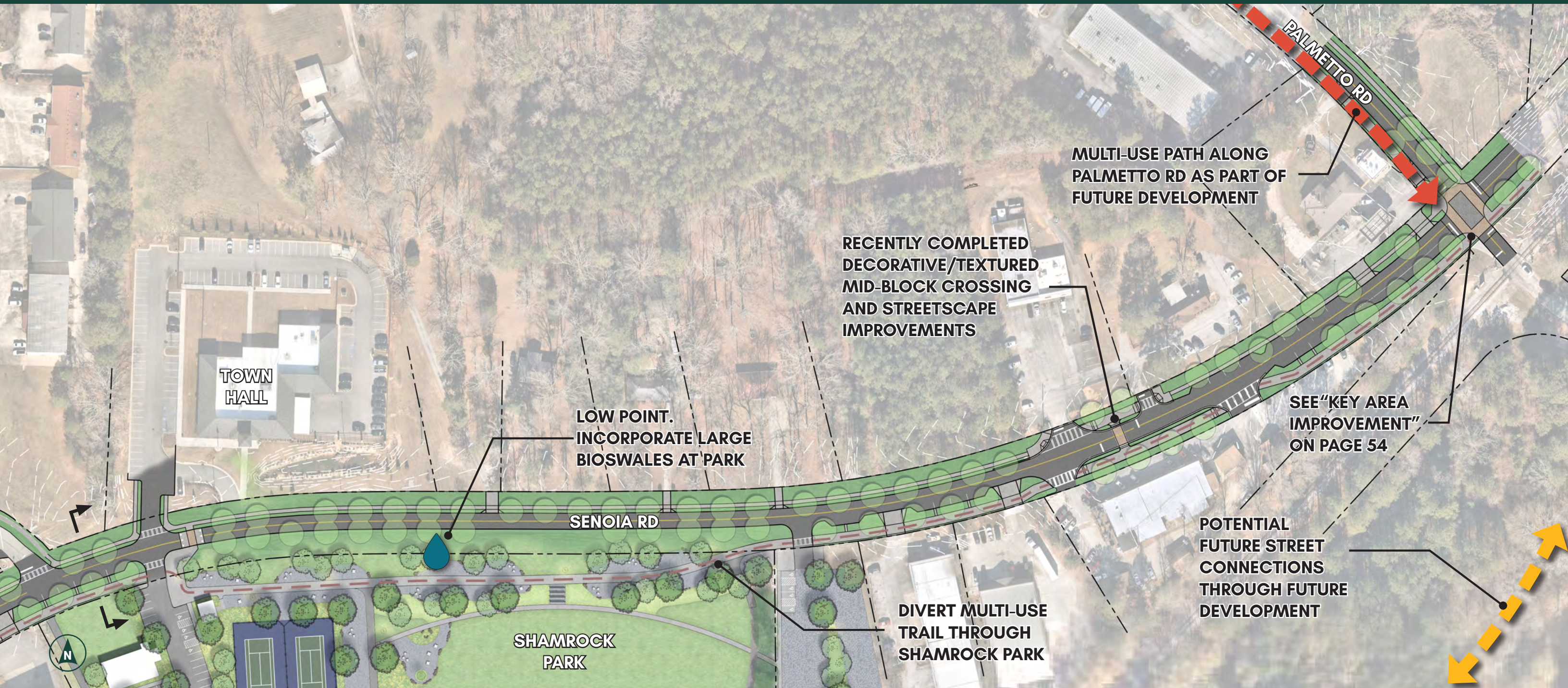
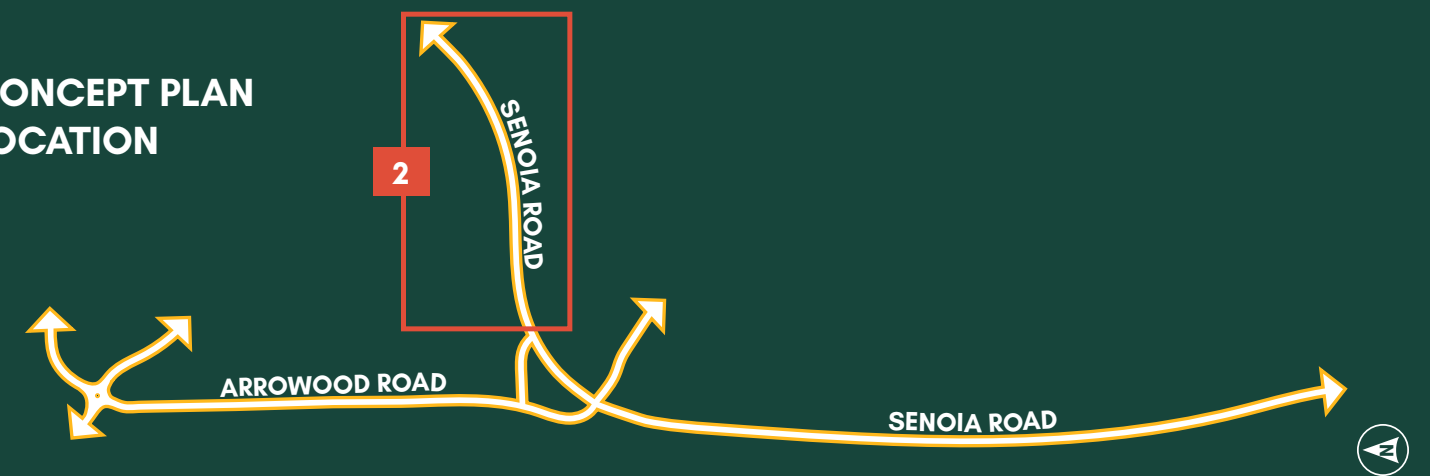


Senoia Road North

Senoia Road serves as Tyrone Town Center's central spine and provides opportunities to connect to various businesses, community resources, and residential areas. The intersection with Palmetto Road serves as a major entrance point for traffic from HWY 74.

The wider ROW on the north-end allows for a multi-use trail and landscape buffer all the way to Commerce Drive. Portions of the corridor can also accommodate the addition of on-street parking. The multi-use trail diverts through Shamrock Park to connect to the proposed improvements there.

CONCEPT PLAN LOCATION



2 Senoia Road North

EXISTING STREET SECTIONS

As a former state road, Senoia Road is much wider than needed to handle existing traffic volumes. Its two travel lanes are 12 feet wide each, and it lacks both curbs and sidewalks. Combined, these design features facilitate speeding and unsafe conditions for pedestrians, bicyclists, and other non-motor vehicle users.

PROPOSED STREET SECTIONS

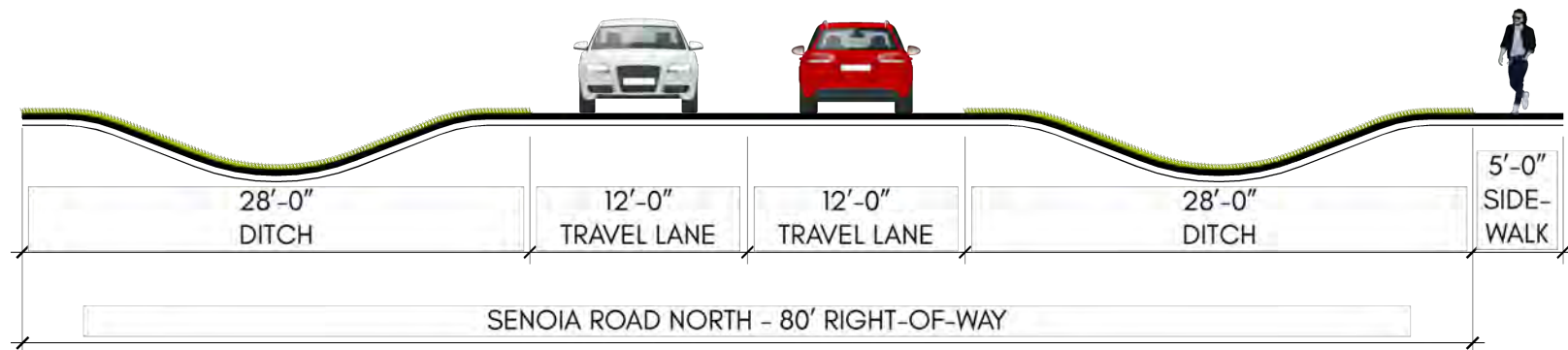
Senoia Road’s excess ROW can be repurposed to accommodate a 12-foot multi-use path on the south side of the road. A landscaped buffer complete with street trees would further separate path users from vehicle traffic, improving both comfort and safety. On the north side, pedestrians would enjoy a modestly wide six-foot buffered sidewalk.

In the commercial areas, parallel parking is provided on both sides of the road, whereas it is only on the south side of the road in the less business-oriented areas.

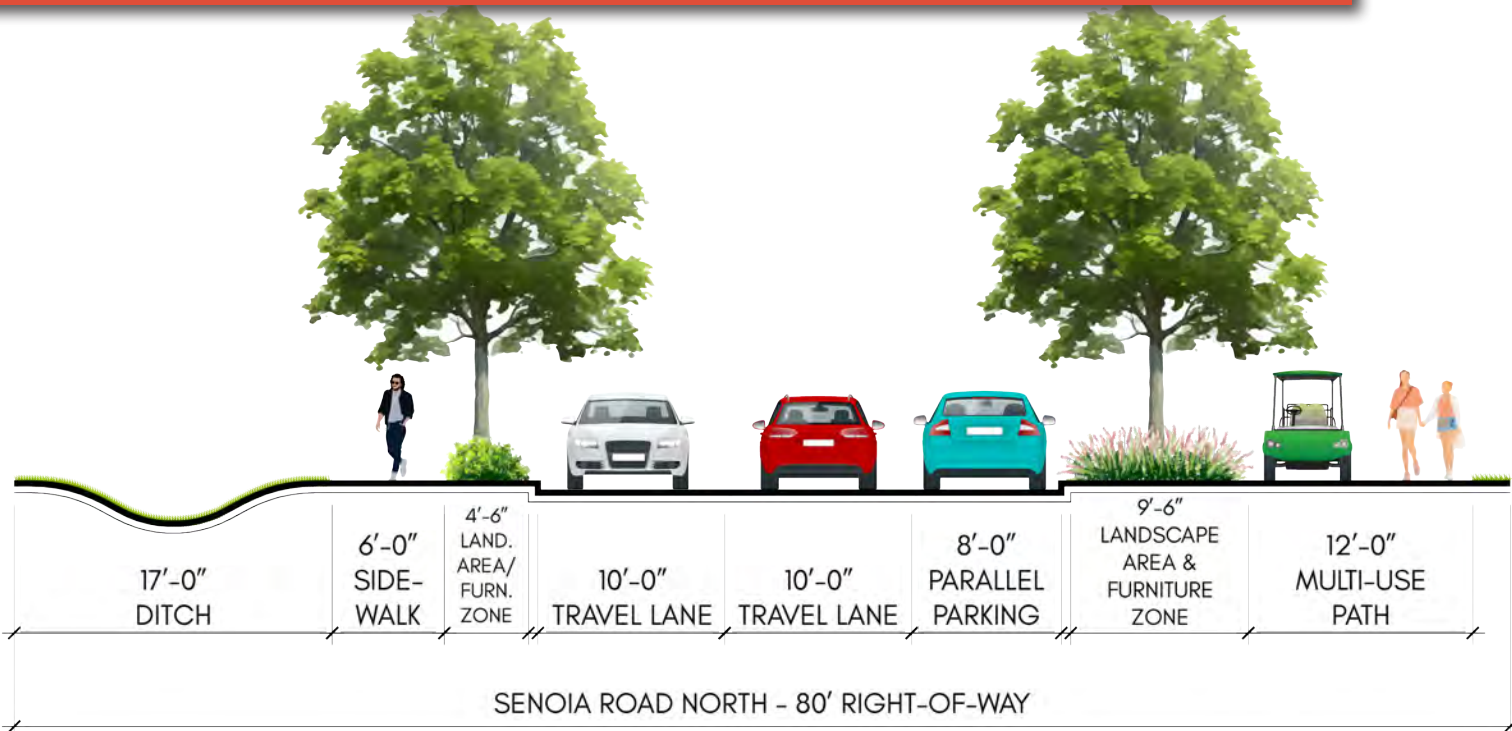


Current conditions on Senoia Road, facing east in front of Town Hall

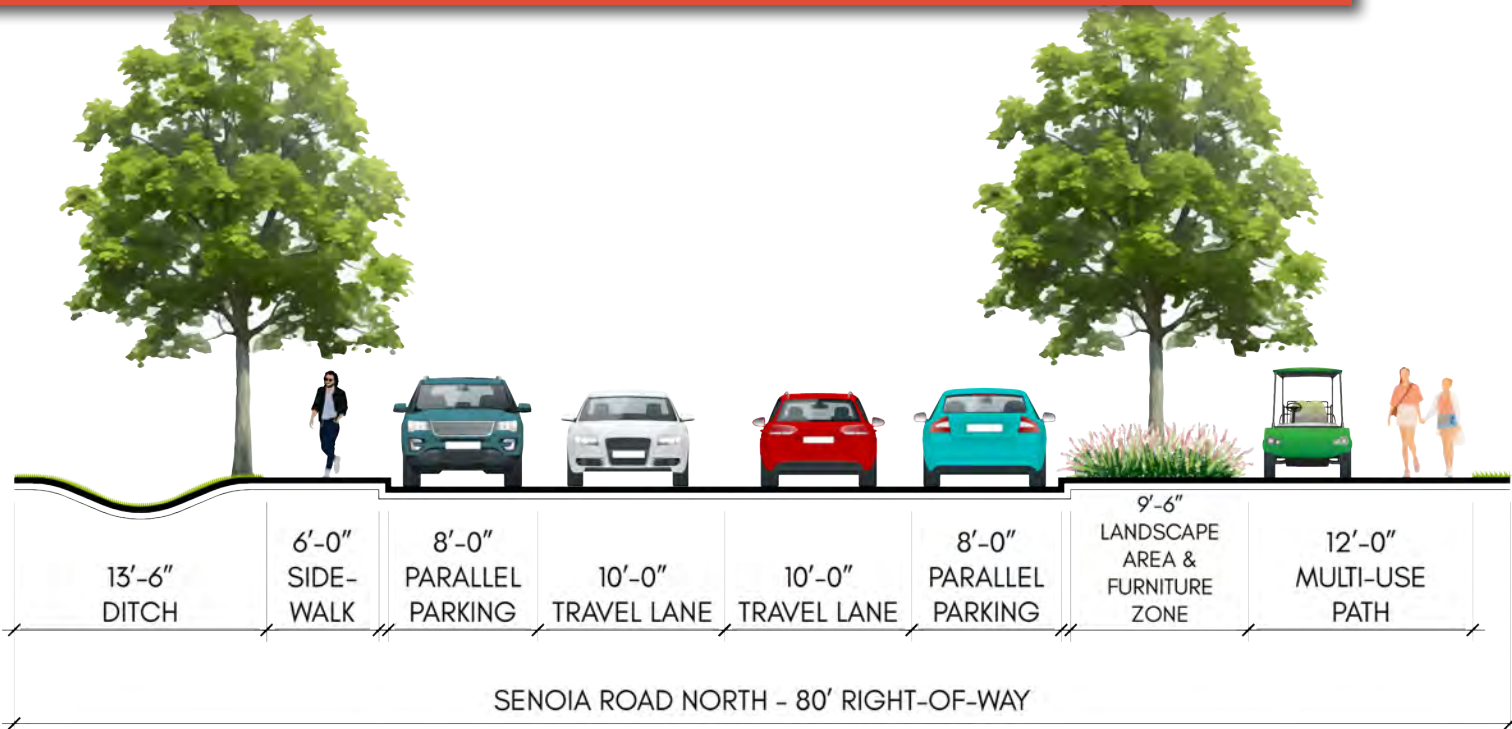
EXISTING CONDITIONS - SENOIA ROAD NORTH



PROPOSED TYPICAL SECTION - SENOIA ROAD NORTH



PROPOSED TYPICAL SECTION - SENOIA ROAD NORTH

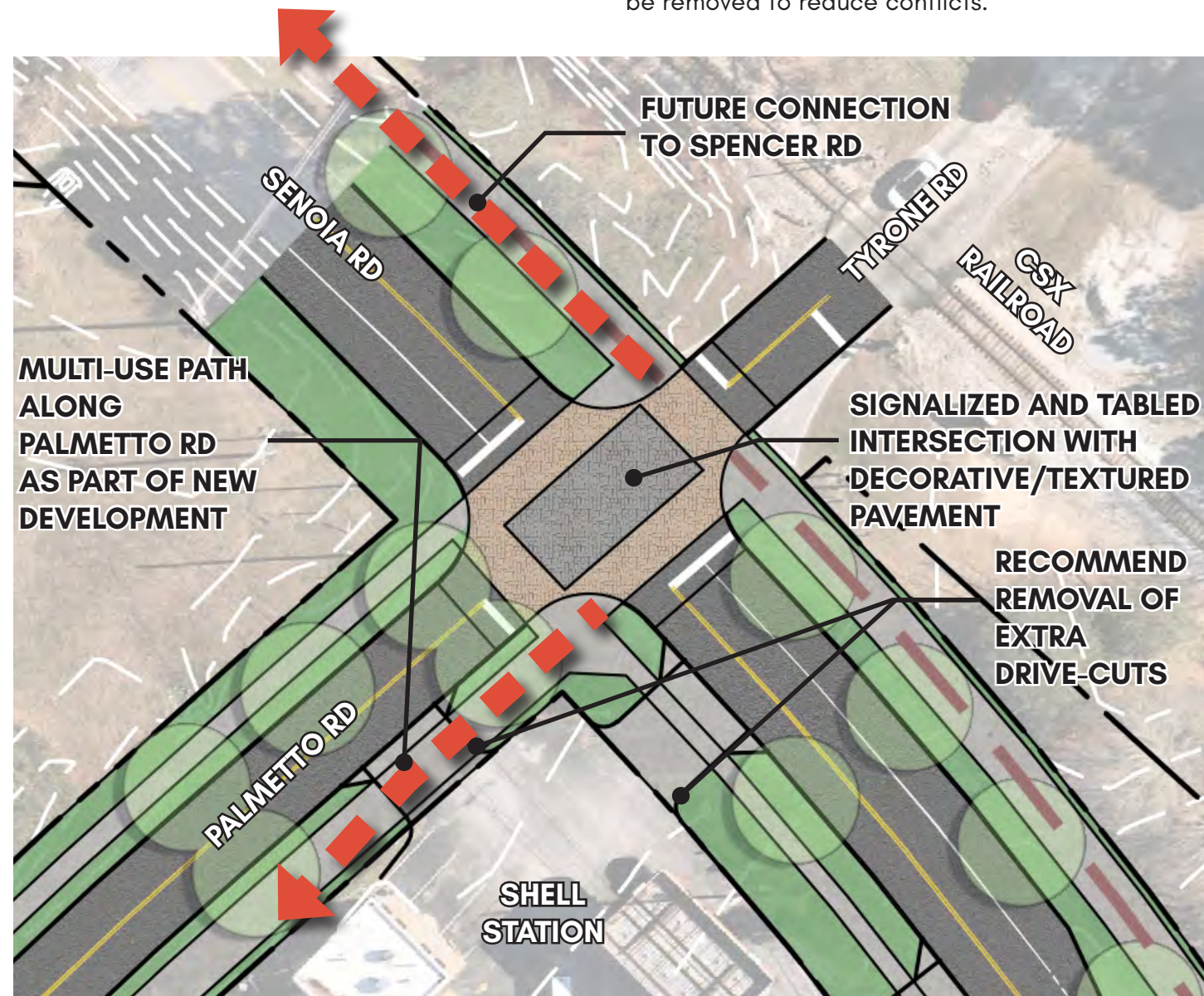


2 Senoia Road North

KEY AREA IMPROVEMENT

The intersection at Palmetto and Senoia is currently a 4-way stop, but was recently approved to be signalized. The signal will be coordinated with the railroad crossing to maximize efficient traffic flow. The proposed intersection improvements also include tabling the intersection

and decorative/textured crosswalks, both of which will improve pedestrian safety via visual and tactile alerts to drivers. The multi-use path will connect to the existing path on the north side, eventually connecting to Spencer Road and Publix. The path will also connect through to the planned path on Palmetto Road. It is recommended that the two gas station drive-cuts closest to the intersection be removed to reduce conflicts.



INTERSECTION AT SENOIA & PALMETTO



3D RENDERING - PALMETTO AND SENOIA



3D RENDERING - PALMETTO AND SENOIA

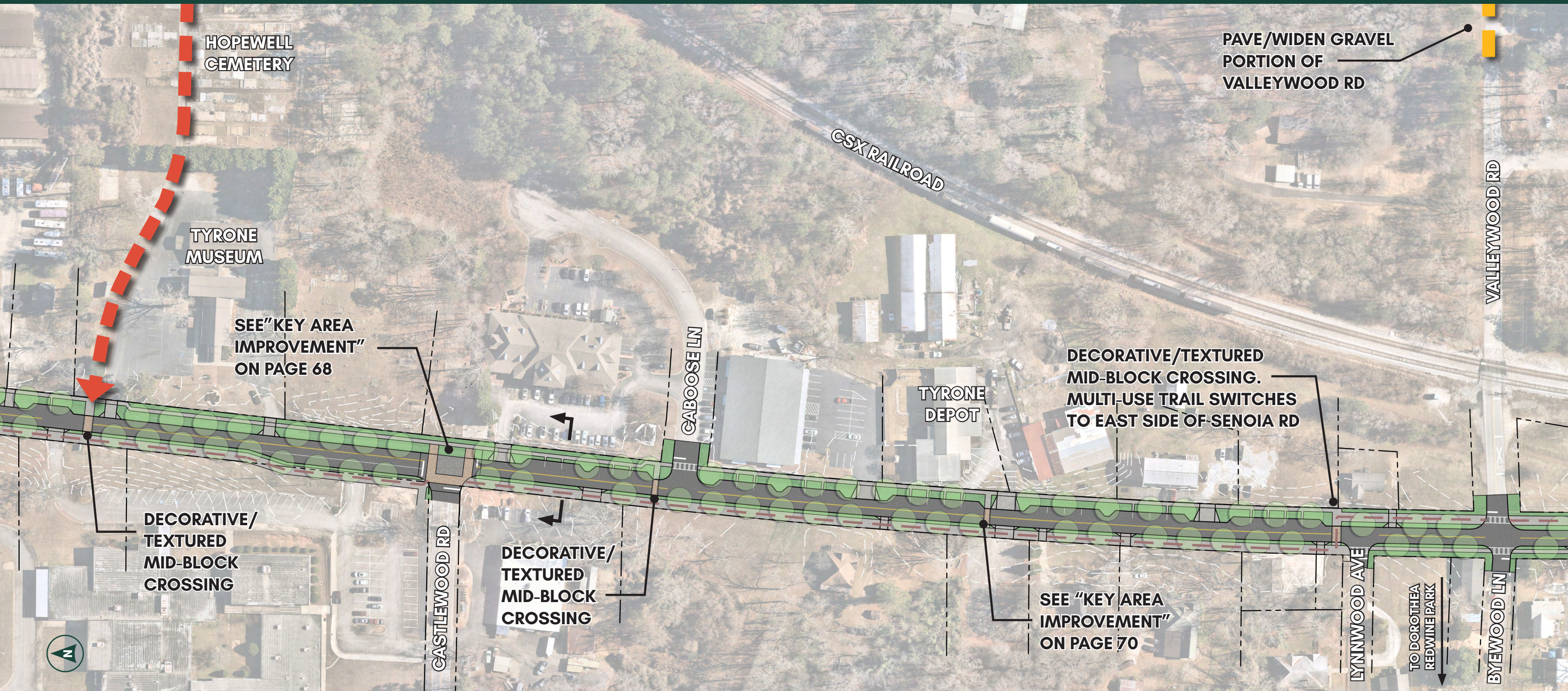


4a Senoia Road South

The southern half of Senoia Road provides critical connections to a variety of uses, including two commercial nodes, the Town museum, and elementary school (currently housing other uses). It also connects to the existing cart path on Castlewood Road, a railroad crossing via

Valleywood Road, and the intersection with East Crestwood Road, which is a major vehicular entry point and cart path connection. After the intersection with Commerce Drive, the available ROW width narrows, constricting some of the design patterns present on the northern end.

CONCEPT PLAN LOCATION

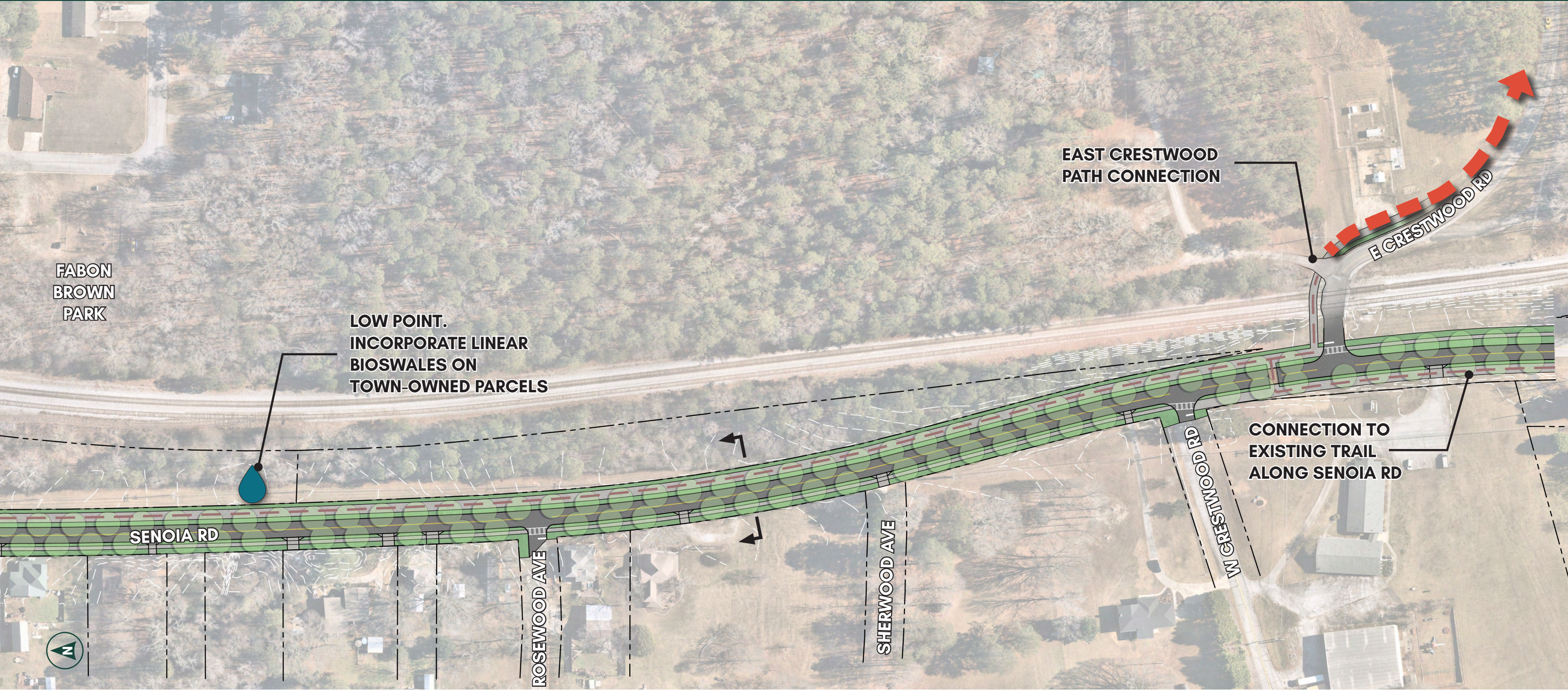
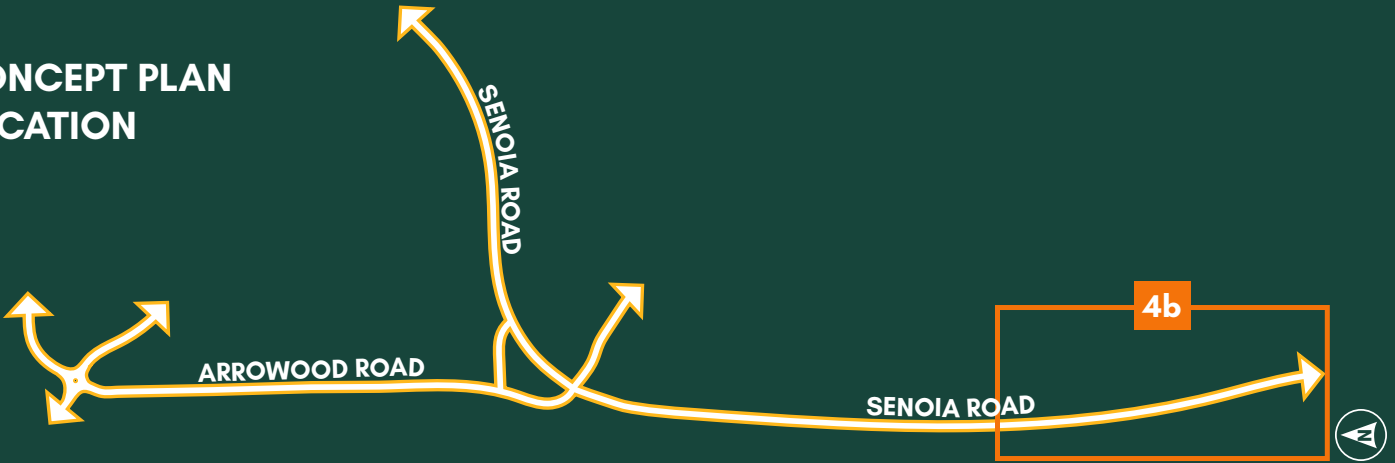


4b Senoia Road South

The multi-use trail and landscape buffer continues from the intersection with Commerce Drive on the west side of the road, where conditions are more favorable. At Lynnwood Avenue, there is a mid-block crossing and the trail switches to the east side of the road. This is preferable due to

the availability of town-owned land on the west side of the road and the desire to avoid multiple residential driveway crossings present on the east side. At East Crestwood Road, the trail switches back to the west side of the road to connect to the existing cart path down to Dogwood Road.

CONCEPT PLAN LOCATION



4 Senoia Road South

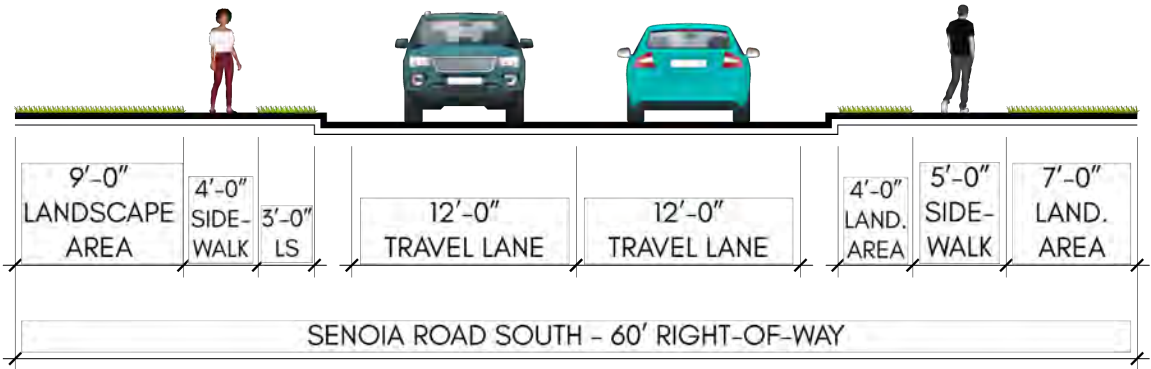
EXISTING STREET SECTIONS

The southern half of Senoia Road currently has a narrow sidewalk along the west side of the road. The sidewalk on the east side of the road is inconsistent and is interrupted in many locations by large parking areas, providing no buffer from vehicular traffic. The sidewalk on the east side does not extend past Valleywood Road.



Sidewalks are interrupted in multiple locations

EXISTING CONDITIONS - SENOIA ROAD SOUTH



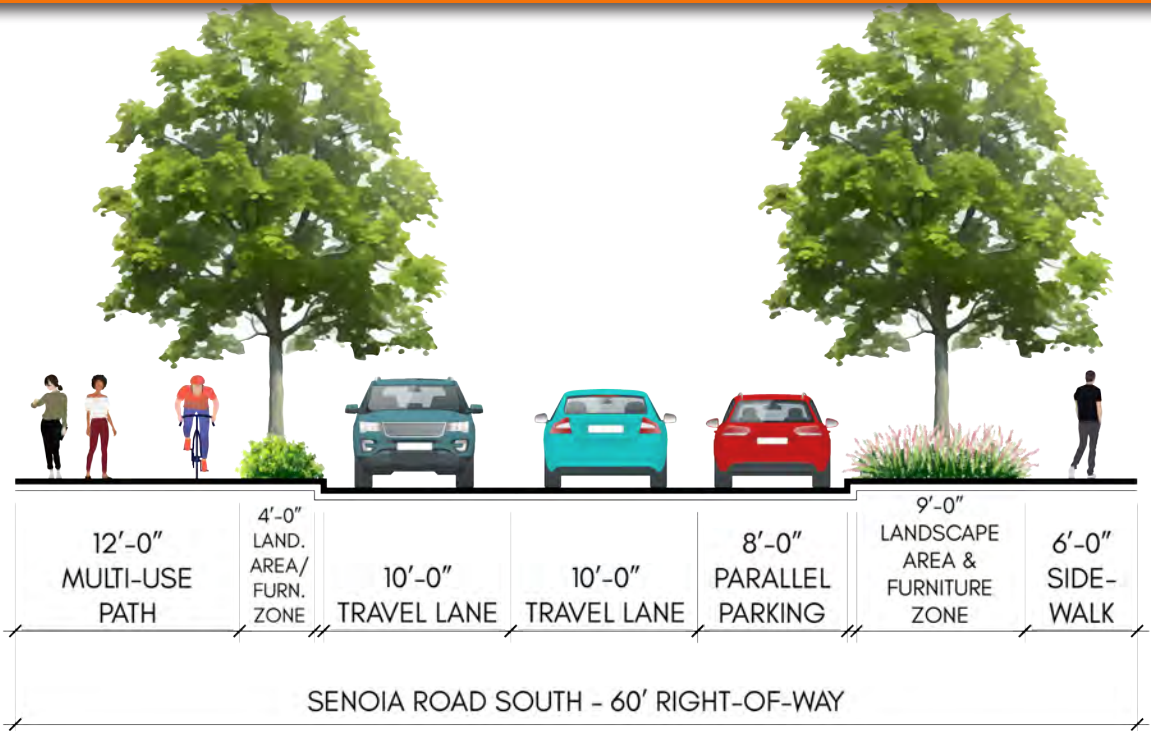
PROPOSED STREET SECTIONS

Though the available ROW is narrower than the northern end of Senoia, the design intent is carried though with the landscape-buffered multi-use trail. The proposed design includes a reduction in travel lane width, gaining more room on the east side of the road.

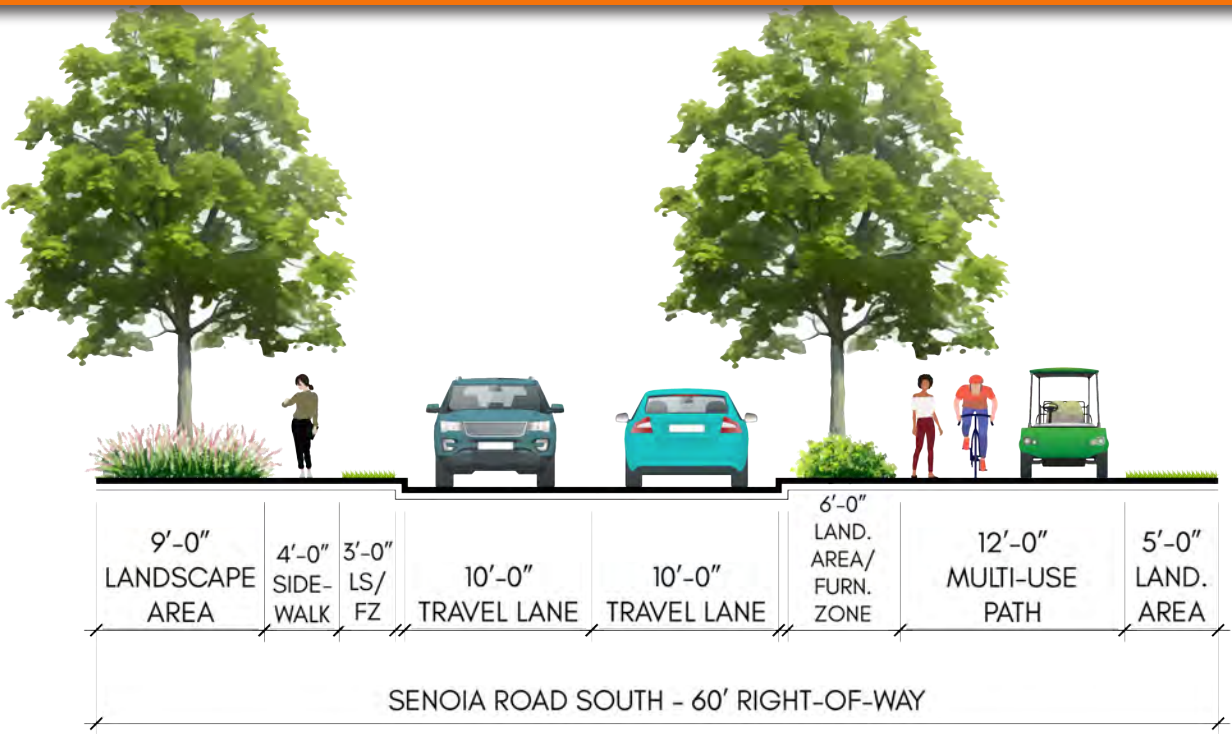
From Commerce Drive to Lynnwood Avenue, the 12-foot wide multi-use trail is located on the west side of the road, and on-street parking with a 6-foot buffered sidewalk is proposed on the east side. This configuration will maximize the proximity of on street parking for businesses and minimize conflicts due to fewer vehicles crossing the trail.

At Lynnwood, the surrounding uses prompt a switch to the other side of the road, where the multi-use trail will have fewer driveway conflicts and more available room. A 4-foot wide buffered sidewalk is maintained on the west side of the road, with street trees located behind the sidewalk.

PROPOSED TYPICAL SECTION - SENOIA ROAD SOUTH



PROPOSED TYPICAL SECTION - SENOIA ROAD SOUTH

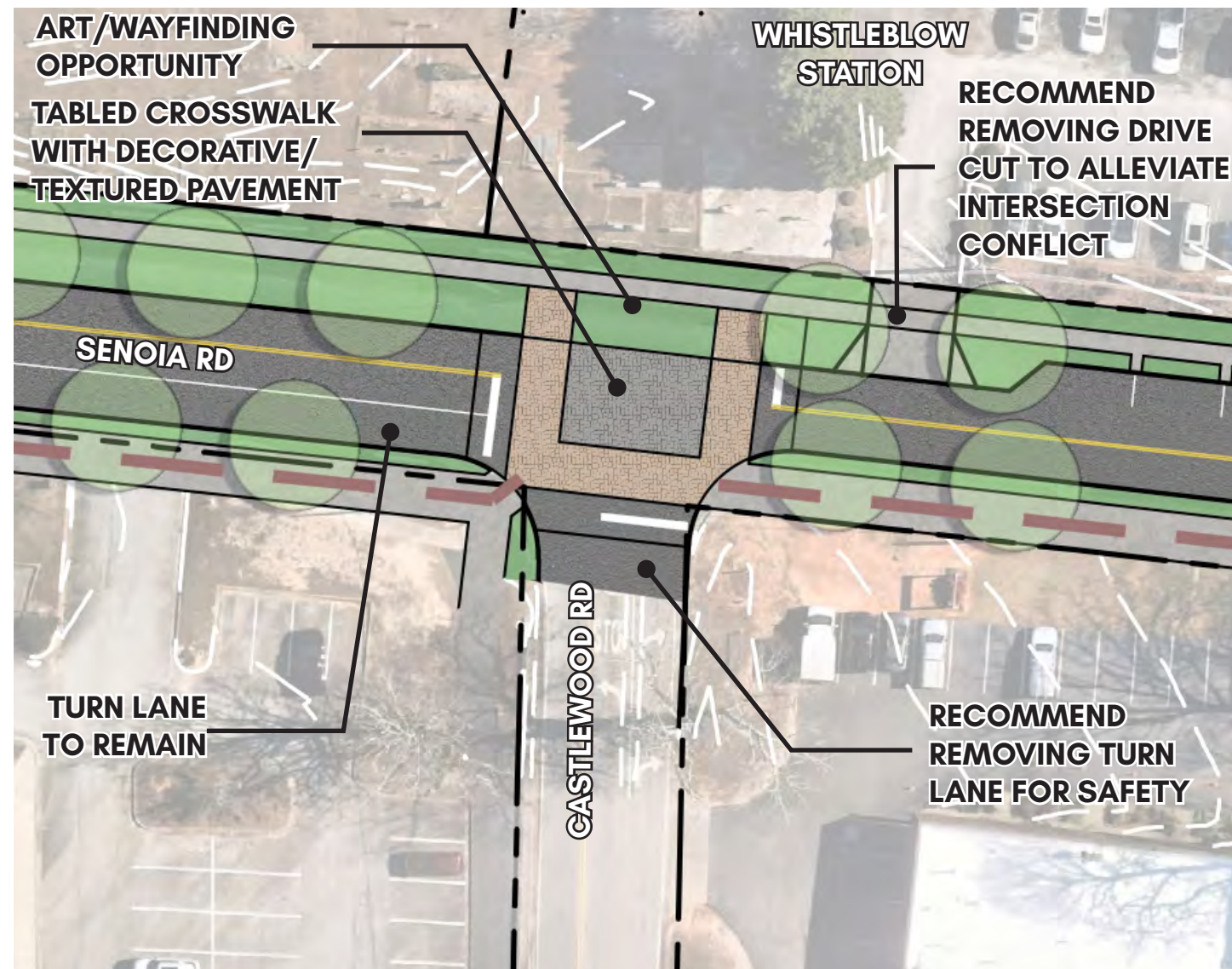


4 Senoia Road South

KEY AREA IMPROVEMENT

Castlewood Road is a major feeder street, connecting many residents living southwest of Town. The T-shaped configuration of the intersection provides a great opportunity for art and wayfinding. The tabled layout with decorative/textured pavement is consistent with the other intersections and mid-block crossings proposed elsewhere. The multiple

lanes on Castlewood currently cause some visibility issues and confusion regarding ROW. It is recommended that one lane be removed. The entrance to Whistlestop Station is also very close to the intersection and can cause conflicts. It is recommended this drive-cut be removed, as there are two additional entrances from Caboose Lane. This intersection is currently undergoing a more thorough traffic study commissioned by the Town.



INTERSECTION AT SENOIA & CASTLEWOOD



3D RENDERING - SENOIA & CASTLEWOOD



3D RENDERING - SENOIA & CASTLEWOOD

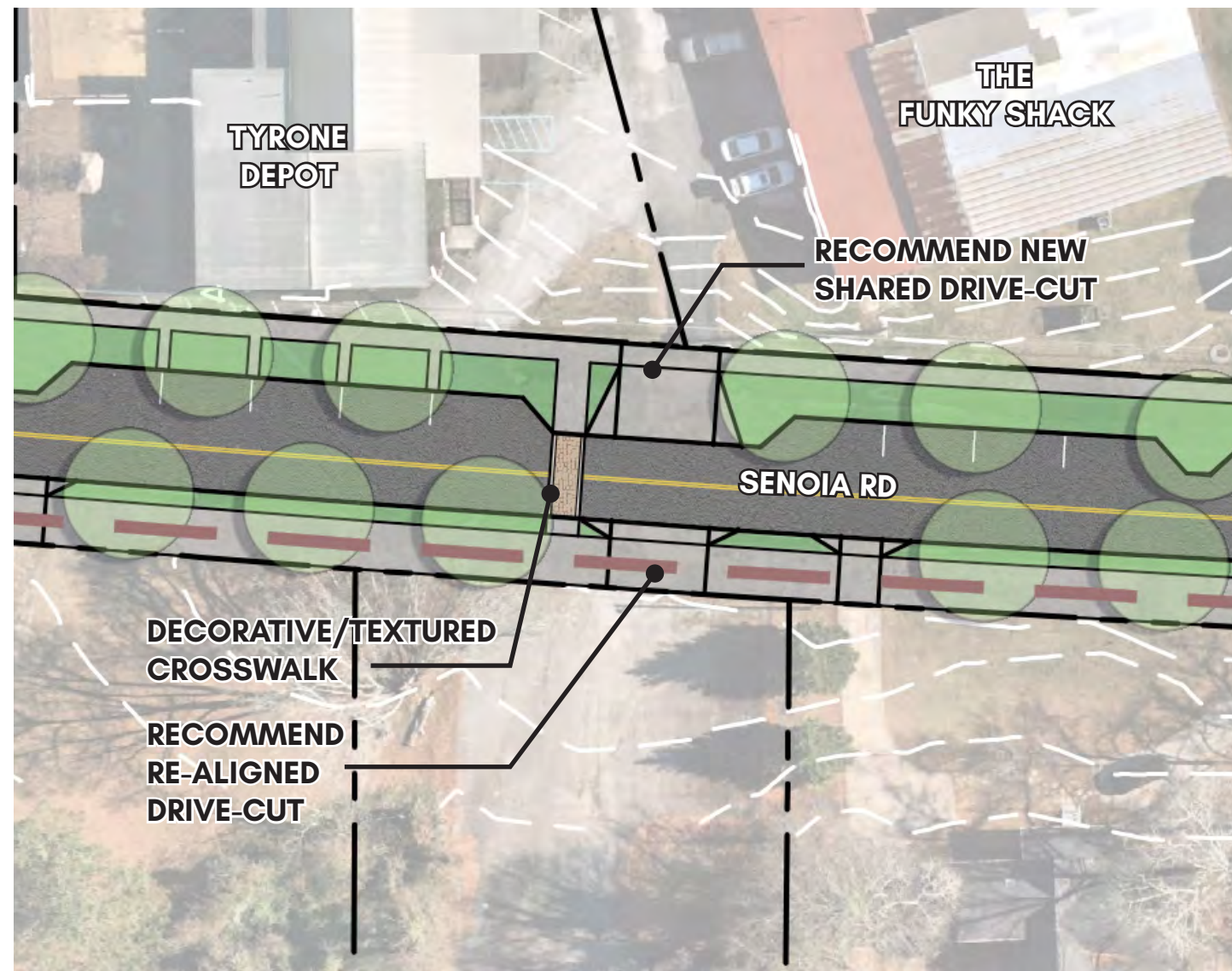


4 Senoia Road South

KEY AREA IMPROVEMENT

The Tyrone Depot is a popular event venue in the southern end of the commercial core and is flanked on either side by retail areas. The majority of available parking is located across the street from the venue, and many residents expressed concerns about the safety of event-goers crossing the street in this location.

Proposed improvements include a decorative/ textured crosswalk and rapid flashing beacon (RFB) to facilitate safer crossings. It is also recommended to combine the drive-cut at the Tyrone Depot and Funky Shack and re-align the parking lot drive cut across the street to reduce potential conflicts. On street parking and landscape buffers are also proposed here.



MID-BLOCK CROSSING AT THE DEPOT



3D RENDERING - ON STREET PARKING



3D RENDERING - MID-BLOCK CROSSING AT THE DEPOT

