



BANKS ROAD APPENDICES



BANKS ROAD APPENDICES

Table of Contents

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

APPENDIX A

Stakeholder Committee 1 Meeting Summary

BANKS ROAD CORRIDOR STUDY

STAKEHOLDER COMMITTEE MEETING NOTES

Monday, February 11, 2019

SUMMARY

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

A. MAPPING STATION

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

B. POWERPOINT PRESENTATION

C. ACTIVITIES

1. Interactive Word Cloud

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

2. Kahoot Questionnaire

See attached response summaries.

D. GENERAL DISCUSSION

- Phil Mallon (Fayette County) given overview/purpose of studies
 - i. To quantify existing conditions; test potential alternatives, produce list of recommendations; go after funding for projects
- List road classifications per GDOT, Fayette County, and city (if applicable)

- Sewer service stops at City of Fayetteville limits
- Water ends at Holly Hill Road/some on Ellis Road
- If developers annex into the City of Fayetteville, they are responsible for extending utilities.
- Banks Road has the highest crash rate of all 4 corridors
 - i. Possibly related to observed speeding during specific times of day
- GDOT is currently widening SR 54
- Croy will produce media & share with stakeholders to promote Public meeting
 - i. Piccadilly is agreeable with setting up booth to solicit feedback for study
- Phil Mallon (Fayette County): Anticipate significant growth along Banks and surrounding corridors; Suggests of Pedestrian bridge over SR 54 to McCurry Park
- Parks & Recs: Goal is to get cars off the street; supportive of pedestrian bridge over SR 54 to access McCurry Park
- GDOT project to McDonough Road (widening)
- McDonough Road should be extended west; leads to undeveloped land with potential.
- Heavy congestion at Ellis Road; Suggest roundabout at Banks and Ellis Road
- Traffic is going to continue to come in from Clayton County given growth
- Important to establish a logical termini for bike/ped paths to qualify for federal funds
- The volumes on Banks Road appear to be heavier than expected for its minor arterial classification.
- For Public Meeting, to help people visualize potential improvements things to consider: Typical sections of improved roadway, examples of corridors with landscaping (preferably local), diagrams depicting existing conditions, 3D flythrough.

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



speed	8
busy	5
unsafe	4
traffic	3
narrow	3
congestion	2
crashes	3
no sidewalks	1

WHAT WOULD YOU WANT THE CORRIDOR TO BE?



Word Cloud - Response & Frequency

bike-ped friendly	7
functional	6
safe	4
multi-lane	4
aesthetic	4
widened	3
traffic calming	1
accessible	1

APPENDIX B

Stakeholder Committee 2 Meeting Summary

BANKS ROAD

Summary of Comments





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

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

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

SWOT Analysis – Banks Road

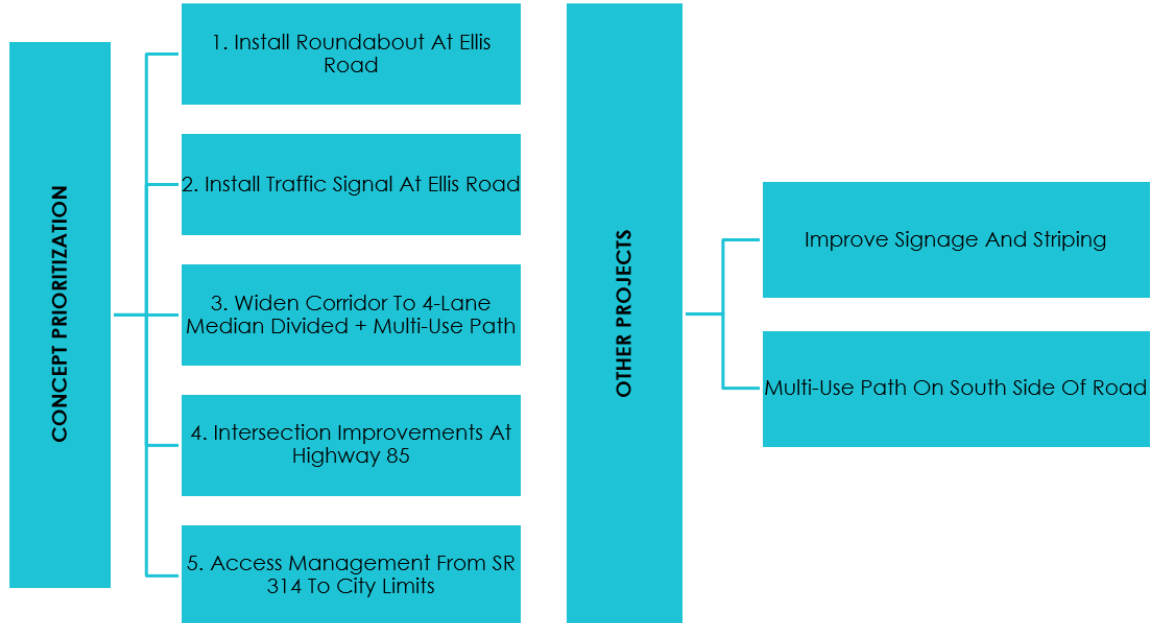
- Stakeholder Committee Meeting Comments

S trengths		W eaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	<ul style="list-style-type: none"> • Connectivity (major cut through) 	<ul style="list-style-type: none"> • Major cut through – needs improvement 	 WHERE DO WE NEED TO IMPROVE?
 WHAT ARE OUR GOALS?	<ul style="list-style-type: none"> • Lots of undeveloped parcels 	<ul style="list-style-type: none"> • Improvements will cause more traffic • Is it a residential road or a commuter route? • If we add signals how will it be maintained or synchronized? 	 WHAT CHALLENGES WILL WE FACE?

The second workshop activity was discussing the draft concepts and prioritizing them. The top 5 concepts identified by the committee are displayed in the graphic below.

Project Prioritization – Banks Road

- Stakeholder Committee Meeting Concept Prioritization



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

Show Me The Money – Banks Road

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Widen Corridor To 4-Lane Median Divided + Multi-Use Path	\$1.7 Million
2.	Install Traffic Signal At Ellis Road	\$1.3 Million
3.	Intersection Improvements At Highway 85	\$1.0 Million
4.	Access Management From SR 314 To City Limits	\$900,000
5.	Install Roundabout At Ellis Road	\$800,000
6.	Multi-Use Path On South Side Of Road	\$100,000

APPENDIX C

Road Safety Audit Summary

Summary of Road Safety Audit

Banks Road

Date: Monday, April 8, 2019

RSA Team and Participants:

Phil Mallon (Fayette County Public Works)
Joe Robison (Fayette County Public Works)
Bradley Klinger (Fayette County Public Works)
Kevin Harpe (GDOT District 3)
Jennifer Compton (GDOT District 3)
Aimee Turner (Croy Engineering)
Dan Dobry (Croy Engineering)

Background:

The RSA was conducted on Banks Road from SR 314/W Fayetteville Road to SR 54. The purpose of this RSA was to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was administered by Fayette County as part of the overall corridor studies for Sandy Creek Road, Banks Road, Tyrone Road-Palmetto Road, and SR 279.



RSA Process:

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

Major RSA Findings

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

Observations/Safety Issues:

Replacing striped islands with concrete islands at intersection provide more delineation and safety for right turns.

Location(s): From SR 314 to City of Fayetteville Limits

Observations/Safety Issues:

Faded striping poses safety hazards for vehicles in through lanes and turn lanes. Full access driveways make section prone to angle crashes. Pedestrian crossing within commercial node segment could be improve safety.

Location(s): @ SR 85/S Glynn Street

Observations/Safety Issues:

Dual northbound left lanes onto Banks Road proceed into immediate drop-off of outermost lane into development. Replacing striped islands with concrete islands at intersection provides more delineation and safety for right turns. Yield signs are present for right turn movements where no channelized right is present.

Location(s): @ Banks Station 2nd Driveway

Observations/Safety Issues:

Overgrown vegetation looking west of driveway needs to be trimmed.

Location(s): From Gilbert Road to Hidden Valley Road

Observations/Safety Issues:

Limited to no shoulder for the majority of this section. Strategic placement of guardrail or widening shoulders could reduce vehicles leaving roadway. Left turn lanes onto side streets may reduce rear ends at intersection with high turn volumes.

Location(s): @ Hidden Valley Road

Observations/Safety Issues:

Vertical curve looking east may pose a sight distance issue.

Location(s): @ Ellis Road

Observations/Safety Issues:

Ellis Road is a major cut through from Banks Road to SR 85. Overgrown vegetation present at intersection. The need for an intersection improvement at the intersection to reduce delay and improve safety is apparent.

Location(s): @ Ponderosa Trace

Observations/Safety Issues:

Stop bar is missing on Ponderosa Trace approach. Landscaping at intersection is encroaching on right of way.

Location(s): Between Ponderosa Trace and Vaughn Drive

Observations/Safety Issues:

Limited to no shoulder for the majority of this section. Horizontal curve could present safety concern for unfamiliar or speeding driving. An off-roadway accident occurred in this section October 2018 resulting in two fatalities. Strategic placement of guardrail or widening shoulders could reduce vehicles leaving roadway. Advance curve warning and chevron signs can alert drivers to road conditions in section.

Overall Takeaways

- There was a steady flow of traffic along Banks Road during off-peak observations.
- Limited shoulder presents safety issues for drivers.
- Horizontal curve east of Ponderosa Trace cause sight distance issues at a number of intersections
- Overgrown vegetation along the corridor limits sight distance at certain of intersections.
- Speed study shows that 99% of vehicles travel above speed limit with the 85th percentile being 51 miles per hour.

Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along Banks Road	Low	Short-Term	Low
Add shoulders along corridor to make drivers more comfortable	Moderate	Intermediate	High
Implement Access Management Improvements within commercial node	Moderate	Intermediate	Moderate
Intersection Improvement at Ellis Road	High	Intermediate	High
East of Ponderosa Trace: Add "Curve ahead" and "Chevrons" signs in advance of curve	Low	Short-Term	Low
Flatten road to improve visibility at intersections	High	Long Term	High

Legend

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

APPENDIX D

PIOH 1 Flyers and Meeting Materials

PUBLIC INFORMATION

TRANSPORTATION CORRIDOR STUDIES

OPEN HOUSE

MONDAY

MARCH 18, 2019

4 to 7 p.m.



Fayette County Library
1821 Heritage Parkway
Fayetteville

*Have problems with one
of these roads?*

Want to fix the problem?

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



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

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

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

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

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

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

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

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

###

Issued:

Contact: Tameca P. White, County Clerk

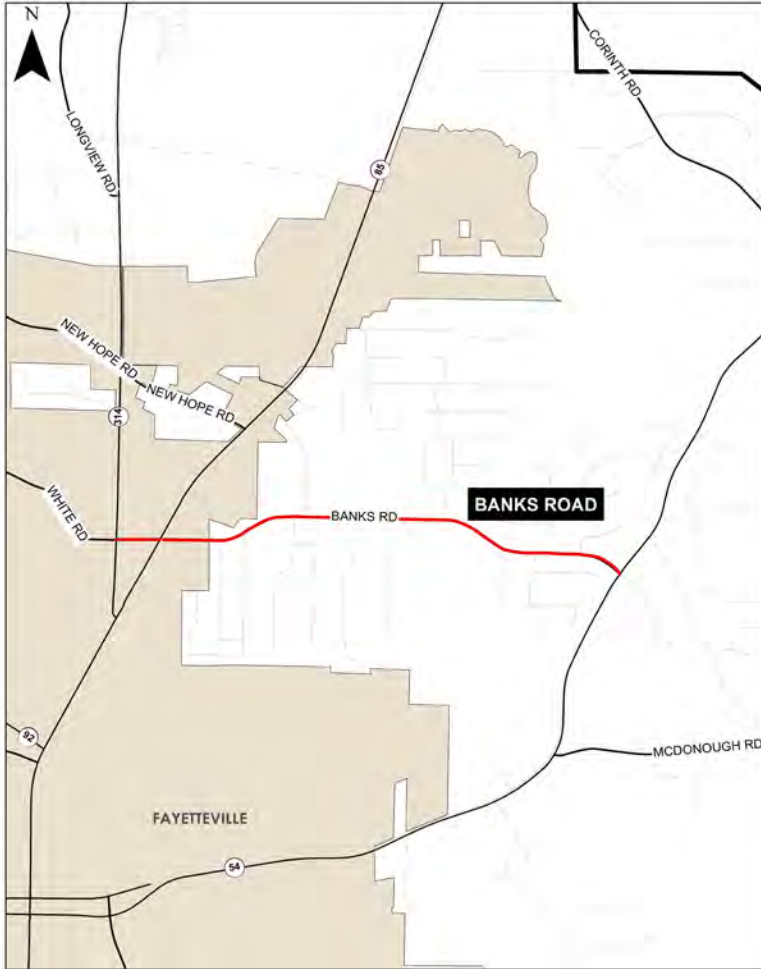
Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Banks Road Corridor Study

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

STUDY AREA



GET INVOLVED

Submit Feedback at :

<https://www.surveymonkey.com/r/PD9NT3Y>



For more information, visit our webpage:

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

CONTACT US

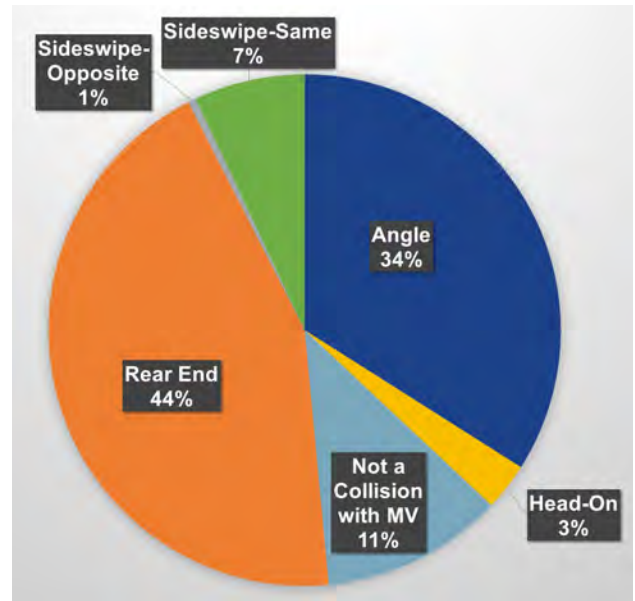
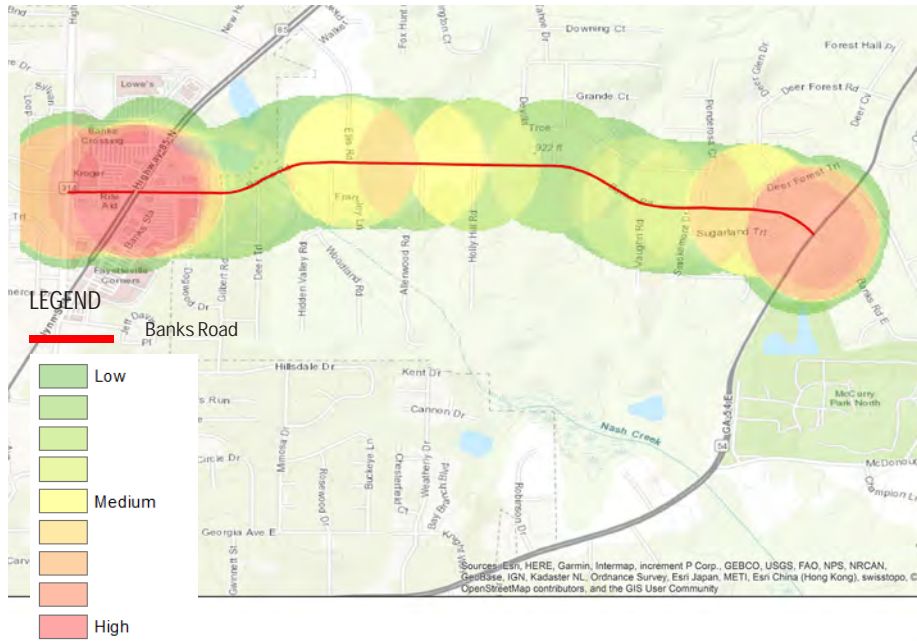
Philip Mallon, P.E., Program Manager
Fayette County Public Works
pmallon@fayettecountyga.gov

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

STUDY TIMELINE



TRAFFIC VOLUMES & CRASH DATA



9,775 vehicles per day
2.5% heavy vehicles



Corridor averages
74 crashes/ year

POTENTIAL IMPROVEMENTS



Fayette County Transportation Corridors Study

BANKS ROAD

Comment Sheet



Name

Email Address (optional if you want to receive updates)

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

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

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

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

3. Should non-construction alternatives be considered?

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

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

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

5. Other Comments



APPENDIX E

PIOH 1 Summary



Fayette County Transportation Corridors Study



PIOH 1 Results

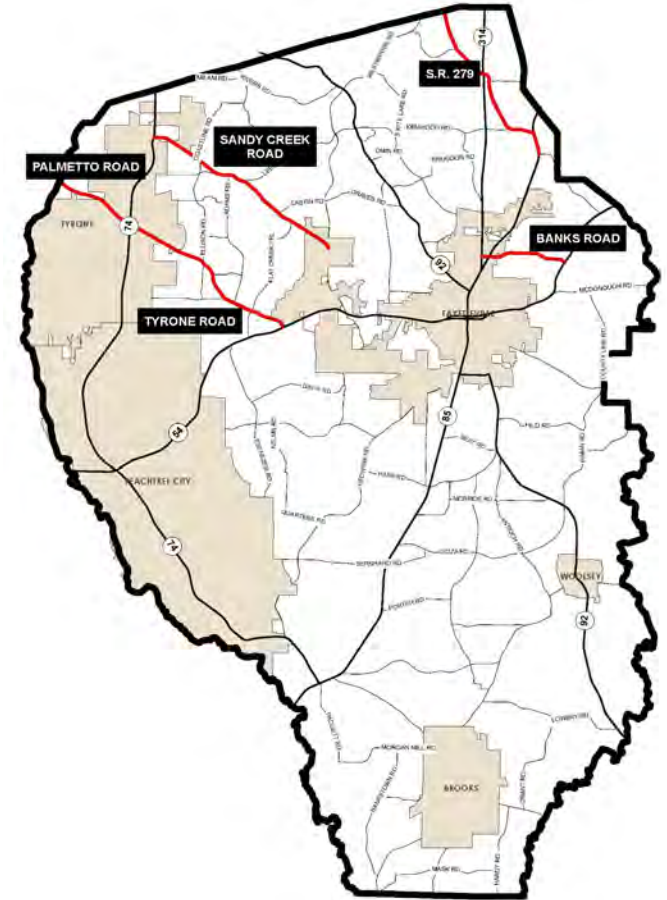




Corridor Review

THE CORRIDORS

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





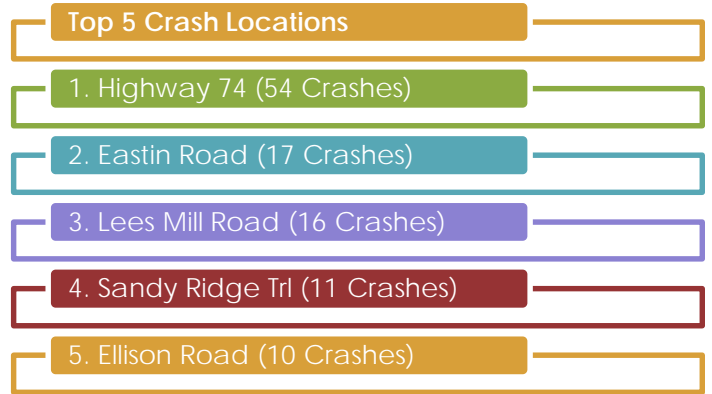
Existing Conditions Recap

Sandy Creek Road

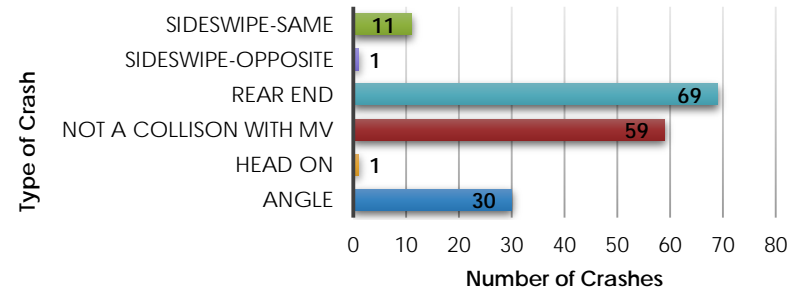
- **Study Limits** - Veterans Parkway In Fayetteville To State Route 74 In Tyrone
- **Roadway** – Two-lane Undivided With Minimal Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 17 Intersections (1 RCUT; 1 Roundabout; No Signalized)
- **Bike/Pedestrian Facilities** - No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



LEGEND	GDOT ROAD CLASSIFICATIONS	TRAFFIC CONTROL
XXXXXX AM PEAK VOL/PM PEAK VOL	PRINCIPAL ARTERIAL	LANE GROUP STOPS
XXXXXX DAILY BI DIRECTIONAL AADT	MINOR ARTERIAL	LANE GROUP YIELDS
TRAFFIC MOVEMENT	MAJOR COLLECTOR	ROUNDABOUT
	LOCAL ROAD	



5-Year Crash Data by Type

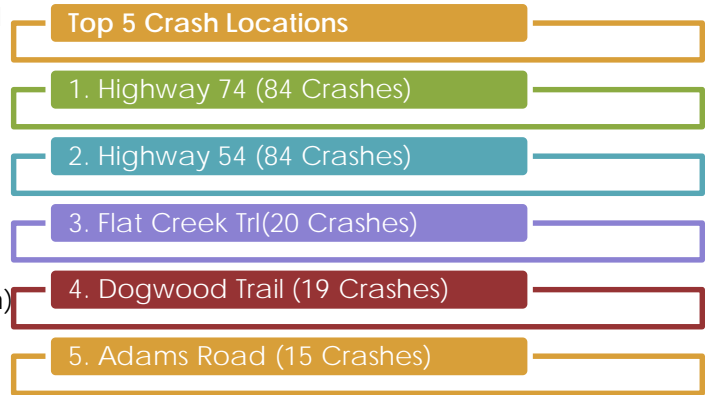


Tyrone Road – Palmetto Road

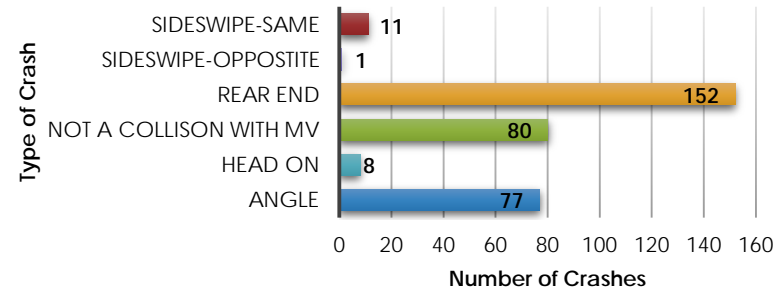
- **Study Limits** - Tyrone Road From State Route 54 To Senoia Road and Palmetto Road From Senoia Road To The Coweta County Line
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 23 Intersections (2 Signalized)
- **Bike/Pedestrian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



LEGEND	GDOT ROAD CLASSIFICATIONS	TRAFFIC CONTROL
XXXXX AM/PK/AN VOL/PM/PEAK VOL	Principal Arterial	Lane Group Stops
XXXXX DAILY BI-DIRE CTORAL AM/PT	Minor Arterial	Lane Group Yields
XXXXX TRAFFIC MOVEMENT	Major Collector	Roundabout
	Local Road	

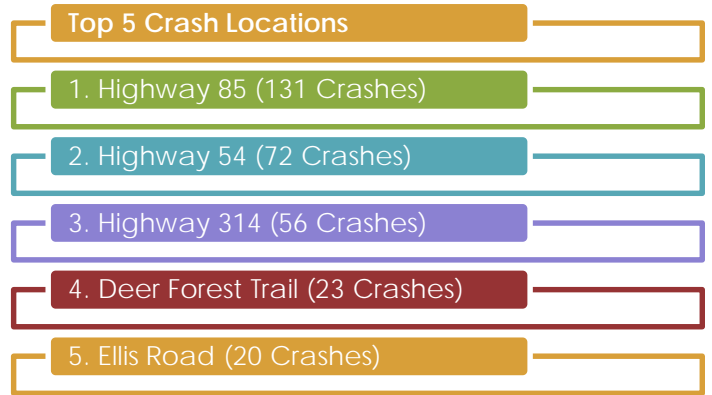


5-Year Crash Data by Type

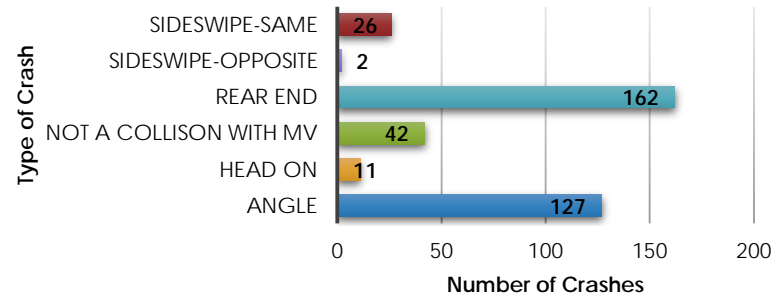


Banks Road

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

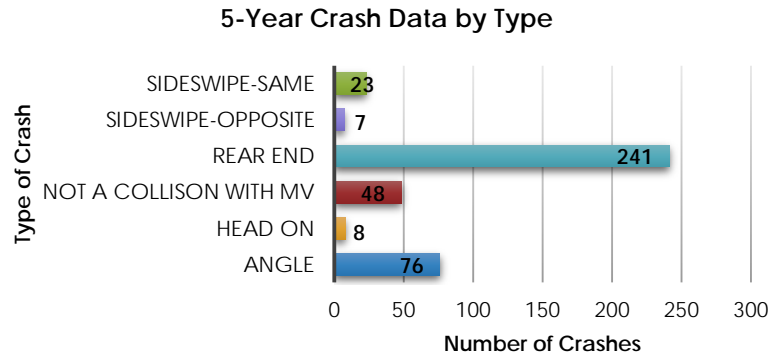
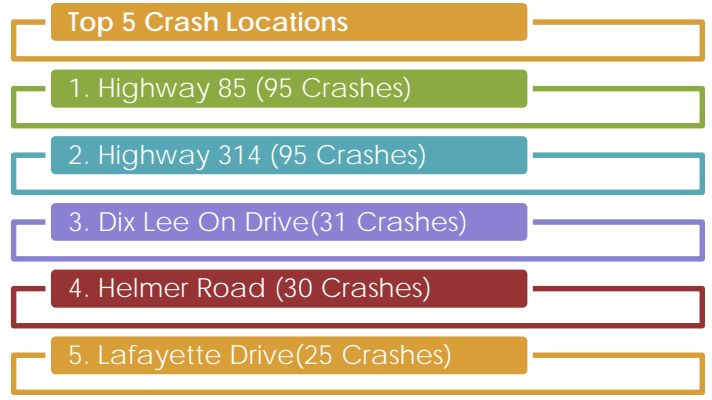
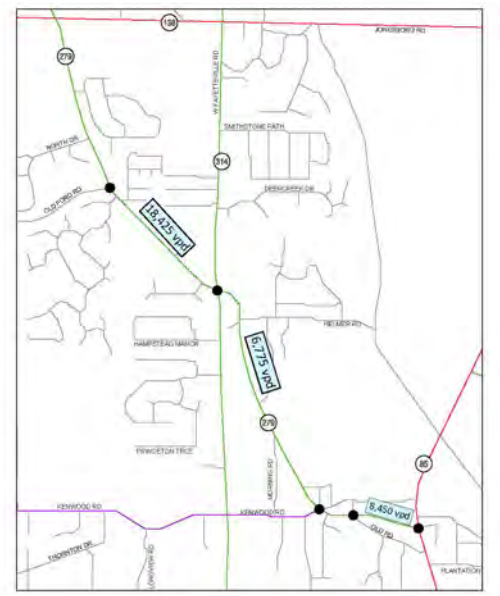


5-Year Crash Data by Type



State Route 279

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





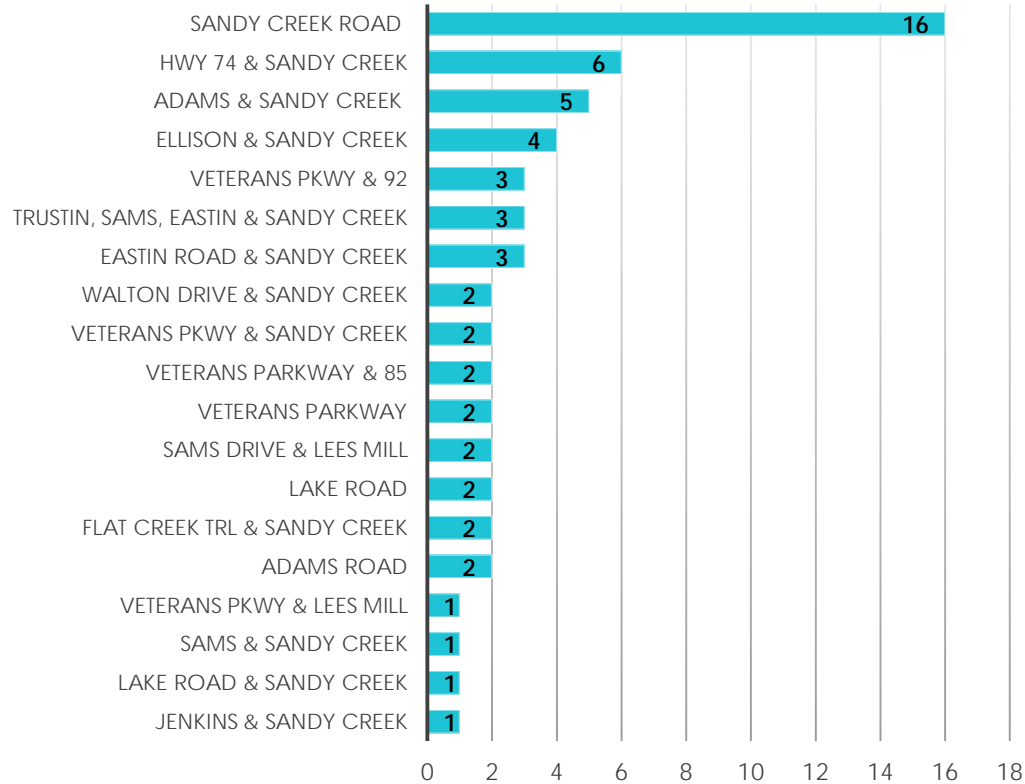
Public Open House Recap

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

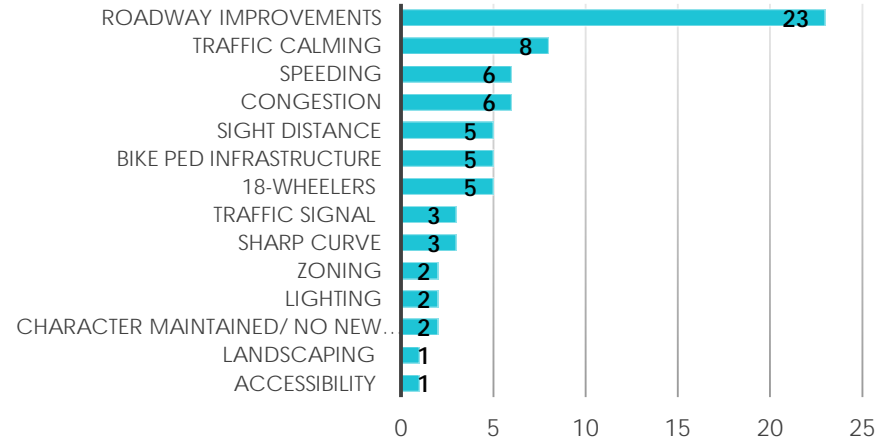


Sandy Creek Road

COMMENT LOCATION

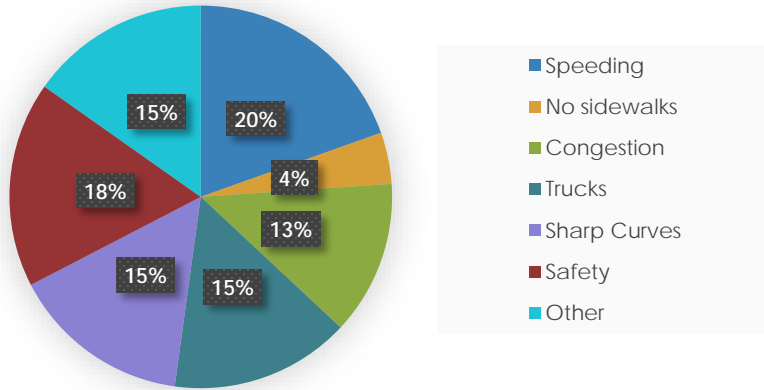


COMMENT CATEGORY

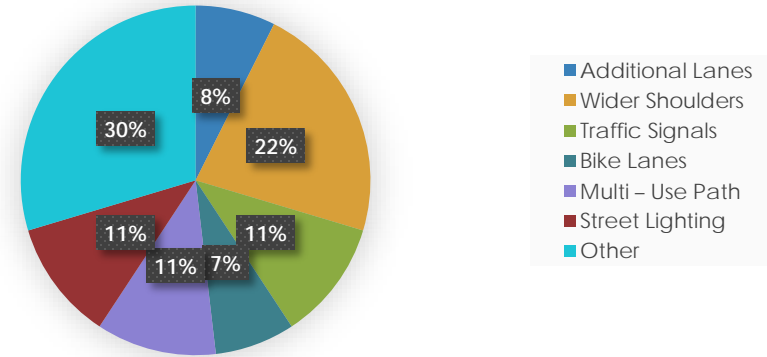


Sandy Creek Road

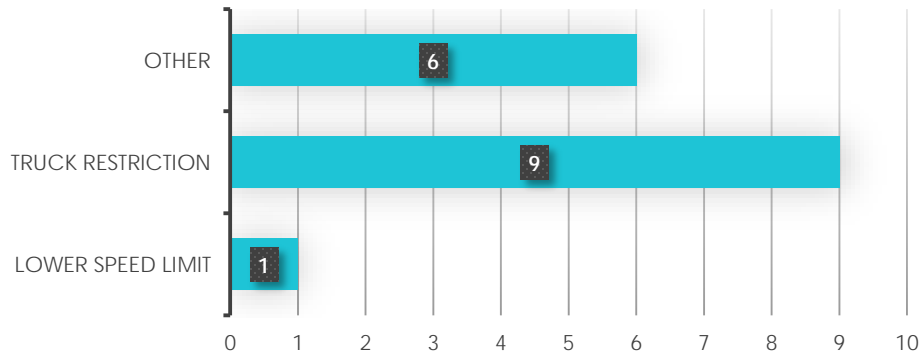
What Are The Current Challenges Faced By The Corridor?



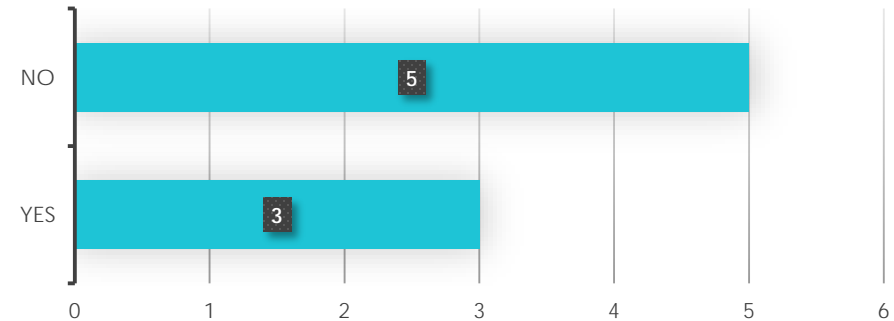
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

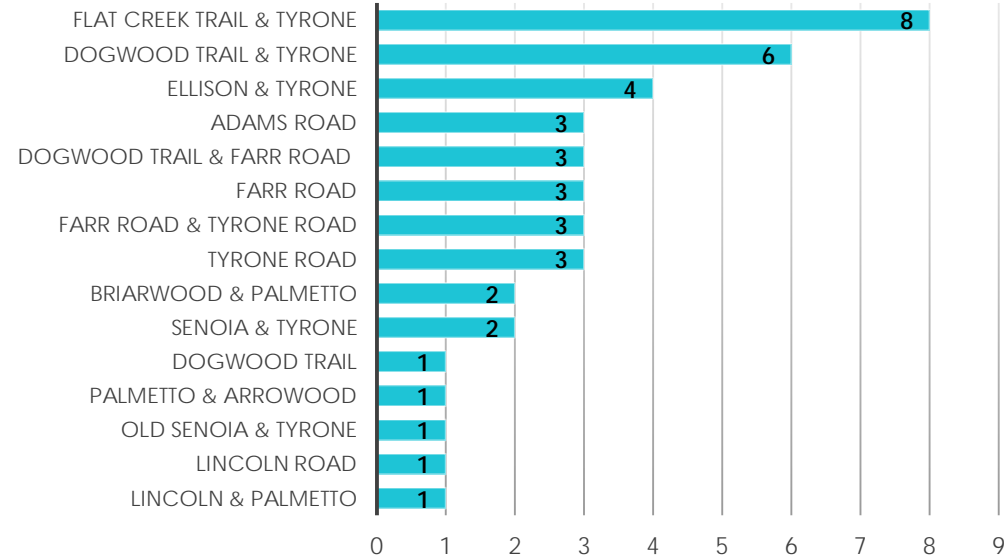


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

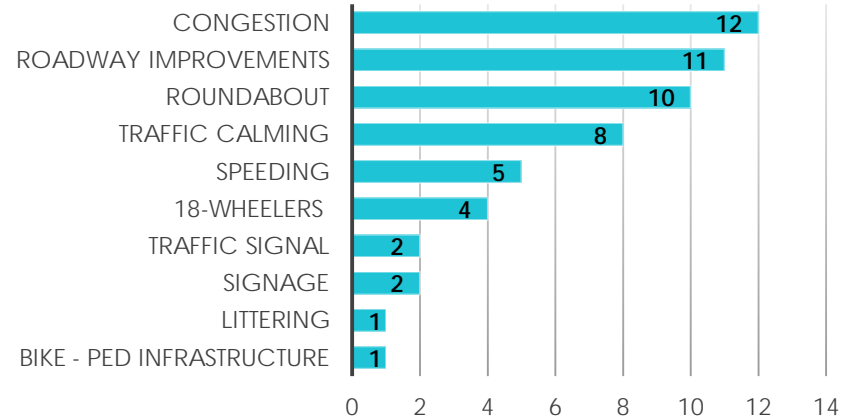


Tyrone Road – Palmetto Road

COMMENT LOCATIONS

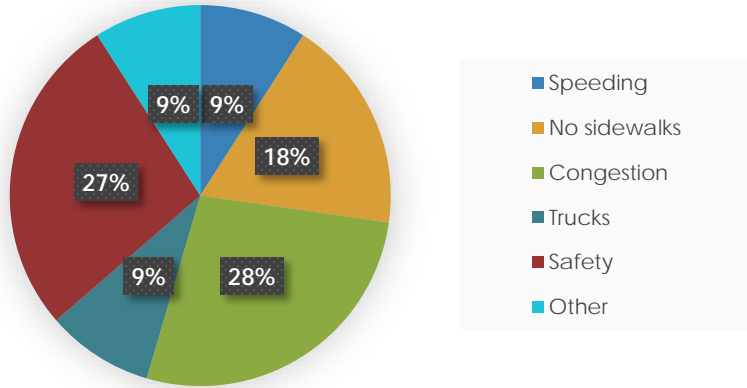


COMMENT CATEGORY

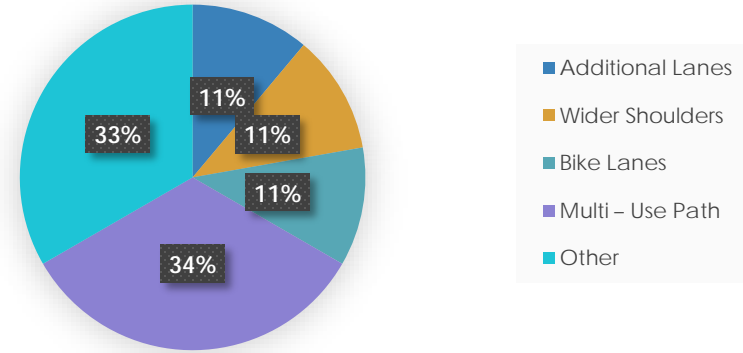


Tyrone Road – Palmetto Road

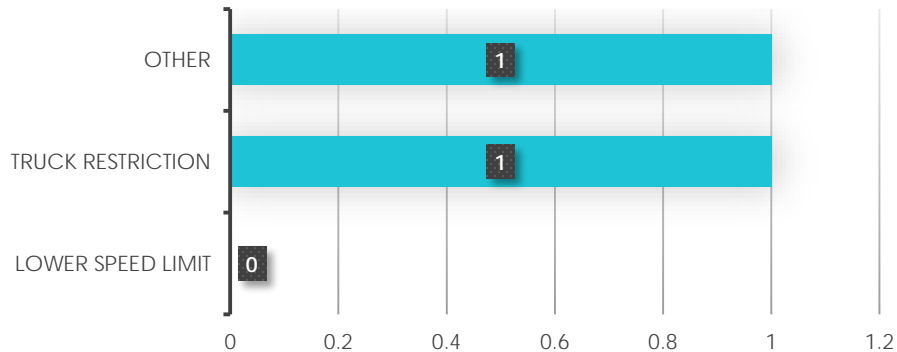
What Are The Current Challenges Faced By The Corridor?



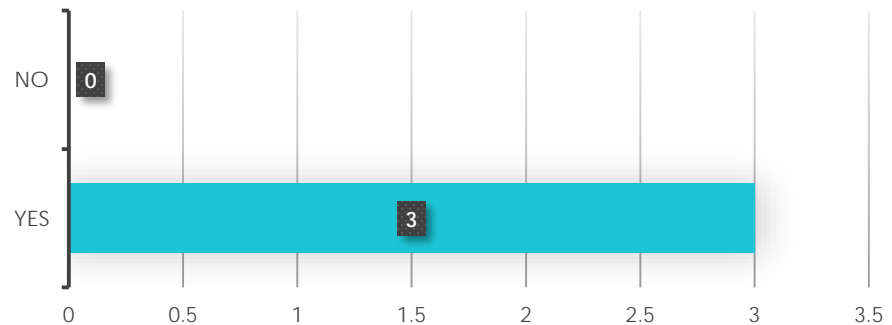
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

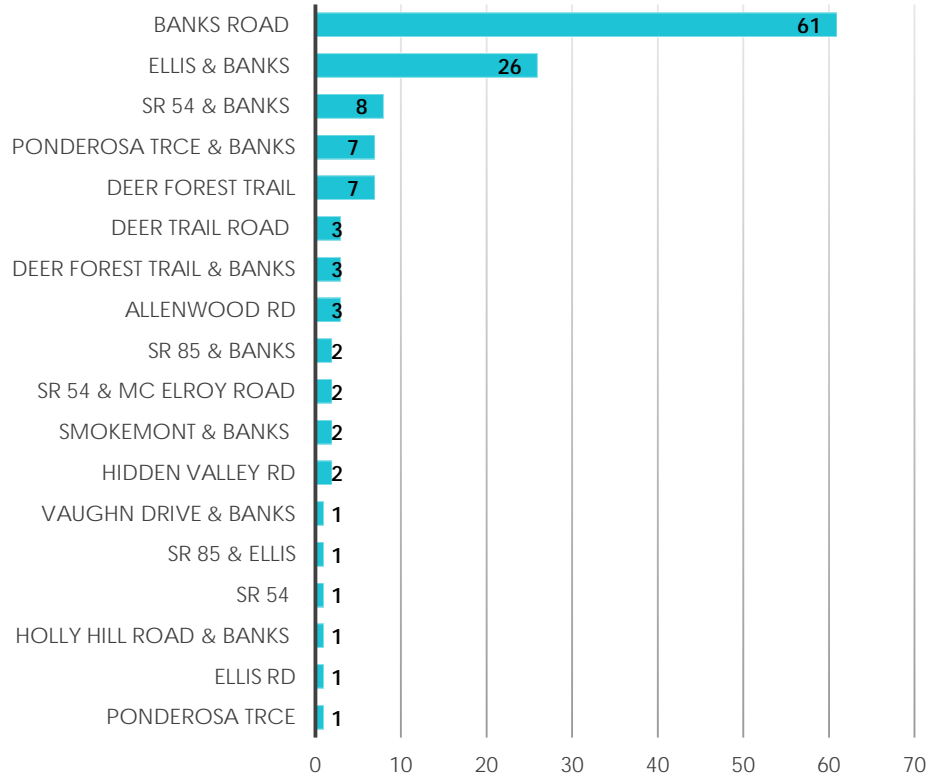


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

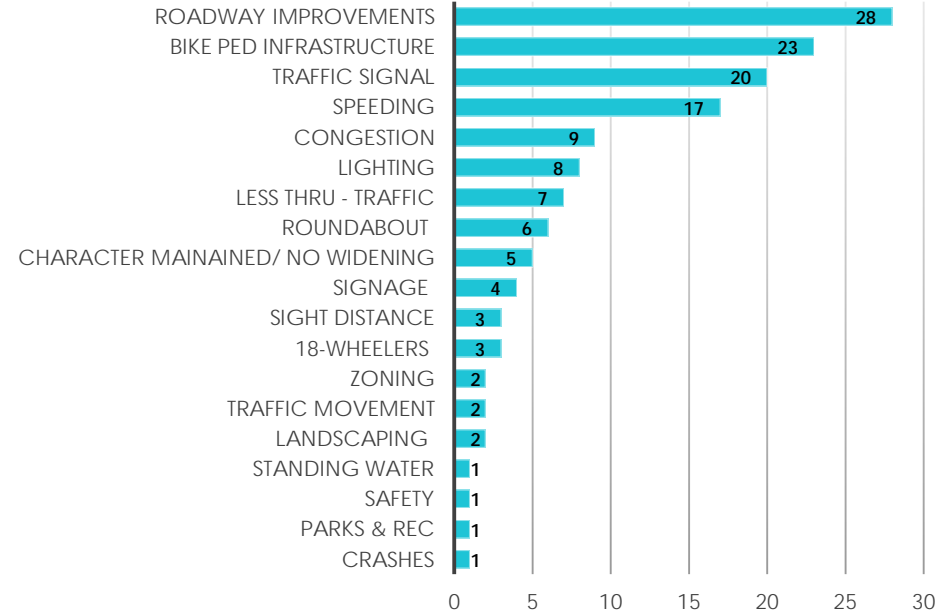


Banks Road

COMMENT LOCATIONS

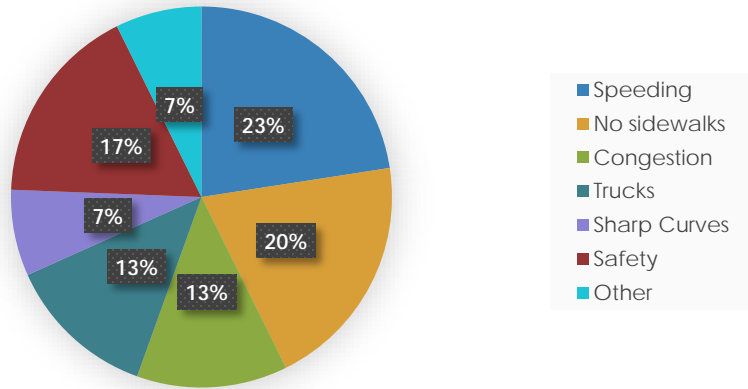


COMMENT CATEGORY

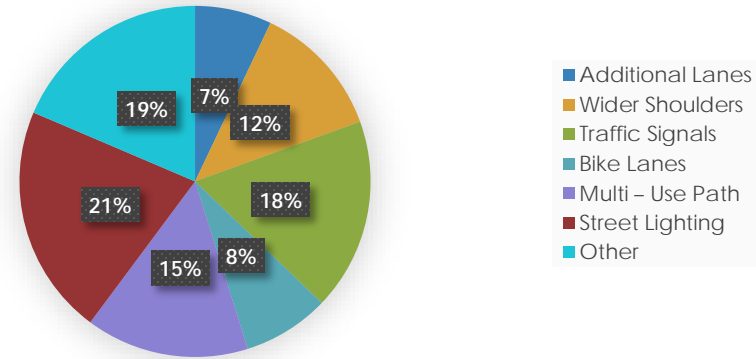


Banks Road

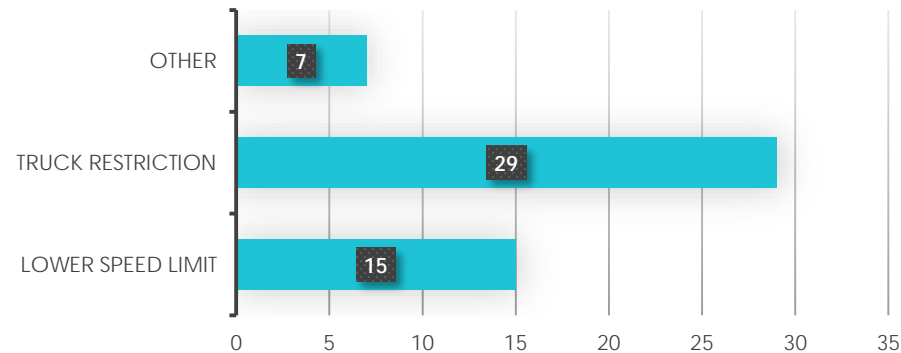
What Are The Current Challenges Faced By The Corridor?



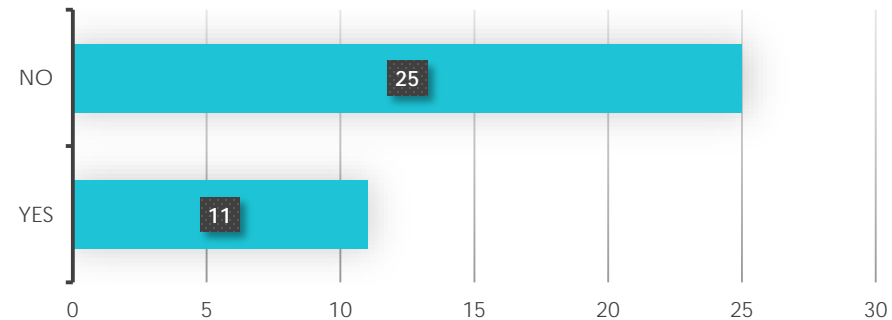
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

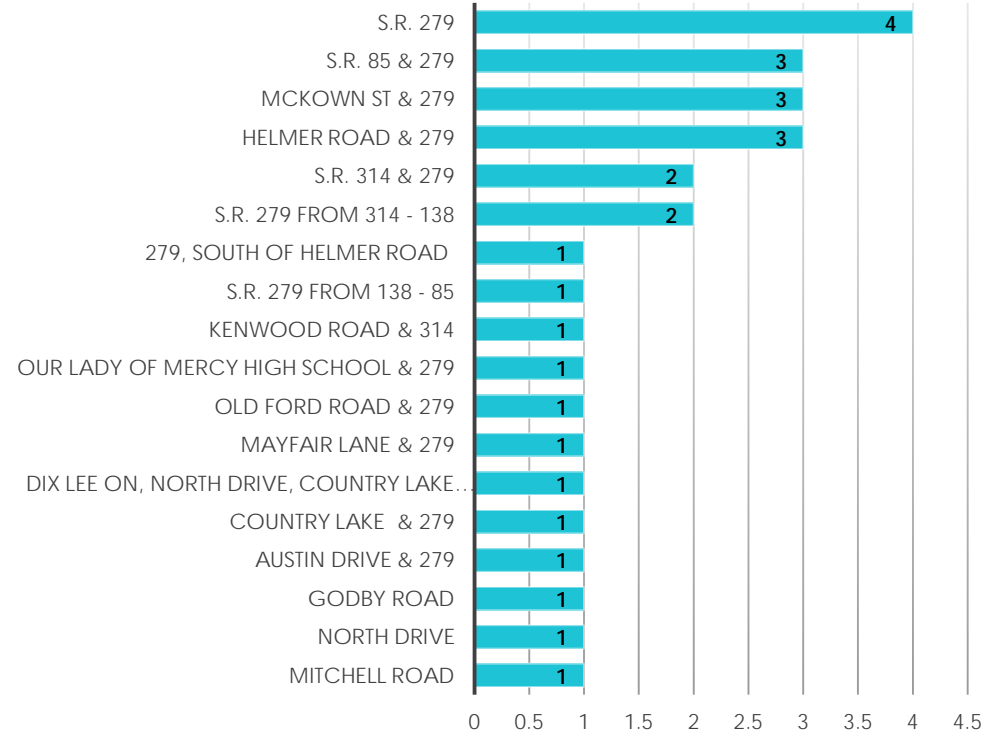


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

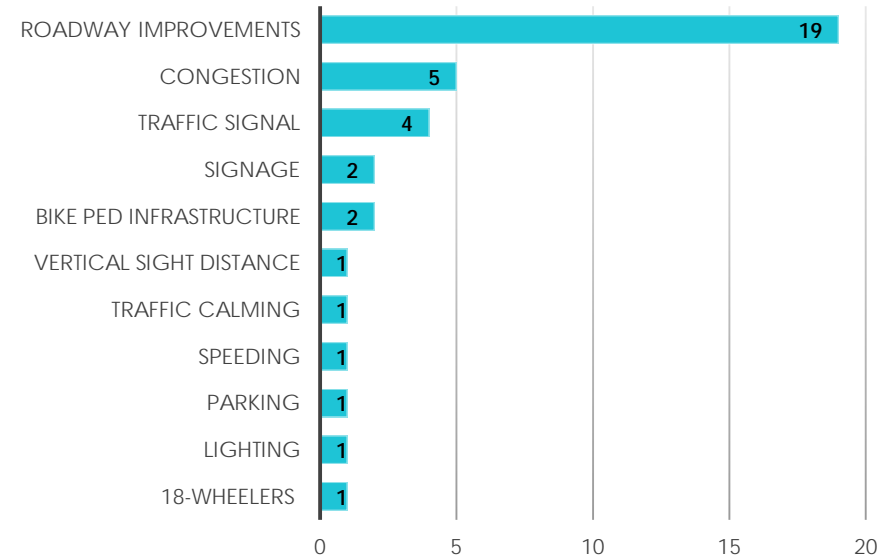


SR 279

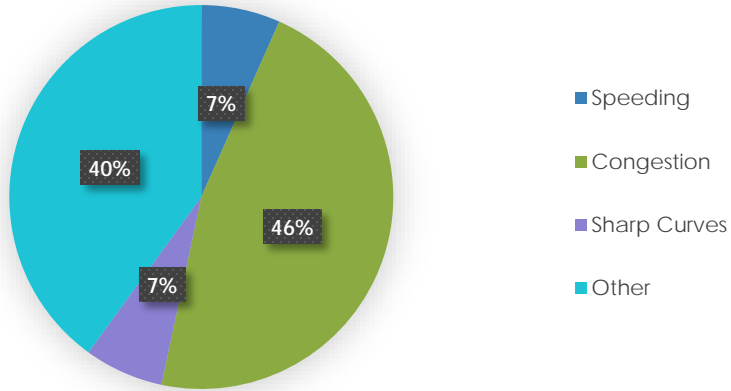
COMMENT LOCATION



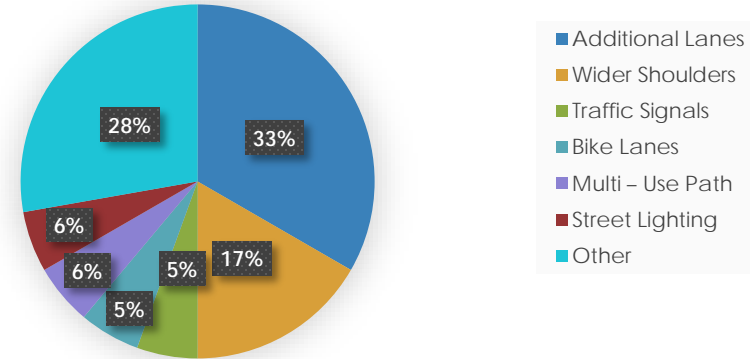
COMMENT CATEGORY



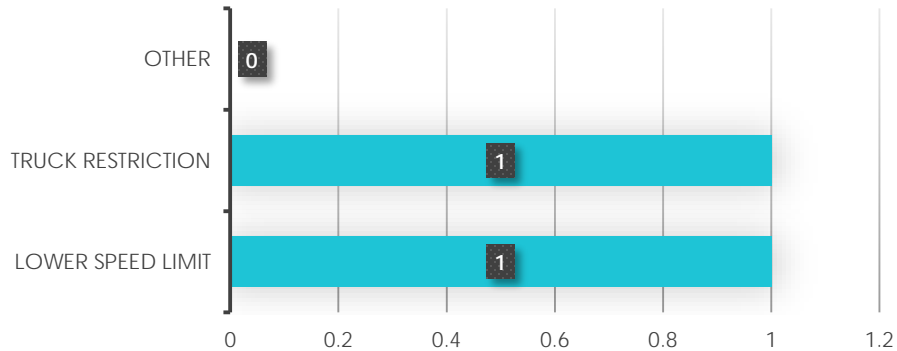
What Are The Current Challenges Faced By The Corridor?



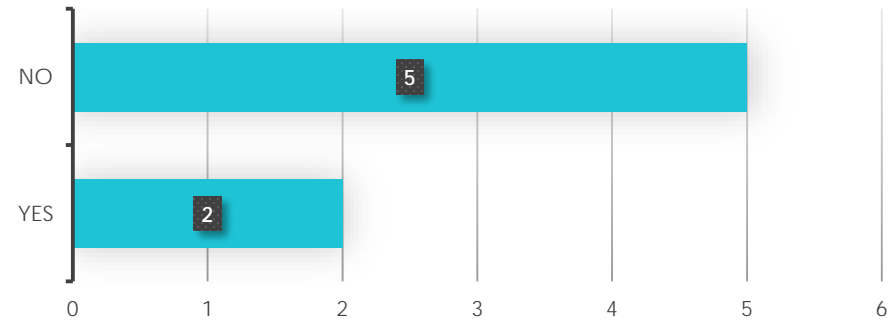
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?



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





Road Safety Audit Recap

Road Safety Audit

Monday, April 8, 2019 -

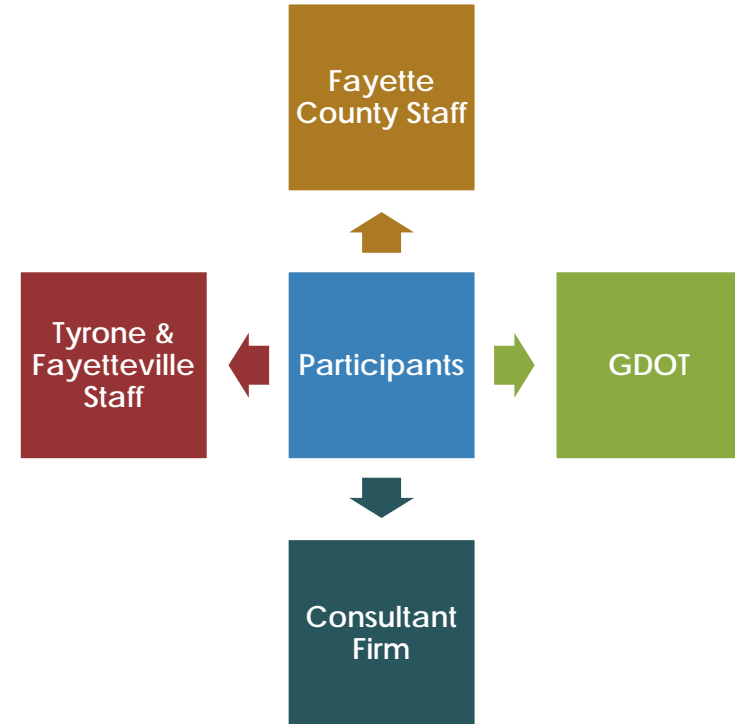
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

Thursday, April 11, 2019 -

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

Handout Package included -

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



APPENDIX F

PIOH 2 Flyers and Meeting Materials

Fayette County Transportation Corridor Studies

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



Please Join Us At The Public Open House



Monday, July 15th, 2019



4:00 - 7:00 PM



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

Help Prioritize Projects
CITIZEN INPUT IS CRITICAL

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

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

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

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

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

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

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

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

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

###

Contact: Tameca P. White, County Clerk

Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Fayette County Transportation Corridor Studies
BANKS ROAD

Concepts	Benefits	Do you think this concept would benefit the corridor?		Rank the concept on a scale of 1 to 5, 5 being the most suited.
1. Install Median From SR 314 To City Limits	Safety Access Management	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2. Intersection Improvements At Highway 85	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Add Westbound Left Turn Lane At Gilbert Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4.a Install Traffic Signal At Ellis Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4.b Install Roundabout At Ellis Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5. Multi-Use Path On One Side Of Road	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6. Pedestrian Bridge On SR 54 To McCurry Park	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Widen Corridor To 4-Lane Median Divided + Multi-Use Path	Capacity Safety Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Widen Corridor To 3-Lane + Multi-Use Path	Capacity Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
9. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
10. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	



Help Prioritize Projects
CITIZEN INPUT IS CRITICAL



Fayette County Transportation Corridor Studies

BANKS ROAD

Additional Comments:

BANKS ROAD

POTENTIAL IMPROVEMENTS CONCEPT DESIGNS

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

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

1: INSTALL MEDIAN FROM SR 314 TO CITY LIMITS



4A: INSTALL TRAFFIC SIGNAL AT ELLIS ROAD



6: PEDESTRIAN BRIDGE ON SR 54 TO MCCURRY PARK



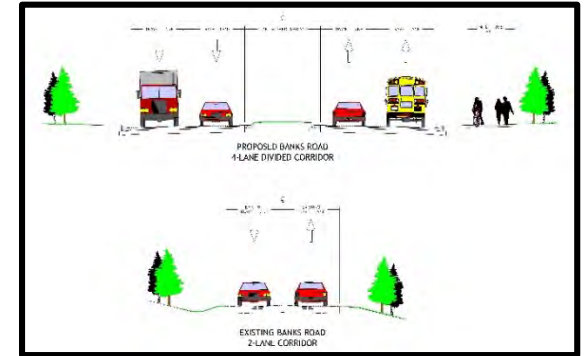
2: INTERSECTION IMPROVEMENTS AT HIGHWAY 85



4B: INSTALL ROUNDABOUT AT ELLIS ROAD



7: WIDEN CORRIDOR TO 4-LANE MEDIAN DIVIDED + MULTI-USE PATH



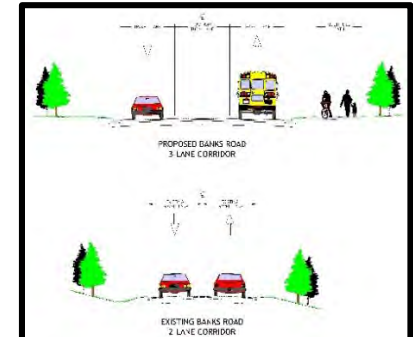
3: ADD WESTBOUND LEFT TURN LANE AT GILBERT ROAD



5: MULTI-USE PATH ON ONE SIDE OF ROAD



8: WIDEN CORRIDOR TO 3-LANE + MULTI-USE PATH



BANKS ROAD

POTENTIAL IMPROVEMENTS INFORMATION

Banks Road At Highway

85

- Average No. Crashes Per Year - 26.2
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Intersection Improvements

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

Banks Road From SR 314 To City Limits

- Average No. Crashes Per Year- 38.4*
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Access Management

- Time Frame: 1 - 2 years
- Benefits: Safety, Access Mgmt
- Cost: \$\$\$\$

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Widen Corridor: 4 Lane Median Divided, Multi Use Path

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

Banks Road At State Route 54

- Average No. Crashes Per Year - 14.4
- 2018 LOS (AM/PM) - B/D

Proposed Improvements -

Pedestrian Bridge: SR 54 - McCurry Park

- Time Frame: 5 - 10 years
- Benefits: Bike - Ped, Access Mgmt
- Cost: \$\$\$\$

Banks Road At Gilbert Road

- Average No. Crashes Per Year - 0.2
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Add Westbound Left Turn Lane

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

Banks Road At Ellis Road

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - C/F

Proposed Improvements -

Install Roundabout

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

Banks Road At Ellis Road

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - C/F

Proposed Improvements -

Install Traffic Signal

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

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Multi Use Path: South Side

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

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Widen Corridor: 3 Lane , Multi Use Path

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



For more information!

Visit www.fayettecountyga.gov/transportation-planning/banks-road-corridor-study.htm
Prefer to leave feedback online? Visit www.surveymonkey.com/r/BanksRoad

Notes:

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

Legend:

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

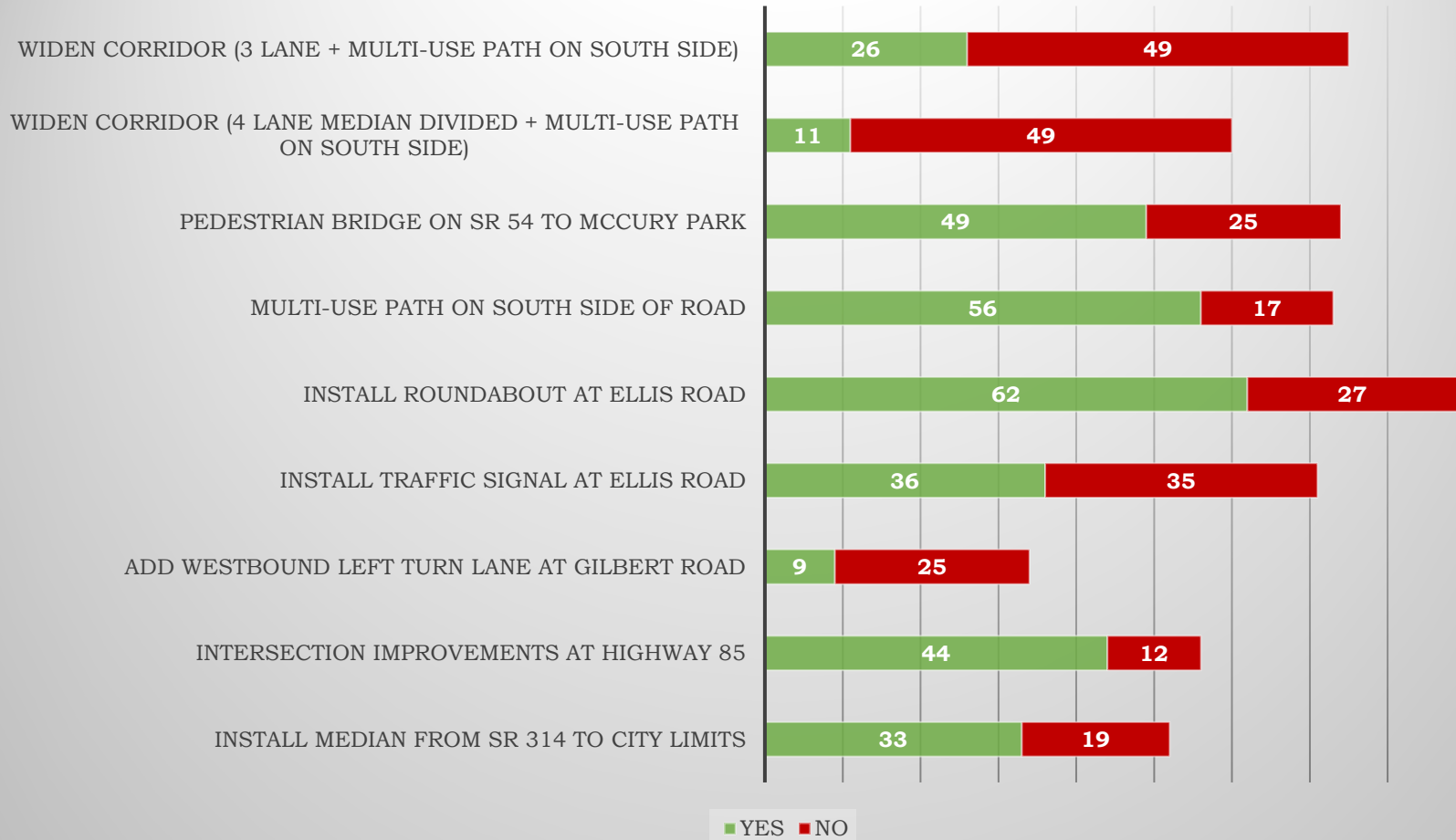
* crash frequency higher than state average

APPENDIX G

PIOH 2 Summary

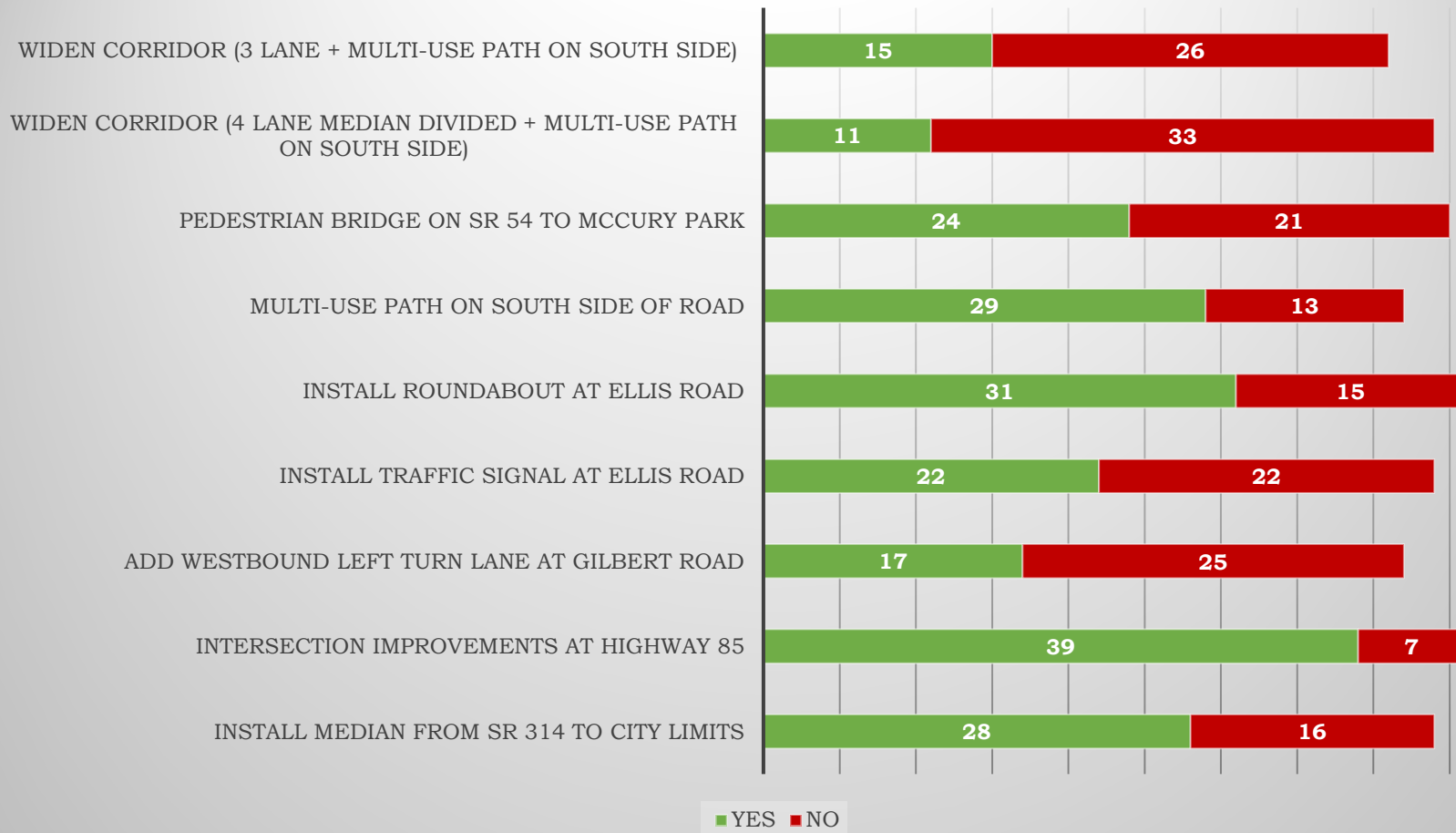
PIOH 2 RESULTS: BANKS ROAD

Sticker Station Responses



PIOH 2 RESULTS: BANKS ROAD

Comment Forms Responses

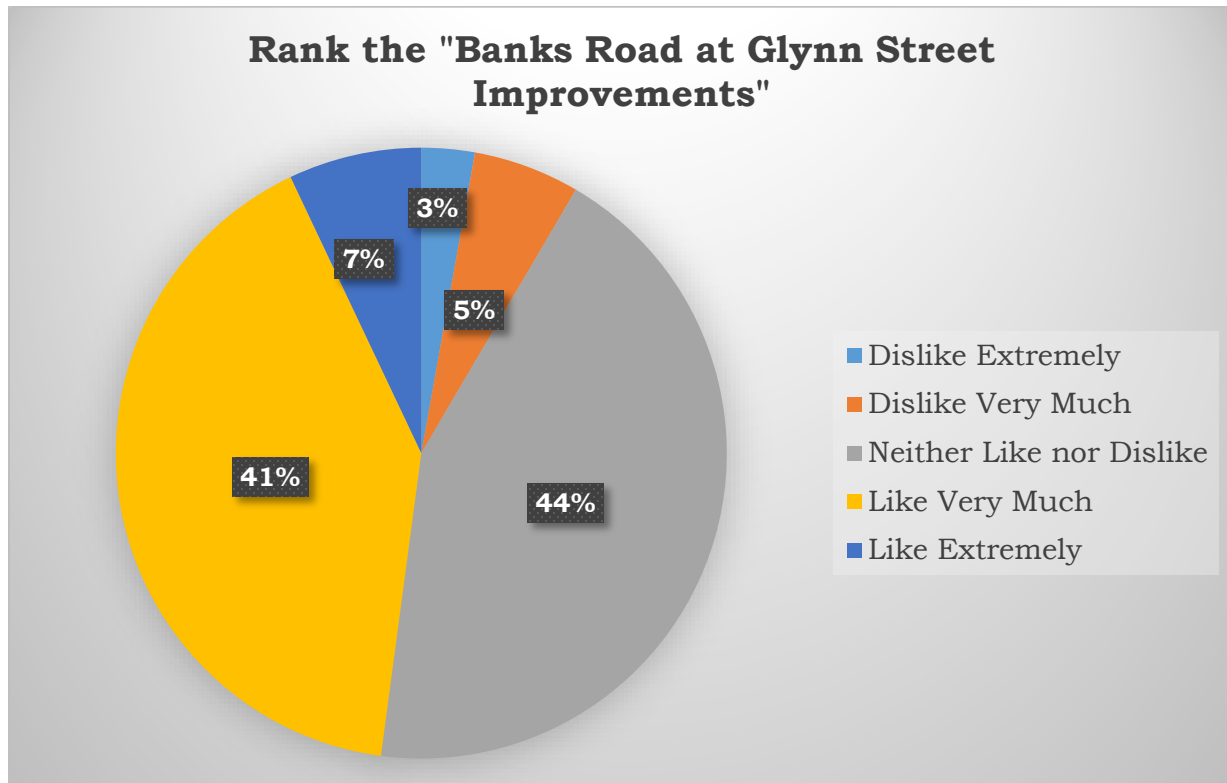


APPENDIX H

Online Survey Summary

ONLINE SURVEY COMMENTS: BANKS ROAD

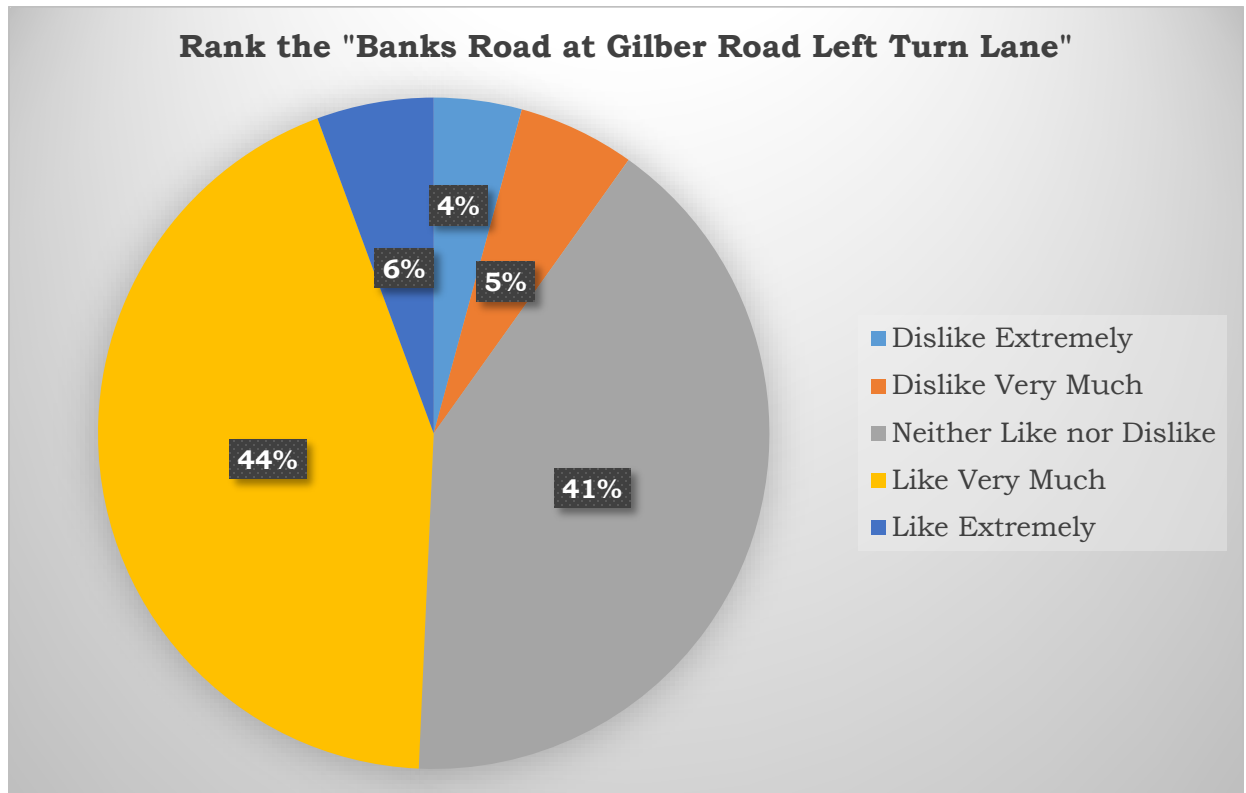
- **Banks Road at Glynn Street Improvements**



1. All this does is add lanes. It does not alter the traffic volume.
2. Description and picture are too vague
3. Eliminating one of the north bound left turn lane onto Banks road is a mistake both lanes are needed.
4. Raised medians would be useful from Dunkin Donuts all the way to the stoplight at Dairy Queen and Michaels. Cars are constantly pulling out in front of traffic to make turns into the outer lanes. It is particularly bad at Georgia Avenue and in front of Dairy Queen.
5. The above "design" appears to be a depiction of the current/existing layout. It does not look like a new concept.
6. This appears to allow traffic to move more effectively and safer
7. With median, is there room for U-turn?

ONLINE SURVEY COMMENTS: BANKS ROAD

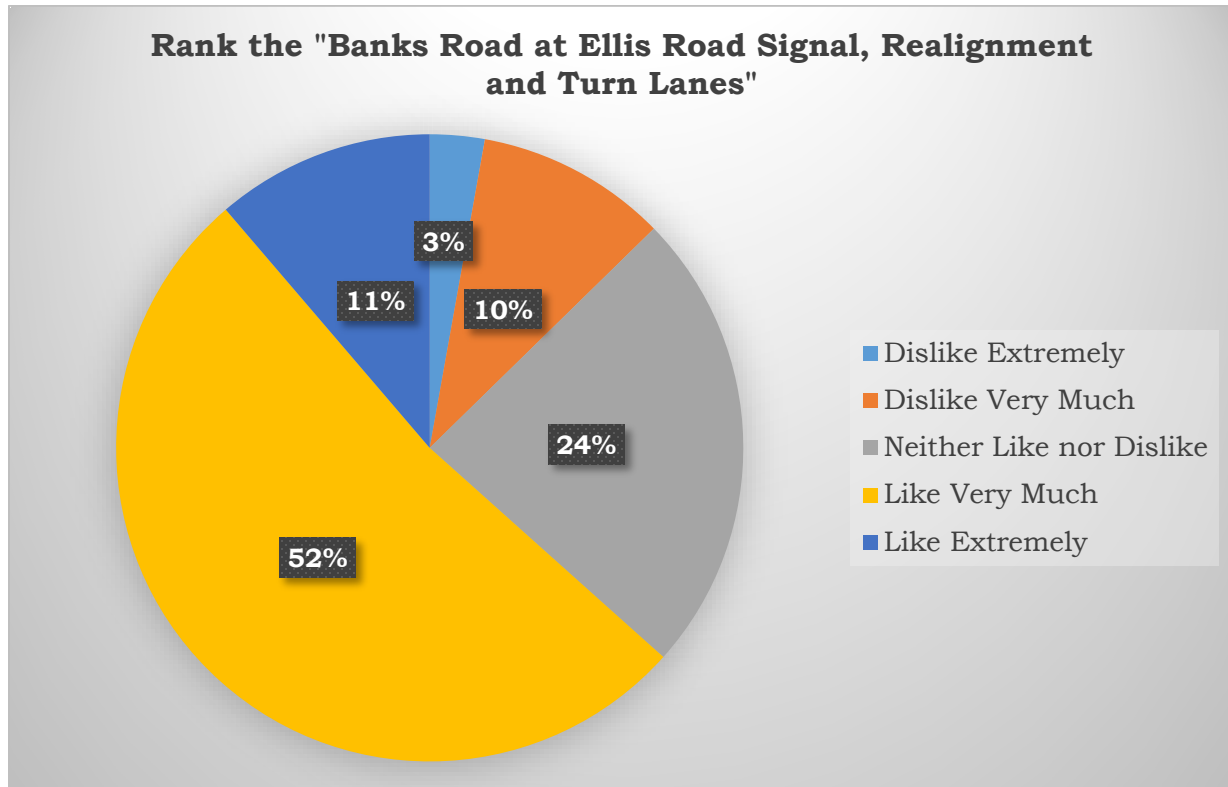
- **Banks Road at Gilbert Road Left Turn Lane**



1. I haven't noticed a problem of traffic backing up at this location
2. The above would be a waste of money since there is not enough traffic needing a left turn at this location.
3. This would increase traffic as people use this road as a cut-thru. Local residents would suffer.

ONLINE SURVEY COMMENTS: BANKS ROAD

- **Banks Road at Ellis Road Signal, Realignment and Turn Lanes**



1. Could roundabout go at this location?
2. Four way intersections with good traffic control is more efficient that T intersection with just a stop sign
3. If there needs to be a light this would be the better solution/location. However the problem on Banks road is the traffic volume being run through a residential area. The better resolution would be to reduce the traffic as i believe most people prefer not turn it into a major through route by adding additional lanes. A better solution would be to extend Promenade Pkwy to hwy 54 and keep commercial traffic in a commercial area rather than routing it through a residential area like Banks road. I believe the majority of traffic increase on Banks is generated from the Jonesboro area to the Pavilion shopping area.
4. Is there a way to time the signals based on actual cars present at the intersection rather than on an arbitrary timer? The number of cars using this intersection varies greatly based on time of day. I live two streets down from Ellis off of banks

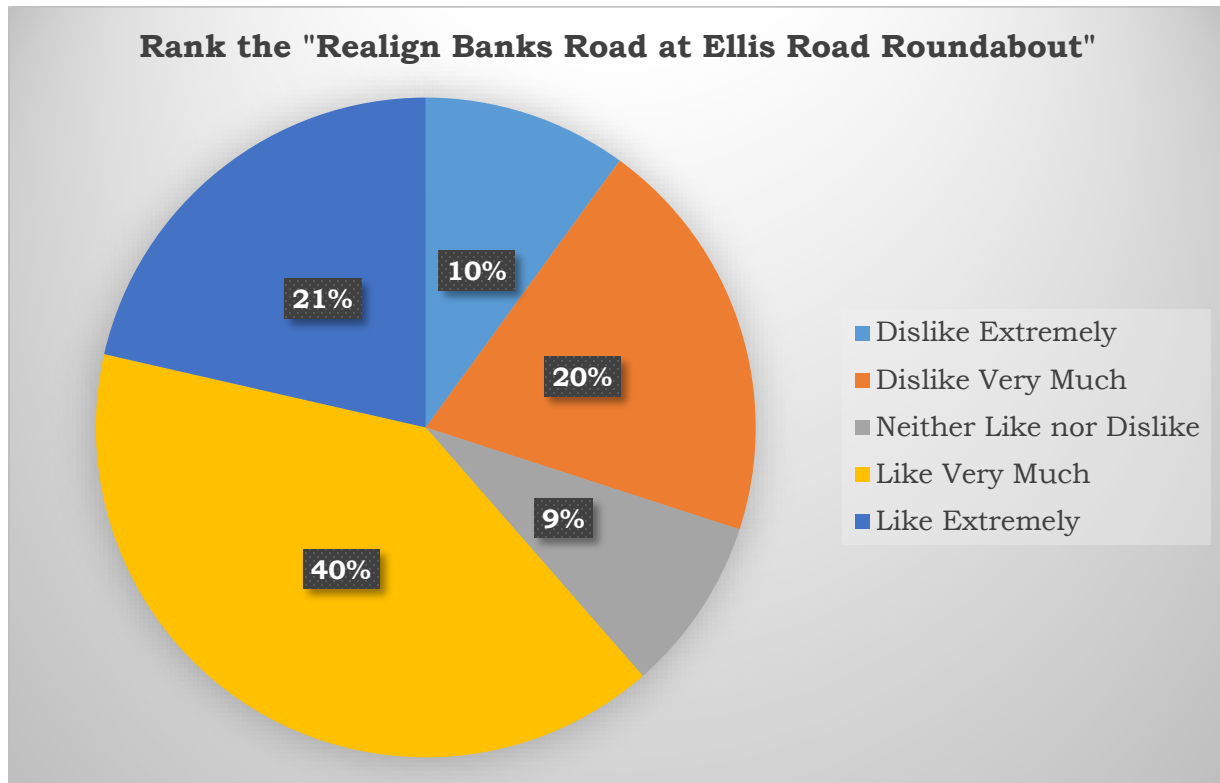
ONLINE SURVEY COMMENTS: BANKS ROAD

and if it were on a timer, it could cause backups on banks during times when traffic is lighter on Ellis and it's not necessary to have a long signal.

5. Need to remove hill on left side coming from 54
6. Not sure what the above concept depicts. Why would a realignment be needed?
7. Once again, this is a Band-Aid patch to a cut-thru road.

ONLINE SURVEY COMMENTS: BANKS ROAD

- **Realign Banks Road at Ellis Road Roundabout**



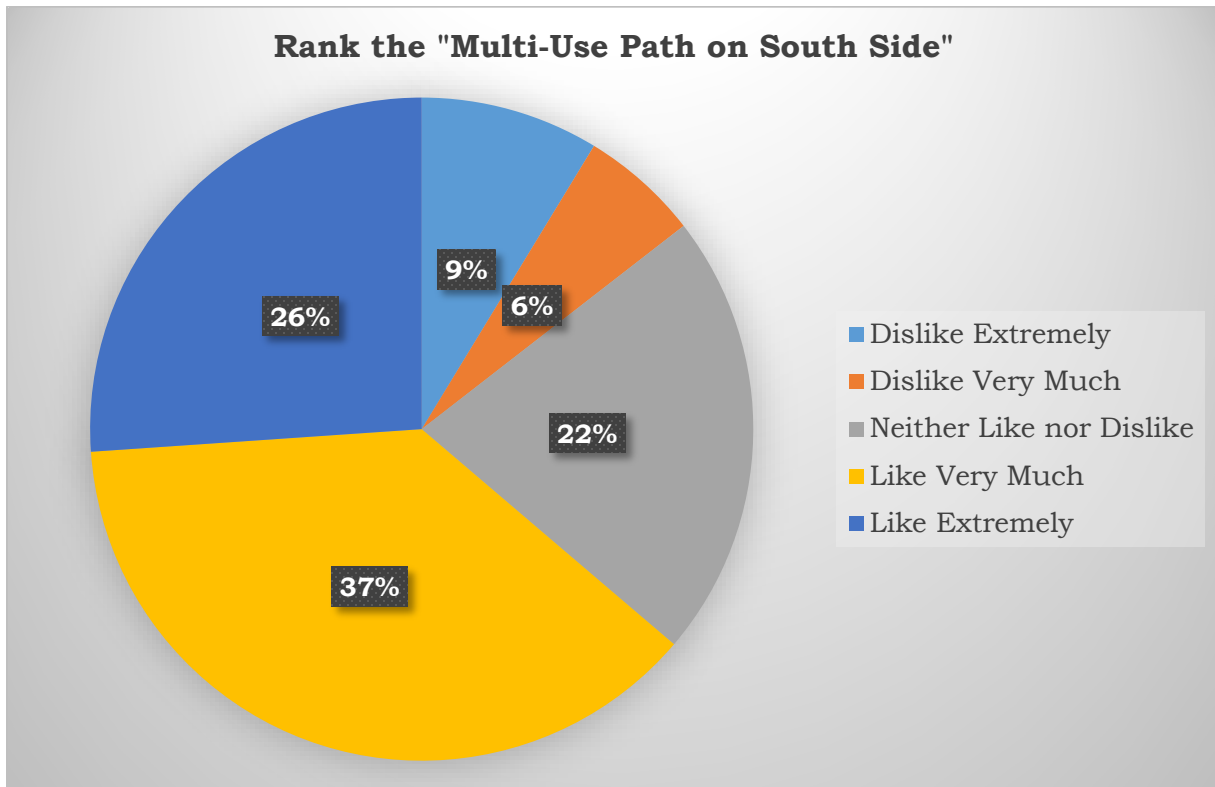
1. Have there been studies on how roundabouts on local roads like this facilitate smooth traffic flow, compared with stoplights? I'm uncertain as to whether a roundabout or signal would be better. The goal in my mind is to prevent the long backups of cars that can occur on Ellis rd and banks rd, so whichever plan facilitates better traffic flow is what we need. It seems that we should look to existing research on this, and let that inform our choice. Also, secondly, I live two streets down from Ellis right off of Banks. People tend to speed a lot on banks road, up to 50 mph, and at a roundabout I'd be concerned they would travel through it at way too high of a speed, versus having to stop at a signal.
2. Less money in long run
3. Not enough traffic to warrant that. Makes a simple road more complex than helpful.
4. Open-Ended Response
5. Prefer a light not a roundabout

ONLINE SURVEY COMMENTS: BANKS ROAD

6. Roundabout are always the safest design if cost is appropriate for this type of intersection
7. Should be aligned like the signal.
8. This appears to be overkill for this location, not to mention the unnecessary cost. Why not put in better control through use of stop lights, speed bumps?
9. You are better off with the traffic light idea. The majority of traffic is right turns from Banks to Ellis and left turns from Ellis to Banks.

ONLINE SURVEY COMMENTS: BANKS ROAD

- **Multi-Use Path on South Side**



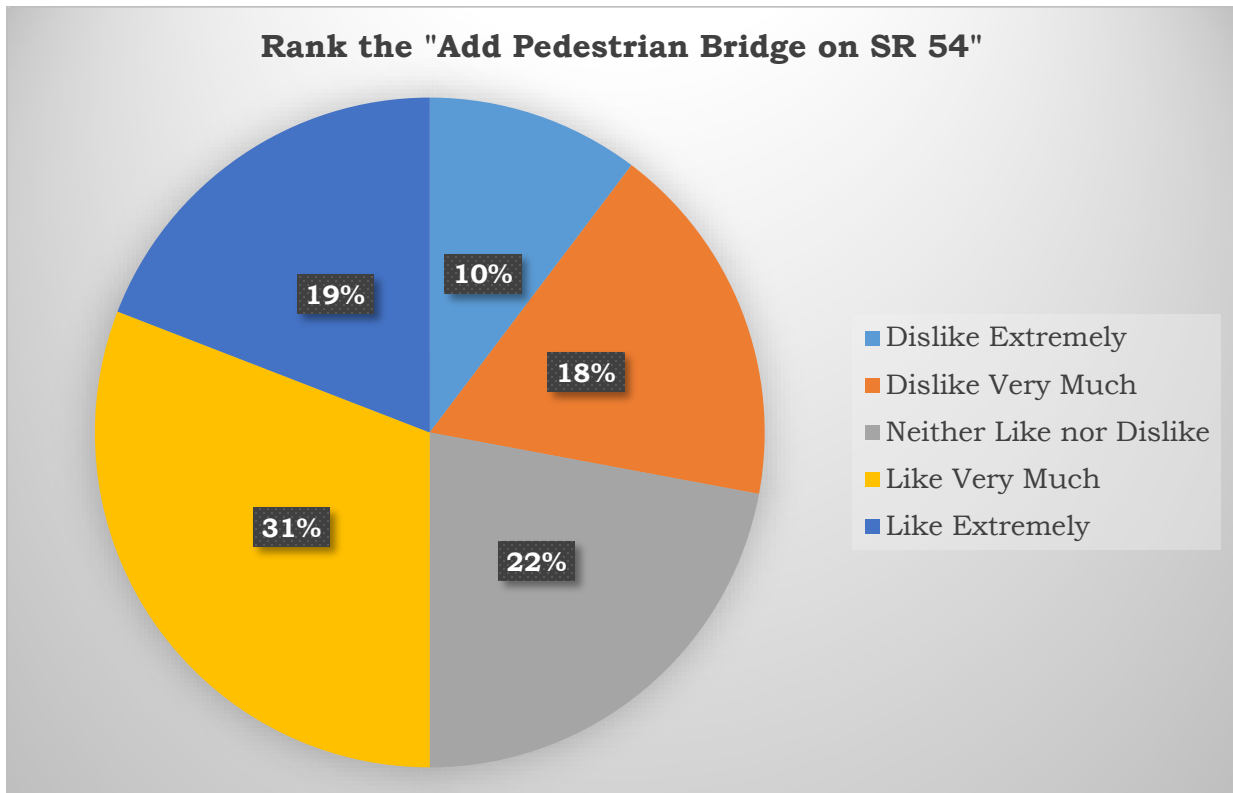
1. Banks road is a residential area. This concept could only be completed at the expense of the residents in the area especially the homes located on Banks road.
2. Cost is too great for the number of users. The money good be better spent elsewhere. What would this path connect to?
3. I have walked banks rd and it is very unsafe. People going way over 35 and no shoulder
4. Open-Ended Response
5. Southside of where? You need to show something in a satellite type depiction of what is proposed.
6. When there is business and a large amount of foot traffic these type of paths are great concepts
7. YES. We NEED this!! I am raising 3 kids on Allenwood, right off of Banks Rd, and we are trapped on our little dead end street because it is totally unsafe to be any kind of pedestrian (bike or walking) on Banks Rd. We are so close to shopping but cannot access it except by car. This is the #1 thing I have constantly wished for

ONLINE SURVEY COMMENTS: BANKS ROAD

since moving here 7 years ago. Also there are frequently pedestrians walking at night on the side of the road and I am always terrified of an accident, which connects to my #2 wish since we moved here, which is for STREETLIGHTS. Please. It is a huge safety issue right now for drivers and pedestrians alike. When someone is walking at night on the side of the road, I cannot see them until my headlights are RIGHT upon them. A walkway and proper lighting would transform Banks Rd.

ONLINE SURVEY COMMENTS: BANKS ROAD

- **Add Pedestrian Bridge on SR 54**



1. Again, no need. Where is the foot traffic being generated from going to the park? All parking is on the park complex.
2. Don't think this is needed
3. Don't understand what McCurry Park will be connected to with a highway 54 bridge. Right now, that side of the road contains abandoned house.
4. How many people walk to the park?? Where are they going to access the bridge and park cars etc?
5. I haven't noticed an issue with a lot of pedestrians attempting to cross this roadway. The majority of "pedestrian traffic" at McCurry Park seems to be disc golf players retrieving discs that have strayed into the roadway.
6. Maybe in the future
7. Maybe in the future, but I don't see where this is necessary unless much development occurs on the north side of the SR 54.
8. Need better depiction of what you are proposing.
9. Open-Ended Response

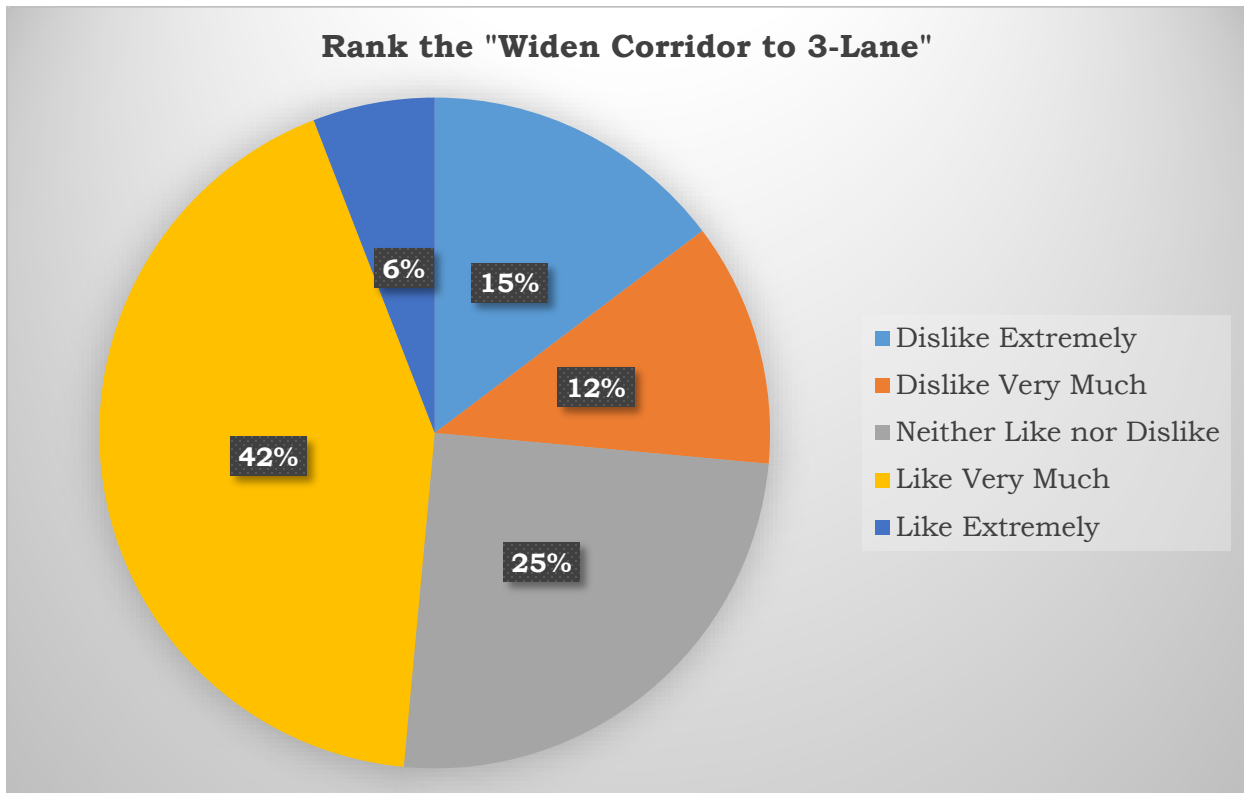
ONLINE SURVEY COMMENTS: BANKS ROAD

10. That's stupid no one is walking there, are you adding a parking deck??

11. Why do we need a pedestrian bridge across Hwy 54? How many pedestrians are currently crossing? And from where?

ONLINE SURVEY COMMENTS: BANKS ROAD

- **Widen Corridor to 3-Lane**



1. Find alternate route for the commercial traffic as mention earlier. Banks road is a residential area. This would be at the expense of the residents on Banks road. I still think extending Promenade Pkw would be a better solution if not cheaper solution.
2. I live on Allenwood off of Banks and the access challenges are very real. I would support widening the road for sure, but a landscaped median is probably overkill and not really necessary. 3-4 lanes plus SHOULDERS is what we need, and the pedestrian walkway is a MUST. That is the #1 need. But I think really only 3 lanes and 4 in some spots, plus shoulders, is all that's really needed.
3. need more detail to see how it fits
4. Open-Ended Response
5. Overkill for this corridor.
6. The survey ranking text does not match the drawings. As for Banks Road needing to be 4 lanes with a median divider, NO. Cost is too great and space is limited.

ONLINE SURVEY COMMENTS: BANKS ROAD

• **Widen Corridor to 4-Lane**

1. 3-lanes would work for the sections between Hwy 54 and Hwy 85. Additional turn lanes would still be requires at the highway intersections.
2. I live on Allenwood off of Banks Rd and I like this plan a lot. It seems to me more cost effective than adding a landscaped median, and that really is overkill in my mind. 3 lanes plus shoulders and the pedestrian walkway is really all that's needed, although it depends on where the 3rd lane is going. How is that envisioned? I think the most useful application would be turn lanes for the local roads so thru traffic can continue unhindered, and also that would allow space to drive around during construction etc. I like the idea of 4 lanes plus the sidewalk best, without the median. The median would be pretty but seems an unnecessary expense and extra maintenance. If that's the plan that goes forward I would support it, but the pedestrian walkway and 3rd lane and street lights should be the absolute non negotiables, not the landscaped median and 4th lane.
3. Overkill for this corridor.

• **Additional ideas for improvements along Banks Road**

1. It would be nice if Banks lined up with McElroy Rd. Also if McDonough Rd. could connect to Banks. (new road)
2. Again I believe a better plan for the area is to leave Banks road as a residential route for the residents and provide alternate route such as extending Promenade Pky to Hwy 54. If Banks road is widened for even more traffic there will need to be more traffic lights than just the ones mentioned. It is already difficult to safely exit the subdivisions, Ponderosa, Smokemont, Deer Park, on the east end of banks road at certain times of the day.
3. Enforce the speed limit along Banks.
4. How about putting the speed limit signs back up and maybe have an officer patrol it every once in a while. They use to sit in the Muscatine farm haven't seen any in over a year. No one goes 35. Try getting in and out of Ponderosa Trace with the curve there. What do we have to do to get speed bumps on Ponderosa Trace?

ONLINE SURVEY COMMENTS: BANKS ROAD

People use it as a cut through from Banks to 85. The 3 way stop in front of my house is a bus stop and NO ONE stops there.

5. I live in the Ponderosa subdivision and it is already almost a death wish to turn left out of my neighborhood. I like the idea of widening banks road however I feel it could become deadly for myself and my neighbors. People FLY down banks road as it is. It is good when the speeders get trapped behind someone going the speed limit however widening the road would enable/encourage them to continue driving recklessly therefore endangering more lives.
6. I live on Allenwood off of Banks Rd and have 3 young kids. Banks Rd currently is absolutely off limits to anything but a car because of how unsafe it is, and so to me the pedestrian walkway and streetlights are the absolute most essential improvement we need, so we are not trapped in our dead end road with nowhere to walk or bike. That's my #1 complaint about where we live - SO close to the shopping in north Fayetteville, but no way to bike or walk there, and how unsafe it is for pedestrians who have no choice but to walk along Banks. The next priority would be the widening of Banks Rd so we aren't trapped if there is construction or an accident. The access issue is a real concern and needs to be addressed. These things are a much higher priority to me than fixing the Ellis Rd intersection, which I use daily and don't have much of an issue with. The worst complaint I have is sitting on Ellis for up to 10 minutes at the worst, which rarely happens. I can deal with this and personally wouldn't put the money there right now if I had to choose. The other MAJOR concern I have that wasn't directly addressed, connected to the safety of the Banks/85 intersection, is the left hand turn signal going from Banks (dwarf house corner) onto southbound 85. That left arrow is WAY too short. I use it every day and nearly every time, only 2-3 cars can get through, because the cars turning left from 85 (Kroger side) onto Banks run the red and take up half the green arrow time for those turning left from Banks to 85. It's just too short of a green on that left arrow, and it is very typical for me to be sitting at that light for up to 10 minutes, only getting through on the 3rd green arrow!! I often end up driving through Banks Crossing parking lots to avoid the signal. This creates frustration and traffic backups all through that line of shopping center entrances off of Banks, and is generally chaotic and dangerous. Please pay more attention not

ONLINE SURVEY COMMENTS: BANKS ROAD

just to road construction and adding medians, which we do need, but also to the turn signal timing and all the traffic signals at that intersection. On that note as well — cars turning left from 85 southbound (Kroger side) onto Banks road come perilously close to head-on collisions with the cars sitting in the left turn lane on Banks. It's harrowing every time, sitting in that turn lane watching even SEMIS try to make that tight turn, bearing straight down at you, and you're at a red light just hoping they make it. The left lane on Banks heading towards 85 and 314 needs to be widened at that intersection with 85, or something else there needs to be fixed, maybe pulling back the stop line for the left turn lane.

7. Provide better satellite view depictions of what is proposed, ie. everyone like sidewalks, but, the depictions of proposed locations is very insufficient to request input from the community.
8. The area across from Dollar General needs landscaping or road revision to make lot exit onto banks more viewable and also see oncoming traffic.
9. Widening the current two lane road would destroy the residential feel of this area. The value of the property along Banks would be negatively affected. You widen the road, we will looking elsewhere to call home. Just saying. But what would help...if the speed limit was enforced. I get tired of people riding my bumper only to pass me on a double line.
10. You need to line up Banks Road with Mcroy Rd and you need to add a new road from McDonough Rd to tie into Banks Road.

APPENDIX I

Banks Road Concept Scoring Worksheets

Safety Score Background Analysis

Banks Road

Intersection Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C - Complaint	O - Property	Bike-Ped Crashes	EPDO Value	Crash Costs ¹	EPDO Score ²	Daily Entering Volume ³	Crash Rate ⁴	Crash Rate Score ⁵	
at SR 314/W Fayetteville Road	61	1	4	6	9	41	0	1039	\$ 28,373,800.00	10.0	14,624	2.29	6.9	16.9
at SR 85	136	0	1	7	26	102	0	1292	\$ 35,271,600.00	10.0	24,284	3.07	9.3	19.3
at Gilbert Road	8	0	0	0	2	6	0	76	\$ 2,074,800.00	4.2	6,704	0.65	2.0	6.2
at Ellis Road	23	0	1	1	7	14	1	329	\$ 8,981,700.00	5.8	9,197	1.37	4.1	9.9
at Ponderosa Court	2	0	0	0	1	1	0	36	\$ 982,800.00	3.9	7,865	0.14	0.4	4.3
at SR 54	74	0	1	3	12	58	0	618	\$ 16,871,400.00	7.7	27,367	1.48	4.5	12.1

Road Segment Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Length of Segment	Crashes/mile/yr	Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C - Complaint	O - Property	Bike-Ped Crashes	EPDO Value per Mile	Crash Costs ¹	EPDO Score ²	Annual Daily Traffic (2-Way) ³	Crash Rate ⁶	Crash Rate Score ^{5,7}			
SR 314 to Fayetteville City Limits	49	0	0	0	5	44	0	626	\$ 5,978,700.00	5.1	7,900	9.7	10.0	0.35	28.0	15.09
Fayetteville City Limits to SR 54	122	1	3	5	25	88	1	1010	\$ 43,033,900.00	7.1	11,650	3.7	10.0	1.56	15.6	17.07
Banks Road	171	1	3	5	30	132	1	940	\$ 49,012,600.00	6.7	9,775	5.0	10.0	1.91	17.9	16.71

0.286549708

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score ⁸	Crash Costs		
			Annual Crash Cost (2014-2018)	Potential Annual Crash Cost Savings	Crash Cost Savings over 20-Yr Design Life ⁹
Access Management from SR 314 To City Limits	66%	6.6	\$ 1,195,740	\$ 793,912	\$ 8,410,699
Intersection Improvements at Highway 85	12%	1.2	\$ 7,054,320	\$ 847,231	\$ 8,975,561
Add Westbound Left Turn Lane at Gilbert Road	25%	2.5	\$ 414,960	\$ 104,570	\$ 1,107,814
Install Traffic Signal at Ellis Road	44%	4.4	\$ 1,796,340	\$ 790,390	\$ 8,373,387
Install Roundabout at Ellis Road	79%	7.9	\$ 1,796,340	\$ 1,413,720	\$ 14,976,945
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	66%	6.6	\$ 9,802,520	\$ 6,459,861	\$ 68,435,764
Widen Corridor to 3-Lane + Multi-Use Path	20%	2.0	\$ 9,802,520	\$ 1,989,912	\$ 21,081,123

Overall Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Access Management from SR 314 To City Limits	15.1	6.6	21.7
Intersection Improvements at Highway 85	19.3	1.2	20.5
Add Westbound Left Turn Lane at Gilbert Road	6.2	2.5	8.7
Install Traffic Signal at Ellis Road	9.9	4.4	14.3
Install Roundabout at Ellis Road	9.9	7.9	17.8
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	16.7	6.6	23.3
Widen Corridor to 3-Lane + Multi-Use Path	16.7	2.0	18.7

Notes

1. Fatal, Injury and PDO Crash Costs are based on GDOT's Highway Safety Improvement Program Report (2016).
2. EPDO Score is normalized relative to max EPDO for 4 Fayette Corridor Studies.
3. Daily entering volumes pulled from ARC 2015 Travel Demand Model.
4. Crashes per million entering vehicles.
5. Crash Rate Score is normalized relative to 2016 statewide average crash rate of 3.31 crashes per million vehicle miles traveled (VMT).
6. Crashes per million vehicle miles.
7. If crash rate exceeds statewide average, crash severity score defaults to 10.
8. Safety Improved Score is normalized CRFs with 100% being max crash reduction.
9. Assumes 7% Rate over 20 years.

Traffic Operations Score Background Analysis

Banks Road

2040 Build vs No Build Delay Analysis

Project Name	2040 No Build LOS		2040 Build LOS		Delay Difference ¹		Traffic Ops Score ²
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Access Management from SR 314 To City Limits	n/a	n/a	n/a	n/a	70%	70%	7.0
Intersection Improvements at Highway 85	C (27.5 s)	D (49.6 s)	C (25.6 s)	D (50.5 s)	1.9	0.9	2.0
Add Westbound Left Turn Lane at Gilbert Road	n/a	n/a	n/a	n/a	44%	44%	4.4
Install Traffic Signal at Ellis Road	C (20.4 s)	F (394.5 s)	A (7.1 s)	B (12.3 s)	13.3	382.2	20.0
Install Roundabout at Ellis Road	C (20.4 s)	F (394.5 s)	B (19.9 s)	C (21.7 s)	0.5	372.8	19.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	D (v/c - 0.17)	E (v/c - 0.51)	A (v/c - 0.09)	A (v/c - 0.15)	0.08	0.36	8.0
Widen Corridor to 3-Lane + Multi-Use Path	D (v/c - 0.17)	E (v/c - 0.51)	D (v/c - 0.17)	E (v/c - 0.51)	0.00	0.00	0.0

Traffic Operations Score Legend

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

2040 Build vs No Build Travel Time Analysis

Project Name	Total Travel Time				Travel Time Difference		Annualized Vehicle Hours		Travel Time Cost Savings	
	2040 No Build		2040 Build		AM Peak (hrs)	PM Peak (hrs)	2040 No Build (hrs) ³	2040 Build (hrs) ³	Annual Delay Cost Savings ⁴	Delay Savings over Design Life ⁵
Access Management from SR 314 To City Limits	6	10	3	4	3	6	20,000	8,750	\$ 194,445	\$ 2,059,950
Intersection Improvements at Highway 85	37	83	35	84	2	(1)	150,000	148,750	\$ 21,605	\$ 228,883
Add Westbound Left Turn Lane at Gilbert Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ -	\$ -
Install Traffic Signal at Ellis Road	31	74	35	46	(4)	28	131,250	101,250	\$ 518,520	\$ 5,493,201
Install Roundabout at Ellis Road	31	74	30	37	1	37	131,250	83,750	\$ 820,990	\$ 8,697,568
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	63	130	63	130	0	0	241,250	241,250	\$ -	\$ -
Widen Corridor to 3-Lane + Multi-Use Path	63	130	63	130	0	0	241,250	241,250	\$ -	\$ -

Notes

1. If LOS (delay) not available, average % delay reduction for treatment shown.
2. Traffic Score is based on normalized delay based on Traffic Operations Score Legend relative to max score for Traffic category.
2. Max delay between AM and PM peak used to ranking Traffic Operations.
3. Calculations based on GDOT Benefit-Cost Equations.
4. Assuming 6% Truck Traffic.
5. Assumes 7% Rate over 20 years.

Environmental Score Background Analysis

Banks Road

Project Name	Resources Present ¹	Ranking	Environmental Impact Score ²
Access Management from SR 314 To City Limits	2	4	4.0
Intersection Improvements at Highway 85	0	5	5.0
Add Westbound Left Turn Lane at Gilbert Road	0	5	5.0
Install Traffic Signal at Ellis Road	1	4	4.0
Install Roundabout at Ellis Road	1	4	4.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	5	3	3.0
Widen Corridor to 3-Lane + Multi-Use Path	5	3	3.0

Environmental Impact Legend

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

Notes

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

Right-of-Way Score Background Analysis

Banks Road

Project Name	Parcel Type			Right-of-Way Impacts ¹	Ranking	R/W Impact Score ²
	Undeveloped Parcels	Developed (Residential)	Developed (Commercial)			
Access Management from SR 314 To City Limits	0	0	9	45	2	6.0
Intersection Improvements at Highway 85	0	0	8	40	2	6.0
Add Westbound Left Turn Lane at Gilbert Road	0	4	0	8	4	12.0
Install Traffic Signal at Ellis Road	3	4	0	11	3	9.0
Install Roundabout at Ellis Road	2	3	0	8	3	9.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	6	51	9	153	0	0.0
Widen Corridor to 3-Lane + Multi-Use Path	6	51	9	153	0	0.0

Right-of-Way Legend

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

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

Notes

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

Project Costs Score Background Analysis

Banks Road

Project Name	Preliminary Project Cost Estimate	Relative Project Cost Score ¹	Benefit-to-Cost Analysis				Relative B/C Score ²	Overall Project Cost Score
			Crash Costs Savings over Design Life	Delay Savings over Design Life	Total Benefits	B/C Ratio		
Access Management from SR 314 To City Limits	\$ 350,000	10.0	\$ 8,410,699	\$ 2,059,950	\$ 10,470,650	29.9	5.0	15.0
Intersection Improvements at Highway 85	\$ 250,000	10.0	\$ 8,975,561	\$ 228,883	\$ 9,204,444	36.8	5.0	15.0
Add Westbound Left Turn Lane at Gilbert Road	\$ 75,000	10.0	\$ 1,107,814	\$ -	\$ 1,107,814	14.8	4.0	14.0
Install Traffic Signal at Ellis Road	\$ 575,000	10.0	\$ 8,373,387	\$ 5,493,201	\$ 13,866,588	24.1	5.0	15.0
Install Roundabout at Ellis Road	\$ 1,350,000	8.0	\$ 14,976,945	\$ 8,697,568	\$ 23,674,513	17.5	4.0	12.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	\$ 4,400,000	6.0	\$ 68,435,764	\$ -	\$ 68,435,764	15.6	4.0	10.0
Widen Corridor to 3-Lane + Multi-Use Path	\$ 3,250,000	6.0	\$ 21,081,123	\$ -	\$ 21,081,123	6.5	3.0	9.0

Project Cost Score Legend

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

B/C Score Legend

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

Notes

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

Public Support Score Background Analysis

Banks Road

Project Name	Comment Cards Results	Comment Card Value	PIOH 2 Comment Form - Phase II Score 1	Online Survey Value	Online Survey - Phase II Score ²	Typical Comments/Major Takeaways	Public Support Score
Access Management from SR 314 To City Limits	64% Yes 36% No	3.2	4.80	3.44	5.16		10.0
Intersection Improvements at Highway 85	85% Yes 15% No	4.26	6.39	3.00	4.50	• Both left turn lanes are needed	10.9
Add Westbound Left Turn Lane at Gilbert Road	40% Yes 60% No	2.24	3.36	3.41	5.12	• No need for this improvements, other intersections are better candidates	8.5
Install Traffic Signal at Ellis Road	50% Yes 50% No	2.81	4.22	3.59	5.39		9.6
Install Roundabout at Ellis Road	67% Yes 33% No	3.68	5.52	3.43	5.15	• Concerned with vertical change between Ellis and Hidden Valley Drive if realigned	10.7
Multi-Use Path On One Side of Road	69% Yes 33% No	3.37	5.06	3.67	5.51	• Provide MUP on both sides of road • No golf cart paths	10.6
Pedestrian Bridge on SR 54 To McCurry Park	53% Yes 47% No	3.1	4.65	3.31	4.97	• Waste of money	9.6
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	25% Yes 75% No	1.88	2.82	3.35	5.03	• Instead of disrupting residential area with more truck traffic, extend Promenade Parkway to Highway 54 • Banks Road should not be designed for cut through traffic. Think of the residents.	7.8
Widen Corridor to 3-Lane + Multi-Use Path	37% Yes 63% No	2.875	4.31	3.13	4.70	• Instead of disrupting residential area with more truck traffic, extend Promenade Parkway to Highway 54 • Banks Road should not be designed for cut through traffic. Think of the residents. • TC supports 4 lanes on Banks Road	9.0

Other Comment/Project Ideas	Notes
Realign Banks Road	<ul style="list-style-type: none"> • Multiple support for extending the Banks Road project to McDonough Road, either via McElroy or with new road construction • Tie Banks Road into East Fayetteville Bypass • Close on Banks Road and Banks Road East and connect Banks Road to McDonough Road
Enforce Speed Limit	<ul style="list-style-type: none"> • Enforce speed limit • Implement speed tables
Turn lane at Deer Forest Trail	<ul style="list-style-type: none"> • Cut through traffic on Deer Forest Trail is a major issue. • Dangerous for school buses and children crossing the street.
Turn lane at Allenwood Road	
Cannot get out at Hidden Valley Road	
AWSC at Ponderosa Trace	
Can GDOT install interim right turn lane at SR 54?	
Miscellaneous	Notes
Need for mass transit on SR 85/SR 314 and SR 54	
Suggestion to look at Flint River Road (in south Clayton off SR 85) as example of widening project	
Phil and CROY to meet with City Planner (David Rast or Julie Brown) to better understand	

Notes

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