



SANDY CREEK ROAD APPENDICES



SANDY CREEK ROAD APPENDICES

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APPENDIX A

Stakeholder Committee 1 Meeting Summary

SANDY CREEK ROAD & TYRONE RD-PALMETTO RD CORRIDOR STUDY

STAKEHOLDER COMMITTEE MEETING NOTES

Tuesday, February 5, 2019

SUMMARY

The first of three stakeholder meetings was held at the Fayette County Library. Of the 27 members invited to participate, 18 attended. Represented in attendance were Fayette County, Town of Tyrone, City of Fayetteville, Georgia Department of Transportation, Non – Profit, Media, Institutions and Faith Groups. After introductions, a power point was presented about corridor study goals, current data, and timeline (attached). Interactive discussions were held to facilitate conversation about corridor conditions.

A. MAPPING STATION

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

B. POWERPOINT PRESENTATION

C. ACTIVITIES

1. Interactive Word Cloud

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

2. Kahoot Questionnaire

See attached response summaries.

D. GENERAL DISCUSSION

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

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

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

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

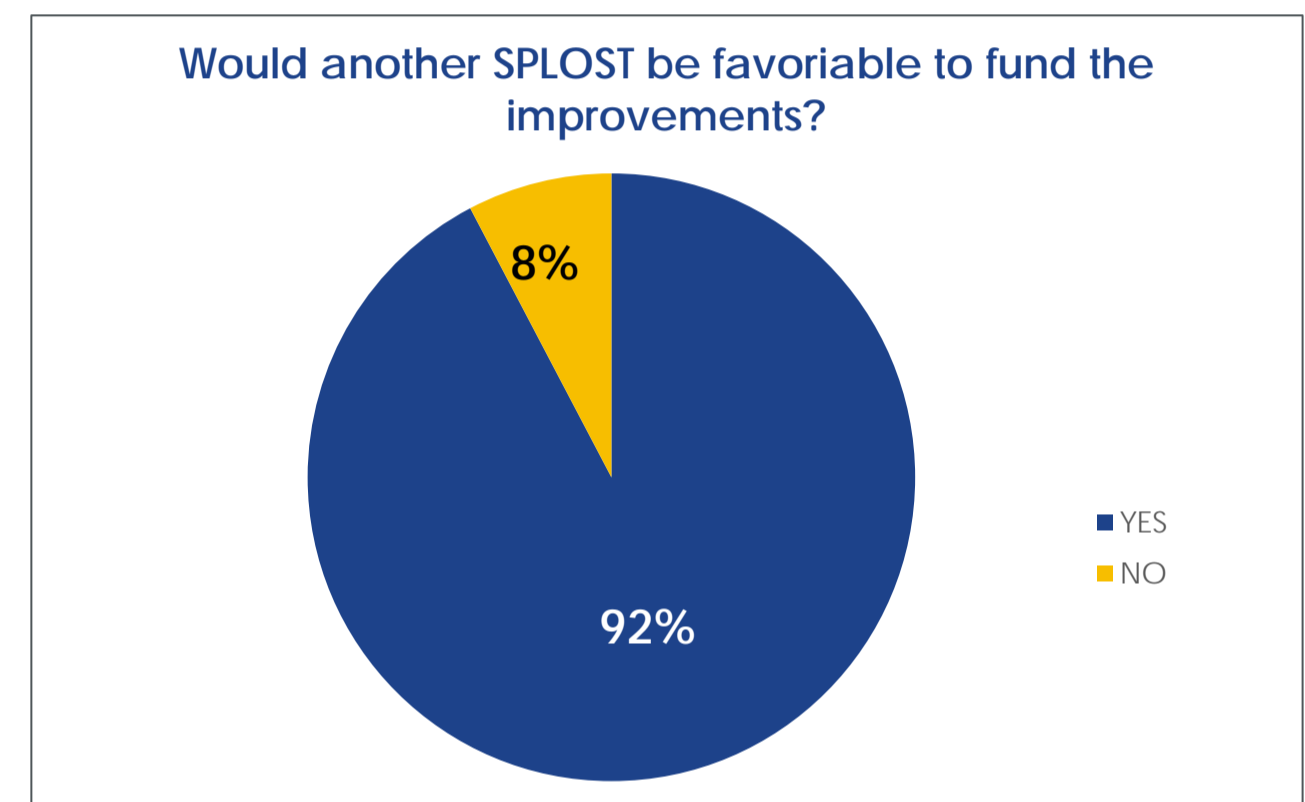
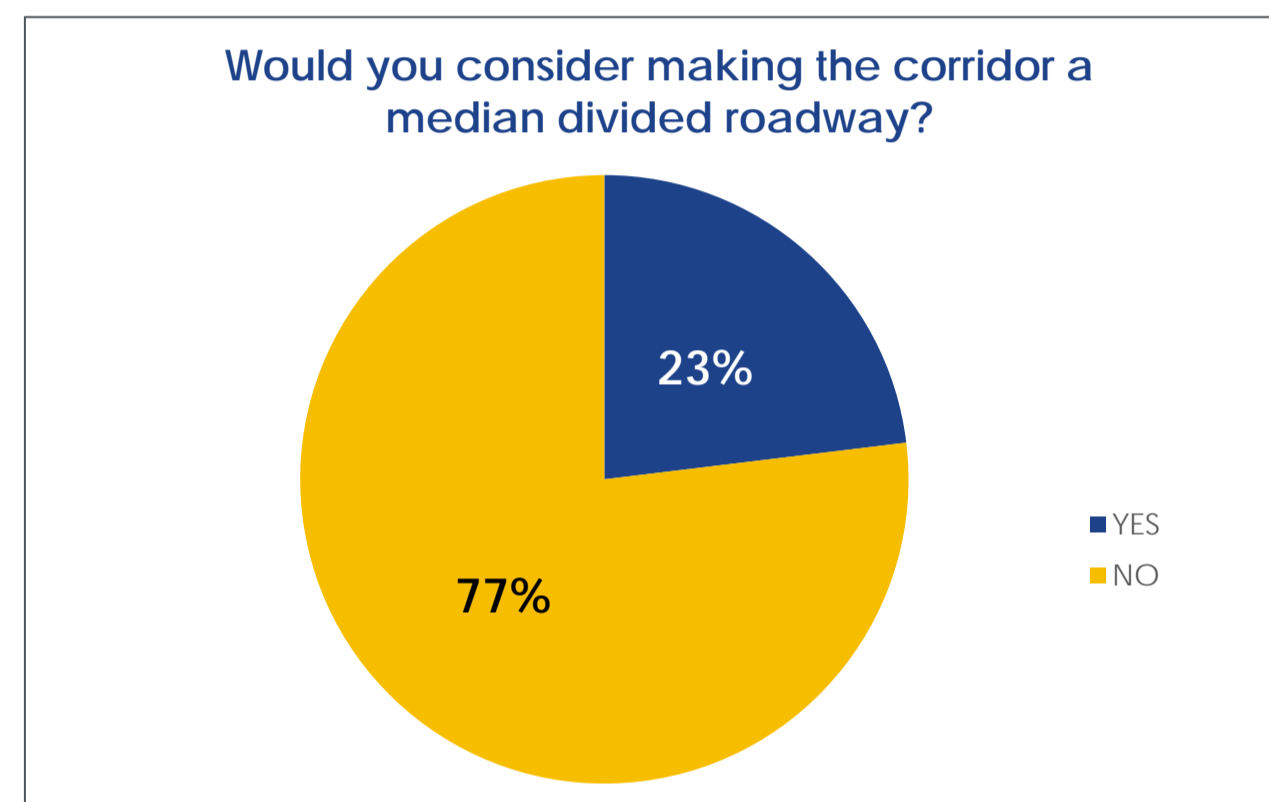
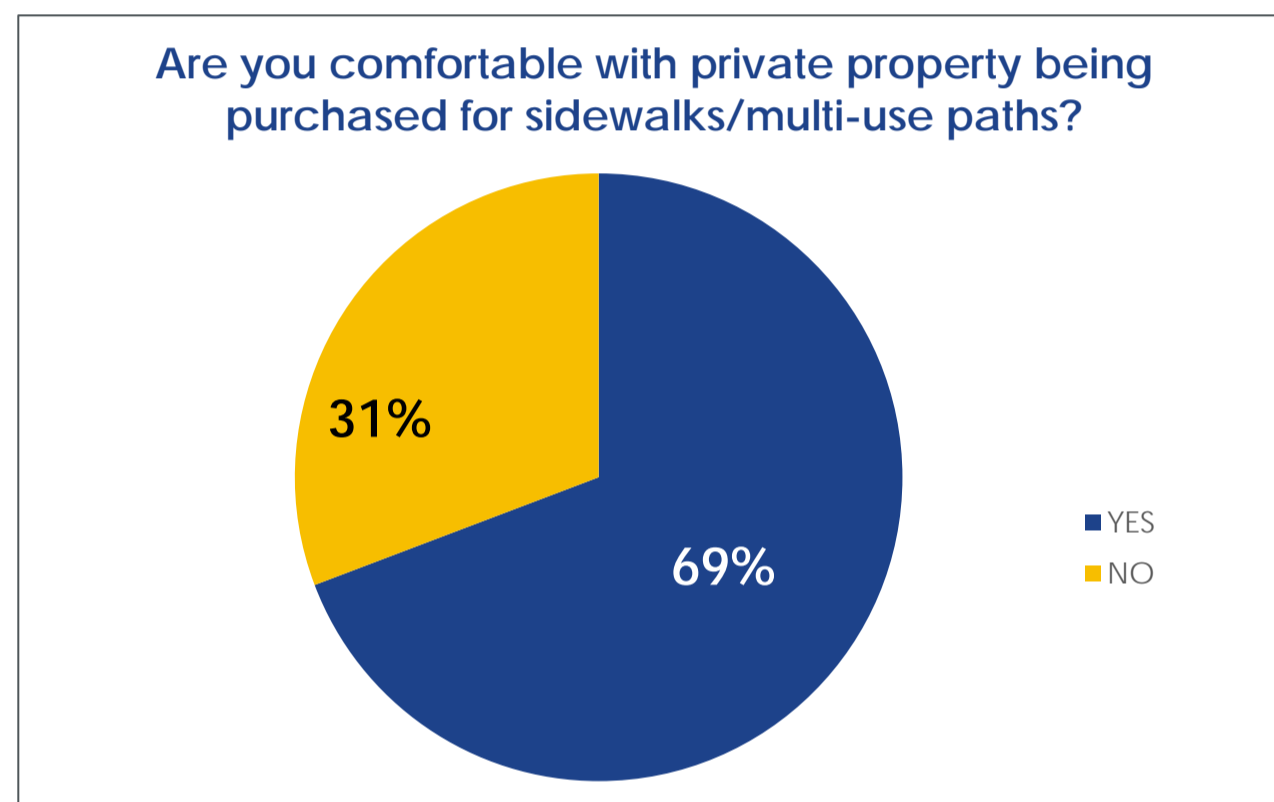
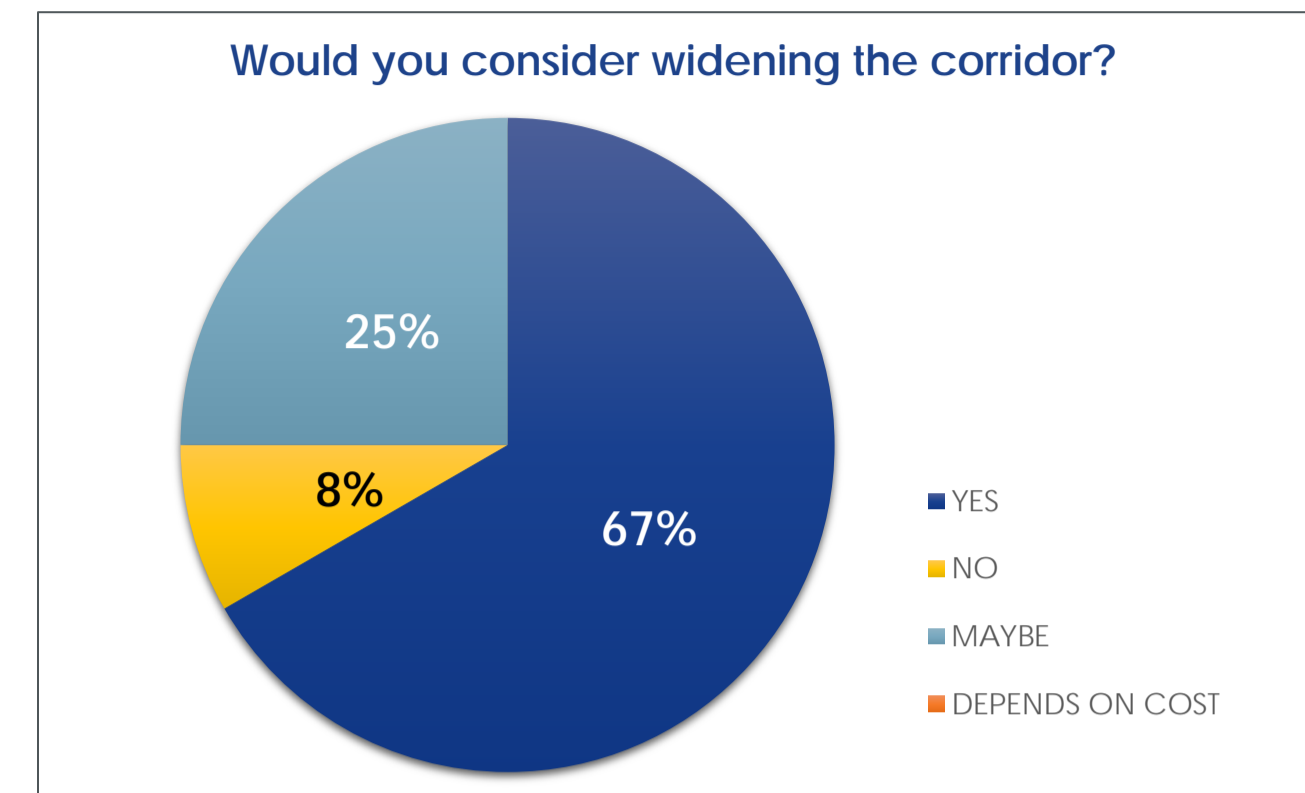
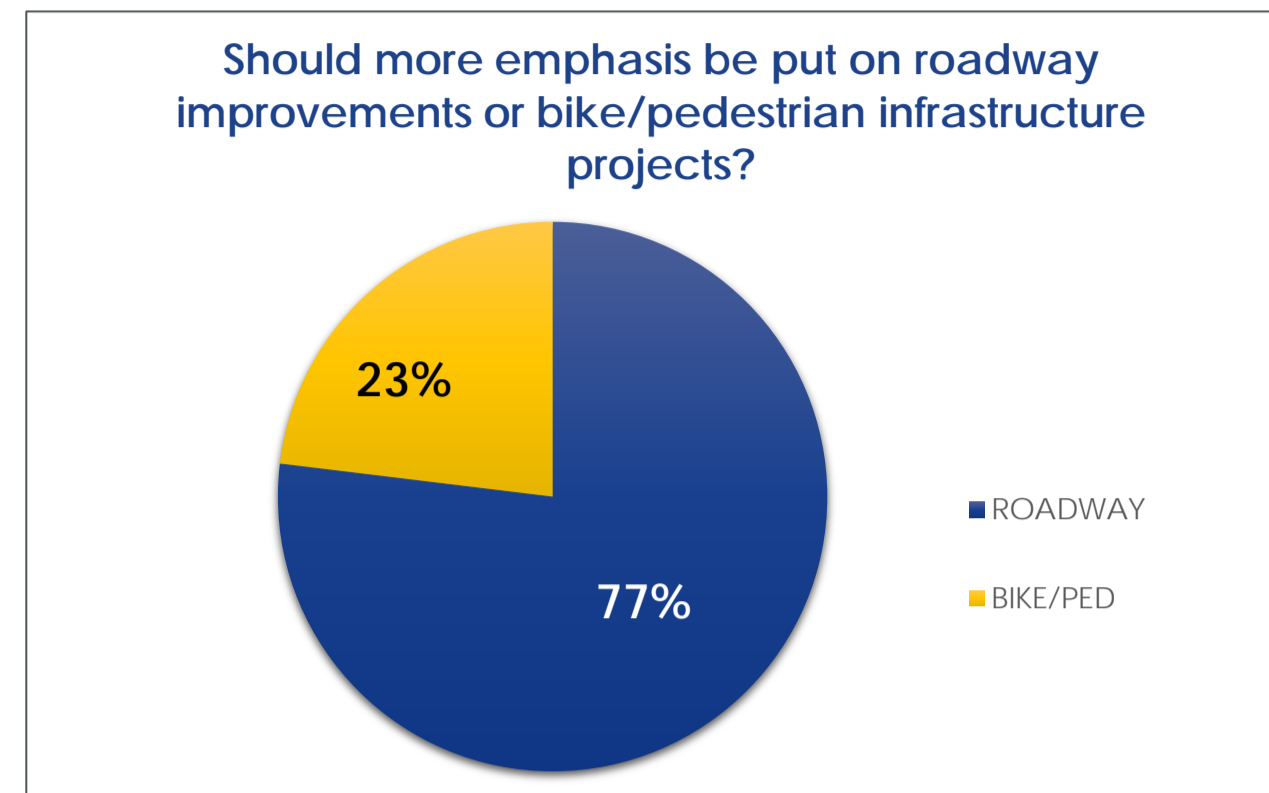
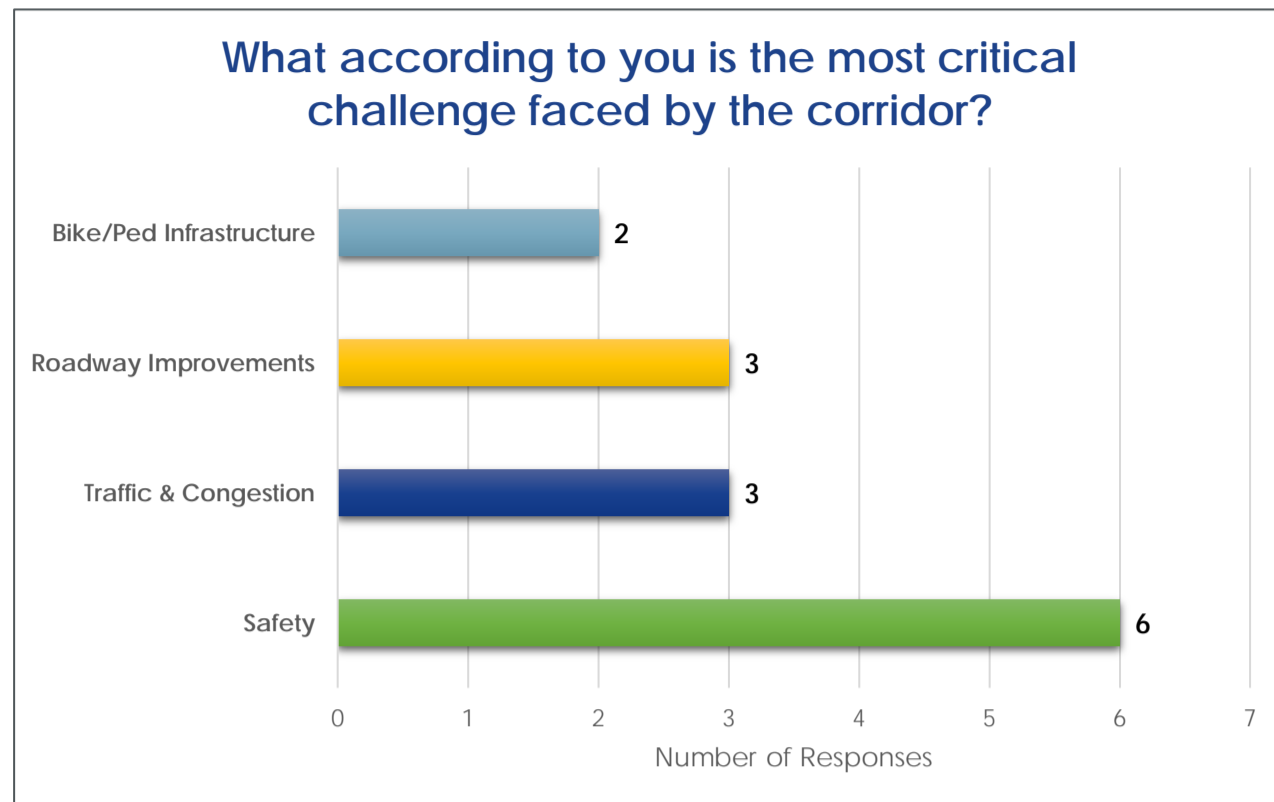
ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#76)	complete street, expanding path and sidewalk, network witout safe crossing infrastructure	1
Sticker (#29)	Traffic circle needed at Senoia Rd here to handle peak load safely	1
Sticker (#53)	Flat Creek and Tyrone needs a roundabout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

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

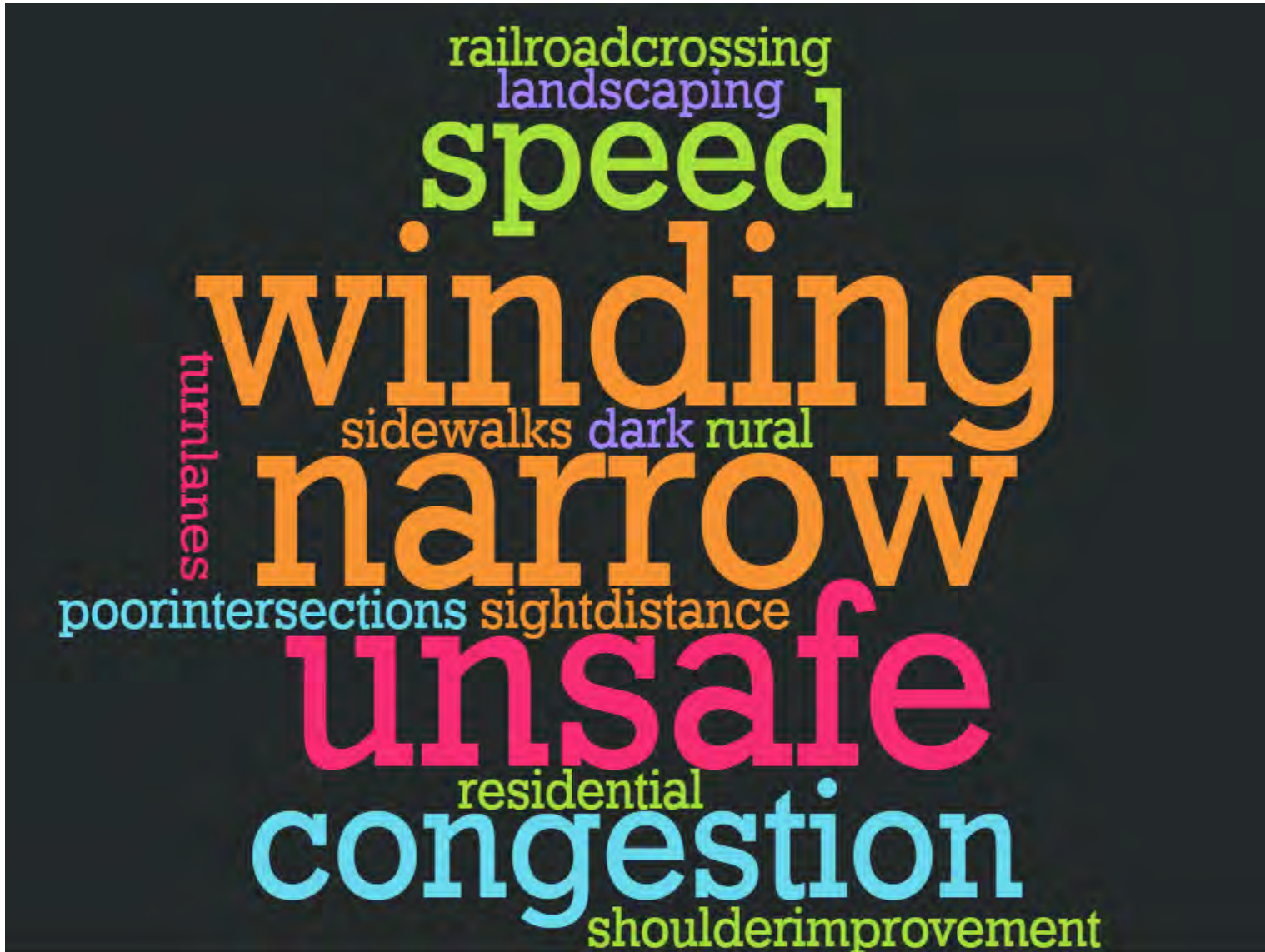
BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#75)	Designated state bike route, no signs or bike crossing signs at intersections, 3 ft law passing	1
Sticker (#77)	road width & shoulder condition for bicycles traveling local bike route with passing vehicles. No bike lanes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

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

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



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



Word Cloud - Response & Frequency	
winding	7
narrow	7
unsafe	5
speed	3
congestion	3
rural	1
residential	1
turnlanes	1
shoulder improvement	1
poor intersections	1
railroad crossing	1
sidewalks	1
landscaping	1
dark	1
sight distance	1

WHAT WOULD YOU WANT THE CORRIDOR TO BE?



Word Cloud - Response & Frequency

free flowing	6
safe	5
accommodating	4
bike lanes	2
wide lanes	2
landscaping	2
residential	2
sidewalk	2
limited access	1
shoulder	1
speed limit	1
no trucks	1
complete street	1

APPENDIX B

Stakeholder Committee 2 Meeting Summary

SANDY CREEK ROAD

Summary of Comments





The second stakeholder committee meeting for the Sandy Creek 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 Sandy Creek Road SWOT is shown below.

SWOT Analysis – Sandy Creek Road

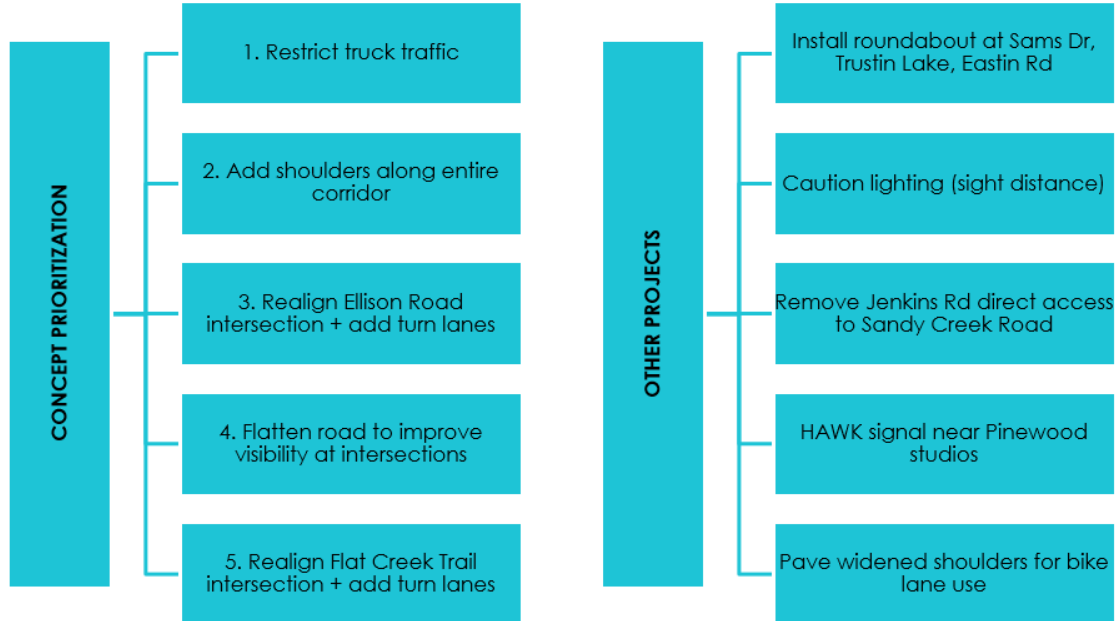
- Stakeholder Committee Meeting Comments

Strengths		Weaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	<ul style="list-style-type: none"> Connectivity (from SR 74 to SR 54) Efficient (for traffic and emergency response) Aesthetic Open to Considering Improvements 	<ul style="list-style-type: none"> Cost Safety, Capacity, Traffic, Trucks No bike ped infrastructure No turn lanes, difficult to maneuver 	 WHERE DO WE NEED TO IMPROVE?
Opportunities		Trepidations	
 WHAT ARE OUR GOALS?	<ul style="list-style-type: none"> Aesthetic and Efficiency Smart growth Impact project (new development) Include planning for stormwater impacts 	<ul style="list-style-type: none"> People and Mindsets Property acquisition and Right of Way Maintain traffic during infrastructure development 	 WHAT CHALLENGES WILL WE FACE?

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

Project Prioritization – Sandy Creek 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 – Sandy Creek Road

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Add Shoulders Along Entire Corridor	\$3.3 Million
2.	Realign Flat Creek Trail Intersection + Add Turn Lanes	\$900,000
3.	Realign Ellison Road Intersection + Add Turn Lanes	\$700,000
4.	Remove Jenkins Road Direct Access To Sandy Creek Road	\$100,000

APPENDIX C

Road Safety Audit Summary

Summary of Road Safety Audit

Sandy Creek 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 Sandy Creek Road from SR 74/Joel Cowan Parkway to Veterans Parkway. 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 74/Joel Cowan Parkway

Observations/Safety Issues:

There are signs that are not applicable at the intersection (i.e. R560-5) and may cause driver confusion. There were discussions of signalized the median U-turn for the RCUT, GDOT would check status of the project. Although there is a northbound acceleration lane for westbound vehicles turning right on SR 74, many vehicles still stop and wait for break in through lane before proceeding. Pavement damage observed on the southeast and northeast corners, possibly from trucks turning. Vegetation was overgrown on Sandy Creek Road heading east.

Location(s): Between SR 74 and Waltham Way

Observations/Safety Issues:

Rolling hills and there is a significant drop-off on both sides of Sandy Creek Road. Little to no shoulders for the majority of the stretch. There was one fatality from an off roadway crash.

Location(s): Between Waltham Way and Sandy Ridge Road

Observations/Safety Issues:

Steep shoulders and rolling hills for the majority of section. Little to no shoulders for the majority of the stretch. There were a number of off roadway crashes in this section.

Location(s): @ Sandy Ridge Road

Observations/Safety Issues:

Sight distance concern looking west from Sandy Ridge Road. Overgrown vegetation east of Sandy Ridge Road needs to be trimmed.

Location(s): @ Coast Line Road

Observations/Safety Issues:

Location of stop bar on Coast Line Road makes it difficult to see traffic on Sandy Creek Road. Railroad power box obstructs sight distance looking east.

Location(s): @ Ellison Road

Observations/Safety Issues:

Ellison Road come in at a skew. Substantial number of angle and rear end crashes at intersection. Overgrown vegetation on looking east and west on Sandy Creek Road.

Location(s): @ Coast Line Road

Observations/Safety Issues:

Jenkins Road comes in at a skew. Complaints of students using Jenkins Road as a cut-through/racing in the afternoon.

Location(s): @ Adams Road

Observations/Safety Issues:

Poor sight distance looking both directions. Fence in right-of-way on the southeast corner. Horizontal curve east of Adams Road. Substantial number of off-road crashes.

Location(s): @ Lees Mill Road

Observations/Safety Issues:

Eastbound left turn lane stop bar is not MUTCD standard. Sandy Creek Road will be resurfaced soon and will remove stop bar.

Location(s): @ Walton Drive

Observations/Safety Issues:

Sight distance concern looking west. Overgrown vegetation on Sandy Creek Road look east of Walton Drive.

Location(s): @ Valley Green Drive

Observations/Safety Issues:

Tree obstructs sight distance looking east.

Location(s): @ Sams Drive – Trustin Lake Drive/ @ Eastin Road

Observations/Safety Issues:

Drainage issues at intersection and culverts across Sandy Creek Road need improvements. Substantial number of angle and rear end crashes. Citizens complain that road configurations at intersections are confusing.

Location(s): @ Flat Creek Trail

Observations/Safety Issues:

Vertical curve east of Flat Creek Trail limits sight distance. Tree obstructs sight distance looking west.

Location(s): @ Planters Walk

Observations/Safety Issues:

Vertical curve looking west is a sight distance concern. Overgrown vegetation on Sandy Creek Road needs to be trimmed.

Location(s): Near Pinewood Studios

Observations/Safety Issues:

As Pinewood Studios and mixed-use development at Veterans Parkway expands, are more pedestrian accommodations needed? Contact with the developers should be made to identify if they have a path/sidewalks plan in place.

Overall Takeaways

- Rolling Hills and horizontal curves cause sight distance issues at a number of intersections
- Overgrown vegetation along the corridor limits sight distance at a number of intersections.
- The lack of shoulders and steep drop-offs on Sandy Creek Road western section presents safety issues for drivers
- Fayette County needs to reclaim right-of-way along Sandy Creek Road via clearing vegetation and removing unauthorized objects.

Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along Sandy Creek Road	Low	Short-Term	Low
Add shoulders along corridor to make drivers more comfortable	Moderate	Intermediate	High
Flatten road to improve visibility at intersections	High	Long Term	High
At SR 74: Make request to GDOT to perform routine maintenance	Low	Short-Term	Low
At SR 74: Add "Keep Moving" sign for WB right; Add Pavement to accommodate trucks	Low	Short-Term	Low
Between SR 74 and Waltham Way: Identify locations for object markers and guardrail	Moderate	Short-Term	Moderate
At Coast Line Road: Move stop bar	Low	Short-Term	Low
At Ellison Road: Realignment and add turn lanes	High	Intermediate	High
At Jenkins Road: Realignment or close Jenkins Road	High	Intermediate	High
East of Adams Road: Add "Curve ahead" and "Chevrons" signs in advance of curve	Low	Short-Term	Low
Correct drainage culverts at Sams Drive-Trustin Lake/Eastin Rd	Moderate	Intermediate	Moderate
Intersection improvement at Sams Dr-Trustin Lake/Eastin Rd	High	Short-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

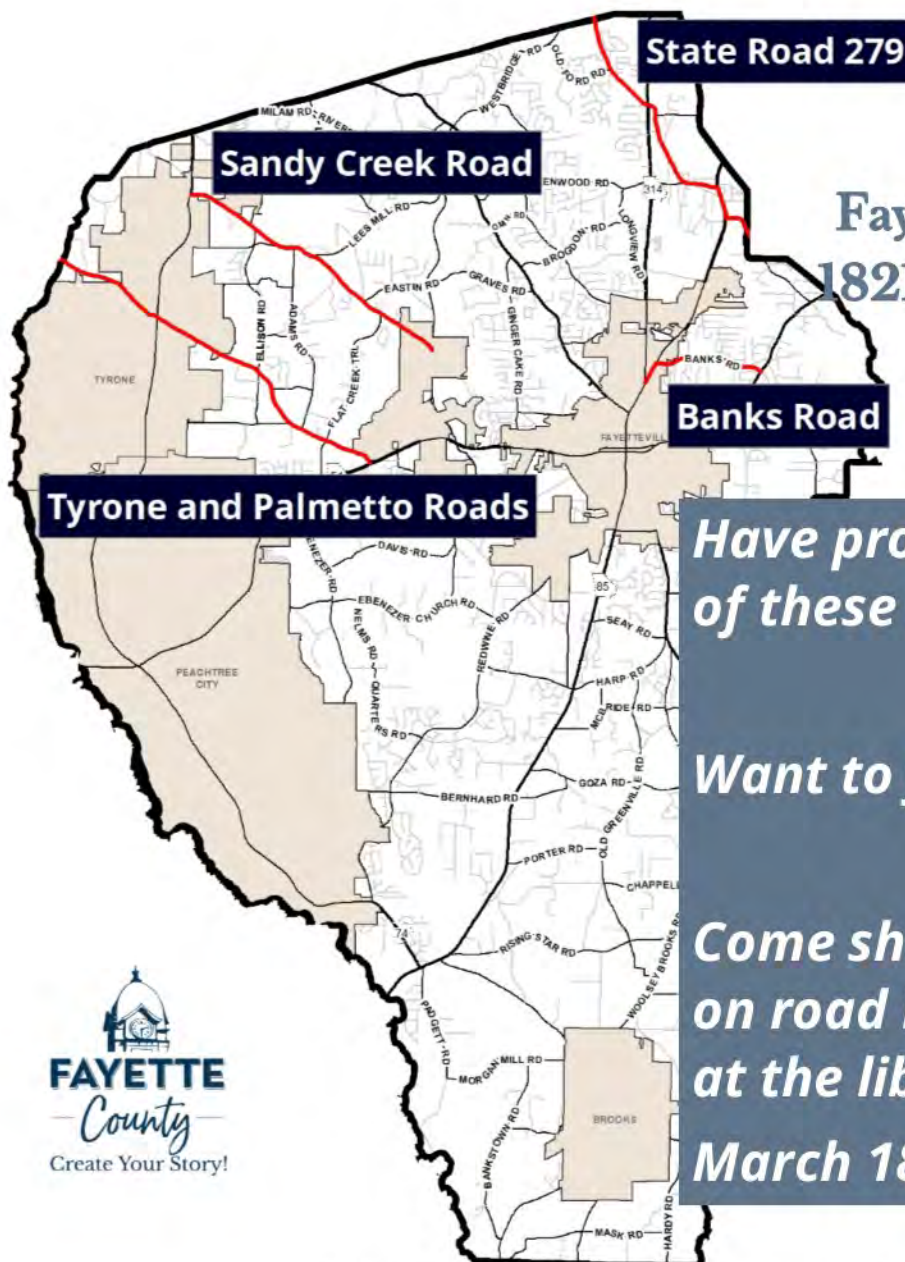
TRANSPORTATION CORRIDOR STUDIES

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.

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Issued:

Contact: Tameca P. White, County Clerk

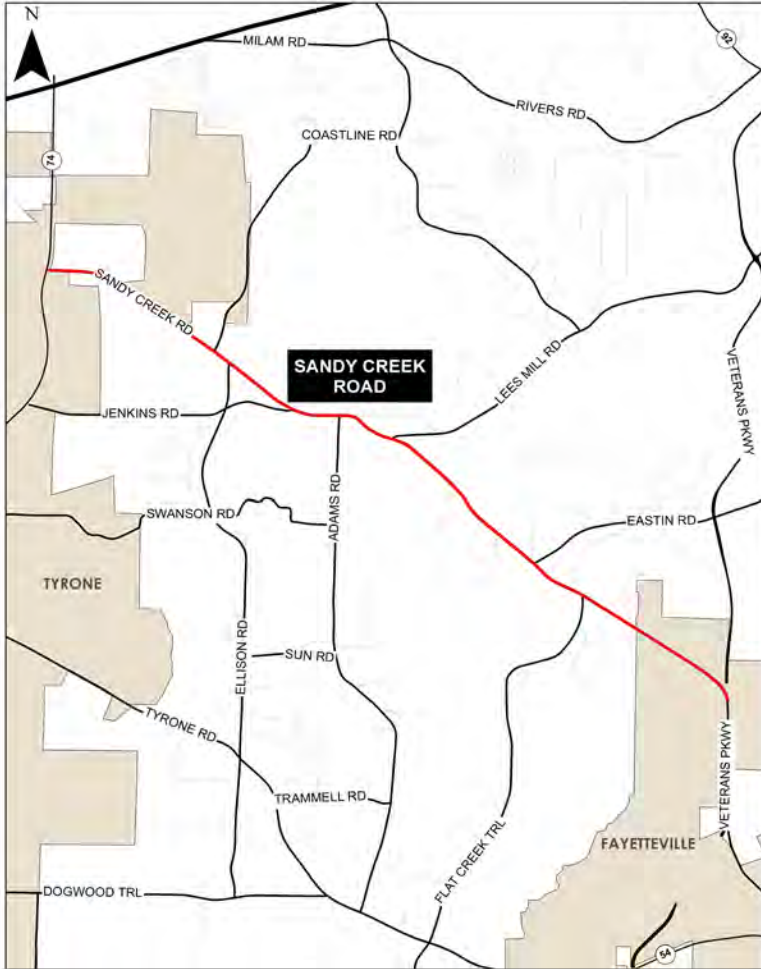
Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Sandy Creek 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 and Town of Tyrone.

STUDY AREA



GET INVOLVED

Submit Feedback at :

<https://www.surveymonkey.com/r/HB8V2ZF>



For more information, visit our webpage:

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

CONTACT US

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

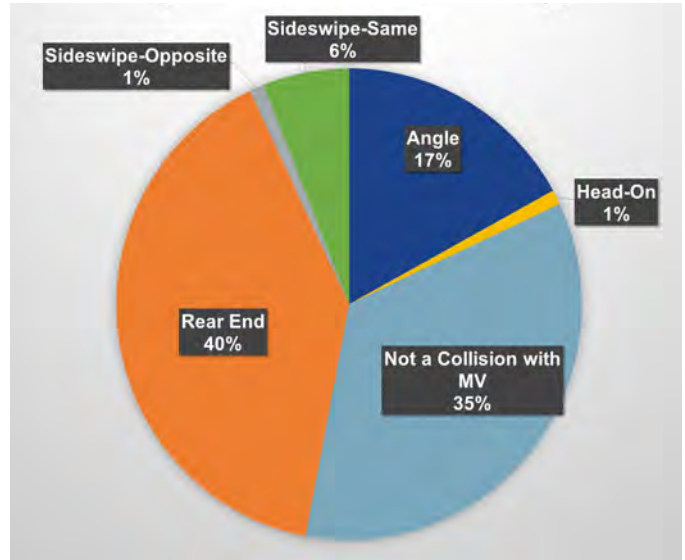
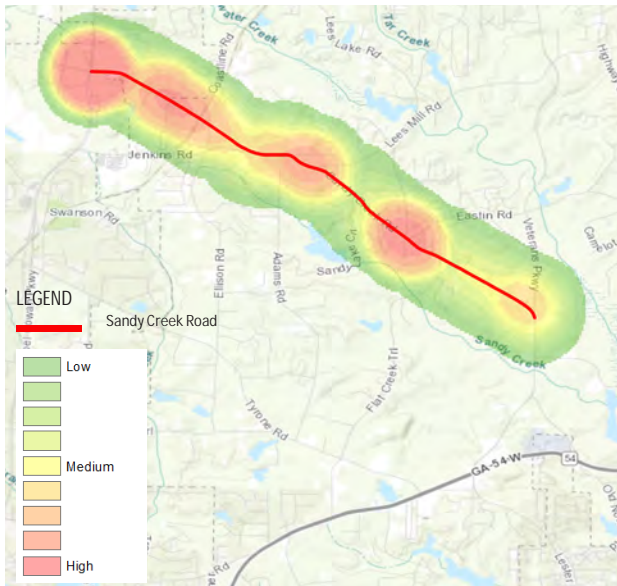
Vanessa Birrell, Sandy Creek Road Project Manager,
Fayette County Environmental Management Department
vbirrell@fayettecountyga.gov

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

STUDY TIMELINE



TRAFFIC VOLUMES & CRASH DATA



5,250 vehicles per day
5.2% heavy vehicles



Corridor averages
34 crashes/ year

POTENTIAL IMPROVEMENTS



Fayette County Transportation Corridors Study

SANDY CREEK 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

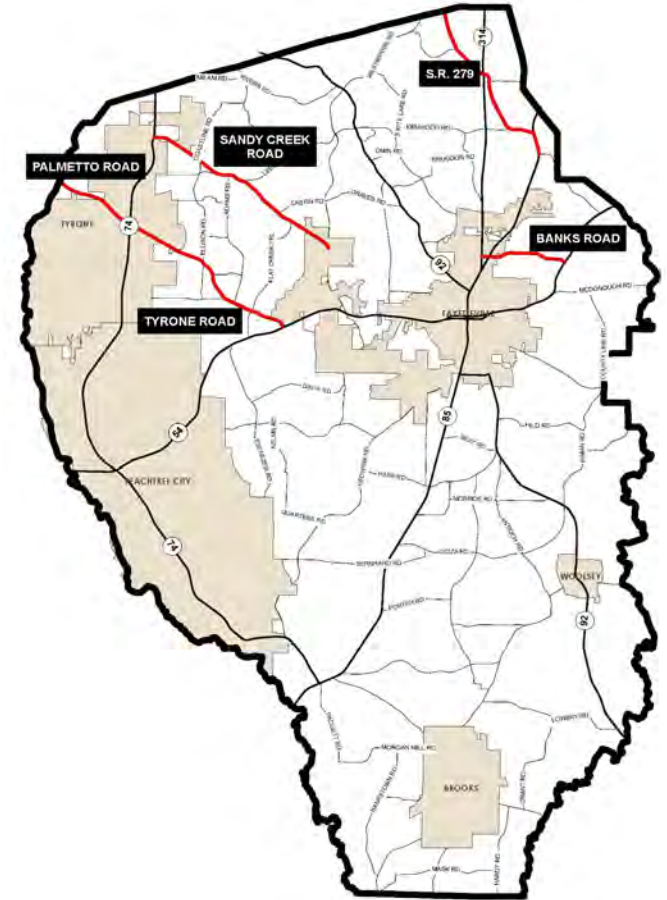




Corridor Review

THE CORRIDORS

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

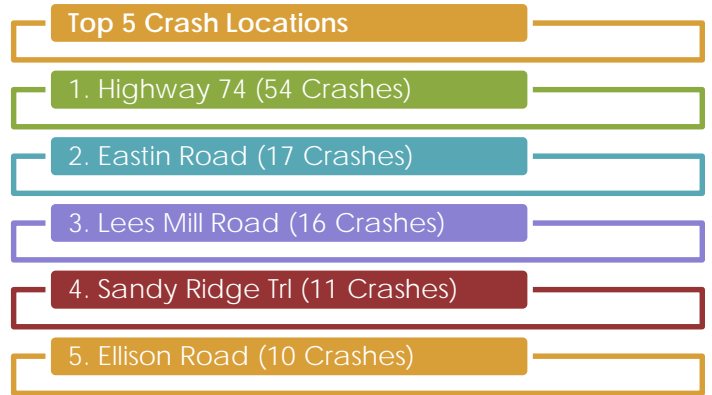




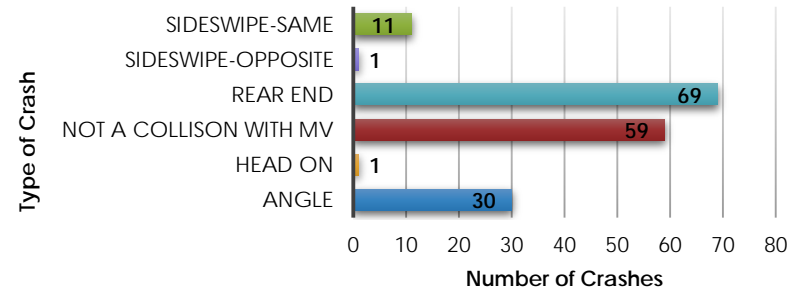
Existing Conditions Recap

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



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/PKAY VOL(PM PEAK VOL)	Principal Arterial	Lane Group Stop
XXXXX DAY BY DAY CTRIAL AM/D	Minor Arterial	Lane Group Yield
XXXXX TRAFFIC MOVEMENT	Major Collector	Roundabout
	Local Road	

Top 5 Crash Locations

1. Highway 74 (84 Crashes)

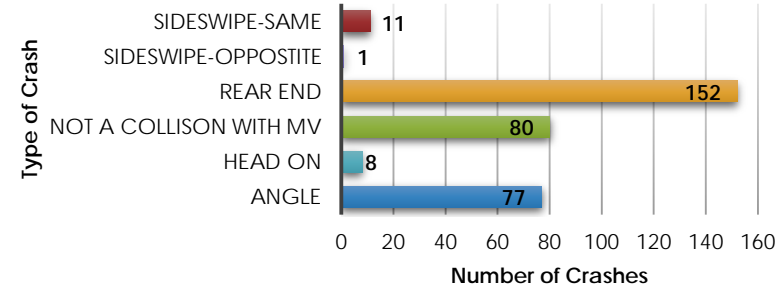
2. Highway 54 (84 Crashes)

3. Flat Creek Trl(20 Crashes)

4. Dogwood Trail (19 Crashes)

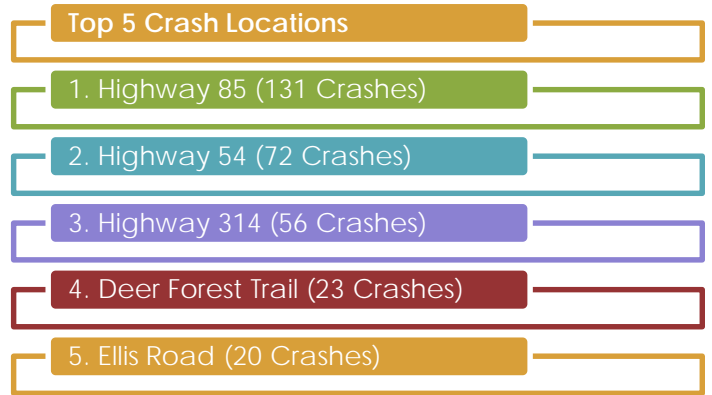
5. Adams Road (15 Crashes)

5-Year Crash Data by Type

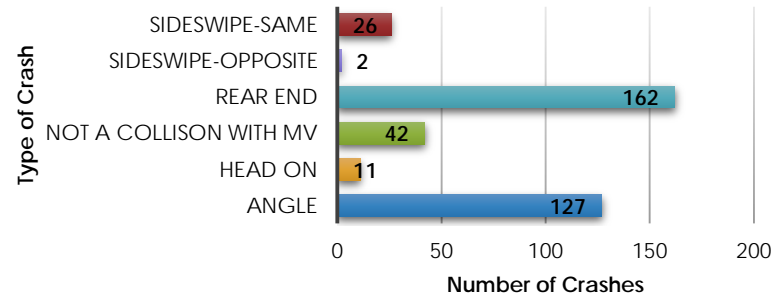


Banks Road

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

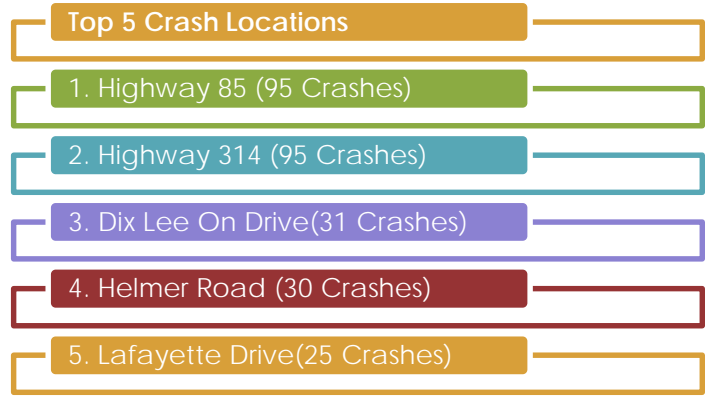
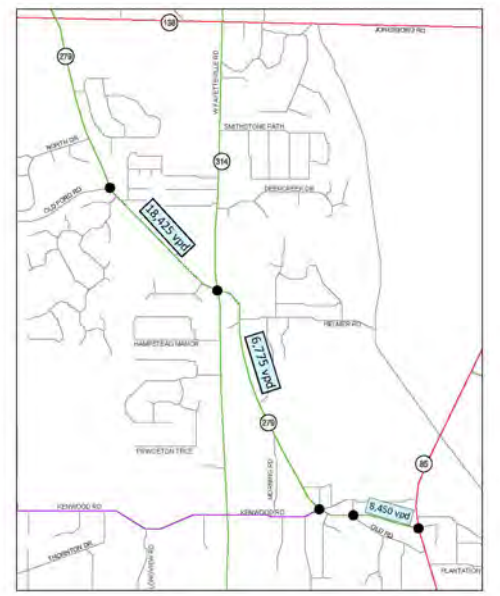


5-Year Crash Data by Type

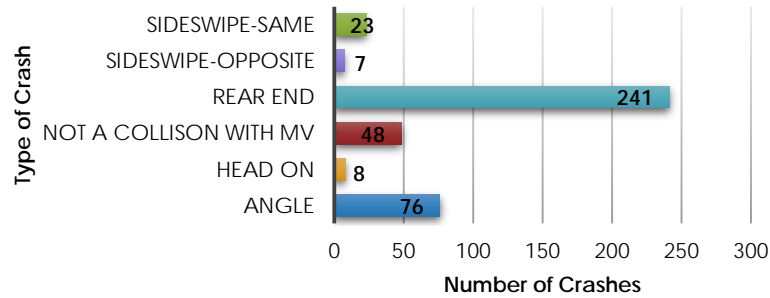


State Route 279

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



5-Year Crash Data by Type





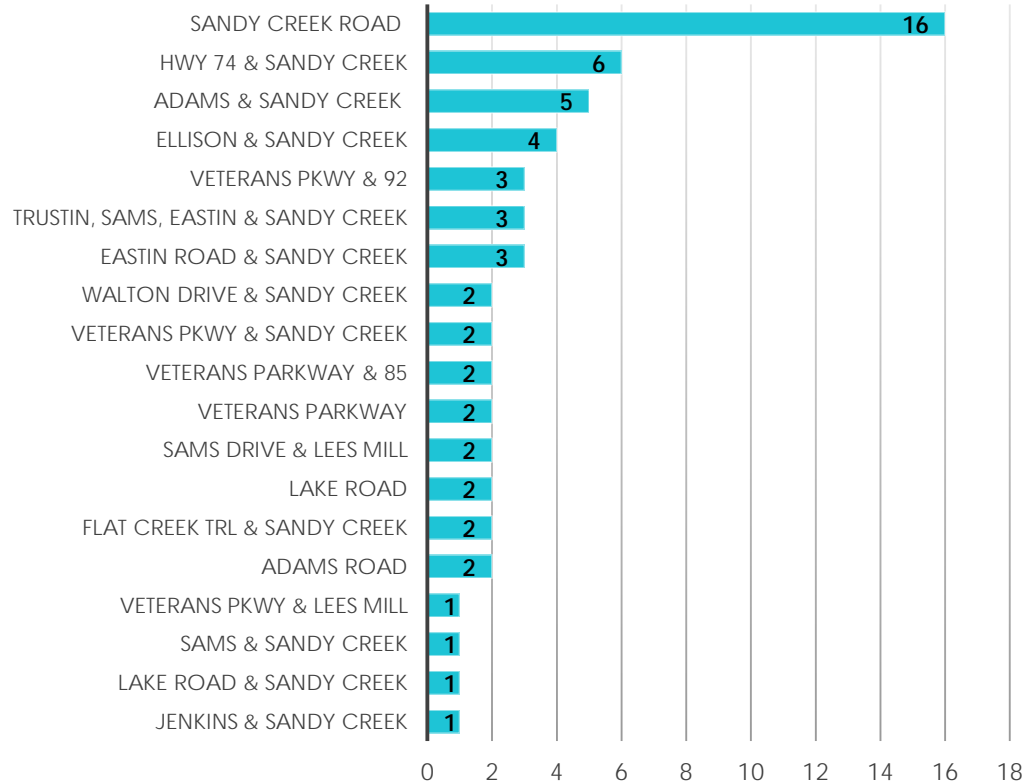
Public Open House Recap

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

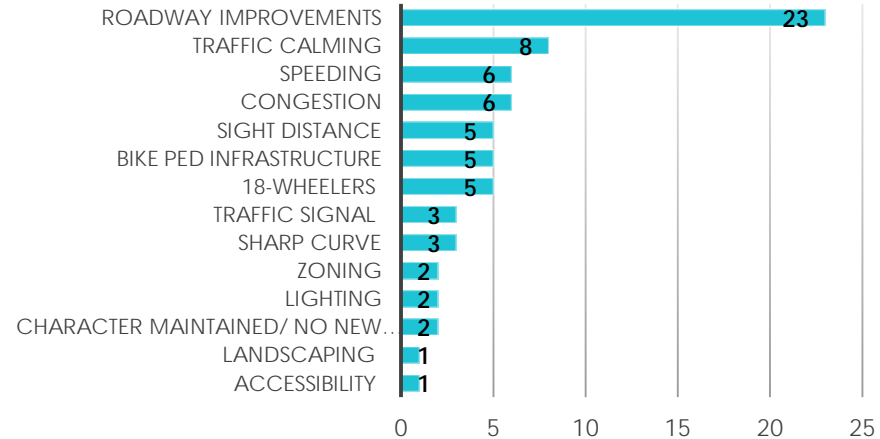


Sandy Creek Road

COMMENT LOCATION

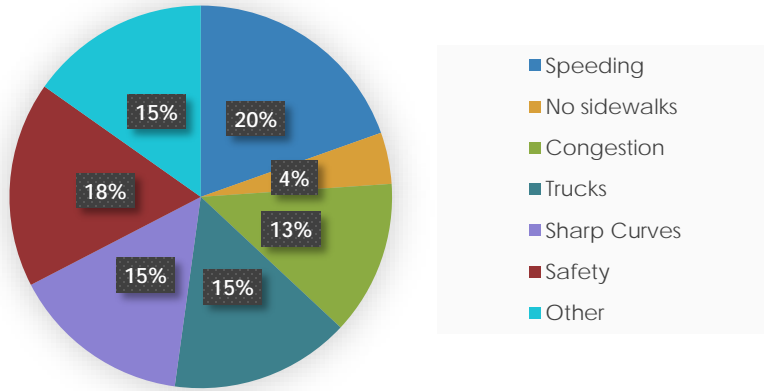


COMMENT CATEGORY

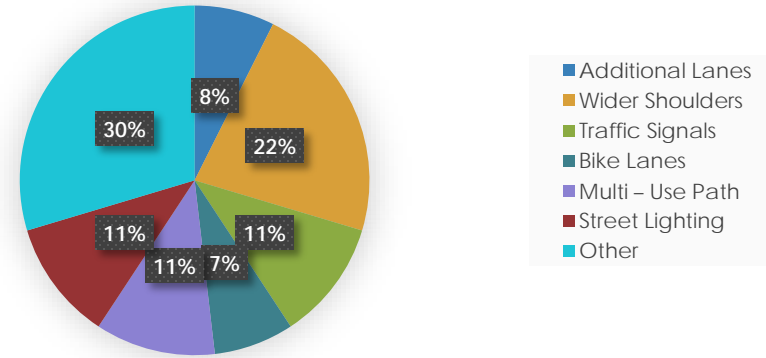


Sandy Creek Road

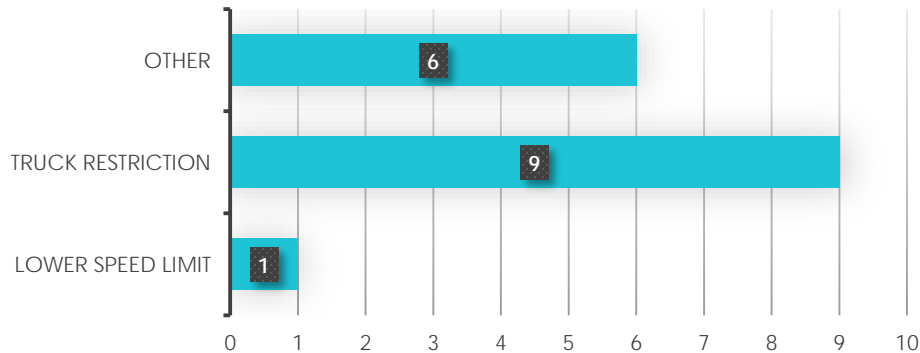
What Are The Current Challenges Faced By The Corridor?



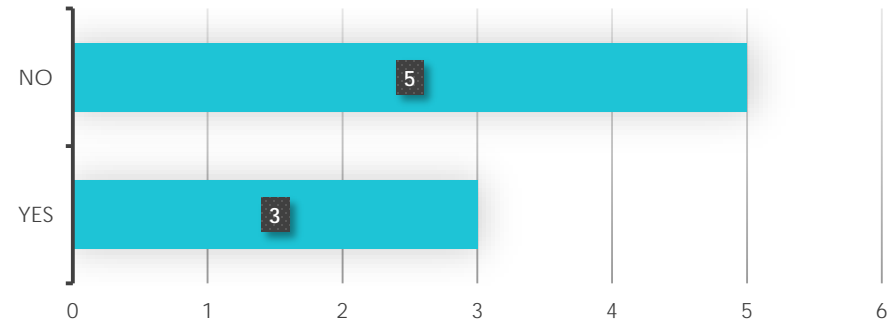
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

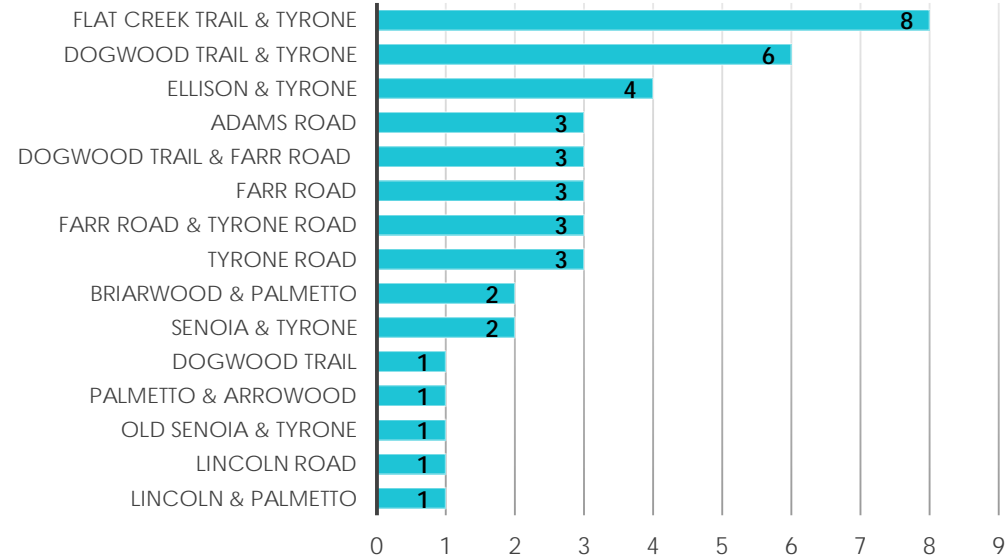


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

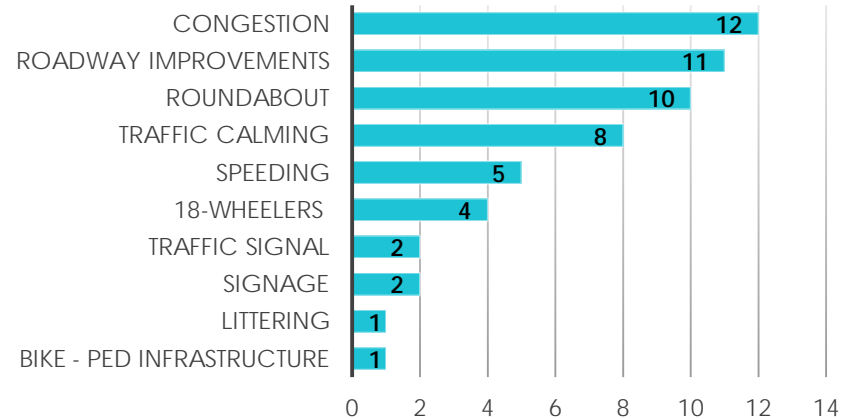


Tyrone Road – Palmetto Road

COMMENT LOCATIONS

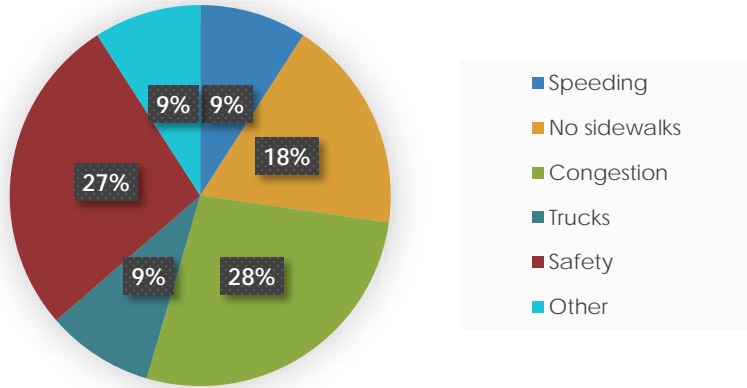


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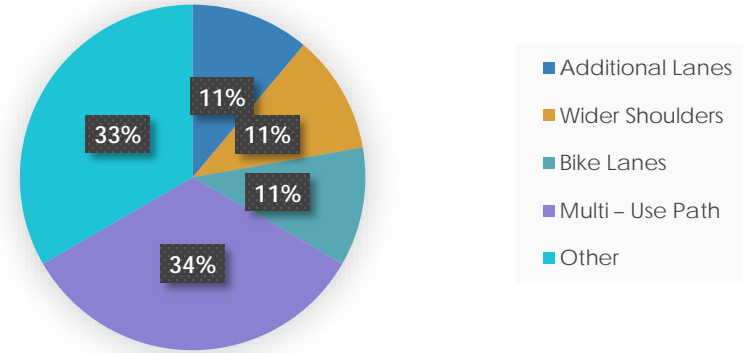


Tyrone Road – Palmetto Road

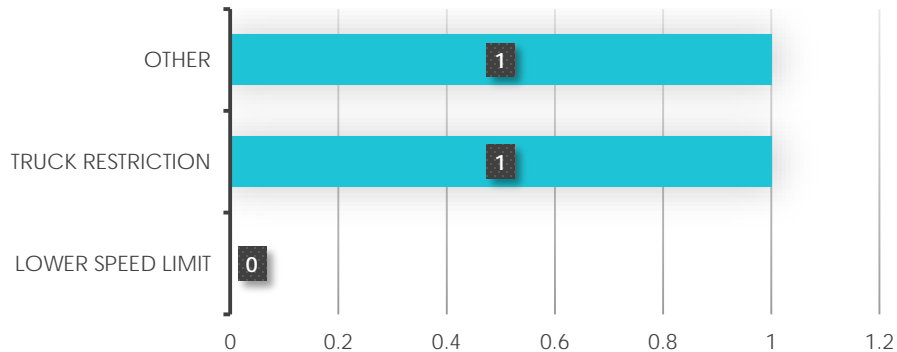
What Are The Current Challenges Faced By The Corridor?



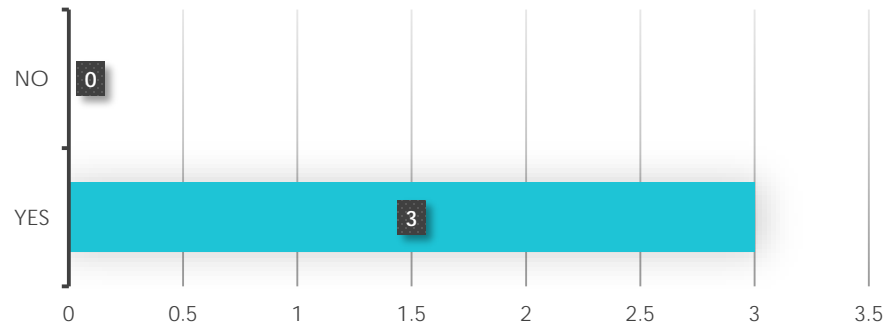
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

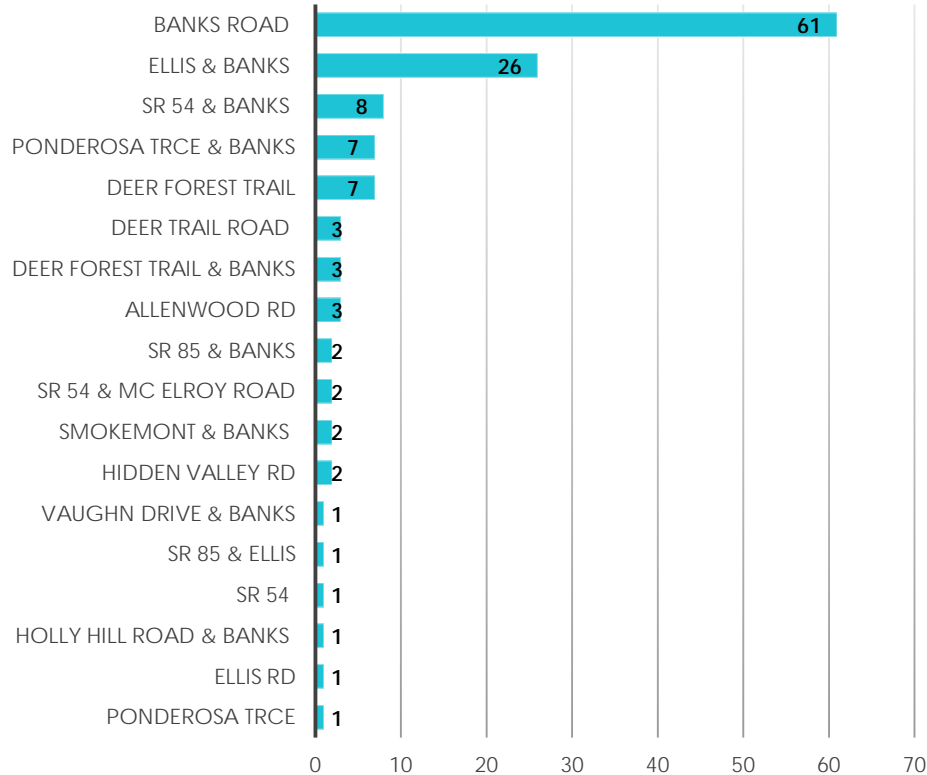


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

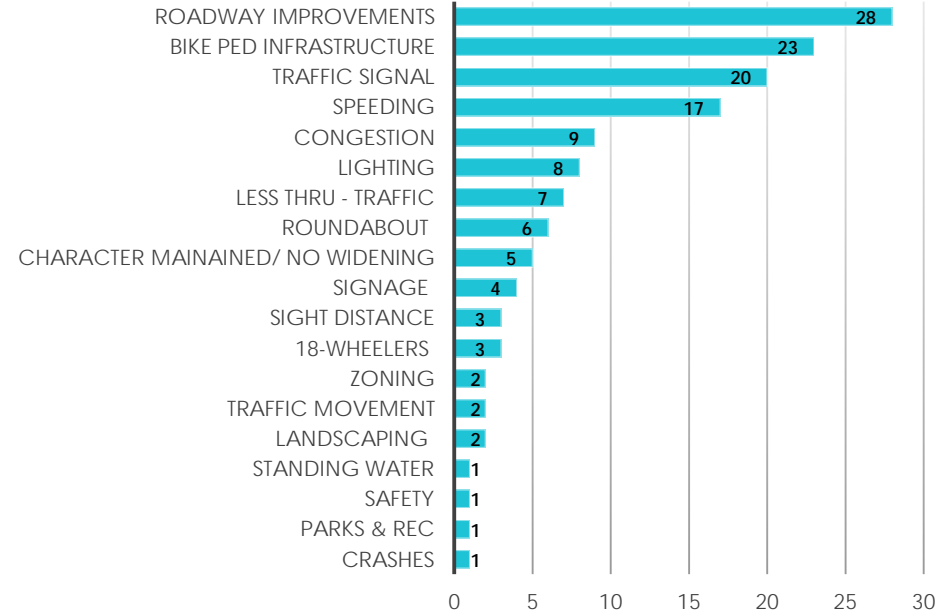


Banks Road

COMMENT LOCATIONS

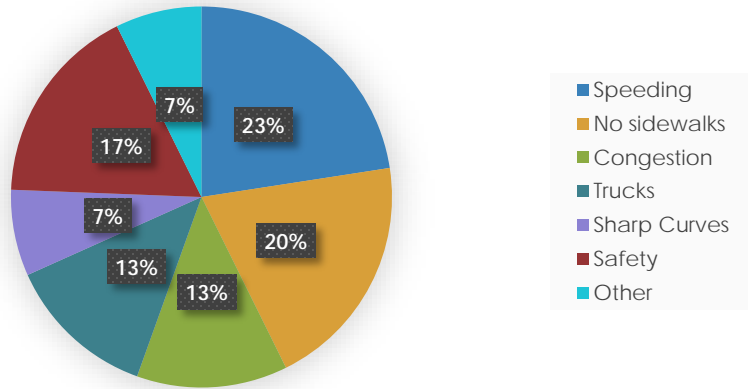


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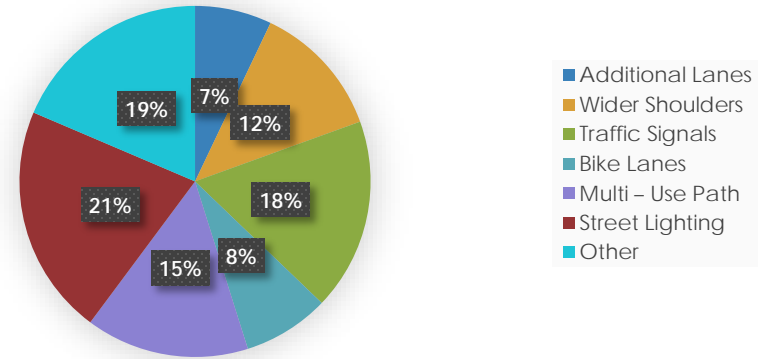


Banks Road

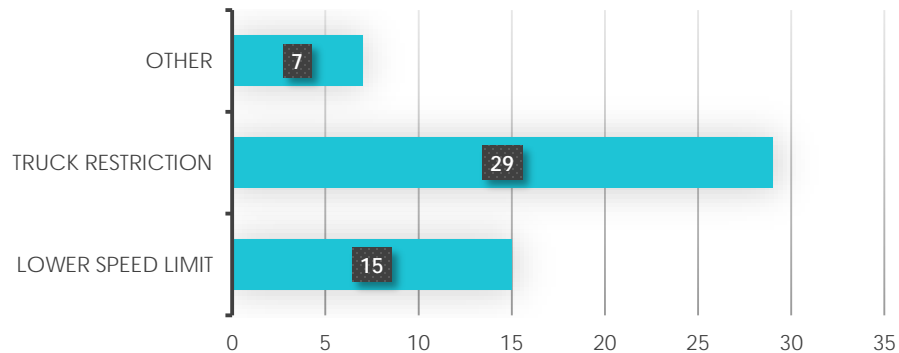
What Are The Current Challenges Faced By The Corridor?



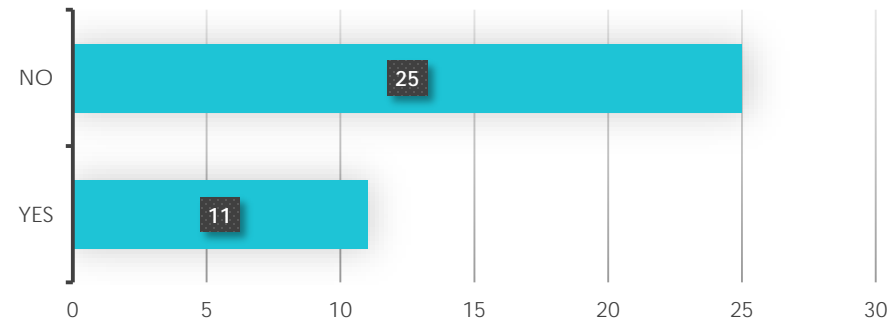
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?

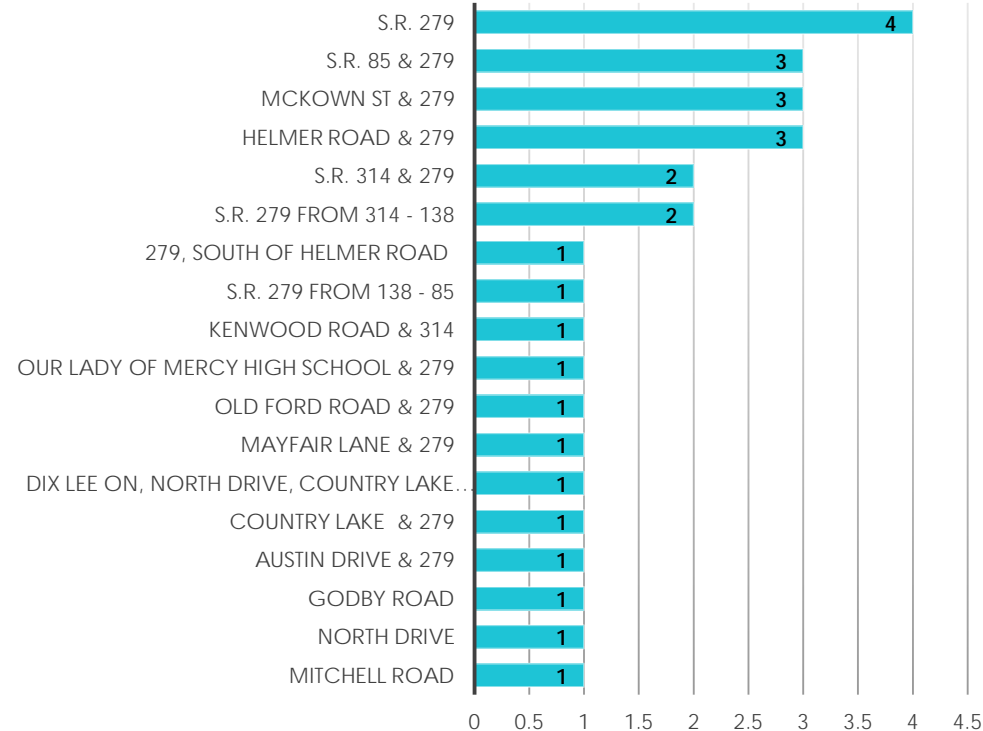


Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?

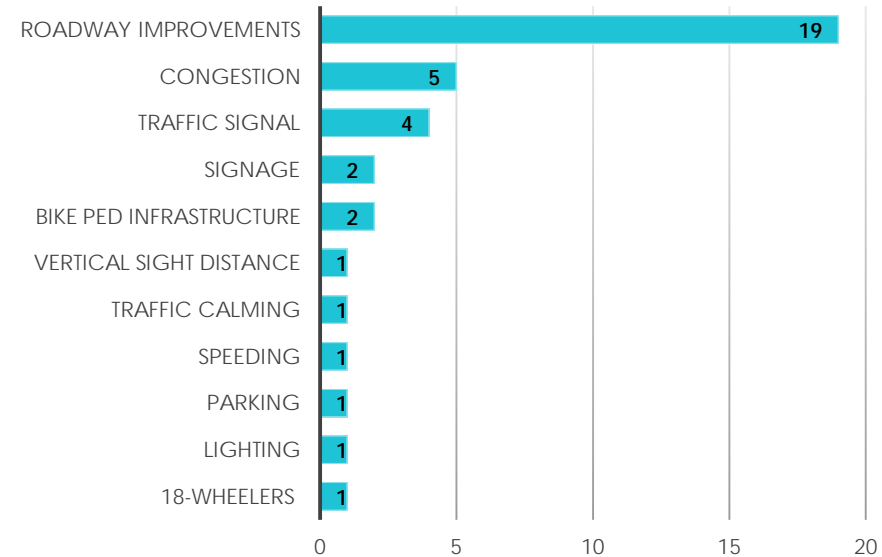


SR 279

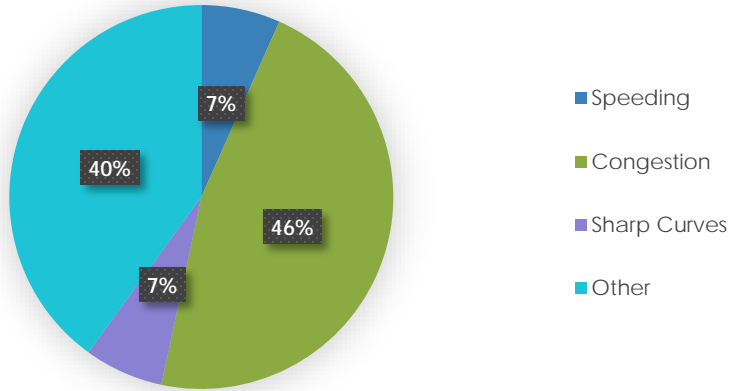
COMMENT LOCATION



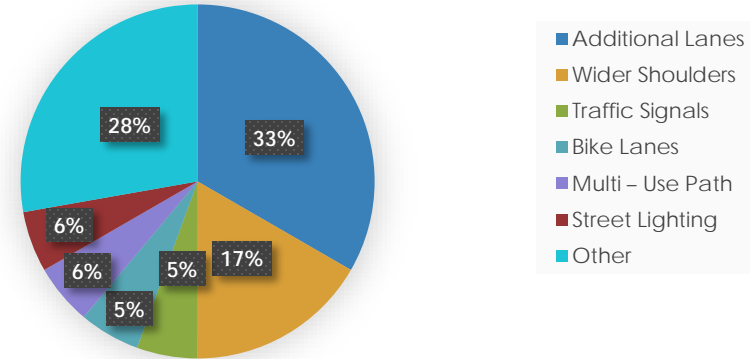
COMMENT CATEGORY



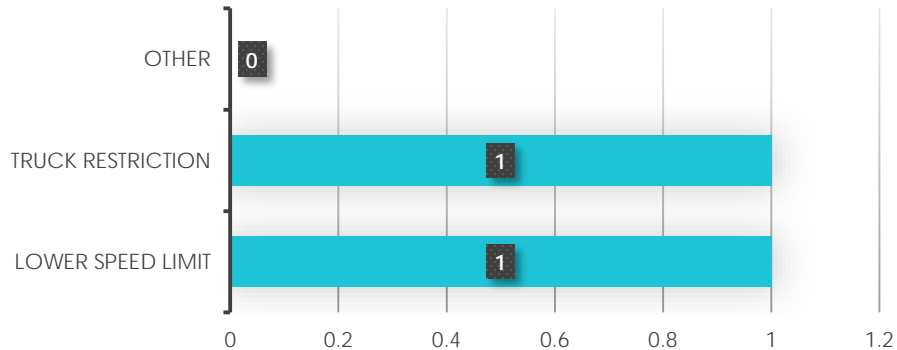
What Are The Current Challenges Faced By The Corridor?



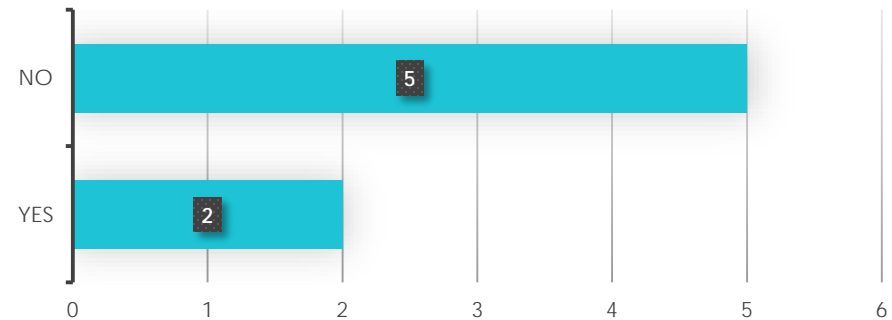
What Types Of Improvements Would You Like To See Along The Corridor?



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 -

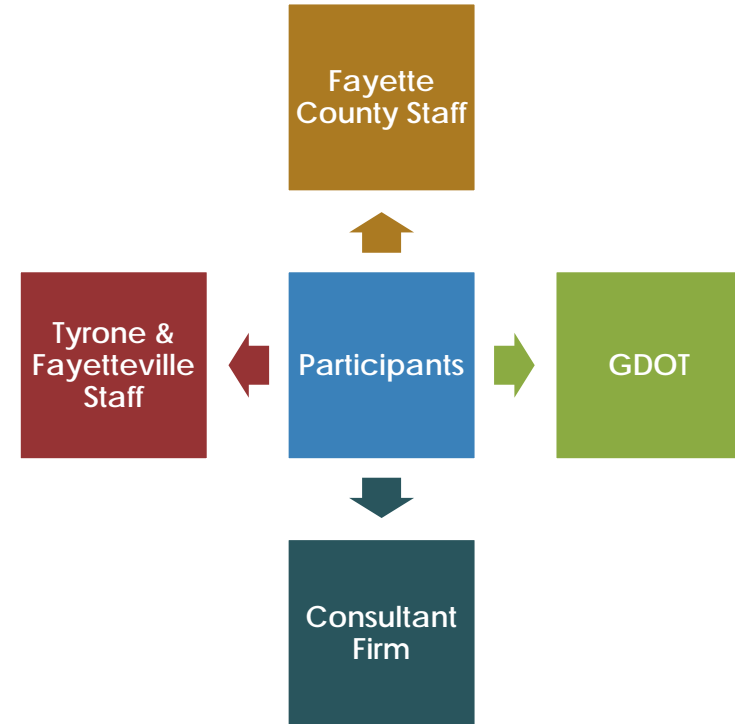
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

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
SANDY CREEK ROAD CORRIDOR

Concepts	Benefits	Do you think this concept would benefit the corridor?		Rank the concept on a scale of 1 to 5, 5 being the most suited.
1. Realign Ellison Road Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2. Remove Jenkins Road Direct Access To Sandy Creek Road	Access Mgmt Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Install Roundabout At Sams Dr-Trustin Lake-Eastin Rd	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4. Realign Flat Creek Trail Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5. Hawk Signal Near Pinewood Studios	Bike/Ped	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6. Add Shoulders Along Entire Corridor	Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Other:		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Other:		Yes <input type="checkbox"/>	No <input type="checkbox"/>	

Additional Comments:

SANDY CREEK 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: REALIGN SANDY CREEK ROAD AT ELLISON ROAD



4: REALIGN FLAT CREEK TRAIL AT SANDY CREEK ROAD



2: CUL-DE-SAC JENKINS ROAD ACCESS TO SANDY CREEK ROAD



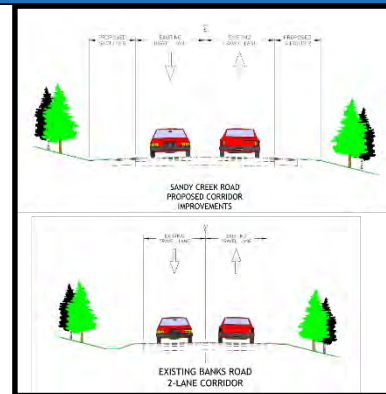
5: HAWK SIGNAL NEAR PINEWOOD STUDIOS CAMPUS



3: ROUNDABOUT AT EASTIN ROAD-SAMS DRIVE-TRUSTIN LAKE DRIVE



6: ADD SHOULDER ALONG SANDY CREEK ROAD



SANDY CREEK ROAD

POTENTIAL IMPROVEMENTS INFORMATION

Sandy Creek Road: Entire Corridor

- Average No. Crashes Per Year - 34.2
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Add Shoulders Along Entire Corridor

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

Sandy Creek Road At Ellison Road

- Average No. Crashes Per Year - 2.0
- 2018 LOS (AM/PM) - D/C

Proposed Improvements -

Realign Intersection, Add Turn Lanes

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

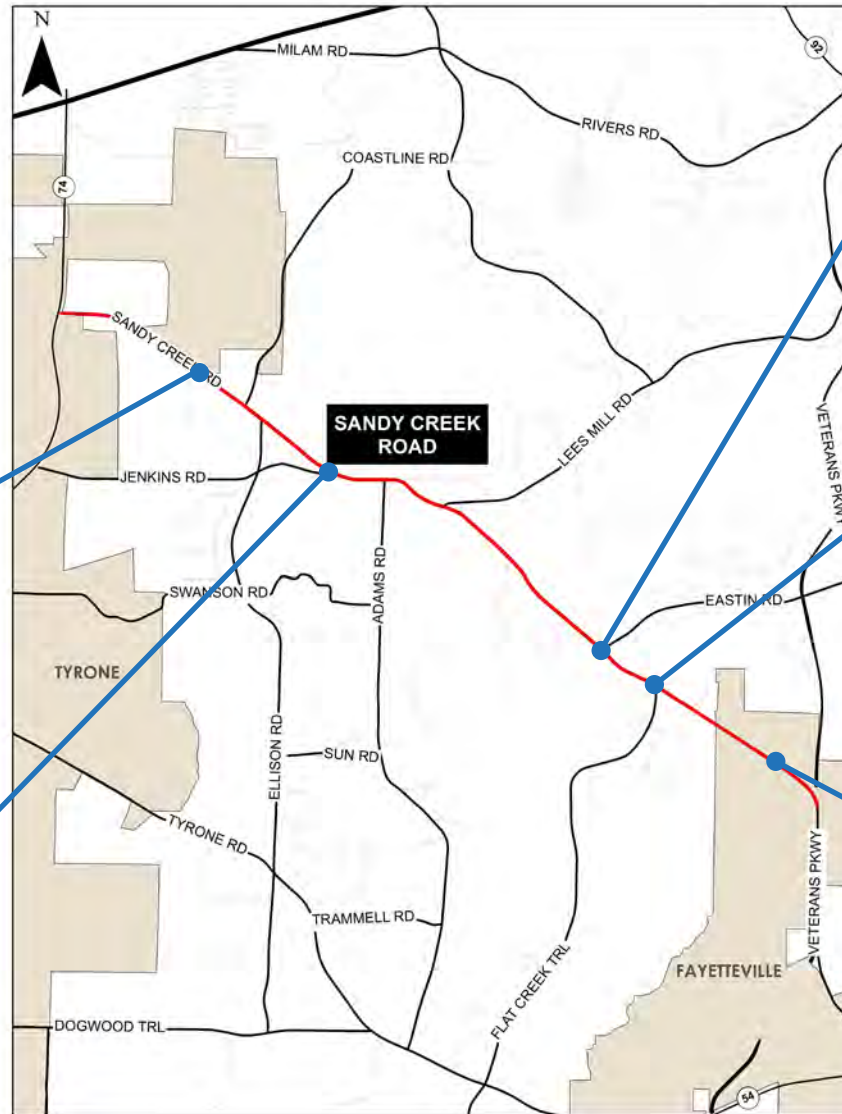
Sandy Creek Road At Jenkins Road

- Average No. Crashes Per Year - 1.4
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Cul-de-sac Jenkins Road Access

- Time Frame: 1 - 2 years
- Benefits: Access Management
- Cost: \$\$



Sandy Creek Road At Eastin Rd - Sams Dr - Trustin Lake Dr

- Average No. Crashes Per Year - 25*
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Install Roundabout

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

Sandy Creek Road At Flat Creek Trail

- Average No. Crashes Per Year - 0.6
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Realign Intersection, Add Turn Lanes

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

Sandy Creek Road Near Veterans Parkway

- Average No. Crashes Per Year - 3
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

HAWK Signal near Pinewood Studios

- Time Frame: 1 year
- Benefits: Bike - Pedestrian
- Cost: \$

For more information! Visit www.fayettecountyga.gov/transportation-planning/sandy-creek-corridor-study.htm

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

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

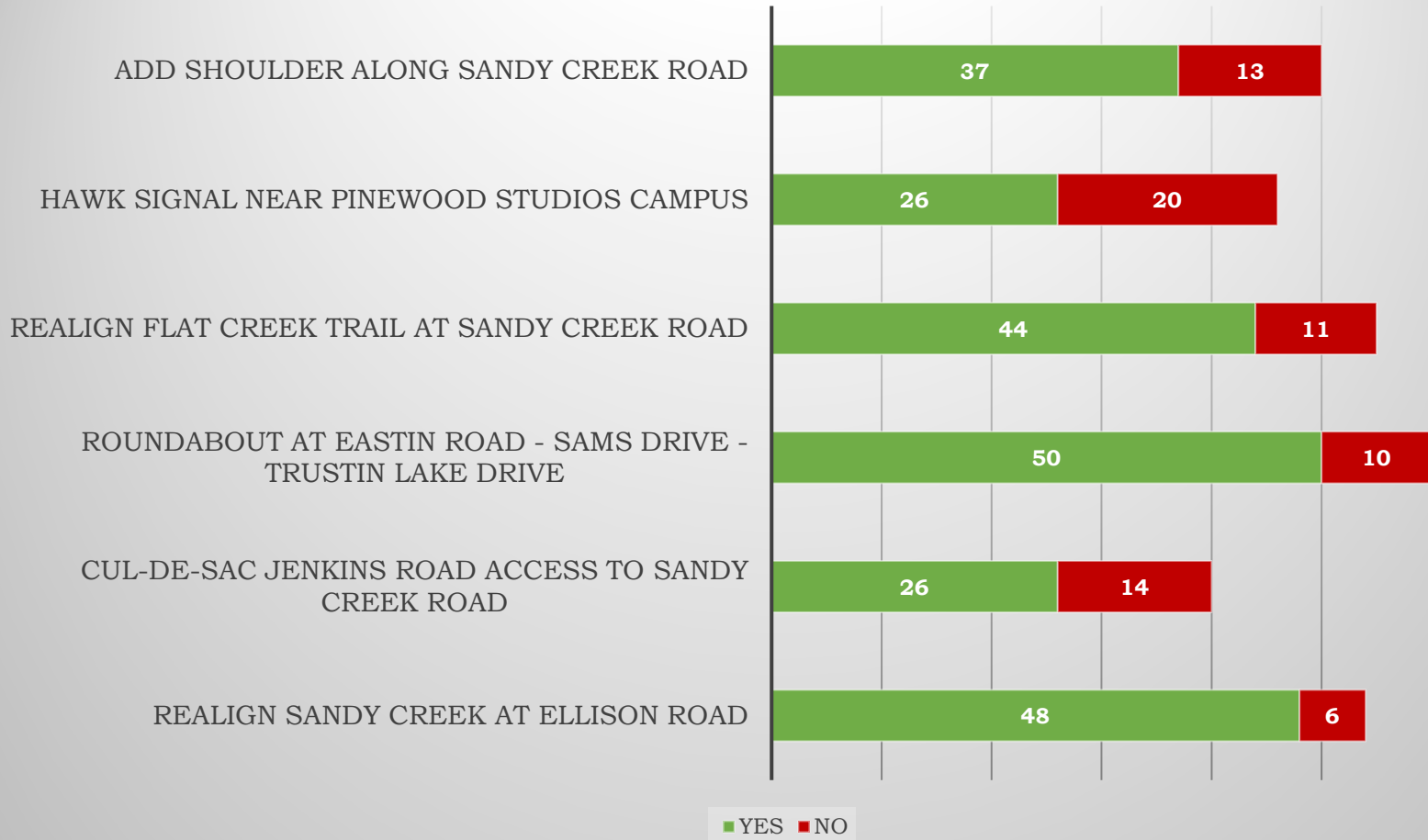
* crash frequency higher than state average

APPENDIX G

PIOH 2 Summary

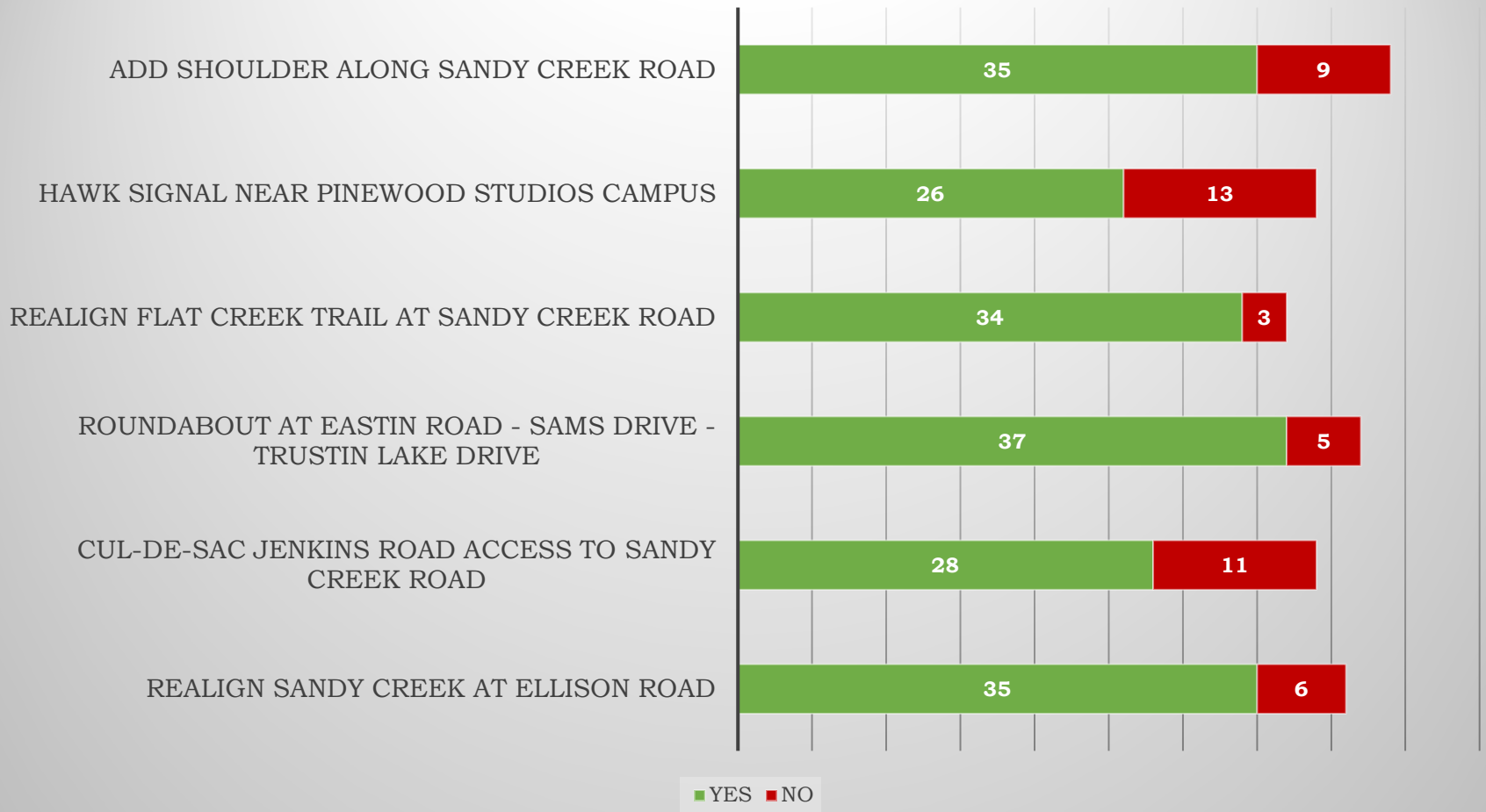
PIOH 2 RESULTS: SANDY CREEK ROAD

Sticker Station Responses



PIOH 2 RESULTS: SANDY CREEK ROAD

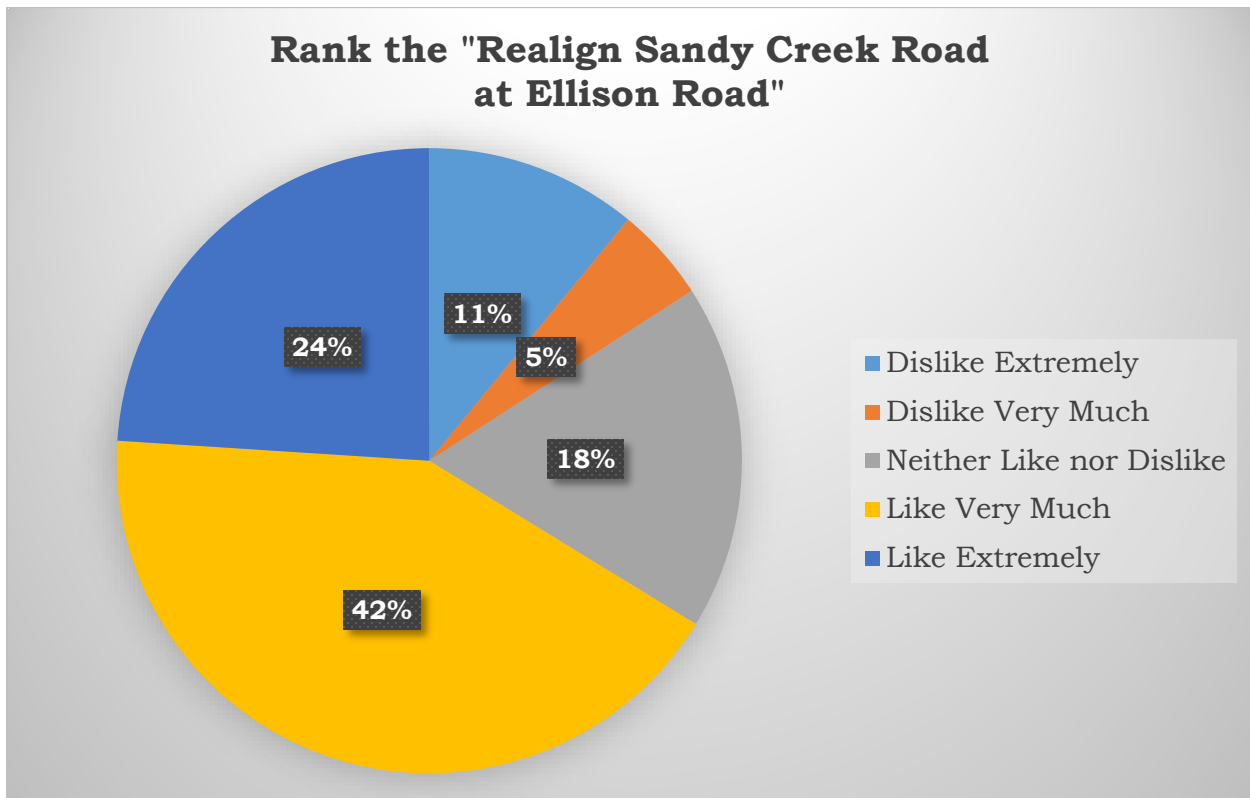
Comment Form Responses



APPENDIX H

Online Survey Summary

• **Realign Sandy Creek Road at Ellison Road**



1. Love the idea to add safety. Think a four way stop would be ideal.
2. Not sure this is broken now....it looks like a solution in search of a problem.
3. This would help with school time traffic. This would help with traffic that is unable to make a left turn on at Hwy 74/Sandy Creek rd. Due to the change at that intersection
4. bad design
5. have turning lane for north bound traffic to make the left turn onto Ellison
6. I like that this creates an easier angle for turning between these two roads.
7. The present acute angle of the intersection makes it difficult to see Sandy Creek Road traffic from the stop sign at the end of Ellison. The problem has always been compounded by drivers who don't set their turn signals to announce their intentions. Adding turn lanes will clarify drivers' intentions. I I applaud this plan.
8. A roundabout would be better!
9. I like to eliminate blind spots, but not my highest priority.
10. Waste of money

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

11. I live near this road; visibility is not good as road presently sits. This would be advantageous to students driving this way to school and all others
12. It would elevate the wait in traffic going straight. I would suggest adding more lighting at the intersection.
13. A fix to the blind curve before the west bound Sandy Creek and Adams Rd intersection should have a higher priority than the Ellison Rd intersection which is not a dangerous situation.
14. Add cart path
15. Safety should be the deciding factor.
16. Very dangerous intersection.
17. This concept would make this intersection much safer. I travel this area daily, and have nearly been hit multiple times by people cutting the turn too tight, and from people flying too fast coming from the railroad tracks which you cannot see people coming over the railroad very well.
18. That looks a lot safer!
19. Seems wasteful
20. A red light there during the school year would be helpful. The turn lanes are a great idea until the person turning left pulls up too far and the people in the right can't see to turn! This intersection is a huge issue during the school year!
21. I go through the current intersection regularly and there is no reason to update for safety or traffic.
22. Is a traffic light or 3 way stop going to be needed at this location eventually?
23. No passing lane in front of my house there is a hill and blind spot to be considered. Residents have a hard time getting in and out of driveways. This will increase speeding drivers are rude and ride your tail even when turn signals are on (get out of my way) Consider school safety and ambulances. Route trucks to use Veterans Parkway. We were here before Pinewood and their investors got the tax break and now our taxes went up.
24. The proposed intersection is better than what we have now. Have you considered visibility issues when cars are in both turning lanes? It might be difficult for a driver to attempt to make a turn from the right lane to see vehicles coming from

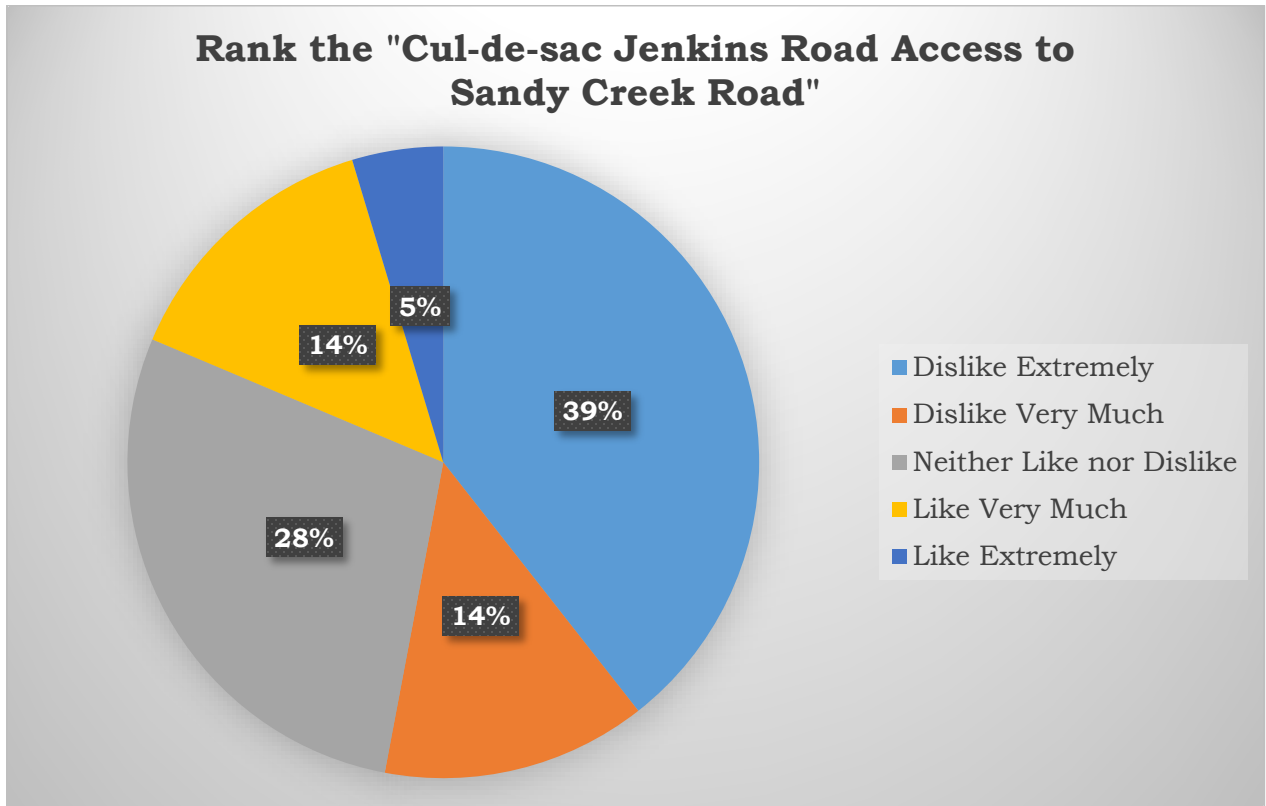
ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

the left side, if a vehicle is in the left turn lane, and vice versa. What about a round about?

25. This e listing intersection is a difficult angle

26. This is better than what is there. How do we account for visibility when cars are in both turning lanes? It will be difficult to make a turn from the right lane if another car is in the left lane attempting to turn left, and vice versa. What about a round-about?

- **Cul-de-sac Jenkins Road Access to Sandy Creek Road**



1. Cul-de-sac needs to be west of Sandy Creek Church. Jenkins Road needs to come off of Ellison Road and end west of Sandy Creek Baptist Church at cul-de-sac. Church needs access to Sandy Creek Road.
2. Why change.....this seems to unnecessarily remove an access.
3. The cup-de-sac should and could be located to the West end of the SANDY CREEK BAPTIST CHURCH parking area. This facilitates access to the church for members and private residence behind the church as well as residence just off Ellison on Jenkins Rd.
4. Don't see any benefits to this. People do not really cut through here because it is a rough gravel road. This would affect Sandy Creek Baptist church greatly. Unless a road or drive allowed direct access to church from Sandy Creek church The church's address is Sandy creek road. If Jenkins road was paved and buses were routed to Jenkins it would reduce congestion on Sandy Creek and Ellison

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

intersection. A turn lane would definitely help flow on Sandy Creek Rd and on Ellison Road.

5. the church needs access just like the others on the other side of Jenkins near 74
6. Please do not act on this option! This would block off easy access to Sandy Creek Baptist Church which has been there since 1882 as well as making them change their address, which also is tied to Sandy Creek. The church adds only slightly to traffic onto Sandy Creek Road and most of it is on Sunday when traffic is very light. A better idea to cut through traffic would be to either put the cul-de-sac on the other end of Jenkins or block the road at the boundary of the church's property line near the middle of Jenkins between Sandy Creek or Ellison.
7. I am not sure I understand the reasoning behind this proposal. I wonder how members of Sandy Creek Baptist will respond. Let me add here that the gravel-road portion of Jenkins has been an ongoing problem. Yes, it is being used as a cut-through, and traffic produces washboard rutting faster than county maintenance can grade it as needed. The condition of the road has been an irritant for homeowners on this stretch, and a cause of accidents as drivers lose control, impacting trees and mailboxes. County should either get serious about this stretch of Jenkins and PAVE it, OR consider making it a dead-end at the Ellison end, allowing access for homeowners and churchgoers and eliminating drive-through altogether. This change, in concert with the proposed improvement at Ellison and Sandy Creek, might work well.
8. The concern here is that this would cut off the main access to Sandy Creek Baptist Church. Entering Jenkins Road via Ellison is not feasible and may cause more safety and traffic issues for the residents who live there. My recommendation is that the cul-de-sac be created at Jenkins Road and Ellison since there is a dangerous turn at that end of the road. This would achieve the same goal of eliminating the cut through traffic and still maintain the main access to Sandy Creek Baptist Church
9. This would accomplish almost nothing and is a waste of tax payer money. Furthermore, it would creat a significant restriction to those that attend the nearby church.
10. It would take more gas and energy to go past the church then backtrack

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

11. Jenkins road should be used as primary route off of Sandy Creek Rd to 74. That way you can use the bridge across the r/r and it runs in to 74 at an existing light. You could still leave Sandy Creek Rd. As a route to 74 north.
12. This will create a huge problem for school buses, parents and students that easily access Jenkins Road directly from Sandy Creek Road. The idea is not a good one.
13. Contact Google to remove this road on their grid - to reduce traffic.
14. Not a high priority
15. This would have a very negative impact on Sandy Creek Church. Also a waste of money
16. This limits our access to Sandy Creek Baptist Church from Fayetteville. This would be extremely inconvenient for us.
17. This would hurt church growth due to accessibility.
18. I would prefer that they pave the road to make it more accessible.
19. Please do not block sandy creek entrance to SC Baptist.
20. Need to ensure vehicle access of Sandy creek
21. Would not like Jenkins to end in a cul-de-sac.
22. Impacts Sandy Creek Baptist Church significantly with a change of address and closing off an entrance/exit to the church. You should leave a historic church property of 125 years as is.
23. This cul-de-sac would force increased traffic at the Jenkins Rd and Ellison Rd intersection which is already a very bad intersection with poor visibility. Not allowing churchgoers from Sandy Creek Baptist Church to continue having access onto Sandy Creek as happens under the currently existing roads/road structure would definitely force those people to use a more dangerous route of travel from the church - to get to either Sandy Creek Rd OR Ellison Rd. The existing road usage is already far safer than the proposed cul-de-sac. The poor road condition of the "gravel" part of Jenkins Rd already limits cut through traffic volume. The access management the proposal claims to improve along Sandy Creek seems a minimal claim of improvement. It would INCREASE the access management at Jenkins and Ellison. (The cul-de-sac might even encourage a "meeting" spot or hang out spot detrimental to the safety of all in the area...) Bottom line, why change the current

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

and safer option(s) to a more restrictive and LESS safe option? Why "fix" what is NOT broken?

24. I don't know why this is included in the plan because the impact is very low.
25. Does this option include upgrading the pavement of Jenkins Road in this area? It currently is not paved and degrades significantly annually after rains etc.
26. Add cart path
27. This would place a tremendous burden on Sandy Springs Baptist Church. First, a cul de sac would eliminate all of the parking in the upper parking lot. There are two cemeteries (one on each side of Jenkins Rd) so you can not have the cul de sac toward the side. This would mean that all parking would be down a hill, creating problems for the predominately elderly members. This would also mean all stationary would need to be replaced because of the new address on Jenkins Road in Tyrone instead of the present address on Sandy Creek Rd in Fayetteville. The church would be hidden on the cul de sac. It would not make sense to leave the church sign where it is presently on Sandy Creek Road. The cul de sac would decrease the amount of traffic on Jenkins Rd in front of the church, but would greatly increase traffic on Ellison Rd. The intersection of Jenkins and Ellison is a very dangerous intersection, not being able to see oncoming traffic on Ellison. Instead of making this entire area safer, you would, in fact, make it more dangerous.
28. I use this route regularly and so do many citizens leaving the schools on Jenkins.
29. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve between the West cemetery and the Sandy Creek Church sign as was previously planned.
30. This does not allow easy accessibility to Sandy Creek Baptist Church from the main road being Sandy Creek Road. If a cul-de- sac is needed, do it from Jenkins Road to Ellison Road. That end of the road is residential. People use it as a short cut to Sandy Creek Road. Please do not impede the traffic accessibility to the church.
31. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

between the West cemetery and the Sandy Creek Church sign as was previously planned.

32. This proposal makes no sense to me. You're completely eliminating the primary entrance to a church and two residences and forcing the use of the Jenkins/Ellison intersection which is from a driver's viewpoint.
33. As a member of Sandy Creek Baptist Church, this change would cut off access to most of our members from Sandy creek road, and would increase the traffic on Jenkins road from Ellison road. Pinewood Studios often uses our parking lots for staging film trailers and equipment as well. This would either result in Pinewoods having to find another area to stage for movie production in the area, or would greatly increase the traffic on Jenkins road as Movie trailers and vehicles would be moving back and forth frequently. Car pool riders in the area also use our parking lot, as it has security cameras and provides a safe place for commuters to park for carpooling. Shutting off access to Sandy Creek would either require them to find an alternate place to park for carpooling, or increase traffic on Jenkins road. As an Engineer with The Federal Department of Transportation, Closing off the access to Sandy Creek Road would also mandate that all of Jenkins road be paved, which is not depicted. It does not appear much thought to impacts has been given to this concept. This also appears to be one that could lead to costly legal actions and law suits against the county due to the negative impacts on the church and the community.
34. Agree that through traffic is hazardous at Sandy Creek but location of cut-de-sac should be located nearer to Ellison Road.
35. Either culdesac at end of church property mid Jenkins or end of Jenkins and Ellis. It would be an extreme hardship on the church to have to travel Jenkins to get to the church that is not paved.
36. Eliminate present skew at Jenkins/ Sandy Creek instead of cul de sac. Pave Jenkins from Ellison to Sandy Creek. There is not heavy cut through traffic on this strip. The proposal extremely limits access to the historic church and inconveniences needlessly with no real traffic benefits those church members east of the church location.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

37. I like the cul-de-sac but need to move it up so church has access off Sandy Creek Rd.
38. I recommend the cul de sac be placed between church parking lot and after last residential lot. The church would suffer an extreme hardship if the other proposal is completed.
39. I'm a member of Sandy Creek Baptist Church. This would negatively impact our church's access and public visibility.
40. It cuts off the church from a main through road. It also pushes a lot of traffic to the Jenkins-Ellison intersection which is dangerous. A better solution is to move the cul-de-sac to the other end of the church parking lots near the houses and create a private drive for the church and the two houses.
41. Newcomers to the church, not knowing the way around by Ellison Road could be slowing or stopping on Sandy Creek trying to figure out how to access the church. That situation would likely cause accidents.
42. This change will place an incredible hardship to the church located nearest the proposed cul-de-sac. You will also be continuing to put the remaining traffic usage of Jenkins Rd at great risk due to the unsafe conditions of the intersection of Jenkins Rd. and Ellison. I understand safety concerns are a priority but I hope you will contemplate restricting greatly the access to church that has been a part of the community since 1882 and holds the address of 1082 Sandy Creek Road.
43. This concept restricts access to the church and causes a waste of Gas
44. This concept will force large volume Church Traffic out the intersection of Jenkins and Ellison. This intersection is already skewed and dangerous due to visibility concerns. It seems more appropriate to straighten the church access to Sandy Creek and control it. If Jenkins Road needs to be eliminated as a cut through, then perhaps the cul-de-sac should be placed prior to Sandy Creek Baptist on Jenkins Road with a private drive access from the new Cul-de-Sac to the church. This could be gated and only open during services. This would eliminate the cut through, allow church traffic to exit and enter from both locations, and eliminate the need for address changes for Sandy Creek Baptist and surrounding properties.
45. This cul-de-sac would limit access of the church from Sandy Creek Road. Also if placing the cul-de-sac in the proposed place, it will also have all traffic from the

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

church going down a unpaved road thus deteriorating the condition of the unpaved road due to high volume traffic. I would suggest placing the cul-de-sac on the opposite side of Jenkins Rd. toward Ellison Road if the intent is to mitigate the concern of cut through traffic

46. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve between the West cemetery and the Sandy Creek Church sign as was previously planned. Newcomers to the church, not knowing the way around by Ellison Road could be slowing or stopping on Sandy Creek trying to figure out how to access the church. That situation would likely cause accidents.
47. This makes no sense to stop up the part of Jenkins Road at Sandy Creek Road. The change would place an extreme hardship on the members of Sandy Creek Baptist Church, of which many are elderly. The entrance and exit on and especially off Jenkins Road onto Ellison Road would be dangerous. The Church has been at this address since the 1800 hundreds. A change in the address would be time consuming and expensive the church.
48. This plan basically renders access to Sandy Creek Baptist Church as null and void giving little access to a ministry that has served Fayette Co. for over 100 years. Jenkins Rd access is very inconvenient and the other end of Jenkins is dirt ending in dead end that is difficult to see oncoming traffic. If this plan is enacted, the address will have to change resulting in expense to the church that is completely unnecessary.
49. This plan totally cuts off historic Sandy Creek Baptist Church from the main flow of traffic through the area. Not only does this inconvenience members and potential visitors to the church, the intersection of Jenkins and Ellison roads is a very dangerous one in itself. I highly oppose this proposal.
50. This would create an extreme hardship for Sandy Creek Baptist Church.
Access/address/visibility
51. This would restrict access of Sandy Creek Baptist Church access to Sandy Creek road
52. We have had this address since 1862. The cul-de-sac should be at the other end of the road (on the residential end). The church would no longer even have direct

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

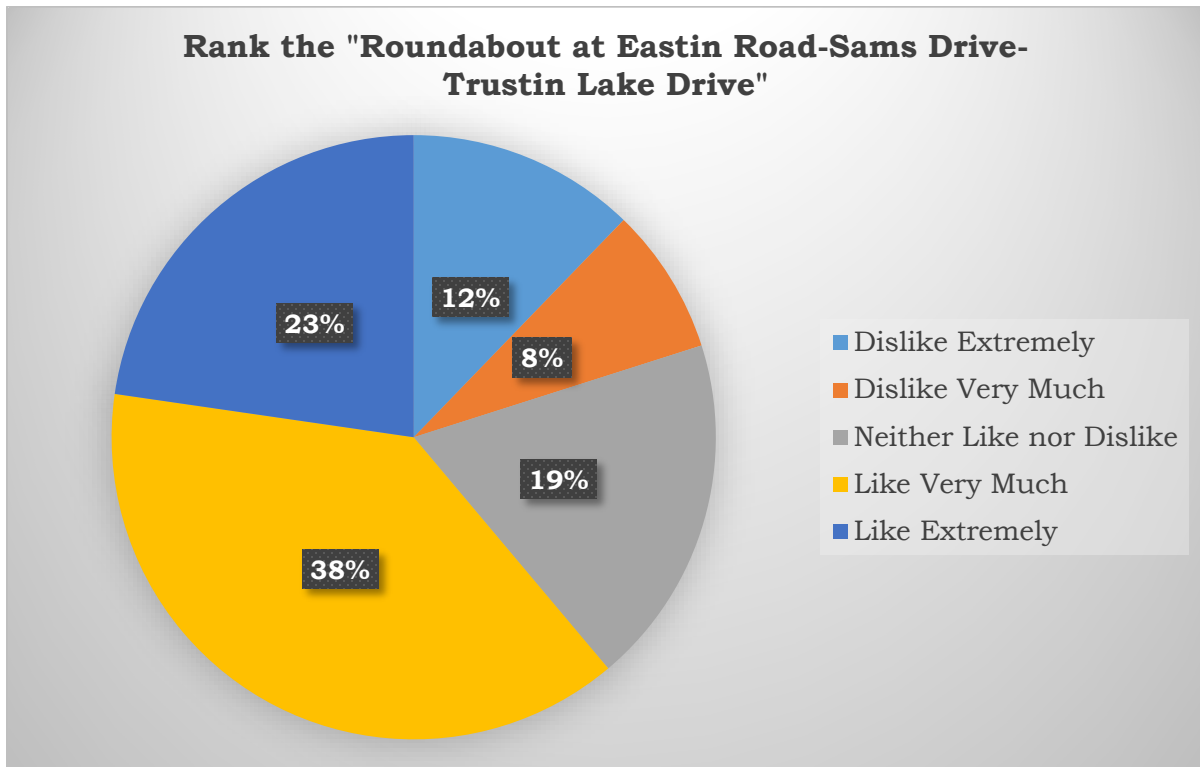
access to Sandy Creek Rd. (Sandy Creek Baptist Church). It would also change the address city from what it's been for over a century. If as shown above is done, the intersection at Ellis/Jenkins will be more dangerous than it is now. Now.

53. Why is there concern for cut through traffic? Is it really that bothersome? Seems wasteful

54. Will that section from Ellison to Sandy Creek Baptist Church be paved?

55. You did not ask let the people most affected by this proposal until now. Sandy Creek Church members DO NOT want this. The church has been there since the 1800's. The address and signage is just the beginning of the changes our church would have to make. It seems that you are targeting a Christian community and trying to isolate it. You do not even have plans to pave Jenkins Road that even a covered wagon would do not do well traveling. You should not even entertain for all traffic to be diverted to this intersection at Ellison Road. This is asking for a fatality. When school is in session the traffic is even worse.

• **Roundabout at Eastin Road-Sams Drive-Trustin Lake Drive**



1. Been traveling the road for 25 years. Never witnessed an accident. Think money could be better used elsewhere.
2. Future traffic flow would benefit
3. Certainly an improvement for access and safety>
4. This intersection has been the cause of multiple deaths in the 22 years I have lived here. I believe a roundabout might prevent deadly accidents
5. This is a great idea. The intersection is so dangerous as currently configured.
6. this is near a lake and a made made dam
7. this will work here because it's very confusing and awkward now, just be mindful that 18 wheelers and large trucks will be using this thorough fare so it will need to be very wide
8. Given the traffic increase at this intersection, this would be an improvement. I've witnessed on fatality here and would like to avoid another. I believe this would be better than a traffic light.

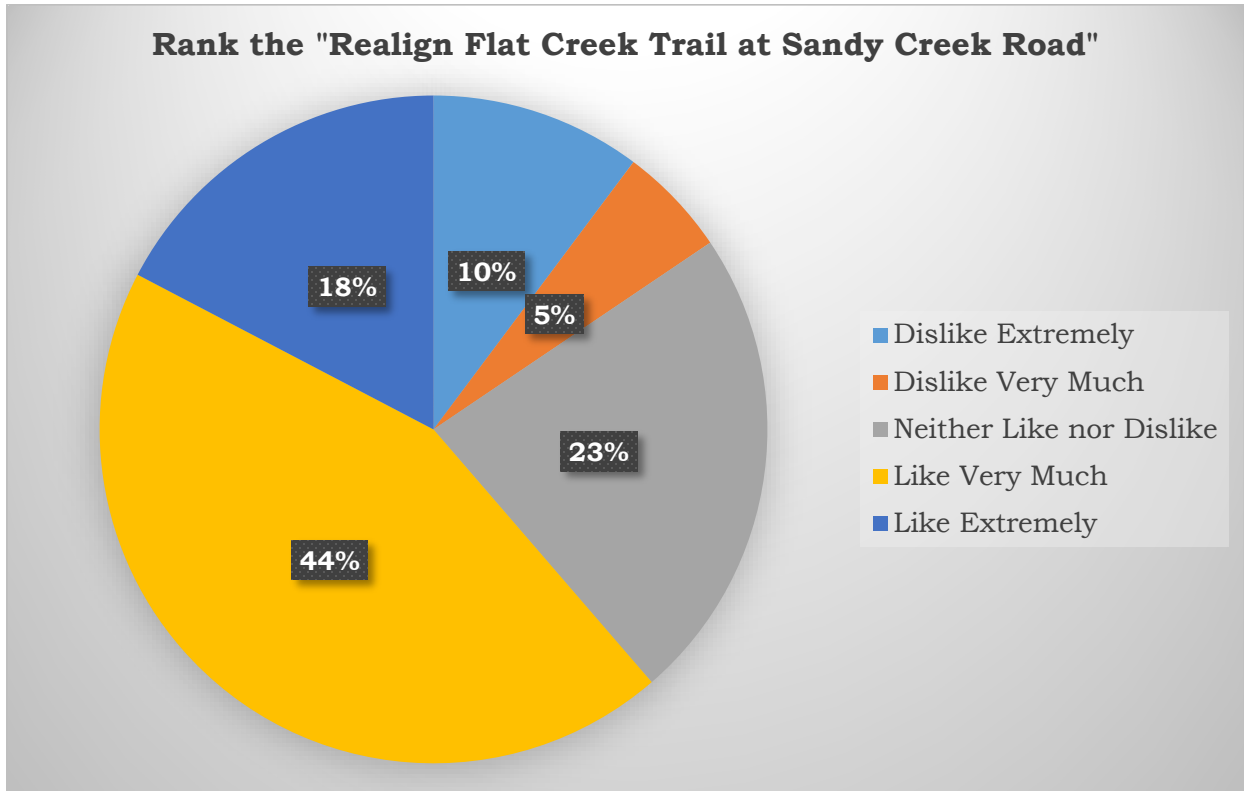
ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

9. A valued student of mine was T-boned at this location some years ago, was life-flighted to the hospital and lay in a coma for weeks. (She recovered and graduated from Georgia Tech.) If a 5-branch roundabout goes in here, it needs to have a large diameter. Please also engineer it better than the Lee's Mill / Veterans' Parkway circle, easing the radius at the intersecting spots to make steering into and out of the circle easier.
10. Roundabouts are always preferable to stop signs/red lights
11. Roundabouts cost well over a million dollars and is a waste of taxpayer money. There are not enough accidents at this intersection that can be used to justify this. Furthermore, it will create more of a problem than it helps. Large school busses and other heavy vehicles come down Sandy Creek Road and roundabouts create havoc. Just say no to waste taxpayer money to.
12. I would be concerned if this slows down the early morning traffic and causes a backup. Rarely see any difficulty turning left from Sams and Eastin onto Sandy Creek. This seems to benefit only the few homes that currently leaves Trustin lake. If more homes are planned then this certainly avoids risks of collision for that development and then this probably warrants the expense.
13. Why not add more roundabouts on Sandy Creek/ Veterans parkway? This should reduce accidents but will slow down through traffic on sandy creek.
14. Another smooth transition area that would benefit this part of the county; school traffic and the Pinewood area
15. Not sure how much traffic is generated, it seems fine when I use these roads.
16. This is needed— many cars pull out in front of oncoming traffic.
17. Not convinced this will help flow of traffic but will cause some drivers to slow down on Sandy Creek. Many drivers are uncertain of roundabouts and the navigation of them.
18. Traffic entering Sandy Creek is relatively low and the existing Stop signs are sufficient.
19. MAKE IT LARGE ENOUGH - like the roundabout on Lower Fayetteville Rd near the Coweta PAC, NOT like the one at 16 and 54 (Coweta) which has frequent vehicle accidents
20. Not needed.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

21. Although I'm personally not a fan of round-a-bouts, this one at this location makes sense.
22. Dangerous intersection.
23. Long term this will be a good move, however short term, significant impact to the safety will occur until drivers learn how to properly use a roundabout. Fortunately serious accidents and roundabouts is on the decline as they are becoming more common place.
24. Too many roundabouts

• **Realign Flat Creek Trail at Sandy Creek Road**



1. Think something needs to be done but moving the road over won't buy that much decision time. Think it would be best to add the signage and signal that a car is approaching so those driving on Sandy Creek know to slow down.
2. Nice to do but not need to do.
3. The concern at this project for safety is the hill that blocks the view of vehicles entering Sandy Creek Road from Flat Creek. The hill could be cut down to increase visibility for traffic turning left on to Sandy Creek from Flat Creek.
4. Yes please
5. residents cannot get in and out of driveways
6. This intersection has become dangerous and crowded and something like this must be done. The turn lane additions will be very helpful and also decreasing the angle when turning off Flat Creek onto Sandy Creek will be much safer. Currently the viewing angle and sight distance when turning left off of Flat Creek onto Sandy Creek is difficult and oncoming traffic is upon you very quickly.

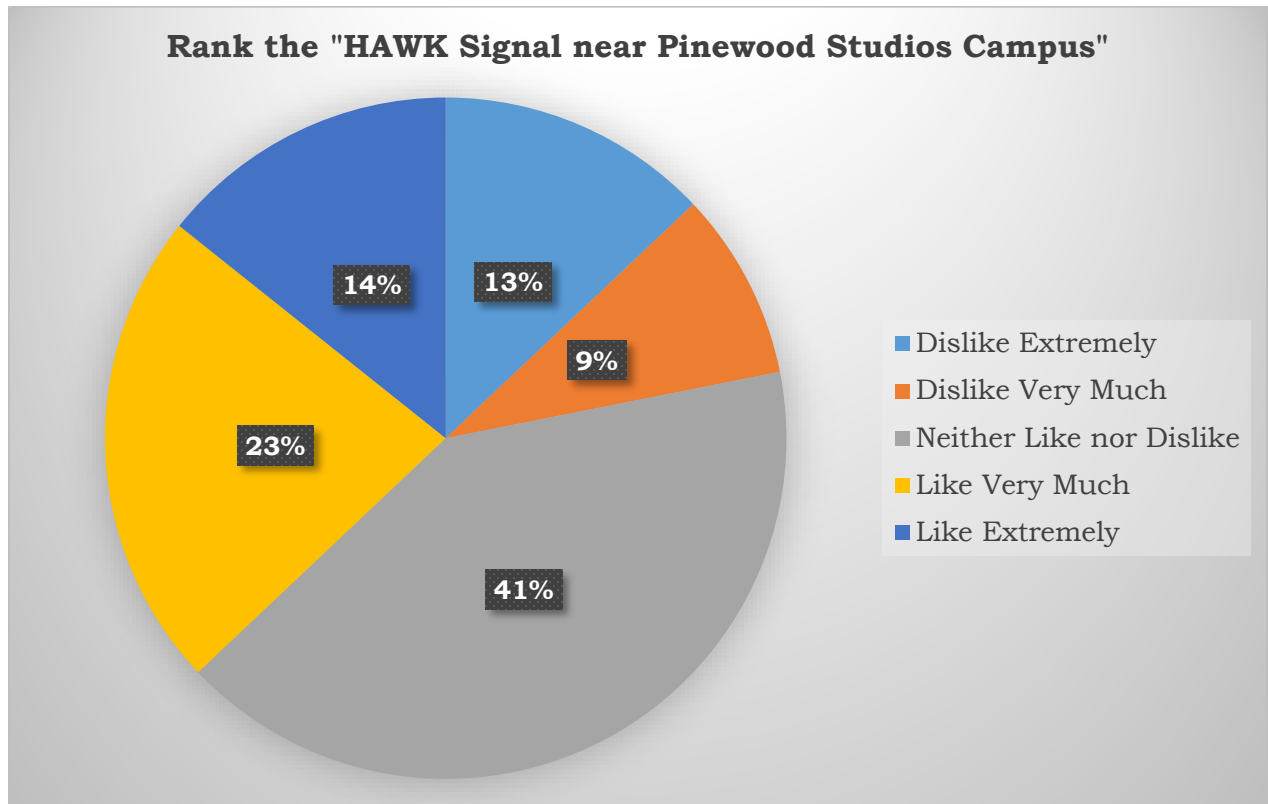
ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

7. Anything County can do to improve sightlines at key intersections is welcome.
8. As a resident of Annelise Park I very much appreciate the idea of paying for a turn lane to make it safer to access Flat Creek.
9. You need to have it come in at more of a 90 degree angle. It would help with lack of vision when entering an leaving Sandy Creek Rd.. The property to be used with this concept looks be vacant.
10. There is absolutely NO need to add a turning lane off of Flat Creek Trail to get into Sandy Creek Road. This will create visibility issues wether you turn right or left. It is preposterous to put residence in a more hazardous situation given the speed at which motorists travel. Also, heavy rains on Flat Creek at that intersection would make it difficult to build road infrastructure that will last. We will end up with a pothole/sinkhole like what happened in Peachtree City recently. Stop!!!!
11. If this was two separate issues at this intersection i would have selected like extremely. However the left turn from Flat Creek poses a risk of collision with the explosion of traffic already on Sandy Creek headed towards Hwy 74. With the speeds of that Sandy Creek traffic it creates a turn left and increase your speed really fast scenario. Adding the left turn lane for those headed down Flat Creek is great, however that just allows traffic to continue to free flow now with the greater possibility of your visibility blocked while waiting to make that left turn from Sandy Creek. I see more of a problem here than a solution for this intersection.
12. This project should also call out or include more visibility improvements
13. Waste of money
14. I don't think that there is a current problem with the existing flow.
15. Does this also include clearing trees to the right where trees closely hug both Flat Creek Trail and Sandy Creek? Needs to improve the sight distance
16. Add cart path
17. Not needed.
18. It would make this intersection safer if the hill southeast of the intersection were cut lower so more time would be given for left turners off of Flat Creek Trail

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

19. Left turn lane from Sandy Creek Road onto Dogwood Trail and left turn lane from Dogwood Trail onto Sandy Creek Road is a setup for a fatal accident without a turn signal.
20. Puts the intersection closer to the crest of the hill S. E. of the intersection where some cars speed over making left turns off Flat Creek Rd. risky. Poor sight distance.

- **HAWK Signal near Pinewood Studios Campus**



1. Build a Pedestrian bridge
2. Heavy pedestrian area that will only get heavier with additional building in that area
3. Will become a greater need as growth continues.
4. does not slow speeders down
5. I would suggest a pedestrian bridge, people are too aggressive driving and will not have patience for walkers in the area They are already speeding up and down Veteran's Pkwy and speeding around the round a bouts now.
6. This would make even more sense if bike lanes were added along Sandy Creek to facilitate safe biking in general.
7. The rendering shown does not seem to represent the proposed location. I would have to understand the plan better before commenting. May I assume that County anticipates more pedestrian / bike traffic in the area as development (densification) at Pinewood Forest proceeds?

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

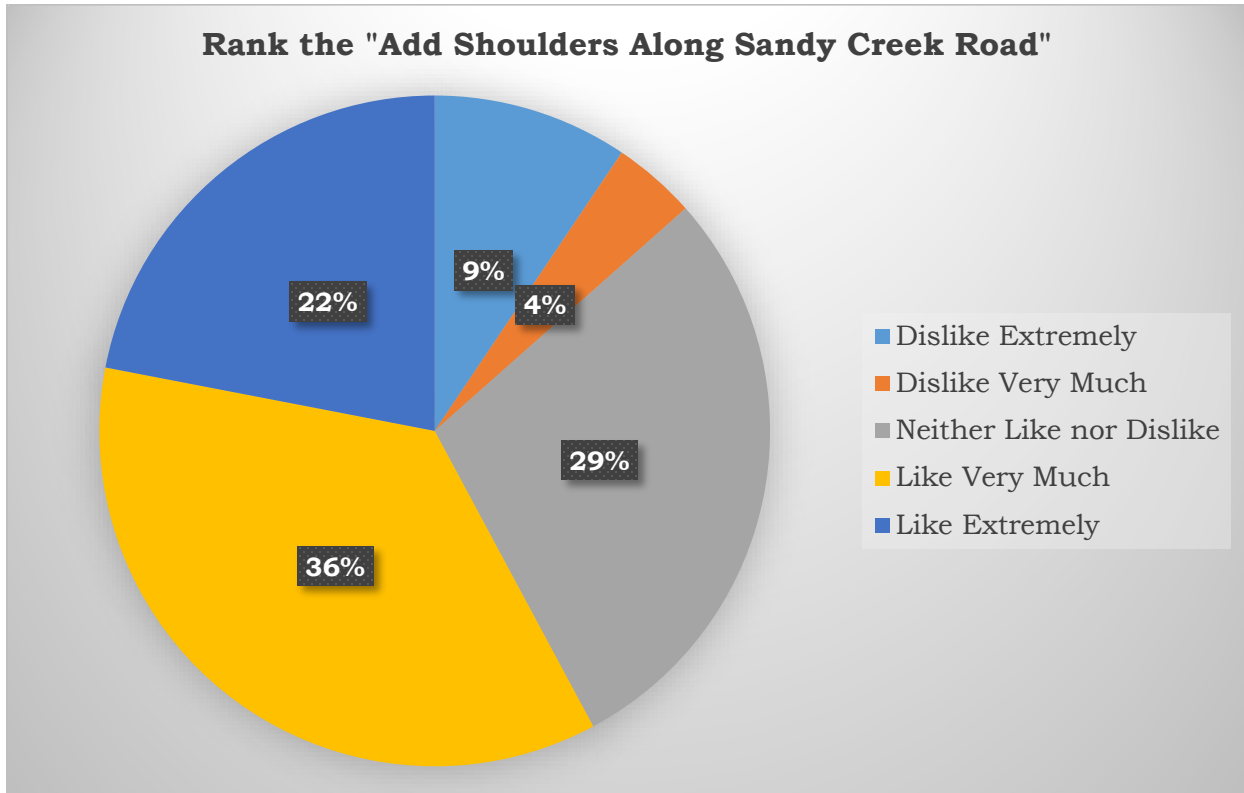
8. There is not near enough foot traffic yet to warrant such a device. Maybe when there is a significant increase in foot traffic this might be necessary
9. Absolutely NO hawk/traffic light should be installed here. Pinewood should be responsible for building a small yet safe overpass for people that are working and visiting them. They have received enough breaks and need to build a small bridge like the one in Peachtree City off Highway 54. Make PINEWOOD do it instead of inconveniencing our residence and using taxpayer dollars. They should have planned this in the beginning! NO!!!!
10. I think this is appropriate. As it is now, I expect the Pinewood Studio and Campus folks to continue to shoot across the road in front of traffic forcing vehicles to yield. Not a good scenario so a solution is warranted.
11. This should be a tunnel or bridge connecting to a multi use path instead. This design seems to maintain high risk high of at grade bicycle/pedestrian accidents, and should be designed for the long term.
12. Don't see a need for this. If Pinewood needs, let them pay for this.
13. Why should we allow Pinewood to affect our traffic flow anymore than they already do?
14. There is more and more pedestrian crossings in this area.
15. Survey does not give enough information. Exactly where on Sandy Creek Rd?
16. Depending on the amount of traffic that is going to be used this would be a good idea, if not it would be of limited use
17. I don't think there is enough pedestrian/bicycle traffic to warrant this project
18. Need to determine the actual need. I don't think that there is going to be much pedestrian traffic between Pinewood Forest and Pinewood Studios.
19. Seems to add an option that will / could impact traffic flow. I would have Pinewood Studios upgrade their campus by providing a pedestrian/cart bridge that would allow un
20. Add cart path
21. I don't want to
22. I have NEVER seen a pedestrian in this area. A total waste of money.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- 23.If Pinewood Studios received tax incentives for moving to Fayette, and because this business is the cause of the pedestrian traffic, consideration could be given to asking them to fund the project at some level if legally allowed.
- 24.If this is like the one at Somerby in south PTC, it would work well.
- 25.I'm not really against this but let Pinewood Forest or Pinewood Studios pay for it.
- 26.Need bridge or tunnel for safety. this is a bypass, traffic should not slow for pedestrians
- 27.Not needed.
- 28.Not sure this is really needed.
- 29.The studio should pay for this improvement

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- **Add Shoulders along Sandy Creek Road**



1. Provides for safer and generally better options for stalled vehicles, etc. on what is going to be a higher density traffic area.
2. Agree!
3. We need bike lanes so if you can make it useful to cycling I think it is a waste. Making our community a place for those who want to have this lifestyle of commuting and recreation would be benefit the draw of younger people to our county.
4. A bicycle lane would be nice as well. Lot's of bicycle activity in this area.
5. In addition to the shoulders golf cart paths would be extremely helpful and add benefiting value to current subdivision and neighborhood customers
6. this is much needed for the safety of all but would require more land acquisition and if so when are you planing on telling the people what this would entail
7. Would be more helpful if these shoulders were usable and marked as biking lanes as well. Cyclists on Sandy Creek can create hazards for traffic.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

8. There are many dangerous, shoulderless corridors in Fayette. The proposed changes to Sandy Creek look expensive, but increased traffic probably justifies them.
9. I would very much like to see this done in conjunction with some funding from PineWood to install sidewalks/golfcart path on their property fronting Sandy Creek down to Flat Creek. This would allow for the connection of Annelise Park and other neighborhoods and residents to the Pinewood Forest development. This sidewalk should have been a zoning requirement when the studio was first approved. The grading of the shoulders would help immensely with the cost.
10. Are you going to pay me the homeowner when you extend the road into my land and driveway?
11. Getting ready to four lane it perhaps?
12. NO! Sandy Creek is fine. Don't waste taxpayer dollars and cut into the right away of the residence area causing problems. Leave Sandy Creek Road alone!
13. Looks like a future plan for a 4-lane. Why mislead the public?
14. Make this the first priority. When can you start?
15. There should be a multi-use path included in the right of way.
16. This is just a stepping stone to 4 lane traffic.
17. A bike lane may be nice too.
18. I believe this would benefit the need to accommodate larger vehicles using these roads and also provide a safe extended lane for vehicles that may use these roads improperly (I've passed some speeding vehicles on this stretch of road)
19. I don't like the proposal of widening Sandy Creek Rd. That promotes more traffic and more accommodate passage for large trucks. We don't want large trucks on Sandy Creek, they are loud, they do J braking and they are dangerous for our small driveways and side roads. Please permit properly county commissioners installed "No Truck" signs and please enforce that sign just like other road signs we have on Sandy Creek.
20. In addition hopefully they will consider adding lighting along certain areas.
21. Is this forward thinking enough? (4 lanes, etc)
22. Like the shoulders, but not for bicycles.
23. Make sandy creek 4 lanes

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

24. Not sure this will help.
25. Sandy Creek Rd has become very busy and used by many more motorists than just a few years ago. This is a no brainer
26. Should consider bike lanes as well. Lots of bikes travel down Sandy Creek, Ellison and Flat Creek Trail. Risks to bicyclists with hills, curves and traffic cannot pass easily.
27. That's just going to encourage higher speed travel. It's a 45 mph zone.
28. The road is not the problem - the unfocused, speeding and irresponsible drivers are the problem.
29. The top rendering would be better if there was more of a cut so that water would not go across the road creating a hazard
30. This is not necessary
31. This needs to include addressing the blind curve before the Adams Rd intersection.
32. What is the proposed width of the shoulder extensions? will it be uniform on both sides of road?

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• **Any additional ideas for improvements along Sandy Creek Road**

1. A golf cart, walking path from Annelise Park Neighborhood to connect to Pinewood Forrest.
2. A very dangerous place is where Sandy Creek meets Hwy. 74. Visibility is very low when pulling onto oncoming traffic on Hwy. 74.
3. add turn lanes only
4. Build sidewalk/cart path access to Pinewood Forrest that connects Sandy Creek, Flat Creek, or Annalise Park (nearest neighborhood)
5. Can we PLEASE have a direct route from Fayetteville to I-85 using Hwy 92?? Pretty please??? I cannot tell you how annoying it is to be on a two lane road twice a day and be stuck behind the ONE guy who goes 40 in a 55. At the very least, please make 92 a complete 4 lane starting at Ginger Cake Road going North. There also needs to be a light at Veterans Pkwy and Hwy 92. I've seen 6 MAJOR, life altering crashes there. If we cannot have direct access to I-85, please resurface Fayetteville Rd going into Union City. I've replaced 2 tires, and 4 rims due to the potholes. Thanks for reading.
6. Cart path along south shoulder from Flat Creek to Veterans Parkway that will allow walking, biking, and carts from Annelise Park Drive to Pinewood Forest and South to Highway 54,
7. Cut hills down where visibility creates hazardous conditions for motorists.
8. Cycling shoulder on Sandy Creek and other roads to provide alternative commuting.
9. Golf cart paths along Sandy Creek and Veterans parkway would be a nice addition.
10. Golf cart paths!!! Our neighborhood common area property Annelise Park is less than a mile from Pinewood Forest butts to Sandy creek road. This Neighborhood is currently has 40 built homes and will max out at 75 total.
11. have a meeting for residents only and not those traveling the roads.
12. have the lights hold longer for left hand turns when coming off hwy 74
13. I am glad to see us improving traffic in the area which has grown substantially in the last 10 years. I implore the county to do nothing that will hurt access to Sandy Creek Baptist Church located on Sandy Creek and Ellison

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

14. I am happy to have a chance to comment via this survey. Hard to find time to go to meetings -- assuming we even know they are being held.
15. I don't see anything relating to sidewalks and cart paths. Would love to see these added in particular Flat Creek / Annelise Park Community & Pinewood Studios.
16. I live in Annelise Park Subdivision which is on the backside of Pinewood studios. I would like to see private golf cart trails connecting our our Subdivision to the Pinewood Studios.
17. I must emphasize again that ensuring that a viable, acceptable main entry into Sandy Creek Baptist Church is critical for those who Worship there. I am available to discuss in detail at the phone number next to my name below.
18. I would love to see a golf cart path go from Pinewood Forest to Annelise Park and from pinewood forest to the hospital.
19. If you start closing the road to get to sandy creek baptist church we all have a hard time attending services!!!
20. Maybe instead of spending money on things like a crosswalk or creating unnecessary cul-de-sacs, the county could properly repair the portion of Dogwood Trail that is washing away instead of covering it up with more asphalt?
21. Multi use path from Pinewood to schools on Jenkins would be great!
22. Need to improve Ellison Rd and Jenkins Rd. intersection. That is like suicide junction getting from Jenkins to Ellison.
23. Needs to be better visibility when merging on to 74 from Sandy Creek. Cut down some trees by the curve or add a longer turn land for those turning into Sandy Creek to better see around them.
24. Per my last comment on the shoulder grading, if it could be done in conjunction with the sidewalk / cart path along Pinewood Studios property along Sandy Creek to connect to the new turning lane improvements @ Flat Creek. This would be a major tie in for access for many residents via golf cart or pedestrian to the Pinewood Forrest Development.
25. Please consider extending side walks so neighborhoods along Sandy Creek have access (walking or golf cart access) to Pinewood Forest.
26. Please put in a red light at the end of sandy creek rd and hwy 74. When needed to go sb on 74, drivers needing to make a u-turn is very dangerous cutting over lane a

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

traffic. I'm not sure why there wasn't one put in instead of a turn only. Not a very smart move

27. Please we have got to slow people down on Sandy Creek Rd.. I've lived here for 40 years. It's worse than ever. Why don't you consider speed tables. Also you haven't address the most dangerous inter section on Sandy Creek Rd. That's were Adams road comes in. There's a blind Hill coming from the West. And a blind curve from the West. No sign will help everyone is driving way over the speed limit.
28. Put a turning lance at Gaddy's On both sides
29. Put additional police on Sandy Creek. Put radar "your speed is" signs up. Speeding is very bad on this road.
30. Raise the speed limit to 85 that way over half the cars and trucks will be doing the speed limit. We need to find a way to slow car's and trucks and especially motor cycles. I have lived on Sandy Creek Rd for 40 years. I don't mind the increase in traffic as much as the increase of speed an aggressive driving. You haven't address the most dangerous intersections. Where Sandy Creek and Adams road meets. When you come out of Adams road you take your life at risk Everytime. And where Sandy Creek circle comes out on to Sandy Creek Rd. It's a death trap. Sandy Creek is not designed for such speed's. You must figure out a way to get car's to slow down. Signs won't help. I need to address one more extremely dangerous intersection. That's not on Sandy Creek Rd.. it's where Jenkins road meets 74. The bind hill on 74 heading north approaching Jenkins road. The light at intersection . There needs to be a light is red signal approaching the signal. At least 4 time setting on Jenkins road. When the light turns green for me to go a semi truck will roll over the hill through the red light. And light will have been green for a while. Please let me know if you actually read my comments. 678-471-8704
31. Sounds like manipulation with end goal of these projects culminating in readiness for four lanes along Sandy Creek road. Why not be upfront about the goal from the beginning. Another reason for not trusting our leaders in Fayette County government.
32. Stop wasting taxpayer dollars and look more closely at the drainage problems along this route and your feasibility studies will show you most choices are utterly

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- ridiculous. Pinewood should build and pay for an overpass especially since their location has created this problem.
33. Sure. How about traditional "stop" signs at the four pedestrian cross walks at Horton Lake...a mere eight pieces of metal. If the County can't perform simple safety tasks, why tackle something like a Pinewood-signaled-Crosswalk. Make Pinewood pay for their own elevated crossing. They already took the taxpayers for \$5 million dollars when the school was sold at an extreme discount.
34. Thanks for allowing the feedback. Perhaps a 3 way stop light at Flat Creek and Sandy Creek (similar to the 4 way stop sign at Flat Creek and Tyrone road). This would eliminate the turning lane that is under consideration and slow traffic down. If keeping speeds up is a priority on Sandy Creek you will lose those speeds anyhow at the proposed round about at Sams - Trustin lake area as well as the propose Pinewood Campus pedestrian activated stop light.
35. The intersection of Adams Road and Sandy Creek Road needs the hill to be "shaved" (reduced down). Extremely difficult making LEFT TURN onto Sandy Creek Road - cars FLYING & speeding over that hill. Yikes!!
36. The intersection of Sandy Creek and Adams Road is very dangerous. If you are at the stop sign on Adams Road, the view of traffic coming over the hill to the left on Sandy Creek is very short and often requires a speedy left turn to avoid traffic that is just cresting the hill. The view to the right is also obstructed due to the curve just prior to the junction and also has a potential for accidents.
37. There has to be something done to the safety of Sandy Creek and Walton drive. The hill is a blind spot. Many accidents when residents try to turn in and out. Either a mirror to see over the hill or a flashing light.
38. There should be multi-use paths added to the entire Sandy Creek corridor and appropriate right of way and signage. There should be consideration given to the to remove at-grade csx crossing. If commuter rail is ever added, there should be a Sandy Creek rail stop and station area developed.
39. This shows the waste involved when a sales tax gives a county too much money.
40. Very loud for residents on this road. Need to find solutions for noise reduction like enforcing large trucks that use this road for daily delivery to local businesses.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

41. We have no problem with Sandy Creek Road like it is. We are opposed to anything that would change access to Sandy Creek Baptist Church.
42. We have two associational churches in this area which would be affected negatively. The Rock BC and Sandy Creek BC.
43. Why do all this? Heartbeat bill will send Hollywood packing in January and we'll have this crap to deal with! No thanks.
44. Why is Sandy Creek Road not being considered for widening to 4 lanes?
45. Why is there nothing to encourage traffic to use the boondoggle of Veterans Pkwy? All these are just things to encourage more traffic on Sandy Creek Rd.
46. Why not put the elevated road tables in certain areas on Sandy Creek to slow the traffic down instead of taking away from the citizens on Sandy Creek Road, thus saving a lot of money needed elsewhere in Fayette County? Traffic moves too fast on this road and needs to be slower giving those who live in the area a "chance" to exit or enter their driveways.
47. Would request a study for the instillation of either a turn about or a traffic/caution light at the intersection of Eastin Road and Veterans Road. Also, when is the Culvert going to be repaired and access on Grady Road resumed between Eastin and Ginger Cake. I can't believe it has taken so long to complete this work. Also would like to see Walking Trails made along Sandy Creek, Eastin, Grady, Veterans, and Ginger Cake during this renovation project. Also, because of the expected increase in traffic on Sandy Creek from SR74 to the Studio, Pine Wood Forest Development, and beyond because of the Studio and the future developments planned along Sandy Creek, would hope that future plans include Sandy Creek being a four lane road.

APPENDIX I

Sandy Creek Road

Concept Scoring Worksheets

Safety Score Background Analysis

Sandy Creek 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	Crash Rate ³	Crash Rate Score ⁴	
at SR 74	51	0	0	3	8	40	0	425	\$ 11,602,500.00	6.4	31,579	0.88	2.7	9.1
at Sandy Ridge Trl	5	0	1	2	0	2	0	107	\$ 2,921,100.00	4.4	10,099	0.27	0.8	5.2
at Coastline Rd	2	0	0	0	0	2	0	2	\$ 54,600.00	3.7	0	0.00	0.0	3.7
at Ellison Road	11	0	0	0	0	11	0	11	\$ 300,300.00	3.8	11,654	0.52	1.6	5.3
at Jenkins Road	6	0	0	0	1	5	0	40	\$ 1,092,000.00	3.9	n.a	n/a	n/a	3.9
at Adams Road	4	0	0	1	1	2	1	72	\$ 1,965,600.00	4.1	6,025	0.36	1.1	5.2
at Lake Road	3	0	0	0	1	2	0	37	\$ 1,010,100.00	3.9	5,934	0.28	0.8	4.8
at Lees Mill Road	16	0	1	0	3	12	0	152	\$ 4,149,600.00	4.7	6,652	1.32	4.0	8.6
at Sams Drive	7	0	0	0	2	5	0	75	\$ 2,047,500.00	4.2	4,741	0.81	2.4	6.6
at Eastin Road	24	0	0	3	7	14	0	364	\$ 9,937,200.00	6.0	4,990	2.64	8.0	14.0
at Flat Creek Trail	3	0	0	0	0	3	0	3	\$ 81,900.00	3.7	4,092	0.40	1.2	4.9
at Veterans Parkway	8	0	0	1	0	7	0	42	\$ 1,146,600.00	4.0	12,743	0.34	1.0	5.0

Road Segment Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Length of Segment	Crashes/mile/yr	Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value per Mile	Crash Costs ¹	EPDO Score ²	Annual Daily Traffic (2-Way)	Crash Rate ⁵	Crash Rate Score ⁴			
SR 74 to Lees Mill Road	66	1	2	5	12	46	1	454	\$ 28,510,300	4.2	5,775	2.72	8.2	2.3	5.7	12.4
Lees Mill Road to Veterans Pkwy	48	0	0	3	8	37	0	169	\$ 11,520,600	2.7	5,075	2.07	6.3	2.5	3.8	9.0
Sandy Creek Road	114	1	2	8	20	83	1	305	\$ 40,030,900	3.4	5,425	2.40	7.3	4.8	4.8	10.7

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score ⁷	Crash Costs Analysis		
			Annual Crash Cost (2014-2018) ¹	Potential Annual Crash Cost Savings	Crash Cost Savings over 20-Yr Design Life ⁶
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	58%	5.8	\$ 60,060	\$ 34,834.80	\$ 369,040
Intersection Improvement at Ellison Road (Roundabout)	79%	7.9	\$ 60,060	\$ 47,447.40	\$ 502,658
Access Mgmt: Remove Jenkins Road Direct Access to SCR	100%	10.0	\$ 218,400	\$ 218,400	\$ 2,313,730
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	79%	7.9	\$ 11,984,700	\$ 9,467,913	\$ 100,303,070
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	69%	6.9	\$ 16,380	\$ 11,302	\$ 119,736
Add Shoulders Along Entire Corridor	88%	8.8	\$ 8,006,180	\$ 7,067,007	\$ 74,867,873
Add Shoulders: SR 74 to Lees Mill Road	88%	8.8	\$ 5,702,060	\$ 5,033,174	\$ 53,321,447
Add Shoulders: Lees Mill Road to Veterans Pkwy	88%	8.8	\$ 2,304,120	\$ 2,033,833	\$ 21,546,426
Grade separation at Railroad Crossing (Coastline Road)	92%	9.2	\$ 10,920	\$ 10,097	\$ 106,962

Overall Safety Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	5.3	5.8	11.1
Intersection Improvement at Ellison Road (Roundabout)	5.3	7.9	13.2
Access Mgmt: Remove Jenkins Road Direct Access to SCR	3.9	10.0	13.9
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	20.0	7.9	27.9
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	4.9	6.9	11.8
Add Shoulders Along Entire Corridor	10.7	8.8	19.5
Add Shoulders: SR 74 to Lees Mill Road	12.4	8.8	21.3
Add Shoulders: Lees Mill Road to Veterans Pkwy	9.0	8.8	17.8
Grade separation at Railroad Crossing (Coastline Road)	3.7	9.2	12.9

Notes

1. Fatal, Injury and PDO Crash Costs are based on GDOT's Highway Safety Improvement Program Report (2016).
2. EPDO Score is normalized relative to EPDO for the 4 Fayette Corridor Studies with max being 50% Crash Severity subcategory points.
3. Crashes per million entering vehicles.
4. Crash Rate Score is normalized relative to 2016 statewide average crash rate with max being 50% Crash Severity subcategory points.
5. Crashes per million vehicle miles.
6. Assumes 7% Rate over 20 years.
7. Safety Improved Score is normalized CRFs with 100% being max crash reduction.

Traffic Operations Score Background Analysis

Sandy Creek Road

2040 Build vs No Build Delay Analysis

Project Name	Type of Improvements	2040 No Build LOS		2040 Build LOS		Delay Difference		Traffic Ops Score ^{1,2}
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	Operations/Delay	276.6	33.3	43	7.8	233.6	25.5	14
Intersection Improvement at Ellison Road (Roundabout)	Operations/Delay	276.6	33.3	22.6	12.6	254	20.7	18
Access Mgmt: Remove Jenkins Road Direct Access to SCR	Operations/Delay	C (15.5 s)	C (20.9 s)	A (0.0 s)	A (0.0 s)	15.5	20.9	8
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	Operations/Delay	C (22.3 s) E (38.5 s) C (24.4 s)	B (11.2 s) E (46.1 s) C (21.5 s)	B (12.3 s)	B (11.3 s)	26.2	34.8	10
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	Operations/Delay	C (23.4 s)	C (23.3 s)	C (19.5 s)	C (18.6 s)	3.9	4.7	2
Add Shoulders Along Entire Corridor	Roadway/Capacity	C (v/c - .30)	C (v/c - .26)	C (v/c - .30)	C (v/c - .26)	0	0	0
Add Shoulders: SR 74 to Lees Mill Road	Roadway/Capacity	C (v/c - .27)	B (v/c - .23)	C (v/c - .27)	B (v/c - .23)	0	0	0
Add Shoulders: Lees Mill Road to Veterans Pkwy	Roadway/Capacity	C (v/c - .31)	B (v/c - .19)	C (v/c - .31)	B (v/c - .19)	0	0	0
Grade separation at Railroad Crossing (Coastline Road)	Operations/Delay	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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
60 s - 119 s	0.50 - 0.59	6
30 s - 59 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 Savings Analysis

Project Name	Total Travel Time				Travel Time Difference		Annualized Vehicle Hours Traveled ³		Delay Cost Savings	
	2040 No Build		2040 Build		Travel Time Difference		2040 No Build (hrs)	2040 Build (hrs)	Annual Delay Cost Savings ⁴	Delay Savings over Design Life ⁵
	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)				
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	109	32	40	25	69	7	176,250	81,250	\$ 1,641,980	\$ 17,395,136
Intersection Improvement at Ellison Road (Roundabout)	109	32	22	21	87	11	176,250	53,750	\$ 2,117,290	\$ 22,430,570
Access Mgmt: Remove Jenkins Road Direct Access to SCR	13	13	0	0	13	13	32,500	0	\$ 561,730	\$ 5,950,968
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	24	22	21	21	3	1	57,500	52,500	\$ 86,420	\$ 915,533
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	11	14	11	13	0	1	31,250	30,000	\$ 21,605	\$ 228,883
Add Shoulders Along Entire Corridor	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Add Shoulders: SR 74 to Lees Mill Road	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Add Shoulders: Lees Mill Road to Veterans Pkwy	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Grade separation at Railroad Crossing (Coastline Road)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Notes

1. Max delay between AM and PM peak used to ranking Traffic Operations.
2. Traffic Score is based on normalized delay based on Traffic Operations Score Legend relative to max score for Traffic Operations category.
3. Calculations based on GDOT Benefit-Cost Equations.
4. Assuming 6% Truck Traffic.
5. Assumes 7% Rate over 20 years.

Environmental Score Background Analysis

Sandy Creek Road

Project Name	Resources Present ¹	Ranking	Environmental Impact Score ²
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	1	4	4.0
Intersection Improvement at Ellison Road (Roundabout)	1	4	4.0
Access Mgmt: Remove Jenkins Road Direct Access to SCR	1	1	1.0
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	3	3	3.0
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	1	3	3.0
Add Shoulders Along Entire Corridor	15	1	1.0
Add Shoulders: SR 74 to Lees Mill Road	11	1	1.0
Add Shoulders: Lees Mill Road to Veterans Pkwy	4	4	4.0
Grade separation at Railroad Crossing (Coastline Road)	1	1	1.0

Environmental Impact Legend

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

Notes

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

Right-of-Way Score Background Analysis

Sandy Creek Road

Project Name	Parcel Type			Right-of-Way Impacts ¹	Ranking	R/W Impact Score ²
	Undeveloped Parcels	Developed (Residential)	Developed (Commercial)			
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	1	2	0	5	4	12.0
Intersection Improvement at Ellison Road (Roundabout)	1	3	0	7	4	12.0
Access Mgmt: Remove Jenkins Road Direct Access to SCR	1	2	0	5	4	12.0
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	2	3	0	8	3	9.0
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	1	1	0	3	4	12.0
Add Shoulders Along Entire Corridor	34	88	2	220	0	0.0
Add Shoulders: SR 74 to Lees Mill Road	18	58	0	134	1	3.0
Add Shoulders: Lees Mill Road to Veterans Pkwy	16	30	2	86	2	6.0
Grade separation at Railroad Crossing (Coastline Road)	2	9	0	20	2	6.0

Right-of-Way Legend

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

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

Notes

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

Project Costs Score Background Analysis

Sandy Creek Road

Project Name	Project Construction 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		
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	\$ 250,000	10.0	\$ 369,040	\$ 17,395,136	\$ 17,764,176	71.1	5.0	15.0
Intersection Improvement at Ellison Road (Roundabout)	\$ 1,400,000	8.0	\$ 502,658	\$ 22,430,570	\$ 22,933,228	16.4	4.0	12.0
Access Mgmt: Remove Jenkins Road Direct Access to SCR	\$ 400,000	10.0	\$ 2,313,730	\$ 5,950,968	\$ 8,264,697	20.7	5.0	15.0
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	\$ 1,650,000	8.0	\$ 100,303,070	\$ 915,533	\$ 101,218,604	61.3	5.0	13.0
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	\$ 250,000	10.0	\$ 119,736	\$ 228,883	\$ 348,619	1.4	1.0	11.0
Add Shoulders Along Entire Corridor	\$ 750,000	10.0	\$ 74,867,873	\$ -	\$ 74,867,873	99.8	5.0	15.0
Add Shoulders: SR 74 to Lees Mill Road	\$ 300,000	10.0	\$ 53,321,447	\$ -	\$ 53,321,447	177.7	5.0	15.0
Add Shoulders: Lees Mill Road to Veterans Pkwy	\$ 450,000	10.0	\$ 21,546,426	\$ -	\$ 21,546,426	47.9	5.0	15.0
Grade separation at Railroad Crossing (Coastline Road)	\$ 22,650,000	2.0	\$ 106,962	n/a	\$ -	0.0	0.0	2.0

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

Sandy Creek Road

Project Name	PIOH 2 Comment Form - Phase II Score ¹	Online Survey Value	Online Survey - Phase II Score ²	Typical Comments/Major Takeaways	Public Support Score
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	6.27	3.63	5.45	<ul style="list-style-type: none"> Ellison Road is huge issue during the school year, turn lanes does not address safety. Should be signalized during the year. <ul style="list-style-type: none"> Roundabout or all way stop would be better <ul style="list-style-type: none"> Add lighting at intersection Lots of bike traffic to school on Ellison 	11.7
Access Mgmt: Remove Jenkins Road Direct Access to SCR	4.32	2.31	3.47	<ul style="list-style-type: none"> Several comments against closing off church access 	7.8
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	5.88	3.52	5.28	<ul style="list-style-type: none"> Concerned with slowing down traffic operations <ul style="list-style-type: none"> Dangerous intersection 	11.2
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	4.85	3.53	5.30	<ul style="list-style-type: none"> Agree with westbound left lane but not northbound turn lane, safety concern; Make AWSC <ul style="list-style-type: none"> Hill also needs to be cut lower 	10.1
Hawk Signal Near Pinewood Studios	4.32	3.17	4.76	<ul style="list-style-type: none"> County should not pay for HAWK signal which will be inconveniences to road users, Pinewood Studios should be a pedestrian bridge instead <ul style="list-style-type: none"> Add bike lane, there is a lot of bike traffic <ul style="list-style-type: none"> Add lighting 	9.1
Add Shoulders Along Entire Corridor	5.45	3.57	5.36	<ul style="list-style-type: none"> Project should include correcting curves, improving sight distance, and lowering hills <ul style="list-style-type: none"> Add bike lane, there is a lot of bike traffic <ul style="list-style-type: none"> Add lighting 	10.8
Add Shoulders: SR 74 to Lees Mill Road	5.45	3.57	5.36	<ul style="list-style-type: none"> Project should include correcting curves, improving sight distance, and lowering hills <ul style="list-style-type: none"> Add bike lane, there is a lot of bike traffic <ul style="list-style-type: none"> Add lighting 	10.8
Add Shoulders: Lees Mill Road to Veterans Pkwy	5.45	3.57	5.36	<ul style="list-style-type: none"> Project should include correcting curves, improving sight distance, and lowering hills <ul style="list-style-type: none"> Add bike lane, there is a lot of bike traffic <ul style="list-style-type: none"> Add lighting 	10.8

Other Comment/Project Ideas	Notes
Sandy Creek Road at Adams Road	Blind curve westbound at Sandy Creek Road and Adams Road needs to be addressed
Grade separation at Railroad crassing (Coastline Road)	<ul style="list-style-type: none"> Blind spot near railroad;
Signalized RCUT at Highway 74	<ul style="list-style-type: none"> Repair potholes at Highway 74
Turn Lane at Gaddy Property	
Control speed on Sandy Creek Road, Add radar signs	
Drainage along Sandy Creek Road	
Miscellaneous	Notes
Needs for direct route from Fayetteville to I-85 using Highway 92	
Signal at Veterans Parkway at SR 92	
Ellison Road at Jenkins Road very Dangerous	
When will culvert be complete on Graves Road between Easter and Ginger Cake	
Consider improvements for Jenkins Road schools	
When will Founder's Studio be constructed?	

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.