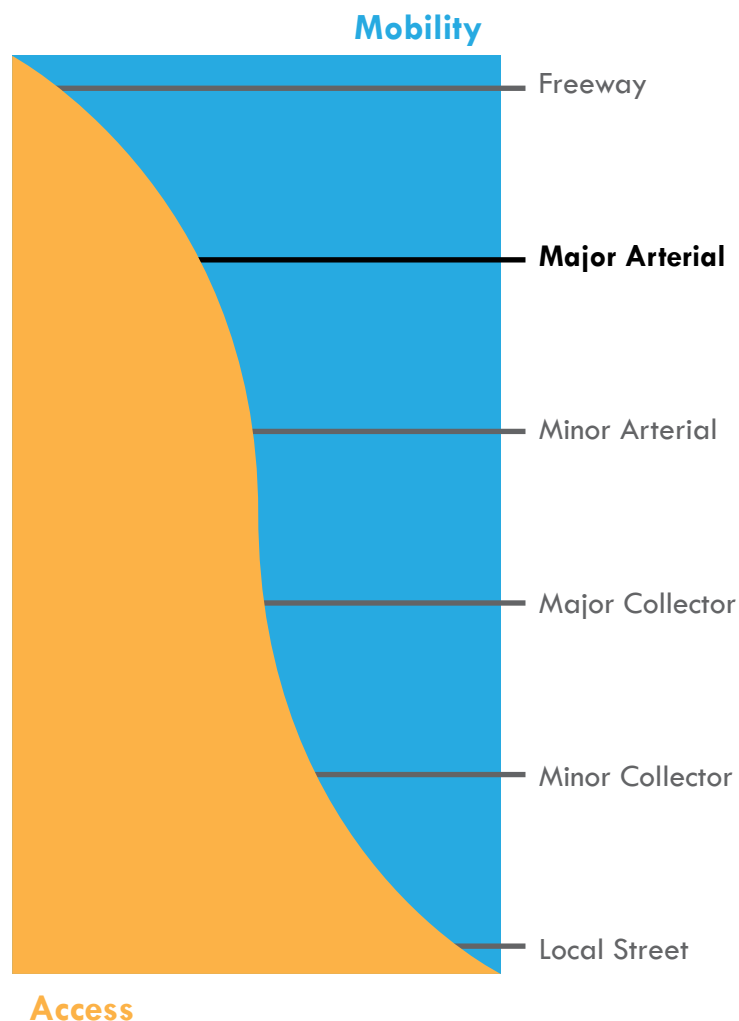
In Peachtree City, active mode transportation is separated from the SR 74 Corridor via multi-use paths



corridor access

The number, density, and type of access points along a corridor can have profound impacts on its operation and safety. Corridors with fewer access points and/or less permissive access points are generally safer and operate more efficiently for vehicles traveling longer distances along them. In contrast, corridors with more access points and/or more permissive access points are typically more convenient for drivers who are making shorter trips onto and off of the corridor, but have higher risk of crashes and are less efficient for vehicles traveling along them.

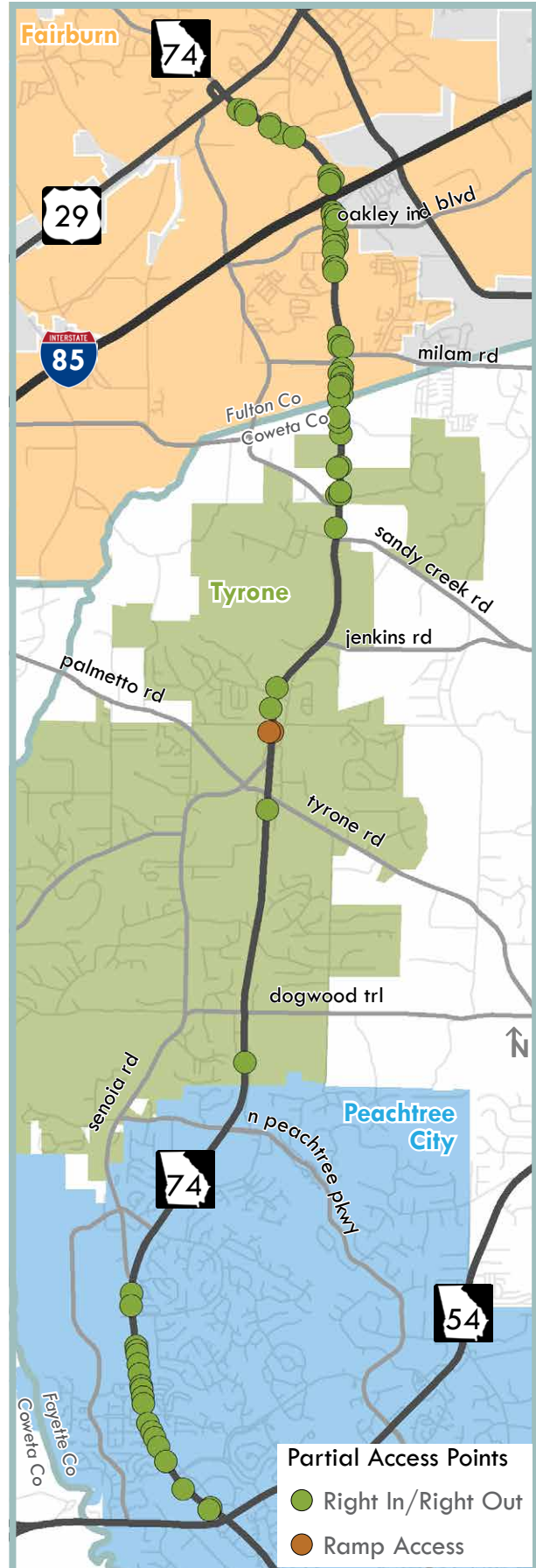
SR 74 features a wide grassy median for much of its length within the study area, which effectively limits the number of full access points on the corridor, fitting of the major arterial it is. There are thirty locations within the twelve mile study corridor where a vehicle can make all movements to/from an intersecting street or driveway. These access points are spread fairly evenly, with a concentration in the immediate vicinity of the I-85 interchange. Additionally, there are sixty-nine locations where the only access to an intersecting street or driveway is a right turn from SR 74 onto the street/driveway and a right turn from the street/driveway onto SR 74. These kinds of access are more concentrated where developments exist, especially immediately south of I-85, south of Milam Road, and between Kedron Drive (south) and SR 54.



Locations of Full Access Points



Locations of Partial/Restricted Access Points



safety

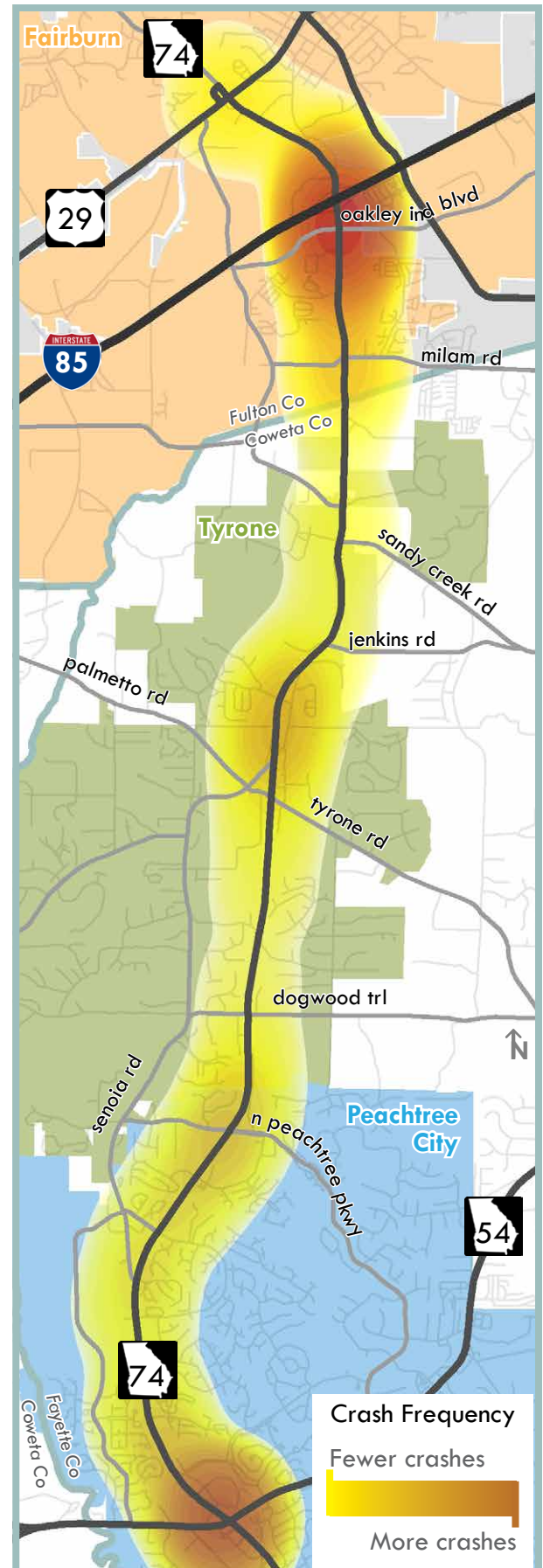
In order to evaluate crash patterns and safety risks in the study corridor, crash data was retrieved from the Georgia Electronic Accident Reporting System (GEARS) database. Data from this database was used to examine overall crash patterns. As shown in the table below, based on crash data from 2013 through 2017, the study corridor experienced lower crash rates (457 crashes per 100 million vehicle-miles traveled) than the average for similar types of roads throughout Georgia (628 crashes per 100 million vehicle-miles traveled).

The map immediately to the right shows where crashes occurred more and less frequently. The highest concentrations of crashes occur at major cross streets, including the I-85 interchange and at SR 54. However, we can also see higher crash occurrences near Carriage Oaks Drive and Crabapple Lane/N Peachtree Parkway. The table on the opposite page shows crashes by severity near each analyzed intersection. Of note, the intersections of SR 74 with the I-85 southbound ramps, Oakley Industrial Boulevard, and SR 54 had intersection crash rates higher than the statewide average.

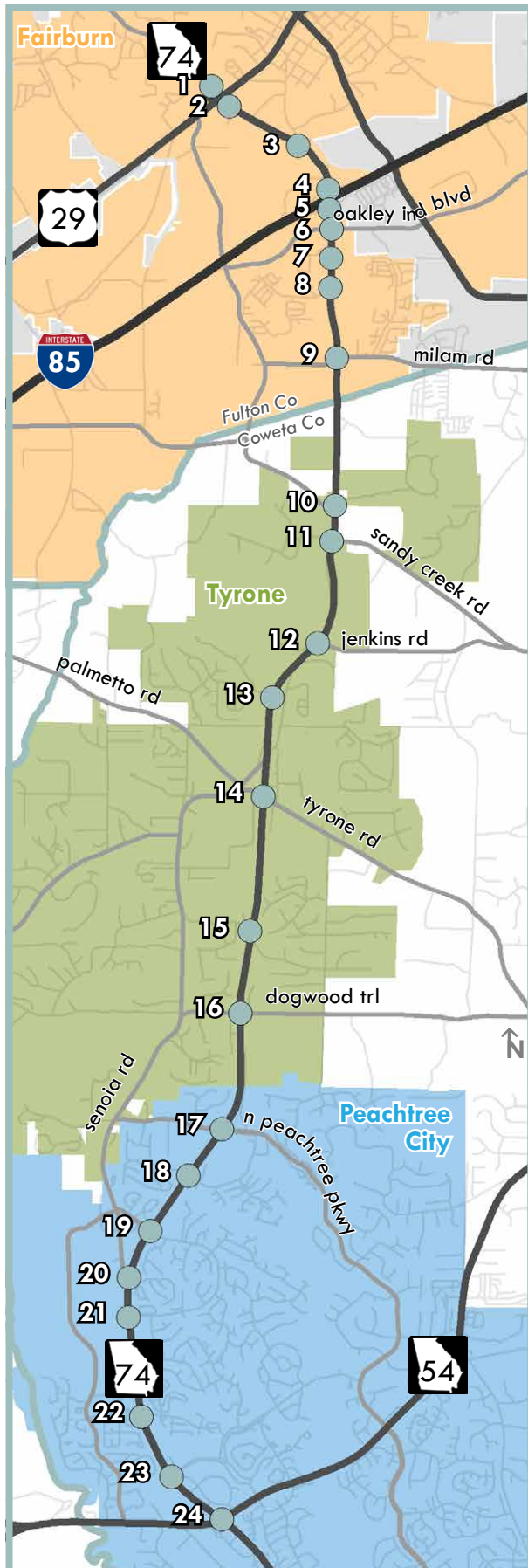
Study Corridor Crash Statistics (2013-2017)

Total Crashes	3,332
Crashes per 100 Million Vehicle-Miles of Travel	457
Statewide Crash Rate Average for Non-Freeway Principal Arterials in Urban Areas (2016)	628
Angle	500
Head On	44
Rear End	1,759
Sideswipe - Same Direction	370
Sideswipe - Opposite Direction	34
Not a Collision with a Motor Vehicle	245
Other/Unclassified	380
Property Damage Only	2,826
Crashes with Injuries	500
Crashes with Fatalities	6

Heat Map of Crashes on Study Corridor



Crashes by Intersection and Severity



	Property Damage Only Crashes	Injury Crashes	Fatal Crashes	Total Crashes
1 SW Broad St/US 29	8	4	0	12
2 McLarin Road	8	2	0	10
3 Senoia Road (north)	8	3	0	11
4 I-85 Southbound	239	36	0	275
5 I-85 Northbound	155	16	0	171
6 Oakley Industrial Boulevard	356	57	1	414
7 Harris Road	158	32	0	190
8 Meadow Glen Parkway	33	7	0	40
9 Landrum Road/Milam Road	67	17	0	84
10 Kirkley Road/Westbourne Drive	14	2	0	16
11 Laurelmont Drive/Sandy Creek Road	37	5	0	42
12 Peggy Lane/Jenkins Road	32	4	0	36
13 Carriage Oaks Drive	26	3	1	30
14 Palmetto Road/Tyrone Road	30	8	0	38
15 E Crestwood Road	8	2	0	10
16 Dogwood Trail	15	4	0	19
17 Crabapple Lane/N Peachtree Parkway	67	15	0	82
18 Ardenlee Parkway/Georgian Park	52	19	0	71
19 Kedron Drive (north)	52	6	0	58
20 Senoia Road (south)/Lexington Pass	25	6	1	32
21 Kedron Drive (south)	23	17	0	40
22 Wisdom Road	54	24	0	78
23 Aberdeen Parkway	43	8	0	51
24 SR 54	375	54	0	429

Jurisdiction

- Fairburn
- Tyrone
- Peachtree City

Note: Some crashes on the corridor have occurred in segments between intersections

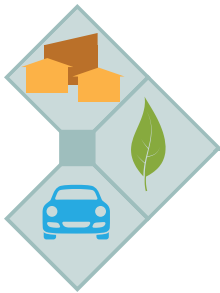


inventory of development regulations

Development Regulations across all three jurisdictions were also considered to understand which elements have the potential to promote a sense of uniformity along the corridor. The project team began by conducting a detailed analysis of current development codes in all three municipalities for nineteen development categories, included in Appendix C. After compiling this detailed matrix, the project team developed a more condensed version, shown here, identifying six categories that were considered to have the greatest potential for cross-jurisdictional cooperation to promote uniformity along the corridor.

	City of Fairburn	Town of Tyrone	City of Peachtree City
Access Management	Highway 74 Overlay District: Secondary road networks that channel traffic between developments is encouraged. One driveway per existing parcel. Landscaping of secondary road networks (i.e. boulevard) are provided lot coverage bonuses (10%); sidewalks for pedestrian access (w natural features preserved); gasoline stations only at signalized intersections	Every building should be on lot abutting public street or has access to street via easement. All parking facilities should have access to public street. Every subdivision should have access via a public or private street.	Every subdivision shall have access via public/private street. Fencing/signage at intersection of any private driveway to a street is prohibited that will impede viability within 25 ft.
Front Setbacks	R-1:60'; R-2: 50', R-3: 45', R-4: 35'; O-1, C-1, M-1:35'	R-20: 100', R-18, R-12: 80' from major thoroughfare, 55' from residential street, O-1: 80' from major thoroughfare, 55' from residential street, C-2: 50' from public street, M-1: 100' from major thoroughfare	R-1: Building (40') Parking (20'), O-1: Building (40'), Parking (20')
Parking	Retail/Commercial: 1 space per 200 sq ft GLA	Residential: 2 spaces per dwelling unit; Commercial: One Space per 2,000 sq ft of GLA,	Residential: Single-Family: 2 spaces per dwelling unit, Office/ Commercial: 1 space per 250 sq ft GLA.
Sidewalk Standards	Required on all street frontages, regardless of zoning district; minimum width of 5', ADA compliant	Required in all residential developments on both sides of streets; minimum width of 4', ADA compliant	Must meet or exceed ADA and AASHTO standards; min. 2' wide grass strip between back of curb and front edge of sidewalk

	City of Fairburn	Town of Tyrone	City of Peachtree City
Greenspace	Guide to Sustainability in Municipal Operations (2009): "No Net Loss of Trees": Encourage development of "Single-Family Cluster District" - supporting protection of greenspace and enhanced landscape amenities, "in-lieu-of-fee program" for developments not in compliance w/ existing landscaping ordinances. Georgia Highway 74 District: Minimum 35 ft landscaped buffer to Highway 74 ROW in retail and commercial development. Minimum 45 ft landscape buffer in office development.	Arterials/major collectors: Minimum of 60' between ROW and property line; Minor collectors: Minimum 25' between ROW and property line; Designated as "Town Greenspace Area".	Peachtree City Tree Fund: Receives payments by property owners in lieu of planting trees towards tree bank to maintain tree canopy.
Signage	C-2 Zoning - One freestanding or monument sign, max. 50 sq. ft., max. height 20', wall signs max. 10% of gross wall area or 150 sq. ft.; Planned Centers in C-2 Zoning - max. 100 sq. ft. freestanding or monument sign for each street frontage, max. height 20', wall signs max. 10% of gross wall area or 150 sq. ft.	One freestanding sign per parcel - max. 6' height, 10' width, not to exceed 40 sq. ft. in area; multiple businesses on parcel - one freestanding sign, max. 7' height, 10' width, not to exceed 60 sq. ft. in area; external illumination only; one wall sign not to exceed 1.5 sq. ft. per linear foot of the front length of building, if linear frontage of a bldg. or portion thereof occupied is 100' or less, the max. size of a wall sign is 70 sq. ft.; if linear frontage of a bldg. or portion thereof occupied is in excess of 100', max. size of wall sign is 150 sq. ft.	Public Use, all districts: One monument sign not greater than 32 sq ft and five ft high. Residential (not multi-fam): One sign not greater than 15 ft and higher than 5 ft. Setback of at least five ft. Subdivision: Not larger than 24 sq ft.
Block Area and Length	None	Suggested that blocks shall not be greater than 1,800 ft. nor less than 600 ft. in length	Suggested that blocks shall be not greater than 1,800 ft. nor less than 600' in length



ASSESSING FUTURE NEEDS

forecasting future travel

In order to anticipate future traffic needs and identify the best improvements to accommodate those needs, we must estimate how much traffic will grow. In order to estimate future growth, two primary sources are commonly used: historic trends and Travel Demand Model (TDM) outputs. Historic trend analyses use count data, reported by GDOT, to use an area's past as a suggested way to grow. An area's TDM uses projections about housing, employment, and trip-making characteristics to anticipate how traffic in an area will grow.

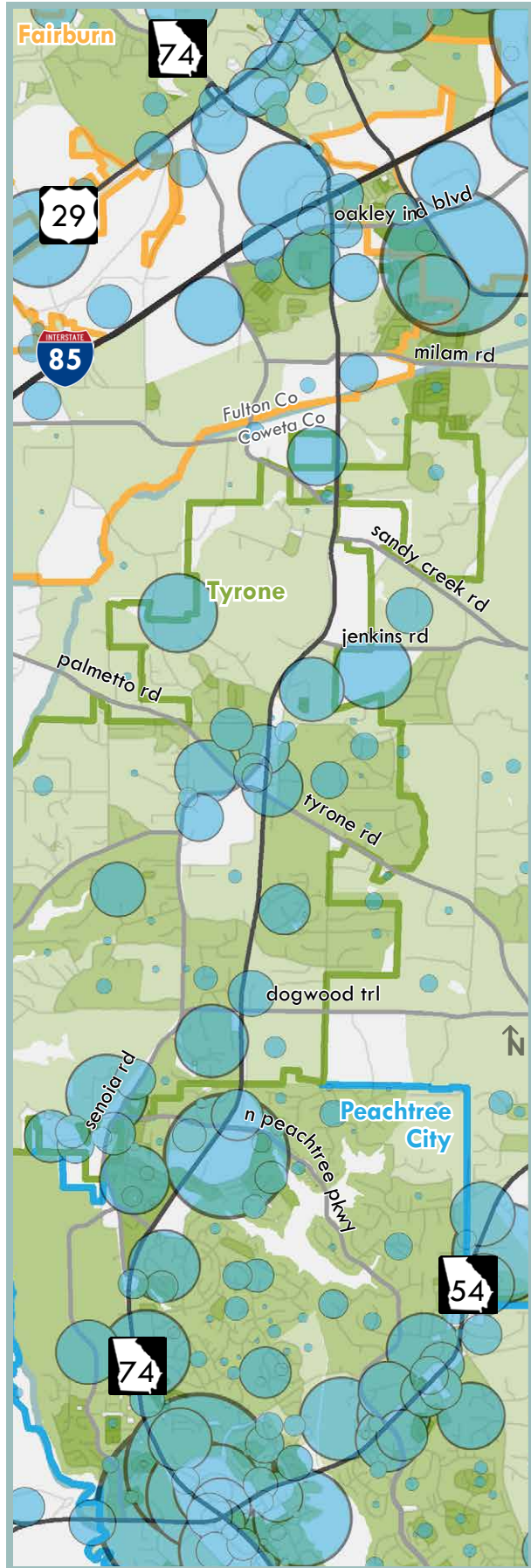
employment and population change

ARC produces projections of residential populations and of jobs for the entire twenty-county Metropolitan Atlanta region, including the SR 74 corridor and surrounding areas like Coweta County. By comparing these projections to current information from the US Census Bureau, we can see substantial increases in employment projected to the north and east of SR 74, along I-85 and into Fairburn. Additional increases can be seen at the southern end, in Peachtree City. Population increases are more heavily projected in the area in and near Tyrone, at the center of the corridor.

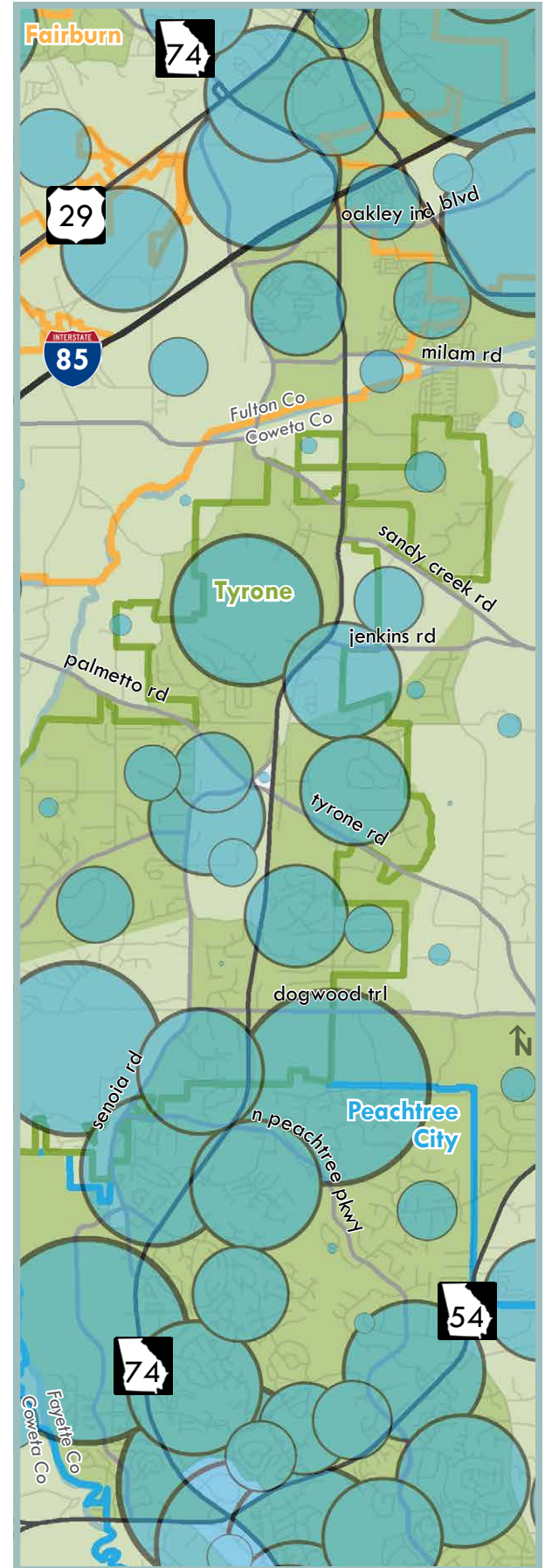
Existing and Projected Population and Employment within Approximately 1 Mile of Study Corridor

	2015	2040	Average Annual Change
Population	54,394	58,214	1.1%
Employment	25,888	33,180	1.1%

2010 Population Density and Employment Concentrations



2040 Population Density and Employment Concentrations



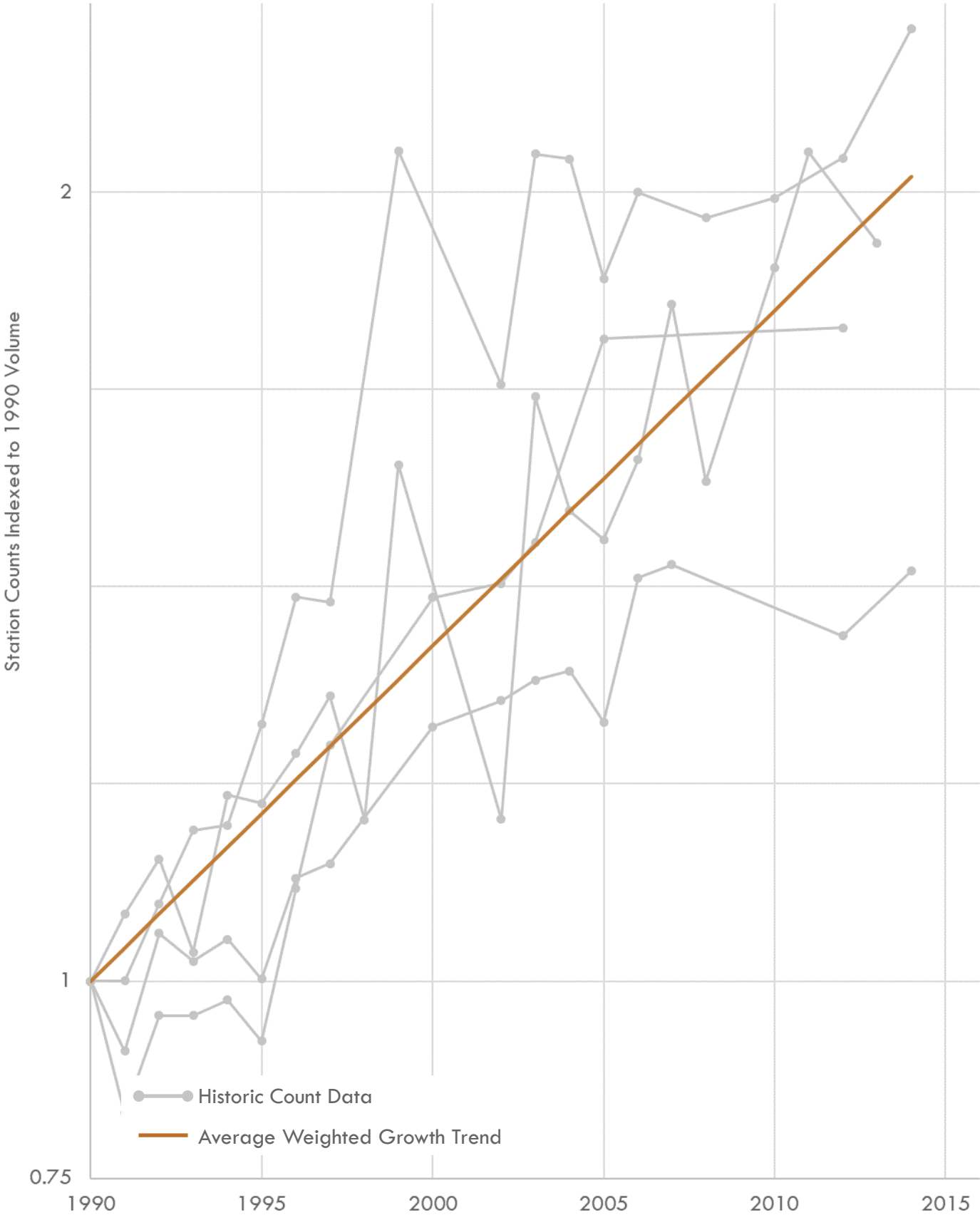


long-term historic trends

GDOT provides Annual Average Daily Traffic (AADT) counts along SR 74 at nine locations within the study area. At each of these locations, a regression analysis was performed including all available data (typically from year 1990 through 2016). The “R-Square” metric (also known as a correlation coefficient) is a measure of how close the regression line is to the actual data. Regressions with higher r-square numbers are generally considered to be more accurate representations of the data and are thus likely to be better predictors of future data. Only the four count locations with long-term data and trends with r-square values of 70% or greater were used to identify a long-term growth trend. The graph on the facing page shows the historic count data indexed to 1990 counts in gray, with the weighted average growth rate of 4.28% per year trend in brown. Only those count locations with sufficient data and correlation coefficients are included in this figure.

Traffic Volume
Trends from 1990
through 2016 indicate
an average growth
rate of
4.28%
per year

Long-Term Traffic Volume Trends (1990-2015)



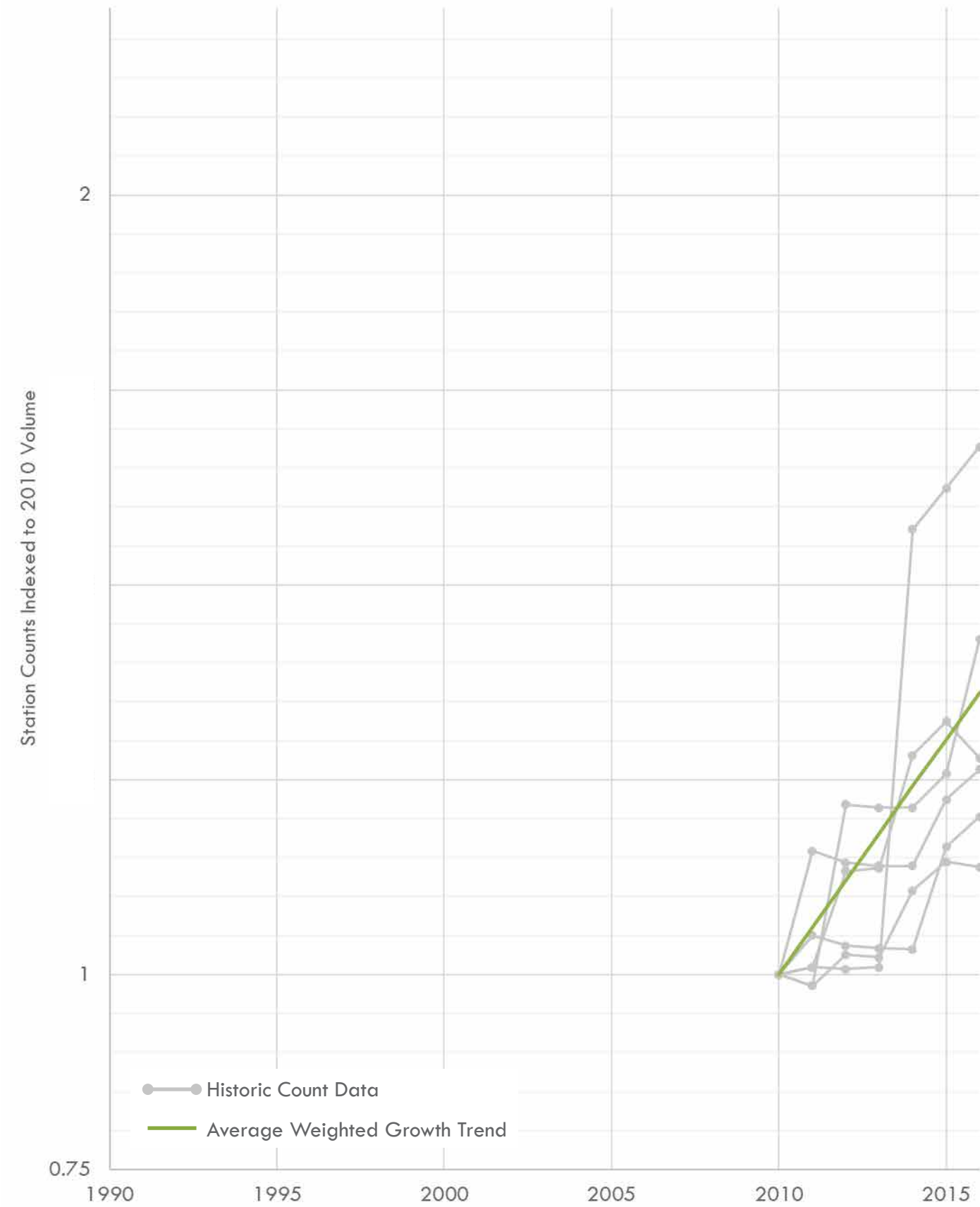


short-term historic trends

In many cases, macroeconomic and broader regional influences can create more complicated trends over time. As such, it can be useful to analyze trends over a shorter term, to understand current growth trends in the area. In order to do this, an exercise identical to the previous one was undertaken, but only using data from year 2010 through year 2016. The results of this exercise are shown in the table and figure on the facing page. Based on the five locations with trends with r-square values of 70% or greater, an average growth rate of 5.90% is observed in these short-term trends. This indicates that more recent traffic growth has been at a higher rate than overall traffic growth since 1990.

Traffic Volume
Trends from 2010
through 2016 indicate
an average growth
rate of
5.90%
per year

Short-Term Traffic Volume Trends (2010-2016)



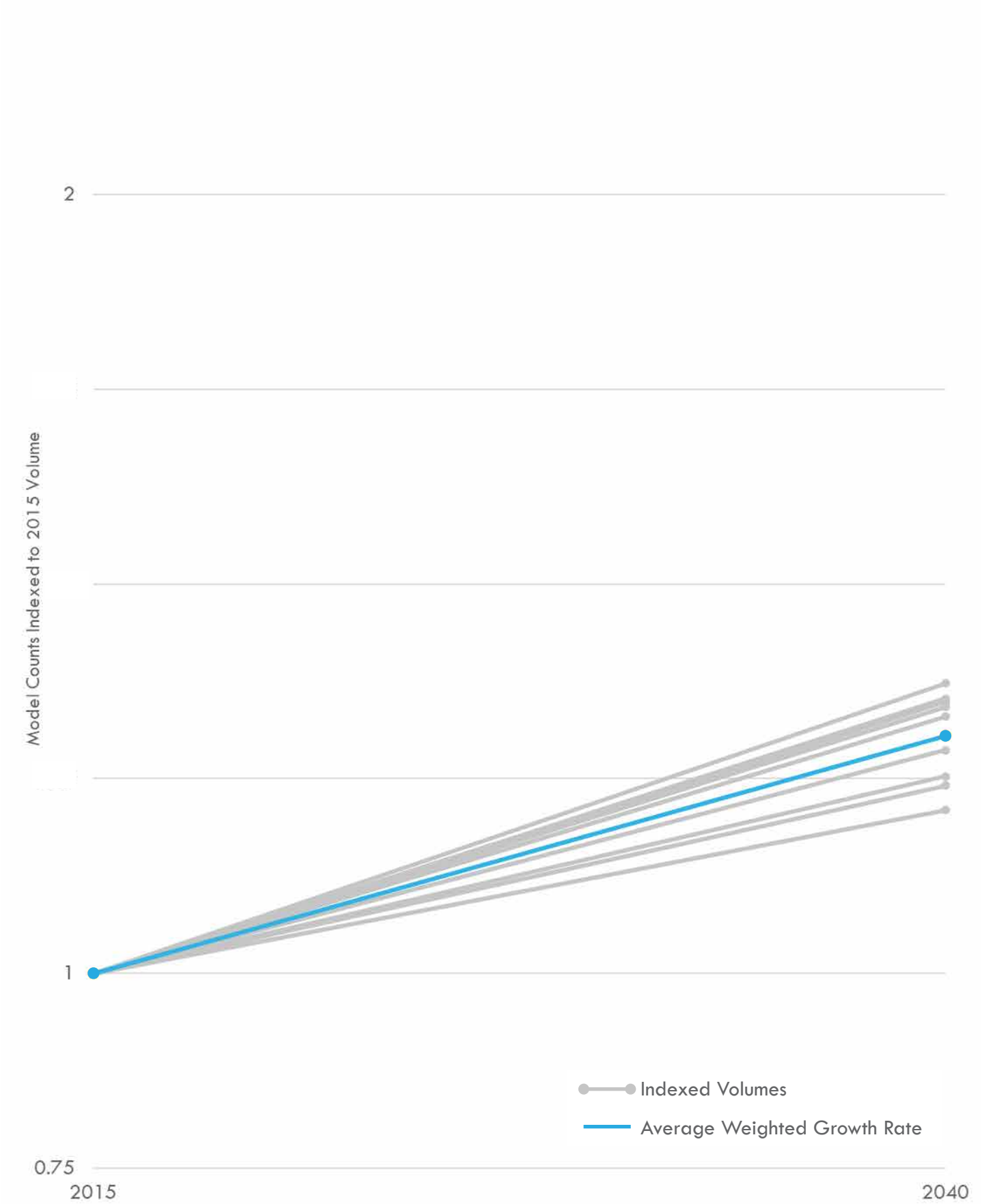


TDM volume trends

Predicted volumes from years 2015 and 2040 were taken from ARC's regional travel demand model at the same nine locations that GDOT has taken counts. The model indicates an average 2015 ADT of approximately 22,100 vehicles per day and an average 2040 ADT of approximately 28,800 vehicles per day, which reflects a linear growth of approximately 1.22% per year. This rate is notably lower than those estimated from historic trends, due to a number of factors. The area along SR 74 has historically seen a significant amount of growth that is not expected to be constantly sustained in the future. Decreasing availability of greenfield sites, macroeconomic trends, and established residents and businesses are likely to cause slower growth over the long term.

The regional Travel Demand Model (TDM) suggests a volume growth rate of
1.22%
per year when anticipating future conditions

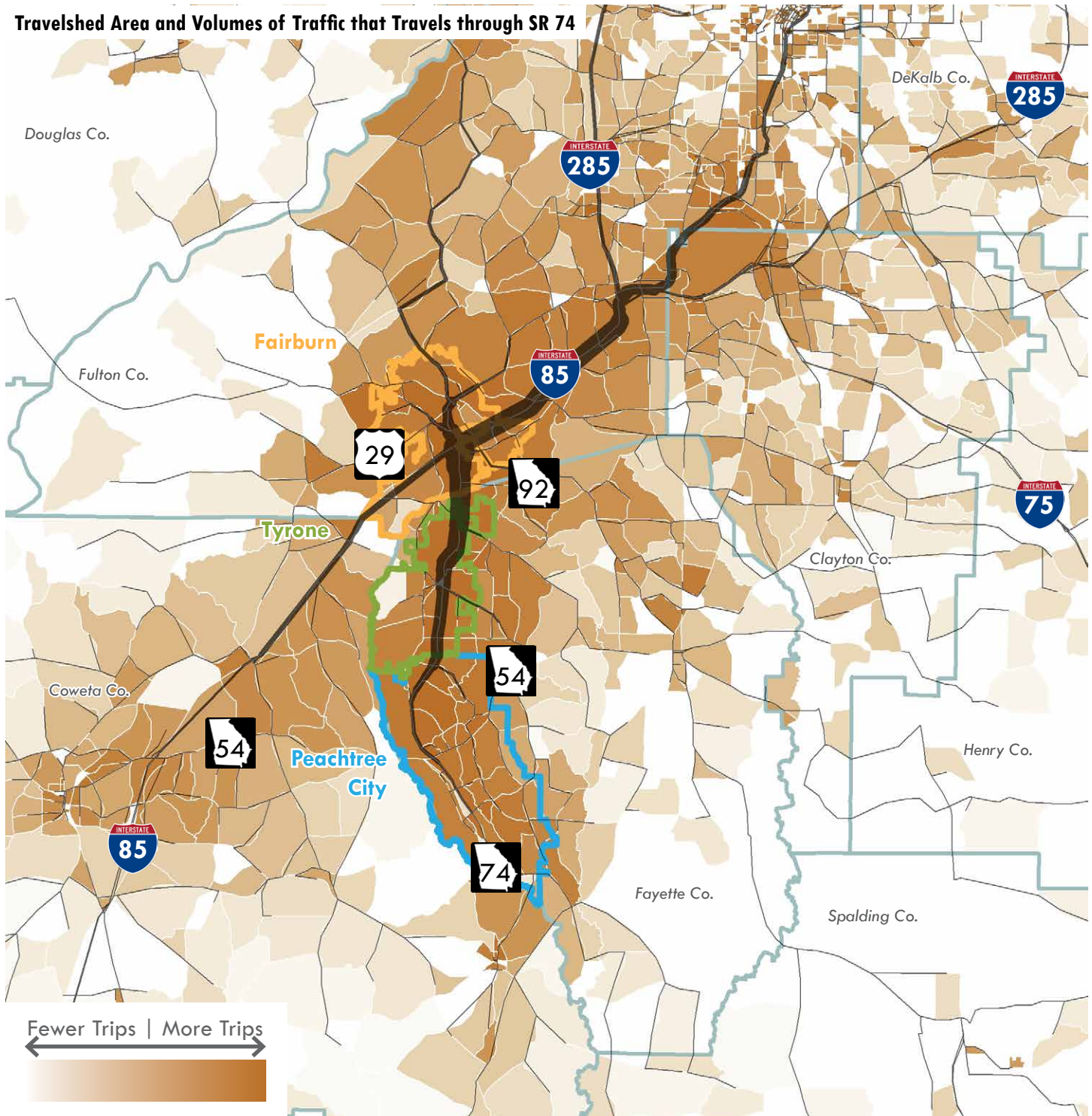
Travel Demand Model Traffic Volumes in Years 2015 and 2040



TDM travelshed growth

In addition to examining the growth in traffic predicted by the model directly on the corridor, the travel demand model can be used to estimate change in the number of trips made in the areas that use SR 74. To do this, the model is used to identify the origin and destination areas (TAZs) of trips that use SR 74 at specific locations. The total number trips generated and attracted by those TAZs in year 2015 and year 2040 can then be determined and used as a way to predict growth in all traffic that may consider SR 74 an option. The map below shows a representation of traffic volumes that use SR 74 near the I-85 interchange, and shows how the concentration of trips origins and destinations varies across the region in year 2015. The map on the facing page shows those TAZs that have an

Travelshed Area and Volumes of Traffic that Travels through SR 74



impact on the SR 74 corridor, and is colored to show how trip making to and from those TAZs is anticipated to change from year 2015 to year 2040.

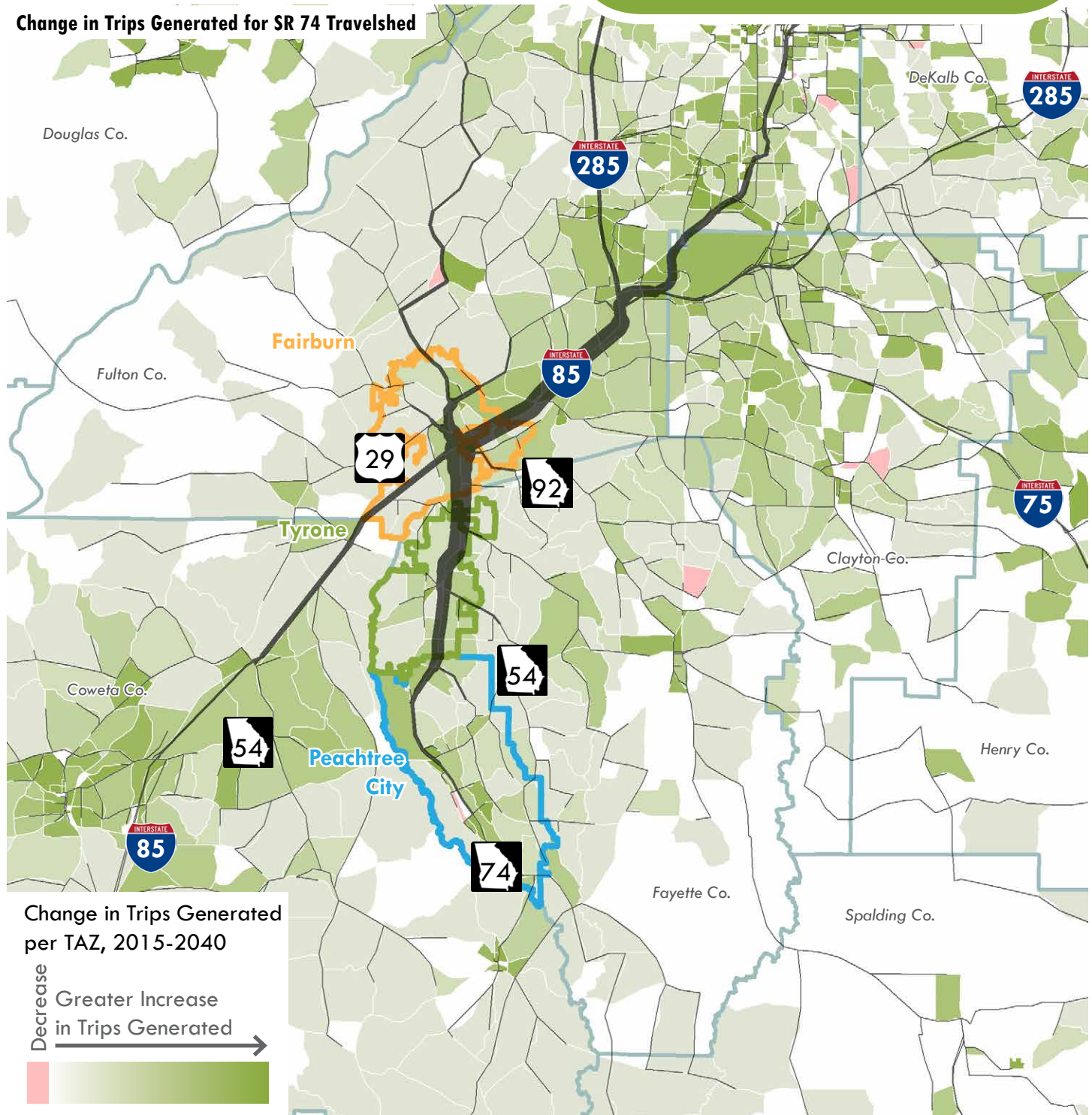
- » 2015 Travelshed-Generated Trips: 10.69 million
- » 2040 Travelshed-Generated Trips: 13.83 million
- » Annual linear growth rate: 1.18% per year

The regional Travel Demand Model (TDM) suggests that total trips generated within the SR 74 travelshed will increase by

1.18%

per year between now and the year 2040

Change in Trips Generated for SR 74 Travelshed



traffic volume growth scenarios

Based on these analyses, a few projection options present themselves. If it is assumed that the long-term historic trends will bear out in the next 20-25 years, the long-term trend rate can be applied to current volumes to project future volumes. If it is expected that growth will be *stronger* than long-term trends suggest for several years, short-term trends can be applied for the first few years, with long-term trends being applied after that.

Similarly, the model trend growth rate can be applied if it is assumed that the regional travel demand model does a reasonable job of anticipating future regional growth. Alternatively, the short-term growth rate may be appropriate to assume for a few years, assuming stronger than estimated growth in the near future, with model trends applied further out.

Based on these assumptions, four projection strategies were created. In the combined projections, the short-term growth rate was applied for 6 years because the trends were calculated over a 6 year period. However, different assumptions about how long that level of growth is sustainable could be made, changing the projection outputs. The four projections strategies created are as follows:

- » **Long-Term Trends:** 4.28% per year growth applied consistently
- » **Model Trends:** 1.20% per year growth applied consistently
- » **Short-Term + Long-Term Trends:** 5.90% per year growth applied for 6 years, followed by 4.28% per year applied afterwards
- » **Short-Term + Model Trends:** 5.90% per year growth applied for 6 years, followed by 1.20% per year applied afterwards.

In order to help visualize how these projections compare to historic traffic growth along the corridor, the top facing graph shows all historic count data on SR 74 in gray, followed by the four projection strategies (all indexed to year 2015 volumes, for simplicity). The facing graphic on the bottom shows these same projection strategies applied to an average corridor ADT volume.

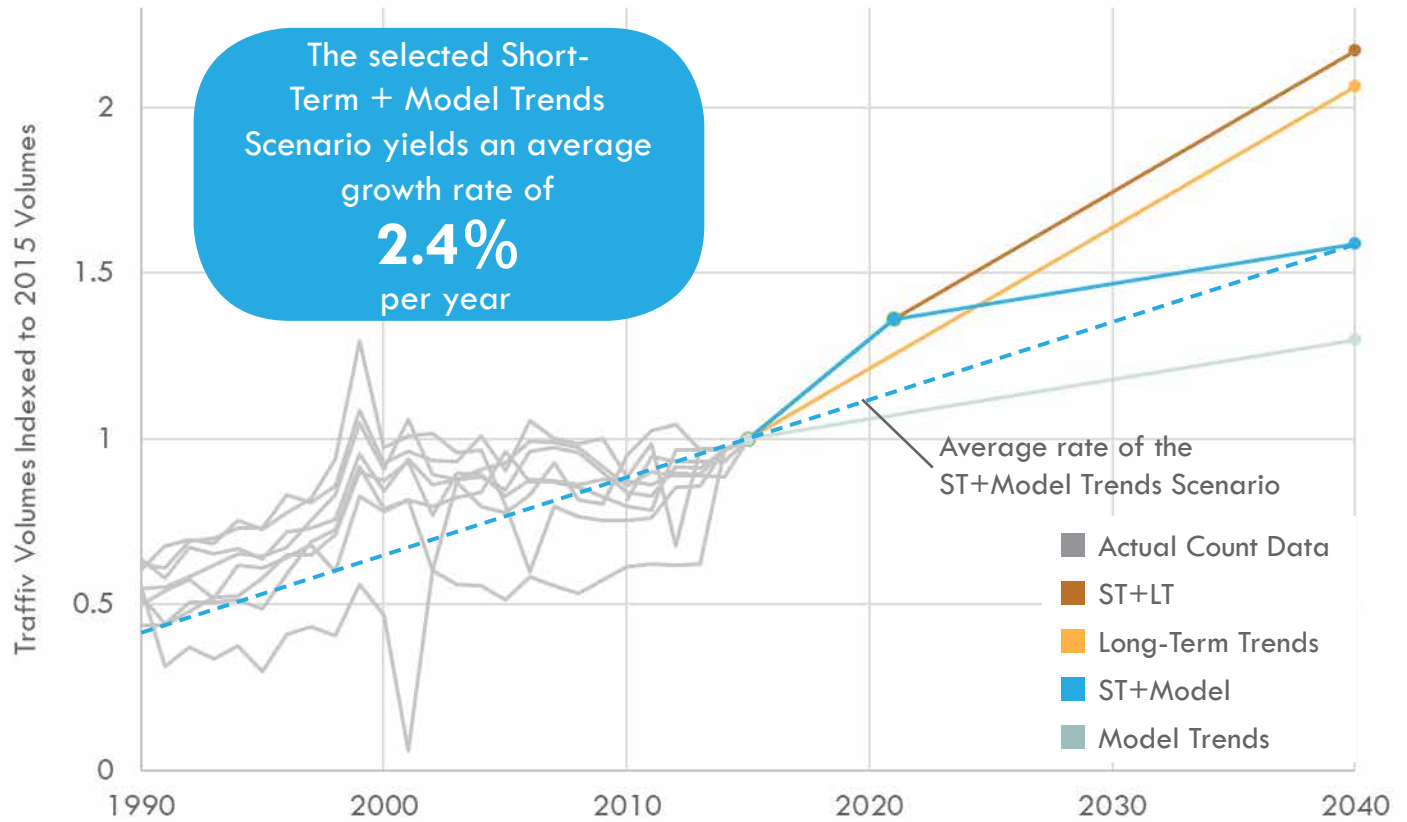
Based on a year 2016 average ADT of 33,700, the projection scenarios would result in the following year 2040 ADTs:

- » **Long-Term Trends:** 80,500 vpd
- » **Model Trends:** 44,300 vpd
- » **Short-Term + Long-Term Trends:** 89,300 vpd
- » **Short-Term + Model Trends:** 57,200 vpd

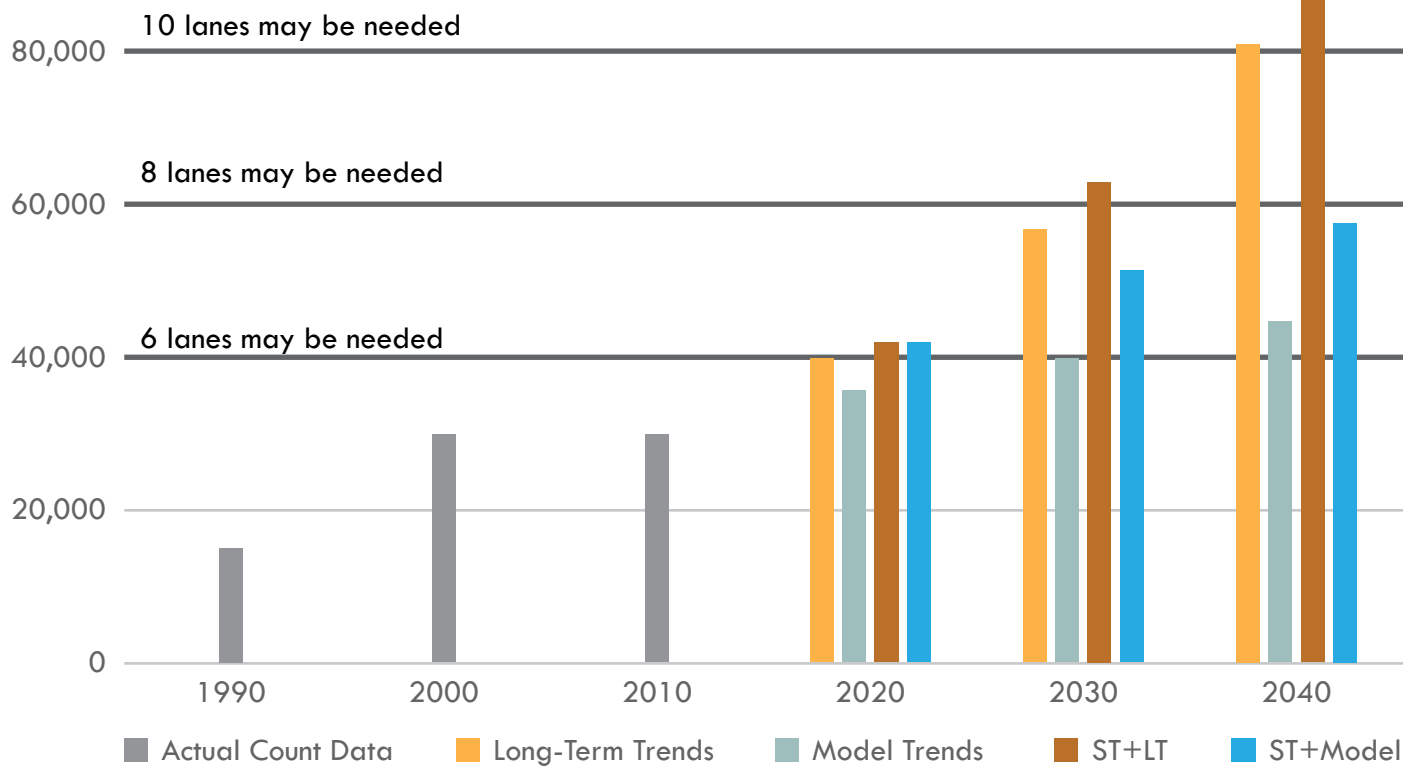
The historic trends observed have shown an exceptionally high rate of growth in traffic volume along the corridor. Much of this growth has occurred as previously undeveloped areas along the corridor have been developed. While plenty of undeveloped land still exists along and around the study corridor, it is unreasonable to expect that the high rate of growth seen over the last twenty-five years will continue in a sustained manner for the next twenty years. A comparable growth rate may occur during certain periods of growth, like the one that is occurring currently, but will likely not be consistent for a long period of time. For this reason, neither the Long-Term Trends nor the Short-Term + Long-Term Trends scenarios were considered realistic for projecting future travel volumes.

However, there is no indication that current growth trends will end in the immediate future, and plenty of developable land exists along the study corridor. The Model Trends scenario indicates a level of traffic growth much lower than what history suggests. Because of this, the Model Trends scenario was considered not aggressive enough. The Short-Term + Model Trends reflects a continuation of the current period of growth the corridor is experiencing, while also incorporating an understanding that this rate of growth is unlikely to be sustained for twenty or more years. As such, it was chosen as the traffic volume growth methodology for this study.

Historic Count Data and Growth Projection Scenarios, Indexed to Year 2015



Historic Count Data and Growth Projection Scenarios, Absolute Traffic Volume



Understanding Future Corridor Traffic Conditions

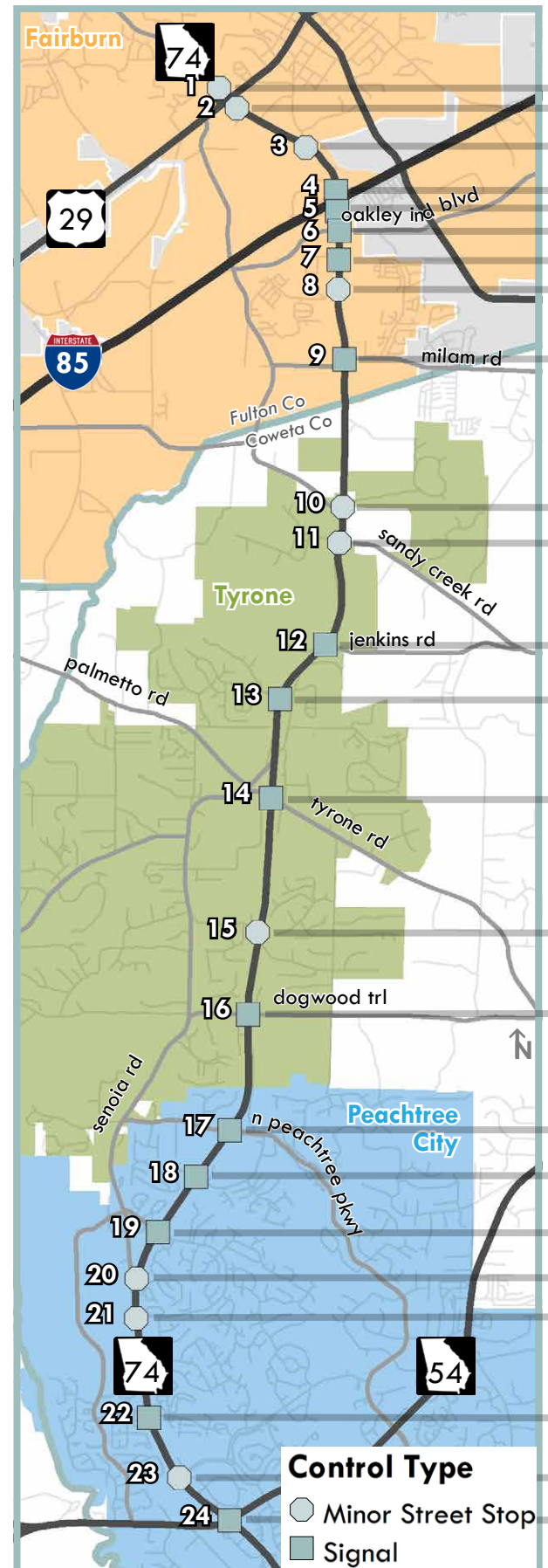
Using the “Short-Term + Model Trends” traffic growth methodology, projected traffic volumes at all study intersections were created for the years 2020 and 2040. These intersection volumes are included in Appendix D.

“No Build” LOS

These volumes were analyzed under the existing roadway configuration to predict how much congestion will exist if no infrastructure improvements are made. The results of these analyses are shown in the table to the right and on the following page. Even in the year 2020, with relatively little traffic growth added, several intersections begin to experience LOS E and F conditions during both the morning and evening peak periods. In year 2040 congestion increases further with almost all analyzed intersections at LOS F during the evening peak period.



Analyzed Intersections by Current Control Type



ASSESSING FUTURE NEEDS | UNDERSTANDING FUTURE CORRIDOR CONDITIONS

No Build Year 2020 Intersection Analysis Results

	Intersecting Street	Existing Control	Average AM Delay* (sec/vehicle)	AM Level of Service*	Average PM Delay* (sec/vehicle)	PM Level of Service*
1	SW Broad St/US 29	Minor Street Stop	20	C	19	C
2	McLarin Road	Minor Street Stop	28	C	15	C
3	Senoia Road (north)	Minor Street Stop	261	F	232	F
4	I-85 Southbound	Signal	69	E	235	F
5	I-85 Northbound	Signal	349	F	128	F
6	Oakley Industrial Boulevard	Signal	128	F	244	F
7	Harris Road	Signal	14	B	25	C
8	Meadow Glen Parkway	Minor Street Stop	†/†	F†/F†	†/†	F†/F†
9	Landrum Road/Milam Road	Signal	31	C	128	F
10	Kirkley Road/Westbourne Drive	Minor Street Stop	†/†	F†/F†	†/†	F†/F†
11	Laurelmont Drive/Sandy Creek Road	Minor Street Stop	20/†	C/F†	40/63	E/F
12	Peggy Lane/Jenkins Road	Signal	53	D	57	E
13	Carriage Oaks Drive	Signal	17	B	92	F
14	Palmetto Road/Tyrone Road	Signal	28	C	155	F
15	E Crestwood Road	Minor Street Stop	†/160	F†/F	†/†	F†/F†
16	Dogwood Trail	Signal	14	B	18	B
17	Crabapple Lane/N Peachtree Parkway	Signal	42	D	44	D
18	Ardenlee Parkway/Georgian Park	Signal	19	B	42	D
19	Kedron Drive (north)	Signal	19	B	41	D
20	Senoia Road (south)/Lexington Pass	Minor Street Stop	46/†	E/F†	†/†	F†/F†
21	Kedron Drive (south)	Minor Street Stop	17/†	C/F†	†/†	F†/F†
22	Wisdom Road	Signal	12	B	38	D
23	Aberdeen Parkway	Minor Street Stop	†	F†	†	F†
24	SR 54	Signal	130	F	200	F

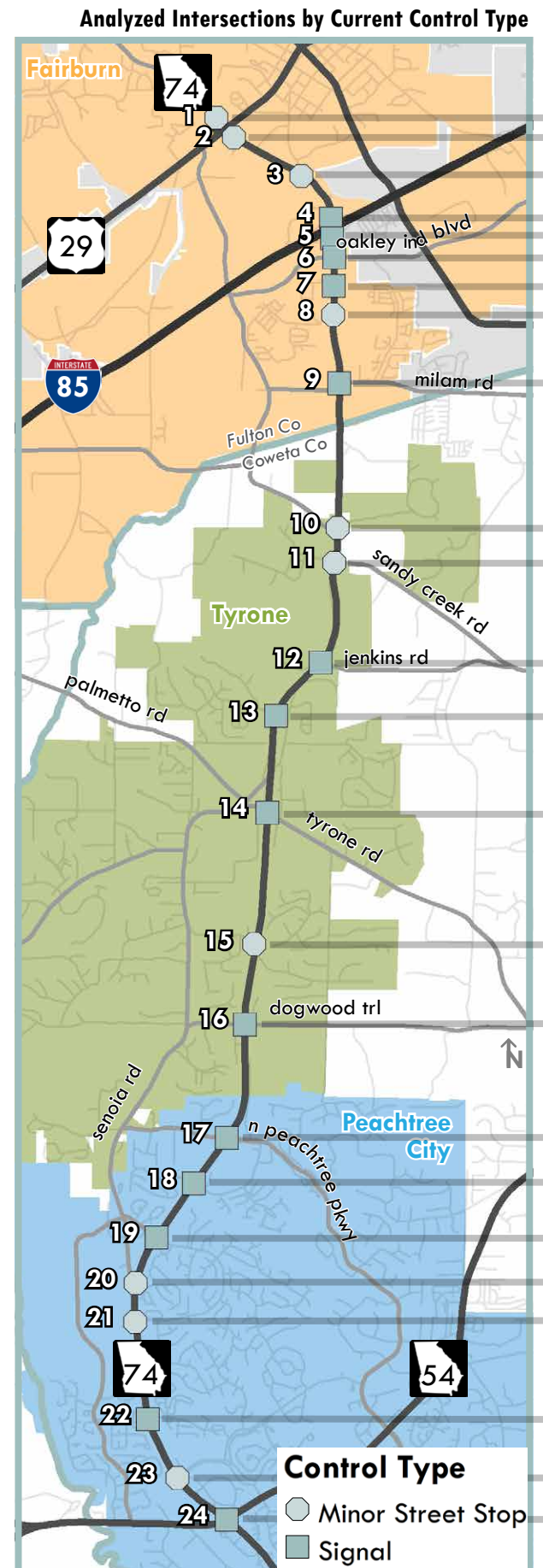
*: For minor street stop intersections, average delay and LOS for each stop-controlled approach is shown (eastbound/westbound). For signalized intersections, average intersection delay is shown.

†: At these stop-controlled locations, delay reported is over 300 seconds. This likely reflects a breakdown in the HCM methodology, while actual operations may be better.

Jurisdiction

	Fairburn
	Tyrone
	Peachtree City

In year 2040, congestion has only increased further. In the afternoon period, most intersections are operating at LOS F, indicating a decisive need for change before this time.



ASSESSING FUTURE NEEDS | UNDERSTANDING FUTURE CORRIDOR CONDITIONS

No Build Year 2040 Intersection Analysis Results

	Intersecting Street	Existing Control	Average AM Delay* (sec/vehicle)	AM Level of Service*	Average PM Delay* (sec/vehicle)	PM Level of Service*
→	1 SW Broad St/US 29	Minor Street Stop	29	C	70	F
→	2 McLarin Road	Minor Street Stop	57	F	31	D
→	3 Senoia Road (north)	Minor Street Stop	†	F†	†	F†
→	4 I-85 Southbound	Signal	102	F	411	F
→	5 I-85 Northbound	Signal	449	F	320	F
→	6 Oakley Industrial Boulevard	Signal	176	F	527	F
→	7 Harris Road	Signal	18	B	76	E
→	8 Meadow Glen Parkway	Minor Street Stop	†/†	F†/F†	†/†	F†/F†
→	9 Landrum Road/Milam Road	Signal	64	E	320	F
→	10 Kirkley Road/ Westbourne Drive	Minor Street Stop	†/†	F†/F†	†/†	F†/F†
→	11 Laurelmont Drive/ Sandy Creek Road	Minor Street Stop	20/†	C/F†	205/†	F/F†
→	12 Peggy Lane/Jenkins Road	Signal	96	F	242	F
→	13 Carriage Oaks Drive	Signal	43	D	322	F
→	14 Palmetto Road/Tyrone Road	Signal	59	E	350	F
→	15 E Crestwood Road	Minor Street Stop	†/†	F†/F†	†/†	F†/F†
→	16 Dogwood Trail	Signal	19	B	99	F
→	17 Crabapple Lane/N Peachtree Parkway	Signal	75	E	77	E
→	18 Ardenlee Parkway/ Georgian Park	Signal	27	C	131	F
→	19 Kedron Drive (north)	Signal	25	C	187	F
→	20 Senoia Road (south)/ Lexington Pass	Minor Street Stop	103/†	F/F†	†/†	F†/F†
→	21 Kedron Drive (south)	Minor Street Stop	20/†	C/F†	†/†	F†/F†
→	22 Wisdom Road	Signal	20	C	144	F
→	23 Aberdeen Parkway	Minor Street Stop	†	F†	†	F†
→	24 SR 54	Signal	190	F	421	F

*: For minor street stop intersections, average delay and LOS for each stop-controlled approach is shown (eastbound/westbound). For signalized intersections, average intersection delay is shown.

†: At these stop-controlled locations, delay reported is over 300 seconds. This likely reflects a breakdown in the HCM methodology, while actual operations may be better.

Jurisdiction

	Fairburn
	Tyrone
	Peachtree City

considerations of other plans

To ensure a broad understanding of expected, planned, and desired changes coming to the study area, a review of other plans in the area was conducted. Broadly, these plans either focus on transportation investments, or on land use policies in the area.

transportation plans

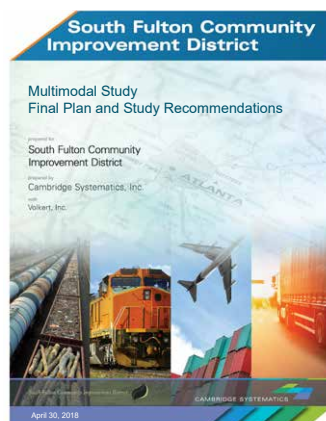
South Fulton CTP

The South Fulton Comprehensive Transportation Plan update was completed in November of 2013. The plan examined transportation needs across municipalities in the southern portion of Fulton County, including Fairburn. The plan identified the need for improvements in the portion of SR 74 near I-85, as well as additional bicycle and pedestrian infrastructure. As a result, several vehicular and bicycle/pedestrian projects along the SR 74 corridor were recommended, including an interchange improvement project at SR 74 and I-85, as well as bike lanes along Senoia Road from West Broad Street to SR 74 in Fairburn. The Southern Fulton CTP is anticipated to be updated in 2019.



South Fulton CID Multimodal Transportation Study

The recently completed South Fulton CID Multimodal Transportation Study examined the quality and efficiency of transportation infrastructure within the SFCID boundary – of which a portion is along the SR 74 Corridor. The following table shows project recommendations for the SR 74 corridor.



Relevant Projects from the South Fulton CTP (2013)

ID	Name/Description
R-181	SR 74 at Milam Road Intersection Improvements
R-192	SR 74 from I-85 to Fayette County Fiber Installation
R-197	Harris Road West Extension from Senoia Road to Oakley Industrial Boulevard
R-198	Milam Road from SR 74 to Fayette County upgrade to 12' lanes with curb and gutter
R-201	SR 74 at Senoia Road Roundabout

Relevant Projects from the South Fulton CID Multimodal Transportation Study (2018)

ID	Name/Description
CID-12A	SR 74 at McLarin Road ramp intersection improvements
CID-12B	SR 74 at US 29 ramp intersection improvements
CID-12C	Develop ITS to alert trucks to presence of a train blocking McLarin Road
CID-12D	Develop a truck staging area where trucks can wait when a train is blocking McLarin Road
CID-16A	Oakley Industrial Boulevard at SR 74 intersection improvements
CID-16B	Extension of Ella Lane to Oakley Industrial Boulevard
CID-18A	10-foot multi-use path on SR 74 from City Lake Road to Milam Road
CID-18B	10-foot multi-use path on SR 74 from City Lake Road to US 29
CID-21A	Extend MARTA route 89 to SR 74
CID-21B	Modify proposed MARTA route 889 to exclude Oakley Road and extend to SR 74
CID-22	Expand SR 74 Park and Ride lot
CID-35A	Resurface Oakley Industrial Boulevard from SR 74 to Fayetteville Drive
CID-35B	Resurface Oakley Industrial Boulevard from SR 74 to Bohannon Road

Jurisdiction

Fairburn	Peachtree City
Tyrone	Other/Mult.

Fayette County Comprehensive Transportation Plan (2010)

The last update to the Fayette County Comprehensive Transportation Plan, *Fayette Forward*, was completed in 2010. This update included an assessment of the entire county's transportation network. In addition to recommending this SR 74 Corridor Study, Fayette Forward also recommended an intersection improvement at SR 54, which is included in the regional transportation plan, and discussed below. An update to the Fayette County CTP is currently in progress and is expected to be completed by the end of 2018. This update will also include the Fayette Master Path Plan, which will specifically provide recommendations for creating an efficient and expansive path network throughout Fayette County.

Regional Transportation Plan (RTP)

As the Atlanta region's metropolitan planning organization, ARC creates and updates a Regional Transportation Plan (RTP) that provides a long-range blueprint for regional transportation spending throughout the region. The RTP currently includes two projects along the study corridor:

- » I-85 Interchange (FS-AR-182): This project covers the area from City Lake Road to Landrum Road/Milam Road and includes substantial interchange improvements to the I-85 interchange at SR 74. This project is currently in concept development and it is expected to include a multi-use path on the east side of SR 74, a widening of SR 74 to six lanes at the southern end and eight lanes at the interchange, and new interchange ramps to improve the flow of traffic. The project is in design and has fully programmed funding, with Right of Way authorized in 2019 and Construction programmed for FY 2021
- » SR 54 Intersection Improvements (GDOT PI #0006905): GDOT is currently working on identifying and designing intersection improvements at SR 74 and SR 54 in Peachtree City. This major intersection will likely need a significant improvement, and grade-separation or a continuous flow intersection have been previously considered.



land use plans

Fayette County Comprehensive Plan (2017)

Fayette County's most recent comprehensive plan was completed in 2017 by the County's Planning and Zoning Department. Several of the goals and objectives highlighted in the plan's transportation and land use elements mirror the vision outlined for the SR 74 corridor. The goals and objectives in the transportation element underscore the efficiency of the county's transportation network and addition of bicycle and pedestrian facilities as important factors to be considered.

The plan identifies the SR 74 North Overlay District as a significant area for development in the county, given its proximity to Interstate 85 and location between Peachtree City and Tyrone. The plan provides recommendations for the SR 74 North Overlay District within the Corridor Study Area in two locations:

- » SR 74 North West Side
- » SR 74 North-East Side Special Development District

Peachtree City Comprehensive Plan Update (2017)

As the most recent jurisdiction along the SR 74 corridor to update its comprehensive plan, The City of Peachtree City completed its update in 2017. The update included a revision of the policies related to its transportation element. The indicated transportation goal of the plan was to *"establish and maintain a comprehensive transportation system that provides safe and convenient circulation through and around the city."* Several of the related transportation policies are similar to what is envisioned for the SR 74 corridor. These policies include:

- » Continue to maximize the utilization of public road infrastructure by limiting direct driveway access to arterial and collector roads
- » Encourage alternative modes such as walking, bicycling, and driving golf-carts by providing a comprehensive system of multi-use paths and facilities connecting all the villages and activity centers in the City

Fairburn Comprehensive Plan (2015)

The City of Fairburn completed a revision to its comprehensive plan in 2015. Community participation was an important component of the plan's update, as a variety of outreach events were held to ensure that the public's opinion was adequately represented in the update. The updated plan identified the need for a joint Highway 74 study as a Land Use goal, in addition to the following policies:

- » Make Highway 74 mixed use with retail, compact homes and townhouses while still meeting the demand for goods and services for the traveling public
- » Locate sit down restaurants and entertainment along Highway 74 near the southern city limit
- » Locate high end office at 74/85 interchange

The plan also included the following transportation goals:

- » Make the entire city more walkable
- » Make it easier to bike throughout the city

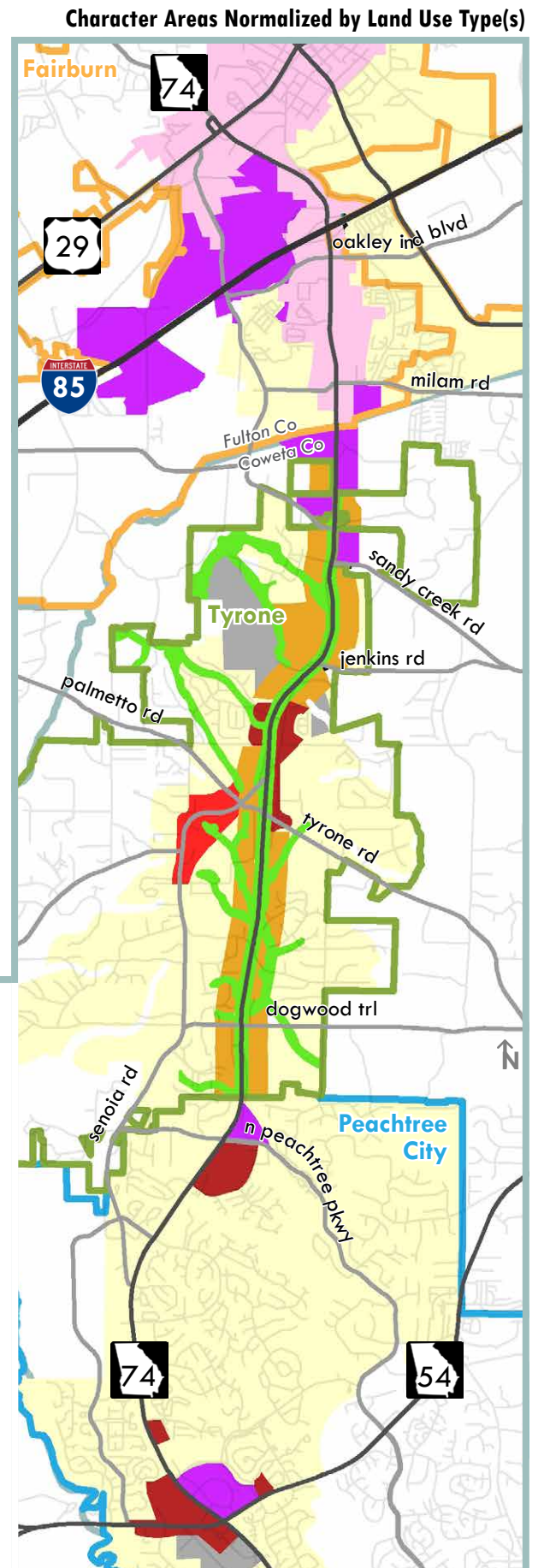


Fayette County Comprehensive Plan

2017 -2040



The image shows the front cover of a report titled "COMPREHENSIVE GROWTH & DEVELOPMENT PLAN" for the "TOWN OF TYRONE, GEORGIA". At the top center is a circular logo featuring a silhouette of a castle tower with a cross on top, with the text "TOWN OF TYRONE, GEORGIA" and "1997" below it. The title "COMPREHENSIVE GROWTH & DEVELOPMENT PLAN" is written in large, bold, black capital letters across the upper middle. Below the title is a grid of six photographs: a lake with a fountain, a large wooden pavilion, a dirt road through a forest, a row of small houses, a golf course, and a modern house. At the bottom, the text "2017 TEN-YEAR UPDATE" is written in large, bold, black capital letters. A small disclaimer at the very bottom states: "This document was developed by the Town of Tyrone in cooperation with the Atlanta Regional Commission using funds provided by the Georgia Department of Transportation for transportation planning purposes."





intersection control evaluation process

As part of our identification and study of potential intersection improvements on the SR-74 corridor, our team followed the Intersection Control Evaluation (ICE) process used by the Georgia Department of Transportation. The ICE process is a two-phase approach to first identify and shortlist conventional and alternative intersection control alternatives, and then to evaluate those shortlisted alternatives based on cost, operational and safety benefits, potential environmental impacts and stakeholder acceptance. The result of the process is a technical determination of the most appropriate intersection control improvements that can be recommended and prioritized as short- and long-term projects. The ICE process was completed and documented for all study intersections except for those that already have improvements identified as part of other regional projects (from I-85 southbound ramps through Milam Road, and SR 54). ICE process documentation is included in Appendix E.

This process recommended a series of intersection improvements including Restricted Crossing U-Turn (RCUT) intersections, J-Turn intersection, and Median U-Turn intersections. The configurations and operations of the innovative intersections are described more fully in the Corridor Plan chapter. These intersection configurations were then analyzed with the same year 2040 traffic volumes used for the no build analysis.

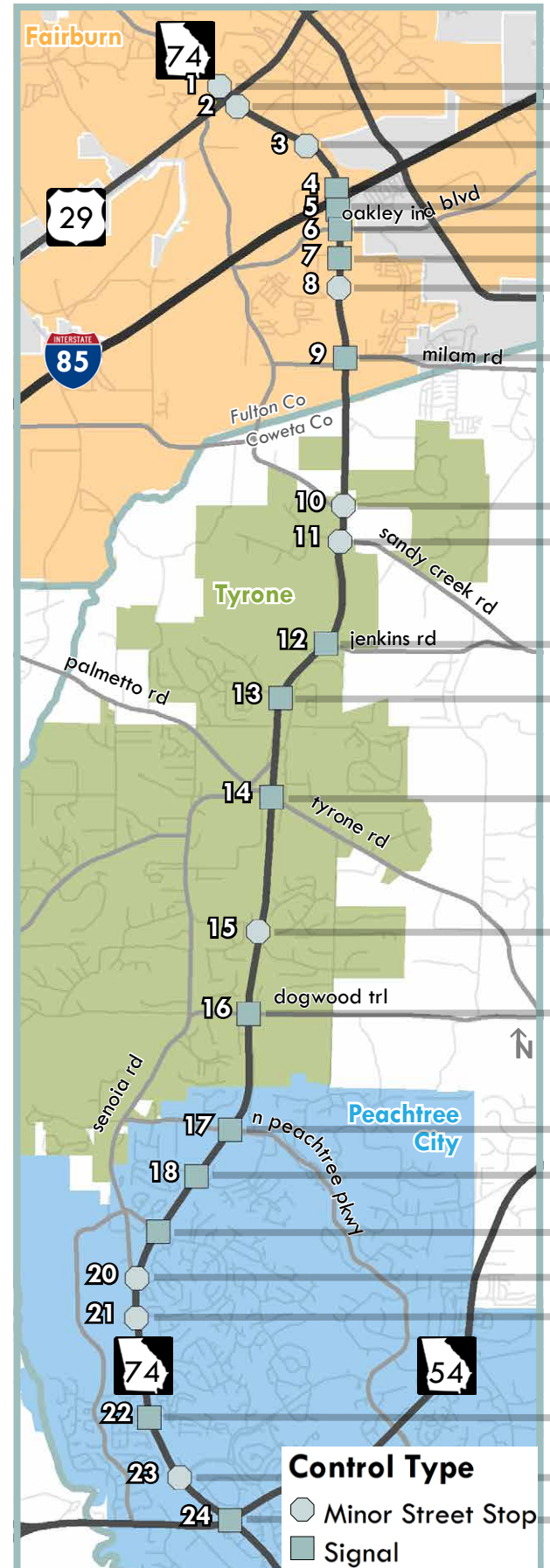


2040 build LOS

The table to the right shows the results of the traffic analysis conducted in year 2040 conditions with the intersection configurations recommended by the ICE process. All intersections see at least some reduction in congestion, though some intersections and approaches remain at LOS E or F. Despite significant improvements to average delay experienced by vehicles at those locations, the dramatic improvements seen at most locations show that this superstreet concept can yield significant improvements for SR 74, without widening the roadway.



Analyzed Intersections by Current Control Type



Build Year 2040 Intersection Analysis Results

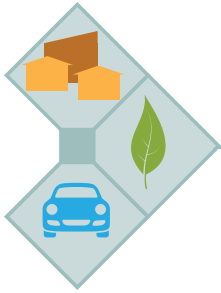
	Intersecting Street	Proposed Control	Average AM Delay* (sec/vehicle)	AM Level of Service*	Average PM Delay* (sec/vehicle)	PM Level of Service*
1	SW Broad St/US 29	Signal	21	C	14	B
2	McLarin Road	Signal	11	B	9	A
3	Senoia Road (north)	Signal	12	B	15	B
4	I-85 Southbound	Signal	8	A	13	B
5	I-85 Northbound	Signal	109	F	35	D
6	Oakley Industrial Boulevard	Signal	25	C	39	D
7	Harris Road	Signal	12	B	26	C
8	Meadow Glen Parkway	Minor Street Stop	93/24	F/C	†/†	F†/F†
9	Landrum Road/Milam Road	Signal	34	C	215	F
10	Kirkley Road/Westbourne Drive	J-Turn	31/23	D/C	†/35	F†/D
11	Laurelmont Drive/Sandy Creek Road	RCUT	16	B	50	D
12	Peggy Lane/Jenkins Road	RCUT	30	C	26	C
13	Carriage Oaks Drive	RCUT	9	A	42	D
14	Palmetto Road/Tyrone Road	MUT	14	B	56	E
15	E Crestwood Road	J-Turn	24/20	C/C	73/25	F/C
16	Dogwood Trail	RCUT	12	B	21	C
17	Crabapple Lane/N Peachtree Parkway	RCUT	19	B	24	C
18	Ardenlee Parkway/Georgian Park	RCUT	9	A	23	C
19	Kedron Drive (north)	RCUT	11	B	17	B
20	Senoia Road (south)/Lexington Pass	RCUT	12	B	22	C
21	Kedron Drive (south)	J-Turn	20/31	C/D	35/81	D/F
22	Wisdom Road	Signal	15	B	48	D
23	Aberdeen Parkway	Signal	9	A	50	D
24	SR 54	Signal	116	F	310	F

* : For minor street stop intersections, average delay and LOS for each stop-controlled approach is shown (eastbound/westbound). For signalized intersections, average intersection delay is shown.

† : At these stop-controlled locations, delay reported is over 300 seconds. This likely reflects a breakdown in the HCM methodology, while actual operations may be better.

Jurisdiction

	Fairburn
	Tyrone
	Peachtree City



CORRIDOR PLAN

superstreet concept

Both conventional and alternative intersection types were considered in the ICE analysis, and several intersection types repeatedly were identified as the best intersection improvement alternatives. As the majority of the SR-74 corridor has a wide (44-foot) grass median, future capacity needs along the corridor can be met by adding additional travel lanes in each direction within the existing median. However, the conventional widening approach is both costly and detrimental to vehicle progression along the corridor. The dominant volumes at most intersections along the corridor are through traffic traveling along SR 74, and when multi-phase signals are frequent along a corridor with these kinds of volumes, congestion and delay can quickly build.

As an alternative to conventional widening, the ICE analysis showed versions of the “Superstreet” concept to be a superior intersection improvement alternative. The Superstreet concept, is a combination of innovative intersection improvements. These include Restricted Crossing U-Turn (RCUT) signalized intersections and J-Turn unsignalized intersections. Median U-Turn intersections and Continuous Green T intersections are also sometimes part of a Superstreet (though the latter is not recommended on SR 74). The Superstreet concept can be applied as individual intersection improvements but operates better as a continual corridor concept. Not only do motorists become more familiar with a consistent corridor treatment, but signal progression can be best achieved if all signalized intersections are operating with reduced signal phases.

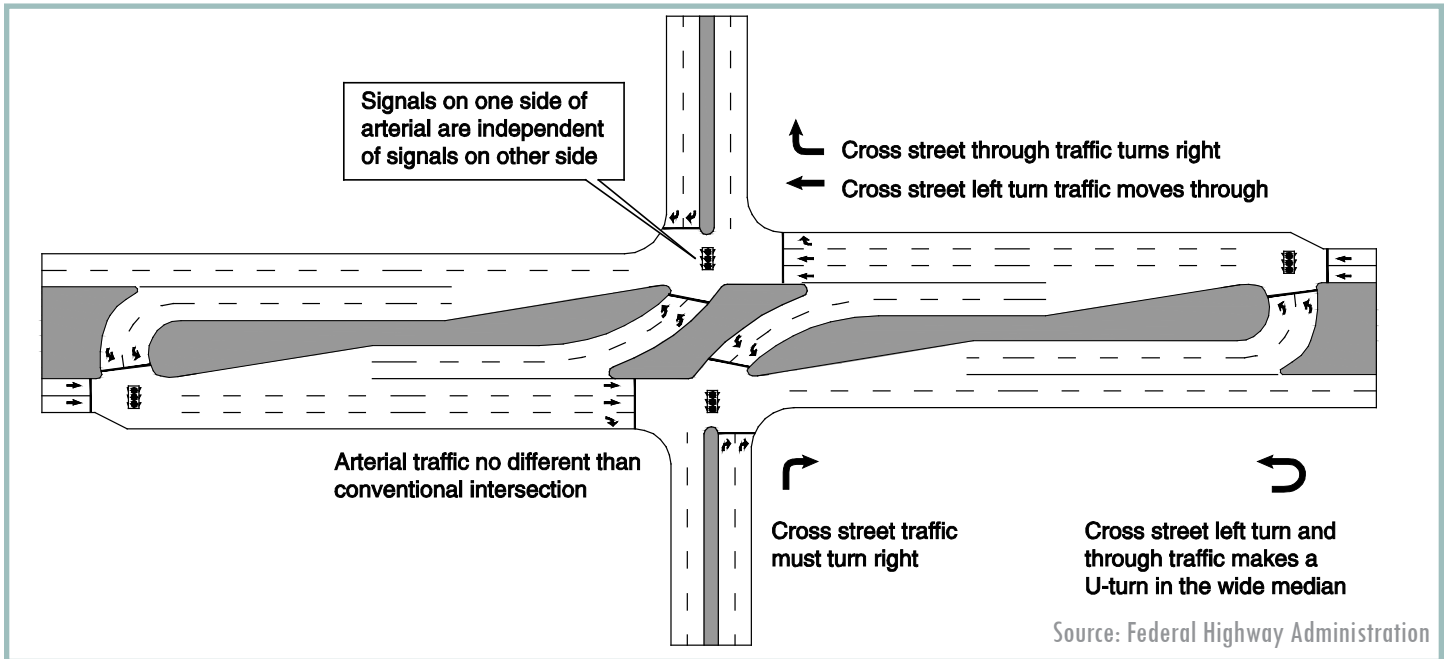
restricted crossing u-turn and j-turn intersections

These intersection variants both use directional crossovers in the wide median to indirectly serve left turning vehicles at intersections. This allows the main intersection crossing to operate with fewer signal phases (reduced from four phases for a conventional intersection to two in an RCUT), thus allotting more green time for the dominant through volumes. The graphic on top of the facing page illustrates the superstreet geometric and operational concept. J-Turn intersections are similar in operation, but are not signalized.

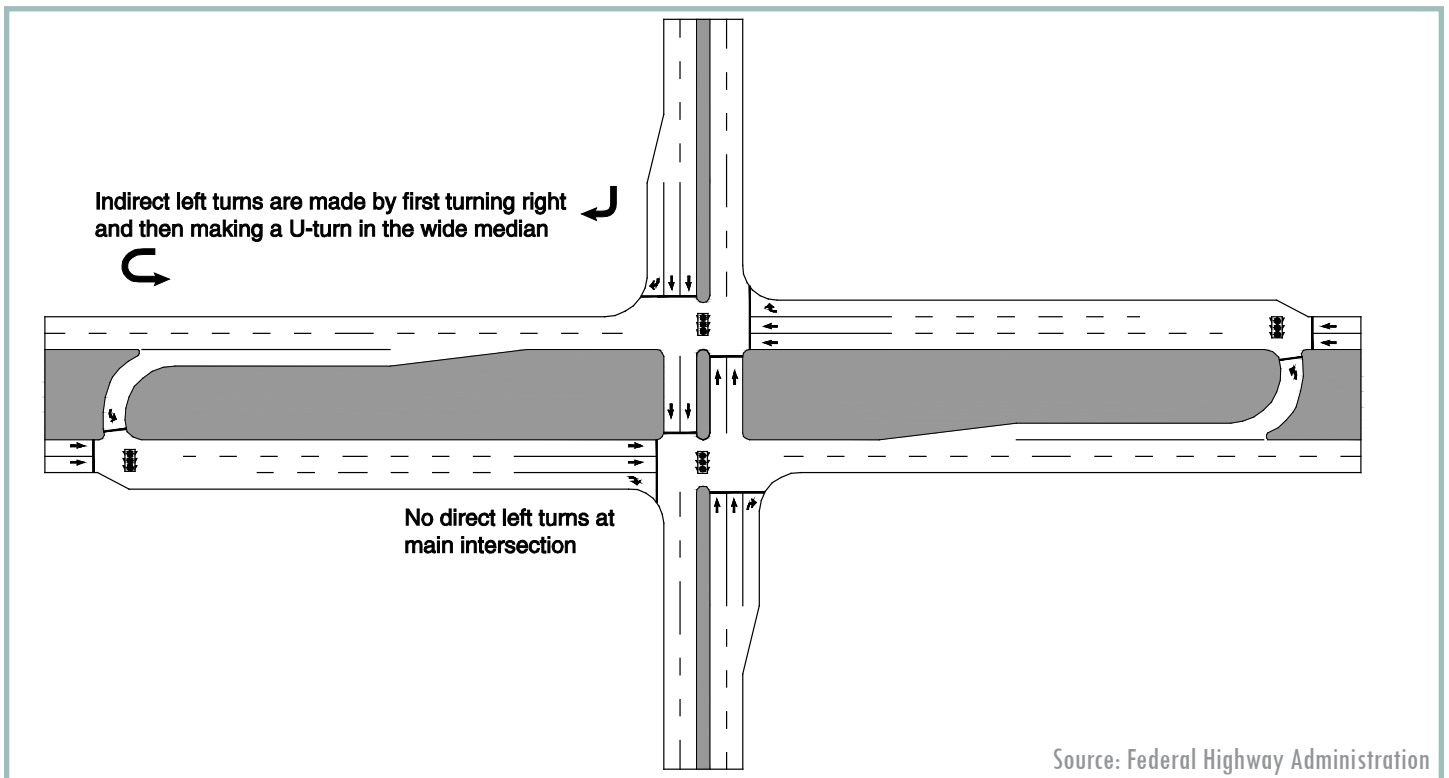
median u-turn intersections

The Median U-turn concept, illustrated at the bottom of the facing page, prohibits all left turns, from the side streets and the mainline, but permits the through movement on both roads. This still simplifies signal operations to two phases, increasing the amount of green time available to the through movements. This intersection configuration may be more appropriate in areas with high through volumes on the side street, which may cause congestion in an RCUT/J-Turn intersection.

Operation of a Restricted Crossing U-Turn Intersection



Operation of a Median U-Turn Intersection





benefits of a superstreet corridor

There are wide-ranging benefits to Superstreet concepts. The following identify some of the advantages that have been studied and are directly relevant to the SR 74 corridor.

Safety

Compared to a conventional intersection form with permissive or protected left-turn signal phasing, signalized RCUT intersections reduce the decision-making burden for motorists. The Superstreet intersection reduces intersection conflict points (points within the intersection where vehicle paths conflict and may result in crashes). At four-leg intersections, Superstreets have 14 conflict points compared to 32 at a conventional intersection.

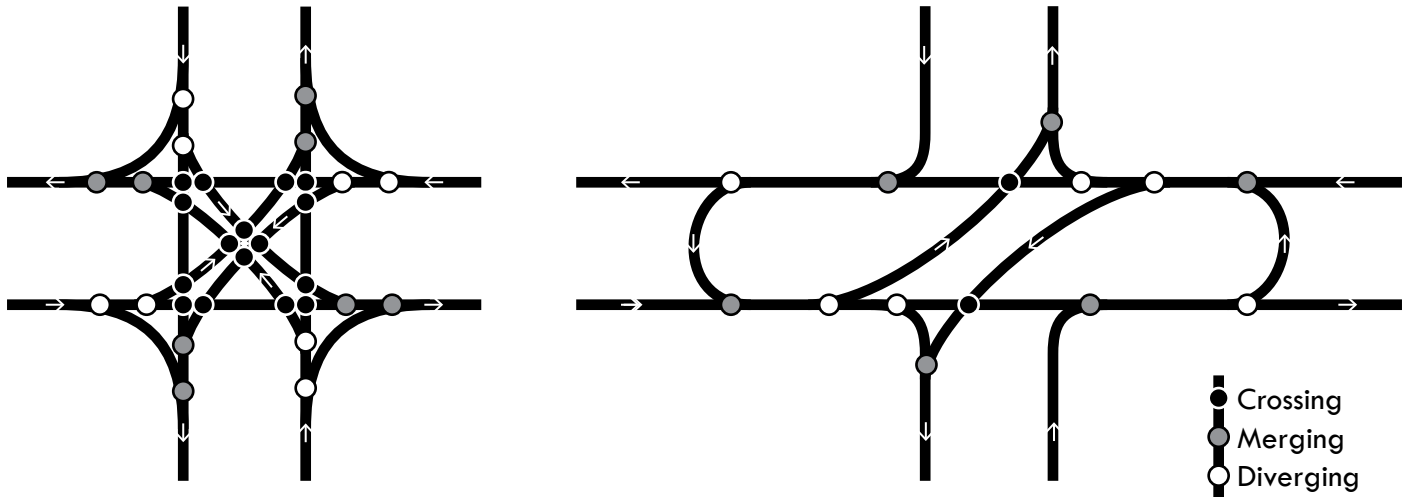
Empirical studies of constructed unsignalized Superstreet (J-turn) intersections in three states have showed a decrease in the total number of crashes and a more significant reduction in the number of injury crashes compared to the previous conventional intersection.

Intersections converted to unsignalized J-Turns show even greater safety benefits. The NCDOT Safety Evaluation Group performed Spot Safety Studies at various locations where conventional intersections and/or median crossovers were converted to unsignalized J-Turn intersections. This empirical study showed that these modifications reduced severity of the collision patterns at the subject intersection over a three-year period.

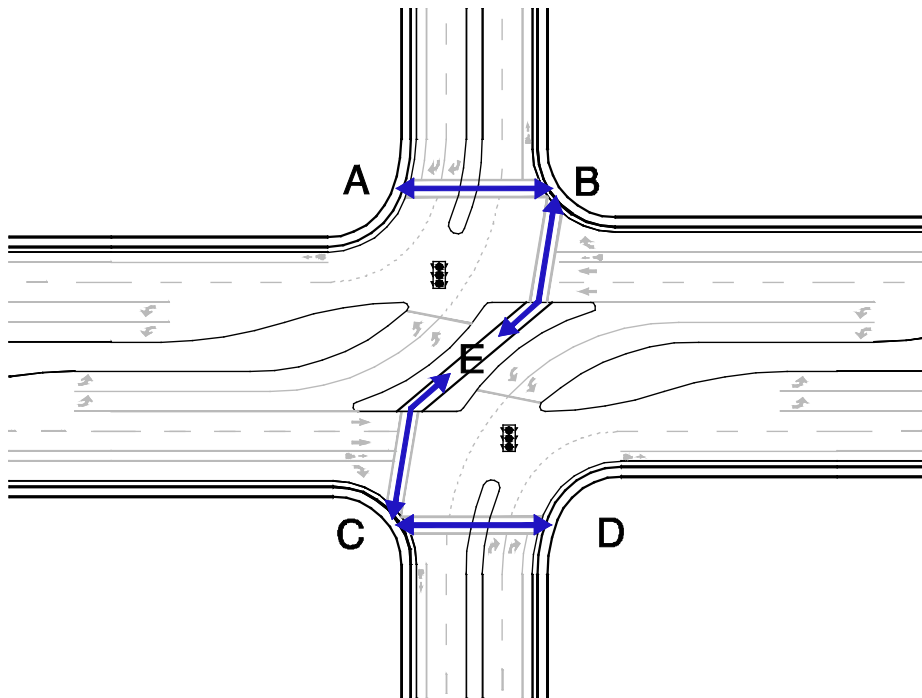
Pedestrians and Bicycles

The Superstreet intersection reduces the total number of vehicle-pedestrian conflict points compared to a conventional intersection and creates shorter, more direct paths crossing the intersection. The standard method of crossing the main roadway (SR 74) by means of a Z-crossing, illustrated to the right. A “Z” crossing allows all desired pedestrian movements at an intersection. Crossing the minor street is similar to a conventional intersection, but vehicle/pedestrian conflicts are reduced due to the restriction of left turns from the minor street. Crossing the main intersection may require crossing the minor street on both sides of the roadway, but the crosswalk is placed in between the direct left turn movements so pedestrians are protected from vehicle conflicts.

Bicycles on the major roadway travel through a Superstreet intersection in the same manner as at a conventional intersection but they have more green time to pass through and fewer bicycle-vehicle conflict points. There are three ways to serve minor street through and left-turn bicyclists: 1) follow pedestrian path, 2) follow vehicle path and 3) include direct bicycle crossings through a gap in the median. The choice of crossing with pedestrians or motorists will likely depend on the distance to the U-turn crossover and the experience of the rider.

Conflict Points in Conventional Intersections and RCUT/J-Turn Intersections

Source: Federal Highway Administration

Pedestrian Crossing Patterns

Source: Federal Highway Administration



Operations

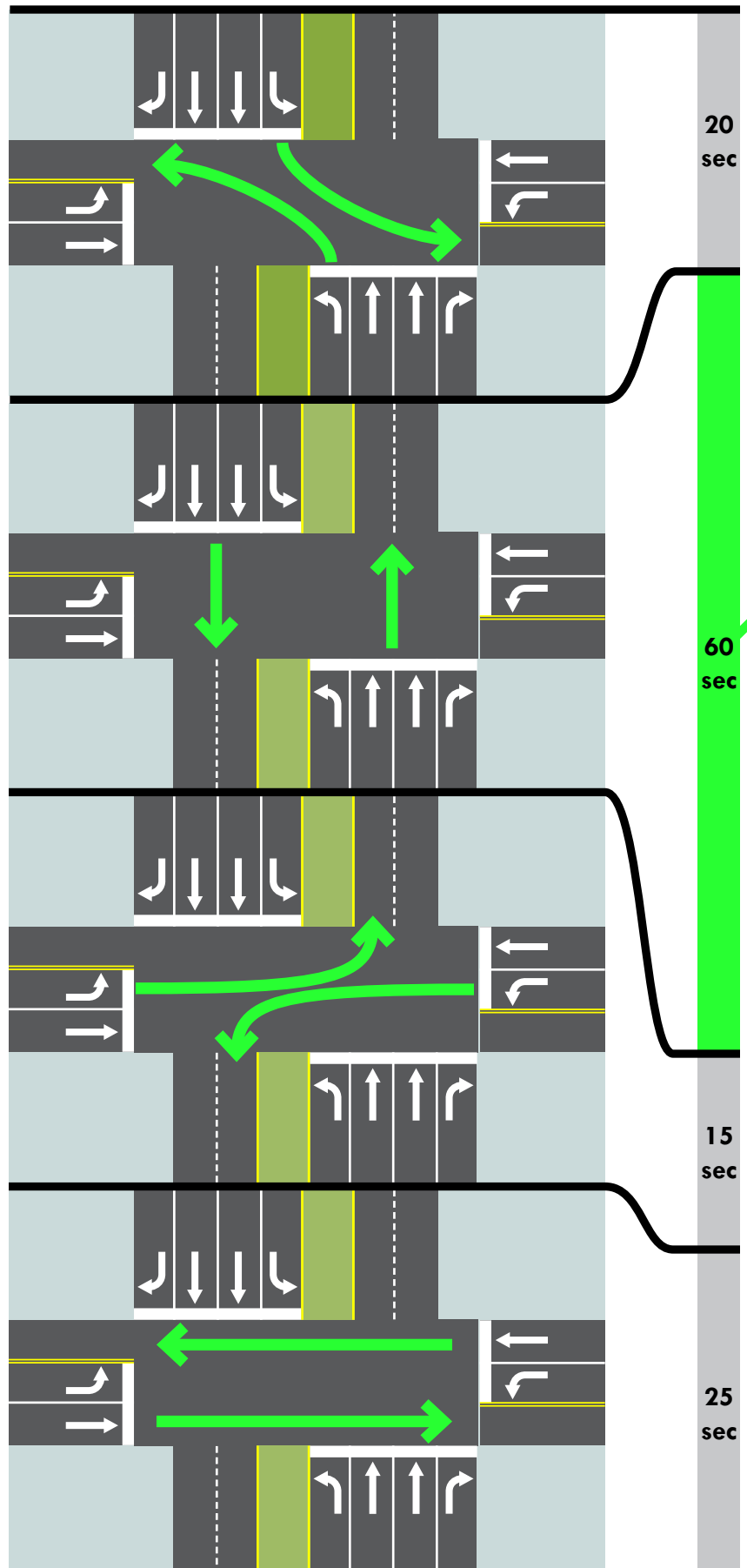
The reduction in signal phases allow increased green time to be given to the major street, greatly improving operations for through vehicles. Studies have shown Superstreets reduce network travel times by 25- to 40-percent compared to conventional intersections. Recent experience includes the conversion of a 3.5-mile section of US-281 in San Antonio from a four-lane divided conventional roadway to a four-lane Superstreet corridor. A before-and-after study measured operational changes on US 281, including travel times, speeds, and traffic volumes on midweek days. As shown in the table below, the RCUT intersections substantially decreased travel time and increased travel speeds on US 281 on a short 3.5-mile corridor.

Additionally, each side of an RCUT intersection can be timed separately from each other, which can bring about benefits when coordinating signals on a roadway.

US 281 in San Antonio, Texas, Before and After RCUT Intersection Installation

Metric	Before RCUT	After RCUT
Southbound travel time (morning rush hour)	23.3 min.	13.9 min.
Southbound average speed (morning rush hour)	16 mph	20 mph
Northbound travel time (evening rush hour)	19.2 min.	12.7 min.
Northbound average speed (evening rush hour)	19 mph	29 mph
Traffic count (vehicles per day)	60,100 – 74,000	63,600 – 81,500

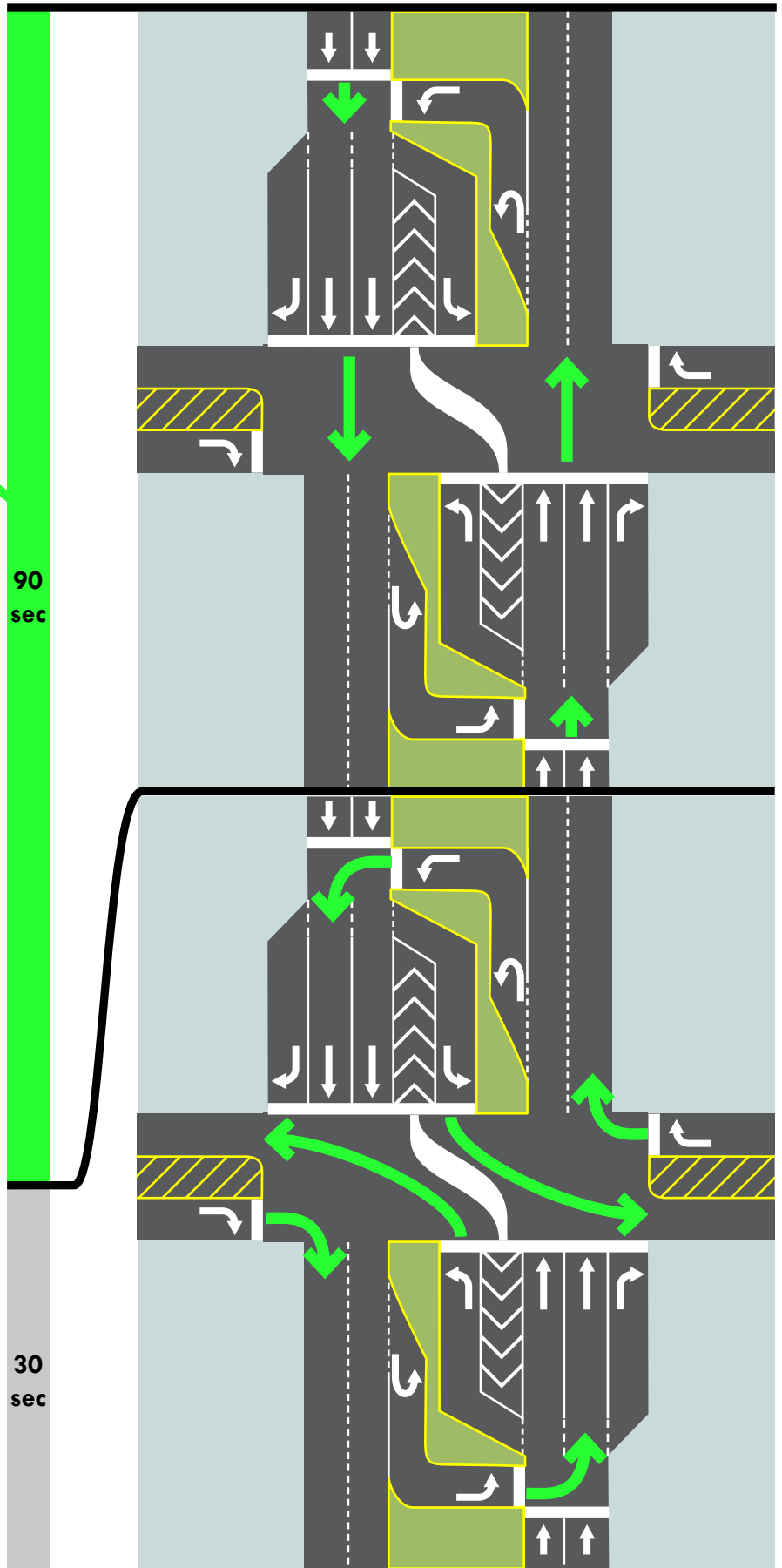
Typical Conventional Intersection Operations



Restricted Crossing U-Turn Intersection Operations

When converted to a Superstreet intersection, the mainline through movement is given more time, making for faster travel along the corridor

Studies have shown that Superstreets reduce network travel times by 25% to 40% over conventional intersections





Access Management

Superstreets applied consistently along a corridor convert minor roadway and driveways to right-in/right-out intersections (with downstream U-turn crossovers for left turns), resulting in significant progression benefits along a managed corridor. Superstreets can also be used to control speeds along a corridor. Areas with multiple access points and high pedestrian activity may choose to use lower speeds.

Superstreet corridors can also accommodate more signals than a conventional intersection corridor, while still producing lower through vehicle delays, due to the efficient progression of the signalized RCUT intersections. Signals for driveways or side streets may be installed without introducing significant extra delay for arterial through movement, and crossovers can be moved within generous limits to accommodate access needs for current or future development needs.

Cost

A Superstreet intersection will be more expensive to construct than a conventional intersection due to extra signals and controllers, and extra pavement at the crossovers. However, if no additional right-of-way is needed (i.e. the corridor already has sufficient width for the median U-turn corridors), the cost of Superstreet improvements can be substantially less than adding additional through lanes in the corridor (i.e. conventional widening). Often the operational gains of Superstreet intersection negate the need for a costly widening project, and in some cases, interchange projects have been delayed or canceled in lieu of an at-grade Superstreet project.

While improvement costs differ widely based on specific project location and needs, a rule of thumb is that traditional widening cost between \$1M and \$2M per lane mile added (excluding ROW costs); a full Superstreet intersection can cost between \$500K and \$750K, with individual crossovers in the range of \$200K (also excluding ROW costs). Applying these generic costs to the 12-mile SR 74 corridor, a conventional widening (adding one lane in each direction at \$1.5M/mile) would cost \$36M. A superstreet corridor (assuming 20 signalized RCUT intersections at \$650K each and another 24 individual crossovers at \$200K each) would cost \$17.8M, a 50% savings in cost compared to a conventional widening.

Large Truck Accommodations

Concerns are often raised about Superstreet impacts to trucks and land use along the corridor. Superstreet intersections can be designed to accommodate U-turns that accommodate large truck paths. Where there is an insufficient median width to accommodate truck turning paths, bulbouts can be included to provide the additional turning path needs.

Impact to Adjacent Land Uses

Property value changes due to the modification of access are in most cases minimal or even positive depending on the intersection improvement type and the adjacent land use type. Increase in corridor throughput also benefits retail and commercial land uses, as motorists can enter and exit more quickly under improved corridor conditions. In many cases, Superstreets can provide direct ingress to roadside parcels otherwise not possible under a conventional corridor treatment.

FHWA's Office of Safety reports that, "Business owners along a corridor may fear that access management improvements [such as Superstreets] will disrupt or otherwise negatively impact their businesses, but several studies over many years have dispelled this myth. Studies and surveys of property owners and businesses from North Carolina, Texas, Florida, Minnesota, Kansas, and Iowa, among others, reveal that access management projects do not result in adverse effects, and, in fact, can be beneficial. Importantly, a common factor in achieving this long-term success is early and frequent consultation between the road agency and corridor stakeholders, with special emphasis on the construction phase." Therefore, implementation of these projects is most likely to occur without substantial pushback if implementation agencies are able to get property owners support early in the implementation process.

SR 74 operational results

In addition to the ICE study identifying the Superstreet as a preferred corridor treatment, operational models were developed for the SR-74 using Synchro to compare the Superstreet and conventional widening alternative for future No-Build and Build scenarios. The table below compares the delay and LOS results for each scenario.

The Synchro model also provides overall network measures of service (MOEs) and directional trip MOEs along the SR 74 Corridor including total delay, number of stops, average travel speed, total travel time and distance traveled. The table below summarizes the network and corridor MOEs and compares the 2040 No-Build and 2040 Build scenarios.

The table results show the significant benefits in lowered delay and travel time in the corridor and improvements in average speed. The additional distance by vehicles due to the Superstreet geometry (1-2% higher) is more than offset by the 60-60% decrease in travel time in the corridor. For comparison, the same analysis indicated travel times of 16.9 minutes in the morning peak and 19.0 minutes in the evening peak with year 2017 conditions.

Operational Benefits of Superstreet Concept Applied to SR 74

Network Totals	2040 AM Peak			2040 PM Peak		
	No Build	Build	Percent Change	No Build	Build	Percent Change
Total Delay (hr)	4,113	814	-80%	10,164	3,246	-68%
Number of Stops (#)	65,712	50,797	-23%	173,709	95,717	-45%
Travel Time (between SR 54 and US 29, mins)*	23.5	18.7	-20%	67.5	27.3	-60%
Total Travel Time (hr)	5,586	2,303	-59%	12,261	5,372	-56%
Distance Traveled (mi)	44,201	44,657	1%	62,917	63,740	1%

*: Travel times were calculated as the sum of the free-flow travel time between SR 54 and US 29 and the average intersection delays at all intersections. The presented travel time is the average of the northbound and southbound travel times, and the No Build scenarios do not include the planned interchange improvement; they represent a scenario in which SR 74 remains identical to its current state

vehicular recommendations

In order to improve the mobility of the SR 74 while preserving accessibility, a number of specific recommendations for improvements along the SR 74 corridor have been constructed. The recommendations shown below and to the right are the result of previous studies, ICE analysis, and additional analysis of the corridor and its needs.

All Vehicular Recommendations

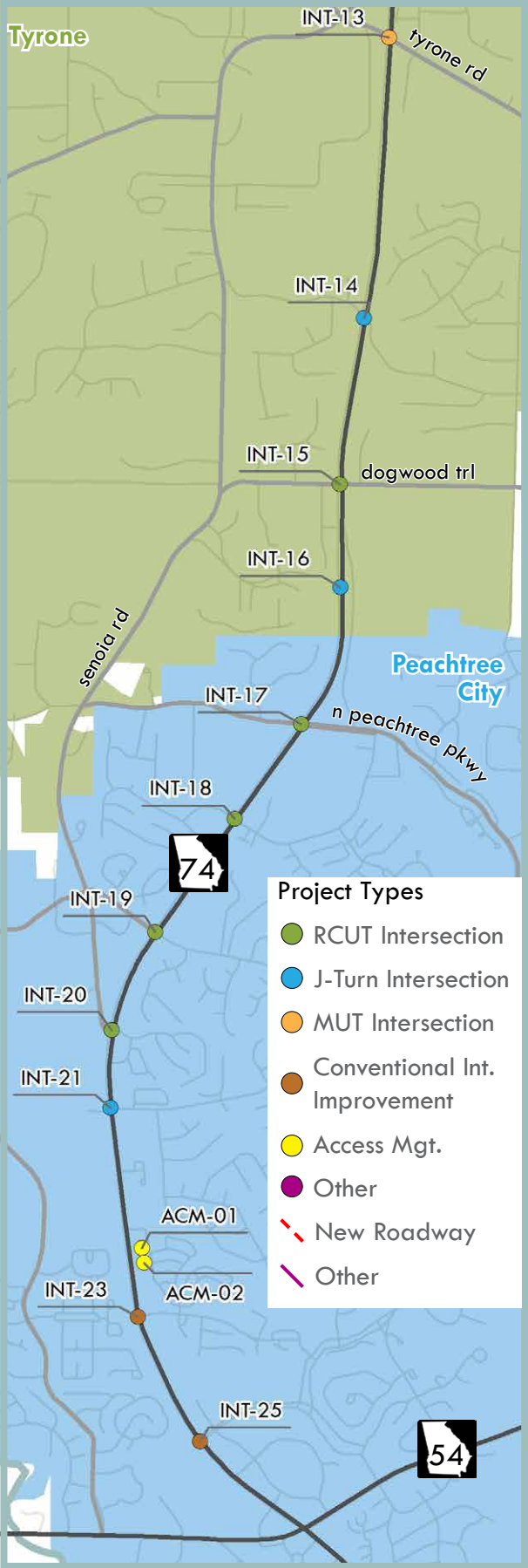
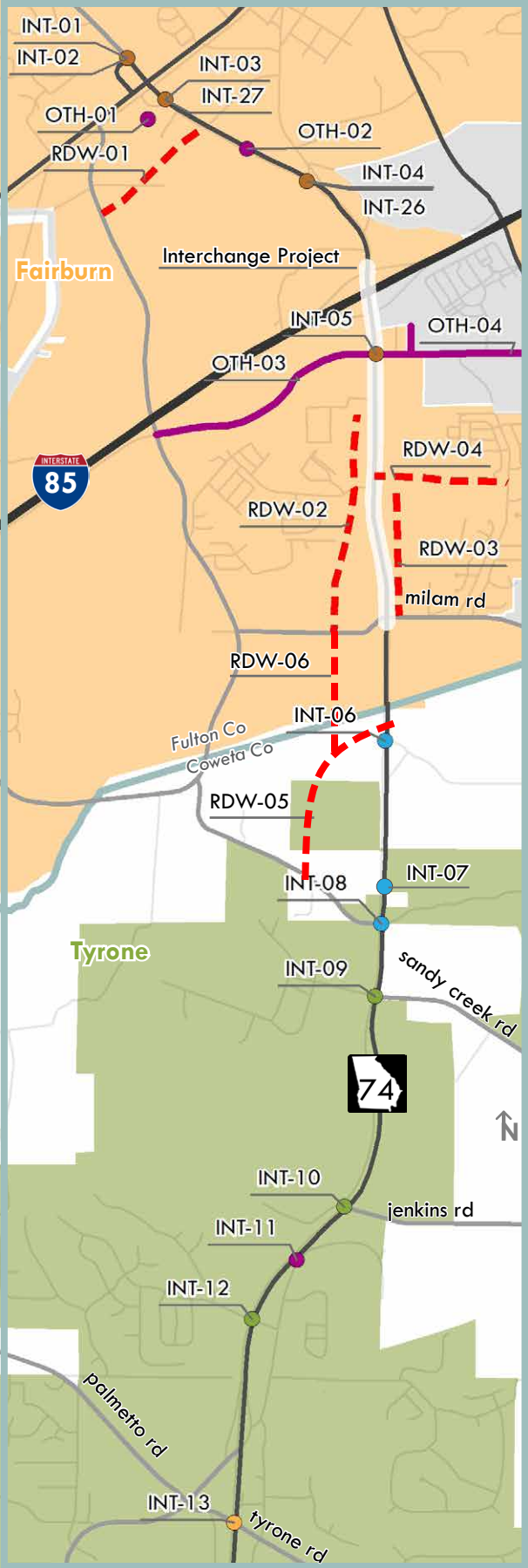
Project ID	Description
ACM-01	New interparcel connection between 361 SR 74 and 375 SR 74
ACM-02	New interparcel connection between 357 SR 74 and 361 SR 74
INT-01	Improve SR 74 at US 29 ramp with repaving, refreshed pavement markings, and acceleration lane for trucks turning onto US 29 southbound
INT-02	Signalize intersection of SR 74 and US 29 ramp
INT-03	Improve SR 74 at McLarin Road ramp with repaving, channelization island, and self-illuminated signs directing drivers to CSX
INT-04	Create acceleration lane on SR 74 for vehicles turning left from Senoia Rd
INT-05	Install raised medians on the Oakley Industrial Boulevard east and west approaches to remove conflicting vehicle movements. Add dual lefts on the western approach of Oakley Industrial Boulevard. Extend Ella Ln to Oakley Industrial Blvd to newly facilitate restricted movements at Oakley Industrial Boulevard and SR 74.
INT-06	J-Turn intersection at Thompson Road
INT-07	Addition of left in and u-turn on SR 74 at Wendell Coffee Golf & Event Center
INT-08	J-Turn intersection at Kirkley Road/Westbourne Drive
INT-09	Upgrade existing J-Turn at Laurelmont Drive/Sandy Creek Road to RCUT, including new northern u-turn south of Kirkley Road
INT-10	Install RCUT intersection at Peggy Lane/Jenkins Road
INT-11	Install right in/right out access from Senoia Road to SR 74 northbound between Carriage Oaks Drive and Jenkins Road
INT-12	Install RCUT intersection at Carriage Oaks Drive
INT-13	Install MUT intersection at Palmetto Road/Tyrone Road
INT-14	Install J-Turn intersection at E Crestwood Road
INT-15	Install RCUT intersection at Dogwood Trail
INT-16	Install J-Turn intersection at Dogwood Church driveway
INT-17	Install RCUT intersection at Crabapple Lane/N Peachtree Parkway

Project ID	Description
INT-18	Install RCUT intersection at Ardenlee Parkway/Georgian Park
INT-19	Install RCUT intersection at Kedron Drive (north)
INT-20	Install RCUT intersection at Senoia Road (south)/Lexington Pass
INT-21	Install J-Turn intersection at Kedron Drive (south)
INT-22	Install J-Turn intersection at Dunham Square
INT-23	Add second westbound left turn lane to Wisdom Road at SR 74
INT-24	New "extended J-Turn" with left in, no left out at Wisdom Pointe Shopping Center and Commerce Drive; and u-turn modifications at Wisdom Road
INT-25	Signalize intersection with Aberdeen Parkway
INT-26	Signalize intersection with Senoia Road (north)
INT-27	Signalize intersection with McLarin Road ramp
OTH-01	Develop truck staging lot to divert trucks waiting for CSX train to clear tracks
OTH-02	Develop ITS system to alert trucks to presence of train blocking roadway as they exit I-85 onto SR 74
OTH-03	Resurface Oakley Industrial Boulevard from SR 74 to Bohannon Road
OTH-04	Resurface Oakley Industrial Boulevard from SR 74 to Fayetteville Road
RDW-01	Extend Howell Avenue from SR 74 to Bohannon Road
RDW-02	New backage roadway west of SR 74 from Harris Road to Landrum Road
RDW-03	New backage roadway east of SR 74 from Meadow Glen Parkway (connecting to existing roadway) to Milam Road
RDW-04	Extend Meadow Glen Road east to Plantation Road
RDW-05	Western extension of Thompson Road to Kirkley Road west of Our Lady of Victory
RDW-06	Continuation of RDW-02 south to RD-05

Jurisdiction

	Fairburn		Peachtree City
	Tyrone		Other/Mult.

All Vehicular Recommendations



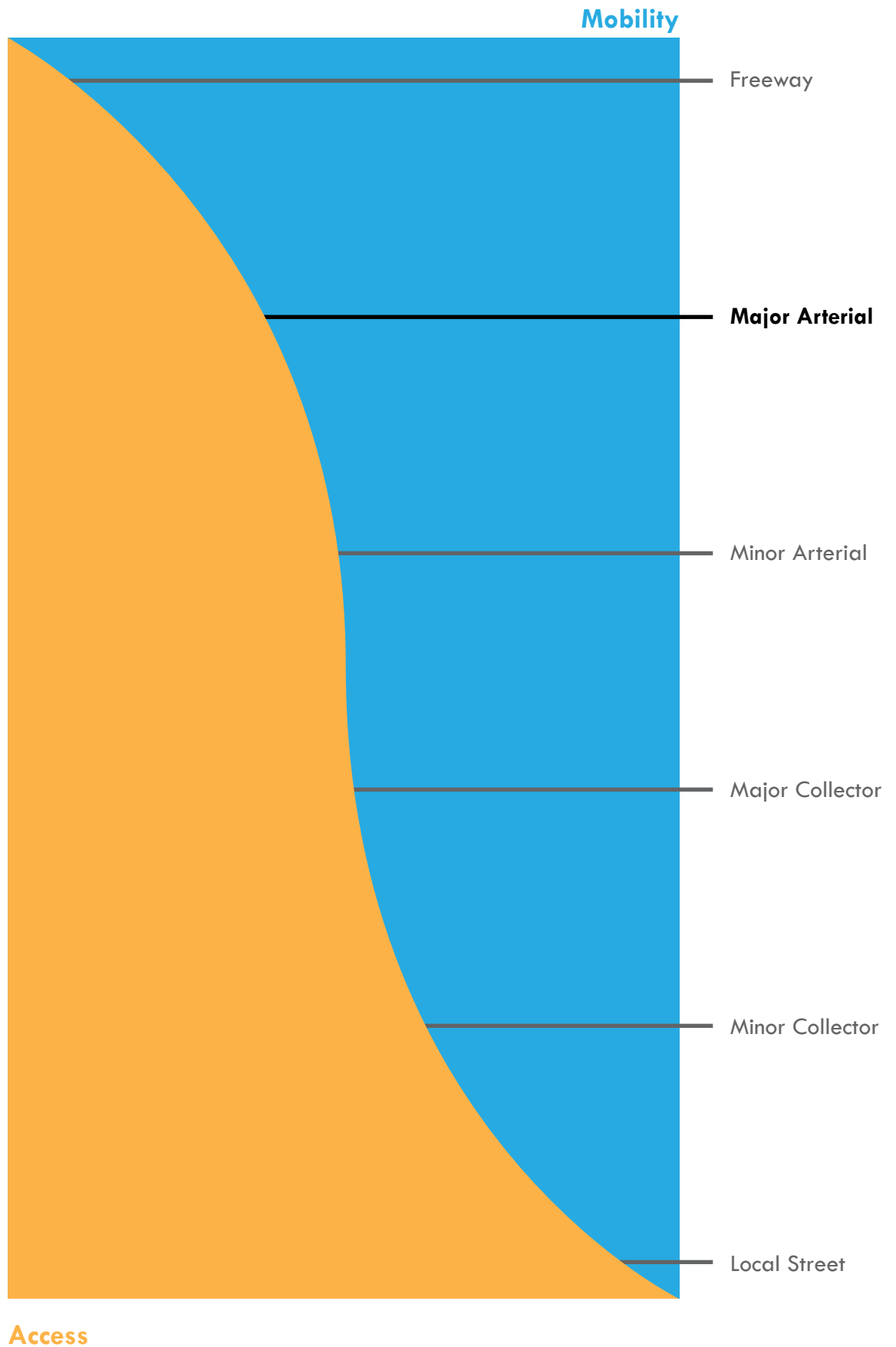
- Project Types**
- RCUT Intersection
 - J-Turn Intersection
 - MUT Intersection
 - Conventional Int. Improvement
 - Access Mgt.
 - Other
 - New Roadway
 - Other

access management

While the superstreet concept supports improved traffic operations and flows at intersections, it is also an access management tool in that it controls where and how access to intersection roads and adjacent properties work. Building off of the superstreet concept are several other access management tools and initiatives that should be considered as indicated in the list below. Please note, that the “Framework for Corridor Consistency” on Page 74 is a component of the implementation tool for these access management strategies.

- » Limiting driveway connections
- » Where driveway connections exist or are constructed, access should generally be limited to a right-in/right out with the possibility of allowing left turns in.
- » Interparcel connections and backage roads to minimize the amount of localized short distance trips on SR 74 should be required or at the least incentivized. A handful of specific initiatives in support of this concept have been identified and are shown below.
- » Support and promote local businesses through shared and uniform signage at driveway connection points

Project ID	Description
ACM-02	New interparcel connection between 357 SR 74 and 361 SR 74
ACM-01	New interparcel connection between 361 SR 74 and 375 SR 74
RDW-02	New backage roadway west of SR 74 from Harris Road to Landrum Road
RDW-03	New backage roadway east of SR 74 from Meadow Glen Parkway (connecting to existing roadway) to Milam Road
RDW-05	New roadway from Kirkley Road west of SR 74 to SR 74 south of Fulton/Fayette County line
RDW-06	New roadway connecting RDW-02 to RDW-05





bicycles and pedestrians

In addition to vehicular travel, the corridor plan considers improvements for active transportation modes. Existing multi-use path networks exist in both Peachtree City and Tyrone. Because SR 74 is a high-speed, high-volume roadway, and out of a desire to connect with the existing and future networks, the bulk of bicycle and pedestrian recommendations are multi-use paths. These recommendations are accompanied by crossing improvements and a state bicycle route.

multi-use path considerations

When planning and designing multi-jurisdictional paths, it can be important to maintain certain consistent elements throughout to help with user orientation. However, it is also important to allow elements along the path to vary, to reflect the differences in the natural and cultural environments around them. The graphics to the right show some specific features of a trail that may be important along SR 74 to ensure a cohesive facility and provides an experience authentic to each of the communities it connects.

One major consideration for a multi-use path in this area is the ability to serve not only pedestrians and bicyclists, but also users of Personal Transportation Vehicles (PTVs) such as golf carts. The trail network in Peachtree City supports these vehicles and has created a strong culture of PTV use, and allows residents to make many short trips in these smaller vehicles. However, GDOT has placed restrictions on PTV usage in their right of way along state routes, such as SR 74. Due to these restrictions, it may be necessary to construct a PTV-supportive path outside of the state-owned right of way, within easements on privately held lands, or on right of way owned by other agencies. The process to assemble the necessary easements and land may create an undue burden on the schedule and/or budget of such a project, which may tip the scales in favor of building a more traditional path within GDOT's right of way.

crossing improvements

In addition to the multi-use trail itself, the corridor plan recommends grade-separated crossings of SR 74 for bicyclists and pedestrians, and possibly PTVs. These crossings provide the safest crossing experience available, and provide opportunities for placemaking, with bridges in some communities used for signs or gateways to communities. RCUT intersections provide a pedestrian crossing experience that is almost entirely protected by the traffic signal, enhancing safety at all intersection crossings as well.

bicycle route

Palmetto Road and Tyrone Road are part of an initiative to create statewide bicycle connectivity. As hosts to Georgia Bike Route 15, they provide part of a connection from the Florida border, south of Valdosta, to Acworth. As such, the corridor plan recommends a specific evaluation of what can be done along this corridor to make these roads more bike friendly.

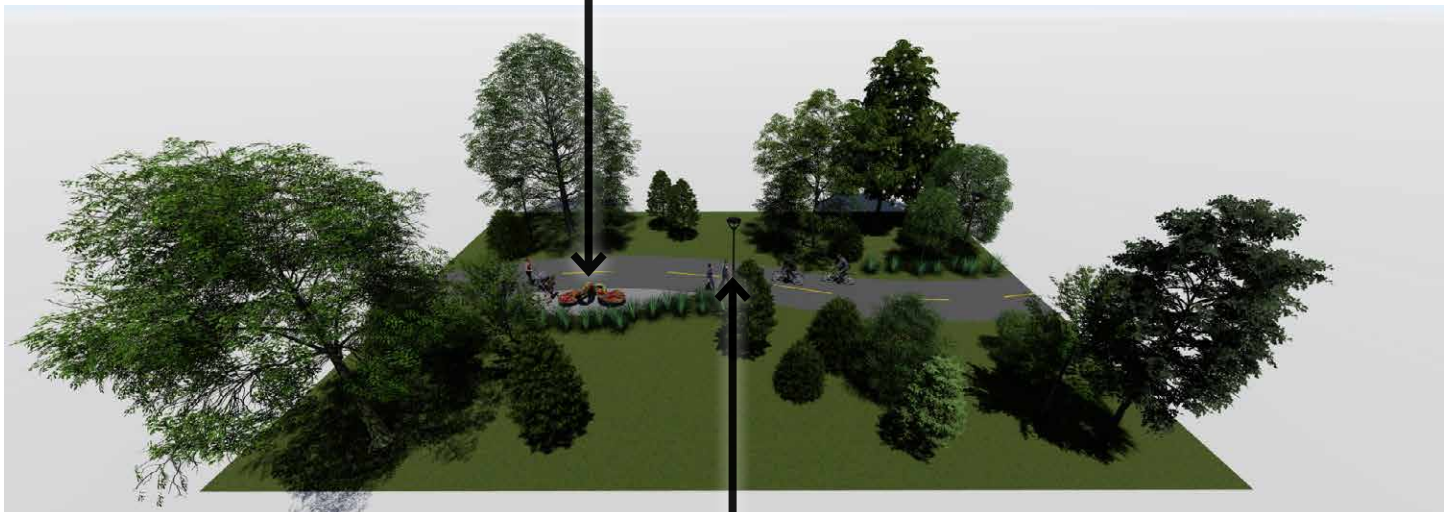
Multi-Use Path Elements



Enhanced crossings of major side-streets

Rest areas and trailheads

Public art



Lighting on priority segments and at major cross-streets



bicycle and pedestrian recommendations

The maps to the right and the table below show the specific bicycle and pedestrian recommendations provided as part of the SR 74 corridor plan.

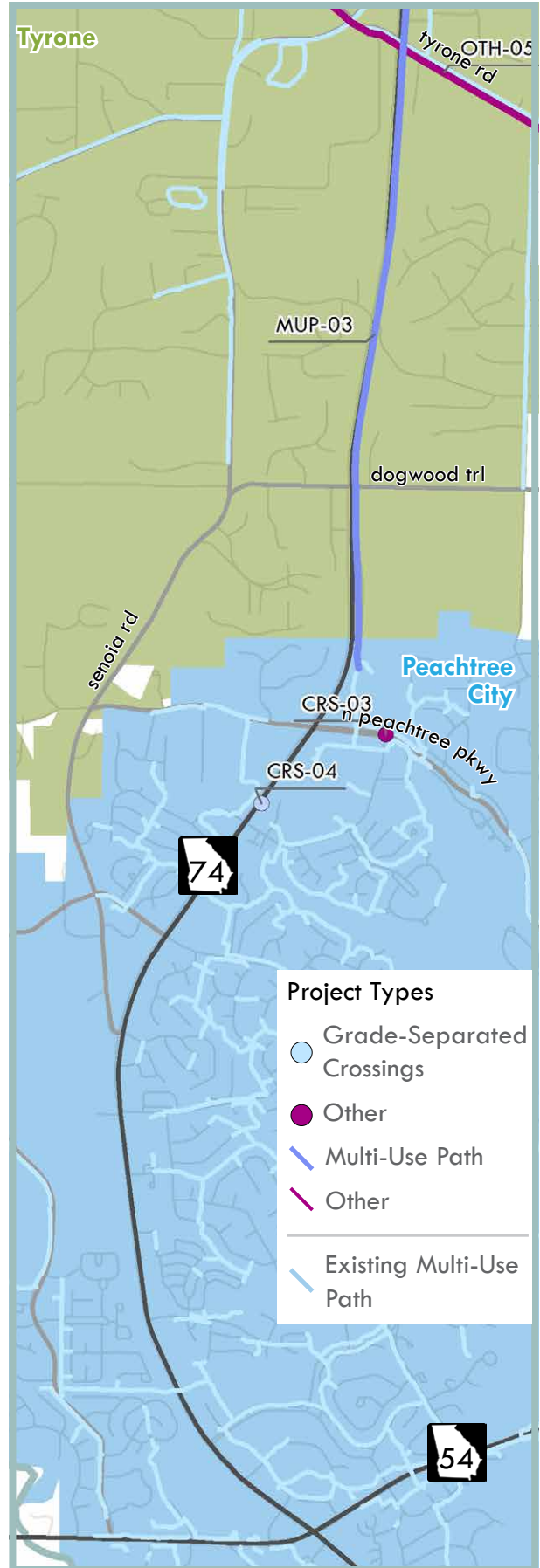
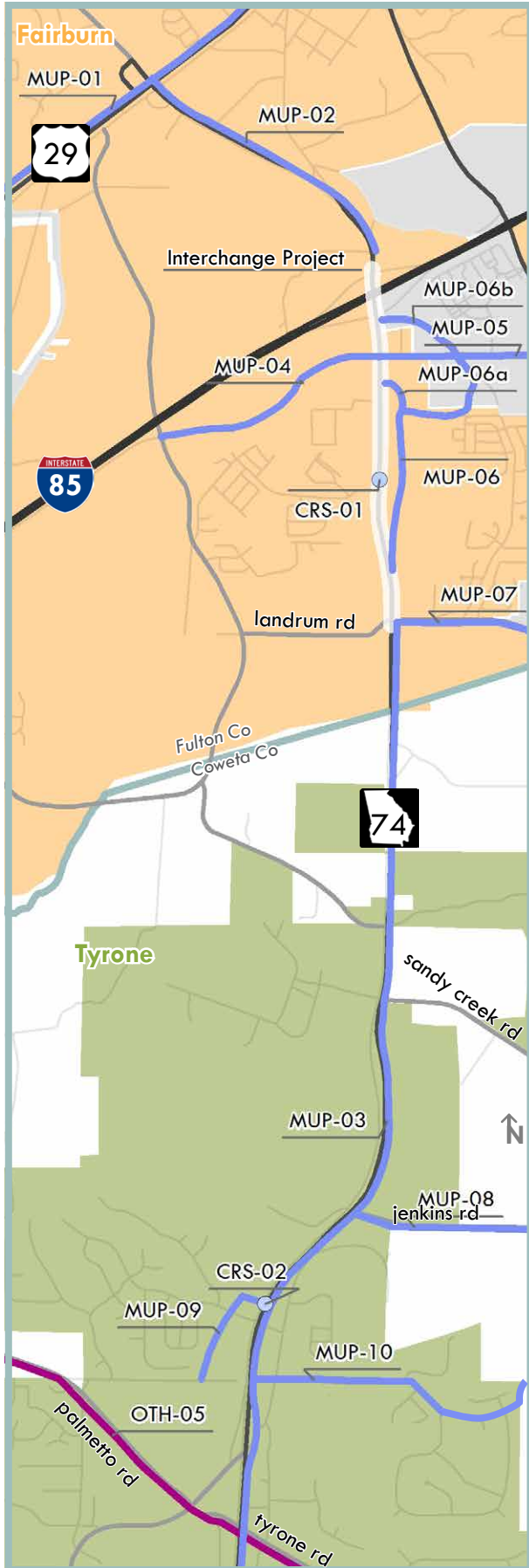
All Bicycle and Pedestrian Recommendations

Project ID	Description
CRS-01	Grade-separated bicycle and pedestrian crossing at/near Meadow Glen Parkway
CRS-02	Grade-separated bicycle and pedestrian crossing north of Carriage Oaks Drive
CRS-03	Pedestrian crossing improvements at intersection of N Peachtree Parkway and Georgian Park to provide crossing across Peachtree Parkway
CRS-04	Grade-separated bicycle and pedestrian crossing south of Crabapple Lane/N Peachtree Parkway to provide connection to Crabapple Lane Elementary School
MUP-02	Multi-use path along east side of SR 74 from MUP-01/US 29 to City Lake Road (to connect with interchange project trail)
MUP-03	Multi-use path along east side of SR 74 from Milam Road (connect with interchange project trail) to connect with Peachtree City trail network near N Peachtree Parkway
MUP-04	Multi-use path along Oakley Industrial Boulevard from SR 74 west to Bohannon Road
MUP-05	Multi-use path along Oakley Industrial Boulevard from SR 74 east to SR 92
MUP-06	Multi-use path (or potentially other bike and/or ped facility) on backage road, connecting park and ride lot to Harris Road
MUP-06a	Multi-use path connecting MUP-06 to SR 74 west of the Fairburn Family Travel Center
MUP-06b	Multi-use path connecting MUP-06 to SR 74 by traveling east of the Fairburn Family Travel Center, crossing Oakley Industrial Boulevard near Plantation Road, and reconnecting with SR 74 immediately south of the I-85 interchange
MUP-07	Multi-use path along Milam Road from SR 74 east to Greenview Boulevard/Milam Loop
MUP-08	Multi-use path along Jenkins Road from SR 74 to Ellison Road
MUP-09	Multi-use path west of SR 74 connecting CRS-02 to Spencer Road
MUP-10	Multi-use path along Swanson Road from SR 74 to Ellison Road
OTH-05	Bike facility along Palmetto road and Tyrone Road, Georgia Bike Route 15 (specific facility type to be determined by specific study)

Jurisdiction

	Fairburn		Peachtree City
	Tyrone		Other/Mult.

All Bicycle and Pedestrian Recommendations





transit and travel demand management

Transit service and travel demand management (TDM) can provide useful alternatives to driving alone that can reduce traffic congestion and stress associated with travel by reducing the total amount of vehicular travel that occurs in an area. The northern piece of the study corridor is within Fulton County, and is thus within the MARTA service area. Below are some policies that SR 74 communities should consider to best promote these alternative travel modes. The map and table to the right show specific transit recommendations, which center on providing service to the new Park and Ride lot being built by South Fulton CID along SR 74.

promote the new park and ride lot and carpooling options

Peachtree City, Tyrone, Fairburn, Fayette County, and the South Fulton CID should coordinate and collaborate through the SR 74 Coalition to promote the park and ride on SR 74. Initially, this includes promoting the upcoming grand opening in official communications such as social media, newsletters, and websites. This promotion should include encouragement for carpools to register through Georgia Commute Options for rewards, guaranteed rides home, and other programming.

promote and incentivize the use of vanpool services

Working through the SR 74 Coalition, Peachtree City, Tyrone, Fairburn, Fayette County, and the South Fulton CID should promote and encourage vanpool formation. This includes promotion through official communication channels and consideration of subsidy assistance for private vanpool service including incentive offers for interested participants, such as “one month free/try it” and/or applicable reimbursements.

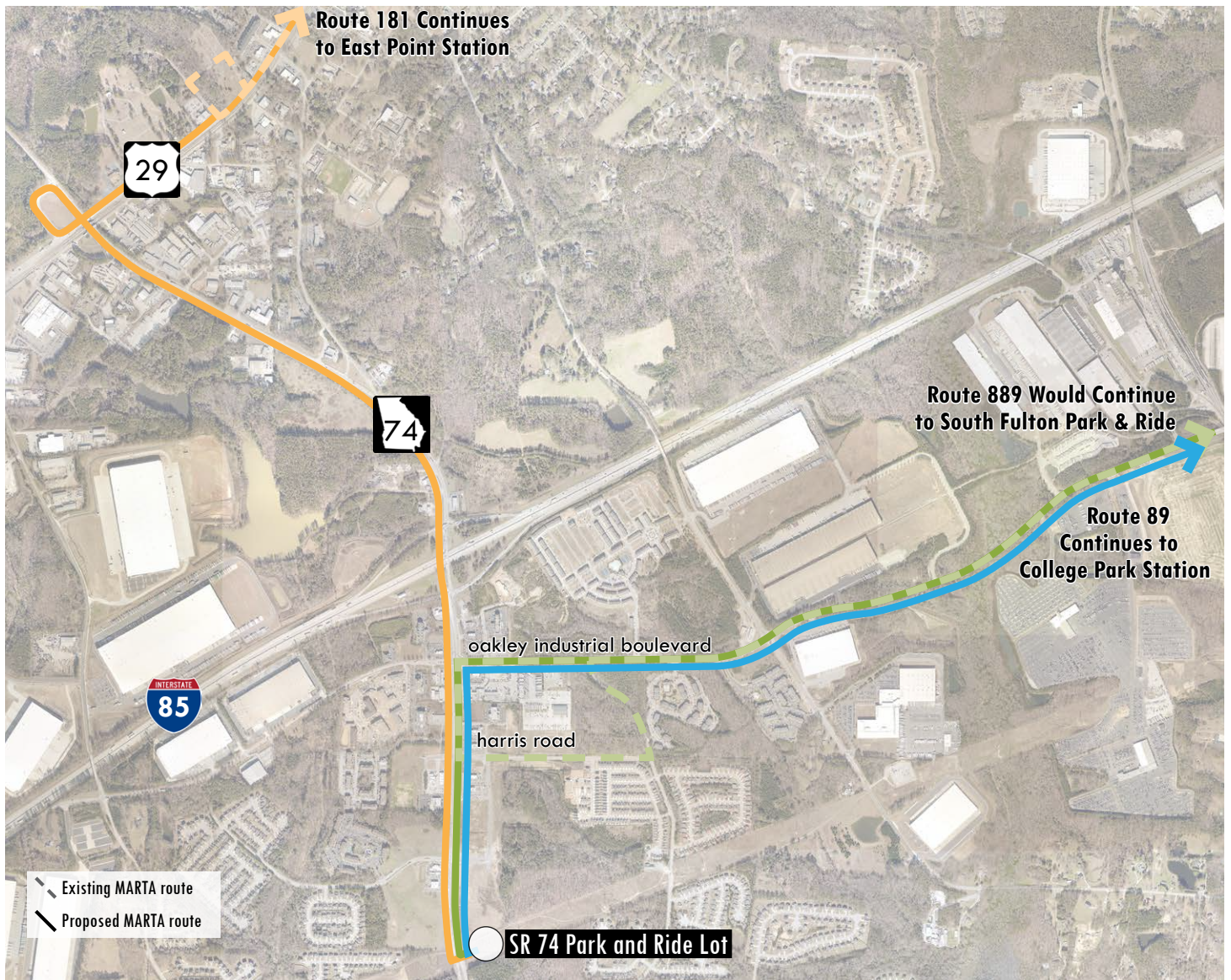
implement workplace commute options

Working through the SR 74 Coalition, Peachtree City, Tyrone, Fairburn, Fayette County, and the South Fulton CID should promote and encourage workplace commute options through coordination with the Georgia Commute Options program to assist area employers with creating programs and policies. Benefits are broad and include such factors as reductions in vehicular traffic demand and better employee retention and job satisfaction. Consideration for these programs and policies include potential collaboration and incentive packages with Transportation Network Companies (TNC) such as Lyft and Uber, promotion of walking and biking (coordinated with physical investments in active transportation mode infrastructure), and broad promotion of previously cited initiatives such as carpools, vanpools, and the promotion of the Park and Ride Lot.

connect MARTA to the new park and ride lot

Extend and modify MARTA routes as identified in the South Fulton CID Multi Modal Plan:

- » CID-20 which extends MARTA Route 181 to SR 74 including a turnaround at the park and ride lot (TRA-01)
- » CID-21A which extends MARTA Route 89 to SR 74 including a turnaround at the park and ride lot (TRA-02)
- » CID -21B which modifies Route 889 to use Oakley Industrial Boulevard instead of Oakley Road and includes a turnaround at the park and ride lot (TRA-03)

Transit Recommendations**Transit Recommendations**

Project ID	Description
TRA-01	Extend Route 181 from its current turnaround near Fairburn to continue down Broad Street/US 29, then travel south on SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement
TRA-02	Extend Route 89 from its current turnaround near Atlanta Metro Studios to continue along Oakley Industrial Boulevard, then travel south on SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement
TRA-03	Extend proposed Route 889 from its currently planned turnaround at Oakley Industrial Boulevard, Harris Road, and Plantation Road to continue south of SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement

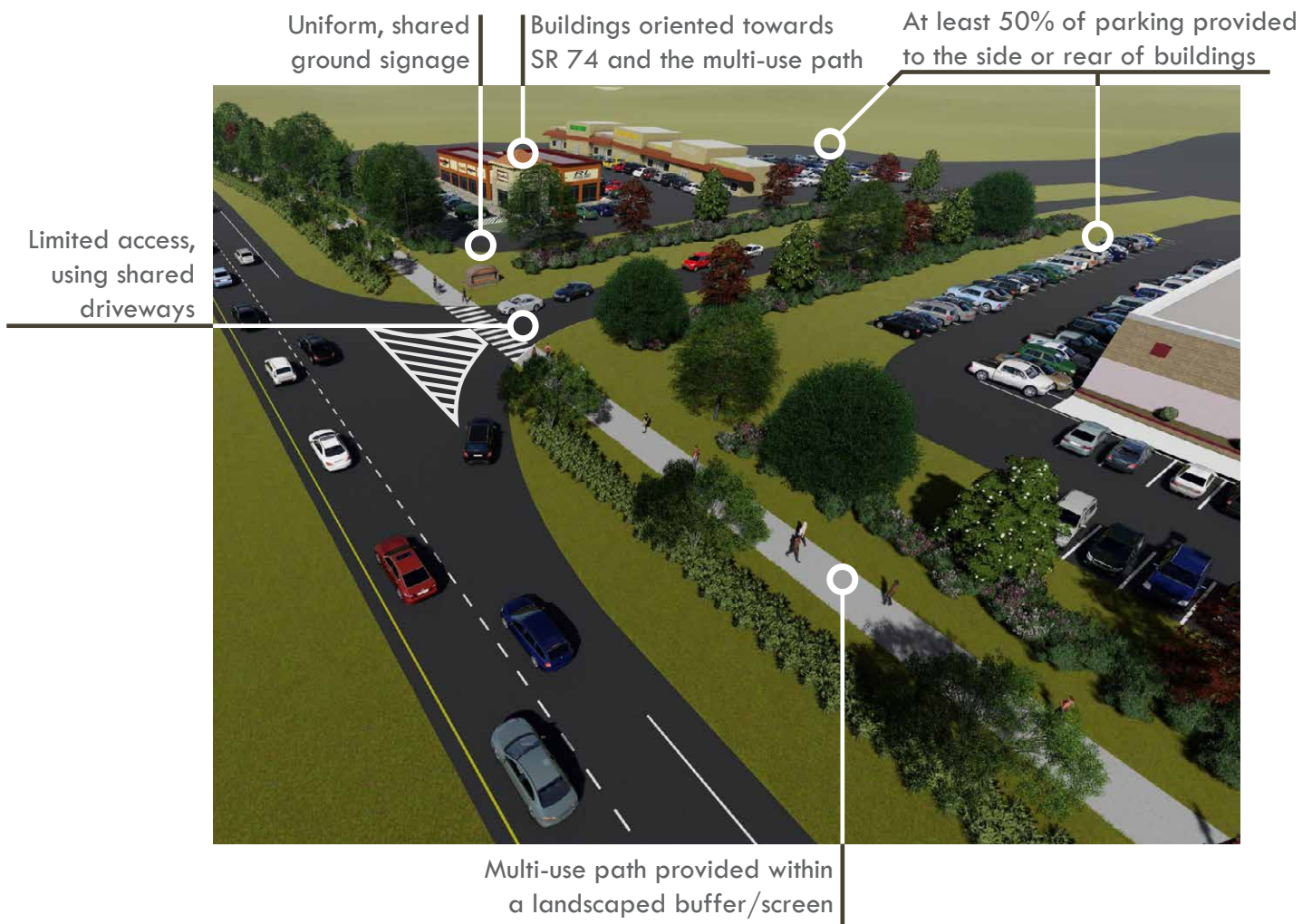
Jurisdiction

Fairburn	Peachtree City
Tyrone	Other/Mult.

framework for corridor consistency

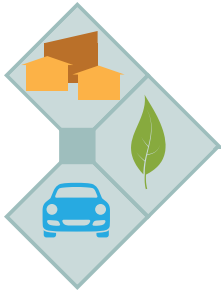
A large part of a roadway user's experience is determined not by the roadway itself, but by the development along the roadway. The requirements and incentives built around private development can shape the way a roadway operates, looks, and feels. All communities along SR 74 strive to have a high-quality of development throughout their jurisdictions, but each community currently has different requirements in place to achieve that goal.

With an understanding of the development code in each municipality, the project team looked at several model corridors that were considered to exemplify consistent design and land use patterns. These examples were used to develop a 'Framework for Corridor Consistency'. This framework included suggested development regulations specific to either New Development or Greenfield Development across the six categories previously identified, and is shown to the right.



Development Guidelines for Corridor Consistency

	Greenfield Development	Redevelopment
Access Management	Reduce/require interparcel connectivity. Require shared access driveways with uniform signage. Secondary roadway network (i.e. backage roads) should enhance access	Discourage construction of additional driveways if there is access to the roadway network via an existing driveway on parcel. Encourage closing of redundant driveway access.
Block Area and Length	Suggested minimum block length of 600 feet.	
Front Setback/ Greenspace	Require undisturbed tree buffer area. 30 feet for nonresidential development and 50 feet for residential development - along SR 74. Buffer/setback area can include multi-use trail	Retain undisturbed/tree buffer area as close to new development standards as permissible. In lieu of/addition to tree buffer, allow for minimum landscaped buffer of 15 feet with berm/screen. Buffer/setback area can include multi-use trail
Parking	Encourage placement of minimum of 50% of parking on side of rear of new developments	New parking in excess of 50% of total is encouraged to be placed to the side of rear of developments
Sidewalk Standards	Require placement of 5 foot wide sidewalk on west side of corridor and connecting roads and 12 foot wide path on east side. Include minimum 2 foot grass strip/other buffer between sidewalk/trail and roadway. In areas where sidewalk can connect to multi-use trail, provide wider sidewalk to accommodate bicyclists and pedestrians (~10 feet)	
Signage	Require use of ground signs with consistent and uniform aesthetic among municipalities to promote uniform placemaking and business promotion along the corridor.	



ACTION PLAN

prioritization process

In order to begin to lay out an action plan for the corridor, projects were prioritized based on input received and on their technical performance.

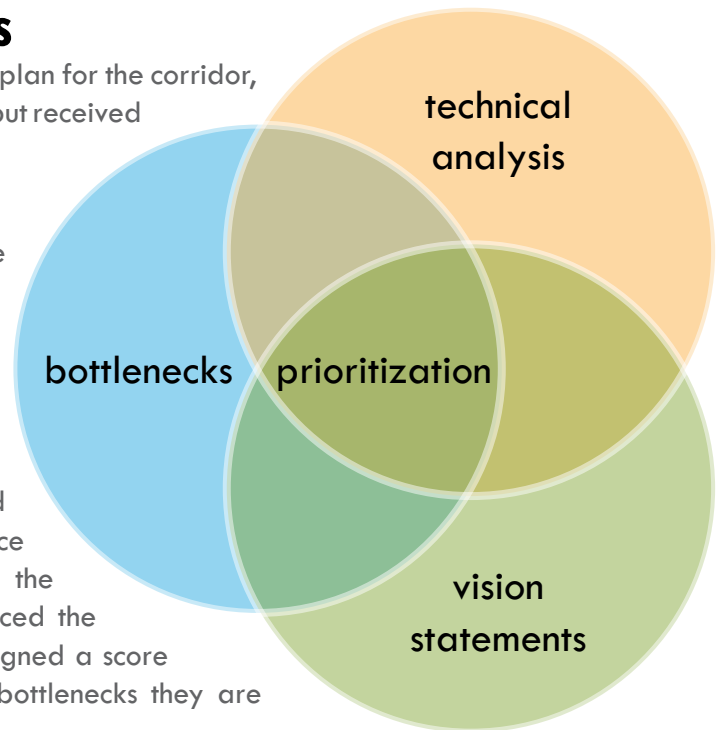
bottlenecks

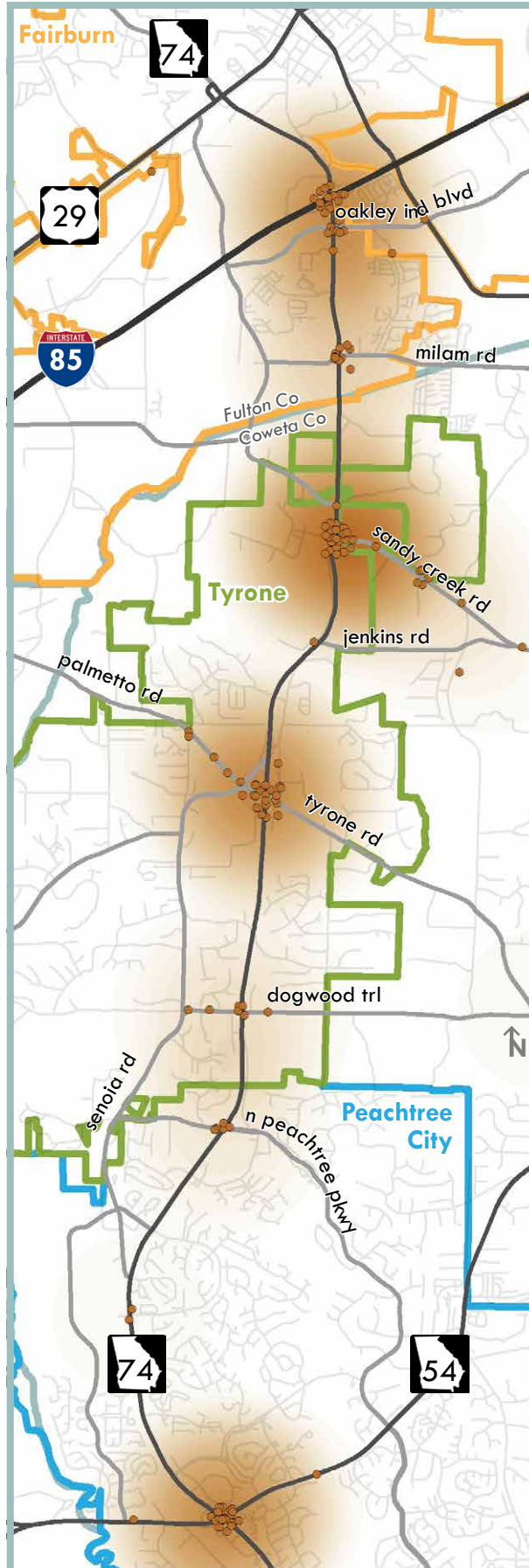
Two forms of public input were used to prioritize corridor plan projects based on the desires of the community: bottlenecks and vision statements.

At the first round of community meetings, attendees were provided with three dots and asked to place them on the areas along or near the study corridor where they experienced the worst bottlenecks. Projects were assigned a score based on the number of received bottlenecks they are near.

vision statements

During the community engagement process, both the stakeholder group and the broader community were presented with the series of vision statements shown to the right. These groups were asked to assign a set number of dots to the statements based on what they felt was most important along the study corridor. Based on the portion of total dots assigned to each objective statement, a value was assigned to each. Each project was then evaluated to determine which objectives the project would work towards, and a total score created based on the sum of the appropriate values.



Bottleneck Locations Received**Vision Statements****Access Management**

Implement corridor-wide access management policies to help maintain mobility

Implement access management practices such as frontage/backage/access roads and inter-parcel access to limit curb cuts on SR 74 while maintaining accessibility for residents and businesses

Accessibility/Connectivity

Maintain or enhance accessibility/connectivity for residents and businesses without negatively affecting mobility

Identify new corridors and access points to I-85 to improve accessibility and mobility. Possible new I-85 interchange at SR 92/Gullatt/Johnson Rd

Improve pedestrian and bicycle access to corridor destinations and amenities (retail, downtowns, parks, libraries, etc.)

Maintain and Improve Corridor Aesthetics

Implement corridor-wide design guidelines for private development and transportation investments to ensure a cohesive, aesthetically pleasing corridor

Develop and implement consistent signage standards throughout corridor

Identify and install decorative treatments throughout corridor to highlight SR 74 as a 'Gateway Corridor'

Seek Opportunities to Encourage and Facilitate Alternative Travel Modes

Identify and implement transportation projects that encourage alternative modes of travel including pedestrian, bicycle, and transit

Identify potential funding opportunities to fund shuttles, park and ride lots, van pools, and ride sharing

Land Use/Development Patterns

Identify and adopt zoning and development standards that balance growth with roadway network capacities in order to maintain mobility

Encourage development patterns that help reduce automobile trips (mixed-use, transit-oriented, etc.)

Accommodate anticipated economic development without jeopardizing corridor mobility

Mobility

Identify and implement transportation improvements that preserve or enhance traffic operations and travel times along the SR 74 corridor

Implement operational and capacity improvements to accommodate planned growth within the corridor

Implement 'Smart Corridor' technologies such as adaptive signal control, queue detection, intelligent transportation systems (ITS) to improve traffic operations and safety within the SR 74 corridor



technical scores

In addition to scores assigned based on public input, part of the prioritization process used technical analysis to differentiate projects. Due to the different needs they serve, vehicular projects were evaluated based on different criteria than bicycle and pedestrian projects.

Vehicular scoring was based on the following:

- » Current (year 2017) traffic volumes during the morning and afternoon peak hours
- » Current (year 2017) intersection delay
- » Crash history (2013-2017)
- » Future (year 2040) intersection delay in the no-build scenario
- » Future (year 2040) reduction in intersection delay provided by the improvement

All bicycle and pedestrian projects were evaluated based on the population and employment characteristics of areas within half a mile of each project. Retail employment was also used in order to estimate which projects were near concentrations of retail, a frequent attractor of trips made with active modes. Finally, a metric was constructed to identify projects that exist in areas where all three of these components are present in equal amounts. For example, while one area may have high population, but low employment, another may have more modest population, but also modest employment present. The latter area is likely more conducive to a bicycle and pedestrian improvement because the residential population is close enough to workplaces that walking or biking is a reasonable option.

Bicycle and pedestrian projects were scored based on:

- » Total population in half-mile radius (based on 2010 census)
- » Total employment in half-mile radius (based on 2016 LEHD data)
- » Retail employment in half-mile radius (used to estimate locations of retail, based on 2016 LEHD data)
- » A measure constructed to prioritize areas where the above were all present over areas in which only employment or residential population are present

Some projects, including new roadways and treatments at minor intersections, do not have a tangible, measurable impact on the corridor, but are still important for maintaining connectivity, improving mobility, and increasing safety along the corridor. These projects have not been given a technical score, and their overall prioritization score is based only on the bottlenecks and vision statements scores they received.

The table to the right and on the following page shows all of the prioritization scores received by project, sorted by total prioritization score. Prioritization scores are 50% technical score, and 50% input scores (25% goals scores and 25% bottlenecks scores). For projects without a technical score, the prioritization score is the average of the two input scores.

Prioritization Results

Project ID	Description	Technical Score	Goals Score	Bottlenecks Score	Prioritization Score
INT-05	Install raised medians on the Oakley Industrial Boulevard east and west approaches to remove conflicting vehicle movements. Add dual lefts on the western approach of Oakley Industrial Boulevard. Extend Ella Ln to Oakley Industrial Blvd to newly facilitate restricted movements at Oakley Industrial Boulevard and SR 74.	10.0	10.0	7.7	9.4
MUP-03	Multi-use path along east side of SR 74 from Milam Road (connect with interchange project trail) to connect with Peachtree City trail network near N Peachtree Parkway	10.0	7.1	10.0	9.3
RDW-03	New backage roadway east of SR 74 from Meadow Glen Parkway (connecting to existing roadway) to Milam Road	N/A	8.4	8.6	8.5
INT-08	J-Turn intersection at Kirkley Road/Westbourne Drive	7.2	10.0	6.8	7.8
MUP-05	Multi-use path along Oakley Industrial Boulevard from SR 74 east to SR 92	5.9	7.1	8.8	6.9
INT-14	Install J-Turn intersection at E Crestwood Road	8.7	10.0	0.0	6.8
TRA-01	Extend Route 181 from its current turnaround near Fairburn to continue down Broad Street/US 29, then travel south on SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement	N/A	3.5	9.8	6.7
INT-13	Install MUT intersection at Palmetto Road/Tyrone Road	4.7	10.0	6.8	6.5
OTH-04	Resurface Oakley Industrial Boulevard from SR 74 to Fayetteville Road	N/A	4.3	8.8	6.5
INT-20	Install RCUT intersection at Senoia Road (south)/Lexington Pass	8.1	10.0	0.0	6.5
TRA-02	Extend Route 89 from its current turnaround near Atlanta Metro Studios to continue along Oakley Industrial Boulevard, then travel south on SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement	N/A	3.5	9.3	6.4
TRA-03	Extend proposed Route 889 from its currently planned turnaround at Oakley Industrial Boulevard, Harris Road, and Plantation Road to continue south of SR 74 to turn around at the new Park and Ride facility on SR 74 at the power line easement	N/A	3.5	9.3	6.4
INT-09	Upgrade existing J-Turn at Laurelmont Drive/Sandy Creek Road to RCUT, including new northern u-turn south of Kirkley Road	3.1	10.0	9.1	6.3
INT-17	Install RCUT intersection at Crabapple Lane/N Peachtree Parkway	3.7	10.0	7.7	6.3
INT-10	Install RCUT intersection at Peggy Lane/Jenkins Road	3.9	10.0	6.8	6.2
MUP-04	Multi-use path along Oakley Industrial Boulevard from SR 74 west to Bohannon Road	4.7	7.1	7.7	6.1
MUP-06b	Multi-use path connecting MUP-06 to SR 74 by traveling east of the Fairburn Family Travel Center, crossing Oakley Industrial Boulevard near Plantation Road, and reconnecting with SR 74 immediately south of the I-85 interchange	5.2	7.1	6.8	6.1
OTH-03	Resurface Oakley Industrial Boulevard from SR 74 to Bohannon Road	N/A	4.3	7.7	6.0
OTH-05	Bike facility along Palmetto road and Tyrone Road, Georgia Bike Route 15 (specific facility type to be determined by specific study)	3.0	7.1	9.6	5.7
INT-25	Signalize intersection with Aberdeen Parkway	5.7	10.0	0.0	5.3
INT-15	Install RCUT intersection at Dogwood Trail	2.2	10.0	6.8	5.3
INT-21	Install J-Turn intersection at Kedron Drive (south)	5.2	10.0	0.0	5.1
INT-06	J-Turn intersection at Thompson Road	N/A	10.0	0.0	5.0

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.



STATE ROUTE 74 COMPREHENSIVE CORRIDOR STUDY

Prioritization Results (continued)

Project ID	Description	Technical Score	Goals Score	Bottlenecks Score	Prioritization Score
INT-07	Addition of left in and u-turn on SR 74 at Wendell Coffee Golf & Event Center	N/A	10.0	0.0	5.0
INT-11	Install right in/right out access from Senoia Road to SR 74 northbound between Carriage Oaks Drive and Jenkins Road	N/A	10.0	0.0	5.0
INT-16	Install J-Turn intersection at Dogwood Church driveway	N/A	10.0	0.0	5.0
INT-22	Install J-Turn intersection at Dunham Square	N/A	10.0	0.0	5.0
INT-24	New "extended J-Turn" with left in, no left out at Wisdom Pointe Shopping Center and Commerce Drive; and u-turn modifications at Wisdom Road	N/A	10.0	0.0	5.0
OTH-01	Develop truck staging lot to divert trucks waiting for CSX train to clear tracks	N/A	10.0	0.0	5.0
INT-01	Improve SR 74 at US 29 ramp with repaving, refreshed pavement parkings, and acceleration lane for trucks turning onto US 29 southbound	N/A	10.0	0.0	5.0
INT-03	Improve SR 74 at McLarin Road ramp with repaving, channelization island, and self-illuminated signs directing drivers to CSX	N/A	10.0	0.0	5.0
INT-04	Create acceleration lane on SR 74 for vehicles turning left from Senoia Rd	N/A	10.0	0.0	5.0
MUP-01	Multi-use path along north side of Broad Street/US 29, connecting SR 74 to Downtown Fairburn	5.8	7.1	0.0	4.7
INT-12	Install RCUT intersection at Carriage Oaks Drive	4.2	10.0	0.0	4.6
RDW-01	Extend Howell Avenue from SR 74 to Bohannon Road	N/A	8.8	0.0	4.4
RDW-05	New roadway from Kirkley Road west of SR 74 to SR 74 south of Fulton/Fayette County line	N/A	8.8	0.0	4.4
RDW-06	New roadway connecting RDW-02 to RDW-05	N/A	8.8	0.0	4.4
MUP-07	Multi-use path along Milam Road from SR 74 east to Greenview Boulevard/Milam Loop	1.3	7.1	7.7	4.4
INT-19	Install RCUT intersection at Kedron Drive (north)	3.4	10.0	0.0	4.2
INT-26	Signalize intersection with Senoia Road (north)	3.4	10.0	0.0	4.2
RDW-02	New backage roadway west of SR 74 from Harris Road to Landrum Road	N/A	8.4	0.0	4.2
RDW-04	Extend Meadow Glen Road east to Plantation Road	N/A	8.4	0.0	4.2
CRS-04	Grade-separated bicycle and pedestrian crossing south of Crabapple Lane/N Peachtree Parkway to provide connection to Crabapple Lane Elementary School	4.8	7.1	0.0	4.2
INT-18	Install RCUT intersection at Ardenlee Parkway/Georgian Park	3.3	10.0	0.0	4.1
INT-23	Add second westbound left turn lane to Wisdom Road at SR 74	3.3	10.0	0.0	4.1
CRS-03	Pedestrian crossing improvements at intersection of N Peachtree Parkway and Georgian Park to provide crossing across Peachtree Parkway	4.7	7.1	0.0	4.1
MUP-06	Multi-use path (or potentially other bike and/or ped facility) on backage road, connecting park and ride lot to Harris Road	4.6	7.1	0.0	4.1
ACM-01	New interparcel connection between 361 SR 74 and 375 SR 74	N/A	7.7	0.0	3.9
ACM-02	New interparcel connection between 357 SR 74 and 361 SR 74	N/A	7.7	0.0	3.9
MUP-06a	Multi-use path connecting MUP-06 to SR 74 west of the Fairburn Family Travel Center	4.1	7.1	0.0	3.8
MUP-09	Multi-use path west of SR 74 connecting CRS-02 to Spencer Road	3.7	7.1	0.0	3.6

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.

Prioritization Results (continued)

Project ID	Description	Technical Score	Goals Score	Bottlenecks Score	Prioritization Score
MUP-02	Multi-use path along east side of SR 74 from MUP-01/US 29 to City Lake Road (to connect with interchange project trail)	3.4	7.1	0.0	3.5
MUP-10	Multi-use path along Swanson Road from SR 74 to Ellison Road	3.2	7.1	0.0	3.4
CRS-01	Grade-separated bicycle and pedestrian crossing at/near Meadow Glen Parkway	3.0	7.1	0.0	3.3
OTH-02	Develop ITS system to alert trucks to presence of train blocking roadway as they exit I-85 onto SR 74	N/A	6.2	0.0	3.1
CRS-02	Grade-separated bicycle and pedestrian crossing north of Carriage Oaks Drive	2.6	7.1	0.0	3.1
MUP-08	Multi-use path along Jenkins Road from SR 74 to Ellison Road	2.1	7.1	0.0	2.8
INT-27	Signalize intersection with McLarin Road ramp	0.6	10.0	0.0	2.8
INT-02	Signalize intersection of SR 74 and US 29 ramp	0.0	10.0	0.0	2.5

action plan

Based largely on the prioritization scores, an action plan has been developed to identify categories of projects based not only on their priority, but also the anticipated difficulty and timeline to implement. Please note that some projects with high prioritization scores may be presented in longer implementation ranges to present a more reasonable timeframe of successful implementation.

the next five years

Several initiatives are achievable in the short term, and will begin to provide benefits as soon as they are completed. A compilation of the projects recommended to be completed in the first five years is shown on the following pages.

Vehicular Improvements (Superstreet Concept)

The majority of the vehicular improvements proposed are part of a singular Superstreet concept that will be the most impactful if built throughout the whole corridor. Because of this, it is preferred that the full Superstreet section of the corridor (Thompson Road through Kedron Drive (south) INT-06 through INT-21) be implemented as a single large-scale project. A corridor-wide project such as this would likely require state and federal funds and increased coordination with these sponsoring agencies. Such a project should also include construction of the multi-use path that will connect the interchange area to the path networks in Tyrone and Peachtree City. This stretch of path will serve as the spine that all other paths will connect to and as such will ideally be constructed first.

In addition to intersections contributing to the Superstreet concept, this timeframe includes other identified projects intended to improve safety and/or state of good repair throughout the transportation system.

Due to any number of constraints, it may not be possible to conceive of the corridor as a single, continuous project. If this is the case, there are other mechanisms that can be used to facilitate implementation of the concept over time, either intersection-by-intersection or in segments composed of groupings of intersections. Some possible implementation tools/programs include:

- » GDOT Quick-Response Projects
- » City and County funds (can be used to leverage increased state funds)
- » Georgia Transportation Investment Bank (GTIB)



Transit and TDM

Many of the transit and TDM recommendations will be achievable immediately upon completion and opening of the SR 74 Park and Ride lot. This includes:

- » Promotion of the lot itself and the carpool options it provides
- » Incentivization of rideshare and vanpool
- » Implementation of workplace commute options
- » Modification of MARTA routes 181, 89, and proposed route 889 to extend service to the park and ride lot

Corridor Development Regulations

Due to ongoing and increasing development pressures and activities along the SR 74 corridor, the early implementation of consistent development regulations along the corridor will have an outsize impact on the corridor for the future.

It would be most effective for all communities to enact a multi-jurisdictional overlay district, which would ensure identical regulations in all communities along the corridor. The SR 74 Gateway Coalition could serve as a useful framework to develop the language of this overlay based on recommendations presented in this study and to pursue consistent adoption by all relevant jurisdictions and agencies.

It is also possible for each individual municipality to construct a mechanism for implementation that works better with the unique needs present in their community and is most compatible with their development code. If this course is taken, it will be very important to ensure communication and cooperation between the communities to create consistency in the regulations passed. If regulations vary between the communities, much of the benefit of this exercise would be lost.

Five-Year Projects

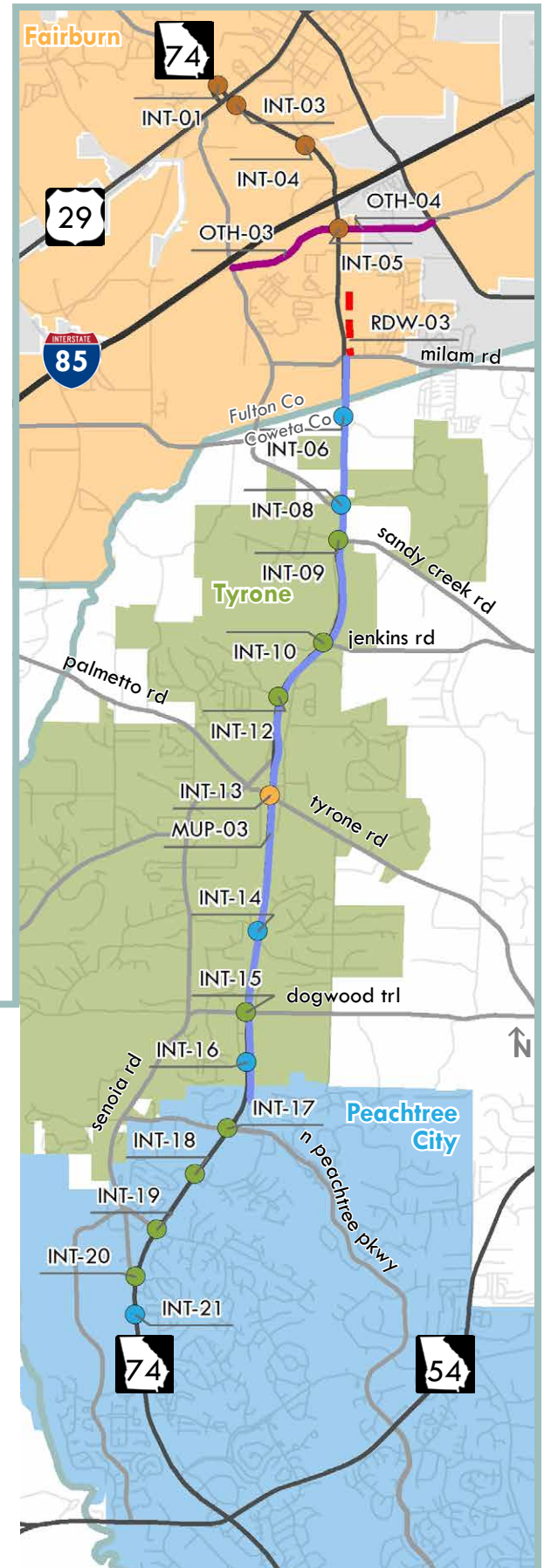
Project ID	Description	Total Cost
INT-01	Improve SR 74 at US 29 ramp with repaving, refreshed pavement parkings, and acceleration lane for trucks turning onto US 29 southbound	\$250,000
INT-03	Improve SR 74 at McLarin Road ramp with repaving, channelization island, and self-illuminated signs directing drivers to CSX	\$40,000
INT-04	Create acceleration lane on SR 74 for vehicles turning left from Senoia Rd	\$150,000
INT-05	Install raised medians on the Oakley Industrial Boulevard east and west approaches to remove conflicting vehicle movements. Add dual lefts on the western approach of Oakley Industrial Boulevard. Extend Ella Ln to Oakley Industrial Blvd to newly facilitate restricted movements at Oakley Industrial Boulevard and SR 74.	\$430,000
INT-06	J-Turn intersection at Thompson Road	\$370,000
INT-07	Addition of left in and u-turn on SR 74 at Wendell Coffee Golf & Event Center	\$300,000
INT-08	J-Turn intersection at Kirkley Road/Westbourne Drive	\$493,000
INT-09	Upgrade existing J-Turn at Laurelmont Drive/Sandy Creek Road to RCUT, including new northern u-turn south of Kirkley Road	\$125,000
INT-10	Install RCUT intersection at Peggy Lane/Jenkins Road	\$793,000
INT-12	Install RCUT intersection at Carriage Oaks Drive	\$893,000
INT-13	Install MUT intersection at Palmetto Road/Tyrone Road	\$970,000
INT-14	Install J-Turn intersection at E Crestwood Road	\$593,000
INT-15	Install RCUT intersection at Dogwood Trail	\$793,000
INT-16	Install J-Turn intersection at Dogwood Church driveway	\$370,000
INT-17	Install RCUT intersection at Crabapple Lane/N Peachtree Parkway	\$893,000
INT-18	Install RCUT intersection at Ardenlee Parkway/Georgian Park	\$893,000
INT-19	Install RCUT intersection at Kedron Drive (north)	\$893,000
INT-20	Install RCUT intersection at Senoia Road (south)/Lexington Pass	\$793,000
INT-21	Install J-Turn intersection at Kedron Drive (south)	\$62,121*

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.

Project Types

- RCUT Intersection
- J-Turn Intersection
- MUT Intersection
- Conventional Int. Improvement
- Access Mgt.
- Grade-Separated Crossings
- Other
- New Roadway
- Multi-Use Path
- Other





the next ten years

Due to the substantial scope of the projects set for the first five years, it is likely that implementation of all these projects will not be complete and open for use at the end of five years. It is expected that many of those improvements will still be ongoing through the duration of the next ten years. Projects specifically called out in this implementation window include those that provide additional congestion improvements and high-priority multi-use paths that build off of the path along SR 74 to extend the network.

In addition to these specific project initiatives, other regional efforts will be underway that may affect travel along SR 74. A new interchange along I-85 at Gullatt Road has been discussed, and could serve as a reliever for SR 74, especially for trips destined for the western side of Fairburn. This interchange project, as well as any other considered interchanges near SR 74 should be supported by all involved jurisdictions as ways to provide more options for travel and reduce the demand on SR 74.

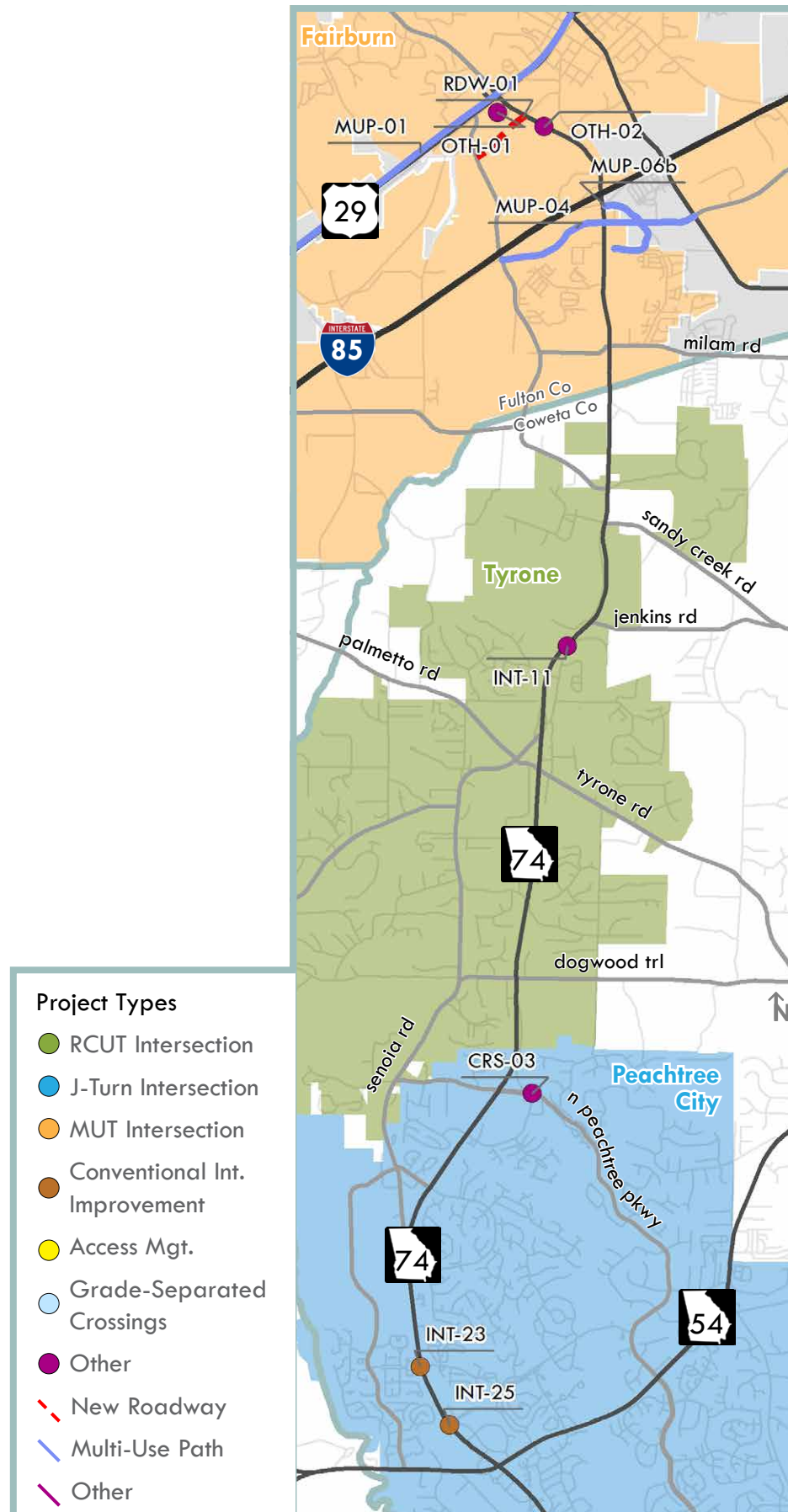
Ten-Year Projects

Project ID	Description	Total Cost
CRS-03	Pedestrian crossing improvements at intersection of N Peachtree Parkway and Georgian Park to provide crossing across Peachtree Parkway	\$50,000
INT-11	Install right in/right out access from Senoia Road to SR 74 northbound between Carriage Oaks Drive and Jenkins Road	\$250,000
INT-23	Add second westbound left turn lane to Wisdom Road at SR 74	\$361,000
INT-24	New "extended J-Turn" with left in, no left out at Wisdom Pointe Shopping Center and Commerce Drive; and u-turn modifications at Wisdom Road	\$593,000
INT-25	Signalize intersection with Aberdeen Parkway	\$477,000
MUP-01	Multi-use path along north side of Broad Street/US 29, connecting SR 74 to Downtown Fairburn	\$1,174,108
MUP-04	Multi-use path along Oakley Industrial Boulevard from SR 74 west to Bohannon Road	\$288,410
MUP-05	Multi-use path along Oakley Industrial Boulevard from SR 74 east to SR 92	\$232,272
MUP-06b	Multi-use path connecting MUP-06 to SR 74 by traveling east of the Fairburn Family Travel Center, crossing Oakley Industrial Boulevard near Plantation Road, and reconnecting with SR 74 immediately south of the I-85 interchange	\$256,690
OTH-01	Develop truck staging lot to divert trucks waiting for CSX train to clear tracks	\$500,000
OTH-02	Develop ITS system to alert trucks to presence of train blocking roadway as they exit I-85 onto SR 74	\$1,000,000
RDW-01	Extend Howell Avenue from SR 74 to Bohannon Road	\$1,350,511

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.

Ten-Year Projects





the next twenty years

This timeframe includes projects that are most beneficial when combined with projects already completed in the previous timeframes; projects that will require significant implementation timelines due to cost, land acquisition, or some other constraint; or those that will solve challenges that are relatively mild in the present and will become severe only as growth continues to happen in the future.

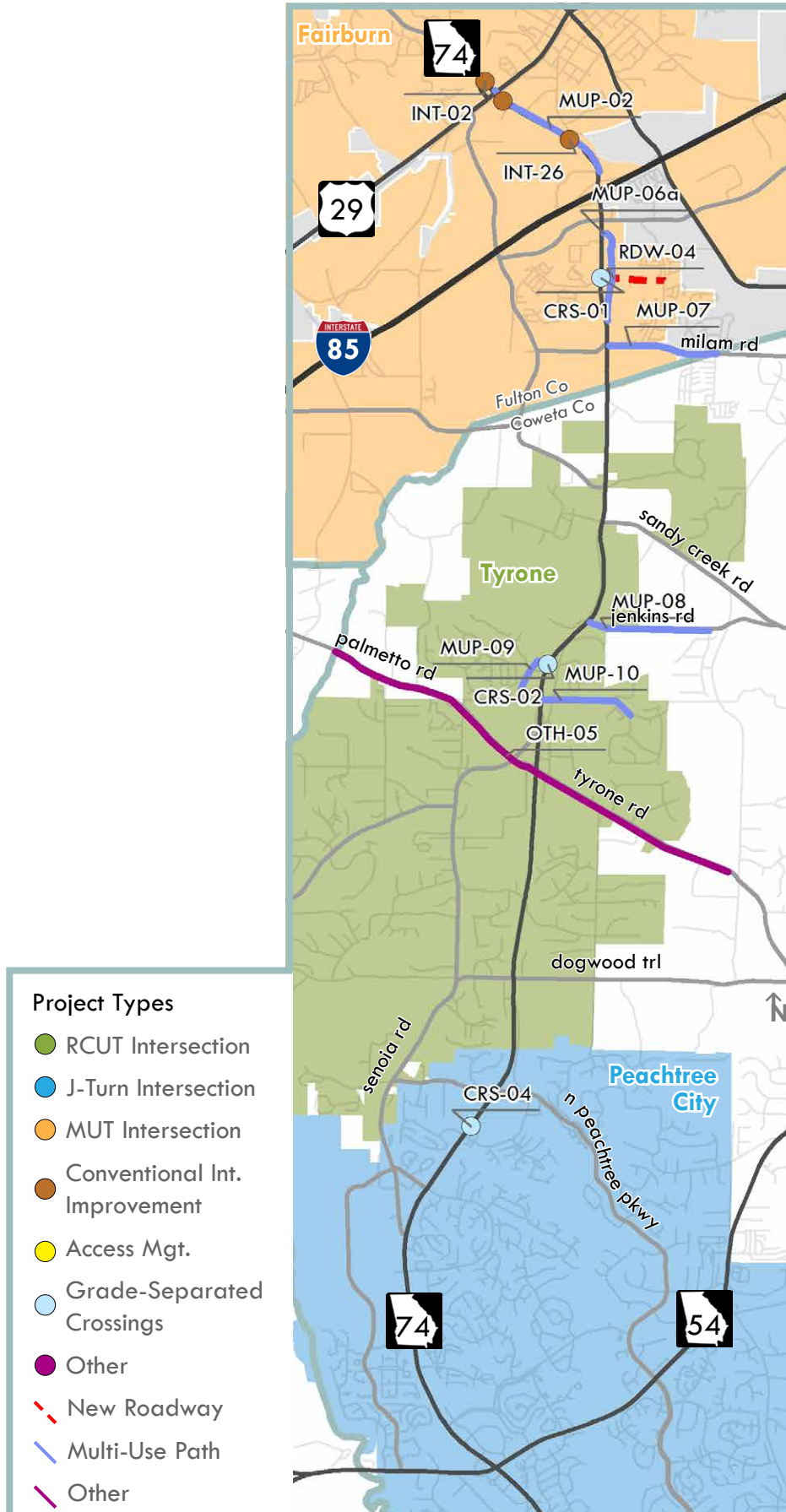
Twenty-Year Projects

Project ID	Description	Total Cost
CRS-01	Grade-separated bicycle and pedestrian crossing at/near Meadow Glen Parkway	\$191,400
CRS-02	Grade-separated bicycle and pedestrian crossing north of Carriage Oaks Drive	\$191,400
CRS-04	Grade-separated bicycle and pedestrian crossing south of Crabapple Lane/N Peachtree Parkway to provide connection to Crabapple Lane Elementary School	\$191,400
INT-02	Signalize intersection of SR 74 and US 29 ramp	\$477,000
INT-26	Signalize intersection with Senoia Road (north)	\$477,000
INT-27	Signalize intersection with McLarin Road ramp	\$477,000
MUP-02	Multi-use path along east side of SR 74 from MUP-01/US 29 to City Lake Road (to connect with interchange project trail)	\$343,171
MUP-06	Multi-use path (or potentially other bike and/or ped facility) on backage road, connecting park and ride lot to Harris Road	\$189,660
MUP-06a	Multi-use path connecting MUP-06 to SR 74 west of the Fairburn Family Travel Center	\$45,724
MUP-07	Multi-use path along Milam Road from SR 74 east to Greenview Boulevard/Milam Loop	\$274,286
MUP-08	Multi-use path along Jenkins Road from SR 74 to Ellison Road	\$305,527
MUP-09	Multi-use path west of SR 74 connecting CRS-02 to Spencer Road	\$131,128
MUP-10	Multi-use path along Swanson Road from SR 74 to Ellison Road	\$239,334
OTH-05	Bike facility along Palmetto road and Tyrone Road, Georgia Bike Route 15 (specific facility type to be determined by specific study)	TBD
RDW-04	Extend Meadow Glen Road east to Plantation Road	\$1,350,511

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.

Twenty-Year Projects





timed with development

Certain projects are unlikely to be completed through typical methods of public works simply constructing a new facility. These projects are more likely to be completed as development or redevelopment occurs along the corridor. This category primarily includes new roadways and access management facilities.

With Development Projects

Project ID	Description	Total Cost
ACM-01	New interparcel connection between 361 SR 74 and 375 SR 74	With Development
ACM-02	New interparcel connection between 357 SR 74 and 361 SR 74	With Development
RDW-02	New backage roadway west of SR 74 from Harris Road to Landrum Road	With Development
RDW-05	New roadway from Kirkley Road west of SR 74 to SR 74 south of Fulton/Fayette County line	With Development
RDW-06	New roadway connecting RDW-02 to RDW-05	With Development

Jurisdiction

 Fairburn	 Peachtree City
 Tyrone	 Other/Mult.

With Development Projects

