



**Coweta County Single County TSPLOST Program - Project List (Revised 12-21-2018)**

Project Number	Base Funding	Sponsor	Mode/Type	Roadway/Location	From/At	To	Project Description	Project Goal & Objectives	CTP, ARC TIP, or Local Plan?	Improves Safety	Project Cost	Annual Operating Cost	Completion During Collection Period? YES/NO
GR01	N	Grantville	Roadway Maintenance	Main Street	Main Street	CSX Railroad Crossing	Road reconstruction and approach grade improvements at railroad crossing to improve crossing safety	Pavement resoration and railroad crossing approach grade improvements to improve railroad crossing safety. (Completion by 2020)		YES	\$ 443,000	\$ 4,000	Y
GR02	Y	Grantville	Roadway Maintenance	Charlie Patterson Road	Charlie Patterson Road	Railroad Crossing	Road reconstruction and approach grade improvements at railroad crossing to improve crossing safety	Pavement resoration and railroad crossing approach grade improvements to improve railroad crossing safety. (Completion by 2020)		YES	\$ 323,000	\$ 4,000	Y
GR03	Y	Grantville	Roadway Maintenance	Grandma Branch Road	Boahannon Road	Alexander Road	FDR road reconstruction to restore pavement to new condition	Pavement restoration and pavement striping to improve traffic flow and safety. (Completion by 2021)		YES	\$ 275,500	\$ 4,000	Y
GR04	Y	Grantville	Roadway Maintenance	Griffin Street	Hwy 29	Main Street	FDR road reconstruction to restore pavement to new condition	Pavement restoration and pavement striping to improve traffic flow and safety. (Completion by 2020)		YES	\$ 310,000	\$ 4,000	Y
GR05	Y	Grantville	Roadway Maintenance	Lagrange Street	Main Street	Hwy 29	FDR road reconstruction to restore pavement to new condition	Pavement restoration and pavement striping to improve traffic flow and safety. (Completion by 2020)		YES	\$ 172,000	\$ 4,000	Y
GR06	Y	Grantville	Roadway Maintenance	Canterbury Subdivision	Canterbury Subdivision		FDR road reconstruction to restore pavement to new condition	Pavement resoration to improve traffic flow from neighborhood. (Completion by 2022)		NO	\$ 344,500	\$ 4,000	Y
GR07	Y	Grantville	Roadway Maintenance	Ivy Glen Subdivision	Ivy Glen Subdivision		FDR road reconstruction to restore pavement to new condition	Pavement resoration to improve traffic flow from neighborhood. (Completion by 2022)		NO	\$ 310,000	\$ 4,000	Y
GR08	Y	Grantville	Roadway Maintenance	Brasch Park Subdivision	Brasch Park Subdivision		FDR road reconstruction to restore pavement to new condition	Pavement resoration to improve traffic flow from neighborhood. (Completion by 2022)		NO	\$ 229,500	\$ 4,000	Y
CC01	N	Coweta County	Intersections	US 29	SR 154		Design/preliminary engineering (PE) for intersection improvements on US 29 at SR 154. Proposed improvements include adding a grade-separated crossing over the CSX Railroad creating a flyover on SR 154 which will terminate at a newly created intersection with US 29 approximately 1300 ft. north of the existing intersection. Additional general purpose lanes (thru-lanes), left and right turn lanes and signalization will be included as part of this project. The intersections of Elzie Johnson Road and Coweta Industrial Parkway with SR 154 will be realigned as a result of the new bridge over CSX Railroad.	This project will improve the overall function of this busy intersection by relieving congestion, improving safety, and eliminating automobile and freight truck conflicts with the busy CSX railroad line. Currently, this intersection experiences congestion and failing levels of service during the AM and PM peak hours. This project is a critical to relieving congestion and improving safety. Additionally, it will accomplish an important component of the overall widening of SR 154 from US 29 to SR 34, which is included in the Joint CTP, the ARC Transportation Improvement Program, and GDOT's Construction Work Program. (Design/PE on this project should be completed within 24 months).	YES	YES	\$ 1,200,000		N
CC02	N	Coweta County	Intersections	SR 16	Witcher Rd/Glover Rd		This project will create a newly aligned intersection of Witcher Road and Glover Road at SR 16 (Carrollton Highway). Currently, both of these intersections are at skewed angles with inadequate sight distance along SR 16 causing queuing and accidents. The new intersection will include an improved crossing along the Norfolk Southern Railroad line, left and right turn lanes or a roundabout to improve sight distance and safety. The existing railroad crossings along Glover Road will be closed.	This project will relieve congestion, enhance sight distance, and improve safety along this major east-west, cross jurisdictional corridor. Currently, this intersection experiences congestion and failing levels of service during the AM and PM peak hours. Presently there are two railroad crossings on Glover Road which could cause conflicts with traffic and trains if rail line starts operating at full capacity. This project will address the operational deficiencies and enhance safety at this intersection. (Completion within 5 years)	YES	YES	\$ 3,590,000		Y



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CC03	N	Coweta County	Intersections	Poplar Rd at Parks Road	Poplar Road at Ma	Poplar Road at SR 16	Intersections along Poplar Road will be improved at Goodwyn Road, Mary Freeman Road, Parks Road, and SR 16 as a result of increasing traffic along the Poplar Road corridor and deteriorating levels of service at these locations that will occur upon the opening of the I-85 at Poplar Road interchange. A roundabout at Poplar Road at Parks Road will be constructed.	These projects will relieve congestion, enhance sight distance, and improve safety along this major east-west arterial. Currently, these intersections experience congestion and failing levels of service during the AM and PM peak hours. This project is for congestion relief along the Poplar Road corridor and is included in the Joint CTP. (Completion within 5 years)	YES	YES	\$ 5,872,000		Y
CC04	N	Coweta County	New Roadway	Amlajack Boulevard Extension	Amlajack Blvd Terminus	Coweta Industrial Parkway	Amlajack Boulevard will be extended from its current terminus to Coweta Industrial Boulevard, connecting Shenandoah Industrial Park and Coweta Industrial Park. The roadway will be 3 lanes (including a center turn lane) with right-of-way to accommodate widening to 4 lanes in the future. This project will allow for more than a single option for automobile and freight trucks to access the two industrial parks using either SR 34 or SR 154.	This project will construct complete a north-south corridor parallel and west of I-85 by connecting two industrial parks and providing alternative access to SR 34, SR 154, and I-85. There is currently only a single full-access to Coweta Industrial Park via congested SR 154. Shenandoah Industrial Park has a single full-access on SR 34 via Amlajack Boulevard and a right-in/right-out only access via Herring Road. Extending Amlajack Boulevard will provide alternative access to and from these industrial parks. This project will also be a critical component in accessing the future I-85 at Amlajack Interchange. (Completion within 5 years)	YES	YES	\$ 9,200,000		Y
CC05	N	Coweta County	Intersections	US 29/SR 14	US 27Alt/SR 41 (Right-of-Way only)		GDOT proposes to construct a roundabout at the intersection of US 29 and US 27 Alternate south of Moreland. Coweta County will be responsible for right-of-way acquisition with the remaining phases being funded by GDOT.	This project will address the geometry, congestion, and safety issues at the intersection of two US routes. The new roundabout will resolve the safety and congestion issues experienced at this location. (Completion within 5 years).	YES	YES	\$ 100,000		Y
CC06	N	Coweta County	Intersections	Andrew Bailey Road	Fischer Road		This project will provide safety enhancements and congestion relief by realigning Andrew Bailey Road with Fischer Road and constructing a roundabout at this location. Hammett Circle will also be realigned as part of this project.	This project will relieve congestion, enhance sight distance, and improve safety. Currently, these intersections experience congestion and failing levels of service during the AM and PM peak hours. As traffic volumes continue to increase along these 2 roadways, conditions will worsen at this intersection. (Completion within 5 years)	YES	YES	\$ 1,786,000		Y
CC07	N	Coweta County	Intersections	Collinsworth Road	Cannongate Road		Cannongate Road will be realigned to the east and create a new intersection at Collinsworth Road. The existing intersection is too close to the I-85 southbound exit ramp (exit 56) at Collinsworth Road, which causes traffic conflicts and dangerous conditions. The new intersection will include left and right turn lanes and a traffic signal to improve access and safety and will relieve congestion at this location.	To relieve congestion, improve sight distance, and enhance safety at this major intersection in northeastern Coweta County. This intersection is currently congested with failing levels of service during the AM and PM peak hours of travel. Conditions will worsen at this intersection unless improvements are made sooner rather than later. (Completion within 5 years)	YES	YES	\$ 4,609,000		Y
CC08	N	Coweta County	Intersections	Corinth Road	West Grantville Road/Earl North Road/Hannah Road		The intersections of Corinth Road, West Grantville Road, Earl North Road, and Hannah Road are at severely skewed angles that impact sight distance and causes accidents. It is a "five points" of intersecting roadways whose geometry can cause confusion to drivers. This project will improve safety and sight distance by creating a five-legged roundabout at this location.	This project will improve safety, alleviate sight distance issues, and prevent congested conditions. The current geometry of this intersection causes accidents and safety hazards to the traveling public. The proposed improvements will address the safety and operational issues at this location. (Completion within 5 years)	YES	YES	\$ 2,870,000		Y



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CC09	N	Coweta County	Intersections	Eastside School Road	Old Highway 85		This intersection has been problematic for years due to increased traffic associated with Eastside Elementary School and increasing residential growth in the area. Eastside School Road intersects with Old Hwy 85 at an angle which causes safety and sight distance issues. Improvements to this intersection will include adding left and right turn lanes along Old Hwy 85 and realigning Eastside School Road to improve traffic flow and safety at this location.	This project will relieve congestion and improve safety. Currently, this intersection experiences failing levels of service during the AM drop-offs and PM pick-ups at Eastside Elementary School. This project will enhance safety and provide congestion relief. (Completion within 5 years)	YES	YES	\$ 670,000		Y
CC10	N	Coweta County	Intersections	SR 16	Elders Mill Road		Improvements to SR 16 at Elders Mill Road will enhance traffic flow, safety, and operations by realigning Elders Mill Rd and Standing Rock Rd and constructing a roundabout at this location.	This project will reduce congestion and improve safety along this major east-west freight corridor. Traffic queues on Elders Mill Road as travelers attempt to make left turns onto the constant flow of automobile and truck traffic on SR 16. As southeastern Coweta County continues to grow, traffic volumes will increase along these 2 corridors and conditions will worsen at this intersection. (Completion within 5 years)	YES	YES	\$ 3,529,000		Y
CC11	N	Coweta County	Intersections	Gordon Road	Al Roberts Road		Improvements to the intersection of Gordon Road at Al Roberts Road are necessary to enhance safety and operations at this location. The existing intersection is skewed at an angle with sight distance issues. This project will improve safety, sight distance, and traffic flow by realigning Al Roberts Road and constructing a roundabout at this location.	This project will improve safety and sight distance issues. Traffic is currently starting to increase at this intersection with the development of nearby Fox Hall Farms residential development. Fox Hall was a development of regional impact (DRI) and will contain 538 single family units when all phases are built out by 2025. Fox Hall is projected to generate 4,939 trips per day. The DRI review conditioned that improvements be made at this intersection. Gordon Road at Al Roberts Road will be detrimentally impacted if improvements are not made to accommodate the increasing traffic. (Completion within 5 years)	YES	YES	\$ 1,520,000		Y
CC12	N	Coweta County	Intersections	Gordon Road	Elders Mill Road		Improvements to the intersection of Gordon Road at Elders Mill Road are needed to enhance safety and operations at this location. The existing intersection is skewed at an angle and is on a sharp curve on Gordon Road. This project will improve traffic flow and safety by constructing a roundabout at this location.	This project will improve safety and sight distance issues. Traffic is currently starting to increase at this intersection with the development of nearby Fox Hall Farms residential development and other new subdivisions along Gordon Road. Fox Hall was a development of regional impact (DRI) and will contain 538 single family units when all phases are built out by 2025. Fox Hall is projected to generate 4,939 trips per day, most of which will be traveling north thru the Gordon Rd at Elders Mill Rd intersection. This intersection will be severely impacted if improvements are not made to accommodate the increasing traffic. (Completion within 5 years).	YES	YES	\$ 1,307,000		Y



**Coweta County Single County TSP/LOST Program - Project List (Revised 12-21-2018)**

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CC13	N	Coweta County	Intersections	SR 16	Lawshe Road/Old Highway 85		Improvements to the intersection of SR 16 at Lawshe Road and Old Highway 85 are required to reduce congestion and enhance safety and operations at these locations. The existing intersections are skewed at an angle along SR 16. Traffic frequently backs up along Lawshe Road and Old Highway 85 as travelers attempt to make left turns onto SR 16 with the constant flow of automobile and truck traffic along this busy corridor. Traffic from nearby East Coweta Middle School and Coweta Charter Academy also impacts these intersections. As southern Coweta County continues to grow, traffic volumes will worsen at these locations. This project will realign Old Hwy 85 to Lawshe Road and Lawshe Road will be realigned at SR 16. Left and right turn lanes will be added to the newly aligned intersection of SR 16 and Lawshe Road.	This project will improve safety and sight distance issues. Traffic from southeastern Coweta County traveling north to SR 16 via Lawshe Road and Old Hwy 85 is increasing annually. Both of these intersections have major queuing and safety issues. The intersections of SR 16 at Lawshe Rd and Old Hwy 85 will continue to worsen if improvements are not made to accommodate the increasing traffic. (Completion within 5 years)	YES	YES	\$ 4,209,000		Y
CC14	N	Coweta County	Intersections	SR 16	Gordon Road		Improvements to the intersection of SR 16 at Gordon Road are required to reduce congestion and enhance safety and operations at this location. The existing intersection is located close to the SR 16 bridge over I-85 and has severe sight distance issues. Traffic frequently backs up along Gordon Road as travelers attempt to make left turns onto SR 16 with the constant flow of automobile and truck traffic along this busy east-west corridor. The Orchard Hills Industrial/Business Park has been approved across from this intersection. Orchard Hills was a development of regional impact (DRI) and will contain 3.2 Million sq. ft. of warehouse/distribution, 800,000 sq. ft. of business/office space, and 300,000 sq. ft. of commercial when built out by 2025. Orchard Hills is projected to generate 32,872 trips per day. The DRI review conditioned that improvements be made at this intersection. The SR 16 at Gordon Road project will reduce congestion, improve traffic flow and sight distance, and enhance safety by moving the intersection to the east and providing left and right turn lanes and a traffic signal.	This project will improve safety and sight distance issues. Traffic from the Orchard Hills development as well as traffic from southeastern Coweta County traveling north to SR 16 via Gordon Road will compound this intersection and operate at unacceptable levels of service if improvements are not made to accommodate the increasing traffic. (Completion within 5 years)	YES	YES	\$2,843,000		Y
CC15	N	Coweta County	Intersections	SR 16	Marion Beavers Road		Improvements to the intersection of SR 16 at Marion Beavers Road are needed to improve traffic flow, safety, and operations by constructing a roundabout at this location.	This project will reduce congestion and improve safety along this major east-west freight corridor. Traffic frequently backs up on both Marion Beavers Road and SR 16 as travelers attempt to make problematic left turns because of the constant flow of automobile and truck traffic on SR 16. Safety is an issue at this location as accidents occur as a result of these difficult turns. As traffic increases in this area, conditions will worsen at this intersection. (Completion within 5 years)	YES	YES	\$ 2,237,000		Y



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CC16	N	Coweta County	Intersections	Newnan Bypass	Intersection at Tur	Intersection at SR 16	The Newnan Bypass Extension was completed and open to traffic in December 2016. Since that time, as more travelers use the new Bypass, the intersections at Turkey Creek Road and SR 16 have experienced back-ups as a result of turning movements at the stop controlled intersections. Traffic signals are required at both of these intersections in order to improve traffic flow and safety for automobiles and freight trucks.	Installing traffic signals at these locations will enhance safety and reduce congestion as traffic increases along the Bypass. A. There is currently a 4-way stop control at the Bypass and Turkey Creek Road intersection and a left-turn stop control at the Bypass and SR 16. As automobile and freight traffic continues to increase along the Bypass, these intersections will begin to operate a failing levels of service unless signalization is added. (Completion within 5 years)	YES	YES	\$ 450,000		Y
CC17	N	Coweta County	Intersections	Lower Fayetteville Road	Parks Road		Improvements to the intersection of Lower Fayetteville Road and Parks Road are needed to reduce congestion and enhance safety and operations at this location. The existing intersection is at an angle which impacts sight distance. Traffic frequently queues along Parks Road and Lower Fayetteville Road as drivers attempt to make left turns and are challenged by the constant flow of automobile traffic along this busy east-west corridor. Traffic along Parks Road continues to increase from residential growth along the corridor and thru traffic. This project will reduce congestion, improve traffic flow and sight distance, and enhance safety by constructing a roundabout at this location.	This project will improve safety and sight distance issues. Traffic at this intersection will continue to increase and operate at unacceptable levels of service if improvements to the intersection are not made. (Completion within 5 years)	YES	YES	\$ 1,828,000		Y
CC18	N	Coweta County	Intersections	Lower Fayetteville Road	Shenandoah Boulevard		This project will add an exclusive southbound right turn lane on Shenandoah Boulevard, extend the left turn lanes on Shenandoah Blvd and Lower Fayetteville Road to alleviate congestion and enhance safety at this location. The existing traffic signal at this intersection will be upgraded to accommodate the modified turn lanes.	This project will relieve congestion and improve safety at this busy intersection adjacent to the White Oak and Summergrove communities. How will this Project help meet current or future transportation needs in Coweta County? Currently, this intersection experiences congestion and failing levels of service, particularly during the AM and PM peak hours. This project will provide congestion relief and improve safety at this busy intersection. (Completion within 5 years)	YES	YES	\$ 662,000		Y
CC19	N	Coweta County	Roadway Operations	Lower Fayetteville Road Operati	Sullivan Road	SR 154	In association with the proposed widening project along Lower Fayetteville Road, this project will provide operational improvements along Lower Fayetteville Road from the ending terminus of the widening project at Sullivan Road to SR 154. Operational improvement could include adding left and right turn lanes at existing intersections, shoulder enhancements, guard rail, and other improvements necessary to improve safety along this busy east-west corridor.	This project will relieve congestion and improve safety and operations along this heavily traveled east-west corridor. Intersections along this segment of Lower Fayetteville Road experience congestion and deteriorating levels of service, particularly during the AM and PM peak hours. Traffic often comes to a halt as drivers wait to make challenging left hand turns along this busy roadway. Conditions will only worsen along this corridor if these issues are not addressed. (Completion within 5 years)	YES	YES	\$ 1,055,000		Y



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CC20	N	Coweta County	Intersections	McIntosh Trail	Reese Road		This project will create a newly aligned intersection of McIntosh Trail with Reese Road. Currently, McIntosh Trail comes into Reese Road at two separate intersections within close proximity to one another. Conflicting turning movements are an issue at these intersections which creates safety issues. The newly aligned McIntosh Trail with Reese Road will create a 4-legged intersection and include a roundabout to improve safety and alleviate the turning conflicts.	This project will improve safety and operations at this location. Safety is a key issue at this location due to the spacing of the McIntosh Trail intersections with Reese Road. Conditions will continue to worsen at this location unless improvements are made. Two major developments have been approved within close proximity to this intersection. Twelve Parks and McIntosh Village were both developments of regional impact (DRIs). Twelve Parks will include 694 single family units when built. Twelve Parks is projected to generate approximately 6,642 trips per day. McIntosh Village is proposed to include 3,000 single family units, 164 live/work units, 946,050 sq. ft. of retail space, 119,650 sq. ft. of office space when built out. McIntosh Village is projected to generate 49,128 trips per day. The DRI review conditioned that improvements be made at the McIntosh/Reese intersection due to the projected traffic increase along McIntosh Trail from these two DRIs. (Completion within 5 years)	YES	YES	\$ 2,193,000		Y
CC21	N	Coweta County	Intersections	SR 154	Springwater Drive/George Coggin Road		This project will create a newly aligned, 4-legged intersection of Springwater Way and George Coggin Road with SR 154 (Sharpsburg McCollum Road). Currently, these 2 roadways intersect with SR 154 within proximity of each other. Conflicting turning movements are an issue at these intersections which causes congestion and accidents. The newly aligned intersection will include a roundabout to improve safety and alleviate the turning conflicts that causes traffic back-ups.	This project will improve safety and operations as well as relieve congestion along this major north-south corridor. Currently, these intersections experience congestion and failing levels of service during the AM and PM peak hours. Conditions will continue to worsen at this location unless improvements are made. (Completion within 5 years)	YES	YES	\$ 2,282,000		Y
CC22	N	Coweta County	Transit	Coweta County Transit: Capital and Operations			Coweta County Transit has been operating since July 2009. From this start date through the end of June 2018, the transit program has provided 284,375 one-way passenger trips (OWPT) to the citizens of Coweta County, including the municipalities. TSPLOST would provide capital and operating funds for five years to keep this successful public transportation program going into the next decade.	This project will provide capital and operating matching funds necessary to sustain Coweta County Transit for the next 5 years. Coweta County Transit currently provides citizens with public transportation from their residences to local employment, job training, technical college, the CEC, senior centers, medical offices, shopping, and social visits and back home. The funding would also assist the county with matching funds to purchase an additional transit shuttle van and to expand service hours for the transit system within the next 5 years. (Completion within 5 years)	YES		\$ 1,170,000	\$ 223,800	Y
CC23	N	Coweta County	New Roadway	I-85 at Amlajack Interchange, including Madras Connector-Phase 3 and Hollz Parkway Extension (Preliminary Engineering/Design only)			Design/preliminary engineering (PE) for the proposed I-85 at Amlajack Interchange, Madras Connector (Phase 3) from Herring Road to Amlajack Boulevard, and Hollz Parkway Extension from its existing terminus to Amlajack Boulevard. These projects were approved by Federal Highway Administration and Georgia DOT as part of the Amlajack Interchange Justification Report (IJR) in 2012.	These projects will enhance east-west connectivity between US 29, I-85, and SR 34, provide a new interchange access on I-85 for automobiles and freight trucks accessing Coweta Industrial, Shenandoah, and Creekside industrial parks, and relieve congestion at the existing SR 34 and SR 154 interchanges. Currently, the SR 34 and SR 154 interchanges experience significant congestion and failing levels of service, particularly during the AM, midday, PM peak hours. The new interchange on I-85 along with the Madras Connector (Phase 3) and Hollz Parkway Extension will provide improved access, east-west connectivity, and congestion relieve at the two adjacent interchanges. These projects are included in the Joint CTP Update and the approved Amlajack IJR.	YES	YES	\$ 5,000,000		N



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CC24	N	Coweta County	Intersections	SR 54 at Bob Smith			Safety is a key issue at this location due to the existing geometry of the intersection. Conditions will continue to worsen at this location unless improvements are made. This intersection is within close proximity to the Town of Sharpsburg and the new Twelve Parks, which was reviewed as a development of regional impact (DRI). Twelve Parks will include 694 single family units when built and is projected to generate approximately 6,642 trips per day.	This project will improve safety and operations at this location. Safety is a key issue at this location due to the existing geometry of the intersection. Conditions will continue to worsen at this location unless improvements are made. This intersection is within close proximity to the Town of Sharpsburg and the new Twelve Parks, which was reviewed as a development of regional impact (DRI). Twelve Parks will include 694 single family units when built and is projected to generate approximately 6,642 trips per day.	YES	YES	\$ 980,000		Y
NE01		Newnan	New Roadway	Andrews Street Extension	August Drive	East Washington Street	The project would include both major corridor widening and new location roadway construction to finish the North/South connection in downtown Newnan along the existing Andrews St. corridor beginning at Augusta Dr. and ending at East Washington St. A portion of this corridor was previously constructed between East Washington St and East Broad St., and from SR 34 (Bullsboro Dr) and Augusta Dr.	This is a completion of a major North/South corridor in downtown Newnan. The main goal is to alleviate congestion along streets in downtown Newnan, particularly around Court Square, and to open up parcels for development. The project will alleviate congestion on downtown arterials and reduce the delay along the busy downtown corridors that serves many businesses and institutional uses. It will also support the anticipated redevelopment of parcels along the Andrews St corridor including the redevelopment of the, now shuttered, R D Cole manufacturing site at East Broad St. (Completion by 2021)	YES	YES	\$ 4,489,000		Y
NE02	N	Newnan	Intersections	Greenville St	Sewell Road		Operational improvements to Greenville St (SR 14) and Sewell Road. Improvements include adding a left turn lane at Sewell on northbound Greenville St (SR 14) to accommodate the heaving turning movement that occurs here and currently causes unnecessary delay and congestion along Greenville St.	Improve operations at a busy intersection along a major corridor by adding a left turn lane to accommodate the heaving turning movement that occurs here and currently causes unnecessary delay and congestion along Greenville St (SR 14). It will increase the operational function of a major intersection and thereby reduce the delay along this busy corridor that serves several businesses, Newnan High School and Carl Miller Park. (Completion by 2028)	YES	YES	\$ 123,000		N
NE03	N	Newnan	Intersections	Greenville St	Spence Avenue		Operational improvements to Greenville St (SR 14) and Spence Ave. Improvements include removing the signal and replacing it with a full size roundabout to allow for less delay and congestion along the major corridor Greenville St and improve pedestrian safety at this busy intersection. Revise to a corridor study.	Change an existing signalized intersection to a more efficient roundabout which will improve operational function and pedestrian safety. It will increase the operational function of a major intersection and thereby reduce the delay along this busy corridor that serves several business districts, West Georgia Technical College and is on the direct route to the Newnan Piedmont Hospital from the south western portions of downtown. Corridor study (Completion by 2025)	YES	YES	\$ 250,000		N
NE04	N	Newnan	Roadway Operations	Newnan Crossing Blvd	Stillwood Drive	Poplar Road	Capacity and operational improvements to Newnan Crossing Blvd East beginning at Stillwood Drive and ending at Poplar Road. Improvements include widening Newnan Crossing Blvd East to 4 lanes and intersection improvements.	Widen Newnan Crossing Blvd East from 2 lanes to 4 lanes to increase capacity and improve operational function at each end with major intersection upgrades. It will increase the operational capacity of a major collector and thereby reduce the delay along this busy corridor that serves several business districts and medial office centers as well as the Newnan Piedmont Hospital. This is in anticipation of increased traffic volumes expected with the opening of the Poplar Rd interchange with Interstate 85. (Completion by 2028)	NO	YES	\$ 8,395,000		N
NE05	N	Newnan	Roadway Operations	Bullsboro SR 34	Jefferson Street	Lake Side Way	Operational Improvements to Bullsboro Dr (SR 34) beginning at Jefferson Street and ending at Lakes Side Way. Improvements to include widening of Bullsboro Dr. to an additional thru lane in each direction, upgrading traffic signals, adding turn lanes, and pedestrian improvements. Intersection improvements and turn lanes will also be extended along portions of Newnan Crossing Bypass and Newnan Crossing Blvd East in conjunction with requirements pertaining to DRI 1902 and DRI 591.	Improve operational function SR 34 (Bullsboro Drive) and associated major intersections and to increase the capacity from two through lanes to three through lanes from Interstate 85 to Lake Side Way. It will increase the operational capacity of a major arterial and thereby reduce the delay along this busy corridor that serves several shopping districts and industrial and commercial job centers. (Completion by 2022)	NO	YES	\$ 2,442,000		N



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NE06	N	Newnan	Intersections	Intelligent Transportation System			Incorporating video technology, upgrading software and hardware at various traffic signal in Newnan, providing coordinated timing between signals, and web- based monitoring	To reduce congestion and delay at signalized intersections throughout Newnan, allowing for remote monitoring and access to signal equipment to coordinate timing for more efficiencies. Create efficiencies along existing corridors reduce congestion on major arterials and collectors. (Completion by 2025)	NO	YES	\$ 2,300,000		N
NE07	N	Newnan	Intersections	Lagrange Street	Waterworks Road	Boone Drive	Operational improvements to LaGrange Street at the intersection with Waterworks Rd and Boone Dr. Improvements include adding a left turns along Lagrange Street and Waterworks approaches to better accommodate the heaving turning movement that occurs here and currently causes unnecessary delay and congestion along LaGrange St. Improvements will also include upgrading the traffic signal to current standards and adding pedestrian phases on all four legs of the intersection.	Operational improvements to LaGrange Street at the intersection with Waterworks Rd and Boone Dr. Improvements include adding a left turns along Lagrange Street and Waterworks approaches to better accommodate the heaving turning movement that occurs here and currently causes unnecessary delay and congestion along LaGrange St. Improvements will also include upgrading the traffic signal to current standards and adding pedestrian phases on all four legs of the intersection. It will increase the operational function of a major intersection and thereby reduce the delay along this busy corridor that serves Newnan High School. (Completion by 2021)	UNCERTAIN	YES	\$ 772,000		Y
NE08	N	Newnan	Roadway Operations	Jefferson St/Clark St/Jackson St	Carmichael Street		Operational and pedestrian improvements to Clark St (SR 34)/ Jefferson St (SR 14)/ Jackson St (SR 14). Improvements may include widening Clark St to allow two way vehicular traffic and improved signal operation as well as pedestrian safety improvements along all corridors. Directional sign improvements included.	To improve operations and pedestrian access in the area adjacent to downtown and the University of West Georgia, Newnan campus. It will increase the operational capacity of several State Routes and a US Highway in proximity to the Central Business District and the University of West Georgia. (Completion by 2022)	YES	YES	\$ 385,000		Y
NE09	N	Newnan	Roadway Operations	Lower Fayetteville Road	Greison Trail	Sullivan Road	Widening and operational improvements to Lower Fayetteville Road. Beginning at Greison Trail and ending at Sullivan Road. Improvements to include widening of Lower Fayetteville Road, upgrading traffic signals, adding turn lanes, and a new bridge over Interstate 85.	Improve operational function of Lower Fayetteville Road and associated major intersections and to increase the capacity from two through lanes to four through lanes from Greison Trail to Sullivan Road. It will increase the operational capacity of a major arterial and thereby reduce the delay along this busy corridor that serves several shopping districts and industrial and commercial job centers. (Completion by 2030)	YES	YES	\$ 8,012,000		N
NE10	N	Newnan	Pedestrian	Newnan LINC			The LINC is proposed to be a 26.3 mile, 12 foot wide, multiuse trail that will enhance the mental and physical health of the citizens of Coweta County and the City of Newnan by providing less dependency on cars and the less need for expanded roadways. It will also serve to promote a healthy network of citizens within in the community by providing local recreational amenities and social interaction while strengthening neighborhood cohesiveness. The trail will include design elements such as: side paths, elevated bridge structures, boardwalks, box culverts to cross underneath busy roadways, and spur connections to existing parks. Some amenities along the trail segments will include: benches, bike racks, pet drinking fountains, and pocket parks.	Reduce dependency on vehicular modes of transportation and increase recreational amenities with the City and County including interconnection of parks system. It will provide alternative modes of transportation both pedestrian and bicycle thereby reducing the need for expanded roadways for vehicular traffic. (Completion by 2035)	YES	NO	\$ 5,000,000		N
NE11		Newnan	Pedestrian	Newnan LINC Segment C	McIntosh Pkwy	Ashley Park Blvd	This section of the LINC (segment C of the downtown connector) is proposed to be a 1.4 miles, 12 foot wide, multiuse trail that will begin at the spur to McIntosh Parkway and end at Ashley Park Blvd. It will include one tunnel at an existing culvert under Greison Trail. It will provide a valuable connection from the downtown Central Business District to the Ashley Park retail and business.	Reduce dependency on vehicular modes of transportation and increase recreational amenities with the City and County including interconnection of parks system. It will provide alternative modes of transportation both pedestrian and bicycle thereby reducing the need for expanded roadways for vehicular traffic. (Completion by 2020)	YES	NO	\$ 2,294,000		Y





**Coweta County Single County TSPLOST Program - Project List (Revised 12-21-2018)**

Project Number	Base Funding	Sponsor	Mode/Type	Roadway/Location	From/At	To	Project Description	Project Goal & Objectives	CTP, ARC TIP, or Local Plan?	Improves Safety	Project Cost	Annual Operating Cost	Completion During Collection Period? YES/NO
NE12	N	Newnan	New Roadway	Summergrove Connector	Pate Road	Poplar Road	Construction of a new North-South connector from Summergrove Subdivision to Poplar Rd in conjunction with develop along Poplar Rd. Improvements will include a new entrance and possible roundabout to help alleviate the congestion on Lower Fayetteville Rd and Newnan Crossing Blvd East after the interchange is in operation.	The main goal is to alleviate congestion along Newnan Crossing Blvd and Mary Freeman Rd. The project will alleviate congestion on adjacent arterials and reduce the delay along the busy corridors that serve over 1,000 residential homes in the nearby develops in both the City and County. It will also support the anticipated redevelopment of parcels along the Pate Rd and Poplar Rd corridors as this area will see continued growth from the new I-85 Interchange at Poplar Rd. (Completion by 2025)	YES	YES	\$ 3,347,000		N
NE13	N	Newnan	Intersections	Roundabout Jefferson St	Jefferson Street	Sprayberry Road	Roundabout intersection at Jefferson St/ Sprayberry Rd. Improvements to the intersection of Jefferson St and Sprayberry Rd, from "T" intersection with stop control for Sprayberry Rd, to a roundabout.	To improve safety and reduce delay at a busy intersection. It will increase the operational capacity at a significant intersection that has considerable delay at peak times and a higher accident count. (Completion by )	YES	YES	\$ 2,216,000		N
NE14	N	Newnan	Intersections	Roundabout SR 16/34	SR16/34	Temple Ave/Richard Allen Dr/Fair St	Roundabout intersection at SR 16/ 34 and Temple Ave/ Richard Allen Dr/ Fair St. Safety and operational improvements to the intersections of State Routes 16/ 34 with local streets, Temple Avenue, Richard Allen Drive, and Fair Street.	To improve safety and reduce delay at a busy intersection. It will increase safety the operational capacity at a significant intersection that has considerable delay at peak times and a higher accident count. (Completion by )	NO	YES	\$ 493,000		N
NE15	N	Newnan	New Roadway	Summerlin Blvd Extension	Newnan Crossing Blvd E	Newnan Crossing Bypass	New alignment, East- West connector between Newnan Crossing Blvd E and Newnan Crossing Bypass, including a bridge over Interstate- 85 with pedestrian connection for LINC	To reduce congestion on major arterial by building a new alignment, East- West connector between Newnan Crossing Blvd E and Newnan Crossing Bypass, will provide better access between residential districts on the East side of Interstate – 85 to commercial and shopping districts on the West side of Interstate- 85 without having to use the already congested major arterials. (Completion by 2030)	NO	NO	\$ 1,016,000		N
SH01	Y	Sharpsburg	Roadway Operations	Hwy 54			The project will consist of a center turning lane, deceleration lanes, curbing, and sidewalks on the west side 54 from Dollar General to McIntosh Trail. We will request/require the commercial developer to provide accel/dec lanes, sidewalk, and curbing along the east side of 54. This will provide 2 through lanes for traffic, a center turning lane, 2 accel/dec lanes, and sidewalks along a designated Traditional Highway Commercial Corridor.	The goal of the project is to reduce traffic congestion along a commercial area that is only served by a single, two lane road. The complete objective will be reached with not only TSPLOST dollars, but assistance from the developer, who will contribute toward the project. It will meet the following needs outlined in the JCTP: 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.	YES	NO	\$ 252,246		Y
TU01	N	Turin	Roadway Maintenance	Linch Road	Linch Road/South Hunter	SR 16	FDR road reconstruction to restore pavement to new condition	Pavement restoration and pavement striping. Project will improve traffic flow and safety by restoring pavement and striping.	UNCERTAIN	YES	\$ 275,500		Y
TU02	Y	Turin	Pedestrian	Sidewalk - S Hunter St	Willbanks Road	Turin Road	48" Wide x 4" Thickness Sidewalk, 1,784 LF	Pedestrian Traffic. Project will improve pedestrian traffic safety.	YES	YES	\$ 107,048		Y
TU03	Y	Turin	Pedestrian	Sidewalk - Turin Rd	S. Hunter St	Willbanks Rd	48" Wide x 4" Thickness Sidewalk, 1,876 LF	Pedestrian Traffic. Project will improve pedestrian traffic safety.	YES	YES	\$ 109,335		Y
TU04	N	Turin	Intersections	SR 16	SR 16	Hunter Street	Traffic signal for the intersection of SR 16 and Hunter Street.	The traffic signal will improve safety at this intersection.	UNCERTAIN	YES	\$ 371,000	\$ 4,000	Y
MO01	Y	Moreland									\$ 303,254		Y
HA01	Y	Haralson									\$ 130,665		Y
PA01	Y	Palmetto									\$ 220,803		Y
SE01	N	Senoia	Intersections	SR 16	SR 16	Cumberland Trail / Rockhouse Road	Improvements to enhance traffic flow, safety and operations by realigning Roackaway Road and Heritage Pointe Parkway and constructing a roundabout at this location.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,786,000		Y



**Coweta County Single County TSP/OST Program - Project List (Revised 12-21-2018)**

Project Number	Base Funding	Sponsor	Mode/Type	Roadway/Location	From/At	To	Project Description	Project Goal & Objectives	CTP, ARC TIP, or Local Plan?	Improves Safety	Project Cost	Annual Operating Cost	Completion During Collection Period? YES/NO
SE02	N	Senoia	Intersections	Rockaway Road	Rockaway Road	Heritage Pointe Parkway	Improvements to enhance traffic flow, safety and operations by realigning Rockaway Road and Heritage Pointe Parkway and constructing a roundabout at this location.	Relieve congestion and improve safety.	YES	YES	\$ 1,786,000		Y
SE03	N	Senoia	Roadway Maintenance	Andrews Parkway	Pylant Street	Howard Road	Pavement resurfacing and improvements/raining manholes during resurfacing.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 380,000		Y
SE04	N	Senoia	Roadway Maintenance	Broad Street	SR 16	Main Street	Pavement resurfacing and improvements/raining manholes during resurfacing. Adding curbs and pedestrian enhancements on Broad Street	Relieve congestion and improve safety.	YES	YES	\$ 380,000		Y
SE05	N	Senoia	Intersections	Seavy Street	Seavy Street	SR 85	Improvements to enhance traffic flow, safety and operations by realigning Hwy 85 and Seavy Street and constructing a roundabout at this location.	Relieve anticipated congestion and improve safety.	YES	YES	\$ 2,200,000		Y
SE06	N	Senoia	Roadway Operations	Howard Road	SR 16	Andrews Parkway	Widening of Howard Road for truck traffic	Relieve congestion for automobile and truck traffic and improve safety along this roadway.	UNCERTAIN	YES	\$ 1,055,000		Y
SE07	N	Senoia	New Roadway	Rockaway Road	City Limits	Pylant St	Preliminary Engineering (PE) for proposed Commercial Truck Bypass Route from Rockaway Road to Pylant Street.	This project will relieve congestion in the downtown area and remove large trucks off of Main Street increasing safety to pedestrians and local traffic, minimizing possible damage to personal and City property.	UNCERTAIN	YES	\$ 2,000,000		Y
SE08	N	Senoia	Intersections	Rockaway Road	Rockaway Road	Ivy Lane	This project will create a newly widened intersection of Rockaway Road at Ivy Lane. The new intersection will include an improved left and right turn lane to improve sight distance and safety.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y
SE09	N	Senoia	Roadway Operations	Johnson Street	Seavy Street	Pylant St	Widening and operational improvements to Coweta Street. Improvements include widening, adding curbs and pedestrian enhancements.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y
SE10	N	Senoia	Roadway Maintenance	Seavy Street	SR 85	Andrews Parkway	Pavement resurfacing and improvements/raining manholes during resurfacing. Adding curbs and pedestrian enhancements on Seavy Street	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y
SE11	N	Senoia	Roadway Operations	Coweta Street	CSX RR	Middle Street	Widening and operational improvements to Coweta Street. Improvements include widening, adding curbs and pedestrian enhancements.	Relieve congestion and improve safety for vehicles and pedestrians along this roadway.	UNCERTAIN	YES	\$ 625,000		Y
SE12	N	Senoia	Intersections	Rockaway Road	Rockaway Road	Morning Side Boulevard	Widening intersection of Rockaway Road at Morningside Boulevard, including an improved left and right turn lane, shoulder enhancements, and other improvements necessary to improve sight distance and safety along this busy roadway.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y
SE13	N	Senoia	Roadway Maintenance	Travis Street	Pylant Street	Clark Street	Pavement resurfacing and improvements/raining manholes during resurfacing.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 380,000		Y
SE14	N	Senoia	Pedestrian	Rockaway Road	Main Street / Couch Street	Rockaway Road	This section of multi-use path improvements will begin at the intersection of Main Street and Couch Street in downtown Senoia and extend along (parallel) Rockaway Road to the intersection of Rockaway Road and Morningside Subdivision. Includes widening asphalt trail to 12-feet, new greenspace planting, installation of approximately 120-feet of traffic guardrail, and replacement of wallboards on existing elevated bridge structure	Reduce dependency on vehicular modes of transportation and increase recreation amenities in the city including interconnecting parks and recreation. Enhance the mental and physical health of citizens of Senoia and Coweta County by providing less dependency on cars and providing a safe alternative avenue, from the outer sections of Rockaway Road to the Historic Downtown Senoia area. (Completion by 2020)	UNCERTAIN	YES	\$ 125,000		Y
SE15	N	Senoia	Roadway Maintenance	Stallings Road	Couch Street	City Limits	Pavement resurfacing and improvements/raining manholes during resurfacing.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 380,000		Y
SE16	N	Senoia	Intersections	Main Street	Main Street	Couch Street	This project will create a newly widened intersection of Rockaway Road at Couch Street. The new intersection will include an improved left and right turn lane to improve sight distance and safety.	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y
SE17	Y	Senoia	Roadway Maintenance	Pylant Street	Senoia Library	Couch Street	Pavement resurfacing and improvements/raining manholes during resurfacing. Adding curbs and pedestrian enhancements on Pylant Street	Relieve congestion and improve safety.	UNCERTAIN	YES	\$ 1,055,000		Y



**Coweta County Single County TSP/LOST Program - Project List (Revised 12-21-2018)**

Project Number	Base Funding	Sponsor	Mode/Type	Roadway/Location	From/At	To	Project Description	Project Goal & Objectives	CTP, ARC TIP, or Local Plan?	Improves Safety	Project Cost	Annual Operating Cost	Completion During Collection Period? YES/NO
SE18	Y	Senoia	Sewer Basins	Inside City Limits			Sewer system improvements for the replacement, resurfacing an/or coating of existing manhole basins located in Historic City of Senoia.	To rebuild and revitalize aging manhole basins located throughout city streets and rights-of-way to bring to new condition and to prevent future disruption and damage to streets.	UNCERTAIN	NO	\$ 1,500,000		Y
SE19	Y	Senoia	Pedestrian	Ivy Ridge Subdivision	Ivy Ridge Subdivision	Seavy Street	Multi-use trail designed for walkers, joggers, bicyclists, and golf carts.	Reduce dependency on automobile traffic and enhance mental and physical health.	UNCERTAIN	NO	\$ 695,000		Y
<b>TOTAL</b>											<b>\$ 126,495,351</b>	<b>\$ 259,800</b>	