

Coweta County Joint Comprehensive Transportation Plan Update

Final Technical Report



COWETA COUNTY

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Needs Assessment Report

Recommendations Report

Methodology for Project Evaluation



1.0 INTRODUCTION AND PURPOSE

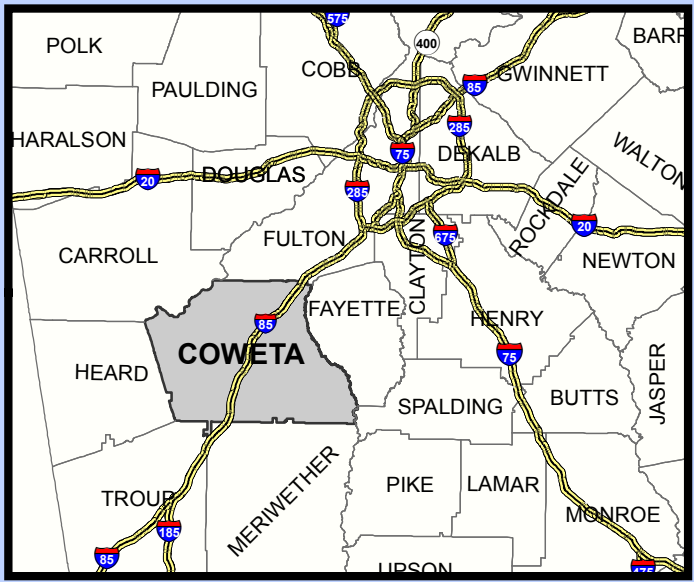
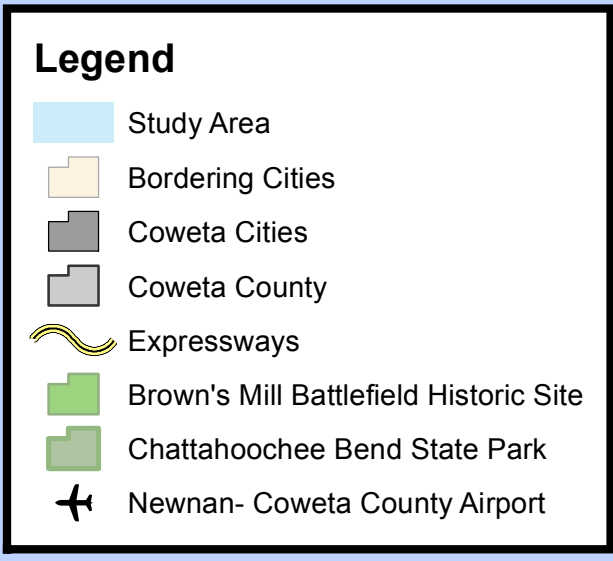
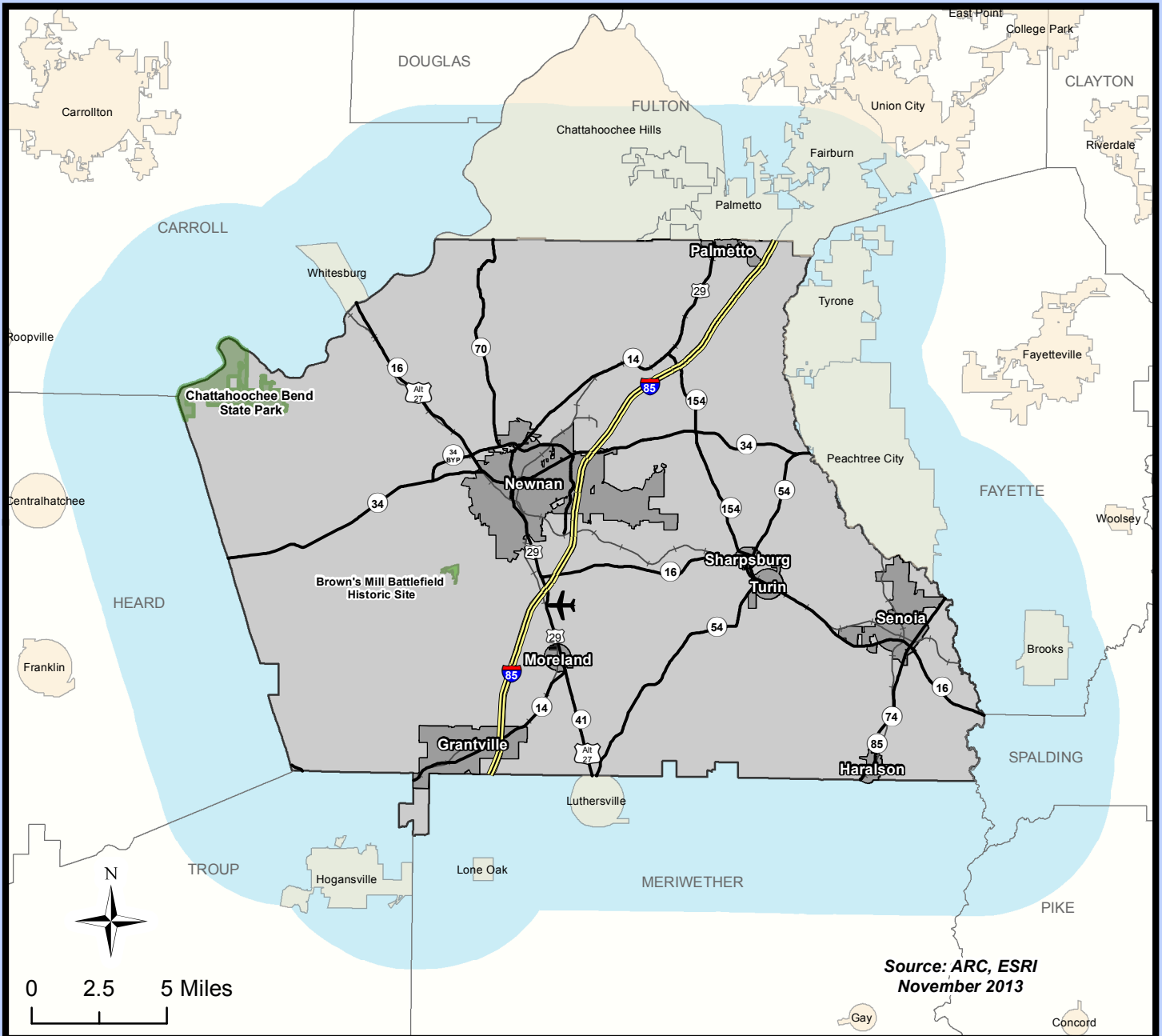
In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. A comprehensive transportation plan (CTP) serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level.

Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. Beginning in October 2012, the jurisdictions came together again to complete this *Joint CTP Update*. The City of Palmetto, located in both Fulton and Coweta counties, has historically conducted the majority of its planning with Fulton County and as such was included in detail in the recent *South Fulton CTP*. Efforts were made to ensure coordination with all of Coweta’s planning partners, including the adjacent jurisdictions, Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Three Rivers Regional Commission (TRRC) and ARC. Figure 1-1 illustrates the CTP study area. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

Building upon the 2006 CTP, the CTP Update effort assessed changes in demographics and transportation conditions over the intervening seven years to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results. The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.

Together with its companion *Plan Summary*, this *Final Technical Report* is the last and primary deliverable produced for the Coweta County Joint CTP Update. It documents the project recommendations, prioritization, costs and funding in the final adopted Plan. A number of interim deliverables, listed below, were prepared over the 15-month study. These supplemental study products provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Methodology for Project Evaluation
- Coweta County Transit Needs and Feasibility Study



Coweta County Joint Comprehensive Transportation Plan Update
 Figure 1-1: CTP Study Area



2.0 PLAN DEVELOPMENT

2.1 VISION AND GOALS

The CTP update effort began by relooking at the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP's vision and goals were revised slightly so as to be more reflective of current conditions.

2.1.1 Overall CTP Vision

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overreaching "community vision" that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs. The overall vision of the Coweta County Joint CTP Update is:

Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County. It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies. The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.

2.1.2 Goals

Goals are the long-term general outcomes of the CTP, consistent with the established vision. They are supported by objectives (specific and measurable statements relating to the attainment of goals) and implementation strategies (actions undertaken to achieve the goals and objectives). The goals, objectives and strategies of the CTP Update are:

1. Promote coordination of land use and transportation
 - Integrate transportation and land use planning
 - Limit/control access and development that will negatively impact transportation corridors
2. Support economic and community development
 - Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
 - Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
 - Leverage transportation improvements to opportunities to attract businesses to the community



3. Improve accessibility, connectivity, and safety, for the movement of people and goods
 - Assure the preservation, maintenance, and operations of existing multimodal transportation system
 - Ensure adequate mobility and access to job centers and new development
 - Promote improved freight movement to industrial parks and the interstate
 - Prioritize and improve transportation corridors
 - Improve east/west connectivity
 - Create a distributed network that improves interconnectivity of major travel corridors
 - Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
 - Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
4. Develop a multimodal transportation system that maximizes community and regional support
 - Identify realistic funding opportunities
 - Include a sound financial plan and approach to phasing of projects
 - Preserve and enhance the multimodal transportation system that includes public transportation
 - Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
 - Integrate the CTP into the regional and state transportation planning efforts
 - Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
 - Collaborate with federal, state, regional, local, and non-governmental partners
 - Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements
5. Preserve and enhance the natural and social environment
 - Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
 - Identify and preserve local, rural, scenic routes and state corridors

2.2 COMMUNITY OUTREACH AND INPUT

The CTP Update aimed for widespread engagement from all communities and populations in Coweta County. The approach to outreach and input can be categorized into three primary groups: advisory committees, local jurisdictions, and the general public. Opportunities for involvement centered on key milestones in the study. Efforts were made to facilitate the flow of study information to and feedback from participants through a variety of different techniques. The primary methods used to disseminate information were the County's website and formal/informal meetings.



2.2.1 Advisory Committees

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). The SAC represented the larger community, providing a continuing forum to share information with major stakeholders and receive direct input into the planning process. Input and guidance on technical aspects of plan development was provided by the TAC, whose members represented key transportation planning agencies including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. Assembled specifically to support the supplemental Transit Needs and Feasibility Study, the TTAC membership included representatives of public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging (SCAAA), and the Department of Human Services (DHS). Together, the committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

Each committee met three times, at key milestones, over the course of the study. The dates, information presented, and input received at the third (and final) meetings are summarized further below, with detailed meeting notes included in Appendix A. Information from the first and second meetings can be found in both summary and detail form in the interim *Recommendations Report*.

Joint SAC/TAC Meeting

The third and final meeting of the SAC and TAC was held jointly on December 12, 2013. One purpose of this meeting was to inform committee members of the results of the final public open house held in early November, at which the proposed project recommendations were presented for public review and comment. During the month between the open house and final committee meeting, the proposed project recommendations were refined based on comments received at the open house. The refined list of project recommendations was provided to committee members for review and comment. Finally, initial information regarding estimated project costs and funding sources was also presented.

A total of 18 members of the SAC and/or TAC attended the final meeting. Handout materials summarized the following:

- Comments from the public open house
- Evaluation factors and methodology
- Lists of recommended projects
- Key multimodal strategies
- Transit study status and recommendations
- Project phasing and estimated costs and funding

General comments indicated support for the proposed recommendations and phasing. Municipality representatives were pleased that projects important to their citizens were



included in the plan. There was also agreement that continued coordination and support will be important moving forward.

TTAC Meeting

The third and final TTAC meeting was held on October 7, 2013, with 8 committee members in attendance. The meeting commenced with a review of the existing services and needs assessment. A draft version of the report documenting those findings was emailed to committee members in advance of the meeting so that they could begin to review its contents. Some statistics from several peer systems were shared with attendees, including those in Hall, Henry and Cherokee counties as well as the Anniston-Calhoun County area of Alabama. These systems were chosen due to the similarity in operations size, service area and service types/characteristics to that being considered for Coweta County Transit.

Subsequent discussions involved potential opportunities for public transportation service expansion/addition in Coweta County. The preliminary routes for potential service expansion that were presented at the previous meeting were revised over the intervening period, so the nature of the changes and reasons for them were discussed. A comparative evaluation of potential new route services was conducted to include service hours and miles, required equipment and facilities, and associated capital and operating costs. Although based on preliminary cost information, the summary provided an indication of funding that would be required to operate a range of services and routes. In addition, a preliminary draft Action Plan of recommendations and phasing was reviewed. In closing, it was noted that more detailed work would be done regarding the comparative analysis and Action Plan, and that refined information would be included in the final *Transit Needs and Feasibility Study* report.

2.2.2 Local Jurisdictions

Coordination with local jurisdictions occurred continually throughout the process. Local staff and officials were an important source of information on transportation system conditions and needs, as well as planned/programmed improvement projects. Local jurisdiction representatives played a key role in the TAC/SAC meetings and as an additional resource during discussions with citizens at the public meetings. In addition, several meetings were held with local jurisdiction representatives as the proposed project recommendations were refined and moved forward through the comparative evaluation, costing and phasing exercises. These meetings provided an opportunity for the study team to confer with local staff representatives about the most up-to-date expectations regarding project priorities, project design and termini, and cost estimates. In addition, local staffs were able to get more specific details about the comparative evaluation and scoring of recommended projects and how that translated into the prioritization process.

2.2.3 General Public

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns. Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted



to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

The initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a "Virtual Public Information Meeting (PIM)" was posted to the County's website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online. Comments received through the initial round of public meetings and the Virtual PIM online survey can be found in both summary and detail form in the interim *Recommendations Report*.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type (roadway/bridge, freight, bicycle/pedestrian, and transit) and geography on handouts and maps. County, city and consultant staff were available at three project map stations to discuss project recommendations in more detail with attendees.

The comment form asked meeting participants to list their top 3 priority projects for Coweta County and to provide any additional comments. The following summarizes the input received from the public on the comment forms:

- Top 3 Projects
 - SR 154 from I-85 to SR 34
 - SR 16 Bypass south of Newnan
 - Pedestrian/bike path from Thomas Crossroads to Fischer Crossing
 - Projects in or around Moreland
 - Adding safe areas roadside to allow running and biking (Happy Valley & US29)
 - Multi-use path along SR 34 from Newnan to Peachtree City
 - Macedonia Road/Buddy West Road/Happy Valley Circle from SR 16 to Hal Jones Road
 - Pine Road intersection
 - Vernon Hunter Parkway



- Other Comments
 - Buddy West Road needs widening and straightening
 - SR 16 needs to be four lanes from Carrollton to Griffin
 - Safe shoulder areas are needed along US 29, Happy Valley Circle and others for biking or running to enable people to safely ride a bike into downtown and leave the car parked
 - Commuter students from Sharpsburg to Carrollton need a better cut-through to the University of West Georgia from Peachtree City, Newnan, etc.
 - More bike paths/sidewalks are needed to enhance Coweta County, reduce traffic and improve the friendliness of the community

Additional comments provided verbally to study team members by attendees during the informal open house included:

- Increased interest in transit has been noticed by City of Newnan and Coweta County staff
- Expanded transit opportunities are needed for the transit dependent, especially for those living outside of Newnan to get to appointments and take care of business in Newnan
- Bicycle riders on SR 70 need a shoulder to move over so that cars can pass them
- SR 16 from I-85 to Griffin needs to be four lanes to accommodate trucks headed to I-75
- The new Amlajack interchange has much support because it will relieve some of the truck traffic using the SR 34 interchange
- There are places on US 29 north of Newnan where right turn lanes would help flow by getting turning traffic out of the through lane
- The multi-use path project along SR 34 from Newnan to Peachtree City is needed right now

2.3 LAND USE AND GROWTH

A primary goal of the CTP process is to coordinate and integrate land use and transportation. Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the *Coweta County Comprehensive Plan* provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317.



Coweta's population is concentrated in an area from Newnan northward and eastward to the County line. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous. The majority of Coweta County is anticipated to remain less developed to preserve its desired rural character.

Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with County staff indicate the expectation for more aggressive employment growth in coming years, reflecting the County's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.

Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.

In large measure, the location, density, type and mixture of land use dictates the travel demand reflected on the transportation network. Likewise, roadway capacity expansion projects can have the effect of impacting land use and development. Preservation of a rural and small town way of life is important to many Coweta residents. One of the primary purposes of the Coweta County CTP is to set in place the creation of more comprehensive, realistic and innovative plans for solving transportation issues through both transportation and land use strategies. Continued and increased coordination of land use decisions (planning, zoning, and site development/approvals) with transportation decisions will be critical to helping Coweta maintain/attain the quality of life that the County desires.

The interim *Inventory of Existing Conditions and Needs Assessment Report* documents provide more details regarding existing and forecasted land use and development, population and employment growth, and associated travel characteristics within Coweta County.

2.4 EXISTING CONDITIONS AND IDENTIFIED NEEDS

CTP Update activities began by conducting a detailed inventory of existing conditions for Coweta County's multimodal transportation network, utilizing the currently adopted 2006 CTP as the foundation. Details from the review of existing conditions for all modes and elements were documented in the interim *Inventory of Existing Conditions* report. This information subsequently served as the basis for projecting future needs and assessing deficiencies in the existing and future system. In addition to detailing the future conditions, needs, issues and opportunities for all modes and elements, the interim *Needs Assessment Report* describes the methodology and sources used to identify deficiencies and assess needs for the Joint CTP Update. In summary, the steps include the review and consideration of:



- Findings and recommendations resulting from other relevant plans at the regional, local and subarea level
- Quantitative analyses, including the travel demand model and crash statistics
- Qualitative assessments, including field observations and engineering judgment
- Current and future land use and development
- Stakeholder coordination and public involvement

The following pages summarize the key findings from the interim reports on existing conditions and identified needs by mode/element.

2.4.1 Roadways and Bridges

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

2.4.2 Freight

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.

2.4.3 Public Transportation

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.

Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging



under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta County Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA park and ride lot via expanded local circulator services

2.4.4 Bicycle Network and Pedestrian Facilities

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the Coweta County Bicycle Plan and Coweta County Greenway Master Plan serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.

2.4.5 Land Use and Transportation

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting these mixed use and infill areas. There will be a need to expand transit service where feasible, as well as for bicycle and pedestrian facilities within and connecting between activity centers. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.



2.5 PROJECT IDENTIFICATION

A wide variety of information on the deficiencies and needs of each transportation mode/element was utilized to develop potential project solutions. Primary sources for existing project recommendations were the project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP). Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues and existing proposals for future facilities. Current and anticipated locations for growth in residential and commercial activity nodes were also analyzed to indicate where future transit services might provide mobility alternatives.

Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.

A full description of the methodology and sources utilized in the identification of potential projects for the Joint CTP Update is included in the interim *Recommendations Report*.

2.6 COMPARATIVE EVALUATION OF PROJECTS

Five key "factors" were used to comparatively evaluate individual roadway and bridge projects being considered for recommendation. The evaluation factors tie back to the overall CTP vision and goals established at the study's outset, thereby ensuring a continued connection between goals and recommendations. Each factor consists of several "considerations," which helped to highlight relative differences between similar projects. The factors and their considerations are:



1. Mobility
 - Delay/constriction
 - Congestion
 - Access management
2. Safety
 - Crashes
 - Bridge condition
 - Bicycle/pedestrian interactions
3. Connectivity
 - Cross-county/inter-county connectivity
 - Subarea connectivity (activity centers)
 - "Fill the gaps"
 - Transit access
4. Economic Development
 - Freight routes
 - Improved access to commercial/industrial/ job sites
5. Community & Environment
 - Consistent with land use
 - In another approved plan
 - Access to alternate modes and community facilities

Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project's total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are that:

- Prioritization and implementation may primarily be done locally by the towns/cities
- Funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation
- Other regional considerations and partners are involved

A thorough explanation of the scoring exercise, including the detailed project spreadsheet showing the individual factor scores and combined total score calculated for each roadway and bridge project, is included in a technical memorandum entitled *Methodology for Project Evaluation*. Electronic copies of the detailed scoring spreadsheet (in Excel or pdf format) can be requested from the Coweta County Transportation & Engineering Department.



2.7 TRAVEL DEMAND MODELING

The travel demand model is an important tool for analyzing transportation system improvements. Its primary role is to forecast future vehicle trips and then distribute them across the transportation network based on socioeconomic data related to population and employment. The level and distribution of county and regional growth impact the volume, location and duration of travel demand.

The ARC PLAN 2040 travel demand forecasting model was used to assess future travel patterns and resulting transportation needs for Coweta County through the year 2040. The interim *Needs Assessment Report* detailed the travel demand modeling process conducted as a part of the CTP Update. It included background on the model files, adjustments made to the 2010 base year model for subarea validation, and results from 2010 and 2040 model runs. Desire line maps and plots of volumes, capacity minus volume, and volume over capacity for 2010 and 2040 model outputs were provided in the interim report's appendix.

After draft project recommendations were identified, a final model run was conducted for the 2040 Needs Network. All "model appropriate" roadway projects proposed as part of the recommended 2040 Coweta CTP Needs Plan were coded into the ARC PLAN 2040 travel demand forecasting model. Although a useful tool, it must be noted that the travel demand model is not appropriate for analyzing every type of potential transportation improvement. For example, projects to add roadway capacity—either through new roadways, additional lanes on existing roadways, or operational improvements along a corridor segment—are easily coded into and analyzed with the model. In contrast, improvements to isolated intersections and bridges cannot be adequately captured by the model.

Standard ARC facility types were used in upgrading existing roadways and coding new ones, in addition to the proposed number of lanes. New corridors were added to the model network, and some existing roadways were recoded to be consistent with actual alignments. One example is Newnan Crossing Bypass, which was coded into the ARC model network as if it were a straight roadway. Existing roadway curvature was coded into this and a few other corridors for better representation in the model. Transit projects were not coded into the model as these were primarily projects without much potential for regional impact.

After completing all network edits, the ARC Plan 2040 model was rerun. A series of model output statistics were summarized and compared against previous model runs without these additional projects. Volume and capacity plots were also produced to confirm that key level of service (LOS deficiencies) had been addressed by the 2040 CTP.

Comparisons of volumes to capacities indicated some concerns when compared against manual calculations consistent with typical highway capacity values. The daily volume/capacity (v/c) ratio in the ARC model is based on multiplying the time-of-day (hourly) capacity by 24. This approach results in an extraordinarily low v/c ratio with the use of very high daily capacities. Most models use what is called a CONFAC value of 10 to factor hourly capacities to daily capacities, or vice versa. Therefore, for the Coweta model, a new capacity attribute called "CAP10"—which is equal to time-of-day capacity multiplied by 10—was calculated. Because the ARC time-of-day model assumes 4 hours during the PM peak, multiplying ARC hourly capacities times 4 results in lower v/c ratios than the more stringent CAP10 approach used in this case.



3.0 FINAL CTP RECOMMENDATIONS

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. The Coweta County Joint CTP Update recommendations define a plan of projects, programs and policies to address transportation needs through year 2040 within the context of, and in support of, the overall Coweta County CTP vision. The Joint CTP Update recommendations will be implemented together with those from other recent and ongoing local studies, such as Coweta County's *Comprehensive Plan* and *Greenway Master Plan*, the City of Newnan's *Downtown Livable Centers Initiative (LCI) Study* and *Downtown Parking Study*, the Town of Moreland's *Blueprints* plan with the Georgia Conservancy, the City of Senoia's *Recreation Master Plan*. As such, ongoing coordination between the County and city/town staffs will continue to occur to ensure seamless, efficient and complementary project implementation.

3.1 ROADWAYS AND BRIDGES

The list of roadway recommendations, identified in Table 3-1 and Figures 3-1, 3-2, and 3-3, includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:

- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N) = 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade (e.g., safety improvements, shoulder improvements, intersection radii improvements, addition of sidewalks or bike lanes) (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements (further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways) (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

Table 3-1: Roadway and Bridge Project List

| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|------------------------|--|------------------|---------------|
| NEW INTERCHANGE | | | |
| 11 | Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd | Central | Coweta County |
| 12 | Amlajack Interchange at I-85 (Mile Marker 49) | NE | Coweta County |



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| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|----------------------------------|---|------------------|---------------|
| NEW LOCATION ROADWAY | | | |
| N1 | Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes) | NE | Coweta County |
| N2 | Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes) | NE | Coweta County |
| N3 | Amlajack Blvd Extension from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes) | NE | Coweta County |
| N4 | Hollz Pkwy Extension from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes) | NE | Coweta County |
| N5 | McIntosh Pkwy Extension from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes) | Central | Newnan |
| N6 | Andrew St Extension from Augusta Dr to East Washington St (2 lanes) | Central | Newnan |
| N7 | Campus Dr Extension from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes) | Central | Coweta County |
| N8 | Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes) | Central | Coweta County |
| N9 | US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes) | South | Coweta County |
| N10 | Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension | East | Coweta County |
| N11 | New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes) | East | Senoia |
| ROADWAY WIDENING/CAPACITY | | | |
| C1 | SR 154 from SR 34 to US 29 (to 4 lanes) | NE | Coweta County |
| C2 | SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes) | East | Coweta County |
| C3 | Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes) | Central | Newnan |
| C4 | Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes) | Central | Newnan |
| C5 | <i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i> | --- | --- |
| C6 | SR 16 from US 29 to I-85 (to 4 lanes) | Central | Coweta County |
| OPERATIONAL UPGRADE | | | |
| OP1 | Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd | West | Coweta County |
| OP2 | Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance | West | Coweta County |



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| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|----------------------------------|---|------------------|------------------------------|
| OP3 | Mt. Carmel Rd from Bud Davis Rd to Payton Rd | West | Coweta County |
| OP4 | Payton Rd from Mt. Carmel Rd to Boone Rd | West | Coweta County |
| OP5 | Boone Rd from Payton Rd to Wagers Mill Rd | West | Coweta County |
| OP6 | Wagers Mill Rd from Boone Rd to SR 16/Alt 27 | West | Coweta County |
| OP7 | Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70 | NE | Coweta County |
| OP8 | Happy Valley Cir from Buddy West Rd to Hal Jones Rd | NE | Coweta County |
| OP9 | Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd | NE | Coweta County |
| OP10 | Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd | NE | Coweta County |
| OP11 | SR 34 from Jefferson St/Ashley Park to SR 154 | East | Newnan/ Coweta County |
| OP12 | SR 54 from SR 154 to SR 34 | East | Sharpsburg/ Coweta County |
| OP13 | Poplar Rd from Newnan Crossing Blvd to SR 16 | East | Coweta County |
| OP14 | Sullivan Rd from Lower Fayetteville Rd to SR 34 East | East | Newnan/ Coweta County |
| OP15 | Marion Beavers Rd from SR 16 to SR 154 | East | Coweta County |
| OP16 | SR 154 from Old Hwy 16 to Lower Fayetteville Rd | East | Sharpsburg/ Coweta County |
| OP17 | SR 154 from Old Hwy 16 to SR 54 | East | Sharpsburg |
| OP18 | Willis Rd/Stewart Rd from SR 154 to SR 54 | East | Coweta County |
| OP19 | Reese Rd from McIntosh Trl to SR 54 | East | Coweta County |
| OP20 | McIntosh Trl from SR 54 to Stallings Rd | East | Sharpsburg/ Coweta County |
| OP21 | Stallings Rd from Couch St to McIntosh Trl | East | Senoia/Coweta County |
| OP22 | US 29/27Alt from I-85 to Airport Rd | South | Coweta County |
| OP23 | US 29 from SR 41 to Church St | South | Moreland |
| OP24 | Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery | South | Moreland |
| OP25 | US 29 from LaGrange St to Griffin St/Clarence McCambry Rd | South | Grantville |
| INTERSECTION MODIFICATION | | | |
| M1 | US 29 at Tommy Lee Cook Rd | NE | Palmetto |
| M2 | Collinsworth Rd at Weldon Rd | NE | Palmetto |
| M3 | Fischer Rd (CR 40) at Andrew Bailey Rd | NE | Coweta County |
| M4 | Herring Rd at US 29 and CSX Railroad | NE | Coweta County |



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| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|---------|--|------------------|--------------------------|
| M5 | SR 16 at Witcher Rd and Glover Rd | West | Coweta County |
| M6 | SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout) | West | Coweta County |
| M7 | SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad | Central | Newnan |
| M8 | SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd | West | Coweta County |
| M9 | SR 34/Franklin Hwy at Welcome Rd | West | Coweta County |
| M10 | Old Corinth Rd and Belk Rd at Smokey Rd | Central | Coweta County |
| M11 | Greenville St/US 29 at Sewell Rd | Central | Newnan |
| M12 | Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout) | Central | Newnan/ Coweta County |
| M13 | SR 16 at Pine Rd | Central | Coweta County |
| M14 | SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North | Central | Coweta County |
| M15 | I-85 Southbound Off Ramp at SR 34/Bullsboro Dr | Central | Newnan |
| M16 | SR 34 at Baker Rd and Sullivan Rd | East | Coweta County |
| M17 | Lora Smith Rd at SR 34 | East | Coweta County |
| M18 | Lora Smith Rd at Lower Fayetteville Rd | East | Coweta County |
| M19 | Lower Fayetteville Rd at Fischer Rd/SR 34 East | East | Coweta County |
| M20 | Lower Fayetteville Rd at Parks Rd | East | Coweta County |
| M21 | US 29 at Corinth Rd | Central | Newnan |
| M22 | Poplar Rd at Parks Rd | East | Coweta County |
| M23 | SR 16 at Turkey Creek Rd | Central | Coweta County |
| M24 | SR 154 at Old Hwy 16 (roundabout) | East | Sharpsburg |
| M25 | SR 154 at Terrentine St | East | Sharpsburg |
| M26 | SR 16 at SR 54 (roundabout) | East | Turin |
| M27 | SR 54 at Johnson Rd | East | Coweta County |
| M28 | SR 16 at Elders Mill Rd | East | Coweta County |
| M29 | SR 16 at Pylant St | East | Senoia |
| M30 | Rockaway Rd at Heritage Point Pkwy | East | Senoia |
| M31 | SR 74/85 at Seavy St | East | Senoia |
| M32 | Eastside School Rd at Old Hwy 85 | East | Coweta County |
| M33 | Gordon Rd at Elders Mill Rd | East | Coweta County |
| M34 | SR 74/85 at Gordon Rd | East | Haralson |



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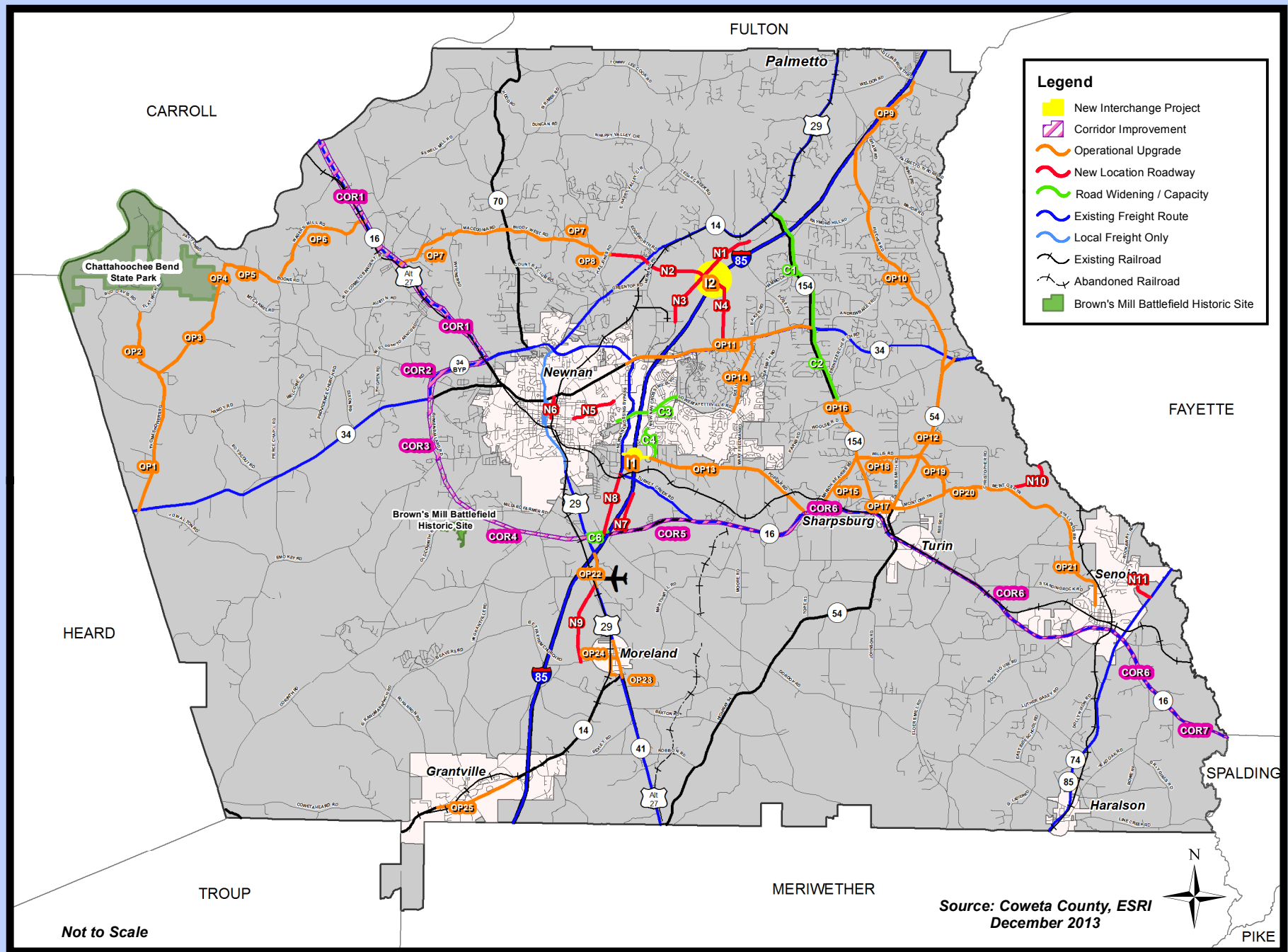
| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|-----------------------------|---|------------------|---|
| M35 | Line Creek Rd at Shaddix Rd | East | Haralson |
| M36 | Line Creek Rd at Main St | East | Haralson |
| M37 | SR 14 at SR 41 (roundabout) | South | Coweta County |
| M38 | Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd | West | Coweta County |
| M39 | US 29 at Lowery Rd | South | Grantville |
| M40 | Griffin St at Charlie Patterson Rd (roundabout) | South | Grantville |
| CORRIDOR IMPROVEMENT | | | |
| COR1 | SR 16 from location in Carroll County to SR 34 Bypass | West | Coweta County |
| COR2 | SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy) | West | Coweta County |
| COR3 | Ishman Ballard Rd from Smokey Rd to SR 34 | West | Coweta County |
| COR4 | Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd | West | Coweta County |
| COR5 | SR 16 from I-85 to Poplar Rd | Central | Coweta County |
| COR6 | SR 16 from Poplar Rd to Carl Williams Rd | East | Sharpsburg/ Turin/Senoia/ Coweta County |
| COR7 | SR 16 from Carl Williams Rd to location in Spalding Co | East | Coweta County |
| BRIDGE UPGRADES | | | |
| B1 | Payton Rd , 9.2 miles NW of Newnan | West | Coweta County |
| B2 | Boone Rd , 8.9 miles NW of Newnan | West | Coweta County |
| B3 | Mt. Carmel Rd at Thomas Creek | West | Coweta County |
| B4 | Summers McKoy Rd at Thomas Creek | West | Coweta County |
| B5 | Main St , 2.5 miles NW of Newnan over railroad | West | Coweta County |
| B6 | Henry Bryant Rd at Wahoo Creek | West | Coweta County |
| B7 | Duncan Rd at Cedar Creek Tributary | NE | Coweta County |
| B8 | Happy Valley Cir , 6.0 miles N of Newnan | NE | Coweta County |
| B9 | J.D. Walton Rd at Caney Creek | West | Coweta County |
| B10 | Corinth Rd at New River | West | Coweta County |
| B11 | Chandler Rd , 4.0 miles SW of Newnan | West | Coweta County |
| B12 | Holbrook Rd at Sandy Creek | West | Coweta County |
| B13 | Potts Rd at Sandy Creek | West | Coweta County |
| B14 | Bobo Banks Rd at Messiers Creek | South | Coweta County |



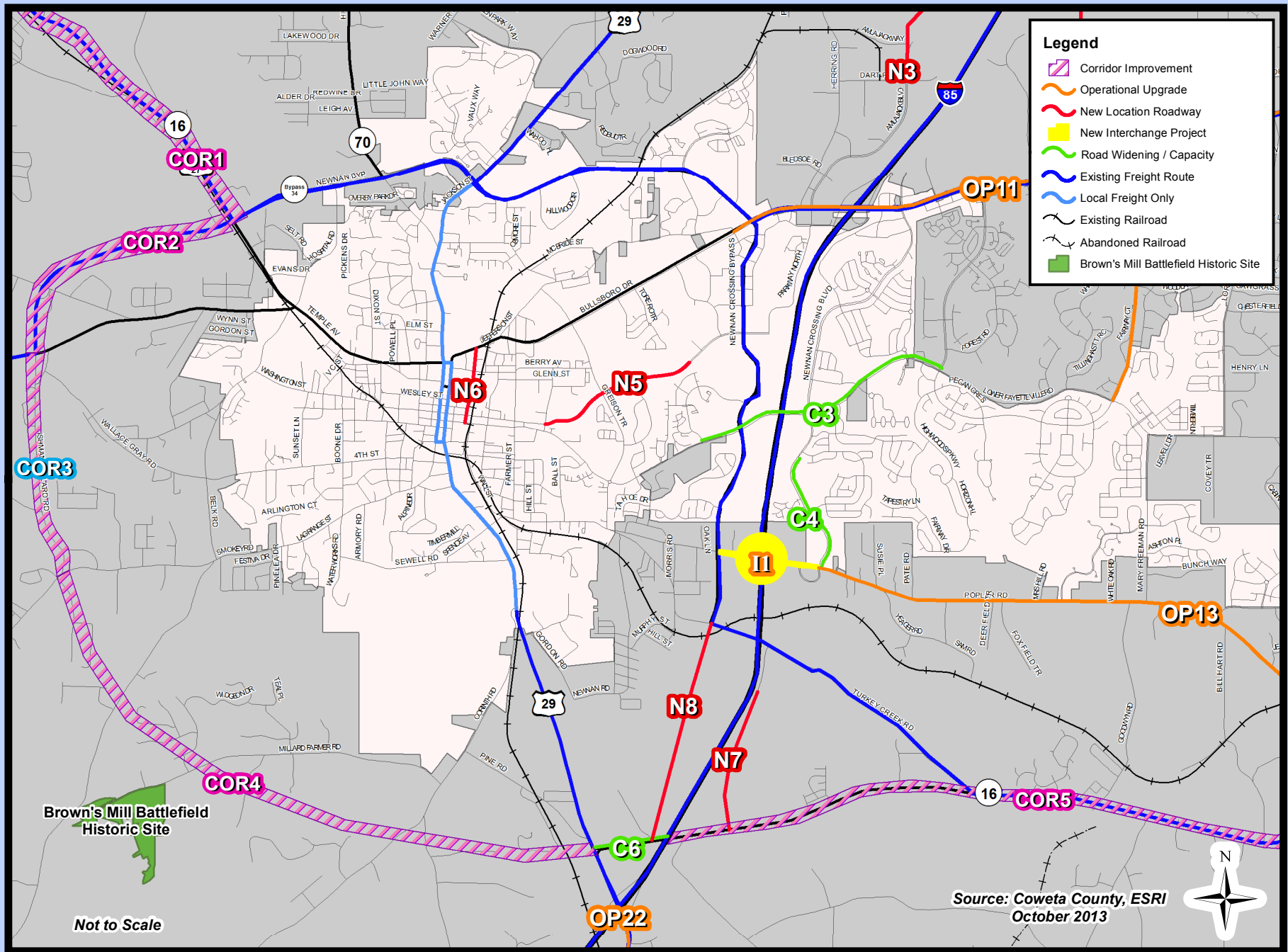
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| Map ID# | Roadway / Location | Region of County | Jurisdiction |
|--------------------------------------|---|-------------------------|---------------------|
| B15 | Bohannon Rd at Messiers Creek | South | Coweta County |
| B16 | Minnie Sewell Rd at Yellow Jacket Creek | South | Coweta County |
| B17 | Bexley Rd at Yellow Jacket Creek | South | Coweta County |
| B18 | Bradbury Rd at Yellow Jack Creek | South | Coweta County |
| B19 | Lowery Rd Extension , 2.5 miles E of Grantville | South | Coweta County |
| B20 | Allen Rd , 0.5 miles N of Grantville | South | Coweta County |
| B21 | <i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i> | --- | --- |
| B22 | Hines Rd , 4.0 miles S of Moreland | South | Coweta County |
| B23 | Gordon Rd at White Oak Creek | South | Coweta County |
| B24 | Gordon Rd at Abandoned Railroad | South | Coweta County |
| B25 | Moore Rd at Little White Oak Creek | South | Coweta County |
| B26 | McDonald Rd at Pine Creek (box culvert replacement) | East | Coweta County |
| B27 | Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement) | East | Coweta County |
| B28 | SR 54 at Shoal Creek | East | Coweta County |
| B29 | McIntosh Trl at Keg Creek | East | Coweta County |
| B30 | <i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i> | --- | --- |
| B31 | SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St | East | Senoia |
| B32 | Gray Girls Rd , 4.0 miles SE of Senoia | East | Coweta County |
| RAILROAD CROSSING IMPROVEMENT | | | |
| R1 | Walt Sanders Rd (Railroad crossing 050420R) (add warning device) | NE | Coweta County |
| R2 | Walt Sanders Rd (Railroad crossing 050419W) (add warning device) | NE | Coweta County |
| R3 | Johnson Cir (Railroad crossing 050408J) (add warning device) | NE | Coweta County |
| R4 | Main St (Railroad crossing 050458M) (upgrade crossing) | South | Grantville |
| R5 | Seavy St at CSX (upgrade crossing) | East | Senoia |
| R6 | Johnson St at CSX (upgrade crossing) | East | Senoia |
| R7 | Seavy St at Norfolk Southern (upgrade crossing) | East | Senoia |

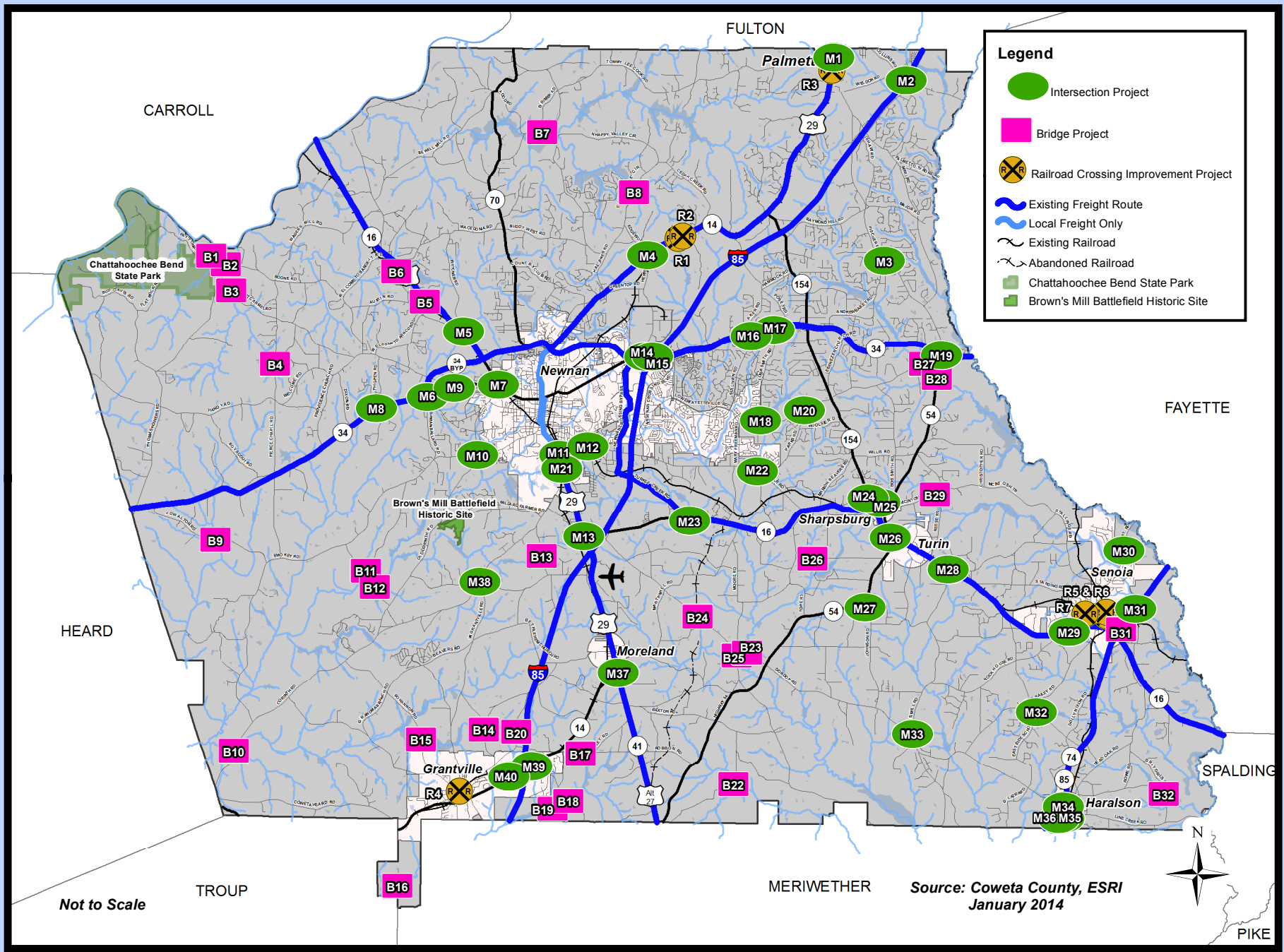


Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-1: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)



Coweta County Joint Comprehensive Transportation Plan Update

Figure 3-2: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)



Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-3: Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)



As previously indicated in the parenthetical note, the seven projects identified as “Corridor Improvements” will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects include the entire length of SR 16 as it crosses Coweta from Carroll to Spalding counties, as well as the proposed Southwest Bypass to the west and south of Newnan. While important for trips originating and terminating in Coweta County, a significant portion of trips have one or both ends outside Coweta County, in Carroll County and beyond to the west and/or Spalding County and beyond to the east. Discussions with continue between local officials and their GDOT/ARC partners concerning potential improvement solutions for the various segments of SR 16 within Coweta County. In preparing the Joint CTP Update, input from the public during various outreach efforts indicated a wide diversity of opinion with regard to widening, new location, or operational improvements only for SR 16 and the potential benefits/impacts associated with each improvement type for various segments.

An additional three recommendations were not included in the previous roadway and bridge project list because they are not necessarily limited to one single location, but instead are intended to assess a particular element of the transportation system, either countywide or within a particular subarea. Like the corridor improvements, these recommendations will involve further, more detailed analysis. Already in the planning stages, these projects are included in the recommendations to ensure they are as comprehensive as possible:

- Signage inventory and wayfinding study (Coweta County and towns/cities)
- Parking study (Town of Moreland)
- Off-system safety improvements at 10 locations in Coweta and Heard counties (GDOT sponsored project)

In addition to specific one-time project recommendations, improvements to the transportation system can be successfully effected over time through the establishment and implementation of ongoing programs. While some programs are continual, hands-on efforts undertaken by local staff, others require initial efforts to establish standards, procedures and guidelines, which are then implemented appropriately as associated needs and issues arise. Transportation programs recommended for continual implementation by the County and municipalities include:

- Roadway Maintenance
- Signal installation and timing
- Intelligent Transportation Systems (ITS)
- Intersection improvements
- ADA Compliance
- Access management
- Travel demand management (TDM)

The following paragraphs summarize the first five of these program recommendations. Access management and travel demand management are more fully addressed in sections 3.6 and 3.7 of this document, respectively.



3.1.1 Roadway Maintenance

Preservation of the existing roadways in the community is critical to the transportation system. Coweta County and the municipalities already undertake ongoing roadway maintenance, which will continue into the future. Currently, a portion of the transportation proceeds from Coweta’s SPLOST goes toward the required local match for the GDOT-sponsored Local Maintenance & Improvement Grant (LMIG) Program. Funded by State Motor Fuel Tax collections, the LMIG program is formula-based. Qualifying jurisdictions directly receiving their grants at the beginning of each fiscal year and have control of expenditures. An expansive list of eligible expenses count toward project costs and local match. The FY 2014 LMIG allocation for Coweta County and its municipalities totals \$1,415,092.35, with a required local match of 30 percent. A majority of other roadway maintenance activities are performed by the County and the cities/towns using allocations from their general fund.

The jurisdictional breakdown of Coweta County’s FY 2014 LMIG Formula is as follows:

| | |
|--------------------------------|-----------------------|
| Unincorporated Coweta | \$1,066,697.00 |
| Grantville | \$31,501.00 |
| Haralson (Coweta portion only) | \$3,179.24 |
| Moreland | \$5,333.59 |
| Newnan | \$259,978.89 |
| Palmetto (Coweta portion only) | \$2,748.95 |
| Senoia | \$37,071.18 |
| Sharpsburg | \$2,896.92 |
| Turin | \$5,685.58 |
| TOTAL | \$1,415,092.35 |

3.1.2 Signal Installation and Timing

Traffic signal coordination and timing plays a significant role in congestion mitigation. Well timed and coordinated signals distribute traffic through key intersections at optimal intervals to reduce congestion and gridlock. Due to rapidly changing travel patterns, particularly in growth areas, it is important that traffic signal timings be actively monitored and updated regularly to reflect traffic conditions. Additionally, optimized timings can result in the effective increase of capacity along a corridor, thereby providing a low cost, short term alternative to costly, long term roadway widening projects.

It is recommended that the County initiate a program to retime each signal system and conduct major maintenance on each independent signal location once every five years. The program would be funded through a dedicated annual set-aside to cover a specific number of systems/signal locations. In addition, GDOT manages several programs targeted to improve mobility along primary arterial corridors through more efficient traffic operations and signalization. Coweta County should continue to investigate these regional and statewide opportunities to fund signal system improvements along its key travel corridors (e.g., SR 34, SR 154, US 29, Poplar Road, and Lower Fayetteville Road).



3.1.3 Intelligent Transportation Systems (ITS)

The movement of people, goods, and vehicles is dependent on how effectively the roadway system is managed and operated. One way to use existing infrastructure more efficiently is to implement Intelligent Transportation Systems (ITS). ITS provides a wide range of strategies and technologies to make transportation systems safer and more efficient, thus reducing the need to build additional facilities.

The City of Newnan has included an ITS “start-up” project in its current SPLOST list. The intention is to begin building an ITS monitoring system, including traffic control center, that would enable implementation of real-time traffic signal coordination on its primary corridors during periods of high demand, such as rush hour and special events. The data collected by the system would also be available to assist in conducting a variety of traffic studies. At this time, the City does not anticipate incorporation of other technologies, such as changeable message signs or red light cameras, in its system. The funding currently allocated through the SPLOST (approximately \$800,000) is being set aside as “seed money” for the project until exact estimates on construction and operations costs have been identified. The degree to which implementation can initially be completed depends on the costs of the various system elements. The City anticipates coordinating with GDOT and Coweta County with regard to including signals owned/operated by those entities along the particular corridors.

The County should also consider key travel corridors in unincorporated Coweta for implementation of future ITS elements. Possible corridors include Newnan Bypass, SR 34 East, SR 154, Poplar Road, and Lower Fayetteville Road.

3.1.4 Intersection Improvements

In addition to the specific intersection improvement projects proposed within the recommendations, changing traffic and development conditions often result in intersection operations and/or minor geometric improvement needs at additional locations. These could include the need for additional turning lanes and/or left turn signals. The County and the municipalities should consider an annual set aside of a certain amount of funds to address minor intersection needs on county maintained roads as they arise.

3.1.5 ADA Compliance

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, federal, state and local government services, public accommodations, commercial facilities, and transportation. In July 2010, the US Attorney General signed final regulations revising the Department of Justice's ADA regulations, including its ADA Standards for Accessible Design. The revised regulations amended the Title II regulation (State and local governments) and the Title III regulation (public accommodations). Title II relates to nondiscrimination on the basis of disability in State and local government services. The final rule adopts enforceable accessibility standards under the ADA that are consistent with the minimum guidelines and requirements issued by the Architectural and Transportation Barriers Compliance Board (Access Board), and updates or amends certain provisions of the Title II regulation so that they comport with the Department's legal and practical experiences in enforcing the ADA since 1991. Concurrently with the publication of the final rule for Title II, the Department



published a final rule amending its ADA Title III regulation, which covers nondiscrimination on the basis of disability by public accommodations and in commercial facilities.¹

GDOT's ADA Policy Statement says that the primary purpose of GDOT's ADA Program is to ensure that pedestrians with disabilities have opportunities to use the transportation system in an accessible and safe manner. As part of its responsibilities under Title II, the ADA ensures that recipients of federal aid and state/local entities that are responsible for roadways and pedestrian facilities are accessible and do not discriminate on the basis of disability in any program, activity, service or benefit they provide to the general public; and that people with disabilities have equitable opportunities to use the public rights-of-way system.² GDOT requests copies of the required ADA Transition Plan and GDOT ADA Self-Survey Form from each applicable jurisdiction.

The role of Coweta County and its municipalities in ADA compliance for transportation is to ensure that their facilities, especially those related to pedestrians, are maintained in appropriate condition to accommodate persons with disabilities. In doing so, the County and the municipalities must be compliant with the standards of the ADA and rely upon its ADA Transition Plan and ADA accessibility guidelines for specific projects. It is the locals' responsibility to ensure that all new facilities are built to accommodate all persons regardless of disability.

3.2 FREIGHT, RAIL AND AVIATION

Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas

The CTP freight recommendations are:

- Designate additional roadways as Regional Freight Routes (if the segment meets criteria)
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29

¹ www.ada.gov

² <http://mydocs.dot.ga.gov/info/gdotpubs/Publications/2841-1.pdf>



- Provide improved freight access by adding new roadways to the Regional Truck Route Network
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Hollz Parkway
 - When constructed/widened, add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)

Strategically located along US 29 and adjacent to I-85, the Newnan-Coweta Airport is a transportation facility that supports economic growth in Coweta County. The airport maintains a Capital Improvement Plan (CIP), updated yearly, detailing needed airport improvements. The most recent CIP (December 2013) is included as Table 3-2.

Table 3-2: Newnan-Coweta County Airport Capital Improvements Plan

| Newnan-Coweta County Airport Capital Improvements Plan December 2013 | | | | | | |
|--|--|---------------------|-------------------|---------------------|----------------------|--|
| FISCAL YEAR | PROJECT DESCRIPTION | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL COST | |
| 2015 | Runway 14-32 HIRL, West Taxiway Lighting Rehab, Rotating Beacon, Runway 14 PAPI-4 | \$ 675,000 | \$ 37,500 | \$ 37,500 | \$ 750,000 | |
| | East Aviation Way Extension | \$ - | \$ 135,000 | \$ 45,000 | \$ 180,000 | |
| | TOTAL 2015 | \$ 675,000 | \$ 172,500 | \$ 82,500 | \$ 930,000 | |
| 2016 | Runway 14-32 Pavement Rehabilitation | \$ 1,800,000 | \$ 100,000 | \$ 100,000 | \$ 2,000,000 | |
| | RW 14-32 Connector Taxiways and Runup Pads Taxiway to West Corp Hangars | \$ 1,350,000 | \$ 75,000 | \$ 75,000 | \$ 1,500,000 | |
| | TOTAL 2016 | \$ 3,150,000 | \$ 250,000 | \$ 200,000 | \$ 3,600,000 | |
| 2017 | East Parallel Taxiway, Phase 2 | \$ 1,440,000 | \$ 80,000 | \$ 80,000 | \$ 1,600,000 | |
| | TOTAL 2017 | \$ 1,440,000 | \$ 80,000 | \$ 80,000 | \$ 1,600,000 | |
| 2018 | Land Acquisition for RPZ and MALSR (50 ac) | \$ 450,000 | \$ 2,000 | \$ 48,000 | \$ 500,000 | |
| | T-Hangar Site Prep and Paving | \$ 180,000 | \$ 10,000 | \$ 10,000 | \$ 200,000 | |
| TOTAL 2018 | | \$ 630,000 | \$ 12,000 | \$ 58,000 | \$ 700,000 | |
| 2019 | Runway 14-32 Extension Site Prep | \$ 1,350,000 | \$ 75,000 | \$ 75,000 | \$ 1,500,000 | |
| | Terminal Building | \$ - | \$ - | \$ 3,000,000 | \$ 3,000,000 | |
| | Terminal Area Site Preparation | \$ 1,260,000 | \$ 70,000 | \$ 70,000 | \$ 1,400,000 | |
| TOTAL 2019 | | \$ 2,610,000 | \$ 145,000 | \$ 3,145,000 | \$ 5,900,000 | |
| TOTAL FIVE YEAR IMPROVEMENTS | | \$ 8,505,000 | \$ 659,500 | \$ 3,565,500 | \$ 12,730,000 | |

Need and support for the CIP improvements exists, but a lack of available funding has caused delays. The Airport Authority, supported by the County, will continue to apply for funding for their CIP projects in an effort to continuously expand and improve facilities. In addition, the operational upgrades to US 29/US 27Alt from I-85 to Airport Road, included in the CTP's roadway recommendations, supports improved access to the airport.



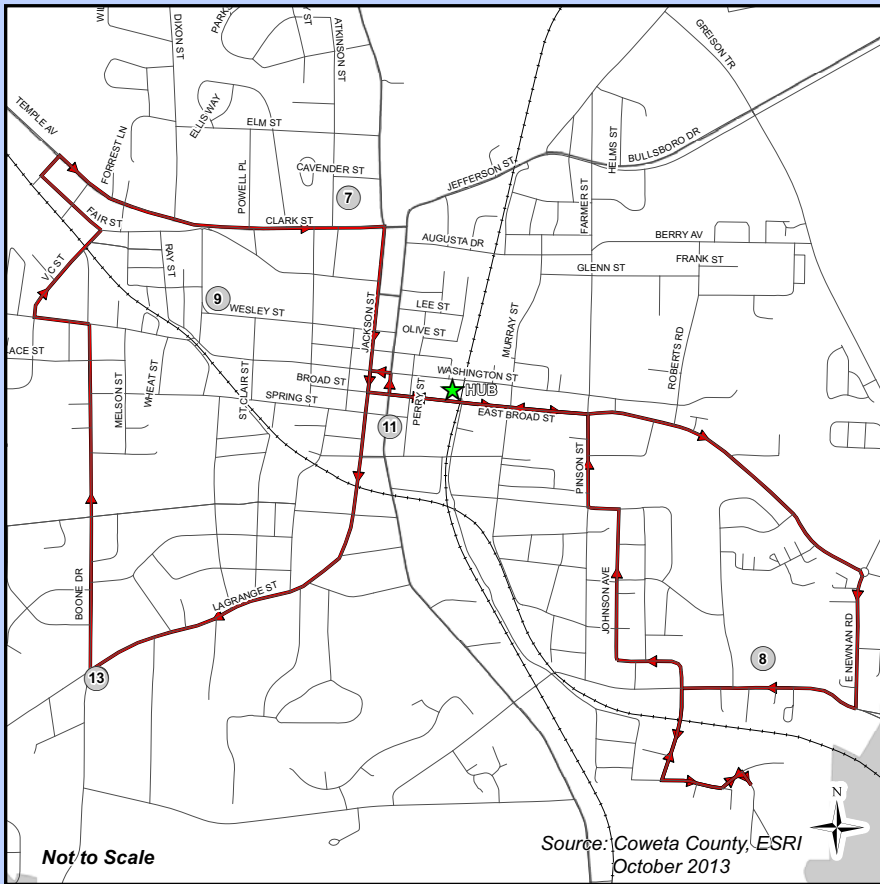
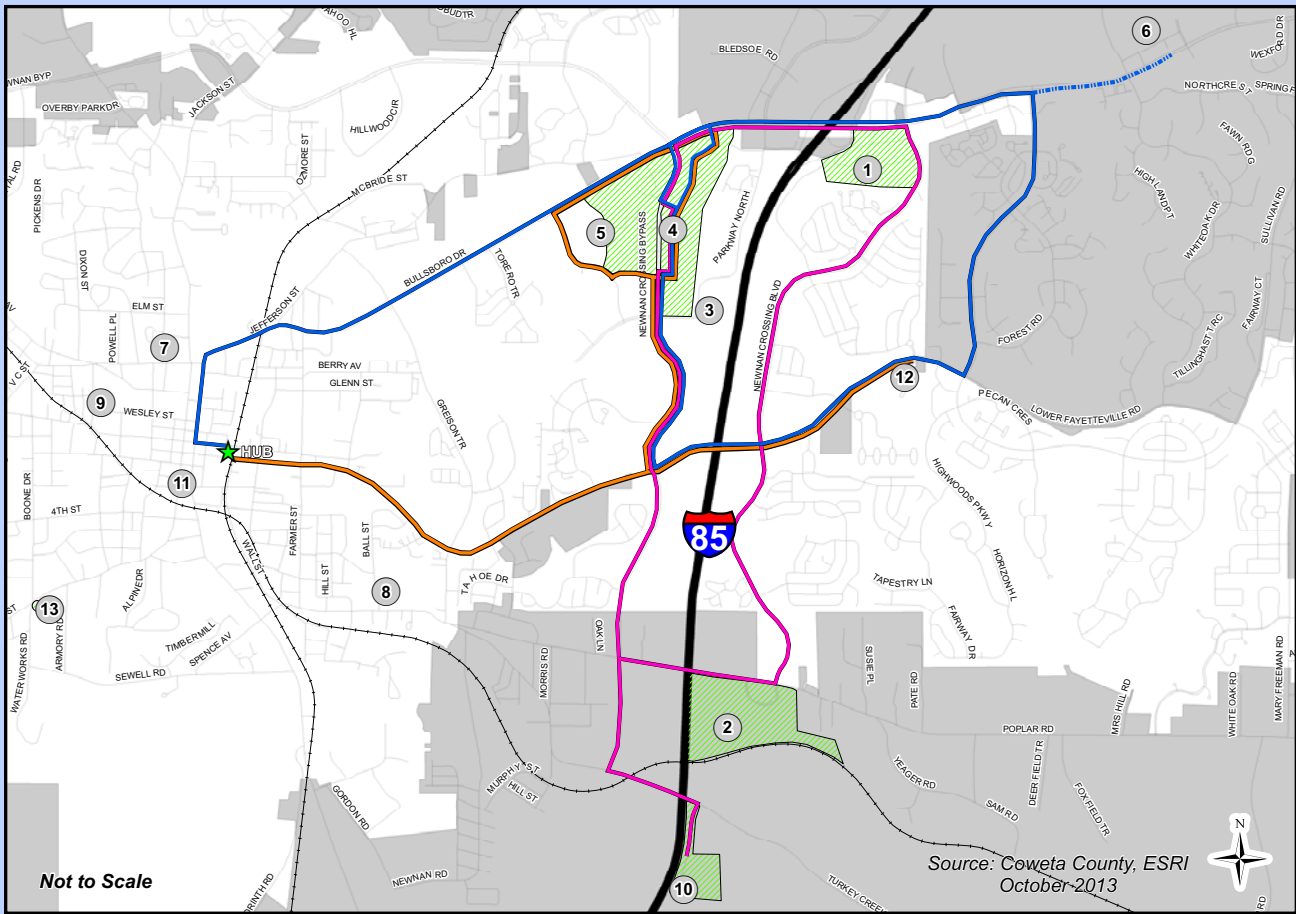
3.3 PUBLIC TRANSPORTATION

Public transportation services are an important element of the complete multimodal mobility network in Coweta County. Two primary transit options are currently available to Coweta County residents. The first is GRTA's Xpress bus commuter service to Downtown/Midtown Atlanta from the Newnan park and ride lot. The second is an intra-county, door-to-door demand response service known as Coweta County Transit Dial-A-Ride. Both services have been successful in responding to a range of transit demands as reflected in the steady growth of patronage since their beginnings.

The success of current Coweta County Transit and GRTA Xpress services, combined with continuing requests for additional services, indicates the need to expand existing public transit services as warranted by demand. The focus of CTP transit activities was on developing broad "strategies" covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route transit circulators/shuttles, vanpool/ rideshare programs, and subscription services.

- Expanded Services
 - Increase demand response service to high demand areas
 - GRTA service to Hartsfield-Jackson Atlanta International Airport
 - Add park and ride lot at Exit 51 (serviced as part of existing Newnan Xpress bus service)
- New Services
 - Fixed route/route deviation service—Downtown Newnan to/from intown neighborhoods and Piedmont Newnan Hospital/West Georgia Technical College
 - Newnan Trolley shuttle service—Downtown Newnan/Newnan Centre/Ashley Park
 - Express connector service—Downtown Newnan/Bullsboro Corridor/Newnan Crossing/Ashley Park, with morning/afternoon connection to GRTA Xpress park and ride lot
 - Circulator service—Ashley Park/Newnan Crossing/Piedmont Newnan Hospital/West Georgia Technical College
 - Express shuttle service—Senoia/Sharpsburg/Bullsboro Corridor/Downtown Newnan
 - Shuttle service—University of West Georgia's Newnan and Carrollton (main) campuses
- Service Coordination and Optimization
 - Mobility Manager
 - Private sector partnerships
 - Marketing and service referral program

Figure 3-4 illustrates the routes for recommended new services. Full implementation of recommended strategies is likely to be accomplished in a phased fashion over the next 15-25 years, with continued assessment of the type and geographical distribution of needs.



- ### Points of Interest
1. Walmart Shopping Center
 2. Piedmont Newnan Hospital
 3. Cancer Treatment Centers of America
 4. Newnan Crossing Shopping Center
 5. Ashley Park Shopping Center
 6. GRTA Park and Ride Lot
 7. Future Location of UWG - Newnan Campus
 8. Central Education Center
(Current location of West Georgia Technical College)
 9. Newnan/Coweta Boys and Girls Club of America
 10. New Campus of West Georgia Technical College
 11. Newnan Post Office
 12. The Newnan Centre
 13. Newnan High School

- ### Legend
- Points of Interest
 - HUB
 - Bullsboro Express
 - GRTA Xpress Connection
 - Bullsboro/Poplar Circulator
 - Newnan Centre/Ashley Park Trolley
 - Intown Neighborhood Loop
 - Existing Railroad
 - Abandoned Railroad

Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-4: Transit Routes



The *Coweta County Transit Needs and Feasibility Study*, conducted concurrently as a supplemental CTP Update task, undertook a more detailed assessment to identify and quantify transit needs and define appropriate public transportation investments to meet the needs. Transit study results and findings to support the continued expansion of public transportation options throughout Coweta County are documented in the *Coweta County Transit Needs and Feasibility Study Final Report and Action Plan*.

3.4 BICYCLE NETWORK AND PEDESTRIAN FACILITIES

Coweta County has undertaken efforts in recent years to expand its bicycle and pedestrian network, most notably through the approved Greenway Master Plan. Bicycle and pedestrian facility recommendations aim to tie together existing and proposed facilities by connecting points of interest and upgrading/rehabilitating the existing network. An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.

“Complete Streets” is the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes. Appropriate design features promoting safe walking and bicycling can be more efficiently incorporated as roadway projects are designed, programmed and scheduled. However, some retrofitting of existing roadways may be considered, especially as a part of roadway widening or repaving projects.

The focus of Joint CTP Update bicycle/pedestrian recommendations is to:

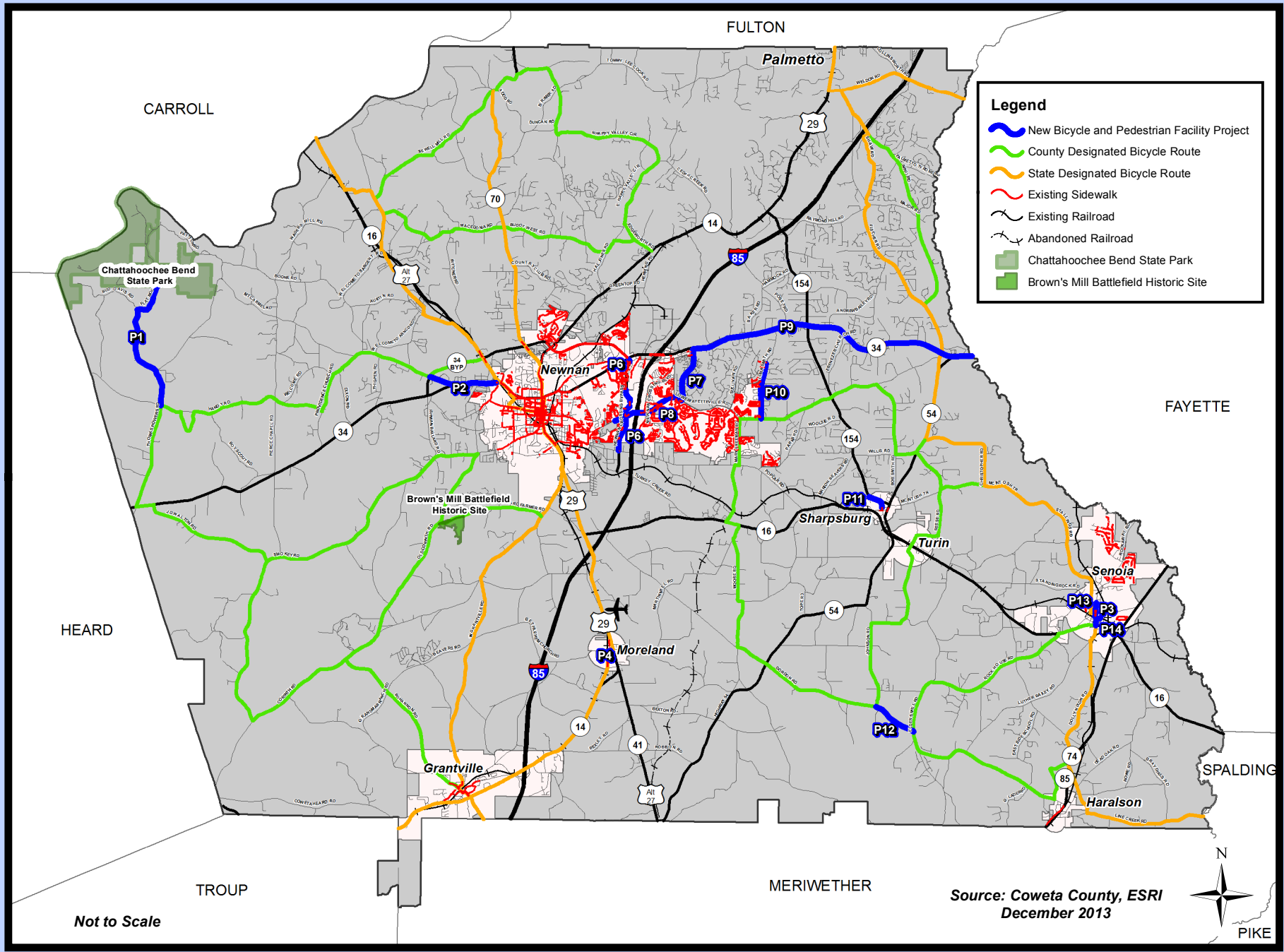
- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle lanes/sidewalks
- Install “Share the Road” signage along designated bicycle routes
- Provide for bicycle racks at commercial and industrial developments

Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities, identified in Table 3-3 and Figures 3-5, 3-6, and 3-7. It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects recommended therein as funding becomes available.

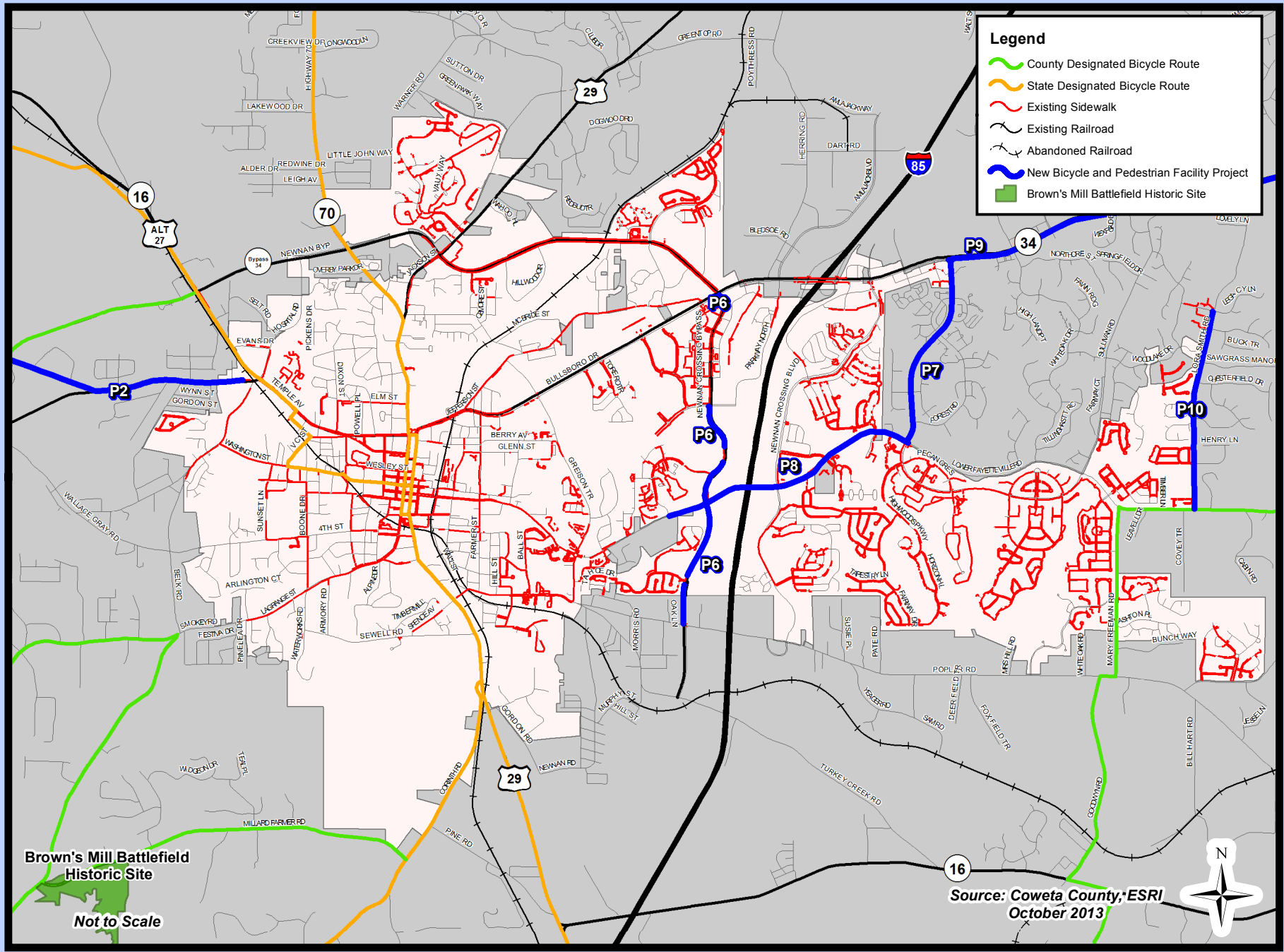


Table 3-3: Bicycle and Pedestrian Project List

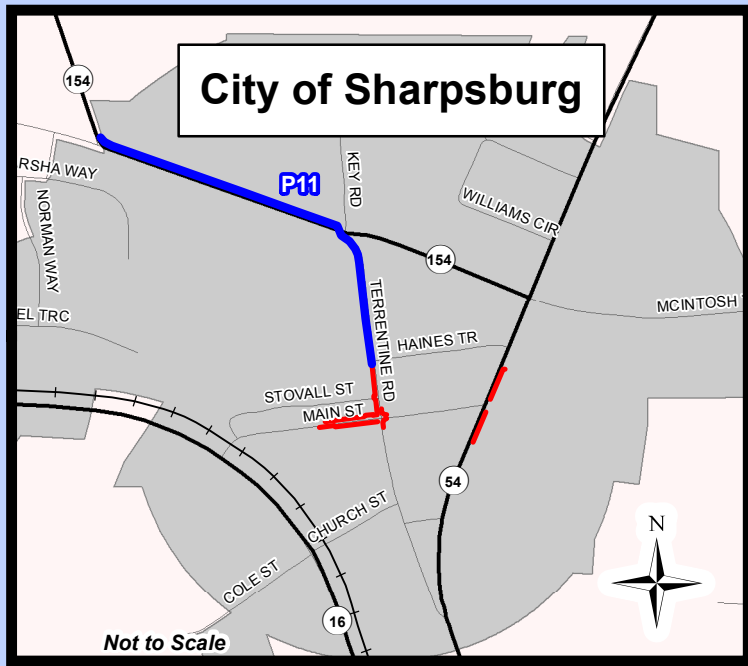
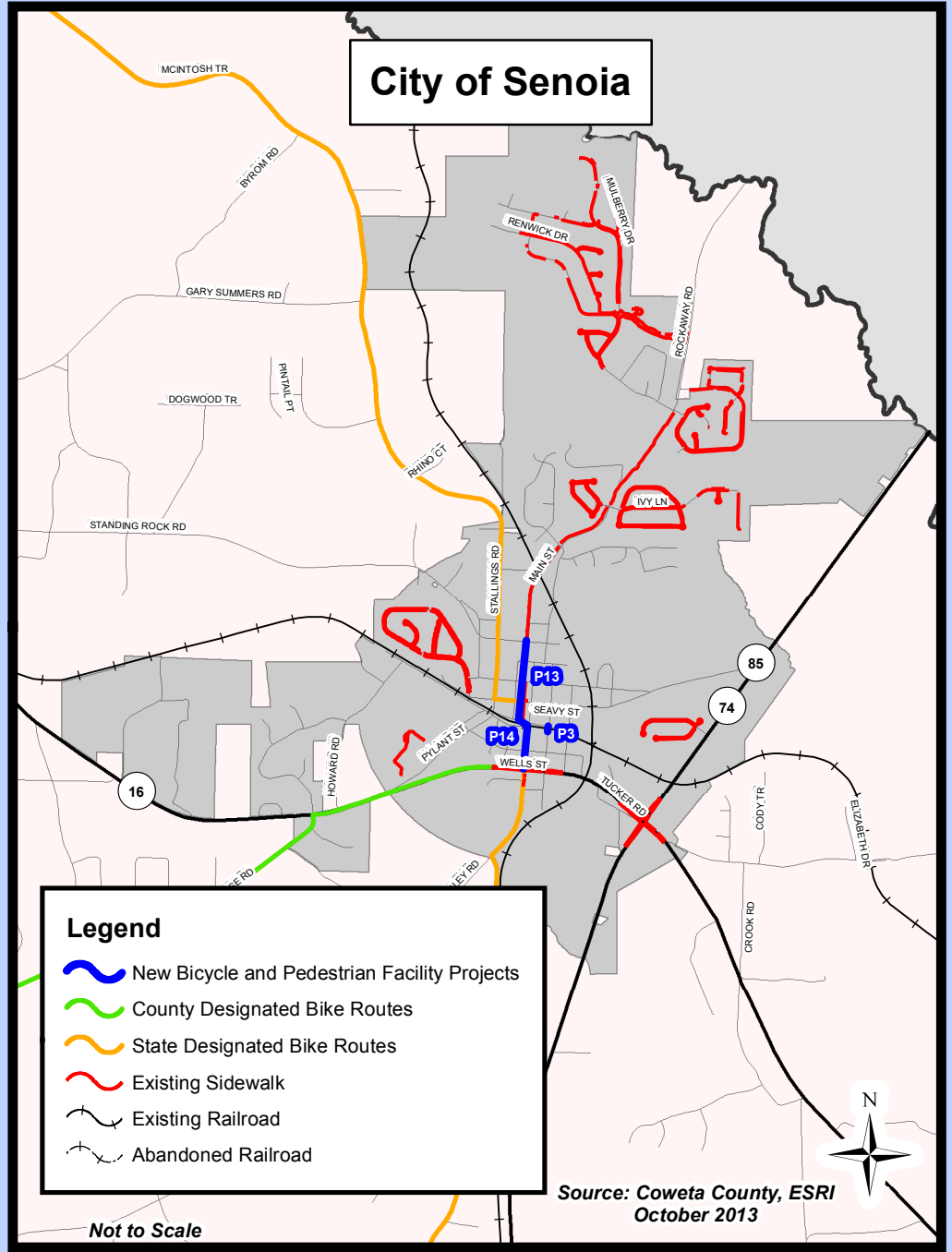
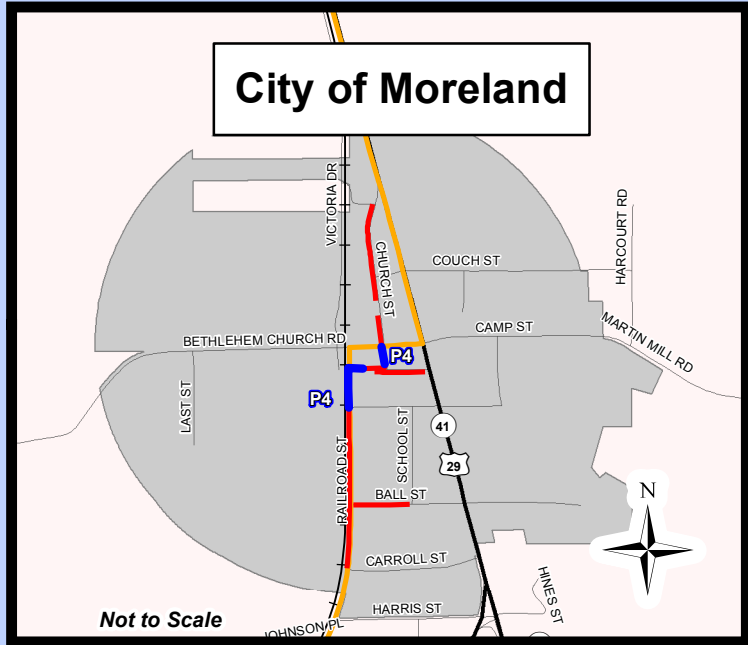
| Map ID# | Description |
|---------|--|
| P1 | Bike route connection to Chattahoochee Bend State Park |
| P2 | Extend existing bike route along Franklin Road to Newnan city limits |
| P3 | Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only) |
| P4 | Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets |
| P5 | Chattahoochee Hill Country Regional Greenway Trail System Pilot Project <i>(exact project location yet to be finalized)</i> |
| P6 | Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations |
| P7 | Sidewalks along Shenandoah Boulevard |
| P8 | Sidewalks or bike paths along Lower Fayetteville Road |
| P9 | Multi-use path along SR 34 from Newnan to Peachtree City |
| P10 | Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway |
| P11 | Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School |
| P12 | Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes |
| P13 | Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks |
| P14 | Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street) |



**Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-5: Bicycle and Pedestrian Facility Projects (Coweta County)**



**Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-6: Bicycle and Pedestrian Facility Projects (City of Newnan)**



Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-7: Bicycle and Pedestrian Facility Projects (Cities of Moreland, Senoia and Sharpsburg)



3.5 LAND USE AND DEVELOPMENT POLICY AND STRATEGIES

To strengthen the connection between land use and transportation planning, development of the Joint CTP Update was coordinated with the County's adopted *Comprehensive Plan*. The integration of land use and transportation planning is essential for the County to realize effective outcomes. The transportation network provides access to land, sustaining existing land uses and enabling parcel subdivisions and new development. Land uses generate vehicle (including freight), pedestrian, bicycle, and transit trips that impact the transportation network. Therefore, to provide effective traffic flow on the roadway system and maintain accessibility for existing and future development, coordinated land use and transportation strategies are necessary.

The transportation recommendations included in this document are mutually complementary with current and anticipated land use and development as depicted in the adopted *Comprehensive Plan*. The key factor for transportation policy is the continued integration of land use and transportation, in accordance with complementary goals, to maximize the efficiency of the existing system and future improvements. This can be understood at both the "macro" level (countywide) and the "micro" level (individual communities).

At the "macro" level, the adopted *Comprehensive Plan* clearly recommends different intensity of future development for different areas in the county. Accordingly, recommendations for transportation investments include greater and more concentrated investments in transportation system expansion for areas of the county planned for higher rates of growth and density, with areas of the county that are planned for the lowest density levels recommended to receive less in transportation investment, with less required to effectively serve rural land use patterns. So, for example, the greatest proportion of recommended transportation system enhancements is generally located in the northeastern and central quadrants of the county and the fewest located in the southern and western quadrants. This is an outcome of a combination of factors, including technical analysis of traffic patterns and demand, knowledge of the existing and planned extent of sewer service areas, and understanding of the existing conditions across the county. However, it is also heavily based on the intent to achieve consistency with adopted *Comprehensive Plan* policy.

At the "micro" level, the *Comprehensive Plan* recommends relatively specific future land use patterns that correspond to specific transportation needs. A number of mixed use activity centers and smaller city downtowns (as well as Newnan's larger downtown) exist throughout the county. Policies concerning future land use encourage infill development in existing neighborhoods and mixed use centers, as well as limited expansion of developed centers. The *Comprehensive Plan* also designates specific corridors and larger areas for commercial and/or employment-related development. Consistent with these policies, the Joint CTP Update recommendations for transportation infrastructure enhancements support compact activity centers and enhanced connectivity among centers. The intent of these policies is to promote increased development in those areas best served by transportation infrastructure, especially alternative modes. This approach will promote increased development and density in activity centers in a focused development pattern, consistent with land use and future development recommendations in the *Comprehensive Plan*.



Within identified centers, and to enhance the connectivity of neighborhoods to centers, improved bicycle, pedestrian and transit access to planned commercial and employment areas is encouraged to reduce the dependence on auto travel. Additionally, enhancement of the level of roadway connectivity is recommended, along with other measures to reduce the level of land use segregation and the over-reliance on major arterials. For all commercial corridors, the number of curb cuts should be limited through the development of interconnected networks of secondary streets, the use of shared parking, and inter-parcel connectivity. These and other access management strategies are addressed in the next section of this document.

There are many sources for guidance and support of complementary land use and transportation policies. One of the most effective, and uniquely applicable in the broader metro Atlanta region, is ARC's Livable Centers Initiative (LCI) Program. The LCI program is an excellent resource for policy strategy and funding opportunities to promote development in existing activity centers and a focused, walkable and transit-supportive land use pattern. The LCI program provides funds for planning studies and implementation to promote redevelopment and infill in existing activity centers and corridors, while paying special attention to transportation issues, particularly the promotion of alternative transportation modes. The City of Newnan is currently conducting an LCI study for its downtown and nearby neighborhoods. Other Coweta communities should consider pursuing LCI studies in appropriate areas as a means to plan for complementary transportation and land use investments at a high level of detail.

3.6 ACCESS MANAGEMENT PLAN POLICY AND STRATEGIES

Access management focuses on the process of balancing access to property with the desire to preserve efficient through-movement. It can both combine and reduce access points along major roadways while, at the same time, encouraging complete circulation systems. The result is a more efficient and safer thoroughfare system that is both more attractive and a more pleasant traveling experience. As the level of traffic intensifies in the future, access management will be an increasingly important tool to preserve countywide mobility. Though especially important for roadways classified as arterials, access management techniques can be applied throughout the roadway network.

As development increases along a roadway, effective systems should manage street access to increase public safety, extend the life of the roadway, reduce congestion, support alternative modes of transportation, and improve roadway character. With the absence of access management, roadways can deteriorate functionally and aesthetically, as well as affect social, economic, physical, and environmental characteristics. Some benefits offered by implementation of effective access management along major arterial corridors are:

- Reduced vehicular accidents
- Fewer pedestrian and cyclist collisions
- Increased roadway efficiency
- More attractive commercial development
- Minimized dispersion of higher traffic volumes on adjacent lower class streets
- Decreased commute times, fuel consumption, emissions, and paved surfaces



Access management includes setting access policies, regulations, and permit requirements through the planning and regulatory processes. To maintain mobility and safety, establishing standards and design policies to govern speed and access management are encouraged. It is crucial that speed limits be established in accordance with a roadway's functional classification, physical conditions and traffic congestion levels. Access management policies provide guidance on functional classification designation, sight distance requirements, turning radii, driveway location and spacing, median openings, and authority for further restrictions. The primary purpose of developing access management plans, strategies, and regulations is to ultimately minimize traffic flow impacts from access and egress activity from adjacent developments.

To effectively manage vehicular access in a manner consistent with adjacent land uses, development design and travel needs, corridor specific vehicular access standards should be developed and adopted for key travel corridors throughout the county. GDOT's *Regulations for Driveway and Encroachment Control* manual should be utilized during this process.

In 2006, ARC's Community Choices Program assisted Henry County in creating an overlay which incorporates access management principles into design regulations for Bruton Smith Parkway, the segment of SR 20 between I-75 and the Atlanta Motor Speedway. The purpose of the Bruton Smith Parkway Overlay District was to provide for access management standards and aesthetic standards indicative of incremental growth and quality development in accordance with comprehensive plan objectives. Additional information on access management and Access Management Overlay Districts (AMODs) can be found on ARC's website (<http://www.atlantaregional.com/transportation/roads--highways/access-management>), while further details specific to the Bruton Smith Parkway Overlay District can be found on Henry County's website (www.co.henry.ga.us).

The following strategies and policies are suggested to more effectively implement access management improvements along Coweta County roadways:

- Develop and implement design policies governing access management.
- Fund and complete corridor specific access management plans. The purpose of these plans is to develop implementable access management solutions as well as provide guidance to future land development access issues. Roadways functionally classified as principal and minor arterials should take priority when determining which corridors are selected for future planning efforts.
- Require access management plans be developed as part of each arterial or major collector roadway widening or upgrade project concept development process. Implementing this policy will also address ARC's access management plan requirement for road widening projects.
- Consider incorporating Access Management Overlay Districts (AMODs) along key corridors experiencing significant growth or increased density. These access management measures should be closely coordinated with corridor land use and development objectives and regulations. Input should also be obtained from other agencies and jurisdictions as appropriate.

The following matrix (Table 3-4) provides guidance in selecting access management applications appropriate for various contexts based upon a particular roadway's functional

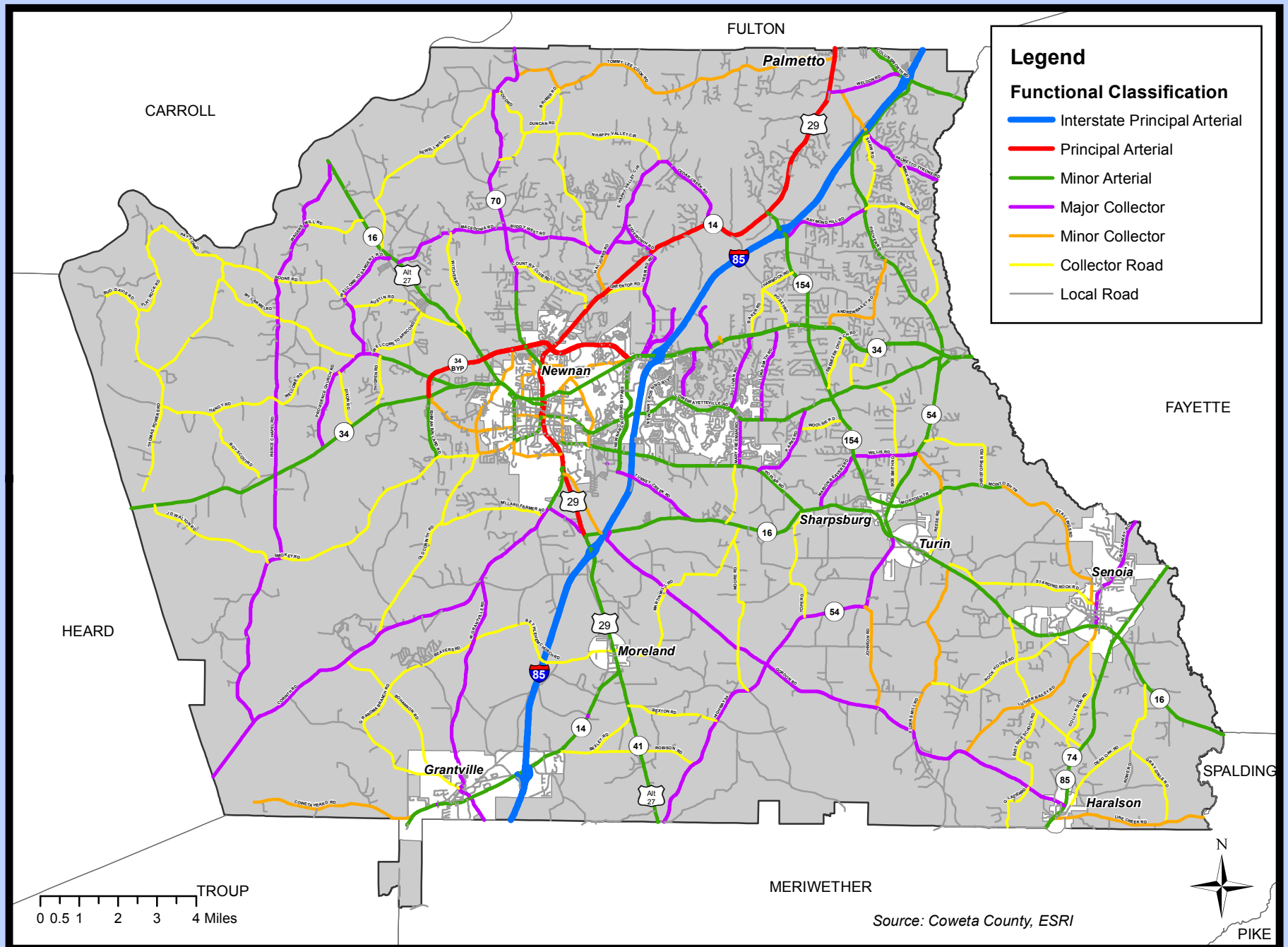


classification, adjacent land uses, and whether the roadway will be upgraded in the near future or will require retrofitting access management applications. Figure 3-8, depicting Coweta County's existing roadway functional classification, is provided for reference.

Table 3-4: Access Management Applications by Roadway Functional Classification

| Functional Class | Appropriate Access Management Applications | Example Roadways | |
|---|--|--|-------|
| Arterial (Principal and Minor) | <i>Commercial/Urban Adjacent Land Use Areas</i> | | |
| | • Median installation – infrequent openings* | SR 14 | |
| | • Interparcel driveway connections | SR 16 | |
| | • Driveway consolidation – shared driveways | SR 34 East | |
| | • Rear access driveways | Bullsboro Dr | |
| | • Right-in, right-out driveways | SR 34 Bypass | |
| | • Maximum distance signal spacing* | SR 74/85 | |
| | • Turn lane installation* | Lower Fayetteville Rd | |
| | • Corner clearance | Poplar Rd | |
| | | <i>Residential/Rural Adjacent Land Use Areas</i> | |
| | • Maximum distance signal spacing* | SR 154 | |
| | • Turn lane installation* | Collinsworth Rd | |
| | • Corner clearance | Lower Fayetteville Rd | |
| | • Median installation – infrequent openings* | | |
| Major Collector | <i>Commercial/Urban Adjacent Land Use Areas</i> | | |
| | • Median installation – frequent openings* | Amlajack Blvd | |
| | • Interparcel driveway connections | International Park | |
| | • Driveway definition and consolidation – one or less per property | Hollz Pkwy | |
| | | Herring Rd | |
| | • Medium distance signal spacing* | Shenandoah Blvd | |
| | • Turn lane installation* | Pine Rd | |
| | • Sight distance improvements* | | |
| | | <i>Residential/Rural Adjacent Land Use Areas</i> | |
| | | • Medium distance signal spacing* | SR 70 |
| | • Turn lane installation* | Buddy West Rd | |
| | • Sight distance improvements* | Macedonia Rd | |
| | | Corinth Rd | |
| Minor Collector | <i>Commercial/Urban Adjacent Land Use Areas</i> | | |
| | • Interparcel driveway connections | Greison Trl | |
| | • Driveway definition and consolidation – one per property | Hospital Rd | |
| | • Sight distance improvements* | Jefferson St Ext | |
| | | <i>Residential/Rural Adjacent Land Use Areas</i> | |
| | • Sight distance improvements* | 4 th St | |
| | | Belt Rd | |
| | | Belk Rd | |
| | | Farmer St | |
| | | Wallace Gray Rd | |

* Assumed to be most effectively implemented with major roadway improvements or new roadway construction.



**Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-8: Coweta County Existing Roadway Functional Classification**



3.7 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) refers to a series of strategies that increase transportation system efficiency by lessening the number of vehicles using the transportation network, particularly roadways that are already strained near capacity. TDM tactics include programs to increase usage of travel modes other than single occupant vehicles, employer-based programs such as flex-time or telecommuting, carpools, vanpools, and economic incentives. TDM strategies are often successfully implemented in activity centers with a high density of employment or commercial land uses. Employer-based TDM programs, implemented in coordination with ARC, GRTA, the Clean Air Campaign and similar organizations, will be increasingly important, as will individual conservation measures. Currently operating regional car and vanpool ridematching programs are especially appropriate for people living in lower density areas where regular transit service is not viable.

Successful TDM programs across the region could serve as an important resource for Coweta County. Future considerations pertaining to TDM could include exploring the feasibility of forming a new Transportation Management Association (TMA) to encompass the Bullsboro Drive/Ashley Park/Newnan Crossing area, among others. Additionally, the County should consider requiring future large land development projects to complete TDM type plans intended to reduce travel demand generated by the new development and identify strategies beyond infrastructure improvements. Mixed-use development patterns should also be encouraged within appropriate locations to reduce automobile travel trip demand and vehicle miles traveled by improving the balance between employment, housing, recreation, commerce, and other activities.



4.0 COSTS, PHASING AND FUNDING

4.1 COST ESTIMATION METHODOLOGY

The transportation improvement projects that comprise the Coweta County Joint CTP Update recommendations have come from a number of sources. A main source is those projects originally identified in the 2006 Coweta CTP. Another source is the Atlanta Region's short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Program (RTP). Other sources include the Coweta County and cities' SPLOST, other local plans, Interchange Justification Reports, and citizen input during the extensive public engagement process.

Some of the aforementioned sources provided cost information for particular projects, which was incorporated into this CTP Update. If the costs were current, the dollar values were carried forward. Examples of applying this methodology include projects in the TIP and RTP, as well as projects like the Amlajack interchange where more detailed conceptual design was performed and refined costs made available. If the costs were older (most notably those from the 2006 CTP), their values were escalated to reflect increases in right-of-way and construction prices. The recent economic downturn assisted in holding costs down, but increases have been realized. Therefore, to represent normal cost increases, the projects in the 2006 CTP were increased by 1 percent per year for 8 years. This eight-year period covers the time from the adoption of the 2006 Joint CTP by the Coweta County Board of Commissioners and City/Town Councils to the expected 2014 adoption of the Joint CTP Update.

Some sources identified a project's total cost but did not break that cost into components (preliminary engineering, right-of-way, construction, and contingency); therefore, a methodology was applied in such cases to disaggregate the total cost into the components. It is acknowledged that this methodology lacks the exactitude that would result from a detailed engineering study, which would define existing right-of-way, perform location specific traffic analyses, provide topography for locating top of and toe of slopes for earth work calculation purposes, define environmental features and offer mitigation measures, calculate storm water run-off for sizing structure, etc. Consequently, for long range planning purposes, the methodology for resultant breakdown of reported total project cost into components resulting from this methodology should be used cautiously and for order of magnitude comparisons and not as an absolute. The methodology assigned 10 percent of construction costs to preliminary engineering and 15 percent of construction costs to contingency. Furthermore, a review of projects in the TIP indicates that right-of-way costs vary significantly as a percentage of the construction costs, but an average amount was estimated to be 20 percent. These factors were applied to the reported total cost of a project to roughly estimate the component costs.

For new projects or those previously identified but without costs, ARC's Planning Level Cost Estimation Tool was used. After inputting some basic data as to the project name, limits and type (e.g., bridge, intersection, ITS), more specific information is recorded regarding the improvement. For example, data entered for an intersection would consist of the type of turn lane (left or right), length, and whether or not a traffic signal would be installed. The data required for right-of-way needs was in units of acres. An estimate was made as to



the lateral offset to the new right-of-way line and the length of the improvement; the area was calculated and converted to acres.

For different types of projects, certain assumptions were made in order to have data to utilize the Planning Level Cost Estimation Tool. For intersection improvements, if a right turn lane appeared to be an appropriate solution, the cost included primarily a 200-foot long (50-foot taper and 150-foot storage lane) by 12-foot wide addition. For a left turn lane improvement, the calculation was 300 feet for the approach (150-foot shifting taper and 150-foot storage lane) by 12 feet wide; this design was carried to the other side of the intersection because the left turn lane would have to be shifted away from the opposing through lane and then brought back to its original alignment. For new roadways or capacity adding (widening) projects, the width of the additional lanes plus 20-foot median (if called for) for the length of the project were used for the right-of-way and construction calculations.

The Planning Level Cost Estimation Tool does have different land use categories for right-of-way costing (commercial, residential, agricultural and industrial), with the input being the percentage of each type impacted. The residential category was used, except in areas where there is a predominant commercial presence, most notably Bullsboro Road/SR 34 and intersections with corner gas stations or stores. Another data input is either an urban or rural area. Given that right-of-way is becoming an increasing portion of project costs and to provide a conservative planning estimate of costs, urban area values were selected.

4.2 COSTS AND PHASING

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040



Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes those categorized as “corridor improvements,” as well as most bridges and railroad crossing upgrades. As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossing improvements currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

Several roadway related programs recommended for implementation (e.g., the signal timing program) are not currently included in the cost estimates. While it is assumed these will be funded locally with SPLOST or other revenue source set-aside or with LMIG funds, County staff and officials should initiate discussions regarding the level of need and suitable funding to ensure these programs keep abreast of the needs.

Table 4-1 presents the cost estimate and implementation phasing for recommended roadway and bridge projects.

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|--|----------------------------|---|--|---|---------------|------------------------|----------------------------|----------------------|---------------------|----------------------|-------------------|-------------------------------|
| SHORT-TERM: ARC 2012-2017 TIP | | | | | | | | | | | | |
| M13 | SR 16 | Pine Road | | Intersection modification | Coweta County | Coweta County/ GDOT | \$ 5,231,862 | \$ 1,531,535 | \$ 382,884 | \$ 593,443 | \$ - | \$ 2,507,862 |
| C6 | SR 16 | US 29 | I-85 | Widening 2 to 4 lanes | Coweta County | Coweta County/ GDOT | \$ 2,944,552 | \$ 1,371,209 | \$ - | \$ 533,343 | \$ - | \$ 1,904,552 |
| M26 | SR 16 | SR 54 | | Intersection modification - roundabout | Turin | GDOT | \$ 1,881,348 | \$ 1,211,346 | \$ 302,836 | \$ 117,166 | \$ - | \$ 1,631,348 |
| M4 | Herring Road | US 29 at CSX Railroad | | Intersection relocation and modification | Coweta County | Coweta County | \$ 8,546,629 | \$ 3,211,911 | \$ 802,978 | \$ 4,531,740 | \$ - | \$ 8,546,629 |
| I1 | Poplar Road | New interchange at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Boulevard | | New interchange on I-85 | Coweta County | Coweta County/ GDOT | \$ 49,972,477 | \$ 21,642,298 | \$ 5,410,575 | \$ 18,767,104 | \$ - | \$ 45,819,977 |
| M29 | SR 16 | Pylant Street | | Intersection modification | Senoia | Senoia/GDOT | \$ 2,000,000 | \$ 1,480,000 | \$ - | \$ 370,000 | \$ - | \$ 1,850,000 |
| N8 | Newnan Bypass Extension | Turkey Creek Road | SR 16 | New 4-lane roadway | Coweta County | Coweta County | \$ 24,218,716 | \$ 13,960,987 | \$ - | \$ 4,192,832 | \$ - | \$ 18,153,819 |
| N5 | McIntosh Parkway Extension | McIntosh Parkway termini (near Newnan Crossing Bypass) | McIntosh Parkway termini (near Farmer Street) | New 4-lane roadway | Newnan | Newnan | \$ 6,993,000 | \$ - | \$ - | \$ 6,993,000 | \$ - | \$ 6,993,000 |
| B31 | SR 74/85 | Central of Georgia rail line between SR 16 and Seavy Street | | Bridge upgrade - safety project | Senoia | GDOT | \$ 2,503,361 | \$ 1,842,689 | \$ 460,672 | \$ - | \$ - | \$ 2,303,361 |
| SUBTOTAL: ARC 2012-2017 TIP (FY2014-2017) | | | | | | | \$ 104,291,945 | \$ 46,251,975 | \$ 7,359,945 | \$ 36,098,628 | \$ - | \$ 89,710,548 |
| FUNDING: ARC 2012-2017 TIP (FY2014-2017) | | | | | | | | \$ 46,251,975 | \$ 7,359,945 | \$ 36,098,628 | \$ - | \$ 89,710,548 |
| FUNDING: SPENT BY ARC IN FY2012-13 | | | | | | | | \$ 1,287,250 | \$ 285,250 | \$ 12,819,897 | \$ 189,000 | \$ 14,581,397 |
| TOTAL FOR ARC 2012-2017 TIP | | | | | | | | \$ 47,539,225 | \$ 7,645,195 | \$ 48,918,525 | \$ 189,000 | \$ 104,291,945 |

NOTE: Total Estimated Funding amounts include only programmed funds that have not yet been spent (authorized) by ARC for these projects as of the beginning of Fiscal Year 2014. Funds spent in previous fiscal years are indicated in aggregate on the line titled "FUNDING: SPENT BY ARC IN FY2012-13." The total estimated funding programmed for these projects through ARC equals the combined sum of the FUNDING: ARC 2012-2017 TIP (FY2014-2017) and FUNDING: SPENT BY ARC IN FY2012-2013, and is indicated on the last line (TOTAL FOR ARC 2012-2017 TIP).

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|---|---|-------------------------|--|---|--------------------------|--------------------------|----------------------------|-------------|-------------|------------------------|-------------|-------------------------------|
| SHORT-TERM: COWETA 2013-2018 SPLOST | | | | | | | | | | | | |
| M12 | Five Points Intersection Reconfiguration | East Newnan Road | Poplar Road, Turkey Creek Road, Martin Luther King, Jr. Drive | Intersection modification - roundabout | Newnan/ Coweta County | Coweta County/ Newnan | \$ 940,000 | \$ - | \$ - | \$ 940,000 | \$ - | \$ 940,000 |
| M17 | Lora Smith Road | SR 34 | | Intersection modification | Coweta County | Coweta County/ GDOT | \$ 360,000 | \$ - | \$ - | \$ 360,000 | \$ - | \$ 360,000 |
| M10 | Old Corinth Road, Belk Road | Smokey Road | | Intersection modification | Coweta County | Coweta County | \$ 960,000 | \$ - | \$ - | \$ 960,000 | \$ - | \$ 960,000 |
| M18 | Lora Smith Road | Lower Fayetteville Road | | Intersection modification | Coweta County | Coweta County | \$ 1,345,000 | \$ - | \$ - | \$ 1,345,000 | \$ - | \$ 1,345,000 |
| B4 | Summers McKoy Road | Thomas Creek | | Bridge project | Coweta County | Coweta County | \$ 420,000 | \$ - | \$ - | \$ 420,000 | \$ - | \$ 420,000 |
| B7 | Duncan Road | Cedar Creek Tributary | | Bridge project | Coweta County | Coweta County | \$ 75,000 | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 |
| B3 | Mount Carmel Road | Thomas Creek | | Bridge project | Coweta County | Coweta County | \$ 100,000 | \$ - | \$ - | \$ 100,000 | \$ - | \$ 100,000 |
| B9 | J.D. Walton Road | Caney Creek | | Bridge upgrade - safety project | Coweta County | Coweta County | \$ 300,000 | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| B13 | Potts Road | Sandy Creek | | Bridge project | Coweta County | Coweta County | \$ 520,000 | \$ - | \$ - | \$ 520,000 | \$ - | \$ 520,000 |
| B17 | Bexley Road | Yellow Jacket Creek | | Bridge project | Coweta County | Coweta County | \$ 515,000 | \$ - | \$ - | \$ 515,000 | \$ - | \$ 515,000 |
| B25 | Moore Road | Little White Oak Creek | | Bridge project | Coweta County | Coweta County | \$ 300,000 | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| B26 | McDonald Road | Pine Creek | | Box culvert replacement | Coweta County | Coweta County | \$ 383,000 | \$ - | \$ - | \$ 383,000 | \$ - | \$ 383,000 |
| B15 | Bohannon Road | Messiers Creek | | Bridge project | Coweta County | Coweta County | \$ 1,125,000 | \$ - | \$ - | \$ 1,125,000 | \$ - | \$ 1,125,000 |
| SUBTOTAL: CURRENTLY ALLOCATED | | | | | | | \$ 7,343,000 | \$ - | \$ - | \$ 7,343,000 | \$ - | \$ 7,343,000 |
| OP10 | Fischer Road (CR 40) | SR 54 | Palmetto-Tyrone Road | Operational upgrade* | Coweta County | Coweta County | \$ 8,940,240 | \$ - | \$ - | \$ 8,940,240 | \$ - | \$ 8,940,240 |
| B16 | Minnie Sewell Road | Yellow Jacket Creek | | Bridge project | Coweta County | Coweta County | \$ 693,800 | \$ - | \$ - | \$ 693,800 | \$ - | \$ 693,800 |
| M5 | SR 16 | Witcher/Glover Roads | | Intersection modification | Coweta County | GDOT/ Coweta County | \$ 1,441,065 | \$ - | \$ - | \$ 1,441,065 | \$ - | \$ 1,441,065 |
| M32 | Eastside School Road | Old Hwy 85 | | Intersection modification | Coweta County | Coweta County | \$ 960,135 | \$ - | \$ - | \$ 960,135 | \$ - | \$ 960,135 |
| B12 | Holbrook Road | Sandy Creek | | Bridge project | Coweta County | Coweta County | \$ 620,700 | \$ - | \$ - | \$ 620,700 | \$ - | \$ 620,700 |
| SUBTOTAL: IF FUNDING BECOMES AVAILABLE | | | | | | | \$ 12,655,940 | \$ - | \$ - | \$ 12,655,940 | \$ - | \$ 12,655,940 |
| SUBTOTAL: COWETA 2013-2018 SPLOST | | | | | | | \$ 19,998,940 | \$ - | \$ - | \$ 19,998,940 | \$ - | \$ 19,998,940 |
| FUNDING: COWETA 2013-2018 SPLOST | | | | | | | | \$ - | \$ - | \$ 7,343,000 | \$ - | \$ 7,343,000 |
| DIFFERENCE | | | | | | | | \$ - | \$ - | \$ (12,655,940) | \$ - | \$ (12,655,940) |

NOTE: The Coweta SPLOST project list includes an additional 5 projects to be completed if required funding were to become available (\$12.65 million for all 5 projects). The possibility for additional funds would result from cost savings in constructing the 13 SPLOST projects with funding already allocated.

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|---|-------------------------------------|---|------------------------------|-----------------------------|---------------|--|----------------------------|----------------------|---------------------|------------------------|-------------|-------------------------------|
| SHORT-TERM: "GAP" YEARS (2018-2019-2020) | | | | | | | | | | | | |
| I2 | Amlajack Interchange | I-85 (Mile Marker 49) | | New interchange on I-85 | Coweta County | Coweta County/ GDOT | \$ 20,826,250 | \$ 13,328,800 | \$ 3,332,200 | \$ 4,165,250 | \$ - | \$ 20,826,250 |
| M14 | SR 34/Bullsboro Drive | Amlajack Boulevard and Parkway North | | Intersection improvements | Coweta County | GDOT | \$ 1,575,000 | \$ 1,008,000 | \$ 252,000 | \$ 315,000 | \$ - | \$ 1,575,000 |
| M15 | I-85 Southbound Off Ramp | SR 34/Bullsboro Drive | | Intersection modification | Newnan | GDOT | \$ 490,000 | \$ 313,600 | \$ 78,400 | \$ 98,000 | \$ - | \$ 490,000 |
| SUBTOTAL: ON-SYSTEM | | | | | | | \$ 22,891,250 | \$ 14,650,400 | \$ 3,662,600 | \$ 4,578,250 | \$ - | \$ 22,891,250 |
| N1 | Coweta Industrial Parkway Extension | Coweta Industrial Parkway terminus | Amlajack Boulevard Extension | New 2-lane roadway | Coweta County | Private Developer | \$ 12,375,000 | \$ - | \$ - | \$ 12,375,000 | \$ - | \$ 12,375,000 |
| N3 | Amlajack Boulevard Extension | Amlajack Boulevard Termini | Coweta Industrial Parkway | New 2-lane roadway | Coweta County | Coweta County/ Private Developer | \$ 8,900,000 | \$ - | \$ - | \$ 8,900,000 | \$ - | \$ 8,900,000 |
| N4 | Hollz Parkway Extension | Hollz Parkway Termini | Amlajack Boulevard Extension | New 4-lane roadway | Coweta County | Coweta County/ Private Developer(s) | \$ 33,000,000 | \$ - | \$ - | \$ 33,000,000 | \$ - | \$ 33,000,000 |
| N6 | Andrew Street Extension | Augusta Drive | East Washington Street | New 2-lane roadway | Newnan | Newnan | \$ 4,549,000 | \$ - | \$ - | \$ 4,549,000 | \$ - | \$ 4,549,000 |
| M22 | Poplar Road | Parks Road | | Intersection modification | Coweta County | Coweta County | \$ 645,000 | \$ - | \$ - | \$ 645,000 | \$ - | \$ 645,000 |
| M2 | Collinsworth Road | Weldon Road | | Intersection modification | Palmetto | Palmetto | \$ 1,686,000 | \$ - | \$ - | \$ 1,686,000 | \$ - | \$ 1,686,000 |
| M3 | Fischer Road (CR 40) | Andrew Bailey Road | | Intersection improvements | Coweta County | Coweta County | \$ 650,000 | \$ - | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| M20 | Lower Fayetteville Road | Parks Road | | Intersection modification | Coweta County | Coweta County | \$ 570,000 | \$ - | \$ - | \$ 570,000 | \$ - | \$ 570,000 |
| M30 | Rockaway Road | Heritage Point Parkway | | Intersection modification | Senoia | Senoia | \$ 400,000 | \$ - | \$ - | \$ 400,000 | \$ - | \$ 400,000 |
| M38 | Corinth Road | West Grantville Road, Earl North Road, Hannah Road | | Intersection modification | Coweta County | Coweta County | \$ 2,548,975 | \$ - | \$ - | \$ 2,548,975 | \$ - | \$ 2,548,975 |
| M40 | Griffin Street | Charlie Patterson Road | | Roundabout - safety project | Grantville | Grantville | \$ 979,110 | \$ - | \$ - | \$ 979,110 | \$ - | \$ 979,110 |
| M33 | Gordon Road | Elders Mill Road | | Intersection modification | Coweta County | Coweta County | \$ 1,204,280 | \$ - | \$ - | \$ 1,204,280 | \$ - | \$ 1,204,280 |
| M35 | Line Creek Road | Shaddix Road | | Intersection modification | Haralson | Haralson | \$ 216,000 | \$ - | \$ - | \$ 216,000 | \$ - | \$ 216,000 |
| M36 | Line Creek Road | Main Street | | Intersection modification | Haralson | Haralson | \$ 216,000 | \$ - | \$ - | \$ 216,000 | \$ - | \$ 216,000 |
| SUBTOTAL: OFF-SYSTEM | | | | | | | \$ 67,939,365 | \$ - | \$ - | \$ 67,939,365 | \$ - | \$ 67,939,365 |
| SUBTOTAL: "GAP" YEARS (2018-2019-2020) | | | | | | | \$ 90,830,615 | \$ 14,650,400 | \$ 3,662,600 | \$ 72,517,615 | \$ - | \$ 90,830,615 |
| FUNDING: ARC TIP (2018-2020) | | | | | | | | \$ 23,125,988 | \$ 3,679,973 | \$ - | \$ - | \$ 26,805,960 |
| FUNDING: COUNTY SPLOST (2019-2020) | | | | | | | | \$ - | \$ - | \$ 22,302,000 | \$ - | \$ 22,302,000 |
| DIFFERENCE | | | | | | | | \$ 8,475,588 | \$ 17,373 | \$ (50,215,615) | \$ - | \$ (41,722,655) |

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|--|-----------------------------------|------------------------------|--|---|------------------------------|--|----------------------------|------------------------|------------------------|----------------------|-------------|-------------------------------|
| MID-TERM: 2021-2030 | | | | | | | | | | | | |
| C1 | SR 154 | SR 34 | US 29 | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 34,400,000 | \$ 27,500,000 | \$ 6,900,000 | \$ - | \$ - | \$ 34,400,000 |
| C2 | SR 154 | Lower Fayetteville Road | SR 34 | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 20,731,129 | \$ 13,267,923 | \$ 3,316,981 | \$ 4,146,226 | \$ - | \$ 20,731,129 |
| OP22 | US 29/27A | I-85 | Airport Road | Operational upgrade* | Coweta County | Coweta County/GDOT | \$ 4,825,575 | \$ 3,088,368 | \$ 772,092 | \$ 965,115 | \$ - | \$ 4,825,575 |
| M19 | Lower Fayetteville Road | Fischer Road/SR 34 East | | Realignment/Intersection modification | Coweta County | Private Developer/ Coweta County | \$ 2,198,225 | \$ 1,406,864 | \$ 351,716 | \$ 439,645 | \$ - | \$ 2,198,225 |
| N2 | Madras Connector | Amlajack Boulevard Extension | US 29 at Happy Valley Circle | New 2-lane roadway | Coweta County | Coweta County | \$ 41,900,000 | \$ 26,816,000 | \$ 6,704,000 | \$ 8,380,000 | \$ - | \$ 41,900,000 |
| N9 | US 29 Connector | US 29 north of Moreland | Bethlehem Church Road | New 2 lane roadway | Coweta County | Private Developer(s) | \$ 8,029,200 | \$ - | \$ - | \$ 8,029,200 | \$ - | \$ 8,029,200 |
| SUBTOTAL: ON-SYSTEM | | | | | | | \$ 112,084,129 | \$ 72,079,155 | \$ 18,044,789 | \$ 21,960,186 | \$ - | \$ 112,084,129 |
| C3 | Lower Fayetteville Road (Phase 1) | Newnan Lakes Boulevard | Shenandoah Boulevard | Widening 2 to 4 lanes | Newnan | Newnan | \$ 32,500,500 | \$ - | \$ - | \$ 32,500,500 | \$ - | \$ 32,500,500 |
| OP13 | Poplar Road | Newnan Crossing Boulevard | SR 16 | Operational upgrade* | Coweta County | Coweta County | \$ 6,387,499 | \$ 4,087,999 | \$ 1,022,000 | \$ 1,277,500 | \$ - | \$ 6,387,499 |
| OP7 | Macedonia Road/Buddy West Road | SR 16 | Happy Valley Circle | Operational upgrade*, includes intersection modification at SR 70 | Coweta County | Coweta County | \$ 8,242,560 | \$ - | \$ - | \$ 8,242,560 | \$ - | \$ 8,242,560 |
| OP8 | Happy Valley Circle | Buddy West Road | Hal Jones Road | Operational upgrade* | Coweta County | Coweta County | \$ 1,675,000 | \$ - | \$ - | \$ 1,675,000 | \$ - | \$ 1,675,000 |
| C4 | Newnan Crossing Boulevard East | Stillwood Drive | Poplar Road | Widening 2 to 4 lanes | Newnan | Newnan | \$ 7,726,000 | \$ - | \$ - | \$ 7,726,000 | \$ - | \$ 7,726,000 |
| OP24 | Railroad Street | Main Street | Harris Street, including College Street to US 29 and Harris Street to cemetery | Operational upgrade* | Moreland | Moreland/ Coweta County | \$ 495,000 | \$ - | \$ - | \$ 495,000 | \$ - | \$ 495,000 |
| OP9 | Cannongate Road | Palmetto-Tyrone Rd | Collinsworth Road (CR 548) | Operational upgrade* with intersection realignment at Collinsworth Road | Coweta County | Coweta County | \$ 3,645,000 | \$ - | \$ - | \$ 3,645,000 | \$ - | \$ 3,645,000 |
| OP20 | McIntosh Trail | SR 54 | Stallings Road | Operational upgrade* | Sharpsburg/ Coweta County | Coweta County | \$ 2,442,500 | \$ - | \$ - | \$ 2,442,500 | \$ - | \$ 2,442,500 |
| N10 | Vernon Hunter Parkway | McIntosh Trail | TDK Boulevard Extension | New roadway | Coweta County | Coweta County/ Private Developer(s) | \$ 8,480,000 | \$ - | \$ - | \$ 8,480,000 | \$ - | \$ 8,480,000 |
| SUBTOTAL: OFF-SYSTEM | | | | | | | \$ 71,594,059 | \$ 4,087,999 | \$ 1,022,000 | \$ 66,484,060 | \$ - | \$ 71,594,059 |
| SUBTOTAL: MID-TERM (2021-2030) | | | | | | | \$ 183,678,188 | \$ 76,167,154 | \$ 19,066,789 | \$ 88,444,246 | \$ - | \$ 183,678,188 |
| FUNDING: ARC RTP (2021-2030) | | | | | | | | \$ 27,500,000 | \$ 6,900,000 | \$ - | \$ - | \$ 34,400,000 |
| FUNDING: COWETA SPLOST | | | | | | | | \$ - | \$ - | \$ 97,237,200 | \$ - | \$ 97,237,200 |
| DIFFERENCE | | | | | | | | \$ (48,667,154) | \$ (12,166,789) | \$ 8,792,954 | \$ - | \$ (52,040,988) |

**Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update**

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|--|-------------------------|--------------------------------------|-----------------------------------|---|------------------------------|-----------------------|----------------------------|----------------------|---------------------|---------------------|-------------|-------------------------------|
| LONG-TERM: 2031-2040 | | | | | | | | | | | | |
| OP23 | US 29 | SR 41 | Church Street | Operational upgrade* | Moreland | Moreland/GDOT | \$ 3,356,000 | \$ 2,147,840 | \$ 536,960 | \$ 671,200 | \$ - | \$ 3,356,000 |
| M16 | SR 34 | Baker Road, Sullivan Road | | Intersection modification | Coweta County | GDOT | \$ 1,404,000 | \$ 898,560 | \$ 224,640 | \$ 280,800 | \$ - | \$ 1,404,000 |
| OP25 | US 29 | LaGrange Street | Griffin St/Clarence McCambry Road | Operational upgrade* | Grantville | GDOT | \$ 3,251,250 | \$ 2,080,800 | \$ 520,200 | \$ 650,250 | \$ - | \$ 3,251,250 |
| M11 | Greenville Street/US 29 | Sewell Road | | Intersection modification | Newnan | GDOT/Newnan | \$ 653,400 | \$ 418,176 | \$ 104,544 | \$ 130,680 | \$ - | \$ 653,400 |
| M21 | US 29 | Corinth Road | | Intersection improvements | Newnan | GDOT/Newnan | \$ 1,240,000 | \$ 793,600 | \$ 198,400 | \$ 248,000 | \$ - | \$ 1,240,000 |
| M1 | US 29 | Tommy Lee Cook Road | | Intersection modification | Palmetto | Palmetto/GDOT | \$ 743,040 | \$ 475,546 | \$ 118,886 | \$ 148,608 | \$ - | \$ 743,040 |
| OP11 | SR 34 | Jefferson Street/Ashley Park | SR 154 | Operational upgrade* | Newnan/ Coweta County | GDOT | \$ 3,726,250 | \$ 2,384,800 | \$ 596,200 | \$ 745,250 | \$ - | \$ 3,726,250 |
| OP16 | SR 154 | Old Hwy 16 | Lower Fayetteville Road | Operational upgrade* | Sharpsburg/ Coweta County | GDOT | \$ 3,617,500 | \$ 2,315,200 | \$ 578,800 | \$ 723,500 | \$ - | \$ 3,617,500 |
| M9 | SR 34/Franklin Highway | Welcome Road | | Intersection modification | Coweta County | GDOT | \$ 2,582,000 | \$ 1,652,480 | \$ 413,120 | \$ 516,400 | \$ - | \$ 2,582,000 |
| M24 | SR 154 | Old Hwy 16 | | Intersection modification - roundabout | Sharpsburg | Coweta County/GDOT | \$ 653,400 | \$ 418,176 | \$ 104,544 | \$ 130,680 | \$ - | \$ 653,400 |
| M25 | SR 154 | Terrentine Street | | Intersection modification | Sharpsburg | Sharpsburg/GDOT | \$ 817,560 | \$ 523,238 | \$ 130,810 | \$ 163,512 | \$ - | \$ 817,560 |
| OP12 | SR 54 | SR 154 | SR 34 | Operational upgrade* | Sharpsburg/ Coweta County | GDOT | \$ 8,409,960 | \$ 5,382,374 | \$ 1,345,594 | \$ 1,681,992 | \$ - | \$ 8,409,960 |
| OP17 | SR 154 | Old Hwy 16 | SR 54 | Operational upgrade* | Sharpsburg | GDOT | \$ 1,209,600 | \$ 774,144 | \$ 193,536 | \$ 241,920 | \$ - | \$ 1,209,600 |
| M8 | SR 34/Franklin Highway | Pete Davis Road, Thigpen Road | | Intersection modification | Coweta County | GDOT | \$ 2,162,230 | \$ 1,383,827 | \$ 345,957 | \$ 432,446 | \$ - | \$ 2,162,230 |
| M23 | SR 16 | Turkey Creek Road | | Intersection modification | Coweta County | GDOT | \$ 1,686,000 | \$ 1,079,040 | \$ 269,760 | \$ 337,200 | \$ - | \$ 1,686,000 |
| M28 | SR 16 | Elders Mill Road | | Intersection modification | Coweta County | GDOT | \$ 1,668,535 | \$ 1,067,862 | \$ 266,966 | \$ 333,707 | \$ - | \$ 1,668,535 |
| M7 | SR 34/Franklin Road | Belt Road, Norfolk Southern Railroad | | Intersection modification | Newnan | GDOT/Newnan | \$ 500,000 | \$ 320,000 | \$ 80,000 | \$ 100,000 | \$ - | \$ 500,000 |
| M39 | US 29 | Lowery Road | | Intersection modification | Grantville | Grantville/GDOT | \$ 534,600 | \$ 342,144 | \$ 85,536 | \$ 106,920 | \$ - | \$ 534,600 |
| M31 | SR 74/85 | Seavy Street | | Intersection modification | Senoia | Senoia/GDOT | \$ 534,600 | \$ 342,144 | \$ 85,536 | \$ 106,920 | \$ - | \$ 534,600 |
| M6 | SR 34 West | SR 34 Bypass, Ishman Ballard Road | | Intersection modification - roundabout | Coweta County | GDOT | \$ 653,400 | \$ 418,176 | \$ 104,544 | \$ 130,680 | \$ - | \$ 653,400 |
| M37 | SR 14 | SR 41 | | Roundabout - safety project | Coweta County | GDOT | \$ 960,135 | \$ 614,486 | \$ 153,622 | \$ 192,027 | \$ - | \$ 960,135 |
| M27 | SR 54 | Johnson Road | | Intersection modification | Coweta County | GDOT | \$ 1,441,065 | \$ 922,282 | \$ 230,570 | \$ 288,213 | \$ - | \$ 1,441,065 |
| M34 | SR 74/85 | Gordon Road | | Intersection modification | Haralson | Haralson/GDOT | \$ 653,400 | \$ 418,176 | \$ 104,544 | \$ 130,680 | \$ - | \$ 653,400 |
| SUBTOTAL: ON-SYSTEM | | | | | | | \$ 42,457,925 | \$ 27,173,072 | \$ 6,793,268 | \$ 8,491,585 | \$ - | \$ 42,457,925 |

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|--|---|---|---|----------------------|--------------------------|--------------------------|----------------------------|---------------|--------------|---------------|------|-------------------------------|
| OP14 | Sullivan Road | Lower Fayetteville Road | SR 34 East | Operational upgrade* | Newnan/ Coweta County | Coweta County | \$ 3,195,250 | \$ - | \$ - | \$ 3,195,250 | \$ - | \$ 3,195,250 |
| OP15 | Marion Beavers Road | SR 16 | SR 154 | Operational upgrade* | Coweta County | Coweta County | \$ 3,129,840 | \$ - | \$ - | \$ 3,129,840 | \$ - | \$ 3,129,840 |
| N7 | Campus Drive Extension | Campus Drive Termini/Turkey Creek Road | SR 16 | New 2-lane roadway | Coweta County | Private Developer(s) | \$ 5,697,000 | \$ - | \$ - | \$ 5,697,000 | \$ - | \$ 5,697,000 |
| N11 | New roadway north of Senoia | The end of Ivy Lane | SR 74/85 | New 2-lane roadway | Senoia | Senoia | \$ 2,000,000 | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| OP18 | Willis Road/ Stewart Road | SR 154 | SR 54 | Operational upgrade* | Coweta County | Coweta County | \$ 3,129,840 | \$ - | \$ - | \$ 3,129,840 | \$ - | \$ 3,129,840 |
| OP19 | Reese Road | McIntosh Trail | SR 54 | Operational upgrade* | Coweta County | Coweta County | \$ 2,347,920 | \$ - | \$ - | \$ 2,347,920 | \$ - | \$ 2,347,920 |
| OP6 | Wagers Mill Road | Boone Road | SR 16/Alt 27 | Operational upgrade* | Coweta County | Coweta County | \$ 6,849,360 | \$ - | \$ - | \$ 6,849,360 | \$ - | \$ 6,849,360 |
| OP21 | Stallings Road | Couch Street | McIntosh Trail | Operational upgrade* | Senoia/Coweta County | Senoia/ Coweta County | \$ 6,849,360 | \$ - | \$ - | \$ 6,849,360 | \$ - | \$ 6,849,360 |
| OP2 | Bud Davis Road | Mt. Carmel Road/Hewlette South Road | Chattahoochee Bend State Park entrance | Operational upgrade* | Coweta County | Coweta County | \$ 3,719,520 | \$ - | \$ - | \$ 3,719,520 | \$ - | \$ 3,719,520 |
| OP1 | Thomas Powers Road/Hewlette South Road | SR 34 | Bud Davis Road | Operational upgrade* | Coweta County | Coweta County | \$ 5,881,680 | \$ - | \$ - | \$ 5,881,680 | \$ - | \$ 5,881,680 |
| OP3 | Mt. Carmel Road | Bud Davis Road | Payton Road | Operational upgrade* | Coweta County | Coweta County | \$ 5,881,680 | \$ - | \$ - | \$ 5,881,680 | \$ - | \$ 5,881,680 |
| OP4 | Payton Road | Mt. Carmel Road | Boone Road | Operational upgrade* | Coweta County | Coweta County | \$ 786,240 | \$ - | \$ - | \$ 786,240 | \$ - | \$ 786,240 |
| OP5 | Boone Road | Payton Road | Wagers Mill Road | Operational upgrade* | Coweta County | Coweta County | \$ 2,948,400 | \$ - | \$ - | \$ 2,948,400 | \$ - | \$ 2,948,400 |
| SUBTOTAL: OFF-SYSTEM | | | | | | | \$ 52,416,090 | \$ - | \$ - | \$ 52,416,090 | \$ - | \$ 52,416,090 |
| SUBTOTAL: LONG-TERM (2031-2040) | | | | | | | \$ 94,874,015 | \$ 27,173,072 | \$ 6,793,268 | \$ 60,907,675 | \$ - | \$ 94,874,015 |
| FUNDING: ARC RTP (2031-2040) | | | | | | | | \$ 27,500,000 | \$ 6,900,000 | \$ - | \$ - | \$ 34,400,000 |
| FUNDING: COWETA SPLOST | | | | | | | | \$ - | \$ - | \$ 89,212,000 | \$ - | \$ 89,212,000 |
| DIFFERENCE | | | | | | | | \$ 326,928 | \$ 106,732 | \$ 28,304,325 | \$ - | \$ 28,737,985 |

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING |
|--|-------------------------|----------------------------|--------------------------------------|--------------------------------|---|---------------|----------------------------|-----------------------|----------------------|----------------------|-------------|-------------------------------|
| CORRIDOR IMPROVEMENT | | | | | | | | | | | | |
| COR1 | SR 16 | Location in Carroll County | SR 34 Bypass | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 20,956,320 | \$ 13,412,045 | \$ 3,353,011 | \$ 4,191,264 | | \$ 20,956,320 |
| COR2 | SR 34 Bypass | SR 34 (Franklin Highway) | US 27 Alt/SR 16 (Carrollton Highway) | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 22,655,400 | \$ 14,499,456 | \$ 3,624,864 | \$ 4,531,080 | | \$ 22,655,400 |
| COR3 | Ishman Ballard Rd | Smokey Road | SR 34 | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 10,000,000 | \$ 6,400,000 | \$ 1,600,000 | \$ 2,000,000 | | \$ 10,000,000 |
| COR4 | Southwest Newnan Bypass | US 29 | Smokey Road at Ishman Ballard Road | New 4-lane roadway | Coweta County | GDOT | \$ 25,147,800 | \$ 16,094,592 | \$ 4,023,648 | \$ 5,029,560 | | \$ 25,147,800 |
| COR5 | SR 16 | I-85 | Poplar Road | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 14,808,960 | \$ 9,477,734 | \$ 2,369,434 | \$ 2,961,792 | | \$ 14,808,960 |
| COR6 | SR 16 | Poplar Road | Carl Williams Road | Corridor improvements** | Sharpsburg/ Turin/Senoia/ Coweta County | GDOT | \$ 61,471,440 | \$ 39,341,722 | \$ 9,835,430 | \$ 12,294,288 | | \$ 61,471,440 |
| COR7 | SR 16 | Carl Williams Road | Location in Spalding County | Widening 2 to 4 lanes | Coweta County | GDOT | \$ 4,490,640 | \$ 2,874,010 | \$ 718,502 | \$ 898,128 | | \$ 4,490,640 |
| SUBTOTAL: CORRIDOR IMPROVEMENTS | | | | | | | \$ 159,530,560 | \$ 102,099,558 | \$ 25,524,890 | \$ 31,906,112 | \$ - | \$ 159,530,560 |
| BRIDGE PROJECT | | | | | | | | | | | | |
| B1 | Payton Road | 9.2 miles NW of Newnan | | Bridge project | Coweta County | Coweta County | \$ 1,028,160 | | \$ 1,028,160 | | | \$ 1,028,160 |
| B2 | Boone Road | 8.9 miles NW of Newnan | | Bridge project | Coweta County | Coweta County | \$ 787,320 | | \$ 787,320 | | | \$ 787,320 |
| B5 | Main St | 2.5 miles NW of Newnan | | Bridge over railroad | Coweta County | Coweta County | \$ 2,905,200 | | \$ 2,905,200 | | | \$ 2,905,200 |
| B6 | Henry Bryant Road | Wahoo Creek | | Bridge project | Coweta County | Coweta County | \$ 425,120 | | \$ 425,120 | | | \$ 425,120 |
| B8 | Happy Valley Circle | 6.0 miles N of Newnan | | Bridge project | Coweta County | Coweta County | \$ 967,150 | | \$ 967,150 | | | \$ 967,150 |
| B10 | Corinth Road | New River | | Bridge project | Coweta County | Coweta County | \$ 711,600 | | \$ 711,600 | | | \$ 711,600 |
| B11 | Chandler Road | 4.0 miles SW of Newnan | | Bridge project | Coweta County | Coweta County | \$ 787,320 | | \$ 787,320 | | | \$ 787,320 |
| B14 | Bobo Banks Road | Messiers Creek | | Bridge project | Coweta County | Coweta County | \$ 376,300 | | \$ 376,300 | | | \$ 376,300 |
| B18 | Bradbury Road | Yellow Jacket Creek | | Bridge project | Coweta County | Coweta County | \$ 637,600 | | \$ 637,600 | | | \$ 637,600 |
| B19 | Lowery Road Extension | 2.5 miles E of Grantville | | Bridge project | Coweta County | Coweta County | \$ 401,760 | | \$ 401,760 | | | \$ 401,760 |
| B20 | Allen Road | 0.5 miles N of Grantville | | Bridge project | Coweta County | Coweta County | \$ 787,320 | | \$ 787,320 | | | \$ 787,320 |
| B22 | Hines Road | 4.0 miles S of Moreland | | Bridge project | Coweta County | Coweta County | \$ 410,400 | | \$ 410,400 | | | \$ 410,400 |
| B23 | Gordon Road | White Oak Creek | | Bridge project | Coweta County | Coweta County | \$ 967,150 | | \$ 967,150 | | | \$ 967,150 |
| B24 | Gordon Road | Abandoned Railroad | | Bridge over abandoned railroad | Coweta County | Coweta County | \$ 1,765,000 | | \$ 1,765,000 | | | \$ 1,765,000 |
| B27 | Lower Fayetteville Road | Shoal Creek Tributary | | Culvert replacement | Coweta County | Coweta County | \$ 2,000,000 | | \$ 2,000,000 | | | \$ 2,000,000 |

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

| Map ID# (refer to key at bottom) | Roadway / Location | From / At | To | Description | Jurisdiction | Sponsor | TOTAL ESTIMATED COST | Federal | State | Local | Bond | TOTAL ESTIMATED FUNDING | |
|--|--------------------------|---------------------------|----|---|---------------|---------------|----------------------------|-----------------------|----------------------|-----------------------|-------------|-------------------------------|--|
| B28 | SR 54 | Shoal Creek | | Bridge project | Coweta County | GDOT | \$ 2,177,500 | | \$ 2,177,500 | | | \$ 2,177,500 | |
| B29 | McIntosh Trail | Keg Creek | | Bridge project | Coweta County | Coweta County | \$ 1,200,000 | | \$ 1,200,000 | | | \$ 1,200,000 | |
| B32 | Gray Girls Road | 4.0 miles SE of Senoia | | Bridge project | Coweta County | Coweta County | \$ 494,640 | | \$ 494,640 | | | \$ 494,640 | |
| SUBTOTAL: BRIDGE PROJECT | | | | | | | \$ 18,829,540 | \$ - | \$ 18,829,540 | \$ - | \$ - | \$ 18,829,540 | |
| RAILROAD CROSSING IMPROVEMENT | | | | | | | | | | | | | |
| R1 | CR 45/Walt Sanders Road | Railroad crossing 050420R | | Safety project - addition of railroad crossing warning device | Coweta County | GDOT | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R2 | CR 605/Walt Sanders Road | Railroad crossing 050419W | | Safety project - addition of railroad crossing warning device | Coweta County | GDOT | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R3 | CR 7/Johnson Circle | Railroad crossing 050408J | | Safety project - addition of railroad crossing warning device | Coweta County | GDOT | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R4 | Main Street | Railroad crossing 050458M | | Upgrade existing crossing | Grantville | Grantville | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R5 | Seavy Street | at CSX | | Upgrade existing crossing | Senoia | Senoia | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R6 | Johnson Street | at CSX | | Upgrade existing crossing | Senoia | Senoia | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| R7 | Seavy Street | at Norfolk Southern | | Upgrade existing crossing | Senoia | Senoia | \$ 200,000 | | \$ 200,000 | | | \$ 200,000 | |
| SUBTOTAL: RAILROAD CROSSINGS | | | | | | | \$ 1,400,000 | \$ - | \$ 1,400,000 | \$ - | \$ - | \$ 1,400,000 | |
| GRAND TOTAL--ALL PROJECTS | | | | | | | \$ 673,433,803 | \$ 266,342,160 | \$ 82,637,031 | \$ 309,873,216 | \$ - | \$ 658,852,406 | |

Map ID I=New Interchange; N=New Location Roadway; C=Road Widening/Capacity; OP=Operational Upgrade; COR=Corridor Improvement; M=Intersection Modification;
KEY: B=Bridge Project; R=Railroad Crossing Improvement

*Operational Upgrade, i.e. safety improvements, shoulder improvements, intersection radii improvements, addition of sidewalks or bike lanes, etc.

**Corridor Improvement projects require further detailed analysis and could include a combination of widening, operational upgrades, intersection modifications and new location roadways



Project recommendations for freight, bicycle/pedestrian facilities and transit were not included in this project prioritization. Freight recommendations will be considered as their applicability arises. For example, investigations into the requirements, applicability and process for designating SR 154 as a Regional Truck Route can be undertaken immediately, while designation for roadways around the new Amlajack interchange would likely begin when construction is underway. Similarly, completion of railroad crossing improvements funded through GDOT are dependent on the priorities and funding of those programs.

Bicycle and pedestrian project prioritization depends on a number of factors, such as relative need, costs, funding, initiation/completion schedule, and connecting projects. As such, these projects are best prioritized locally by the County or city/town officials, staff and residents as funds become available. It is recommended that Coweta County and the cities/towns consider allocating an annual set-aside from its SPLOST or other revenue sources for use on bicycle and pedestrian projects in accordance with the *Greenway Master Plan* and Joint CTP Update.

The detailed Coweta County Transit Needs and Feasibility Study report includes a multi-year, step-by-step Short-Term Action Plan for additional/expanded transit services. The Action Plan calls out the required activities to implement the various transit recommendations, as well as the expected costs and likely funding sources.

4.3 FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Table 4-2 summarizes total estimated funding by prioritization period and source.



Table 4-2: Total Estimated Funding by Prioritization Period and Source

| Implementation Phase and Source | Estimated Funding |
|---------------------------------|-------------------|
| Short-Term (2013-2020) | |
| ARC 2012-2017 TIP | \$104.3 million* |
| Coweta 2013-2018 SPLOST | \$7.3 million |
| “Gap” ARC (2018-2020) | \$26.8 million |
| “Gap” SPLOST (2019-2020) | \$22.3 million |
| Mid-Term (2021-2030) | |
| ARC RTP | \$34.4 million |
| Coweta SPLOST | \$97.2 million |
| Long-Term (2031-2040) | |
| ARC RTP | \$34.4 million |
| Coweta SPLOST | \$89.2 million |

*Includes \$36.1 million in local matching funds provided through SPLOST

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Similarly, CTP program recommendations are not included in this costing/phasing/funding analysis. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in the costing/phasing/funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Funding for improvements to bicycle and pedestrian facilities will primarily be a local responsibility, although there are some opportunities through other funding programs. For example, Coweta County is one of four jurisdictions included on a pilot project resulting from the Chattahoochee Hill Country Alliance Master Plan. Funding totaling \$2,000,000 was allocated for the pilot project, to be divided between four jurisdictions (Coweta, Carroll, Douglas and Fulton counties).



The detailed Coweta County Transit Needs and Feasibility Study report includes a multi-year, step-by-step Short-Term Action Plan for additional/expanded transit services. The Action Plan calls out the required activities to implement the various transit recommendations, as well as the expected costs and likely funding sources. Coweta County can expect to receive federal transit-specific funding through the Federal Transit Administration (FTA) 5307 (urbanized area) and 5311 (rural) programs. These programs provide transit capital and operations funding based on a specific formula and requiring a local match. Coweta County staff and officials should determine which local revenue source(s) will be available to fund local match obligations and deficit costs above those covered through the federal programs.

In summary, achieving funding at estimated levels for all elements of the transportation system will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County's transportation needs and priorities, as well as in stridently promoting the County's interests in the competition for any available funding.



5.0 MONITORING PROGRAM IMPLEMENTATION

The CTP will serve as an important guide to the County as it continues to work on the transportation program and the ever-increasing demands on the system. On an annual basis, the County should review the program and identify any changes in demand patterns and new developments not anticipated in the plan. Several tools provided through the CTP process, including the refined travel demand model and the prioritized list of recommended projects, will aid in the plan's update, which should occur every five years or more often if circumstances dictate.

Intergovernmental cooperation is also essential. The municipalities play an important role in creating and maintaining an efficient transportation system throughout Coweta County. As such, continuing regular meetings between the County and city/town staffs to discuss project implementation, multijurisdictional projects, best planning practices and other policy issues will prove successful. Infrastructure investments such as streetscapes, bikeways and greenways can be coordinated to ensure continuity, and priorities can be synthesized so that interdependent County and municipal projects proceed on similar time frames. Communication and coordination between the County and its municipalities are very important to helping all local governments promote focused land use patterns. Joint and coordinated efforts are needed to ensure compatible and complementary land use strategies throughout the county.

The County should also continue to coordinate planning efforts with surrounding jurisdictions and regional and state agencies. To address local issues with GDOT and regional groups such as ARC, GRTA and TRRC, a unified front on transportation and land use planning issues will be more effective than working separately. Coordination between the County and municipalities will offer the environment for increasingly effective decision-making and more efficiency in the transportation network. Transportation funding is scarce and must be allocated in a continuing, cooperative, and comprehensive environment.



APPENDICES

A – FINAL JOINT SAC/TAC MEETING NOTES

B – FINAL TTAC MEETING NOTES

C – PUBLIC OPEN HOUSE COMMENTS



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

Location: Coweta Commission Chambers

Date and Time: December 12, 2013, 3:00-5:00 pm

Attendees:

Bob Blackburn, Coweta County
Tavores Edwards, Coweta County
Tod Handley, Coweta County
Sandra Parker, Coweta County
Robert Tolleson, Coweta County
Michael Fouts, Coweta County
Tracy Dunnavant, City of Newnan
Tony Bernard, City of Newnan
Michael Klahr, City of Newnan
Mayor Josh Evans, Town of Moreland
Richard Ferry, City of Senoia
Carol Prince, Coweta County Family Connection
Jack Reed, Georgia DOT District 3
Kaycee Mertz, Georgia DOT
Katrina Lawrence, Georgia DOT
Kenyata Smiley, ARC
Matt Markham, GRTA
Anthony Dukes, Spalding County
Phil Mallon, Fayette County

Consultant Team Staff:

Rod Wilburn, JRWA
Marta Rosen, JRWA
Carla Bamatraf, JRWA

Introductory Discussion:

Tavores Edwards of Coweta County opened the meeting by thanking everyone for their continued interest and participation in the Coweta County Joint Comprehensive Transportation Plan Update. He then asked meeting participants to introduce themselves. Following introductions, Mr. Edwards turned the presentation over to Rod Wilburn of the Consultant Team.

Mr. Wilburn started by noting that many of the projects recommended in the current proposed project list were carried forward from previous plans, including the ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP), Coweta County SPLOST, and 2006 Coweta County Joint CTP. There are no “big surprises” and few new projects, aside from those connected with the Amlajack and Poplar interchanges and the transit focus that was included in the scope of work. The materials presented at the public open house in early November are posted on the County’s website if you want to see any of the maps in detail later.

The handout package today includes a brief summary of the comments from the public open house. The citizens who attended the meeting provided good input, most of which was supportive of the draft



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary

Coweta County Joint Comprehensive Transportation Plan Update

recommendations list. Not surprisingly, comments specific to the SR 16 improvements showed both support and opposition to the various improvements discussed by GDOT and others to date.

In looking at the draft project list, you will see that recommended projects are grouped not just by mode (roadway and bridge, bicycle and pedestrian, freight, transit), but also by type of improvement for the roadway and bridge projects (new location, capacity/widening, operational, intersection modifications, etc.). The category for “Corridor Improvements (COR)” indicates that additional study on the project description and/or schematics will be required, generally behind GDOT and the County. The final improvement could include segments of capacity, operations, and/or bypass improvements. This category consists of several corridors that are significant to regional and state travel, including the entire length of SR 16 in Coweta from Carroll County to Spalding County, as well as the future bypass to the southwest of Newnan.

Prioritization of projects took a variety of factors into consideration. Some were quantifiable, such as travel demand modeling statistics. Good knowledge was gained from local plans and staff members. As indicated in the handout, there was a total of five factors (mobility, safety, connectivity, economic development, and community and environment), each scored on a scale of 1 to 5 (lowest to highest) and then weighted depending on the criteria (3=mobility and safety, 2=connectivity and economic development, 1=community and environment). The projects were then sorted within each project type according to final score (highest to lowest). All of the background information is contained within a large spreadsheet, which was reviewed with County and City/Town staffs at a working meeting prior to the public open house in order to “truth” the process to make sure it all made sense. The complete spreadsheet will be provided to Tavoires with the study documentation if anyone is interested in seeing the details. The scoring exercise, together with estimated project costs and available funding and sources, helped to determine the phasing of projects into the short, mid and long-term.

The handouts include a sheet entitled Summary of Phasing, Costs and Funding. A summary of key points by mode is included under the heading “Multimodal Strategies.” This handout accompanies the project lists for roadways and bridges, freight, bicycle and pedestrian, and transit. The detailed transit analysis is being done under the supplemental Transit Needs and Feasibility Study task, which assessed opportunities for additional services under fixed route and/or route deviation.

The transit activities evolved to five potential transit routes, in addition to a number of other strategies to improve public transportation opportunities throughout Coweta. The biggest difference with the new routes is the focus on the urban area around Newnan, which utilizes different funding programs and requirements than the current rural Dial-A-Ride service. Two of the routes are related, offering a loop through the intown neighborhoods to the east and west of downtown Newnan. These two routes would “pulse” from a hub to facilitate transfers. A modified version of the eastern route would reach out to Piedmont Newnan Hospital and West Georgia Tech. As the preliminary Action Plan handout presents, the steps have not been tied to specific years. Instead, they would be accomplished one at a time as improvements are implemented, become successful, and are tweaked for optimal performance.

Three other routes were developed. One route (Newnan Trolley) would connect from the hub near downtown Newnan out to the Newnan Centre and Ashley Park. An express connector would travel along Bullsboro from the hub to Ashley Park and the Walmart shopping center, then return to



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary

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downtown via Lower Fayetteville Road. Within the growing I-85 corridor, a circulator service would connect the key destinations within the Bullsboro and Poplar areas (Ashley Park, Newnan Crossing, Piedmont Newnan Hospital, West Georgia Tech). In addition to circulating within this busy area, it provides connectivity to these key destinations from several other routes as well. In addition, the routes would also be coordinated with the rural Dial-A-Ride service for those coming into the Newnan area from the outer communities.

The proposed approach optimizes both the 5307 (urban) and 5311 (rural and small city) transit programs within Coweta while offering opportunities to further coordination between the two services. A handout that provides more information on these Federal Transit Administration (FTA) programs is included for reference. Meetings have already been held with Coweta County and City of Newnan staff regarding the joint partnership that will be required for these routes to succeed, with the results indicating there is ample opportunity for and interest in potential partnership.

Initially the routes were prepared with 60-minute headways. Associated capital and operations costs were then compared using two other headways: (1) 45 minutes throughout the day, and (2) 30-minute peak period/60-minute off-peak period. Implementation must ensure the proper balance of services against costs for the service to succeed. In addition, phasing of the services will be critical, with a detailed plan to give direction to future implementation activities needed.

The route scenario comparison handout offers some detail on services and costs (capital and operations). An operating cost of \$55 per hour was used in the analysis, which is in line with peer size systems. This was then compared to a rate based on both hours and mileage. These costs will continue to be worked to avoid being too far over or under. The recommendation would be to begin phased implementation initially with three routes—the two connected “loops” through the intown neighborhoods followed by the Newnan Centre trolley. Based on these assumptions, the estimated costs associated with implementing the two intown loop routes would be \$550,000 for annual operations and \$450,000 for capital costs.

Funding for these transit routes would use a combination of 5307 and 5311 program funds. If a 5307 service were implemented, the approximate amount of Coweta’s likely share of 5307 dollars, based on the amounts made available in recent years, is \$140,000-\$150,000 per year. Traditionally the program funds capital/administrative/planning expenses under a formula of 80% federal and 20% local match, while the operations formula uses a 50% federal and 50% local match. Over the past several years, Coweta has “banked” its share of 5307 funds, so that it now has approximately \$600,000 “banked.” These funds could be put towards the capital investment for any service, possibly with some remaining to put towards the service operations as it gets stabilized. Funding for the existing 5311 service is coordinated with GDOT through Three Rivers RC in accordance with established GDOT guidelines on capital purchases and funding for operations. In addition, the City of Newnan programmed \$150,000 for a trolley (rubber-tired design) in its SPLOST.

It should also be mentioned that urban services have a paratransit requirement within a 3/4-mile buffer of the regular fixed route. This supplemental service is provided door-to-door on response, as opposed to the 24-notice required under the existing 5311 service. Not surprisingly, this paratransit requirement makes it easy to spend a lot of money on a small percentage of riders. While Coweta would not want to degrade its existing Dial-A-Ride service, the paratransit could use the same



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equipment and operations as the 5311, although the 5307 paratransit fare would be less than the Dial-A-Ride fare. It's important to note that there are very different parameters between Dial-A-Ride and regular transit service. For the current Dial-A-Ride service, the County pays approximately \$35,000-\$40,000 annually towards operations. Other funding for operations is provided through GDOT and other human services transportation agencies (e.g. DHS). These funds can be used to offset the required local share.

Transit has remained a popular topic through the study. Public comments have been overwhelmingly supportive of the need for additional transit services. It is also very important to new economic prospects for the County. Businesses look at the available transit opportunities as a decision factor when considering where to locate. The Transit Needs and Feasibility Study is undertaking a more detailed assessment of transit services and associated costs. The draft transit Action Plan is included in the handouts. The Action Plan's ultimate success depends on having someone to aggressively work on it, to make it effective and affordable on the user end and hopefully to receive some private funding. Future discussions will have to occur regarding how the service is funded, who funds what share, etc.

The meeting discussions then turned to the phasing and funding of the Joint CTP Update recommendations, which references back to the handout on Summary of Phasing, Costs and Funding. ARC is undertaking a limited update of its RTP and TIP in early 2014, with a full cycle update expected to begin in late 2014. Regionally, the CTPs are used to support the ARC projects. The CTP Update's phasing plan identifies the recommended projects in the phase where they are anticipated to be needed, although it is recognized that some of them may have to be delayed further due to funding limitations.

It was noted that a plan extending out to 2040 would require certain assumptions with regard to funding given the current uncertainty on future funding levels. In the short-term, there is no maneuvering room on which projects are included because they rely on the TIP and SPLOST project lists. The short-term period reflects recent changes in the 2014-2019 updated TIP for several projects (N5, M4 and B9). In addition, the funding estimates don't include most funds for other city projects, local road repaving projects, etc.

The "Gap" years included in the short-term period stretch it through year 2020, thereby enabling the mid and long-term to be 10-year periods. The "Gap" years assume the Coweta SPLOST will continue, and will be used primarily to fund off-system improvements (those on locally maintained roads as opposed to State or US routes) or the local match of other projects.

Discussions continued to talk through the summary tables of estimated project costs and funding levels through the short, mid and long range periods. A brief explanation of the funding assumptions was included on the handout.

Several comments were made by attendees. They included the need to "pray for funding," as well as an appreciation that projects important to the municipalities were included in the recommendations and that time was spent with the community to try to "bring government down to the local level." GDOT indicated a desire to see a summary of the County's top 5-10 priority projects for each of the time periods. In response to their question on whether the plan would be constrained, Mr. Wilburn indicated that it would be within the current funding (short-term period to 2020), but that uncertainties regarding future funding make it unfeasible for the mid and long term.



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Mr. Wilburn indicated that the technical information would be finalized by December 31. Because we are down to the wire, it was requested that any comments be provided within the next week. It was noted that a conference call between Tavoires, the regional partners (GDOT, ARC, GRTA) and the consultant team will be scheduled soon. Coordination with GDOT and ARC—as well as briefings with the County Commissioners and the municipalities (as requested)—will continue into January. The consultant team will also continue to be available as the CTP Update is brought before the councils and commissions. A “public-friendly” Plan Summary document is being drafted and will soon be made available on the web. The document summarizes the study process and recommendations in a simpler style than the final technical report, which is also being prepared.

In closing, Mr. Edwards thanked everyone for attending and for their participation in the plan process and the meeting was adjourned.



Transit Technical Advisory Committee Meeting #3 Notes Coweta County Joint Comprehensive Transportation Plan Update

Location: Asa M. Powell, Sr. Expo Center, Newnan

Date and Time: October 7, 2013, 10:00 am – 12:00 pm

Attendees:

Kenyata Smiley, Atlanta Regional Commission

Robert Hiatt, Three Rivers Regional Commission

Jennifer Baptiste, Three Rivers Regional Commission

Joy Shirley, Three Rivers Regional Commission/Southern Crescent Area Agency on Aging

Ryan Fisher, Georgia DOT

Carol Prince, Coweta County Family Connections

David Gregory, Coweta County Family Connections

Tavores Edwards, Coweta County

Consultant Team Staff:

Rod Wilburn, JRWA

Carla Bamatraf, JRWA

Marta Rosen, JRWA

Melanie Orr, Croy Engineering

Thelma Hayes, DW&A

Discussion:

Tavores Edwards welcomed attendees to the third meeting of the Transit Technical Advisory Committee (TTAC) for the Transit Needs and Feasibility Study supplement of the CTP Update. He then commenced introductions. He mentioned that the Transit Needs and Feasibility Study supplemental work is nearing completion and that the draft report developed to date will be emailed to you so that you can begin reviewing it. After determining the potential strategies, we are moving into recommendations and the Action Plan.

Rod Wilburn began his comments by asking everyone to please let us know if they feel we have overlooked any information. The transit document being pulled together brings the Feasibility Study to a conclusion. Technically oriented, the document includes an Action Plan as a simple, separate document included within the overall Feasibility Study that can be carried into the future. Action Plan details will include who has responsibility for each action, the year(s) it is anticipated to occur, financial opportunities, and challenges. He reminded attendees that the Feasibility Study is being conducted simultaneous with the overall Joint CTP Update, which will reflect the transit recommendations developed as a part of the Feasibility Study, with TTAC participation. This coordinated effort will result in more transit focus than is traditional for a CTP.

Marta Rosen next began an overview of existing services and their history, referencing the handout entitled Summary Review of Existing Services & Needs Assessment. She reminded everyone that the transit goals developed at the outset provide a broad framework for recommendations.

The summary included the results of a peer review conducted on several peer operations with similarities in 5311 and 5307 services and service areas. Each of the peer operations has weathered tough times and moved through them. Hall County, GA has an urban 5307 system supplemented with a rural 5311 system. They are used together to satisfy urban and rural needs. Paratransit is provided



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in the county through the demand response 5311 operations and in the city on the Red Rabbit. The services are coordinated and they come together to review and monitor operations. Calhoun County, AL (the Anniston area) also includes an urban 5307/rural 5311 service (ACTS) coordinated between the County and city. It has a one-system concept to meet the needs of the total population. Its interconnectivity of operations provides a broader support base for transit programs.

Rod Wilburn mentioned that Hall County's ridership evolved. Like Coweta, its 5311 was originally POS heavy and very focused on medical and program access, with a small portion for work. Hall now carries a larger employment share that reflects the 5307 funding of the fixed route/route deviation service. The ACTS service originated out of an RDC equivalent. Now, the MPO's transportation planner oversees the 5307 and 5311 services in-house, while the human services transportation is located down the hall for close coordination.

For Coweta, we must first talk about the logical services to implement and then the organization and management structure because it must be sensitive to the services. One example is the zero car households, as those areas can drive the density of demand. Another evolution involves a fixed route service that begins early enough to handle the work commute. Hall County started small with 5311, then as demand surfaced, they coordinated closely to establish the 5307 system.

Like Coweta's GRTA Xpress connection, Henry and Cherokee counties both have local and Xpress services. Cherokee in particular has begun to look more at regional needs. Hall County in comparison is more internal, although they have a very active rideshare as well as park and ride lots and vanpooling through GRTA.

Hall County probably does more with the mobility "coordination" effort than most. That will be needed here as we move forward, but not to the exclusion of Three Rivers RC. There are also other service options that can be considered, such as taxi referrals outside operating hours.

Mr. Wilburn explained that a large spreadsheet is being developed to enable a comparison of different service types. The team will look towards peer system statistics to determine expected ridership as Coweta's system reaches maturity. Both Coweta's GRTA and Dial-A-Ride services are experiencing growth. For the Dial-A-Ride service, it would be very hard to accommodate a new service group without additional vehicles. There must be some balancing of mobility versus connectivity.

The funding analysis is very general at this point, but more will be included in the final Action Plan. One example is using public/private partnerships to fund some service expansion/addition, such as services to the GRTA park and ride lot. Coweta may begin to move towards a Transportation Management Association (TMA). The County already has a Transit Coordinating Committee (TCC), which is a precursor related to policy and oversight as services are added or expanded. Also, having someone to fulfill the service "facilitator" role is important. If someone were to call the current system to schedule a ride but can't be accommodated, a facilitator might be able to forward along to a private taxi operator who would be able to handle that trip. Another example would be a subscription type trip where a group of 5-6 people wants to get to 2-3 close employment locations or the GRTA park and ride lot at a set time every day. There are many opportunities and a number of different ways to accomplish them.



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The discussion then looked more specifically at the draft concepts for potential new service routes. The preliminary route concepts presented at the last meeting were revised somewhat. For example, the Hospital Drive area was dropped due to the lower frequency of demand; however, this area can continue to be serviced with the Dial-A-Ride. The consultant team also rode the proposed routes out in the field to look into their feasibility and any other factors/issues (ease of access, presence of sidewalks, likely stop locations, etc.). The focus of route development was on key destinations more so than trip origins. It will be important to give any new routes a period of time to settle in before determining whether any route deviation is appropriate. It's important that any expanded/additional services fit together as a package, and that the nature of the routes is complementary but unique. The vehicles should also be kept in line with the expected service.

The first route offers connections between downtown Newnan and the Bullsboro corridor, hospitals and West Georgia Tech. Long but speedy, it's basically an express route. Because it's so long, you would want to operate two vehicles, one going clockwise and the other counterclockwise, with one additional vehicle as a spare. The vehicle type would not change from that currently used by the system, although over time the County may consider a little larger vehicle based on demand.

The second route focuses more on the intown neighborhoods around the downtown area. This area is likely to maximize service utilization by providing services to a more transit dependent portion of the population. One vehicle is estimated for this shorter route. Both the longer "express" route and this shorter neighborhood route would be on a one-hour circuit. Both routes would also "pulse" from a downtown hub/transfer center, likely to be located east of the courthouse by the depot. The actual location would be coordinated with the City, which is currently conducting an LCI (Livable Centers Initiative) study in the area. A separate meeting to discuss inclusion of a hub/transfer center as a part of the LCI study will be coordinated with the City.

The paratransit (handicapped passenger) requirement of any 5307 fixed route could be handled by the Dial-A-Ride system. It's important to note that there are ADA requirements regarding paratransit service times, which could put some pressure on the Dial-A-Ride system.

The Newnan Trolley might be a good public/private opportunity with City interest. It could also work in conjunction with the second route concept. Its implementation would increase the City's participation in the planning and oversight of transit. Some previous discussions have involved a trolley service utilizing the existing north-south rail corridor. This would be a tourism venture more than a mobility need. Similarly, a Moreland trolley would also be something for discussions further into the future.

A university shuttle to connect the University of West Georgia Carrollton and Newnan campuses is another future service that might be funded with student fees. A couple of TTAC members expressed that there are some sensitivities with regard to a student versus public system. Parents are often more comfortable with a university provided service. In the past, UGA tried to coordinate with the local services, but it was difficult.

The materials provided do not discuss who operates what and under whom, but these topics will be discussed more in the draft report.



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Several questions/comments were provided by attendees. One suggested the second route concept should travel along Shenandoah Blvd in order to capture a large population from the elderly housing in the area, which is another growing transit-dependent population. There was also discussion on adding more stops and more frequency to the service. A relook of these opportunities would involve the number of vehicles used for a more reasonable run time. One possibility might be to incorporate two “mini-hubs,” one on the east side and one on the west. Further consideration will be given to these options, with a description of the different ways and what it would take to operate them.

Mr. Wilburn presented the preliminary Action Plan for discussion. The plan presents the actions by implementation years, not calendar years. The County has “banked” approximately \$600,000 for 5307 service. Successful implementation of 5307 service would also increase demand for the demand response system. It will be important to look for partners outside the Department of Human Services programs because their funding is shrinking. Three Rivers RC commented that they will soon begin budgeting for FY2015. By next year, we will need to already have partners with funding identified.

In looking at funding, it’s important to remember that there are different funding rules between the rural 5311 and urban 5307 programs. The 5311 program allows other federal funds to be used as local match; however, those funds continue to decrease and be harder to come by, so more funding is having to come from the local level. The 5307 program is a bit more liberal on asset protection, with capital improvements funded at 80 percent/20 percent instead of the 50/50 split for operations. Funds received from private entities can be applied to the local match, and businesses can agree to purchase a certain amount of services (farebox rate). Especially at the outset of operations, it will be important for the County to keep operations at a level such that they maximize their federal share to maintain it at 50 percent of the operating deficit.

It was noted that Three Rivers has a Mobility Manager. Although more engaged in suburban areas, they are doing the same but different pieces (geography and range of services).

It is crucial that the local government understand transit, and particularly 5307 service, involves a large investment. The community must also believe in providing transit as a public service. Implementation of recommendations must begin with the strongest elements first to ensure its continued success and expansion. Coweta County is definitely seeing a growing interest in urban transit and in utilizing funding for an existing need.

Tavores Edwards closed the meeting by reminding attendees to forward any comments or questions they had on the information presented and requesting that they review the draft report.



Summary of Public Open House Comments Coweta County Comprehensive Transportation Plan Update

A public open house meeting to present the draft Comprehensive Transportation Plan (CTP) Update recommendations was held on November 7, 2013, at the Coweta County Fairgrounds Convention Center. Information presented at the meeting included a brief looping presentation that provided background information on the Update and 3 stations to present proposed projects grouped by project type and geography. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials. Five comment forms were submitted.

Comment forms asked for meeting participants to list their top 3 priority projects for Coweta County and to provide any additional comments. The following recaps the input received from the public:

Top 3 Priority Projects

Form 1

- Hwy 154 from I-85 to Hwy 34
- Hwy 16 Bypass South of Newnan
- Pedestrian/bike path from Thomas Crossroads to Fischer Crossing

Form 2

- The projects in or around Moreland

Form 3

- Adding safe areas roadside to allow running and biking (Happy Valley & US29)

Form 4

- P-9, need to create more walk and bike paths
- OP7&8, Buddy West & Macedonia Improvement
- C1, widen Hwy 154 between 34 and I-85

Form 5

- Bypass 16 Improvement
- Pine Road Intersection
- Vernon Hunter Parkway

Other Comments

- Buddy West Road needs widening and straightening
- Hwy 16 needs to be 4 lanes from Carrollton to Griffin
- There is a glaring lack of safe shoulder areas along US29, Happy Valley Circle, etc. for SAFE biking or running. I would gladly ride a bike into downtown and leave the car parked if I could do it safely.
- I commute from Sharpsburg to Carrollton. We need a better cut through for all students going from/to University of West Georgia from Peachtree City, Newnan, etc.



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- More bike paths/sidewalks enhance Coweta County, being more community friendly and reducing traffic

Additional comments provided verbally to study team members by attendees during the informal open house included:

- City of Newnan and Coweta County staff have noticed an increased interest in transit.
- Expanding transit opportunities is really needed for the transit dependent, especially for those living outside of Newnan and needing to get to appointments and take care of business in Newnan.
- The bicycle riders on SR 70 need a shoulder to move over so that cars can pass them.
- SR 16 from I-85 to Griffin needs to be 4-laned for the trucks headed to I-75.
- Very supportive of the Amlajack interchange because it will relieve some of the truck traffic using the SR 34 interchange.
- There are places on US 29 north of Newnan where right turn lanes would help flow by getting turning traffic out of the through lane.
- Project P9 is needed right now.