



SEPTEMBER 2021

Recommendations Report



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STAKEHOLDER PARTNERS

- | | | | |
|--------------------|----------------|-------------------------------------|----------------------------------|
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| City of Grantville | Fayette County | Bike Coweta | School System |
| Town of Sharpsburg | Peachtree City | Newnan-Coweta Chamber | Three Rivers Regional Commission |
| Town of Moreland | ARC | Coweta County Development Authority | |
| Town of Turin | GRTA | | |
| Town of Haralson | SRTA | | |
| | ATL | | |

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- Pond & Company**
- Croy Engineering**
- Sycamore Consulting**

CONTENTS

INTRODUCTION 1

 PROJECT PURPOSE 1

 REPORT PURPOSE..... 1

PROJECT OVERVIEW 2

 STUDY AREA 2

 JOINT CTP + COMPREHENSIVE PLAN PROCESS AND APPROACH 3

 CTP GOALS & OBJECTIVES 4

 GROWTH STRATEGY FRAMEWORK..... 5

 PUBLIC & STAKEHOLDER ENGAGEMENT 8

EXISTING CONDITIONS & NEEDS ASSESSMENT SUMMARY 13

 POPULATION & EMPLOYMENT 13

 LAND USE & DEVELOPMENT 17

 TRAVEL TRENDS..... 19

 TRANSPORTATION INFRASTRUCTURE..... 20

SPECIAL CORRIDOR STUDIES 31

 US 29 BETWEEN GRANTVILLE AND MORELAND 32

 NEWNAN CROSSING BYPASS 33

 MADRAS CONNECTOR..... 36

PROJECT IDENTIFICATION & PRIORITIZATION 38

 UNIVERSE OF PROJECTS..... 38

 PROJECT EVALUATION PROCESS..... 39

FUNDING 41

 EXISTING FUNDING SOURCES 41

 POTENTIAL FUNDING SOURCES..... 41

PROJECTS & STRATEGIES RECOMMENDATIONS 43

 ROADWAY RECOMMENDATIONS..... 44

 TRANSIT RECOMMENDATIONS 65



BICYCLE & PEDESTRIAN RECOMMENDATIONS..... 68

IMPLEMENTATION GUIDE..... **74**

SHORT-TERM (2022-2026) 74

MID-TERM (2027-2040) 76

LONG-TERM (2040-2050)..... 81

IMPLEMENTATION STRATEGIES..... 83

MONITORING IMPLEMENTATION..... 84

INTRODUCTION

PROJECT PURPOSE

Coweta County developed its first Comprehensive Transportation Plan (CTP) in 2006 and updated it in 2014. Because transportation needs evolve and change due to population growth, new development, and implementation of transportation projects, Coweta County initiated another update to its CTP in 2020. This CTP update was conducted alongside and in coordination with an update to the Coweta County Comprehensive Plan (Comp Plan) to create a long-range vision for how transportation, land use, housing, economic development, and community facilities all fit together. The rapid growth in Coweta County has placed demands on both the current – and future – transportation networks that will move people, goods, and services throughout the County safely, reliably, and efficiently. By identifying areas likely to grow and where trips are and will be made and ensuring the transportation network in place adapts and grows with it, the County and its municipalities can make the requisite strategic infrastructure investments to ensure connectivity, better manage demand, support economic development, minimize environmental impacts, maximize safety, and support a high quality of life for residents.

The CTP serves as a roadmap for prioritizing transportation infrastructure and services investment across the County over the next 30 years. Ultimately, the CTP process provides short, mid, and long-term project lists for implementation, as well as a set of supporting transportation strategy recommendations. The CTP planning process included a review of previous plans and existing conditions, an extensive public involvement and stakeholder engagement strategy, a transportation needs assessment, and evaluation framework which was used to develop and prioritize final recommendations.

REPORT PURPOSE

The purpose of this report is threefold:

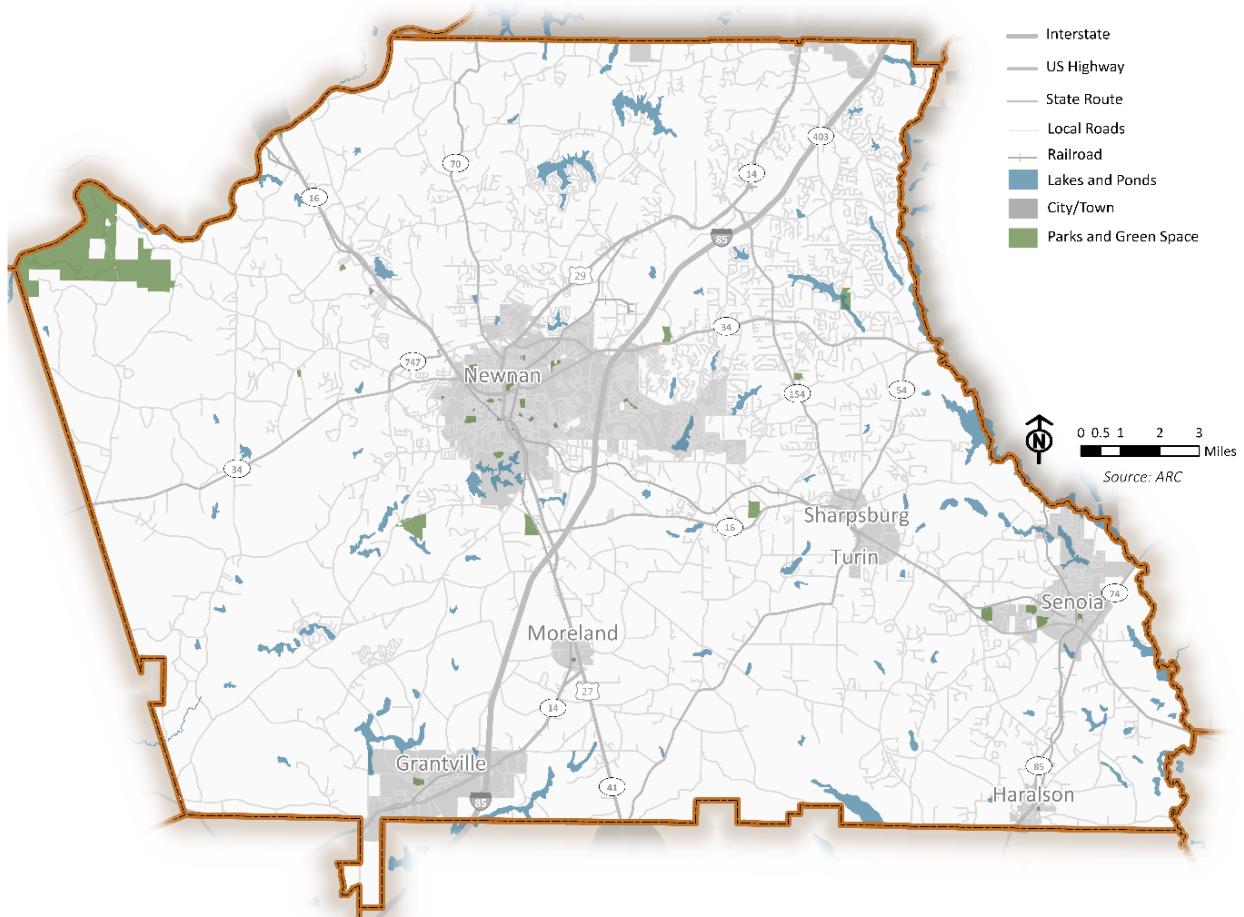
1. Communicate the overall planning process for the CTP effort, including the public engagement process.
2. Summarize the technical analyses completed as part of the CTP effort including the existing conditions, needs assessment, project identification, and evaluation framework.
3. Document the final recommended projects and strategies, as well as implementation actions for the CTP recommendations.

PROJECT OVERVIEW

STUDY AREA

The CTP study area, shown in **Figure 1**, is the entirety of Coweta County including the seven municipalities within: Newnan, Grantville, Moreland, Sharpsburg, Turin, Senoia, and Haralson. The project planning process also included studying the relationship of the County and its municipalities with surrounding jurisdictions including Carroll County to the northwest, the City of Palmetto and Fulton County to the northeast, Peachtree City and Fayette County to the east, Heard County to the west, and Meriwether and Troup Counties to the south.

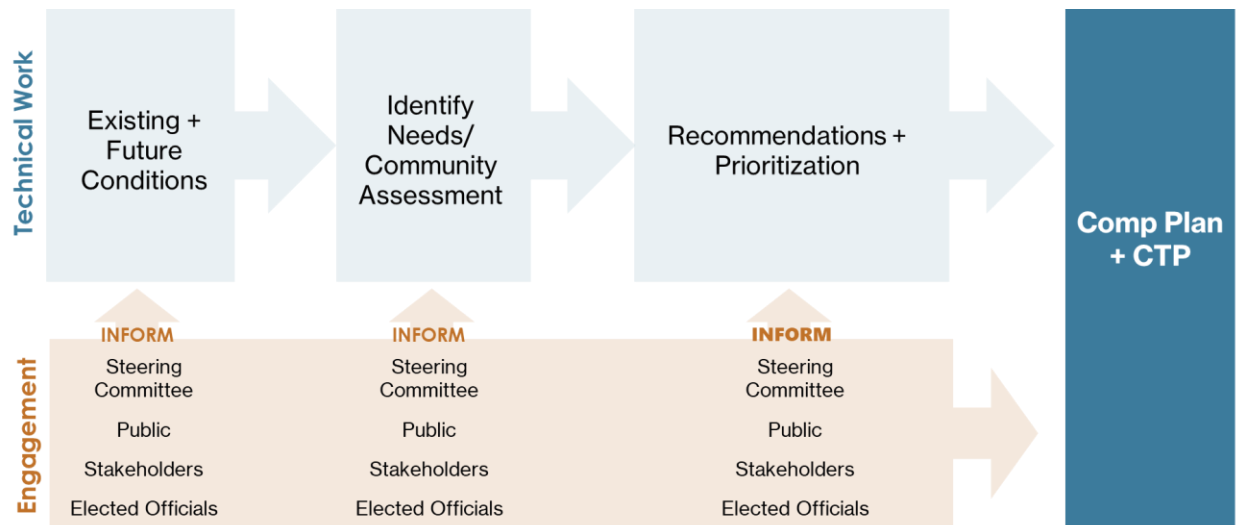
Figure 1: Coweta County CTP Study Area



JOINT CTP + COMPREHENSIVE PLAN PROCESS AND APPROACH

The CTP and Comprehensive Plan were conducted in a joint planning process, that came together at key public and stakeholder engagement points to inform one another and establish a unified vision for Coweta County's future. **Figure 2** shows the general planning process the two efforts followed.

Figure 2: Joint CTP and Comprehensive Plan Planning Process



The approach to conduct a joint planning process between the CTP and the Comprehensive Plan updates allowed for a coordinated public and stakeholder engagement process to maximize participation and educate the public on how land use and transportation are connected. The joint approach also created opportunities for a coordinated strategy to drive economic development, prepare for future funding opportunities, and position the plans for successful implementation.



CTP GOALS & OBJECTIVES

The transportation goals and objectives from the 2014 CTP were reviewed and discussed with the Steering Committee to determine if they were still relevant. Based on the committee's input, the goals and objectives were refined, and additional input was gathered from the public and stakeholders at the first public meeting and online survey. Using this input gathered from those engagement efforts, an updated set of CTP goals and objectives were developed.

The CTP goals and objectives are not only important in stating the general policy direction for transportation in Coweta County, but also play a significant role in driving the development of the most important deliverables of the CTP – the recommended projects and strategies.

The following are the finalized goals and objectives for this CTP.



- **Maintain existing transportation infrastructure**
- **Improve efficiency of existing infrastructure**
- **Enhance east-west connectivity**
- **Improve interconnectivity and mobility between major travel corridors**
- **Address known safety issues**
- **Minimize conflicts between freight and non-freight trips**



- **Integrate additional mode choices into roadway projects as practicable**
- **Extend the network of off-road trails**
- **Expand bicycle and pedestrian connectivity**
- **Maintain access to regional transit**



Coordinate land use, development & transportation

- Use transportation projects to encourage the type of development desired by the community
- Leverage the development process to strategically enrich the transportation network
- Balance land use access and mobility on key transportation corridors
- Ensure access to job centers and destinations
- Support industrial growth with safe, efficient access to freight routes
- Facilitate collaboration between local, regional, and state agencies on transportation planning



Enhance community quality through transportation

- Do no harm to unique natural, historic, and community resources
- Maintain small-town character through appropriately scaled transportation
- Preserve the character of scenic corridors
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households

GROWTH STRATEGY FRAMEWORK

Coweta County has a look and feel all its own. Characterized by large tracts of rural land, charming small towns, and low-density suburban-style development, it is one of the most desirable “exurban” communities in the region. This desirability, however, has attracted impressive growth. And while growth is good for the economy, it also strains existing infrastructure and increases roadway congestion, impacting mobility and quality of life.

Oftentimes, transportation investments meant to alleviate congestion and add capacity have the unintended consequence of altering the character of the community. To address this, the Coweta County CTP used a growth strategy framework

to guide the types and scale of transportation that are appropriate in different parts of the County.

Three types of growth strategy areas were identified in the County: Rural Places, Growth Maintenance, and Growth Priority. These three growth strategy areas grew out of the Land Development Guidance System (LDGS) the County adopted early in 2020, which differentiated between areas for no or very low growth, versus those that could accommodate slightly higher density. Every parcel in unincorporated Coweta County received a score between 1 and 15 using criteria based on proximity to existing infrastructure/services, major roadways, subdivisions with lots of less than 1 acre, retail centers, and employment centers. The County designated parcels with a score of 5 or below as “Tier 1,” meaning they could only develop at the very lowest residential densities. The CTP and Comprehensive Planning processes used the LDGS tiers along with other considerations detailed below to refine these designations into growth strategy areas.

The first phase of the County’s LDGS did not differentiate between areas where a little growth could occur, versus areas where the County and the community actively wanted to direct more growth, such as town and activity centers. Using the CTP and Comprehensive Planning process as the next step in refining the LDGS, the County delineated a lower growth “Growth Maintenance” area, and a more proactive “Growth Priority” area. These areas were defined not only by their character, but by an overall strategy for directing future infrastructure investments to targeted growth areas.

The goal of using the growth strategy framework for the CTP was to align the scale and level of transportation investment with the land use vision of the community. It is deployed throughout the planning process to help distinguish the transportation needs across these different areas and will serve as an important part of evaluating potential transportation projects. Ultimately, the intent is for the land use vision to drive transportation investments to be proactive.

The Growth Strategy Framework is shown in **Figure 3** and further described in **Table 1**.



Figure 2: Growth Strategy Framework

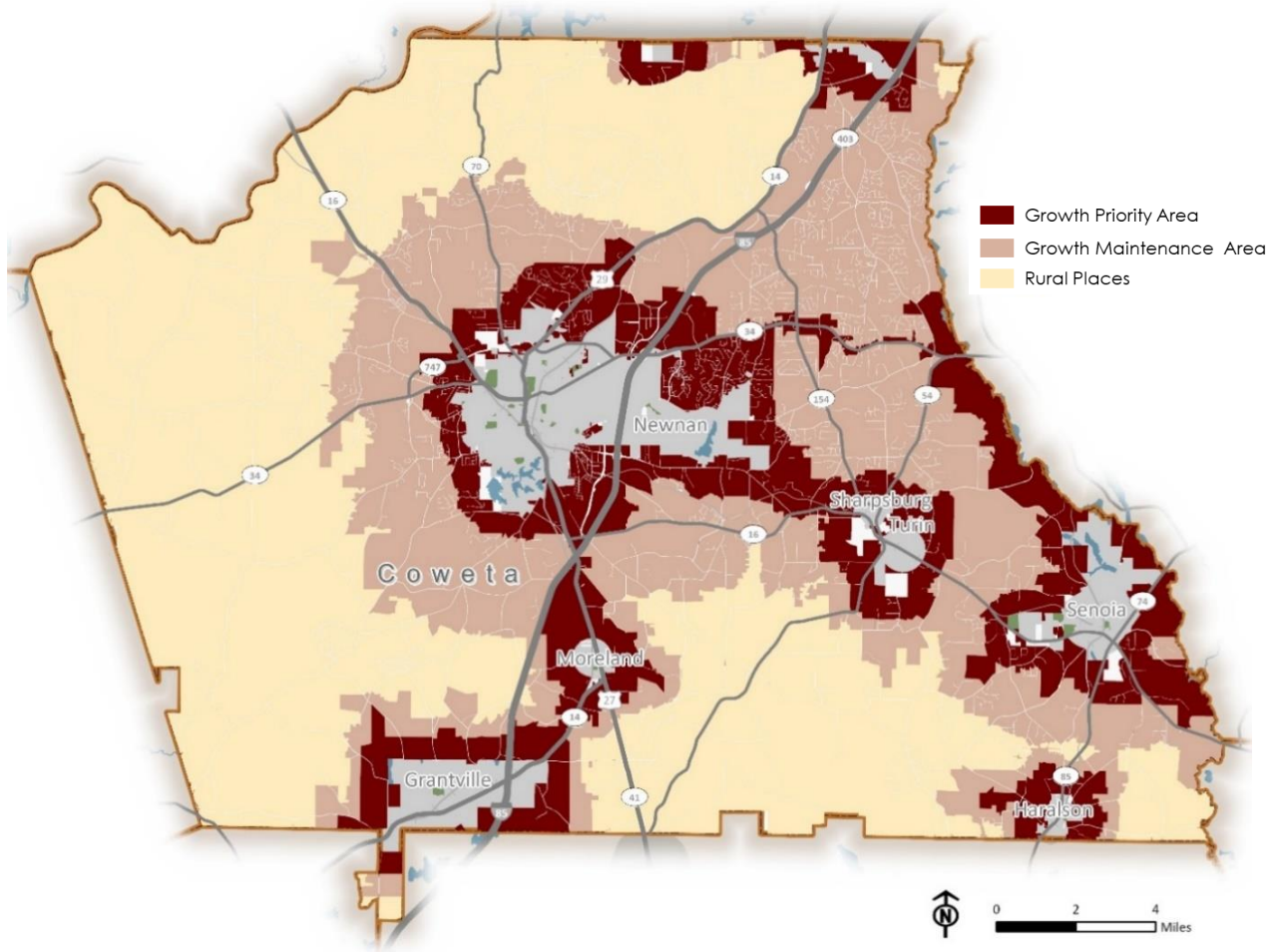


Table 1: Growth Strategy Area Descriptions

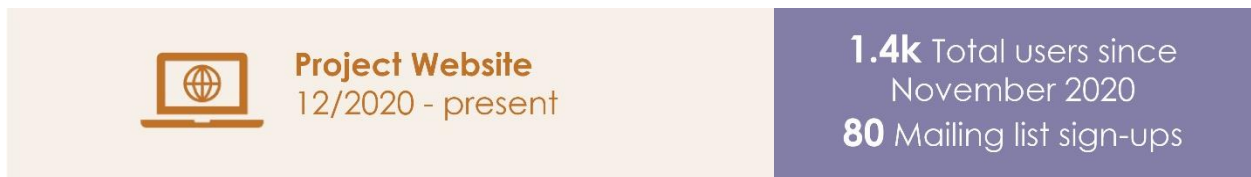
	RURAL PLACES	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer DRI since 2013

PUBLIC & STAKEHOLDER ENGAGEMENT

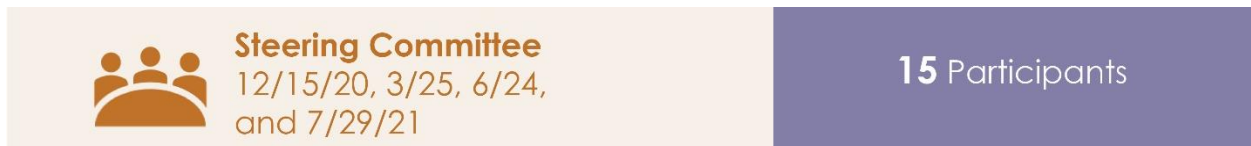
From December 2020 to September 2021, extensive stakeholder and public involvement was conducted to support the development of the CTP. The outreach program consisted of a variety of techniques designed to educate the community on the CTP update process and the technical work completed, and solicit informed opinions on issues, needs, opportunities and desires for the transportation network, as well as draft recommendations. This summary provides an overview of the techniques employed, the depth and breadth of the stakeholder and the public involvement, and the themes that emerged from the feedback received.

ENGAGEMENT TECHNIQUES

Several engagement techniques were used to reach the wide array of stakeholders involved in the CTP process. These techniques spanned across virtual and in-person offerings and are detailed below.



A project website was launched in December 2020 as a hub for project information, surveys and activities, meeting and milestone announcements, recordings of public meetings, and a document repository. The website included a mechanism for visitors to sign up for the project mailing list.



A Steering Committee was convened with membership approved by the Coweta County Board of Commissioners including County staff from various departments, resident representatives, business development organizations, the school system, regional planning agencies and others. The initial Steering Committee meeting was held in December 2020 to introduce the project and to present and solicit input on the growth strategy framework. The second meeting was held in March 2021 to brief on outreach results and collect feedback on CTP objectives. A third meeting was held in June 2021 to present the CTP's Needs Assessment key findings, an overview of the project evaluation framework and results from the corridor studies workshops. A fourth and final meeting was held in July 2021 to present an update on the process and

details of the final public involvement opportunities for the review and comment on the draft recommendations.

 <p>Kick-Off Open House 2/11/21</p>	<p>34 Participants</p>
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A virtual Public Kick-Off Open House was hosted in February 2021 via Zoom. An in-person participation option was offered at the County Commission Chambers. Attendees received an overview of the CTP update process and invited to offer feedback on needs for each of the growth strategy areas via breakout rooms. The team collected input on a variety of topics including roadway and intersection improvements, bicycle and pedestrian infrastructure, Growth Strategy Framework, commercial vehicles, and transit.

 <p>Corridor Studies Workshops 5/17, 5/24, and 6/1/2021</p>	<p>75 Participants</p>
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Following the kick-off open house, a series of five virtual Commission District Workshops was hosted in each of the commission districts during February and March 2021. In-person options were also made available at locations within each district. The workshops offered participants an opportunity to discuss on a more detailed level, district-specific transportation needs, issues, and opportunities.

 <p>Commission District Transportation Workshops 2/18, 2/22, 2/24 2/25, and 3/2/2021</p>	<p>70 Participants</p>
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A series of online workshops was hosted in May and June 2021 to demonstrate how land use and transportation work together. The workshops looked at three important example corridors to educate on the integrated planning process and gather the public's opinions on a future long-range vision for each corridor. The corridors were Newnan Crossing Bypass, Madras Connector and US 29 from Grantville to Moreland.

The workshops were hosted in two parts on the same day via Zoom. The daytime meeting included a presentation and an interactive survey for the participants to

provide their ideas for a combined transportation and land use vision. The evening meeting presented the draft concept for the corridor based on the daytime meeting's input and collected further comment on proposed ideas. An in-person option for all meetings was offered at the County Commission Chambers.



**Public Survey+ Interactive
Mapping Exercise**
2/11 – 3/19/21

158 Survey Participants
40 Mapping Participants

An online Public Survey and Interactive Mapping Exercise were launched together and hosted on the project website from February to March 2021. The launch coincided with the kick-off open house. The survey collected feedback from residents regarding their thoughts on transportation strategies for the rural conservation, growth maintenance and growth priority areas. The interactive map allowed users to drop a pin at a specific location in the County and indicate their thoughts on issues and necessary improvements.



Stakeholder Interviews

1st round:
2/12, 2/18, 2/21, 2/22, 2/24,
2/25, 3/8, 3/18 and 3/19/21
2nd round:
7/28, 7/29, and 8/4/21

16 Participants

An initial round of stakeholder interviews was conducted via Zoom during the months of February and March 2021 to connect with organizations that have a transportation interest in the County. The objectives of the interviews were to better understand the relationship with Coweta County; hear first-hand about any projects, policies, or strategies of the organization that could affect transportation; needs of the organization that the CTP could support; and any other relevant information.

A second round of interviews was held via Zoom during July and August of 2021. The focus of this second round was to follow-up on previous conversations with GDOT, Coweta's municipalities, and Fayette County and Peachtree City to refine details of the draft recommendations.



Virtual Final Open House
9/8 – 9/22/21

350+ Visitors
18 Comment Forums

In September 2021, a virtual open house was hosted to present a summary of the CTP update process, technical work completed, and draft recommendations for the public's feedback. The virtual open house included a pre-recorded presentation; informational boards; a draft project list with accompanying maps; and a comment form. The public could access the virtual open house any time between September 8th and September 22nd; all materials were "on-demand" with no live presentation or discussion. For in-person viewing, displays of the online materials were available at the Coweta County Community Development office during normal County business hours during the two-week comment period.

ENGAGEMENT INPUT THEMES

Feedback from all the engagement activities were consolidated and analyzed to determine the most prominent feedback trends and highlights as pertaining to transportation in Coweta County. The input received from the engagement techniques centered around several major themes identified below:

- **General Thoughts**
 - The County is a great partner on local, regional, and state levels for transportation planning and project implementation
 - General consensus on using growth strategy framework for CTP
 - Funding of improvements is an important consideration
 - General public approval of process and draft recommendations
- **Maintenance of Infrastructure**
 - Improve/maintain existing roads and bridges through basic updates such as striping
 - Invest in additional safety measures along existing corridors such as lighting
 - Examine existing bicycle routes and look for opportunities to increase safety and connectivity
- **Needed Improvements**
 - Right-sized transportation solutions that incorporate context
 - Look for ways to more effectively use existing roadway capacity to address congestion and safety issues
 - Enhance connectivity within the County and destinations beyond, especially east-west

- **Future Investment and Preservation**

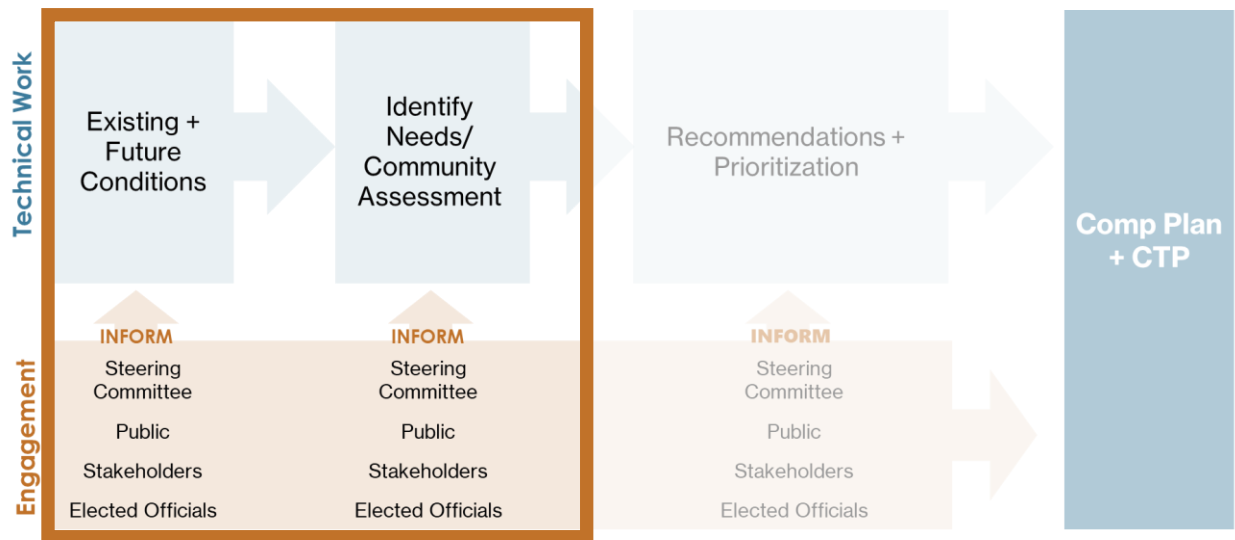
- Plan for investment along key corridors earmarked for development and protect the areas that are not expected to receive development
- Consider types of development, the impact on the transportation infrastructure and the potential conflicts, i.e., residential vs. industrial vs. commercial
- Multi-modal investments in the future will be needed to accommodate growth

In addition to these general themes, any comments received on specific locations, policies or programs were considered in the development of recommendations using technical analysis, public input and current state and County projects, policies, and programs.

EXISTING CONDITIONS & NEEDS ASSESSMENT SUMMARY

Early in the CTP planning process existing and future conditions related to transportation in Coweta County were inventoried and assessed to identify needs and opportunities and set the foundation for development of potential projects and strategies to address those needs. These were documented in a detailed Existing Conditions and Needs Assessment Report. Key findings are summarized in this section.

Figure 3: CTP Process: Existing Conditions & Needs Assessment Steps



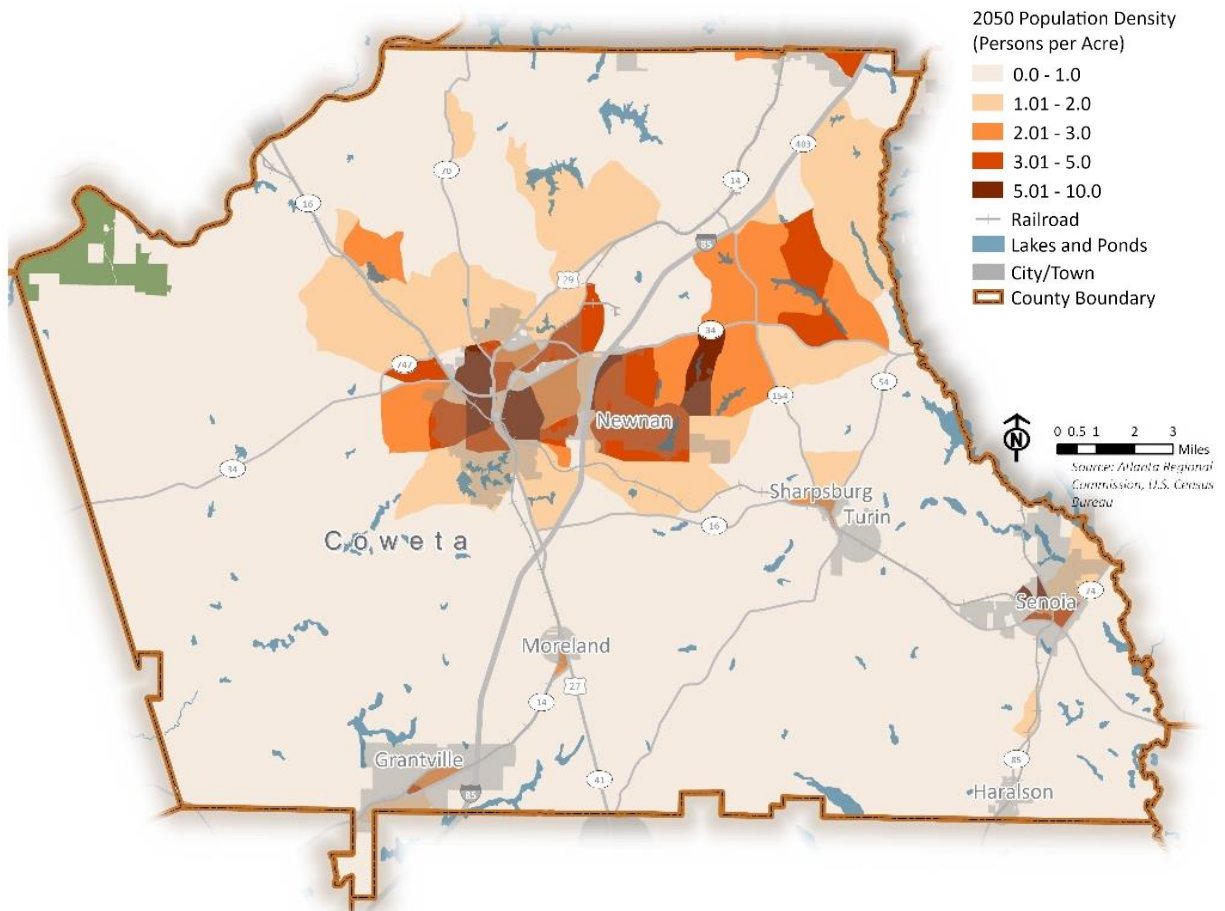
POPULATION & EMPLOYMENT

Upon review of the Atlanta Regional Commission's (ARC) Activity-Based Model (ABM) data, which is a travel demand forecasting tool, Coweta's 2020 population (146,476) grew by 6.3% from 2015 to 2020, averaging 1.3% growth per year.

Coweta County's population is projected to grow at a rate of approximately 1.5% per year resulting in nearly 68,000 new residents by 2050. Existing and projected population density shows that Coweta County is primarily low density in nature with isolated pockets of density, except for the central and northeast portion of the County as shown in **Figure 5**.

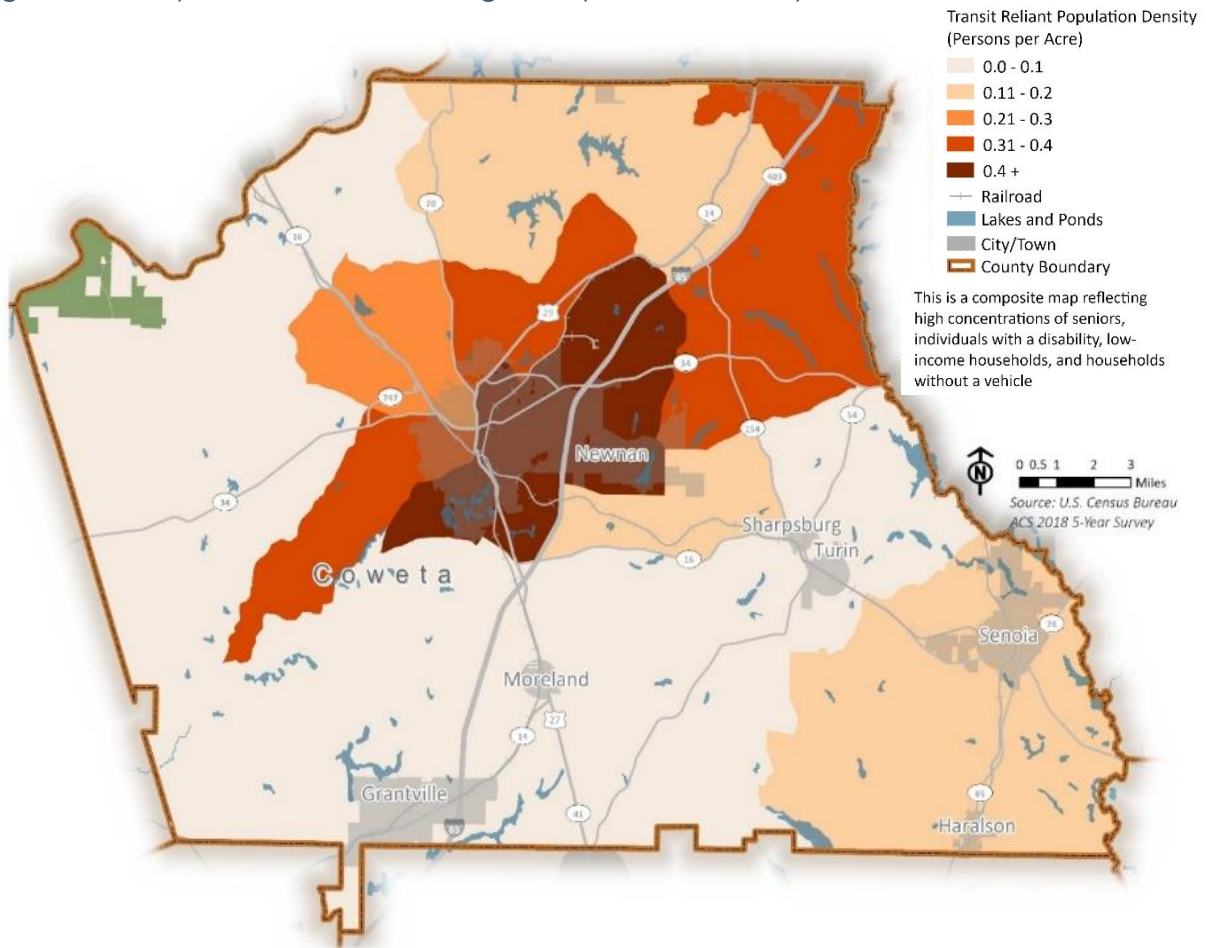
In transportation planning, it is important to pay close attention to the populations who are more likely to have mobility challenges due to age, disability, access to a vehicle, or income. These transportation disadvantaged populations may rely on public transportation, walking, and bicycling to get to work, school, or access medical services. The transportation disadvantaged population is made-up of the following population subgroups: zero-car households, individuals with disabilities, low-income population (income below the poverty line), and the senior population (ages 65+).

Figure 5: Population Density, 2050 (ARC ABM)



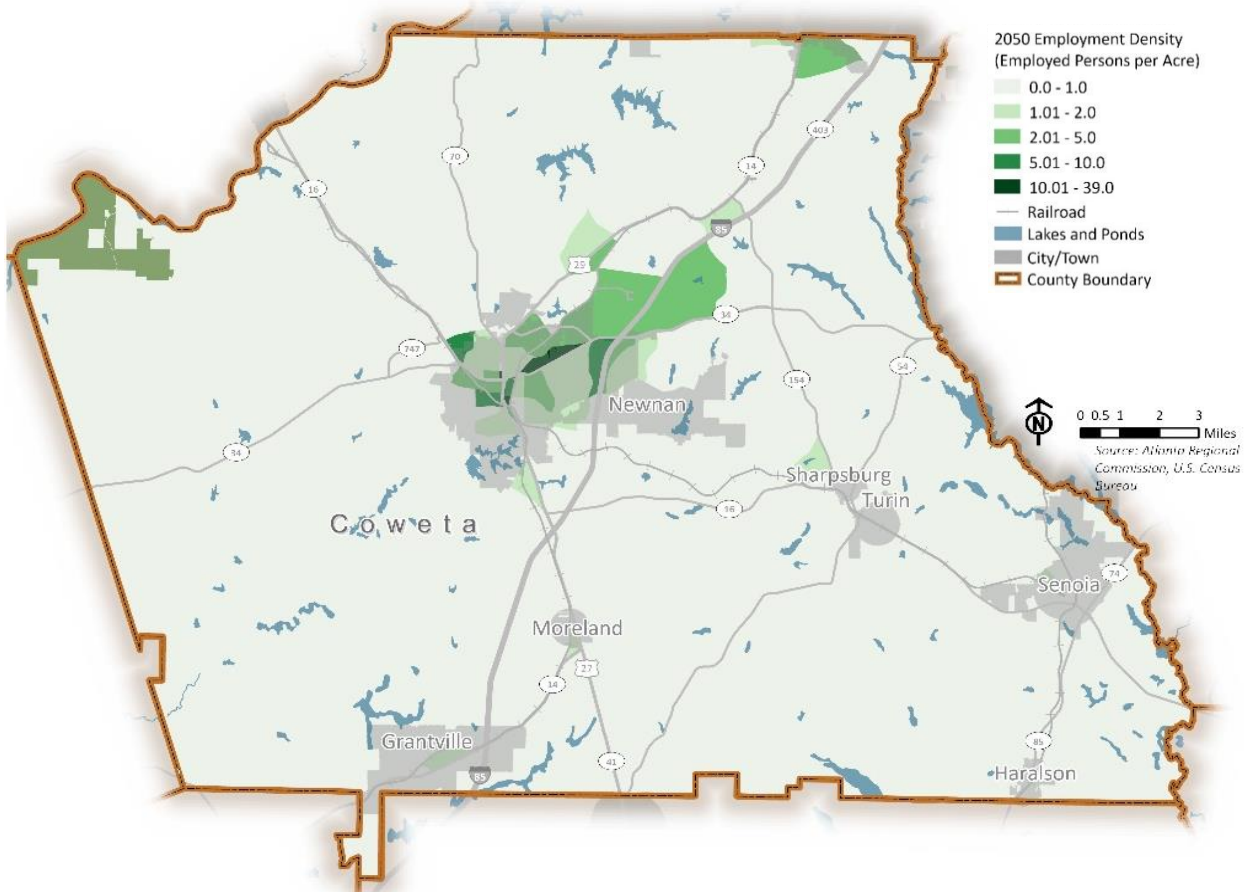
The transportation disadvantaged population density for Coweta County is shown in **Figure 6**. The highest portion of the transportation disadvantaged population in Coweta County is made up of the senior population (ages 65+) at 36% followed closely by the low-income population (30%), and individuals with a disability (29%). The smallest portion of the transportation disadvantaged population is households with no vehicles (4%).

Figure 6: Transportation Disadvantaged Population Density



Employment growth in Coweta County outpaced population growth from 2015 to 2020 with an average growth rate of 2.3% per year. Employment gains from 2020 to 2050 are expected to be slow, but still outpace the Atlanta region's average growth of 1.0% per year. Existing employment density is mostly focused near the center of the County and is expected to follow that trend into the year 2050 as shown in **Figure 7**.

Figure 7: 2050 Employment Density (ARC ABM)



Coweta County is home to a diverse group of employers across multiple industries. The 15 top employers in Coweta County are made-up almost entirely of distribution centers or manufacturing warehouses. Employment growth is expected to continue in this sector. To prepare for this growth, land use and transportation infrastructure, development and policies will need to be closely monitored and carefully coordinated to align with the goals and vision set forth by the residents of Coweta County.

Priority Population & Employment Growth Needs:

- Monitor key areas of population & employment growth for needed transportation infrastructure upgrades
- Monitor the transportation disadvantaged population for needed bicycle and pedestrian connectivity and future transit service

LAND USE & DEVELOPMENT

Despite recent growth, the majority of Coweta County is rural. More urbanized land uses such as commercial and suburban residential are clustered around Newnan and smaller population centers such as Senoia. Industrial uses are focused primarily along the I-85 corridor.

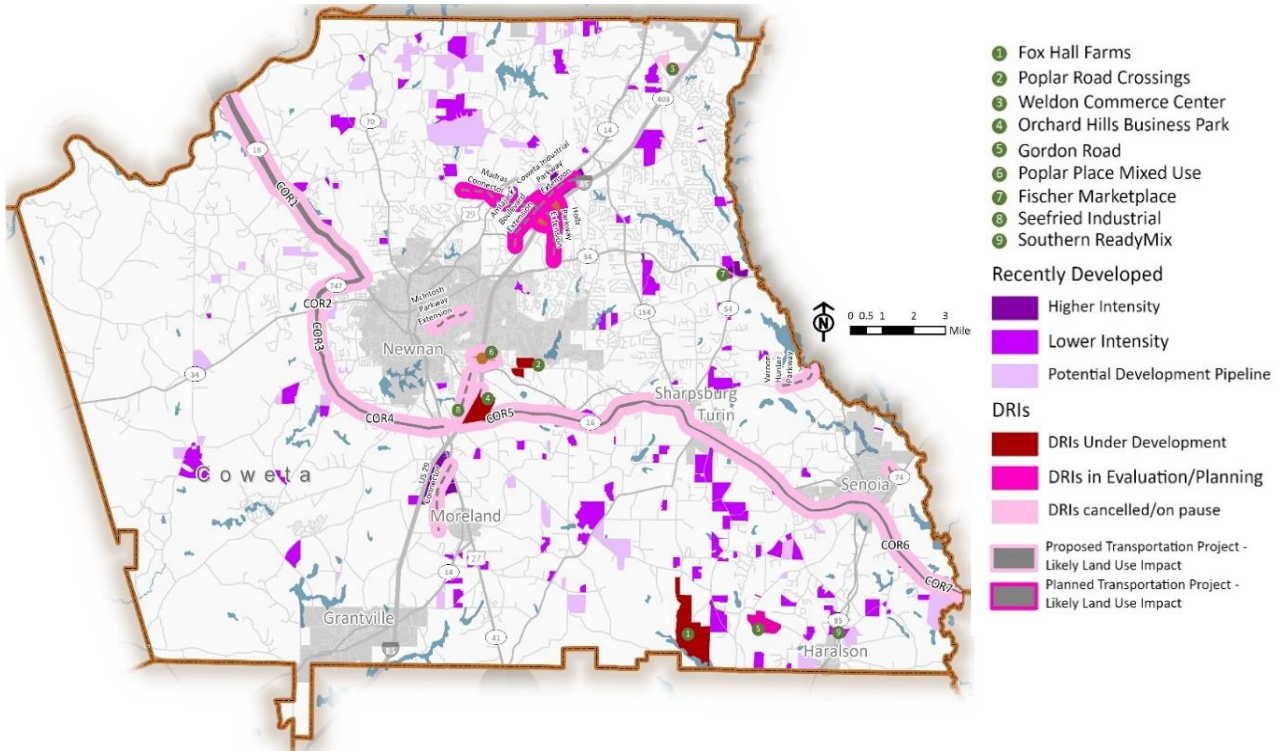
Maintaining the rural character of unincorporated Coweta County is a major priority based on review of previous plans and land use planning efforts. All transportation improvements will need to be mindful of rural character and be scaled appropriately.

Individually, the new low-density residential developments occurring in Coweta County do not generate large impacts to transportation infrastructure. But over time, as more and more land transitions to low-density residential uses, there will be increasing pressure on the roadway network. Additionally, more homes generate demand for businesses and services, which could spur an additional need for upgraded infrastructure and prompt re-zonings. Areas to monitor for this include:

- Gordon Road
- Tommy Lee Cook Road
- Happy Valley Circle
- SR 54 near Gordon Road
- Smokey Road near Dr Bruce Jackson Road

Currently, new subdivisions are required to have sidewalks within them; in rural areas, these will not be connected to a broader system of sidewalks unless more proactive planning occurs to build pedestrian/bicycle infrastructure along key corridors.

Figure 8: Areas of Recent and Anticipated Land Use Change



Large transportation projects that create new corridors – like the planned Madras Connector and the Newnan Bypass – can often spur land use changes. Land use policy and regulations need to be in place ahead of time to ensure that future changes align with the community's long-term land use vision.

Industrial uses naturally occur close to the interstate to serve their distribution needs; as these areas continue to grow, extra attention will be needed to address additional wear and tear from trucks on the local roadways required for access.

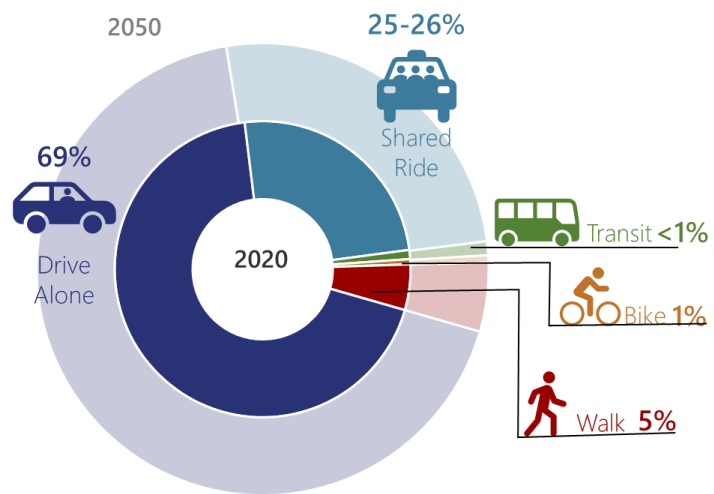
Priority Land Use & Development Needs:

- Maintaining the rural character of unincorporated Coweta County is a major priority
- Monitor specific areas with targeted growth (especially industrial) for potential transportation infrastructure upgrades
- Monitor large transportation projects currently or soon to be under way for spurred land use changes

TRAVEL TRENDS

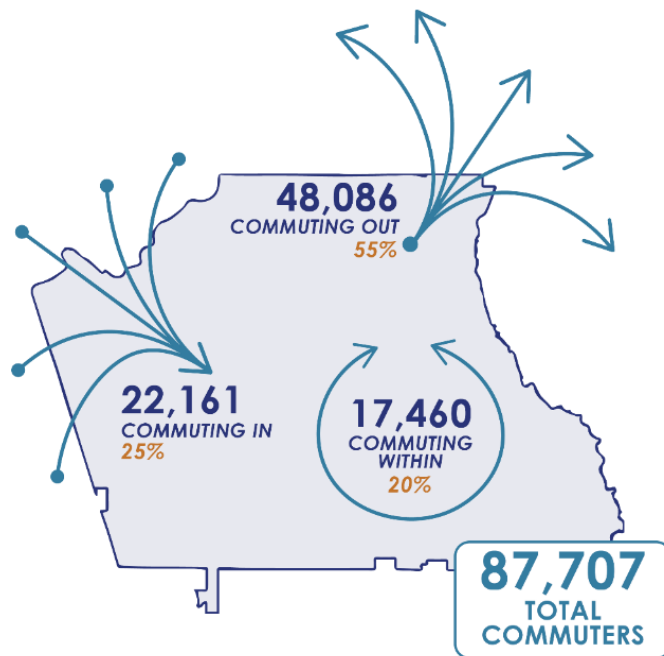
Coweta County commuters are moving from place to place using a variety of travel modes such as driving along, shared ride (such as carpooling), transit, walking, and bicycling. **Figure 9** shows that driving alone makes up 61% of morning commute trips, followed by shared ride trips at 34%. Automobile travel is expected to make up 95% of Coweta County trips even into 2050.

Figure 9: Coweta County Travel Mode Split



As shown in **Figure 10**, over half of commute trips made in Coweta County are residents who live in Coweta County but commute outside the County for to reach their jobs. About 25% of commute trip are those coming into Coweta County from neighboring jurisdictions. The remaining 20% of commute trips are made by those who both live and work in Coweta County.

Figure 10: Coweta Commuting Patterns



These trends show a high reliance on roadway infrastrucutre to move people in, around, and through Coweta County.

TRANSPORTATION INFRASTRUCTURE

PAVEMENT & BRIDGES

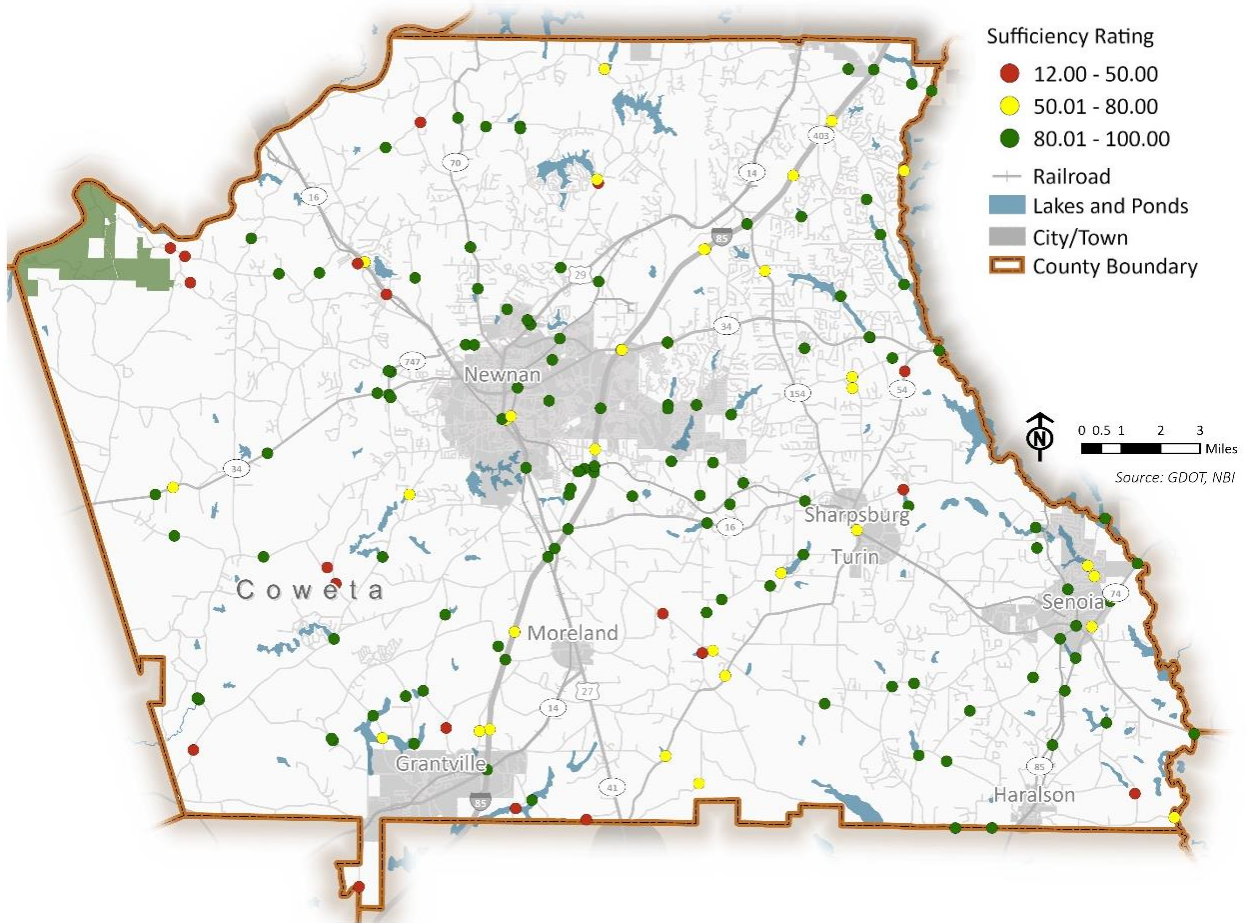
There are over 1,580 miles of roadways in Coweta County and 166 bridges. Maintaining all this infrastructure is critical to providing mobility and safe conditions. Pavement condition as tracked by the Coweta County Department of Public Works is shown in **Figure 11**. Overall, Coweta County successfully maintains its roadway pavement conditions with over 82% of roadways having pavement conditions of fair or better.

Bridge conditions are usually measured using sufficiency ratings, which indicates whether a bridge is in good condition or should be repaired or replaced, and are on a scale of 100 (best) to 0 (worst) based on both the physical condition of the bridge and the amount and type of automobile and truck traffic that relies on it. **Figure 12** shows all 166 bridges in Coweta County and their sufficiency ratings. 70 bridges have sufficiency ratings of less than 80, which suggests a potential need for repairs; 19 of these bridges have ratings of less than 50, which indicates a potential need to replace the bridge altogether.

Figure 11: Pavement Condition Matrix

% of Roadways	Condition	Pavement Description	Example Photo
19	New	No cracking, rutting, or base failure	
43	Good	Minor cracking only	
20	Fair	Moderate cracking, less than 20% base failure	
15	Poor	Moderate to severe cracking, 20-35% base failure, few patches	
3	Very Poor	Severe cracking, rutting, patches, over 35% base failure	

Figure 12: Bridge Sufficiency Ratings




Priority Pavement & Bridge Needs:

- Restripe rural roads where existing striping is faded or no longer visible
- Address bridges with poor condition ratings
- Address roadways with poor and very poor pavement conditions

SAFETY

Crash data from GDOT's Georgia Electronic Accident Reporting System (GEARS) shows that between 2015 and 2019, there were 22,133 crashes reported in Coweta County.

about
27%
of crashes resulted in
at least one injury



0.5%
of crashes resulted in a
fatality over the past five years

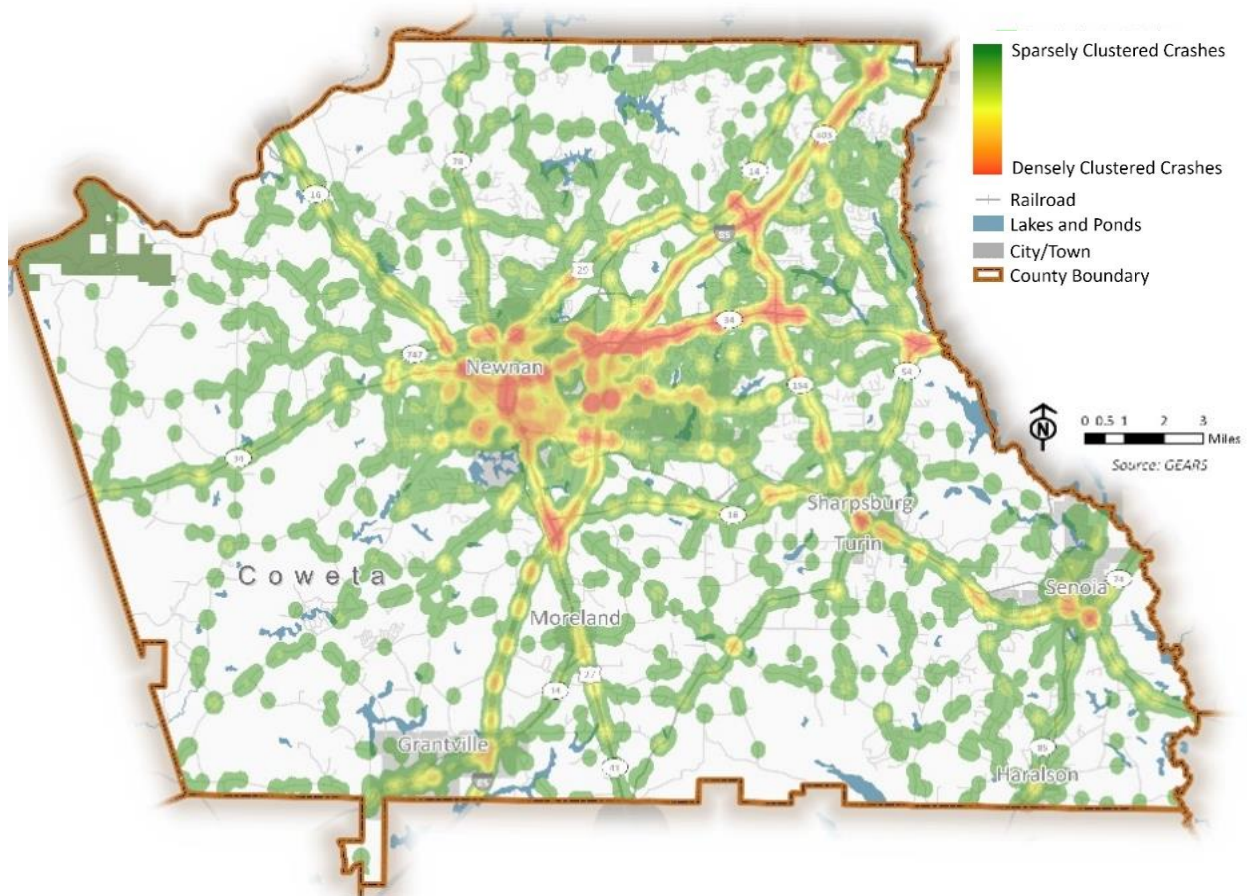


about
0.5%
of all crashes involved
bicycles or pedestrians



The crash heat map in **Figure 13** shows that the highest concentration of crashes in Coweta County occurred in the vicinity of SR 34, US 29, and US 27, particularly in and around the City of Newnan. There are other areas of high concentration at the I-85 ramps that connect to US 27, on SR 54 leading to Peachtree City, and in Senoia.

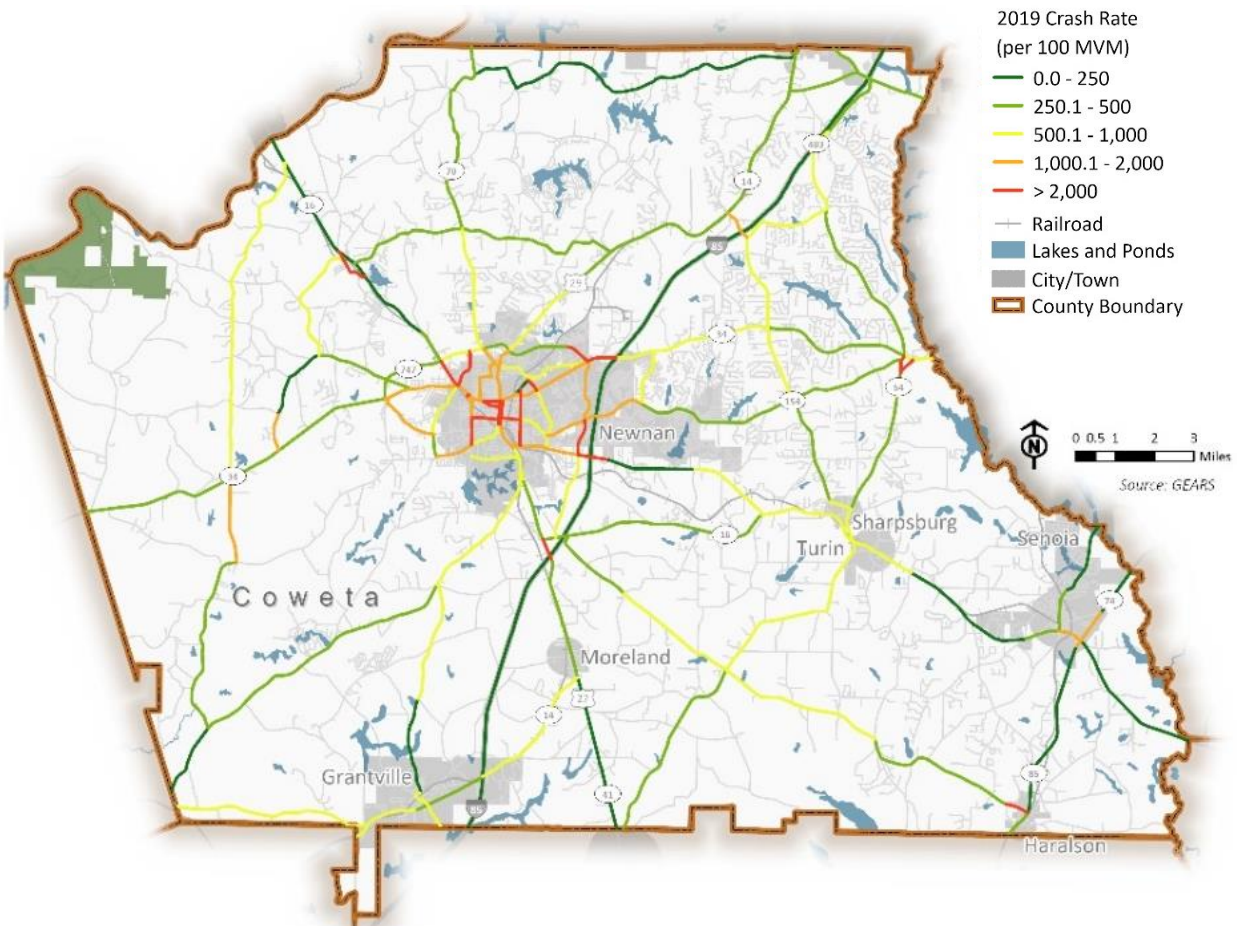
Figure 13: Crash Heat Map



The crash rates for major corridors in Coweta County were calculated using 2019 crash and volume data. Calculating crash rates helps to identify low volume, high crash risk locations that do not necessarily experience a high total number of crashes.

Shown in **Figure 14**, the highest crash rates are concentrated in and near downtown Newnan, key access roads to I-85, Fischer Road and SR 54 near SR 34, Gordon Road in Haralson, and Henry Bryant Road in the Sargent area.

Figure 14: 2019 Crash Rate Map



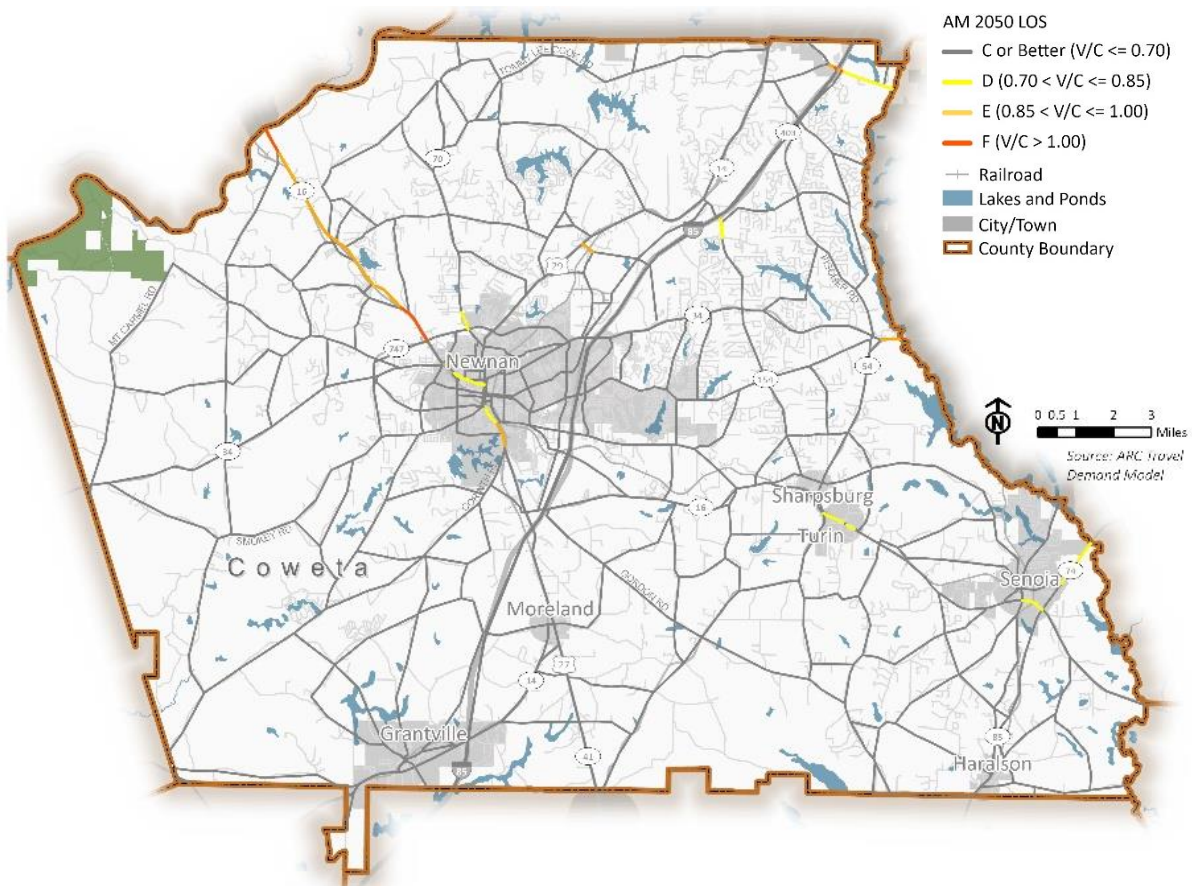
Priority Safety Needs:

- Address high crash rates areas in and around downtown Newnan and along rural roadways
- Address unsafe access to some commercial areas on major arterials

CONGESTION

Level of Service (LOS) is measured as the amount of traffic on a road versus the amount of traffic the roadway was designed to support. LOS is categorized as letters A through F with LOS A, B, and C indicating traffic is light and stable. LOS D means there are longer delays and more congestion but is generally considered acceptable while LOS E or F are considered unacceptable and represent extreme congestion and delay. At LOS F, traffic has officially exceeded the roadways capacity. **Figure 15** shows Coweta County roadways with LOS D, E, and F in 2050. Most roadways will see an acceptable LOS with SR 16 north of Newnan standing out as a corridor with LOS E and F.

Figure 45: 2050 AM Level of Service



Congested roadway segments paint only a partial picture of where congestion is an issue – it is also important to examine intersections with higher congestion levels. Travel Time Index (TTI) is the ratio of the travel time during the peak period to the time required

to make the same trip at free-flow speeds. Intersections with the highest (worst) TTI score include:

- Jefferson St/SR 34 at Clark St
- Old Corinth Rd at Earl North Rd
- Pylant St at Seavy St
- SR 54/Sharpsburg McCollum Rd at Freestone Dr
- SR 34 Bypass at Millard Farmer Industrial Blvd
- Thompson St at E Broad St
- Weldon Rd at SR 14/US 29

Priority Congestion Needs:

- Address congested roadways with LOS E/F or those that have a TTI greater than 2.5
- Identify upgrades to existing roadways or new roadway locations to improve connectivity to Fayette County and general east-west mobility
- Explore intersection, signal timing, and other operational improvements over widening roads to reduce congestion and improve travel time reliability, particularly in rural areas
- New roadway connections can provide alternative routes around congested areas

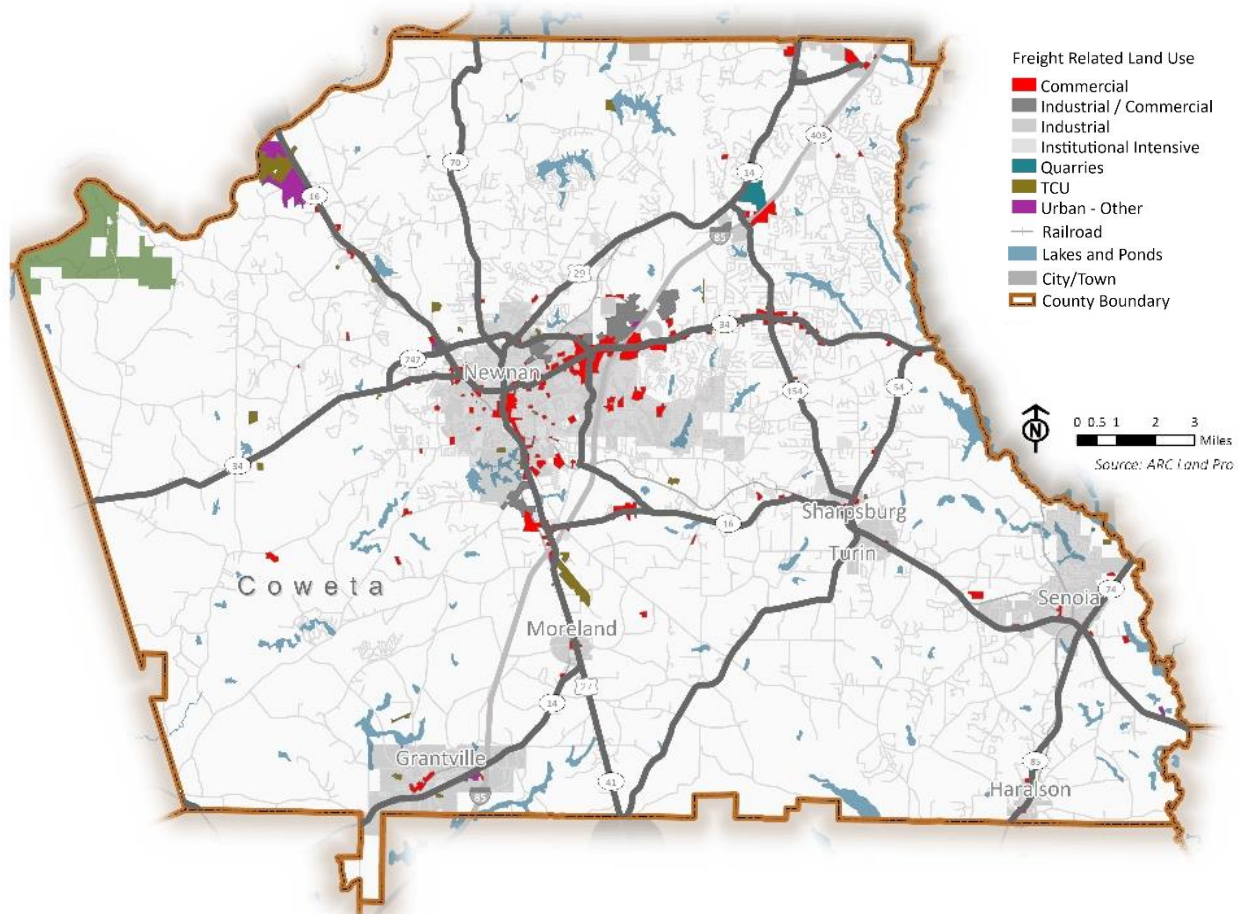
GOODS MOVEMENT

The movement of goods (freight) is an important part of the Coweta County economy – manufacturers, retailers, and customers all rely on trucks, trains, boats, and airplanes to get goods from producers to consumers. With the rapid growth of industry, particularly along I-85 in Coweta County, it is important to safely and efficiently accommodate freight while protecting communities from potential impacts. **Figure 16** shows current roadways that are designated truck routes, along with the commercial and industrial uses that are typically attracting truck trips.

Centers with most notable concentrations of freight can be found on:

- SR 34 near I-85 including Amlajack Blvd
- SR 34 near Newnan Crossing Bypass
- SR 154 near I-85
- An emerging node at US 27 south of Newnan near I-85 and the Newnan-Coweta County Airport

Figure 16: Designated Freight Routes & Freight Related Land Use



Truck congestion was reviewed in the same manner as other congestion throughout the County, through Level of Service (LOS). Like other Countywide congestion, truck LOS ratings are worse along SR 16 and SR 154 by the year 2050.

Coweta County also has two Class I railroads that run through it: CSX Transportation (CSX) and Norfolk Southern Corporation (NS). The County has little influence over how CSX and Norfolk Southern operate, however railroad crossings are areas where improvements for safety can be coordinated with the railroads.

There are a total of 99 rail crossings in Coweta County. All but 18 of the rail crossings occur at-grade, meaning that there is no separate space for cars versus trains via bridges. This increases the likelihood of both crashes and traffic delays. Most of these at-grade crossings occur on minor roads and do not pose significant issues, but some intersect key truck routes and are more problematic.

Priority Goods Movement Needs:

- Address at-grade rail crossings that impact truck routes: SR 34/Newnan Bypass at Norfolk Southern; Franklin Road/SR 34 Business at Norfolk Southern, and Weldon Road at CSX
- Weldon Road between Collinsworth Rd and US 29 is too narrow and does not have adequate shoulders to accommodate increased truck traffic
- Coordinate new industry with the right infrastructure for truck travel as to not negatively impact the community
- Monitor truck congestion issues on SR 16
- Raymond Hill Road and Collinsworth Road provide connectivity from and to freight land uses and are seeing increases in truck traffic

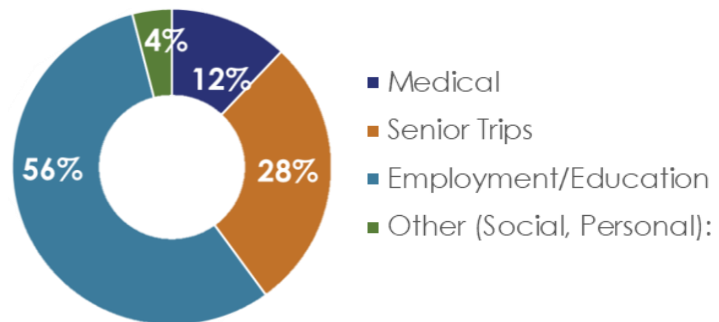
TRANSIT

The mode split in Coweta County shows that Coweta County residents and commuters primarily travel by personal vehicles. However, there are local transit services available within Coweta County and regional transit services available for commuters traveling to Atlanta for work. Transit data for these local and regional services were analyzed from 2019 in a “pre-COVID” time period to examine a typical year of service.

Coweta County offers a Dial-A-Ride transit service known as Coweta County Transit. Coweta County Transit performed 27,000-34,000 trips annually from July 2009 to January 2019. As shown in **Figure 17**, 56% of those trips were taking people to jobs or educational opportunities, while the remaining trips were seniors, medical, and a small number of social trips. This shows that Coweta County Transit is serving a critical transportation need for those who may not own or be able to operate a personal vehicle.



Figure 17: Coweta County Transit Trip Purpose, 2019



Regional transit options are offered through the Atlanta-Region Transit Link Authority’s (the ATL) Xpress bus service via Route 453 from the Newnan park & ride lot off I-85 on SR 34 to downtown and midtown Atlanta. Route 453 had over 72,000 in ridership in 2019.

The ATL also operates a regional vanpool program. In 2019, across all vanpool routes from Coweta County, there were over 300,000 total passenger trips. Most of these trips were used for commuting purposes to employment areas like Atlanta, the Hartsfield-Jackson Atlanta International Airport area, other Fulton County destinations, and Cobb County. There are also a handful of trips to areas south of Coweta County including the Columbus area and Houston County.

Throughout the CTP public engagement process, it was clear that current transit services were meeting the existing demand within the Coweta County. As Coweta County's population grows, the type and amount of federal funding to support local transit operations and capital improvements may change and possibly require a greater local funding match. Coweta County will need to further explore options and develop a transit data reporting and funding strategy that ensures Coweta County Transit can continue to provide cost effective mobility options.

Priority Transit Needs:

- Existing transit options provide needed service
- As Coweta County continues to grow and become more suburban and urban, the types and amounts of federal funding to support local transit service could change. This could impact the amount of local and state funding needed to continue operations of Coweta County Transit services. The County needs to further evaluate and prepare for potential changes in transit data reporting and funding strategies for local transit.
- As demand grows for commuter transit options from Coweta County to Atlanta and other regional job centers, there may be a need to explore a second park & ride lot location along I-85 to support commuter bus services and transit rider amenities such as boarding areas, shelters, seating, and parking.

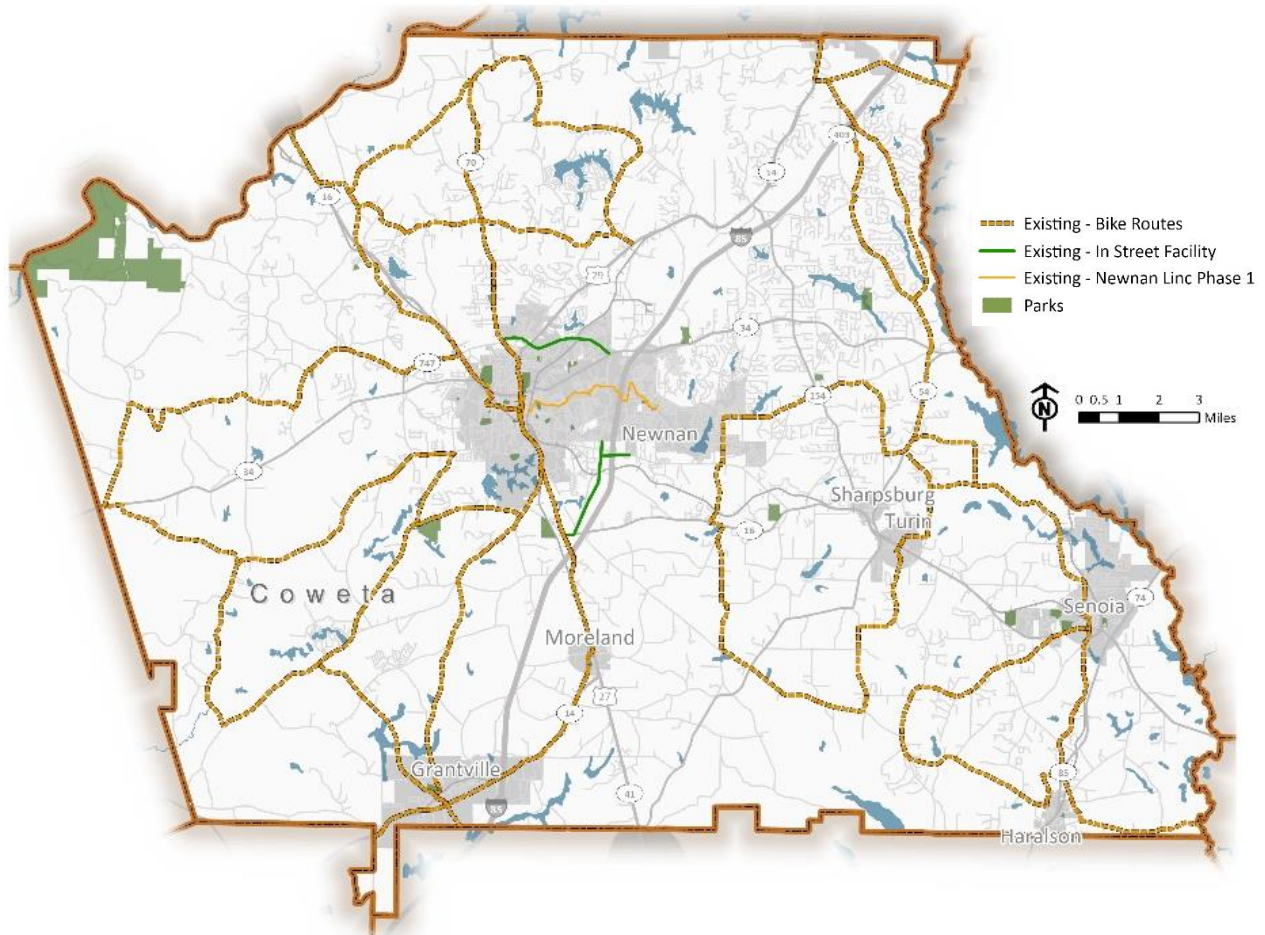
BICYCLE & PEDESTRIAN INFRASTRUCTURE

Sidewalks in Coweta County are concentrated within incorporated areas, particularly in and near Newnan and other city and town centers, as well as scattered across a mix of residential neighborhoods. Countywide, there is limited connectivity between sidewalk systems.

Shown in **Figure 18**, there are three main types of bicycle facilities in Coweta County: signed routes, in-street facilities (such as bike lanes), and off-street multi-use paths. There are seven County-designated bicycle routes and four State bicycle routes in the County. Many of these routes are along roadways with minimal shoulders or wide lanes to provide space between bicycles and cars. In recent years, bike lanes have been included on SR 34 Newnan Bypass/Millard Farmer Industrial Blvd from Bullsboro Dr to

Hospital Rd and Poplar Road between Newnan Crossing Bypass (west of I-85) and Newnan Crossing Boulevard. The first phases of the LINC multi-use trail system in Newnan have also been constructed, including a bridge across I-85.

Figure 18: Existing Bicycle Infrastructure



While bicycle facilities exist in Coweta County, there are limited connections between them. There are plans, however, for a much larger system of bicycle facilities. Both the 2007 Coweta County Greenways Plan and the more recent LINC Master Plan show a large system of multi-use paths across Coweta County. CTP public and stakeholder engagement showed a strong desire for expansion of bicycle facilities, with a particular focus on connecting existing facilities to one another.

Additionally, safety of cyclists and pedestrians is of utmost importance as the County moves forward with planning of large-scale transportation infrastructure and implementation of more bicycle and pedestrian facilities. There were 101 reported crashes involving bicycles and pedestrians between 2015 and 2019 in Coweta County. When a crash involves a pedestrian or bicyclists, the likelihood that it will result in injury or death is higher than crashes only involving vehicles. 80 of those crashes resulted in non-fatal injuries and eight (8) resulted in fatalities.

Priority Bicycle & Pedestrian Needs:

- Very few wide shoulders on roadways to accommodate bikes
- Connectivity between signed biked routes and existing and planned bike lanes and multi-use paths is needed to help create a network
- There is a strong desire for off-street, multi-use bicycle paths
- There are gaps in the proposed bicycle path network and existing sidewalk infrastructure
- Current Coweta County regulations do not uniformly mandate sidewalks on publicly funded roadway projects; however, it does coordinate with GDOT on including sidewalks and other pedestrian safety improvements on state routes, particularly in more developed parts of the County. Each municipality has its own sidewalk regulations.

SPECIAL CORRIDOR STUDIES

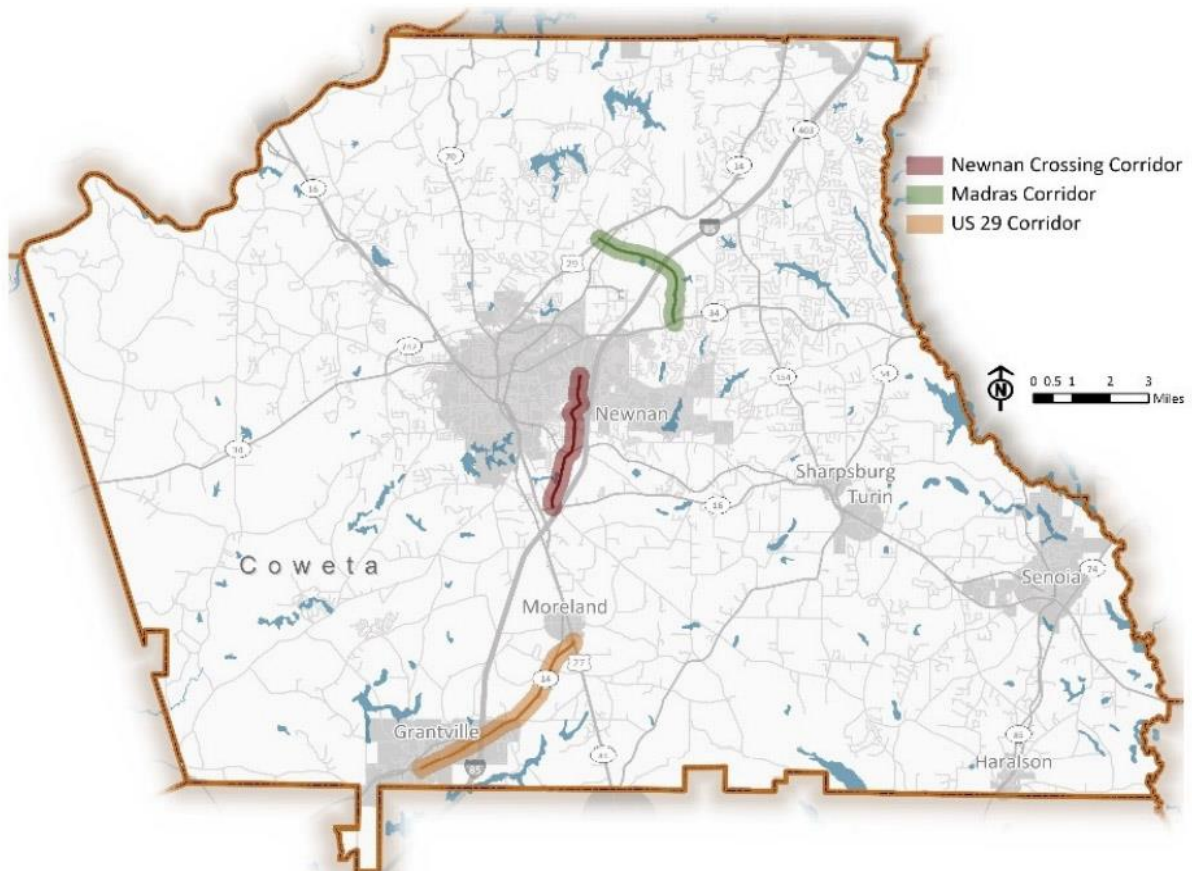
A special focus of the joint CTP and Comprehensive Plan process was to examine three key corridors in greater detail:

- US 29 between Grantville and Moreland
- Newnan Crossing Bypass
- Madras Connector

The County selected corridors for further study based on four general criteria:

1. Areas experiencing growth pressure or with high potential for change
2. Corridors with major infrastructure projects already planned
3. Geographic equity
4. Representation of different Growth Framework Areas (Rural Places, Growth Maintenance, and Growth Priority)

Figure 19: Special Corridor Studies Locations



The intent of these special corridor studies was to take a deeper dive into linking transportation investments with more precise visions for land use. In effect, these studies asked the following questions: How does the community want the corridor to change? What should be kept the same? And how can transportation investments support these visions?

The corridors were evaluated using existing data and site visits. The ARC ABM was used to assess traffic volumes (vehicles per day) along the corridor for both current (2020) and future years (2050). An essential part of the process was a one-day virtual public workshop held for each corridor. During these virtual sessions, the community provided input on a vision for land use and the highest priority mobility needs.

US 29 BETWEEN GRANTVILLE AND MORELAND

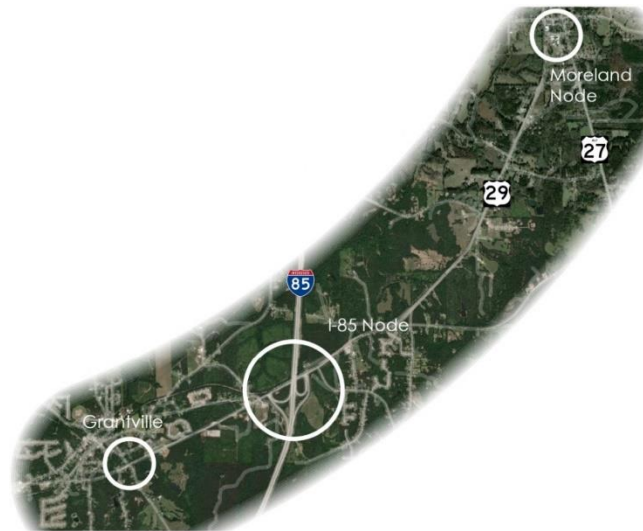
The first of the three corridor studies examined was US 29 from Lone Oak Road in Grantville to the US 27 split in Moreland including the I-85 Interchange and unincorporated Coweta County. This corridor was selected for special study because it represents the challenge of maintaining rural character while still serving the community's mobility needs.

EXISTING CONDITIONS

Much of the US 29 corridor is undeveloped with the exceptions of nodes near Grantville, at I-85, and in Moreland. Because of this relatively limited level of current development, US-29 is a low-volume traffic corridor. However, the LOS analysis indicates potential congestion challenges west of I-85 in both existing and future conditions.

Safety is also an issue. Crashes along US 29 cluster around the I-85 Interchange with one fatality on the west. Similarly, the Lone Oak Road intersection has multiple crashes going into Grantville with a fatality crash at the intersection. US 29 going into Moreland has a scattering of crashes with more significant crashes along US 27 and a fatality crash off Main Street.

Figure 20: US 29 Corridor Study Area



CHANGE AND PRESERVE

Workshop participants noted the following components for change and preservation:

- In Moreland, the community indicated that the area should be preserved as a single-family residential node.
- Around the I-85 interchange, the community indicated some limited desire for changes for more commercial land uses serving local residents. Elements of preservation were related to keeping traffic moving.
- At Lone Oak the workshop participants wanted to preserve the historic housing in the area. Elements of change included a need for vehicular safety improvements at the intersection.

CORRIDOR CONCEPT

Moreland Node

Preservation of the Moreland node was emphasized, with an upcoming GDOT roundabout improvement being the only effective change desired.

I-85 Node

The I-85 node incorporates more opportunity for subtle changes including several transportation options (streetscaping along Griffin Street, studying interchange safety and operations) and addressing land use by developing a gateway/mixed use concept into Grantville to the west.

Long Oak Road Node

At the Lone Oak Road node, emphasis was also put on maintaining the existing scale of development and land uses while opportunities to improve safety at Lone Oak Rd were identified

Infrastructure Considerations

Four transportation projects emerged from the US 29 corridor study:

- Lone Oak Road Traffic Safety Study
- I-85 Ramps Traffic Study
- Griffin Street streetscape improvements and operational upgrades
- US-29 multi-use trail

NEWNAN CROSSING BYPASS

The second special corridor study was the Newnan Crossing Bypass, stretching from McIntosh Parkway in the north to SR 16 in the south. This relatively new corridor was completed in November 2016 and is already experiencing growth pressures from Developments of Regional Impact (DRIs) and rezoning application requests.

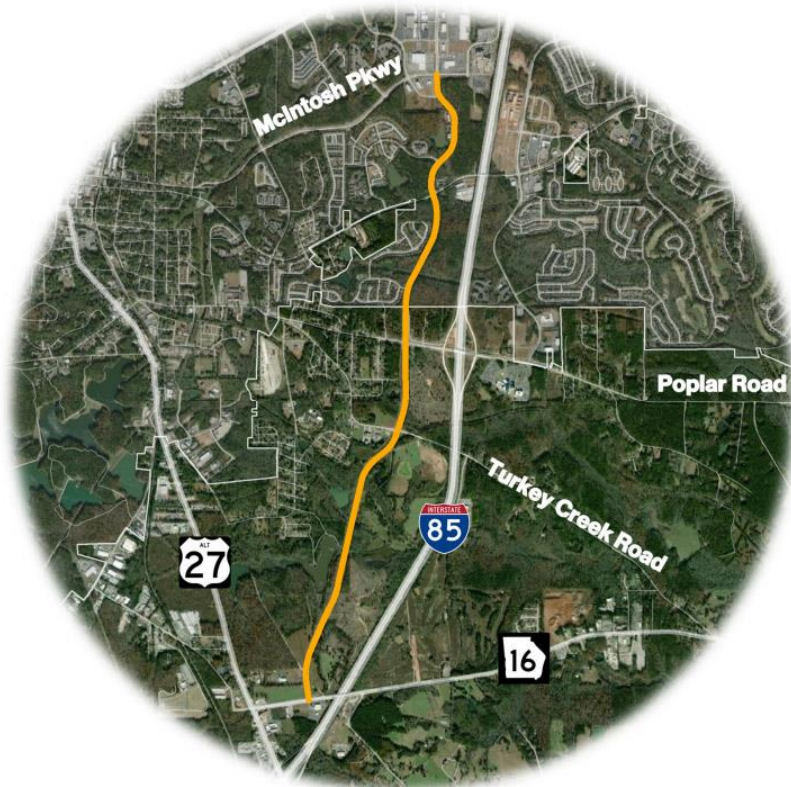
EXISTING CONDITIONS

There is significant commercial development at Ashley Park at the northern end of the corridor which may limit opportunities for additional commercial development to be successful. While large portions of the corridor are currently undeveloped, there are significant commercial land uses in the northern end at Ashley Park. Further south, the corridor is experiencing development pressure for warehousing/distribution uses.

Traffic volumes are relatively low for a four-lane roadway, due in part to I-85 running closely in parallel and limited land use

development along the corridor. Current and projected congestion levels are also comparatively low. Active transportation modes like walking are currently not viable because of a lack of pedestrian infrastructure, but this is changing--the multiuse LINC trail currently has a section along McIntosh Parkway that connects to a new pedestrian bridge over I-85. A broader overall vision for LINC trail includes further connections towards Newnan to the west and further east into unincorporated Coweta County.

Figure 21: Newnan Crossing Bypass Corridor Study Area



CHANGE AND PRESERVE

Workshop participants noted the following components for change and preservation:

- At McIntosh Parkway, preserve urban landscaping, trees, walkability, quality development choices, and keep the Bypass uncongested. Elements to change Parkway include providing better traffic operations, more vegetation, and golf cart access to Highlands/Madison Park area. Poplar Road Node

- At Poplar Road and I-85, mobility, trees/landscaping, and access management should be preserved. Elements of change include providing better quality development/building type, developing Commercial/Office/Retail/Restaurant land uses, and excluding Industrial and Warehousing land uses.
- At the SR 16 node commercial development should be supported, as well as limiting access to the Bypass, and limiting building heights. Elements to change adding a gateway/landscaping feature, creating a transition from industrial land uses towards a town center along US 27, and widening SR 16 to decrease current and future congestion.

CORRIDOR CONCEPT

The overall concept envisions three distinct segments along the corridor anchored by major nodes of activity at McIntosh Parkway, Poplar Road, and SR 16. The first segment south of McIntosh Parkway incorporates a mixed-use vision to complement the commercial oriented developments at and around Ashley Park. Further south, a segment anchored by Poplar Road considers opportunities for additional mixed use while also specifically incorporating office and medical uses consistent with nearby Piedmont Hospital. The southernmost segment is envisioned as more residentially and suburban oriented with a smaller mixed-use node at SR 16. Key mobility enhancements include formalizing access management along the Bypass; adding a parallel roadway for shorter, local trips; enhancing signal timing; and expanding pedestrian and bicycle infrastructure.

McIntosh Parkway Node

Future development at McIntosh Parkway is envisioned to support walkability, urban landscaping, and proactively limiting congestion on the Bypass.

Poplar Road Node

Development at Poplar Road will preserve mobility, trees and landscaping, and access management on the Bypass, while incorporating new mixed use and medically oriented development and a potential expansion of the LINC trail.

SR 16 Node

SR 16 future development will support limited commercial development with single family residential envisioned to the north.

Infrastructure Considerations

Three transportation initiatives emerged from the Newnan Crossing Bypass corridor study:

- Newnan Crossing Bypass Multi-Use Trail (LINC extension)
- Poplar Road Multi-Use Trail (LINC extension)
- Newnan Crossing Bypass Access Road Network

MADRAS CONNECTOR

The third and final special corridor study was unique in that it proactively plans for a network of new roadways that are planned but do not yet exist. The Madras Connector projects are located north of Newnan in unincorporated Coweta County, and are anchored by a planned new interchange. This interchange will be constructed between existing interchanges at SR 34 and SR 154 along I-85; Phase 1 is anticipated to open to traffic in 2024.

The northern boundary is at US 29 and is relatively undeveloped in terms of land use. The southern extent, SR 34, ties into an established corridor at Holtz Parkway. The planned new interchange with I-85 is currently undeveloped.

EXISTING CONDITIONS

Because the corridor is not yet built, the existing land use is majority forest with some residential, industrial/commercial, and institutional throughout the proposed corridor. This is expected to change with the construction of the new interchange and planned roadway network.

The main Madras Connector does not exist in 2020, but a full constructed facility would serve over 20,000 vehicles a day by the year 2050. From a congestion standpoint, the roads surrounding the corridor currently operate with an LOS of A-B. In 2050, the new interchange will likely attract enough traffic so that the southbound off-ramp will experience notable congestion.

Figure 22: Madras Connector Corridor Study Area



CHANGE AND PRESERVE

Workshop participants noted the following components for change and preservation:

- At US 29, neighborhood preservation was cited as important as road expansion takes place by creating a buffer using nature/ trees, wetlands, and more green space to maintain the existing rural character.

- Near the new I-85 interchange, the community voiced that there should be as much nature, green space, and trees as possible to be preserved; keeping future development nodal will help to conserve the local forest. The Amlajack/Coweta Industrial connection should be a top priority element to change with more mixed residential/commercial/ light industrial at I-85. Appropriate tractor trailer access needs to coexist with cars and improved traffic flow with ease on and off the interstate to the North part of the County.
- At SR 34, community voiced a preference to preserve transit access (from the GRTA park and ride), inter-parcel connectivity, high quality commercial development, the Whitlock Sports Complex, and the tree canopy. More green space and pocket parks are desired from the community with roads having good access in and out of buildings. Several participants expressed a desire for more mixed-use oriented development in this area.

CORRIDOR CONCEPT

The overall concept for the Madras Connector is anchored by three nodes at US 29, I-85, and SR 34. Key overall components include an expanded parks and green space system, new multi-use trails, and adding new local roadways for better network connectivity.

US 29 Node

The US 29 area would develop primarily as residential, reflecting a general desire to retain the existing rural character.

I-85 Node

I-85 and the interchange would anchor an industrial node, reflecting both the existing industrial developments to the north and the south, as well as the economic development and employment base opportunities afforded by easy access on and off I-85.

SR 34 Node

At SR 34, a commercial node would expand the suburban-style commercial development in place today along SR 34.

Infrastructure Considerations

Four transportation initiatives emerged from the Madras Connector study:

- The Lakes Trail Multi-Use Path
- New roadway connection at Herring Road
- New roadway connection at International Park
- New roadway connection at Hammock Road

PROJECT IDENTIFICATION & PRIORITIZATION

After the existing conditions, needs assessment, special corridor studies, and rounds of public and stakeholder engagement, the next step in the CTP process was to bring together all the analysis and information to begin developing, evaluating, and prioritizing recommendations.

Figure 23: CTP Process: Project Prioritization & Recommendations Step



UNIVERSE OF PROJECTS

The “universe of projects” list is the master list of candidate projects to be considered and evaluated for inclusion in the CTP. Candidate projects were compiled from multiple sources including:

- Previous 2014 Coweta County CTP
- ARC Regional Transportation Plan/Transportation Improvement Plan (RTP/TIP)
- Coweta County 2013 and 2019 SPLOST Transportation Projects
- Unfunded Coweta County 2019 TSPLOST proposed projects
- Projects identified through the needs assessment and public engagement

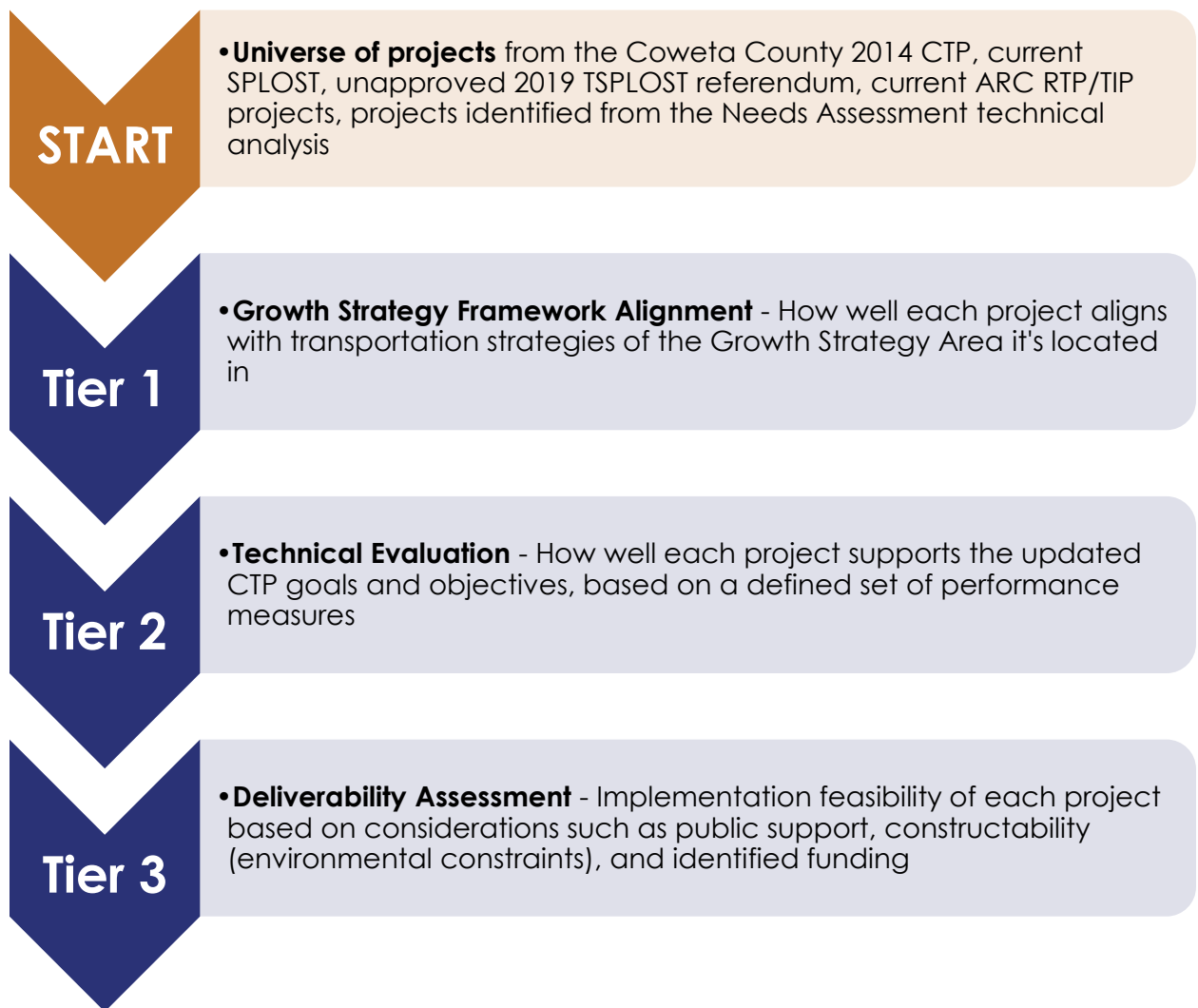
This universe of projects was run through an extensive evaluation process which was developed and outlined in the Evaluation Framework memo.

PROJECT EVALUATION PROCESS

EVALUATION FRAMEWORK

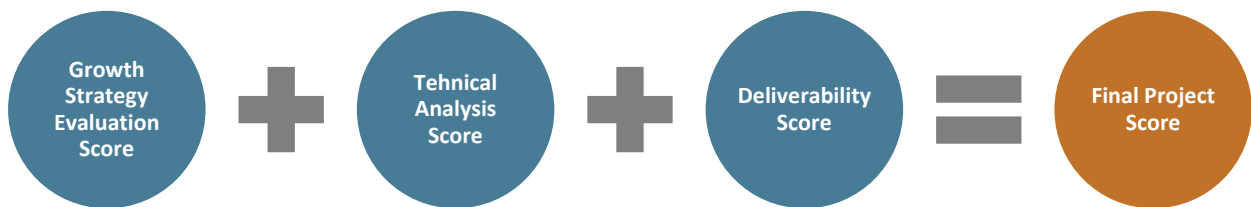
Using the updated CTP goals and objectives as a guide, a three-tiered evaluation framework was developed to help determine how well projects were able to address identified needs and aid in the prioritization of those projects.

Figure 24: Project Evaluation Framework



EVALUATION RESULTS

After being run through the three tiers of evaluation, each project received an overall score. The final overall score for each project was used to help prioritize which projects should be in the short, mid, or long-term phases of the plan and which projects should not be included. A project that received a high score across all three evaluation tiers would be a higher priority project and was likely included in the short- and mid-term recommendations. A project that received a lower overall score across all three evaluation tiers will be a lower priority project and may be included in the long-term recommendations or not recommended for inclusion in the CTP at all.



QUALITATIVE ASSESSMENT

Once projects were evaluated and scored throughout the more quantitative process of the evaluation framework outlined, there was still some narrowing down to complete. Just because a project scored well in the evaluation process, did not mean it was ultimately included in the recommended project list. Other more qualitative assumptions were made to determine the final recommended projects list. These assumptions are listed below.

- If a project was already programmed in the RTP/TIP, it was assumed as part of the final project recommendations list whether it scored highly in the evaluation process or not.
- Projects already programmed and paired with identified funding in the County's SPLOST program were also assumed as part of the final project list (short term) whether they scored highly in the evaluation process or not.
- Projects that were derived from the CTP public and stakeholder engagement process were reviewed with considerable care and professional judgement beyond the scoring process of the evaluation framework.

FUNDING

As part of the CTP development process, a funding evaluation was completed to understand likely revenue sources that will be available through the plan's horizon year of 2050. Transportation needs and a universe of projects were identified, but it is uncommon that there is enough available funding for all the projects that are needed. The revenue projections were paired with the results of the project evaluation to support development of prioritized recommendations into short-, mid-, and long-term phases.

EXISTING FUNDING SOURCES

Transportation funding for projects in Coweta County comes from multiple sources including local County and cities revenues, state, and federal sources. At the local level, the majority of revenue comes from the SPLOST. The one cent sales tax has been in place since for roughly 35 years, since 1986, and has provide valuable funding for transportation, public safety, recreation, and buildings. The cities also get a portion of the SPLOST revenues that can be used for city and town projects, many of which have been transportation projects. The current SPLOST program that was approved by Coweta County voters estimated \$140M in collections over the 6-year period of 2019-2024. Additionally, local funding comes from impact fees, general funds, transit farebox revenues, and partnerships with other governmental agencies and the private sector.

Federal funding comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The federal funds are administered by state and regional transportation partners including GDOT, the ATL, and ARC. They make funding recommendations for specific categories of federal funding and coordinate the programming of those funds into the Regional Transportation Plan (RTP) and Transportation Improvement Program. State funding sources include the state motor fuel tax, bond packages, and other sources such as alternative fuel and heavy vehicle taxes, rideshare taxes, hotel lodging taxes, and the general fund. GDOT, SRTA, and the ATL allocate these funds and coordinates with ARC for inclusion in the RTP/TIP.

POTENTIAL FUNDING SOURCES

Developing funding projections is a necessary step in the CTP process to determine realistic funding levels available for future transportation projects. Several local funding sources and options were considered for this CTP update however the continuation of the current SPLOST program formed the foundation for future local transportation revenue projections through 2050. For the purposes of estimation, a continuation of the current allocation was assumed, which includes 66.65% of all funds going to Coweta

County (with the remaining 33.35% going to the cities and towns) and roughly 80% of those County-specific funds going to transportation. SPLOST funding have been used primarily to complete smaller, short-term local projects and to match federal and state funding. Federal and state funding have typically been used on larger, more costly projects.

Additionally, recent state and federal funding levels were assumed to continue mostly unchanged and were sourced from the state and federal contributions allocated towards programmed projects in ARC's FY 2020-2025 TIP for Coweta County. State funding forecasts also included local maintenance and improvement grants (LMIG), administered by GDOT. LMIG funds are often used by local jurisdictions to finance roadway maintenance, although a variety of projects are permitted.

Funding projections were developed for the three implementation phases: short-term (FY 2022-FY2026), mid-term (FY 2027-2040), and long-term (FY2041-2050) periods.

Table 2: Funding Projections by Phase and Source (VHB)

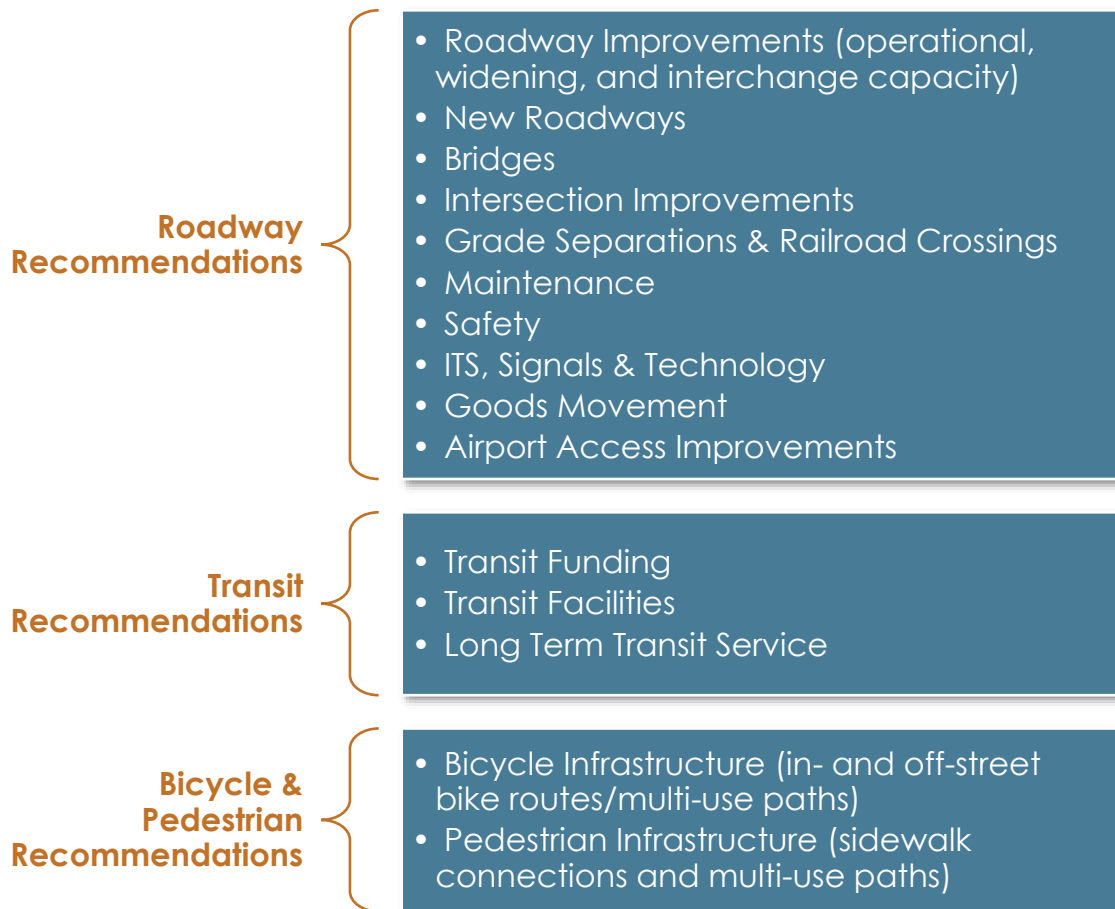
Phase and Source	Estimated Funding
Committed Short-Term (FY 2022-2026)	\$86.9M
ARC TIP Federal (FY 2022-2025)	\$11.9M
ARC TIP State (FY 2022-2025)	\$17.5M
SPLOST (2019-2024)	\$57.5M
Available Short-Term (FY 2022-2026)	\$42.8M
Federal	\$3.0M
State	\$4.4M
LMIG	\$10.7M
SPLOST (FY 2025-2026)	\$24.7M
Mid-Term (FY 2027-2040)	\$362.9M
Federal	\$41.7M
State	\$61M
LMIG	\$30M
SPLOST	\$230.2M
Long-Term (FY 2041-2050)	\$259.2M
Federal	\$29.8M
State	\$43.6M
LMIG	\$21.4M
SPLOST	\$164.4M

Source: VHB

PROJECTS & STRATEGIES RECOMMENDATIONS

The Coweta County CTP project and strategies recommendations are grouped into three overall categories: Roadway, Transit, and Bicycle & Pedestrian Infrastructure. Each recommendation category is further broken down by project type as described in this section and outlined in **Figure 25**.

Figure 25: Recommendations Categories



ROADWAY RECOMMENDATIONS

Roadway recommendations are inclusive of general roadway maintenance and safety, bridge repairs and replacements, intersection and interchange operational improvements, new roadways and roadway widenings, grade separations, and railroad crossings.

PROJECTS

All the recommended roadway projects are part of a comprehensive network of projects meant to address roadway concerns and needs raised during the CTP process including congestion, safety, goods movement, and regular maintenance of existing infrastructure. A full, detailed table of all recommended projects can be found in the Appendices of this report.

Figure 26: Roadway Project Recommendations

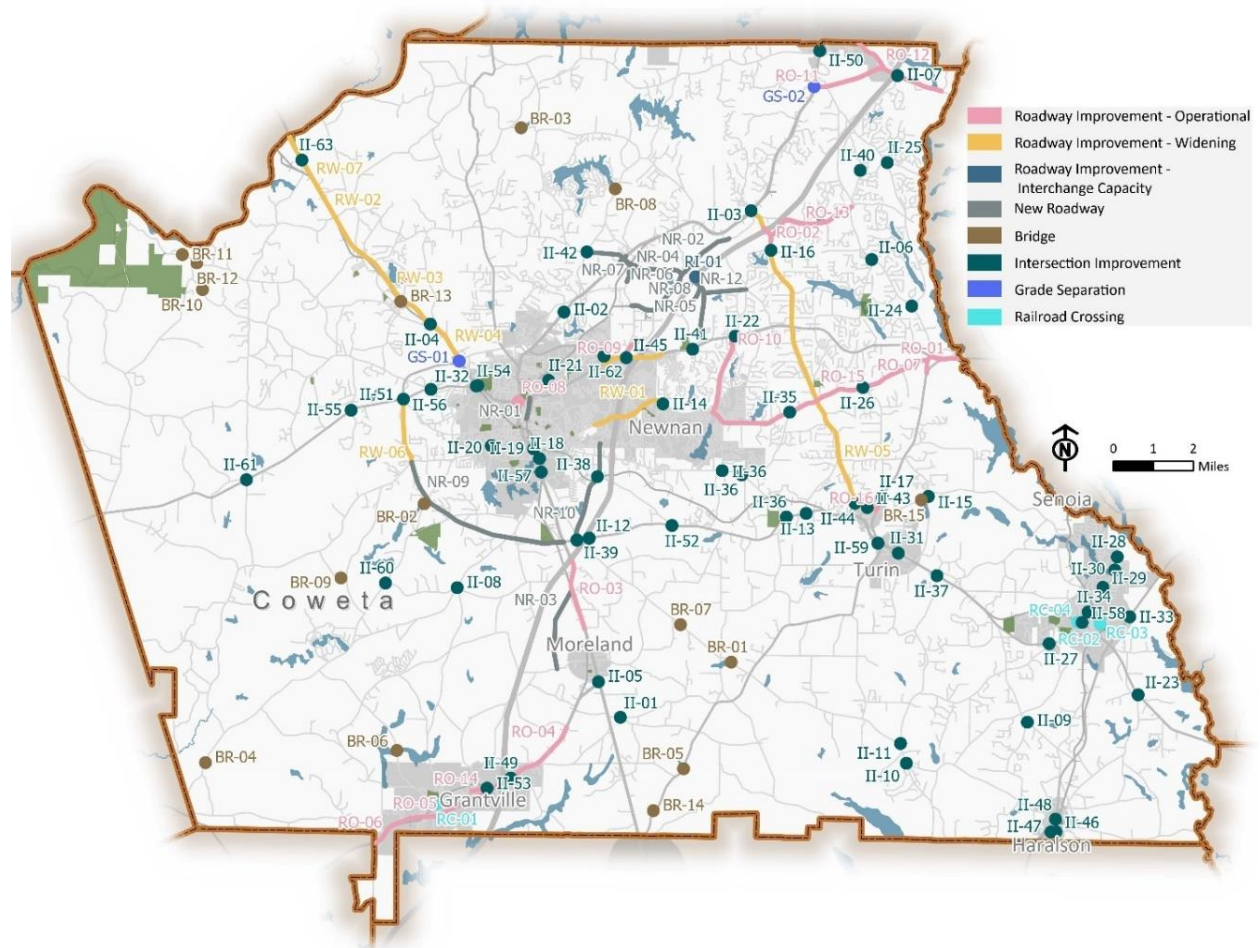


Table 4 shows key roadway project recommendations by major need area. The full set of recommended roadway projects by project type are described and mapped in the sections below. Costs for each of these project types are also included.

Table 4: Key Roadway Project Recommendations by Need Area

<p>Congestion</p>	<ul style="list-style-type: none"> • Madras Connector & New interchange (new roadway) • Southwest Newnan Bypass (new roadway) • Lower Fayetteville Rd Phase 1 (widening) • SR 154/Sharpsburg McCollum Rd (widening) • SR 16 widening from SR 34/Newnan Bypass to Carroll County • Weldon Road, Collinsworth Road, and Raymond Hill Road (operational improvements)
<p>Safety</p>	<ul style="list-style-type: none"> • SR 16 at SR 54 Intersection improvement • ST 16 at Gordon Road Intersection Improvement • Jefferson St/Clark St/Jackson St/Carmichael St Operational Improvements • Fischer Road at Andrew Bailey Rd Roundabout • McIntosh Tr at Resse Rd Intersection Improvement • SR 16 at Newnan Crossing Bypass Intersection Improvement • Gordon Road at Al Roberts Rd Roundabout • SR 16 at Elders Mill Rd Roundabout • SR 16 at Marion Beavers Rd Intersection Improvement • Hal Jones Rd at Happy Valley Rd Roundabout • SR 154 at George Coggin Rd/Springwater Way Intersection Improvement • SR 14 at SR 41 Intersection Improvement
<p>Maintaining Infrastructure</p>	<ul style="list-style-type: none"> • Old Corinth Rd at Sandy Creek Bridge • Duncan Rd at creek near Sewells Lake Bridge • Corinth Rd at New River Bridge • SR 54 at Shoal Creek Bridge • Bohannon Rd at Messiers Creek Bridge • Gordon Rd at abandoned Norfolk Southern Railroad Bridge • Happy Valley Circle at Browns Creek Bridge • Chandler Rd at Sandy Creek Tributary Bridge • Mount Carmel Rd at Thomas Creek Bridge • Boone Rd at Thomas Creek Bridge • SR 54 at Bear Creek Bridge • McIntosh Trail at Keg Creek Bridge
<p>Goods Movement</p>	<ul style="list-style-type: none"> • Weldon Rd from US 29 to Collinsworth Rd operational improvements • Collinsworth Rd from Goodline Rd to Phipps Rd operational improvements • Raymond Hill Rd from SR 154 to Fischer Rd operational improvement • SR 16 at Witcher Rd/Glover Rd Intersection & Rail Crossing safety improvements • SR 154/Sharpsburg McCollum Rd at US 29/SR 14/Jefferson Davis Memorial Hwy intersection improvement & CSX railroad grade separation • SR 34/Newnan Bypass at Norfolk Southern Railroad grade separation • Weldon Rd at CSX Railroad grade separation

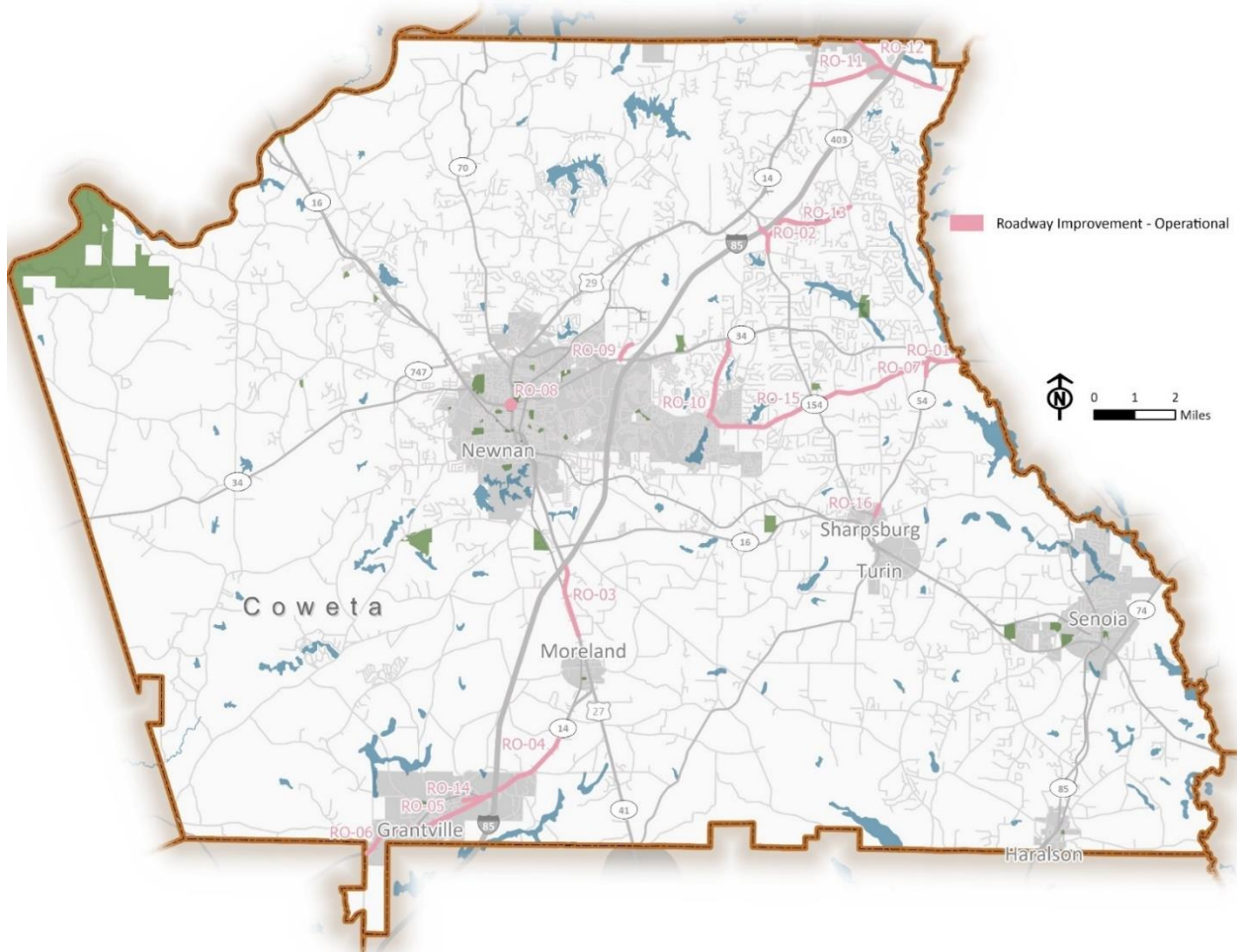
Roadway Improvement – Operational Projects

Roadway Improvement – Operational projects are those geared towards improving the safety and efficiency of roadway corridors and may include the addition of turn lanes or signal timing and connectivity, rather than adding additional through lanes. There are 16 recommended roadway operational improvement projects. Detailed descriptions of these projects can be found in the full recommended projects list in the Appendices of this report.

Table 5: Roadway Improvement - Operational Recommended Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
RO-01	Coweta County	Long	SR 34/SR 54	Fischer Rd	Fayette C/L	--
RO-02	Coweta County	Mid	SR 154/ Sharpsburg McCollum Rd	George Coggin Rd	I-85	\$592,000
RO-03	Coweta County/ Town of Moreland	Mid	US 29 South	I-85	Camp Rd	\$2,374,000
RO-04	Coweta County/City of Grantville	Long	US 29 South	Polk Rd	I-85	\$2,072,000
RO-05	City of Grantville	Long	US 29 South	I-85	Meriwether St	\$1,776,000
RO-06	Coweta County/City of Grantville	Long	US 29 South	Meriwether St	Troup C/L	\$2,368,000
RO-07	Coweta County	Mid	Fischer Rd	SR 34	SR 54	\$2,903,000
RO-08	City of Newnan	Mid	Jefferson St/Clark St/Jackson Street Operations	Carmichael St		\$1,290,000
RO-09	Coweta County	Short	Amlajack Blvd	SR 34	St. Johns Circle	\$1,520,000
RO-10	Coweta County	Long	Sullivan Rd			\$6,000,000
RO-11	Coweta County	Long	Weldon Rd	US 29	Collinsworth Rd	\$5,001,000
RO-12	Coweta County	Long	Collinsworth Rd	Goodlin Rd	Phipps Rd	\$7,205,000
RO-13	Coweta County	Long	Raymond Hill Rd	SR 154	Fischer Road	\$6,337,000
RO-14	City of Grantville	Long	Griffin St	US 29	Summerhill Lane	\$1,048,000
RO-15	Coweta County	Mid	Lower Fayetteville	Sullivan Rd	SR 154	\$7,790,000
RO-16	Town of Sharpsburg	Mid	SR 54	Mcintosh Trl	Dollar General	\$252,246
Total Estimated Cost						\$48,528,246

Figure 27: Roadway Improvement - Operational Recommended Projects



Roadway Improvement – Widening Projects

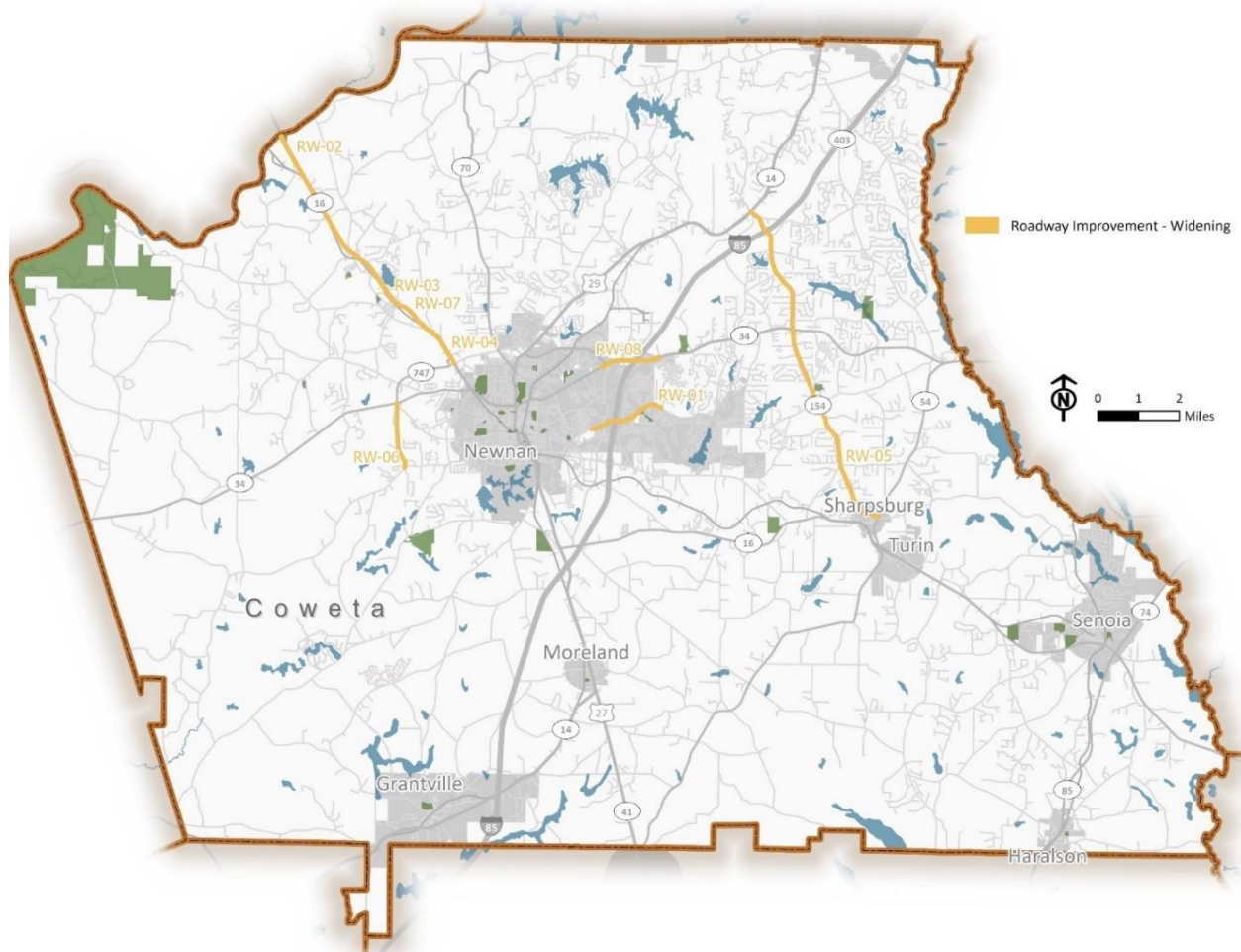
Roadway Improvement – Widening projects are those recommending a road widening (adding additional through lanes) along a roadway corridor to increase capacity to address congestion and improve overall corridor efficiency. There are eight recommended roadway widening projects. Detailed descriptions of the widening projects can be found in the full recommended projects list in Appendices of this report.

Table 6: Roadway Improvement - Widening Recommended Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
RW-01	City of Newnan	Mid	Lower Fayetteville Rd (Phase 1)	Newnan Lakes Blvd	Shenandoah Blvd	\$13,810,000
RW-02	Coweta County	Long	SR 16	Old Carrolton Rd	Carrolton C/L	\$17,416,000
RW-03	Coweta County	Long	SR 16	Witcher Rd	Old Carrolton Rd	\$17,556,000
RW-04	Coweta County	Long	SR 16	SR 34/Newnan Bypass	Witcher Rd	\$4,608,000
RW-05	Coweta County	Mid	SR 154/Sharpsburg McCollum Rd	SR 54	US 29	\$17,455,000
RW-06	Coweta County	Mid	Ishman Ballard Rd	Smokey Rd	SR 34	\$10,000,000
RW-07	Coweta County	Long	US 27/SR 16	SR 34 (Newnan Bypass)	Carroll C/L	\$37,500,000
RW-08	City of Newnan	Mid	SR 34/Bullsboro Dr	Jefferson St	Lakeside Way	\$18,120,000
Total Estimated Cost						\$36,465,000



Figure 28: Recommended Roadway Improvement – Widening Projects



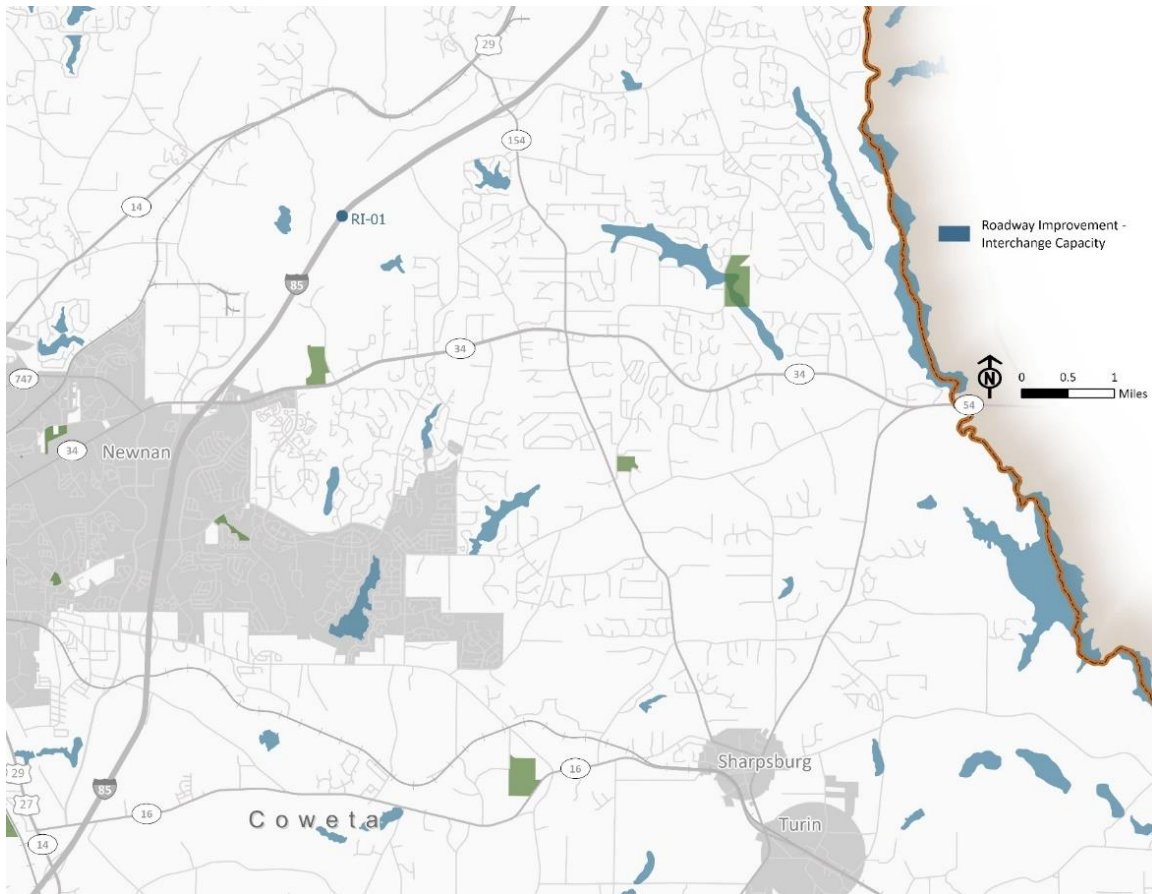
Roadway Improvement – Interchange Capacity Projects

Roadway Improvement – Interchange Capacity projects provide new or improved access to and from the interstate via a new interchange or adding capacity to an existing interchange through a redesign. There is one recommended interchange capacity improvement in Coweta – a new interchange and roadway alignment on I-85 at the new Madras Connector. A detailed description of this project can be found in the full recommended projects list in Appendices of this report.

Table 7: Recommended Interchange Capacity Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Cost Estimate
RI-01	Coweta County	Mid	I-85 South - New Interchange & New Alignment (Madras Connector Phase 3)	I-85 (Mile Marker 49)	\$33,258,618

Figure 29: Recommended Interchange Capacity Project



New Roadway Projects

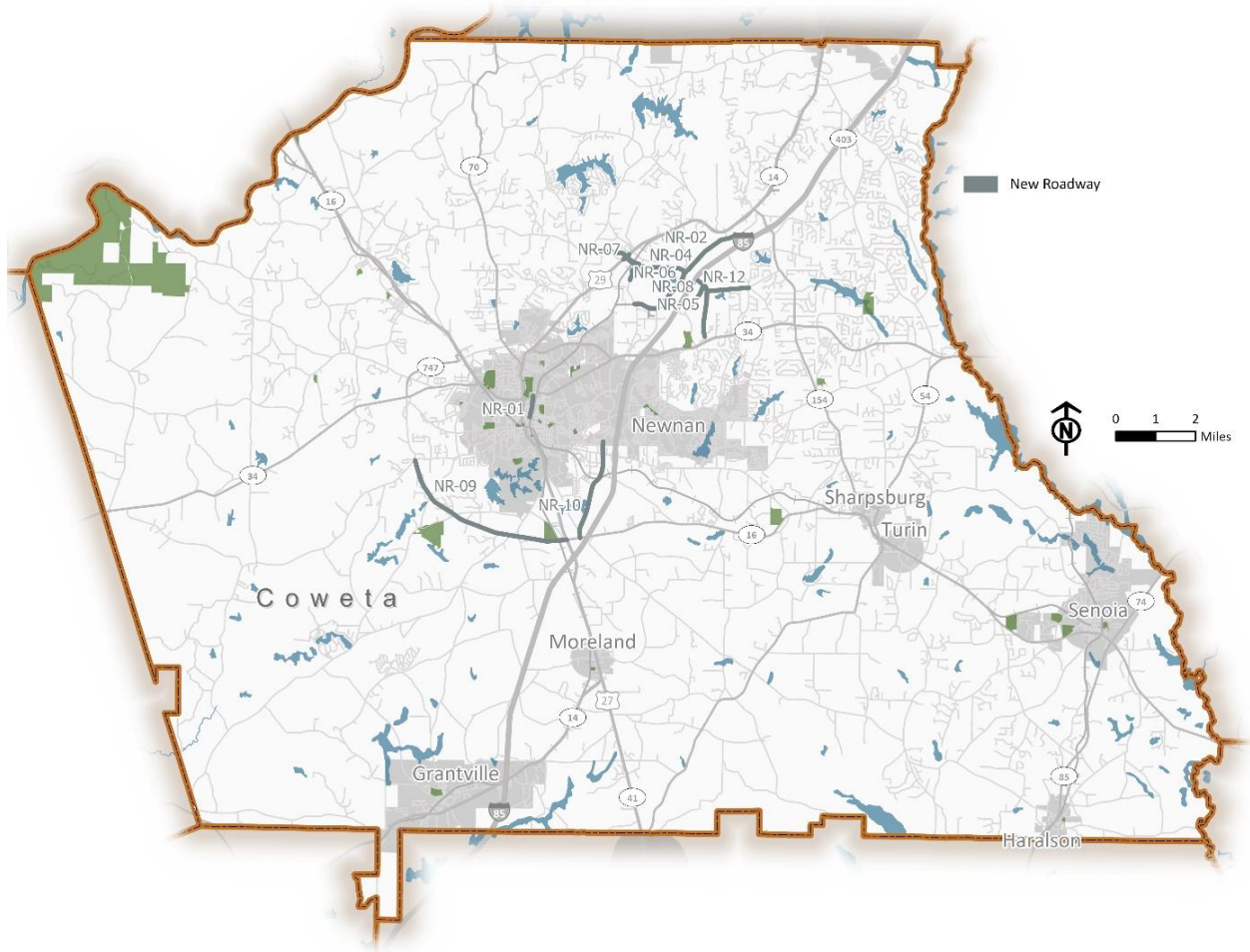
Recommended new roadway projects are those that are a new roadway alignment intended to increase connectivity and access within the roadway network and to previously inaccessible land. New roadway projects can also provide congestion relief by providing alternative routes to roadways experiencing significant delay. There are 12 new roadway projects recommended. Detailed descriptions of new roadway projects can be found in the full recommended projects list in the Appendices of this report.

Table 8: Recommended New Roadway Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
NR-01	City of Newnan	Mid	Andrew St Extension	Augusta Dr	East Washington St	\$4,549,000
NR-02	Coweta County	Long	Coweta Industrial Pkwy Extension	Coweta Industrial Pkwy Southern Terminus	Madras Connector Phase 3 (see CW-AR-085)	\$12,375,000
NR-04	Coweta County	Long	Madras Connector (Phase 2)	New Amlajack Interchange	Madras Connector Phase 1 (US 29)	\$11,000,000
NR-05	Coweta County	Long	Holz Pkwy New Alignment	Existing terminus of Holz Pkwy	New Interchange at I-85 (CW-AR-085)	\$33,000,000
NR-06	Coweta County	Long	Amlajack Blvd New Alignment	Current terminus in Shenandoah Industrial Park	Coweta Industrial Pkwy Extension	\$9,200,000
NR-07	Coweta County	Short	Madras Connector Phase 1	US 29/SR 14	Herring Rd	\$12,889,844
NR-08	Coweta County	Short	International Park Connector	International Park	Holz Pkwy	\$2,600,000
NR-09	Coweta County	Mid	SW Newnan Bypass	US 29	Smokey Rd	\$25,147,800
NR-10	Coweta County	Long	Newnan Crossing Bypass access Rd	Lakeshore Pkwy	SR 16	\$11,222,000
NR-11	Coweta County	Long	Herring Rd Connector	Amlajack Blvd Extension	Herring Rd	\$2,702,000
NR-12	Coweta County	Long	Hammock Road Connector	Holz Pkwy Extension	Hammock Rd	\$4,667,000
Total Estimated Cost						\$138,636,644



Figure 30: Recommended New Roadway Projects



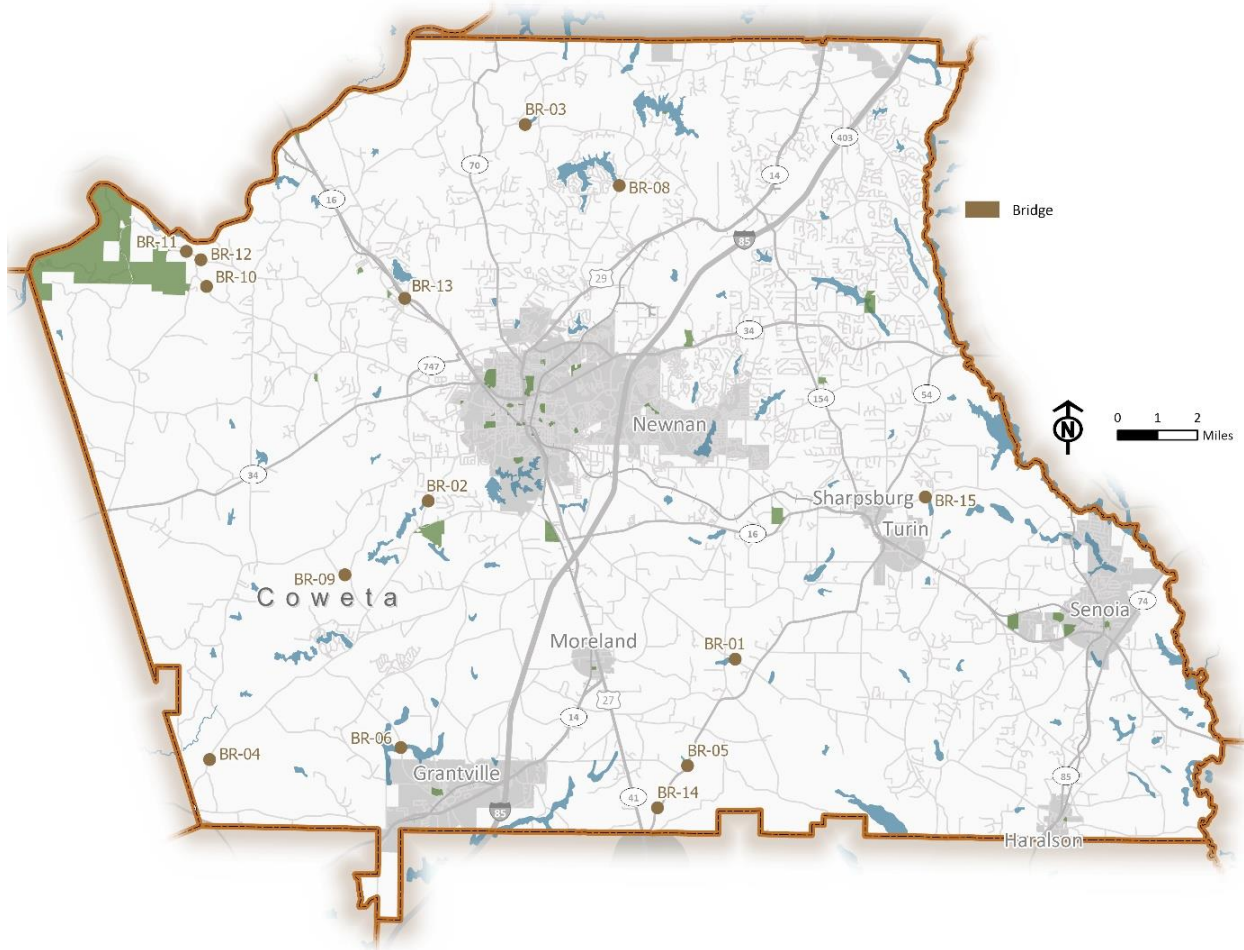
Bridge Projects

Recommended bridge projects fall under one of two categories: bridge repair or bridge replacement. Based on bridge sufficiency ratings some bridge repairs or replacements in Coweta County may be eligible for federal funding. There are 15 bridge projects recommended. Detailed descriptions of bridge projects and their potential eligibility for federal funding can be found in the full recommended projects list in the Appendices of this report.

Table 9: Recommended Bridge Replacements and Repairs

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Cost Estimate
BR-01	Coweta County	Long	Gordon Rd	White Oak Creek	\$967,150
BR-02	Coweta County	Short	Old Corinth Rd	Sandy Creek	\$2,180,000
BR-03	Coweta County	Short	Duncan Rd	Creek near Sewells Lake	\$515,000
BR-04	Coweta County	Short	Corinth Rd	New River	\$711,600
BR-05	Coweta County	Short	SR 54	Shoal Creek	\$6,380,518
BR-06	Coweta County	Short	Bohannon Rd	Messiers Creek	\$1,125,000
BR-08	Coweta County	Short	Happy Valley Circle	Browns Creek	\$967,150
BR-09	Coweta County	Short	Chandler Rd	Sandy Creek Tributary	\$400,000
BR-10	Coweta County	Short	Mount Carmel Rd	Thomas Creek	\$100,000
BR-11	Coweta County	Long	Payton Rd	Pearson Creek	\$1,028,160
BR-12	Coweta County	Short	Boone Rd	Thomas Creek	\$400,000
BR-13	Coweta County	Mid	Main St	NS R/R (719386R)	\$2,905,200
BR-14	Coweta County	Short	SR 54	Bear Creek	\$8,619,376
BR-15	Coweta County	Short	McIntosh Trail	Keg Creek	\$2,480,000
Total Estimated Cost					\$29,029,154

Figure 31: Recommended Bridge Projects



Intersection Improvement Projects

Recommended intersection improvement projects make up the largest portion of the total recommended projects list. Intersection improvements can be as simple as an operational improvement to signal timing at a specific intersection or may involve physical work such as adding a turn lane or upgrading the intersection to a roundabout. Intersection improvements are geared towards improving safety and efficiency. There are 64 intersection improvements recommended. Detailed descriptions of all recommended intersection improvement projects can be found in the full recommended projects list in the Appendices of this report.

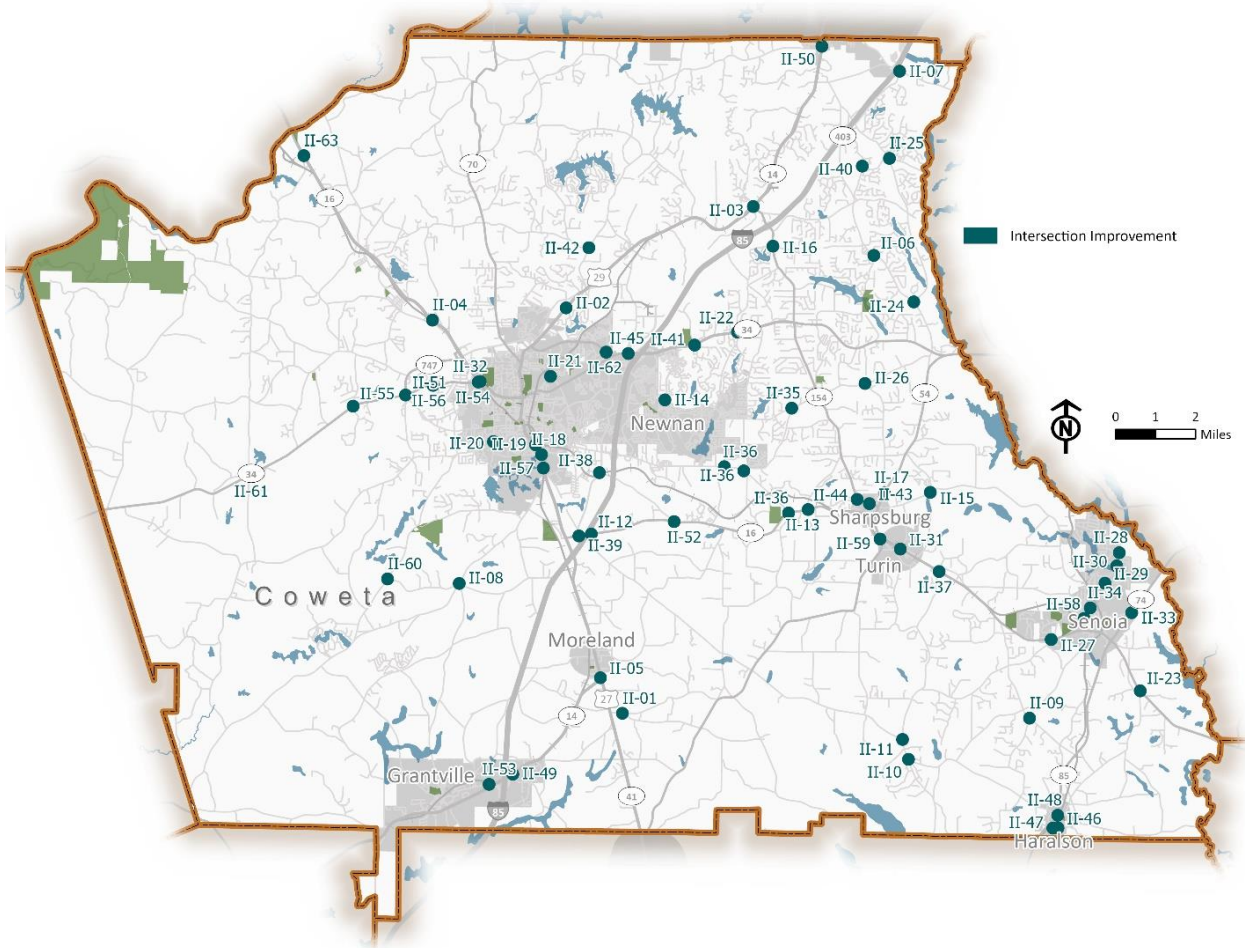
Table 10: Recommended Intersection Improvement Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
II-01	Coweta County	Short	Haynie Rd	Bexton Rd	n/a	\$7,500
II-02	Coweta County	Short	US 29	Country Club Dr	Pine Hollow Dr	\$296,000
II-03	Coweta County	Mid	SR 154/Sharpsburg McCollum Rd	US 29/SR 14/Jefferson Davis Memorial Hwy	n/a	\$23,530,000
II-04	Coweta County	Short	SR 16	Witcher Rd/Glover Rd	n/a	\$1,441,065
II-05	Coweta County	Mid	SR 14	SR 41	n/a	\$960,135
II-06	Coweta County	Short	Fischer Road (CR 40)	Andrew Bailey Rd	n/a	\$650,000
II-07	Coweta County	Mid	Collinsworth Rd	Cannongate Rd	n/a	\$3,790,000
II-08	Coweta County	Mid	Corinth Road & West Grantville Rd, Earl North Rd, Hannah Rd	West Grantville Rd/Earl North Rd/Hannah Rd	n/a	\$2,548,975
II-09	Coweta County	Short	Eastside School Rd	Old Hwy 85	n/a	\$960,135
II-10	Coweta County	Mid	Gordon Rd	Al Roberts Rd	n/a	\$1,740,000
II-11	Coweta County	Short	Gordon Rd	Elders Mill Rd	n/a	\$1,204,280
II-12	Coweta County	Short	SR 16	Gordon Rd	n/a	\$5,810,000
II-13	Coweta County	Mid	SR 16	Marion Beavers Rd	n/a	\$2,190,000
II-14	Coweta County	Mid	Lower Fayetteville	Shenandoah Blvd	n/a	\$1,190,000
II-15	Coweta County	Mid	McIntosh Trail	Reese Rd	n/a	\$2,190,000
II-16	Coweta County	Short	SR 154	George Coggin Rd/Springwater Way	n/a	\$2,570,000
II-17	Coweta County	Mid	SR 54	Bob Smith	n/a	\$1,880,000
II-18	City of Newnan	Mid	US 29/Greenville St	Sewell Rd	n/a	\$653,400
II-19	City of Newnan	Mid	Greenville St	Spence Ave	n/a	\$1,840,000
II-20	City of Newnan	Mid	Lagrange St	Waterworks Rd/Boone Dr	n/a	\$950,000
II-21	City of Newnan	Mid	Jefferson St	Sprayberry Rd	n/a	\$2,340,000
II-22	Coweta County	Mid	SR 34	Baker Rd/Sullivan Rd	n/a	\$1,404,000

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
II-23	Coweta County	Mid	SR 16	Dead Oak Rd/McKnight Rd	n/a	\$1,000,000
II-24	Coweta County	Mid	Fischer Rd	Minix Rd	n/a	\$900,000
II-25	Coweta County	Mid	Palmetto-Tyrone Rd	Minix Rd	n/a	\$900,000
II-26	Coweta County	Mid	Lower Fayetteville Rd	Bob Smith Rd	n/a	\$1,250,000
II-27	City of Senoia	Mid	SR 16	Cumberland Trl/ Rockhouse Rd	n/a	\$1,786,000
II-28	City of Senoia	Mid	Rockaway Rd	Heritage Pointe Pkwy	n/a	\$1,786,000
II-29	City of Senoia	Mid	Rockaway Rd	Ivy Lane	n/a	\$1,055,000
II-30	City of Senoia	Mid	Rockaway Rd	Morningside Blvd	n/a	\$1,055,000
II-31	Town of Turin	Mid	SR 16	Hunter St	n/a	\$371,000
II-32	City of Newnan	Mid	SR 16/SR 34/US 27 Alt	Temple Ave/Richard Allen Dr/Fair St	n/a	\$80,000
II-33	City of Senoia	Mid	SR 74/85 & Seavy St	n/a	n/a	\$534,600
II-34	City of Senoia	Mid	Main Street	Couch Street	n/a	\$1,055,000
II-35	Coweta County	Mid	Lower Fayetteville Rd	Parks Rd	n/a	\$570,000
II-36	Coweta County	Short	Intersections along Poplar Rd	Poplar Rd at Mary Freeman Rd	Poplar Rd at SR16	\$1,300,000
II-37	Coweta County	Short	SR 16	Elders Mill Rd	n/a	\$1,668,535
II-38	City of Newnan	Short	Turkey Creek Rd	Southeast Bypass	n/a	\$450,000
II-39	Coweta county	Mid	SR 16	Newnan Crossing Bypass	n/a	\$380,000
II-40	Coweta County	Short	Shaw Rd	Pete Rd/New School Entrance	n/a	\$790,000
II-41	Coweta County	Short	SR 34	White Oak Dr	n/a	
II-42	Coweta County	Short	Hal Jones Rd	Happy Valley Rd	n/a	\$888,000
II-43	Town of Sharpsburg	Short	SR 154	Terrentine Rd	n/a	\$817,560
II-44	Town of Sharpsburg	Mid	SR 154	SR 54/Old Hwy 16	n/a	\$653,400

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Cost Estimate
II-45	City of Newnan	Long	SR 34/Bullsboro Dr	Amlajack Blvd/ Celebrate Life Pkwy	n/a	\$1,575,000
II-46	Town of Haralson	Long	Line Creek Rd	Shaddix Rd	n/a	\$216,000
II-47	Town of Haralson	Long	Line Creek Rd	Main St	n/a	\$216,000
II-48	Town of Haralson	Mid	SR 74/85	Gordon Rd/Main St	n/a	\$653,400
II-49	City of Grantville	Mid	US 29	Lowery Rd	n/a	\$534,600
II-50	City of Palmetto	Long	US 29	Tommy Lee Cook Rd	n/a	\$743,040
II-51	Coweta County	Mid	SR 34	Newnan Bypass/ Ishman Ballard Rd	n/a	\$656,400
II-52	Coweta County	Long	SR 16	Turkey Creek Rd	n/a	\$1,686,000
II-53	City of Grantville	Mid	Griffin St	Charlie Patterson Rd	n/a	\$979,110
II-54	City of Newnan	Mid	Franklin Rd	Belt Rd/NS R/R	n/a	\$500,000
II-55	Coweta County	Mid	SR 34 /Franklin Rd	Pete Davis Rd/ Thigpen Rd	n/a	\$2,162,230
II-56	Coweta County	Mid	SR 34/Newnan Bypass Rd	Welcome Rd	n/a	\$2,582,000
II-57	City of Newnan	Mid	US 29	Corinth Rd	n/a	\$1,240,000
II-58	City of Senoia	Long	Pylant St	Seavy St	n/a	\$296,000
II-59	Coweta County	Short	SR 16	SR 54	n/a	\$8,378,928
II-60	Coweta County	Mid	Old Corinth Rd	Earl North Rd	n/a	\$888,000
II-61	Coweta County	Mid	SR 34/Franklin Rd	Chapel Rd/Bruce Jackson Rd	n/a	\$888,000
II-62	City of Newnan	Mid	SR 34/Millard Farmer Industrial Blvd	Werz Industrial Blvd	n/a	\$1,187,000
II-63	Coweta County	Long	US 27 Alt/SR 16	Dyer Rd	n/a	\$1,036,000
Total Estimated Cost						\$106,233,293

Figure 32: Recommended Intersection Improvement Projects



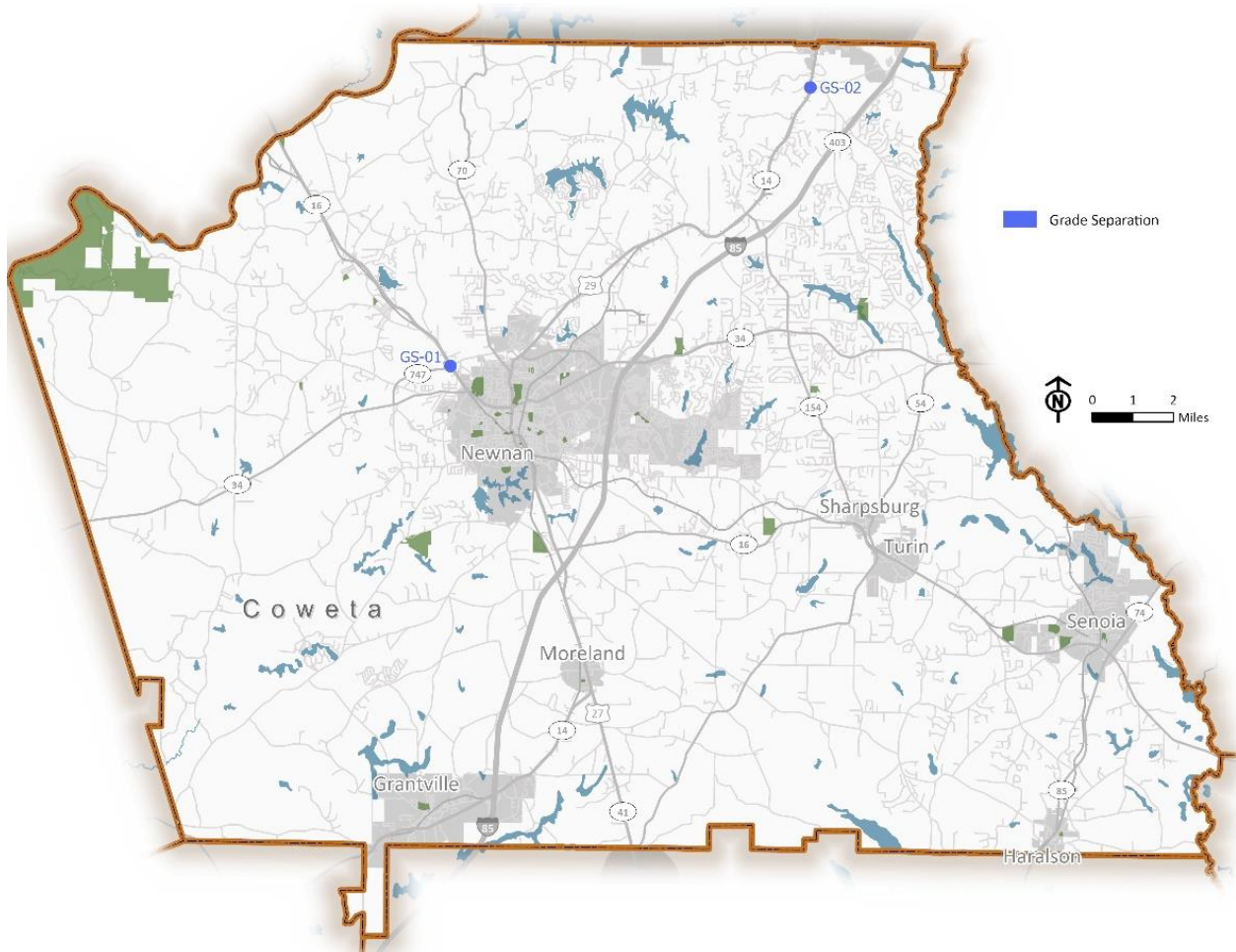
Grade Separation Projects

Grade separation projects are primarily located at railroad crossing sites and seek to separate the grade at which the rail crosses the road where vehicles are travelling. This helps eliminate congestion chokepoints at railroad crossings when a train is passing and can improve safety. There are two grade-separation projects recommended. Detailed descriptions of these projects can be found in the full recommended projects list in the Appendices of this report.

Table 11: Recommended Grade Separation Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Crossing	Cost Estimate
GS-01	City of Newnan	Long	SR 34 (Newnan Bypass)	NS Railroad	\$7,144,000
GS-02	Coweta County	Long	Weldon Rd	CSX Railroad	\$7,144,000
Total Estimated Cost					\$14,288,000

Figure 33: Recommended Grade Separation Projects



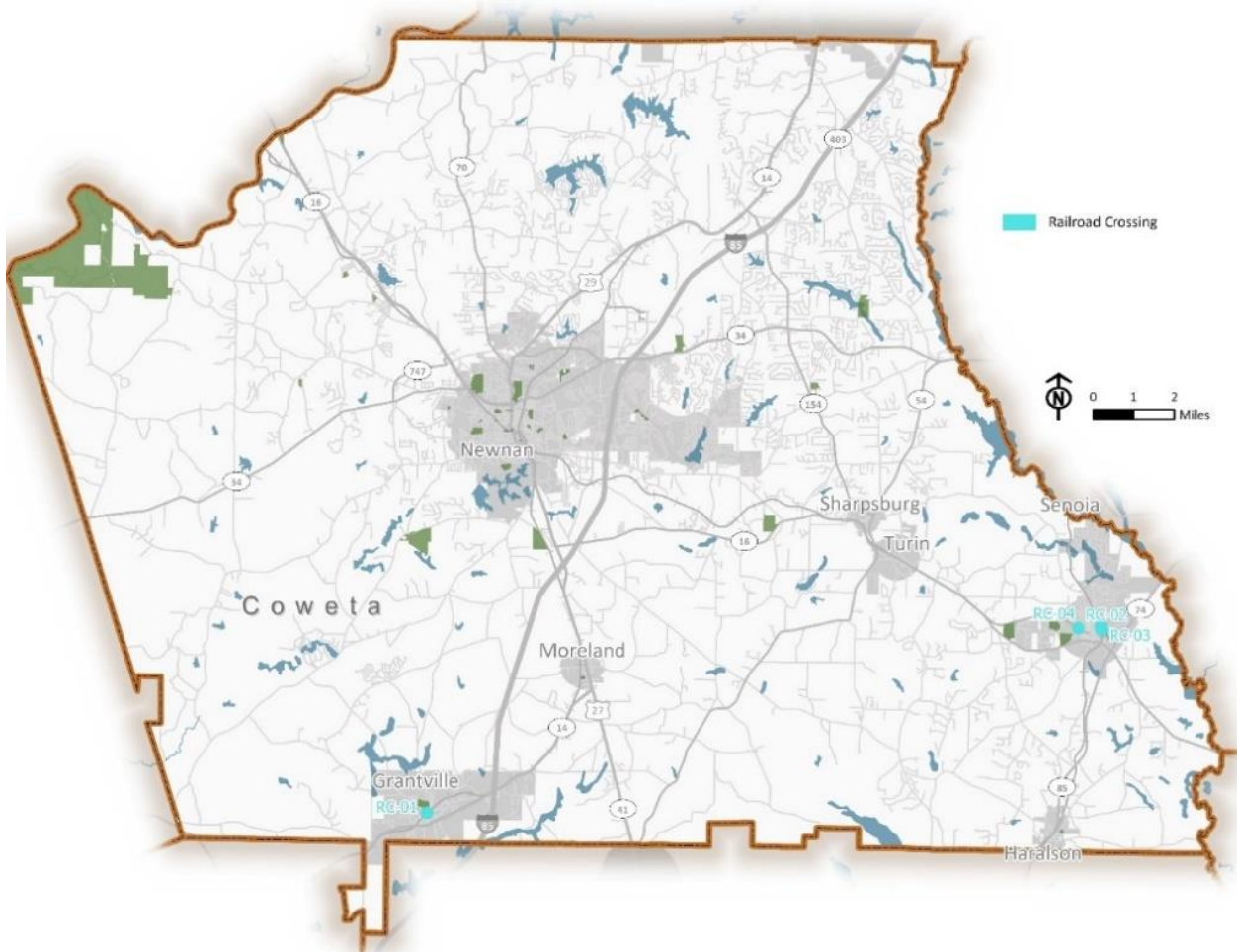
Railroad Crossing Projects

Not all railroad crossing congestion or safety issues require grade separations. Some simply need routine safety upgrades, such as upgraded crossing signs and signalization. There are 5 recommended railroad crossing projects. Detailed descriptions of these railroad crossing projects can be found in the full recommended projects list in the Appendices of this report.

Table 12: Recommended Railroad Crossing Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Crossing	Cost Estimate
RC-01	City of Grantville	Mid	Main St Railroad Crossing 050458M	n/a	\$200,000
RC-02	City of Senoia	Mid	Seavy St Railroad Crossing	n/a	\$200,000
RC-03	City of Senoia	Mid	Johnson St Railroad Crossing	n/a	\$200,000
RC-04	City of Senoia	Mid	Seavy St Railroad Crossing	n/a	\$200,000
RC-05	City of Grantville	Mid	Charlie Patterson Rd	Railroad Crossing	\$323,000
Total Estimated Cost					\$1,123,000

Figure 34: Recommended Railroad Crossing Upgrades



STRATEGIES

In addition to specific roadway projects, the CTP process also identified strategies (actions or policies) that Coweta County and its municipalities could use or put in place to guide overall future roadway planning and project implementation. These strategies also reinforce the CTP goals and objectives.

Safety Strategies

In conducting the needs assessment analysis, many the high crash rate corridor and intersections were located in and around the City of Newnan area. To target these key high crash areas, the following strategies are recommended:

- Implement multi-modal safety improvements in the Downtown Newnan area such as speed limit reductions, signage, and signal timing. Also consider safe bicycle accommodations for connectivity to existing and planned LINC trail segments.
- Conduct detailed traffic studies to better understand safety issues at specific locations and identify effective solutions on corridors and at intersections identified as having high crash rates. Corridors and locations identified in the CTP's Existing Conditions & Needs Assessment Report as having safety needs and deficiencies should be prioritized.
- Implement the recommendations from the Newnan Downtown Traffic Safety Study completed in 2021.
- Utilize the findings and recommendations from ARC's Regional Safety Strategy that is currently underway and scheduled to be completed in 2022 to inform future safety needs and effective countermeasures.

Key projects to address these strategies can be found in the project lists above and include (but are not limited to) several intersection improvements along SR 16, SR 14, and SR 154 as well as several roundabout replacements/installations. Additional strategies to on the ITS and Signal Infrastructure section may also provide safety benefits.

Maintenance Strategies

As detailed in the Existing Conditions and Needs Assessment Report summary, there are over 1,580 miles of roadway and 166 bridges in Coweta County which require regular maintenance and upgrades. Through the engagement efforts of this CTP update, the public identified maintenance of the County's existing infrastructure as critical and should be prioritized over system expansion. Maintenance strategies include:

- Continue emphasis on roadway maintenance through 2050 with a focus on roadways with poor and very poor pavement conditions and worn striping and pavement markings.

- Prioritize bridge improvements and replacements for bridges with the lowest sufficiency ratings.
- Leverage funding available through GDOT's Local Maintenance and Improvement Grant program to stretch local funding for maintenance further.
- Develop intergovernmental agreements with cities and towns in Coweta county for roadway maintenance.

This CTP update recommends \$300,000,000 be allocated from local, state, and federal sources to roadway and bridge maintenance through the year 2050. This funding would address top priority bridge and pavement upgrade projects in the project list above as well as regular state of good repair maintenance throughout the County.

ITS, Signals, and Technology Strategies

Connected Vehicles to Infrastructure

Over the past few years, GDOT has made a concerted effort to deploy connected vehicle technology on roadways in the Atlanta region. Connected vehicle (CV) technology, which allows a vehicle to communicate with other vehicles or components of infrastructure, has the potential to improve safety, reduce travel times and enhance traffic management. The smart technology can also alert drivers to when a traffic signal is getting ready to turn red, giving drivers a little extra time to stop or slow down. Furthermore, more vehicle manufacturers are announcing plans to standardized CV technology in their cars. For example, Ford announced plans to deliver full connectivity in their fleets of vehicles starting in the 2022 model year.

GDOT is also deploying CV architecture, such as dedicated short-range communications (DSRC) and roadside units (RSUs) at intersections and next-generation highway striping to provide infrastructure improvements for connected vehicle applications and beyond. Opportunities for the County to accommodate the future needs of connected vehicles on the County's roadways can include maintenance projects such as pavement restriping as well as traffic signal upgrades and ADA accommodations at intersections.

As part of any signal upgrades or new signal installation for the County, it is recommended that GDOT specified CV software, currently MaxView™, be included in the installation. The inclusion of MaxView™ software in traffic signal cabinets essentially makes the signal "CV ready" once additional infrastructure applications are introduced as needed. Potential applications of the MaxView™ software include emergency vehicle preemption, freight signal priority, transit signal priority, and advanced signal phasing timing.

Category	Application of MaxView™ Software
Emergency Vehicle Preemption	Preemption at select signals to improve emergency vehicle response time
Transit Signal Priority	Priority requests to signal controllers for specific transit applications and routes
Freight Signal Priority	Signal priority for freight vehicles that are operating in cooperative platooning mode

In 2020, GDOT partnered with ARC to create a funding mechanism to promote local participation for additional CV infrastructure in the region. For key corridors through the County, such as SR 34, it is recommended that the County considers becoming a local partner for the program to introduce CV technology along Coweta County roadways.

Electric Mobility

In July 2021, Governor Kemp announced the formation of the Georgia Electric Mobility and Innovation Alliance (EMIA), a partnership between government, industries, electric utilities, nonprofits, and other relevant stakeholders. The objective of the initiative is to expand the electric mobility ecosystem, such as charging stations, in the state and strengthen Georgia’s role in the electrification-related manufacturing and innovation.

Some key goals of the organization relevant to transportation in Coweta County, includes increasing access to efficient electric vehicle charging stations and proposing policy suggestions and initiatives that support the growth of the electric mobility sector in Georgia. Looking forward, the County should keep the emerging trends in technology related to transportation at the forefront of mind to ensure that opportunities for inclusions are identified and pursued.

Overall Strategy Recommendations

- Operational Improvements at congested intersections (chokepoints)
- Traffic signal optimization: signal timing upgrades along congested corridors, including installation of MaxView software in signal cabinet as part of all signalized intersection upgrades or new installations
- ITS/ATMS Deployment (i.e., adaptive signals, truck route signage, dynamic message signs)
- Encourage electric vehicle charging stations throughout the county and within new mixed-use development
- Undertake the creation of a technology strategy in coordination with the County’s IT Department to ensure that future needs are implemented and large data can be properly planned, organized, and accessed.

Goods Movement Strategies

To facilitate efficient and safe freight movements across Coweta County and support preservation of community character, the following goods movement strategies have been identified.

- **Designate local truck routes.** Designate Raymond Hill Road and Collinsworth Road as local truck routes.
- **Truck traffic safety studies.** Conduct detailed traffic safety studies along corridors with high numbers of truck crashes. Key locations include:
 - SR 34 from Newnan Crossing Bypass to Shenandoah Blvd
 - US 27 from April Ct/Pilot Driveway to SR 16
 - US 29 at Lone Oak Road
 - US 29 at I-85 ramps

Airport Access Strategies

The existing conditions of the airport in Coweta County were reviewed and roadway needs were identified for access to, from, and surrounding the Newnan-Coweta County Airport. These strategies are specific to the roadways surrounding the airport and require more in-depth analysis to determine prioritization.

- **Close Alex Stephens Road and Provide a Cul-De-Sac.** As identified in the Newnan-Coweta County Airport – Airport Layout Plan (ALP), there is a need to extend the existing runway toward the south. Coweta County roads will have to be closed, specifically Alex Stephens Road. To provide a turnaround for property owners and emergency vehicles, a cul-de-sac will need to be constructed at the westernmost point of closure on Alex Stephens Road.
- **Provide signal at US 29 and April Court.** With a potential Maintenance and Repair Operations (MRO) facility identified in the ALP, it is recommended to signalize the US 29 and April Court intersection.
- **Extend Camp Road and provide connection to Alex Stephens Road.** The impact to accessibility for motorists on this eastern side of CCO is they will no longer be able to get directly to US 29 (also US 27 ALT and SR 14). To maintain a more direct access, the recommendation includes extending Camp Road and providing a connection to Alex Stephen Road. It is to be noted that this recommendation will require additional private property acquisition and significant construction costs.
- **Rehabilitation of the runway.** According to the 2018 GDOT Pavement Management Study, the runway at CCO scored a Pavement Condition Index (PCI) value of 68. Scores under 70 generally require major maintenance.

TRANSIT RECOMMENDATIONS

CONTINUE OPERATIONS OF THE COWETA COUNTY TRANSIT DIAL-A-RIDE SERVICE

As shown in the existing conditions and needs assessment phase of the CTP, Coweta County Transit provides a valuable and needed mobility option for its residents, with over 96% of Coweta County Transit trips being taken for seniors, medical, and employment/education purposes.

INCREASED CONNECTIVITY TO REGIONAL TRANSIT

There are three regional transit services that operate from Coweta County to other regional destinations: ATL Xpress commuter bus service (Newnan to downtown Atlanta), and the University of West Georgia Newnan campus shuttle (Newnan UWG campus to Carrollton). Opportunities to increase connectivity to these regional transit services include multimodal infrastructure improvements and public education and information. The County should explore taking the following short-, mid-, and long-term steps toward increased regional transit connectivity:

- **Short Term:** County and cities may consider collaborating with the ATL, GDOT, and the Georgia Commute Options regional TDM program to expand promotion, awareness, and education efforts around utilizing existing regional transit options and its benefits.
- **Short-Mid Term:** Increase safe bicycle and pedestrian access to the Newnan Park and Ride facility on SR 34 through expansion and infill of bicycle and pedestrian network, including safe crossings, connecting to the Park and Ride facility from nearby residential areas. Additionally, roadway operational and ITS improvements should be explored to facilitate safe and efficient vehicular access to the facility.
- **Mid-Long Term:** The County should coordinate with the ATL on the feasibility of a second Park and Ride location along I-85 in the Coweta County as population increases and demand grows.

PREPARE FOR UZA EXPANSION + 5307 FUNDING

Begin Operating Urban Service + NTD Reporting

With the Atlanta urbanized area expected to expand as a result of the 2020 Census, the federal funding available to support transit operations and capital investments will look different. The share of FTA Section 5311 Rural formula funding will decrease, putting more pressure on local funding sources. For the County to begin utilizing FTA Section 5307 urban funding, it should begin reporting eligible trips as urban. Urban formula funding is based on a combination of operating statistics and population data. Population-based funds are restricted to capital purchases and operations-based funds

may be used for capital or operations. Once the County starts reporting urban operations to NTD, it will become eligible for 5307 funding for operations after the NTD data certification lag.

Rural trips funded by the 5311 rural program must continue to be reported as such and will not count toward additional 5307 formula funding. Since just under 70% of all Coweta County Transit trips (between October 2019 and February 2020) occurred within the UZA, Coweta County is well positioned to begin reporting urban trips to take advantage of 5307 funding. Once a provider becomes an Urban Reporter, they can begin reporting trips to/from the UZA as “urban.” It should also be noted that vehicles purchased with 5311 funds will be allowed to be used for Urban service. FTA will assume the vehicles were purchased “in good faith” for rural service and that the County is now transitioning to urban service.

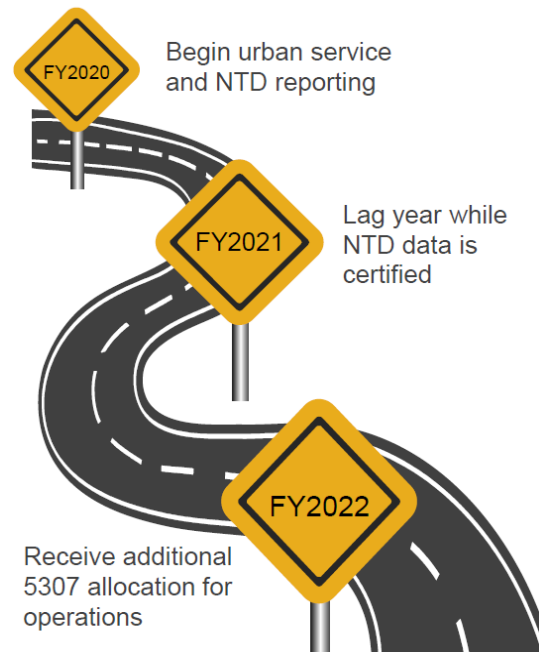
It is recommended that the County wait until the 2020 Decennial Census is released and new urbanized area maps are published before they begin reporting as Urban. This is due to the changing geography of the UZA and how many trips will qualify for the urban funding. The County should work closely with Three Rivers Regional Commission and the ATL to begin this process.

Prepare for Funding Gap and Reporting Lag

To help overcome the funding gap year for federal operating assistance, Coweta County could consider pursuing Jobs Access and Reverse Commute (JARC) funding and eligible activities under the 5307 formula funding. JARC funding can provide a path to fund operating costs where operating assistance is not otherwise eligible in large UZA's, like the Atlanta urbanized area.

JARC services are designated to serve low-income and welfare recipients to jobs and employment opportunities but do not need to be designed exclusively for those populations. If the County chose to pursue this funding option, an application to the FTA would be required. This application would detail the benefits of the Coweta County Transit service for low-income individuals in search of employment opportunities. Detailed mapping of low-income populations and employment opportunities in the

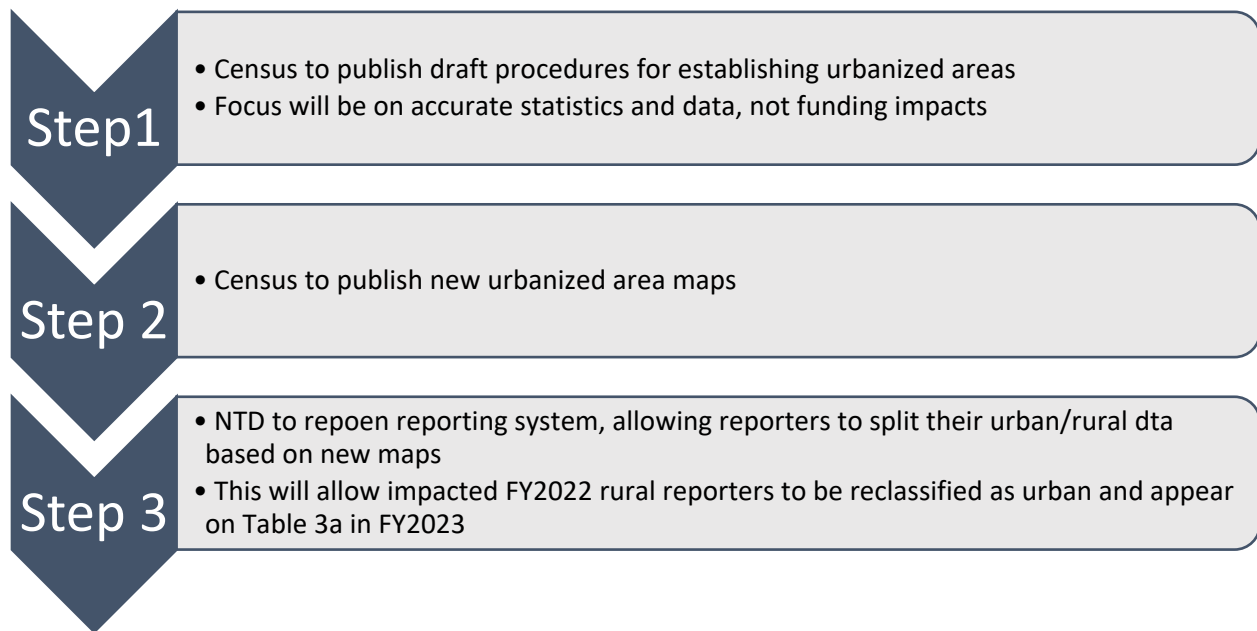
Figure 35: Rural to Urban Funding



county will be required. If Coweta County chooses to be a Direct Recipient of FTA 5307 funding, they could submit the application and be awarded funding directly. If Coweta County chooses to become a subrecipient of 5307 funding to the ATL, the ATL could submit a request for JARC funding on the county's behalf. The FTA provides detailed guidance on the JARC eligible activities under the 5307 formula funding program in a circular provided at this website location:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf.

Figure 36: Post-Census NTD Reporting (ATL and FTA)



Coordinate with the ATL on a 5307 Funding Strategy

One of the items that will need to be determined early on is whether the County wants to be a Direct Recipient of 5307 funding or a sub-recipient of the ATL. The County should coordinate with the ATL to determine their funding strategy.

Per the FTA, 5307 Urbanized Area Formula Funding is made available to designated recipients which are public bodies with the legal authority to receive and/or sub-allocate the federal funds. The designated recipient for 5307 urban funding in the Atlanta UZA is the ATL. The ATL, in coordination with the ARC (the Metropolitan Planning Organization), has the principal administrative responsibility for suballocating the region's 5307 funding to eligible recipients, such as Coweta County. Direct recipients are eligible entities authorized by the designated recipient or state to receive 5307 funds directly from FTA. Sub-recipients are entities that receive federal fund via a pass-through agreement with a designated or direct recipient, whereby the original

recipient remains responsible for compliance with all terms, conditions, and requirements associated with the grant.

Coweta County is not currently a direct recipient, therefore it would be required to enter into a pass-through agreement with the ATL or a direct recipient, such as GDOT, to access their allocated 5307 as well as JARC funding. Coweta County could also decide to become a direct recipient themselves.

MID- AND LONG-TERM OPTIONS FOR TRANSIT EXPANSION

Undertake a Transit Development Plan

Much has changed in the seven years since Coweta County completed its 2014 Transit Needs and Feasibility Study. There has been significant population growth and development in the County, ATL was established by HB 930 to provide coordinated transit planning and funding for the 13-County Atlanta region, and the 2020 Census will result in a greater portion of Coweta County being in the Atlanta UZA. Coweta County should consider reevaluating its long-term vision for transit service and connections to other regional transit services to ensure it is aligned with existing and future mobility needs and to give the County a stronger seat at the regional transit planning table.

The ATL is required to regularly develop a 20-year regional transit plan to guide future investments in transit. That regional plan draws from local plans and priorities. An updated and clear vision for transit in Coweta County, in the form of a Transit Development Plan (TDP) or Transit Master Plan (TMP), will serve as important input into the regional transit plan and help the County convey its priorities. The County could use a portion of its banked 5307 funds to fund a TDP. Several counties in the Atlanta region have recently completed or are underway with TDP/TMPs utilizing 5307 funding including Henry County and Forsyth County. Both counties are similar to Coweta County in that they currently offer only demand response service.

BICYCLE & PEDESTRIAN RECOMMENDATIONS

BICYCLE RECOMMENDATIONS

Fill in Connectivity Gaps

The current Coweta designated bike routes and state bike routes creates a series of loops with limited connectivity between the loops. With the goal to foster connectivity on designated bike routes, a proposed network of connections was identified through stakeholder discussions with Bike Coweta. The proposed network provides opportunities connecting the designated bike routes to the State routes and to the Newnan LINC network through improvements to wayfinding signing, pavement markings, and an update of public information on the bicycle route system. Where feasible, enhanced bicycle infrastructure connections such as bikeable shoulders, bicycle lanes, and multi-

use trials should be considered for inclusion in paving and roadway improvement projects to complete key connections. These proposed connections can be seen in **Table 13** and **Figure 37**.

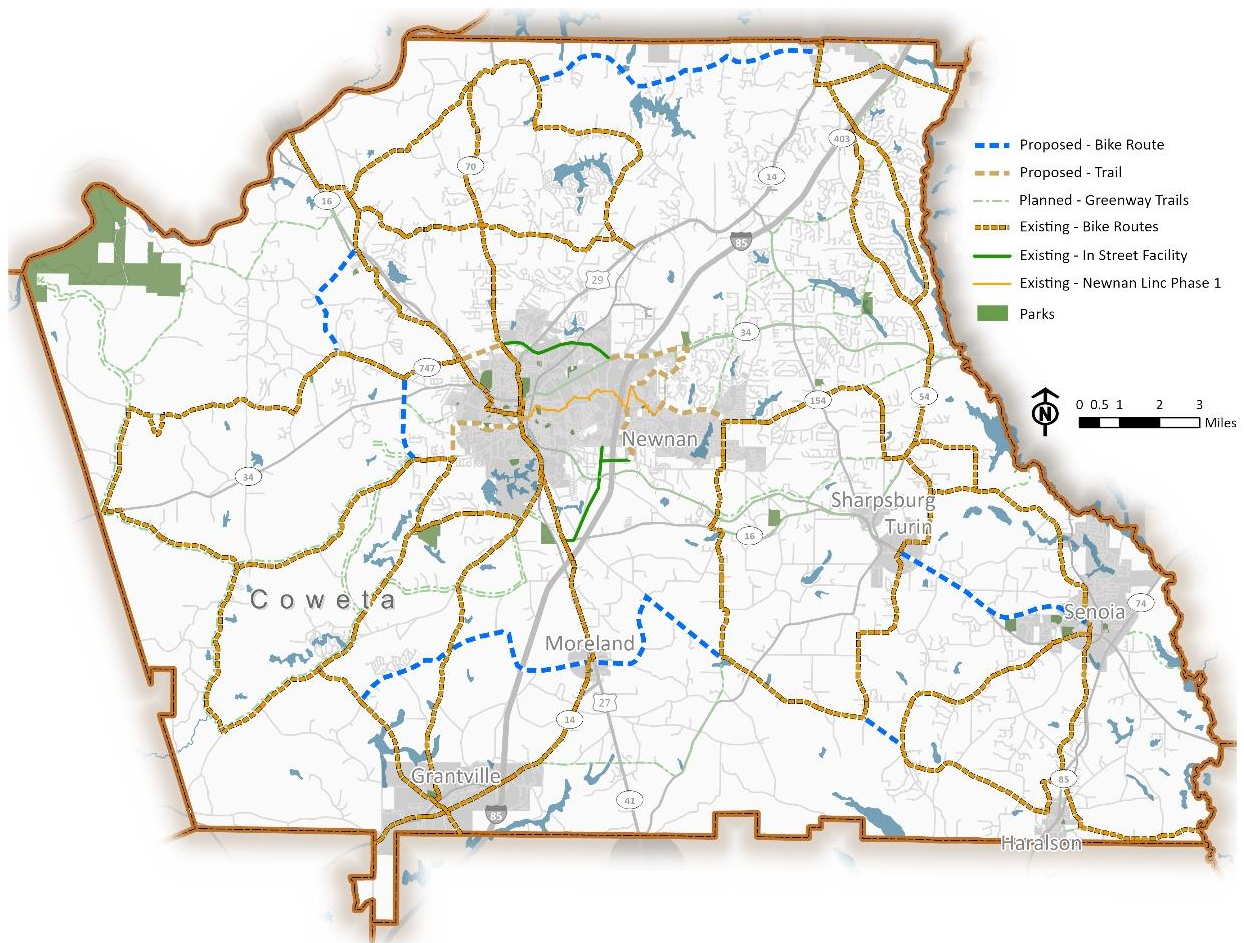
Table 13: Bicycle Connection Recommendations

CONNECTION NAME	TYPE	DESCRIPTION
TIER 1 RECOMMENDATIONS		
Moreland-Coweta Yellow Connection	Bicycle Route	Connect Moreland to other cities by providing a bicycle route connection between Heritage Highway and Coweta Yellow
Coweta Teal-Coweta Yellow Connection	Bicycle Route	Provide a bicycle route connection between Coweta Teal and Coweta Yellow for connectivity to Haralson
Coweta Purple-Little White House Connection	Bicycle Route	Provide bicycle route connection between Little White House and Coweta Purple
Newnan LINC-Coweta Yellow Connection	Trail	Extend Newnan LINC Phase 1 east to connect to Coweta Yellow
Newnan LINC-Heritage Highway Connection	Trail/In-Street Facility	Provide connection from Newnan LINC Phase 1 to Heritage Highway via the existing in-street bicycle infrastructure facility
TIER 2 RECOMMENDATIONS		
Senoia-Turin Connection	Bicycle Route	Connect Turin and Senoia by providing a bicycle route connecting Coweta Yellow and Little White House
Moreland-Chattahoochee State Route Connection	Bicycle Route	Connect Moreland to the Chattahoochee State Route by providing a bicycle route connection
Coweta Red-Chattahoochee State Route Connection	Bicycle Route	Provide bicycle route connection between Chattahoochee State route and Coweta Red
Coweta Orange Connection	Bicycle Route	Provide a bicycle route to interconnect Coweta Orange
Coweta Orange-Chattahoochee State Route Connection	Bicycle Route	Provide bicycle route connection between Chattahoochee State route and Coweta Orange
Newnan LINC-Coweta Orange Connection A	Trail	Extend Newnan LINC Phase 1 west to connect to Coweta Orange
Newnan LINC-Coweta Orange Connection B	Trail/In-Street Facility	Extend the existing in-street bicycle facility west to provide connection between Heritage Highway, Chattahoochee State route, and Coweta Orange
Newnan LINC-In-Street Facility Connection	Trail/In-Street Facility	Connect Newnan LINC Phase 1 to the in-street bicycle facility

One gap identified in the Poplar Road Study was to extend the bike lanes on Poplar Road, which currently extend from Newnan Crossing Bypass to Newnan Crossing Boulevard, further east past Yeager Road where a roundabout is planned. This will provide increased connectivity to planned multi-use trails along Poplar Road.

Additionally, opportunities should be explored to provide connection in Sharpsburg to Coweta County's Designated Yellow Route and in Haralson to the Coweta Designated Bike Black Route and Little White House State Route.

Figure 37: Proposed Bicycle Network Connections



Complete Buildout of Newnan LINC

The Newnan Master Plan identified 25.5 miles of multi-use trail opportunities. Continued implementation of these trails should be prioritized especially those providing increased connectivity to existing bike routes and infrastructure.

Bicycle Safety

To improve safety on the designated bike routes, coordination between the County, Bike Coweta, and GDOT on widening of shoulders and rumble strip placement should continue. Wayfinding and signage opportunities such as share the road signs and pavement marking should be explored along the routes as they provide improved awareness and information for both drivers and cyclists. County and city level driver education strategies should be promoted to create awareness on sharing roads with bicyclists.

Bike-Friendly Policies

Data collected by the Bicycling and Walking GIS App, Strava, counted 18,000 bike trips in Coweta County in 2020. This data is evidence of the popularity of cycling in the County. Opportunities to promote cycling tourism in the County should be investigated. In addition to bicycle and pedestrian friendly zoning ordinances and land use policies to comprehensively upgrade road shoulders, a County ordinance for new roads or repaving should be considered to include minimum 5 ft bike lanes striping and signage.

Planning Ahead: Acquisition & Maintenance

Based on the Coweta County Proposed Greenway Master Plan, there is a need for to identify and secure greenspace in the County for natural surface type trails, parks, and recreation facilities. Long term asset management strategies should be promoted to maintain the existing and new infrastructure.

PEDESTRIAN RECOMMENDATIONS

Fill in the Gaps

Countywide

Prioritize and invest stand-alone pedestrian facilities expansion and upgrade projects to fill sidewalk gaps within the limits of cities and town in Coweta County and in Growth Priority areas and relevant Character Areas in unincorporated Coweta County as identified in the County's Comprehensive Plan.

Sharpsburg

With Sharpsburg providing some sidewalk connectivity on Main Street and Terrentine Road, opportunities exist to extend the sidewalk on Main Street to connect to the USPS facility and on Terrentine Road to connect to Old Georgia 16/Hwy 54. Additionally, sidewalks should be provided to increase connectivity to the commercial parcels' north of the USPS facility and south to Sharpsburg Baptist Church.

Turin

No existing sidewalks were observed in Turin. However, opportunities exist to connect to activity nodes along Church Street, Railroad Street, S Hunter Street, Turin Road, and Will Banks Road.

Haralson

Some sidewalk and a discontinuous dirt path along SR 74 in Haralson presents the opportunity to improve connectivity along the roadway towards Christ Divine Ministry on the City border. Haralson City Park and Haralson Park being the two prominent activity nodes within the town, there are opportunities to provide sidewalks along Magnolia Street and Depot Street.

Moreland

The Town of Moreland has some sidewalk connectivity on E Camp Street, Main Street, and Church Street. However, there is opportunity to provide connectivity to the Lewis Grizzard Museum on Alt 29; and on College Street and School Street connecting the Moreland Elementary School to the surrounding neighborhood.

Newnan

As previously detailed, Newnan has the most extensive sidewalk network in place among the cities and town in Coweta County. To maintain existing pedestrian assets and plan for future infill, gaps in sidewalk connectivity and opportunities for potential network expansion should be identified. In conjunction with the County, a sidewalk conditions assessment should be conducted to identify any missing gaps and broken sidewalks that need repair.

Senoia

With the presence of movie studios in Senoia supporting continued growth and economic development opportunities, there is an additional need to ensure sidewalk connectivity. While downtown Senoia provides good connectivity with paved sidewalks, Senoia trail provides connectivity along Rockaway Rd and the presence of some sidewalks on Wells Street, there are opportunities to provide sidewalks on Pylant Street connecting the downtown to Senoia Branch Library; along Seavy Street connecting to the city of Senoia Seavy Street Park; and along Howard Road connecting to the baseball fields.

Grantville

The sidewalk gap analysis for Grantville reveals an opportunity to provide sidewalks on Lagrange Street, where sidewalk randomly ends at the Dollar General Store creating a gap to Main Street. The sidewalk on Lagrange Street should be extended to the residential subdivision on Calico Loop. There is additional opportunity to infill the sidewalk gap extending west on Griffin Street to Church Street improving connectivity. Crosswalks on Brown School Drive need repair and re-striping. On Park Drive and Colley Street, connectivity is needed to connect to the Grantville Branch Library and Coweta County Recreation Department baseball fields. Additionally, sidewalks are needed on Main Street connecting the residential parcels on the south of the railway track to the

downtown. Sidewalks on Broad Street should be explored to ensure connectivity to the churches and downtown.

ADA Compliance

ADA compliance should be prioritized in existing and planned pedestrian infrastructure throughout Coweta County. In joint process with the sidewalk inventory assessment, the ADA compliance of existing pedestrian infrastructure should also be assessed. This assessment should include both unincorporated Coweta County and the municipalities. Specific attention to ADA compliance should be attributed to the Growth Priority and Growth Maintenance areas as these will have a denser network of existing pedestrian infrastructure and more demand for future pedestrian network infill.

Address Known Safety Issues

One other need identified throughout the existing conditions review of pedestrian infrastructure was that of overall pedestrian safety. From 2015 to 2019, 87% of crashes involving a bicyclist or pedestrian resulted in an injury or fatality. This is a concern as it is significantly higher than the percentage of all crashes which resulted in an injury or fatality (27%).

Pedestrian Friendly Policies

The County currently holds the policy that sidewalk construction is not permitted within the right-of-way of County owned and operated roadways. Historically, this has protected the County from extensive maintenance and operating costs associated with sidewalk facilities. However, as the County continues to grow the need to maximize the use of existing infrastructure and rights-of-way to provide more connectivity options will increase. With this growth comes the opportunity to explore revisiting the current sidewalk policy and its application, especially in the identified Growth Priority and Growth Maintenance areas where sidewalk demand is, and will continue to be, higher.

IMPLEMENTATION GUIDE

Recommendations were developed by considering first those projects that already have committed transportation funding to develop Short-Term Recommendations. Mid-Term and Long-Term Recommendations were further developed by considering likely levels of future transportation funding with those projects that scored highest in the evaluation process.

SHORT-TERM (2022-2026)

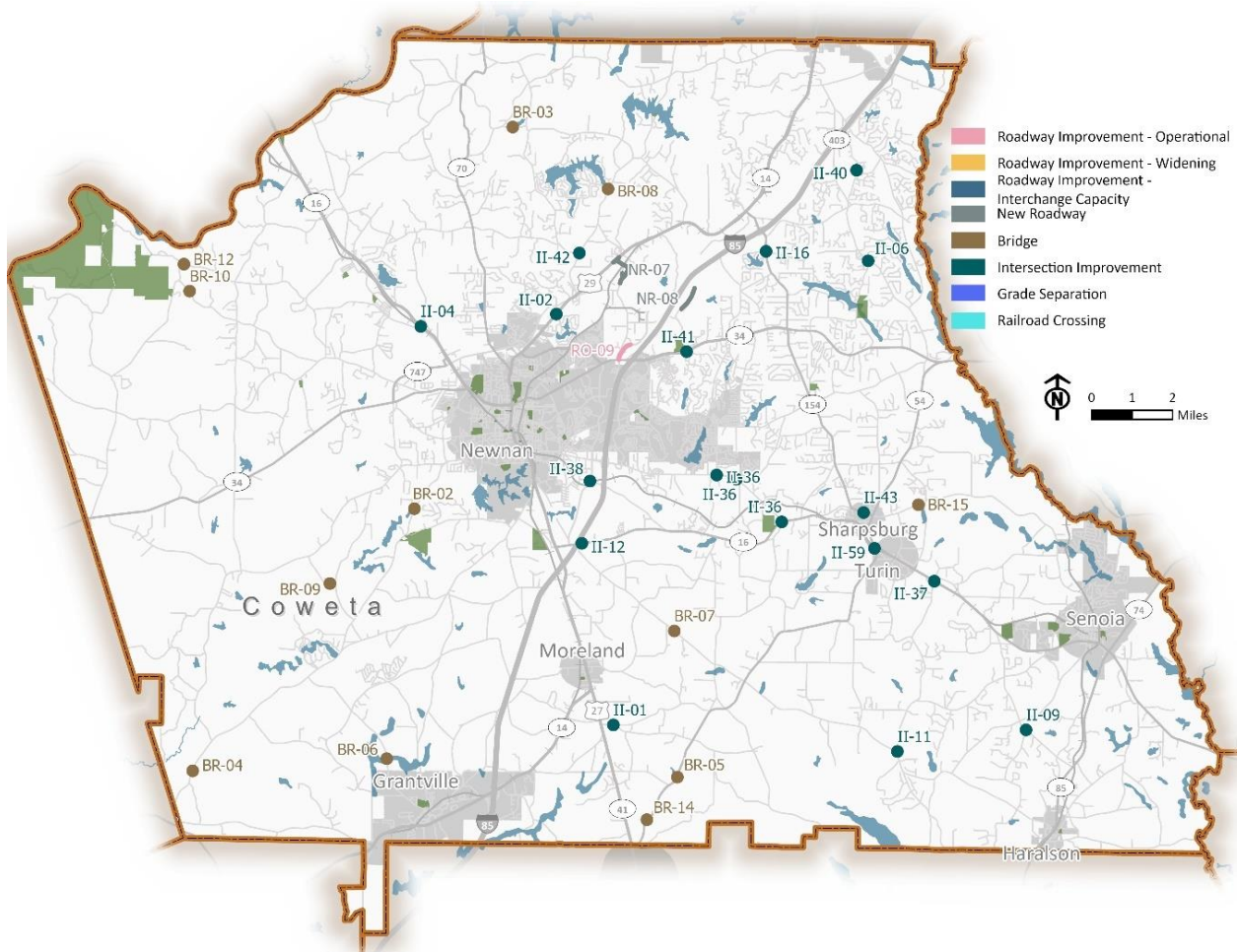
Short-term project recommendations are primarily those that are part of the County's current SPLOST program or are programmed in ARC's TIP with federal and/or state funding. Included in the Appendices of this report are project fact sheets for all short-term projects that provide detailed project information including project description, phasing/schedule, cost estimate, funding sources, project sponsor/responsible party, and a project location map. These fact sheet can be used by Coweta County and the municipalities to support funding grant applications and to communicate with the public and stakeholders about the projects.

Table 14: Short-Term Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
BR-02	Coweta County	Short	Old Corinth Road	Sandy Creek	n/a	Bridge	\$2,180,000
BR-03	Coweta County	Short	Duncan Road	Creek near Sewells Lake	n/a	Bridge	\$515,000
BR-04	Coweta County	Short	Corinth Road	New River	n/a	Bridge	\$711,600
BR-05	Coweta County	Short	SR 54	Shoal Creek	n/a	Bridge	\$6,380,518
BR-06	Coweta County	Short	Bohannon Road Bridge	Messiers Creek	n/a	Bridge	\$1,125,000
BR-07	Coweta County	Short	Gordon Road	Abandoned NS R/R	n/a	Bridge	\$250,000
BR-08	Coweta County	Short	Happy Valley Circle	Browns Creek	n/a	Bridge	\$967,150
BR-09	Coweta County	Short	Chandler Road	Sandy Creek Tributary	n/a	Bridge	\$400,000
BR-10	Coweta County	Short	Mount Carmel Road	Thomas Creek	n/a	Bridge	\$100,000
BR-12	Coweta County	Short	Boone Road	Thomas Creek	n/a	Bridge	\$400,000
BR-14	Coweta County	Short	SR 54	Bear Creek	n/a	Bridge	\$8,619,376
BR-15	Coweta County	Short	McIntosh Trail	Keg Creek	n/a	Bridge	\$2,480,000

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
II-01	Coweta County	Short	Haynie Road	Haynie Road	Bexton Rd	Intersection Improvement	\$7,500
II-02	Coweta County	Short	US 29	Country Club Dr	Pine Hollow Dr	Intersection Improvement	\$296,000
II-04	Coweta County	Short	SR 16	Witcher Rd/Glover Rd	n/a	Intersection Improvement	\$1,441,065
II-06	Coweta County	Short	Fischer Road (CR 40)	Andrew Bailey Rd	n/a	Intersection Improvement	\$650,000
II-09	Coweta County	Short	Eastside School Road	Old Hwy 85	n/a	Intersection Improvement	\$960,135
II-11	Coweta County	Short	Gordon Road	Elders Mill Rd	n/a	Intersection Improvement	\$1,204,280
II-12	Coweta County	Short	SR 16	Gordon Road	n/a	Intersection Improvement	\$5,810,000
II-16	Coweta County	Short	SR 154	George Coggin Rd/ Springwater Way	n/a	Intersection Improvement	\$2,570,000
II-36	Coweta County	Short	Intersections along Poplar Road	Poplar Rd at Mary Freeman Road	Poplar Rd at SR16	Intersection Improvement	\$1,300,000
II-37	Coweta County	Short	SR 16	Elders Mill Rd	n/a	Intersection Improvement	\$1,668,535
II-38	City of Newnan	Short	Turkey Creek Road	Southeast Bypass	n/a	Intersection Improvement	\$450,000
II-40	Coweta County	Short	Shaw Road	Pete Road/New School Entrance	n/a	Intersection Improvement	\$790,000
II-41	Coweta County	Short	SR 34	White Oak Dr	n/a	Intersection Improvement	
II-42	Coweta County	Short	Hal Jones Rd	Happy Valley Rd	n/a	Intersection Improvement	\$888,000
II-43	Town of Sharpsburg	Short	SR 154	Terrentine Rd	n/a	Intersection Improvement	\$817,560
II-59	Coweta County	Short	SR 16	SR 54	n/a	Intersection Improvement	\$8,378,928
NR-07	Coweta County	Short	Madras Connector Phase 1	US 29/SR 14	Herring Road	New Roadway	\$12,889,844
NR-08	Coweta County	Short	International Park Connector	International Park	Holz Parkway	New Roadway	\$2,600,000
RO-09	Coweta County	Short	Amlajack Boulevard	SR 34	St. Johns Circle	Roadway Improvement - Operational	\$1,520,000

Figure 38: Short-Term Projects



MID-TERM (2027-2040)

Projects recommended for the mid-term include those that scores well in the technical evaluation in areas such as alignment with the Growth Strategy Framework and CTP goals and objectives. These projects should be considered for future local funding programs, such as a continuation of the County’s SPLOST program, which if approved by voters could start collections in 2025.

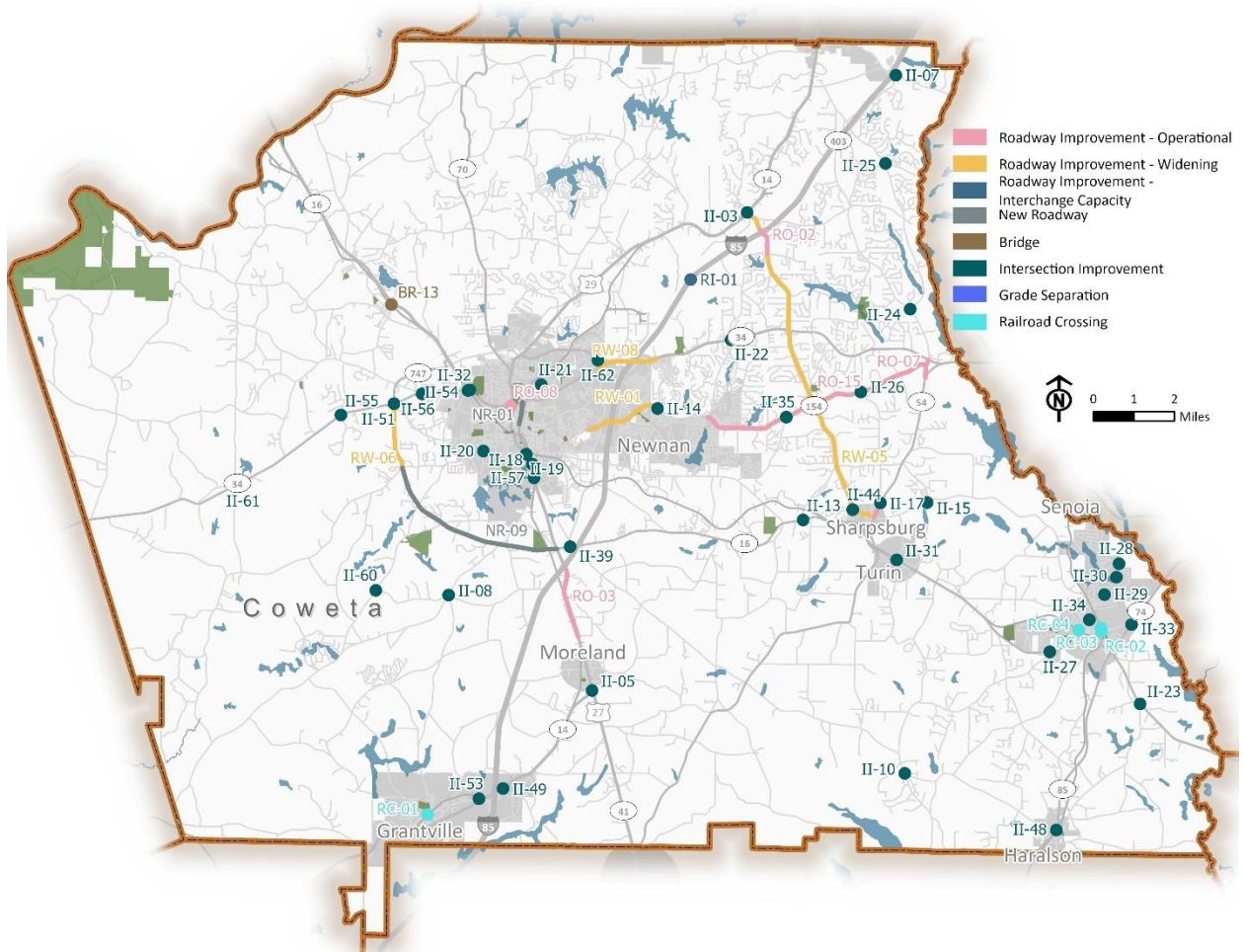
Table 15: Mid-Term Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
BR-13	Coweta County	Mid	Main Street	NS R/R (719386R)	n/a	Bridge	\$2,905,200
II-03	Coweta County	Mid	SR 154/Sharpsburg McCollum Road	US 29/SR 14/Jefferson Davis Memorial Hwy	n/a	Intersection Improvement	\$23,530,000
II-05	Coweta County	Mid	SR 14	SR 41	n/a	Intersection Improvement	\$960,135
II-07	Coweta County	Mid	Collinsworth Rd	Cannongate Rd	n/a	Intersection Improvement	\$3,790,000
II-08	Coweta County	Mid	Corinth Road & West Grantville Rd, Earl North Rd, Hannah Rd	West Grantville Rd/Earl North Rd/Hannah Rd	n/a	Intersection Improvement	\$2,548,975
II-10	Coweta County	Mid	Gordon Rd	Al Roberts Rd	n/a	Intersection Improvement	\$1,740,000
II-13	Coweta County	Mid	SR 16	Marion Beavers Road	n/a	Intersection Improvement	\$2,190,000
II-14	Coweta County	Mid	Lower Fayetteville	Shenandoah Blvd	n/a	Intersection Improvement	\$1,190,000
II-15	Coweta County	Mid	McIntosh Trail	Reese Rd	n/a	Intersection Improvement	\$2,190,000
II-17	Coweta County	Mid	SR 54	Bob Smith	n/a	Intersection Improvement	\$1,880,000
II-18	City of Newnan	Mid	US 29/Greenville St	Sewell Rd	n/a	Intersection Improvement	\$653,400
II-19	City of Newnan	Mid	Greenville Street	Spence Ave	n/a	Intersection Improvement	\$1,840,000
II-20	City of Newnan	Mid	Lagrange Street	Waterworks Rd/Boone Dr	n/a	Intersection Improvement	\$950,000
II-21	City of Newnan	Mid	Jefferson Street	Sprayberry Road	n/a	Intersection Improvement	\$2,340,000
II-22	Coweta County	Mid	SR 34	Baker Rd/Sullivan Rd	n/a	Intersection Improvement	\$1,404,000
II-23	Coweta County	Mid	SR 16	Dead Oak Rd/McKnight Rd	n/a	Intersection Improvement	\$1,000,000
II-24	Coweta County	Mid	Fischer Rd	Minix Rd	n/a	Intersection Improvement	\$900,000
II-25	Coweta County	Mid	Palmetto-Tyrone Rd	Minix Rd	n/a	Intersection Improvement	\$900,000
II-26	Coweta County	Mid	Lower Fayetteville Rd	Bob Smith Rd	n/a	Intersection Improvement	\$1,250,000
II-27	City of Senoia	Mid	SR 16	Cumberland Trl/Rockhouse Rd	n/a	Intersection Improvement	\$1,786,000
II-28	City of Senoia	Mid	Rockaway Road	Heritage Pointe Pkwy	n/a	Intersection Improvement	\$1,786,000
II-29	City of Senoia	Mid	Rockaway Road	Ivy Lane	n/a	Intersection Improvement	\$1,055,000

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
II-30	City of Senoia	Mid	Rockaway Rd	Morningside Blvd	n/a	Intersection Improvement	\$1,055,000
II-31	Town of Turin	Mid	SR 16	Hunter St	n/a	Intersection Improvement	\$371,000
II-32	City of Newnan	Mid	SR 16/ SR 34/US 27 Alt	Temple Ave/Richard Allen Dr/Fair St	n/a	Intersection Improvement	\$80,000
II-33	City of Senoia	Mid	SR 74/85 & Seavy Street	n/a	n/a	Intersection Improvement	\$534,600
II-34	City of Senoia	Mid	Main Street	Couch Street	n/a	Intersection Improvement	\$1,055,000
II-35	Coweta County	Mid	Lower Fayetteville Road	Parks Rd	n/a	Intersection Improvement	\$570,000
II-39	Coweta county	Mid	SR 16	Newnan Crossing Bypass	n/a	Intersection Improvement	\$380,000
II-44	Town of Sharpsburg	Mid	SR 154	SR 54/Old Hwy 16	n/a	Intersection Improvement	\$653,400
II-48	Town of Haralson	Mid	SR 74/85	Gordon Rd/Main St	n/a	Intersection Improvement	\$653,400
II-49	City of Grantville	Mid	US 29	Lowery Road	n/a	Intersection Improvement	\$534,600
II-51	Coweta County	Mid	SR 34	Newnan Bypass/Ishman Ballard Rd	n/a	Intersection Improvement	\$656,400
II-53	City of Grantville	Mid	Griffin Street	Charlie Patterson Road	n/a	Intersection Improvement	\$979,110
II-54	City of Newnan	Mid	Franklin Road	Belt Rd/NS R/R	n/a	Intersection Improvement	\$500,000
II-55	Coweta County	Mid	SR 34 /Franklin Rd	Pete Davis Rd/Thigpen Rd	n/a	Intersection Improvement	\$2,162,230
II-56	Coweta County	Mid	SR 34/Newnan Bypass Rd	Welcome Rd	n/a	Intersection Improvement	\$2,582,000
II-57	City of Newnan	Mid	US 29	Corinth Road	n/a	Intersection Improvement	\$1,240,000
II-60	Coweta County	Mid	Old Corinth Road	Earl North Rd	n/a	Intersection Improvement	\$888,000
II-61	Coweta County	Mid	SR 34/Franklin Road	Chapel Road/Bruce Jackson Road		Intersection Improvement	\$888,000
II-62	City of Newnan	Mid	SR 34/Millard Farmer Industrial Blvd	Werz Industrial Blvd		Intersection Improvement	\$1,187,000
II-64	Coweta County	Mid	Newnan Bypass	Turkey Creek Road & SR 16	n/a	Intersection Improvement	\$380,000
NR-01	City of Newnan	Mid	Andrew Street Extension	Augusta Dr	East Washington St	New Roadway	\$4,549,000
NR-09	Coweta County	Mid	SW Newnan Bypass	US 29	Smokey Rd	New Roadway	\$25,147,800
RC-01	City of Grantville	Mid	Main Street Railroad	n/a	n/a	Railroad Crossing	\$200,000

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
			Crossing 050458M				
RC-02	City of Senoia	Mid	Seavy Street Railroad Crossing	n/a	n/a	Railroad Crossing	\$200,000
RC-03	City of Senoia	Mid	Johnson Street Railroad Crossing	n/a	n/a	Railroad Crossing	\$200,000
RC-04	City of Senoia	Mid	Seavy Street Railroad Crossing	n/a	n/a	Railroad Crossing	\$200,000
RC-05	City of Grantville	Mid	Charlie Patterson Road	Railroad Crossing		Railroad Crossing	\$323,000
RI-01	Coweta County	Mid	I-85 South - New Interchange & New Alignment (Madras Connector Phase 3)	I-85 (Mile Marker 49)		Roadway Improvement - Interchange Capacity	\$33,258,618
RO-02	Coweta County	Mid	SR 154/Sharpsburg McCollum Road	George Coggin Road	I-85	Roadway Improvement - Operational	\$592,000
RO-03	Coweta County/ Town of Moreland	Mid	US 29 South	I-85	Camp Road	Roadway Improvement - Operational	\$2,374,000
RO-07	Coweta County	Mid	Fischer Road	SR 34	SR 54	Roadway Improvement - Operational	\$2,903,000
RO-08	City of Newnan	Mid	Jefferson St/Clark St/Jackson Street Operations	Carmichael Street		Roadway Improvement - Operational	\$1,290,000
RO-15	Coweta County	Mid	Lower Fayetteville	Sullivan Road	SR 154	Roadway Improvement - Operational	\$7,790,000
RO-16	Town of Sharpsburg	Mid	SR 54	Mcintosh Trl	Dollar General	Roadway Improvement - Operational	\$252,246
RW-01	City of Newnan	Mid	Lower Fayetteville Road (Phase 1)	Newnan Lakes Blvd	Shenandoah Blvd	Roadway Improvement - Widening	\$13,810,000
RW-05	Coweta County	Mid	SR 154/Sharpsburg McCollum Road	SR 54	US 29	Roadway Improvement - Widening	\$17,455,000
RW-06	Coweta County	Mid	Ishman Ballard Road	Smokey Rd	SR 34	Roadway Improvement - Widening	\$10,000,000
RW-08	City of Newnan	Mid	SR 34/Bullsboro Drive	Jefferson Street	Lakeside Way	Roadway Improvement - Widening	\$18,120,000

Figure 39: Mid-Term Projects



LONG-TERM (2040-2050)

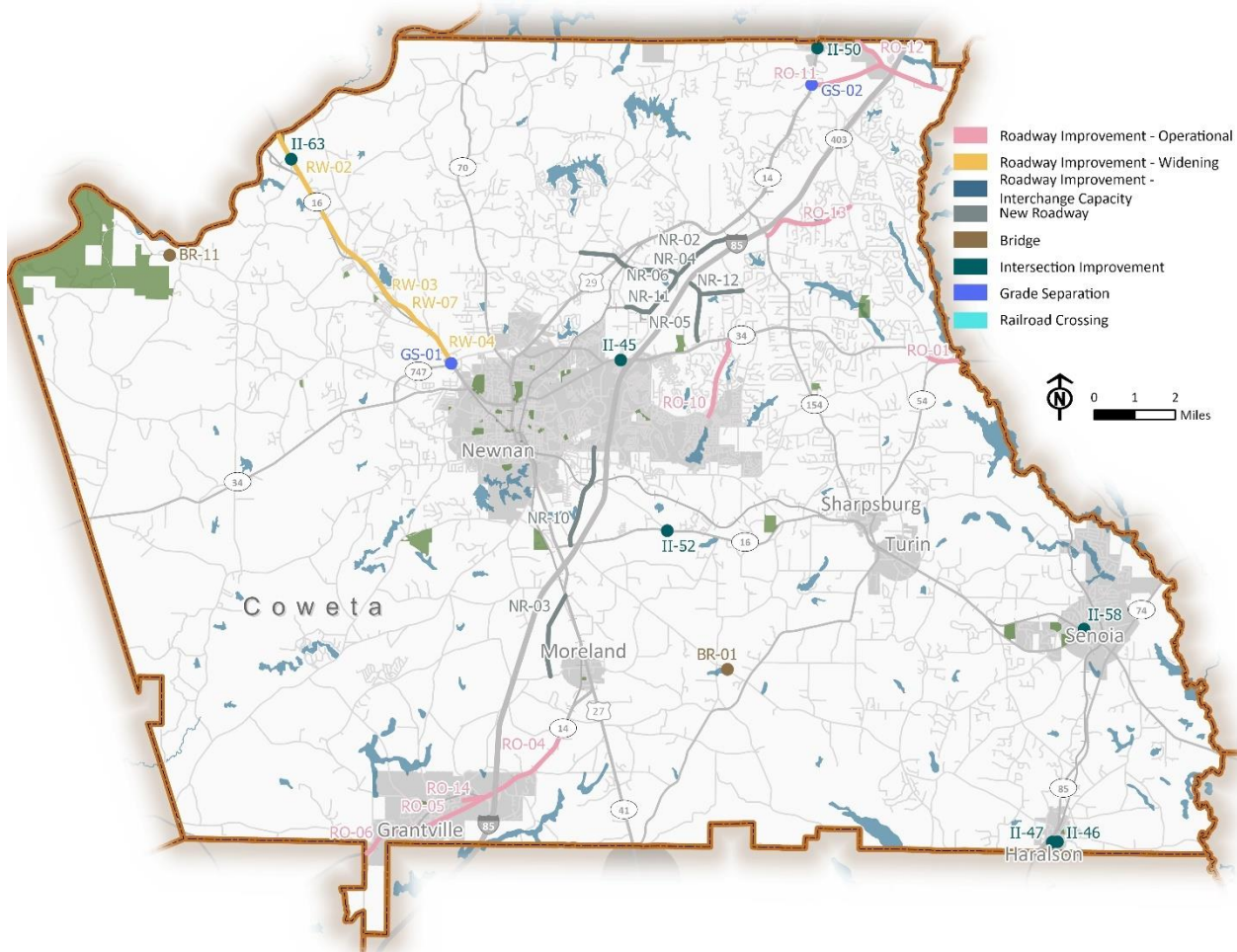
Long-term project recommendations also scored well in the technical evaluation, however they may be of a higher cost or serve a long-term identified need.

Table 16: Long-Term Projects

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
BR-01	Coweta County	Long	Gordon Road	White Oak Creek	n/a	Bridge	\$967,150
BR-11	Coweta County	Long	Payton Road	Pearson Creek	n/a	Bridge	\$1,028,160
GS-01	City of Newnan	Long	SR 34 (Newnan Bypass)	NS Railroad		Grade Separation	\$7,144,000
GS-02	Coweta County	Long	Weldon Road	CSX Railroad		Grade Separation	\$7,144,000
II-45	City of Newnan	Long	SR 34/Bullsboro Drive	Amlajack Blvd/Celebrate Life Pkwy	n/a	Intersection Improvement	\$1,575,000
II-46	Town of Haralson	Long	Line Creek Road	Shaddix Rd	n/a	Intersection Improvement	\$216,000
II-47	Town of Haralson	Long	Line Creek Road	Main Street	n/a	Intersection Improvement	\$216,000
II-50	City of Palmetto	Long	US 29	Tommy Lee Cook Road	n/a	Intersection Improvement	\$743,040
II-52	Coweta County	Long	SR 16	Turkey Creek Road	n/a	Intersection Improvement	\$1,686,000
II-58	City of Senoia	Long	Pylant Street	Seavy St	n/a	Intersection Improvement	\$296,000
II-63	Coweta County	Long	US 27 Alt/SR 16	Dyer Road		Intersection Improvement	\$1,036,000
NR-02	Coweta County	Long	Coweta Industrial Parkway Extension	Coweta Industrial Parkway Southern Terminus	Madras Connector Phase 3 (see CW-AR-085)	New Roadway	\$12,375,000
NR-03	Coweta County	Long	US 29 Connector	US 29 North of Moreland	Bethlehem Church Rd	New Roadway	\$9,284,000
NR-04	Coweta County	Long	Madras Connector (Phase 2)	New Amlajack Interchange	Madras Connector Phase 1 (US 29)	New Roadway	\$11,000,000
NR-05	Coweta County	Long	Holz Parkway New Alignment	Existing Terminus of Holz Parkway	New Interchange at I-85 (see CW-AR-085)	New Roadway	\$33,000,000
NR-06	Coweta County	Long	Amlajack Boulevard New Alignment	Current terminus in Shenandoah Industrial Park	Coweta Industrial Pkwy Extension	New Roadway	\$9,200,000
NR-10	Coweta County	Long	Newnan Crossing Bypass access road	Lakeshore Parkway	SR 16	New Roadway	\$11,222,000

CTP ID	Jurisdiction	Proposed CTP Phase	Project Name	Extents (From)	Extents (To)	Project Type	Cost Estimate
NR-11	Coweta County	Long	Herring Road Connector	Amlajack Boulevard Extension	Herring Road	New Roadway	\$2,702,000
NR-12	Coweta County	Long	Hammock Road Connector	Holz Parkway Extension	Hammock Road	New Roadway	\$4,667,000
RO-01	Coweta County	Long	SR 34/SR 54	Fischer Road	Fayette C/L	Roadway Improvement - Operational	
RO-04	Coweta County/ City of Grantville	Long	US 29 South	Polk Road	I-85	Roadway Improvement - Operational	\$2,072,000
RO-05	City of Grantville	Long	US 29 South	I-85	Meriwether Street	Roadway Improvement - Operational	\$1,776,000
RO-06	Coweta County/ City of Grantville	Long	US 29 South	Meriwether Street	Troup C/L	Roadway Improvement - Operational	\$2,368,000
RO-10	Coweta County	Long	Sullivan Road			Roadway Improvement - Operational	\$6,000,000
RO-11	Coweta County	Long	Weldon Road	US 29	Collinsworth Road	Roadway Improvement - Operational	\$5,001,000
RO-12	Coweta County	Long	Collinsworth Road	Goodlin Road	Phipps Road	Roadway Improvement - Operational	\$7,205,000
RO-13	Coweta County	Long	Raymond Hill Rd	SR 154	Fischer Road	Roadway Improvement - Operational	\$6,337,000
RO-14	City of Grantville	Long	Griffin St	US 29	Summerhill Lane	Roadway Improvement - Operational	\$1,048,000
RW-02	Coweta County	Long	SR 16	Old Carrolton Road	Carrolton C/L	Roadway Improvement - Widening	\$17,416,000
RW-03	Coweta County	Long	SR 16	Witcher Road	Old Carrolton Road	Roadway Improvement - Widening	\$17,556,000
RW-04	Coweta County	Long	SR 16	SR 34/Newnan Bypass	Witcher Road	Roadway Improvement - Widening	\$4,608,000
RW-07	Coweta County	Long	US 27/SR 16	SR 34 (Newnan Bypass)	Carroll C/L	Roadway Improvement - Widening	\$37,500,000

Figure 40: Long-Term Projects



IMPLEMENTATION STRATEGIES

To support implementation of project recommendations, the following strategies have been identified.

PLANNING & COORDINATION

- Continue to work with federal, state, and regional planning partners and local delegation to seek funding for transportation projects and initiatives in Coweta County.
- Coordinate with the Coweta County School System to identify future school locations and plan multimodal networks and connections around them.

- Continue coordination with state and regional planning partners such as GDOT, SRTA, the ATL Authority, ARC, and the Three Rivers Regional Commission on transportation planning efforts in Coweta County.
- Coordinate implementation of the CTP with the County's Comprehensive Plan to ensure transportation projects and programs support the long-term growth and development vision. As projects move forward into additional study, concept development, and design, the CTP's Growth Strategy Framework and Comprehensive Plan character areas should be reviewed to ensure the transportation strategies of those growth strategy areas and character areas are integrated into the project's development.

STUDIES

- Coordinate with ARC, GDOT, Fayette County, and Peachtree City to scope and identify funding for an east-west mobility and connectivity study between Coweta County and Fayette County. Congestion on several roadways providing connectivity across the Coweta County and Fayette County line limits mobility, degrades reliability and travel times, and presents safety challenges. This is particularly seen on the SR 54/SR 34 corridor. Current travel flows and demand indicates a significant proportion of the peak period trips leaving and entering Coweta County are destined and originate in Fayette County, particularly the Peachtree City area. A cooperative study is needed to comprehensively examine existing and future conditions and challenges to identify potential solutions such as improvements to existing corridors as well as potential new connection points between the counties. The feasibility and potential impact of potential solutions will also be examined to identify a recommended and prioritized set of infrastructure improvements, strategies, policies, and partnerships. It is recommended that ARC help to lead this study on behalf of the jurisdictions and that GDOT be included as a key stakeholder.
- Complete the Southwest Bypass (Phase 1) scoping study to identify an implementable concept that coordinate with ARC and GDOT to identify funding to advance design, ROW acquisition, and construction.
- Conduct a feasibility study for a City of Senoia bypass to help mitigate increased traffic, particularly truck traffic, traveling through downtown.

MONITORING IMPLEMENTATION

This CTP update details project and strategy recommendations for investment in Coweta County transportation system and services through 2050. The short-term implementation guide outlines the steps and projects for Coweta County, its cities and towns, and other partners will need to advance the plan forward to achieve the identified goals and objectives. To support Coweta County in monitoring and tracking progress against the plan's goals, the following process is recommended.

GENERAL COORDINATION

- Continue to work closely across County departments to ensure funding is being used and leveraged efficiently and that combined efforts maximize opportunities to implement transportation projects in coordination with other capital infrastructure investments.
- Institute regular coordination with its cities and towns, GDOT, ARC, the ATL, Three Rivers Regional Commission, and neighboring jurisdictions to foster coordinated planning and project implementation
- Provide updates to the Board of Commissioners and City Councils regarding progress on SPLOST and other project and strategies implementation.

IMPLEMENTATION

- Use the short-term implementation guide to target and advance projects and strategies.
- Refine the phasing of projects and funding schedules to advance the short-term projects and set up mid-term projects for implementation.
- Continue coordination with ARC and GDOT on key projects requiring state and federal funding in the RTP and TIP.
- Coordinate with the ATL on transit planning and funding for continued and potential future expanded services.
- Identify task leads for major policy elements, set a timeline for completion, and engage partners as needed to complete tasks

TRACKING

- Create a database or spreadsheets to track all project and strategy implementation annually.
- Develop a set of performance metrics for each project type, such as intersection level of service, crash rates, transit ridership, or trails usage.
- Develop a set of metrics to measure future development by Growth Strategy Area in relation to transportation investments made or planned to assess how well the CTP may be supporting the Comprehensive Plan's vision, growth and rural preservation priorities.
- Consider high-level measures outlined in the Fixing America's Surface Transportation (FAST) Act (the current federal transportation law) and targets set by the state and region.